TOWN COUNCIL MEETING

TOWN OF PALM BEACH

DECEMBER 10, 2025

9:45 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 CONSENT AGENDA

1. 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 January 14, 2026, Town Council meeting, pending architectural design review.***

2. **159-2025** A Resolution Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Authorizing Ad Valorem Tax Exemptions For The Property Hereinafter Described And Stating That The Subject Property Meets The Criteria Set Forth In Chapter 54, Article V Of The Code Of Ordinances Of The Town Of Palm Beach, Relating To Landmarks Preservation And Titled "Tax Exemptions."

APPROVAL OF AGENDA

ADMINISTRATION OF THE OATH

COMMENTS

3. MAYOR AND TOWN COUNCIL MEMBERS

4. PUBLIC - 3 MINUTE LIMIT

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

PUBLIC HEARINGS

GENERAL BUSINESS

5. **162-2025** 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 303 Pendleton Lane 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.

6. **163-2025** 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 201 Worth Avenue 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.

7. **164-2025** 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 220 Eden Road 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.

8. **165-2025** 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 246 Tangier Avenue 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.

9. **MATTERS PULLED FROM CONSENT AGENDA**

UNFINISHED BUSINESS

10. 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.
TIME CERTAIN 11:00 AM

11. 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 January 14, 2026, Town Council meeting, pending architectural design review.***

12. 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. *[The*

Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 7-0.] [The Architectural Review Commission approved this project. Carried 7-0.]

13. 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. *[The Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 7-0.] [The Architectural Review Commission approved this project. Carried 7-0.]*

14. ZON-25-0009 (COA-25-0003) 303 PENDLETON LN COMBO – VARIANCE The applicant, M. Timothy Hanlon, has filed an application requesting Town Council review and approval of one (1) variance to reduce the side yard (west) setback for a new carport addition for the property under consideration to be Landmarked. The Landmarks Preservation Commission shall perform design review of the application impacting the property under consideration to be Landmarked. This project shall be deferred to the December 10, 2025, Town Council meeting, pending Landmarks Preservation Commission design review. *[The Landmarks Preservation Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 6-1.] [The Landmarks Preservation Commission approved this project with conditions. Carried 6-1.]*

15. Discussion on Declaration of Use for Paramount (Church) Special Exception

16. 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 the petition filed by the applicant under Florida's Land Use and Environmental Dispute Resolution Act (Fla. Stat. 70.51). The Council shall hear and consider the Special Magistrate's Report and Recommendation. In addition, the first of two public hearings shall be held on the Settlement and Development Agreement, pursuant to the Florida Local Government Development Agreement Act, for resolution of all pending litigation.
TIME CERTAIN 2:00 PM

NEW BUSINESS

17. ZON-25-0067 (COA-25-0030) 801 S COUNTY RD (COMBO) - VARIANCE The applicant, LaBerge & Menard Inc., has filed an application requesting Town Council review and approval for one (1) variance to permit an additional guest house containing bedrooms with bath facilities on the landmarked property. The Landmarks Preservation Commission shall perform design review of the

application. ***This project shall be deferred to the January 14th, Town Council meeting, pending architectural review.***

18. ZON-25-0068 (ARC-25-0075) 160 BARTON AVE (COMBO) – VARIANCE. The applicant, Madeleine Parker (HCA Architecture, Representative), has filed an application requesting Town Council review and approval for one (1) variance to construction a second-floor addition within the two-story west side-yard setback. The Architectural Commission shall perform design review of the application. ***This project shall be deferred to the February 11, 2026, Town Council meeting, pending architectural design review.***

19. ZON-25-0071 (ARC-25-0080) 760 N OCEAN BLVD (COMBO)—SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCE. The applicant, Palm Beach Country Club Inc (WRP DESIGN & Maura Ziska Representatives), has filed an application requesting Town Council review and approval for a Special Exception and Site Plan Review for a 640 SF addition to an existing golf cart storage building in the R-A Zoning district requiring a variance for a reduced side yard setback. The Architectural Commission will perform design review of the application.

20. ZON-25-0073 105 CLARENDON AVE — VARIANCE. The property owners, 105 CLARENDON ROAD REVOCABLE TRUST and 874 SOUTH COUNTY LLC (Maura Ziska, Representative), have filed an application requesting Town Council review and approval for a variance to construct a new seawall, 2'-10" east of the existing seawall, which is east of the Town of Palm Beach bulkhead line, in lieu of the seawall being placed directly on or within 12" to the bulkhead line.

21. ZON-25-0075 (COA-25-0031) 340 S COUNTY RD (COMBO) – SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCE. The property owner, 340 S COUNTY LLC (James Crowley, Representative), has filed an application requesting Town Council review and approval for a Special Exception with Site Plan Review to renovate and construct an addition to an existing Special Exception use (service station) and expand the accessory convenience store portion of the building in the C-TS zoning district and a variance to reduce the minimum on-site parking requirement, within the Town Hall Square Historic District. The Landmarks Preservation Commission shall perform design review of the application.

22. ZON-25-0076 1768 S OCEAN BLVD—SITE PLAN REVIEW AND VARIANCES. The property owners, Four Winds Estates LLC (Maura Ziska, Representative), have filed an application requesting Town Council review and approval to replace an existing 125KW generator with a new 125KW generator requiring Site Plan Review and three (3) Variances to 1) reduce the minimum side (north) yard setback, 2) allow the generator to not be housed in an enclosed building, and 3) allow the generator to not be fully screened from the neighboring property by a concrete block wall for the landmarked property. ***This project shall be deferred to the January 14, 2026, Town Council meeting, at the request of the applicant.***

23. ZON-25-0077 235 SUNRISE AVE (251 SUNRISE SUITE CM 15) PB CATCH—SPECIAL EXCEPTION. The applicant, Rava LLC and 251 Partners LLC Dba The Polo Room Palm Beach, has filed an application requesting Town Council review and approval for a Special Exception request for an existing restaurant formerly known as PB CATCH to rebrand as a new named restaurant in the C-TS zoning district with no change of increase in the approved seating count. ***This project has been withdrawn by the applicant.***

24. ZON-25-0078 (ARC-25-0064) 230 BARTON AVE (COMBO)–VARIANCES. The applicant, RPI Corporation (Environment Design Group), has filed an application requesting Town Council review and approval for one (1) variance to exceed the maximum wall height to completely screen a generator. The Architectural Commission will perform design review of the application. *[The Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 7-0.] [The Architectural Review Commission*

approved this project. Carried 7-0.]

25. ZON-25-0081 (ARC-25-0084) 150 WORTH AVE (COMBO)—VARIANCE. The applicant, Wilson 150 Worth LLC (Tim Hanlon Representative), has filed an application requesting Town Council review and approval for a variance for a greater overall height than permitted in the C-WA zoning district for the architectural modifications of the former Saks building. The Architectural Commission shall perform design review of the application.

ORDINANCES

26. FIRST READING

26.1 33-2025 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.

27. SECOND READING

27.1 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.

27.2 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.

27.3 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.

27.4 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.

ANY OTHER BUSINESS

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: December 10, 2025

To: Town Council

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

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

Re: A Resolution Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Authorizing Ad Valorem Tax Exemptions For The Property Hereinafter Described And Stating That The Subject Property Meets The Criteria Set Forth In Chapter 54, Article V Of The Code Of Ordinances Of The Town Of Palm Beach, Relating To Landmarks Preservation And Titled "Tax Exemptions." 159-2025

Date: 11/7/2025

STAFF RECOMMENDATION

Staff recommends that the Town Council approve Resolution No. 159-2025, granting Tax Abatement to the property at 318 Australian Avenue.

BOARD OR COMMISSION RECOMMENDATION

The Landmarks Preservation Commission has approved all changes to this property using the Secretary of Interior (Federal) Standards for Rehabilitation as required in the Tax Abatement program.

GENERAL INFORMATION

1. Project Summary: The above-mentioned applicant has applied for participation in the Town's Tax Abatement Program.

   The circa 1918 Bungalow style residence located at 318 Australian Avenue was designated as a Landmark of the Town of Palm Beach on December 13, 2023.

   The Landmark Preservation Commission (LPC) approved the Tax Abatement Application in 2023. The improvements to the property included the renovation and rehabilitation of the historic residence and accessory structure. The work included restoring the original fascia design, replacement of the windows, doors and roof material, and the construction of a rear addition and a trellis between the house and accessory structure. The completed work has been reviewed and found to be in compliance with the LPC approval.

2. Town Council approval is required to grant this abatement and forward same to Palm

Beach County.

3. A written application for ad valorem tax exemption has been presented to Town staff as prescribed by Section 54-199 of Town Code. As additionally required by Section 54-200, the property owner must enter into a covenant or agreement with the Town, the form of which is established by the Department of State, requiring that the character of the property and the qualifying improvements be maintained during the exemption period. The covenant must be entered into prior to the submittal to the County and Property Appraiser's Office.

FUNDING/FISCAL IMPACT

Action will abate ad valorem Town of Palm Beach property tax increase (new incremental value only) for a period of ten years. Full value assessment will be applicable after the ten-year program.

The estimated cost of the improvement as provided by the property owner is $3,000,000. The Palm Beach County Property Appraiser will determine the value of the tax abatement using its own methodology.

TOWN ATTORNEY REVIEW

Resolution No. 159-2025 has been approved by the Town Attorney for legal form and sufficiency.

ATTACHMENTS

Resolution 159-2025
Photos of Completed Work at 318 Australian Avenue

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

RESOLUTION NO. 159-2025

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AUTHORIZING AD VALOREM TAX EXEMPTIONS FOR THE PROPERTY HEREINAFTER DESCRIBED AND STATING THAT THE SUBJECT PROPERTY MEETS THE CRITERIA SET FORTH IN CHAPTER 54, ARTICLE V OF THE CODE OF ORDINANCES OF THE TOWN OF PALM BEACH, RELATING TO LANDMARKS PRESERVATION AND TITLED "TAX EXEMPTIONS."

WHEREAS, pursuant to the provisions of Chapter 54, Article V, Code of Ordinances of the Town of Palm Beach, the Landmarks Preservation Commission of the Town of Palm Beach held public hearings and approved Certificates of Appropriateness for renovations and improvements of the certain property described herein; and

WHEREAS, those improvements are consistent with the United States Secretary of Interior's Standards for Rehabilitation and were made in accordance with the guidelines developed by the Department of State, they will qualify for said tax exemption; and

WHEREAS, the property owner agrees to enter into a covenant of agreement with the Town for the ten year term for which the exemption is granted.

NOW, THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL of the Town of Palm Beach, Palm Beach County, Florida, as follows:

Section 1: The property hereinafter described in Section 2 of this Resolution, being listed as a Landmark of the Town of Palm Beach, is hereby approved for the Ad Valorem Tax Exemptions for Historic Properties, pursuant to the provisions of Chapter 54, Article V.

Section 2:The landmark property is owned by Combinat, LLC and is located at 318 Australian Avenue, Palm Beach, Florida. The property is legally described as follows:

Tax Folio Number: 50-43-43-23-05-006-0181

Legal Description: The East Seven (7) Feet of Lot 18, all of Lot 19 and the West Fourteen (14) Feet of Lot 20 in Block 6 in the Revised Map of Royal Park Addition to Town of Palm Beach, Florida, according to the plat thereof, recorded in Plat Book 4, Page 1 of the Public Records of Palm Beach County, Florida.

Section 3: The Town Clerk is hereby ordered to furnish the owner of the property a copy of this Resolution.

Section 4: A copy of this Resolution with completed application for Ad Valorem Tax Exemptions will be filed with the Property Appraiser's Office as defined in and subject to the provision of Chapter 54 of 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 on 10th day of December 2025.

Danielle H. Moore, Mayor	Bobbie Lindsay, Town Council President
	Lewis S.W. Crampton, Council President Pro Tem
	Julie Araskog, Town Council Member
ATTEST:	Edward A. Cooney, Town Council Member
Kelly Churney, CMC, Town Clerk	Bridget Moran, Town Council Member

318 Australian Avenue
Completed Work Photographs





October 2025

318 Australian Avenue
Completed Work Photographs





October 2025

318 Australian Avenue
Completed Work Photographs





October 2025

318 Australian Avenue
Completed Work Photographs





October 2025

318 Australian Avenue
Completed Work Photographs




Front Porch



Living Room

October 2025

318 Australian Avenue
Completed Work Photographs



Dining Room



Rear Porch

October 2025

318 Australian Avenue
Completed Work Photographs





Kitchen

October 2025

318 Australian Avenue
Completed Work Photographs



Bedroom & Bathroom



Bedroom & Sitting Area

October 2025

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

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

Re: 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 303 Pendleton Lane 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.
162-2025

Date: 11/20/2025

The owner is supportive of this designation.

ATTACHMENTS
Resolution
Designation Report
Landmark Designation Procedures
Excerpt from Landmarks Preservation Commission Minutes of November 19, 2025

STRATEGIC PLAN
Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING
No Fiscal Impact

RESOLUTION NO. 162-2025

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 303 PENDLETON LANE 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 303 Pendleton Lane and the property to be landmarked is legally described as follows: **LOT 10 AND THE EAST 15 FEET OF LOT 9, IN COCOANUT GROVE, AN ADDITION TO THE TOWN OF PALM BEACH, FLORIDA ACCORDING TO THE PLAT THEREOF ON FILE IN THE OFFICE OF THE CIRCUIT COURT IN AND FOR PALM BEACH COUNTY, FLORIDA, IN PLAT BOOK 18, PAGE 24, LESS HOWEVER, SUCH INTEREST IN THE EAST 5 FEET OF SAID LOT 10 AS WAS**

CONVEYED BY FLORENCE R. WILLIAMSON, JOINED BY HER HUSBAND, C.H. WILLIAMSON, TO THE TOWN OF PALM BEACH FOR STREET AND SIDEWALK PURPOSES, BY DEED DATED OCTOBER 28, 1960, RECORDED DECEMBER 20, 1960 IN OFFICIAL RECORDS BOOK 579, PAGE 352.

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 on this 10th day of December 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

303 Pendleton Lane



DESIGNATION REPORT
December 18, 2024
Landmark Preservation Commission
Palm Beach, Florida

DESIGNATION REPORT
303 Pendleton Lane

Table of Contents

I.	GENERAL INFORMATION	2
II.	LOCATION MAP	3
III.	ARCHITECTURAL INFORMATION	4
IV.	HISTORICAL INFORMATION	7
V.	ARCHITECT BIOGRAPHY	8
VI.	STATEMENT OF SIGNIFICANCE	9
VII.	CRITERIA FOR DESIGNATION	9
VIII.	SELECTED BIBLIOGRAPHY	11

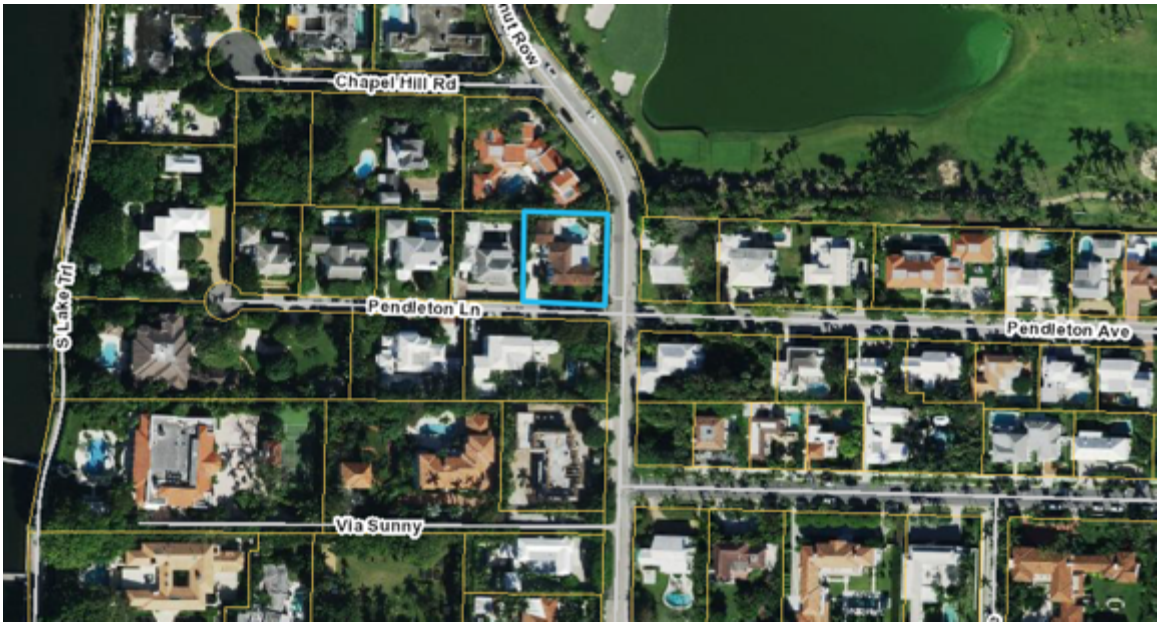
Report produced by Murphy Stillings, LLC

I. General Information

Location:	303 Pendleton Lane Palm Beach, Florida
Date of Construction:	1937 - 1938
Original Owner:	Palm Beach Modern Homes, Inc.
Original Name:	Palm Crest
Architect:	John L. Volk
Builder/Contractor:	Arnold Construction Company
Current Owner:	Thomas P. Hunt & Linda A. Koch Hunt
Present Use:	Single Family Residence
Present Zoning	R-B
PBC Tax Folio Number:	50-43-43-22-02-000-0091
Current Legal Description:	Cocoanut Grove E 15 Feet of Lot 9 & Lot 10 (Less East 5 Feet Road R/W)

II. Location Map





III. Architectural Information

The residence at 303 Pendleton Lane was designed in the Monterey style by talented Palm Beach architect John L. Volk and constructed by noted builders Arnold Construction Company in 1937-1938 for approximately $20,000. It is located on the northwest corner of Pendleton Lane and Cocoanut Row in Palm Beach's midtown area. The driveway, which is located on the west side of the dwelling, is entered from Pendleton Lane and extends north to a two-story attached garage apartment that faces south. A masonry wall topped with short pickets runs along the east side of the property along Cocoanut Row and cuts back towards the east side of the dwelling.



303 Pendleton Lane is a very good example of the Monterey style of architecture. The Monterey Style is an American style that originated in California in the 1830s with origins mostly in Spanish Colonial, New England Colonial, and French Creole architecture. Some examples lean towards one of the influencing styles, but the prominent second story balcony is present in all examples. Although the original Monterey style dates to the 1800s, California architect Roland E. Coate, Sr. was crucial in promoting the style's revival in the 1920s and 1930s when he wrote about early Monterey houses, designed at least two houses in the style and won a prestigious *Better Homes in America* award for a Monterey design, all helping to bring attention to the Monterey style to both professionals and the public. The style, which was popular in the United States from 1925-1955, is characterized by the wide, cantilevered upper-story balcony or two story porch, long double-hung or casement windows often flanked by shutters, low-pitched roofs with the principal

roof usually encompassing the second story balcony and simple forms with the decorative detailing often confined to the balcony.[1]

The two-story, five bay wide residence at 303 Pendleton is constructed of hollow clay tile covered with smooth stucco.[2] The dwelling has an irregular plan and is covered by clay barrel tile low-pitched gabled roofs with exposed rafters. The four eastern bays are recessed to incorporate the character defining second-story cantilevered balcony covered with an extension of the principal roof. In keeping with the Monterey style, this balcony features the main decorative element of the dwelling with its lovely ornate metal balcony rail reminiscent of the French Creole style, adding a very distinguishing attractiveness to the dwelling. Knowing this was a speculative house, Volk likely used the ornate railing to provide the house with a distinct charm and additional curb appeal.



The fenestration of the eastern four-bay block is asymmetrical, with two-widely spaced six-over-six double-hung sash windows and the main entry on the first story and two six-over-six double-hung windows with a door leading to the balcony on the second story. The main entry features a wood panel door fronted by a wood screen door with decorative metal designs and topped by a divided light rectangular transom, all encased by a fluted door surround. The western bay of the front facade

[1] Virginia Savage McAlester. A Field Guide to American Houses. Knopf, Borzoi Books, 2013. Pages 537-540.
[2] The northwest portion of the property including the garage apartment is constructed of concrete block and wood framing rather than clay tile.

projects to the south and features a multilight bay window covered by a standing seam copper roof on the first story and two six-over-six double-hung sash windows above. All of these windows and doors except the main entry door and the bay window are flanked with louvered shutters. Other distinguishing features of the dwelling include Bahama shutters on the west elevation, a substantial brick chimney on the east elevation, and a bay window in the rear. At the northwest corner of the dwelling is an attached two-story side-gable garage apartment with an overhead garage door on the first floor and six-over-six double hung sash windows flanked by louvered shutters on the second floor.



During the dwellings eighty-seven year history there have been additions, alterations, and repairs to the dwelling. The main addition was designed by John Volk in 1979 and included a bedroom, bathroom and loggia on the rear and east side of the dwelling.[3] At this time and again in 2009, the roof was replaced to match the existing clay barrel tile. In 2019, the windows and several doors were replaced to closely match the existing and currently there is a permit to replace the front entry door with a hurricane impact door to match the existing and to remove the screen door[4]. Despite these exterior additions and alterations, the historic architectural character and appearance of the dwelling remain intact.

[3] This addition was not completed until 1981 because the dwelling was sold and the permit expired, so the new owners, Joseph and Rebecca McLeary, had to petition for a waiver of Ordinance No. 7-81 that had placed a moratorium on building and new permits due to the Town's concerns about overcrowding, increased traffic and the water supply. Their appeal was successful, and the owners were able to get a new building permit and complete the work.

[4] According to the Description of Request regarding the permit to replace the front door, "Based on the manner it was installed, it is believed that the screen door is not original and was added later."

IV. Historical Information

Pendleton Lane is named for Major Edward Gray Pendleton (1843-1920) and his wife Emily Barton Pendleton who were among the early winter settlers of Palm Beach. Prior to 1905, Major Pendleton purchased "a strip of ocean to lake property located between the hotel company (Breakers) cottages and the Clarke estate" from Cornelius Vanderbilt Barton, grandnephew of Commodore Cornelius Vanderbilt. Barton had built "the two little cottages" on the Lake Trail that were then "slightly altered" by Major Pendleton and his wife Emily Pendleton after they purchased the property which the called "Reverie" at 5 South Lake Trail.[5] The private road that ran from the two cottages to the ocean was referred to by 1908 as Pendleton's Trail. Major Pendleton, a Civil War veteran, died in his Palm Beach house Reverie in 1920. Mrs. Pendleton continued to own and live at Reverie on the property that stretched from Lake Worth to Cocoanut Row until 1937 when she sold it to Arnold Construction Company's Palm Beach Moden Homes, Inc. where they planned the Cocoanut Grove subdivision where 303 Pendleton Lane is located.[6] A May 30, 1937, Palm Beach Modern Homes advertisement promoting the development stated,

> "If you desire to be close in, visit the beautiful Pendleton Tract at the west end of Pendleton Avenue, which will be divided into ten 100' lots, all with access to Lake Worth. The lots are all high, solid rock foundations and have some of the most beautiful trees and shrubbery to be found in the entire Palm Beach area. No lots to be sold unimproved and all houses to be constructed by Arnold Construction Company."[7]

Pendleton Lane, like neighboring Pendleton Avenue, Barton Avenue, Clarke Avenue, and the Sea Streets, is a sought-after mid-town Palm Beach neighborhood. Development of the lane began during the late Depression and New Deal era when Palm Beach Modern Homes, Inc. hired some of the best Palm Beach architects to design houses along Pendleton Avenue and Pendleton Lane, with John Volk designing all of the houses along Pendleton Lane.[8] The houses reflected the architectural changes occurring in Palm Beach during the 1930s and 1940s with mostly Georgian Revival, Colonial Revival and Monterey style dwellings built along

[5] Pendleton 2005 Preservation Foundation of Palm Beach "Annual Walking Tour" Brochure. February 1, 2005.
[6] "Arnolds Purchase Pendleton Estate." Palm Beach Post, April 11, 1937.
[7] "Homes In Quiet, Highly Restricted Area." Palm Beach Post, 30 May 1937.
[8] This also included the dwellings at 4 and 5 North Lake Trail at the end of Pendleton Lane. The John Volk designed dwelling at 5 Lake Way at the end of Pendleton Lane was demolished and a new much larger house was constructed on the property in 2004. Despite the change, this house is at the end of the cul-de-sac and set back far from the lane so the houses along the lane maintain a cohesive neighborhood.

the lane rather than the Mediterranean Revival style so popular during Palm Beach's 1920s land and housing boom.[9]

As noted previously, the house at 303 Pendleton Lane was built on speculation by Palm Beach Modern Homes, Inc. The first owners were Frederick T. and Mary B. Roosa who sold their property on Seabreeze Avenue to Palm Beach Modern Homes for $17,500 and bought the house at 303 Pendleton Lane for $40,000 in November 1938. The Roosa's were from Cleveland, Ohio, where Frederick T. Roosa was founder, president and chairman of the board of the Mutual Drug Company. The Roosa's named the dwelling Palm Crest for the property's numerous and unusual palm trees. Frederick T. Roosa passed away in February of 1942 and the house was sold to Charles and Florence Smith of Cleveland, Ohio in November of 1942 for $25,000. In 1950, Florence Smith married Clarence H. Williamson, and they lived at Palm Crest until the late 1960s when Clarence Williamson passed away. During the Williamsons' ownership of the property, there was an extensive article in the Palm Beach Post titled "Old World Graciousness: Air of Caribbean Charm" that went into great detail about the decorations and furnishings at Palm Crest.[10] The house was sold to Edward and Betty Dale who then sold it to Sandra Boykin in 1979. Sandra Boykin was the daughter of Enrique Rousseau and Julia Amory, and the stepdaughter of Lilly Pulitzer Rousseau. The current owners, Thomas and Linda Koch Hunt, purchased the dwelling in 2011 and have been exceptional stewards of the house for the past 13 years.

V. Architects Biography

John L. Volk

John Volk has been called the last of the "original" Palm Beach architects. He was one of an elite group of early 1920s architects that included Addison Mizner, Maurice Fatio, and Marion Sims Wyeth who developed the architectural style of the island that came to be known as the "Palm Beach Style."

Volk was born in Graz, Austria in 1901. He came to the United States with his parents at the age of nine and grew up in New York. He attended Columbia University School of Architecture and L'Ecole des Beaux Arts. Volk opened his office in Palm Beach in 1925. Volk designed more than 1000 houses, theaters, clubs, shops, and other buildings and lived in Palm Beach from 1925 to his death in 1984.

[9] Murphy Stillings, LLC research on 4 South Lake Trail, 345 Pendleton Lane and 287 Pendleton Avenue.
[10] Palm Beach Post. "Old World Graciousness: Air of Caribbean Charm," 22 February 1959.

He designed homes for some of the wealthiest and most powerful people in America over his 58-year career in Palm Beach including Colonel Robert McCormack, William Paley, George Vanderbilt, Nicholas DuPont, Henry Ford II, Herbert Pulitzer, Matthew Mellon, George Storer, Horace Dodge II, and John S. Phipps. Included in the designs of John Volk are some of the most prominent commercial and private club buildings in the Palm Beach area including the First National Bank, the Royal Poinciana Plaza and Playhouse, the center section of the Town Hall, the Beach Club, Good Samaritan Hospital, and several shops on Worth Avenue including the Everglades Colonnade. He also extensively modified and rebuilt the Bath and Tennis Club after a major hurricane.

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

VI. Statement of Significance

303 Pendleton Lane is significant as a very good example of the Monterey style of architecture as interpreted by prominent Palm Beach architect John Volk. The size, scale and design of the dwelling adds to the cohesive architectural character of the charming and distinctive Pendleton Lane neighborhood. Palm Beach Modern Homes and Arnold Construction Company were important companies that developed numerous residential subdivisions in Palm Beach, with the Cocoanut Grove subdivision along Pendleton Lane being one of the most prestigious.

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 criteria that 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."

303 Pendleton Lane reflects the broad cultural, economic and social history of the Town of Palm Beach. 303 Pendleton Lane was built in the late Depression/New Deal

era when the country was recovering from the Great Depression and the residents, business owners and town officials were enthused about new residential housing development in Palm Beach, including the charming and sought-after designs in the new Coconut Grove subdivision Though this was not a time when many lavish Palm Beach mansions were constructed, it was a time when developers like Palm Beach Modern Homes purchased large estate properties and constructed mid-size residences like those on Pendleton Lane for buyers who wanted fashionable architectural designs with modern amenities. The houses along Pendleton Lane, including 303 Pendleton Lane, have stood the test of time both individually and as a collection, and the subdivision remains a popular and fashionable enclave.

(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 house at 303 Pendleton Lane is a very good example of the Monterey style of architecture with French Creole influence in its character defining ornate metal balcony rail. The stucco covered dwelling has the essential second floor, cantilevered balcony with principal roof overhang and charming picturesque railing. In addition, it has low-pitched barrel tiled side gable roofs with exposed rafters, large multi-light double-hung sash windows flanked by louvered shutters, a projecting multi-light bay window and indoor and outdoor living space. Many of these features embody distinguishing characteristics of the Monterey style of design and make it a valuable addition to the Pendleton Lane varying architectural styles.

(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."

303 Pendleton Lane is a very good representation of the design work of the architect John L. Volk and his interpretation of the Monterey style of architecture. John Volk has been recognized as one of the most important architects to practice in the Town of Palm Beach as he understood and perfected varying architectural styles from Mediterranean Revival to contemporary designs. It is also important to note that John Volk designed all of the dwellings along Pendleton Lane in various architectural styles that melded to create a cohesive, charming, and coveted neighborhood.

VIII. Selected Bibliography

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10. 303 PENDLETON LANE DESIGNATION HEARING
Owner: Thomas Hunt and Linda Hunt

Several members disclosed ex parte communications.

Janet Murphy, MurphyStillings, LLC, testified to the architecture and history of the Monterey-style residence. 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,
Sect. 54-161 (4) Is representative of the notable work of a master builder, designer, or architect whose individual ability has been recognized or who influenced his age.

Ms. Damgard requested confirmation of proof of publication. Ms. Mittner provided confirmation.

A motion was made by Mr. Ives and was seconded by Ms. Coleman to make the designation report for 303 Pendleton Lane part of the record. The motion was carried unanimously, 7-0.

Ms. Herzig-Desnick inquired about the other homes on the street that had been designated, specifically the number of Monterey-style homes. Ms. Murphy responded. Ms. Herzig-Desnick asked if it was the predominant style on the street, to which Ms. Murphy stated yes, as well as the Colonial Revival style.

Ms. Damgard called for public comment.

Attorney M. Timothy Hanlon, on behalf of the owners, explained that the Hunts were initially surprised by the landmark designation and had considered objecting, but with guidance from Ms. Sunny and Ms. Mittner, they came to support the process and worked collaboratively to address their property concerns. He noted the Hunts are now eager to move forward and consent to the designation, contingent on receiving the remaining approvals and permits for the project. He thanked the Commission for its assistance.

Aimee Sunny of the Preservation Foundation of Palm Beach believed that the property clearly meets Landmark Criteria 1, 3, and 4 in the designation report and qualifies for landmark status. She thanked the Hunts and Mr. Hanlon for their openness and support despite the unexpected nature of the designation and noted the owners' strong care for the home's historic details. She encouraged the Commission to recommend the property for designation to the Town Council.

A motion was made by Ms. Coleman and was seconded by Mr. Ives to recommend 303 Pendleton Lane 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 owners of the home supported 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: December 10, 2025

To: Town Council

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

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

Re: 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 201 Worth Avenue 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.
163-2025

Date: 11/20/2025

The owner is opposed to this designation.

ATTACHMENTS

Resolution
Designation Report
Letter of Opposition from Property Owner
Landmark Designation Procedures
Excerpt from Landmarks Preservation Commission Minutes of November 19, 2025

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

RESOLUTION NO. 163-2025

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 201 WORTH AVENUE 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 201 Worth Avenue and the property to be landmarked is legally described as follows: **Lots 28, 29, 30, 31, 32, and 33, Block 15, Royal Park, according to the Plat thereof on file in the office of the Circuit Court in and for Palm Beach County, recorded in Plat Book 4, Page 1.**

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 on this 10th day of December 2025.

Danielle H. Moore, Mayor	Bobbie Lindsay, Town Council President
	Lewis S.W. Crampton, Council President Pro Tem
	Julie Araskog, Town Council Member
ATTEST:	Edward A. Cooney, Town Council Member
Kelly Churney, CMC, Town Clerk	Bridget Moran, Town Council Member

201 Worth Avenue
The Armour Building





DESIGNATION REPORT
April 17, 2024
Landmark Preservation Commission
Palm Beach, Florida

DESIGNATION REPORT

201 Worth Avenue

Table of Contents

I.	GENERAL INFORMATION	2
II.	LOCATION MAP	3
III.	ARCHITECTURAL INFORMATION	4
IV.	HISTORICAL INFORMATION	10
V.	ARCHITECT'S BIOGRAPHY	13
VI.	STATEMENT OF SIGNIFICANCE	15
VII.	CRITERIA FOR DESIGNATION	15
VIII.	SELECTED BIBLIOGRAPHY	17

Report produced by Murphy Stillings, LLC

I. General Information

Location:	201 Worth Avenue Palm Beach, Florida
Date of Construction:	1955
First Owner:	Irving Armour
Architect:	John Stetson
Builder:	Birdsall Construction Company
Current Owner:	Lendan Inc.
Current Zoning:	Commercial Worth Avenue (C-WA)
Palm Beach County PCN:	50-43-43-23-05-015-0280
Legal Description:	Royal Park Addition Lots 28-33 Inc Block 15

II. Location Map

201 Worth Avenue





III. Architectural Information

201 Worth Avenue is located on the prominent corner of Worth Avenue and South County Road in the heart of Palm Beach's commercial district. Currently known as The Worth Avenue Building, it was originally named The Armour Building after its original owner, Irving Armour. Built as a three-story commercial building constructed to house both retail and office spaces, it was designed by prominent Palm Beach architect John Stetson who was known for his Modern architecture designs. Stetson designed 201 Worth Avenue in 1955, during Palm Beach's Post-World War II Era, in what he called a "contemporary South American design with Aztec influences."[1]



Corner of Worth Avenue and South County Road
Looking Northwest

201 Worth Avenue is a notable example of the Mid-Century Modern style of architecture in Palm Beach. Mid-century Modern architecture designed during the Post-World War II Era was a by-product of post-war optimism and the nation's dedication to building a new future. During this time architects and designers moved away from period styles of architecture and were adapting various modernist

[1] "'Biggest Store Since Boom' to be Built in Palm Beach", Palm Beach Post, April 17, 1955.

movements to create new designs. This new architecture often used modern materials and building techniques and was defined by clean lines, simple shapes, angular planes, and refined simplicity. Mid-Century Modern was a further development of Frank Lloyd Wright's principles of organic architecture combined with many elements reflected in the International and Bauhaus movements.[2] Commercial Mid-Century Modern architecture generally features geometric forms, asymmetrical compositions, flat roofs, facades surfaced with smooth stucco, large amounts of glass, concrete eyebrows, ornamental masonry elements, angular details, and minimal ornamentation.



Worth Avenue Façade
Looking Northwest

Sited on the northwest corner of Worth Avenue and South County Road, 201 Worth Avenue has an L-shaped plan with a flat roof with a parapet. The building is surfaced with smooth stucco and features stone cladding at the entrance section of the south façade, the southern end of the east façade, and portions of the first floor. The stone has an interesting design that includes angled stones which may have been influenced by Aztec designs.

[2] Over the years, 201 Worth Avenue's architecture has been described as Contemporary, International, and Modernistic.

The street facing facades, along Worth Avenue and South County Road, feature three bays with asymmetrical compositions that highlight the building's Mid-Century Modern design. The Worth Avenue façade features the building's main entrance which is located off-center and leads to an internal exterior staircase to access the upper floors. The entrance bay projects above the third floor with an elevator shaft and is highlighted with stone cladding.



Entrance Bay


Staircase



Entry

To each side of the entrance bay, the first floor contains storefronts with granite pillars that are sheltered by canvas awnings. The second and third floors each feature ribbons of black framed single-light metal windows with mirrored glass. The ribbons of windows are framed with a projecting concrete surround that unifies the two upper floors and breaks up the massing of the building. Running below each row of windows are angled projecting concrete planters. These planters do not contain vegetation but do provide an area for tenant signage.



Western Portion of Worth Avenue Façade


Eastern Portion of Worth Avenue Façade

Along South County Road, the east façade's three bays continue many of the design features of the south façade. The southern-most bay is recessed on the first floor with a column supporting the corner and features stone cladding on the second and third floors with the building's signage. The other bays have storefronts with granite pillars on the first floor and continue the use of ribbons of black framed single-light metal windows with mirrored glass on the second and third floors. The center bay's windows are framed with a projecting concrete surround and the northern bay's windows having a concrete eyebrow above and angled projecting planters below.



South County Road Façade



South County Road Façade
Looking Southwest

The north façade and the portion of the west façade facing a parking lot that is located on the northwest corner of the property have ribbons of black framed single-light metal windows on the upper floors and gutters to provide drainage.

The building presents many character defining features of the Mid-Century Modern style such as smooth stucco combined with natural materials, flat roof, asymmetry, geometric forms, ribbons of windows, and projecting concrete eyebrows, surrounds and angled planters. Over the years the building has undergone alterations, many of which were interior modifications. The alterations to the building's exterior include storefront changes to meet the needs of new businesses, the addition of awnings, and window replacements. The replacement of the original three-light metal windows with black framed single-light windows containing mirrored glass in 1986 is the most significant change to the exterior and it does impact Stetson's original design.





1955 Photographs, Courtesy of the Preservation Foundation of Palm Beach

IV. Historical Information

The Armour Building at 201 Worth Avenue is located at the prominent northwest corner of Worth Avenue and South County Road in the Royal Park Subdivision.[3] The development of Royal Park, which was developed to include both residential and commercial uses, was a tremendous undertaking planned by the Palm Beach Improvement Company.[4] When started in 1908 the area was mostly jungle, sand, and muck, and included 160 acres of land from approximate present-day Royal Palm Way south to Worth Avenue, and from the Atlantic Ocean to Lake Worth.

Worth Avenue, at the southern edge of the Royal Park Subdivision, is an integral part of Palm Beach. Named in 1913 for General William Jenkins Worth, the shopping avenue was among the first areas developed in Palm Beach. Worth Avenue as we know it today began with the building of the Everglades Club in 1918 toward the west end of Worth Avenue. Though it was not the first building on the island to have a Mediterranean style design, it was the most prominent and notable and the one that gave the real start to the Mediterranean Revival style that dominated Palm Beach architecture throughout the 1920s and became the "Palm Beach Style." Shortly after its completion, the illustrious Everglades Club's developer, Paris Singer, and celebrated architect, Addison Mizner, developed a series of residential buildings with retail space on the ground floor to the north and east of the club along Worth Avenue. By the mid-1920s this unique shopping and residential area with its picturesque Mediterranean style buildings organized around a series of open patios and vias was attracting attention for its charm and elegant wares.[5] The late 1930s and early 1940s saw much of the completion of the 200 and 300 blocks of Worth Avenue. The architectural style within these blocks is exemplified by a combination of Neo-classical, Art-Moderne and Mediterranean style structures from the 1930's, 1940's and later. These buildings are generally single-story storefronts punctuated intermittently with two-story structures containing some office and upper-floor apartments.[6] While individually less distinguished than the original Mediterranean Revival style architecture of Worth Avenue, they completed the retail street and are compatible in material and scale.[7]

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[3] The Armour Building's address is 201 Worth Avenue, but it extends from 201-211 Worth Avenue. At some time after the Armour's sold the building in 1988, the building's name was changed to The Worth Avenue Building.
[4] The Palm Beach Improvement Company was organized with members Harvey Geer, George W. Jonas, Cap E. N. Dimick, and Otto Kublin. Cap Elisha N. Dimick became the first mayor of Palm Beach and Harvey Geer served on the Palm Beach Town Council for many years including serving as president.
[5] Smith, Earl E.T. "The Facts About the Proposed Designation of the Worth Avenue Historic District," April 27, 1983.
[6] Adley Brisson Engman, Planners & Economists, Worth Avenue Design Guidelines.
[7] Smith, Earl E.T. "The Facts About the Proposed Designation of the Worth Avenue Historic District," April 27, 1983.

Following World War II, Florida had explosive economic and demographic growth as America began to recover and reconvert to a peacetime economy. Immediately following the War, Florida's population increased over three times the national average, but the growth rate of the 1950s, often termed as the transitional era, was even more than five times the national average and it was during this decade that Palm Beach experienced its largest post-war population boom. Furthermore, the lifting of wartime restrictions and an increasing supply of materials accelerated Palm Beach's Post-War economy with new construction.[8] It was the start of the second big building boom in Palm Beach and as development in Palm Beach increased during this era, the architectural styles of structures were also changing, with a shift away from the period styles of the 1920s and 1930s to new modern styles. During the post-WWII period, modern architectural styles were popular throughout the United States, and Palm Beach was no exception.

During World War II, Irving Armour purchased the property at the northwest corner of Worth Avenue and South County Road. At this time, the building at 201 Worth Avenue was a smaller one-story building with two one story narrow stores attached to the west listed as 201A and 201B Worth Avenue. In addition, there was a one-story frame dwelling north and west of this building at 203 Worth Avenue.[9] Irving Armour was a dress manufacturer and real estate developer from Mamaroneck, New York and from the mid-1940s through 1954, the building at 201 Worth Avenue housed various stores and offices. A few of these stores and offices included Wally Williams clothing store, Edna Rosner Dress Shop, Palm Beach Employment Agency, Fred Leighton's, Gentley's Men's Shop, Sandra Post of Florida, and Armour's Charmour Realty. And for a number of years the dwelling at 203 Worth Avenue was listed as the home of Irving Armour and his wife Theresa. In 1954, the existing buildings on the site were demolished to make way for the Armour Building.

The first permit on file for the Armour Building at 201 Worth Avenue was submitted on September 17, 1955, by Birdsall Construction Company for a two-story building with 12 stores on the first floor and 16 offices on the second floor. After less than a month, on October 14, 1955, Birdsall Construction Company submitted another permit to add a third story to the building. On both of these permits John Stetson was the architect and Irving Armour was the owner. When announced in 1955, the Armour Building was the "Biggest Store Since the Boom" to be built in Palm

[8] Augustus Mayhew. Palm Beach: A Greater Grandeur.
[9] Sanborn Fire Insurance Map Palm Beach, Updated to 1952.

Beach.[10] The price was estimated at $350,000. In June of 1956, the management of the Armour Building was taken over by The Keyes Company and at the time the 36,000 square foot building housed 12 stores and 42 offices.

As noted previously, architect John Stetson described the Armour Building as a "contemporary South American design with Aztec influences." When World War II began, John Stetson joined the U.S. Army Corps of Engineers. During the last year and a half of the War, Stetson was assigned to Trinidad and South America, where he was introduced to South American architectural design. Approximately ten years later, in 1954 just before designing the Armour Building, Stetson and his wife took a six-month tour to twenty nations which included several South American countries. After traveling through much of South America, Stetson noted that architecturally many of the Latin American cities are ahead of the United States in civic planning and beautiful buildings.[11]

Irving Armour passed away in 1963 and after his passing the building was co-owned by his sons Robert and James Armour as Armour Realty. The building continued to house retail establishments on the first floor and offices on the second and third floors, with the law firm Steel, Hector, Davis, Burns and Middleton occupying the entire second floor until the mid-1980s.[12] In 1986, after the law firm relocated to West Palm Beach, the building was extensively renovated, and the second floor was converted into an executive suite known as Corporate Place.[13]

In June of 1988, the Armour brothers as Armour Realty, Ltd. sold the Worth Avenue Armour Building to an investment group headed by a large Canadian landholder IFP Nevada Inc. whose managing shareholder was Grosvenor International Holdings, with an agreement that Robert Armour's realty group would continue to manage and lease the building. In 1995, IFP Nevada Inc. sold the property to Florida corporation Lendan Inc., and they remain the owners of the building.

The design of 201 Worth Avenue was addressed in the Worth Avenue Design Guidelines, developed by Adley Brisson Engman, Planners & Economists, Inc., which was adopted by the Town in 1991 (revised 1998). The purpose of the Design Guidelines was to protect and enhance the quality and character of Worth Avenue.

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[10] "'Biggest Store Since Boom' To Be Built In Palm Beach." The Palm Beach Post, 7 April 1955

[11] "John Stetson To Visit 20 Nations." The Palm Beach Post-Times, 10 January 1954

[12] Some of the retail businesses included Alben's, Lily Rubin, Benetton, Evyan Perfumes, City Corps Savings, Vila de Porro, Dana Cote D'Azur and Worth Avenue Burger Place,

[13] In 1986, the structure underwent an extensive renovation costing $600,000 – more than twice the cost of the original building.

Describing Worth Avenue's development during the "later years" the Design Guidelines state,

> *"Much of the later development, while perhaps creating beauty and harmony in its own right, did little to enhance the beauty and harmony of the Avenue in its entirety. The New Orleans style Frances Brewster Building, although a beautiful building, is not architecturally compatible with the predominant styles on Worth Avenue; and the International style Armour Building seems wholly out of place."*[14]

The design objectives listed in Worth Avenue Design Guidelines for the Mid-Avenue Block, which includes the Armour Building, included preserving, maintaining and enhancing the Mediterranean Revival, Neo-Classical, Art Deco and Art Moderne style buildings while discouraging the use of incompatible architectural styles and encouraging the remodeling and rehabilitation of incompatible buildings.[15] The Worth Avenue Design Guidelines continue to be a guiding document for changes to buildings on Worth Avenue.

V. Architects Biography

John F. Stetson

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

Following the war, in July 1947, Stetson passed the Florida State Board of Architecture exam and opened an office in Palm Beach. John Stetson's architectural firm, with his individualist approach and desire to mentor young architects, became a source of much of Palm Beach's modern architecture. Licensed in New York,

[14] Adley Brisson Engman, Planners & Economists, Worth Avenue Design Guidelines, page 4.
[15] Ibid, page 54.

Pennsylvania, and Ohio in addition to Florida, Stetson was a member of the American Institute of Architects and in 1955 served as president of the Palm Beach chapter. In 1963, John Stetson was awarded the highest architectural award when he was named a Fellow of the American Institute of Architects. This was only the second fellowship granted to a Palm Beach architect with the first being awarded to Marion Sims Wyeth in 1954.[16]

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

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

On November 22, 1986, John Stetson passed away. Following his death, architect Eugene Lawrence said "John was a strong individualist. Through the years, he made a strong contribution to his profession. He always was very involved and never minced words – he spoke his mind. John was one of the architects of an era in Palm Beach."[17] The Palm Beach chapter of the American Institute of Architects created the John Stetson Award to recognize outstanding service to the chapter with the first award being presented in 1989.

[16] "Architect Achieves Fellowship" *Palm Beach Post*, March 24, 1964.
[17] Romoser, Chris "Architect John Stetson Dies". *Palm Beach Daily News*, November 24, 1986.

VI. Statement of Significance

201 Worth Avenue, designed by prominent architect John Stetson, is significant as a notable example of the Mid-Century Modern style of architecture being constructed during the post-WWII Era. However, the building's design, massing and use of materials creates a juxtaposition with the architectural character of Worth Avenue. The change in architectural style and massing at this prominent location speaks to the time it was constructed and to Stetson's Modern architectural philosophy but is not in keeping with the architectural character of its surroundings. Since 1991, the Town has tried to protect and promote the architecture of the Worth Avenue corridor with the Worth Avenue Design Guidelines, in which 201 Worth Avenue's design was called "wholly out of place" and an incompatible architectural style, as such this should be considered in determining if the structure should be recognized as a Town of Palm Beach Landmark.

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:

(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."

201 Worth Avenue is a notable example of Mid-Century Modern commercial architecture. The building embodies distinguishing characteristics of the Mid-Century Modern style including its geometric forms, asymmetry, flat roofs, smooth stucco facades combined with the use of natural materials, ribbons of windows, and projecting concrete eyebrows, surrounds and angled planters. However, the building's design is not in harmony with the architectural character of its surroundings and the alterations to the second and third floor windows negatively impact the integrity of the building's original design.

(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."

201 Worth Avenue is a very good representation of the notable work of architect John Stetson. Stetson, who was a prominent Palm Beach architect and resident for 50 years, designed several hundred commercial and residential buildings most of which were in modern architectural styles. Although the building is representative of Stetson and his modern designs, a more compatible architectural style at this location along the Worth Avenue corridor may have been more appropriate.

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11. 201 WORTH AVENUE DESIGNATION HEARING
Owner: LENDAN INC

Several members disclosed ex parte communications.

Janet Murphy of MurphyStillings, LLC, testified about the architecture and history of the Mid-Century Modern style commercial building. Ms. Murphy pointed out the design features of the building. Ms. Murphy testified that the residence met the following criteria for designation as a landmark:

Sec. 54-161 (3) Embodies distinguishing characteristics of an architectural type or is a specimen inherently valuable of the study of a period, style, method of construction, or use of Indigenous materials or craftsmanship,
Sect. 54-161 (4) Is representative of the notable work of a master builder, designer, or architect whose individual ability has been recognized or who influenced his age.

Ms. Damgard requested confirmation of proof of publication. Ms. Mittner provided confirmation and noted the recent work on the building, including new signage.

Mr. Ives was surprised that criterion 1 was not included. Ms. Murphy stated that they did consider criterion 1, but did not feel the evidence was sufficient.

A motion was made by Ms. Coleman and was seconded by Mr. Segraves to make the designation report for 201 Worth Avenue part of the record. The motion was carried unanimously, 7-0.

Ms. Herzig-Desnick questioned the style, thinking it seemed more in the International style. Ms. Murphy responded and discussed the building's design style.

Mr. Griswold said it is unfortunate that the building's original windows were replaced, as they were an important architectural feature. He also offered a broader comment, noting that this three-story building has long-term leases and substantial square footage that could not be rebuilt under today's zoning, which already provides strong protection. He suggested the Commission prioritize landmarking properties that are not already safeguarded by restrictive zoning.

Ms. Albarran remarked that the 1955 black-and-white photograph of the building looked much more attractive than in its current condition, noting that the brick appeared softer and more appealing in the historic image. She expressed regret that the present appearance makes her less certain about supporting the designation.

Mr. Segraves said he agrees with many of the prior comments but emphasized that the building is an iconic part of Worth Avenue, and he cannot imagine the street without it. While he shares concerns about the windows, he believes they could be appropriately restored. Overall, he felt the structure was significant and difficult to envision being replaced with something newer; he supported the designation.

Ms. Lindsay-Scott thought the building had undergone substantial changes, particularly with the windows.

Mr. Ives said that while he understands the concern about landmarking buildings that are already unlikely to be demolished, landmarking should not be based solely on the risk of demolition. Instead, it should recognize buildings that clearly meet the criteria and are worthy of designation. He noted that although he personally has never liked this building, it is a prominent three-story structure that has long been used as a reference point in town and fully meets the landmark criteria. He concluded that it deserves landmark status and should be recommended to the Town Council.

Ms. Coleman thought the recent changes had improved the building's appearance.

Mr. Ittleson believed the history of the building was an integral part of Palm Beach, and since it met the criteria, he supported the designation.

Ms. Herzig-Desnick thought the building disrupted the natural rhythm of the street and did not believe it met the criteria.

Ms. Damgard called for public comment.

Aimee Sunny of the Preservation Foundation of Palm Beach said the building reflects an important mid-century era in Palm Beach, noting that similar architecture once surrounded Town Hall. She agreed it meets Landmark Criteria 3 and 4, and potentially 1, because it tells the story of changing times and of architect John Stetson's evolution after his military and international work. While not universally loved, she emphasized that it is historically significant and encouraged the Commission to recognize its merit.

Ms. Damgard emphasized that for commercial buildings, the Commission should carefully consider the points raised, noting that some properties that likely should have been landmarked were not, and could be lost if redevelopment occurs.

Town Attorney Francisco reminded the Commission that landmark decisions must be based strictly on the criteria in the code, not personal opinions about aesthetics or concerns about possible demolition. She emphasized that votes must rely on competent, substantial evidence supporting those criteria.

A motion was made by Mr. Ives and was seconded by Ms. Coleman to recommend 201 Worth 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, with the notation that the ownership of the building did not believe it met the criteria for designation. The motion was carried 6-1, with Ms. Herzig-Desnick dissenting.

LENDAN, INC.
205 Worth Avenue, Suite 201
Palm Beach, FL 33480
561-655-3141
561-833-5825 - FAX

Town of Palm Beach – Town Council Chambers
360 S. County Road, 2nd Floor
Palm Beach, FL 33480

November 14, 2025

Re: 201 Worth Avenue, Palm Beach, FL 33480 – Landmark Designation Hearing

To whom it may concern:

I am writing as Vice President of Lendan, Inc., representing the ownership of the above referenced property, the status of which will be under consideration at the November 19th meeting of the Landmark Preservation Commission.

At this time, I would like to express that we feel strongly that our building does not meet the criteria for such a designation and had initially retained an attorney to convey this to the commission. We would also request that if disputing the designation would be a useless mission, then perhaps the entirety of Worth Avenue should be so designated rather than only specific buildings.

We understand that despite any objection, the Town will proceed as it sees fit.

Sincerely,

Tom Hamilton
Vice President
Lendan, Inc.

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: December 10, 2025

To: Town Council

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

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

Re: 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 220 Eden Road 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.
164-2025

Date: 11/20/2025

The owner did not state a position regarding this designation to staff.

ATTACHMENTS
Resolution
Designation Report
Landmark Designation Procedures
Excerpt from Landmarks Preservation Commission Minutes of November 19, 2025

STRATEGIC PLAN
Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation
Quality of Life

FUNDING
No Fiscal Impact

RESOLUTION NO. 164-2025

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 220 EDEN ROAD 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 220 Eden Road and the property to be landmarked is legally described as follows: **Lot 60, Eden Properties, according to the Plat thereof, as recorded in Plat Book 18, page 49, 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 on this 10th day of December 2025.

Danielle H. Moore, Mayor

Bobbie Lindsay, Town Council President

Lewis S.W. Crampton, Council President Pro Tem

Julie Araskog, Town Council Member

ATTEST:

Edward A. Cooney, Town Council Member

Kelly Churney, CMC, Town Clerk

Bridget Moran, Town Council Member

220 Eden Road



DESIGNATION REPORT

February 19, 2025

Landmark Preservation Commission

Palm Beach, Florida

DESIGNATION REPORT

220 Eden Road

Table of Contents

I.	GENERAL INFORMATION	2
II.	LOCATION MAP	3
III.	ARCHITECTURAL INFORMATION	4
IV.	HISTORICAL INFORMATION	8
V.	ARCHITECT'S BIOGRAPHY	11
VI.	STATEMENT OF SIGNIFICANCE	13
VII.	CRITERIA FOR DESIGNATION	13
VIII.	SELECTED BIBLIOGRAPHY	15

Report produced by Murphy Stillings, LLC

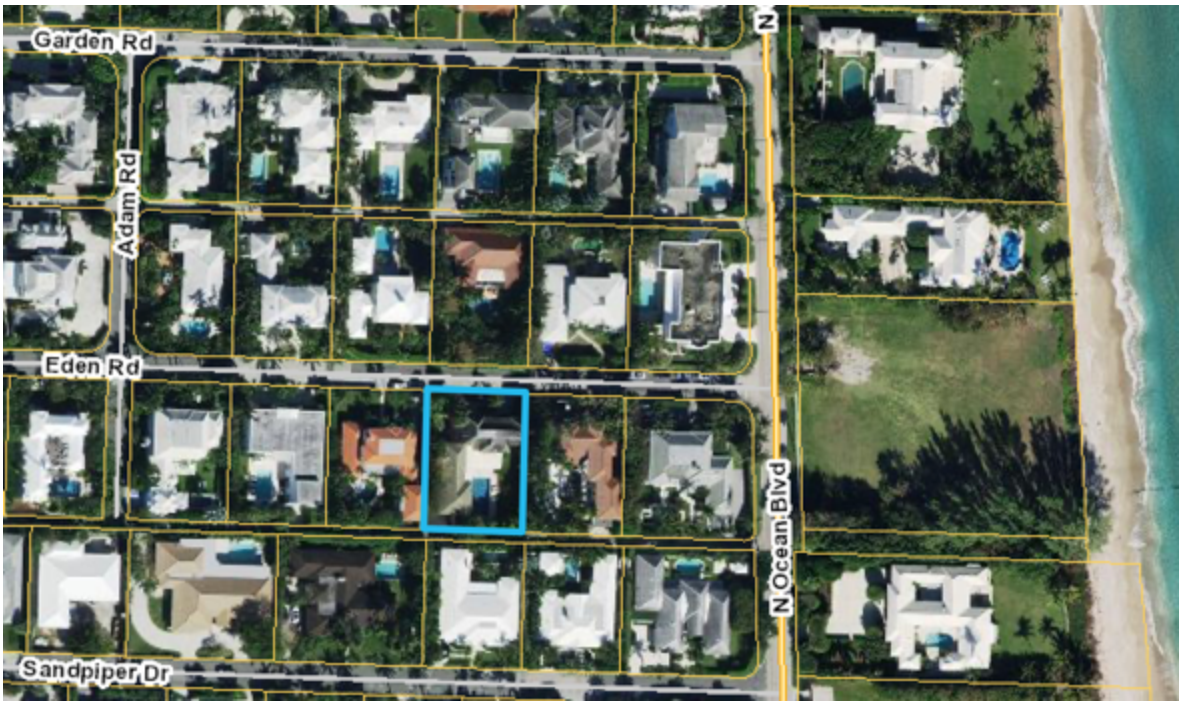
I. General Information

Location:	220 Eden Road Palm Beach, Florida
Date of Construction:	1936
First Owner:	Eden Properties Inc.
Architect:	Treanor and Fatio
Builder/Contractor:	Smith and Yetter
Present Owner:	220 Eden Road Trust, Jason R. Briggs and Clara R. Urbahn - Co-Trustees
Present Use:	Single Family Dwelling
Present Zoning:	RB
Palm Beach County Tax Folio Number:	50-43-43-03-20-000-0600
Current Legal Description:	Lot 60, Eden Properties, according to the Plat thereof, as recorded in Plat Book 18, Page 49, Public Records of Palm Beach County, Florida.

II. Location Map

220 Eden Road





III. Architectural Information

The residence at 220 Eden Road is located in Palm Beach's north end in the Eden Properties subdivision. The subdivision was platted by Eden Properties Inc. who also commissioned Maurice Fatio of the architectural firm Treanor and Fatio, one of Palm Beach's most acclaimed architects, to design four homes, including 220 Eden Road, to market the development. Eden Properties' goal of having Fatio design the homes was to display the architectural standard for future houses built in the area. Fatio's interesting Monterey style design for 220 Eden Road set an elevated example for future residences.



The Monterey style originated in Monterey, California in the 1830s as an interpretation of the Anglo-influenced Spanish Colonial houses of northern California. Revived in northern California in the 1920s the style became popular in the United States from 1925-1955. It was a fusion of revival styles including Spanish, British and French Colonial styles. 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. The balconies are typically styled in iron or wood, exterior walls are constructed of brick, stucco or wood, and

fenestration consists of sash or or casement windows often flanked by shutters.[1] In Palm Beach many of the early architects including Maurice Fatio, Howard Major, Marion Sims Wyeth, John Volk, Gustav Maass and Howard Chilton designed varying styles of Monterey houses. While the decorative detailing of a Monterey house is often confined to the balcony railing, Fatio's design for 220 Eden Road features influences from the Georgian Revival style in the home's roof pitch and detailing that creates a distinctive example in Palm Beach.

220 Eden Road was commissioned in 1936 and was built by the construction company Smith and Yetter for approximately $25,000.[2] The residence is located on the south side of Eden Road between North Ocean Boulevard and Adam Road and is accessed by a circular driveway at the front of the property. The two-story structure is surfaced with stucco and features flat clay tile hip roofs with a simple cornice. The home's design and massing reflect Fatio's practice of incorporating both a refined symmetry and a casual asymmetry in his projects.



The residence is composed of a central section with symmetrical wings on each side. The central portion of the residence is recessed and contains the character defining Monterey style second floor cantilevered balcony with wood posts and an

[1] Virginia Savage McAlester. A Field Guide to American Houses. Knopf, Borzoi Books, 2013. Pages 537-540.
[2] Town of Palm Beach Building permit #21836 dated November 17, 1936.

ornamental metal railing.[3] The first floor of the central section contains the main entrance which is located off-center within an arched doorway. The doorway has an arched surround with a keystone and contains a wood paneled door with an arched transom. To the east of the door is a small window with a metal grille and two six-over-six sash windows are located to the west of the front door. These windows and the others on the main façade's first floor feature window surrounds topped with a keystone and are flanked by colonial shutters. The second floor of the central section contains three six-over-six sash windows with cast-in-place cement windowsills and colonial shutters. A pair of multi-light French doors lead from the eastern wing's second floor to the balcony.

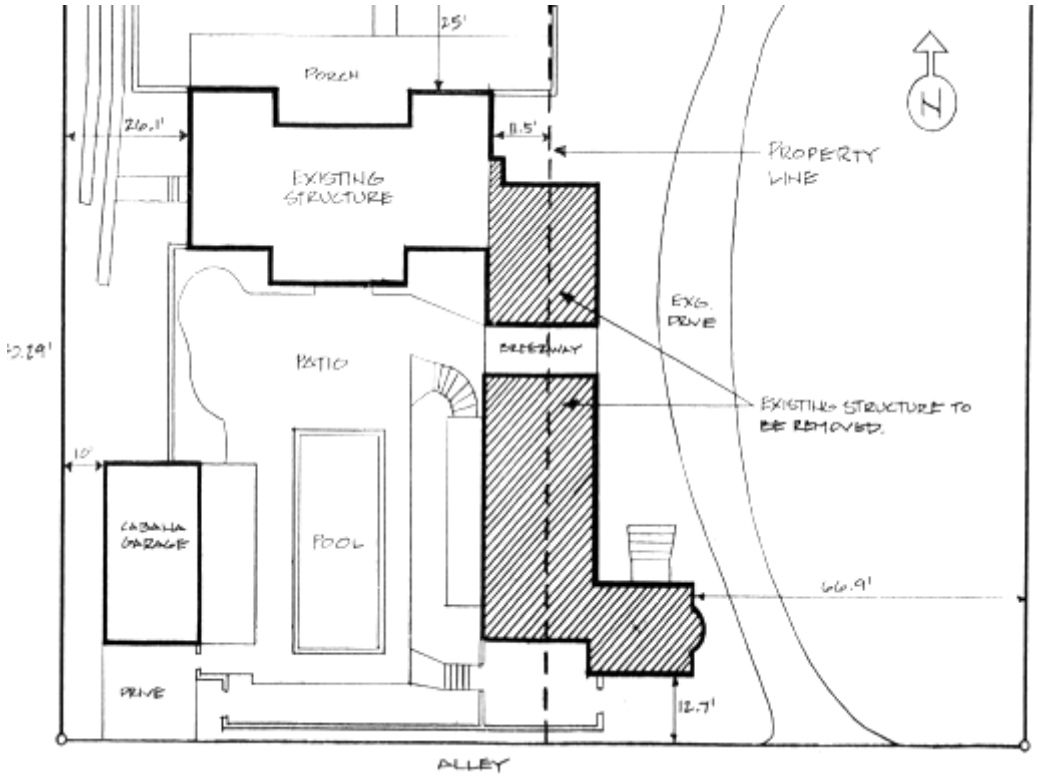


The eastern and western wings of the residence are highlighted with quoins that create a refined appearance to the main façade. The main façade of each wing features a single six-over-six sash window with a window surround topped by a keystone and colonial shutters on the first floor and a pair of six-over-six sash windows with cast-in-place windowsills and colonial shutters on the second floor. Keystones top the second-floor windows meeting the cornice line and a belt course

[3] The original Fatio drawings on file at the Historical Society of Palm Beach County show a different railing design. It is unclear if the railing was changed at a later date or installed different than originally drawn. A 1993 building permit requests to repair the railing but it does not specify if it was replaced.

is located below the second-floor windows. A chimney is located on the east façade of the eastern wing. At the same time the residence was constructed a swimming pool was installed to the rear of the home and a one-story garage structure accessed from the rear alley was built at the southwest corner of the property.

Since the property's original construction there have been some changes to the property. At an unknown date, prior to 1949, the lot to the east of 220 Eden Road (lot 61) was combined with the property. In 1949, a one-story addition designed by Henry Harding was constructed and in 1962, a one-story accessory structure designed by John Volk was constructed. Both the Harding addition and the Volk accessory structure were located over the lot line of the combined property and were demolished in 1992 when the lots were split, restoring the property to its original building footprint.



1992 Site Plan
Showing 1949 Harding Addition & 1962 Volk Accessory Structure to be Removed

After the property returned to its original size, a circular driveway was installed at the front of the property and an addition was constructed to the east facade of the garage structure in 1993, and in 1994 the home's rear loggia was enclosed.

A 2018 renovation included changes to the exterior of the garage and the construction of a one-story addition to the rear of the residence's western wing, connecting the home to the garage. The design of this addition was in keeping with the architectural character of the home's original design, reads as an addition, and was sited to the rear of the residence so as to not overwhelm the original structure.



Site Plan for Addition and Alterations
MP Design & Architecture Inc., 2018



Aerial View of Property
December 2023

Other exterior alterations over the years have been minor and included ordinary repair and maintenance, re-reroofing, and the installation of an awning at the rear of the house. Due to the sensitive alterations and the design of the rear addition, the residence retains its architectural integrity and continues to convey its historic significance.

IV. Historical Information

The residence at 220 Eden Road was developed during the late Depression/New Deal Era of the mid-late 1930s by Eden Properties Inc. in the Eden Properties subdivision, one of the north end's early subdivisions. With the end of the Boom Time Era, Palm Beach was experiencing a change in the development patterns occurring on the island and the architectural styles being constructed. The changing economic times signaled a change in the construction of residences, with many seeking mid-size residences in classic designs rather than the large ornate Mediterranean Revival style estates popular during the 1920s. This led to the

partitioning of many large estates into subdivisions with smaller properties. The property at 220 Eden Road was originally part of the famed early Palm Beach scenic attraction the Garden of Eden.

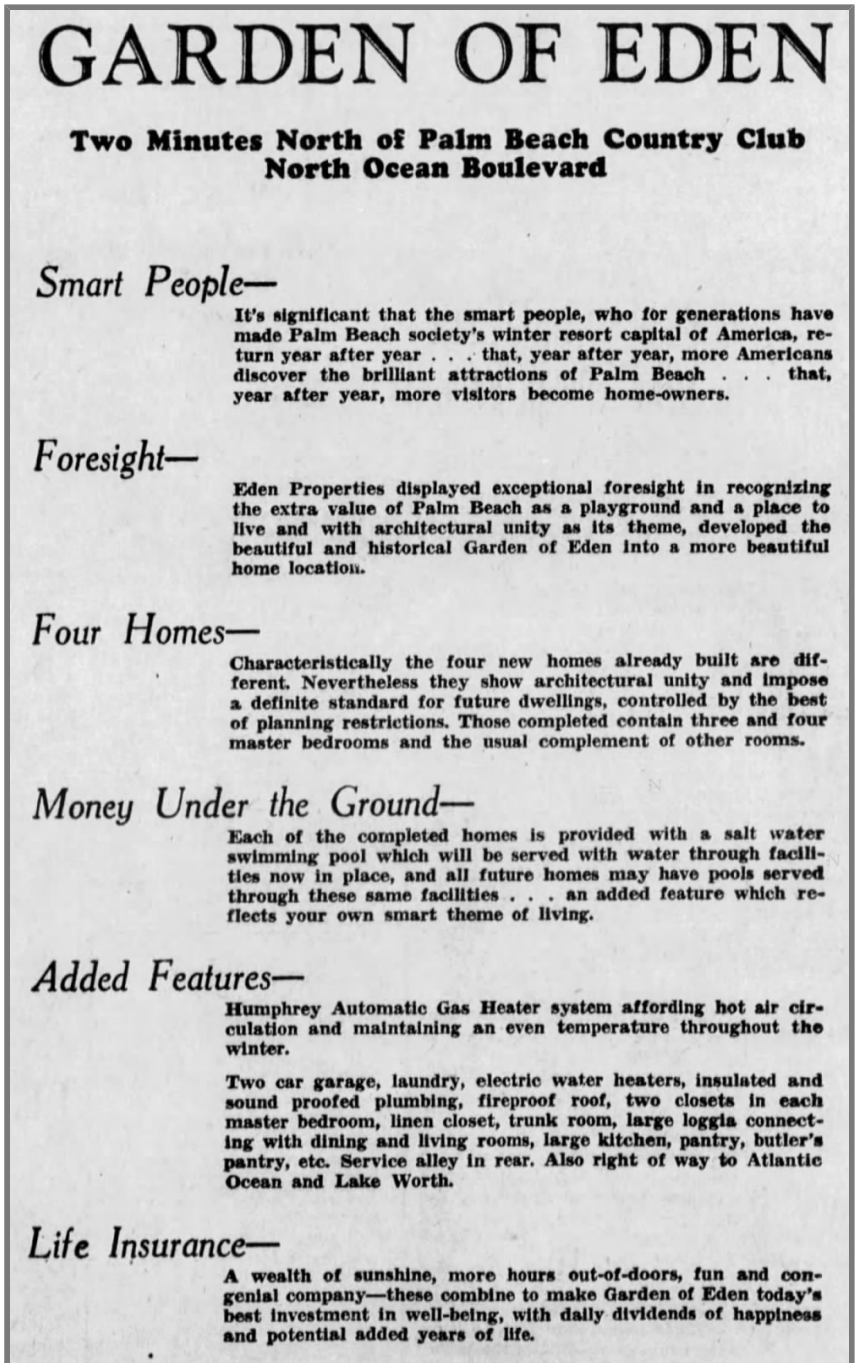


Historic Postcard of the Garden of Eden

The Garden of Eden was the estate of Charles and Frances Cragin who were early Palm Beach pioneers. Originally from Philadelphia where they owned the Dobbins' Soap Manufacturing Company, the Cragin's arrived in Palm Beach in the 1880s. In 1887 they purchased their first 20 acres of land, north of what is today the Palm Beach County Club, from Moore Dimick. In 1893, The Cragin's constructed a Victorian style house on the property which they named Reve D'Ete, which means "Dream of Summer", as their winter home. They continued to purchase land and acquired 250 acres that they transformed into a botanical paradise. The Cragin's imported and planted so many trees and plants on the property that the federal government declared the property an experimental botanical garden. The Garden of Eden became a favorite tourist attraction in Town with visitors renting wheel chairs to take them to and around the extensive property. Charles Cragin passed away in 1915 and in 1925 Frances Cragin began selling portions the property which became later subdivisions. In 1936, Eden Properties Inc., owned by Jay J. O'Brien, purchased the land which became the Eden Properties subdivision for $120,000.[4]

[4] "Cragin Property Sale is Recorded", Palm Beach Post, March 3, 1936

Eden Properties Inc. developed the Eden Properties subdivision during the mid to late-1930s and recalled the property's history through the names of the streets – Garden Road and Eden Road. Eden Properties Inc. commissioned Maurice Fatio to design four houses in the subdivision - 220 Eden Road, 227 Eden Road, 215 Garden Road and 216 Garden Road. As noted in a 1937 Palm Beach Post advertisement for the homes and the development, the homes, while different in design and style, show an architectural unity and the standards for future homes in the area.



GARDEN OF EDEN

Two Minutes North of Palm Beach Country Club
North Ocean Boulevard

Smart People—

It's significant that the smart people, who for generations have made Palm Beach society's winter resort capital of America, return year after year . . . that, year after year, more Americans discover the brilliant attractions of Palm Beach . . . that, year after year, more visitors become home-owners.

Foresight—

Eden Properties displayed exceptional foresight in recognizing the extra value of Palm Beach as a playground and a place to live and with architectural unity as its theme, developed the beautiful and historical Garden of Eden into a more beautiful home location.

Four Homes—

Characteristically the four new homes already built are different. Nevertheless they show architectural unity and impose a definite standard for future dwellings, controlled by the best of planning restrictions. Those completed contain three and four master bedrooms and the usual complement of other rooms.

Money Under the Ground—

Each of the completed homes is provided with a salt water swimming pool which will be served with water through facilities now in place, and all future homes may have pools served through these same facilities . . . an added feature which reflects your own smart theme of living.

Added Features—

Humphrey Automatic Gas Heater system affording hot air circulation and maintaining an even temperature throughout the winter.

Two car garage, laundry, electric water heaters, insulated and sound proofed plumbing, fireproof roof, two closets in each master bedroom, linen closet, trunk room, large loggia connecting with dining and living rooms, large kitchen, pantry, butler's pantry, etc. Service alley in rear. Also right of way to Atlantic Ocean and Lake Worth.

Life Insurance—

A wealth of sunshine, more hours out-of-doors, fun and congenial company—these combine to make Garden of Eden today's best investment in well-being, with daily dividends of happiness and potential added years of life.

The second half of the 1930s was the beginning of significant growth in Palm Beach's north end and it was a busy time for Maurice Fatio. During the first part of the 1930s, Maurice Fatio saw a lull in commissions and considered closing his Palm Beach office, but by the winter of 1934 business had picked up significantly and he remained very active and highly sought after until the start of the War. Building in Palm Beach was also on a rise and the north end was beginning to gain popularity.

Between 1935 and 1938, Fatio designed a number of houses in the north end of Palm Beach. Most of the houses were designed for specific clients, however, others were designed and built as spec homes for developers.[5] The Eden Properties subdivision and Fatio's design for the residence at 220 Eden Road is an excellent example of the change in the architectural development of Palm Beach during the late Depression/New Deal Era.

In 1939, 220 Eden Road was purchased by its first resident, Mrs. Frieda Warburg, the widow of Felix Warburg, renowned international banker, philanthropist, and Jewish leader, who had passed away in 1937. In 1945, the residence was purchased by Arthur N. Pierson Jr. who owned the property until 1961 when it was purchased by Edward and Margo Crawford. The Crawford's owned the property for twenty years when it was sold to Mildred Hanrahan in 1982, and it remained in the Hanrahan family for thirty-five years until it was sold in 2017 to the current owners 220 Eden Road Trust.

V. Architect's Biography

Maurice Fatio

Maurice Fatio was one of Palm Beach's leading 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.

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

[5] The developers included Eden Properties Inc., Palm Beach Modern Homes, Inc., E.B. Walton and Sons, J.S. Willson Company, and Arnold Construction Company.

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 Symrna, 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). In 1928, he designed a French Normandy style house for his future mother-in-law Mrs. Charles Curry Chase (Via Del Mar).

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. During this time, Fatio also worked in the modern style, producing such modern masterpieces as "The Reef" built for Mr. and Mrs. Vadim Makaroff. The design of this house won Fatio the Gold Medal at the 1936 French Exposition Internationale des Arte et Techniques dans la vie Moderne as the “Best Modern House In America.” 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. Fatio had many international connections and entered the Office of Strategic Services in Washington, D.C. in June of 1943. He sadly died of cancer later that same year, on December 2, 1943, at the young age of 46.

VI. Statement of Significance

220 Eden Road is significant as a very good example of the Monterey style of architecture with Georgian Revival influences as interpreted by the acclaimed architect Maurice Fatio. As one of four speculative houses within what was once the Garden of Eden at the beginning of significant development growth in Palm Beach's north end it exemplifies the architectural, cultural and social changes occurring in Palm Beach during the post-Depression/New Deal Era of the mid 1930s.

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."

220 Eden Road reflects the broad cultural, economic and social history of the Town of Palm Beach. Designed and built in 1936 during the late Depression/New Deal Era in one of the north end's early subdivisions, the residence is a very good example of the changing times in the Town. The end of the Boom Time Era in Palm Beach had signaled a change in the development and design of residences. With many owners seeking mid-size residences in classic designs, developers began to purchase large estate properties, subdivide the land, and sell the properties. The Monterey style residence at 220 Eden Road exemplifies the trend, and being designed as one of the home models displaying the quality of homes to be developed in the area it exemplifies this time in the Town's 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."

The residence at 220 Eden Road is a very good example of Maurice Fatio's skillful interpretation of the Monterey style of architecture. The dwelling features characteristics of the Monterey style including the main character defining feature of the style, a cantilevered second floor balcony. Additional Georgian Revival

details incorporated into the design such as the roof pitch and classical details including the quoins, door surround, belt course, and keystones all contribute to the architectural character of the residence and make it a specimen valuable for study.

(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 residence at 220 Eden Road is a very good representation of the design work of the architect Maurice Fatio of the architectural firm Treanor and Fatio. Maurice Fatio was one of Palm Beach's foremost and most sought-after architects from the 1920s to the early 1940s. He was an eclectic architect who took pride in his ability to work in different architectural styles. The Monterey style residence at 220 Eden Road is a very good example of Fatio's ability to adapt to the changes in Palm Beach's economic climate and architectural styles during the mid-1930s.

VIII. Selected Bibliography

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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.

12. 220 EDEN ROAD DESIGNATION HEARING
Owner: Clara Urbahn and Jason Briggs, Co-Trustees of 220 Eden Road Trust

Several members disclosed ex parte communications.

Emily Stillings, MurphyStillings, LLC, testified to the architecture and history of the Monterey-style residence. Ms. Stillings pointed out the design features of the residence. Ms. Stillings 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,
Sect. 54-161 (4) Is representative of the notable work of a master builder, designer, or architect whose individual ability has been recognized or who influenced his age.

Ms. Damgard requested confirmation of proof of publication. Ms. Mittner provided confirmation.

A motion was made by Ms. Coleman and was seconded by Ms. Herzig-Desnick to make the designation report for 220 Eden Road part of the record. The motion was carried unanimously, 7-0.

Ms. Damgard called for public comment.

Aimee Sunny of the Preservation Foundation of Palm Beach stated the property clearly meets Landmark Criteria 1, 3, and 4, noting the building's elegant Monterey style enriched with Georgian Revival elements. She highlighted the architectural significance and agreed with the conclusions of the designation report.

Mr. Segraves noted the home is not only a good Monterey-style example but is also one of the earliest houses built on the North End north of the Palm Beach Country Club, making its location and early history uniquely significant.

Ms. Brooker noted that the house is an excellent example of how a property can retain its original character while being significantly expanded and adapted for modern living, demonstrating that preservation and updates can coexist successfully.

Mr. Ives agreed that the home is not only influential but also a path-breaking example in town, emphasizing the importance of architect Maurice Fatio to Palm Beach's architectural history. He noted that even today's architects look to Fatio's work when trying to resolve design challenges while maintaining the traditional Palm Beach style.

A motion was made by Ms. Coleman and was seconded by Mr. Ives to recommend 220 Eden Road 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. The motion was carried unanimously, 7-0.

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

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

Re: 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 246 Tangier Avenue 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.
165-2025

Date: 11/20/2025

The owner is opposed to this designation.

ATTACHMENTS
Resolution
Designation Report
Letter of Opposition from Property Owner
Landmark Designation Procedures
Excerpt from Landmarks Preservation Commission Minutes of November 19, 2025

STRATEGIC PLAN
Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING
No Fiscal Impact

RESOLUTION NO. 165-2025

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 246 TANGIER AVENUE 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 246 Tangier Avenue and the property to be landmarked is legally described as follows: **Lot 24 LESS the East 80 feet thereof, and all of Lot 25, TANGIER ESTATES, according to the Plat thereof, as recorded in Plat Book 12, Page 16, of the 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 on this 10th day of December 2025.

Danielle H. Moore, Mayor

Bobbie Lindsay, Town Council President

Lewis S.W. Crampton, Council President Pro Tem

Julie Araskog, Town Council Member

ATTEST:

Edward A. Cooney, Town Council Member

Kelly Churney, CMC, Town Clerk

Bridget Moran, Town Council Member

246 Tangier Avenue



DESIGNATION REPORT

March 19, 2025

Landmark Preservation Commission

Palm Beach, Florida

DESIGNATION REPORT

246 Tangier Avenue

Table of Contents

I.	GENERAL INFORMATION	2
II.	LOCATION MAP	3
III.	ARCHITECTURAL INFORMATION	4
IV.	HISTORICAL INFORMATION	9
V.	ARCHITECT'S BIOGRAPHY	12
VI.	STATEMENT OF SIGNIFICANCE	14
VII.	CRITERIA FOR DESIGNATION	15
VIII.	SELECTED BIBLIOGRAPHY	17

Report produced by Murphy Stillings, LLC

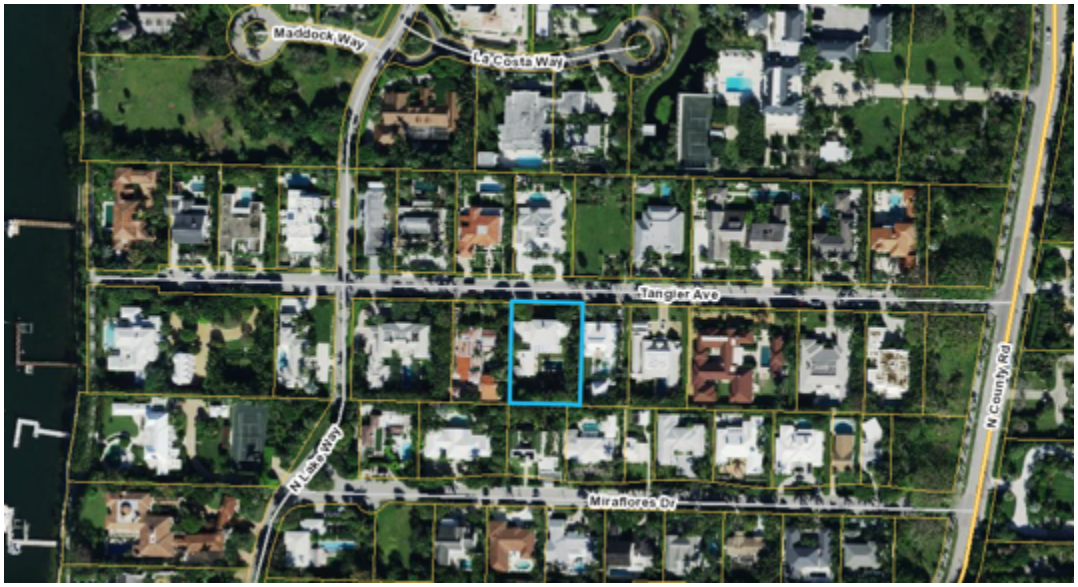
I. General Information

Location:	246 Tangier Avenue Palm Beach, Florida
Date of Construction:	1935
First Owner:	Captain Cyrus R. Miller
Architect:	Howard Major
Builder/Contractor:	Riddle and Yetter
Present Owners:	Robert S. Honeyman Jr. and Nicole Perry
Present Use:	Single Family Dwelling
Present Zoning:	RB
Palm Beach County Tax Folio Number:	50-43-43-14-01-000-0241
Current Legal Description:	Lot 24 Less the East 80 feet thereof, and all of Lot 25, Tangier Estates, according to the Plat thereof, as recorded in Plat Book 12, Page 16, Public Records of Palm Beach County, Florida.

II. Location Map

246 Tangier Avenue





III. Architectural Information

The residence at 246 Tangier Avenue, in Palm Beach's near north end, was designed in the Monterey style by Howard Major, one of Palm Beach's most influential architects. The home, located on the south side of Tangier Avenue between North County Road and North Lake Way in the Tangier Estates subdivision, was built for Captain Cyrus R. Miller in 1935, during Palm Beach's late Depression/New Deal Era.[1]



246 Tangier Avenue is an outstanding example of Howard Major's interpretation of the Monterey style which was popular in the United States from 1925-1955. In Palm Beach many of the early architects including Howard Major, Maurice Fatio, Marion Sims Wyeth, John Volk, Gustav Maass and Howard Chilton designed varying styles of Monterey houses. Originating in Monterey, California during the 1830s as an interpretation of the Anglo-influenced Spanish Colonial houses of northern California, the style was revived in northern California in the 1920s as a fusion of revival styles including Spanish, British and French Colonial styles. Monterey style residences are two-story designs with the main identifying feature being a second floor, cantilevered, open-air balcony covered by the principal roof. The balconies are typically styled in wood or iron, exterior walls are surfaced with wood, brick, or

[1] Town of Palm Beach Building Permit #3235 dated April 5, 1935.

stucco, and fenestration consists of sash or casement windows often flanked by shutters.[2]

The Monterey style residence at 246 Tangier Avenue was constructed of wood framing surfaced with board-and-batten siding and features hipped roofs surfaced with flat tiles.[3] Howard Major's design for the property featured rectangular massing composed of the main two-story bay of the home which is attached to a two-story garage element by way of a one-story connection with a circular driveway in front of the residence with another driveway leading to the garage. A central chimney with a triangular chimney cap is located near the roof's ridgeline.



The two-story main bay of the house contains the primary character defining feature of Monterey style residences, a second-floor cantilevered balcony. The balcony features a wood railing with simple balusters and runs the full length of this portion of the home. The balcony is supported by exposed carved rafters and brackets with half chamfered posts supporting the roof. At the east and west ends of the balcony there is scalloped trim at the roofline. The entrance to the home is centered, under the balcony, and features a wood paneled door with a divided transom window and

[2] Virginia Savage McAlester. A Field Guide to American Houses. Knopf, Borzoi Books, 2013. Pages 537-540.
[3] According to the plans on file at the Town of Palm Beach, Building Permit #18436 from 2011, the board-and batten siding was to be replaced with Hardi brand board-and batten siding to match the original design.

half paneled sidelights. The windows on the first floor are six-over-six sash windows flanked by colonial shutters. The second floor has a pair of centrally located multi-light and paneled doors, flanked by colonial shutters, which provide access to the balcony, six-over-six sash windows with colonial shutters and six-light casement windows shielded by Bahama shutters.



To the west of the home's main bay is a one-story bay with a paneled wood door topped by a multi-light transom window with a small Bahama shutter. The one-story portion of the house connects the two-story main bay to a two-story, two-car garage wing to the west.



Over the years, additions to the residence were designed to be in keeping with the architectural character of the home's original design and were designed to read as secondary elements. In 1937, two years after the home was constructed, Captain Miller again commissioned Howard Major to design a guest house for the rear of the property. The one-story guest house was sited behind the western portion of the residence and featured a covered veranda on the east façade running north-south creating an L-shape with the residence.[4] A one-story addition with a bay window was constructed on the east façade of the home in 1952 to enlarge the living room, and the open-air drying yard behind the one-story bay between the main bay and the garage was enclosed and enlarged over the years.[5]

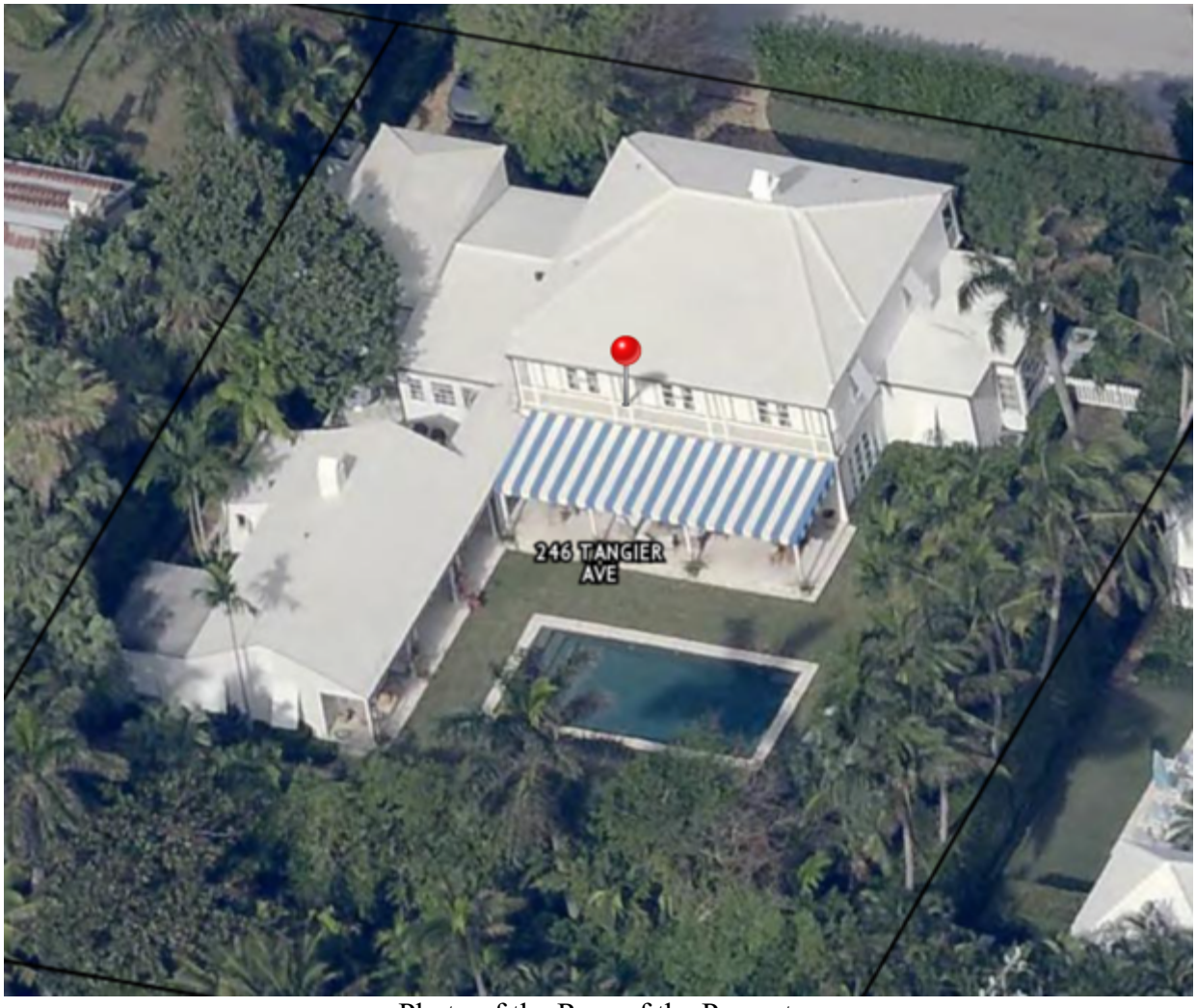
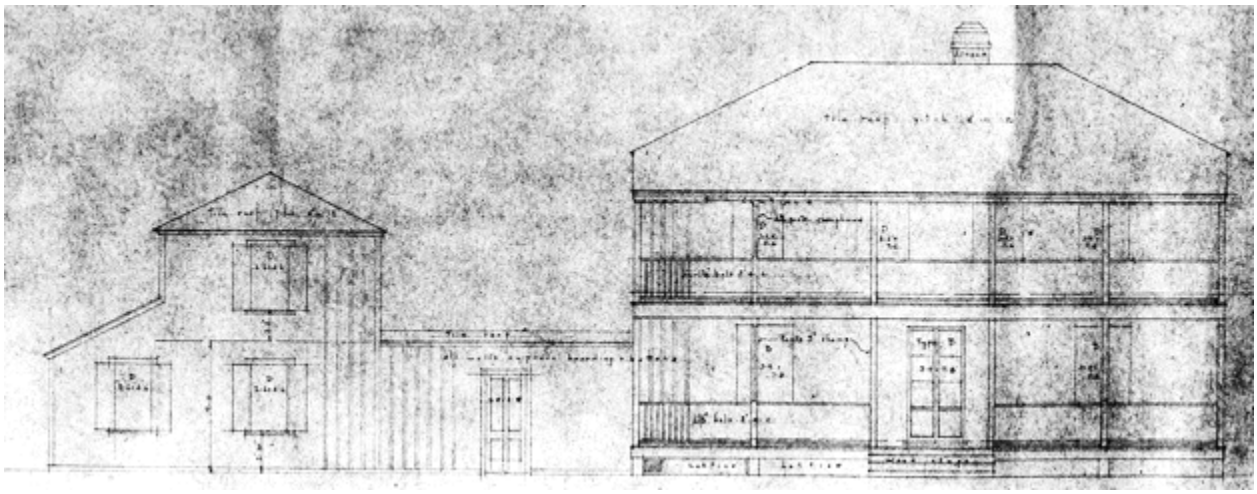


Photo of the Rear of the Property
From the Palm Beach County Property Appraiser's Website

[4] Town of Palm Beach Building Permit #25937 dated December 18, 1937.
[5] Town of Palm Beach Building Permits #19349 dated September 7, 1949, #32952 dated August 22, 1952, and #18436 dated 2011.

The rear of the residence's main bay was originally constructed with verandas on the first and second floors. Over the years changes to this façade have included the enclosure of the first-floor veranda, lessening the depth of the second-floor veranda, the addition of French doors, and changes to the second floor's post placement.[6] These alterations and additions retain the essence of the original design while allowing for additional interior living space.



Rear (South) Elevation
Howard Major, 1935



Photo of Rear (South) Façade, 2020[7]

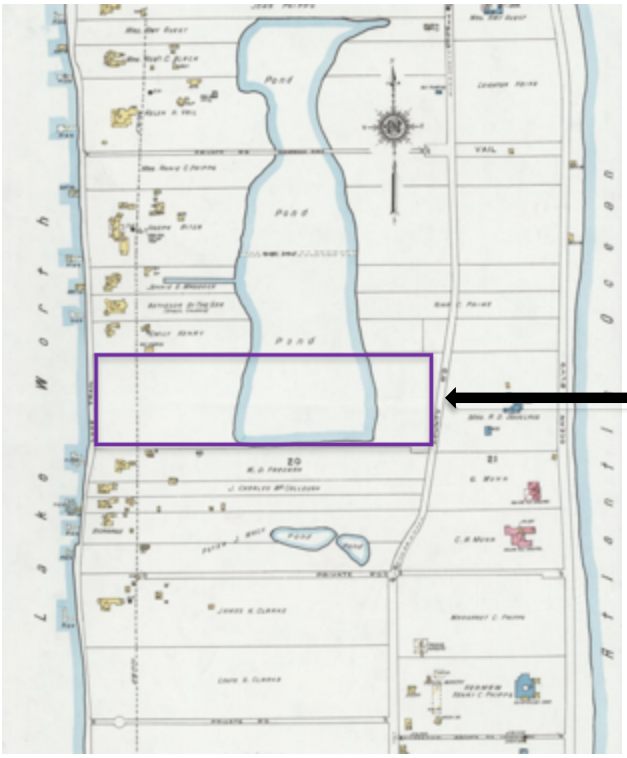
[6] Town of Palm Beach Building Permits #5365 dated January 27, 1965, #44173 dated May 11, 1973, and #18436 dated 2011.
[7] Photo provided to Town of Palm Beach in Staff Approval Application #A-20-00977 dated May 6, 2020.

Due to the sensitive additions and alterations to the residence at 246 Tangier Avenue over the years, the home's architectural design and character have been retained and the integrity of Howard Major's 1935 design has been preserved while allowing for modernization to meet the needs of property owners.

IV. Historical Information

By World War I, Henry Flagler had established Palm Beach as the winter capital of American high society. During the early years, most visitors stayed at Flagler's grand Royal Poinciana or Breaker's Hotel. However, by the 1920s, many seasonal visitors built or purchased houses for the winter season and the ensuing building boom radically changed the face of the small community with grand estates, fine commercial corridors, and numerous platted subdivisions.

In 1925, the height of development during Palm Beach's 1920s Land Boom, the Gais Realty Corporation platted the Tangier Estates subdivision. Located north of the main commercial areas of town, south of the original Bethesda by the Sea Church location, and near estates of some of the most prominent Palm Beach residents, the Tangier Estates subdivision was a prime location for development.



1919 Sanborn Fire Insurance Map

However, prior to homes being constructed, the Gais Realty Corporation needed to infill portions of a "pond" located on the land. The infilling of the wet areas of this portion of the island of Palm Beach was integral to the area being developed into the character that is it today. This site work, along with a lawsuit from a property owner to the north, Ms. Emily Henry, whose complaint that the infill was harming the pond on her property, the hurricanes of 1926 and 1928, and the start of the Great Depression all led to home construction in Tangier Estates being delayed until the 1930s.

The house at 246 Tangier Avenue was developed during the late Depression/New Deal Era of the mid-1930s and is the oldest remaining residence in the Tangier Estates subdivision. The end of the Boom Time Era and ensuing Depression in Palm Beach had signaled a change in the construction of residences, with many owners seeking mid-size residences in classic designs rather that the ornate Mediterranean Revival style estates built during the 1920s Land Boom. By the mid 1930s, Palm Beach started to experience a post-Depression building boom that included buildings like the Monterey style residence at 246 Tangier Avenue.

A November 22, 1936 article in the Palm Beach Post-Times titled "Construction Enters Third Era of Design: Majority of Homes Now Being Erected Are of Moderate Sized Type – Showplaces Are Now Things of Former Years" describes the change in building trends:

> "*With nearly 60 new residences as a permanent addition to the winter colony, Palm Beach passes into the third season of its third architectural era.*
>
> *For though a few spasmodic instances of the Colonial motif had been noted over a period of several years, it was not until the summer of 1934 that the definite trend away from the Spanish became an accepted fact. As construction has steadily mounted in 1934, 1935 and 1936, the white of the Colonial and the classic has replaced the pastels of the Spanish; simplicity of line and design has succeeded the elaborate.*
>
> *In brief, Palm Beach houses are becoming homes rather than showplaces. The current cycle of architectural fashion has replaced*

the Spanish, just as after 1918, Addison Mizner's palatial designs took the place of early barn-like structures of the pioneer era."[8]

Howard Major was an early advocate for the use of architectural styles other than the Mediterranean Revival in Florida writing about it as early as 1926. He believed other styles were more appropriate for the Florida climate and helped to promote the history of the United States. The second half of the 1930s was a busy time in Howard Major's career designing numerous homes throughout Palm Beach, from the estate section to the north end.

In 1935, he was commissioned by Captain Cyrus Miller to design the residence at 246 Tangier Avenue. Captain Miller and his wife, Lois McGinley Miller, began living in Palm Beach in 1924 after Captain Miller retired from the Navy as a highly decorated naval officer. A March 19, 1935 article in the Palm Beach Post described the residence:

"Among the early spring construction projects in Palm Beach, one of the most interesting will be a unique house to be built by Captain and Mrs. Cyrus Miller, of Sewickley, Pa., plans for which were announced Monday. Located on Tangier Way, the house will be an English tropical residence of the 1860 period, combining a pronounced Victorian influence with the type of architecture usually associated with the British colonial structures. Howard Major is the architect and Riddle and Yetter, contractors. Work is to begin next week. The house will be featured by the verandas and balconies noted in the colonial tropical homes."

Following Captain Miller's death in May 1947, Mrs. Lois Miller continued to live in the residence until her passing in April 1957. Subsequent owners of the property include Albert Hauptfuhrer, Albert Berne, Linton and Nancy Murdock, and Louise Parsons. In 2010, Robert Honeyman Jr. and Nicole Perry purchased the property and have been wonderful stewards of the residence. The property was recognized by Barbara Hoffstot in her book Landmark Architecture of Palm Beach.

[8] "Construction Enters Third Era of Design: Majority of Homes Now Being Erected Are of Moderate Sized Type – Showplaces Are Now Things of Former Years." Palm Beach Post-Times. 22 November 1936. The article also noted that some Spanish style houses were being converted into the new British Colonial style.



Photograph of the Main Bay of the Residence
From the Barbara Hoffstot Collection
Courtesy of The Preservation Foundation of Palm Beach

V. Architect's Biography

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."[9]

VI. Statement of Significance

The residence at 246 Tangier Avenue is significant as an outstanding example of the Monterey style of architecture as interpreted by the accomplished architect Howard Major. Designed and built in 1935, the home exemplifies the architectural, cultural and social changes occurring in Palm Beach during the post-Depression/New Deal Era of the mid 1930s. Howard Major, an advocate for additional architectural styles to be used in the South Florida climate, played a role in popularizing additional styles in Palm Beach which was welcome during this transitional time in the Town's history.

[9] 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."

The home at 246 Tangier Avenue reflects the broad cultural, economic and social history of the Town of Palm Beach. Located in the Tangier Estates subdivision, an area of Town that required infill of wetlands to allow for the development of multiple residential lots to meet the demand of the 1920s Boom Time Era, a delay in the construction of homes due to site work, hurricanes and the land bust and Depression, 246 Tangier Avenue and the Tangier Estates development is representative of the change in housing development and demand from 1925 to the 1930s. Designed and built in 1935 during the late Depression/New Deal Era, the residence is a very good example of the mid-1930s in the Palm Beach. The end of the Boom Time Era had signaled a change in design of residences. The Monterey style residence at 246 Tangier Avenue exemplifies the trend of moving away from the large, ornate, Mediterranean Revival style estates to more traditional styles of architecture and architect Howard Major was one of the leading architects to institute this change. At the time it was termed the third era of design in Palm Beach, following the Pioneer era and the Spanish Era.

(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 246 Tangier Avenue is a very good example of Howard Major's skillful interpretation of the Monterey style of architecture to deliver a tropical colonial style residence. The dwelling features distinguishing characteristics of the Monterey style including the main character defining feature of the style, a cantilevered second floor balcony. The home's front balcony with wood rafters, railing and posts serves as the focal point of the house and the use of multiple verandas provided the tropical influence which Major advocated for in the Palm Beach. The dwelling features colonial influences in its symmetrical main bay, double-hung windows flanked by shutters, and board-and-batten siding. The

integration of the Monterey style with the tropical colonial features contribute to the architectural character of the residence.

(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."

Howard Major was one of the premier architects in Palm Beach beginning work on the island in 1923 after a prosperous career designing country houses in New York. He was known for breaking away from the Mediterranean Revival style and promoting through both his writings and designs other styles such as British Colonial, Georgian Revival, and Monterey that he believed were more appropriate for the South Florida climate and his Palm Beach clientele. The Monterey style residence at 246 Tangier Avenue is a very good example of one of Major's designs so appropriate for Palm Beach's climate and the changing times of the mid-1930s.

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13. 246 TANGIER AVENUE DESIGNATION HEARING
Owner: Robert Stewart Honeyman Jr.

Several members disclosed ex parte communications.

Emily Stillings, MurphyStillings, LLC, testified to the architecture and history of the Monterey-style residence. Ms. Stillings pointed out the design features of the residence. Ms. Stillings 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,
Sect. 54-161 (4) Is representative of the notable work of a master builder, designer, or architect whose individual ability has been recognized or who influenced his age.

Ms. Damgard requested confirmation of proof of publication. Ms. Mittner provided confirmation.

A motion was made by Mr. Ives and was seconded by Ms. Coleman to make the designation report for 246 Tangier Avenue part of the record. The motion was carried unanimously, 7-0.

Ms. Brooker requested clarification on whether the home still qualifies for landmark designation despite the alterations referenced in the owner's letter of opposition. She requested confirmation that the additions are subordinate to the original structure and that the main, historic portion of the house remains intact for the record. Ms. Stillings responded and outlined the modifications to the home.

Ms. Lindsay-Scott wondered if the elevation is considered when the property is evaluated for landmark designation. Ms. Stillings explained that the certificate referenced by the owner pertains to a state law that allows for the demolition of certain newly landmarked homes when the owner objects, not to the Town's own ordinance.

Mr. Griswold thought this was a great example of a Monterey-style home and a great work of Howard Major. He supported the designation.

Ms. Damgard called for public comment.

Attorney M. Timothy Hanlon, representing the owners, submitted his July 9, 2025, objection letter into the record and stated that the owners do not consent to the landmark designation. He clarified that their objection is made specifically for purposes of House Bill 423 (2022) and Florida Statute 553.79(25).

Mr. Ives asks about a section of the letter sent by Mr. Hanlon regarding the 50% of the front facade that had been changed. Mr. Hanlon stated that his clients believe that the right half of the front elevation had been changed.

Ms. Damgard asked Ms. Stillings about the comment in the letter by Mr. Hanlon. Ms. Stillings

did not agree with the objection and showed historic renderings of the home.

Aimee Sunny of the Preservation Foundation of Palm Beach stated that, based on the drawings and information provided, the primary front façade remains largely intact, and any past one-story additions appear subservient and consistent with the home's character. She stated that these changes do not preclude designation and agreed that the property meets Criteria 1, 3, and 4. She noted the house reflects architect Howard Major's design philosophy, seen in features such as the full-width overhanging porch and board-and-batten siding. She concluded that it is a strong example of the Monterey style and should be recommended for landmark designation.

Mr. Ives said that, despite objections, the house clearly reflects the defining characteristics of the Monterey style and aligns with Howard Major's architectural principles as outlined in the designation report. He emphasized the significance of Major's contributions to Palm Beach, noting the historical context of his break from Mizner and the unique design philosophy that followed. He stressed that this home illustrates Major's distinctive approach and supports its designation.

A motion was made by Mr. Ives and was seconded by Mr. Griswold to recommend 246 Tangier Avenue to the Town Council for designation as a Landmark of the Town of Palm Beach based on criteria 1, 3, and 4 in Section 54-161, and with the acknowledgment that the owners of the home opposed the designation. The motion was carried unanimously, 7-0.

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WARREN D. HAYES, JR.
LINDSAY L. MACDONALD

RAYMOND C. ALLEY (1893-1975)
HAROLD G. MAASS (1923-2006)
DOYLE ROGERS (1928-2016)
ALAN LINDSAY (1928-2024)
KAREN S. MARX (1964-1994)

July 9, 2025

Landmarks Preservation Commission
Town of Palm Beach
360 South County Road
P.O. Box 2029
Palm Beach, FL 33480

Re: Proposed Landmark Designation of 246 Tangier Ave., Palm Beach, FL 33480

Dear Commission Members:

This firm represents Nicole and Robert S. Honeyman, Jr. in connection with the Town's proposed Landmark Designation of their home located at 246 Tangier Ave.

While the Honeymans are honored that their home is under consideration, we do not believe it is a suitable candidate for landmark designation. When the Honeymans purchased the home in 2010, the property was widely marketed as a teardown, but they have worked diligently to preserve and maintain the home. However, the property has undergone extensive renovations over many decades including a substantial remodel in 2010, which the Honeymans undertook, which have significantly altered the original design, footprint and architectural integrity. Because of these reasons, Mr. and Mrs. Honeyman hereby formally object to the proposed designation.

Additional considerations supporting the conclusion that the home should not be designated are as follows:

1. **Altered Architectural Character**. Although the home was originally designed by Howard Major, the home was substantially modified by prior owners and by the Honeymans in their 2010 renovation. These changes include the following:

   a. A one-story addition with a bay window in the east façade (circa 1952);
   b. Replacement of rear porches with a new two-story rear addition;
   c. Redesign of the former drying yard into a new kitchen structure connecting the main house to the garage; and

d. Significant expansion of both first and second floors in the 2010 renovation, which affect the east, west and south elevations.

These changes taken cumulatively have disrupted the architectural consistency and rendered the home less representative of Major's original design intent, which was a simple board-and-batten house for the 1935 market.

2. **Disrupted Original Footprint and Proportions**. The home now spans almost 100 feet of the 120-foot width of the lot, which is approximately 67% wider than the estimated 60-foot width of the original structure. The original detached garage has been enclosed, expanded and integrated into the main home. The west elevation no longer reflects its original design, and the new kitchen construction, where the 1935 drying area was located, further alters the scale and proportions of the original residence.

3. **Non-Representative Design Elements**. The entire frontage along Tangier no longer reflects Major's characteristic symmetry and design as only approximately 50% of this north elevation façade remains as originally designed.

The east elevation retains only approximately 25% of its original design, having been significantly altered by the expansion of the first floor, the addition of a bay window and the 2010 two-story addition.

The rear elevation retains almost none of its original design after it was reconfigured through the replacement of outdoor porches with a large two-story addition, which has completely transformed its original design and appearance. In addition, the drying area had been converted into a kitchen area but was completely transitioned from the north side to the south side of the home in 2010.

4. **Evolving Functionality and Livability Concerns**. The original layout of the main home, which consisted of three bedrooms and two very small bathrooms (one of which was shared) on the second floor, is not practical for modern living and remains in need of additional renovation. This area was not addressed in 2010 because of the Town's fifty percent rule applicable to certain renovations of homes below the minimum flood plain elevation, which would have required much more significant changes and alterations to the home in general including raising the first-floor elevation. The Honeymans plan to expand the second floor eastward to update the home. In addition, the rear accessory structure, which includes a guesthouse with two bedrooms and two bathrooms, was previously expanded to include the second bathroom and a large walk-in closet.

The Honeymans have considered an eastward expansion of the second floor to improve livability, which would likely further change the original Major design. A second accessory structure at the rear of the property, which contains a guesthouse built in 1935, was also expanded by prior owners to include a second bathroom and a large walk-in closet. The Honeymans have also considered adding a second floor to the guesthouse for improved utility, which would also change the original design.

5. **Structural Limitations and Ongoing Maintenance**. The house, constructed with wood board-and-batten siding only a few feet above sea level, presents long-term durability and maintenance concerns. It is certainly understandable why the house was marketed as a teardown

given the multiple renovations combined with the modern day challenges presented by the existing home.

6. **Regulatory Burden and Designation Impact.** The Honeymans are committed to maintaining their home to Town standards and preserving the integrity of the neighborhood, and they deeply respect the Town's architectural legacy and the Commission's mission to protect and preserve it. They, however, believe that their home, given its significant modifications over time, the resulting lack of historical integrity and structural challenges inherit in the home, is not a candidate for designation under the Town Code.

Please note that the current elevation of the home is 2.0' NAVD and a FEMA certificate confirming the elevation is attached.

We understand that the Designation Hearing is scheduled for November, 2025. If you have any questions or need additional documentation, please contact me.

Sincerely,

M. Timothy Hanlon

cc: Mr. and Mrs. Honeyman, Jr.

U.S. DEPARTMENT OF HOMELAND SECURITY
Federal Emergency Management Agency
National Flood Insurance Program

OMB Control No. 1660-0008
Expiration Date: 06/30/2026

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

SECTION A – PROPERTY INFORMATION

FOR INSURANCE COMPANY USE

Policy Number:

Company NAIC Number:

A1. Building Owner's Name: ROBERT S HONEYMAN JR

A2. Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 246 Tangier Ave (MAIN)

City: Palm Beach State: FL ZIP Code: 33480

A3. Property Description (e.g., Lot and Block Numbers or Legal Description) and/or Tax Parcel Number:
PCN: 50-43-43-14-01-000-0241

A4. Building Use (e.g., Residential, Non-Residential, Addition, Accessory, etc.): RESIDENTIAL

A5. Latitude/Longitude: Lat. 26°43'57.10" Long. (-)80°02'21.37" Horiz. Datum: ☐ NAD 1927 ☐ NAD 1983 ☒ WGS 84

A6. Attach at least two and when possible four clear color photographs (one for each side) of the building (see Form pages 7 and 8).

A7. Building Diagram Number: 9

A8. For a building with a crawlspace or enclosure(s):

a) Square footage of crawlspace or enclosure(s): 1348 sq. ft.

b) Is there at least one permanent flood opening on two different sides of each enclosed area? ☒ Yes ☐ No ☐ N/A

c) Enter number of permanent flood openings in the crawlspace or enclosure(s) within 1.0 foot above adjacent grade:
Non-engineered flood openings: YES Engineered flood openings: N/A

d) Total net open area of non-engineered flood openings in A8.c: N/A sq. in.

e) Total rated area of engineered flood openings in A8.c (attach documentation – see Instructions): N/A sq. ft.

f) Sum of A8.d and A8.e rated area (if applicable – see Instructions): N/A sq. ft.

A9. For a building with an attached garage:

a) Square footage of attached garage: 380 sq. ft.

b) Is there at least one permanent flood opening on two different sides of the attached garage? ☐ Yes ☒ No ☐ N/A

c) Enter number of permanent flood openings in the attached garage within 1.0 foot above adjacent grade:
Non-engineered flood openings: N/A Engineered flood openings: N/A

d) Total net open area of non-engineered flood openings in A9.c: N/A sq. in.

e) Total rated area of engineered flood openings in A9.c (attach documentation – see Instructions): N/A sq. ft.

f) Sum of A9.d and A9.e rated area (if applicable – see Instructions): N/A sq. ft.

SECTION B – FLOOD INSURANCE RATE MAP (FIRM) INFORMATION

B1.a. NFIP Community Name: TOWN OF PALM BEACH B1.b. NFIP Community Identification Number: 120220

B2. County Name: Palm Beach B3. State: FL B4. Map/Panel No.: 12099C0581 B5. Suffix: G

B6. FIRM Index Date: 12/20/2025 B7. FIRM Panel Effective/Revised Date: 12/20/2025

B8. Flood Zone(s): AE B9. Base Flood Elevation(s) (BFE) (Zone AO, use Base Flood Depth): 6

B10. Indicate the source of the BFE data or Base Flood Depth entered in Item B9:
☐ FIS ☒ FIRM ☐ Community Determined ☐ Other:

B11. Indicate elevation datum used for BFE in Item B9: ☐ NGVD 1929 ☒ NAVD 1988 ☐ Other/Source:

B12. Is the building located in a Coastal Barrier Resources System (CBRS) area or Otherwise Protected Area (OPA)? ☐ Yes ☒ No
Designation Date: N/A ☐ CBRS ☐ OPA

B13. Is the building located seaward of the Limit of Moderate Wave Action (LiMWA)? ☐ Yes ☒ No

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 246 Tangier Ave (MAIN)

City: Palm Beach State: FL ZIP Code: 33480

FOR INSURANCE COMPANY USE

Policy Number:

Company NAIC Number:

SECTION C – BUILDING ELEVATION INFORMATION (SURVEY REQUIRED)

C1. Building elevations are based on: ☐ Construction Drawings* ☐ Building Under Construction* ☒ Finished Construction
*A new Elevation Certificate will be required when construction of the building is complete.

C2. Elevations – Zones A1–A30, AE, AH, AO, A (with BFE), VE, V1–V30, V (with BFE), AR, AR/A, AR/AE, AR/A1–A30, AR/AH, AR/AO, A99. Complete Items C2.a–h below according to the Building Diagram specified in Item A7. In Puerto Rico only, enter meters.
Benchmark Utilized: E310 Vertical Datum: NAVD 88

Indicate elevation datum used for the elevations in items a) through h) below.
☐ NGVD 1929 ☒ NAVD 1988 ☐ Other:

Datum used for building elevations must be the same as that used for the BFE. Conversion factor used? ☐ Yes ☒ No
If Yes, describe the source of the conversion factor in the Section D Comments area.

		Check the measurement used:
a) Top of bottom floor (including basement, crawlspace, or enclosure floor):	2.0	☒ feet ☐ meters
b) Top of the next higher floor (see Instructions):	3.7	☒ feet ☐ meters
c) Bottom of the lowest horizontal structural member (see Instructions):	N/A	☐ feet ☐ meters
d) Attached garage (top of slab):	3.2	☒ feet ☐ meters
e) Lowest elevation of Machinery and Equipment (M&E) servicing the building (describe type of M&E and location in Section D Comments area):	2.9	☒ feet ☐ meters
f) Lowest Adjacent Grade (LAG) next to building: ☐ Natural ☒ Finished	2.6	☒ feet ☐ meters
g) Highest Adjacent Grade (HAG) next to building: ☐ Natural ☒ Finished	3.0	☒ feet ☐ meters
h) Finished LAG at lowest elevation of attached deck or stairs, including structural support:	N/A	☐ feet ☐ meters

SECTION D – SURVEYOR, ENGINEER, OR ARCHITECT CERTIFICATION

This certification is to be signed and sealed by a land surveyor, engineer, or architect authorized by state law to certify elevation information. *I certify that the information on this Certificate represents my best efforts to interpret the data available. I understand that any false statement may be punishable by fine or imprisonment under 18 U.S. Code, Section 1001.*

Were latitude and longitude in Section A provided by a licensed land surveyor? ☒ Yes ☐ No

☐ Check here if attachments and describe in the Comments area.

Certifier's Name: JAMES G. PEDEN JR. License Number: 6122

Title: LICENSED SURVEYOR AND MAPPER

Company Name: WALLACE SURVEYING CORP.

Address: 5553 VILLAGE BLVD

City: WEST PALM BEACH State: FL ZIP Code: 33407

Telephone: (561) 640-4551 Ext.: Email: jpeden@wallacesurveying.com

JAMES G PEDEN JR Digitally signed by JAMES G PEDEN JR Date: 2025.03.12 16:55:54 -04'00'

Signature: Date: 02/28/2025

JAMES G. PEDEN JR. License Number 6122 STATE OF FLORIDA Professional Surveyor and Mapper

Place Seal Here

Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

Comments (including source of conversion factor in C2; type of equipment and location per C2.e; and description of any attachments):
LONGITUDE AND LATITUDE ARE DETERMINED BY GOOGLEEARTH.COM
LINE C2(a) REPRESENTS CRAWLSPACE.
LINE C2(e) LOWEST EQUIPMENT ELEVATION IS EXTERIOR A/C UNIT ON THE EAST SIDE.

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 246 Tangier Ave (MAIN)

City: Palm Beach State: FL ZIP Code: 33480

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

SECTION E – BUILDING MEASUREMENT INFORMATION (SURVEY NOT REQUIRED) FOR ZONE AO, ZONE AR/AO, AND ZONE A (WITHOUT BFE)

For Zones AO, AR/AO, and A (without BFE), complete Items E1–E5. For Items E1–E4, use natural grade, if available. If the Certificate is intended to support a Letter of Map Change request, complete Sections A, B, and C. Check the measurement used. In Puerto Rico only, enter meters.

Building measurements are based on: ☐ Construction Drawings* ☐ Building Under Construction* ☐ Finished Construction

*A new Elevation Certificate will be required when construction of the building is complete.

E1. Provide measurements (C.2.a in applicable Building Diagram) for the following and check the appropriate boxes to show whether the measurement is above or below the natural HAG and the LAG.

a) Top of bottom floor (including basement, crawlspace, or enclosure) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

b) Top of bottom floor (including basement, crawlspace, or enclosure) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the LAG.

E2. For Building Diagrams 6–9 with permanent flood openings provided in Section A Items 8 and/or 9 (see pages 1–2 of Instructions), the next higher floor (C2.b in applicable Building Diagram) of the building is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E3. Attached garage (top of slab) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E4. Top of platform of machinery and/or equipment servicing the building is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E5. Zone AO only: If no flood depth number is available, is the top of the bottom floor elevated in accordance with the community's floodplain management ordinance? ☐ Yes ☐ No ☐ Unknown The local official must certify this information in Section G.

SECTION F – PROPERTY OWNER (OR OWNER'S AUTHORIZED REPRESENTATIVE) CERTIFICATION

The property owner or owner's authorized representative who completes Sections A, B, and E for Zone A (without BFE) or Zone AO must sign here. *The statements in Sections A, B, and E are correct to the best of my knowledge*

☐ Check here if attachments and describe in the Comments area.

Property Owner or Owner's Authorized Representative Name: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Telephone: Ext.: _____ Email: _____

Signature: _____ Date: _____

Comments:

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 246 Tangier Ave (MAIN)

City: Palm Beach State: FL ZIP Code: 33480

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

SECTION G – COMMUNITY INFORMATION (RECOMMENDED FOR COMMUNITY OFFICIAL COMPLETION)

The local official who is authorized by law or ordinance to administer the community's floodplain management ordinance can complete Section A, B, C, E, G, or H of this Elevation Certificate. Complete the applicable item(s) and sign below when:

G1. ☐ The information in Section C was taken from other documentation that has been signed and sealed by a licensed surveyor, engineer, or architect who is authorized by state law to certify elevation information. (Indicate the source and date of the elevation data in the Comments area below.)

G2.a. ☐ A local official completed Section E for a building located in Zone A (without a BFE), Zone AO, or Zone AR/AO, or when item E5 is completed for a building located in Zone AO.

G2.b. ☐ A local official completed Section H for insurance purposes.

G3. ☐ In the Comments area of Section G, the local official describes specific corrections to the information in Sections A, B, E and H.

G4. ☐ The following information (Items G5–G11) is provided for community floodplain management purposes.

G5. Permit Number: _____ G6. Date Permit Issued: _____

G7. Date Certificate of Compliance/Occupancy Issued: _____

G8. This permit has been issued for: ☐ New Construction ☐ Substantial Improvement

G9.a. Elevation of as-built lowest floor (including basement) of the building: _____ ☐ feet ☐ meters Datum: _____

G9.b. Elevation of bottom of as-built lowest horizontal structural member: _____ ☐ feet ☐ meters Datum: _____

G10.a. BFE (or depth in Zone AO) of flooding at the building site: _____ ☐ feet ☐ meters Datum: _____

G10.b. Community's minimum elevation (or depth in Zone AO) requirement for the lowest floor or lowest horizontal structural member: _____ ☐ feet ☐ meters Datum: _____

G11. Variance issued? ☐ Yes ☐ No If yes, attach documentation and describe in the Comments area.

The local official who provides information in Section G must sign here. *I have completed the information in Section G and certify that it is correct to the best of my knowledge. If applicable, I have also provided specific corrections in the Comments area of this section.*

Local Official's Name: _____ Title: _____

NFIP Community Name: _____

Telephone: Ext.: _____ Email: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Signature: _____ Date: _____

Comments (including type of equipment and location, per C2.e; description of any attachments; and corrections to specific information in Sections A, B, D, E, or H):

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 246 Tangier Ave (MAIN)

City: Palm Beach State: FL ZIP Code: 33480

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

SECTION H – BUILDING'S FIRST FLOOR HEIGHT INFORMATION FOR ALL ZONES (SURVEY NOT REQUIRED) (FOR INSURANCE PURPOSES ONLY)

The property owner, owner's authorized representative, or local floodplain management official may complete Section H for all flood zones to determine the building's first floor height for insurance purposes. Sections A, B, and I must also be completed. Enter heights to the nearest tenth of a foot (nearest tenth of a meter in Puerto Rico). ***Reference the Foundation Type Diagrams (at the end of Section H Instructions) and the appropriate Building Diagrams (at the end of Section I Instructions) to complete this section.***

H1. Provide the height of the top of the floor (as indicated in Foundation Type Diagrams) above the Lowest Adjacent Grade (LAG):

a) **For Building Diagrams 1A, 1B, 3, and 5–8.** Top of bottom floor (include above-grade floors only for buildings with crawlspaces or enclosure floors) is: _____ ☐ feet ☐ meters ☐ above the LAG

b) **For Building Diagrams 2A, 2B, 4, and 6–9.** Top of next higher floor (i.e., the floor above basement, crawlspace, or enclosure floor) is: _____ ☐ feet ☐ meters ☐ above the LAG

H2. Is **all** Machinery and Equipment servicing the building (as listed in Item H2 instructions) elevated to or above the floor indicated by the H2 arrow (shown in the Foundation Type Diagrams at end of Section H instructions) for the appropriate Building Diagram?

☐ Yes ☐ No

SECTION I – PROPERTY OWNER (OR OWNER'S AUTHORIZED REPRESENTATIVE) CERTIFICATION

The property owner or owner's authorized representative who completes Sections A, B, and H must sign here. *The statements in Sections A, B, and H are correct to the best of my knowledge.* **Note:** If the local floodplain management official completed Section H, they should indicate in Item G2.b and sign Section G.

☐ Check here if attachments are provided (including required photos) and describe each attachment in the Comments area.

Property Owner or Owner's Authorized Representative Name: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Telephone: Ext.: _____ Email: _____

Signature: _____ Date: _____

Comments:

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

BUILDING PHOTOGRAPHS

See Instructions for Item A6.

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.:
246 Tangier Ave (MAIN)

City: Palm Beach State: FL ZIP Code: 33480

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

Instructions: Insert below at least two and when possible four photographs showing each side of the building (for example, may only be able to take front and back pictures of townhouses/rowhouses). Identify all photographs with the date taken and "Front View," "Rear View," "Right Side View," or "Left Side View." Photographs must show the foundation. When flood openings are present, include at least one close-up photograph of representative flood openings or vents, as indicated in Sections A8 and A9.



Photo One

Photo One Caption: FRONT VIEW - 02/28/2025

Clear Photo One



Photo Two

Photo Two Caption: RIGHT SIDE VIEW - 02/28/2025

Clear Photo Two

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

BUILDING PHOTOGRAPHS

Continuation Page

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.:
246 Tangier Ave (MAIN)

City: Palm Beach State: FL ZIP Code: 33480

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

Insert the third and fourth photographs below. Identify all photographs with the date taken and "Front View," "Rear View," "Right Side View," or "Left Side View." When flood openings are present, include at least one close-up photograph of representative flood openings or vents, as indicated in Sections A8 and A9.



Photo Three

Photo Three Caption: REAR VIEW - 02/28/2025

Clear Photo Three



Photo Four

Photo Four Caption: VENT VIEW - 02/28/2025

Clear Photo Four

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: December 10, 2025

To: Town Council

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

From: Planning, Zoning, & Building Staff

Re: 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.
TIME CERTAIN 11:00 AM

Date: 11/25/2025

ATTACHMENTS

Staff Report
Letter of Intent
Plans
Simmons & White 07.07.25 Traffic Study
Corradino 08.01.25 Traffic Review
PB Synagogue Declaration of Use Agreement - Executed 05.12.2008
PB Synagogue Declaration of Use Agreement - DRAFT - Amended Redline 11.24.2025
PB Synagogue Prior Development Orders

STRATEGIC PLAN

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

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

FUNDING
No Fiscal Impact

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.

Applicant:	PALM BEACH ORTHODOX SYNAGOGUE INC
Professional:	Bartholemew + Partners
Representative:	Shutts and Bowen (Harvey Oyer)

HISTORY

The existing Palm Beach Synagogue has been in operation since 1999 for religious service, having obtained a Special Exception under SE 14-99.

- SE 27-2001 on Dec. 11, 2001, approval for modification for expansion of multi-function ancillary use room. (132 seats)
- SE 15-2005 on May 27, 2005, approval for modification for increase in number of seats and ancillary uses) (158 seats).
- SE 3-2007 on Mar. 13, 2007, approval for an additional ancillary space.

By ZON-24-0055 (COA-24-0022)), approved at the January 15, 202 Town Council meeting, the applicant proposed a brand new 32,382 SF religious facility, for 230 patrons (seats) in the sanctuary room, and also a large social hall and Sunday school facility.

THE PROJECT:

The applicant has now submitted new plans, "The Palm Beach Orthodox Synagogue 120-132 N COUNTY RD", as prepared by **Bartholemew + Partners**, received by the Town on August 25, 2025.

The applicant requests review and approval of the proposed new construction and alterations to the landmarked structure. The proposed scope includes:

- Expansion of the existing synagogue ancillary uses to the adjacent building to the north (formerly occupied by Chez Jean-Pierre Bistro).

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

- **SITE PLAN REVIEW**: Section 134-1112: Site Plan Review for new building(s) which involves more than 2,000 SF of building floor area in the C-TS zoning district.

- **SPECIAL EXCEPTION** Section 134-1109 (a)(10) for modification to an existing Special Exception SE-15-2005, SE-3-2007 for Churches, synagogues or other houses of worship.

Site Data			
Zoning District	C-TS	**Future Land Use**	COMMERCIAL
Lot Size (SF)	31,408 SF	**Finished Floor Elevation**	7' NAVD (synagogue)
Crown of Road	7.5' NAVD	**Flood Zone**	AE 6
Year Constructed	1929 - 1935	**Architect**	Kitchell
Landmark Designation	04/14/92 (122 N County Rd) 02/09/93 (120 N County Rd)	**Total Floor Area Gross floor area (GSF)**	Existing: +/-19,582 SF Proposed: No change
Existing:	11,035 SF	**Proposed:**	+8,547 SF
Synagogue	158 seats	**Parking**	33
Lot Coverage	44.5% (13,774 SF) No change	**Landscape Open Space**	7% (2,240 SF) No change
Surrounding Properties / Zoning			
North	One-story commercial / C-TS		
South	Two-story commercial / C-TS		
East	Surface parking lot (Paramount Theatre) / C-TS		
West	Two-story commercial / C-TS		

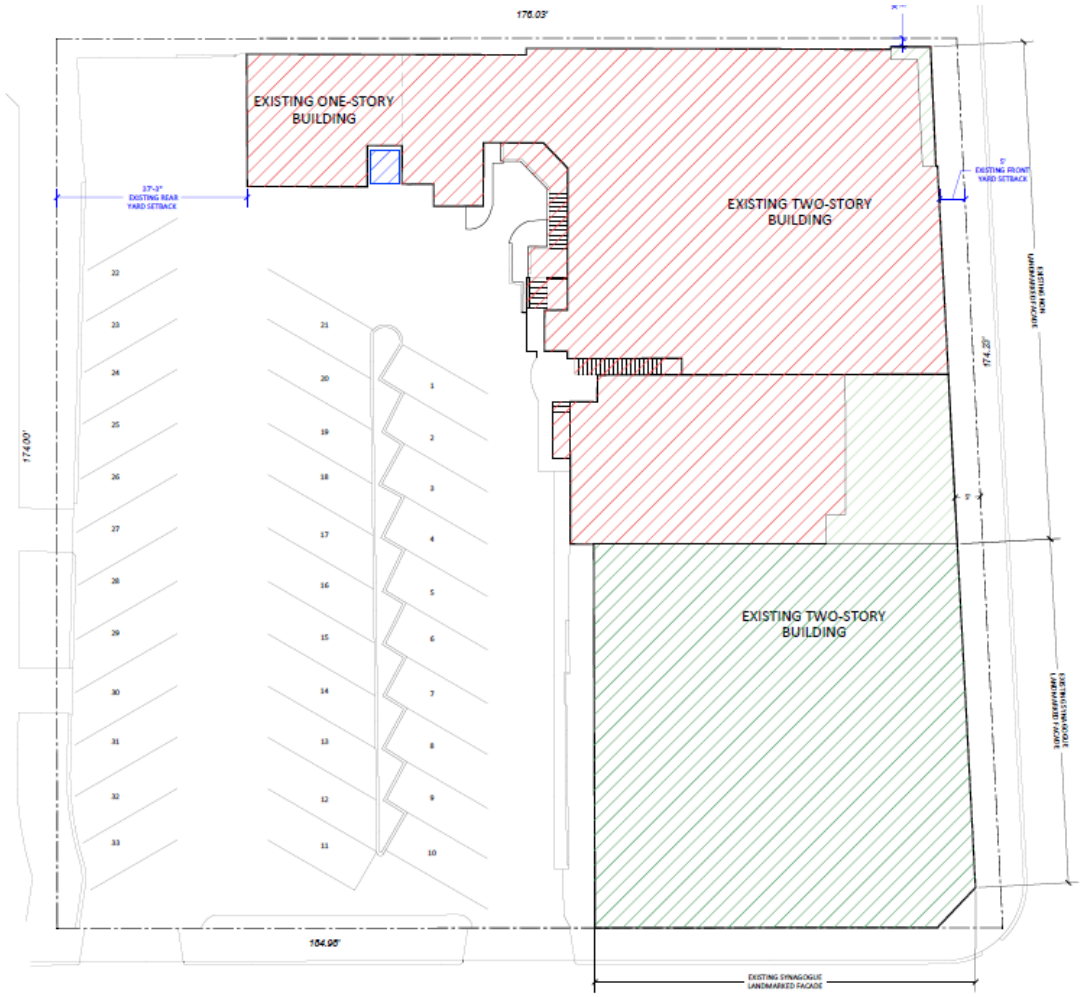
CONSISTENCY WITH THE COMPREHENSIVE PLAN:

A preliminary review of the project indicates that the proposed application is consistent with the COMMERCIAL designation of the Future Land Use Map of the Comprehensive Plan.

STAFF ANALYSIS:

The subject property is a 31,400 SF (0.72 acre) corner parcel situated on the northwest intersection of Sunset Ave and N County Road, a prominent location in the C-TS (Commercial Town Serving) District. The site is currently improved with an existing two-story structure—the Palm Beach Synagogue—portions of which were designated a Palm Beach Landmark in 1992 and 1993, non-landmarked one-story commercial buildings, and a surface parking lot. Currently, the structures occupy the eastern portion of the unified site, and an existing 34-car parking lot occupies the western portion. The application includes the formal expansion of the existing synagogue operations into the adjacent northern space formerly occupied by the Chez Jean Pierre restaurant.

SITE PLAN REVIEW AND SPECIAL EXCEPTION REQUESTS. The **Site Plan Review** is required for new building(s) which involves more than 2,000 SF of building floor area in the C-TS zoning district.

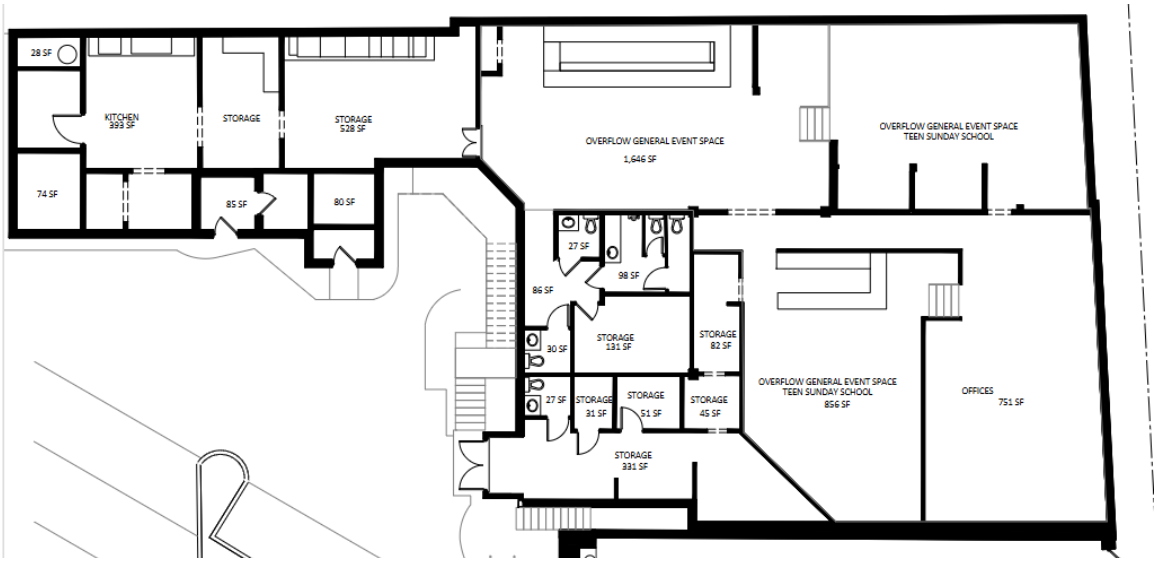


Existing site plan (former restaurant space shown in red hatch, existing synagogue space in green)

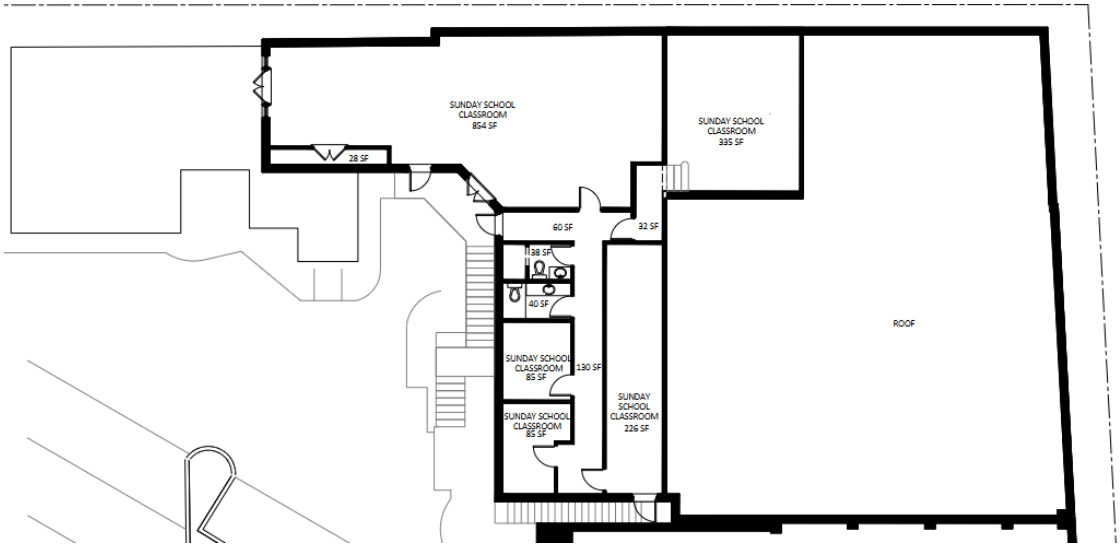
The **Special Exception** is for Churches, synagogues or other houses of worship, specifically for modification to an existing SE to expand into additional ancillary worship space. The existing Palm Beach Synagogue has been in operation since 1999 for religious service, having obtained a Special Exception under SE 14-99 for 132 seats. The synagogue received another SE for an additional 26 seats in 2005, under SE 15-2005 for the current total of 158 seats. Unlike the application (ZON-24-0055 (COA-24-0022)) approved at the January 15, 202 Town Council meeting, where the applicant was proposing a brand new 32,382 SF religious facility, this application is solely for the expansion of the religious services into the existing, adjacent space. No new square footage is proposed to be built; the synagogue will now, for the first time, have its own on-site parking lot.



The former restaurant space occupied 8,547 SF and had a dining room seating of 168 seats in a 3,255 SF dining area and an existing surface parking lot for 33 spaces. This dining capacity alone yields a principle of equivalency of 56 spaces. The additional 5,292 SF for back of house restaurant operations yields 17 more spaces: or a total of 73 spaces. Subtracting out the existing surface parking lot of 33 spaces, leaves a credit of 40 spaces in accordance with the principle of equivalency for evaluating off-street parking requirements.



Proposed First Floor (former restaurant space)



Proposed Second Floor (former restaurant space)

The applicant seeks an increase of 8,547 SF for the expanded ancillary spaces for the Synagogue space: Sunday school, kitchen, offices, storage areas, event space. The proposal is under the threshold of parking permitted without the need for a parking variance, as the new 8,547 SF area would require 35 spaces and 35< 40.

DECLARATION OF USE

Over the years, as the synagogue expanded its capacity and increased its ancillary spaces, modifications were brought before the Town Council. Through the restrictive Declaration of Use, the Council imposed specific operational conditions, most notably the timing and spatial conditions that limited overlap of use. As the synagogue proposes expanding into the former restaurant space, albeit with a new parking lot, at least some of these conditions should likely be incorporated.

TRAFFIC REVIEW

The applicant has submitted a Traffic Impact Statement, completed by Simmons & White. The Corradino Group has performed one (1) round of peer review for this proposed redevelopment include expanding the previously approved use into the neighboring former Chez Jean Pierre restaurant to the north.

CONCLUSION

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

(1) for final determination of approval or denial of special exception by the Town Council, and that the special exception **shall** or **shall not** be granted that all the criteria applicable to this application as set forth in Sec. 134-229, items 1 through 14 have been met.

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 (0 8 - 2 5 - 2 0 2 5)

DATE: August 25, 2025

TO: Town of Palm Beach Planning, Zoning & Building Dept.

RE: 132 N. County Rd.

REQUEST

On behalf of Palm Beach Orthodox Synagogue, Inc. ("**Applicant**"), Shutts & Bowen LLP submits this request for Town Council ("**TC**") approval of a modification to the approved Special Exception ("**SE**") with Site Plan Review ("**SPR**") for the existing synagogue use located at 120 N. County Road to expand into the space previously occupied by the Chez Jean Pierre restaurant ("**Restaurant**") located at 132 N. County Road (collectively the "**Site**").

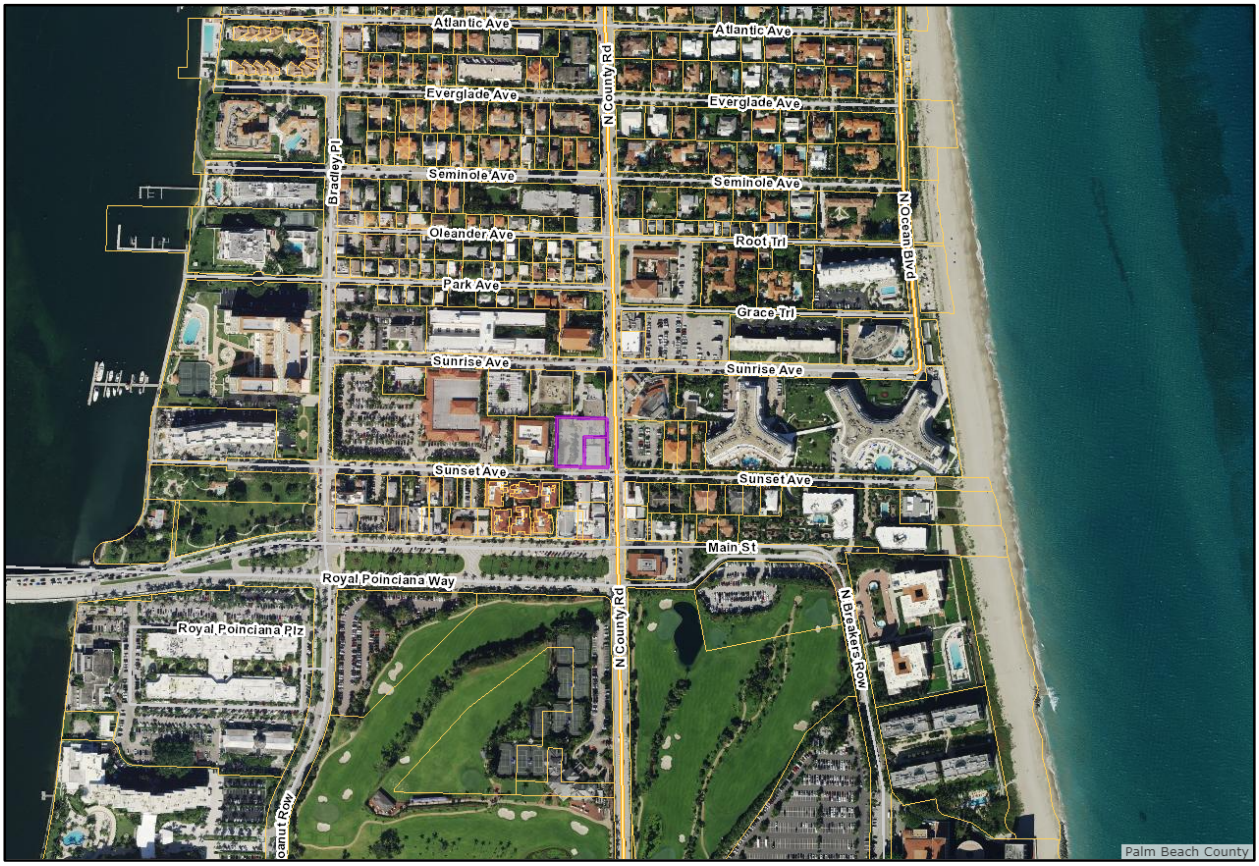


FIGURE 1 – Location map

Future Land Use ("FLU"):	Commercial ("**COM**")
Zoning District:	Commercial Town Serving ("**C-TS**")
Municipality:	Town of Palm Beach ("**Town**")

The Applicant requests approval of a SPR and SE as follows:

- SPR required for the expansion of a synagogue (Sec. 134-1109).
- SE to modify the approved SE for a synagogue (Sec. 134-1109(10).

Specifically, the request includes:

- Expansion of the existing synagogue from 11,035 square feet ("**sq. ft.**") to 19,297 sq. ft. (+8,262 sq. ft.)
- Addition of 33 existing spaces to the overall Site.

BACKGROUND

On January 15, 2025, the Town Council ("**TC**") approved a SE with SPR for an expansion of the synagogue use on the Site (ZON-24-0055 and COA-24-0022). This approval granted the following:

- Expansion of the existing synagogue from two-story 19,297 sq. ft. synagogue with 158 seats, to a 230-seat synagogue (+ 72 seats) in a 32,382 in a two-story building (+ 13,085 sq. ft.).
- 18 surface parking spaces designed to comply with the current Code.
- Demolition of greater than 50% of the non-landmarked existing building.
- Preservation of the landmarked façade of the building.
- Ancillary spaces to the synagogue (social hall, kitchen, library, conference room, youth center, accessory offices, flex spaces, quiet room, storage spaces, etc.). See the floor plans included with the application submittal for all details. All ancillary uses are directly related to the synagogue use. For clarification, the flex spaces are to be used for Sunday School as is customary to places of worship. There is no proposal for a public/private school use operating on a weekly basis as part of this application and thus these spaces are not a separate use requiring additional parking. See the Parking Study prepared by Simmons & White which discusses the Project and uses. It is certainly worth mentioning that such ancillary uses were previously approved as part of prior SE/SPR approvals. The Town approved these ancillary uses since they specifically allow for the synagogue members to meet socially and have learning sessions or other similar events.

The Site is developed with one contiguous building fronting along N. County Road. Specifically, it is developed with an 11,035 sq. ft. space that is occupied by the Applicant's synagogue use and an 8,262 sq. ft. space previously occupied by the Restaurant. On or about April 2021, the Applicant acquired the Restaurant space and commenced use of the space for ancillary synagogue purposes. It was during this timeframe that COVID 19 was still an ongoing concern throughout the nation and the immediate area and the use of the Restaurant space was used on a very limited basis for storage and some other ancillary synagogue uses. Since the acquisition, the Applicant has gone to extraordinary efforts and expense working on an overall redesign of the Site to include both portions of the building so that it can function as one comprehensive synagogue use. For approximately two years, the Applicant worked with an architect on the architectural design to combine the two portions of the building in an effort to ensure architectural compatibility between the existing landmarked portion of the building with the proposal to include the Restaurant portion of the building. The Applicant wanted to ensure that the proposed additions and renovations meticulously harmonize with the visual integrity of the landmarked structure, ensuring that all datum lines—including those from the water table, door and window openings, cornices, roof, and ridge lines—are seamlessly integrated into the new design. Moreover, the Applicant also took this time to raise the funds necessary submit the Zoning applications to obtain the TC approvals noted above. On or about January 2024, the Applicant submitted the initial draft of the project to the Town for review and feedback. After approximately six months of working with the Town staff and the architect, the final design was submitted to the Town for review and approval in September 2024, with the TC approving the request in January 2025 (ZON-24-0055 and COA-24-0022).

Subsequent to this approval, Town staff noted that the initial approval for the expansion of the synagogue use into the Restaurant was also required in order to have an accurate record. As such, the Applicant submits this request for the expansion of the synagogue use into the existing Restaurant space. This in turn would allow the Applicant to continue to use the Restaurant space for synagogue purposes, until at which time the improvements approved and noted above (ZON-24-0055 and COA-24-0022) are constructed and completed.

HISTORICAL APPROVAL: See Exhibit C for the complete history.

May 27, 2005	SE 15-2005	Approval for a modification to a special exception with site plan review for an increase in the seats and ancillary uses specific to the synagogue.
March 13, 2007	SE 3-2007	Approval for a modification to a special exception with site plan review for an increase in the seats and ancillary uses specific to the synagogue.

The Site was previously approved as noted above. As part of the approval, the Site was subject to a Declaration of Use Agreement ("**DOUA**") as recorded in the public records of Palm Beach County Official Record Bk. 22640 Pg. 733), a copy of which is attached hereto as Exhibit "G". The DOUA outlined the conditions of the approval for the approval. The Applicant proposes to amend and update the existing DOUA in accordance with this request subject to this modification to the approved Special Exception.

PARKING STATEMENT

A Traffic Statement which includes a parking analysis was prepared based on Section 134-2176 of the Code, a copy of which is included with the application submittal.

SUPPLEMENTAL APPLICATION REQUIREMENTS

- As required, attached are the responses to the review standards/guidelines for the SE and SPR requests:
  - **Exhibit A:** Special Exception in accordance with Section 134-229.
  - **Exhibit B:** Site Plan Review in accordance with Section 134-329.
- **Exhibit C:** A detailed history in chronological order of all zoning-related requests processed on or after January 1, 1970 specific to the Site.
- **Exhibit D:** Property Info sheet with the Location Map**.**
- **Exhibit E:** Legal Description**.**
- **Exhibit F:** Town-serving Affidavit
- **Exhibit G:** Approved Declaration of Use Agreement (OR Bk. 22640 Pg. 733)

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: *A synagogue is a permitted SE use pursuant to Sec. 134-1109(10) of the Code. The request is to allow the expansion of the approved SE for the synagogue from 11,035 sq. ft. to 19,297 sq. ft.*

(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 request 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 proposed expansion will not cause substantial injury to the value of other properties 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.

RESPONSE: *The expansion is and continues to be compatible with the adjoining development and the intended purpose of the district in which it is 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.

RESPONSE: *The Site exists today with legal non-conformities. There are no changes proposed to the building except for changes to the interior spaces to enhance the synagogue use.*

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

RESPONSE: *The expansion complies with all the elements of the comprehensive plan.*

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

RESPONSE: *There are no changes proposed to the exterior of the building. Thus, the expansion will have minimal impact on adjoining properties and will not result in substantial economic, noise, glare, or odor impacts on adjoining properties or 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.

RESPONSE: *There are no changes to the ingress and egress to the Site and the existing access points will remain.*

(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: *Any 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: *There are no changes to the refuse and service areas for the Site.*

(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 proposed expansion is for the existing synagogue use which is town-serving and serves townpersons. The Applicant has provided an affidavit certifying the same, a copy of which is included with the application submittal.*

(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.*

(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.*

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. The 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 request is to allow the expansion of the approved SE for the synagogue from 158 seats to 230 seats. As stated in this Letter of Intent, the synagogue use exists today and the Applicant is only seeking to expand the existing synagogue use into the Restaurant for ancillary synagogue uses. That said, nothing is being requested of the TC to reduce residential densities below that which is permitted.*

(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: *There are no changes to the ingress and egress to the Site and the existing access points will remain. There are no changes to the refuse and service areas for the Site.*

(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 expansion proposes the reuse of the existing 33 surface parking spaces located at the western limits of the Site. The current synagogue use is approved as is and operates with zero parking spaces, thus with the addition of the Restaurant, the synagogue is actually increasing available parking from zero to 33 parking spaces.*

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

RESPONSE: *The Site is located at the corner of N. County Road and Sunset Avenue. There are no improvements proposed to the Site other than renovations to the interior of the building.*

(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: *There are no improvements proposed to the Site other than renovations to the interior of the building.*

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

RESPONSE: *There are no improvements proposed to the Site other than renovations to the interior of the building.*

(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: *There are no improvements proposed to the Site other than renovations to the interior of the building.*

(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: *There are no improvements proposed to the Site other than renovations to the interior of the building.*

(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: *There are no improvements proposed to the Site other than renovations to the interior of the building.*

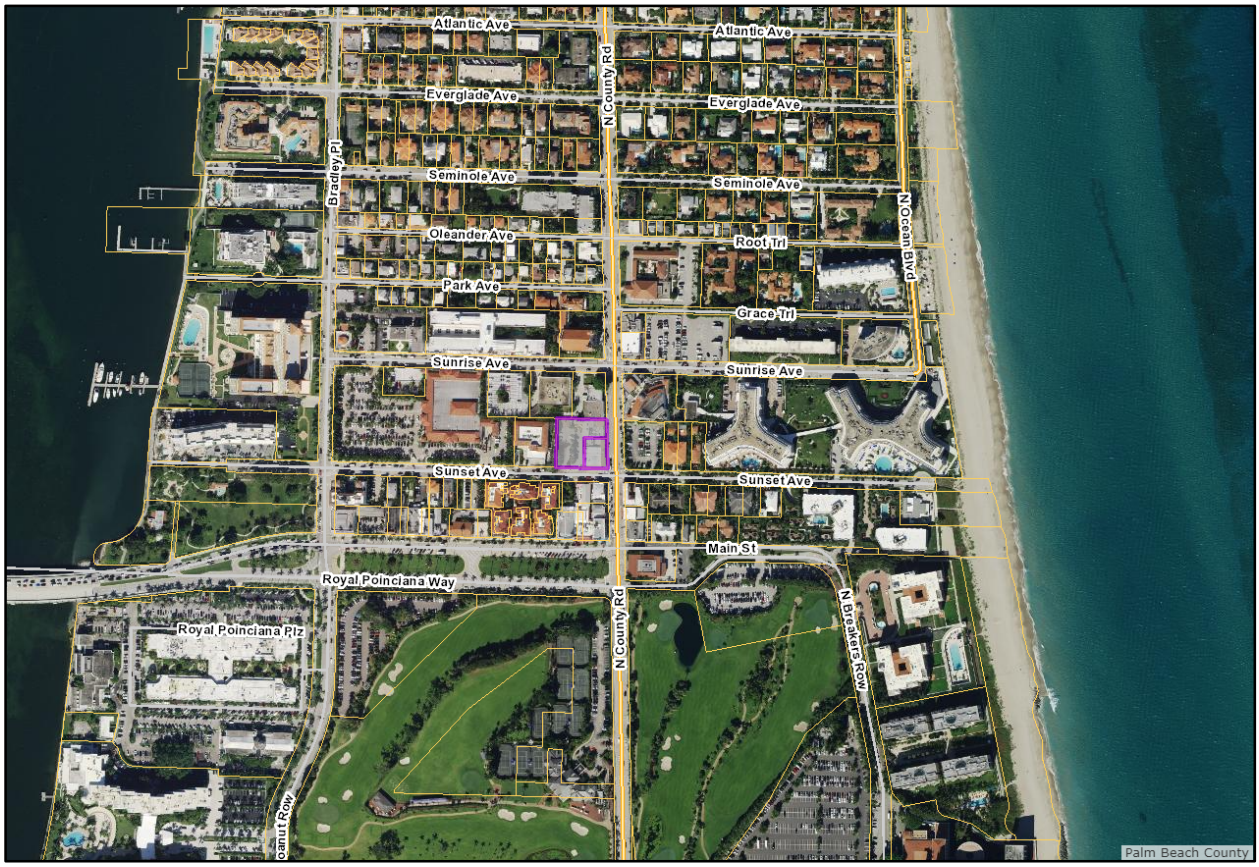
EXHIBIT C

SITE HISTORY

June 12, 1990	VAR 29-90	Denial of a variance to allow a business identification sign.
July 13, 1993	SE 18-93	Approval for a modification to a special exception with site plan review and variances for an increase in the gross leasable area, a reduction in the required parking, and reduction in the required setback.
August 9, 1994	SE 25-94	Approval for a modification to a special exception with site plan review to allow the relocation of an ancillary use from the first floor to the second floor of the restaurant.
March 7, 1996	COA 64-95	Approval of a COA for a new front door.
September 9, 1997	SE 27-97	Approval for a modification to a special exception with site plan review to allow Fortress Company to occupy 2,500 sq. ft. for retail space.
June 8, 1999	SE 14-99	Approval for a modification to a special exception with site plan review for an increase in the seats and ancillary uses specific to the synagogue.
December 11, 2001	SE 27-2001	Approval for a modification to a special exception with site plan review for the expansion of the multi-function ancillary use room for the synagogue use.
May 27, 2005	SE 15-2005	Approval for a modification to a special exception with site plan review for an increase in the seats and ancillary uses specific to the synagogue.
March 13, 2007	SE 3-2007	Approval for a modification to a special exception with site plan review for an increase in the seats and ancillary uses specific to the synagogue.
August 21, 2008	COA 16-08	Approval for the replacement of exterior windows and doors.
December 16, 2009	SE 10-2009	Approval for a modification to a special exception with site plan review and variances for changes to the pediment of the building and variances for the pediment, setbacks, and building height.
January 10, 2010	COA 2-10	Approval of a COA for changes to the building for a gabled parapet, barrel tile, a shed roof, and new signage.
June 2, 2022	A-22-02393	Approval for repair of roof
January 15, 2025	ZON-24-0055 COA-24-0022	Approval for a modification to a special exception with site plan review for an increase in the total square footage and sanctuary seats, ancillary uses specific to the synagogue, and nine variances. Approval of a COA for demolition greater than 50%, new construction of a one and two-story additions, and renovations to the existing building.

EXHIBIT D

P R O P E R T Y I N F O R M A T I O N



Location map

Address:	120 – 132 N. County Rd.
Property Owner:	Palm Beach Orthodox Synagogue, Inc.
Municipality:	Town of Palm Beach

EXHIBIT E

LEGAL DESCRIPTION

PROPERTY ADDRESS:
132 and 120 N County Road
Palm Beach, FL 33480

LEGAL DESCRIPTION:
A parcel of land bounded by the existing exterior walls of the Richardson Greenfield Securities Building and the West right-of-way line of South County Road, Town of Palm Beach, Florida; said parcel of land being part of Lots 175 and 176, Plat of ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page 6, Public Records of Palm Beach County, Florida, and being more fully described as follows:*

COMMENCING *at the Southeast corner of said Lot 176;*
Thence, North 90°00'00" West, along the South line of said Lot 176, a distance of 15 feet to the intersection thereof with the West right of way line of South Country Road and the ***POINT OF BEGINNING;***

Thence, continue North 90°00'00" West, along the South line of said Lot 176, a distance of 5 feet, more or less, to the Southeast corner of the said Richardson Greenfield Securities Building;
Thence, continue North 90°00'00" West, along the South face of said building, a distance of 76 feet, more or less, to the Southwest corner of said building;
Thence, Northerly along the West face of said building, a distance of 27.9 feet;
Thence, Easterly along the Northerly face of said building a distance of 5.4 feet;
Thence, Northerly, along the West Face of said building, a distance of 5.3 feet;
Thence, Easterly along the North face of said building, a distance of 74.41 feet, more or less, to the Northeast corner of said building;
Thence continue Easterly along said line, a distance of 5 feet to the West right of way line of said South County Road;
Thence, South 02°45'00" East, along said right of way line a distance of 33.2 feet, more or less, to the ***POINT OF BEGINNING.***

The bearings stated herein are based on an assumed North 90°00'00" West, along the South line of Lot 176;

AND

Lots 173 through 176 together with lots 180 through 183, inclusive, Plat of ***FLORAL PARK****, as recorded in Plat Book 2, page 6, Public Records of Palm Beach County, Florida.*

LESS AND EXCEPT *THE FOLLOWING DESCRIBED PARCELS*

The South 8.14 feet of Lot 175, Less the East 15 feet thereof, and Lot 176, less the East 15 feet thereof, of the Plat of ***FLORAL PARK*** *according to the Plat thereof, as recoded in Plat book 2, Page 6, of the Public Records of Palm Beach County, Florida, being conveyed out by Warranty Deed, recorded in official Records Book 13287, Page 1027, in the Public Records of Palm Beach County, Florida.*

AND

LESS AND EXCEPT*:*
Lots 178 and 179, ***FLORAL PARK****, according to the Plat thereof, as recorded in Plat Book 2, Page 6, Public Records of Palm Beach County, Florida, being conveyed out by Warranty Deed, recorded in Official Records Book 11295, Page 435.*

AND

Parcel A:

The South 8.14 feet of Lot 175, less the East 15 feet thereof, and Lot 176, less the East 15 feet thereof, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida.*

Parcel B*:*

Lot 177, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida, Less the East 15 feet thereof.*

Parcel C:

Lots 178 and 179, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida, Less the East 15 feet thereof.*

EXHIBIT F

Town-Serving Affidavit

(ATTACHED SEPARATELY)

B"H

PALM BEACH SYNAGOGUE

FOUNDING RABBI
Moshe E. Scheiner

PRESIDENT
Bob Keats

1ST VICE PRESIDENT
Harry Lis

2ND VICE PRESIDENT
Casey Klein

IMMEDIATE PAST PRESIDENT
Michael Scharf

DIRECTOR-AT-LARGE
Ira Gerstein

TREASURER
Abe Haruvi

FINANCIAL SECRETARY
Carol Rydell

RECORDING SECRETARY
Lisa Schreier

BOARD OF DIRECTORS
Tal Bar-or
Mark Berk MD
Sol Boucai
Lynn Brodsky
Ara Cohen
Tamar Daniels
Fred Endzweig
Harris S. Fried
Mirta Galante MD
Jaffa Halfon MD
Abe Himelstein
Barbara Hines
Morris Kener
Martin Klein
Hillary Regelman
Jane Shalam
Sari Simpson
Dean Tansman
Aron Tendler MD
Eric Weiner MD *
Barbara Zimet *

*Past President

TOWN-SERVING AFFIDAVIT

The undersigned, (the "Affiant"), Rabbi Scheiner, of Palm Beach Orthodox Synagogue, Inc. located at 120 N. County Road, Palm Beach, FL 33480 ("Synagogue"), does hereby certify that:

1. Affiant states that he/she is familiar with the nature of an oath and with the penalties as provided by the laws of the State of Florida for falsely swearing to statements made in an instrument of this nature.

2. Affiant has read the foregoing Affidavit and states that each and every statement contained herein is true and correct.

3. The Zoning Code of Ordinances (the "Code") of the Town of Palm Beach (the "Town") defines "Town-Serving" as establishments principally oriented to serving the needs of townpersons which would not substantially rely upon the patronage of persons not defined as townpersons. The Code defines "townpersons" as all full-time and seasonal residents as well as visitors staying at accommodations and employees working in establishments located within the Town.

4. Affiant has reviewed the records of the members of the Synagogue.

5. Affiant has concluded that a minimum of 51% of the members at the Synagogue qualify as "townpersons" as defined in the Code.

6. The Synagogue will be redeveloped and expanded to the adjacent space located at 132 N. County Road, Palm Beach, FL 33480 (the "Synagogue Expansion").

7. As the Synagogue is a "Town-Serving" establishment, the Synagogue Expansion will be "Town-Serving" as defined by the Code.

[SIGNATURES ON NEXT PAGE]

B"H

PALM BEACH SYNAGOGUE

FOUNDING RABBI
Moshe E. Scheiner

PRESIDENT
Bob Keats

1ST VICE PRESIDENT
Harry Lis

2ND VICE PRESIDENT
Casey Klein

IMMEDIATE PAST PRESIDENT
Michael Scharf

DIRECTOR-AT-LARGE
Ira Gerstein

TREASURER
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Jaffa Halfon MD
Abe Himelstein
Barbara Hines
Morris Kener
Martin Klein
Hillary Regelman
Jane Shalam
Sari Simpson
Dean Tansman
Aron Tendler MD
Eric Weiner MD *
Barbara Zimet *

*Past President

Wherefore Affiant has signed this Affidavit this 22 day of July, 2024.

Moshe Scheiner

STATE OF FLORIDA

COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 22 day of July, 2024, by Moshe Scheiner who ☑ is personally known to me or ☐ has produced _____ as identification.

(NOTARY SEAL)

NOTARY PUBLIC STATE OF FLORIDA
PAULA BETH HABER
Commission # HH 262894
Expires May 10, 2026

Notary Public, State of Florida

Name: Paula Beth Haber

My commission expires: 5/10/26

Serial No.: HH 262894

EXHIBIT G

Approved Declaration of Use Agreement (OR Bk. 22640 Pg. 733)

(ATTACHED SEPARATELY)

CFN 20080184905
OR BK 22640 PG 0733
RECORDED 05/14/2008 16:25:48
Palm Beach County, Florida
Sharon R. Bock, CLERK & COMPTROLLER
Pgs 0733 - 745; (13pgs)

Prepared by/Return to:
Richard P. Zaretsky, Esq.
1655 Palm Beach Lakes Blvd.
Suite 900
West Palm Beach, FL 33401
(561) 689-6660
version 4.4

DECLARATION OF USE AGREEMENT BETWEEN THE TOWN OF PALM BEACH AND PALM BEACH ORTHODOX SYNAGOGUE, INC.

This Declaration of Use Agreement ("Declaration") is entered into this 12th day of May, 2008 by Palm Beach Orthodox Synagogue, Inc. ("Declarant") whose address is 120 N. County Road, Palm Beach, FL 33480 and the Town of Palm Beach, Florida, a municipal corporation ("Town").

RECITALS

A) WHEREAS, Declarant is the fee simple owner of that certain real property located at 122 N. County Road, Palm Beach, FL 33480, more completely described in Exhibit "A" attached hereto (the "Property").

B) WHEREAS, the Property as described in drawing dated June 12, 2007 drawn by Arthur Chabon Architect which is made a part of the application and shows certain 2nd floor space located in 122 North County Road, and depicts such certain space as "undeveloped". A partial reproduction of that drawing is attached hereto as Exhibit "B".

C) WHEREAS, Declarant, for the purposes of obtaining approval of the Town of Palm Beach Special Exception #3-2007, has agreed to enter into this Declaration of Use Agreement with the Town of Palm Beach as set forth in the Minutes of the meeting of the Town Council held on May 8, 2007. A partial reproduction of the minutes of that meeting, being all of the minutes relating to Special Exception #3-2007, is attached

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hereto as Exhibit "C".

D) WHEREAS, Declarant, for the purposes of obtaining approval of the Town of Palm Beach Special Exception #3-2007, has agreed to allow seating and use in all areas other than the "undeveloped" area as set forth in Exhibit "B". Attached as Exhibits "D-1" and "D-2" are the room seating designations for the space other than the "undeveloped" area.

E) WHEREAS, the Town has as part of its file for Special Exemption #3-2007, full sets of the Exhibits A, B, C and D -1 and D -2 that are made a part of this Agreement and those drawings are incorporated into this Agreement.

NOW, THEREFORE, the parties agree as follows:

1) The foregoing Recitals are true and correct, and are incorporated herein by reference.

2) Declarant hereby imposes on the Property the seating and use designations provided for in Special Exception #3-2008 with Site Plan Review identified in exhibits D -1 and D -2 as follows:

a. The maximum of 158 seats are allowed in the sanctuary.

b. A maximum of 158 seats are allowed in the multi-purpose room when the sanctuary is not in use.

c. A maximum of 100 seats are allowed in the multi-purpose room when the sanctuary is in use.

d. A maximum of 21 seats are allowed to be used in the upstairs area as identified in D -1 and D - 2.

3) Declarant hereby imposes on the Property the following restriction of

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the "undeveloped" area identified in Exhibit B as follows: The room depicted as the "undeveloped" area will remain vacant and locked at all times unless and until Declarant has received from the Town a variance and a modification to this Agreement so as to allow this restriction to be rescinded.

4) It is the intention of the Declarant that the limitation on use contained in this Declaration shall run with the land and with the title to the Property, and shall apply to and be binding upon and inure to the benefit of successors and assigns of Declarant, and to Town, its successors and assigns and to any and all parties hereafter having any right, title, or interest in the Property or any part thereof. The Town, its successors and assigns, may enforce the terms and conditions of this Declaration by injunctive relief and other appropriate available legal remedies. Any forbearance on behalf of the Town to exercise its right in the event of the failure of the Declarant, its successors and assigns to comply with the provisions of the Declaration shall not be deemed or construed to be a waiver of the Town's rights hereunder. This Declaration shall continue in perpetuity, unless otherwise modified in writing by Declarant, its successors and assigns and the Town, its successors and assigns as provided in Paragraph 6 hereof. At such time as Declarant or any successor or owner of this Property has conveyed all of its right, title, and interest in the Property, Declarant shall have no further duties or obligations under this Declaration.

5) In order to ensure the perpetual nature of these restrictions, Declarant shall record this Declaration at its own expense. Declarant, its successors and assigns, shall reference this Declaration in any subsequent deed of conveyance including

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the recording book and page of record of this Declaration; provided, however, if said reference is for some reason omitted, it shall be deemed to be included by virtue of the recording of this Declaration, and it shall continue to be binding upon any such grantee in the same manner as if the reference to this Declaration had been included in said deed.

6) This Declaration is binding until a release of covenant or other document evidencing the release is executed by the Town Manager or designee of the Town of Palm Beach and Declarant, or its successors or assigns, and is recorded in the county land records. This Declaration may be modified in writing only. Any subsequent amendment must be executed by both Declarant and the Town or their respective successors and assigns, and be recorded by Declarant or its successors and assigns.

7) If any provision of this Declaration is held to be invalid by any Court of competent jurisdiction, the invalidity of such provision shall not affect the validity of any other provisions thereof. All such provisions shall continue unimpaired in full force and effect.

8) 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 in the Code of Ordinances; (b) revocation of the approval of expansion of the Synagogue and the additional seating relating thereto; (c) revocation of the occupational license: and (d) all remedies otherwise authorized in the Town's Code of Ordinances. All of such remedies shall be available as set forth in the Town's Code of Ordinances and in the civil courts of Palm Beach County, 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-

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performance of this Agreement, or any of its covenants, agreement, terms or conditions, the prevailing party shall be entitled to recover its costs, expenses and reasonable attorney fees incurred as a result of litigation, including appeals.

IN WITNESS WHEREOF, Declarant has executed this instrument this 8 day of April, 2008.

Witness

Witness

Witness

Witness

By: Richard P. Zaretsky, Esq.,
on behalf of
Palm Beach Orthodox Synagogue, Inc.
P.O. Box 1028
Palm Beach, FL 33480

By: PETER B. ELWELL, TOWN MANAGER
Town of Palm Beach

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 8 day of May, 2008, by Richard P. Zaretsky, authorized representative on behalf of the Palm Beach Orthodox Synagogue, Inc., who
X is personally known to me, OR
_____ has produced _____ as identification

BONITA NANDSAWICKI
MY COMMISSION EXPIRES AUG 07, 2009
#DD448832
Notary Public, State of Florida
Bonded through 1st State Insurance

Notary Public

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 12th day of May, 2008, by PETER B. ELWELL, on behalf of the Town of Palm Beach, who ✓ is personally known to me, OR_____ has produced _____ as identification

DIANE CAROL KASSOVER
MY COMMISSION # DD339965
EXPIRES: July 21, 2008
Fl. Notary Discount Assoc. Co
Notary Public State of Florida
1-800-3-NOTARY

Diane Carol Kassover
Notary Public

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Approved as to legal form
and sufficiency

John "Skip" Randolph, Town Attorney date: 5/8/08

RECOMMEND APPROVAL:

5/7/08

Paul Castro, AICP
Zoning Administrator

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EXHIBIT A - LEGAL DESCRIPTION

Lots 178-176 and the South 8.14 Feet of Lot 175, Floral Park, as recorded in Plat Book 2, Page 6, Palm Beach County, Florida Public Records, less the East 15 Feet of County Road Right of Way.

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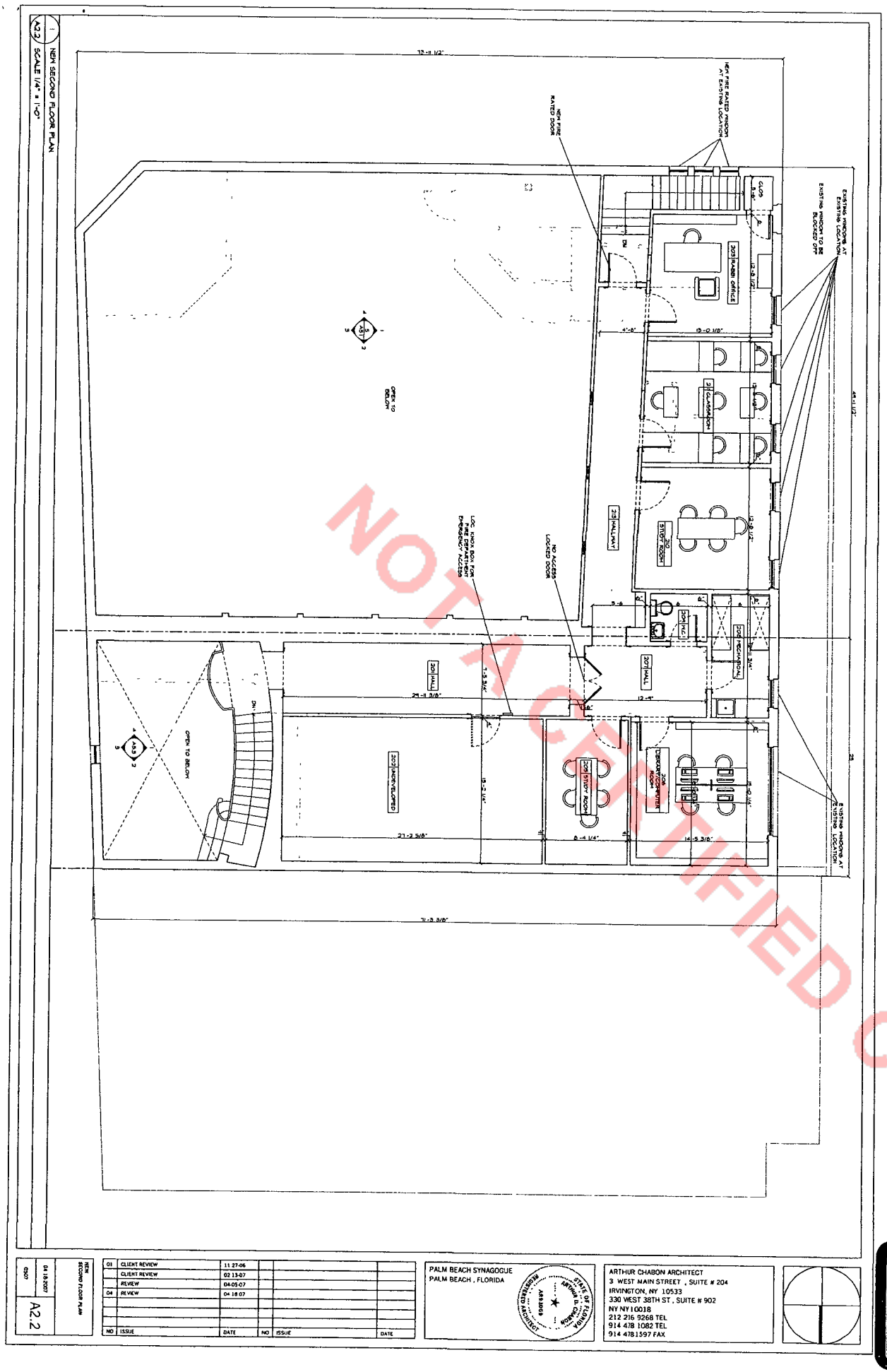
EXHIBIT "A"



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NEW SECOND FLOOR PLAN	04.18.2007	A2.2

NO	ISSUE	DATE	NO	ISSUE	DATE
01	CLIENT REVIEW	11 27-06			
	CLIENT REVIEW	02 13-07			
	REVIEW	04-05-07			
04	REVIEW	04 18 07			

PALM BEACH SYNAGOGUE
PALM BEACH , FLORIDA

STATE OF FLORIDA ARTHUR D. CHABON REGISTERED ARCHITECT AR13059

ARTHUR CHABON ARCHITECT
3 WEST MAIN STREET , SUITE # 204
IRVINGTON, NY 10533
330 WEST 38TH ST , SUITE # 902
NY NY 10018
212 216 9268 TEL
914 478 1082 TEL
914 478 1597 FAX

EXHIBIT B

In response to Council Member Coniglio, Mr. Castro advised that ARCOM had approved the project that met the Zoning Code without requiring a variance.

On roll call, the motion to deny Variance #3-2007 carried unanimously.

b. SPECIAL EXCEPTION #3-2007 WITH SITE PLAN REVIEW The application of Palm Beach Orthodox Synagogue, Inc. relative to property described as Floral Park Lots 178, 177, 176, and S. 8.14 feet of Lot 175; commonly known as 120, 122 and 126 North County Road; located in the C-TS Zoning District. Special Exception to expand the existing Synagogue by using the existing office building that was Rampell & Rampell as the foyer to join the applicant's property to the South (the operating sanctuary) to the property to the North (the previously approved multi-purpose room); and to reconfigure the 2nd story by removing 1,127 square foot thereof while retaining room for 3 offices. Based on the principle of equivalency of this use, the additional space will demand less parking than the previous use. The request proposes to increase the occupancy of the multi-purpose room from 132 (as allocated under Special Exception #14-99) seats to 158 seats to match sanctuary occupancy. In addition, this request also proposes to allow this multi-purpose occupancy to increase based on the permitted principal of equivalency for parking from the approved 52 (as allocated under Special Exception #27-2001) seats to 100 seats when the sanctuary is in use. Such increase does not maximize its permitted use under equivalency. *Deferred from the March 13, 2007, and April 10, 2007, Town Council meetings.*

Ex-parte communication was declared by President Kleid who had met with the President of the Synagogue several months ago.

Attorney Richard Zaretsky, on behalf of the applicant, provided an overview of the request for a special exception to expand the Synagogue using the existing office building that was Rampell & Rampell. He stated that the key point was that this had essentially been rolled back into a re-approval of Special Exception No. 15-2005, approved July 12, 2005. He noted that the primary focus was the upstairs of the old Rampell & Rampell building. He provided architectural plans to discuss the proposed project.

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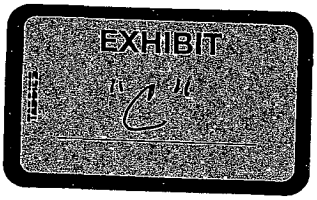

Zoning Administrator Castro reviewed the architectural plans to discuss the proposed project. He commented that if the Town Council approved the plan, as presented today, staff recommended, as a condition of that approval, a Declaration of Use Agreement, as it related to the enclosure of the vacant area, seating in the offices or the small study rooms, and specifically the use of that area. He advised that the applicant would have to come back before the Town Council when they wanted to use additional space, but they would have to find parking either in a shared parking concept with a variance request and a special exception or some other type of mitigating factor.

In response to President Kleid, Attorney Zaretsky responded that he questioned staff's request for a Declaration of Use Agreement.

In response to Attorney Zaretsky, Mr. Castro advised that they would still be short of parking spaces, but because of the proposed seating. He explained that the second floor plan had originally been for offices only, but the present proposal shown was for study rooms with more seating capacity. Staff looked at seating capacity, not just the room function, when the special exception use was for any assembly such as this. He noted that the seating capacity was a concern.

Mr. Castro advised that in addition to the execution of a Declaration of Use Agreement, a Unity of Title would be required in order to open up and join all three areas along with a special exception, a site plan review, and a parking analysis as it related to the proposal for the vacant area, which would be kept locked.

After further discussion, **a motion was made by Council Member Brooks to approve Special Exception #3-2007 with Site Plan Review with conditions that a Declaration of Use Agreement and a Unity of Title be executed by Attorney Zaretsky representing the Palm Beach Orthodox Synagogue and Director of Planning, Zoning, and Building Close representing the Town of Palm Beach.**

Ms. Close suggested that the Town Manager be authorized to execute the Declaration of Use Agreement.

Council Member Brooks amended his motion to authorize the Town Manager to execute the Declaration of Use Agreement on behalf of the Town. The motion was then seconded by Council Member Coniglio.

Mr. Castro clarified that the Declaration of Use Agreement would be related to the vacant room, and advised that staff wanted the Declaration of Use Agreement to include that the applicant agreed to keep that vacant room locked at all times. The area could only be used after they came back to the Town Council to get approval for its use, which might then require a variance for parking,

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depending on what was proposed in respect to seating.

Discussion ensued relative to the entire upstairs area as it related to parking, and Attorney Zaretsky advised that President Kleid was correct that if that area was used for office space only, there would be enough parking, but if it was decided to use it for other reasons, there might not be enough parking.

On roll call, the motion carried unanimously.

Mr. Zaretsky advised that the Rabbi just mentioned to him that those rooms were previously designated as office space, and if the applicant applied for permitting for office space, then that would not be an issue.

Mr. Castro advised that would be the decision of the Town Council, because the applicant's proposal was to keep the vacant area locked. He noted that he would have to re-evaluate their seating again, as well, because the first proposal showed five offices and that would be a different parking scenario than was shown on their plans.

President Kleid advised that basically they had received the requested approval, and if they wanted more they would have to come back before the Town Council.

c. VARIANCE #9-2007 The application of Malcolm and Linda Glazer relative to property described as lengthy legal description on file; commonly known as 1482 South Ocean Boulevard; located in the R-AA Zoning District. Request for a variance to construct an elevator addition with a building height plane setback of 44.4 feet in lieu of the 60.3 feet minimum setback required by code. *Deferred from the April 10, 2007, Town Council Meeting.*

Item XII.C.3.b. was withdrawn under Item VII., Approval of Agenda.

4. New Business- More Than 15 Minutes

a. SITE PLAN REVIEW #8-2007 WITH VARIANCE The application of Victor Moore and John J. Tatooles relative to property described as Lots 6 and 6A of OCEAN VIEW, according to the Plat thereof as recorded in Plat Book 21, Page(s) 16, of the Public Records of Palm

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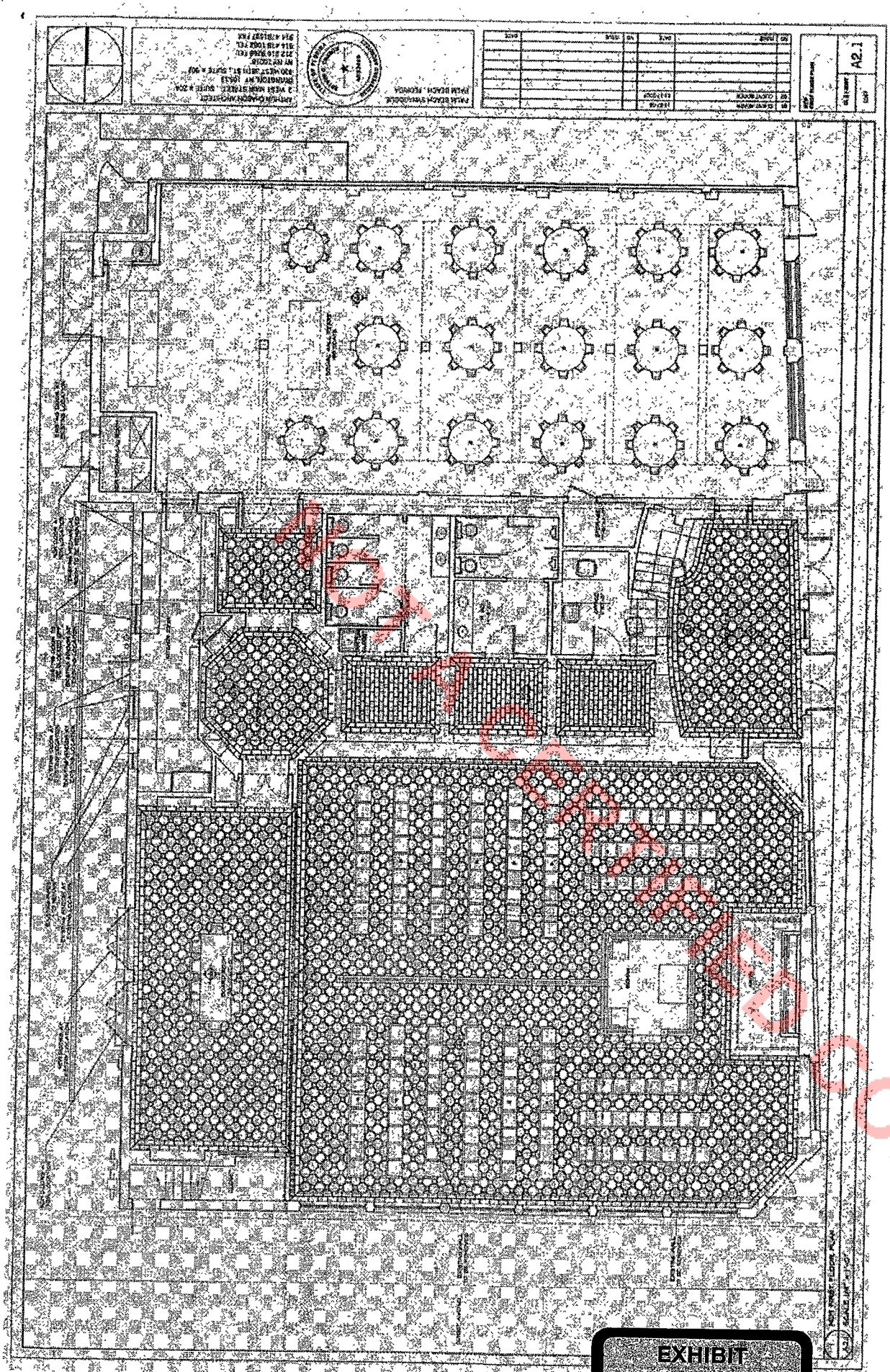

EXHIBIT

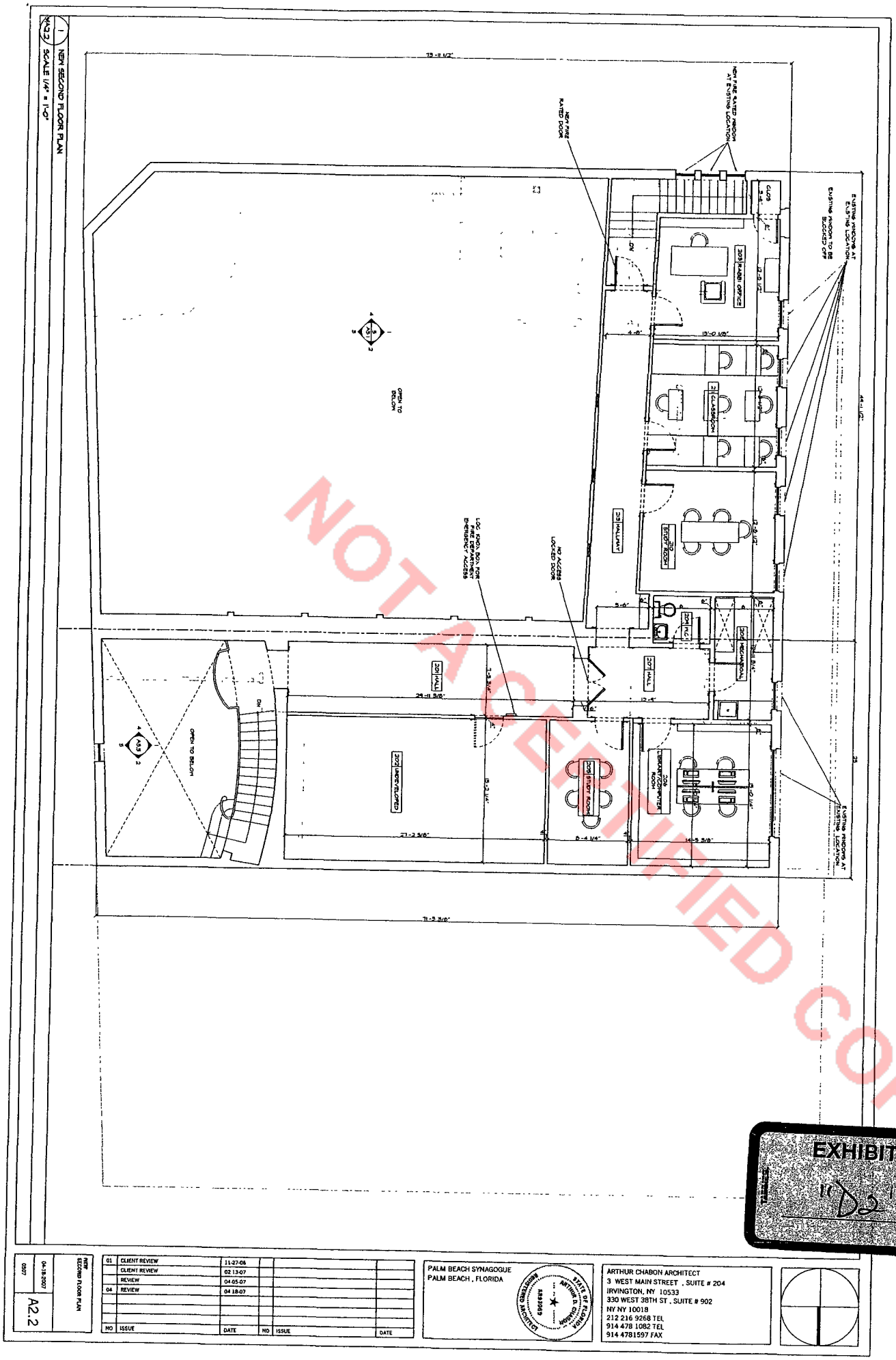

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EXHIBIT "D2"

NO	ISSUE	DATE	NO	ISSUE	DATE
01	CLIENT REVIEW	11-27-06			
	CLIENT REVIEW	02 13-07			
	REVIEW	04-05-07			
04	REVIEW	04 18-07			

NEW SECOND FLOOR PLAN

04-18-2007

0507

A2.2

PALM BEACH SYNAGOGUE
PALM BEACH , FLORIDA

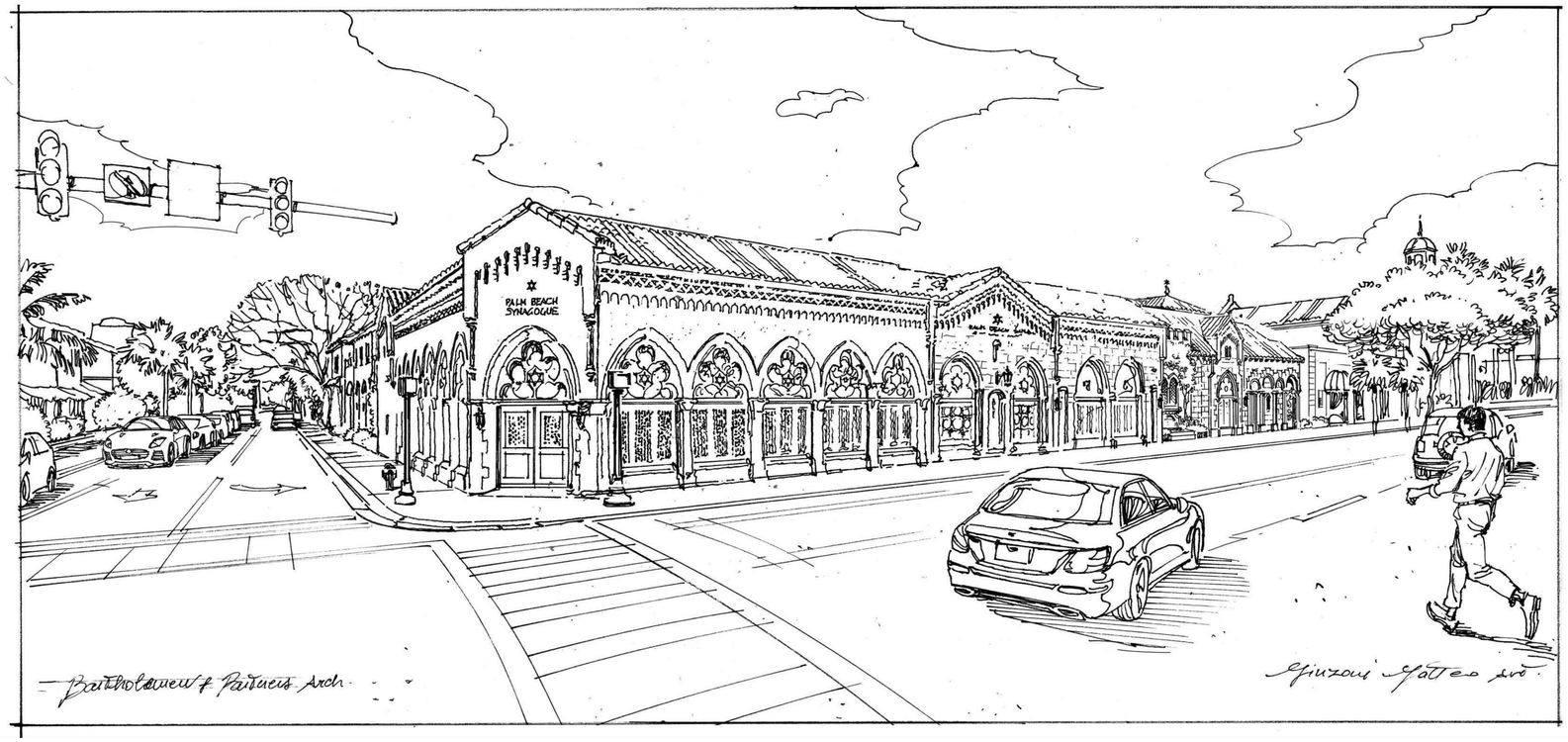
STATE OF FLORIDA ARTHUR D. CHABON REGISTERED ARCHITECT AR93069

ARTHUR CHABON ARCHITECT
3 WEST MAIN STREET , SUITE # 204
IRVINGTON, NY 10533
330 WEST 38TH ST , SUITE # 902
NY NY 10018
212 216 9268 TEL
914 478 1082 TEL
914 4781597 FAX

The Palm Beach Orthodox Synagogue

120-132 N COUNTY ROAD

120-132 N. County Rd, Palm Beach, FL 33480



SPECIAL EXCEPTION SET
07.28.2025

Bartholemew +Partners

THE PLAZA CENTER
251A ROYAL PALM WAY, PENTHOUSE 600A
PALM BEACH, FLORIDA 33480

T: 561 461 0108
F: 561 461 0106

FL LIC. # AA26003943

WWW.BARTHOLEMEWPARTNERS.COM

KYLE BARTHOLEMEW FANT
ARCHITECT #AR99255
INTERIOR DESIGNER #ID6422

SHUTTS & BOWEN LLP
ATTORNEY
525 OKEECHOBEE BLVD # 1100
WEST PALM BEACH, FL 33401
PHONE: 561-835-8500
EMAIL: HOYER@SHUTTS.COM

ENVIRONMENT DESIGN GROUP
LANDSCAPE ARCHITECT
139 N COUNTY ROAD, SUITE 20-B
PALM BEACH, FL 33480
PHONE: 561-832-4600
E-MAIL:DUSTIN@ENVIRONMENTDESIGNGROUP.COM

CONKLING & LEWIS CONSTRUCTION, INC
PRE-CONSTRUCTION CONSTRUCTION MANAGER
1241 OLD OKEECHOBEE BLVD
WEST PALM BEACH, FL 33401
PHONE: 561-833-4441
EMAIL: KLEWIS@CONKLINGANDLEWIS.COM

ZUBATKIN OWNER REPRESENTATION
OWNER'S REPRESENTATIVE
560 VILLAGE BLVD, SUITE 120
WEST PALM BEACH, FL 33409
PHONE: 212-271-4725
EMAIL: JASON.ZUBATKIN@ZUBATKIN.COM

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER
2581 METROCENTRE BLVD WEST, STE 3
WEST PALM BEACH, FL 33407
PHONE: 561-478-7848
EMAIL: BRYAN@SIMMONSANDWHITE.COM

WAYNE BLACK & ASSOCIATES, INC
SECURITY CONSULTANT
801 BRICKELL AVE, STE 800
MIAMI, FL 33131
PHONE: 305-525-8013
EMAIL: WBB@WBGROUP.US

Bartholemew + Partners
ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

THE PLAZA CENTER
251 ROYAL PALM WAY
PENTHOUSE 600A
PALM BEACH, FLORIDA 33480
T: 561 461 0108
F: 561 461 0106
FL LIC. # AA26003943

BARTHOLEMEWPARTNERS.COM

CONSULTANTS

ENVIRONMENT DESIGN GROUP
LANDSCAPE ARCHITECT
139 N COUNTY ROAD, SUITE 20-B
PALM BEACH, FL 33480
PHONE: 561-832-4600
E-MAIL:DUSTIN@ENVIRONMENTDESIGNGROUP.COM
SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER
2581 METROCENTRE BLVD WEST, STE 3
WEST PALM BEACH, FL 33407
PHONE: 561-478-7848
EMAIL: BRYAN@SIMMONSANDWHITE.COM
ES SOLUTIONS
STRUCTURAL ENGINEER
1900 CLINT MOORE RD, P.O. BOX #1737
BOCA RATON, FL 33432
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32-29 44TH ST
ASTORIA, NY 11103
PHONE: 561-888-0234

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

Revisions:

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CONSTRUCTION ADMINISTRATION: AS THE TERM IS GENERALLY UNDERSTOOD, AND THAT IF BARTHOLEMEW + PARTNERS IS NOT CONTRACTED TO PROVIDE ARCHITECTURAL SERVICES DURING CONSTRUCTION, INCLUDING ON-SITE MONITORING, SITE VISITS, SHOP DRAWING REVIEW AND CERTIFICATIONS, THE CLIENT AGREES TO INDEMNIFY, DEFEND AND HOLD HARMLESS BARTHOLEMEW + PARTNERS FROM ANY LIABILITY ARISING FROM ACTS OR OMISSIONS IN THE PERFORMANCE OF SAID SERVICES DURING CONSTRUCTION BY THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS.

Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

COVER

SHEET NUMBER

CVR

ZON-25-0046

BOUNDARY SURVEY FOR: MAUDELONDE ENTERPRISES, INC., A FLORIDA CORPORATION

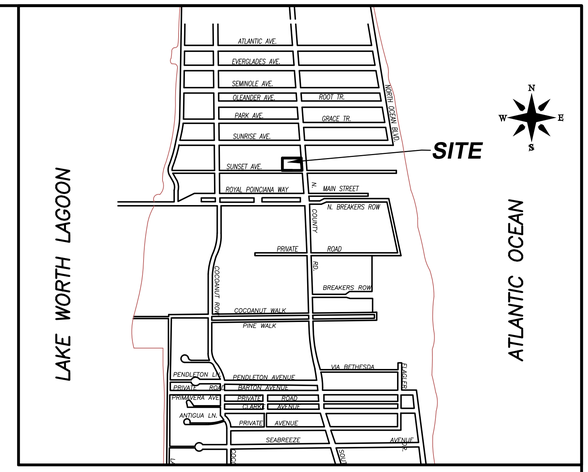
This survey is made specifically and only for the following parties for the purpose of a closing on the surveyed property.

Maudelonde Enterprises, Inc., a Florida corporation
Brookmyer, Hochman, Probst & Jonas, P.A.
Old Republic National Title Insurance Company
Law Office of Paul A. Krasker, P.A.
Palm Beach Orthodox Synagogue, Inc., a Florida not for profit corporation

No responsibility or liability is assumed by the undersigned surveyor for any other purpose or to any other party other than stated above.

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.O.	= CLEAN-OUT
CONC.	= CONCRETE
(D)	= DESCRIPTION DATUM
D.B.	= DEED BOOK
D.E.	= DRAINAGE EASEMENT
E.B.	= ELECTRIC BOX
EL.	= ELEVATION
E.M.	= ELECTRIC METER
ENC.	= ENCROACHMENT
E.O.P.	= EDGE OF PAVEMENT
E.O.W.	= EDGE OF WATER
F.F.	= FINISH FLOOR
FND.	= FOUND
FOB	= FIBER OPTIC BOX
G.A.	= GUY ANCHOR
G.M.	= GAS METER
G.T.	= GREASE TRAP
G.V.	= GAS VALVE
INV.	= INVERT
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
NPS	= NO PARKING SIGN
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
PCS	= PEDESTRIAN CROSSING SIGNAL
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
(R)	= RADIAL
R	= RADIUS
R.C.P.	= REINFORCED CONCRETE PIPE
RGE.	= RANGE
R.P.B.	= ROAD PLAT BOOK
R/W	= RIGHT OF WAY
(S)	= SURVEY DATUM
S.B.	= SETBACK
SEC.	= SECTION
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.MH.	= SANITARY MANHOLE
S.R.	= STATE ROAD
SS	= STOP SIGN
ST.MH.	= STORM MANHOLE
TBT	= TOP OF BARREL TILE ELEVATION
TH	= THRESHOLD ELEVATION
TOP	= TOP OF PARAPET WALL ELEVATION
TOW	= TOP OF WALL ELEVATION
TOR	= TOP OF ROOF ELEVATION
TSB	= TRAFFIC SIGNAL BOX
TWP.	= TOWNSHIP
TYP.	= TYPICAL
U/C	= UNDER CONSTRUCTION
U.E.	= UTILITY EASEMENT
W.C.	= WITNESS CORNER
W.M.T.	= WATER MANAGEMENT TRACT
℄	= BASELINE
℄	= CENTERLINE
△	= CENTRAL ANGLE/DELTA
■	= CONCRETE MONUMENT FOUND (AS NOTED)
□	= CONCRETE MONUMENT SET (LB #4569)
●	= ROD & CAP FOUND (AS NOTED)
○	= 5/8" ROD & CAP SET (LB #4569)
⊙	= IRON PIPE FOUND (AS NOTED)
◕	= IRON ROD FOUND (AS NOTED)
▲	= NAIL FOUND
◉	= NAIL & DISK FOUND (AS NOTED)
◎	= MAG NAIL & DISK SET (LB #4569)
ℙ	= PROPERTY LINE
⊘ ⊠	= UTILITY POLE
⍜	= FIRE HYDRANT
⊞	= WATER METER
⋈	= WATER VALVE
☼	= LIGHT POLE
—E—	= DENOTES UNDERGROUND ELECTRIC LINE MARKED BY OTHERS
—G—	= DENOTES UNDERGROUND GAS LINE MARKED BY OTHERS
—SS—	= DENOTES UNDERGROUND SANITARY SEWER LINE MARKED BY OTHERS
—W—	= DENOTES UNDERGROUND WATER LINE MARKED BY OTHERS



VICINITY SKETCH
(NOT TO SCALE)

PROPERTY ADDRESS:
132 and 120 N County Road
Palm Beach, FL 33480

LEGAL DESCRIPTION:
A parcel of land bounded by the existing exterior walls of the Richardson Greenfield Securities Building and the West right-of-way line of South County Road, Town of Palm Beach, Florida; said parcel of land being part of Lots 175 and 176, Plat of ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page 6, Public Records of Palm Beach County, Florida, and being more fully described as follows:*

COMMENCING *at the Southeast corner of said Lot 176;*
Thence, North 90°00'00" West, along the South line of said Lot 176, a distance of 15 feet to the intersection thereof with the West right of way line of South Country Road and the ***POINT OF BEGINNING;***

Thence, continue North 90°00'00" West, along the South line of said Lot 176, a distance of 5 feet, more or less, to the Southeast corner of the said Richardson Greenfield Securities Building;
Thence, continue North 90°00'00" West, along the South face of said building, a distance of 76 feet, more or less, to the Southwest corner of said building;
Thence, Northerly along the West face of said building, a distance of 27.9 feet;
Thence, Easterly along the Northerly face of said building a distance of 5.4 feet;
Thence, Northerly, along the West Face of said building, a distance of 5.3 feet;
Thence, Easterly along the North face of said building, a distance of 74.41 feet, more or less, to the Northeast corner of said building;
Thence continue Easterly along said line, a distance of 5 feet to the West right of way line of said South County Road;
Thence, South 02°45'00" East, along said right of way line a distance of 33.2 feet, more or less, to the ***POINT OF BEGINNING.***

The bearings stated herein are based on an assumed North 90°00'00" West, along the South line of Lot 176;

AND

Lots 173 through 176 together with lots 180 through 183, inclusive, Plat of ***FLORAL PARK****, as recorded in Plat Book 2, page 6, Public Records of Palm Beach County, Florida.*

LESS AND EXCEPT *THE FOLLOWING DESCRIBED PARCELS*

The South 8.14 feet of Lot 175, Less the East 15 feet thereof, and Lot 176, less the East 15 feet thereof, of the Plat of ***FLORAL PARK*** *according to the Plat thereof, as recoded in Plat book 2, Page 6, of the Public Records of Palm Beach County, Florida, being conveyed out by Warranty Deed, recorded in official Records Book 13287, Page 1027, in the Public Records of Palm Beach County, Florida.*

AND

LESS AND EXCEPT*:*
Lots 178 and 179, ***FLORAL PARK,*** *according to the Plat thereof, as recorded in Plat Book 2, Page 6, Public Records of Palm Beach County, Florida, being conveyed out by Warranty Deed, recorded in Official Records Book 11295, Page 435.*

AND

Parcel A:

The South 8.14 feet of Lot 175, less the East 15 feet thereof, and Lot 176, less the East 15 feet thereof, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida.*

Parcel B*:*

Lot 177, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida, Less the East 15 feet thereof.*

Parcel C:

Lots 178 and 179, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida, Less the East 15 feet thereof.*

FLOOD ZONES:
This property is located in Flood Zones AE (EL. 6) & X, according to F.I.R.M. (Flood Insurance Rate Map) No. 12099C 0581F, dated 10/05/2017.

NOTES:

1. *All information regarding record easements, adjoiners, and other documents that might affect the quality of title to tract shown hereon was gained from commitment number 14768432, issued by Fidelity National Title Insurance Company, dated April 23, 2024. 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 and 0.1' 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 Surveying Corporation. 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 shown 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'.*
15. *Deed Book 19, Page 133 makes reference to existence of telephone easement over the rear of Lots 178 and 179, however no width is given.*
16. *Deed Book 94, Page 154 makes reference to existence of telephone easement over the rear of Lots 175, 176 and 177, however no width is given.*

TITLE COMMITMENT REVIEW

CLIENT: Maudelonde Enterprises, Inc., a Florida corporation	COMMITMENT NO. : 1019266 A1	DATE: 04/23/24			
REVIEWED BY: Craig Wallace	JOB NO. : 21-1097.1				

B2 ITEM NO.	DOCUMENT	DESCRIPTION	AFFECTS AND PLOTTED	AFFECTS AND NOT PLOTT-ABLE	DOES NOT AFFECT	NOT A SURVEY MATTER
1	PB 2 PG 6	All matters contained on the Plat of Map of Floral Park.	●			
2	D.B. 22, PG 118	Easement.			●	
3	DB 94 PG 154	Easement in favor of the West Palm Beach Telephone Company.	●			
4	DB 672 PG 277	Terms and conditions contained in that Party Wall Agreement.	●			
5	ORB 5116 PG 1486	Terms and conditions contained in that Party Wall Declaration and Agreement.	●			
6	ORB 11295, PG 435	Special Warranty Deed (For reference less and except).		●		
7	ORB 13287, PG 1027	Warranty Deed (For Reference Less and Except).				●
8	ORB 13287, PG 1030	Terms and conditions contained in that Easement Agreement.				●

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: 07/05/2024

JAMES G. PEDEN, JR. — License Number 6122 — STATE OF FLORIDA — Professional Surveyor and Mapper

James G. Peden, Jr.
Professional Surveyor and Mapper
Florida Certificate No. 6122

REVISIONS

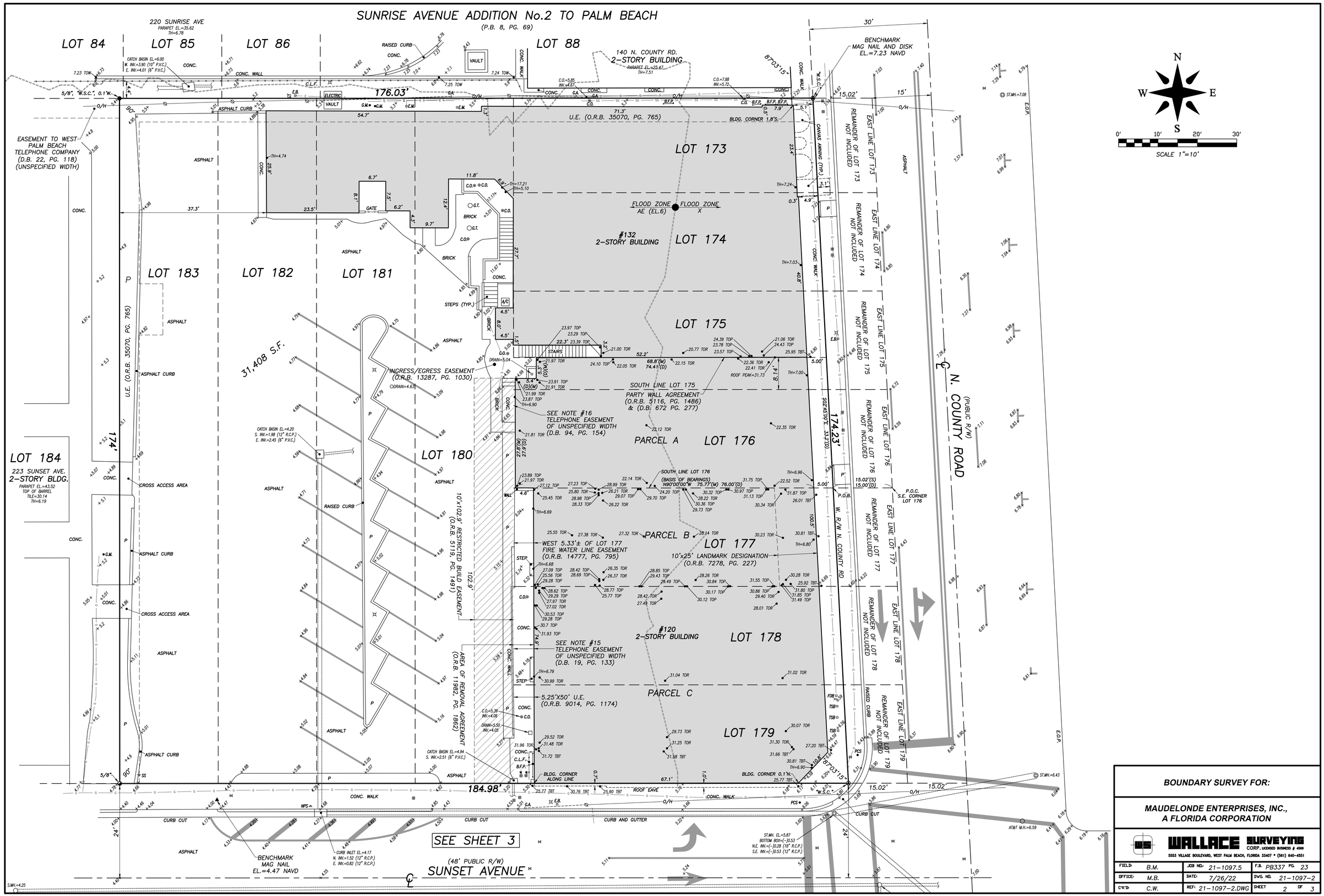
TITLE REVIEW AND UPDATED NOTE #1 S.W. 21430D-SE
07/05/24 SURVEY AND TIE-IN UPDATE J.M./S.W. 21430D-SE
09/25/23 SPOT ELEVATIONS AND UTILITY LOCATIONS J.M./M.B. 21-1097.7 PB354/17

BOUNDARY SURVEY FOR:

MAUDELONDE ENTERPRISES, INC., A FLORIDA CORPORATION

WALLACE SURVEYING CORP. LICENSED BUSINESS # 4569
5553 VILLAGE BOULEVARD, WEST PALM BEACH, FLORIDA 33407 * (561) 640-4551

FIELD: B.M.	JOB NO.: 21-1097.5	F.B. PB337 PG. 23	
OFFICE: M.B.	DATE: 7/26/22	DWG. NO. 21-1097-2	
C'K'D: C.W.	REF: 21-1097-2.DWG	SHEET 1 OF 3	



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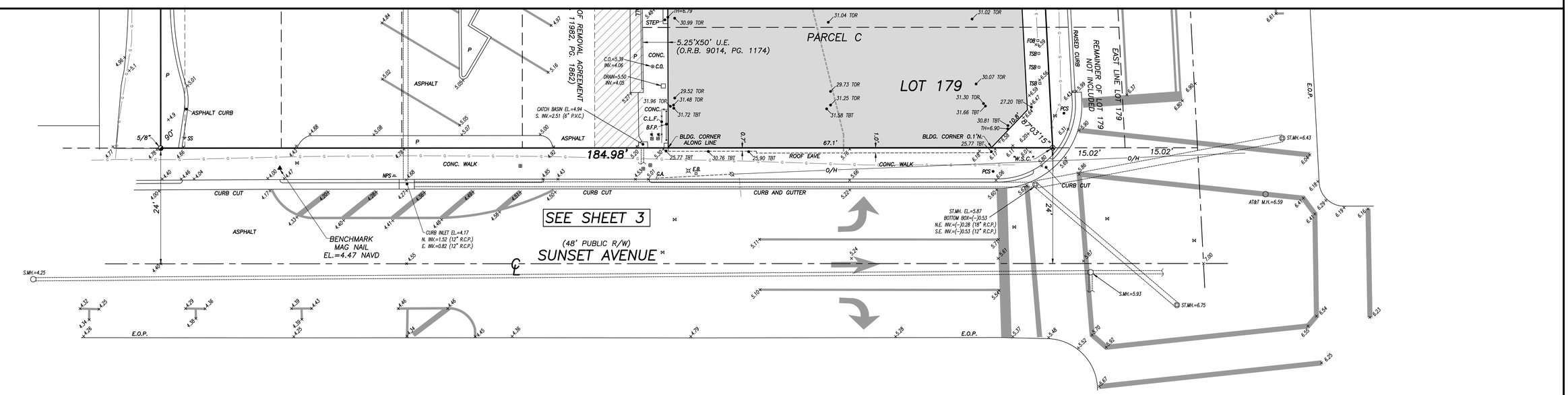
OFFICE:	M.B.	DATE:	7/26/22	DWG. NO.	21-1097-2
CK'D:	C.W.	REF:	21-1097-2.DWG	SHEET	2 OF 3



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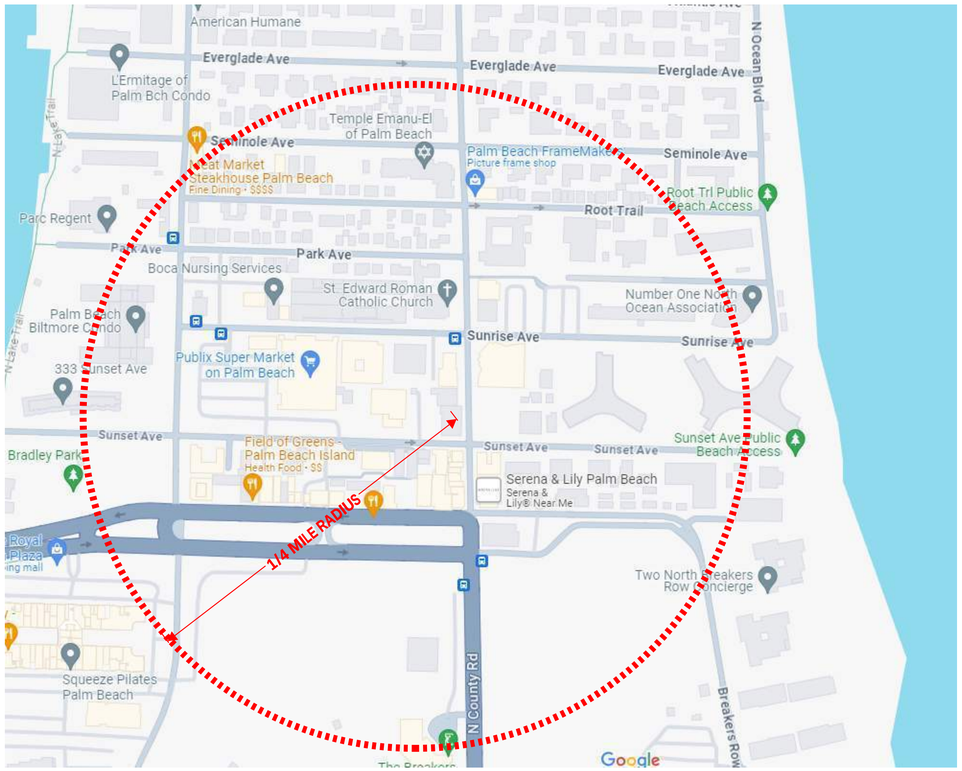
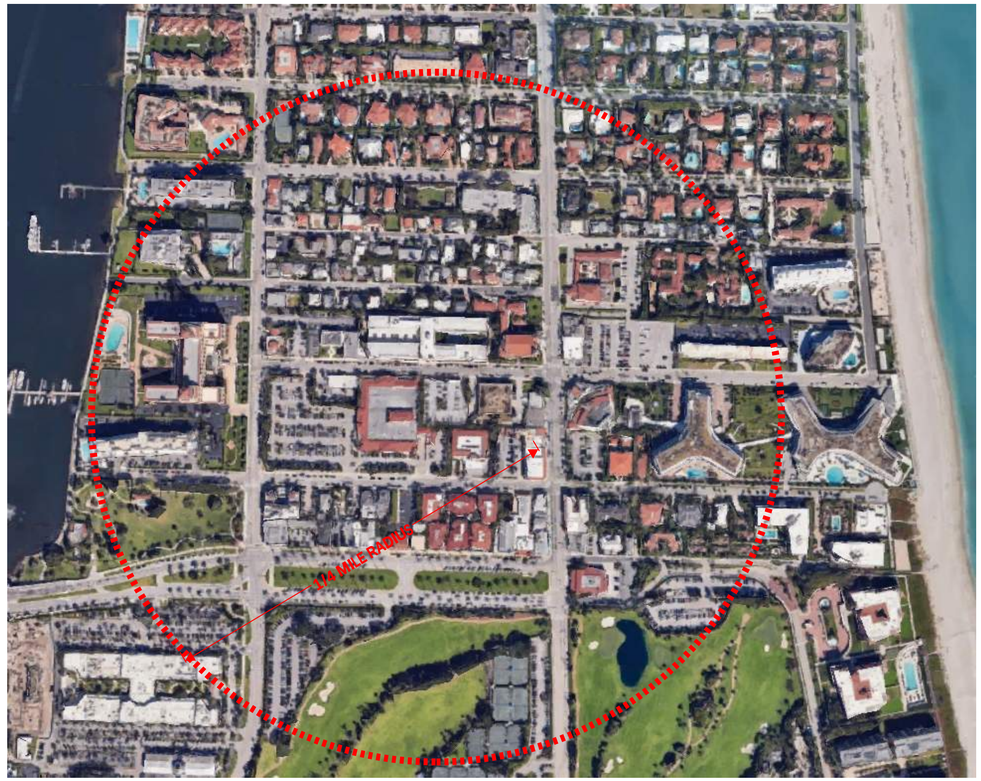


PROPOSED VICINITY MAP

SCALE: NTS



PROPOSED LOCATION MAP

SCALE: NTS

ZON-25-0046

Bartholemew + Partners

ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

THE PLAZA CENTER
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F: 561 461 0106
FL LIC. # AA26003943

BARTHOLEMEWPARTNERS.COM

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KYLE B FANT ARCHITECT # AR99255
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Revisions:

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

VICINITY AND LOCATION MAP

SHEET NUMBER

SUR1.0

N
W
E
S



95 N COUNTY ROAD



101 N COUNTY ROAD



105 N COUNTY ROAD



113 N COUNTY ROAD



139 N COUNTY ROAD



139 N COUNTY ROAD



151 N COUNTY ROAD



155 N COUNTY ROAD



165 N COUNTY ROAD



144 N COUNTY ROAD



144 N COUNTY ROAD



144 N COUNTY ROAD



140 N COUNTY ROAD



132 N COUNTY ROAD



120 N COUNTY ROAD



120 N COUNTY ROAD



114 N COUNTY ROAD



112 N COUNTY ROAD

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

ADJACENT BUILDING PHOTOS

SHEET NUMBER

SUR1.1



208 SUNSET AVENUE



120 N COUNTY



120 N COUNTY



223 SUNSET AVENUE



233 SUNSET AVENUE



255 SUNSET AVENUE



280 SUNSET AVENUE



262 SUNSET AVENUE



254 SUNSET AVENUE



244 SUNSET AVENUE



242 SUNSET AVENUE



216 SUNSET AVENUE



225 ROYAL PONCIANA



214 SUNSET AVENUE



208 SUNSET AVENUE



208A SUNSET AVENUE

ZON-25-0046

Bartholemew + Partners

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KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # IDE422
AIA # 30425933 NCARB # 87929

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

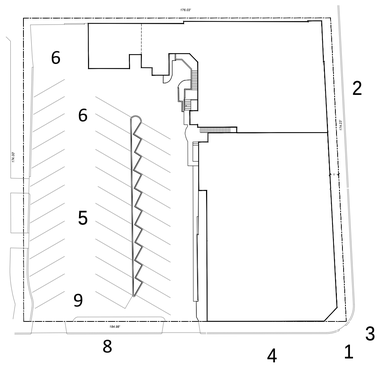
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

ADJACENT BUILDING PHOTOS

SHEET NUMBER

SUR1.2



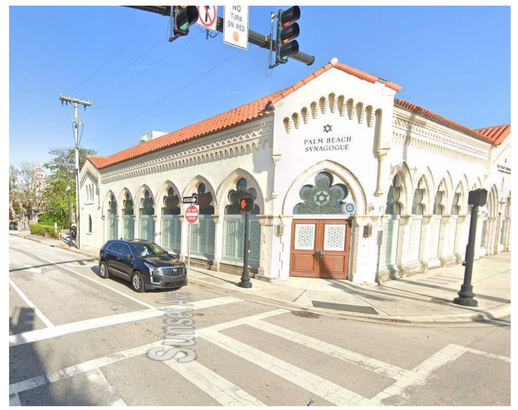
KEY PLAN



1



2



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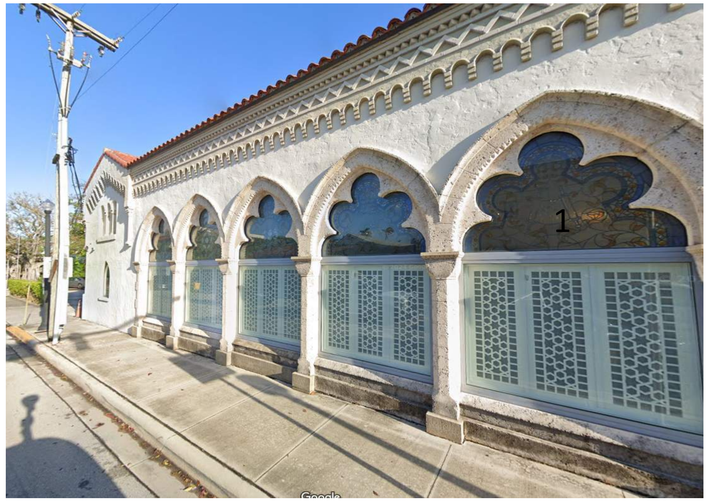

4



5



6



7



8



9

EXISTING EXTERIOR PHOTOS

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INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

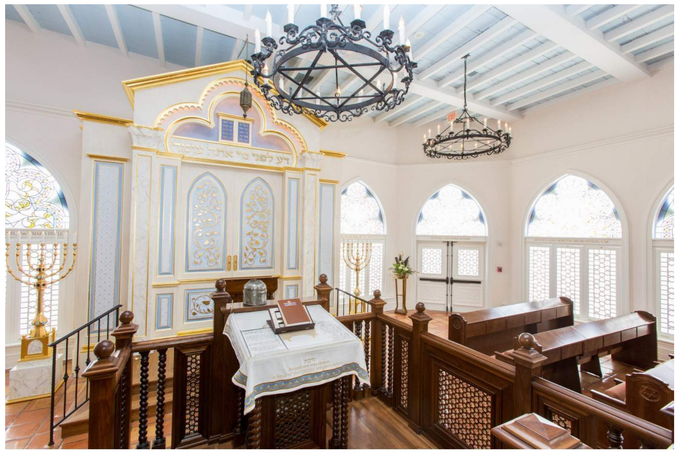
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

EXISTING EXTERIOR CONDITIONS

SHEET NUMBER

SUR1.3



PALM BEACH SYNAGOGUE SANCTUARY



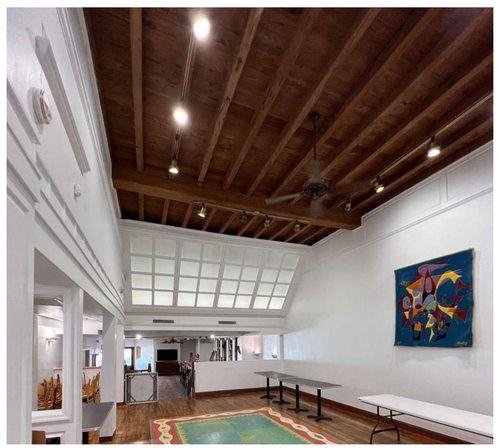
PALM BEACH SYNAGOGUE SANCTUARY



PALM BEACH SYNAGOGUE SANCTUARY



CHEZ JEAN-PIERRE RESTAURANT SPACE



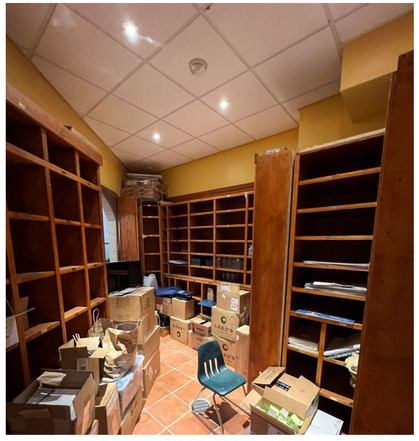
CHEZ JEAN-PIERRE RESTAURANT SPACE



CHEZ JEAN-PIERRE RESTAURANT SPACE



CHEZ JEAN-PIERRE RESTAURANT SPACE



CHEZ JEAN-PIERRE STORAGE



CHEZ JEAN-PIERRE KITCHEN SPACE



CHEZ JEAN-PIERRE STORAGE



CHEZ JEAN-PIERRE KITCHEN SPACE

EXISTING INTERIOR PHOTOS

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KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # IDK422
AIA # 30425933 NCARB # 87929

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

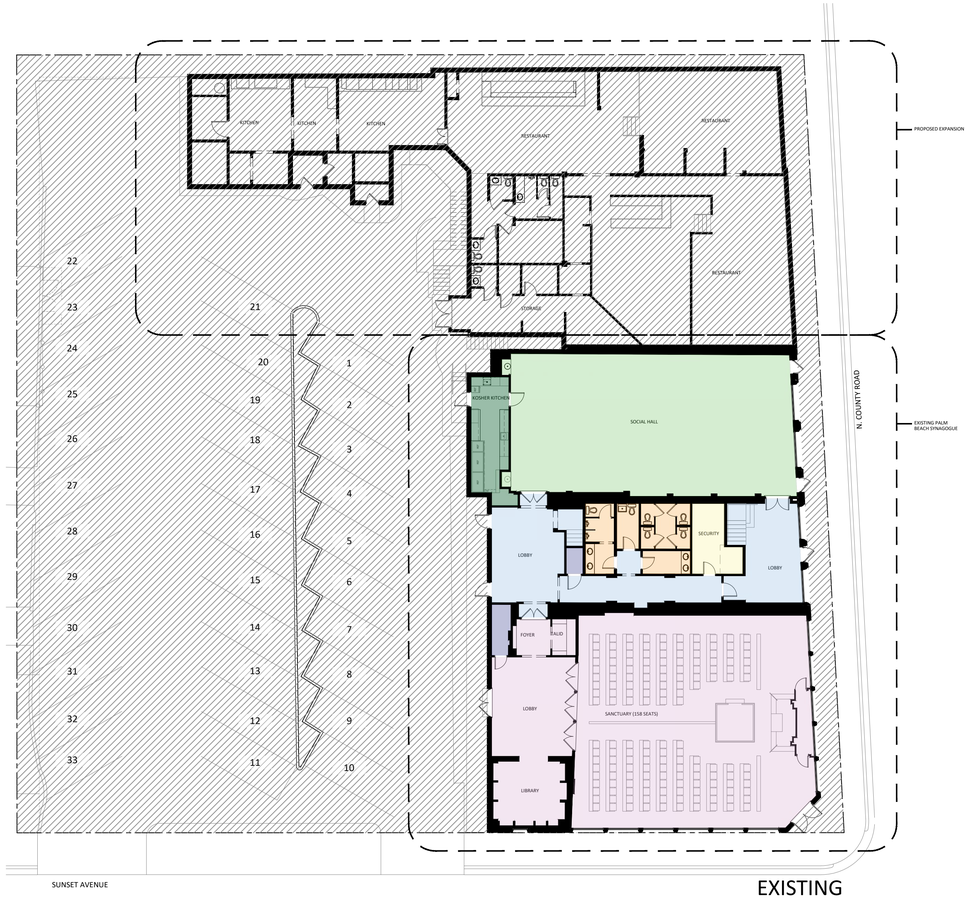
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

EXISTING INTERIOR CONDITIONS

SHEET NUMBER

SUR1.4



EXISTING



PROPOSED

EXISTING FIRST FLOOR - USABLE SF (NET)

- SANCTUARY - 3,256 SF
- SOCIAL HALL - 1,990 SF
- CIRCULATION - 996 SF
- KOSHER KITCHEN - 225 SF
- BATHROOMS - 312 SF
- STORAGE - 68 SF
- OFFICES - 138 SF
- CHEZ JEAN-PIERRE RESTAURANT

TOTAL NET:
- FIRST FLOOR: 6,985 SF NET UNDER AIR
- SECOND FLOOR: 2,005 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 10,750 SF

PROPOSED FIRST FLOOR - USABLE SF (NET)

- SANCTUARY - 3,256 SF
- SOCIAL HALL - 1,990 SF
- CIRCULATION - 1,163 SF
- OVERFLOW GENERAL EVENT/ TEEN SUNDAY SCHOOL - 2,503 SF
- KOSHER KITCHEN - 620 SF
- BATHROOMS - 495 SF
- STORAGE - 1,248 SF
- OFFICES - 890 SF
- UTILITY - 188 SF

TOTAL NET:
- FIRST FLOOR: 12,353 SF NET UNDER AIR
- SECOND FLOOR: 3,924 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 19,297 SF

1 EXISTING FIRST FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

2 PROPOSED FIRST FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

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KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30429303 NCARB # 87929

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

EXISTING& PROPOSED FIRST FLOOR PLAN DIAGRAM

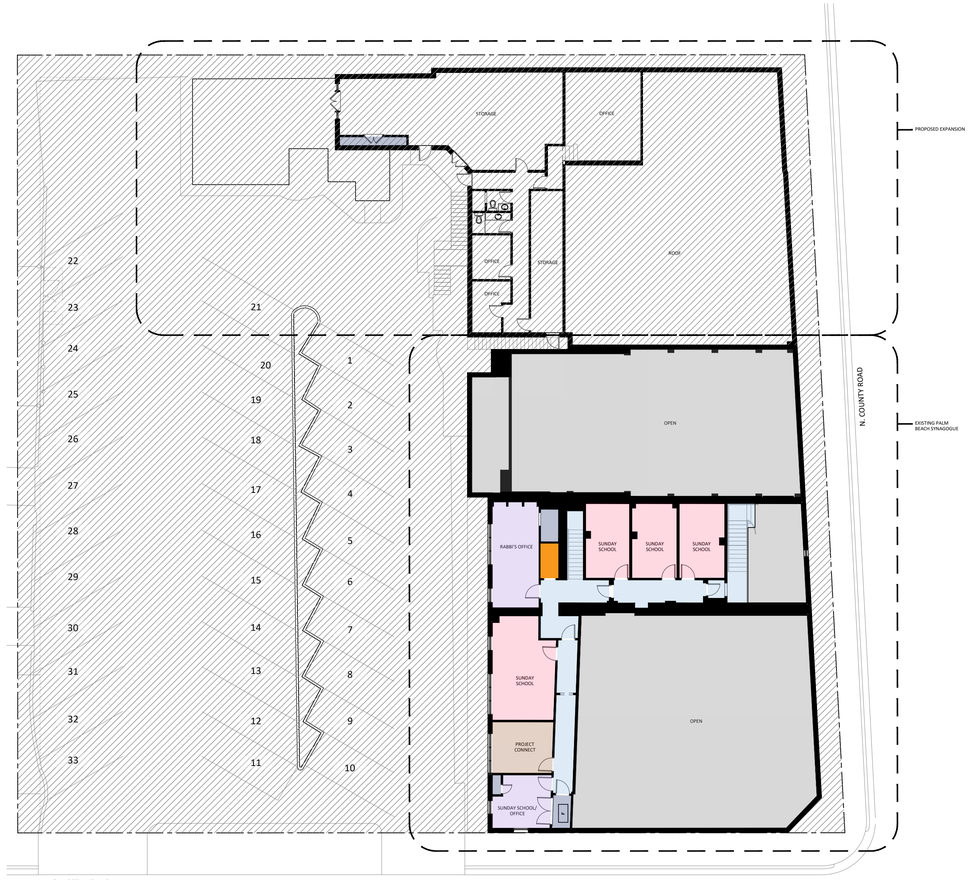
SHEET NUMBER

SP1.1

N W E S

SCHEMATIC DESIGN

ZON-25-0046



EXISTING



PROPOSED

EXISTING SECOND FLOOR - USABLE SF (NET)

- CIRCULATION - 572 SF
- SUNDAY SCHOOL CLASSROOMS - 795 SF
- OFFICES - 387 SF
- BATHROOMS - 30 SF
- STORAGE - 67 SF
- PROJECT CONNECT - 154 SF
- 2-STORY VOLUME - OPEN TO BELOW
- EXISTING CHEZ JEAN-PIERRE RESTAURANT

TOTAL NET:
- FIRST FLOOR: 6,985 SF NET UNDER AIR
- SECOND FLOOR: 2,005 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 10,750 SF

1 EXISTING SECOND FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

PROPOSED SECOND FLOOR - USABLE SF (NET)

- CIRCULATION - 796 SF
- SUNDAY SCHOOL CLASSROOMS - 2,383 SF
- OFFICES - 387 SF
- BATHROOMS - 108 SF
- STORAGE - 96 SF
- PROJECT CONNECT - 154 SF
- 2-STORY VOLUME - OPEN TO BELOW

TOTAL NET:
- FIRST FLOOR: 12,353 SF NET UNDER AIR
- SECOND FLOOR: 3,924 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 19,297 SF

2 PROPOSED SECOND FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

ZON-25-0046

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AIA # 30425933 NCARB # 87929

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THE CONTRACTOR ACKNOWLEDGES THAT HE/SHE/ITS TEAM IS GENERALLY UNDERSTOOD, AND THAT B+P/BARTHOLEMEW + PARTNERS IS NOT CONTRACTED TO PROVIDE ARCHITECTURAL SERVICES DURING CONSTRUCTION, INCLUDING ON-SITE MONITORING, SITE VISITS, SHOP DRAWING REVIEWS, ETC. THE CONTRACTOR AGREES TO INDEMNIFY, DEFEND, AND HOLD HARMLESS BARTHOLEMEW + PARTNERS FROM ANY LIABILITY ARISING FROM ACTS OR OMISSIONS IN THE PERFORMANCE OF B+P SERVICES DURING CONSTRUCTION BY THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS.

Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

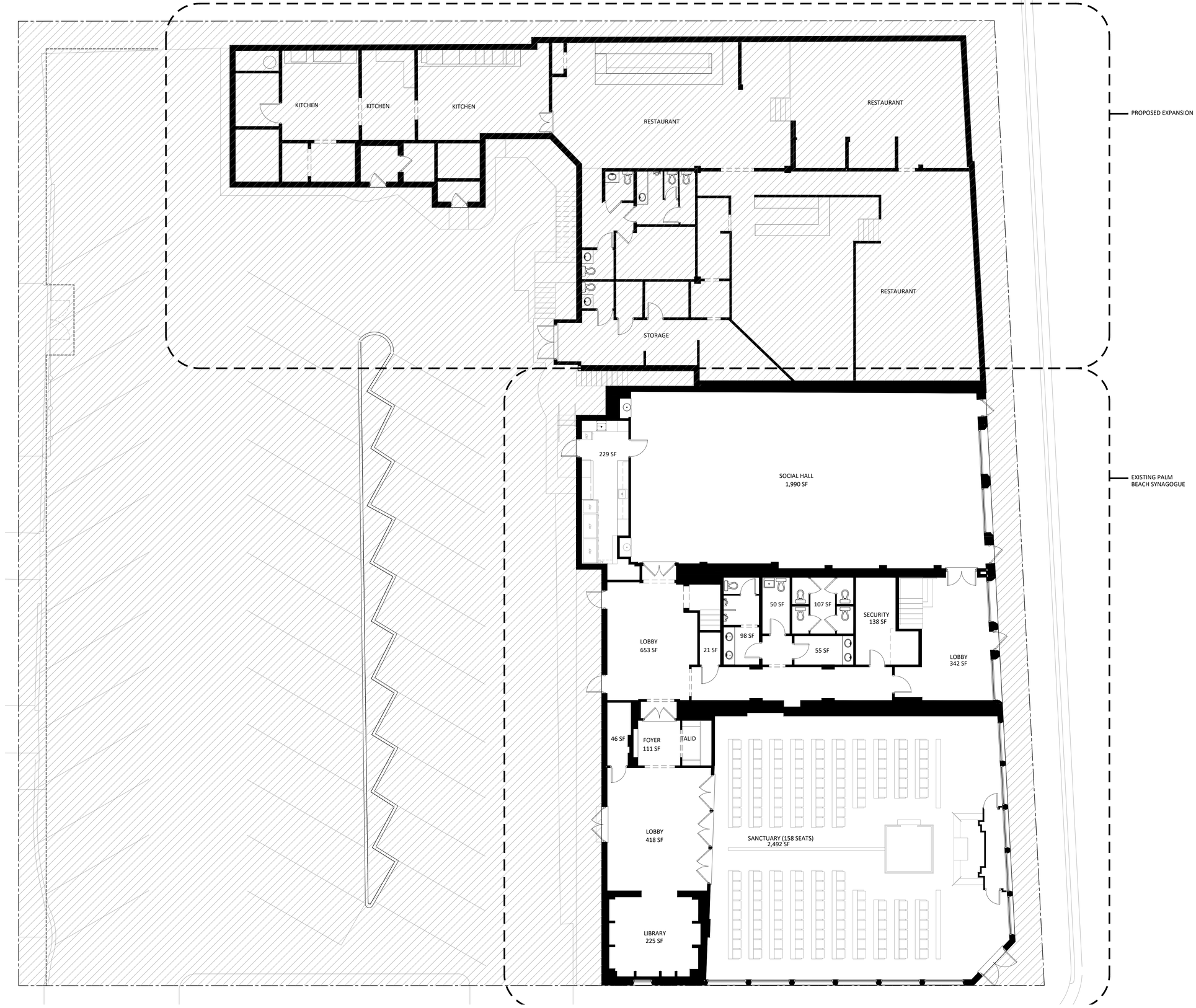
EXISTING & PROPOSED SECOND FLOOR PLAN DIAGRAM

SHEET NUMBER

SP1.2

N W E S

SCHEMATIC DESIGN



1 EXISTING FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

ZON-25-0046

Bartholemew + Partners

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PROGETTO DI ARCHITETTURA

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NOT FOR CONSTRUCTION

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

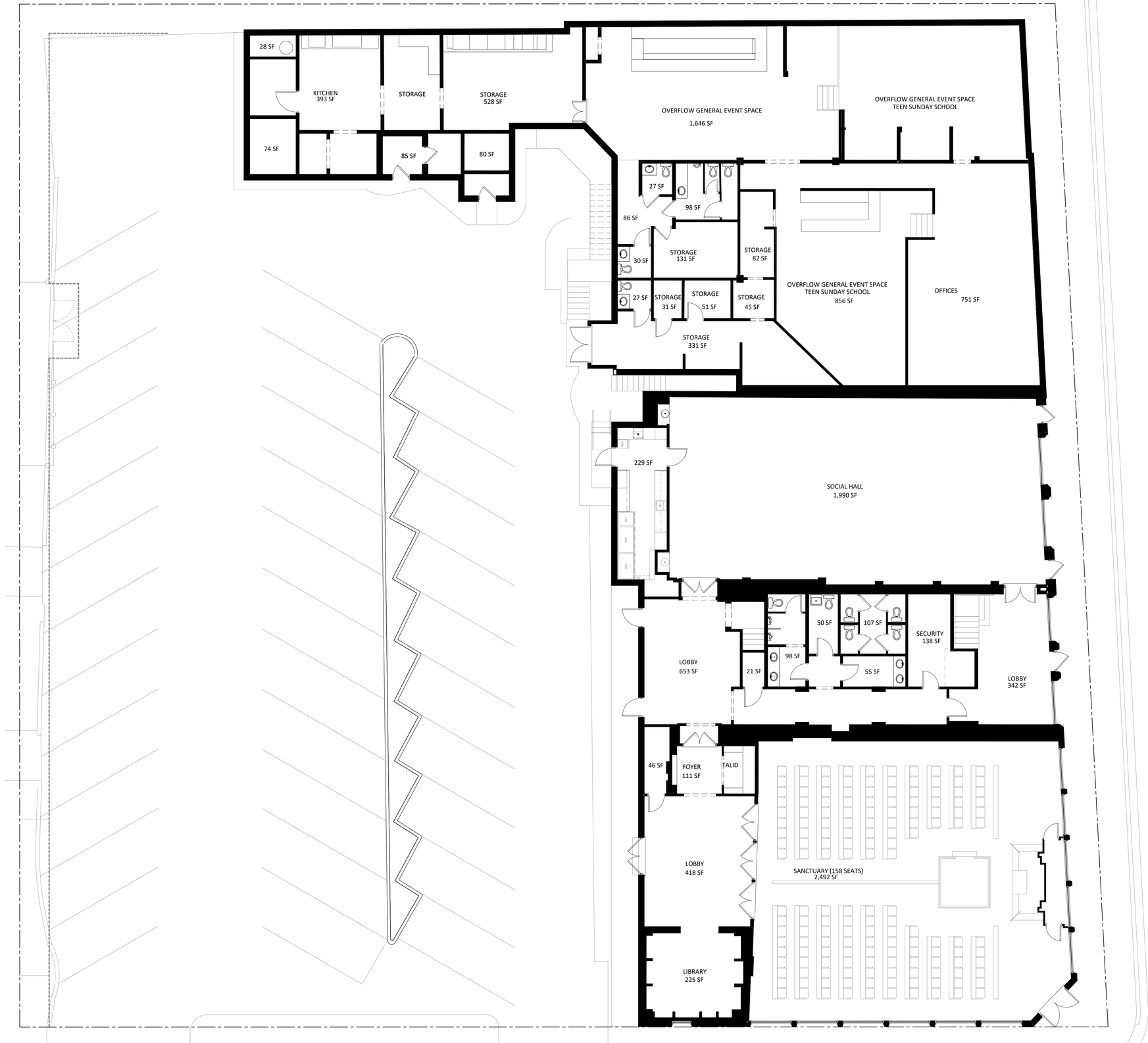
EXISTING FIRST FLOOR/ SITE PLAN

SHEET NUMBER

A1.0

N
W E
S

SCHEMATIC DESIGN



1 PROPOSED FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

ZON-25-0046

Bartholemew + Partners

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INTERIOR DESIGNER # ID6422
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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

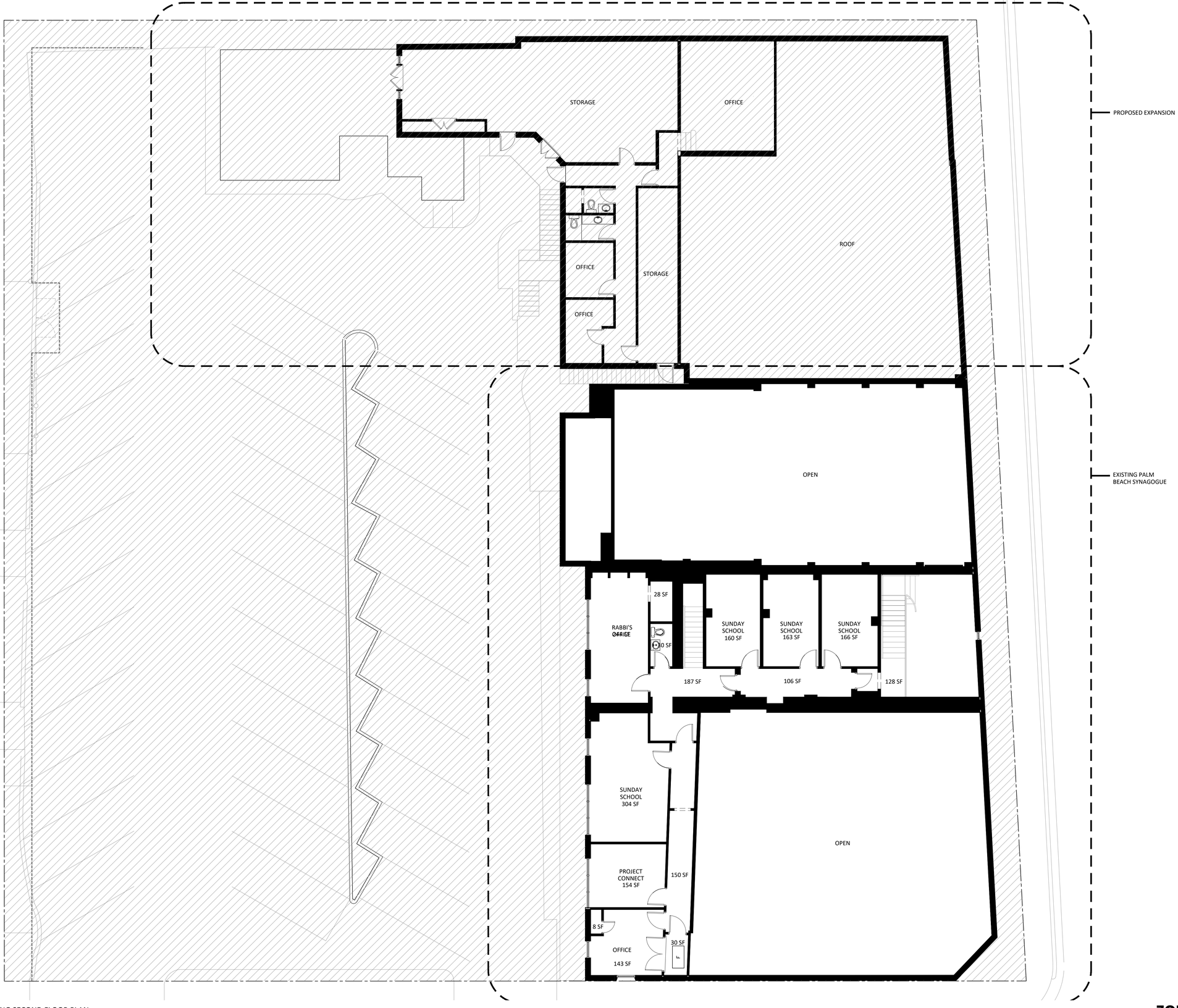
PROPOSED
FIRST FLOOR/ SITE PLAN

SHEET NUMBER

A1.1

N
W E
S

SCHEMATIC DESIGN



1 EXISTING SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

ZON-25-0046

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

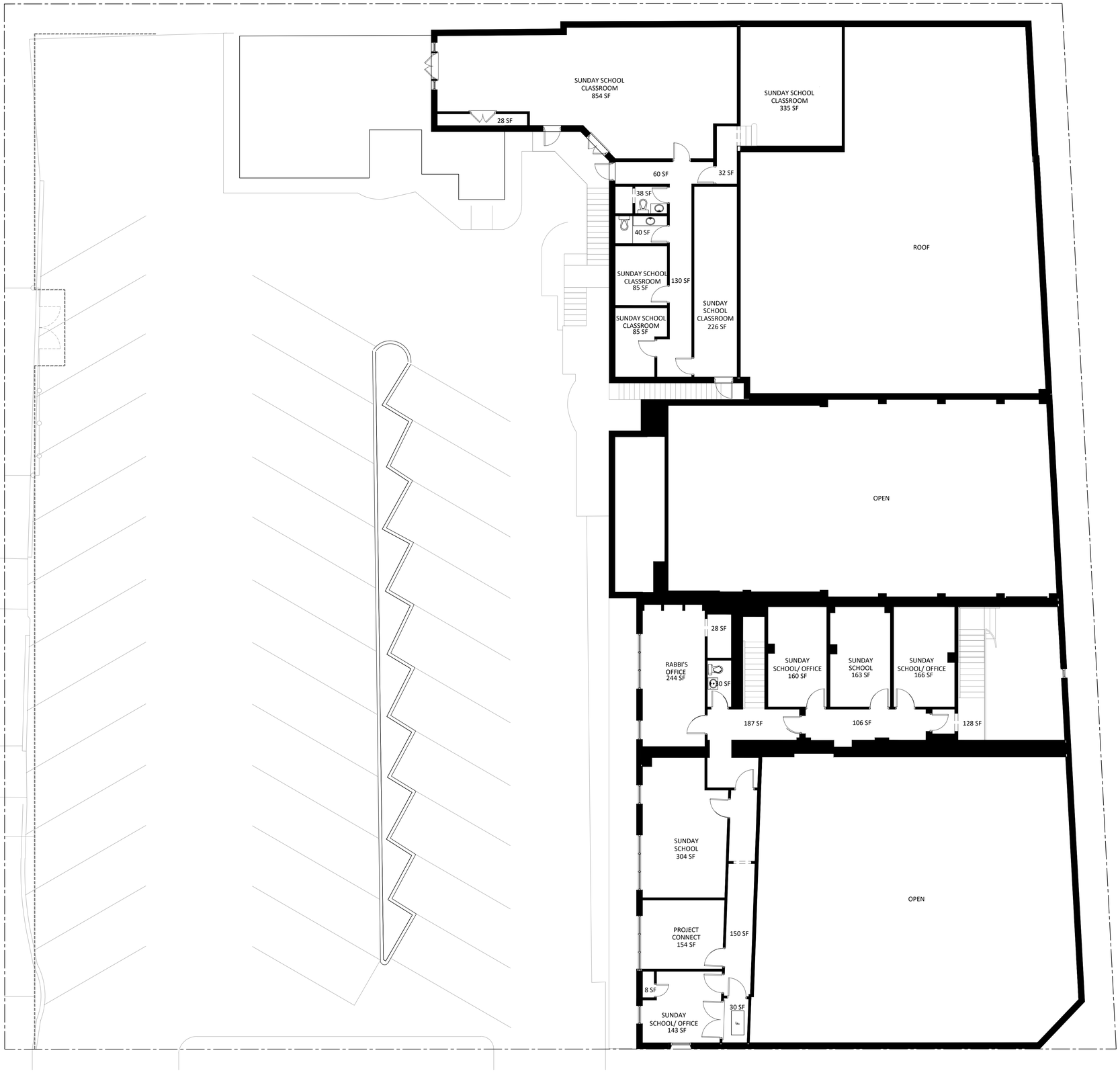
EXISTING SECOND FLOOR PLAN

SHEET NUMBER

A1.2

N W E S

SCHEMATIC DESIGN



1 PROPOSED SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

ZON-25-0046

Bartholemew + Partners

ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

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INTERIOR DESIGNER # ID6422
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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

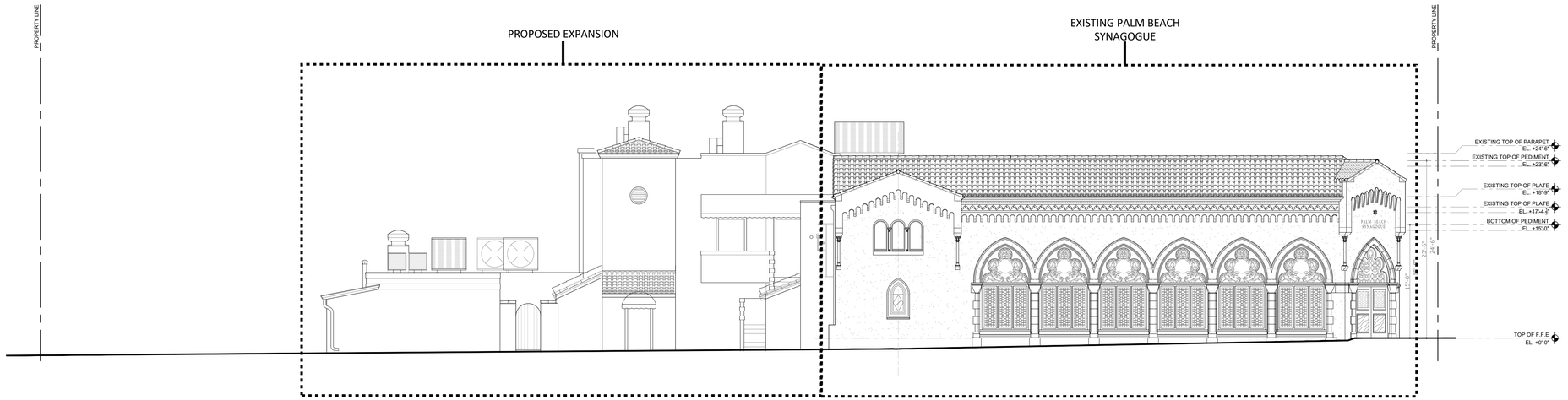
PROPOSED SECOND FLOOR PLAN

SHEET NUMBER

A1.2

N W E S

SCHEMATIC DESIGN



1 EXISTING OVERALL SOUTH ELEVATION - SUNSET AVENUE
SCALE: 1/8" = 1'-0"



2 PROPOSED OVERALL SOUTH ELEVATION - SUNSET AVENUE **- NO PROPOSED EXTERIOR CHANGES**
SCALE: 1/8" = 1'-0"

ZON-25-0046

Bartholemew + Partners

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INTERIOR DESIGNER # IDE422
AIA # 30425933 NCARB # 87929

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Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

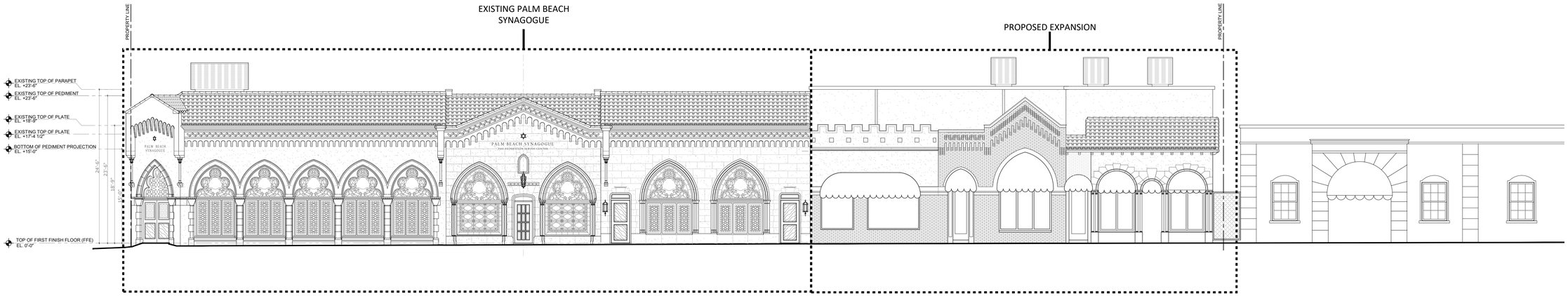
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

SOUTH ELEVATION OVERALL

SHEET NUMBER

A2.0



1 EXISTING OVERALL EAST ELEVATION- N. COUNTY ROAD
SCALE: 1/8" = 1'-0"



2 PROPOSED OVERALL EAST ELEVATION - N. COUNTY ROAD **- NO PROPOSED EXTERIOR CHANGES**
SCALE: 1/8" = 1'-0"

ZON-25-0046

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AIA # 30425933 NCARB # 87929

Revisions:

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Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

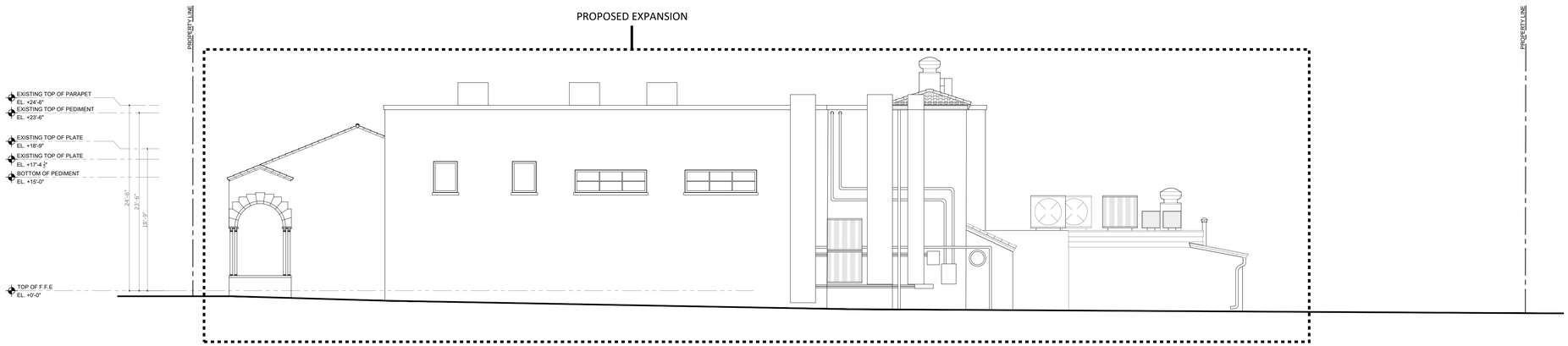
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

EAST ELEVATION OVERALL

SHEET NUMBER

A2.1



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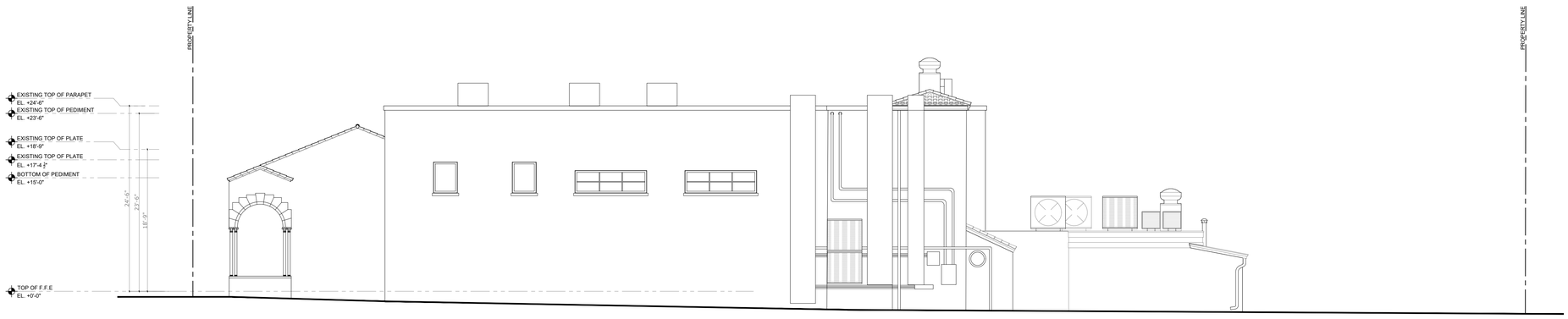

2 PROPOSED OVERALL NORTH ELEVATION **- NO PROPOSED EXTERIOR CHANGES**
SCALE: 1/8" = 1'-0"

ZON-25-0046

Bartholemew + Partners

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Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

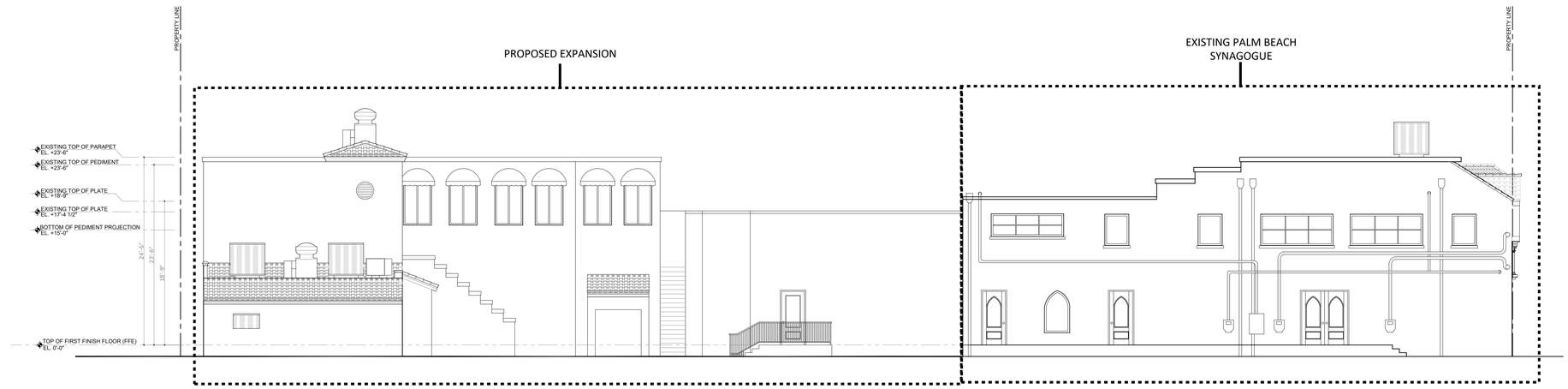
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

NORTH ELEVATION
OVERALL

SHEET NUMBER

A2.2



1 EXISTING OVERALL WEST ELEVATION
SCALE: 1/8" = 1'-0"



2 PREVIOUSLY PROPOSED OVERALL WEST ELEVATION **- NO PROPOSED EXTERIOR CHANGES**
SCALE: 1/8" = 1'-0"

ZON-25-0046

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Drawn by: V. Antico
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120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

WEST ELEVATION OVERALL

SHEET NUMBER

A2.3

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

PALM BEACH SYNAGOGUE

Town of Palm Beach, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

Palm Beach Synagogue
120 North County Road
Palm Beach, Florida 33480

JOB No. 24-073

DATE: 07/02/2025

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 07/02/2025. 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: 2025.07.03 15:46:17-04'00'

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

PAGE 4

1.0 SITE DATA
2.0 PURPOSE OF STUDY

PAGE 5

3.0 TRAFFIC GENERATION

PAGE 6

4.0 TRIP DISTRIBUTION
5.0 SYNAGOGUE OPERATIONS

PAGE 7

6.0 TRAFFIC CONCURRENCY

PAGE 12

7.0 SUNDAY SCHOOL OPERATIONS
8.0 PARKING ANALYSIS

PAGE 14

9.0 SITE RELATED IMPROVMENTS
10.0 ADDITIONAL TRAFFIC CONSIDERATIONS
11.0 MULTIMODAL TRANSPORTATION OPTIONS
12.0 CONCLUSION

APPENDICES

APPENDIX A

SITE PLAN

APPENDIX B

ROADWAY CONCURRENCY ANALYSIS

APPENDIX C

N. COUNTY ROAD TRAFFIC COUNTS

APPENDIX D

SUNDAY SCHOOL FIELD OBSERVATIONS

1.0 SITE DATA

The subject parcel is located at 120 & 132 North County Road in the Town of Palm Beach, Florida and contains approximately ±0.72 acres. The Property Control Numbers (PCN's) for the subject parcel are as follows:

50-43-43-22-31-000-1751 50-43-43-22-31-000-1730

The subject parcel includes 11,035 SF of religious facilities and an 8,262 SF fine dining restaurant. The proposed application is to allow for the existing synagogue to utilize the previously occupied Chez Jean-Pierre building. Therefore, the total synagogue square footage will consist of 19,297 SF. No changes to the membership, sanctuary seating, or Sunday school students are proposed as part of this application. Therefore, the project will not result in any increase in traffic or parking demand. For the purposes of this traffic study, a build out year of 2028 is assumed.

Site access is proposed via a left in, left out driveway connection to Sunset Avenue. For additional information concerning site location and layout, please refer to the Site Plan prepared by Bartholemew + Partners.

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 historically vested development 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. Note for purposes of the trip generation calculations the dining area (3,255 SF) and kitchen (1,151 SF) were considered restaurant use (4,406 SF) and the remaining restaurant area (3,856) was considered office space.

Table 1 shows the daily traffic generation associated with the vested development in trips per day (tpd). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). Table 4 shows the Saturday peak hour traffic. The traffic to be generated by the vested development may be summarized as follows:

Vested Development

Daily Traffic Generation	=	336 tpd
AM Peak Hour Traffic Generation (In/Out)	=	11 pht (8 In/3 Out)
PM Peak Hour Traffic Generation (In/Out)	=	31 pht (18 In/13 Out)
Saturday Peak Hour Traffic Generation	=	77 pht (38 In/39 Out)

Table 5 shows the daily traffic generation associated with the proposed redevelopment in trips per day (tpd). Tables 6 and 7 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). Table 8 shows the Saturday peak hour traffic. The traffic to be generated by the proposed redevelopment may be summarized as follows:

Proposed Redevelopment

Daily Traffic Generation	=	140 tpd
AM Peak Hour Traffic Generation (In/Out)	=	6 pht (4 In/2 Out)
PM Peak Hour Traffic Generation (In/Out)	=	9 pht (4 In/5 Out)
Saturday Peak Hour Traffic Generation	=	77 pht (38 In/39 Out)

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	=	-196 tpd
AM Peak Hour Traffic Generation (In/Out)	=	-5 pht (-4 In/-1 Out)
PM Peak Hour Traffic Generation (In/Out)	=	-22 pht (-14 In/-8 Out)
Saturday Peak Hour Traffic Generation	=	0 pht (0 In/0 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. Additionally, the proposed development results in less than 20 weekday peak hour trips even when not considering the vested development. Therefore, the project would satisfy PBC TPS requirements without the vested trips as the proposed project would have an insignificant impact to the surrounding roadway network during weekday peak hour conditions.

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. Note the trip distribution considers the one-way eastbound conversion of Sunset Avenue from Bradley Place to N. County Road.

5.0 SYNAGOGUE OPERATIONS

The primary Synagogue religious services are held on Saturday mornings at 9:30 AM which are followed by a Kiddush luncheon at 12:30 PM. Approximately 198 households which are members of the Palm Beach Synagogue live within one mile of the facility. Many members currently walk to the facility utilizing the existing sidewalk infrastructure within the Town including Sunset Avenue and County Road. The proximity and number of the members to the Synagogue greatly reduces the vehicle and parking demand of the site. There are also various High Holidays that occur on weekdays throughout the year that will have evening worship services. The Synagogue also has Sunday school for school age children from approximately 9:30 AM to 12:30 PM. The school is only on Sunday's and not during the weekdays. More details on the Sunday School are provided later in the traffic study. The Synagogue similar to many other religious institutes will have different events such as weddings on occasion. The Synagogue uses a valet company (Palm Beach Parking) for these types of events and utilizes offsite parking. During normal weekdays, administrative staff has business hours from 9:00 AM to 5:00 PM.

A breakdown of the typical week is provided below. Note these are existing conditions at the Synagogue and not expected to change as part of the application.

Monday through Friday

- Staff administrative hours are from 9:00 AM to 5:00 PM. There are 13 staff members but several are spouses so only a total of 8 households.
- Small morning services occur at 8:00 AM. These services only consist of approximately 15 men. Approximately 5 of the 15 men walk and 6 of the 15 men are part of staff and therefore are not separate trips.

Monday and Thursday

- Small evening services currently start at 6:30 PM but fluctuate throughout the year. Evening services consist of approximately 10 men and 6 of them are staff members and therefore not separate trips.

Friday

- Small evening services currently start at 7:00 PM but fluctuate throughout the year. Evening services consist of approximately 25 men with 15 walking.
- Dinner events happen at the facility approximately once or twice a month. Approximately 50-100 people would be in attendance with many walking and families. Approximately 20 vehicles for this type of event when it occurs.

Saturday

- Main service starts at 9:30 AM , followed by Kiddush luncheon at 12:30 PM. An average attendance is approximately 150 people with a minimum of 20-30 walking. Since the majority of the 150 people are families, an average of 40-50 vehicles.

Sunday

- Small morning services occur at 8:15 AM. These services only consist of approximately 15 men. Approximately 5 of the 15 men walk and 6 of the 15 men are part of staff and therefore are not separate trips.
- Hebrew School/Maimonides starts at 9:30 AM and ends at 12:30 PM. More details about traffic circulation are provided later in the report for this program. On average approximately 35-40 households pickup/drop off each Sunday.

6.0TRAFFIC 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 Bradley Place. Bradley Place is a background deficiency as LOS standards are not met based on existing traffic volumes and background/committed trips 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. If the proposed project trips were added to the existing volumes and the background trips were not included, the LOS E threshold would be met for Bradley Place. It should be noted the trip generation is based on the ITE Trip Generation rates.

Additional Traffic Data

Traffic counts were collected on N. County Road on Thursday, November 21, 2024 through Sunday, November 24, 2024 and on Thursday, December 5, 2024 through Sunday, December 8, 2024. The purpose of the traffic counts was to determine the difference in traffic volumes during peak times on a weekday and weekend. The parking data is shown below in Exhibits 1 and 2. The raw traffic count data is also provided in Appendix C attached to this report.

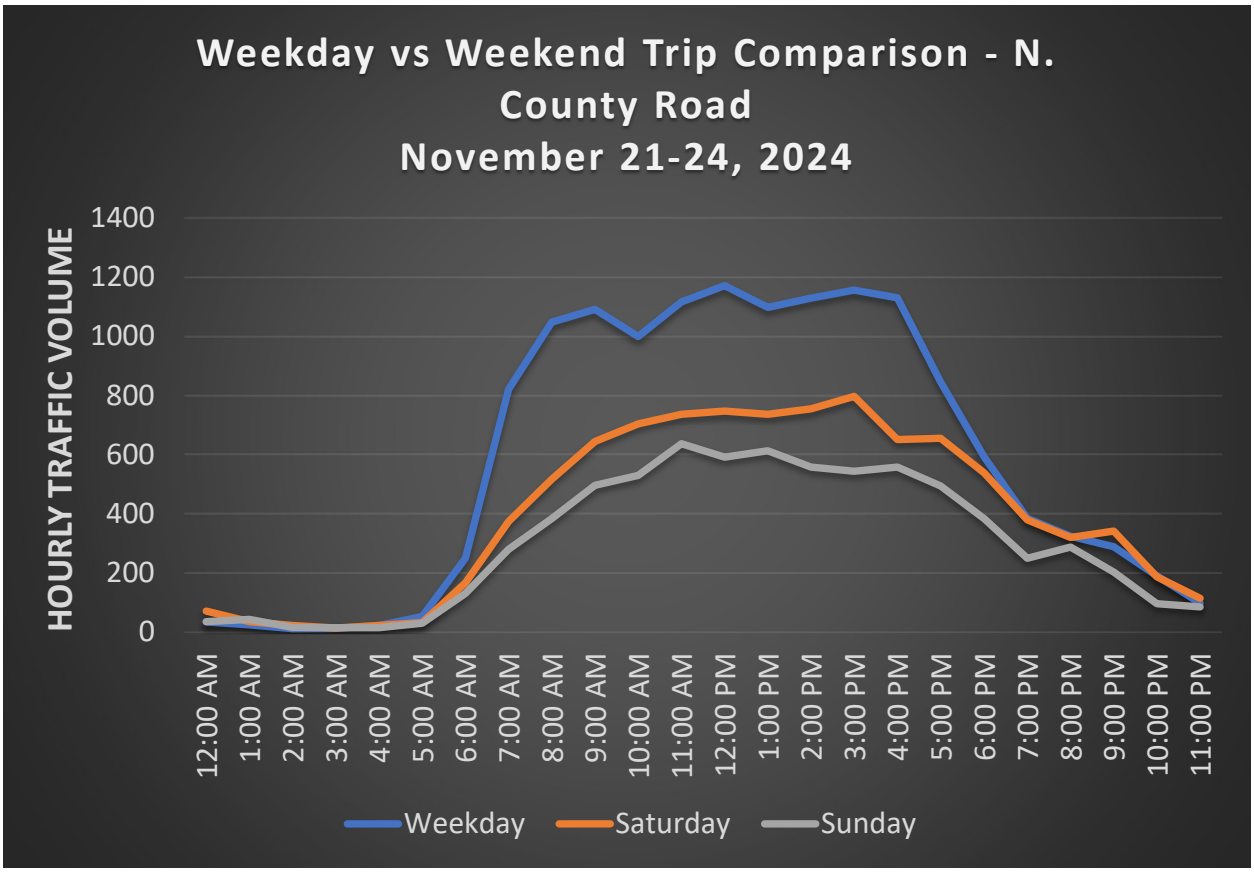

Exhibit 1 – November 21-24, 2024 Traffic Counts

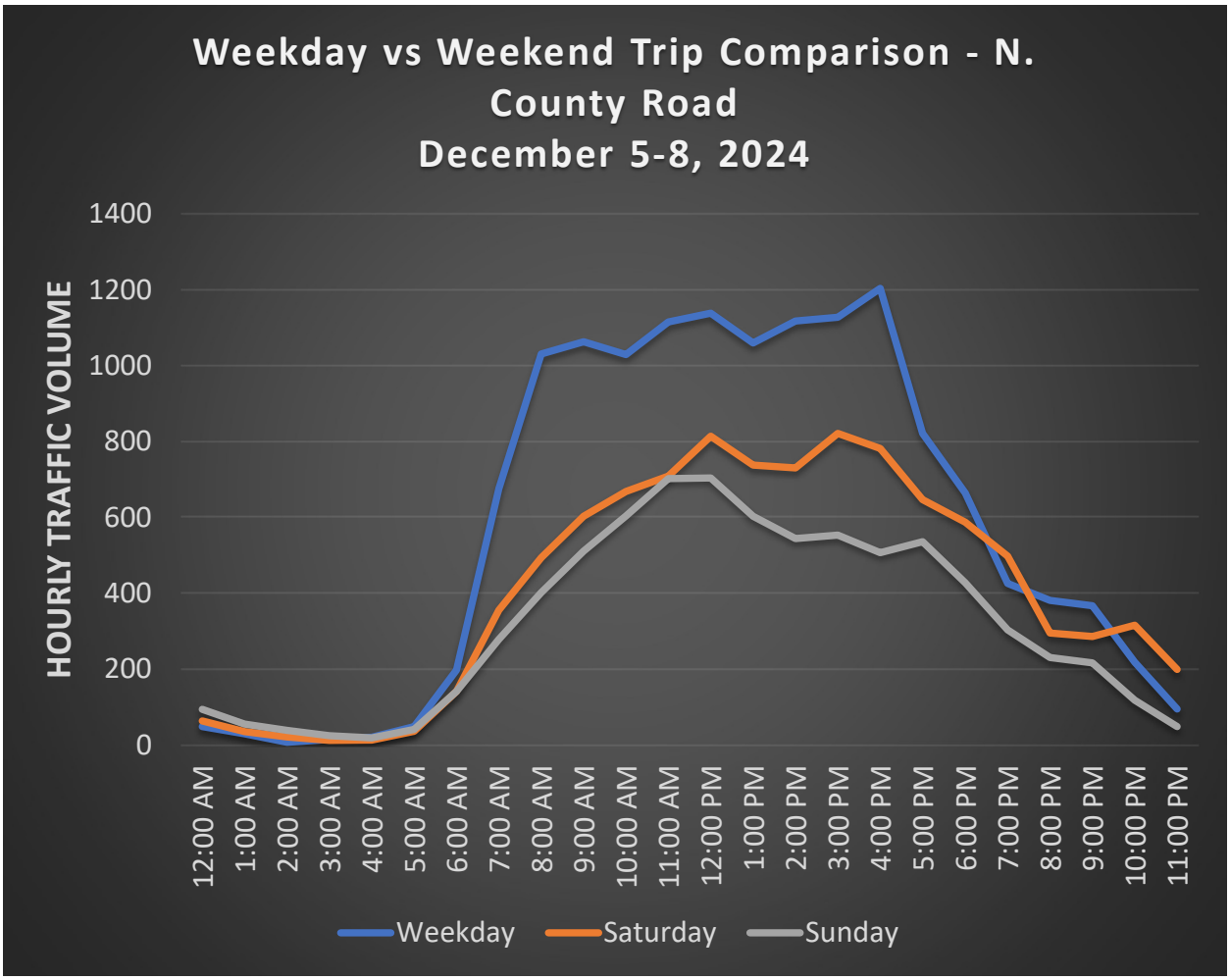

Exhibit 2 – December 5-8, 2024 Traffic Counts

As shown above in Exhibit 1 and 2, the Saturday and Sunday traffic during the 9:00 to 10:00 AM hour is approximately 40-55% less than weekday peak hour traffic during the same time. This is the time frame in which the Synagogue has the highest traffic demand for worship services on Saturday morning and Sunday school. An hourly trip generation analysis was also prepared based on a programmatic methodology for the existing and proposed Synagogue uses. This hourly trip generation is separate from the ITE Trip Generation.

Programmatic Trip Generation Estimate

Start Time	Weekday	Sat	Sun
6:00 AM	0	2	0
7:00 AM	5	5	2
8:00 AM	10	5	10
9:00 AM	10	50	40
10:00 AM	2	0	0
11:00 AM	2	0	0
12:00 PM	5	25	40
1:00 PM	5	30	12
2:00 PM	2	5	2
3:00 PM	2	2	12
4:00 PM	5	2	0
5:00 PM	16	0	0
6:00 PM	10	0	0
7:00 PM	10	0	0
8:00 PM	2	0	0

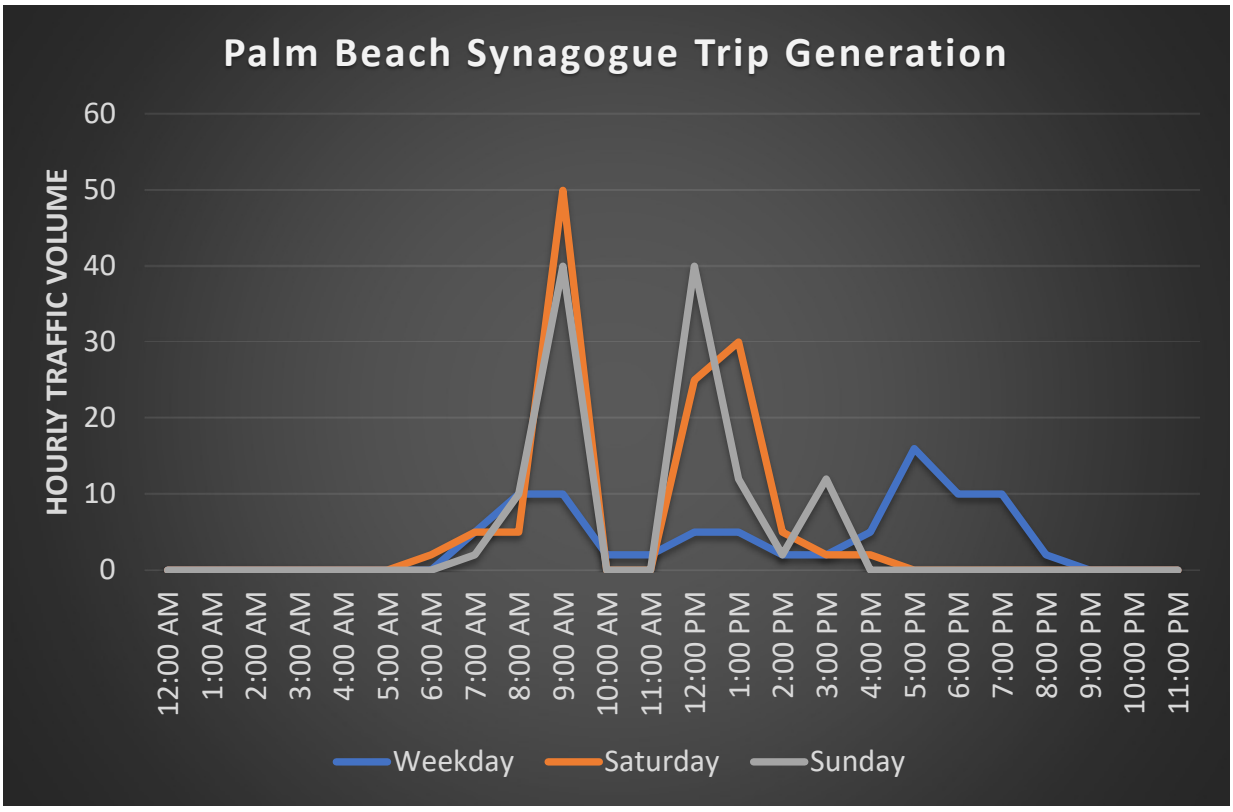

Exhibit 3 – Programmatic Trip Generation

As shown above, the weekday trip generation for the Palm Beach Synagogue is minimal. It should be noted the weekday trip generation is existing and not anticipated to change as part of this application despite the ITE trip generation calculations for the increased building size. A comparison of N. County Road traffic counts and Palm Beach Synagogue is shown below. Note the two increases in Palm Beach Synagogue traffic is on the weekend and not the weekday. Additionally, this traffic is existing and not an increase in intensity from the current conditions.

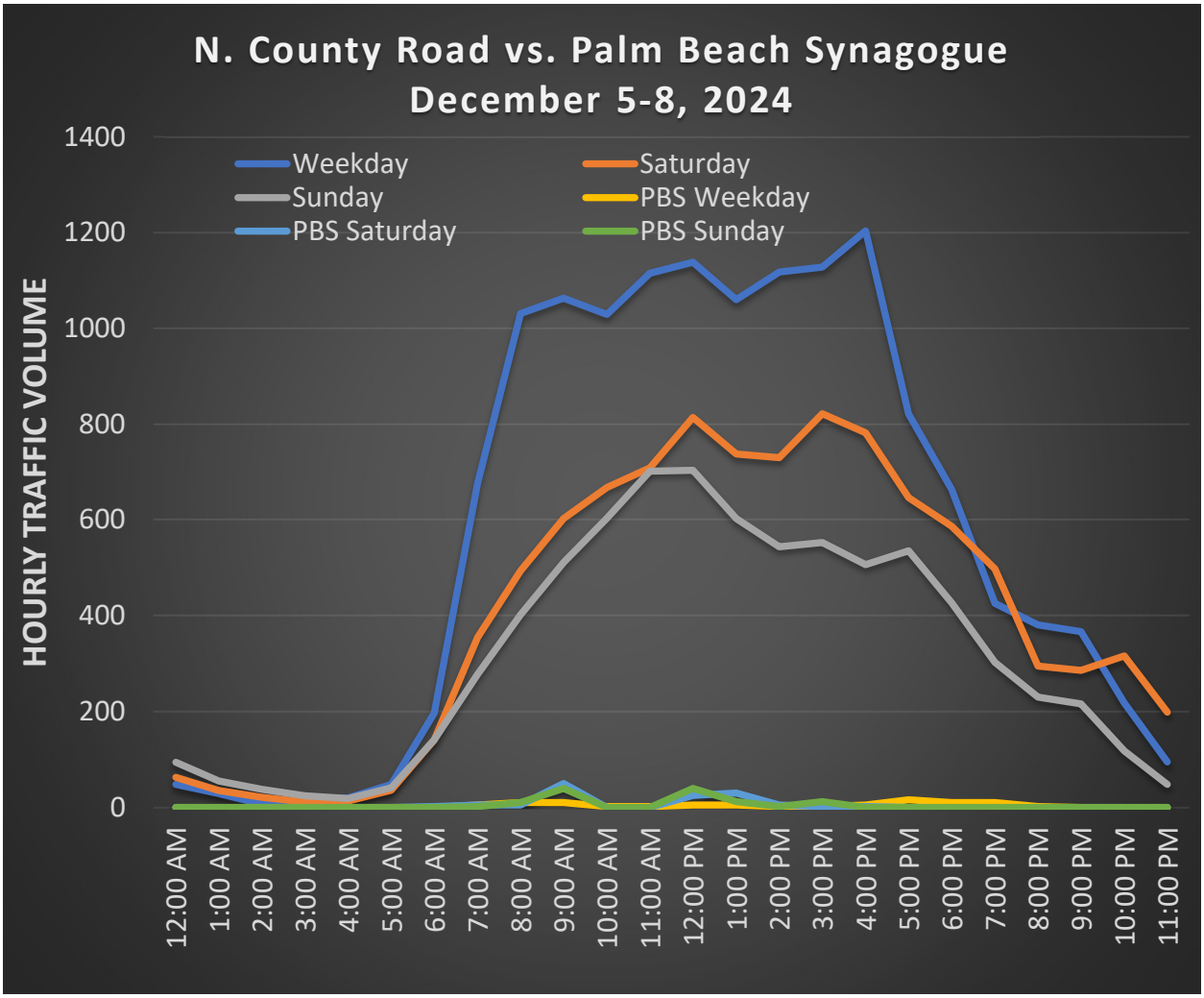

Exhibit 4 – Trip Generation Comparison

7.0 SUNDAY SCHOOL OPERATIONS

As previously stated, the Synagogue operates a Sunday school for school aged students on Sunday mornings from 9:30 AM to 12:30 PM. No schooling occurs during the weekday. There are approximately 63 families (150 students) that attend the Sunday school program but not all 63 families are ever there at one time or on any given Sunday. Typically, about 35-40 households participate in Hebrew School/Maimonides on a Sunday. Additionally, some families and students walk reducing the vehicle demand. For those attending via vehicle, parents drop their students off similar to a traditional school car line and then pick them back up in the afternoon. Staff members are present to assist students with vehicle circulation and pick up/drop off.

A field observation was performed for the existing Sunday School on Sunday, December 15, 2024 to observe existing operations. Currently, the drop off is located right at the entrance off Sunset Avenue and parents drop off their students just inside the site or on Sunset Avenue. Very minimal queue was observed with the queue generally just one vehicle and a maximum of 2 vehicles. There were also some parents that parked on Sunset Avenue as there were numerous on-street parking spaces available. Very little traffic or impact to Sunset Avenue was observed as traffic volumes were very low at that time of day. Two police officers were present during drop off and pick up to ensure safety and efficient movement. Photos from the site visit are included in Appendix D.

8.0 PARKING ANALYSIS

A parking analysis was prepared based on Section 134-2176 of the Town Code of Ordinances. Per previous parking methodologies approved by the Town, all non-sanctuary area parking was calculated at 1 space per 250 SF for the synagogue. The existing sanctuary is 3,256 SF and is not proposed to change as part of this application. A summary of the vested and proposed parking calculations is provided below.

Parking Equivalency Calculations

Scenario	Land Use	Property	Available Parking	Parking Ratio	Parking Calculations	
					Intensity	Number of Spaces
Existing Use	Synagogue – Sanctuary	120 N. County Rd (Palm Beach Synagogue)	0	1 per 4 seats	158 Seats	40
	Synagogue Net Building Area (Minus Sanctuary)			1 per 250 SF	7,779 SF	31
	Office	132 N. County Rd (Chez Jean-Pierre)	33	1 per 250 SF	3,856 SF	15
	Fine Dining			1 per 3 Seats	168 Seats	56
	Total					**142**
Proposed Use	Synagogue – Sanctuary	Palm Beach Synagogue	33	1 per 4 seats	158 Seats	40
	Synagogue Net Building Area (Minus Sanctuary)			1 per 250 SF	16,041 SF	64
	Total					**104**
Net Change	**Total**					**-38**

The proposed redevelopment will result in a parking reduction of 38 spaces from the vested use as documented above. As shown on the Existing Site Plan, a total of 33 parking spaces are existing. These spaces historically were owned by the Chez Jean-Pierre (132 N. County Road property). The synagogue did not have any parking spaces until purchasing the 132 N. County Road property in 2021. Based on the existing number of spaces, the site is currently non-conforming to the minimum parking requirements. 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. Note that the sanctuary and other building areas such as the social hall are not used simultaneously. Therefore, the parking numbers shown above are conservative. Additionally, many of the Palm Beach Synagogue members live in close proximity to the facility and walk to the Synagogue reducing traffic and parking demand.

9.0 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 and 7 and may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM = 4 / 2
PM = 4 / 5

As previously mentioned, site access is proposed via a left in, left out only driveway connection to Sunset Avenue. Figure 2 attached to this report depicts the driveway volumes. No additional turn lanes are warranted or proposed.

10.0 ADDITIONAL TRAFFIC CONSIDERATIONS

During the week, the site generates minimal trips primarily from administrative staff uses. The main Synagogue services are Saturdays at 9:30 AM which does not conflict with weekday peak hour traffic. Additionally, approximately 198 households which are members of the Palm Beach Synagogue live within one mile of the facility. Many members currently walk to the facility utilizing the existing sidewalk infrastructure within the Town including Sunset Avenue and County Road.

11.0 MULTIMODAL TRANSPORTATION OPTIONS

An existing sidewalk is present along both sides of Sunset Avenue and County Road. The existing sidewalk fronting the side on Sunset Avenue is approximately 6.5 feet wide and the sidewalk fronting County Road is approximately 8 feet wide. Striped crosswalks and pedestrian signals are present at the intersection of Sunset Avenue and County Road. No bicycle lanes are currently present on either Sunset Avenue or County Road. However, the large sidewalks along Sunset Avenue and 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. The most proximal bus stop is approximately 350 feet to the north of the synagogue and provides service connections to the north end of Palm Beach and the West Palm Beach Tri-Rail station.

12.0 CONCLUSION

The proposed development will result in a reduction of trips and parking requirements from the historically vested site.

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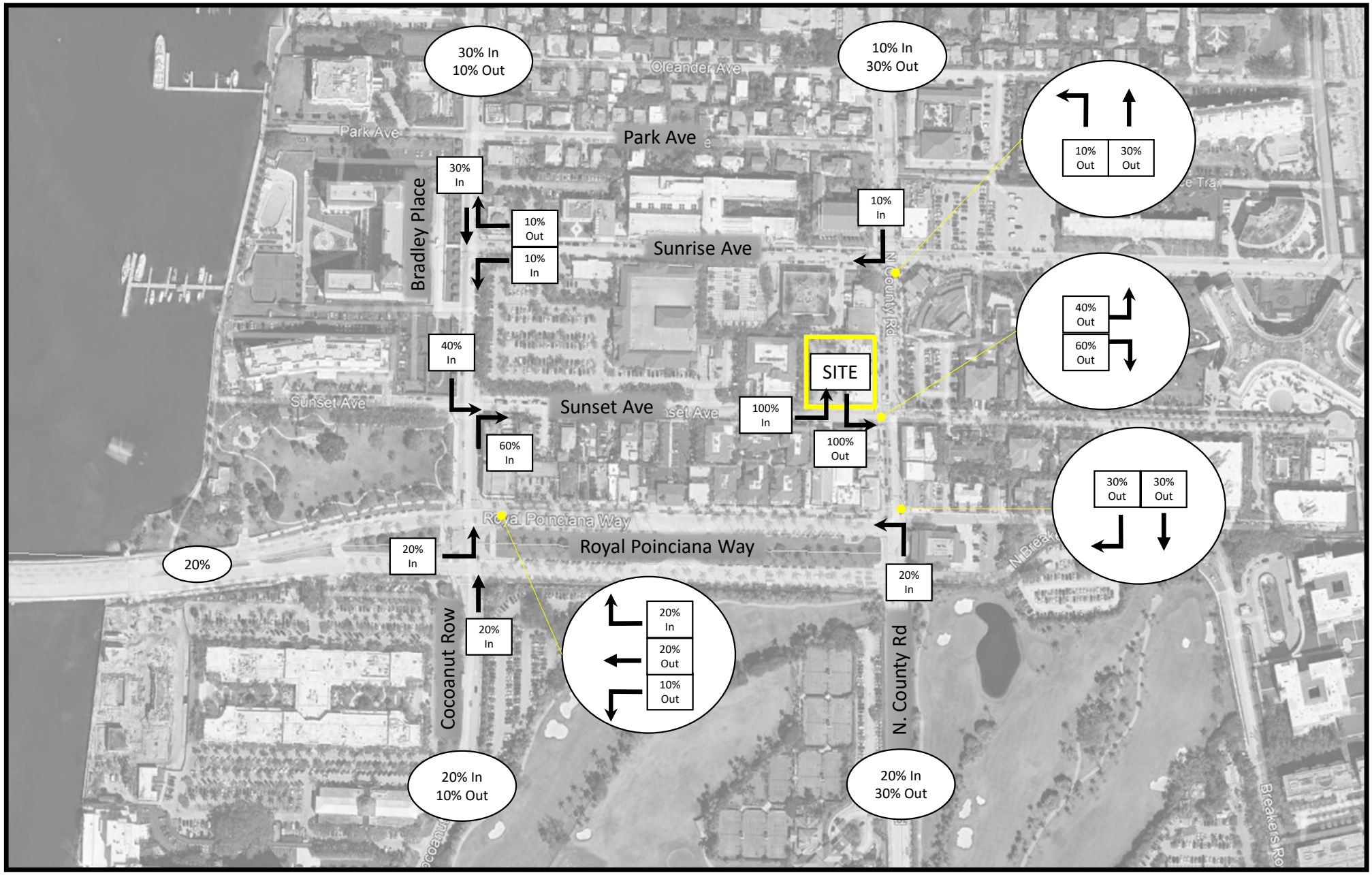

Figure 1 - Trip Distribution
Palm Beach Synagogue
Project # 24-073

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

PALM BEACH SYNAGOGUE

07/02/2025

PREVIOUSLY 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	Pass-by %	Pass-by Trips	Net Trips
Church/Synagogue[b]	560	11,035	S.F.	7.6			84		0	84	5%	4	80
Small Office Building (≤10k SF GFA)	712	3,856	S.F.	14.39			55		0	55	10%	6	49
Fine Dining Restaurant	931	4,406	S.F.	83.84			369		0	369	44%	162	207
			Grand Totals:				**508**	**0.0%**	**0**	**508**	**34%**	**172**	**336**

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 In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	11,035	S.F.	0.32	0.62	0.38	2	2	4	0.0%	0	0	0	2	2	4	5%	0	2	2	4
Small Office Building (≤10k SF GFA)	712	3,856	S.F.	1.67	0.82	0.18	5	1	6	0.0%	0	0	0	5	1	6	10%	1	5	0	5
Fine Dining Restaurant	931	4,406	S.F.	0.73	0.50	0.50	2	1	3	0.0%	0	0	0	2	1	3	44%	1	1	1	2
			Grand Totals:				**9**	**4**	**13**	**0.0%**	**0**	**0**	**0**	**9**	**4**	**13**	**15%**	**2**	**8**	**3**	**11**

TABLE 3 - 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 In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	11,035	S.F.	0.49	0.44	0.56	2	3	5	0.0%	0	0	0	2	3	5	5%	0	2	3	5
Small Office Building (≤10k SF GFA)	712	3,856	S.F.	2.16	0.34	0.66	3	5	8	0.0%	0	0	0	3	5	8	10%	1	3	4	7
Fine Dining Restaurant	931	4,406	S.F.	7.8	0.67	0.33	23	11	34	0.0%	0	0	0	23	11	34	44%	15	13	6	19
			Grand Totals:				**28**	**19**	**47**	**0.0%**	**0**	**0**	**0**	**28**	**19**	**47**	**34%**	**16**	**18**	**13**	**31**

TABLE 4 - Saturday 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 In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	158	Seats	0.51	0.49	0.51	40	41	81	0.0%	0	0	0	40	41	81	5%	4	38	39	77
			Grand Totals:				**40**	**41**	**81**	**0.0%**	**0**	**0**	**0**	**40**	**41**	**81**	**5%**	**4**	**38**	**39**	**77**

Note: Number of seats used for Saturday peak hour generator as the number of seats is a better reflection of traffic impact potential for a worship service than building size
For purposes of the trip generation calculations, the dining and kitchen areas were considered restaurant (4,406 SF) and the remaining resturant area was considered office (3,856 SF)

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

PALM BEACH SYNAGOGUE

07/02/2025

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	Pass-by %	Pass-by Trips	Net Trips
Church/Synagogue[b]	560	19,297	S.F.	7.6			147		0	147	5%	7	140
			Grand Totals:				**147**	**0.0%**	**0**	**147**	**5%**	**7**	**140**

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 In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	19,297	S.F.	0.32	0.62	0.38	4	2	6	0.0%	0	0	0	4	2	6	5%	0	4	2	6
			Grand Totals:				**4**	**2**	**6**	**0.0%**	**0**	**0**	**0**	**4**	**2**	**6**	**0%**	**0**	**4**	**2**	**6**

TABLE 7 - 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 In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	19,297	S.F.	0.49	0.44	0.56	4	5	9	0.0%	0	0	0	4	5	9	5%	0	4	5	9
			Grand Totals:				**4**	**5**	**9**	**0.0%**	**0**	**0**	**0**	**4**	**5**	**9**	**0%**	**0**	**4**	**5**	**9**

TABLE 8 - Saturday 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 In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Church/Synagogue[b]	560	158	Seats	0.51	0.49	0.51	40	41	81	0.0%	0	0	0	40	41	81	5%	4	38	39	77
			Grand Totals:				**40**	**41**	**81**	**0.0%**	**0**	**0**	**0**	**40**	**41**	**81**	**5%**	**4**	**38**	**39**	**77**

Note: Number of seats used for Saturday peak hour generator as the number of seats is a better reflection of traffic impact potential for a worship service than building size SF based on Property Appriaser

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

TABLE 9
TRAFFIC GENERATION DIFFERENCE - NET TRIPS (PROPOSED - PREVIOUSLY VESTED)

	DAILY	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
PREVIOUSLY VESTED DEVELOPMENT =	336	11	8	3	31	18	13	77	38	39
PROPOSED DEVELOPMENT =	140	6	4	2	9	4	5	77	38	39
DIFFERENCE =	**-196**	**-5**	**-4**	**-1**	**-22**	**-14**	**-8**	**0**	**0**	**0**

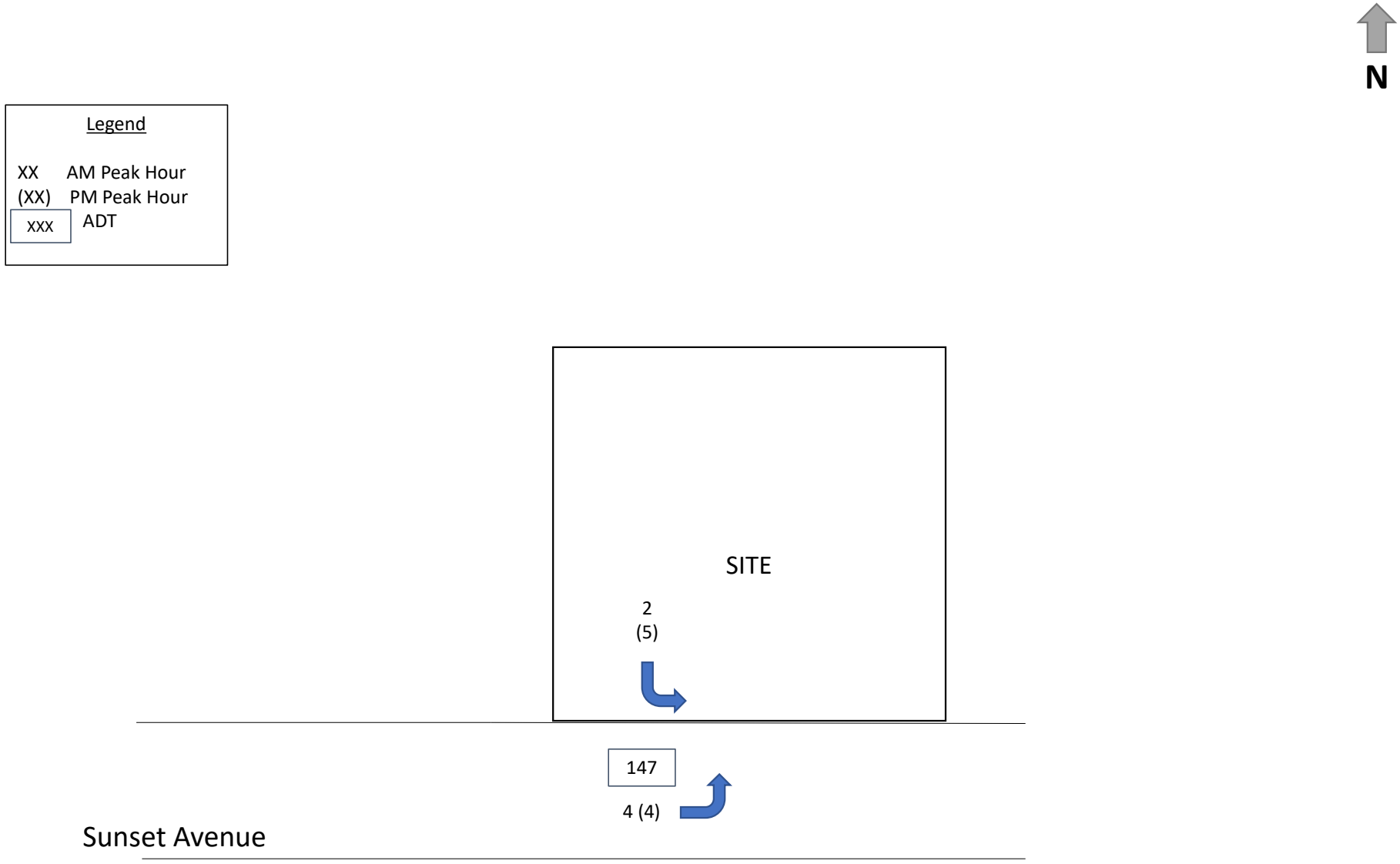

Figure 2 – Driveway Volumes
Palm Beach Synagogue
Project # 24-073

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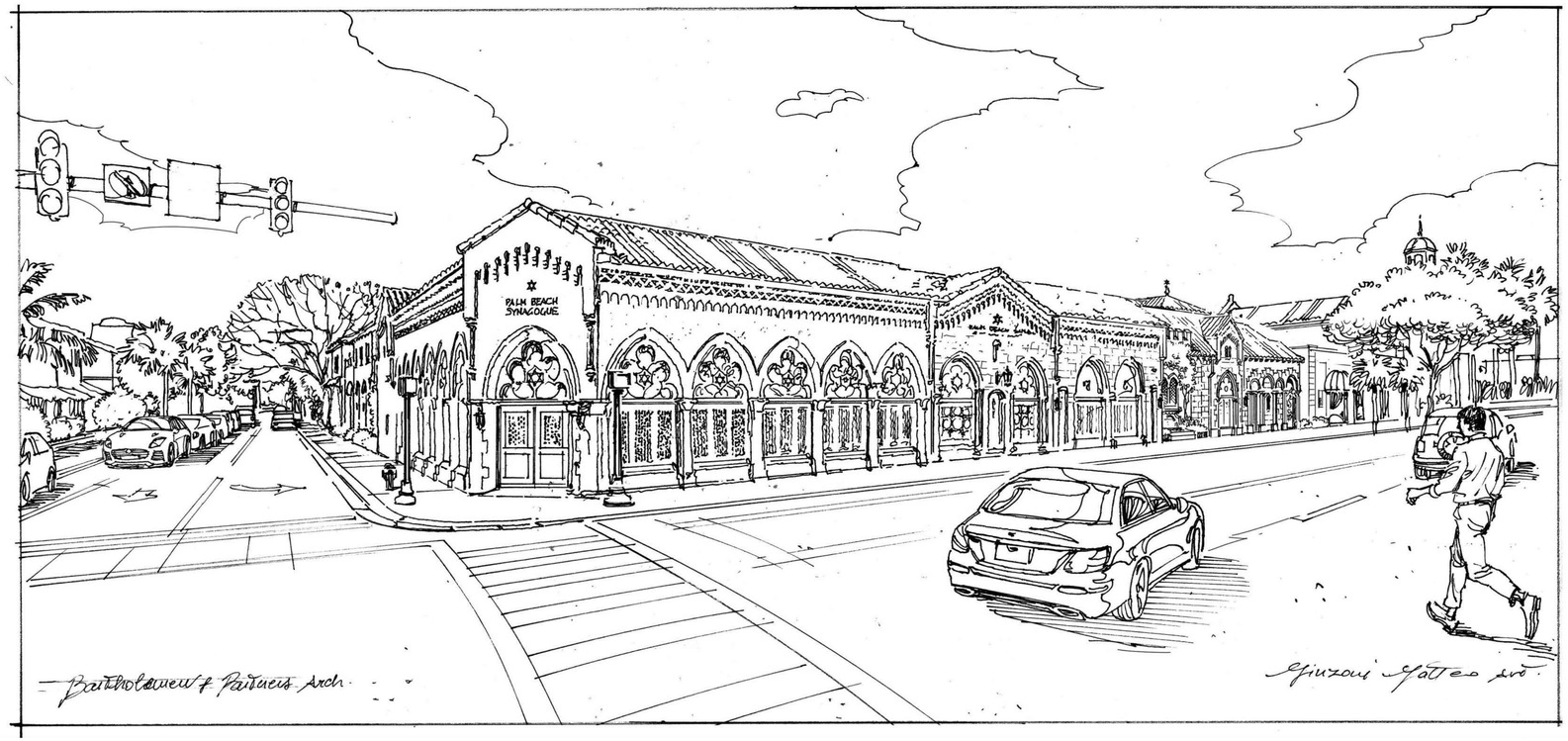
APPENDIX A

SITE PLAN

The Palm Beach Orthodox Synagogue

120-132 N COUNTY ROAD

120-132 N. County Rd, Palm Beach, FL 33480



SPECIAL EXCEPTION SET
07.07.2025

Bartholemew +Partners

THE PLAZA CENTER
251A ROYAL PALM WAY, PENTHOUSE 600A
PALM BEACH, FLORIDA 33480

T: 561 461 0108
F: 561 461 0106

FL LIC. # AA26003943

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SECURITY CONSULTANT
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Bartholemew + Partners

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KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

Revisions:

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CONSTRUCTION ADMINISTRATION. AS THE TERM IS GENERALLY UNDERSTOOD, AND THAT IF BARTHOLEMEW + PARTNERS IS NOT CONTRACTED TO PROVIDE ARCHITECTURAL SERVICES DURING CONSTRUCTION, INCLUDING ON-SITE MONITORING, SITE VISITS, SHOP DRAWING REVIEW AND APPROVAL, THE CLIENT AGREES TO HOLD BARTHOLEMEW + PARTNERS AND HOLD HARMLESS BARTHOLEMEW + PARTNERS FROM ANY LIABILITY ARISING FROM ACTS OR OMISSIONS IN THE PERFORMANCE OF SAID SERVICES DURING CONSTRUCTION BY THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS.

Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

COVER

SHEET NUMBER

CVR

BOUNDARY SURVEY FOR: MAUDELONDE ENTERPRISES, INC., A FLORIDA CORPORATION

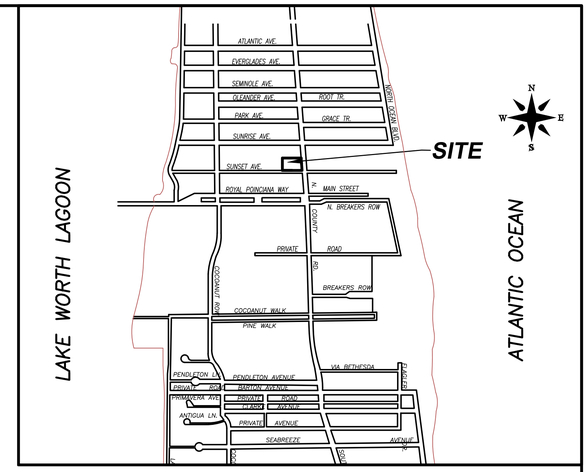
This survey is made specifically and only for the following parties for the purpose of a closing on the surveyed property.

Maudelonde Enterprises, Inc., a Florida corporation
Brookmyer, Hochman, Probst & Jonas, P.A.
Old Republic National Title Insurance Company
Law Office of Paul A. Krasker, P.A.
Palm Beach Orthodox Synagogue, Inc., a Florida not for profit corporation

No responsibility or liability is assumed by the undersigned surveyor for any other purpose or to any other party other than stated above.

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.O.	= CLEAN-OUT
CONC.	= CONCRETE
(D)	= DESCRIPTION DATUM
D.B.	= DEED BOOK
D.E.	= DRAINAGE EASEMENT
E.B.	= ELECTRIC BOX
EL.	= ELEVATION
E.M.	= ELECTRIC METER
ENC.	= ENCROACHMENT
E.O.P.	= EDGE OF PAVEMENT
E.O.W.	= EDGE OF WATER
F.F.	= FINISH FLOOR
FND.	= FOUND
FOB	= FIBER OPTIC BOX
G.A.	= GUY ANCHOR
G.M.	= GAS METER
G.T.	= GREASE TRAP
G.V.	= GAS VALVE
INV.	= INVERT
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
NPS	= NO PARKING SIGN
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
PCS	= PEDESTRIAN CROSSING SIGNAL
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
(R)	= RADIAL
R	= RADIUS
R.C.P.	= REINFORCED CONCRETE PIPE
RGE.	= RANGE
R.P.B.	= ROAD PLAT BOOK
R/W	= RIGHT OF WAY
(S)	= SURVEY DATUM
S.B.	= SETBACK
SEC.	= SECTION
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.MH.	= SANITARY MANHOLE
S.R.	= STATE ROAD
SS	= STOP SIGN
ST.MH.	= STORM MANHOLE
TBT	= TOP OF BARREL TILE ELEVATION
TH	= THRESHOLD ELEVATION
TOP	= TOP OF PARAPET WALL ELEVATION
TOW	= TOP OF WALL ELEVATION
TOR	= TOP OF ROOF ELEVATION
TSB	= TRAFFIC SIGNAL BOX
TWP.	= TOWNSHIP
TYP.	= TYPICAL
U/C	= UNDER CONSTRUCTION
U.E.	= UTILITY EASEMENT
W.C.	= WITNESS CORNER
W.M.T.	= WATER MANAGEMENT TRACT
℄	= BASELINE
℄	= CENTERLINE
△	= CENTRAL ANGLE/DELTA
■	= CONCRETE MONUMENT FOUND (AS NOTED)
□	= CONCRETE MONUMENT SET (LB #4569)
●	= ROD & CAP FOUND (AS NOTED)
○	= 5/8" ROD & CAP SET (LB #4569)
⊙	= IRON PIPE FOUND (AS NOTED)
◕	= IRON ROD FOUND (AS NOTED)
▲	= NAIL FOUND
◉	= NAIL & DISK FOUND (AS NOTED)
◎	= MAG NAIL & DISK SET (LB #4569)
ℙ	= PROPERTY LINE
⊘ ⊠	= UTILITY POLE
⍜	= FIRE HYDRANT
⊞	= WATER METER
⋈	= WATER VALVE
☼	= LIGHT POLE
—E—	= DENOTES UNDERGROUND ELECTRIC LINE MARKED BY OTHERS
—G—	= DENOTES UNDERGROUND GAS LINE MARKED BY OTHERS
—SS—	= DENOTES UNDERGROUND SANITARY SEWER LINE MARKED BY OTHERS
—W—	= DENOTES UNDERGROUND WATER LINE MARKED BY OTHERS



VICINITY SKETCH
(NOT TO SCALE)

PROPERTY ADDRESS:
132 and 120 N County Road
Palm Beach, FL 33480

LEGAL DESCRIPTION:
A parcel of land bounded by the existing exterior walls of the Richardson Greenfield Securities Building and the West right-of-way line of South County Road, Town of Palm Beach, Florida; said parcel of land being part of Lots 175 and 176, Plat of ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page 6, Public Records of Palm Beach County, Florida, and being more fully described as follows:*

COMMENCING *at the Southeast corner of said Lot 176;*
Thence, North 90°00'00" West, along the South line of said Lot 176, a distance of 15 feet to the intersection thereof with the West right of way line of South Country Road and the ***POINT OF BEGINNING;***

Thence, continue North 90°00'00" West, along the South line of said Lot 176, a distance of 5 feet, more or less, to the Southeast corner of the said Richardson Greenfield Securities Building;
Thence, continue North 90°00'00" West, along the South face of said building, a distance of 76 feet, more or less, to the Southwest corner of said building;
Thence, Northerly along the West face of said building, a distance of 27.9 feet;
Thence, Easterly along the Northerly face of said building a distance of 5.4 feet;
Thence, Northerly, along the West Face of said building, a distance of 5.3 feet;
Thence, Easterly along the North face of said building, a distance of 74.41 feet, more or less, to the Northeast corner of said building;
Thence continue Easterly along said line, a distance of 5 feet to the West right of way line of said South County Road;
Thence, South 02°45'00" East, along said right of way line a distance of 33.2 feet, more or less, to the ***POINT OF BEGINNING.***

The bearings stated herein are based on an assumed North 90°00'00" West, along the South line of Lot 176;

AND

Lots 173 through 176 together with lots 180 through 183, inclusive, Plat of ***FLORAL PARK****, as recorded in Plat Book 2, page 6, Public Records of Palm Beach County, Florida.*

LESS AND EXCEPT *THE FOLLOWING DESCRIBED PARCELS*

The South 8.14 feet of Lot 175, Less the East 15 feet thereof, and Lot 176, less the East 15 feet thereof, of the Plat of ***FLORAL PARK*** *according to the Plat thereof, as recoded in Plat book 2, Page 6, of the Public Records of Palm Beach County, Florida, being conveyed out by Warranty Deed, recorded in official Records Book 13287, Page 1027, in the Public Records of Palm Beach County, Florida.*

AND

LESS AND EXCEPT*:*
Lots 178 and 179, ***FLORAL PARK,*** *according to the Plat thereof, as recorded in Plat Book 2, Page 6, Public Records of Palm Beach County, Florida, being conveyed out by Warranty Deed, recorded in Official Records Book 11295, Page 435.*

AND

Parcel A:

The South 8.14 feet of Lot 175, less the East 15 feet thereof, and Lot 176, less the East 15 feet thereof, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida.*

Parcel B*:*

Lot 177, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida, Less the East 15 feet thereof.*

Parcel C:

Lots 178 and 179, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida, Less the East 15 feet thereof.*

FLOOD ZONES:
This property is located in Flood Zones AE (EL. 6) & X, according to F.I.R.M. (Flood Insurance Rate Map) No. 12099C 0581F, dated 10/05/2017.

NOTES:

1. *All information regarding record easements, adjoiners, and other documents that might affect the quality of title to tract shown hereon was gained from commitment number 14768432, issued by Fidelity National Title Insurance Company, dated April 23, 2024. 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 and 0.1' 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 Surveying Corporation. 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 shown 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'.*
15. *Deed Book 19, Page 133 makes reference to existence of telephone easement over the rear of Lots 178 and 179, however no width is given.*
16. *Deed Book 94, Page 154 makes reference to existence of telephone easement over the rear of Lots 175, 176 and 177, however no width is given.*

TITLE COMMITMENT REVIEW

CLIENT: Maudelonde Enterprises, Inc., a Florida corporation	COMMITMENT NO. : 1019266 A1	DATE: 04/23/24			
REVIEWED BY: Craig Wallace	JOB NO. : 21-1097.1				

B2 ITEM NO.	DOCUMENT	DESCRIPTION	AFFECTS AND PLOTTED	AFFECTS AND NOT PLOTT-ABLE	DOES NOT AFFECT	NOT A SURVEY MATTER
1	PB 2 PG 6	All matters contained on the Plat of Map of Floral Park.	●			
2	D.B. 22, PG 118	Easement.			●	
3	DB 94 PG 154	Easement in favor of the West Palm Beach Telephone Company.	●			
4	DB 672 PG 277	Terms and conditions contained in that Party Wall Agreement.	●			
5	ORB 5116 PG 1486	Terms and conditions contained in that Party Wall Declaration and Agreement.	●			
6	ORB 11295, PG 435	Special Warranty Deed (For reference less and except).		●		
7	ORB 13287, PG 1027	Warranty Deed (For Reference Less and Except).				●
8	ORB 13287, PG 1030	Terms and conditions contained in that Easement Agreement.				●

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: 07/05/2024

JAMES G. PEDEN JR. Licensed Number 6122 STATE OF FLORIDA Professional Surveyor and Mapper

James G. Peden, Jr.
Professional Surveyor and Mapper
Florida Certificate No. 6122

REVISIONS

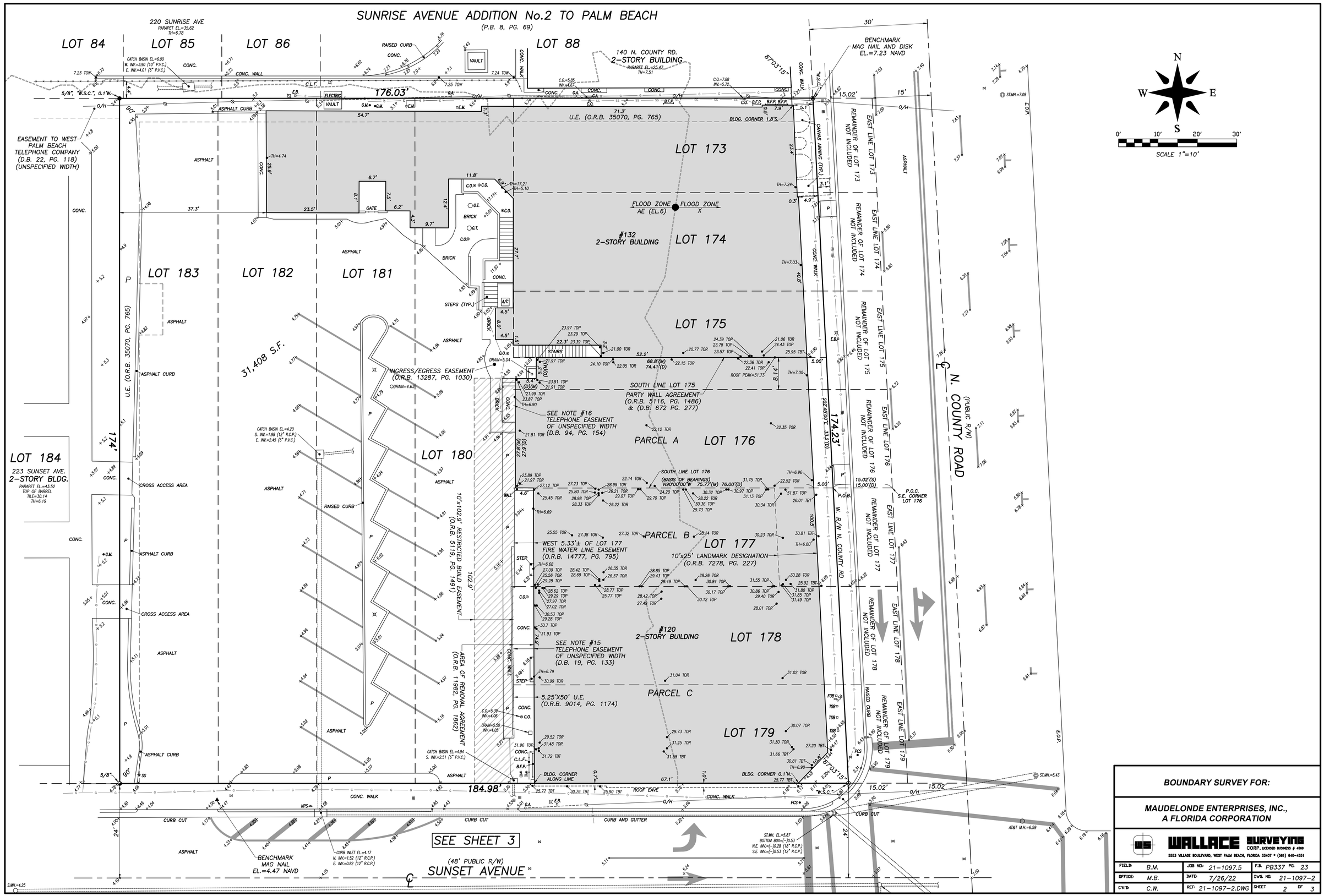
TITLE REVIEW AND UPDATED NOTE #1 S.W. 214300-SE
07/05/24 SURVEY AND TIE-IN UPDATE J.M./S.W. 214300-SE
09/25/23 SPOT ELEVATIONS AND UTILITY LOCATIONS J.M./M.B. 21-1097.7 PB354/17

BOUNDARY SURVEY FOR:

MAUDELONDE ENTERPRISES, INC., A FLORIDA CORPORATION

WALLACE SURVEYING CORP. LICENSED BUSINESS # 4569
5553 VILLAGE BOULEVARD, WEST PALM BEACH, FLORIDA 33407 * (561) 640-4551

FIELD: B.M.	JOB NO.: 21-1097.5	F.B. PB337 PG. 23	
OFFICE: M.B.	DATE: 7/26/22	DWG. NO. 21-1097-2	
C'K'D: C.W.	REF: 21-1097-2.DWG	SHEET 1 OF 3	



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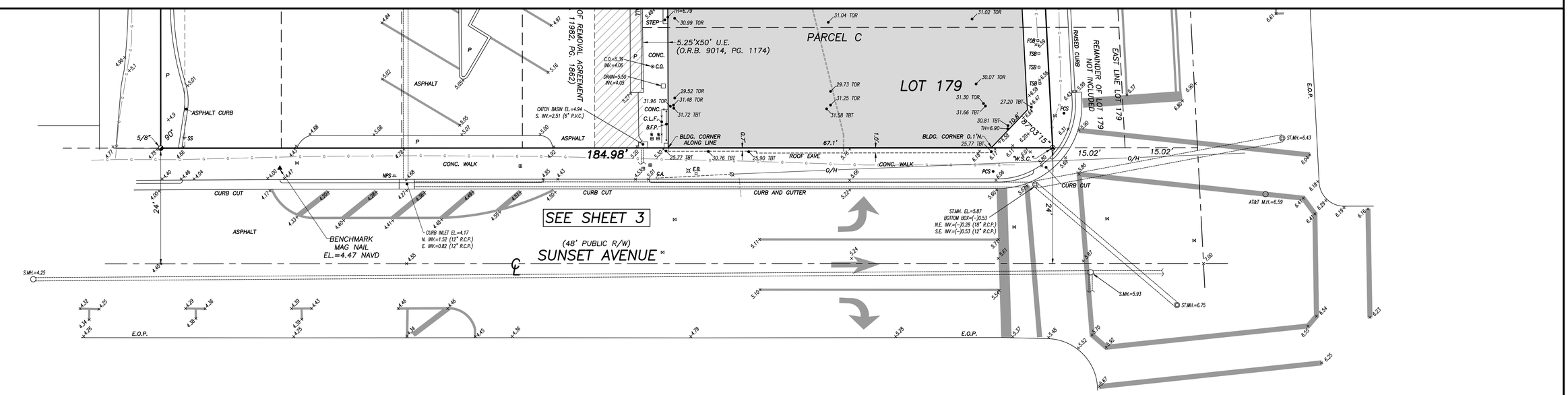
OFFICE:	M.B.	DATE:	7/26/22	DWG. NO.	21-1097-2
CK'D:	C.W.	REF:	21-1097-2.DWG	SHEET	2 OF 3



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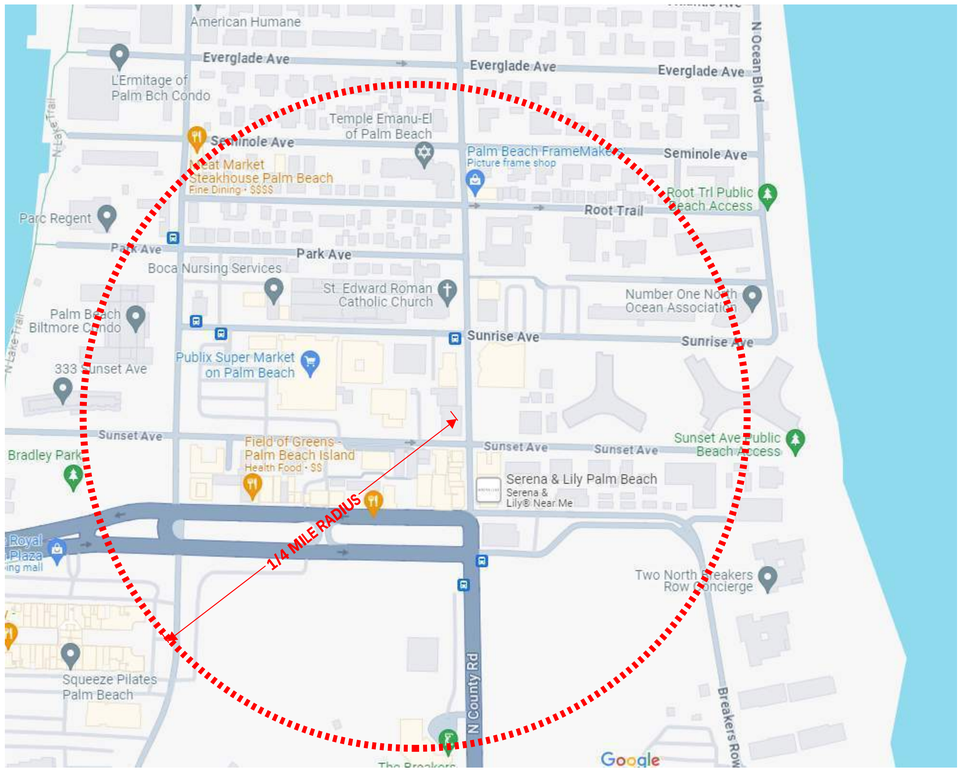
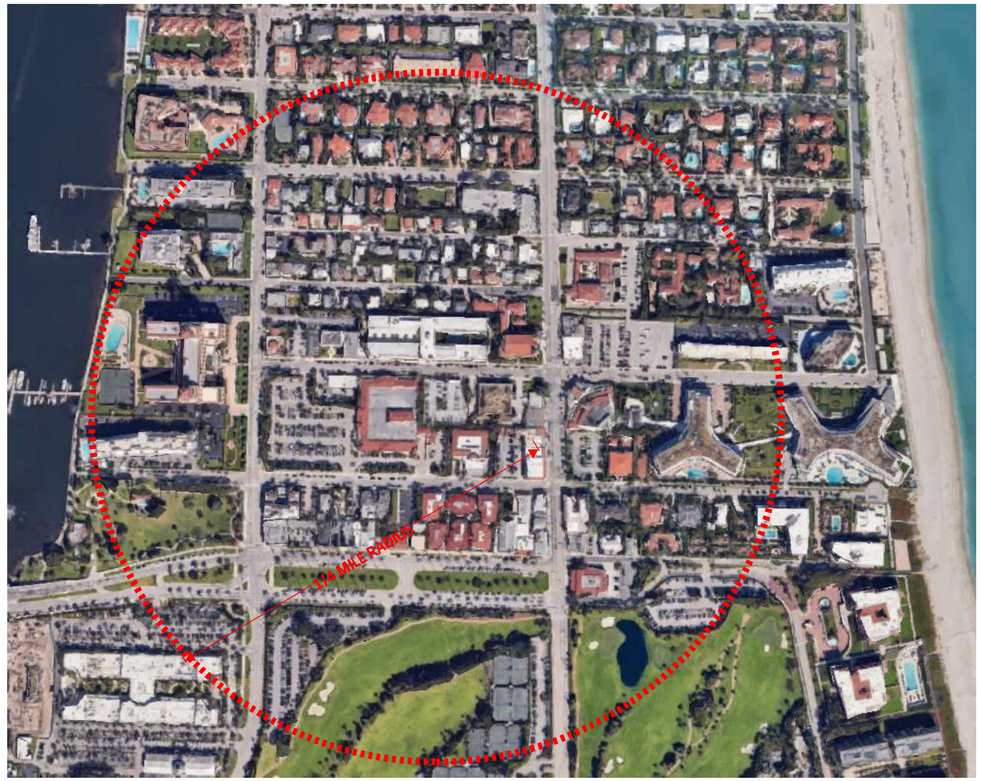
C'K'D: C.W.	REF: 21-1097-2.DWG	SHEET 3 OF 3	



PROPOSED VICINITY MAP

SCALE: NTS



PROPOSED LOCATION MAP

SCALE: NTS

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

VICINITY AND LOCATION MAP

SHEET NUMBER

SUR1.0







































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Project Manager: K. Fant

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PALM BEACH
SYNAGOGUE

Project Address:
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SHEET NAME

ADJACENT BUILDING PHOTOS

SHEET NUMBER

SUR1.1































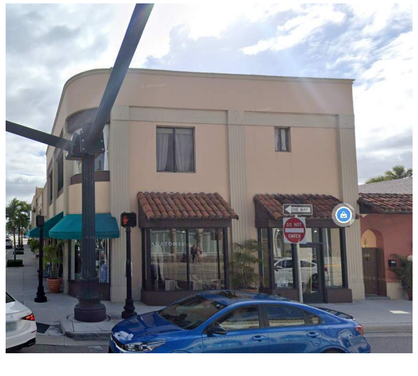

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SHEET NAME

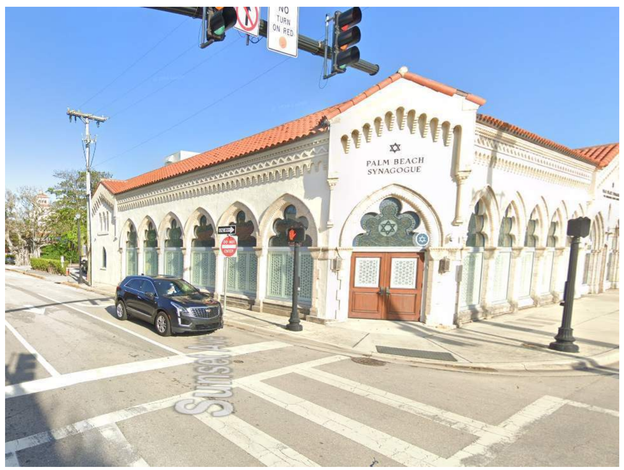
ADJACENT BUILDING PHOTOS

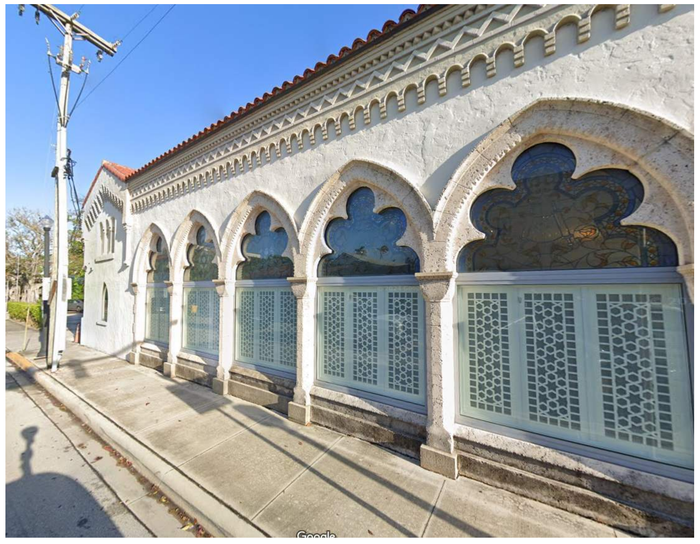
SHEET NUMBER

SUR1.2



















EXISTING EXTERIOR CONDITIONS

SCALE: NTS

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SYNAGOGUE

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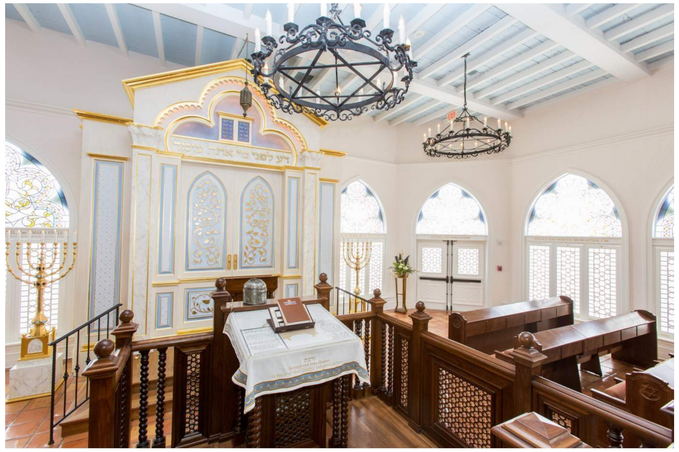
SHEET NAME

EXISTING EXTERIOR CONDITIONS

SHEET NUMBER

SUR1.3





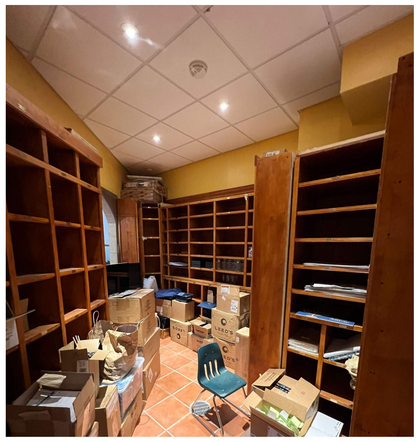


















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SHEET NAME

EXISTING INTERIOR CONDITIONS

SHEET NUMBER

SUR1.4





EXISTING FIRST FLOOR - USABLE SF (NET)

- SANCTUARY - 3,256 SF
- SOCIAL HALL - 1,990 SF
- CIRCULATION - 1,163 SF
- RESTAURANT - 3,255 SF
- KOSHER KITCHEN - 1,151 SF
- BATHROOMS - 495 SF
- STORAGE - 741 SF
- OFFICES - 138 SF
- UTILITY - 188 SF

TOTAL NET:
- FIRST FLOOR: 12,353 SF NET UNDER AIR
- SECOND FLOOR: 3,924 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 19,297 SF

PROPOSED FIRST FLOOR - USABLE SF (NET)

- SANCTUARY - 3,256 SF
- SOCIAL HALL - 1,990 SF
- CIRCULATION - 1,163 SF
- OVERFLOW GENERAL EVENT/ TEEN SUNDAY SCHOOL - 2,503 SF
- KOSHER KITCHEN - 620 SF
- BATHROOMS - 495 SF
- STORAGE - 1,248 SF
- OFFICES - 890 SF
- UTILITY - 188 SF

TOTAL NET:
- FIRST FLOOR: 12,353 SF NET UNDER AIR
- SECOND FLOOR: 3,924 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 19,297 SF

1 EXISTING FIRST FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

2 PROPOSED FIRST FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

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KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # IDA422
AIA # 30425933 NCARB # 87929

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Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

EXISTING& PROPOSED FIRST FLOOR PLAN DIAGRAM

SHEET NUMBER

SP1.1

NOT FOR CONSTRUCTION

N W E S

SCHEMATIC DESIGN





EXISTING SECOND FLOOR - USABLE SF (NET)

- CIRCULATION - 796 SF
- SUNDAY SCHOOL CLASSROOMS - 795 SF
- OFFICES - 895 SF
- BATHROOMS - 108 SF
- STORAGE - 1,176 SF
- PROJECT CONNECT - 154 SF
- 2-STORY VOLUME - OPEN TO BELOW

TOTAL NET:
- FIRST FLOOR: 12,353 SF NET UNDER AIR
- SECOND FLOOR: 3,924 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 19,297 SF

PROPOSED SECOND FLOOR - USABLE SF (NET)

- CIRCULATION - 796 SF
- SUNDAY SCHOOL CLASSROOMS - 2,383 SF
- OFFICES - 387 SF
- BATHROOMS - 108 SF
- STORAGE - 96 SF
- PROJECT CONNECT - 154 SF
- 2-STORY VOLUME - OPEN TO BELOW

TOTAL NET:
- FIRST FLOOR: 12,353 SF NET UNDER AIR
- SECOND FLOOR: 3,924 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 19,297 SF

1 EXISTING SECOND FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

2 PROPOSED SECOND FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

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INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

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Project Manager: K. Fant

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Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

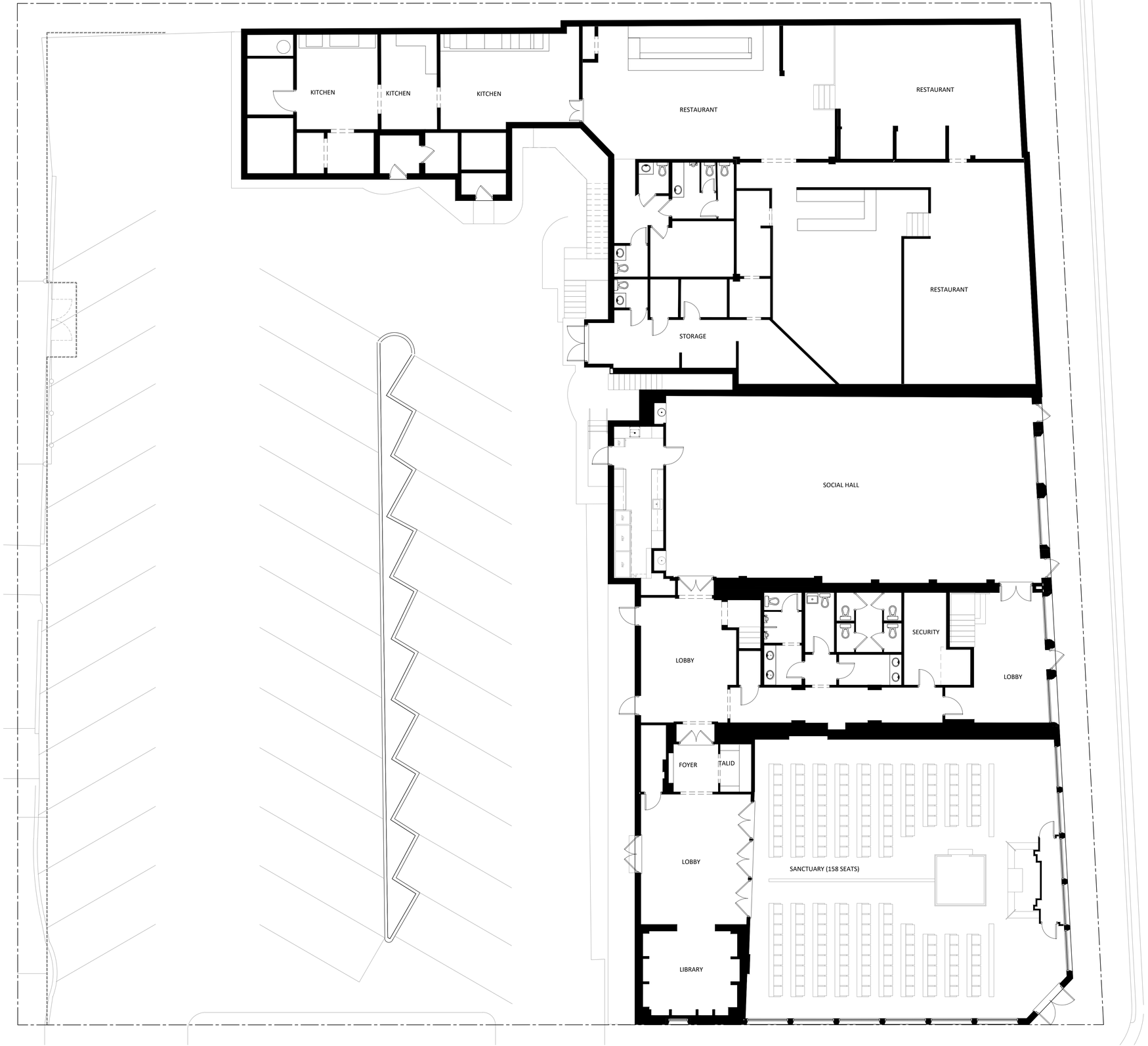
EXISTING & PROPOSED SECOND FLOOR PLAN DIAGRAM

SHEET NUMBER

SP1.2

N W E S

SCHEMATIC DESIGN



1 EXISTING FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

Bartholemew + Partners

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PALM BEACH
SYNAGOGUE

Project Address:
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SHEET NAME

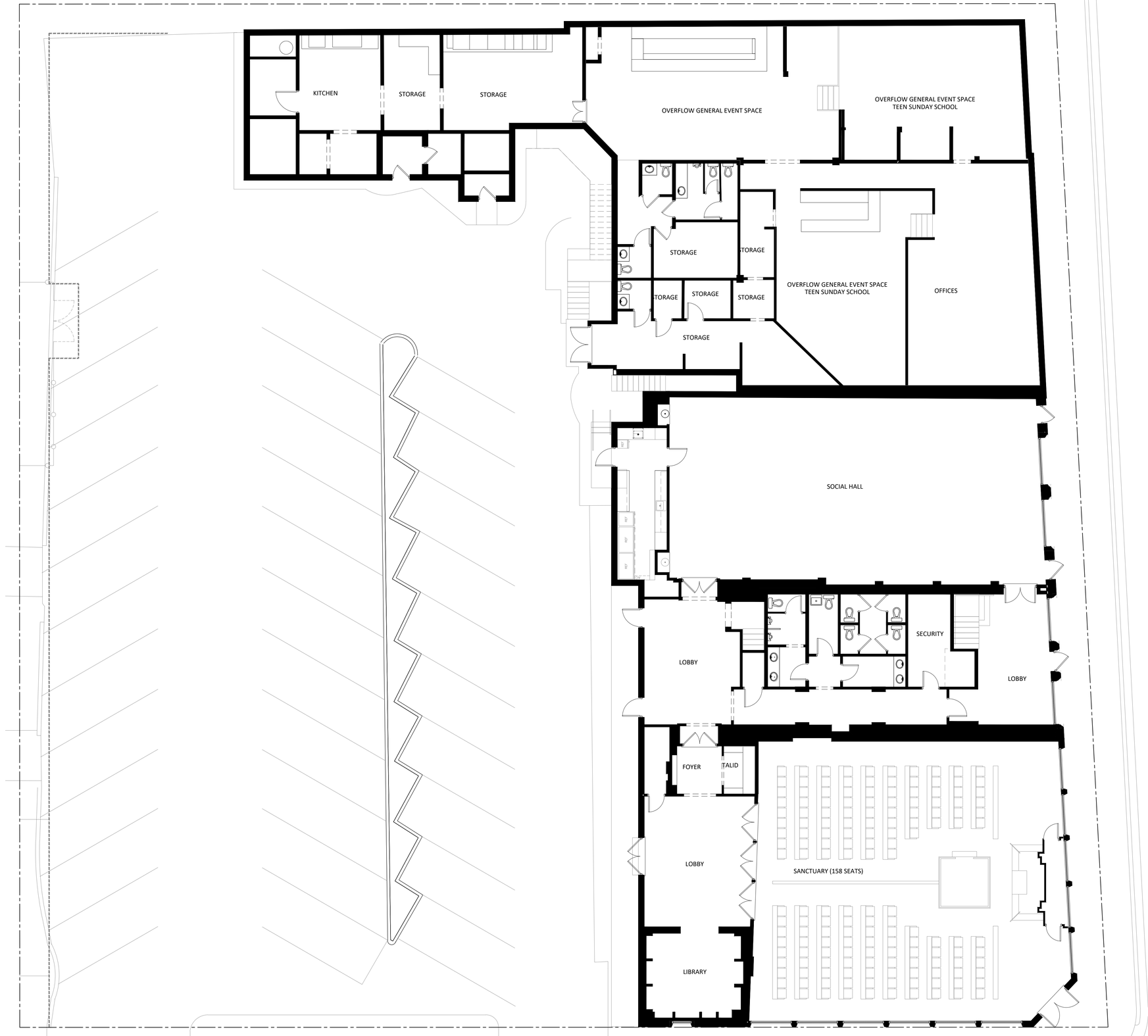
EXISTING FIRST FLOOR/ SITE PLAN

SHEET NUMBER

A1.0

N
W E
S

SCHEMATIC DESIGN



1 PROPOSED FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

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Project Manager: K. Fant

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SYNAGOGUE

Project Address:
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SHEET NAME

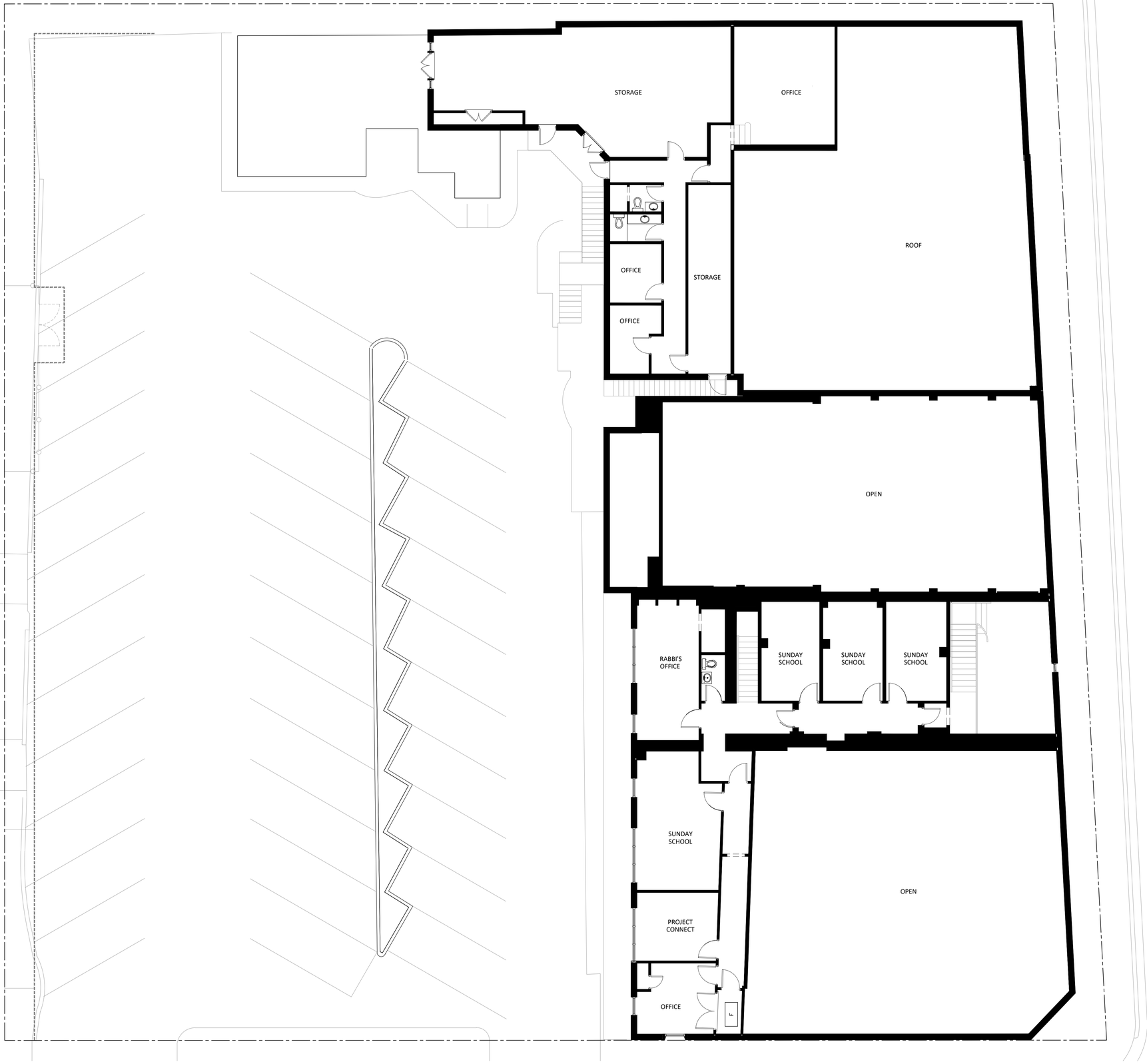
PROPOSED
FIRST FLOOR/ SITE PLAN

SHEET NUMBER

A1.1

N
W E
S

SCHEMATIC DESIGN



1 EXISTING SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

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SHEET NAME

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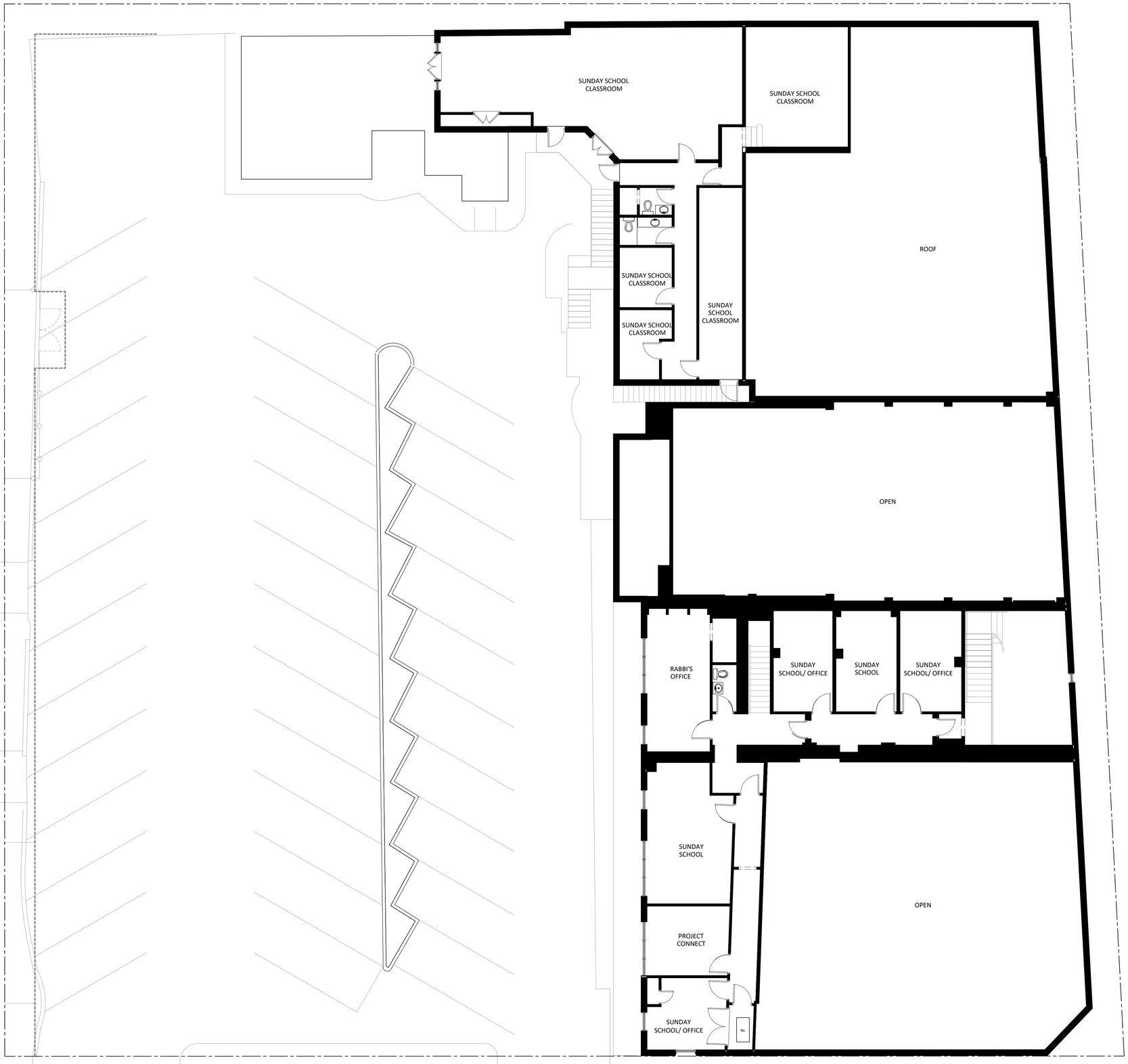
SHEET NUMBER

A1.2

N
W E
S



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SHEET NAME

PROPOSED SECOND FLOOR PLAN

SHEET NUMBER

A1.2

N
W E
S

APPENDIX B

ROADWAY CONCURRENCY ANALYSIS

TABLE 10
TOWN ROADWAY SEGMENT ANALYSIS
AM PEAK HOUR

2028 BUILD OUT

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTE-4
TOTAL AM PEAK HOUR PROJECT TRIPS (EXIT)-1

ROADWAY	FROM	TO	FACILITY TYPE	2024 PEAK HOUR VOLUME	ROAD CLASS	LOS C PEAK HOUR CAPACITY	LOS C V/C RATIO	LOS D PEAK HOUR CAPACITY	LOS D V/C RATIO	LOS E PEAK HOUR CAPACITY	LOS E V/C RATIO	EXISTING PEAK HOUR LOS	2028 BCKGRD TRAFFIC	2028 TOTAL BCKGRD TRAFFIC	2028 BCKGRD LOS	PROJECT DISTRIBUTION	IN/OUT	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	2027 TOTAL TRAFFIC	2027 TOTAL LOS
SUNSET AVENUE	BRADLEY PLACE	SITE	1L COL - One Way	201	II	333	0.60	675	0.30	720	0.28	C	22	223	C	100%	IN	-4	219	C
SUNSET AVENUE	SITE	COUNTY ROAD	1L COL - One Way	113	II	333	0.34	675	0.17	720	0.16	C	17	130	C	100%	OUT	-1	129	C
COUNTY ROAD	SUNRISE AVENUE	SUNSET AVENUE	4L ART - Undivided	1594	II	983	1.62	2190	0.73	2280	0.70	D	130	1724	D	40%	OUT	0	1724	D
COUNTY ROAD	SUNSET AVENUE	ROYAL POINCIANA WAY	4L ART - Undivided	1594	II	983	1.62	2190	0.73	2280	0.70	D	138	1732	D	60%	OUT	-1	1731	D
ROYAL POINCIANA WAY	BRADLEY PLACE	COUNTY ROAD	4L ART - Divided	1307	II	1310	1.00	2920	0.45	3040	0.43	C	350	1657	D	20% IN + 30% OUT		-1	1656	D
BRADLEY PLACE	SUNRISE AVENUE	SUNSET AVENUE	2L COL - Undivided	1249	II	594	2.10	1197	1.04	1269	0.98	E	91	1340	F	40%	IN	-2	1338	F
BRADLEY PLACE	SUNSET AVENUE	ROYAL POINCIANA WAY	2L COL - Undivided	1249	II	594	2.10	1197	1.04	1269	0.98	E	117	1366	F	60%	IN	-2	1364	F

Notes:

2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2024 Annual Traffic Count Update Report compelted by Kimley Horn
Background traffic derived from intersection development sheets from Palm Beach Synagogue Traffic Study dated December 20, 2024
Sunset Avenue existing volumes derived from intersection counts from Palm Beach Synagogue Traffic Study dated December 20, 2024

TABLE 11
TOWN ROADWAY SEGMENT ANALYSIS
PM PEAK HOUR

2028 BUILD OUT

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTI-14
TOTAL PM PEAK HOUR PROJECT TRIPS (EXIT)-8

ROADWAY	FROM	TO	FACILITY TYPE	2024 PEAK HOUR VOLUME	ROAD CLASS	LOS C PEAK HOUR CAPACITY	LOS C V/C RATIO	LOS D PEAK HOUR CAPACITY	LOS D V/C RATIO	LOS E PEAK HOUR CAPACITY	LOS E V/C RATIO	EXISTING PEAK HOUR LOS	2028 BCKGRD TRAFFIC	2028 TOTAL BCKGRD TRAFFIC	2028 BCKGRD LOS	PROJECT DISTRIBUTION	IN/OUT	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	2027 TOTAL TRAFFIC	2027 TOTAL LOS
SUNSET AVENUE	BRADLEY PLACE	SITE	1L COL - One Way	227	II	333	0.68	675	0.34	720	0.32	C	19	246	C	100%	IN	-14	232	C
SUNSET AVENUE	SITE	COUNTY ROAD	1L COL - One Way	181	II	333	0.54	675	0.27	720	0.25	C	11	192	C	100%	OUT	-8	184	C
COUNTY ROAD	SUNRISE AVENUE	SUNSET AVENUE*	4L ART - Undivided	1486	II	983	1.51	2190	0.68	2280	0.65	D	125	1611	D	40%	OUT	-3	1608	D
COUNTY ROAD	SUNSET AVENUE	ROYAL POINCIANA WAY*	4L ART - Undivided	1486	II	983	1.51	2190	0.68	2280	0.65	D	136	1622	D	60%	OUT	-5	1617	D
ROYAL POINCIANA WAY	BRADLEY PLACE	COUNTY ROAD	4L ART - Divided	1325	II	1310	1.01	2920	0.45	3040	0.44	D	282	1607	D	20% IN + 30% OUT		-5	1602	D
BRADLEY PLACE	SUNRISE AVENUE	SUNSET AVENUE	2L COL - Undivided	1260	II	594	2.12	1197	1.05	1269	0.99	E	79	1339	F	40%	IN	-6	1333	F
BRADLEY PLACE	SUNSET AVENUE	ROYAL POINCIANA WAY	2L COL - Undivided	1260	II	594	2.12	1197	1.05	1269	0.99	E	100	1360	F	60%	IN	-8	1352	F

Notes:

2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2024 Annual Traffic Count Update Report compelted by Kimley Horn
Background traffic derived from intersection development sheets from Palm Beach Synagogue Traffic Study dated December 20, 2024
Sunset Avenue existing volumes derived from intersection counts from Palm Beach Synagogue Traffic Study dated December 20, 2024

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

N. COUNTY ROAD TRAFFIC COUNTS

Type of report: Tube Count - Volume Data

LOCATION: County Rd btwn Sunrise Ave and Sunset Ave | **QC JOB #:** 16842102

SPECIFIC LOCATION: | **DIRECTION:** NB, SB

CITY/STATE: Palm Beach, FL | **DATE:** Nov 21 2024 - Nov 24 2024

Start Time	Mon	Tue	Wed	Thu 21 Nov 24	Fri 22 Nov 24	Average Weekday Hourly Traffic	Sat 23 Nov 24	Sun 24 Nov 24	Average Week Hourly Traffic	Average Week Profile
12:00 AM				33	34	34	71	35	43	
01:00 AM				18	31	25	36	43	32	
02:00 AM				6	18	12	23	16	16	
03:00 AM				15	10	13	14	15	14	
04:00 AM				25	20	23	22	15	21	
05:00 AM				60	45	53	32	30	42	
06:00 AM				203	296	250	166	131	199	
07:00 AM				811	831	821	374	280	574	
08:00 AM				1033	1063	1048	517	384	749	
09:00 AM				1001	**1182**	1092	645	497	831	
10:00 AM				929	1071	1000	704	530	809	
11:00 AM				**1083**	1150	**1117**	**737**	**638**	**902**	
12:00 PM				1137	1207	**1172**	748	592	**921**	
01:00 PM				1115	1080	1098	737	**613**	886	
02:00 PM				1116	1142	1129	755	558	893	
03:00 PM				**1139**	1175	1157	**798**	544	914	
04:00 PM				1035	**1227**	1131	651	558	868	
05:00 PM				929	762	846	656	494	710	
06:00 PM				549	637	593	539	384	527	
07:00 PM				350	419	385	380	250	350	
08:00 PM				292	355	324	320	288	314	
09:00 PM				271	306	289	342	203	281	
10:00 PM				175	205	190	187	96	166	
11:00 PM				81	115	98	115	85	99	
Day Total				13406	14381	13900	9569	7279	11161	
% Weekday Average				96.4%	103.5%					
% Week Average				120.1%	128.9%	124.5%	85.7%	65.2%		
AM Peak Volume				11:00 AM 1083	9:00 AM 1182	11:00 AM 1117	11:00 AM 737	11:00 AM 638	11:00 AM 902	
PM Peak Volume				3:00 PM 1139	4:00 PM 1227	12:00 PM 1172	3:00 PM 798	1:00 PM 613	12:00 PM 921	

Comments:

Report generated on 12/3/2024 12:13 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: County Rd btwn Sunrise Ave and Sunset Ave (2nd round) **QC JOB #:** 16842104

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Palm Beach, FL **DATE:** Dec 5 2024 - Dec 8 2024

Start Time	Mon	Tue	Wed	Thu 5 Dec 24	Fri 6 Dec 24	Average Weekday Hourly Traffic	Sat 7 Dec 24	Sun 8 Dec 24	Average Week Hourly Traffic	Average Week Profile
12:00 AM				52	43	48	63	94	63	
01:00 AM				23	34	29	35	55	37	
02:00 AM				1	12	7	21	38	18	
03:00 AM				15	13	14	12	24	16	
04:00 AM				19	21	20	13	19	18	
05:00 AM				46	49	48	36	41	43	
06:00 AM				191	203	197	141	141	169	
07:00 AM				631	720	676	355	278	496	
08:00 AM				1030	1032	1031	494	402	740	
09:00 AM				1054	1071	1063	603	511	810	
10:00 AM				932	1125	1029	668	604	832	
11:00 AM				**1071**	**1158**	**1115**	**709**	**702**	**910**	
12:00 PM				1077	1198	1138	814	**704**	**948**	
01:00 PM				1044	1075	1060	738	603	865	
02:00 PM				1116	1120	1118	730	544	878	
03:00 PM				1060	1195	1128	**822**	553	908	
04:00 PM				**1198**	**1209**	**1204**	782	507	924	
05:00 PM				843	799	821	647	536	706	
06:00 PM				600	727	664	587	427	585	
07:00 PM				345	506	426	498	303	413	
08:00 PM				338	423	381	295	230	322	
09:00 PM				317	416	367	286	216	309	
10:00 PM				166	270	218	316	118	218	
11:00 PM				71	118	95	199	48	109	
Day Total				13240	14537	13897	9864	7698	11337	
% Weekday Average				95.3%	104.6%					
% Week Average				116.8%	128.2%	122.6%	87%	67.9%		
AM Peak Volume				11:00 AM 1071	11:00 AM 1158	11:00 AM 1115	11:00 AM 709	11:00 AM 702	11:00 AM 910	
PM Peak Volume				4:00 PM 1198	4:00 PM 1209	4:00 PM 1204	3:00 PM 822	12:00 PM 704	12:00 PM 948	

Comments:

Report generated on 12/11/2024 11:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

APPENDIX D

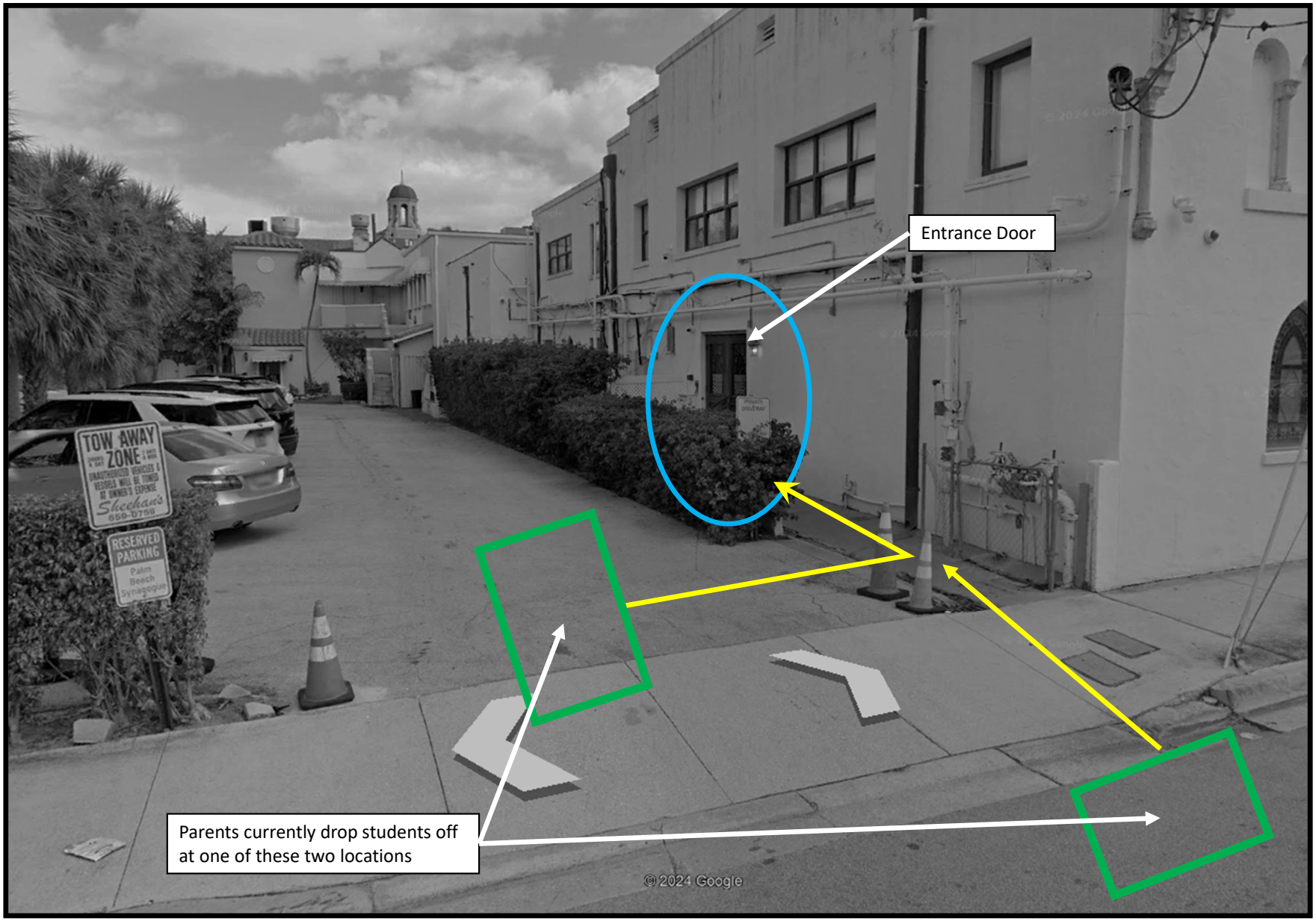
SUNDAY SCHOOL FIELD OBSERVATIONS

Location: Palm Beach Synagogue
Date: Sunday, December 15, 2024

Time	Count	Queue
9:01		
9:03		
9:05		
9:07		
9:09		
9:11		
9:13	0	
9:15	0	
9:17	4	1
9:19	1	1
9:21	2	1
9:23	3	2
9:25	2	1
9:27	1	1
9:29	1	1
9:31	2	1
9:33	2	1
9:35	1	1
9:37	1	1
9:39	1	1
9:41	1	1
9:43	1	1
9:45	2	1
Total =	25	

Time	Count	Queue
12:01		
12:03		
12:05		
12:07		
12:09		
12:11		
12:13	1	
12:15	1	
12:17		
12:19	2	
12:21	1	
12:23		
12:25	1	1
12:27	4	1
12:29	2	1
12:31	3	1
12:33	1	1
12:35	2	1
12:37	1	1
12:39		
12:41		
12:43		
12:45		
Total =	19	

Sunday School Drop Off Location



Existing Sunday School Drop Off Location
Palm Beach Synagogue
Project # 24-073

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

Sunday School



Sunset at N. County – Looking North
9:27 AM



Sunset at N. County – Looking South
9:27 AM

Sunday School



Synagogue Parking Lot
9:35 AM



Sunset Avenue facing West
9:23 AM

Sunday School



Sunset Avenue facing West
12:29 PM



Sunset Avenue facing West
12:43 PM

Sunday School



Palm Beach Synagogue
12:28 PM



Palm Beach Synagogue
12:35 PM

date:	August 1, 2025
to:	James Murphy, AICP, Assistant Director of Planning, Zoning and Building, Town of Palm Beach
from:	Eric Czerniejewski, P.E., ENV SP
subject:	Palm Beach Synagogue 2025 Traffic Review

MEMORANDUM

The Town of Palm Beach has requested traffic engineering review services related to the redevelopment of the Palm Beach Synagogue site located at 132 North County Road in Palm Beach, Florida. The peer review services for this proposed redevelopment include expanding the previously approved use into the neighboring former Chez Jean Pierre restaurant to the north. The following are the initial traffic review comments based on the 03/05/25 letter of intent submittal:

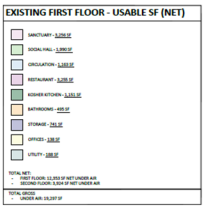
1. Please update the 07/02/25 traffic impact statement and include a narrative that provides a description of the traffic infrastructure improvements programmed at the Bradley Place and Sunset Drive intersection and the Sunset Drive Road segment between Bradley Place and North County Road. This should include details regarding the new traffic control (traffic signal) at this intersection and the conversion from one-way traffic on Sunset Drive to two-way traffic. Please provide a summary of how this changes the site access and the overall traffic circulation.

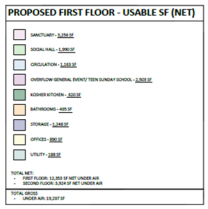
2. Please provide a supplemental Figure 2 which reflects the traffic infrastructure improvements programmed at the Bradley Place and Sunset Drive intersection and the Sunset Drive Road segment between Bradley Place and North County Road. This new Figure 2 should reflect the new driveway volume based on a conversion back to two-way traffic along Sunset Drive.

3. Plan Sheets SP1.1 and SP1.2 provide diagrams for existing and proposed first and second-floor plans. The traffic impact statement notes that there are no changes to the membership, sanctuary seating, or Sunday school being proposed as part of this application. Therefore, the project will not result in any increase in traffic or parking demand. The primary changes to the use of the proposed first and second-floor space are an increase in overflow general event/teen Sunday School (first floor) and Sunday School Classrooms (second floor). Please confirm that there will not be an increase in the number of special events held at the Palm Beach Synagogue as noted in the approved Declaration of



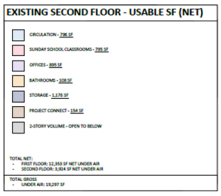


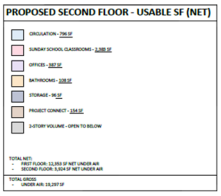












4. Please update the Town Roadway Segment Analysis (Tables 10 and 11) to include the current existing traffic volumes from the Town of Palm Beach 2025 Annual Traffic Count Update Report completed by Kimley-Horn dated 04/22/25.

Discussion Points Regarding the Draft DOUA for ZON-25-0046 120-132 N County Rd., PB Synagogue

Maximum building occupancy:

- During religious events
- At all other times

Sunday School:

- Attendees limited to children of members
- Maximum number of attendees
- Days and times
- Drop off and pick up area
- Staff parking
- Limits on Sunday School expansion

Social Hall:

- Types of events
- Maximum number of attendees
- Special Events

Sanctuary:

- Types of use
- Maximum number of attendees

Special Events:

- Types of Special Events
- Days and times
- Maximum number of events per _____
- Maximum number of attendees
- Required security
- Parking / valet operations

Parking:

- Normal location and number of spaces

Parking Off-site for Special Events and certain holidays

Off-site parking agreements required

Valet parking

Use of on-site parking area

Deliveries

Misc:

Town right to conduct inspections

Synagogue to return to Town Council at certain intervals for a review of conditions

CFN 20080184905
OR BK 22640 PG 0733
RECORDED 05/14/2008 16:25:48
Palm Beach County, Florida
Sharon R. Bock, CLERK & COMPTROLLER
Pgs 0733 - 745; (13pgs)

Prepared by/Return to:
Richard P. Zaretsky, Esq.
1655 Palm Beach Lakes Blvd.
Suite 900
West Palm Beach, FL 33401
(561) 689-6660
version 4.4

DECLARATION OF USE AGREEMENT BETWEEN THE TOWN OF PALM BEACH AND PALM BEACH ORTHODOX SYNAGOGUE, INC.

This Declaration of Use Agreement ("Declaration") is entered into this 12th day of May, 2008 by Palm Beach Orthodox Synagogue, Inc. ("Declarant") whose address is 120 N. County Road, Palm Beach, FL 33480 and the Town of Palm Beach, Florida, a municipal corporation ("Town").

RECITALS

A) WHEREAS, Declarant is the fee simple owner of that certain real property located at 122 N. County Road, Palm Beach, FL 33480, more completely described in Exhibit "A" attached hereto (the "Property").

B) WHEREAS, the Property as described in drawing dated June 12, 2007 drawn by Arthur Chabon Architect which is made a part of the application and shows certain 2nd floor space located in 122 North County Road, and depicts such certain space as "undeveloped". A partial reproduction of that drawing is attached hereto as Exhibit "B".

C) WHEREAS, Declarant, for the purposes of obtaining approval of the Town of Palm Beach Special Exception #3-2007, has agreed to enter into this Declaration of Use Agreement with the Town of Palm Beach as set forth in the Minutes of the meeting of the Town Council held on May 8, 2007. A partial reproduction of the minutes of that meeting, being all of the minutes relating to Special Exception #3-2007, is attached

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hereto as Exhibit "C".

D) WHEREAS, Declarant, for the purposes of obtaining approval of the Town of Palm Beach Special Exception #3-2007, has agreed to allow seating and use in all areas other than the "undeveloped" area as set forth in Exhibit "B". Attached as Exhibits "D-1" and "D-2" are the room seating designations for the space other than the "undeveloped" area.

E) WHEREAS, the Town has as part of its file for Special Exemption #3-2007, full sets of the Exhibits A, B, C and D -1 and D -2 that are made a part of this Agreement and those drawings are incorporated into this Agreement.

NOW, THEREFORE, the parties agree as follows:

1) The foregoing Recitals are true and correct, and are incorporated herein by reference.

2) Declarant hereby imposes on the Property the seating and use designations provided for in Special Exception #3-2008 with Site Plan Review identified in exhibits D -1 and D -2 as follows:

a. The maximum of 158 seats are allowed in the sanctuary.

b. A maximum of 158 seats are allowed in the multi-purpose room when the sanctuary is not in use.

c. A maximum of 100 seats are allowed in the multi-purpose room when the sanctuary is in use.

d. A maximum of 21 seats are allowed to be used in the upstairs area as identified in D -1 and D - 2.

3) Declarant hereby imposes on the Property the following restriction of

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the "undeveloped" area identified in Exhibit B as follows: The room depicted as the "undeveloped" area will remain vacant and locked at all times unless and until Declarant has received from the Town a variance and a modification to this Agreement so as to allow this restriction to be rescinded.

4) It is the intention of the Declarant that the limitation on use contained in this Declaration shall run with the land and with the title to the Property, and shall apply to and be binding upon and inure to the benefit of successors and assigns of Declarant, and to Town, its successors and assigns and to any and all parties hereafter having any right, title, or interest in the Property or any part thereof. The Town, its successors and assigns, may enforce the terms and conditions of this Declaration by injunctive relief and other appropriate available legal remedies. Any forbearance on behalf of the Town to exercise its right in the event of the failure of the Declarant, its successors and assigns to comply with the provisions of the Declaration shall not be deemed or construed to be a waiver of the Town's rights hereunder. This Declaration shall continue in perpetuity, unless otherwise modified in writing by Declarant, its successors and assigns and the Town, its successors and assigns as provided in Paragraph 6 hereof. At such time as Declarant or any successor or owner of this Property has conveyed all of its right, title, and interest in the Property, Declarant shall have no further duties or obligations under this Declaration.

5) In order to ensure the perpetual nature of these restrictions, Declarant shall record this Declaration at its own expense. Declarant, its successors and assigns, shall reference this Declaration in any subsequent deed of conveyance including

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the recording book and page of record of this Declaration; provided, however, if said reference is for some reason omitted, it shall be deemed to be included by virtue of the recording of this Declaration, and it shall continue to be binding upon any such grantee in the same manner as if the reference to this Declaration had been included in said deed.

6) This Declaration is binding until a release of covenant or other document evidencing the release is executed by the Town Manager or designee of the Town of Palm Beach and Declarant, or its successors or assigns, and is recorded in the county land records. This Declaration may be modified in writing only. Any subsequent amendment must be executed by both Declarant and the Town or their respective successors and assigns, and be recorded by Declarant or its successors and assigns.

7) If any provision of this Declaration is held to be invalid by any Court of competent jurisdiction, the invalidity of such provision shall not affect the validity of any other provisions thereof. All such provisions shall continue unimpaired in full force and effect.

8) 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 in the Code of Ordinances; (b) revocation of the approval of expansion of the Synagogue and the additional seating relating thereto; (c) revocation of the occupational license: and (d) all remedies otherwise authorized in the Town's Code of Ordinances. All of such remedies shall be available as set forth in the Town's Code of Ordinances and in the civil courts of Palm Beach County, 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-

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performance of this Agreement, or any of its covenants, agreement, terms or conditions, the prevailing party shall be entitled to recover its costs, expenses and reasonable attorney fees incurred as a result of litigation, including appeals.

IN WITNESS WHEREOF, Declarant has executed this instrument this 8 day of April, 2008.

Witness

Witness

Witness

Witness

By: Richard P. Zaretsky, Esq.,
on behalf of
Palm Beach Orthodox Synagogue, Inc.
P.O. Box 1028
Palm Beach, FL 33480

By: PETER B. ELWELL, TOWN MANAGER
Town of Palm Beach

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 8 day of May, 2008, by Richard P. Zaretsky, authorized representative on behalf of the Palm Beach Orthodox Synagogue, Inc., who
X is personally known to me, OR
_____ has produced _____ as identification

BONITA NANDSAWICKI
MY COMMISSION EXPIRES AUG 07, 2009
#DD448832
Notary Public, State of Florida
Bonded through 1st State Insurance

Notary Public

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 12th day of May, 2008, by PETER B. ELWELL, on behalf of the Town of Palm Beach, who ✓ is personally known to me, OR_____ has produced _____ as identification

DIANE CAROL KASSOVER
MY COMMISSION # DD339965
EXPIRES: July 21, 2008
Fl. Notary Discount Assoc. Co
Notary Public State of Florida
1-800-3-NOTARY

Diane Carol Kassover
Notary Public

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Approved as to legal form
and sufficiency

John "Skip" Randolph, Town Attorney date: 5/8/08

RECOMMEND APPROVAL:

5/7/08

Paul Castro, AICP
Zoning Administrator

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EXHIBIT A - LEGAL DESCRIPTION

Lots 178-176 and the South 8.14 Feet of Lot 175, Floral Park, as recorded in Plat Book 2, Page 6, Palm Beach County, Florida Public Records, less the East 15 Feet of County Road Right of Way.

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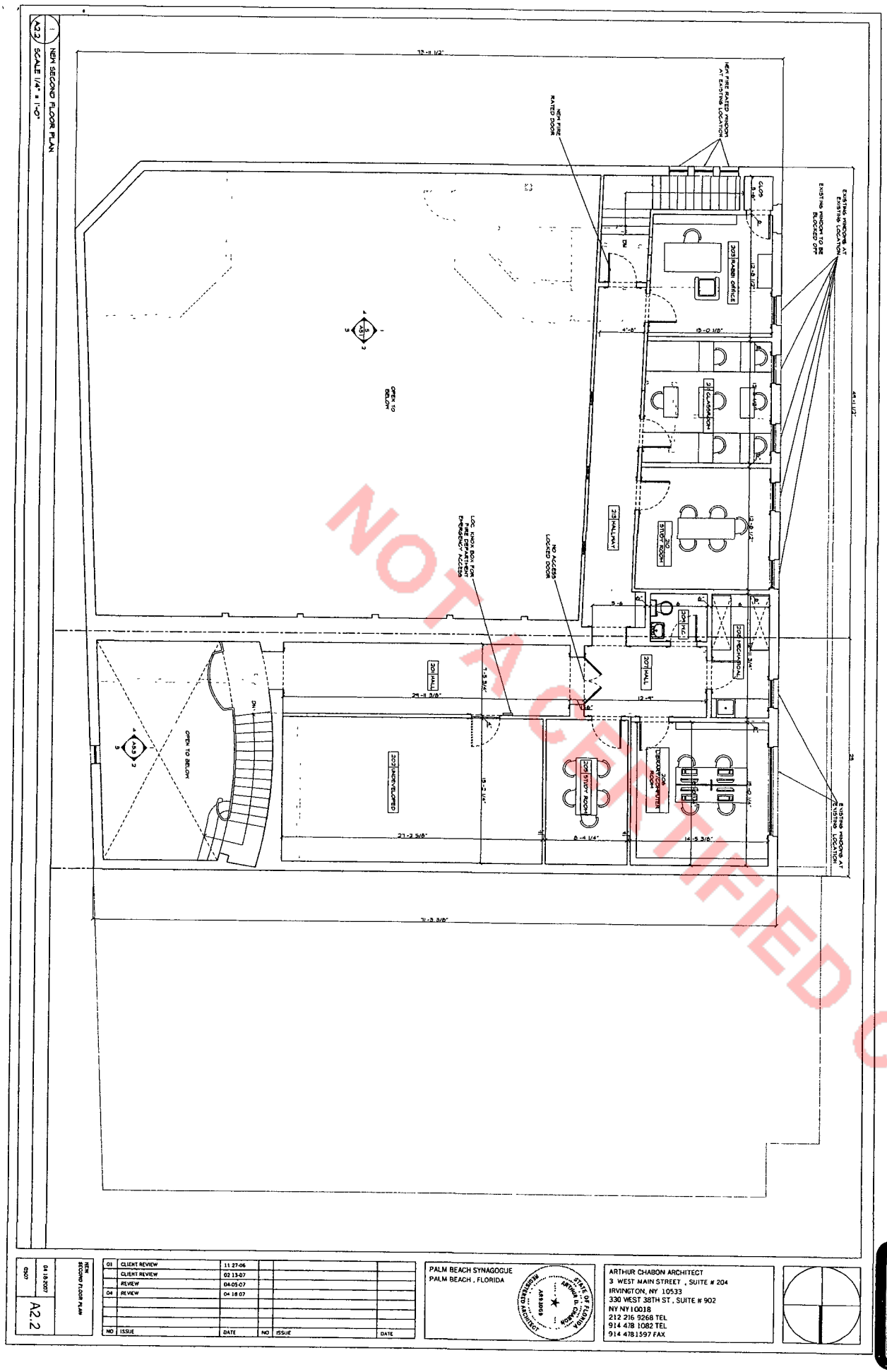
EXHIBIT "A"



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NEW SECOND FLOOR PLAN	04.18.2007	A2.2

NO	ISSUE	DATE	NO	ISSUE	DATE
01	CLIENT REVIEW	11 27-06			
	CLIENT REVIEW	02 13-07			
	REVIEW	04-05-07			
04	REVIEW	04 18 07			

PALM BEACH SYNAGOGUE
PALM BEACH , FLORIDA

STATE OF FLORIDA ARTHUR D. CHABON REGISTERED ARCHITECT AR13059

ARTHUR CHABON ARCHITECT
3 WEST MAIN STREET , SUITE # 204
IRVINGTON, NY 10533
330 WEST 38TH ST , SUITE # 902
NY NY 10018
212 216 9268 TEL
914 478 1082 TEL
914 478 1597 FAX

EXHIBIT B

In response to Council Member Coniglio, Mr. Castro advised that ARCOM had approved the project that met the Zoning Code without requiring a variance.

On roll call, the motion to deny Variance #3-2007 carried unanimously.

b. SPECIAL EXCEPTION #3-2007 WITH SITE PLAN REVIEW The application of Palm Beach Orthodox Synagogue, Inc. relative to property described as Floral Park Lots 178, 177, 176, and S. 8.14 feet of Lot 175; commonly known as 120, 122 and 126 North County Road; located in the C-TS Zoning District. Special Exception to expand the existing Synagogue by using the existing office building that was Rampell & Rampell as the foyer to join the applicant's property to the South (the operating sanctuary) to the property to the North (the previously approved multi-purpose room); and to reconfigure the 2nd story by removing 1,127 square foot thereof while retaining room for 3 offices. Based on the principle of equivalency of this use, the additional space will demand less parking than the previous use. The request proposes to increase the occupancy of the multi-purpose room from 132 (as allocated under Special Exception #14-99) seats to 158 seats to match sanctuary occupancy. In addition, this request also proposes to allow this multi-purpose occupancy to increase based on the permitted principal of equivalency for parking from the approved 52 (as allocated under Special Exception #27-2001) seats to 100 seats when the sanctuary is in use. Such increase does not maximize its permitted use under equivalency. *Deferred from the March 13, 2007, and April 10, 2007, Town Council meetings.*

Ex-parte communication was declared by President Kleid who had met with the President of the Synagogue several months ago.

Attorney Richard Zaretsky, on behalf of the applicant, provided an overview of the request for a special exception to expand the Synagogue using the existing office building that was Rampell & Rampell. He stated that the key point was that this had essentially been rolled back into a re-approval of Special Exception No. 15-2005, approved July 12, 2005. He noted that the primary focus was the upstairs of the old Rampell & Rampell building. He provided architectural plans to discuss the proposed project.

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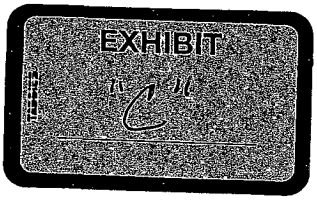

Zoning Administrator Castro reviewed the architectural plans to discuss the proposed project. He commented that if the Town Council approved the plan, as presented today, staff recommended, as a condition of that approval, a Declaration of Use Agreement, as it related to the enclosure of the vacant area, seating in the offices or the small study rooms, and specifically the use of that area. He advised that the applicant would have to come back before the Town Council when they wanted to use additional space, but they would have to find parking either in a shared parking concept with a variance request and a special exception or some other type of mitigating factor.

In response to President Kleid, Attorney Zaretsky responded that he questioned staff's request for a Declaration of Use Agreement.

In response to Attorney Zaretsky, Mr. Castro advised that they would still be short of parking spaces, but because of the proposed seating. He explained that the second floor plan had originally been for offices only, but the present proposal shown was for study rooms with more seating capacity. Staff looked at seating capacity, not just the room function, when the special exception use was for any assembly such as this. He noted that the seating capacity was a concern.

Mr. Castro advised that in addition to the execution of a Declaration of Use Agreement, a Unity of Title would be required in order to open up and join all three areas along with a special exception, a site plan review, and a parking analysis as it related to the proposal for the vacant area, which would be kept locked.

After further discussion, **a motion was made by Council Member Brooks to approve Special Exception #3-2007 with Site Plan Review with conditions that a Declaration of Use Agreement and a Unity of Title be executed by Attorney Zaretsky representing the Palm Beach Orthodox Synagogue and Director of Planning, Zoning, and Building Close representing the Town of Palm Beach.**

Ms. Close suggested that the Town Manager be authorized to execute the Declaration of Use Agreement.

Council Member Brooks amended his motion to authorize the Town Manager to execute the Declaration of Use Agreement on behalf of the Town. The motion was then seconded by Council Member Coniglio.

Mr. Castro clarified that the Declaration of Use Agreement would be related to the vacant room, and advised that staff wanted the Declaration of Use Agreement to include that the applicant agreed to keep that vacant room locked at all times. The area could only be used after they came back to the Town Council to get approval for its use, which might then require a variance for parking,

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depending on what was proposed in respect to seating.

Discussion ensued relative to the entire upstairs area as it related to parking, and Attorney Zaretsky advised that President Kleid was correct that if that area was used for office space only, there would be enough parking, but if it was decided to use it for other reasons, there might not be enough parking.

On roll call, the motion carried unanimously.

Mr. Zaretsky advised that the Rabbi just mentioned to him that those rooms were previously designated as office space, and if the applicant applied for permitting for office space, then that would not be an issue.

Mr. Castro advised that would be the decision of the Town Council, because the applicant's proposal was to keep the vacant area locked. He noted that he would have to re-evaluate their seating again, as well, because the first proposal showed five offices and that would be a different parking scenario than was shown on their plans.

President Kleid advised that basically they had received the requested approval, and if they wanted more they would have to come back before the Town Council.

c. VARIANCE #9-2007 The application of Malcolm and Linda Glazer relative to property described as lengthy legal description on file; commonly known as 1482 South Ocean Boulevard; located in the R-AA Zoning District. Request for a variance to construct an elevator addition with a building height plane setback of 44.4 feet in lieu of the 60.3 feet minimum setback required by code. *Deferred from the April 10, 2007, Town Council Meeting.*

Item XII.C.3.b. was withdrawn under Item VII., Approval of Agenda.

4. New Business- More Than 15 Minutes

a. SITE PLAN REVIEW #8-2007 WITH VARIANCE The application of Victor Moore and John J. Tatooles relative to property described as Lots 6 and 6A of OCEAN VIEW, according to the Plat thereof as recorded in Plat Book 21, Page(s) 16, of the Public Records of Palm

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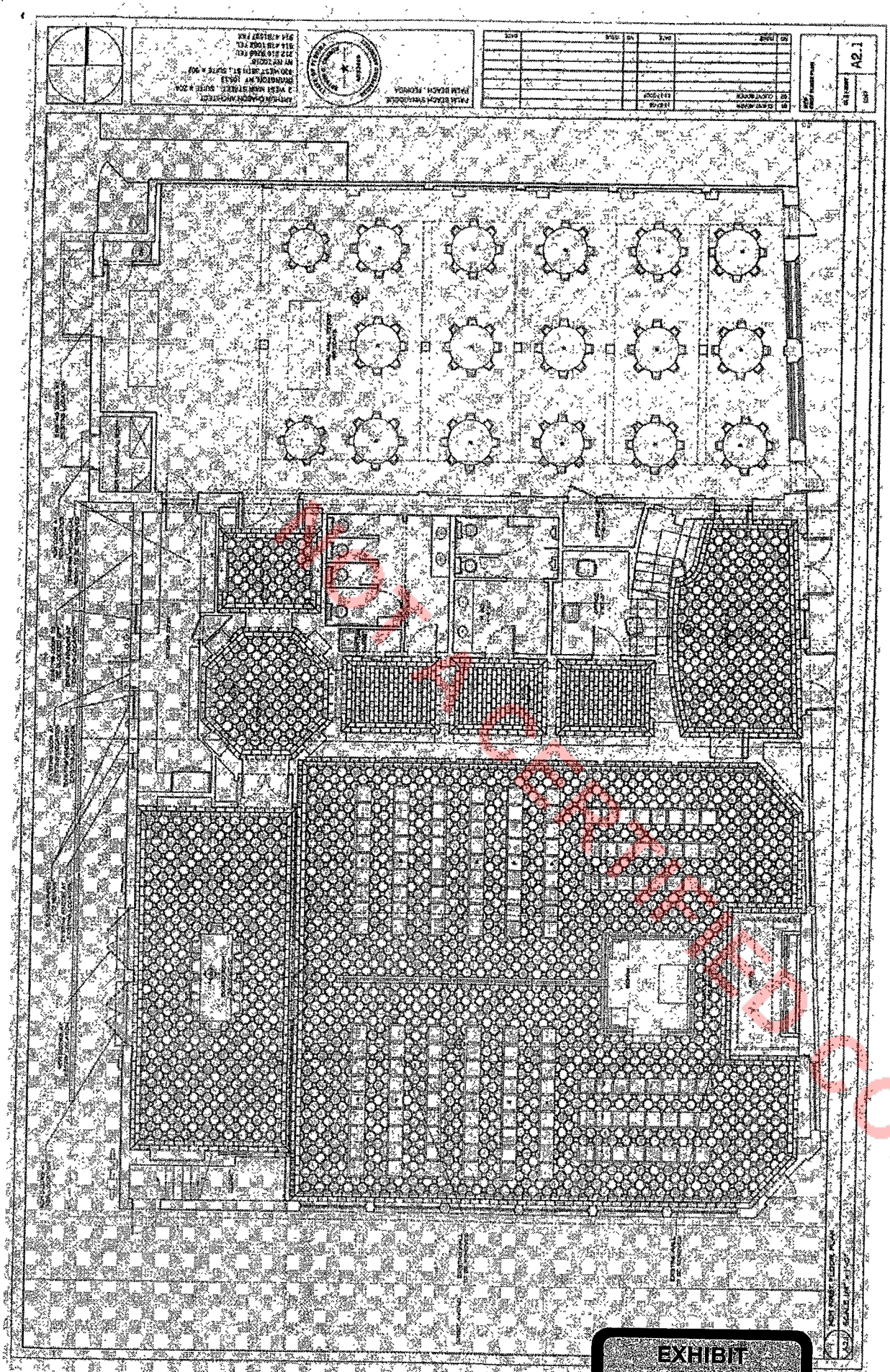

EXHIBIT

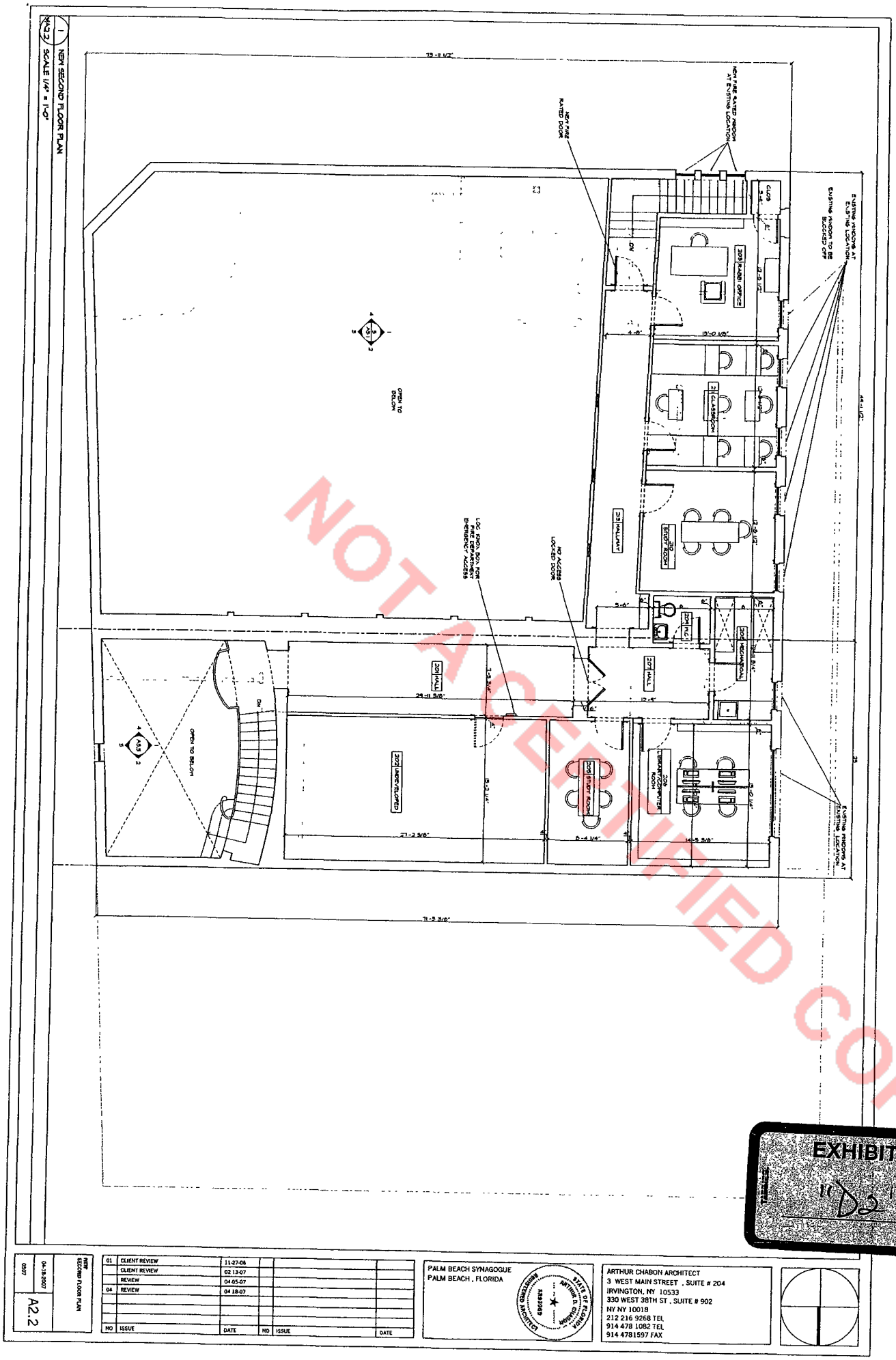

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EXHIBIT "D2"

NO	ISSUE	DATE	NO	ISSUE	DATE
01	CLIENT REVIEW	11-27-06			
	CLIENT REVIEW	02 13-07			
	REVIEW	04-05-07			
04	REVIEW	04 18-07			

NEW SECOND FLOOR PLAN

04-18-2007

0507

A2.2

PALM BEACH SYNAGOGUE
PALM BEACH , FLORIDA

STATE OF FLORIDA ARTHUR D. CHABON REGISTERED ARCHITECT AR93069

ARTHUR CHABON ARCHITECT
3 WEST MAIN STREET , SUITE # 204
IRVINGTON, NY 10533
330 WEST 38TH ST , SUITE # 902
NY NY 10018
212 216 9268 TEL
914 478 1082 TEL
914 4781597 FAX

Prepared by, record, and return to:
Harvey E. Oyer, III, ESQ
525 Okeechobee Blvd. Suite 1100
West Palm Beach, FL 33401

AMENDMENT OF DECLARATION OF USE AGREEMENT

by

THE TOWN OF PALM BEACH

and

PALM BEACH ORTHODOX SYNAGOGUE, INC.

_____, 2025

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AMENDMENT OF DECLARATION OF USE AGREEMENT

THIS AMENDMENT OF DECLARATION OF USE AGREEMENT ("Amended Agreement") is made and entered into this _____ day of _____, 2025 by and between the TOWN OF PALM BEACH, a Florida municipal corporation, whose address is 360 South County Road, Palm Beach, Florida 33480 (hereinafter called "Town") and Palm Beach Orthodox Synagogue, Inc., whose address is 120 North County Road, Palm Beach, Florida 33480 (hereinafter called "PB Synagogue"), which terms "Town" and "PB Synagogue" will include and bind the successors and assigns of the parties, wherever the context so requires or admits.

WITNESSETH:

WHEREAS, the Town and PB Synagogue heretofore entered into a Declaration of Use Agreement, dated May 12, 2008, recorded in Official Records Book 22640, Page 0733, of the Public Records of Palm Beach County, Florida, a recorded copy of which is attached hereto as Exhibit "A" (the "Agreement"); and

WHEREAS, the Agreement affected certain land described therein located at 120 N. County Road within the municipal limits of the Town as more particularly described in Exhibit "B" attached hereto (the "Original Synagogue Property"); and

WHEREAS, this Amended Agreement affects the Original Synagogue Property and the additional property acquired by PB Synagogue described in Exhibit "C" attached hereto ("Chez Jean Pierre Property") and made a part hereof (the Original Synagogue Property together with the Chez Jean Pierre Property are collectively hereinafter referred to as the "Property") located at 120-132 N. County Road within the municipal limits of the Town; and

WHEREAS, the Agreement reflected the terms and conditions of a Special Exception / Site Plan Review approved by the Town for the Original Synagogue Property (Special Exception #3-2007 with Site Plan Review), hereinafter referred to as the "Prior Approval"; and

WHEREAS, the Agreement provides that it may be amended by written instrument signed by all parties thereto; and

WHEREAS, on July 7, 2025, PB Synagogue submitted an application for a Special Exception Use / Site Plan Review (Application Number ZON-25-0046, hereinafter referred to as the "Application") on the Property; and

WHEREAS, the Town has as part of its file for the Application, a copy of the site plan sheets SP1.1 and SP1.2 which are made a part of this Amended Agreement and incorporated into this Amended Agreement, copies of which are attached as Exhibit "D"; and

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WHEREAS, the Town Council conditionally approved the Application on _____ which granted approval of a Special Exception to allow the expansion of the Original Synagogue Property into the abutting Chez Jean Pierre Property and the use of the Chez Jean Pierre Property for a house of worship (synagogue) purposes (hereinafter referred to as the "Project"); and

WHEREAS, the terms and conditions contained in the Agreement are only applicable to the Prior Approval and the Original Synagogue Property and are hereby repealed and replaced with the terms and conditions in this Amended Agreement as set forth herein; and

WHEREAS, the parties wish to amend the Agreement with this Amended Agreement to reflect the addition of the Project and the changes approved by the Town as part of the Project approval; and

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

NOW, THEREFORE, in consideration of the mutual promises set forth herein, the receipt and sufficiency of which is hereby acknowledged by both parties, it is agreed as follows:

ARTICLE I
REPRESENTATION OF AUTHORITY

PB Synagogue has full right to enter into this Amended Agreement and to bind the Property and itself to the terms hereof. There are no covenants, restrictions or reservations of record that will prevent the use of the Property in accordance with the terms and conditions of this Amended 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 Amended Agreement or the consummation of the actions contemplated herein will not violate any restriction, court order, or agreement to which the Property is subject.

ARTICLE II
SYNAGOGUE USE

The synagogue and accessory uses that are the subject of this Amended Agreement shall be as set forth in the Application and approved by the Town Council on _____ as the same may be amended from time to time (hereinafter referred to as the "Approval").

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ARTICLE III
CONDITIONS

The Approval shall be based upon the following conditions:

1. The Project was approved for the continued operation of a synagogue/house of worship with accessory uses on the Property as outlined in the Application.

2. PB Synagogue hereby imposes on the Property the seating and use designations provided for in the Application as identified in Exhibit "D" and as follows:
   a) The maximum of 158 seats are allowed in the sanctuary.
   b) The Sunday School accessory use shall be limited to the family members of the members of the synagogue.

3. The Sunday School accessory use shall be limited as follows:
   a) The maximum number of attendees to the Sunday School shall be 150 attendees and no more than 20 staff;
   b) Sunday School shall only operate on Sundays;
   c) Sunday School shall not commence before 9:30 a.m. and shall conclude no later than 12:30 p.m.

4. PB Synagogue shall not operate any type of school, including any academic, professional or studio-type school as defined in Section 134-2 of the Town's Code of Ordinances on weekdays or Saturdays. The only permitted school shall be the religious Sunday School described herein. As a condition to obtaining a certificate of occupancy for the Project, PB Synagogue shall record a deed restriction/restrictive covenant in the public records reflecting this prohibition.

5. Dining services for religious purposes ("Religious Dining Services") are permitted in the Social Hall and ancillary spaces. Religious Dining Services shall not exceed 158 attendees, except when there are religious services on the following observed Jewish holidays—Rosh Hashanah, Yom Kippur, Sukkot, Shemini Atzeret, Simchat Torah, Hanukkah, Tu Bishvat, Purim, Passover, Yom HaShoah, Yom HaZikaron, Yom HaAtzmaut, Lag BaOmer, Shavuot, Tisha B'Av (the "Major Holidays"), or a Special Event.

6. Special Events shall be subject to the following restrictions:
   a) A Special Event ("Special Event") is defined as a PB Synagogue-sponsored dining function ("Dining Special Event") or non-dining function ("Non-Dining Special Event") for more than 158 attendees held on the Property that is not one of the exceptions enumerated in Section 5 above.
   b) There shall be no more than four (4) Special Events per month.
   c) The maximum number of attendees at a Special Event shall be as follows:
      i. 375 attendees for Dining Special Events plus no more than 20 staff.
      ii. 426 attendees for Non-Dining Special Events plus no more than 20 staff.
      iii. The maximum number of attendees is based on the permitted 142 parking spaces vested on the Property pursuant to the Principle of Parking

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Equivalency (Section 134-2175(d) of the Town's Code of Ordinances).

d) Only the PB Synagogue may host a Special Event; neither the PB Synagogue nor any member of the PB Synagogue may rent out the Property to non-members.

e) At least one (1) law enforcement officer shall be required for all Special Events greater than 158 people unless more officers or an alternative arrangement is requested by the Town police or by the Fire Marshal.

f) The PB Synagogue is required to maintain records of Special Events, including number of attendees and type of event, and will make such records available to the Town upon request. The PB Synagogue shall be required to keep such records for a period of no less than 12 months.

g) There shall be no Special Events scheduled before 6:00 p.m. on a weekday (Monday through Friday). All Special Events shall conclude by 10:00 p.m.

h) There may be separate simultaneous Special Events on the Property so long as the total number of attendees does not exceed the limit specified herein.

7. The Sanctuary use shall be limited as follows:
   a) The Sanctuary shall only be used for religious services held on a Friday (Shabbat) or Saturday, Major Holidays, or for Special Event(s).
   b) The maximum number of attendees to religious services held on a Friday (Shabbat) or Saturday or Major Holiday and Special Events in the Sanctuary shall be 158 attendees plus no more than 20 staff.

8. Townpersons Requirement. At all times, no less than 50% of the members of the PB Synagogue shall consist of individuals who are "townpersons" as defined in the Town's Code. Unless otherwise waived by the Town, PB Synagogue is required to provide the Town an affidavit of compliance with the townpersons requirement on an annual basis.

11. On September 5, 2024, PB Synagogue submitted an application for Special Exception Uses / Site Plan Review / Variances (Application Number ZON-24-0055 and COA-24-0022), which was approved by the Town Council on January 15, 2025 (the "2025 TC Approval"), a copy of which is attached hereto as Exhibit "E". If and when the 2025 TC Approval is built, then prior to the issuance of the final Certificate of Occupancy, PB Synagogue must amend this Amended Agreement to include the terms and conditions contained in the 2025 TC Approval.

12. The Town shall be welcomed to conduct inspections on the buildings and Property when it deems appropriate to confirm compliance with this Amended Agreement, including to verify attendance numbers. Failure to allow an inspection by the Town will constitute a violation of this Amended Agreement.

13. If requested by the Town in writing, PB Synagogue shall provide an affidavit of compliance with the terms of this Agreement within thirty (30) days after such written request.

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ARTICLE IV
VOLUNTARY AGREEMENT

PB Synagogue agrees to be bound by the terms and conditions in this Amended Agreement.

ARTICLE V
REMEDIES FOR VIOLATION

1. Upon determination by anyone with authority that there is a violation of conditions of approval, this Agreement, or other provisions of the Town Code, the Town shall provide written notice to PB Synagogue and their representative of said violation and the date upon which said violation(s) shall be corrected. If PB Synagogue fails to correct the violation(s) within the timeframe set forth, the violation(s) shall be referred to the Town Code Enforcement Board for adjudication. PB Synagogue, their successors and assigns, agree that they shall pay the Town a liquidated amount of $2,000.00 per day for each violation until corrected; however, PB Synagogue, their successors and assigns, further agree and acknowledge that the Code Enforcement Board may levy fines of up to $5,000 per day for each violation until corrected if the Code Enforcement Board finds the violation to be irreparable or irreversible in nature after due notice and hearing, pursuant to Fla. Stat. § 162.09. In addition to all remedies provided in the Town Code, in the event PB Synagogue fails to correct the violation(s) within the time provided, this Agreement may be reconsidered by the Town Council upon 30 days' written notice. The Town Council shall have the authority to revise or rescind the approval of the use.

2. The Town shall have all remedies available at law and equity in order to enforce the terms of this Amended 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. In the event of any litigation involving this Amended Agreement, or any of its covenants, agreements, terms or conditions, the prevailing party shall be entitled to reasonable attorney's fees and court costs from the non-prevailing party.

ARTICLE VI
PROVISIONS TO RUN WITH THE PROPERTY

This Amended Agreement shall run with the Property and shall be binding upon PB Synagogue, and shall terminate upon the termination of PB Synagogue's business tax receipt for operation of a synagogue, or rescission of the Approval. This Amended Agreement shall be recorded by PB Synagogue in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto.

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ARTICLE VII
ENTIRE AMENDED AGREEMENT

This Amended 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 VIII
EFFECTIVE DATE

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

ARTICLE IX
MISCELLANEOUS PROVISIONS

Wherever the word "laws" appears in this Amended 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 Amended Agreement to times of a day are stated in terms of Eastern Standard Time, i.e., whichever of Eastern Standard Time or Eastern Daylight Time may be in effect at the time. The word "day" in this Amended 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 Amended 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 Amended 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 Amended Agreement, the invalidated provision shall be deemed stricken from this Amended Agreement and the remainder of this Amended Agreement shall continue in full force and effect as if such invalid provision were never a part hereof.

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

IN WITNESS WHEREOF the parties have hereunto set their hands and seals the

DRAFT

day and year first above.

[Signatures, Notary, and Exhibits to follow]

DRAFT

Signed, sealed, executed, and acknowledged on this _____ day of _____, 2025. In Palm Beach County, Florida.

IN WITNESS WHEREOF

_____

Witness # 1 Signature

_____

Witness # 1 Printed Name

_____

Witness # 2 Signature

_____

Witness # 2 Printed Name

Owner

_____

Palm Beach Orthodox Synagogue, Inc.

By: _____

Its: _____

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 2025, by _____who ☐ is personally known to me or who ☐ has produced _____ as identification.

Notary Public: _____

_____ Notary Seal:

My Commission Expires:

TOWN:

TOWN OF PALM BEACH

IN WITNESS WHEREOF

By:_____
Kirk Blouin, Town Manager

_____
Witness # 1 Signature

_____
Witness # 1 Printed Name

_____
Witness # 2 Signature

_____
Witness # 2 Printed Name

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this _____ day of _____, 2025, by KIRK BLOUIN, as Town Manager of the Town of Palm Beach, a municipal corporation existing under the laws of the State of Florida, on behalf of the corporation, who is personally known to me or who has produced _____as identification.

_____
Notary Public – State of Florida

Notary Seal: _____

ATTEST:

_____
Kelly Churney, Acting Town Clerk

APPROVED AS TO LEGAL FORM AND SUFFICIENCY:

_____
Joanne M. O'Connor, Town Attorney

EXHIBIT "A"

Copy of Declaration of Use Agreement, dated May 12, 2008, recorded in Official Records Book 22640, Page 0733

(See next page)

DRAFT

CFN 20080184905
OR BK 22640 PG 0733
RECORDED 05/14/2008 16:25:48
Palm Beach County, Florida
Sharon R. Bock, CLERK & COMPTROLLER
Pgs 0733 - 745; (13pgs)

Prepared by/Return to:
Richard P. Zaretsky, Esq.
1655 Palm Beach Lakes Blvd.
Suite 900
West Palm Beach, FL 33401
(561) 689-6660
version 4.4

DECLARATION OF USE AGREEMENT BETWEEN THE TOWN OF PALM BEACH AND PALM BEACH ORTHODOX SYNAGOGUE, INC.

This Declaration of Use Agreement ("Declaration") is entered into this 12th day of May, 2008 by Palm Beach Orthodox Synagogue, Inc. ("Declarant") whose address is 120 N. County Road, Palm Beach, FL 33480 and the Town of Palm Beach, Florida, a municipal corporation ("Town").

RECITALS

A) WHEREAS, Declarant is the fee simple owner of that certain real property located at 122 N. County Road, Palm Beach, FL 33480, more completely described in Exhibit "A" attached hereto (the "Property").

B) WHEREAS, the Property as described in drawing dated June 12, 2007 drawn by Arthur Chabon Architect which is made a part of the application and shows certain 2nd floor space located in 122 North County Road, and depicts such certain space as "undeveloped". A partial reproduction of that drawing is attached hereto as Exhibit "B".

C) WHEREAS, Declarant, for the purposes of obtaining approval of the Town of Palm Beach Special Exception #3-2007, has agreed to enter into this Declaration of Use Agreement with the Town of Palm Beach as set forth in the Minutes of the meeting of the Town Council held on May 8, 2007. A partial reproduction of the minutes of that meeting, being all of the minutes relating to Special Exception #3-2007, is attached

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hereto as Exhibit "C".

D) WHEREAS, Declarant, for the purposes of obtaining approval of the Town of Palm Beach Special Exception #3-2007, has agreed to allow seating and use in all areas other than the "undeveloped" area as set forth in Exhibit "B". Attached as Exhibits "D-1" and "D-2" are the room seating designations for the space other than the "undeveloped" area.

E) WHEREAS, the Town has as part of its file for Special Exemption #3-2007, full sets of the Exhibits A, B, C and D -1 and D -2 that are made a part of this Agreement and those drawings are incorporated into this Agreement.

NOW, THEREFORE, the parties agree as follows:

1) The foregoing Recitals are true and correct, and are incorporated herein by reference.

2) Declarant hereby imposes on the Property the seating and use designations provided for in Special Exception #3-2008 with Site Plan Review identified in exhibits D -1 and D -2 as follows:

a. The maximum of 158 seats are allowed in the sanctuary.

b. A maximum of 158 seats are allowed in the multi-purpose room when the sanctuary is not in use.

c. A maximum of 100 seats are allowed in the multi-purpose room when the sanctuary is in use.

d. A maximum of 21 seats are allowed to be used in the upstairs area as identified in D -1 and D - 2.

3) Declarant hereby imposes on the Property the following restriction of

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the "undeveloped" area identified in Exhibit B as follows: The room depicted as the "undeveloped" area will remain vacant and locked at all times unless and until Declarant has received from the Town a variance and a modification to this Agreement so as to allow this restriction to be rescinded.

4) It is the intention of the Declarant that the limitation on use contained in this Declaration shall run with the land and with the title to the Property, and shall apply to and be binding upon and inure to the benefit of successors and assigns of Declarant, and to Town, its successors and assigns and to any and all parties hereafter having any right, title, or interest in the Property or any part thereof. The Town, its successors and assigns, may enforce the terms and conditions of this Declaration by injunctive relief and other appropriate available legal remedies. Any forbearance on behalf of the Town to exercise its right in the event of the failure of the Declarant, its successors and assigns to comply with the provisions of the Declaration shall not be deemed or construed to be a waiver of the Town's rights hereunder. This Declaration shall continue in perpetuity, unless otherwise modified in writing by Declarant, its successors and assigns and the Town, its successors and assigns as provided in Paragraph 6 hereof. At such time as Declarant or any successor or owner of this Property has conveyed all of its right, title, and interest in the Property, Declarant shall have no further duties or obligations under this Declaration.

5) In order to ensure the perpetual nature of these restrictions, Declarant shall record this Declaration at its own expense. Declarant, its successors and assigns, shall reference this Declaration in any subsequent deed of conveyance including

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the recording book and page of record of this Declaration; provided, however, if said reference is for some reason omitted, it shall be deemed to be included by virtue of the recording of this Declaration, and it shall continue to be binding upon any such grantee in the same manner as if the reference to this Declaration had been included in said deed.

6) This Declaration is binding until a release of covenant or other document evidencing the release is executed by the Town Manager or designee of the Town of Palm Beach and Declarant, or its successors or assigns, and is recorded in the county land records. This Declaration may be modified in writing only. Any subsequent amendment must be executed by both Declarant and the Town or their respective successors and assigns, and be recorded by Declarant or its successors and assigns.

7) If any provision of this Declaration is held to be invalid by any Court of competent jurisdiction, the invalidity of such provision shall not affect the validity of any other provisions thereof. All such provisions shall continue unimpaired in full force and effect.

8) 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 in the Code of Ordinances; (b) revocation of the approval of expansion of the Synagogue and the additional seating relating thereto; (c) revocation of the occupational license: and (d) all remedies otherwise authorized in the Town's Code of Ordinances. All of such remedies shall be available as set forth in the Town's Code of Ordinances and in the civil courts of Palm Beach County, 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-

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performance of this Agreement, or any of its covenants, agreement, terms or conditions, the prevailing party shall be entitled to recover its costs, expenses and reasonable attorney fees incurred as a result of litigation, including appeals.

IN WITNESS WHEREOF, Declarant has executed this instrument this 8 day of April, 2008.

Witness

Witness

Witness

Witness

By: Richard P. Zaretsky, Esq.,
on behalf of
Palm Beach Orthodox Synagogue, Inc.
P.O. Box 1028
Palm Beach, FL 33480

By: PETER B. ELWELL, TOWN MANAGER
Town of Palm Beach

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 8 day of May, 2008, by Richard P. Zaretsky, authorized representative on behalf of the Palm Beach Orthodox Synagogue, Inc., who
X is personally known to me, OR
_____ has produced _____ as identification

BONITA NANDSAWICKI
MY COMMISSION EXPIRES AUG 07, 2009
#DD448832
Notary Public, State of Florida
Bonded through 1st State Insurance

Notary Public

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 12th day of May, 2008, by PETER B. ELWELL, on behalf of the Town of Palm Beach, who ✓ is personally known to me, OR_____ has produced _____ as identification

DIANE CAROL KASSOVER
MY COMMISSION # DD339965
EXPIRES: July 21, 2008
Fl. Notary Discount Assoc. Co
Notary Public State of Florida
1-800-3-NOTARY

Diane Carol Kassover
Notary Public

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Approved as to legal form
and sufficiency

John "Skip" Randolph, Town Attorney date: 5/8/08

RECOMMEND APPROVAL:

5/7/08

Paul Castro, AICP
Zoning Administrator

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EXHIBIT A - LEGAL DESCRIPTION

Lots 178-176 and the South 8.14 Feet of Lot 175, Floral Park, as recorded in Plat Book 2, Page 6, Palm Beach County, Florida Public Records, less the East 15 Feet of County Road Right of Way.

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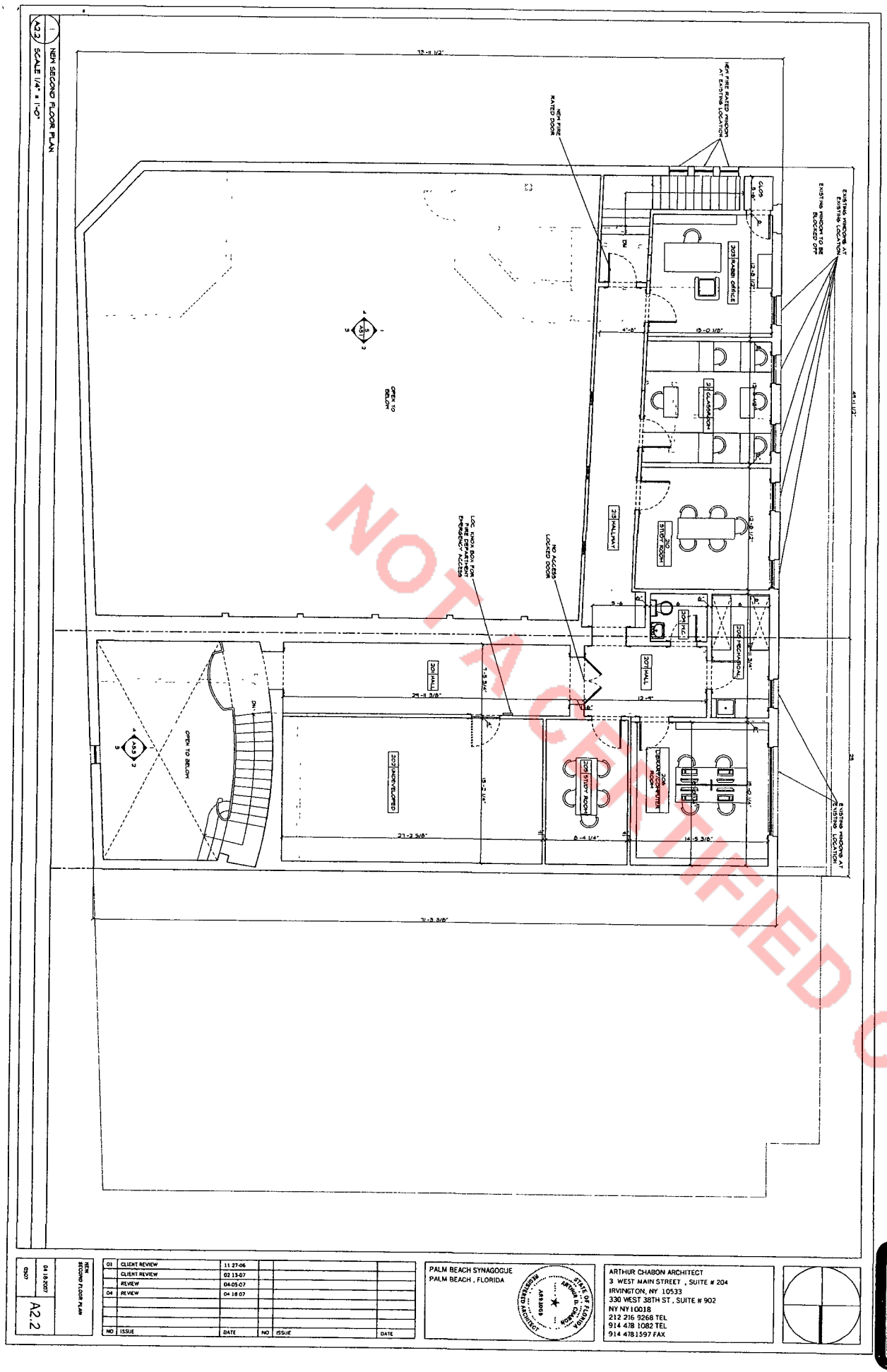
EXHIBIT "A"



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NEW SECOND FLOOR PLAN	04.18.2007	A2.2

NO	ISSUE	DATE	NO	ISSUE	DATE
01	CLIENT REVIEW	11 27-06			
	CLIENT REVIEW	02 13-07			
	REVIEW	04-05-07			
04	REVIEW	04 18 07			

PALM BEACH SYNAGOGUE
PALM BEACH , FLORIDA

STATE OF FLORIDA ARTHUR D. CHABON REGISTERED ARCHITECT AR13059

ARTHUR CHABON ARCHITECT
3 WEST MAIN STREET , SUITE # 204
IRVINGTON, NY 10533
330 WEST 38TH ST , SUITE # 902
NY NY 10018
212 216 9268 TEL
914 478 1082 TEL
914 478 1597 FAX

EXHIBIT B

In response to Council Member Coniglio, Mr. Castro advised that ARCOM had approved the project that met the Zoning Code without requiring a variance.

On roll call, the motion to deny Variance #3-2007 carried unanimously.

b. SPECIAL EXCEPTION #3-2007 WITH SITE PLAN REVIEW The application of Palm Beach Orthodox Synagogue, Inc. relative to property described as Floral Park Lots 178, 177, 176, and S. 8.14 feet of Lot 175; commonly known as 120, 122 and 126 North County Road; located in the C-TS Zoning District. Special Exception to expand the existing Synagogue by using the existing office building that was Rampell & Rampell as the foyer to join the applicant's property to the South (the operating sanctuary) to the property to the North (the previously approved multi-purpose room); and to reconfigure the 2nd story by removing 1,127 square foot thereof while retaining room for 3 offices. Based on the principle of equivalency of this use, the additional space will demand less parking than the previous use. The request proposes to increase the occupancy of the multi-purpose room from 132 (as allocated under Special Exception #14-99) seats to 158 seats to match sanctuary occupancy. In addition, this request also proposes to allow this multi-purpose occupancy to increase based on the permitted principal of equivalency for parking from the approved 52 (as allocated under Special Exception #27-2001) seats to 100 seats when the sanctuary is in use. Such increase does not maximize its permitted use under equivalency. *Deferred from the March 13, 2007, and April 10, 2007, Town Council meetings.*

Ex-parte communication was declared by President Kleid who had met with the President of the Synagogue several months ago.

Attorney Richard Zaretsky, on behalf of the applicant, provided an overview of the request for a special exception to expand the Synagogue using the existing office building that was Rampell & Rampell. He stated that the key point was that this had essentially been rolled back into a re-approval of Special Exception No. 15-2005, approved July 12, 2005. He noted that the primary focus was the upstairs of the old Rampell & Rampell building. He provided architectural plans to discuss the proposed project.

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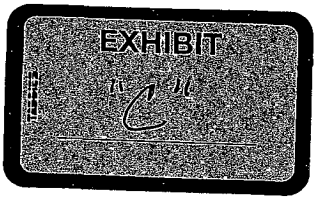

Zoning Administrator Castro reviewed the architectural plans to discuss the proposed project. He commented that if the Town Council approved the plan, as presented today, staff recommended, as a condition of that approval, a Declaration of Use Agreement, as it related to the enclosure of the vacant area, seating in the offices or the small study rooms, and specifically the use of that area. He advised that the applicant would have to come back before the Town Council when they wanted to use additional space, but they would have to find parking either in a shared parking concept with a variance request and a special exception or some other type of mitigating factor.

In response to President Kleid, Attorney Zaretsky responded that he questioned staff's request for a Declaration of Use Agreement.

In response to Attorney Zaretsky, Mr. Castro advised that they would still be short of parking spaces, but because of the proposed seating. He explained that the second floor plan had originally been for offices only, but the present proposal shown was for study rooms with more seating capacity. Staff looked at seating capacity, not just the room function, when the special exception use was for any assembly such as this. He noted that the seating capacity was a concern.

Mr. Castro advised that in addition to the execution of a Declaration of Use Agreement, a Unity of Title would be required in order to open up and join all three areas along with a special exception, a site plan review, and a parking analysis as it related to the proposal for the vacant area, which would be kept locked.

After further discussion, **a motion was made by Council Member Brooks to approve Special Exception #3-2007 with Site Plan Review with conditions that a Declaration of Use Agreement and a Unity of Title be executed by Attorney Zaretsky representing the Palm Beach Orthodox Synagogue and Director of Planning, Zoning, and Building Close representing the Town of Palm Beach.**

Ms. Close suggested that the Town Manager be authorized to execute the Declaration of Use Agreement.

Council Member Brooks amended his motion to authorize the Town Manager to execute the Declaration of Use Agreement on behalf of the Town. The motion was then seconded by Council Member Coniglio.

Mr. Castro clarified that the Declaration of Use Agreement would be related to the vacant room, and advised that staff wanted the Declaration of Use Agreement to include that the applicant agreed to keep that vacant room locked at all times. The area could only be used after they came back to the Town Council to get approval for its use, which might then require a variance for parking,

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depending on what was proposed in respect to seating.

Discussion ensued relative to the entire upstairs area as it related to parking, and Attorney Zaretsky advised that President Kleid was correct that if that area was used for office space only, there would be enough parking, but if it was decided to use it for other reasons, there might not be enough parking.

On roll call, the motion carried unanimously.

Mr. Zaretsky advised that the Rabbi just mentioned to him that those rooms were previously designated as office space, and if the applicant applied for permitting for office space, then that would not be an issue.

Mr. Castro advised that would be the decision of the Town Council, because the applicant's proposal was to keep the vacant area locked. He noted that he would have to re-evaluate their seating again, as well, because the first proposal showed five offices and that would be a different parking scenario than was shown on their plans.

President Kleid advised that basically they had received the requested approval, and if they wanted more they would have to come back before the Town Council.

c. VARIANCE #9-2007 The application of Malcolm and Linda Glazer relative to property described as lengthy legal description on file; commonly known as 1482 South Ocean Boulevard; located in the R-AA Zoning District. Request for a variance to construct an elevator addition with a building height plane setback of 44.4 feet in lieu of the 60.3 feet minimum setback required by code. *Deferred from the April 10, 2007, Town Council Meeting.*

Item XII.C.3.b. was withdrawn under Item VII., Approval of Agenda.

4. New Business- More Than 15 Minutes

a. SITE PLAN REVIEW #8-2007 WITH VARIANCE The application of Victor Moore and John J. Tatooles relative to property described as Lots 6 and 6A of OCEAN VIEW, according to the Plat thereof as recorded in Plat Book 21, Page(s) 16, of the Public Records of Palm

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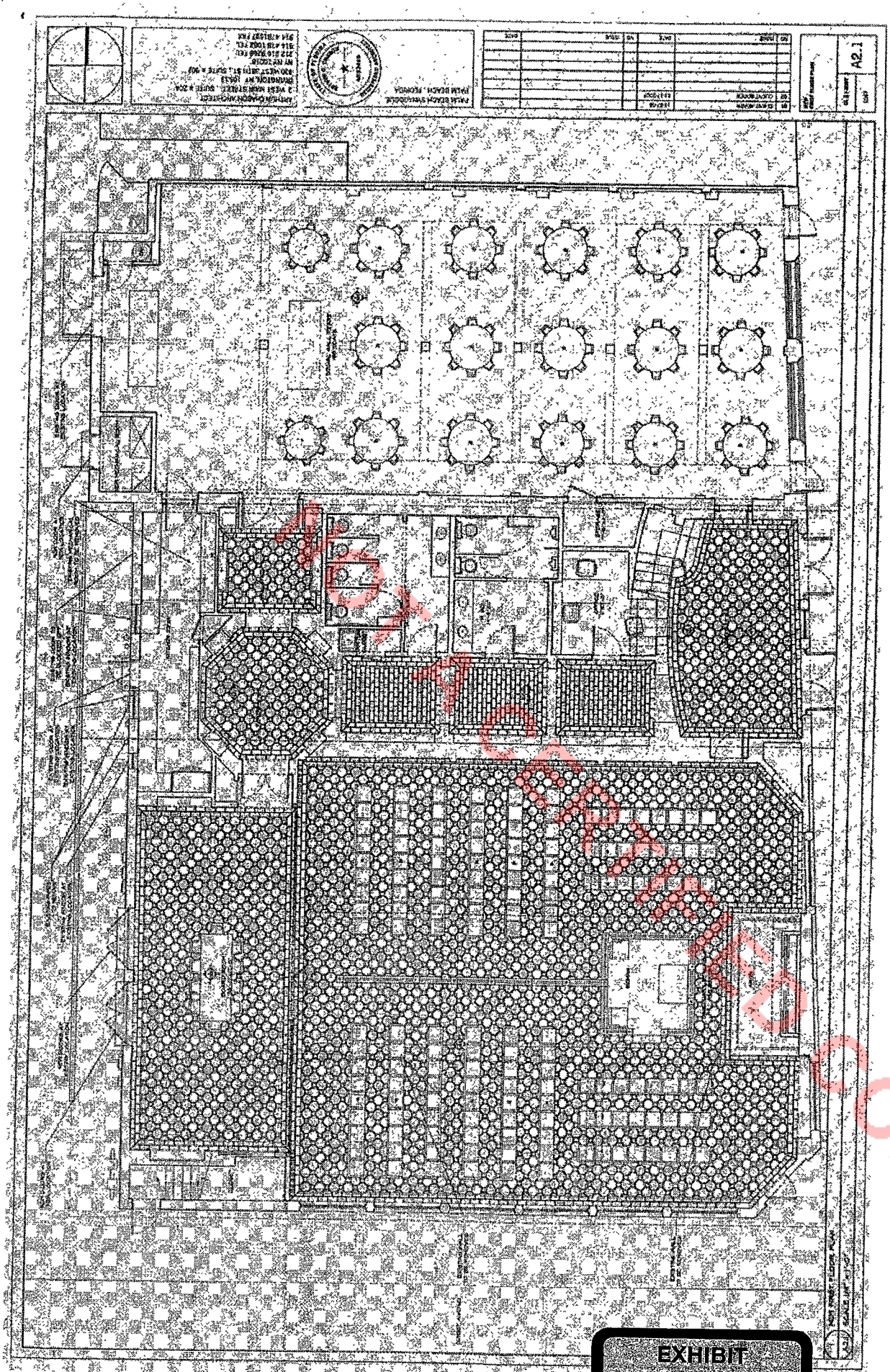

EXHIBIT

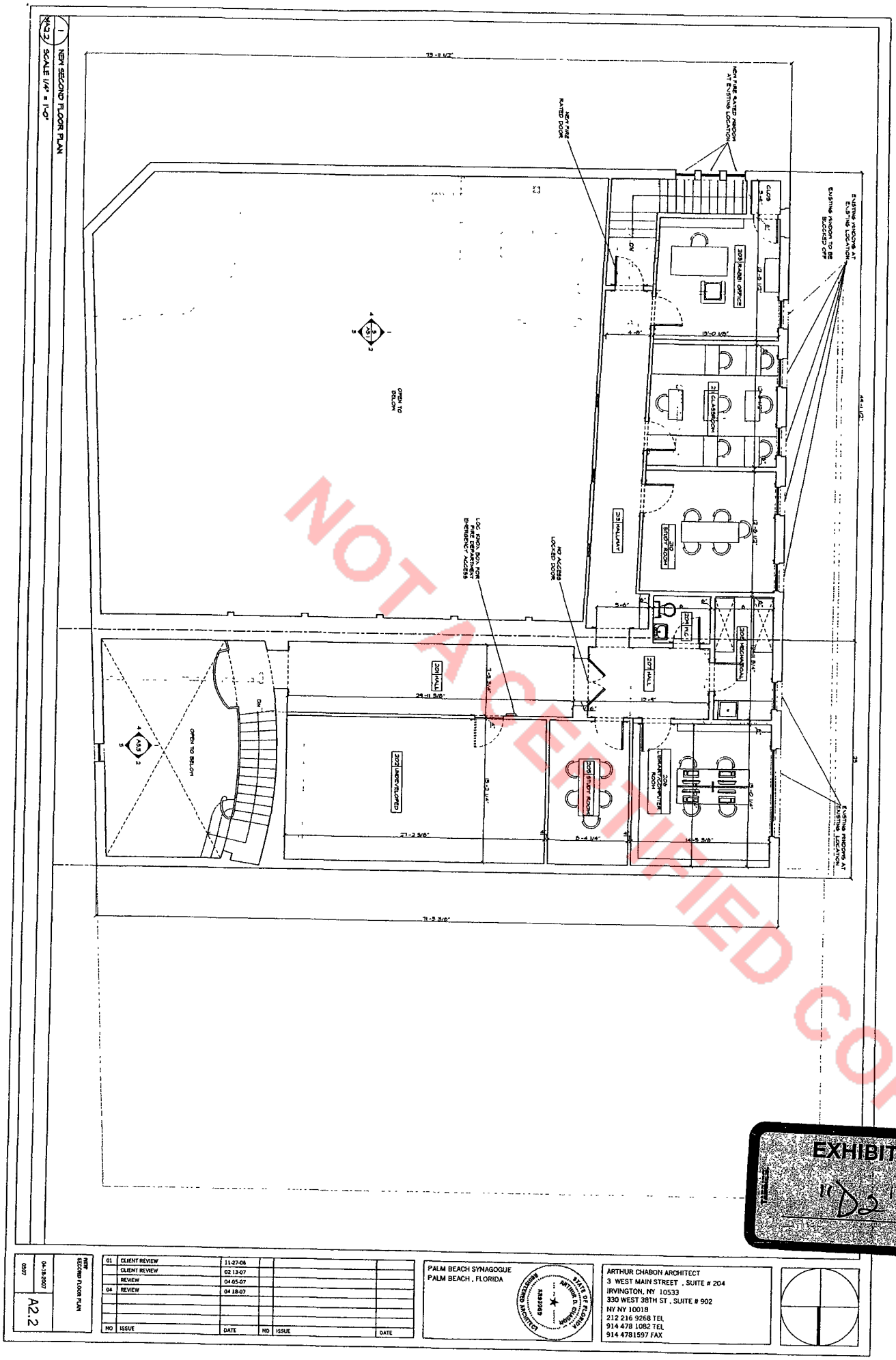

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EXHIBIT "D2"

NO	ISSUE	DATE	NO	ISSUE	DATE
01	CLIENT REVIEW	11-27-06			
	CLIENT REVIEW	02 13-07			
	REVIEW	04-05-07			
04	REVIEW	04 18-07			

NEW SECOND FLOOR PLAN

04-18-2007

0507

A2.2

PALM BEACH SYNAGOGUE
PALM BEACH , FLORIDA

STATE OF FLORIDA ARTHUR D. CHABON REGISTERED ARCHITECT AR93069

ARTHUR CHABON ARCHITECT
3 WEST MAIN STREET , SUITE # 204
IRVINGTON, NY 10533
330 WEST 38TH ST , SUITE # 902
NY NY 10018
212 216 9268 TEL
914 478 1082 TEL
914 4781597 FAX

EXHIBIT "B"

LEGAL DESCRIPTION:
Lots 178-176 and the South 8.14 Feet of Lot 175, Floral Park, as recorded in Plat Book 2, Page 6, Palm Beach County, Florida Public Records, less the East 15 Feet of County Road Right of Way.

DRAFT

EXHIBIT "C"

LEGAL DESCRIPTION:
A parcel of land bounded by the existing exterior walls of the Richardson Greenfield Securities Building and the West right-of-way line of South County Road, Town of Palm Beach, Florida; said parcel of land being part of Lots 175 and 176, Plat of **FLORAL PARK**, according to the Plat thereof as recorded in Plat Book 2, Page 6, Public Records of Palm Beach County, Florida, and being more fully described as follows:

COMMENCING at the Southeast corner of said Lot 176;
Thence, North 90°00'00" West, along the South line of said Lot 176, a distance of 15 feet to the intersection thereof with the West right of way line of South Country Road and the **POINT OF BEGINNING;**

Thence, continue North 90°00'00" West, along the South line of said Lot 176, a distance of 5 feet, more or less, to the Southeast corner of the said Richardson Greenfield Securities Building;
Thence, continue North 90°00'00" West, along the South face of said building, a distance of 76 feet, more or less, to the Southwest corner of said building;
Thence, Northerly along the West face of said building, a distance of 27.9 feet;
Thence, Easterly along the Northerly face of said building a distance of 5.4 feet;
Thence, Northerly, along the West Face of said building, a distance of 5.3 feet;
Thence, Easterly along the North face of said building, a distance of 74.41 feet, more or less, to the Northeast corner of said building;
Thence continue Easterly along said line, a distance of 5 feet to the West right of way line of said South County Road;
Thence, South 02°45'00" East, along said right of way line a distance of 33.2 feet, more or less, to the **POINT OF BEGINNING.**

The bearings stated herein are based on an assumed North 90°00'00" West, along the South line of Lot 176;

AND

Lots 173 through 176 together with lots 180 through 183, inclusive, Plat of **FLORAL PARK**, as recorded in Plat Book 2, page 6, Public Records of Palm Beach County, Florida.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PARCELS

The South 8.14 feet of Lot 175, Less the East 15 feet thereof, and Lot 176, less the East 15 feet thereof, of the Plat of **FLORAL PARK** according to the Plat thereof, as recoded in Plat book 2, Page 6, of the Public Records of Palm Beach County, Florida, being conveyed out by Warranty Deed, recorded in official Records Book 13287, Page 1027, in the Public Records of Palm Beach County, Florida.

AND

LESS AND EXCEPT:
Lots 178 and 179, **FLORAL PARK,** according to the Plat thereof, as recorded in Plat Book 2, Page 6, Public Records of Palm Beach County, Florida, being conveyed out by Warranty Deed, recorded in Official Records Book 11295, Page 435.

DRAFT

EXHIBIT "D"
Site plan

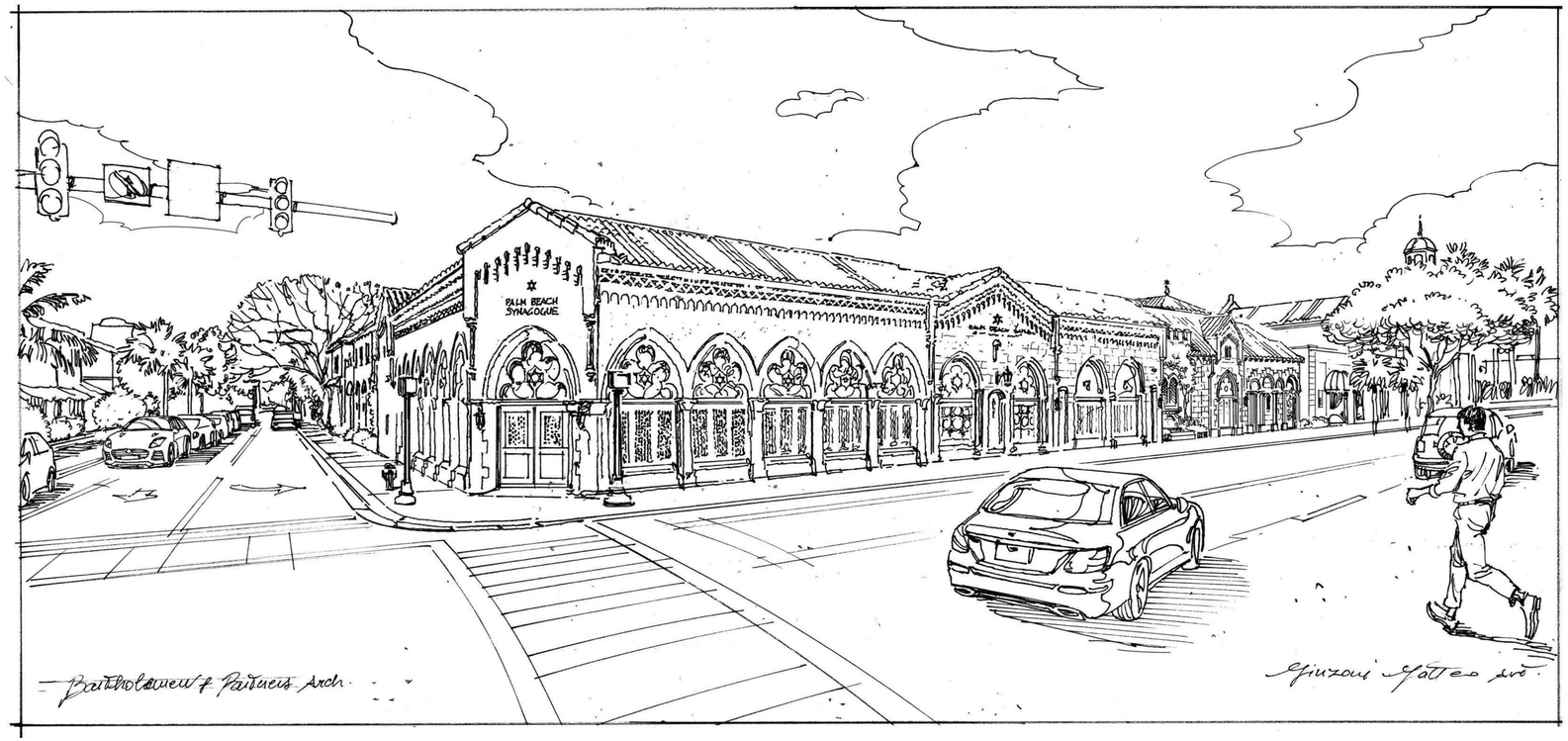
(See next page)

DRAFT

The Palm Beach Orthodox Synagogue

120-132 N COUNTY ROAD

120-132 N. County Rd, Palm Beach, FL 33480



SPECIAL EXCEPTION SET
07.28.2025

Bartholemew +Partners

THE PLAZA CENTER
251A ROYAL PALM WAY, PENTHOUSE 600A
PALM BEACH, FLORIDA 33480

T: 561 461 0108
F: 561 461 0106

FL LIC. # AA26003943

WWW.BARTHOLEMEWPARTNERS.COM

KYLE BARTHOLEMEW FANT
ARCHITECT #AR99255
INTERIOR DESIGNER #ID6422

SHUTTS & BOWEN LLP
ATTORNEY
525 OKEECHOBEE BLVD # 1100
WEST PALM BEACH, FL 33401
PHONE: 561-835-8500
EMAIL: HOYER@SHUTTS.COM

ENVIRONMENT DESIGN GROUP
LANDSCAPE ARCHITECT
139 N COUNTY ROAD, SUITE 20-B
PALM BEACH, FL 33480
PHONE: 561-832-4600
E-MAIL:DUSTIN@ENVIRONMENTDESIGNGROUP.COM

CONKLING & LEWIS CONSTRUCTION, INC
PRE-CONSTRUCTION CONSTRUCTION MANAGER
1241 OLD OKEECHOBEE BLVD
WEST PALM BEACH, FL 33401
PHONE: 561-833-4441
EMAIL: KLEWIS@CONKLINGANDLEWIS.COM

ZUBATKIN OWNER REPRESENTATION
OWNER'S REPRESENTATIVE
560 VILLAGE BLVD, SUITE 120
WEST PALM BEACH, FL 33409
PHONE: 212-271-4725
EMAIL: JASON.ZUBATKIN@ZUBATKIN.COM

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER
2581 METROCENTRE BLVD WEST, STE 3
WEST PALM BEACH, FL 33407
PHONE: 561-478-7848
EMAIL: BRYAN@SIMMONSANDWHITE.COM

WAYNE BLACK & ASSOCIATES, INC
SECURITY CONSULTANT
801 BRICKELL AVE, STE 800
MIAMI, FL 33131
PHONE: 305-525-8013
EMAIL: WBB@WBGROUP.US

Bartholemew + Partners
ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

THE PLAZA CENTER
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PENTHOUSE 600A
PALM BEACH, FLORIDA 33480
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F: 561 461 0106
FL LIC. # AA26003943

BARTHOLEMEWPARTNERS.COM

CONSULTANTS

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EMAIL: BRYAN@SIMMONSANDWHITE.COM
ES SOLUTIONS
STRUCTURAL ENGINEER
1900 CLINT MOORE RD, P.O. BOX #1737
BOCA RATON, FL 33432
PHONE: 561-201-0190
E-MAIL: TRENT@ES-ENGINEERS.COM
RGD CONSULTING ENGINEERS
MEP ENGINEERING
2151 FL A1A/LT #2000
JUPITER, FL 33477
PHONE: 561-743-0165
EMAIL: DAN.CONNOLLY@RGDENGINEERS.COM
SAMTELL
KITCHEN CONSULTANT
36 E 31ST ST
NEW YORK, NY 10016
PHONE: 631-001-9700
EMAIL: DPOMOMO@SAMTELL.COM
NUTTING ENGINEERS
GEOTECHNICAL ENGINEERING
1310 NEPTUNE DRIVE
BOYNTON BEACH, FL 33426
PHONE: 561-736-4300
JOSH@NEFMAIL.COM
CERAM ACOUSTICS
ACOUSTICAL CONSULTANT
1000 BRICKELL AVE #1100
MIAMI, FL 33131
PHONE: 305-771-0211
SCHILLTECH
IT/ SECURITY CONSULTANT
32-29 44TH ST
ASTORIA, NY 11103
PHONE: 561-888-0234

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

Revisions:

COPYRIGHT 2021. THESE DRAWINGS ARE THE INSTRUMENT OF SERVICE TO THE ARCHITECT. THEY ARE NOT PRODUCTS OF DESIGN. ALL IDEAS, DESIGNS, ARRANGEMENTS OR PLANS INDICATED OR REPRESENTED BY THESE DRAWINGS ARE OWNED BY AND THE PROPERTY OF BARTHOLEMEW + PARTNERS, AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION WITHOUT THE WRITTEN PERMISSION OF BARTHOLEMEW + PARTNERS.

CONSTRUCTION ADMINISTRATION, AS THE TERM IS GENERALLY UNDERSTOOD, AND THAT IF BARTHOLEMEW + PARTNERS IS NOT CONTRACTED TO PROVIDE ARCHITECTURAL SERVICES DURING CONSTRUCTION, INCLUDING ON-SITE MONITORING, SITE VISITS, SHOP DRAWING REVIEW AND APPROVAL, BARTHOLEMEW + PARTNERS SHALL BE INDEMNIFIED AND HELD HARMLESS BARTHOLEMEW + PARTNERS FROM ANY LIABILITY ARISING FROM ACTS OR OMISSIONS IN THE PERFORMANCE OF SAID SERVICES DURING CONSTRUCTION BY THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS.

Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

COVER

SHEET NUMBER

CVR

ZON-25-0046

BOUNDARY SURVEY FOR: MAUDELONDE ENTERPRISES, INC., A FLORIDA CORPORATION

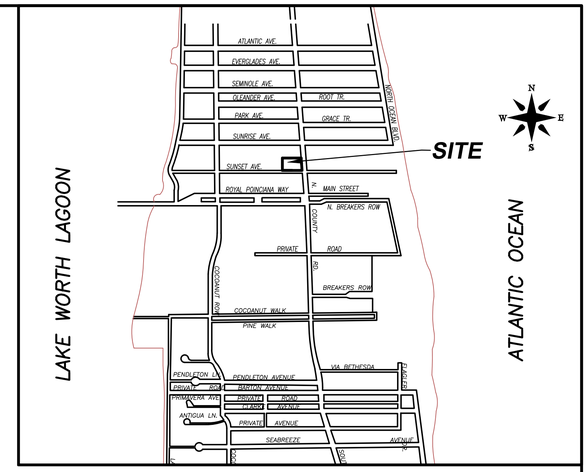
This survey is made specifically and only for the following parties for the purpose of a closing on the surveyed property.

Maudelonde Enterprises, Inc., a Florida corporation
Brookmyer, Hochman, Probst & Jonas, P.A.
Old Republic National Title Insurance Company
Law Office of Paul A. Krasker, P.A.
Palm Beach Orthodox Synagogue, Inc., a Florida not for profit corporation

No responsibility or liability is assumed by the undersigned surveyor for any other purpose or to any other party other than stated above.

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.O.	= CLEAN-OUT
CONC.	= CONCRETE
(D)	= DESCRIPTION DATUM
D.B.	= DEED BOOK
D.E.	= DRAINAGE EASEMENT
E.B.	= ELECTRIC BOX
EL.	= ELEVATION
E.M.	= ELECTRIC METER
ENC.	= ENCROACHMENT
E.O.P.	= EDGE OF PAVEMENT
E.O.W.	= EDGE OF WATER
F.F.	= FINISH FLOOR
FND.	= FOUND
FOB	= FIBER OPTIC BOX
G.A.	= GUY ANCHOR
G.M.	= GAS METER
G.T.	= GREASE TRAP
G.V.	= GAS VALVE
INV.	= INVERT
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
NPS	= NO PARKING SIGN
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
PCS	= PEDESTRIAN CROSSING SIGNAL
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
(R)	= RADIAL
R	= RADIUS
R.C.P.	= REINFORCED CONCRETE PIPE
RGE.	= RANGE
R.P.B.	= ROAD PLAT BOOK
R/W	= RIGHT OF WAY
(S)	= SURVEY DATUM
S.B.	= SETBACK
SEC.	= SECTION
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.MH.	= SANITARY MANHOLE
S.R.	= STATE ROAD
SS	= STOP SIGN
ST.MH.	= STORM MANHOLE
TBT	= TOP OF BARREL TILE ELEVATION
TH	= THRESHOLD ELEVATION
TOP	= TOP OF PARAPET WALL ELEVATION
TOW	= TOP OF WALL ELEVATION
TOR	= TOP OF ROOF ELEVATION
TSB	= TRAFFIC SIGNAL BOX
TWP.	= TOWNSHIP
TYP.	= TYPICAL
U/C	= UNDER CONSTRUCTION
U.E.	= UTILITY EASEMENT
W.C.	= WITNESS CORNER
W.M.T.	= WATER MANAGEMENT TRACT
℄	= BASELINE
℄	= CENTERLINE
△	= CENTRAL ANGLE/DELTA
■	= CONCRETE MONUMENT FOUND (AS NOTED)
□	= CONCRETE MONUMENT SET (LB #4569)
●	= ROD & CAP FOUND (AS NOTED)
○	= 5/8" ROD & CAP SET (LB #4569)
⊙	= IRON PIPE FOUND (AS NOTED)
◕	= IRON ROD FOUND (AS NOTED)
▲	= NAIL FOUND
◉	= NAIL & DISK FOUND (AS NOTED)
◎	= MAG NAIL & DISK SET (LB #4569)
ℙ	= PROPERTY LINE
⊘ ⊠	= UTILITY POLE
⍜	= FIRE HYDRANT
⊞	= WATER METER
⋈	= WATER VALVE
☼	= LIGHT POLE
—E—	= DENOTES UNDERGROUND ELECTRIC LINE MARKED BY OTHERS
—G—	= DENOTES UNDERGROUND GAS LINE MARKED BY OTHERS
—SS—	= DENOTES UNDERGROUND SANITARY SEWER LINE MARKED BY OTHERS
—W—	= DENOTES UNDERGROUND WATER LINE MARKED BY OTHERS



VICINITY SKETCH
(NOT TO SCALE)

PROPERTY ADDRESS:
132 and 120 N County Road
Palm Beach, FL 33480

LEGAL DESCRIPTION:
A parcel of land bounded by the existing exterior walls of the Richardson Greenfield Securities Building and the West right-of-way line of South County Road, Town of Palm Beach, Florida; said parcel of land being part of Lots 175 and 176, Plat of ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page 6, Public Records of Palm Beach County, Florida, and being more fully described as follows:*

COMMENCING *at the Southeast corner of said Lot 176;*
Thence, North 90°00'00" West, along the South line of said Lot 176, a distance of 15 feet to the intersection thereof with the West right of way line of South Country Road and the ***POINT OF BEGINNING;***

Thence, continue North 90°00'00" West, along the South line of said Lot 176, a distance of 5 feet, more or less, to the Southeast corner of the said Richardson Greenfield Securities Building;
Thence, continue North 90°00'00" West, along the South face of said building, a distance of 76 feet, more or less, to the Southwest corner of said building;
Thence, Northerly along the West face of said building, a distance of 27.9 feet;
Thence, Easterly along the Northerly face of said building a distance of 5.4 feet;
Thence, Northerly, along the West Face of said building, a distance of 5.3 feet;
Thence, Easterly along the North face of said building, a distance of 74.41 feet, more or less, to the Northeast corner of said building;
Thence continue Easterly along said line, a distance of 5 feet to the West right of way line of said South County Road;
Thence, South 02°45'00" East, along said right of way line a distance of 33.2 feet, more or less, to the ***POINT OF BEGINNING.***

The bearings stated herein are based on an assumed North 90°00'00" West, along the South line of Lot 176;

AND

Lots 173 through 176 together with lots 180 through 183, inclusive, Plat of ***FLORAL PARK****, as recorded in Plat Book 2, page 6, Public Records of Palm Beach County, Florida.*

LESS AND EXCEPT *THE FOLLOWING DESCRIBED PARCELS*

The South 8.14 feet of Lot 175, Less the East 15 feet thereof, and Lot 176, less the East 15 feet thereof, of the Plat of ***FLORAL PARK*** *according to the Plat thereof, as recoded in Plat book 2, Page 6, of the Public Records of Palm Beach County, Florida, being conveyed out by Warranty Deed, recorded in official Records Book 13287, Page 1027, in the Public Records of Palm Beach County, Florida.*

AND

LESS AND EXCEPT*:*
Lots 178 and 179, ***FLORAL PARK,*** *according to the Plat thereof, as recorded in Plat Book 2, Page 6, Public Records of Palm Beach County, Florida, being conveyed out by Warranty Deed, recorded in Official Records Book 11295, Page 435.*

AND

Parcel A:

The South 8.14 feet of Lot 175, less the East 15 feet thereof, and Lot 176, less the East 15 feet thereof, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida.*

Parcel B*:*

Lot 177, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida, Less the East 15 feet thereof.*

Parcel C:

Lots 178 and 179, ***FLORAL PARK****, according to the Plat thereof as recorded in Plat Book 2, Page(s) 6, Public Records of Palm Beach County, Florida, Less the East 15 feet thereof.*

FLOOD ZONES:
This property is located in Flood Zones AE (EL. 6) & X, according to F.I.R.M. (Flood Insurance Rate Map) No. 12099C 0581F, dated 10/05/2017.

NOTES:

1. *All information regarding record easements, adjoiners, and other documents that might affect the quality of title to tract shown hereon was gained from commitment number 14768432, issued by Fidelity National Title Insurance Company, dated April 23, 2024. 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 and 0.1' 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 Surveying Corporation. 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 shown 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'.*
15. *Deed Book 19, Page 133 makes reference to existence of telephone easement over the rear of Lots 178 and 179, however no width is given.*
16. *Deed Book 94, Page 154 makes reference to existence of telephone easement over the rear of Lots 175, 176 and 177, however no width is given.*

TITLE COMMITMENT REVIEW

CLIENT: Maudelonde Enterprises, Inc., a Florida corporation	COMMITMENT NO. : 1019266 A1	DATE: 04/23/24			
REVIEWED BY: Craig Wallace	JOB NO. : 21-1097.1				

B2 ITEM NO.	DOCUMENT	DESCRIPTION	AFFECTS AND PLOTTED	AFFECTS AND NOT PLOTT-ABLE	DOES NOT AFFECT	NOT A SURVEY MATTER
1	PB 2 PG 6	All matters contained on the Plat of Map of Floral Park.	●			
2	D.B. 22, PG 118	Easement.			●	
3	DB 94 PG 154	Easement in favor of the West Palm Beach Telephone Company.	●			
4	DB 672 PG 277	Terms and conditions contained in that Party Wall Agreement.	●			
5	ORB 5116 PG 1486	Terms and conditions contained in that Party Wall Declaration and Agreement.	●			
6	ORB 11295, PG 435	Special Warranty Deed (For reference less and except).		●		
7	ORB 13287, PG 1027	Warranty Deed (For Reference Less and Except).				●
8	ORB 13287, PG 1030	Terms and conditions contained in that Easement Agreement.				●

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: 07/05/2024

JAMES G. PEDEN, JR. — License Number 6122 — STATE OF FLORIDA — Professional Surveyor and Mapper

James G. Peden, Jr.
Professional Surveyor and Mapper
Florida Certificate No. 6122

REVISIONS

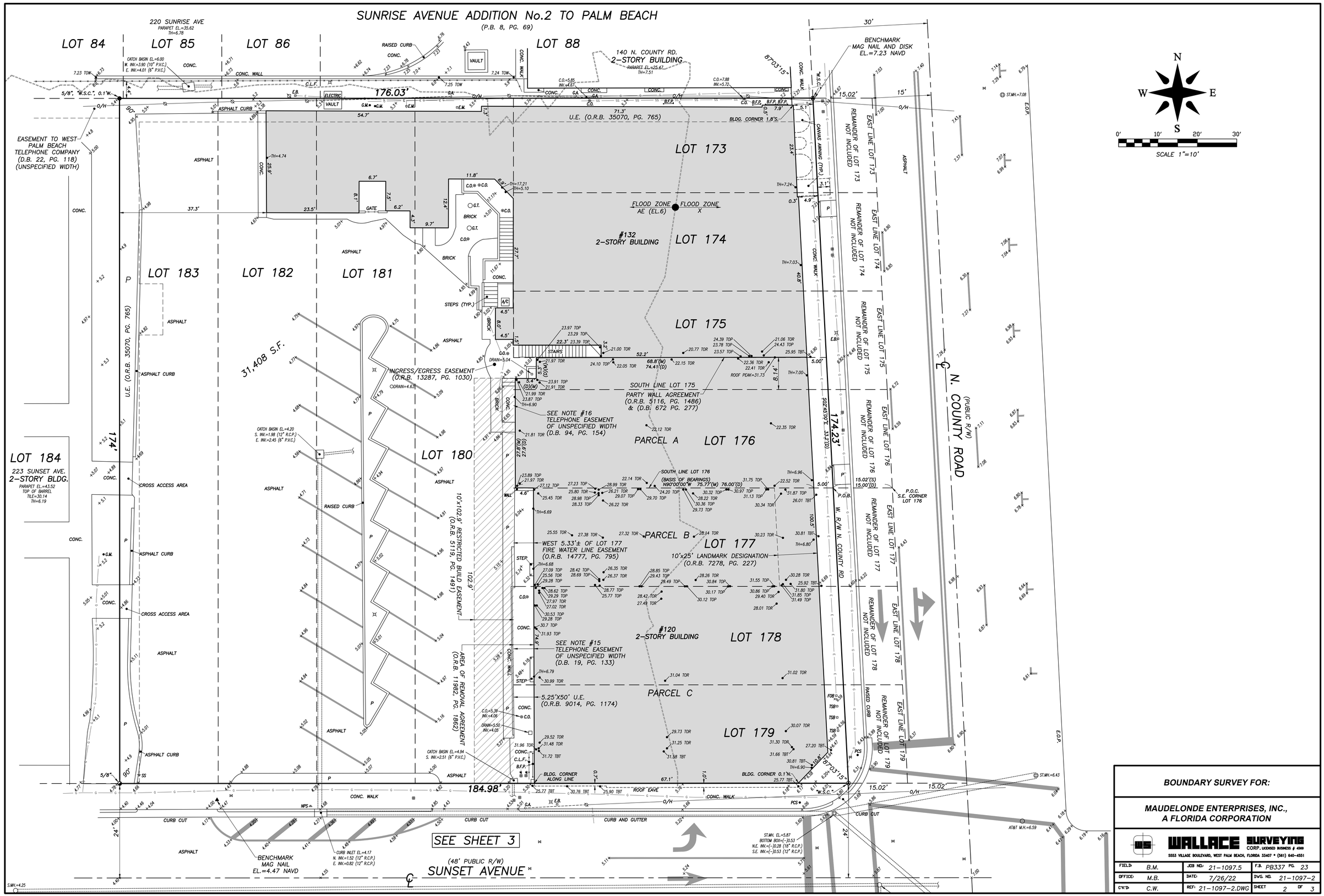
TITLE REVIEW AND UPDATED NOTE #1 S.W. 21430D-SE
07/05/24 SURVEY AND TIE-IN UPDATE J.M./S.W. 21430D-SE
09/25/23 SPOT ELEVATIONS AND UTILITY LOCATIONS J.M./M.B. 21-1097.7 PB354/17

BOUNDARY SURVEY FOR:

MAUDELONDE ENTERPRISES, INC., A FLORIDA CORPORATION

WALLACE SURVEYING CORP. LICENSED BUSINESS # 4569
5553 VILLAGE BOULEVARD, WEST PALM BEACH, FLORIDA 33407 * (561) 640-4551

FIELD: B.M.	JOB NO.: 21-1097.5	F.B. PB337 PG. 23	
OFFICE: M.B.	DATE: 7/26/22	DWG. NO. 21-1097-2	
C'K'D: C.W.	REF: 21-1097-2.DWG	SHEET 1 OF 3	



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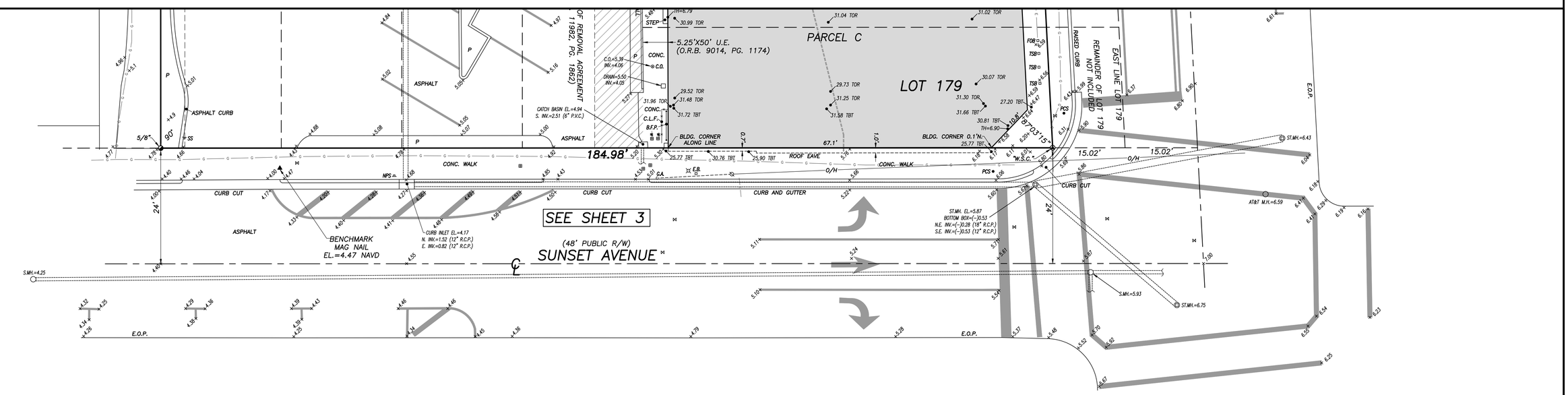
OFFICE:	M.B.	DATE:	7/26/22	DWG. NO.	21-1097-2
CK'D:	C.W.	REF:	21-1097-2.DWG	SHEET	2 OF 3



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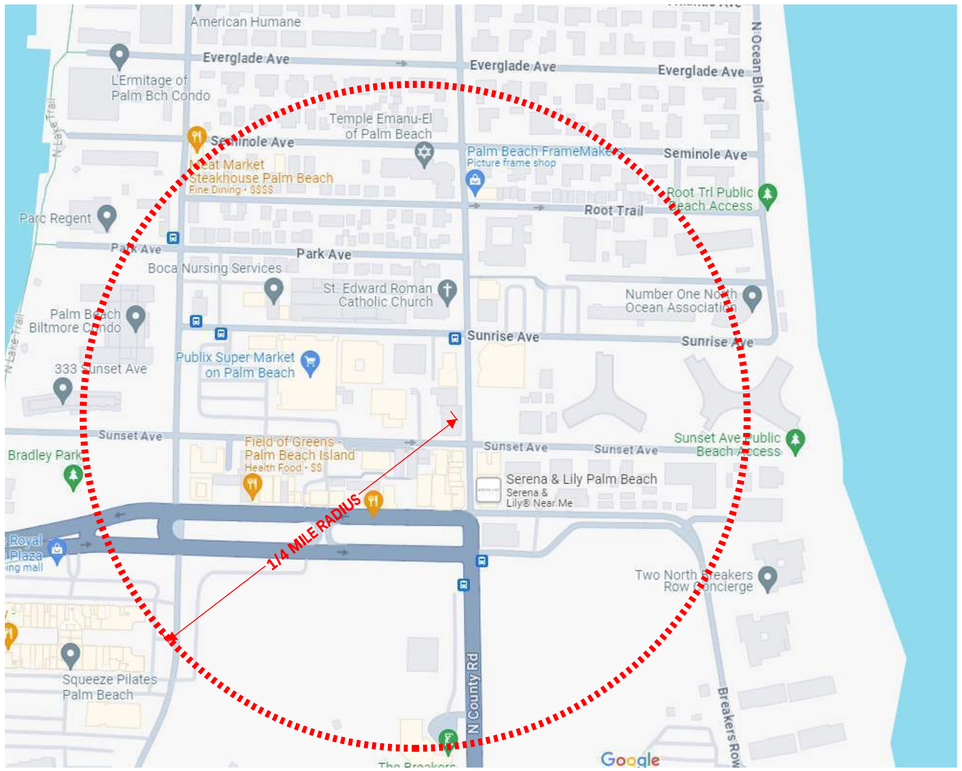
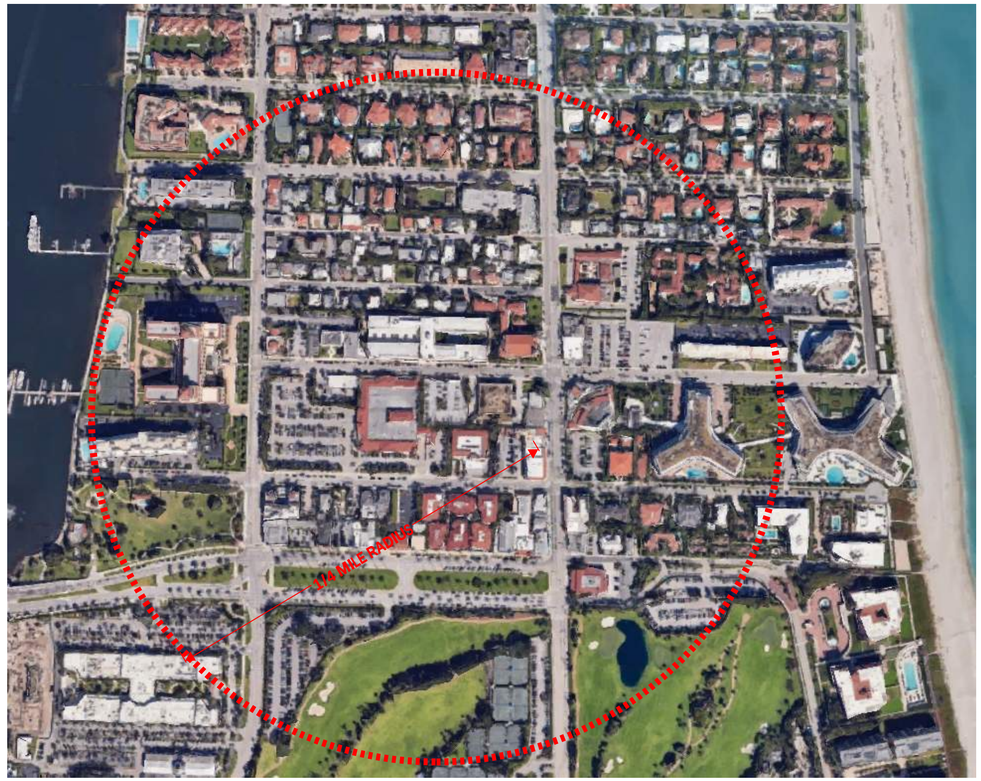


PROPOSED VICINITY MAP

SCALE: NTS



PROPOSED LOCATION MAP

SCALE: NTS

ZON-25-0046

Bartholemew + Partners

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PHONE: 561-888-0234

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

Revisions:

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CONSTRUCTION ADMINISTRATION, AS THE TERM IS GENERALLY UNDERSTOOD, AND THAT THE CONTRACT DOCUMENTS ASSIGN TO THE ARCHITECT RESPONSIBILITY FOR ADMINISTRATION AND SERVICES DURING CONSTRUCTION, INCLUDING ON-SITE MONITORING, SITE VISITS, SHOP DRAWING REVIEW AND APPROVAL, AND CERTIFICATIONS FOR PAYMENT TO CONTRACTOR, AND HOLD HARMLESS BARTHOLEMEW + PARTNERS FROM ANY LIABILITY ARISING FROM ACTS OR OMISSIONS IN THE PERFORMANCE OF SAID SERVICES DURING CONSTRUCTION BY THE CLIENT, AND THEIR AGENTS, EMPLOYEES, OR SUBCONTRACTORS.

Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

VICINITY AND LOCATION MAP

SHEET NUMBER

SUR1.0

N
W E
S



95 N COUNTY ROAD



101 N COUNTY ROAD



105 N COUNTY ROAD



113 N COUNTY ROAD



139 N COUNTY ROAD



139 N COUNTY ROAD



151 N COUNTY ROAD



155 N COUNTY ROAD



165 N COUNTY ROAD



144 N COUNTY ROAD



144 N COUNTY ROAD



144 N COUNTY ROAD



140 N COUNTY ROAD



132 N COUNTY ROAD



120 N COUNTY ROAD



120 N COUNTY ROAD



114 N COUNTY ROAD



112 N COUNTY ROAD

ZON-25-0046

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

ADJACENT BUILDING PHOTOS

SHEET NUMBER

SUR1.1



208 SUNSET AVENUE



120 N COUNTY



120 N COUNTY



223 SUNSET AVENUE



233 SUNSET AVENUE



255 SUNSET AVENUE



280 SUNSET AVENUE



262 SUNSET AVENUE



254 SUNSET AVENUE



244 SUNSET AVENUE



242 SUNSET AVENUE



216 SUNSET AVENUE



225 ROYAL PONCIANA



214 SUNSET AVENUE



208 SUNSET AVENUE



208A SUNSET AVENUE

ZON-25-0046

Bartholemew + Partners

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INTERIOR DESIGNER # IDE422
AIA # 30425933 NCARB # 87929

Revisions:

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

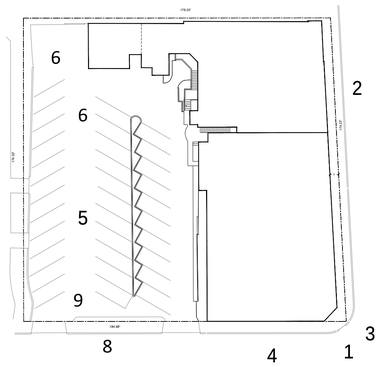
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

ADJACENT BUILDING PHOTOS

SHEET NUMBER

SUR1.2



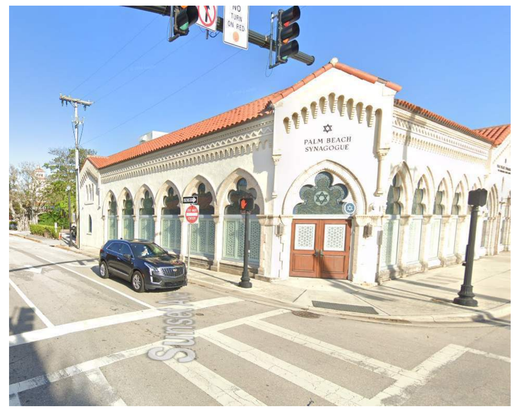
KEY PLAN



1



2



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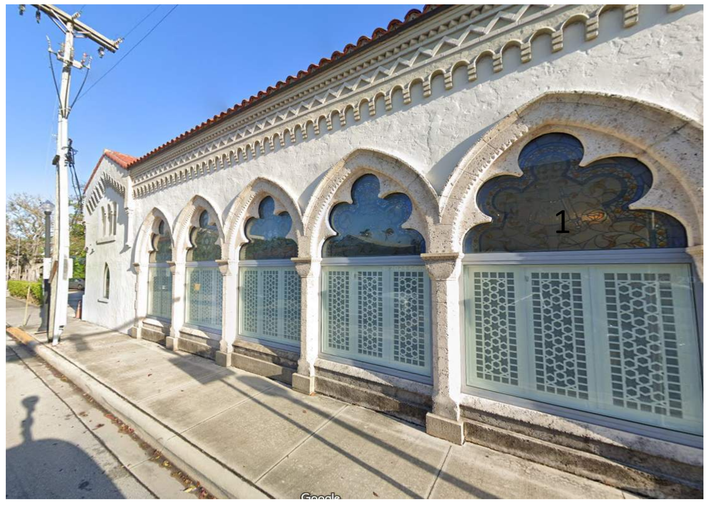

4



5



6



7



8



9

EXISTING EXTERIOR PHOTOS

ZON-25-0046

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KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

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Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

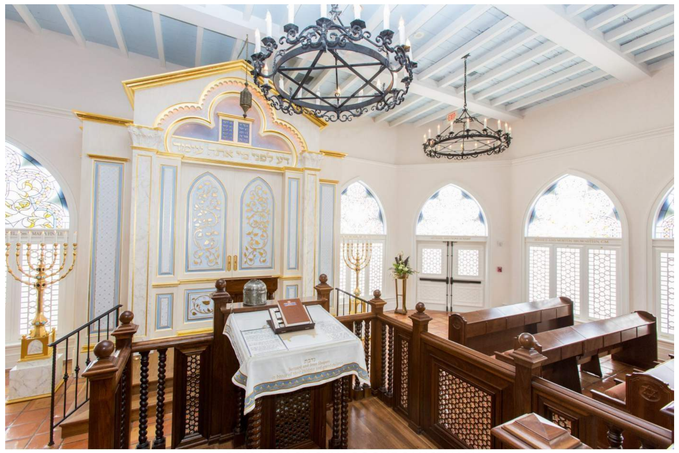
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

EXISTING EXTERIOR CONDITIONS

SHEET NUMBER

SUR1.3



PALM BEACH SYNAGOGUE SANCTUARY



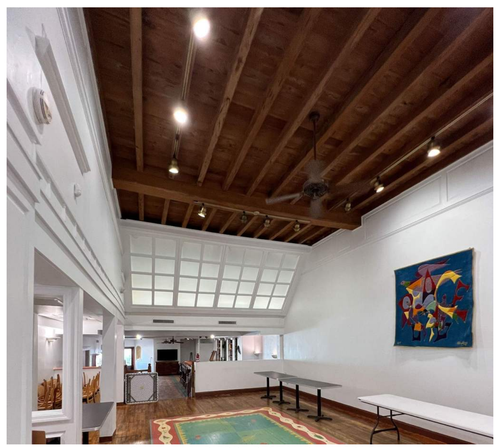
PALM BEACH SYNAGOGUE SANCTUARY



PALM BEACH SYNAGOGUE SANCTUARY



CHEZ JEAN-PIERRE RESTAURANT SPACE



CHEZ JEAN-PIERRE RESTAURANT SPACE



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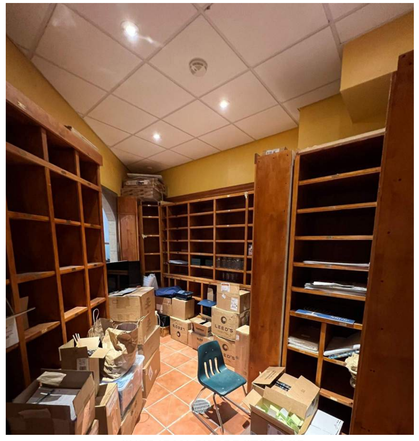

CHEZ JEAN-PIERRE STORAGE



CHEZ JEAN-PIERRE KITCHEN SPACE



CHEZ JEAN-PIERRE STORAGE



CHEZ JEAN-PIERRE KITCHEN SPACE

EXISTING INTERIOR PHOTOS

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KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # IDA22
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Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

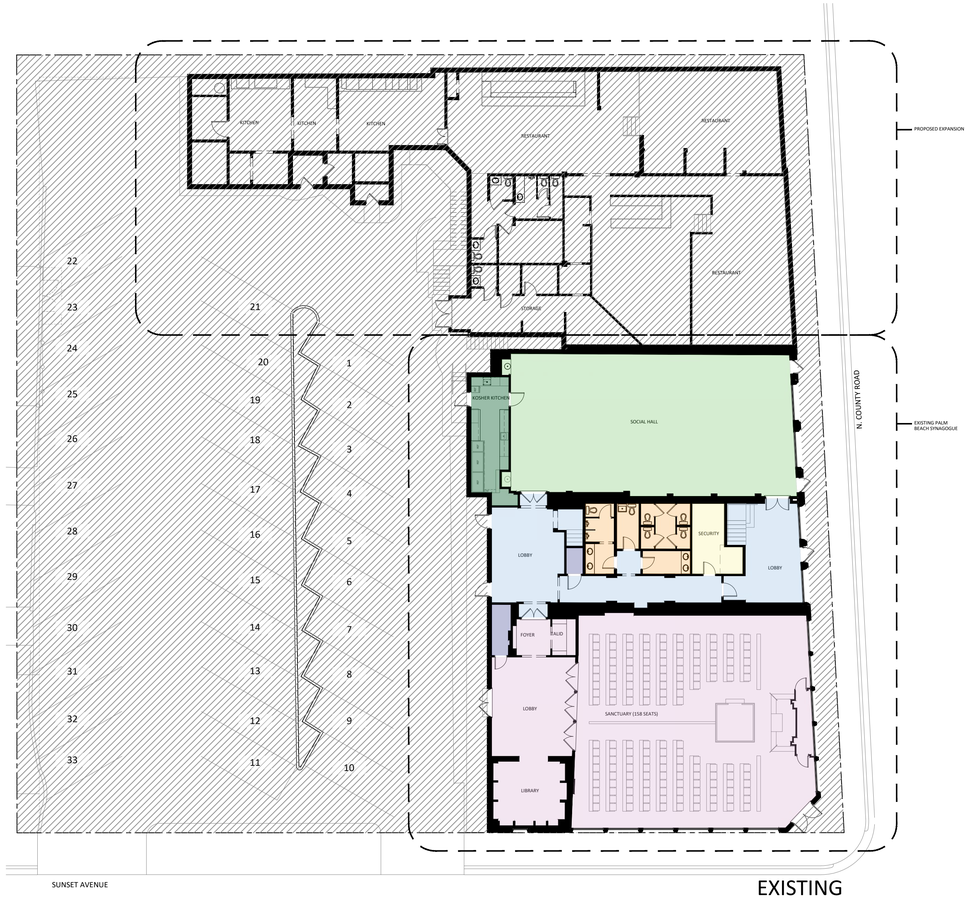
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

EXISTING INTERIOR CONDITIONS

SHEET NUMBER

SUR1.4



EXISTING



PROPOSED

EXISTING FIRST FLOOR - USABLE SF (NET)

- SANCTUARY - 3,256 SF
- SOCIAL HALL - 1,990 SF
- CIRCULATION - 996 SF
- KOSHER KITCHEN - 225 SF
- BATHROOMS - 312 SF
- STORAGE - 68 SF
- OFFICES - 138 SF
- CHEZ JEAN-PIERRE RESTAURANT

TOTAL NET:
- FIRST FLOOR: 6,985 SF NET UNDER AIR
- SECOND FLOOR: 2,005 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 10,750 SF

PROPOSED FIRST FLOOR - USABLE SF (NET)

- SANCTUARY - 3,256 SF
- SOCIAL HALL - 1,990 SF
- CIRCULATION - 1,163 SF
- OVERFLOW GENERAL EVENT/ TEEN SUNDAY SCHOOL - 2,503 SF
- KOSHER KITCHEN - 620 SF
- BATHROOMS - 495 SF
- STORAGE - 1,248 SF
- OFFICES - 890 SF
- UTILITY - 188 SF

TOTAL NET:
- FIRST FLOOR: 12,353 SF NET UNDER AIR
- SECOND FLOOR: 3,924 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 19,297 SF

1 EXISTING FIRST FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

2 PROPOSED FIRST FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

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KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30429303 NCARB # 87929

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

EXISTING& PROPOSED FIRST FLOOR PLAN DIAGRAM

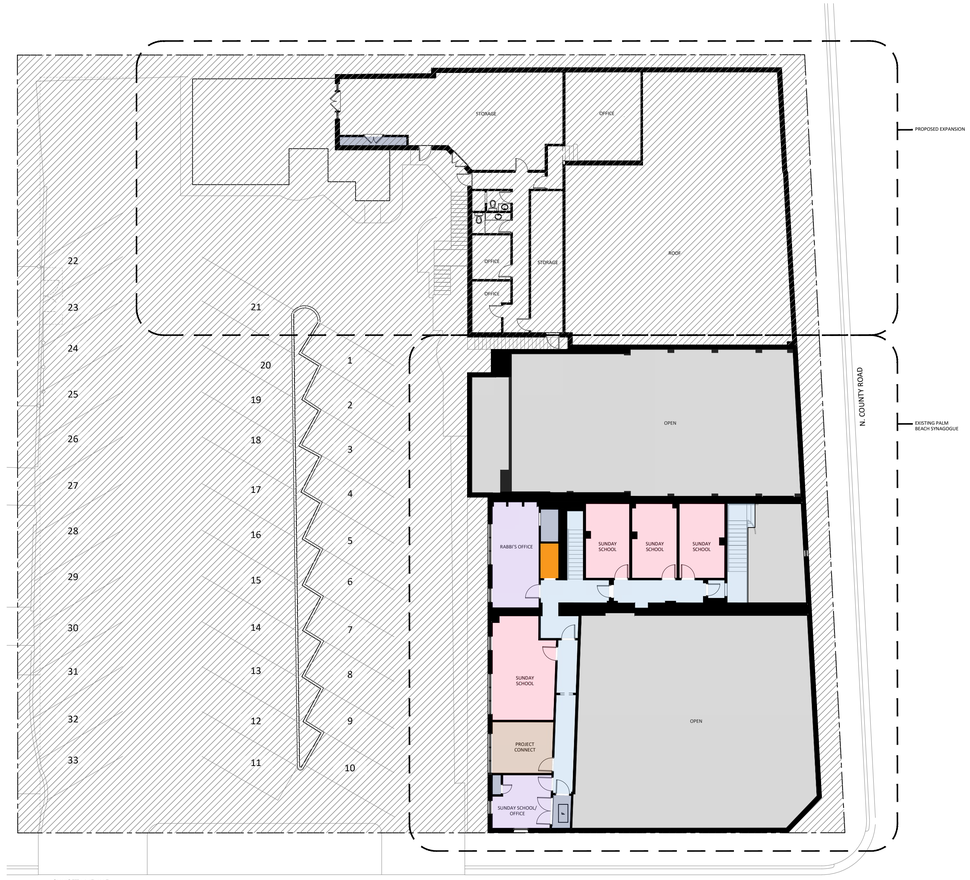
SHEET NUMBER

SP1.1

N W E S

SCHEMATIC DESIGN

ZON-25-0046



EXISTING



PROPOSED

EXISTING SECOND FLOOR - USABLE SF (NET)

- CIRCULATION - 572 SF
- SUNDAY SCHOOL CLASSROOMS - 795 SF
- OFFICES - 387 SF
- BATHROOMS - 30 SF
- STORAGE - 67 SF
- PROJECT CONNECT - 154 SF
- 2-STORY VOLUME - OPEN TO BELOW
- EXISTING CHEZ JEAN-PIERRE RESTAURANT

TOTAL NET:
- FIRST FLOOR: 6,985 SF NET UNDER AIR
- SECOND FLOOR: 2,005 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 10,750 SF

1 EXISTING SECOND FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

PROPOSED SECOND FLOOR - USABLE SF (NET)

- CIRCULATION - 796 SF
- SUNDAY SCHOOL CLASSROOMS - 2,383 SF
- OFFICES - 387 SF
- BATHROOMS - 108 SF
- STORAGE - 96 SF
- PROJECT CONNECT - 154 SF
- 2-STORY VOLUME - OPEN TO BELOW

TOTAL NET:
- FIRST FLOOR: 12,353 SF NET UNDER AIR
- SECOND FLOOR: 3,924 SF NET UNDER AIR

TOTAL GROSS
- UNDER AIR: 19,297 SF

2 PROPOSED SECOND FLOOR PLAN - NET USABLE SQUARE FOOTAGE DIAGRAM
SCALE: 1/16" = 1'-0"

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Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

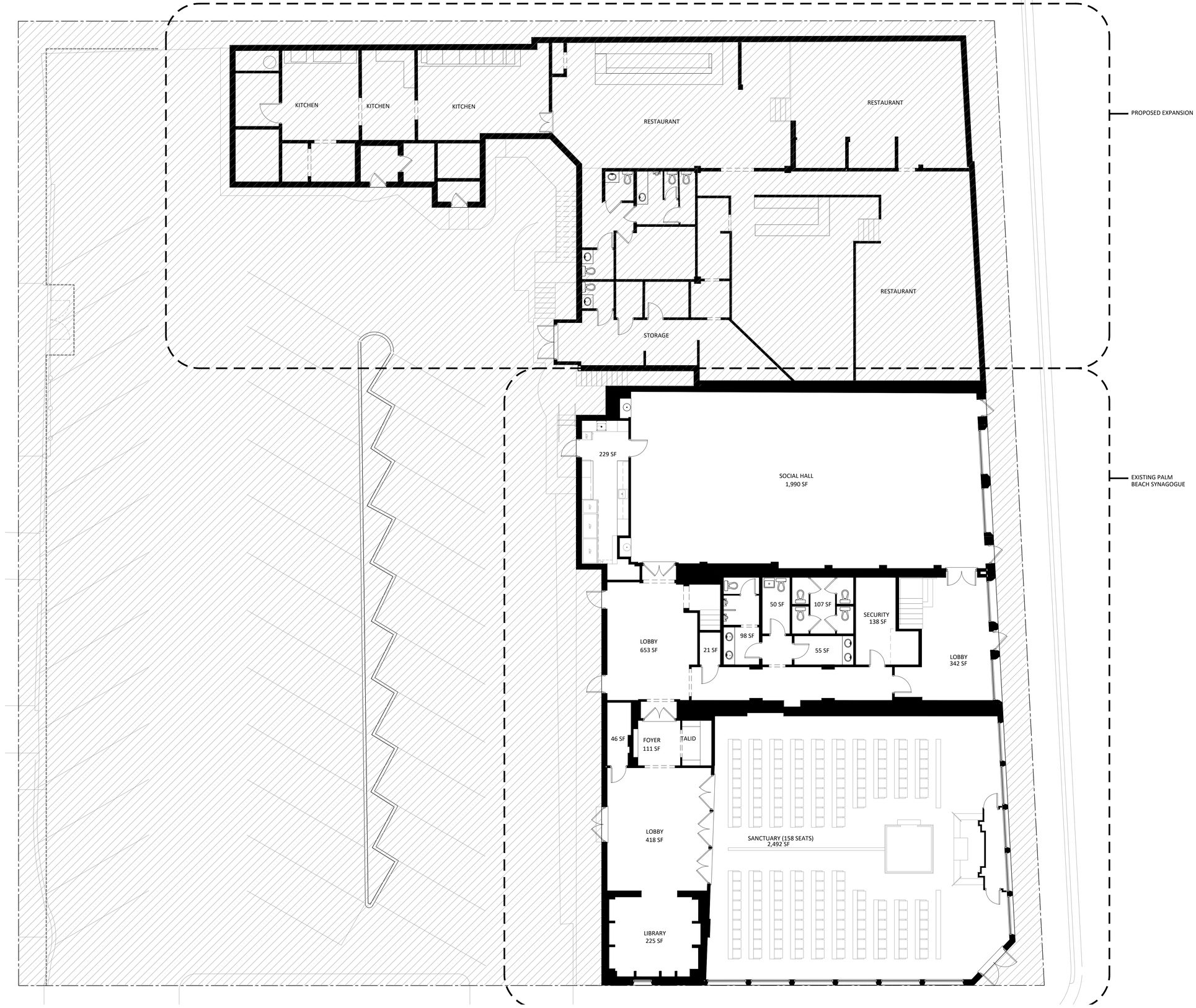
EXISTING & PROPOSED SECOND FLOOR PLAN DIAGRAM

SHEET NUMBER

SP1.2

N W E S

SCHEMATIC DESIGN



1 EXISTING FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

ZON-25-0046

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AIA # 30425933 NCARB # 87929

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

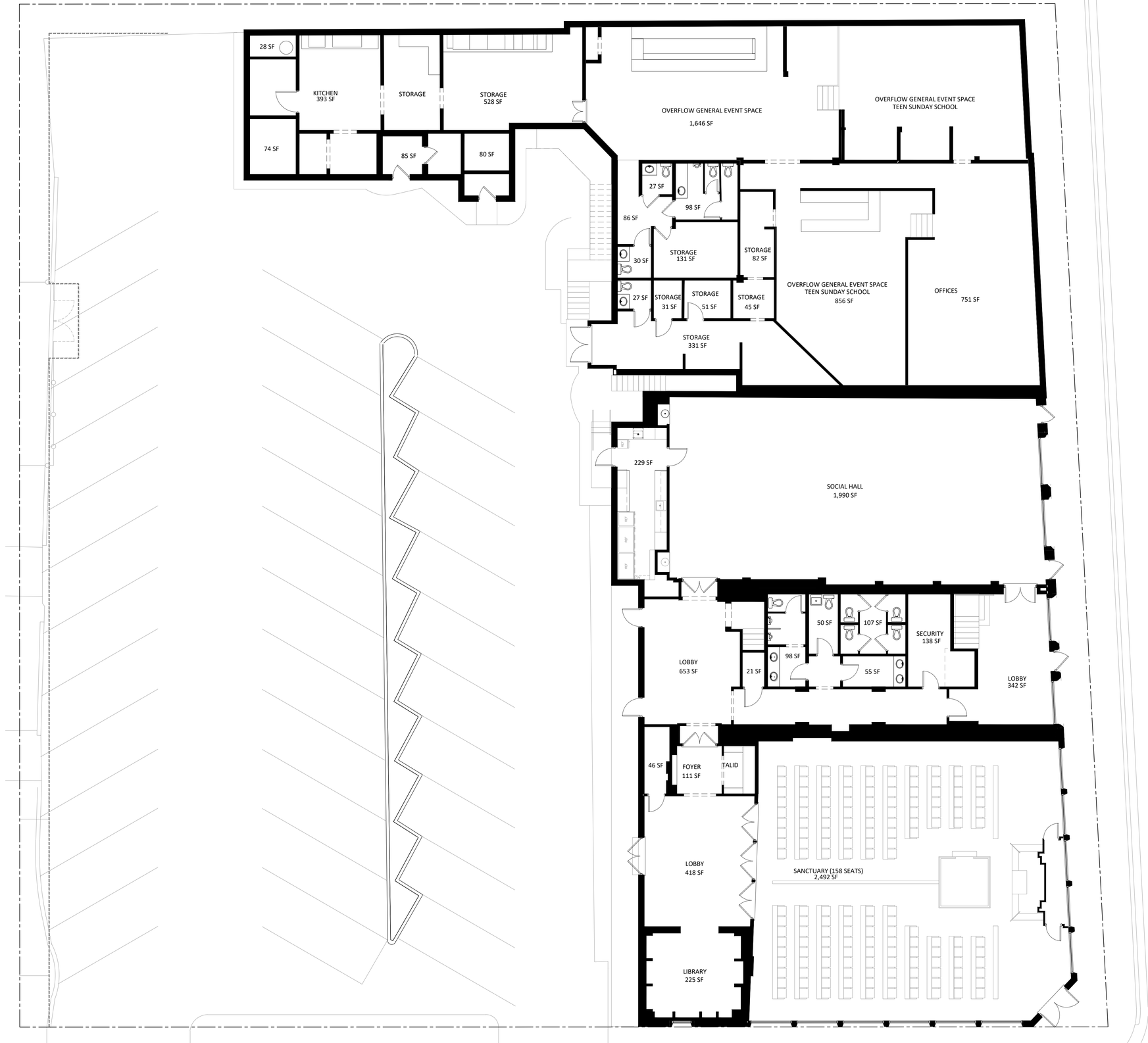
EXISTING FIRST FLOOR/ SITE PLAN

SHEET NUMBER

A1.0

N
W E
S

SCHEMATIC DESIGN



1 PROPOSED FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

ZON-25-0046

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PROGETTO DI ARCHITETTURA

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NOT FOR CONSTRUCTION

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # ID6422
AIA # 30425933 NCARB # 87929

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Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

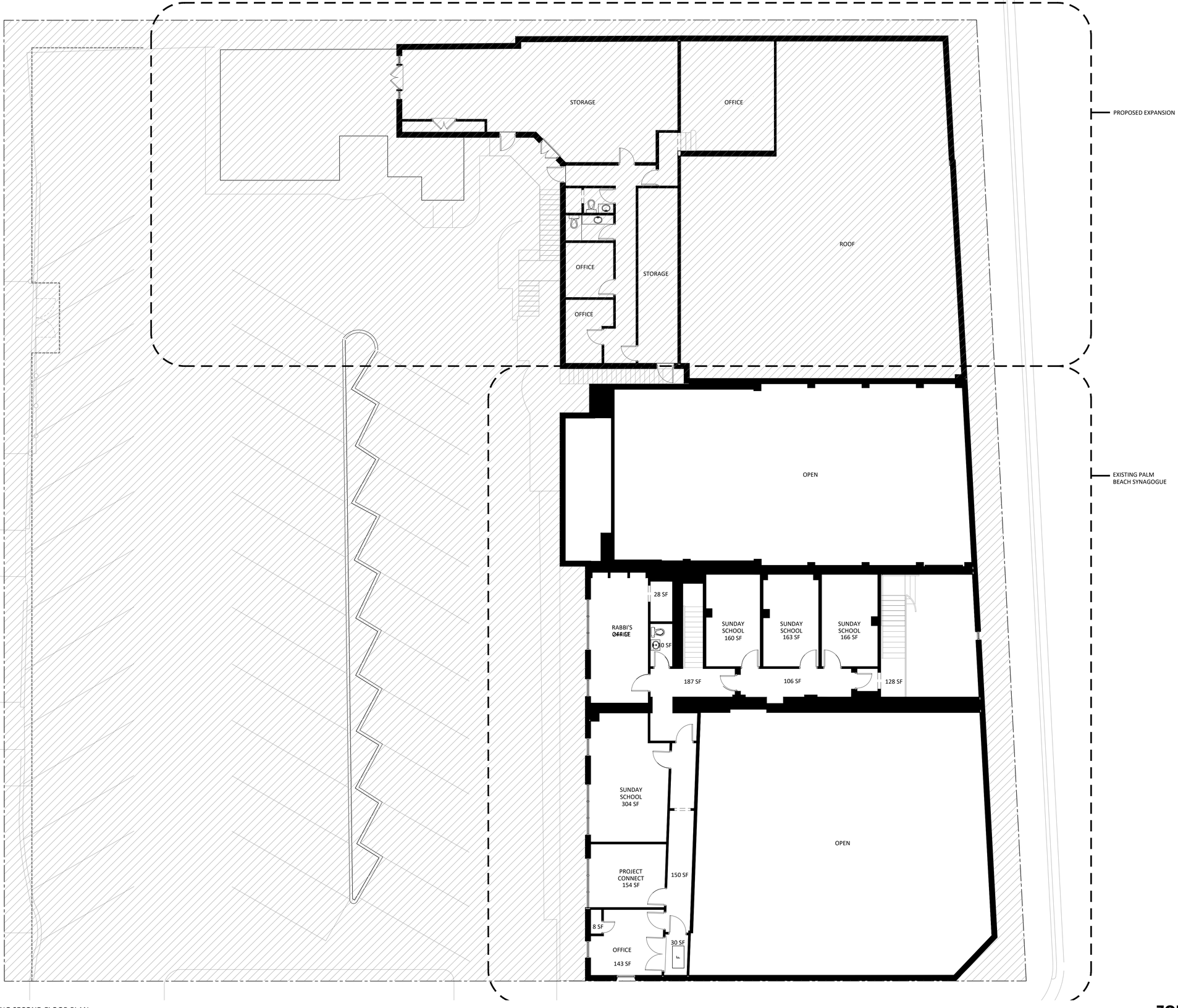
PROPOSED
FIRST FLOOR/ SITE PLAN

SHEET NUMBER

A1.1

N
W E
S

SCHEMATIC DESIGN



1 EXISTING SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

ZON-25-0046

Bartholemew + Partners

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INTERIOR DESIGNER # ID6422
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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

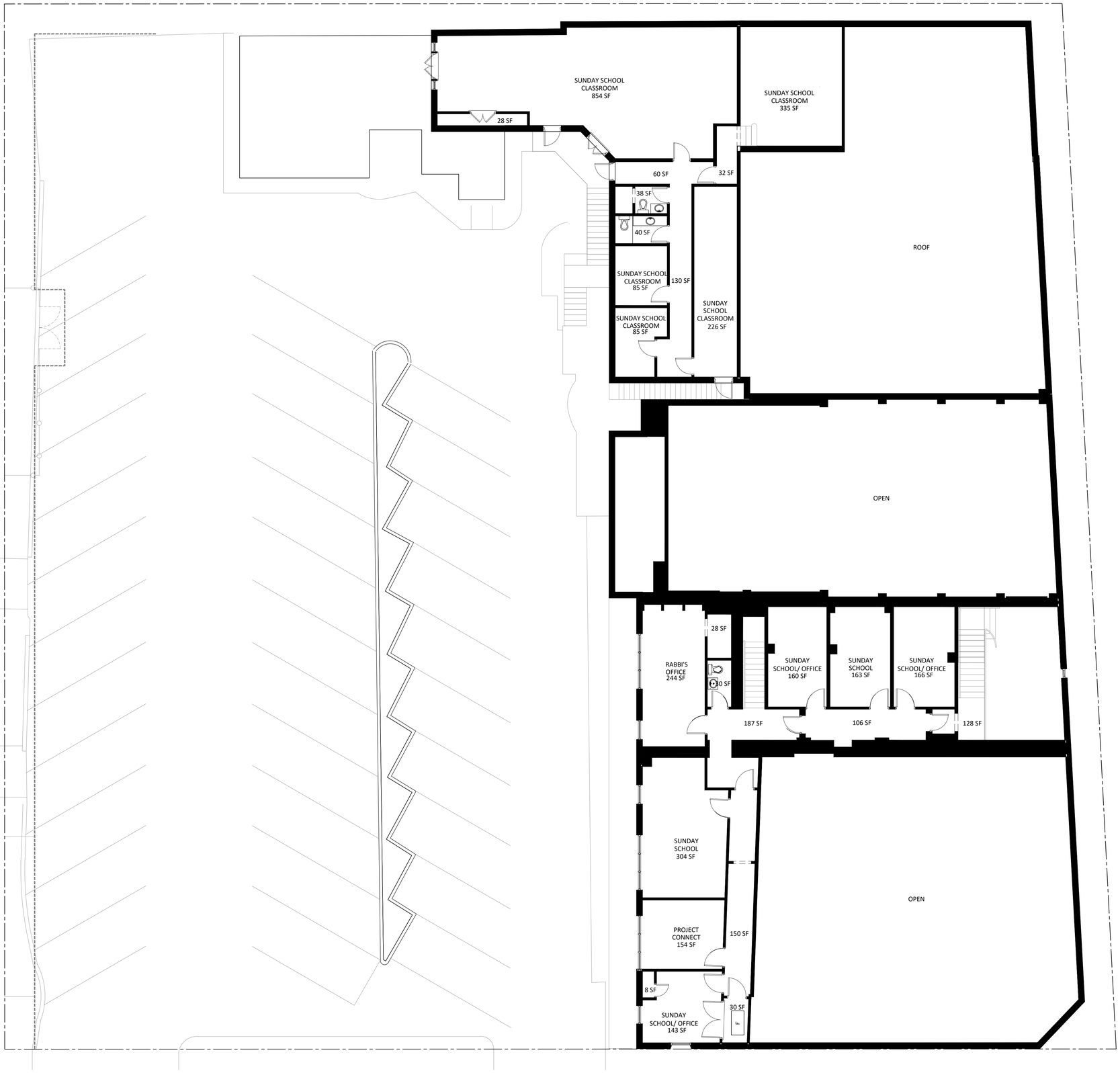
EXISTING SECOND FLOOR PLAN

SHEET NUMBER

A1.2

N W E S

SCHEMATIC DESIGN



1 PROPOSED SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

ZON-25-0046

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Project no: 24.04.130
Date: 06.06.25
Drawn by: V. Antico / P. Torres
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

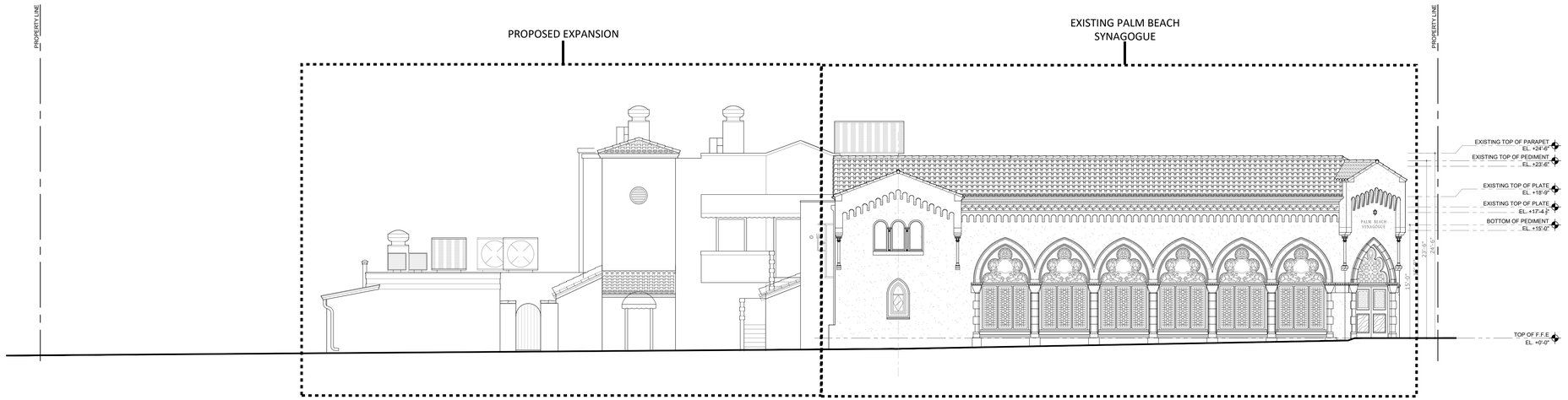
PROPOSED SECOND FLOOR PLAN

SHEET NUMBER

A1.2

N W E S

SCHEMATIC DESIGN



1 EXISTING OVERALL SOUTH ELEVATION - SUNSET AVENUE
SCALE: 1/8" = 1'-0"



2 PROPOSED OVERALL SOUTH ELEVATION - SUNSET AVENUE **- NO PROPOSED EXTERIOR CHANGES**
SCALE: 1/8" = 1'-0"

ZON-25-0046

Bartholemew + Partners

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KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # IDE422
AIA # 30425933 NCARB # 87929

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Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

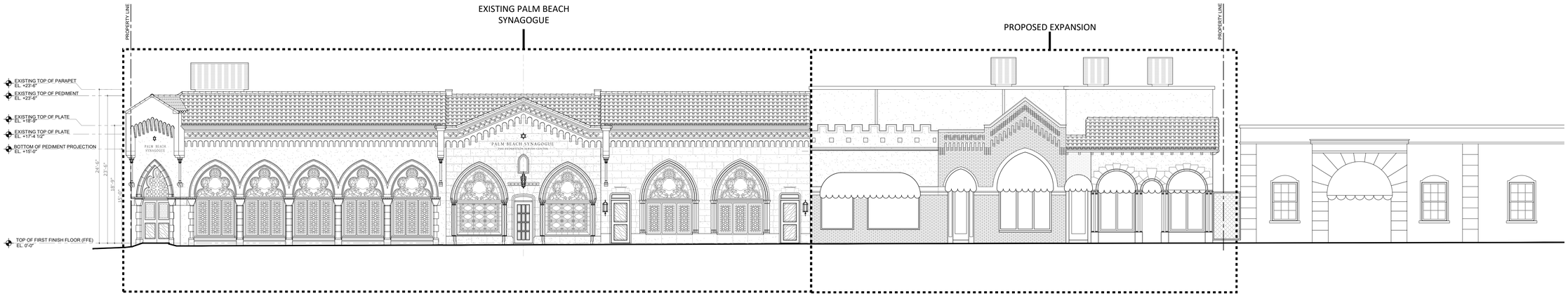
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

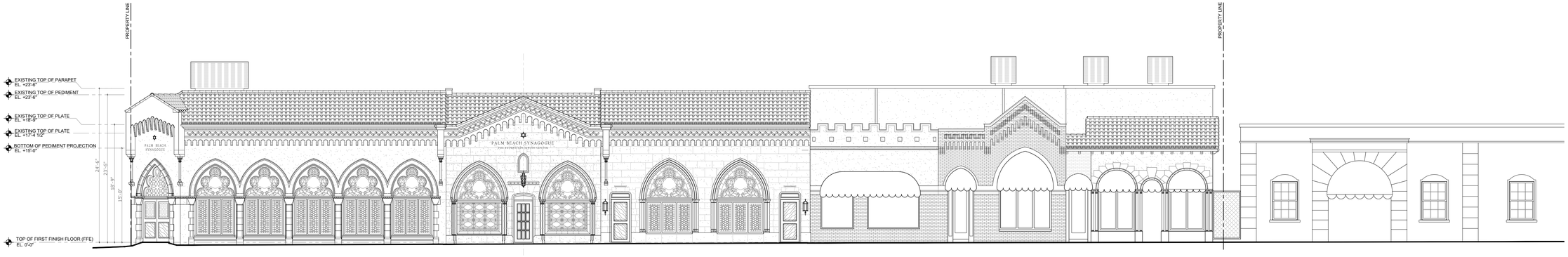
SOUTH ELEVATION OVERALL

SHEET NUMBER

A2.0



1 EXISTING OVERALL EAST ELEVATION- N. COUNTY ROAD
SCALE: 1/8" = 1'-0"



2 PROPOSED OVERALL EAST ELEVATION - N. COUNTY ROAD **- NO PROPOSED EXTERIOR CHANGES**
SCALE: 1/8" = 1'-0"

ZON-25-0046

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Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

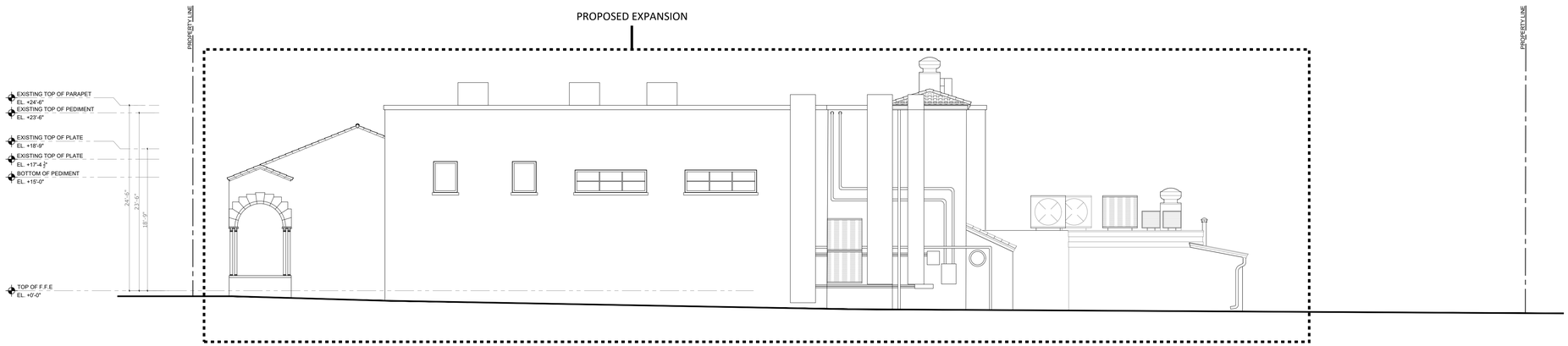
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

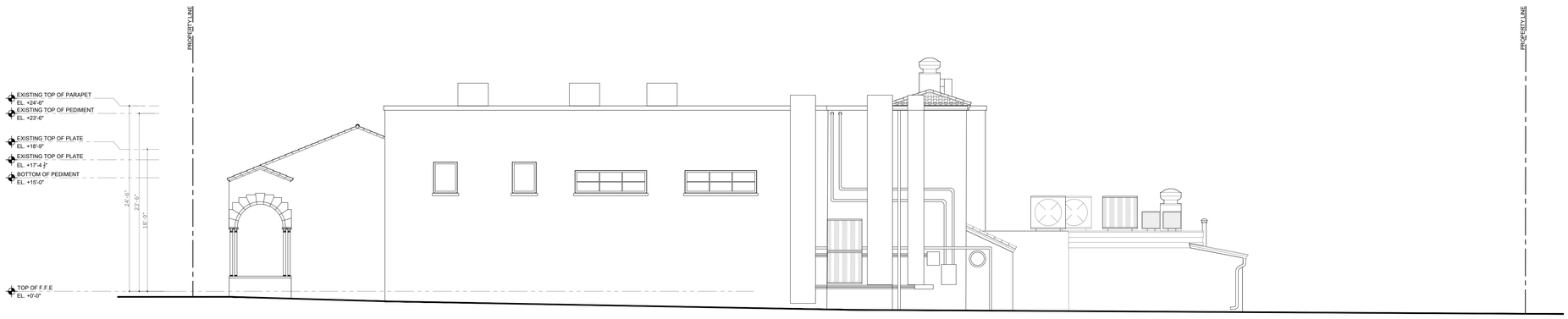
EAST ELEVATION OVERALL

SHEET NUMBER

A2.1



1 EXISTING OVERALL NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 PROPOSED OVERALL NORTH ELEVATION **- NO PROPOSED EXTERIOR CHANGES**
SCALE: 1/8" = 1'-0"

ZON-25-0046

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32-29 44TH ST
ASTORIA, NY 11103
PHONE: 561-888-0234

KYLE B FANT ARCHITECT # AR99255
INTERIOR DESIGNER # IDE422
AIA # 30425933 NCARB # 87929

Revisions:

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Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD
PALM BEACH
SYNAGOGUE

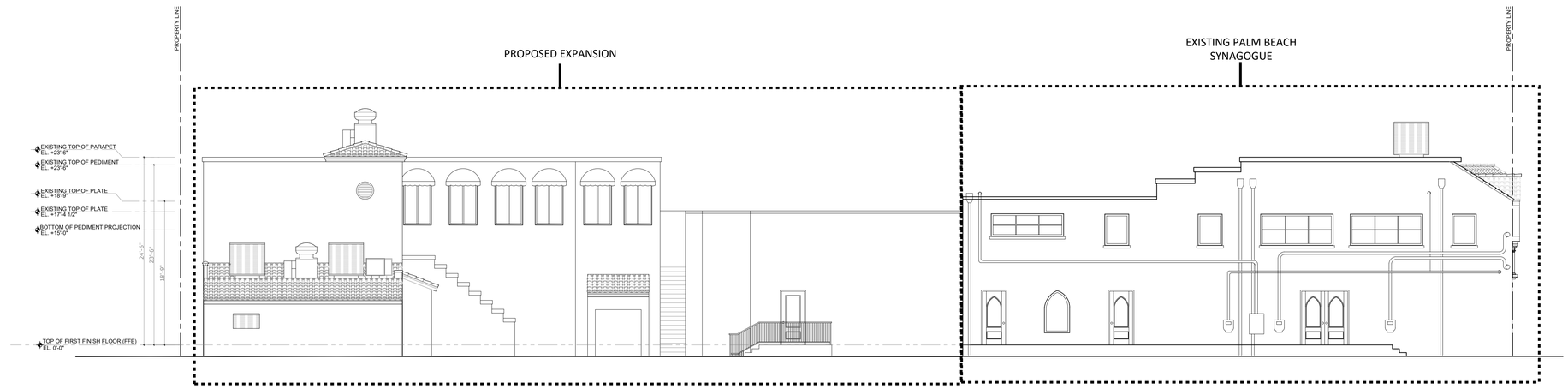
Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

NORTH ELEVATION
OVERALL

SHEET NUMBER

A2.2



1 EXISTING OVERALL WEST ELEVATION
SCALE: 1/8" = 1'-0"



2 PREVIOUSLY PROPOSED OVERALL WEST ELEVATION **- NO PROPOSED EXTERIOR CHANGES**
SCALE: 1/8" = 1'-0"

ZON-25-0046

Bartholemew + Partners

ARCHITECTURE AND DESIGN
PROGETTO DI ARCHITETTURA

THE PLAZA CENTER
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PENTHOUSE 600A
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F: 561 461 0106
FL LIC. # AA26003943

BARTHOLEMEWPARTNERS.COM

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PALM BEACH, FL 33480
PHONE: 561-832-4600
E-MAIL:DUSTIN@ENVIRONMENTDESIGNGROUP.COM

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEER
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Project no: 24.04.130
Date: 07.29.24
Drawn by: V. Antico
Project Manager: K. Fant

120-132 N. COUNTY RD PALM BEACH SYNAGOGUE

Project Address:
120-132 N. County Rd, Palm Beach, FL, 33480

SHEET NAME

WEST ELEVATION OVERALL

SHEET NUMBER

A2.3

EXHIBIT "E"

Copy of January 15, 2025 Town Council approval letter for Special Exception Uses / Site Plan Review / Variances (Application Number ZON-24-0055 and COA-24-0022)

(See next page)

DRAFT

TOWN OF PALM BEACH

Planning, Zoning & Building Department

TOWN COUNCIL CORRECTED DEVELOPMENT ORDER

File: ZON-24-0055 (COA-24-0022)
Property: 120-132 N COUNTY RD— Palm Beach Synagogue
Meeting Date: JANUARY 15, 2025
Applicant: Palm Beach Orthodox Synagogue INC (Rabbi Moshe Scheiner)

This document is being corrected to the original document to correct the specific variances approved.

At the JANUARY 15, 2025 meeting, the Town Council, after hearing all testimony, conditionally approved (3-2) the Variance(s) (#1-#9), finding that all the criteria set forth in Sec. 134-201(a) have been satisfied:

- **VARIANCE #1** A variance to reduce the minimum required front yard setback varying from 0.2' at its closest point along Sunset Avenue to 5'-0" along N County Rd in lieu of the required setback ranging from 5' to 8' and to reduce a portion of the pedestrian walkway to 7'-1" along Sunset Ave where 10' is required.
- **VARIANCE #2** A variance to reduce the minimum required overall landscape open space by 15% to permit 10.58% in lieu of the required 25%.
- **VARIANCE #3** A variance to reduce the minimum required front yard landscape open space to 0% along ~~Sunset Ave~~ N County Road and 29.9% along ~~N County Road~~ Sunset Ave in lieu of the required 35%.
- **VARIANCE #4** A variance to exceed the maximum building length of 150'-0" along Sunset Ave to allow for a building 173'-0" in length and along N County Road to allow for a building 172'-0" in length.
- **VARIANCE #5** A variance to reduce the required on-site parking spaces to provide 8 spaces for the Sunday School where 139 are required, and 18 spaces for the Saturday service where 139 are required.
- **VARIANCE #6** A variance to exceed the maximum floor area (gross building area) of 15,000 SF for a building to be constructed at 32,382 SF.
- **VARIANCE #7** A variance to eliminate the minimum required number of berths (off-street loading spaces) in order to not provide the one (1) required 12' x 25' loading space on site.
- **VARIANCE #8** A variance to reduce the minimum required side yard (north) setback to ~~1.8'~~ 1'-8" in lieu of the required setback of 7'-0".
- **VARIANCE #9** A variance to reduce the minimum required rear yard (west) setback to 7' in lieu of the required setback of 13'-0".

~~Strikethrough~~ and underline denote corrected copy.

Additionally, the Town Council conditionally approved (4-1) the following Special Exception(s) (#1, #2 and #3) in accordance with Section 134-229 and Site Plan Review in accordance with Section 134-329:

- **SITE PLAN REVIEW:** Site Plan Review for new building(s) which involves more than 2,000 SF of building floor area in the C-TS zoning district.
- **SPECIAL EXCEPTION #1:** Special Exception for a building height of 2-stories in the C-TS zoning district.

- **SPECIAL EXCEPTION #2:** Special Exception for Churches, synagogues or other houses of worship, for worship space for 230 seats/ patrons.
- **SPECIAL EXCEPTION #3**: Special Exception for permitted uses over 3,000 SF of gross leasable area (GLA) in the C-TS zoning district.

Provided, the applicant build substantially in accordance with the approved plans, plans, "The Palm Beach Orthodox Synagogue 120-132 N COUNTY RD", as prepared by **Bartholemew + Partners** and **Environmental Design Group**, received by the Town on December 13, 2024.and as approved by Town Council, as determined by staff.

The following condition(s) to be included as part of this Development Order:

- That the applicant shall return to Town Council at a future meeting date to review and approve a Declaration of Use Agreement outlining areas of concern, the off-site parking arrangements, and restrictions on the number and scope of special events to be held.
- That the Declaration of Use Agreement shall include and incorporate a Construction Management Agreement to be reviewed and approved by Town Council.
- That the applicant submit written parking agreements subject to the review and approval of the Town Attorney.
- That the owner submit and record a Deed Restriction restricting the use of the land to no future academic school use except for Sunday School purposes only.

Also at the January 15, 2025 meeting, the Town Council directed the Town Manager and/or Chief of Police to permit the right to park on the public road right-of-way to accommodate applicant's Saturday morning religious services.

Approval of this application by the Town Council does not relieve the owner and/or applicant from obtaining additional Town approvals as may be required, such as design review approvals and the necessary building permits. A building permit for the work authorized under this approval must be obtained within three years from the date of approval or said approval will expire. When requesting a building permit, the plans submitted to the Town for permit are required to be consistent with the plans approved by the Town Council and modified in accordance with the conditions of approval that must be satisfied prior to permit issuance, as set forth in this Development Order.

This Development Order shall serve as the written finding of the Town Council.

Originally Dated this 21st day of January, 2025.
Corrected 5th day of February, 2025.

Sincerely,

Wayne Bergman, Director of Planning, Zoning and Building, on behalf of
TOWN COUNCIL

cc: James G. Murphy, AICP, Assistant Director of Planning, Zoning and Building
Friederike H. Mittner, FAICP, Design and Preservation Manager
Abraham Fogel, AICP, GGEP, Design and Preservation Planner

TOWN OF PALM BEACH

Planning, Zoning & Building Department

.1, 1999

.r. Robert Deziel, Esq.
239 South County Road
Palm Beach, FL 33480

Subject: Special Exception #14-99, 120 North County Road

Dear Mr. Deziel:

The Town Council, at the regularly scheduled meeting of June 8, 1999, conditionally approved your request to have a 182 seat synagogue at the above location. The approved floor plan is identified on sheet drawing A-1, stamp dated May 7, 1999, prepared by Affiniti Architects and made a part of the application. The conditions placed on the approval are as follows:

1. The applicant shall return to the June 13, 2000, Town Council meeting to review and mitigate any parking and/or traffic conflict related issues that may arise.

2. The applicant may only sponsor synagogue related events in the first year.

This Town Council action constitutes zoning approval only and does not relieve the owner and/or applicant from obtaining additional Town approvals as may be required such as Landmark Commission approval and necessary construction permits.

The work authorized under this special exception must be commenced or implemented within one year from the date of approval or said approval will expire.

Sincerely,

Paul Castro, AICP
Zoning Administrator

c: Robert J. Doney, Town Manager
Robert L. Moore, Director of Planning, Zoning and Building
Mary A. Pollitt, Town Clerk
Harry P. Ackerman, Assistant Building Official
pf & zf

Exhibit "I"

TOWN OF PALM BEACH

Planning, Zoning & Building Department

December 26, 2001

Mr. Richard P. Zaretsky, Esq.
1655 Palm Beach Lakes Blvd.
Suite 900
West Palm Beach, FL 3340^

Subject: Special Exception #27-2001 - Palm Beach Orthodox Synagogue, 126 North County Road

Dear Mr. Zaretsky:

The Town Council, at the regularly scheduled meeting of December 11, 2001, conditionally approved your request client's request to expand the synagogue into 2,557 square feet of tenant space to the north of the existing house of worship. The condition of approval is that the additional space (multi-function room) only be allowed a maximum of 52 seats when the synagogue sanctuary is in use simultaneously with the multi-purpose room. In the event the synagogue sanctuary is not in use at the same time, the seating of the multi-purpose room may increase to an occupancy of a maximum of 132 seats or the maximum the fire prevention code allows, whichever is less. The approved floor plans are identified on sheet drawings A1through A3, stamp dated November 9, 2001, prepared by Affiniti Architects and made a part of this application.

This Town Council action constitutes zoning approval only and does not relieve the owner and/or applicant from obtaining additional Town approvals as may be required such as Landmark Commission approval and necessary construction permits.

The work authorized under this special exception must be commenced or implemented within one year from the date of approval or said approval will expire.

Sincerely,

Paul Castro, AICP
Zoning Administrator

cc: Peter B. Elwell, Town Manager
Robert L. Moore, Director of Planning, Zoning and Bldg.
Veronica B. Close, Assi. Director of Planning, Zoning and Bldg.
Mary A. Pollitt, Town Clerk
Harry P. Ackerman, Assistant Building Official
Timothy M. Frank, Planner/Project Coordinator
pf & zf

Exhibit "H"

AUG 8 2005

TOWN OF PALM BEACH

Planning, Zoning & Building Department

July 25, 2005

Mr. Richard P. Zaretsky, Esq.
1655 Palm Beach Lakes Boulevard
Suite 900
West Palm Beach, FL 33480

Subject: Special Exception #15-2005, 120, 122 & 126 North County Road, Palm Beach Orthodox Synagogue

Dear Mr Zaretsky:

The Town Council, at the regularly scheduled meeting of July 12, 2005, approved your client's Special Exception request to expand the existing Synagogue by using the existing office building that was Rampell & Rampell as the foyer to join the applicant's property to the South (the operating sanctuary) to the property to the north (the previously approved multi-purpose room). The approval allows the reconfiguration of the 2nd story by removing 1,127 square foot thereof while retaining room for 3 offices. The approval also increases the occupancy of the multi-purpose room from 132 seats (as allocated under Special Exception #14-99) to 158 seats to match sanctuary occupancy and allows the multi-purpose occupancy to increase based on the permitted principal of equivalency for parking from the approved 52 seats (as allocated under Special Exception #27-2001) to 100 seats when the sanctuary is in use. The approval is identified on sheet plans A1 and A2, prepared by Affiniti Architects, stamp dated May 27, 2005, and made a part of the approval of this application.

The Town Council approval of this application for Special Exception constitutes only zoning approval and does not relieve the owner and/or applicant from obtaining additional Town approvals as may be required, such as Landmark Commission approval and necessary construction permits. The work authorized under the approval of this Special Exception must be commenced or implemented within one year from the date of approval or said approval will expire.

Sincerely,

Paul W. Castro, AICP
Zoning Administrator

cc: Peter B. Elwell, Town Manager
Robert L. Moore, Director of Planning, Zoning & Bldg.
Veronica B. Close, Asst. Director of Planning, Zoning & Bldg.
Susan Eichhorn, Acting Town Clerk
Harry P. Ackerman, Assistant Building Official
Timothy M. Frank, Planning Administrator
zf & pf

Exhibit "G"

FP

TOWN OF PALM BEACH

Planning, Zoning & Building Department

July 2, 2007

Mr. Richard Zaretsky, Esq.
1655 Palm Beach Lakes Blvd., Suite 900
West Palm Beach, FL 33401

Subject: Special Exception #3-2007 with Site Plan Review, 120, 122 and 126 North County Road

Dear Mr. Zaretsky:

The Town Council, at the regularly scheduled meeting of May 8, 2007, conditionally approved the subject Special Exception with Site Plan Review to expand the existing Synagogue by using the existing office building that was Rampell & Rampell as the foyer to join the applicant's property to the south (the operating sanctuary) to the property to the north (the previously approved multi-purpose room); and to reconfigure the 2nd story by removing 1,127 square feet while retaining room for 3 offices. The request proposes to increase the occupancy of the multi-purpose room from 132 (as allocated under Special Exception #14-99) seats to 158 seats to match sanctuary occupancy. In addition, the approval allows this multi-purpose room occupancy to increase based on the permitted principal of equivalency for parking from the approved 52 (as allocated under Special Exception #27-2001) seats to 100 seats when the sanctuary is in use. The approval is based on the applicant providing an acceptable declaration of use agreement that identifies the allowed seating and the prohibition of the use of the vacant space unless a variance for parking is granted.

The conditional approval is identified on sheet drawings A0.1 through A2.2, stamp dated June 12, 2007, prepared by Arthur Chabon Architect and made a part of the approval of this application. The Town Council approval of this application for a Special Exception with Site Plan Review constitutes only zoning approval and does not relieve the owner and/or applicant from obtaining additional Town approvals as may be required, such as Architectural or Landmark Commission approval and necessary construction permits. The work authorized under the conditional approval of this application must be commenced or implemented within one year of the approval or said approval shall expire.

Sincerely,

Paul Castro, AICP
Zoning Administrator

cc: Peter B. Elwell, Town Manager
Veronica B. Close, Director, Planning, Zoning & Building Department
Susan Eichhorn, Town Clerk
Jeff Taylor, Acting Building Official
Timothy M. Frank, Planning Administrator
zf & pf

Post Office Box 2029 • 360 South County Road • Palm Beach, Florida 33480
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E-Mail: pzb@townofpalmbeach.com • Website: www.townofpalmbeach.com

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

Via: Planning, Zoning, & Building Staff

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

Re: 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. *[The Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 7-0.] [The Architectural Review Commission approved this project. Carried 7-0.]*

Date: 11/17/2025

ATTACHMENTS

Staff Report
Letter of Intent
Landscaping Plans
Architectural Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-25-0061 (ARC-25-0067) 410 N LAKE WAY - 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 installation an exterior staircase and second story deck. The Architectural Commission shall perform design review of the application.

Property Owner: North Lake Trust
Professional: Val Hawkins Architect / Environment Design Group

HISTORY:
The project was presented at the October ARCOM meeting and deferred for further restudy of several design features. The applicant has modified the railing design of the second story addition and elected to keep the proposed skylights at the owner's request. At the November 21, 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 "410 N Lake Way", as prepared by **VHA**, uploaded November 10, 2025.

The following is the scope of work for the application:

- Conversion of an existing pergola into fixed roof and deck above rear patio.

The following town council relief is requested:

- **Variance: Sec.134-893(b)(7)(b.):** Applicant requests a variance to allow for a southside yard second story setback of 9.7' in lieu of 12.5' minimum required for first story and 15' minimum required for second story.

Site Data			
Zoning District	R-B	**Future Land Use**	SINGLE-FAMILY
Lot Size	23,706 Sq. Ft.	**Enclosed Sq. Ft.**	7,480 Sq. Ft.
Lot Width	84.64'	**Lot Depth**	283.21'
Lot Coverage	Permitted: 30% Existing: 29%	**Landscape Open Space:**	Required: 45% Existing: 42%

Surrounding Properties / Zoning	
North	430 N Lake Wat | Residence / R-B
South	405 N Lake Way | Residence / R-B
East	244 Via Las Brisas | Residence / R-B

West	Intercoastal Waterway

STAFF ANALYSIS:

The application proposes demolition of the existing rear pergola at the single-family residence located at 410 N Lake Way. Following demolition, the applicant intends to construct a new covered porch with an outdoor metal spiral staircase providing access to the second-floor roof deck. The proposed staircase is located within the required side yard setback and therefore requires a variance as noted below.

Additionally, the existing rear living room and dining room glass doors will be replaced in kind, and two new skylights are proposed on the second-story rear elevation. Portions of the existing walking path will be removed to accommodate the new staircase, and the existing hardscape will be replaced in kind with coral stone on the patio.



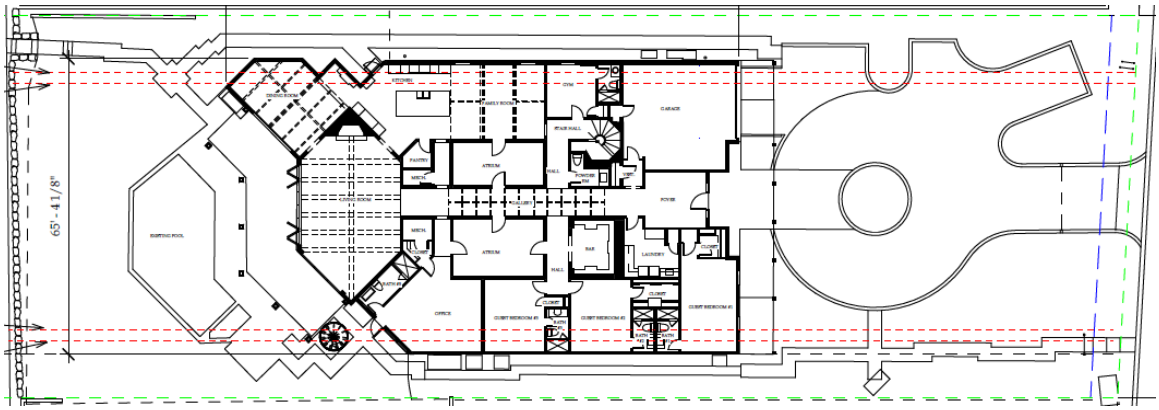
PREVIOUSLY PROPOSED

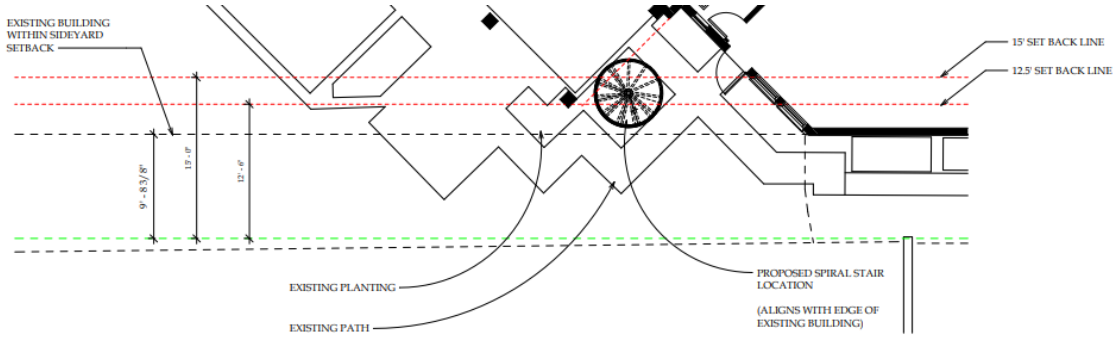


CURRENTLY PROPOSED



VARIANCE REQUEST





CODE SECTION	PERMITTED	PROPOSED	VARIANCE
Variance : Sec. 134-893	12.5' minimum setback for 1st story and 15' minimum for second story	9.7 feet	2.8 feet

CONCLUSION:

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

1. for the overall design of the project in accordance with Sec. 18-205 criteria, subject to any imposed conditions, and
2. that the implementation of the proposed variance **will** or **will not** cause negative architectural impacts to the subject property.

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:SCP

LETTER OF INTENT

ARC-25-0067 and ZON-25-0061: We are pleased to submit the accompanying drawings for our project at 410 North Lake Way, Palm Beach, FL. The proposed work includes the following:

- Conversion of existing pergola into fixed roof and deck above rear patio near pool. New railing. Replacement of glass doors in rear. New skylights.

Please note the following as it relates to this application:

Section 18-205

1. The plan for the proposed building is in conformity with good tase and design and contributes to the image of the town. The proposed updates are invisible from neighboring properties and streets, but the architecture is to match and enhance what is existing.
2. The proposed work has been designed to maintain the current setbacks, building envelope, and significant landscape screening exists.
3. The proposed fixed roof/deck and associated materials maintain the style and character of what is existing.
4. The proposed structure is in harmony with the history and design of the street and surrounding properties.
5. The home is not excessively similar to any surrounding structure. We are maintaining the style of the existing home.
6. The home is not excessively dissimilar to any surrounding structure. No substantial architectural changes are proposed.
7. The proposed addition is subservient in style and massing to the principal structure. The proposal is to convert an existing pergola to a fixed roof with deck on top. This fixed roof previously existed but was changed recently to a pergola by a prior owner.
8. The house is appropriate in relation to the character of the street, neighborhood, and with design features the enhance the view from the street. The renovations are not visible to or from the street
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.
10. The project's location and design maintain the existing site characteristics. The setback matches what is existing with the pergola and the setback for the existing home is less than what is proposed for the new deck (no further encroachment is proposed).

The following zoning relief is requested:

Sections 134-201, 134-205 and 134-893(b)(7)(b.). Applicant is requesting one variance as described below.

1. **Variance: Sec. 134-893(b)(7)(b.):** Applicant requests a variance to allow for a south side yard second story setback of 9.7' in lieu of 9.7' existing and 12.5' minimum required for first story and 15' minimum required for second story.

The hardship that runs with the property is that the existing fixed pergola and residence on the south side already encroach into the side yard setback. The proposal represents no change to the building envelope but rather just a conversion of the pergola into a fixed roof and deck with exterior circular stairs for access. The stairs encroach into the setback by a smaller amount than what exists today. The relief requested is very technical and de minimis in nature.

Granting of the variances will not be contrary to the public's interest because no negative impact to the neighbors will result. Granting of the variance will not be contrary to the public's interest because Applicant is proposing to convert a fixed pergola into a fixed roof and deck on top which will not be visible to any neighbor. The setbacks will remain as existing.

Criteria for Site Plan Review – N/A

Criteria for Special Exceptions – N/A

Criteria for Authorizing a Variance

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 small setback encroachment already exists, so any change would trigger a variance required even if no new extension into the setback is proposed.

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

   The home was existing when Applicant purchased it, and a prior owner had the fixed roof (and deck) instead of the pergola.

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.

   No special privileges will be conferred on the Applicant if the variance is granted because the applicant is simply trying to modernize an existing home to fit the needs of the new owner that generally complies with all lot, yard and area requirements despite an existing small side yard setback non-conformity.

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.

   Literal interpretation of the ordinances would deprive Applicant of the right to return the rear patio roof to the condition that previously existed.

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

   The requested relief is the minimum necessary because building envelope will not change.

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 must be demonstrated pertaining to the nonconforming use for which the variance is requested:

   N/A

7. 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.

   The granting of this variance is in harmony with the intent and purpose of the Zoning Code because the requested renovation does not involve any new extension of the home or roof into the side yard setback.

PROJECT NUMBER: ARC-25-0067 (ZON-25-0061)

ADDRESS: 410 N LAKE WAY, PALM BEACH, FL 33480

PROJECT TEAM:

ARCHITECT:
VAL HAWKINS ARCHITECT, LLC
1052 POTOMAC ST NW
WASHINGTON, DC 20007

LANDSCAPE ARCHITECT:
DUSTIN MIZELL
139 NORTH COUNTRY RD - SUITE 20-B
PALM BEACH, FL 22480

CIVIL ENGINEER:
GRUBER CONSULTING ENGINEERS
2475 MERCER AVE, SUITE 305
WEST PALM BEACH, FL 33401

STRUCTURAL ENGINEER:
CARMO ENGINEERING ASSOCIATES
814 DIXIE HIGHWAY
LANTANA, FL 33462

PROJECT SCOPE:

- DEMO EXISTING PERGOLA AND REBUILT COVERED PORCH WITH ROOF DECK WITHIN SAME FOOTPRINT.
- EXTERIOR SPIRAL STAIR TO BE ADDED FOR ROOF ACCESS (APPLYING FOR VARIANCE TO LOCATE WITHIN SIDEYARD SETBECK)
- DROP-DOWN INTEGRATED SCREENS IN ROOF DECK STRUCTURE
- REPLACE LIVING AND DINING ROOM EXTERIOR DOORS IN KIND
- ADD 2 SKYLIGHTS TO WESTERN FACING ROOF OF LIVING ROOM, TO MATCH EXISTING EASTERN FACING SKYLIGHTS

SUBMITTAL DATE: 28 AUGUST 2025 (FIRST SUBMISSION)

PROJECTED HEARING DATE: 29 OCTOBER 2025

ZONING CALCULATIONS

PROPERTY ADDRESS	410 N LAKE WAY		
ZONING DISTRICT	R-B - LOW DENSITY RESIDENTIAL		
LOT AREA (SQ FT)	23,706 SF		
LOT WIDTH (W) & DEPTH (D) (ft.)	84.64' X 283.21'		
STRUCTURE TYPE	SINGLE-FAMILY		
FEMA FLOOD ZONE DESIGNATION	EL 6		
ZERO DATUM FOR POINT OF MEAS. (NAVD)	7.00 NAVD		
CROWN OF ROAD (COR) (NAVD)	3.56 NAVD		
	REQ'D/PREMITTED	EXISTING	PROPOSED
LOT COVERAGE	30% (7,112 SF)	6,978 SF (29%)	7,011 SF (29.6%)
ENCLOSED SQUARE FOOTAGE	-	7,480 SF	N/C
FRONT YARD SETBACK	25' (1ST FLR), 30' (2ND FLR)	76' - 5-3/4"	N/C
SIDE YARD SETBACK (1ST STORY)	12.5'	9.6' (N) 9.7' (S)	N/C
SIDE YARD SETBACK (2ND STORY)	15'	9.6' (N) 9.7' (S)	N/C
REAR YARD SETBACK	10' (1ST FLR) 15' (2ND FLR)	74' - 8-3/8"	N/C
ANGLE OF VISION	100 DEGREES PLUS 4 PER 10'	N/A	N/A
BUILDING HEIGHT	14' (1ST FLR) 22' (2ND FLR)	32' - 8"	N/C
OVERALL BUILDING HEIGHT	30' (MAX BLD HEIGHT + 8')	32' - 8"	N/C
CCR	4.50	N/A	N/A
MAX. FILL ADDED TO SITE (FT.)	N/A	N/A	N/A
FFE (NAVD)	N/A	5.58'	5.58'
BFE (NAVD)	N/A	6.00'	6.00'
LANDSCAPE OPEN SPACE (LOS)	10,667 SF (45%)	9,655 SF (41%)	9,860 SF (42%)
PERIMETER LOS	5,333 SF (50%)	4,906 SF (46%)	4,906 SF (46%)
FRONT YARD LOS	846 SF (40%)	1,550 SF (73%)	1,550 SF (73%)

SHEET INDEX:

A0.00 COVER SHEET
A0.02 PROPERTY SURVEY
A0.03 NOT USED
A0.04 EXISTING PHOTOS
A0.05 ZONING DIAGRAMS
A0.06 DEMO PLANS
A0.07 DEMO ELEVATIONS
A0.08 VARIANCE DIAGRAMS

A100.A SITE PLAN - EXISTING & PROPOSED
A101.A FIRST FLOOR PLAN - EXISTING
A101.B FIRST FLOOR PLAN - PROPOSED
A102.A SECOND FLOOR PLAN - EXISTING
A102.B SECOND FLOOR PLAN - PROPOSED
A103.A ROOF PLAN - EXISTING
A103.B ROOF PLAN - PROPOSED

A201 WEST ELEVATION - EXISTING & PROPOSED
A202 SOUTH ELEVATION - EXISTING & PROPOSED
A203 NORTH ELEVATION - EXISTING & PROPOSED
A204 EAST ELEVATION - EXISTING & PROPOSED
A301 DETAILS
A302 MATERIAL DETAILS
A401 BUILDING SECTION DIAGRAMS
A402 COLOR ELEVATIONS
A403 COLOR RENDERING
A404 COLOR RENDERING

L1.0 EXISTING SITE PHOTOS EXHIBIT
L2.0 EXISTING CONDITIONS / INVENTORY PLAN
L2.1 DEMOLITION PLAN
L3.0 SITE PLAN
L3.1 OPEN SPACE DIAGRAMS
L4.0 LANDSCAPE PLAN
L4.1 PLANTING DETAILS & SPECIFICATIONS
L5.0 CONSTRUCTION SCREENING & STAGING PLAN
L6.0 TRUCK LOGISTICS PLAN
L7.0 NORTH LAKE TRAIL PERSPECTIVE

C-1 CONCEPTUAL SITE GRADING & DRAINAGE PLAN

2010 REMODEL DRAWINGS FOR REFERENCE

A100.1 FIRST FLOOR DEMO PLAN - BRAY 2010 REMODEL
A100.2 FIRST FLOOR PROPOSED PLAN - BRAY 2010 REMODEL
A201 EXTERIOR ELEVATIONS - BRAY 2010 REMODEL
A203 EXTERIOR ELEVATIONS - BRAY 2010 REMODEL

VICINITY MAP

410 N LAKE WAY & SURROUNDING PROPERTIES



8/21/2025

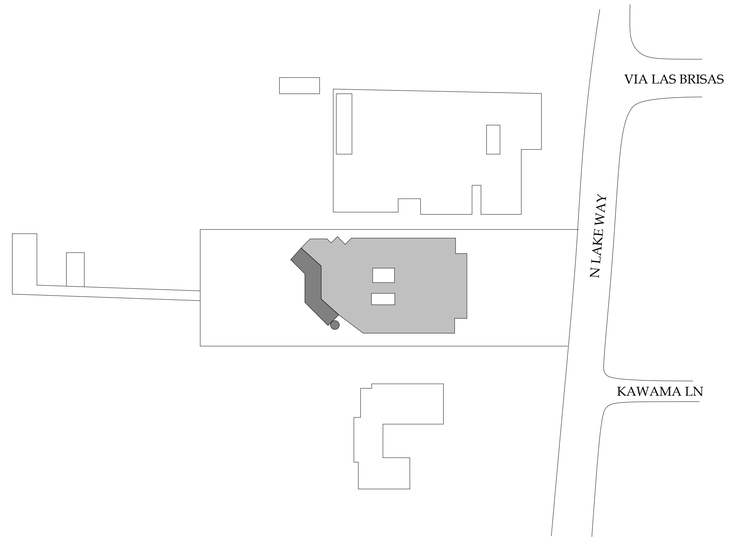
World Imagery
Low Resolution 15m Imagery
High Resolution 60cm Imagery
High Resolution 30cm Imagery
Citations

1:1,841
0 0.01 0.03 0.05 mi
0 0.02 0.04 0.08 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, State of Florida, Maxar, Microsoft

KEY
1/4" MILE RADIUS
410 N LAKE WAY

LOCATION PLAN



***NOT TO SCALE

Val Hawkins Architect, LLC
1052 Potomac Street, NW
Washington, DC 20007
Telephone (202) 674-9226
www.valhawkins.com

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STATE OF FLORIDA
VAL P. HAWKINS JR.
AR103036
REGISTERED ARCHITECT

410 N
LAKE WAY

ARC-25-0067 (ZON-25-0061)

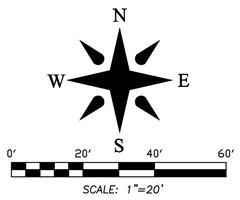
- DRAWING TITLE -

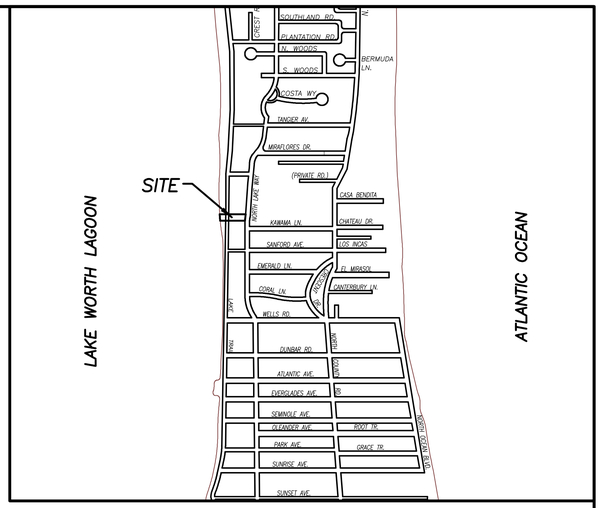
COVER
SHEET

- DATE -
NOVEMBER 21, 2025
- SCALE -
As indicated
- DRAWING TITLE -
A0.00
ARCOM FINAL SUBMISSION

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
D/W = DRIVEWAY
EL. = ELEVATION
ENC. = ENCROACHMENT
E.O.P = EDGE OF PAVEMENT
E.O.W. = EDGE OF WATER
ESM'T = EASEMENT
F.F. = FINISH FLOOR
FND. = FOUND
G.M. = GAS METER
G.V. = GAS VALVE
INV. = INVERT
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
O/S = OFFSET
(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
PVM'T = 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
S/W = SIDEWALK
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
℄ = BASELINE
℄ = CENTERLINE
△ = CENTRAL ANGLE/DELTA
■ = CONCRETE MONUMENT FOUND (AS NOTED)
□ = CONCRETE MONUMENT SET (LB #4569)
● = ROD & CAP FOUND (AS NOTED)
○ = 5/8" ROD & CAP SET (LB #4569)
⊙ = IRON PIPE FOUND (AS NOTED)
◪ = IRON ROD FOUND (AS NOTED)
▲ = NAIL FOUND
◉ = NAIL & DISK FOUND (AS NOTED)
◎ = MAG NAIL & DISK SET (LB #4569)
℄ = PROPERTY LINE
⊘ ⊠ = UTILITY POLE
= FIRE HYDRANT
= WATER METER
= WATER VALVE
= LIGHT POLE
= PINE TREE
= SABAL PALM





VICINITY SKETCH N.T.S.

BOUNDARY SURVEY FOR: NORTH LAKE TRUST

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

North Lake Trust

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

PROPERTY ADDRESS:
410 N. Lake Way
Palm Beach, FL 33480

LEGAL DESCRIPTION:
The South 84.51 feet of the North 199.51 feet of Lot B lying West of Lake Way, ***AMENDED PLAT OF MIRAMAR PLAN*** *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 6, Page 55.*

TITLE COMMITMENT REVIEW

CLIENT:	**ALEXANDER VON AUERSPERG**	**COMMITMENT NO. : BRAY**		**DATE: FEBRUARY 16, 2013**
REVIEWED BY:	**CRAIG L. WALLACE**	**JOB NO. : 05-1223.009**		
B2 ITEM NO.	**DOCUMENT**	**DESCRIPTION**	**AFFECTS**	**PLOTTED**
1-9	N/A	STANDARD EXCEPTIONS	Y	N
10	P.B. 6, PG. 55	Underlying Plat	Y	Y
11	O.R.B. 2063, PG. 745	FPL Easement	Y	Y
12	O.R.B. 24774, PG. 767	Agreement	Y	Y
13-15	N/A	STANDARD EXCEPTIONS	Y	N
16		As Shown Hereon		

FLOOD ZONE:
This property is located in Flood Zone AE (El. 6), according to F.I.R.M. (Flood Insurance Rate Map) No. 12099C0581F, dated 10/5/2017.

NOTES:
1. *All information regarding record easements, adjoiners, and other documents that might affect the quality of title to tract shown hereon was gained from commitment number BRAY, issued by First American title Insurance Company, dated 02/16/2013. 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 and 0.1' 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 it bears 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 Surveying Corporation. 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 shown 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: 3/5/2024

Craig L. Wallace
Professional Surveyor and Mapper
Florida Certificate No. 3357

REVISIONS:

03/05/24 SURVEY AND TIE-IN UPDATE B.M./M.B. 198724 PB360/3
04/02/13 SURVEY AND TIE-IN UPDATE C.E./M.B. 05-1223.9 PB151/11
11/04/11 ADD DOCK BUMPER PILINGS (6). R.C.
10/26/11 SURVEY AND TIE-IN UPDATE J.P./M.B. 05-1223.5 PB132/13
03/30/11 FOOTER FORM TIE-IN B.M./M.B. 05-1223.3 PB125/73

BOUNDARY SURVEY FOR:

NORTH LAKE TRUST

WALLACE SURVEYING CORP. LICENSED BUSINESS # 4569
5553 VILLAGE BOULEVARD, WEST PALM BEACH, FLORIDA 33407 * (561) 640-4551

FIELD: B.M.	JOB NO.: 05-1223.1	F.B. PB120 PG. 69	
OFFICE: M.B.	DATE: 9/27/10	DWG. NO. 05-1223-1	
C'K'D: C.W.	REF: 05-1223-1.DWG	SHEET 1 OF 1	

KEY PLAN





A) VIEW OF N LAKE WAY ELEVATION



B) VIEW OF EXISTING PERGOLA FROM SW PART OF YARD



C) VIEW TOWARD EXISTING PERGOLA
(PROPOSED PLACEMENT FOR NEW SPIRAL STAIR)



D) VIEW OF NEIGHBOR TO THE NORTH



E) VIEW FROM PATH BEHIND HOUSE



F) VIEW FROM DOCK



G) VIEW OF NEIGHBOR TO THE SOUTH

Val Hawkins Architect, LLC
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STATE OF FLORIDA · VAL P HAWKINS · AR103036 · REGISTERED ARCHITECT

410 N
LAKE WAY

ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

EXISTING
PHOTOS

- DATE -
NOVEMBER 21, 2025

- SCALE -
12" = 1'-0"

- DRAWING TITLE -

A0.04

ARCOM FINAL SUBMISSION

ZONING CALCULATIONS			
PROPERTY ADDRESS	410 N LAKE WAY		
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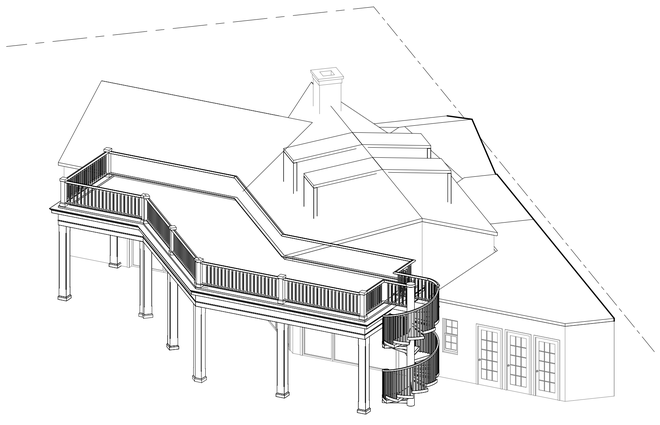
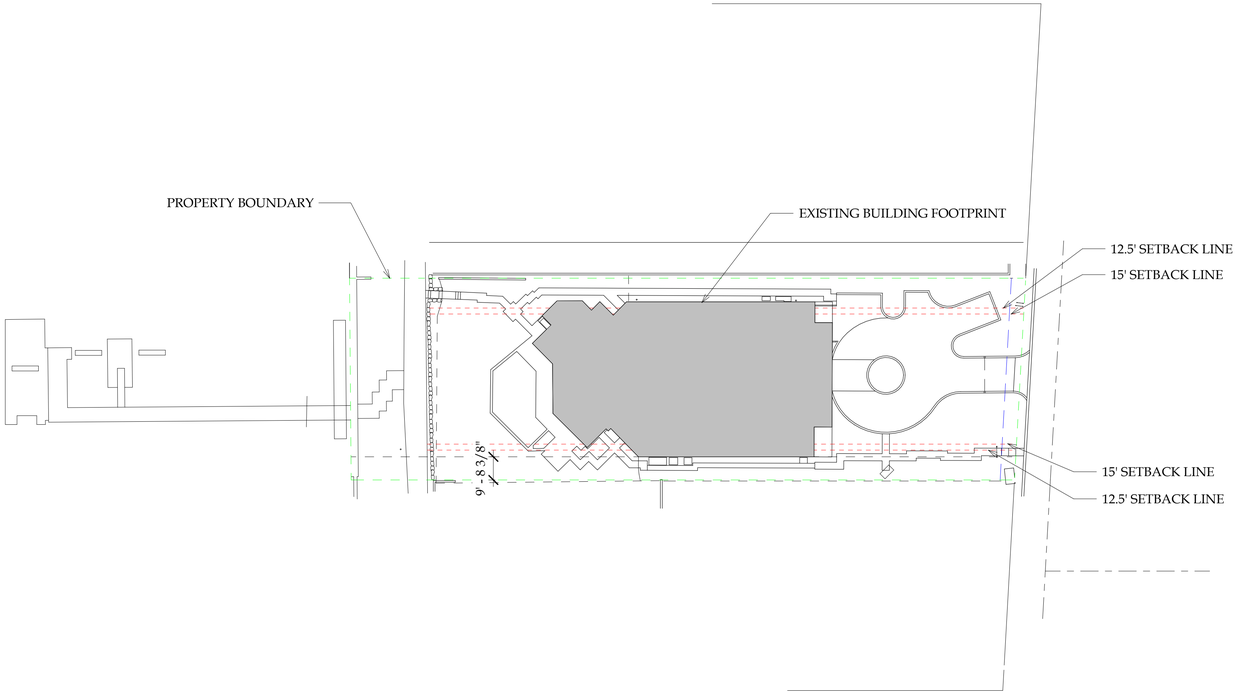


1 AXONOMETRIC VIEW OF ADDITION



3 ZONING DIAGRAM
1" = 30'-0"

VHA

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VAL P HAWKINS JR
AR103036
REGISTERED ARCHITECT

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LAKE WAY

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- DRAWING TITLE -

ZONING
DIAGRAMS

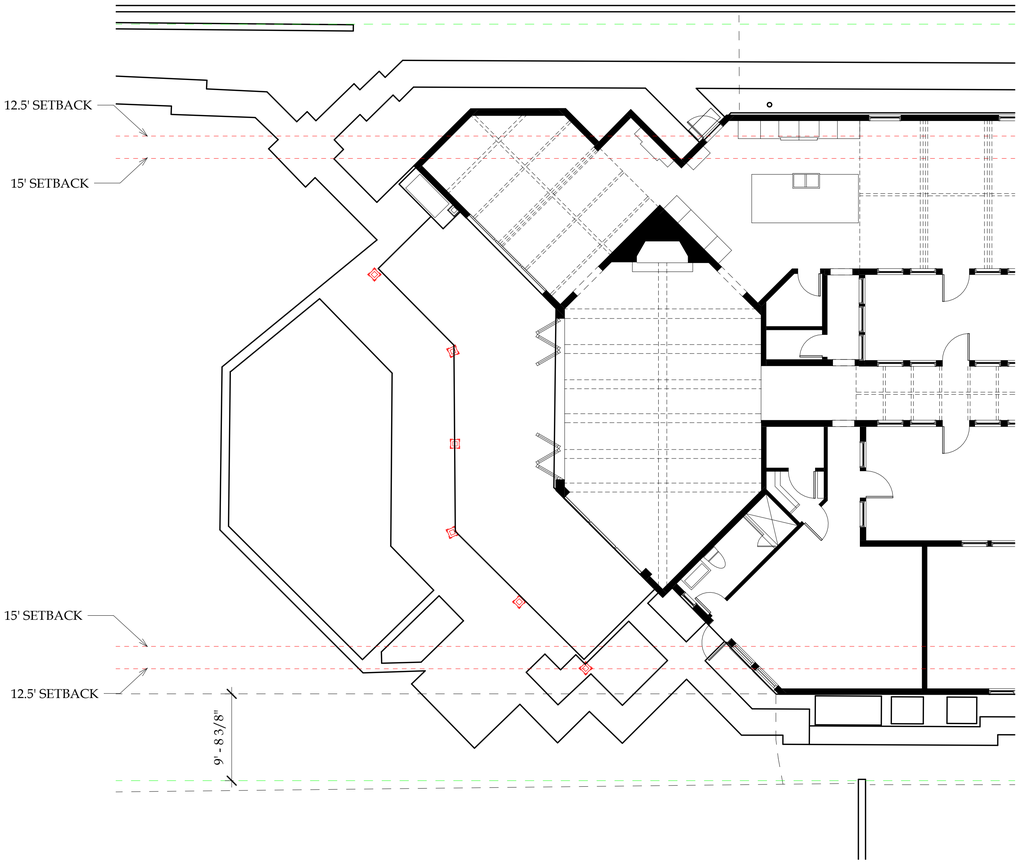
- DATE -
NOVEMBER 21, 2025

- SCALE -
As indicated

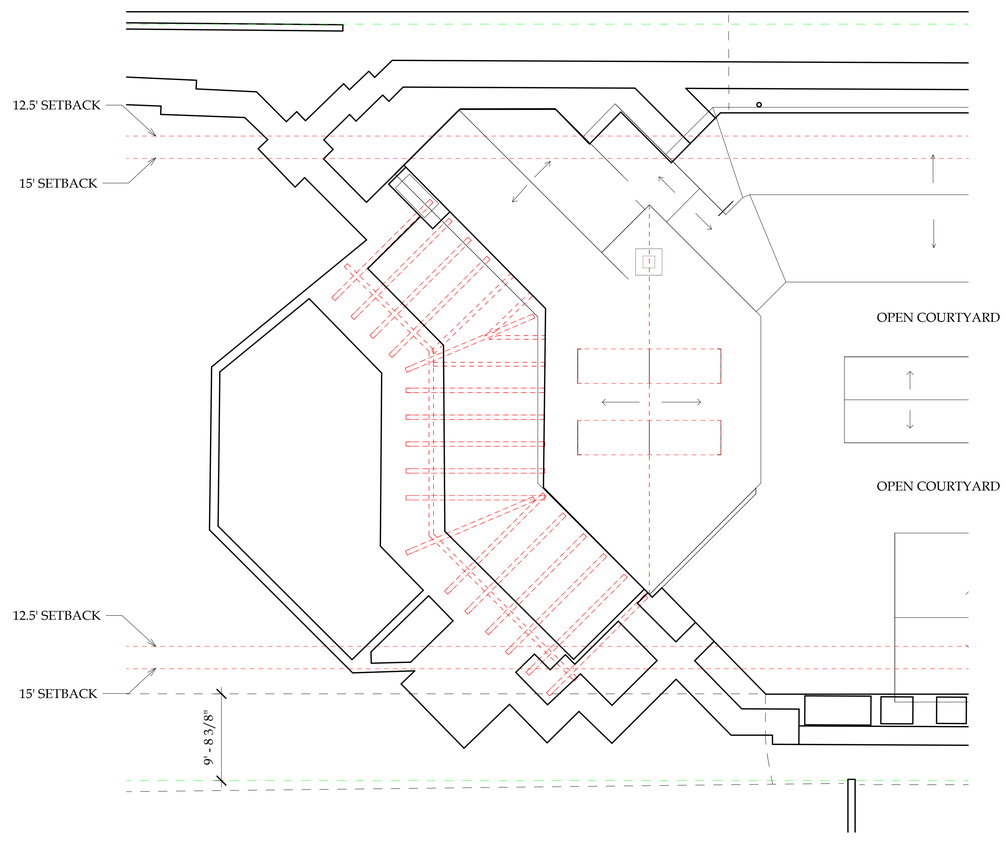
- DRAWING TITLE -

A0.05

ARCOM FINAL SUBMISSION



1 FIRST FLOOR PLAN - DEMO
1/8" = 1'-0"



2 ROOF PLAN - DEMO
1/8" = 1'-0"

DEMOLITION CALCULATIONS	
	EXISTING FACADE AREA DEMO'D
SOUTH	4%
NORTH	1%
WEST	9%

DEMOLITION KEY	
	AREA TO BE DEMO

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VAL P HAWKINS JR
AR103036
REGISTERED ARCHITECT

410 N LAKE WAY

ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

DEMOLITION PLANS

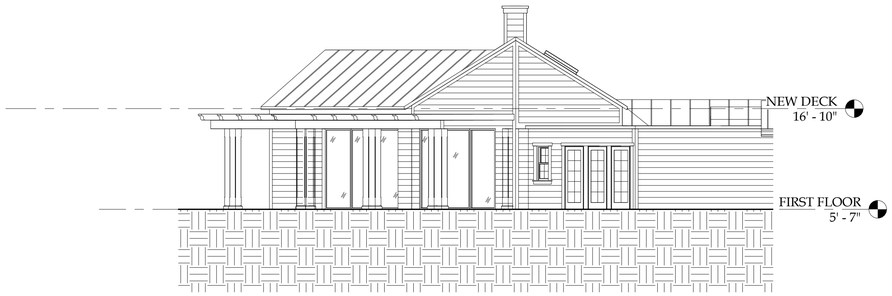
- DATE -
NOVEMBER 21, 2025

- SCALE -
As indicated

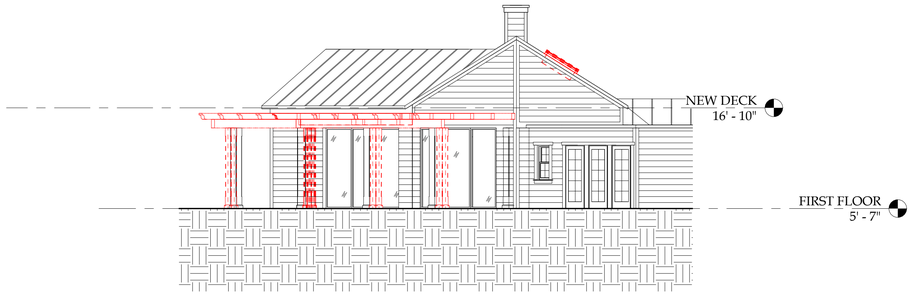
- DRAWING TITLE -

A0.06

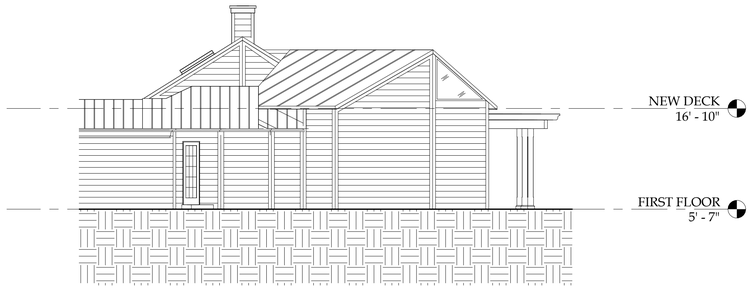
ARCOM FINAL SUBMISSION



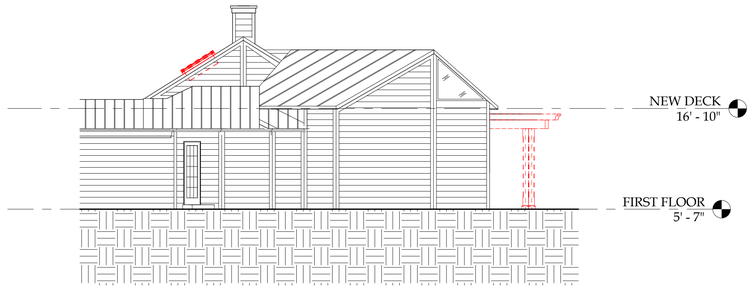
1 SOUTH ELEVATION - EXISTING
1/8" = 1'-0"



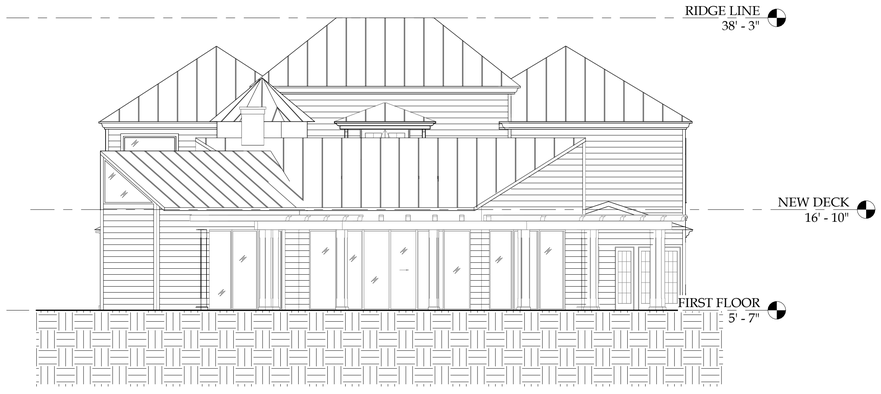
6 SOUTH ELEVATION - DEMO
1/8" = 1'-0"



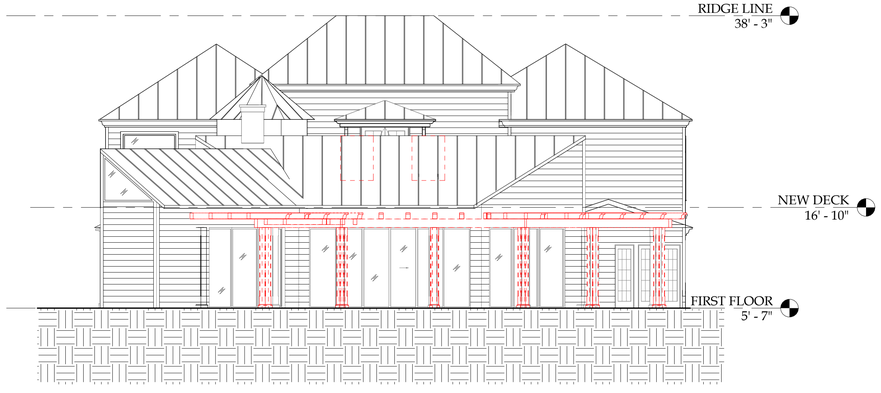
3 NORTH ELEVATION - EXISTING
1/8" = 1'-0"



4 NORTH ELEVATION - DEMO
1/8" = 1'-0"



2 WEST ELEVATION - EXISTING
1/8" = 1'-0"



5 WEST ELEVATION - DEMO
1/8" = 1'-0"

DEMOLITION CALCULATIONS	
	EXISTING FACADE AREA DEMO'D
SOUTH	4%
NORTH	1%
WEST	9%

DEMOLITION KEY	
	AREA TO BE DEMO

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VAL P HAWKINS JR.
AR103036
REGISTERED ARCHITECT

410 N LAKE WAY

ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

DEMOLITION ELEVATIONS

- DATE -
NOVEMBER 21, 2025

- SCALE -
As indicated

- DRAWING TITLE -

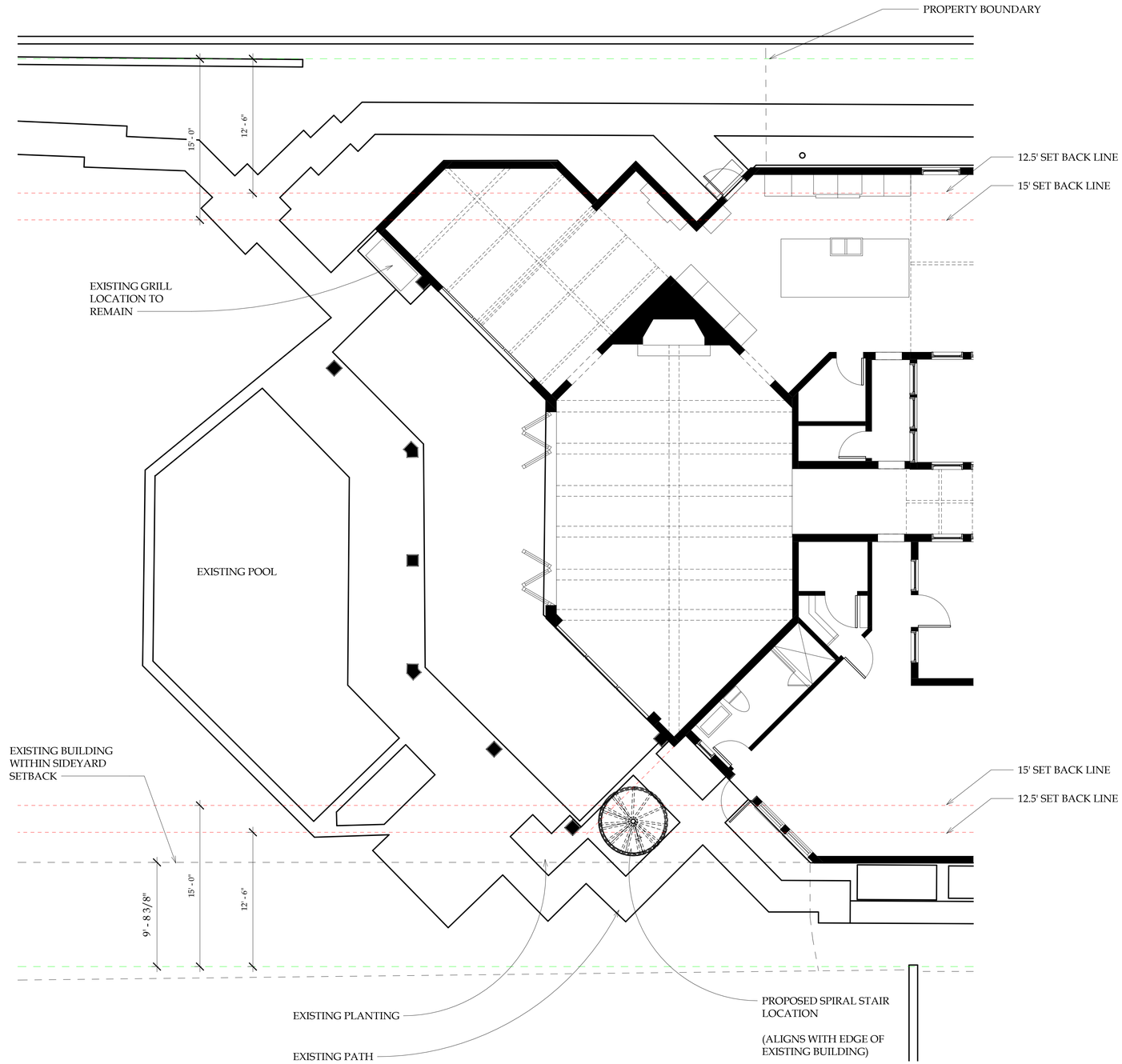
A0.07

ARCOM FINAL SUBMISSION

VARIANCE NARRATIVE:

1) LOCATE SPIRAL STAIRCASE WITHIN EXISTING SIDEYARD SETBACK, TO ALIGN WITH EDGE OF EXISTING BUILDING

2) SMALL CORNER OF PROPOSED SECOND FLOOR PORCH DECK LOCATED WITHIN 2ND STORY SETBACK



1 VARIANCE DIAGRAM
3/16" = 1'-0"

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- DRAWING TITLE -

VARIANCE
DIAGRAMS

- DATE -
NOVEMBER 21, 2025

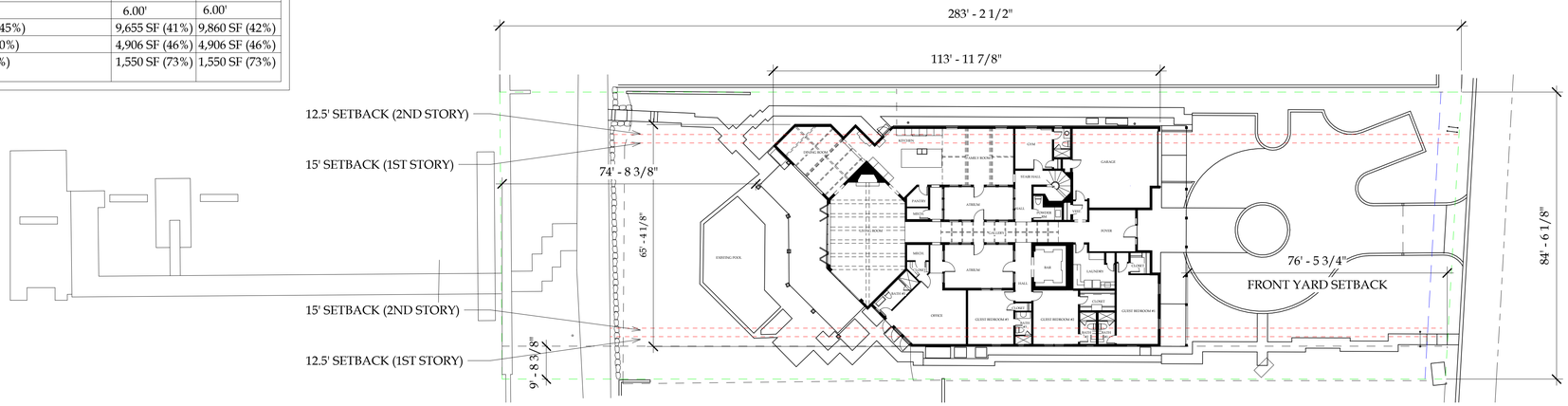
- SCALE -
3/16" = 1'-0"

- DRAWING TITLE -

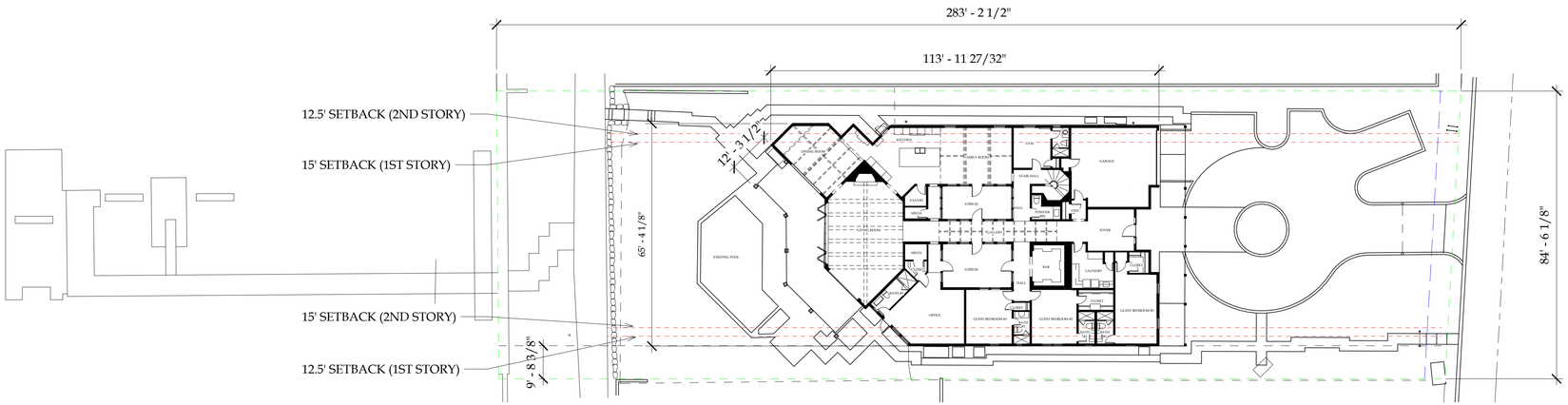
A0.08

ARCOM FINAL SUBMISSION

ZONING CALCULATIONS			
PROPERTY ADDRESS	410 N LAKE WAY		
ZONING DISTRICT	R-B - LOW DENSITY RESIDENTIAL		
LOT AREA (SQ FT)	23,706 SF		
LOT WIDTH (W) & DEPTH (D) (ft.)	84.64' X 283.21'		
STRUCTURE TYPE	SINGLE-FAMILY		
FEMA FLOOD ZONE DESIGNATION	EL 6		
ZERO DATUM FOR POINT OF MEAS. (NAVD)	7.00 NAVD		
CROWN OF ROAD (COR) (NAVD)	3.56 NAVD		
	REQ'D/PREMITTED	EXISTING	PROPOSED
LOT COVERAGE	30% (7,112 SF)	6,978 SF (29%)	7,011 SF (29.6%)
ENCLOSED SQUARE FOOTAGE	-	7,480 SF	N/C
FRONT YARD SETBACK	25' (1ST FLR), 30' (2ND FLR)	76' - 5-3/4"	N/C
SIDE YARD SETBACK (1ST STORY)	12.5'	9.6' (N) 9.7' (S)	N/C
SIDE YARD SETBACK (2ND STORY)	15'	9.6' (N) 9.7' (S)	N/C
REAR YARD SETBACK	10' (1ST FLR) 15' (2ND FLR)	74' - 8-3/8"	N/C
ANGLE OF VISION	100 DEGREES PLUS 4 PER 10'	N/A	N/A
BUILDING HEIGHT	14' (1ST FLR) 22' (2ND FLR)	32' - 8"	N/C
OVERALL BUILDING HEIGHT	30' (MAX BLD HEIGHT + 8')	32' - 8"	N/C
CCR	4.50	N/A	N/A
MAX. FILL ADDED TO SITE (FT.)	N/A	N/A	N/A
FFE (NAVD)	N/A	5.58'	5.58'
BFE (NAVD)	N/A	6.00'	6.00'
LANDSCAPE OPEN SPACE (LOS)	10,667 SF (45%)	9,655 SF (41%)	9,860 SF (42%)
PERIMETER LOS	5,333 SF (50%)	4,906 SF (46%)	4,906 SF (46%)
FRONT YARD LOS	846 SF (40%)	1,550 SF (73%)	1,550 SF (73%)



1 EXISTING SITE PLAN
1" = 20'-0"



2 SITE PLAN - PROPOSED
1" = 20'-0"

N
W
E
S

VHA

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- DRAWING TITLE -

SITE PLAN - EXISTING & PROPOSED

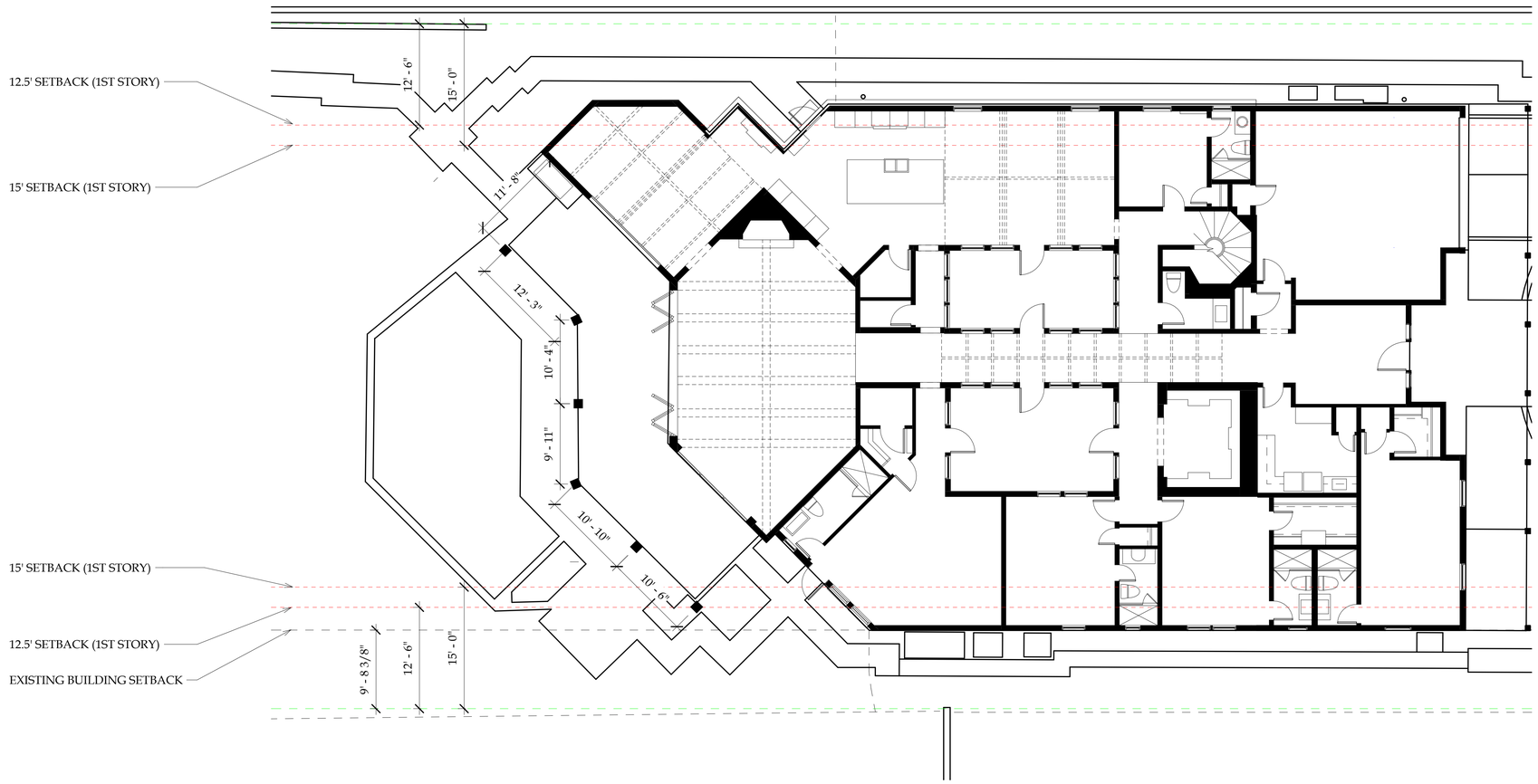
- DATE -
NOVEMBER 21, 2025

- SCALE -
As indicated

- DRAWING TITLE -

A1.00.A

ARCOM FINAL SUBMISSION



1 FIRST FLOOR PLAN - EXISTING
1/8" = 1'-0"

0' 4' 8' 16' 32'

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ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

FIRST FLOOR PLAN - EXISTING

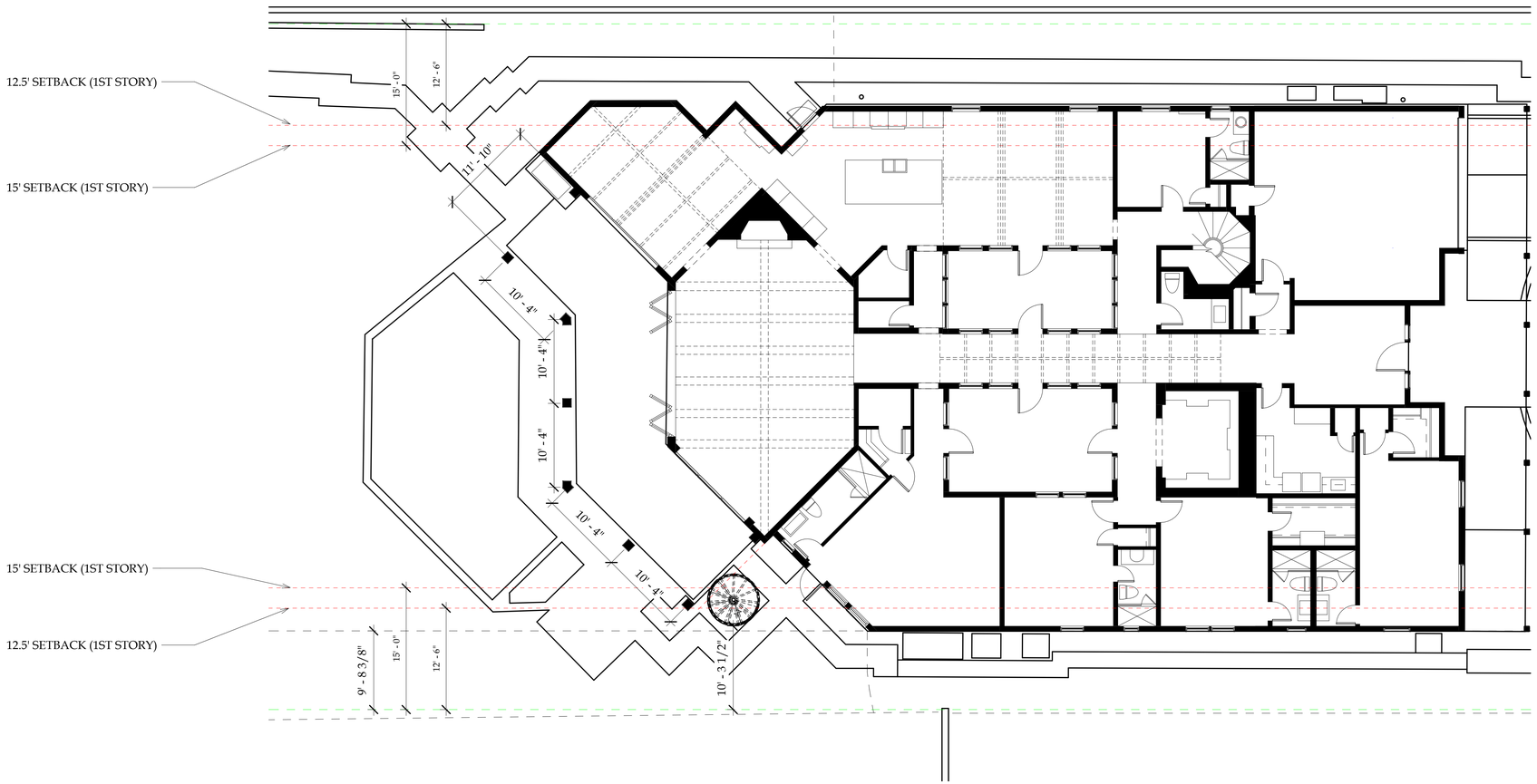
- DATE -
NOVEMBER 21, 2025

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

- DRAWING TITLE -

A101.A

ARCOM FINAL SUBMISSION



1 FIRST FLOOR PLAN - PROPOSED
1/8" = 1'-0"

0' 4' 8' 16' 32'

N W E S

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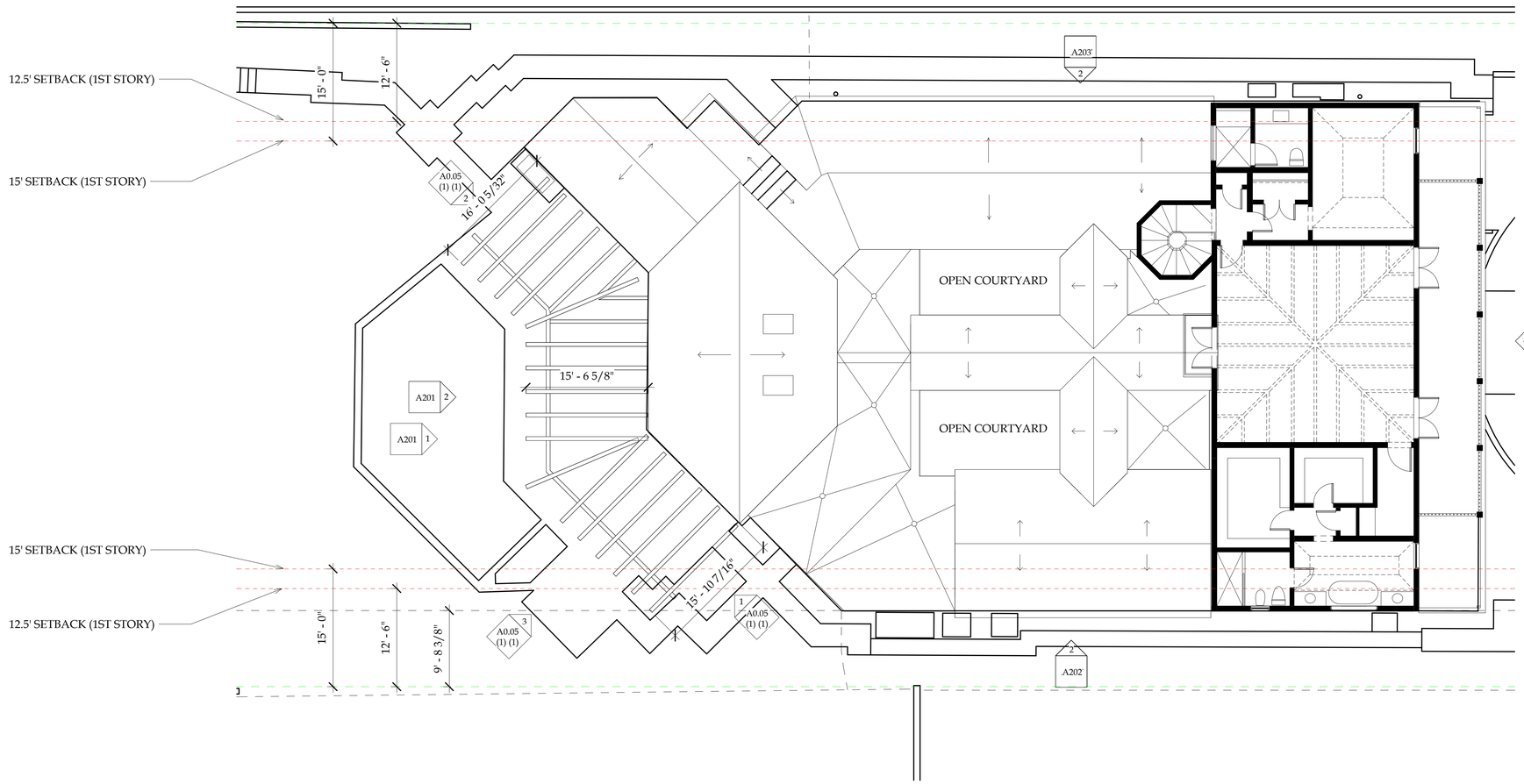
- DRAWING TITLE -

FIRST FLOOR
PLAN -
PROPOSED

- DATE -
NOVEMBER 21, 2025
- SCALE -
1/8" = 1'-0"
- DRAWING TITLE -

A101.B

ARCOM FINAL SUBMISSION



1 SECOND FLOOR PLAN - EXISTING
1/8" = 1'-0"

0' 4' 8' 16' 32'

N
W E
S

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LAKE WAY

ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

SECOND
FLOOR PLAN -
EXISTING

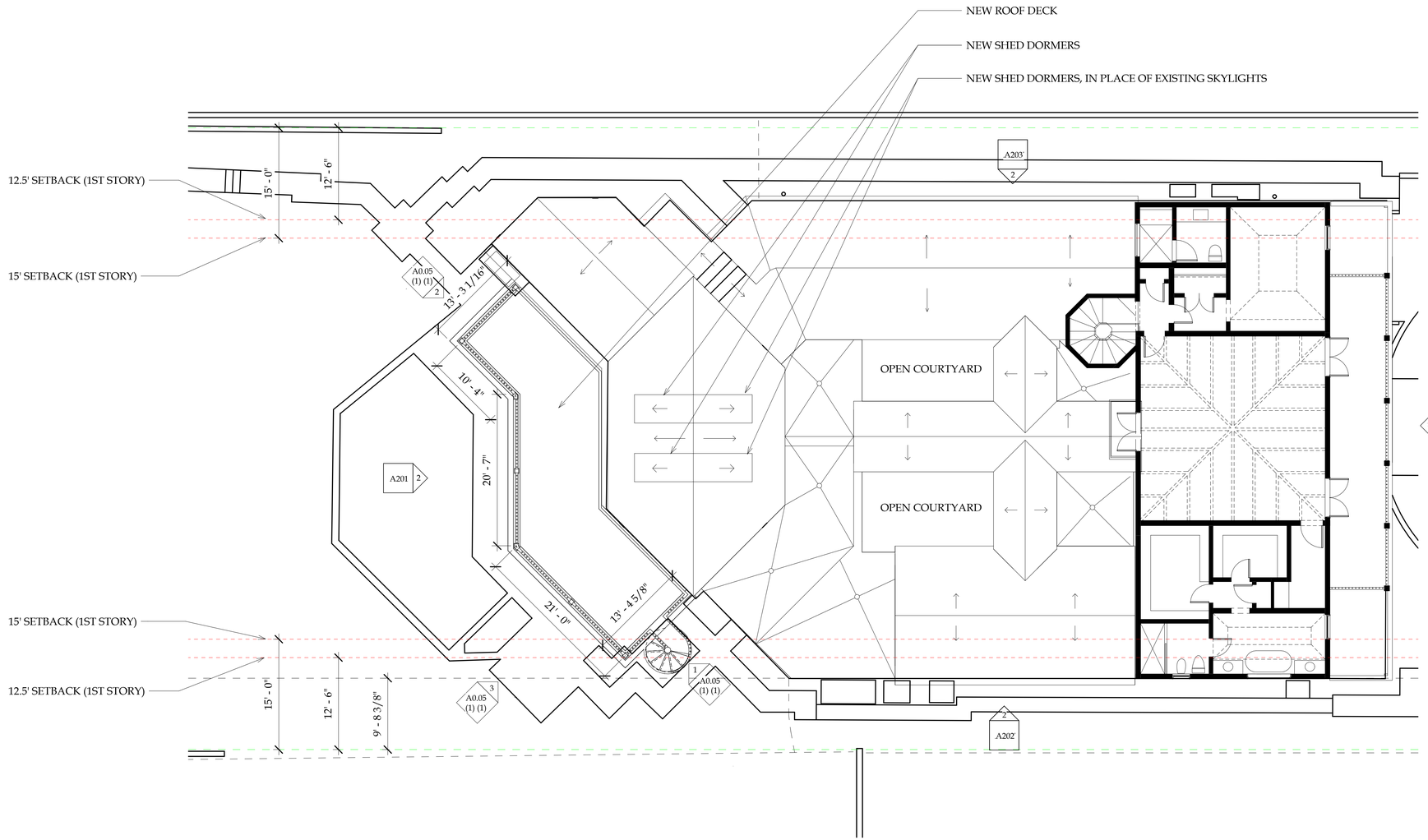
- DATE -
NOVEMBER 21, 2025

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

- DRAWING TITLE -

A102.A

ARCOM FINAL SUBMISSION



1 SECOND FLOOR PLAN - PROPOSED
1/8" = 1'-0"

0' 4' 8' 16' 32'

N W E S

VHA

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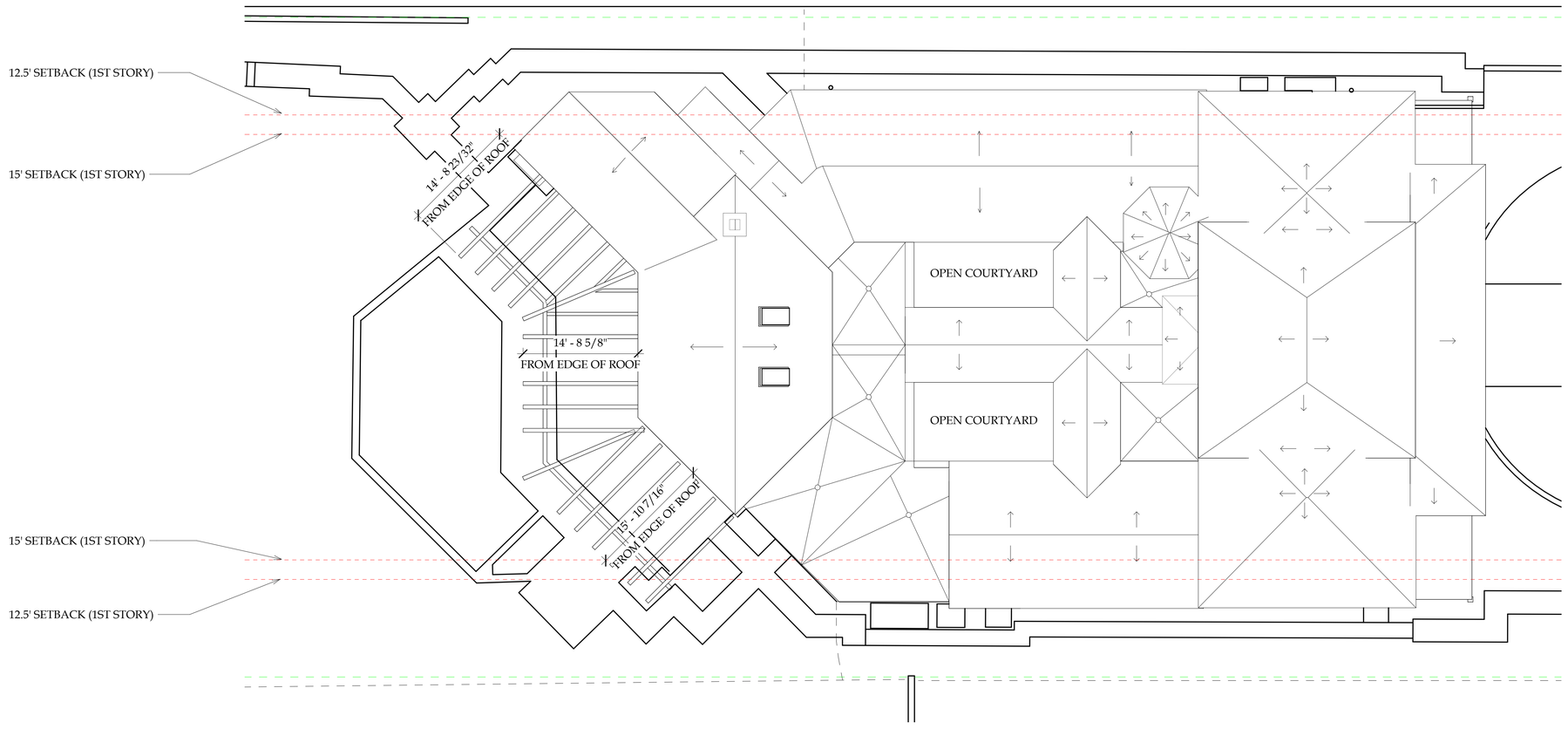
- DRAWING TITLE -

SECOND
FLOOR PLAN -
PROPOSED

- DATE -
NOVEMBER 21, 2025
- SCALE -
1/8" = 1'-0"
- DRAWING TITLE -

A102.B

ARCOM FINAL SUBMISSION



1 ROOF PLAN - EXISTING
1/8" = 1'-0"

0' 4' 8' 16' 32'

N W E S

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- DRAWING TITLE -

ROOF PLAN - EXISTING

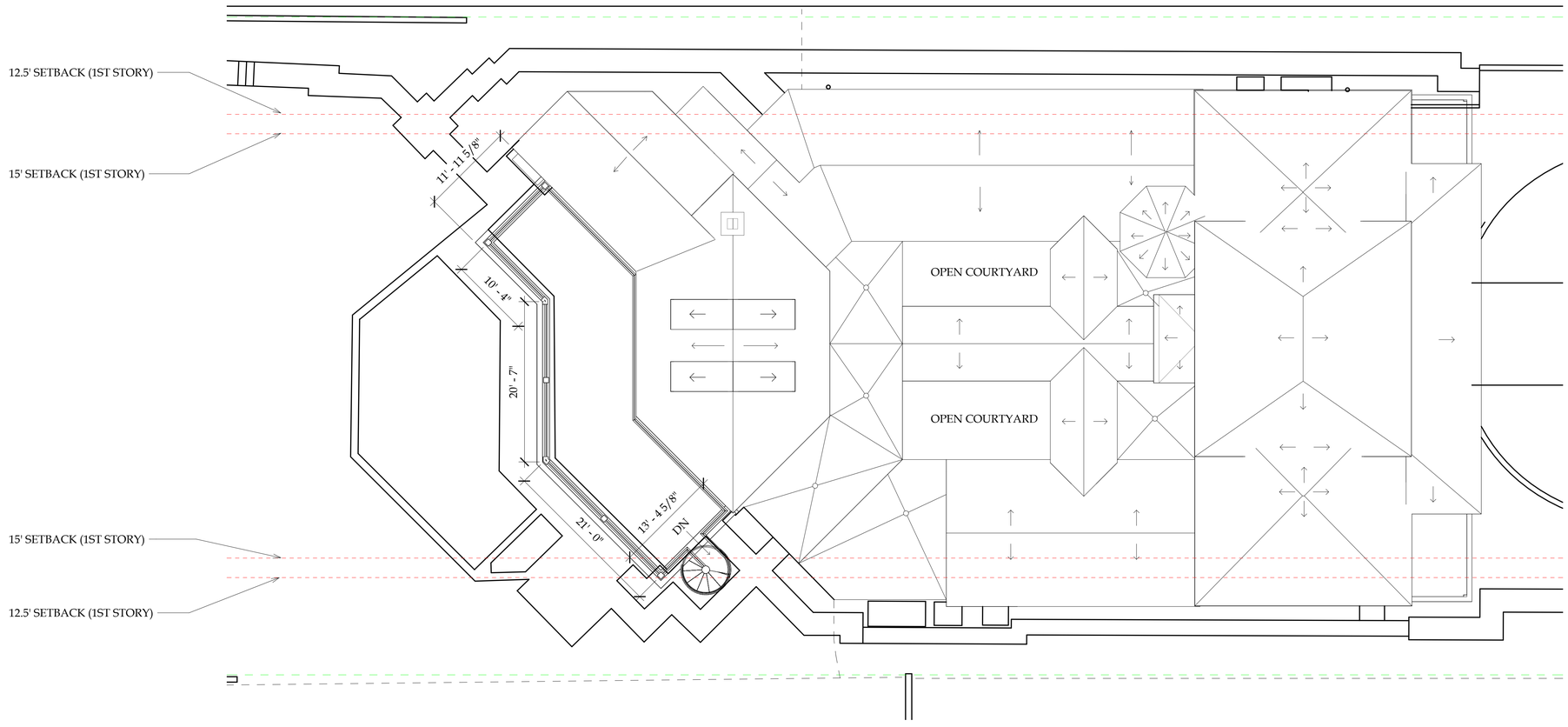
- DATE -
NOVEMBER 21, 2025

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

- DRAWING TITLE -

A103.A

ARCOM FINAL SUBMISSION



1 ROOF PLAN - PROPOSED
1/8" = 1'-0"

0' 4' 8' 16' 32'

N W E S

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ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

ROOF PLAN - PROPOSED

- DATE -
NOVEMBER 21, 2025

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

- DRAWING TITLE -

A103.B

ARCOM FINAL SUBMISSION



1 WEST ELEVATION - EXISTING
1/4" = 1'-0"



2 WEST ELEVATION - DORMER
1/4" = 1'-0"

0' 2' 4' 8' 16'

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- DRAWING TITLE -

WEST ELEVATION - EXISTING & PROPOSED

- DATE -
NOVEMBER 21, 2025

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

- DRAWING TITLE -

A201

ARCOM FINAL SUBMISSION



1 SOUTH ELEVATION - EXISTING
1/4" = 1'-0"

2 SOUTH ELEV - DORMER
1/4" = 1'-0"

0' 2' 4' 8' 16'

VHA

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LAKE WAY

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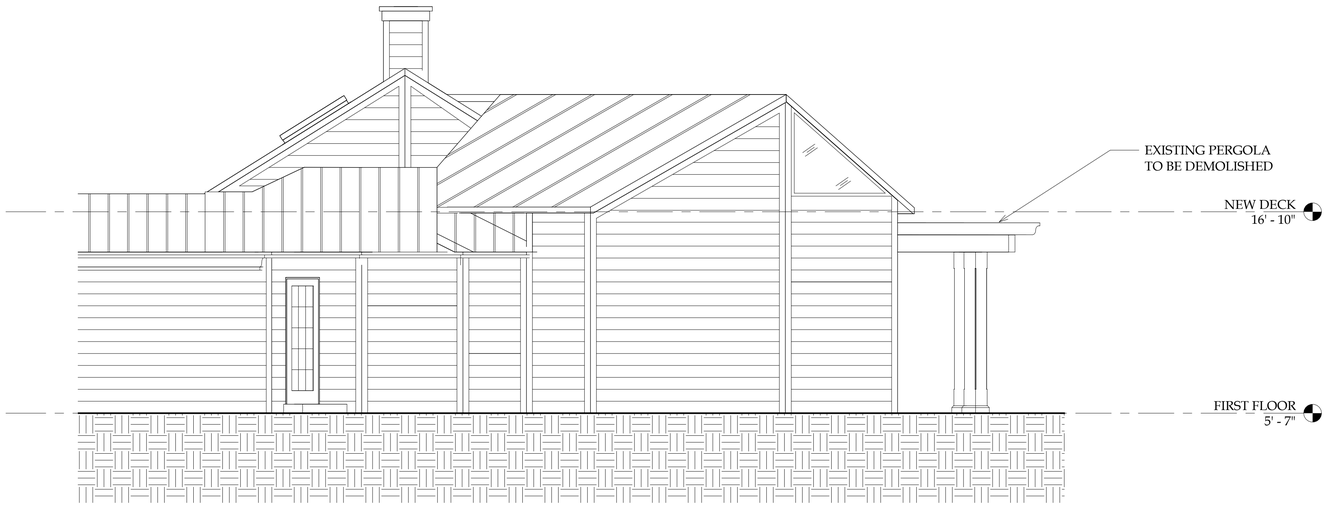
- DRAWING TITLE -

SOUTH
ELEVATION -
EXISTING &
PROPOSED

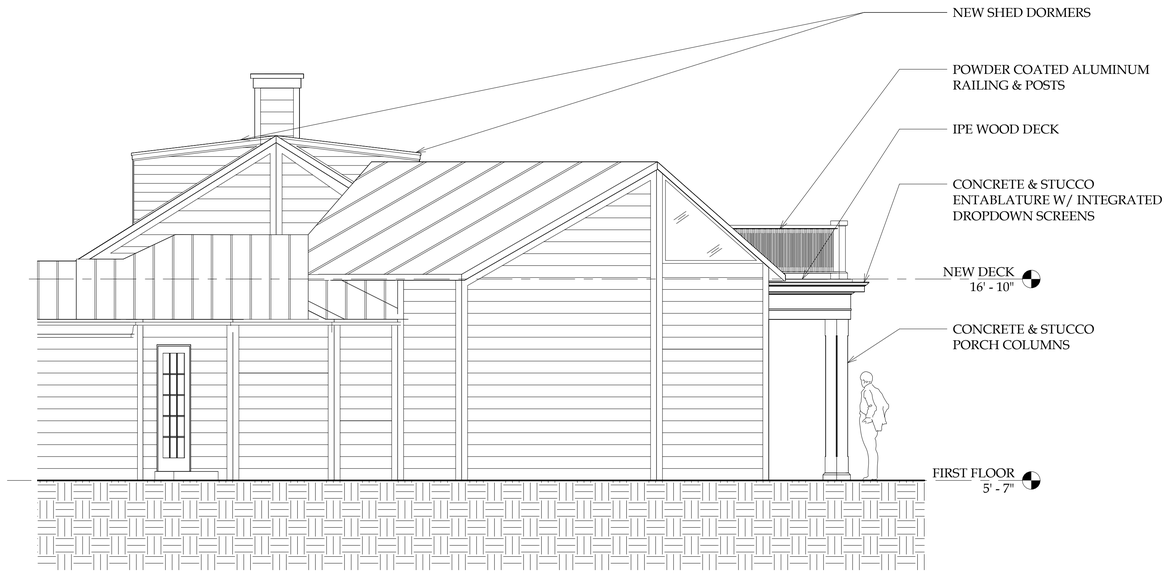
- DATE -
NOVEMBER 21, 2025
- SCALE -
1/4" = 1'-0"
- DRAWING TITLE -

A202

ARCOM FINAL SUBMISSION



1 NORTH ELEVATION - EXISTING
1/4" = 1'-0"



2 NORTH ELEV - DORMER
1/4" = 1'-0"

0' 2' 4' 8' 16'

VHA

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- DRAWING TITLE -

NORTH
ELEVATION -
EXISTING &
PROPOSED

- DATE -
NOVEMBER 21, 2025
- SCALE -
1/4" = 1'-0"
- DRAWING TITLE -

A203

ARCOM FINAL SUBMISSION

NOTE: EXISTING STREET FACADE TO REMAIN UNCHANGED



1 EAST ELEVATION - EXISTING
1/4" = 1'-0"

0' 2' 4' 8' 16'

VHA

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LAKE WAY

ARC-25-0067 (ZON-25-0061)

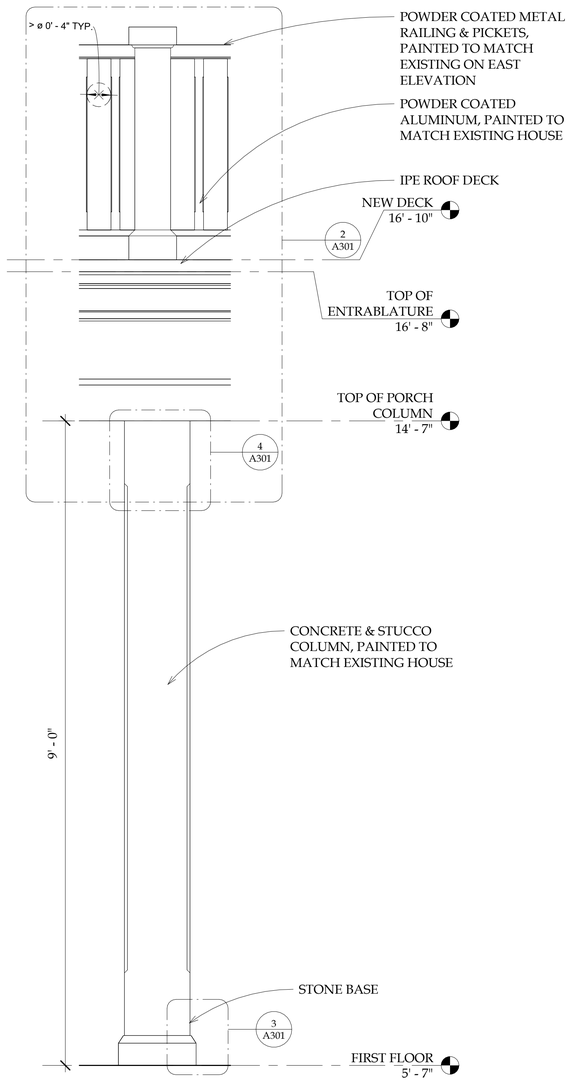
- DRAWING TITLE -

EAST
ELEVATION -
EXISTING &
PROPOSED

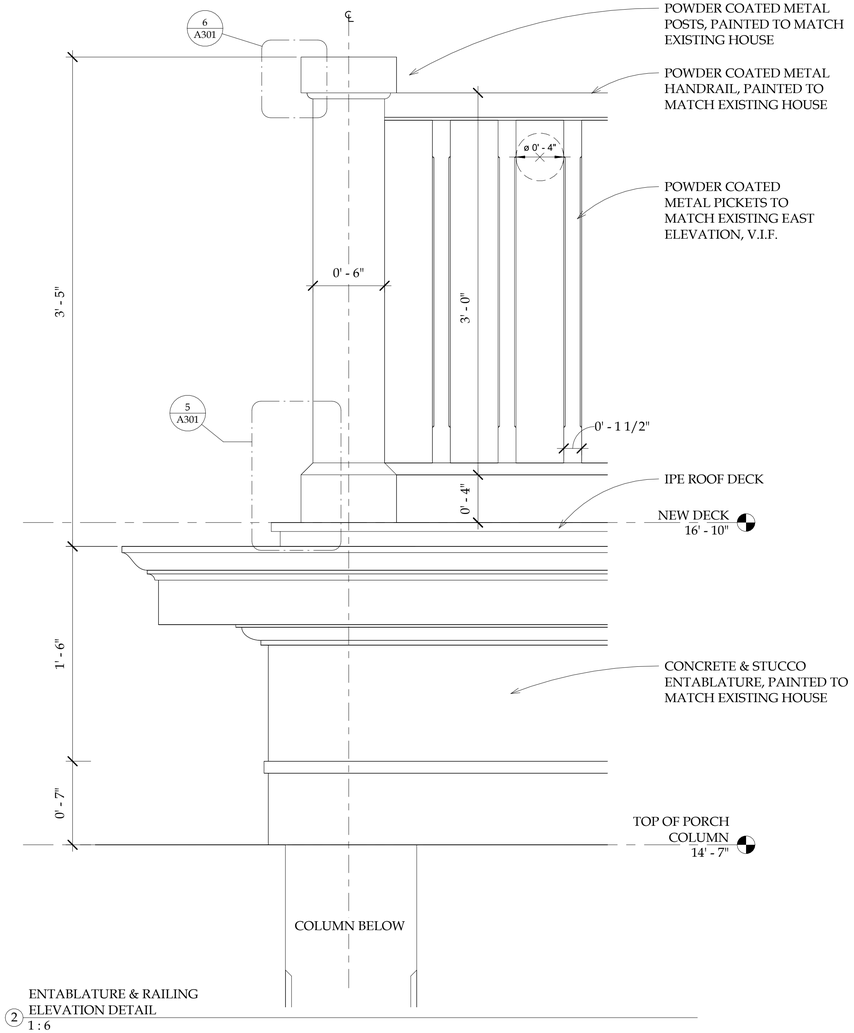
- DATE -
NOVEMBER 21, 2025
- SCALE -
1/4" = 1'-0"
- DRAWING TITLE -

A204

ARCOM FINAL SUBMISSION



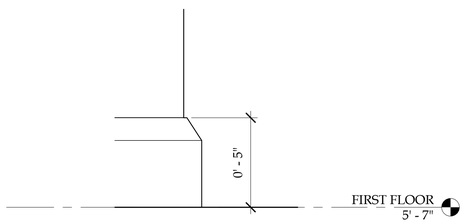
1 PROPOSED COLUMN ELEVATION
1" = 1'-0"



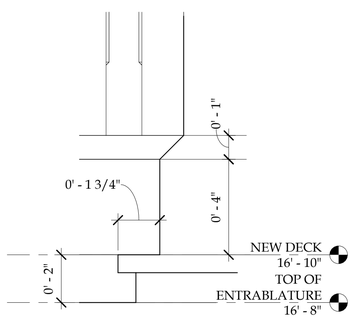
2 ENTABLATURE & RAILING ELEVATION DETAIL
1 : 6



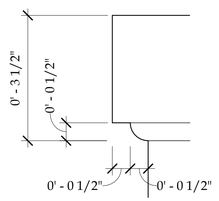
PICKETS TO MATCH EXISTING ON EAST ELEVATION



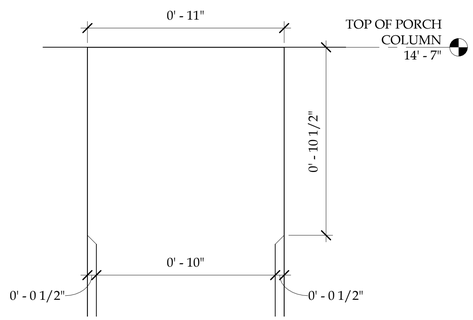
3 COLUMN BASE PROFILE
3" = 1'-0"



5 POST BASE
1 : 3



6 POST CAPITAL
6" = 1'-0"



4 COLUMN CAPITAL PROFILE
3" = 1'-0"

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410 N LAKE WAY

ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

DETAILS

- DATE -
NOVEMBER 21, 2025

- SCALE -
As indicated

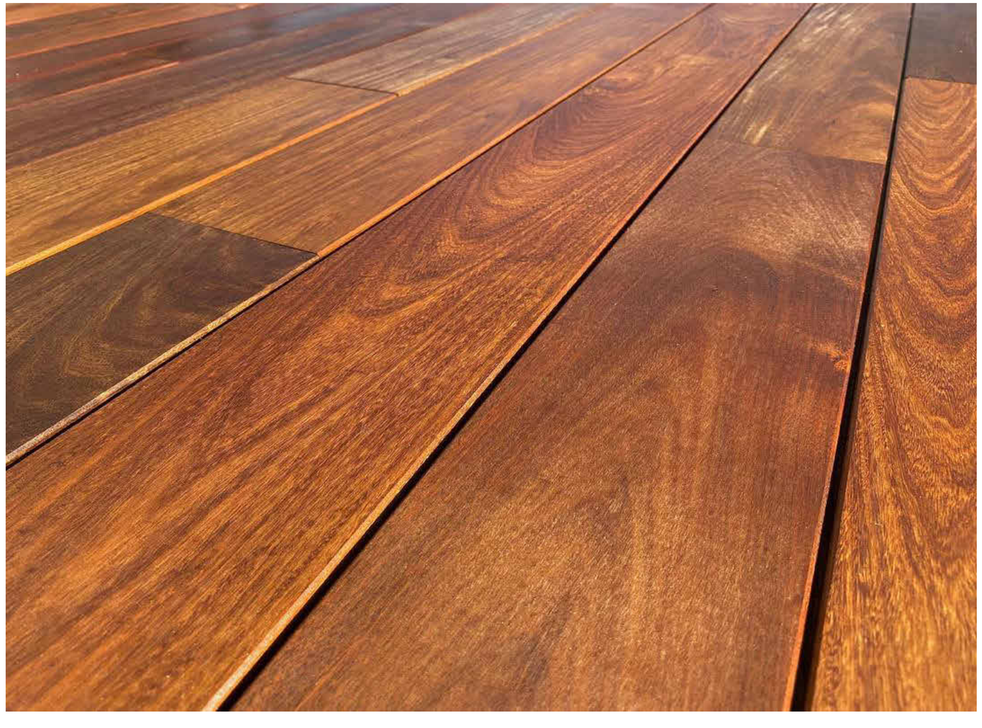
- DRAWING TITLE -

A301

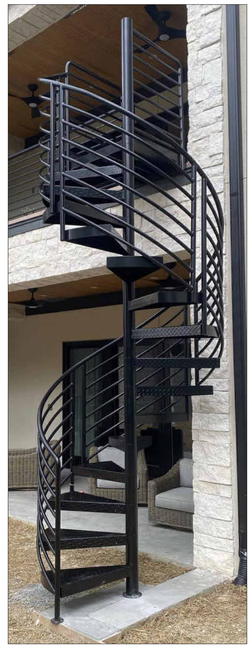
ARCOM FINAL SUBMISSION



POWDER COATED ALUMINUM
COLOR: PAINTED TO MATCH EXISTING EAST ELEVATION (SHOWN ABOVE)



DECK MATERIAL - IPE WOOD



METAL STAIR -
COLOR: POWDER COATED WHITE TO MATCH EXISTING HOUSE TRIM

NEW PORCH STRUCTURE: CONCRETE & STUCCO
COLOR: PAINTED WHITE TO MATCH EXISTING HOUSE TRIM

DORMER WINDOWS: SAME AS EXISTING
COLOR: TO MATCH EXISTING TRIM AND SIDING

NEW DOORS: NANAWALL SYSTEM
COLOR: TO MATCH EXISTING HOUSE TRIM

DROP DOWN SHADES: EAST COAST ELECTRIC INTEGRATED SCREENS

VHA

Val Hawkins Architect, LLC
1052 Potomac Street, NW
Washington, DC 20007
Telephone (202) 674-9226
www.valhawkins.com

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STATE OF FLORIDA · VAL P HAWKINS JR · AR103036 · REGISTERED ARCHITECT

410 N
LAKE WAY

ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

MATERIAL
DETAILS

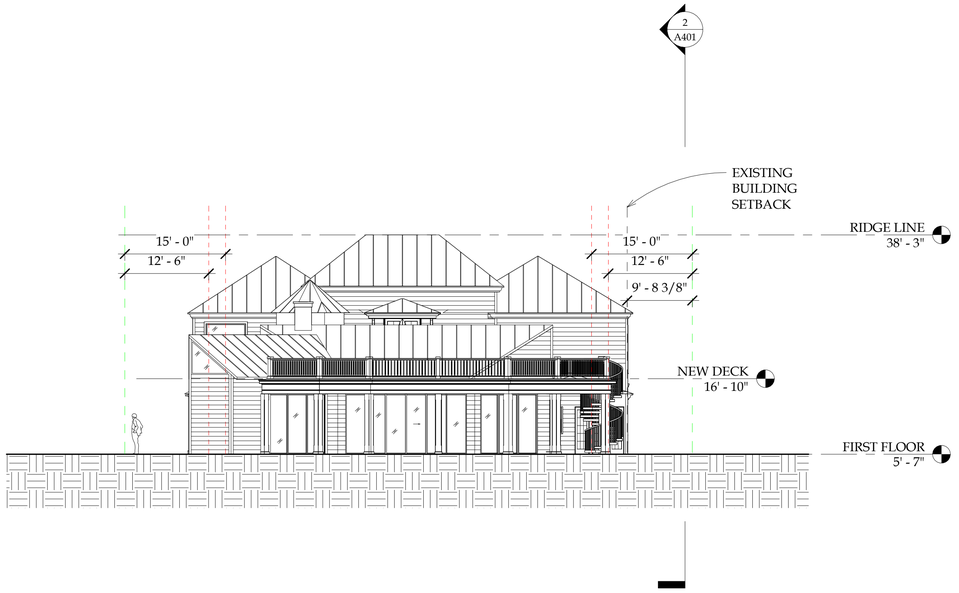
- DATE -
NOVEMBER 21, 2025

- SCALE -
12" = 1'-0"

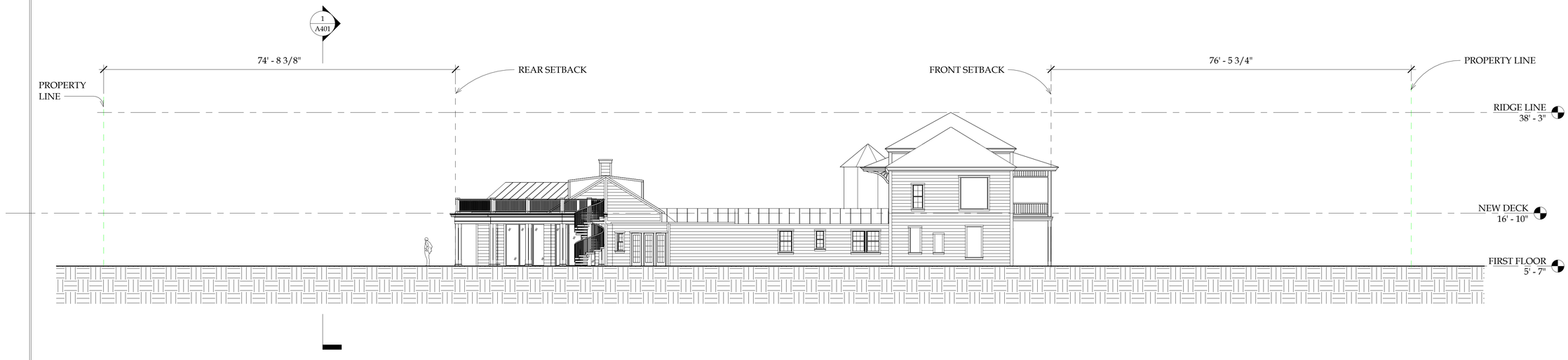
- DRAWING TITLE -

A302

ARCOM FINAL SUBMISSION



1 NORTH TO SOUTH SECTION DIAGRAM
3/32" = 1'-0"



2 EAST TO WEST - SECTION DIAGRAM
3/32" = 1'-0"

0' 4' 8' 16' 32'

VHA

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VAL P HAWKINS JR
AR103036
REGISTERED ARCHITECT

410 N LAKE WAY

ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

SECTION DIAGRAMS

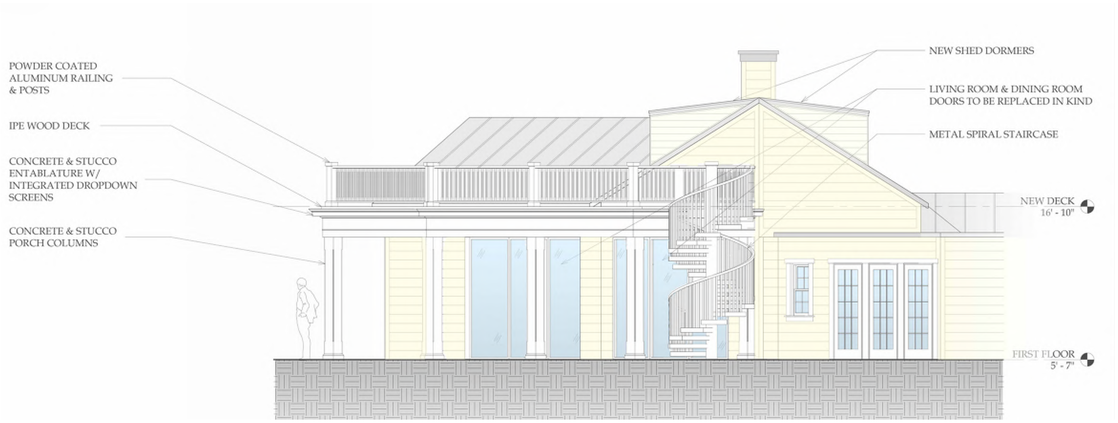
- DATE -
NOVEMBER 21, 2025

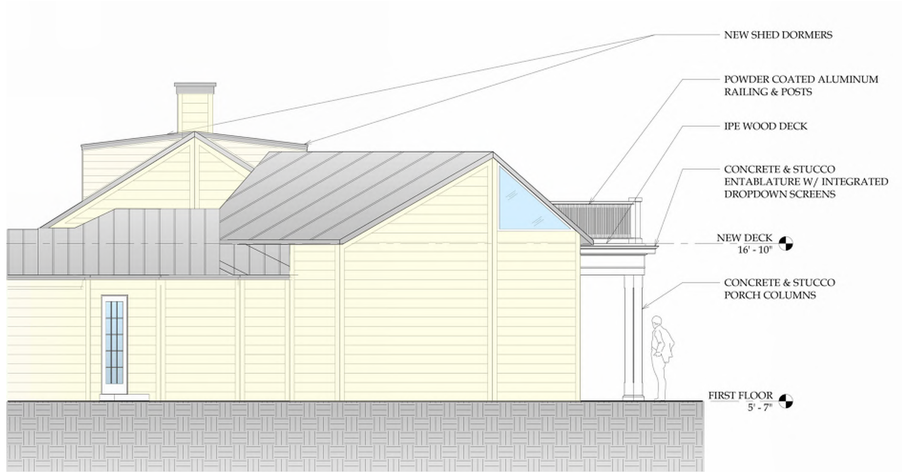
- SCALE -
3/32" = 1'-0"

- DRAWING TITLE -

A401

ARCOM FINAL SUBMISSION







1 PROPOSED COLOR ELEVATIONS
3/16" = 1'-0"

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410 N
LAKE WAY

ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

COLOR
ELEVATIONS

- DATE -
NOVEMBER 21, 2025

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

- DRAWING TITLE -

A402

ACROM SUBMISSION 1



PROPOSED WEST ELEVATION - COLOR RENDERING

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410 N
LAKE WAY

ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

COLOR
RENDERING

- DATE -
NOVEMBER 21, 2025

- SCALE -

- DRAWING TITLE -

A403

ACROM SUBMISSION 1



PROPOSED ELEVATION TOWARD COURTYARDS - COLOR RENDERING

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ARC-25-0067 (ZON-25-0061)

- DRAWING TITLE -

COLOR
RENDERING

- DATE -
NOVEMBER 21, 2025

- SCALE -

- DRAWING TITLE -

A404

ACROM SUBMISSION 1



Key Map



A



B



C



D



E



F

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Dustin@environmentdesigngroup.com

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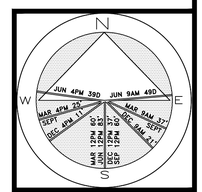
L O R I D A



JOB NUMBER: 25144.00 LA
DRAWN BY: Alex Bugril

DATE: 08.26.2025

ARC-25-0067
ZON-25-0061

SHEET L1.0

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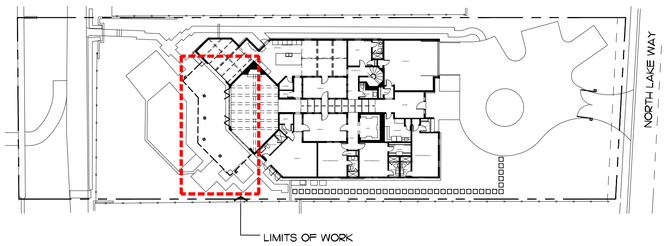
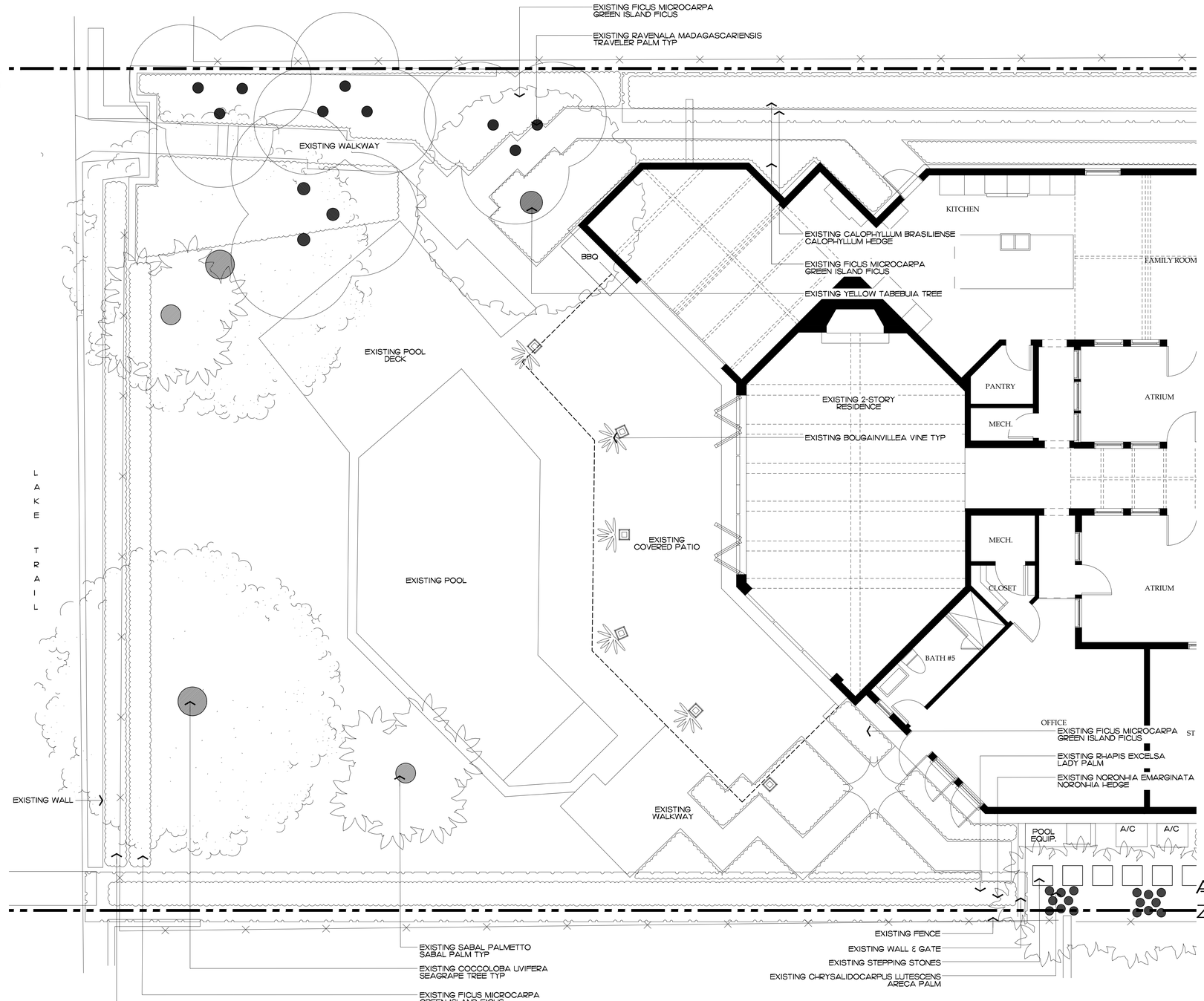
Existing Site Photos Exhibit



Site Plan

SCALE IN FEET: NTS



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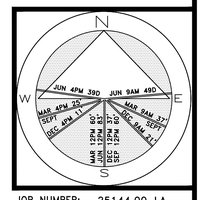

JOB NUMBER: 25144.00 LA
DRAWN BY: Dustin Mizell

DATE: 08.26.2025

ARC-25-0067
ZON-25-0061

SHEET L2.0

AREA IN SQ.FT.

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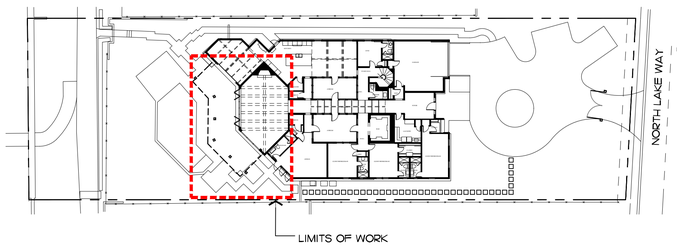
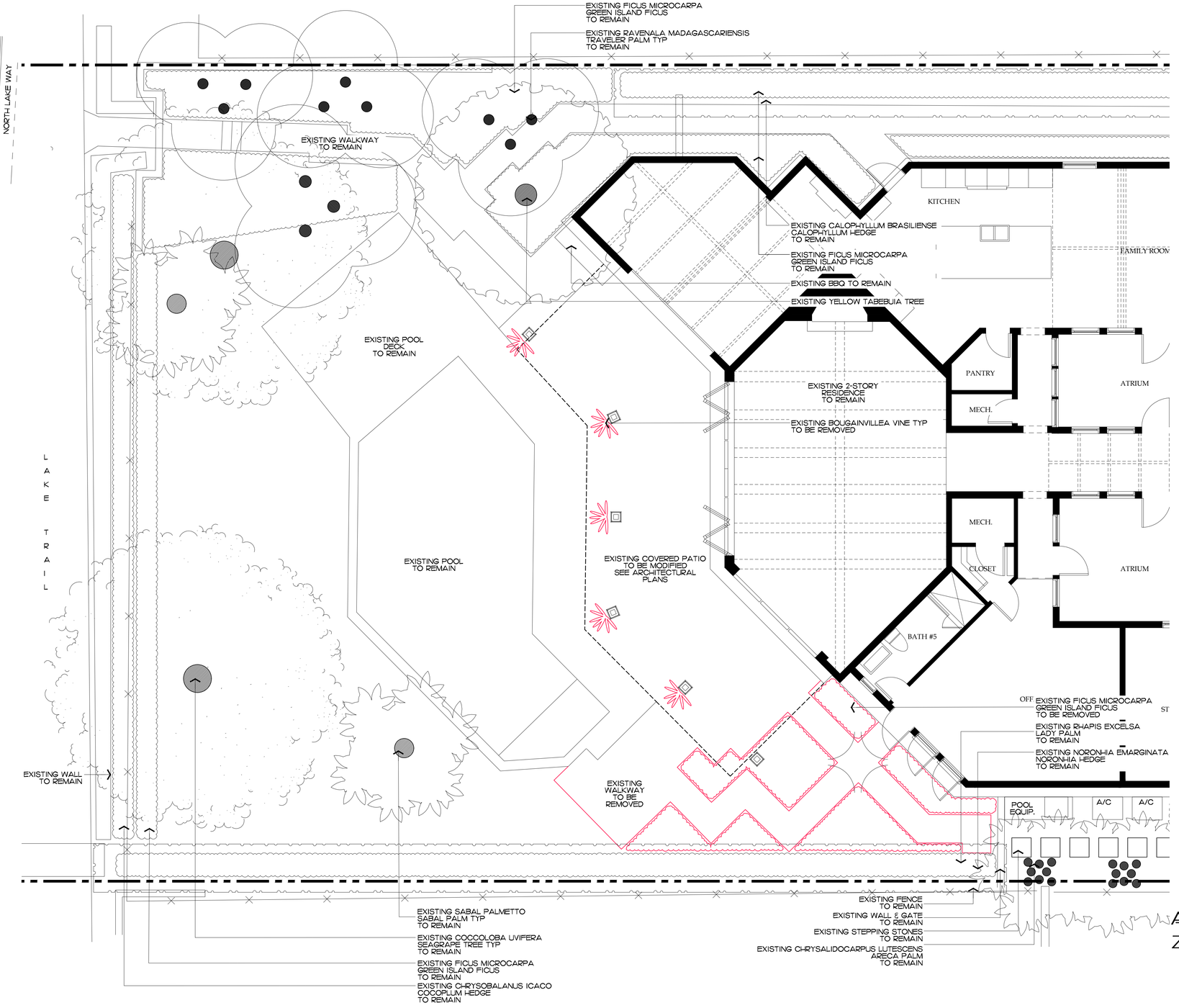
Existing Conditions / Inventory Plan

SCALE IN FEET: 3/16"=1'



Site Plan

SCALE IN FEET: NTS



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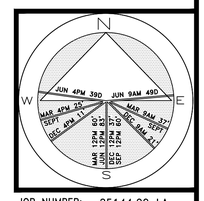

JOB NUMBER: 25144.00 LA
DRAWN BY: Alex Bugril
DATE: 08.26.2025

ARC-25-0067
ZON-25-0061

SHEET L2.1

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Demolition Plan

SCALE IN FEET: 3/16"=1'

AREA IN SQ.FT.

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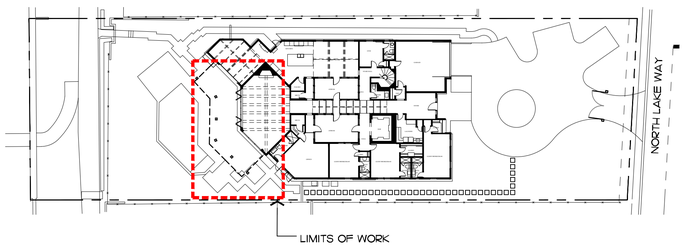


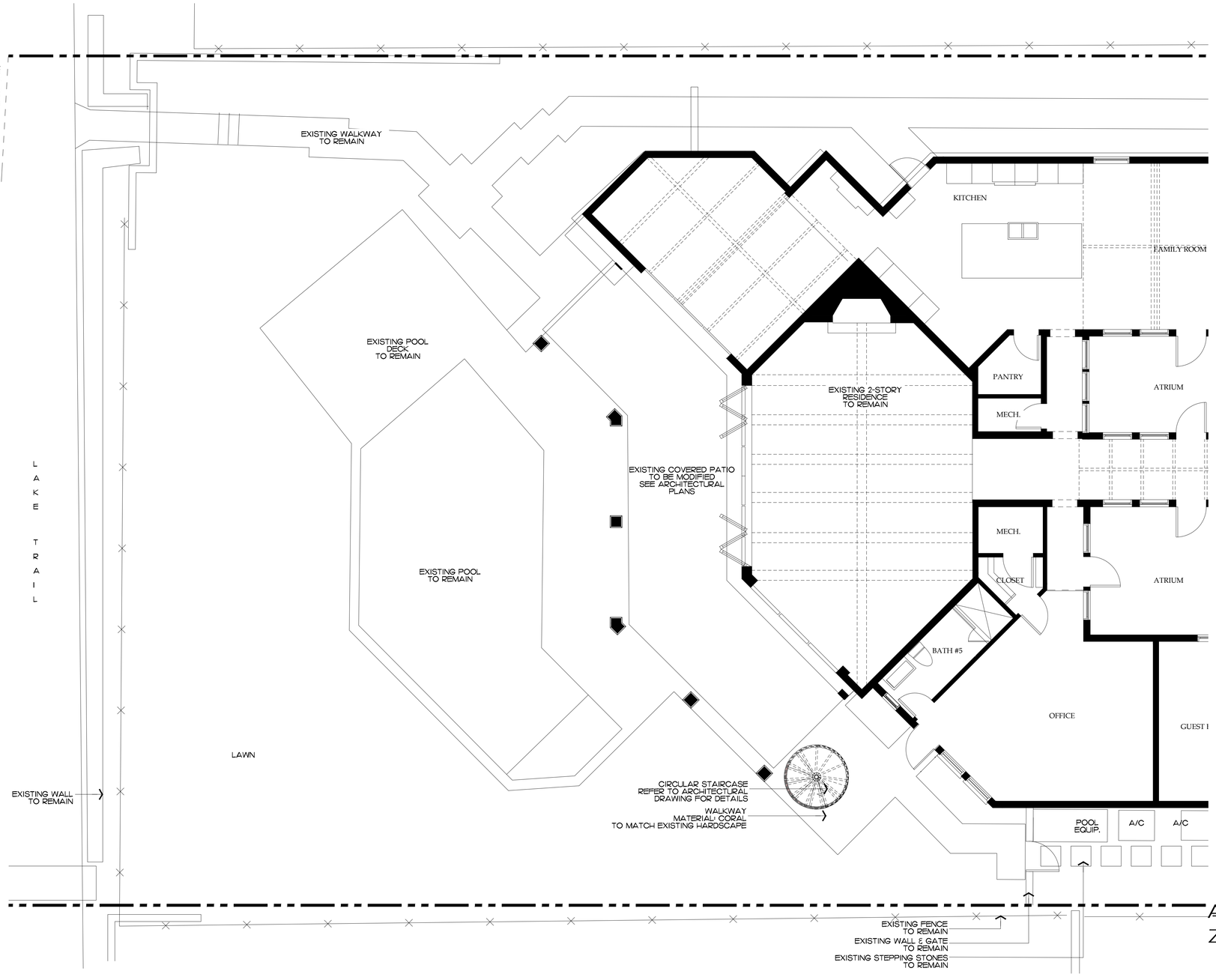
Site Plan

SCALE IN FEET: NTS

Hardscape Material:



CORAL STONE
TO MATCH EXISTING HARDSCAPE



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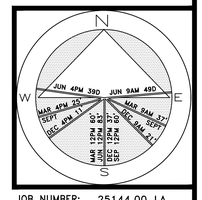

JOB NUMBER: 25144.00 LA
DRAWN BY: Dustin Mizell

DATE: 08.26.2025

ARC-25-0067
ZON-25-0061

SHEET L3.0

NOT FOR CONSTRUCTION

Site Plan

SCALE IN FEET 0' 8' 16' 24'

AREA IN SQ.FT.

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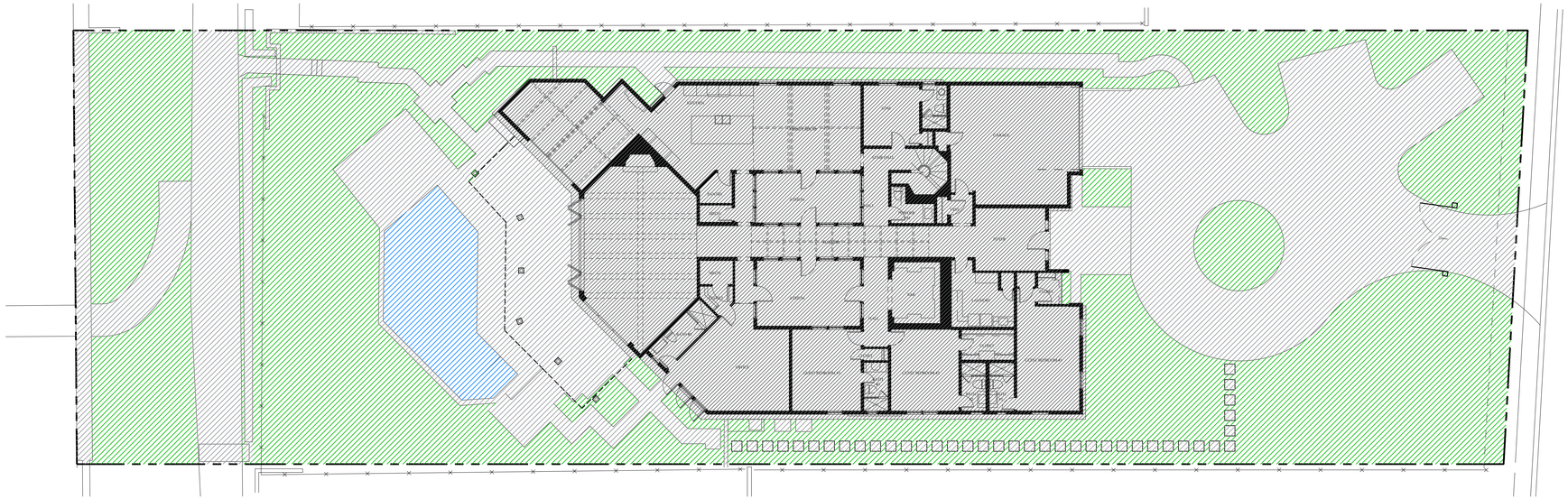
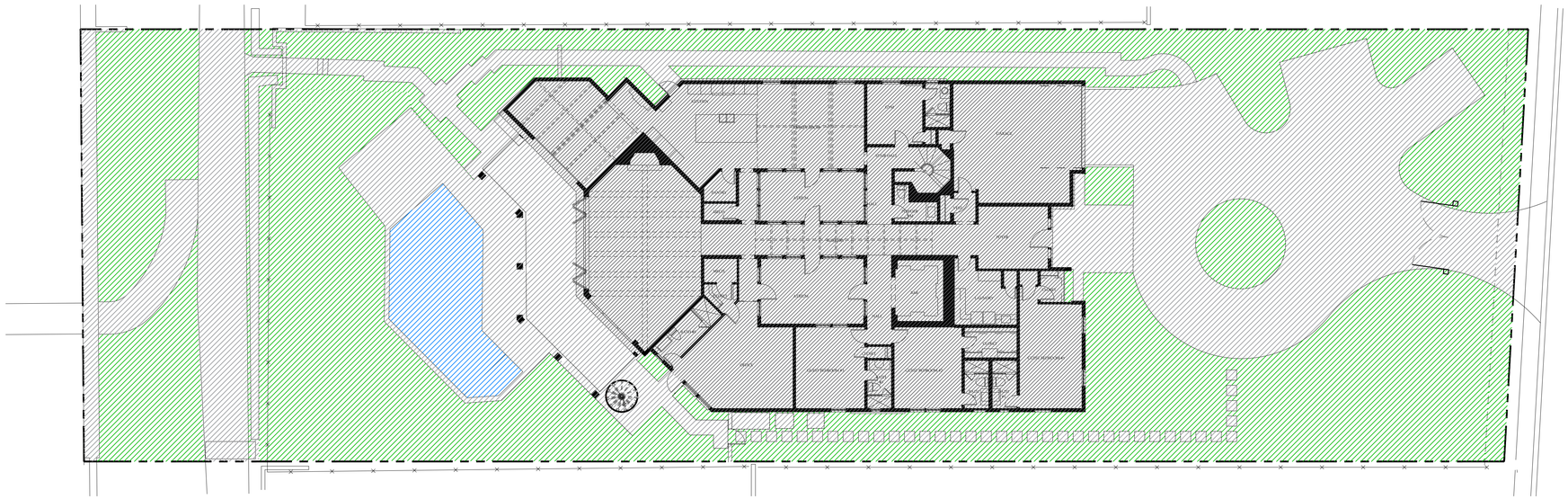


Existing Lot Coverage Graphic



Proposed Lot Coverage Graphic

Proposed Site Data

DESCRIPTION	REQUIRED		EXISTING		PROPOSED	
LOT ZONE			R-B - LOW DENSITY RESIDENTIAL			
LOT AREA	10,000 S.F. MINIMUM		23,706 S.F.			
OPEN / PERMEABLE SPACE	MINIMUM 45%	10,667 S.F.	40.72%	9,655 S.F.	41.59%	9,860 S.F.
FRONT YARD LANDSCAPE	MINIMUM 40% OF FRONT YARD	846 S.F.	73.3%	1,550 S.F.	73.3%	1,550 S.F.
PERIMETER LANDSCAPE WITHIN 10' OF PROPERTY LINE	MINIMUM 50% OF REQ'D OPEN SPACE	5,333 S.F.	46%	4,906 S.F.	46%	4,906 S.F.

Legend

- IMPERVIOUS AREA (HOUSE/STRUCTURE)
- IMPERVIOUS AREA (HARDSCAPE)
- IMPERVIOUS AREA (WATER)
- PERVIOUS AREA / OPEN SPACE

NOT FOR CONSTRUCTION

Open Space Diagrams

SCALE IN FEET: NTS

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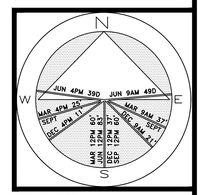
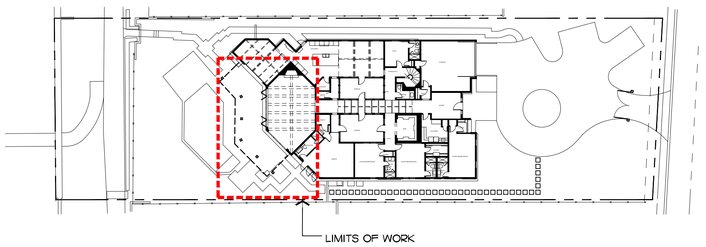


JOB NUMBER: 25144.00 LA
DRAWN BY: Alex Bugrii
DATE: 08.26.2025

ARC-25-0067
ZON-25-0061

SHEET L3.1

64 sf.
AREA IN SQ.FT.

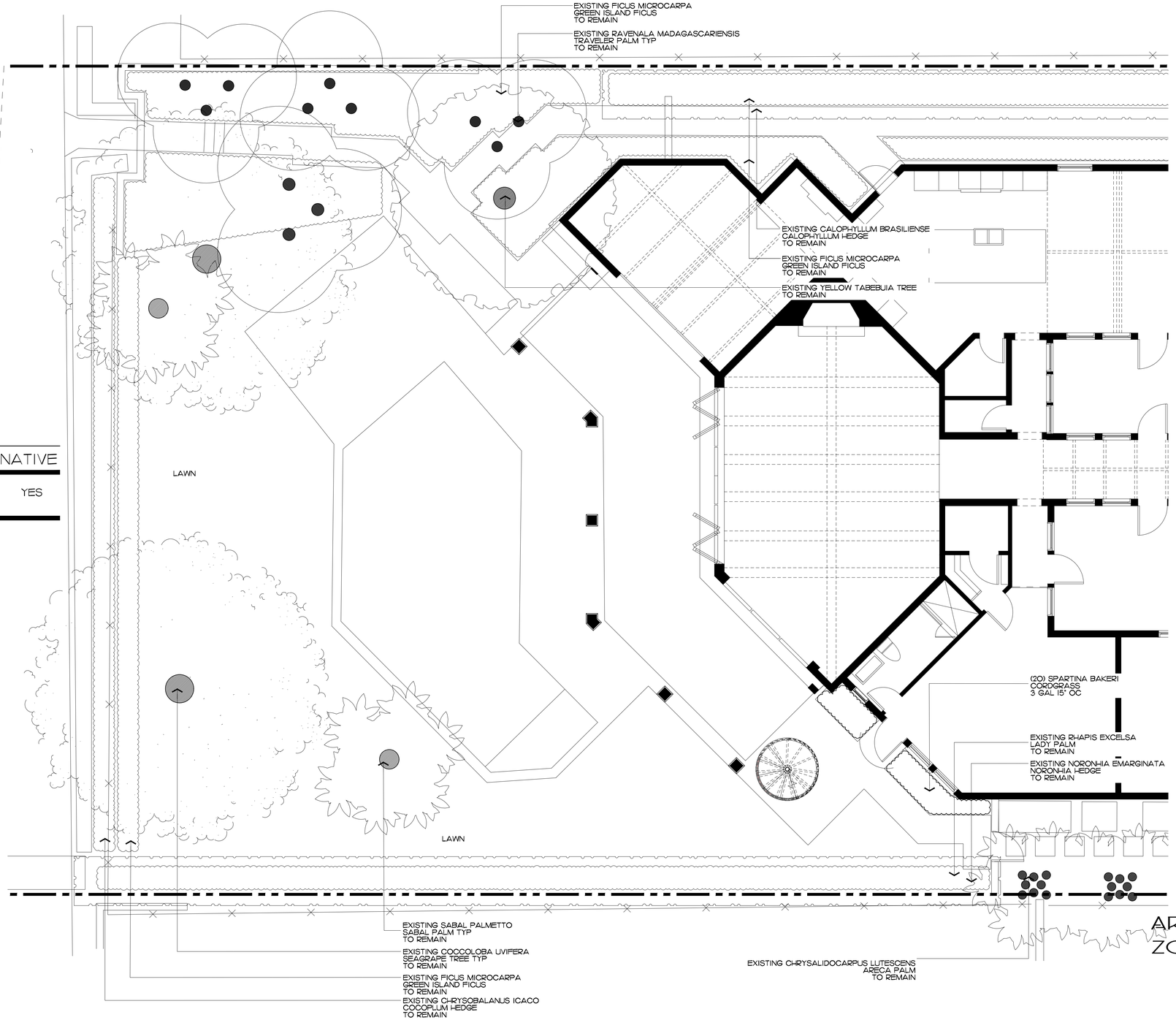


Site Plan

SCALE IN FEET: NTS

Shrubs

SYMBOL	PLANT NAME	QTY.	DESCRIPTION	NATIVE
	SPARTINA BAKERI CARDGRASS	20	3 GAL 15" OC	YES
	TOTAL:	20		
	NATIVE SPECIES:	20 (100%)		



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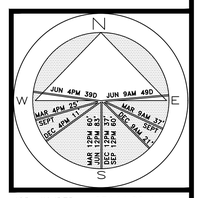

JOB NUMBER: 25144.00 LA
DRAWN BY: Dustin Mizell
DATE: 08.26.2025

ARC-25-0067
ZON-25-0061

SHEET L4.0

64 sf.
AREA IN SQ.FT.

NOT FOR CONSTRUCTION

Landscape Plan

SCALE IN FEET 0' 8' 16' 24'

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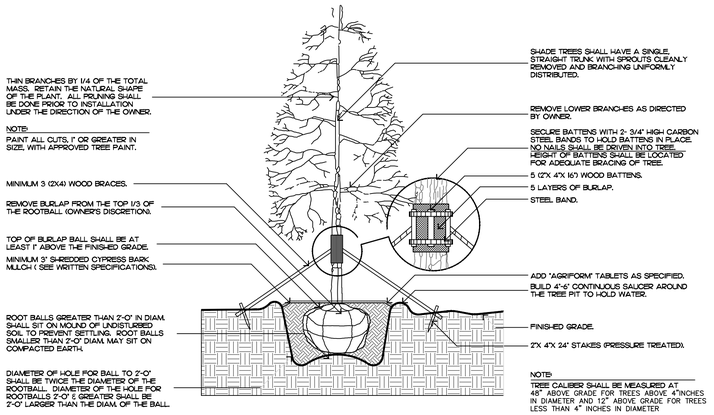
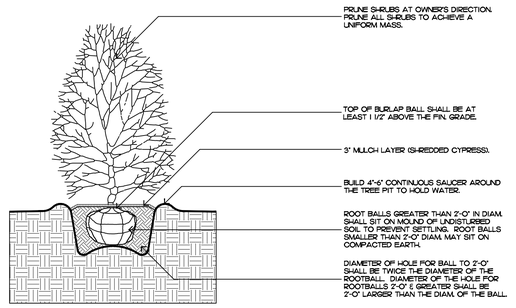


FILL MATERIAL SHALL CONSIST OF AT LEAST 1/3 NATIVE SOIL FROM THE HOLE DUG FOR THE PLANT. SEE SPECIFICATIONS FOR BACKFILL MIXTURE.

Tree Planting



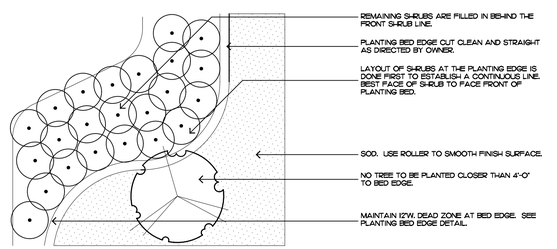
FILL MATERIAL SHALL CONSIST OF AT LEAST 1/3 NATIVE SOIL FROM THE HOLE DUG FOR THE PLANT. SEE SPECIFICATIONS FOR BACKFILL MIXTURE.

Shrub Planting

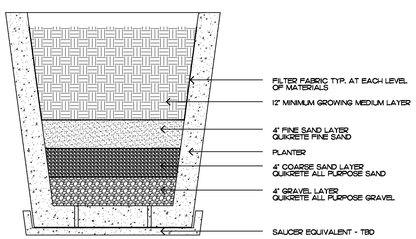
FILL MATERIAL SHALL CONSIST OF AT LEAST 1/3 NATIVE SOIL FROM THE HOLE DUG FOR THE PLANT. SEE SPECIFICATIONS FOR BACKFILL MIXTURE.

Irregular and Multi-stem Tree

Palm Tree Planting



Shrub & Groundcover Layout



Typical Planter Sediment Filtration Detail

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Planting Notes

COMMERCIAL FERTILIZER:

FERTILIZER SHALL BE COMPLETELY ORGANIC, IT SHALL BE UNIFORM IN COMPOSITION, DRY AND FREE FLOWING. THIS FERTILIZER SHALL BE DELIVERED TO THE SITE IN THE ORIGINAL UNOPENED BAGS, EACH BEARING THE MANUFACTURER'S STATEMENT OF ANALYSIS, AND SHALL MEET THE FOLLOWING REQUIREMENTS:

SIX PERCENT (6%) NITROGEN
SIX PERCENT (6%) PHOSPHOROUS
SIX PERCENT (6%) POTASSIUM

FERTILIZER SHALL BE APPLIED TO ALL SHRUBS (1/3 LB. PER 3 GAL. POT, 1/4 LB. PER 1 GAL. POT) AND GROUNDCOVER. THE SAME FERTILIZER MIXTURE SHALL BE USED ON SOD AT A RATE OF 15 LBS. PER 1000 SQUARE FEET. A FOURTEEN PERCENT (14%) NITROGEN, FOURTEEN PERCENT (14%) PHOSPHOROUS AND FOURTEEN PERCENT (14%) POTASSIUM IS REQUIRED ON ALL TREES AND SHRUBS OVER 5'-0" IN HEIGHT (1/2 LB. PER 5'-0" OF SPREAD). AGRIFORM TABLETS WITH TWENTY PERCENT (20%) NITROGEN, TEN PERCENT (10%) PHOSPHOROUS, FIVE PERCENT (5%) POTASSIUM IN 21 GRAM SIZES SHALL BE APPLIED ALONG WITH THE FERTILIZER PROCESS (1 WITH 1 GAL. PLANTS, 2 WITH 3 GAL. PLANTS AND 2 TABLETS PER 1" OF TREE TRUNK CALIPER). BACK FILL HALFWAY UP THE ROOT BALL. PLACE ABOUT ONE INCH (1") FROM ROOT TIPS. MAGNESIUM SULFATE SHALL BE APPLIED TO ALL PALMS AT INSTALLATION AT A RATE OF 1/2 LB. PER INCH OF TRUNK CALIPER. MANGANESE SHALL BE APPLIED AT THE SAME RATE.

MULCH:

MULCH MATERIAL SHALL BE SHREDDED CYPRESS MULCH OR APPROVED EQUAL, MOISTENED AT THE TIME OF APPLICATION TO PREVENT WIND DISPLACEMENT. MULCH SHALL BE APPLIED TO A MINIMUM 3" DEPTH IN PLANTING BEDS.

SOD:

THE SOD SHALL BE FREE FROM WEEDS, FUNGUS, INSECTS AND DISEASES OF ANY KIND, CLEAN, STRONGLY ROOTED, UNIFORMLY SIZED STRIPS, MACHINE STRIPPED NOT MORE THAN TWENTY-FOUR (24) HOURS PRIOR TO LAYING.

SUBSTITUTIONS:

NO SUBSTITUTION OF PLANT MATERIAL TYPES OR SIZES WILL BE ALLOWED WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER. CONTAINER GROWN MATERIAL WILL NOT BE ACCEPTED AS SUBSTITUTE FOR B&B MATERIAL UNLESS PREVIOUSLY APPROVED. INTENDED SUBSTITUTIONS SHALL BE SPELLED OUT IN BID.

MEASUREMENTS:

SHADE TREES: HEIGHT SHALL BE MEASURED FROM GROUND TO THE AVERAGE BRANCH HEIGHT OF CANOPY. SPREAD SHALL BE MEASURED TO THE END OF THE BRANCHING EQUALLY AROUND THE CROWN FROM THE CENTER OF THE TRUNK. MEASUREMENTS ARE NOT TO INCLUDE ANY TERMINAL GROWTH. SINGLE TRUNK TREES SHALL BE FREE OF "V" CROTCHES THAT COULD BE POINTS OF WEAK LIMB STRUCTURE OR DISEASE INFESTATION.

SHRUBS: HEIGHT SHALL BE MEASURED FROM THE GROUND TO THE AVERAGE POINT WHERE MATURE PLANT GROWTH STOPS. SPREAD SHALL BE MEASURED TO THE END OF BRANCHING EQUALLY AROUND THE SHRUB MASS. MEASUREMENT AREA NOT TO INCLUDE ANY TERMINAL GROWTH.

PALMS: CLEAR TRUNK (C.T.) - SHALL BE MEASURED FROM THE GROUND AT TIME OF INSTALLATION TO THE POINT WHERE THE MATURE AGED TRUNK JOINS THE IMMATURE OR GREEN PORTION OF THE TRUNK OR HEAD.

OVERALL HEIGHT (O.A.) - SHALL BE MEASURED FROM THE GROUND AT THE TIME OF INSTALLATION TO THE AVERAGE FROND HEIGHT.

PALMS WITH MARRED OR BURNED TRUNKS WILL NOT BE ACCEPTED.

PLANTING SOIL AND BACKFILL:

PLANTING SOIL FOR USE IN PREPARING BACKFILL FOR PLANT PITS SHALL BE A FERTILE, FRIABLE AND NATURAL TOPSOIL, WITHOUT MIXTURE OF SUBSOIL MATERIALS, AND SHALL BE FREE FROM HEAVY CLAY, STONES, LIME, LUMPS, SHELLS, PLANTS, ROOTS OR OTHER FOREIGN MATERIALS, WEEDS, OR NOXIOUS GRASSES (SUCH AS BERMUDA OR NUT GRASS). IT SHALL NOT CONTAIN TOXIC SUBSTANCES WHICH MAY BE HARMFUL TO THE PLANT GROWTH.

BACKFILL FOR SOD AREAS SHALL BE SUBJECT TO LESSER STANDARDS AT THE DISCRETION AND DECISION OF THE OWNER.

EXISTING TOPSOIL SHALL BE USED IN ALL PLANT MATERIAL PITS EXCEPT SABAL PALMS WHERE THE SOIL SHALL CONSIST OF CLEAN SAND.

PLANTING SOIL FOR USE IN BEDS FOR ANNUALS AND/OR PERENNIALS SHALL CONTAIN ONE-THIRD (1/3) POTTING SOIL OR A BLENDED TOPSOIL, TILL INTO TOP 10" - 12" OF SOIL WITH A TIME-RELEASE FERTILIZER.

PLANT MATERIALS:

PALMS, TREES, SHRUBS, GROUNDCOVERS AND VINES

PLANT SPECIES AND SIZE SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. NOMENCLATURE SHALL CONFORM TO "STANDARDIZED PLANT NAMES", 1942 EDITION. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH "GRADES AND STANDARDS FOR NURSERY PLANTS PARTS I & II", LATEST EDITION PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES. UNLESS SPECIFIED OTHERWISE, ALL PLANTS SHALL BE FLORIDA GRADE NUMBER 1 OR BETTER AS DETERMINED BY THE FLORIDA DIVISION OF PLANT INDUSTRY. SPECIMEN MEANS AN EXCEPTIONALLY HEAVY, SYMMETRICAL TIGHTLY KNIT PLANT, SO TRAINED OR FAVORED IN ITS DEVELOPMENT THAT FIRST APPEARANCE IS UNQUESTIONABLE AND OUTSTANDINGLY SUPERIOR IN FORM, NUMBER OF BRANCHES, COMPACTNESS AND SYMMETRY. ALL PLANTS SHALL BE FRESHLY DUG, SOUND, HEALTHY, VIGOROUS, WELL BRANCHED AND FREE OF DISEASE AND INSECT EGGS AND LARVAE AND SHALL HAVE ADEQUATE ROOT SYSTEMS. TREES FOR PLANTING ROWS SHALL BE UNIFORM IN SIZE AND SHAPE. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE OWNER. WHERE REQUIREMENTS ARE OMITTED FROM THE PLANT LIST, THE PLANTS FURNISHED SHALL BE NORMAL FOR THE VARIETY AND FLORIDA NUMBER 1. PLANTS SHALL BE PRUNED PRIOR TO DELIVERY ONLY UPON THE APPROVAL OF THE OWNER.

CONTAINER GROWN STOCK:

1. ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS OF GOOD QUALITY AND BE IN A HEALTHY GROWING CONDITION.
2. AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG ENOUGH FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER.

WARRANTY:

WARRANTY PLANTS, SHRUBS AND GROUNDCOVERS FOR A PERIOD OF NINETY (90) DAYS. TREES & PALMS FOR ONE YEAR (1) AGAINST UNHEALTHY CONDITION, EXCEPT AS MAY RESULT FROM NEGLECT BY OWNER, DAMAGE BY OTHERS, AND UNUSUAL PHENOMENA BEYOND INSTALLER'S CONTROL. REPLACE AT TIME REQUESTED BY THE OWNER OR LANDSCAPE ARCHITECT.

MAINTENANCE:

MAINTAIN LANDSCAPE WORK UNTIL THE LETTER OF SUBSTANTIAL COMPLETION BY THE GENERAL CONTRACTOR. INCLUDE WATERING, WEEDING, CULTIVATING, RESTORATION OF GRADE, MOWING AND TRIMMING GRASS, PRUNING TREES AND SHRUBS, PROTECTION FROM INSECTS AND DISEASES, FERTILIZATION AND SIMILAR OPERATIONS AS NEEDED TO ENSURE NORMAL GOOD HEALTH FOR LIVE PLANT MATERIAL.

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Private Residence
410 North Lake Way
Town of Palm Beach
FL

JOB NUMBER: 25144.00 LA
DRAWN BY: Dustin Mizell
DATE: 08.26.2025

ARC-25-0067
ZON-25-0061

SHEET L4.1

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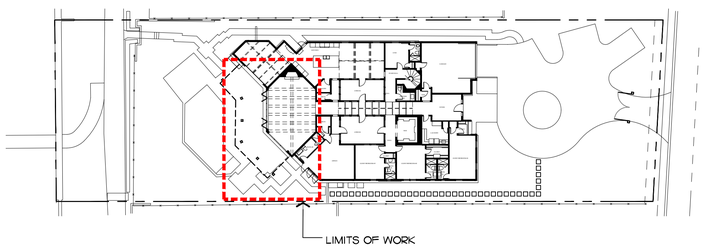
Planting Details & Specifications

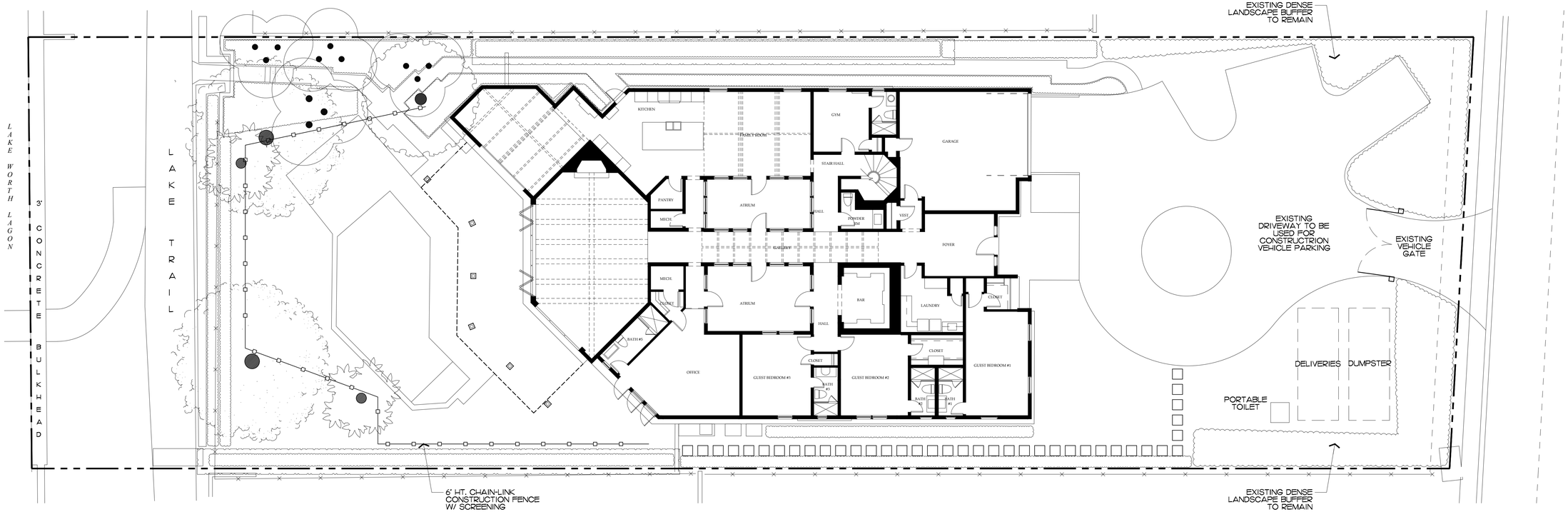


Site Plan

SCALE IN FEET: NTS



Street View



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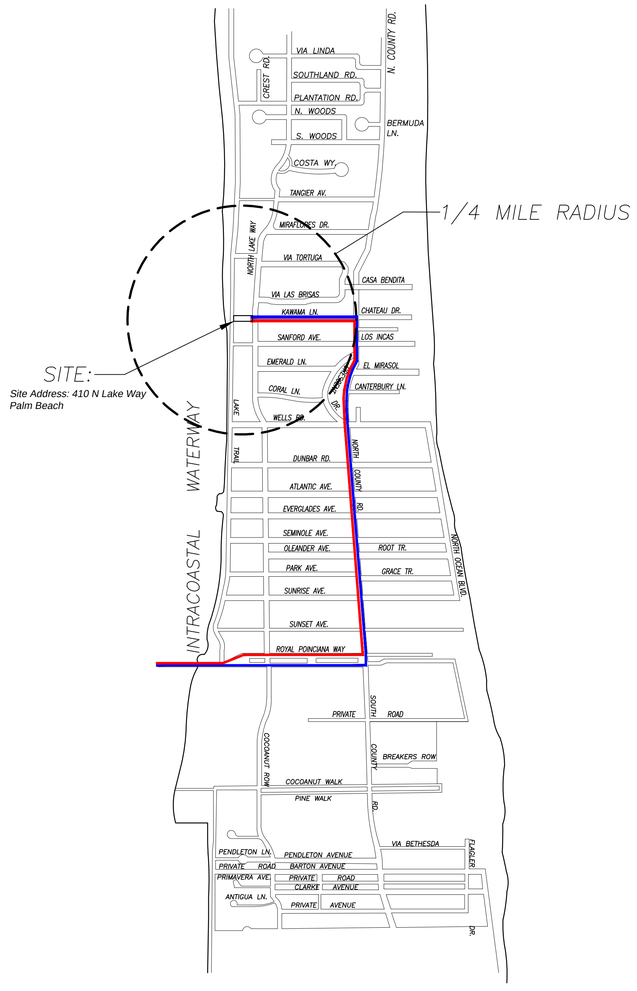
Construction Screening & Staging Plan

SCALE IN FEET: 3/32"=1'



CONCEPTUAL CONSTRUCTION SCHEDULE

- OCT 29TH 2025 – ARCOM MEETING
- MAY– 2026 – SUBMIT FOR PERMIT
- 1 MONTH –MAY 2026 – MOBILIZATION & DEMOLITION OF EXISTING STRUCTURES
- 1 MONTH – ROOF TRUSS DELIVERY AND SET TRUSSES
- 1 MONTHS – LANDSCAPE & HARDSCAPE INSTALLATION
- 0.5 MONTHS – FINAL INSPECTIONS
- +/– 4 MONTHS – PROPOSED TOTAL CONSTRUCTION FOLLOWING BUILDING PERMIT

1 *PROPOSED TRUCK INGRESS / EGRESS ROUTES MAP*

SCHEDULE:

MONTH 1: DEMOLITION AND CLEANUP
(3 - 5 DAYS)

LARGEST TRUCK ->
10-15 DUMP TRUCKS FOR DEBRIS REMOVAL
TRAILER FOR EXCAVATOR / DEMOLITION
LANDSCAPE TRUCKS ->
SOD
IRRIGATION

NOTE: SEE SEPARATE "CONSTRUCTION STAGING PLAN" SHEET FOR INFORMATION ON LOCATIONS FOR PARKING, MATERIAL STORAGE, DELIVERIES, DUMPSTER, PORTABLE TOILETS, TIRE CLEANING AREA, SILT FENCE, ETC.

PROPOSED INGRESS TRUCK ROUTE

PROPOSED EGRESS TRUCK ROUTE

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Truck Logistics Plan

SCALE: NOT TO SCALE



Existing NLT Perspective View



Proposed NLT Perspective View

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North Lake Trail Perspective

SCALE: NOT TO SCALE

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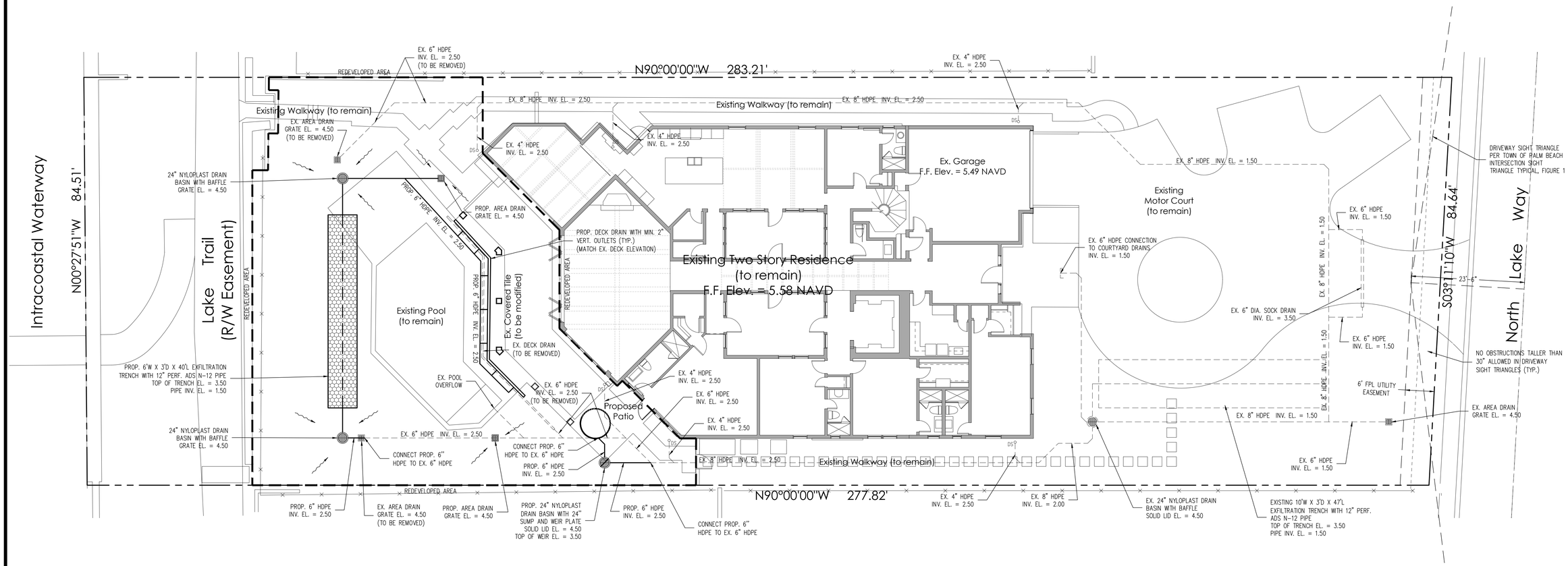
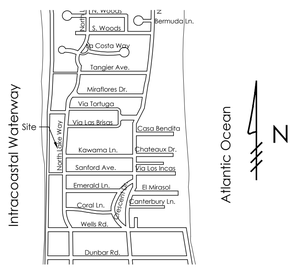
SHEET L7.0



Notes:

1) Exfiltration trenches to be protected from roots with a root barrier
2) Contractor to replace sewer service to main per Town of Palm Beach standards.
3) Roof drain downspouts are to be connected to the proposed drainage system. Contractor to provide engineer with final downspout locations prior to installation of drainage system.
4) Contractor is responsible for installing and maintaining erosion control measures during construction.
5) Existing storm drainage to remain to be cleaned, video inspected, re-habilitated and re-certified prior to completion of construction.



Location Map
N.T.S.

STORMWATER RETENTION CALCULATIONS
(Redeveloped Area)

A. SITE INFORMATION

Total Property Area = 23,706 sq.ft.

Drainage Area = 5,473 sq.ft.

Drainage Area Impervious Surface = 2,296 sq.ft.

Drainage Area Pervious Surface = 3,177 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 2,296 sq.ft. x 1 ft./12 in. = 383 cu.ft.

Pervious Runoff Volume:
0.2 x 2 in/hr x 3,177 sq.ft. x 1 ft./12 in. = 106 cu.ft.

Total Volume to be Retained = 489 cu.ft.

C. EXFILTRATION TRENCH SIZING

L	=	Total Length of Trench Provided	=	40	ft
W	=	Trench Width	=	6	ft
K	=	Hydraulic Conductivity	=	0.00012	cfs/sq.ft./ft. of head
H2	=	Depth to Water Table	=	2.00	ft
DU	=	Un-Saturated Trench Depth	=	2.00	ft
DS	=	Saturated Trench Depth	=	1.00	ft
V	=	Volume Treated	=	591	cu.ft.

Legend

- 5.7 + / 6.00 — EXISTING ELEVATION PER PROJECT REPRESENTATIVES (NAVD-88)
- PROPOSED ELEVATION (NAVD-88)
- 7.00 — PROPOSED ELEVATION CONTOUR (NAVD-88)
- FLOW DIRECTION
- EXFILTRATION TRENCH
- AREA DRAIN
- 24" NYLOPLAST DRAIN BASIN WITH BAFFLE

N

0 5 10 20 40

Scale: 1" = 10'

1	03/21/11	REVISE EXFILTRATION TRENCH CONFIGURATION; ADD AREA DRAINS AT REAR OF PROPERTY
2	09/02/11	ADD SEWER SERVICE LOCATION; REVISE DOWNSPOUT LOCATIONS; ADD ADDITIONAL AREA DRAINS ALONG SIDES OF RESIDENCE
3	09/16/11	ADD PROPOSED GRADES TO DRIVEWAY
4	08/27/25	UPDATE PLAN BACKGROUND; SHOW PROPOSED DRAINAGE REVISIONS

Plan Background from Hardscape Plan by Environment Design Group Received 8/27/25

ARC-25-____

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office@gruberengineers.com

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

Conceptual Site Grading & Drainage Plan For:

PROPOSED RENOVATION

410 North Lake Way
Palm Beach, Florida

PROJECT INFORMATION:

Project No.	2011-0004
Issue Date	02/08/2011
Scale	1" = 10'

REVISIONS:

1	03/21/2011
2	09/02/2011
3	09/16/2011
4	08/27/2025
5	
6	
7	
8	
9	
10	
11	
12	

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

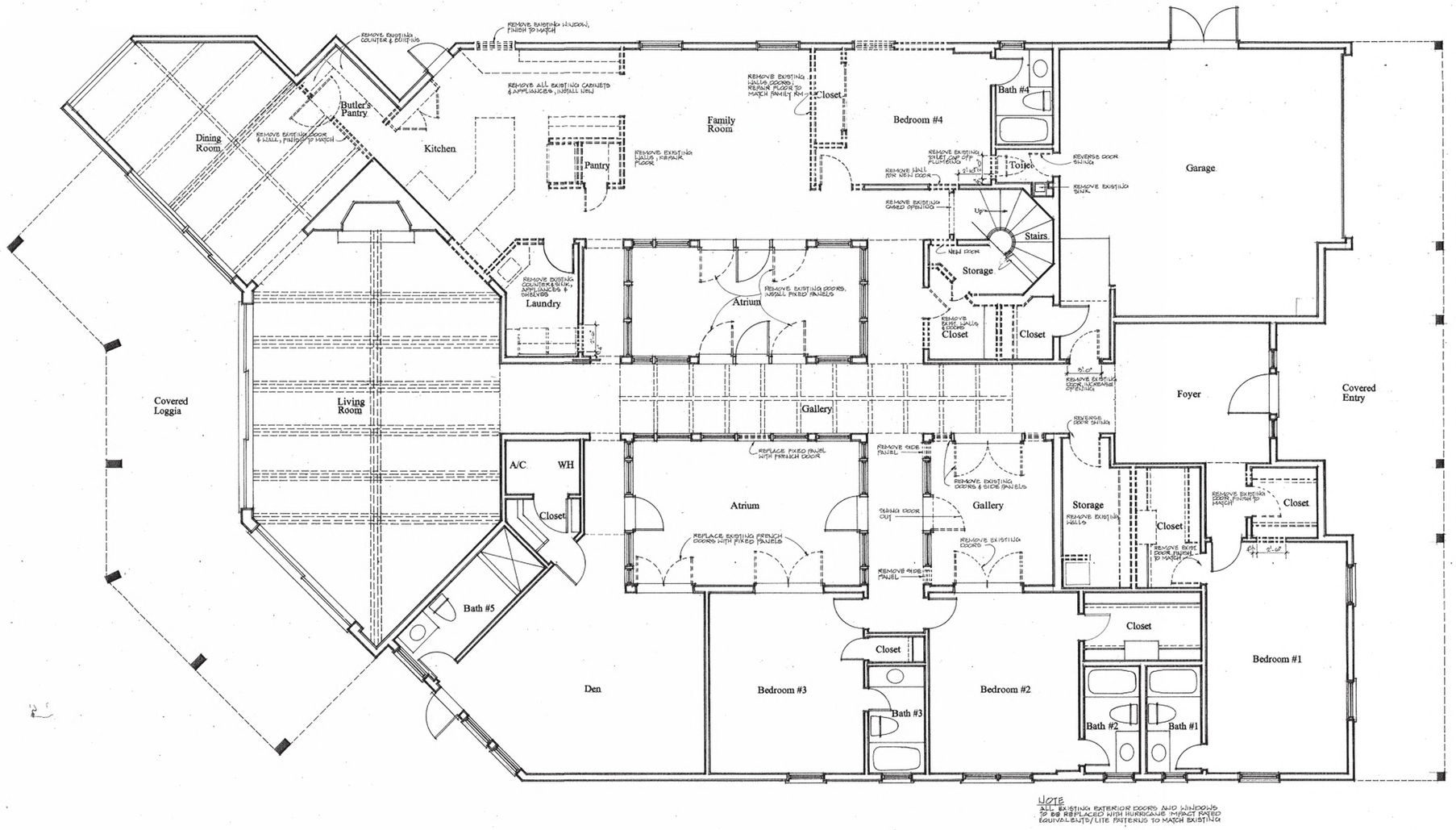
This item has been electronically signed and sealed by Chad M. Gruber on the date adjacent to the seal using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

SHEET NUMBER:

C-1

DEMOLITON NOTES:

1. THE CONRACTOR SHALL REMOVE ALL EXISTING CONSTRUCTION AS REQUIRED FOR THE REMODELING WORK INCLUDING BUT NOT LIMITED TO PARTITIONS, DOORS, HARDWARE, CEILING SYSTEM, ELECTRICAL, PLUMBING, FLOOR MATERIAL, ETC....
2. THE CONTRACTOR SHALL PROTECT ALL EXISTING MATERIALS, EQUIPMENT, TREES, UTILITY LINES, ETC.... WHICH ARE TO REMAIN AND REPAIR OR REPLACE WHEN NECESSARY THESE ITEMS WHEN DAMAGED BY HIM OR HIS SUBCONTRACTORS AT NO ADDITIONAL COST TO THE OWNER.
3. MASONRY SHALL BE DEMOLISHED IN SMALL SECTIONS, AND BRACING AND SHORES SHALL BE USED WHERE NECESSARY TO AVOID DAMAGE TO THE STRUCTURE.
4. THE CONTRACTOR SHALL WALK THROUGH WITH THE OWNER OR THE OWNERS REPRESENTATIVE AND TAG ALL ITEMS THAT WILL BE SAVED. THOSE ITEMS SHALL BE REMOVED AND STORED WHERE THE OWNER REQUESTS.
5. PROVIDE PROTECTION AND CONDUCT DEMOLITION OPERATIONS TO PREVENT INJURY OR DAMAGE TO PERSONS OR PROPERTY.



NOTE
ALL EXISTING EXTERIOR DOORS AND WINDOWS TO BE REPLACED WITH HURRICANE IMPACT RATED EQUIVALENT D/LITE PATTERNS TO MATCH EXISTING

First Floor Demo Plan
Scale 1/4"=1'-0"

N W E S

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

REVIEWED
DEC 13 2010
TPB PLAN EXAMINER

ARCOM# A-010-2010

MP Design & Architecture

COMM NO.
1018

DATE

REVISIONS

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12-3-10

Alice Bennett, A.I.A.
Florida Reg. Arch.
#AR0001912

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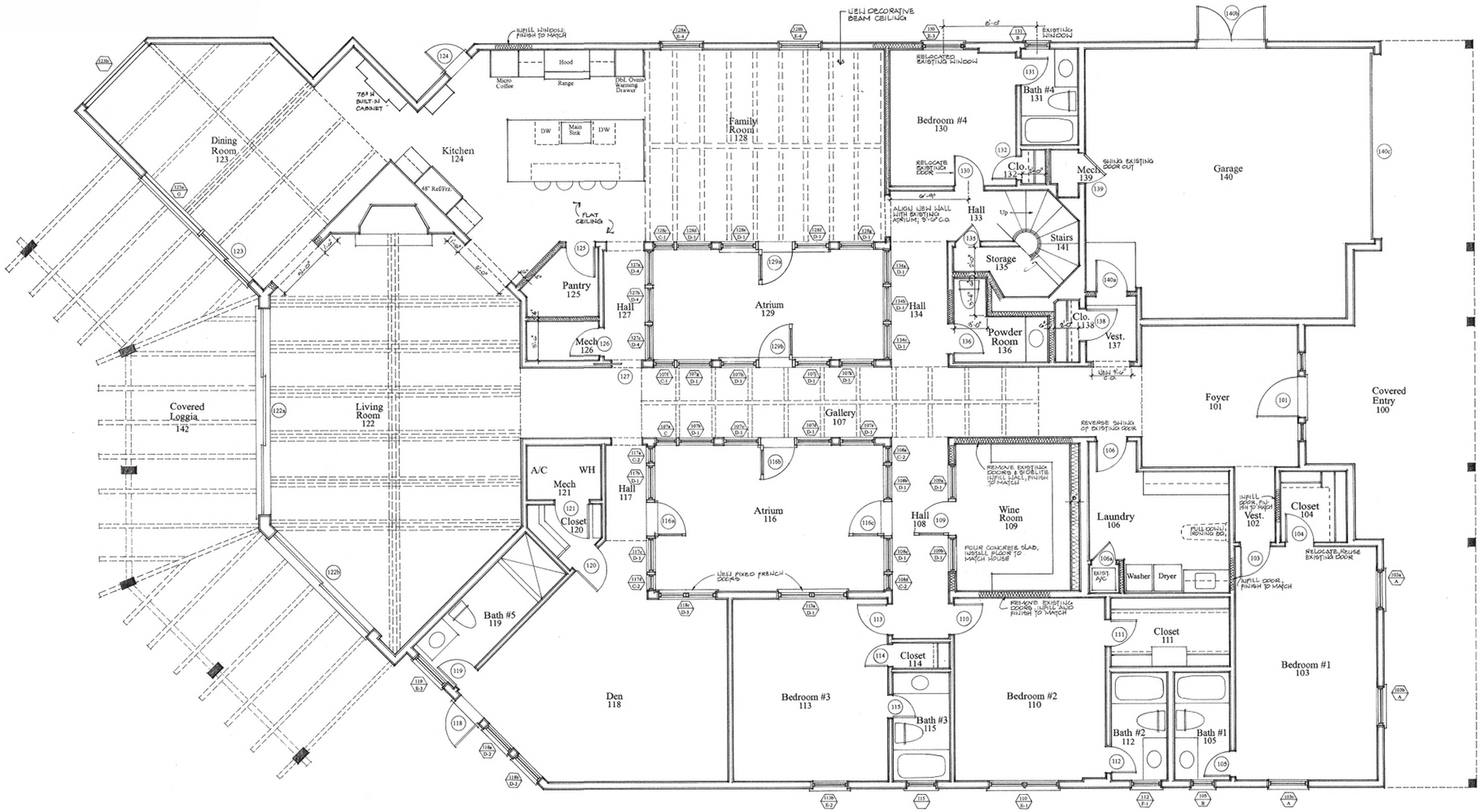
AA26001667

SHEET NO.
A100.1

DEC 03 2010



Proposed First Floor Plan

Scale 1/4"=1'-0"

Wall Legend

- Existing Wall To Remain
- Existing Wall To Be Removed
- New 2x4 Wood Stud Framing (Interior Walls) @ 16" O.C. w/ 5/8" Drywall On Both Sides (Provide Sound Attenuation Batt Insulation Between Rooms)
- New 2x6 Stud Framing Exterior Walls) @ 16" O.C. w/ 5/8" Drywall On Interior, Hardiplank on Furring On Exterior w/ Batt Insulation

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REVIEWED
DEC 13 2010
TPB PLAN EXAMINER

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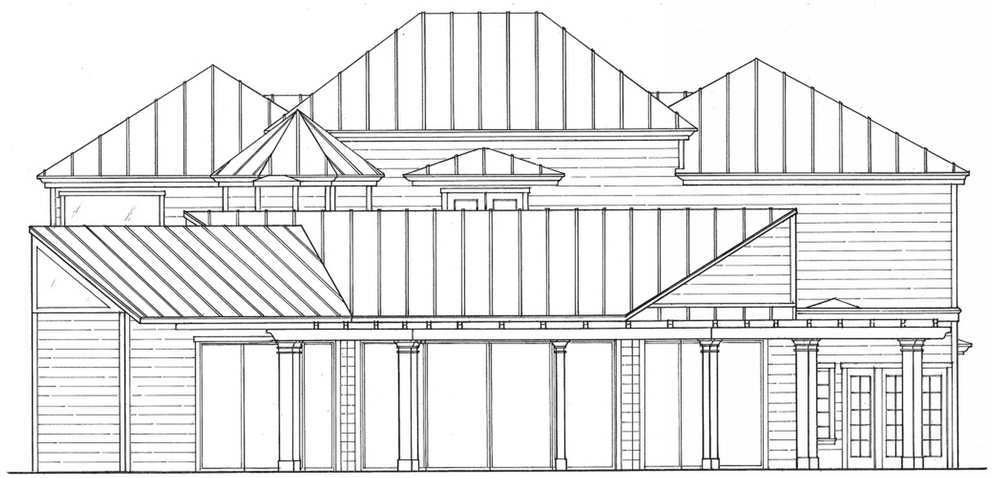
DEC 03 2010



Existing West Elevation–w/ Asphalt Shingle Roof

Scale 1/4" = 1'-0"



Proposed West Elevation–w/ Standing Seam Metal Roof & Pergola

Scale 1/4" = 1'-0"

ALL WORK MUST
CONFORM TO THE 2007
FLORIDA BUILDING CODE

REVIEWED
NOV 07 2011
AS PLAN EXAMINER

ARCOM# A-010-2010

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SUBJECT TO COMPLIANCE WITH
ALL CODES AND ORDINANCES
IN EFFECT IN THE TOWN OF
PALM BEACH, FLORIDA
410 North Lake Way

11-7-11

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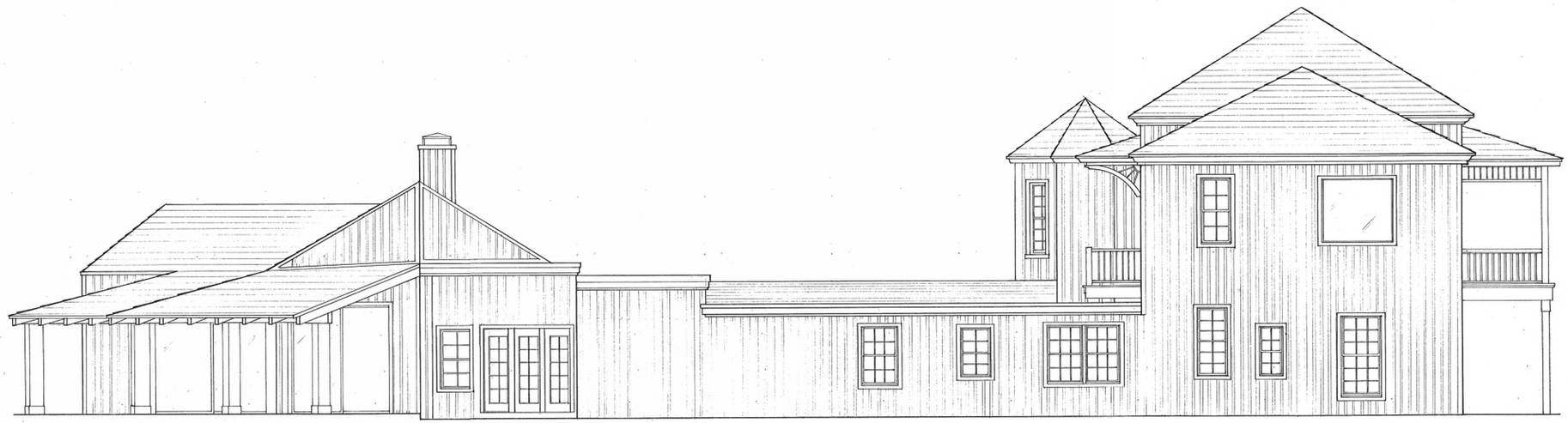
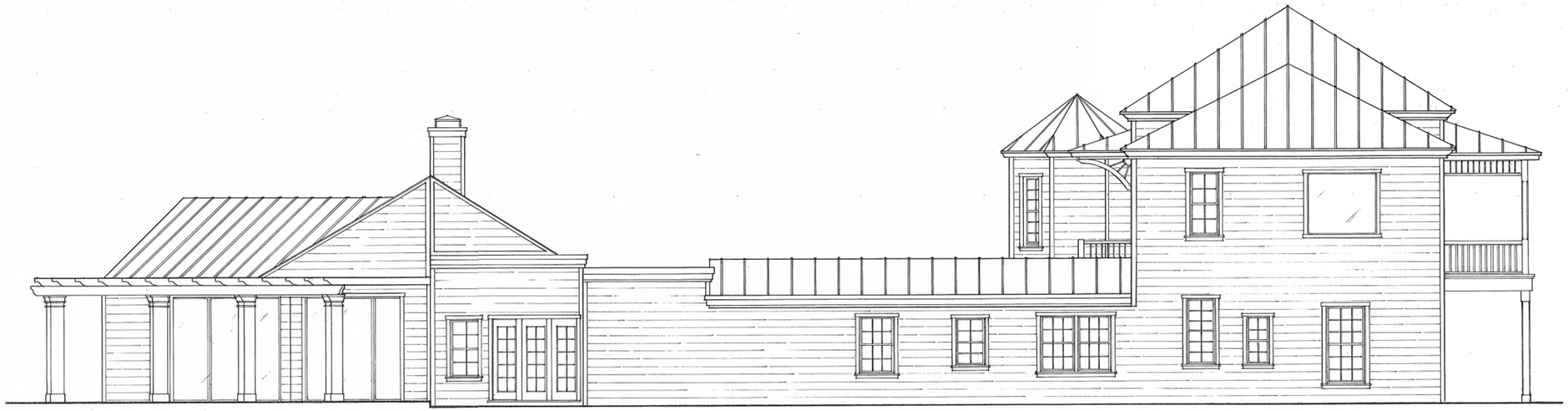


Existing South Elevation-w/ Asphalt Shingle Roof

Scale 1/4" = 1'-0"



Proposed South Elevation-w/ Standing Seam Metal Roof & Pergola

Scale 1/4" = 1'-0"

ARCOM# A-010-2010

MP Design & Architecture

COMM NO.
1018

DATE

REVISIONS

Bray Residence
410 North Lake Way
Palm Beach, Florida 33480

Ames Bennett, A.I.A.
Florida Reg. Arch.
#AR0001912

MP Design & Architecture, Inc.
217 Peruvian Avenue, Suite 4
Palm Beach, Florida 33480
561.833.7575
AA26001667

SHEET NO.
A203

NOV 08 2011

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

From: Planning, Zoning, & Building Staff

Re: 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. *[The Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 7-0.] [The Architectural Review Commission approved this project. Carried 7-0.]*

Date: 11/17/2025

ATTACHMENTS

Staff Report
Letter of Intent
Architectural Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

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.

ARC-25-0041 (ZON-25-0044) 337 BRAZILIAN AVE (COMBO). The applicant, FRIESE FAMILY TRUST (Paul Friese, Trustee) has filed an application requesting Architectural Commission review and approval for construction of a new, two-story residence and detached accessory structure with final hardscape, landscape and swimming pool with variances requested related to redevelopment of the existing nonconforming parcel configuration and for additional grade fill within setback areas. The Town Council shall review the application as it pertains to zoning relief/approval.

Property Owner: Friese Family Trust (Paul Friese, Trustee)
Professional: Portuondo Perotti Architecture (Rafael Portuondo)
Landscape: Environment Design Group (Dustin Mizell)

HISTORY:

The existing structure was built by Theodore Eissfeldt in 1924 in the Mediterranean Revival Style and was considered for landmarking in 2014 with the owner objecting. At the November 21, 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 "337 BRAZILIAN AVE RESIDENCE", as prepared by **Portuondo Perotti Architects**, uploaded October 06, 2025.

The following is the scope of work for the application:

- New two-story, single-family residence with attached two-story accessory structure and detached cabana with pergola.
- Final hardscape, landscape and swimming pool.

The following town council relief is requested:

- Variance 1: Sec. 134-948(1)a.: A variance to redevelop an existing nonconforming parcel with 9,000 square feet of lot area in lieu of the 10,000 square foot minimum lot area required in the R-C zoning district.
- Variance 2: Sec. 134-948(2)a.: A variance to redevelop an existing nonconforming parcel with a 50 foot lot width in lieu of the 75 foot minimum lot width required in the R-C zoning district.
- Variance 3: Sec. 134-1600(a): A variance to add up to 5.58 feet of grade fill within portions of the required setback areas, in lieu of the 2.63 feet maximum amount of fill permitted.

Site Data			
Zoning District	R-C	**Future Land Use**	SINGLE-FAMILY
Lot Size	Existing: 9,000 Sq. Ft. Required: 10,000 Sq. Ft. ***Variance Required***	**Enclosed Sq. Ft.**	4113.5 Sq. Ft.
Lot Width	Existing: 50 Ft. Required: 75 Ft. ***Variance Required***	**Lot Depth**	180’
		FEMA Flood Zone	AE +7’ NAVD *(+8’ NAVD Min. FFE)*
Lot Coverage	Permitted: 30% Proposed: 29%	**Landscape Open Space:**	Required: 45% Proposed: 45%
C-O-R	+2.74’ NAVD	**Max Fill**	+2.63’

Surrounding Properties / Zoning	
North	340 Royal Palm Way | Commercial / C-OPI
South	340 Brazilian Ave | Multi-Family / R-C
East	333 Brazilian Ave | Residence / R-B
West	341 Brazilian Ave | Residence / R-B

STAFF ANALYSIS:

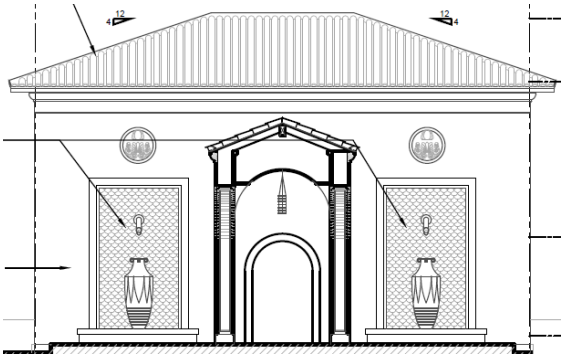
The applicant is seeking approval for a new, two-story, single-family residence, attached two-story accessory structure, detached cabana bath and pergola and final hardscape, landscape and swimming pool improvements. The application requires town council relief for three (3) variances, as proposed. The residence is designed in an eclectic style featuring a garage and storage room with second-story guest apartment centered at the front of the property. In-between the garage and storage bay is an open-air hallway which leads through the center of the structure to a covered walkway and then to the entrance to the primary residence. The primary residence is a two-story rectangular mass sited center on the parcel. A pool and terrace are proposed behind the residence with a detached cabana bath and pergola at the north rear of the property. A circular drive is proposed with a single garage bay.



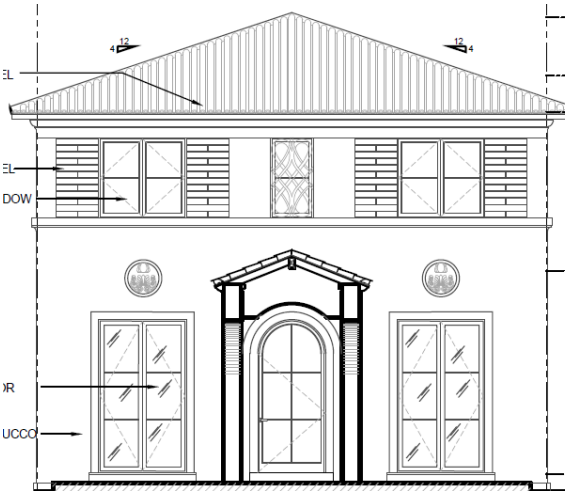
Color rendering of front (south) elevation.



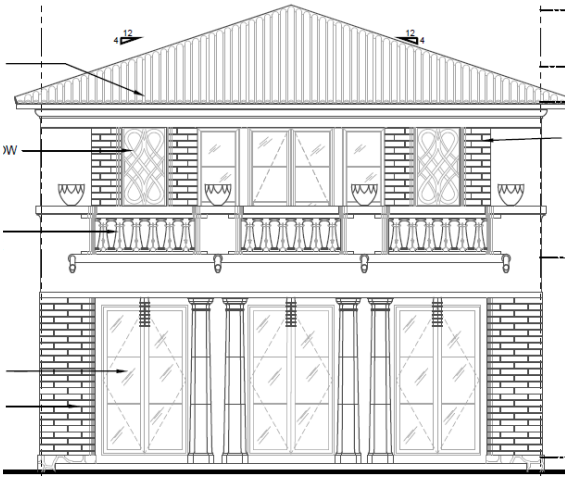
Proposed overall front (south) elevation at accessory structure.



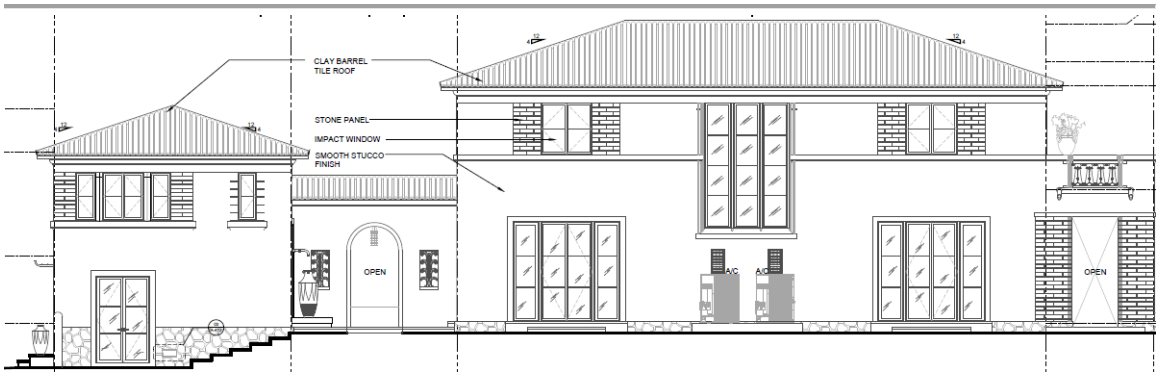
Proposed rear (north) elevation at accessory structure.



Proposed front (south) interior elevation at main house.



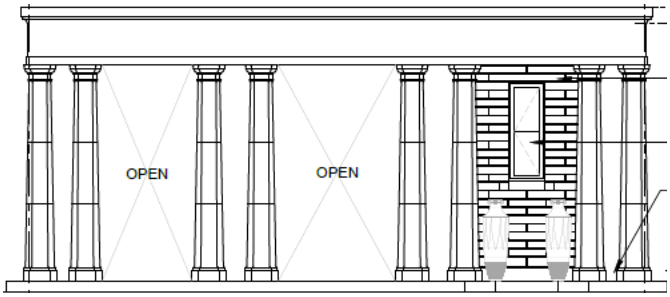
Proposed rear (north) elevation at main house.



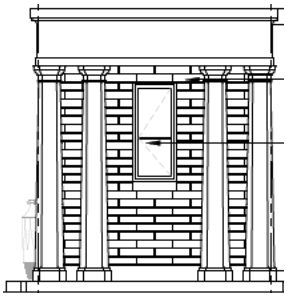
Proposed side (east) elevation.



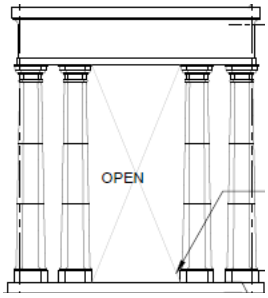
Proposed side (west) elevation



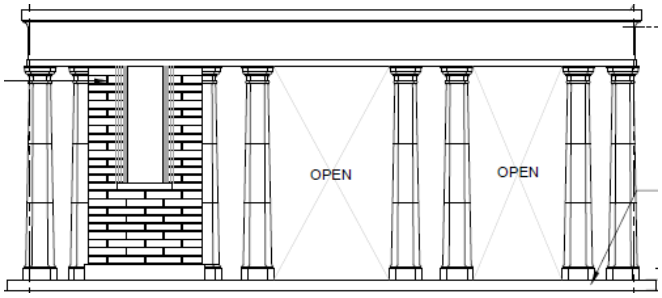
Cabana Bath & Pergola South Elevation.



Cabana Bath & Pergola East Elevation.



Cabana Bath & Pergola West Elevation.



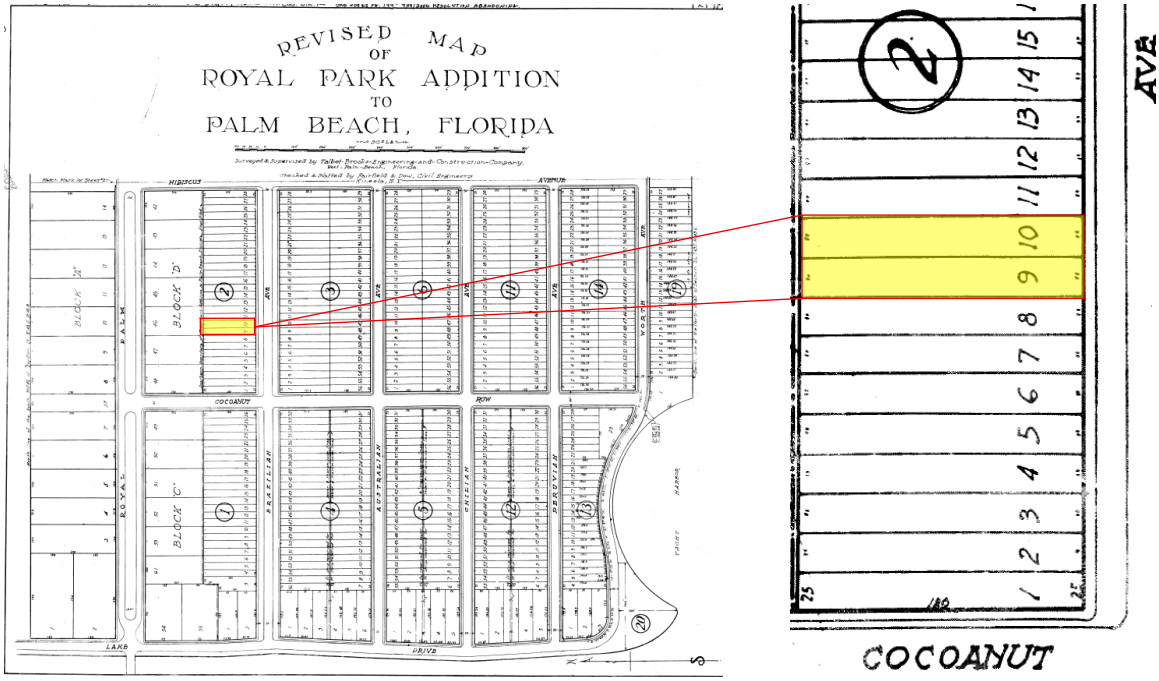
Cabana Bath & Pergola North Elevation.



Color rendering of landscape and hardscape plan.

VARIANCE REQUESTS

The applicant is requesting three (3) variances as part of this combo application. Two of the variances relate to the existing nonconforming configuration of the parcel in the R-C medium density residential zoning district. Because this parcel is deficient in lot width and lot area, variances are required to revest these nonconforming parcel attributes. The parcel configuration does consist of two 25' x 180' platted parcels of land; Lots 9 & 10, Block 2 of the Revised Map of Royal Park Addition to Palm Beach, Florida, shown below.



CODE SECTION	REQUIRED	PROPOSED	VARIANCE
Variance 1: Sec. 134-948(1)a.	Lot Area of 10,000 Square Feet	Lot Area of 9,000 Square Feet	**-1,000 Square Feet Lot Area**
Variance 2: Sec. 134-948(2)a.	Lot Width of 75 feet	Lot Width of 50 feet	**-25 ft lot width**

The third variance request relates to the amount of fill being proposed on the parcel. The existing elevation of the lot is below FEMA's minimum elevation requirement by 6.9' at its most extreme. The maximum amount of fill within any required yard area (front-yard, side-

yards, and rear-yard setbacks), is one half of the difference between the finished floor and the highest crown of road to be added at any point on the parcel. The applicant is proposing fill in certain parts of the parcel that will exceed this calculation to allow for a more uniform finished grade. The code calculation allows 2.63' of fill to be added and it's highest point, the applicant is proposing an additional 3.25' beyond that maximum. The existing grade on the parcels varies from +1.1' NAVD at it's lowest to +3.75' NAVD at it's highest. The applicant is proposing to maintain a lower elevation at the front of the parcel and will increase the grade to a be a more uniform level as you move north towards the middle and rear of the parcel. This type of design is convenient for property users, however, the amount of fill being proposed and the expanse of fill proposed to raise the grade is in conflict with the fill ordinance, which was to reduce the "house on a hill" effect caused when one property on the street is filled to be significantly higher than it's neighbors. The fill limit is only imposed on the required setback areas (front, sides and rear) and any useable yard area within the building envelope can be filled to meet the finished floor of the residence without limitations. Steps would be required at the sides of the residence to access the side yard areas but the rear yard area where the swimming pool, spa, and cabana are proposed are within the building envelope and could be maintained at a higher elevation.



Diagram indicating areas of parcel that are subject to maximum fill regulations.

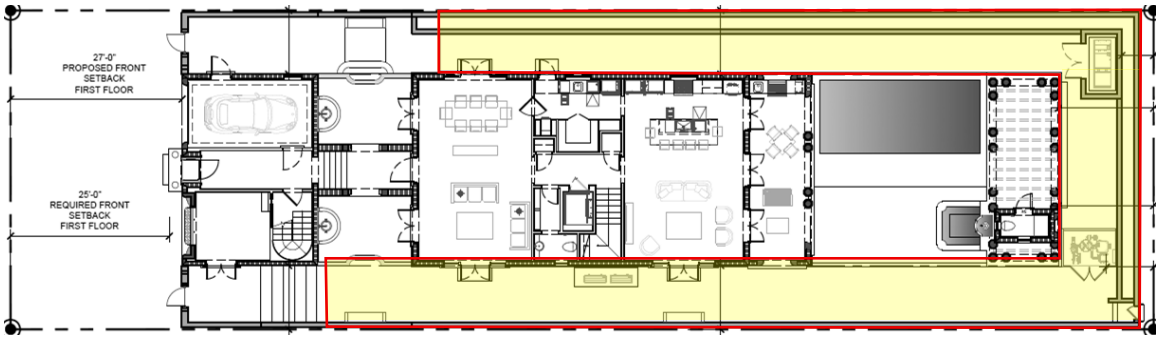
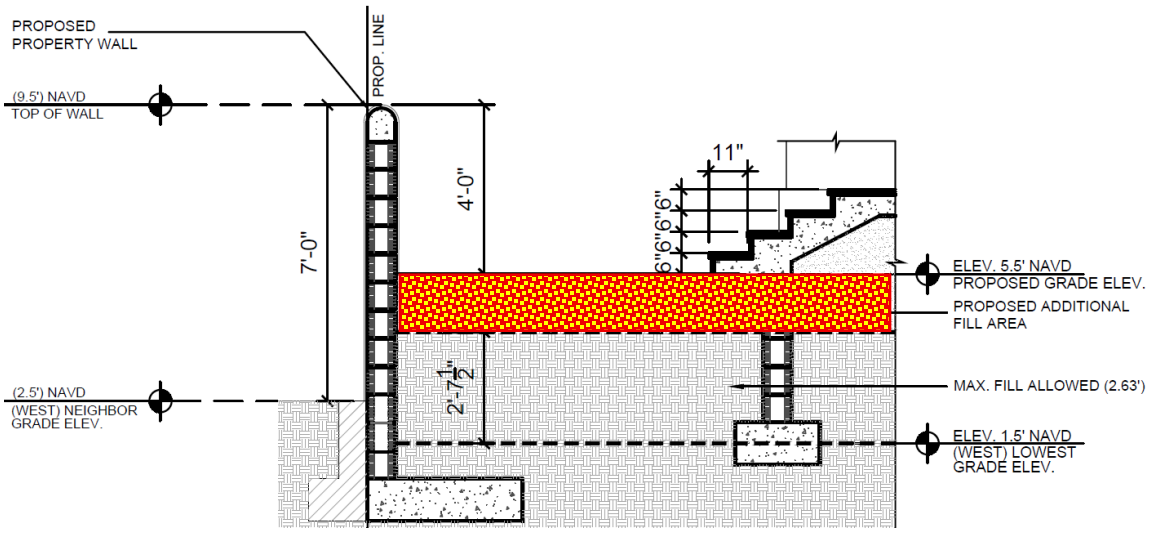
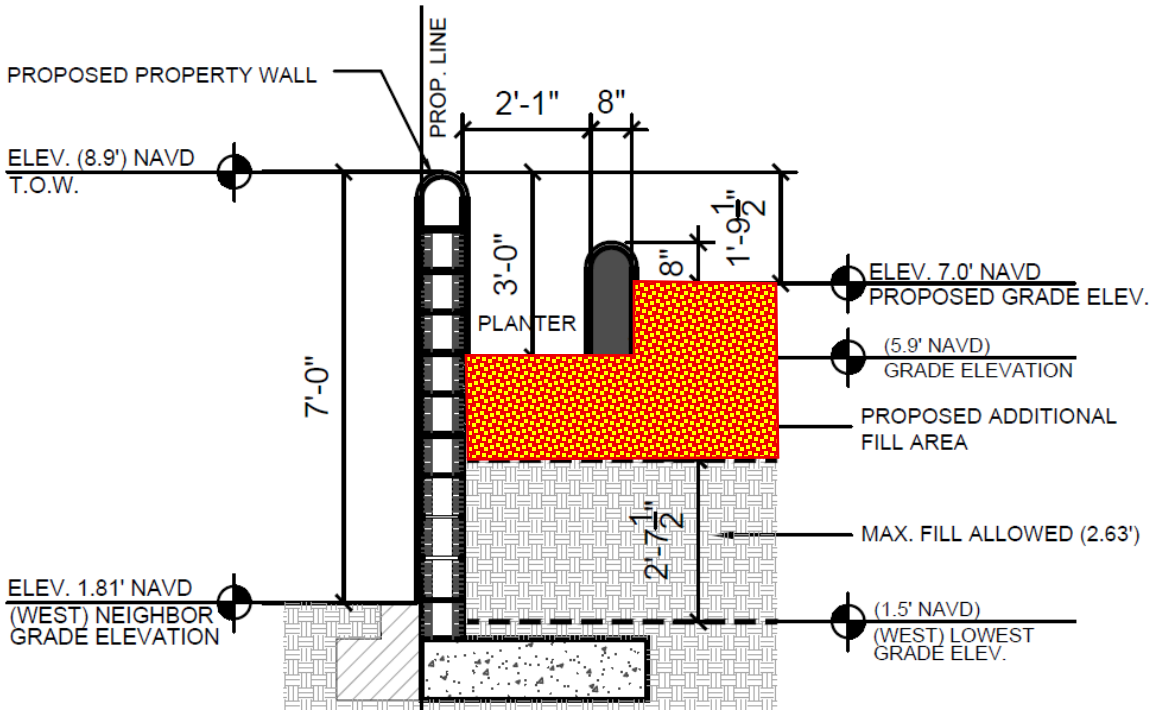


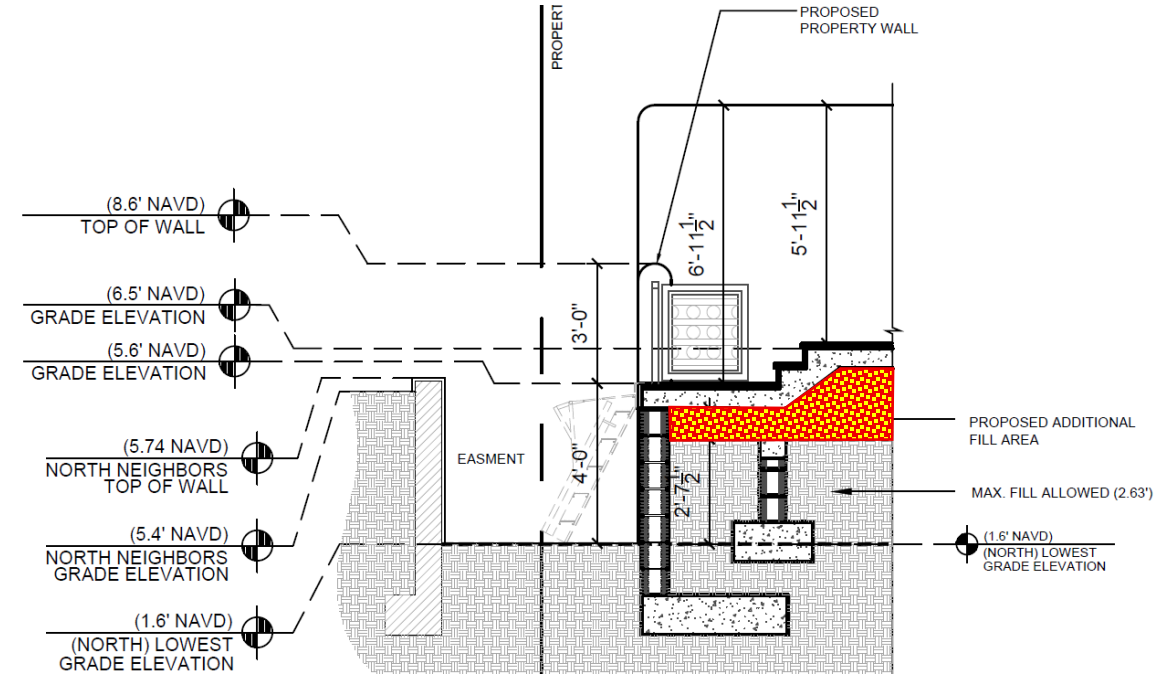
Diagram indicating approximate area of parcel that require fill variance.



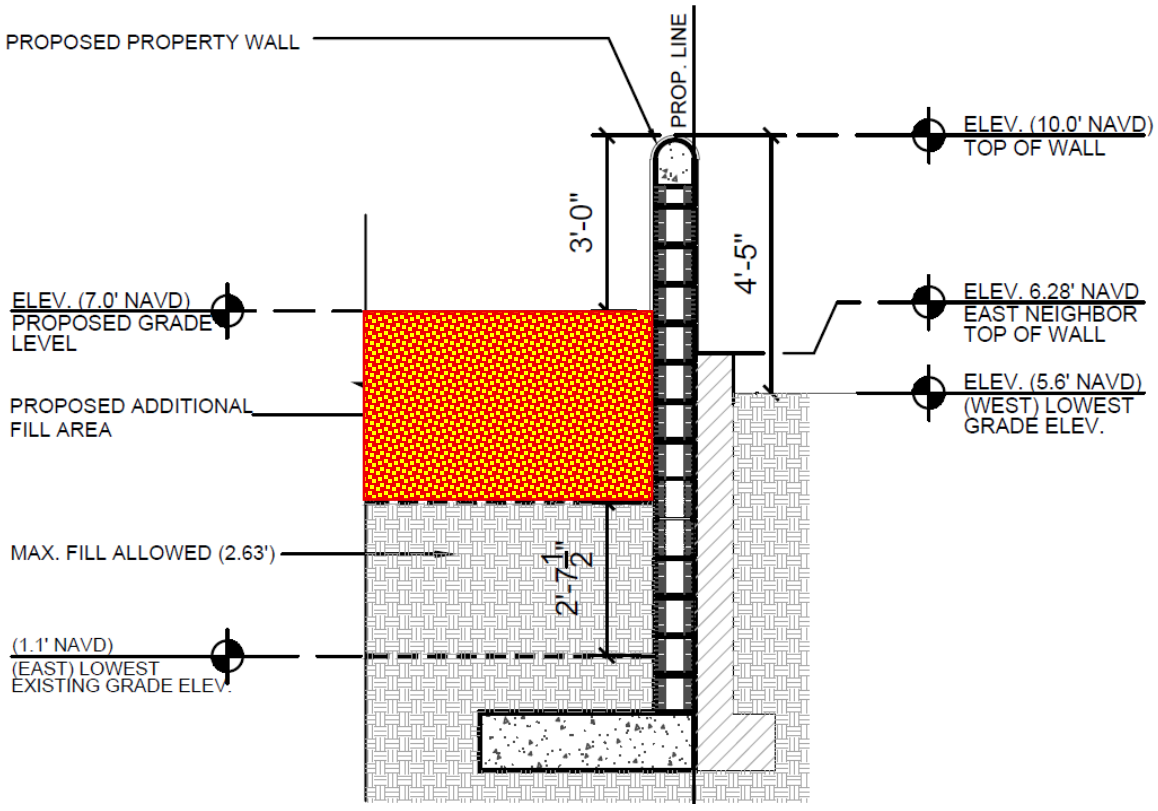
Least amount of fill in west side-yard requiring variance (+1.38' additional).



Most amount of fill in west side-yard requiring variance (+2.88' additional).



Amount of fill in north rear-yard requiring variance. (+2.27' additional).



Fill variance in east side yard setback (+3.25' above maximum) section

As mentioned earlier in the memo, modifications to the plan are feasible that would allow the rear yard area to be maintained at a higher elevation closer to the required finished floor

and with steps, terracing or retaining walls (or a combination thereof) to reduce or eliminate the fill variance request.

The property to the east is a newly built, two-story residence constructed in 2014. Construction began prior to the change in zoning regulations regarding the maximum amount of fill permitted in required yards. At that time, new construction sites were required to elevate the entire site up to 8" below the design floor elevation of the new residence. Following numerous complaints regarding neighboring drainage issues and water run-off, as well as the changing character of certain streets, the Town Council directed the PZB staff to analyze and amend this requirement. This is a good example of how increased fill can affect a neighborhood and its streetscape. In contrast, the property to the west contains a one-story home from the 1930s that was built at ground level. Ordinance #19-21, adopted by the Town Council on 13 September 2021, limited the amount of fill to the calculated standards. However, the applicant's proposed plan will add an additional 5' of grade within the required yards, which is almost 3.25 more fill than the permitted 2.63'. Staff believe that the proposed request is excessive and may lead to unintended consequences for the neighboring properties. Staff recommend that the Commission carefully consider this specific variance request and ask the applicant to reconsider the configuration of the elevation heights of all the side yards.

CODE SECTION	PERMITTED	PROPOSED	VARIANCE
Variance 3: Sec. 134-1600(a)	+ 2.63 feet of fill	+ 5.88 feet of fill	**Up to +3.25' of fill**

Specifically, the applicant is seeking the following FILL variance in the yards:

- *East Side-Yard: +3.25'*
- *West Side-Yard: +1.38 to +2.88'*
- *North Rear-Yard: +2.27'*

CONCLUSION:

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

1. for the overall design of the project in accordance with Sec. 18-205 criteria, subject to any imposed conditions, and
2. that the implementation of the proposed variance **will** or **will not** cause negative architectural impacts to the subject property.

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:BMF

PORTUONDO PEROTTI
URBS
ARCHITECTS

July 14, 2025
Town of Palm Beach
Planning, Zoning & Building Dept.
360 South County Road
Palm Beach, FL 33480

RE: **Letter of Intent – ARC-25-0041 / ZON-25-0044**
337 Brazilian Avenue

To whom it may concern,

Please find enclosed drawings illustrating the proposed new 2-story residence landscape/hardscape and pool at the above-referenced property. The property is currently vacant. The proposed residence is designed to be in keeping with the criteria outlined in section 18-205 of the Town of Palm Beach Code of Ordinances, and criteria listed as follows:

(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.

(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.

(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.

(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.

(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.

5717 SW 8TH STREET · 2ND FLOOR · MIAMI, FLORIDA 33144 · AAC001407 · TEL.: 305.260.9331 · FAX: 305.260.9318
E-MAIL: INFO@PORTUONDO-PEROTTI.COM

(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.

(7) A detached pool cabana bath and trellis is proposed in the rear yard.

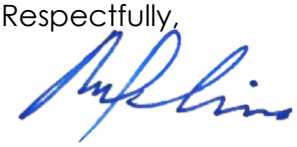
(8) The proposed building or structure is appropriate in relation to the established character of other structures in the immediate area or neighboring areas in respect to significant design features such as material or quality or architectural design as viewed from any public or private way (except alleys).

(10) The project's location and design adequately protects unique site characteristics such as those related to scenic views, rock outcroppings, natural vistas, waterways, and similar features.

(11) The property owner is requesting three variances for the property as follows:

1. Property Area
2. Property Width
3. Maximum Allowed Fill: Variance requested to provide 4.41' of fill in lieu of the 2.63' max. fill permitted which in an increase of 1.78'.

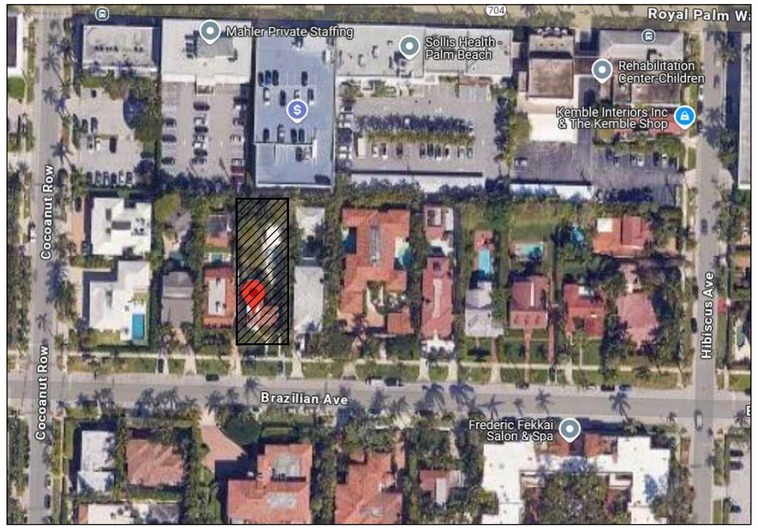
Respectfully,



Raul Lima, AIA, NCARB
Project Manager

337 BRAZILIAN AVE R E S I D E N C E

337 BRAZILIAN AVENUE - PALM BEACH - FLORIDA - 33480



LOCATION MAP

FINAL SUBMIT

10/07/2025

PROJECT No.: 2025-05

DATE OF HEARING: 10/29/2025

ARCOM# ARC-25-0041
ZON-25-0044

PORTUONDO PEROTTI ARCHITECTS, INC.
5717 S.W. 8th STREET
MIAMI, FLORIDA 33144
PH: (305) 260 -9331
FAX: (305) 260 -9318
E-MAIL: info@PORTUONDO-PEROTTI.COM

PROJECT DIRECTORY

OWNER

ARCHITECT

2. PORTUONDO PEROTTI ARCHITECTS
5717 SW 8th STREET
MIAMI, FLORIDA. 33144
PHONE (305) 260-9331 FAX (305) 260 9318
LICENSE # AAC001407

LANDSCAPE ARCHITECT

3. ENVIRONMENTAL DESIGN GROUP
139 NORTH COUNTY ROAD #20-B
PALM BEACH, FL. 33480
PH:(561) 832-4600
LICENSE # RLA 6666784

CIVIL ENGINEER

4. DOUG WINTER COMPANIES, INC.
DOUG WINTER, P.E.
4047 OKEECHOBEE BLVD., SUITE 222
WEST PALM BEACH, FL. 33409
561-471-9863
DWDAKOTA@BELLSOUTH.NET

BUILDING DEPARTMENT

5. TOWN OF PALM BEACH BUILDING DEPARTMENT
360 SOUTH COUNTY ROAD
PALM BEACH, FL. 33480
PH: (561) 838-5400

SCOPE OF WORK

NEW 2 STORY SINGLE FAMILY RESIDENCE WITH RELATED LANDSCAPE, HARDSCAPE & CIVIL WORK

VARIANCES

ZONING.

a. VARIANCE 1: SEC. 134-948(1)a.: A VARIANCE TO REDEVELOP AN EXISTING NONCONFORMING PARCEL WITH 9,000 SQUARE FEET OF LOT AREA IN LIEU OF THE 10,000 SQUARE FOOT MINIMUM LOT AREA REQUIRED IN THE R-C ZONING DISTRICT.

b. VARIANCE 2: SEC. 134-948(2)a.: A VARIANCE TO REDEVELOP AN EXISTING NONCONFORMING PARCEL WITH A 50 FOOT LOT WIDTH IN LIEU OF THE 75 FOOT MINIMUM LOT WIDTH REQUIRED IN THE R-C ZONING DISTRICT.

c. VARIANCE 3: SEC. 134-1600(a): A VARIANCE TO ADD UP TO 5.58 FEET OF GRADE FILL WITHIN PORTIONS OF THE REQUIRED SETBACK AREAS, IN LIEU OF THE 2.63 FEET MAXIMUM AMOUNT OF FILL PERMITTED.

INDEX OF DRAWINGS

ARCHITECTURE		FINAL SUBMITTAL	REV-01
SHEET NO.	TITLE	10/07/2025	
	COVER SHEET	X	
	SURVEY	X	
A-001	NEIGHBORHOOD VICINITY. LOCATION MAP (¼ MILES)	X	
A-002	NEIGHBORHOOD VICINITY. LOCATION MAP	X	
A-003	NEIGHBORHOOD VICINITY. STREET ELEVATIONS	X	
A-004	ANGLE OF VISIBILITY	X	
A-005	NEIGHBORHOOD VICINITY. PROPERTY EXISTING PHOTOS	X	
A-006	NEIGHBORHOOD VICINITY. ADJACENT RESIDENCES	X	
		X	
A-007	ZONING DATA	X	
A-008	LOT COVERAGE DIAGRAM	X	
A-009	AREA DIAGRAM	X	
A-010	GROUND LEVEL SETBACK DIAGRAM	X	
A-011	UPPER LEVEL SETBACK DIAGRAM	X	
A-012	ROOF LEVEL SETBACK DIAGRAM	X	
		X	
A-100.1	EXISTING SITE PLAN	X	
A-100.2	PROPOSED SITE PLAN	X	
A-101	MAIN LEVEL FLOOR PLAN	X	
A-102	UPPER LEVEL FLOOR PLAN	X	
A-103	ROOF PLAN	X	
A-201	NORTH & EAST ELEVATIONS	X	
A-202	SOUTH & WEST ELEVATIONS	X	
A-203	COTTAGE FRONT ELEVATION & MAIN HOUSE FRONT ELEVATION	X	
A-301	BUILDING SECTIONS	X	
A-302	BUILDING SECTIONS	X	
A-303	BUILDING SECTIONS	X	
A-304	YARD SECTION	X	
A-305	FILL GRADE SECTIONS	X	
A-306	POOL EQUIPMENT SCREENING PLAN & SECTIONS	X	
A-307	GENERATOR EQUIPMENT SCREENING SECTIONS	X	
A-308	A/C EQUIPMENT SCREENING SECTION	X	
A-401	DETAIL. COTTAGE FRONT ELEVATION	X	
A-402	DETAIL. COTTAGE OPENING	X	
A-403	DETAIL. COTTAGE BACK ELEVATION	X	
A-404	DETAIL. COTTAGE WALL SECTIONS	X	
A-405	DETAIL. FOUNTAIN, PANELS AND GATE	X	
A-406	DETAIL. WALL SCONCE AND WINDOW BAY	X	
A-407	DETAIL. BALCONY	X	
A-408	DETAIL. CABANA BATHROOM & TRELLIS PLAN & ELEVS.	X	
A-409	DETAIL. CABANA BATH. & TRELLIS ELEVS. AND SECTIONS	X	
A-410	DETAIL. INSULATED VENTS	X	
A-501	MATERIALS AND COLORS	X	
A-502	RENDERED SITE PLAN	X	
A-503	RENDERED FRONT ELEVATION	X	
A-504	RENDERED EAST ELEVATION	X	
A-505	RENDERED BACK ELEVATION	X	
A-506	RENDERED WEST ELEVATION	X	
A-507	TRUCK LOGISTIC PLAN	X	
A-601	VARIANCE FOR NON-CONFORMING LOT	X	

ARCOM CASE
ARC-25-0041 / ZON-25-0044



N

01 VICINITY LOCATION MAP (1/4 MILE)
N.T.S.

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

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http://www.portuondoperrotti.com

337 BRAZILIAN AVE
PALM BEACH, FLORIDA 33480

OWNER
Paul Friese and Sharon Grosman
337 BRAZILIAN AVENUE
PALM BEACH, FL. 33480

TITLE NEIGHBORHOOD
VICINITY LOCATION MAP
SCALE N.T.S.

SHEET: A-001
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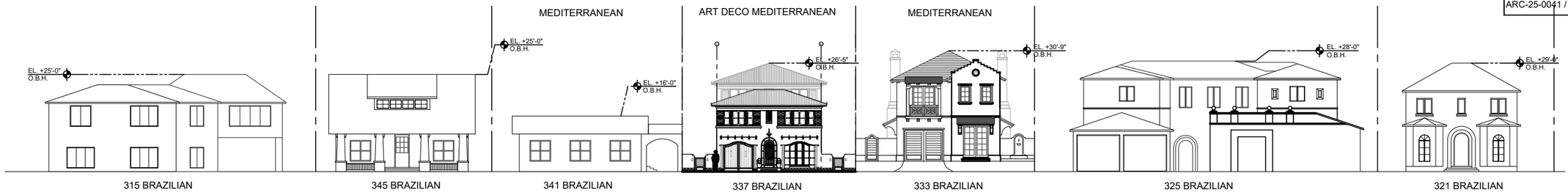
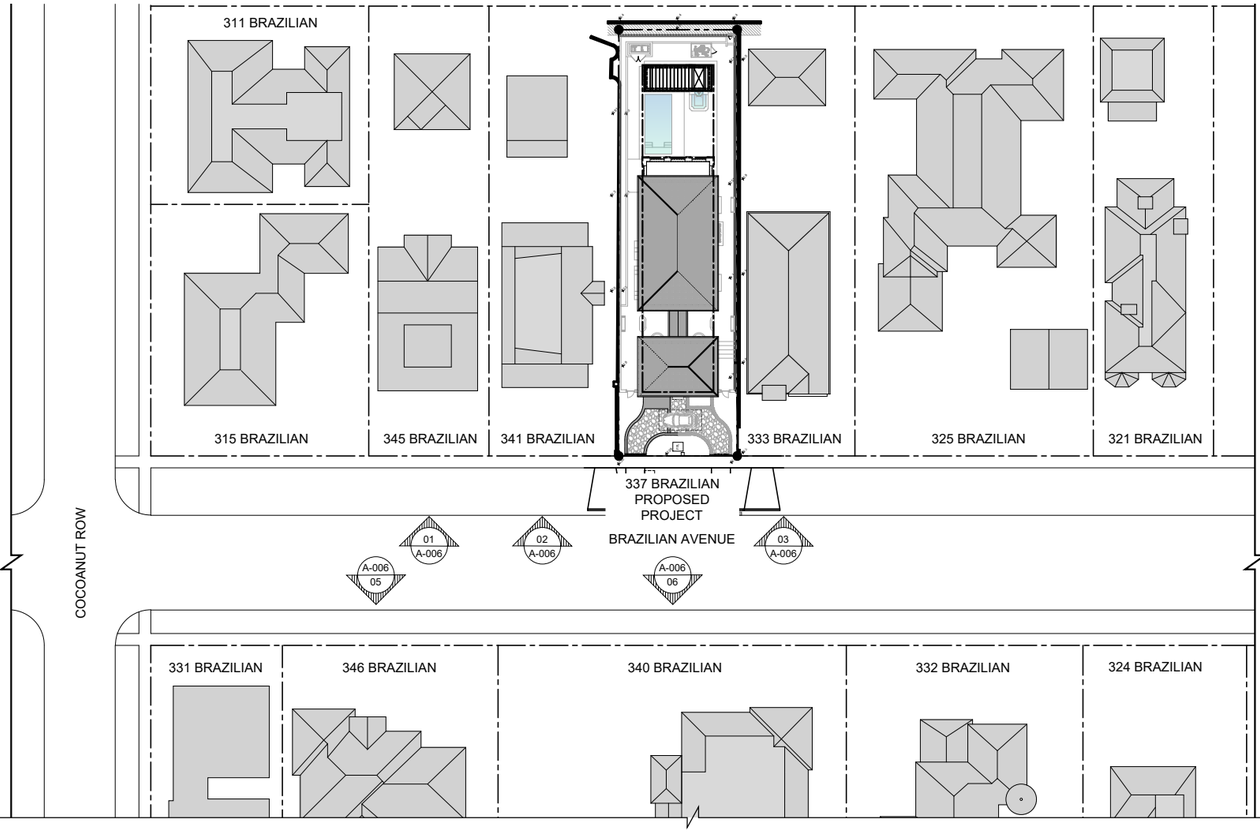


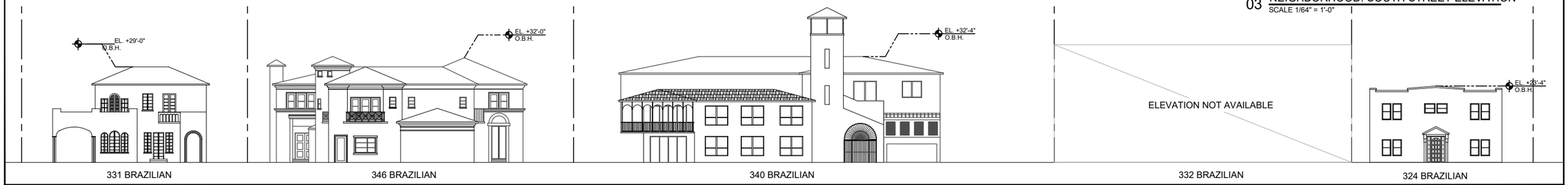
02 NEIGHBORHOOD. NORTH STREET ELEVATION
SCALE 1/64" = 1'-0"



N

01 NEIGHBORHOOD VICINITY. LOCATION PLAN
SCALE 1/64" = 1'-0"

03 NEIGHBORHOOD. SOUTH STREET ELEVATION
SCALE 1/64" = 1'-0"



PROJECT NUMBER: 2025-05
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TITLE: NEIGHBORHOOD VICINITY PLAN
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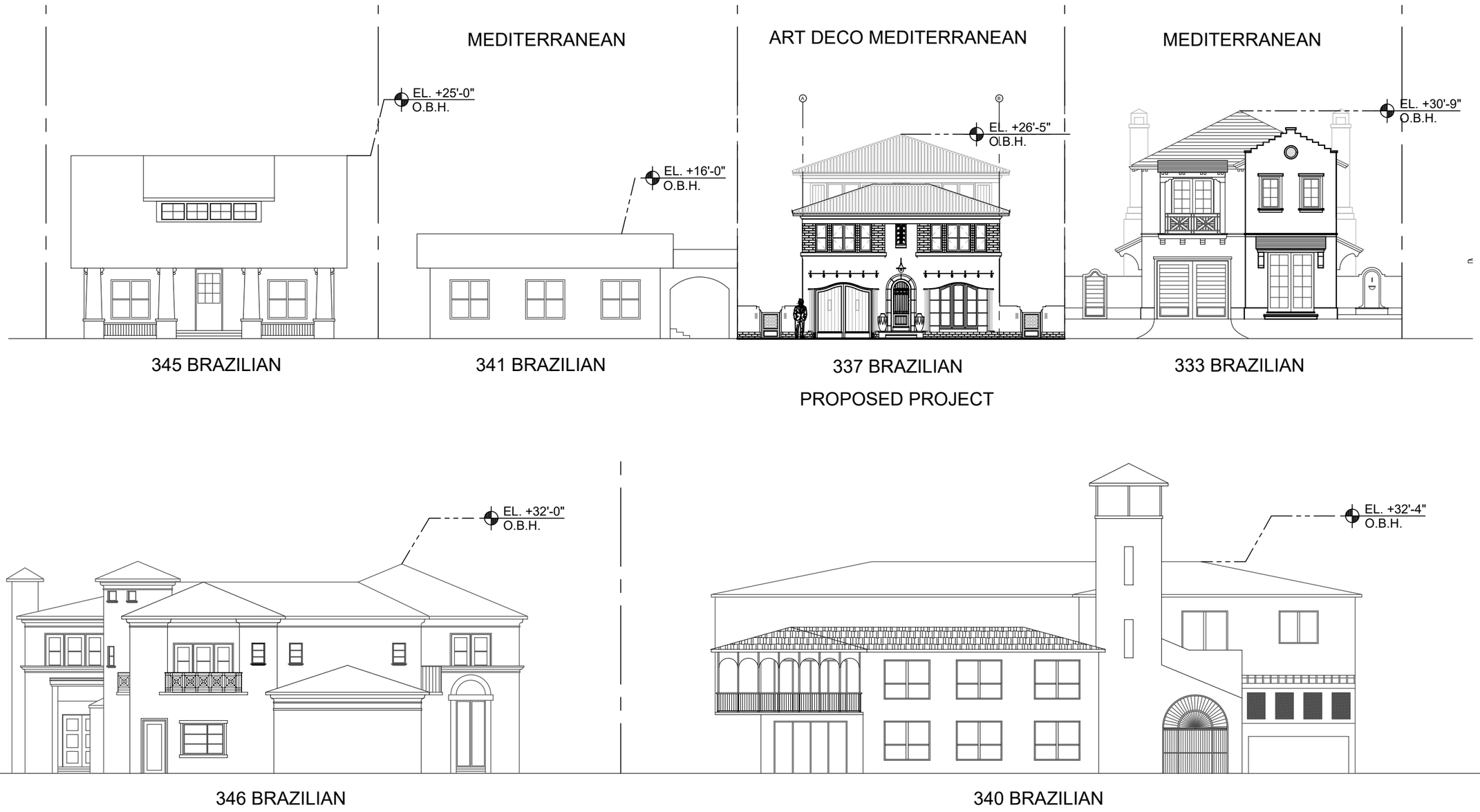

01 NEIGHBOORHOOD STREET ELEVATION
SCALE 1/16" = 1'-0"

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
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TITLE: NEIGHBORHOOD STREE ELEVATION
SCALE: 1/16"=1'-0"

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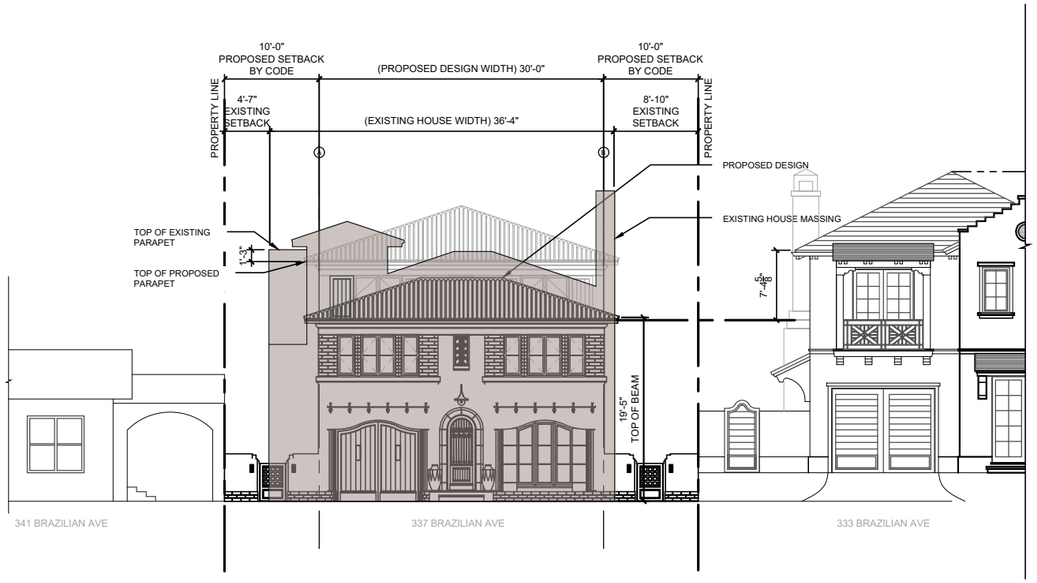
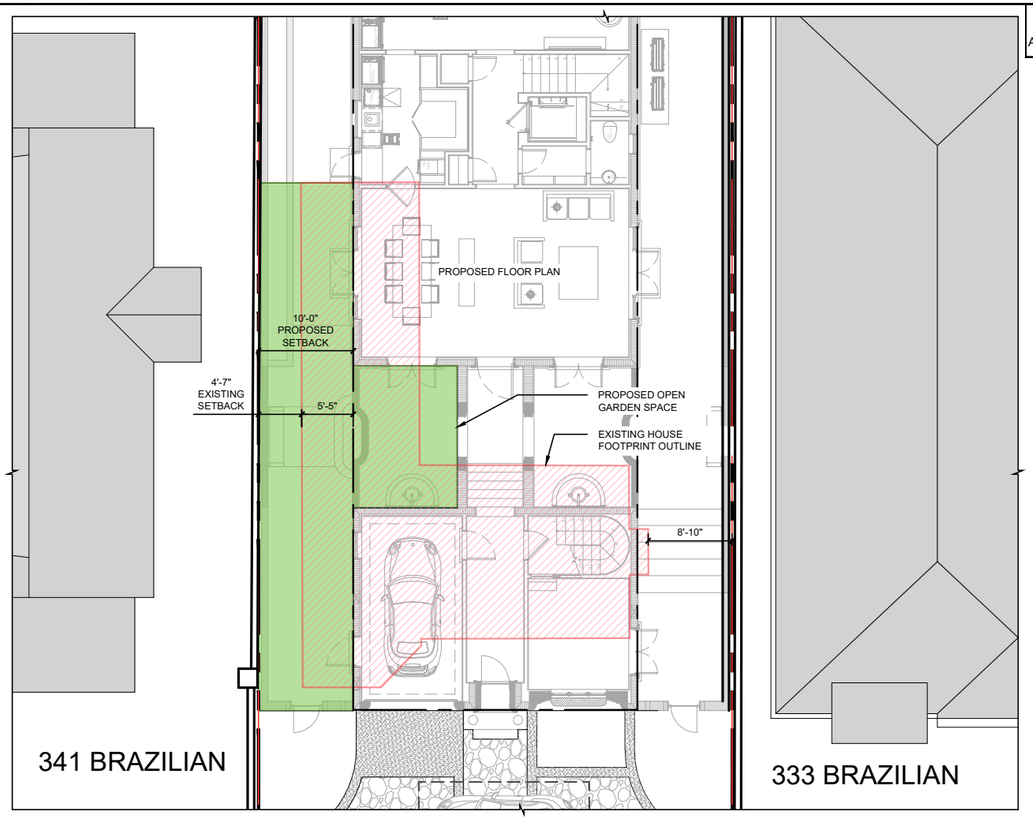


02 EXISTING AND NEW. MASSING COMPARISOM
SCALE 3/32" = 1'-0"



01 NEW GARDEN SPACE AND EXISTING MASSING
SCALE 3/32" = 1'-0"



03 ANGLE OF VISIBILITY
SCALE 1/16" = 1'-0"

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TITLE: ANGLE OF VISIBILITY
SCALE: 1/16"=1'-0"

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PROPERTY EXISTING PHOTOS

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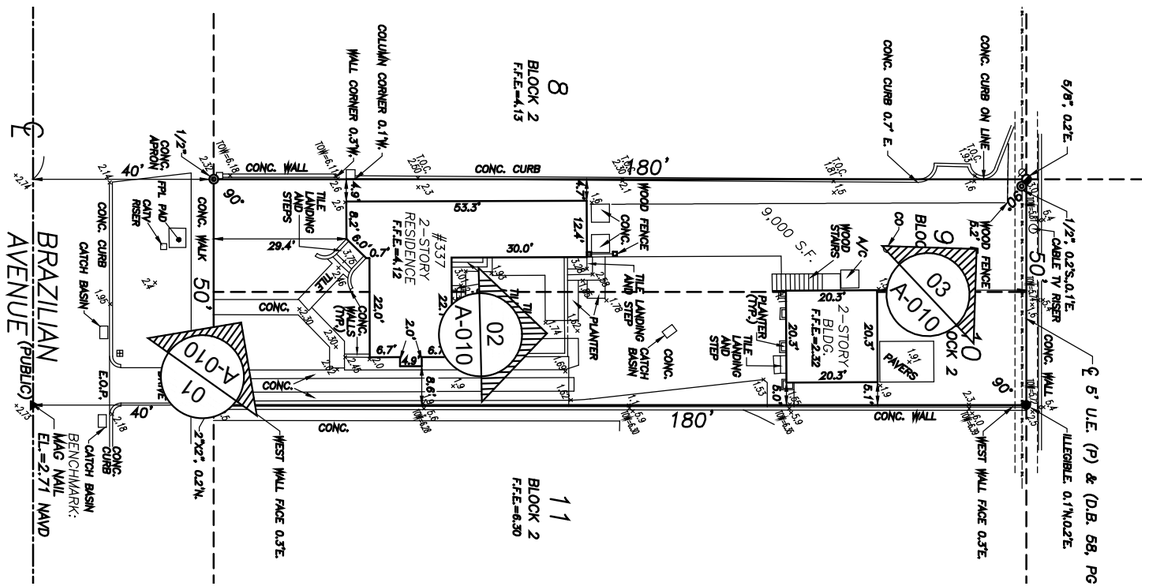
ARC-25-0041 / ZON-25-0044



N

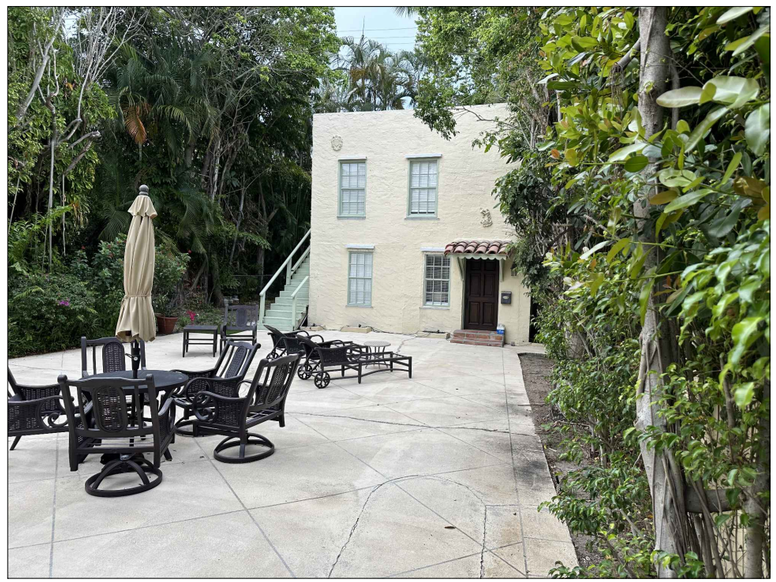
01 SURVEY
SCALE: N.T.S



VIEW 01



VIEW 03



VIEW 02

PROJECT NUMBER: 2025-11
DATE: XX.XX.2026
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CHECKED BY: JLGP
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129 WOODBRIDGE
PALM BEACH, FLORIDA 33480

OWNER
129 WOODBRIDGE ROAD
PALM BEACH, FL, 33480

TITLE: NEIGHBORHOOD VICINITY PROPERTY EXISTING PHOTOS
SCALE: N.T.S.

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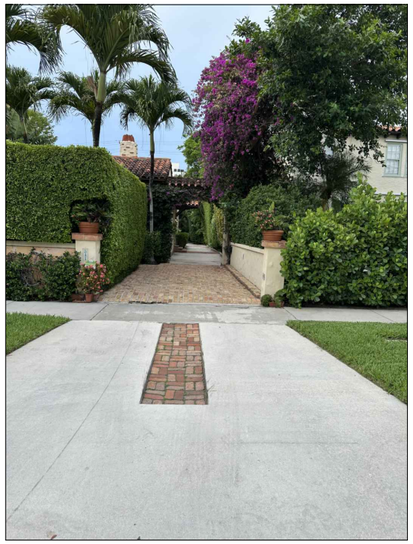
ADJACENT RESIDENCES

ARCOM CASE
ARC-25-0041 / ZON-25-0044



VIEW 1
345 BRAZILIAN AVE



VIEW 2
342 BRAZILIAN AVE



VIEW 3
333 BRAZILIAN AVE



VIEW 4
307 BRAZILIAN AVE



VIEW 5
346 BRAZILIAN AVE



VIEW 6
340 BRAZILIAN AVE

PROJECT NUMBER: 2025-11
DATE: XX.XX.2026
DRAWN BY: AP/RL
CHECKED BY: JLGP
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129 WOODBRIDGE
PALM BEACH, FLORIDA 33480

OWNER
129 WOODBRIDGE ROAD
PALM BEACH, FL, 33480

TITLE: NEIGHBORHOOD VICINITY ADJACENT RESIDENCES
SCALE: N.T.S.

SHEET: A-006
OF

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:**	337 Brazilian Ave, Palm Beach, FL 33480		
2	**Zoning District:**	R-C MEDIUM DENSITY RESIDENTIAL		
3	**Lot Area (sq. ft.):**	9,000 SQ.FT.		
4	**Lot Width (W) & Depth (D) (ft.):**	50' & 180'		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	SINGLE FAMILY RESIDENCE		
6	**FEMA Flood Zone Designation:**	AE 7.0		
7	**Zero Datum for point of meas. (NAVD)**	8.0 NAVD		
8	**Crown of Road (COR) (NAVD)**	2.74' (Highest Crown)		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	30% (2,700)	N/A	29% (2,698.45)
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)			4,113.5
12	*Front Yard Setback (Ft.)	25'-0" (S)	N/A	25'-0" (S)
13	* Side Yard Setback (1st Story) (Ft.)	10'-0"	N/A	10'-0"(W) / 10'-0" (E)
14	* Side Yard Setback (2nd Story) (Ft.)	10'-0"	N/A	10'-0" (W) / 10'-0" (E)
15	*Rear Yard Setback (Ft.)	15'-0" (N)	N/A	15'-0" (N)
16	Angle of Vision (Deg.)	N/A	N/A	N/A
17	Building Height (Ft.)	23'-6"	N/A	20'-9"
18	Overall Building Height (Ft.)	31'-6"	N/A	26'-5"
19	Cubic Content Ratio (CCR) (R-B ONLY)	N/A	N/A	N/A
20	** Max. Fill Added to Site (Ft.)	2.63'	N/A	4.41'
21	Finished Floor Elev. (FFE)(NAVD)	N/A	N/A	8'-0"
22	Base Flood Elevation (BFE)(NAVD)	7.0' NAVD	X	8.0' NAVD
23	Landscape Open Space (LOS) (Sq Ft and %)	45% (4,050 SF)	N/A	45% (4,050 SF)
24	Perimeter LOS (Sq Ft and %)	50% (2,025 SF)	N/A	76% (3,090 SF)
25	Front Yard LOS (Sq Ft and %)	40% (500 SF)	N/A	40% (500 SF)
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

LEGAL DESCRIPTION
FOLIO #: 0141280060300 / ROYAL PARK ADD LTS 9 & 10 BLK 2

PROPERTY ADDRESS
337 BRAZILIAN AVE, PALM BEACH, FLORIDA 33480

ZONING CLASSIFICATION
R-C-MEDIUM DENSITY RESIDENTIAL

FLOOD CRITERIA

FLOOD ZONE:	AE-7
BASE FLOOD ELEVATION:	7.00' NAVD
PROPOSED MAIN LEVEL T.O. SLAB ELEVATION (P.O.M):	8.00' NAVD

LOT AREA

GROSS LOT AREA =			9,000.00 SQ.FT.

LANDSCAPE OPEN SPACE

MINIMUM REQUIRED:		45% OF LOT AREA=	4,050.00 SQ.FT.
PROVIDED:		0.0% OF LOT AREA=	0.00 SQ.FT.
FRONT YARD AREA:	1,250.47 SQ. FT	30% OF FRONT YARD =	375 SQ.FT.
		0.0% PROPOSED:	0.00 SQ.FT.

LOT COVERAGE AREA

2 STORY BUILDINGS	**ALLOWED**	30%	2,700.00 SQ.FT.
MAIN LEVEL	**PROPOSED**	29.90%	2,691.40 SQ.FT.
TRELLIS	**PROPOSED**	2.77%	249.50 SQ.FT.

BUILDING SETBACKS	**GROUND FLOOR**		**SECOND FLOOR**	
	REQUIRED	**PROPOSED**	**REQUIRED**	**PROPOSED**
FRONT:	25'-0"	25'-0"	30'-0"	30'-0"
SIDE:	10'-0"	10'-0"	10'-0"	10'-0"
SIDE:	10'-0"	10'-0"	10'-0"	10'-0"
REAR:	15'-0"	15'-0"	15'-0"	15'-0"

BUILDING HEIGHT

BUILDING HEIGHT :	**ALLOWED:**		23'-6"
	PROPOSED:		20'-9"
MAXIMUM OVERALL HEIGHT	**ALLOWED:**	23-1/2'-0"+8'-0"=	31'-6"
	PROPOSED:		26'-5"

AREA TABULATION

	A/C	NON A/C	LOT COVERAGE
PRIMARY RESIDENCE			
MAIN LEVEL	1,587.50 SQ. FT.		1587.5 SQ. FT.
GARAGE		247.10 SQ. FT.	247.10 SQ. FT.
COTTAGE STORAGE & STAIR	247.10 SQ. FT.		247.10 SQ. FT.
OPEN TRELLIS		249.50 SQ. FT.	249.50 SQ. FT.
COVERED ENTRY		265.80 SQ. FT.	265.80 SQ. FT.
CABANA BATHROOM		51.40 SQ. FT.	51.40 SQ. FT.
COVERED TERRACE		292.5 SQ. FT.	292.5 SQ. FT.
UPPER LEVEL			
COTTAGE	640.00 SQ. FT.		
MAIN RESIDENCE	1,587.50 SQ. FT.		
TOTALS	4,062.10 SQ. FT.	1,106.30 SQ. FT.	2,940.90 SQ. FT.

ARCOM CASE
ARC-25-0041 / ZON-25-0044

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: APRL
CHECKED BY: JLGP
REVISIONS

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TITLE ZONING DATA
SCALE N.T.S.

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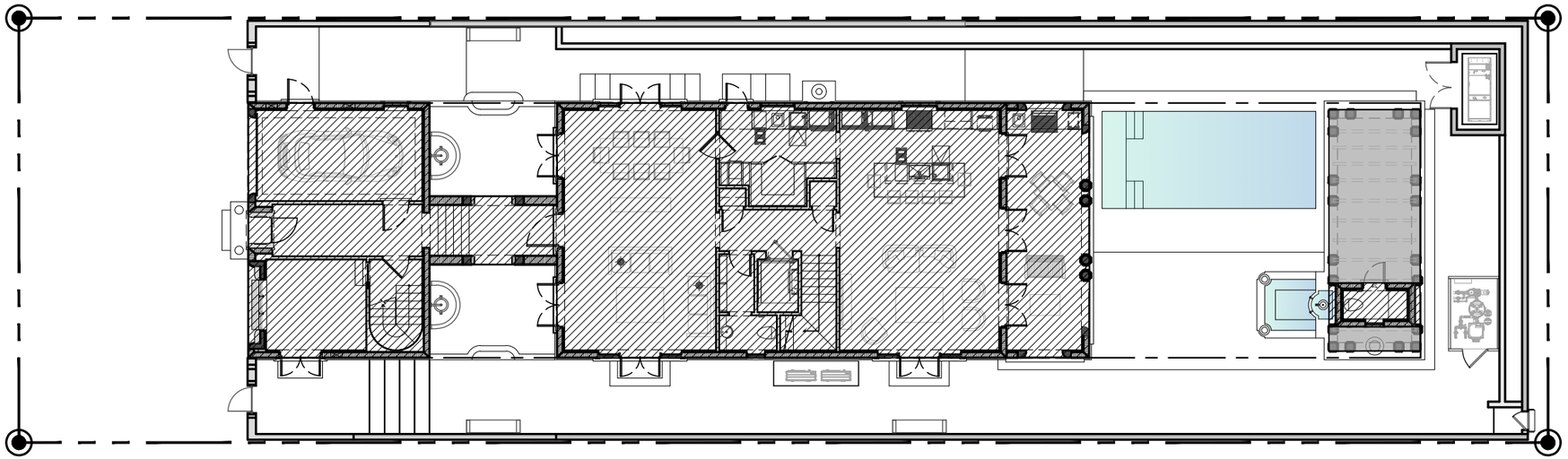

LOT COVERAGE AREA		
LOT COVERAGE ALLOWED	30% =	2,700.00 SQ. FT.
LOT COVERAGE AREA PROPOSED	29% =	2,698.45 SQ. FT.
OPEN TRELLIS AREA PROPOSED	2.73%=	241.67 SQ. FT.
PROPOSED LOT COVERAGE AREA TOTAL	31.73%=	2,940.12 SQ. FT.

LEGEND

- COVERED AREA
- OPEN TRELLIS

N

01 LOT COVERAGE DIAGRAM
SCALE 1/16" = 1'-0"

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
REVISIONS:
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PALM BEACH, FL. 33480

TITLE: LOT COVERAGE DIAGRAM
SCALE: N.T.S.

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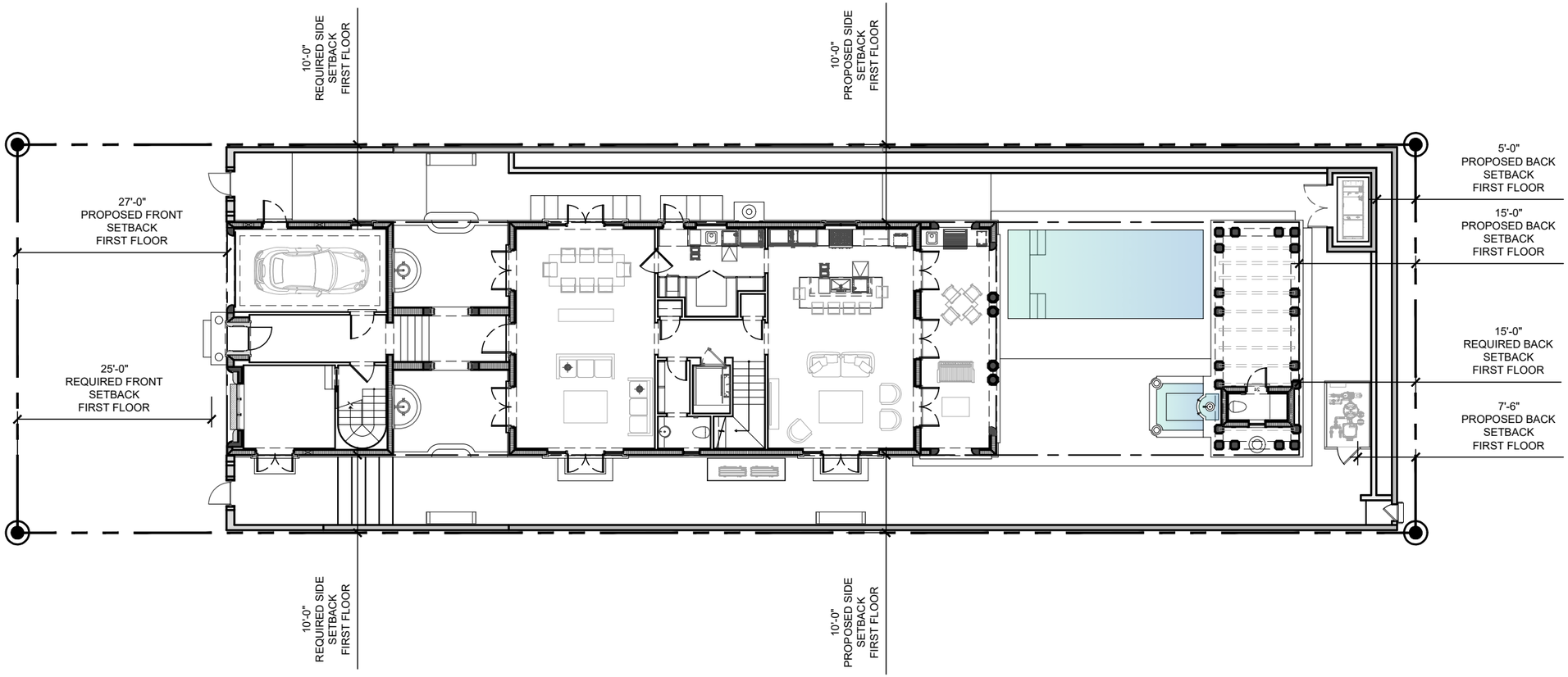

N

01 GROUND LEVEL SETBACK DIAGRAM
SCALE: 1/16" = 1'-0"

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PROJECT NUMBER: 2025-05
DATE: 10.07.2025
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PALM BEACH, FLORIDA 33480

OWNER
Paul Friese and Sharon Grosman
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TITLE: GROUND LEVEL SETBACK DIAGRAM
SCALE: 1/16"=1'-0"

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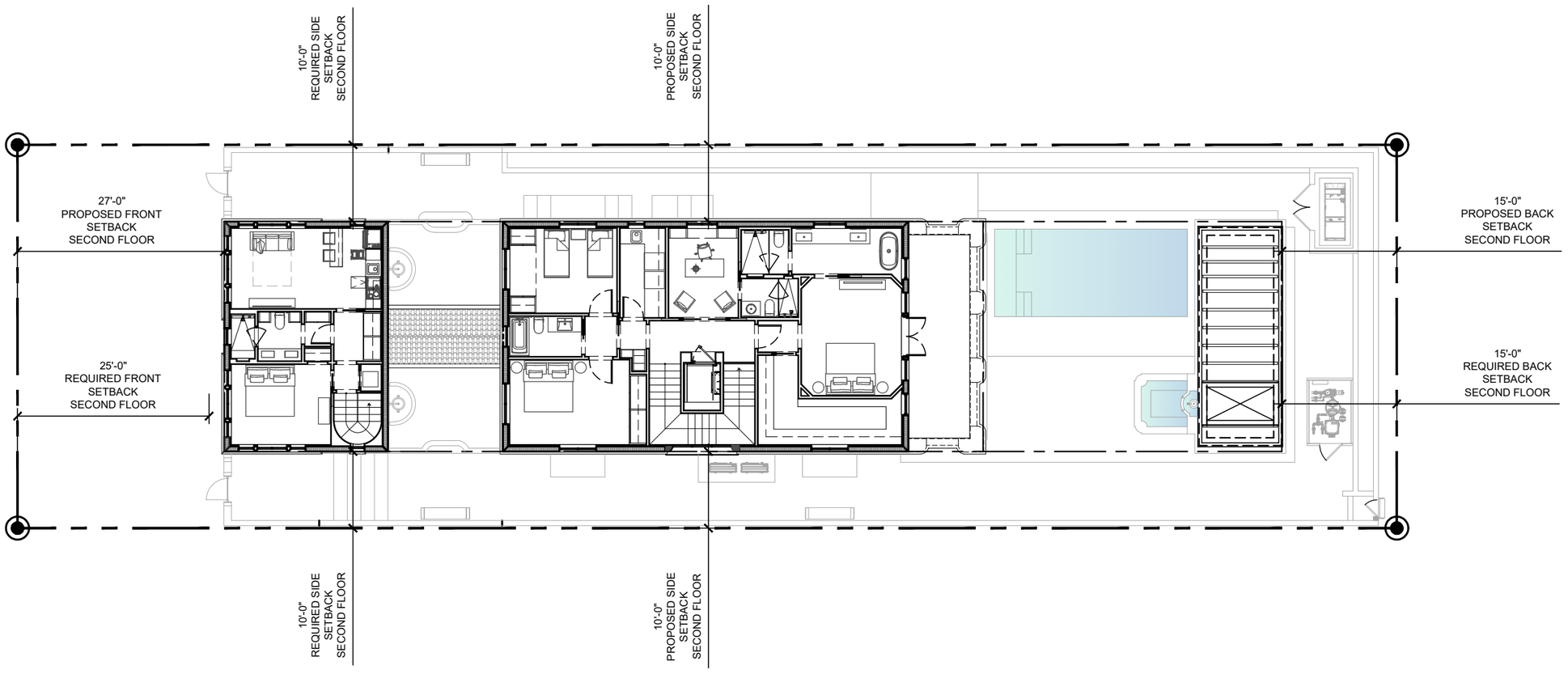

N

01 SECOND LEVEL SETBACK DIAGRAM
SCALE: 1/16" = 1'-0"

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
REVISIONS:
DRAWN BY: APRL
CHECKED BY: JLGP

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TITLE: SECOND LEVEL SETBACK DIAGRAM
SCALE: 1/16"=1'-0"

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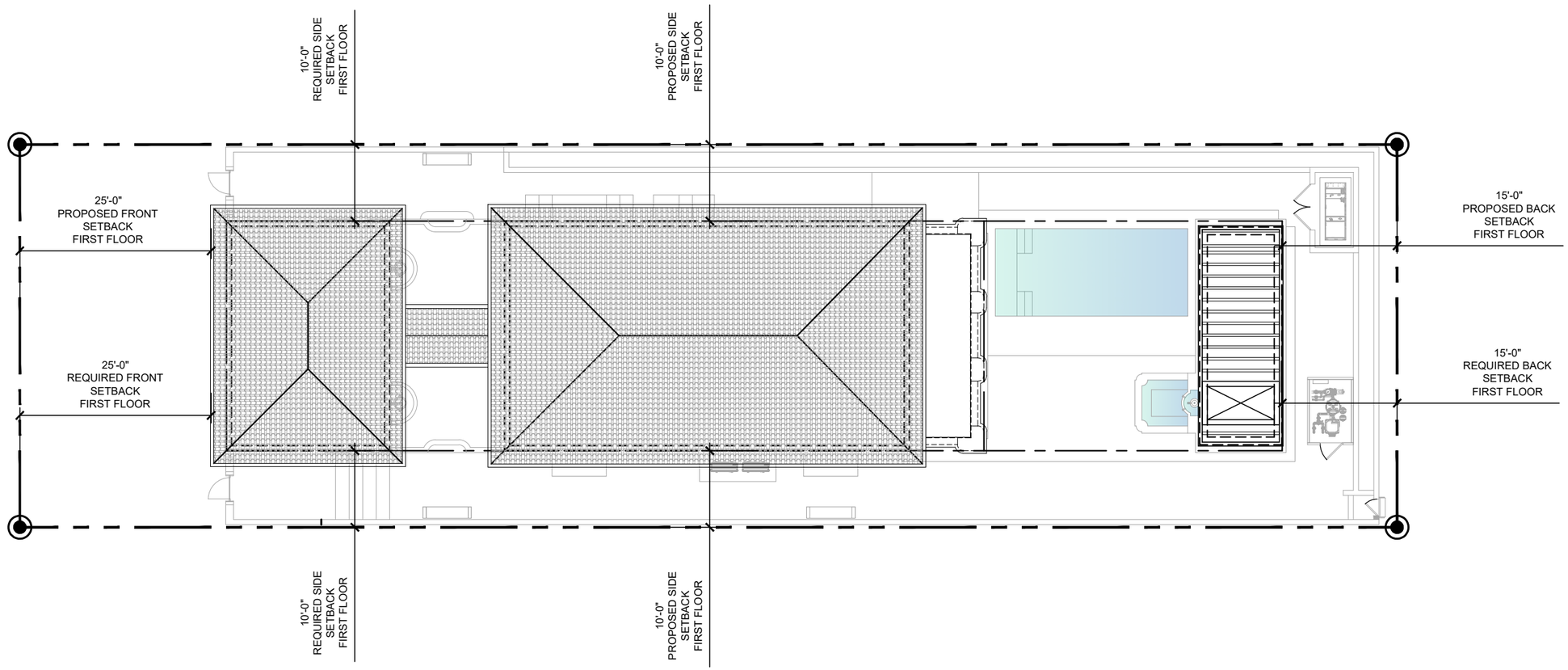

N

01 ROOF LEVEL SETBACK DIAGRAM
SCALE: 3/32" = 1'-0"

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
REVISIONS:
DRAWN BY: APRL
CHECKED BY: JLGP

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PALM BEACH, FLORIDA 33480

OWNER
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PALM BEACH, FL. 33480

TITLE: ROOF PLAN
SETBACK DIAGRAM
SCALE: N.T.S.

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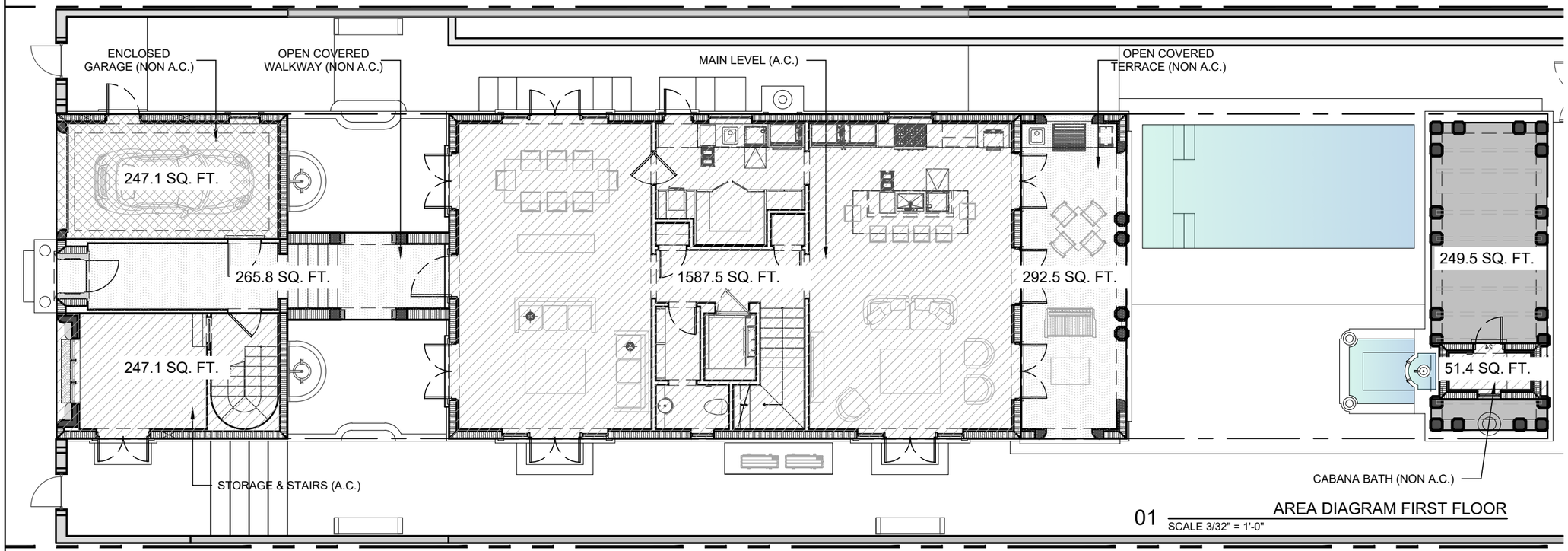
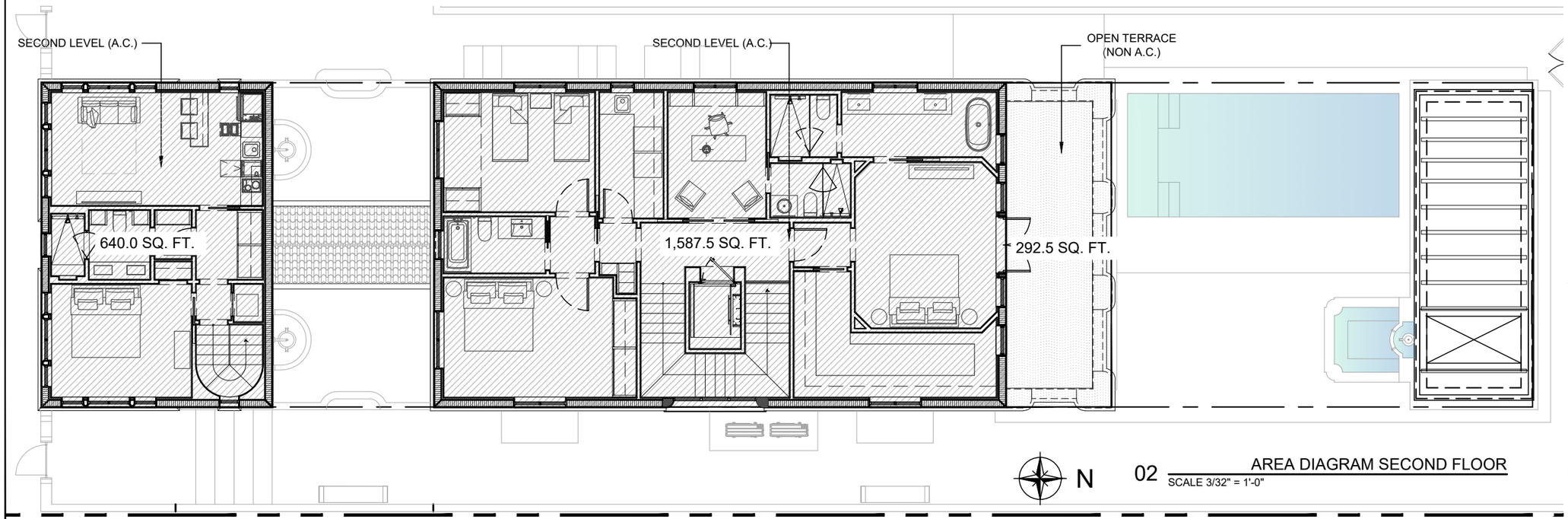


01 AREA DIAGRAM FIRST FLOOR
SCALE 3/32" = 1'-0"



02 AREA DIAGRAM SECOND FLOOR
SCALE 3/32" = 1'-0"

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http://www.portuondoperotti.com

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

337 BRAZILIAN AVENUE
PALM BEACH, FLORIDA 33480

OWNER
Paul Friese and Sharon Grosman
337 BRAZILIAN AVENUE
PALM BEACH, FL. 33480

TITLE: AREA DIAGRAM
SCALE: 3/32"=1'-0"

SHEET: A-009
OF

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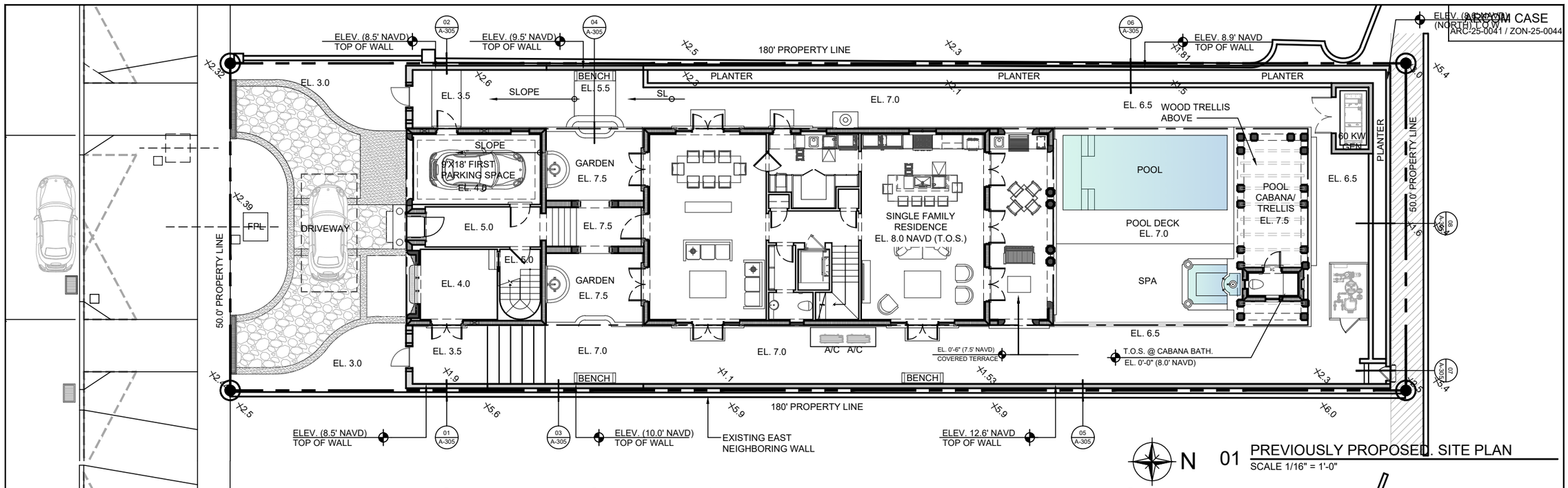
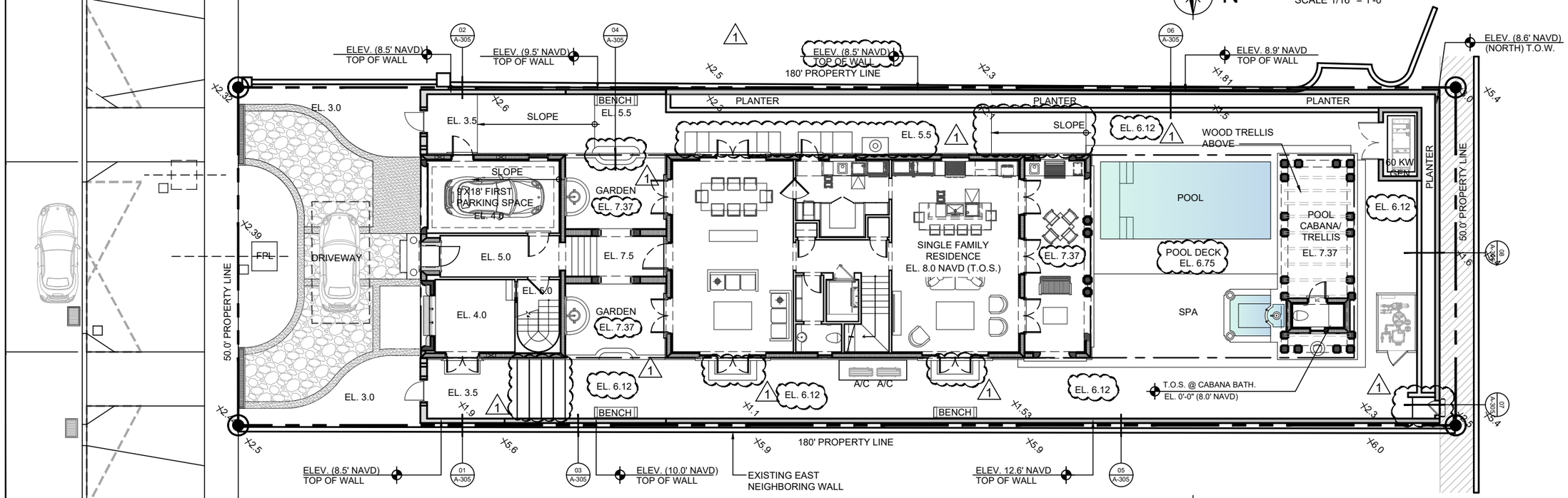
ARC/COM CASE
ARC-25-0041 / ZON-25-0044



01 PREVIOUSLY PROPOSED. SITE PLAN
SCALE 1/16" = 1'-0"



02 CURRENTLY PROPOSED SITE PLAN
SCALE 1/16" = 1'-0"

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PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
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REVISIONS:

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OWNER
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PALM BEACH, FL. 33480

TITLE: SITE PLAN
SCALE: SCALE 1/16" = 1'-0"

SHEET: A-100.2
OF

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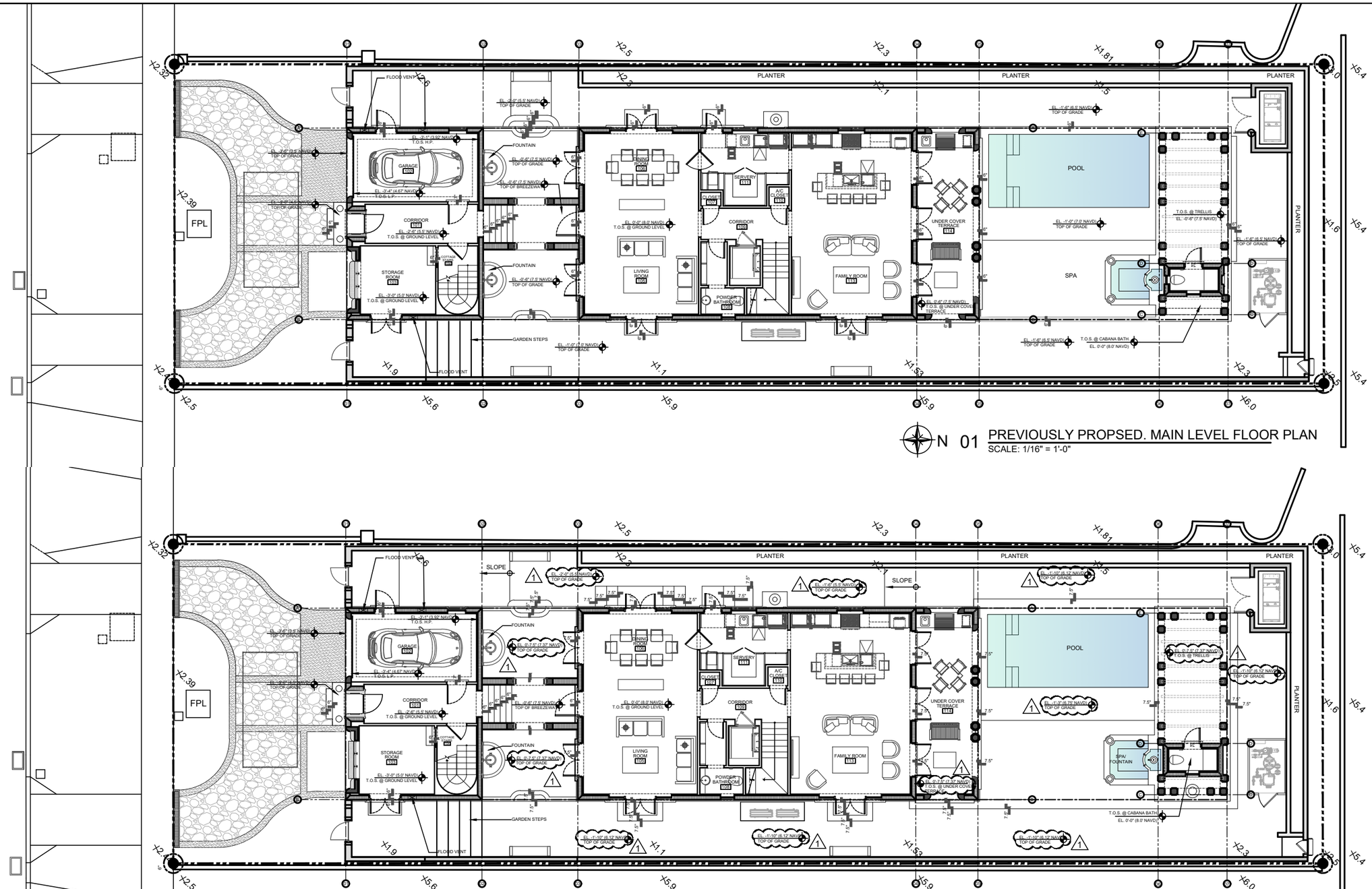

N 01 PREVIOUSLY PROPSED. MAIN LEVEL FLOOR PLAN
SCALE: 1/16" = 1'-0"

N 02 CURRENTLY PROPOSED. MAIN LEVEL FLOOR PLAN
SCALE: 3/32" = 1'-0"

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TITLE: MAIN LEVEL FLOOR PLAN
SCALE: 3/32" = 1'-0"

SHEET: A-101
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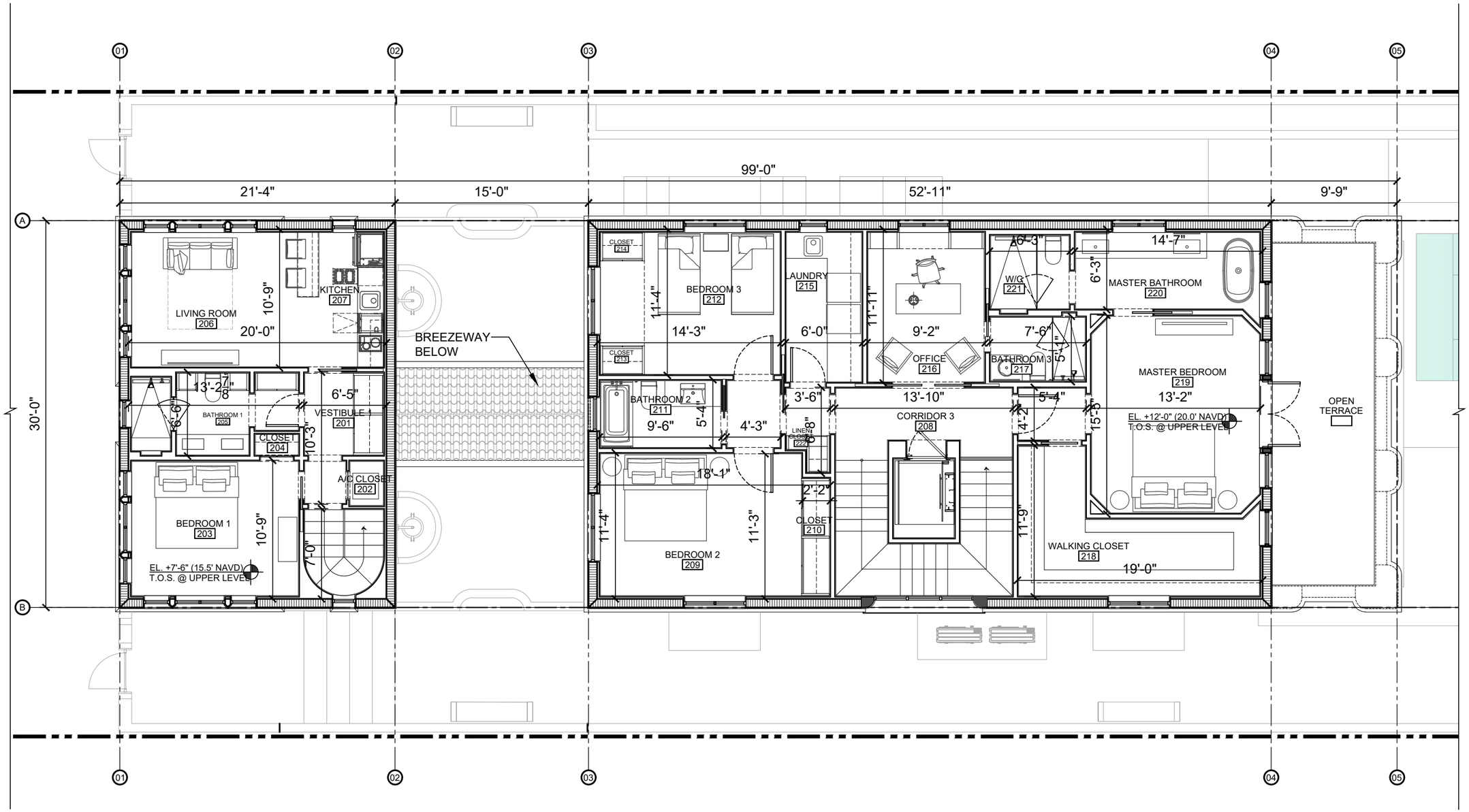

01 UPPER LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"

PROJECT NUMBER: 2025-05
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PALM BEACH, FL, 33480

TITLE: UPPER LEVEL FLOOR PLAN
SCALE: 3/32" = 1'-0"

SHEET: A-102
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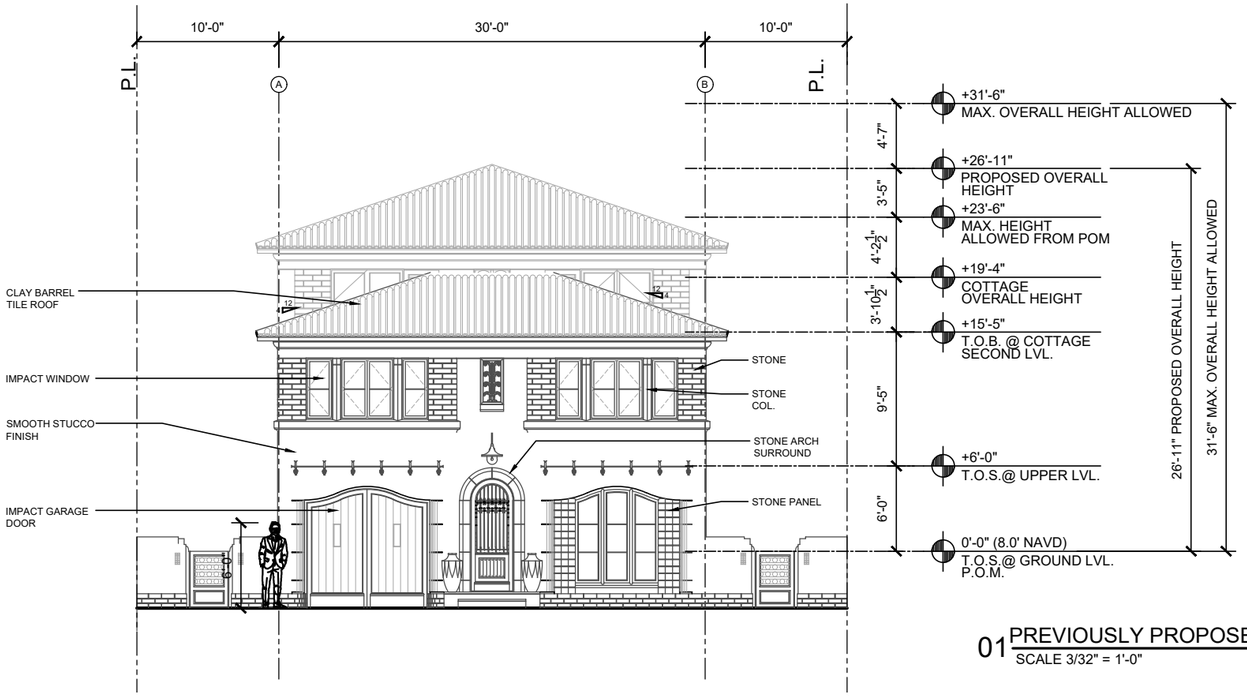
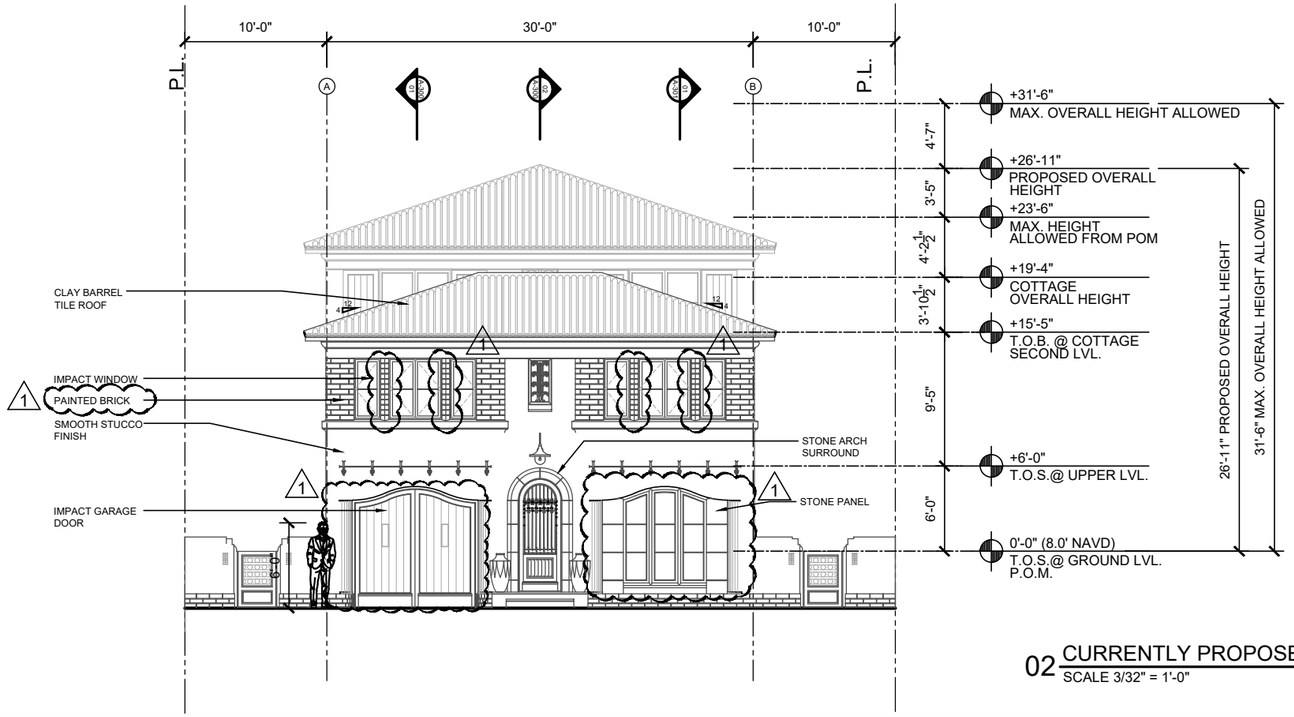


01 PREVIOUSLY PROPOSED. FRONT ELEVATION (NORTH)
SCALE 3/32" = 1'-0"



02 CURRENTLY PROPOSED. FRONT ELEVATION (NORTH)
SCALE 3/32" = 1'-0"

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
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TITLE: BEFORE/PROPOSED FRONT ELEVATION
SCALE: 3/32" = 1'-0"

SHEET: A-201
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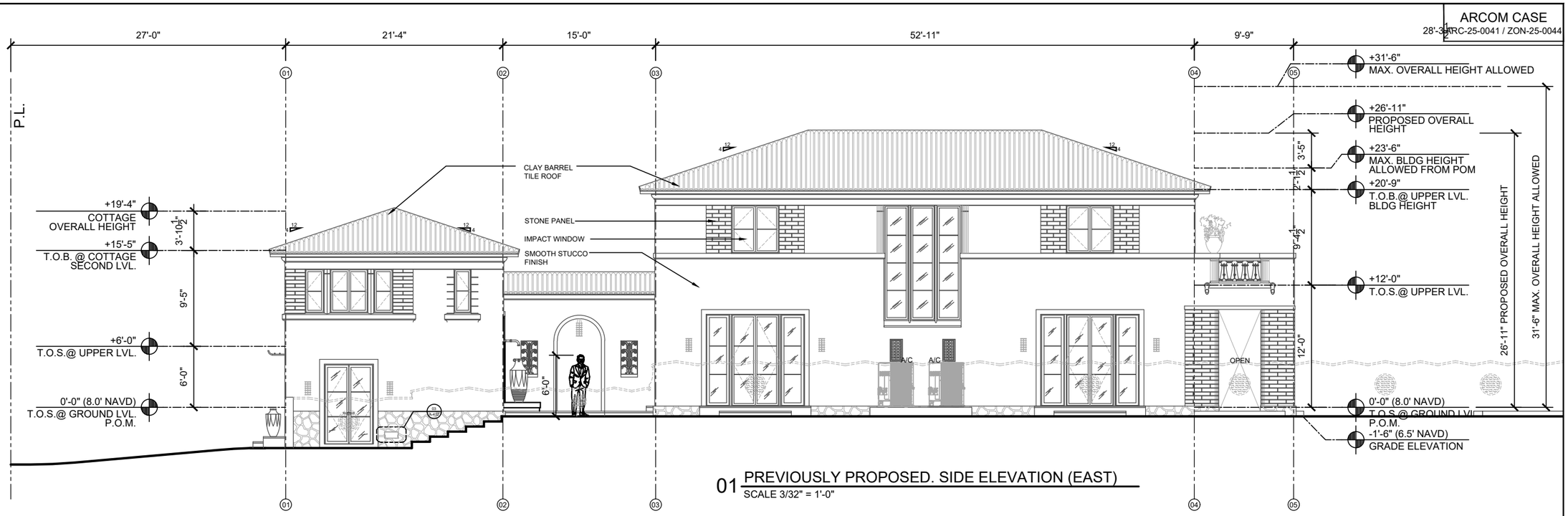
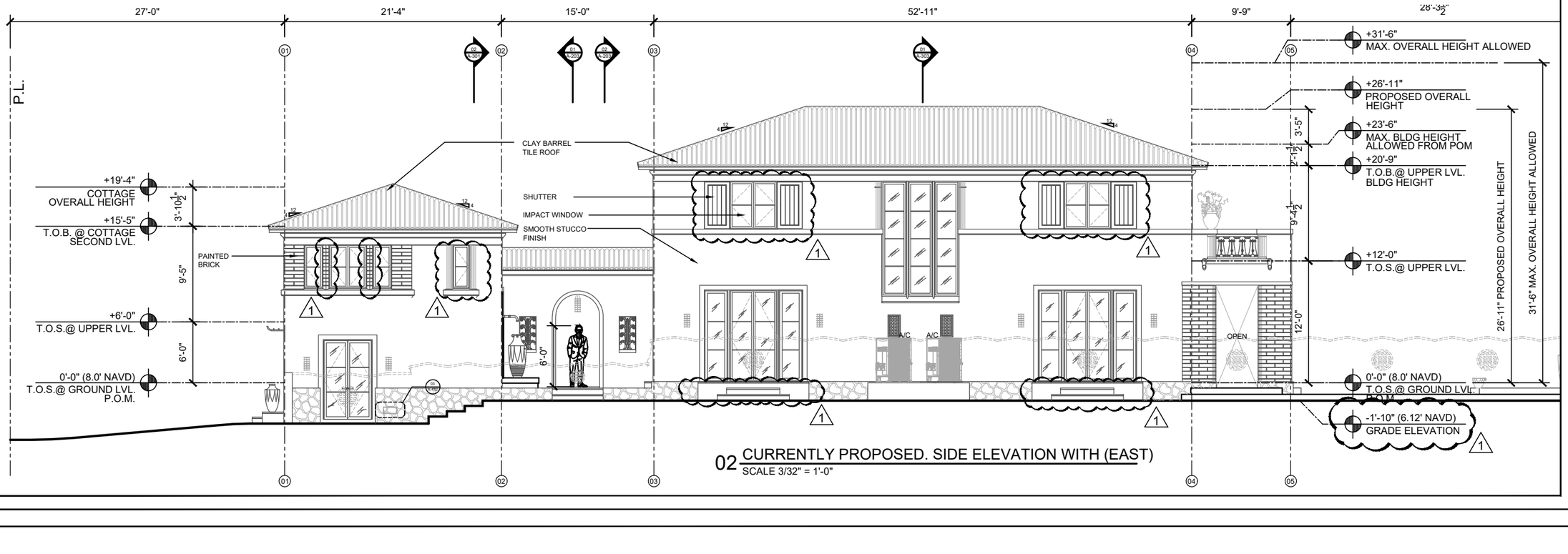
28'-3½" ARC-25-0041 / ZON-25-0044



01 PREVIOUSLY PROPOSED. SIDE ELEVATION (EAST)
SCALE 3/32" = 1'-0"



02 CURRENTLY PROPOSED. SIDE ELEVATION WITH (EAST)
SCALE 3/32" = 1'-0"

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TITLE: SOUTH ELEVATIONS
SCALE: 3/32" = 1'-0"

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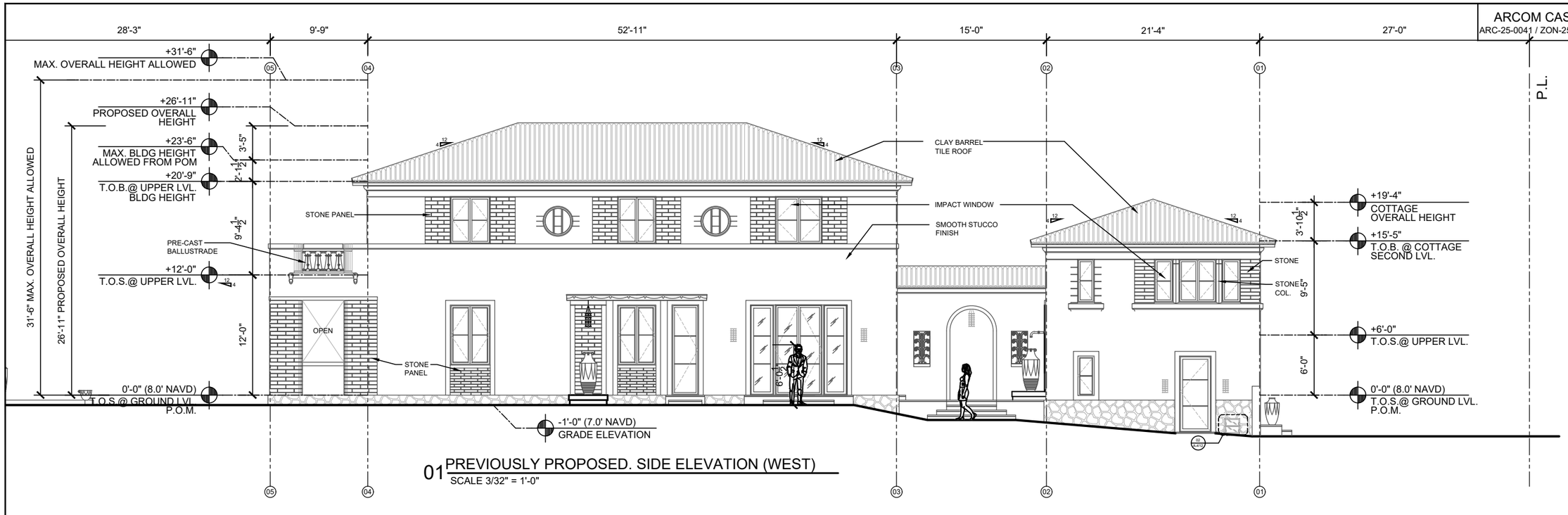
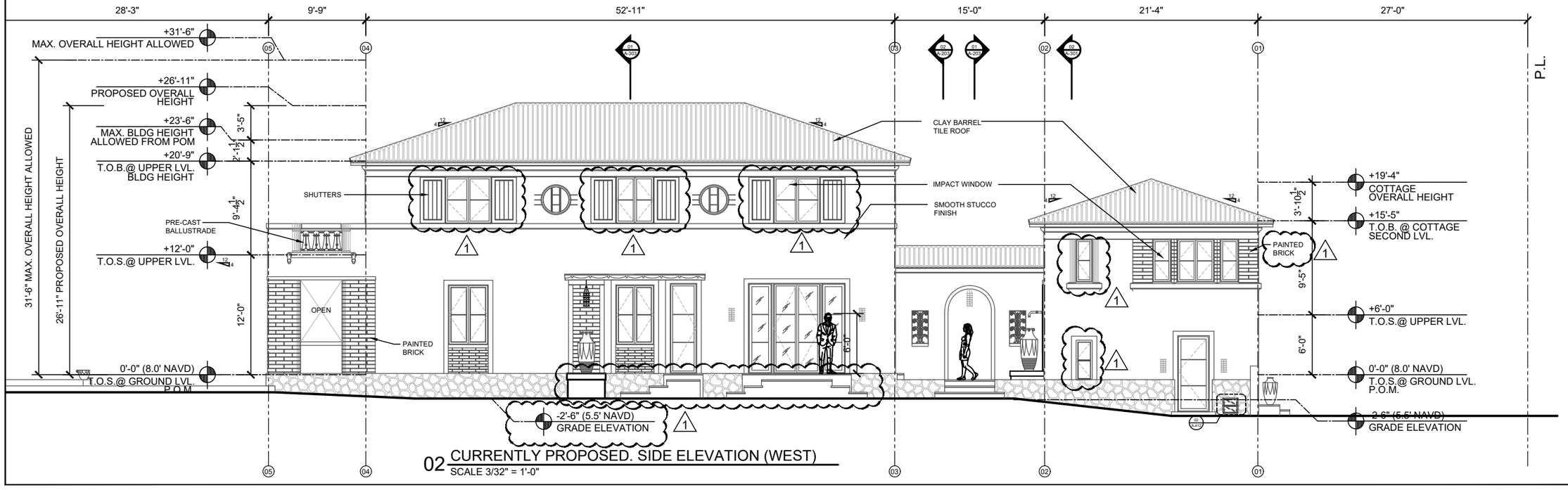


01 PREVIOUSLY PROPOSED. SIDE ELEVATION (WEST)
SCALE 3/32" = 1'-0"



02 CURRENTLY PROPOSED. SIDE ELEVATION (WEST)
SCALE 3/32" = 1'-0"

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PALM BEACH, FLORIDA 33480

TITLE: ELEVATIONS
SCALE: 3/32" = 1'-0"

SHEET: A-203
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01 PREVIOUSLY PROPOSED. SIDE ELEVATION (WEST)
SCALE 3/32" = 1'-0"



02 CURRENTLY PROPOSED. SIDE ELEVATION (WEST)
SCALE 3/32" = 1'-0"

PROJECT NUMBER: 2025-05
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OWNER
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PALM BEACH, FL, 33480

TITLE: ELEVATIONS
SCALE: 3/32" = 1'-0"

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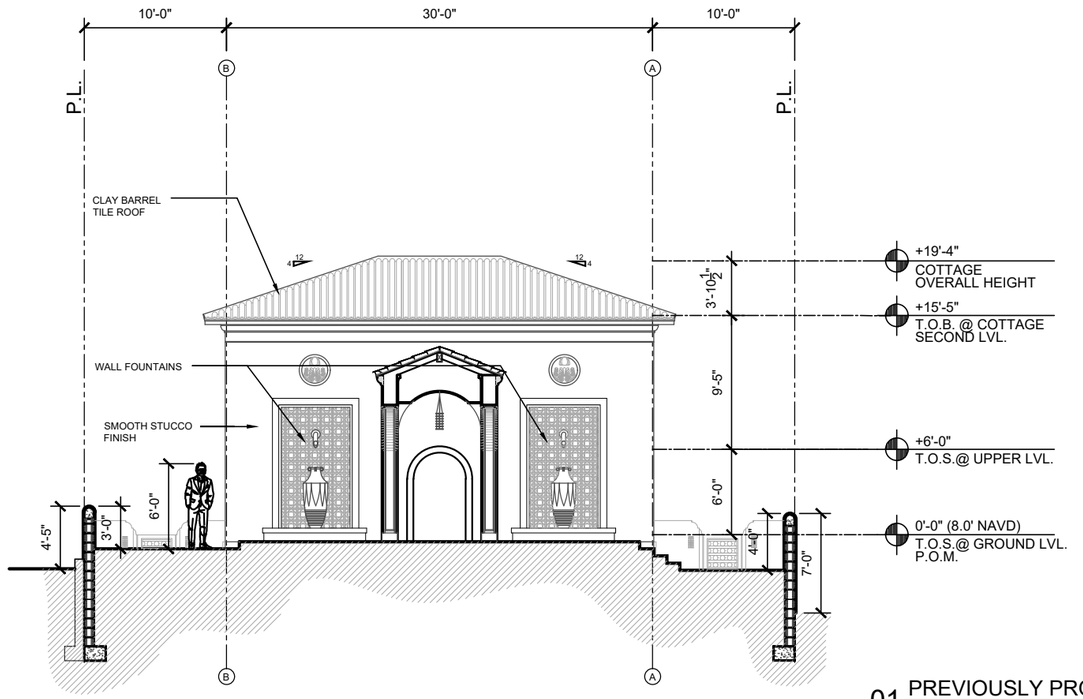
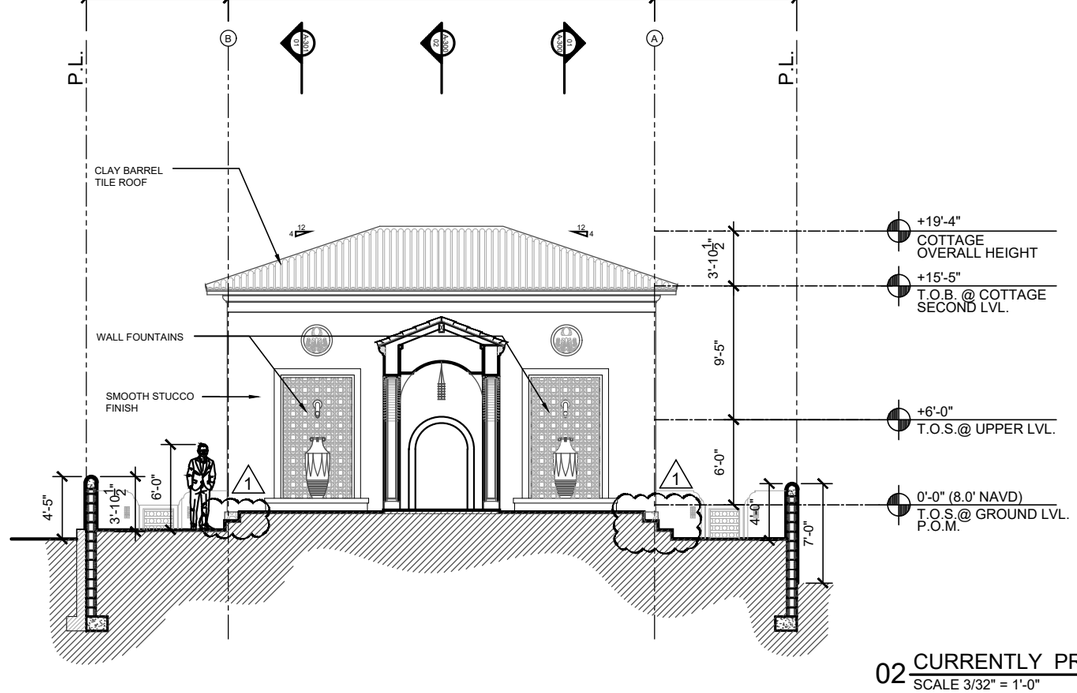


01 PREVIOUSLY PROPOSED. COTTAGE BACK ELEV.
SCALE 3/32" = 1'-0"



02 CURRENTLY PROPOSED. COTTAGE BACK ELEV.
SCALE 3/32" = 1'-0"

PROJECT NUMBER: 2025-05
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OWNER
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PALM BEACH, FL. 33480

TITLE: ELEVATIONS
SCALE: 3/32" = 1'-0"

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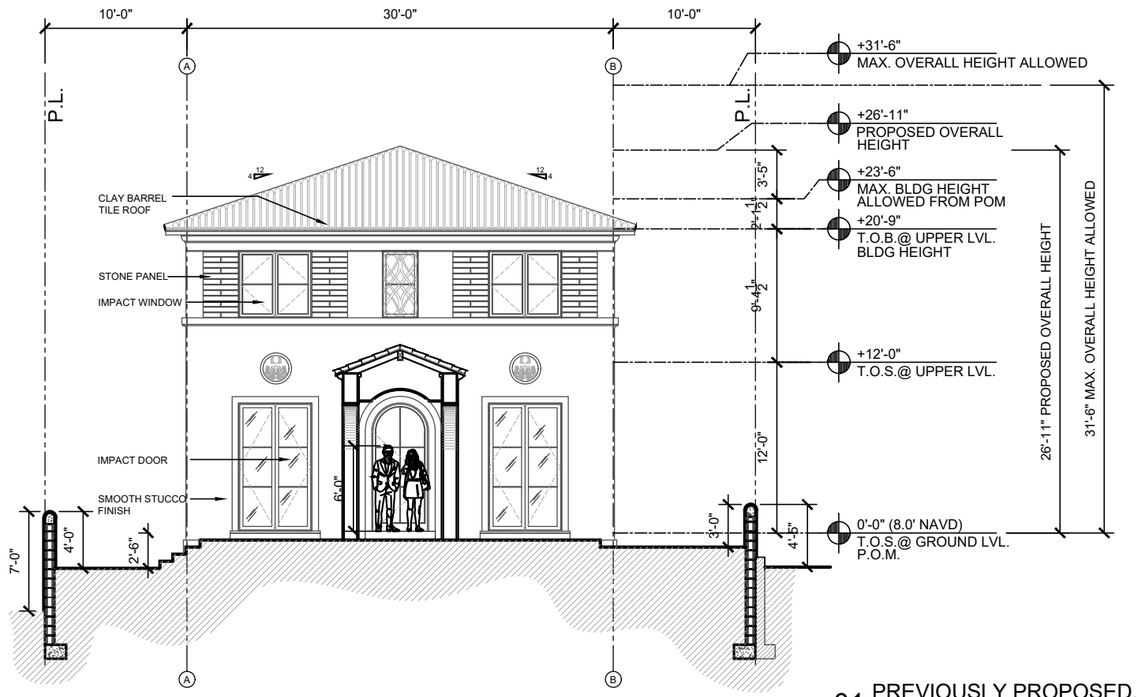
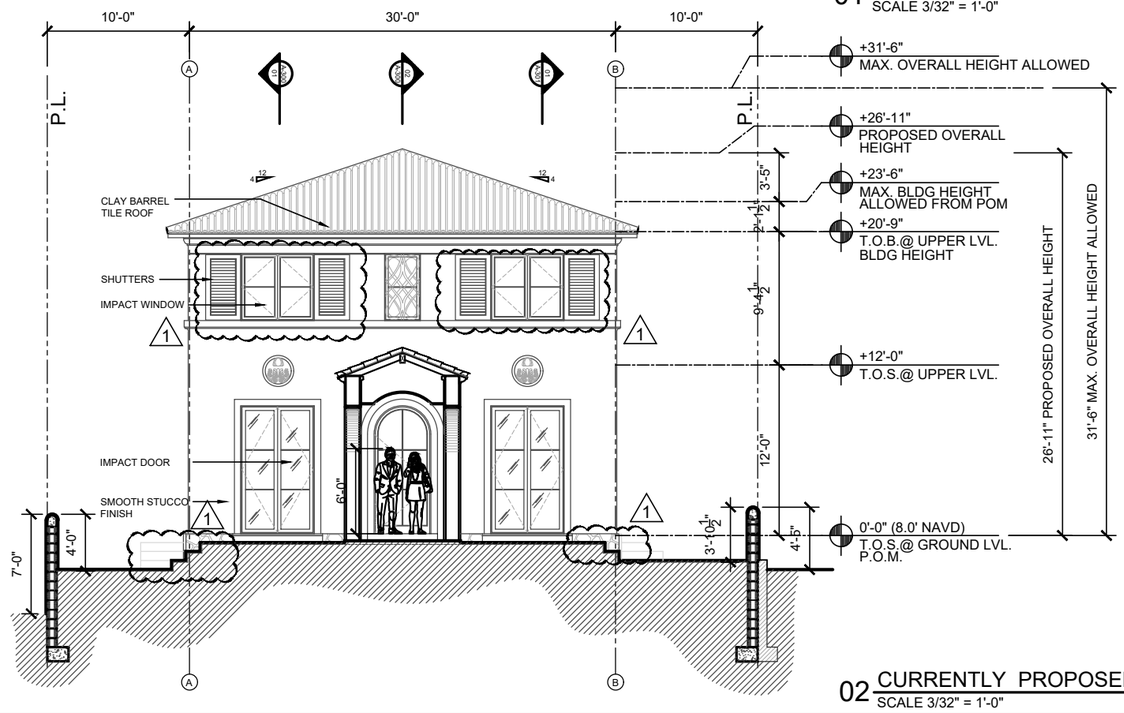


01 PREVIOUSLY PROPOSED. MAIN RESIDENCE FRONT ELEV.
SCALE 3/32" = 1'-0"



02 CURRENTLY PROPOSED. MAIN RESIDENCE FONT ELEV.
SCALE 3/32" = 1'-0"

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PALM BEACH, FL. 33480

TITLE: ELEVATIONS
SCALE: 3/32" = 1'-0"

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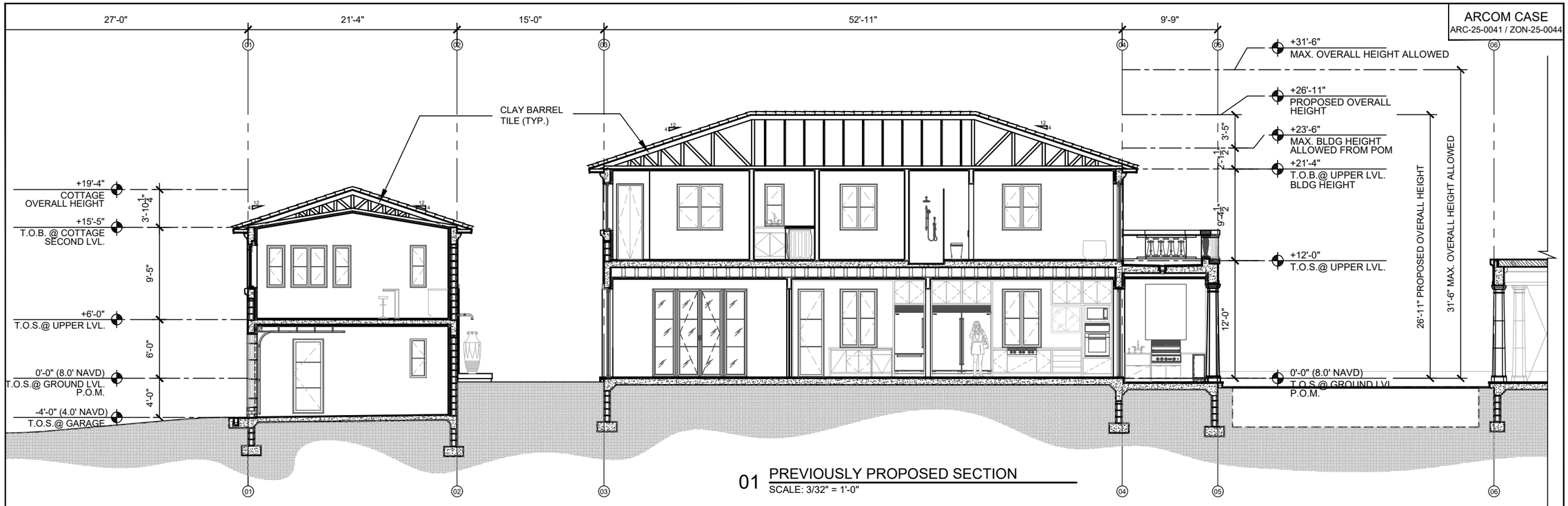
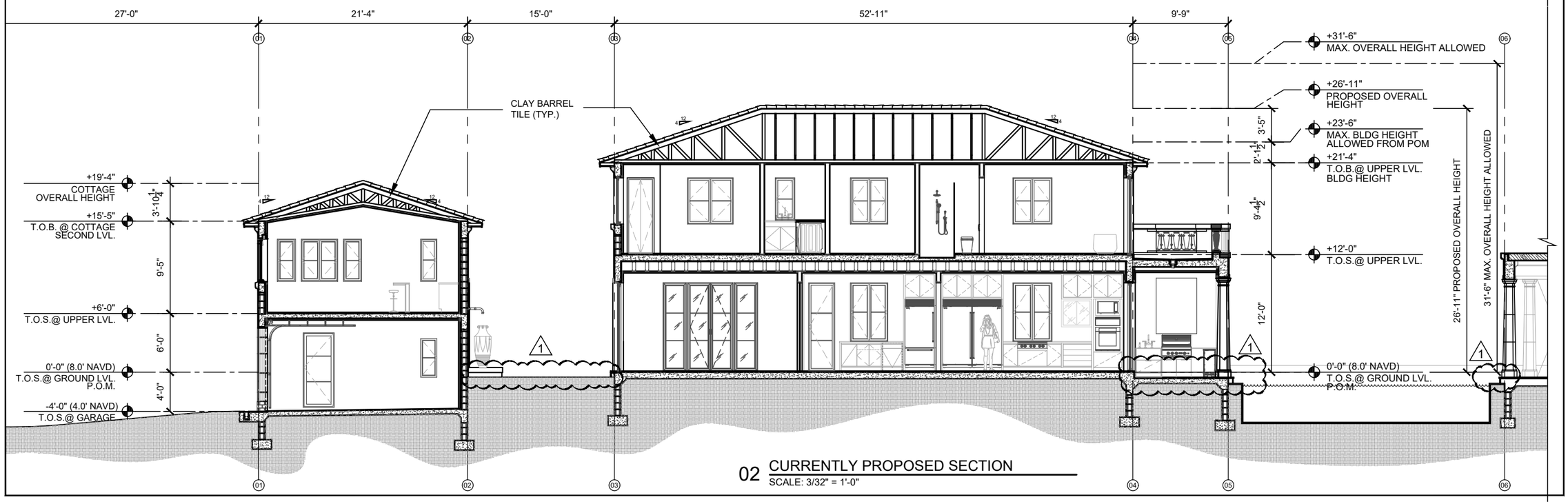


01 PREVIOUSLY PROPOSED SECTION
SCALE: 3/32" = 1'-0"



02 CURRENTLY PROPOSED SECTION
SCALE: 3/32" = 1'-0"

PROJECT NUMBER: 2025-05
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OWNER
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PALM BEACH, FL, 33480

TITLE: SECTIONS
SCALE: 3/32" = 1'-0"

SHEET: A-301
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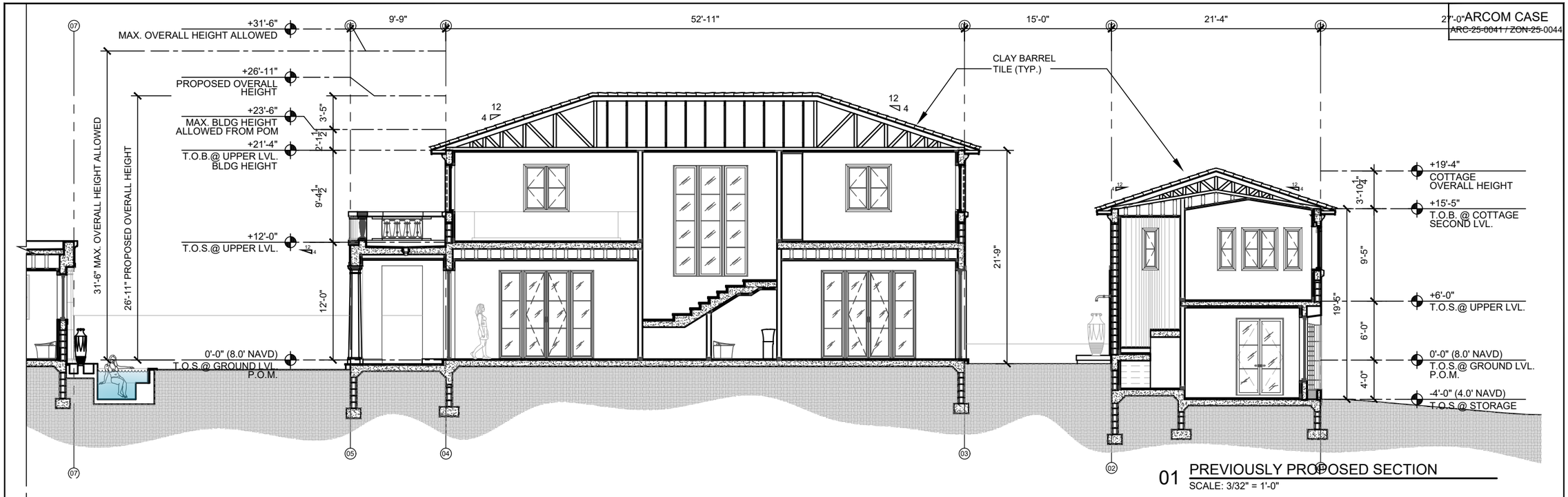
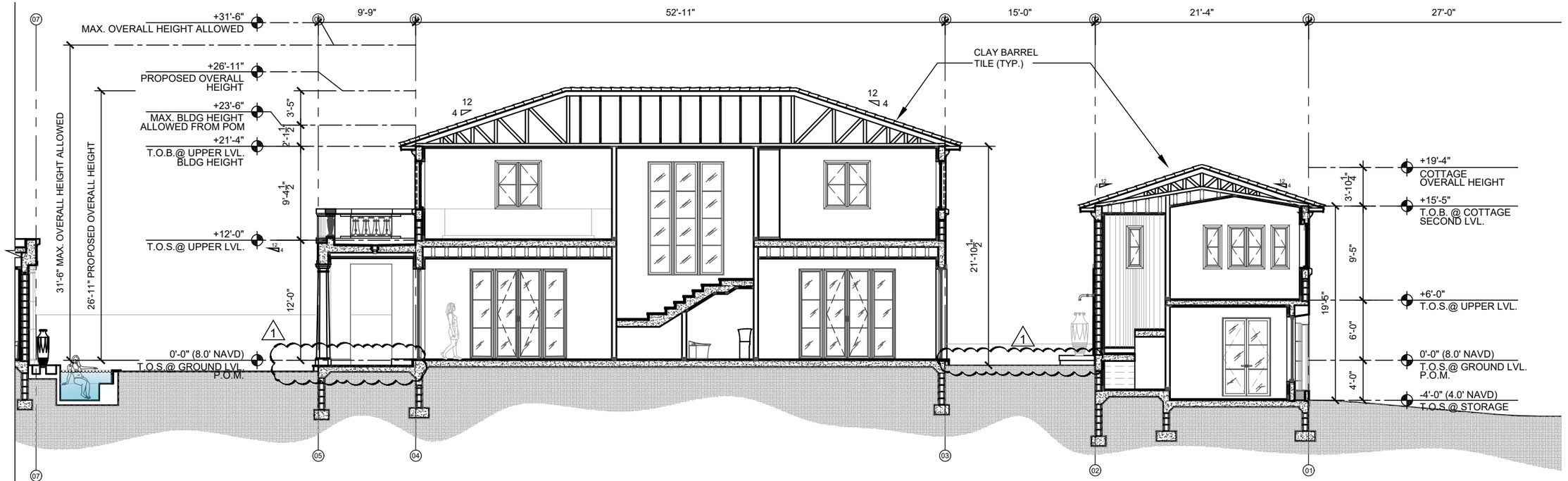


01 PREVIOUSLY PROPOSED SECTION
SCALE: 3/32" = 1'-0"



02 CURRENTLY PROPOSED SECTION
SCALE: 3/32" = 1'-0"

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TITLE: SECTIONS
SCALE: 3/32" = 1'-0"

SHEET: A-302
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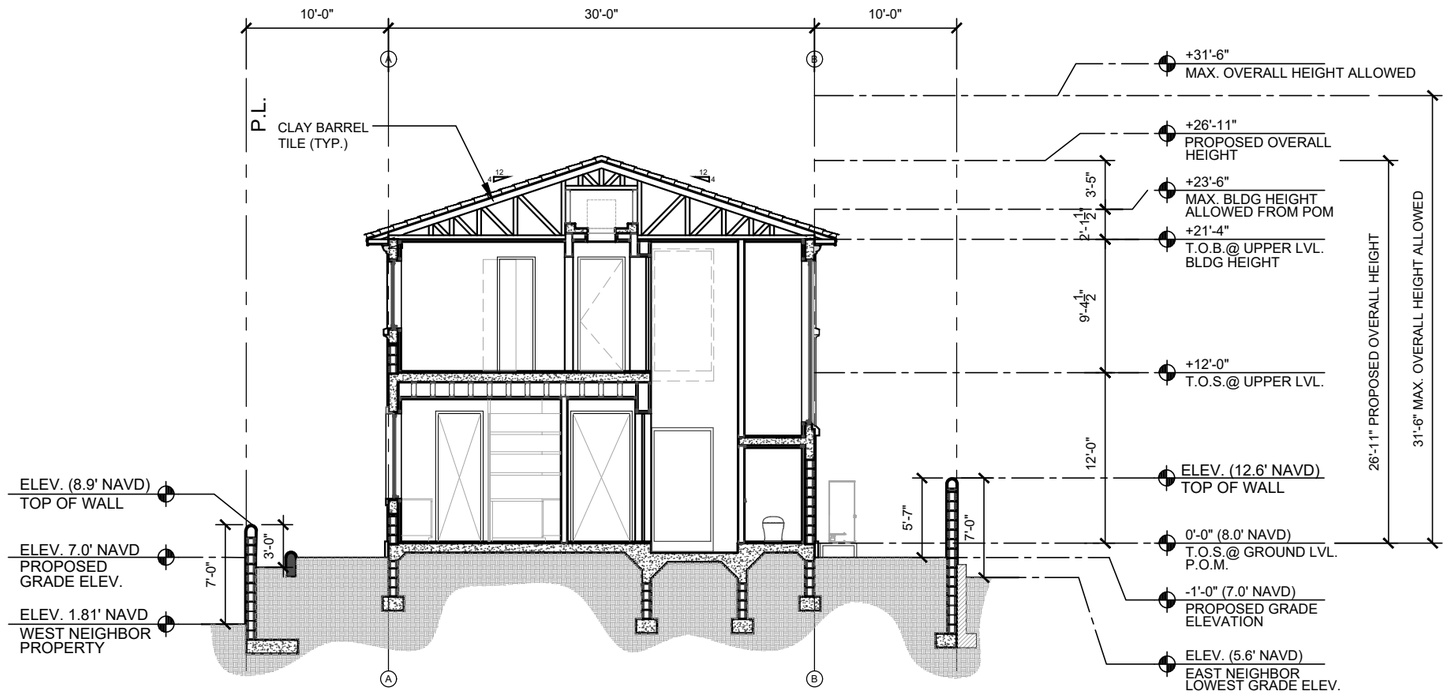
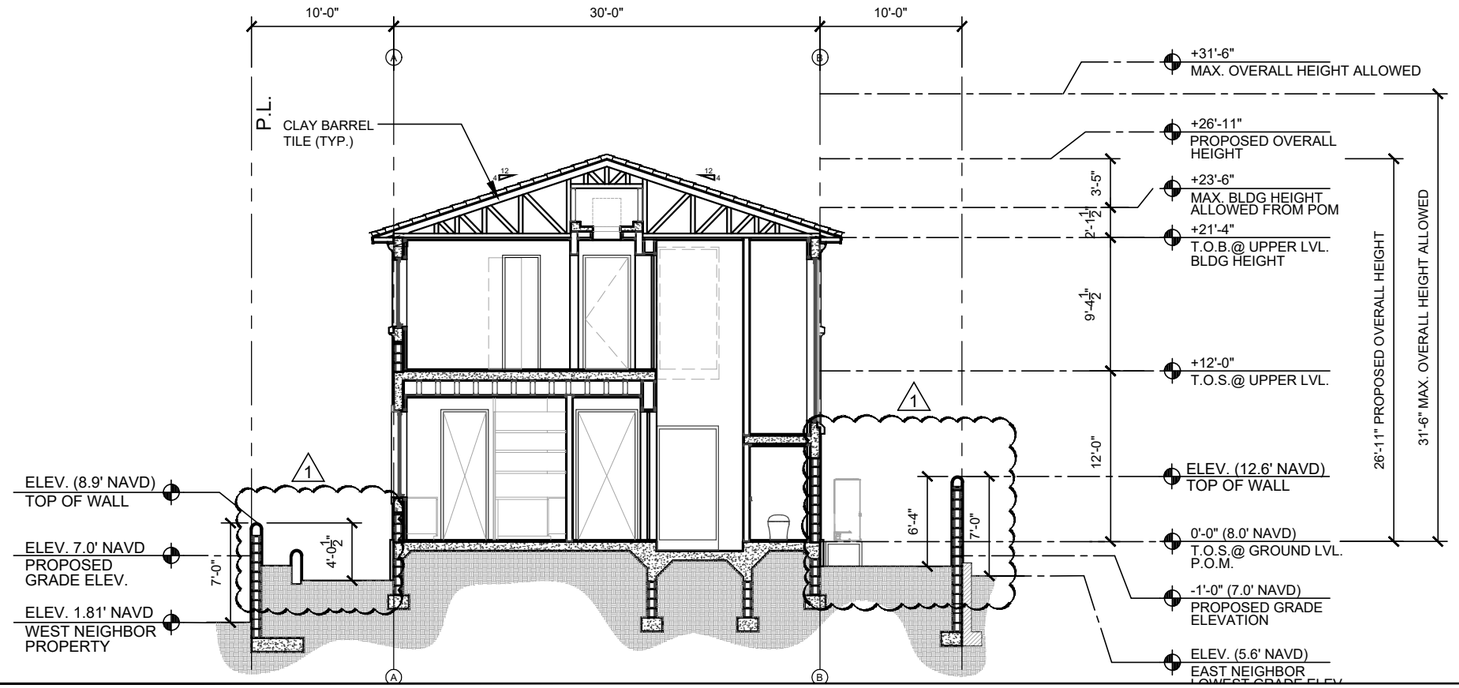


01 PREVIOUSLY PROPOSED SECTION
SCALE: 3/32" = 1'-0"



02 CURRENTLY PROPOSED SECTION
SCALE: 3/32" = 1'-0"

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PALM BEACH, FL. 33480

TITLE: SECTIONS
SCALE: 3/32" = 1'-0"

SHEET: A-303
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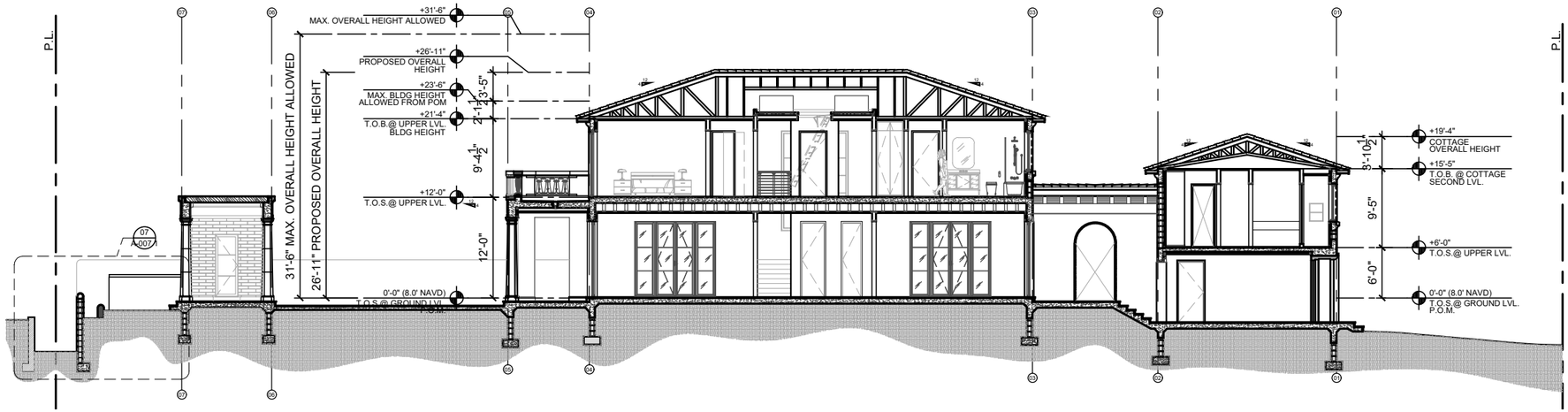
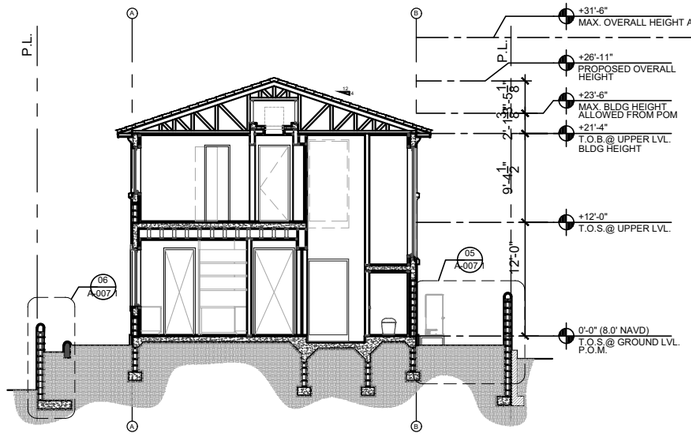
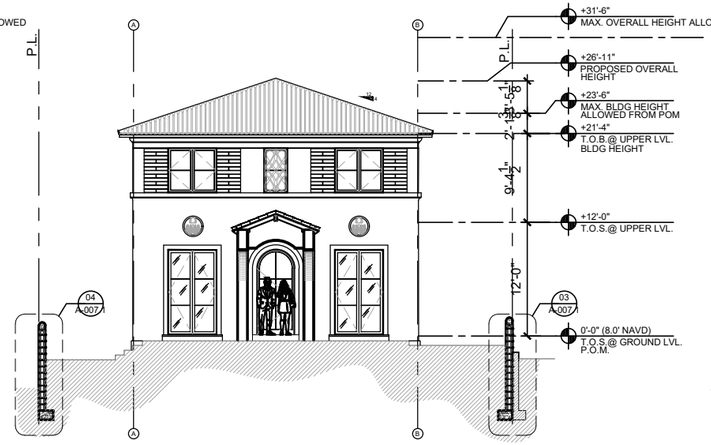


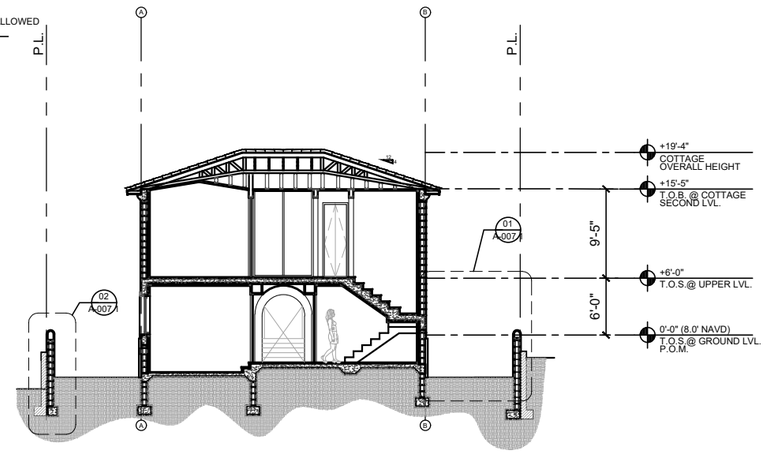
01 PREVIOUSLY PROPOSED. YARD SECTION 01
SCALE: 1/16" = 1'-0"



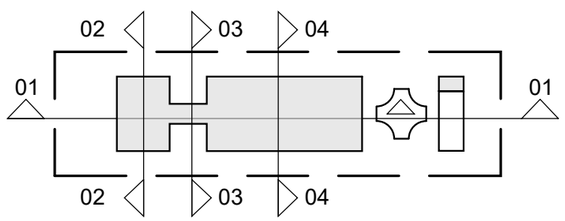
04 PREVIOUSLY PROPOSED. YARD SECTION 4
SCALE: 1/16" = 1'-0"



03 PREVIOUSLY PROPOSED. YARD SECTION 3
SCALE: 1/16" = 1'-0"



02 PREVIOUSLY PROPOSED. YARD SECTION 2
SCALE: 1/16" = 1'-0"



KEYPLAN N

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Architecture . Planning . Interior Design
517 S.W. 8th Street, Miami, Florida. 33144. USA
Tel: (305) 285 - 9331 . Fax: (305) 260 - 9318
http://www.portuondoperrotti.com

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

337 BRAZILIAN AVE
PALM BEACH, FLORIDA 33480

OWNER
Paul Friese and Sharon Grosman
337 BRAZILIAN AVENUE
PALM BEACH, FL. 33480

TITLE: PREVIOUSLY PROPOSED YARD SECTIONS
SCALE: 1/16"=1'-0"

SHEET A-304
OF

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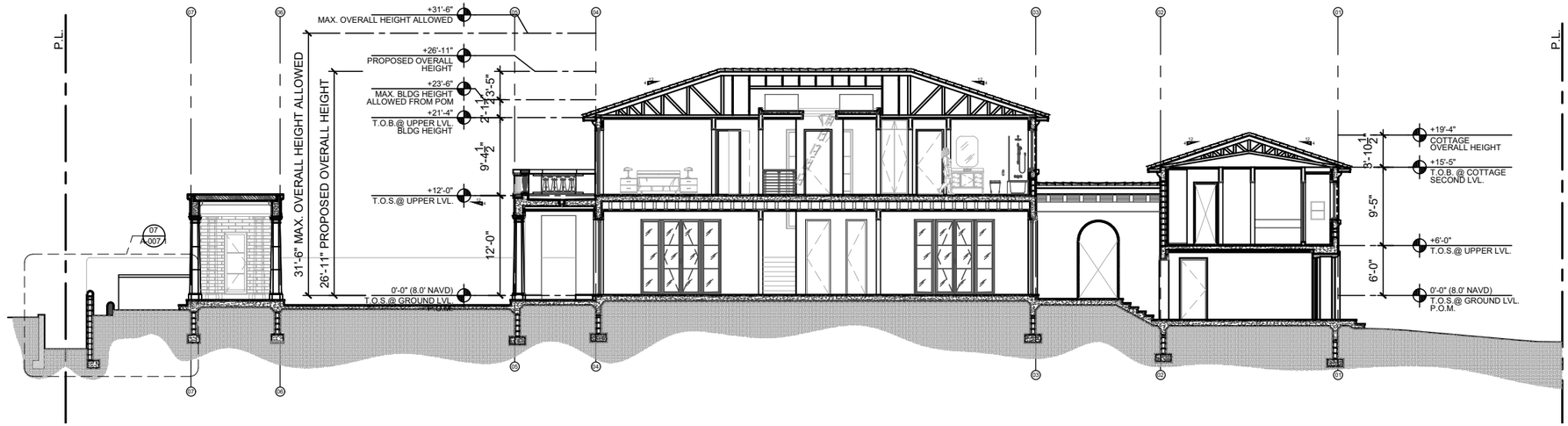
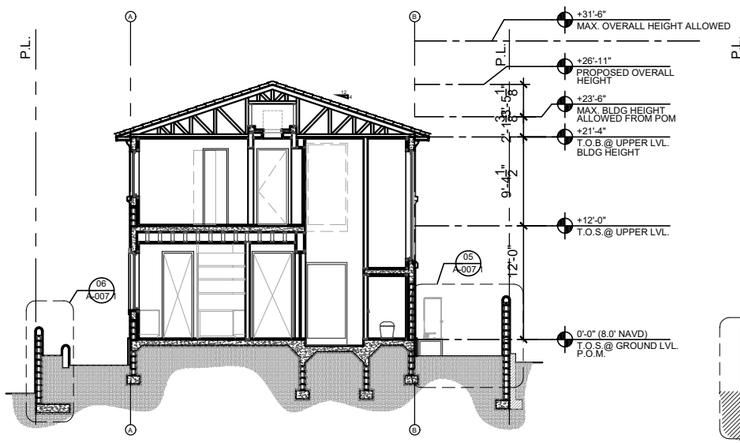


01 CURRENTLY PROPOSED YARD SECTION 01
SCALE: 1/16" = 1'-0"



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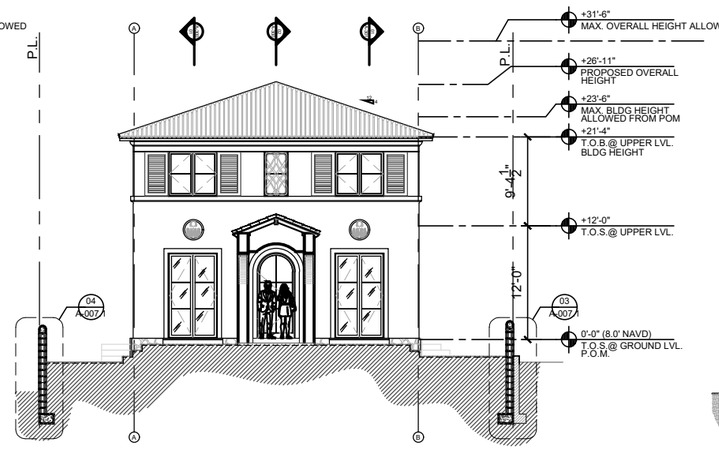
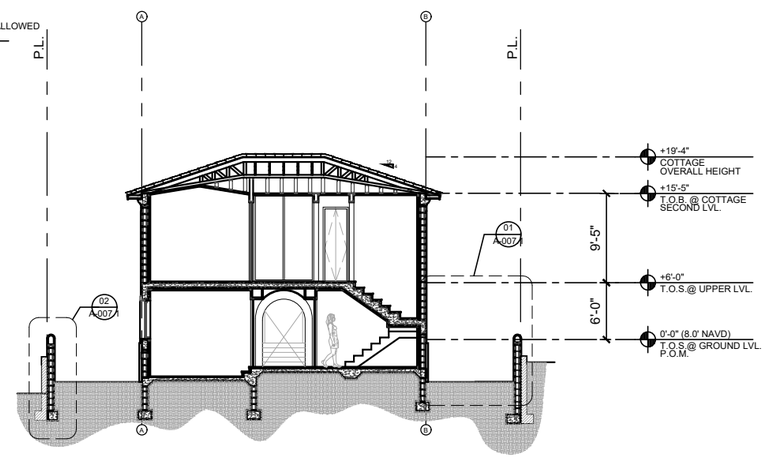
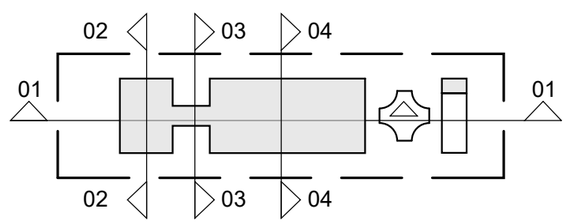


03 CURRENTLY PROPOSED YARD SECTION 3
SCALE: 1/16" = 1'-0"



02 CURRENTLY PROPOSED YARD SECTION 2
SCALE: 1/16" = 1'-0"



KEYPLAN



1

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TITLE: YARD SECTIONS
SCALE: 1/16"=1'-0"

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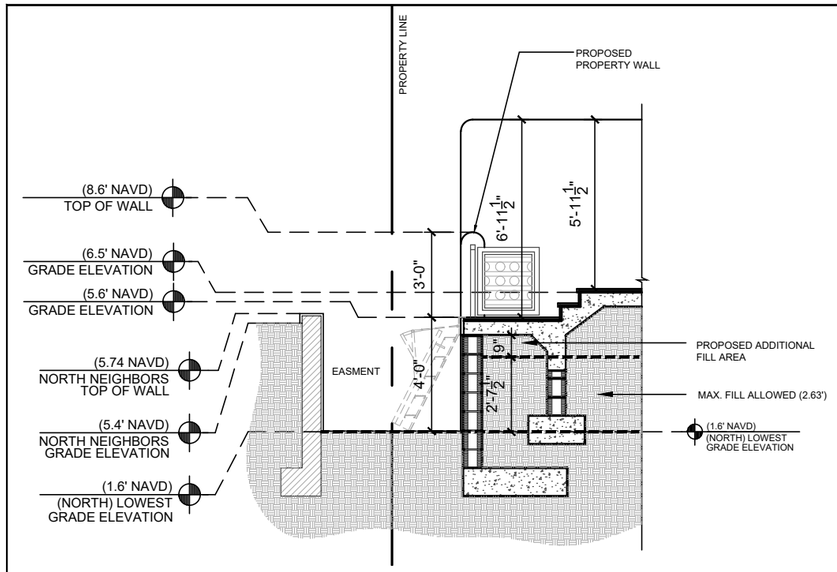
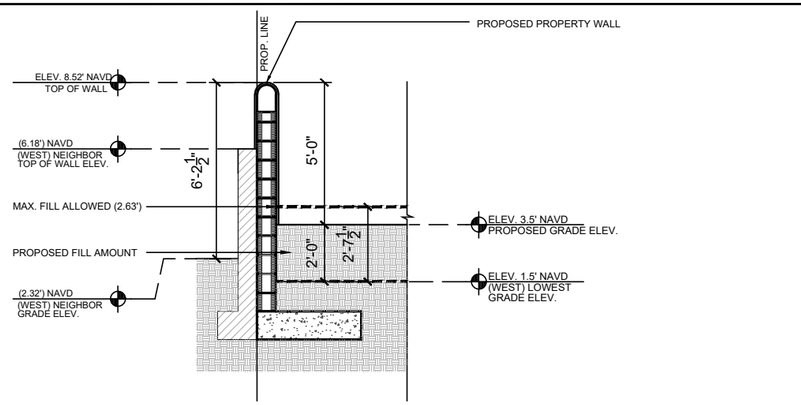
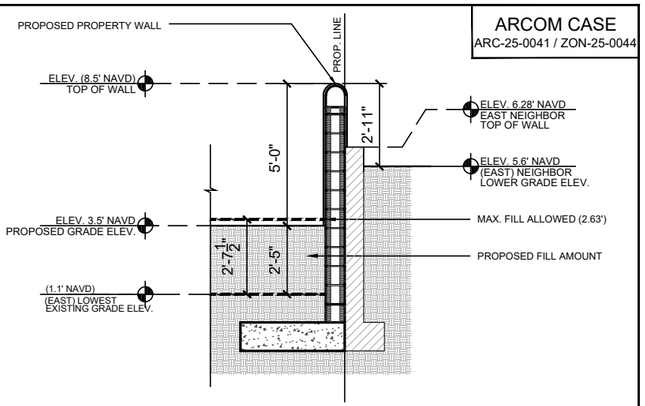


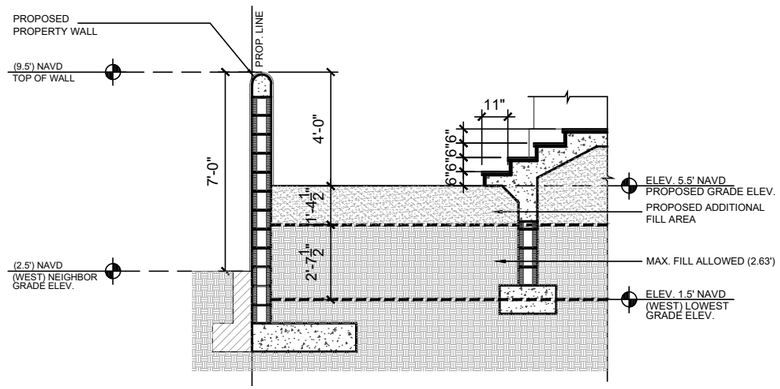
07 PREVIOUSLY PROPOSED FILL - ACCESS TO EASEMENT
SCALE: 3/16" = 1'-0"



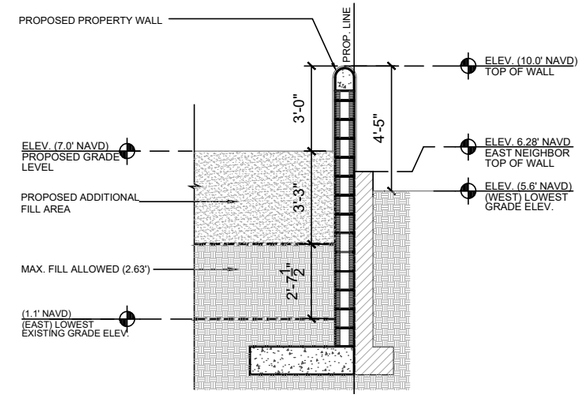
02 PREVIOUSLY PROPOSED. FILL WEST NEIGHBOR
SCALE: 3/16" = 1'-0"



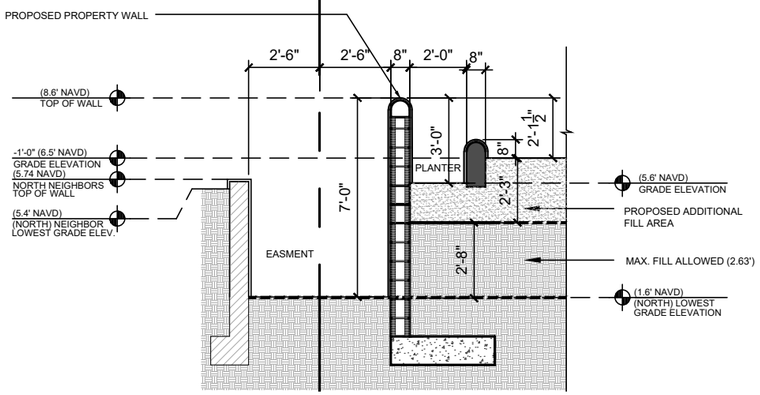
01 PREVIOUSLY PROPOSED. FILL EAST NEIGHBOR
SCALE: 3/16" = 1'-0"



04 PREVIOUSLY PROPOSED. WEST AREA NEIGHBOR
SCALE: 3/16" = 1'-0"

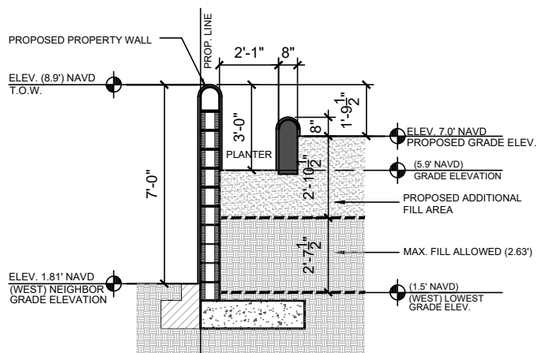


03 PREVIOUSLY PROPOSED. FILL EAST NEIGHBOR
SCALE: 3/16" = 1'-0"

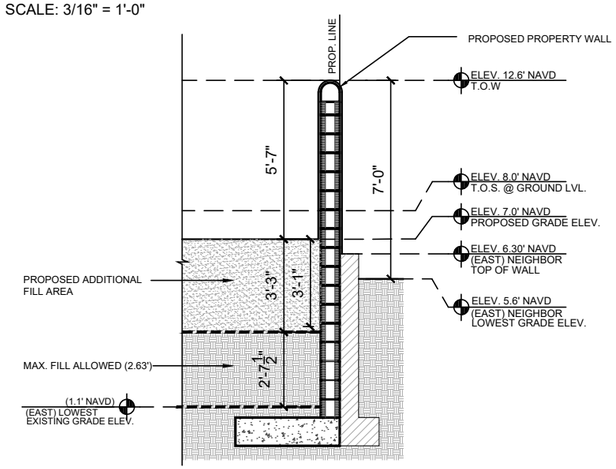


08 PREVIOUSLY PROPOSED FILL AREA-NORTH NEIGHBOR
SCALE: 3/16" = 1'-0"

MAX FILL CALCULATION	
FINISH FLOOR ELEVATION	8.0'
MAX. CROWN OF ROAD	2.74'
HALF THE DIFFERENCE BETWEEN THE HABITABLE FINISH FLOOR AND THE HIGHEST CROWN OF ROAD.	(8-2.74) / 2 = 2.63
MAX. FILL	2.63'
PROPOSED ADDITIONAL FILL AREA	3.25'
TOTAL FILL PROPOSED	5.88'



06 PREVIOUSLY PROPOSED. FILL WEST NEIGHBOR
SCALE: 3/16" = 1'-0"



05 PREVIOUSLY PROPOSED. FILL EAST NEIGHBOR
SCALE: 3/16" = 1'-0"

PROJECT NUMBER: 2025-05
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PALM BEACH, FL. 33480

TITLE: PREVIOUSLY FILL GRADE SECTIONS
SCALE: 3/16"=1'-0"

SHEET: A-305
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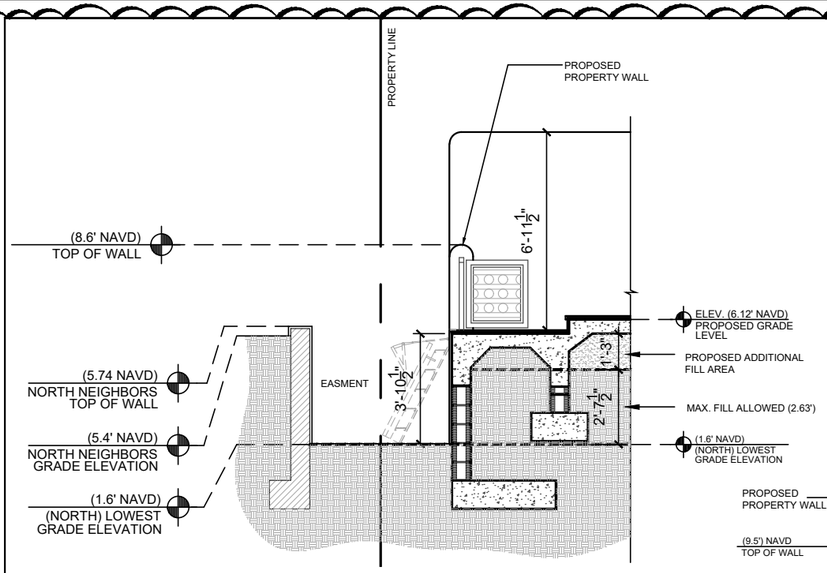
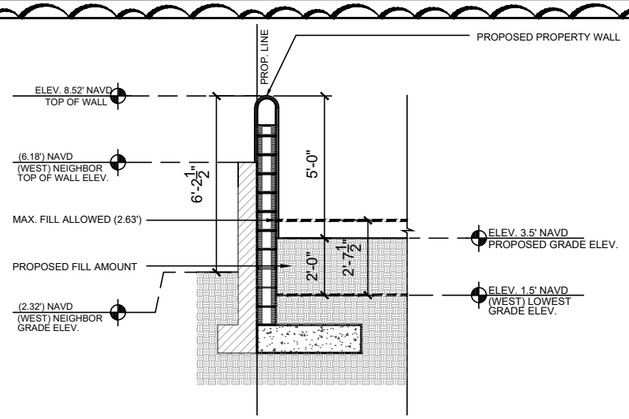
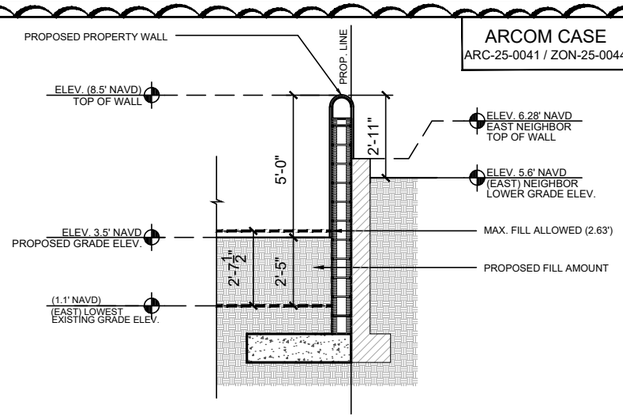
ARC-25-0041 / ZON-25-0044



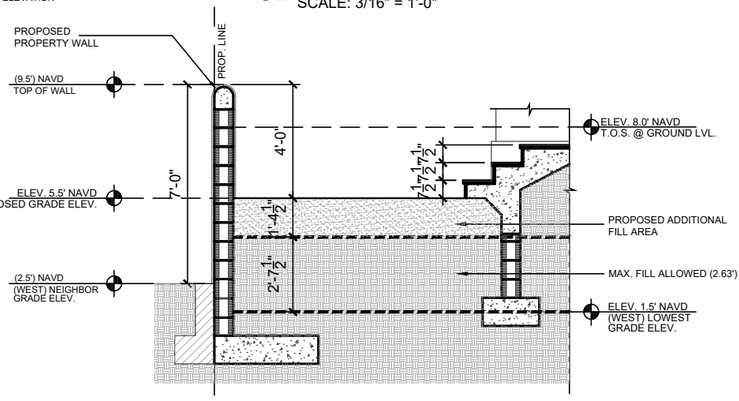
07 CURRENTLY PROPOSED FILL. ACCESS TO EASEMENT
SCALE: 3/16" = 1'-0"



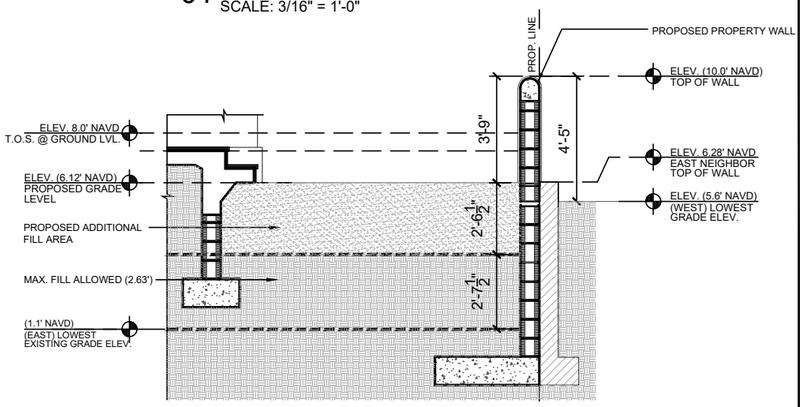
02 CURRENTLY PROPOSED FILL. WEST NEIGHBOR
SCALE: 3/16" = 1'-0"



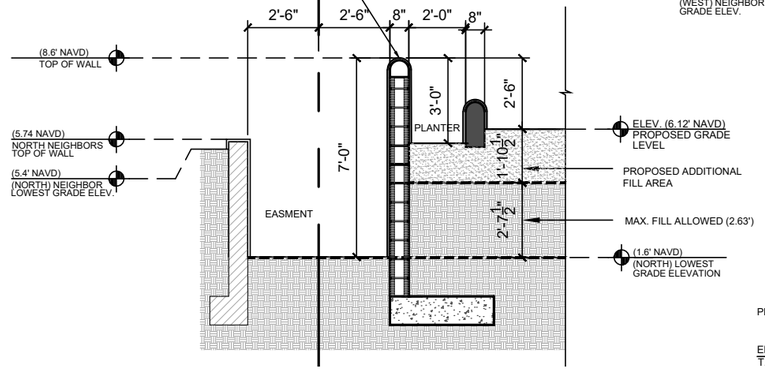
01 CURRENTLY PROPOSED FILL. EAST NEIGHBOR
SCALE: 3/16" = 1'-0"



04 CURRENTLY PROPOSED FILL. WEST NEIGHBOR
SCALE: 3/16" = 1'-0"

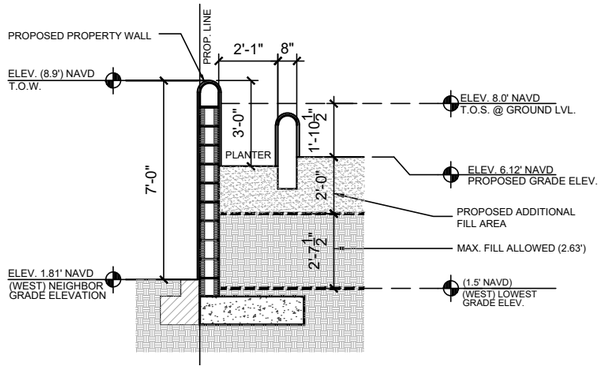


03 CURRENTLY PROPOSED FILL. EAST NEIGHBOR
SCALE: 3/16" = 1'-0"

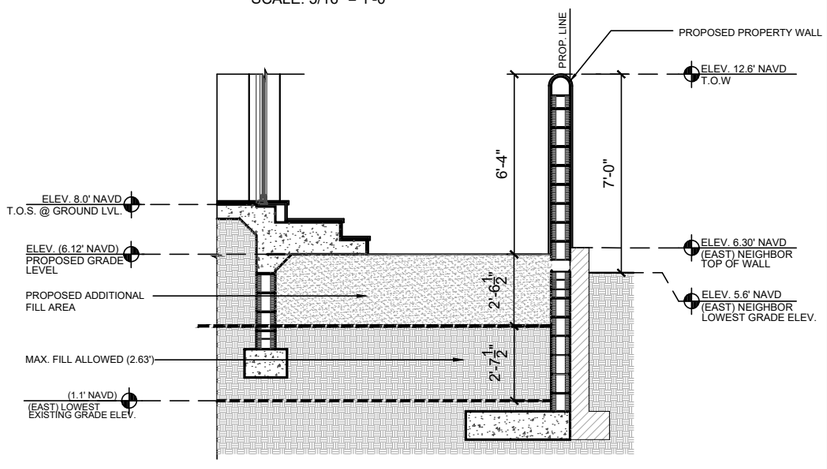


08 CURRENTLY PROPOSED FILL. NORTH NEIGHBOR
SCALE: 3/16" = 1'-0"

PREVIOUS MAX FILL CALCULATION	
FINISH FLOOR ELEVATION	8.0'
MAX. CROWN OF ROAD	2.74'
HALF THE DIFFERENCE BETWEEN THE HABITABLE FINISH FLOOR AND THE HIGHEST CROWN OF ROAD.	(8-2.74) / 2 = 2.63
MAX. FILL	2.63'
CURRENTLY PROPOSED ADDITIONAL FILL AREA	2.54'
PREVIOUSLY PROPOSED TOTAL FILL PROPOSED	5.17"



06 CURRENTLY PROPOSED FILL. WEST NEIGHBOR
SCALE: 3/16" = 1'-0"



05 CURRENTLY PROPOSED FILL. EAST NEIGHBOR
SCALE: 3/16" = 1'-0"

1

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REVISIONS:
PROJECT NUMBER: 2025-05
DATE: 10.07.2025
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OWNER
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337 BRAZILIAN AVENUE
PALM BEACH, FL, 33480

TITLE: CURRENTLY PROPOSED FILL GRADE SECTIONS
SCALE: 3/16"=1'-0"

SHEET: A-305.1
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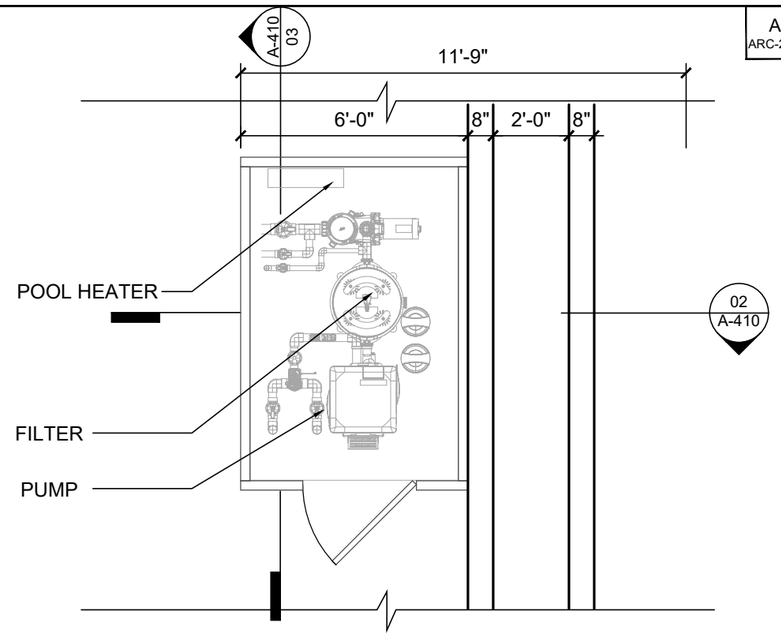
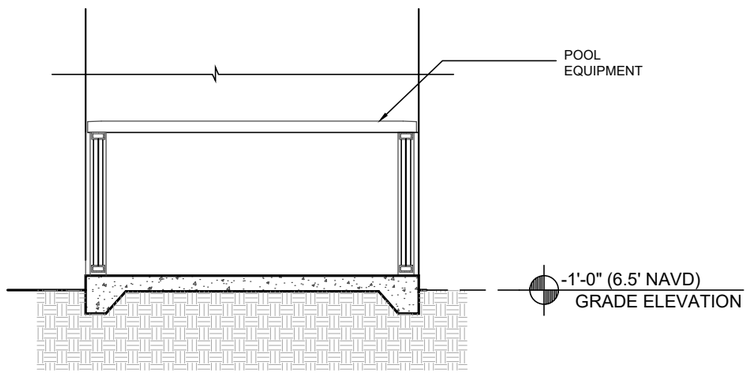
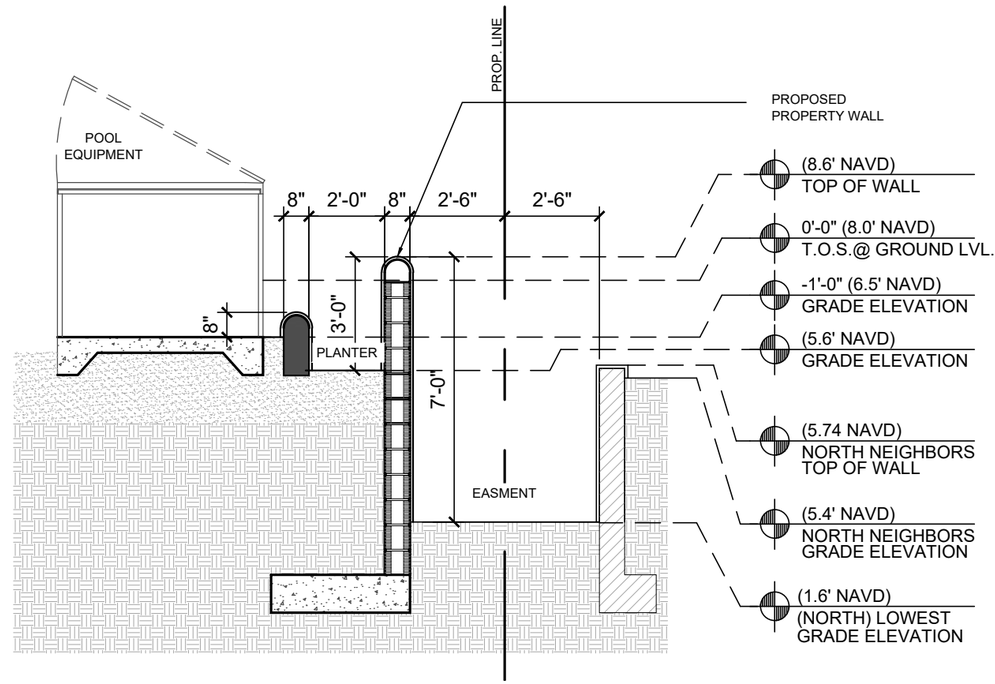


01 PREVIOUSLY PROPOSED POOL EQUIPMENT SCREENING. PLAN
SCALE: 1/4" = 1'-0"



03 PREVIOUSLY PROPOSED POOL EQUIPMENT SCREENING. SECTION TWO
SCALE: 1/4" = 1'-0"



02 PREVIOUSLY PROPSOED POOL EQUIPMENT SCREENING. SECTION ONE
SCALE: 1/4" = 1'-0"

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TITLE: POOL EQUIPMENT SCREENING PLAN & SECTION
SCALE: AS SHOWN

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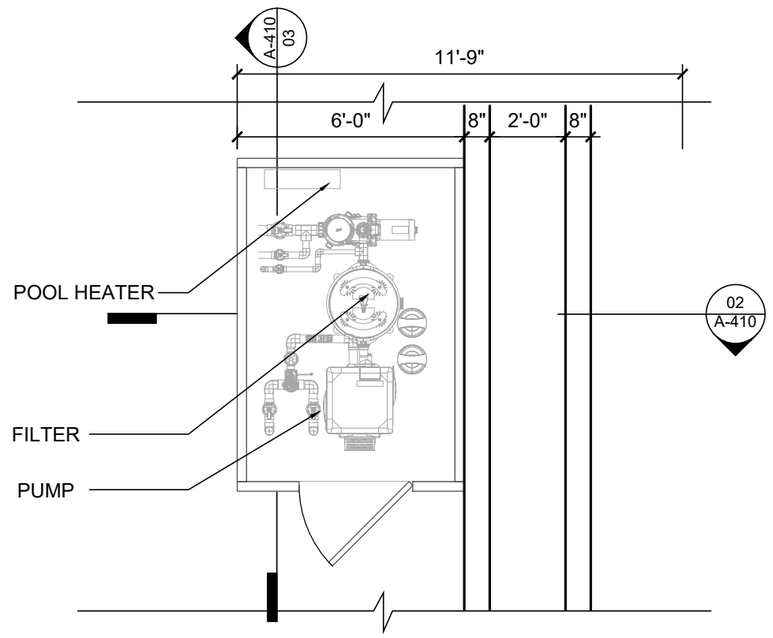
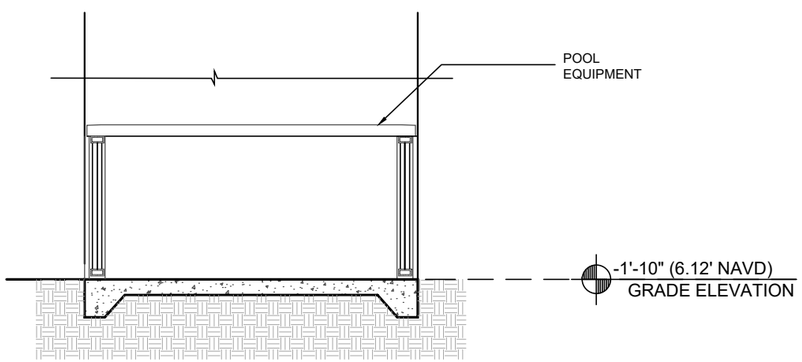
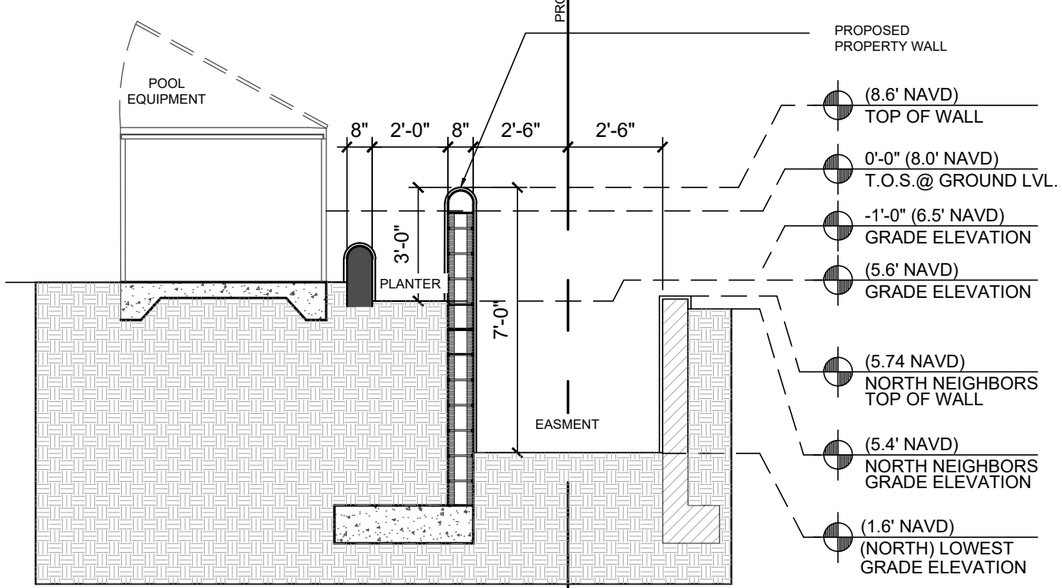


01 CURRENTLY PROPOSED POOL EQUIPMENT SCREENING. PLAN
SCALE: 1/4" = 1'-0"



03 CURRENTLY PROPOSED POOL EQUIPMENT SCREENING. SECTION TWO
SCALE: 1/4" = 1'-0"



02 CURRENTLY PROPOSED POOL EQUIPMENT SCREENING. SECTION ONE
SCALE: 1/4" = 1'-0"

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PALM BEACH, FL, 33480

TITLE: POOL EQUIPMENT SCREENING PLAN & SECTION
SCALE: AS SHOWN

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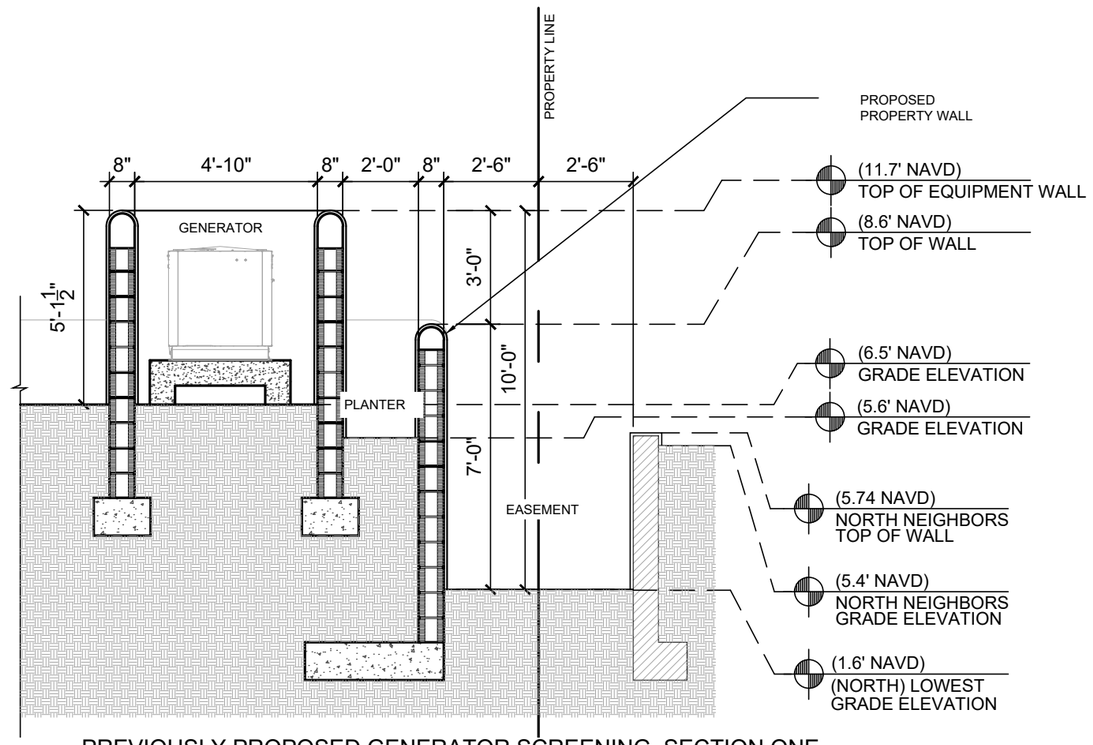
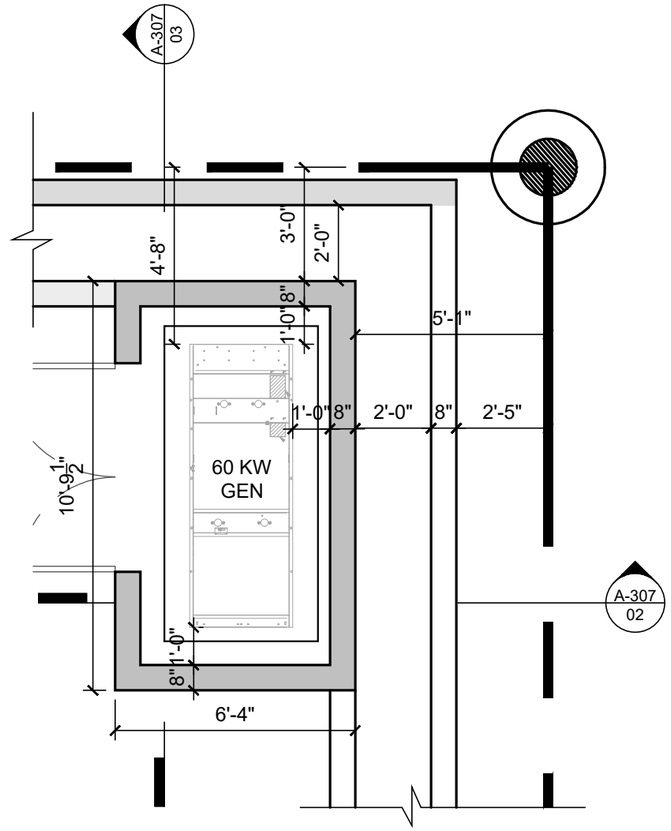
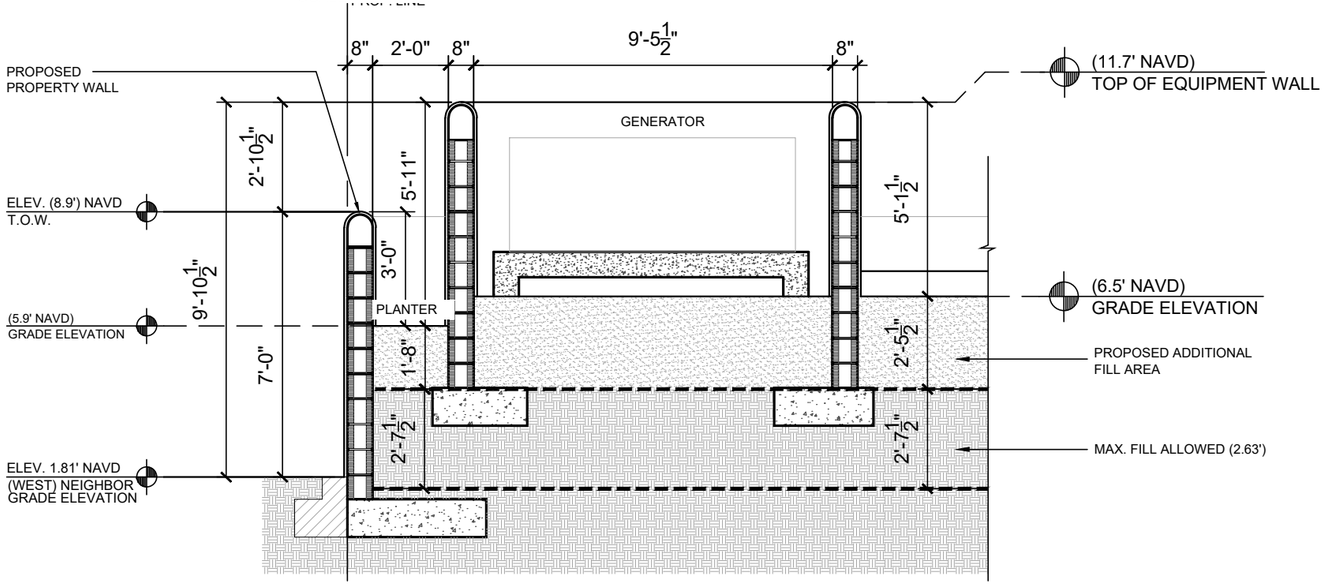


02 PREVIOUSLY PROPOSED GENERATOR SCREENING. SECTION ONE
SCALE: 1/4" = 1'-0"



01 PREVIOUSLY PROPOSED GENERATOR EQUIPMENT SCREENING. PLAN
SCALE: 1/4" = 1'-0"



03 PREVIOUSLY PROPOSED GENERATOR SCREENING. SECTION TWO
SCALE: 1/4" = 1'-0"

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PALM BEACH, FL. 33480

TITLE: EQUIPMENT SECTIONS
SCALE: AS SHOWN

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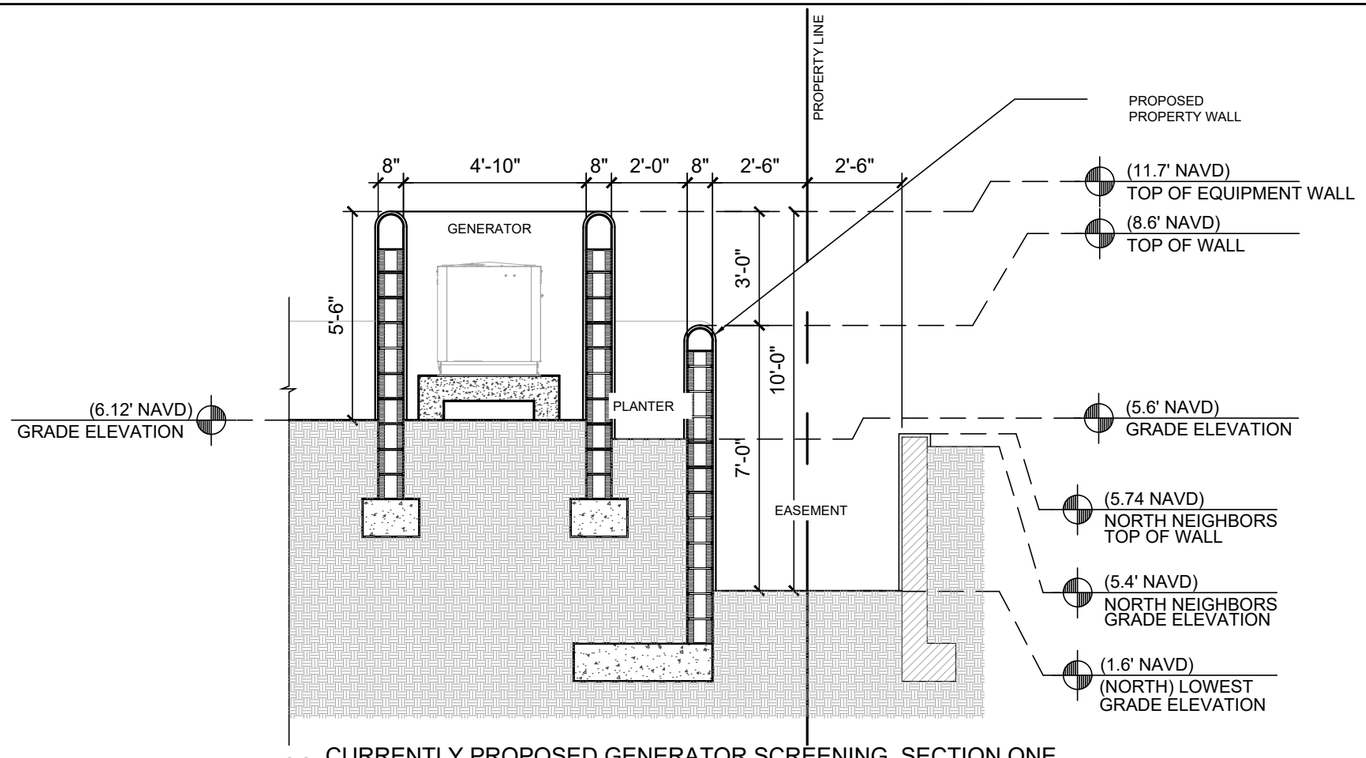
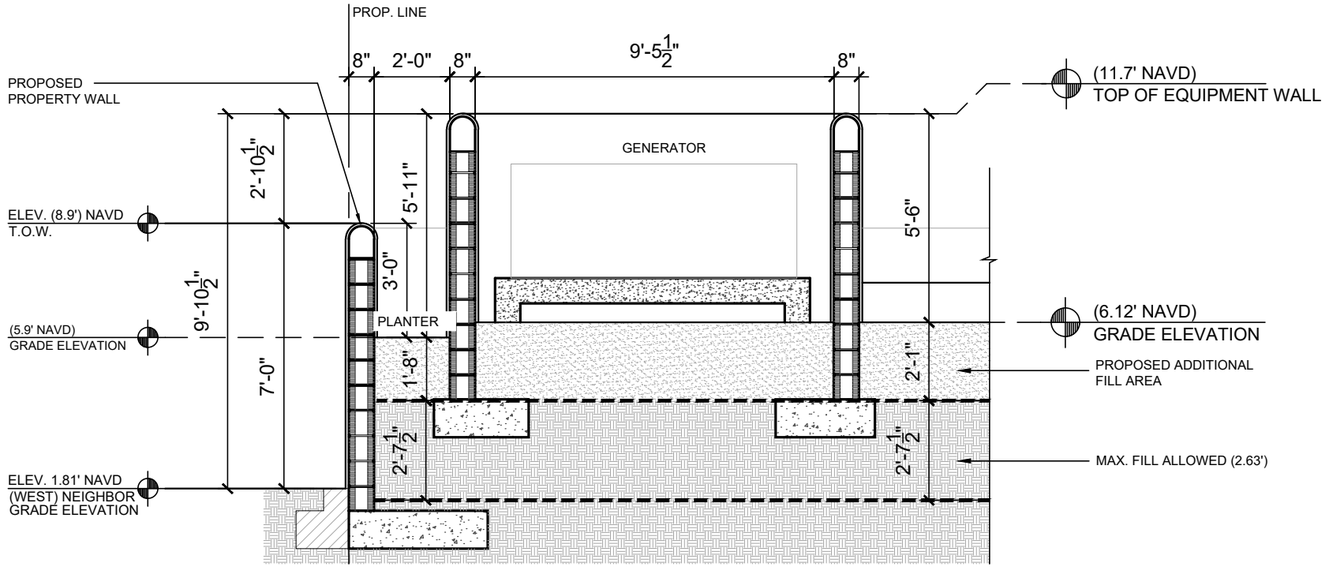
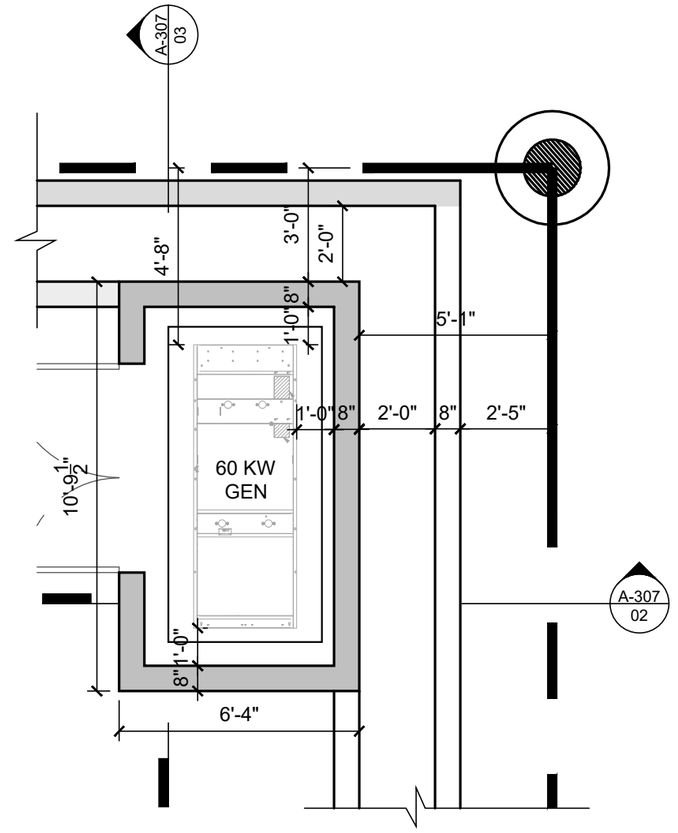


02 CURRENTLY PROPOSED GENERATOR SCREENING. SECTION ONE
SCALE: 1/4" = 1'-0"



03 CURRENTLY PROPOSED GENERATOR SCREENING. SECTION TWO
SCALE: 1/4" = 1'-0"



01 CURRENTLY PROPOSED GENERATOR EQUIPMENT SCREENING. PLAN
SCALE: 1/4" = 1'-0"

1

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

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TITLE: EQUIPMENT SECTIONS
SCALE: AS SHOWN

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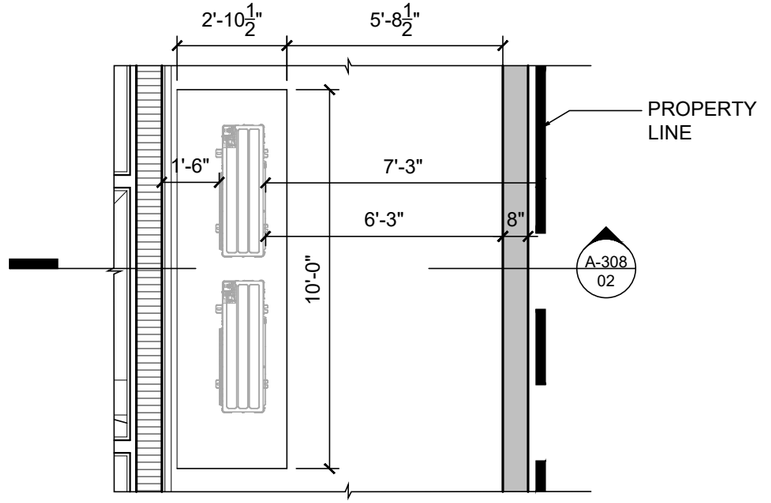
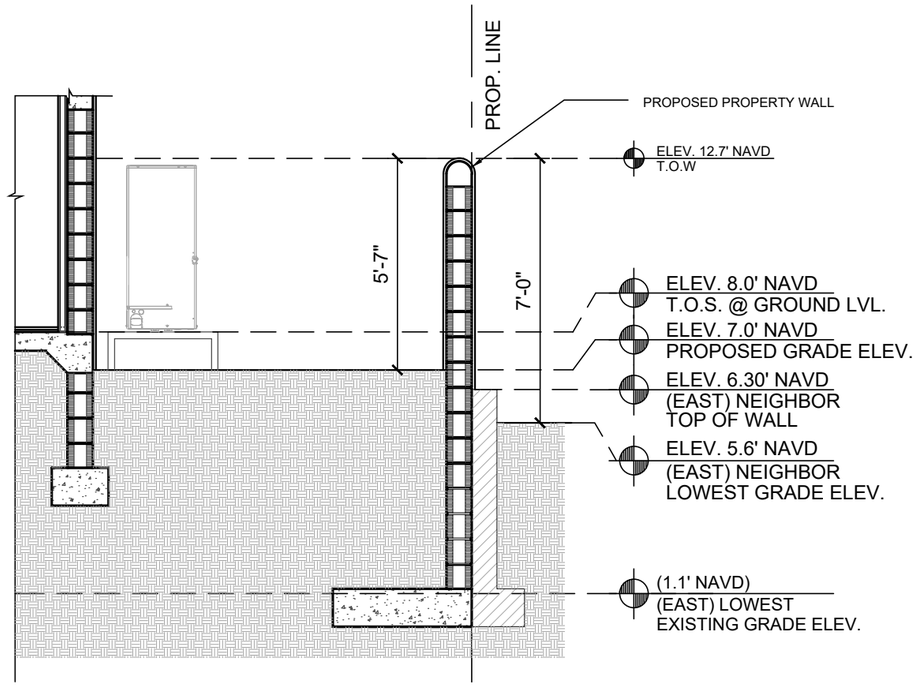


01 PREVIOUSLY PROPOSED A/C EQUIPMENT SCREENING. PLAN
SCALE: 1/4" = 1'-0"



02 PREVIOUSLY PROPOSED A/C EQUIPMENT SCREENING. SECTION
SCALE: 1/4" = 1'-0"

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TITLE: A/C EQUIPMENT AND VENT DETAILS
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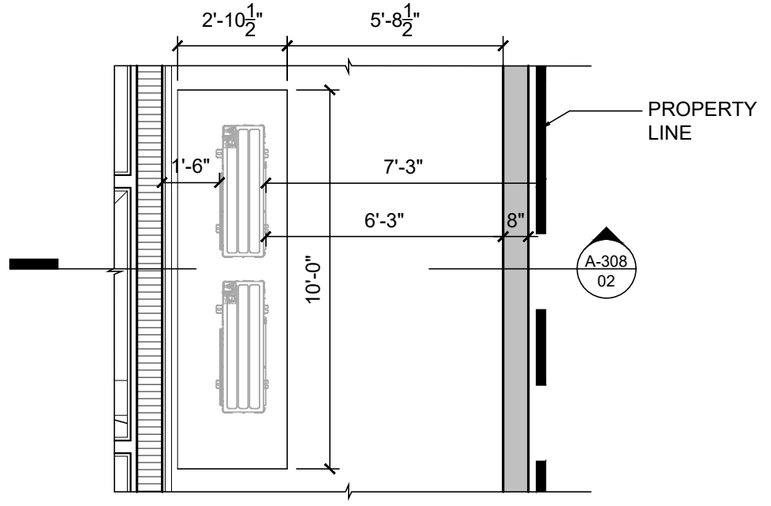
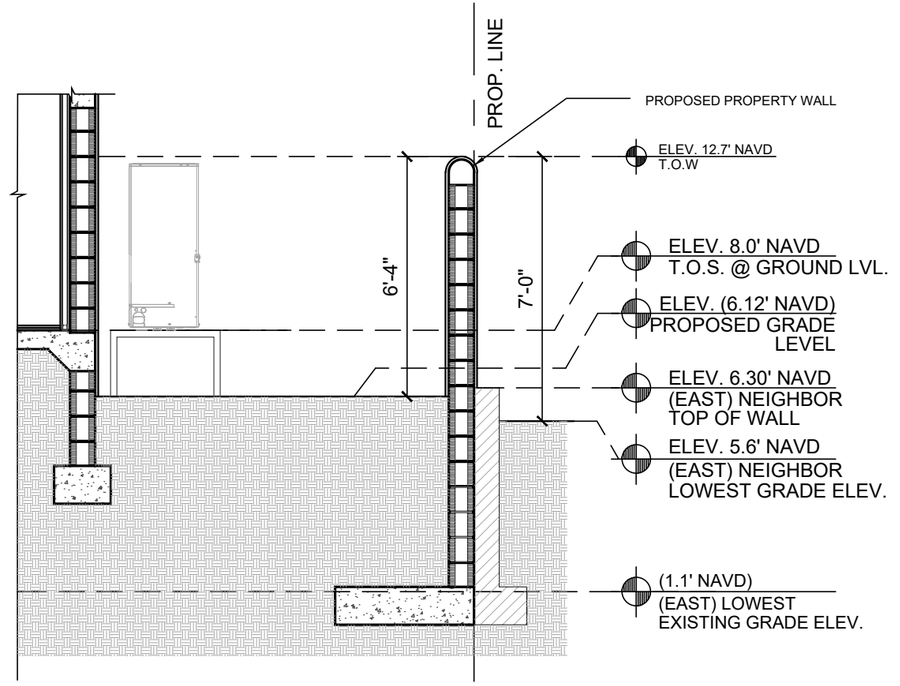


01 CURRENTLY PROPOSED A/C EQUIPMENT SCREENING. PLAN
SCALE: 1/4" = 1'-0"



02 CURRENTLY PROPOSED A/C EQUIPMENT SCREENING. SECTION
SCALE: 1/4" = 1'-0"

1

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01 COTTAGE FRONT ELEVATION
SCALE: 1/4" = 1'-0"

PROJECT NUMBER: 2025-05
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CHECKED BY: JLGP

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TITLE: COTTAGE ELEVATION
SCALE: 1/4"=1'-0"

SHEET: A-401
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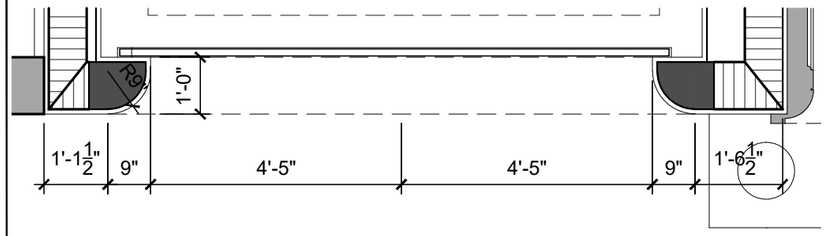
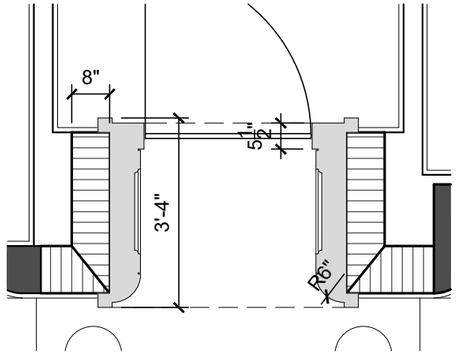
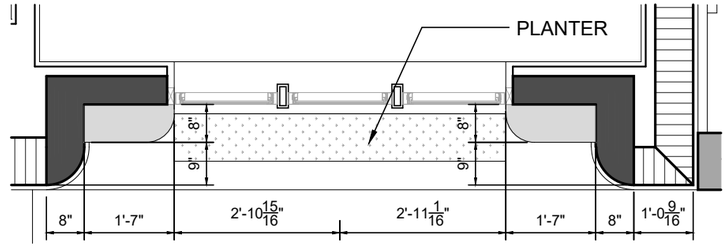


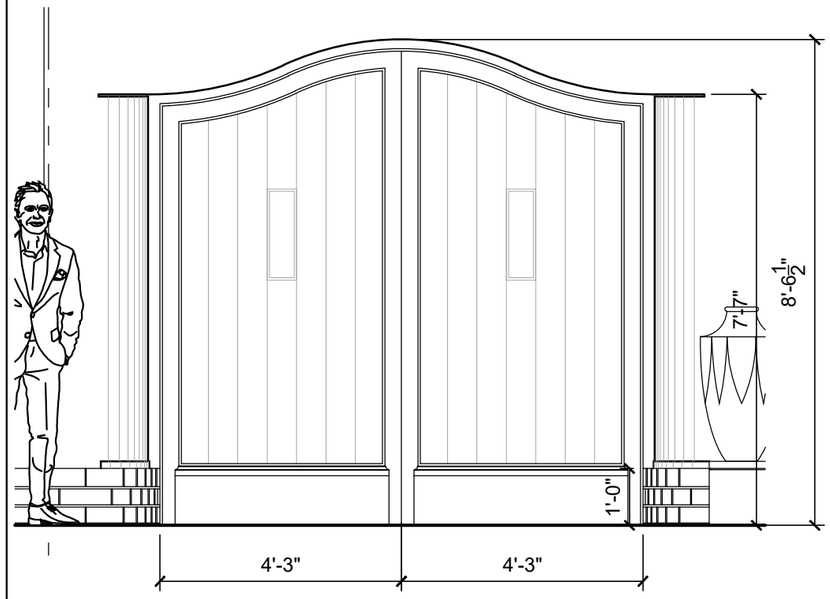
05 GARAGE DOOR - PLAN
SCALE: 3/8" = 1'-0"



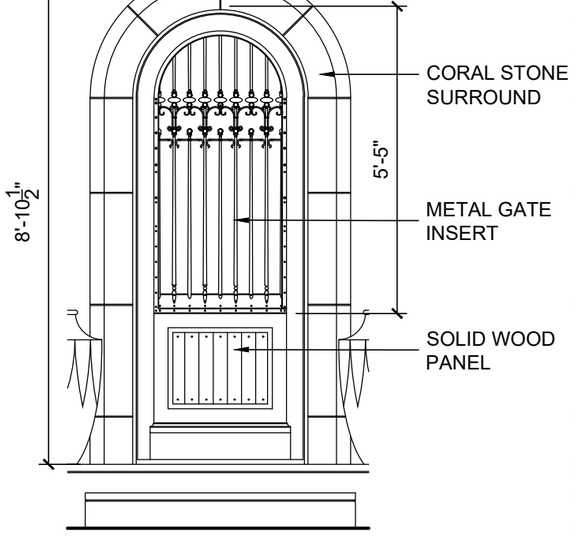
03 ENTRANCE DOOR - PLAN
SCALE: 3/8" = 1'-0"



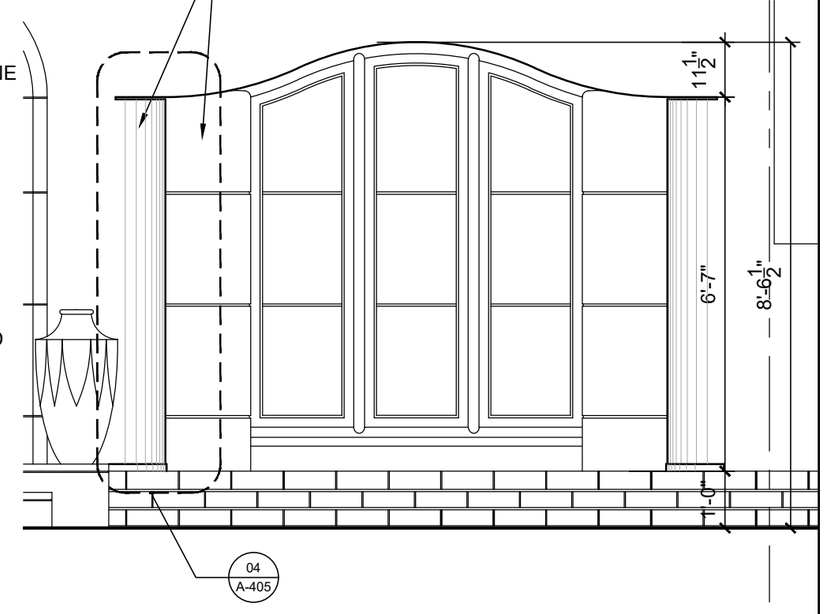
01 STORAGE WINDOW - PLAN
SCALE: 3/8" = 1'-0"



06 GARAGE DOOR - ELEVATION
SCALE: 3/8" = 1'-0"



04 ENTRANCE DOOR - ELEVATION
SCALE: 3/8" = 1'-0"



02 STORAGE WINDOW - ELEVATION
SCALE: 3/8" = 1'-0"

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PROJECT NUMBER: 2025-05
DATE: 10.07.2025
REVISIONS:
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TITLE: COTTAGE FRONT ELEVATION OPENING DETAILS
SCALE: AS SHOWN

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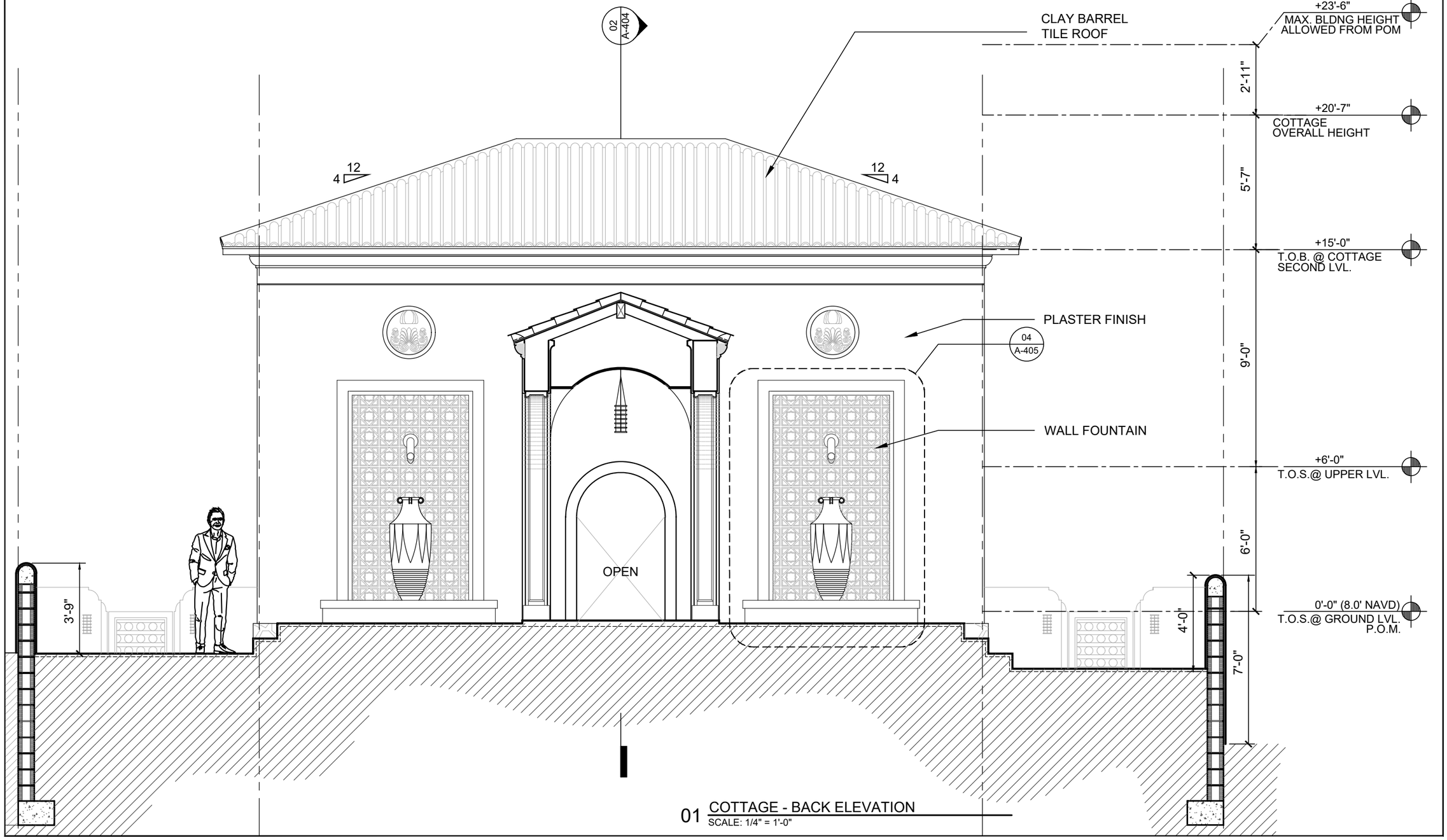

01 COTTAGE - BACK ELEVATION
SCALE: 1/4" = 1'-0"

PROJECT NUMBER: 2025-05
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TITLE ELEVATION DETAIL
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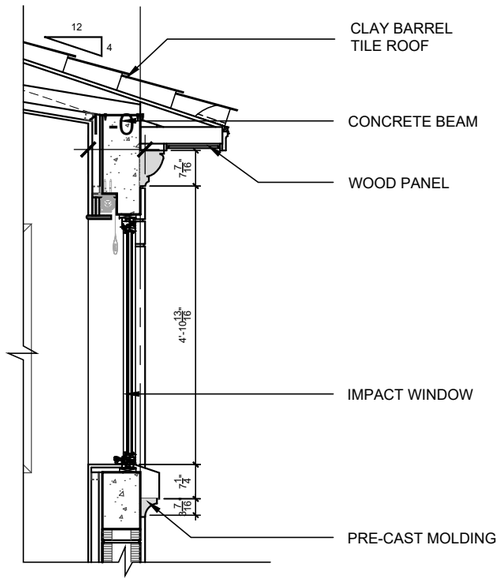
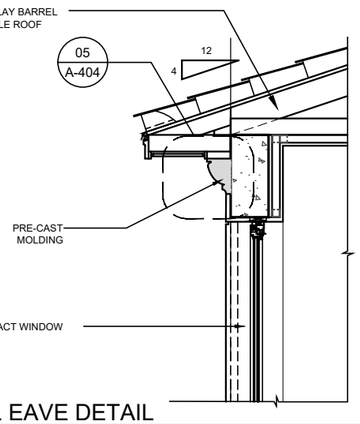
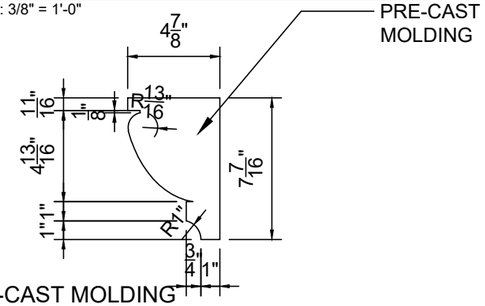


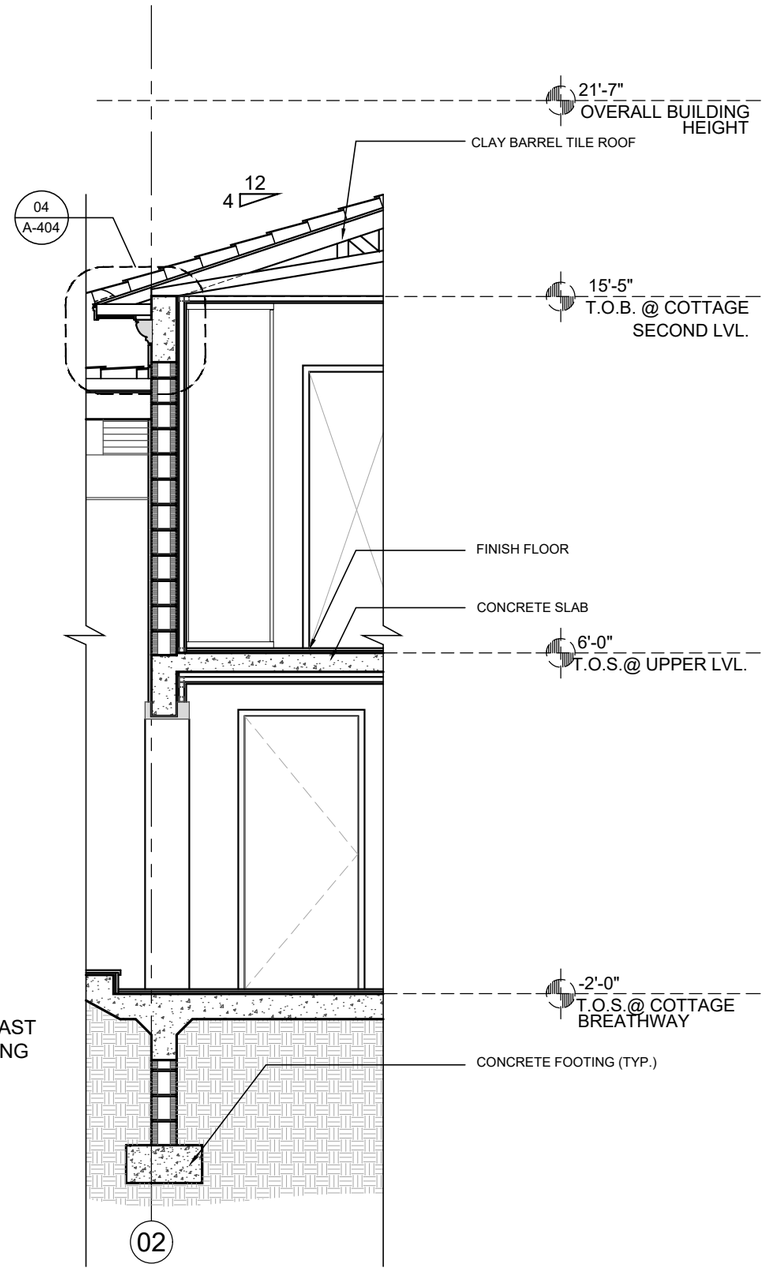
03 COTTAGE - WINDOW EAVE + LOUVRE
SCALE: 3/16" = 1'-0"



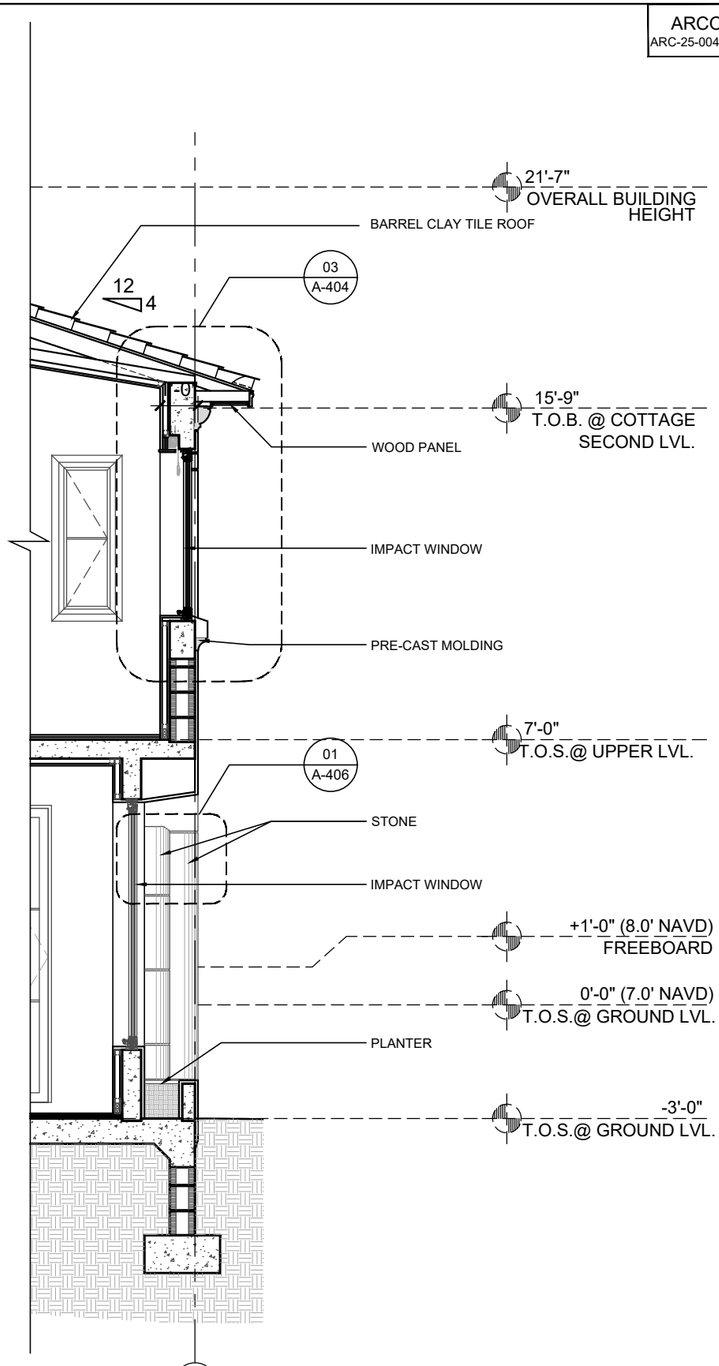
04 TYPICAL EAVE DETAIL
SCALE: 3/8" = 1'-0"



05 PRE-CAST MOLDING
SCALE: 1-1/2" = 1'-0"



02 COTTAGE - WALL SECTION 2
SCALE: 1/4" = 1'-0"



01 COTTAGE - WALL SECTION ONE
SCALE: 1/4" = 1'-0"

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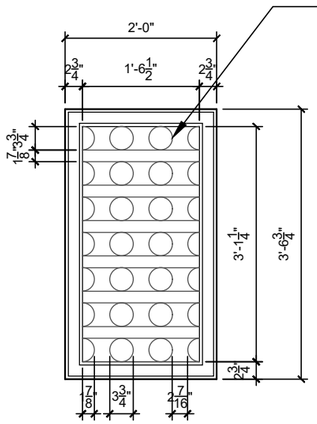
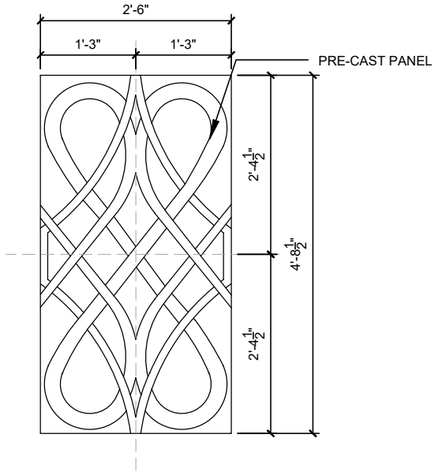
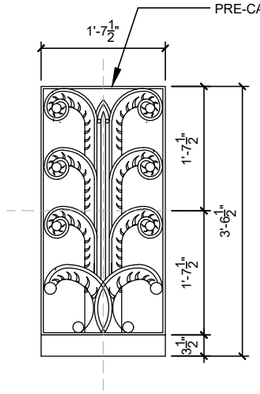


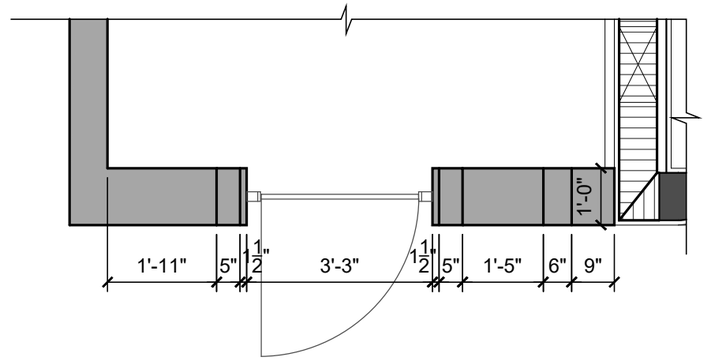
06 WINDOW FEATURE @ POWDER BATH.
SCALE: 3/8" = 1'-0"



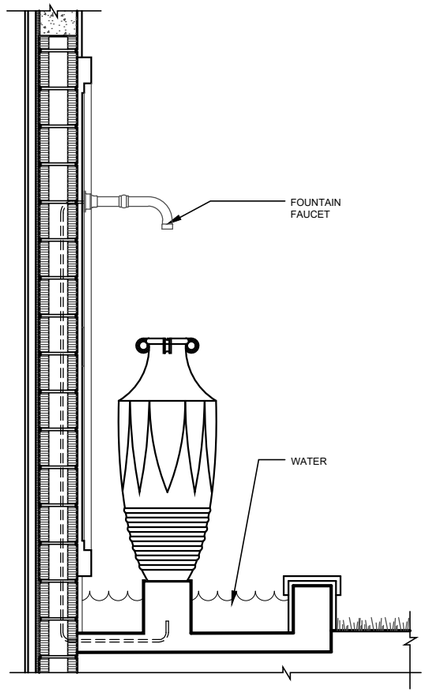
03.1 MAIN HOUSE - WINDOW DECORATION
SCALE: 3/8" = 1'-0"



03 COTTAGE - OPENING DECORATION
SCALE: 3/8" = 1'-0"



01 GATE - PLAN
SCALE: 3/8" = 1'-0"



05 WALL FOUNTAIN - SECTION
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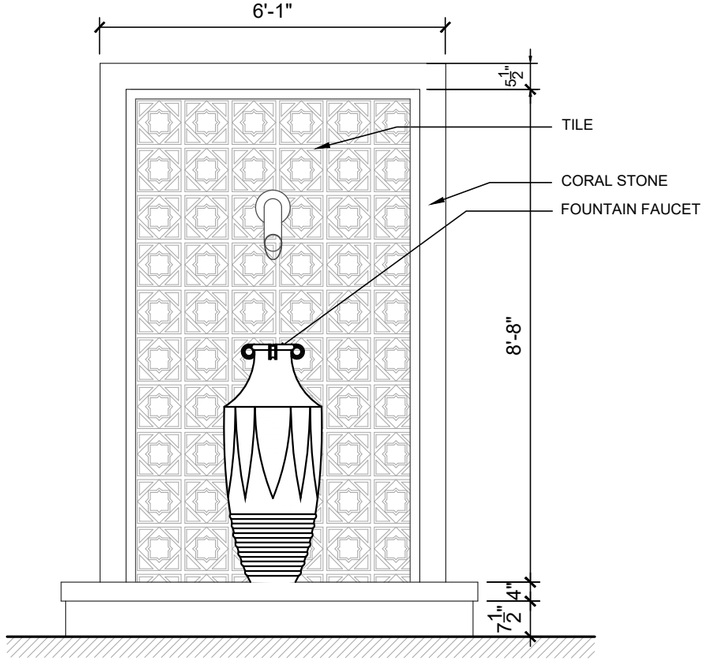
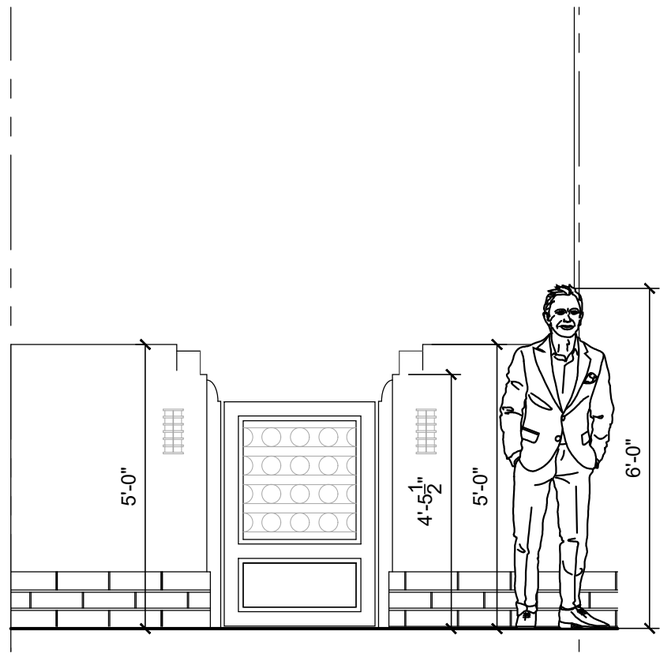


04 WALL FOUNTAIN - ELEVATION
SCALE: 3/8" = 1'-0"



02 GATE - ELEVATION
SCALE: 3/8" = 1'-0"

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PALM BEACH, FL. 33480

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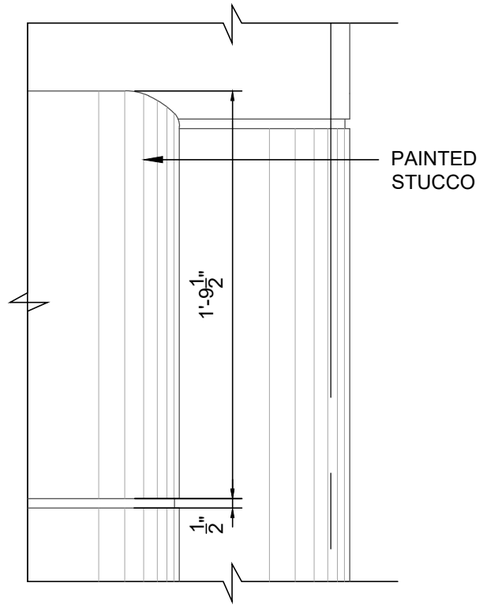
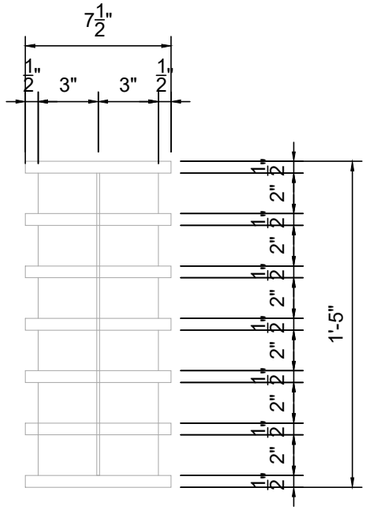


01 WINDOW BAY - DETAIL
SCALE: 3/8" = 1'-0"



02 WALL SCONCE DETAIL
SCALE: 3/8" = 1'-0"

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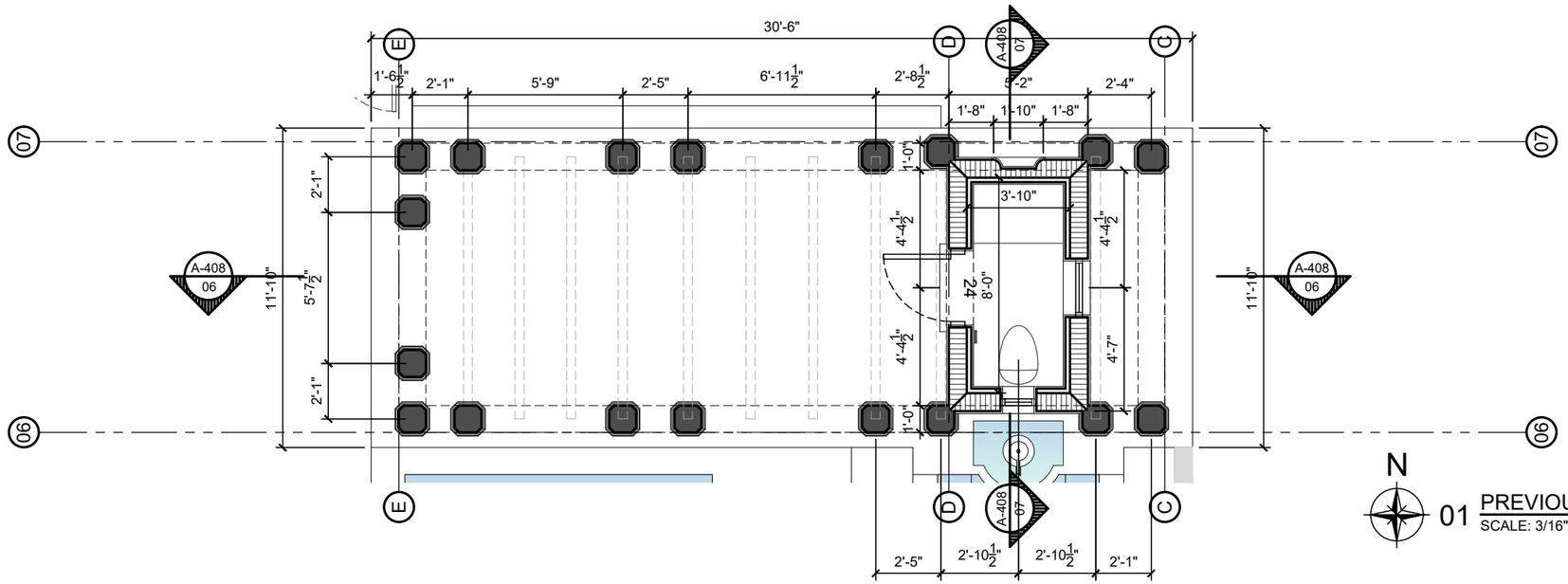

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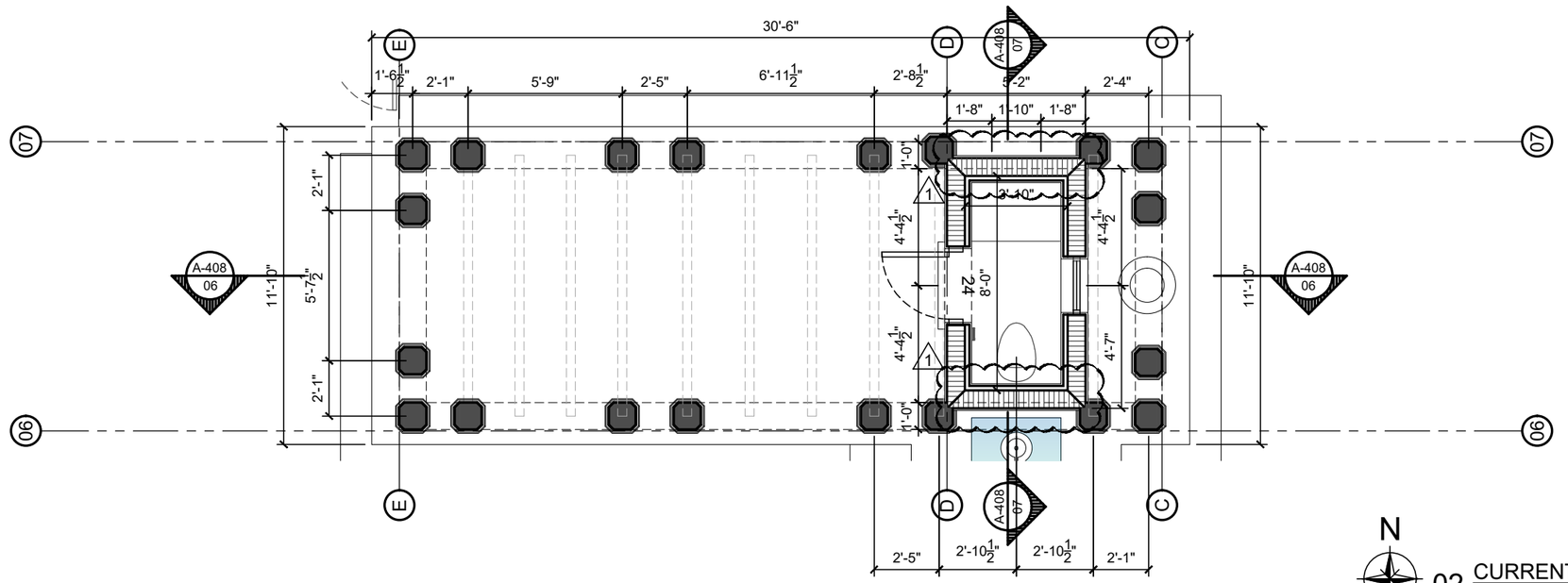
01 PREVIOUSLY PROPOSED - CABANA PLAN
SCALE: 3/16" = 1'-0"



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02 CURRENTLY PROPOSED - CABANA PLAN
SCALE: 3/16" = 1'-0"

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TITLE: CABANA BATHROOM PLAN, ELEVATIONS & SECTIONS
SCALE: AS SHOWN

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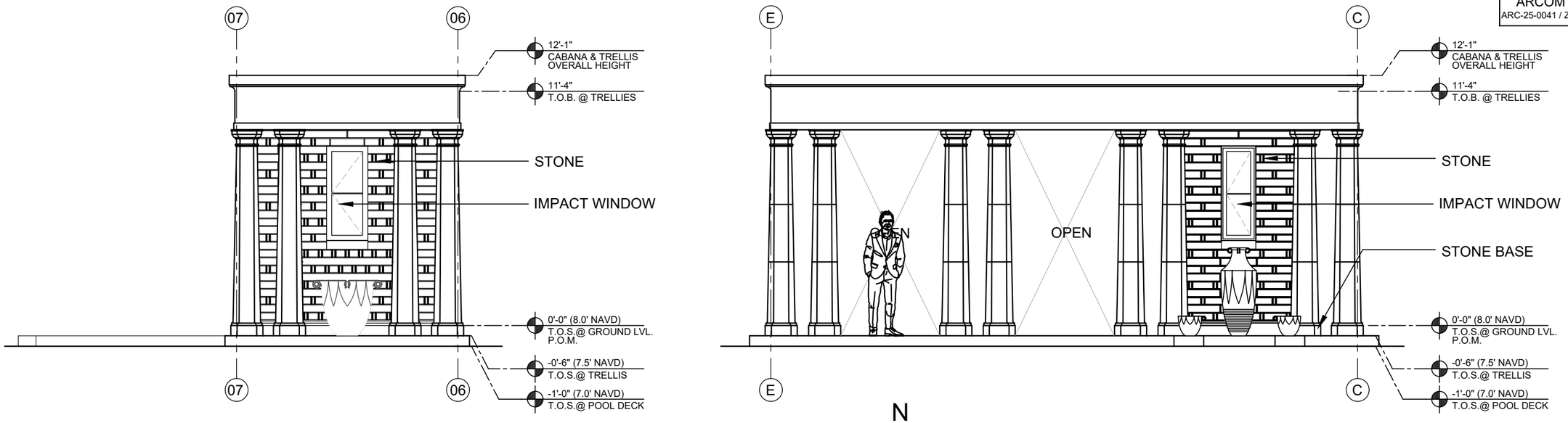
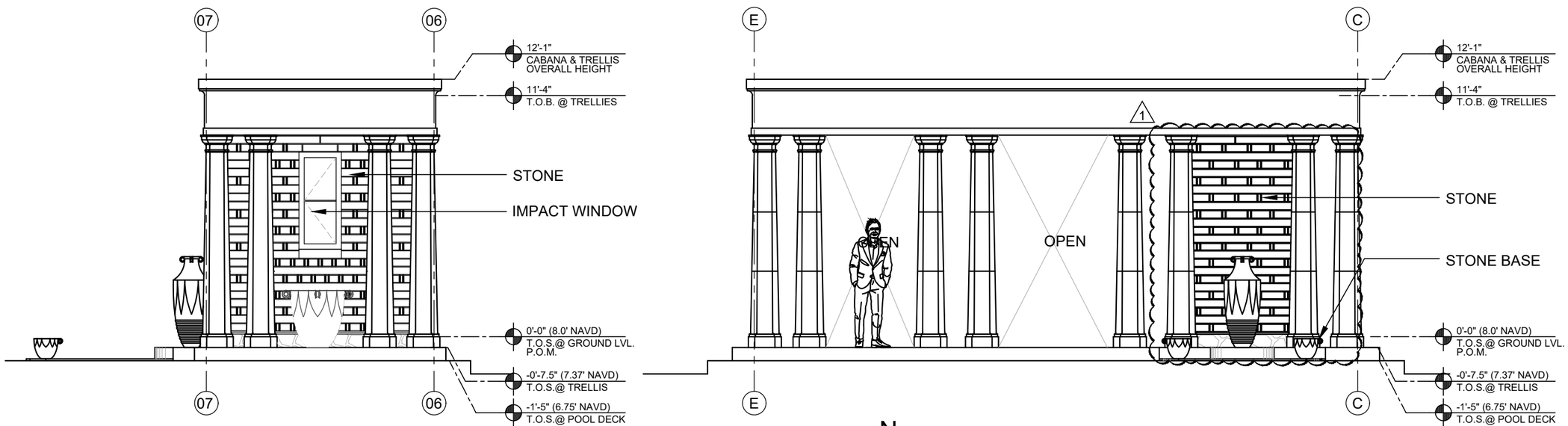
ARCOM CASE
ARC-25-0041 / ZON-25-0044



01 PREVIOUSLY PROPOSED - CABANA ELEV.
SCALE: 3/16" = 1'-0"



02 CURRENTLY PROPOSED - CABANA ELEV.
SCALE: 3/16" = 1'-0"

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

ARCHITECTS
PORTUONDO PEROTTI ARCHITECTS INC.
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5717 S.W. 8th Street . Miami . Florida . 33144 . USA
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337 BRAZILIAN AVE
PALM BEACH, FLORIDA 33480

OWNER
Paul Friese and Sharon Grosman
337 BRAZILIAN AVENUE
PALM BEACH, FL, 33480

TITLE: CABANA BATHROOM PLAN, ELEVATIONS & SECTIONS
SCALE: AS SHOWN

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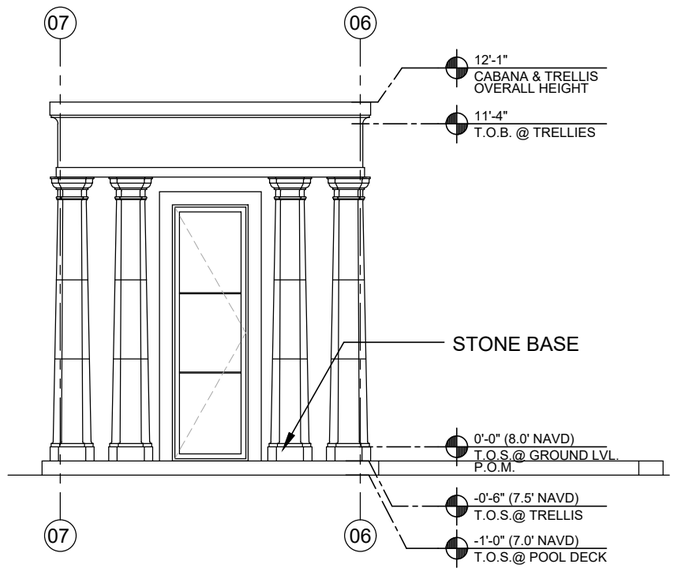
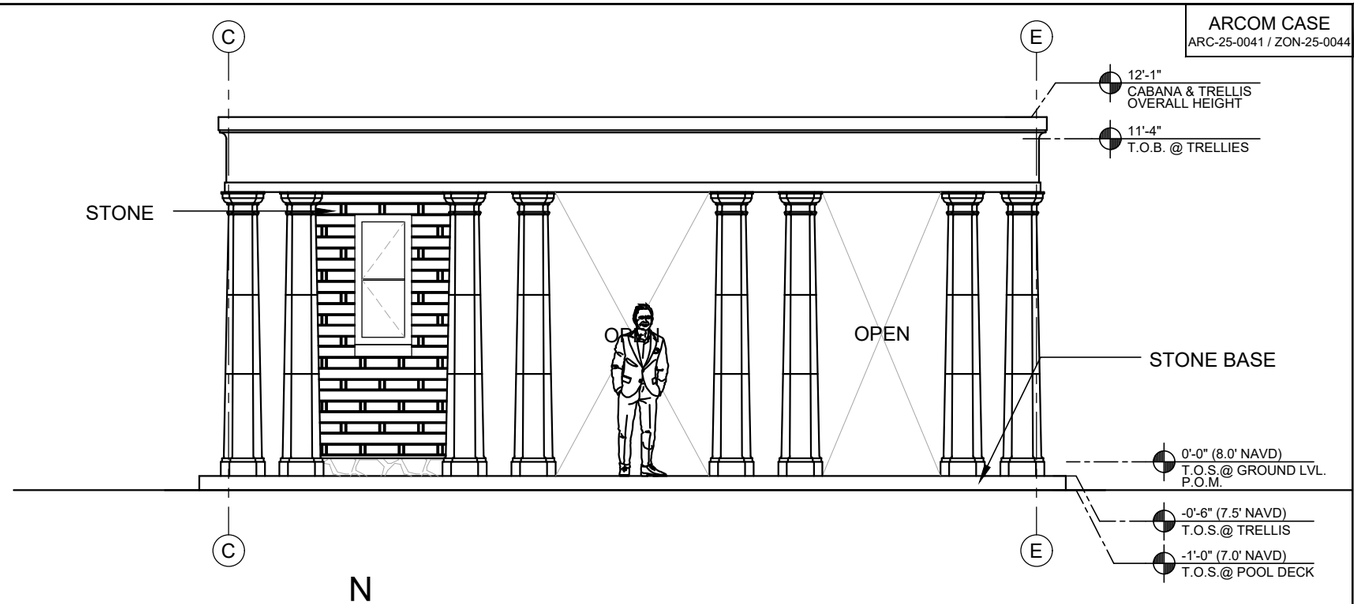
ARC-25-0041 / ZON-25-0044





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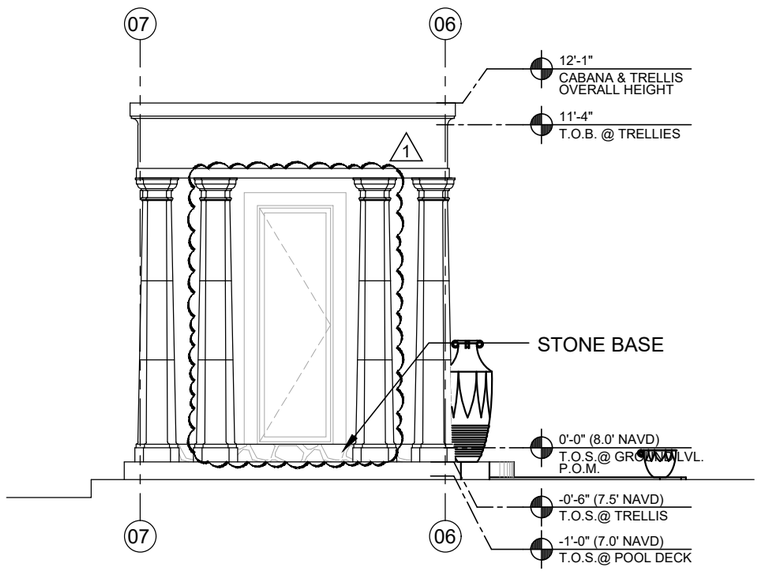
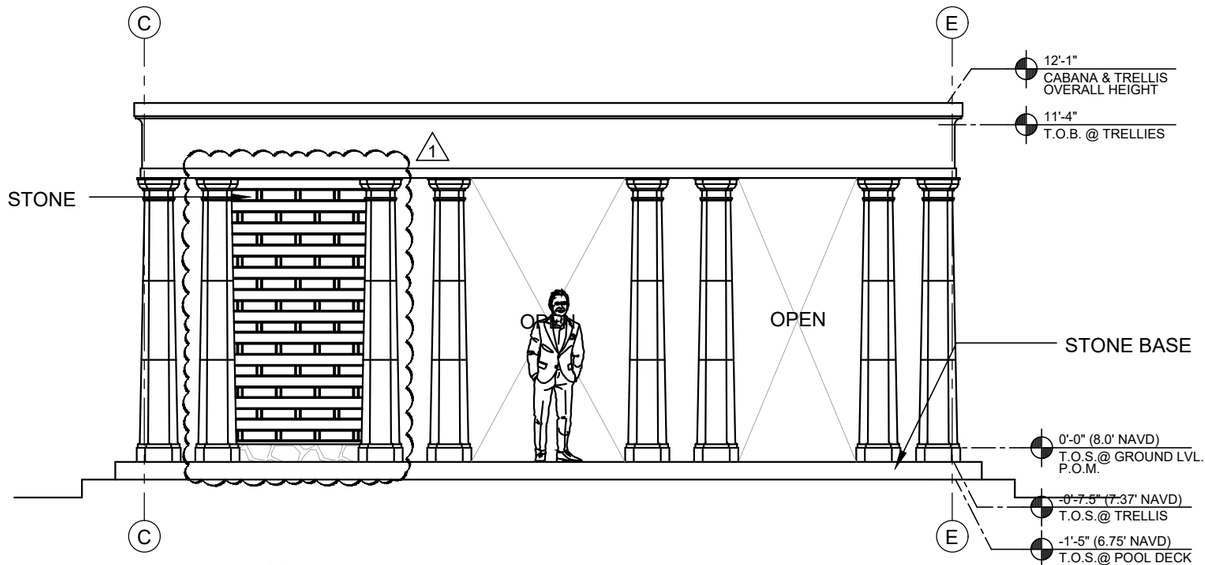
01 PREVIOUSLY PROPOSED - CABANA ELEV.
SCALE: 3/16" = 1'-0"





N

02 CURRENTLY PROPOSED - CABANA ELEV.
SCALE: 3/16" = 1'-0"

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PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
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337 BRAZILIAN AVE
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OWNER
Paul Friese and Sharon Grosman
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TITLE: CABANA BATHROOM PLAN, ELEVATIONS & SECTIONS
SCALE: AS SHOWN

SHEET: A-408.3
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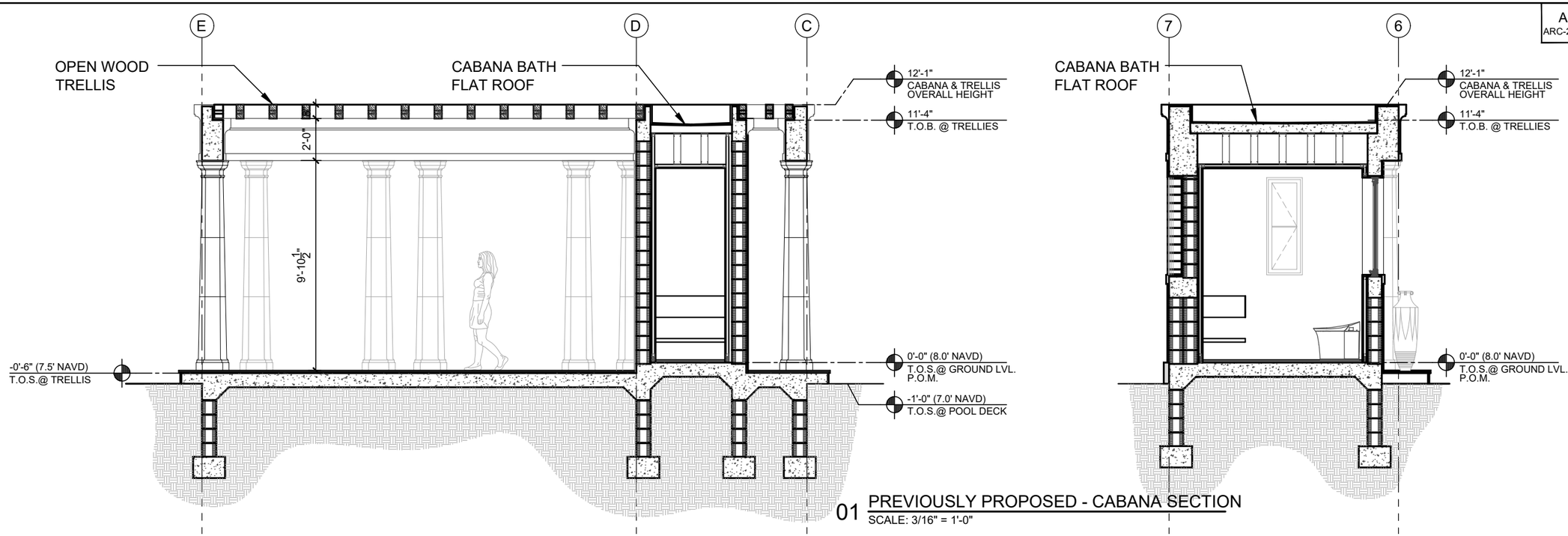
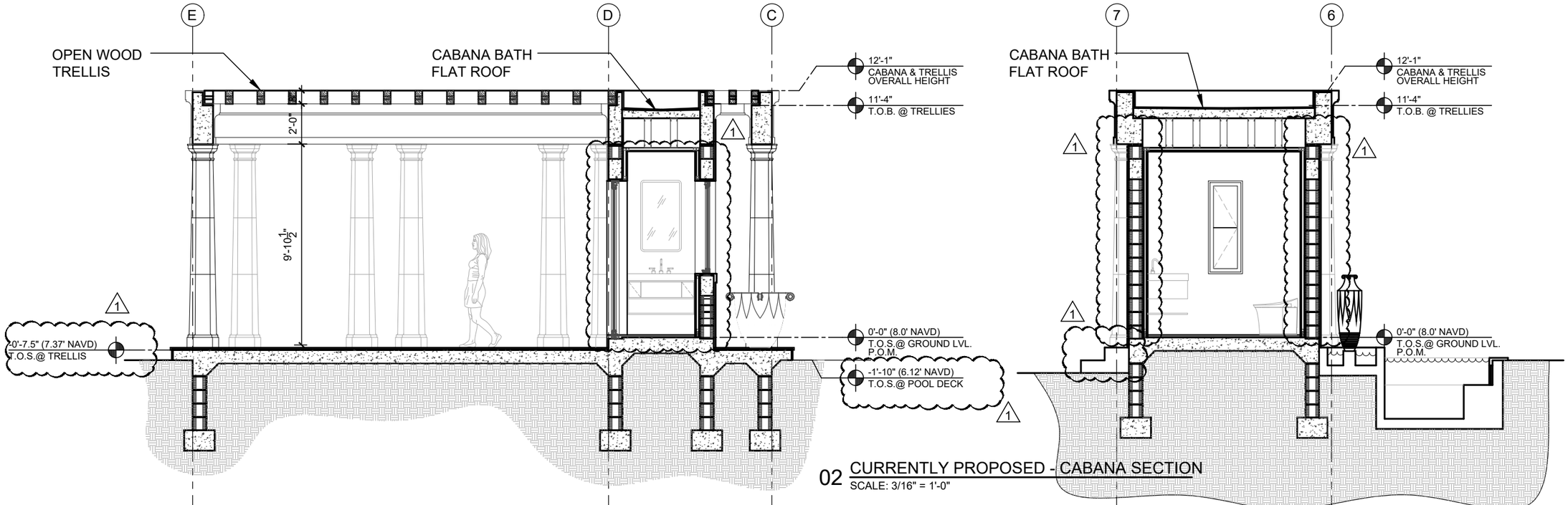
ARC-25-0041 / ZON-25-0044



01 PREVIOUSLY PROPOSED - CABANA SECTION
SCALE: 3/16" = 1'-0"



02 CURRENTLY PROPOSED - CABANA SECTION
SCALE: 3/16" = 1'-0"

PROJECT NUMBER: 2025-05
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TITLE: CABANA BATH & PERGOLA ELEVATION
SCALE: AS SHOWN

SHEET: A-409
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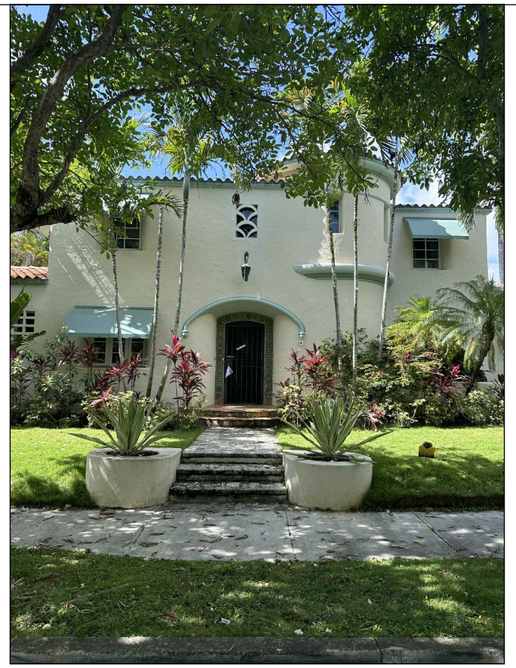
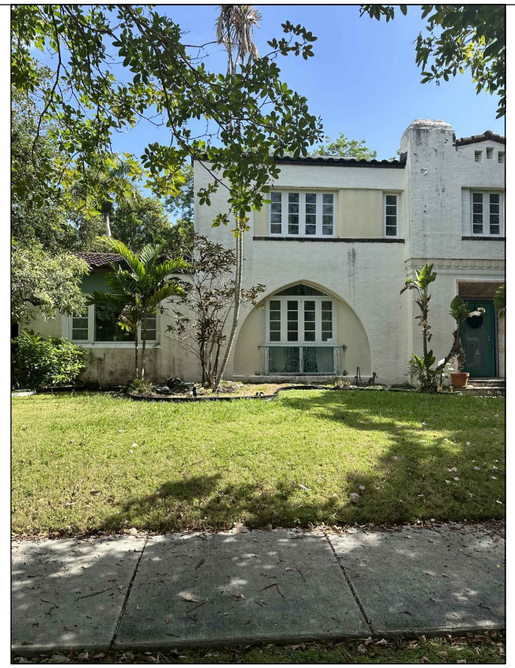
ARC-25-0041 / ZON-25-0044



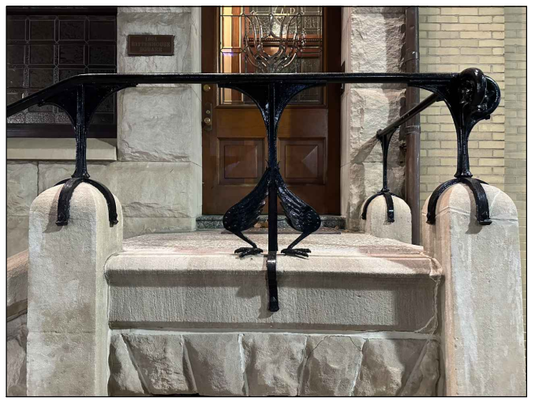












PRECEDENTS

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PROJECT NUMBER: 2025-05
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PALM BEACH, FL. 33480

TITLE: PRECEDENTS
SCALE:

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CHINA WHITE/PAINT COLOR (BENJAMIN MOORE)

EXTERIOR STUCCO WALLS



FLORIDA CORAL STONE

EXTERIOR DETAIL WALLS



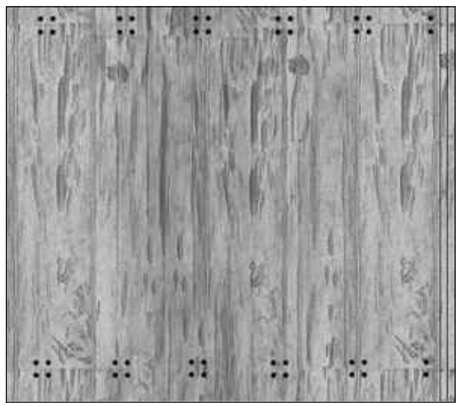
TERRACOTA BARREL TILE (LUDOWICI)

SLOPED ROOFS



PEWTER/PAINT COLOR (BENJAMIN MOORE)

WINDOWS AND DOOR FRAMES



GRAY PECKY CYPRESS

WOOD GATES, GARAGE DOORS, ENTRY GATE



COPPER

RAIN GUTTER

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PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

337 BRAZILIAN AVE
PALM BEACH, FLORIDA 33480

OWNER
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PALM BEACH, FL. 33480

TITLE: MATERIALS AND FINISHES
SCALE:

SHEET: A-501
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ARCOM CASE
ARC-25-0041 / ZON-25-0044



PREVIOUSLY PROPOSED SITE PLAN

N.T.S.



CURRENTLY PROPOSED SITE PLAN

N.T.S.

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Architecture Planning Interior Design
517 S.W. 8th Street, Miami, Florida 33144 USA
Tel: (305) 285 - 9331 Fax: (305) 285 - 9318
http://www.portuondoperrotti.com

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

337 BRAZILIAN AVE
PALM BEACH, FLORIDA 33480

OWNER
Paul Friese and Sharon Grosman
337 BRAZILIAN AVENUE
PALM BEACH, FL. 33480

TITLE: SITE PLAN
SCALE:

SHEET: A-502
OF

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PREVIOUSLY PROPOSED SECOND FLOOR

N.T.S.



CURRENTLY PROPOSED SECOND FLOOR

N.T.S.

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PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
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337 BRAZILIAN AVE
PALM BEACH, FLORIDA 33480

OWNER
Paul Friese and Sharon Grosman
337 BRAZILIAN AVENUE
PALM BEACH, FL. 33480

TITLE: SECOND FLOOR RENDER
SCALE:

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ARCOM CASE
ARC-25-0041 / ZON-25-0044



PREVIOUSLY PROPOSED - FRONT FACADE
N.T.S.



CURRENTLY PROPOSED - FRONT FACADE
N.T.S.

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

ARCHITECTS
PORTUONDO PEROTTI ARCHITECTS INC.
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PALM BEACH, FL. 33480

TITLE: FRONT ELEVATION
SCALE:

SHEET: A-503
OF

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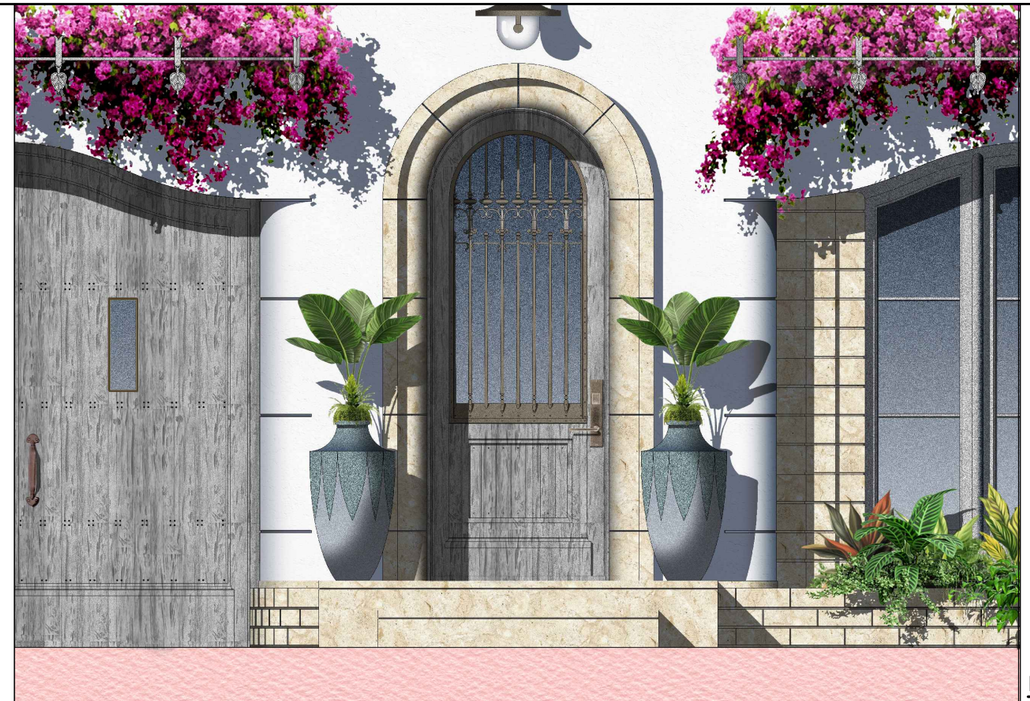
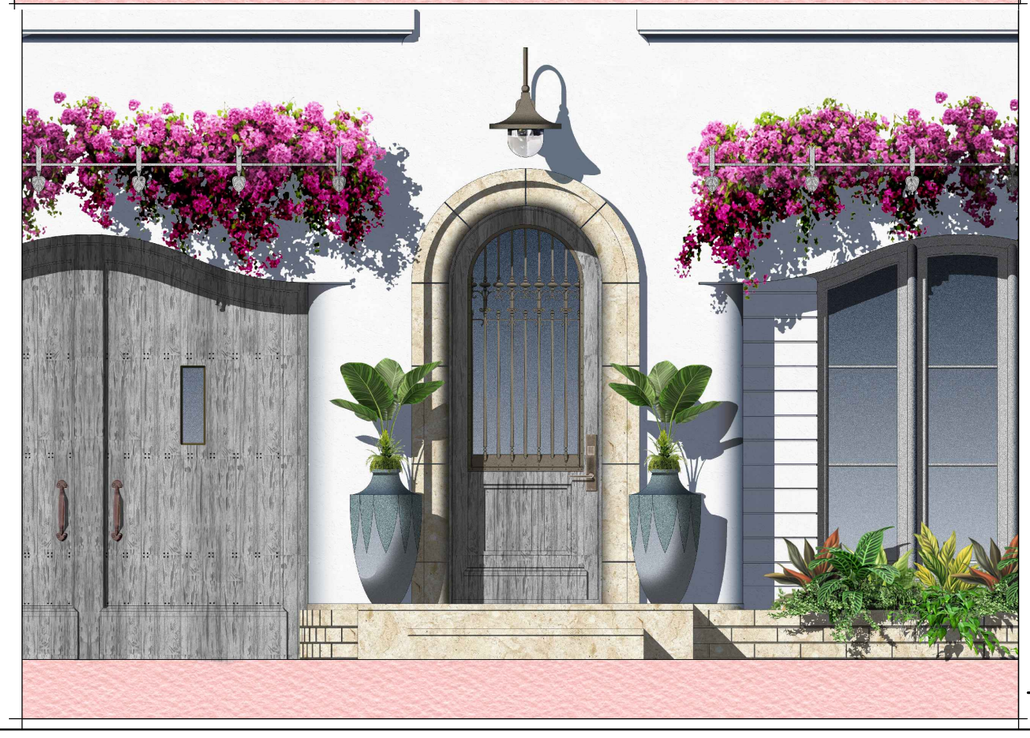
ARCOM CASE
ARC-25-0041 / ZON-25-0044



PREVIOUSLY PROPOSED - FRONT DOOR DETAIL



CURRENTLY PROPOSED - FRONT DOOR DETAIL

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

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337 BRAZILIAN AVE
PALM BEACH, FLORIDA 33480

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PALM BEACH, FL. 33480

TITLE: FRONT DOOR DETAIL
SCALE:

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PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

337 BRAZILIAN AVE
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OWNER
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337 BRAZILIAN AVENUE
PALM BEACH, FL. 33480

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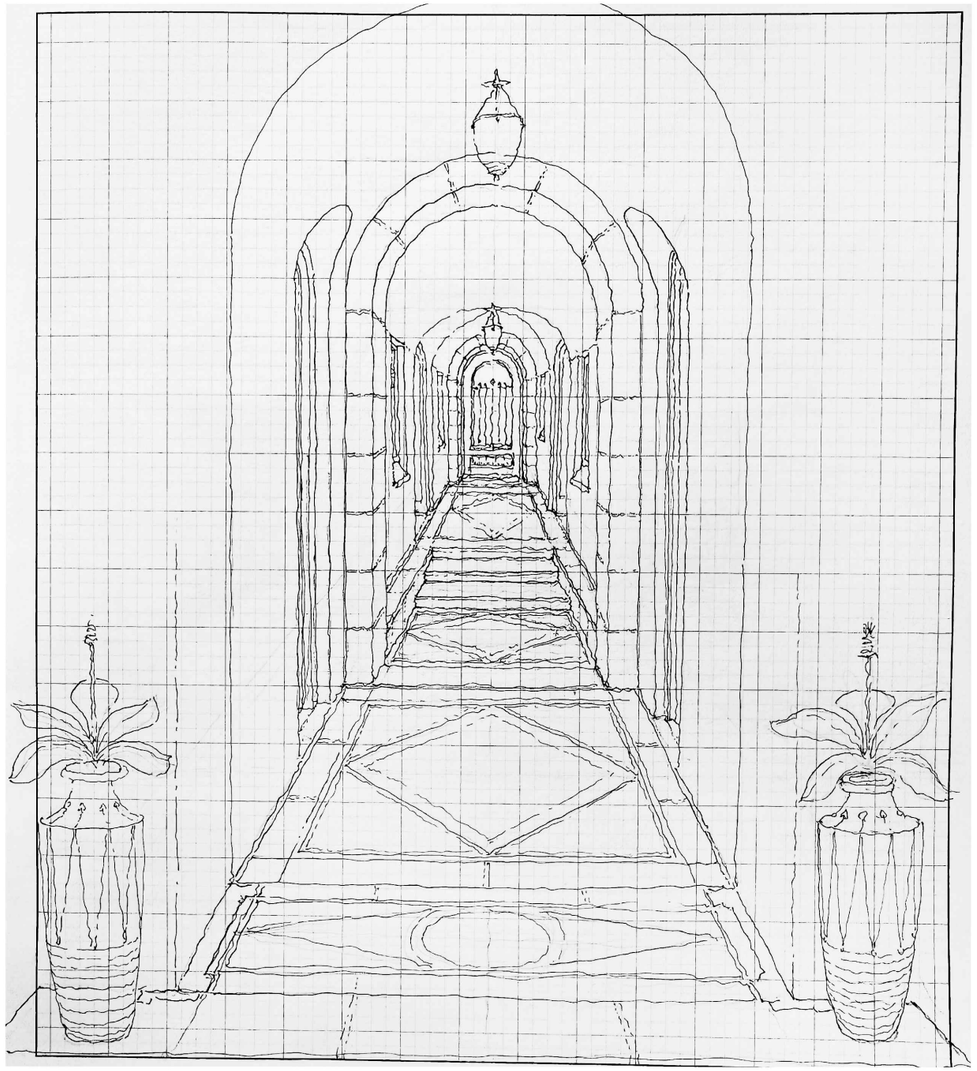

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PROJECT NUMBER: 2025-05
DATE: 10.07.2025
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REVISIONS:

337 BRAZILIAN AVE
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OWNER
Paul Friese and Sharon Grosman
337 BRAZILIAN AVENUE
PALM BEACH, FL, 33480

TITLE
SCALE:

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ARC-25-0041 / ZON-25-0044



PREVIOUSLY PROPOSED - EAST ELEVATION



CURRENTLY PROPOSED - EAST ELEVATION

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PROJECT NUMBER: 2025-05
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REVISIONS:

337 BRAZILIAN AVE
PALM BEACH, FLORIDA 33480

OWNER
Paul Friese and Sharon Grosman
337 BRAZILIAN AVENUE
PALM BEACH, FL. 33480

TITLE: RENDER SIDE ELEVATION
SCALE:

SHEET: A-504
OF:

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ARCOM CASE
ARC-25-0041 / ZON-25-0044



PREVIOUSLY PROPOSED - EAST WALL ELEVATION



CURRENTLY PROPOSED - EAST WALL ELEVATION

ARCHITECTS
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Tel: (305) 260 - 9331 . Fax: (305) 260 - 9318
http://www.portuondoperotti.com

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

337 BRAZILIAN AVE
PALM BEACH, FLORIDA 33480

OWNER
Paul Friese and Sharon Grosman
337 BRAZILIAN AVENUE
PALM BEACH, FL. 33480

TITLE: EAST RENDER WITH WALL
SCALE:

SHEET:
OF:

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PREVIOUSLY PROPOSED REAR FACADE



CURRENTLY PROPOSED REAR FACADE

PROJECT NUMBER: 2025-05
DATE: 10.07.2025
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REVISIONS:

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PALM BEACH, FLORIDA 33480

OWNER
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337 BRAZILIAN AVENUE
PALM BEACH, FL. 33480

TITLE: RENDER - BACK ELEVATION
SCALE:

SHEET: A-505
OF

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PREVIOUSLY PROPOSED WEST ELEVATION



CURRENTLY PROPOSED WEST ELEVATION

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OWNER
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PALM BEACH, FL. 33480

TITLE: RENDER - SIDE ELEVATION
SCALE:

SHEET: A-506
OF

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ARC-25-0041 / ZON-25-0044



PREVIOUSLY PROPOSED WEST ELEVATION WALL



CURRENTLY PROPOSED WEST ELEVATION WALL

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OWNER
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337 BRAZILIAN AVENUE
PALM BEACH, FL. 33480

TITLE: RENDER WEST ELEVATION WITH WALL
SCALE:

SHEET:
OF:

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PREVIOUSLY PROPOSED CABANA ELEV.



CURRENTLY PROPOSED CABANA ELEV.

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PALM BEACH, FL. 33480

TITLE: RENDER
SCALE:

SHEET: A-508
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ARCOM CASE
ARC-25-0041 / ZON-25-0044



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PROJECT NUMBER: 2025-05
DATE: 10.07.2025
DRAWN BY: AP/RL
CHECKED BY: JLGP
REVISIONS:

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PORTUONDO PEROTTI ARCHITECTS INC.
Architecture . Planning . Interior Design
5717 S.W. 8th Street . Miami . Florida . 33144 . USA
Tel: (305) 260 - 9331 . Fax: (305) 260 - 9318
http://www.portuondoperotti.com

337 BRAZILIAN AVE
PALM BEACH, FLORIDA 33480

OWNER
Paul Friese and Sharon Grosman
337 BRAZILIAN AVENUE
PALM BEACH, FL, 33480

TITLE:
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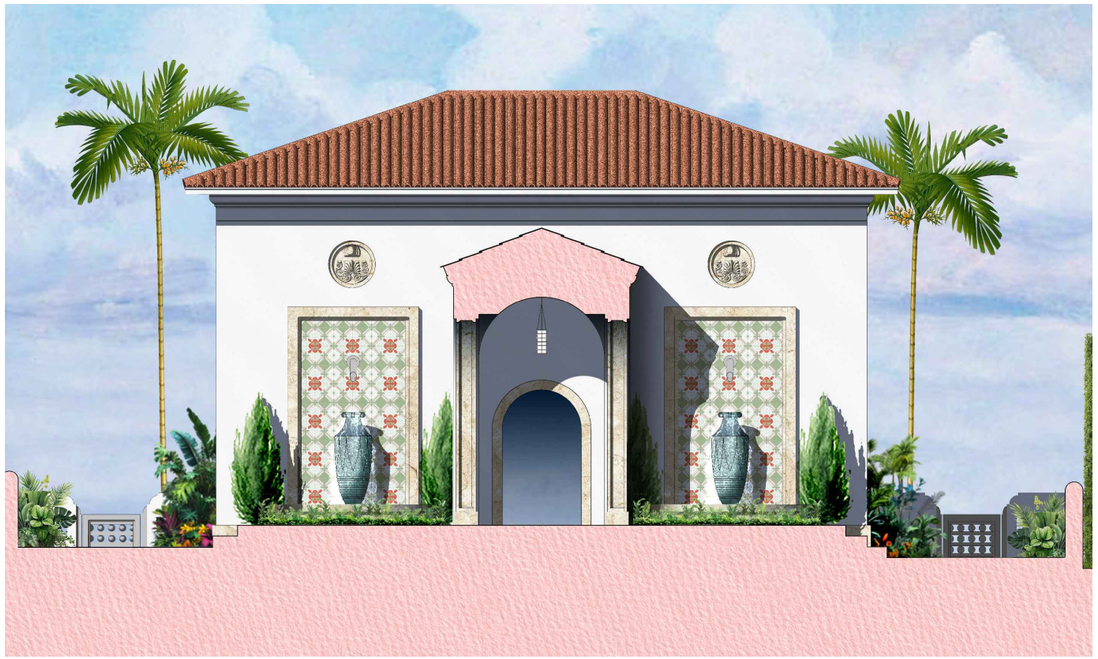
PREVIOUSLY PROPOSED FOUNTAIN ELEV.



CURRENTLY PROPOSED FOUNTAIN ELEV.

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PREVIOUSLY PROPOSED FRONT ELEVATION



CURRENTLY PROPOSED FRONT ELEVATION

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PREVIOUSLY PROPOSED REAR RENDER



CURRENTLY PROPOSED REAR RENDER

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PREVIOUSLY PROPOSED FRONT CABANA ELEVATION



CURRENTLY PROPOSED FRONT CABANA ELEVATION

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PREVIOUSLY PROPOSED REAR RENDER VIEW



CURRENTLY PROPOSED REAR RENDER VIEW

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PREVIOUSLY PROPOSED GARDEN RENDER



CURRENTLY PROPOSED GARDEN RENDER

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BALCONY CLOSE UP

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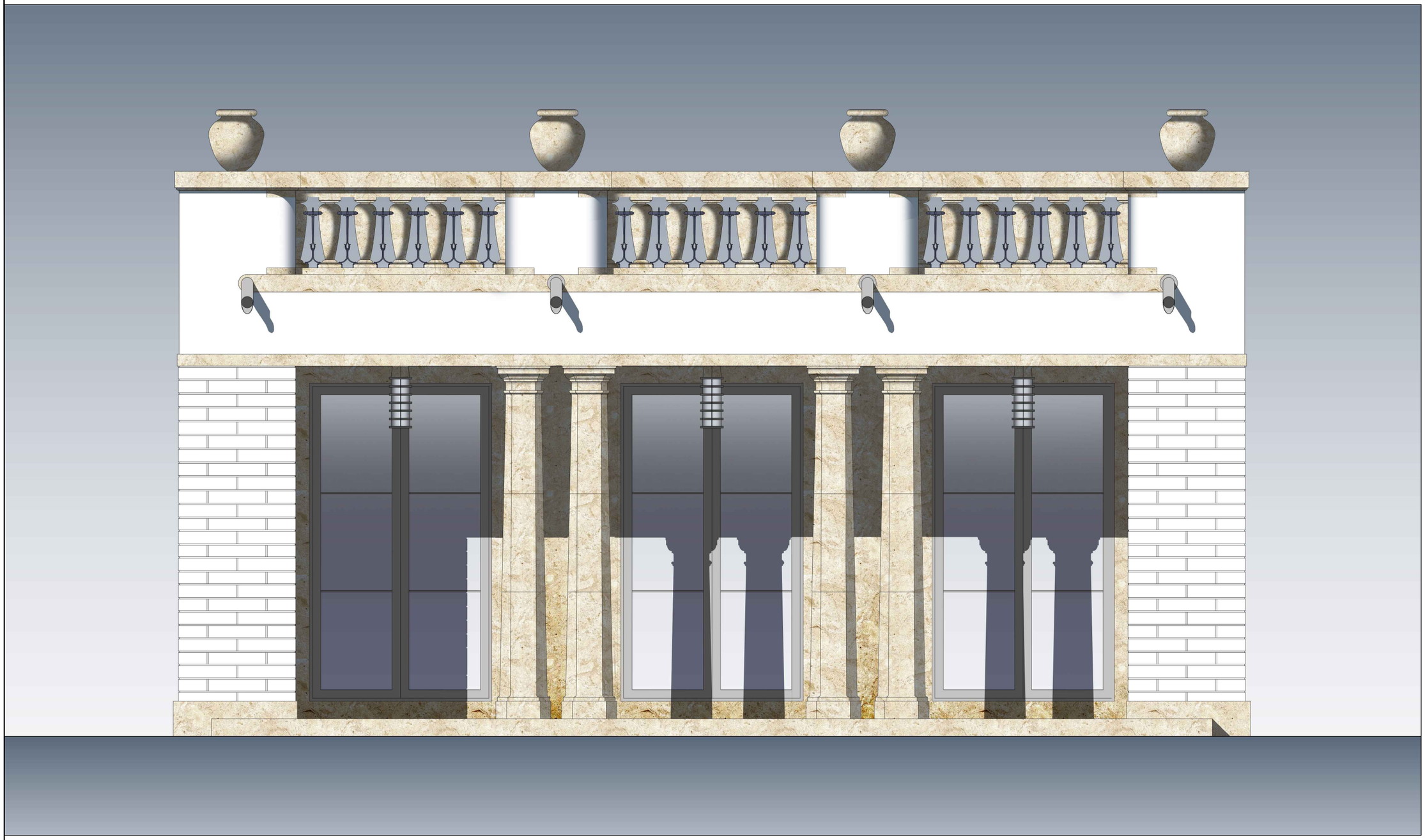

REAR LOGGIA CLOSE UP

ARCHITECTS
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Tel: (305) 285 - 9331 Fax: (305) 260 - 9318
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PROJECT NUMBER: 2025-05
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DRAWN BY: AP/RL
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REVISIONS:

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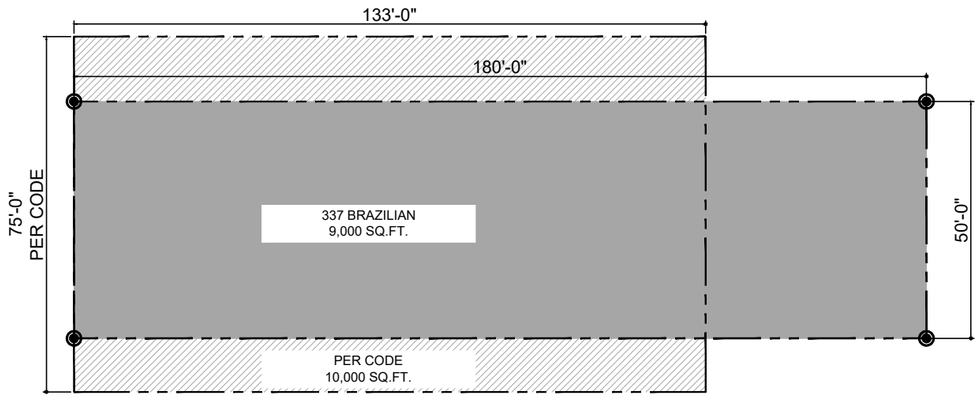


LEGEND

PER CODE

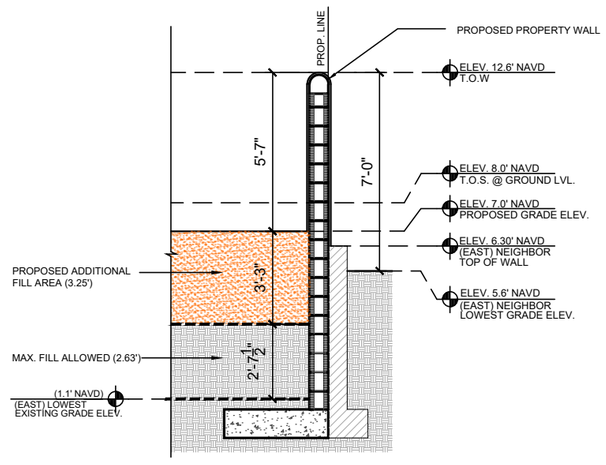
NON-CONFORMING LOT

N

01 VARIANCE FOR NON-CONFORMING LOT & WIDTH
SCALE 1/32" = 1'-0"

VARIANCE 1: VARIANCE TO REDEVELOP AN EXISTING NON-CONFORMING PARCEL WITH A 50' WIDTH IN LIEU OF THE 75' OF WIDTH MINIMUM REQUIRED IN THE R-C ZONING DISTRICT.

VARIANCE 2: VARIANCE TO REDEVELOP AN EXISTING NONCONFORMING PARCEL WITH 9,000 FT OF AREA IN LIEU OF THE 10,000 FEET OF AREA MINIMUM REQUIRED IN THE R-C ZONING DISTRICT.



MAX FILL CALCULATION	
FINISH FLOOR ELEVATION	8.0'
MAX. CROWN OF ROAD	2.74'
HALF THE DIFFERENCE BETWEEN THE HABITABLE FINISH FLOOR AND THE HIGHEST CROWN OF ROAD.	(8-2.74) / 2 = 2.63
MAX. FILL ALLOWED	2.63'
PROPOSED ADDITIONAL FILL AREA	3.25'
TOTAL FILL PROPOSED	5.88'

02 MAX. PROPOSED FILL AREA-EAST NEIGHBOR
SCALE: 3/16" = 1'-0"

VARIANCE 3: VARIANCE TO ADD AN ADDITIONAL OF 3.25' OF FILL WITHIN PORTIONS OF THE REQUIRED SETBACK AREAS, IN LIEU OF THE 2.63' MAXIMUM AMOUNT OF FILL PERMITTED.

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OWNER
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PALM BEACH, FL, 33480

TITLE: VARIANCES FOR NON-CONFORMING LOT
SCALE: N.T.S.

SHEET: A-601
OF

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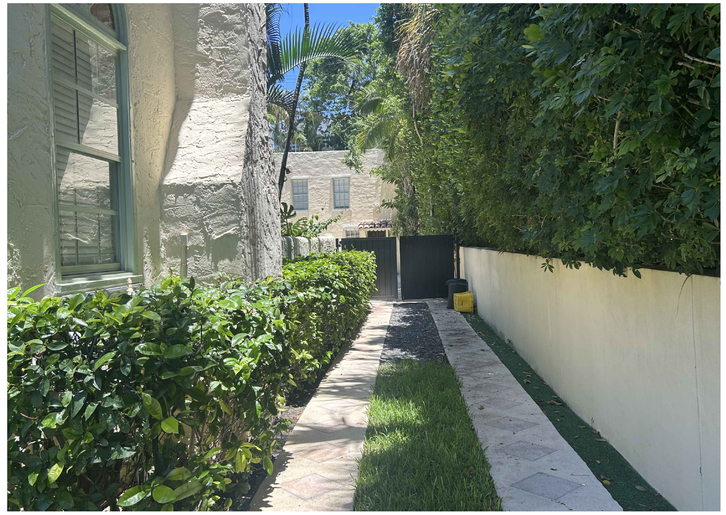
South Elevation



South Elevation



East Elevation



West Elevation



North Elevation



West Elevation

ENVIRONMENT DESIGN GROUP
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Phone 561.832.4600 Mobile 561.313.4424
Landscape Architecture
Land Planning
Landscape Management
Dustin M. Mizell, MLA FLA #6666784
Dustin@environmentdesigngroup.com

Private Residence
337 Brazilian Ave
Town of Palm Beach
FLORIDA

JOB NUMBER: # 25069.00 LA
DRAWN BY: Matt Jackman
DATE: 06.04.2025

SHEET L1.1

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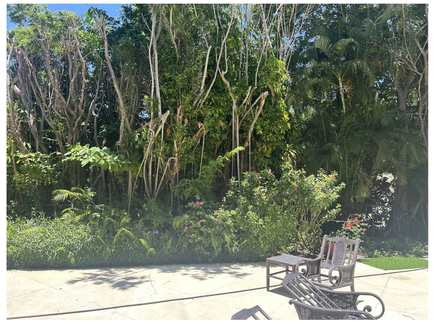
ARC-25-0041
ZON-25-0044

Existing Site Photos Exhibit

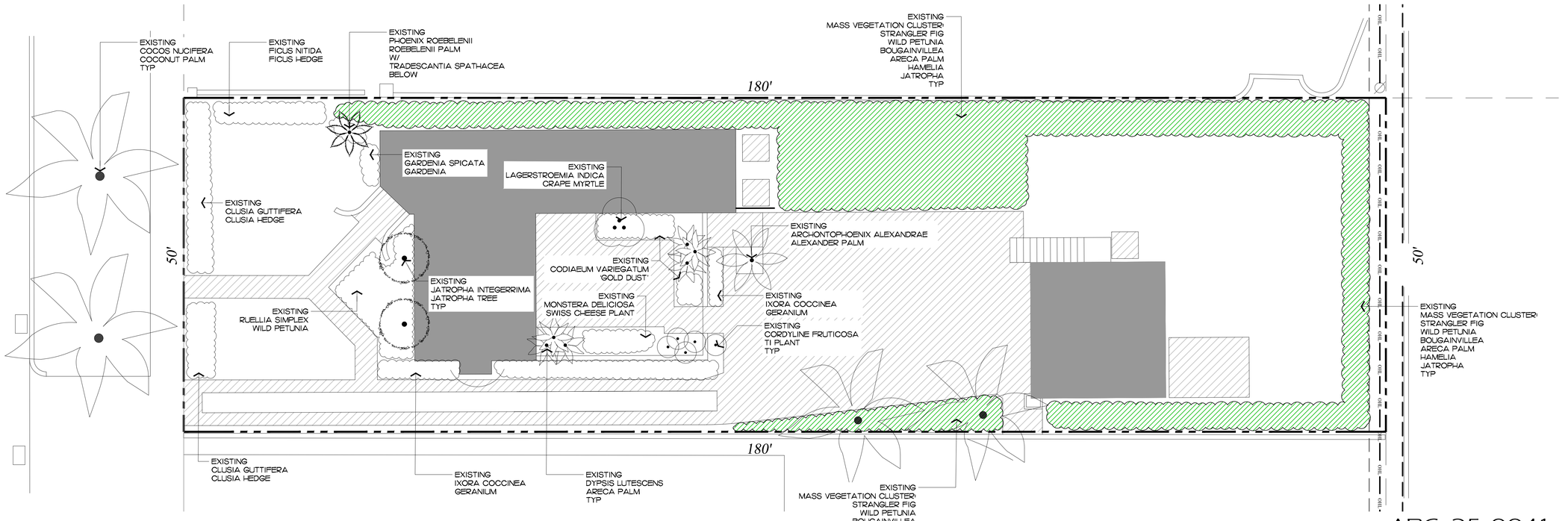
Existing Mass Vegetation Cluster








MASS VEGETATION CLUSTER:
STRANGLER FIG
WILD PETUNIA
BOUGAINVILLEA
ARECA PALM
HAMELIA
JATROPHA



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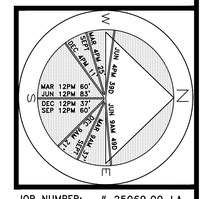

JOB NUMBER: # 25069.00 LA
DRAWN BY: Matt Jackman

DATE: 06.04.2025

SHEET L2.0

64 sf.
AREA IN SQ.FT.

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Existing Conditions / Inventory Plan

SCALE IN FEET 0' 8' 16' 24'

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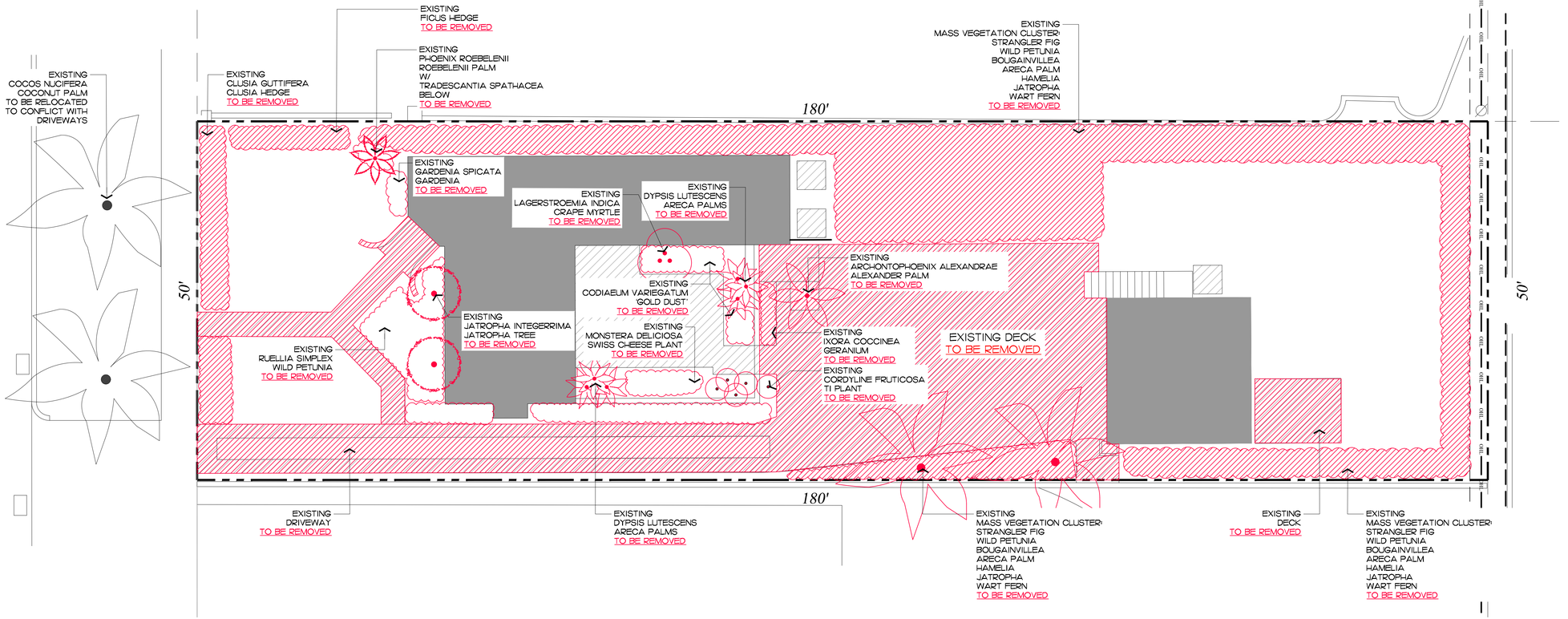
EXISTING
MASS VEGETATION CLUSTER:
STRANGLER FIG
WILD PETUNIA
BOUGAINVILLEA
ARECA PALM
HAMELIA
JATROPHA
WART FERN
TO BE REMOVED/PRUNED AS NEEDED





EXISTING
DECK
TO BE REMOVED



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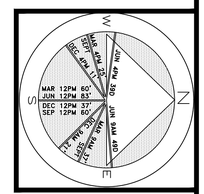
FLORIDA



JOB NUMBER: # 25069.00 LA
DRAWN BY: Dustin Mizell

DATE: 06.04.2025

SHEET L2.1

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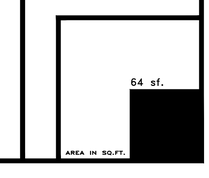
Demolition Plan

SCALE IN FEET 0' 8' 16' 24'



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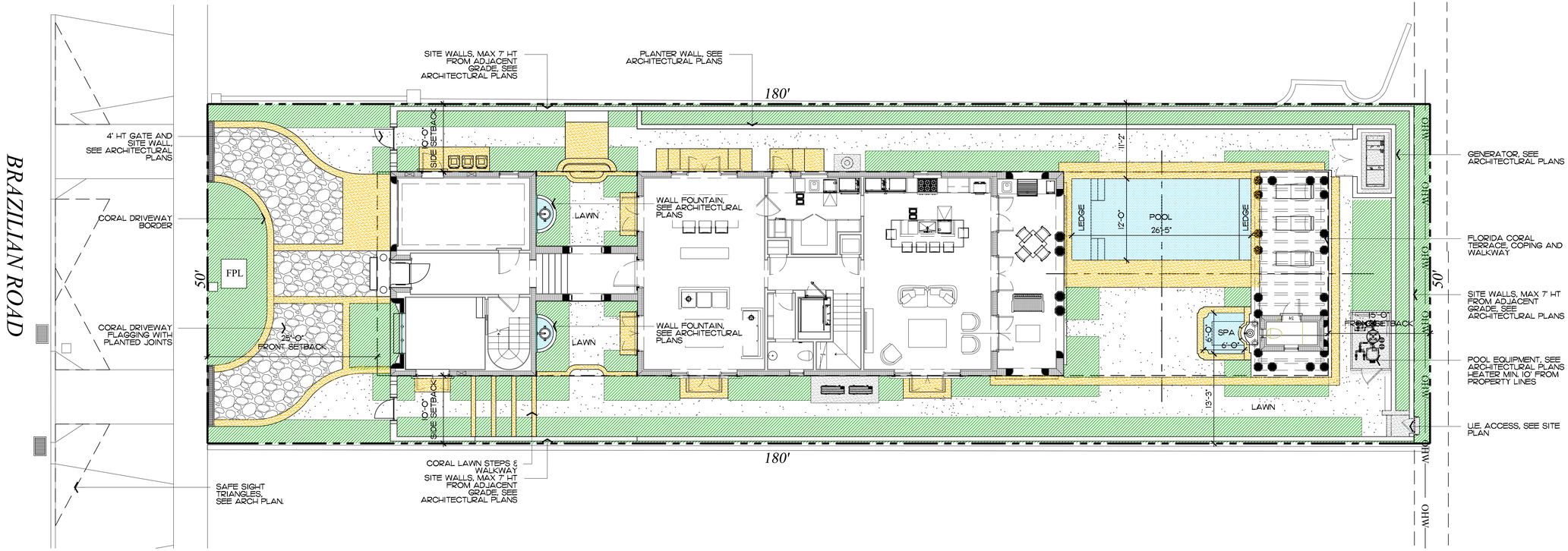



Hardscape Materials

Florida Coral

Legend

- IMPERVIOUS AREA- BY ARCHITECT
- PLANTING AREA
- DECORATIVE PAVING

Site Requirements

DESCRIPTION	REQUIRED		EXISTING		PROPOSED	
LOT ZONE			R-C - MEDIUM DENSITY RESIDENTIAL		R-C - MEDIUM DENSITY RESIDENTIAL	
LOT AREA	10,000 S.F. MINIMUM		9,000 S.F.		9,000 S.F.	
OPEN / PERMEABLE SPACE	MINIMUM 45%	4,050 S.F.	54%	4,905 S.F.	45%	4,053 S.F.
FRONT YARD LANDSCAPE	MINIMUM 40% OF FRONT YARD	500 S.F.	82	1,034 S.F.	41%	514 S.F.
PERIMETER LANDSCAPE WITHIN 10' OF PROPERTY LINE	MINIMUM 50% OF REQ'D OPEN SPACE	2,025 S.F.	71%	2,895 S.F.	81%	3,302 S.F.

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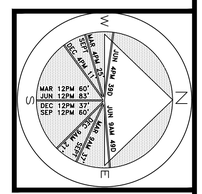


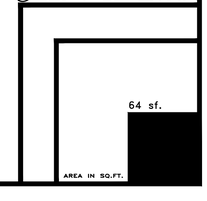
JOB NUMBER: # 25069.00 LA
DRAWN BY: Matt Jackman
DATE: 06.04.2025

ARC-25-0041
ZON-25-0044

Site Plan

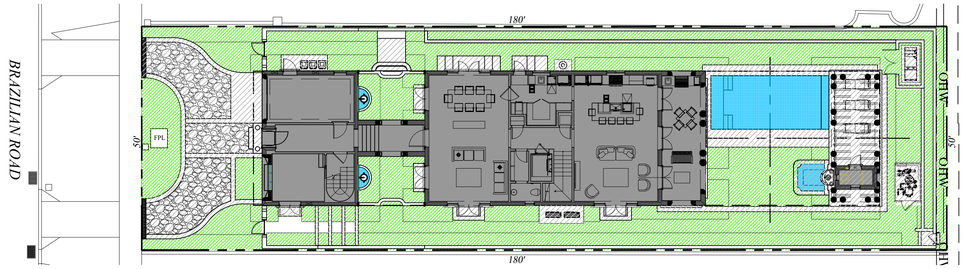
SCALE IN FEET 0' 8' 16' 24'

SHEET L1.0

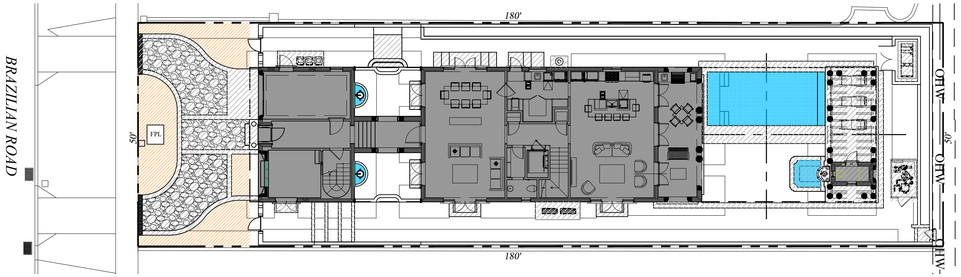


Legend

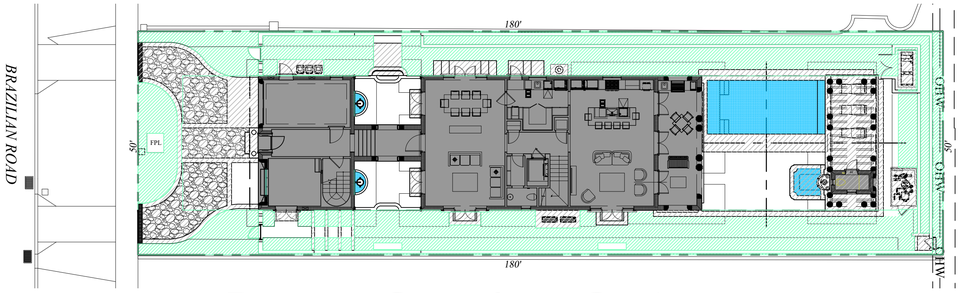
- IMPERVIOUS AREA (HOUSE/STRUCTURE)
- IMPERVIOUS AREA (HARDSCAPE)
- IMPERVIOUS AREA (WATER)
- PERVIOUS AREA / OPEN SPACE
- PERVIOUS AREA / OPEN SPACE
- PERVIOUS AREA / OPEN SPACE



Proposed Open Space Graphic



Front Yard Open Space Graphic



Perimeter Open Space Graphic

Site Requirements

DESCRIPTION	REQUIRED		EXISTING		PROPOSED	
LOT ZONE			R-C - MEDIUM DENSITY RESIDENTIAL		R-C - MEDIUM DENSITY RESIDENTIAL	
LOT AREA	10,000 S.F. MINIMUM		9,000 S.F.		9,000 S.F.	
OPEN / PERMEABLE SPACE	MINIMUM 45%	4,050 S.F.	54%	4,905 S.F.	45%	4,053 S.F.
FRONT YARD LANDSCAPE	MINIMUM 40% OF FRONT YARD	500 S.F.	8%	1,034 S.F.	41%	514 S.F.
PERIMETER LANDSCAPE WITHIN 10' OF PROPERTY LINE	MINIMUM 50% OF REQ'D OPEN SPACE	2,025 S.F.	71%	2,895 S.F.	81%	3,302 S.F.

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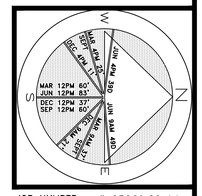


JOB NUMBER: # 25069.00 LA
DRAWN BY: Matt Jackman

DATE: 06.04.2025

SHEET L3.1

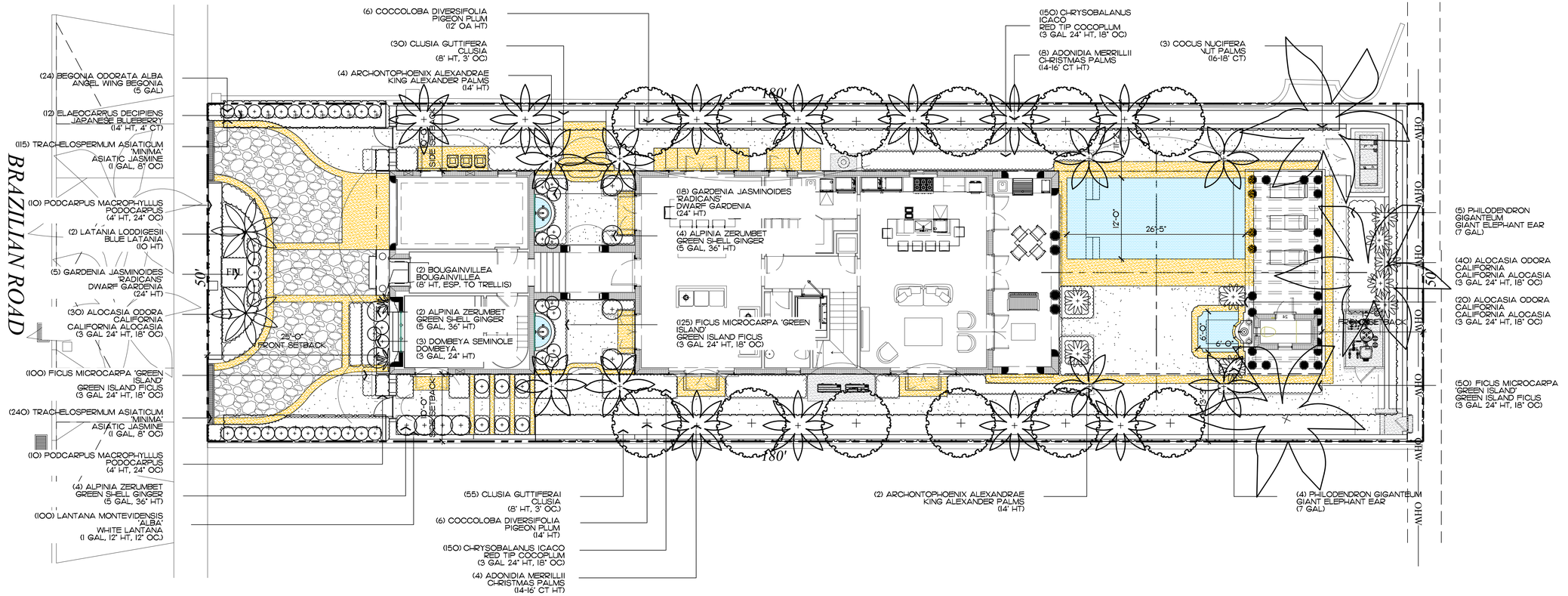
64 sf.
AREA IN SQ.FT.

ARC-25-0041
ZON-25-0044

Open Space Diagrams

SCALE IN FEET 0' 16' 32' 48'

NOTE:
EXISTING COCONUT PALMS IN THE ROW, TO BE RELOCATED AWAY FROM PROPOSED DRIVEWAYS. COORDINATE WITH THE LA AND TOPB



Landscape Legend

PROPERTY ADDRESS:	337 BRAZILIAN AVE	
LOT AREA (SQ FT)	9,000 SF	
	REQUIRED	PROPOSED
LANDSCAPE OPEN SPEACE (LOS) (SQ FT AND %)	4,050 - 45%	4,050 - 45%
LOS TO BE ALTERED (SQ FT AND %)	NA	9,000 SF - 100%
PERIMTETER LOS (SQ FT AND %)	2,025 - 50%	3,090 - 76%
FRONT YARD LOS (SQ FT AND %)	50 - 40%	500 - 40%
NATIVE TREES %	30% (NUMBER OF TREES)	10 - 62%
NATIVE SHRUBS & VINES %	30% (NUMBER OF SHRUBS & VINES)	300 - 35.6%
NATIVE GROUNDCOVER %	30% (GROUNDCOVER AREA)	115 - 31%

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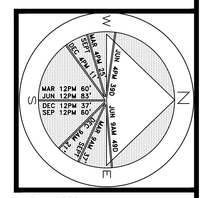


JOB NUMBER: # 25069.00 LA
DRAWN BY: Matt Jackman

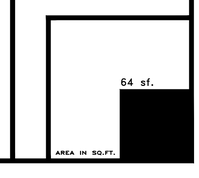
DATE: 06.04.2025

SHEET L4.0

ARC-25-0041
ZON-25-0044

Landscape Plan

SCALE IN FEET 0' 8' 16' 24'



Trees & Palms

SYMBOL	PLANT NAME	QTY.	DESCRIPTION	NATIVE
	ADONIDIA MERRILLII CHRISTMAS PALMS	11	14-16' CT HT	NO
	ARCHONTOPHOENIX ALEXANDRAE KING ALEXANDER PALMS	6	14' HT	NO
	COCCOLOBA DIVERSIFOLIA PIGEON PLUM	10	12' OA HT	YES
	COCOS NUCIFERA COCONUT PALM	3	16-18' CT	NO
	ELAEOCARPUS DECIPIENS JAPANESE BLUEBERRY	12	14' HT, 4' CT	NO
	LATANIA LODDIGESII BLUE LATANIA	2	10' HT	NO

TOTAL TREES:	44
NATIVE SPECIES:	14 (33%)

Groundcovers

SYMBOL/KEY	PLANT NAME	QTY.	DESCRIPTION	NATIVE
	LANTANA MONTEVIDENSIS 'ALBA' WHITE LANTANA	115	1 GAL, 12" HT, 12" OC	NO
	TRACHELOSPERMUM ASIATICUM 'MINIMA' ASIATIC JASMINE	255	1 GAL, 8" OC	NO

TOTAL:	370
NATIVE SPECIES:	115 (31%)

Lawn & Mulch

SYMBOL/KEY	PLANT NAME	QTY.	DESCRIPTION
LAWN	DIAMOND ZOYSIA LAWN	AS NEEDED	SOD PALLETS
PLANTING BED	SHREDDED EUCALYPTUS MULCH	AS NEEDED	MULCH ALL BEDS 3" MIN. DEPTH

Shrubs & Vines

SYMBOL/KEY	PLANT NAME	QTY.	DESCRIPTION	NATIVE
	ALOCASIA ODORA 'CALIFORNIA' DWARF ELEPHANT EAR	90	3 GAL 24" HT, 18" OC	NO
	ALPINIA ZERUMBET GREEN SHELL GINGER	10	5 GAL, 36" HT	NO
	BOUGAINVILLEA SPP.	2	8' HT. ATTACHED TO TRELLIS	NO
	BEGONIA ODORATA ALBA ANGEL WING BEGONIA	24	5 GAL	NO
	CHRYSOBALANUS ICACO COCOPLUM	300	3 GAL 24" HT, 18" OC	YES
	CLUSIA GUTTIFERA CLUSIA HEDGE	85	8' HT, 3' OC.	NO
	DOMBEYA SEMINOLE DOMBEYA	3	3 GAL, 24" HT	NO
	FICUS MICROCARPA 'GREEN ISLAND' GREEN ISLAND FICUS	275	3 GAL 24" HT, 18" OC	NO
	PODCARPUS MACROPHYLLUS PODOCARPUS	20	4' HT, 24" OC	NO
	GARDENIA JASMINOIDES 'RADICANS' DWARF GARDENIA	23	24" HT	NO
	PHILODENDRON GIGANTEUM GIANT ELEPHANT EAR	9	7 GAL.	NO

TOTAL:	841
NATIVE SPECIES:	300 (35.6%)

Landscape Legend

PROPERTY ADDRESS:	337 BRAZILIAN AVE	
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	REQUIRED	PROPOSED
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JOB NUMBER: # 25069.00 LA
DRAWN BY: Matt Jackman
DATE: 06.04.2025

SHEET L4.1

ARC-25-0041
ZON-25-0044

Plant Schedule



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JOB NUMBER: # 25069.00 LA
DRAWN BY: Matt Jackman
DATE: 06.04.2025

SHEET L6.0

ARC-25-0041
ZON-25-0044

Rendered Landscape Plan

SCALE IN FEET 0' 8' 16' 24'

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North Elevation

1
L6.1

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

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DRAWN BY: Dustin Mizell

DATE: 06.04.2025

SHEET L6.1

ARC-25-0041
ZON-25-0044

Rendered Landscape Elevations



1 / L6.2 South Elevation

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

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JOB NUMBER: # 25069.00 LA
DRAWN BY: Dustin Mizell

DATE: 06.04.2025

SHEET L6.2

ARC-25-0041
ZON-25-0044

Rendered Landscape Elevations

SCALE IN FEET



East Elevation

1
L6.3



West Elevation

2
L6.3

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Rendered Landscape Elevations

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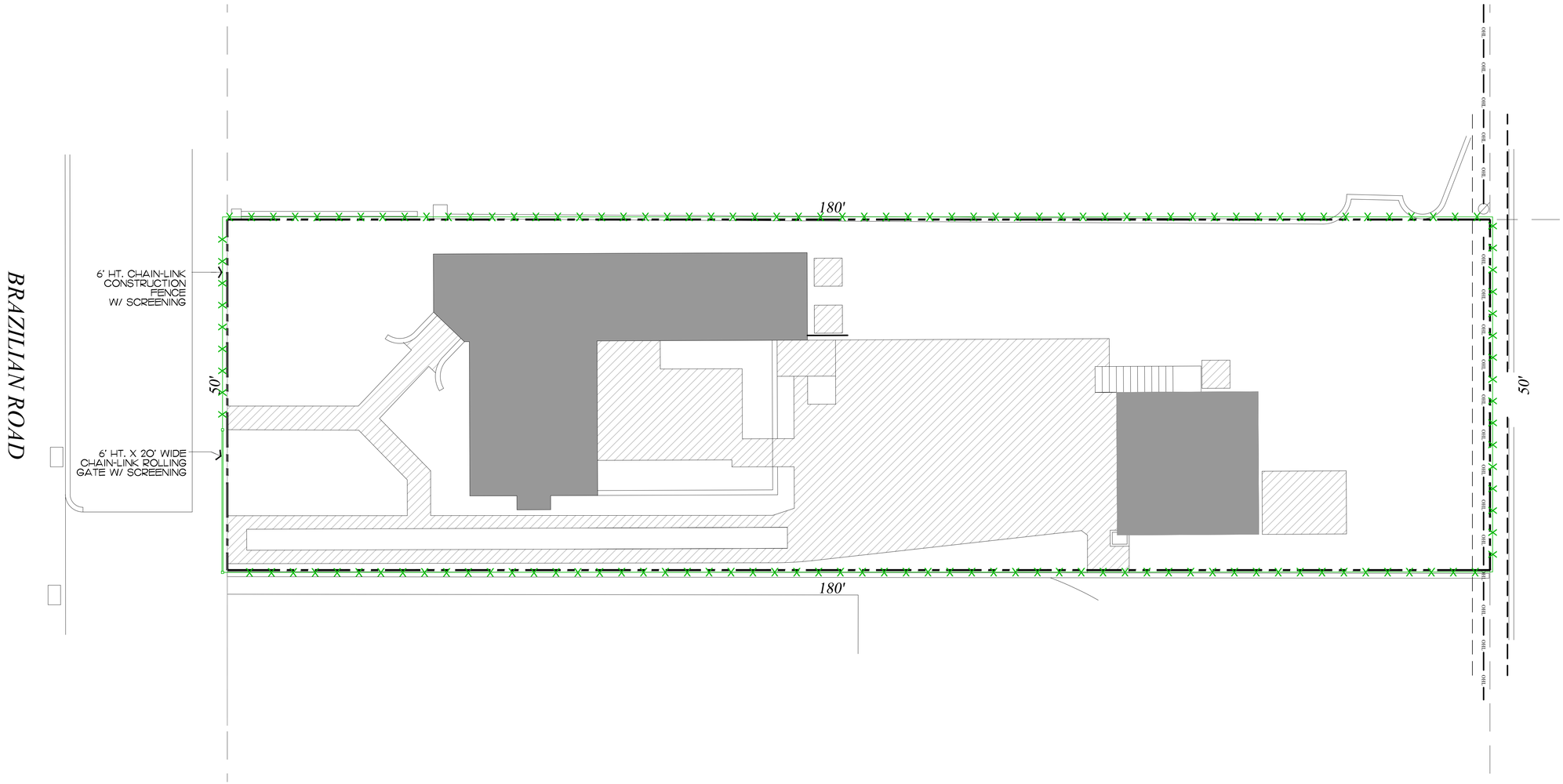
JOB NUMBER: # 25069.00 LA
DRAWN BY: Dustin Mizell

DATE: 06.04.2025

SHEET L6.2

NOTE:
INTERIOR TREES AND PALMS WILL BE REMOVED WHEN NECESSARY FOR SITE UTILIZATION AND CONSTRUCTION DEVELOPMENT. A CONSTRUCTION SCREEN WILL BE ADDED IN THESE AREAS UNTIL SITE WALLS, NEW FENCING, OR NEW LANDSCAPING IS INSTALLED. AT NO TIME SHALL THE SITE BE OPEN TO ADJACENT PROPERTIES WITHOUT ANY PERMANENT OR TEMPORARY SCREENING DURING CONSTRUCTION.



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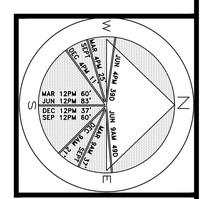

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DATE: 06.04.2025

SHEET L7.0

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Construction Screening Plan

SCALE IN FEET 0' 8' 16' 24'

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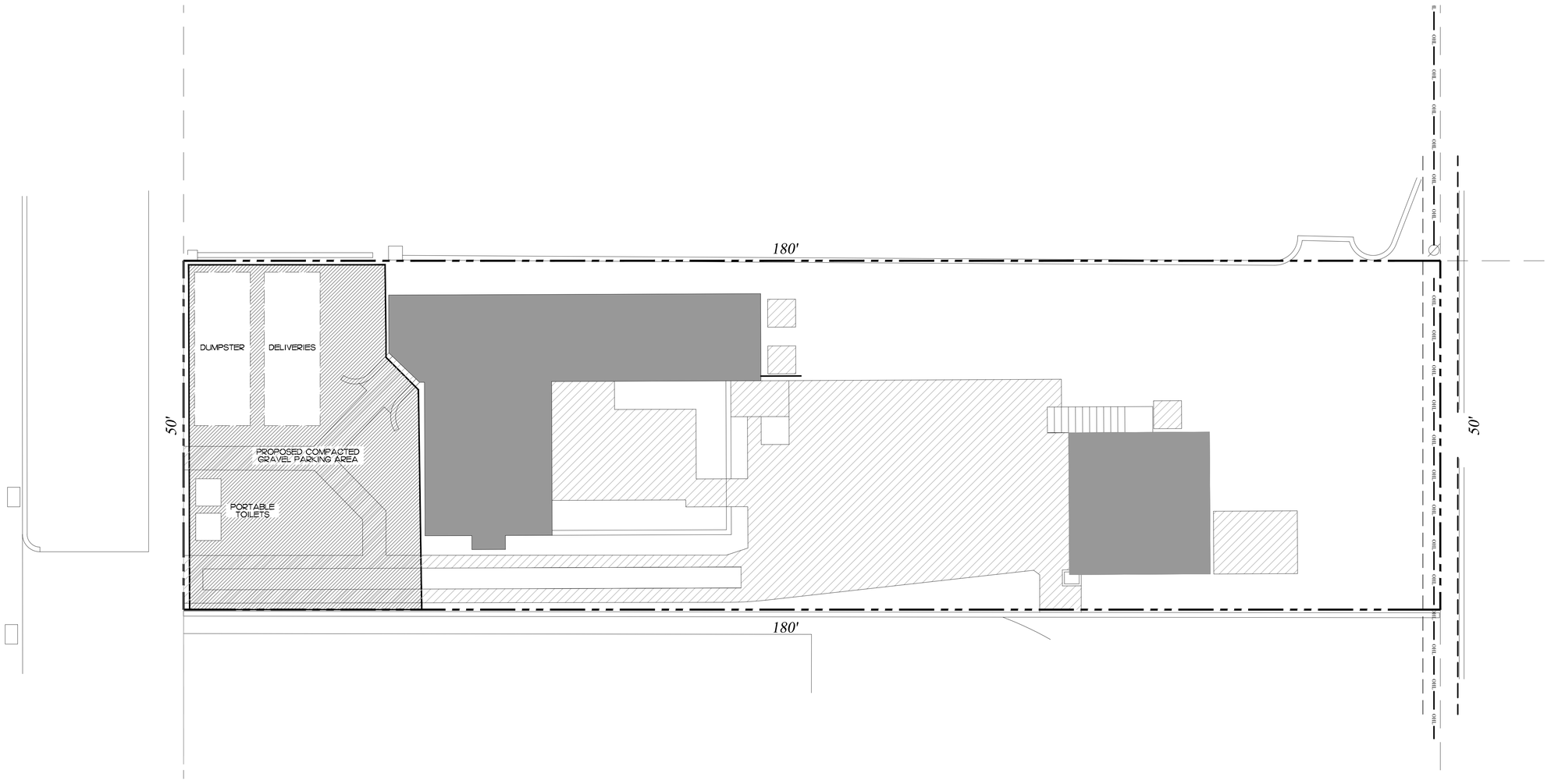

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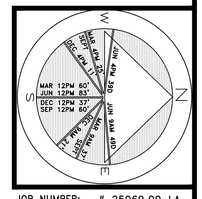

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SHEET L7.2

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Construction Staging Plan

SCALE IN FEET 0' 8' 16' 24'

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

From: Planning, Zoning, & Building Staff

Re: ZON-25-0009 (COA-25-0003) 303 PENDLETON LN COMBO – VARIANCE The applicant, M. Timothy Hanlon, has filed an application requesting Town Council review and approval of one (1) variance to reduce the side yard (west) setback for a new carport addition for the property under consideration to be Landmarked. The Landmarks Preservation Commission shall perform design review of the application impacting the property under consideration to be Landmarked. This project shall be deferred to the December 10, 2025, Town Council meeting, pending Landmarks Preservation Commission design review. *[The Landmarks Preservation Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 6-1.] [The Landmarks Preservation Commission approved this project with conditions. Carried 6-1.]*

Date: 11/18/2025

ATTACHMENTS

Staff Report
Letter of Intent
Architectural Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-25-0009 (COA-25-0003) 303 PENDLETON LN (COMBO) - VARIANCE. The applicant, M. Timothy Hanlon, has filed an application requesting Town Council review and approval of one (1) variance to reduce the side yard (west) setback for a new carport addition for the property under consideration to be Landmarked. The Landmarks Preservation Commission shall perform design review of the application impacting the property under consideration to be Landmarked.
COA-25-0003 (ZON-25-0009) 303 PENDLETON LN (COMBO). The applicant, M. Timothy Hanlon, has filed an application requesting a Certificate of Appropriateness for the review and approval of a new carport addition requiring a side yard (west) setback variance for the property under consideration to be Landmarked. This is a combination project that shall also be reviewed by the Town Council as it pertains to zoning relief/approval.

Applicant: M. Timothy Hanlon
Professionals: Northworks and SMI Landscape Architecture

HISTORY:
At the May 22, 2024, LPC meeting, the subject property was placed under consideration to be landmarked. Exterior alterations to properties under consideration are subject to review by LPC.

The residence at 303 Pendleton Lane was designed in the Monterey style by talented Palm Beach architect John L. Volk and constructed by noted builders Arnold Construction Company in 1937-1938.

At the November 19, 2025 LPC meeting, the project was approved (6-1, Al). Additionally, a motion was made and passed (6-1, Al) that the implementation of the proposed variance would not negatively affect the architecture.

THE PROJECT:
The applicant has submitted plans, entitled "303 PENDLETON LN – PORTE COCHERE", as prepared by **Northworks** and **SMI Landscape Architecture**, uploaded on November 3, 2025. The scope of work for the project includes:

- Construction of a carport addition.
- Landscape and hardscape improvements.

The following variances are required to achieve the addition:

- **VARIANCE #1:** A variance to reduce the minimum side yard (west) setback to 2', in lieu of the minimum of 12.5'.

Site Data			
Zoning District	R-B	**Future Land Use**	SINGLE-FAMILY
Architect	Volk	**Year of Construction**	1937-1938
Lot Size	14,227.4 SF	**Flood Zone**	AE 7 & X500

Lot Coverage	Permitted: 4,268.1 SF (30.0%) Existing: 3,470 SF (24.39%) Proposed: 4,149 SF (29.16%)	**Cubic Content Ratio (CCR)**	Permitted: 3.96 Existing: 3.37 Proposed: 3.78
Angle of Vision	Permitted: 102° Existing: 65.88° Proposed: 82.16°	**Overall Landscape Open Space**	Permitted: 6,402 SF (45.0% Min) Existing: 5,290 SF (37.18%) Proposed: No change
Surrounding Properties / Zoning			
North	300 Chapel Hill Rd / R-B		
South	306 Pendleton Lane / R-B		
East	287 Pendleton Ave / R-B		
West	311 Pendleton Lane / R-B		

STAFF ANALYSIS

The application is seeking a Certificate of Appropriateness (COA) for a new carport addition, fronting Pendleton Lane.

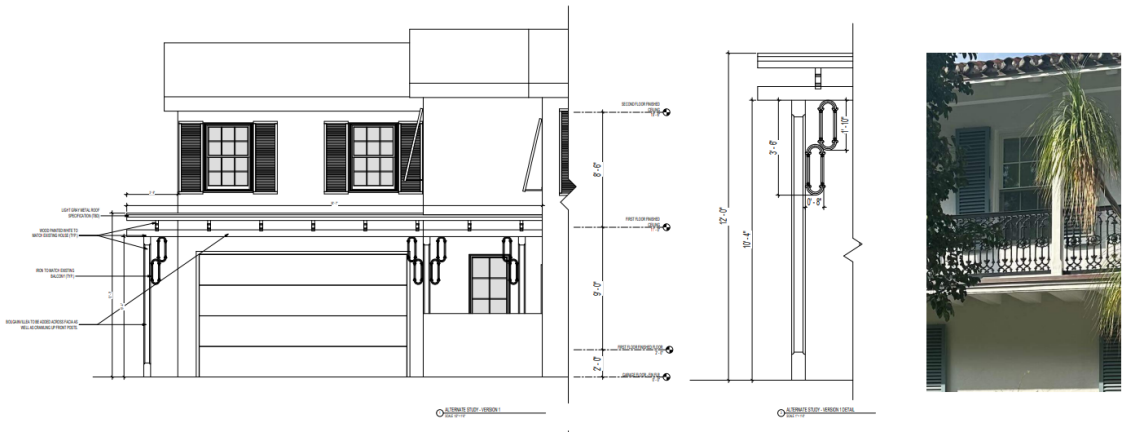
The applicant has submitted a request for an approximately 584-square-foot carport addition on the southwest corner of the existing residence. Due to the location of the addition, a side (west) yard setback variance is required, which is further discussed on page 4 of this memorandum.

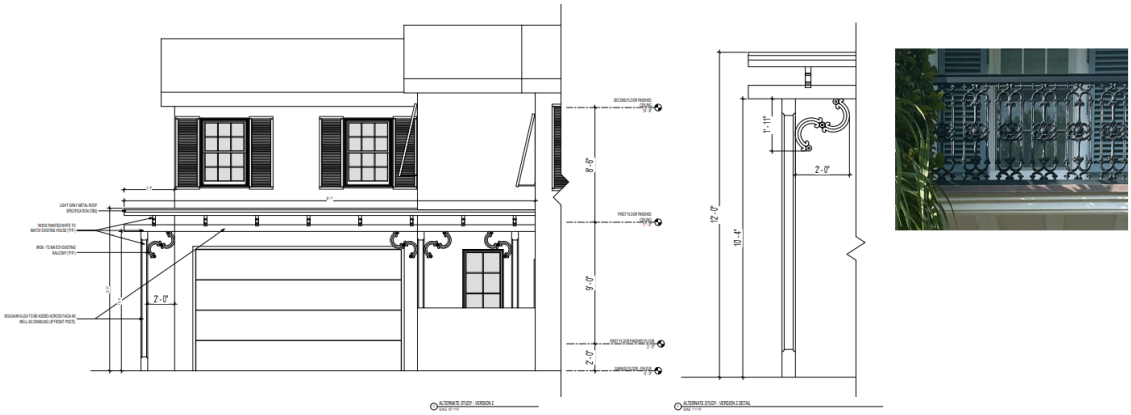
A preferred design has been submitted, along with three (3) alternate studies, discussed below:

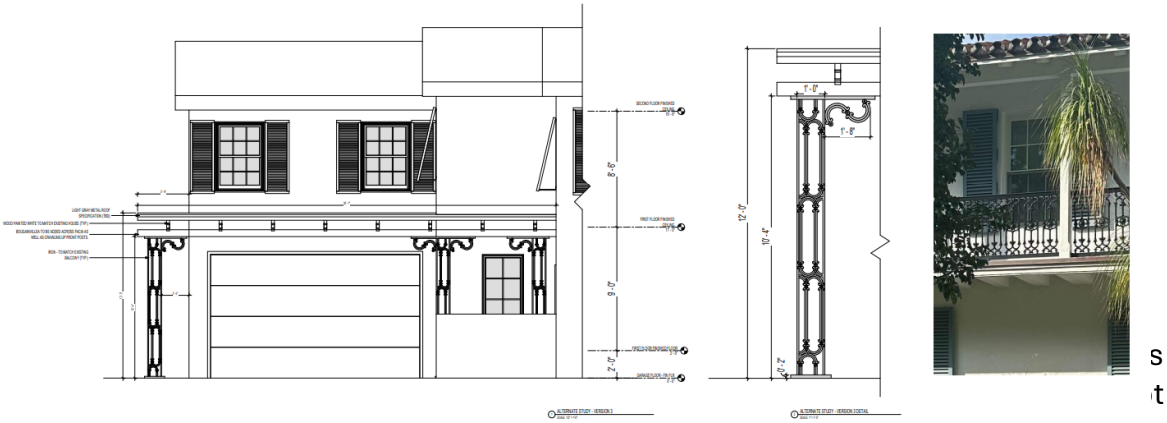
The **preferred design** will feature a low-slope light gray metal roof, painted wood post, rafter, and bracket detailing with a Bougainvillea vine.



The following **alternative studies** were also submitted for consideration. Each of these options is inspired by the railing of the residence.

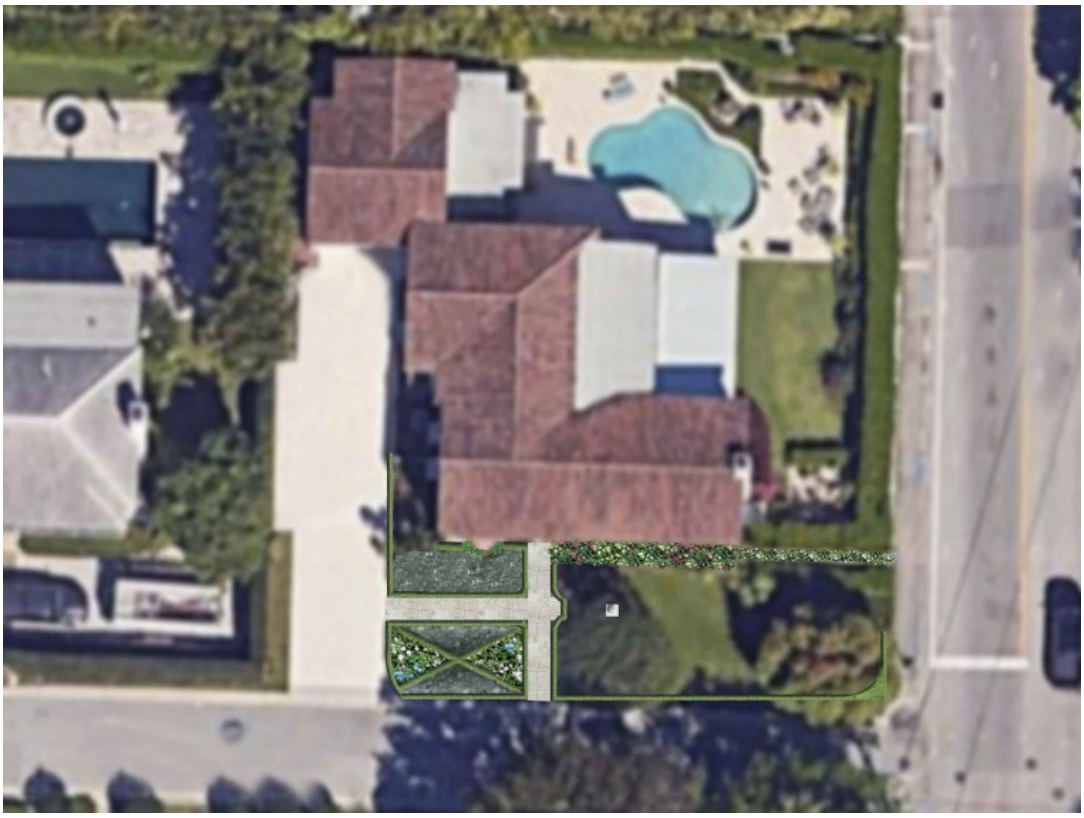






s
t preclude the structure's designation as a landmark.

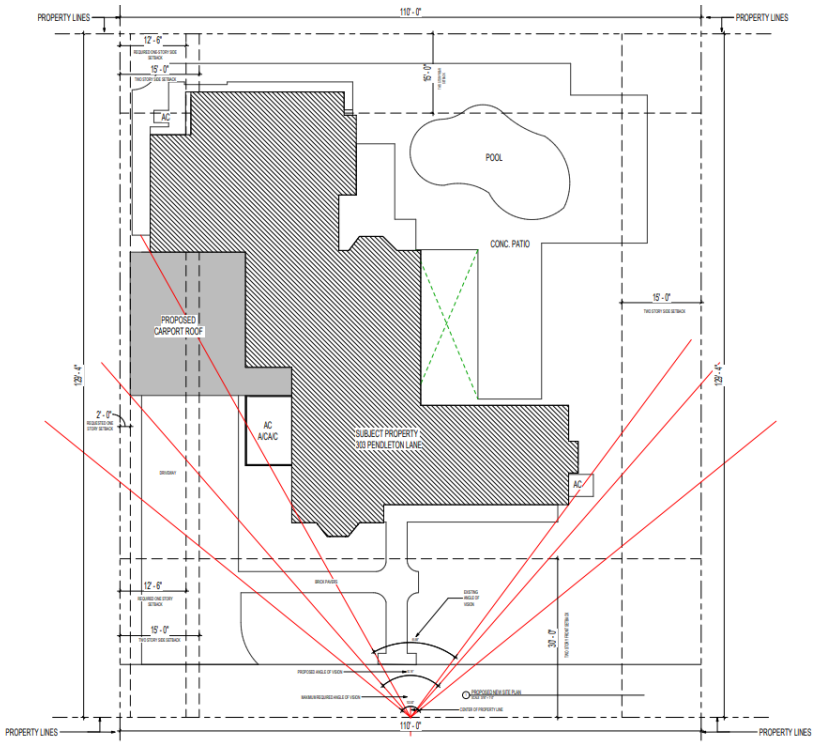
Landscape and hardscape improvements are proposed for the front yard of the property. The existing driveway will be resurfaced in a travertine color, and a new concrete border will replace the existing gravel edge. The walkways will also be resurfaced with travertine stone. The front yard landscaping will be enhanced with new shrubs, including green island ficus, Kunming dwarf tree jasmine, jasmine, and silver buttonwood.



Variance

The existing residence has a nonconforming side (west) setback of approximately 5.5 feet. Based on the location of the driveway and garage, the new carport addition is proposed with a 2-foot setback, in lieu of the minimum 12.5-foot setback required for one-story structures on a side yard.

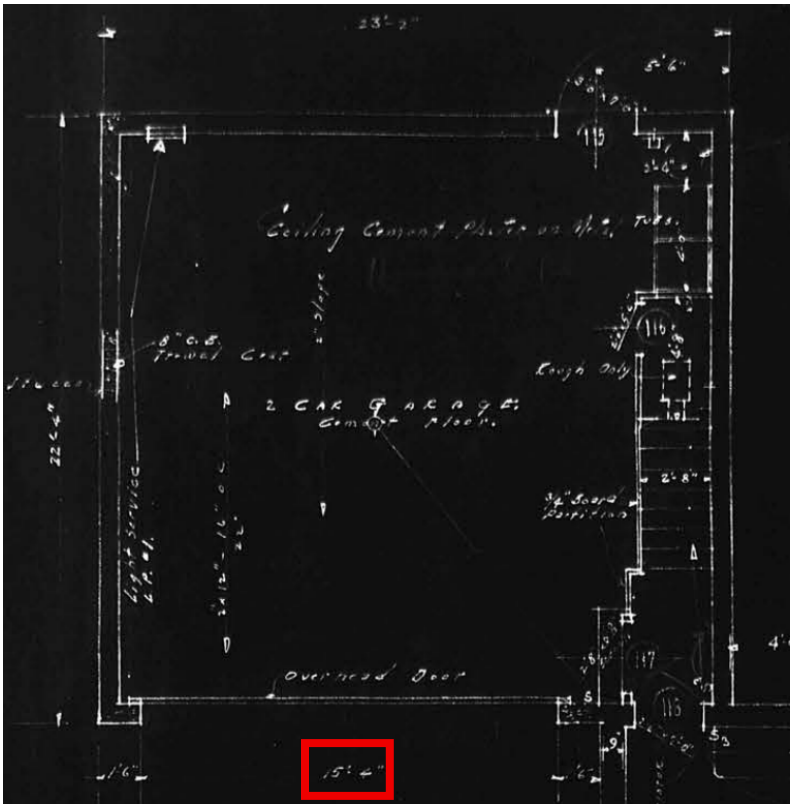
Code Section	Required	Proposed	Variance
Variance #1: Sec. 134-893(b)(7)(a.)	12.5' Min. Side Yard Setback	2' Proposed Side Yard Setback	**10.5'**



According to the applicant: *"The hardship that runs with the property is that the home (now to be landmarked) was built with an unusable garage. Cars do not fit into the garage as built. If the home is landmarked, a substantial renovation to build a new garage is not feasible. The porte-cochere is a simple, tasteful solution to provide cover for the owners' cars and a covered walkway to the front door."*



Based on the original plans, the garage door measures 15'-4" wide. For comparison, standard two-car garage doors available today are typically 16'-0" wide.



CONCLUSION:

The application is presented to the Commission to consider whether all the criteria in Sections 54-122 and 54-123 have been met. Approval of the project will require two (2) separate motions to be made by the Landmarks Preservation Commission:

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

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

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

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

WRB:JGM:FHM:ALF

LETTER OF INTENT

COA-25-0003 and ZON-25-0009: We are pleased to submit the accompanying drawings for our project at 303 Pendleton Lane, Palm Beach, FL. The proposed work includes the following:

- Designation of home for landmark purposes
- Construction of a porte-cochere to the south side of the existing garage and change of materials in driveway. The roof of the porte-cochere will include an integrated gutter that will channel water to a downspout to be located on the northwest side of the structure.

Please note the following as it relates to this application:

Sections 134-201, 134-226, 134-227 and 134-893(b)(1)(7). Applicant is requesting one variance as described below.

The following zoning relief is requested:

1. **Variances: Sec. 134-893(b)(1)(7):** A variance to allow the addition of a 584 square foot porte-cochere in front (south) of the existing garage with a west side yard setback of 2' in lieu of 12.5' required and 0' existing for the one-story portion of the existing two-story home.

The hardship that runs with the property is that the home (now to be landmarked) was built with an unusable garage. Cars do not fit into the garage as built. If the home is landmarked, a substantial renovation to build a new garage is not feasible. The porte-cochere is a simple, tasteful solution to provide cover for the owners' cars and a covered walkway to the front door.

Granting of the variances will not be contrary to the public's interest because no negative impact to the neighbors will result. Because the existing garage is unusable, the owners must park all of their cars in the driveway, so the porte-cochere will only provide greater cover and an additional barrier. There is no other feasible location for the porte-cochere, and it is not buildable without the variance.

Criteria for Site Plan Review – N/A

Criteria for Special Exceptions – N/A

Criteria for Authorizing a Variance (Variance #1 and #2)

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 hardship and special conditions applicable to this property are that the home to be landmarked contains an unusable garage. The porte-cochere will provide cover to the owners' cars, which is a benefit to the owners and the neighbors, and there is no other feasible location for the porte-cochere, and it is not buildable without the variance.

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

   The physical characteristics of the existing garage have existed since construction of the home in 1937-1938.

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.

   No special privileges will be conferred on the Applicant if the variances are granted because the applicant is simply trying to add a small porte-cochere to provide cover for their cars and a covered walkway to the front door to resolve the issues created by the existing unusable garage.

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.

   Literal interpretation of the ordinances would deprive Applicant of the right to add a cover to the cars to protect the cars from the elements and provide a covered walkway to the front door.

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

   The requested relief is the minimum necessary because there is no other way or location to resolve the lack of covered parking and walkway to the front door.

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 must be demonstrated pertaining to the nonconforming use for which the variance is requested:

   N/A

7. 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.

   The granting of this variance is in harmony with the intent and purpose of the Zoning Code because the requested porte-cochere will allow the owners to better shield and protect their

cars, finally have a covered walkway to their front door and continue to safely occupy and care for their home for years to come.

SCOPE OF WORK

1. PORTE COCHERE ADDITION

PROJECT DATA

PROPERTY INDEX NUMBER	50-43-43-22-02-000-0091
PROJECT ADDRESS	303 PENDLETON LN
BUILDING OCCUPANCY CLASSIFICATION	R-3
BUILDING CONSTRUCTION TYPE	.
NUMBER OF STORIES	2
NUMBER OF DWELLING UNITS	1
ZONING DISTRICT	R-B
ZONING OVERLAY	-
TOTAL NUMBER OF PARKING SPOTS	2
LOT SIZE	14,227.4 SF
TOTAL FLOOR AREA W/ BASEMENT	4,149
FIRE SPRINKLERS	.
DESIGN CRITERIA	.

APPLICABLE CODES BY JURISDICTION

ZONING CODE	CODE OF ORDINANCES TOWN OF PALM BEACH, FLORIDA
BUILDING CODE	FLORIDA BUILDING CODE LATEST EDITION
ENERGY CODE	FLORIDA BUILDING CODE LATEST EDITION
MECHANICAL CODE	FLORIDA BUILDING CODE LATEST EDITION
ELECTRICAL CODE	FLORIDA BUILDING CODE LATEST EDITION CHAPTER27 & PART VIII ELECTRICAL
PLUMBING CODE	FLORIDA BUILDING CODE LATEST EDITION
ACCESSIBILITY CODE	FLORIDA BUILDING CODE LATEST EDITION ACCESSIBILITY
FIRE PROTECTION CODE	FLORIDA FIRE PREVENTION CODE

214 Brazilian Ave Suite 100
Palm Beach, FL 33480

T 407-415-1631

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DRAWING SHEET INDEX

ARCHITECTURAL

A0.00	LOCATION PLAN
A0.01	CONTEXT PHOTO KEY MAP
A0.02	CONTEXT STUDY - NORTH & SOUTH SIDE OF STREET & PROPERTY PHOTOS
A0.03	EXISTING SITE PLAN
A0.04	PROPOSED SITE PLAN
A0.08	ZONING DIAGRAMS
A0.09	HISTORIC DRAWINGS
A1.01	CONSTRUCTION PLAN - PORTE COCHERE FIRST FLOOR & ROOF PLAN
A1.02	CONSTRUCTION PLAN - FULL FIRST FLOOR PLAN
A1.03	CONSTRUCTION PLAN - FULL 2ND FLOOR PLAN
A2.00	EXTERIOR ELEVATIONS - SOUTH
A2.01	EXTERIOR ELEVATIONS - WEST
A2.02	EXTERIOR ELEVATIONS - WEST- ALTERNATE STUDIES
A2.03	EXTERIOR ELEVATIONS - WEST- ALTERNATE STUDIES 2
A2.04	EXTERIOR ELEVATIONS - SOUTH - FULL
A4.01	TRUCK LOGISTICS
A9.00	EXTERIOR RENDERINGS
A9.01	EXTERIOR RENDERINGS
A9.02	EXTERIOR RENDERINGS

LANDSCAPE

L1.1	SITE PLAN
L2.1	PROPOSED PLANTING PLAN
L2.2	PLANTING DETAILS
L2.3	PLANTING SPECIFICATIONS
R1	PLAN RENDER

303 PENDLETON LN - PORTE COCHERE

PROJECTED HEARING DATE:
- LPC: 11/19/25
- TC: 12/10/25

303 PENDLETON LN, PALM BEACH FL, 33480
FINAL RESUBMITTAL_11-03-25 COA-25003(ZON-25-009)

PROJECT TEAM MEMBERS

OWNER	THOMAS HUNT 303 PENDLETON LN, PALM BEACH FL, 33480
ARCHITECT	NORTHWORKS ARCHITECTS & PLANNERS 214 BRAZILIAN AVE SUITE 100 PALM BEACH, FL 33480

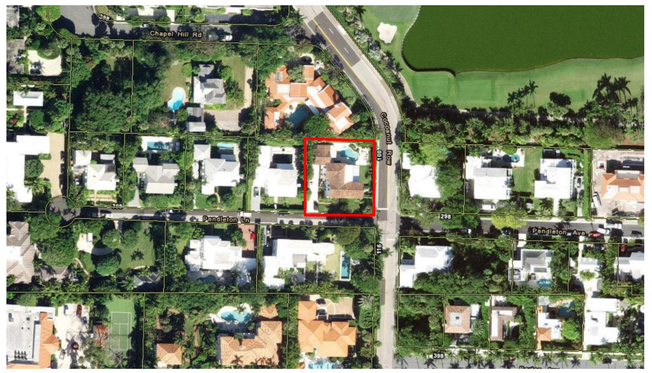
PROFESSIONAL CERTIFICATIONS

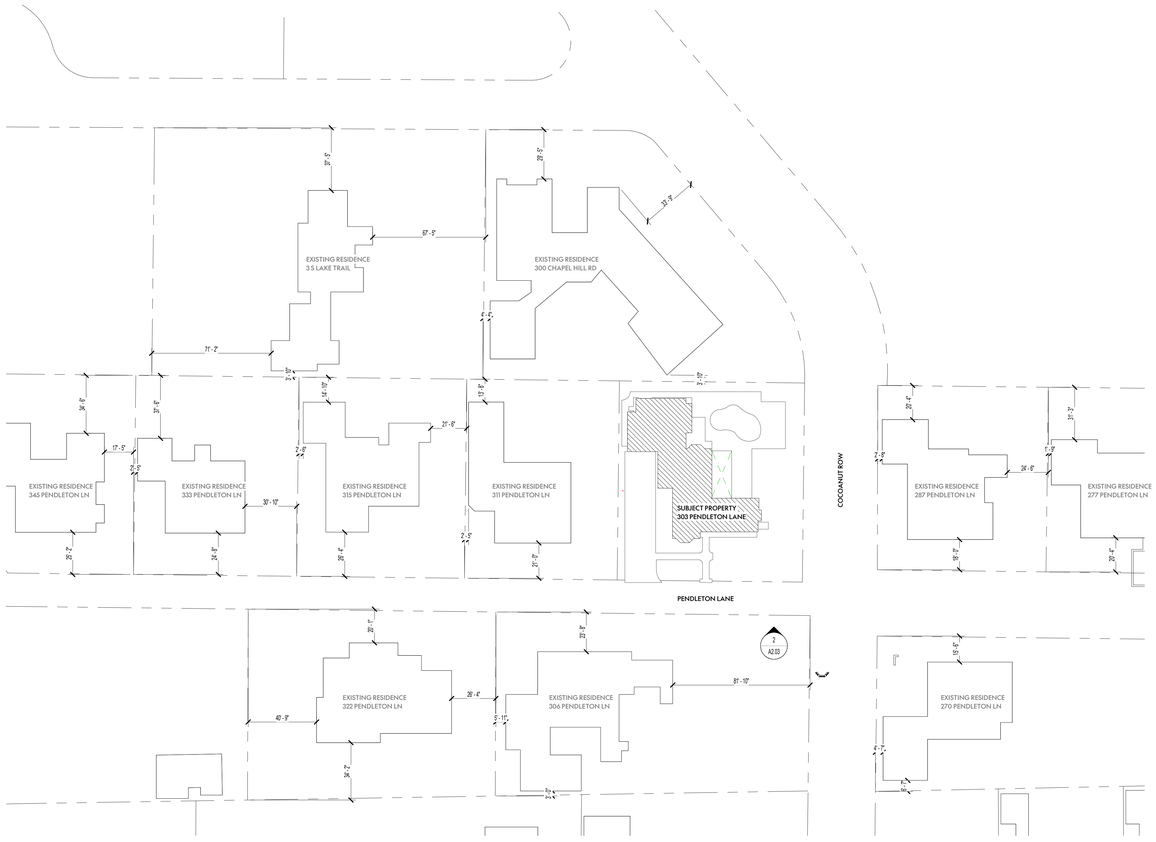
ARCHITECT'S STATEMENT

THIS IS TO CERTIFY THAT THESE PLANS WERE PREPARED UNDER MY PERSONAL SUPERVISION AND TO THE BEST OF MY KNOWLEDGE CONFORM TO LOCAL BUILDING CODE REQUIREMENTS.

STATE OF FLORIDA
EDMUND A DEPREE
AR98026
REGISTERED ARCHITECT

AREA MAP





2 LOCATION PLAN
SCALE: 1/32" = 1'-0"



1 VICINITY LOCATION MAP
SCALE: 1" = 160'-0"

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NO.	ISSUED DATE	ISSUED FOR
1	02/13/2025	FIRST SUBMITTAL
2	03/03/2025	SECOND SUBMITTAL
3	03/31/2025	FINAL SUBMITTAL
4	11/03/2025	FINAL RESUBMITTAL

303 PENDLETON LN, PALM BEACH FL, 33480 FINAL RESUBMITTAL | 11-03-25 COA-2509022ZON-SD-SIGN

PROFESSIONAL SEAL

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REGISTERED ARCHITECT

Project
303 PENDLETON LN - PORTE COCHERE

PROJECT ADDRESS
STATE, ZIP CODE

PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number
A0.00

Drawing Name
LOCATION PLAN



1 CONTEXT PHOTO KEY MAP
SCALE: 1/32" = 1'-0"

0 16 32 48 96
SCALE: 1/32" - 1'-0"

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3	03/31/2025	FINAL SUBMITTAL
4	11/03/2025	FINAL RESUBMITTAL

FINAL RESUBMITTAL_11-03-25 COA-25003(ZON-25-009)

303 PENDLETON LN, PALM BEACH FL 33480

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Project
303 PENDLETON LN - PORTE COCHERE

PROJECT ADDRESS
STATE, ZIP CODE

PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number

A0.01

Drawing Name

CONTEXT PHOTO KEY MAP



1 - 303 PENDLETON LN
SUBJECT PROPERTY



2 - 311 PENDLETON LN



3 - 315 PENDLETON LN



4 - 345 PENDLETON LN



5 - 306 PENDLETON LN



6 - 322 PENDLETON LN



7 - 324 PENDLETON LN

PROPERTY PHOTOS









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FINAL RESUBMITTAL_11-03-25 COA-25003(ZON-25-009)

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PROJECT ADDRESS
STATE, ZIP CODE

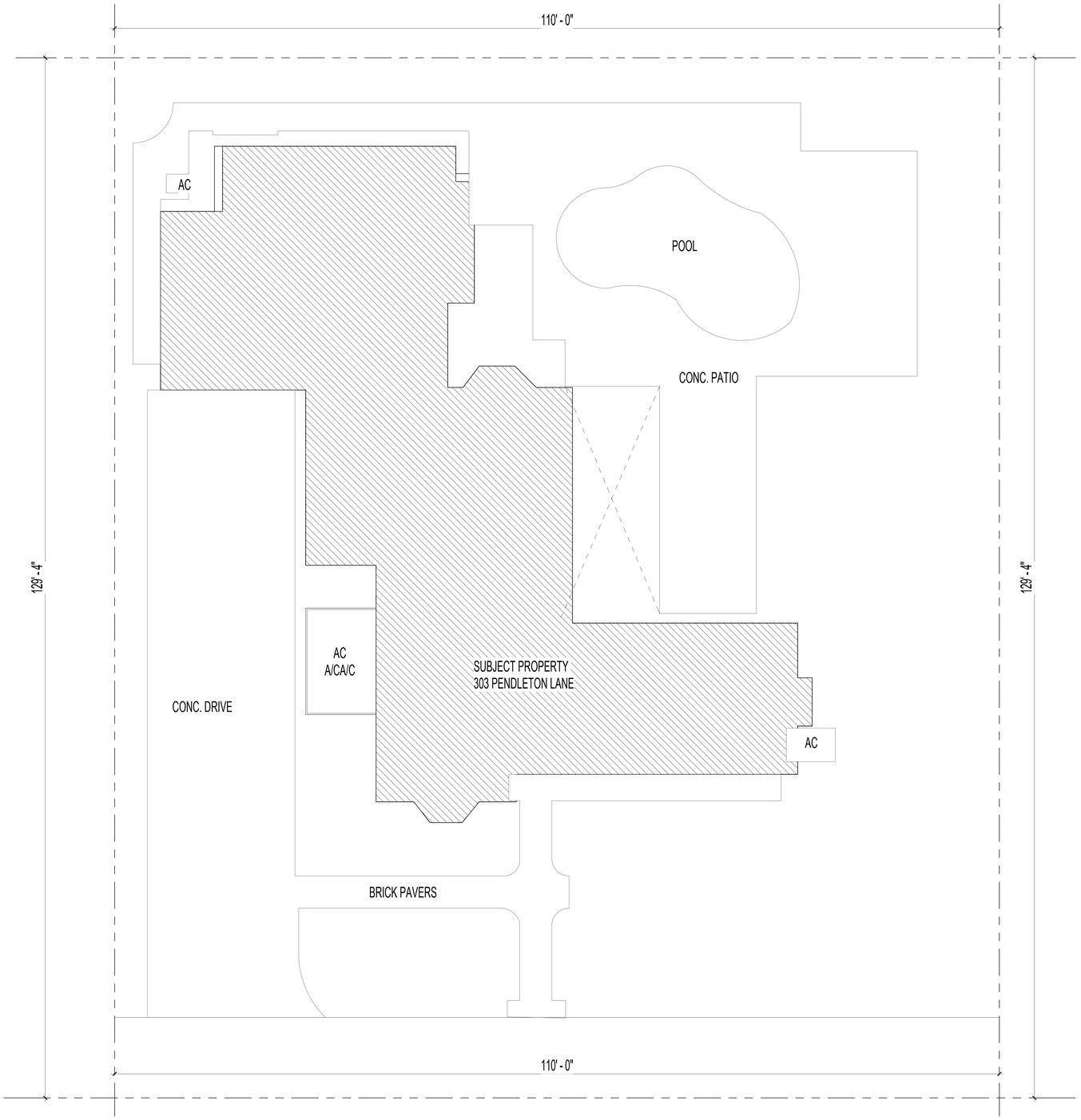
PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number

A0.02

Drawing Name

CONTEXT STUDY - STREET VIEW & PROPOERTY PHOTOS



1 EXISTING SITE PLAN
SCALE: 3/16" = 1'-0"

0 16 32 48 96
SCALE: 1/32" - 1'-0"

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3	03/31/2025	FINAL SUBMITTAL
4	11/03/2025	FINAL RESUBMITTAL

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PROJECT NUMBER	Project No.
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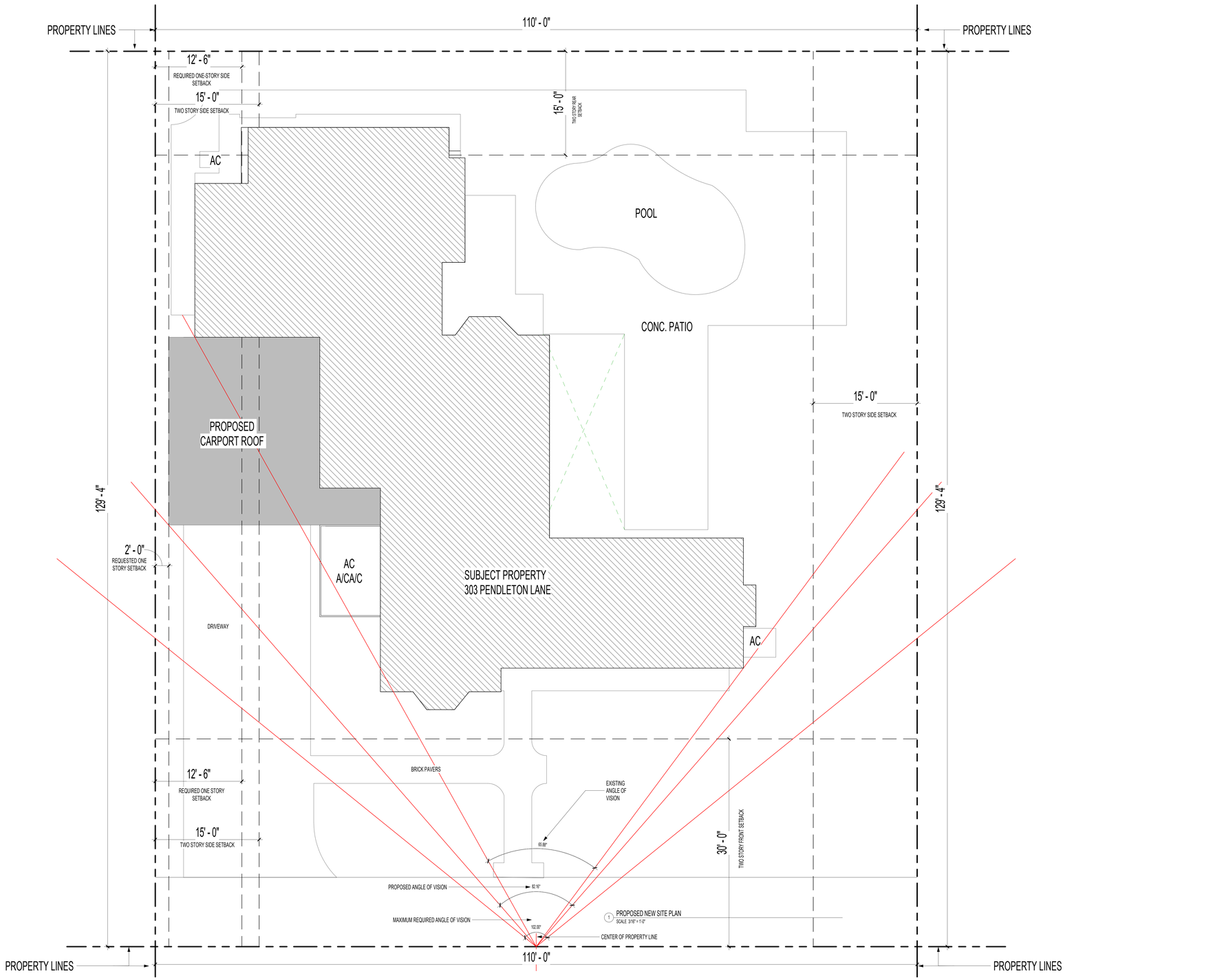
A0.03

Drawing Name

EXISTIG SITE PLAN



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4	11/03/2025	FINAL RESUBMITTAL

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PROJECT NUMBER	Project No.
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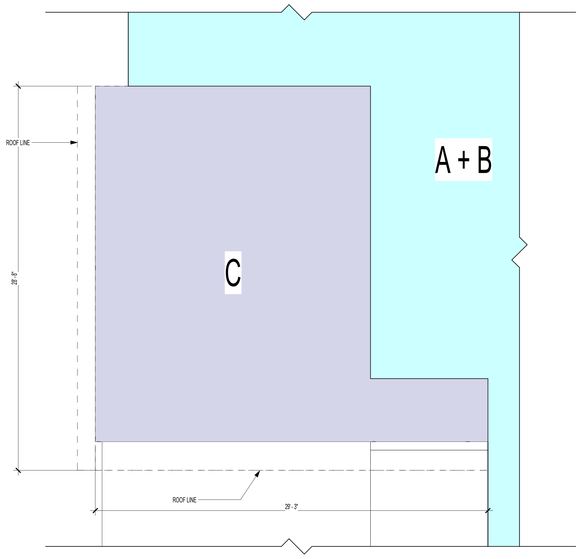
Drawing Name

PROPOSED NEW SITE PLAN

FINAL RESUBMITTAL | 11-03-25 COA-24060027(HLS-MB)

303 PENDLETON LN, PALM BEACH FL 33480

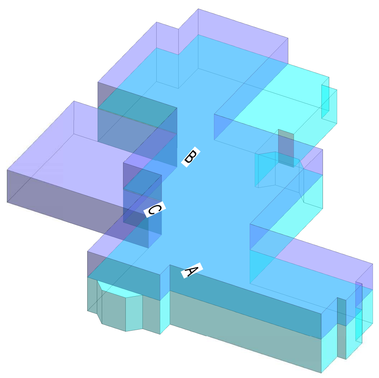


4 FLOOR PLAN - 1ST FLOOR - BUILDING
SCALE 1/4" = 1'-0"

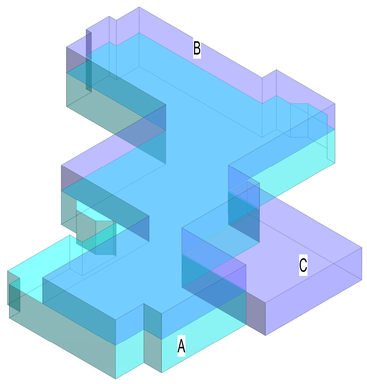
CUBIC CONTENT CALCULATIONS		
ALLOWABLE CCR		56,340.5 CU.FT (3.96 CCR)
AREAS		**CUBIC FEET**
• A (1ST FLOOR) -	3,089 SQ.FT x 9'-0"	27,801
• B (2ND FLOOR) -	2,369 SQ.FT x 8'-6"	20,136.5
• C (CARORT) -	584 SQ.FT x 10'	5,840
TOTAL		**53,775**
CCR		**3.78**

TOWN OF PALM BEACH ZONING LEGEND

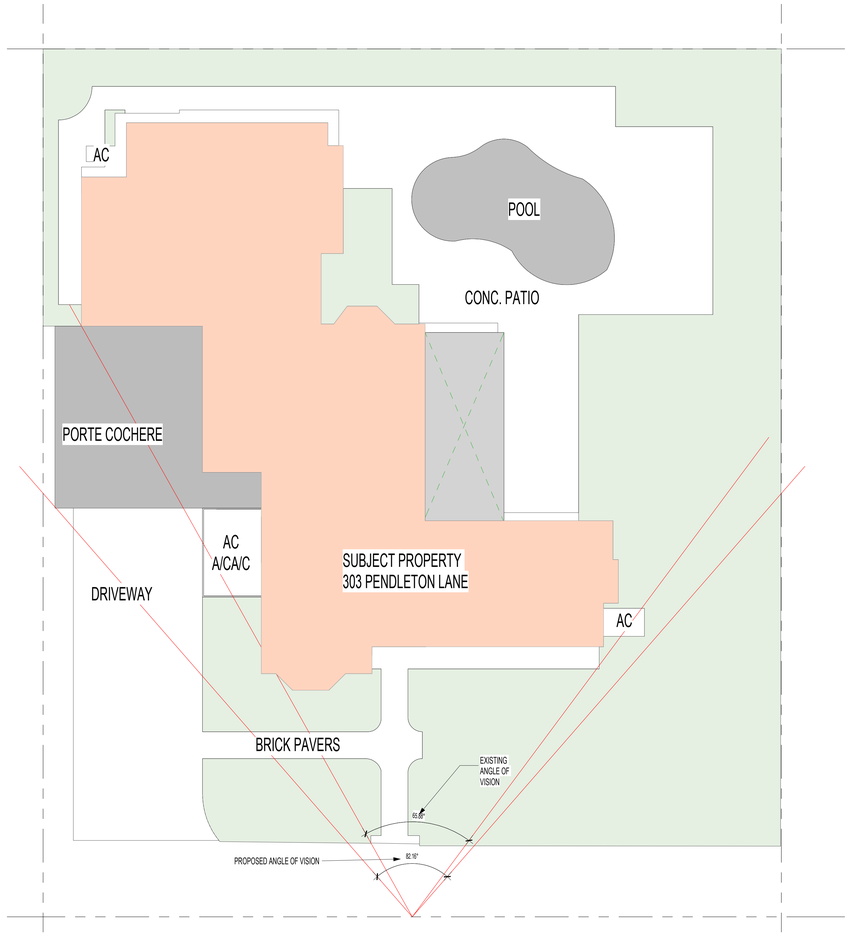
LINE #				
1	PROPERTY ADRESS	303 PENDLETON LN, PALM BEACH, FLORIDA		
2	ZONING DISTRICT	R-B		
3	LOT AERA (SQ. FT.)	14,227.4 SF		
4	LOT WIDTH (W) & DEPTH (D) (FT.)	W 110' D 129.34'		
5	STRUCTURE TYPE	SINGLE - FAMILY		
6	FEMA FLOOD ZONE DESIGNATION	AE (EL6)		
7	ZERO DATUM FOR POINT OF MEAS. (NAVD)	+7.0'		
8	CROWN OF ROAD (COR) (NAVD)	-		
9		REQUIRED/PERMITTED	EXISTING	PROPOSED
10	LOT COVERAGE (SQ. FT. AND %)	4,268.1 MAX (30%)	3,470	4,149
11	ENCLOSED SQUARE FOOTAGE		N/A	-
12	FRONT YARD SETBACK	25.00 - 30.00 MIN.	35.3'	N/A
13	WEST SIDE YARD SETBACK (1 STORY)	12'.5'	NONE	2' 0" (VARIANCE REQUESTED)
14	WEST SIDE YARD SETBACK (2 STORY)	15.00 MIN.	5' 9"	UNHCANGED
15	REAR YARD SETBACK (2 STORY)	15.00 MIN	9' 6"	UNCHANGED
16	ANGLE OF VISION (DEGREE)	102 DEGREES	65.88	82.16
17	BUILDING HEIGHT	22'	~20'	UNCHANGED
18	OVERALL BUILDING HEIGHT	30' MAX	~25'	UNCHANGED
19	CUBIC CONTENT RATIO (CCR)	3.96	3.37	3.78
20	MAX. FILL ADDED TO SITE (FT)		UNKNOWN	UNCHANGED
21	FINISH FLOOR ELEVATION (FFE) (NAVD)	+6.00'	+6.00'	UNCHANGED
22	BASE FLOOD ELEVATION (BFE) (NAVD)	+6.00'	+6.00'	UNCHANGED
23	LANDSCAPE OPEN SPACE (LOS)	6,402 MIN. (45%)	~5290 SF	UNCHANGED
24	PERIMETER (LOS)	-	-	-
25	FRONT YARD (LOS)	-	-	-
26	NATIVE PLANT SPECIES %	-		



2 CUBIC CONTENT_SW
SCALE



3 CUBIC CONTENT_SE
SCALE



1 EXISTING SITE PLAN
SCALE 1/8" = 1'-0"

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303 PENDLETON LN, PALM BEACH FL 33480 FINAL RESUBMITTAL_11-03-25 COA-25003(ZON-25-009)

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Project
303 PENDLETON LN - PORTE COCHERE

PROJECT ADDRESS
STATE, ZIP CODE

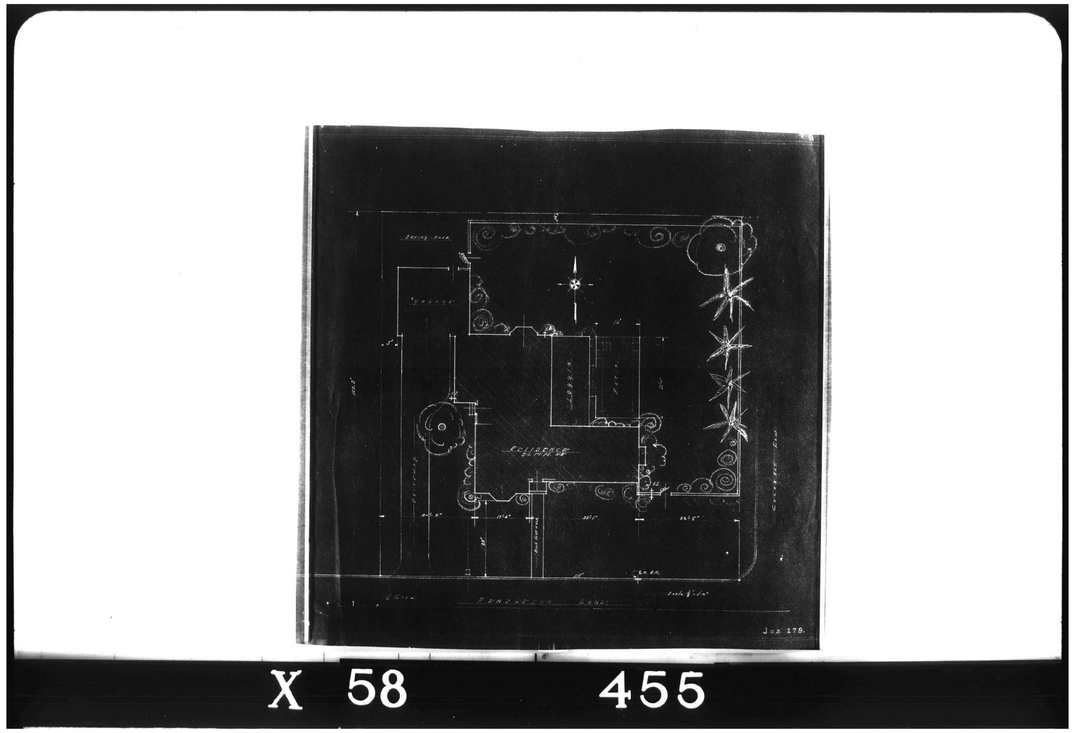
PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

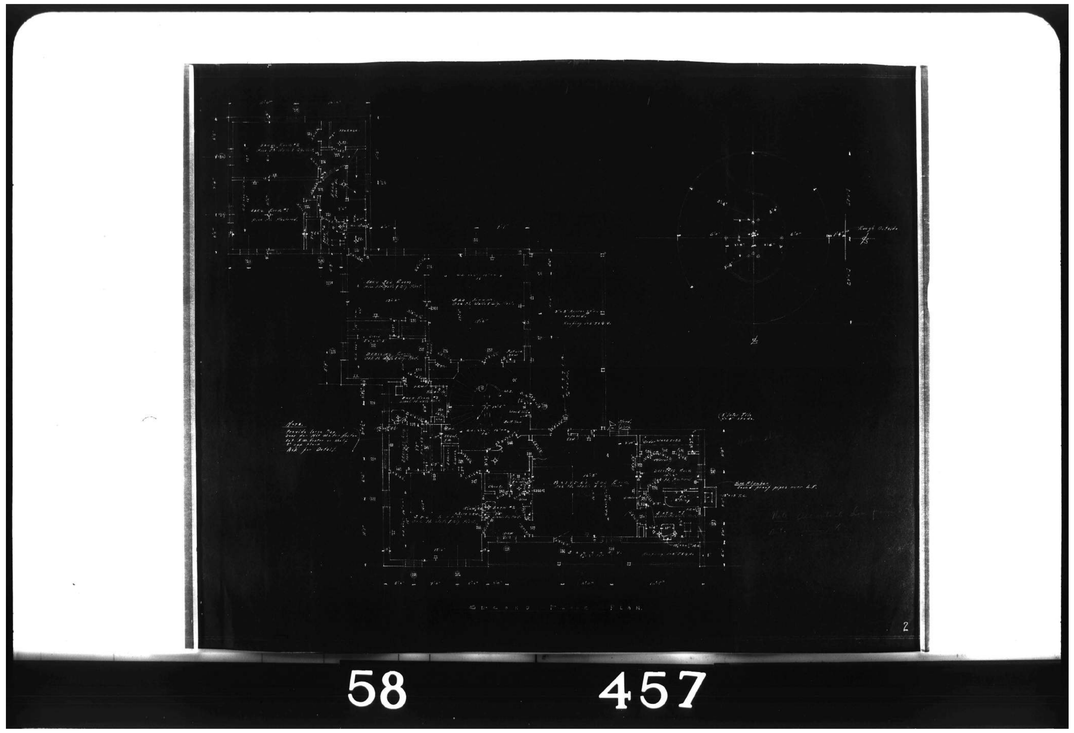
Discipline & Drawing Number

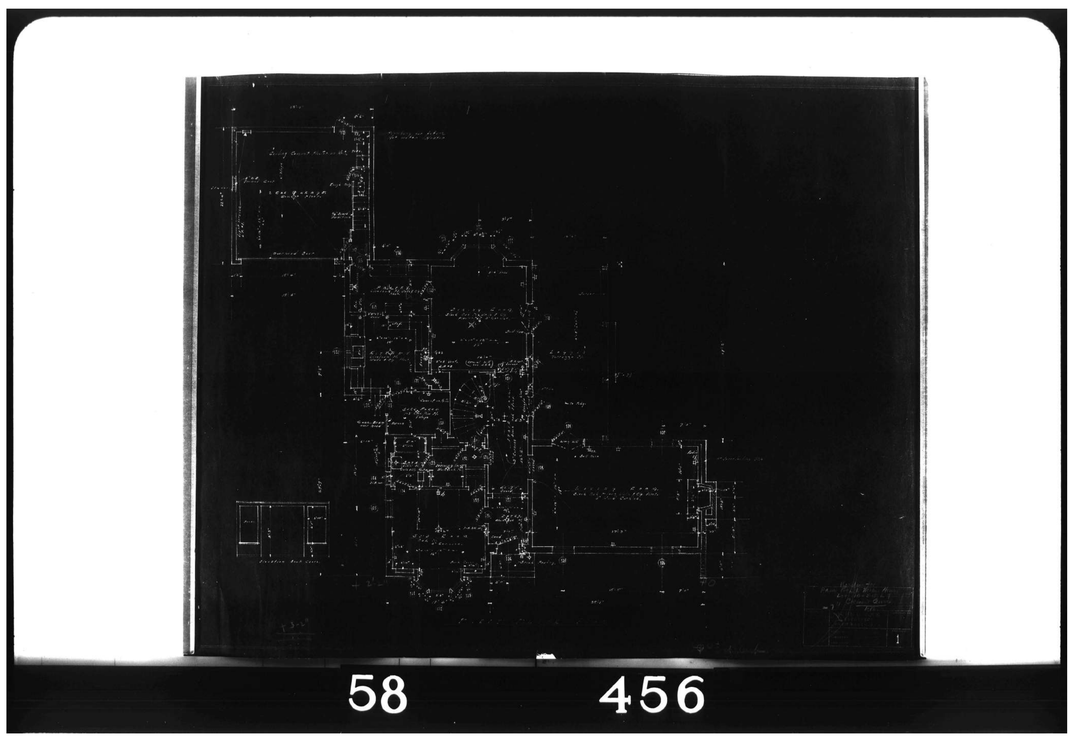
A0.08

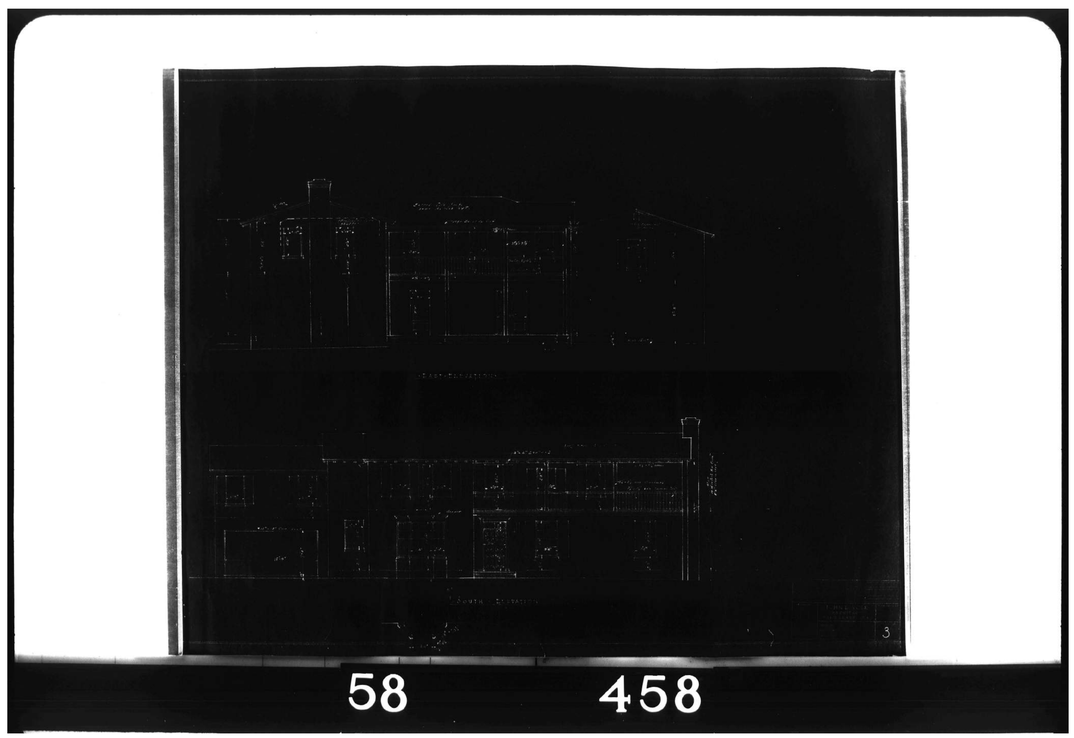
Drawing Name

ZONING DIAGRAM









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NO.	ISSUED DATE	ISSUED FOR
3	03/31/2025	FINAL SUBMITTAL
4	11/03/2025	FINAL RESUBMITTAL

FINAL RESUBMITTAL_11-03-25 COA-25003(ZON-25-009)

303 PENDLETON LN, PALM BEACH FL 33480

PROFESSIONAL SEAL

STATE OF FLORIDA
EDMUND A DEPREE
AR98026
REGISTERED ARCHITECT

Project
303 PENDLETON LN - PORTE COCHERE

PROJECT ADDRESS
STATE, ZIP CODE

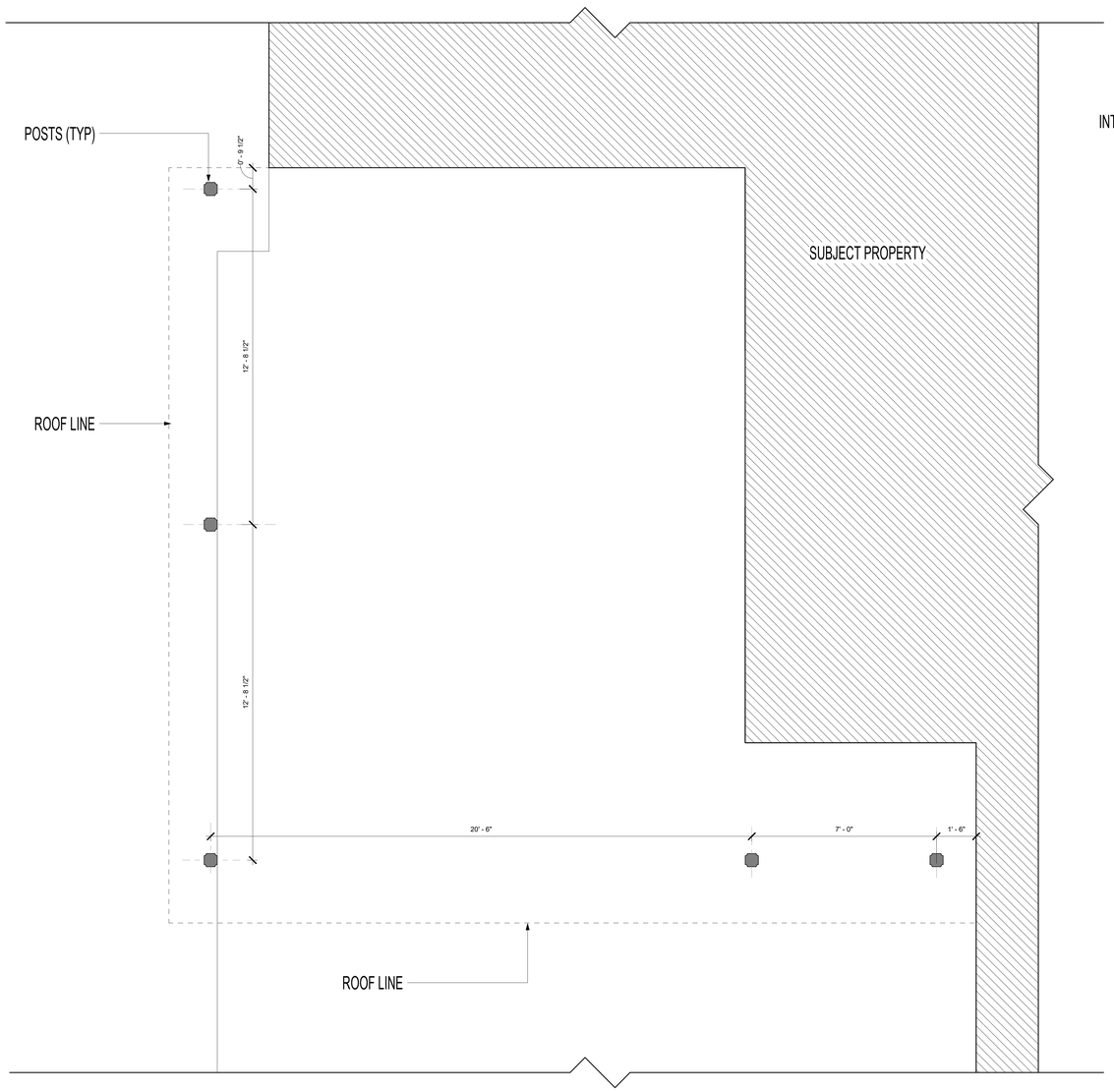
PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number

A0.09

Drawing Name

HISTORIC DRAWINGS



1 FLOOR PLAN - 1ST FLOOR
SCALE 1/2" = 1'-0"



2 ROOF PLAN - PROPOSED
SCALE 1/2" = 1'-0"

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

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303 PENDLETON LN - PORTE COCHERE

PROJECT ADDRESS
STATE, ZIP CODE

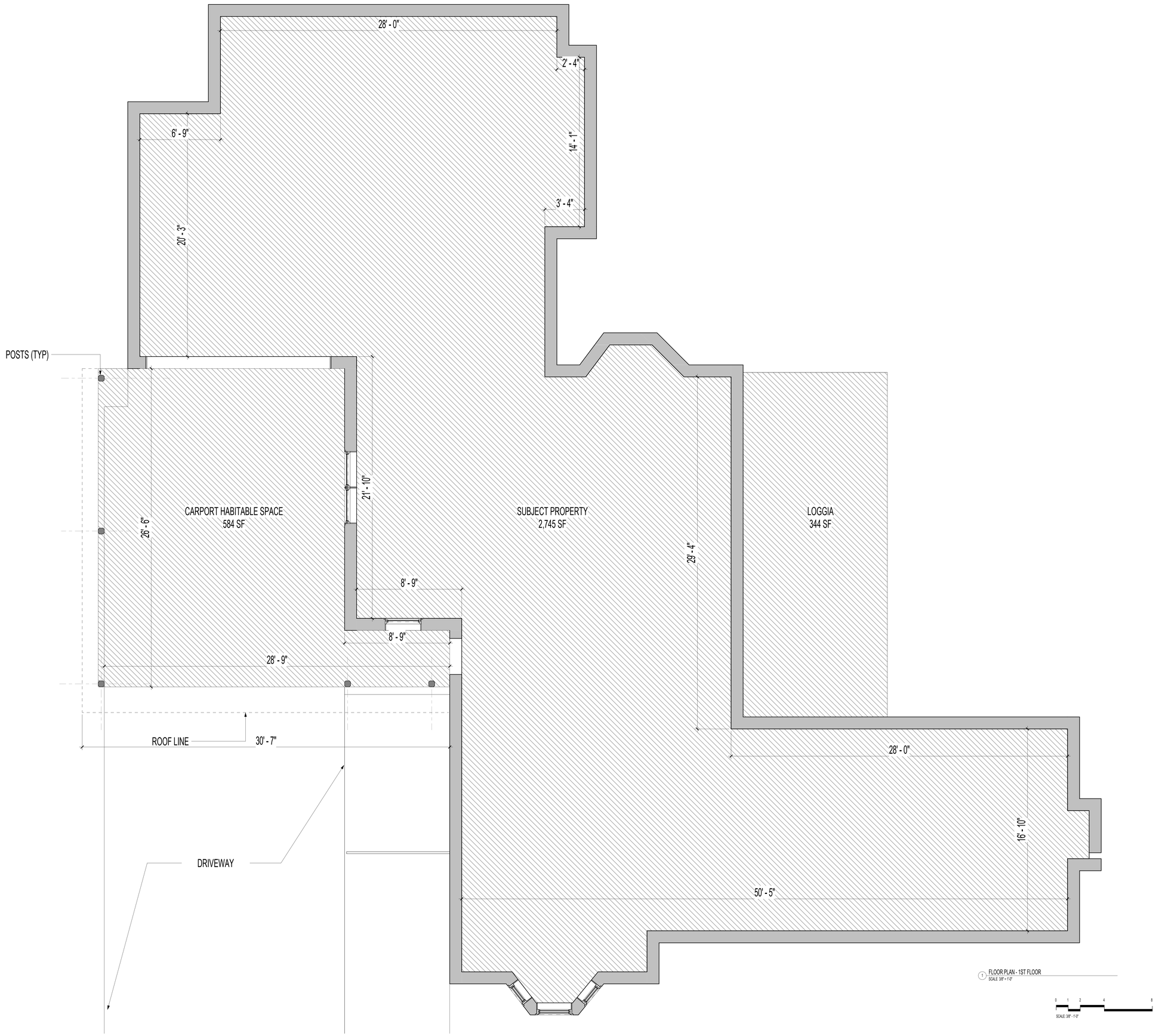
PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number

A1.01

Drawing Name

CONSTRUCTION PLAN - PORTE COCHERE 1ST FLOOR & ROOF PLAN



1 FLOOR PLAN - 1ST FLOOR
SCALE: 3/8" = 1'-0"

0 1 2 4 8
SCALE: 3/8" - 1'-0"

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2	03/03/2025	SECOND SUBMITTAL
3	03/31/2025	FINAL SUBMITTAL
4	11/03/2025	FINAL RESUBMITTAL

FINAL RESUBMITTAL_11-03-25 COA-25003(ZON-25-009)

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Project
303 PENDLETON LN - PORTE COCHERE

PROJECT ADDRESS
STATE, ZIP CODE

PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number

A1.02

Drawing Name

CONSTRUCTION PLAN - FULL GROUND PLAN



1 FLOOR PLAN - 2ND FLOOR
SCALE: 3/8" = 1'-0"

0 1 2 4 8
SCALE: 3/8" - 1'-0"

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4	11/03/2025	FINAL RESUBMITTAL

FINAL RESUBMITTAL_11-03-25 COA-25003(ZON-25-009)

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PROJECT NUMBER	Project No.
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Discipline & Drawing Number

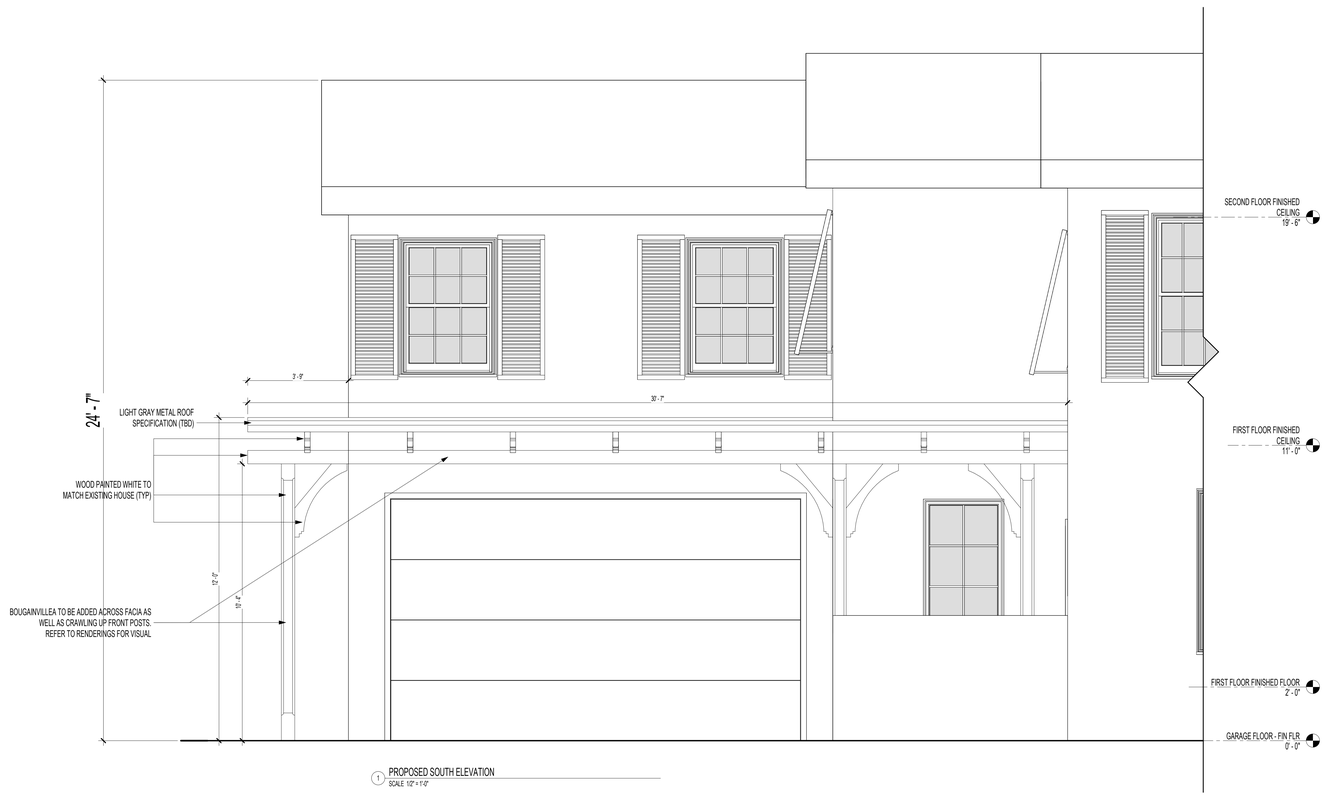
A1.03

Drawing Name

CONSTRUCTION PLAN - FULL 2ND FLOOR



2 EXISTING SOUTH ELEVATION
SCALE: 1/2" = 1'-0"



1 PROPOSED SOUTH ELEVATION
SCALE: 1/2" = 1'-0"

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

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4	11/03/2025	FINAL RESUBMITTAL

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PROJECT ADDRESS
STATE, ZIP CODE

PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

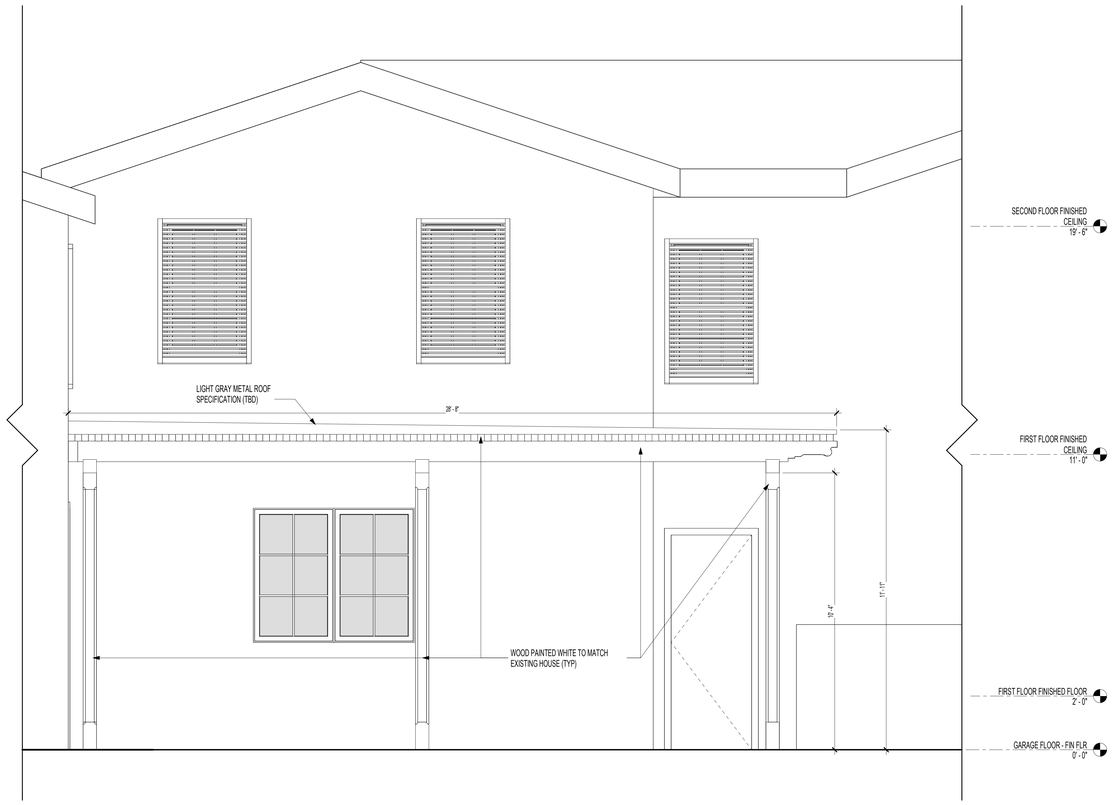
Discipline & Drawing Number
A2.00

Drawing Name
EXTERIOR ELEVATIONS - SOUTH

FINAL RESUBMITTAL: 11-03-25 COA-23050022ON-25-169)
303 PENDLETON LN, PALM BEACH FL 33480



2 EXISTING WEST ELEVATION
SCALE 1/2" = 1'-0"



1 PROPOSED WEST ELEVATION
SCALE 1/2" = 1'-0"

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

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FINAL RESUBMITTAL_11-03-25 COA-25003(ZON-25-009)

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PROJECT ADDRESS
STATE, ZIP CODE

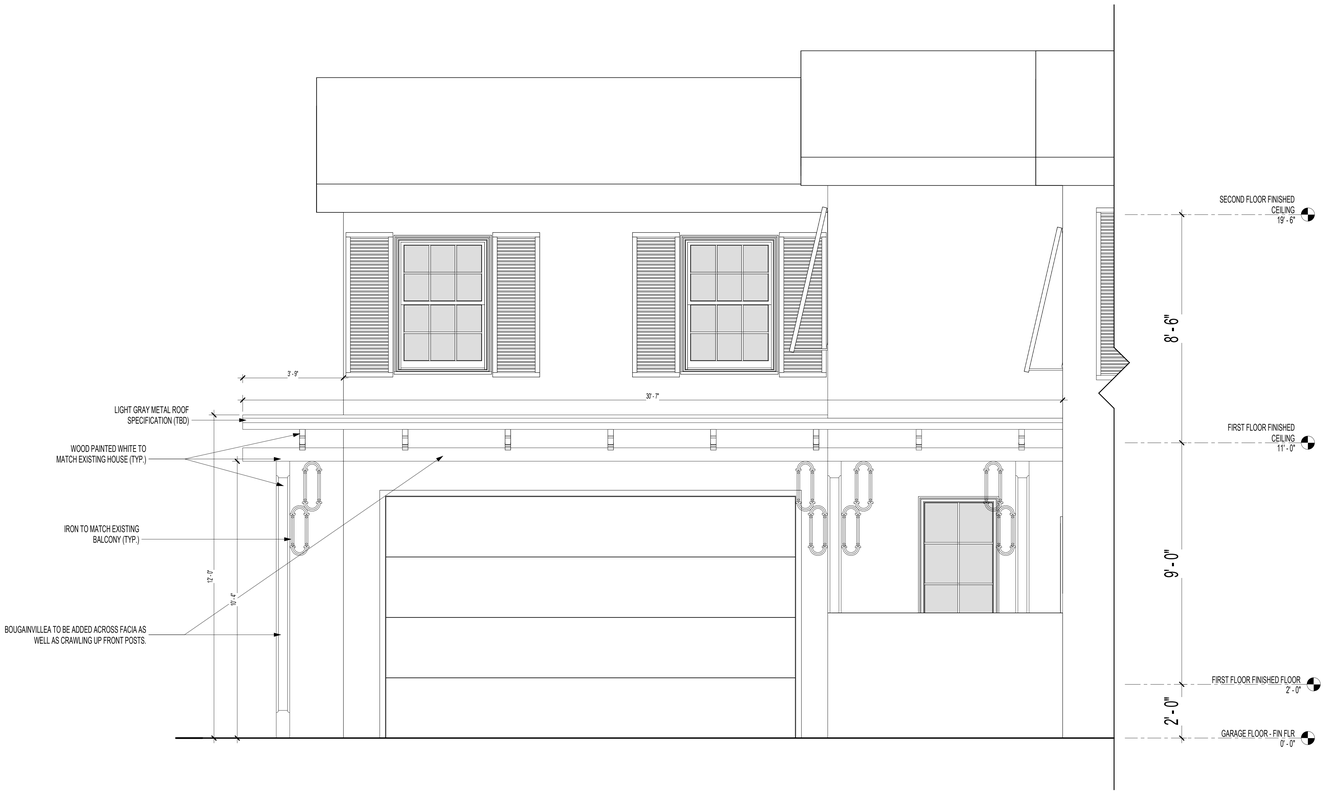
PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number

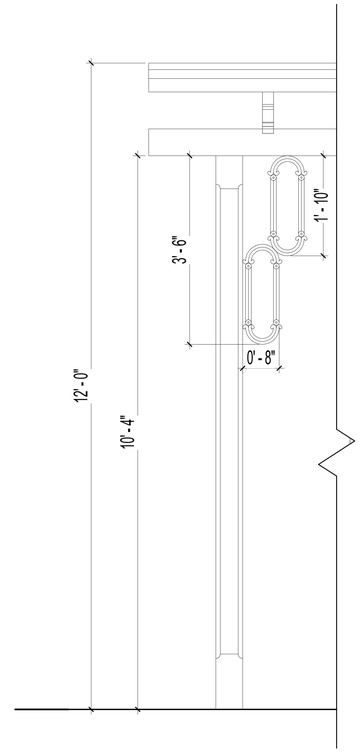
A2.01

Drawing Name

EXTERIOR ELEVATIONS - WEST

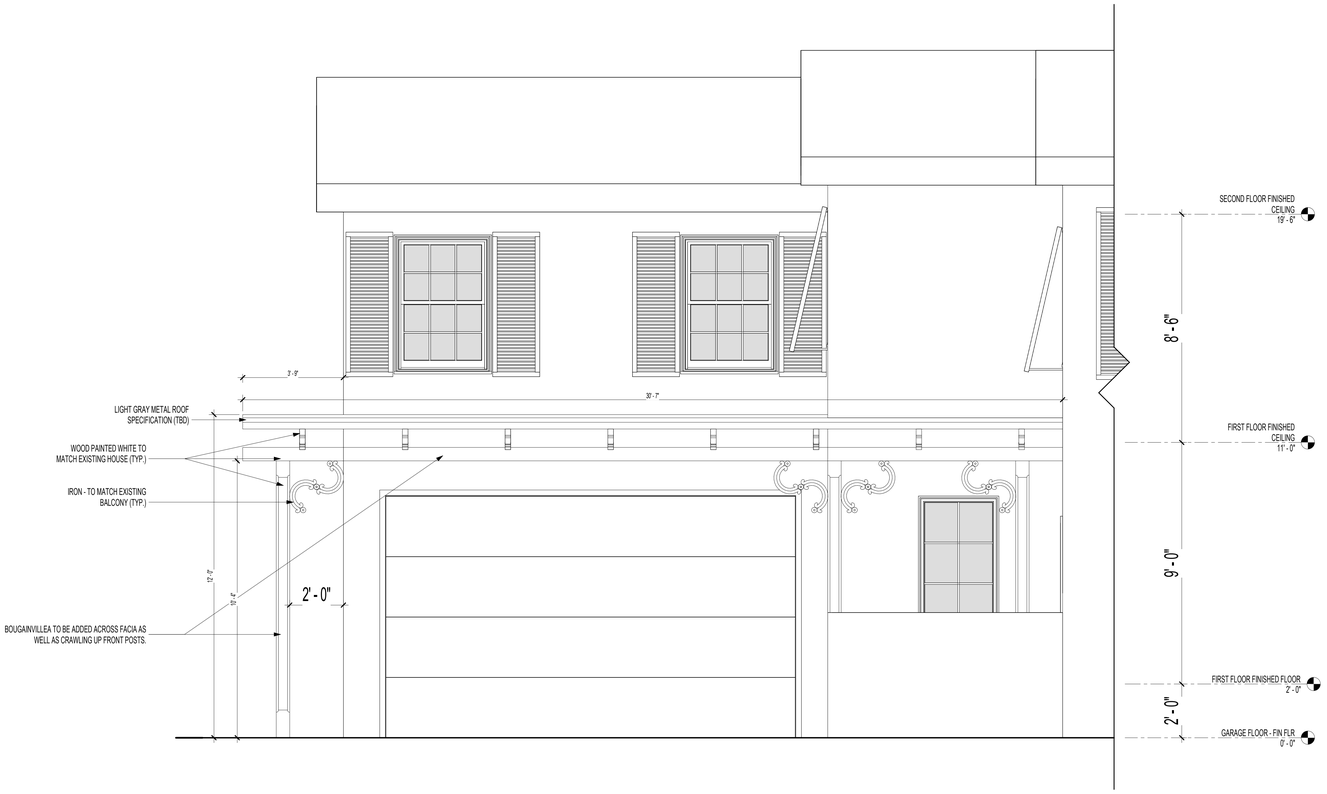


1 ALTERNATE STUDY - VERSION 1
SCALE 1/2" = 1'-0"

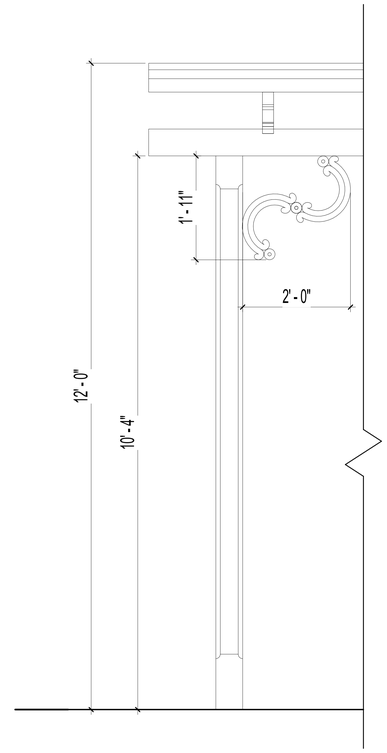


2 ALTERNATE STUDY - VERSION 1 DETAIL
SCALE 1" = 1'-0"





3 ALTERNATE STUDY - VERSION 2
SCALE 1/2" = 1'-0"



4 ALTERNATE STUDY - VERSION 2 DETAIL
SCALE 1" = 1'-0"



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

0 1/2 1 2 4
SCALE: 1" - 1'-0"

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303 PENDLETON LN, PALM BEACH FL 33480

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303 PENDLETON LN - PORTE COCHERE

PROJECT ADDRESS
STATE, ZIP CODE

PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number

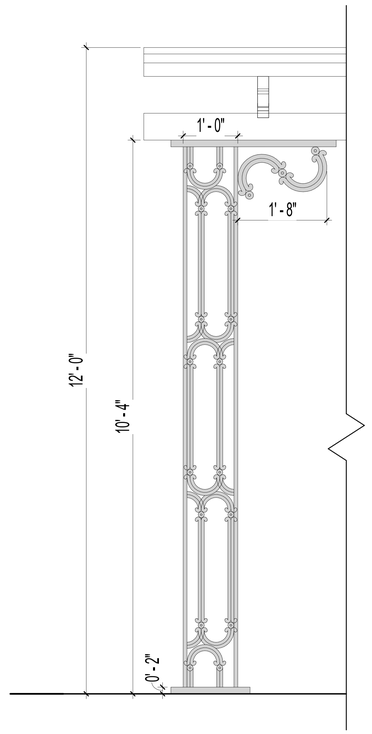
A2.02

Drawing Name

EXTERIOR ELEVATIONS - WEST - ALTERNATE STUDIES



1 ALTERNATE STUDY - VERSION 3
SCALE: 1/2" = 1'-0"



2 ALTERNATE STUDY - VERSION 3 DETAIL
SCALE: 1" = 1'-0"





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

0 1/2 1 2 4
SCALE: 1" - 1'-0"

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303 PENDLETON LN - PORTE COCHERE

PROJECT ADDRESS
STATE, ZIP CODE

PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number

A2.03

Drawing Name

EXTERIOR ELEVATIONS - WEST - ALTERNATE STUDIES 2



1 PROPOSED SOUTH ELEVATION - FULL
SCALE: 3/8" = 1'-0"

0 1 2 4 8
SCALE: 3/8" - 1'-0"

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4	11/03/2025	FINAL RESUBMITTAL

FINAL RESUBMITTAL_11-03-25 COA-25003(ZON-25-009)

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STATE, ZIP CODE

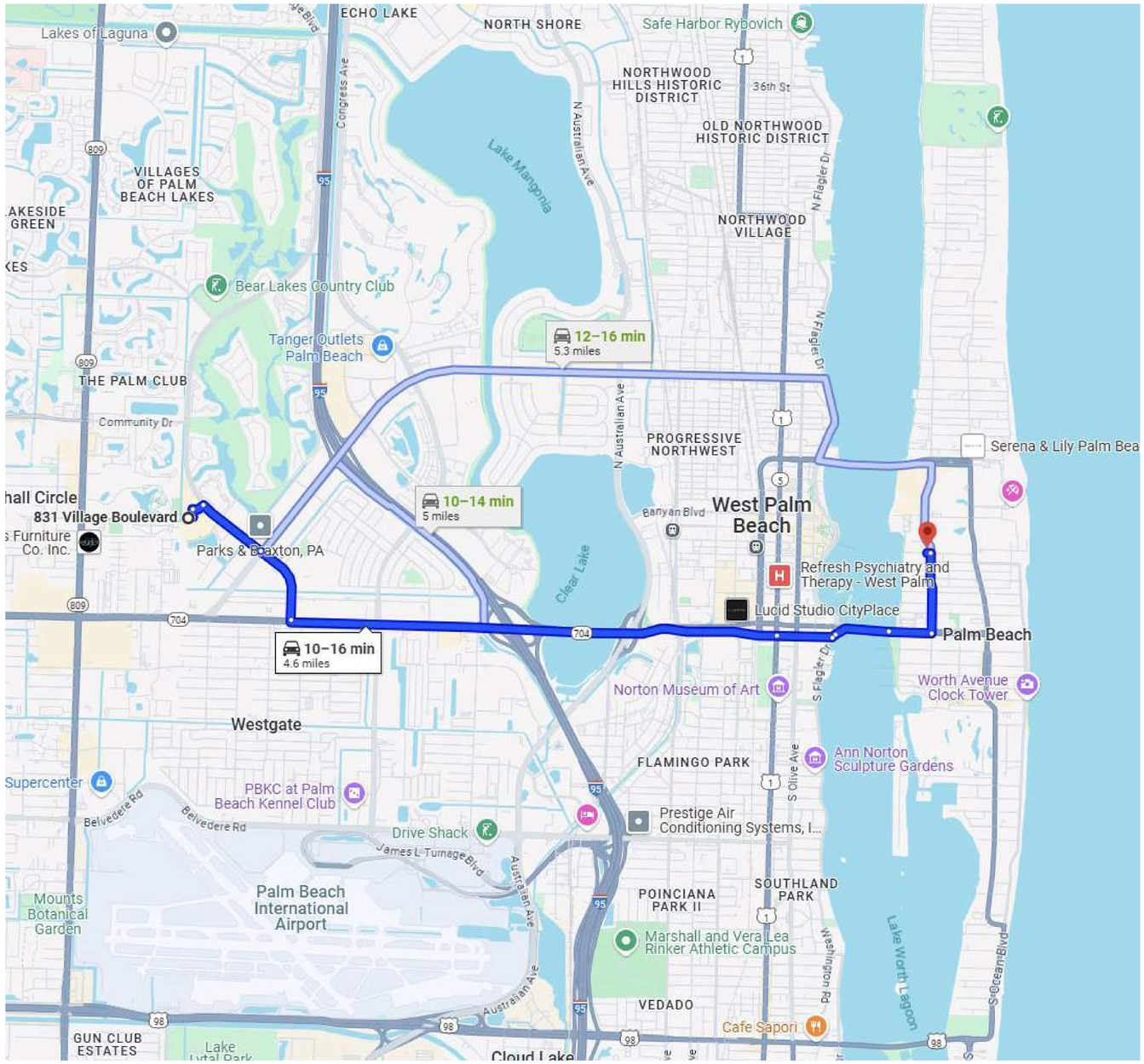
PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number

A2.04

Drawing Name

EXTERIOR ELEVATIONS - SOUTH - FULL



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3	03/31/2025	FINAL SUBMITTAL

303 PENDLETON LN, PALM BEACH FL 33480 FINAL RESUBMITTAL_1143-25 C04-25003(2024-25-009)

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PROJECT ADDRESS
STATE, ZIP CODE

PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number

A4.01

Drawing Name

TRUCKING LOGISTICS





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Project
303 PENDLETON LN - PORTE COCHERE

PROJECT ADDRESS
STATE, ZIP CODE

PROJECT NUMBER	Project No.
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Discipline & Drawing Number

A9.00

Drawing Name

EXTERIOR RENDERINGS





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PROJECT ADDRESS
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A9.01

Drawing Name

EXTERIOR RENDERINGS



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Project
303 PENDLETON LN - PORTE COCHERE

PROJECT ADDRESS
STATE, ZIP CODE

PROJECT NUMBER	Project No.
Author	Drawn By
Checker	Checked By

Discipline & Drawing Number

A9.02

Drawing Name

EXTERIOR RENDERINGS

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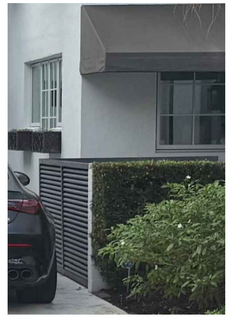
FIELD VERIFY ALL DIMENSIONS

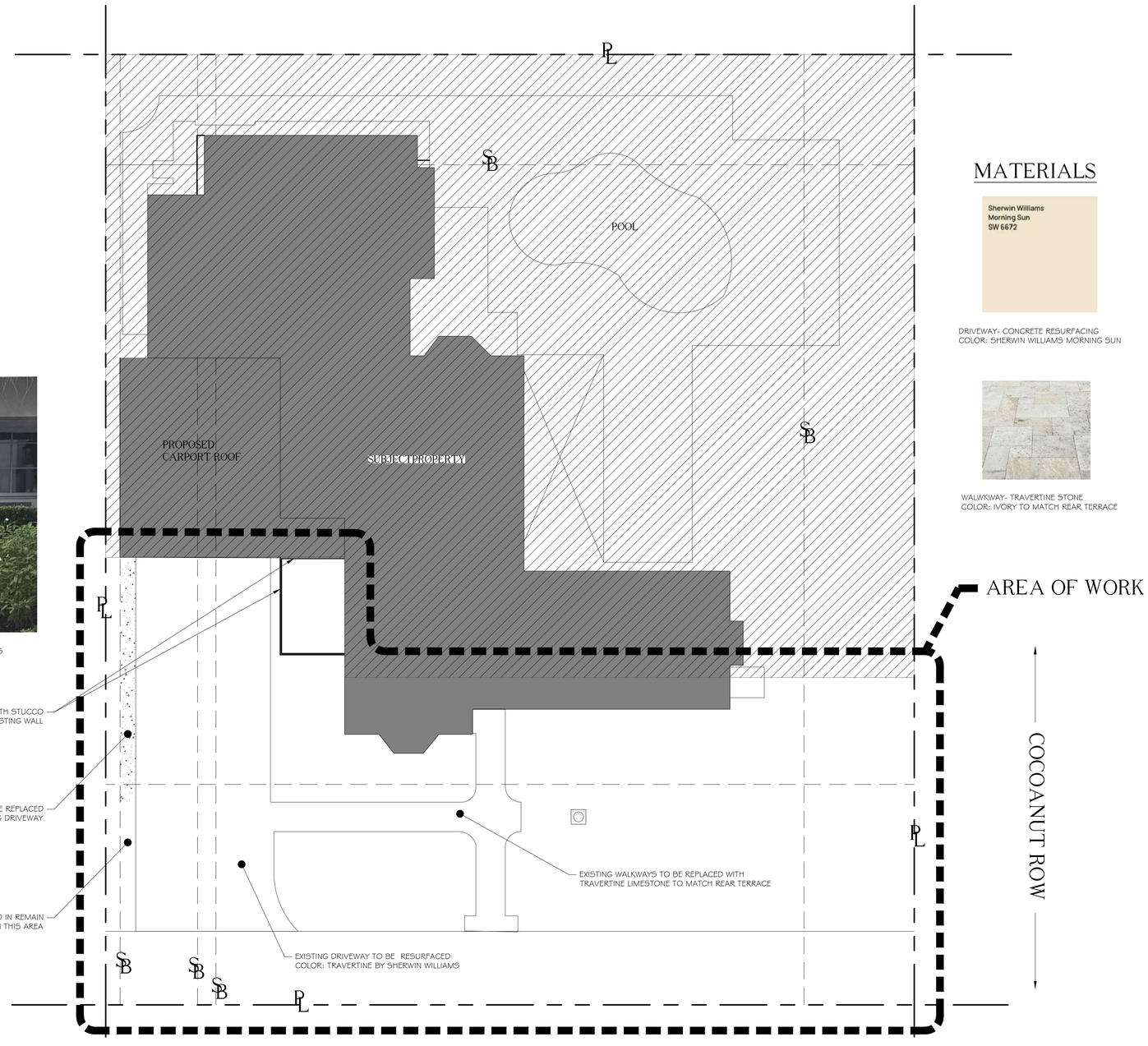
ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI

SMI TO APPROVE LAYOUT OF ALL HARDSCAPE MATERIAL PRIOR TO INSTALLATION

NO CHANGE TO PERVIOUS/ IMPERVIOUS CALCULATIONS



EXISTING LOUVERED PANELS



MATERIALS

Sherwin Williams
Morning Sun
SW 6672

DRIVEWAY- CONCRETE RESURFACING
COLOR: SHERWIN WILLIAMS MORNING SUN

WALWKWAY- TRAVERTINE STONE
COLOR: IVORY TO MATCH REAR TERRACE

ABBREVIATIONS KEY
DIA =DIAmeter
DR =Dominican Republic
HS =HardScape
HT =HeighT
LA =Landscape Architect
LS =LandScape
MAX =MAXimum
MIN =MINimum
SMI =SMI Landscape Architecture
TBD =To Be Determined
TC =Terra Cotta
THK =THicK
TYP =TYPical
SF =Square Feet
======== =PVC SLEEVES

GRADING
BOS =Bottom Of Steps
ELEV =ELEVation
FFE =Finished Floor Elevation
TOS =Top Of Steps
TOW =Top Of Wall

811
Know what's below
Call before you dig

The Thomas Hunt Residence

303 Pendleton Ln
Palm Beach, FL 33480

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	DATE	DESCRIPTION
1	11.03.2025	PRESENTATION

REVISIONS

Preliminary
COA-25-0003 (ZON-25-0009)

SMI
LANDSCAPE ARCHITECTURE
140 Royal Palm Way, Suite #206, Palm Beach, Florida 33480
Telephone: 561-655-9006 Fax: 561-655-9007
eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE: Site Plan		
SCALE: 1/8" = 1'-0"	PROJECT NUMBER: 2520	
DATE: 11.03.2025	PRJCT MNGR: CFV	CHECKED: . .
SEAL: 00/00/25	DRAWING NO.: L1.1 SHEET 1 OF 1	

FIELD VERIFY ALL DIMENSIONS

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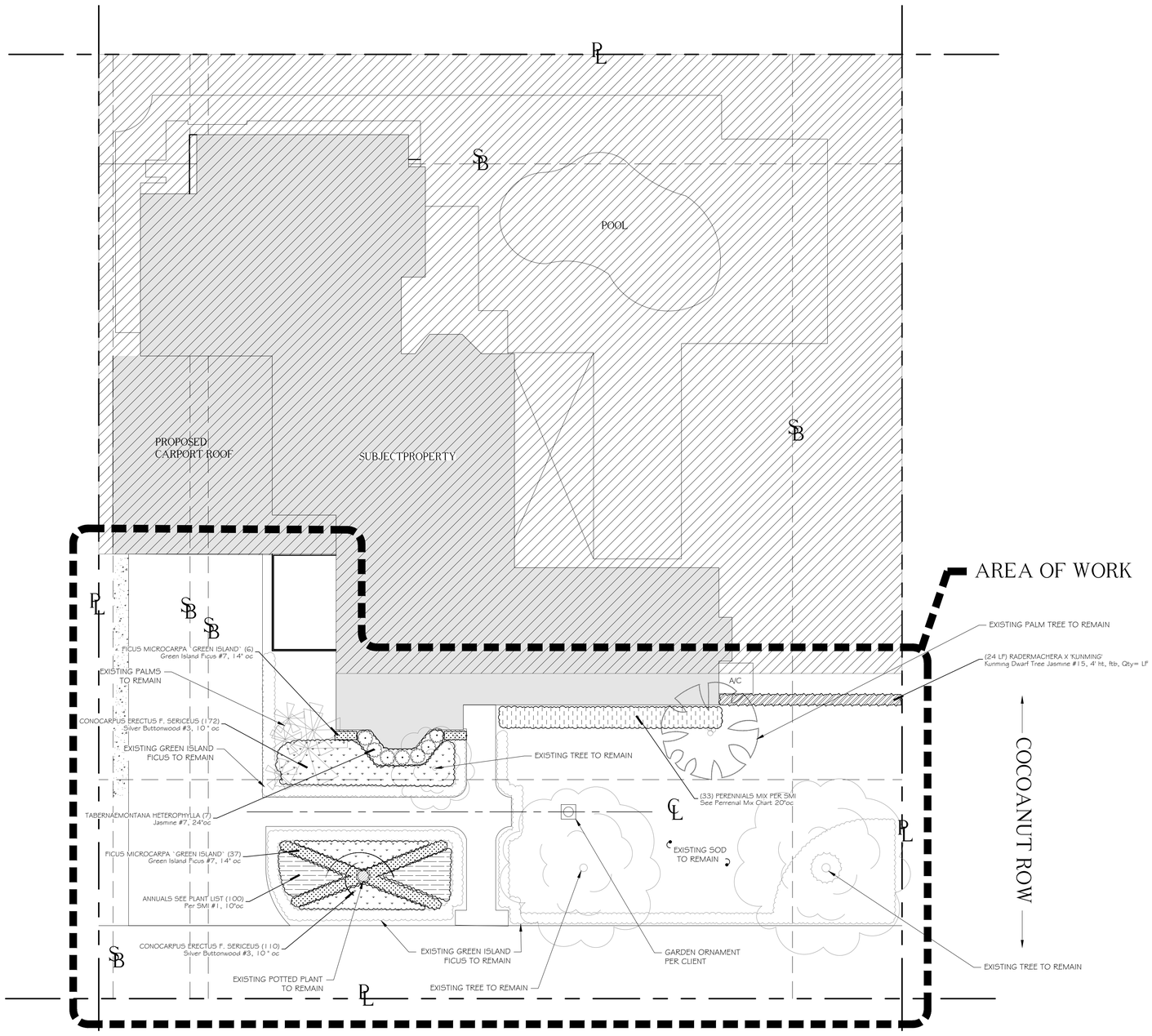
SMI TO APPROVE LAYOUT OF ALL HARDSCAPE MATERIAL PRIOR TO INSTALLATION

NO CHANGE TO PERVIOUS/ IMPERVIOUS CALCULATIONS



ABBREVIATIONS KEY
DIA =DiAmeter
DR =Dominican Republic
HS =HardScape
HT =HeighT
LA =Landscape Architect
LS =LandScape
MAX =MAXimum
MIN =MINimum
SMI =SMI Landscape Architecture
TBD =To Be Determined
TC =Terra Cotta
THK =THicK
TYP =TYPical
SF =Square Feet
======== =PVC SLEEVES

GRADING
BOS =Bottom Of Steps
ELEV =ELEVation
FFE =Finished Floor Elevation
TOS =Top Of Steps
TOW =Top Of Wall

811 Know what's below Call before you dig

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1	11.03.2025	PRESENTATION
0	DATE	DESCRIPTION

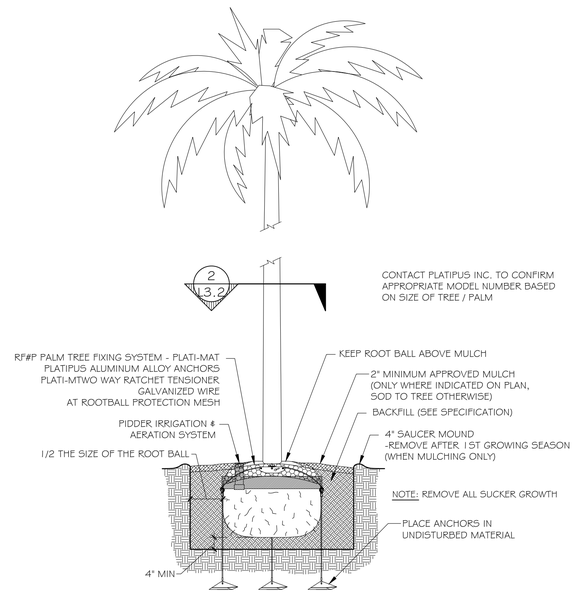
REVISIONS

Preliminary
COA-25-0003 (ZON-25-0009)

SMI
LANDSCAPE ARCHITECTURE
140 Royal Palm Way, Suite #206, Palm Beach, Florida 33480
Telephone: 561-655-9006 Fax: 561-655-9007
eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

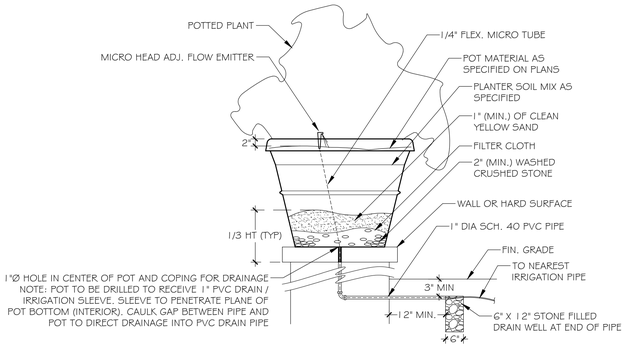
TITLE: Proposed Planting Plan		
SCALE: 1/8" = 1'-0"	PROJECT NUMBER: 2520	
DATE: 11.03.2025	PRJCT MNGR: CFV	CHECKED: . .
SEAL: 00/00/25	DRAWING NO.: L2.1 SHEET 1 OF 3	

FIELD VERIFY ALL DIMENSIONS



1 L3.2 PLATIPUS TREE ANCHORING DETAIL

SCALE: NOT TO SCALE



4 L3.2 POTTED PLANT DETAIL

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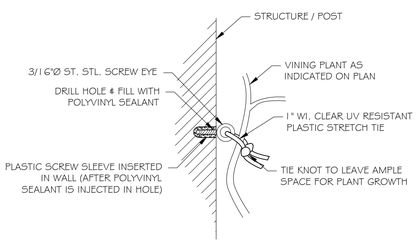
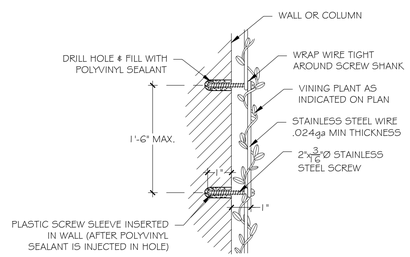


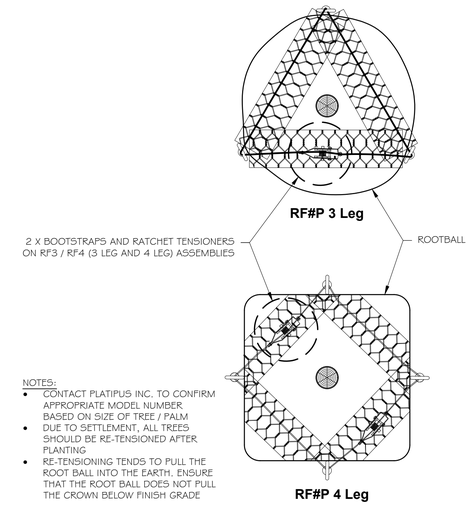
PIN TO WALL



WIRE TO WALL

7 L3.2 VINE SUPPORT DETAIL

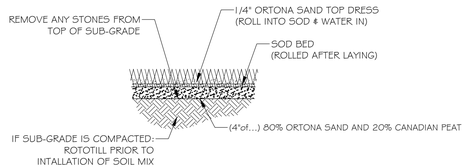
SCALE: NOT TO SCALE



2 L3.2 PLATIPUS ROOTBALL BOOTSTRAP DETAIL

SCALE: NOT TO SCALE

ALL SOD PLANTED BETWEEN STONE TO BE CASHMERE ZOYSIA REGARDLESS OF OVERALL SITE SOD TYPE



5 L3.2 SOD PLANTING DETAIL

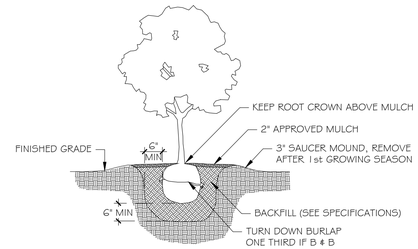
SCALE: 1/2" = 1'-0"

ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI

SMI TO APPROVE STAKED LAYOUT OF ALL TREES AND PLANTING LAYOUT PRIOR TO INSTALLATION

ALL IRRIGATION, IRRIGATION EQUIPMENT AND IRRIGATION BOXES TO BE CONCEALED

ALL PLANTING BEDS TO HAVE STEEL EDGE BORDER



3 L3.2 SHRUB PLANTING DETAIL

SCALE: NOT TO SCALE

6 L3.2 PLANTING BED DETAIL

SCALE: NOT TO SCALE

NOTES:
1. 16'-0" (4.9M) SECTIONS TO INCLUDE (5) 12" (30.5CM) ALUMINUM STAKES
2. COMPACT GRADES ADJACENT TO EDGING TO AVOID SETTLING. FINISH GRADE TO BE 1/2" (1.3CM) BELOW TOP OF EDGING.
3. CORNERS - CUT BASE OF EDGING UP HALF WAY AND FORM A CONTINUOUS CORNER
4. PERMALOC CLEANLINE AS MANUFACTURED BY PERMALOC CORPORATION, HOLLAND MI. 1-800-356-9660, 616-399-9600

8 L3.2 PLANT BED EDGING DETAIL

SCALE: NTS

811 Know what's below Call before you dig

The Thomas Hunt Residence

303 Pendleton Ln
Palm Beach, FL 33480

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NOTES:
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-DRIP IRRIGATION MAY ONLY BE USED IF SPECIFIED BY SMI OR IF REQUIRED BY MUNICIPALITY

1	11.03.2025	PRESENTATION
0	DATE	DESCRIPTION

REVISIONS

Preliminary
COA-25-0003 (ZON-25-0009)

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FL registration #LA 13000223

TITLE: Planting Details		
SCALE: NOT TO SCALE	PROJECT NUMBER: 2520	
DATE: 11.03.2025	PRJCT MNGR: CFV	CHECKED: . .
SEAL: 00/00/25	DRAWING NO.: L2.2 SHEET 2 OF 3	

FIELD VERIFY ALL DIMENSIONS

PLANTING SPECIFICATIONS

PLEASE FURNISH FLORIDA CERTIFIED LANDSCAPE CONTACTORS (FCLC) REGISTRATION NUMBER WITH PROPOSAL.

GENERAL CONDITIONS

SCOPE:

1. THE WORK INCLUDED IN THESE SPECIFICATIONS SHALL CONSIST OF THE FURNISHING OF ALL LABOR, TOOLS, MATERIALS, PERMITS, ETC., NECESSARY FOR THE EXECUTION OF THE WORK AS HEREIN SPECIFIED AND SHOWN ON THE DRAWINGS.
2. THE LANDSCAPE CONTRACTOR SHALL INSTALL ALL MATERIAL IN ACCORDANCE WITH SOUND NURSERY PRACTICE AND SHALL PERFORM MAINTENANCE AND WATERING UNTIL FINAL COMPLETION AND ACCEPTANCE BY THE LANDSCAPE ARCHITECT.

EXAMINATION OF DRAWINGS AND SITE:

1. THE LANDSCAPE CONTRACTOR SHALL EXAMINE THE SITE AND FULLY ACQUAINT HIMSELF WITH ALL OF THE EXISTING CONDITIONS IN ORDER THAT NO MISUNDERSTANDING MAY AFTERWARDS ARISE AS TO THE CHARACTER OR AS TO THE EXTENT OF THE WORK TO BE DONE, AND LIKEWISE, IN ORDER TO ADVISE AND ACQUAINT HIMSELF WITH ALL PRECAUTIONS TO BE TAKEN IN ORDER TO AVOID INJURY TO PERSONS OR PROPERTY OF ANOTHER. NO ADDITIONAL COMPENSATION WILL BE GRANTED BECAUSE OF ANY UNUSUAL DIFFICULTIES THAT MAY BE ENCOUNTERED IN THE EXECUTION OR MAINTENANCE OF ANY PORTION OF THE WORK. ANY DISCREPANCIES, OR OMISSIONS OR DOUBTS AS TO MEANING SHALL BE COMMUNICATED TO THE LANDSCAPE ARCHITECT, WHO WILL MAKE ANY INTERPRETATIONS HE/SHE DEEMS NECESSARY.

PLANT LIST:

1. ANY DISCREPANCY BETWEEN THE PLANT LIST AND THE DRAWINGS SHALL BE CONSIDERED AS CORRECT ON THE DRAWINGS.

PROTECTION OF PUBLIC AND PROPERTY:

1. THE LANDSCAPE CONTRACTOR SHALL PROTECT ALL MATERIALS AND WORK AGAINST INJURY FROM ANY CAUSE AND SHALL PROVIDE AND MAINTAIN ALL NECESSARY GUARDS FOR THE PROTECTION OF THE PUBLIC. HE SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE OR INJURY TO A PERSON OR PROPERTY WHICH MAY OCCUR AS A RESULT OF HIS FAULT OR NEGLIGENCE IN THE EXECUTION OF THE WORK.

2. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN WORKMAN'S COMPENSATION, COMPREHENSIVE GENERAL LIABILITY INSURANCE ($1,000,000) AND PROPERTY DAMAGE INSURANCE ($1,000,000.00). A COPY OF THE CERTIFICATE OF INSURANCE MUST BE FURNISHED TO OWNER.

GUARANTEE:

1. THE GUARANTEE PERIOD FOR ALL MATERIAL SHALL BEGIN AFTER FINAL APPROVAL BY LANDSCAPE ARCHITECT.

2. ALL MATERIAL EXCEPT SOD SHALL BE GUARANTEED FOR ONE YEAR PROVIDED IT RECEIVES PROPER MAINTENANCE (AS PRESCRIBED BY THE LANDSCAPE CONTRACTOR) BY THE OWNER AND IS NOT DAMAGED OR DESTROYED BY HURRICANES OR OTHER CAUSES BEYOND THE CONTRACTOR'S CONTROL.

3. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT THE OWNERS NEGLECT TO PROVIDE PROPER CARE OF THE MATERIAL.

4. ALL REPLACEMENT COST OF GUARANTEED MATERIAL, INCLUDING EQUIPMENT, AND LABOR, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR

AWARD OF CONTRACT:

1. ONLY UNIT PRICE-INSTALLED BIDS FOR THE WORK WILL BE ACCEPTABLE. HOWEVER, THE OWNER RETAINS THE RIGHT TO DELETE PORTIONS OF THE WORK FROM THE CONTRACT AND/OR AWARD SEPARATE CONTRACTS FOR PHASES OF THE PROJECT. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY AND ALL BIDS WHEN SUCH REJECTIONS ARE IN THE INTEREST OF THE OWNER.

EXECUTION OF THE WORK:

1. THE LANDSCAPE CONTRACTOR SHALL HAVE HIS LABOR CREWS CONTROLLED AND DIRECTED BY A LANDSCAPE FOREMAN WELL VERSED IN PLANT MATERIALS, PLANTING, READING OF BLUEPRINTS AND COORDINATION BETWEEN JOB AND NURSERY IN ORDER TO EXECUTE INSTALLATION RAPIDLY AND CORRECTLY.

WATER:

1. WATER SOURCE SHALL BE FURNISHED BY THE OWNER.

2. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO COORDINATE HIS WORK WITH IRRIGATION CONTRACTOR.

3. ALL PLANT MATERIAL INSTALLED PRIOR TO THE INSTALLATION OF THE IRRIGATION SYSTEM SHALL BE WATERED WITH A TEMPORARY SYSTEM BY THE LANDSCAPE CONTRACTOR.

IRRIGATION:

-DRIP IRRIGATION MAY ONLY BE USED IF SPECIFIED BY SMI OR IF REQUIRED BY MUNICIPALITY

GRADING:

1. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SUBGRADE OF LANDSCAPE AREAS UNLESS OTHERWISE SPECIFIED. THE TERM SUBGRADE SHALL BE DEFINED AS 4"-6" BELOW FINISH GRADE UNLESS OTHERWISE NOTED ON PLANS.

2. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINISHED AND FINE GRADING WITHIN PLANTER BEDS AND THE FILLING OF PLANTER BOXES. THE LANDSCAPE CONTRACTOR SHALL REMOVE ALL EXCESS SOIL AND DEBRIS ACCUMULATED DURING HIS WORK.

3. THE SOD CONTRACTOR SHALL BE RESPONSIBLE FOR FINISH GRADE IN ALL SODDED AREAS. SEE SPECIFICATIONS RELATING TO SPECIES GROWERS.

TO PROTECT AGAINST GANODERMA PALM FUNGUS ALWAYS REMOVE ALL PALM STUMPS FROM PROPERTY - STUMPS ACT AS HOSTS TO THIS DESTRUCTIVE LONG LIVED FUNGUS.

DIGGING

1. THE LANDSCAPE CONTRACTOR SHALL EXERCISE CARE IN DIGGING AND OTHER WORK SO AS NOT TO DAMAGE EXISTING WORK, INCLUDING UNDERGROUND AND OVERHEAD PIPES AND CABLES. SHOULD SUCH UNDERGROUND AND OVERHEAD OBSTRUCTIONS BE ENCOUNTERED WHICH INTERFERE WITH PLANTING, THE LANDSCAPE ARCHITECT OR THE OWNER'S AUTHORIZED REPRESENTATIVE SHALL BE CONSULTED AND WILL ADJUST THE LOCATION OF PLANTS TO CLEAR SUCH OBSTRUCTION OR MOVE THE OBSTRUCTION.

2. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMMEDIATE REPAIR OF ANY DAMAGE CAUSED BY HIS WORK.

PLANTING PITS

1. EXCAVATE CIRCULAR PITS WITH VERTICAL SIDES FOR ALL PLANTS, EXCEPT FOR HEDGES AND PLANTS SPECIFICALLY DESIGNATED TO BE PLANTED IN BEDS. DIAMETER OF PITS OF TREES AND SHRUBS SHALL BE AT LEAST 1/3 LARGER THAN THE DIAMETER OF THE BALL.

2. EXCAVATE PLANTING PITS AND PLANTING BEDS, PREPARE FINE SUBGRADE THROUGHOUT ALL PITS AND BEDS, AND PLACE THE PLANTS TO BE PLANTED FOR APPROVAL BY LANDSCAPE ARCHITECT BEFORE INSTALLATION.

PRUNING

1. REMOVE DEAD AND BROKEN BRANCHES FROM ALL PLANT MATERIAL IMMEDIATELY. PRUNE TO RETAIN TYPICAL GROWTH HABIT OF INDIVIDUAL PLANTS WITH AS MUCH HEIGHT AND SPREAD AS IS PRACTICAL.

2. HEDGE MATERIALS TO BE PULLED IN, TIED AND TRIMMED TO VERTICAL AFTER INSTALLATION, WITH A FINISHED APPEARANCE UNLESS OTHERWISE NOTED.

TREE BRACING AND GUYING

1. REMEMBER TO CONSIDER SOIL CONDITIONS WHEN PLANTING TREES IN MADE UP GROUND AND THE NEED TO PLACE THE ANCHORS IN A UNDISTURBED MATERIAL. IF SO,YOU CAN ORDER 'ED' KITS (EXTRA DEPTH). TO ALLOW FOR THIS YOU MAY ALSO NEED A LONGER DRIVE ROD.

2. THE ANCHOR SHOULD BE DRIVEN TO THE FULL WORKING DEPTH USING A SUITABLE DRIVE ROD.

3. YOU MUST LOADLOCK THE ANCHORS PROPERLY INTO THEIR WORKING POSITION, BY APPLYING AN UPWARDS FORCE / LOAD ON THE WIRE TENDON.

4. IF THE ANCHORS ARE NOT LOADLOCKED PROPERLY, THE TREE WILL BECOME LOOSE WHEN THE FIRST WINDS ARRIVE.

5. PALM TREE ROOTBALLS MUST BE A MINIMUM OF 5' DIAMETER, PROPERLY ROOT WRAPPED AND OF SUFFICIENT STRENGTH AND PROPORTION TO SUPPORT A ROOTBALL FI XING METHOD. THE CORRECT PALM TREE KIT REQUIRED MUST BE SPECIFIED BY THE LANDSCAPE ARCHITECT ONCE THE ROOTBALL DIMENSIONS, TREE HEIGHT AND SAIL AREA OF THE TREE HAVE BEEN ESTABLISHED.

6.THE D-MAN CELLS / DEADMEN SHOULD BE INSTALLED AT LEAST 12" BELOW THE BASE OF THE ROOTBALL WITH THE SOIL COMPACTED ABOVE THE CELLS TO 60%, RIGHT UP TO THE NURSERY LINE.

7.IT IS NOT ADVISABLE TO USE STRAP SYSTEMS FOR CONTAINER GROWN STOCK (SEE PLATI-MAT SYSTEMS).

8. DUE TO SETTLEMENT OF THE TREE & AFTER WATERING RE-TENSIONING IS HIGHLY RECOMMENDED.

9. REFER TO MANUFACTURERS SPECIFICATIONS FOR COMPLETE INSTALLATION INSTRUCTIONS AT WWW.PLATIPUS.US.

10. SMALL TREES SHALL BE STAYED IN THREE DIRECTIONS WITH THREE STRANDS OF NO. 12 GALVANIZED WIRE ATTACHED TO ANCHORS DRIVEN BELOW GRADE. WIRES WHICH COME IN CONTACT WITH THE TREE ARE TO BE ENCASED IN RUBBER HOSE.

PLANT MATERIALS

1. NOMENCLATURE: PLANT NAMES SHALL CONFORM TO THE NAMES GIVEN IN HORTUS III AND IN STANDARDIZED PLANT NAMES, 2001, LATEST EDITION. PREPARED BY THE AMERICAN JOINT COMMITTEE ON HORTICULTURAL NOMENCLATURE. NAMES OF VARIETIES NOT INCLUDED THEREIN, CONFORM GENERALLY WITH NAMES ACCEPTED IN THE NURSERY TRADE.

2. QUALITY: PLANTS SHALL HAVE A HABIT OF GROWTH THAT IS NORMAL FOR THE SPECIES AND SHALL BE SOUND, HEALTHY, VIGOROUS AND FREE FROM INSECT PESTS, PLANT DISEASES AND INJURIES. TREES SHALL BE HEAVILY BRANCHED, OR IN PALMS, HEAVILY LEAFED. REQUIREMENTS FOR THE MEASUREMENT, BRANCHING GRADING, QUALITY, BALLING AND BURLAPPING OF PLANTS IN THE PLANT LISTS GENERALLY FOLLOW THE CODE OF STANDARDS CURRENTLY RECOMMENDED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC., AND THE AMERICAN STANDARD FOR NURSERY STOCK. PLANT MATERIAL SHALL BE GRADED AS SPECIFIED ON THE DRAWINGS.

GRADES SHALL CONFORM TO GRADES AND STANDARDS FOR NURSERY STOCK, STATE PLANT BOARD OF FLORIDA. PALMS WITH MARRED OR BURNED TRUNKS WILL NOT BE ACCEPTED. PLANTS WITH BROKEN, DAMAGED, OR INSUFFICIENT BALLS WILL BE REJECTED. ALL PLANTS SHALL BE FLORIDA FANCY.

3. SUBSTITUTIONS WILL BE PERMITTED ONLY UPON WRITTEN APPROVAL BY THE LANDSCAPE ARCHITECT.

PLANTING SOIL

SOIL BY "ATLAS SOIL" OR APPROVED ALTERNATE

ALL PLANTING AREAS SHALL BE CLEANED OF ALL PLANT AND MATERIAL TWO WEEKS PRIOR TO INSTALLATION OF SOIL FOR REMOVAL OF ANY WEEDS.

GROUND COVER BEDS -REMOVE 6" OF EXISTING SOIL AND FILL WITH 4" OF 8270 MIX & TILL/MIX INTO EXISTING SOIL.

SHRUB BEDS -REMOVE 6" OF EXISTING SOIL AND FILL WITH A MIX OF 50% APPROVED SOIL & 50% EXISTING SOIL.

TREE PITS -REMOVE SOIL IN THE AMOUNT OF 1/2 LARGER THAN THE BALL OF THE TREE AND REPLACE WITH A MIX OF 50% APPROVED SOIL & 50% EXISTING SOIL.

PALMS -REMOVE SOIL IN THE AMOUNT OF 1/2 LARGER THAN THE BALL OF THE PALM AND REPLACE WITH APPROPRIATE SOIL AND CLEAN YELLOW SAND FREE OF WEEDS.

SOIL SPECS FOR PLANTING BEDS:
ATLAS PEAT & SOIL 8270 MIX
20% can peat
25% fla peat
40% pine bark
15% airlite

SOIL SPECS FOR TREES AND LARGE SHRUBS:
SMILA SOIL MIX (APPROVED SOIL)
50% Pinebark
40% Florida Peat
10% Coarse Sand
10lbs Dolomite per/Yard
10.5lbs TurfPro per/Yard
25 pounds Nutricote 18/6/8-360 P/yard optional .

1. SOLE SOURCE - FROM ATLAS PEAT & SOIL INC., P.O. BOX 3867, BOYNTON BEACH, FLORIDA, 33424-3867, (561) 734-7300

PLANTING SOIL NOT MEETING THESE REQUIREMENTS WILL NOT BE ACCEPTED.

1. SOIL FOR PLANTING TREES, SHRUBS AND GROUND COVER SHALL BE SMILA SOIL UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS.

2. IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO REMOVE ANY EXCESS SOIL AND DEBRIS FROM THE SITE. REFER TO THE GRADING PLAN AND GRADING SPECIFICATIONS.

3. LANDSCAPE ARCHITECT MAY REQUEST SOIL ANALYSIS FOR THE TESTING OF PLANTING SOIL UTILIZED BY THE SELECTED LANDSCAPE CONTRACTOR.

FERTILIZER

1. TREES USE ONE 21 GRAM AGRIFORM PLANTING TABLET PER 1/2" TRUNK DIAMETER. SPACE EQUALLY AROUND AT 2/3 DEPTH OF BALL.

2. SHRUBS: AGRIFORM PLANTING TABLETS SHALL BE APPLIED PER THE MANUFACTURERS SUGGESTED APPLICATION RATES.

3. SOD USE FERTILIZER AS PER BELOW WITH TRACE ELEMENTS APPLIED AT THE RATE OF 15 LBS. PER 1000 SQ. FT. PRIOR TO LAYING SOD.

4. POWDERED MYCCHORIZAE MIX: DIE HARD, 'PLANT HEALTH' CARE OR EQUAL) AND LIQUID B-THRIVE (OR EQUAL) SHOULD BE ADDED TO ALL TREES, SHRUBS AND GROUND COVER PLANTING BEDS AS PER MANUFACTERES DIRECTIONS.

5. ALL TREES, SHRUBS, GROUND COVER AND SOD TO USE LESCO 13-3-13 FERTILIZER AS PER MANUFACTURERS SPECIFICATIONS

MULCH

ALL MULCH FOR THE PROJECT SHALL BE ATLAS GROW.
MULCH SHALL BE APPLIED 2" IN TREES AND PALMS AS SPECIFIED, AND ALL PLANTING BEDS, HEDGE AND SHRUBS. KEEP CROWN OF ROOT BALL ABOVE MULCH
SOLE SOURCE - FROM ATLAS PEAT & SOIL INC., P.O. BOX 3867, BOYNTON BEACH, FLORIDA, 33424-3867, (561) 734-7300

SUBMIT BAG TO LANDSCAPE ARCHITECT FOR APPROVALS.

SABAL PALMS

1. SABAL PALMS SHALL HAVE A MINIMUM TRUNK DIAMETER OF 12" MEASURED 2' ABOVE GROUND.

HEDGES

1. THE LANDSCAPE CONTRACTOR SHALL PROVIDE FULL MATERIAL TO PRODUCE A SOLID SCREEN FROM THE TOP OF HEDGE TO THE BASE OF HEDGE.

2. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE TO ADD FILLERS TO THE HEDGE AS NEEDED TO PRODUCE A SOLID FULL TO BASE (F.T.B.), SCREEN TO BE INCLUDED IN THE CONTRACTED PRICE.
3. PLANT MATERIAL WITH WEAK OR THIN FOLIAGE WILL NOT BE ACCEPTED.

VINES

1. MATERIALS & INSTALLATION OF VINE SUPPORTS SHALL BE INCLUDED IN UNIT COST OF VINE SPECIFIED

SODDING

1. THE LANDSCAPE CONTRACTOR SHALL SOD ALL AREAS INDICATED AND NOTED ON THE DRAWINGS.

2. NO SODDING SHALL OCCUR UNTIL ALL AREAS TO BE SODDED ARE CLEARED OF ANY ROUGH GRASS, WEEDS, AND DEBRIS, THE GROUND BROUGHT TO AN EVEN GRADE AND SPECIFIED AMENDMENTS HAVE BEEN ADDED. SEE DETAILS FOR SPECIFIC AMENDMENTS AS PER SOD TYPE. ALL SODDED AREAS WILL BE TREATED WITH 'ROUNDUP' HERBICIDE PER MANUFACTURER'S SPECIFICATIONS AT LEAST TEN DAYS PRIOR TO SOD INSTALLATION.

3. THE SOD SHALL BE FIRM, TOUGH TEXTURE, HAVING A COMPACTED GROWTH OF GRASS WITH GOOD ROOT DEVELOPMENT. IT SHALL CONTAIN NO NOXIOUS WEEDS, OR ANY OTHER OBJECTIONABLE VEGETATION, FUNGUS, INSECTS OR DISEASE. PREPARATION OF AREAS SHALL BE PERFORMED WELL ENOUGH IN ADVANCE TO ALLOW SUFFICIENT TIME TO WORK PROPERLY. THE SOIL EMBEDDED IN THE SOD SHALL BE GOOD, CLEAN EARTH, FREE FROM STONES AND DEBRIS. THE SOD SHALL BE FREE FROM FUNGUS, VERMIN, AND OTHER DISEASES.

4. BEFORE BEING CUT AND LIFTED, THE SOD SHALL HAVE BEEN MOWED AT LEAST THREE TIMES WITH A LAWN MOWER, WITH THE FINAL MOWING NOT MORE THAN SEVEN DAYS BEFORE THE SOD IS CUT. THE SOD SHALL BE CAREFULLY CUT INTO UNIFORM DIMENSIONS.

5. SOLID SOD SHALL BE LAID WITH CLOSELY ABUTTING JOINTS WITH A TAMPED OR ROLLED EVEN SURFACE.

6. WATERING SHALL BE ACCOMPLISHED UNTIL ACCEPTANCE OF THE WORK BY THE LANDSCAPE ARCHITECT.

7. MAINTENANCE OF MATERIAL SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR UNTIL FINAL APPROVAL OF LANDSCAPE ARCHITECT.

8. IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO BRING THE SOD EDGE IN A NEAT, CLEAN MANNER TO THE EDGE OF ALL PAVING AND SHRUB AREAS.
9. SEE PLANS FOR DETAILS, RE: SOD VARIETIES

10. FOR SOD, APPLY DEPTH OF SOIL AS PER PLANTING DETAILS PAGE. REMOVE ANY STONES FROM TOP OF SUB-GRADE OR COVER STONES WITH ADDITIONAL 2" OF SOIL MIX.

11. ALL SOD AREA SHALL BE TREATED WITH 'ROUND UP' TWO WEEKS PRIOR TO INSTALLATION FOR REMOVAL OF ANY EXISTING OBJECTIONABLE PLANTS. DOSAGE AND APPLICATION PER MANUFACTURERS SPECIFICATIONS.

CLEAN UP

1. THE LANDSCAPE CONTRACTOR SHALL AT ALL TIMES KEEP THE PREMISES FREE FROM ACCUMULATIONS OF WASTE MATERIALS OR RUBBISH CAUSED BY HIS EMPLOYEES OR WORK. HE SHALL LEAVE ALL PAVED AREAS "BROOM CLEAN" WHEN COMPLETED WITH THE WORK.

2. MARKS AND DAMAGE TO EXISTING PAVING MATERIALS SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.

ALL PALMS, TREES, AND LARGE SPECIMEN PLANTS SHALL BE STAKED BY THE LANDSCAPE CONTRACTOR FOR LA APPROVAL OF LAYOUT AND LOCATIONS PRIOR TO INSTALLING SAME.

TREE STAKE PAINT FORMULA:

BEHR PREMIUM PLUS EXT FLAT -ACCENT BASE (4670)

COLORANT		OZ	48	96	
D	THALO GREEN		01	09	1
C	YELLON OXIDE	02	04	0	
B	LAMP BLACK		01	00	0

SUBMIT SAMPLE

SMI TO APPROVE STAKED LAYOUT OF ALL TREES AND PLANTING LAYOUT PRIOR TO INSTALLATION

ALL IRRIGATION, IRRIGATION EQUIPMENT AND IRRIGATION BOXES TO BE CONCEALED
SMI TO APPROVE LOCATIONS OF ANY / ALL IRRIGATION BOXES

ALL PLANTING BEDS TO HAVE STEEL EDGE BORDER

ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI

QUANTITIES FOR LARGE HEDGES / BUFFERS REPRESENT LINEAR FEET OF PLANT, UNLESS OTHERWISE NOTED IN THE PLANT SIZE SPEC

All plants to be Florida Fancy

PLANT SCHEDULE				
QTY	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE
SHRUBS				
43	Ficus microcarpa `Green Island`	Green Island Ficus	#7, 14" oc	Not Native
24	Radermachera x 'Kunming'	Kunming Dwarf Tree Jasmine	#15, 4' ht, ftb, Qty= LF	
7	Tabernaemontana heterophylla	Jasmine	#7, 24"oc	Not Native
SHRUB AREAS				
100	Annuals see plant list	Per SMI	#1, 10"oc	
110	Conocarpus erectus f. sericeus	Silver Buttonwood	#3, 10 " oc	
33	Perennials Mix Per SMI	See Perrenial Mix Chart	20"oc	

PERENNIAL MIX				
11	Clerodundrum ugandese	Blue Butterfly Bush	#3, 20" oc	
11	Galphimia gracilis	Thryallis	#3, 20" oc	
11	Tabernaemontana heterophylla	Jasmine	#3, 20" oc	

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The Thomas Hunt Residence

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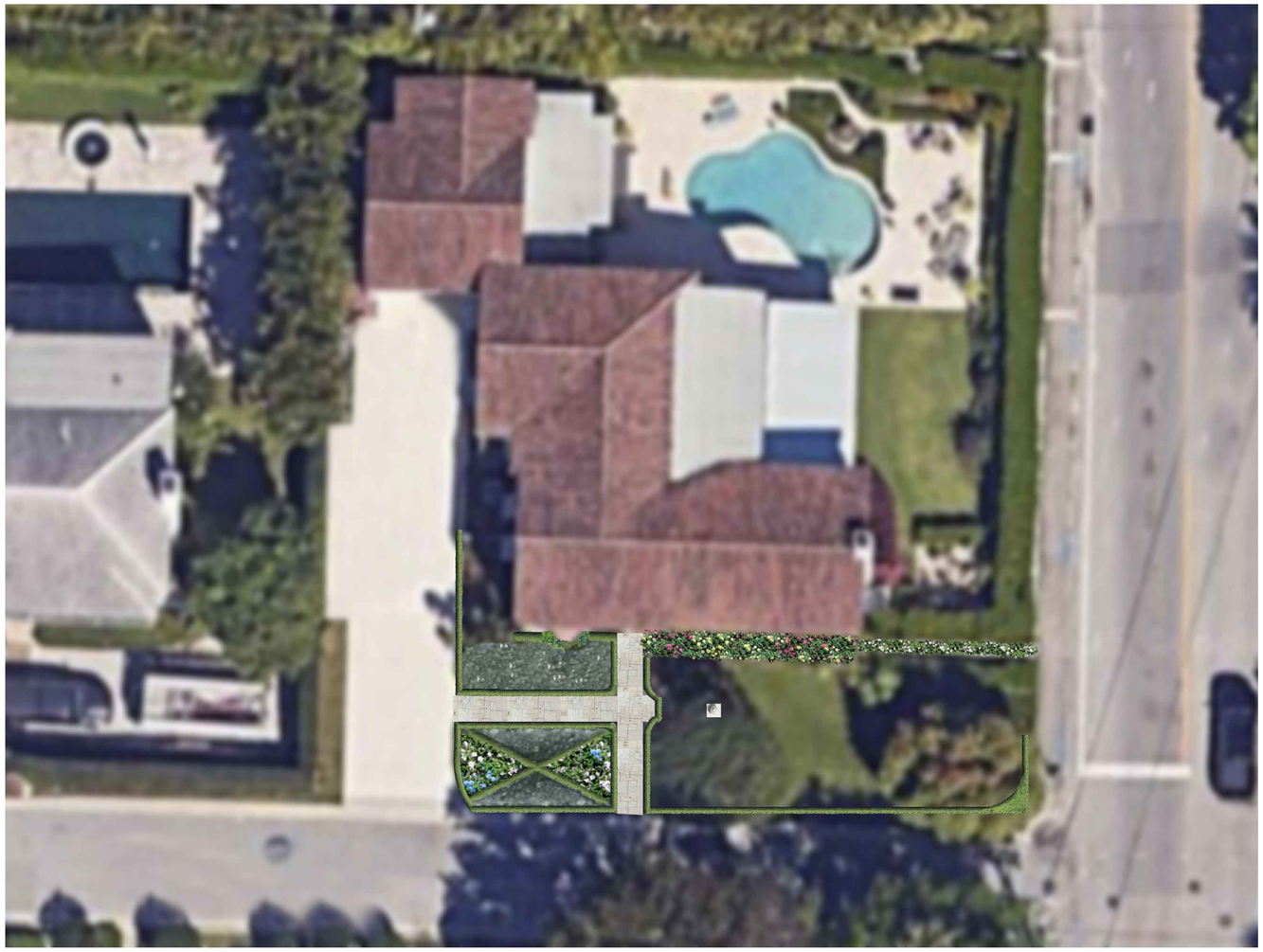
FL registration #LA 13000223

TITLE		
Planting Specifications		
SCALE: NONE	PROJECT NUMBER: 2520	
DATE: 11.03.2025	PRJCT MNGR: CFV	CHECKED: . .
SEAL: 00/00/25	DRAWING NO. L2.3 SHEET 3 OF 3	

FIELD VERIFY ALL DIMENSIONS

ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI



The Thomas Hunt Residence

303 Pendleton Ln
Palm Beach, FL 33480

North

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NOTES:
-FOOTINGS FOR ALL STRUCTURES TO BE AT LEAST 3' BELOW GRADE TO ALLOW FOR PLANTINGS / ROOT BALLS
-DRIP IRRIGATION MAY ONLY BE USED IF SPECIFIED BY SMI OR IF REQUIRED BY MUNICIPALITY

	DATE	DESCRIPTION
1	11.03.2025	PRESENTATION

REVISIONS

Preliminary
COA-25-0003 (ZON-25-0009)

Know what's below
Call before you dig

SMI
LANDSCAPE ARCHITECTURE
140 Royal Palm Way, Suite #206, Palm Beach, Florida 33480
Telephone: 561-655-9006 Fax: 561-655-9007
eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE: Plan Render		
SCALE: 1/8" = 1'-0"	PROJECT NUMBER: 2520	
DATE: 11.03.2025	PRJCT MNGR: CFV	CHECKED: . .
SEAL: 00/00/25	DRAWING NO.: R1 SHEET 1 OF 1	

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

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 the petition filed by the applicant under Florida's Land Use and Environmental Dispute Resolution Act (Fla. Stat. 70.51). The Council shall hear and consider the Special Magistrate's Report and Recommendation. In addition, the first of two public hearings shall be held on the Settlement and Development Agreement, pursuant to the Florida Local Government Development Agreement Act, for resolution of all pending litigation.
TIME CERTAIN 2:00 PM

Date: 11/21/2025

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.

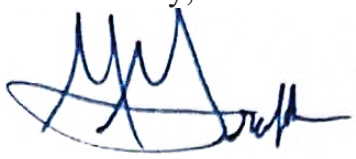
- Modifications to the exterior and interior of the landmarked structure would be reviewed for comment by the Landmarks Preservation Commission.

- 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
Writer's E-Mail Address: jcrowley@gunster.com

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

DATE	9/08/2025
MODELED	SR
CHECKED	JT/REG
PROJECT #	24019

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COVER PAGE

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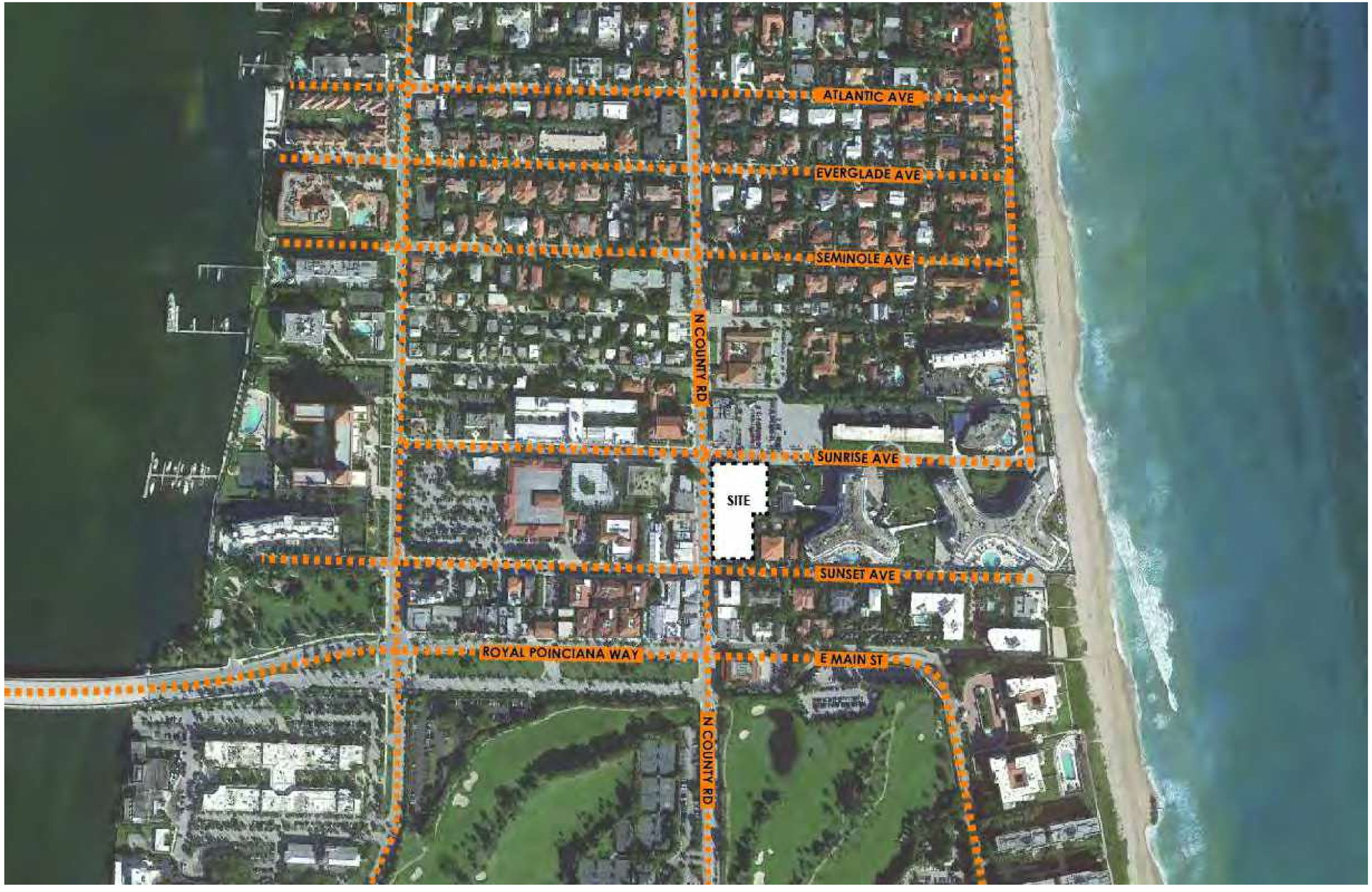

1 VICINITY MAP
3/16" = 1'-0"

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

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

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VINCINITY MAP

A-1



1 CONTEXT PLAN
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Historic Paramount Theater

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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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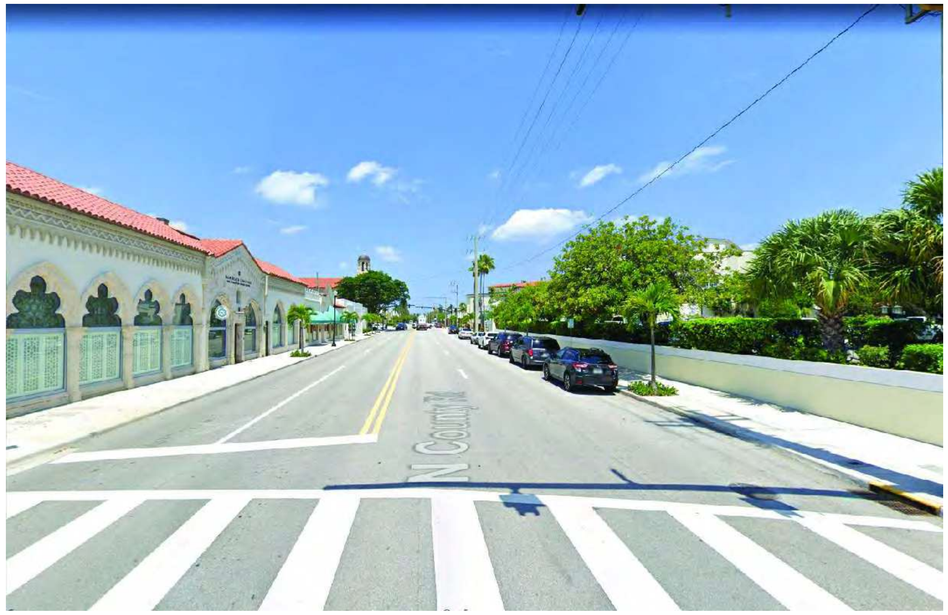
SUJECT PROPERTY & CONTEXT IMAGES

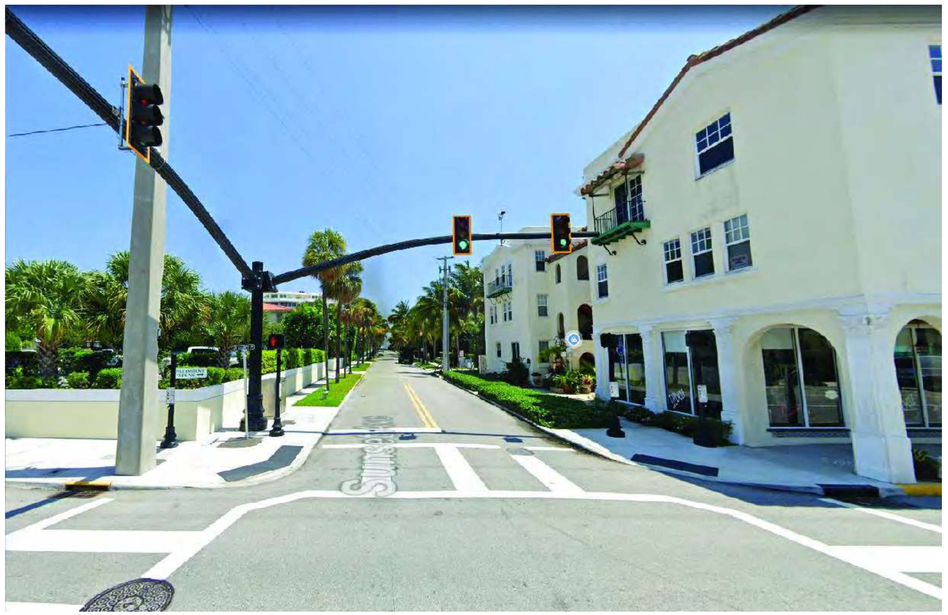
A-3



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

139 N COUNTY RD
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WEG PARAMOUNT, INC

RAMSA
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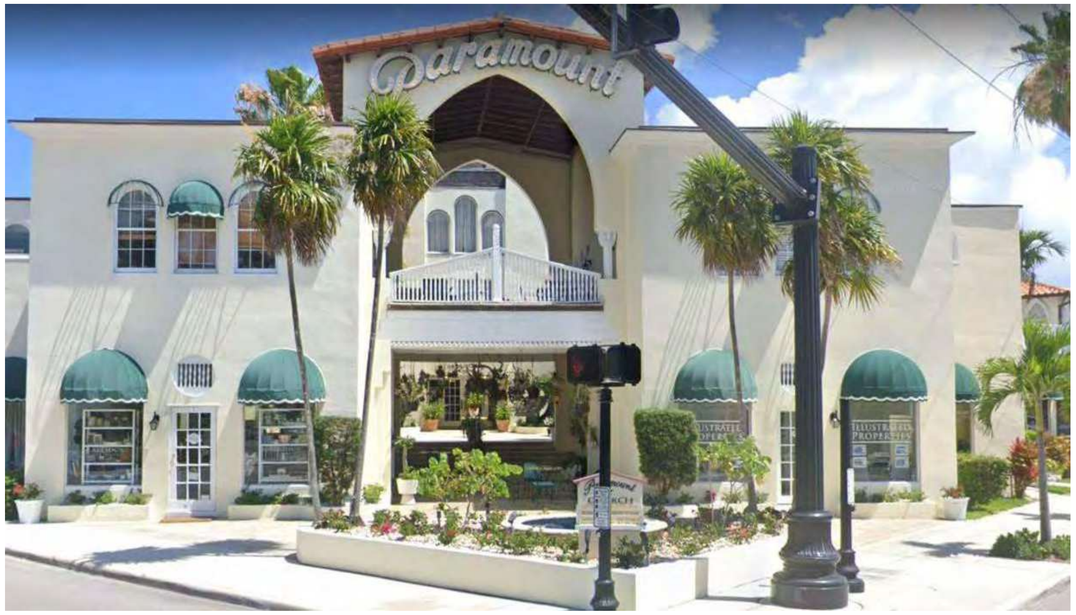
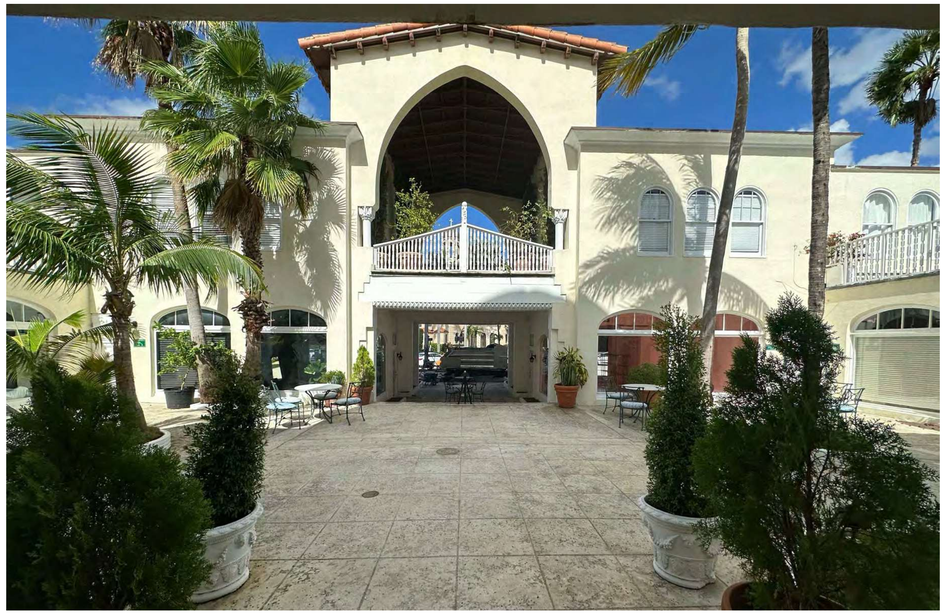
SUJECT PROPERTY & CONTEXT IMAGES

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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WEG PARAMOUNT, INC

RAMSA
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SUJECT PROPERTY & CONTEXT IMAGES

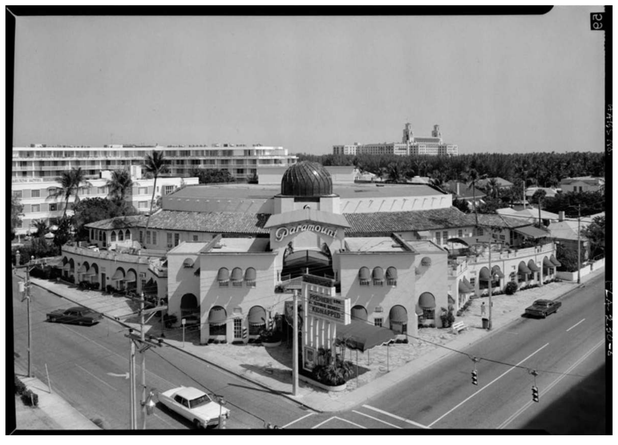
A-5







PAST REFERENCE IMAGES - 1930s













PAST REFERENCE IMAGES - 1970s

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Historic Paramount Theater

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SUJECT PROPERTY & CONTEXT IMAGES

A-6











PAST REFERENCE IMAGES - 1970s

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Historic Paramount Theater

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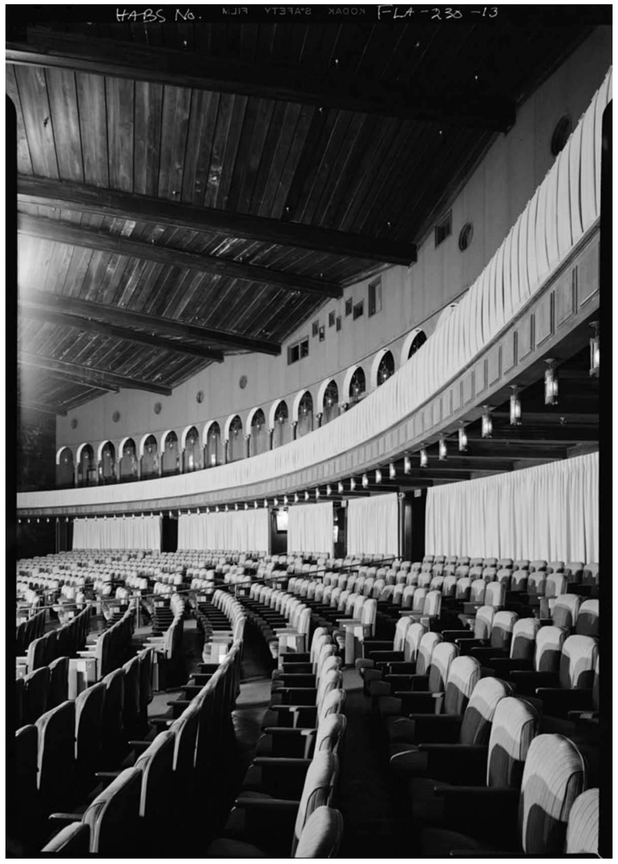
SUJECT PROPERTY & CONTEXT IMAGES

A-7











PAST REFERENCE IMAGES - 1970s, THEATER INTERIORS

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Historic Paramount Theater

139 N COUNTY RD
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WEG PARAMOUNT, INC

RAMSA
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NO.	DATE	DESCRIPTION

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SUJECT PROPERTY & CONTEXT IMAGES

A-8

















PAST REFERENCE IMAGES - 1980s, RENOVATION PROCESS

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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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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

Scale:
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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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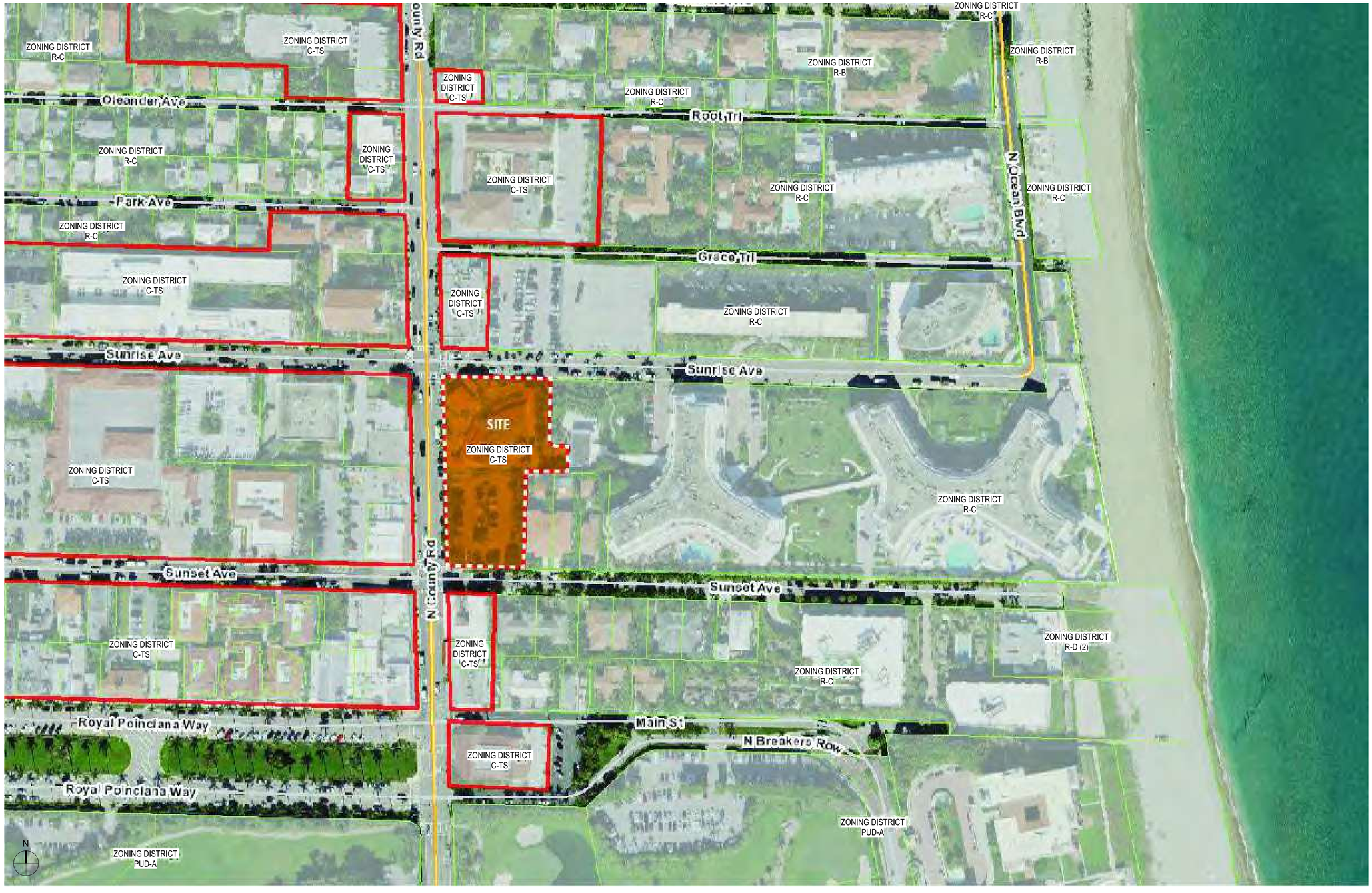
ZONING LEGEND

A-10



1 ZONING MAP
3/16" = 1'-0"

Scale: 3/16" = 1'-0"
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Historic Paramount Theater

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PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

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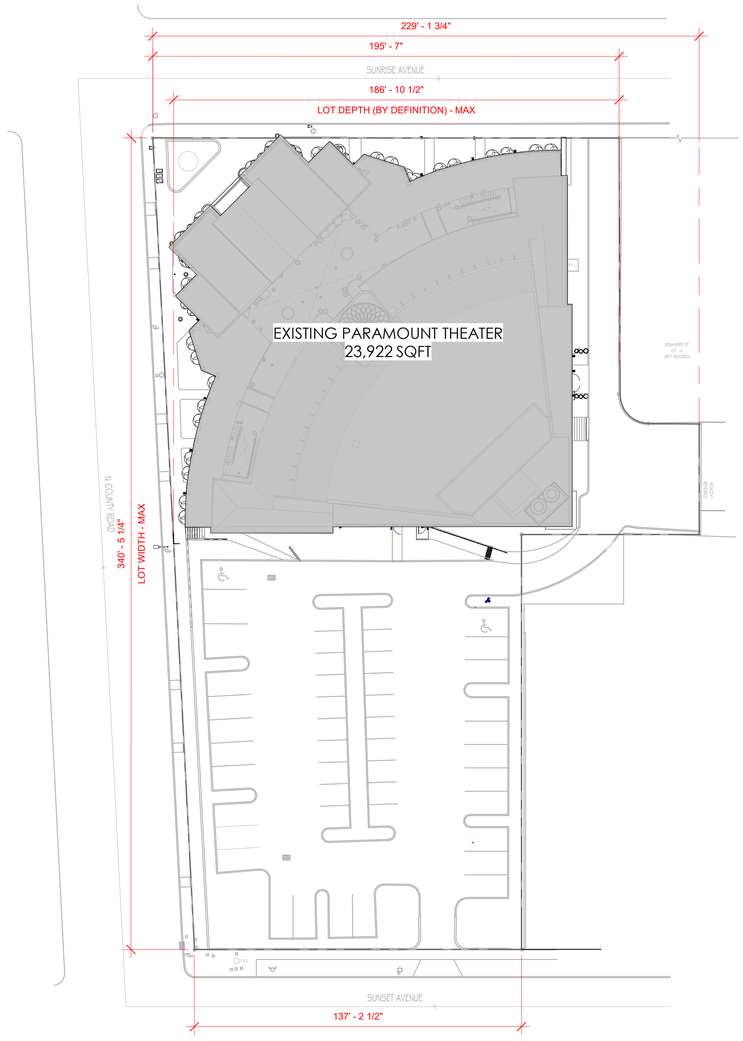
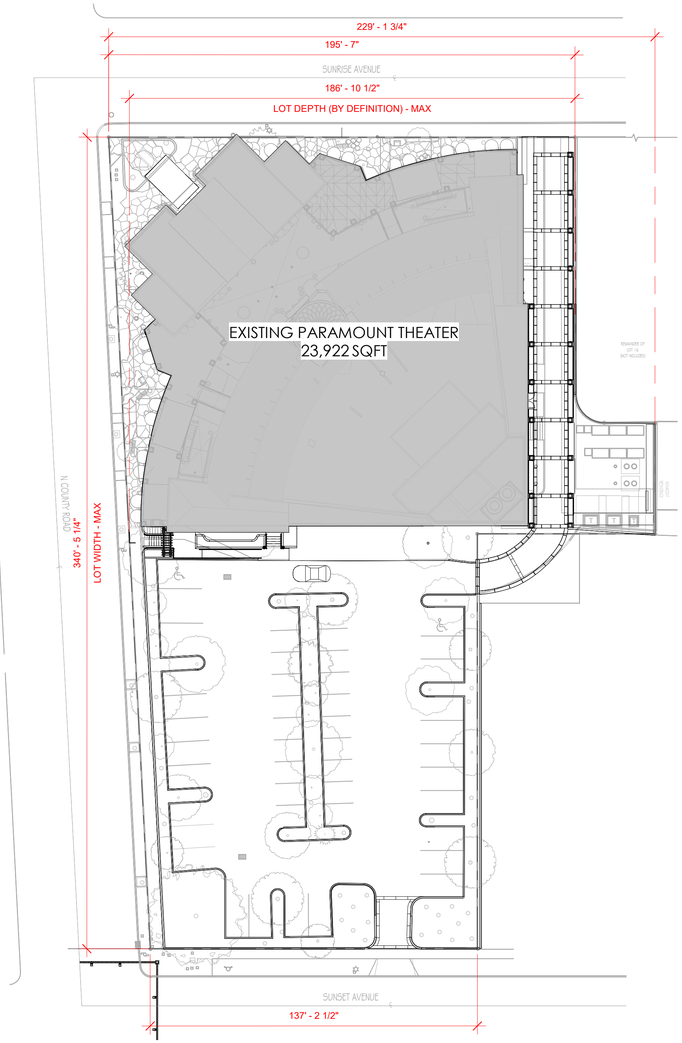
ZONING MAP

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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PARAMOUNT | PALM BEACH, FL

139 N COUNTY RD
PALM BEACH, FL 33480

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PROJECT #	24019

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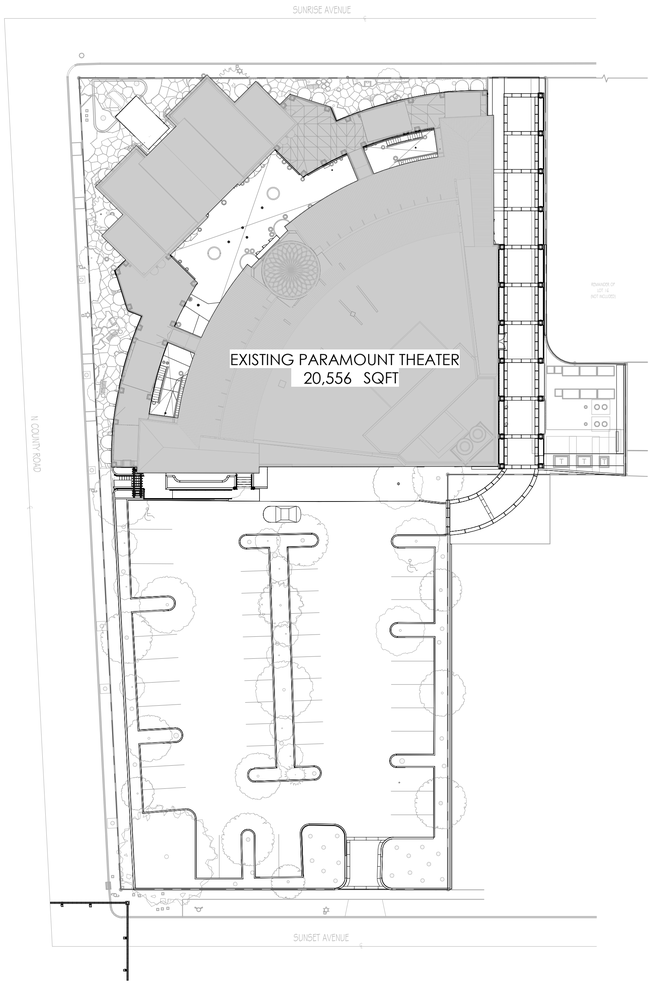
ZONING DIAGRAMS - LOT COVERAGE

A-12



1 ENCLOSED SQUARE FOOTAGE - EXISTING
1" = 30'-0"



2 ENCLOSED SQUARE FOOTAGE - PROPOSED
1" = 30'-0"

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Date: 2025.09.29 05:45:17-04'00'

PARAMOUNT | PALM BEACH, FL

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION
1	9/28/25	PRE-APP COMMENTS

DATE	09/08/25
MODELED	SR
CHECKED	JT/REG
PROJECT #	24019

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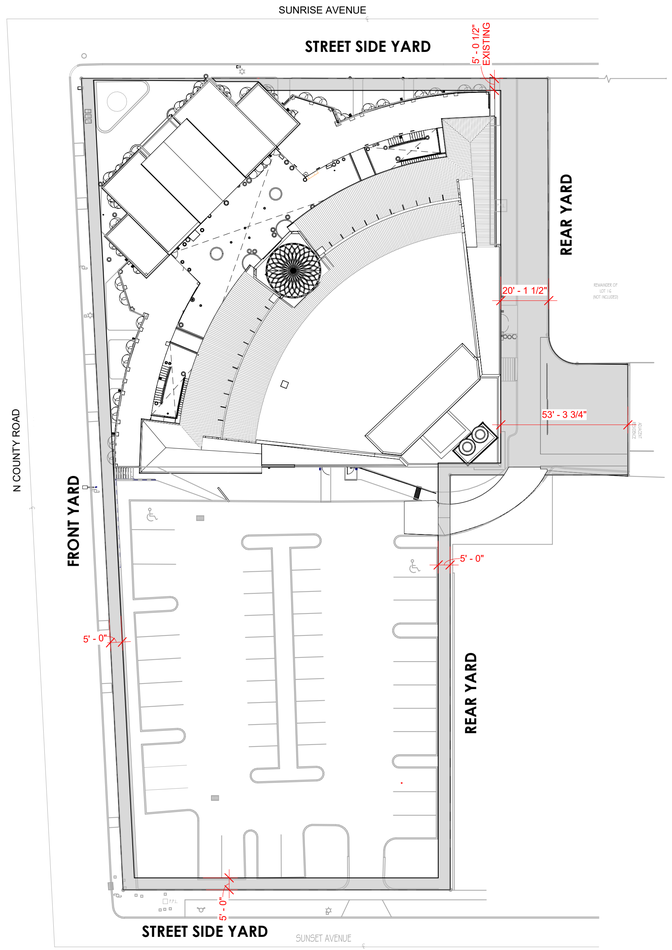
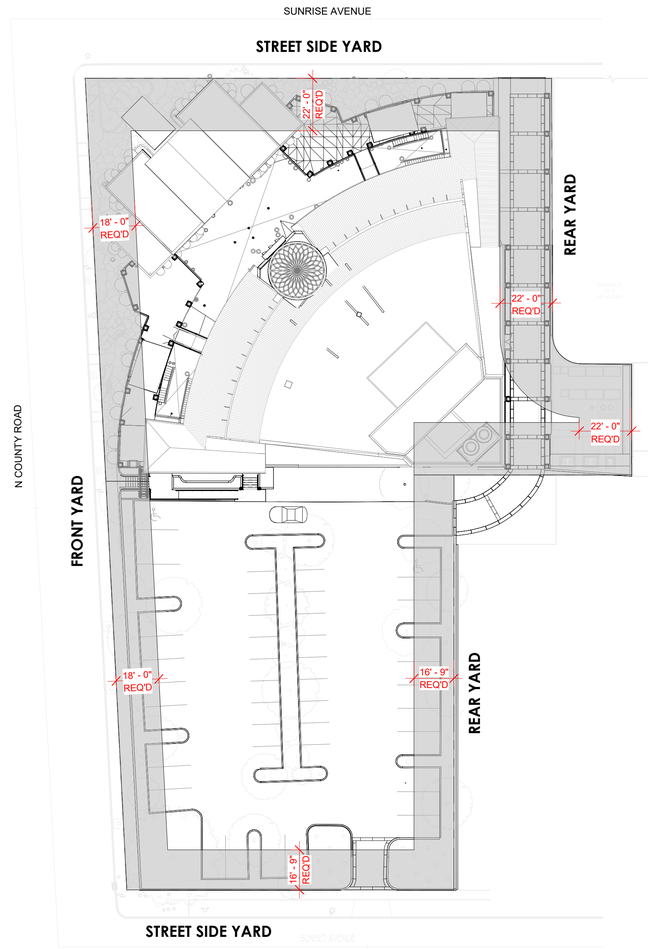
ZONING DIAGRAMS -
ENCLOSED SQUARE FOOTAGE

A-13



1 SETBACKS - EXISTING
1" = 30'-0"



2 SETBACKS - PER ZONING REQUIREMENTS
1" = 30'-0"

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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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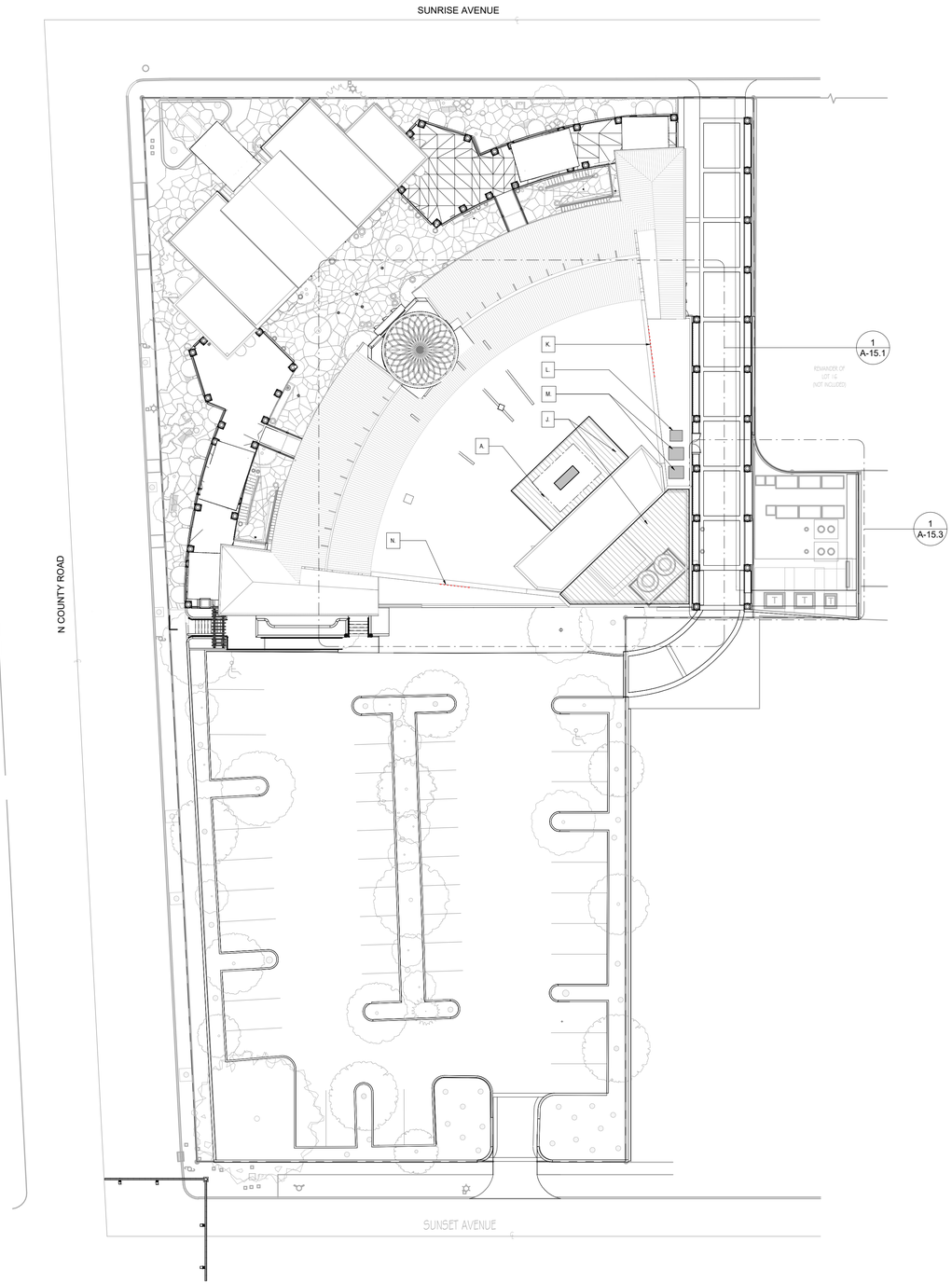
ZONING DIAGRAMS - SETBACKS

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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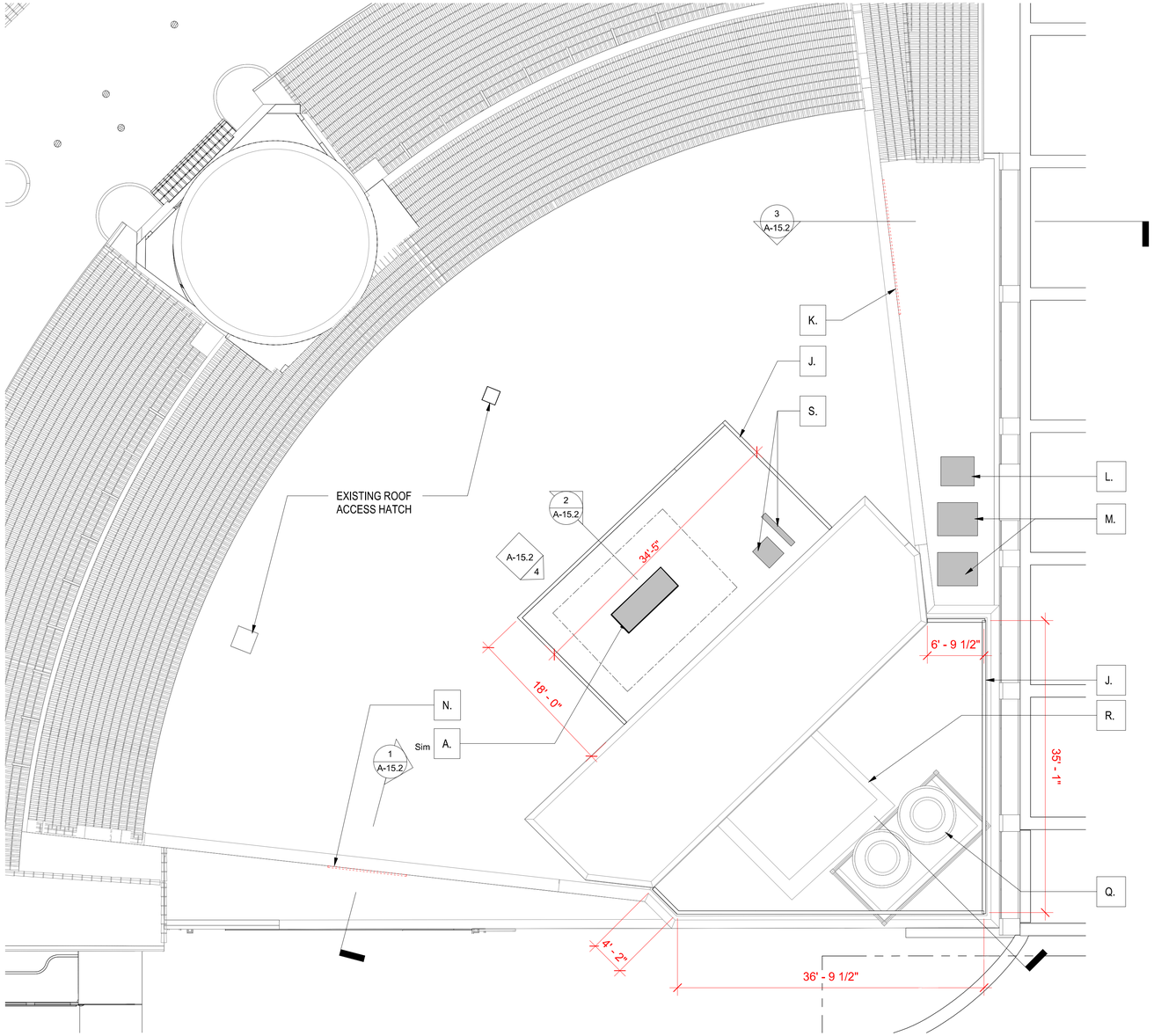
EQUIPMENT LOCATION - KEY PLAN

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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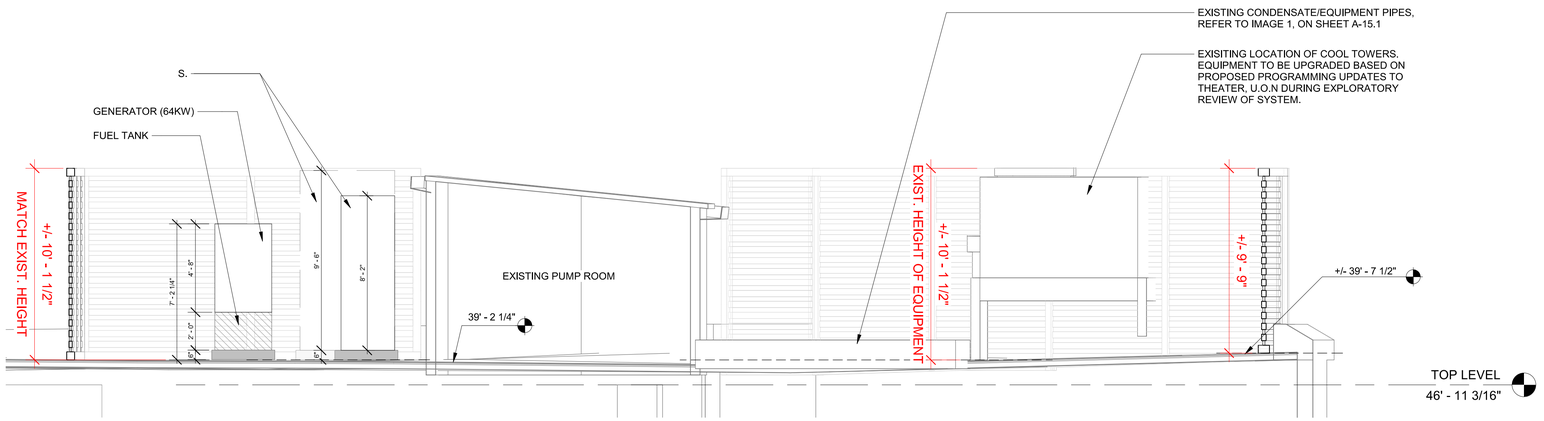
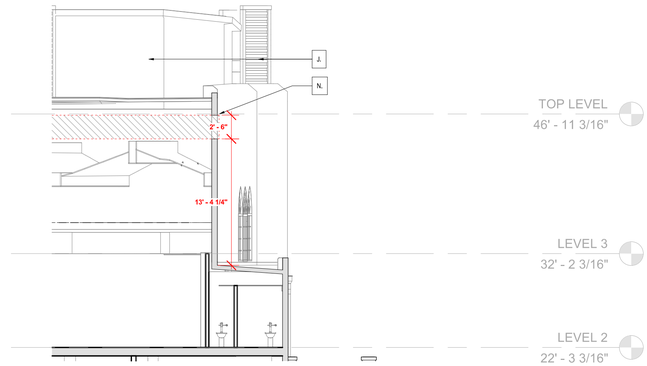
EQUIPMENT LOCATION - THEATER ROOF

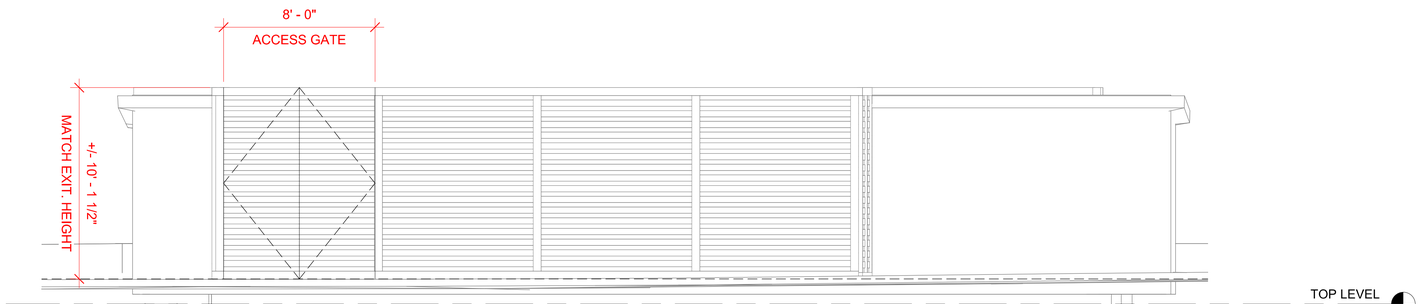
A-15.1



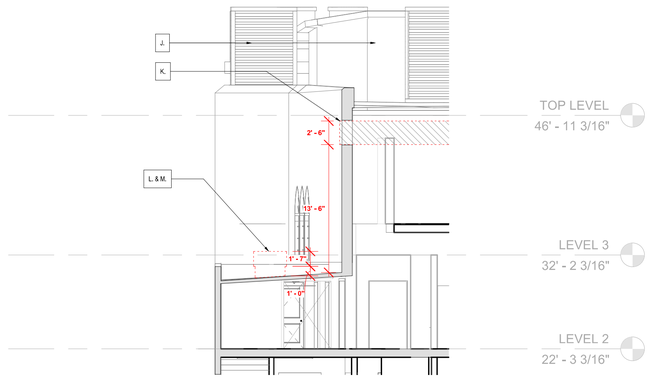
2 SECTION - THEATRE ROOF
1/4" = 1'-0"



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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Historic Paramount Theater

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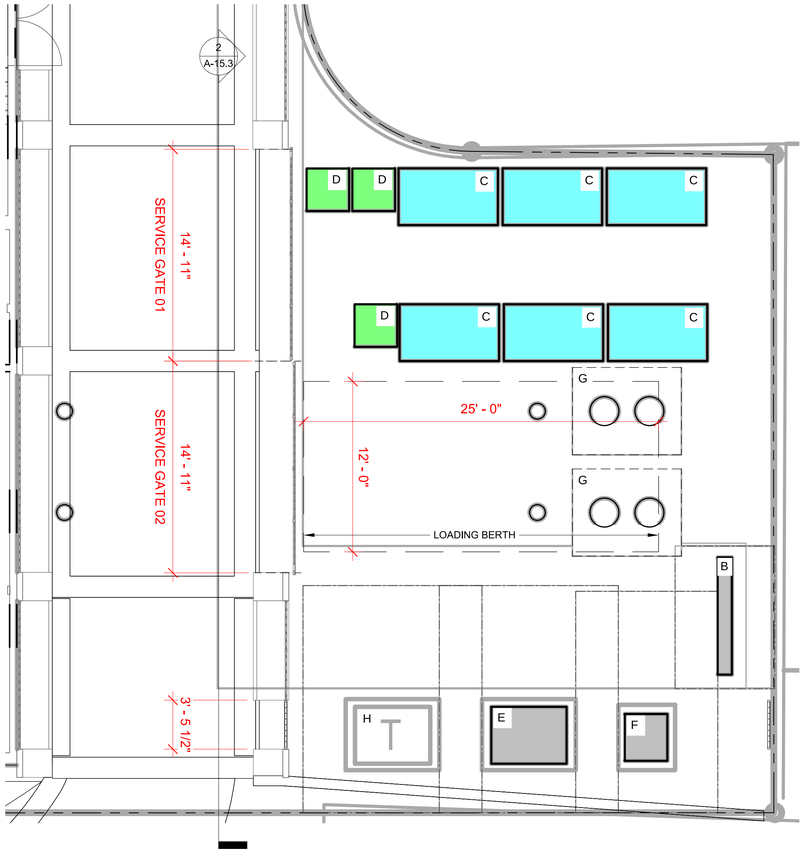
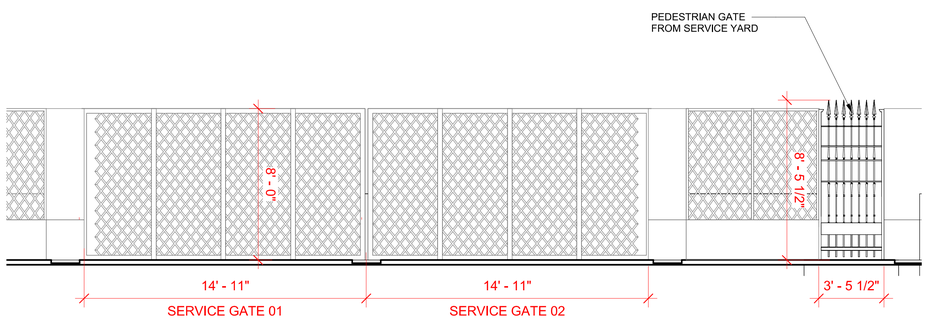
ROOF ENCLOSURE
ELEVATIONS/SECTIONS

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

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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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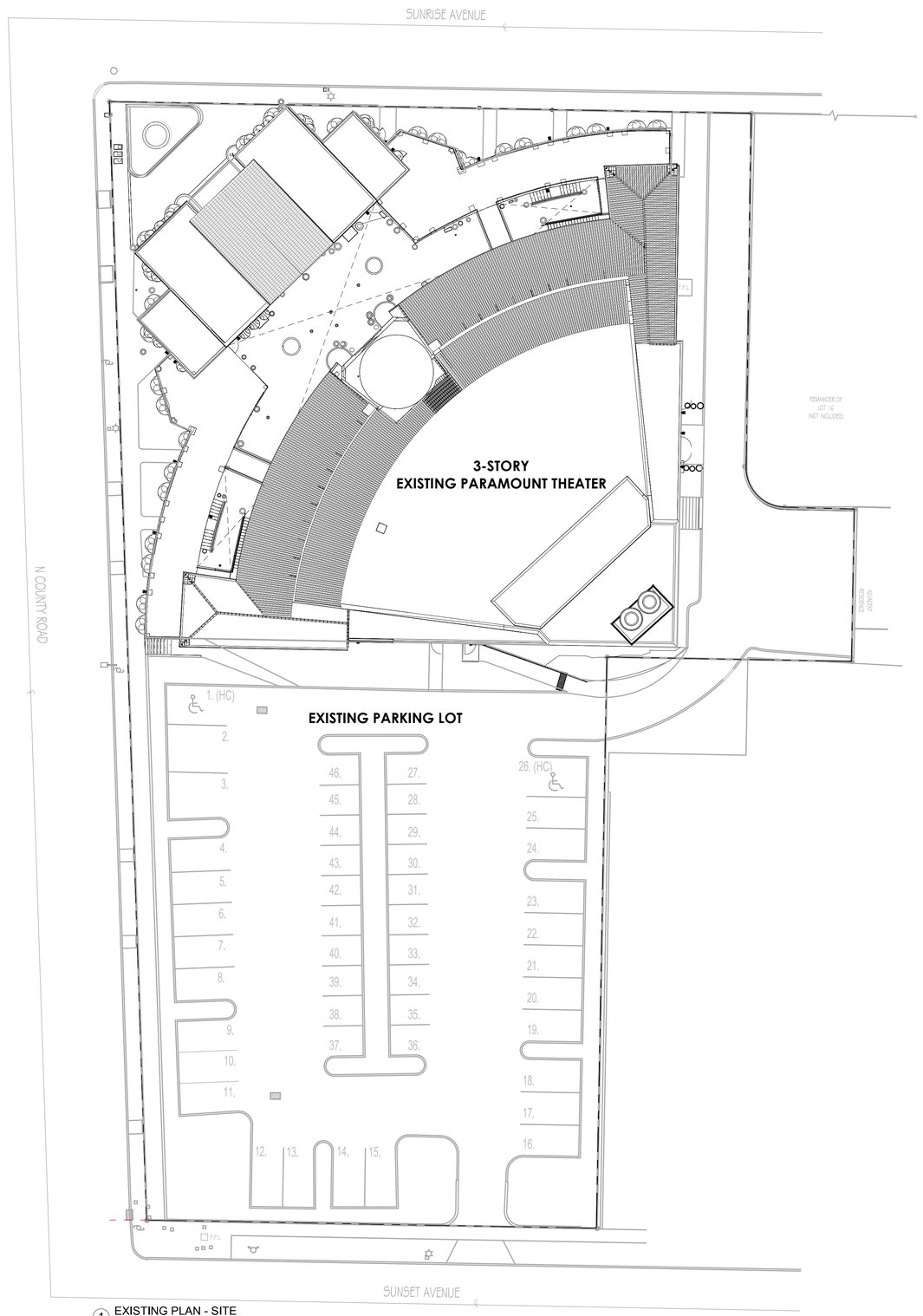
EQUIPMENT LOCATION - SERVICE COURT

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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RAMSA
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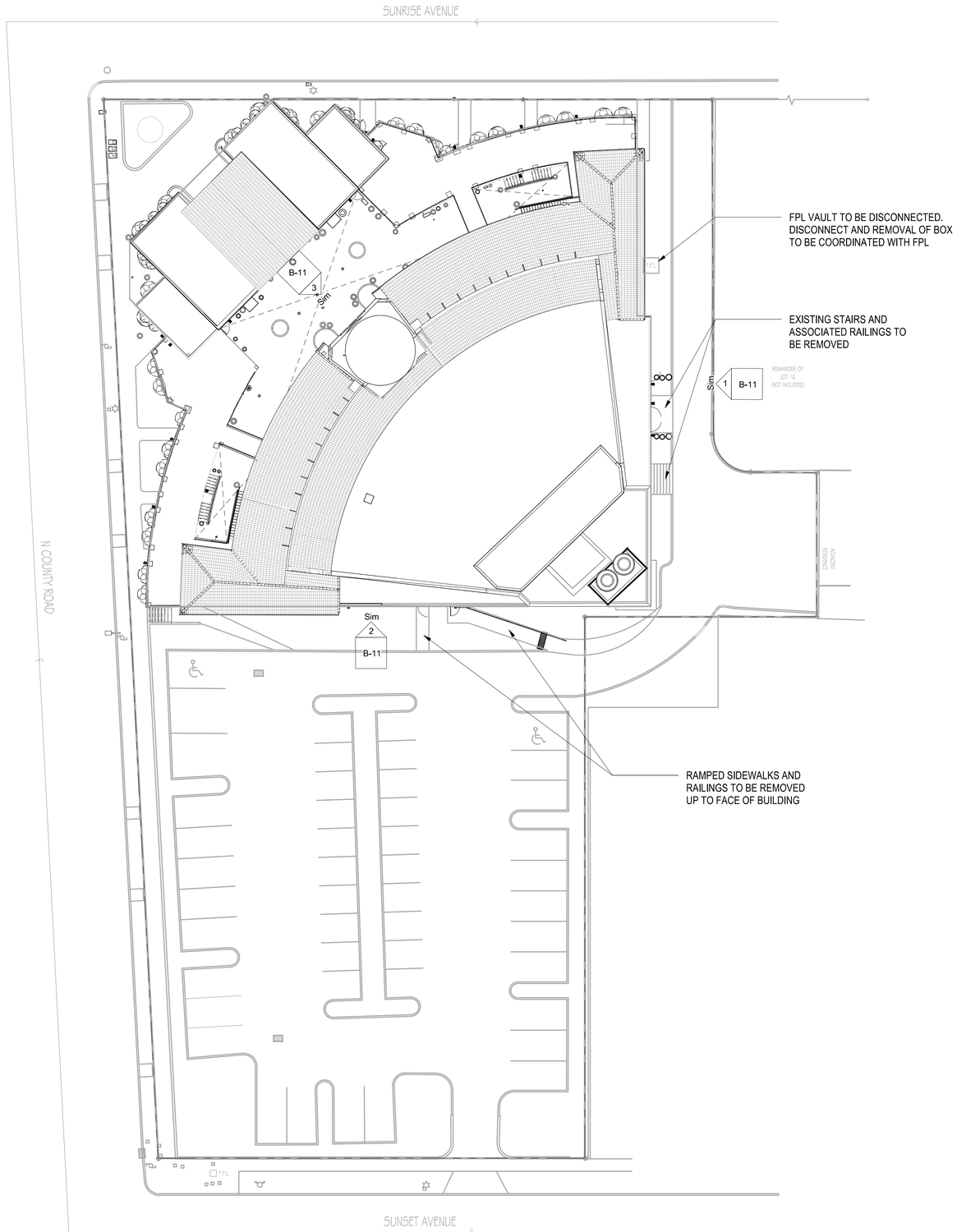
EXISTING SITE PLAN

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.

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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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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.

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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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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.
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
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- EXISTING SUSPENDED DRYWALL TO BE REMOVED FOR NEW STAIRS AND OPENINGS/ELEVATORS
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REG ARCHITECTS
since 1988

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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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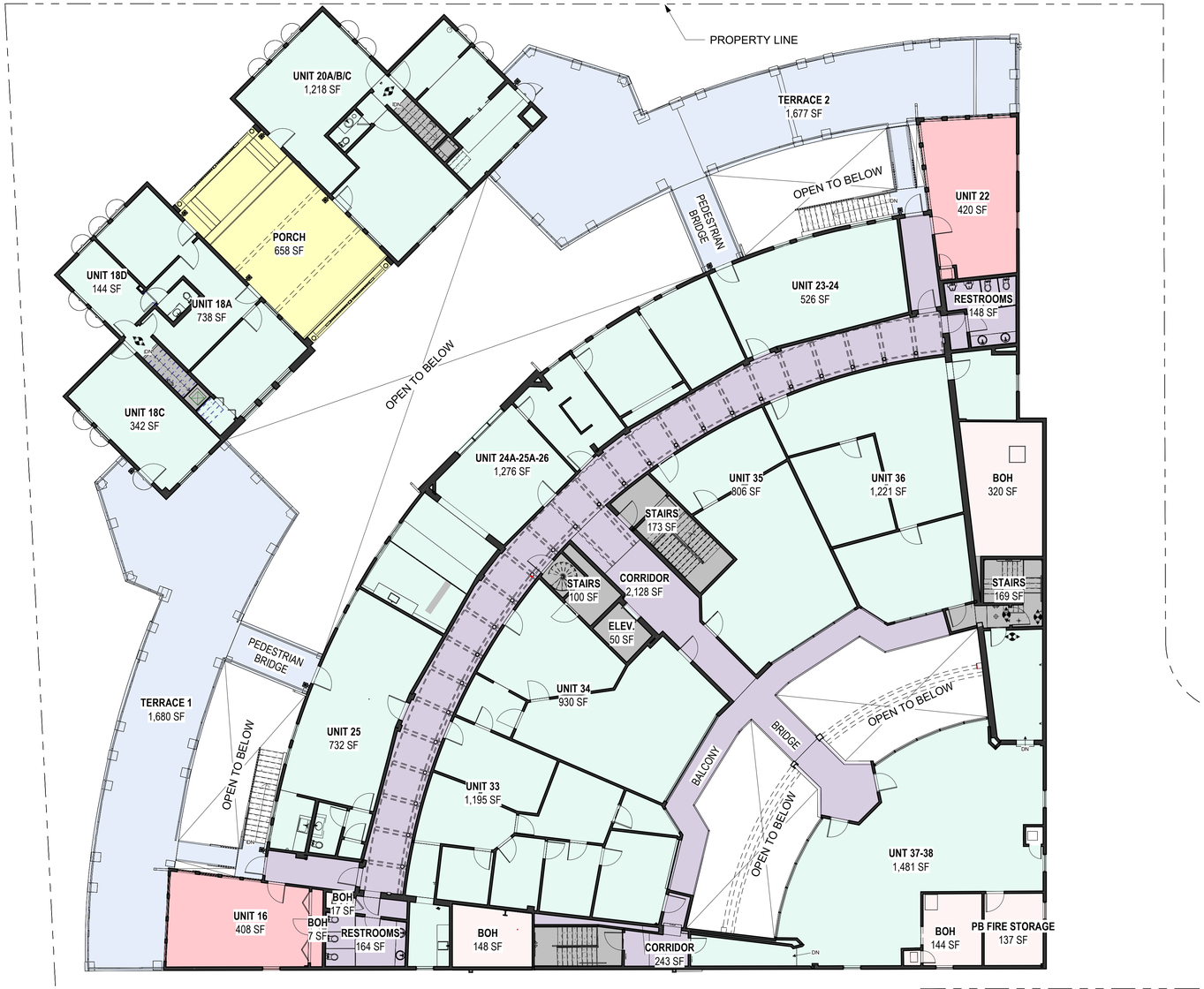
MATERIAL REMOVAL FLOOR PLAN - LEVEL 01

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

139 N COUNTY RD
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WEG PARAMOUNT, INC

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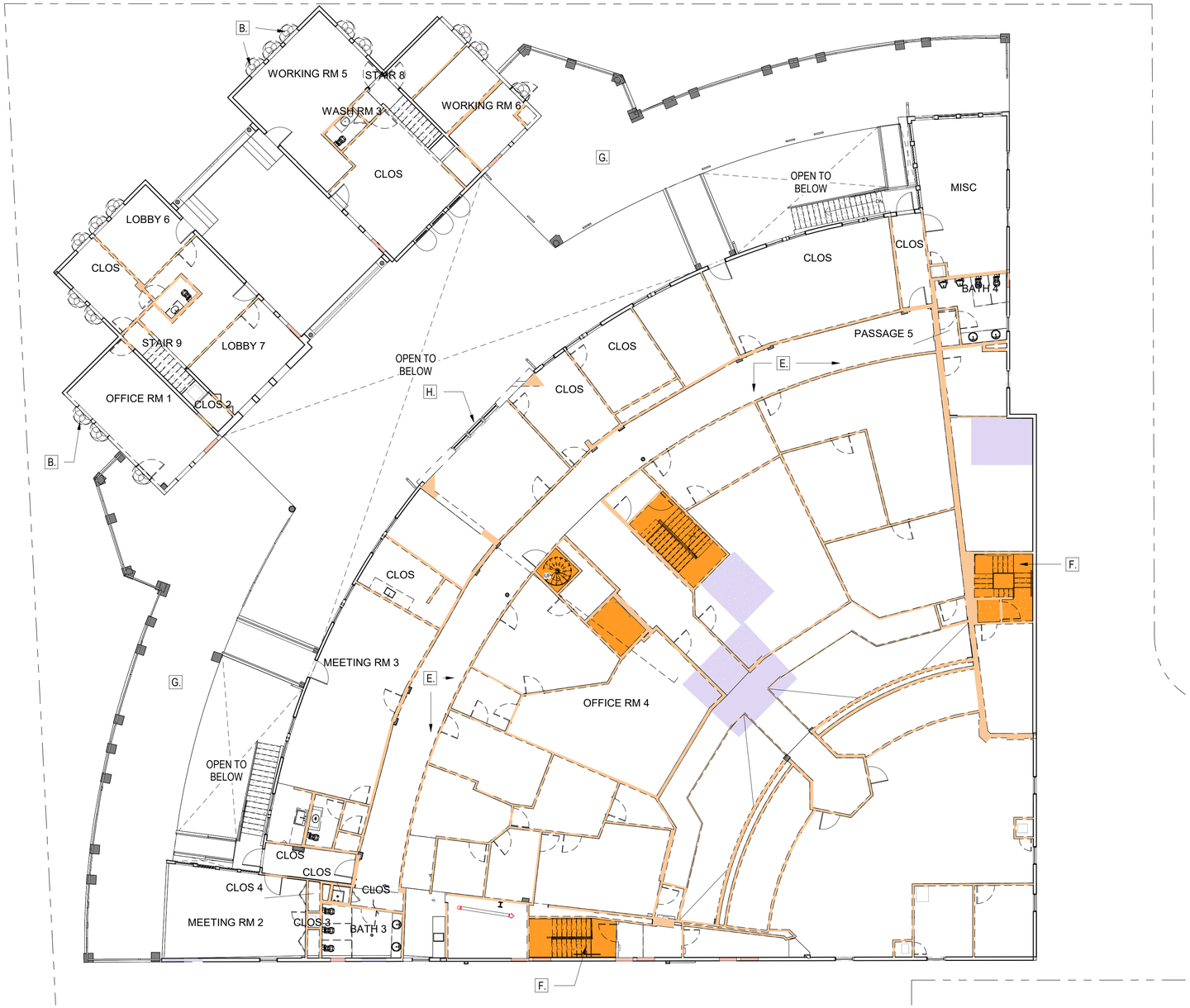
EXISTING SECOND FLOOR PLAN

B-5



1 MATERIAL REMOVAL PLAN - LEVEL 02 - EXISTING
3/32" = 1'-0"

MATERIAL REMOVAL SITE PLAN NOTES

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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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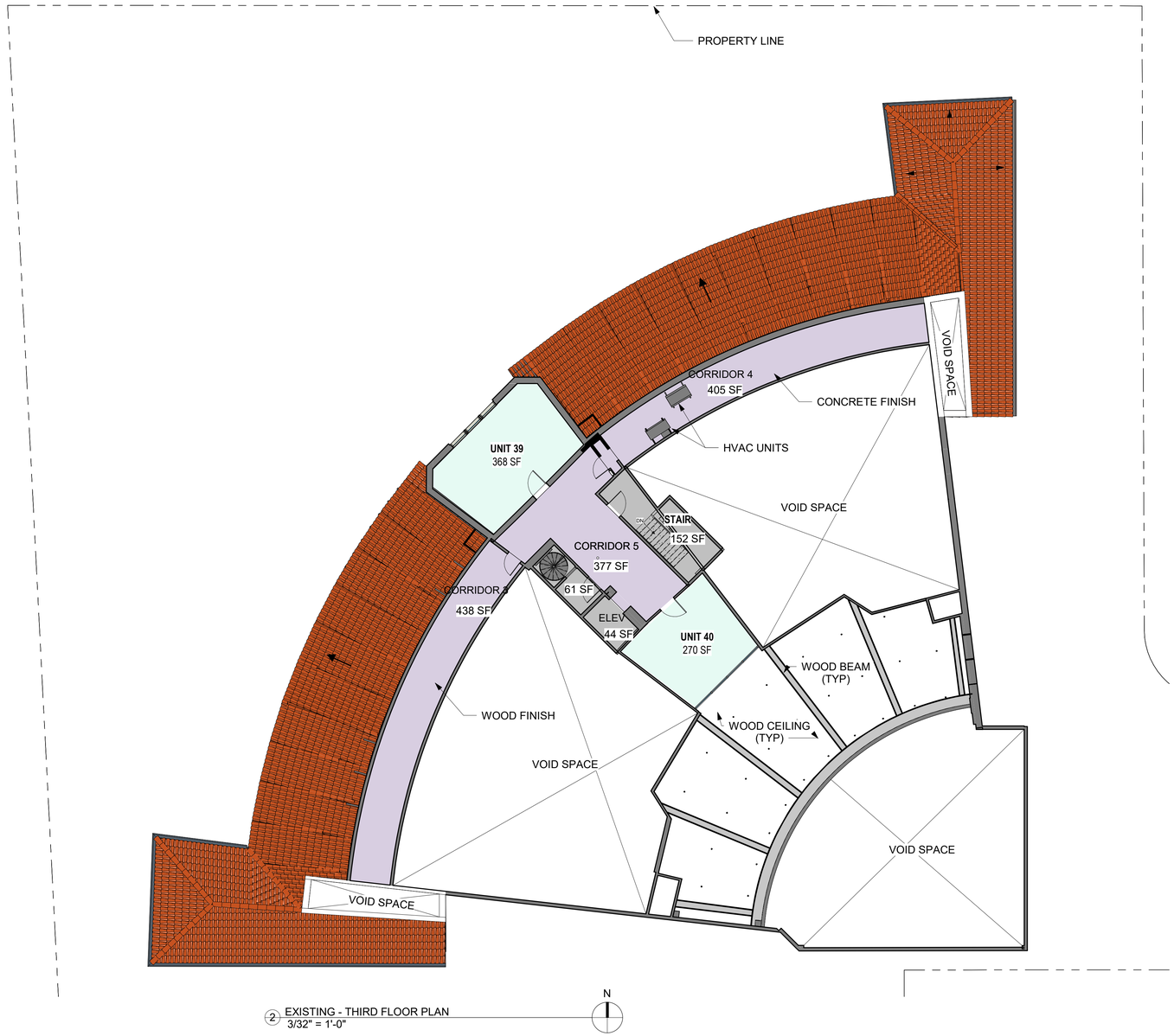
MATERIAL REMOVAL FLOOR PLAN - LEVEL 02

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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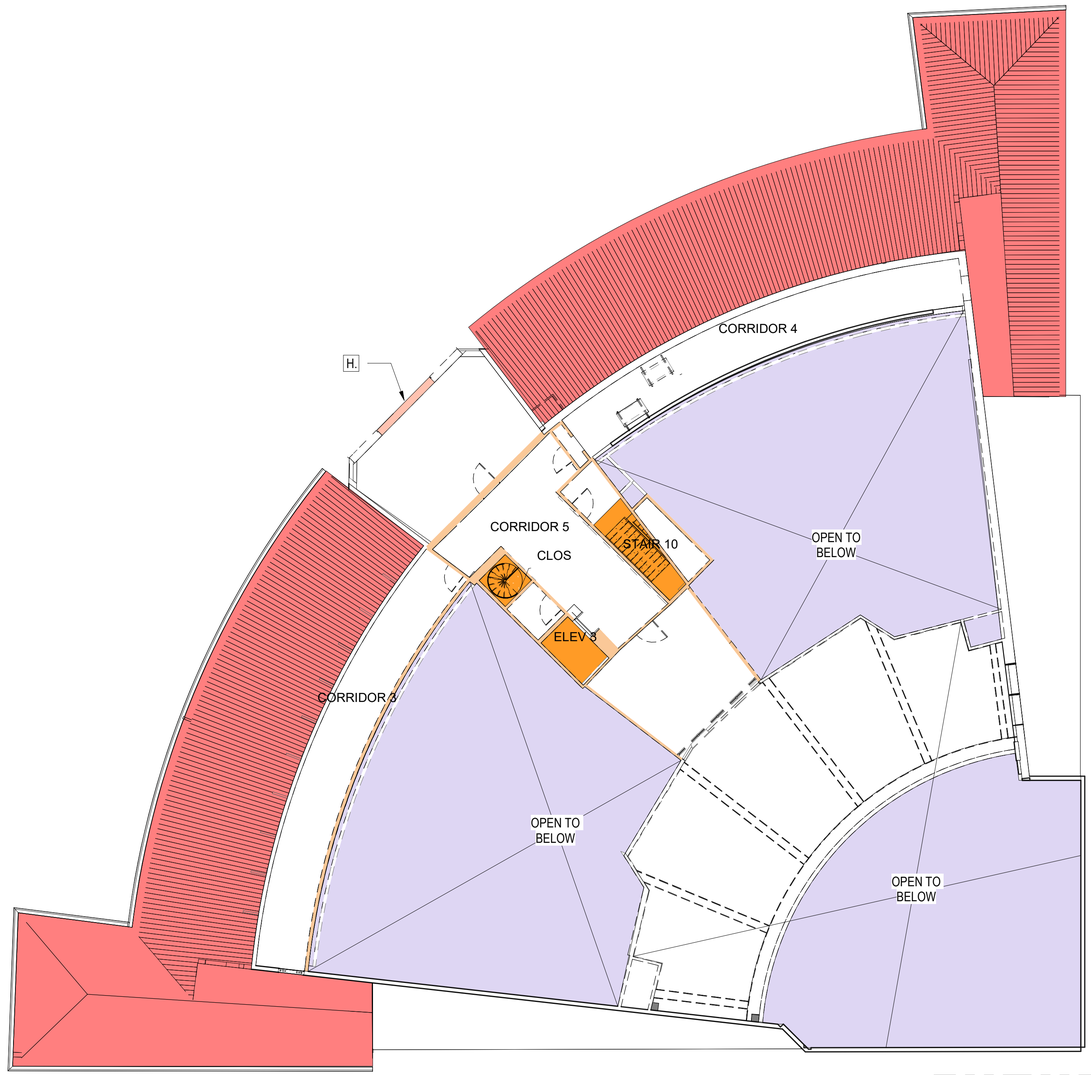
EXISTING THIRD FLOOR PLAN

B-7



1 MATERIAL REMOVAL PLAN - LEVEL 03 - EXISTING
3/32" = 1'-0"

MATERIAL REMOVAL SITE PLAN NOTES

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LEGEND

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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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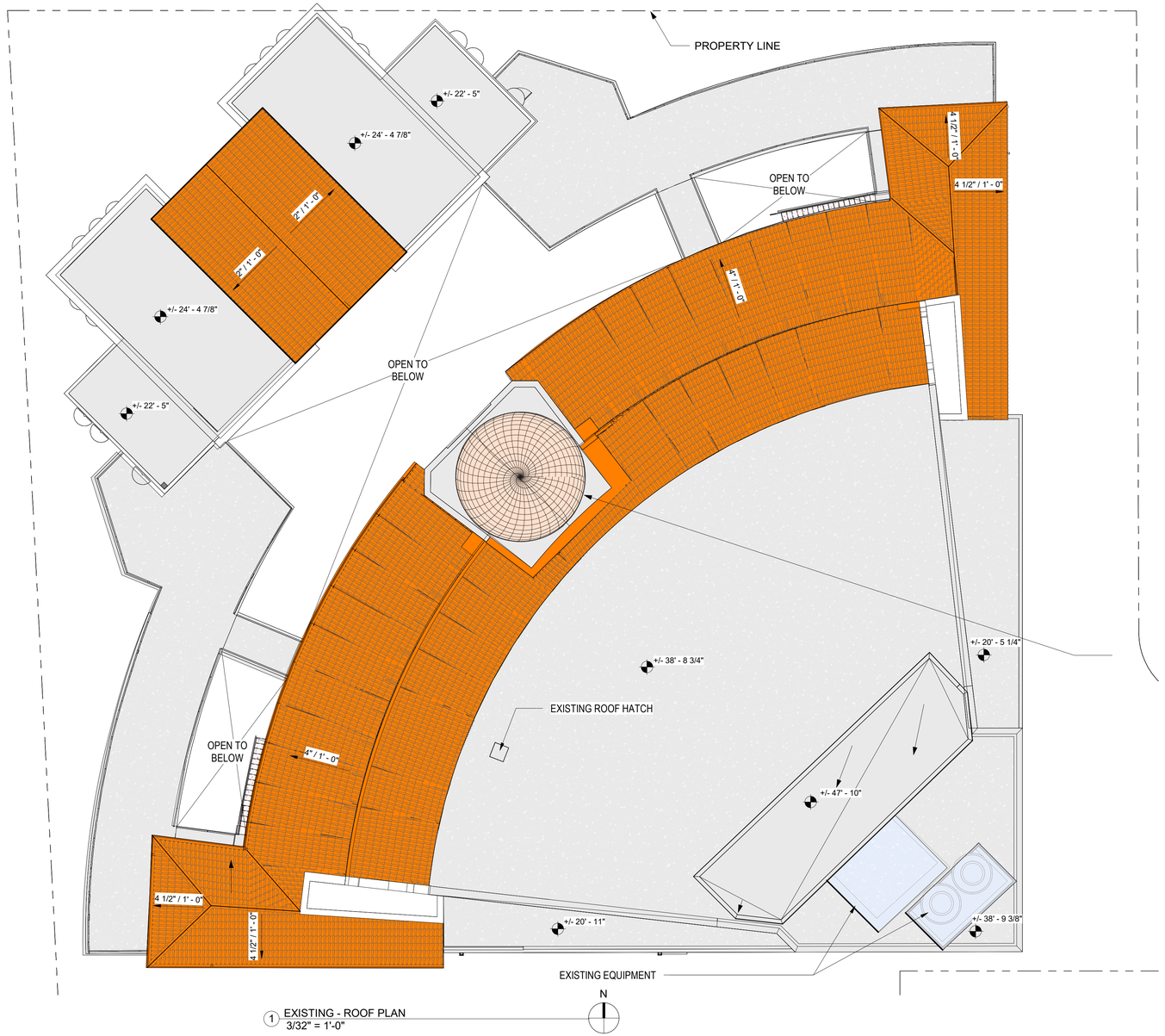
MATERIAL REMOVAL FLOOR PLAN - LEVEL 01

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

REG
ARCHITECTS
since 1988

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EXISTING ROOF PLAN

B-9



1 MATERIAL REMOVAL PLAN - ROOF
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13.BUILDING SHALL NOT BE OCCUPIED DURING MATERIAL REMOVAL PROCESS.

MATERIAL REMOVAL KEYNOTES

A. NEW EXTERIOR OPENINGS TO FACADE BEING PROPOSED. REFER TO BUILDING ELEVATION SHEETS FOR REFERENCE.
B. ALL EXTERIOR AWNINGS TO BE REMOVED AND REPLACED AS SHOWN ON PURPOSED BUILDING ELEVATIONS.
C. EXISTING DOORS AND SURROUNDING WALLS TO BE REMOVED AND RELOCATED AS SHOWN ON 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

DATE	9/08/2025
MODELED	SR
CHECKED	JT/REG
PROJECT #	24019

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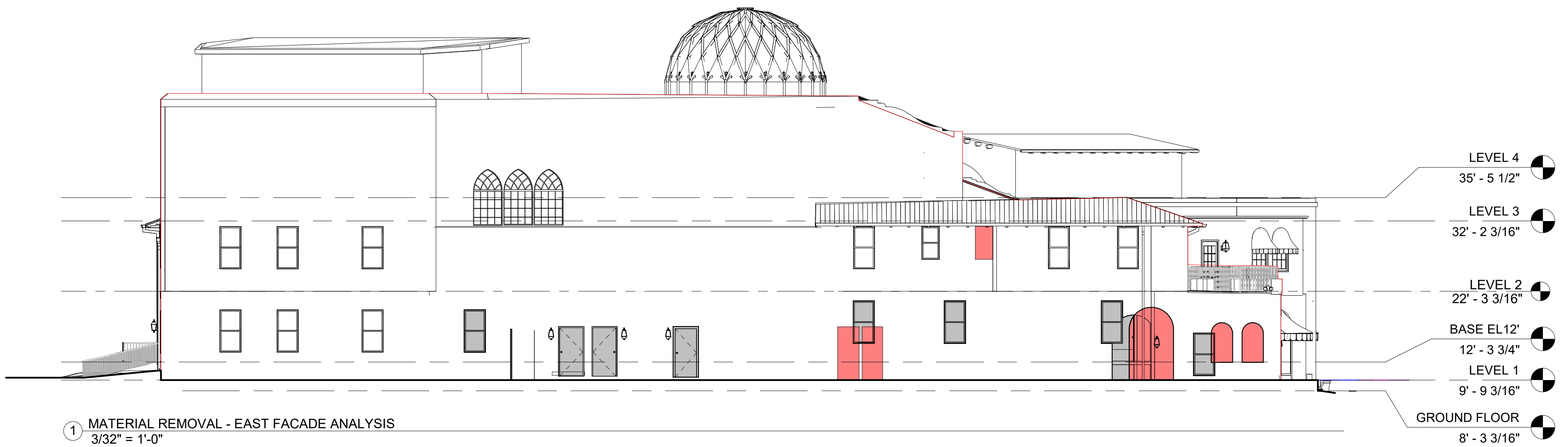
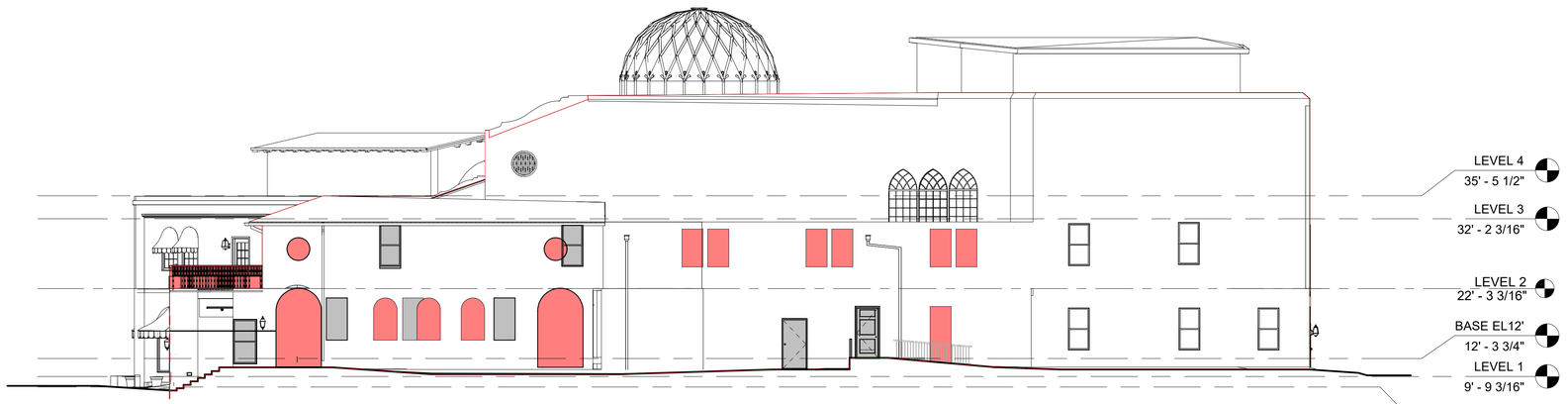
MATERIAL REMOVAL FLOOR PLAN - ROOF

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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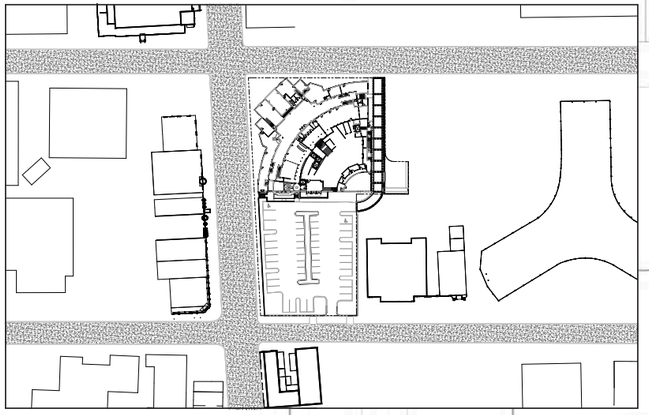
MATERIAL REMOVAL FACADE ANALYSIS

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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WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

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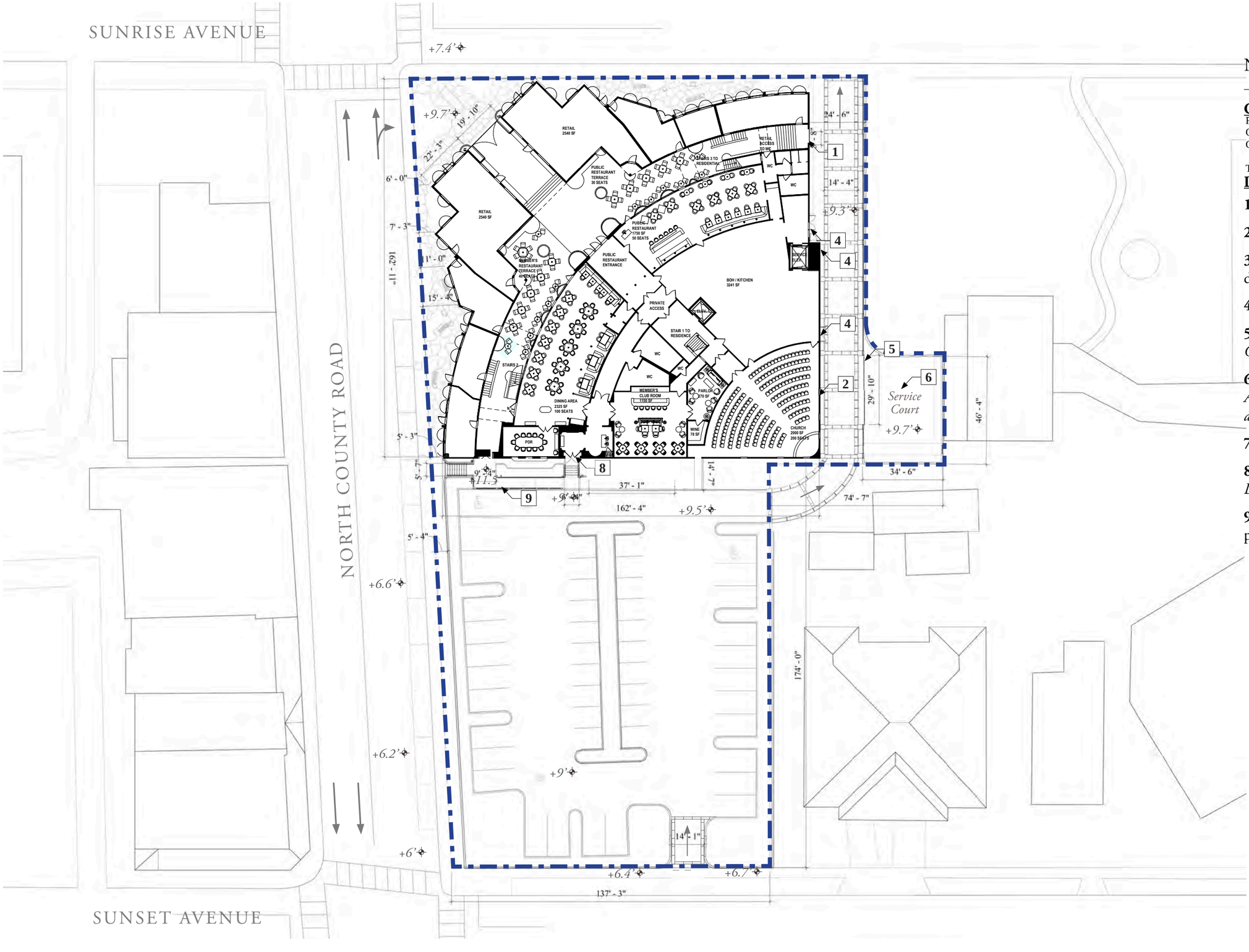
PROPOSED SITE PLAN & ROOF PLAN

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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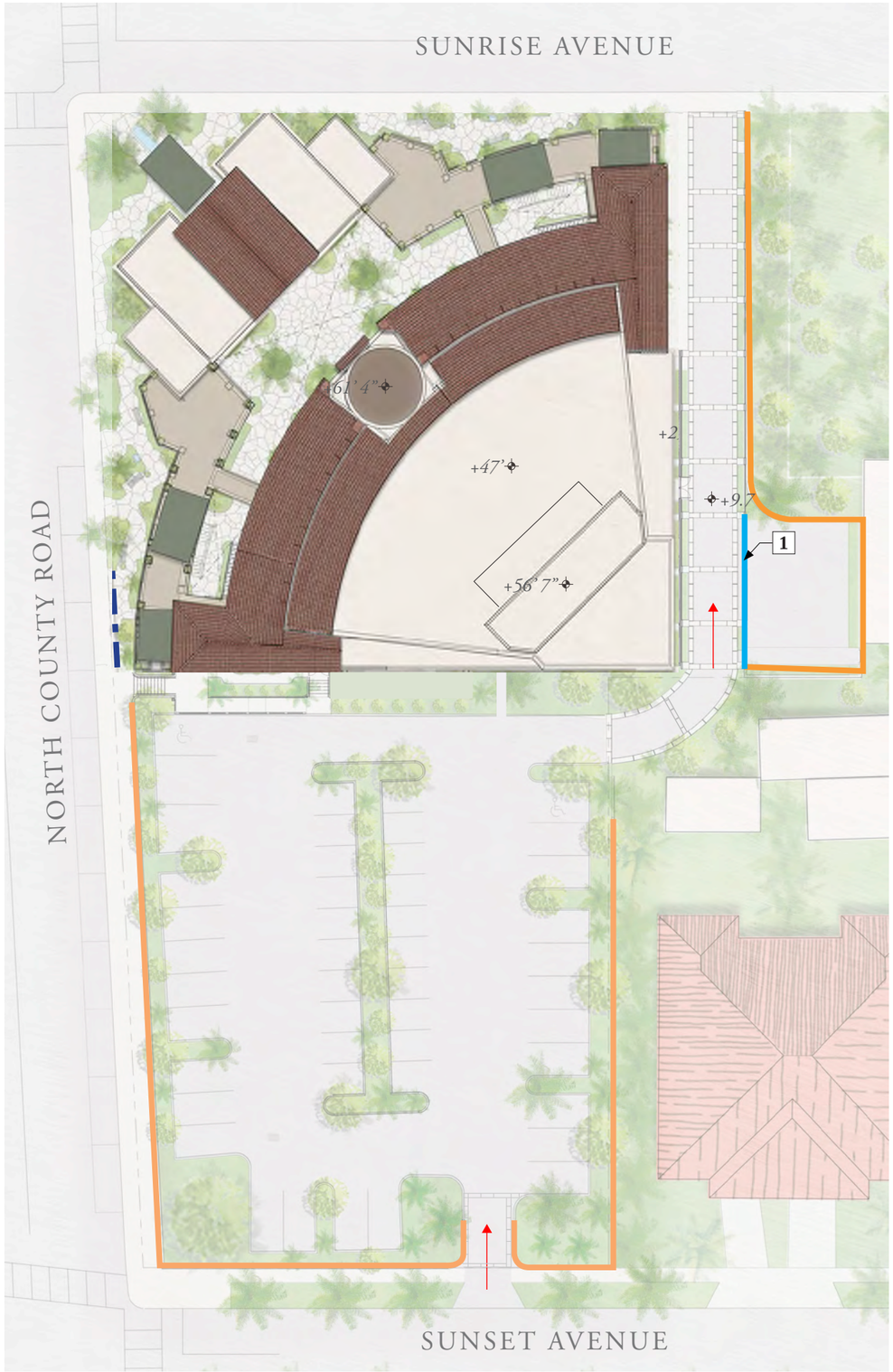
PROPOSED PLAN - GROUND FLOOR

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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Historic Paramount Theater

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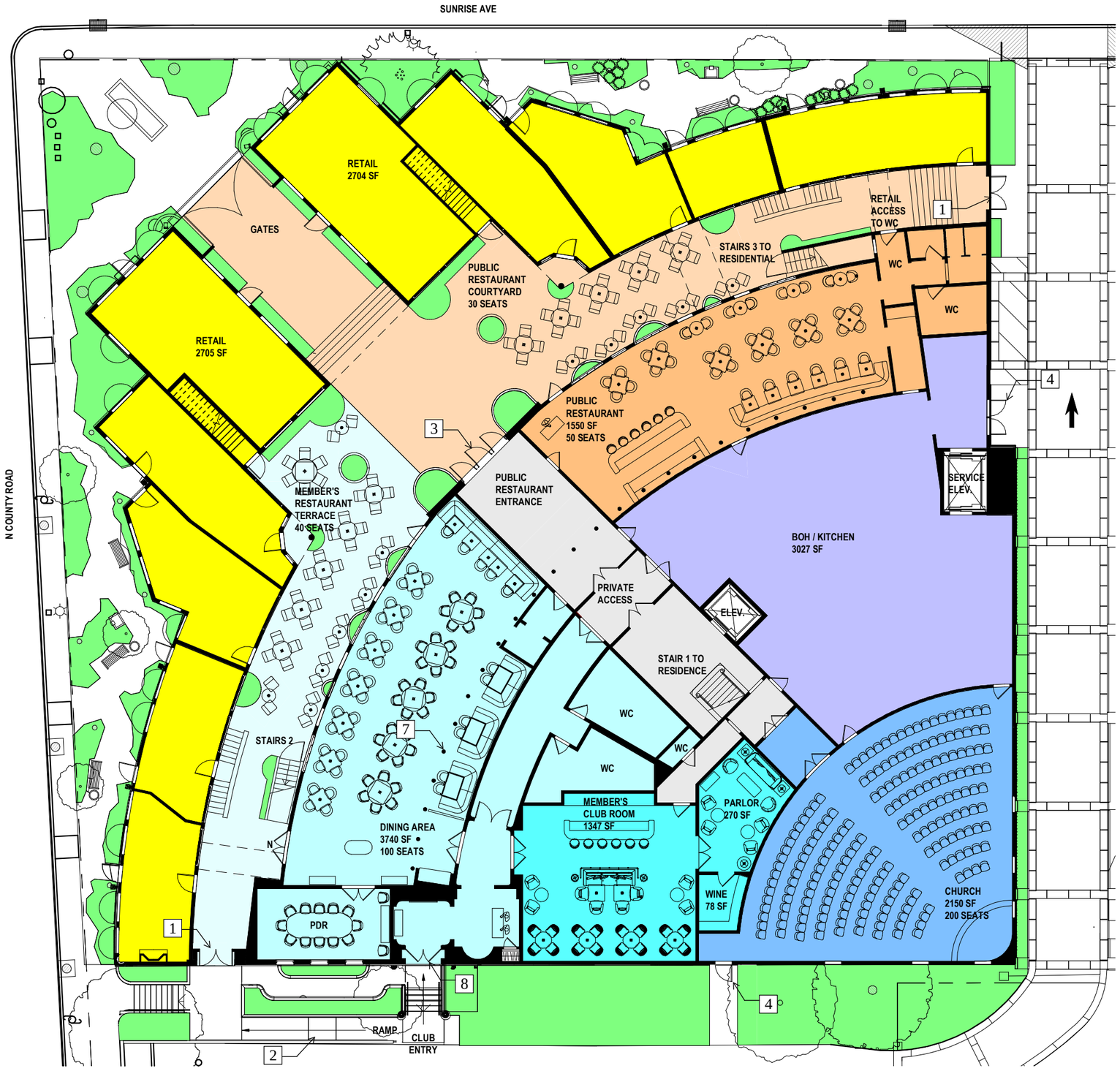
PROPOSED FENCE, GARDEN WALLS & GATES

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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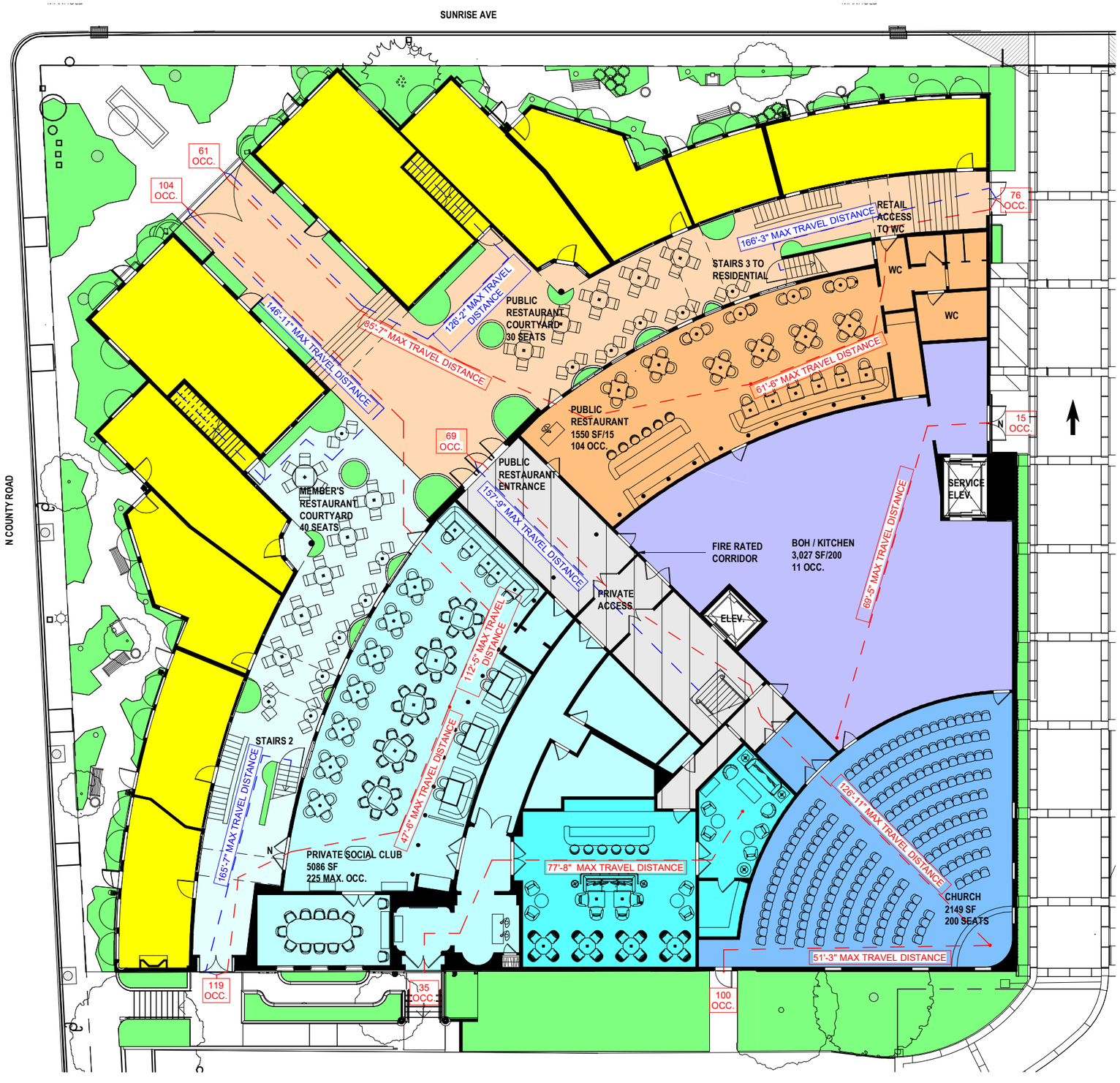
PROPOSED SEATING PLAN - SECOND FLOOR

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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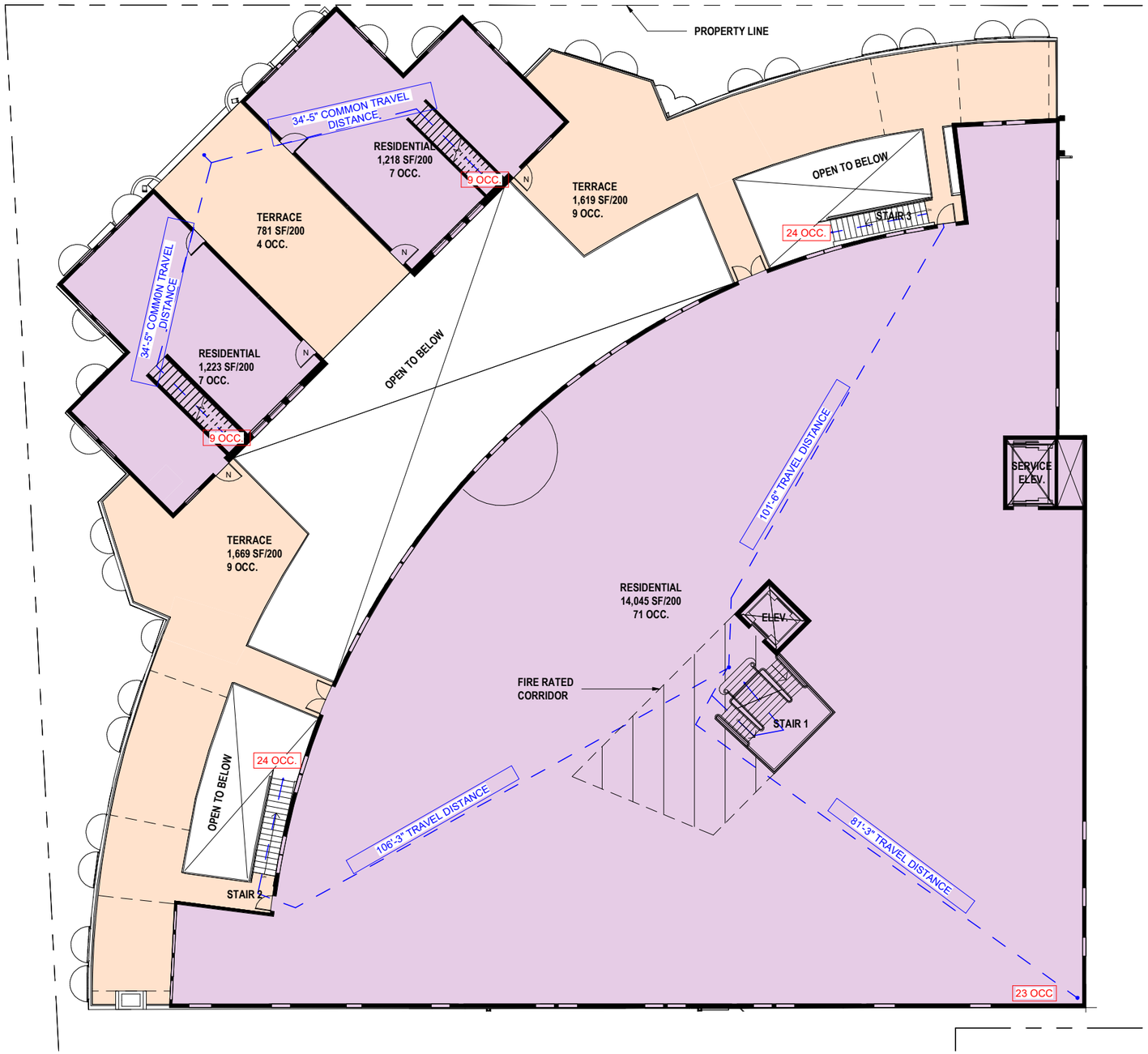
FIRST FLOOR LIFE SAFETY PLAN

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

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Historic Paramount Theater

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WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

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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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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'

REG ARCHITECTS
since 1988

Rick Gonzalez, AIA
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Digitally signed by Rick Gonzalez, AIA
DN: C=US, E=rick@regarchitects.com, O="REG Architects, Inc.", CN="Rick Gonzalez, AIA"
Date: 2025.09.29 09:46:36-04'00'

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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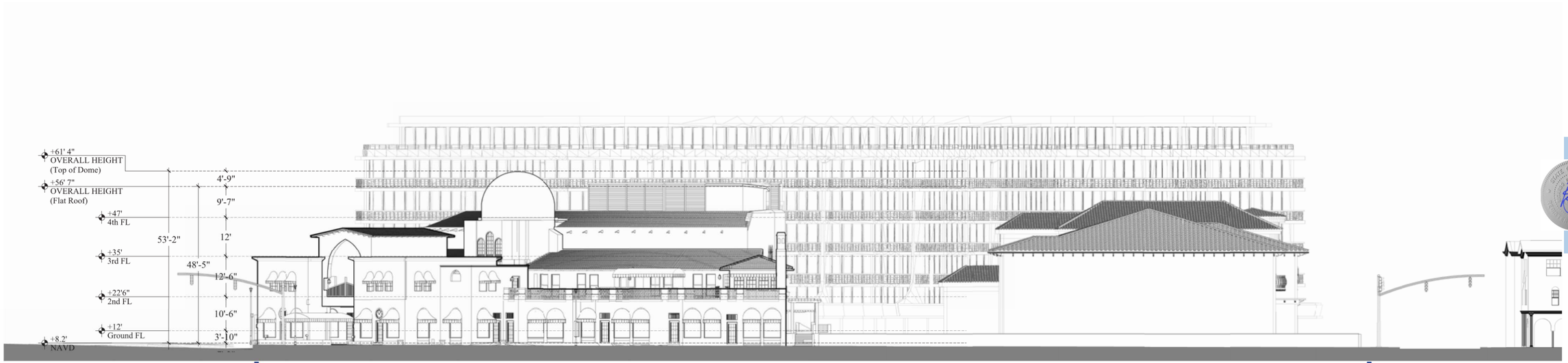
WEST STREET ELEVATIONS (RENDERED)

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'

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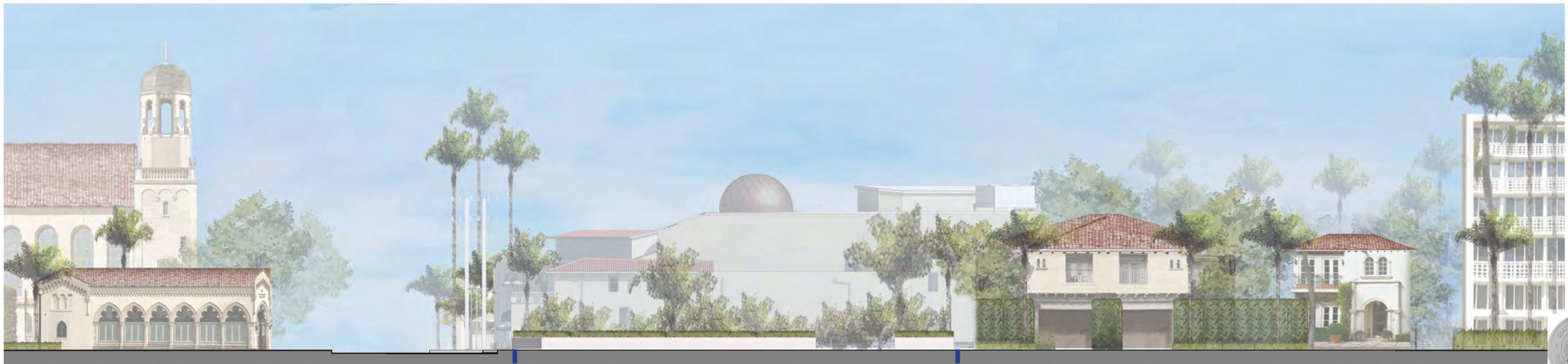
WEST STREET ELEVATIONS (ANNOTATED B&W, NO LANDSCAPE)

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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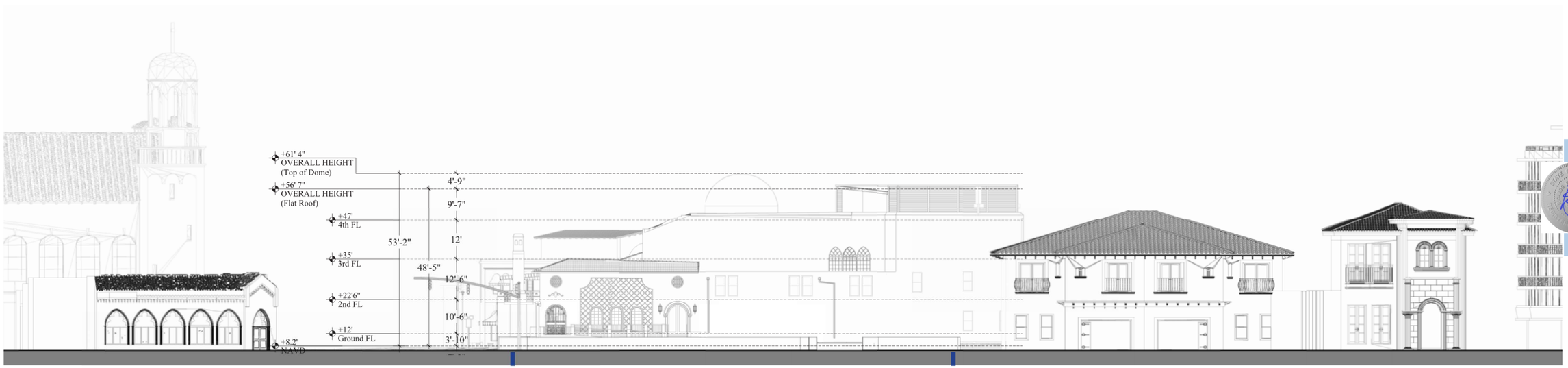
SOUTH STREET ELEVATIONS (RENDERED)

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

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WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

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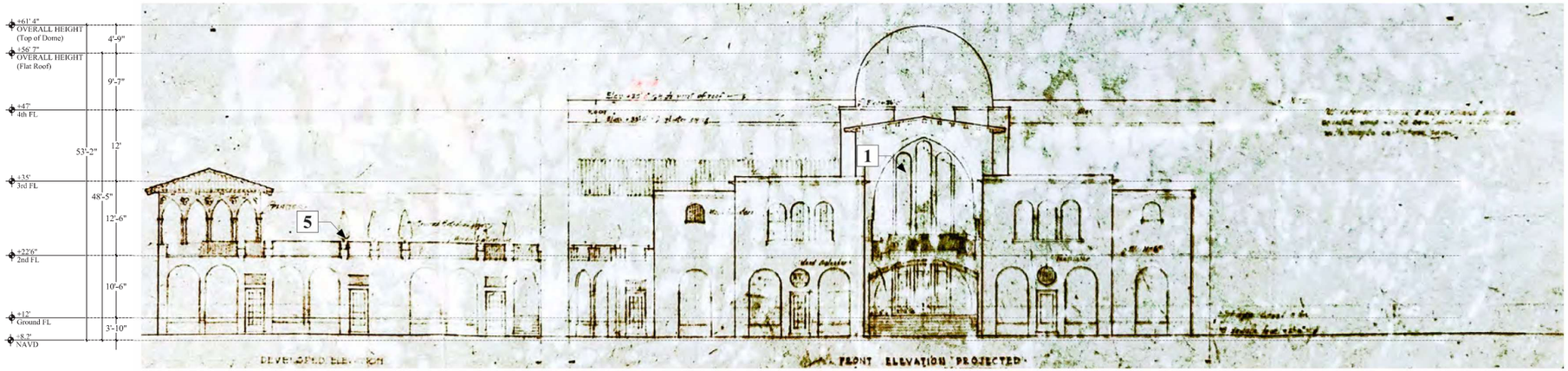
SOUTH STREET
ELEVATIONS (ANNOTATED
B&W, NO LANDSCAPE)

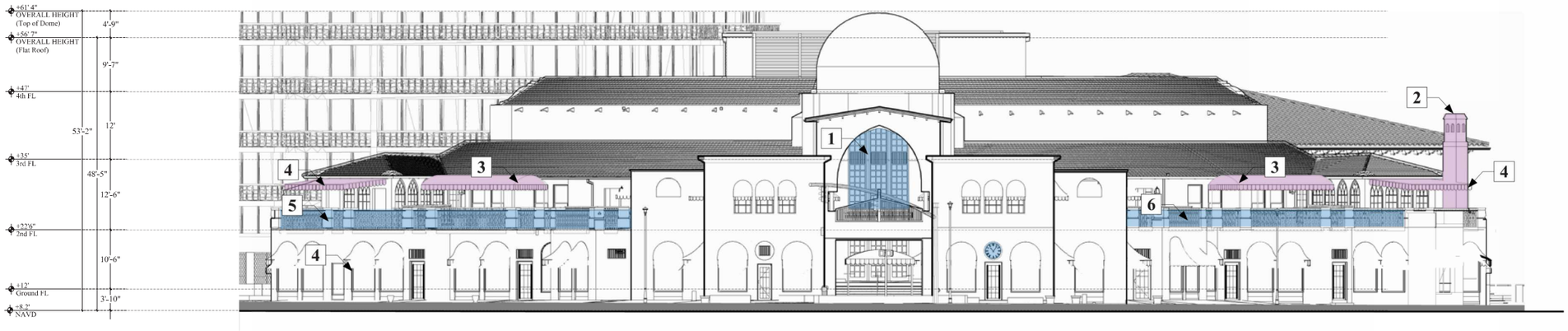
D-3.2



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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Date: 2025.09.29 09:46:49-04'00'

Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
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NO.	DATE	DESCRIPTION

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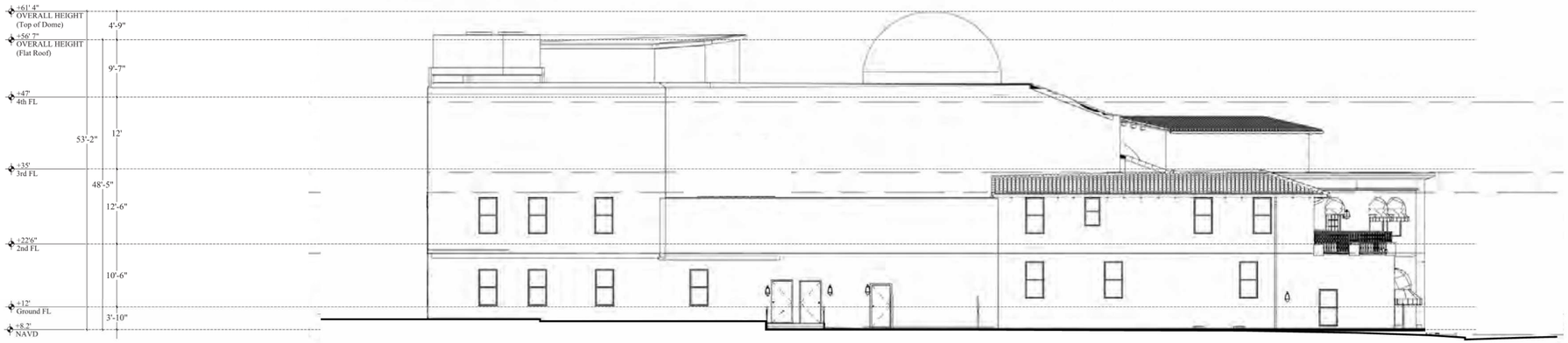
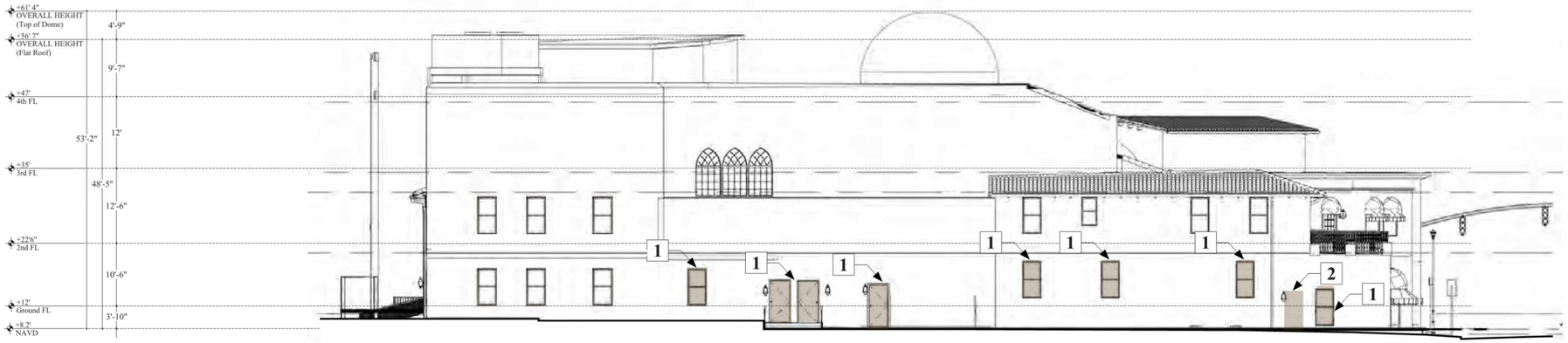
THEATER HISTORIC COMPARISON - NORTH WEST

EXISTING COND. SET - CONCEPTUAL

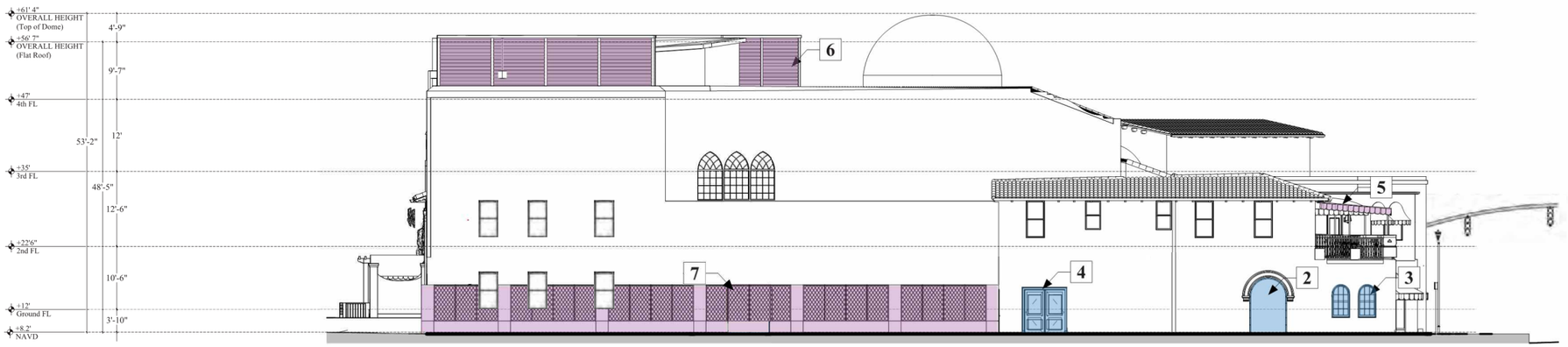
D-4.1



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

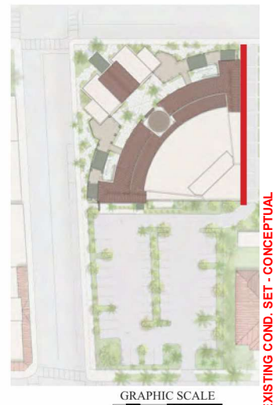
4. Door to be constructed

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

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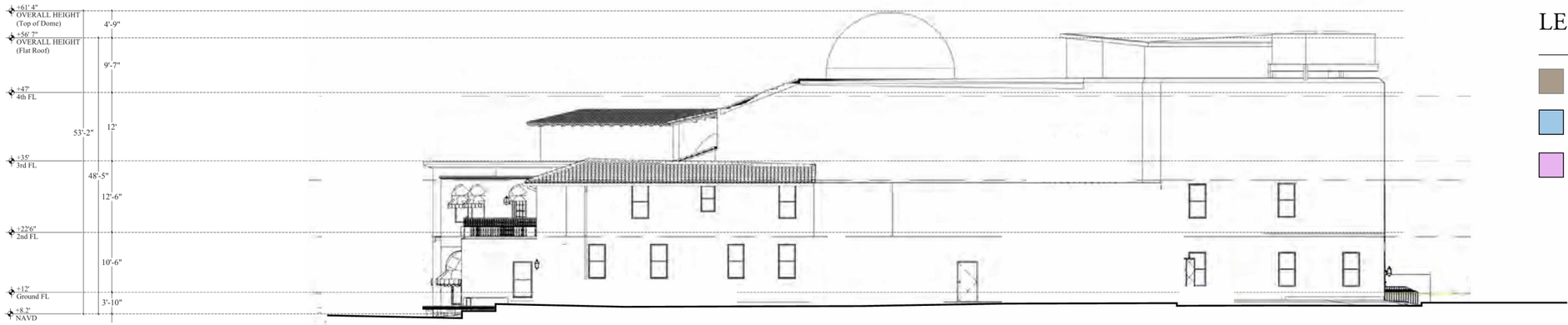
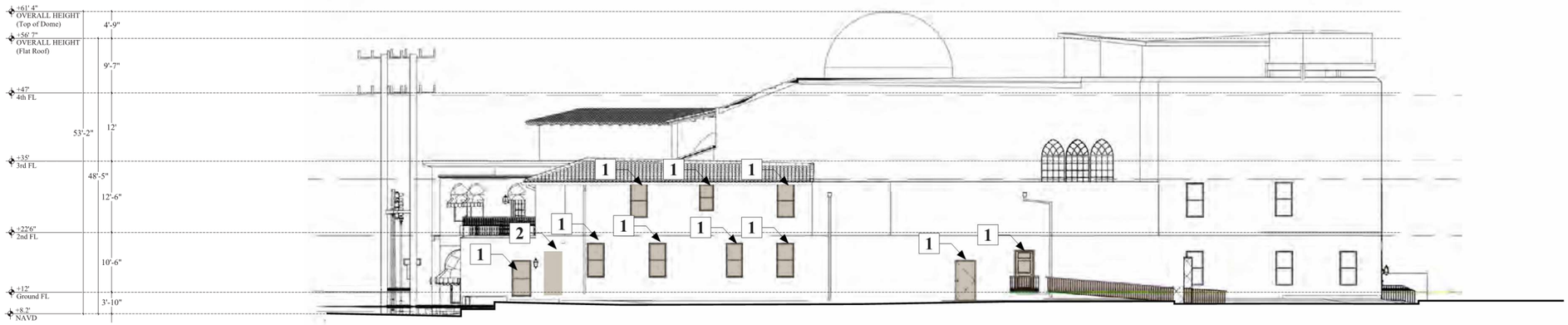
THEATER HISTORIC COMPARISON - EAST

EXISTING COND. SET - CONCEPTUAL

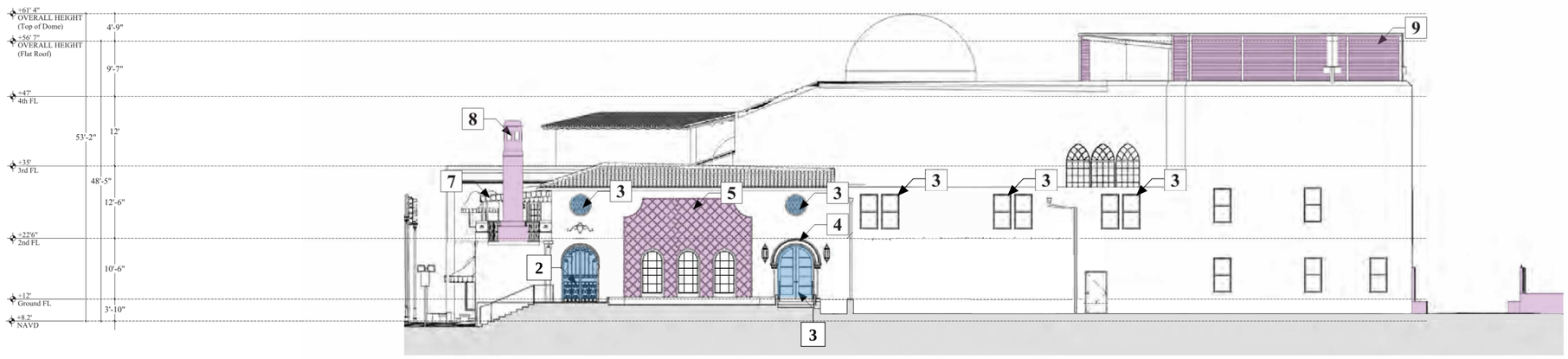
D-4.2



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)*

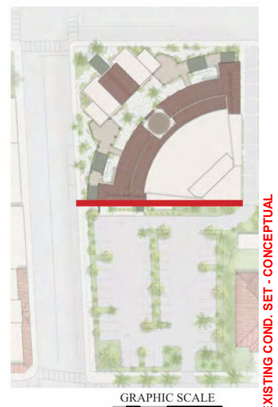
6. NOT USED

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

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

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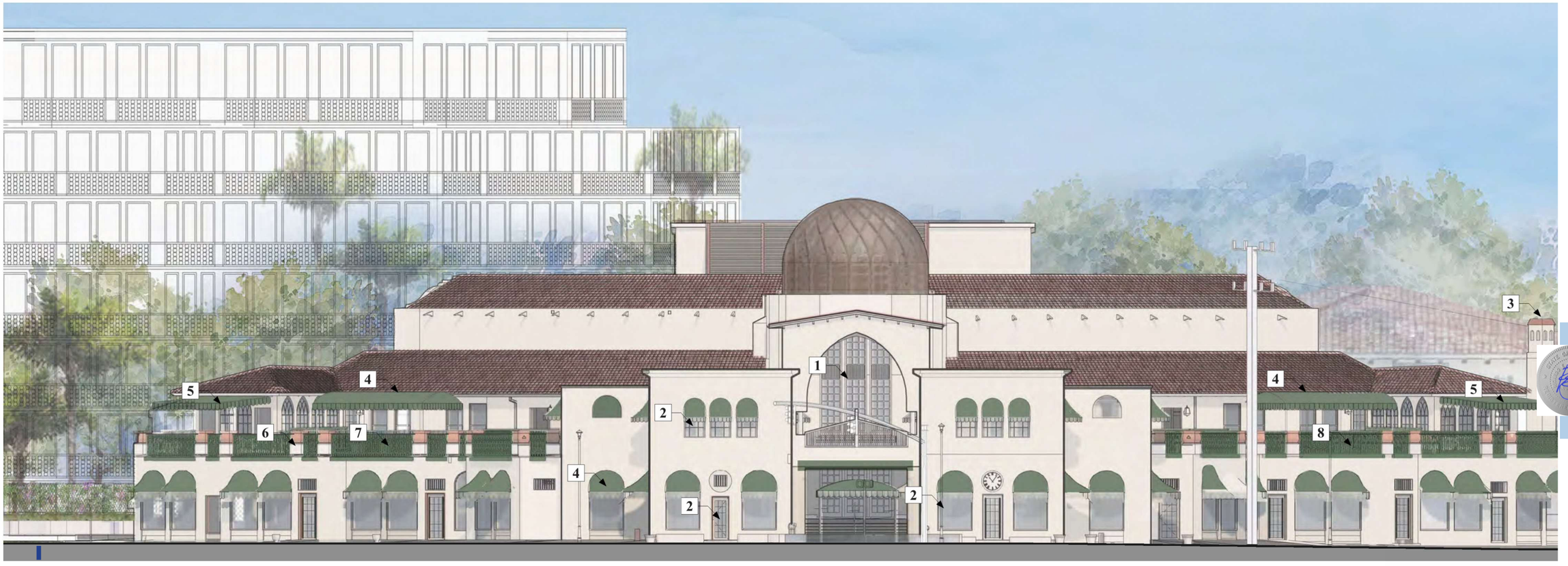
THEATER HISTORIC COMPARISON - SOUTH

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

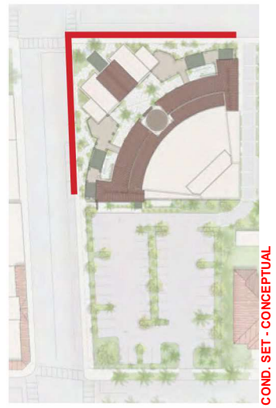
7. Historic railings reintroduced

8. Rehabilitated terrace space

LEGEND

Property Line

KEY PLAN



SCALE: 1/16 = 1’

0’ 8’ 16’

PROPOSED NW ELEVATION

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since 1988

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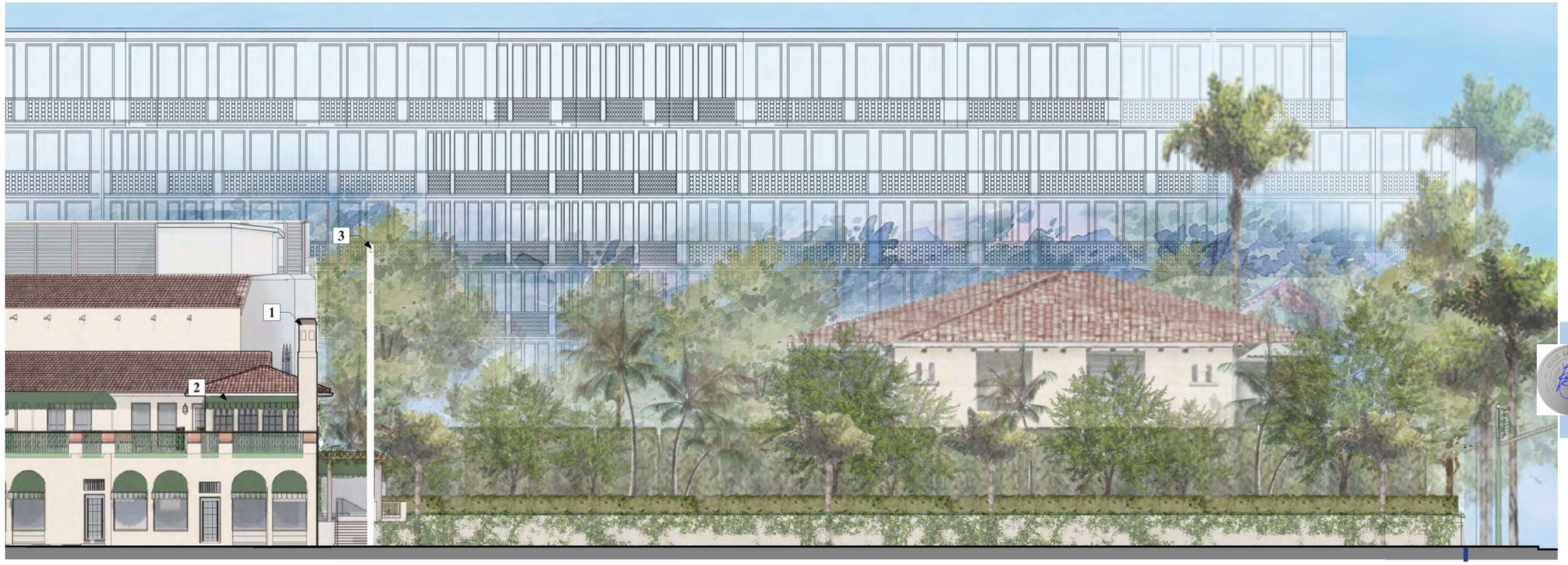
ENLARGED ELEVATIONS - NORTH WEST

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

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Date: 2025.09.29 09:47:01-04'00'

Historic Paramount Theater

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PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

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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

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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

REG ARCHITECTS
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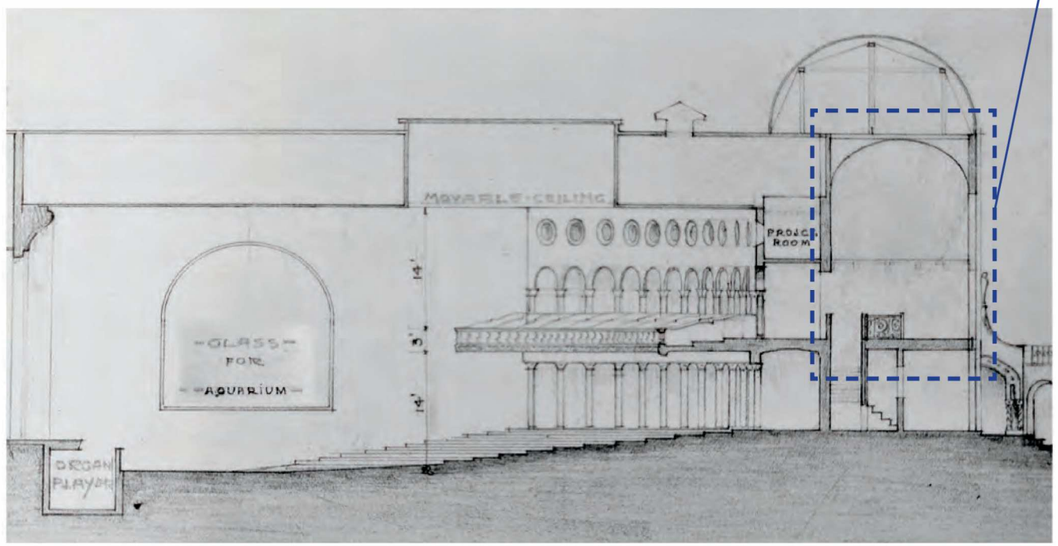
SITE SECTION DIAGRAM - WEST

D-7



175 & 173 SUNSET AV.



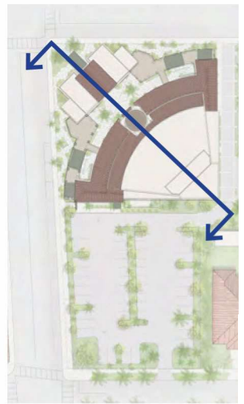
REINTRODUCTION OF DOUBLE HEIGHT ROOM BASED ON JOSEPH URBAN DRAWING (1925)

SITE SECTION LOOKING SOUTH WEST

KEY

- CHURCH
- CAFE
- CLUB
- RESIDENTIAL
- RETAIL

KEY PLAN



SCALE: 1/32 = 1'

0' 16' 32'

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Date: 2025.09.29 09:47:10-04'00'

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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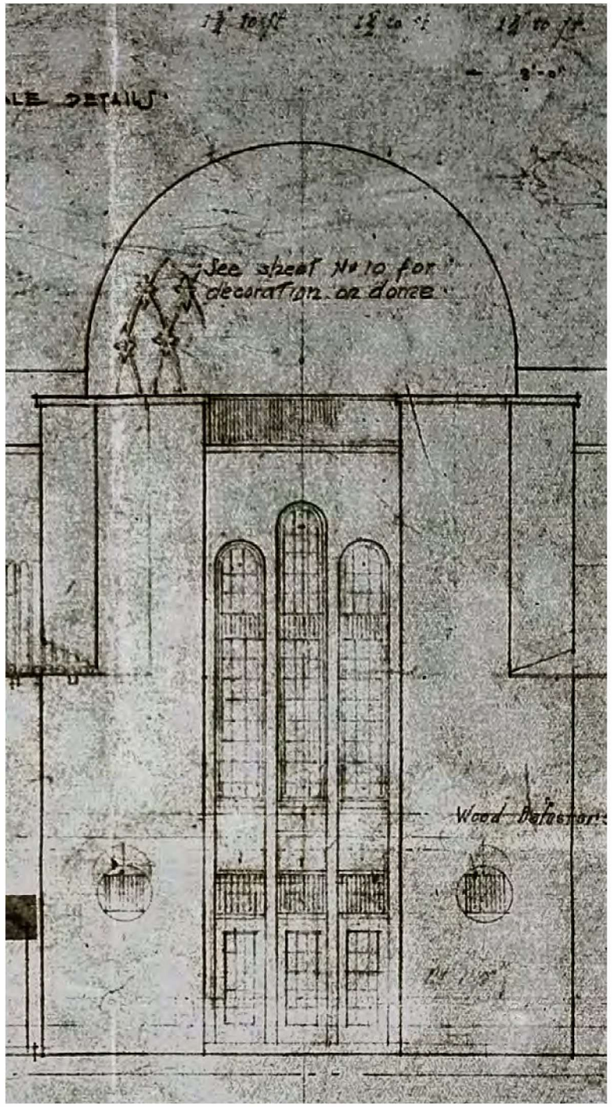
ENLARGED ELEVATIONS - SOUTH WEST

D-9

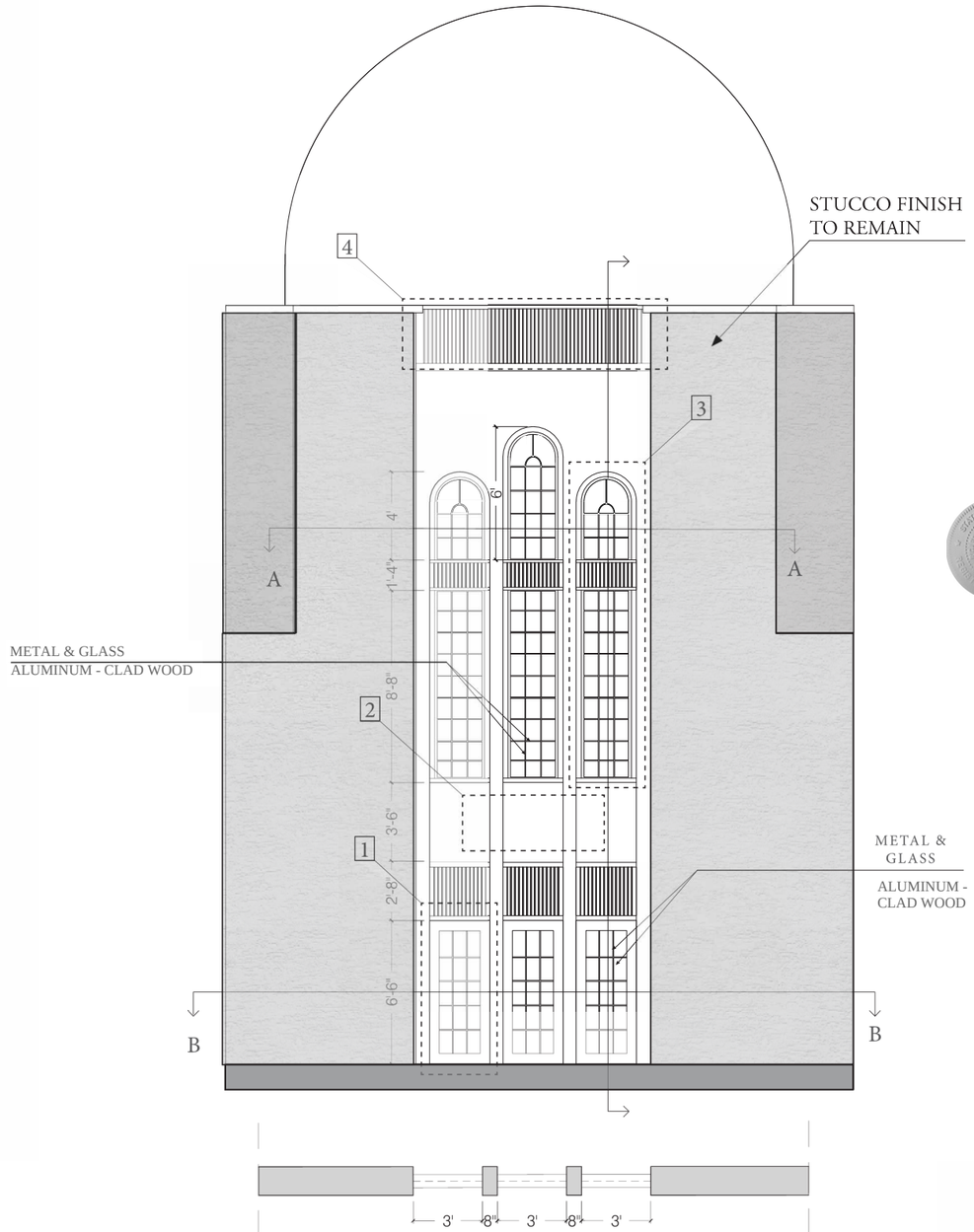


JOSEPH URBAN ELEVATION (1926)



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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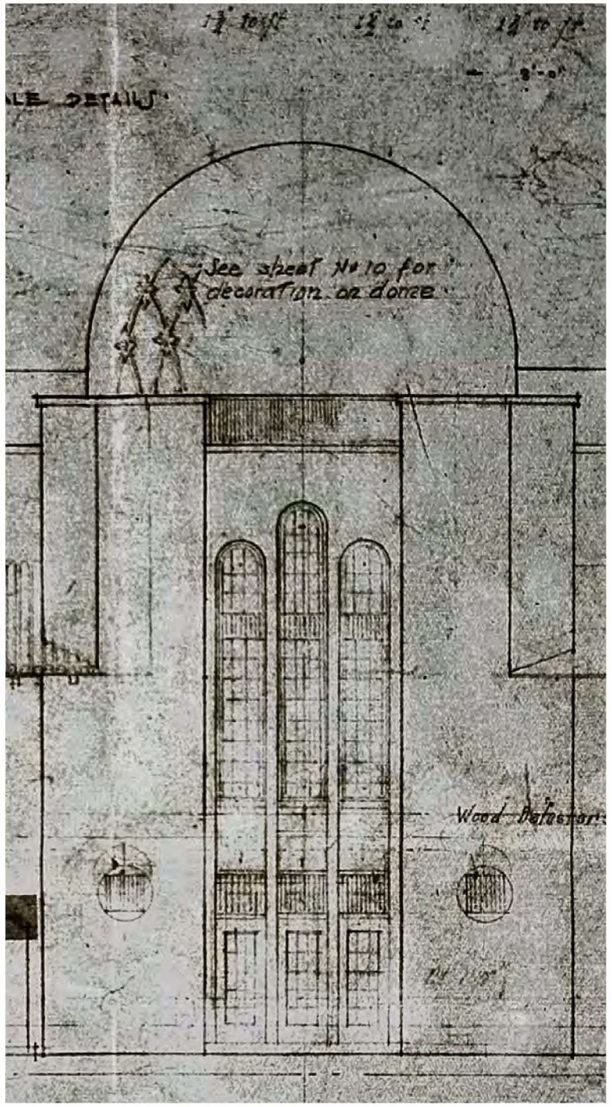
ENLARGED ELEVATIONS - PATIO FACADE RESTORATION

D-10

PATIO FACADE RESTORATION

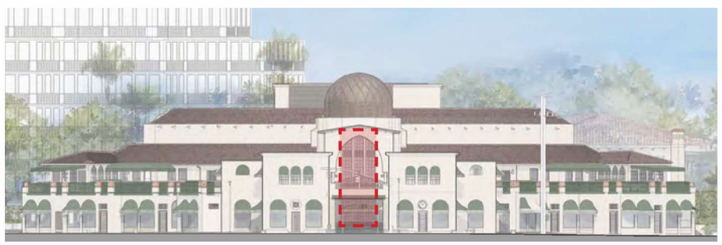


JOSEPH URBAN ELEVATION (1926)

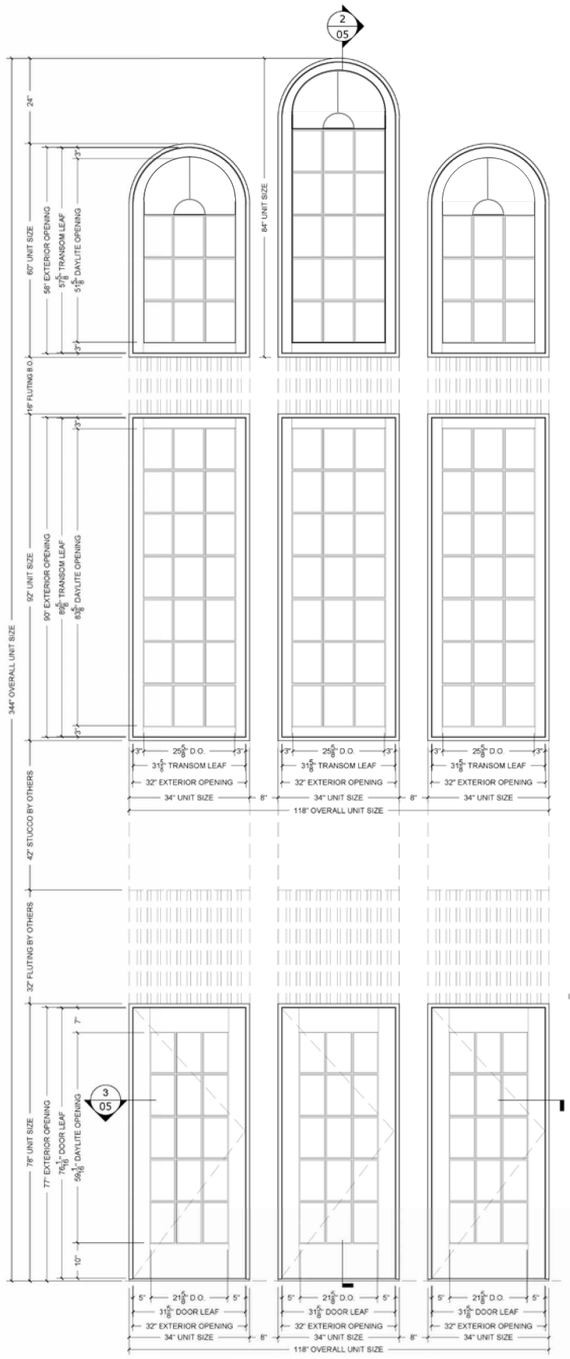


MAIN ENTRANCE WINDOWS (1939)

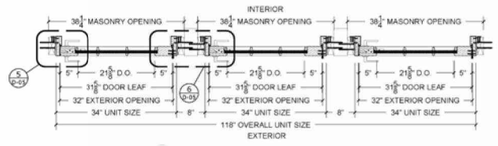
KEY ELEVATION

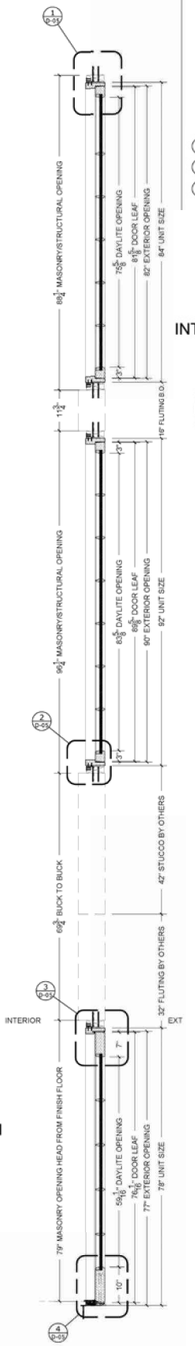


**Exact dimensions of masonry openings to be verified in filed*



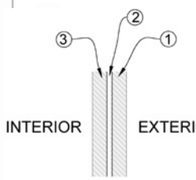
ALUMINUM - CLAD WOOD





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

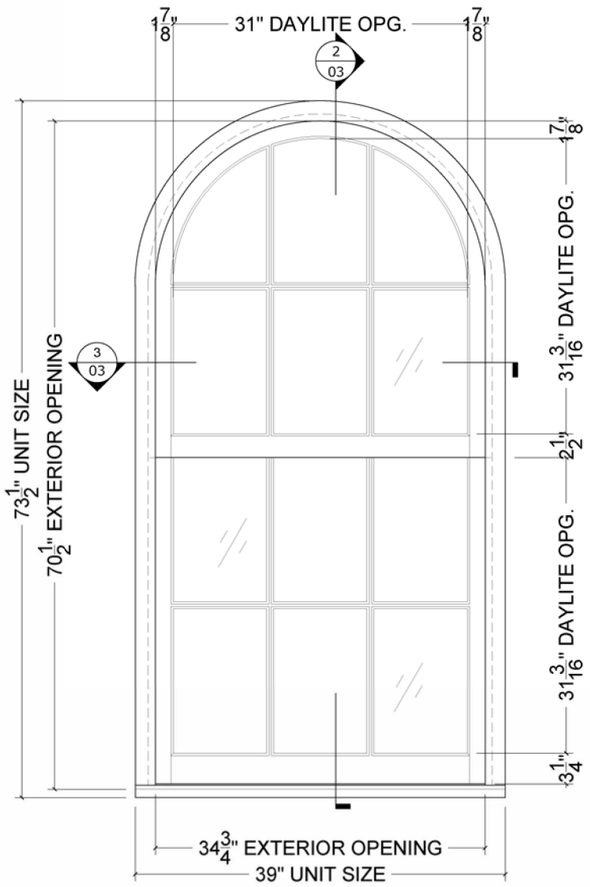
D-11



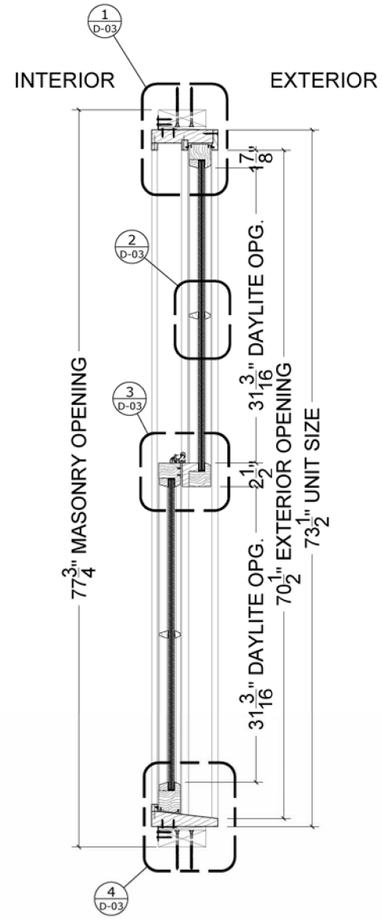
ARCHED WINDOWS (1929)



ARCHED WINDOWS TODAY

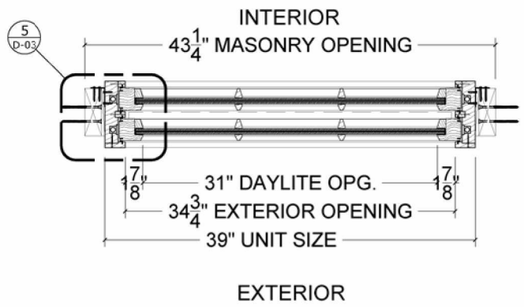


ELEVATION



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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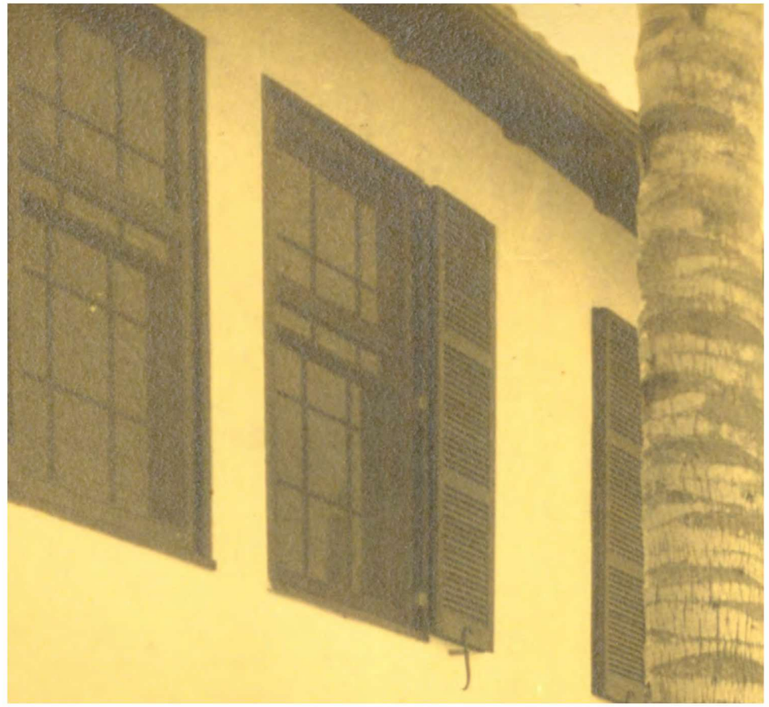
EXTERIOR DETAILS - TRIPLED ARCHED WINDOW

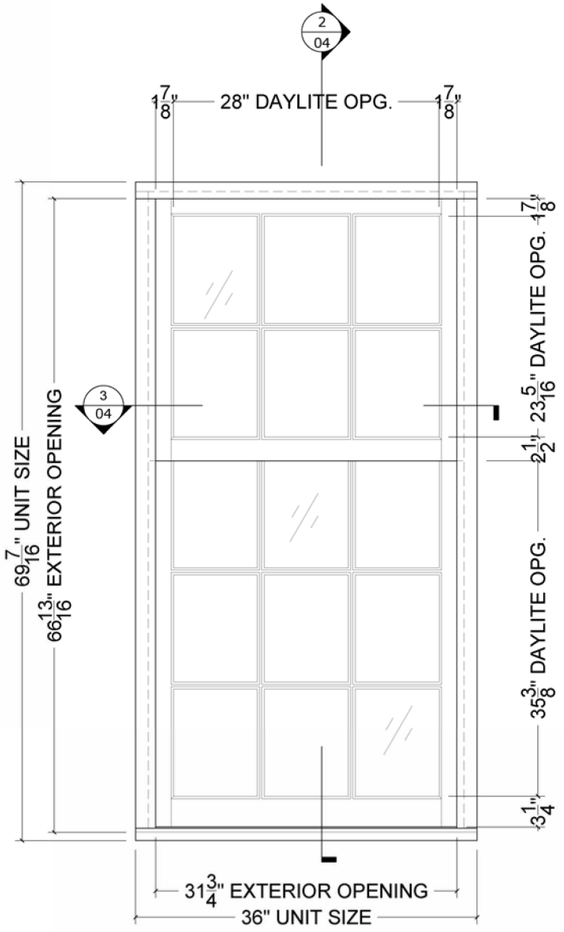
D-12



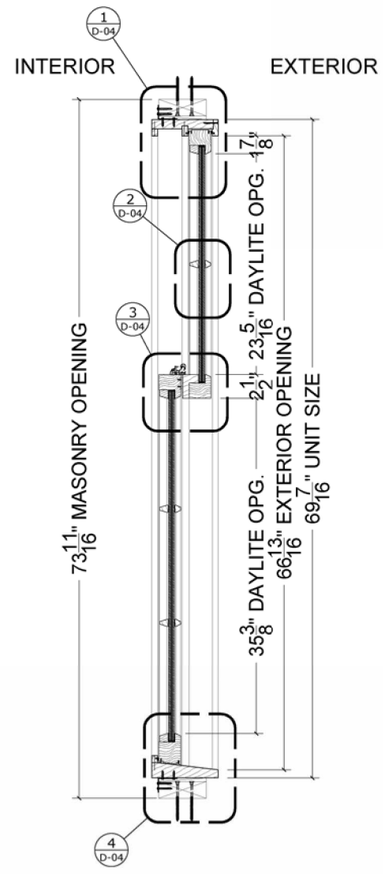
COURTYARD SECOND FLOOR WINDOWS (1928)



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

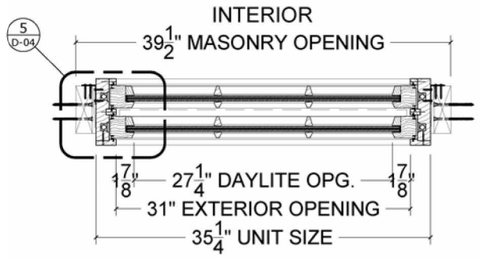


ELEVATION



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

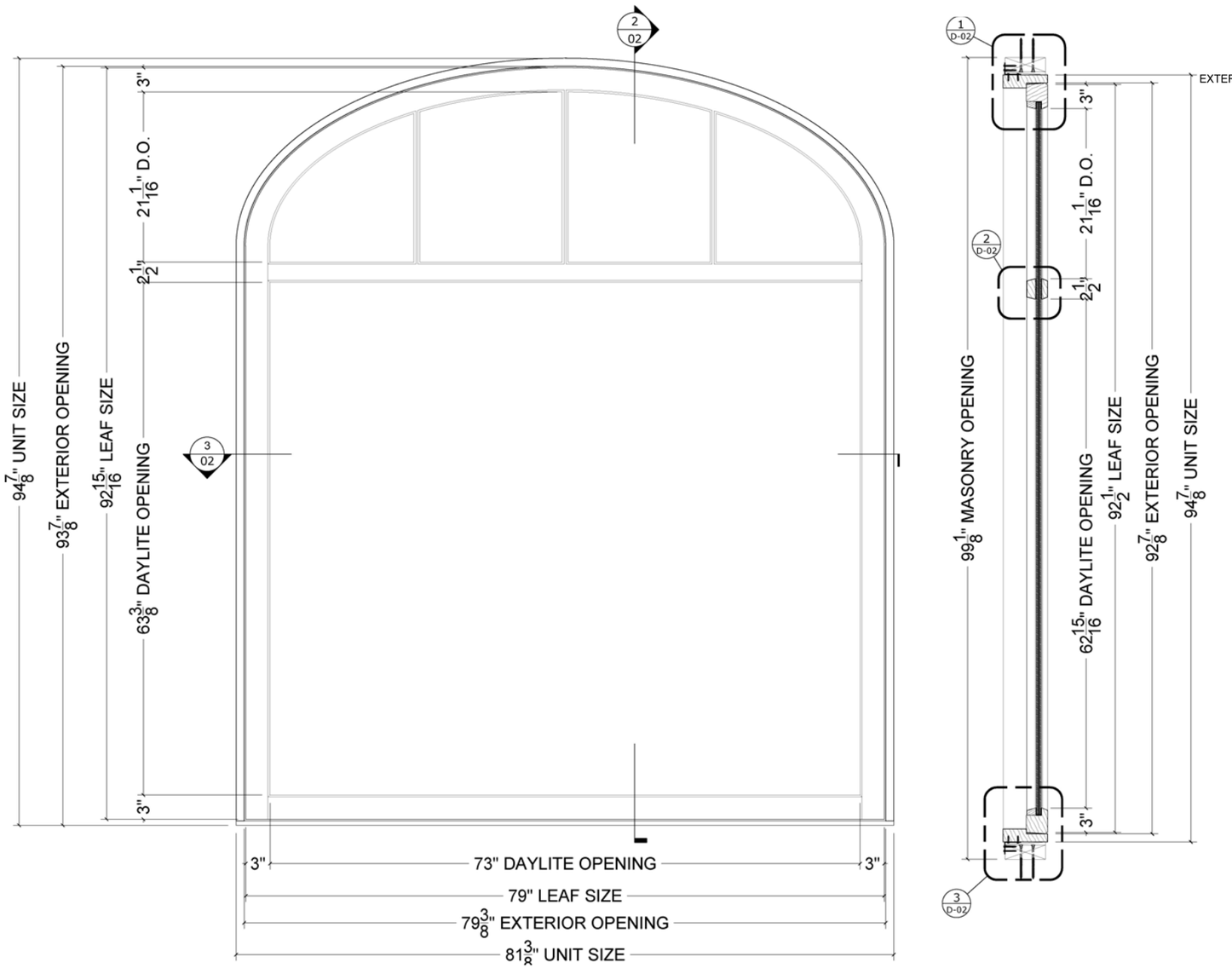
D-13



COURTYARD WINDOW (1928)



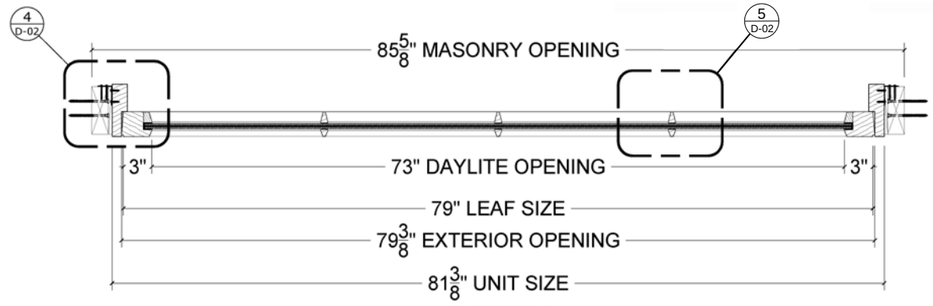
COURTYARD WINDOW TODAY



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

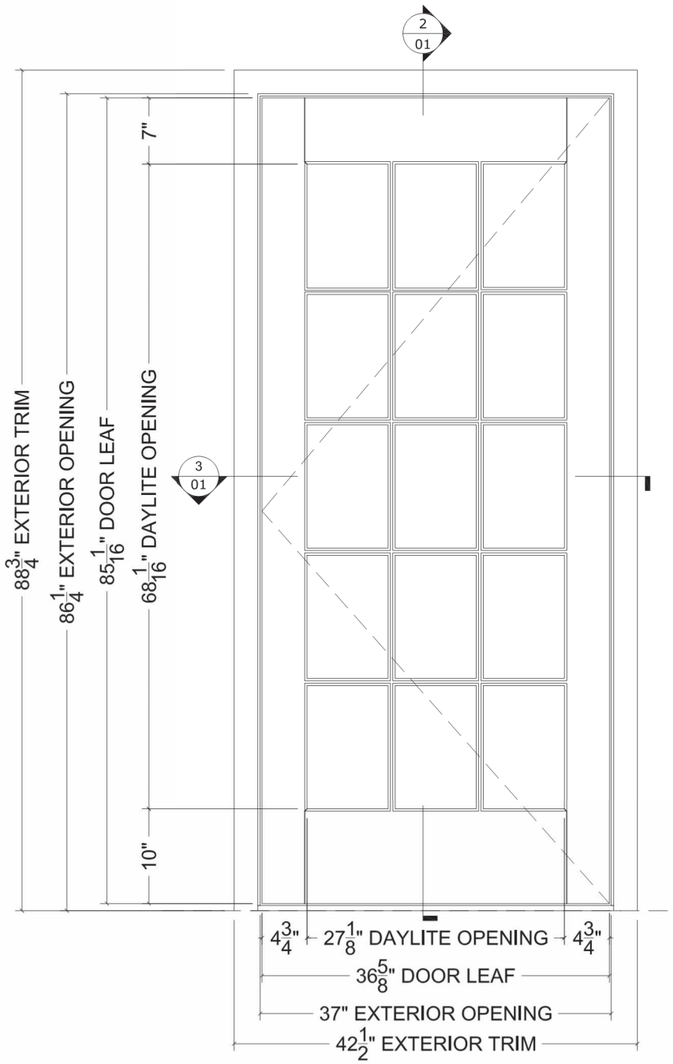
D-14



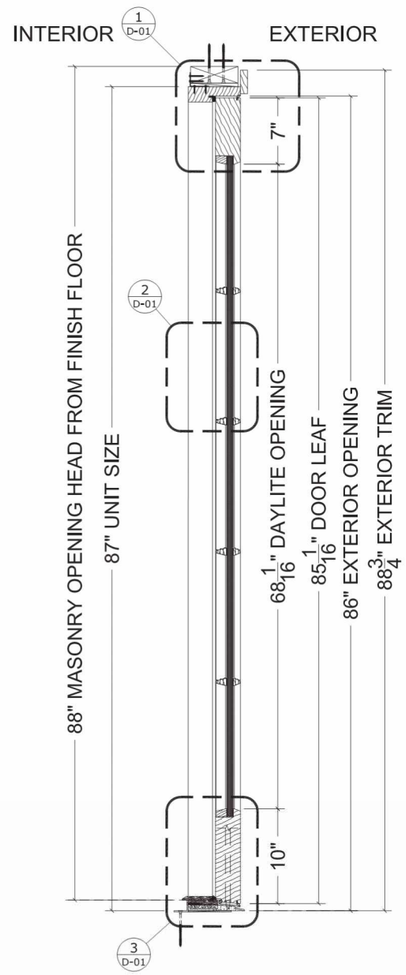
EXTERIOR DOOR (H.A.B.S. 1971)



EXTERIOR DOOR TODAY

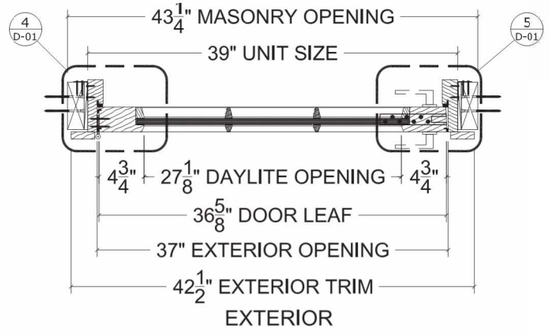


ELEVATION



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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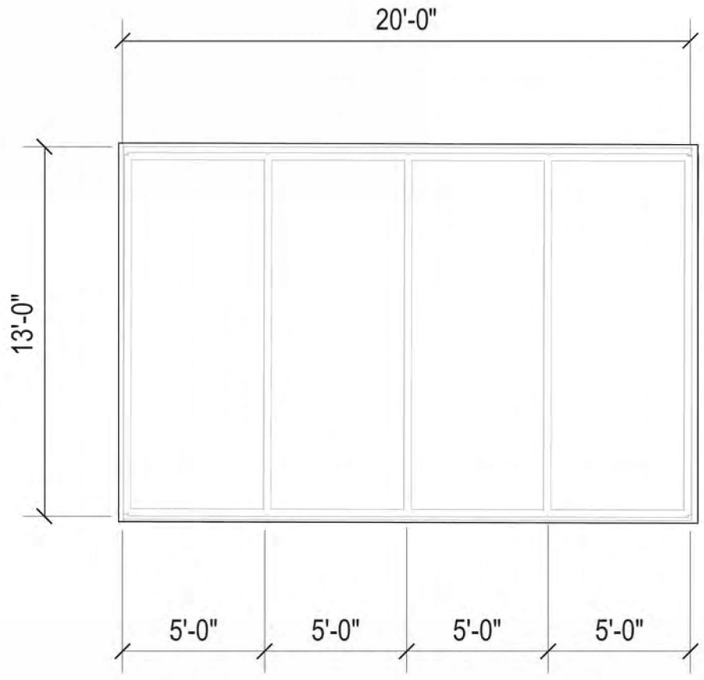
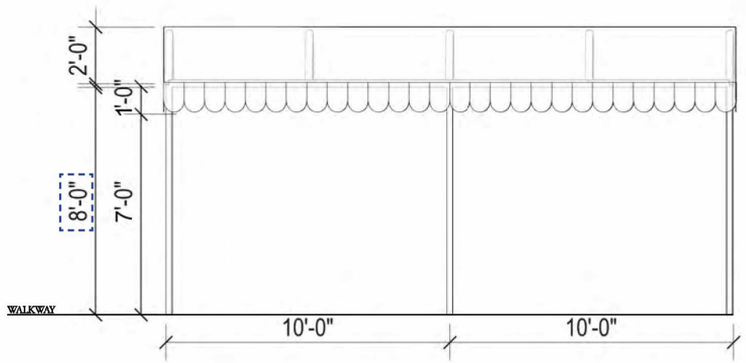
EXTERIOR DETAILS - TYPICAL EXTERIOR DOOR

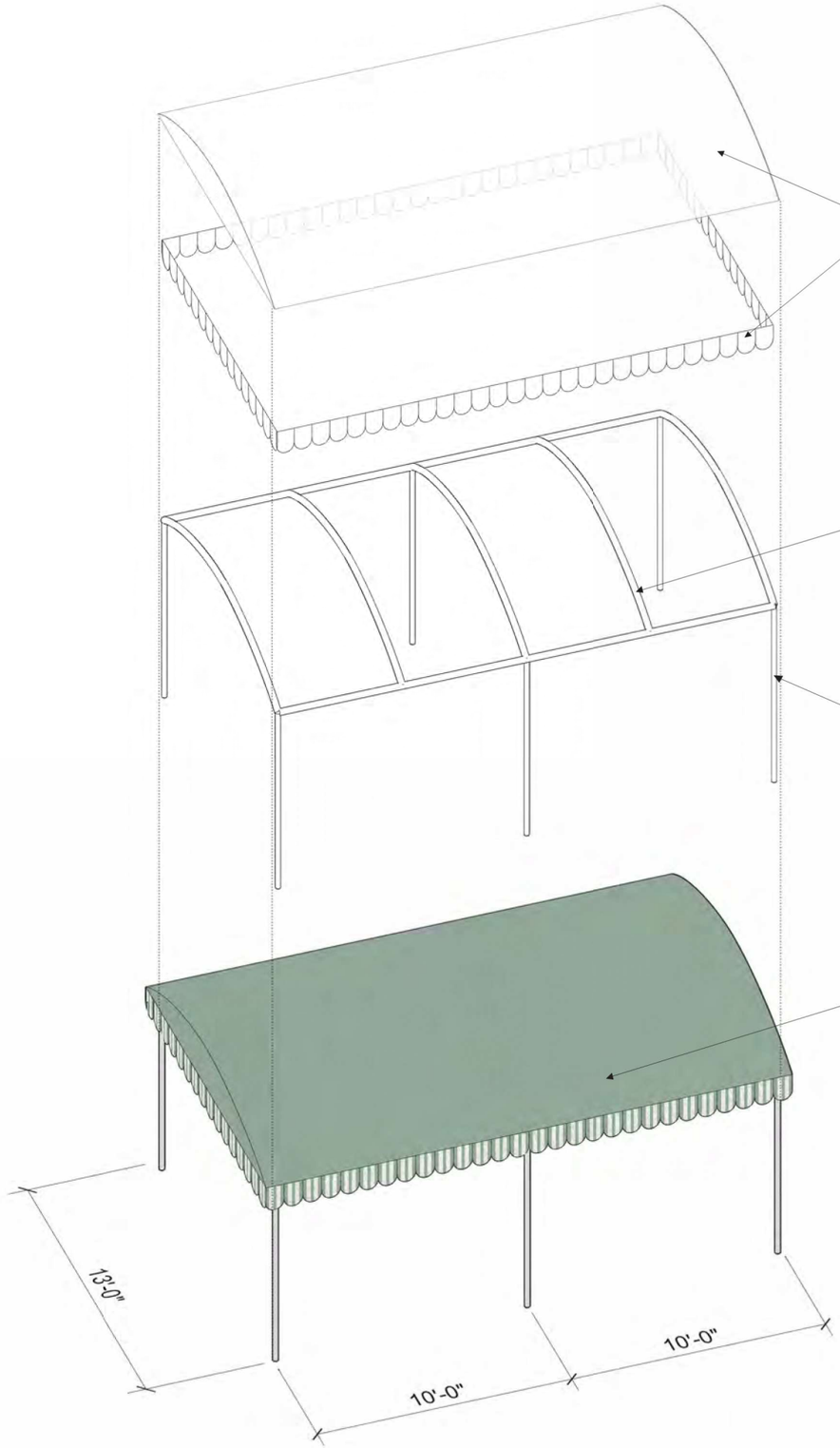
D-15



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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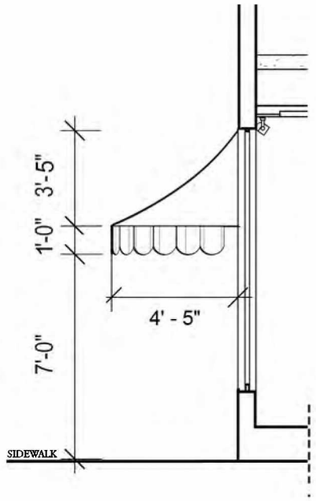
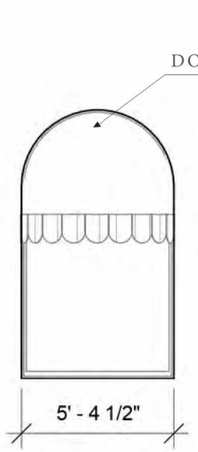
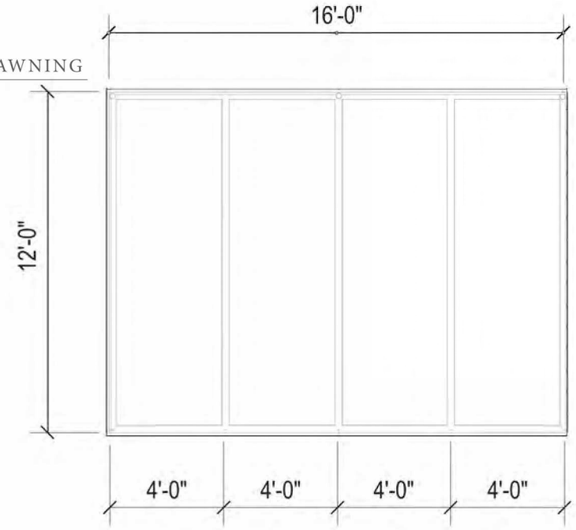
EXTERIOR DETAILS - CANOPY

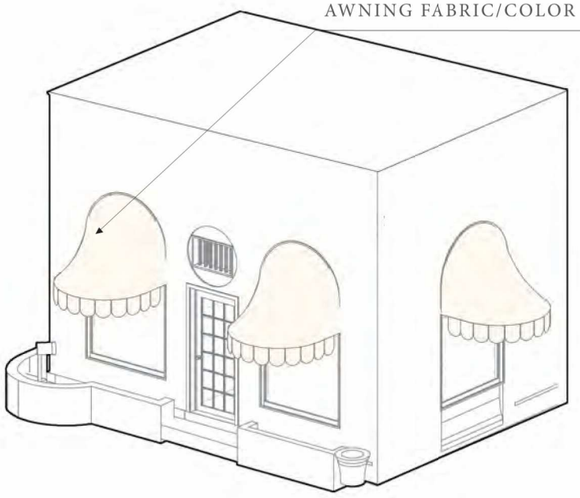
D-16

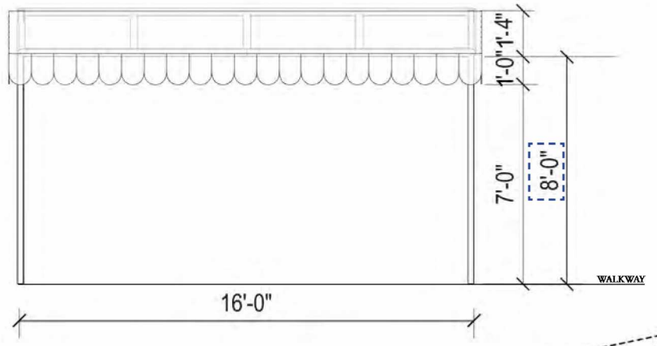






PLAN VIEW





FRONT ELEVATION



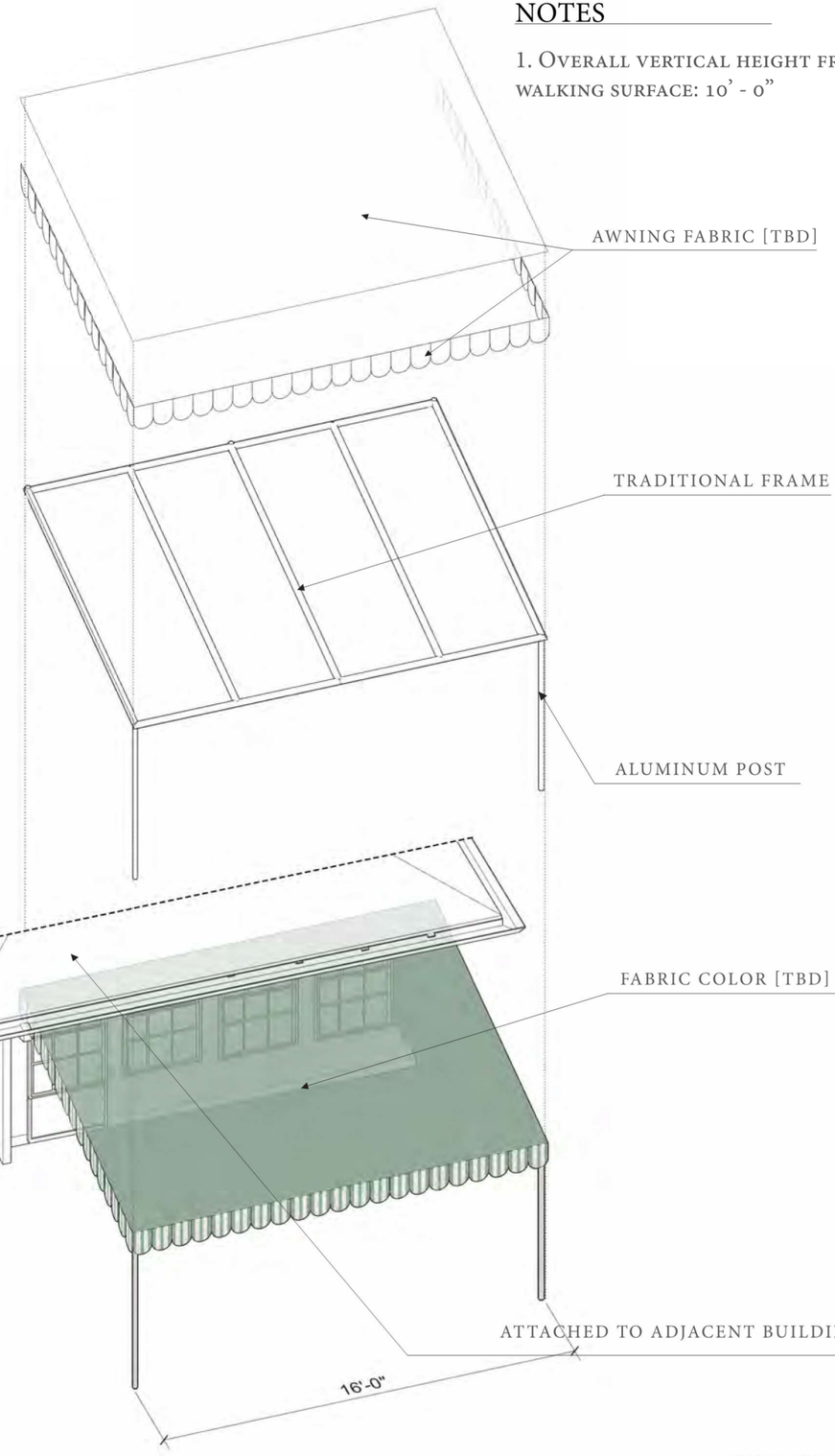
VIEW FROM NORTH COUNTY ROAD,
H.A.B.S 1972



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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Date: 2025.09.29 09:47:35-04'00'

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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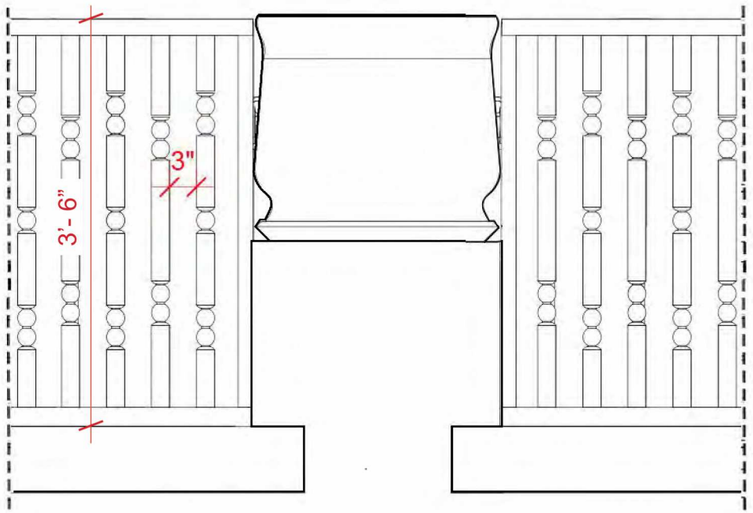
EXTERIOR DETAILS - AWNINGS

D-17



FRONT ELEVATION



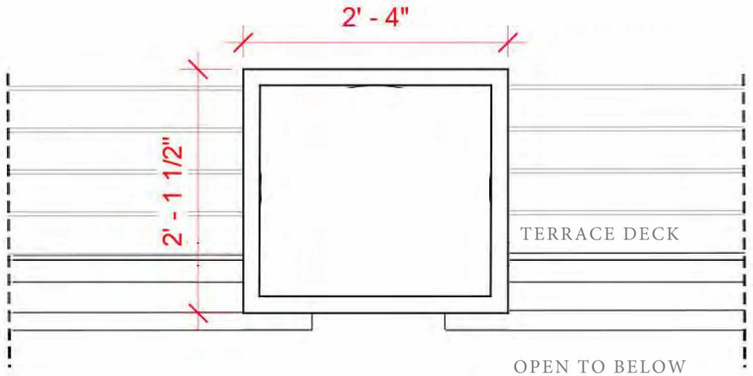
JOSEPH URBAN'S DRAWING, 1926



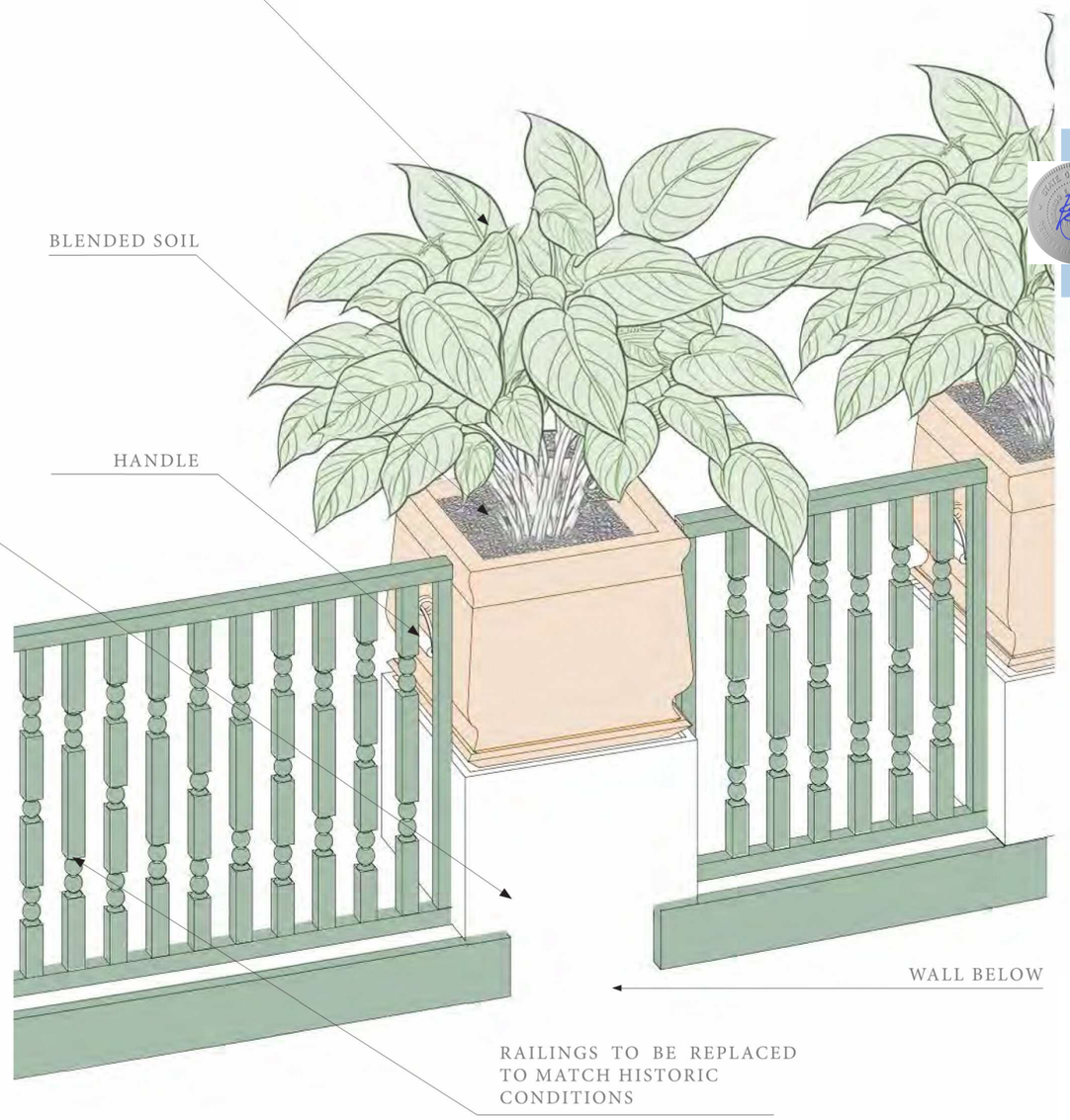
PLANTER STAND WITH STUCCO FINISH ON TERRACE FACING SUNRISE AVENUE, APPROX. YEAR: 1960's-1970's



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

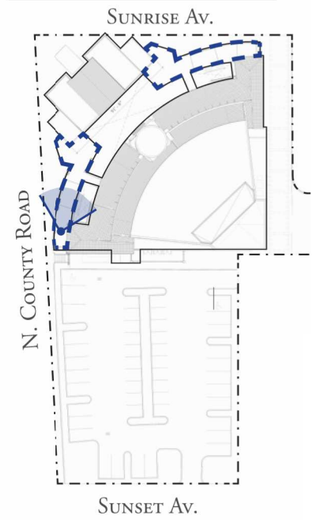


2. PROPOSED CONDITION



3. HISTORIC PHOTO OF THEATRE TERRACE, H.A.B.S., 1971

KEY PLAN



PRIVATE APARTMENT TERRACE

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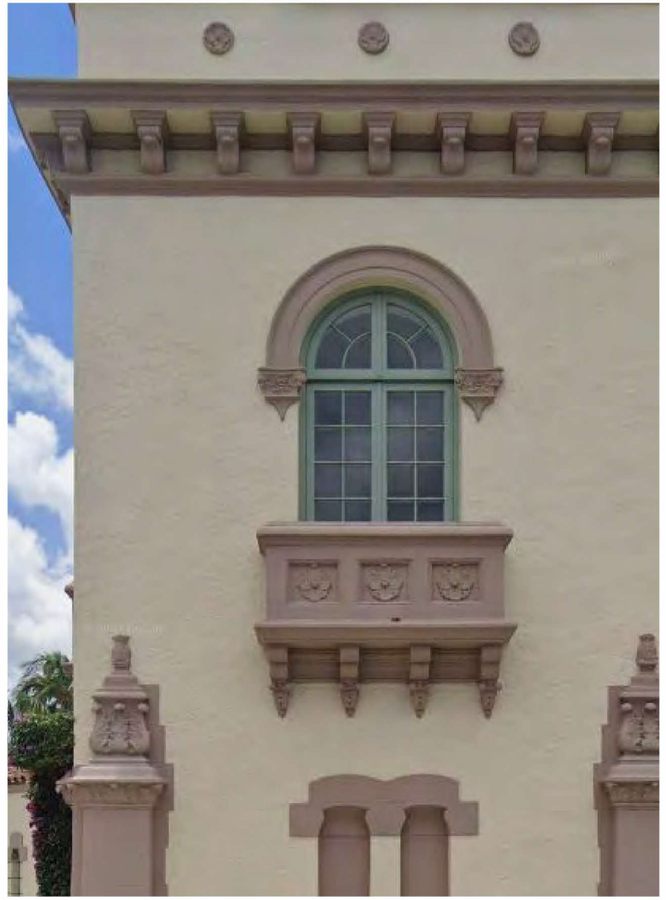
EXTERIOR DETAILS - APARTMENT TERRACE

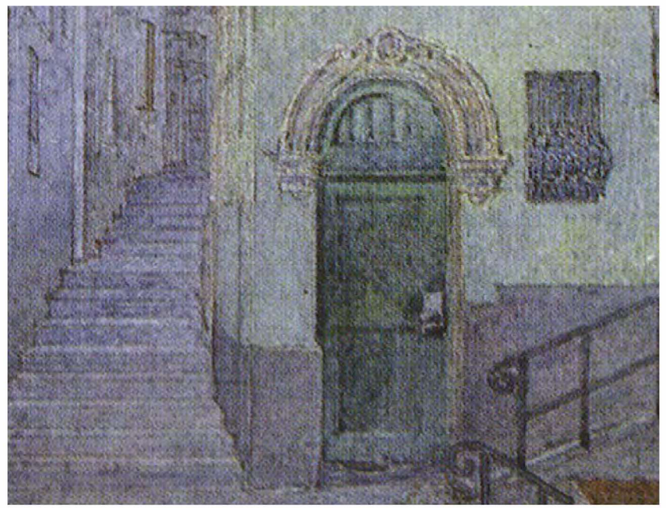
D-19



CLUB PASEO ENTRANCE **PROPOSED**



PALM BEACH TOWN HALL, HARVEY & CLARKE(1925)



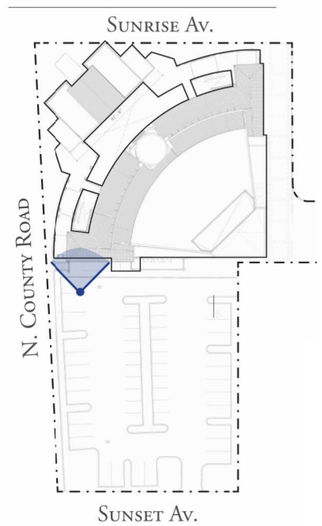
DRAWING BY JOSEPH URBAN (1912)



CURRENT CONDITION

THEATRE ENTRY ARCH

KEY PLAN



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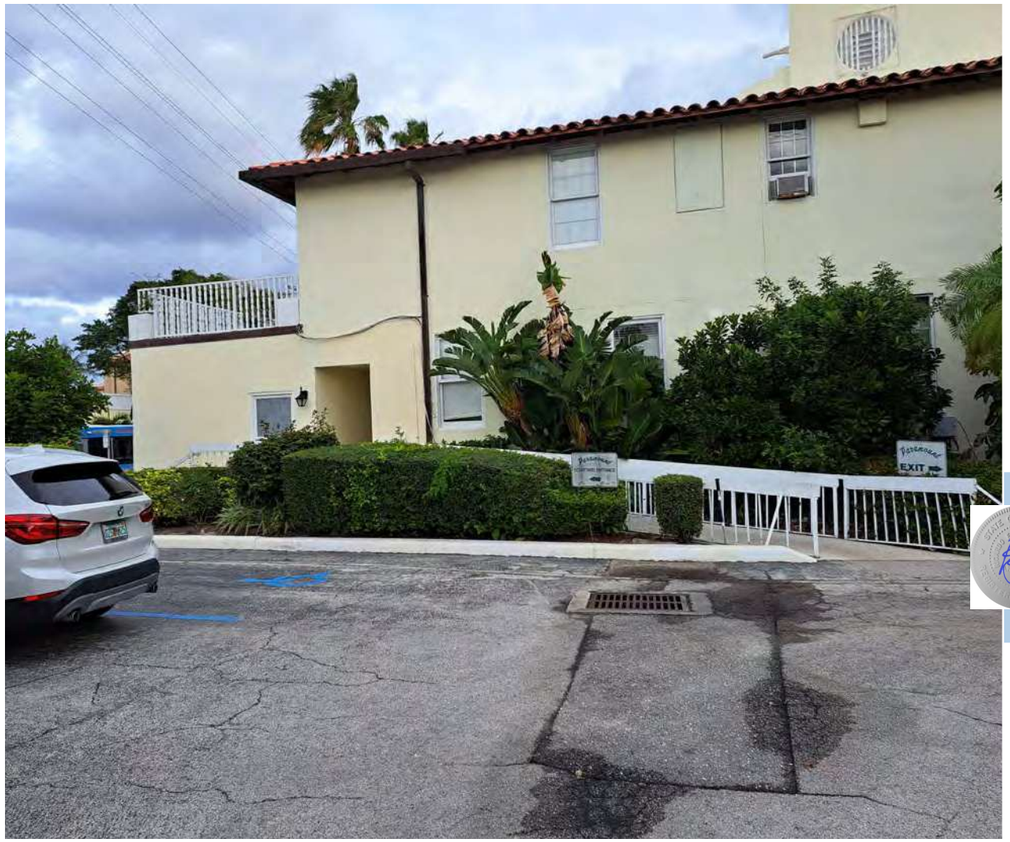
EXTERIOR DETAILS -
THEATER ENTRY ARCH

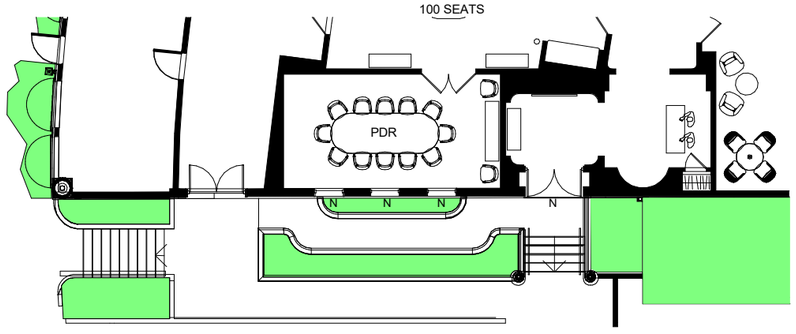
D-20



AERIAL VIEW



EXISTING CONDITION



PARTIAL PLAN DETAIL

SOUTHERN ENTRY

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EXTERIOR DETAILS - SOUTHERN ENTRY

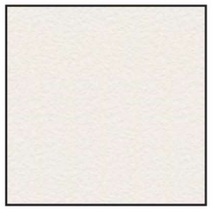
D-21



EXISTING PHOTOS OF EASTERN DRIVEWAY



PAVING MATERIALS



YELLOW STUCCO



CORAL STONE



TABBY CONCRETE



BRICK DETAILING



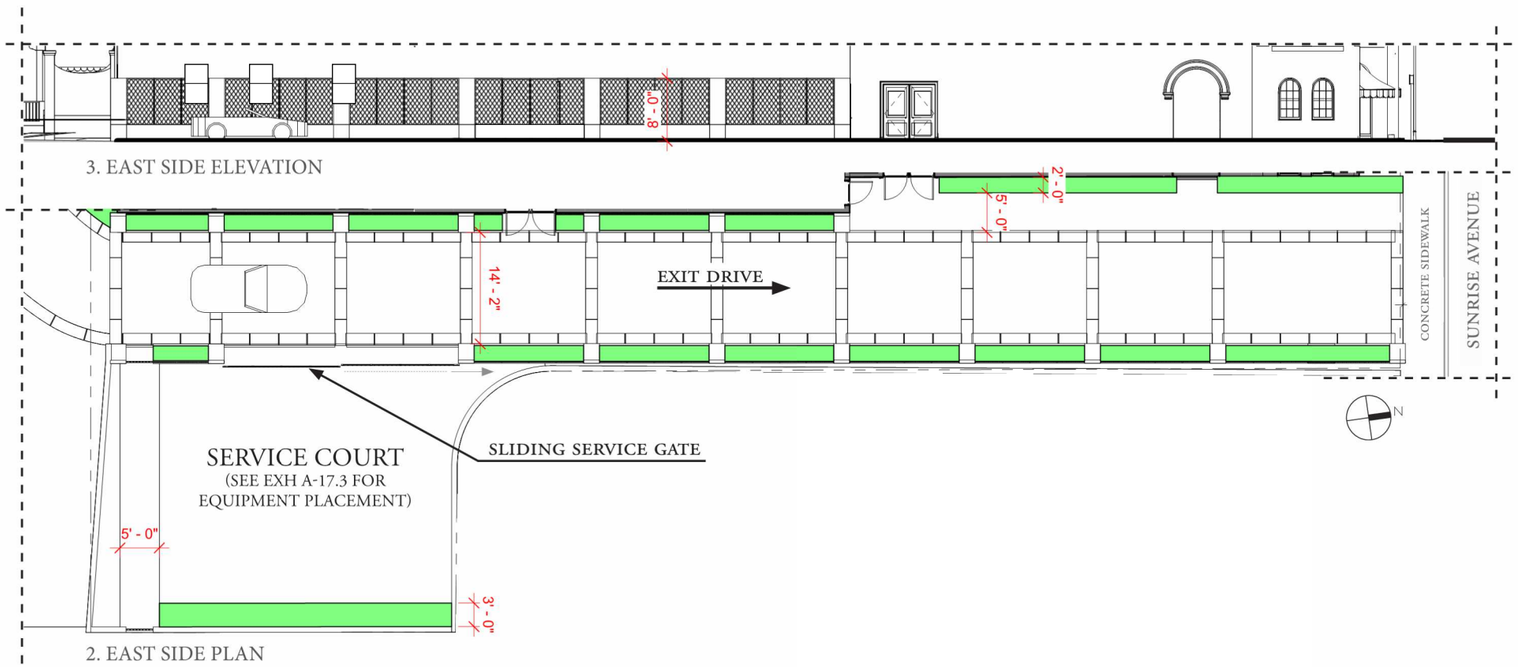
WROUGHT IRON



VERTICAL PLANTING



PROPOSED RENDERING OF EASTERN DRIVEWAY



EASTERN EDGE EXIT DRIVE

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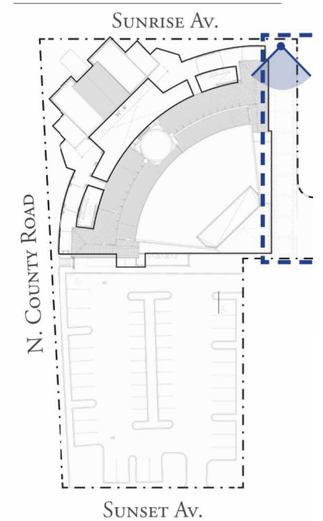
WEG PARAMOUNT, INC

KEY PLAN



RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

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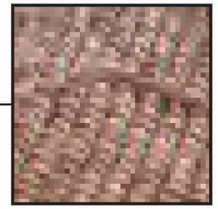
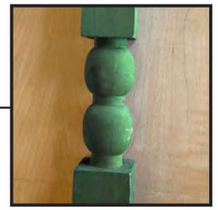
EXTERIOR DETAILS -
EASTERN EDGE EXIT DRIVE

D-22

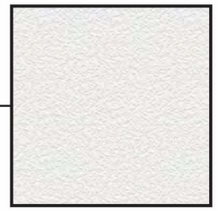




DARK RED BARREL CLAY
TILED ROOF



GREEN WOODEN
RAILINGS TO MATCH
HISTORIC SAMPLE

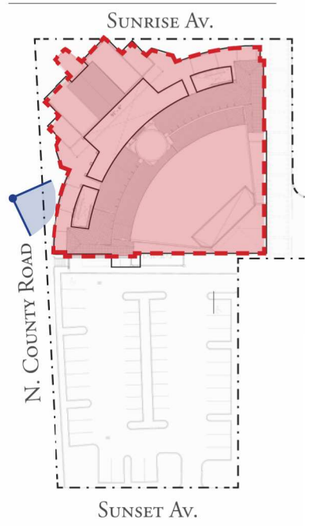


CREAM STUCCO



GREEN METAL AT
DOORS & WINDOWS
ALUMINUM - CLAD
WOOD

KEY PLAN



MATERIALS - THEATER

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WEG PARAMOUNT, INC

RAMSA
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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

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VIEW FROM SW CORNER
(EXISTING)

E-3.1



PROPOSED

VIEW FROM SOUTH WEST CORNER

KEY PLAN



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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

KEY PLAN



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N COUNTY ROAD VIEW
(PROPOSED)

E-4.2



EXISTING

VIEW FROM SUNSET AVENUE

KEY PLAN



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: 2025.09.29 09:48:20-04'00'

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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VIEW FROM SUNSET AVENUE (EXISTING)

E-5.1



PROPOSED

KEY PLAN



VIEW FROM SUNSET AVENUE

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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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VIEW FROM SUNSET AVENUE (PROPOSED)

E-5.2



EXISTING

VIEW ALONG NORTH COUNTY ROAD

REG
ARCHITECTS
since 1988

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Date: 2025.09.29 09:48:27-04'00'

Historic Paramount Theater

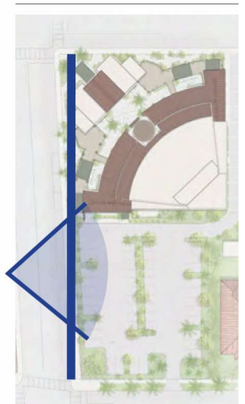
139 N COUNTY RD
PALM BEACH, FL 33480

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 (EXISTING)

E-6.1



PROPOSED

VIEW ALONG NORTH COUNTY ROAD

REG
ARCHITECTS
since 1988

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Date: 2025.09.29 09:48:30-04'00'

Historic Paramount Theater

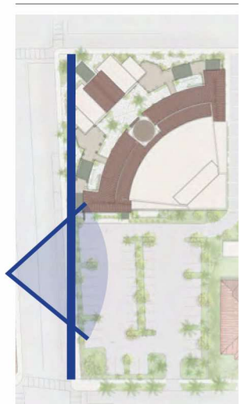
139 N COUNTY RD
PALM BEACH, FL 33480

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"

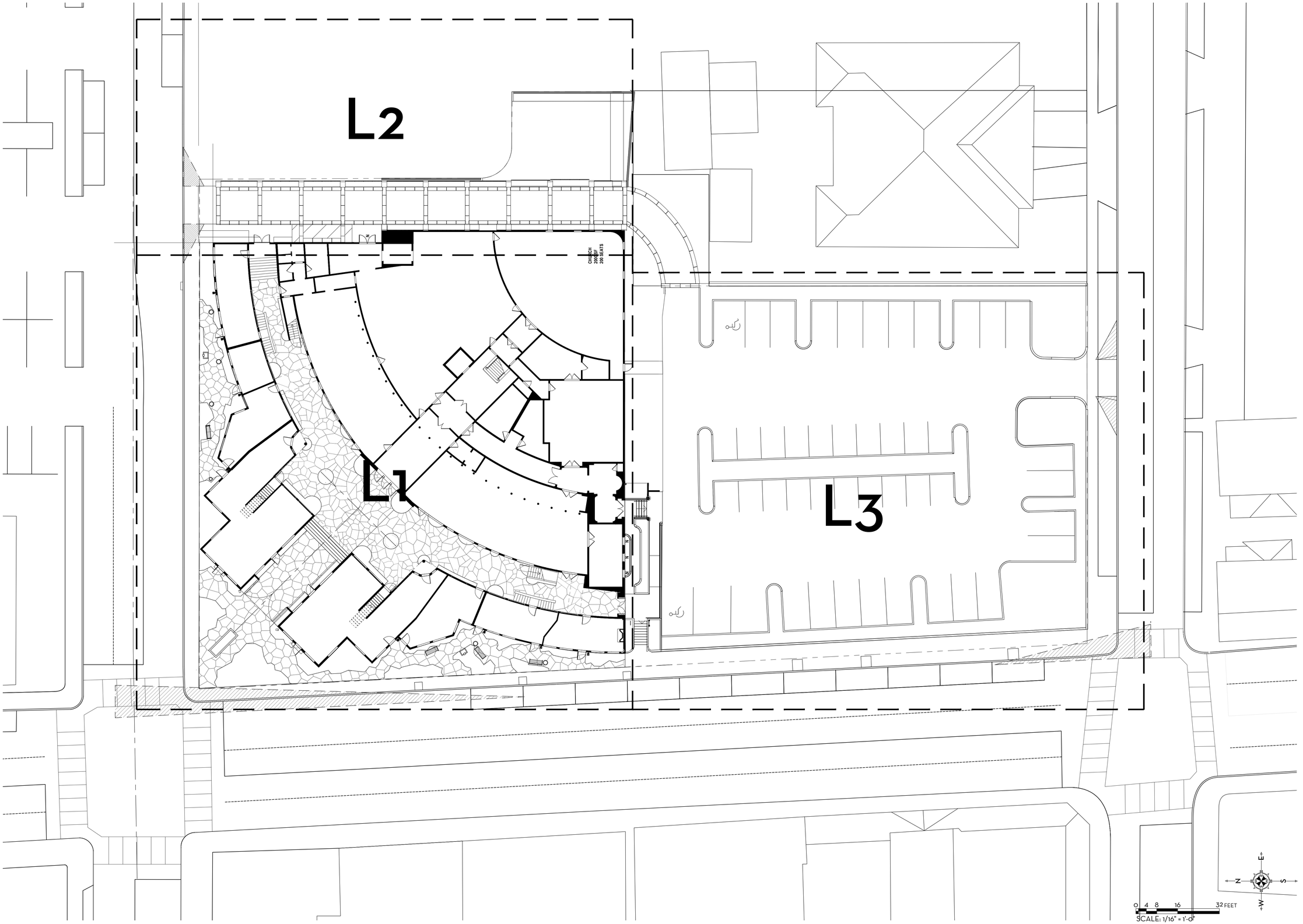
05 SEPTEMBER 2025

NIEVERA WILLIAMS
DESIGN

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 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

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
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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

State of Florida
Landscape Architect
Registration No.
6666856

HARDSCAPE PLAN - GROUND FLOOR

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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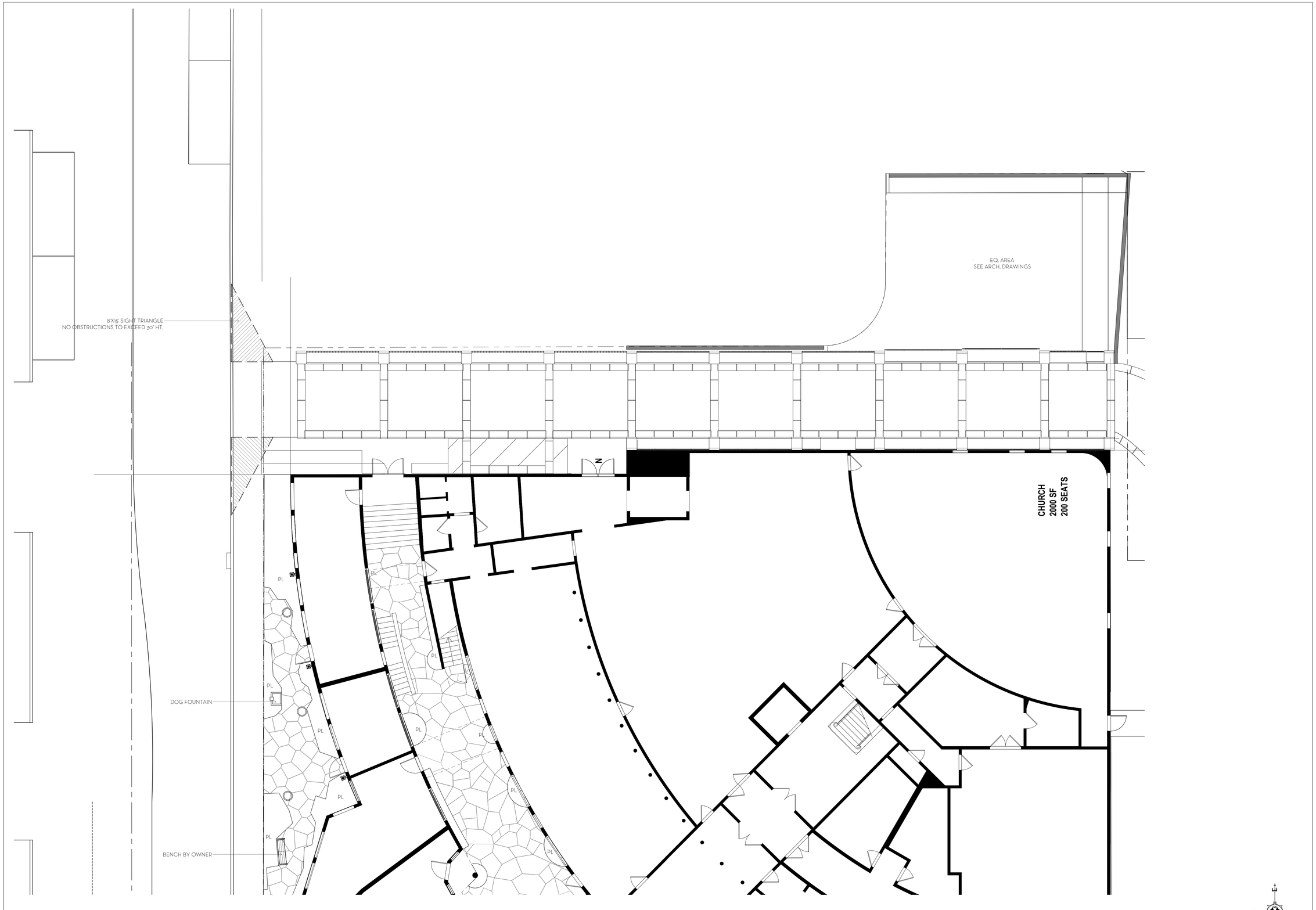
L1



MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

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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L2

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
Landscape Architect
Registration No.
6666856

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

HARDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

05 SEPTEMBER 2025

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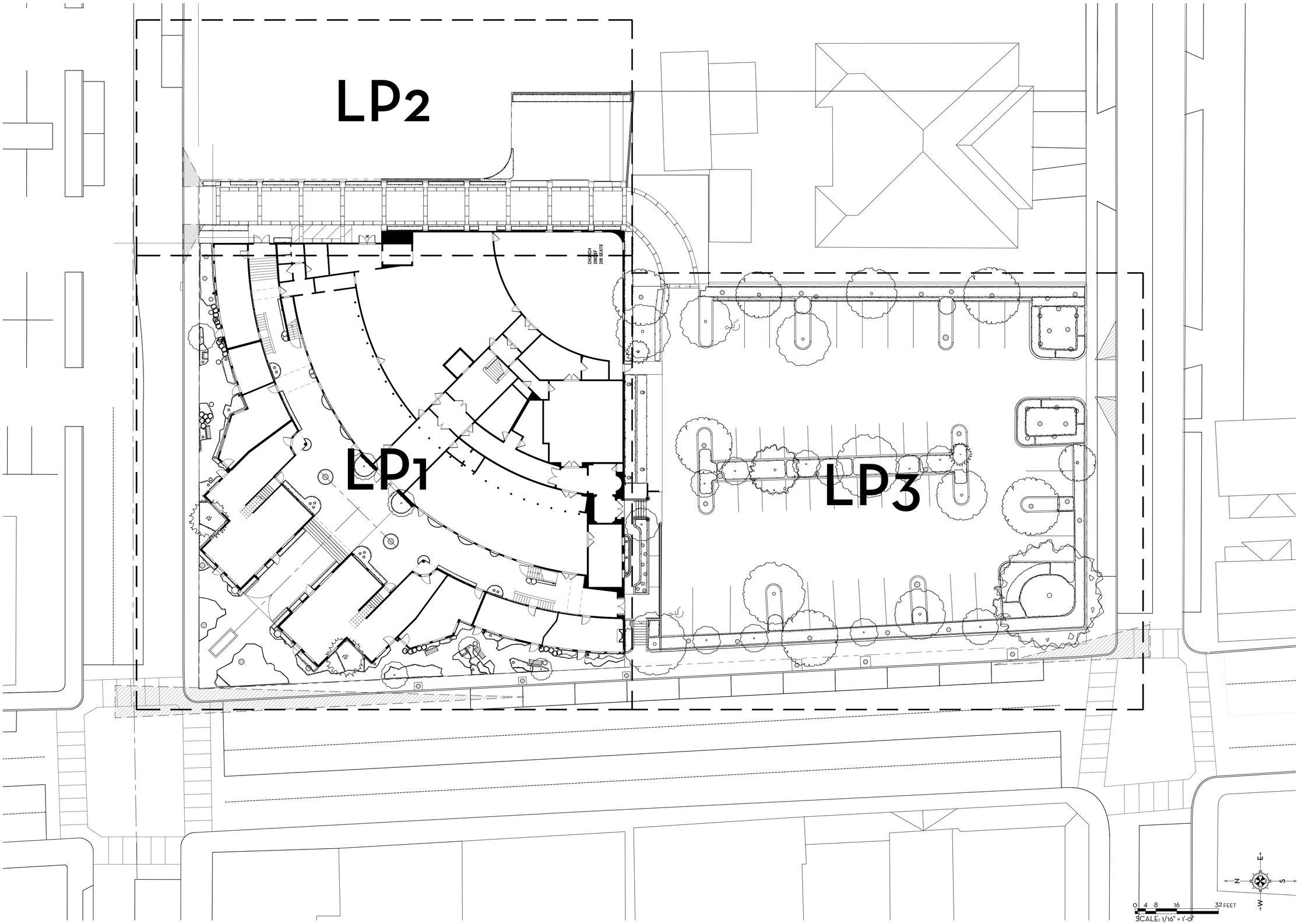
L3



MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

OVERALL LANDSCAPE PLAN

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

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

05 SEPTEMBER 2025

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625 N. Flagler Drive
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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

NIEVERA WILLIAMS
DESIGN

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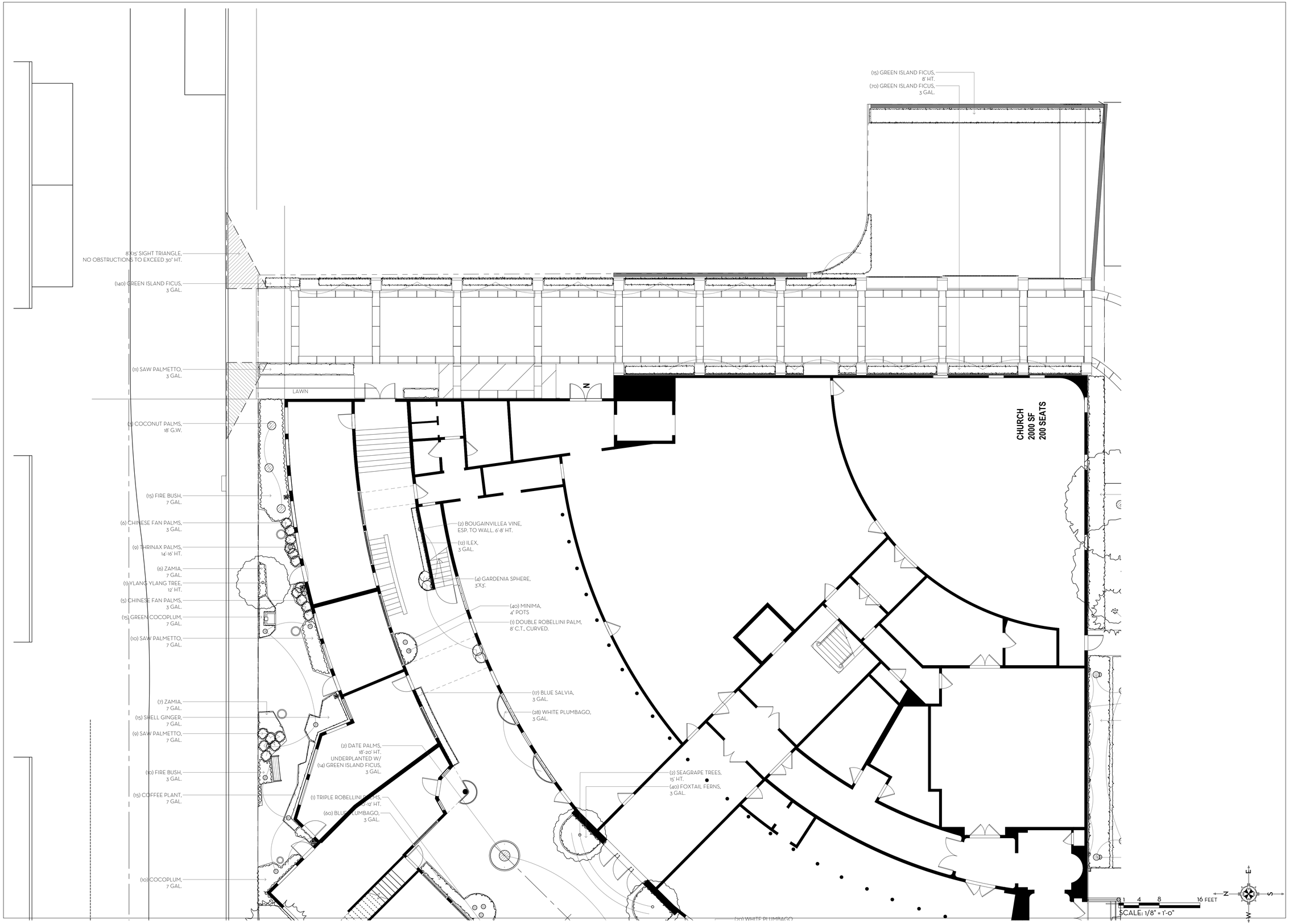
LP1



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LANDSCAPE PLAN - EAST ACCESS

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

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

05 SEPTEMBER 2025

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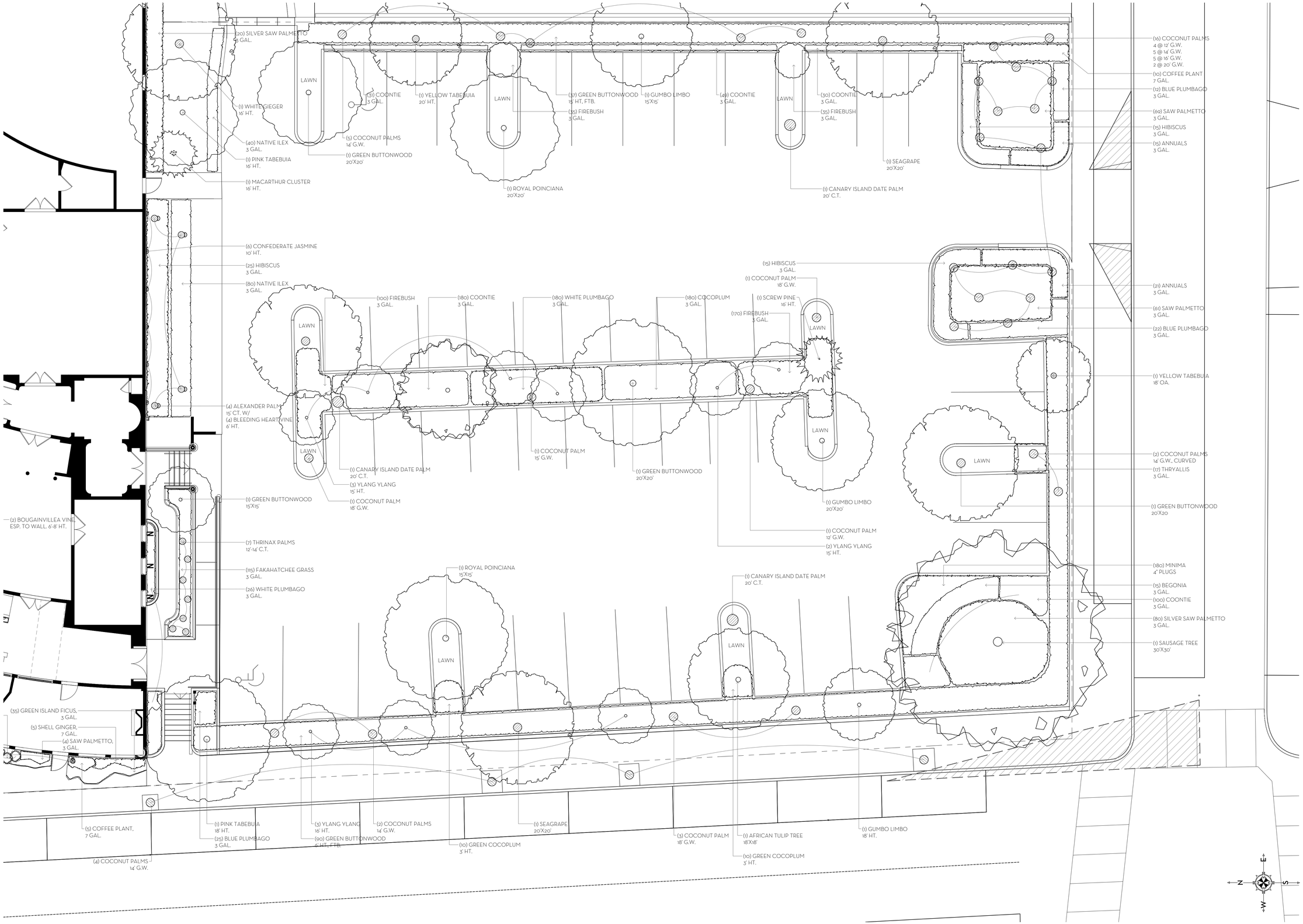
LP2



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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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West Palm Beach, FL 33401
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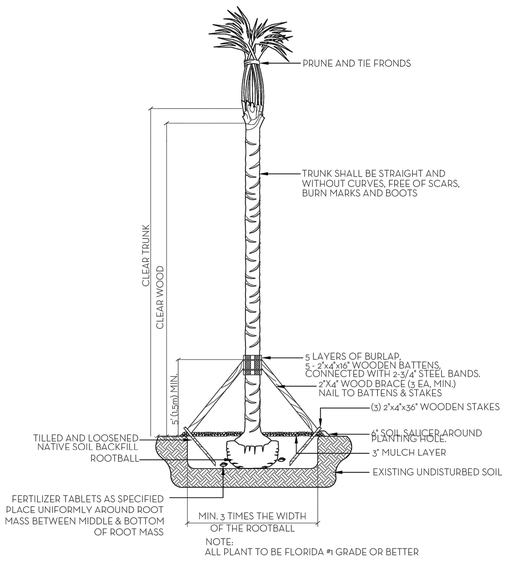
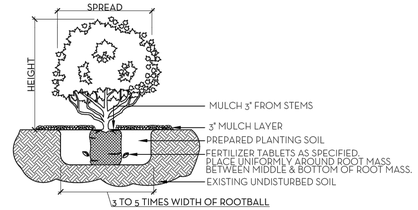
LP3



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

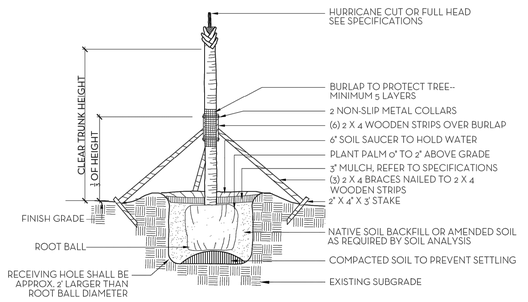
PALM PLANTING DETAIL
N.T.S.



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.

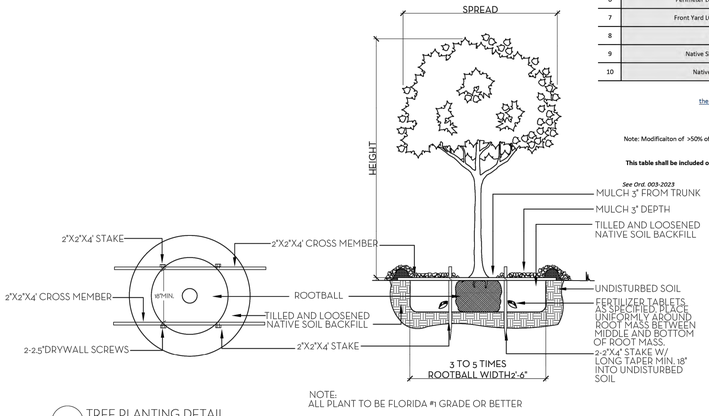
FERTILIZATION

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

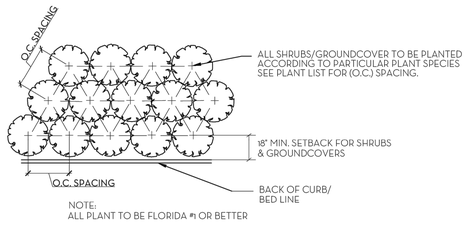
GROUNDCOVER AREAS
ALL GROUNDCOVER AREAS SHALL RECEIVE FERTILIZATION WITH "OZMOCOTE" TIME RELEASE FERTILIZER AS PER MANUFACTURER'S SPECIFICATIONS.

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.



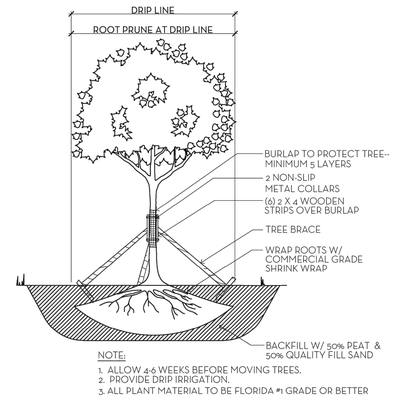
NOTE:
ALL PLANT TO BE FLORIDA #1 GRADE OR BETTER

TREE PLANTING DETAIL
N.T.S.



NOTE:
ALL PLANT TO BE FLORIDA #1 OR BETTER

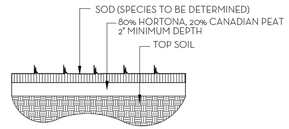
PLANT SPACING DETAIL
N.T.S.



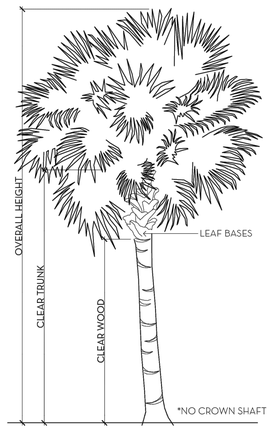
NOTE:
1. ALLOW 4-6 WEEKS BEFORE MOVING TREES.
2. PROVIDE DRIP IRRIGATION.
3. ALL PLANT MATERIAL TO BE FLORIDA #1 GRADE OR BETTER

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

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West Palm Beach, FL 33401
P: 561-659-2820
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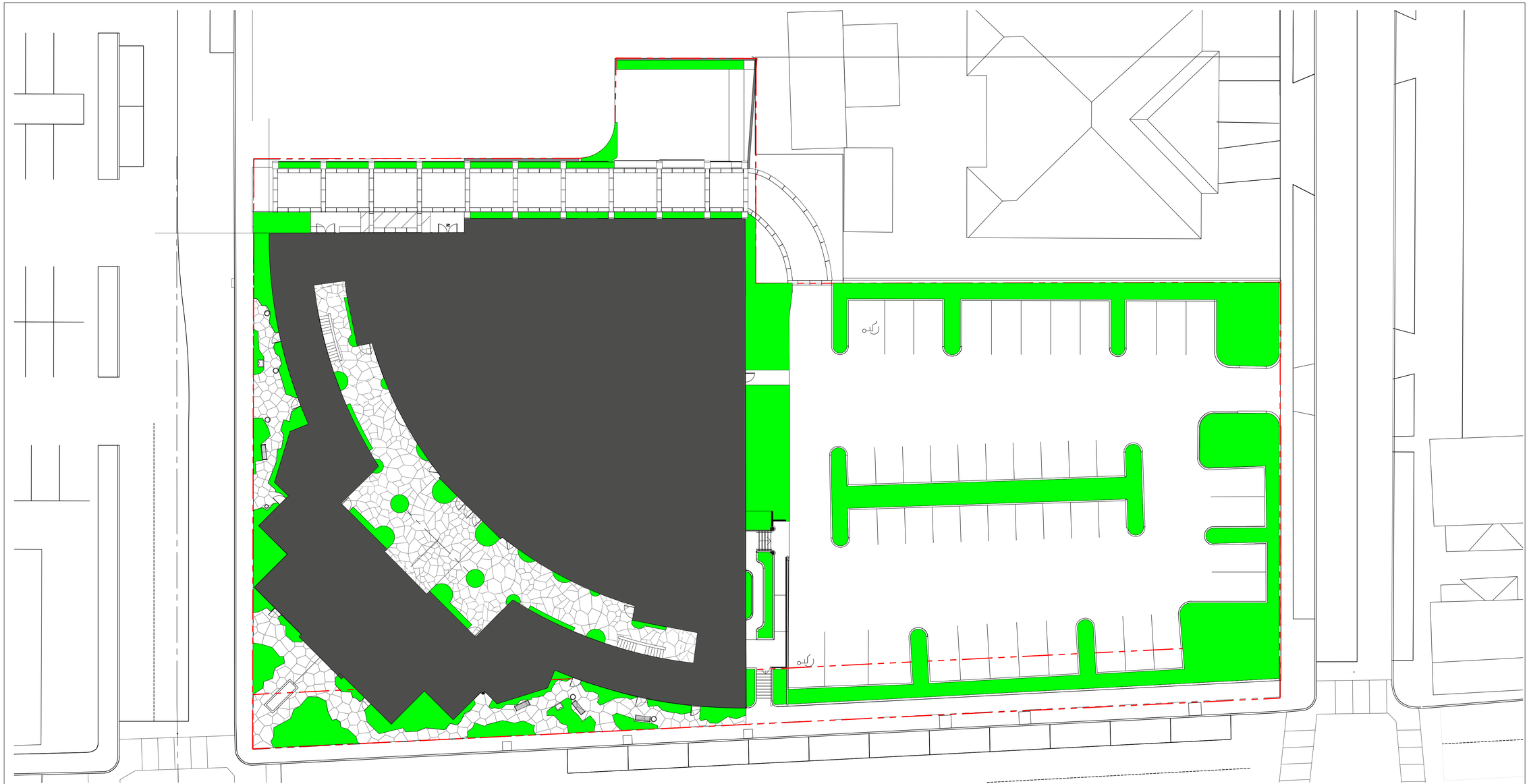
NIEVERAWILLIAMS.COM

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
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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
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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

Line #	Landscape Legend		
1	**Property Address:**	139 N. COUNTY ROAD	
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3		REQUIRED	PROPOSED	EXISTING
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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

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
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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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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,

SHUBIN LAW GROUP, P.A.
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By: /s/ *Mark E. Grafton*
John K. Shubin
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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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jeubanks@sniffenlaw.com

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.		

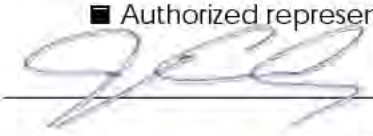
Design Professional (primary design professional responsible for project design)	
NAME: RICK GONZALEZ, AIA LICENSE #: AR0014172 ☐ Check this box if you are a Commission member that will result in a voting conflict of interest	■ Architect ☐ Contractor ☐ Landscape Architect ☐ Engineer ☐ Other _____
CONTACT 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
ROBERT A.M. STERN ARCHITECTS
ONE PARK AVENUE
NEW YORK, NEW YORK 10016
G.BOWIE@RAMSA.COM
(212)967-5100

STRUCTURAL:
ONMJ
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)
REG ARCHITECTS, INC.
RICK GONZALEZ, AIA, PRESIDENT
JOHN TUCKUS, AIA, SENIOR PROJECT MANAGER
120 SOUTH OLIVE AVE, STE#210,
WEST PALM BEACH, FL 33401
(561)659-2383

LANDSCAPE ARCHITECT
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COREY MEYER, PROJECT MANAGER
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INTERIOR DESIGNER
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ATTORNEY
GUNSTER
777 SOUTH FLAGLER DRIVE, SUITE 500 EAST
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

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P (561) 659-2383
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Historic Paramount Theater Adaptive Reuse

139 N COUNTY RD
PALM BEACH, FL 33480

WEG PARAMOUNT, INC

NO.	DATE	DESCRIPTION

DATE	9/08/2025
MODELED	CA
CHECKED	JT/REG
PROJECT #	24019

© REG 2025

OWNERSH P AND USE OF THESE DOCUMENTS & SPEC FICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMA N THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT THEY ARE MADE FOR IS EXECUTED OR NOT. THEY SHALL NOT BE USED BY THE OWNER OR OTHERS ON OTHER PROJECTS OR FOR ADDITIONS TO THIS PROJECT BY OTHERS EXCEPT BY AGREEMENT IN WRIT NG AND WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.

COVER PAGE

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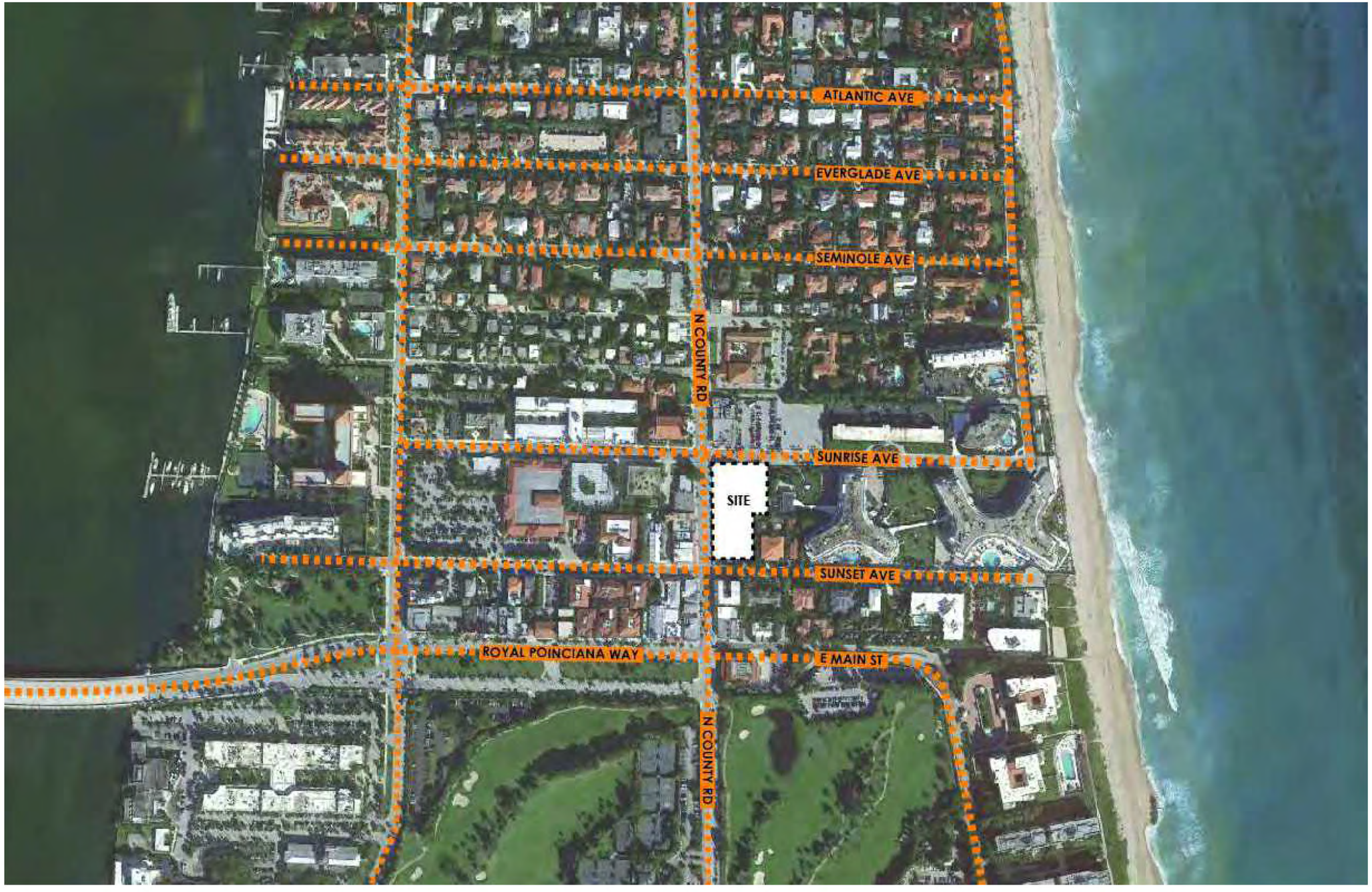

1 VICINITY MAP
3/16" = 1'-0"

Scale: 3/16" = 1'-0"
Note: When printed on 11 x 17 paper scale is half

REG
ARCHITECTS
since 1988

Rick Gonzalez, AIA
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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

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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VINCINITY MAP

EXISTING COND. SET - CONCEPTUAL

A-1



1 CONTEXT PLAN
3/16" = 1'-0"

Scale: 3/16" = 1'-0"
Note: When printed on 11 x 17 paper scale is half

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

REG
ARCHITECTS
since 1988

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Historic Paramount Theater

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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

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

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RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

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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

Scale:
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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 &
CONTEXT IMAGES

EXISTING COND. SET - CONCEPTUAL

A-6

Scale:
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PAST REFERENCE IMAGES - 1970s

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SUJECT PROPERTY & CONTEXT IMAGES

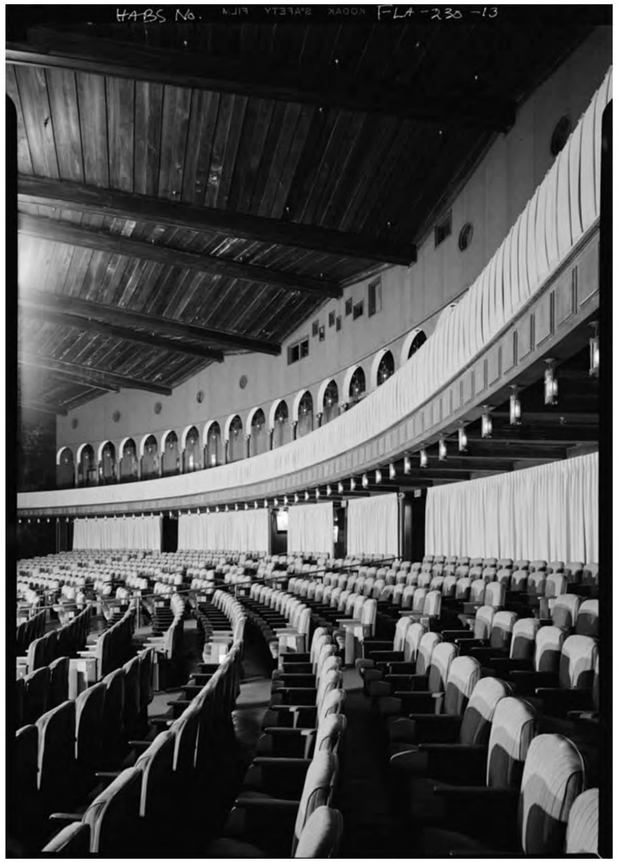
EXISTING COND. SET - CONCEPTUAL

A-7

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











PAST REFERENCE IMAGES - 1970s, THEATER INTERIORS

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SUJECT PROPERTY &
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EXISTING COND. SET - CONCEPTUAL

A-8

















PAST REFERENCE IMAGES - 1980s, RENOVATION PROCESS

Scale:
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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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ZONING LEGEND

EXISTING COND. SET - CONCEPTUAL

A-10

Scale:
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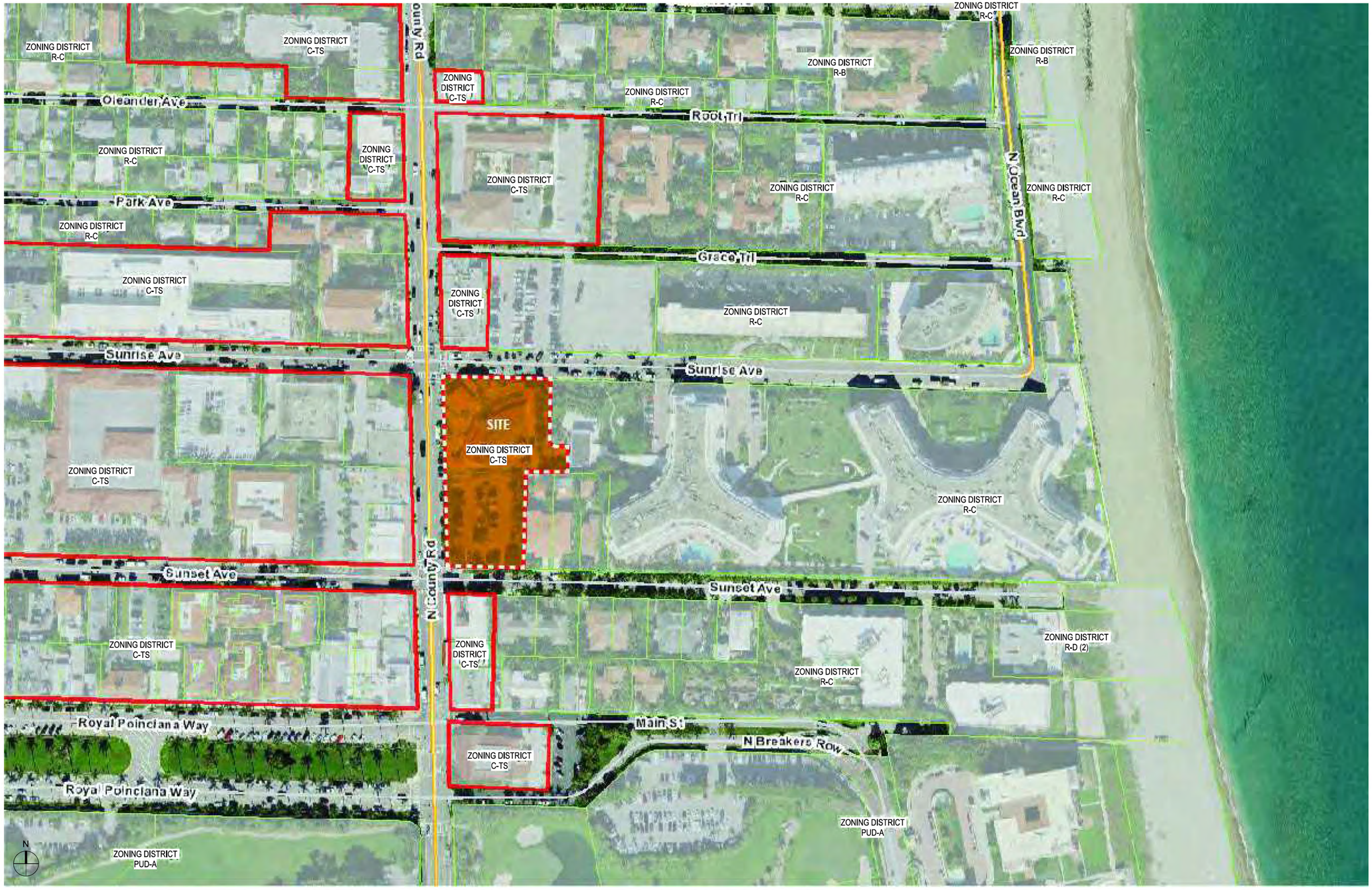

1 ZONING MAP
3/16" = 1'-0"

Scale: 3/16" = 1'-0"
Note: When printed on 11 x 17 paper scale is half

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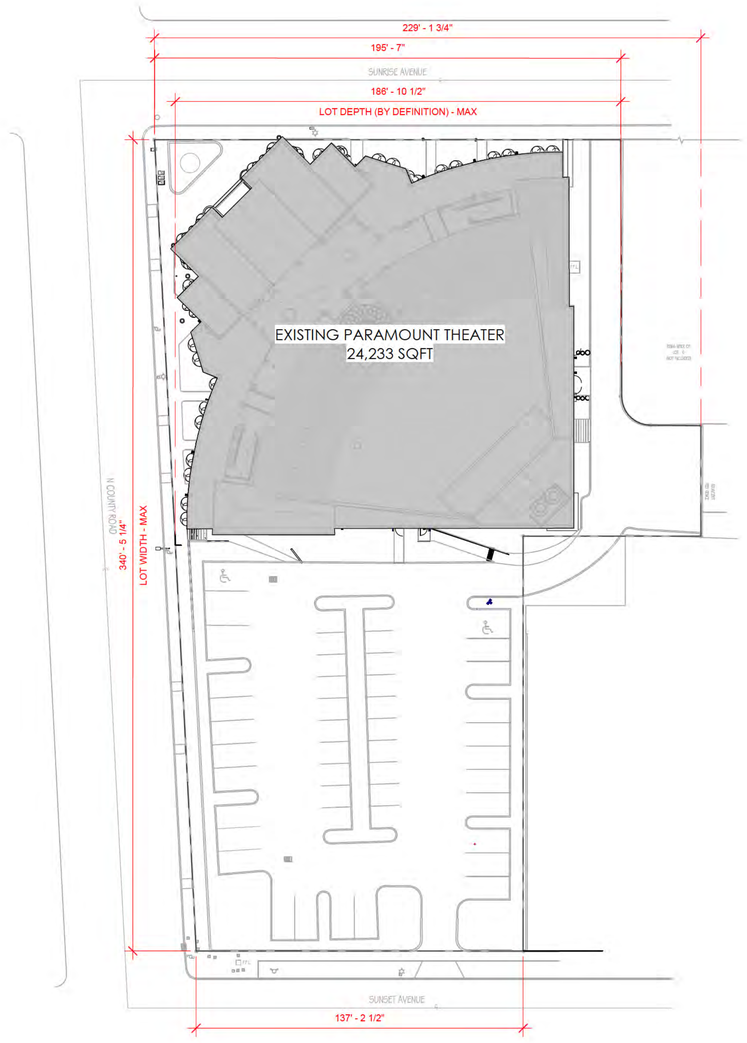
ZONING MAP

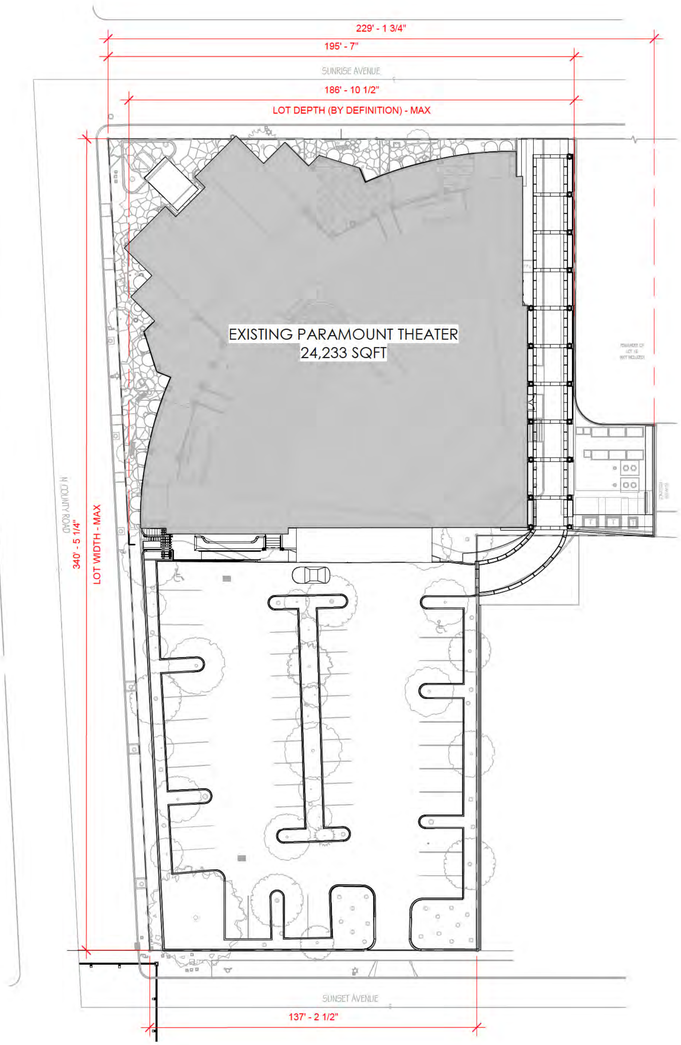
EXISTING COND. SET - CONCEPTUAL

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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WEG PARAMOUNT, INC

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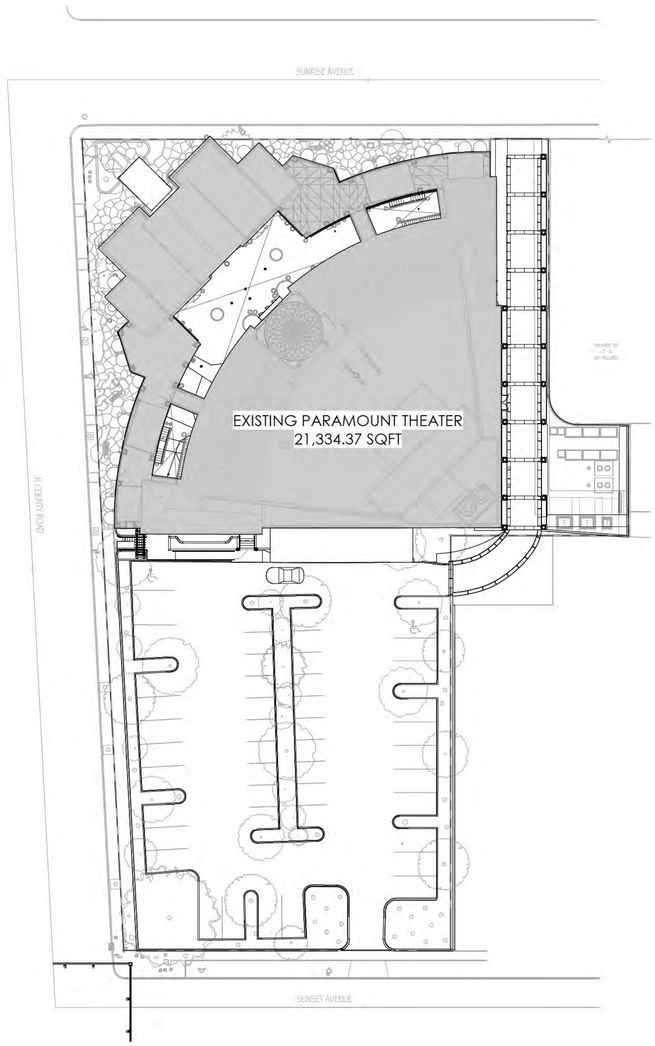
ZONING DIAGRAMS - LOT COVERAGE

A-12



1 ENCLOSED SQUARE FOOTAGE - EXISTING
1" = 30'-0"



2 ENCLOSED SQUARE FOOTAGE - PROPOSED
1" = 30'-0"

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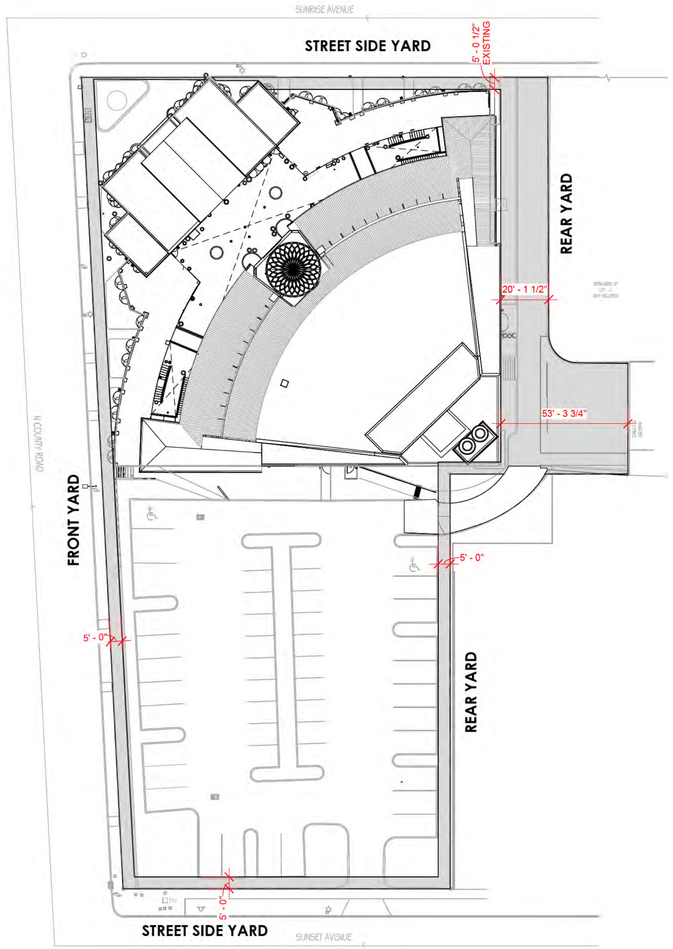
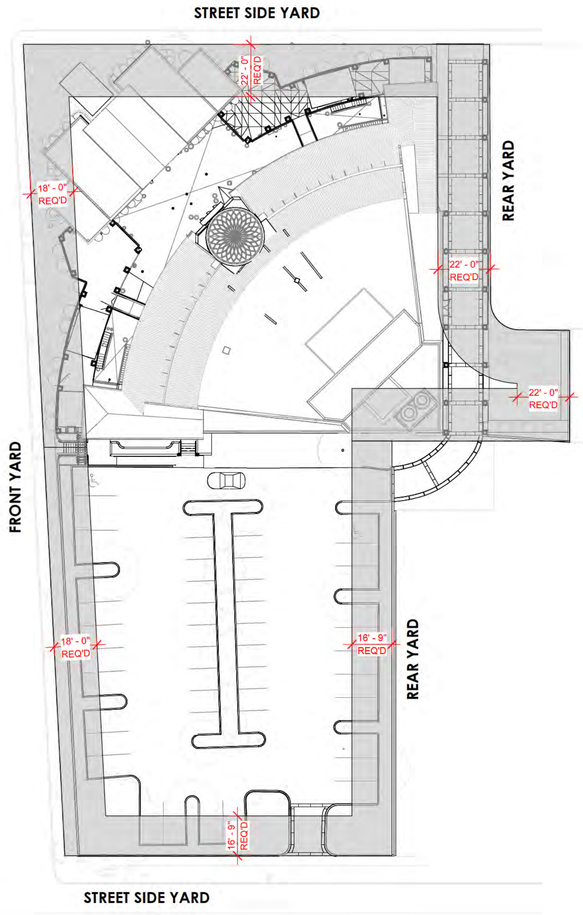
ZONING DIAGRAMS -
ENCLOSED SQUARE FOOTAGE

A-13



1 SETBACKS - EXISTING
1" = 30'-0"



2 SETBACKS - PER ZONING REQUIREMENTS
1" = 30'-0"

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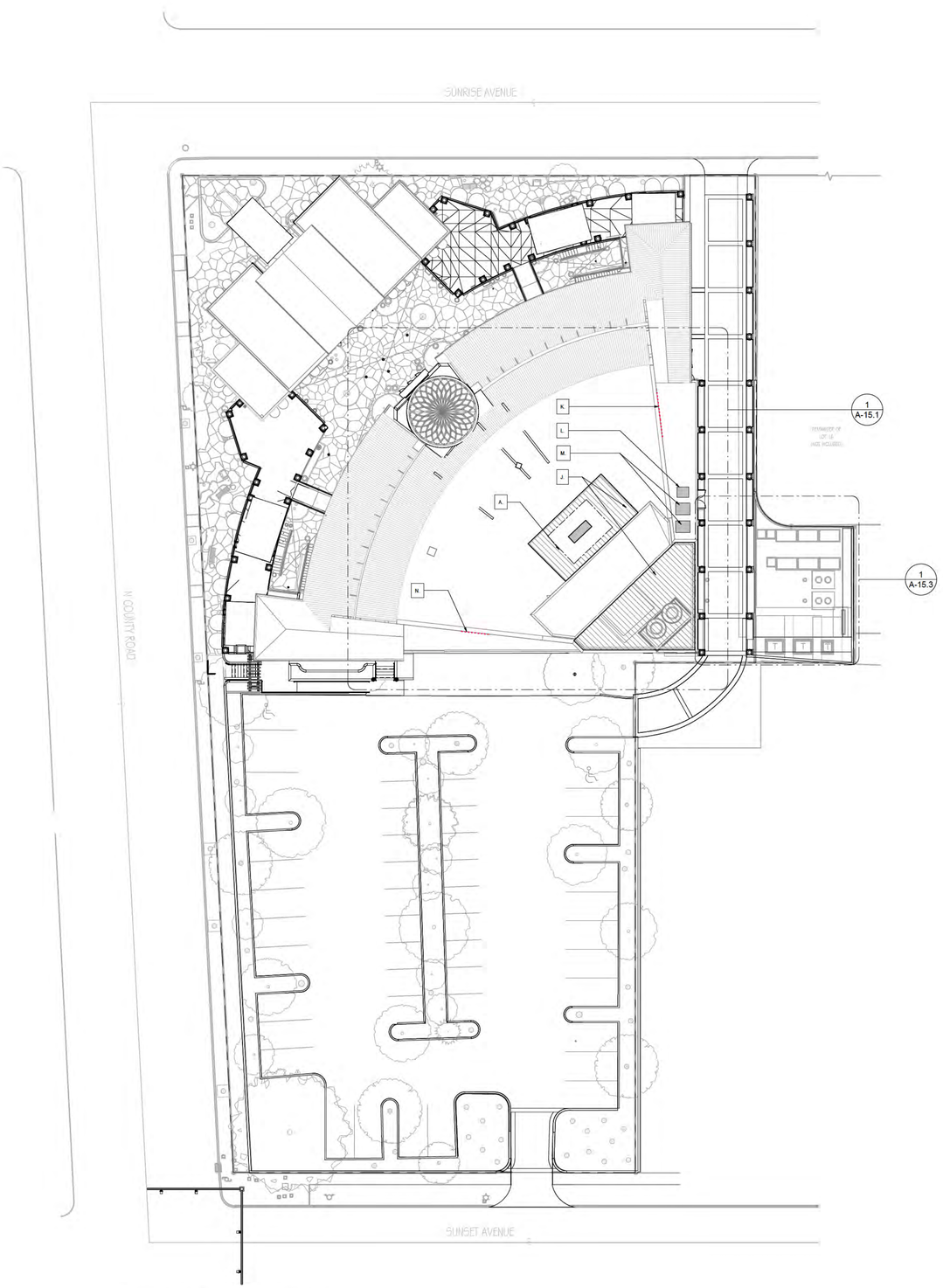
ZONING DIAGRAMS - SETBACKS

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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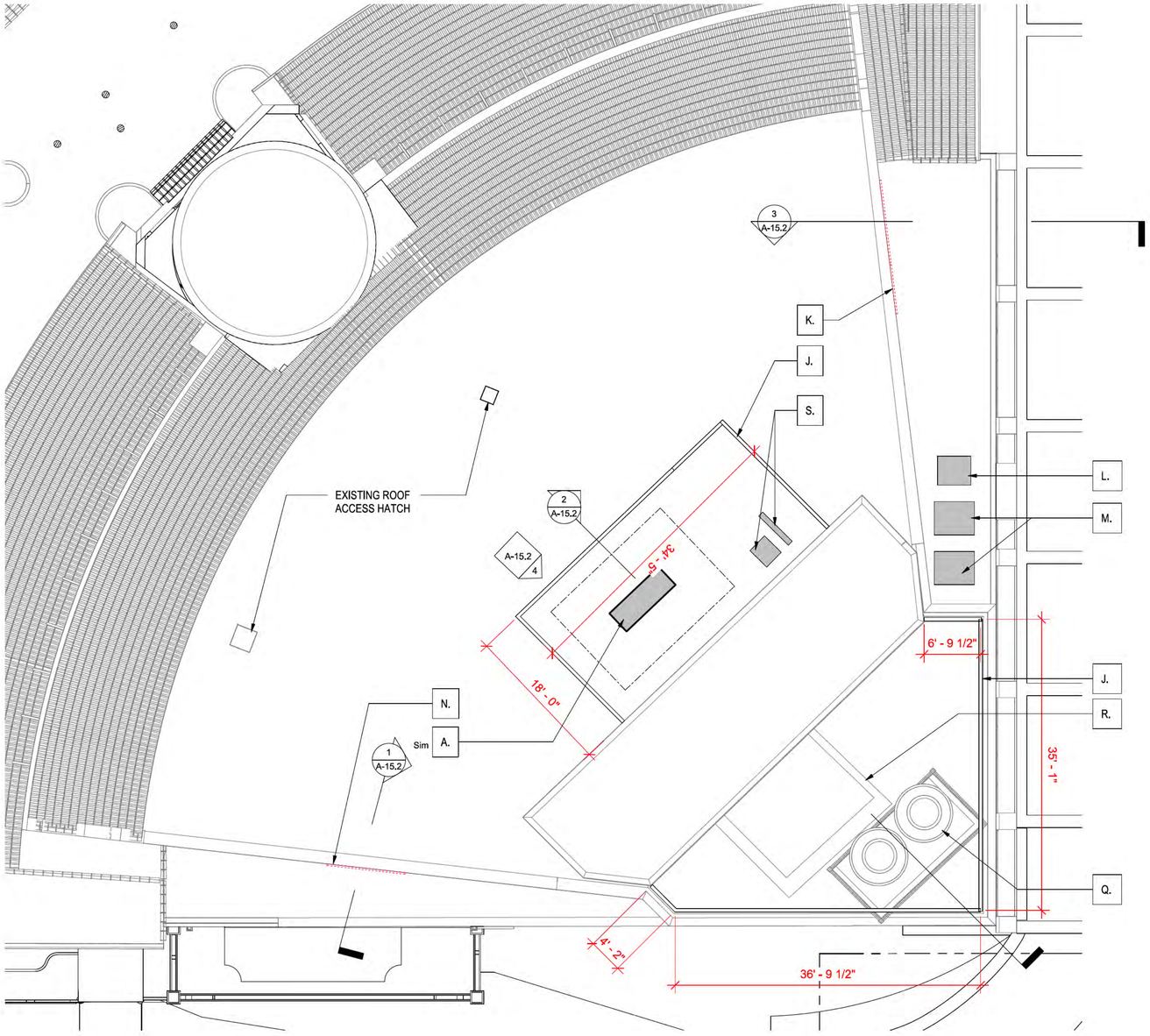
EQUIPMENT LOCATION - KEY PLAN

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

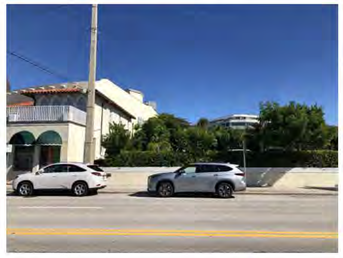
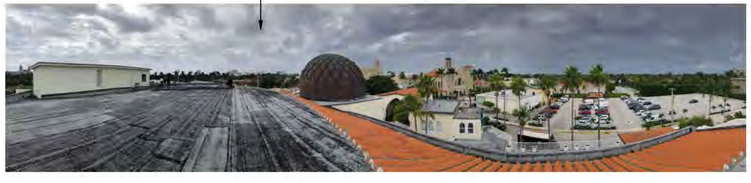


IMAGE 3 - CURRENT SITE VIEW:
VIEW FROM SUNSET AVE, LOOKING NORTH



IMAGE 4 - THEATRE ROOF:
PANORAMA VIEW OF EXISTING ROOF



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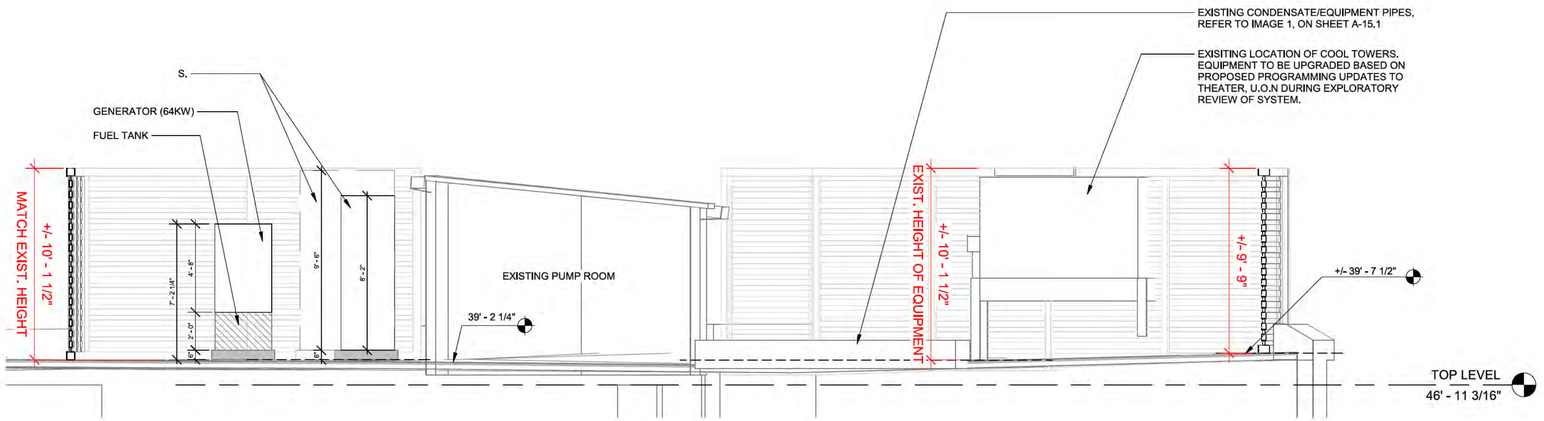
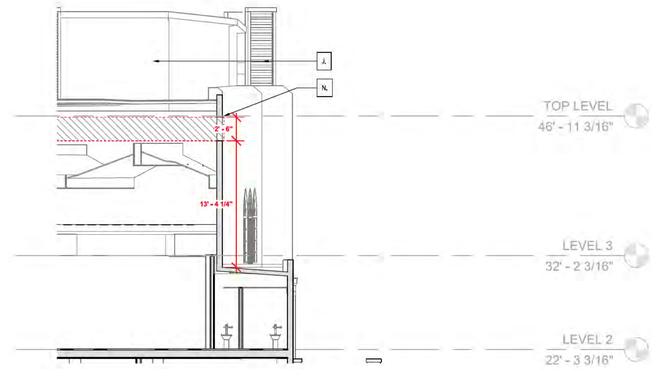
EQUIPMENT LOCATION - THEATER ROOF

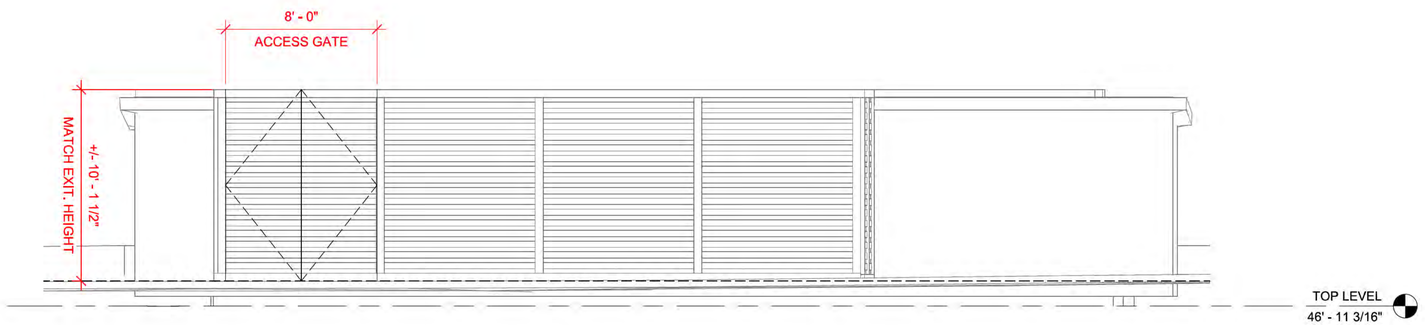
A-15.1



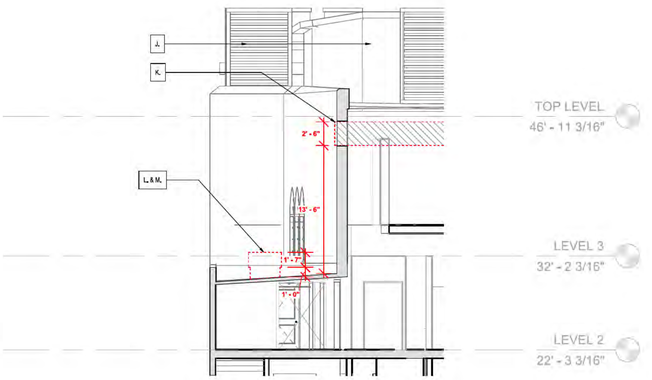
2 SECTION - THEATRE ROOF
1/4" = 1'-0"



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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RAMSA
ROBERT A.M. STERN ARCHITECTS

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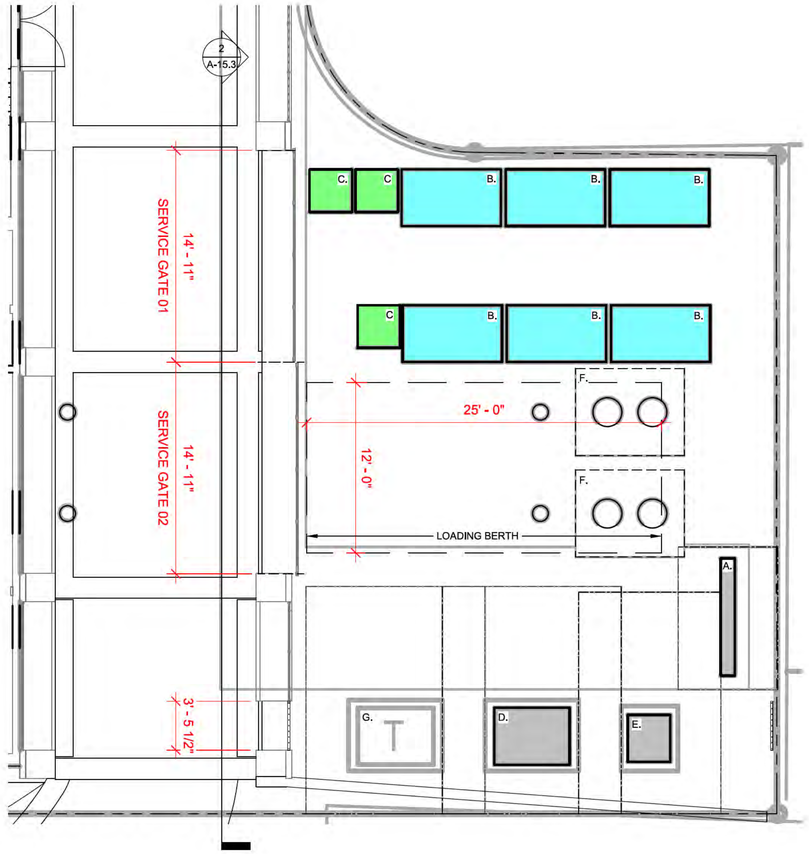
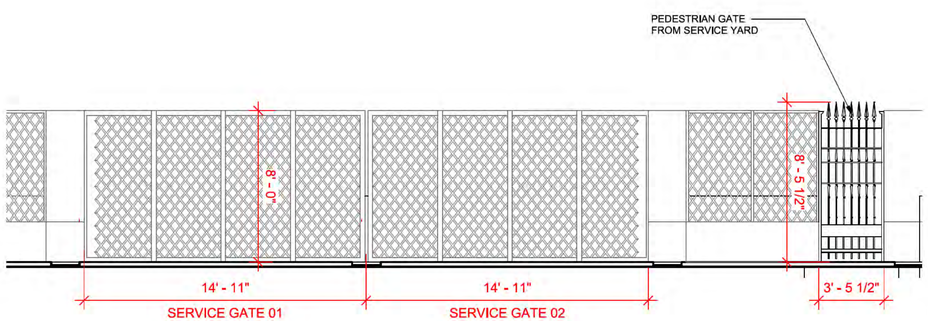
ROOF ENCLOSURE
ELEVATIONS/SECTIONS

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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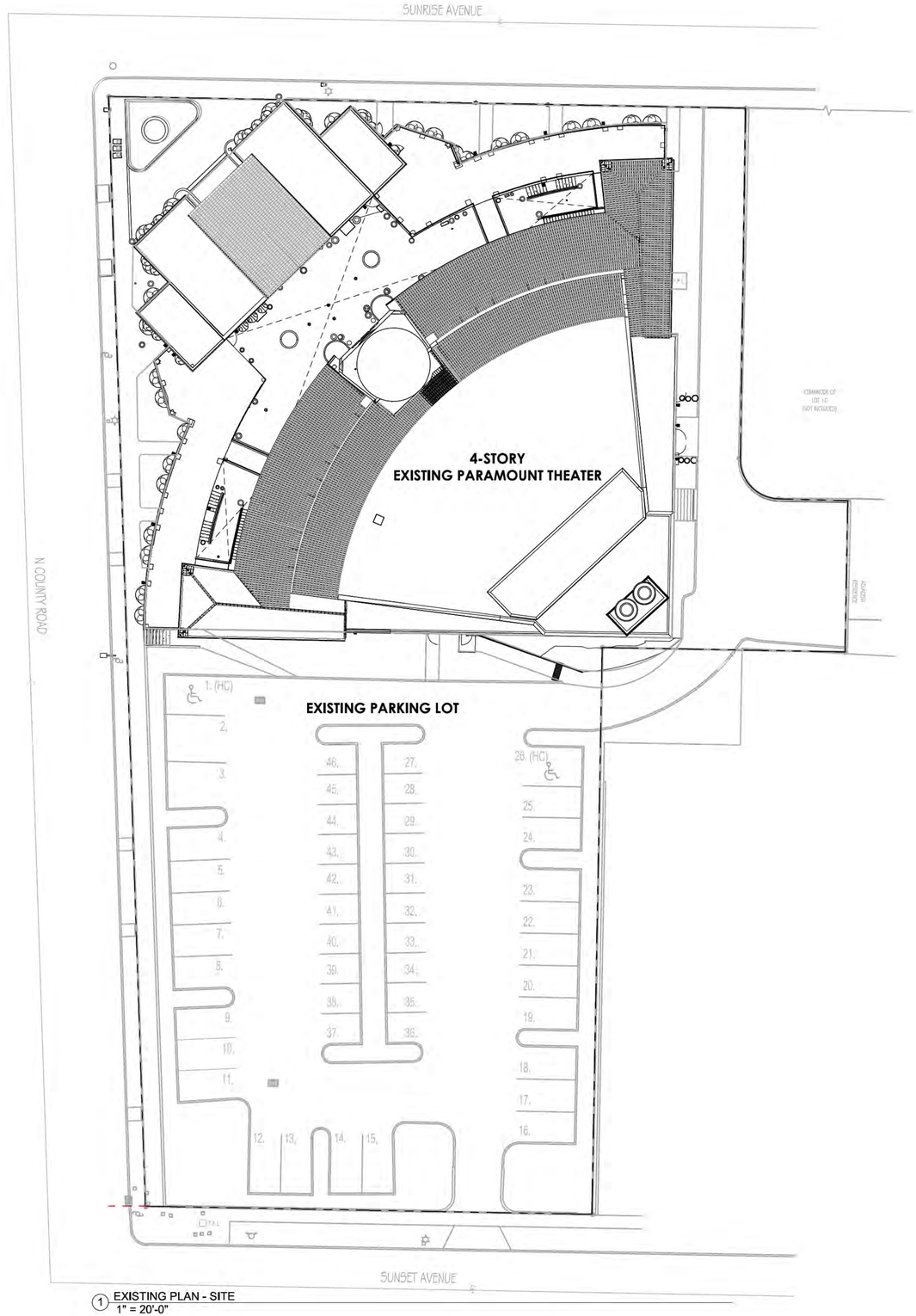
EQUIPMENT LOCATION - SERVICE COURT

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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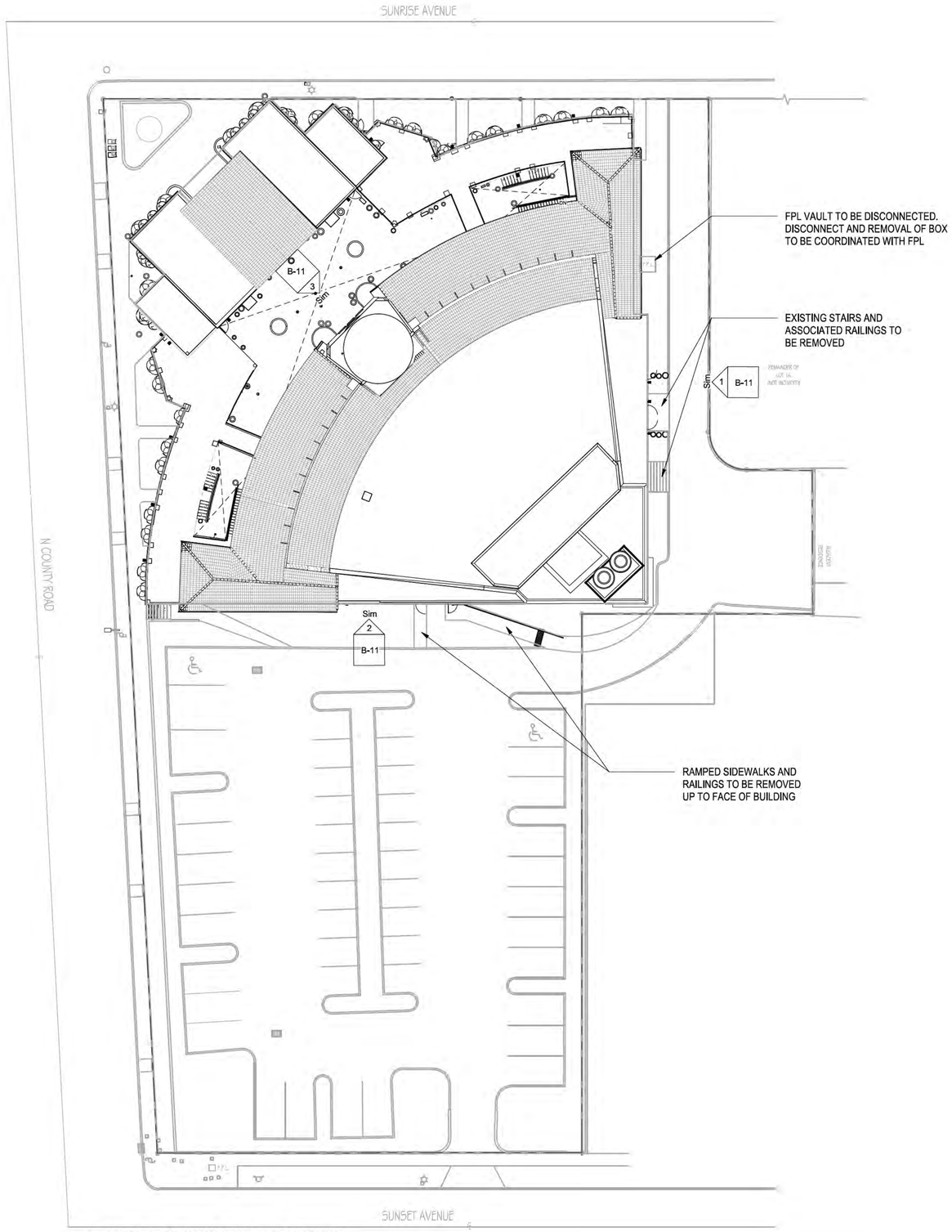
EXISTING SITE PLAN

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
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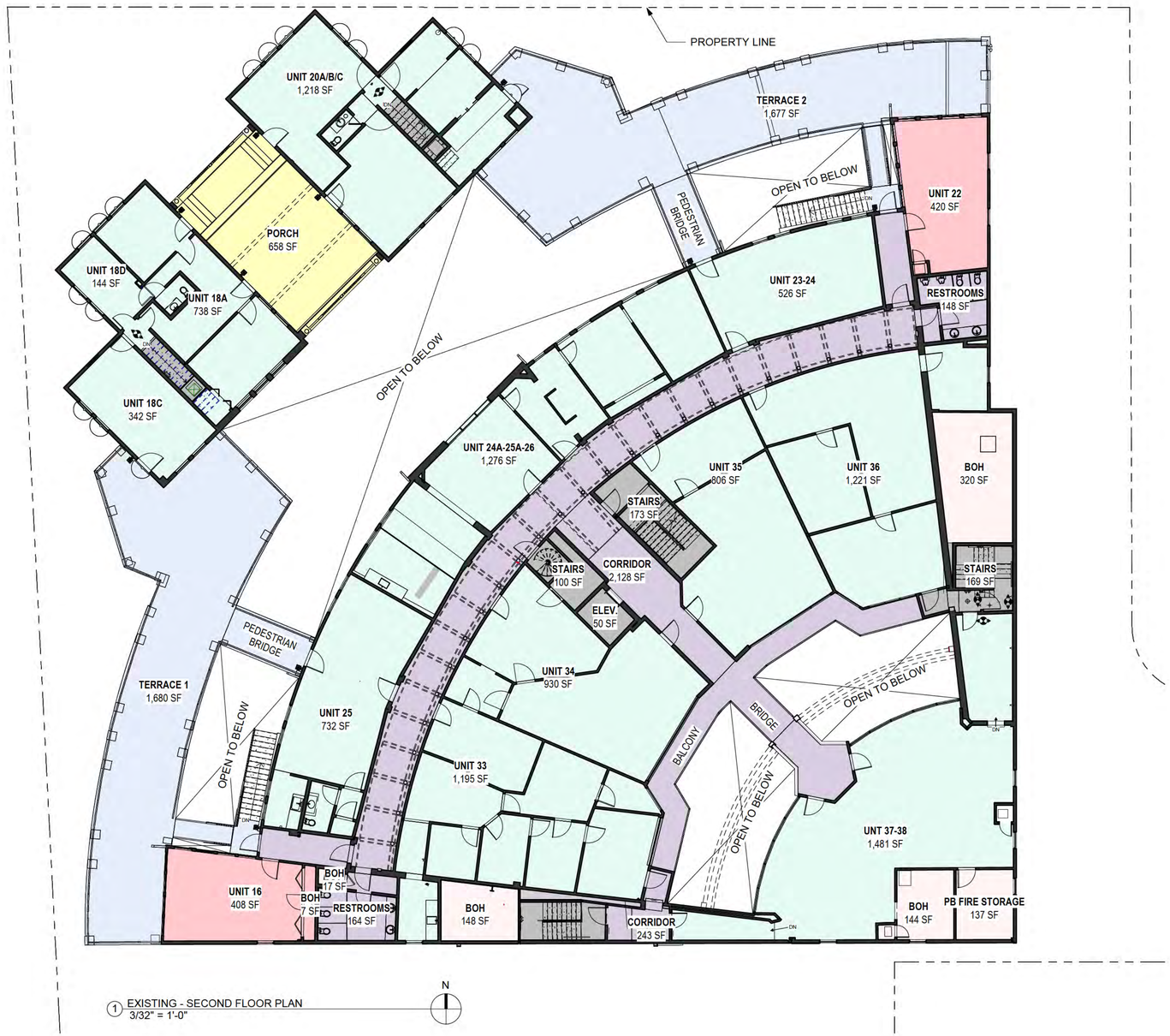
B-4



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.

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.

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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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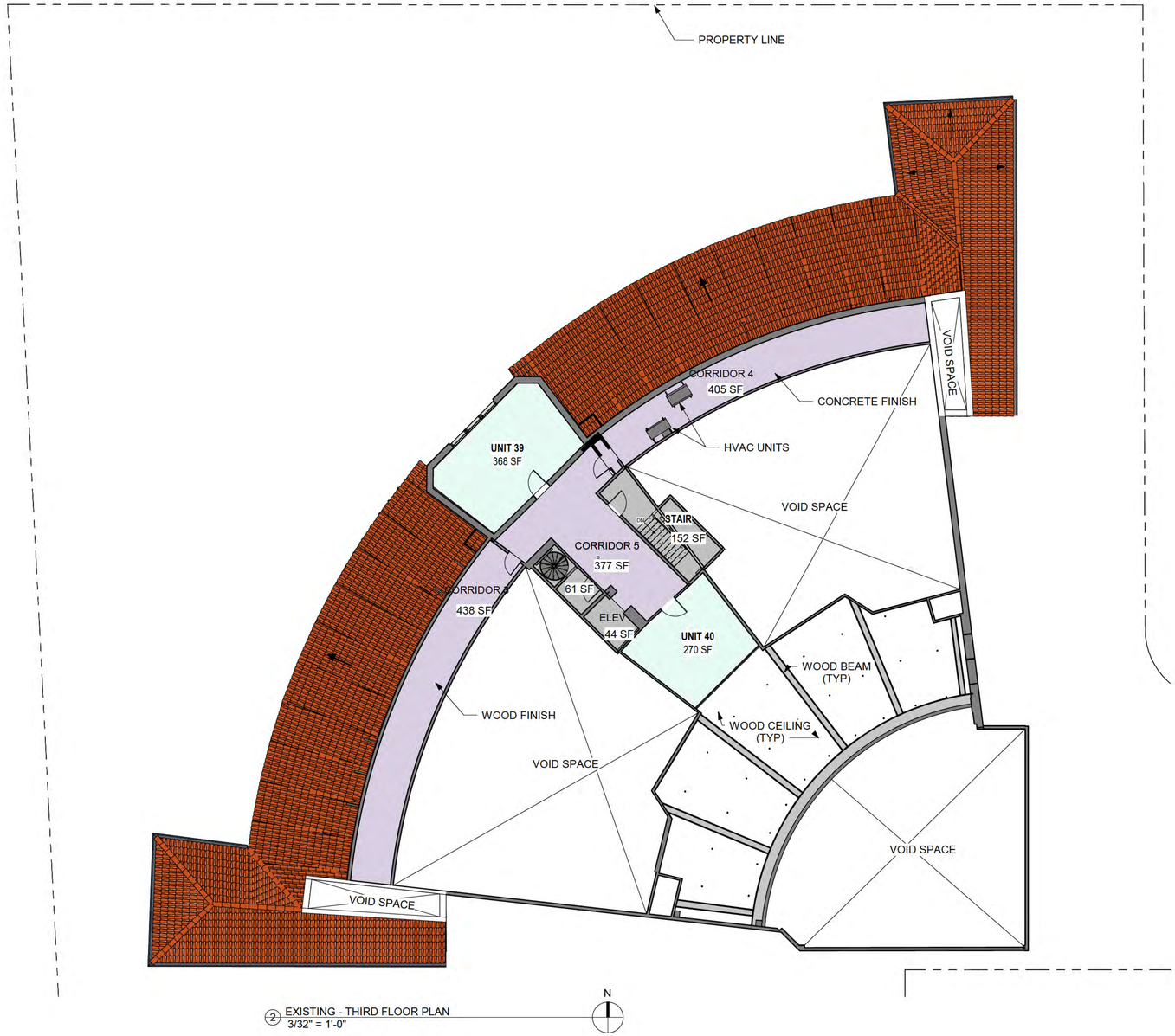
B-6



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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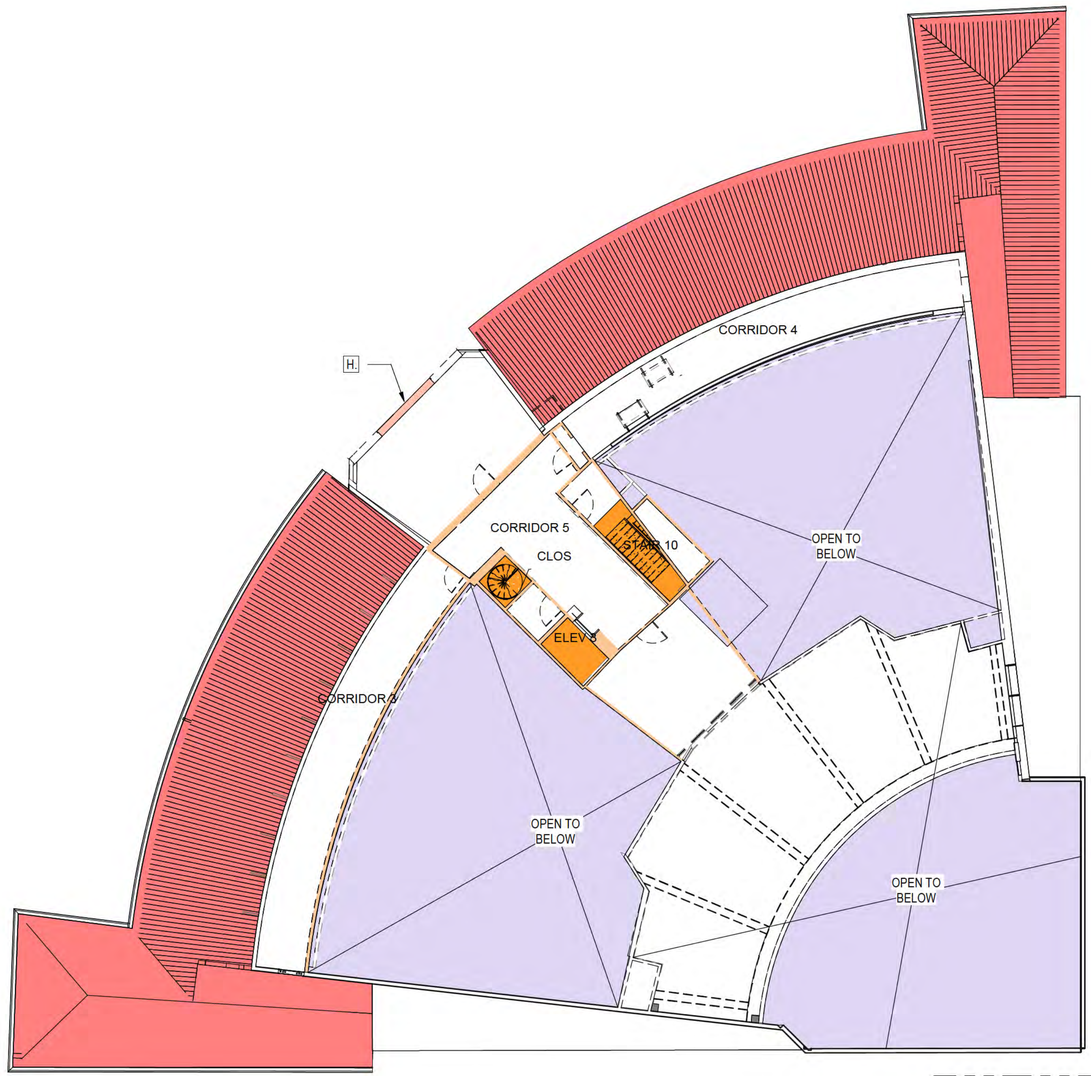
EXISTING THIRD FLOOR PLAN

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.

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. 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 OR STRUCTURE TO BE REMOVED FOR NEW STAIRS AND OPENINGS
- EXISTING BARREL ROOF TILE TO BE REMOVED AND REPLACED WITHLUDOWICI'S ROOF TILES, in "BARREL PALM BEACH STYLE", COLOR TO MATCH EXISTING BARREL ROOF TILES

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B-8

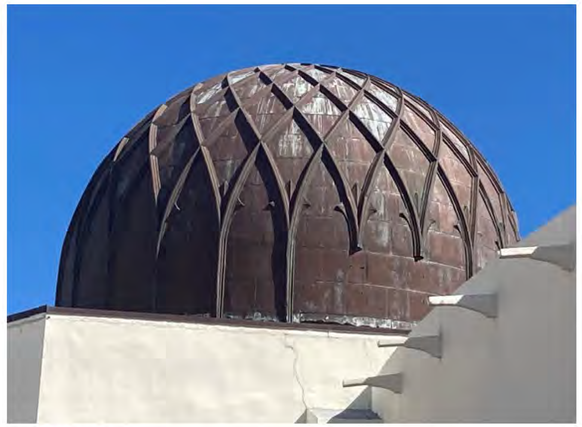
Scal As indicated
Note: When printed on 11 x 17 paper scale is half



1 EXISTING - ROOF PLAN
3/32" = 1'-0"

PLANNING MATRIX

- ROOF (SPANISH TILE)
- ROOF (BUILT UP)
- DOME (COPPER)
- MECHANICAL



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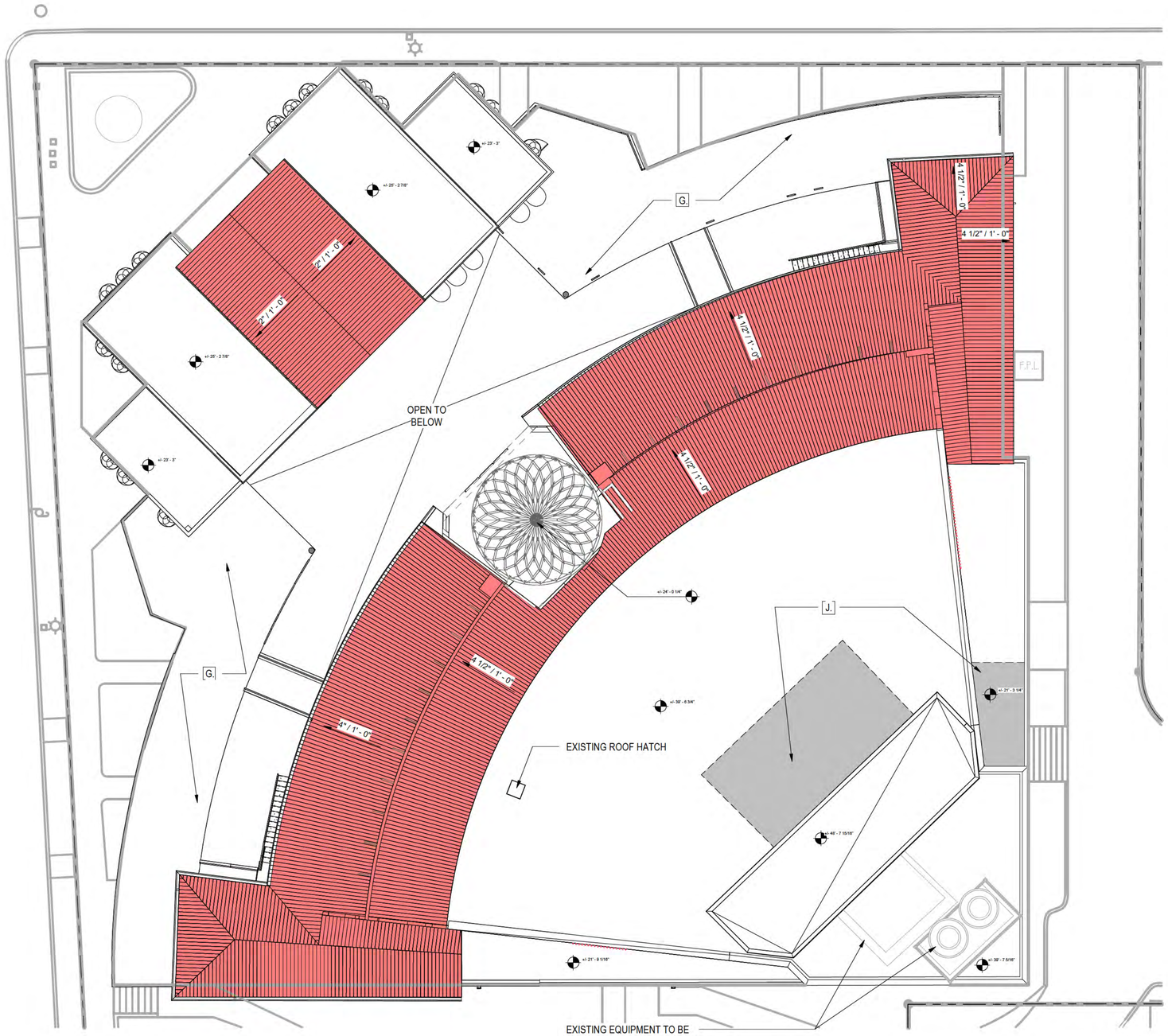
EXISTING ROOF PLAN

B-9



1 MATERIAL REMOVAL PLAN - ROOF
3/32" = 1'-0"

MATERIAL REMOVAL SITE PLAN NOTES

1. THE GENERAL SCOPE OF WORK INVOLVES:
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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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B-10

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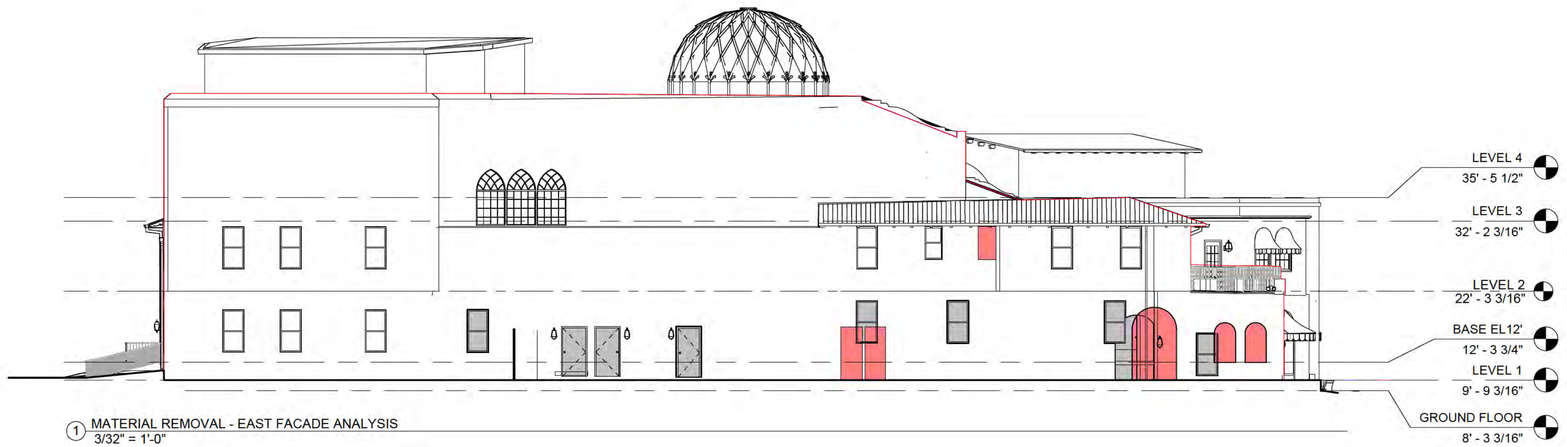
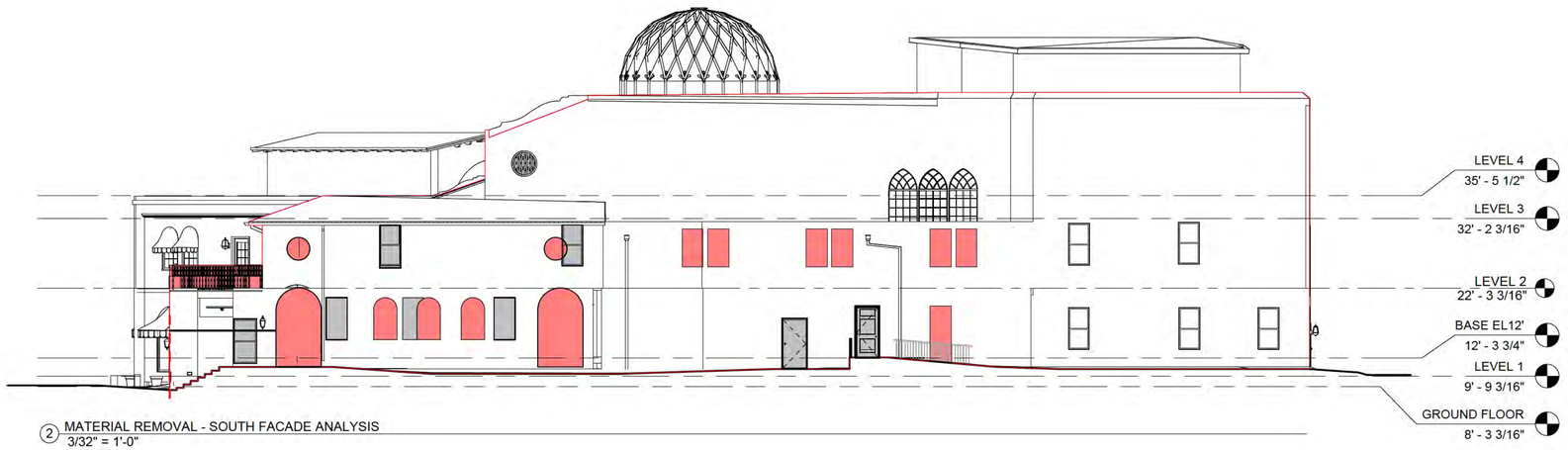
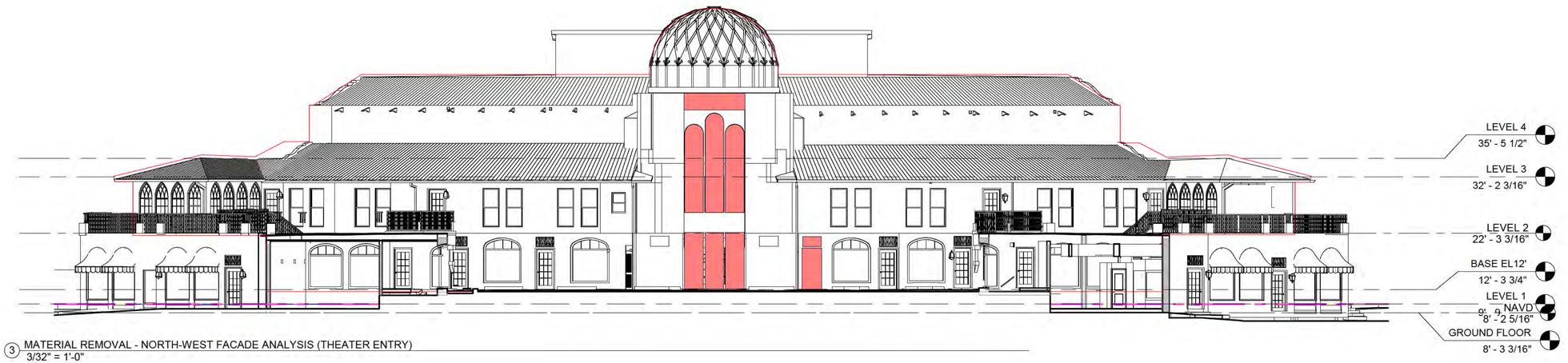


1 MATERIAL REMOVAL - EAST FACADE ANALYSIS
3/32" = 1'-0"



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

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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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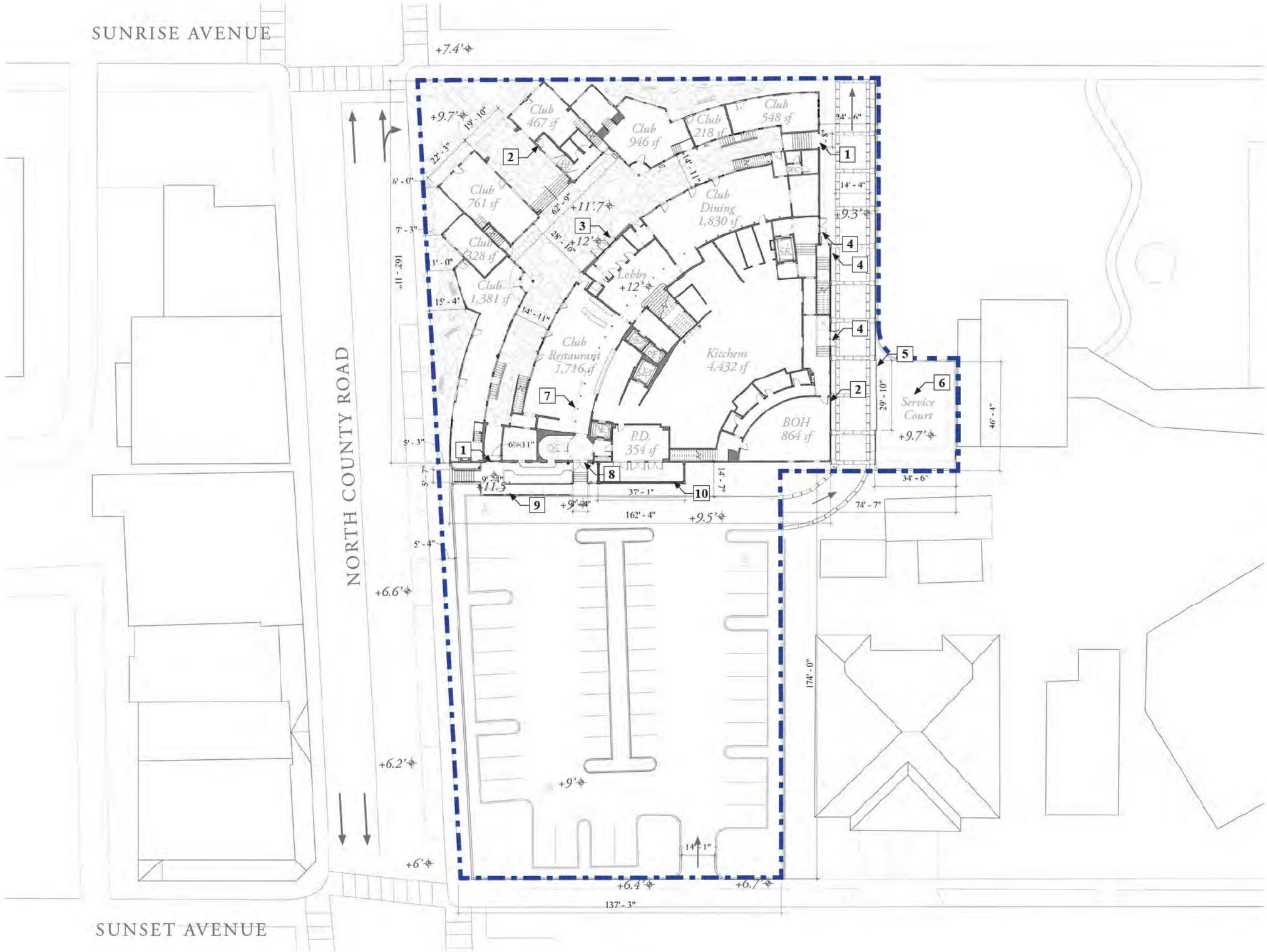
PROPOSED SITE PLAN & ROOF PLAN

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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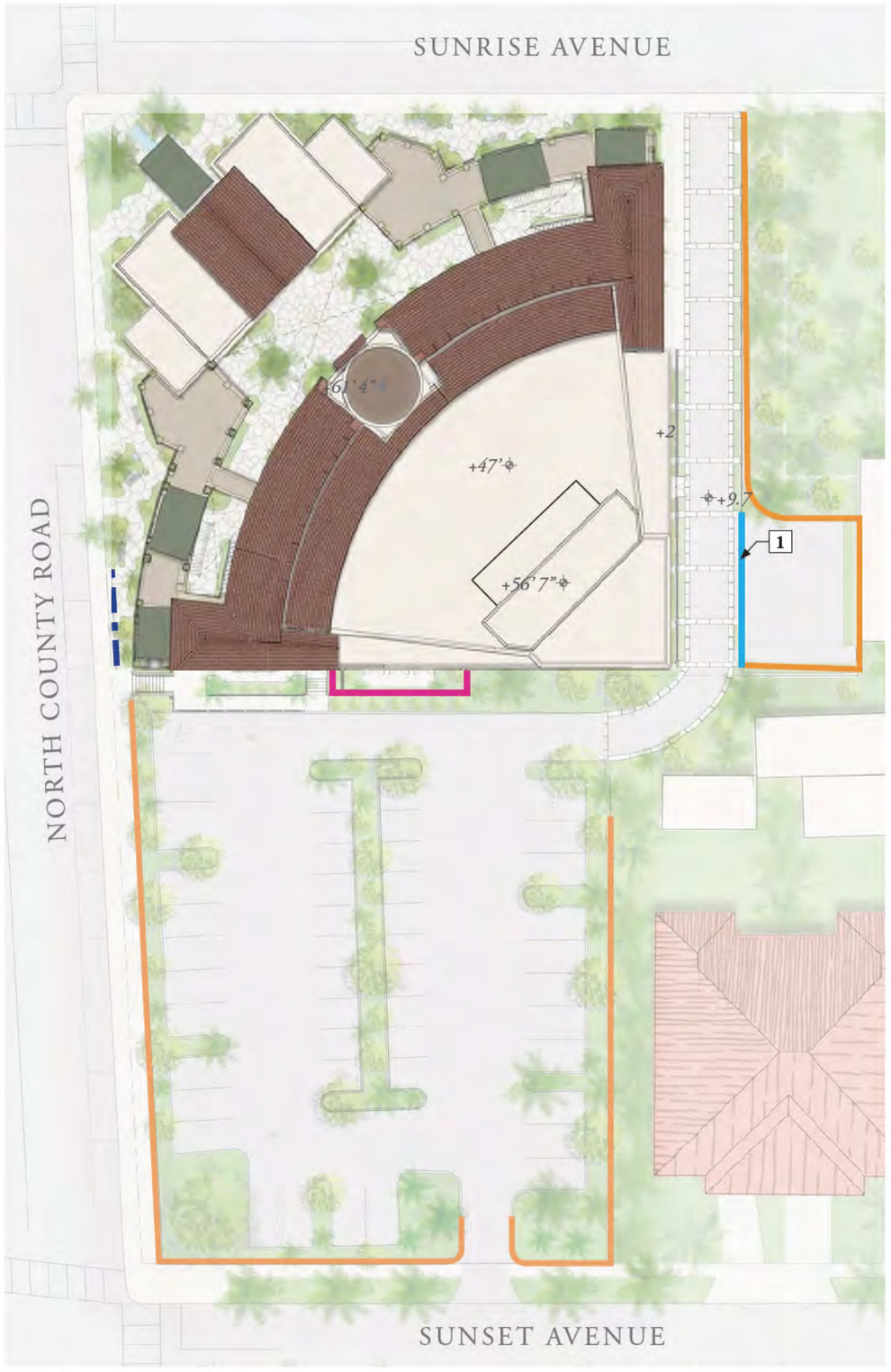
EXISTING COND. SET - CONCEPTUAL

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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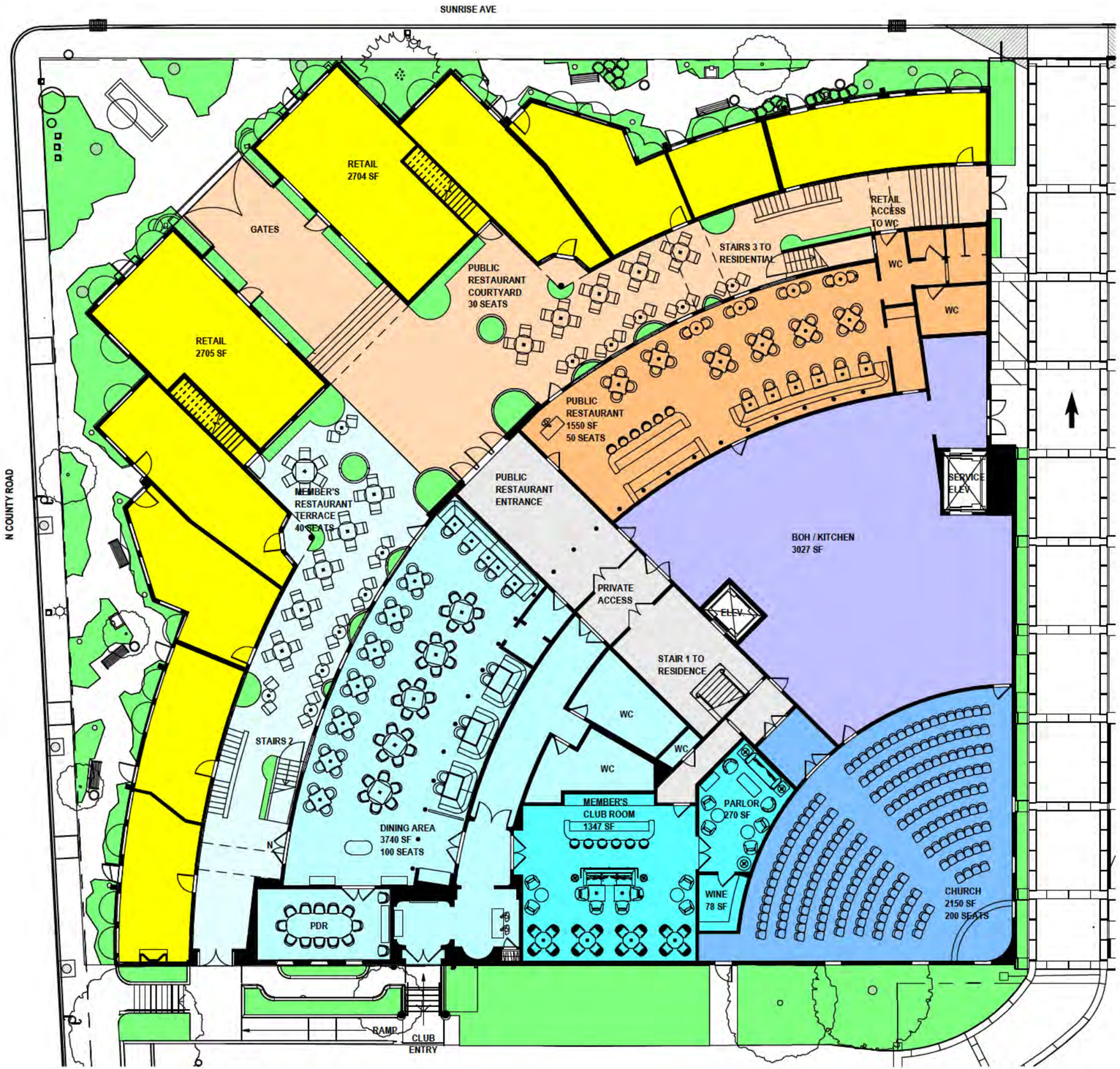

1 PROPOSED - FIRST FLOOR
1" = 20'-0"

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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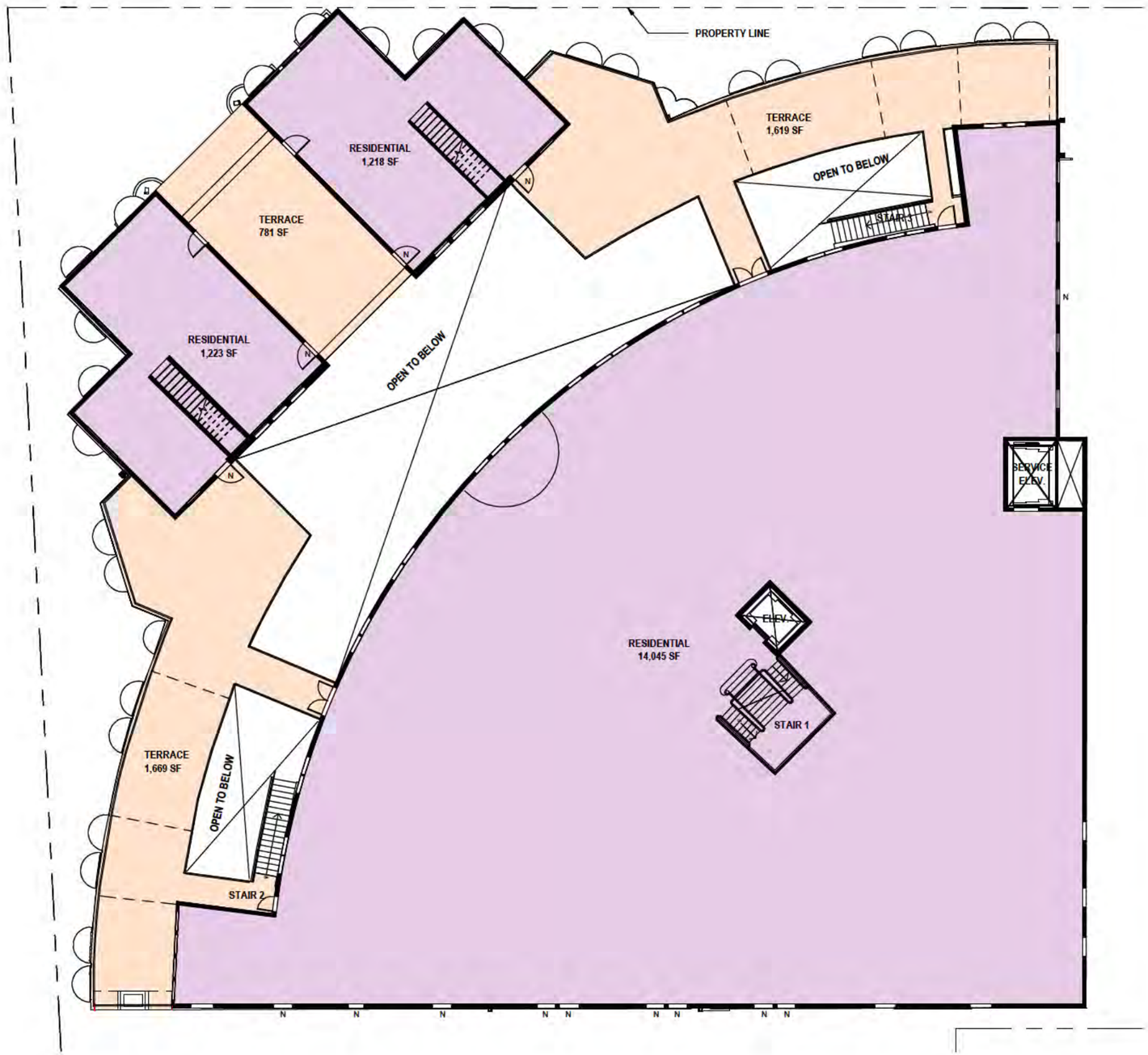
PROPOSED SEATING PLAN - GROUND FLOOR

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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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

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MODELED	Author
CHECKED	Checker
PROJECT #	24019

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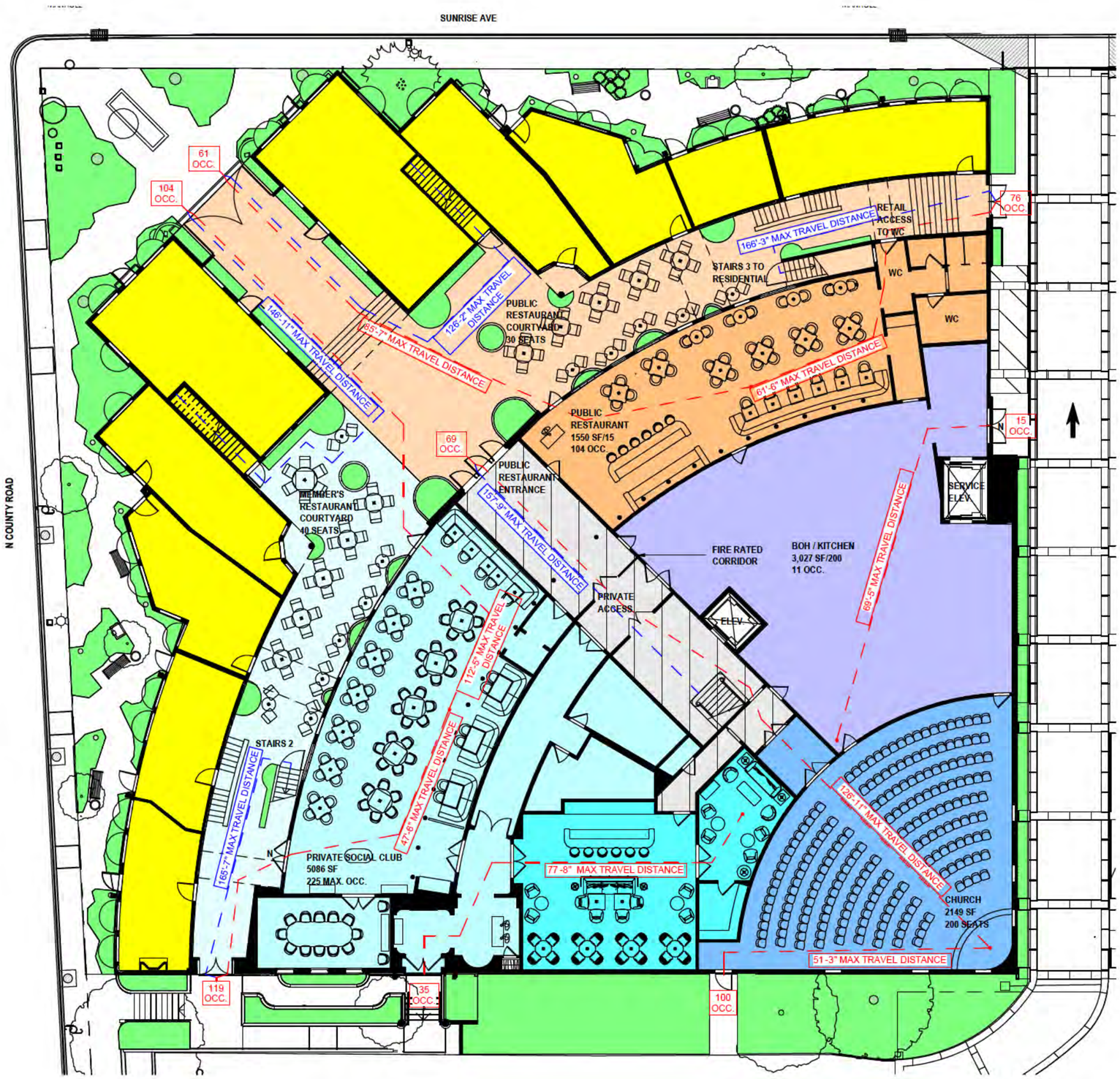
PROPOSED
SEATING PLAN -
SECOND FLOOR

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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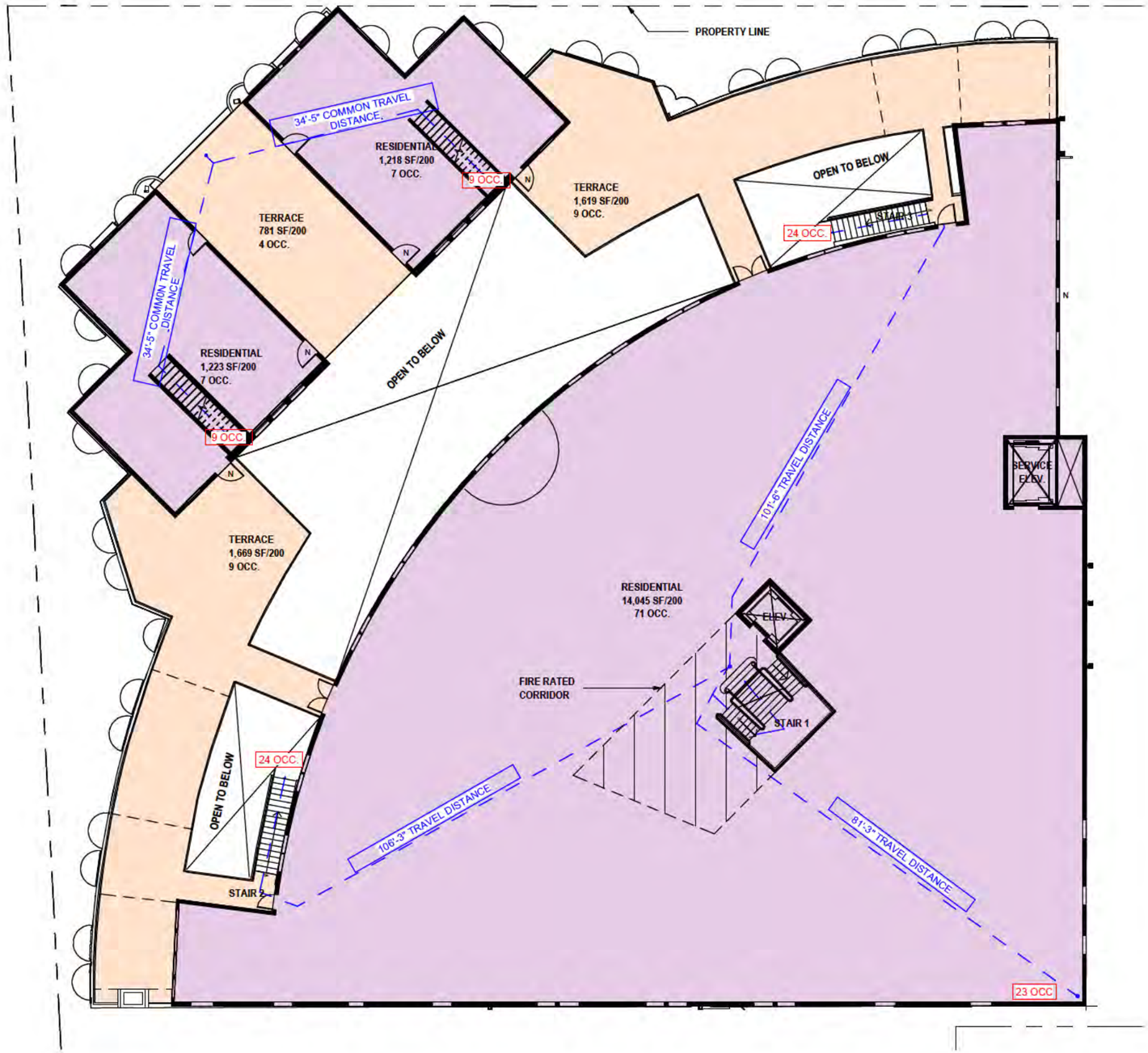
FIRST FLOOR LIFE SAFETY PLAN

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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Historic Paramount Theater

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PALM BEACH, FL 33480

DRAFT

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	8/11/2025
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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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DRAFT

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ROBERT A.M. STERN ARCHITECTS

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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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DRAFT

RAMSA
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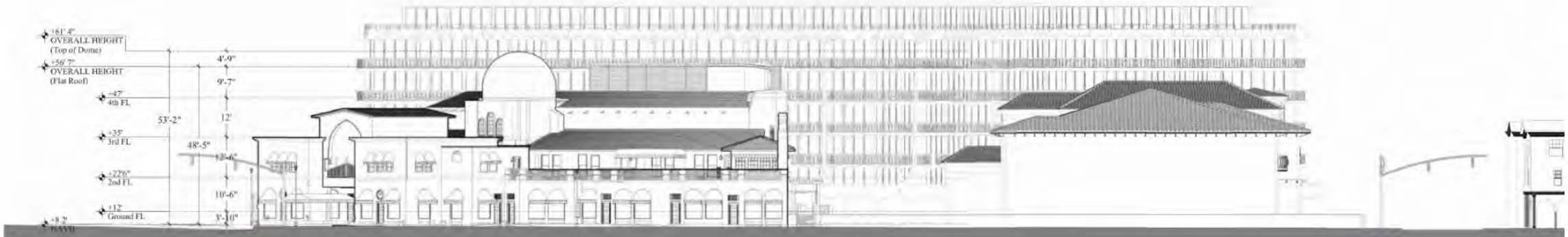
WEST STREET ELEVATIONS (RENDERED)

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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RAMSA
ROBERT A.M. STERN ARCHITECTS

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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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RAMSA
ROBERT A.M. STERN ARCHITECTS

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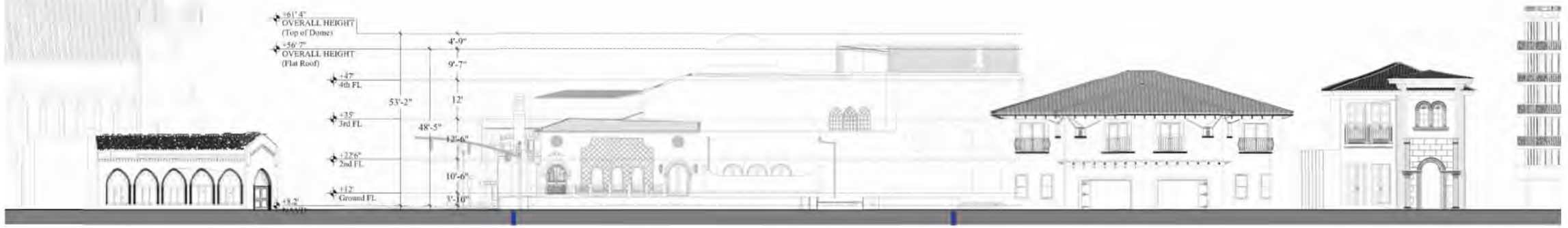
SOUTH STREET ELEVATIONS (RENDERED)

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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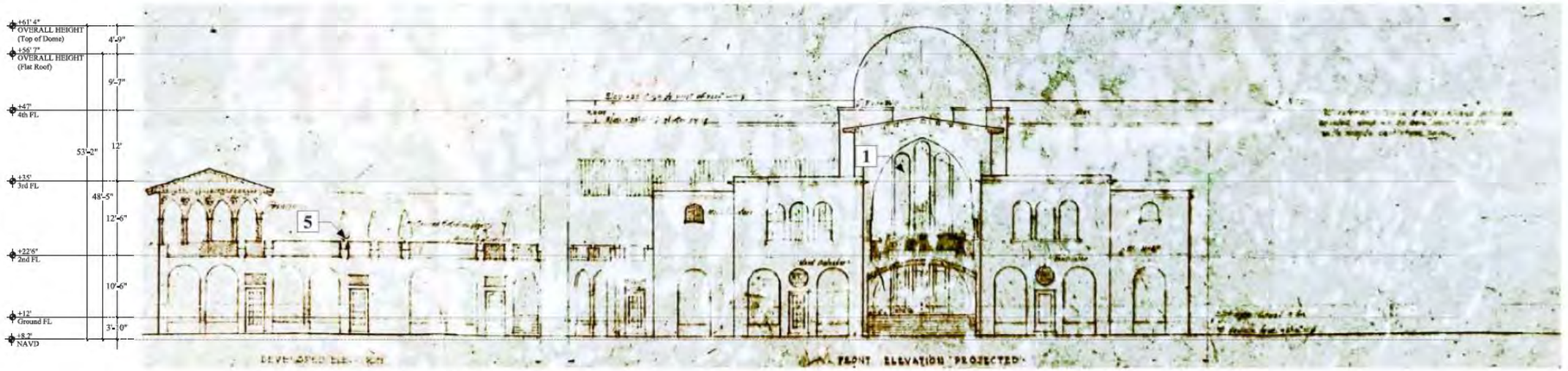
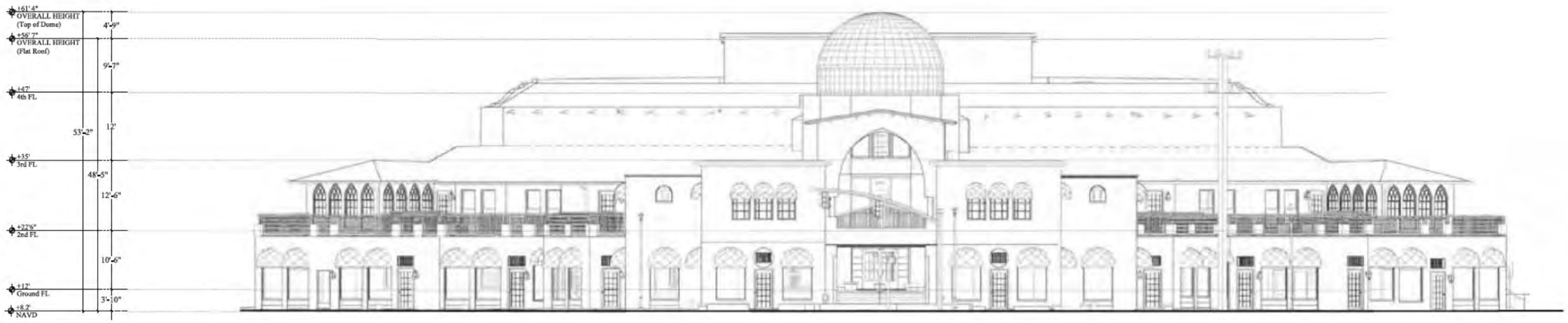
SOUTH STREET
ELEVATIONS (ANNOTATED
B&W, NO LANDSCAPE)

EXISTING COND. SET - CONCEPTUAL

D-3.2



1926 - *Original Joseph Urban Drawing*



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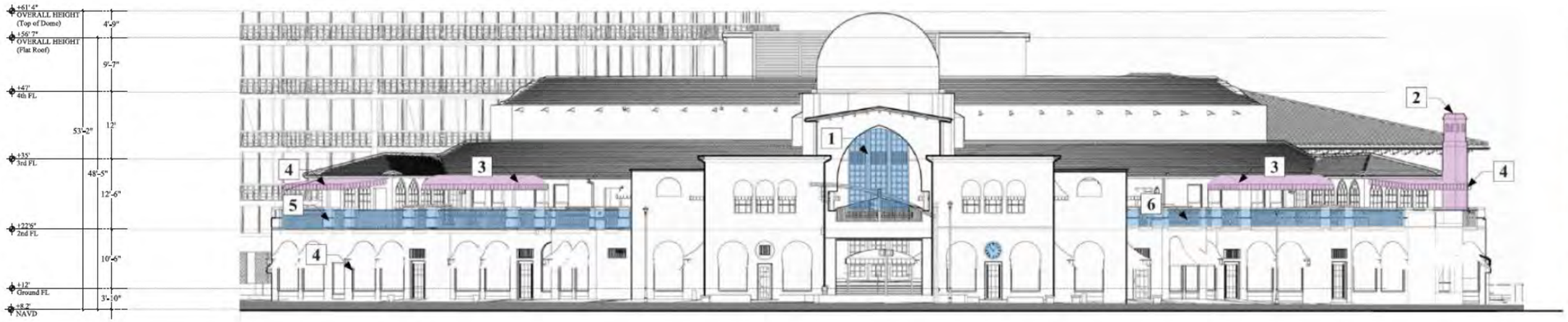

PROPOSED

THEATRE HISTORIC COMPARISON: NW CORNER ELEVATION

KEY PLAN



GRAPHIC SCALE
0' 8' 16'

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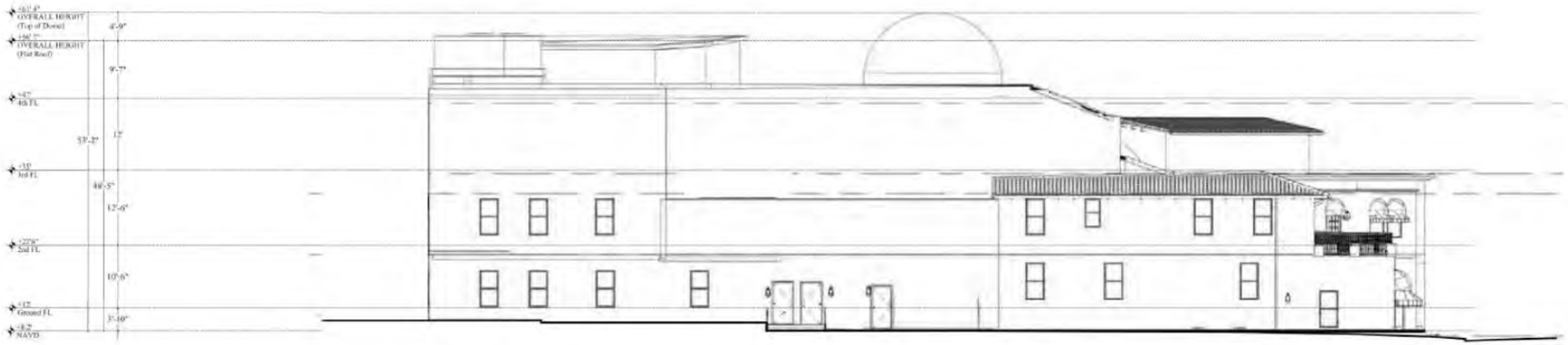
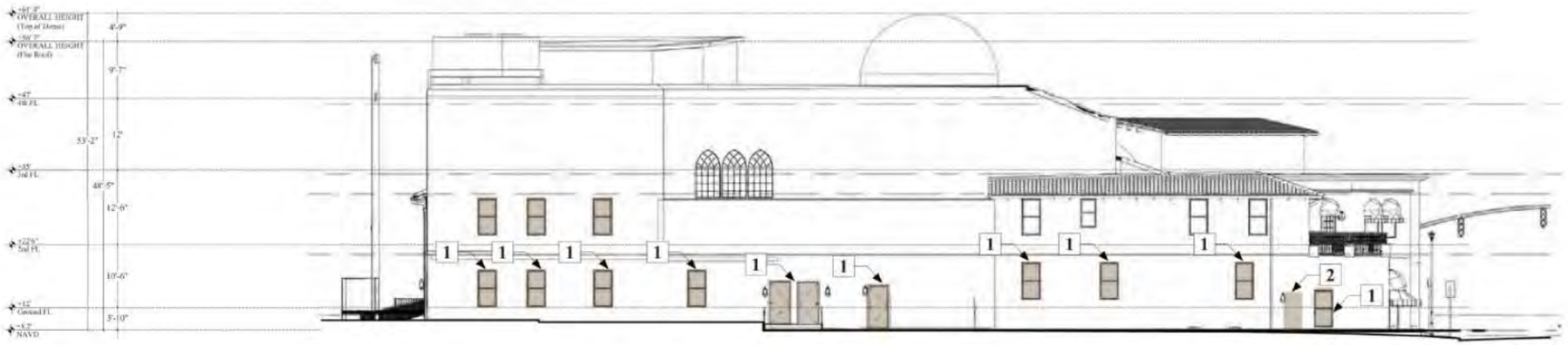
THEATER HISTORIC COMPARISON - NORTH WEST

EXISTING COND. SET - CONCEPTUAL

D-4.1



1927 - *Approximate Elevation, pending further archival information*



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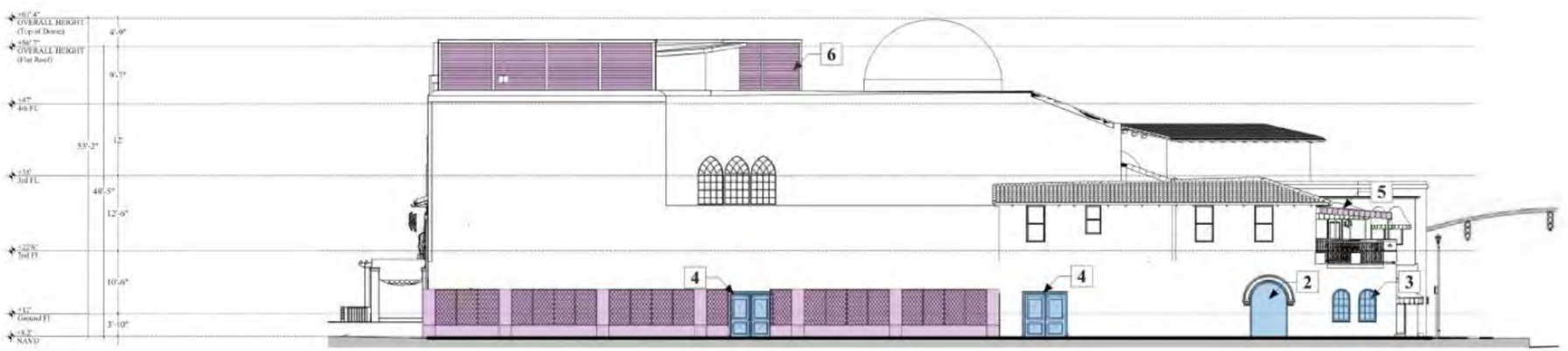

PROPOSED

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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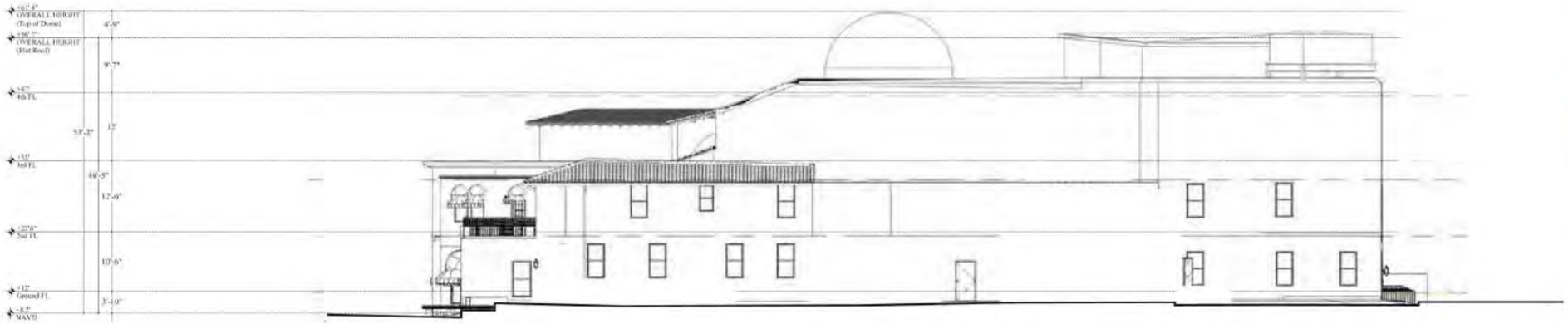
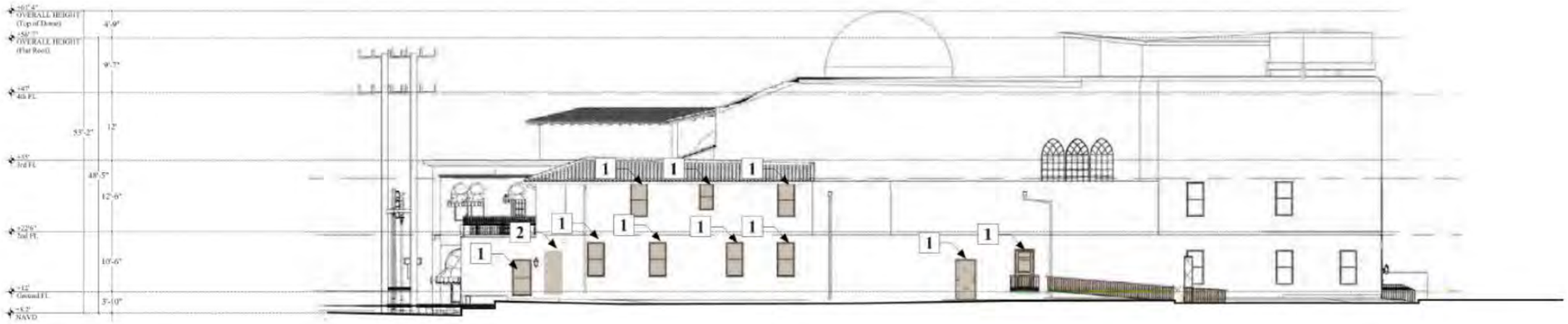
THEATER HISTORIC COMPARISON - EAST

EXISTING COND. SET - CONCEPTUAL

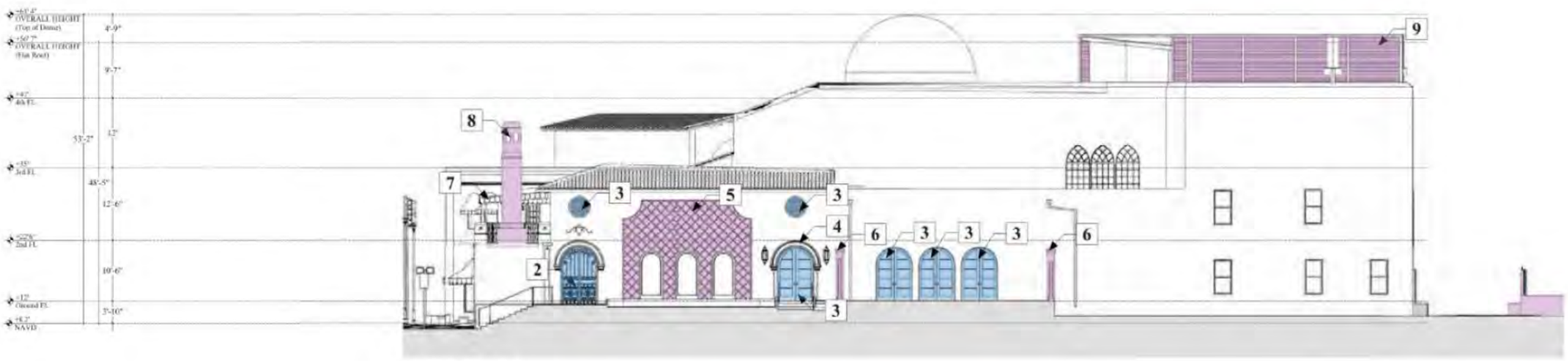
D-4.2



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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since 1988

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DRAFT

RAMSA
ROBERT A.M. STERN ARCHITECTS

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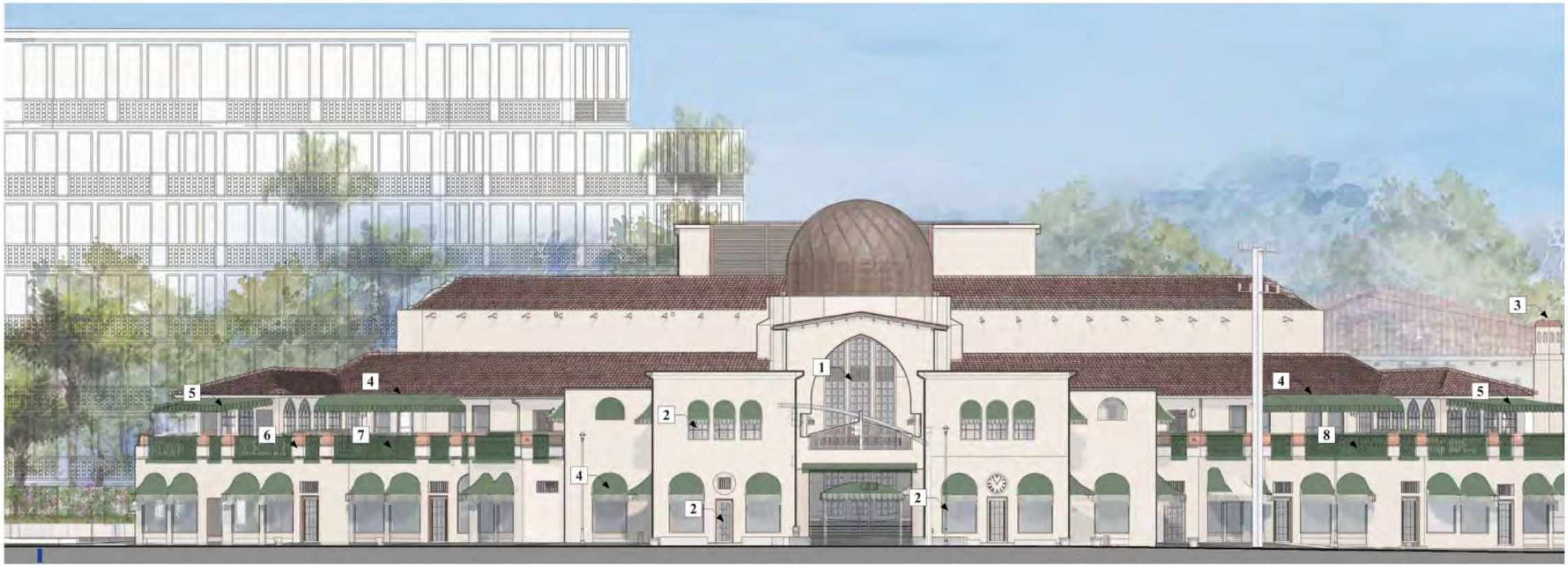
THEATER HISTORIC COMPARISON - SOUTH

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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PROJECT #	24019

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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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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

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RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	8/11/2025
MODELED	CA
CHECKED	JT/REG
PROJECT #	24019

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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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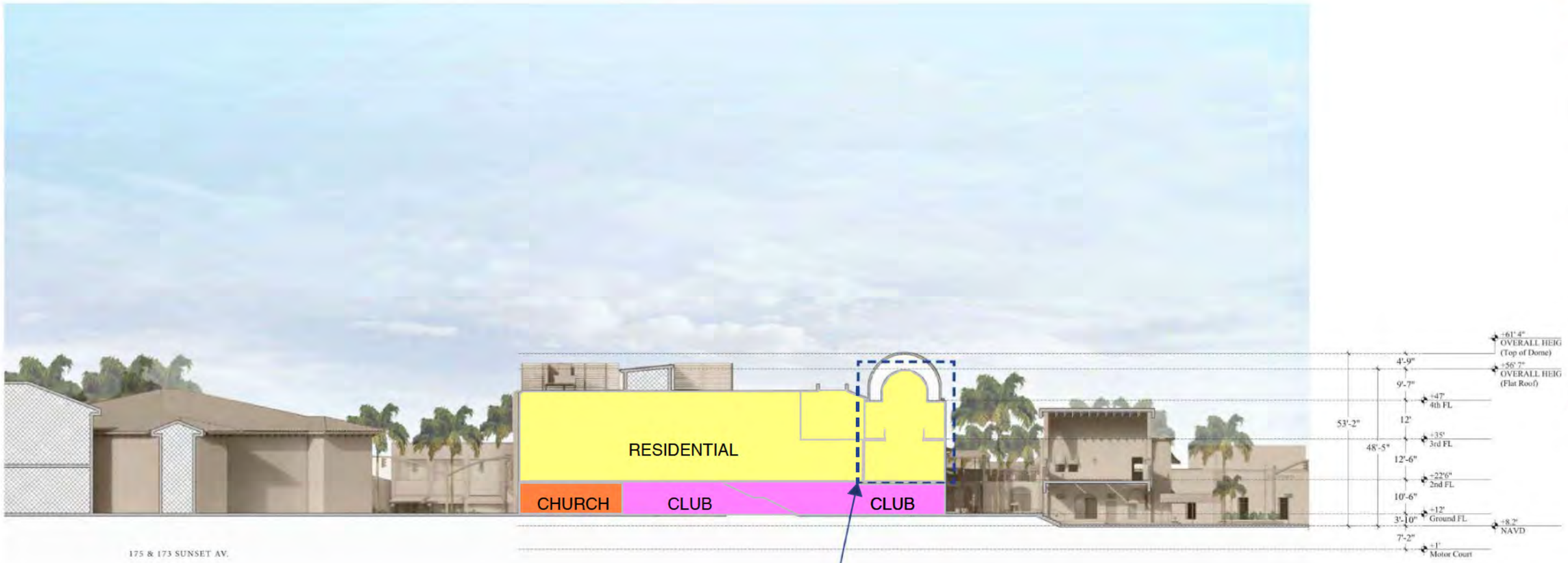
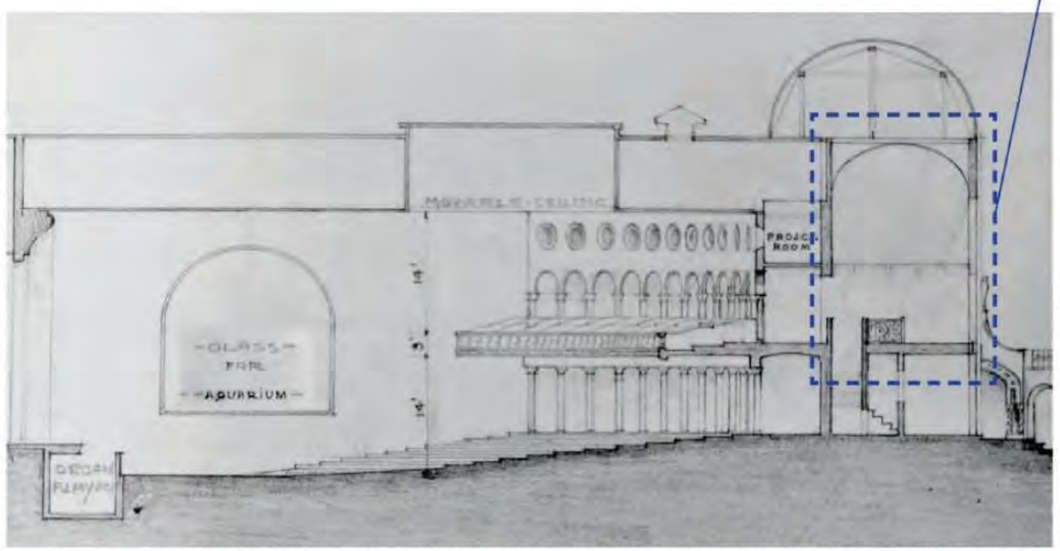
SITE SECTION DIAGRAM - WEST

D-7





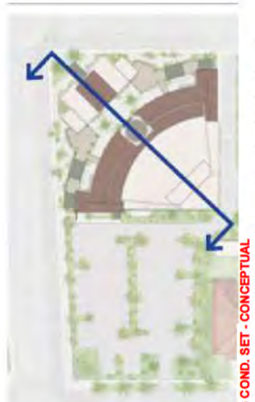
REINTRODUCTION OF DOUBLE HEIGHT ROOM BASED ON JOSEPH URBAN DRAWING (1925)

SITE SECTION LOOKING SOUTH WEST

KEY

- CHURCH
- CAFE
- CLUB
- RESIDENTIAL
- RETAIL

KEY PLAN



SCALE: 1/32 = 1'

0' 16' 32'

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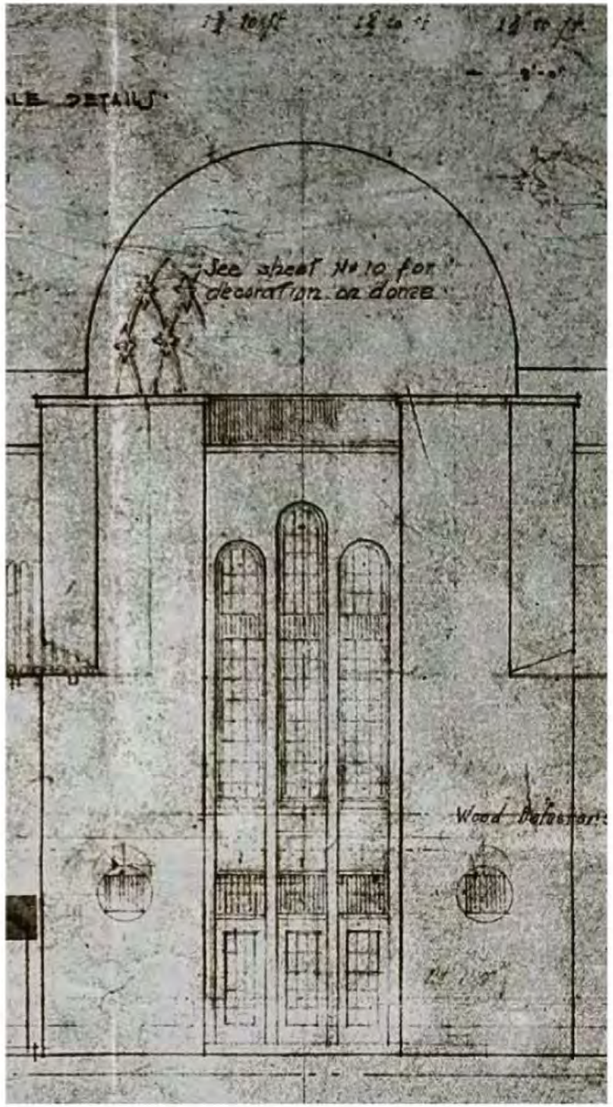
ENLARGED ELEVATIONS - SOUTH WEST

EXISTING COND. SET - CONCEPTUAL

D-9

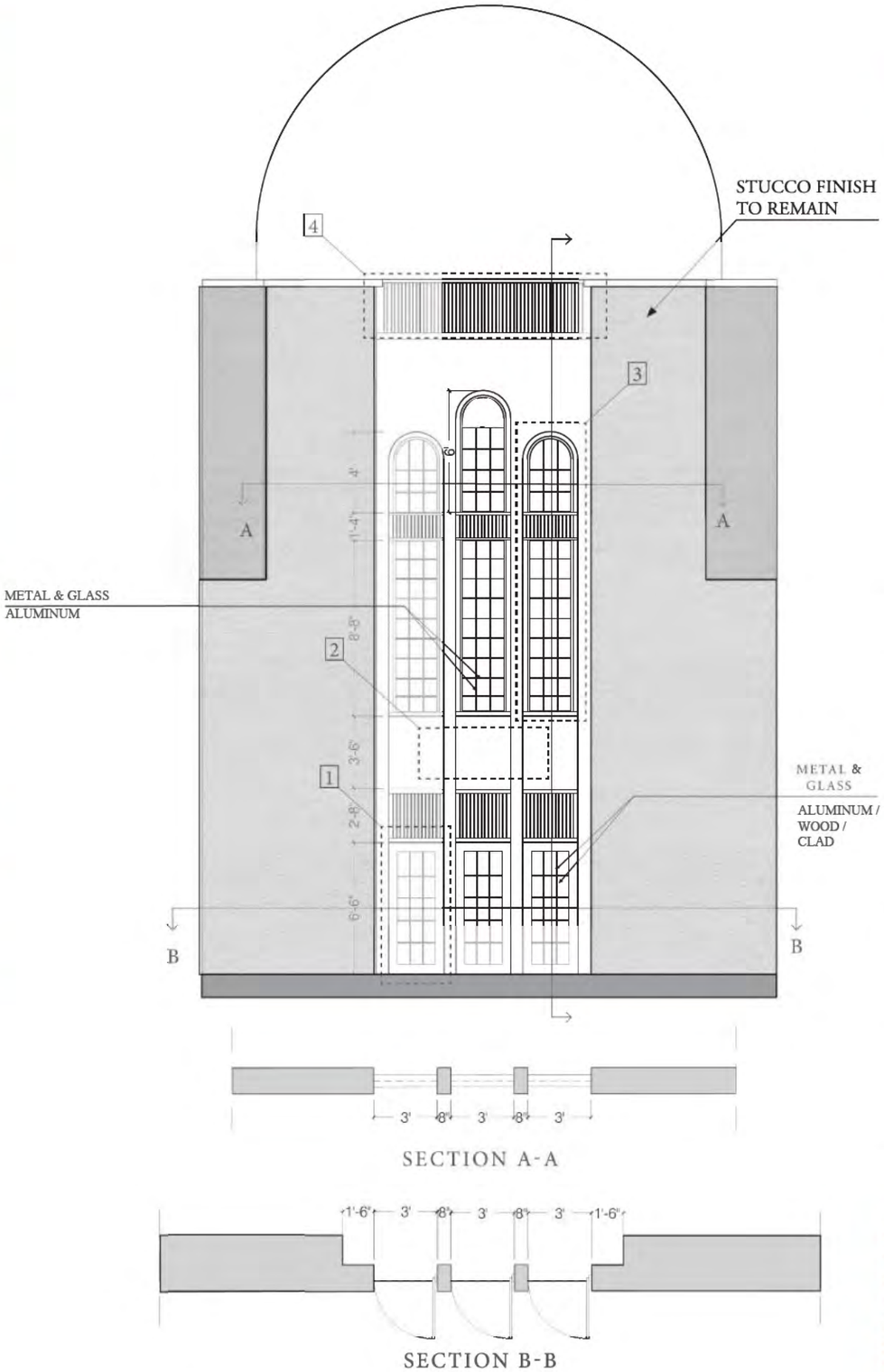


JOSEPH URBAN ELEVATION (1926)



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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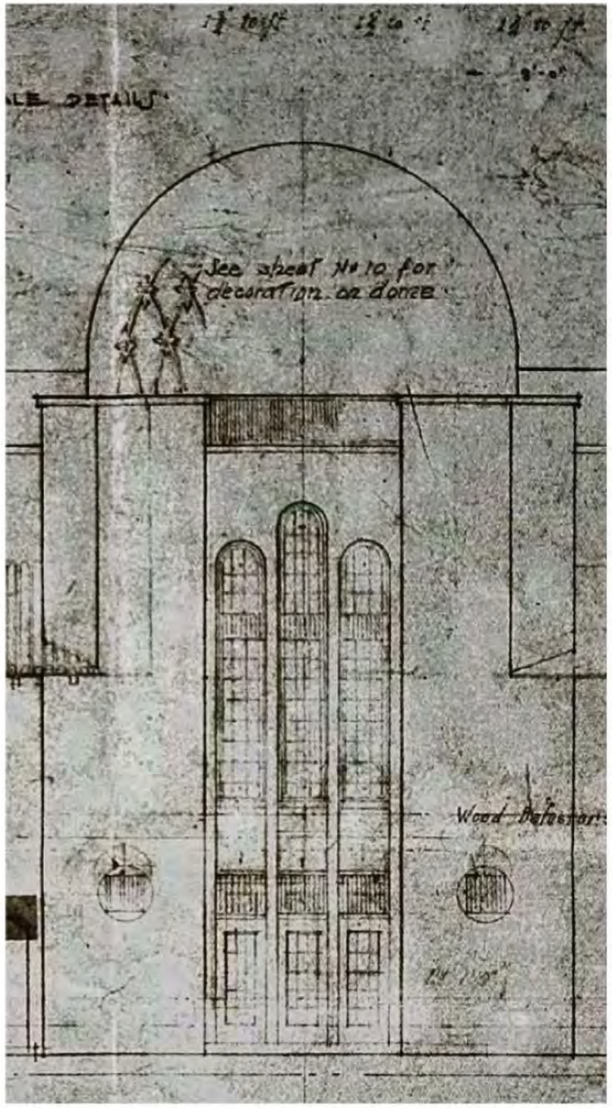
ENLARGED ELEVATIONS -
PATIO FACADE
RESTORATION

EXISTING COND. SET - CONCEPTUAL

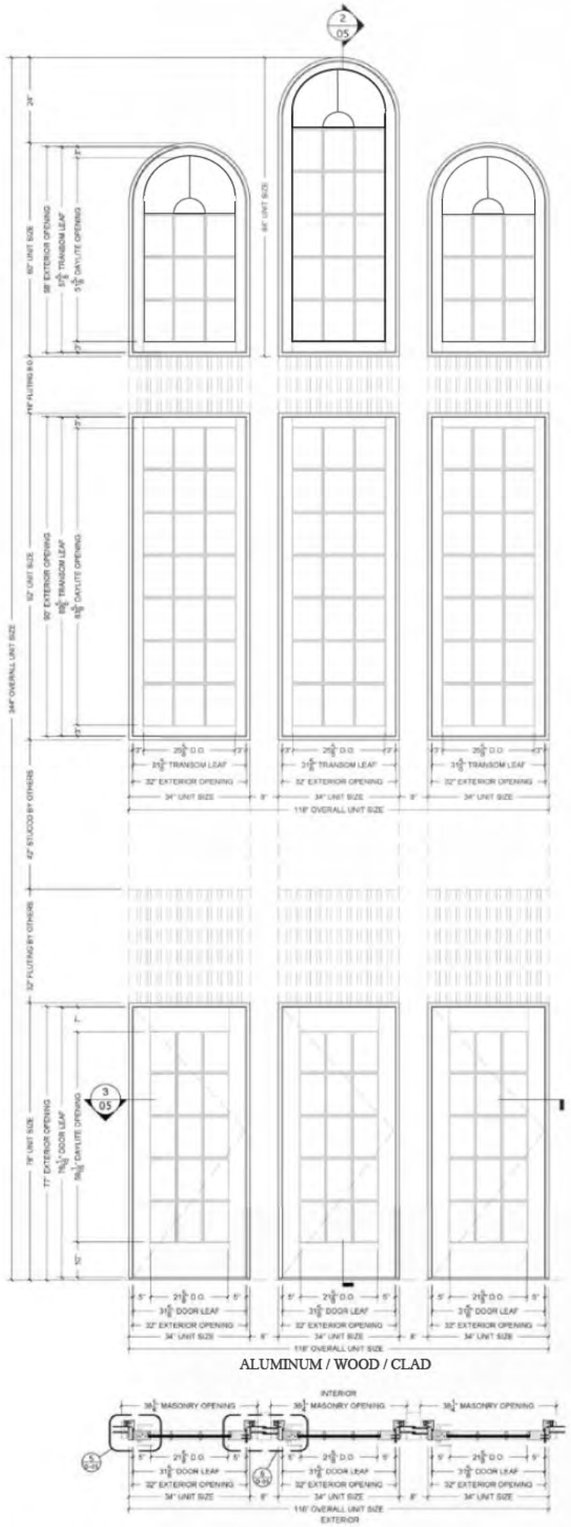
D-10



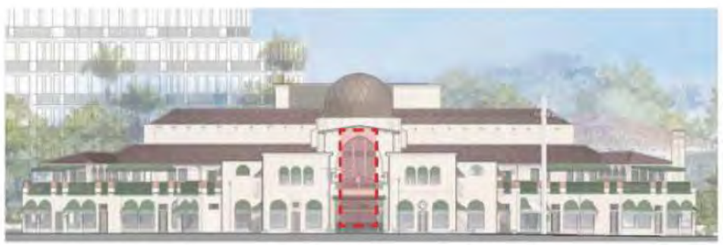
JOSEPH URBAN ELEVATION (1926)



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'

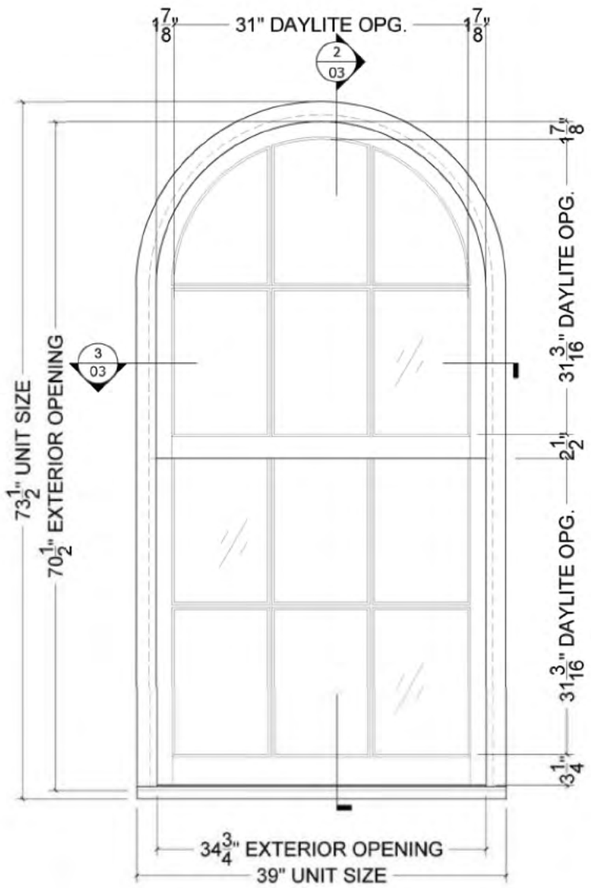
D-11



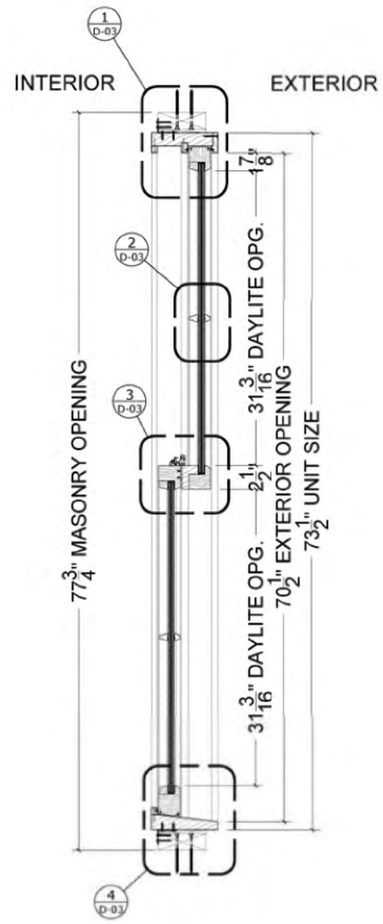
ARCHED WINDOWS (1929)



ARCHED WINDOWS TODAY

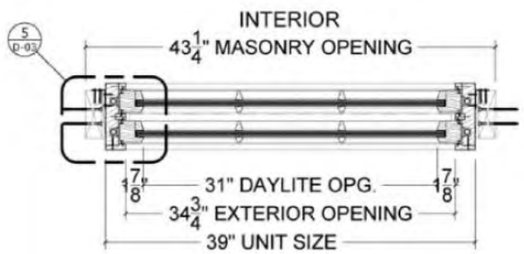


ELEVATION



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

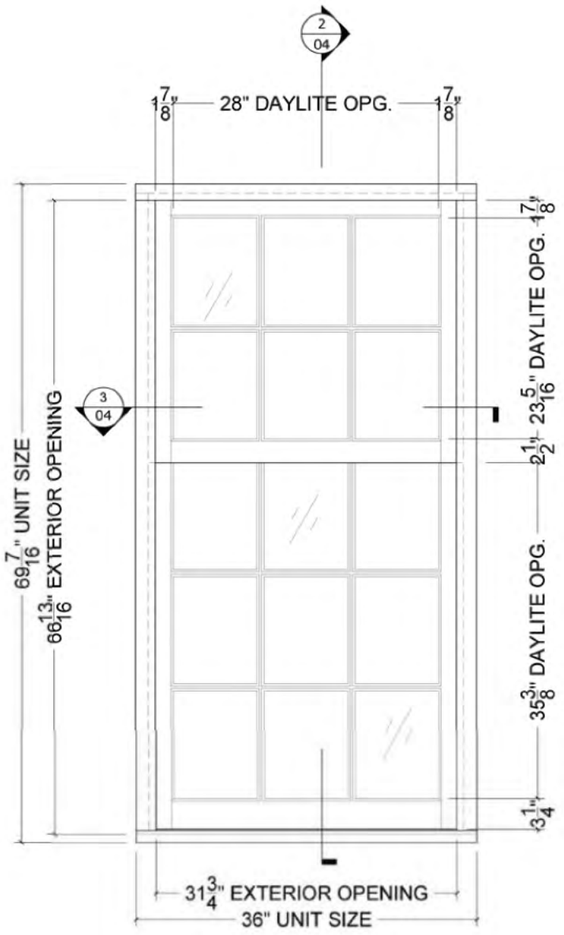
D-12



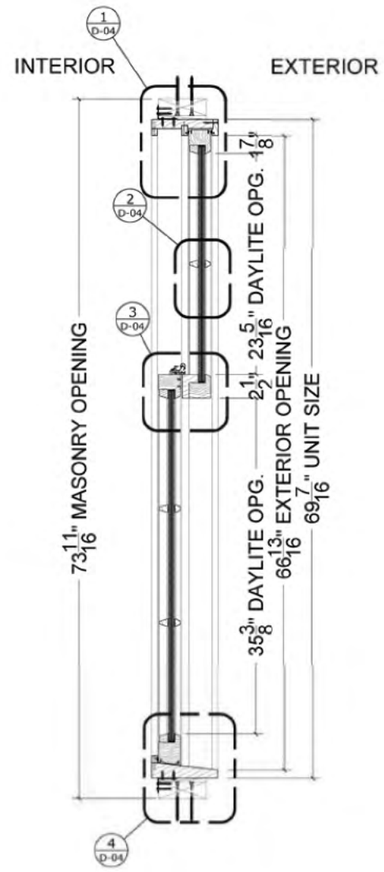
COURTYARD SECOND FLOOR WINDOWS (1928)



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

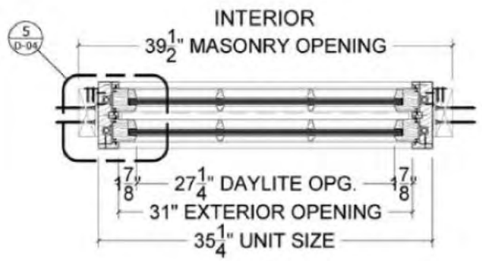


ELEVATION



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

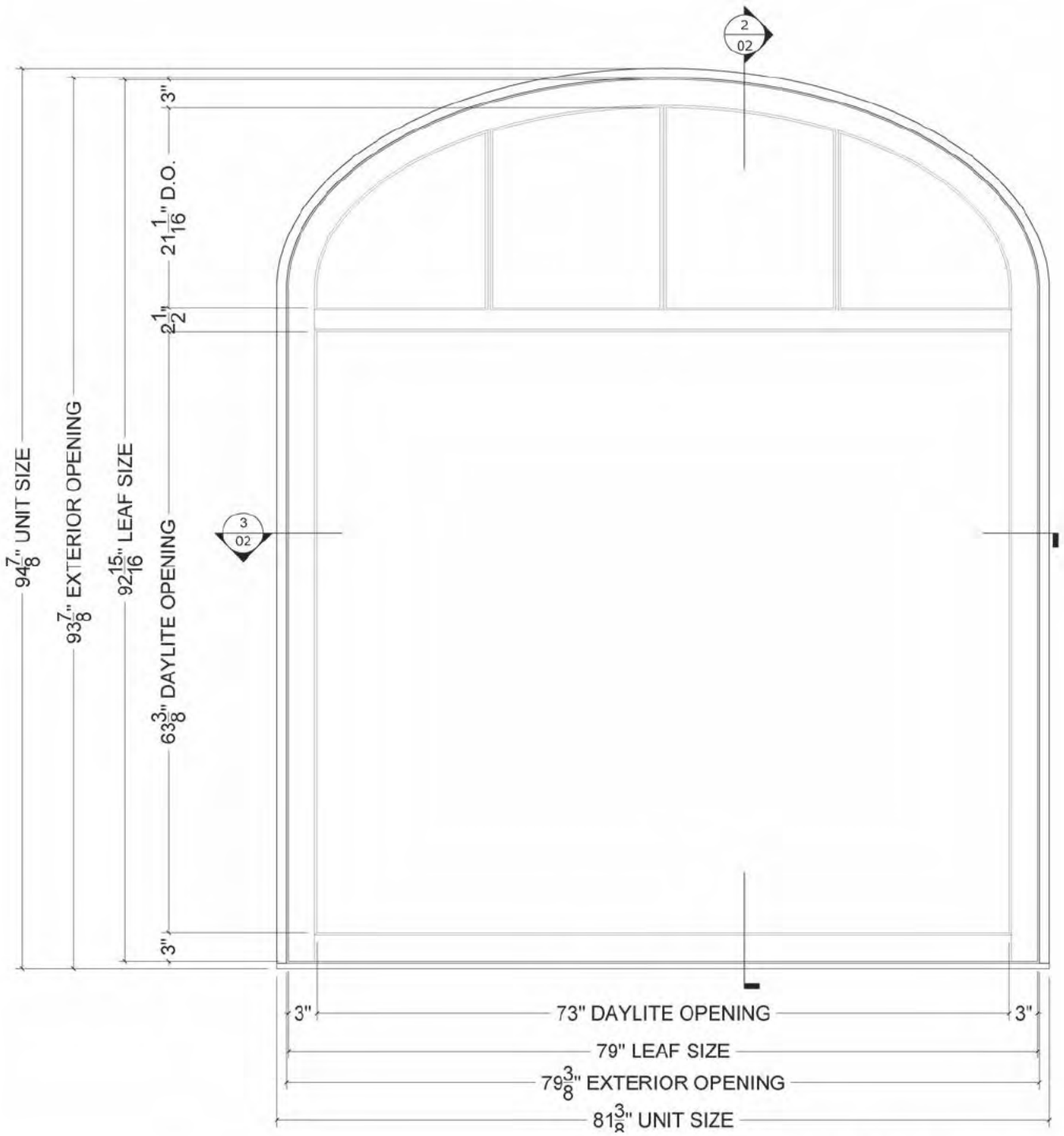
D-13



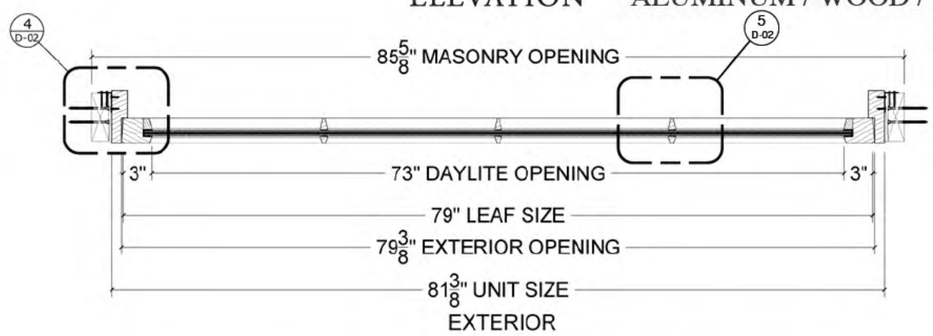
COURTYARD WINDOW (1928)



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

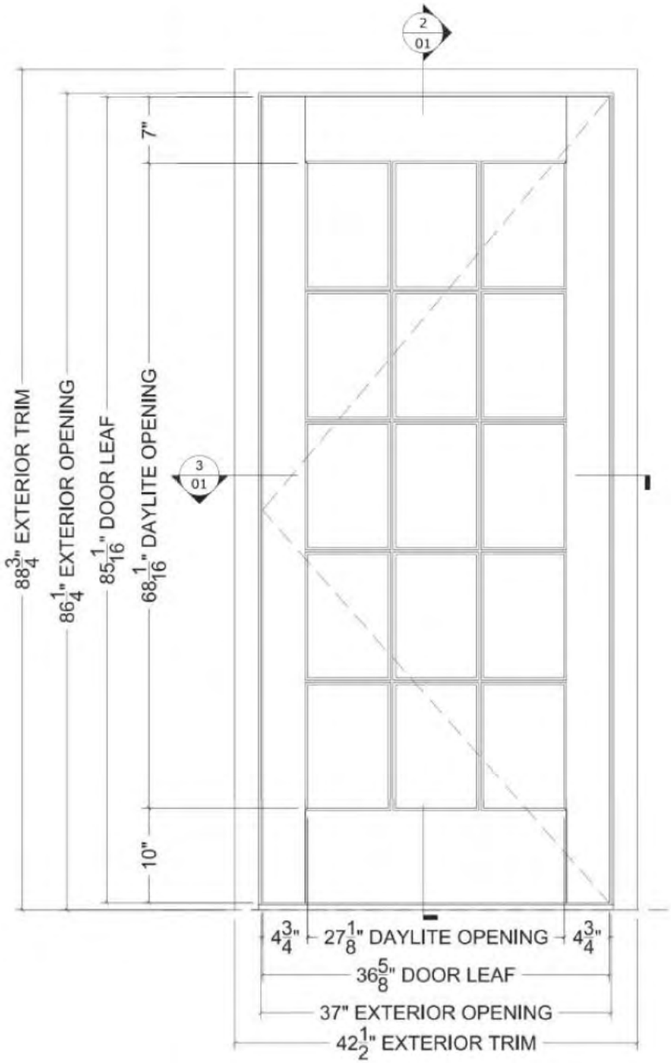
D-14



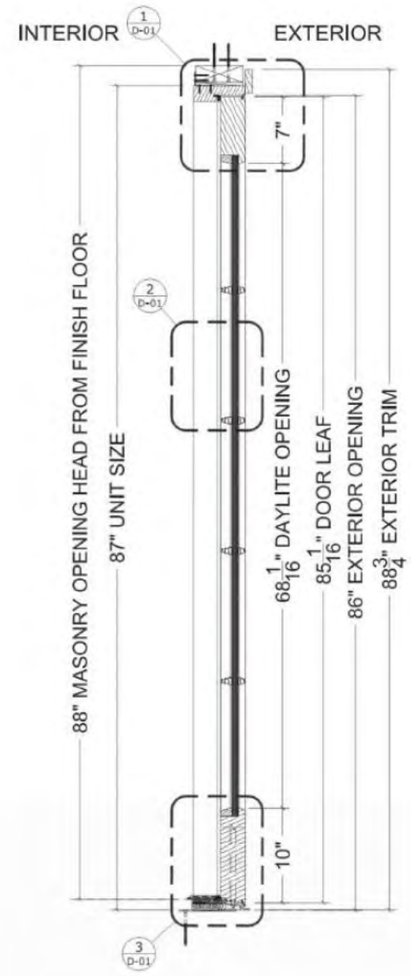
EXTERIOR DOOR (H.A.B.S. 1971)



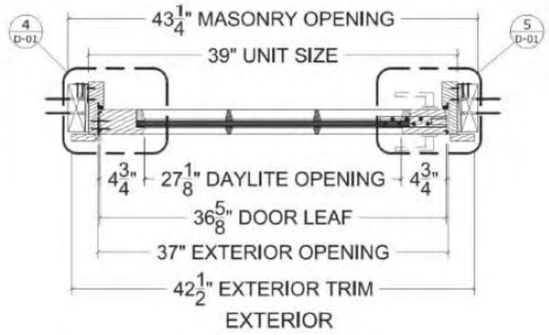
EXTERIOR DOOR TODAY



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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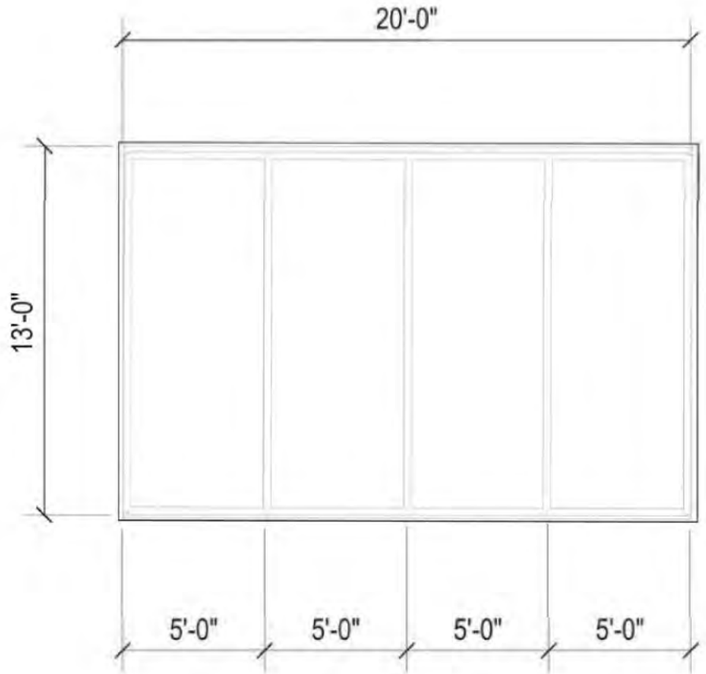
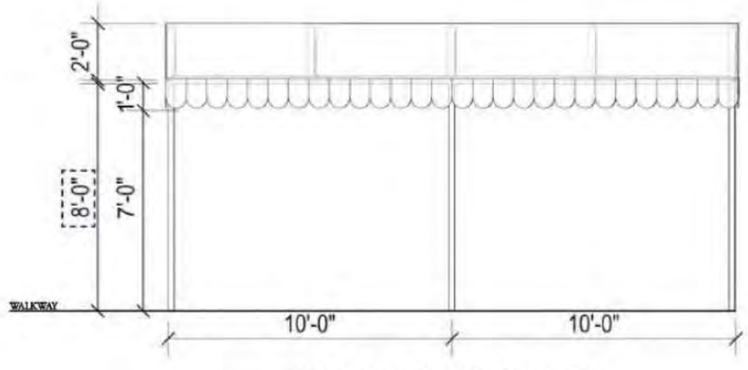
EXTERIOR DETAILS - TYPICAL EXTERIOR DOOR

D-15



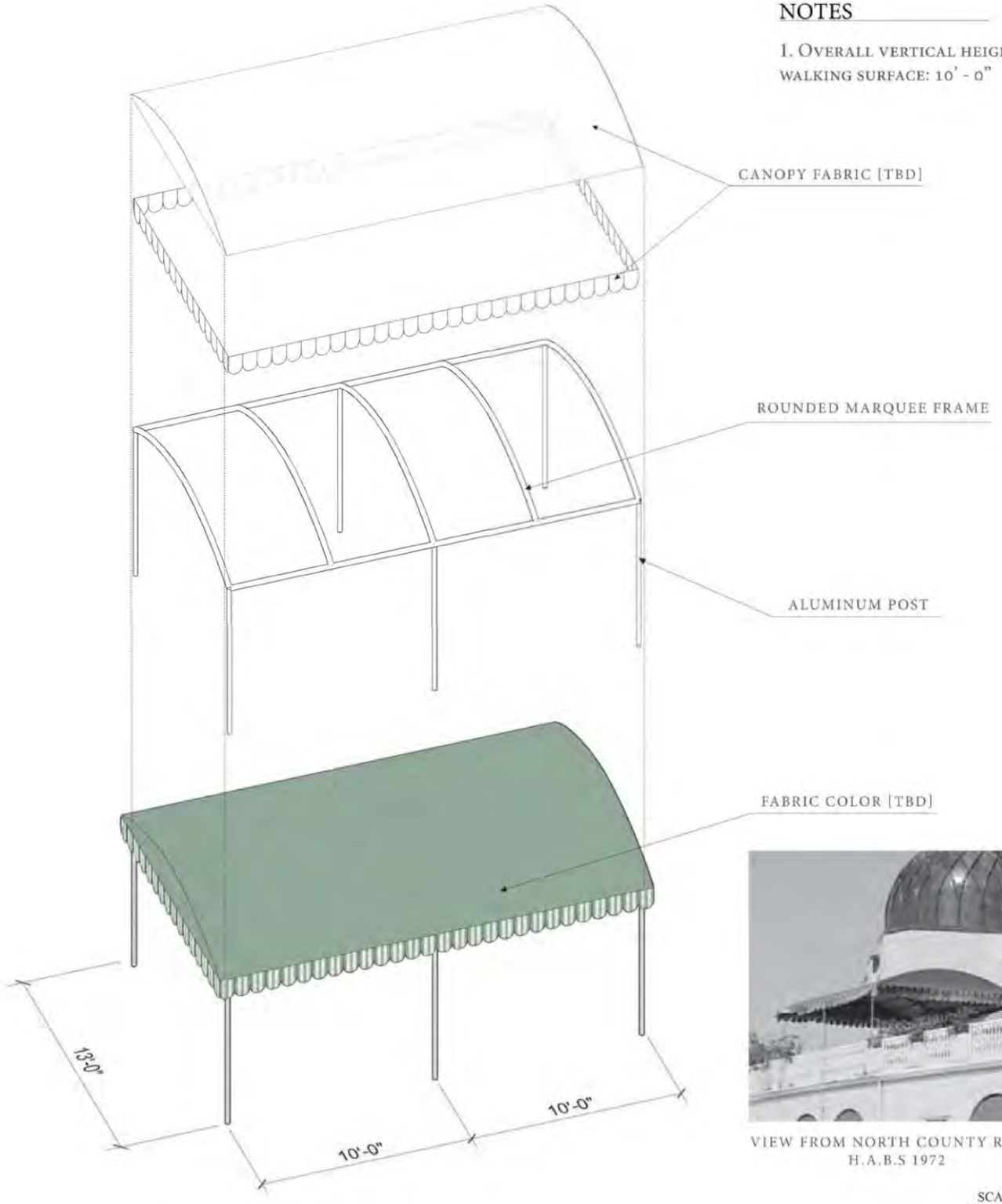
PLAN VIEW



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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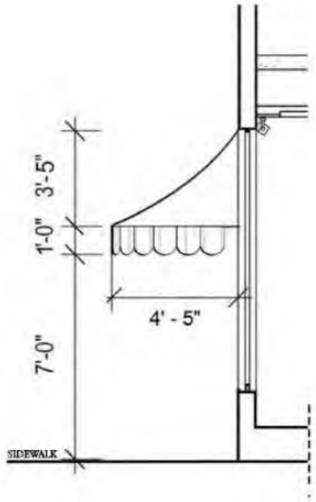
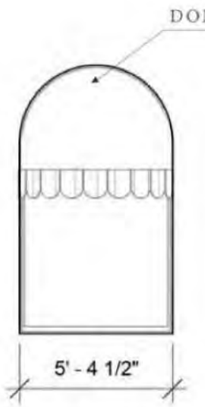
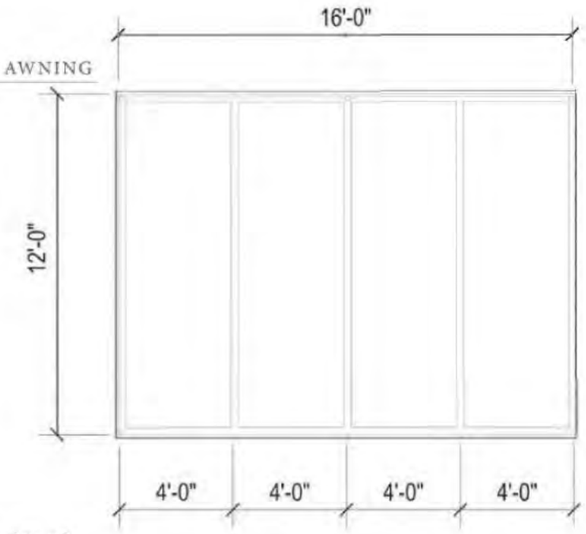
EXTERIOR DETAILS - CANOPY

D-16

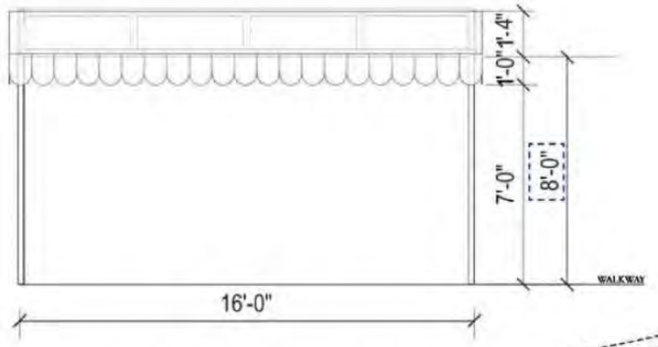






PLAN VIEW





FRONT ELEVATION



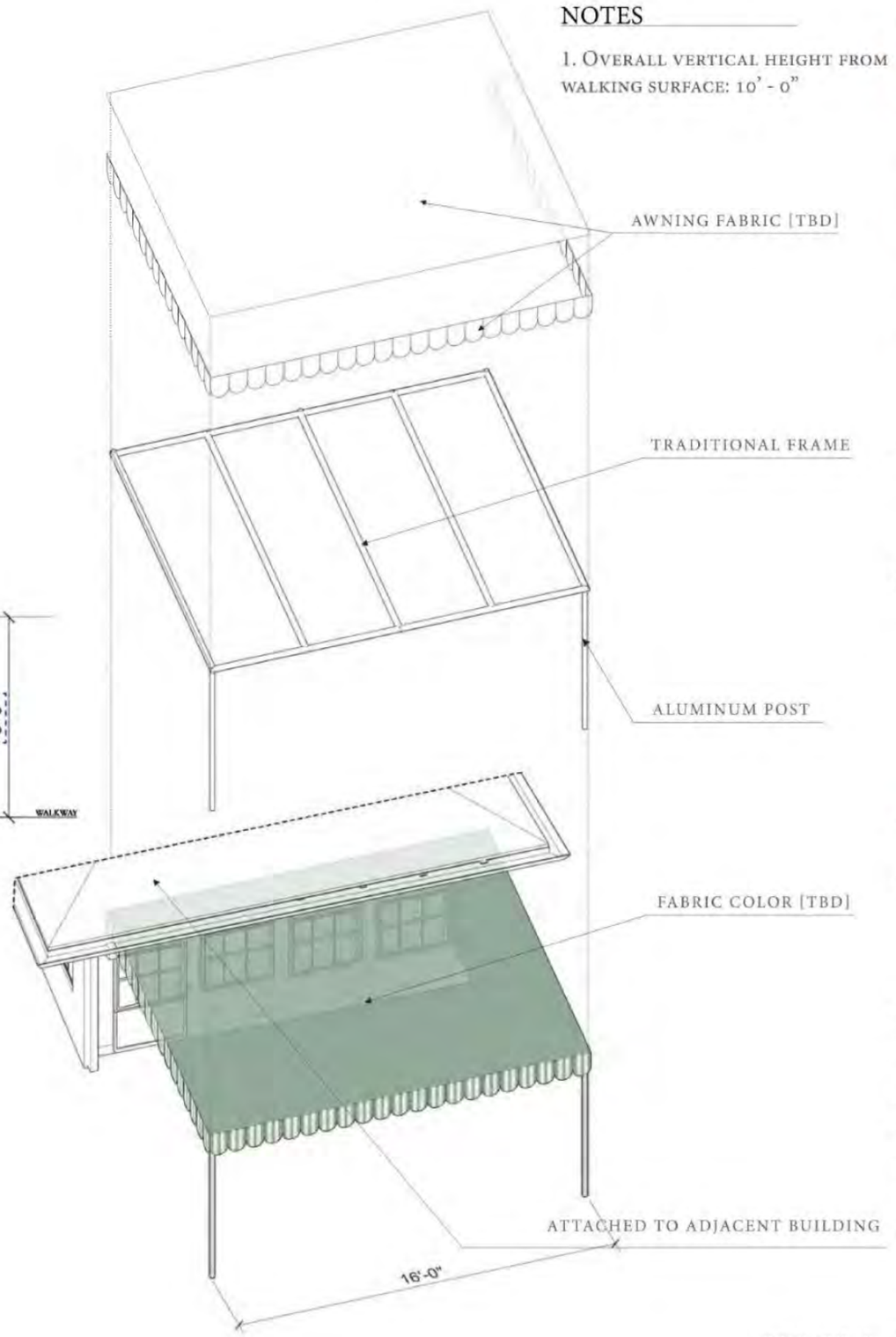
VIEW FROM NORTH COUNTY ROAD,
H.A.B.S 1972



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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Historic Paramount Theater

139 N COUNTY RD
PALM BEACH, FL 33480

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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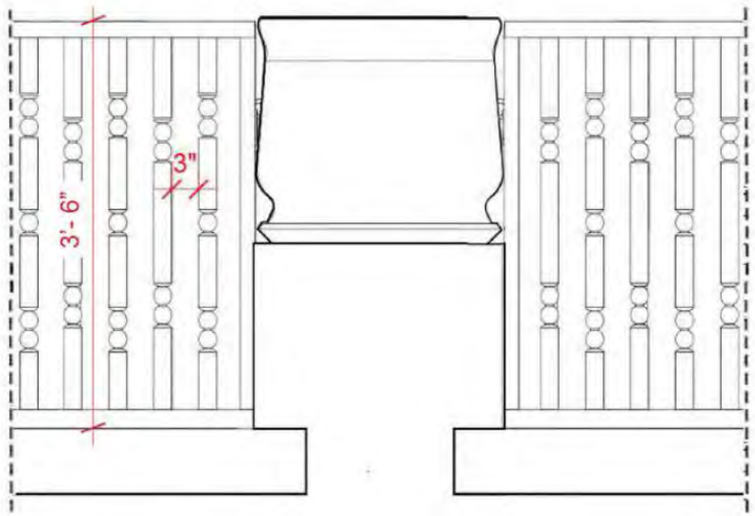
EXTERIOR DETAILS - AWNINGS

D-17



FRONT ELEVATION



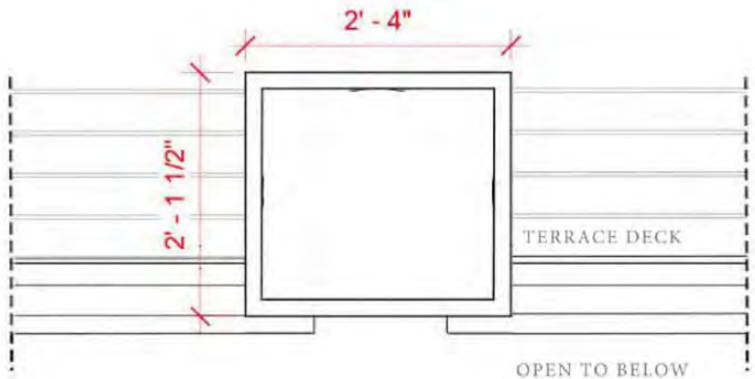
JOSEPH URBAN'S DRAWING, 1926



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

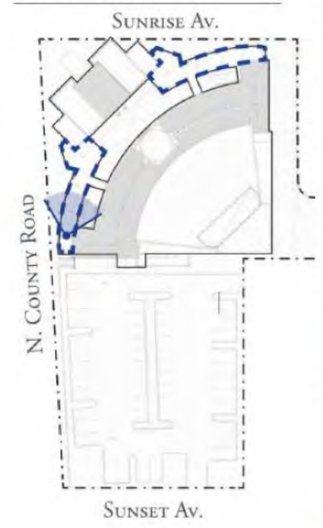


2. PROPOSED CONDITION



3. HISTORIC PHOTO OF THEATRE TERRACE, H.A.B.S., 1971

KEY PLAN



THEATRE TERRACE

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since 1988

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RAMSA
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NO.	DATE	DESCRIPTION

DATE	8/11/2025
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PROJECT #	24019

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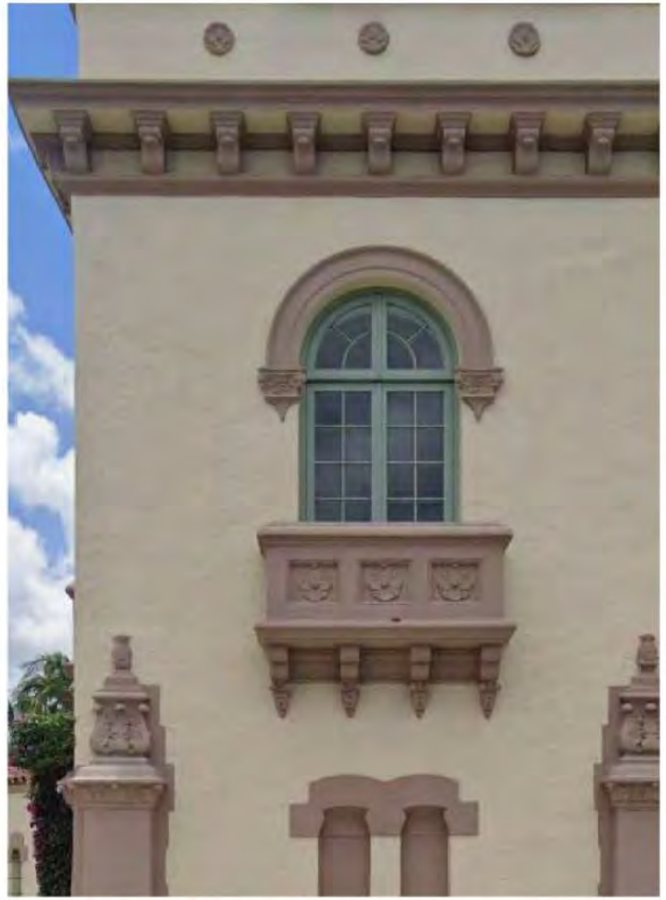
EXTERIOR DETAILS - THEATER TERRACE

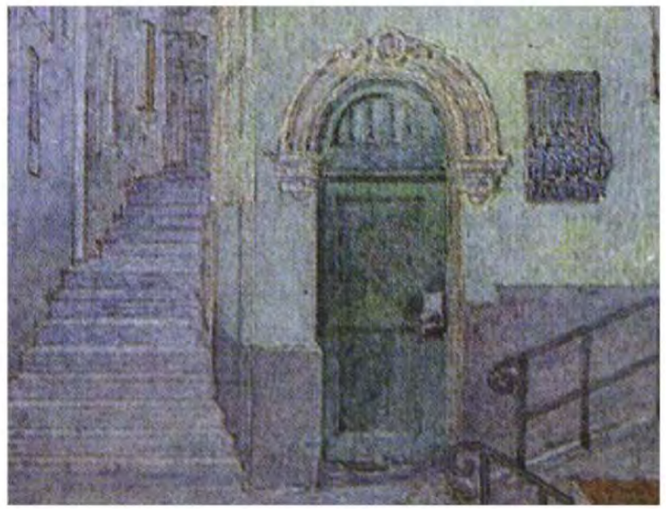
D-19



THEATRE PASEO ENTRANCE



PALM BEACH TOWN HALL, HARVEY & CLARKE(1925)



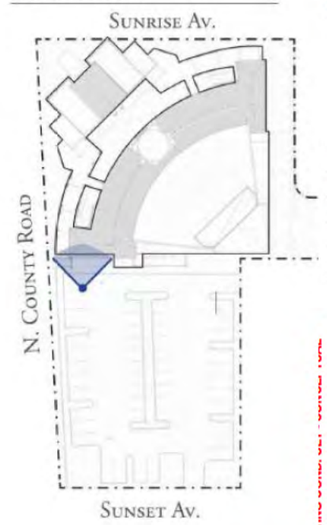
DRAWING BY JOSEPH URBAN (1912)



CURRENT CONDITION

THEATRE ENTRY ARCH

KEY PLAN



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DATE	8/11/2025
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EXTERIOR DETAILS -
THEATER ENTRY ARCH

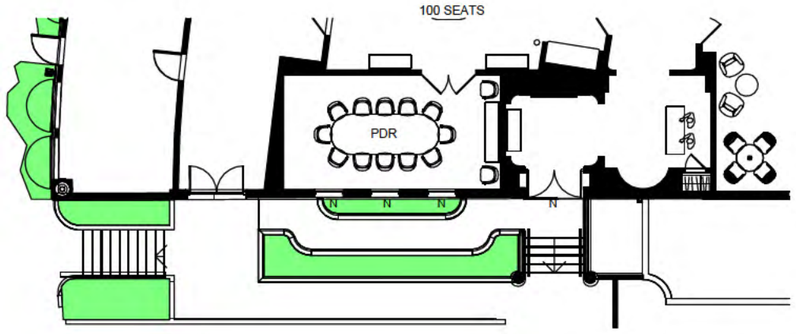
D-20



AERIAL VIEW



EXISTING CONDITION



PARTIAL PLAN DETAIL

SOUTHERN ENTRY

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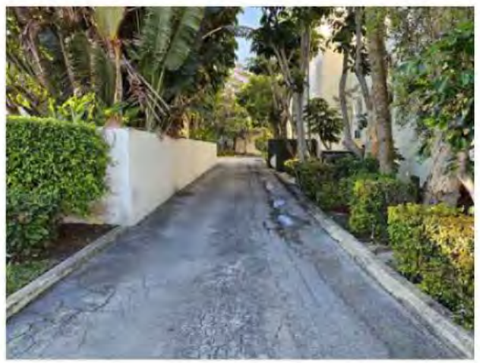
EXTERIOR DETAILS -
SOUTHERN ENTRY

D-21





EXISTING PHOTOS OF EASTERN DRIVEWAY

PAVING MATERIALS



YELLOW STUCCO



CORAL STONE



TABBY CONCRETE



BRICK DETAILING



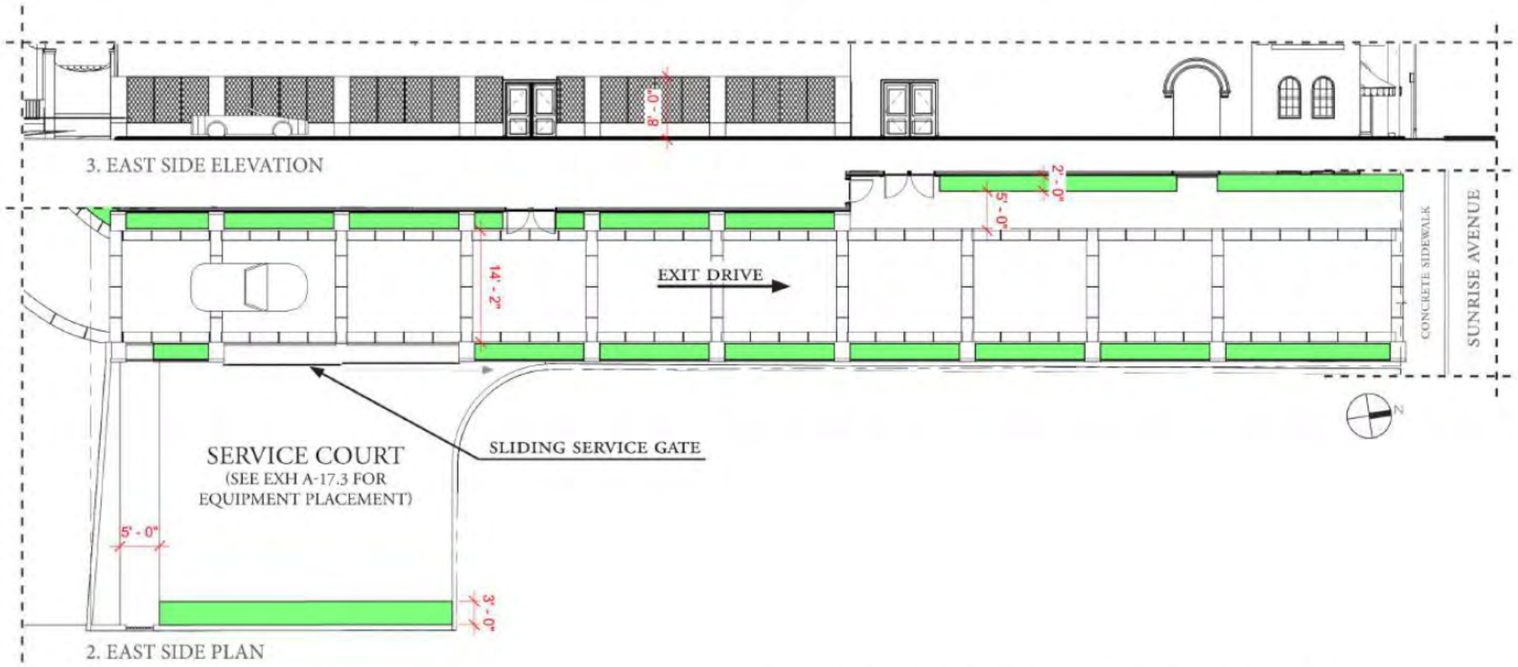
WROUGHT IRON



VERTICAL PLANTING



PROPOSED RENDERING OF EASTERN DRIVEWAY



EASTERN EDGE EXIT DRIVE

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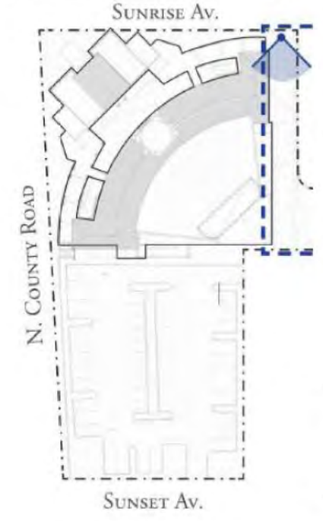
KEY PLAN

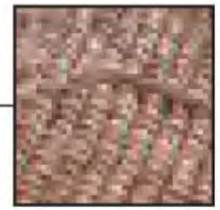


RAMSA
ROBERT A.M. STERN ARCHITECTS

EXTERIOR DETAILS -
EASTERN EDGE EXIT DRIVE

D-22





DARK RED TILED ROOF



GREEN WOODEN
RAILINGS TO MATCH
HISTORIC SAMPLE

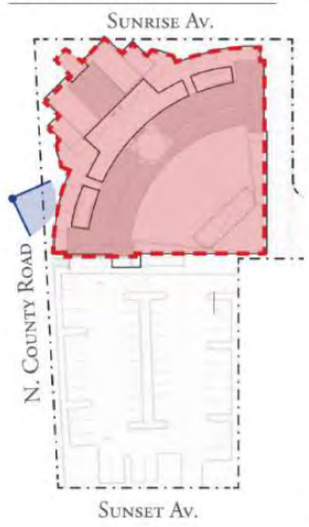


CREAM STUCCO



GREEN METAL AT
DOORS & WINDOWS

KEY PLAN



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RAMSA
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EXTERIOR MATERIALS

D-23

MATERIALS - THEATER



PROPOSED

AERIAL VIEW

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RAMSA
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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

REG ARCHITECTS
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RAMSA
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VIEW FROM NW CORNER
(PROPOSED)

E-2.2



EXISTING

VIEW FROM SOUTH WEST CORNER

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RAMSA
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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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RAMSA
ROBERT A.M. STERN ARCHITECTS

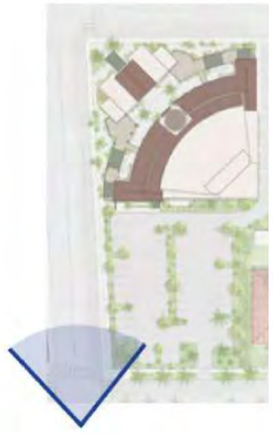
VIEW FROM SW CORNER
(PROPOSED)

E-3.2



EXISTING

KEY PLAN



NORTHERN VIEW FROM NORTH COUNTY ROAD

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RAMSA
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N COUNTY ROAD VIEW
(EXISTING)

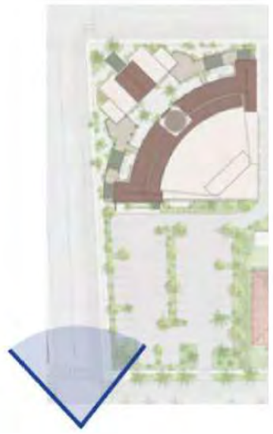
E-4.1



PROPOSED

NORTHERN VIEW FROM NORTH COUNTY ROAD

KEY PLAN



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RAMSA
ROBERT A.M. STERN ARCHITECTS

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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RAMSA
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VIEW FROM SUNSET AVENUE (PROPOSED)

E-5.2



EXISTING

VIEW ALONG NORTH COUNTY ROAD

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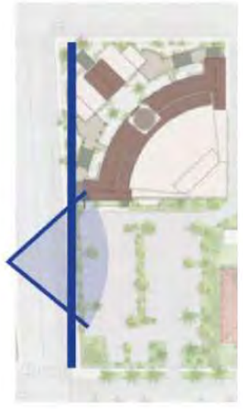
KEY PLAN



VIEW ALONG NORTH
COUNTY ROAD (EXISTING)

E-6.1



PROPOSED

VIEW ALONG NORTH COUNTY ROAD

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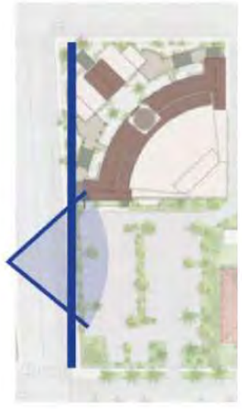
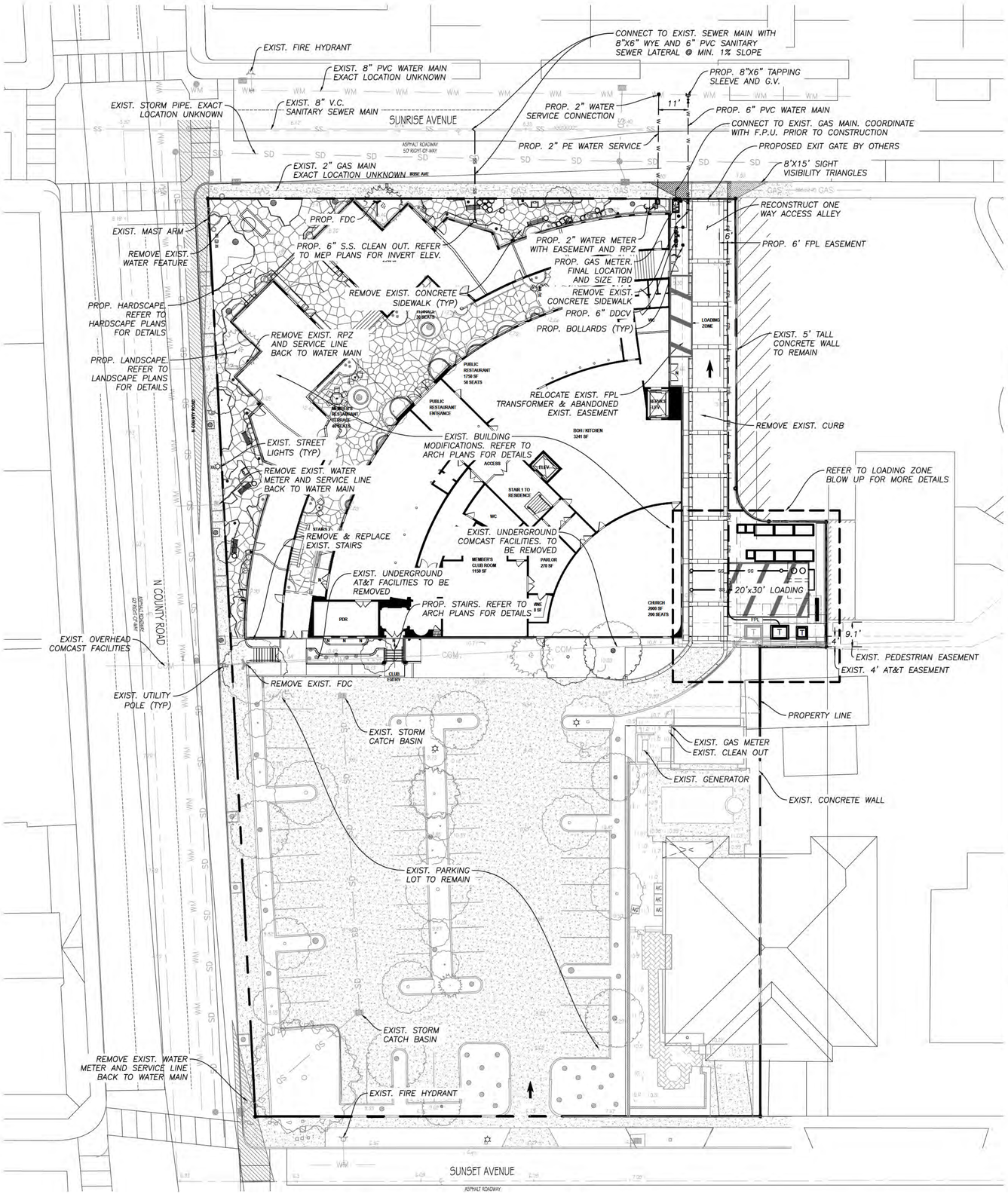
KEY PLAN



VIEW ALONG NORTH
COUNTY ROAD
(PROPOSED)

E-6.2

EXHIBIT B3



GRAPHIC SCALE
0 10 20 40

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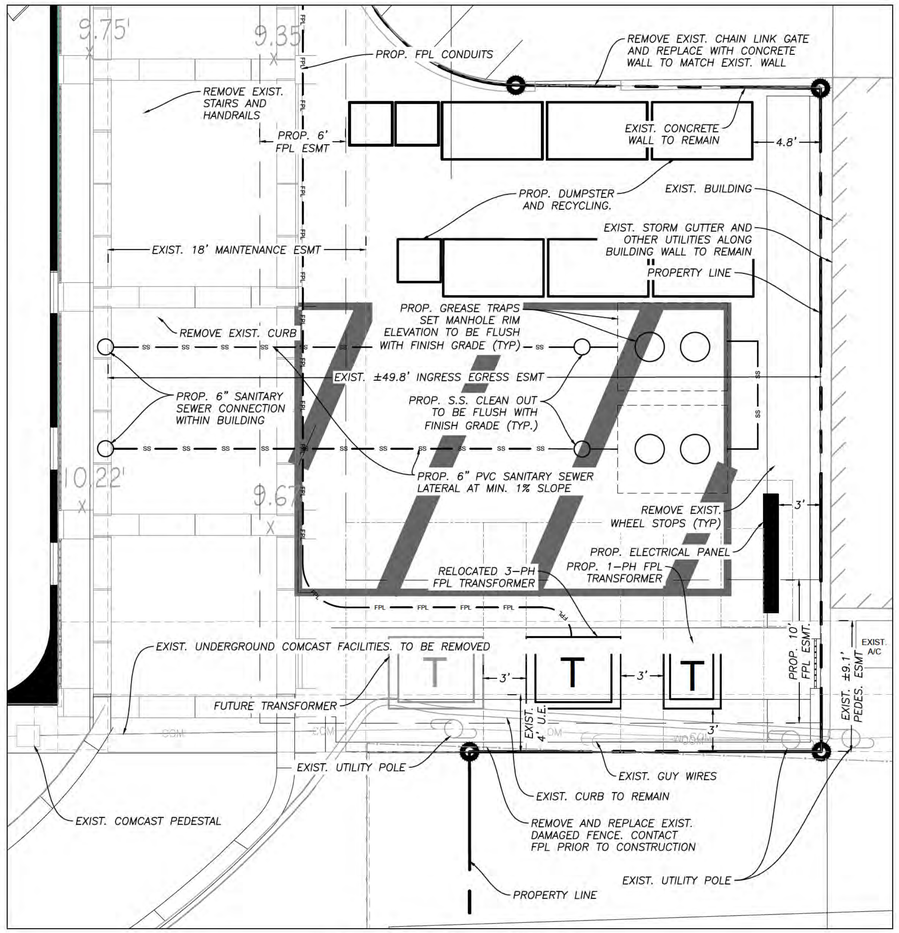
LEGEND

- 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'

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since 1988

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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 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

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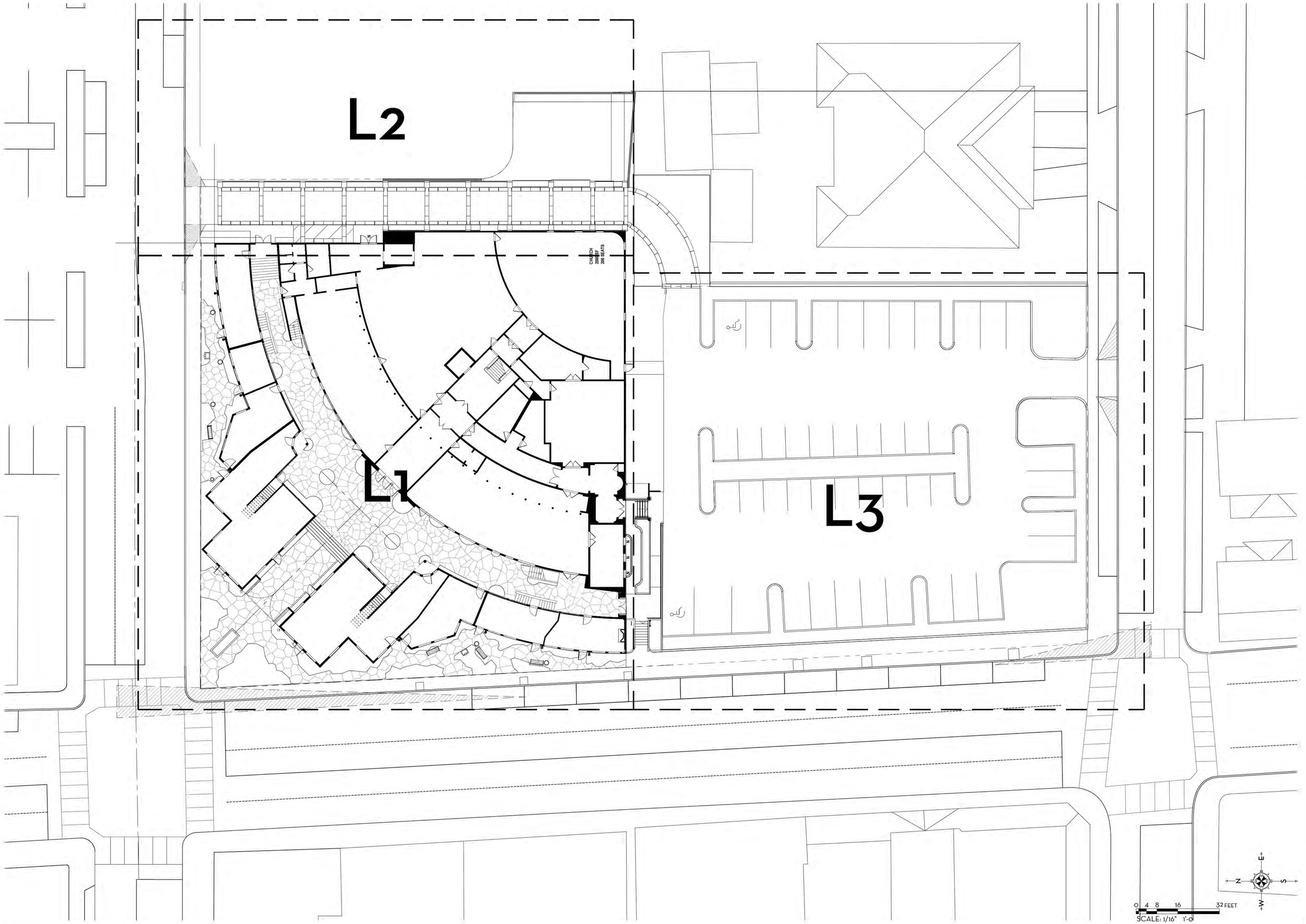

MARIO F. NIEVERA

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"

05 SEPTEMBER 2025

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DESIGN

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Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

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B NC BY OWN R

CORA R ADS AND R S RS

CORA AGG NG

CONC S D WA K

OW OUN A N

CONC S D WA K

CORA AGG NG

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2000 S
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PROPOS D S PS,
S ARC C URA DRAW NGS

PROPOS D RAMP,
S ARC C URA DRAW NGS

PROPOS D S PS,
S ARC C URA DRAW NGS

0 1 4 8 16 FEET

SCALE: 1/8" 1'-0"

MARIO F. NIEVERA

State of F or da
Landscape Arch tect
Reg strat on No.
6666856

HARDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" 1'-0"

05 SEPTEMBER 2025

NIEVERA WILLIAMS
DESIGN

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F: 561-659-2113

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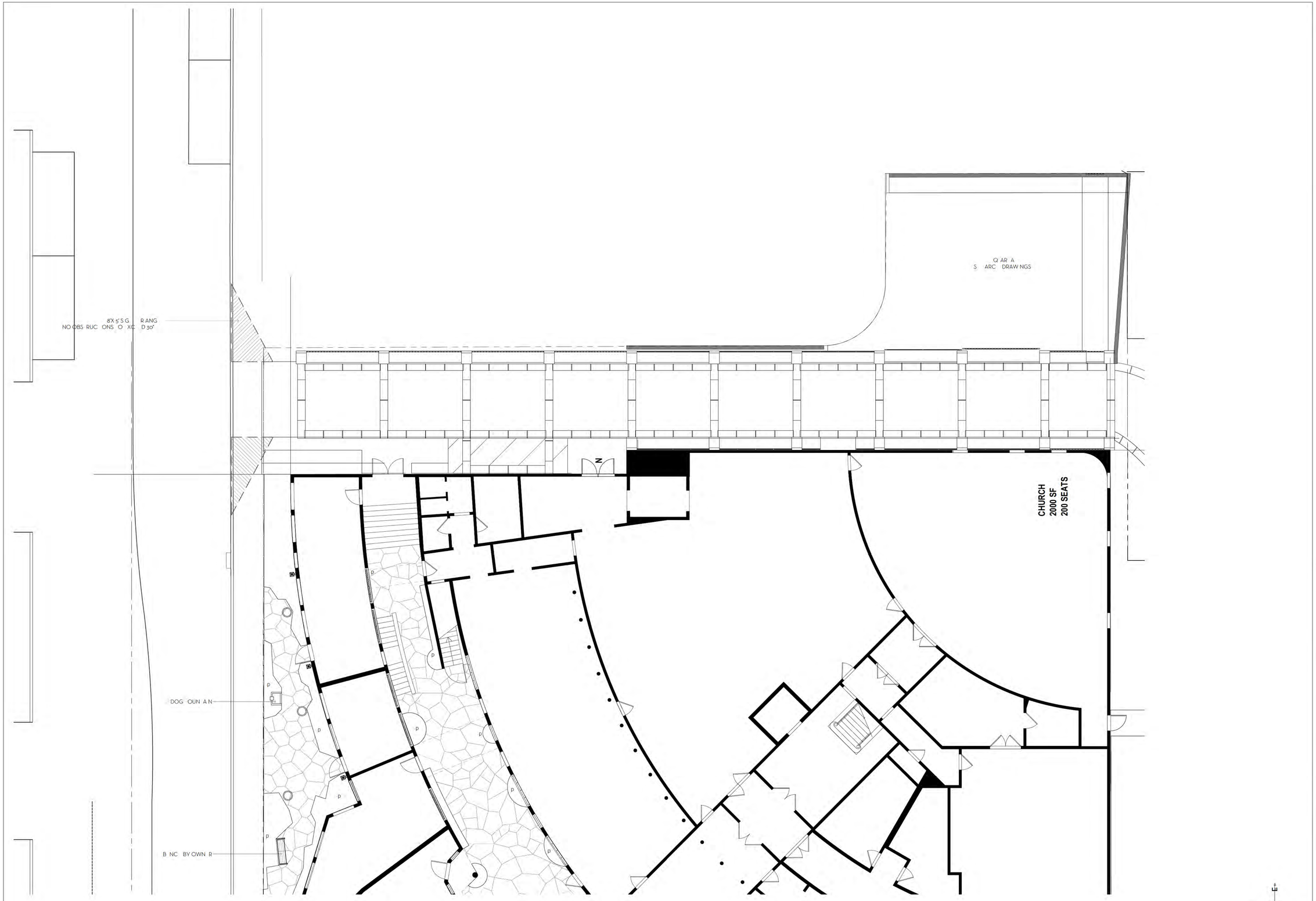

MARIO F. NIEVERA

State of F or da
Landscape Arch tect
Reg strat on No.
6666856

SCALE: 1/8" 1'-0"

HARDSCAPE PLAN - EAST ACCESS

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

L2

EXIS ING PLAN ING AREA

EXIS ING PARK LO O REMAIN

EXIS ING PLAN ING AREA

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MARIO F. NIEVERA

State of F or da
Landscape Arch tect
Reg strat on No.
6666856

HARDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/4" 1'-0"

05 SEPTEMBER 2025

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
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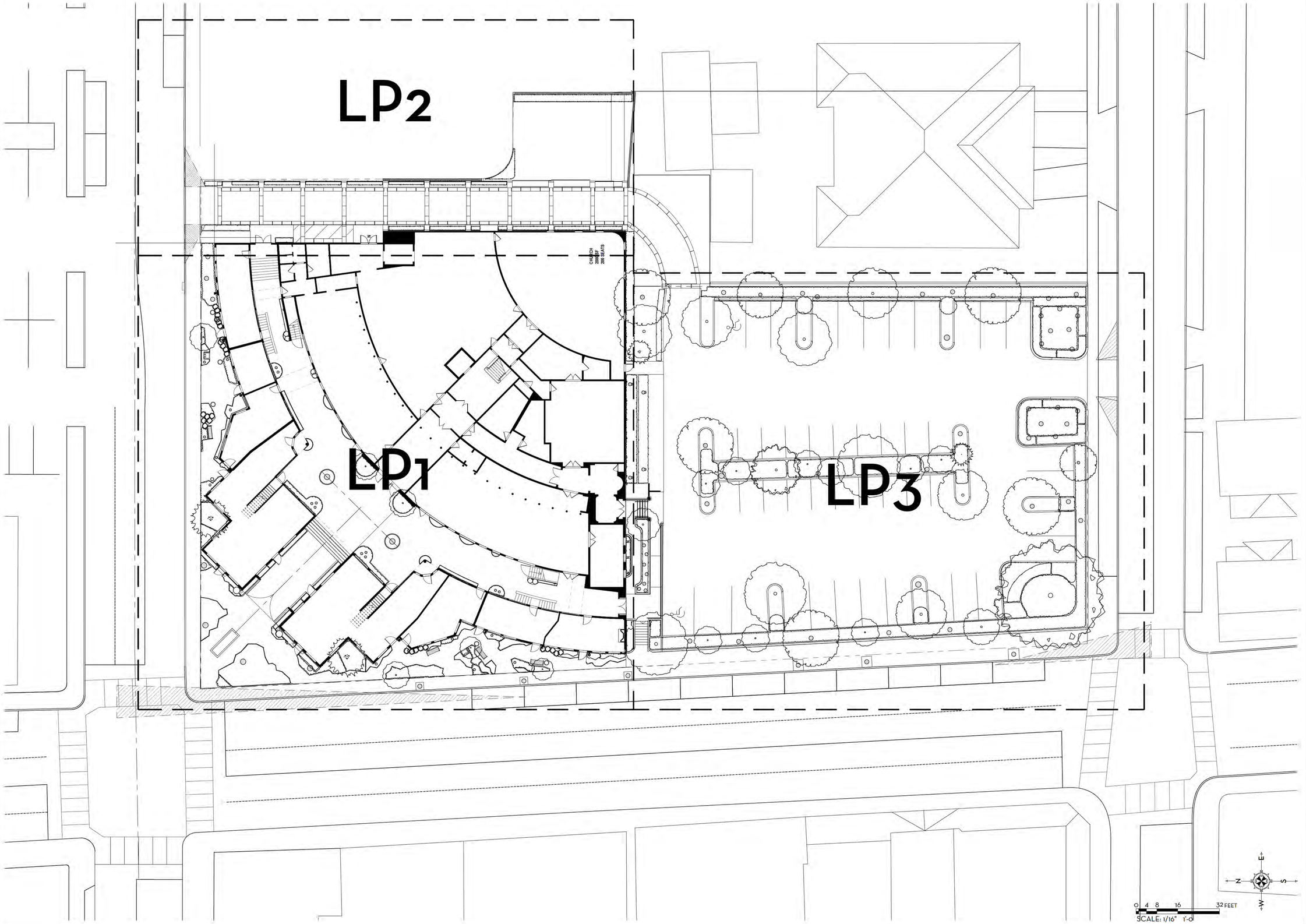

MARIO F. NIEVERA

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Landscape Arch tect
Reg strat on No.
6666856

OVERALL LANDSCAPE PLAN

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" 1'-0"

05 SEPTEMBER 2025

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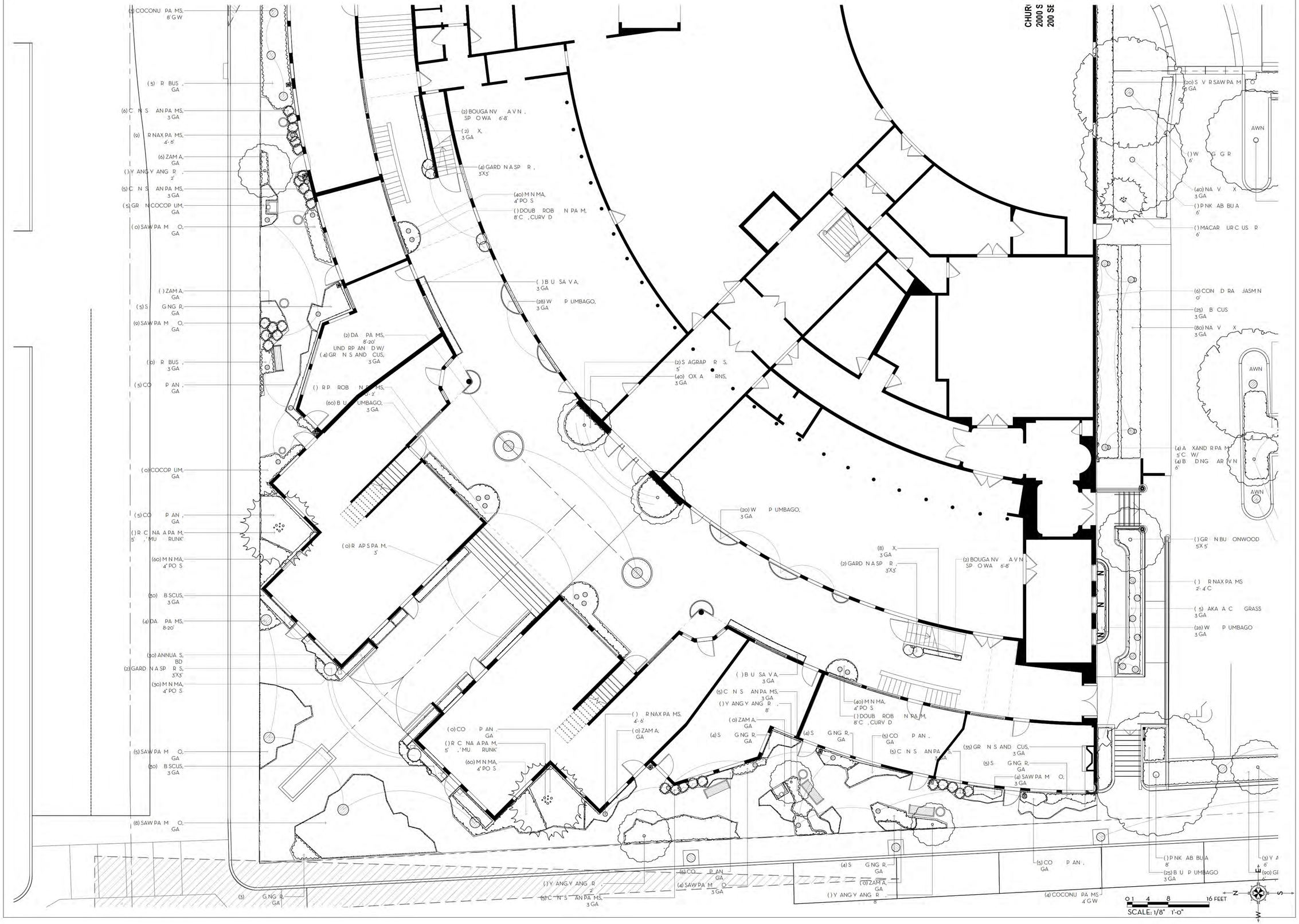

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LANDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

05 SEPTEMBER 2025

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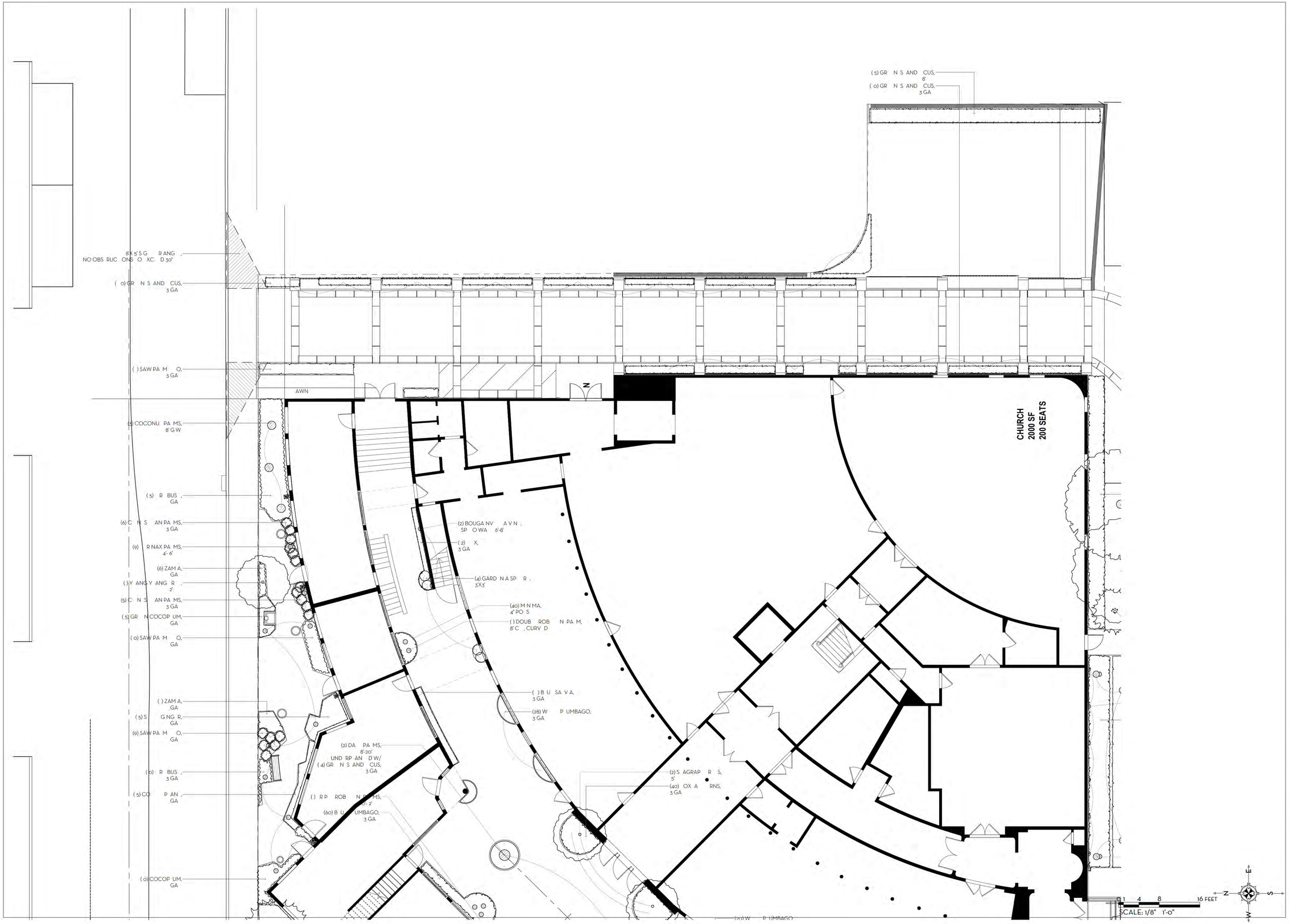

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LANDSCAPE PLAN - EAST ACCESS

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/8" 1'-0"

05 SEPTEMBER 2025

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LP2

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(3) COCONU PA M
8' G W

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(0) GR N COCOP UM
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MARIO F. NIEVERA

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Reg strat on No.
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LANDSCAPE PLAN - GROUND FLOOR

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

SCALE: 1/4" 1'-0"

05 SEPTEMBER 2025

NIEVERA WILLIAMS
DESIGN

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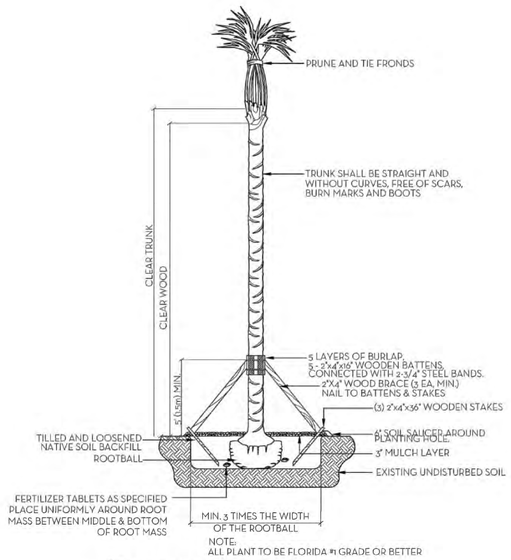
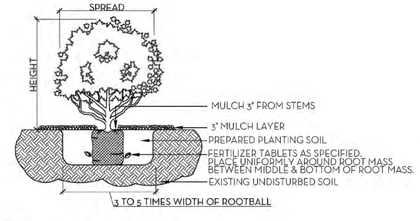
LP3



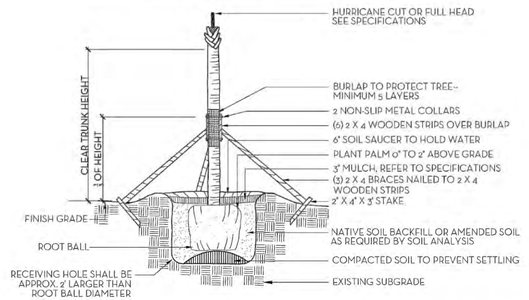
PALM PLANTING DETAIL
N.T.S.



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.

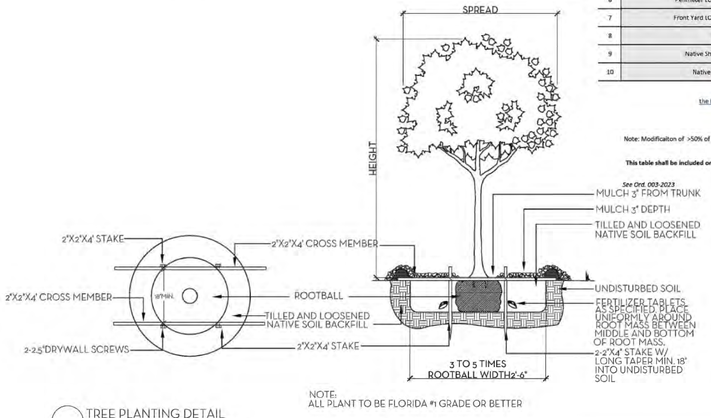
FERTILIZATION

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

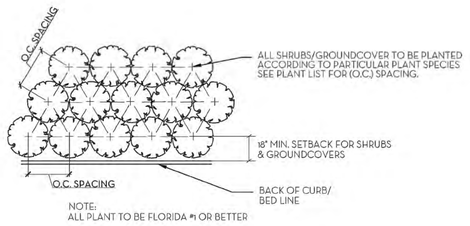
GROUNDCOVER AREAS
ALL GROUNDCOVER AREAS SHALL RECEIVE FERTILIZATION WITH "OZMOCOTE" TIME RELEASE FERTILIZER AS PER MANUFACTURER'S SPECIFICATIONS.

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.



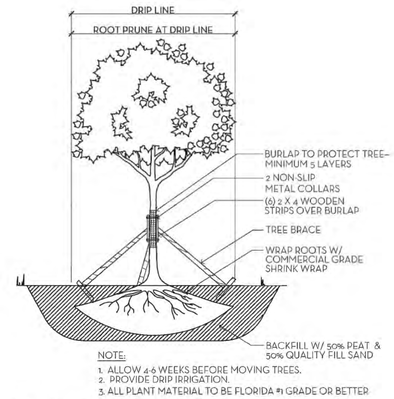
NOTE:
ALL PLANT TO BE FLORIDA #1 GRADE OR BETTER

TREE PLANTING DETAIL
N.T.S.



NOTE:
ALL PLANT TO BE FLORIDA #1 OR BETTER

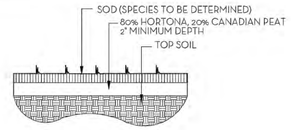
PLANT SPACING DETAIL
N.T.S.



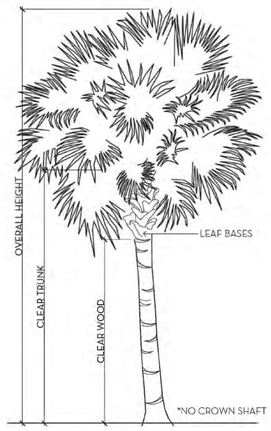
NOTE:
1. ALLOW 4-6 WEEKS BEFORE MOVING TREES.
2. PROVIDE DRIP IRRIGATION.
3. ALL PLANT MATERIAL TO BE FLORIDA #1 GRADE OR BETTER

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.
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PLANT LIST AND DETAILS

PARAMOUNT THEATRE

139 N. COUNTY ROAD, PALM BEACH, FL.

05 SEPTEMBER 2025

NIEVERA WILLIAMS
DESIGN

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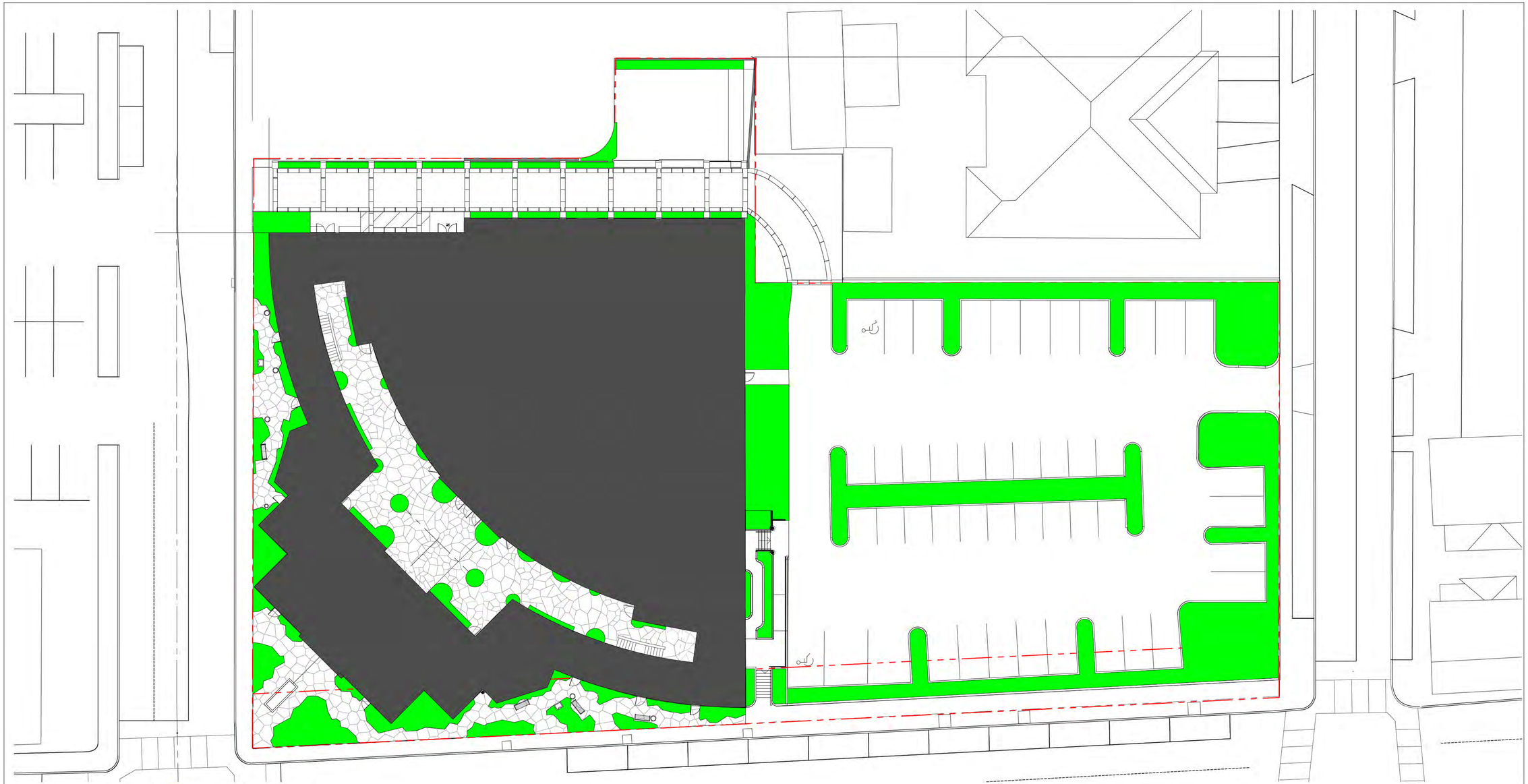
LP5



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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

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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

NIEVERA WILLIAMS
DESIGN

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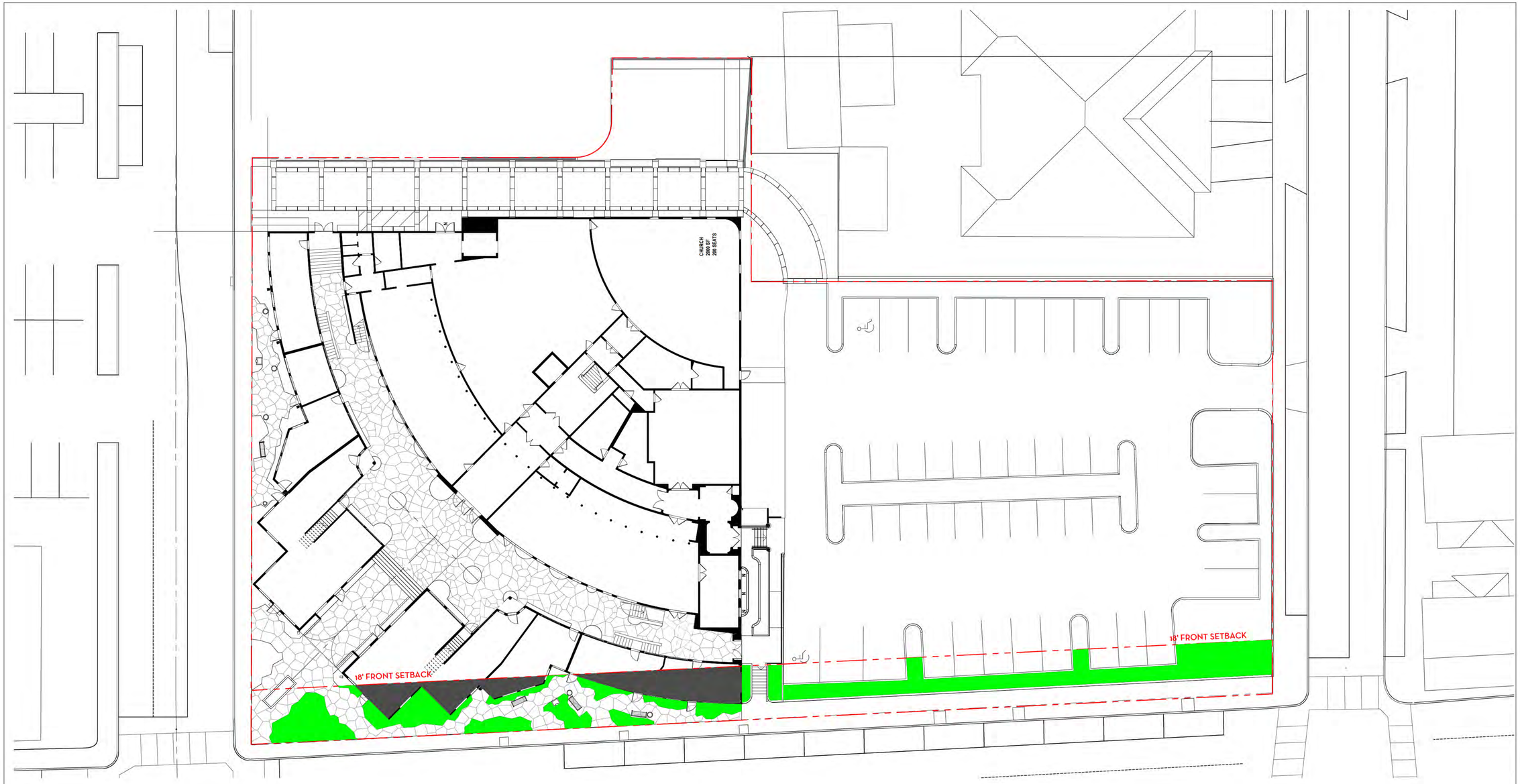
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

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:

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

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 F or da
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
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

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

PAGE 4

1.0 SITE DATA
2.0 PURPOSE OF STUDY

PAGE 5

3.0 TRAFFIC GENERATION

PAGE 6

4.0 TRIP DISTRIBUTION
5.0 TRAFFIC CONCURRENCY
6.0 INTERSECTION ANALYSIS

PAGE 10

7.0 PARKING ANALYSIS

PAGE 11

8.0 SITE RELATED IMPROVMENTS
9.0 MULTIMODAL TRANSPORTATION OPTIONS
10.0 BRADLEY PLACE AND SUNSET AVENUE

PAGE 12

11.0 PREVIOUS PARAMOUNT PROPOSAL

PAGE 13

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**

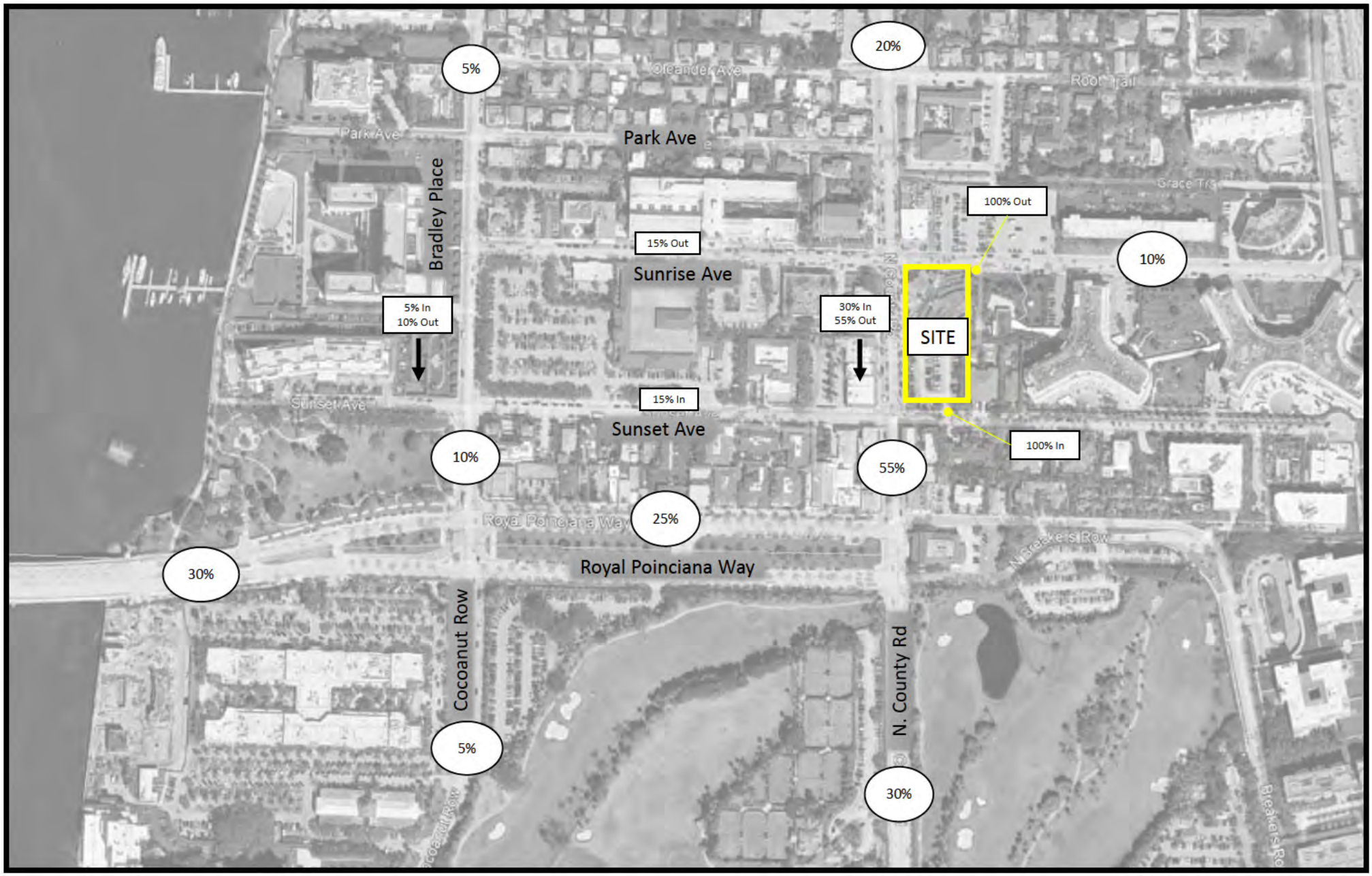

Figure 1 – Trip Distribution
Paramount
Project # 25-146

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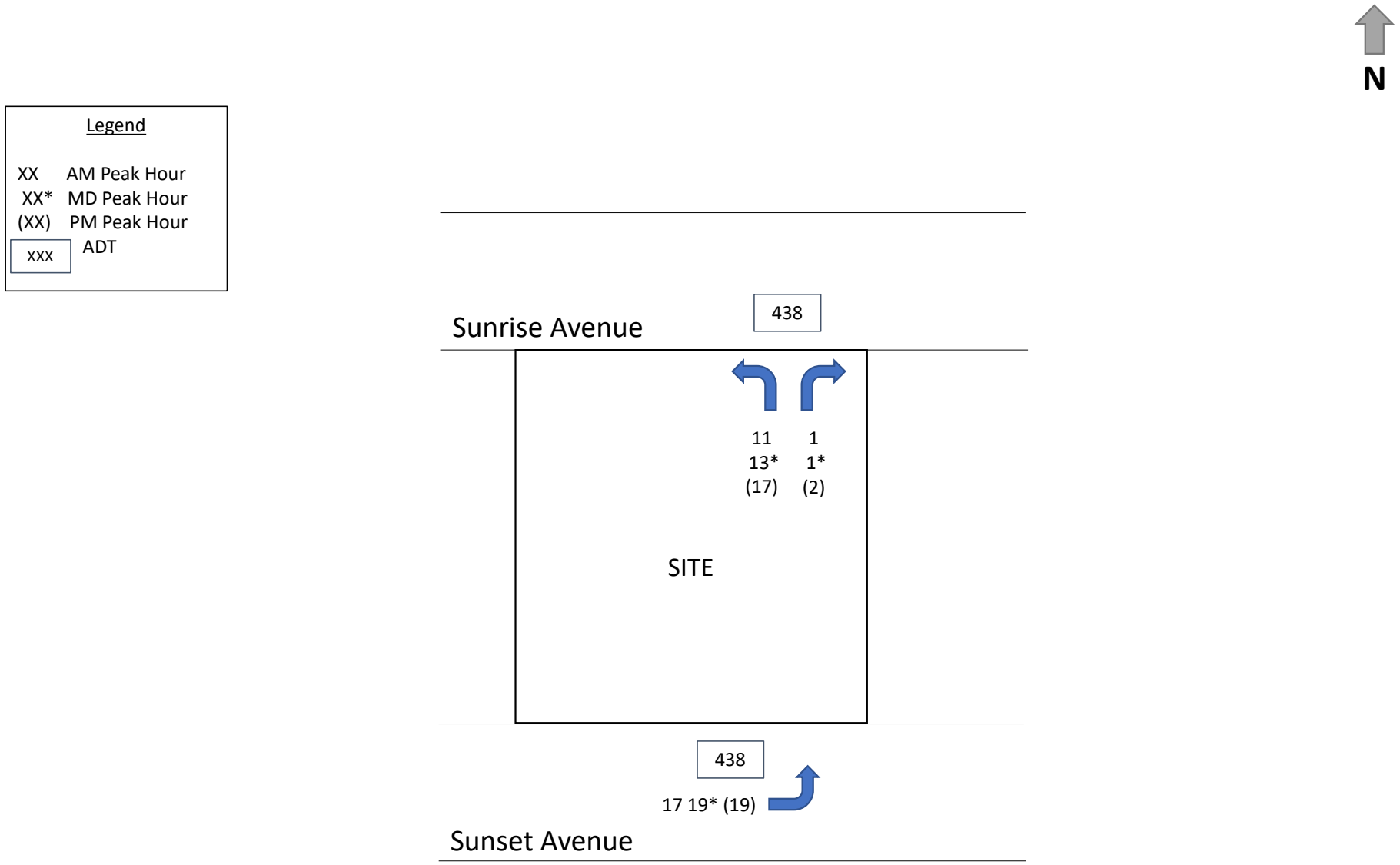

Figure 2 – Driveway Volumes
Paramount
Project # 25-146

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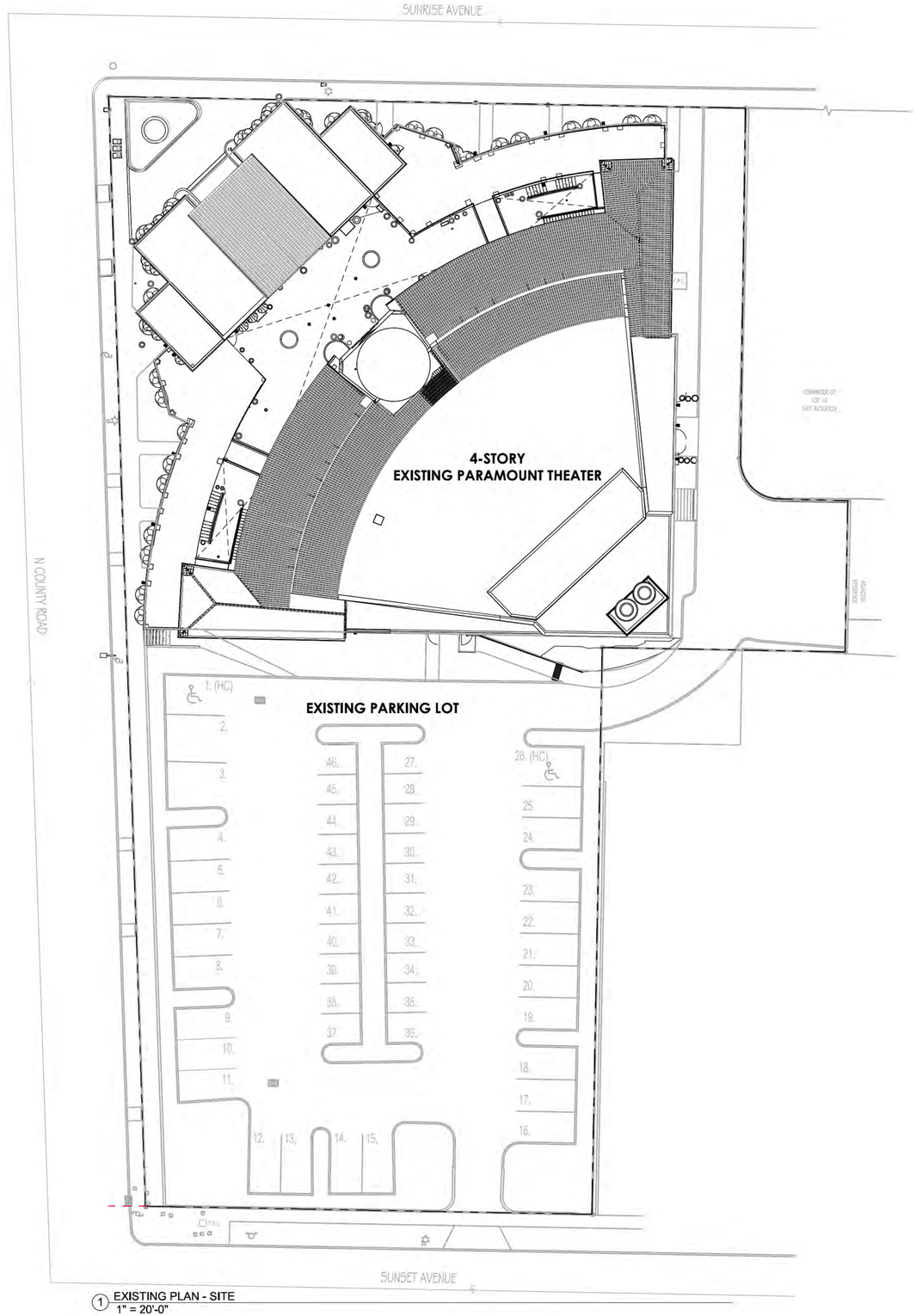
APPENDIX A

SITE PLAN



1 EXISTING PLAN - SITE
1" = 20'-0"

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PALM BEACH, FL 33480

WEG PARAMOUNT, INC

RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

DATE	9/08/2025
MODELED	CA
CHECKED	JT/REG
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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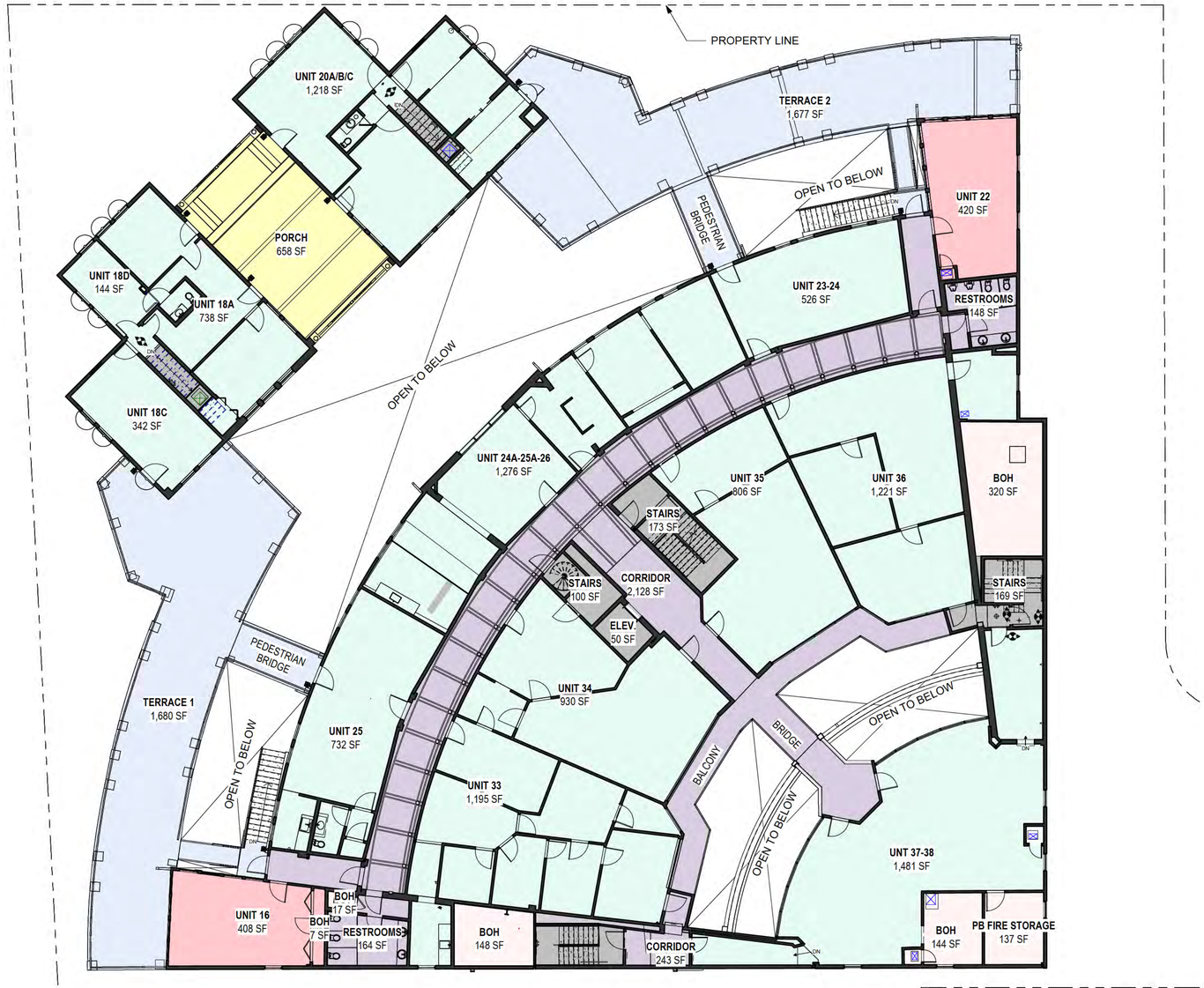
EXISTING FIRST FLOOR PLAN

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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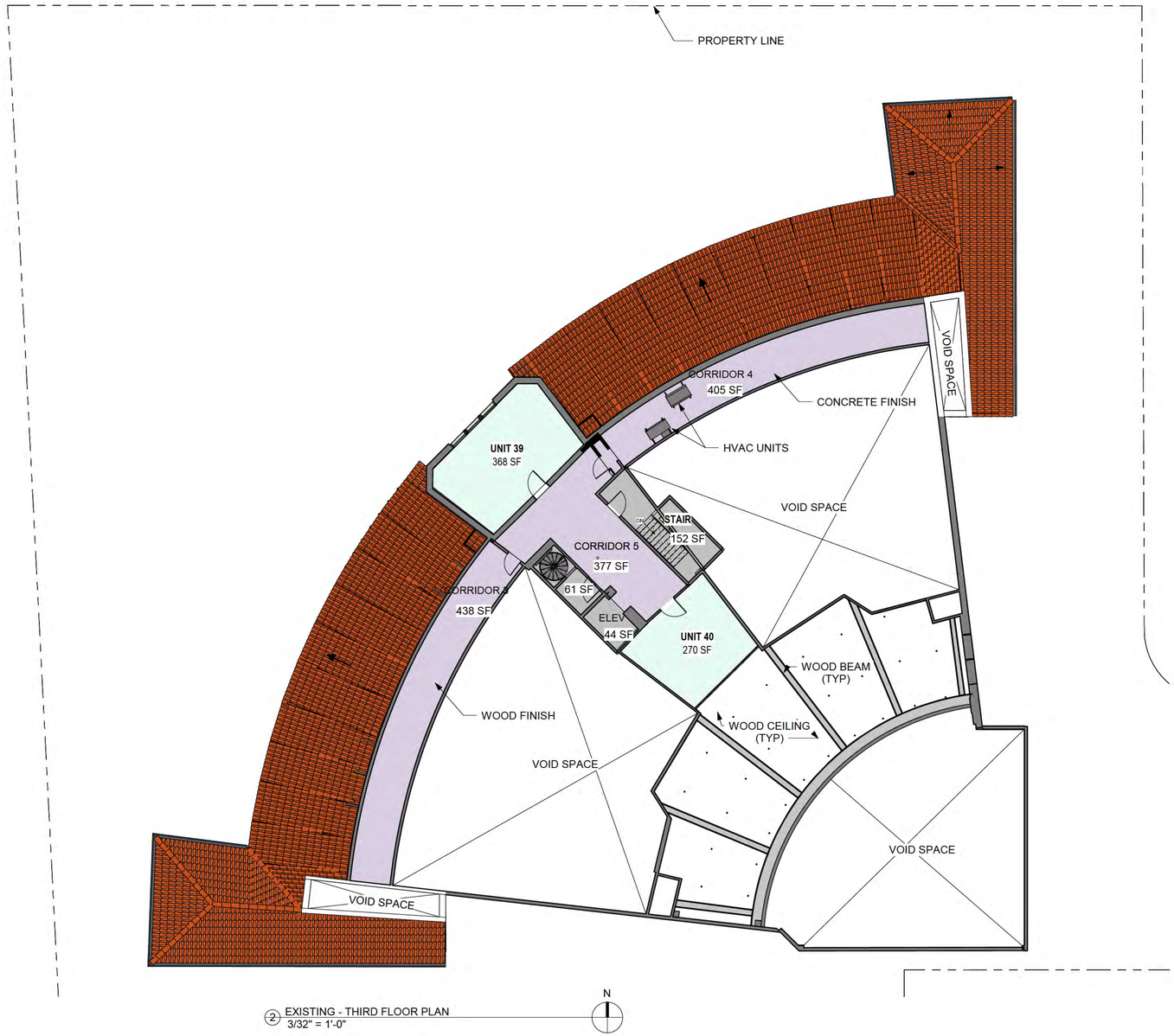
EXISTING SECOND FLOOR PLAN

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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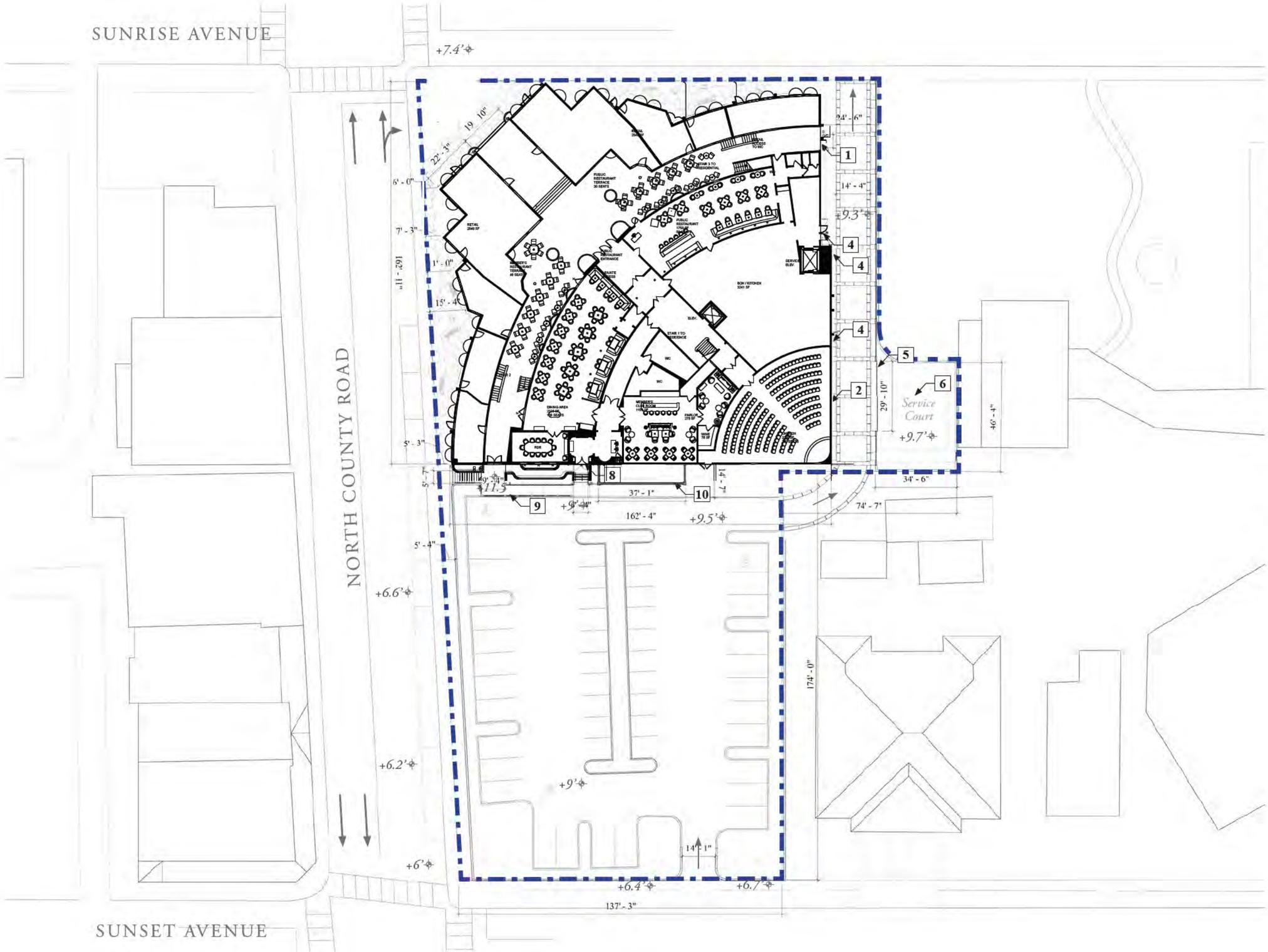
EXISTING THIRD FLOOR PLAN

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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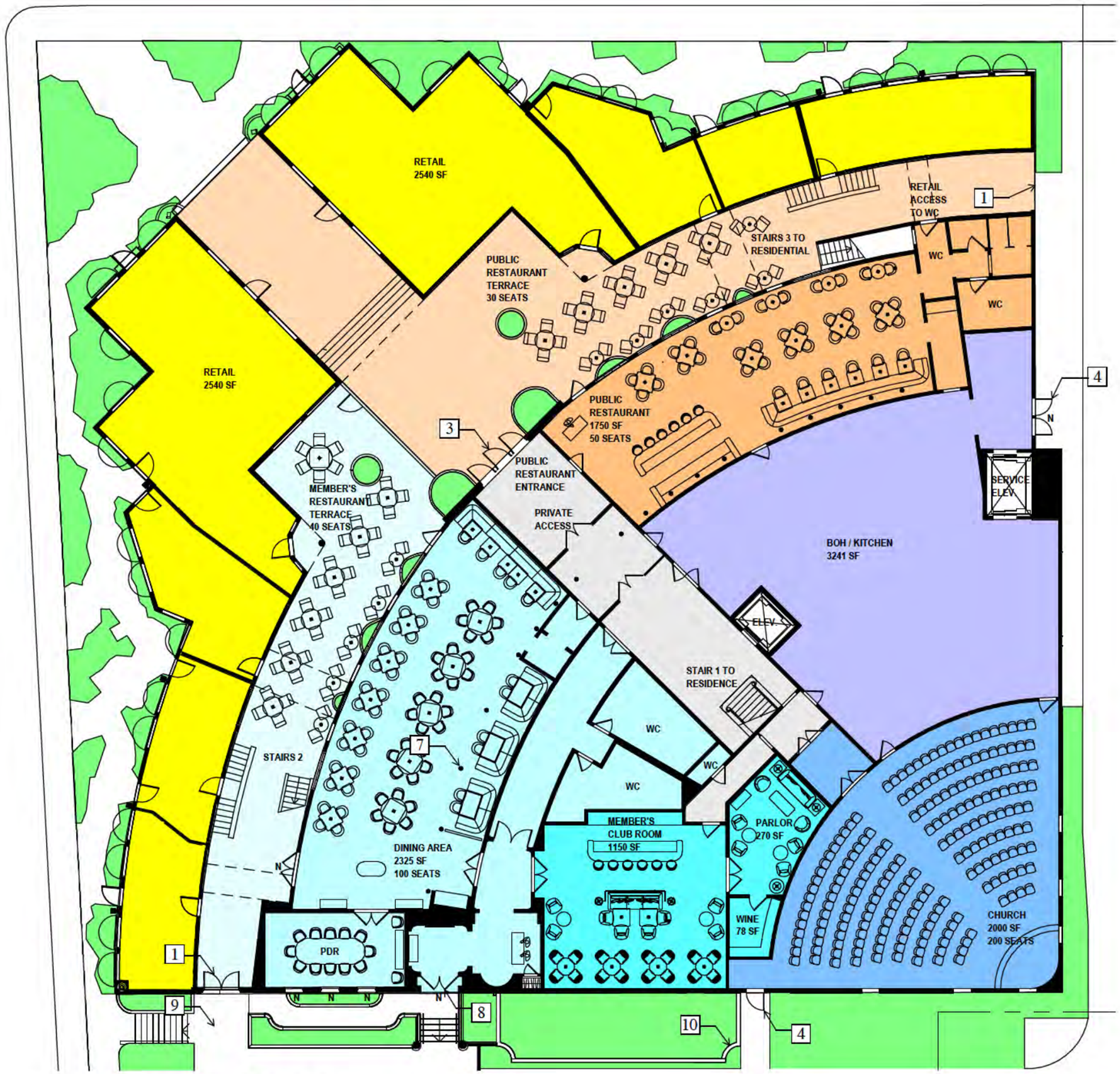
PROPOSED PLAN - GROUND FLOOR

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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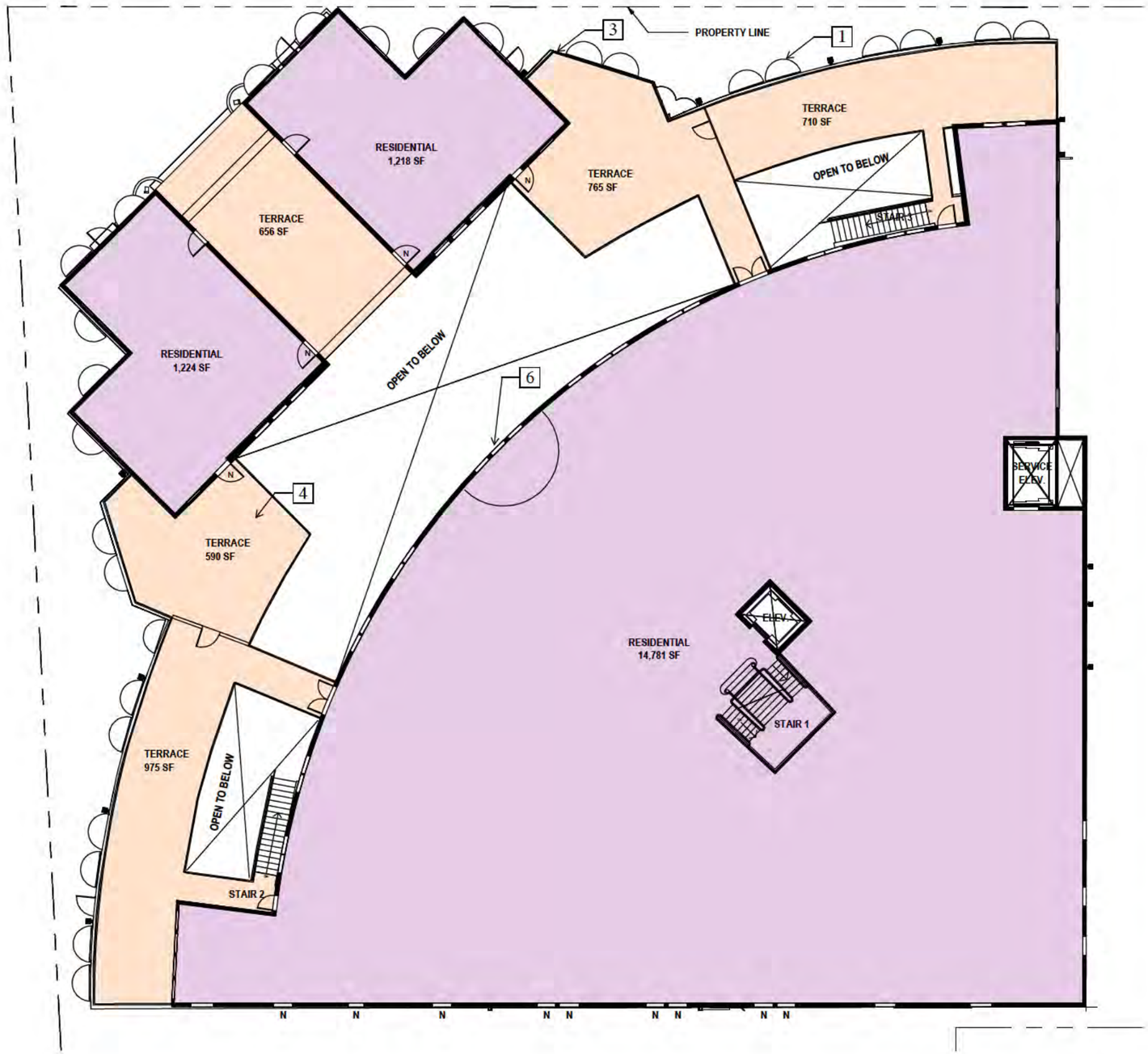
PROPOSED SEATING PLAN - GROUND FLOOR

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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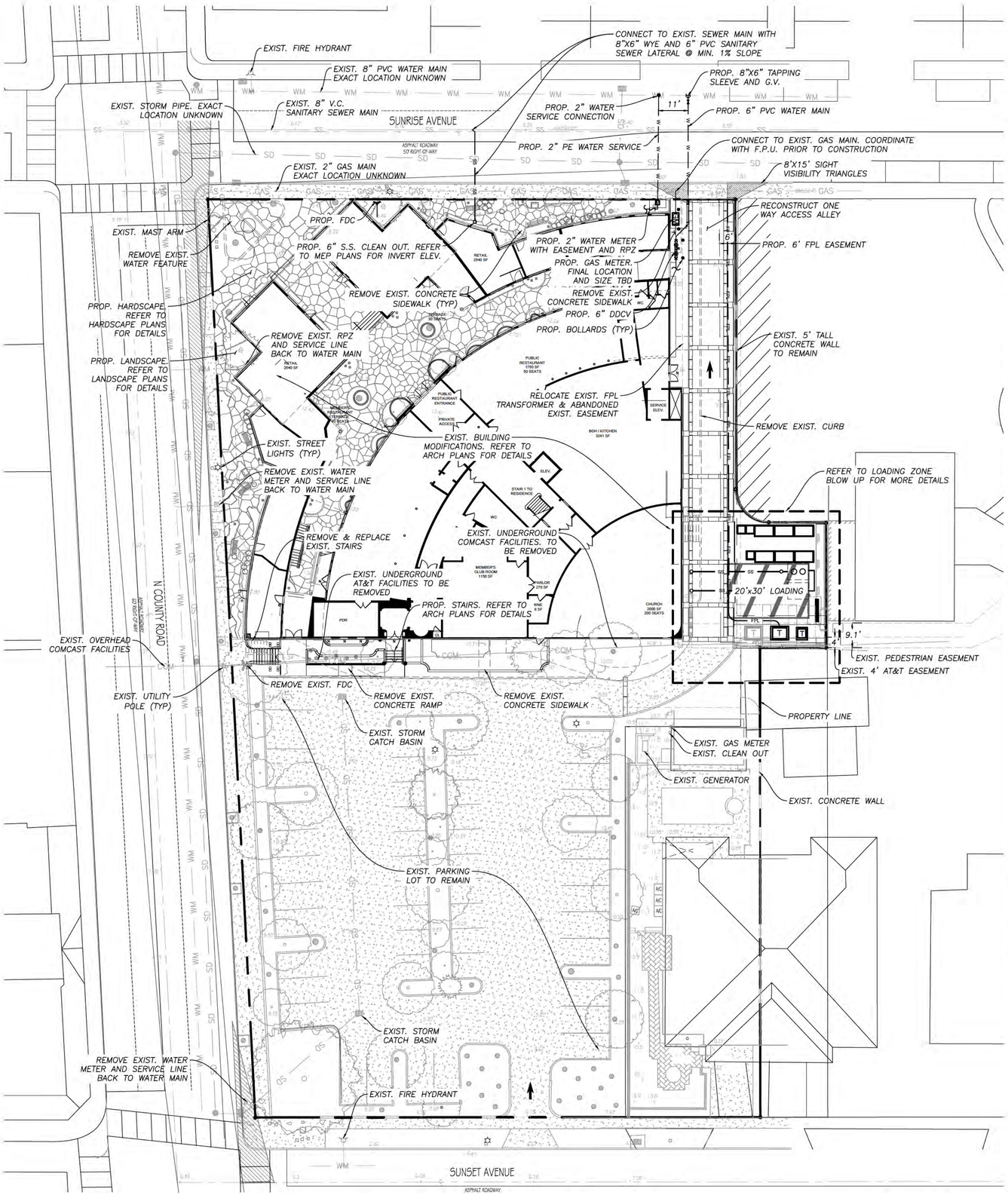
PROPOSED SEATING PLAN - SECOND FLOOR

C-8.2



GRAPHIC SCALE
0 10 20 40

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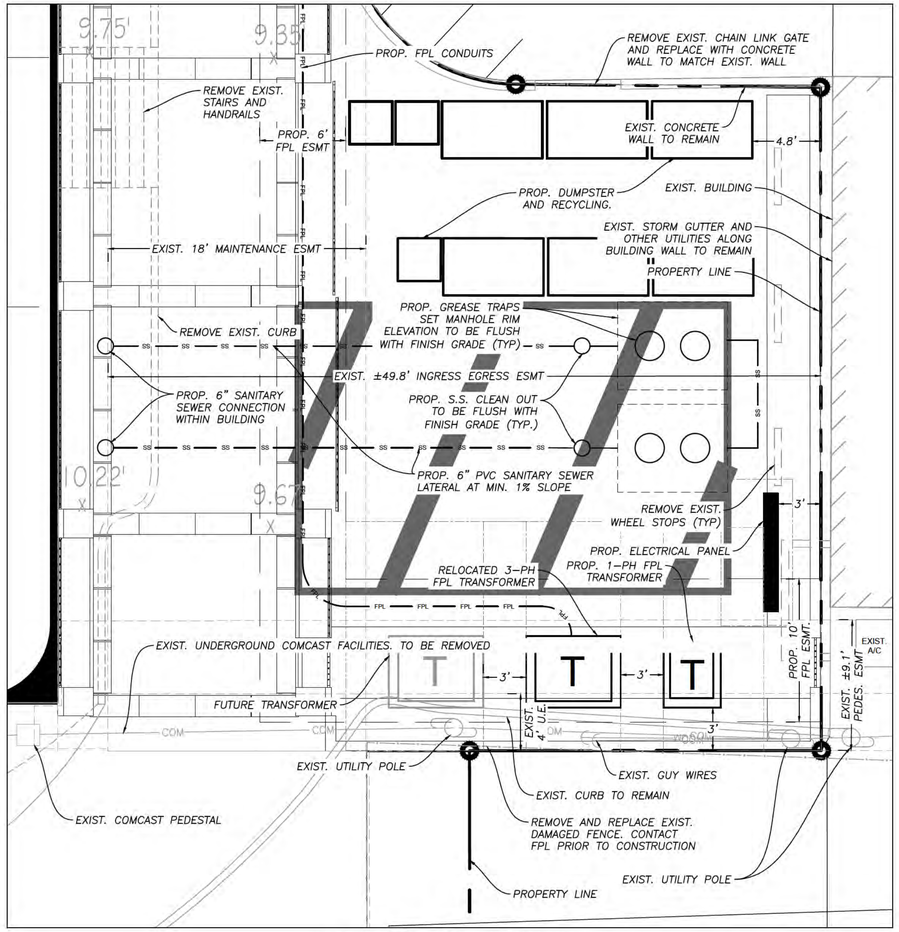
LEGEND

- 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'

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RAMSA
ROBERT A.M. STERN ARCHITECTS

NO.	DATE	DESCRIPTION

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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

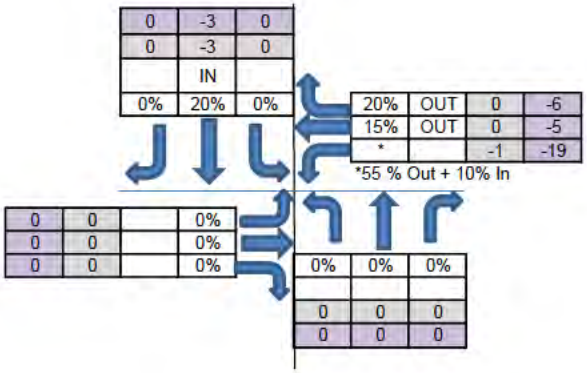
AM Peak Hour

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

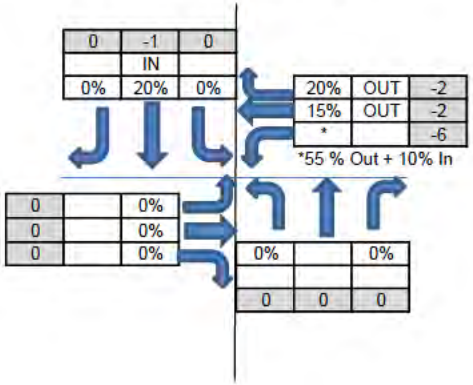
INTERSECTION VOLUME DEVELOPMENT

	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**		

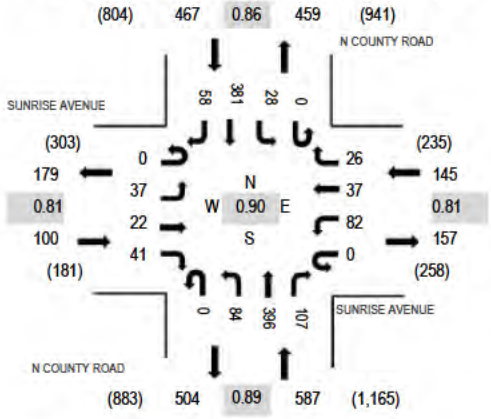
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

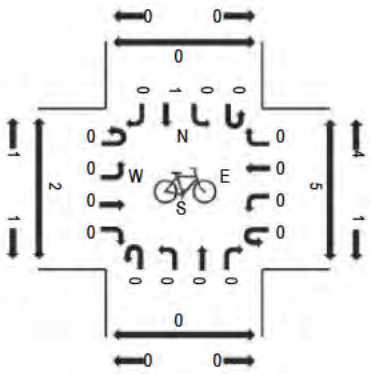
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

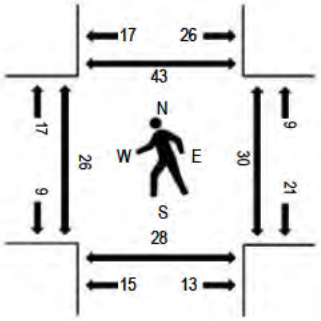
Peak Hour - Motorized Vehicles



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

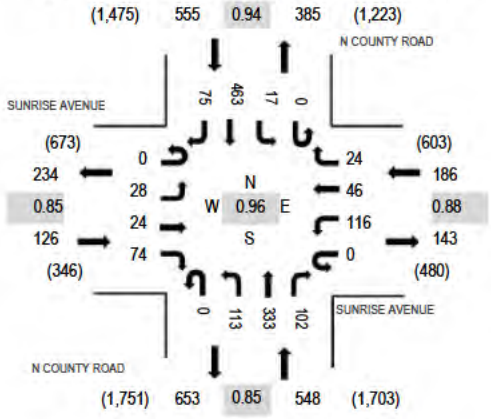
Heavy Vehicle Percentage and Peak Hour Factor

	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

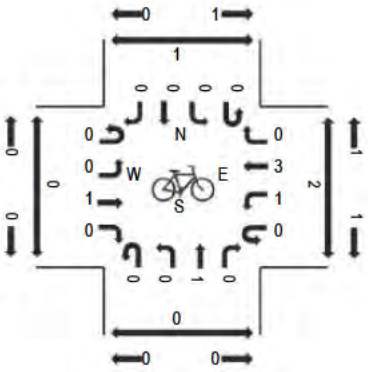
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

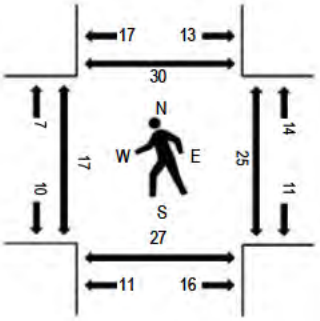
Peak Hour - Motorized Vehicles



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

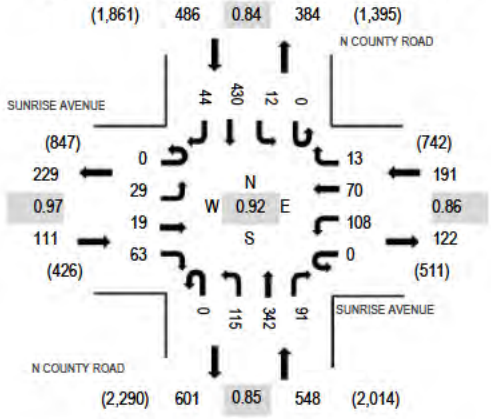
Heavy Vehicle Percentage and Peak Hour Factor

	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

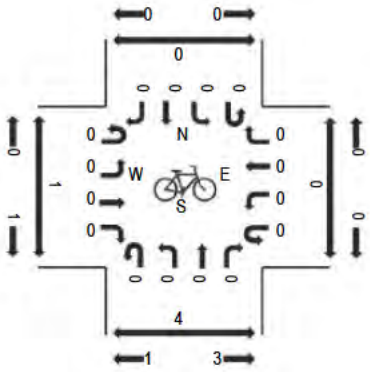
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

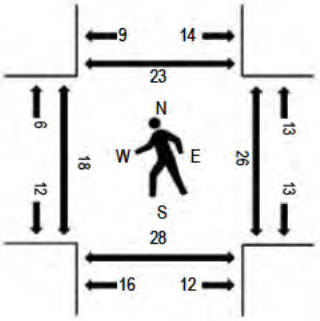
Peak Hour - Motorized Vehicles



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

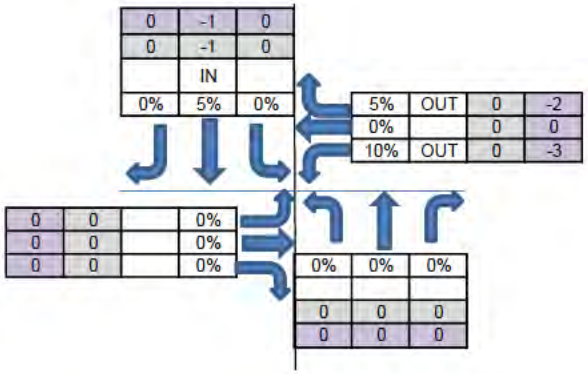
Comments:

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**		



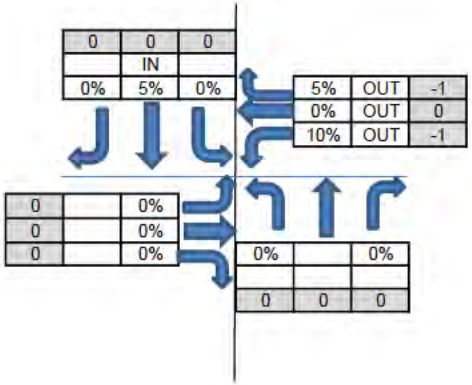
MIDDAY Peak Hour

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**		

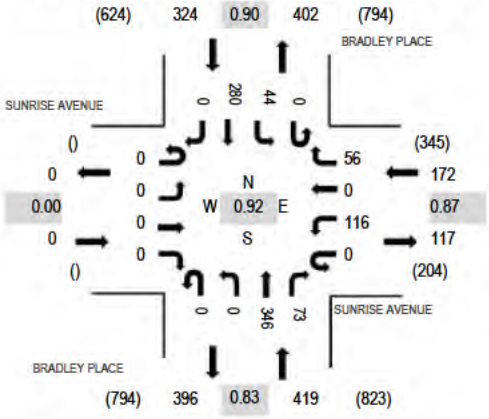
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

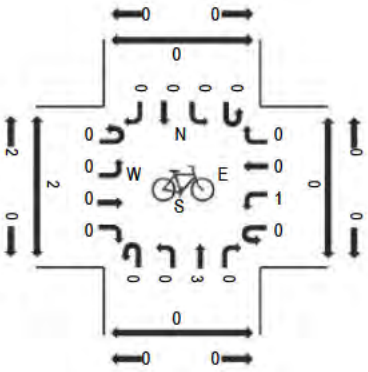
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

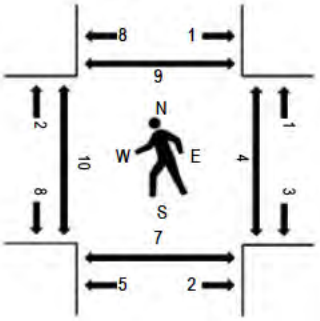
Peak Hour - Motorized Vehicles



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

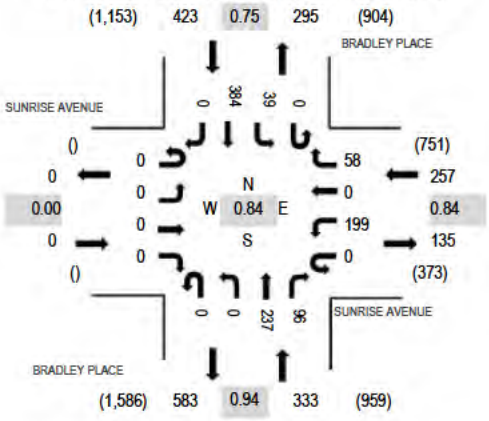
Heavy Vehicle Percentage and Peak Hour Factor

	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

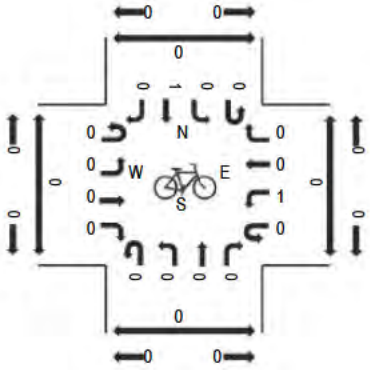
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

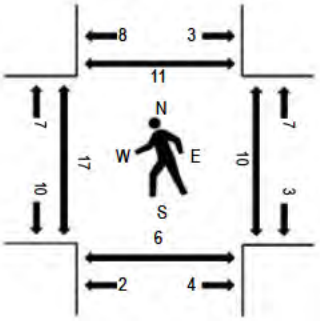
Peak Hour - Motorized Vehicles



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

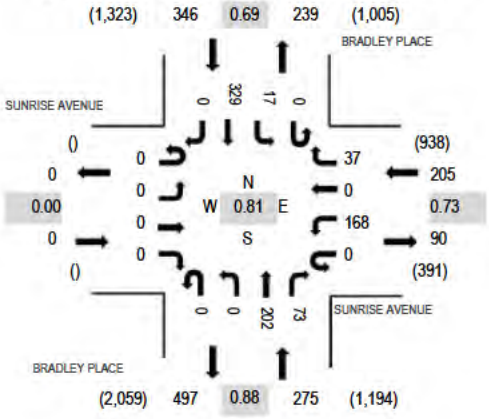
Heavy Vehicle Percentage and Peak Hour Factor

	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

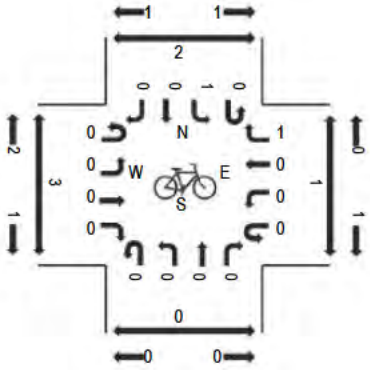
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

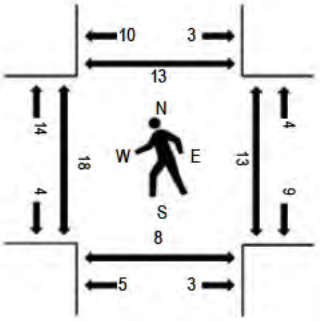
Peak Hour - Motorized Vehicles



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**	

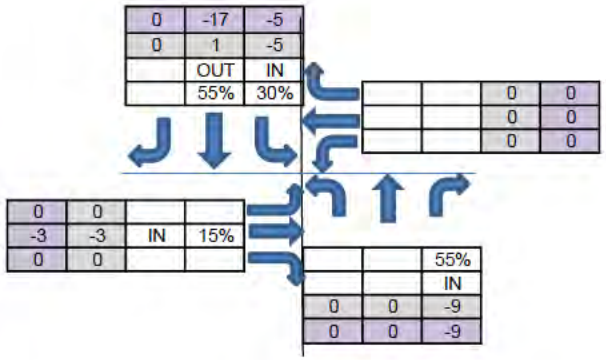
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	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

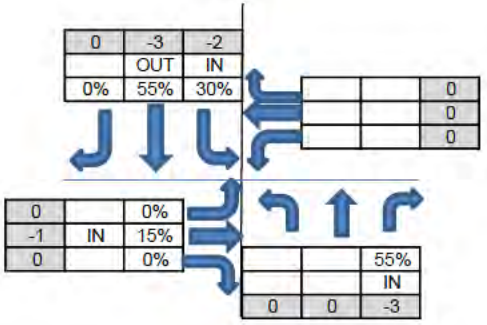
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

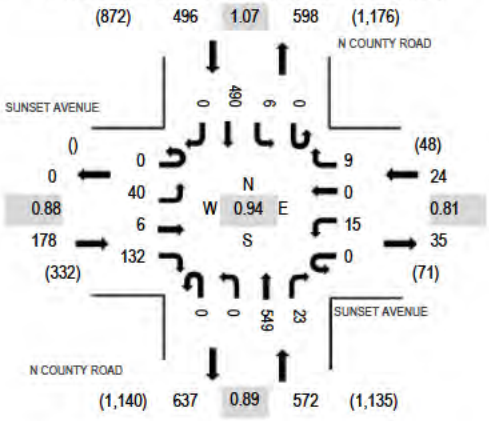


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

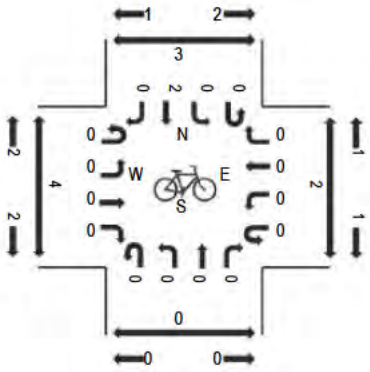
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

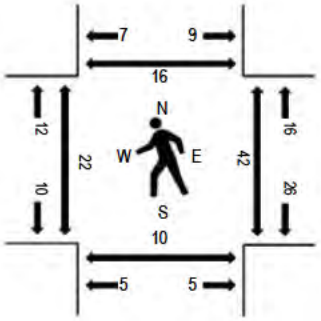
Peak Hour - Motorized Vehicles



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

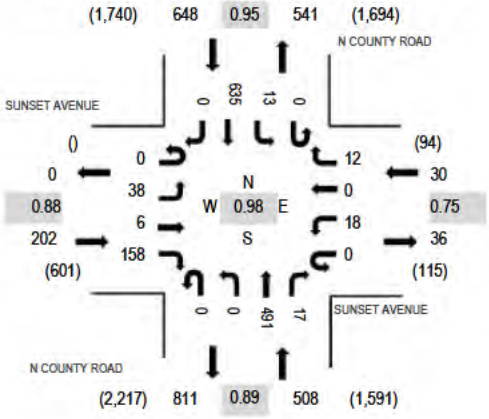
Heavy Vehicle Percentage and Peak Hour Factor

	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

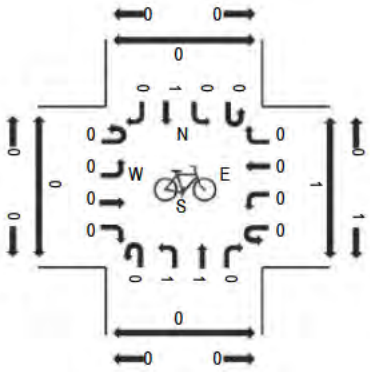
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

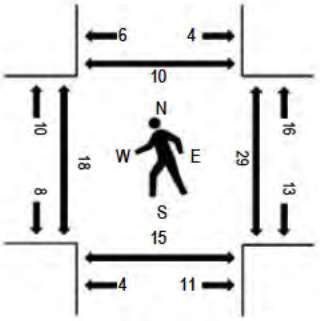
Peak Hour - Motorized Vehicles



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

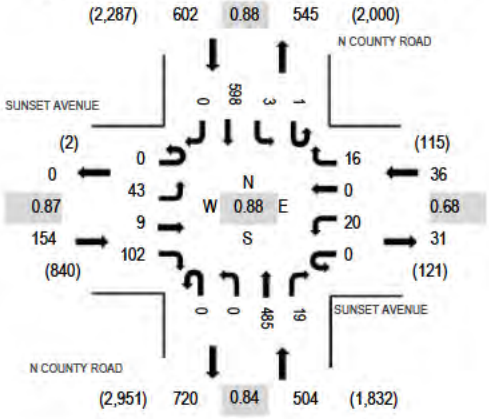
Heavy Vehicle Percentage and Peak Hour Factor

	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

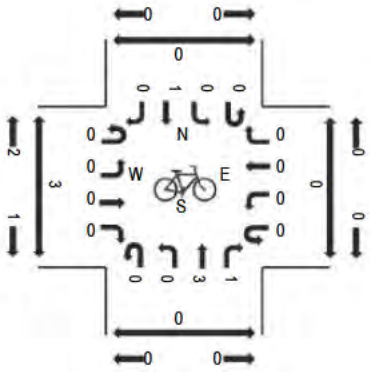
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

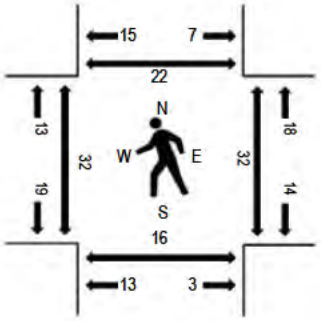
Peak Hour - Motorized Vehicles



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**	

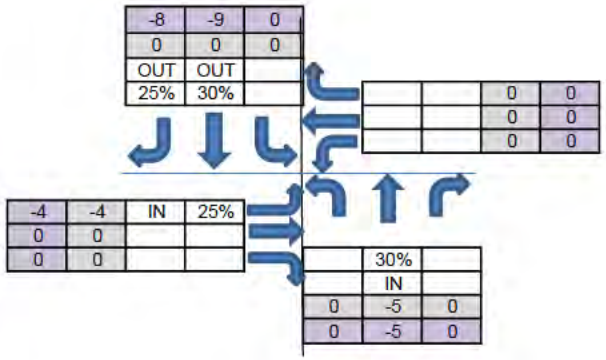
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	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

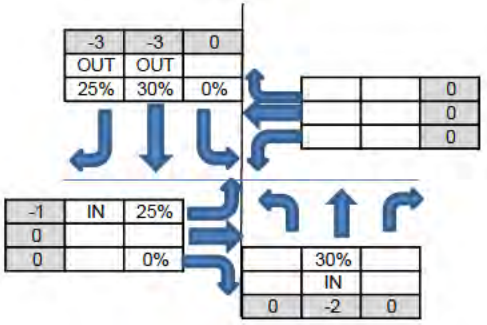
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

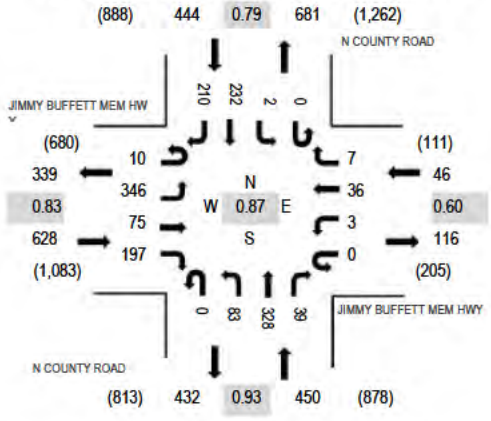


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

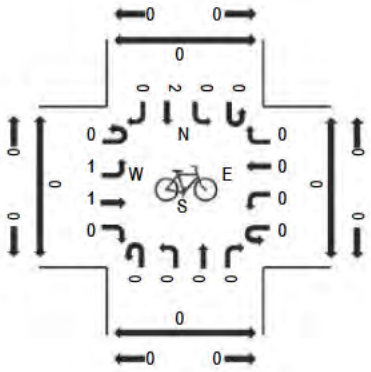
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

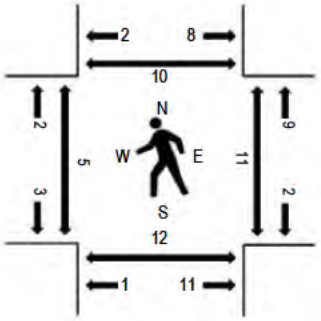
Peak Hour - Motorized Vehicles



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

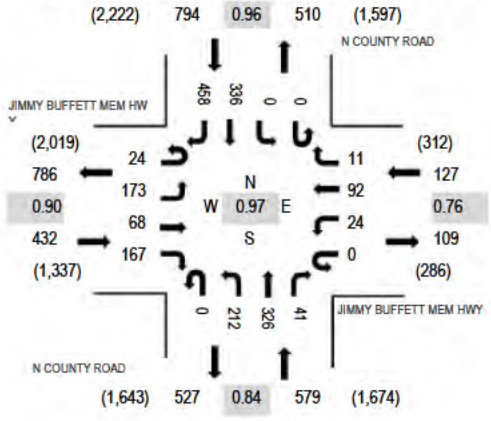
Heavy Vehicle Percentage and Peak Hour Factor

	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

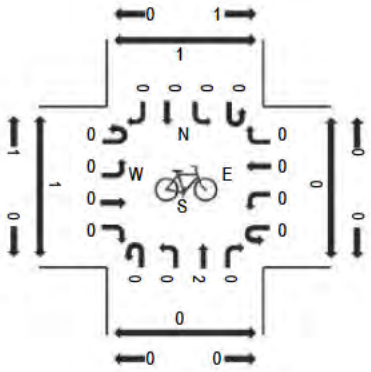
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

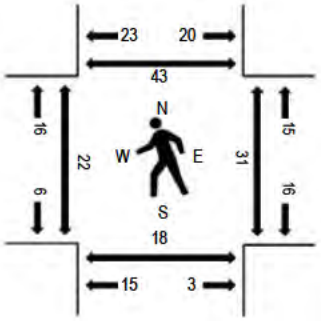
Peak Hour - Motorized Vehicles



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

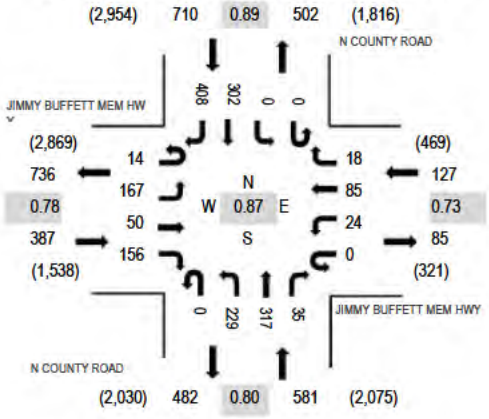
Heavy Vehicle Percentage and Peak Hour Factor

	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

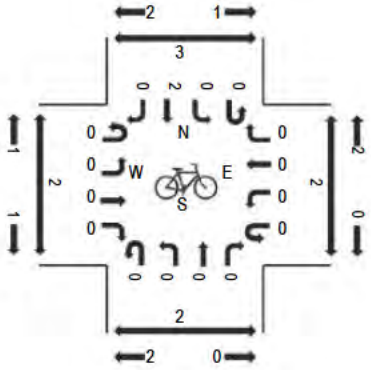
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

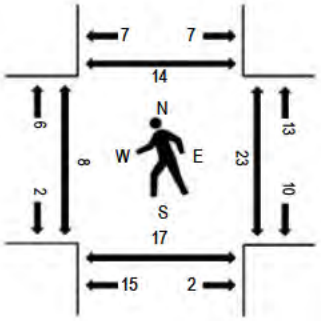
Peak Hour - Motorized Vehicles



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

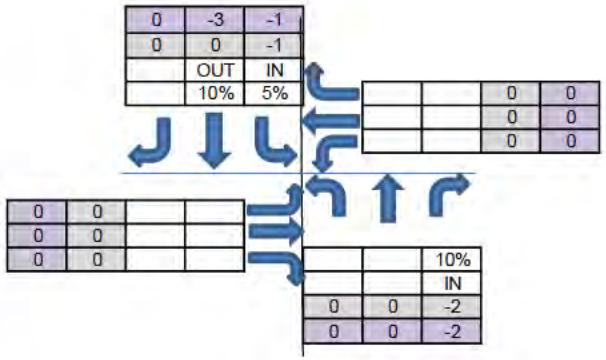
	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	27	277	184	3	480	10	6	2	36	0	0	0	
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	2	20	13	0	34	1	0	0	3	0	0	0	
1.0% Background Growth	1	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

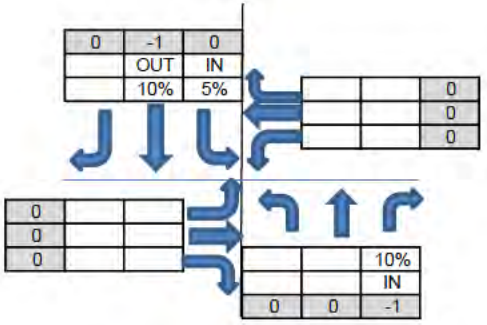
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

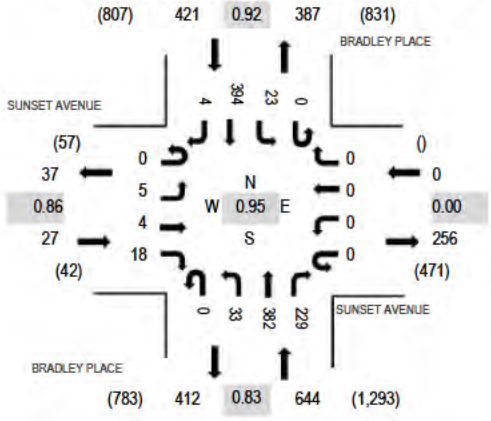
Mid-Day



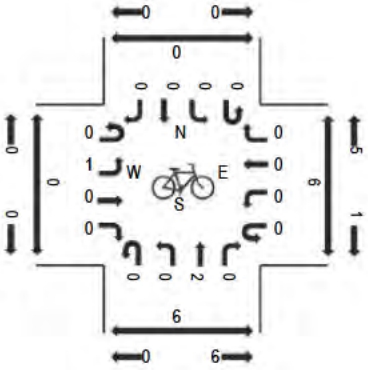
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

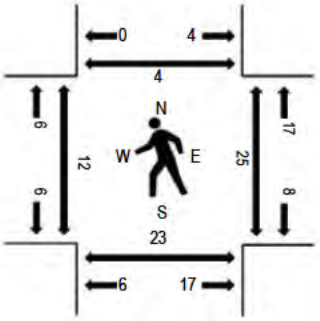
Peak Hour - Motorized Vehicles



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

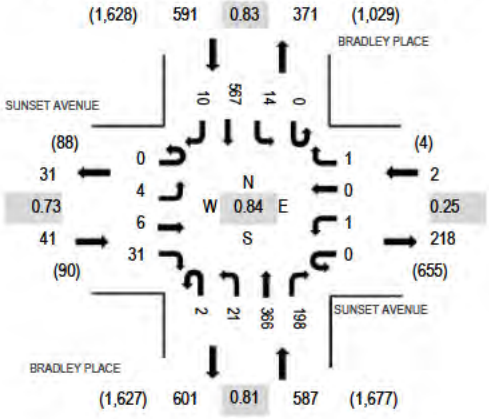
Heavy Vehicle Percentage and Peak Hour Factor

	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

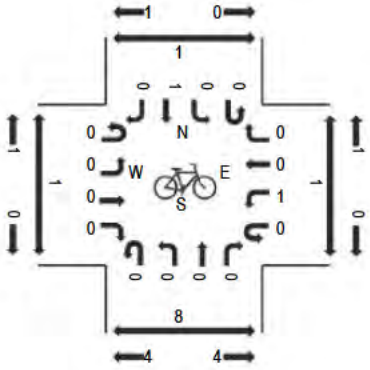
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

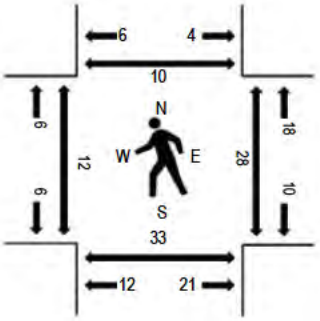
Peak Hour - Motorized Vehicles



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

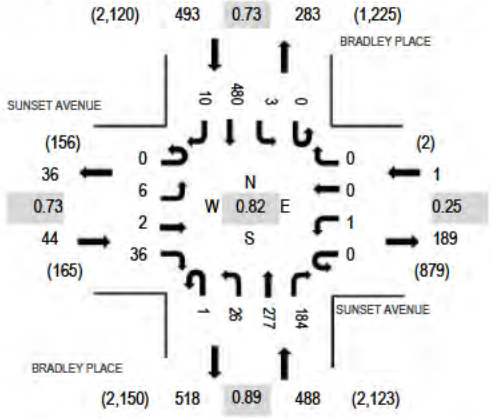
Heavy Vehicle Percentage and Peak Hour Factor

	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

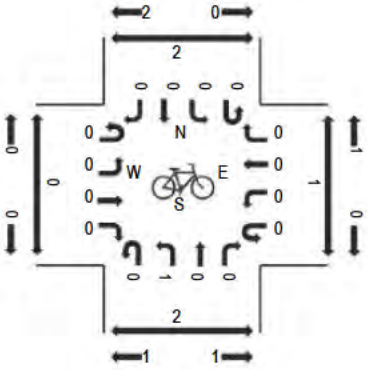
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

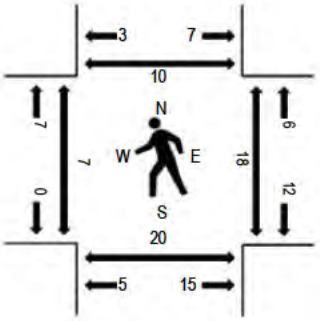
Peak Hour - Motorized Vehicles



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**	

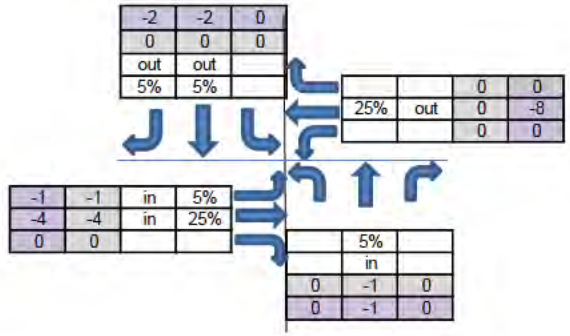
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	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

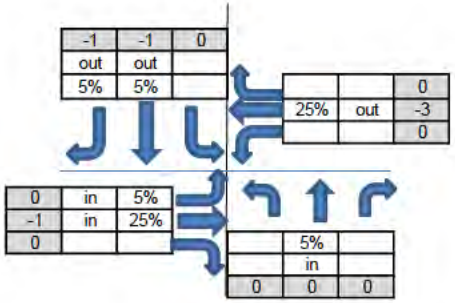
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

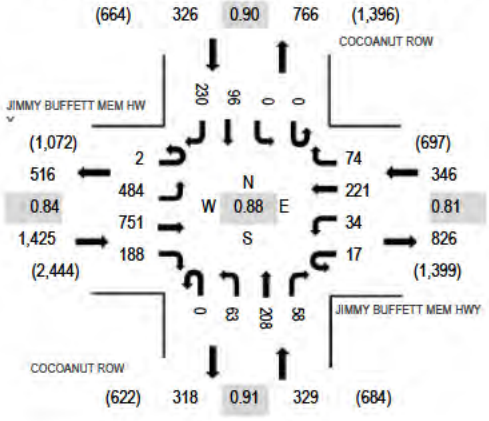


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

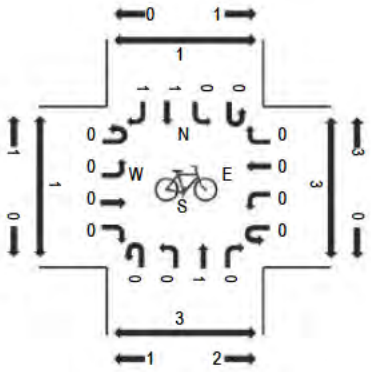
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

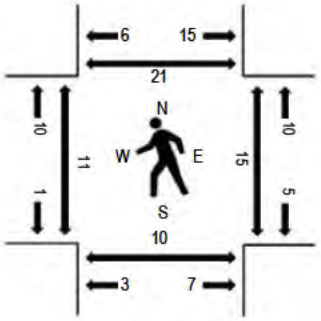
Peak Hour - Motorized Vehicles



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

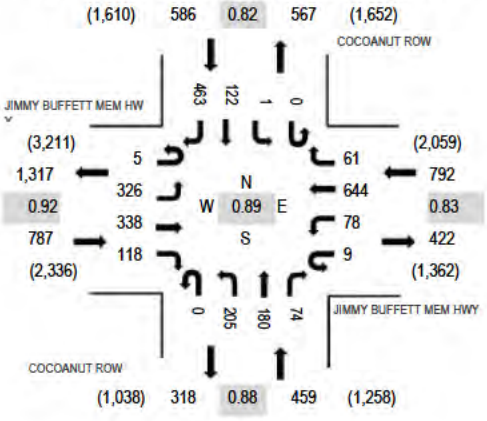
Heavy Vehicle Percentage and Peak Hour Factor

	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

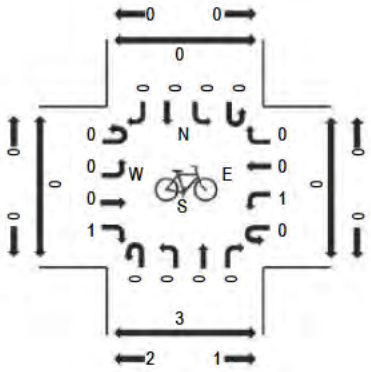
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

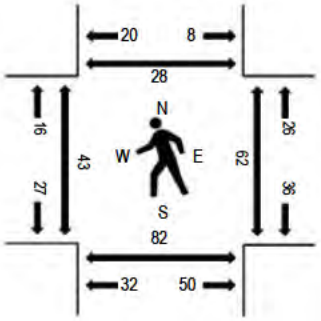
Peak Hour - Motorized Vehicles



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

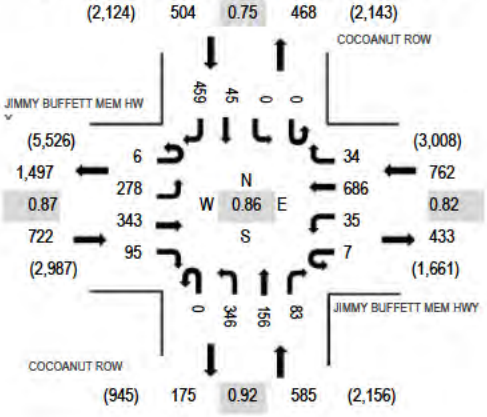
Heavy Vehicle Percentage and Peak Hour Factor

	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

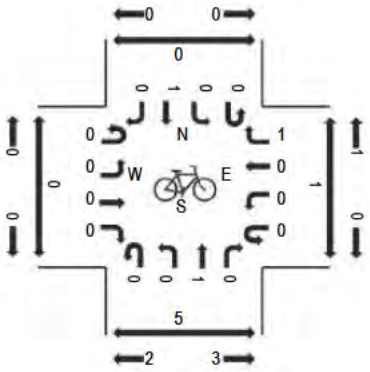
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

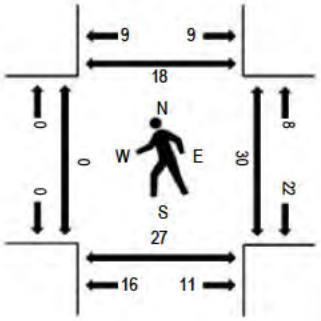
Peak Hour - Motorized Vehicles



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	-			-	-	-	-	-	-

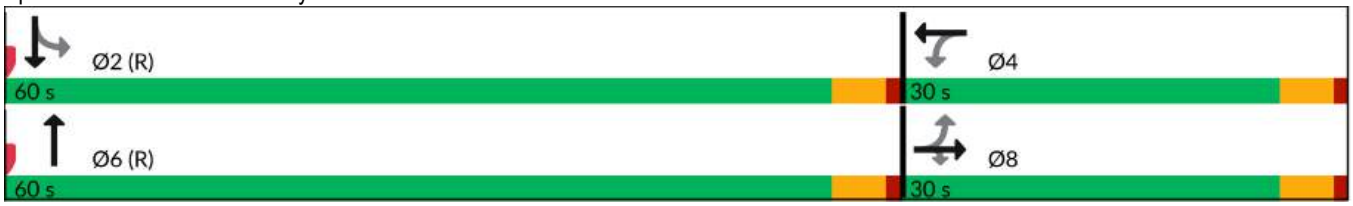
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.69	0.42	0.49
HCM LOS	B		

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

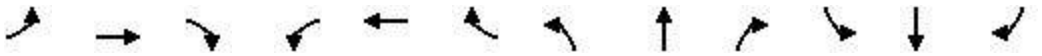




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	42	6	139	25	602	522
v/c Ratio	0.18	0.02	0.37	0.09	0.23	0.21
Control Delay (s/veh)	35.0	32.3	9.4	18.6	3.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	35.0	32.3	9.4	18.6	3.3	2.4
Queue Length 50th (ft)	21	3	0	3	18	16
Queue Length 95th (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	

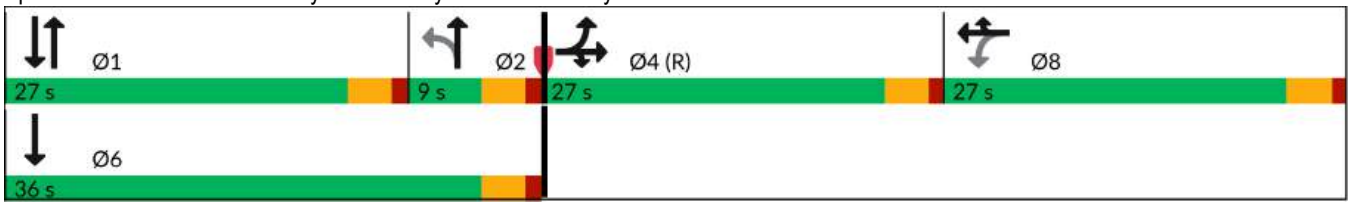
Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

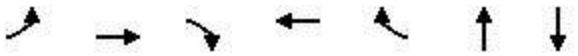
c Critical Lane Group

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	

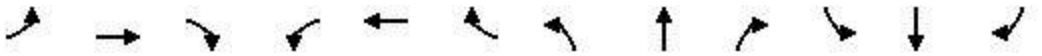
Splits and Phases: 10: County Road & Royal Poinciana Way





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	

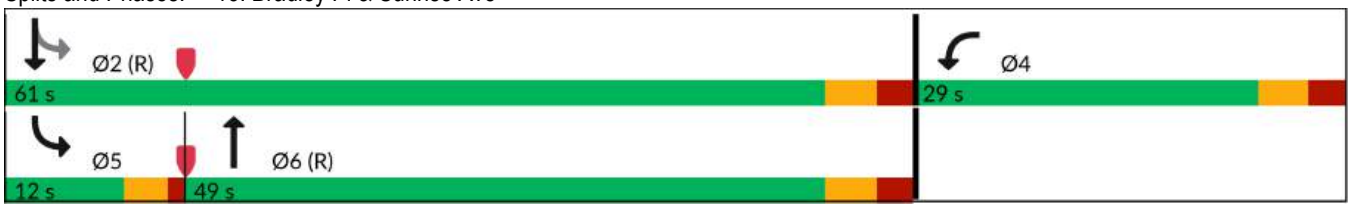
Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

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

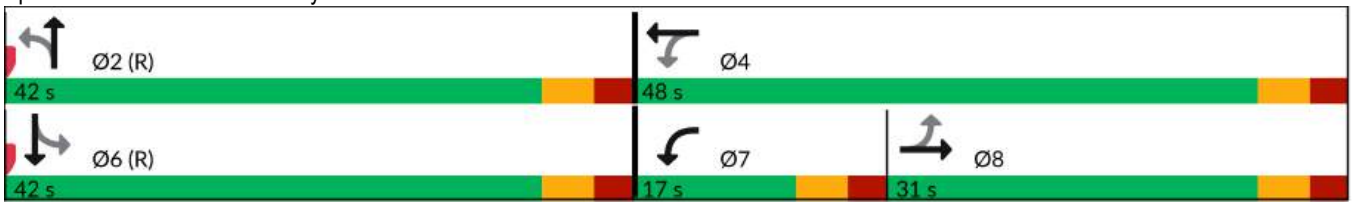
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.2		16.8	9.0	64.2
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.3		10.7	2.7	11.8
Green Ext Time (p_c), s		1.9		0.4	0.0	3.0

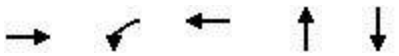
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

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	

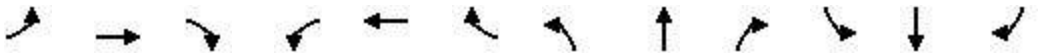
Splits and Phases: 14: County Road & Sunrise Ave





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		

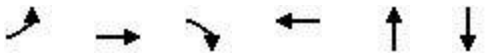
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	971	-	-	341	-	982	-	-
HCM Lane V/C Ratio	0.025	-	-	0.127	-	0.015	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	17.1	0	8.7	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

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

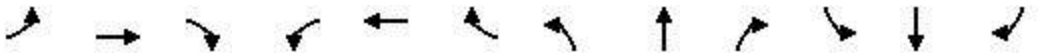




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	41	6	166	32	535	682
v/c Ratio	0.18	0.02	0.41	0.12	0.21	0.28
Control Delay (s/veh)	35.1	32.5	9.2	20.7	6.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	35.1	32.5	9.2	20.7	6.5	2.4
Queue Length 50th (ft)	20	3	1	7	83	28
Queue Length 95th (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		

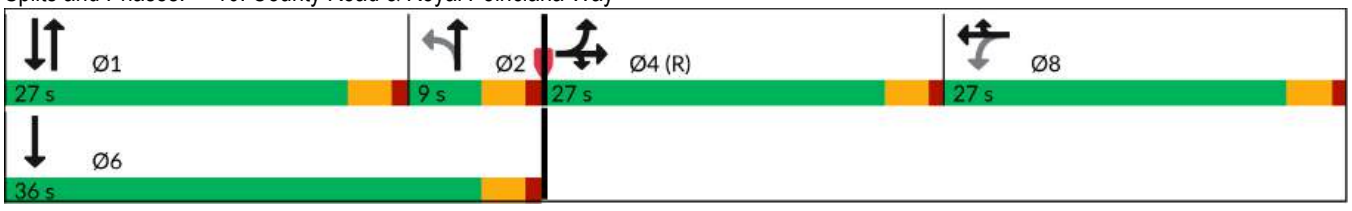
c Critical Lane Group

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

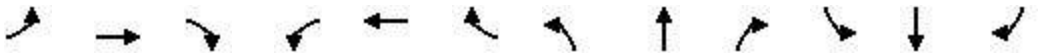




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	139	140	176	122	12	609	836
v/c Ratio	0.30	0.30	0.32	0.55	0.04	1.03dl	0.48
Control Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.7
Queue Length 50th (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

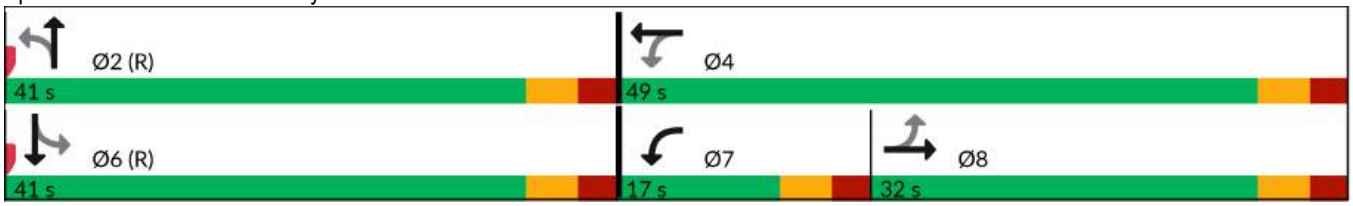
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.4		21.6	9.0	59.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		9.6		15.1	2.7	10.6
Green Ext Time (p_c), s		2.8		0.7	0.0	2.2

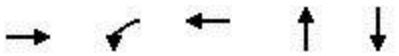
Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B

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	

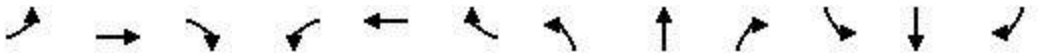
Splits and Phases: 14: County Road & Sunrise Ave





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	-	-	-	-	-	-	-

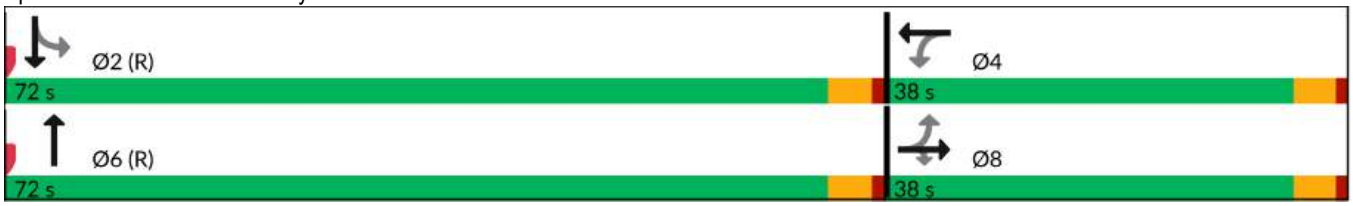
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.71	0	0.47	0.05
HCM LOS	B	A		

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	

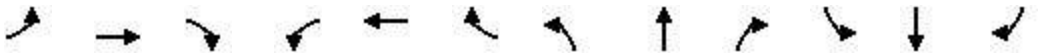
Splits and Phases: 6: County Road & Sunset Ave





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		

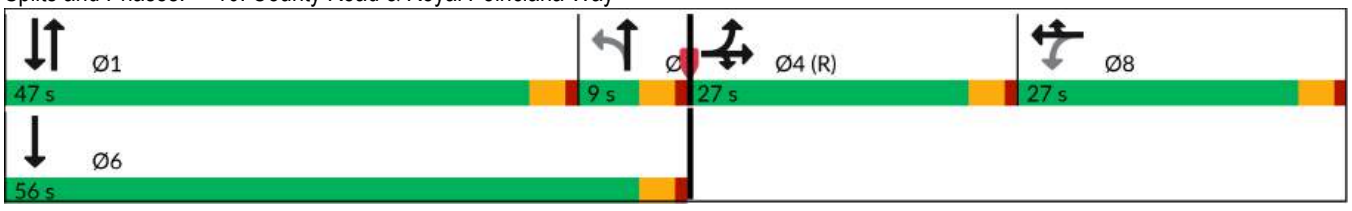
c Critical Lane Group

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

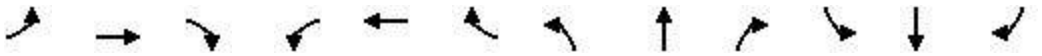




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	120	124	164	114	19	612	747
v/c Ratio	0.24	0.25	0.28	0.59	0.07	0.92dl	0.42
Control Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	17.0
Queue Length 50th (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	

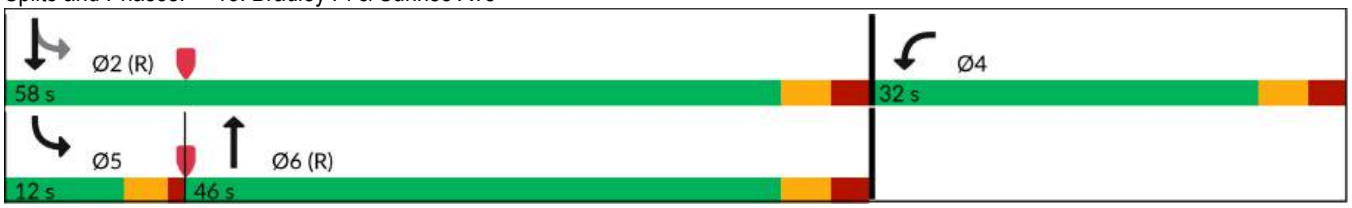
Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

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

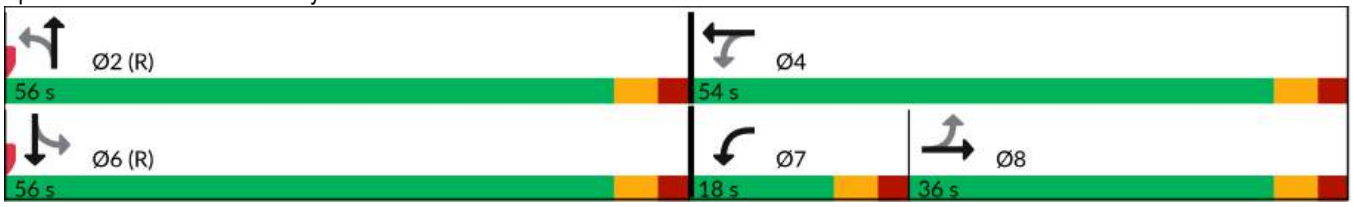
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.4		18.6	9.0	62.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		7.6		12.3	2.3	8.2
Green Ext Time (p_c), s		2.3		0.5	0.0	1.8

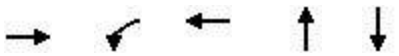
Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B

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	

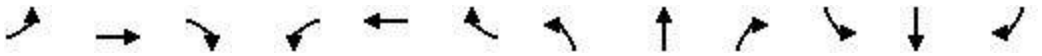
Splits and Phases: 14: County Road & Sunrise Ave





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				

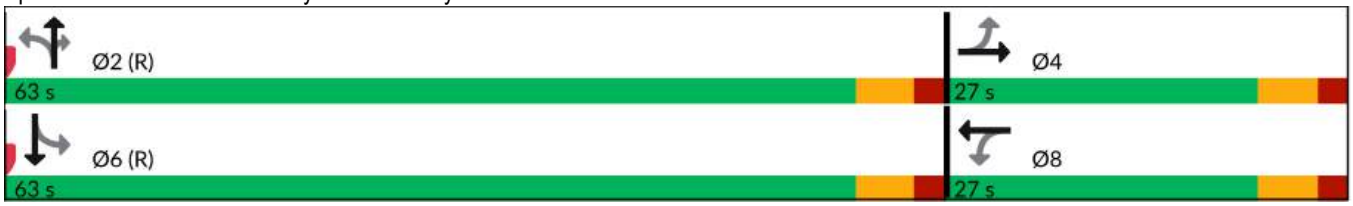
Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

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	

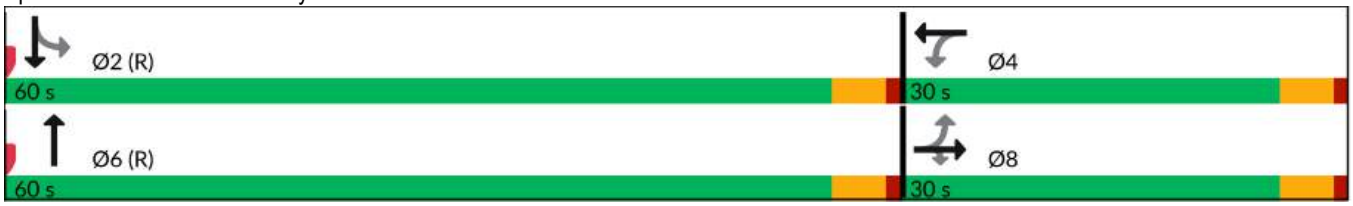
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.3		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

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	

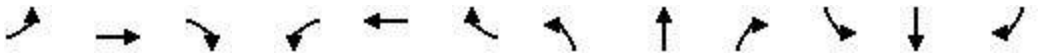
Splits and Phases: 6: County Road & Sunset Ave





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



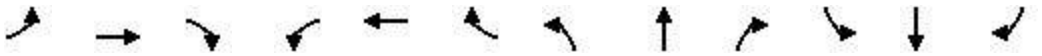


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	548	1150	58	308	83	105	300	108	268
v/c Ratio	0.77	0.78	0.16	0.28	0.14	0.23	0.54	0.29	0.33
Control Delay (s/veh)	37.7	27.0	28.1	21.0	2.2	21.6	24.5	29.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.7	27.0	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	

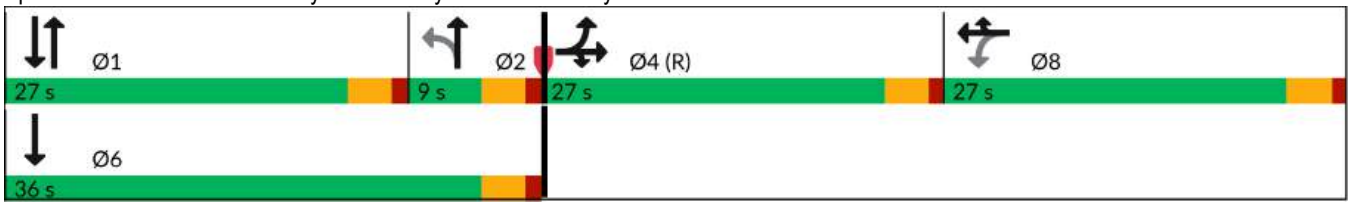
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

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	

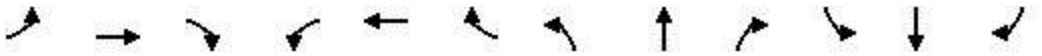
Splits and Phases: 10: County Road & Royal Poinciana Way





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	

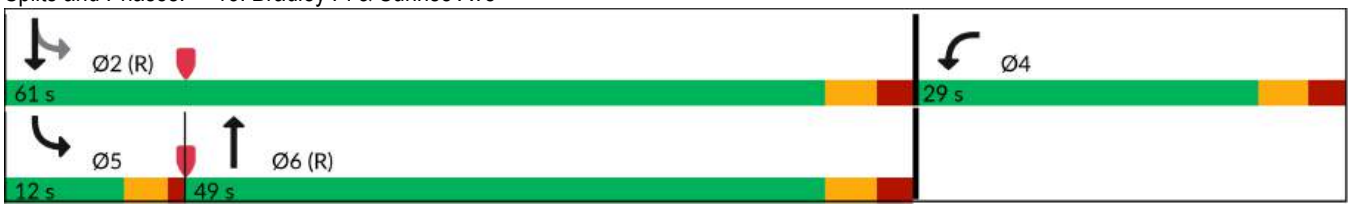
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

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

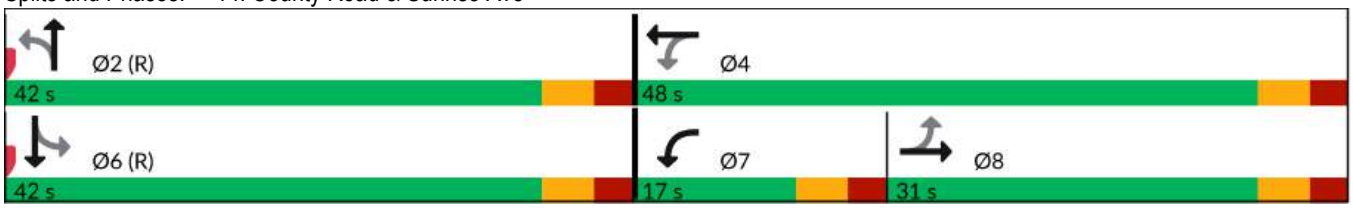
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

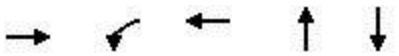
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

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	

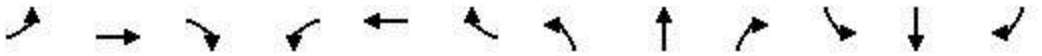
Splits and Phases: 14: County Road & Sunrise Ave





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	

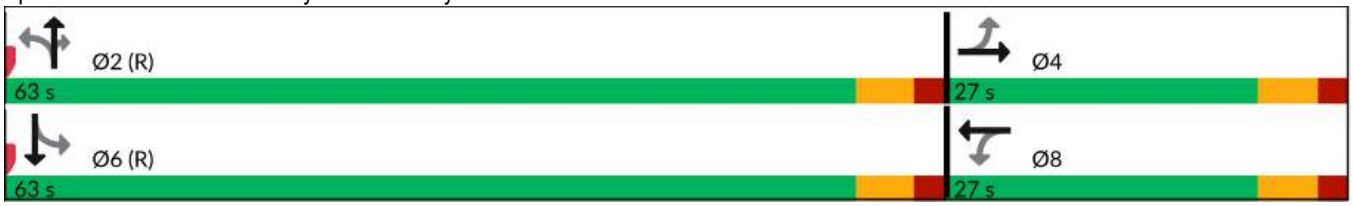
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.8		28.2		61.8	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.1		4.4		8.2	6.0	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.5	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	

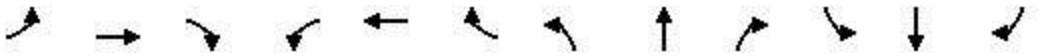
Splits and Phases: 6: County Road & Sunset Ave





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	

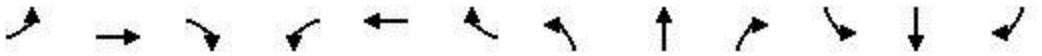
Splits and Phases: 9: Bradley Place & Royal Poinciana Way





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		

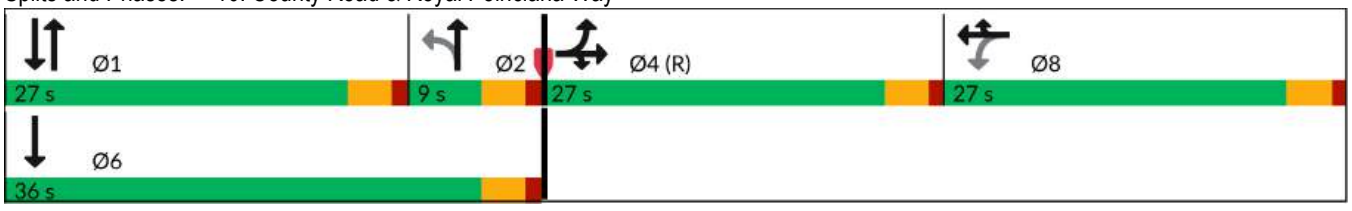
c Critical Lane Group

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

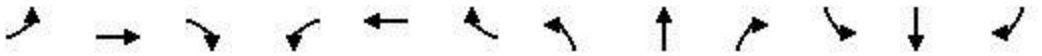




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	157	192	143	16	654	896
v/c Ratio	0.36	0.36	0.35	0.59	0.05	1.22dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.7
Queue Length 50th (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

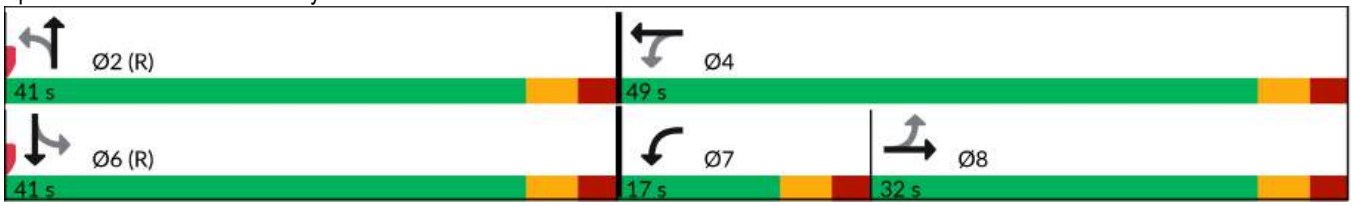
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.9		22.1	9.0	58.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.5	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

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	

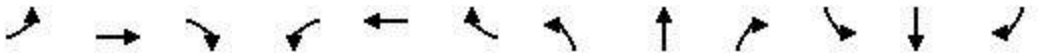
Splits and Phases: 14: County Road & Sunrise Ave





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	

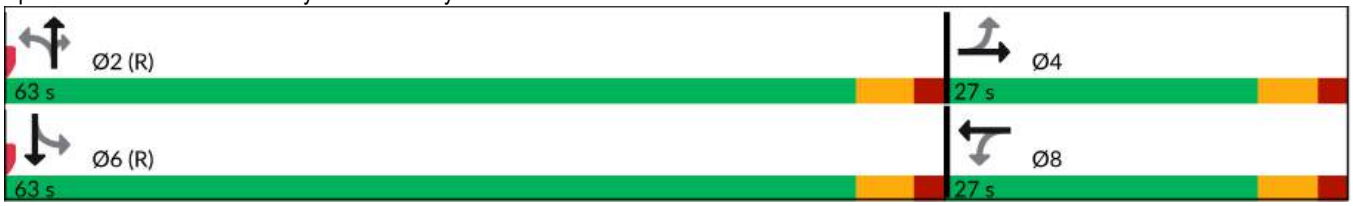
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		60.7		29.3		60.7	13.4	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		13.0		4.6		9.7	7.6	9.1				
Green Ext Time (p_c), s		4.4		0.4		4.1	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	

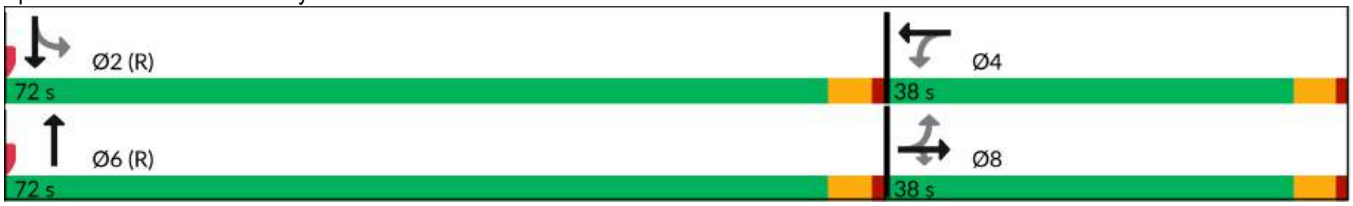
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.6		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.3		0.1				

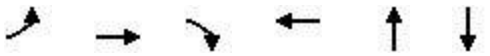
Intersection Summary												
HCM 7th Control Delay, s/veh			4.7									
HCM 7th LOS			A									

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	

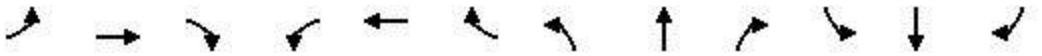
Splits and Phases: 6: County Road & Sunset Ave





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

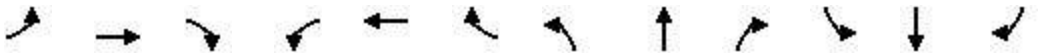




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	333	615	47	856	38	435	270	51	528
v/c Ratio	0.58	0.44	0.17	0.82	0.07	0.85	0.37	0.10	0.65
Control Delay (s/veh)	44.8	24.9	42.7	41.2	0.3	43.4	20.2	27.0	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7
Total Delay (s/veh)	44.8	24.9	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		

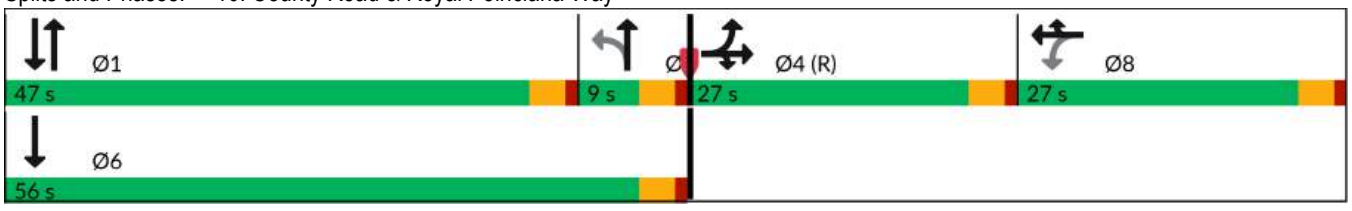
c Critical Lane Group

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

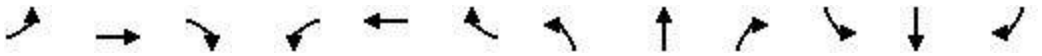




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	156	258	136	24	758	827
v/c Ratio	0.39	0.39	0.45	0.63	0.09	1.35dl	0.43
Control Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	18.3
Queue Length 50th (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		

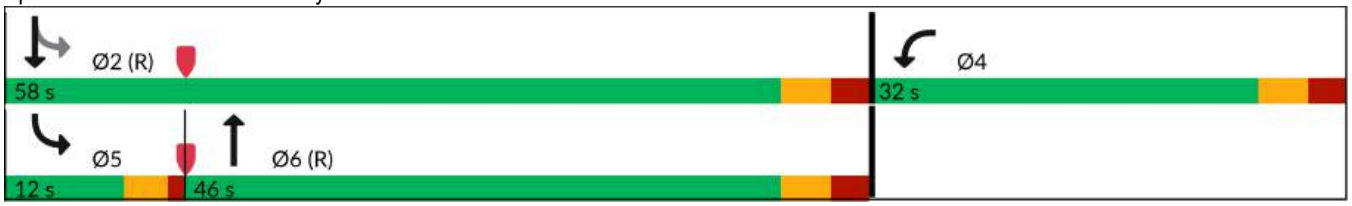
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

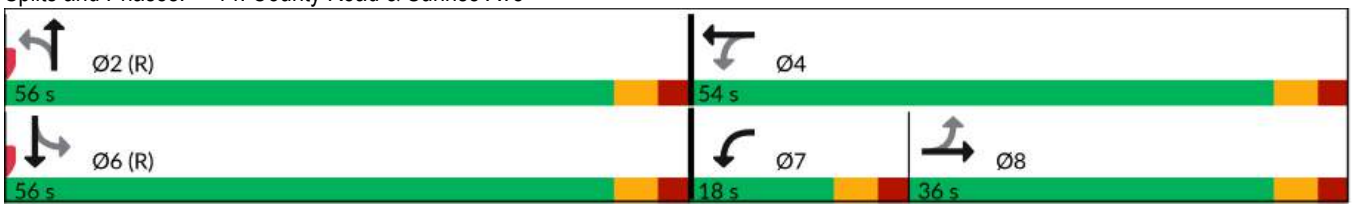
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.9		19.1	9.0	61.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.8	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

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	

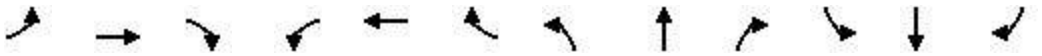
Splits and Phases: 14: County Road & Sunrise Ave





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				

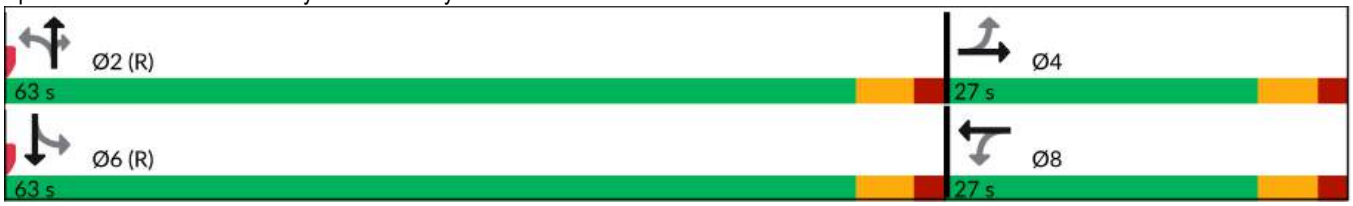
Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

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

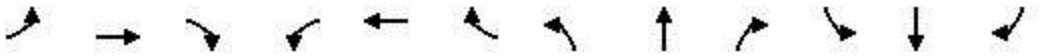




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	29	37	37	431	256	25	448
v/c Ratio	0.20	0.29	0.05	0.27	0.18	0.03	0.28
Control Delay (s/veh)	24.0	35.6	2.5	2.7	0.7	2.5	3.4
Queue Delay	0.0	0.0	0.0	0.6	0.3	0.0	0.2
Total Delay (s/veh)	24.0	35.6	2.5	3.3	1.0	2.5	3.7
Queue Length 50th (ft)	5	14	4	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	

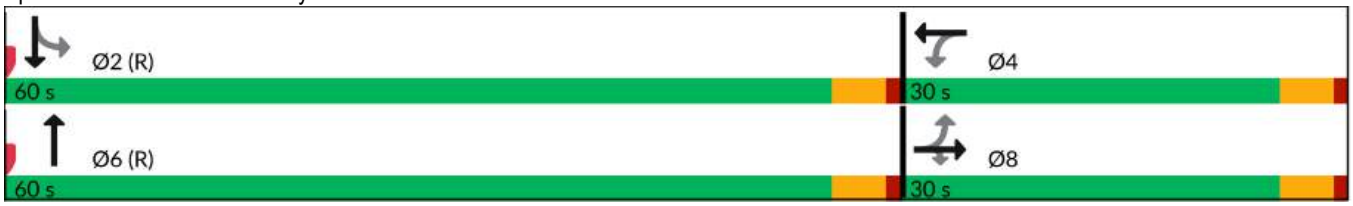
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.2		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

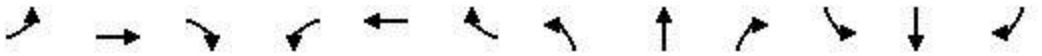
Intersection Summary												
HCM 7th Control Delay, s/veh			3.6									
HCM 7th LOS			A									

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

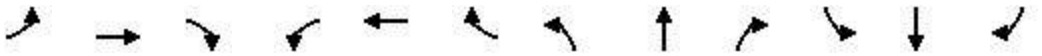




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Future Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	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	

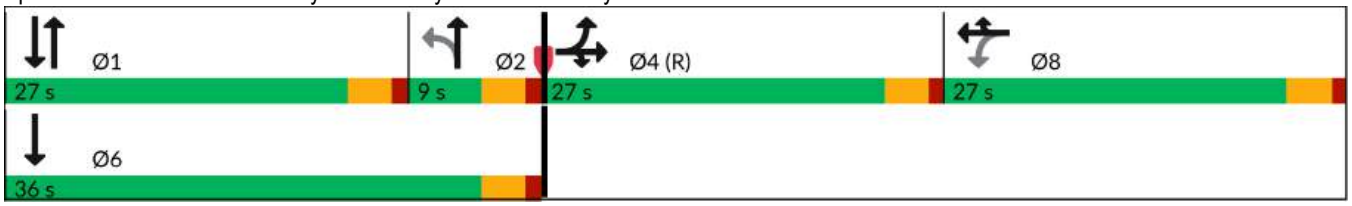
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

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	

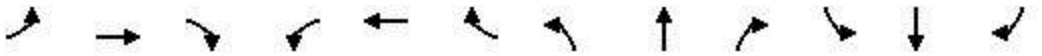
Splits and Phases: 10: County Road & Royal Poinciana Way





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	

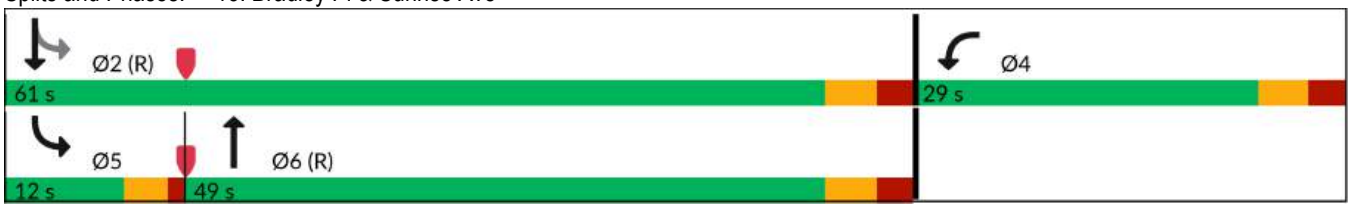
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

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

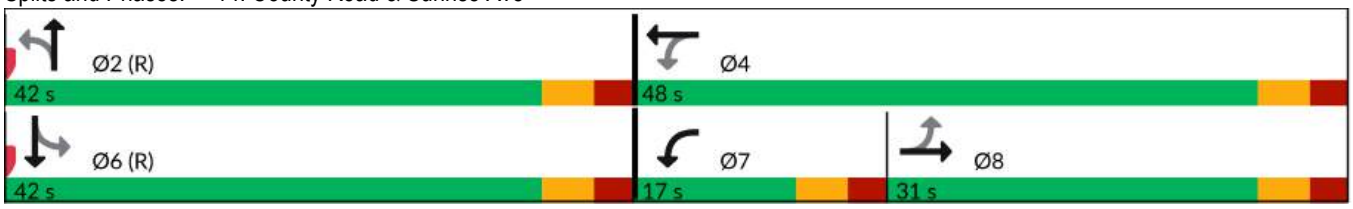
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

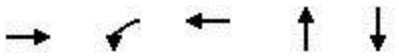
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

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	

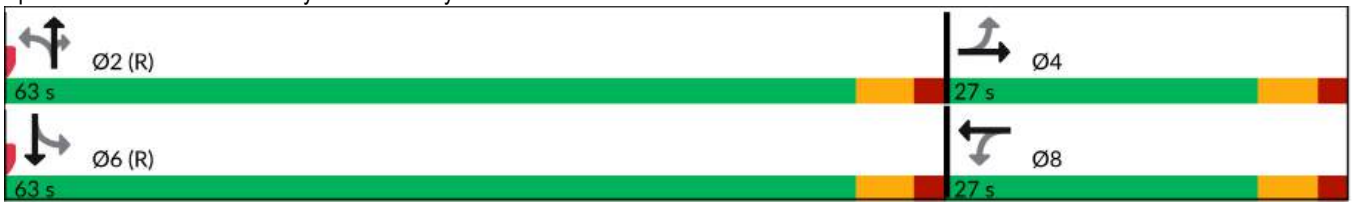
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.9		28.1		61.9	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.0		4.4		8.2	5.9	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.4	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

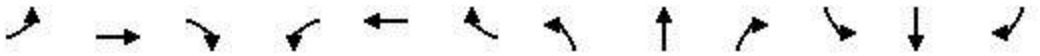




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	39	26	413	222	16	651
v/c Ratio	0.28	0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)	21.3	35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)	21.3	35.5	2.6	3.2	0.7	2.2	4.6
Queue Length 50th (ft)	5	15	2	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	

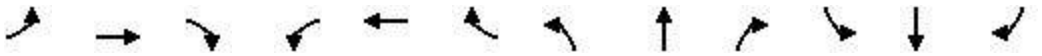
Splits and Phases: 6: County Road & Sunset Ave





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		

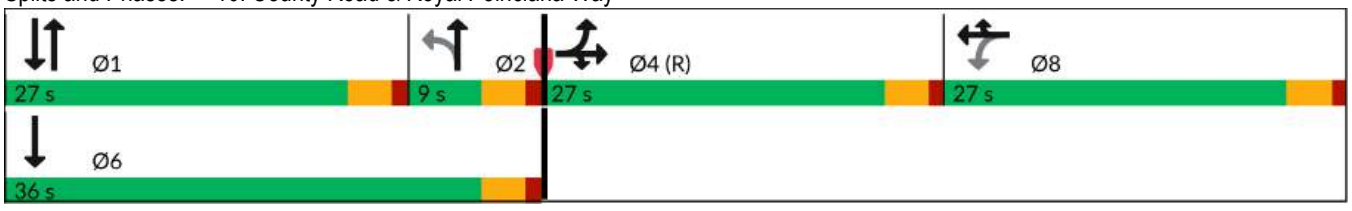
c Critical Lane Group

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

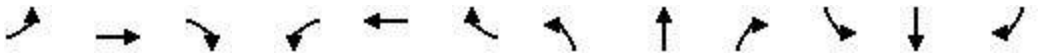




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	152	157	192	143	16	652	890
v/c Ratio	0.35	0.36	0.35	0.59	0.05	1.20dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.7
Queue Length 50th (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

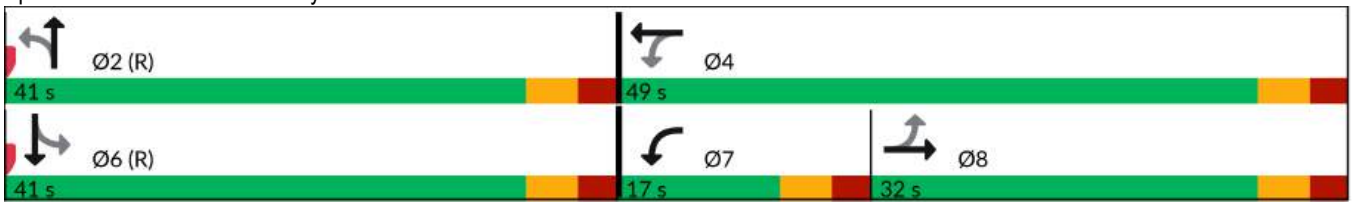
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.1		21.9	9.0	59.1
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.4	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

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	

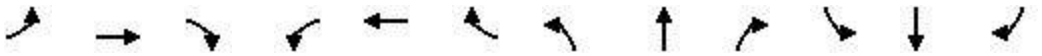
Splits and Phases: 14: County Road & Sunrise Ave





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	

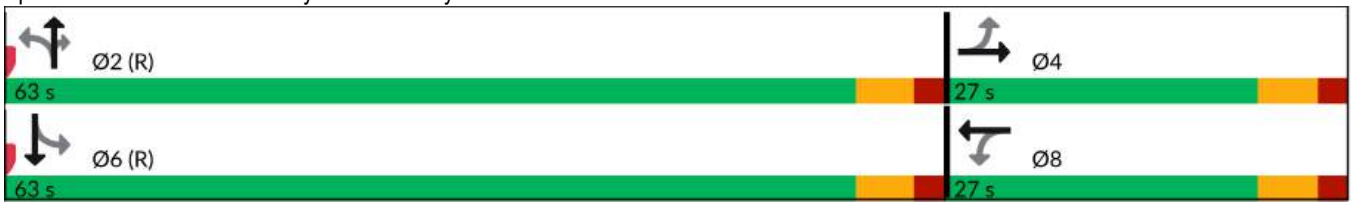
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.0		29.0		61.0	13.1	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		12.8		4.4		9.6	7.3	9.1				
Green Ext Time (p_c), s		4.4		0.3		4.0	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	

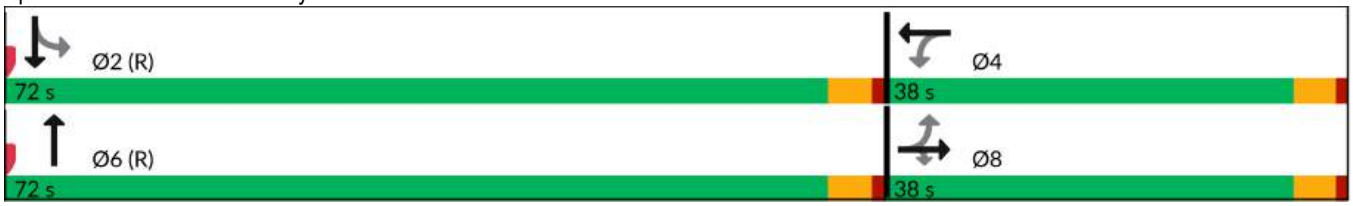
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.5		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.2		0.1				

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	

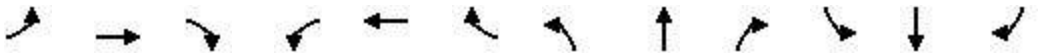
Splits and Phases: 6: County Road & Sunset Ave





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		

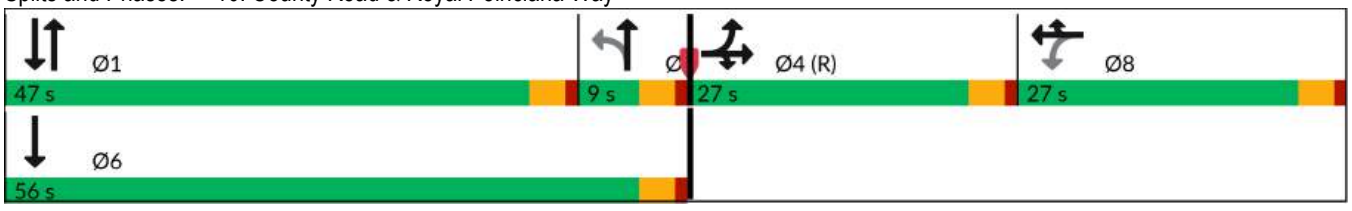
c Critical Lane Group

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

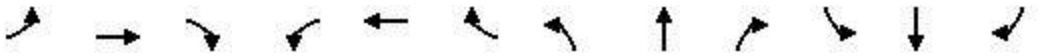




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	150	155	258	136	24	753	810
v/c Ratio	0.37	0.37	0.45	0.63	0.09	1.33dl	0.43
Control Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.9
Queue Length 50th (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		

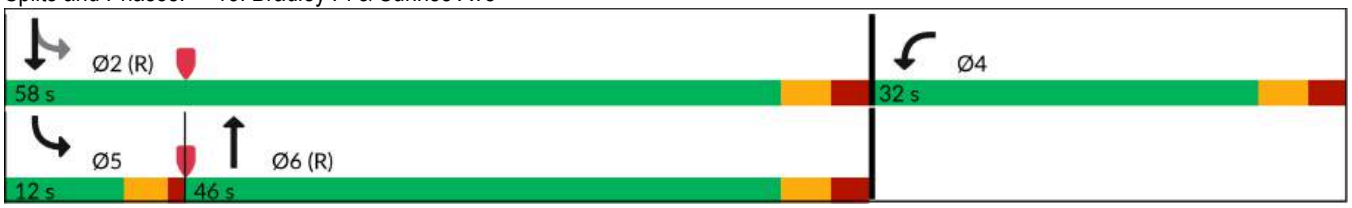
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

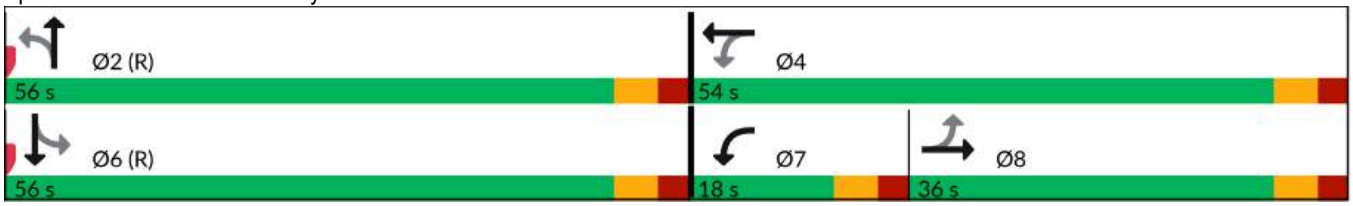
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.0		19.0	9.0	62.0
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.7	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

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

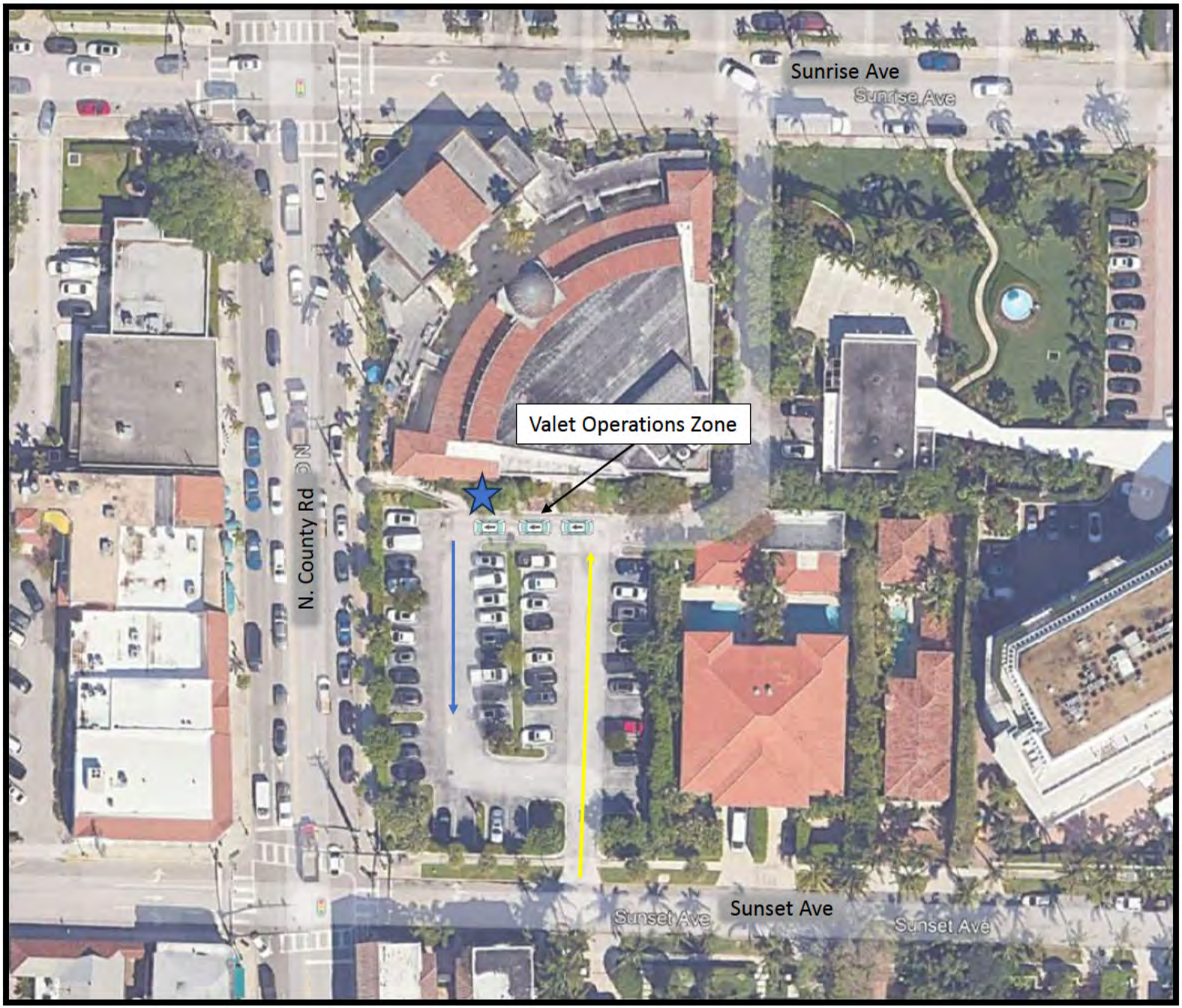


Figure 3 – Valet Operations after 6 PM
Paramount
Project # 25-146

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

TABLE OF CONTENTS

Page

ARTICLE 1 **RECITALS……..…..3**

ARTICLE 11 **REPRESENTATION OF OWNERSHIP……...3**

ARTICLE III **PRIVATE CLUB USE …… …….4**

ARTICLE IV **CONDITIONS ON CLUB USE……..4**

ARTICLE V **CHURCH USE……..7**

ARTICLE VI **PUBLIC CAFÉ USE…….7**

ARTICLE VII **VOLUNTARY AGREEMENT…….……..7**

ARTICLE VI II **REMEDIES FOR VIOLATION……..……7**

ARTICLE IX **PROVISIONS TO RUN WITH THE CLUB/RECORDING……..…….....8**

ARTICLE X **ENTIRE AGREEMENT…….…..……..…..8**

ARTICLE XI **EFFECTIVE DATE…….…..……....8**

ARTICLE XII **MISCELLANEOUS…….…….8**

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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

TABLE OF CONTENTS

Page

ARTICLE 1 **RECITALS……..…..3**

ARTICLE 11 **REPRESENTATION OF OWNERSHIP……..3**

ARTICLE III **PRIVATE CLUB USE …… …….4**

ARTICLE IV **CONDITIONS ON CLUB USE……..4**

ARTICLE V **CHURCH USE……..7**

ARTICLE VI **PUBLIC CAFÉ USE…….7**

ARTICLE VII **VOLUNTARY AGREEMENT…….……..7**

ARTICLE VIII **REMEDIES FOR VIOLATION……..……7**

ARTICLE IX **PROVISIONS TO RUN WITH THE CLUB/RECORDING……..…….....8**

ARTICLE X **ENTIRE AGREEMENT…….…..……..…..8**

ARTICLE XI **EFFECTIVE DATE…….…..……....8**

ARTICLE XII **MISCELLANEOUS…….…….8**

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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

PAGE 4

1.0 SITE DATA
2.0 PURPOSE OF STUDY

PAGE 5

3.0 TRAFFIC GENERATION

PAGE 6

4.0 TRIP DISTRIBUTION
5.0 TRAFFIC CONCURRENCY
6.0 INTERSECTION ANALYSIS

PAGE 10

7.0 PARKING ANALYSIS

PAGE 11

8.0 SITE RELATED IMPROVMENTS
9.0 MULTIMODAL TRANSPORTATION OPTIONS
10.0 BRADLEY PLACE AND SUNSET AVENUE

PAGE 12

11.0 PREVIOUS PARAMOUNT PROPOSAL

PAGE 13

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

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**

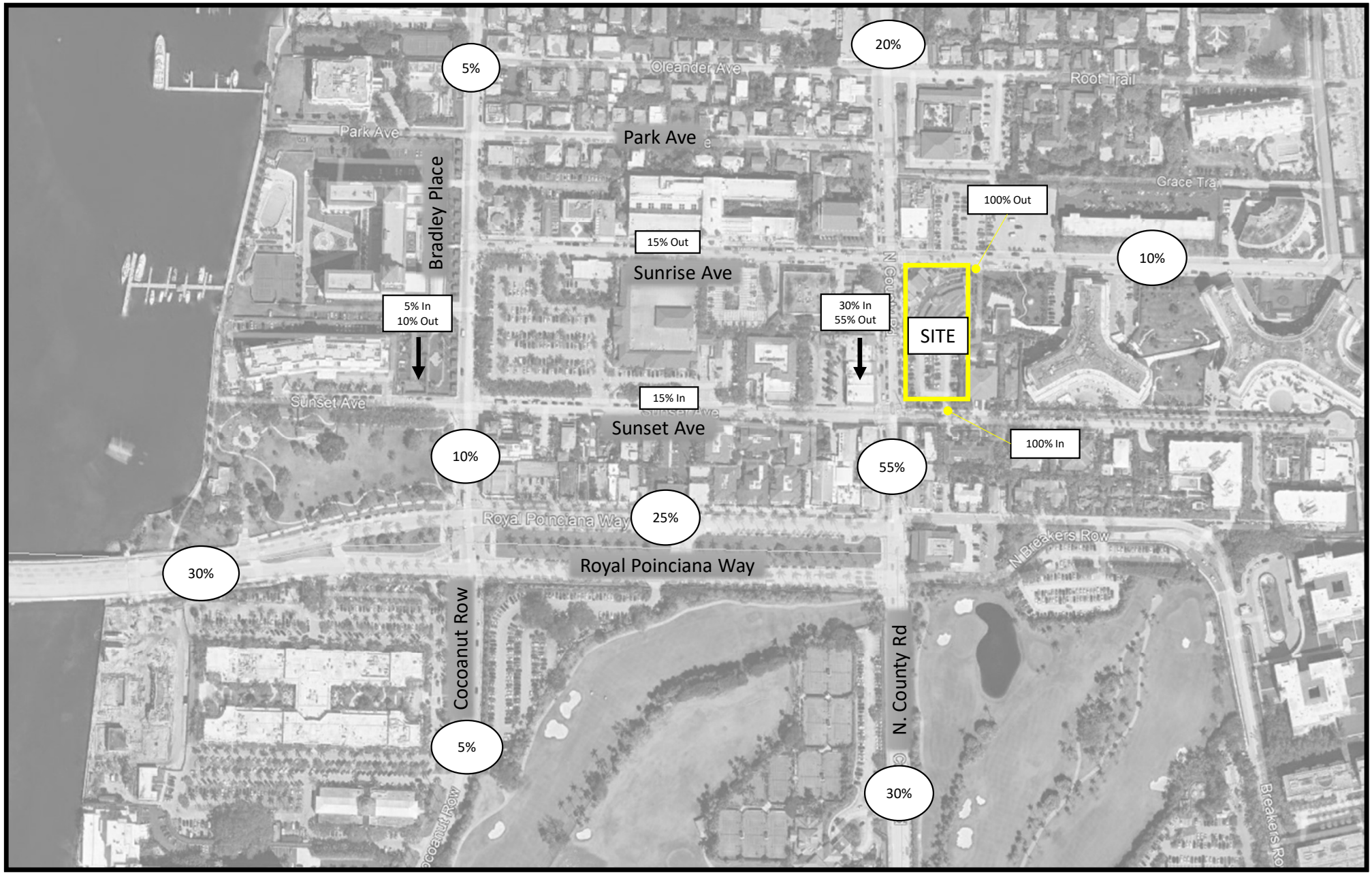

Figure 1 – Trip Distribution
Paramount
Project # 25-146

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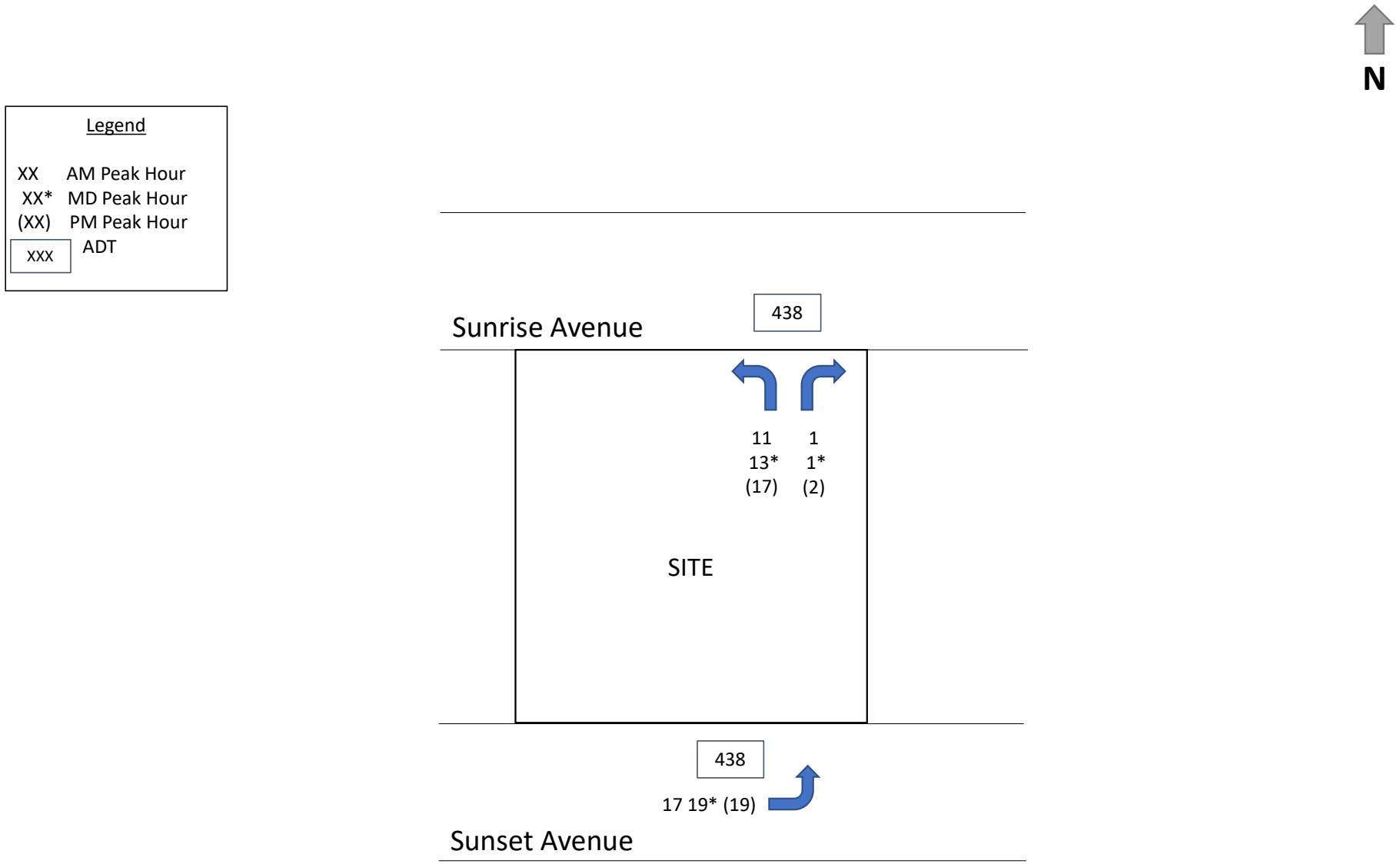

Figure 2 – Driveway Volumes
Paramount
Project # 25-146

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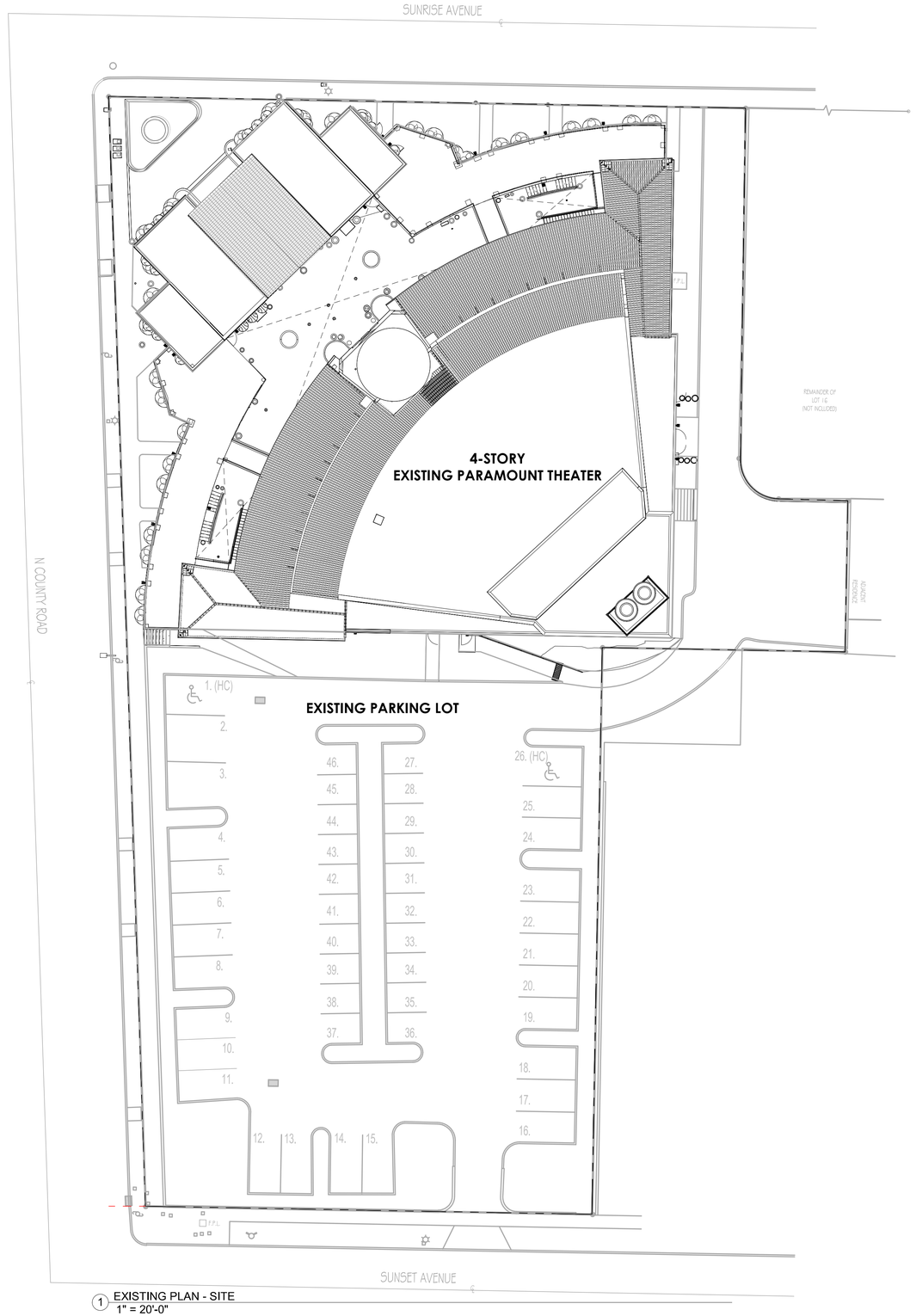
APPENDIX A

SITE PLAN



1 EXISTING PLAN - SITE
1" = 20'-0"

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Date: 2025.09.08 11:44:09 -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	CA
CHECKED	JT/REG
PROJECT #	24019

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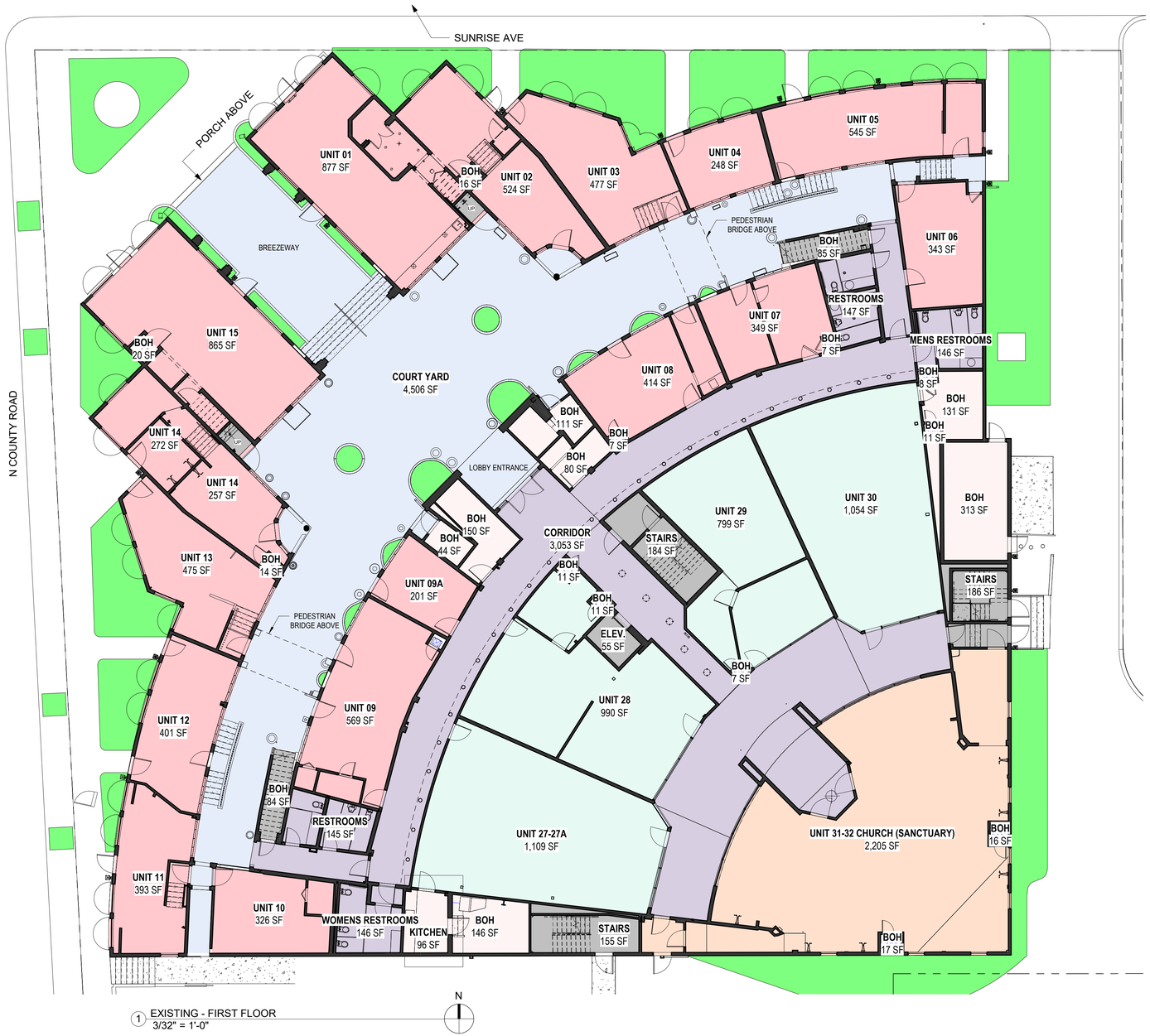
EXISTING SITE PLAN

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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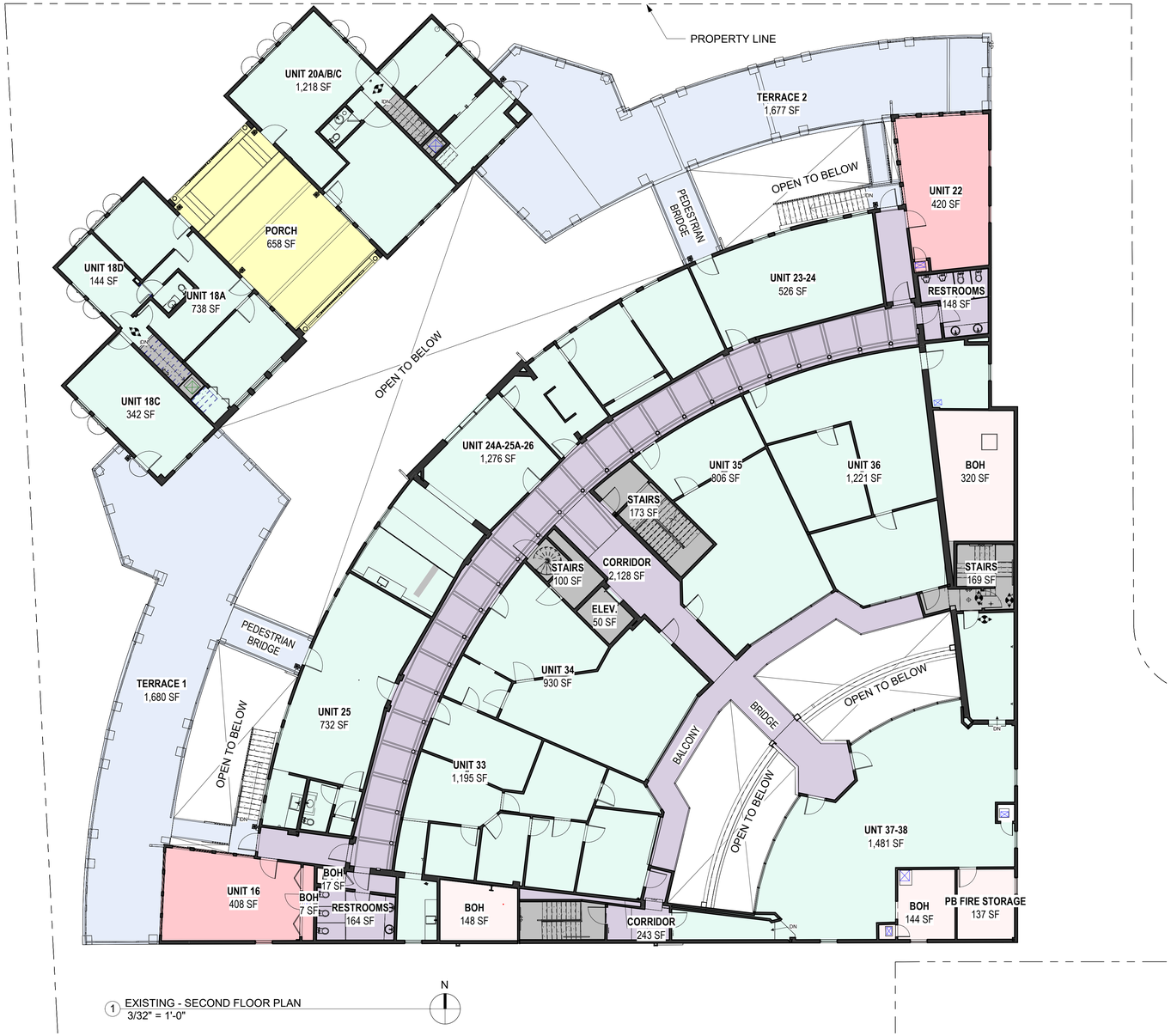
EXISTING FIRST FLOOR PLAN

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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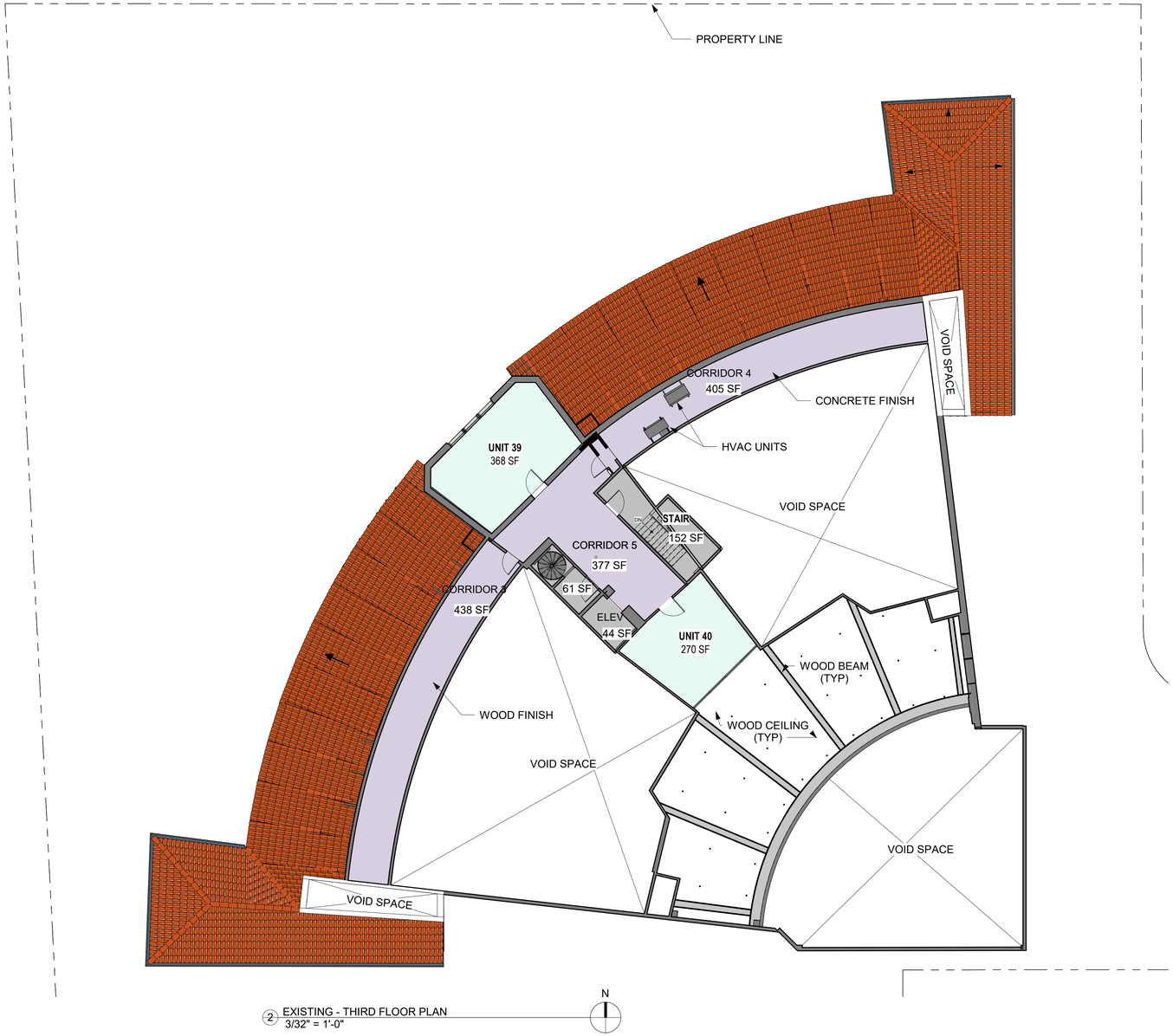
EXISTING SECOND FLOOR PLAN

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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Historic Paramount Theater

139 N COUNTY RD
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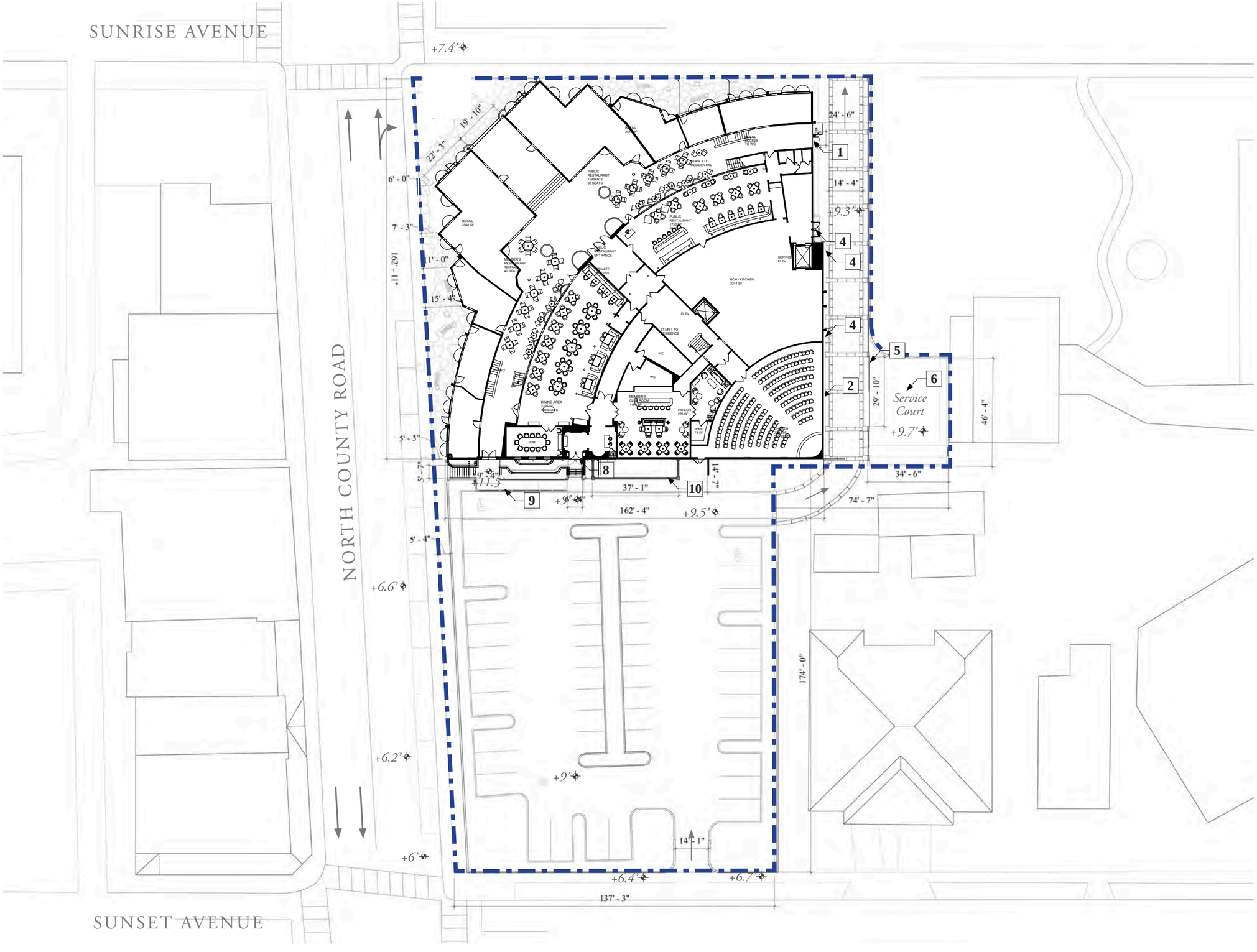
EXISTING THIRD FLOOR PLAN

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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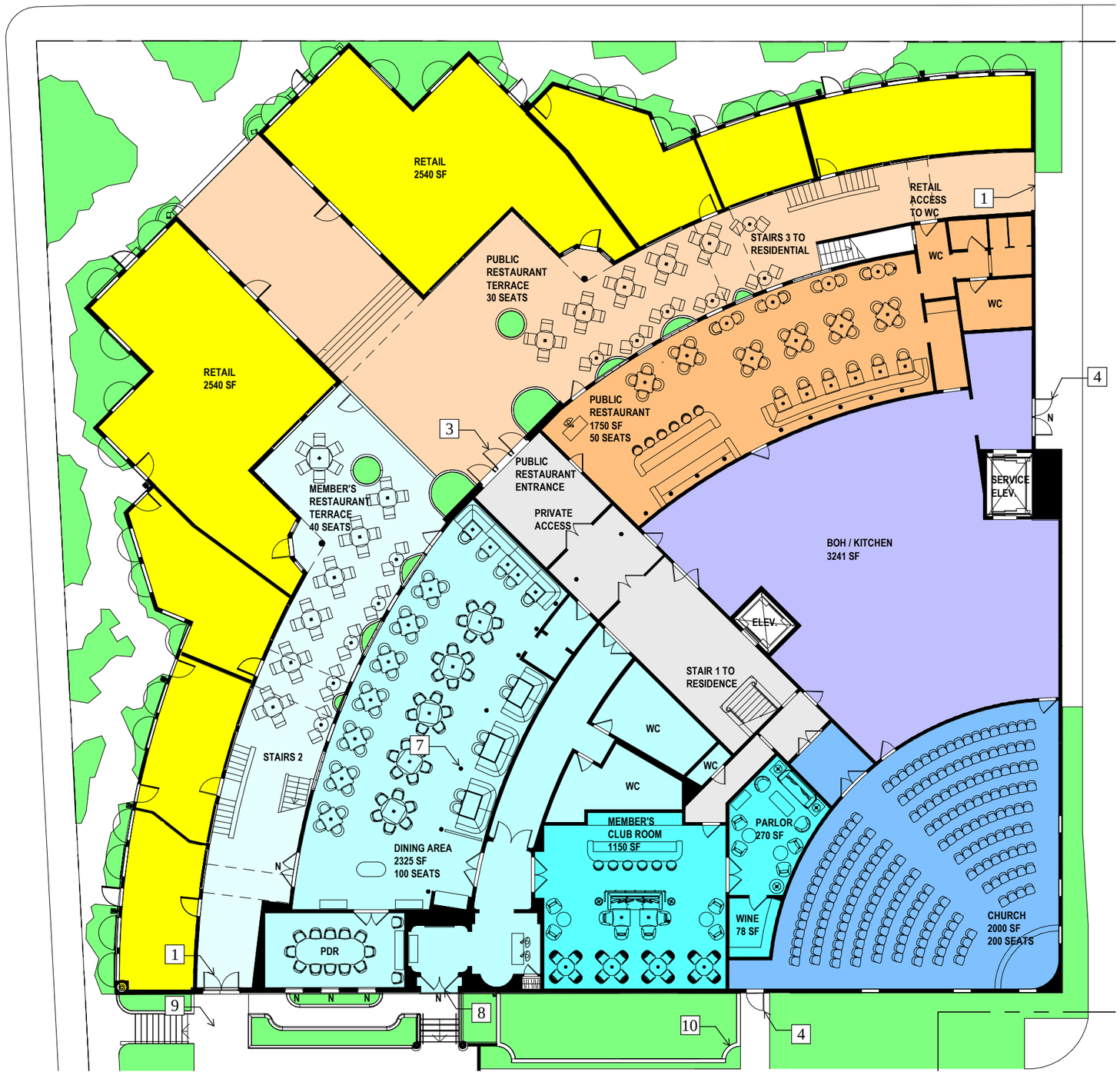
PROPOSED PLAN - GROUND FLOOR

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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Cramic Theater
9 N COU RD
33480

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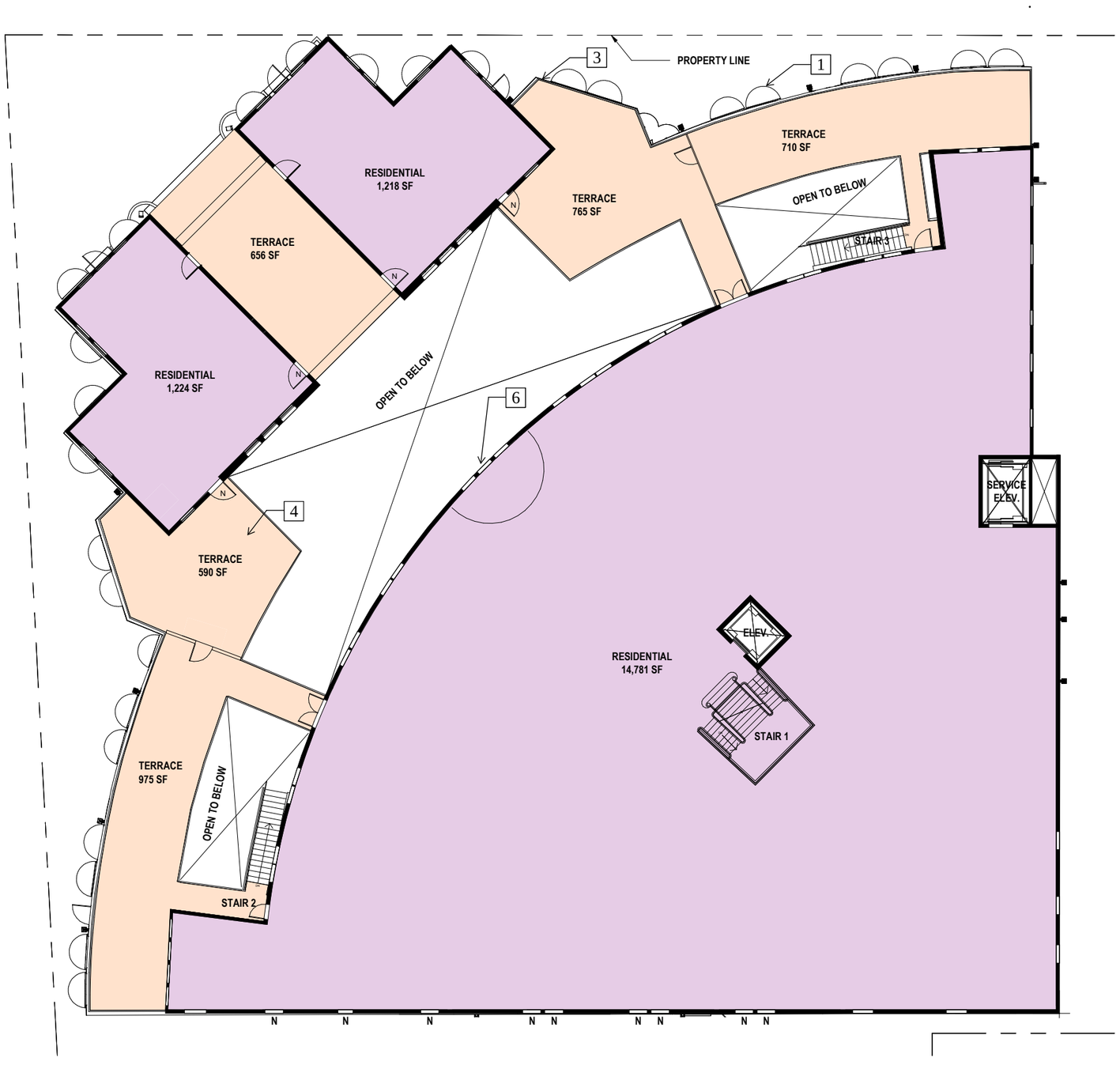
PROPOSED SEATING PLAN - GROUND FLOOR

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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Tamc Theater
9 N COU RD
33480

WEG PARAMOUNT, INC

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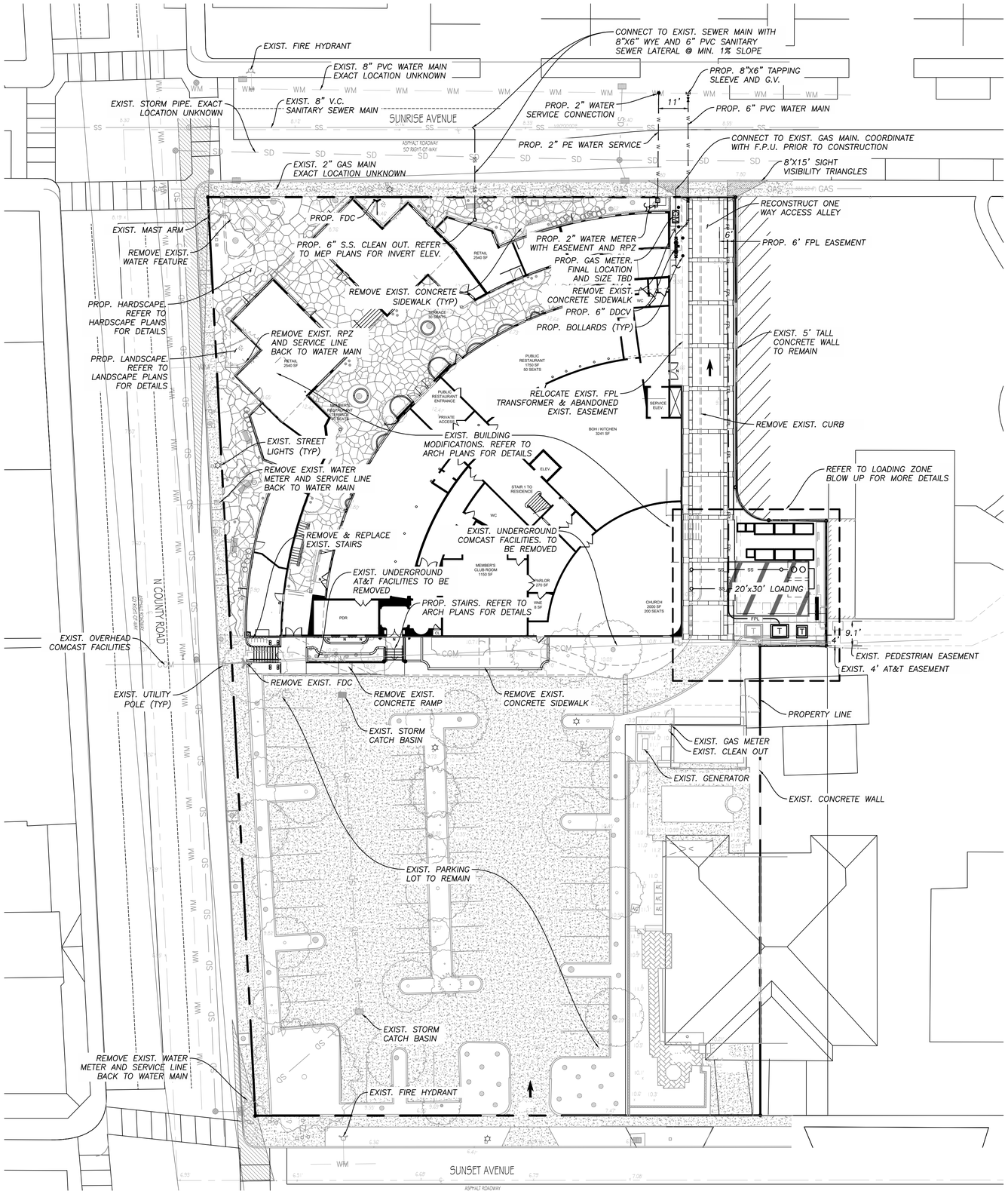
PROPOSED SEATING PLAN - SECOND FLOOR

C-8.2



GRAPHIC SCALE
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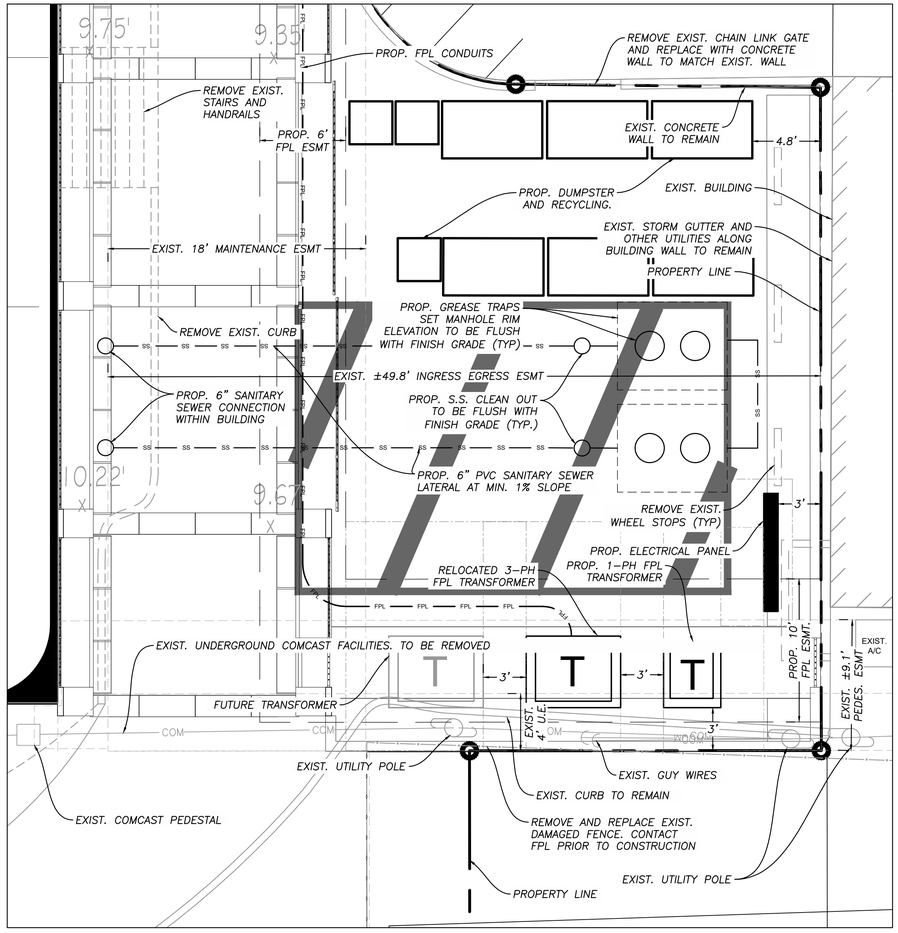
LEGEND

- 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'

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

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Certificate of Authorization No. 4897

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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	9/8/2025
MODELED	YY
CHECKED	RW
PROJECT #	24019

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OWNERSHIP AND USE OF THESE DOCUMENTS & SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT THEY ARE MADE FOR IS EXECUTED OR NOT. THEY SHALL NOT BE USED BY THE OWNER OR OTHERS ON OTHER PROJECTS OR FOR ADDITIONS TO THIS PROJECT BY OTHERS, EXCEPT BY AGREEMENT IN WRITING AND WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.

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

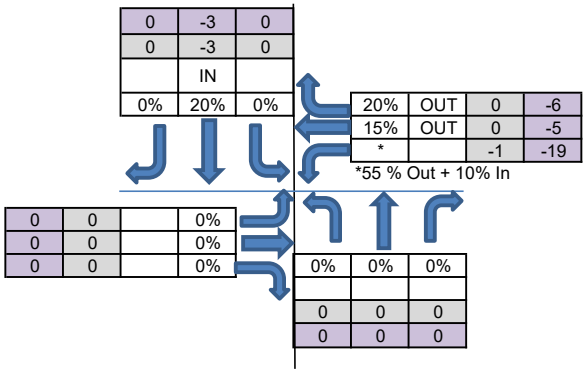
AM Peak Hour

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

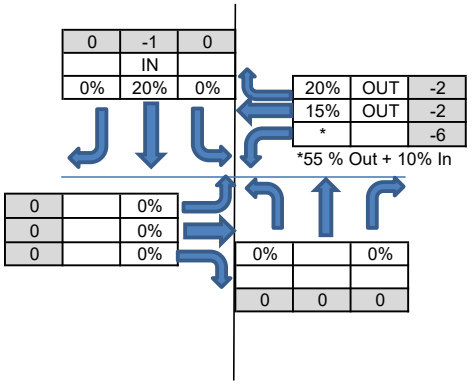
INTERSECTION VOLUME DEVELOPMENT

	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**	

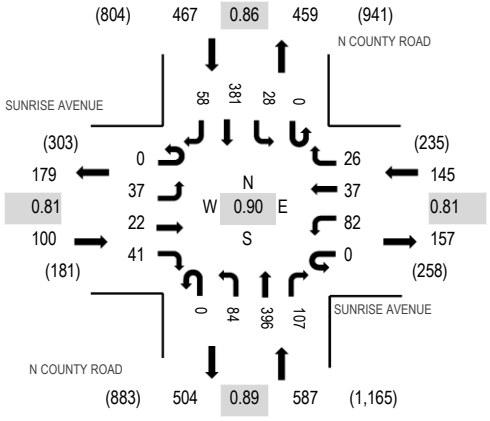
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

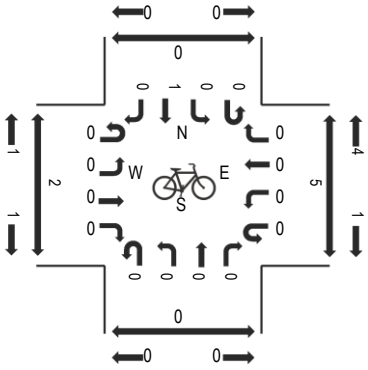
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

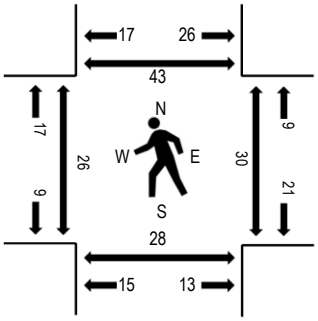
Peak Hour - Motorized Vehicles



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

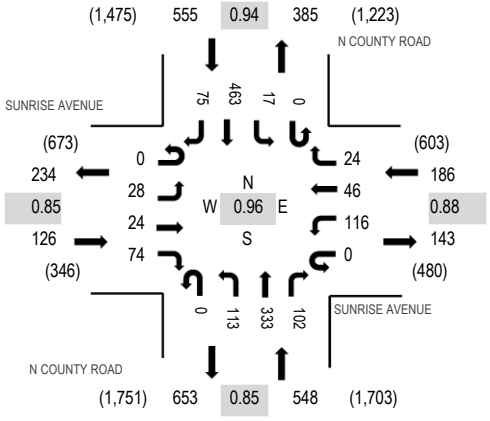
Heavy Vehicle Percentage and Peak Hour Factor

	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

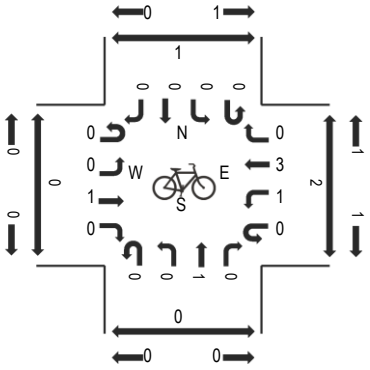
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

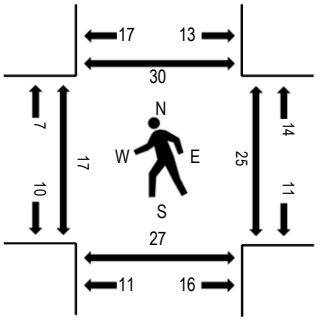
Peak Hour - Motorized Vehicles



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

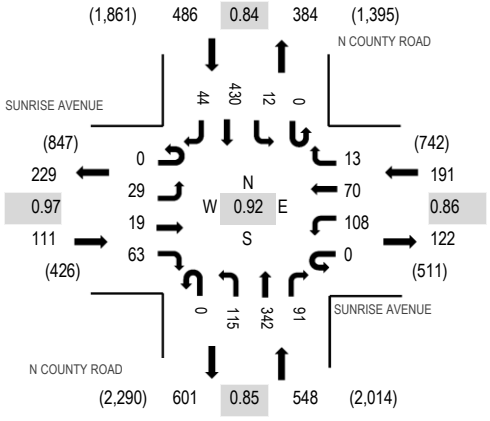
Heavy Vehicle Percentage and Peak Hour Factor

	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

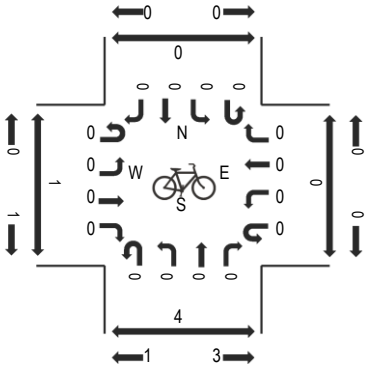
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

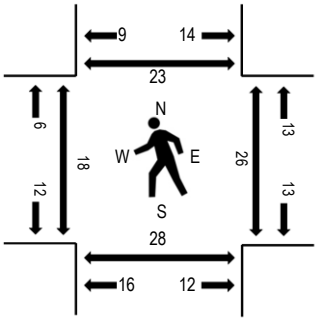
Peak Hour - Motorized Vehicles



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

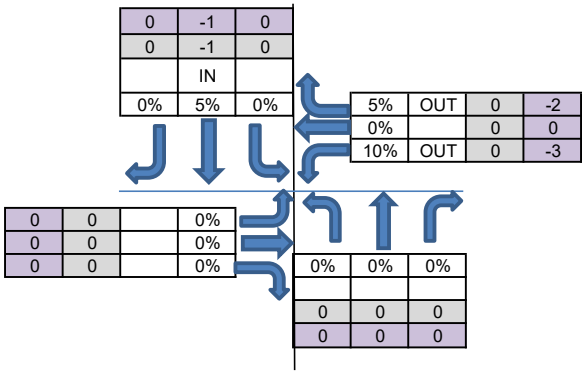
AM Peak Hour

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

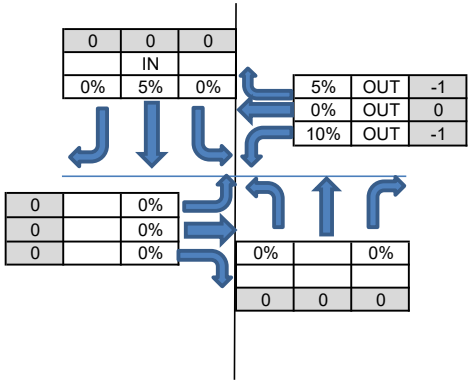
INTERSECTION VOLUME DEVELOPMENT

	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**		

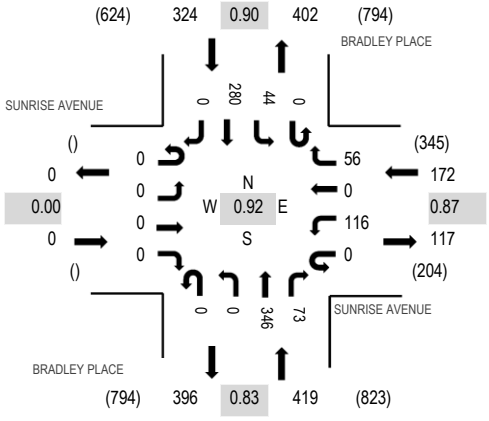
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

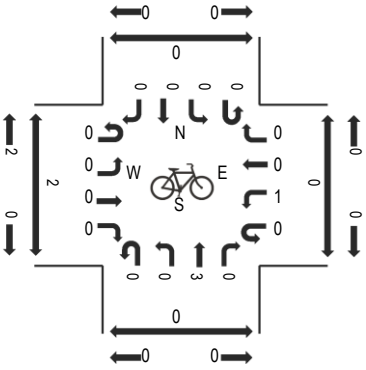
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

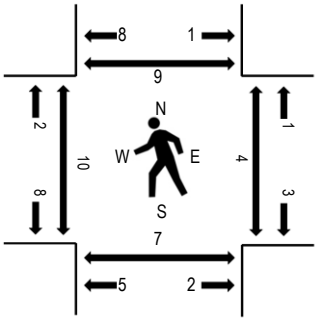
Peak Hour - Motorized Vehicles



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

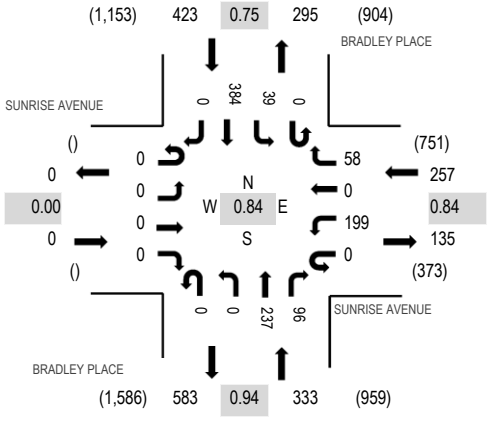
Heavy Vehicle Percentage and Peak Hour Factor

	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

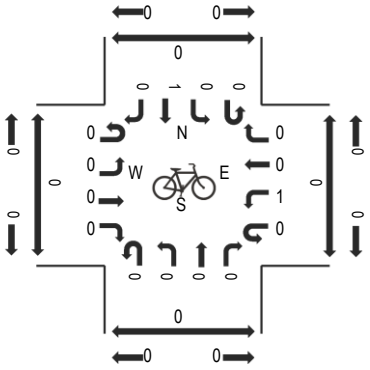
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

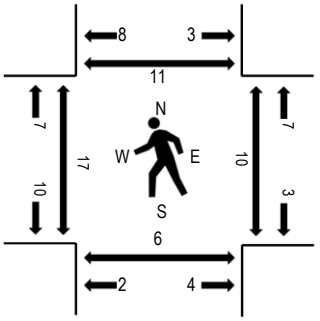
Peak Hour - Motorized Vehicles



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

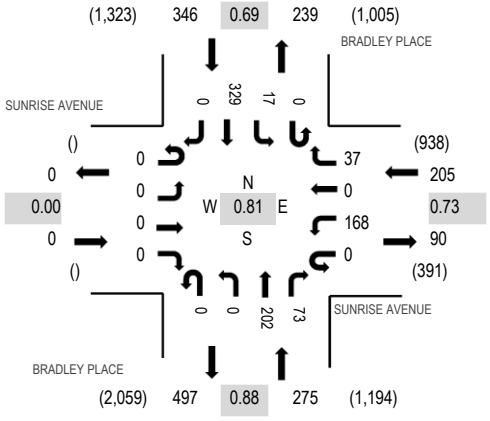
Heavy Vehicle Percentage and Peak Hour Factor

	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

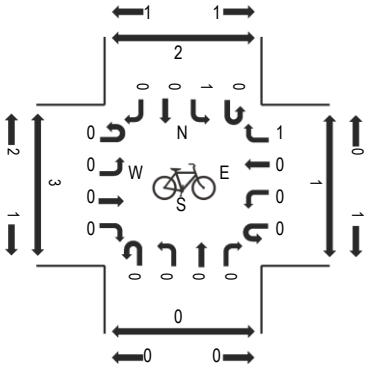
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

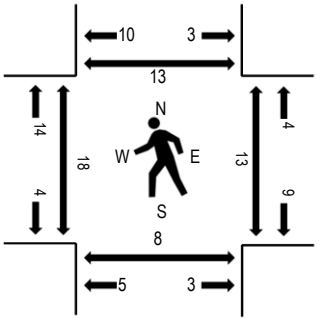
Peak Hour - Motorized Vehicles



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**	

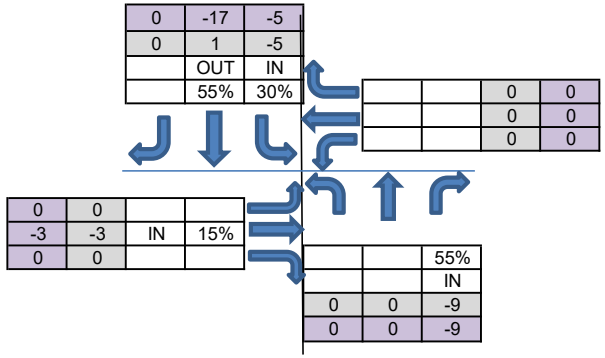
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	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

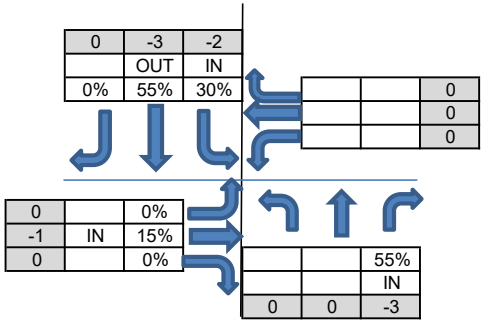
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

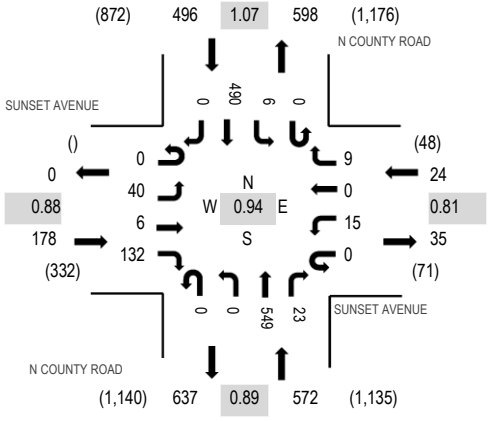


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

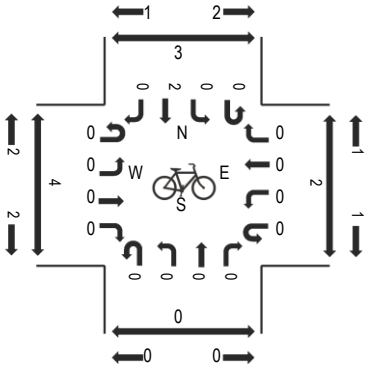
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

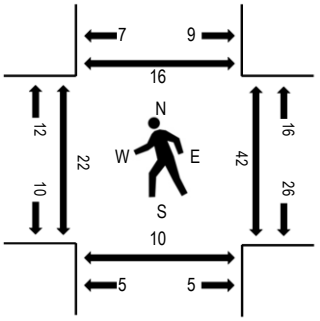
Peak Hour - Motorized Vehicles



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

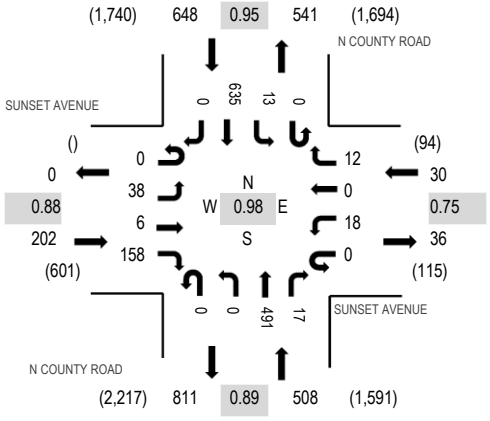
Heavy Vehicle Percentage and Peak Hour Factor

	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

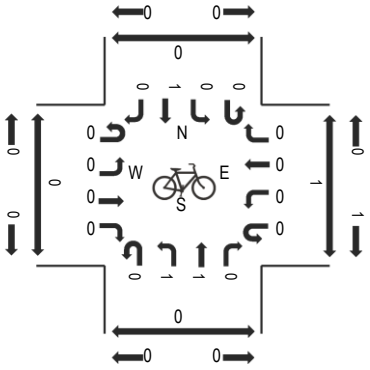
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

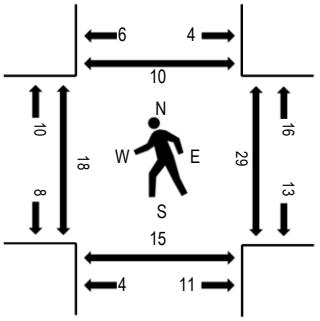
Peak Hour - Motorized Vehicles



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

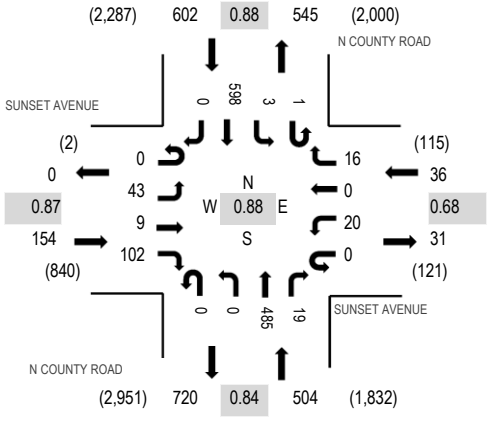
Heavy Vehicle Percentage and Peak Hour Factor

	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

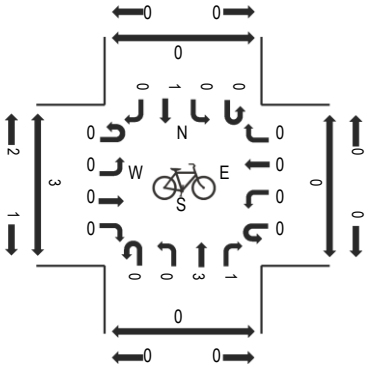
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

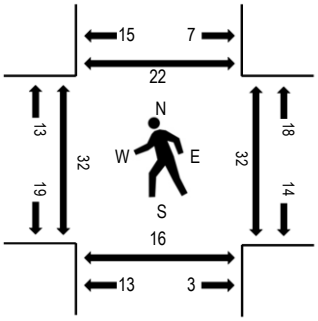
Peak Hour - Motorized Vehicles



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**	

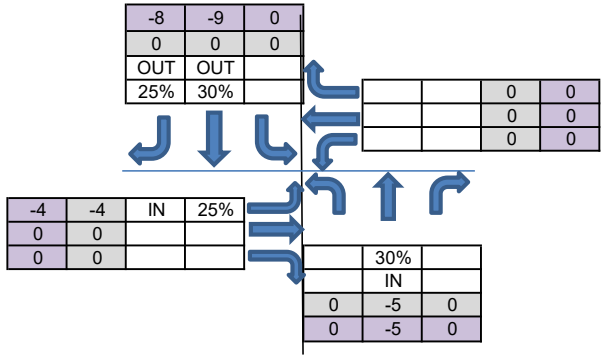
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	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

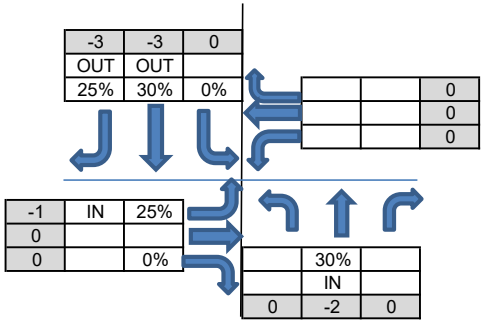
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

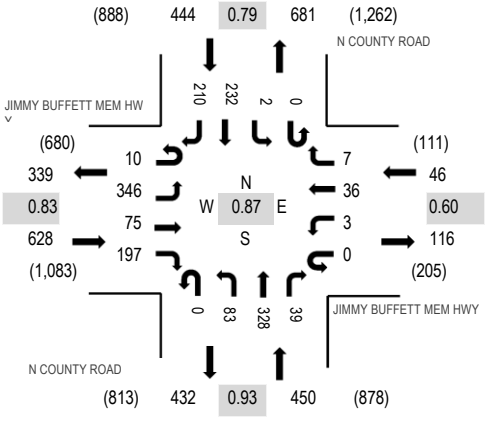


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

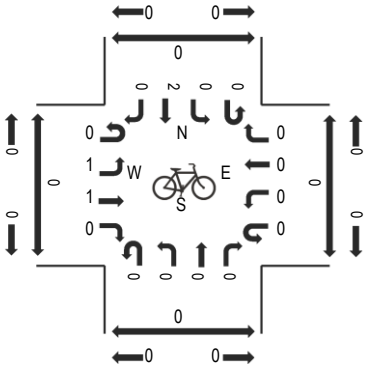
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

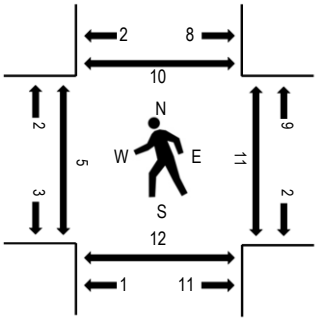
Peak Hour - Motorized Vehicles



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

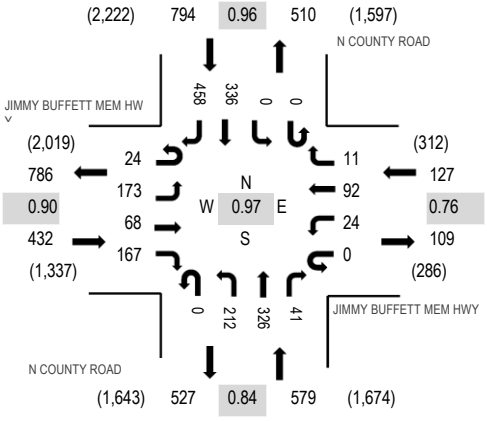
Heavy Vehicle Percentage and Peak Hour Factor

	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

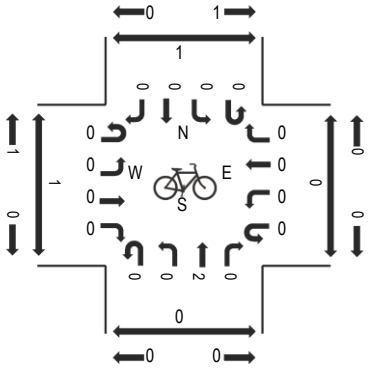
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

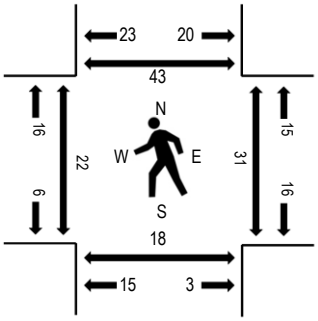
Peak Hour - Motorized Vehicles



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

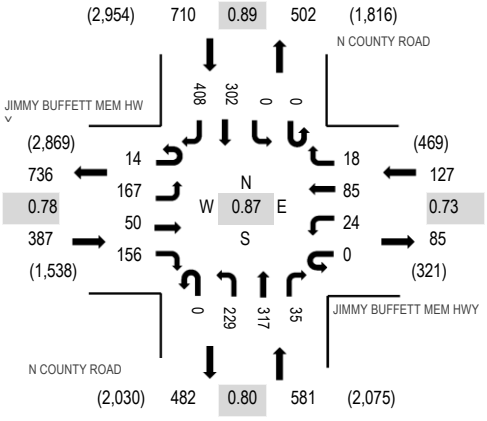
Heavy Vehicle Percentage and Peak Hour Factor

	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

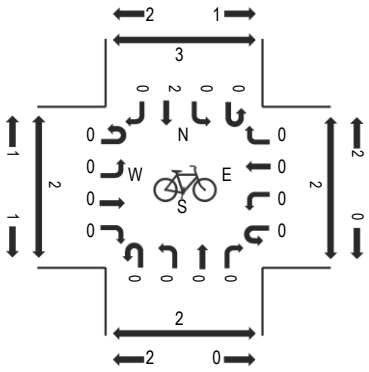
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

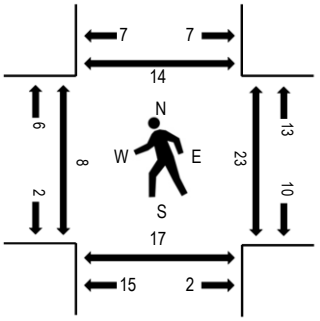
Peak Hour - Motorized Vehicles



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**	

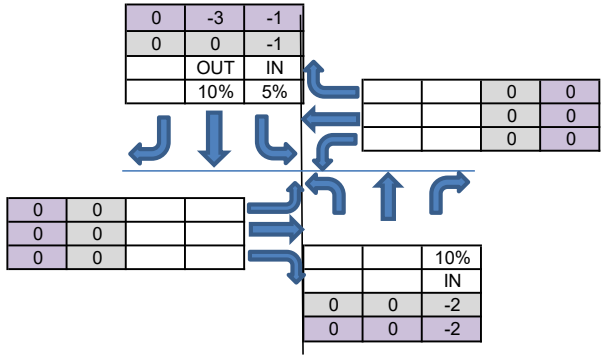
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	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

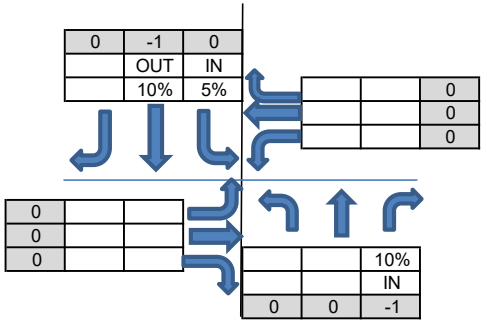
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day



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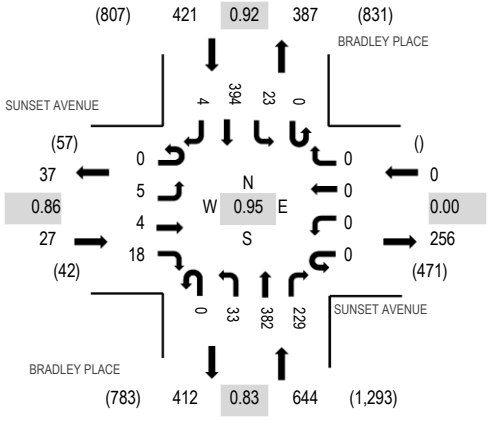
JG

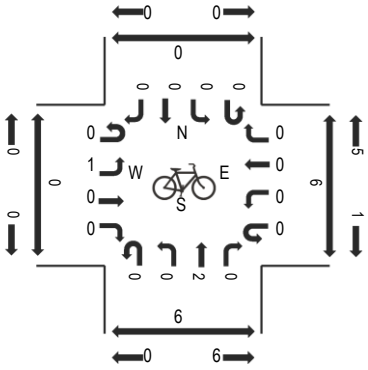
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

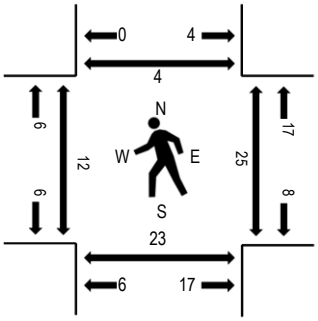
Peak Hour - Motorized Vehicles



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

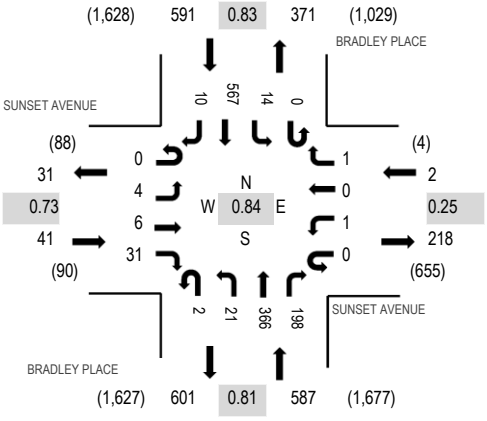
Heavy Vehicle Percentage and Peak Hour Factor

	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

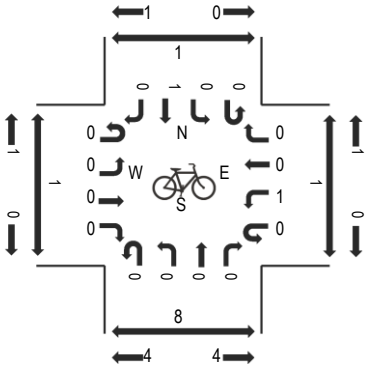
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

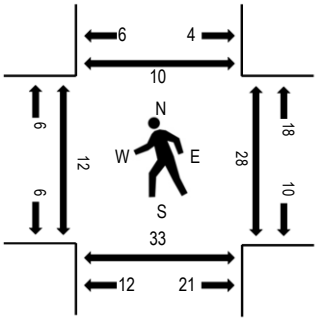
Peak Hour - Motorized Vehicles



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

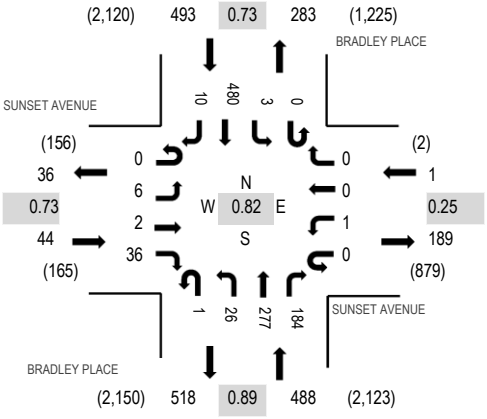
Heavy Vehicle Percentage and Peak Hour Factor

	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

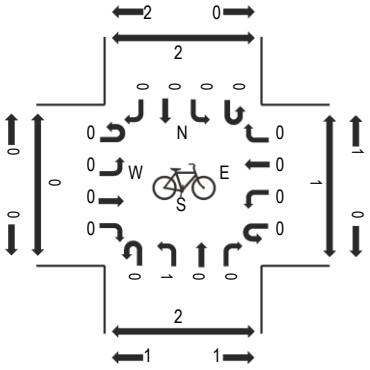
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

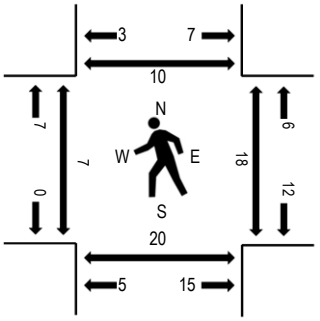
Peak Hour - Motorized Vehicles



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

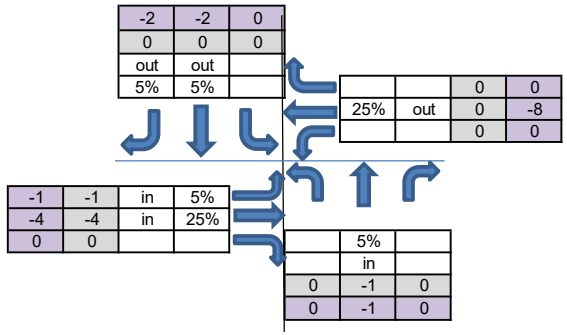
INTERSECTION VOLUME DEVELOPMENT

	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

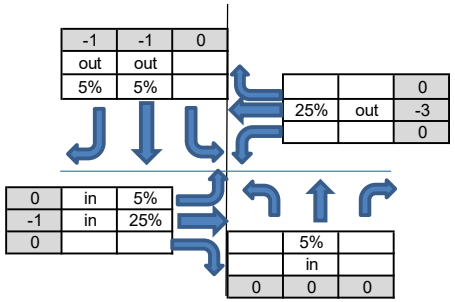
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

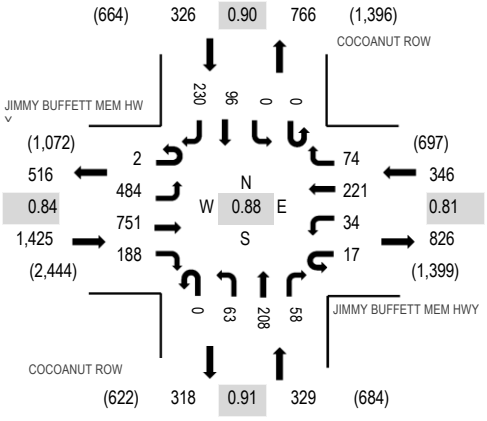


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

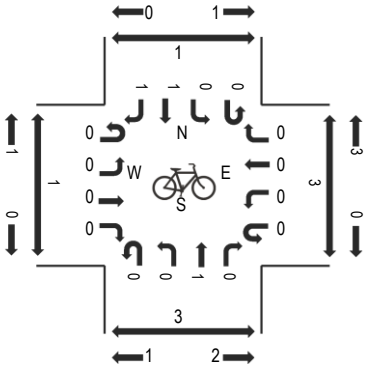
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

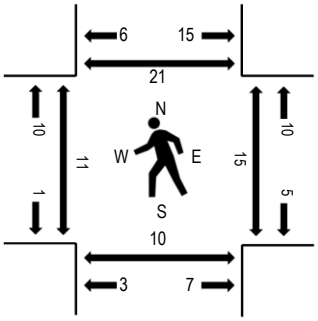
Peak Hour - Motorized Vehicles



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

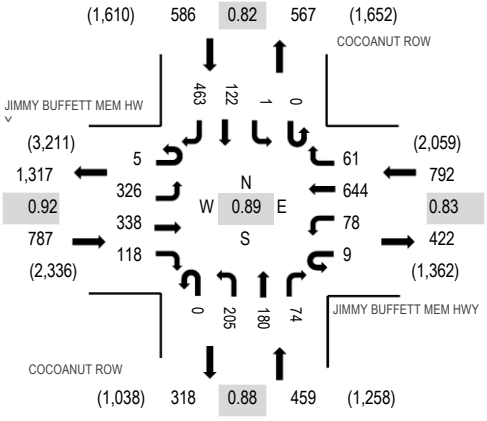
Heavy Vehicle Percentage and Peak Hour Factor

	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

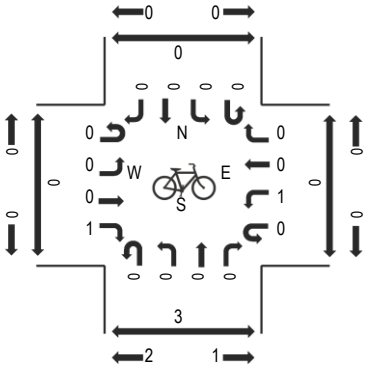
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

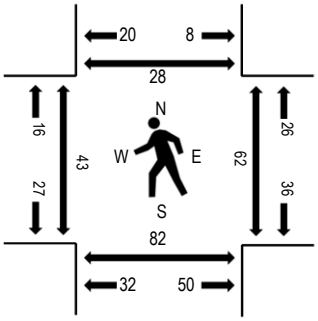
Peak Hour - Motorized Vehicles



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

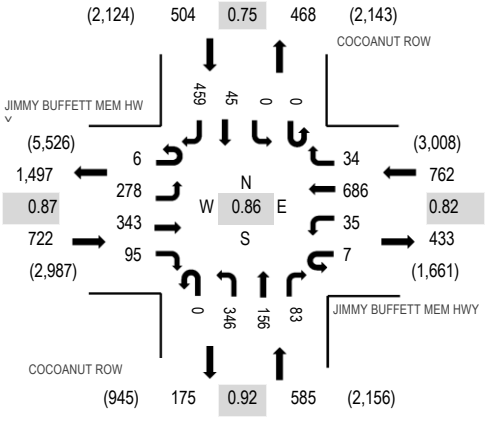
Heavy Vehicle Percentage and Peak Hour Factor

	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

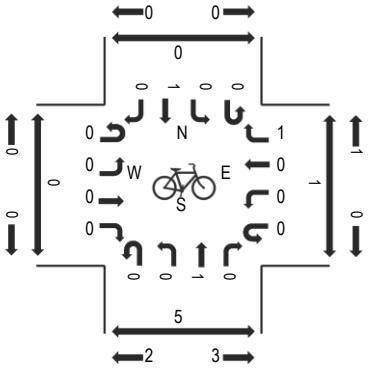
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

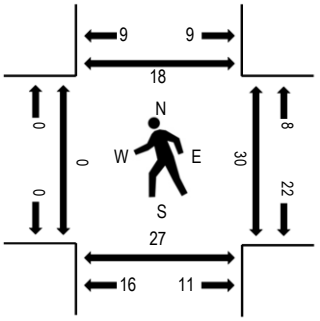
Peak Hour - Motorized Vehicles



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	-	-	-	-	-	-	-

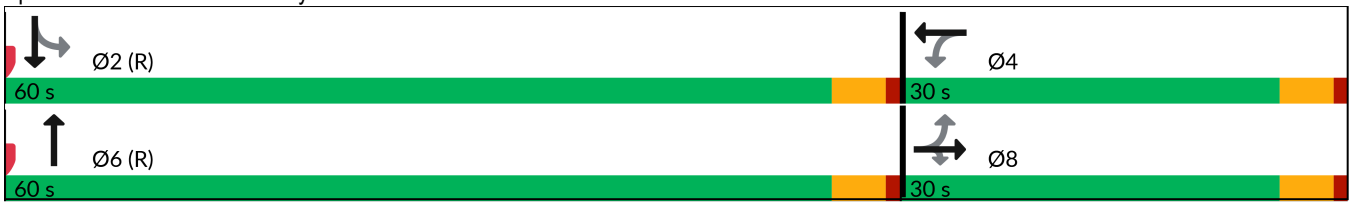
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.69	0.42	0.49
HCM LOS	B		

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

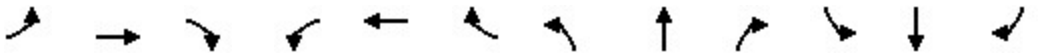




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	42	6	139	25	602	522
v/c Ratio	0.18	0.02	0.37	0.09	0.23	0.21
Control Delay (s/veh)	35.0	32.3	9.4	18.6	3.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	35.0	32.3	9.4	18.6	3.3	2.4
Queue Length 50th (ft)	21	3	0	3	18	16
Queue Length 95th (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	

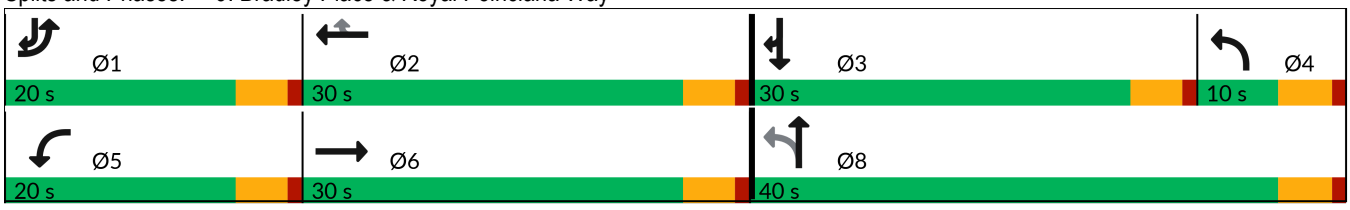
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.6		19.4		70.6		19.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.1		2.0		9.2				
Green Ext Time (p_c), s		3.5		0.1		4.2		0.5				

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	

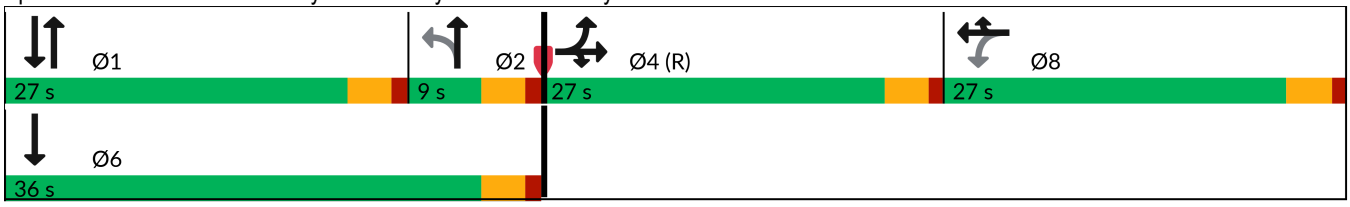
Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

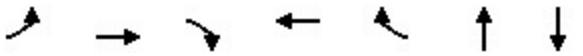
c Critical Lane Group

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	

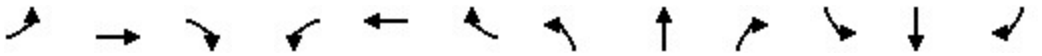
Splits and Phases: 10: County Road & Royal Poinciana Way





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	

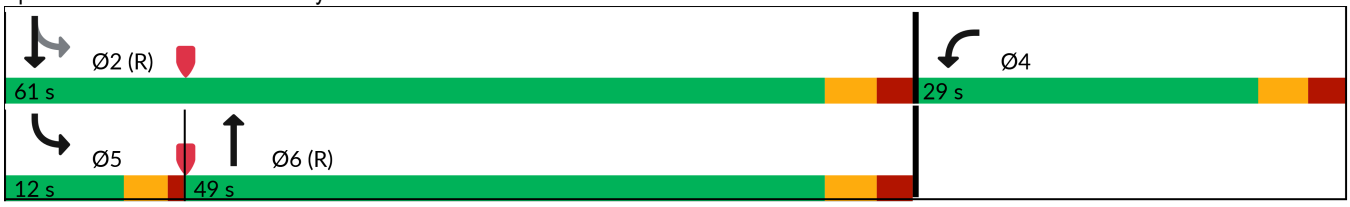
Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

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

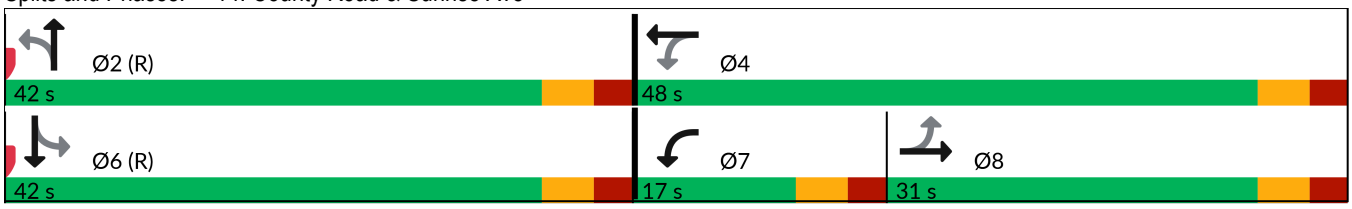
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.2		16.8	9.0	64.2
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.3		10.7	2.7	11.8
Green Ext Time (p_c), s		1.9		0.4	0.0	3.0

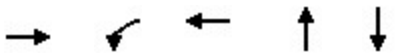
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

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	-	-	-	-	-	-	-

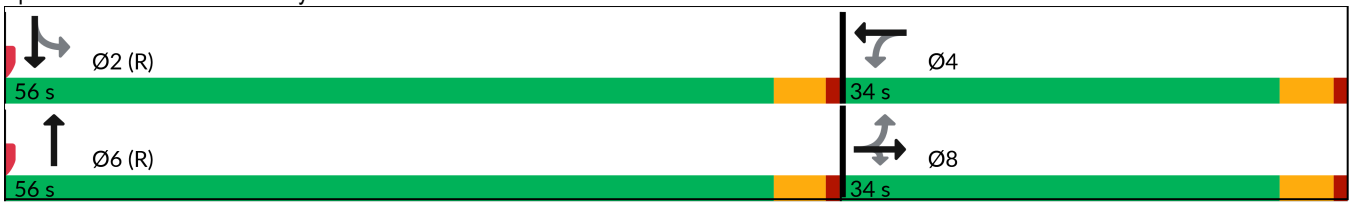
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.08	0	0.34	0.21
HCM LOS	C	A		

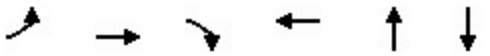
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	971	-	-	341	-	982	-	-
HCM Lane V/C Ratio	0.025	-	-	0.127	-	0.015	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	17.1	0	8.7	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

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

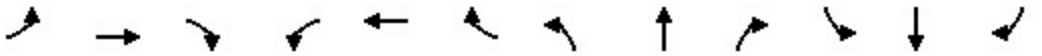




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	41	6	166	32	535	682
v/c Ratio	0.18	0.02	0.41	0.12	0.21	0.28
Control Delay (s/veh)	35.1	32.5	9.2	20.7	6.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	35.1	32.5	9.2	20.7	6.5	2.4
Queue Length 50th (ft)	20	3	1	7	83	28
Queue Length 95th (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	

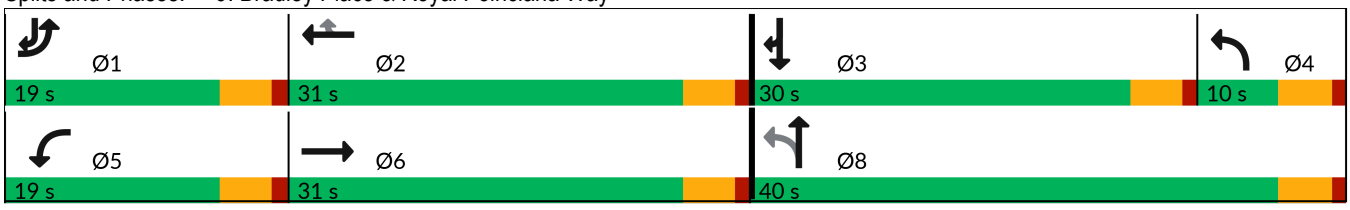
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.4		12.6		10.8				
Green Ext Time (p_c), s		4.9		0.1		3.6		0.6				

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		

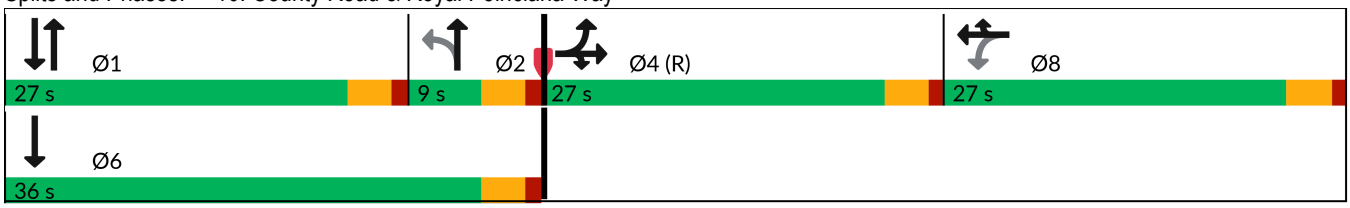
c Critical Lane Group

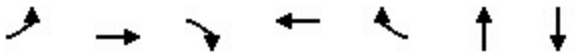
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	197	68	167	24	92	11	212	326	336		
Future Volume (vph)	197	68	167	24	92	11	212	326	336		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

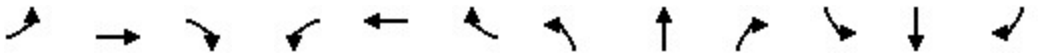




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	139	140	176	122	12	609	836
v/c Ratio	0.30	0.30	0.32	0.55	0.04	1.03dl	0.48
Control Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.7
Queue Length 50th (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		

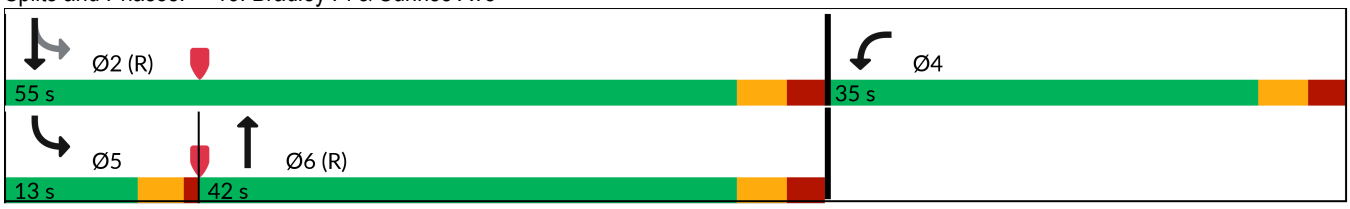
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

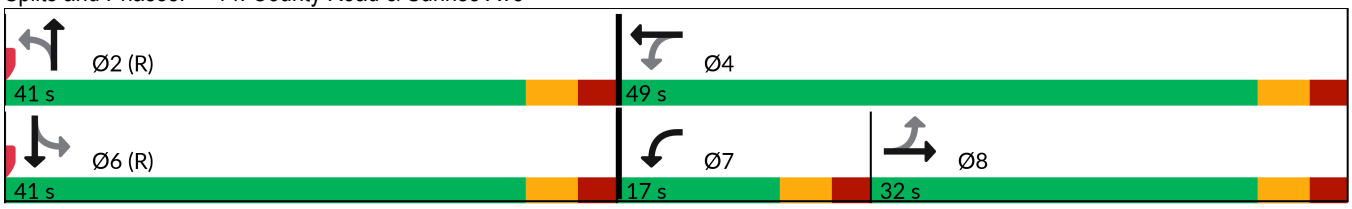
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.4		21.6	9.0	59.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		9.6		15.1	2.7	10.6
Green Ext Time (p_c), s		2.8		0.7	0.0	2.2

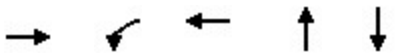
Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B

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	-	-	-	-	-	-	-

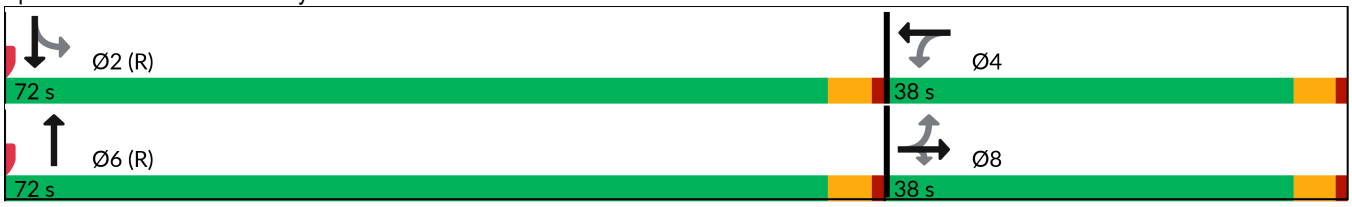
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.71	0	0.47	0.05
HCM LOS	B	A		

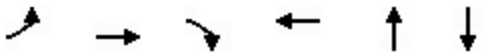
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	460	-	1078	-	-
HCM Lane V/C Ratio	0.027	-	-	0.101	-	0.003	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	13.7	0	8.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-

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	

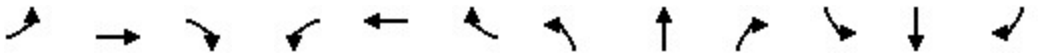
Splits and Phases: 6: County Road & Sunset Ave





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		

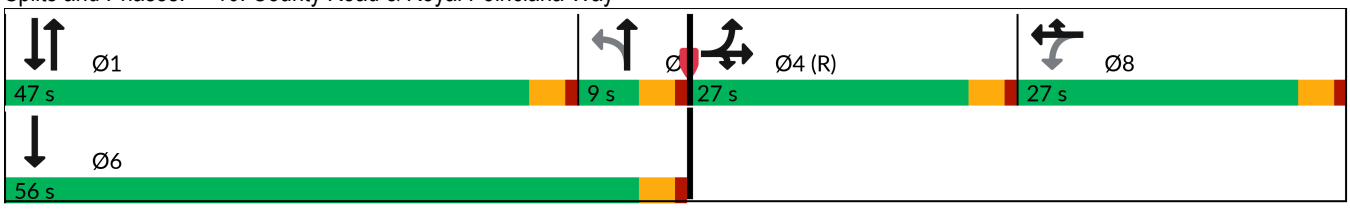
c Critical Lane Group

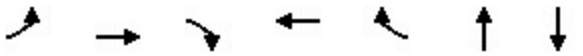
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	181	50	156	24	85	18	229	317	302		
Future Volume (vph)	181	50	156	24	85	18	229	317	302		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

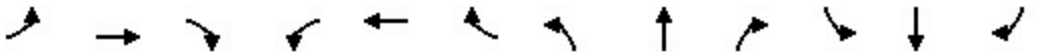




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	120	124	164	114	19	612	747
v/c Ratio	0.24	0.25	0.28	0.59	0.07	0.92dl	0.42
Control Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	17.0
Queue Length 50th (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		

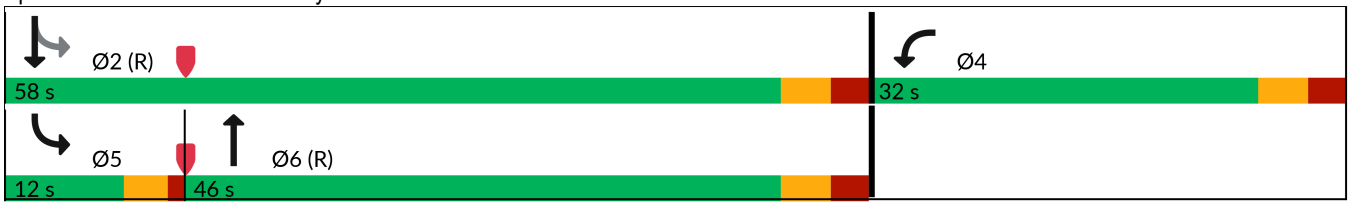
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

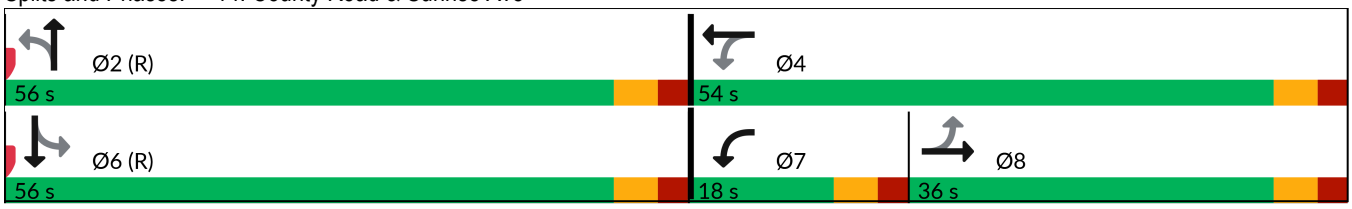
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.4		18.6	9.0	62.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		7.6		12.3	2.3	8.2
Green Ext Time (p_c), s		2.3		0.5	0.0	1.8

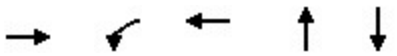
Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B

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				

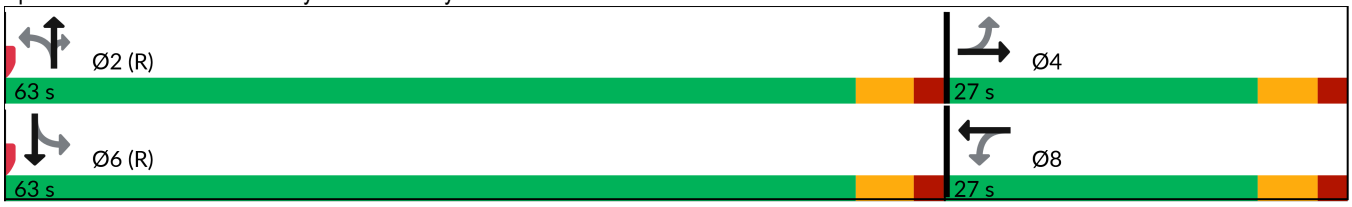
Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

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	

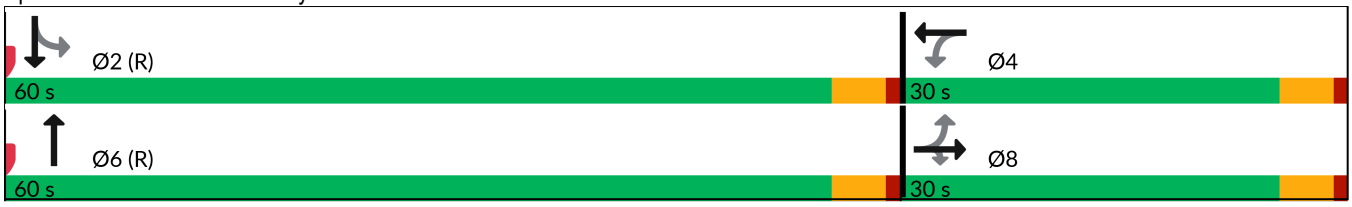
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.3		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

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	

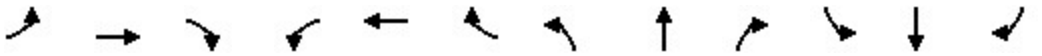
Splits and Phases: 6: County Road & Sunset Ave





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	

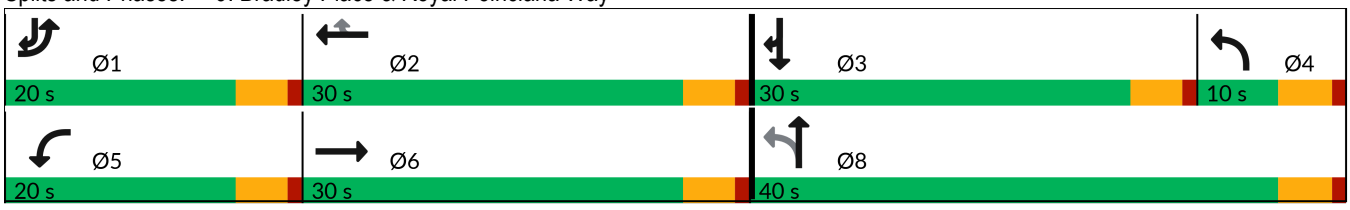
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.2		2.0		9.9				
Green Ext Time (p_c), s		3.8		0.1		4.6		0.5				

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	

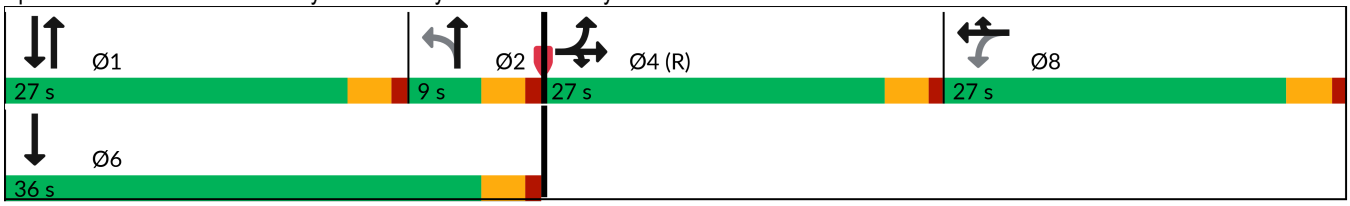
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

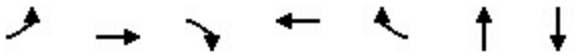
c Critical Lane Group

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	

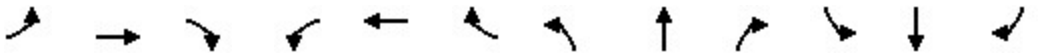
Splits and Phases: 10: County Road & Royal Poinciana Way





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	

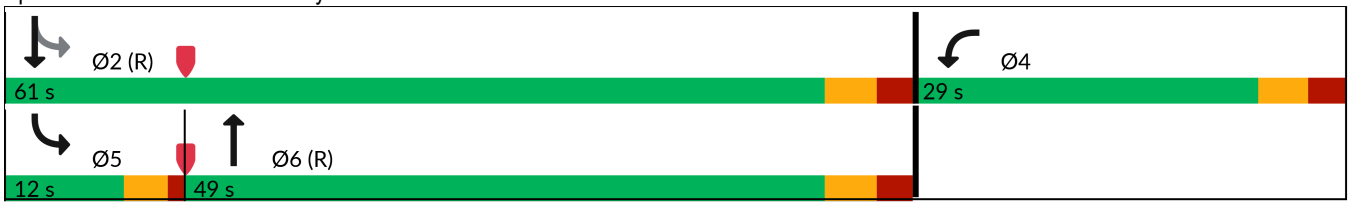
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

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

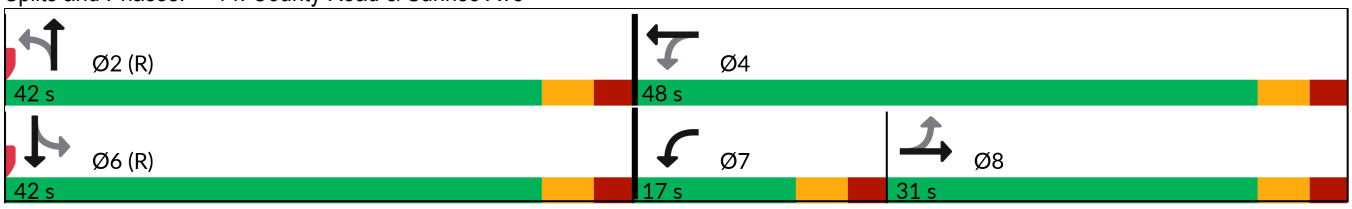
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

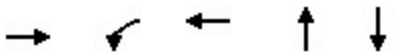
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

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	

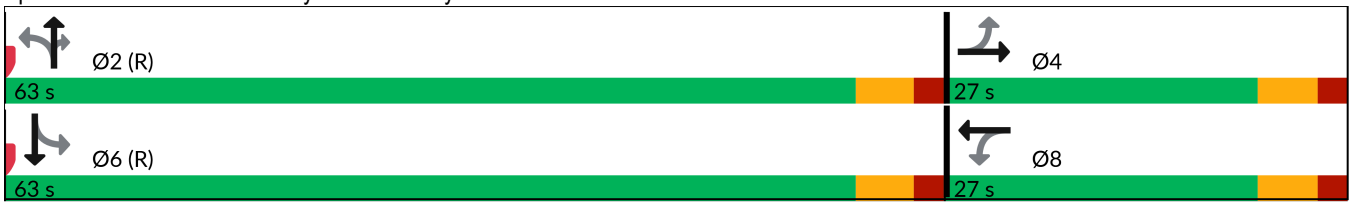
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.8		28.2		61.8	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.1		4.4		8.2	6.0	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.5	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	

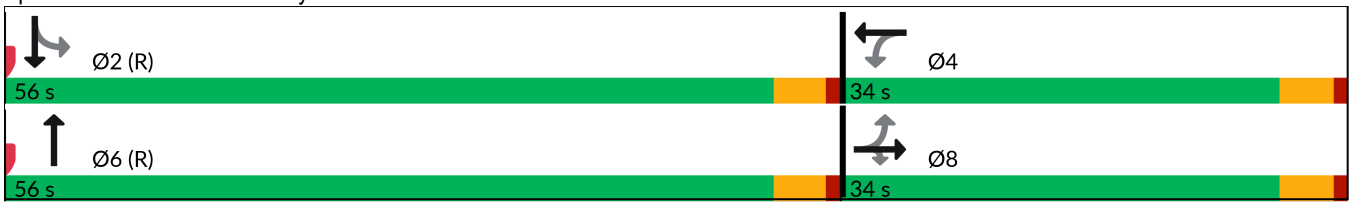
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.1		9.9		80.1		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		6.5		3.8		6.6		3.4				
Green Ext Time (p_c), s		3.7		0.1		5.5		0.1				

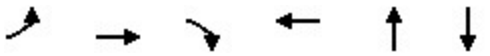
Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

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	

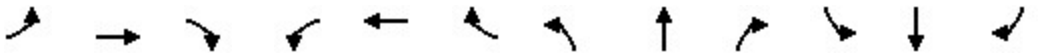
Splits and Phases: 6: County Road & Sunset Ave





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	

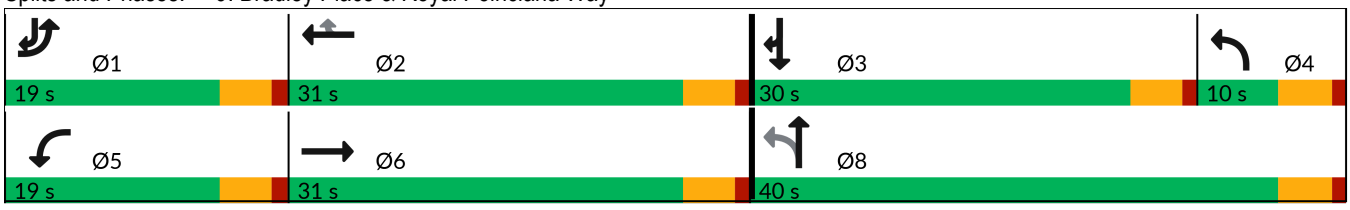
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.5		13.4		11.9				
Green Ext Time (p_c), s		5.4		0.1		3.9		0.7				

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		

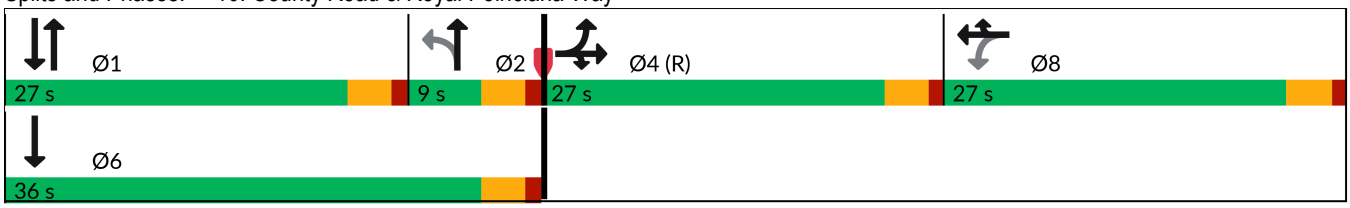
c Critical Lane Group

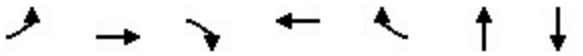
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	211	84	182	26	110	15	229	349	360		
Future Volume (vph)	211	84	182	26	110	15	229	349	360		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

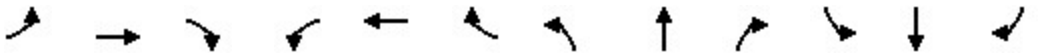




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	157	192	143	16	654	896
v/c Ratio	0.36	0.36	0.35	0.59	0.05	1.22dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.7
Queue Length 50th (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		

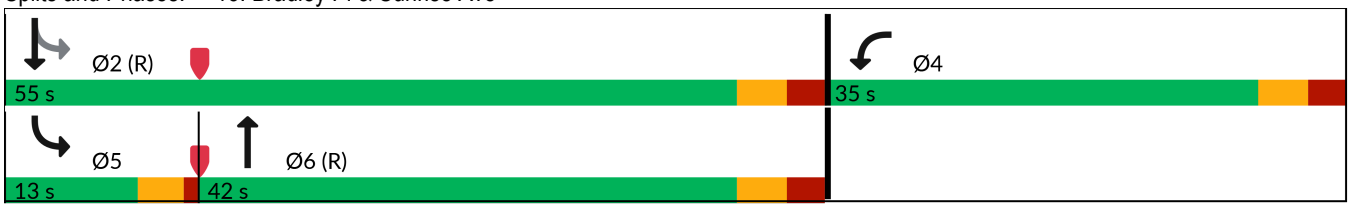
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

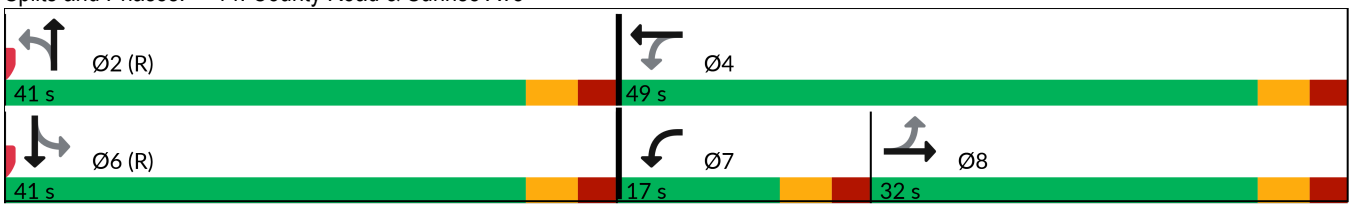
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.9		22.1	9.0	58.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.5	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

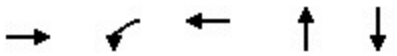
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

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	

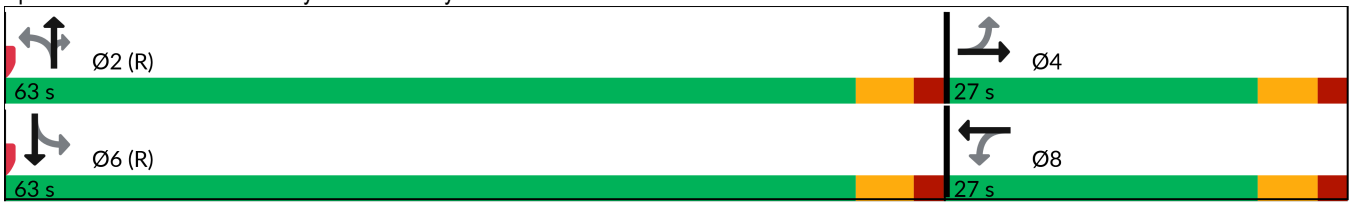
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		60.7		29.3		60.7	13.4	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		13.0		4.6		9.7	7.6	9.1				
Green Ext Time (p_c), s		4.4		0.4		4.1	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

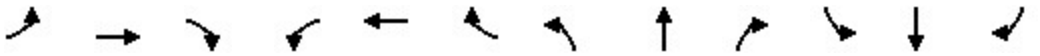




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	49	37	31	315	207	4	553
v/c Ratio	0.30	0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)	20.2	35.7	2.5	2.4	0.7	2.3	3.6
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)	20.2	35.7	2.5	2.8	0.7	2.3	3.8
Queue Length 50th (ft)	4	14	3	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	

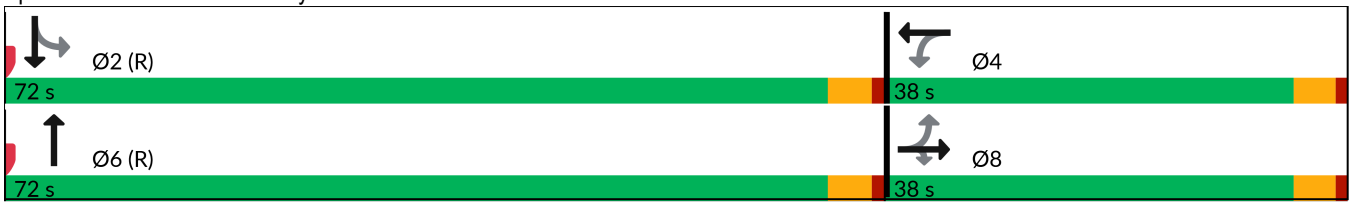
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.6		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.3		0.1				

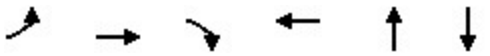
Intersection Summary		
HCM 7th Control Delay, s/veh	4.7	
HCM 7th LOS	A	

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		

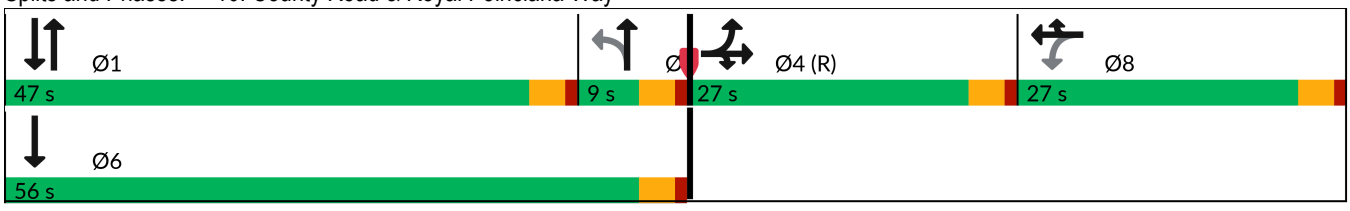
c Critical Lane Group

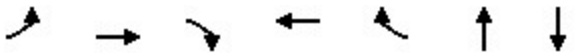
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	214	80	245	26	104	23	342	340	324		
Future Volume (vph)	214	80	245	26	104	23	342	340	324		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

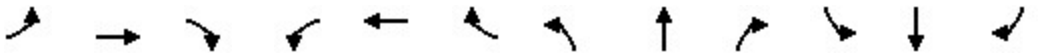




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	156	258	136	24	758	827
v/c Ratio	0.39	0.39	0.45	0.63	0.09	1.35dl	0.43
Control Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	18.3
Queue Length 50th (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		

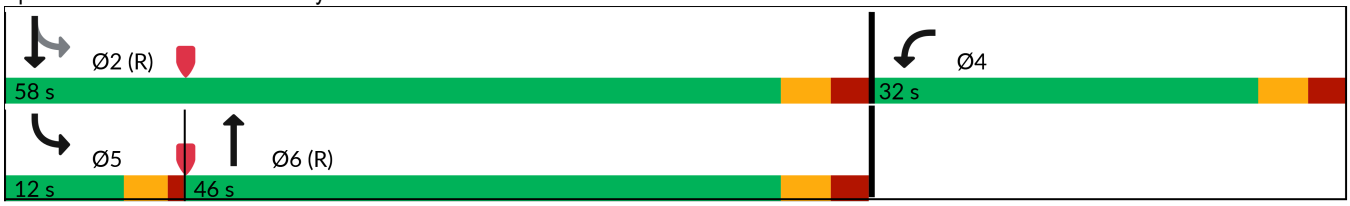
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

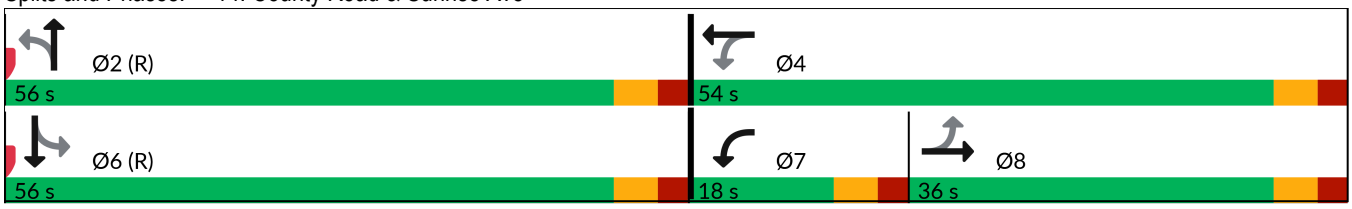
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.9		19.1	9.0	61.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.8	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

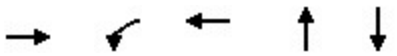
Intersection Summary	
HCM 7th Control Delay, s/veh	12.9
HCM 7th LOS	B

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	

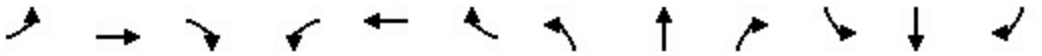
Splits and Phases: 14: County Road & Sunrise Ave





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				

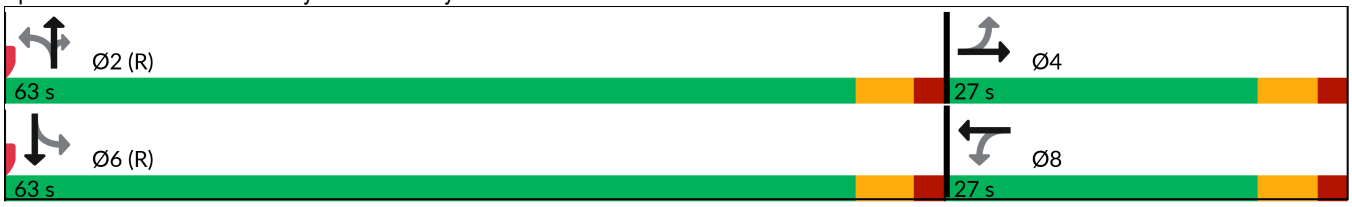
Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

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	

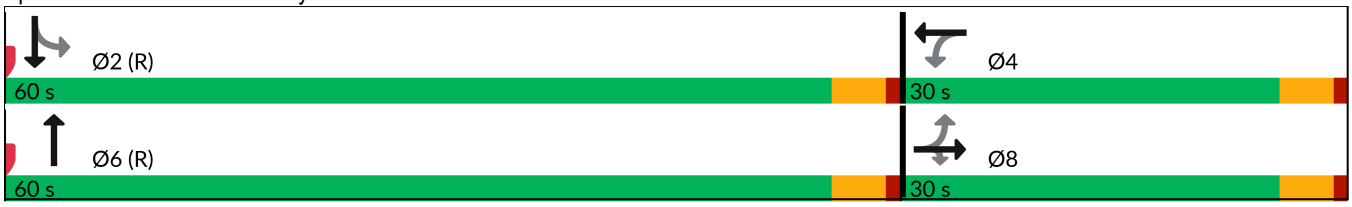
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.2		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

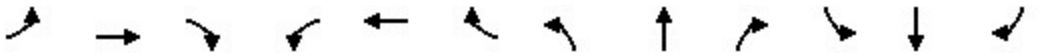
Intersection Summary												
HCM 7th Control Delay, s/veh			3.6									
HCM 7th LOS			A									

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

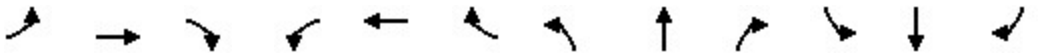




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Future Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	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	

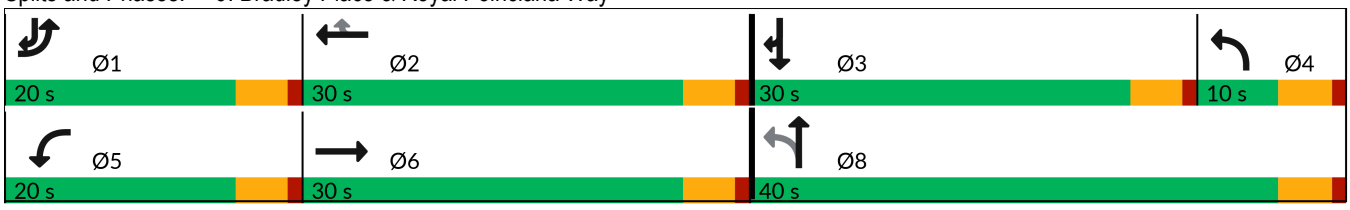
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.6	19.4	70.6	19.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	25.5	55.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	3.2	2.0	9.9
Green Ext Time (p_c), s	3.8	0.1	4.5	0.5

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	

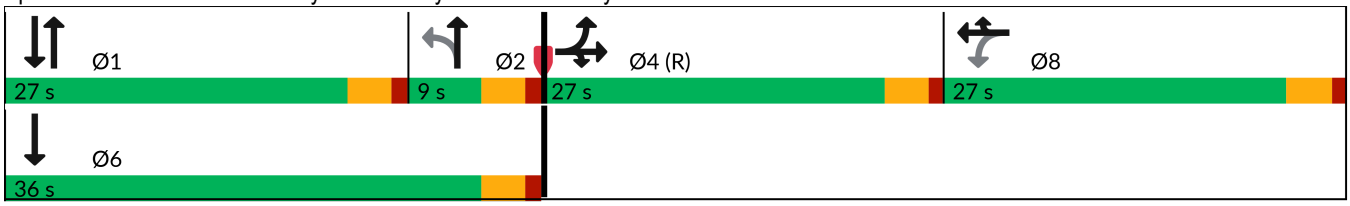
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

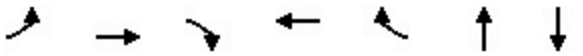
c Critical Lane Group

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	

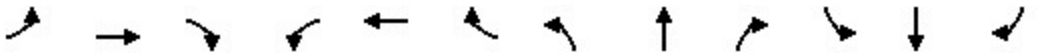
Splits and Phases: 10: County Road & Royal Poinciana Way





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	

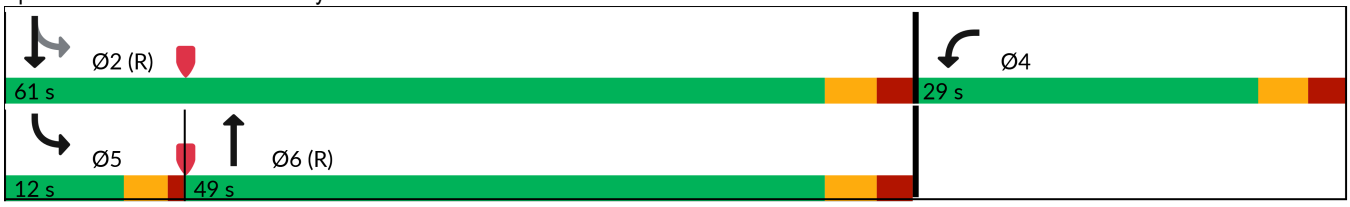
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

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

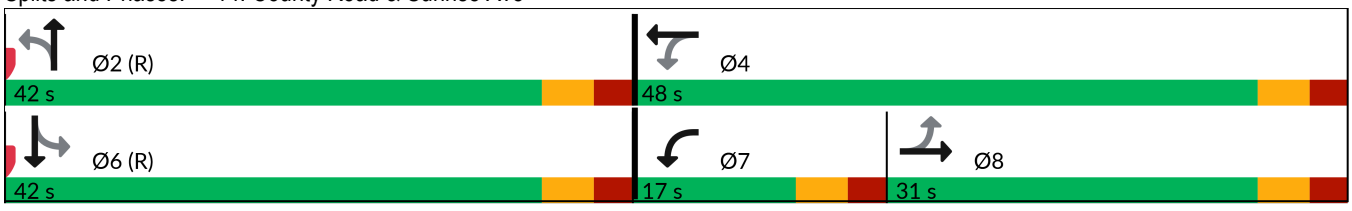
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

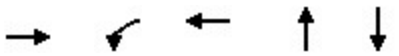
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

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	

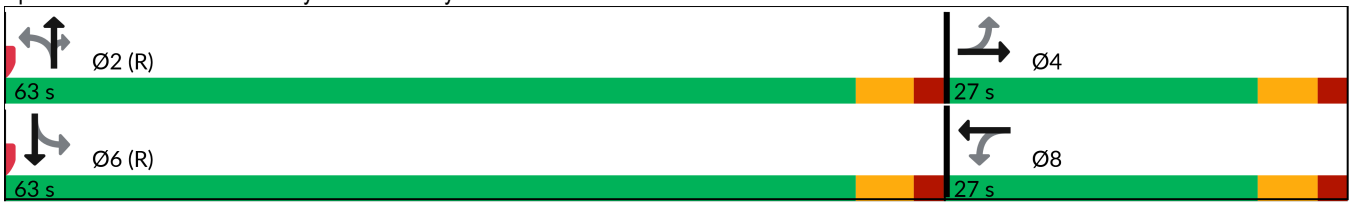
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.9		28.1		61.9	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.0		4.4		8.2	5.9	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.4	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

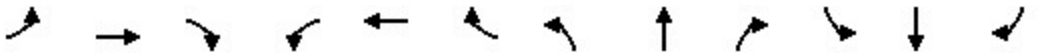




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	39	26	413	222	16	651
v/c Ratio	0.28	0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)	21.3	35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)	21.3	35.5	2.6	3.2	0.7	2.2	4.6
Queue Length 50th (ft)	5	15	2	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	

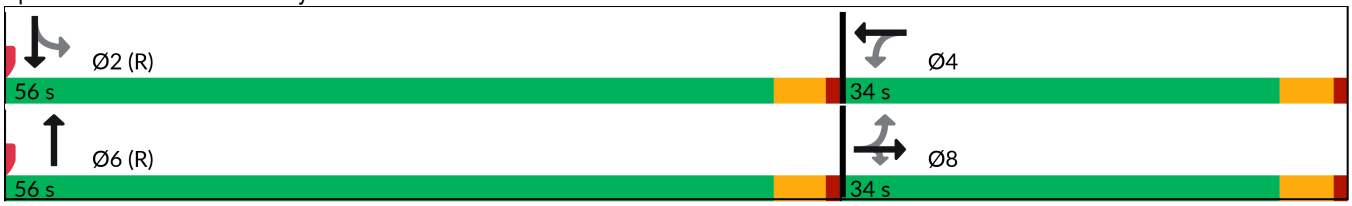
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.1		9.9		80.1		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		6.5		3.8		6.6		3.4				
Green Ext Time (p_c), s		3.7		0.1		5.5		0.1				

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	

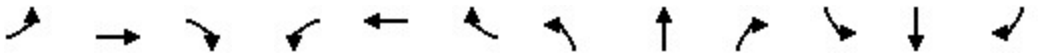
Splits and Phases: 6: County Road & Sunset Ave





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	

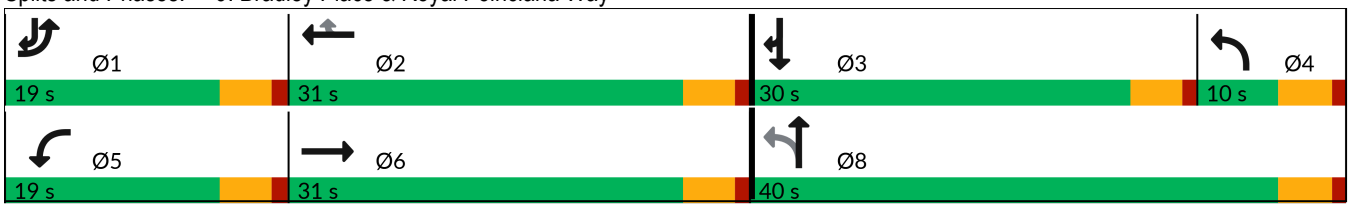
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.5		13.3		11.9				
Green Ext Time (p_c), s		5.2		0.1		3.8		0.7				

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		

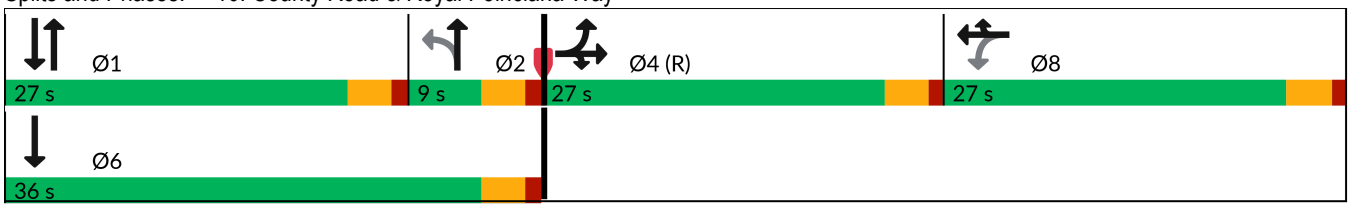
c Critical Lane Group

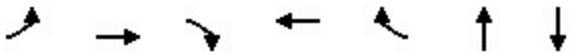
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	210	84	182	26	110	15	229	347	357		
Future Volume (vph)	210	84	182	26	110	15	229	347	357		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

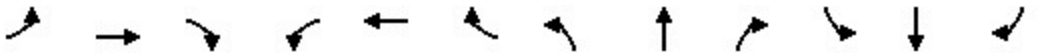




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	152	157	192	143	16	652	890
v/c Ratio	0.35	0.36	0.35	0.59	0.05	1.20dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.7
Queue Length 50th (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		

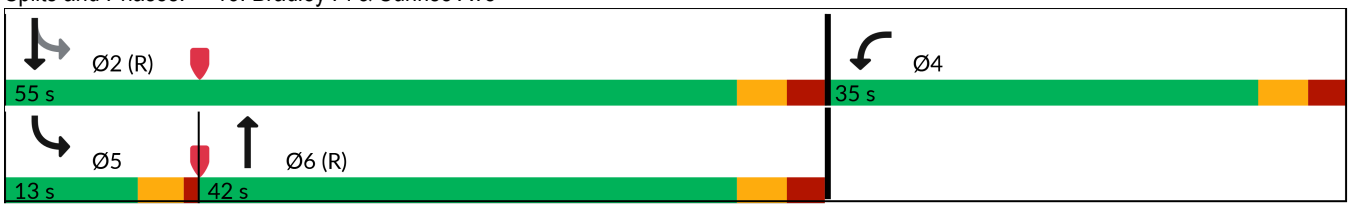
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

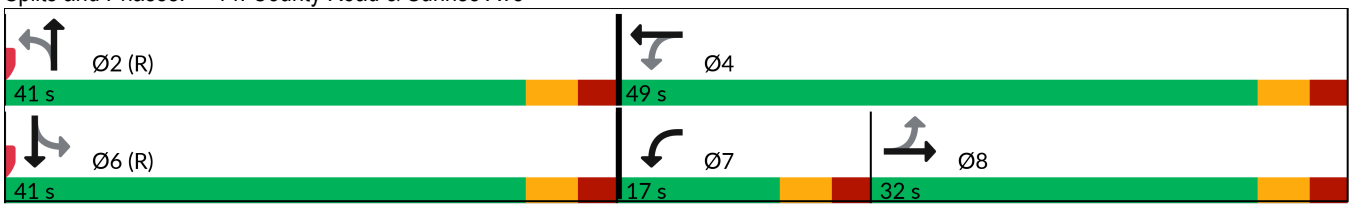
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.1		21.9	9.0	59.1
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.4	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

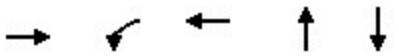
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

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	

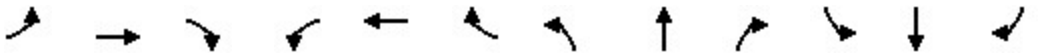
Splits and Phases: 14: County Road & Sunrise Ave





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	

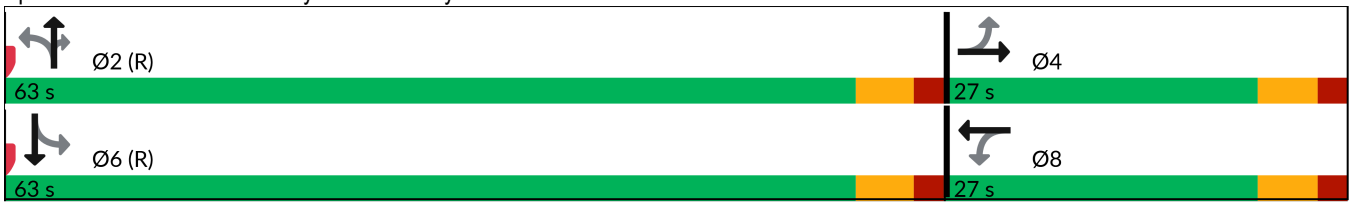
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.0		29.0		61.0	13.1	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		12.8		4.4		9.6	7.3	9.1				
Green Ext Time (p_c), s		4.4		0.3		4.0	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	

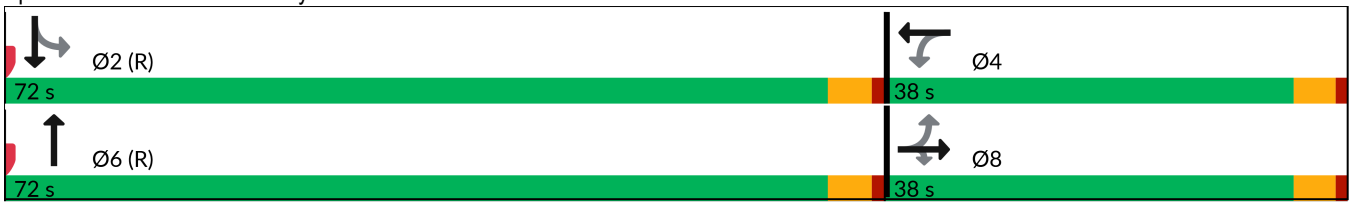
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.5		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.2		0.1				

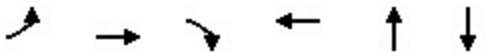
Intersection Summary		
HCM 7th Control Delay, s/veh	4.7	
HCM 7th LOS	A	

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	

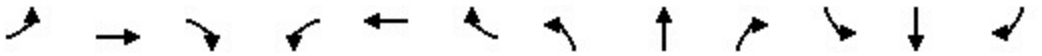
Splits and Phases: 6: County Road & Sunset Ave





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		

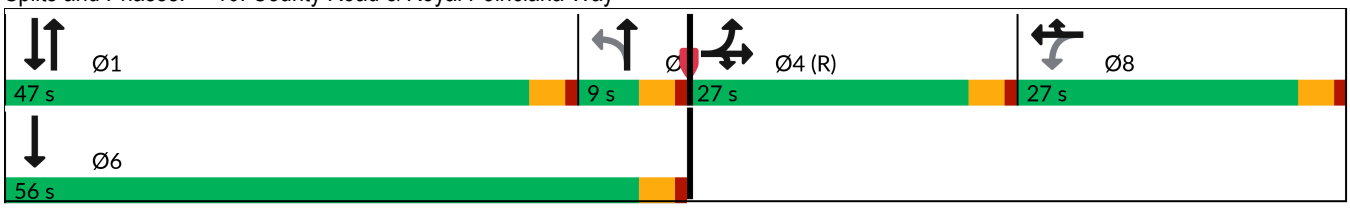
c Critical Lane Group

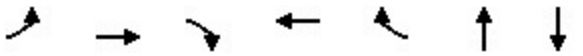
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	210	80	245	26	104	23	342	335	315		
Future Volume (vph)	210	80	245	26	104	23	342	335	315		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

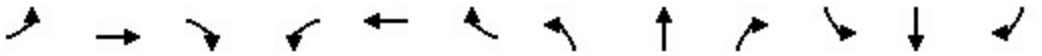




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	150	155	258	136	24	753	810
v/c Ratio	0.37	0.37	0.45	0.63	0.09	1.33dl	0.43
Control Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.9
Queue Length 50th (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		

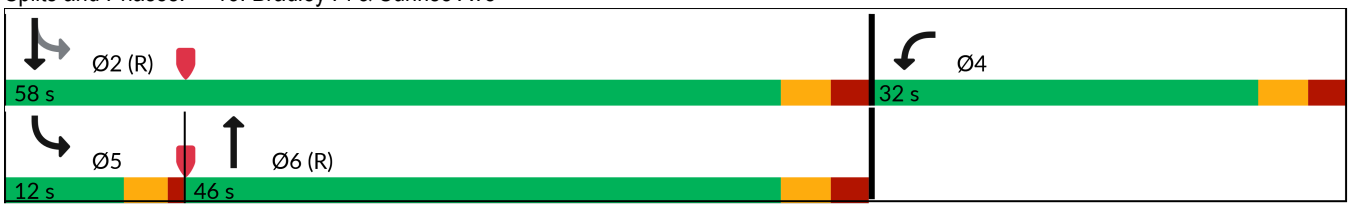
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

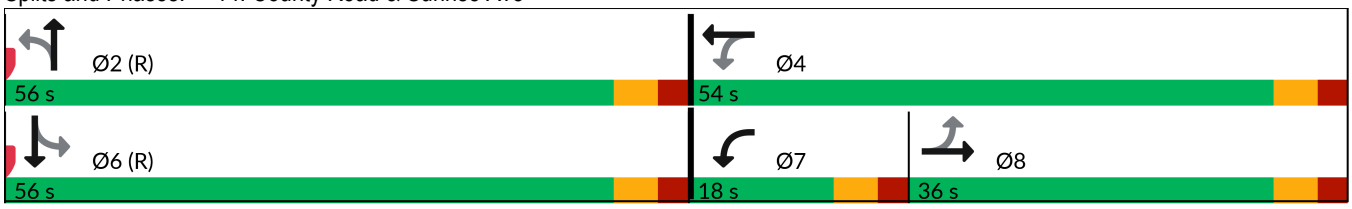
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.0		19.0	9.0	62.0
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.7	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

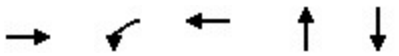
Intersection Summary	
HCM 7th Control Delay, s/veh	12.8
HCM 7th LOS	B

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

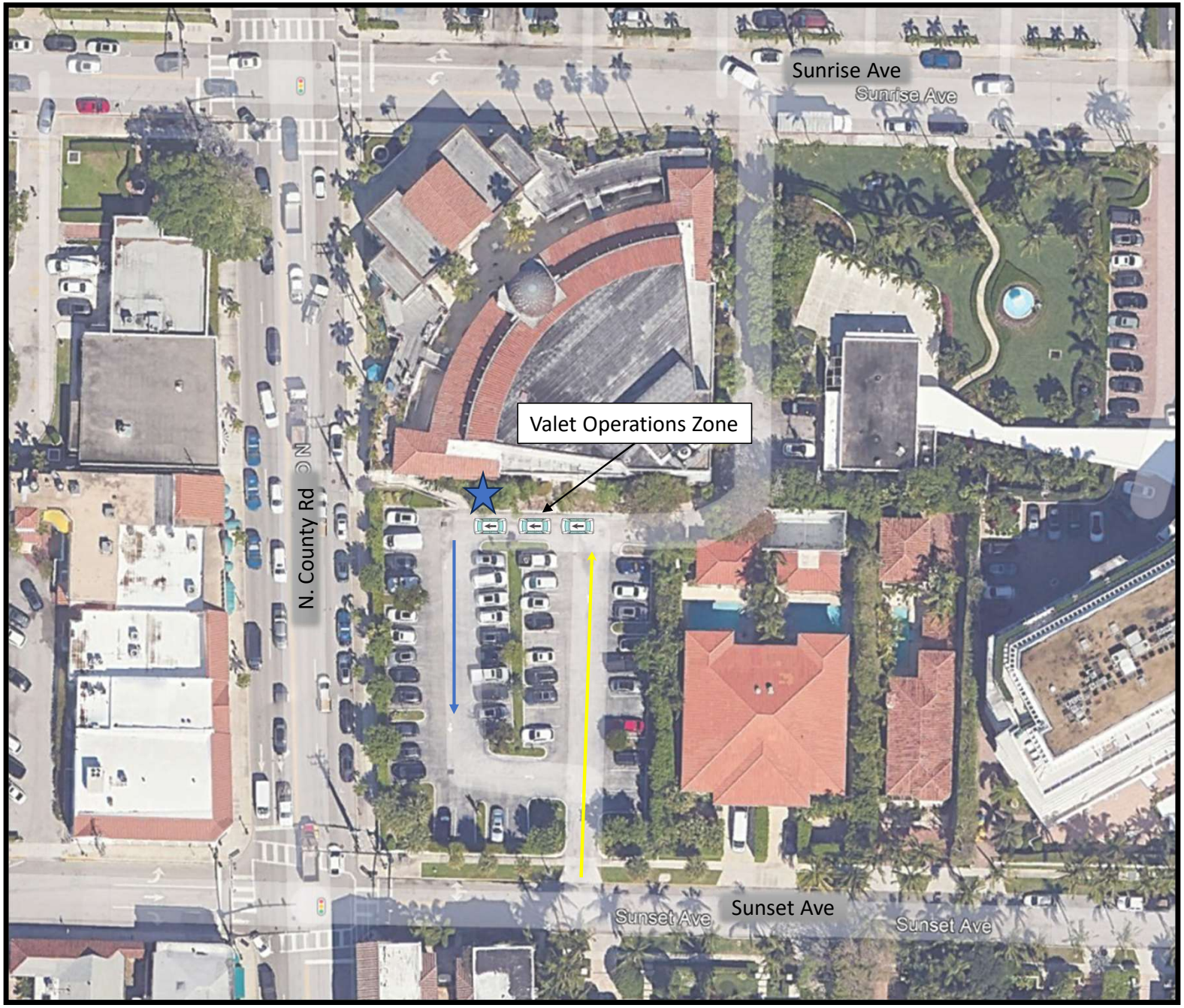


Figure 3 – Valet Operations after 6 PM
Paramount
Project # 25-146

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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.

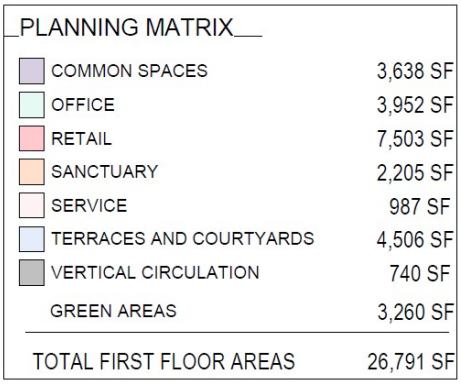
3. Please provide a separate traffic data collection section of the traffic impact statement. This section should outline the specific details of when the traffic counts used in the traffic analysis were collected. This should include the day of the week, the specific date and the time of day that the 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.

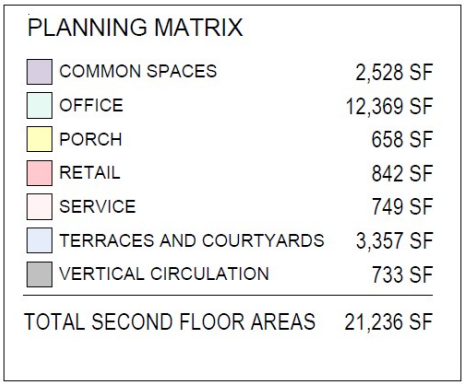
5. Please provide additional details regarding the trip distribution and assignment instead of referencing prior traffic studies. The details need to be established as part of this current traffic study, as this proposed redevelopment program is different. Please ensure that the trip distribution and 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.

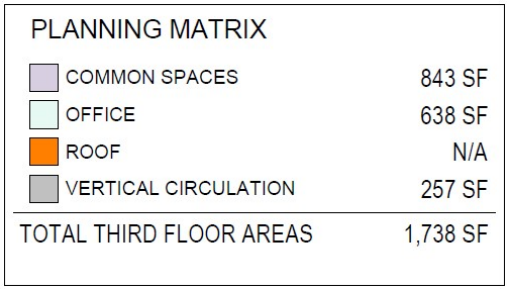
    The Planning Matrix for the existing vested development per REG Architects shown on plan sheets B-3, B-5 and B-7 in Appendix A has the following land use and intensity:
    - Church/Synagogue- 2,205 S.F.
    - General Office- 16,959 S.F. (3,952 +12,369 + 638)
    - Strip Retail Plaza- 8,345 S.F.



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.

BGK/pb x:/docs/miscltr/kelley/25056.czerniejewskicmnts

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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PAGE 4

1.0 SITE DATA
2.0 PURPOSE OF STUDY
3.0 TRAFFIC DATA COLLECTION

PAGE 5

4.0 TRAFFIC GENERATION

PAGE 6

5.0 TRIP DISTRIBUTION
6.0 TRAFFIC CONCURRENCY
7.0 INTERSECTION ANALYSIS

PAGE 10

8.0 95TH QUEUE ANALYSIS

PAGE 12

9.0 PARKING ANALYSIS

PAGE 13

10.0 SITE RELATED IMPROVMENTS
11.0 MULTIMODAL TRANSPORTATION OPTIONS

PAGE 14

12.0 BRADLEY PLACE AND SUNSET AVENUE
13.0 PREVIOUS PARAMOUNT PROPOSAL

PAGE 15

14.0 VALET OPERATIONS
15.0 CONCLUSION

APPENDICES

APPENDIX A

SITE PLAN/CIVIL PLANS

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)
- 5,409 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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PARAMOUNT

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)

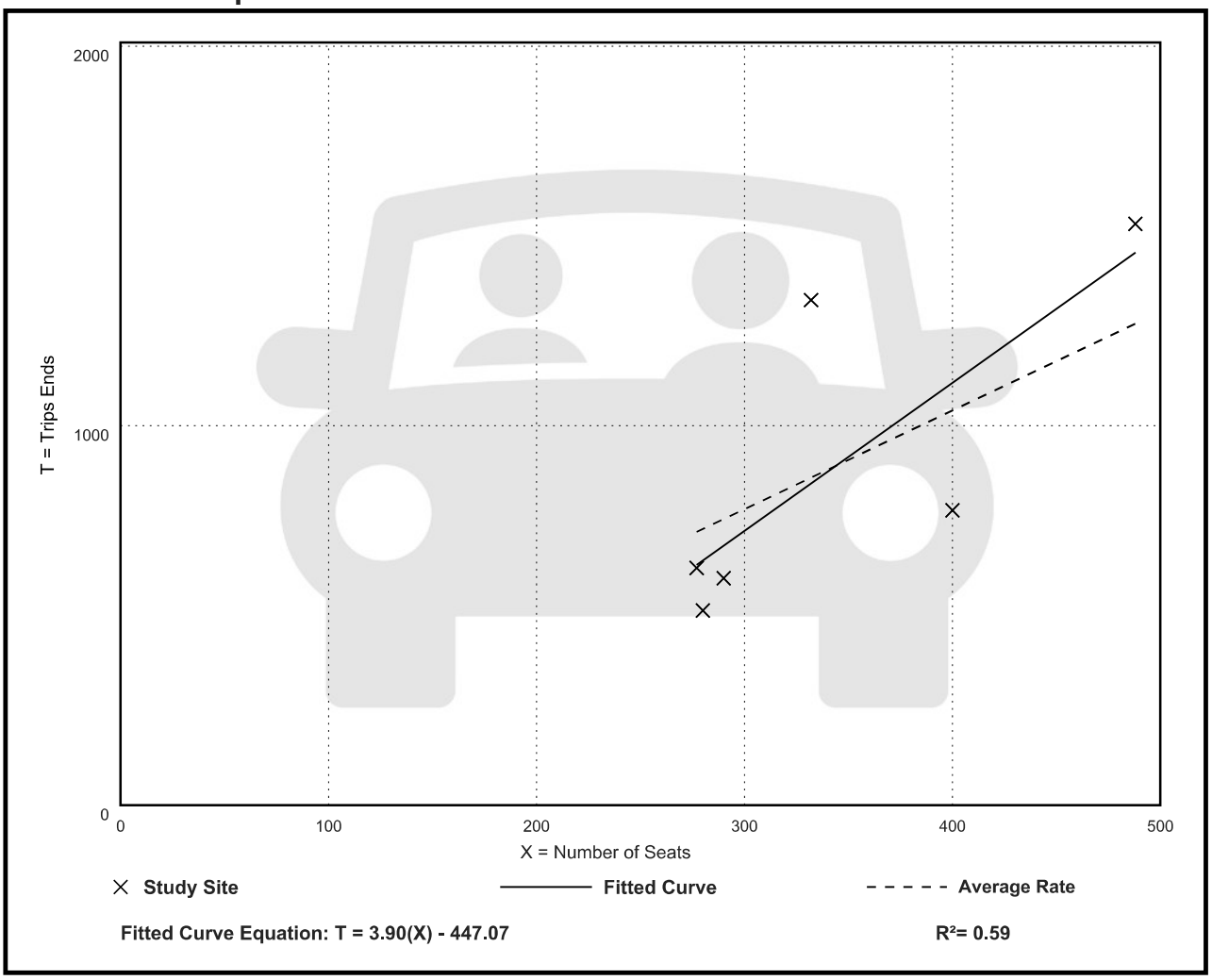
Vehicle Trip Ends vs: Seats
On a: Weekday

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

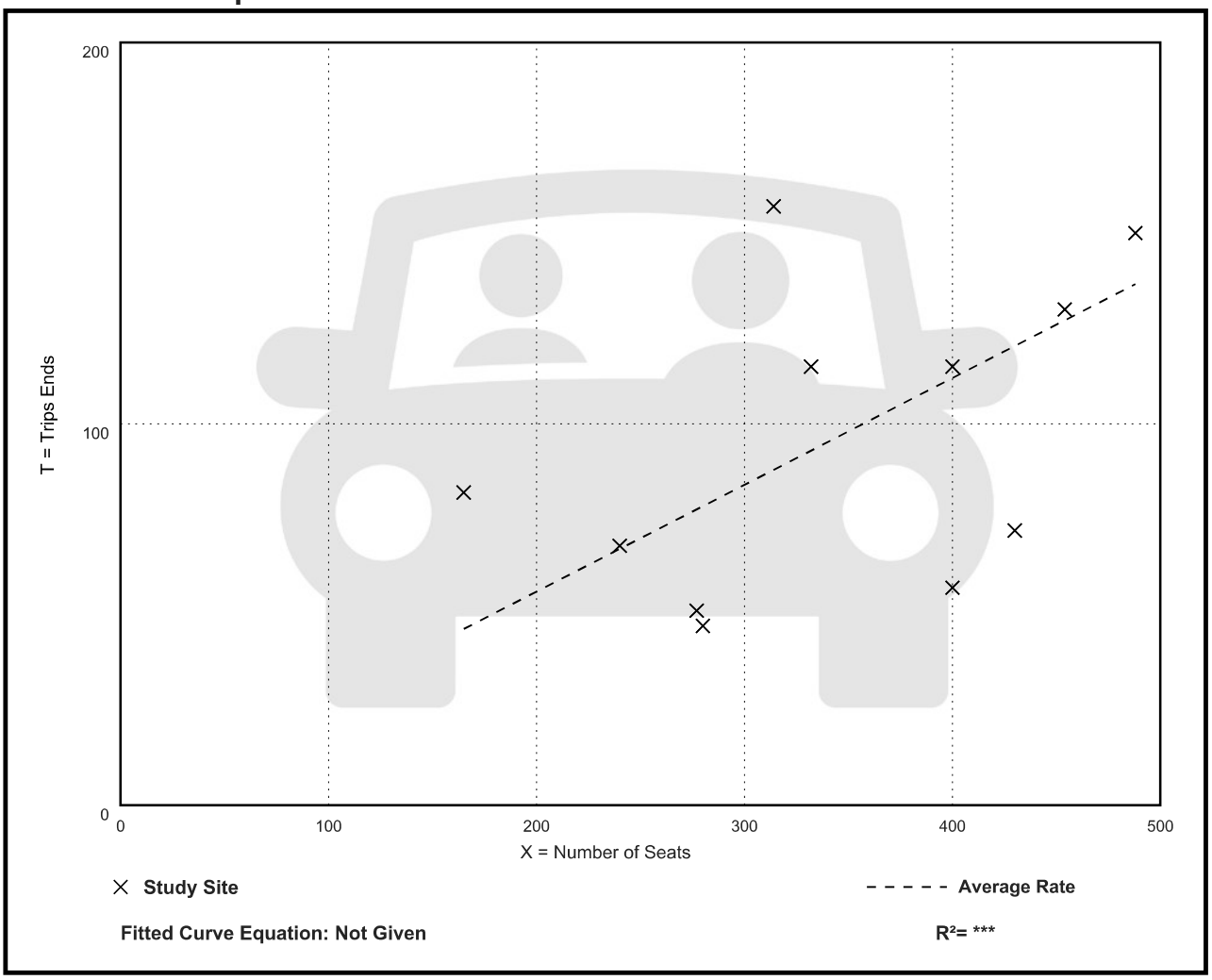
Fine Dining Restaurant
(931)

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	--	--	--

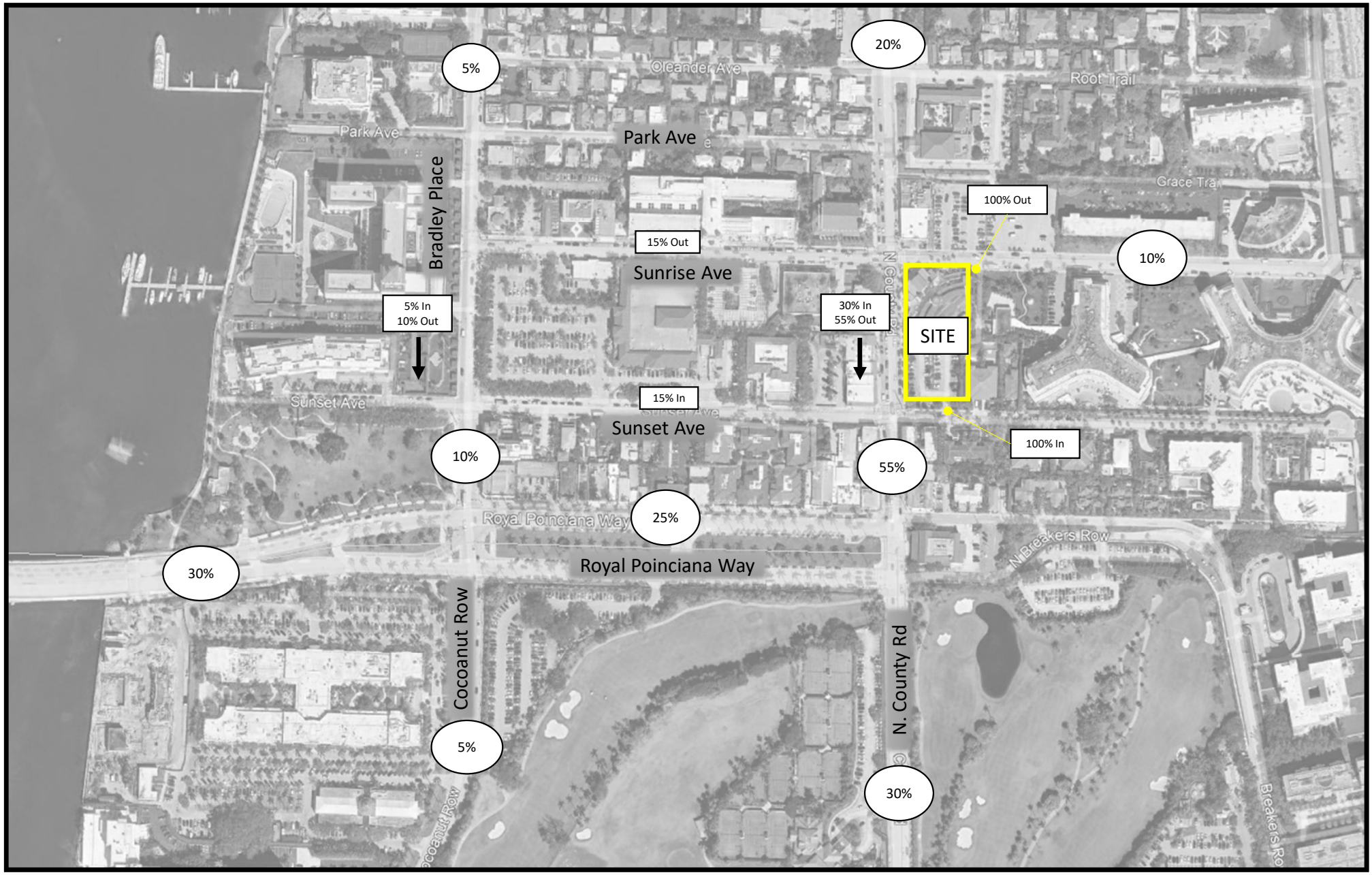


Figure 1 – Trip Distribution
Paramount
Project # 25-146

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

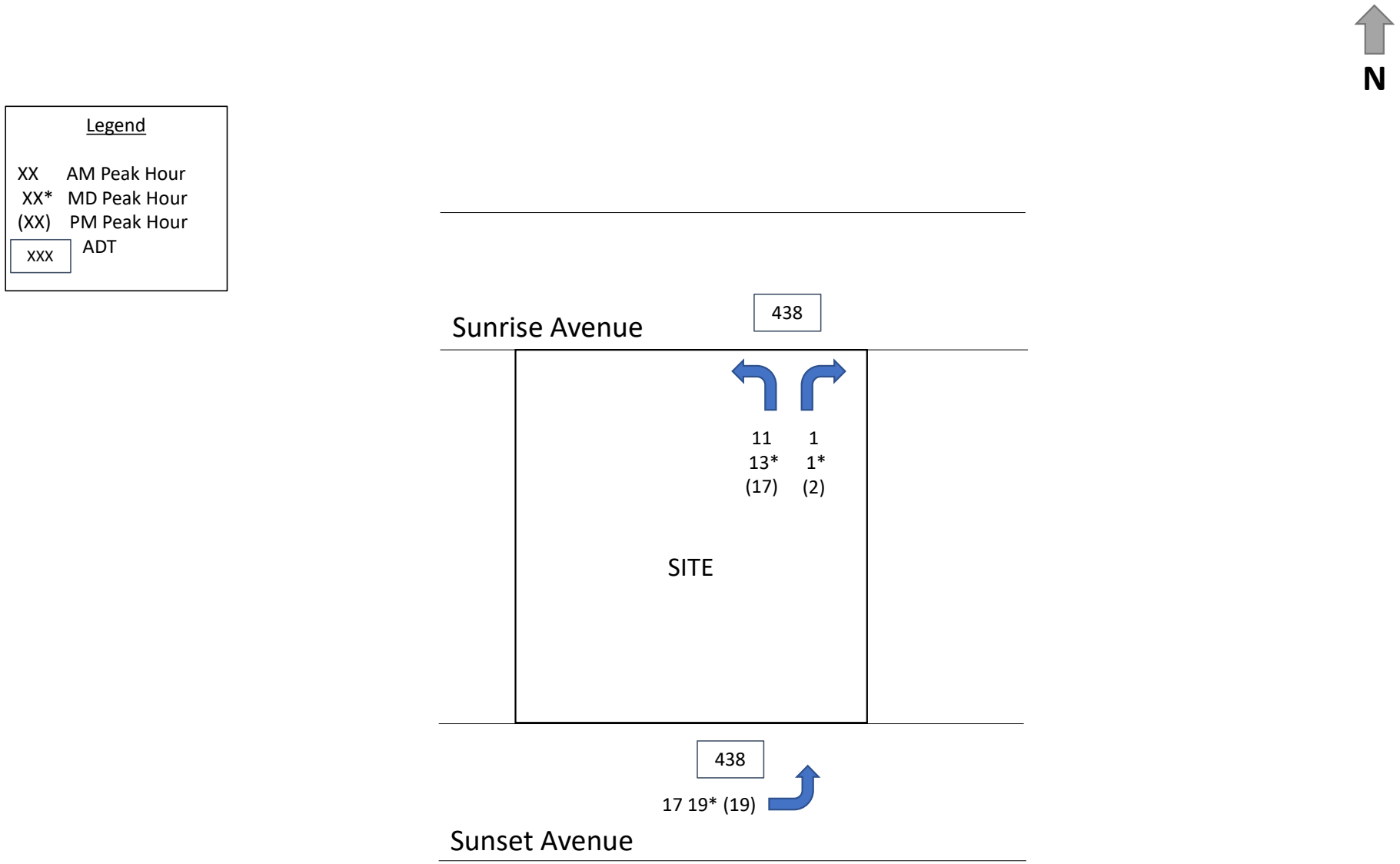
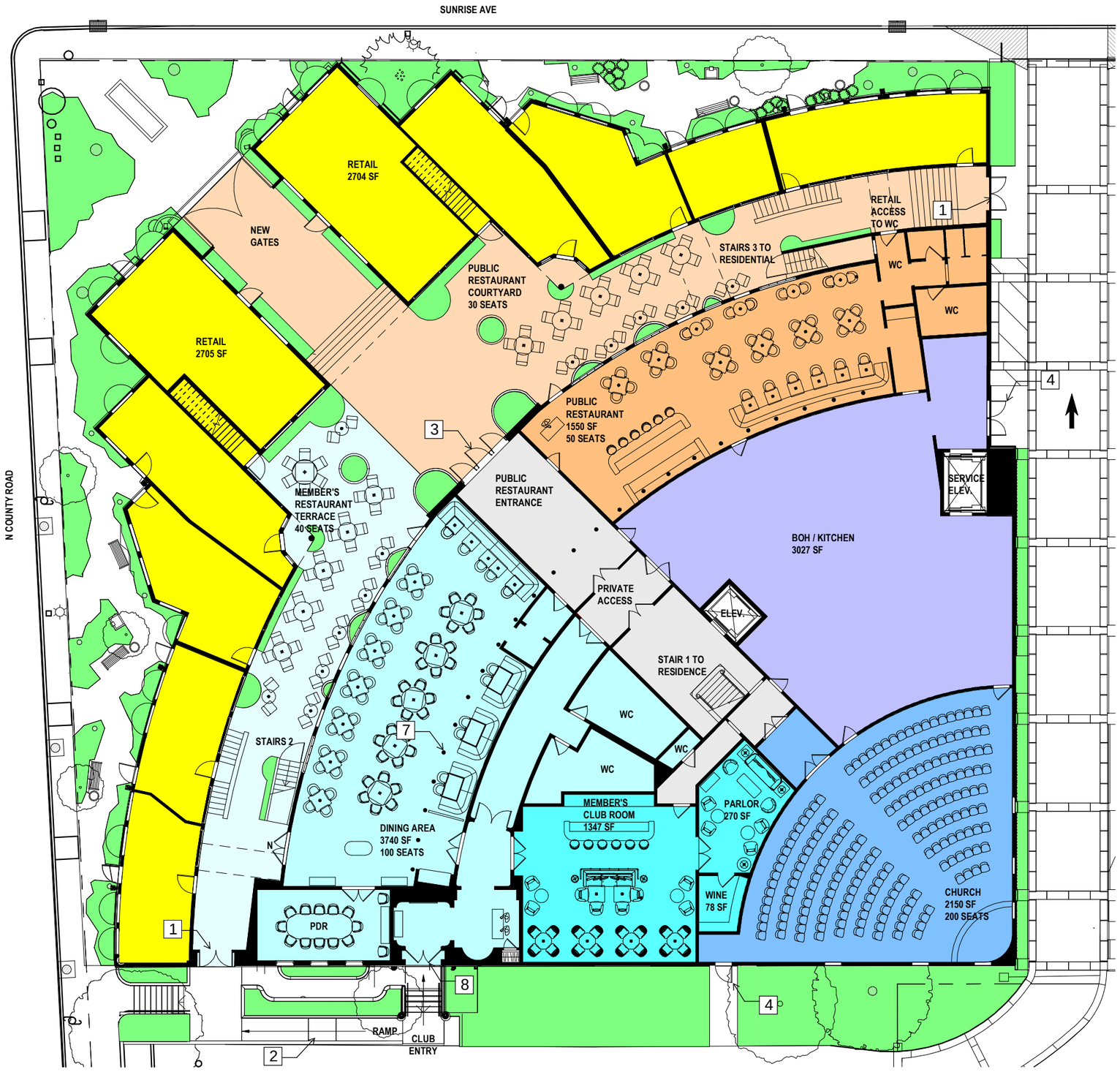


Figure 2 – Driveway Volumes
Paramount
Project # 25-146

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

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
1	9/28/25	PRE-APP COMMENTS

DATE 9/08/2025
MODELED SR
CHECKED JT/REG
PROJECT # 24019

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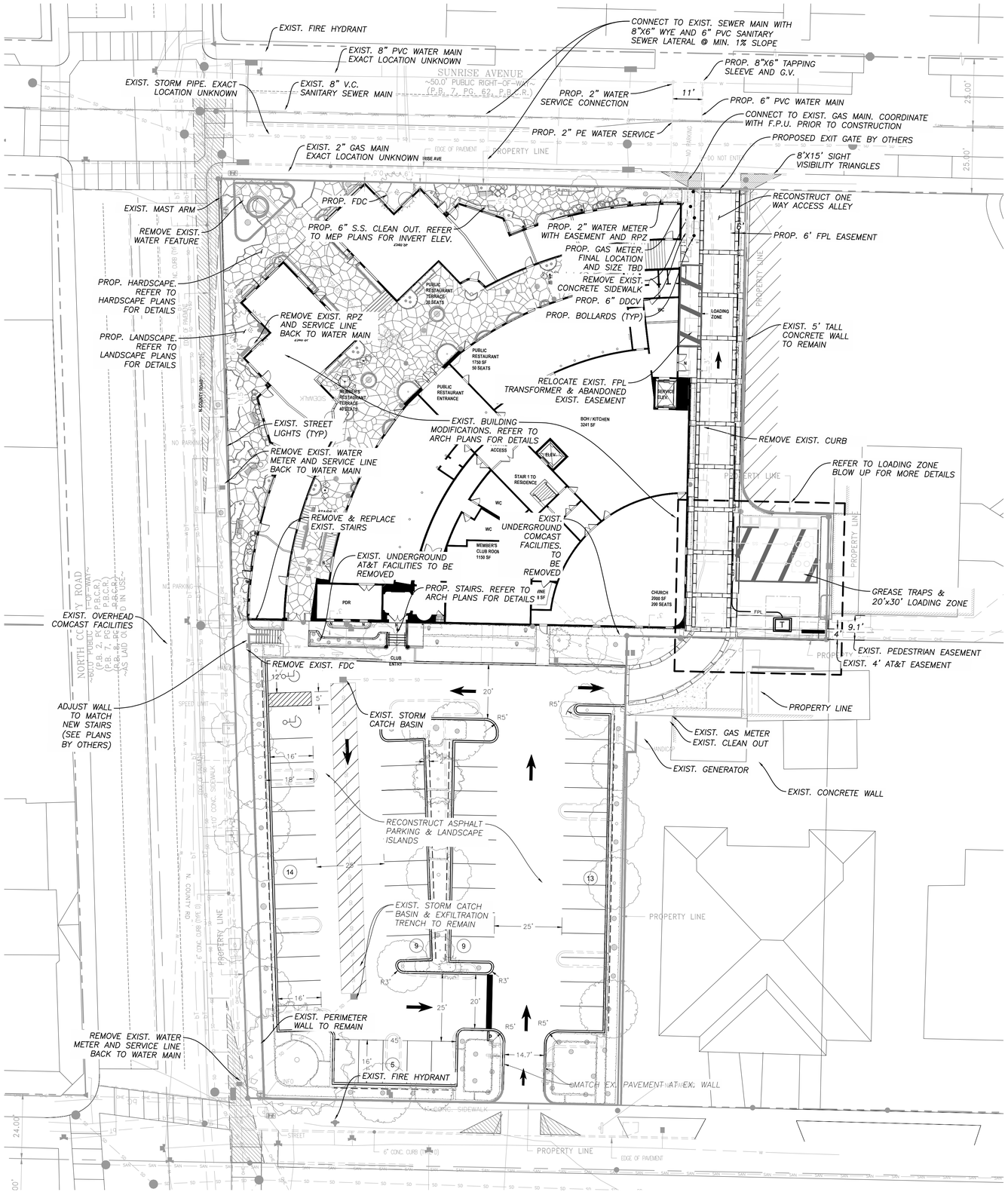
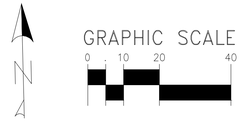
PROPOSED SEATING PLAN - GROUND FLOOR

C-8.1

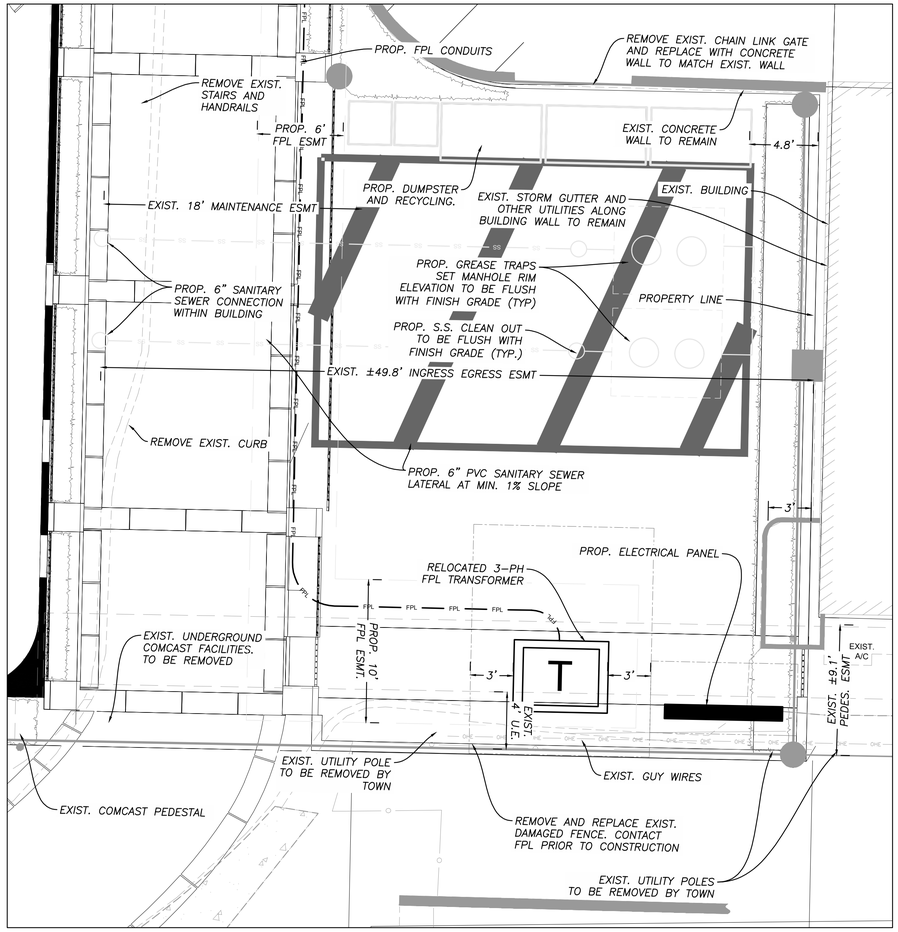




IT'S THE LAW !
CALL TWO (2) BUSINESS DAYS BEFORE YOU DIG
SUNSHINE 811

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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West Palm Beach, FL 33401
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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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OWNERSHIP AND USE OF THESE DOCUMENTS & SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT THEY ARE MADE FOR IS EXECUTED OR NOT. THEY SHALL NOT BE USED BY THE OWNER OR OTHERS ON OTHER PROJECTS OR FOR ADDITIONS TO THIS PROJECT BY OTHERS, EXCEPT BY AGREEMENT IN WRITING AND WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.

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

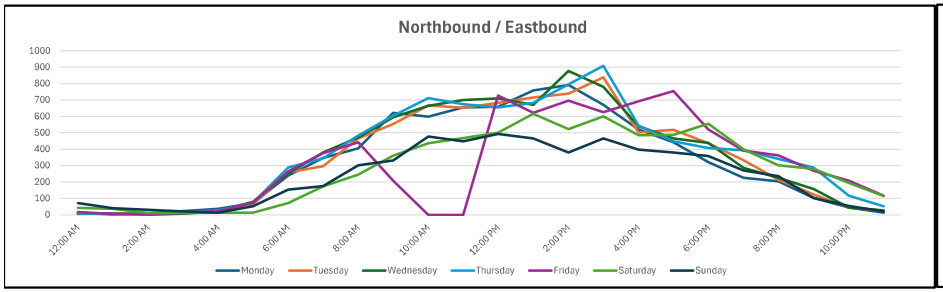
ROADWAY	FROM	TO	FACILITY TYPE	2025 PM PEAK HOUR VOLUME	ROAD CLASS	LOS C PM PEAK HOUR CAPACITY	LOS C V/C RATIO	LOS D PM PEAK HOUR CAPACITY	LOS D V/C RATIO	LOS E PM PEAK HOUR CAPACITY	LOS E V/C RATIO	EXISTING PM PEAK HOUR LOS	2.33% GROWTH	2028 TOTAL BCKGRD TRAFFIC	LOS D V/C	2028 BCKGRD LOS	PROJECT DISTRIBUTION	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

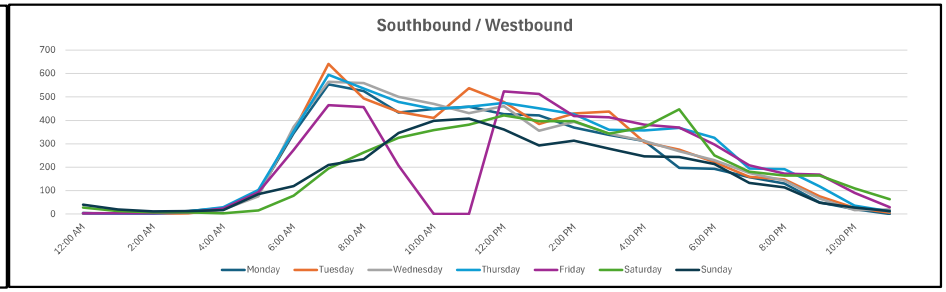
2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2025 Annual Traffic Count Update Report completed by Kimley Horn
Sunset Avenue and Sunrise Avenue existing volumes derived from intersection counts
The existing PM peak hour traffic counts reflect the highest average two-way 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							

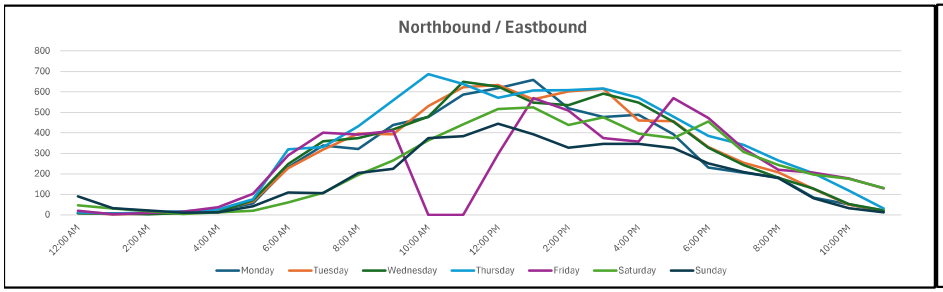


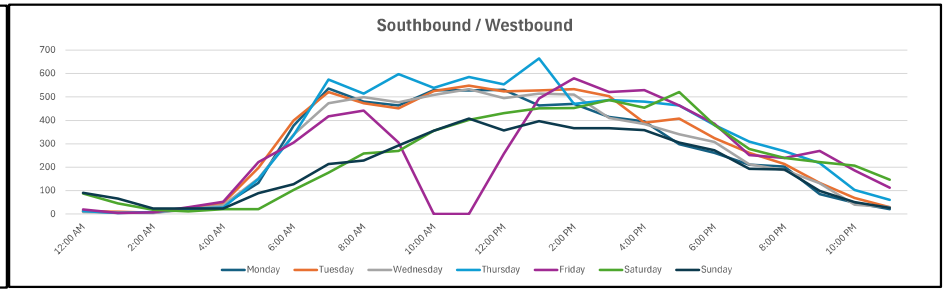


Vehicle Volume Report - Hourly

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							

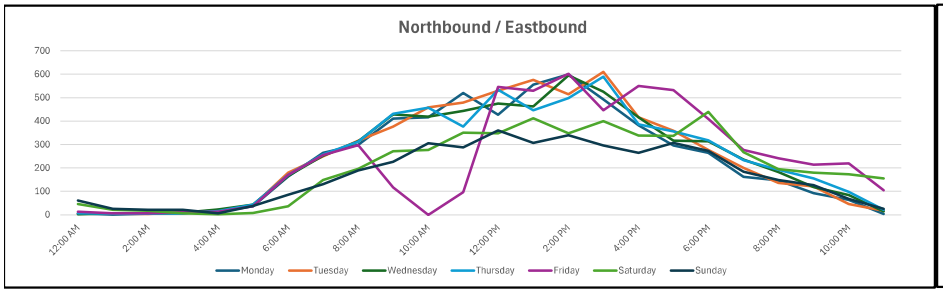


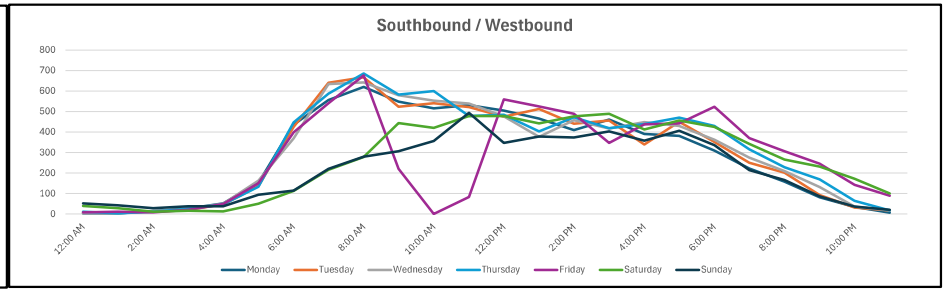


Vehicle Volume Report - Hourly

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							

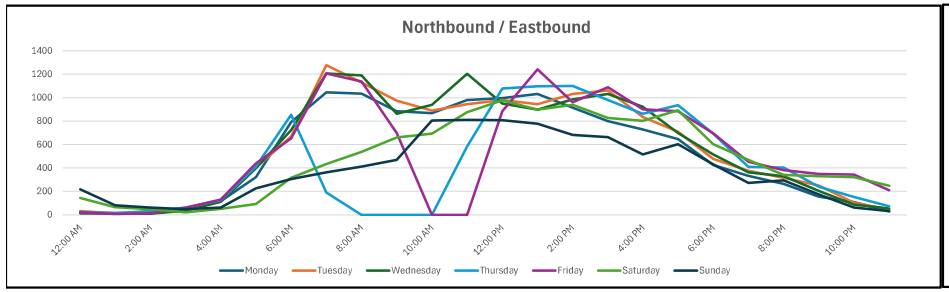




Vehicle Volume Report - Hourly

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							



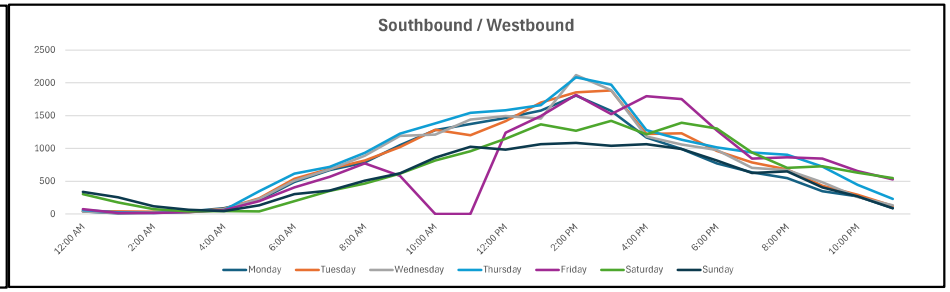


TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

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

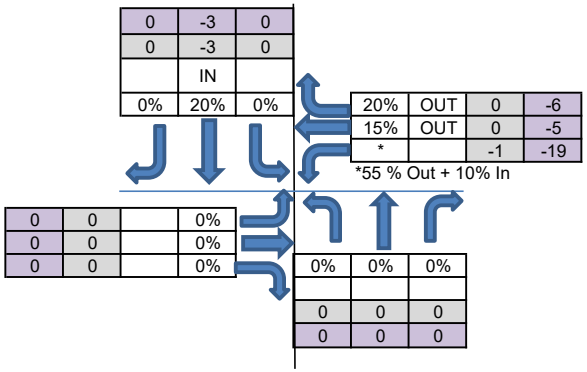
AM Peak Hour

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

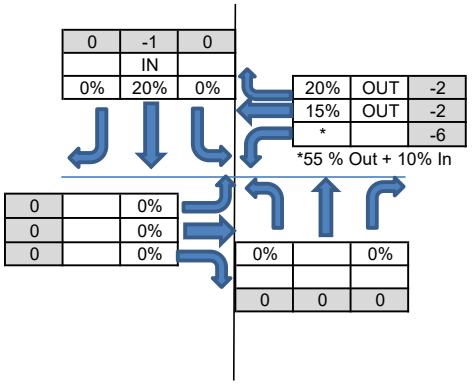
INTERSECTION VOLUME DEVELOPMENT

	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**	

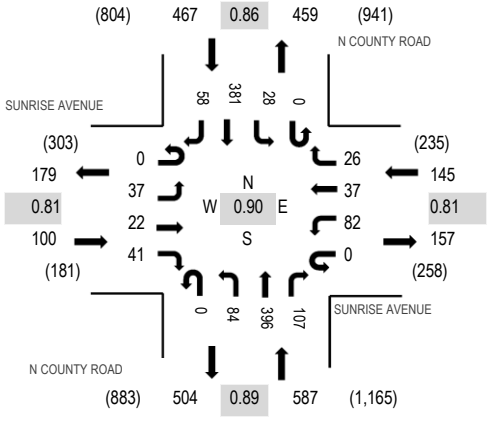
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

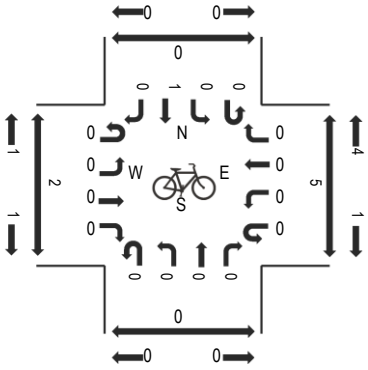
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

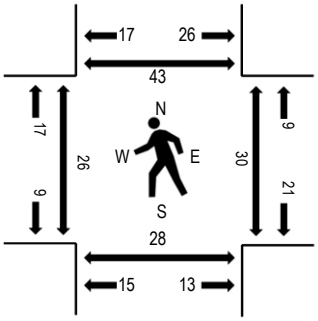
Peak Hour - Motorized Vehicles



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

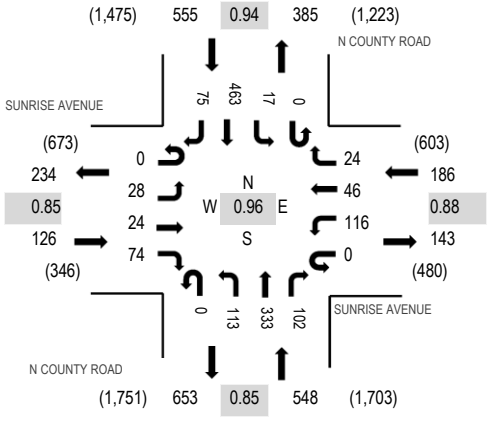
Heavy Vehicle Percentage and Peak Hour Factor

	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

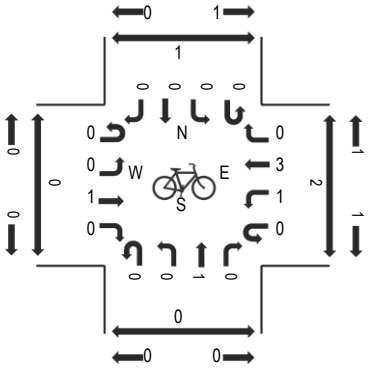
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

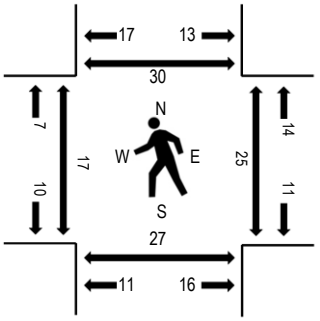
Peak Hour - Motorized Vehicles



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

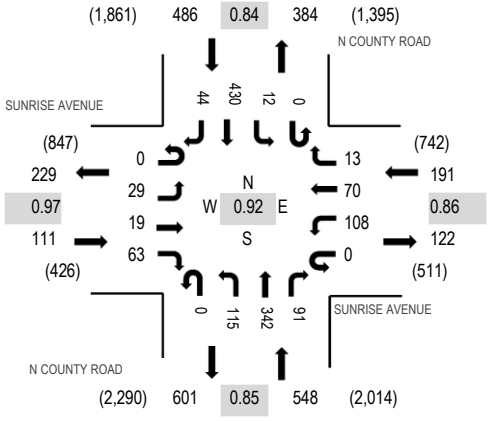
Heavy Vehicle Percentage and Peak Hour Factor

	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

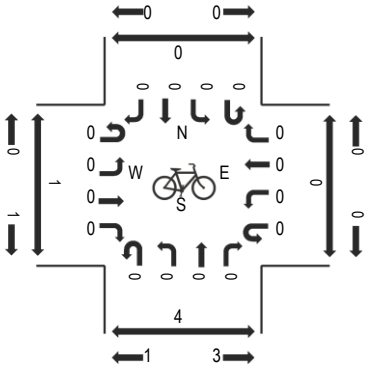
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

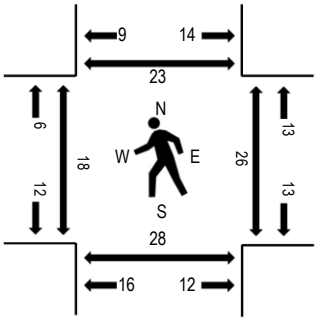
Peak Hour - Motorized Vehicles



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

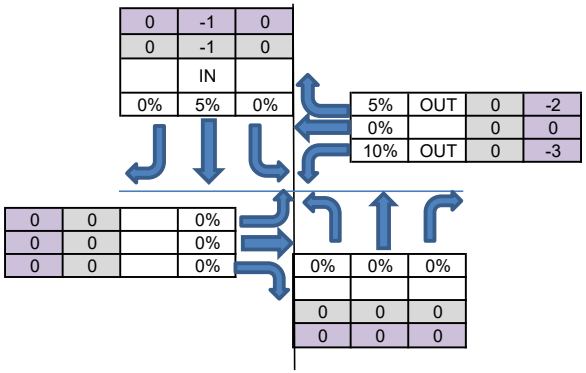
AM Peak Hour

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

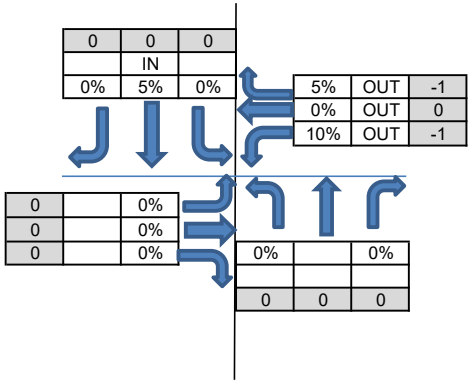
INTERSECTION VOLUME DEVELOPMENT

	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**		

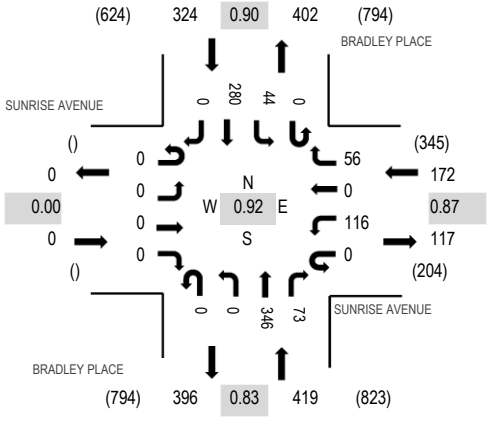
Note:
Background growth based on the higher of 1.0% plus major project or historical growth rate of 2.33%
Major project traffic from previous Paramount Traffic Study

X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

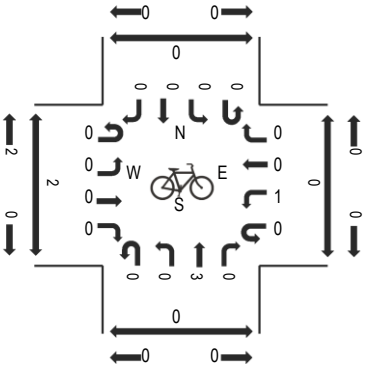
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

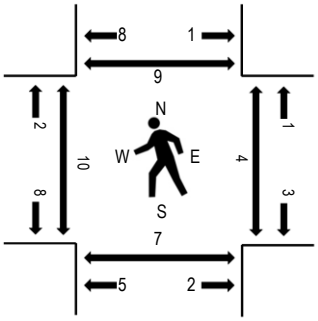
Peak Hour - Motorized Vehicles



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

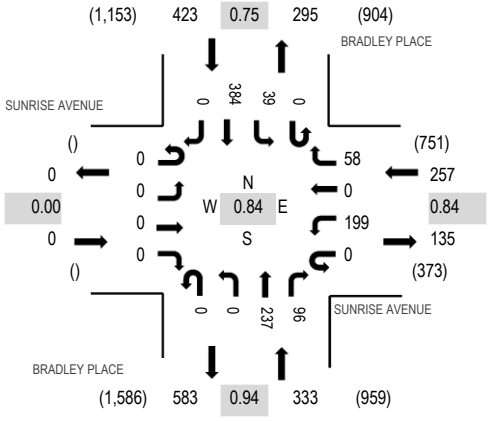
Heavy Vehicle Percentage and Peak Hour Factor

	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

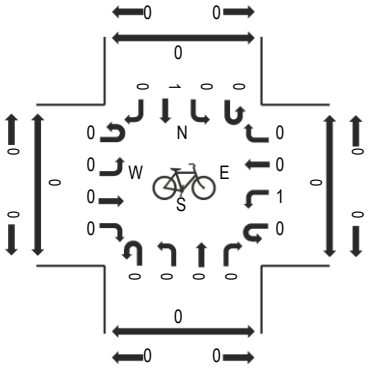
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

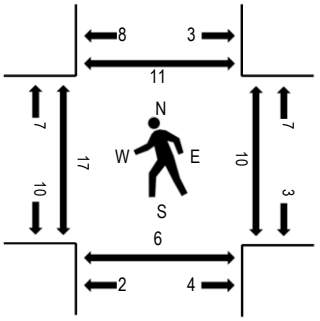
Peak Hour - Motorized Vehicles



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

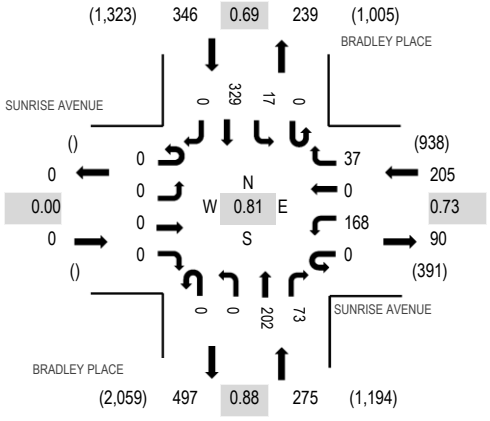
Heavy Vehicle Percentage and Peak Hour Factor

	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

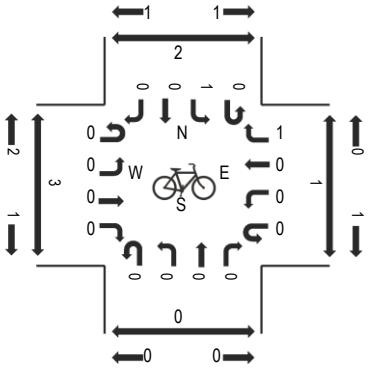
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

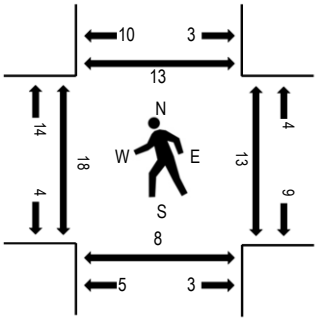
Peak Hour - Motorized Vehicles



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**	

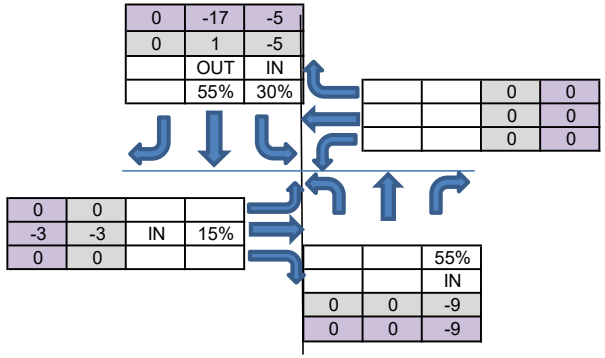
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	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

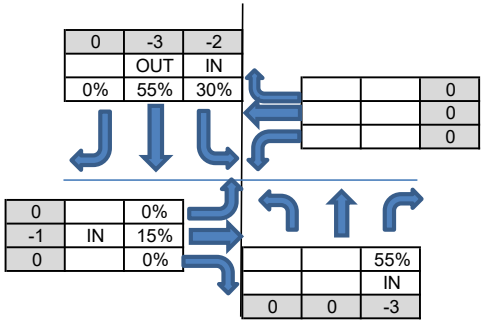
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

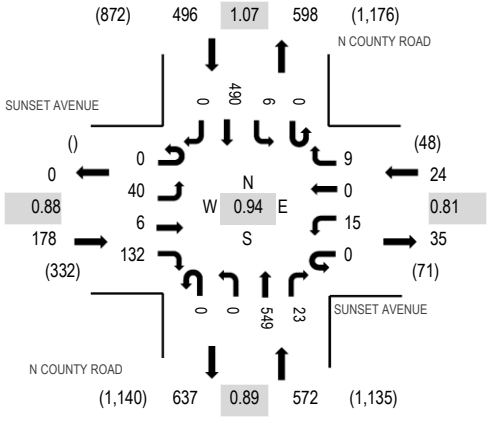


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

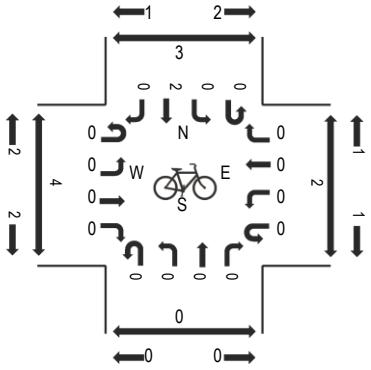
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

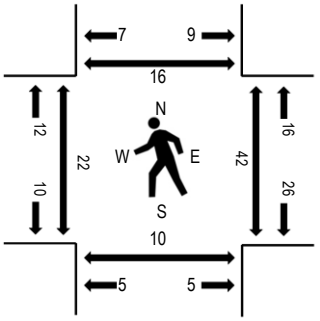
Peak Hour - Motorized Vehicles



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

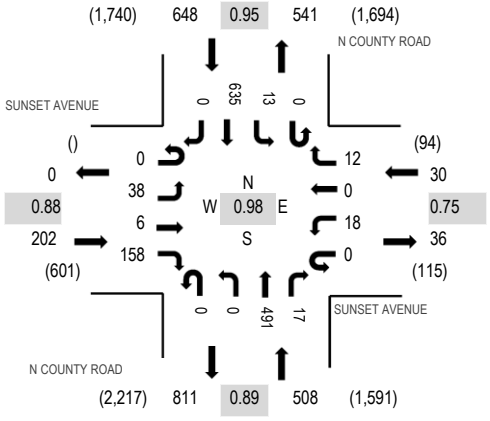
Heavy Vehicle Percentage and Peak Hour Factor

	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

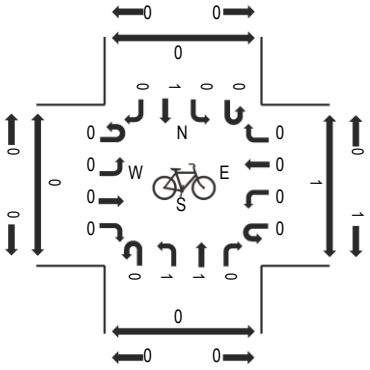
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

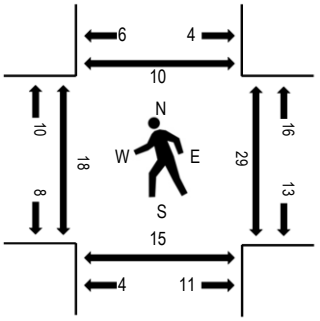
Peak Hour - Motorized Vehicles



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

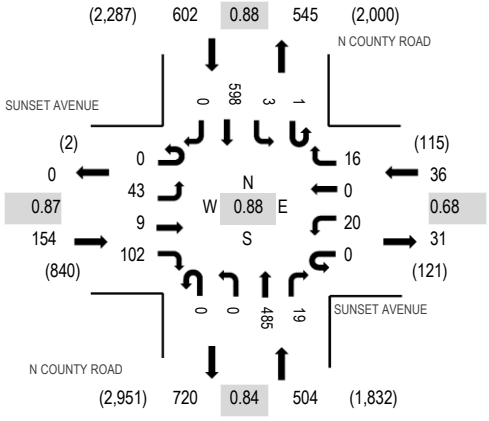
Heavy Vehicle Percentage and Peak Hour Factor

	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

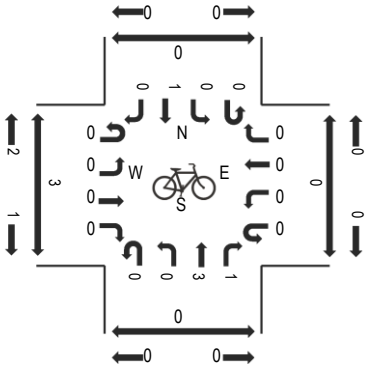
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

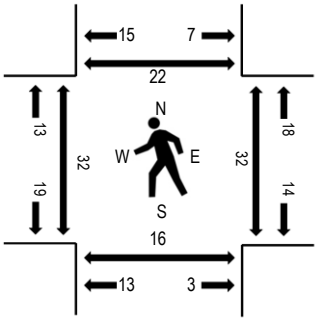
Peak Hour - Motorized Vehicles



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**	

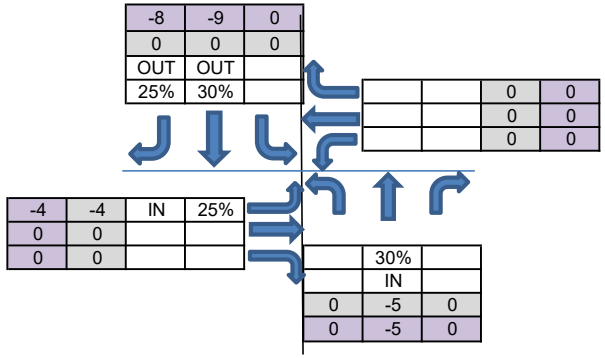
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	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

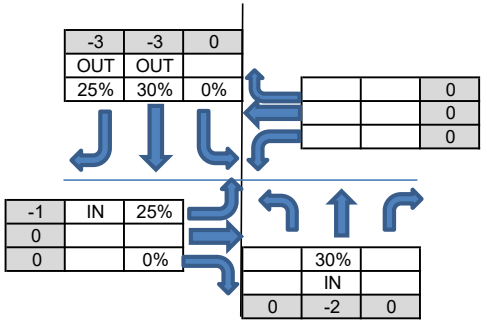
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day

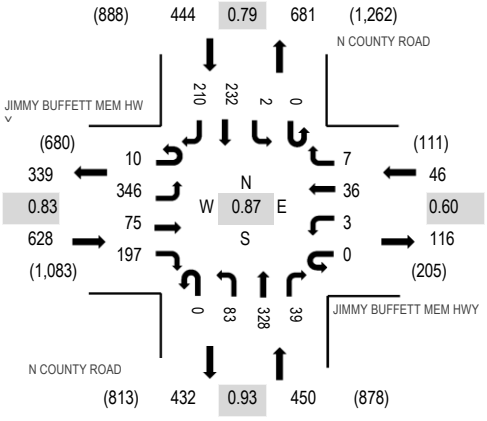


X:\Documents\PROJECTS\2025\25-146 Paramount\Excel\Paramount Traffic Equiv Calcs
JG

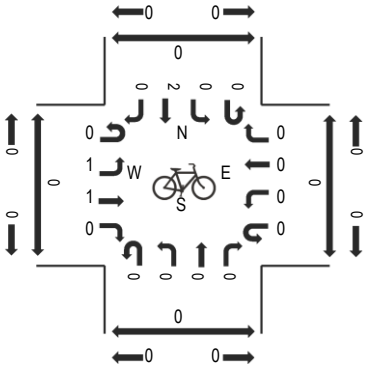
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

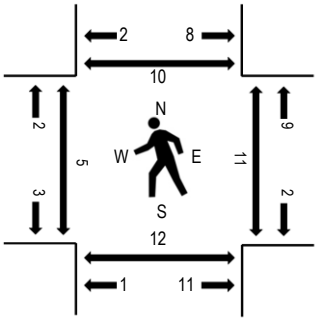
Peak Hour - Motorized Vehicles



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

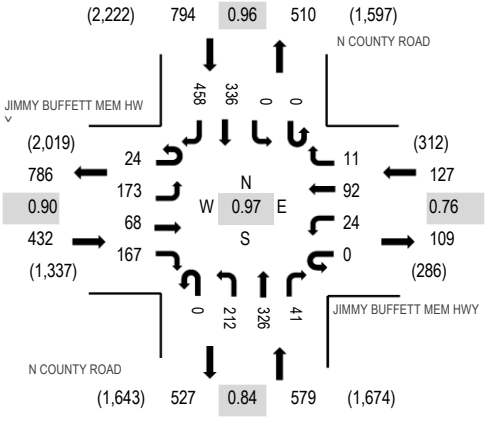
Heavy Vehicle Percentage and Peak Hour Factor

	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

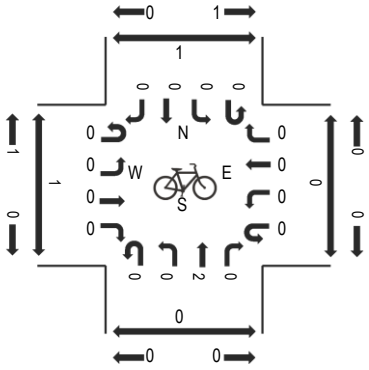
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

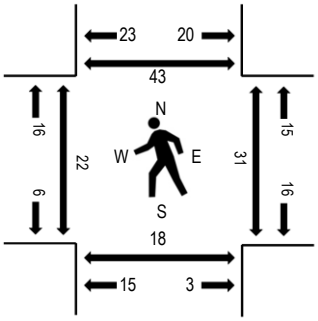
Peak Hour - Motorized Vehicles



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

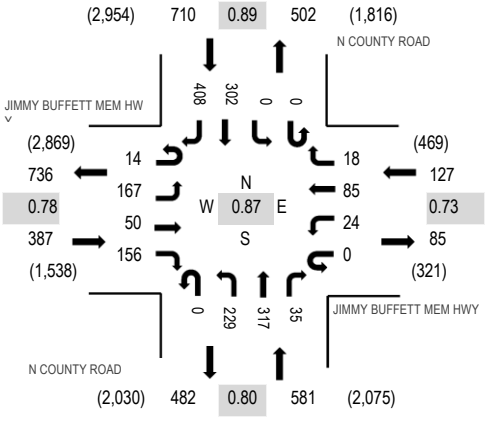
Heavy Vehicle Percentage and Peak Hour Factor

	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

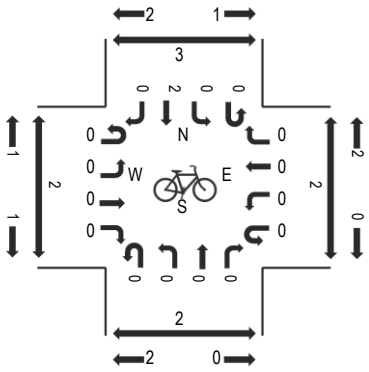
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

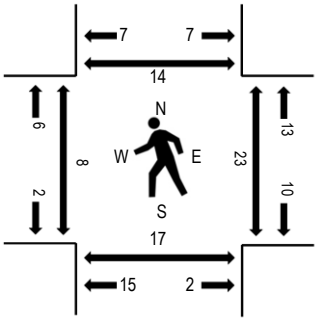
Peak Hour - Motorized Vehicles



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**	

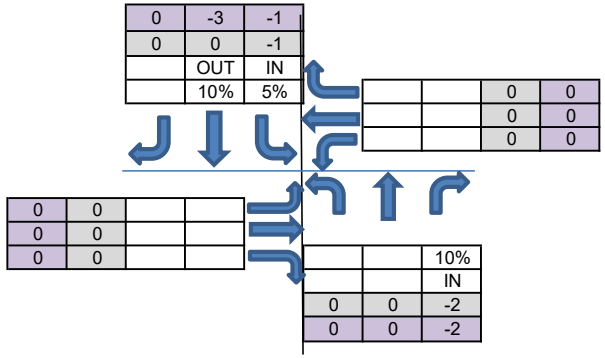
PM Peak Hour
INTERSECTION VOLUME DEVELOPMENT

	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

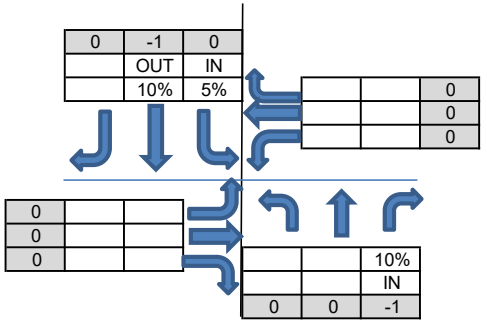
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day



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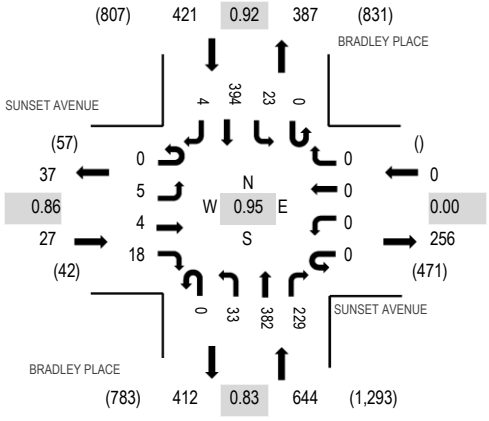
JG

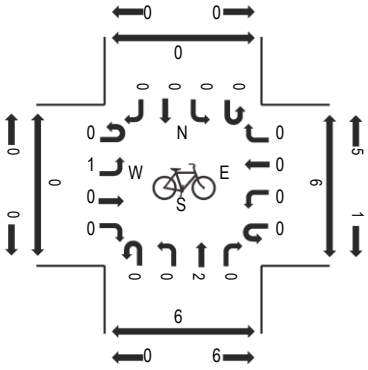
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

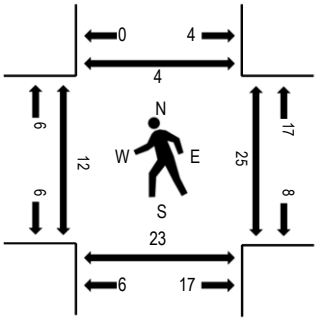
Peak Hour - Motorized Vehicles



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

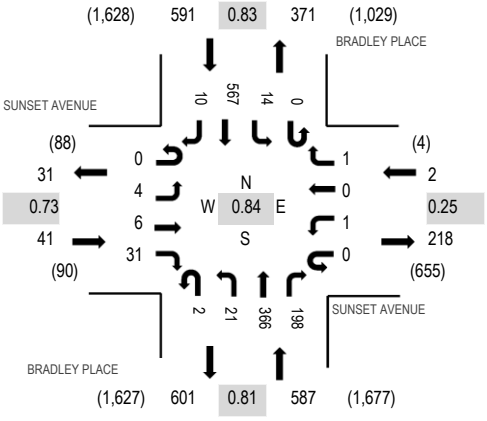
Heavy Vehicle Percentage and Peak Hour Factor

	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

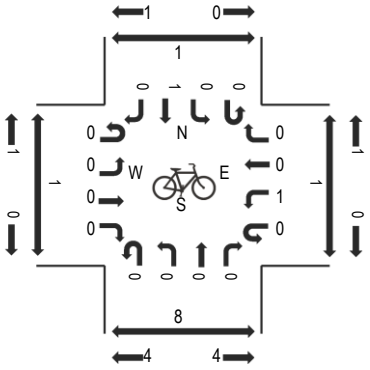
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

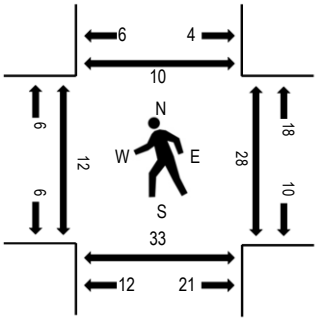
Peak Hour - Motorized Vehicles



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

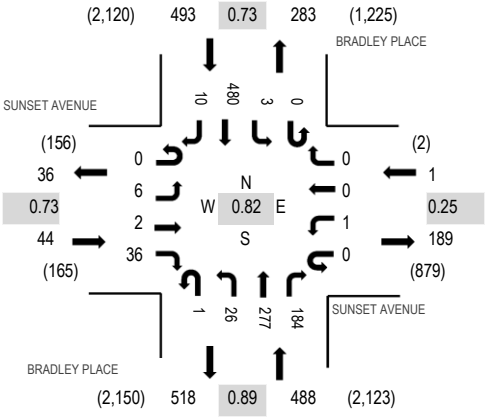
Heavy Vehicle Percentage and Peak Hour Factor

	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

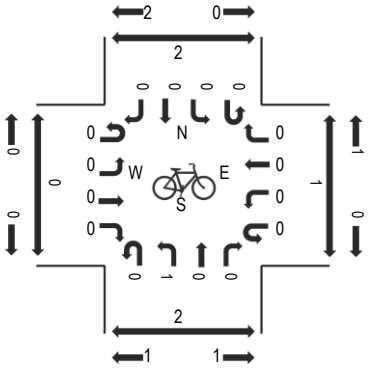
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

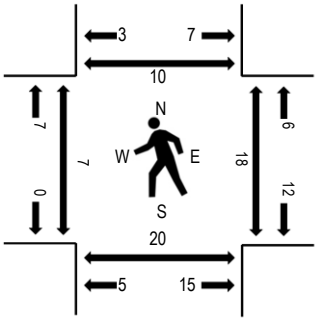
Peak Hour - Motorized Vehicles



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

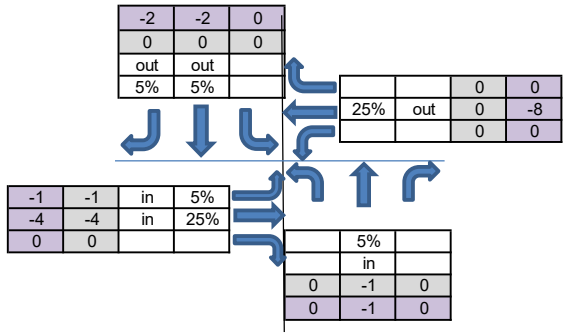
INTERSECTION VOLUME DEVELOPMENT

	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

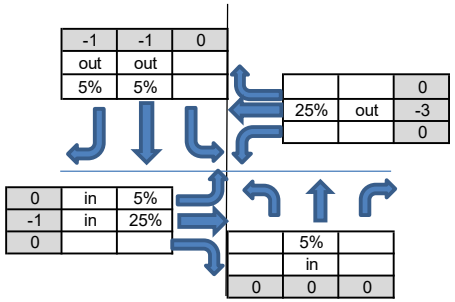
	IN	OUT
AM	-17	1
PM	-17	-31



TRIPS

	IN	OUT
MD	-5	-10

Mid-Day



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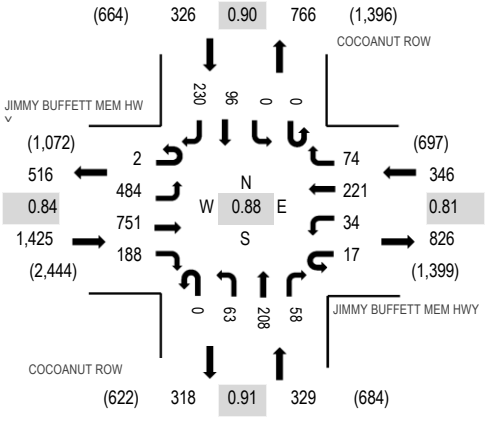
JG

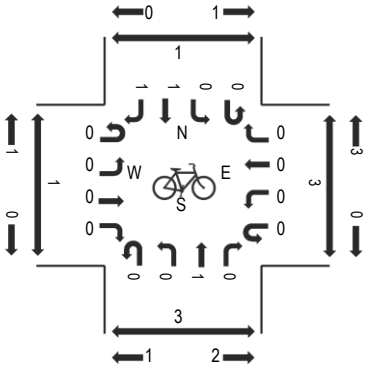
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

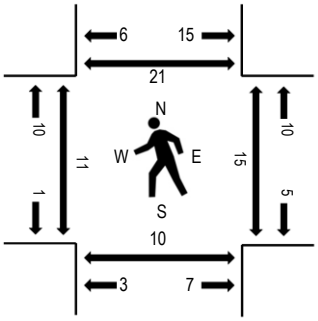
Peak Hour - Motorized Vehicles



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

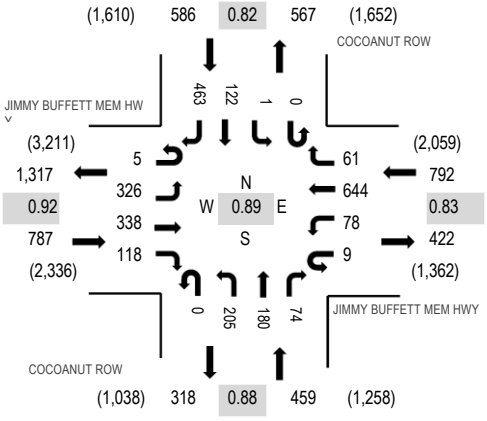
Heavy Vehicle Percentage and Peak Hour Factor

	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

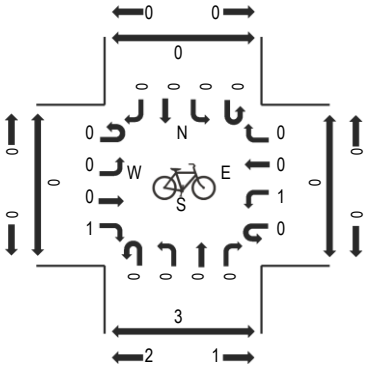
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

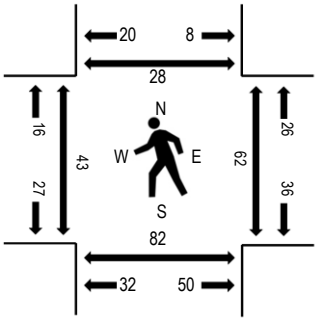
Peak Hour - Motorized Vehicles



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

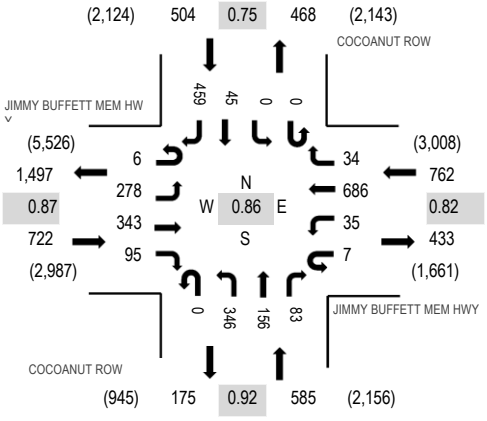
Heavy Vehicle Percentage and Peak Hour Factor

	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

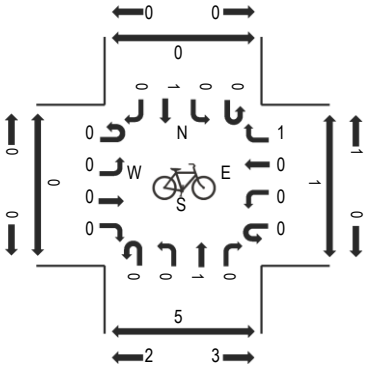
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

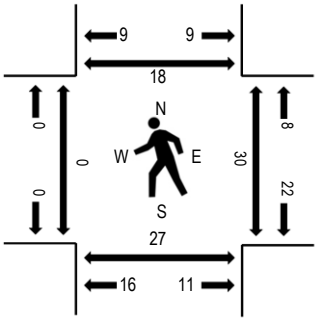
Peak Hour - Motorized Vehicles



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	-	-	-	-	-	-	-

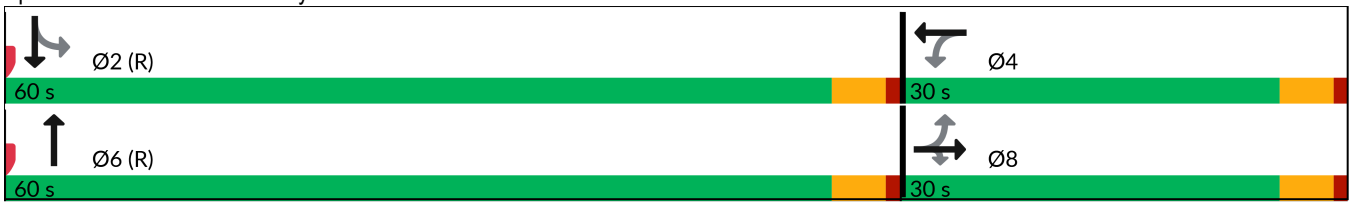
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.69	0.42	0.49
HCM LOS	B		

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

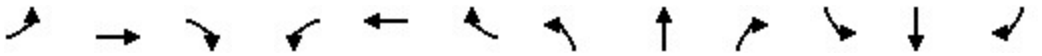




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	42	6	139	25	602	522
v/c Ratio	0.18	0.02	0.37	0.09	0.23	0.21
Control Delay (s/veh)	35.0	32.3	9.4	18.6	3.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (s/veh)	35.0	32.3	9.4	18.6	3.3	2.4
Queue Length 50th (ft)	21	3	0	3	18	16
Queue Length 95th (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	

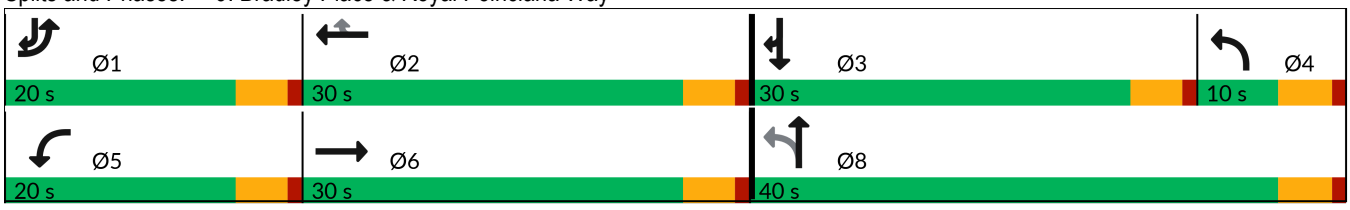
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.6		19.4		70.6		19.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.1		2.0		9.2				
Green Ext Time (p_c), s		3.5		0.1		4.2		0.5				

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	

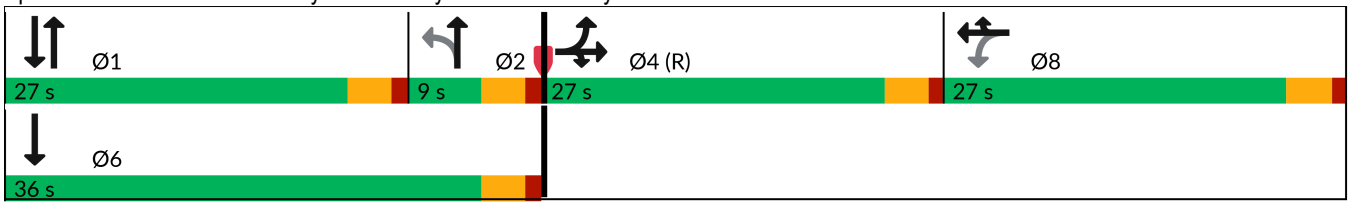
Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

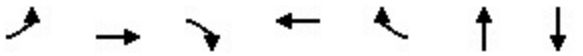
c Critical Lane Group

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	

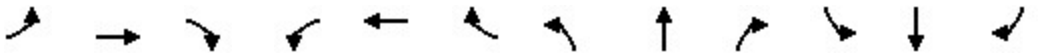
Splits and Phases: 10: County Road & Royal Poinciana Way





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	

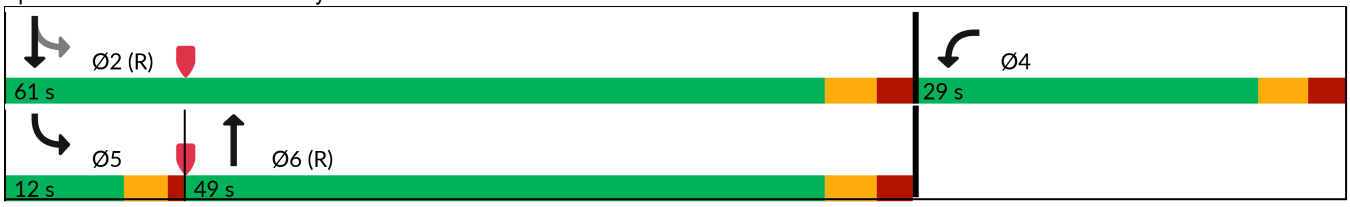
Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

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

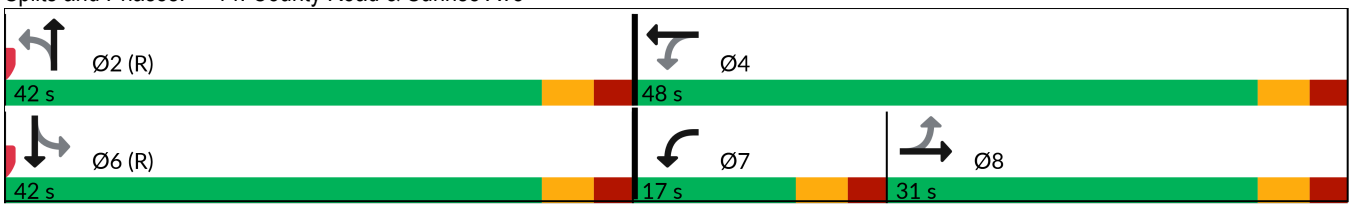
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.2		16.8	9.0	64.2
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.3		10.7	2.7	11.8
Green Ext Time (p_c), s		1.9		0.4	0.0	3.0

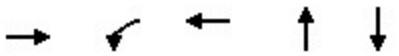
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

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	-	-	-	-	-	-	-

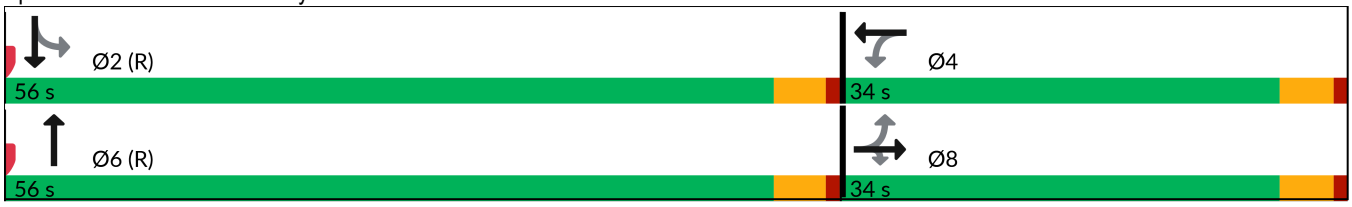
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.08	0	0.34	0.21
HCM LOS	C	A		

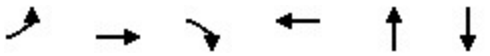
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	971	-	-	341	-	982	-	-
HCM Lane V/C Ratio	0.025	-	-	0.127	-	0.015	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	17.1	0	8.7	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

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

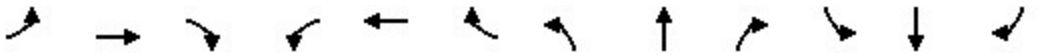




Lane Group	EBL	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	41	6	166	32	535	682
v/c Ratio	0.18	0.02	0.41	0.12	0.21	0.28
Control Delay (s/veh)	35.1	32.5	9.2	20.7	6.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.2
Total Delay (s/veh)	35.1	32.5	9.2	20.7	6.5	2.4
Queue Length 50th (ft)	20	3	1	7	83	28
Queue Length 95th (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	

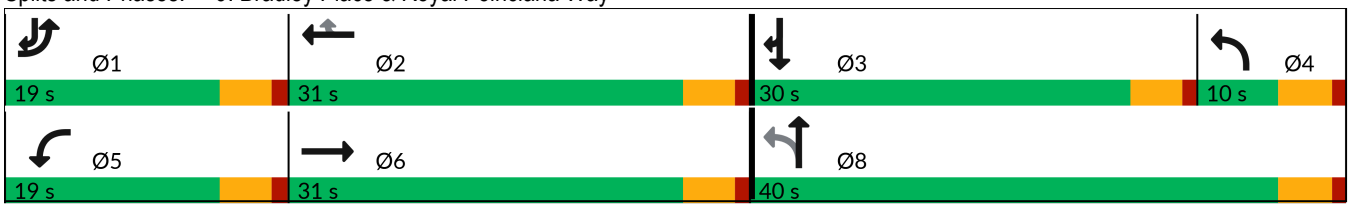
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.4		12.6		10.8				
Green Ext Time (p_c), s		4.9		0.1		3.6		0.6				

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		

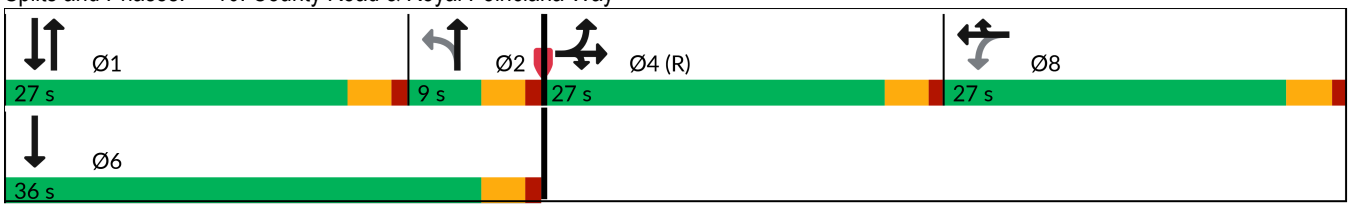
c Critical Lane Group

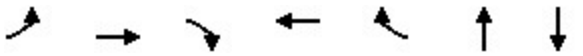
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	197	68	167	24	92	11	212	326	336		
Future Volume (vph)	197	68	167	24	92	11	212	326	336		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

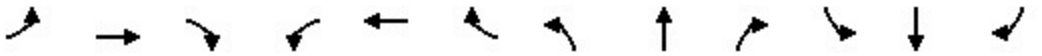




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	139	140	176	122	12	609	836
v/c Ratio	0.30	0.30	0.32	0.55	0.04	1.03dl	0.48
Control Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	29.1	29.0	6.1	45.7	0.3	24.3	15.7
Queue Length 50th (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		

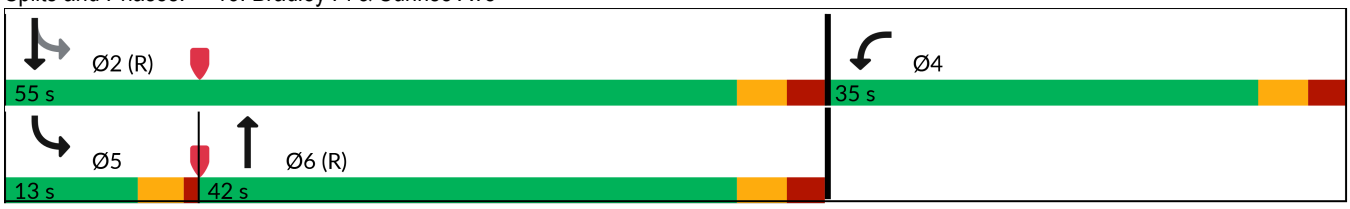
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

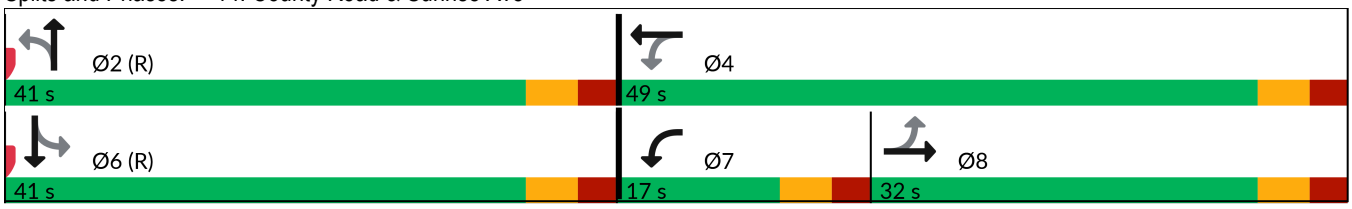
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.4		21.6	9.0	59.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		9.6		15.1	2.7	10.6
Green Ext Time (p_c), s		2.8		0.7	0.0	2.2

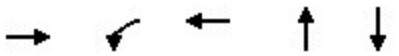
Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B

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	-	-	-	-	-	-	-

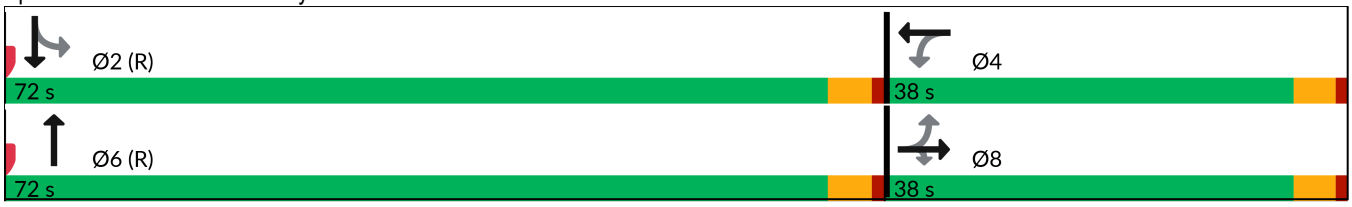
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.71	0	0.47	0.05
HCM LOS	B	A		

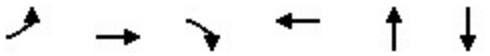
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	460	-	1078	-	-
HCM Lane V/C Ratio	0.027	-	-	0.101	-	0.003	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	13.7	0	8.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-

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	

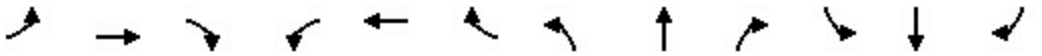
Splits and Phases: 6: County Road & Sunset Ave





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		

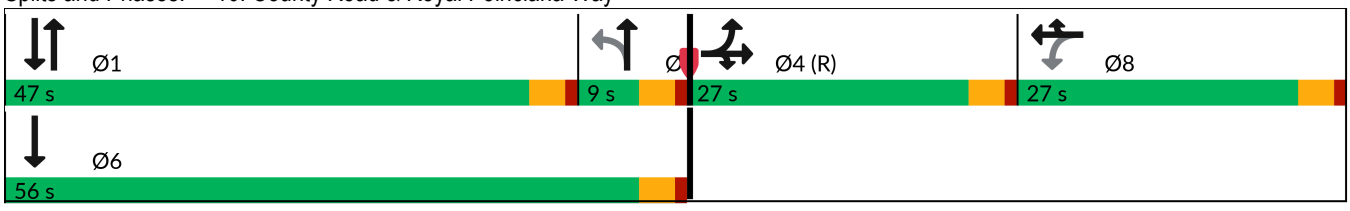
c Critical Lane Group

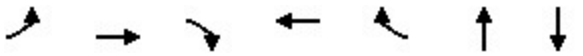
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	181	50	156	24	85	18	229	317	302		
Future Volume (vph)	181	50	156	24	85	18	229	317	302		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

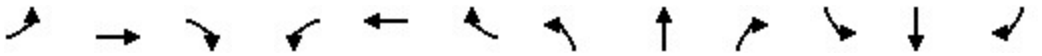




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	120	124	164	114	19	612	747
v/c Ratio	0.24	0.25	0.28	0.59	0.07	0.92dl	0.42
Control Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	34.7	34.7	7.0	58.1	0.6	24.4	17.0
Queue Length 50th (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		

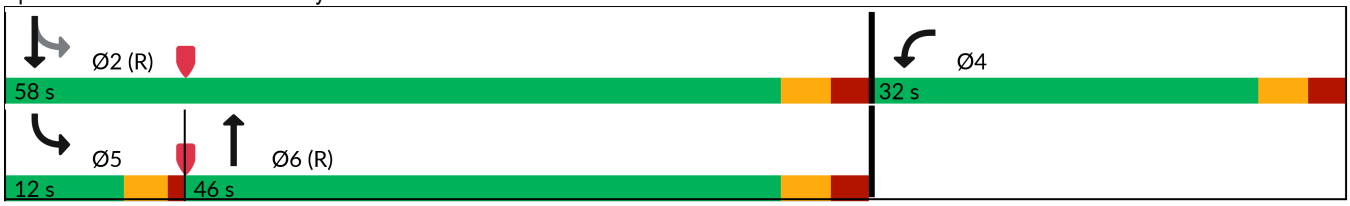
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

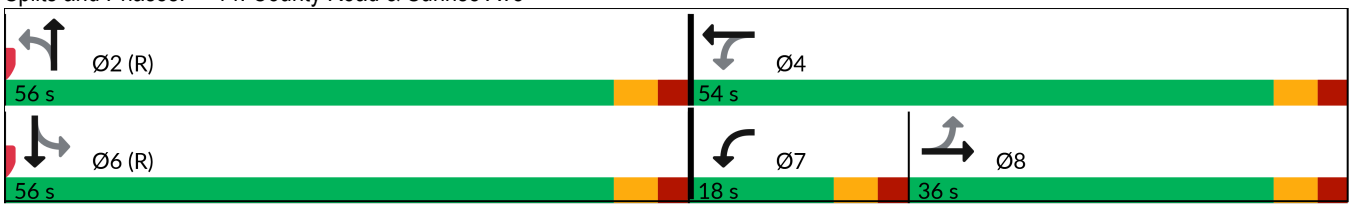
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.4		18.6	9.0	62.4
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		7.6		12.3	2.3	8.2
Green Ext Time (p_c), s		2.3		0.5	0.0	1.8

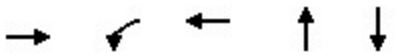
Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B

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				

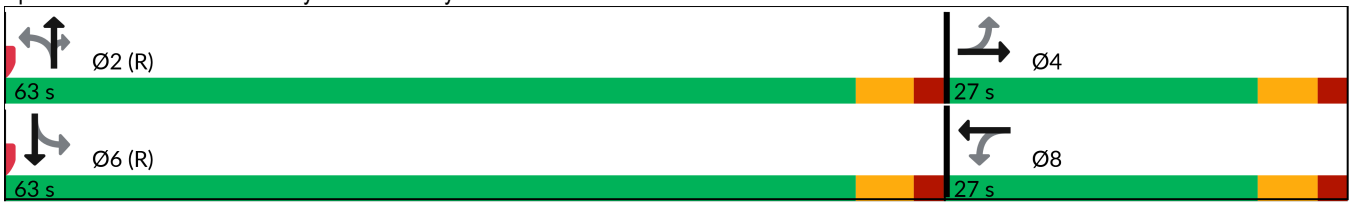
Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

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	

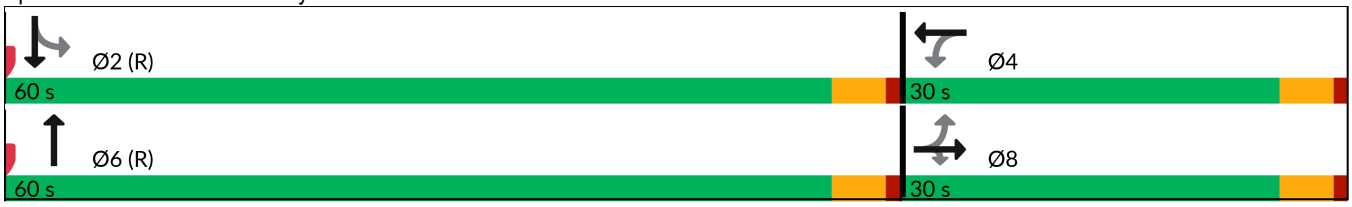
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.3		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

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	

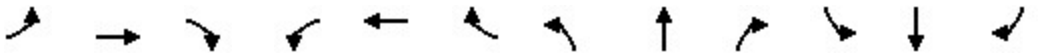
Splits and Phases: 6: County Road & Sunset Ave





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	

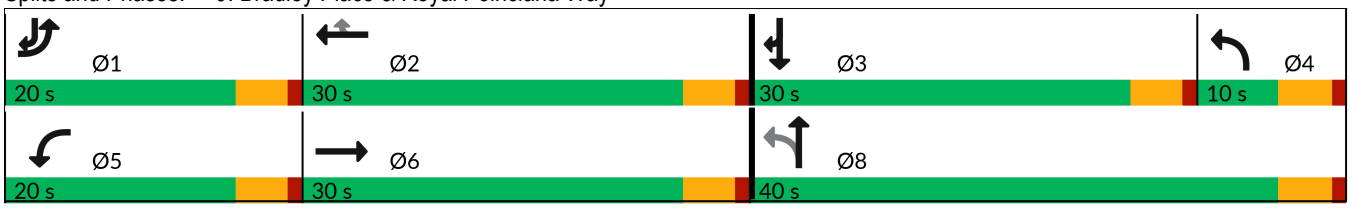
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		2.0		3.2		2.0		9.9				
Green Ext Time (p_c), s		3.8		0.1		4.6		0.5				

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	

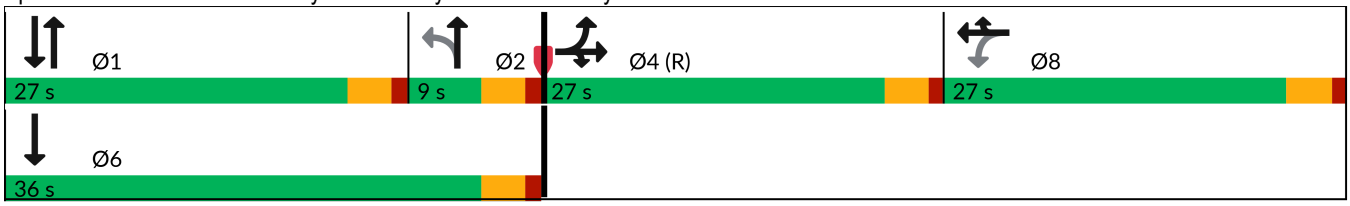
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

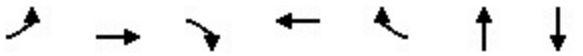
c Critical Lane Group

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	

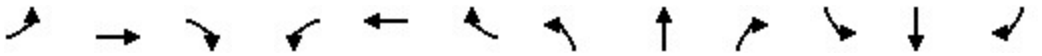
Splits and Phases: 10: County Road & Royal Poinciana Way





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	

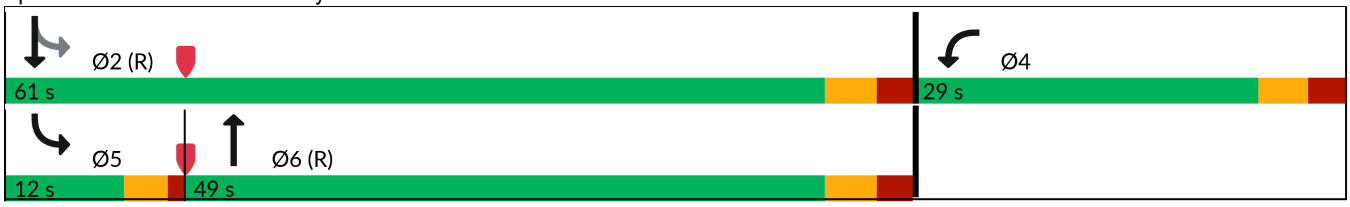
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

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

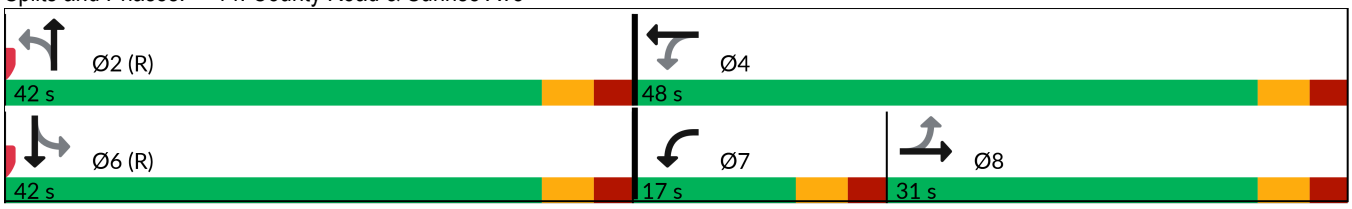
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

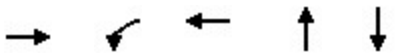
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

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	

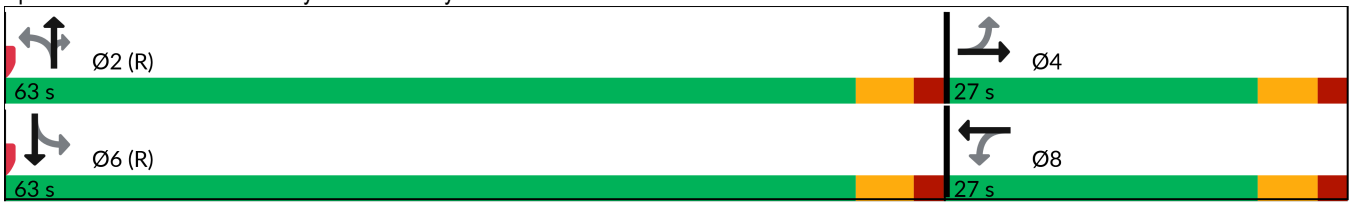
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.8		28.2		61.8	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.1		4.4		8.2	6.0	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.5	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	

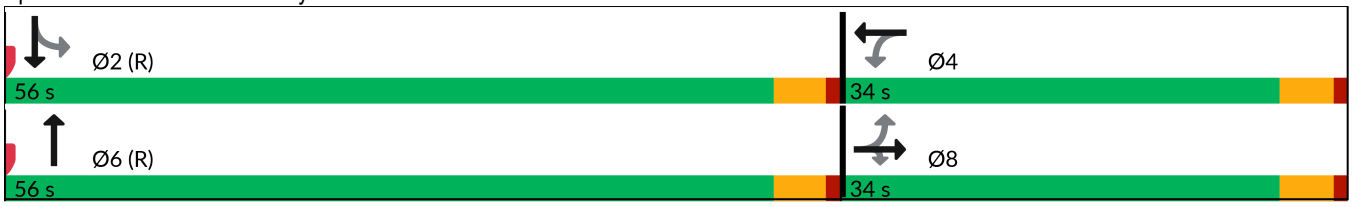
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.1		9.9		80.1		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		6.5		3.8		6.6		3.4				
Green Ext Time (p_c), s		3.7		0.1		5.5		0.1				

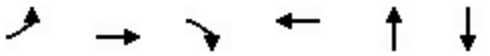
Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

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	

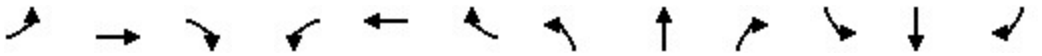
Splits and Phases: 6: County Road & Sunset Ave





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	

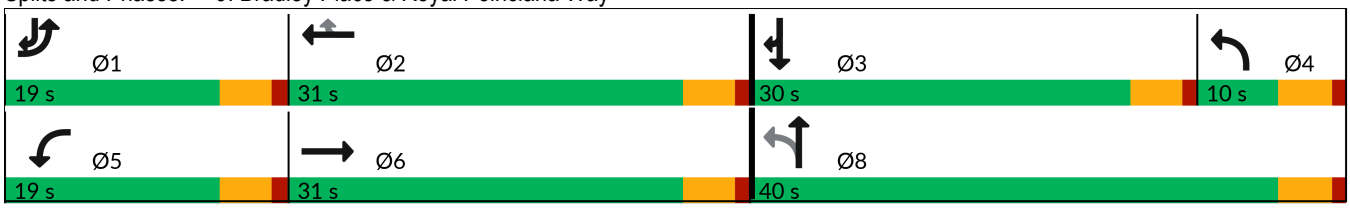
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.5		13.4		11.9				
Green Ext Time (p_c), s		5.4		0.1		3.9		0.7				

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		

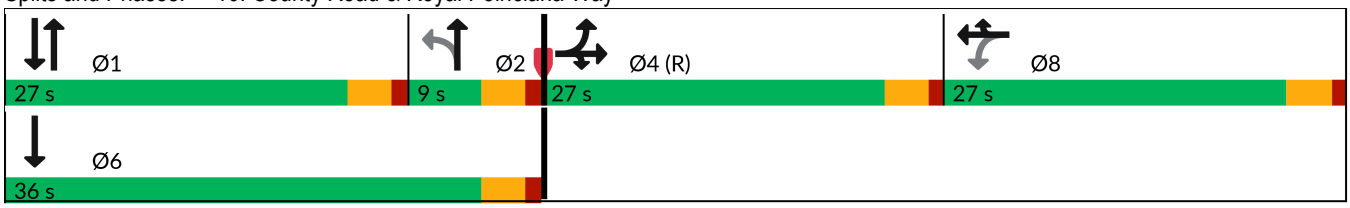
c Critical Lane Group

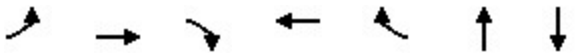
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	211	84	182	26	110	15	229	349	360		
Future Volume (vph)	211	84	182	26	110	15	229	349	360		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

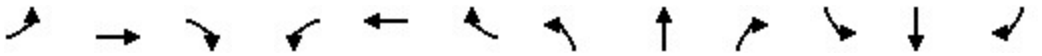




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	157	192	143	16	654	896
v/c Ratio	0.36	0.36	0.35	0.59	0.05	1.22dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.6	15.7
Queue Length 50th (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		

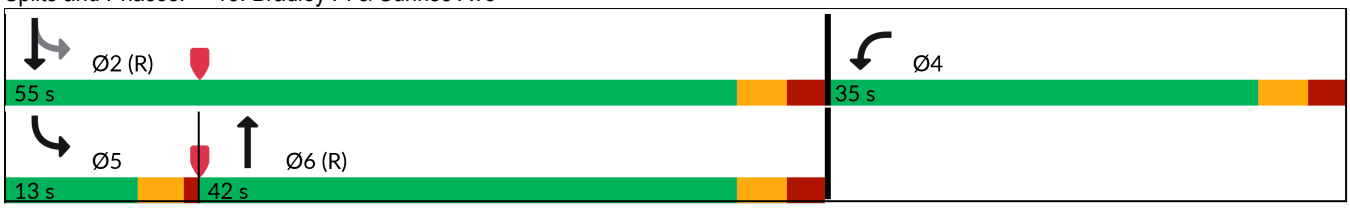
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

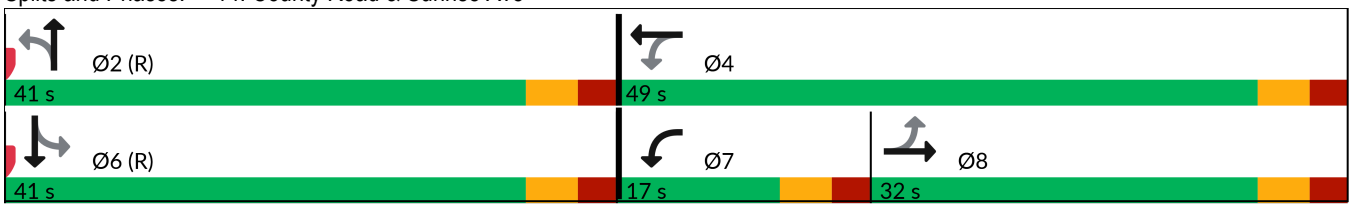
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.9		22.1	9.0	58.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.5	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

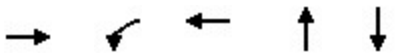
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

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	

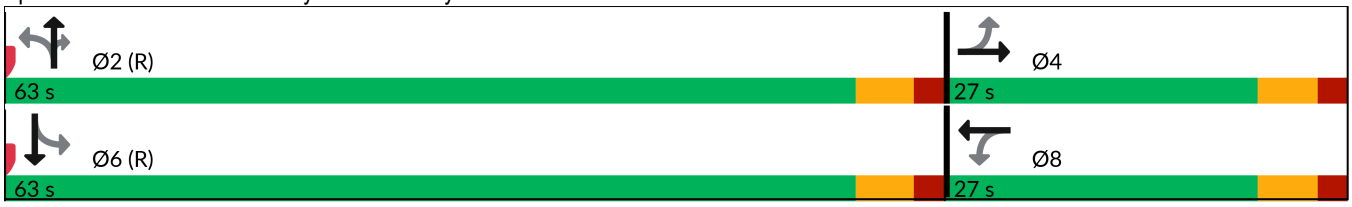
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		60.7		29.3		60.7	13.4	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		13.0		4.6		9.7	7.6	9.1				
Green Ext Time (p_c), s		4.4		0.4		4.1	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

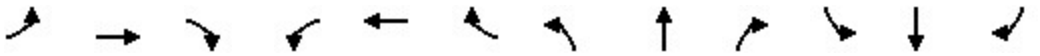




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	49	37	31	315	207	4	553
v/c Ratio	0.30	0.30	0.04	0.20	0.15	0.00	0.34
Control Delay (s/veh)	20.2	35.7	2.5	2.4	0.7	2.3	3.6
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.2
Total Delay (s/veh)	20.2	35.7	2.5	2.8	0.7	2.3	3.8
Queue Length 50th (ft)	4	14	3	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	

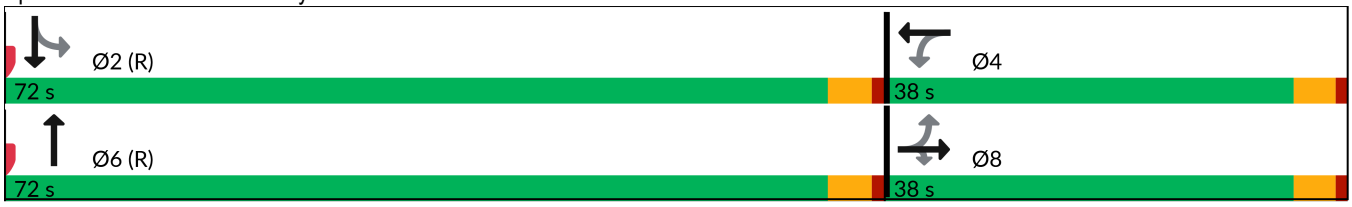
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.6		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.3		0.1				

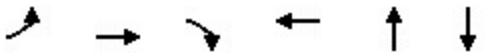
Intersection Summary		
HCM 7th Control Delay, s/veh	4.7	
HCM 7th LOS	A	

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		

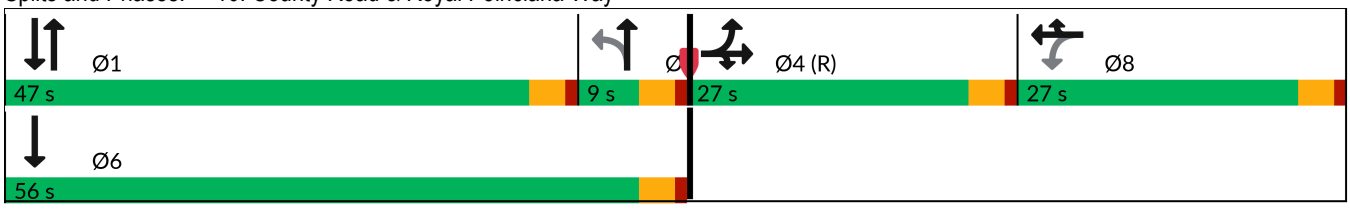
c Critical Lane Group

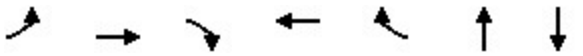
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	214	80	245	26	104	23	342	340	324		
Future Volume (vph)	214	80	245	26	104	23	342	340	324		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

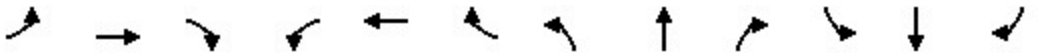




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	153	156	258	136	24	758	827
v/c Ratio	0.39	0.39	0.45	0.63	0.09	1.35dl	0.43
Control Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	40.4	40.2	7.4	58.1	0.6	27.4	18.3
Queue Length 50th (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		

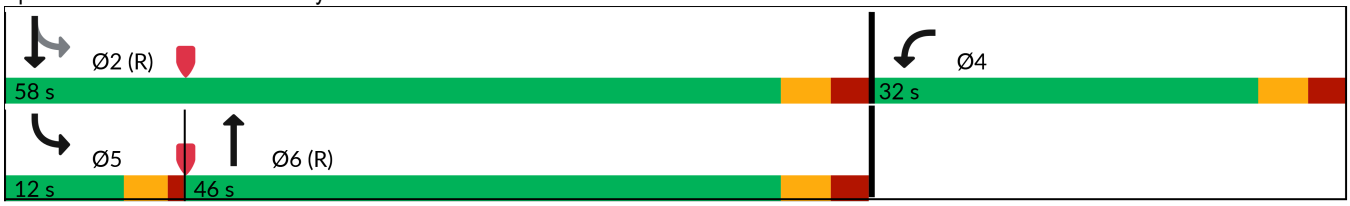
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

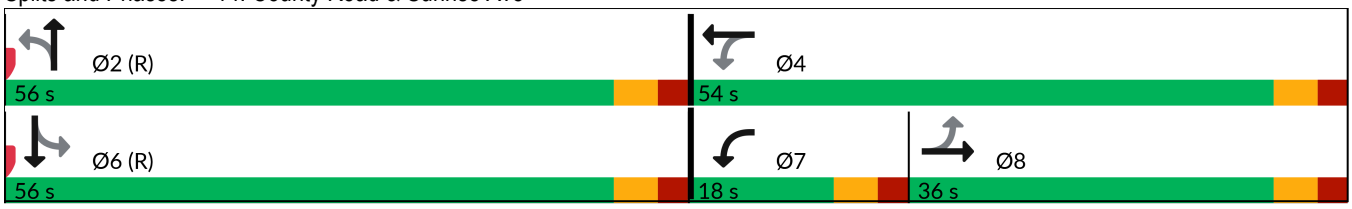
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		70.9		19.1	9.0	61.9
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.8	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

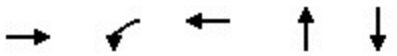
Intersection Summary	
HCM 7th Control Delay, s/veh	12.9
HCM 7th LOS	B

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	

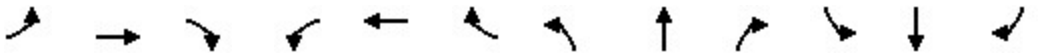
Splits and Phases: 14: County Road & Sunrise Ave





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				

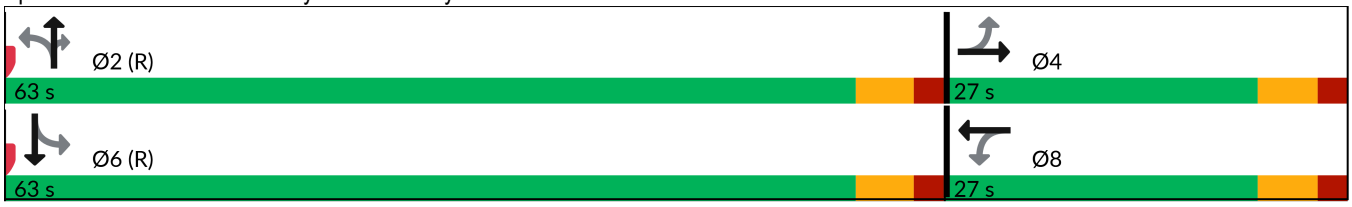
Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

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	

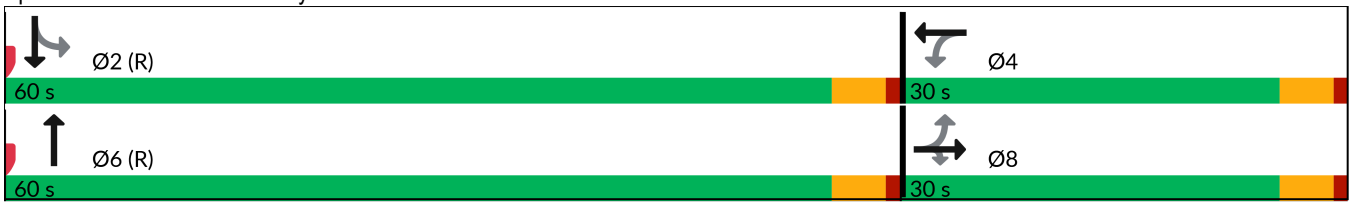
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.7		9.3		80.7		9.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		7.7		2.9		7.2		3.4				
Green Ext Time (p_c), s		4.0		0.0		3.4		0.1				

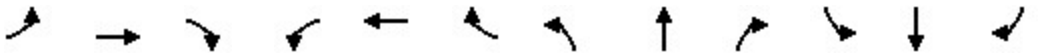
Intersection Summary												
HCM 7th Control Delay, s/veh			3.6									
HCM 7th LOS			A									

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

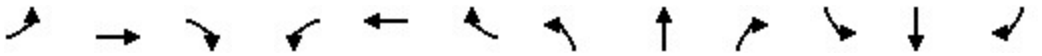




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Future Volume (vph)	43	3	143	16	0	10	0	588	16	1	526	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	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	

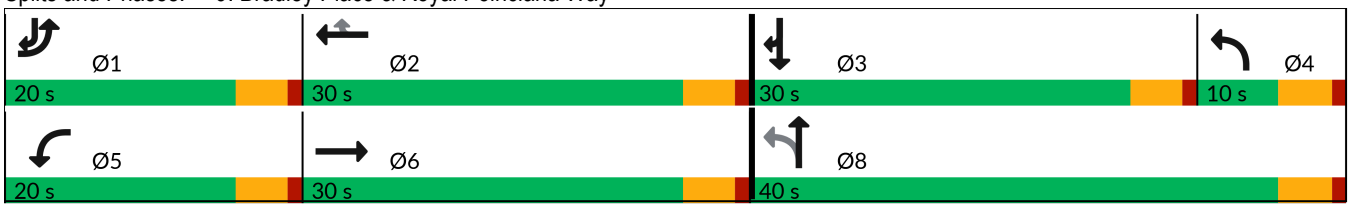
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.6	19.4	70.6	19.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	55.5	25.5	55.5	25.5
Max Q Clear Time (g_c+I1), s	2.0	3.2	2.0	9.9
Green Ext Time (p_c), s	3.8	0.1	4.5	0.5

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	

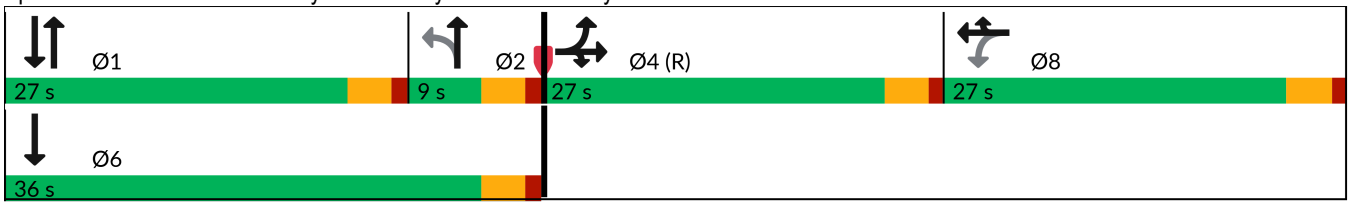
Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	77.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

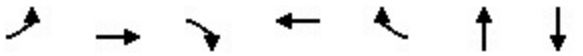
c Critical Lane Group

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	

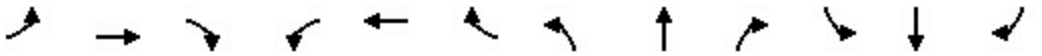
Splits and Phases: 10: County Road & Royal Poinciana Way





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	

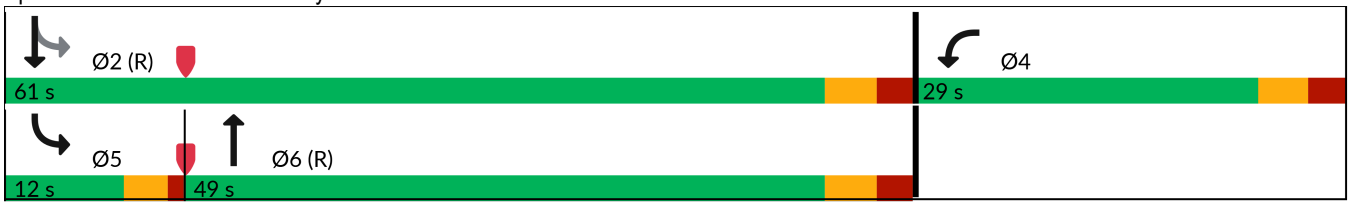
Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

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

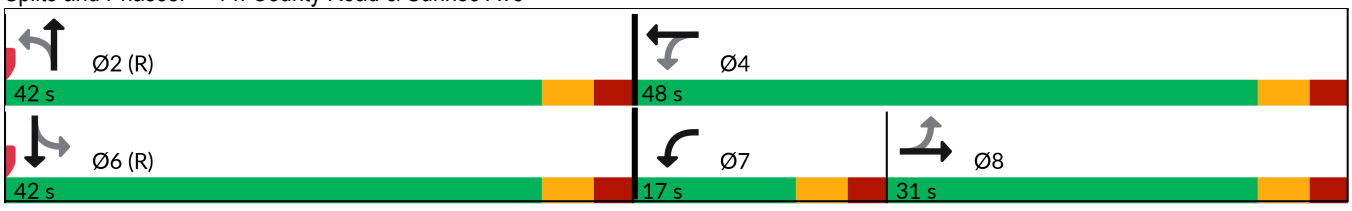
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.7		17.3	9.0	63.7
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		55.1		23.1	8.0	43.1
Max Q Clear Time (g_c+I1), s		6.6		11.1	2.7	2.0
Green Ext Time (p_c), s		2.0		0.4	0.0	3.3

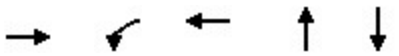
Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

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	

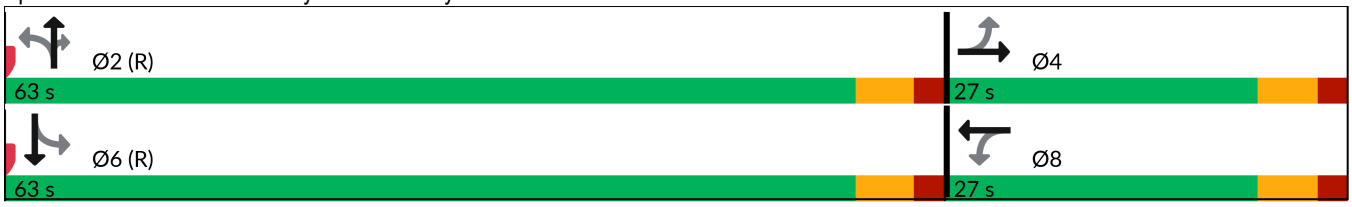
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.9		28.1		61.9	12.3	15.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0	11.0	25.0				
Max Q Clear Time (g_c+I1), s		9.0		4.4		8.2	5.9	7.6				
Green Ext Time (p_c), s		4.8		0.3		3.4	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

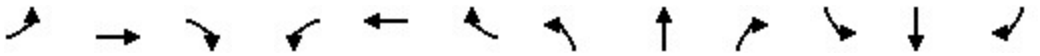




Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	39	26	413	222	16	651
v/c Ratio	0.28	0.31	0.04	0.26	0.16	0.02	0.41
Control Delay (s/veh)	21.3	35.5	2.6	2.7	0.7	2.2	4.3
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.3
Total Delay (s/veh)	21.3	35.5	2.6	3.2	0.7	2.2	4.6
Queue Length 50th (ft)	5	15	2	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	

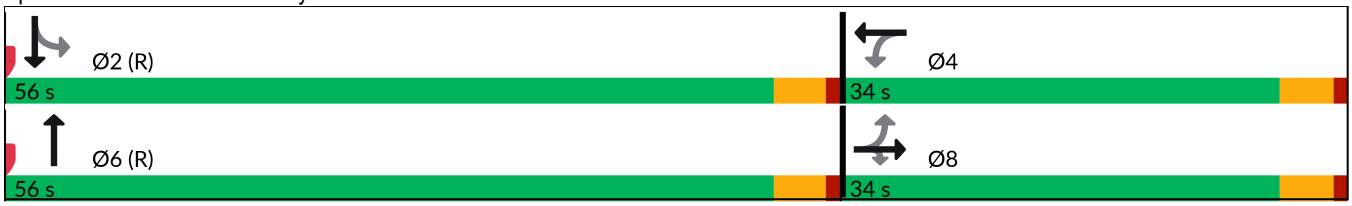
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.1		9.9		80.1		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		6.5		3.8		6.6		3.4				
Green Ext Time (p_c), s		3.7		0.1		5.5		0.1				

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	

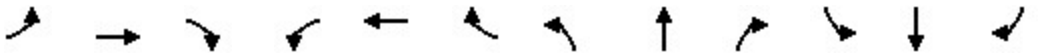
Splits and Phases: 6: County Road & Sunset Ave





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	

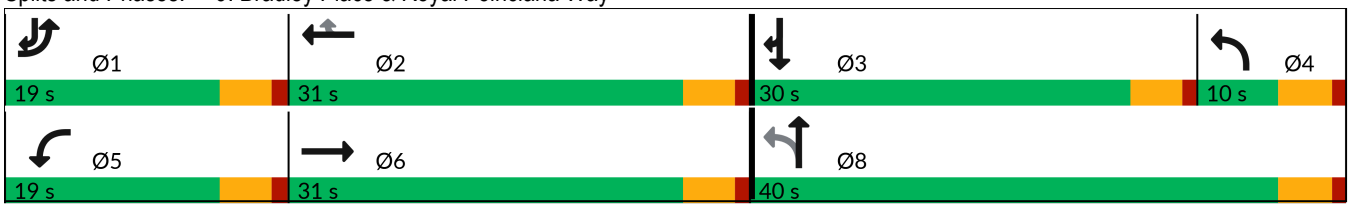
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.5		19.5		70.5		19.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		51.5		29.5		51.5		29.5				
Max Q Clear Time (g_c+I1), s		2.0		3.5		13.3		11.9				
Green Ext Time (p_c), s		5.2		0.1		3.8		0.7				

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		

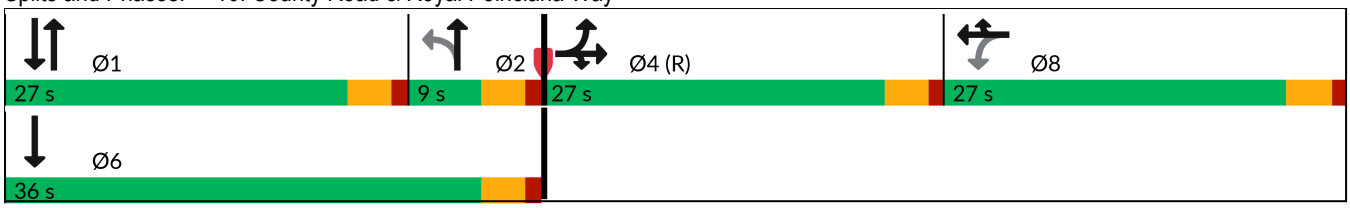
c Critical Lane Group

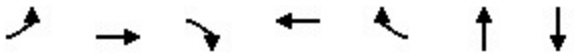
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	210	84	182	26	110	15	229	347	357		
Future Volume (vph)	210	84	182	26	110	15	229	347	357		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

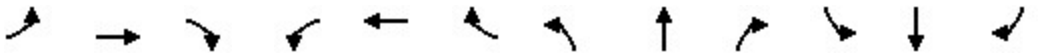




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	152	157	192	143	16	652	890
v/c Ratio	0.35	0.36	0.35	0.59	0.05	1.20dl	0.51
Control Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	30.3	30.2	6.2	45.8	0.3	27.4	15.7
Queue Length 50th (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		

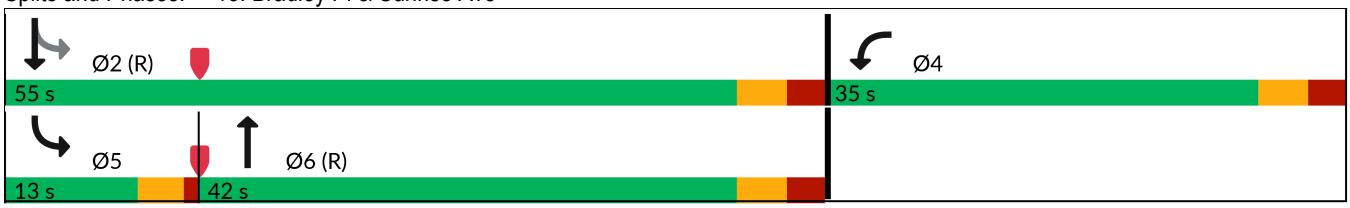
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

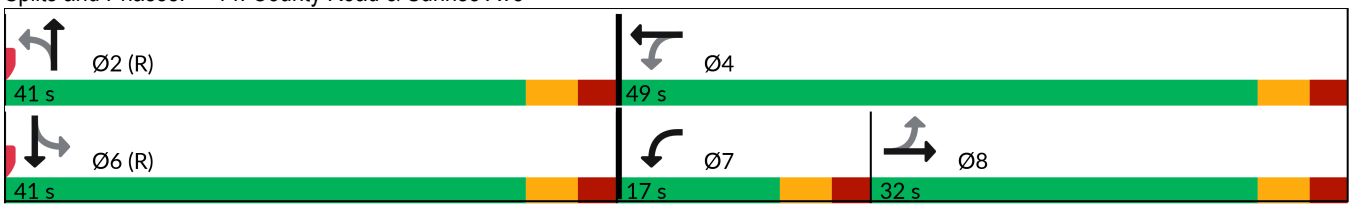
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.1		21.9	9.0	59.1
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		49.1		29.1	9.0	36.1
Max Q Clear Time (g_c+I1), s		10.0		15.4	2.7	2.0
Green Ext Time (p_c), s		2.9		0.7	0.0	2.4

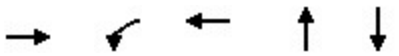
Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

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	

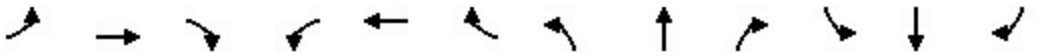
Splits and Phases: 14: County Road & Sunrise Ave





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	

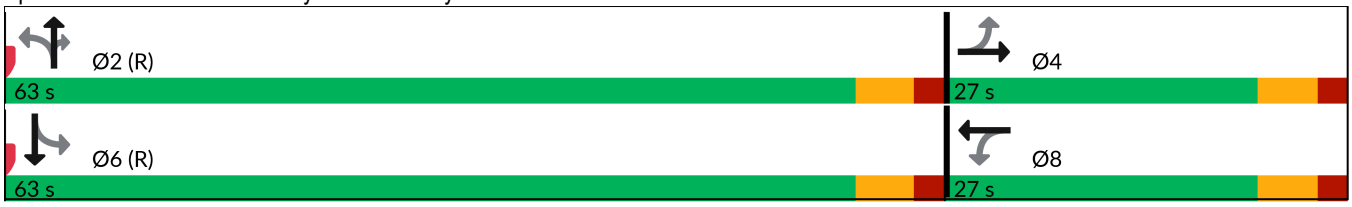
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		61.0		29.0		61.0	13.1	15.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		35.0		43.0		35.0	11.0	26.0				
Max Q Clear Time (g_c+I1), s		12.8		4.4		9.6	7.3	9.1				
Green Ext Time (p_c), s		4.4		0.3		4.0	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	

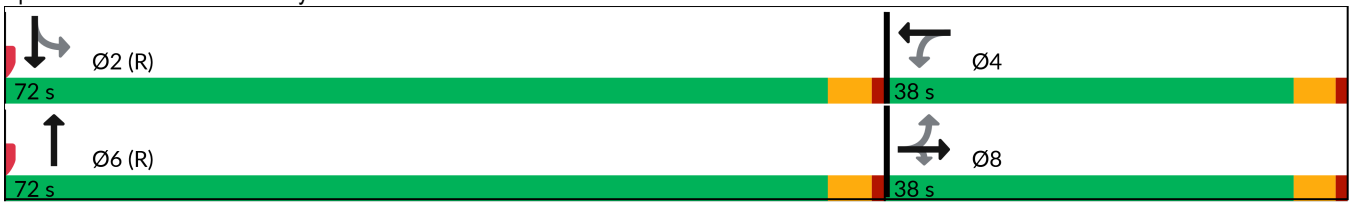
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		10.0		80.0		10.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		9.5		4.1		8.7		3.3				
Green Ext Time (p_c), s		2.8		0.1		4.2		0.1				

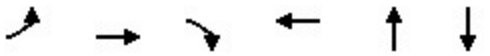
Intersection Summary		
HCM 7th Control Delay, s/veh	4.7	
HCM 7th LOS	A	

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	

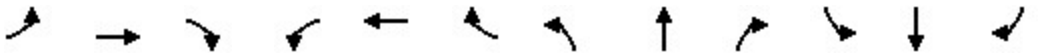
Splits and Phases: 6: County Road & Sunset Ave





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		

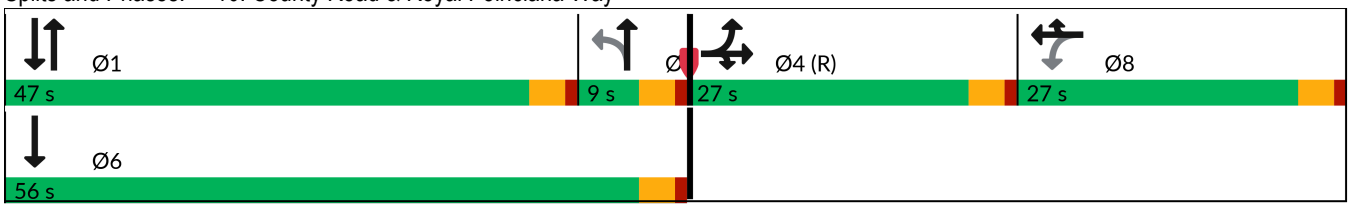
c Critical Lane Group

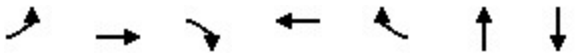
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	Ø1	Ø6
Lane Configurations											
Traffic Volume (vph)	210	80	245	26	104	23	342	335	315		
Future Volume (vph)	210	80	245	26	104	23	342	335	315		
Turn Type	Split	NA	Prot	Perm	NA	Prot	custom	NA	NA		
Protected Phases	4	4	4		8	8		1 2	1 6	1	6
Permitted Phases				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

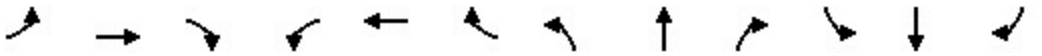




Lane Group	EBL	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	150	155	258	136	24	753	810
v/c Ratio	0.37	0.37	0.45	0.63	0.09	1.33dl	0.43
Control Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay (s/veh)	39.9	39.8	7.3	58.1	0.6	27.5	17.9
Queue Length 50th (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		

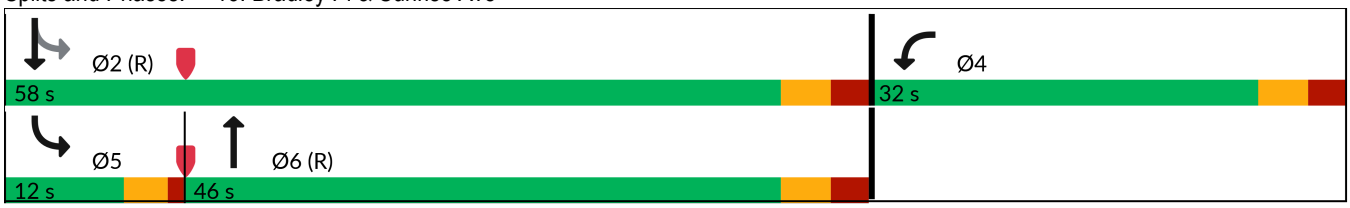
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

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

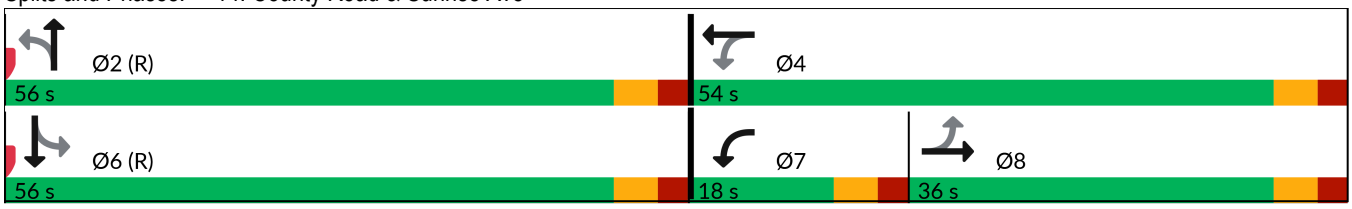
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.0		19.0	9.0	62.0
Change Period (Y+Rc), s		5.9		5.9	4.0	5.9
Max Green Setting (Gmax), s		52.1		26.1	8.0	40.1
Max Q Clear Time (g_c+I1), s		8.1		12.7	2.3	2.0
Green Ext Time (p_c), s		2.5		0.5	0.0	2.0

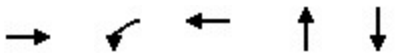
Intersection Summary	
HCM 7th Control Delay, s/veh	12.8
HCM 7th LOS	B

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

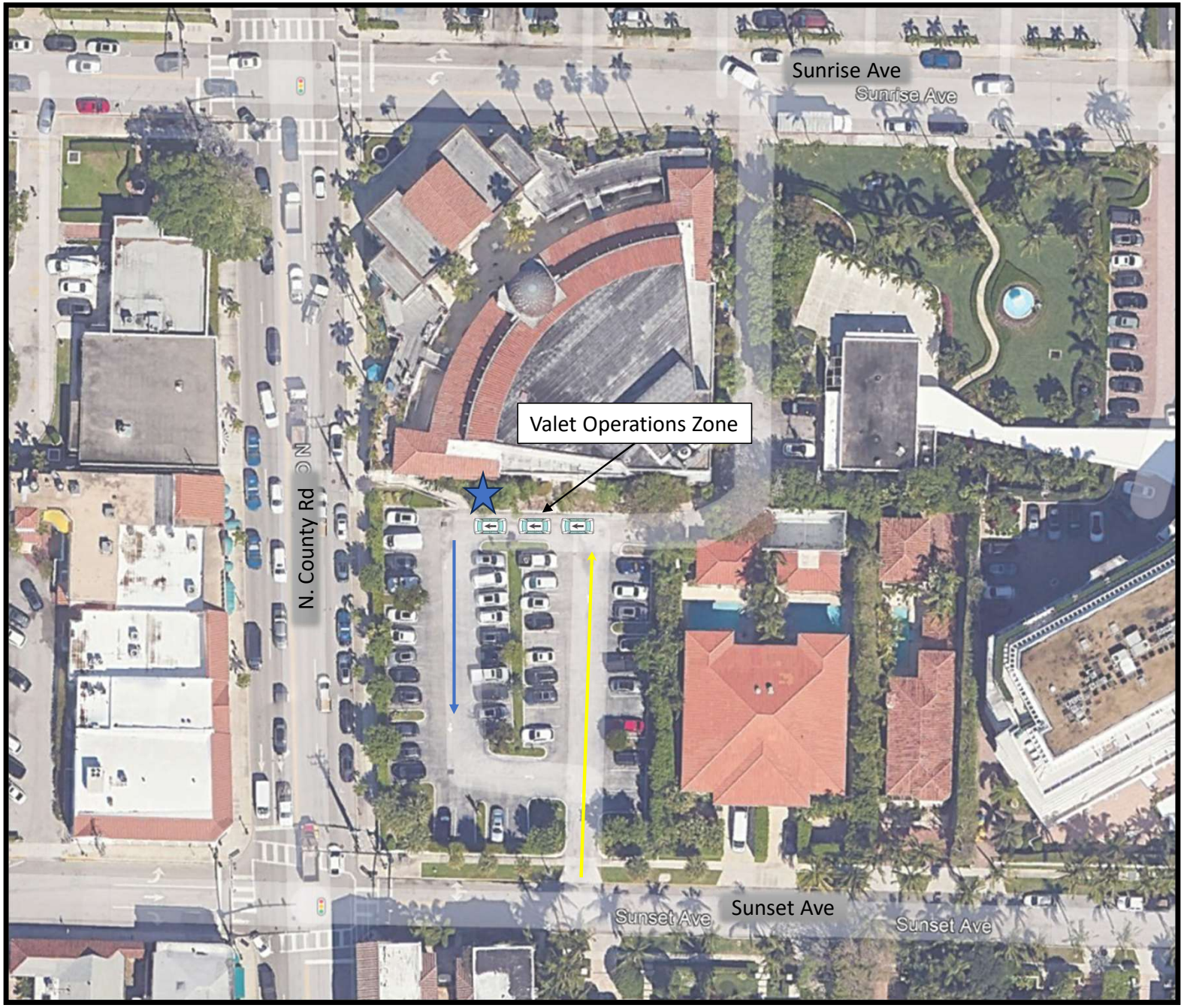


Figure 3 – Valet Operations after 6 PM
Paramount
Project # 25-146

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.

date:	November 25, 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 resubmittal dated 11/10/25:

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.

   Simmons & White's 10/24/25 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.

   TCG 11/06/25 Response: This item is still pending. A condition of approval will be developed which requires the submittal of the TPS letter.

   Simmons & White's 11/10/25 Response: Noted and the applicant accepts a condition of approval.

   TCG 11/25/25 Response: Addressed. Simmons and White provided a copy of the TPS approval letter dated 11/14/25.

2. Please update the Purpose of the Study in Section 2.0 to reference the impacted intersections in addition to the impacted roadway segments.

   Simmons & White's 10/24/25 Response: Section 2.0 has been updated to include impacted roadway segments as requested.

   TCG 11/06/25 Response: Addressed.

   Simmons & White's 11/10/25 Response: Noted and the applicant accepts a condition of approval.

   TCG 11/25/25 Response: Simmons and White provided a copy of the TPS approval letter dated 11/14/25.

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.

   Simmons & White's 10/24/25 Response: Please see Section 3.0 which now includes additional traffic data information as requested.

   TCG 11/06/25 Response: Addressed.

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.

   Simmons & White's 10/24/25 Response: The ITE 12th edition rates were just released, and the 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.

   TCG 11/06/25 Response: Addressed.

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.

   Simmons & White's 10/24/25 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.

   TCG 11/06/25 Response: This item is still pending. Please update Section 5.0 Trip Distribution to clarify that Sunset Avenue is programmed to be converted from a one-way eastbound to two-way traffic. The current narrative mentions Sunrise Avenue as the local roadway to be converted to two-way traffic which is not correct.

   Simmons & White's 11/10/25 Response: The text narrative has been revised to properly state Sunset Avenue instead of Sunrise Avenue.

   TCG 11/25/25 Response: Addressed.

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

Simmons & White's 10/24/25 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.

TCG 11/06/25 Response: Addressed. Please update the Planning Matrix on the architectural site plans to reflect the vested 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.

   Simmons & White's 10/24/25 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.

   TCG 11/06/25 Response: Addressed.

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.

   Simmons & White's 10/24/25 Response: A 95th percentile queue analysis section has now been included as requested.

   TCG 11/06/25 Response: Addressed.

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.

   Simmons & White's 10/24/25 Response: A queuing analysis for a New Year's Event is now provided to be conservative. Note the parking for the club should also be considered conservative. Data collected at the Carriage 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.

   TCG 11/06/25 Response: Addressed.

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.

    Simmons & White's 10/24/25 Response: The church is a vested use and is not changing as part of the proposed application.

    TCG 11/06/25 Response: Addressed. The declaration of use must establish the proposed on-street and off-street parking for all uses within the new Paramount Redevelopment site.

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.

    Simmons & White's 10/24/25 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.

    TCG 11/06/25 Response: Addressed.

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.

    Simmons & White's 10/24/25 Response: The signal timing sheets have been added, and a narrative has been added regarding adaptive traffic signal control on page 9.

    TCG 11/06/25 Response: Addressed.

13. Please provide a current set of architectural site plans and rendering for the Paramount Theatre Redevelopment project.

    Simmons & White's 10/24/25 Response: A set of architectural site plans are now included.

    TCG 11/06/25 Response: Addressed.

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.

    Simmons & White's 10/24/25 Response: An additional narrative for these items are now provided on pages 13 and 14.

    TCG 11/06/25 Response: Addressed.

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.

    Simmons & White's 10/24/25 Response: The sight triangles are provided on the civil engineering plans which are now attached to the traffic study.

    TCG 11/06/25 Response: Addressed. Please ensure that the sight triangles are also shown on the pavement, marking and signage plans, and landscape plans.

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 parking details in accordance with the MUTCD and local Palm Beach criteria.

    Simmons & White's 10/24/25 Response: See attached civil engineering plans in Appendix A.

    TCG 11/06/25 Response: This item is still pending. 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.

    Simmons & White's 11/10/25 Response: The signing and marking plans will be provided during the final engineering and permitting process.

    TCG 11/25/25 Response: Addressed. This will be a condition of approval for this application.

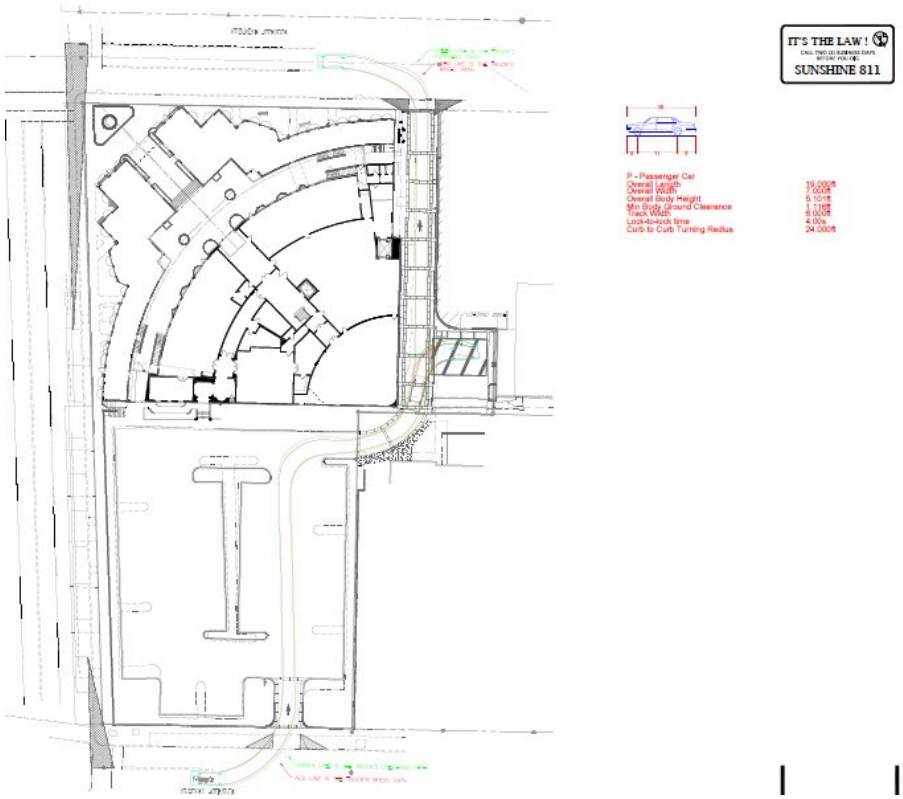
17. Please provide an Auto Turn maneuverability analysis for the site loading to ensure sufficient internal traffic circulation and turnaround movements are provided. Please use the appropriate design vehicle, such as a box/U-Haul truck (SU-30), for the Auto Turn maneuverability analysis.

    Simmons & White's 10/24/25 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.

    TCG 11/06/25 Response: This item is still pending. Please provide an Auto Turn maneuverability analysis to evaluate traffic circulation.

Simmons & White's 11/10/25 Response: The autoturn is now provided. See Appendix A in the revised traffic study.

TCG 11/25/25 Response: This item is still pending. The autoturn provided is for a passenger vehicle. Please provide additional details regarding the sufficient vehicle maneuverability for larger vehicles such as a SU-30 delivery trucks, trash trucks, and/or emergency vehicles (fire-trucks). Please add a narrative in the traffic study for site loading and deliveries.



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.

Simmons & White's 10/24/25 Response: A Construction Management Agreement will be provided prior to building permit.

TCG 11/06/25 Response: This item is still pending. Please provide a copy of the Construction Management Agreement when available. A condition of approval will be developed, which requires a Construction Management Agreement to be submitted to the Town.

Simmons & White's 11/10/25 Response: Noted. The applicant accepts the condition of approval for the Construction Management Agreement.

TCG 11/25/25 Response: Addressed. This information will be required at the time of building permit approval. This information should include planned traffic control/circulation, maintenance of traffic (MOT), lane closures, time of day and seasonal restrictions, etc.

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).

    Simmons & White's 10/24/25 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.

    TCG 11/06/25 Response: Addressed.

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.

    Simmons & White's 10/24/25 Response: The Declaration of Use will be coordinated with the Town Council.

    TCG 11/06/25 Response: Addressed.

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.

    Simmons & White's 10/24/25 Response: The Declaration of Use will be coordinated with the Town Council.

    TCG 11/06/25 Response: Addressed.

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's 10/24/25 Response: Noted.

    TCG 11/06/25 Response: Addressed.

23. Please provide an itemized response to the third-party traffic review comments issued by Volkert, Inc., dated 11/10/25.

24. Please update the Section 15.0 Conclusion section of the updated traffic impact study for this new Paramount Palm Beach Redevelopment application. Please include a summary of and a response for the following key items related to this application:

    - Compliance with the Town of Palm Beach Zoning Code (Section 30-111, etc.) and Comprehensive Plan
    - Confirmation of whether the new net traffic generated from this application will degrade the level of service on the adjacent road segments and intersections
    - Confirmation that the proposed site parking will be able to accommodate the required parking for the proposed development plan. This includes the specific application of the principle of equivalency per Town Code for landmarked buildings. Please reaffirm if there will be proposed off-site parking for any of the site parking required for the proposed land uses.
    - Confirmation that the proposed valet parking operational plan will not create vehicle stacking issues on the adjacent Town roadways during the hours of operation and special events.
    - Confirmation that there will be a Construction Management Agreement with details for the required construction activities and traffic related to the proposed redevelopment.

Engineering and Public Works Department
P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbc.gov

Palm Beach County Board of County Commissioners
Maria G. Marino, Mayor
Sara Baxter, Vice Mayor
Gregg K. Weiss
Joel G. Flores
Marci Woodward
Maria Sachs
Bobby Powell Jr.

County Administrator
Joseph Abruzzo

November 14, 2025

Bryan G. Kelley, P.E.
Simmons & White, Inc.
2581 Metrocentre Blvd, Suite 3
West Palm Beach, FL 33407

RE: Paramount
Project #: 251016
Traffic Performance Standards (TPS) Review

Dear Mr. Kelley:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated October 26, 2025, 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:	Town of Palm Beach
Location:	SEC of N. County Road and Sunrise Avenue
PCN:	50-43-43-15-09-000-0140
Access:	Site access will remain unchanged, existing via an ingress only driveway connection onto Sunset Avenue and existing egress only driveway connection onto Sunrise Avenue (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Uses:	Retail = 9,683 SF, Office Spaces = 14,745 SF, and Place of Worship = 2,205 SF
Proposed Uses:	Single Family Detached = 1 DU, Place of Worship = 2,000 SF (Closed on weekdays, closed by 11:30 AM on Sunday), Retail = 5,409 SF (closed by 6 PM weekdays, 1600 SF remain open after 6 PM), Club/Restaurant = 150 seats (175 members) (opens at 6 PM on weekdays, opens at noon on weekends), and Café = 1,550 SF (closed by 4 PM)
Net Daily Trips:	91 (Existing – Proposed)
Net Peak Hour Trips:	-14 (-14/0) AM; -29 (-8/-21) PM (Existing – Proposed)
Proj Daily Trips:	446
Proj Peak Hour Trips:	16 (9/7) AM; 15 (8/7) PM
Build-out:	December 31, 2028

Based on the review, the Traffic Division has determined the proposed development generates less than 21 peak hour trips. Therefore, a detailed traffic study is not required. The project **meets** the Traffic Performance Standards (TPS) of Palm Beach County.

"An Equal Opportunity Employer"

printed on sustainable and recycled paper

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 or as approved by the City. 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 561-478-5755 or email MRahman@pbc.gov.

Sincerely,

Moshiur Rahman, Ph.D., P.E.
Professional Engineer
Engineering and Public Works Dept.
Traffic Division

MR:QB:ep
ec: Addressee
James Murphy, Assistant Director, Town of Palm Beach
Quazi Bari, P.E., PTOE, Manager – Growth Management, Traffic Division
Alberto Lopez, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\MR\MUN\APPROVED\2025\251016 PARAMOUNT.DOCX;

SNIFFEN & SPELLMAN, P.A.

Senders Direct Line: (561) 721-4002
Email: jeubanks@sniffenlaw.com

November 14, 2025

Via E-mail
Mayor and Town Council
c/o Bobbie Lindsay, its President
Town of Palm Beach
360 South County Road
Palm Beach, Florida 33480

Re: 139 N. County Road Paramount Theater Project Zon-23-020; COA-13-003 ("Project") Consideration of Revised Application at Landmarks Preservation Commission on November 19, 2025 Violates Magistrate's Recommendations

Dear Mayor and Town Council:

Please be advised that any consideration of the Revised Application for the Paramount Project by the Landmarks Preservation Commission at its November 19, 2025, meeting would not only be putting the cart before the horse but would also be in violation of the Report and Recommendations of the Special Magistrate pending in the FLUEDRA case. As set forth in the highlighted portions of the Report on page 7, only if the Town Council determines that the Revised Application is consistent with the Town's Code and Comprehensive Plan under Recommendation 2 and votes thereon can the Town "then schedule and hold a public hearing before Landmarks for review and approval of a Certificate of Appropriateness under the Town Code" under Recommendation 3.

At the Town Council meeting yesterday, the Council clearly did not determine that the Revised Application met the standards of the Town Code and Comprehensive Plan. Therefore, there can be no review of the Revised Application before Landmarks at its meeting next week.

Very truly yours,

John R. Eubanks, Jr.

cc: Landmarks Preservation Commissioners
Joanne O'Connoro, Town Attorney
Seth Behn, FLUEDRA counsel
Wayne Bergman, Director of Planning, Zoning & Building
James Murphy, Assistant Director of Planning, Zoning & Building
Emily Lyn, Planner I
Kelley Churney, Town Clerk

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.

Case No. 24-2622

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:

Seth C. Behn, Esquire
(eServed)

James Matthew Crowley, Esquire
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Mark E. Grafton, Esquire
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John K. Shubin, Esquire
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Eric Hager, Esquire
(eServed)

Honorable James Uthmeier, Attorney General
(Address of Record)

Public Comment - Town Council Development Review

12/05/2025 11:27 AM (EST)

Public Comment

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Month of Meeting	December
Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	I would like to take this opportunity to object to the proposed Paramount social club. I am an internist and cardiologist. It's my understanding that Sunrise is already a dangerous street in Palm Beach with multiple accidents per year. I am concerned as a physician that having a social club right on the corner will lead to considerable alcohol intake leading to car accidents with possible serious injuries, and death. I feel that having a social club on that corner is medically dangerous.
Your Position	Against
First and Last Name	Edward Schuster
Address	N/A

Public Comment - Town Council Development Review

12/05/2025 11:23 AM (EST)

Public Comment

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Month of Meeting	December
Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	The Paramount applicant is seeking to create a social club for 175 members. The zoning in the area does not allow for such a thing. Please do not circumvent the existing laws to allow this to happen. This only gives fodder to others who want to create things that are outside the zoning laws. The area is already congested enough and this will only add to it. On any weekday between 3 and 5 pm, it takes multiple light cycles to leave my driveway at the Sun and Surf to access South County Road. And once there, the traffic is stalled again. The deliveries and staff required to man such a social club will only add to the burden. It is still baffling to me where the members are going to park. Certainly not on the Palm Beach side, so this will increase the traffic back and forth to presumable West Palm Beach. Please stop this and don't allow for a perfectly good zoning law to be over-ruled. Thank you, Stacey Bell, 100 Sunrise Ave
Your Position	Against
First and Last Name	Stacey Bell
Address	100 Sunrise Ave

Public Comment - Town Council Development Review

12/05/2025 11:24 AM (EST)

Public Comment

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Month of Meeting	December
Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	As a resident of 150 North Ocean Boulevard in Palm Beach I'm appalled by the idea of having a huge complex in our neighborhood. The expansion of the Paramount theater and the use as a 20,000 square-foot residence coupled with a club and other public facilities will add to the incredible congestion and traffic that already exist in our neighborhood. I totally I'm against this kind of development and the trickery of the owner of the Paramount to try to fool the neighborhood into believing that this would be a good project. as it stands it's a horror to me and to everyone I know. please do not let the owners of the Paramount ruin our neighborhood which is already incredibly overrun with traffic and will only add to its demise. Thank you, Suzanne Golden. Suzanne Golden 917-327-8210 SGolden1060@gmail.com
Your Position	Against
First and Last Name	Suzanne Golden
Address	150 North Ocean Boulevard

Public Comment - Town Council Development Review

11/13/2025 4:09 PM (EST)

Public Comment

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Month of Meeting	November
Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	OBJECTION
Your Position	Against
First and Last Name	JONATHAN AUERBACH
Address	100 SUNRISE AVE., #422, PB
Image or File Upload (optional)	422 - AUERBACH.pdf

Public Comment - Town Council Development Review

12/05/2025 9:34 AM (EST)

Public Comment

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Month of Meeting	December
Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	Dear Members of the Palm Beach Town Council, I am writing to express my strong opposition to the application concerning the Paramount Theatre. My concerns come from a place of deep appreciation for Palm Beach and a sincere desire to preserve what makes this island so extraordinary. After living in Europe for more that 30 years, I chose to make Palm Beach my home because it offered something remarkably rare: the feeling of a peaceful seaside village, reminiscent of many European towns - quiet streets, natural beauty, a sense of solitude, and an atmosphere of elegance without excess. Places where thoughtful preservation is seen not as a resistance to progress, but as an act of stewardship. In recent years, however, I have watched with growing concern as the character of the island has begun to change. Development, increased commercial activity and proposals like the one now before you for the Paramount Theatre risk eroding the very qualities that set Palm Beach apart, This application if approved would accelerate a shift away from the calm, idyllic nature of the community and toward something louder, denser and fundamentally incompatible with the spirit of the island. Not to mention the increased traffic in an already congested area of town. The Town Council carries an extraordinary responsibility in safeguarding Palm Beach’s identity - not for current residents but for future generations (I have six grandchildren) who deserve to inherit what makes this place so special. Approving this application would endanger the beauty, peacefulness, and unique character that drew so many of us here and that continues to define Palm Beach’s irreplaceable appeal. Please honor the existing zoning already in place for preservation purposes. For these reasons, I urge you to REJECT the application for the Paramount Theatre. I believe doing so is essential to preserving the integrity, quiet charm, and distinctive way of life that make Palm Beach the remarkable community it is. Thank you for your time and your thoughtful consideration. Sincerely, Ricki Gail Conway Palm Beach Resident

Your Position	Against
First and Last Name	RICKI GAIL CONWAY
Address	100 SUNRISE AVE., #PH5, PALM BEACH, FL 33480

The Sun and Surf

To the Town Council

Re: Paramount Private Social Club

As a Sun and Surf Resident, I am against having a Private Club in the Paramount Building for the reasons set forth below, including loss of property values and the other reasons enumerated by our experts and lawyers.

Signature 11/13/25 Date 319 Unit

1) The proposed uses are not permitted under current zoning laws. Let them do something that is already permitted under existing zoning laws , without the need variances and special exceptions

2) A residence larger than 3000 feet in a commercial zone needs a special exception. Mr. Woerner has not applied for a special exception, so this application can't be heard or approved.

3) The town turned down an application for a club with 475 members last year. This application is for 175 members, but allows them to come back for increases in as soon as a year. So they will get back to 475 members by coming back in stages for what they were turned down for originally.

4) A 20,555 sf residence will be the largest use in the building. You cannot have a predominantly residential use in a commercial zone.

5) They need 166 parking spaces and have only 46. That's not enough for approval. This means Parking will spill over and use up all the spaces available to neighbors on surrounding streets

6) A residence of over 15,000 sq ft. in a commercial zone needs a variance. To get a variance, you have to demonstrate a hardship. The applicant has no hardship, thus they cannot receive a variance

7) They talk about the need to preserve the historic Paramount Theater, yet they are gutting

it completely such that no element of it will be preserved nor rehabilitated.

8) The traffic in the area is brutal, particularly with the coming Synagogue expansion, and the opening of Glazer Hall. We don't need yet another traffic generating approval, particularly as the events at all three venues will occur at the same hour in the evening.

9) While they say they won't use this enormous residence as part of the social club, it has a large ballroom. So what's that for?

10) Finally, the last sentence of their proposal document says essentially "this is not binding upon the land or our successor's in interest" .....so they can sell it to an affiliate the next day, who would then be free of any of the promises they made about limiting restriction.

Public Comment - Town Council Development Review

11/13/2025 4:07 PM (EST)

Public Comment

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Month of Meeting	November
Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	OBJECTION
Your Position	Against
First and Last Name	DAVID FINGOLD
Address	100 SUNRISE AVE., #319, PB
Image or File Upload (optional)	319 - FINGOLD.pdf

The Sun and Surf

To the Town Council

Re: Paramount Private Social Club

As a Sun and Surf Resident, I am against having a Private Club in the Paramount Building for the reasons set forth below, including loss of property values and the other reasons enumerated by our experts and lawyers.

Wendy Lang 11/12/25 408E

Signature Date Unit

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4) A 20,555 sf residence will be the largest use in the building. You cannot have a predominantly residential use in a commercial zone.

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Public Comment - Town Council Development Review

11/13/2025 4:08 PM (EST)

Public Comment

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Month of Meeting	November
Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	OBJECTION
Your Position	Against
First and Last Name	WENDY LEVY
Address	100 SUNRISE AVE., #408, PB
Image or File Upload (optional)	408 - WENDY LEVY.pdf

Public Comment - Town Council Development Review

12/05/2025 9:34 AM (EST)

Public Comment

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Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	Allowing this variance would create a major traffic problem in an area where traffic is already too congested getting to the hospital or just normal activities would become impossible due to congestion. This area is a residential area not designed for high volume automobile traffic. As it is it can take 10 minutes to navigate the turn from Sunrise Ave to South County. Allowing this variance would create traffic jams beyond belief which creates major hardships for the population of Sunrise which is almost totally geriatric, people over 65 who are always trying to get to either Hospital or physician's appointments.
Your Position	Against
First and Last Name	Eli Milch
Address	130 Sunrise Avenue Apt404W, Palm Beach, Fl 33480

Public Comment - Town Council Development Review

12/05/2025 10:51 AM (EST)

Public Comment

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Month of Meeting	December
Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	Good morning, My name is Rick Caplan and I reside at 100 Sunrise Ave Sun and Surf. I am writing to once again oppose the Paramount development. As you are aware, the traffic is horrendous since I moved to PB 10 years ago. Whatever the zoning regulations that exist I believe we are past the point where more traffic of any kind is acceptable. The fact that one individual for his own enrichment can further an already troubling situation and negatively affect our formerly quiet neighborhood is outrageous. In addition he and his legal team are attempting to deceive right before your eyes. They are obvious to all of the folks that live in the area who are witnessing the hearings. By designing a 20,000 sq ft residence to lower the traffic count in order to secure their real plan of receiving approval for their club. It is obvious to all of us that their plan is to get approval and use the "residence" to further their enrichment program by returning for even more members (more money) to the town. The preservation of the Paramount has not been preserved at all as It is my understanding that it is a shell of its beautiful and historical self. Please dont fall for their obvious plan to the hundreds of residences that live in our neighborhood as we are vehemently opposed to the development plan. If approved it will permanently and negatively effect our neighborhood and increase the greater traffic problems in the surrounding areas.
Your Position	Against
First and Last Name	rick Caplan
Address	100 Sunrise

The Sun and Surf

To the Town Council

Re: Paramount Private Social Club

As a Sun and Surf Resident, I am against having a Private Club in the Paramount Building for the reasons set forth below, including loss of property values and the other reasons enumerated by our experts and lawyers.

Minnie Rome 10/13/25 417

Signature Date Unit

1) The proposed uses are not permitted under current zoning laws. Let them do something that is already permitted under existing zoning laws , without the need variances and special exceptions

2) A residence larger than 3000 feet in a commercial zone needs a special exception. Mr. Woerner has not applied for a special exception, so this application can't be heard or approved.

3) The town turned down an application for a club with 475 members last year. This application is for 175 members, but allows them to come back for increases in as soon as a year. So they will get back to 475 members by coming back in stages for what they were turned down for originally.

4) A 20,555 sf residence will be the largest use in the building. You cannot have a predominantly residential use in a commercial zone.

5) They need 166 parking spaces and have only 46. That's not enough for approval. This means Parking will spill over and use up all the spaces available to neighbors on surrounding streets

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8) The traffic in the area is brutal, particularly with the coming Synagogue expansion, and the opening of Glazer Hall. We don't need yet another traffic generating approval, particularly as the events at all three venues will occur at the same hour in the evening.

9) While they say they won't use this enormous residence as part of the social club, it has a large ballroom. So what's that for?

10) Finally, the last sentence of their proposal document says essentially "this is not binding upon the land or our successor's in interest" .....so they can sell it to an affiliate the next day, who would then be free of any of the promises they made about limiting restriction.

Public Comment - Town Council Development Review

11/13/2025 4:08 PM (EST)

Public Comment

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Month of Meeting	November
Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	OBJECTION
Your Position	Against
First and Last Name	TIMMIE ROME
Address	100 SUNRISE AVE., #417, PB
Image or File Upload (optional)	417 - ROME.pdf

Public Comment - Town Council Development Review

12/05/2025 10:26 AM (EST)

Public Comment

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Month of Meeting	December
Please select the agenda item you would like to comment on.	ZON-25-0076 1768 S OCEAN BLVD—SITE PLAN REVIEW AND VARIANCES
Comment	LETTER TO THE PALM BEACH TOWN COUNCIL RE: Vehement Opposition to the Paramount Theater Application Mayor and Members of the Town Council: I am writing to express my strongest possible opposition to the Paramount Theater application submitted by Mr. Woerner. This proposal represents an excessive and unlawful overreach that threatens the integrity, safety, and character of our Sunrise neighborhood — a uniquely transitional area where residential and town-serving commercial uses must coexist with exceptional care. This delicate balance is already under massive strain, and the Paramount plan would push our infrastructure, traffic conditions, and zoning protections beyond any reasonable limit. At the most basic level, all we at 130 and 100 Sunrise Ave ask is that the Town Council simply honor the zoning regulations that are already in place to preserve the peace and tranquility of our neighborhood. These protections exist for a reason, yet in recent years applicants in the area have repeatedly sought creative ways around them — and at times those attempts have been accommodated. This must not happen again. The application before you is improper and cannot legally be approved. The applicant seeks to pair a 175-member private social club with an enormous 20,555-square-foot “single-family residence” on a commercially zoned parcel. Under the Town Code, any residence larger than 3,000 square feet in this zone requires a Special Exception. Yet no Special Exception has been applied for, and absent that, the application is not eligible for Council consideration, let alone approval. Even setting that fatal flaw aside, the practical impacts of this project would be disastrous. Traffic in our Sunrise neighborhood is already intolerable — and that is before accounting for the expanded Palm Beach Synagogue, the opening of Glazer Hall, and any future Paramount activity. Our streets are narrow, heavily traveled, and structurally unsuited for additional congestion. The Paramount plan would greatly worsen an already dangerous situation. The applicant’s own materials acknowledge a need for 163 parking spaces, yet the site provides only 46. No workable valet circulation plan has been submitted. The Corradino report explicitly recommends no on-street parking on Sunrise, Sunset, or North County — leaving unanswered the most fundamental question: Where will all these cars go? Paramount statements at last meeting that their expansion would reduce traffic defy logic and insult basic intelligence!

Moreover, the notion that a 20,550-square-foot residence will function in perpetuity as a typical single-family home defies common sense. Any occupancy cap on the social club is meaningless if the applicant can simultaneously host unlimited “residential guests” upstairs. This is a transparent attempt to avoid revealing the true intensity of use, traffic, and parking impacts. In effect, the residence is a Trojan horse engineered to depress the required counts while disguising the scale of the club’s activities.

From a zoning and planning standpoint, the application is equally indefensible. A residence of this magnitude in the C-TS (Commercial Town-Serving) zone violates the Town Code, the Comprehensive Plan, and the Future Land Use Map. It converts the predominant use of the property from commercial to residential — precisely what the Comprehensive Plan prohibits. Policies 2.3, 2.3.3, Objective 7, and Policy 7.23 all require maintaining and even reducing residential uses in commercial-designated areas such as this site. The proposed floor area also exceeds the 15,000-square-foot maximum in the C-TS district, triggering a variance that cannot lawfully be granted because the applicant has shown no hardship whatsoever.

Further, the Simmons & White traffic study contains numerous unresolved issues, and the Corradino report notes outstanding concerns regarding loading zones and maneuverability, including the inability of standard emergency and service vehicles to navigate the site. These matters cannot be deferred until after approval. It is the Town’s duty — and the right of its citizens — to understand and evaluate these impacts in advance, not after the project is entitled.

Perhaps most troubling, the applicant has inserted language stating that the restrictions in the Declaration of Use would not run with the land. This would allow the property to be sold immediately after approval, leaving a successor owner free from every hard-won condition and limitation. This is an unacceptable and dangerous proposition.

Finally, the applicant suggests that construction impacts will be addressed at the time of permitting. Our community deserves to know now — not years into a disruptive and intrusive construction process — how our daily lives will be affected. Transparency and accountability cannot be deferred.

The Sunrise neighborhood is a fragile, transitional zone where even modest increases in activity have significant consequences. The Woerner Paramount proposal is not modest. It is extreme, unlawful, and fundamentally incompatible with the needs, safety, and character of our community. I respectfully urge the Town Council to uphold the zoning code, protect the Comprehensive Plan, and reject this application in its entirety.

Thank you for your attention to this critical matter and for your commitment to preserving the integrity of Palm Beach.

Sincerely,
Matt Diserio 130 sunrise ave
Sunrise Neighborhood Resident

Your Position	Against
First and Last Name	Matthew J. Diserio
Address	130 sunrise

Public Comment - Town Council Development Review

12/04/2025 2:52 PM (EST)

Public Comment

Please note that all submissions of this form will become part of the official public record.

Comments must be submitted **at least 48 hours prior to the start of the meeting** to allow the Town Council time for review**.** Comments submitted after this deadline may not be processed until after the meeting.

Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	LETTER FROM JERRY ZARO ATTACHED
Your Position	Against
First and Last Name	JERRY ZARO
Address	100 SUNRISE AVE., #406 & #407, PALM BEACH
Image or File Upload (optional)	TOWN OF PALM BEACH.pdf

Public Comment - Town Council Development Review

12/03/2025 1:04 PM (EST)

Public Comment

Please note that all submissions of this form will become part of the official public record.

Comments must be submitted **at least 48 hours prior to the start of the meeting** to allow the Town Council time for review**.** Comments submitted after this deadline may not be processed until after the meeting.

Month of Meeting	December
Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	To Mayor Moore and the Town Council members: My spouse and I are full time residents of Palm Beach, residing at 130 Sunrise Ave, unit 518. Our apartment abuts the back of the Paramount Theater. I appreciate all of you for voting down the Paramount's prior proposal. You fully understood its scale, particularly that the 475-member club was untenable in our neighborhood because of lack of parking and activities in a residential neighborhood. Mr Woerner has now proposed a scaled-down plan to renovate the building. My neighbors and I have the following concerns with his proposal: 1. The private club is reduced 175 members but it allows for him to come back for increases in as soon as a year. Which you know he will do. There needs to be a limit to the occupancy and membership of the club . 2. Where is he going to park all the cars? Our neighborhood has horrible and unsafe traffic conditions in season at the present time. He has very limited parking and the local community cannot accommodate more cars. I personally have had situations where I have had near misses with cars while walking and obeying the law. One of our front desk employees was hit and badly injured while crossing the street recently due to very heavy traffic and congestion. 3. A 20,555 sf residence, the whole second floor will be the largest use in the build- ing. I'm sure he plans to try to expand the club into some of this space in the near future. 4. The building is in a commercial zone. You can't have more than a 3000 sq ft resi- dence without a special exception. 5. He needs a variance for a residence over 15,000 square feet in a commercial zone. I am not against the Paramount being renovated and future progress but what is allowed has to be carefully thought through for the permanent effect and future precedent on the neighborhood and Palm Beach. With the renovation to the Palm Beach Synagogue and the Paramount, the congestion and traffic in our neighborhood is a major concern for our quality of life and safety for the local residents. If the Paramount should have the Club it must be fixed in membership size.. The residences should be deed-restricted to prevent future use for commercial purposes. If you grant the special exception, it should only for several smaller residences. Establishing a size restricted club assumes the Paramount can satisfy where they plan to park all the cars safely and without impacting the quality of life for local residents. During evening rush hour it takes me about one

	hour to get across the north bridge from my apartment. As a medical doctor I cannot imagine how an ambulance can get to any local hospital in a safe period of time during peak traffic hours. I want to thank everyone on the Town Council for your concerns about preserving the quality of Palm Beach. I am certain you are all concerned about the quality of life and safety for all of Palm Beach and make the best decisions for the residents of our community. Sincerely yours, Robert Goldberg, M.D.
Your Position	Against
First and Last Name	Robert Goldberg, M.D.
Address	130 Sunrise Avenue Unit 518, Palm Beach, Florida 33480

Public Comment - Town Council Development Review

12/04/2025 4:10 PM (EST)

Public Comment

To allow the Town Council enough time to review all comments, please submit this form by **the Friday before the public meeting** you are commenting on.

All form submissions are added to the official public record and are sent directly to the Town Council. Please note that comments submitted through other methods or after the deadline may take longer to process and may be reviewed after the public meeting.

Month of Meeting	December
Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	As a full time resident at 130 Sunrise Ave, I am against the creation of a social club and granting variances to a historical landmark that will negatively impact the community. Traffic and parking are already a problem in the area. Having more traffic brought to the local community will create more dangerous automobile/pedestrian accidents and decrease the quality of life of the local residents. It takes about one hour from Sunrise Avenue to get off the island during peak traffic. It horrifies me to think if an emergency vehicle needed to get to and leave the area during rush hour. Please do not ruin our community we are proud to call home.
Your Position	Against
First and Last Name	Alex Novielli
Address	130 Sunrise Ave, 518
Email	alexnovi@aol.com
Phone Number	2037705020

Public Comment - Town Council Development Review

12/05/2025 12:09 PM (EST)

Public Comment

To allow the Town Council enough time to review all comments, please submit this form by **the Friday before the public meeting** you are commenting on.

All form submissions are added to the official public record and are sent directly to the Town Council. Please note that comments submitted through other methods or after the deadline may take longer to process and may be reviewed after the public meeting.

Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	To the members of the Palm Beach Town Council and other interested parties: I am a Palm Beach resident, a homeowner at 100 Sunrise Ave. I oppose the application of the Paramount theater project. There is nothing “right” and everything “wrong" about the “reduced” expansion the proposal seeks. In point of fact, there is nothing “reduced” about it. What the Paramount theater group requests is blatantly and indefensibly massive. The legal reasons why the application cannot be granted are fully clear and: granting it would mean gross intensification of use and insupportable congestion in a neighborhood even now gravely congested, overloaded and strained to the limit. Moreover, to state the glaringly obvious: every Palm Beach resident knows, traffic is already intolerable in the immediate area of the Theater. I beseech you, let good reason and good conscience be the guide on this matter: please deny the application.
Your Position	Against
First and Last Name	Jonathan Auerbach
Address	100 Sunrise Avenue, Palm Beach, FL

Public Comment - Town Council Development Review

12/05/2025 11:16 AM (EST)

Public Comment

To allow the Town Council enough time to review all comments, please submit this form by **the Friday before the public meeting** you are commenting on.

All form submissions are added to the official public record and are sent directly to the Town Council. Please note that comments submitted through other methods or after the deadline may take longer to process and may be reviewed after the public meeting.

Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER (COMBO) – SPECIAL EXCEPTIONS WITH SITE PLAN REVIEW AND VARIANCES
Comment	We live in the neighborhood of the Paramount Theatre and are AGAINST the variance to allow a club in the Paramount building. Traffic has become terrible making a left from Sunrise to North County Road and will certainly be worse if a club is allowed. We understand that the owners want a return on their investment. However, a club with over a hundred and fifty members will impact many hundreds of residents who live nearby. This should be a “no brainer” as the synagogue will create more traffic. And where will the “members” park???? The many neighborswho will be affected by this vote will remember at election time how you voted. PLEASE think of us, not the owners of the Paramount.
Your Position	Against
First and Last Name	Sandra and George Garfunkel
Address	150 North Ocean Blvd; PH 2

Jerry Zaro
100 Sunrise Ave, Apt 406
Palm Beach, Florida 33480

December 4, 2025

Town of Palm Beach
Mayor and Town Council

Dear Mayor and Members of Town Council,

My name is Jerry Zaro and I am the President of the 100 Sun and Surf Condominium Association. I am also the Chair of the President's Council, a consortium of nine in town condominium buildings consisting of 709 units.

I am writing concerning the Paramount Theater. Based upon the evidence presented by our counsel, John Eubanks, and Ms. Ward at your November hearing, as well as the comments made by Mr. Crowley on the record, we assumed he was going to apply for a Special Exception in order to stave off a potential subsequent legal contest to the lack of such filing. However, I understand your Council is not requiring them to so apply, and we therefore reserve our legal rights to challenge that determination.

Please allow me this opportunity to express my personal thoughts and concerns. Quite frankly, the peace and tranquility of our serene neighborhood is at stake. Further, we feel as if we have been under constant siege. The Paramount Theater is the third application in just over two years that seeks approvals for uses that are in violation of our zoning ordinances and the Town's Comprehensive Plan (two applications for the Paramount....and one for the Synagogue). Each of these applications has sought extraordinary relief from your zoning laws protecting our neighborhood in the form of variances and Special Exceptions for which they do not qualify.

It's important to look at the impact on our neighborhood not just based on these ISOLATED uses, but with the total impact of the several CONSOLIDATED approvals. We will now have Glazer Hall, the massive Synagogue expansion which you have already approved, the forthcoming Breakers Family Center and, if that wasn't enough, the now proposed Paramount Theater social club uses, which the Council has previously and wisely turned down. If approved, ALL of these uses will be opening within a year or so of each other and be simultaneously dumping more traffic onto our already gridlocked roads ... at the exact same hour... and with grossly inadequate parking. It doesn't take much imagination to visualize valet parkers from Glazer Hall, the Synagogue and the Paramount Theater, circling in vain.... searching for nonexistent parking spaces ... further

congesting our roadways... and let's not forget the construction which will likely create years of disruption in this already congested area ... how will THAT work out?

Most importantly, there are just too many open and unanswered traffic and parking issues that remain open for this application to be approved at this time. Our planners, attorneys and consultants have....and will.... address those matters so they need not be repeated here. But to approve the application and then hope traffic and parking can be addressed in a Declaration of Use is, frankly, putting the cart before the horse. If the applicant cannot satisfactorily address parking and traffic, the application should be turned down right now.

To be certain that the Council is aware of our flexibility and willingness to compromise ... and so you have it on official record ... I met with Mr. Woerner to discuss elements of a settlement which would be acceptable to the opposition as listed below. Mr. Woerner rejected this compromise.

Before outlining those terms, I want to express that they address our major concern which is that Mr. Woerner will seek the large social club which the Town Council previously turned down, but by getting his foot in the door now with a "small club" and then seeking expansion of it in stages in the future. In short, we do not want the applicant to get a large social club in two or three steps, when they were denied it in one.

The proposal set forth below addresses many of our concerns about future expansion. Of course, if Mr. Woerner was being honest and candid, he should have readily accepted this proposal since it grants him the club for which he is now applying. However, his refusal to agree to this proposal reveals his true expansionist intentions which, of course, is our major concern.

Our proposal to Mr. Woerner was as follows:

1. That Mr. Woerner be granted the approval to open a social club.

2. We are not so concerned about the number of MEMBERS of the club as we are with OCCUPANCY. For our part he could enroll all the members he wants and reap tens of millions in initiation fees. But we do propose a cap on OCCUPANCY of 175 people which would include members, their families, guests, and staff since all of those people add to traffic and parking issues.

3. That 85% of the club members and guests be residents of Palm Beach to ensure it is truly town serving, a requirement of the C-TS zone.

4. The applicant agrees that the foregoing number of occupants is fixed and capped and may not be expanded in the future. As stated above, this is our principal concern ... staged growth into the large club that was already rejected by Town Council.

5. The café can be eliminated to reduce traffic and congestion.

6. The church space should be used solely for religious services and not for any weddings, social or other entertainment functions, whether in connection with the social club or otherwise, at any time that the social club is in operation.

7. That the residential component consisting of over 20,000 SF including outdoor space, be divided into four separate apartments of 3,500 SF each. Again, our concern is that a gigantic residence would contain ballrooms or other grand entertainment spaces will be used as part of or ancillary to the social club, which is precisely our concern. Dividing the residential space eliminates that concern.

We believe the foregoing is eminently fair and reasonable. It would have afforded Mr. Woerner an enormous profit on his investment. It would have limited the damage to our way of life in our neighborhood. In short, it would truly represent the definition of a "fair deal" ... that in which neither party is fully satisfied. Yet Mr. Woener will not agree to this proposal.

The reason for this refusal is that Mr. Woerner openly states that he intends to do extensive "entertaining" in his residence . So while you are all laboring and parsing over the number of occupants that can utilize the social club, there will be no such restriction on the number of "guests" Mr. Woerner can entertain in his residence at the very same hour as the social club is open. This will render any occupancy cap on the social club meaningless. One can easily envision club members dining downstairs and then retreating to the upstairs "residence" to join an unlimited number of "friends" for an evening of jazz, dancing, or other events....far exceeding any occupancy cap you impose on the social club.

And don't take my word for it... Ask Mr. Woerner if he is willing to cap the number of guests he has in his home on evenings when the social club is open. He will refuse that request.

Ask Mr. Woerner if he would agree to cap the total number of social events he would host in his residence while the social club is open. He will refuse that request.

Just so we would not by asking Mr. Woerner to change the entertainment habits he has enjoyed in prior years, ask him to take the average number average number of annual parties he has hosted at his residence on Tangier in recent years... let him even **double** that number... and ask if he would agree to use **that** as a cap on events he will host at the "residence" when the social hall is open. He will refuse to agree to that.

So, Mr. Woerner's TRUE intent here becomes patently clear ... the residence will become an integral part of the social club in everything but name... you will have no control over the total number of occupants (and therefore cars) using the club and residence at one time ... and that this application process is a farcical attempt to open one very large club by calling it two different names... A social club and a "residence".

Interestingly, Mr. Woerner does agree that the church cannot be utilized for any event while the social club is in operation. Why not ask Mr. Woerner for a similar restriction on the utilization of the residence for social events just as he has agreed to do with the church when the social club is in operation? Again, he will refuse, thus revealing his true intent.

How can you approve an application without having Mr. Woerner answer these questions. It would be pure negligence not to do so.

Mr. Woerner is cleverly hiding behind the term "residence" to avoid having the limitations on occupancy or the frequency of events which you would you clearly would impose on a pure social club. It would be both delusional and willful blindness not to recognize this.

This application is nothing but a social club masquerading as a residence, and as such, it must be declined.

Respectfully submitted,

Jerry Zaro

From: Kelly Churney
To: Public Comment
Subject: FW: Church Use Article V
Date: Wednesday, December 3, 2025 9:13:26 AM
Attachments: image001.png

Kelly Churney, CMC
Town Clerk
Town of Palm Beach
360 South County Road
Palm Beach, FL 33480
561-838-5416
Town Clerk's Office

From: Rick Smith <ricksmithpb@gmail.com>
Sent: Wednesday, December 3, 2025 8:26 AM
To: O'Connor, Joanne M. <joconnor@jonesfoster.com>; Wayne Bergman <wbergman@TownOfPalmBeach.com>; James Murphy <jmurphy@TownOfPalmBeach.com>; Jennifer Hofmeister <jhofmeister@TownOfPalmBeach.com>; Bobbie Lindsay <BLindsay@TownofPalmBeach.com>; Danielle Hickox Moore <DMoore@TownofPalmBeach.com>; Kirk Blouin <KBlouin@TownofPalmBeach.com>; Kelly Churney <KChurney@TownofPalmBeach.com>; Ted Cooney <tcooney@TownOfPalmBeach.com>; Lew Crampton <lcrampton@TownOfPalmBeach.com>; Bridget Moran <bmoran@TownOfPalmBeach.com>; Ted Cooney <tcooney@TownOfPalmBeach.com>; Julie Araskog <juliearaskog@aol.com>
Cc: Rick Smith PB <ricksmithpb@gmail.com>
Subject: Church Use Article V

******STOP: This email was sent from a source external to the Town of Palm Beach. Links or attachments should not be accessed unless expected from a trusted source. Additionally, all requests for information or changes to Town records should be verified for authenticity.******

Joanne and all,

Church use anytime the club is not open…

Thus Church can be used 5 days a week until 6 pm..and Saturday mornings.

Question, Church (is a physical location, called Church) use will be limited to 200 seats.

Church is a space…uses are not specified.. thus, the space of 200 seats could be used for ANYTHING!!

And no restriction on removing seats for any purpose they want..

Cocktail party, birthday party, event room..wine tasting, afternoon reception. Rent out to groups..

All money makers!

Will want to have as many as possible, make as much money as possible.

NOTHING WE COULD DO ABOUT IT.

Religious Church use does not make money..

And, then we will have more cars…and congestion, and trips..and employees being there to serve the occupants of the Church..if the kitchen can be used to serve in the Church. Can bring in tables if you want..you could serve in there..

Or, Could cater also.

Church broad definition…what can you do by right in a physical Church..??A lot..
Club kitchen will be permitted, they can serve food in the Church..

It is only a real religious church, possibly,?? on Sunday morning..

I don't know..

Wayne, help!! ○○○○○

Obviously more intensity…a room that can hold at least 200 people..or more. Only restriction is 200 seats…

Clever Jamie…not nice…

Declaration of Deception…

Joanne, get back to me.

Everybody have a great day.

I can always be wrong..

Rick

7:49
11.13.25 TC Meeting - DOUA...
Done
7 of 12

a building permit. Such Agreement shall include a Construction Staging/Logistics Plan which provides for any temporary laydown/storage area and construction [illegible] to be located in the existing parking lot. Upon commencement of [illegible]ion, the Owner, Club and/or their general contractor will provide [illegible]ction 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

But

From: Kelly Churney
To: Public Comment
Subject: Fw: WEG Consistency with the Comprehensive Plan, Zoning, Staff Report, Experts Report Common Sense
Date: Tuesday, December 2, 2025 3:48:19 PM
Attachments: Outlook-k1canlou.png

Kelly Churney, CMC

Town Clerk

Town of Palm Beach

360 South County Road

Palm Beach, FL 33480

561-838-5416

Town Clerk's Office

From: Rick Smith <ricksmithpb@gmail.com>
Sent: Tuesday, December 2, 2025 2:17 PM
To: O'Connor, Joanne M. <joconnor@jonesfoster.com>
Cc: Kelly Churney <KChurney@TownofPalmBeach.com>; Town Council <TCouncil@TownofPalmBeach.com>; Danielle Hickox Moore <DMoore@TownofPalmBeach.com>; Bobbie Lindsay <BLindsay@TownofPalmBeach.com>; Wayne Bergman <wbergman@TownOfPalmBeach.com>; James Murphy <jmurphy@TownOfPalmBeach.com>; Jennifer Hofmeister <jhofmeister@TownOfPalmBeach.com>; Julie Araskog <juliearaskog@aol.com>; Carla Lew Crampton <lewcrampton@gmail.com>; Lew Crampton <lcrampton@TownOfPalmBeach.com>; Ted Cooney <tcooney@TownOfPalmBeach.com>; Bridget Moran <bmoran@TownOfPalmBeach.com>; Kirk Blouin <KBlouin@TownofPalmBeach.com>; Rick Smith PB <ricksmithpb@gmail.com>
Subject: WEG Consistency with the Comprehensive Plan, Zoning, Staff Report, Experts Report Common Sense

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Kelly, please put in the WEG Record.

Thanks, Rick

Joann,

Am waiting on a response to the mail below sent on November 26.

These are questions that will have an important bearing on next weeks Council Meeting.

How can the Council act without answers to these questions?

Also Crowley, Florida Bar Rule, 4-3.7, he cannot be an advocate and expert, his " expert " testimony should be treated accordingly. If they needed an expert they should have presented an expert.

Parking, where is everyone suppose to park??

Club Occupancy 220, 95 cars, 49 on the street…that creates a hardship on towns people.

Below talked about Church parking on Sunday…4 Masses and 200 person Church Parking, 75 cars..35 cars on the street, contending with St Edward's.

St Edward's lot posted ONLY for St. Edward's Parishioners..

And night parking when Synagogue, already approved has night events..

Where are the new vs parking club cars going to park?

And our expert CORRADINO, testifying in their expert report, Club no parking allowed on Sunrise and North County Road.

Was that report read?

You previously got our submission on

Public Policy and Equivalancy.

You did not respond to it.

Other areas, Intensity, Zoning, Safety, character of neighborhood…amongst others.

Variance- Special Exceptions, not a permitted use.

I am putting these e mails in the record.

Is all the above, and below, and our expert testimony just going to be IGNORED!!

Not a Use by Right!!

Just say no!!!

That's your responsibility..

Interested Party,

Rick
Eric Smith

Begin forwarded message:

From: Rick Smith <ricksmithpb@gmail.com>
Date: November 26, 2025 at 8:50:03 AM EST
To: Town Joanne Oconnor Esq 3/24 <Joconnor@jonesfoster.com>, Rick Smith PB <ricksmithpb@gmail.com>
Cc: Kirk Blouin <KBlouin@townofpalmbeach.com>, Town Bobbie Lindsay PB Council <BLindsay@townofpalmbeach.com>, Town Wayne <wbergman@townofpalmbeach.com>, James Asst Planning & Zoning PB <jmurphy@townofpalmbeach.com>, Jenn <jhofmeister@townofpalmbeach.com>, Town Kelly Clerk <kchurney@townofpalmbeach.com>, Town Council Palm Beach <Towncouncil@townofpalmbeach.com>
Subject: Consistency with the Comprehensive Plan, Staff Report, Etc.

Subject: Consistency with the Comprehensive Plan, Staff Report, Etc.

Joanne,

Below are unacknowledged, questions, which now require follow up from the e mail, I sent you on November 18th.

Below are Important questions that need to be answered to prepare for the December 10th meeting.

Both for interested parties, and Council and Staff. Answers should be added to the Agenda as a supplement to the Staff Report.

There is no privilege that relates to these questions, or, answers.

These Questions and their answers are in the Town Councils, Staffs, Town Manager and the public's and interested parties right to know,including the Applicant, WEG.

The answer to these questions should already have been determined by staff, town employees, consultants and the town attorneys as they are relevant for the upcoming hearing.

It is important to recall, that adherence to the Towns Comprehensive Plan that the Council approved and the Zoning Ordinances is a Florida Statutory Requirement. We expect you have so advised the Council.

Please advise today whether you are either:

Not going to answer our below questions

or,

you will answer them by Tuesday.

Rick Smith
An Interested Party
130 Sunrise Ave.
PB LIVEABLE PALM BEACH

Continuing:

Staff Report:

" the proposed application appears consistent with the Commercial designation of the Future Land Use Map of the Comprehensive Plan"

Above from the Staff Report

Questions

1. " A preliminary review…..proposed application appears consistent … commercial designation…of the comprehensive plan."

I. As to 1: what is the Answer? Appears consistent… ??? NOT IS CONSISTENT?

II a. As to A below, has there now been a Final Review by Staff?

Of the Application and related documents and Special Exception Application, or not?

A. If there has been, where is the final review?

II. As to B: are there inconsistencies with the Comprehensive Plan?

B. Have there been any changes in the proposed application that would be inconsistent with the Comp Plan?

III. As to C: Does it still appear consistent?

C. Does it still appear consistent with the Comprehensive Plan after Thursdays meeting?

a. With all the representations in the LOI and the DOU

And the Expert Testimony of Ms. Ward? Mr. Crowley testimony is not expert. As you know, he cannot be an advocate and expert at the same time, per the Florida Bar.

Crowley expert testimony barred by Florida Bar Ruke 4-3.7

b. With everything that was discussed at Thursday's meeting? And Ms Ward expert testimony. Not challenged by an expert.

IV. WEG does not have adequate on site parking as required in the Comp Plan.

c. Comprehensive Plan says onsite parking.is required.

SEE IX BELOW.

V. Does Staff agree that the Club is a reduction of intensity?

d. Comprehensive Plan says reduction of Intensity required.

e. There are other Comprehensive Plan Issues that are violated by the applicant. Please refer to the review of the Comp plan we distributed to staff, and others, including you.

V. As to D. Has staff determined that the Proposal is in FULL AND COMPLETE Compliance , and consistent with the Comprehensive Plans Requirements?

D. What will make the determination by Staff go from "appears consistent" to is consistent?

E. At the Thursday meeting there was discussion of residential vs commercial.

Ms. Ward, the recognized expert spoke concisely about this issue. Applicant had no EXPERT testify.

VI. As to F. Zoning, what has our zoning department determined, it to be?

F. Intentionally left blank.

VII. As to G: What is the Towns position re night parking, parking contention with the already approved Synagouge and there night events?

Where is everyone going to park?

See below:

G….Evening Parking: Has an evaluation been made of the nights, already approved, when the Synagogue has evening events or evening religious holidays, and the Club, on those same nights will also be looking for offsite parking spaces? And the contention for parking spaces.

What is the staffs evaluation of this issue?

VIII. As to St Edward's, how has the Town evaluated that parking situation and what will happen when the below occurs?

What is the Staff Evaluation of this eventuality?

ST EDWARDS

Has it been RECOGNIZED that the CHURCH parking lot is being used, in VIOLATION of the a church's NO PARKING signs and the signs that cars will be TOWED?

HOW HAS THAT Eventual LOSS OF SUBSTANTIAL PARKING SPACES BEEN FACTORED INTO A REVIEW OF

OUR PARKING SITUATION?
(And the Comp plan).

What is your plan for parking Sunday mornings, when St Edward's has 4 Masses, and ALL parking is now used by church goers, and, the Paramount Church, also on Sunday morning, brings another 50 cars to Sunrise Ave?
200 church goers at Paramount, equals 100 cars. 50 in on site parking, 50 on the street looking for parking spaces…that are not available?

Your plan is???

IX. As to H, and the ARUP Expert consultant Carriage House study, 2 people in a car…The club occupancy is 220 people, how has that been evaluated by staff, council and the Town Managers office? 220 people equals 110 cars, 50 on site car parking, SIXTY CARS REQUIRNG ON STREET PARKING..

How's that going to work?

Violation of the Comp Pkan.

H. Required

X. As to the Comprehensive Plan issue below, what is our Litigation Council, Town Expert and Staff and your, position on compliance with the Comprehensive Plan?

Repeating, the Comprehensive Plan speaks in multiple places about parking and intensity, among other requirements that need to be adhered to and addressed by you.

White you going to do?

Just say no!!

Rick Smith LIVEABLE PALM BEACH
An Interested Party
Sunrise Ave

<IMG_1100.jpg>

<IMG_1101.jpg>

From: Kelly Churney
To: Public Comment
Subject: FW: Consistency with the Comprehensive Plan: Staff Report
Date: Tuesday, November 18, 2025 8:22:32 AM
Attachments: image001.png

Kelly Churney, CMC
Town Clerk
Town of Palm Beach
360 South County Road
Palm Beach, FL 33480
561-838-5416
Town Clerk's Office

From: Rick Smith <ricksmithpb@gmail.com>
Sent: Tuesday, November 18, 2025 8:00 AM
To: Wayne Bergman <wbergman@TownOfPalmBeach.com>; O'Connor, Joanne M. <joconnor@jonesfoster.com>
Cc: James Murphy <jmurphy@TownOfPalmBeach.com>; O'Connor, Joanne M. <joconnor@jonesfoster.com>; Jennifer Hofmeister <jhofmeister@TownOfPalmBeach.com>; Rick Smith PB <ricksmithpb@gmail.com>; Bobbie Lindsay <BLindsay@TownofPalmBeach.com>; Danielle Hickox Moore <DMoore@TownofPalmBeach.com>; Kelly Churney <KChurney@TownofPalmBeach.com>
Subject: Consistency with the Comprehensive Plan: Staff Report

******STOP: This email was sent from a source external to the Town of Palm Beach. Links or attachments should not be accessed unless expected from a trusted source. Additionally, all requests for information or changes to Town records should be verified for authenticity.******

Wayne,

Good morning..

Re: Staff Report

Need some guidance… please clarify for us.

"Consistency with the Comprehensive Plan"

" the proposed application appears consistent with the Commercial designation of the Future Land Use Map of the Comprehensive Plan"

Questions

1. " A preliminary review…..proposed application appears consistent … commercial designation…of the comprehensive plan."

A. Has there now been a final review?

B. Have there been any changes in the proposed application that would be inconsistent with the Comp Plan?

C. "APPEARS ??? consistent" Does it still appear consistent with the Comprehensive Plan after Thursdays meeting?

CONSISTENT WITH ?

a. With all the representations in the
LOI and the
DOU ?

b. With everything that was discussed at Thursday's meeting?

c. Comprehensive Plan says onsite parking.

d. Comprehensive Plan says reduction of Intensity.

e. There are other Comprehensive Plan Issues. Please refer to the limited review of the plan we distributed to staff.

D. What will make the determination go from "appears consistent" to is consistent?

E. At the Thursday meeting there was discussion of residential vs commercial.

Ms. Ward, the recognized expert spoke concisely about this issue.

F….What is the Zoning Departments position now on the Zoning of the Paramount Building? Residential or Commercial?

G….Evening Parking: Has an evaluation been made of the nights, already approved, when the Synagogue has evening events or evening religious holidays, and the Club, on those same nights will also be looking for offsite parking spaces? And the contention for parking spaces.

ST EDWARDS

Has it been RECOGNIZED that the CHURCH parking lot is being used, in VIOLATION of the a church's NO PARKING signs and the signs that cars will be TOWED?

HOW HAS THAT LOSS OF SUBSTANTIAL PARKING SPACES BEEN FACTORED INTO A REVIEW OF OUR PARKING SITUATION?
(And the Comp plan)

H. Required Parking:

ARUP, February 19 th, 2024 report for the Carriage House determined that the average occupant per car was 2.

Using that same finding for the "Paramount Club" , with an occupancy of 220 people, would require 110 parking spaces.
There will be a reduction for walkers, ride services, uber. Whatever that adjustment may be when you calculate it, they will still require many more spaces then they have proposed.

Repeating, the Comprehensive Plan speaks in multiple places about parking and intensity, among other requirements that need to be adhered to.

We are preparing for the next hearing and will appreciate a timely reply.

Thank you,

Rick Smith LIVEABLE PALM BEACH
An Interested Party
Sunrise Ave

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:

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 cafe 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

From: Kelly Churney
To: Public Comment
Subject: FW: Additional Comment-Theater & New Restaurant - Parking
Date: Tuesday, November 18, 2025 8:21:49 AM

Kelly Churney, CMC
Town Clerk

Town of Palm Beach
360 South County Road
Palm Beach, FL 33480
561-838-5416
Town Clerk's Office

-----Original Message-----
From: Rick Smith <ricksmithpb@gmail.com>
Sent: Tuesday, November 18, 2025 7:59 AM
To: Wayne Bergman <wbergman@TownOfPalmBeach.com>; O'Connor, Joanne M. <joconnor@jonesfoster.com>
Cc: James Murphy <jmurphy@TownOfPalmBeach.com>; Jennifer Hofmeister <jhofmeister@TownOfPalmBeach.com>; Bobbie Lindsay <BLindsay@TownofPalmBeach.com>; Danielle Hickox Moore <DMoore@TownofPalmBeach.com>; Kelly Churney <KChurney@TownofPalmBeach.com>; Rick Smith PB <ricksmithpb@gmail.com>
Subject: Additional Comment-Theater & New Restaurant - Parking

******STOP: This email was sent from a source external to the Town of Palm Beach. Links or attachments should not be accessed unless expected from a trusted source. Additionally, all requests for information or changes to Town records should be verified for authenticity.******

Wayne,

Brought to my attention forgot to mention the theater and restaurant…

400 seats in theater and 160 in restaurant. Both operating in the day and night.

560 patrons, say 2 per car is 280 cars.

Calculate walkers ride sharing, then what is the calculated parking spaces needed?

The effect on surrounding streets in the catchment area, and traffic entering and leaving?

As everyone is forced farther away, it will also make an increase parking demand on Sunrise Avenue as their customers will be forced farther away from existing restaurants and Poinciana Plaza and restaurant patrons, customers of our stores, and valets will be pressured to find parking with this massive new parking demand.

How is that being factored in a new Paramount, not approved application that doesn't have necessary parking? Among other issues?

All the other uses, creating new and very substantial parking needs, spoken about above, have already been approved.

Rick LIVEABLE PALM BEACH
An Interested Party

From:	Rick Smith
To:	Bobbie Lindsay; Danielle Hickox Moore; Lew Crampton; Ted Cooney; Julie Araskog; Bridget Moran; Kelly Churney
Cc:	Public Comment; Wayne Bergman; James Murphy; Jennifer Hofmeister; Kirk Blouin; Rick Smith PB
Subject:	WEG Application, Whack a Mole
Date:	Thursday, November 13, 2025 3:59:26 PM
Attachments:	Blank 34.pages

******STOP: This email was sent from a source external to the Town of Palm Beach. Links or attachments should not be accessed unless expected from a trusted source. Additionally, all requests for information or changes to Town records should be verified for authenticity.******

After this mornings Whack a Mole, want to share with you my prepared comments.

It's all about the Comp Plan.

You have the marked up Plan. Only went thru that first section.

If you find that the application cannot meet the required standards of the marked up plan, you cannot approve it.

If it cannot meet the standards, then you should have a way to end this process and everyone can go about their business.

Let me know please what you think..

Rick

Public Comment - Town Council Development Review

12/05/2025 1:36 PM (EST)

Public Comment

To allow the Town Council enough time to review all comments, please submit this form by **the Friday before the public meeting** you are commenting on.

All form submissions are added to the official public record and are sent directly to the Town Council. Please note that comments submitted through other methods or after the deadline may take longer to process and may be reviewed after the public meeting.

Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER
Comment	Please see the attached Affidavit of Cecelia Ward AICP reaffirming her conclusions within her prior submissions and testimony, along with her letter addendum to her prior Expert Opinion. Ms. Ward's CV has been previously provided in this matter.
Your Position	Against
First and Last Name	John R Eubanks, Jr.
Address	605 N Olive Avenue, 2d Floor, West Palm Beach, FL 33401
Image or File Upload (optional)	CWARD Affidavit .pdf 2.3.25 CWard Paramount Letter.pdf

JC CONSULTING ENTERPRISES, INC.
6442 34th Place
Vero Beach, FL 32966

Cecelia Ward, AICP, President
CELL: (954) 815-4298
cward@jcconsultinginc.net

December 3, 2025

Mr. John R. Eubanks, Jr.
Attorney at Law
Sniffen & Spellman, P.A.
605 North Olive Avenue, 2nd Floor
West Palm Beach, Florida 33401

Sent Via Email:
cc: jeubanks@sniffenlaw.com

Re: **ADDENDUM to** EXPERT PLANNING OPINION - PROPOSED REVISED PLAN FOR REDEVELOPMENT OF THE PARAMOUNT THEATER- 139 N. COUNTY ROAD- TOWN OF PALM BEACH, FLORIDA- ZON-23-020 (COA-23-003)

Dear Mr. Eubanks,

In light of the fact that I will not be able to attend the December 10, 2025, continuation of the public hearing on this matter, I wanted to provide this letter reaffirming my professional planning opinion that I provided both in writing and in my testimony at the November 13, 2025, Town Council Public Hearing.

Reaffirmation of Professional Planning Opinion

It continues to be my professional planning opinion that the revised conceptual Paramount Theater does not contain the sufficient competent substantial evidence that is necessary for the Town Council to be able to make a determination that the Application is consistent with the Town's Comprehensive Plan and in compliance with its Zoning Code.

Should the Town Council choose to act without such evidence, there would be multiple violations of the Plan and Code, which necessarily require that the Application be denied.

Continued Traffic and Parking Issues

Additionally, it is apparent from the Traffic and Parking Analysis Report prepared by Mr. James Spinks on November 10, 2025, the findings of which he reiterated in his testimony

provided at the Town's November 13, 2025 hearing, that there continues to be significant parking and traffic issues associated with this proposed redevelopment plan, and, as such it continues to be my professional planning opinion that such traffic and parking issues are in violation of the Town's 2017 Comprehensive Plan, which is applicable to this project.

The Revised Plan violates Transportation Element *Objective 2 and Policy 2.2 (a) and (b):*

> *TE Objective 2 requires that "Development permits… be issued only when there is sufficient roadway capacity to ensure the roadway affected by the development permit will operate at not less than minimum levels of service standards set forth in this Element."*
>
> *Policy 2.2, which enforces this Objective, provides that:*
> *"Prior to the issuance of a development order or permit for new construction or redevelopment, the Town shall make and record a determination that:"*
> *There are safe and convenient on-site traffic flow and vehicular parking and that the traffic generated will not reduce the level of service on the roadways, as expressed in sub-policies 2.2a*
> *and 2.2b, below:*
>
> *TE Policy 2.2a.requires a determination by the Town, prior to the issuance of a development order (or permit) that the project provides for "safe and convenient on-site traffic flow and vehicular parking".*
>
> *TE Policy 2.2b requires that "the traffic generation of the project will not reduce the level of service on roadways in the Town to a level of service category lower than that established in this Plan."*

As pointed out by Mr. Spinks, the Project relies on credited (not physical) parking spaces and the use of off-site parking (on the street and potential valet parking) which will create traffic generation which has not been accounted for on those streets and intersections that are already overwhelming the Town's signalization and failing in the level of service, including the intersections at N. County Road and Royal Poinciana, Sunset Avenue, and Sunrise Avenue especially during peak time periods.

An approval of this Application would thus be in violation of FLUE Policy 2.4 in part, which directs that the Town will take all technical and administrative measures legally available to prevent critical and dangerous overuse of its streets and parking resources.

The Revised Plan violates FLUE Policy 2.6. There are inconsistencies in the Applicant's parking analysis that have been raised by Mr. Spinks which should be addressed by the Town to ensure that the amount of parking that is "necessary" will be provided for this proposed redevelopment.

Special Exception – Legal Process vs Planning Review Criteria:

In response to the comment made by Town staff that a requirement to process the request for a residence greater than 3,000 sf in GLA is only a process (legal) argument and not a Planning Criteria flaw in the application as submitted by the Applicant, the following provides my professional planning opinion (not a legal argument) that is based on 45 years in the professional planning field, including drafting of codes and regulations, interpreting them and applying them to proposed development applications:

- The requirement to request a Special Exception is what distinguishes a use that is permitted "as of right", which is a residence that does not exceed 3,000 SF GLA, from what would otherwise be considered a "conditional use", which is residence that exceeds 3,000 SF GLA, that is only allowed if and when the proposed use meets the "standards" for approval under the Town's Special Exception review criteria, which includes a demonstration that the request for the Special Exception use is in compliance with the Town's Comprehensive Plan.

- While the Special Exception review process requires notice, and submission of a request asking for approval of the expanded use, to say that this is just a perfunctory process issue and not one of substance in terms of demonstrating that the use as proposed meets the Special Exception review criteria and is in compliance with the Town's Comprehensive Plan and Zoning Code, goes against every planning principal that distinguishes the rights granted to a use that is purely permitted and one that is otherwise only allowed when certain criteria have been met.

In conclusion, it remains my professional planning opinion that the Application is incomplete as submitted and is not in compliance with the Town's adopted zoning regulations and thus, inconsistent with the Town's Comprehensive Plan. Therefore, the Application should be denied by the Town Council at its December 10, 2025, meeting.

Sincerely,

Cecelia Ward

Cecelia Ward, AICP
President

AFFIDAVIT OF CECELIA WARD, AICP

STATE OF FLORIDA

COUNTY OF PALM BEACH

Before me, the undersigned authority, personally appeared the Affiant Cecelia Ward, AICP who first being duly sworn, did depose and state under oath as follows:

1. My name is Cecelia Ward. I am the President of JC Consulting Enterprises, Inc., I am *sui juris*, over the age of 18 years old, and make this Affidavit upon my personal knowledge.

2. I have over 40 years of experience in comprehensive planning, urban and regional planning, community area planning, land development codes and zoning regulations.

3. I have been a member of the American Institute of Certified Planners since 1993.

4. I was hired by Sniffen & Spellman on behalf of its clients to review the "Revised Concept" for the proposed use of the Paramount Theatre located at 139 N. County Road, Palm Beach by the Applicant - Lester and Trent Woerner.

5. In that capacity, as set forth the attached correspondence of October 30, 2025 and November 4, 20205, along with my verbal testimony under oath at the November 13, 2025 Town Council Meeting, it remains my professional opinion that the "Revised Concept" is inconsistent and not in compliance with the Town's Comprehensive Plan and the Town's Land Development Regulations and as such, cannot be approved by the Town of Palm Beach, for the reasons as stated.

6. Unfortunately, I will not be able to attend the Town Council meeting on December 10, 2025, due to a surgical procedure being performed on December 9, 2025.

7. In my absence, I am reaffirming my conclusions in the above submissions and my testimony at the November 13, 2025, Town Council meeting and ask that it be placed in the Record in this matter.

FURTHER AFFIANT SAYETH NAUGHT:

Cecelia Ward
CECELIA WARD

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

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization this 25 day of November, 2025 by CECELIA WARD, who

☐ is personally known to me, or
☑ had produced Florida Driver License identification

David Bassett
NOTARY PUBLIC

DAVID BASSETT
Commission # HH 405121
Expires May 31, 2027

My Commission Expires: May 31, 2027

AFFIX NOTARY SEAL

Public Comment - Town Council Development Review

12/05/2025 1:30 PM (EST)

Public Comment

To allow the Town Council enough time to review all comments, please submit this form by **the Friday before the public meeting** you are commenting on.

All form submissions are added to the official public record and are sent directly to the Town Council. Please note that comments submitted through other methods or after the deadline may take longer to process and may be reviewed after the public meeting.

Please select the agenda item you would like to comment on.	ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER
Comment	Please see the attached Correspondence in Opposition to the Paramount Theater Revised Concept which does not comply with the Town's Comprehensive Plan and Code.
Your Position	Against
First and Last Name	John R Eubanks, Jr.
Address	605 N Olive Avenue, 2d Floor, West Palm Beach, FL 33401
Image or File Upload (optional)	2025-12-05 Letter to Town Council.pdf

SNIFFEN & SPELLMAN, P.A.

Senders Direct Line: (561) 721-4002
Email: jeubanks@sniffenlaw.com

Via E-mail & Public Comment December 5, 2025

Mayor and Town Council
c/o Bobbie Lindsay, President
Town of Palm Beach
360 South County Road
Palm Beach, Florida 33480

**Re: Objection to Development Review, Variances, Site Plan, and Special Exceptions ("Application") for 139 N. County Road ("Property")
Paramount Theater "Revised Concept" Project Zon-23-020 (COA-13-003)**

Dear Mayor and Town Council Members:

Our office remains steadfast that the Revised Concept for the use of the Paramount Theater cannot be considered due to the failure to file the requisite Special Exception for a permitted use in excess of 3,000 sf of GLA under the Town Code. The Town's failure to require such an application represents a violation of Section 134-1109 requiring a Special Exception for the expansion of **all permitted uses** over 3,000 sf GLA. The Town's position that a permitted residential use is exempt ignores the plain language of the Code, inserts language in the definition of GLA which does not exist and violates basic statutory construction. As such, our clients reserve their right to have the courts resolve the issue.

I. Remaining Special Exceptions Violate the Comprehensive Plan and Code

Even without the above Special Exception, the remaining Special Exceptions cannot legally proceed as they violate both the Town's Comprehensive Plan and Code, starting with the Transportation Element of the Comprehensive Plan.[1]

A. Violation of the Transportation Element

Objective 2 of the Transportation Element states that:

> **Development permits** for land uses provided for on the Future Land Use Map **shall be issued only when there is sufficient roadway capacity to ensure the roadway affected by the development will operate at not less than minimum levels of service** standards set forth in this Element.

[1] While the Applicant attempts to rely on the argument that the Application reduces traffic, the **legal standard** is whether it meets requirements of the Town Code and Comprehensive Plan. It does not. It is also the Applicant's burden to demonstrate it meets the requirements of the Comprehensive Plan and Code. This burden cannot be shifted to the Town or its opponents despite the Applicant's attempt to do so.

REPLY TO:
605 NORTH OLIVE AVENUE, 2ND FLOOR
WEST PALM BEACH, FL • 33401
PHONE: 561.721.4000
FAX: 561.721.4001

123 NORTH MONROE STREET
TALLAHASSEE, FL • 32301
PHONE: 850.205.1996
FAX: 850.205.3004

WWW.SNIFFENLAW.COM

To enforce this Objective, Policy 2.2 provides that:

Prior to the issuance of a development order or permit **for** new construction or **redevelopment**, the Town **shall make and record a determination that**:

2.2a The **project provides for safe and convenient on-site traffic flow and vehicular parking** [2] .... and,

2.2b **The traffic generation of the project will not reduce the level of service** on roadways in the Town **to a level of service category lower than that established in this Plan.**

Objective 2 and Policy 2.2a and 2.2b have not been (and cannot be) met by the Applicant. The Revised Concept requires a total of 166 parking spaces of which there are only 46 (now claimed 50) physical spaces. The Applicant relies on 133 phantom parking spaces which do not exist in reality but are credited under the Principle of Equivalency ("POE"), which allows commercial property owners to count non-existent parking spaces, notwithstanding subsequent development. In today's world with a huge influx of restaurants, bars and visitors to Palm Beach from over the bridges requiring increased parking, the POE is outdated and allows former uses to create present shortages of parking in the Town's commercial districts. This is the exact opposite of providing safe and convenient on-site traffic flow and vehicular parking under Policy 2.2a.

The result is each and every credited space in excess of the 46 actual spaces represents a vehicle which will necessarily be forced onto the already overburdened surrounding streets and failing intersections, creating even more gridlock. James Spinks of Volkert indicates that **even with 50 spaces and shared parking** there still is a 24 -space shortall on typical weekdays and a 71-space shortfall on typical weekends. *See*, Volkert Executive Summary, p.4 (Ex. A). Such a shortfall triggers the need for a variance which has not been filed but would be a self-imposed hardship if filed.

Similarly, given that the most recent Declaration of Use Agreement includes the Café being open both on Saturday and Sunday at the same time as the Club, the Applicant cannot use shared parking. Likewise, the Café is also open during Church hours on Sunday morning. Finally, while the Applicant is asking for 4 Events per month, such Events cannot be held in the Church when the Club is open or there will be another overlap in parking.[3] The remedy for the lack of shared parking is to lower the patronage

---

[2] Under this language, the Principle of Equivalency could be found to be in violation of the Comprehensive Plan for the failure to **provide actual safe and convenient vehicular parking** making it invalid.

[3] As detailed in our separate review of the DOU, the Church is separate from the Club and cannot be used for anything other than Church/worship services and in no circumstances as a banquet or dining space.

of the Club or Church use or obtain a variance for the deficit of 33 parking spaces. *See*, Staff Report dated November 13, 2025, p. 5 of 7.

Despite the obvious parking shortfall, the Applicant stubbornly denies that off-street parking is necessary under the POE. This argument fails under the precedent of the Carriage House which was a landmarked structure which technically met the required parking under the POE by using public parking. Nevertheless, the Town **required the club to provide off-street parking** to meet the Town Code for adequate ingress, egress, or off-street parking or loading standards for a Special Exception under Section 134-229(8) in compliance with the Town Comprehensive Plan. [4]

Despite such precedent, the Applicant still refuses to identify where real valet cars will be parked, as it knows valet parking generates more traffic trips.[5] Each vehicle represents 4 trips; one from the owner to the drop off; one from the valet to a parking space; one for the valet retrieval and finally one for the owner to exit. The Sunset and Sunrise intersections simply cannot sustain this level of use.

To add insult to injury the Applicant has grossly underestimated the number of required trips. "[D]aily trips are 350, not 166; a.m. peak trips are 36, not 15; and midday trips are 31 not 14." *See*, Volkert Executive Summary, p.3. The estimated 7 trips for the giant second-floor residence of 20,550 sf are also unrealistic as such a large space will require a large number of employees and staff to adequately maintain the space. *Id.*[6] These numbers do not include the **100% increase in traffic on Royal Poinciana Way and 200% increase on N. County Road in 2025 versus 2024** cited by the Town Manager at a recent Civic Association Meeting. (Ex. C)

As such, the Applicant has failed to meet its burden to demonstrate sufficient capacity to ensure the roadway affected by the development will operate at not less than

---

[4] The Town adopted its consultant's finding that "**while technically meeting the principle of equivalency** ... the proposed Club **would not have adequate ingress and egress or off-street parking** or loading under the of Zoning Code **under Section 134-229(8)** of the code." (Ex. B) p. 3.

[5] The Applicant's on-street valet parking has no guaranty of success, resulting in an endless stream of valet parkers roaming the area looking for spaces and increasing traffic, while the queue at the valet is spilling onto Sunset Avenue and N. County Road blocking traffic. *See*, Volkert Executive Summary, p.4. In addition, there is no plan for paying for non-resident parkers or residents staying over 2 hours. As such, the Applicant should be required to apply for a variance, reduce Club members or apply for off-street parking. The Applicant's response is that the 133 parking spaces are legally vested as confirmed by the Town and Magistrate while missing the point that the Comprehensive Plan and Code require safe and convenient parking or the Town "**shall require off-street parking as necessary**" regardless of any POE credits.

[6] The Applicant's recent response is not that Volkert is wrong but that the Café was added at the request of the Town Council, is not intended as a regional draw, and is intended for locals who may walk.

minimum levels of service.[7] Therefore, a Development Permit for the Application cannot be granted.

Similarly, having failed to indicate where the actual cars leaving the valet will be parked and be returned from, the Applicant has failed to provide information for the Town to **make and record a determination** under Policies 2.2a and 2.2b that: a) the project provides for **safe and convenient on-site** traffic flow and **vehicular parking**; and b) **the traffic generation of the project will not reduce the level of service on roadways to a failing level of service**. Again, the valet operation will further degrade the level of service at the nearby intersections as each valet car represents at least 4 vehicle trips.

As a result, approval of the Application would violate Objective 2 and Policies 2.2a and 2.2b of the Transportation Element of the Comprehensive Plan. Given that issuing a Development Order in violation of the Comprehensive Plan is illegal, the Application must be denied.[8]

B. <u>Violation of Future Land Use Element</u>

The Revised Concept also violates the Future Land Use Element of the Town's Comprehensive Plan. Policy 2.6 indicates that:

> **The Town shall provide** the amount, location, and type of on-street parking … and traffic control that is sufficient to assure efficient functioning of the Town's business centers at Town-serving levels **and shall require off-street parking as necessary.**

Here the reliance on 133 Principle of Equivalency phantom parking spaces and the persistent refusal to identify **any off-street parking** for cars in excess of the 46 (now claimed 50) surface spaces violates the Policy 2.6 as it does not include sufficient traffic control to assure efficient functioning of the Town's centers and requires off-street parking which the Applicant has consistently refused to provide. As such, absent the Town requiring and Applicant applying for the off-street parking needed, the Application cannot be approved.

---

[7] Curiously, the Applicant begins from a base Level of Service which is better than the previous years despite the continued record-breaking number of vehicles entering the Town. *See*, Exh. A, p.3.

[8] *See*, Florida Statutes Section 163.3194 "**legal status of comprehensive plan** – (1)(a) After a comprehensive plan, … has been adopted in conformity with this act, **all development undertaken by, and all actions taken in regard to development orders** by, governmental agencies in regard to land covered by such plan or element **shall be consistent with such plan or element as adopted.**"

II. Failure to Meet Standards for Special Exception[9]

In addition to the above failures, the Revised Concept does not meet the standards for a Special Exception under Section 134-229 of the Code including without limitation:

> (2) The use is not designed, located, and proposed to be operated such that the public health, **safety** and morals will be protected **as it adds a multitude of vehicles entering from Sunset and exiting Sunrise** due to the lack of actual parking spaces under the Principle of Equivalency, requiring cars to leave the Property and comb the surrounding area to park, resulting in safety issues, gridlock and failing intersections.
>
> (4) The use **is not compatible with adjoining development** of residential condominiums and not intended for the purpose of the **C-TS district** which **is designed for small Town Serving commercial and retail space**. Moreover, the use will result in drastically increased traffic and the failure of the intersections at N. County Road, Sunset, and Sunrise.
>
> (6) The Application **does not comply with the Comprehensive Plan** but violates the Transportation Element and Future Land Use Element thereof.
>
> (8) **Adequate ingress and egress to property** and proposed structures thereon **and off-street parking and loading areas** are not provided where required, **with particular reference to automotive and pedestrian safety and convenience, traffic flow and control** due to the reliance on at least 133 phantom parking spaces which do not exist leading to the need for off-street parking, to avoid traffic jams and failing intersections.

As such, each of the Special Exceptions requested should be denied.

III. Failure to Meet Standards for Site Plan Approval

Approval of a Site Plan under Section 134-329 of the Code requires the Town Council to find 11 specific requirements that have been met. The Application fails to meet, without limitation the requirements of sections:

> (2) The intensity of use **is not compatible in relation to adjacent and nearby residential properties** and the effect thereon. Likewise, the lack of actual parking spaces on the Property results in an **unsustainable number**

[9] The failure of each of the Special Exceptions to comply with the Comprehensive Plan automatically leads to a violation of Section 134-229(6) of the Town Code as well.

of vehicles entering on Sunset and exiting on Sunrise resulting increased gridlock and failing intersections in violation of the Comprehensive Plan.

(3) The **ingress and egress to the property** and the proposed structure thereof is not safe with respect to automotive and pedestrian safety in that the Application **will greatly increase traffic flow and will add a large number of trips in and out of the parking lot due to the lack of actual parking spaces and the need for valet parking off Property leading to traffic gridlock and failing intersections.**

(4) The location and relationship of off-street parking and off-street loading **is not safe with reference to** automotive and pedestrian safety, **traffic flow and control** due to the Principal of Equivalency credit to the Applicant for parking spaces which do not exist, and the failure of the Applicant to identify the location of any badly needed off-street parking

As such, the Site Plan of the Revised Concept should be denied.

IV. Conclusion

In light of the identified violations of the Comprehensive Plan and Town Code, the Application for the Revised Concept should be denied, avoiding any further time and legal expenses for all involved.

Very truly yours,

John R. Eubanks, Jr.

Attachments

cc Wayne Bergman, Director of Planning, Zoning & Building
James Murphy, Assistant Director of Planning, Zoning & Building
Kelley Churney, Acting Town Clerk

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MEMO | VOLKERT

EXECUTIVE SUMMARY OF CRITICAL FINDINGS AND IMPACTS

Findings are based on our thorough analysis of the Paramount Project Proposal, as evaluated through traffic engineering criteria:

- **TRIP GENERATION IS SIGNFICANLTY UNDERESTIMATED – The café/restaurant and private resident land use is significantly miscalculated.** The proposed seating plan shows that the café will have 80 seats. However, the applicant chooses to use SF to calculate the number of trips. This is not accurate and grossly underestimates the number of trips.
  - Using seat count as the variable as a replacement for SF; **daily trips are 350, not 166; AM peak trips are 36 trips, not 15; and MD trips are 31, not 14.**
  - The study assumes that the residence generates 10 daily trips, 1 AM peak trip, 1 MD peak trip and 1 PM peak trip. Although the ITE rates are utilized, this is **NOT REALISTIC at all for a home that should be considered a mansion with residents, servants and staff.**
  - The residence has enough SF to entertain 3x more people in the home than the club has on the first floor.

- **The private residence is now the primary land use. This is a violation of the C-TS TOWN-SERVING COMMERCIAL DISTRICT.**
  - The purpose of the CT-S (town-serving commercial district) is to attract, small-scale, retail, personal and professional/business services; enhancing the general character of the "**RESIDENTIAL SURROUNDINGS**".
  - In comparison to the 17,286 SF of usable space on the 1st floor, **the 20,556 SF private residence is now the primary land use and in VIOLATION of Town Code.**

- **There will <u>STILL</u> be operational failures on the surrounding roadway network .**
  - The applicant has presented an existing condition LOS analysis for 2025 traffic data that shows intersections performing better than what was previously reported in both the previous 2022 Kimley-Horn Paramount Theatre Traffic Impact Analysis and the Corradino Group's (CG) reported Level of Service (LOS) in the *Town of Palm Beach Traffic Analysis and Commercial Areas Parking Study, July 2024* – <u>UNREALISTIC</u>.
  - **Errors in accurately calibrating their existing condition analysis are catastrophic**, as these **errors are then extrapolated exponentially** into the future background and total traffic analysis for a <u>MAJORITY</u> of the study intersections.
  - These errors **– Invalidate the future LOS calculations and the 95th percentile vehicle queue analysis.**

- **The project trip distribution from Downtown West Palm Beach, via the Flagler Memorial Bridge is <u>STILL</u> underestimated and does not reflect the projected traffic volumes appropriately.**



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- **The parking problem is NOT SOLVED - The applicant has STILL NOT demonstrated a sound parking plan – And presented a FLAWED Shared Parking Analysis!**
  - The proposed revised site plan increases the number of parking spaces from 46 spaces to 50 spaces. The required parking, per Town Code is 165 spaces.
  - **Required parking exceeds Principle of Equivalency (PoE) credit of 133 parking spaces – 32 space shortfall**.
  - 50 spaces exist and the **shared parking analysis demonstrates that up to 74 are** needed during the weekdays and on the **weekend, up to 121 spaces are needed**. This presents a 24-space shortfall on typical weekdays and a 71-space shortfall on typical weekends.
  - **THERE IS NOWWHERE TO PARK THESE EXCESS VEHICLES.**

- **VALET ANALYSIS IS FLAWED** – The parking analysis informs the valet operations analysis. Therefore, the parking issues also invalidates the valet processing time of the assumed 2 minutes. The reality is that this **parking excess will bleed over into the town, where a shortfall of on-street parking in the area** has been demonstrated by the previously completed Corradino *Town of Palm Beach Traffic Analysis and Commercial Areas Parking Study, July 2024* report.
  - Regardless of vested or "phantom" spaces through the Principle of Equivalency (PoE), this will **negatively impact the surrounding area** as valets drive around looking for parking space for each of these excess vehicles. Meanwhile, the **queue will build spilling out onto Sunset Avenue and N. County Road, blocking traffic**.
  - **The Declaration of Use conditions prohibit the use of Sunset Avenue for parking and little on-street parking is available** during midday on weekdays per the Corradino *Town of Palm Beach Traffic Analysis and Commercial Areas Parking Study, July 2024* report. **So where will these vehicles park???**

- **Key documents are STILL MISSING** from the submittal, including:
  - Construction Staging and Screening Plan
  - Truck Logistics Plan
  - Circulation Analysis and Auto Turn Analysis
  - The enclosed 2nd floor private residence space is amorphous without any clue as to function and layout: including walls, doorways, kitchen, bathrooms and closet locations, **NO SITE PLAN, NO DETAILS.**

- **It is STILL unclear as to where service vehicles (delivery trucks, garbage/recycling trucks, etc...) will ingress and egress.** Based on the proposed loading area location and the proposed site plan, it can be expected that service vehicles/trucks and passenger vehicles will likely **be sharing the same routes on narrow roadways, navigating through the parking lot** after entering on Sunset Avenue and exiting on Sunrise Avenue. **Service vehicles (delivery trucks, garbage/recycling trucks, etc.) should have a separate ingress/egress** because it **reduces the likelihood of crashes and eliminates conflicts** between trucks and

passenger vehicles.

- **SIGHT DISTANCE is not properly shown on the site plan**. With the proposed site plan showing more than 400 vehicles exiting the property on Sunrise Avenue daily – **This will create a dangerous situation.**
  - **WRONG STANDARDS USED** - The applicant **provided a site plan that provides a "landscape sight distance triangle", NOT a "vehicular sight distance triangle."**

- **Ride-share pick-up and drop-off area should be incorporated into the site plan**. The applicant stated in the queue analysis that many patrons would use ride share. Ride share areas are now considered a best practice for safety and operational efficiency. The Declaration of Use states that after 6PM, ride sharing may drop off and pick up on North County Road, However, this is highly discouraged due to capacity issues North County Road.

- **The applicant STILL FAILS to Consider Impact of Demolition and Construction.**
  - No updated Construction Staging and Screening Plan, since 2023
  - No updated Truck Logistics Plan, since 2023
  - Estimated 2 ½ years of construction
  - Closure of the sidewalk abutting the west side of the property and public parking spaces
  - Closure of one lane of traffic of north-bound traffic on North County Road
  - **With concurrent construction that was approved for the Palm Beach Orthodox Synagogue, TRAFFIC WILL BE GRIDLOCKED!**

American CONSULTING

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Date: September 1, 2017

To: Paul Castro (Town of Palm Beach)

Cc: John Page (Town of Palm Beach); Brian Mirson (American); David Bredahl (American)

From: Arpita Guha (American)

Subject: **Parking Analysis and Traffic Circulation Memorandum**

Carriage House Club located at 264 and 270 South County Road
North of Royal Palm Way and West of South County Road, Town of Palm Beach
American Project No: 5089725, Authorization # 28

The purpose of this memorandum is to evaluate the proposed land use change, parking requirements and traffic circulation for the proposed Carriage House Club located at 264 and 270 South County Road in the Town of Palm Beach.

The location was previously occupied as a quality restaurant, retail and residential uses but the quality restaurant closed several years ago and left vacant. The Carriage House is proposed to be an exclusive, upscale private club with a maximum membership of 264 (with 278 seats) that the applicant states will cater to the Town of Palm Beach, serving breakfast, lunch, dinner and hosting special club events.

The private club is of assembly use in nature and therefore, will require a majority of its parking spaces during club events all at one time unlike a quality restaurant, retail or residential that existed in those tenant spaces previously. A quality restaurant which existed in the past, has a typical turnover rate of an hour or longer but guests do not all arrive at the same time. Customers typically make reservations and arrive accordingly; therefore, demanding fewer parking spaces. Typically there are more special events in a private club than in a quality restaurant. The retail and the residential land uses that existed in the past also do not typically have trips arriving all at once.

PARKING ANALYSIS

The existing site does not provide for any off-street parking. All parking for the proposed club would be entirely dependent on on-street parking.



The zoning application for the Carriage House Club does not provide any customer/employee parking. The applicant did not address the number of employees working per shift at the proposed Club and where these employees would park. The application states that there are approximately 66 on-street parking spaces on South County Road and Phipps Plaza. The zoning application shows the calculations to document that the proposed club is allowed 66 parking spaces based on application of principle of equivalency in accordance with the Town of Palm Beach Code of Ordinance Section 134-2176 on existing use. While this is being categorized as a private club in the application, it more resembles a quality restaurant with private membership. In addition, these calculations were reviewed by the Town of Palm Beach staff and they believe that the parking calculations in the zoning application based on principle of equivalency are incorrect and that the proposed club will be allowed to inherit 58 parking spaces and not 66 spaces. The calculations for parking spaces based on existing use, includes an additional 15 seats for the quality restaurant that were granted by variance and also includes 2,101 square feet of retail instead of 1,888 square feet as stated in the application.

In context of these parking spaces, it should be noted that 30 of the 44 spaces along Phipps Plaza are "permit parking only" between the hours of 9:00 am and 12:00 am midnight and would not be available for the Carriage House Club's use. The remaining 14 are 2-hour parking between 9:00 am and 6:00 pm. Along South County Road, there are 22, two-hour, public on-street parking spaces for all area businesses to use.

To determine the number of parking spaces required for the Carriage House Club, we referenced the Town of Palm Beach Code of Ordinance Section 134-2176 and the Institute of Transportation Engineers (ITE) Parking Generation Manual 4th Edition. The Town of Palm Beach Code of Ordinance Section 134-2176 is based on the principal of equivalency. As noted above, a variance was granted for additional seats for the previous quality restaurant that the applicant now cannot use for the proposed use of a private club. The excerpts from these two sources used for estimation of parking demand have been attached to this memorandum as **Appendix A. Table 1** shows that the estimated parking requirements for a private club quality restaurant (which this use most resembles) with 278 seats would be between 93 (Town of Palm Beach ordinance) and 131 parking spaces (ITE, Parking Generation Manual). According to the zoning application, there are 66 on-street parking spaces available, of which 30 should not be included due to permit only parking (Phipps Plaza). The remaining 36, two-hour, public on-street parking spaces would not be available solely to the proposed Carriage House Club, but would be shared with the other businesses in the area.

While technically meeting the principal of equivalency of Zoning Code of Ordinance 134-2175 (f), the proposed Club would not have adequate ingress and egress, or off-street parking or loading under Section 134-229 (8) of the code. In reality, there is a parking space availability shortage of a minimum of 57 spaces. There is not enough available parking on the street to accommodate this use. There will be significant negative parking impacts and the application does not comply with Section 134-229 (8), (11) of the code related to parking, ingress/egress and service.

Table 1: Parking Supply vs Parking Demand for Proposed Land Use

Proposed Land Use	Parking Demand Town of Palm Beach (1a)	Parking Demand ITE (1b)	Parking Supply (2)	Parking Space Shortage
Private Club/Quality Restaurant with 278 Seats	93 ***Demand exceeds supply***	131 ***Demand exceeds supply***	66 of which *30* along Phipps Plaza are Permit Parking Only. **Available public parking = 36**	Based on Town of Palm Beach calculations: Shortage: 93 – 36 = **57** Based on ITE calculations: Shortage: 131 – 36 = **95**

(1a)Based on Town of Palm Beach Code of Ordinance Section 134-2176
(1b)Based on ITE Parking Generation Manual 4th Edition for peak period parking demand
(2)Source: Zoning Application Package Page 41 of the PDF received

TRAFFIC CIRCULATION

During the PM peak hour, the total trips generated by the proposed Carriage House Club would be 72 vehicle trips based upon the applicant's *Traffic Impact Analysis Statement* dated June 15, 2017. Even with this conservative trip generation rate, the additional trips would impact traffic circulation, as customers or valets look for available parking in the residential neighborhood of Phipps Plaza or surrounding residential streets and on South County Road. Moreover, breakfast and lunch hour operations and day-time charitable events are also anticipated for the proposed private club. During these day-time hours, the members and the guests of the proposed private club will be competing with the other businesses for available on-street parking.

The zoning application states that there will be a valet station on South County Road. As there is no on-street or off-street queuing available, this will cause extreme traffic circulation and congestion issues. Specifically, in the southbound direction, vehicle stacking at the valet station will cause queuing back-up into the intersection of Seaview Avenue and South County Road because of the close distance between Phipps Plaza and Seaview Avenue (less than 150 feet). This queuing would have a negative impact on Seaview Avenue and South County Road traffic operation. South County Road is a major roadway running north-south through the Town and is designated as State Road (SR) A1A. Any queuing issue or traffic back up along this critical north-south roadway will cause a negative effect to

the traffic circulation through the Town. Moreover, previous experiences have shown that car parking on South County Road result in queuing and blocking traffic impacting the traffic circulation in the area. The annual average daily traffic (AADT) on South County Road/SR A1A is 13,800 vehicles per day based on 2016 FDOT Florida Traffic Online.

Palm Beach Day Academy, located at 241 Seaview Avenue (575 feet west of South County Road), has an enrollment of 470 students in grades pre-primary (age 2) through grade 9. There is potential for traffic circulation and traffic congestion issues in the area during morning drop-off and afternoon pick-up times that coincide with the Carriage House Club hours of operation.

EMERGENCY VEHICLES

The valet station queuing on South County Road and the circulation issues caused by motorist searching for on-street parking would impact emergency vehicle response time. Palm Beach Fire Rescue Station # 2 is located approximately 1.2 miles north of the property.

CONCLUSION

The Carriage House is proposed to be an exclusive, upscale private membership club (with 278 seats) that the applicant states will cater to Town of Palm Beach serving breakfast, lunch, dinner and hosting special club events. The private club is of assembly use in nature and therefore, will require majority of its parking spaces during club events all at one time unlike a quality restaurant, retail or residential that existed in those tenant spaces previously. A quality restaurant which existed in the past, has a typical turnover rate of an hour or longer but guests do not all arrive at the same time. They make their reservation and arrive accordingly; therefore, demanding fewer parking spaces. Typically there are more special events in a private club than in a quality restaurant. The retail and the residential land uses that existed in the past also do not typically have trips arriving all at once.

The number of seats assigned to the proposed club in the application is 278. The maximum number of people the building could accommodate as proposed up to 439 without tables and chairs based on the adopted fire code of less concentrated assembly use with one person for every 15 square feet and up to 926 people without tables and chairs based on the adopted fire code of concentrated assembly use with one person for every 7 square feet. While we think these numbers are high, we think that there could be realistically 300 members and guests attend a club event at one time. The Carriage House Club traffic generated would congest the street network and overwhelm the parking in the Town for these types of event during peak season. This does not include the parking for the employees. The

detailed information on building occupancy received from the Town of Palm Beach Fire Marshal is included in **Appendix B.**

As submitted, the application for the proposed Carriage House Club does not meet minimum parking standard to warrant a change in land use. While technically meeting the principal of equivalency of Zoning Code of Ordinance 134-2175 (f), the proposed Club would not have adequate ingress and egress, or off-street parking or loading under Section 134-229 (8) of the code. There also may be significant negative impacts created with refuse or service areas, however, the applicant did not address Section 134-229 (11) related to this issue. In addition, the applicant failed to address employee parking, valet operations and where the refuse areas are and how they will be managed in a way to not negatively impact the area.

The application is found to be deficient in the following areas and no solution has been proposed.

- The applicant did not address the number of employees per shift, the parking requirements and where the employees would park.
- The applicant inaccurately indicated almost double the number of available parking spaces of what exists by including permit only spaces into account. The zoning application reflects incorrect parking information along Phipps Plaza.
- The applicant did not address special events as a part of the proposed private club and whether the club operation will have noise impacts on the community and neighborhood.
- The applicant did not request special exception for off-site shared parking. The application lacks identifying surrounding land-uses showing the location of potential parking, hours of operation and any restrictions that would apply.
- The applicant did not address service and loading areas for delivery trucks.
- The application lacks a detailed valet parking circulation plan showing drop-off/pick-up location (that will not impede local traffic circulation) and parking location(s) with capacity.
- The applicant did not provide any solution to handle the parking requirement when a large group of people arrive to attend an event in the proposed private club at the same time representing the typical assembly nature of the proposed land use.
- The application has a *Traffic Impact Analysis Statement* dated August 14, 2017 that includes parking calculations which are inconsistent with the zoning application.

- The *Traffic Impact Analysis Statement* should be revisited and revised in conjunction with the parking requirements and operations, especially at the intersection of Phipps Plaza and South County Road.
- The *Traffic Impact Analysis Statement* states a total of 46 parking spaces along Phipps Plaza compared to 44 spaces shown in the zoning application.

EXHIBIT 2
tabbies

Core Challenges

- High traffic V**olume** vs. limited roadway C**apacity**
- **Compounding factors:**
  - **Tourism** surge (#1 in the USA, 9.9 million in 2024)
  - Significant increase in **growth in PBC** in the last 5 years
  - Recent **traffic counts:** Approximately 60K trips on Southern, Royal Park, and Flagler bridges daily.
  - Increase of **100% on Royal Palm Way, Royal Poinciana Way, and 200% increase on N. County Rd. in 2025 vs 2024**
  - **Road closures**
  - **Bridge openings** (scheduled & unscheduled)
  - **Construction & service activity**

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-25-0071 (ARC-25-0080) 760 N OCEAN BLVD (COMBO)—SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCE. The applicant, Palm Beach Country Club Inc (WRP DESIGN & Maura Ziska Representatives), has filed an application requesting Town Council review and approval for a Special Exception and Site Plan Review for a 640 SF addition to an existing golf cart storage building in the R-A Zoning district requiring a variance for a reduced side yard setback. The Architectural Commission will perform design review of the application.

Date: 11/24/2025

ATTACHMENTS

Staff Report
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-25-0071 (ARC-25-0080) 760 N OCEAN BLVD (COMBO)—SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCE. The applicant, Palm Beach Country Club Inc (WRP DESIGN & Maura Ziska Representatives), has filed an application requesting Town Council review and approval for a Special Exception and Site Plan Review for a 640 SF addition to an existing golf cart storage building in the R-A Zoning district requiring a variance for a reduced side yard setback. The Architectural Commission will perform design review of the application.

ARC-25-0080 (ZON-25-0071) 760 N OCEAN BLVD (COMBO). The applicant, Palm Beach Country Club Inc (WRP DESIGN & Maura Ziska Representative), has filed an application requesting Architectural Commission review and approval for a 640 SF addition to the golf cart storage building. Town Council shall review the application as it pertains to zoning relief/approval.

Applicant: Palm Beach Country Club Inc.
Professional: WRP Design
Representative: Maura Ziska

HISTORY:
The Palm Beach Country Club was built on just 83 acres in 1917 by legendary golf course architect Donald Ross and spans the island of Palm Beach from the Atlantic Ocean to the Intracoastal waterway. In recent years modifications have included replacement of windows and doors and the construction of a second floor 3,500 SF covered terrace. Balconies and skylights were also added in 2023.

THE PROJECT:
The applicant has submitted revised plans, entitled "Golf Cart Storage Building Expansion" as prepared by **WRP Design**, November 21, 2025.

The following scope of work is proposed:

- Construct 640 SF addition to the south side of the existing cart barn at the Palm Beach Country Club to store more golf carts

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

- Variance #1 : Section 134-843 (5): request to reduce required street side yard setback along Country Club Road to 2.93' in lieu of 35'.
- Special Exception: Sec. 134-229 - Expansion of club use in R-A residential zoning district.
- Site Plan Review: Sec. 134-329 – Storage addition of 640SF.

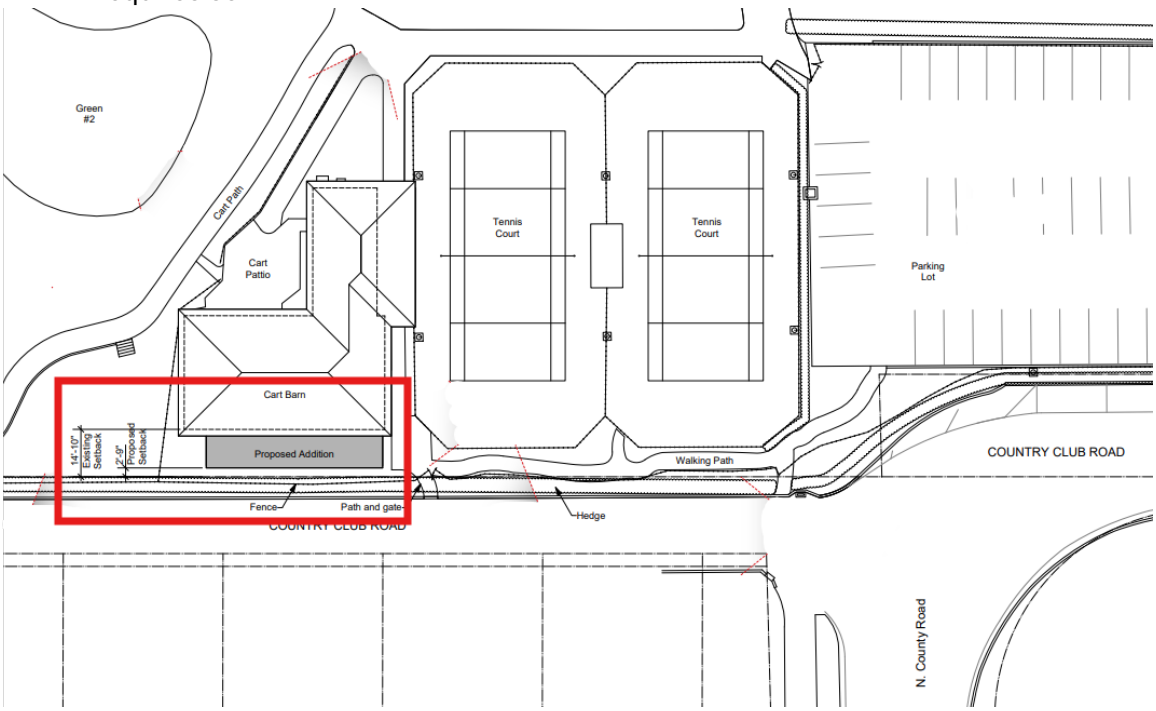
Site Data			
Zoning District	R-A	**Future Land Use**	Residential
Lot area	Minimum required: 20,000 SF Existing: 3,669,475 SF	**Side (south) Setback**	Required: 35' Proposed 14.8'

STAFF ANALYSIS

The applicant is proposing to construct a one-story addition at the south side of an existing one-story golf cart storage structure. The approximately 640 SF addition would allow the Palm Beach Country Club to house an additional eleven golf carts.

VARIANCE

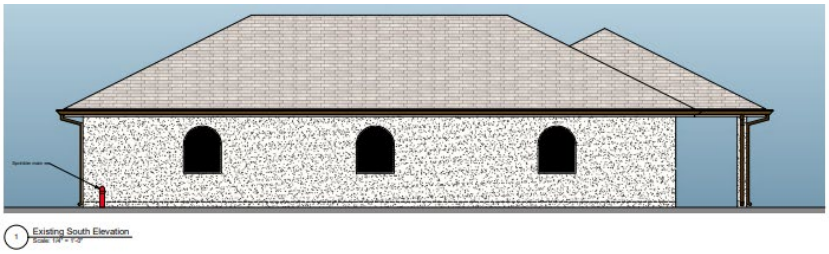
The existing golf cart structure is currently located 14'-10" from the south property line that aligns with Country Club Road. Immediately to the south, across the street, are seven tennis courts that belong to the Beach Club. Both sides of the street have high landscaped hedges. This addition would be placed between the fence/hedge and the existing south wall of the building. It would bring the structure as close as 2'-9" to the property line. This necessitates a variance since a side setback requirement for this zoning district for a lot of this size requires 35'

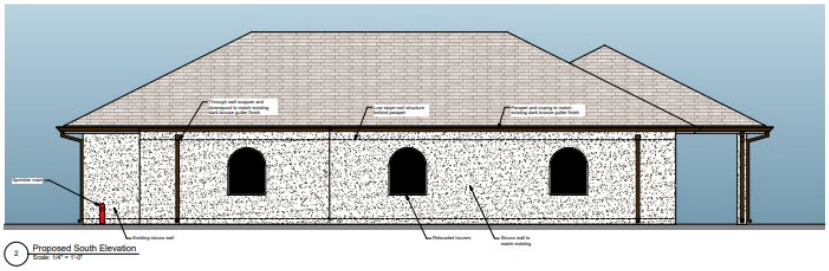


Additionally, expansion of club use in the R-A residential district does require a special exception and site plan approval to identify of the increase is an intensification of use.

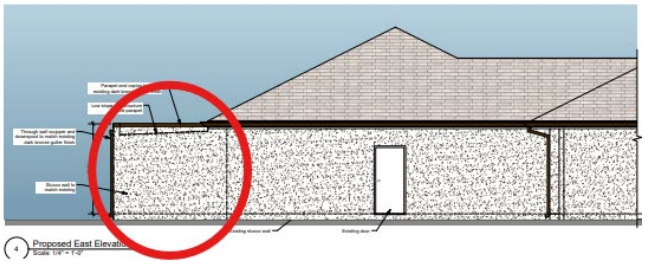
ARCHITECTURE

The applicant intends to extend an existing one-story structure that has a hip roof surfaced with shingles with a one-story flat roof addition. The flat roof will make for a lesser visual impact from the abutting roadways. All other architectural elements will match the existing such as the stucco finish, the reuse of louvered arches as decorative elements, and the paint scheme.









CONCLUSION:

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

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

Approval of the project will require one (1) separate motion to be made by the Architectural Commission:

(1) for the overall design of the project in accordance with Sec. 18-205 criteria, subject to any imposed conditions.

WRB: JGM: FHM

WRB

November 21, 2025

Town of Palm Beach
Building Planning and Zoning Department
360 S. County Road
Palm Beach, FL 33480

Project Address: 760 North Ocean Blvd, Palm Beach, FL
File No: ARC-25-0080/ZON-25-0071
Reference: LETTER OF INTENT

Ladies and Gentlemen:

We are pleased to submit this update on behalf of the Palm Beach Country Club (The Club) the enclosed drawings for our project located at 760 North Ocean Blvd, Palm Beach, FL. The proposed work to the existing cart storage building situated on eighty-four acres spanning from the Atlantic Ocean to the Intracoastal waterway, more commonly known as Lake Worth, is an approximately 640 SF addition to the existing Golf Cart Storage Building, a/k/a Cart Barn, that will require zoning relief.

Please note the following as it relates to this application:

A. Landmarks Preservation is not applicable. See Section 54-122 and/or Section 54-161.

B. Architectural Review Criteria. See Section 18-205 and/or Section 18-206.
   a. We consider the above-referenced project to be consistent with the existing architecture with symmetrical, balanced elevations and details that subscribe to the architectural principles within the Town of Palm Beach.
      1. We consider the plan for the proposed modifications to the existing building to conform to good taste and traditional design principles and contribute to the town's image as a place of beauty, spaciousness, balance, taste, fitness, charm, and high quality.
      2. The plan for the proposed Cart Barn expansion indicates the way the structures are protected against external and internal noise, vibrations, and other factors that may tend to make the environment less desirable.
      3. The exterior materials and detailing proposed are consistent with the quality and character of the surrounding structures.
      4. The proposed composition and massing of the work are consistent with other structures in the surrounding area.
      5. The proposed modifications are not excessively like any other structure existing for which a permit has been issued or to any different design included in the same

permit application within two hundred feet of the proposed site concerning one or more of the following features outlined in Section 18-205.

6. The proposed modifications are not excessively dissimilar to any other structure existing for which a permit has been issued or to any different design included in the same permit application within two hundred feet of the proposed site concerning one or more of the following features outlined in Section 18-205 (5).

7. The proposed modifications incorporate detailing like the existing structure and are consistent with the surrounding buildings.

8. The proposed modifications conform with the standards of the Town of Palm Beach Zoning Code.

9. The proposed modifications do not impact the surrounding unique site characteristics and are more consistent with adjacent properties, e.g., The Beach Club.

C. Special Exception by Section 134-229.

The Club is a notable exception to uses permitted in the R-A Zoning District. The existing clubhouse building was constructed in 1987 under the 1986 South Florida Building Code and replaced the existing wood-framed structure in the southeasterly corner of the parking lot. The proposed modifications to the Cart Barn will not adversely impact the public or neighborhood as the changes are minor and will improve the amenities of the Club. The proposed alterations to the Club will not affect the value of other properties in the neighborhood. The proposed modifications to the Club will be compatible with the area as the Palm Beach Country Club has existed since 1917, when Donald Ross designed this world-renowned golf course. The proposed changes to the Cart Barn will comply with all other yards, open spaces, and any special requirements in Article VI. The proposed modifications to the Cart Barn will comply with the comprehensive plan, if applicable. The proposed changes to the Cart Barn will not result in substantial economic, noise, glare, or odor impacts on adjoining properties and properties in the district, as the changes are minor and are proposed to improve all the above. Adequate ingress, egress, and parking are provided on the Club property along North Ocean Blvd and will remain unchanged. The proposed work will be compatible with the neighborhood and an improvement to what exists today concerning the protection of the structure with impact structural glass. The Club is town-serving, as evidenced by over 50% of the members being "townspersons." The proposed modifications to the Cart Barn will not place a more significant burden on Town services as the changes are minor and do not intensify the use of the club.

D. Site Plan Review Approval by Section 134-329.

The property owner is the Palm Beach Country Club, Inc., which will control the Cart Barn's renovation through its Board of Governors. The proposed modifications to the site plan will not intensify the use of what exists today and will not hurt the neighborhood. Ingress and egress to the property and the project work will be via North Ocean Blvd with no changes. Refuse collection will remain the same. The location and use of the off-street parking will not change. The site plan and the existing landscape at the Clubhouse and golf course perimeter provides for buffers and screening from neighboring properties, where practicable. The utility hookups will remain or be improved to meet the

current Town of Palm Beach requirements. The site plan proposes an expansion of an existing terrace at the SW corner of the clubhouse and does not increase nor negatively impact the neighborhood. The modifications to the site plan should not impose any other standards on the project. The proposed changes to the Cart Barn are in keeping with the architecture of the Club and will be an enhancement. The proposed modifications to the Cart Barn will not have a negative visual impact on the surrounding neighborhood.

E. Variance by Section 134-201.

The Variance being requested is relative to Section 134-843(5): Variance to have a street side yard setback along Country Club Road of 2.9-3 feet in lieu of the 35 foot minimum required for this parcel in the R-A Zoning District. The criteria for granting the variance is listed below:

1.The property is located in the R-A Zoning District and is an existing special exception use (private club) in residential neighborhood. This creates a hardship in designing any additions to a club while having to use residential requirements.
2.The applicant was not the cause of the special conditions of the property as the size and configuration of the Club has existed prior to today's zoning code.
3.The granting of the variance will not confer on the applicant a special privilege that is denied to the neighboring properties. The proposed skylight is screened by the parapet roof and will not be visible from any of the surrounding properties.
4.The hardship, which runs with the land, is that the property is non-conforming to today' and applying residential standards and rules to a private country club on a massive piece of property is a hardship.
5.The variance requested are the minimum necessary to make reasonable use of the land considering the modest addition to the Cart Barn.

Thank you for your time in advance. If you have any questions, do not hesitate to contact me.

Sincerely,

Maura Ziska

Maura Ziska

Golf Cart Storage Building Expansion

ZON-25-0071 / ARC-25-0080

Palm Beach Country Club, 760 N. Ocean Blvd., Palm Beach, FL 33480

Final Submittal - November 24, 2025



1 Location Map
Scale: 1:3000

PROJECT SUMMARY

Minor addition at rear of existing Cart Barn for additional cart storage. Existing building setback +/- 15'-0", proposed addition setback +/- 2'-9". Expected the addition

LIST OF DRAWINGS

A-1	Title Sheet	A-5	Roof Plans
A-2	Site Plan	A-6	Elevations
A-3	Context Photos	A-7	Elevations & Section
A-4	Floor Plans		Survey Plan

Zoning Information (RA-Zone, Special Exception

	Required	Existing	Proposed
Min. Lot Area	20,000 S.F.	(80.01 Acre) 3,659,475 S.F.	(80.01 Acre) 3,659,475 S.F. Golf Course No Change
Min. Lot Dim. Width Depth	 125' 150'	 1,645' 2,225'	 No Change No Change
Front Setback	35'	35'	No Change
Side Setback	35'	14.8'	Variance #1 2.8'
Rear Setback	15'	Golf Course	Golf Course
Min. Landscaped	55%	N.A.	No Change

	Required	Existing	Proposed
Max. Lot Coverage	25%	83,407 S.F. 3,659,475 S.F.	83,407 S.F. + 640 S.F. 84,047 S.F.
Max. Building Height	125'	Existing	No Change
Members	N.A.	330	No Change
Parking	N.A.	136	No Change
Angle of Vision	N.A.	N.A.	N.A.



2 Area Map
Scale: 1:1000

Palm Beach Country Club

Golf Cart Storage Building Expansion

760 N Ocean Blvd.
Palm Beach, FL 33480

WRP Design

7 Barton Road
Foxboro, MA 02035

These documents have been prepared specifically for the project listed above. They are not suitable for use on other projects of in other locations without approval and participation of WRP Design. Drawings may not be reproduced without written permission.

Stamp:

Job #:	PBCC Cart Building
Drawing Date:	11/24/25
Title:	Final Submittal
Drawn By:	WRP
Scale:	As Noted

Revisions:

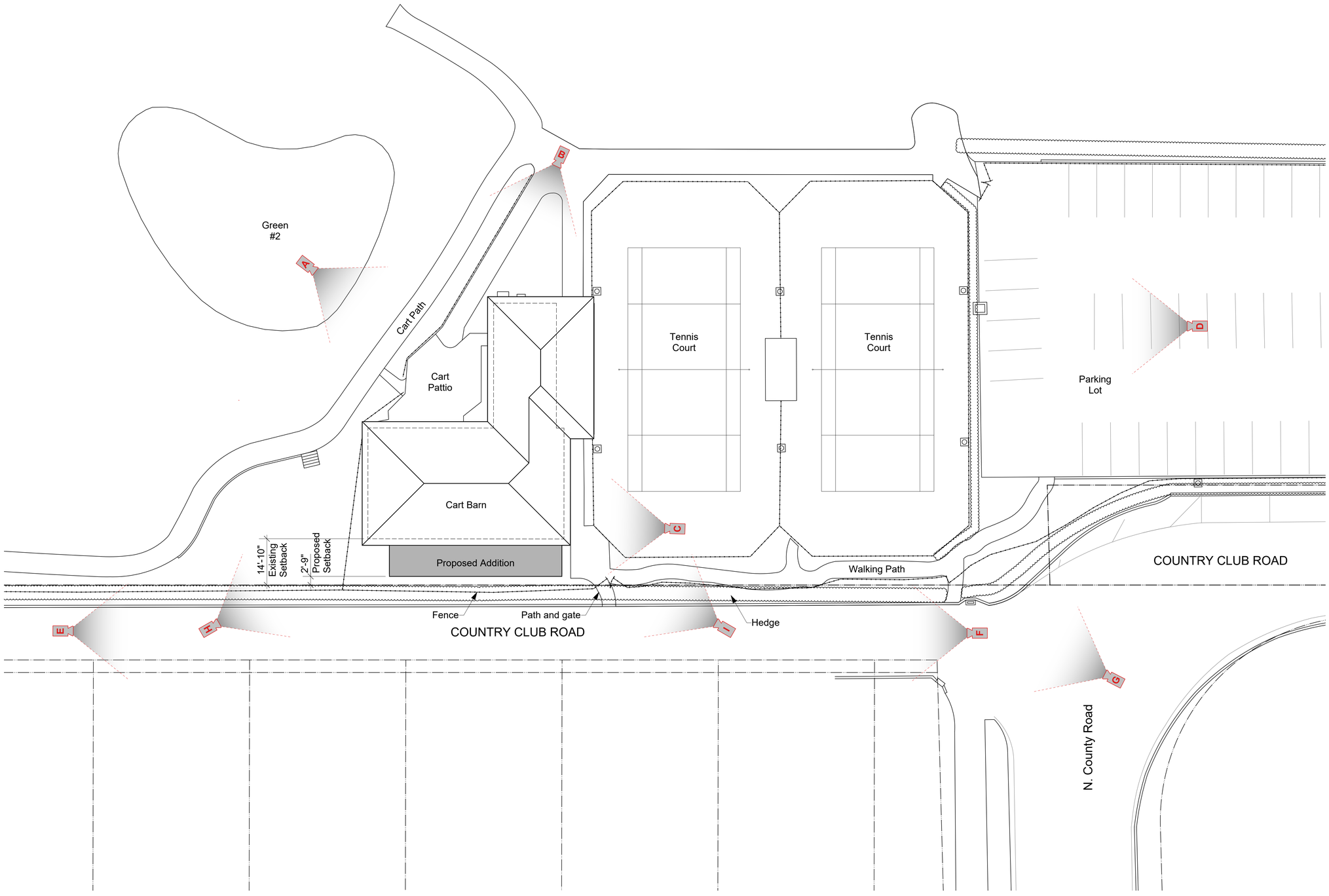
#	Notes	Date

Drawing Title:

Cover Sheet Floor Plan

Sheet #:

A-1



1 Site Plan
Scale: 1:180

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Drawing Title:
Site Plan

Sheet #:
A-2



A Interior Lot from Course



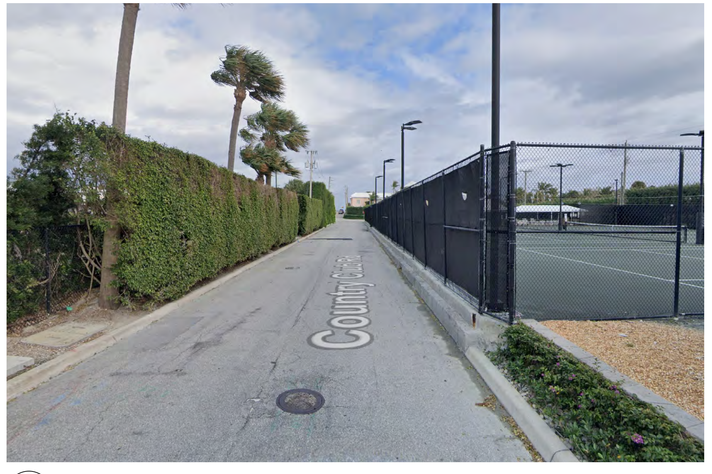
B Interior Lot from Cart Path



C Interior Lot from Tennis Court



D Interior Lot from Parking Lot



E Country Club Road Facing East



F Country Club Road Facing West



G N. County Road Facing Cart Building



H Country Club Road East Facing Cart Building



I Country Club Road West Facing Cart Building

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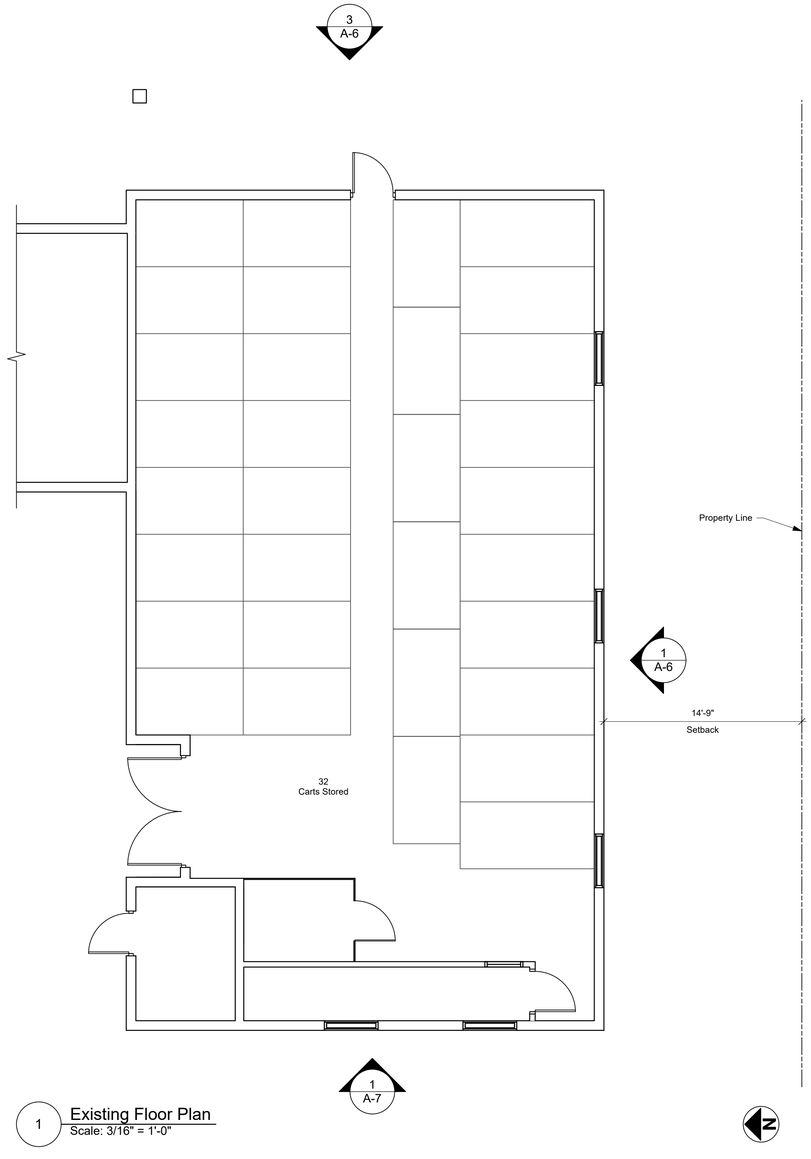
Drawing Title:

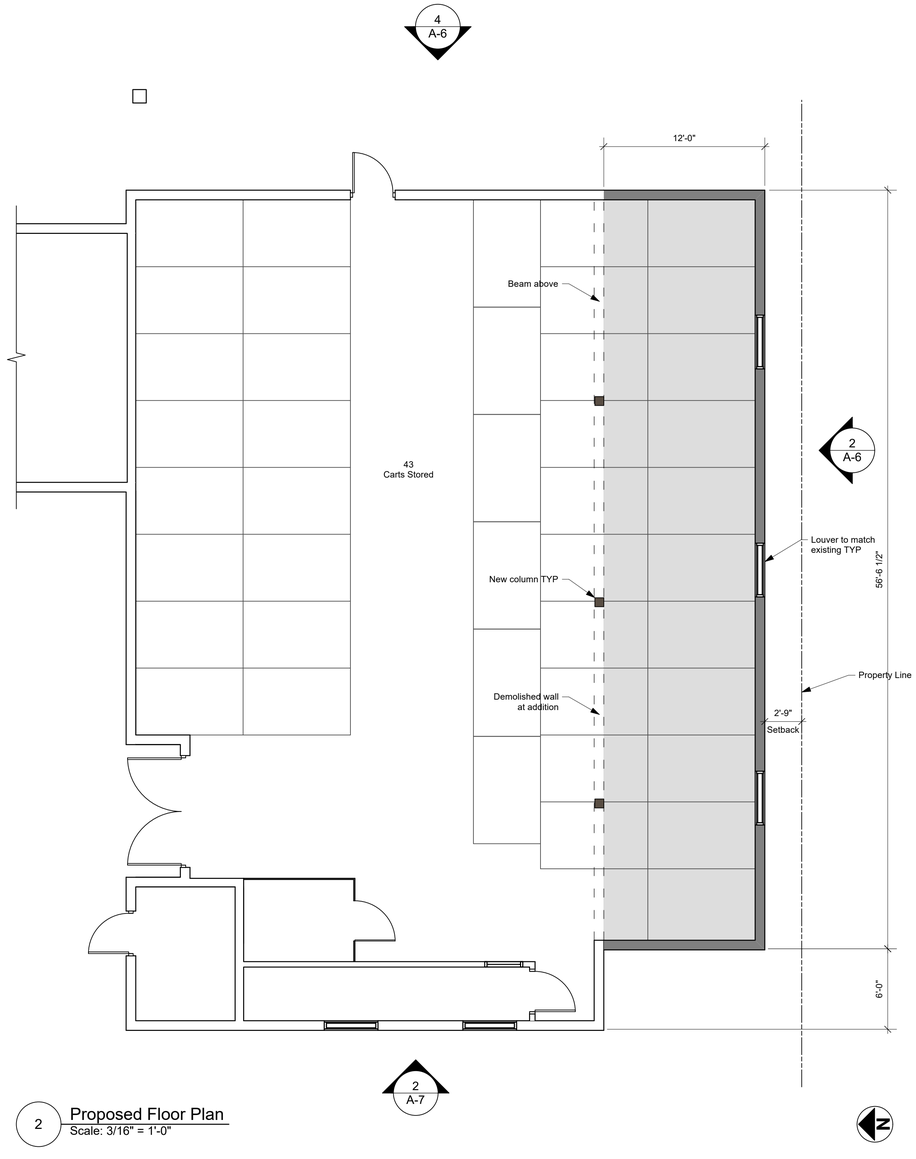
Site Plan & Context Photographs

Sheet #:

A-3



1 Existing Floor Plan
Scale: 3/16" = 1'-0"



2 Proposed Floor Plan
Scale: 3/16" = 1'-0"

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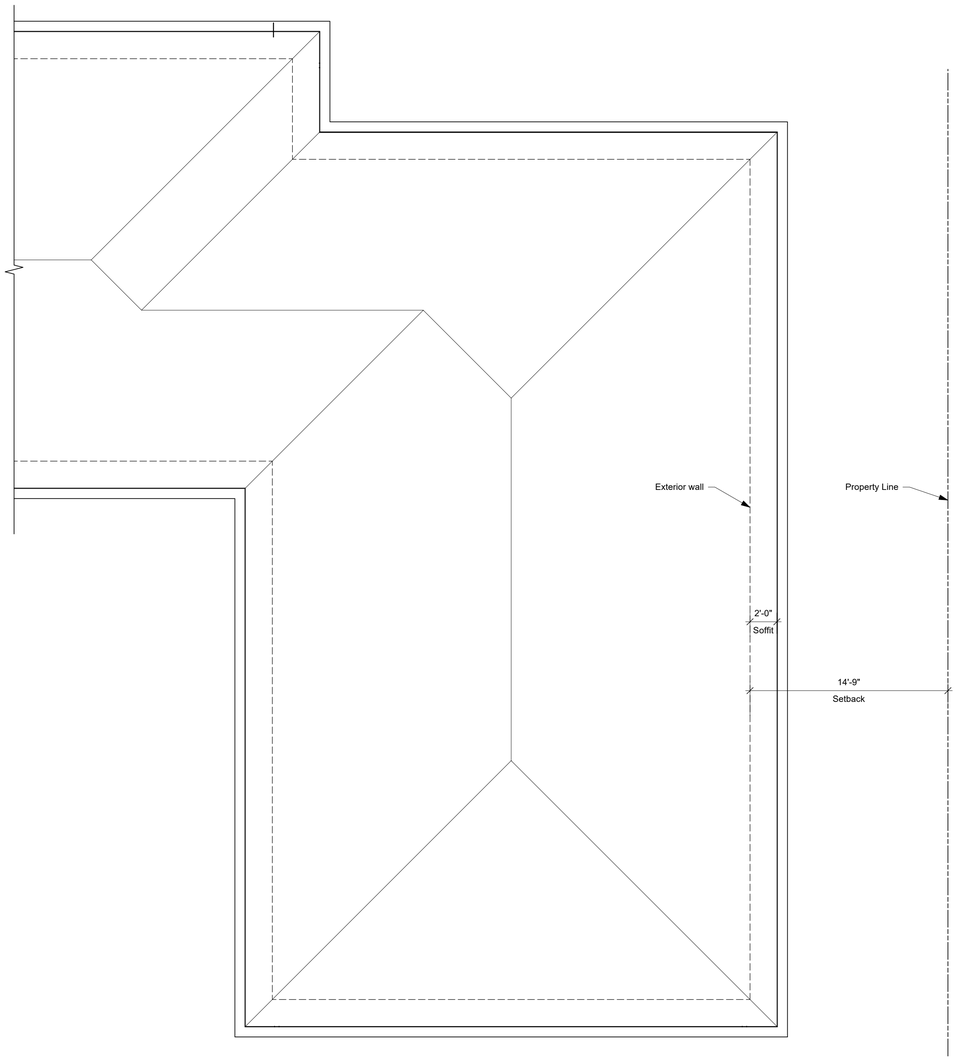
Drawing Title:

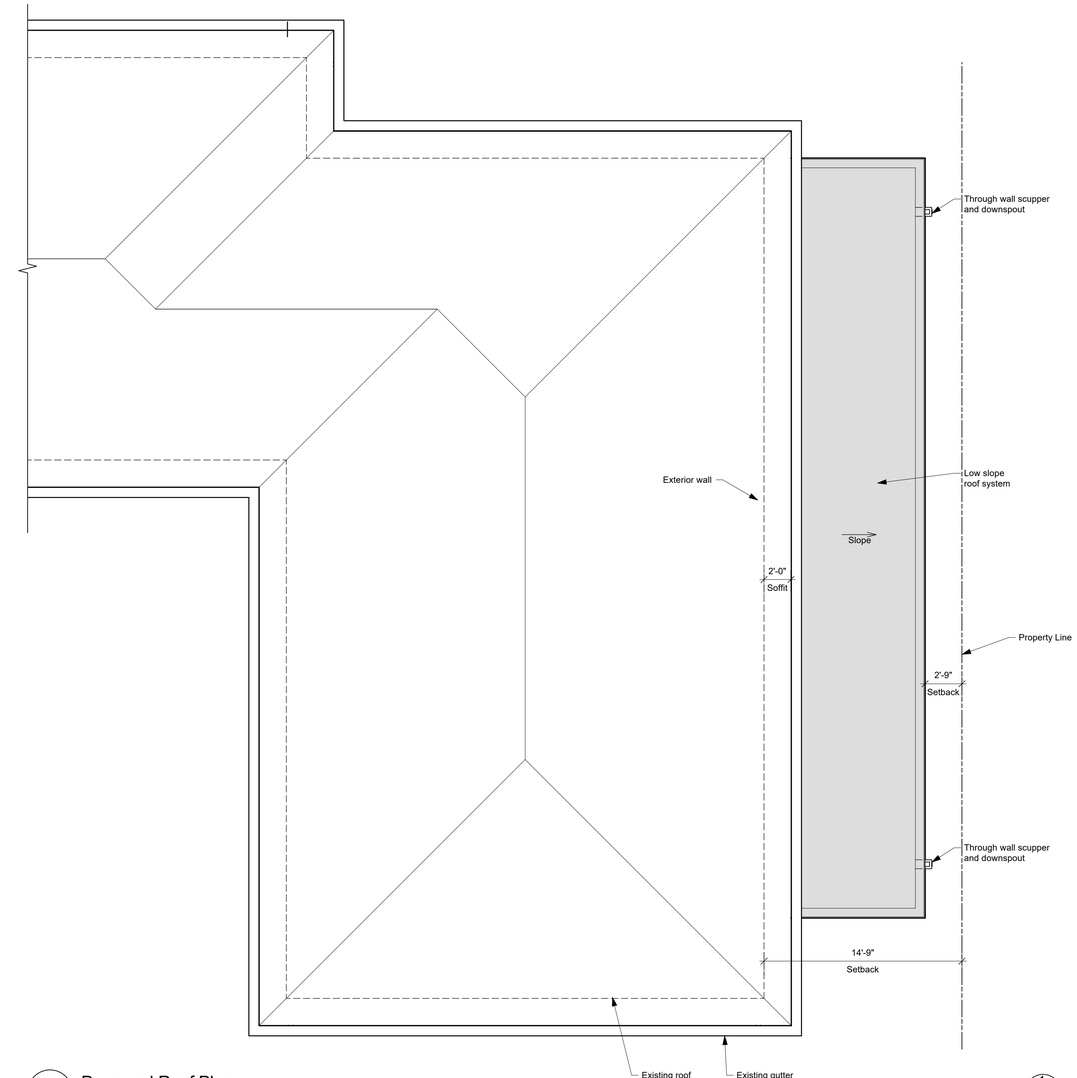
Floor Plans Existing & Proposed

Sheet #:

A-4



1 Existing Roof Plan
Scale: 3/16" = 1'-0"



2 Proposed Roof Plan
Scale: 3/16" = 1'-0"

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Revisions:

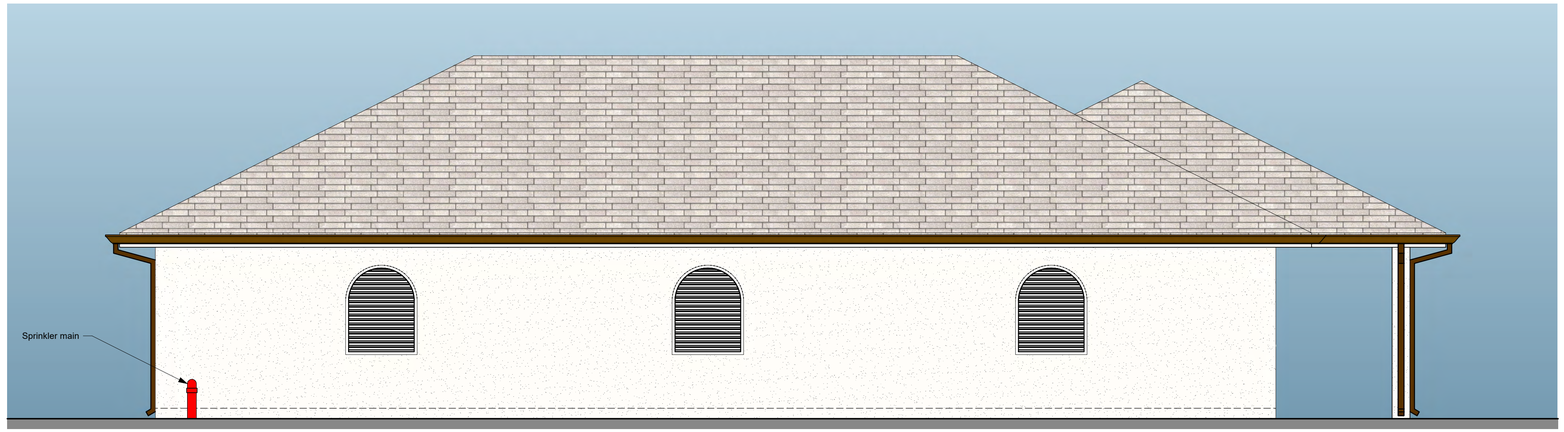
#	Notes	Date

Drawing Title:

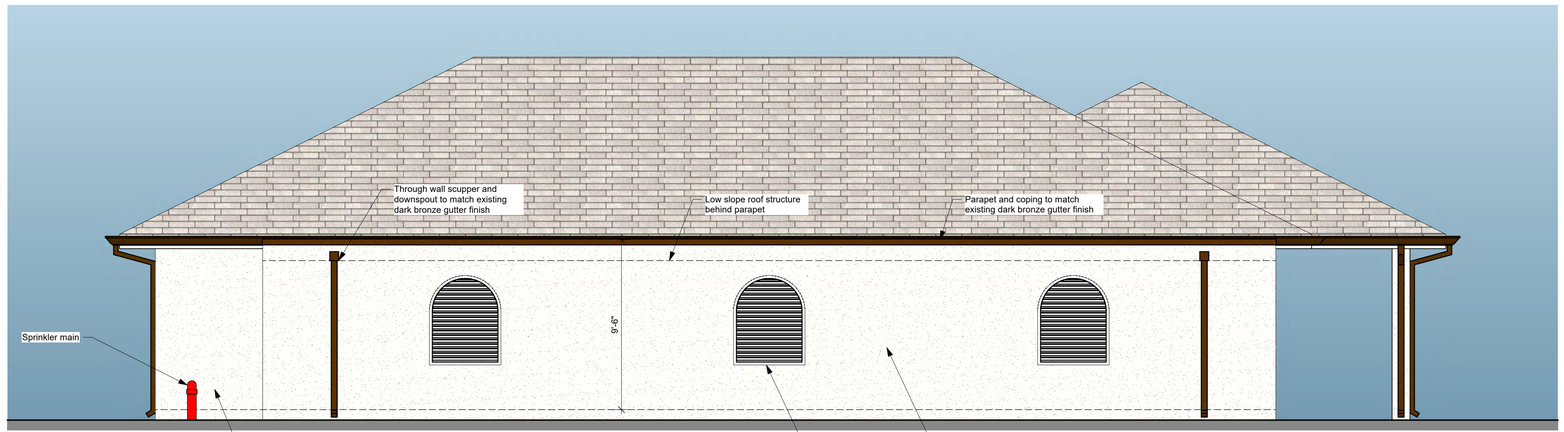
Roof Plans Existing & Proposed

Sheet #:

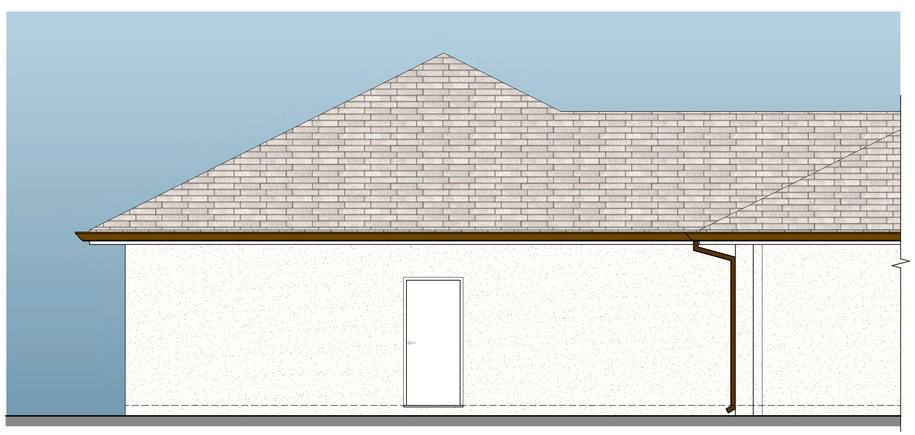
A-5



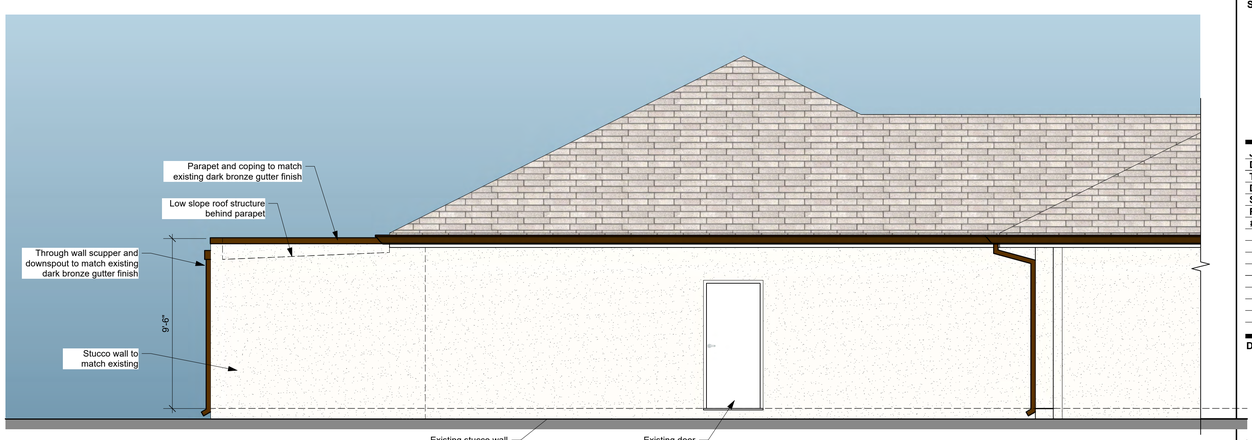
1 Existing South Elevation
Scale: 1/4" = 1'-0"



2 Proposed South Elevation
Scale: 1/4" = 1'-0"



3 Existing East Elevation
Scale: 1/4" = 1'-0"



4 Proposed East Elevation
Scale: 1/4" = 1'-0"

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Scale:	As Noted

Revisions:

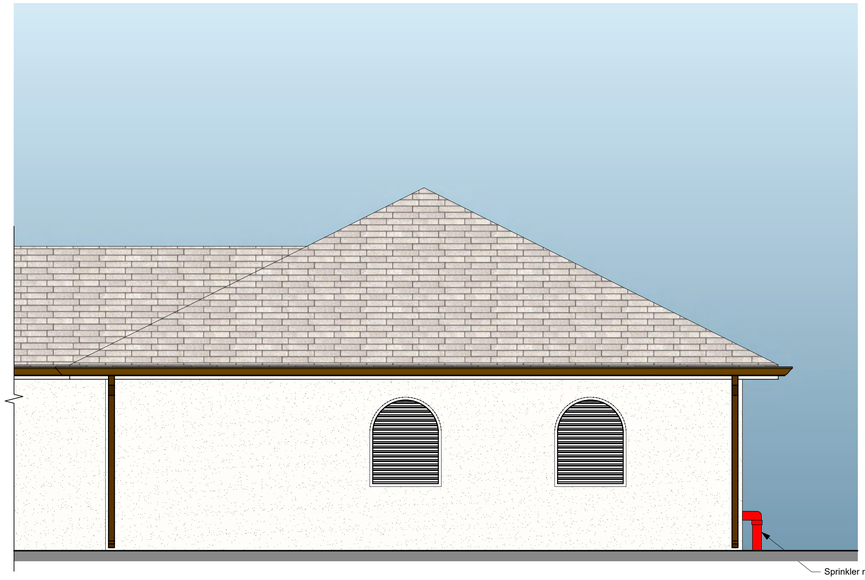
#	Notes	Date

Drawing Title:

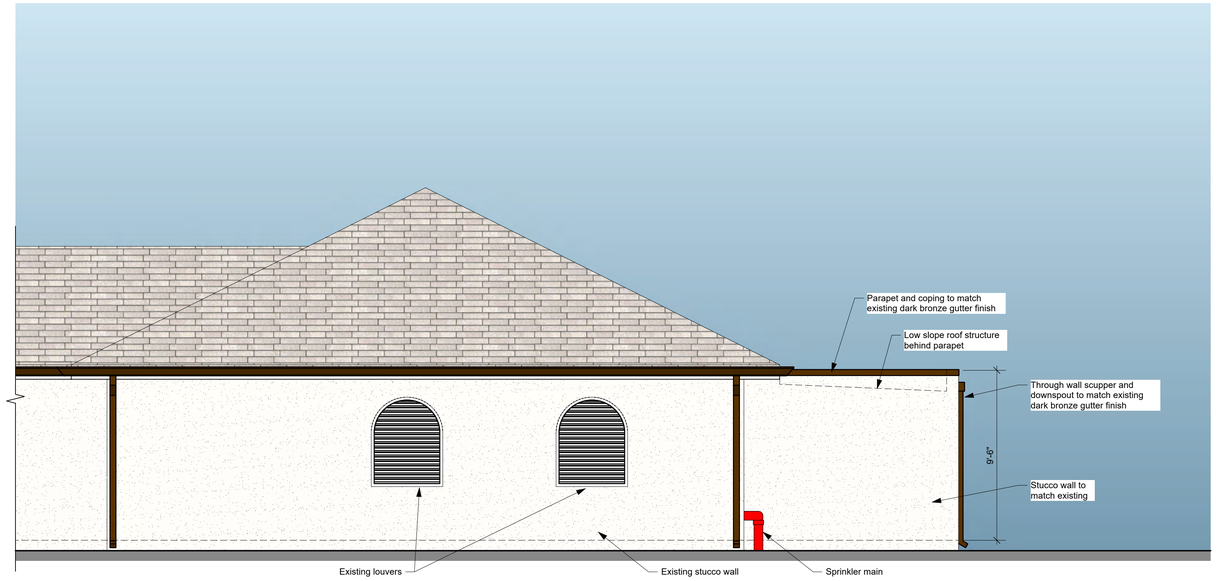
Elevations

Sheet #:

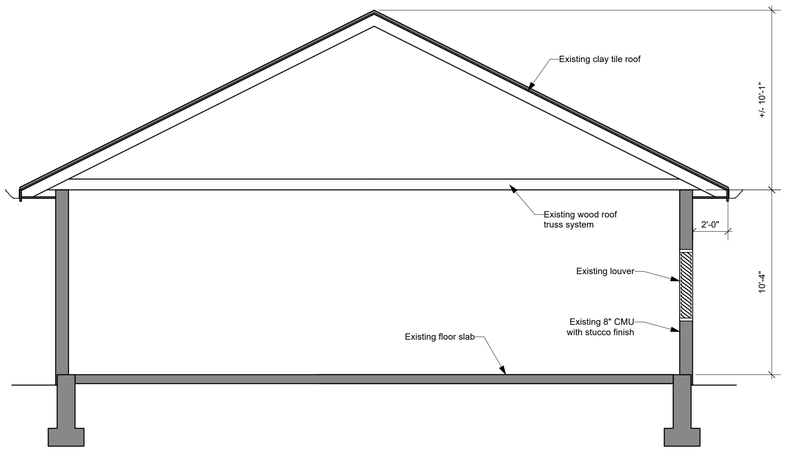
A-6



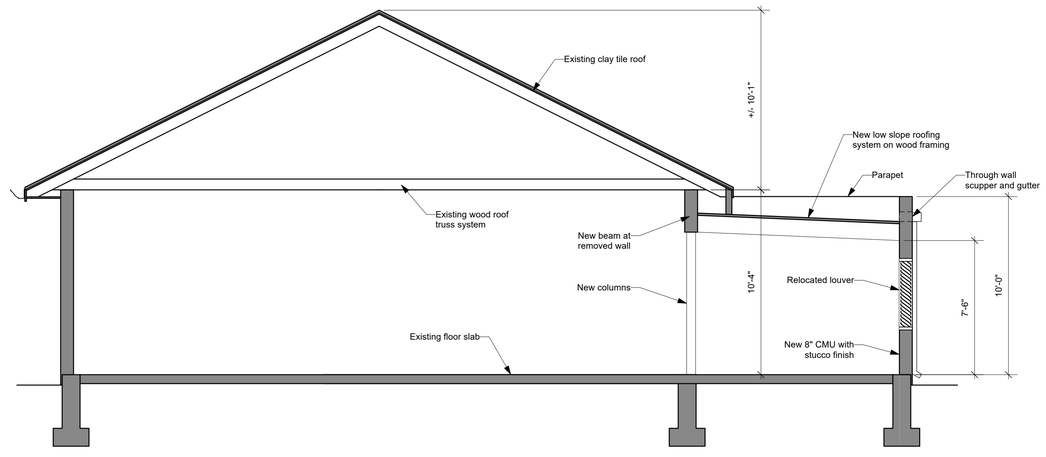
1 Existing West Elevation
Scale: 1/4" = 1'-0"



2 Proposed West Elevation
Scale: 1/4" = 1'-0"



3 Existing North/South Building Section
Scale: 1/4" = 1'-0"



4 Proposed North/South Building Section
Scale: 1/4" = 1'-0"

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Golf Cart Storage Building Expansion

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Scale:	As Noted

Revisions:

#	Notes	Date

Drawing Title:

Elevations & Sections

Sheet #:

A-7

Special Purpose Survey For:

PALM BEACH COUNTRY CLUB

This Specific Purpose Survey is made specifically and only for the following parties for the purpose of a permit for the proposed Cart Barn Addition.

Palm Beach Country Club

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

PROPERTY ADDRESS:
760 N. Ocean Boulevard
Palm Beach, FL 33480

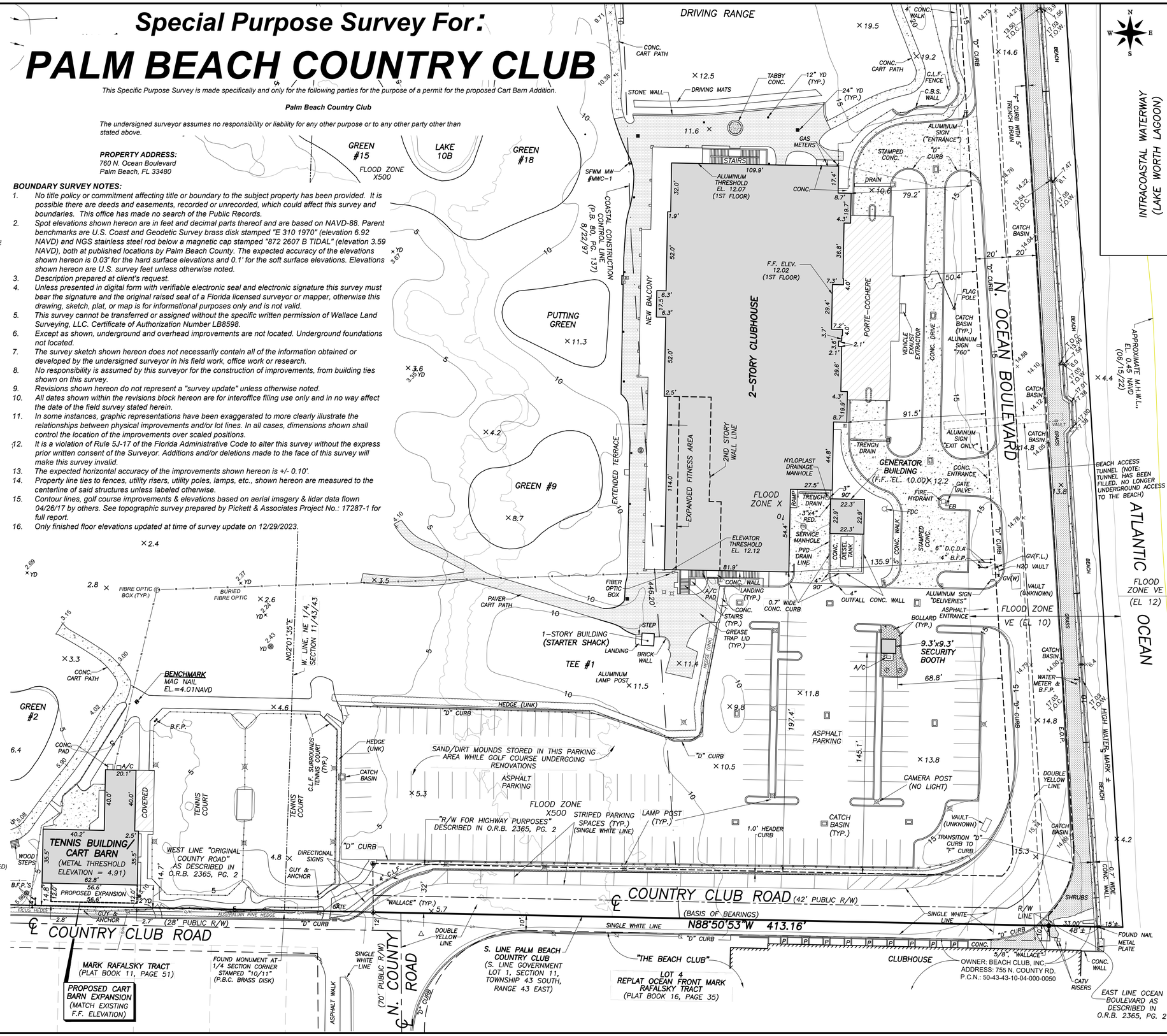
BOUNDARY SURVEY NOTES:

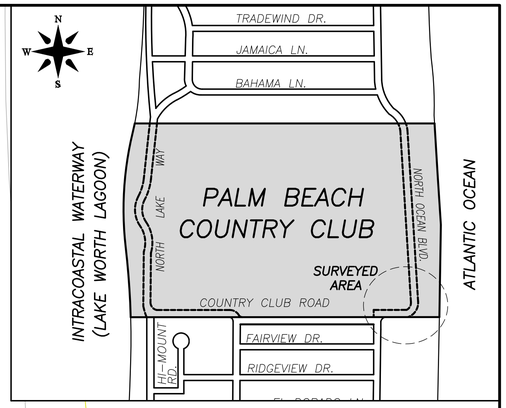
1. *No title policy or commitment affecting title or boundary to the subject property has been provided. It is possible there are deeds and easements, recorded or unrecorded, which could affect this survey and boundaries. This office has made no search of the Public Records.*
2. *Spot elevations shown hereon are in feet and decimal parts thereof and are based on NAVD-88. Parent benchmarks are U.S. Coast and Geodetic Survey brass disk stamped "E 310 1970" (elevation 6.92 NAVD) and NGS stainless steel rod below a magnetic cap stamped "872 2607 B TIDAL" (elevation 3.59 NAVD), both at published locations by Palm Beach County. The expected accuracy of the elevations shown hereon is 0.03' for the hard surface elevations and 0.1' for the soft surface elevations. Elevations shown hereon are U.S. survey feet unless otherwise noted.*
3. *Description prepared at client's request.*
4. *Unless presented in digital form with verifiable electronic seal and electronic signature this survey must bear the signature and the original raised seal of a Florida licensed surveyor or mapper, otherwise 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. Certificate of Authorization Number LB8598.*
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 shown 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 expected horizontal accuracy of the improvements shown hereon is +/- 0.10'.*
14. *Property line ties to fences, utility risers, utility poles, lamps, etc., shown hereon are measured to the centerline of said structures unless labeled otherwise.*
15. *Contour lines, golf course improvements & elevations based on aerial imagery & lidar data flown 04/26/17 by others. See topographic survey prepared by Pickett & Associates Project No.: 17287-1 for full report.*
16. *Only finished floor elevations updated at time of survey update on 12/29/2023.*

N
W E
S
0′ 30′ 60′ 90′
SCALE: 1"=30′

LEGEND

A	= ARC LENGTH
A/C	= AIR CONDITIONING
A.K.A.	= ALSO KNOWN AS
ASPH.	= ASPHALT
B.F.P.	= BACKFLOW PREVENTOR
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
C.M.P.	= CORRUGATED METAL PIPE
CONC.	= CONCRETE
(D)	= DESCRIPTION DATUM
D.B.	= DEED BOOK
D.C.D.A.	= DOUBLE CHECK DETECTOR ASSEMBLY
D.E.	= DRAINAGE EASEMENT
D.H.	= DRILL HOLE
EB, E.B.	= ELECTRIC BOX
EL.	= ELEVATION
ENC.	= ENCROACHMENT
E.O.P.	= EDGE OF PAVEMENT
E.O.W.	= EDGE OF WATER
ESM'T	= EASEMENT
FDC	= FIRE DEPARTMENT CONNECTION
F.F.	= FINISH FLOOR
FND.	= FOUND
F.O.C.	= FACE OF CURB
G.V.(F.L.)	= GATE VALVE FIRE LINE
G.V.(W)	= GATE VALVE WATER
I.C.B.	= IRRIGATION CONTROL BOX
I.C.V.	= IRRIGATION CONTROL VALVE
I.D.	= INSIDE DIAMETER
INV.	= INVERT
L.B.	= LICENSE BOARD
(M)	= FIELD MEASUREMENT
M.H.	= MANHOLE
M.H.W.L.	= MEAN HIGH WATER LINE
MIN.	= MINIMUM
M.L.W.L.	= MEAN LOW WATER LINE
MW	= MONITORING WELL
N.A.V.D.	= NORTH AMERICAN VERTICAL DATUM
N.G.V.D.	= NATIONAL GEODETIC VERTICAL DATUM
N.T.S.	= NOT TO SCALE
O.A.	= OVERALL
O.D.	= OUTSIDE DIAMETER
O/H	= OVERHEAD UTILITY LINE
O.R.B.	= OFFICIAL RECORD BOOK
O/S	= OFFSET
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.C.P.	= PERMANENT CONTROL POINT
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
PROP.	= PROPOSED
P.T.	= POINT OF TANGENCY
PVMT	= PAVEMENT
(R)	= RADIAL
R	= RADIUS
RED.	= REDUCER
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.R.	= STATE ROAD
STA.	= STATION
STY.	= STORY
S/W	= SIDEWALK
T.O.B.	= TOP OF BANK
T.O.C.	= TOP OF CURB/CONCRETE
T.O.W.	= TOP OF WALL
TWP.	= TOWNSHIP
TYP.	= TYPICAL
U/C	= UNDER CONSTRUCTION
U.E.	= UTILITY EASEMENT
U.R.	= UNRECORDED
W.C.	= WITNESS CORNER
YD	= YARD DRAIN
℄	= BASELINE
℄	= CENTERLINE
△	= CENTRAL ANGLE/DELTA
■	= CONCRETE MONUMENT FOUND (AS NOTED)
□	= CONCRETE MONUMENT SET (LB #8598)
●	= ROD & CAP FOUND (AS NOTED)
○	= 5/8" IRON ROD & CAP SET (LB #8598)
⊙	= IRON PIPE FOUND (AS NOTED)
◒	= IRON ROD FOUND (AS NOTED)
▲	= NAIL FOUND (AS NOTED)
●	= NAIL & DISK FOUND (AS NOTED)
⊗	= MAG NAIL & DISK SET (LB #8598)
℘	= PROPERTY LINE
⊘ ⊟	= UTILITY POLE
♙	= FIRE HYDRANT
⊞	= WATER METER
⋈	= VALVE (AS INDICATED)
☼	= LIGHT POLE
E	= ELECTRIC HAND HOLE/ JUNCTION BOX
▢	= CLEAN-OUT (SANITARY)
ⓖ	= GREASE TRAP LID
Ⓢ	= SANITARY MANHOLE
Ⓓ	= DRAINAGE MANHOLE





VICINITY MAP

(NOT TO SCALE)

FENCE LEGEND

= ALUMINUM FENCE
= CHAIN LINK FENCE
= WOOD FENCE
= GATE

BURIED UTILITIES LEGEND

= BURIED ELECTRIC CABLE
= BURIED FIBER OPTIC CABLE
= BURIED TELEPHONE CABLE
= BURIED GAS LINE
= BURIED SANITARY FORCE MAIN

LEGAL DESCRIPTION:

That portion of right-of-way for highway purposes as described in deed recorded in Official Records Book 2365, Page 2, Public Records of Palm Beach County, Florida, being more particularly described as follows;

That portion of the South line of the aforementioned right-of-way (now known as Country Club Road) having a distance of 444.88 feet and being bounded as follows;

On the West by the West line of the original County Road as described in said deed and on the East by the East line of Ocean Boulevard as described in said deed. Said South line also being the South line of Government Lot 1 lying within Section 11, Township 43 South, Range 43 East, Palm Beach County, Florida.

CERTIFICATION:
I HEREBY ATTEST *that the Special Purpose Survey shown hereon meets 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.*

DATE OF LAST FIELD SURVEY: 12/29/23
(GOLF COURSE NOT INCLUDED, SEE NOTE #15)

Robert J. Cajal
Professional Surveyor and Mapper
Florida Certificate No. 6266

ROBERT J. CAJAL LICENSE NUMBER No. 6266 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

REVISIONS:

07/31/25, PLOT PROPOSED CART BARN EXPANSION LIMITS, J.D./R.C., PB 369/1, 20377-SE
12/29/23, TIE-IN IMPROVEMENTS FOR CLUBHOUSE WINDOW/TERRACE PROJECT, B.M./R.C. PB 356/62, 97-1013.146
08/15/22, TIE-IN ADDITIONAL UTILITIES AROUND CLUBHOUSE, J.C./R.C., PB 338/15, 97-1013.130

Special Purpose Survey For:

CART BARN EXPANSION PROJECT 2025

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

FIELD: L.E.	JOB No.: 97-1013.129	F.B. PB310 PG. 72
OFFICE: R.C.	DATE: 06/15/21	DWG. No.: 97-1013-57
C'K'D.:	REF.: 203777.5-SE	SHEET: 1 OF 1

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

From: Planning, Zoning, & Building Staff

Re: ZON-25-0073 105 CLARENDON AVE — VARIANCE. The property owners, 105 CLARENDON ROAD REVOCABLE TRUST and 874 SOUTH COUNTY LLC (Maura Ziska, Representative), have filed an application requesting Town Council review and approval for a variance to construct a new seawall, 2'-10" east of the existing seawall, which is east of the Town of Palm Beach bulkhead line, in lieu of the seawall being placed directly on or within 12" to the bulkhead line.

Date: 11/21/2025

ATTACHMENTS

Staff Report
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-25-0073 105 CLARENDON AVE — VARIANCE. The property owners, 105 CLARENDON ROAD REVOCABLE TRUST and 874 SOUTH COUNTY LLC (Maura Ziska, Representative), have filed an application requesting Town Council review and approval for a variance to construct a new seawall, 2'-10" east of the existing seawall, which is east of the Town of Palm Beach bulkhead line, in lieu of the seawall being placed directly on or within 12" to the bulkhead line.

Property Owners: 105 CLARENDON ROAD REVOCABLE TRUST and 874 SOUTH COUNTY LLC
Representative: Maura Ziska

HISTORY:
"Vita Serena" at 105 Clarendon was constructed in 1926 and designed by Marion Sims Wyeth of the firm Wyeth, King, & Johnson. The property was designated as a landmark in 1990.

THE PROJECT:
The applicant has submitted plans, entitled "Proposed Seawall Replacement", as prepared by **Isiminger & Stubbs Engineering, Inc.**, uploaded November 24, 2025.

The following is the scope of work for the Project:

- Seawall relocation and replacement.

The following variance from the Town Council is required to achieve the scope of work:

- **VARIANCE #1**: Sections 62-37 & 134-1701: A variance to allow construction of a new seawall, 2'-10" east of the existing seawall and 8' (north end) to 10' (south end) seaward of the Town of Palm Beach bulkhead line, in lieu of the seawall being placed directly on or within 12" of the bulkhead.

Site Data			
Zoning District	R-A & B-A	**Future Land Use**	SINGLE-FAMILY
Designation	1990	**Architect**	Marion Sims Wyeth

Surrounding Properties / Zoning	
North	880 South Ocean Boulevard / R-A & B-A
South	910 South Ocean Boulevard / R-A & B-A
East	Atlantic Ocean
West	105 Clarendon Avenue / R-A

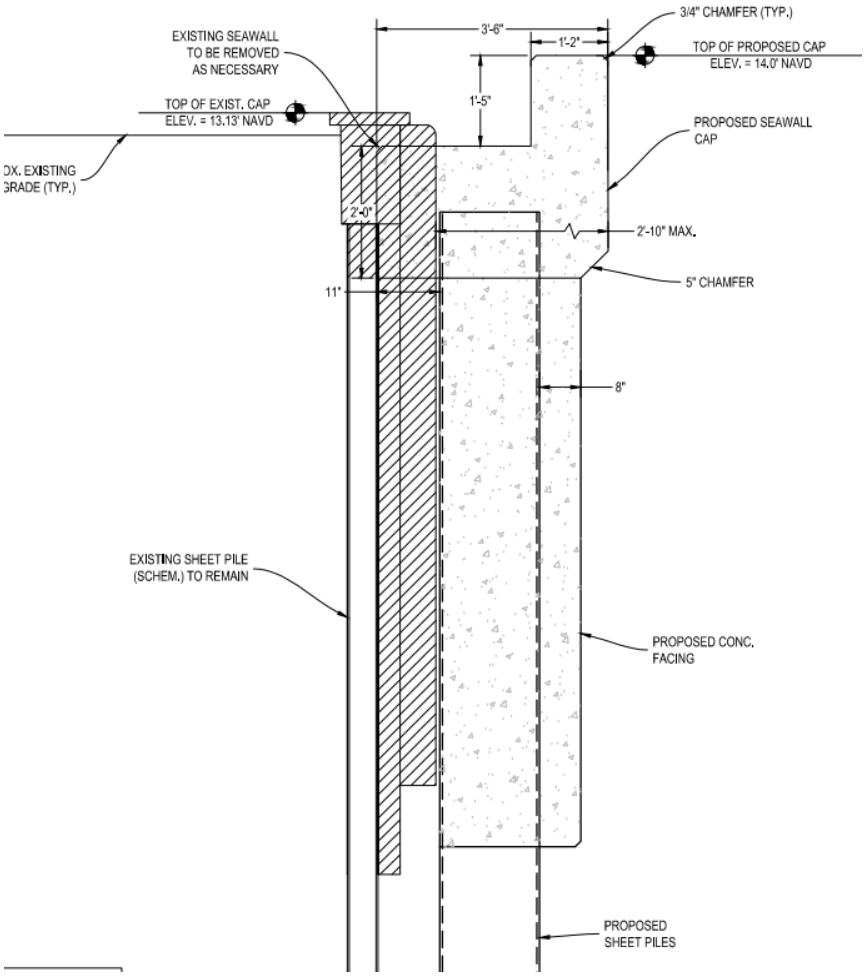
STAFF ANALYSIS:
The application is seeking a variance from Town Council to construct a new seawall along two parcels. Section 62-37 requires a new seawall to be located directly on town's bulkhead

or within 12" of the existing bulkhead. Section 134-1701 does not allow a structure to be erected east of the town's bulkhead line. The existing seawall is already nonconforming in this regard. The applicant is proposing a replacement seawall, located 2'-10" east of the existing seawall and 8' (north end) to 10' (south end) seaward of the Town of Palm Beach bulkhead. To address the failing seawall, new sheet piles would be installed with an 8" concrete facing with a chamfer and seawall cap.

Code Section	Required	Proposed	Variance
Variance #1 Section 62-37 & 134-1701	Seawall 12" from the existing bulkhead, or directly on the Town of Palm Beach bulkhead	Seawall 2'-10" east of the existing seawall and 8' to 10' seaward of the Town of Palm Beach bulkhead	**Seawall 2'-10" east of the existing seawall and 8' to 10' seaward of the Town of Palm Beach bulkhead**

Plan/side view.





Photos of existing conditions.



VIEW FROM SUBJECT BEACH LOOKING WEST
(PHOTO TAKEN ON OCTOBER 8, 2025)



VIEW FROM SUBJECT BEACH LOOKING
NORTHWEST (PHOTO TAKEN ON OCTOBER 8, 2025)

SIMILAR SEAWALL APPROVALS W / VARIANCES	
860 S Ocean Blvd	ZON-25-0058 Variance approved 10/15/2025 Seawall east of the Town of Palm Beach Bulkhead line 5'-9, 3'-4" east of the existing seawall.
870 S Ocean Blvd	Z-18-00169 Variance approved 02/13/2019 Seawall east of the Town of Palm Beach Bulkhead line 6'-1" at the south end and 4'-1" at the north end, 2'-1" east of the existing seawall.
880 S Ocean Blvd	Z-21-00359 Variance approved 06/09/21 Seawall east of the Town of Palm Beach Bulkhead line 6'-2" at the south end and 6'-0" at the north end, 3'-0" east of the existing seawall.

CONCLUSION:

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

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

WRB:JGM:FHM:ALF

WRB

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

November 21, 2025

Town of Palm Beach
ATTN: Planning, Zoning and Building Dept.
360 S. County Road
Palm Beach, FL 33401

ZON-25-0073
LETTER OF INTENT
RELATED TO SEAWALL AT 105 CLARENDON AVENUE

The Owner of 105 Clarendon Avenue respectfully requests a variance for a new seawall east of the existing seawall which is east of the Town of Palm Beach bulkhead line.

The variance is requested under Section 134-1701 & 62-37:

" Request for a variance to construct a new seawall 2'-10" East of the existing seawall which is east of the Town of Palm Beach bulkhead line, in lieu of the seawall being placed directly on or within 12" of the bulkhead line."

CRITERIA FOR AUTHORIZING A VARIANCE

The Town Council must find the application in conformance with a number of criteria. Please address each of the criteria completely in order to provide the Council with sufficient information to make a determination on your application.

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 special circumstances that are peculiar to the land is that the seawall is in extreme disrepair from beach erosion and storm surges. As such, the applicant must build a new wall in order to protect the upland property, improvements and South Ocean Boulevard. The existing seawall is east of the Town of Palm Beach Bulkhead Line thus the need for the variance to build the new seawall adjacent/east to the existing seawall.

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

The applicant was not the cause of the special conditions of the property and they are trying to improve it for the safety of the property and surrounding area including South Ocean Boulevard.

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. Many properties in the R-A/B-A Zoning District and in this part of Town along South Ocean Boulevard have had to improve or re-construct their seawalls due to age and weathering.

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 that runs with the land is that the existing seawall is in disrepair and needs to be replaced. Literal interpretation of the ordinance would essentially not allow them to install the new seawall east of the Town's Bulkhead Line and that would threaten the safety of the property and owner and even perhaps the general public (South Ocean Boulevard).

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 for the seawall is as minimal as it can possibly be and as close to the existing seawall as recommended by the coastal engineers.

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.

The granting of the variance will be in harmony with the general intent and purpose of this chapter and will not be injurious to the area or otherwise detrimental to the public welfare because this variance is actually helping to protect the beach/street/general welfare. Other oceanfront parcels in this area have been granted variances for new seawalls in the past.

Sincerely,

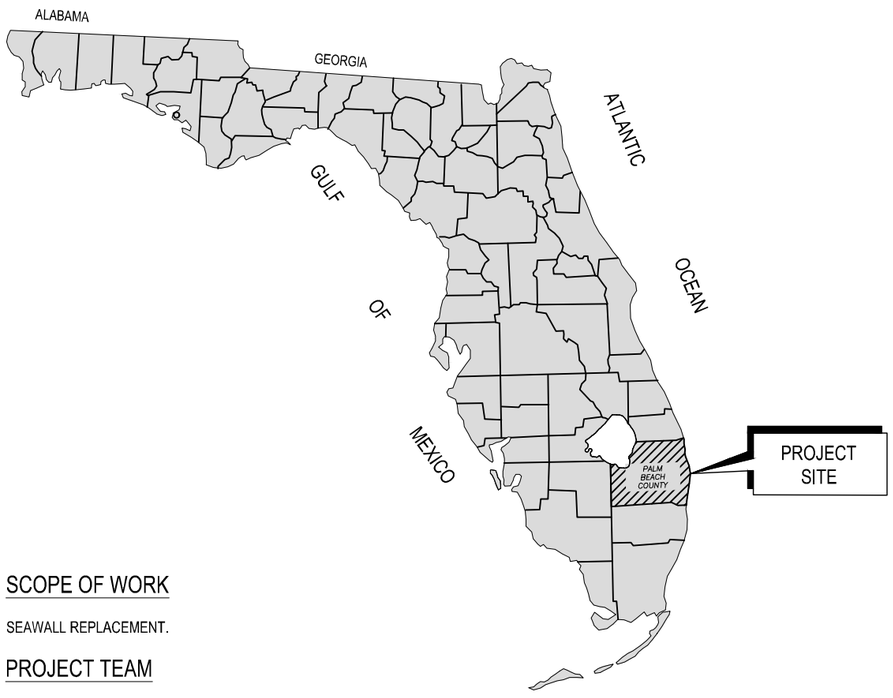
Maura Ziska

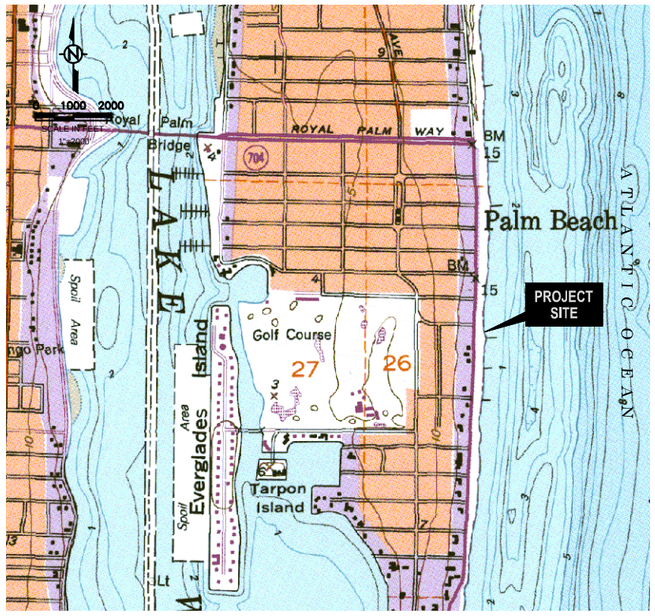
Maura Ziska

PROPOSED SEAWALL REPLACEMENT

ATLANTIC OCEAN
105 CLARENDON AVENUE
TOWN OF PALM BEACH
PALM BEACH COUNTY, FL
FOR:

105 CLARENDON ROAD REVOCABLE TRUST &
874 SOUTH COUNTY LLC





TAKEN FROM U.S.G.S RIVIERA BEACH, FLORIDA QUADRANGLE

INDEX TO DRAWINGS

SHEET	TITLE
1	VICINITY MAP AND TITLE SHEET
2	LOCATION MAP
3	AERIAL PLAN VIEW
4	SECTION A-A

SCOPE OF WORK

SEAWALL REPLACEMENT.

PROJECT TEAM

MAURA ZISKA, ESQ., KOCHMAN & ZISKA PLC
MARK A. POWELL, P.E., ISIMINGER & STUBBS ENGINEERING, INC.

SKETCH SUBMITTED FOR TOWN OF PALM BEACH VARIANCE REVIEW. NOT INTENDED FOR CONSTRUCTION OR BUILDING PERMIT REVIEW.

2025.10.24
14:58:16 -04'00'

This item has been digitally signed and sealed by Mark A. Powell, P.E. 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.

MARK A. POWELL LICENSE No. 65673 STATE OF FLORIDA PROFESSIONAL ENGINEER

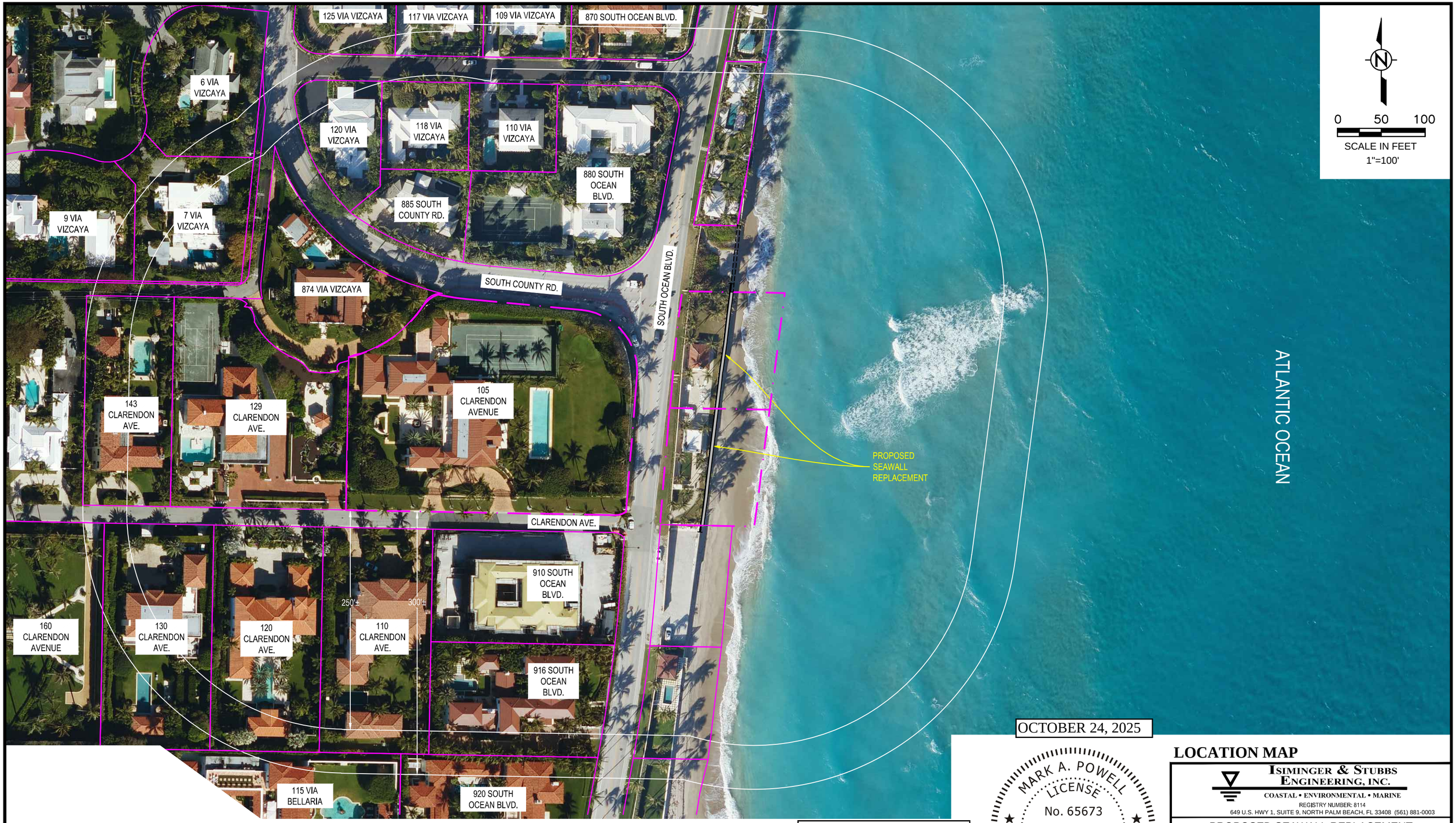
ZON-25-0073

VICINITY MAP & TITLE SHEET

ISIMINGER & STUBBS ENGINEERING, INC.
COASTAL • ENVIRONMENTAL • MARINE
REGISTRY NUMBER: 8114
649 U.S. HWY 1, SUITE 9, NORTH PALM BEACH, FL 33408 (561) 881-0003

PROPOSED SEAWALL REPLACEMENT
ATLANTIC OCEAN
105 CLARENDON AVENUE
TOWN OF PALM BEACH, PALM BEACH COUNTY, FL
APPLICANT: 105 CLARENDON ROAD REVOCABLE TRUST AND 874 SOUTH COUNTY LLC

DATE	10/25	DRAWN	TCR	CHKD	MAP	APPRVD	MAP
DWG NO.	25128C				SHEET	1	OF 4



NOTES:

1. PROPERTY LINES ARE APPROXIMATE.
2. 2025 AERIAL PHOTOGRAPH FROM PALM BEACH COUNTY.

SKETCH SUBMITTED FOR TOWN OF PALM BEACH VARIANCE REVIEW. NOT INTENDED FOR CONSTRUCTION OR BUILDING PERMIT REVIEW.

ZON-25-0073

This item has been digitally signed and sealed by Mark A. Powell, P.E. 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.

OCTOBER 24, 2025

MARK A. POWELL LICENSE No. 65673 STATE OF FLORIDA PROFESSIONAL ENGINEER

LOCATION MAP

ISIMINGER & STUBBS ENGINEERING, INC.
COASTAL • ENVIRONMENTAL • MARINE
REGISTRY NUMBER: 8114
649 U.S. HWY 1, SUITE 9, NORTH PALM BEACH, FL 33408 (561) 881-0003

PROPOSED SEAWALL REPLACEMENT
ATLANTIC OCEAN
105 CLARENDON AVENUE
TOWN OF PALM BEACH, PALM BEACH COUNTY, FL
APPLICANT: 105 CLARENDON ROAD REVOCABLE TRUST & 874 SOUTH COUNTY LLC

DATE	10/25	DRAWN	TCR	CHKD	MAP	APPRVD	MAP
DWG NO.	25128C				SHEET	2	OF 4

SOUTH COUNTY ROAD

VITA SERENA

C.C.C.L. (P.B. 80, PG. 137) 8/22/97

105 CLARENDON AVENUE

CLARENDON AVE.

SOUTH OCEAN BOULEVARD

CLARENDON BEACH PARCEL

APPROX. PROPERTY LINE

2'-10" MAX. (FROM EXISTING SEAWALL FACE TO NEW SEAWALL CAP)

10'±

TOWN OF PALM BEACH BULKHEAD LINE (SCALED)

874 SOUTH COUNTY LLC

APPROX. PROPERTY LINE

EXISTING CABANA

105 CLARENDON AVENUE

PROPOSED SEAWALL

EXIST. SEAWALL

A

A

8'±

APPROX. PROPERTY LINE

2'-10" MAX. (FROM EXISTING SEAWALL FACE TO NEW SEAWALL CAP)

N

0 20 40

SCALE IN FEET
1"=40'

OCTOBER 24, 2025

MARK A. POWELL
LICENSE
No. 65673
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

GENERAL NOTES:

1. EXISTING LOCATIONS ARE APPROXIMATE BASED ON 2024 PALM BEACH COUNTY AERIALS.

2. THE "TOWN OF PALM BEACH BULKHEAD LINE" IS SCALED FROM PLANS BY THE PANDULA ARCHITECTS, NOVEMBER 1982. THE TITLE OF THE PLANS IS "A MAP OF THE TOWN OF PALM BEACH FLORIDA".

SKETCH SUBMITTED FOR TOWN OF PALM BEACH VARIANCE REVIEW. NOT INTENDED FOR CONSTRUCTION OR BUILDING PERMIT REVIEW.

ZON-25-0073

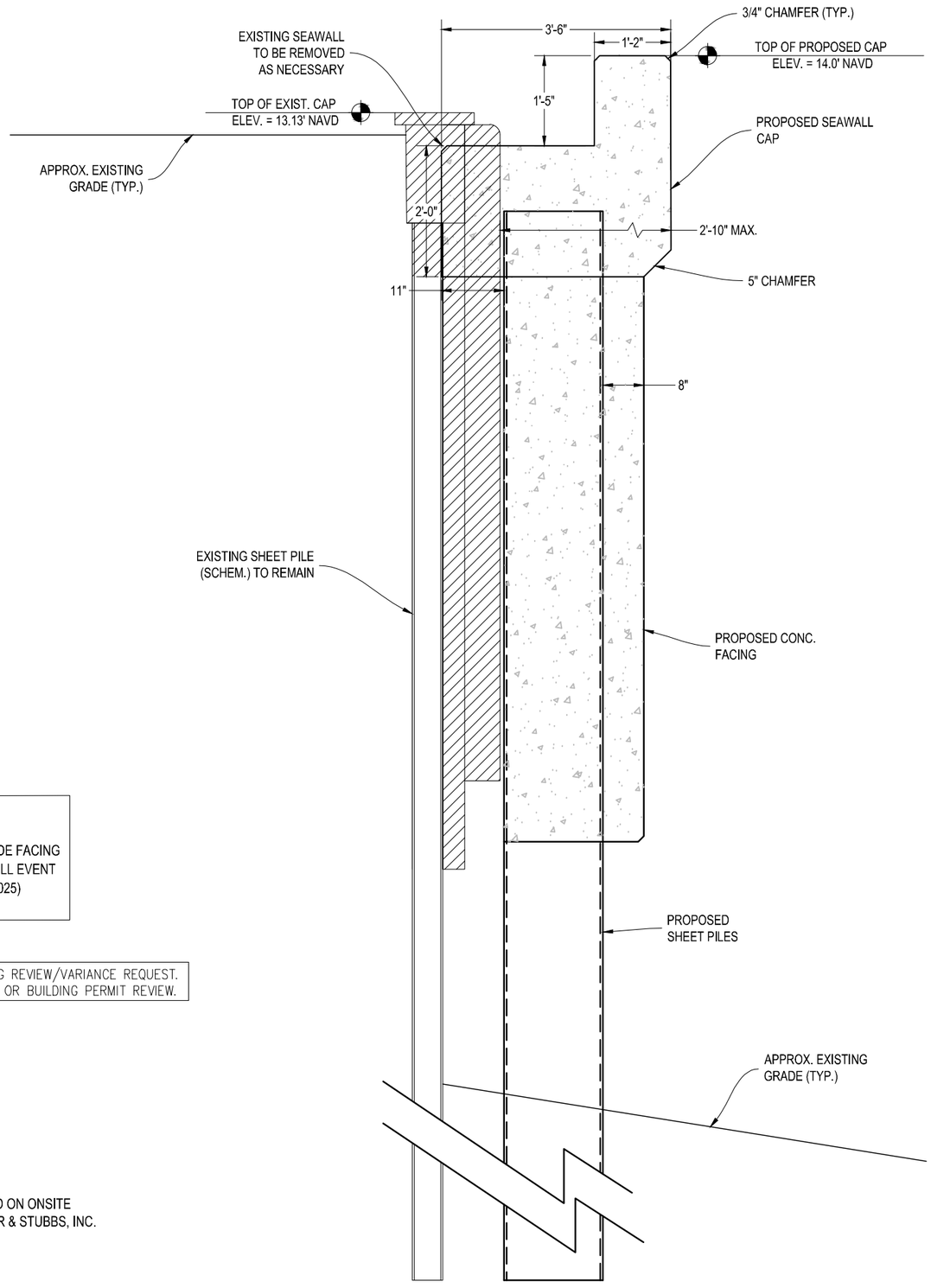
This item has been digitally signed and sealed by Mark A. Powell, P.E. on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

AERIAL PLAN VIEW

ISIMINGER & STUBBS ENGINEERING, INC.
COASTAL • ENVIRONMENTAL • MARINE
REGISTRY NUMBER: 8114
649 U.S. HWY 1, SUITE 9, NORTH PALM BEACH, FL 33408 (561) 881-0003

PROPOSED SEAWALL REPLACEMENT
ATLANTIC OCEAN
105 CLARENDON AVENUE
TOWN OF PALM BEACH, PALM BEACH COUNTY, FL
APPLICANT: 105 CLARENDON ROAD REVOCABLE TRUST AND 874 SOUTH COUNTY LLC

DATE	10/25	DRAWN	TCR	CHKD	MAP	APPRVD	MAP
DWG NO.	25128C				SHEET	3	OF 4



SECTION A-A
SEAWALL

0 1 2

SCALE IN FEET
1"=2'

NOTE:

A SIGNIFICANT PORTION OF OUTSIDE FACING COLLASPED DURING RECENT SWELL EVENT (OCTOBER 4 - OCTOBER 6, 2025)

PLAN SUBMITTED FOR TOWN ZONING REVIEW/VARIANCE REQUEST. NOT INTENDED FOR CONSTRUCTION OR BUILDING PERMIT REVIEW.

NOTES:

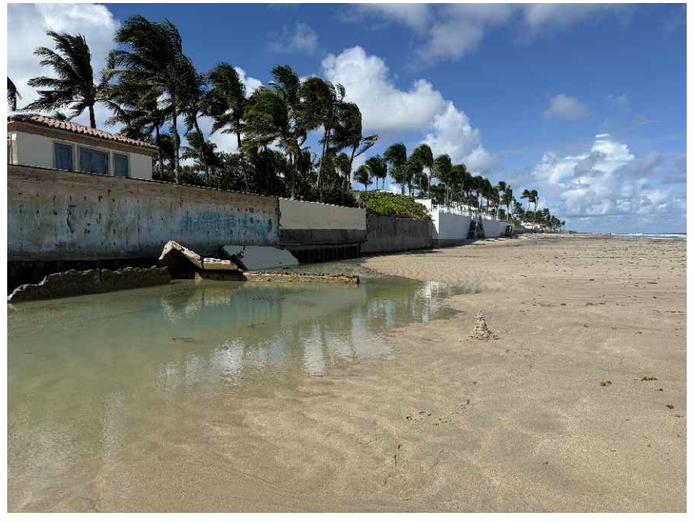
1. DATUM IS NAVD 88.
2. EXISTING CONDITIONS BASED ON ONSITE OBSERVATIONS BY ISIMINGER & STUBBS, INC. DATED 10/10/25

SKETCH SUBMITTED FOR TOWN OF PALM BEACH VARIANCE REVIEW. NOT INTENDED FOR CONSTRUCTION OR BUILDING PERMIT REVIEW.

ZON-25-0073



VIEW FROM SUBJECT BEACH LOOKING WEST
(PHOTO TAKEN ON OCTOBER 8, 2025)



VIEW FROM SUBJECT BEACH LOOKING NORTHWEST (PHOTO TAKEN ON OCTOBER 8, 2025)

OCTOBER 24, 2025

MARK A. POWELL
LICENSE
No. 65673
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Mark A. Powell, P.E. 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.

SECTION A-A

ISIMINGER & STUBBS ENGINEERING, INC.
COASTAL • ENVIRONMENTAL • MARINE
REGISTRY NUMBER: 8114
649 U.S. HWY 1, SUITE 9, NORTH PALM BEACH, FL 33408 (561) 881-0003

PROPOSED SEAWALL REPLACEMENT
ATLANTIC OCEAN
105 CLARENDON AVENUE
TOWN OF PALM BEACH, PALM BEACH COUNTY, FL
APPLICANT: 105 CLARENDON ROAD REVOCABLE TRUST AND 874 SOUTH COUNTY LLC

DATE	10/25	DRAWN	TCR	CHKD	MAP	APPRVD	MAP
DWG NO.	25128C				SHEET	4	OF 4

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-25-0075 (COA-25-0031) 340 S COUNTY RD (COMBO) – SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCE. The property owner, 340 S COUNTY LLC (James Crowley, Representative), has filed an application requesting Town Council review and approval for a Special Exception with Site Plan Review to renovate and construct an addition to an existing Special Exception use (service station) and expand the accessory convenience store portion of the building in the C-TS zoning district and a variance to reduce the minimum on-site parking requirement, within the Town Hall Square Historic District. The Landmarks Preservation Commission shall perform design review of the application.

Date: 11/24/2025

ATTACHMENTS

Staff Report
Letter of Intent
Plans
Landscaping Plans
Traffic & Parking Study 10-28-25
Initial Traffic Review - Corradino 11-21-25
Traffic Concurrency 11-20-25

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-25-0075 (COA-25-0031) 340 S COUNTY RD (COMBO) – SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCE. The property owner, 340 S COUNTY LLC (James Crowley, Representative), has filed an application requesting Town Council review and approval for a Special Exception with Site Plan Review to renovate and construct an addition to an existing Special Exception use (service station) and expand the accessory convenience store portion of the building in the C-TS zoning district and a variance to reduce the minimum on-site parking requirement, within the Town Hall Square Historic District. The Landmarks Preservation Commission shall perform design review of the application.

COA-25-0031 (ZON-25-0031) 340 S COUNTY RD (COMBO). The property owner, 340 S COUNTY LLC (James Crowley, Representative), has filed an application requesting a Certificate of Appropriateness for the review and approval of exterior modifications, a one-story addition, landscape and hardscape improvements to an existing service station, and a floodplain variance for the property located within the Town Hall Square Historic District. This is a combination project that shall also be reviewed by the Town Council as it pertains to zoning relief/approval.

Property Owner:	340 S COUNTY LLC
Professionals:	MHK Architecture and Schmidt Nichols
Representative:	James Crowley, Esq.

HISTORY:

The Town Hall Square Historic District was established in 1990 and is located along South County Road, extending from the south edge of Brazilian Avenue to the north edge of Chilean Avenue. A service station use on the Property dates back to at least August 17, 1943 based on a survey in the Town's archives. The existing service station was built as a Gulf station in 1956 (building permit #36956) after the previous service station was demolished (demolition permit #37256). The current service station was constructed in 1956 for Gulf Oil and designed by architect P. R. L. Hogner. Its original design featured mid-century modern influences, evident in the eyebrows, expanses of plate glass, and scored exterior finish.

Modifications made in 1982 reflected the aesthetics of the time, including the addition of a mansard roof and brick cladding.

THE PROJECT:

The applicant has submitted plans entitled "340 SOUTH COUNTY ROAD PALM BEACH, FLORIDA 33480" as prepared by **MHK Architecture** and **Schmidt Nichols**, uploaded November 20, 2025.

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:

- Exterior modifications and Landscape and hardscape improvements.
- One-story, 633 SF addition
- Floodplain variance.

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

- SPECIAL EXCEPTION WITH SITE PLAN REVIEW: Sec. 134-1109(a)(4): Special Exception with Site Plan Review to renovate and construct an addition to an existing Special Exception use (service station) and expand the accessory convenience store portion of the building in the C-TS zoning district.
- VARIANCE: Sec. 134-2176(5): A variance to reduce the minimum on-site parking requirement by 4 spaces.

Site Data			
Zoning District	C-TS	**Future Land Use**	COMMERCIAL
Lot Size (SF)	18,595 SF	**Finished Floor Elevation**	5.3' NAVD
Total Building Size	Existing: 4,765 SF Proposed: 5,153 SF	**Crown of Road**	4.67
Year Constructed	1956	**Flood Zone**	AE 7
Landmark Designation	06/11/1990	**Architect**	P. R. L. Hogner
Service Station Use	218 SF Office 1,143 SF Service Garage 1,981 Overhang at Pumps 330 SF Carwash Awning	**Convenience Store Accessory Use**	Existing: 605 SF Proposed: 1,699 SF
Lot Coverage	Existing: 4,184 SF (22.5%) Proposed: 5,150 SF (27.7%) Permitted: 13,016 SF (70%)	**Landscape Open Space**	Existing: 1,420 SF (7.5%) Proposed: 1,647 SF (9%) Permitted: 2,789 SF (15%)
Surrounding Properties / Zoning			
North	336 South County Road / C-TS		
South	350 South County Road / C-TS		
East	360 South County Road (Town Hall) / C-TS		
West	Australian Ave Parking Lot / R-C		

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.

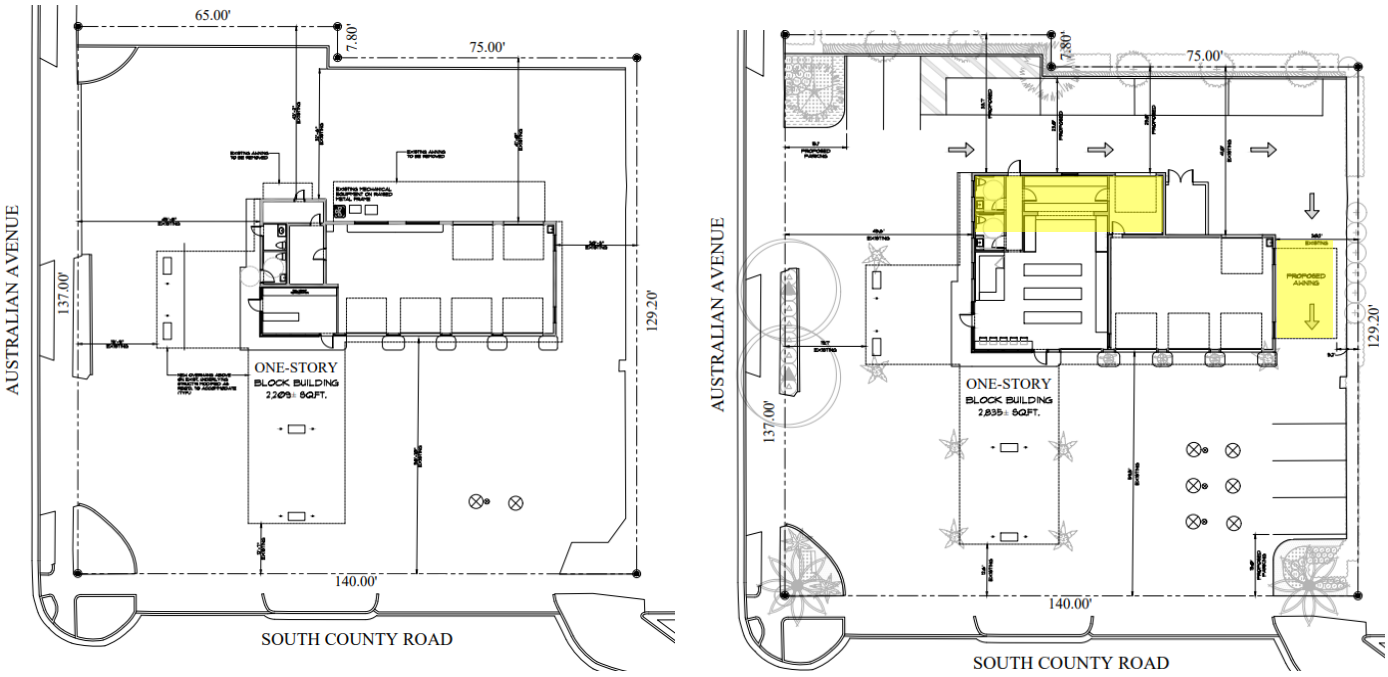
STAFF ANALYSIS:

The existing lot is 18,595 square foot corner parcel on the northwest corner intersection of South County Road and Australian Avenue, a prominent location in the C-TS (Commercial Town Serving) District near Town Hall. The site is improved with an existing service station, accessory convenience store, and parking lot. The property is located within the Town Hall Square Historic District.

As it pertains to the Special Exception, the applicant is proposing alterations and addition to an existing service station which is a special exception use in the C-TS district. A service (gas) station has been in operation at this location since 1943. In addition to appropriate

architectural enhancements, the applicant is proposing a 633 SF attached addition to the rear (west) of the existing service station. This addition will increase the overall lot coverage by 5.2% to 27.7% which is well below the permissible lot coverage of 70%.

A reconfiguration of the service station uses is also proposed, most notably with the conversion of the southern-most enclosed service bay into retail and other ancillary interior space to increase and improve the retail component. The retail operation will be increased from 605 SF to 1,699 SF (a 1,094 SF increase), and the service garage operation will be decreased from 1,604 square feet to 1,143 SF (a 461 SF decrease). Increased storage area, an improved office and a dedicated trash area is also proposed. There will be no change to the amount of service pump (gasoline) bays. A new covered awning is also proposed along the north side of the site and attached to the building to contain the current car washing operation. Retail and car wash uses are accessory uses to the service station and play prominent role in the needs of the community.



Existing and proposed site plans (highlight represents new addition and canopy)

The new retail square footage of 633 SF triggers a parking requirement (1 per 200 SF) for four new onsite spaces. The overall site improvements will increase landscape and attempts to formally capture the amount of legal parking spaces on site.

The operational hours are proposed for consideration as follows:

EXISTING

Store Hours: -7AM-7PM, MONDAY THRU FRIDAY - 8AM-6PM, SATURDAY-SUNDAY
Garage Hours: - 8:30AM TO 5:30PM, MONDAY THRU FRIDAY
Car Wash Hours: - 10AM-4PM, MONDAY THRU FRIDAY

PROPOSED

Store Hours: -7AM-8PM, SEVEN DAYS A WEEK

Garage Hours: - 8:30AM TO 5:30PM, MONDAY THRU FRIDAY - 9AM-2PM, SATURDAY
Car Wash Hours: - 10AM-4PM, MONDAY THRU FRIDAY

HISTORIC PRESERVATION ANALYSIS

All modifications to the exterior of the landmarked structure will be reviewed and approved during the Certificate of Appropriateness process by the Landmarks Preservation Commission.

The proposed exterior alterations and one-story addition take inspiration from the original mid-century modern design. The mansard roofs, exterior cladding, and existing windows and doors will be removed.



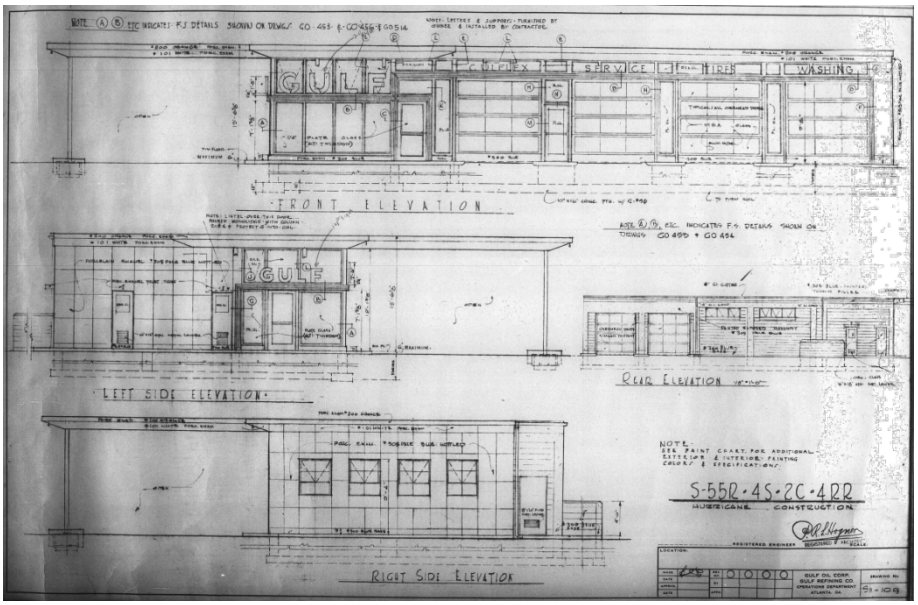


New roof overhangs are proposed in the gas pump area, and the existing support columns will receive new enclosures. A new storefront system is proposed, along with new overhead doors for the service bays and new windows. The exterior of the building will feature scored stucco. The overall color scheme will include “Veridian” green and white, and the windows and doors are proposed with an anodized aluminum frame finish.

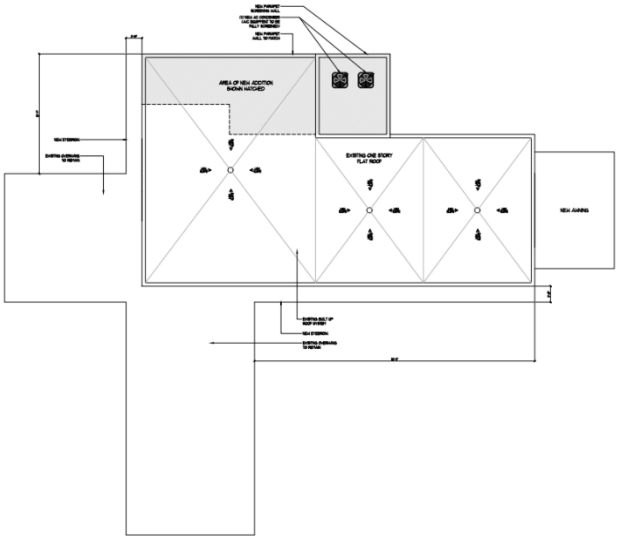




There remain additional opportunities to restore original features that were lost, such as the original signage location, eyebrow detailing, and divided-light window patterns.



The existing mechanical equipment will be relocated to the roof and enclosed with screening.



New gold signage is proposed on the east elevation above the overhead service bay doors, and a new green-and-gold sign face is planned for the existing monument sign.
A new carwash awning is proposed on the north side of the property.

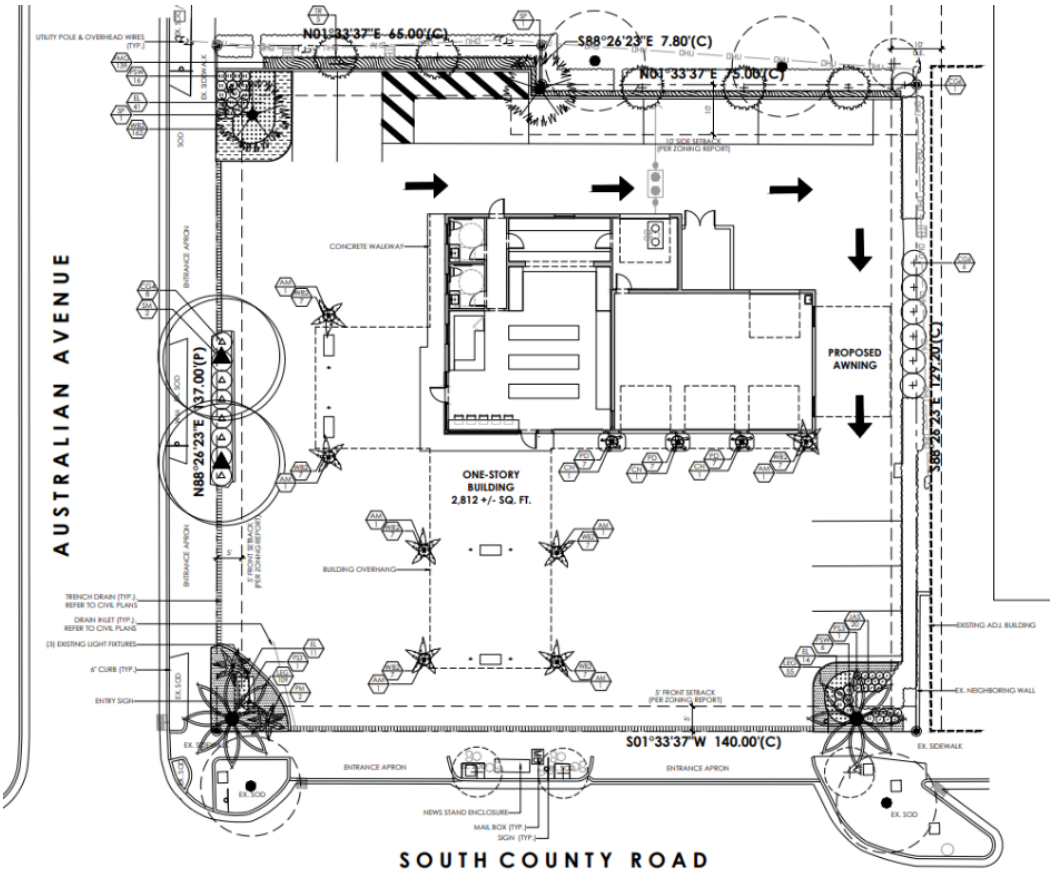


Existing Signage



Proposed Signage

Where possible, existing landscape areas have been expanded. New landscaping will include Christmas Palms, Cuban Bottle Palms, Pygmy Date Palms, Wild Date Palms, Cabbage Palmettos, Mahogany, and Florida Thatch Palms. Shrub plantings will include Small Leaf Clusia, Wax Jasmine, and White Fountain Grass.



Floodplain Variance

Due to a substantial improvement and addition, a variance from the floodplain requirement in Chapter 50, Floods, is needed to avoid raising or floodproofing the building.

Per Section 50-114: *A variance is authorized to be issued for the repair, improvement, or rehabilitation of a historic building that is determined eligible for the exception to the flood resistant construction requirements of the Florida Building Code, Existing Building, Chapter 12 Historic Buildings,* ***upon a determination that the proposed repair, improvement, or rehabilitation will not preclude the building's continued designation as a historic building and the variance is the minimum necessary to preserve the historic character and design of the building****. If the proposed work precludes the building's continued designation as a historic building, a variance shall not be granted and the building and any repair, improvement, and rehabilitation shall be subject to the requirements of the Florida Building Code.*

The property is located within Flood Zone AE 6, which requires a base flood elevation of 6' (plus 1' freeboard) = 7' NAVD. The floodplain variance would allow the existing structure and addition to be maintained at a finished floor elevation of 5.3' NAVD.

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.

The application is presented to the Commission to consider whether all the criteria in Sections 54-122 and 54-123 have been met. Approval of the project will require two (2) separate motions to be made by the Landmarks Preservation Commission:

1. for the overall design of the project in accordance with aforementioned criteria, subject to any imposed conditions, and
2. that the implementation of the proposed work and flood plain variance will not preclude the building's continued designation as a historic building.

WRB:JGM: FHM: ALF
WRB

Gunster

.Our File Number: 71150-00001
Writer's Direct Dial: (561) 650-0633
Writer's E-Mail Address: jcrowley@gunster.com

November 20, 2025

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

Re: LOI for 340 S. County Road - COA-25-0031 (ZON-25-0075)

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 modifications to an existing service station property located at 340 South County Road (PCN: 50-43-43-23-05-027-0011), Palm Beach, FL ("Property"). The Project proposes to renovate the existing service station, including an approximately 633 square-foot expansion of the building that will include the elimination of one (1) service bay and the expansion of the retail component of the service station. Because of the 633 square-foot expansion, the lot coverage will increase from 22.5% to 27.7% (a 5.2% increase); however, this is well below the 70% maximum lot coverage permitted by Code. The retail operation will be increased from 605 square feet to 1,699 square feet (a 1,094 square-foot increase), and the service garage operation will be decreased from 1,604 square feet to 1,143 square feet (a 461 square-foot decrease). The shifting of square footage from an industrial use (service garage) to a retail use (convenience store) is a deintensification of use for the property, which more than offsets the minimal expansion of the building in the rear of the Property. The covered fuel pump areas total 1,981 square feet and will remain unchanged in terms of size and location. The amount of total landscape area on the Property will be increased from approximately 1,354 square feet, or 7.3% of the Property, to 1,647 square feet, or 8.8% of the Property, which is an increase of 293 square feet or 1.5%. The front yard landscape open space totals 379 square feet, or about 28% of the front yard area. The amount of front yard landscape open space will also be increased to 435 square feet, or 32% of the front yard area, which is an increase of 56 square feet or 4%. The required percentages for overall and front yard landscape open space are 15% and 35%, respectively; however, the proposed increase in landscape open space reduces the nonconformity of the existing situation, therefore the overall and front yard landscape open space continue to be legal nonconformities, and variances are not required. It should also be noted that the landscaping proposed will be a significant upgrade in materials and will include native plant species. The existing ingress/egress for the Property will remain the same, although traffic circulation along the rear and north sides of the Property will be changed to a one-way drive, which will meet the drive aisle width requirement, and create a safer traffic circulation situation. The Property has 10 approved parking spaces, but because of the site design and to provide safe drive aisles and traffic movements on the Property, we must eliminate one (1) of the approved existing parking spaces. Through the principle of equivalency, the Property is given credit for providing 11 parking spaces for the existing uses, but one (1) of these

spaces will be eliminated, so the Property is actually given credit for providing 10 parking spaces. The proposed project requires a total of 14 parking spaces per the Town code; therefore, a 4-parking space variance is needed. Finally, we would like to maintain the 5.29-foot NAVD finished floor elevation for the building; therefore, a floodplain variance will also be needed.

Car Wash Hours:
HOURS OF OPERATION

The following are the existing and proposed hours of operation for the convenience store, service garage, and car wash:

Existing:

Store Hours:
-7AM-7PM, MONDAY THRU FRIDAY
- 8AM-6PM, SATURDAY-SUNDAY

Garage Hours:
- 8:30AM TO 5:30PM, MONDAY THRU FRIDAY

Car Wash Hours:
- 10AM-4PM, MONDAY THRU FRIDAY WEATHER PERMITTING (MAY GO AWAY)

Proposed:

Store Hours:
-7AM-8PM, SEVEN DAYS A WEEK

Garage Hours:
- 8:30AM TO 5:30PM, MONDAY THRU FRIDAY
- 9AM-2PM, SATURDAY

Car Wash Hours:
- 10AM-4PM, MONDAY THRU FRIDAY WEATHER PERMITTING (IF KEPT)

SITE HISTORY

A service station use on the Property dates back to at least August 17, 1943 based on a survey in the Town's archives. The existing service station was built as a Gulf station in 1956 (building permit #36956) after the previous service station was demolished (demolition permit #37256). The original architect was P.R.L. Hogner, who was the Gulf Oil Corporation's chief architect dating back to the 1930's and was known for his efforts to design attractive gas stations that enhanced rather than detracted from neighboring architecture, which was part of Gulf's effort to develop a corporate image through architecture.

On November 14, 1972, a special exception (S.E. #8-72) was approved by Town Council to modify the Gulf station by extending the existing east canopy and adding a new roofline with a mansard roof conversion. The Architectural Commission (ARCOM) also approved the

project at that time (ARCOM #127-72). On February 17, 1982, the Architectural Commission (ARCOM) approved signage and roof tile for the building (ARCOM #12-82). A zoning variance to modify the existing nonconforming pylon sign was approved by Town Council on June 8, 1982 (VAR #25-82). On June 12, 1984, a special exception to add an awning on the rear of the building was approved by Town Council (S.E. #14-84). On September 1, 1989, the Property was put under consideration for landmarking as part of the Town Hall Historic District, and on September 15, 1989, the Landmarks Preservation Commission (LPC) approved a certificate of appropriateness (COA) to change the exterior colors of the building (COA #32-89). On June 11, 1990, the Town Hall Historic District was created, which includes the Property (ORB 6610, PG 502). A zoning variance for a freestanding sign was approved by Town Council on June 9, 1992 (VAR #38-92), and on June 17, 1992, the LPC approved the new sign and color changes (COA #34-92). On October 11, 1994, Town Council approved a special exception to convert the sales area for the service station and one (1) service bay to a convenience store (S.E. #30-94), and on October 19, 1994 the LPC approved color changes for the conversion to the convenience store (COA #56-94). Town Council approved a special exception with site plan review to allow for the expansion of the building that would be used as part of the convenience store operation (S.E. #27-96 with SPR), and the LPC approved a COA for the associated façade revisions and landscape changes (COA #48-96). A special exception application (SPR #17-2001) to expand the building further was submitted in 2001 by was withdrawn by the applicant, and Town Council accepted the withdrawal on January 8, 2002. On April 13, 2004, Town Council approved a special exception with site plan review to enclose existing service bays, eliminate major auto repairs on-site, expand retail space into service bays, and relocate one (1) gas pump to an existing island (S.E. #9-2004 with SPR). As part of the 2004 approval, the retail square footage for the convenience store was expanded from 316 square feet to 1,953 square feet; however, the full expansion of the convenience store was not done, and as mentioned previously, is currently 605 square feet with a proposal to increase to 1,677 square feet.

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 service station building that will return the building back to its original 1950's design. The return to this design is visually compatible with the height, gross volume, and the proportion between width and height of the façade of the adjacent buildings and environment. The proposed

modifications to the building will help to restore P.R.L. Hogner's original vision for the Property and enhance the landscaping on the Property.

The proposed alterations to the façades of the existing building will allow for access to the building from the parking lot and gas pumps and will dramatically improve the streetscape due to the design changes that restore the original design for the building, and because of the refreshed landscaping proposed. 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 massing of the service station and the space between the service station and neighboring buildings 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 as much as possible, the proposed alterations significantly improve the architectural quality and historic character of the building.

B. Site Plan Review Approval in accordance with Section 134-329. 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.

(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, restoration and expansion of the service station building meets all of the criteria for Site Plan Approval set forth in Section 134-329 that apply to this Application. The warranty deed for the property establishes ownership of the Property belonging to 340 S County LLC, which has the authority to file this Application. Furthermore, the proposed site plan will not adversely affect the public interest, and the existing building and proposed modifications for the Property will be in harmony and compatible with the existing commercial uses adjacent to and nearby the Property and are not in conflict with the surrounding neighborhood. The adjacent properties in the neighborhood were developed with larger 2-story buildings, and the massing of the existing service station will essentially remain unchanged with the building expansion occurring in the rear of the Property adjacent to a parking lot, and therefore compatible with the surrounding neighborhood. As stated previously, the existing ingresses and egresses on South County Road and Australian Avenue will be maintained; however, to make the traffic circulation on-site safer and to meet Town code requirements for drive aisle widths, the drive aisle on the west (rear) and north side of the Property has been designed as a one-way drive. Pedestrian walkways will also be maintained and will continue to promote walkability along the perimeter of the Property. The design of the traffic circulation on the Property, the parking and the pedestrian walkways have been carefully studied by our civil and traffic engineers in order to create a safe environment for both vehicular and pedestrian uses on and adjacent to the Property. The stormwater drainage system and utilities will be

upgraded to meet all Town requirements. Open spaces within the Property are being maintained, although the landscape material will be upgraded and refreshed. The height of the existing service station will be essentially maintained, with just a slight increase of a few inches in the overall height. The service station will remain significantly lower than the adjacent and nearby buildings, and completely compatible with the heights of the other nearby structures. The design of the Project maintains appropriate massing and rhythm of the building 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 Exception Requested:

A request for Special Exception for the expansion of the service station use, which is a special exception use in the C-TS zoning district, per Section 134-1109(a)(4) of the Town of Palm Beach Code of Ordinances.

III. Justification for Special Exceptions Requested:

The Special Exception being requested is permitted within the C-TS zoning district, and the use has been in existence at this location for at least the past 82 years and has proven that is does create any adverse impacts to the surrounding properties. The service station use is also extremely beneficial to the Town as it is the only service station within the Town and provides a much-needed service to Town residents.

The Special Exception will not grant approval for a use that doesn’t already exist on the Property; it will simply allow a small expansion and modification to how the interior of the building is used to better serve the service station customers. The proposed modifications will be relatively small in scale. Furthermore, no changes to the hours of operation for the service center are proposed. The service center vehicular maintenance will continue to be done in the interior of the building, albeit in a smaller area, which will limit any noise or odors that could be experienced from outside the Property. Existing utility service will be maintained and enhanced as needed, and

garbage cans will continue to be used and kept in the same location away from view of the public to ensure that they will not be seen or smelled from adjacent properties.

D. Variance in accordance with Section 134-201(a).

Variance Criteria:

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

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

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

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

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

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

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

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

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

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

(7) The grant of the variance will be in harmony with the general intent and purpose of this chapter, and such variance will not be injurious to the area involved or otherwise detrimental to the public welfare. In granting any variance, the town council may prescribe appropriate conditions and

safeguards in conformity with this chapter. Upon granting a variance the town council may require the landowner to provide a declaration of use agreement which shall be recorded in the public records to ensure continuing compliance with the town council imposed conditions of such grants. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of this chapter.

Variance Requested:

A request for Variance from Section 134-2176(9), to provide 10 parking spaces through the use of the principle of equivalency (after the loss of 1 parking space) in lieu of the 14 parking spaces required by Code, which is a 4-parking space deficiency.

Justification for Variance Requested:

Special conditions exist in that the primary use of the property is to provide a fueling location in this commercial area of Town, which means that this Property has a large amount of paving for vehicles to obtain gas in parked positions at the fueling stations. The areas at the eight (8) fueling stations provide parking for these customers purchasing fuel, but do not count toward meeting the required amount of parking on the Property. However, the reality is that the eight (8) fueling stations provide eight (8) additional parking spaces for the Property, which would bring the total parking provided on the Property to 17, which is three (3) more than the Code requires. Furthermore, there is quite a bit of paved area that could be used for designated parking, and thereby meet the Code parking requirement; however, given that the primary use is providing fuel for vehicles, we feel that it would be a better approach to use the remaining paved area for the queuing of customers wishing to get gas rather than having these customers queue back onto South County Road or Australian Avenue, which could obstruct traffic flow.

E. Floodplain variance in accordance with Section 50-116:

I. Variance Criteria:

In reviewing requests for variances, the Landmarks Preservation Commission shall consider all technical evaluations, all relevant factors, all other applicable provisions of the Florida Building Code, this chapter, and the following:

(1) The danger that materials and debris may be swept onto other lands resulting in further injury or damage;

(2) The danger to life and property due to flooding or erosion damage;

(3) The susceptibility of the proposed development, including contents, to flood damage and the effect of such damage on the current and future owners;

(4) The importance of the services provided by the proposed development to the community;

(5) The availability of alternate locations for the proposed development that are subject to lower risk of flooding or erosion;

(6) The compatibility of the proposed development with existing and anticipated development;

(7) The relationship of the proposed development to the comprehensive plan and floodplain management program for the area;

(8) The safety of access to the property in times of flooding for ordinary and emergency vehicles;

(9) The expected heights, velocity, duration, rate of rise and debris and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and

(10) The costs of providing governmental services during and after flood conditions including maintenance and repair of public utilities and facilities such as sewer, gas, electrical and water systems, streets, and bridges.

As it exists today, the structure is solid and sound and presents no risk to adjacent properties or persons and will be further strengthened with the renovation work proposed for the building. The proposed expansion of the service station use provides a service that the residents and guests of Palm Beach desire and need, particularly because of the limited commercially zoned land in the Town, which significantly limits the option of locating these services elsewhere. The existing structure has been compatible with the surrounding development for over 80 years, and while the structure on the Property does not meet current FEMA requirements (5.29-foot NAVD existing FFE when 7 feet NAVD FFE is required), the adjacent street and neighboring properties are also somewhat low, so the structure does not “sit in a bowl” where it could easily flood, so access to the Property and surrounding properties has not been significantly impeded during major storm events. Furthermore, given the Property’s distance from the Ocean, the effects of waves from the Ocean do not affect the Property. Also, maintaining the current finished floor elevation for the structure will have no impact on the Town or other government agencies from maintaining their infrastructure, including water, sewer, gas, electric, roadways and bridges. To raise the structure on the Property to meet current FEMA requirements would be cost prohibitive, and given the significant age of the structure, present a strong likelihood that the structure would be damaged during the process. Raising the structure would also alter the historic context of the building and is typically avoided when dealing with landmarked buildings or older buildings in a historic district. Because of these issues and conditions, we respectively request a variance from the FEMA and Town floodplain requirement.

In closing, we believe the proposed building renovation and expansion with architectural modifications restoring the original design intent for the service station will be the best approach for the continued preservation of this historic building, and at the same time meet the current needs of the Town residents. We feel this project will benefit the Town by

maintaining and improving upon the historic structure and complementing the character of the neighborhood and will contribute to the overall beauty of the Town.

Sincerely,



James M. Crowley

JMC/jl

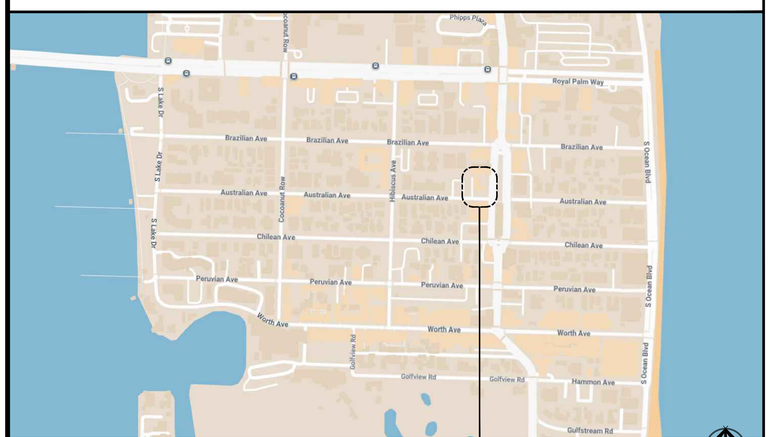
340 SOUTH COUNTY ROAD
PALM BEACH, FLORIDA 33480

FINAL SUBMITTAL

SCOPE OF WORK

A PROPOSED RESTORATION OF AN EXISTING SERVICE STATION WITHIN A LANDMARKED HISTORIC DISTRICT, INCLUDING A SMALL BUILDING EXPANSION, FENESTRATION CHANGES, AND THE REFRESHING OF LANDSCAPING ON THE PROPERTY. THE APPLICATION WILL INCLUDE A REQUEST FOR SITE PLAN APPROVAL, SPECIAL EXCEPTION APPROVAL FOR THE EXPANSION OF THE SERVICE STATION USE, AND A FLOOD PLAIN VARIANCE TO MAINTAIN THE EXISTING 6-FOOT NAVD FINISHED FLOOR ELEVATION

PROJECT LOCATION



PROJECT LOCATION

NORTH

DRAWING INDEX

ARCHITECTURE

A000.1	COVER SHEET
A000.2	STREETSCAPE & SITESCAPE
A000.3	LOT COVERAGE & ZONING LEGEND
A000.4	HISTORIC NARRATIVE
A001	EXISTING SITE PLAN
A002	PROPOSED SITE PLAN
A003	PROPOSED PARKING PLAN
A100	EXISTING FLOOR PLAN
A101	PROPOSED FLOOR PLAN
A101a	DOOR & WINDOW SCHEDULES
A102	EXISTING ROOF PLAN
A103	PROPOSED ROOF PLAN
A104	DEMOLITION PLAN
A105	DEMOLITION ELEVATIONS
A106	DEMOLITION ELEVATIONS
A400	EXIST & PROP EAST ELEVATION
A401	HISTORIC & PROP EAST ELEVATION
A402	COLORED & PROP EAST ELEVATION
A403	PERSPECTIVE RENDERING - S COUNTY RD
A404	PERSPECTIVE RENDERING - S COUNTY RD & AUSTRALIAN AVE
A405	EXIST & PROP SOUTH ELEVATION
A406	HISTORIC & PROP SOUTH ELEVATION
A407	COLORED & PROP SOUTH ELEVATION
A408	PERSPECTIVE RENDERING - AUSTRALIAN AVE
A409	EXIST & PROP WEST ELEVATION
A410	COLORED & PROP WEST ELEVATION
A411	EXIST & PROP NORTH ELEVATION
A412	COLORED & PROP NORTH ELEVATION
A413	BUILDING SECTION
A414	SIGNAGE ELEVATIONS
A415	MATERIALS PAGE
A416	DETAILS PAGE
H001	HISTORIC PLANS - ELEVATIONS
H002	HISTORIC PLANS - ELEVATIONS
H003	HISTORIC PLANS - ELEVATIONS
H004	HISTORIC PLANS - ELEVATIONS
H005	HISTORIC PLANS - ELEVATIONS
H006	HISTORIC PLANS - ELEVATIONS
H007	HISTORIC PLANS - ELEVATIONS
P001	SUBJECT PROPERTIES
P002	SUBJECT PROPERTIES
P003	SUBJECT PROPERTIES
P004	SUBJECT PROPERTIES
P005	SURROUNDING PROPERTIES
P006	SURROUNDING PROPERTIES
P007	SURROUNDING PROPERTIES
P008	SURROUNDING PROPERTIES
P009	INSPIRATION IMAGES
P010	INSPIRATION IMAGES

LANDSCAPE

L1-1	LANDSCAPE INDEX
EX-1	EXISTING CONDITIONS
EX-2	EXISTING CONDITIONS / DISPOSITION
LP-1	LANDSCAPE PLAN
LP-2	LANDSCAPE SPECIFICATIONS

CIVIL

1	COVER SHEET
2	CONCEPTUAL DEMOLITION PLAN
3	CONCEPTUAL PAVING DRAINAGE - WASTE WATER

SURVEY

PROJECT DESIGN TEAM

MHK ARCHITECTURE

211 SEAVIEW AVE.
PALM BEACH, FLORIDA 33480
PHONE: 561-401-1866
WWW.MHKAP.COM

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING

1551 N. FLAGLER DR. SUITE 102
WEST PALM BEACH, FLORIDA 33401
PHONE: 561-684-6141
WWW.SNLANDPLAN.COM

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

2581 METROCENTRE BLVD W
SUITE 3
WEST PALM BEACH, FLORIDA 33407
PHONE: 561-478-7848
WWW.SIMMONSANDWHITE.COM

FIRST SUBMITTAL:	10/16/25
SECOND SUBMITTAL:	10/27/25
TOWN COUNCIL MEETING:	12/10/25
LANDMARKS MEETING:	12/17/25

COA-25-0031
ZON-25-0075

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FLORIDA SEAL
REG# AR 16971

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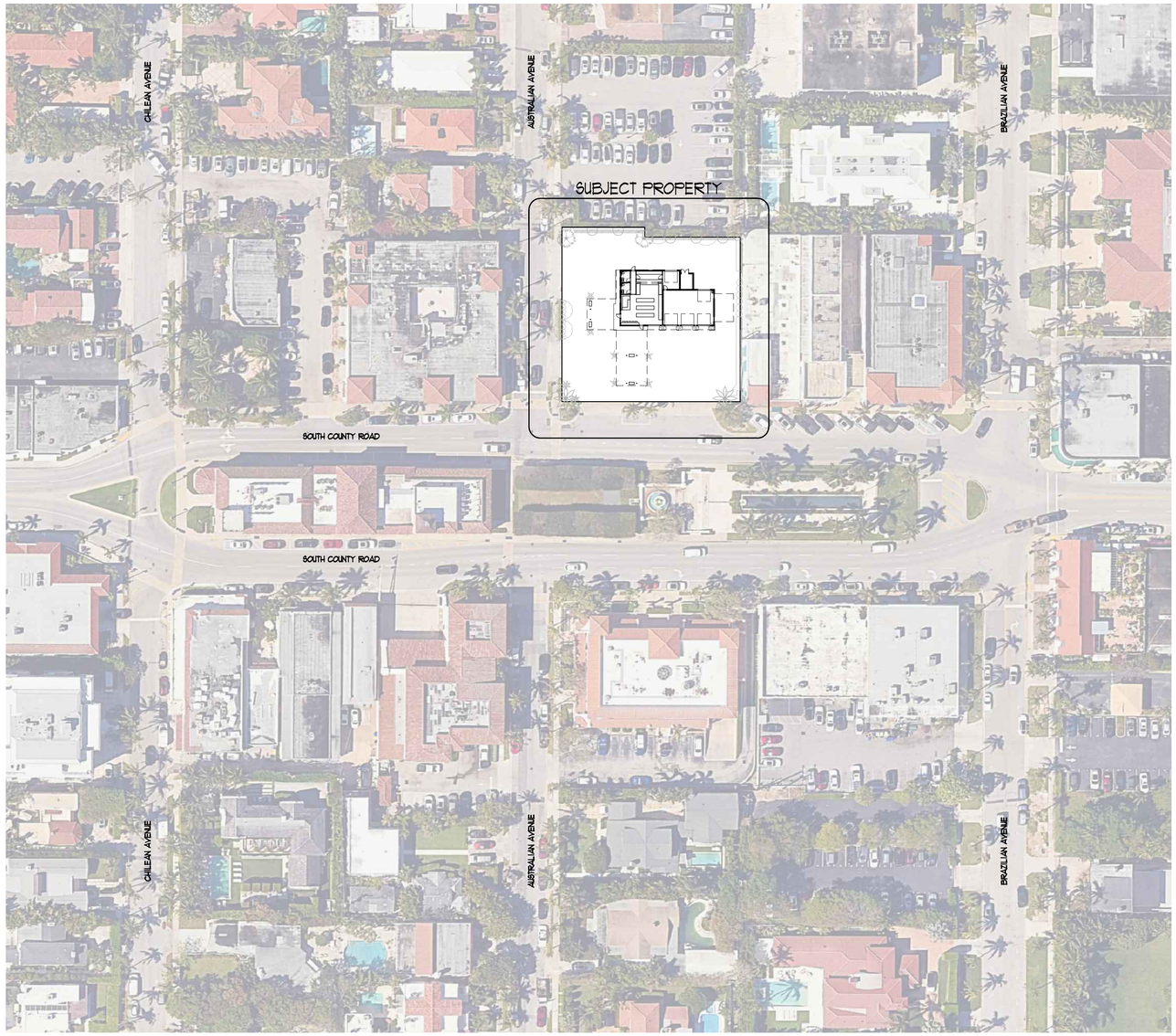
ISSUANCE
10/16/2025

PHASE	SD
PR NO	25193

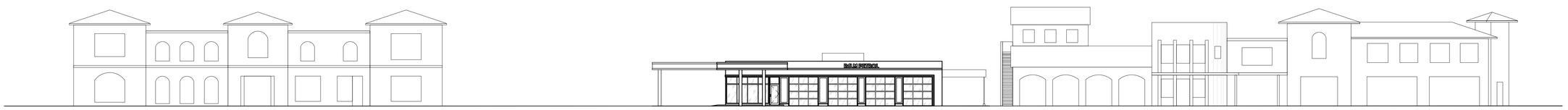
A000.1



Streetscape

Scale N.T.S.

NORTH



Streetscape

Scale N.T.S.

COA-25-0031
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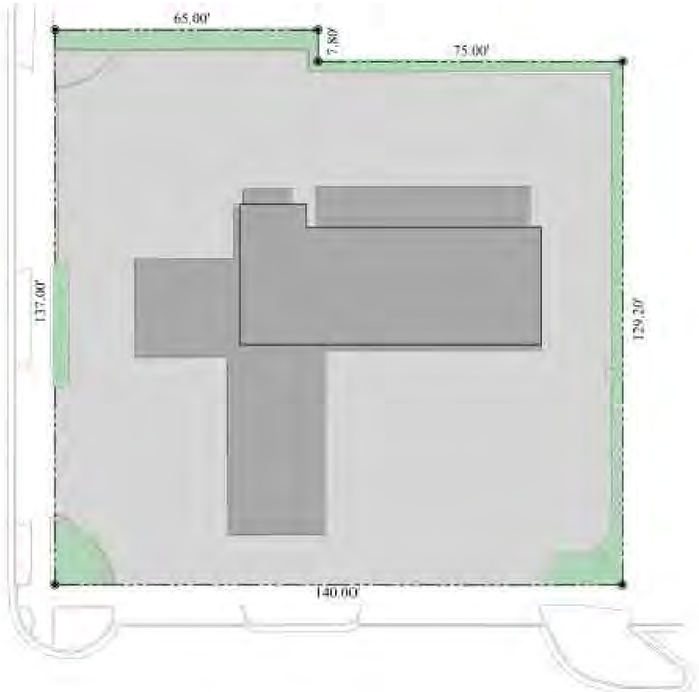
A000.2



Existing Lot Coverage

N.T.S



Proposed Site Coverage

N.T.S

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:**	340 S County Road		
2	**Zoning District:**	CTS		
3	**Lot Area (sq. ft.):**	18,595		
4	**Lot Width (W) & Depth (D) (ft.):**	140 x 137		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	Commercial		
6	**FEMA Flood Zone Designation:**	AE		
7	**Zero Datum for point of meas. (NAVD)**	7		
8	**Crown of Road (COR) (NAVD)**			
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	70% 13,016.5	22.5% 4,765	27.7% 5,153
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)	N/A	2,209	2,842
12	*Front Yard Setback (Ft.)	5’	12’-7”	12’-7”
13	* Side Yard Setback (1st Story) (Ft.)	0’	20’-3”	5’-3” / 20’-6”
14	* Side Yard Setback (2nd Story) (Ft.)	N/A	N/A	N/A
15	*Rear Yard Setback (Ft.)	10’	43’-2”	33’
16	Angle of Vision (Deg.)	N/A	N/A	N/A
17	Building Height (Ft.)	15’	14’-7”	15’
18	Overall Building Height (Ft.)	20’	14’-7”	15’ overall 17’-9” screening wall
19	Cubic Content Ratio (CCR) (R-B ONLY)	N/A	N/A	N/A
20	** Max. Fill Added to Site (Ft.)	N/A	N/A	N/A
21	Finished Floor Elev. (FFE)(NAVD)	7’	5.3	5.3
22	Base Flood Elevation (BFE)(NAVD)	7’	5.3	5.3
23	Landscape Open Space (LOS) (Sq Ft and %)	15% 2,789	7% 1,354	8.8% 1,635
24	Perimeter LOS (Sq Ft and %)	N/A	N/A	N/A
25	Front Yard LOS (Sq Ft and %)	35% 476 sq ft	27.8% 379 sq ft	31.9% 435 sq ft
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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A000.3

340 South County Road — Historical Overview

340 South County Road was originally constructed in 1954 for the Gulf Oil Corporation and designed by its chief architect, P. R. L. Hogner. Hogner's work is recognized for its thoughtful architectural approach to elevating the design of service stations, making them more visually appealing and contextually harmonious. His most notable example is the Embassy Gulf Service Station in Washington, D.C.—a Neo-Classical landmark listed on the National Register of Historic Places. That design sought to dignify the image of the gas station, employing a limestone façade and Tuscan columns to echo the stately architecture of its surroundings.

The original plans for 340 South County Road reflect many of the characteristic design elements seen in other Gulf Oil stations from the 1940s onward. These modernist compositions featured streamlined rectangular volumes with projecting canopies, clad in porcelain enamel panels and accented with stucco banding. A distinctive corner of glass defined the display area, emphasizing openness and transparency. The result was a design that was modern yet understated in its elegance.

Our proposed restoration draws directly from the building's original architectural language. The new design reinstates the glass garage doors and extends the height and depth of the display area windows and doors to align with the original intent. Tile cladding will be introduced along the west and south elevations, while the east façade will be articulated with stucco surrounds that frame and highlight the structure's form.



1950-c.1970 GULF

Gulf expanded coast to coast by the early 1960s, with a proliferation of gas stations using the oblong box form. The newest form, however, incorporated a flat roofed canopy resting on two metal poles. The canopy extended from the oblong box over the display and sales area. Large corner windows highlighted the sales space, and the stations typically featured two service bays. A second detached island of gasoline pumps often completed the site.

Identifying Features:

- Flat roof oblong box with projecting canopy resting on two slender poles.
- "Gulf" in large upper and lower case letters highlighted the space above the display area.
- The form was modern, but restrained.
- Modern or International Style.



Figure 79: 1960s Gulf stations featured large corner windows and two bays.



Figure 78: This 1950s Gulf service station features a projecting canopy and large windows over the sales area.



Distribution of Gulf during the 1950s.

Form: Oblong Box with Canopy





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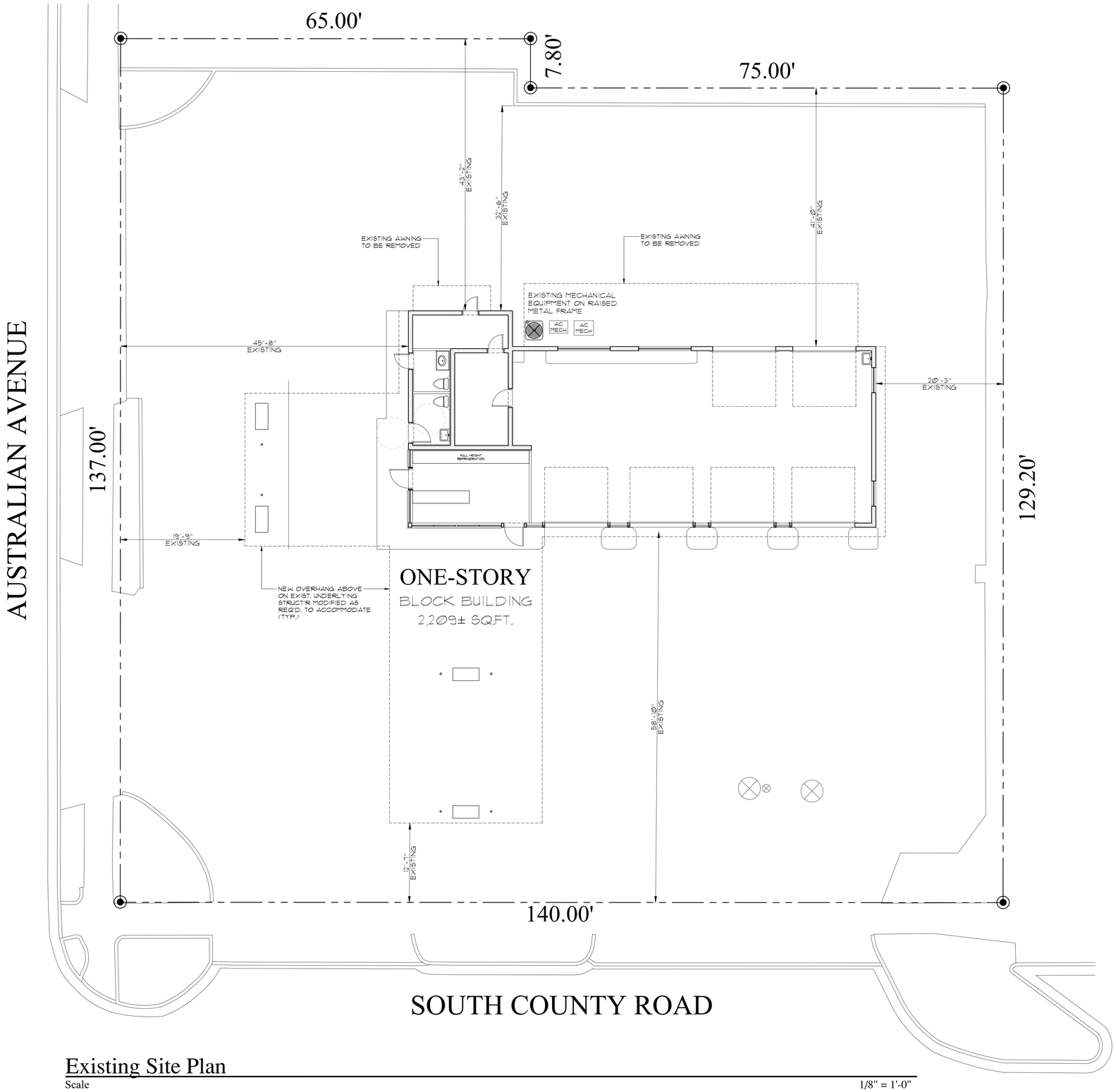

Existing Site Plan

Scale 1/8" = 1'-0"

SQ. FT. CALCS	
UNDER AIR:	
EXISTING COMMERCIAL	=365#
SERVICE OFFICE	=240#
TOTAL U/A	=605#
NON CONDITIONED:	
SERVICE GARAGE	=1,604#
TOTAL SQFT	=1,604#
TOTAL ENCLOSED	=2,209#
COVERED AREA:	
OVERHANG AT PUMPS	=1,981#
REAR AWNING	=525#
ICE MACHINE AWNING	=50#
TOTAL SQFT	=2,556#
TOTAL:	=4,765#
OVERALL SITE	=18,595#
LOT COVERAGE	22.5%
TOTAL LANDSCAPE	=1,420#
LANDSCAPE COVERAGE	7.6%

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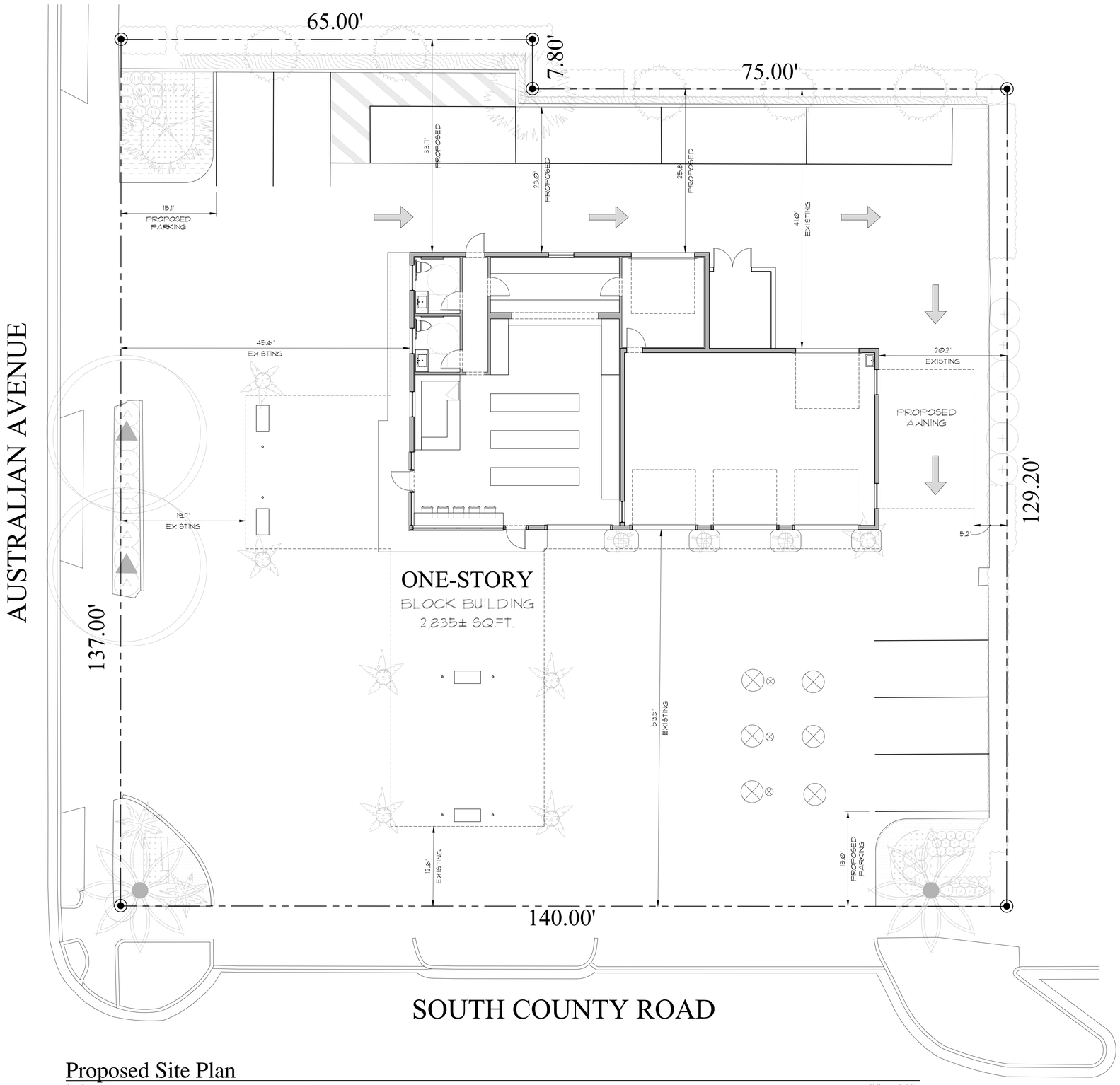
A001



Proposed Site Plan

Scale 1/8" = 1'-0"

SQ. FT. CALCS	
UNDER AIR:	
PROPOSED COMMERCIAL	=1,481#
SERVICE OFFICE	=218#
TOTAL U/A	=1,699#
NON CONDITIONED:	
SERVICE GARAGE	=1,143#
TOTAL SQFT	=1,143#
TOTAL ENCLOSED	=2,842#
COVERED:	
OVERHANG AT PUMPS	=1,981#
CARWASH AWNING	=330#
TOTAL SQFT	=2,311#
TOTAL:	=5,153#
OVERALL SITE	=18,595#
LOT COVERAGE	27.7%
TOTAL LANDSCAPE	=1,647#
LANDSCAPE COVERAGE	8.8%

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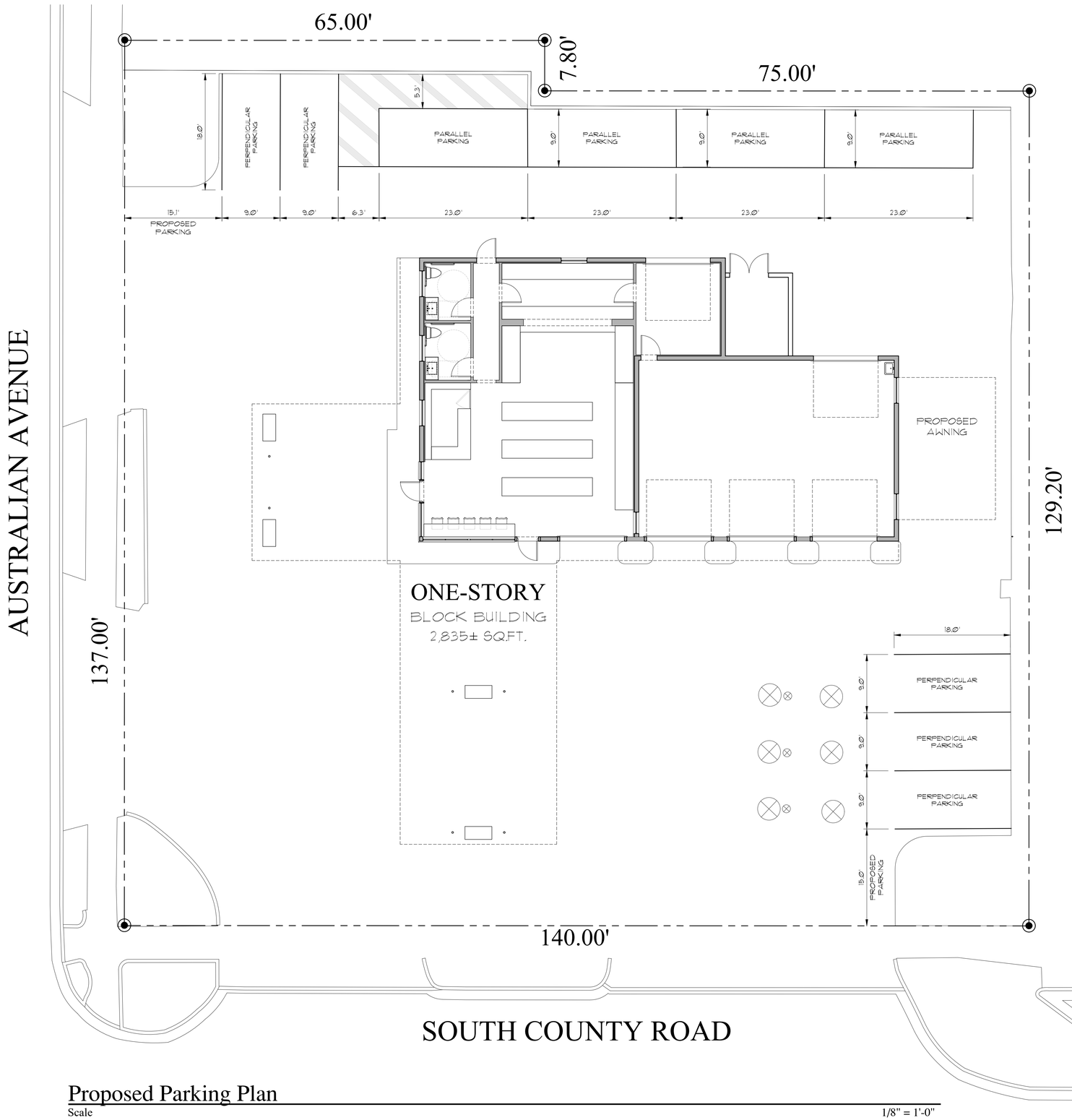
A002



Proposed Parking Plan

Scale 1/8" = 1'-0"

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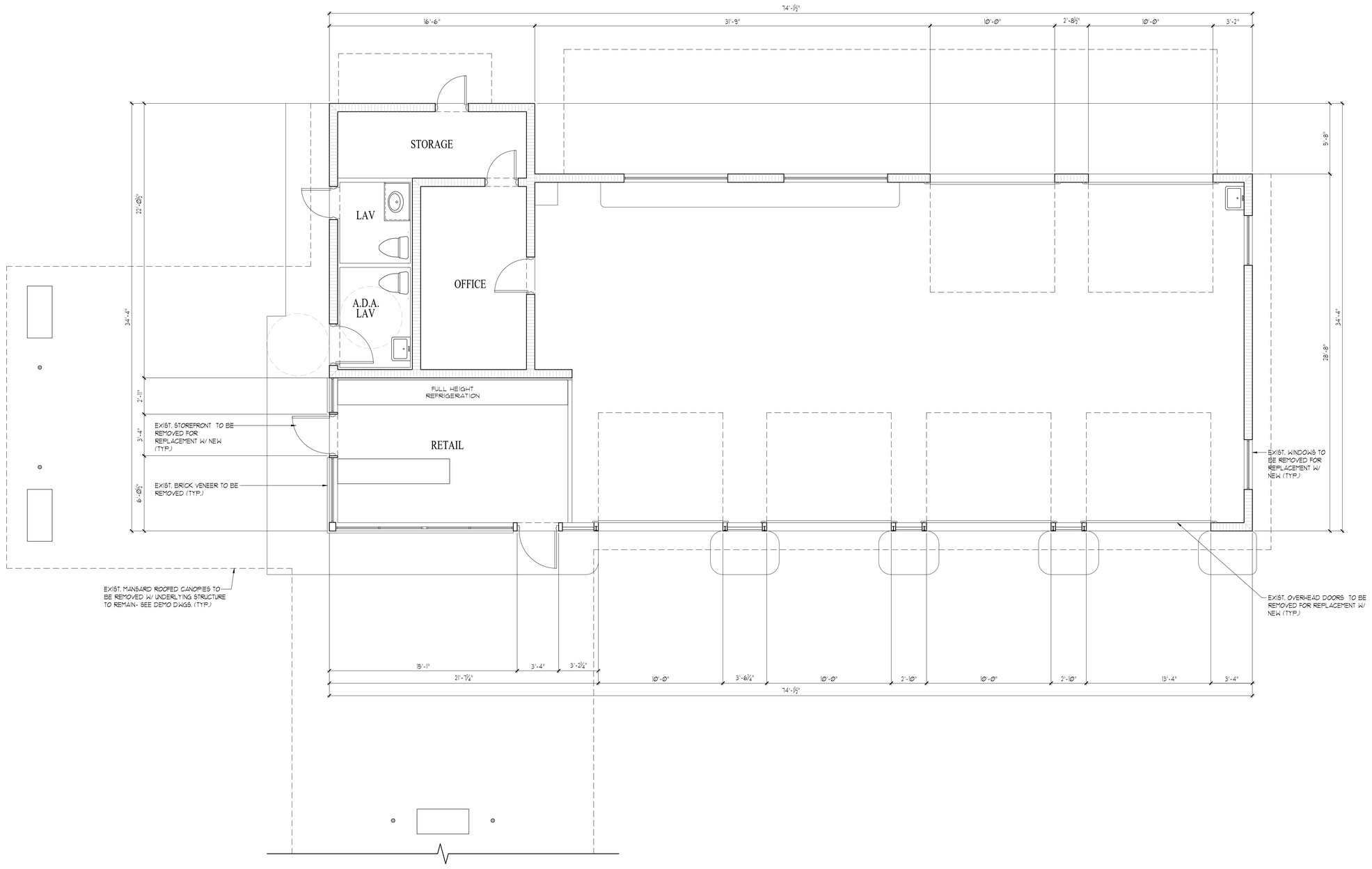
A003



Existing Floor Plan

Scale 1/4" = 1'-0"

NORTH

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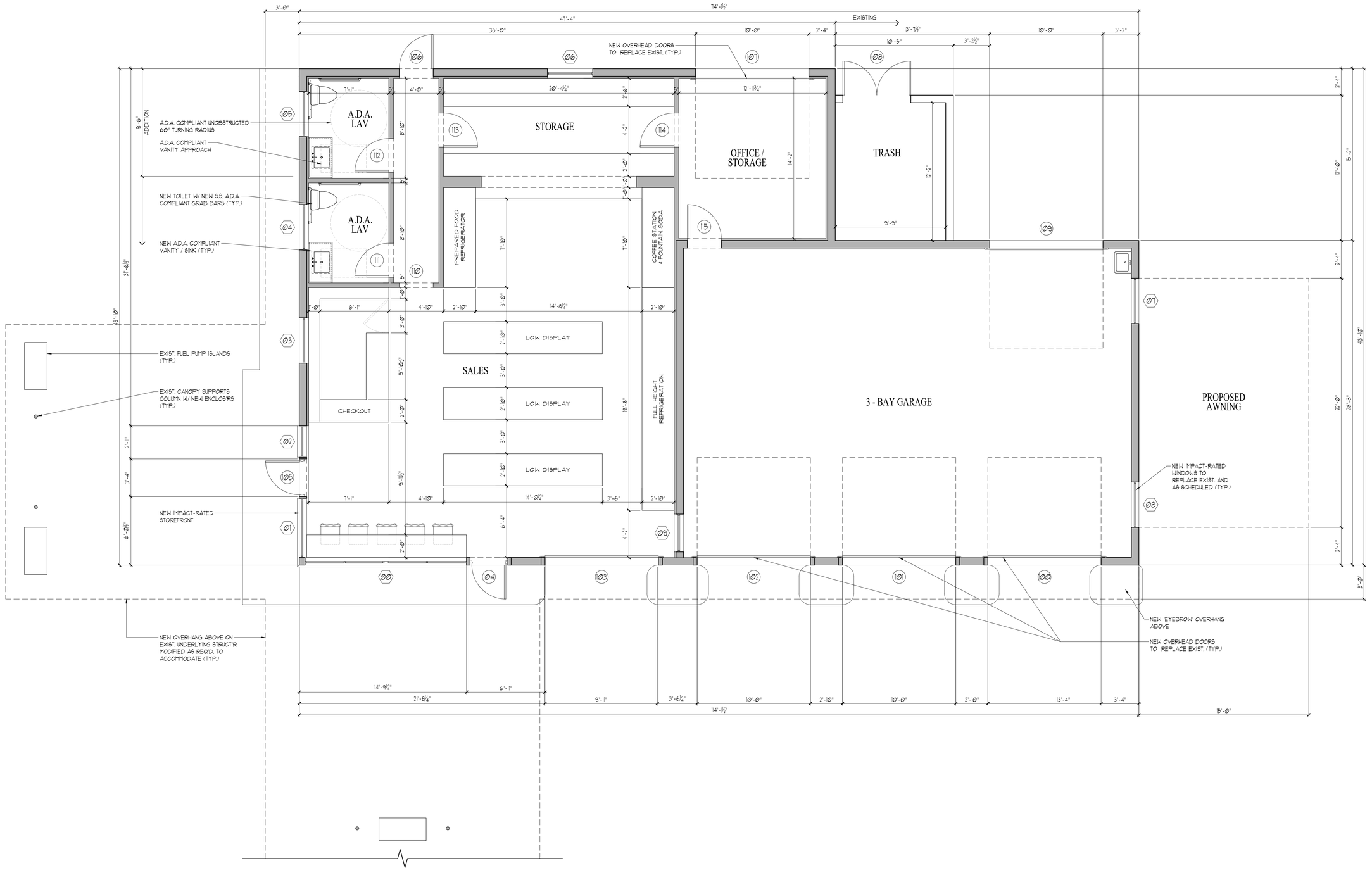
A100



Proposed First Floor Plan

Scale 1/4" = 1'-0"

NORTH

COA-25-0031
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PR NO 25193

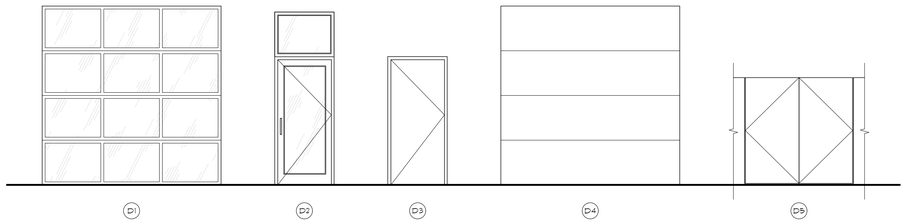
A101

DOOR SCHEDULE

	TAG	LOCATION	SIZE	TYPE		MTL.	FINISH	DET.#	REMARKS
EXTERIOR DOORS	00	SERVICE GARAGE (EAST)	120" x 120"	D1	OHD	GALV. ALUM.	BRUSHED	-	-
	01	SERVICE GARAGE (EAST)	120" x 120"	D1	OHD	GALV. ALUM.	BRUSHED	-	-
	02	SERVICE GARAGE (EAST)	120" x 120"	D1	OHD	GALV. ALUM.	BRUSHED	-	-
	03	SALES OHD (EAST)	120" x 120"	D1	OHD	GALV. ALUM.	BRUSHED	-	-
	04	SALES STOREFRONT (EAST)	36" x 84"	D2	SWING	GALV. ALUM.	BRUSHED	-	36" x 30" TRANSOM ABOVE
	05	SALES STOREFRONT (SOUTH)	36" x 84"	D2	SWING	GALV. ALUM.	BRUSHED	-	36" x 30" TRANSOM ABOVE
	06	REAR HALL DOOR	36" x 84"	D3	SWING	GALV. ALUM.	BRUSHED	-	-
	07	OFFICE/STORAGE OHD (WEST)	120" x 120"	D4	OHD	GALV. ALUM.	BRUSHED	-	-
	08	TRASH SCREENING DOORS	(2) 36" x 72"	D5	SWING	GALV. ALUM.	BRUSHED	-	-
	09	SERVICE GARAGE (WEST)	120" x 120"	D4	OHD	GALV. ALUM.	BRUSHED	-	-
INTERIOR DOORS	10	HALLWAY	36" x 96"	D6	CASED	WOOD	PTD.	-	-
	11	LAVATORY	36" x 96"	D7	SWING	WOOD	PTD.	-	-
	12	LAVATORY	36" x 96"	D7	SWING	WOOD	PTD.	-	-
	13	STORAGE	36" x 96"	D7	SWING	WOOD	PTD.	-	-
	14	STORAGE	36" x 96"	D7	SWING	WOOD	PTD.	-	-
	15	OFFICE / STORAGE	36" x 96"	D7	SWING	WOOD	PTD.	-	-

NOTES:

1. DOORS LABELED "EX" OR NOT LABELED ARE EXISTING AND SHALL REMAIN, TYPICAL U.N.O.
2. ALL NEW AND REPLACEMENT INTERIOR DOORS TO MATCH EXISTING.
3. ALL NEW DOOR HARDWARE TO MATCH EXISTING.
4. DOOR SUPPLIER SHALL PROVIDE ALL MASONRY OPENING DIMENSIONS.
5. G.C TO PROVIDE APPROVED NOA's FOR ALL EXTERIOR DOORS.

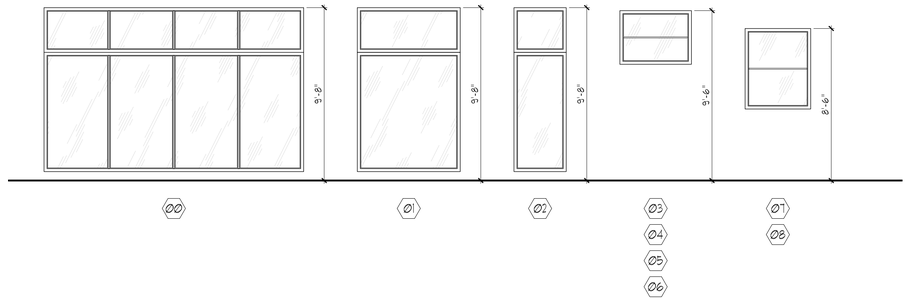


WINDOW SCHEDULE

TAG	LOCATION	SIZE	TYPE	MAT'L.	FINISH	DET.#	REMARKS
00	STORE FRONT (EAST)	174" x 112"	STORE FRONT	GALV. ALUM.	ANODIZED	-	
01	STORE FRONT (WEST)	70" x 112"	STORE FRONT	GALV. ALUM.	ANODIZED	-	
02	STORE FRONT (WEST)	34" x 112"	STORE FRONT	GALV. ALUM.	ANODIZED	-	
03	CHECKOUT	48" x 36"	FIXED	GALV. ALUM.	ANODIZED	-	
04	LAVATORY	48" x 36"	FIXED	GALV. ALUM.	ANODIZED	-	
05	LAVATORY	48" x 36"	FIXED	GALV. ALUM.	ANODIZED	-	
06	STORAGE	48" x 36"	FIXED	GALV. ALUM.	ANODIZED	-	
07	GARAGE	48" x 48"	FIXED	GALV. ALUM.	ANODIZED	-	
08	GARAGE	48" x 48"	FIXED	GALV. ALUM.	ANODIZED	-	
09	STORE	40" x 84"	FIXED	GALV. ALUM.	ANODIZED	-	

NOTES:

1. WINDOW TO BE IMPACT-RATED, W/ 366 CLEAR LOW-E LARGE MISSILE IMPACT RATED GLAZING PER FBC RESIDENTIAL (7TH EDITION) INSTALLED AS PER APPROVD & CURRENT N.O.A.'S AS SUPPLIED BY THE G.C.
2. ALL WINDOW HARDWARE TO MATCH EXISTING.
3. VERIFY WINDOW SIZE IN FIELD. REPORT ALL DISCREPANCIES WITH ARCHITECT PRIOR TO PLACING ORDER. WINDOW MANUFACTURER TO PROVIDE SHOP DRAWINGS TO ARCHITECT FOR APPROVAL.
4. WINDOW TO BE INSTALLED IN COPPER PAN FLASHING WITH CONTINUOUS SOLDER & LAP ALL SEAMS - TURN UP & DOWN 6"@ JAMBS & SILL.
5. WINDOW TO BE HARD-WIRED TO ALARM SYSTEM, VERIFY TYPE OF WIRING AND CONNECTION REQUIRED WITH ALARM SYSTEM SUB AND/OR OWNER.
6. INSECT SCREENING SHALL BE PROVIDED FOR ALL OPERABLE WINDOWS.
7. FINISHES SHALL BE SHOP APPLIED.
8. WINDOW SUPPLIER SHALL PROVIDE ALL ROUGH OPENING DIMENSIONS.



COA-25-0031
ZON-25-0075

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FLORIDA SEAL
REG# AR 16971

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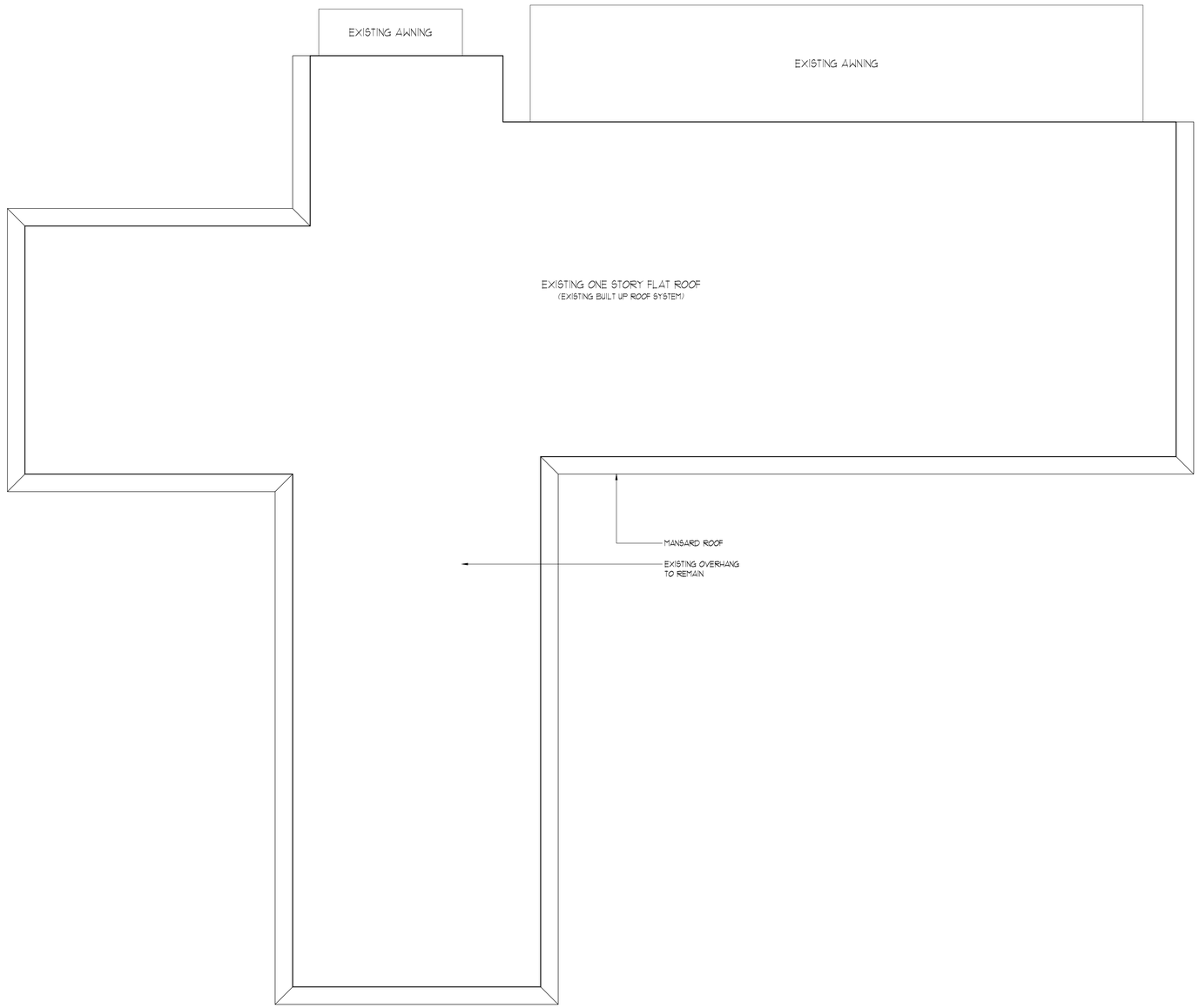
PHASE SD
PR NO 25193

A101a



Existing Roof Plan

Scale 3/16" = 1'-0"

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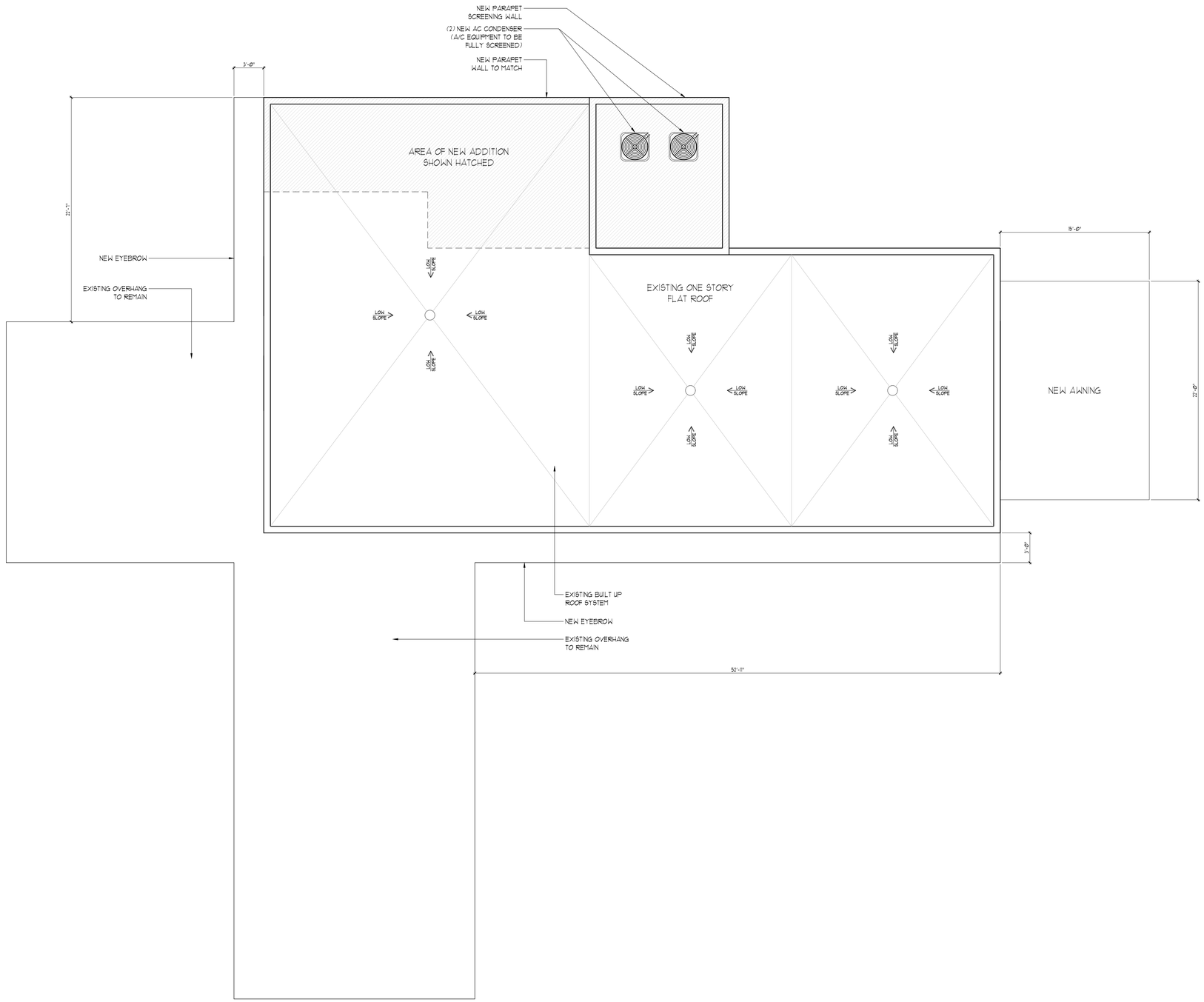
PR NO 25193

A102

COA-25-0031
ZON-25-0075



Proposed Roof Plan

Scale 3/16" = 1'-0"

COA-25-0031
ZON-25-0075

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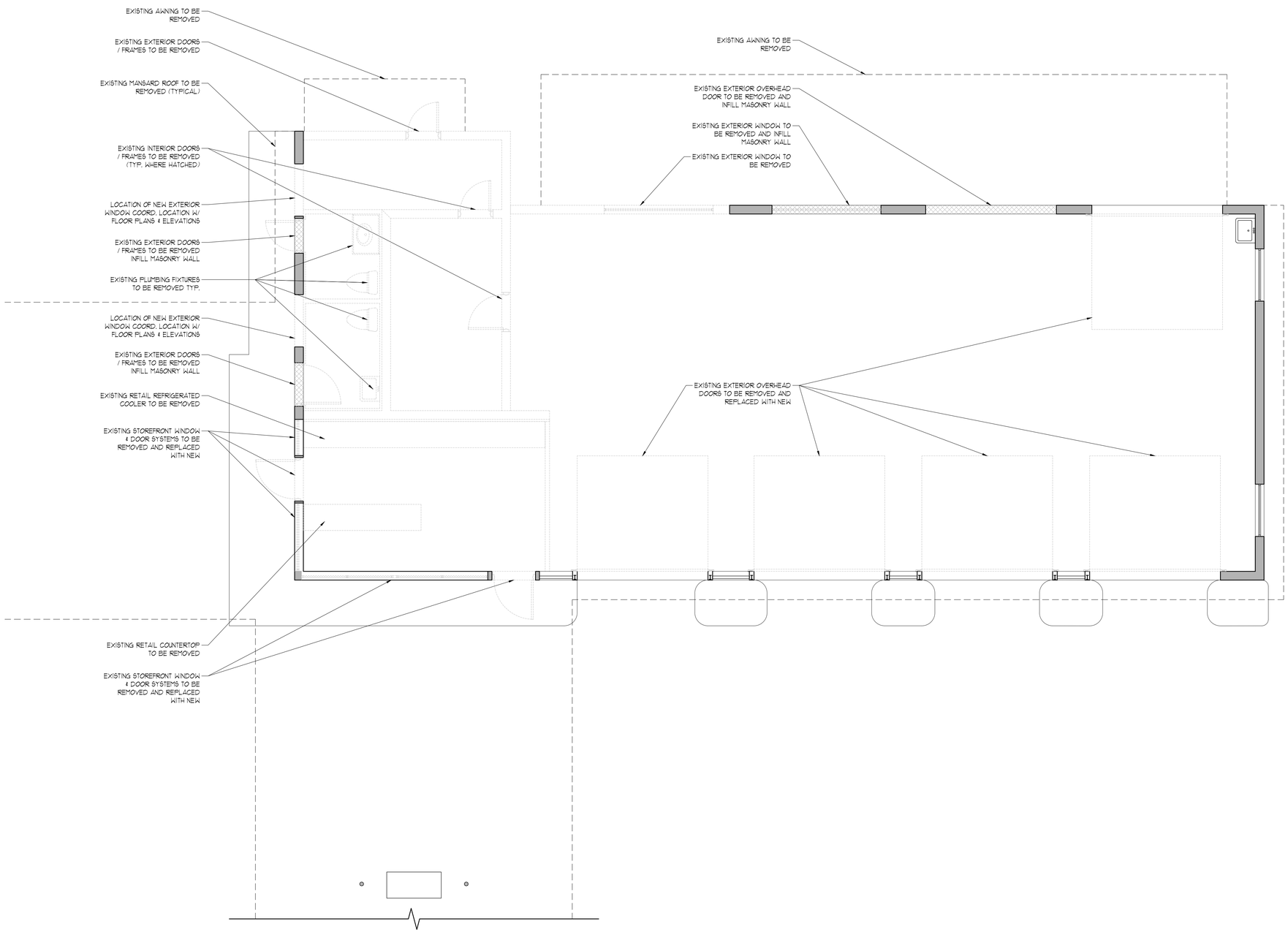
A103



Demolition Plan

Scale 1/4" = 1'-0"

NORTH

COA-25-0031
ZON-25-0075

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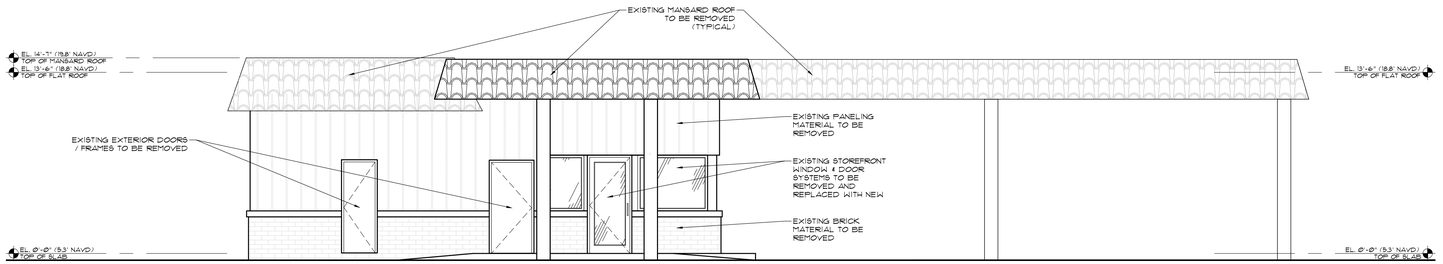
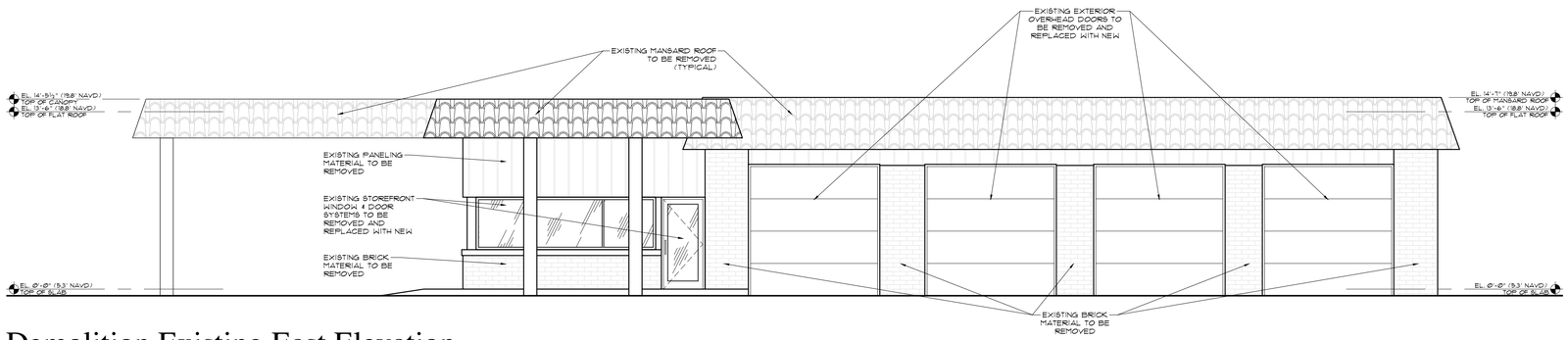
A104



Demolition Existing South Elevation

Scale 3/16" = 1'-0"



Demolition Existing East Elevation

Scale 3/16" = 1'-0"

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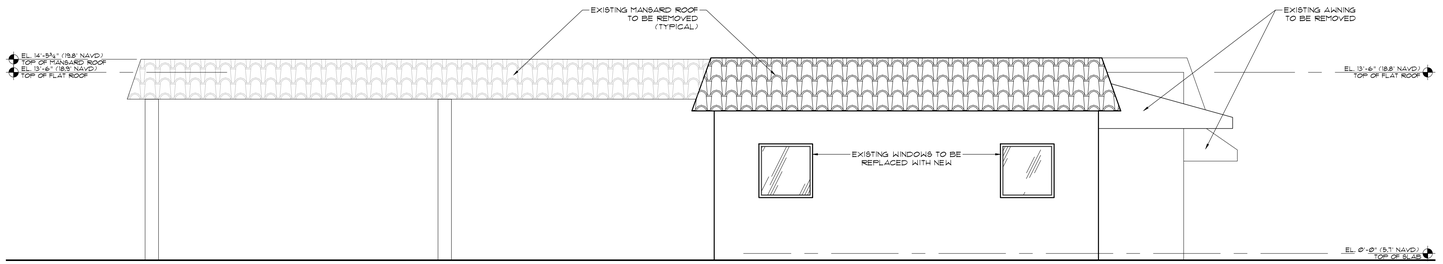
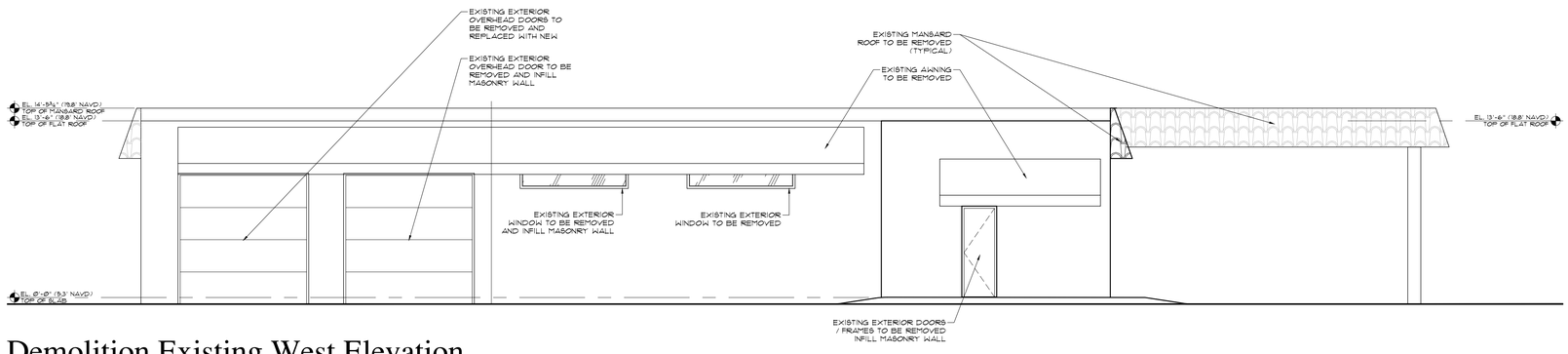
PR NO 25193

A105



Demolition Existing North Elevation

Scale 3/16" = 1'-0"



Demolition Existing West Elevation

Scale 3/16" = 1'-0"

COA-25-0031
ZON-25-0075

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10/16/2025

PHASE SD
PR NO 25193

A106



Existing East Elevation

Scale 3/16" = 1'-0"



Proposed East Elevation

Scale 3/16" = 1'-0"

COA-25-0031
ZON-25-0075

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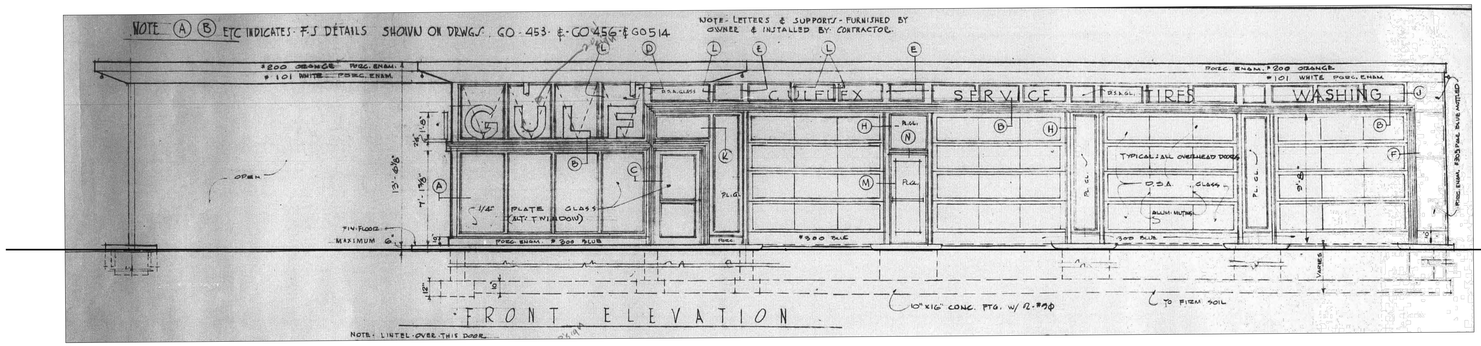
PHASE SD
PR NO 25193

A400





Proposed East Elevation

Scale 3/16" = 1'-0"

COA-25-0031
ZON-25-0075

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ISSUANCE
10/16/2025

PHASE SD
PR NO 25193

A401



Proposed East Elevation

Scale 3/16" = 1'-0"



Proposed East Elevation

Scale 3/16" = 1'-0"

COA-25-0031
ZON-25-0075

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FLORIDA SEAL
REG# AR 16971

NOT FOR CONSTRUCTION

ISSUANCE
10/16/2025

PHASE SD
PR NO 25193

A402



Rendering - South County Road

N.T.S.

COA-25-0031
ZON-25-0075

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FLORIDA SEAL
REG# AR 16971

NOT FOR CONSTRUCTION

ISSUANCE
10/16/2025

PHASE SD
PR NO 25193

A403



Rendering - South County Road & Australian Avenue

Scale N.T.S.

COA-25-0031
ZON-25-0075

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FLORIDA SEAL
REG# AR 16971

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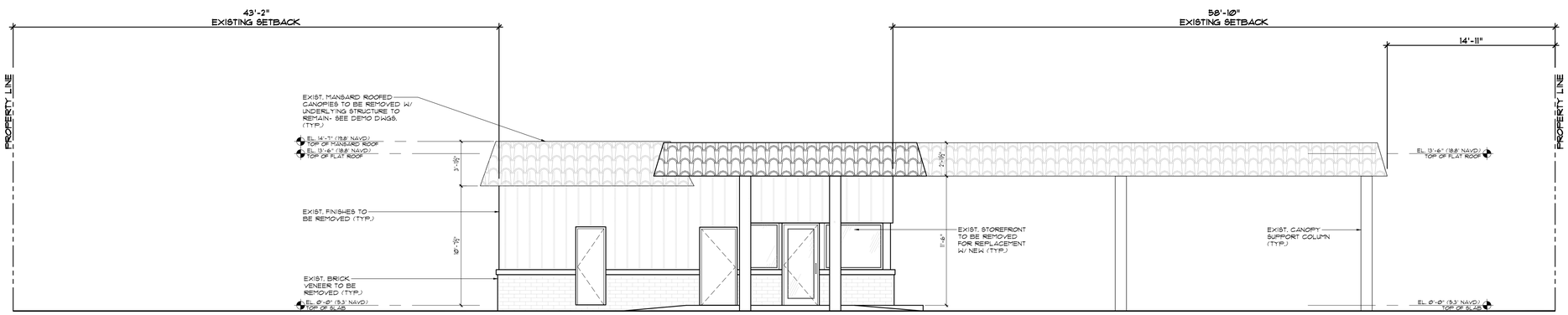
ISSUANCE
10/16/2025

PHASE SD
PR NO 25193

A404



Existing South Elevation

Scale 3/16" = 1'-0"



Proposed South Elevation

Scale 3/16" = 1'-0"

COA-25-0031
ZON-25-0075

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PALM BEACH, FL 33406

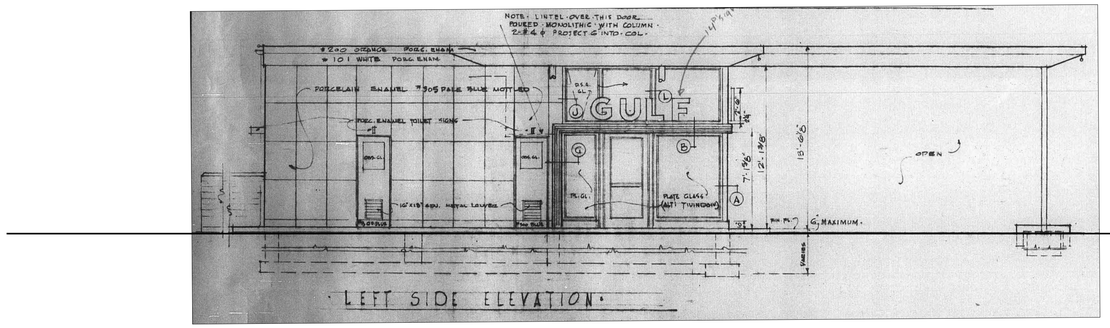
FLORIDA SEAL
REG# AR 16971

NOT FOR CONSTRUCTION

ISSUANCE
10/16/2025

PHASE SD
PR NO 25193

A405





Proposed South Elevation

Scale 3/16" = 1'-0"

COA-25-0031
ZON-25-0075

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FLORIDA SEAL
REG# AR 16971

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ISSUANCE
10/16/2025

PHASE SD
PR NO 25193

A406



Proposed South Elevation

Scale 3/16" = 1'-0"



Proposed South Elevation

Scale 3/16" = 1'-0"

COA-25-0031
ZON-25-0075

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PHASE SD
PR NO 25193

A407



Rendering - Australian Avenue

Scale N.T.S.

COA-25-0031
ZON-25-0075

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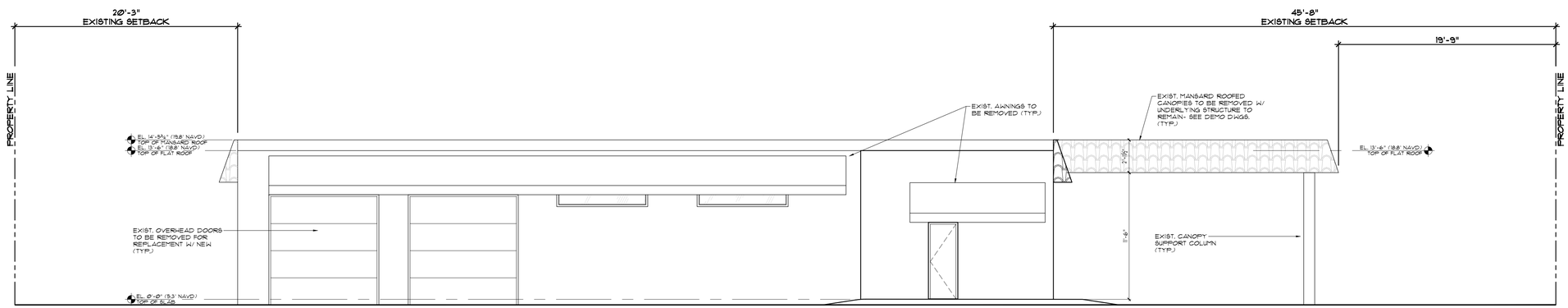
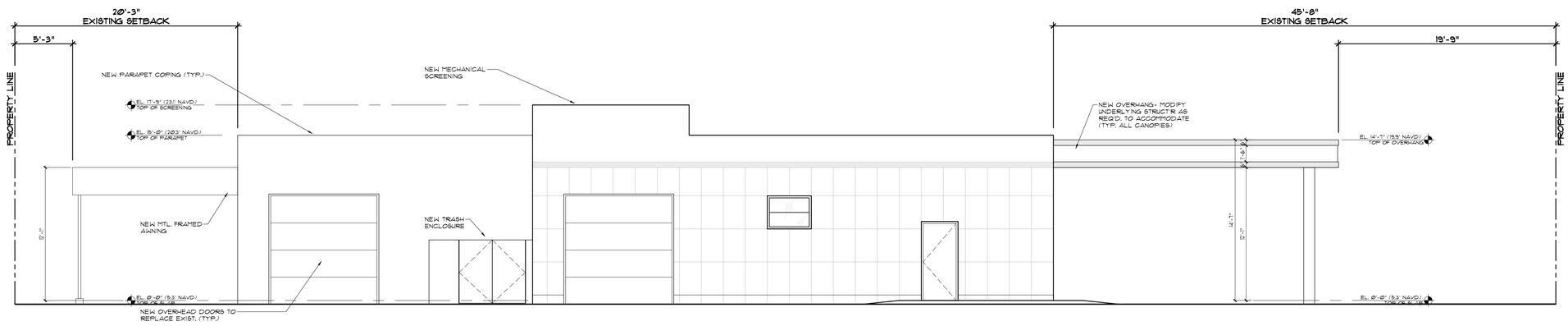
PHASE SD
PR NO 25193

A408



Existing West Elevation

Scale 3/16" = 1'-0"



Proposed West Elevation

Scale 3/16" = 1'-0"

COA-25-0031
ZON-25-0075

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PHASE SD
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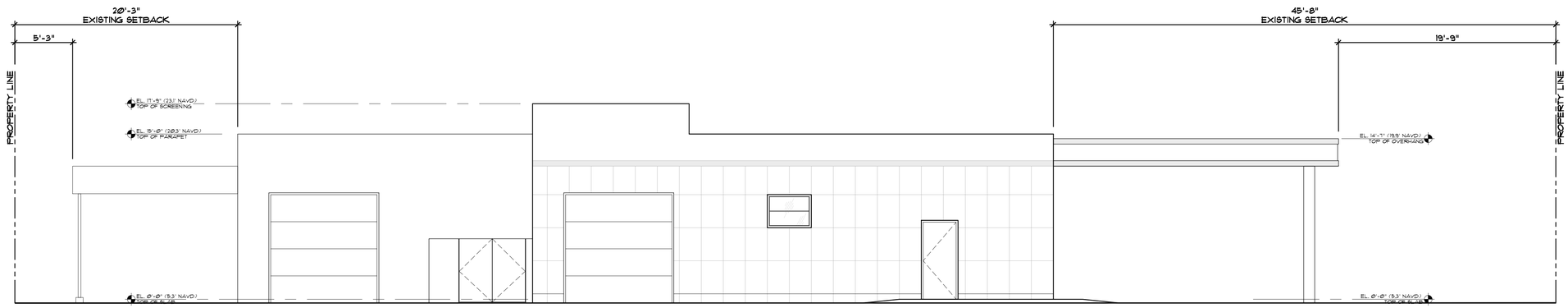
A409



Proposed West Elevation

Scale 3/16" = 1'-0"



Proposed West Elevation

Scale 3/16" = 1'-0"

COA-25-0031
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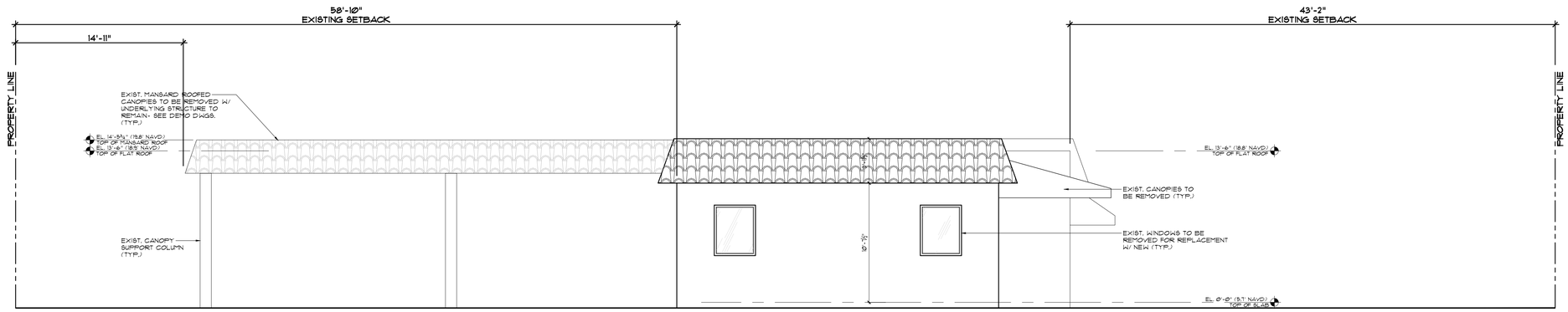
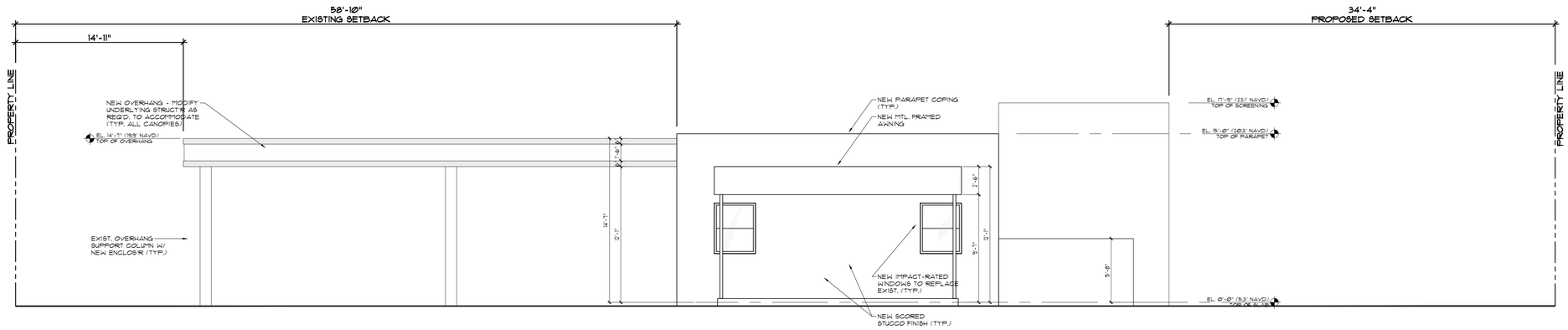
A410



Existing North Elevation

Scale 3/16" = 1'-0"



Proposed North Elevation

Scale 3/16" = 1'-0"

COA-25-0031
ZON-25-0075

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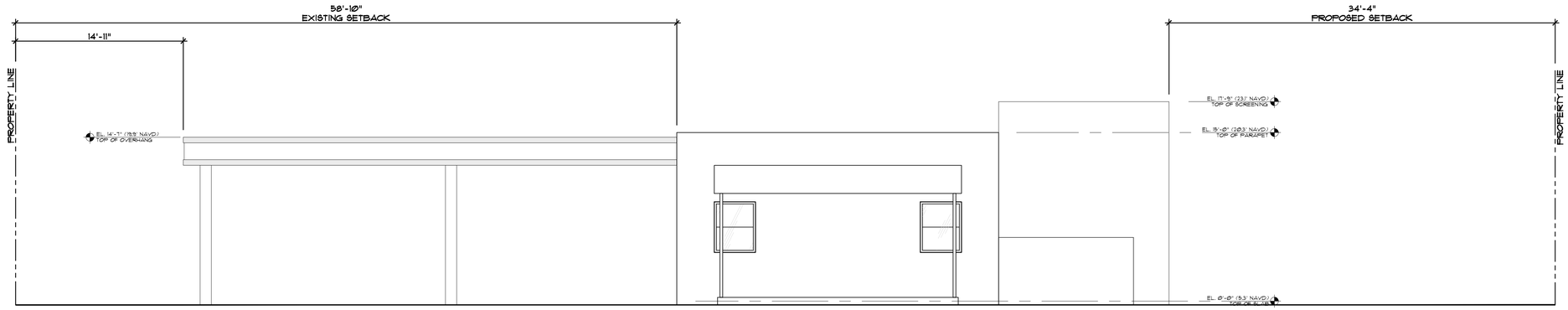
A411



Proposed North Elevation

Scale 3/16" = 1'-0"



Proposed North Elevation

Scale 3/16" = 1'-0"

COA-25-0031
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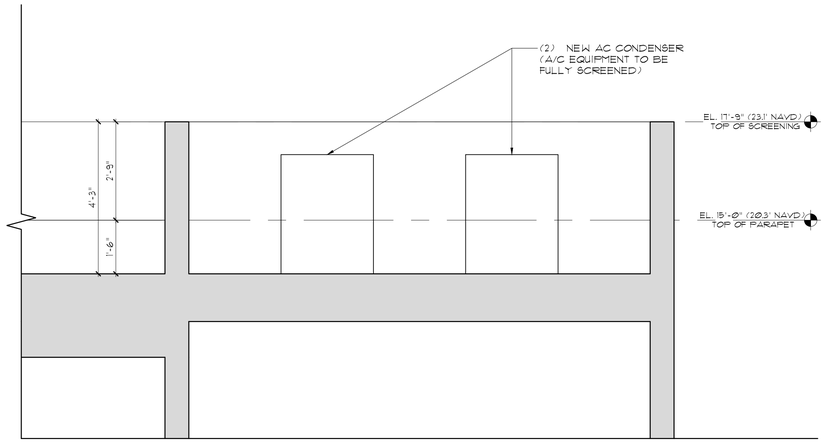
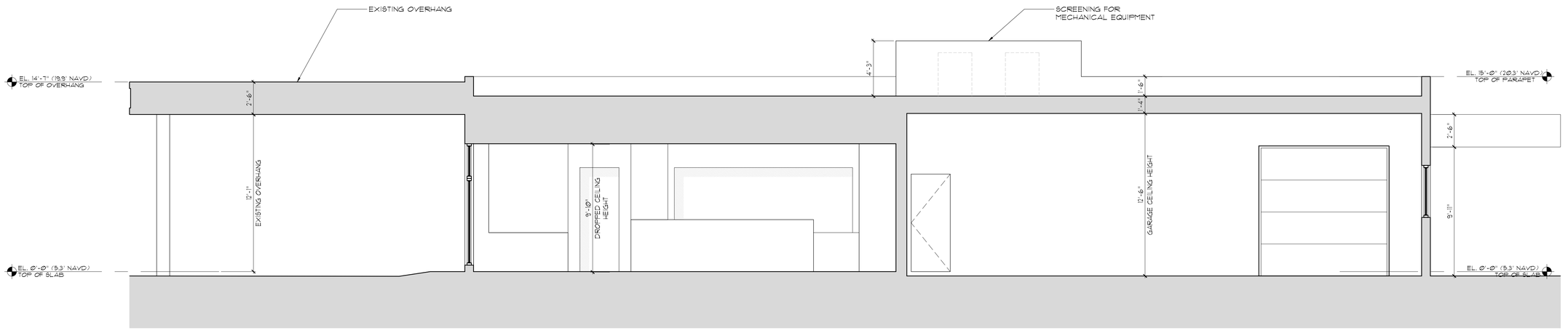
A412



Proposed Screening Detail

Scale 1/2" = 1'-0"



Proposed Section

Scale 1/4" = 1'-0"

COA-25-0031
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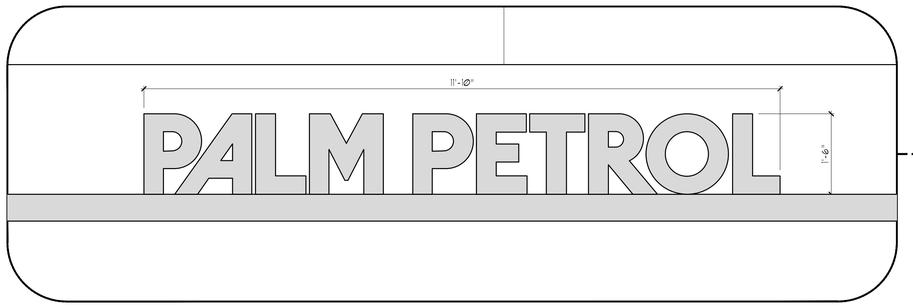
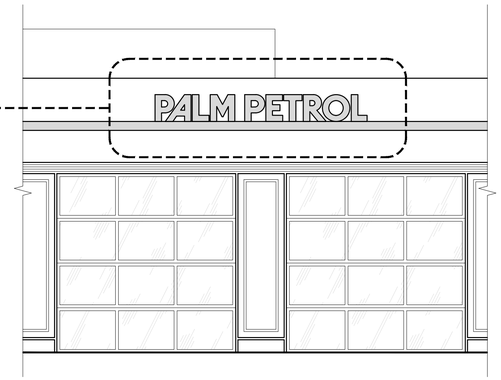
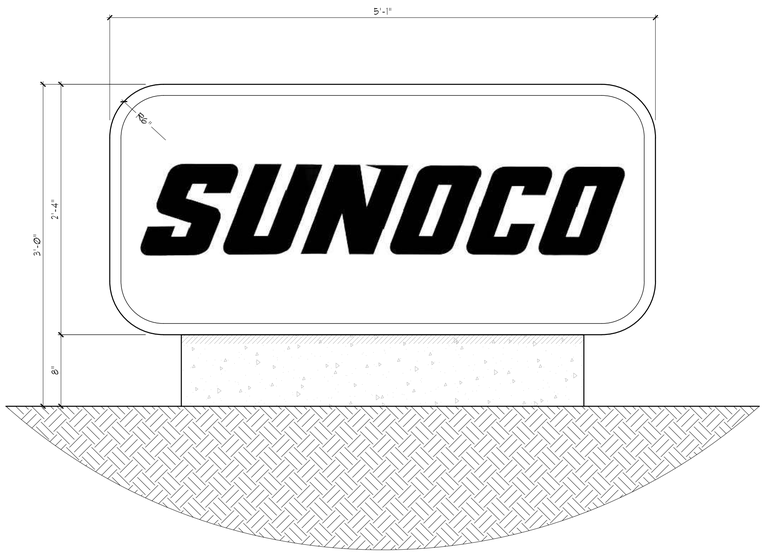
A413







Existing Signage

Scale 1 1/2" = 1'-0"



Proposed Signage

Scale 1 1/2" = 1'-0"

COA-25-0031
ZON-25-0075

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PALM BEACH, FLORIDA 33480
PHONE: 561-401-1866
WWW.MHKAP.COM

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FLORIDA SEAL
REG# AR 16971

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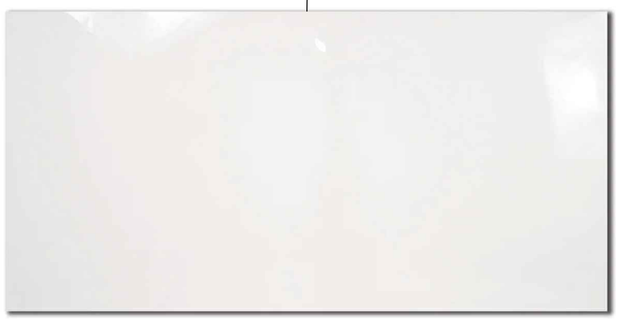
ISSUANCE
10/16/2025

PHASE SD
PR NO 25193

A414

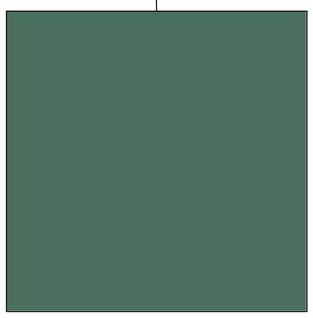




White Porcelain Tile



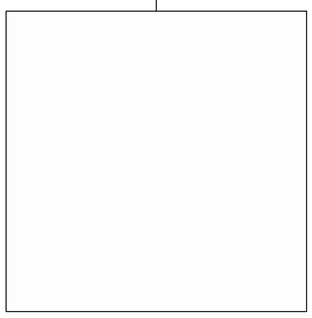
Brushed Aluminum



Veridian

HEX: 48715F

PANTONE: 4166C



White

HEX: FFFFFF

PANTONE: 100% WHITE



Gold

HEX: 857449

PANTONE: 871C

COA-25-0031
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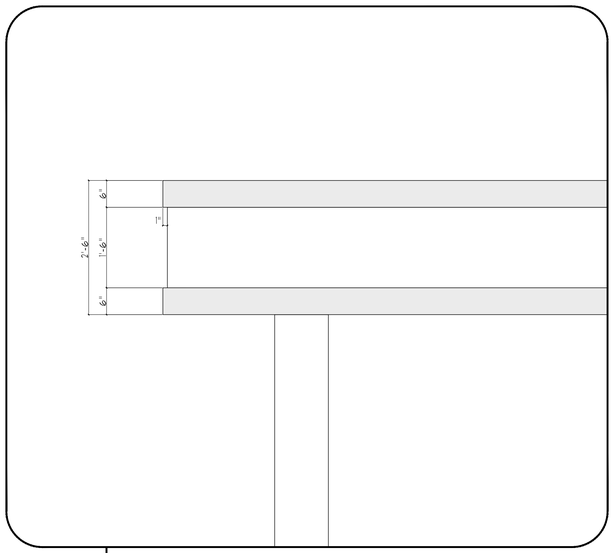
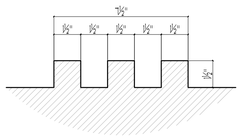
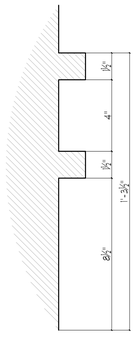
A415





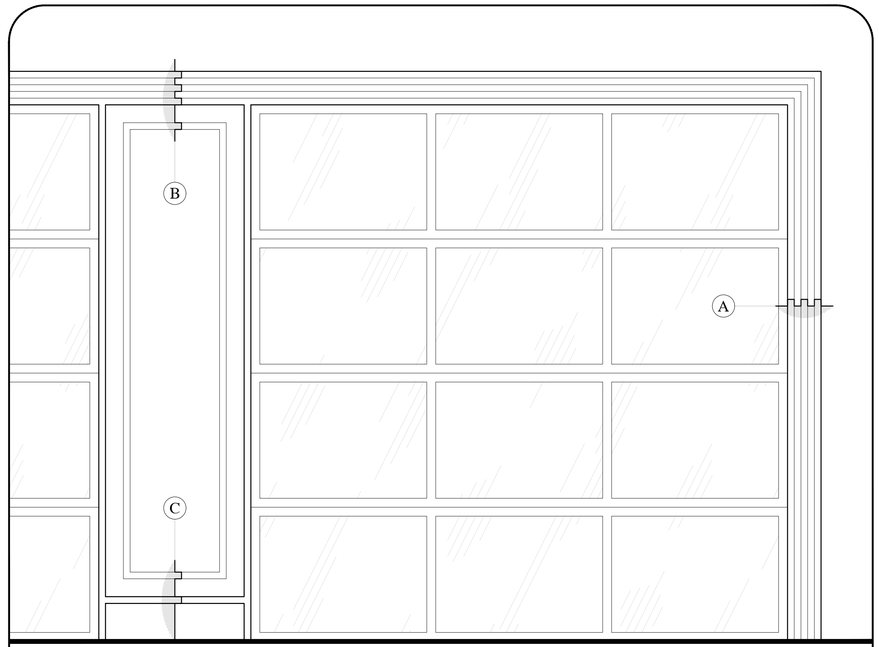
A Stucco Detail
3"= 1'0"



C Stucco Detail
3"= 1'0"



B Stucco Detail
3"= 1'0"





Details

Scale N.T.S.

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ZON-25-0075

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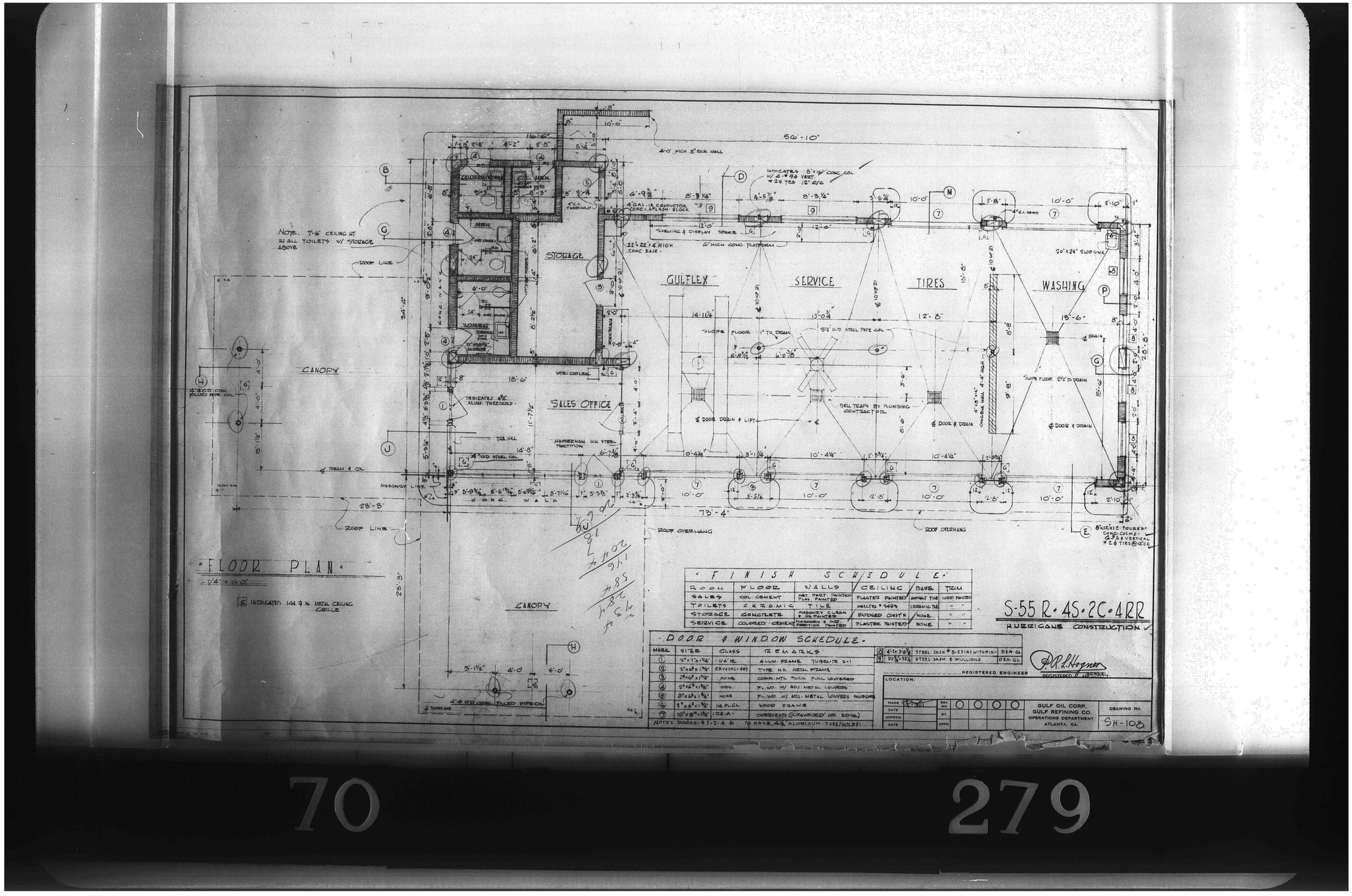
A416



Historical Reference

Original Plans 1954

COA-25-0031
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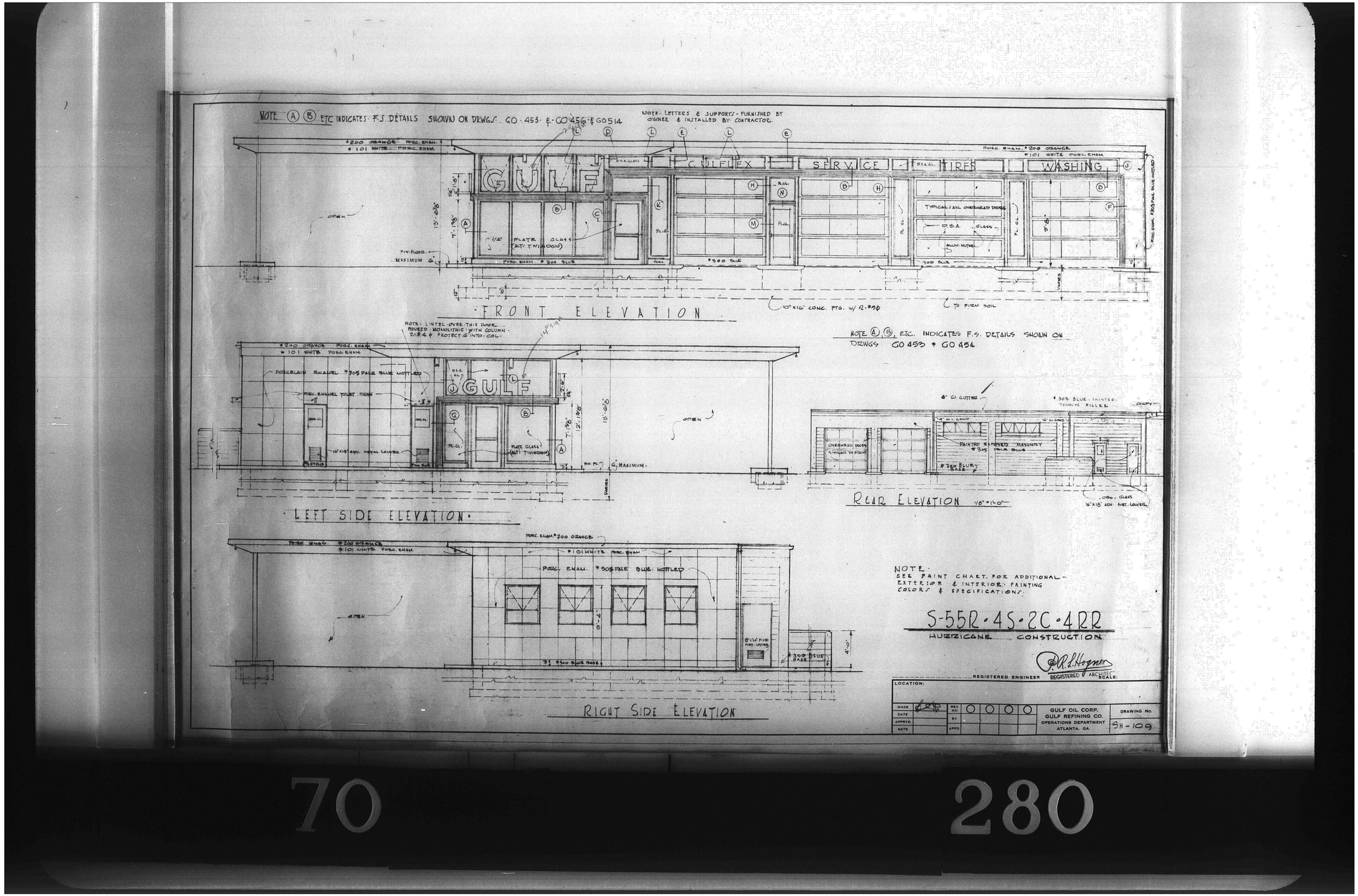
H001



Historical Reference

Original Elevations 1954

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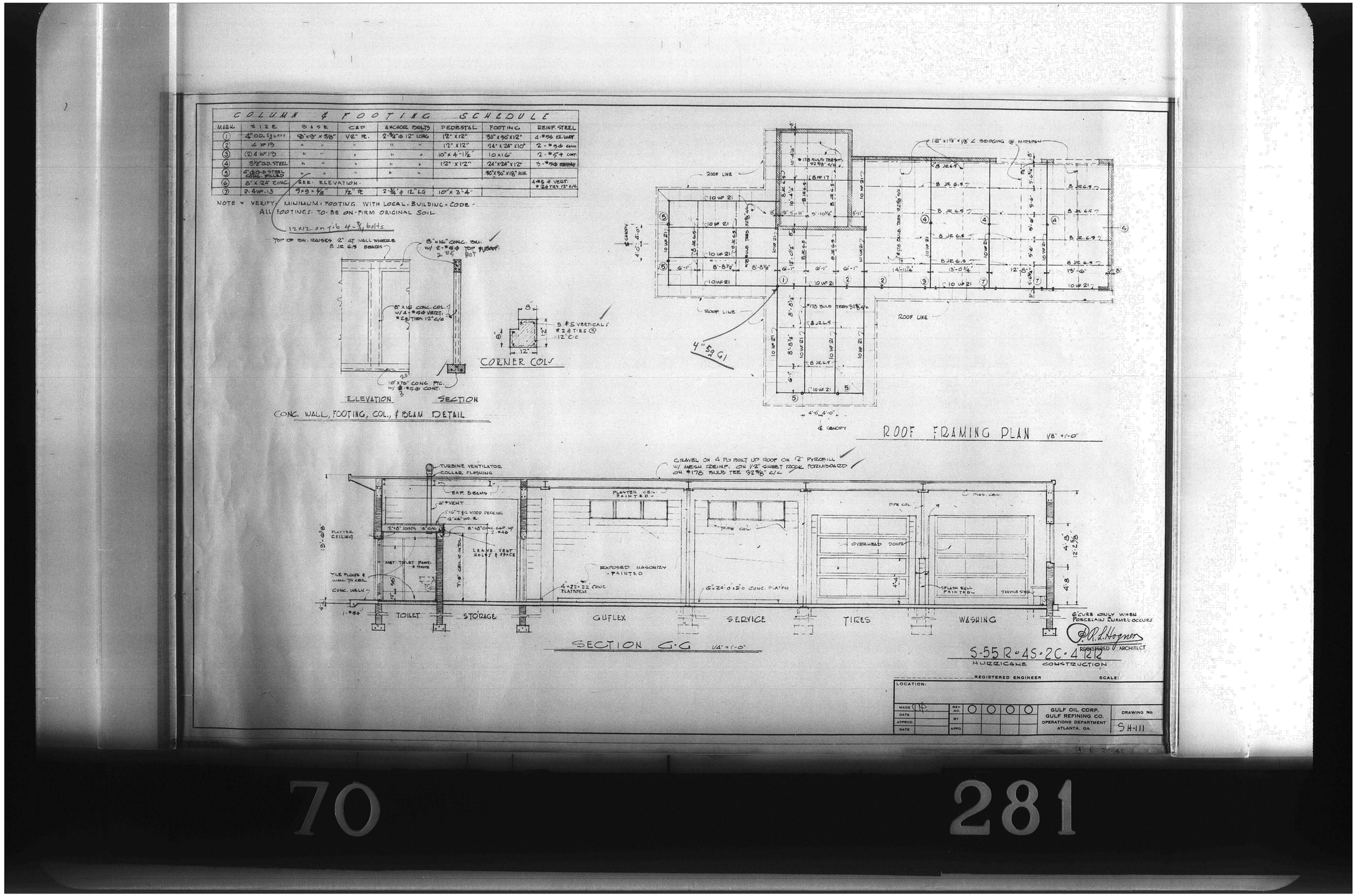
H002



Historical Reference

Framing and Sections 1954

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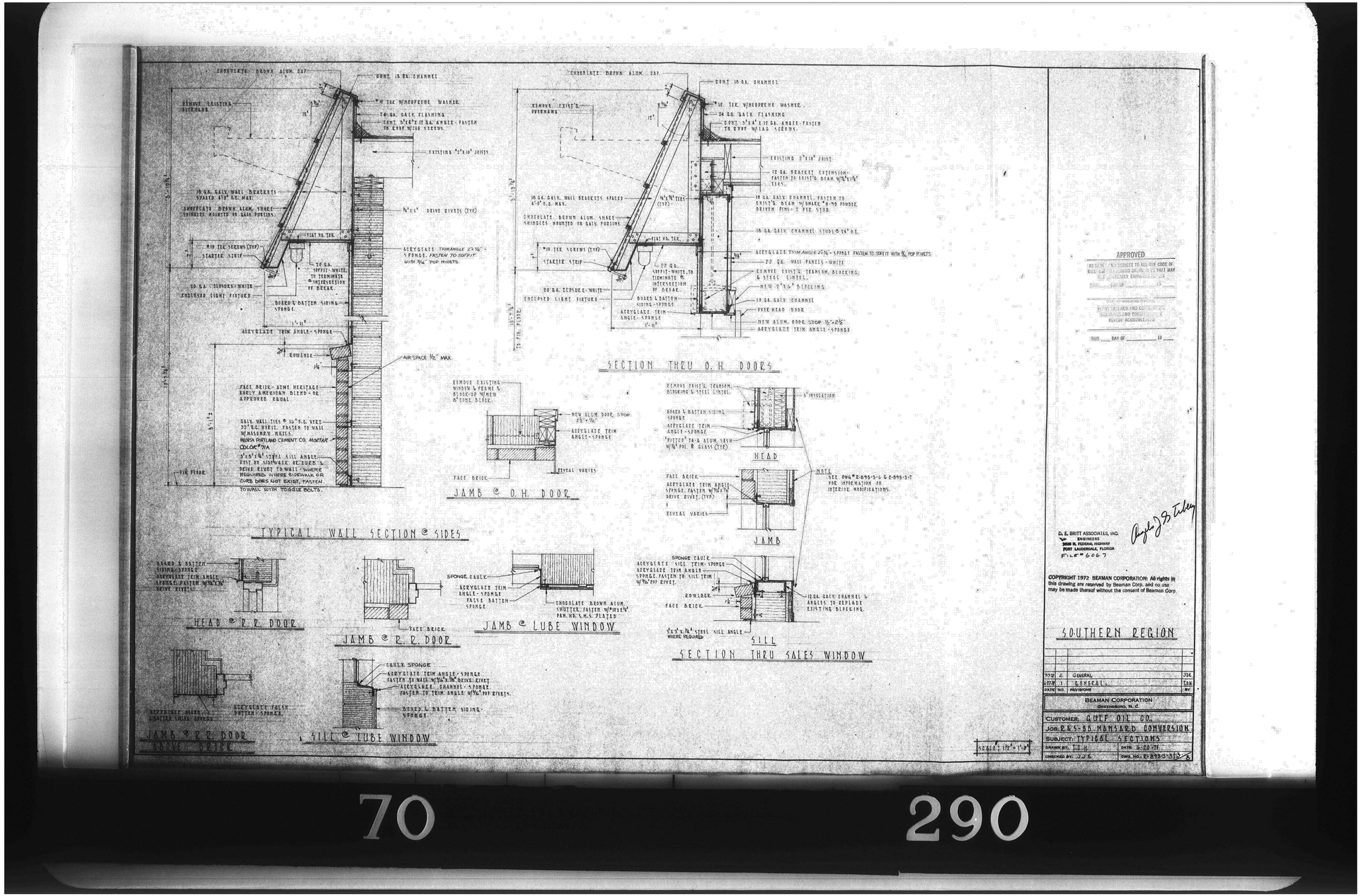
PR NO 25193

H003



Historical Reference

Framing and Sections 1971

COA-25-0031
ZON-25-0075

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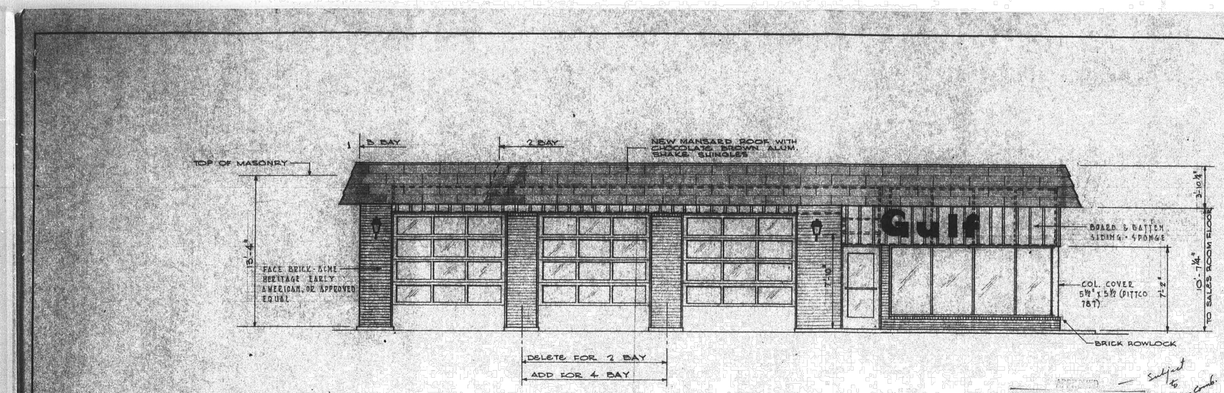
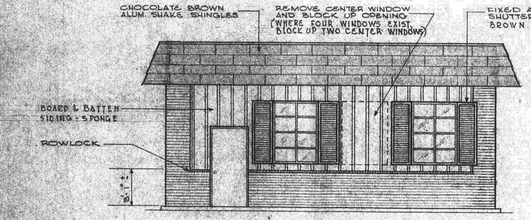
H004



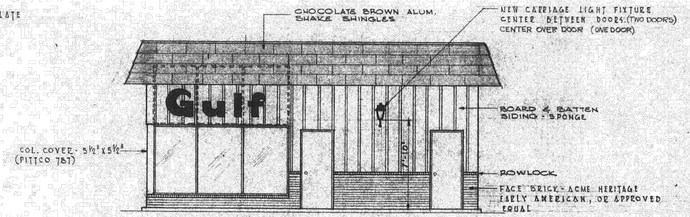
FRONT ELEVATION

SCALE - ¼"=1'-0"



LEFT SIDE ELEVATION

SCALE - ¼"=1'-0"



RIGHT SIDE ELEVATION

SCALE - ¼"=1'-0"

RECEIVED
NOV 17 1972
TOWN OF PALM BEACH
BUILDING DEPT.

D. E. BRITT ASSOCIATES, INC.
ENGINEERS
1620 N. FEDERAL HIGHWAY
FORT LAUDERDALE, FLORIDA
FILE # 6667

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SOUTHERN REGION

SHEET 2	ADD 2 BAYS TO BLOCK UP WINDOWS	TAB
SHEET 1	GENERAL	TAB
DATE NO.	REVISIONS	BY

BEAMAN CORPORATION
GREENSBORO, N. C.

CUSTOMER: GULF OIL CO.
JOB: R-66 MANSARD CONVERSION
SUBJECT: ELEVATIONS
DRAWN BY: JEAN DATE: 5-27-72
CHECKED BY: J.T.J. SYM. NO.: R-570-3-F

Subject to Non-Conf. Cert. & Zoning Letter Approved by Spec. Exc. #8-72

APPROVED
As submitted per letter dated
TOWN OF PALM BEACH
Preservation Commission

OFFICE COPY

Amend # contract =
Permit Fee =
Wed. Mar. 28 = Permit issue date

Sec. Mar.
Visit at 2nd Beam Blvd

70 288

Historical Reference

Elevations 1973

COA-25-0031
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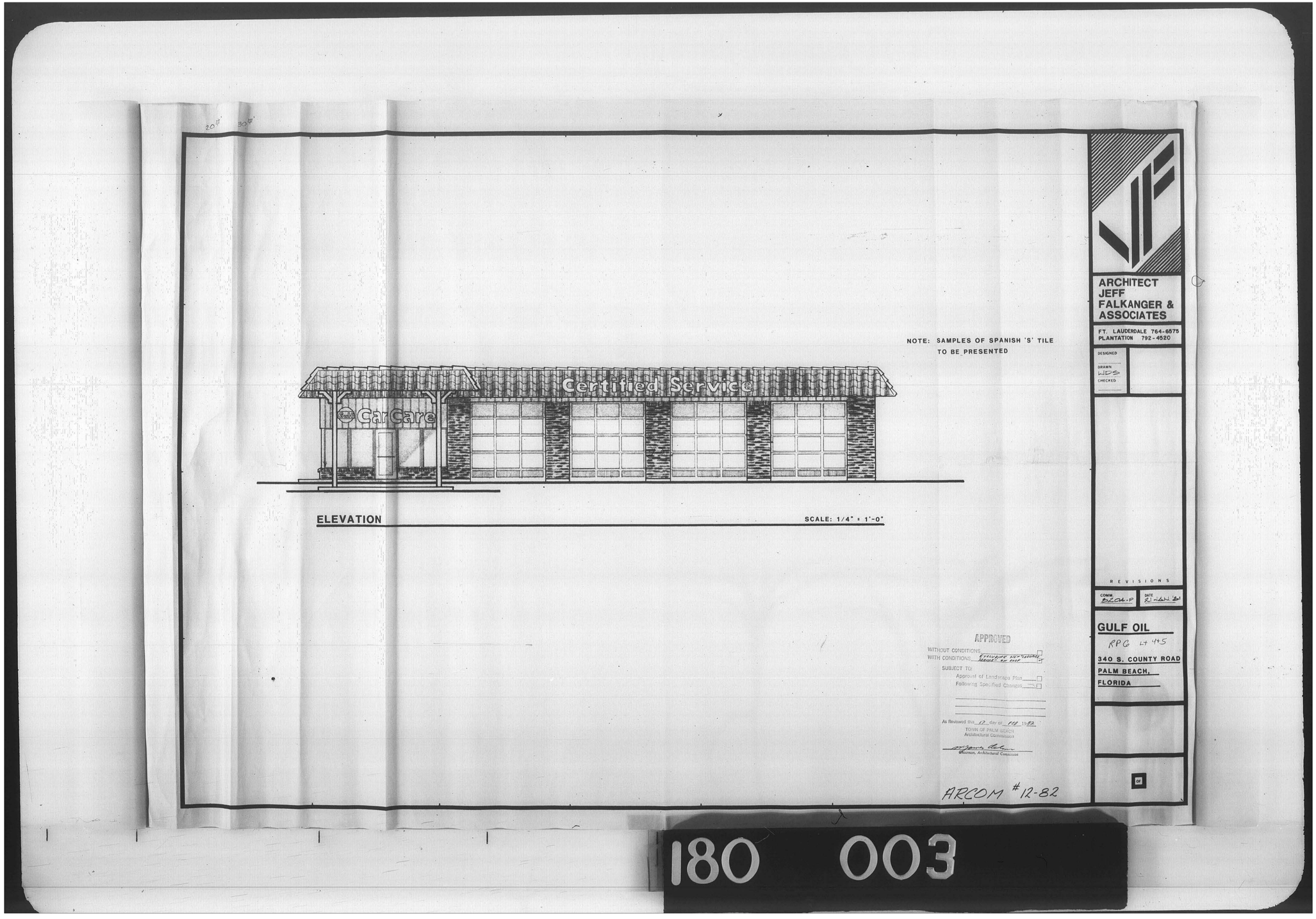
H005



Historical Reference

Elevations 1982

COA-25-0031
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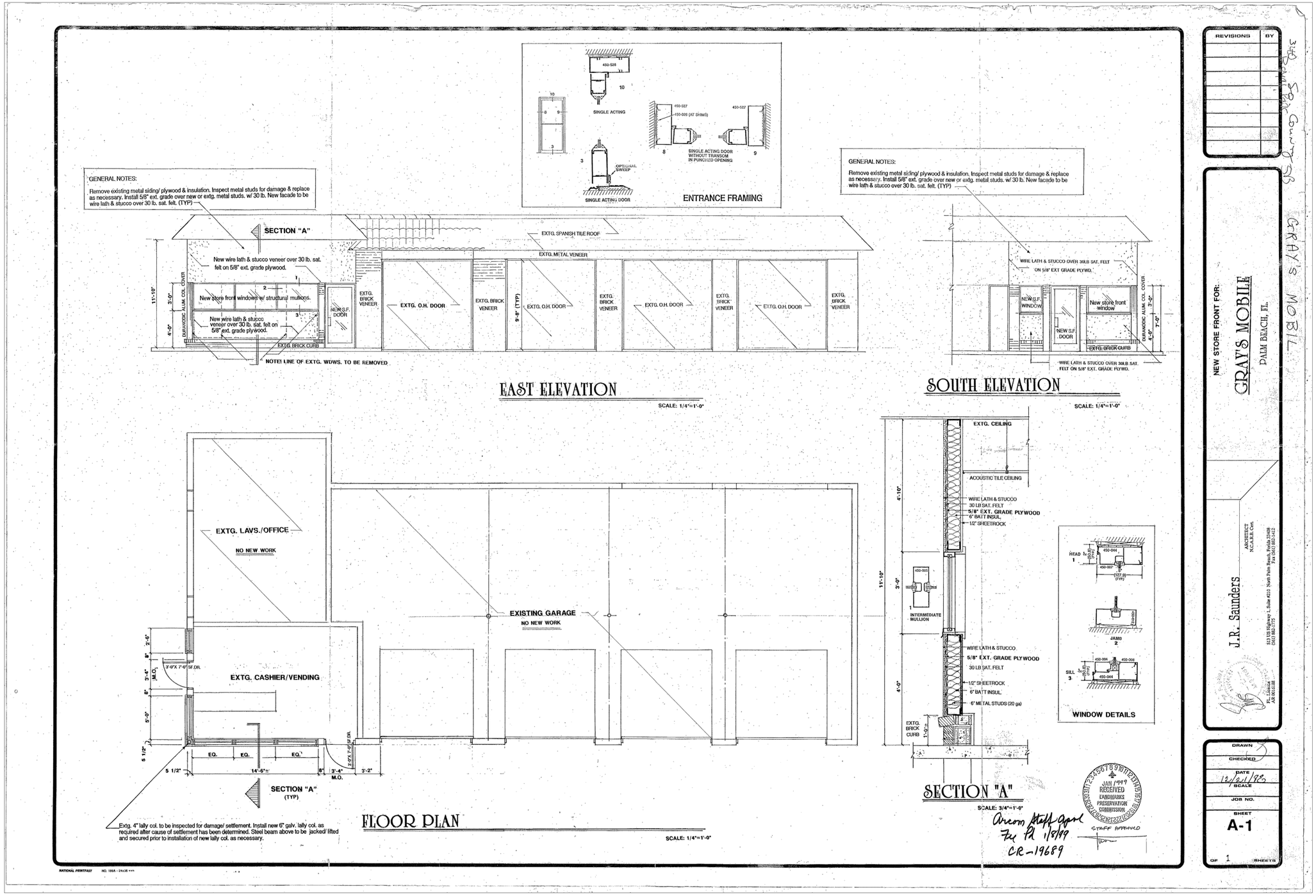
H006



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H007

Historical Reference

Plans and Elevations 1999

COA-25-0031
ZON-25-0075









Subject Property

Scale N.T.S.

COA-25-0031
ZON-25-0075

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Subject Property

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Surrounding Properties

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Surrounding Properties

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Surrounding Properties

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Inspiration Images

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Inspiration Images

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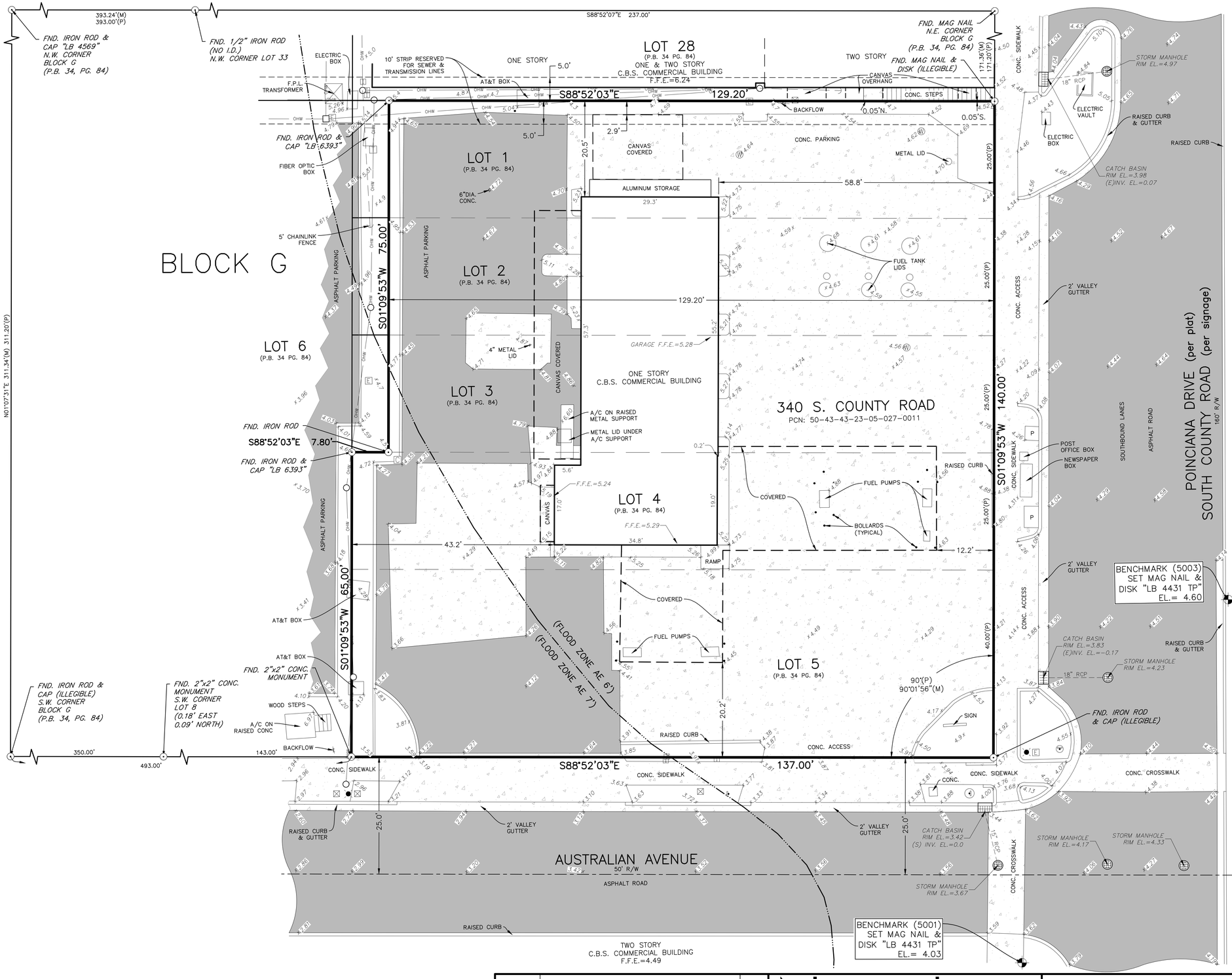
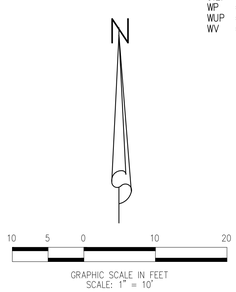


LEGEND:

- = BENCHMARK
- = CATCH BASIN
- = CATCH BASIN (INLET)
- = CLEAN OUT
- = CABLE RISER
- = CONCRETE UTILITY POLE
- = ELECTRIC BOX
- = FIRE HYDRANT
- = GUY WIRE
- = IRRIGATION CONTROL VALVE
- = LIGHT POLE
- = LANDSCAPE LIGHT
- = MAIL BOX
- = MONITORING WELL
- = PROPERTY CORNER
- = SIGN
- = SANITARY MANHOLE
- = STORM MANHOLE
- = TELEPHONE RISER
- = TREE
- = WATER METER
- = WATER VALVE
- = WOOD UTILITY POLE
- = YARD DRAIN

ABBREVIATIONS:

(C) = CALCULATED
C.B.S. = CONCRETE BLOCK STRUCTURE
C.M.B. = COMMISSIONERS' MINUTES BOOK
CMH. = CONFLICT MANHOLE
CONC. = CONCRETE
D.B. = DEED BOOK
F.H. = FIRE HYDRANT
FND. = FOUND
F.P.L. = FLORIDA POWER & LIGHT
ICV = IRRIGATION CONTROL VALVE
I.P. = IRON PIPE
INV. = INVERT
I.R. = IRON ROD
LB = LICENSED BUSINESS
LP = LIGHT POLE
LS = LICENSED SURVEYOR
(M) = MEASURED
MH = MANHOLE
M.H.W. = MEAN HIGH WATER
MON. = MONUMENT
O.R.B. = OFFICIAL RECORD BOOK
P = PLANTER
(P) = PLAT
P.B. = PLAT BOOK
PC = POINT OF CURVATURE
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PCP = PERMANENT CONTROL POINT
P.R.M. = PERMANENT REFERENCE MONUMENT
P.T. = POINT OF TANGENCY
R.O.W. = RIGHT-OF-WAY
RCP = REINFORCED CONCRETE PIPE
R.P.B. = ROAD PLAT BOOK
(S) = SURVEY
SMH = SANITARY MANHOLE
SBTMH = SOUTHERN BELL TELEPHONE MANHOLE
STMH = STORM MANHOLE
TB = TRAFFIC BOX
TLP = TRAFFIC LIGHT POLE
TV = TELEVISION
U.E. = UTILITY EASEMENT
WP = WOOD POLE
WUP = WOOD UTILITY POLE
WV = WATER VALVE



LEGAL DESCRIPTION

THE EAST 129.2 FEET OF LOTS 1, 2 AND 3 AND ALL OF LOTS 4 AND 5, BLOCK G REVISED MAP OF ROYAL PARK ADDITION TO PALM BEACH, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 1, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

SURVEY REPORT

1. THIS BOUNDARY AND TOPOGRAPHIC SURVEY CONFORMS TO THE STANDARDS OF PRACTICE AS OUTLINED IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE.
2. SURVEY BASED ON THE PLAT OF REVISED MAP OF ROYAL PARK ADDITION TO PALM BEACH, FLORIDA.
3. LEGAL DESCRIPTION AS PER OFFICIAL RECORD BOOK 35618, PAGES 1684 – 1687.
4. BEARING BASIS: SEE MAP.
5. THE SUBJECT PROPERTY LIES WITHIN FLOOD ZONE AE (6' & 7'), PER FLOOD INSURANCE RATE MAP NO. 12099C0583G, EFFECTIVE DATED DECEMBER 20, 2024. NO SEARCH FOR ANY MAP AMENDMENTS OR REVISIONS HAS BEEN MADE BY THIS OFFICE.
6. TOTAL AREA = 18,595 SQUARE FEET OR 0.427 ACRES, MORE OR LESS.
7. THERE MAY BE ADDITIONAL EASEMENTS AND/OR RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF PALM BEACH COUNTY. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN PERFORMED BY LIDBERG LAND SURVEYING, INC.
8. ALL FIELD-MEASURED CONTROL MEASUREMENTS EXCEEDED AN ACCURACY OF 1' IN 7,500'.
9. ELEVATIONS SHOWN ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D. 88) AND ARE REFERENCED TO PALM BEACH COUNTY BENCHMARK "PALM BEACH" ELEVATION = 13.31 N.A.V.D. '88. BENCHMARKS SET OR FOUND FOR THIS SURVEY ARE NOTED ON THE SKETCH. NOTE, TO CONVERT FROM NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D. 88) TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D. 29) ADD 1.52 FEET.
10. THIS SURVEY IS PREPARED ONLY FOR THE PARTIES LISTED BELOW AND IS NOT ASSIGNABLE. PREPARED FOR: 340 S COUNTY LLC
11. © COPYRIGHT 2025 BY LIDBERG LAND SURVEYING, INC. THE SKETCH OF SURVEY AND SURVEY REPORT COMPRISE THE COMPLETE SURVEY. THIS SURVEY IS NOT VALID UNLESS THE SKETCH AND REPORT ACCOMPANY EACH OTHER. REPRODUCTIONS OF THIS SURVEY ARE NOT VALID WITHOUT THE ORIGINAL RAISED SEAL, OR DIGITAL SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER EMPLOYED BY LIDBERG LAND SURVEYING, INC.

LIDBERG LAND SURVEYING, INC.

KENNETH J. BUCHANAN LICENSE NUMBER LS7202 STATE OF FLORIDA Professional Surveyor and Mapper

DATE OF SURVEY: OCTOBER 17, 2025

BY: _____
KENNETH J. BUCHANAN
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE No. 7202

DATE:	REVISIONS:	BY:

LIDBERG LAND SURVEYING, INC.
LB4431
3780 Burns Road, Suite 6
Palm Beach Gardens, Florida 33410 TEL. 561-746-8454

BOUNDARY & TOPOGRAPHIC SURVEY
340 SOUTH COUNTY ROAD
PREPARED FOR:
340 S COUNTY LLC

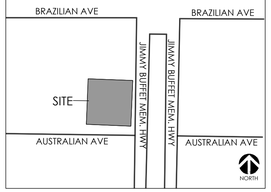
CAD. O:\0_Property Files\PBC - Palm Beach\T43-R43\43-43-26 340 S. County Road\0_CAD\DWG\25-022.dwg			
FLD. K.F.	FB. 851 PG. 67-68	JOB	25-022
OFF. A.C.B.		DATE	10-17-2025
CKD. K.J.B.	SHEET 1 OF 1	DWG.	D25-022

O:\0_Property Files\PBC - Palm Beach\T43-R43\43-43-26 340 S. County Road\0_CAD\DWG\25-022.dwg, 10/29/2025 10:57:32 AM, DWG To PDF.pc3

340 SOUTH COUNTY ROAD

The Town of Palm Beach

LOCATION MAP



DRAWING INDEX

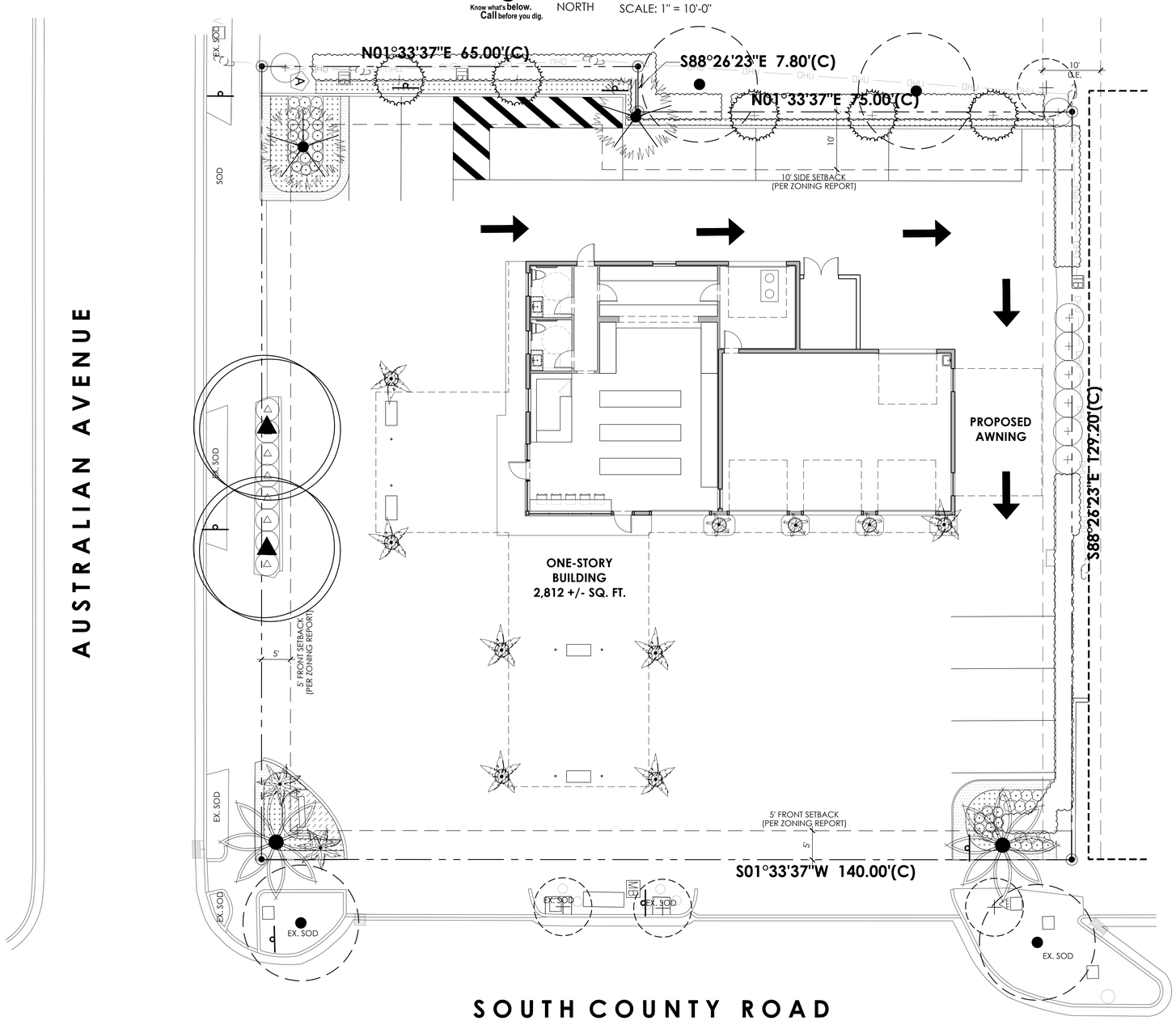
LI-1	Landscape Index Sheet
EX-1	Existing Conditions Photos
EX-2	Existing Conditions / Disposition Plan
CSP-1	Construction Screening / Staging Plan
LP-1	Landscape Plan
LP-2	Landscape Specifications

811 Know what's below. Call before you dig.

NORTH

0' 5' 10' 20' 30'

SCALE: 1" = 10'-0"


AUSTRALIAN AVENUE
SOUTH COUNTY ROAD
N01°33'37"E 65.00'(C)
S88°26'23"E 7.80'(C)
N01°33'37"E 75.00'(C)
10' U.E.
10' SIDE SETBACK
(PER ZONING REPORT)
10'
EX. SOD
SOD
PROPOSED
AWNING
S88°26'23"E 129.20'(C)
ONE-STORY
BUILDING
2,812 +/- SQ. FT.
5' FRONT SETBACK
(PER ZONING REPORT)
5'
5' FRONT SETBACK
(PER ZONING REPORT)
5'
S01°33'37"W 140.00'(C)
EX. SOD
EX. SOD
EX. SOD



A.



B.



C.



D.



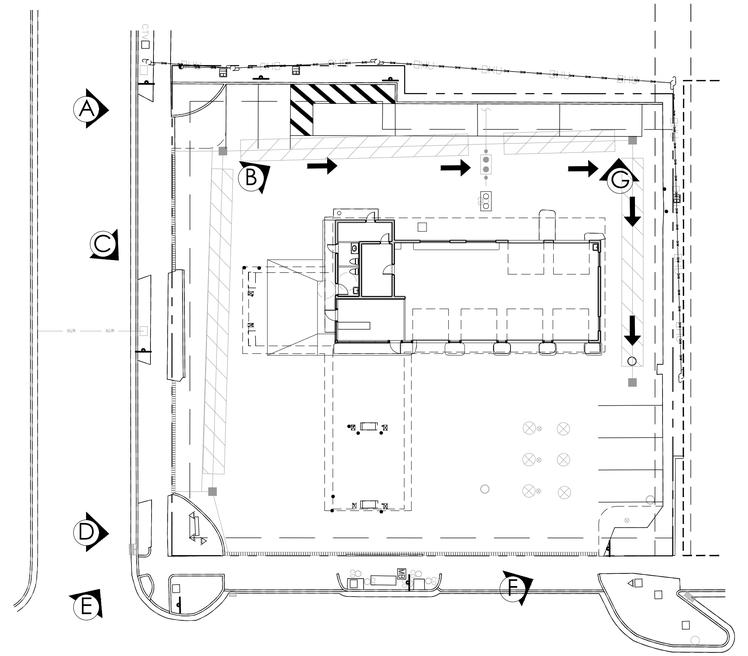
E.



F.



G.



811
Know what's below.
Call before you dig.

NORTH

0' 10' 20' 40' 60'
SCALE: 1" = 20'-0"

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING
1551 N. Flagler Dr, Ste 102
West Palm Beach, FL 33401
Phone: 561.684.6141
Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

340 SOUTH COUNTY RD.

Town of Palm Beach, Florida

Date:	11/24/25
Scale:	1"=20'-0"
Design By:	CCS
Drawn By:	CCS
Checked By:	JES
File No.	1334.01
Job No.	25-65

REVISIONS / SUBMISSIONS

10/16/25: LANDMARKS FIRST SUB.
10/27/25: LANDMARKS SECOND SUB.
11/24/25: LANDMARKS FINAL SUB.

EXISTING CONDITIONS PHOTOS

EX-1 of 2

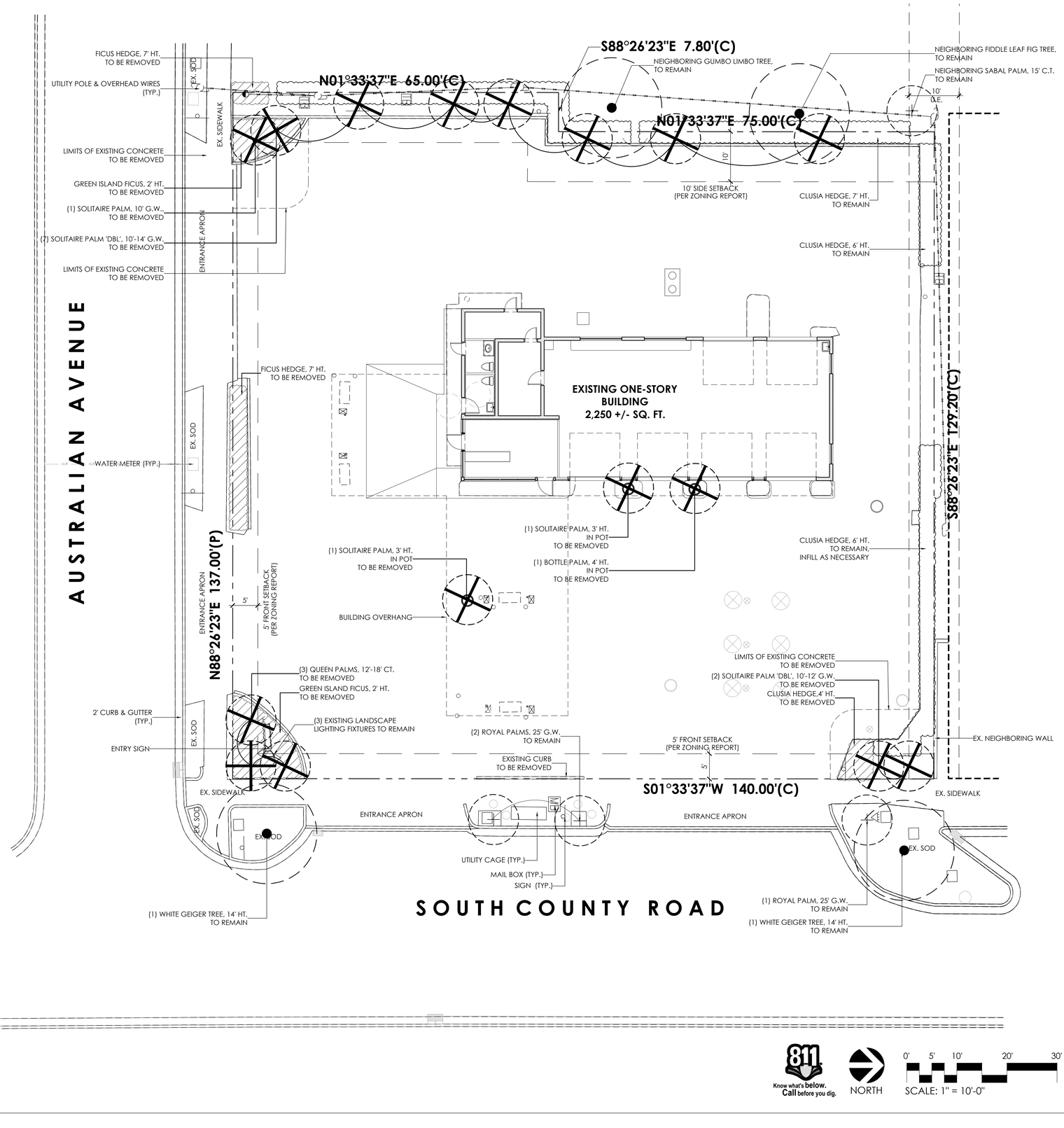
TREE DISPOSITION KEY

CANOPY TREES	Preserve	Remove	Relocate*
PALM TREES	Preserve	Remove	Relocate*
SHRUBS	Preserve	Remove	
	Tree Barricade To be Placed at Dripline per Tree Protection Detail		

* See Landscape Plan for Final Tree Locations

VEGETATION NOTES

1. Tree protection barriers shall be installed and in place prior to any other construction activity on site. Tree protection barriers shall remain in place throughout the construction of the project until removal is approved by governing agency.
2. During land altering and construction, protective barriers shall be maintained around all trees / palms or groups of trees / palms to be protected. The movement of equipment or the storage of equipment, materials, and placement of debris or fill within protective barriers is prohibited.
3. A permit to remove trees / palms must be applied for with the governing agency prior to and tree removal.
4. All relocated trees and palms shall be staked and guyed as indicated in the details.
5. Hurricane cut all Sabals prior to transplant.
6. All transplanted trees must be transplanted using best industry standards.
7. Provide irrigation to transplanted trees or trees within holding areas to ensure survivorship.
8. Vegetation to be preserved shall be barricaded with a 3-foot high plastic mesh (orange OSHA) supported by 5-foot long rebar or 2" x 2" wood stakes or equivalent.
9 Vegetation to be preserved at a lower final grade may be protected with a 24-inch high silt fence around the preserve area or Vegetation with the addition of the 3-foot high plastic mesh, if needed.
10. If hand clearing is necessary within the preserve area or under the Vegetation canopy, Vegetation to be preserved can initially be delineated by plastic ribbon affixed to survey stakes (to avoid putting up and taking down fencing) and then protected with either plastic mesh and/or the silt fence.
11. Vegetation to be relocated can usually be delineated by plastic ribbon affixed to survey stakes unless their relocation is delayed due to root pruning. If root pruning is required, the Vegetation shall be protected with either plastic mesh and/or silt fence.



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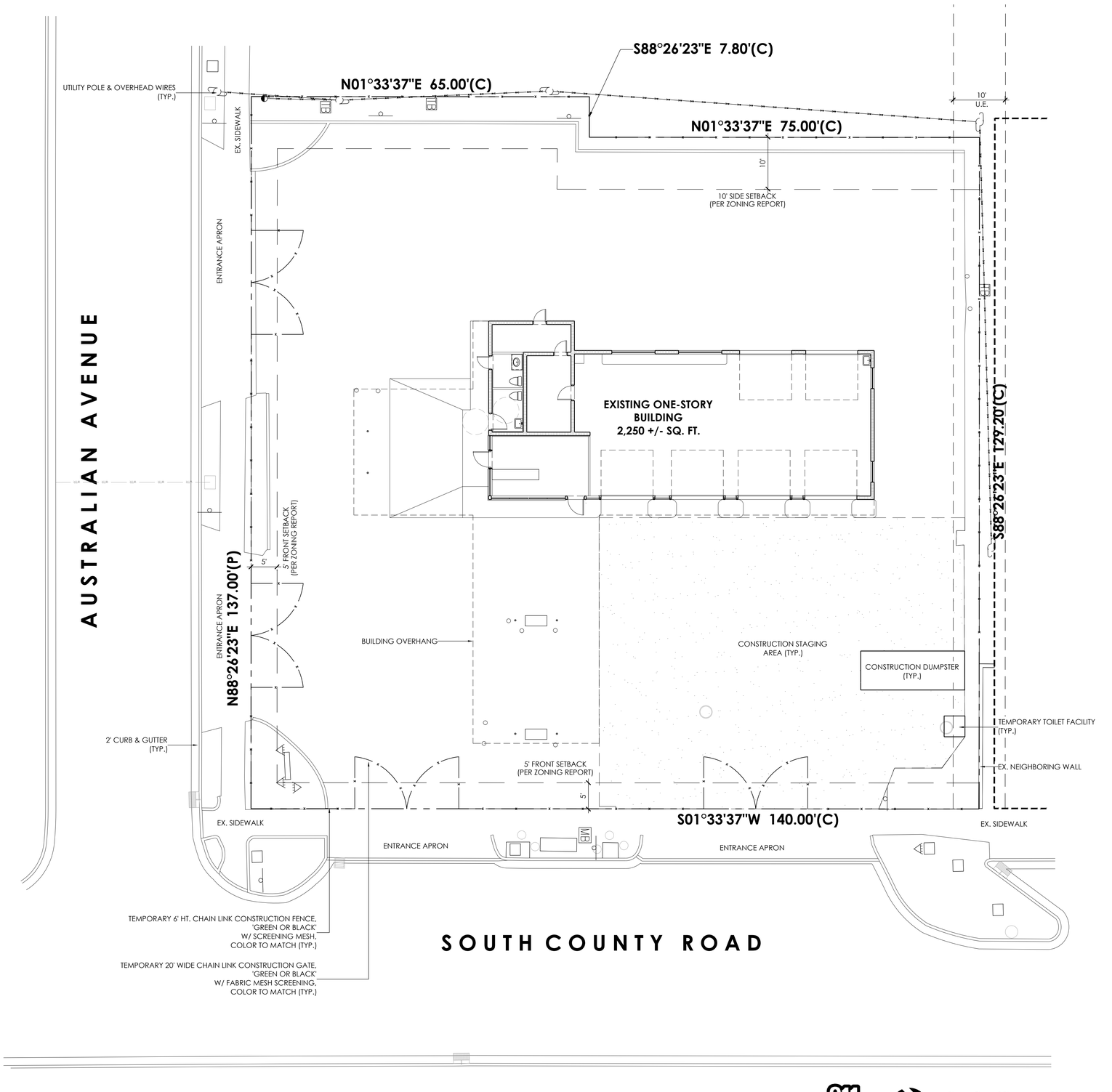
EXISTING CONDITIONS / DISPOSITION PLAN

EX-2 of 2



TRUCK ROUTE

-AVERAGE TRUCK SIZE: 40' LENGTH
-PROJECTED TRIPS: 15



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0' 5' 10' 20' 30'

SCALE: 1" = 10'-0"

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CONSTRUCTION SCREENING / STAGING PLAN

CSP-1 of 1

PLANT LIST

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CALIPER	HEIGHT	SPREAD	CLEAR TRUNK	WATER USAGE	NATIVE
TREES									
	AM	7	Adonidia merrillii / Christmas Palm	N/A	8` GW	8`	8` GW	Low	Non-Native
	CN	3	Colpothrinax wrightii / Cuban Bottle Palm	N/A	7 GAL.	3'-4"		Medium	Non-Native
	PM	2	Phoenix roebelenii / Pygmy Date Palm	Varies	10`-12`		6` Min.	Medium	Non-Native
	PS3	2	Phoenix sylvestris / Wild Date Palm	N/A			16` CT	Medium	Non-Native
	SP	2	Sabal palmetto / Cabbage Palmetto	N/A	12` C.T.	6`	12` C.T.	Low	Native
	SM	2	Swietenia mahagoni / Mahogany	4" Cal.	16`-20` OA	8`-10`	6` CT	Low	Native
	TR	5	Thrinax radiata / Florida Thatch Palm	N/A	8`-10` CT	8`	8`-10` CT	Low	Native

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	HEIGHT	SPREAD	SPACING	WATER USAGE	STATUS
SHRUBS								
	CG4	8	Clusia guttifera / Small-Leaf Clusia*+	48"	30"	48" O.C.	Low	Non-Native
	CG6	8	Clusia guttifera / Small-Leaf Clusia*+	6`	36"	5` O.C.	Low	Non-Native
	HPC	20	Hamelia patens `Compacta` / Dwarf Firebush*+	18"	18"	24" O.C.	Low	Native
	MC	23	Muhlenbergia capillaris / Pink Muhly Grass	24"	24"	30" O.C.	Low	Native
SHRUB AREAS								
	CB	35	Cassia bahamensis / Bahama Cassia	18"	12"	18" O.C.	Low	Native
GROUND COVERS								
	AD	49	Acrostichum danaeifolium / Leather Fern	10"	10"	10"	High	Native
	EL	444	Ernodea littoralis / Golden Creeper	3 Gal.	18"	14" O.C.	Low	Native
	GA	15	Gaillardia aristata / Blanket Flower	6"	10"	10" O.C.	Medium	Non-Native
	LEG	97	Liriope muscari `Evergreen Giant` / Evergreen Giant Border Grass	10"-12"	6"	15" O.C.	Low	Non-Native

NOTE: All areas labeled "Sod" to be St. Augustine Sod.

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:**	340 S. County Road	
2	**Lot Area (sq. ft.):**	18,595 sq. ft.	
3		REQUIRED/ EXISTING *	PROPOSED
4	Landscape Open Space (LOS) (Sq Ft and %)	2,789 Sq Ft (15%) / 1,354 Sq Ft (7%)*	1,635 Sq Ft (8.8%)
5	LOS to be altered (Sq FT and %)	N/A	48% (660 Sq Ft)
6	Perimeter LOS (Sq Ft and %)	N/A	N/A
7	Front Yard LOS (Sq Ft and %)	35% (476 Sq Ft.) / 27.8% (379 Sq Ft.)*	31.9 % (435 Sq Ft.)
8	Native Trees %	30% (number of trees)	100% (2 of 2 Trees Total)
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	82% (78 of 94 Shrubs Total)
10	Native Groundcover %	30% (groundcover area)	81% (493 of 605 Groundcover Total)

To determine qualifying native vegetation use either:

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

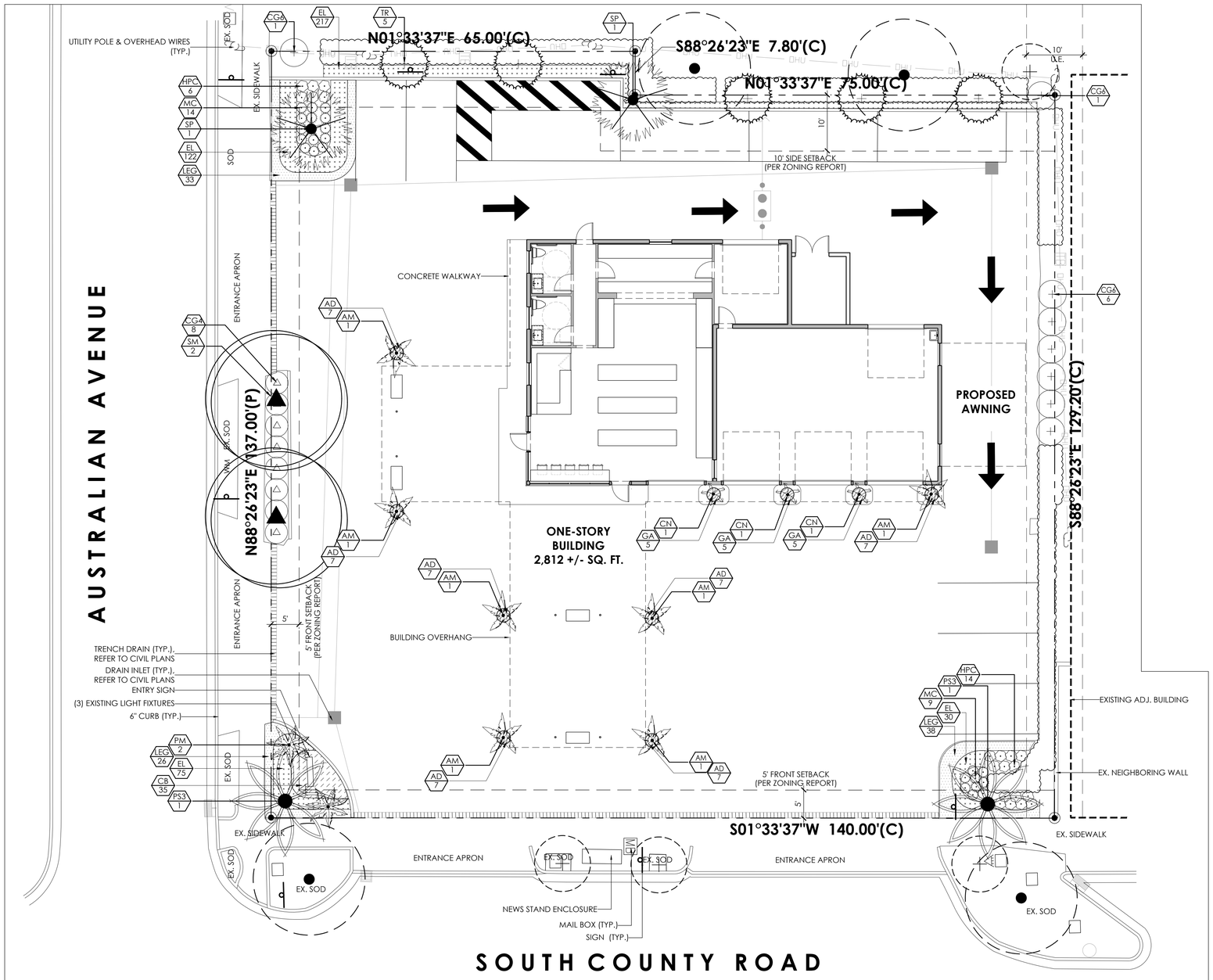
OR

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.

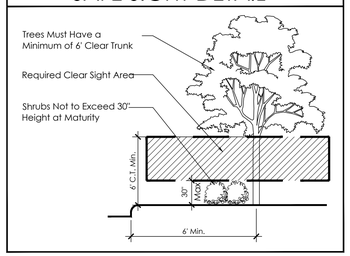
See Ord. 003-2023 *REV BF 20230727*



LANDSCAPE NOTES

1. Easements shall not encroach landscape buffers more than 5 feet.
2. FDOT Type D or F curb shall be provided along the perimeter of all landscape, open space, drainage and grassed areas adjacent to paved vehicular use areas, except where wheel stops are provided.
3. Safe sight triangles shall be maintained clear of vegetation to provide unobstructed visibility between 30" and 6' above crown of road.
4. Light poles, fire hydrants, electrical/mechanical equipment, signs, drainage structures, etc. shall not interfere with landscaping in terminal islands, parking islands, medians, buffers or other landscaped areas.
5. All plant material is to be installed a the height, spread and DBH/Caliper shown in the Plant List, container sizes are given as a suggestion only.
6. No muck-grown sod shall be utilized in detention areas.
7. All landscape areas (including sod) shall be irrigated with an underground automatic sprinkler system providing min. 150% coverage.
8. Trees shown on this plan are for graphic representation only. Tree spacing is based on design requirements and the trees shown on these plans attempt to accomplish that spacing while maintaining the required setbacks from utilities. Trees may be field adjusted to avoid conflicts with driveways and underground utilities. In any case the trees shall be located in the field in accordance with the planting details shown hereon.
9. Trees are to be installed with a ten foot (10) separation from any water or sewer main and/ or service, hydrants, and lift stations. If a ten foot (10') separation cannot be achieved, the tree can be installed with a root barrier system. Refer to the "Root Barrier" detail for installation requirements. However, in no case shall a tree encroach into a PBCUE without prior PBCWUD approval and only sod can be installed within 7.5' of a fire hydrant unless otherwise approved by the Fire Marshal.
10. All parking lot islands, and any other areas on site with baserock, shall be excavated to a minimum depth of the native soil on site and back-filled with a suitable soil consisting of fifty percent (50%) composted organic matter, well-mixed with native soil. Backfill material shall be free from rock, construction debris, or other extraneous material.
11. All substitutions or modifications from the approved Landscape Plan must be submitted and approved by the Landscape Architect in writing.
12. All ground-mounted equipment shall be screened from view.
13. Prior to C.O., the site must have 100% sod coverage, including greenspace in the directly adjacent ROW. All disturbed areas must be sodded including all areas used for staging and maneuvering that may not be indicated on the Landscape Plan.
14. Any equipment (condensing units, transformers, ect) must not interfere with proposed parking lot trees. One trees must be planted in each island.

SAFE SIGHT DETAIL



EXISTING VEGETATION KEY

- EXISTING TREE TO REMAIN
- EXISTING PALM TO REMAIN
- EXISTING SHRUB TO REMAIN

Know what's below. Call before you dig.

NORTH

0' 5' 10' 20' 30'
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340 SOUTH COUNTY RD.

Town of Palm Beach, Florida

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REVISIONS / SUBMISSIONS

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10/27/25: LANDMARKS SECOND SUB.
11/24/25: LANDMARKS FINAL SUB.

LANDSCAPE PLAN

LP-1 of 2

PART 1 GENERAL

1.01 WORK INCLUDED

A. The scope of the work for the landscape contractor for the project shall include the provision of all labor, materials and equipment required to complete all tasks associated with the landscape and irrigation installation as shown on the drawings or noted herein. The landscape contractor is responsible for coordinating with the general contractor reasonable access to power and potable water sources as required to ensure plant survivability and delivery of a completed project that meets all the required specifications.

B. Subgrade Elevations: Excavation, filling and grading required to establish elevations 4" lower than elevations and contours shown on drawings are not specified in this Section.

C. Finish Grade Elevations: 1 inch below top of pathway edging.

1.02 QUALITY ASSURANCE

A. Subcontract landscape work to a single firm specializing in landscape work.

B. The landscape contractor shall be responsible for ensuring all work (including delivery, storage and disposal of their materials) is performed in compliance with applicable jurisdictional codes.

C. The landscape contractor shall be responsible for familiarizing themselves with project plans and scopes of work related to associated trades to be performed by others in order to identify key coordination items including, but not limited to, site access, material storage, and scheduling and sequencing of work. The landscape contractor is responsible for coordinating all site issues with the general contractor.

D. The plant quantities shown on the landscape contract documents are for the convenience of the landscape contractor. The landscape contractor is responsible for verifying all quantities and reporting any discrepancies to the Landscape Architect for clarification prior to contract award and at commencement of work. Contractor is responsible for confirming sod quantities and certifying such to the Owner or his representative.

E. The landscape contractor shall be responsible for the protection of all adjacent work, materials and equipment from damage due to their activities. The landscape contractor shall be solely responsible for any damage or injury to person or property that may occur as a result of the execution of their work.

F. Landscape Contractor to notify the Owner or his representative, or Landscape Architect at least three (3) working days prior to beginning any stage of work.

G. Owner or Landscape Architect to be immediately notified of any discrepancies found in field.

H. The Owner or his representative, or Landscape Architect reserve the right to field adjust plant material on-site to avoid conflicts or discrepancies not anticipated in the planning process.

I. Source Quality Control:

1. **Ship landscape materials with certificates of inspection required by governing authorities. Comply with regulations applicable to landscape materials.**
2. **Do not make substitutions. If specified landscape material is not obtainable, submit to Landscape Architect proof of non-availability and proposal for use of equivalent material. When authorized, adjustment of contract amount will be made. The contractor is responsible for exhausting all means possible to obtain the materials as specified prior to requesting substitution.**
3. **Analysis and Standards: Package standard products with manufacturer's certified analysis. For other materials, provide analysis by recognized laboratory made in accordance with methods established by the Association of Official Agricultural Chemists, wherever applicable.**
4. **Trees, Palms and Shrubs: Provide trees, palms and shrubs grown in a recognized nursery in accordance with good horticultural practice. Provide healthy, vigorous stock free of disease, insects, eggs, larvae, and defects such as decay, knots, sun-scald, injuries, abrasions, and disfigurement. Root systems shall be vigorous and fibrous, filling the container but shall not be root bound or exhibit spiraling roots. Verification of the health and vigor of all plant material is the sole responsibility of the landscape contractor.**

A. Provide trees, palms and shrubs for grade Florida No. 1 as outlined under the current edition of the Grades and Standards for Nursery Plants, Florida Department of Agriculture, unless otherwise noted.

I. Sizes: Provide trees and shrubs of sizes shown or specified. Trees, palms and shrubs of larger size may be used if acceptable to Landscape Architect, and if sizes of roots or balls are increased proportionately.

B. Inspection: Landscape Architect reserves right to inspect trees, palms and shrubs either at place of growth or at site before planting, for compliance with requirements for name, variety, size and quality.

1.03 SUBMITTALS

A. Certification: Submit certificates of inspections as required by governmental authorities, and manufacturer's or vendor's certified analysis for soil amendments and fertilizer materials. Submit other data substantiating that materials comply with specified requirements.

B. Submit seed vendor's certified statement for each grass seed mixture required, stating botanical and common name, percentage by weight, and percentage of purity, germination, and weed seed for each grass seed species.

C. Planting Schedule: Submit planting schedule showing schedule dates for each type of planting in each area of site.

D. Maintenance Instructions: Submit procedures for maintenance of landscape work.

1.04 DELIVERY, STORAGE AND HANDLING

A. Packaged Materials: Deliver packaged materials in original containers showing weight analysis and name of manufacturer. Protect materials from deterioration during delivery, and while stored at site.

B. Sod: Time delivery so that sod will be placed within 24 hours after stripping. Protect sod against drying and breaking of rolled strips.

C. Trees, palms and shrubs: Provide freshly dug trees, palms and shrubs. Do not prune prior to delivery. Do not bend or bind-tie trees or shrubs in such a manner to damage bark, break branches or destroy natural shape. Provide protective covering during delivery.

D. Deliver trees, palms and shrubs after preparations for planting have been completed and plant immediately. If planting is delayed more than 6 hours after delivery, set trees and shrubs in shade, protect from weather and mechanical damage, and keep roots moist.

E. Do not remove container grown stock from containers until planting time.

1.05 JOB CONDITIONS

A. Proceed with and complete landscape work as rapidly as portions of site become available.

B. Utilities: Determine location of underground utilities and perform work in a manner which will avoid possible damage. Hand excavate, as required. Maintain grade stakes set by others until removal is mutually agreed upon by parties concerned.

C. Excavation: When conditions detrimental to plant growth are encountered, such as rubble fill, adverse drainage conditions, or obstructions, notify Landscape Architect before planting.

D. Planting Schedule: Where applicable, prepare a proposed planting schedule. Schedule dates to establish a logical sequence for completing each type of landscape work to avoid damage to other landscape work and work performed by other disciplines. Coordinate with specified maintenance periods to provide maintenance from date of substantial completion. Once accepted, revise dates only as approved in writing, after documentation of reasons for delay.

E. Coordination with Lawns: Plant trees, palms and shrubs after final grades are established and prior to planting of lawns, unless otherwise acceptable to Landscape Architect. If planting of trees, palms and shrubs occurs after lawn work, protect lawn areas and promptly repair damage to lawns resulting from planting operations.

1.06 SPECIAL PROJECT WARRANTY

A. Warrant lawns through specified maintenance period, and until final acceptance. The required period is for one full year following installation of lawn areas.

B. Warrant trees for a period of one year after date of substantial completion against detects death and unsatisfactory growth, except for defects resulting from neglect by Owner, abuse or damage by others, or unusual phenomena or incidents which are beyond Landscape Contractor's control.

C. Warrant shrubs for 1 full year after date of substantial completion.

D. It is understood that the warranty is to be inclusive of all labor, materials and equipment necessary for the replacement of any plant materials required.

E. Should the landscape contractor be required to replace any damaged, diseased, dying or dead plant material it is understood that the replacement material is to be of the same species, size and quality as that originally specified on the Landscape Plan. The contractor will be responsible for the removal of all materials and leaving the impacted area clean following any remedial action.

F. Remove and replace trees, shrubs or other plants found to be dead or in unhealthy condition during warranty period. Make replacements during growth season following end of warranty period. Replace trees and shrubs which are in doubtful condition at end of warranty period; unless, in opinion of the Landscape Architect, it is advisable to extend warranty period for a full growing season or for one full year.

1. **Another inspection will be conducted at end of extended warranty period to determine acceptance or rejection. Only one replacement will be required at end of warranty period, except for losses or replacements due to failure to comply with specified requirements.**

PART 2 PRODUCTS

2.01 TOPSOIL

A. If topsoil is not available on site it must be furnished as specified. Throughout all parts of site where finish grades and contour lines differ from existing contour lines, bring to finish grade contours shown on "Grading Plan."

B. Topsoil shall be friable fertile soil with representative characteristics of area soils. It should be free of heavy clay, silt, stone, extraneous lime, plant roots and other foreign matter greater than 1 1/2" diameter. It shall not contain noxious plant growth (such as bermuda or nut grass). It shall test in neutral Ph range of 5.0 to 6.75 and contain no toxic substances that can be deemed to impede plant growth. The contractor shall be prepared to have soil lab-tested at his expense by the Landscape Architect or Owner. Topsoil shall comply with the following quantitative analysis.

COMPONENTS	VOLUME MEASURE	PARTICLE SIZE
Organic Matter	3 - 5%	
Silt	10 - 30%	0.05 to 0.002 MM
Sand	25 - 75%	0.2 to 0.05 MM
Clay	5 - 25%	0.002 MM and below

2.02 SOIL AMENDMENTS

A. If necessary to bring soil into above specified limits:

B. Lime: Natural limestone (Dolomite) containing not less than 85% of total carbonates, ground so that not less than 90% passes a 10-mesh sieve and not less than 50% passes a 100-mesh sieve.

C. Peat Humus or Peat Moss: Texture, moisture and pH range suitable for intended use.

D. Humus Soil Conditioner: Consisting of yard trimmings and biosolids co-compost.

E. Commercial Fertilizer: Complete fertilizer of neutral character, with 40% - 50% of the total nitrogen in a water insoluble form. It shall be uniform in composition, dry and free flowing.

1. **For trees, palms and shrubs, provide fertilizer with not less than 6% available phosphoric acid, 6% nitrogen and 6% soluble potash.**
2. **For lawns, provide fertilizer with not less than 6% phosphoric acid, and 6% potassium, and percentage of nitrogen required to provide not less than 1 lb. of actual nitrogen per 1000 square feet of lawn area. Provide nitrogen in a form that will be available to lawn during initial period of growth.**

2.03 PLANT MATERIAL

A. Plant list/schedule is part of this specification section.

B. Quality: All plants shall comply with Grades and Standards for Nursery Plants, latest edition, prepared by the Florida Department of Agriculture and Consumer Services.

C. Deciduous Trees: Provide trees of height, spread, and caliper listed or shown and with branching configuration for Florida No. 1 graded trees in Grades and Standard for Nursery Plants for type and species required. Provide single stem trees except where special forms are shown or listed. Ball condition variable.

D. Balled and burlap trees should be dug and prepared for shipment in a manner that will not damage roots, branches, shape and future development after planting. The product received on-site should have a firm ball with natural soils. Dried, cracked or broken rootballs will not be accepted.

E. Coniferous and Broad-leafed Evergreens: Provide evergreens of size shown or listed Dimensions indicate minimum height, spread, and caliper. Provide specified quality evergreens with well-balanced form complying with requirements for other size relationships to the primary dimension shown and branching configuration for Florida No. 1 graded trees in Grades and Standard for Nursery Plants for type and species required.

F. The landscape contractor is responsible for confirming the availability of all the specified plant materials within four (4) weeks of project award. All requests for substitution due to lack of availability must be made to the Landscape Architect in writing within this period. No substitution shall be permitted without prior written approval from the Landscape Architect. The contractor is responsible for exhausting all means possible to obtain the materials as specified prior to requesting substitution.

G. Root suckers on Live Oaks are not acceptable.

H. No double or multi-trunk trees unless otherwise specified.

I. Caliper: Trunk caliper (trunk diameter) is measured six inches from the ground on trees up to and including four inches in caliper, and 12 inches above the ground for larger trees. Since trunks are seldom round, the average of the largest diameter and that perpendicular to it, is referred to as caliper

2.04 GRASS MATERIALS

A. Grass Seed: Provide fresh, clean, new-crop seed complying with established tolerance for purity and germination. Provide seed of grass species, proportions and minimum percentages of purity, germination, and maximum percentage of weed seed, as specified. Attach a schedule of requirements.

B. Sod: Provide strongly rooted sod free of weeds and undesirable native grasses, capable of growth and development when planted.

C. No muck-grown sod shall be utilized in detention areas.

2.05 MISCELLANEOUS LANDSCAPE MATERIALS

A. Ground Cover: Provide plants established and well-rooted in removable containers or internal peat pots and with not less than minimum number and length of runners specified.

B. Anti-Erosion Mulch: Provide clean, dry, mulching hay or straw of coastal bermuda, pangola or bahia grass. Only undeteriorated mulch which can be readily cut into the soil shall be used.

C. Mulch: Melaleuca or equal. The use of cypress mulch is prohibited.

D. Stakes and Guys: When required provide stakes and deadmen of sound new hardwood or treated softwood free of knot holes and other defects. Provide wire ties and guys of 2-strand, twisted, pliable galvanized iron wire not lighter than 12 ga. with zinc-coated turnbuckles. Provide not less than 1/2" hose, cut to required lengths to protect tree trunks from damage by wires.

PART 3 EXECUTION

3.01 LAYOUT

A. Layout individual trees and shrub locations and areas for multiple plantings. Stake locations and outline areas and secure Landscape Architect's acceptance before start of planting work. Make adjustments as maybe required.

3.02 PREPARATION OF PLANTING SOIL

A. The landscape contractor is responsible for the preparation of soils within all planting areas inclusive of providing all imported soil materials, soil amendments, soil conditioners and fertilizers as required.
B. Before mixing, clean topsoil of roots, plants, sods, stones, clay lumps, and other extraneous materials harmful or toxic to plant growth.
C. Mix specified soil amendments and fertilizers with topsoil at rates specified. Delay mixing of fertilizer if planting will not follow placing of planting soil within a few days.
D. For planting beds, mix planting soil either prior to planting or apply on surface of topsoil and mix thoroughly before planting.
   1. Mix lime with dry soil prior to mixing of fertilizer.
   2. Prevent lime from contacting roots of acid-loving plants.
E. Remove all shellrock encountered and backfill with clean sand or sand/soil mix.

3.03 PREPARATION FOR ALL PLANTING AREAS

A. Eradicate weeds within the limits of all planting areas prior to beginning landscape installation. Perennial weeds and grasses to be removed include, but are not limited to, nut grass, puncture vine, morning glory, dog fennel, torpedo grass, Bermuda grass, Bahia grass, kikuyu grass, crab grass, carpet grass, sedge and other noxious and/or invasive weeds. The site is to be maintained weed free throughout planting operations.
B. Existing plant material to be removed, except where noted on the Landscape or Tree Disposition Plans.
C. Pre–till to scarify soils in all planting areas to a minimum depth of 4". Densely compacted areas between 85% and 90% are to be cross ripped to a minimum of 8" depth. In the process of tilling remove unacceptable materials including, but not limited to, foreign debris, construction waste, roots, concrete, asphalt and rocks greater than ½" diameter on average. In areas to receive sod till in fertilizer to a depth of 2" at a rate of 12 pounds per cubic ft.
D. All planters shall be excavated to a minimum depth to reach native soil and back-filled with a suitable soil consisting of fifty percent (50%) composted organic matter, well-mixed with native soil. Backfill material shall be free from rock, construction debris, or other extraneous material.
E. All road rock, concrete, asphalt and other non-natural material to be removed from all planting areas prior to landscape installation.
F. Spread a layer of 2 to 3 inches of humus soil conditioner over the entire planting areas Planting areas shall include all new sod areas, shrub areas and tree areas. These areas shall be as large as 3 times the diameter of the beds of the plants, except where confined by hardscape features such as paved parking areas, paved walk ways, structures, etc. Overlapping areas shall be considered to be one large planting area for the entire mass. The humus soil conditioner shall then be uniformly disked, tilled or aerified into the existing soil to a depth of 6 to 8 inches with the following exception: no rototilling shall occur closer to the trunks of established plants than one half the distance to the dripline of the existing plant canopy. All plants, including hedges and ground cover shall be planted in individually dug holes and the material dug from the holes shall then be further mixed with the prepared site soil prior to backfilling of the planting holes around the rootballs.
G. All landscape beds, including sod areas, shall be leveled and raked smooth prior to any planting.

3.04 PREPARATION FOR PLANTING LAWNS

A. Preparation of Unchanged Grades: Where lawns are to be planted in areas that have not been altered or disturbed by excavating, grading, or stripping operations, prepare soil for lawn planting as follows: Till to a depth of not less than 6"; apply soil amendments and initial fertilizers; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, free of lumps, clods, stones, roots, and other extraneous matter.
   1. Prior to preparation of unchanged areas, remove existing grass, vegetation and turf. Dispose of such material outside of Owner's property; do not turn over into soil being prepared for lawns.
B. Elsewhere: Loosen subgrade of lawn areas to a minimum depth of 4". Remove stones over 1 1/2" in any dimension and sticks, roots, rubbish and other extraneous matter. Limit preparation to areas which will be planted promptly after preparation.
C. Spread planting soil mixture to minimum depth required to meet lines, grades and elevations shown, after light rolling and natural settlement.
D. Place approximately 1/2 of total amount of planting soil required. Work into top of loosened subgrade to create a transition layer and then place remainder of planting soil.
E. Allow for sod thickness in areas to be sodded.
F. Grade lawn areas to smooth, even surface with loose, uniformly fine texture. Roll and rake and remove ridges and fill depressions, as required to meet finish grades. Limit fine grading to areas which can be planted immediately after grading.
G. Moisten prepared lawn areas before planting if soil is dry. Water thoroughly and allow surface moisture to dry before planting lawns. Do not create a muddy soil condition.
H. Restore lawn areas to specified condition if eroded or otherwise disturbed after fine grading and prior to planting.

3.05 PREPARATION OF PLANTING BEDS

A. Loosen subgrade of planting bed areas to a minimum depth of 12" using a cultimulcher or similar equipment. Remove stones over 1 1/2" in any dimension, and sticks, stones, rubbish and other extraneous matter. Spread planting soil mixture to minimum depth required to meet lines, grades and elevations shown, after light rolling and natural settlement. Place approximately 1/2 of total amount of planting soil required. Work into top of loosened subgrade to create a transition layer, then place remainder of the planting soil. Add soil amendment.
B. Excavation for Trees and Shrubs: Excavate pits, beds and trenched with vertical sides and with bottom of excavation slightly raised at center to provide proper drainage. Loosen hard subsoil in bottom of excavation.
   1. For balled and burlapped (B & B trees and shrubs), make excavations at least half again as wide as the ball diameter and equal to the ball depth.
   2. For container grown stocks, excavate as specified for balled and burlapped stock, adjusted to size of container width and depth.
C. Dispose of subsoil removed from landscape excavations. Do not mix with planting soil or use as backfill. Fill excavations for trees and shrubs with water and allow to percolate out before planting.

3.06 PLANTING TREES, PALMS AND SHRUBS

A. Lay out individual trees, palm and shrub locations and areas for multiple plantings where required. Stake locations and outline areas and secure Landscape Architect's acceptance before start of planting work. Make adjustments as may be required upon approval.
B. Set balled and burlapped (B&B) stock on layer of compacted planting soil mixture, plumb and center of pit or trench with top of ball at same elevation as adjacent finished landscape grades. Remove burlap from sides of balls; retain on bottoms. When set, place additional backfill free from rocks and debris around base and sides of ball and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.
C. Balled and burlapped trees with natural burlap: pull back or remove at a minimum, the top 1/3 of the burlap from the root ball. Synthetic/plastic burlap and all other non-biodegradable materials must be removed completely from the root ball and disposed of.
D. Trees in baskets: Remove wire baskets to a depth of 18" min. All synthetic strapping and other non-biodegradable materials must be completely removed and disposed of. Any burlap must be pulled back or removed from the top of the rootball.
E. If trees are to be containerized, root ball will be shaved at the periphery to remove all circling roots.
F. Set container grown stock as specified for balled and burlapped stock, except cut cans on 2 sides with an approved can cutter; remove bottoms of wooden boxes after partial backfilling so as not to damage root balls.
G. Top-most root shall be visible within the top 2" of the root ball.
H. All proposed trees shall be installed either entirely in or entirely out of planting beds. Planting bed outlines shall not be obstructed and shall be smooth and flowing. If trees are located outside planting beds in grass areas, maintain a minimum three feet 3' wide offset to allow for mowers to maneuver.
I. Face of trees and palms to be located a minimum of 2'-0" off all sidewalks/bike paths or other paved surfaces, unless otherwise notated on plans.
J. Groundcover and shrubs to be laid out in a uniform and consistent pattern.
K. Dish top of backfill to allow for mulching.
L. Mulch pits, trenches and planting areas. Provide not less than 3" thickness of mulch and work into top of backfill and finish level with adjacent finish grades. Not more than 2" mulch shall be placed over the rootball of the trees. At the base of the plant, 2" must be maintained free of mulch.
M. Guy and stake trees immediately after planting, as indicated.
N. The landscape contractor shall install plant materials using the best horticultural practices:
   1. Protect plant material from damage during delivery, staging and installation. Do not begin installation of shrub and groundcover materials prior to completion of irrigation installation and finish grading.
   2. Do not install plant materials in winds in excess of 30 miles per hour.
   3. Do not install plant material if deemed site conditions will impede the ability of plant material to thrive without notifying the Landscape Architect of concerns prior to installation.
   4. Perform all work in accordance with all applicable laws, codes and regulations inclusive of all permits and inspections required by federal, state and local jurisdictions.
   5. The use of cables and chains for the lifting of trees is prohibited. Trees are to be lifted using nylon straps a minimum of 4" in width. Wrap trunks to protect from scraping and scarring.
   6. The 'choke' strapping method for lifting trees is prohibited.
   7. Do not drop plant material.
   8. Limit the amount of plants to be installed per day to those that can adequately be watered in the same day.
   9. Carefully remove containerized plants from their cans to avoid breaking the rootball. Containers should only be removed immediately prior to installation and plants should be immediately watered after placement.
   10. Remove burlap and cut steel baskets from at least the top third of the rootball for all B&B material. Remove wire baskets to a minimum depth of 18".
   11. Plant material must be installed at correct elevation in relation to finish grade as indicated on the planting details after settling. Plants set at incorrect elevations will need to be raised or lowered accordingly at no additional cost to the owner.
   12. Planting pits for trees and shrubs must be excavated to the dimensions specified on the planting details. Following planting area immediately surrounding plant is to be tamped firm and use water jet technique to remove all air pockets repeating as required.
   13. Apply re-wetting agent to the surface of all plant pits for trees and shrubs per manufacturer's recommendations.
   14. Apply shredded hardwood mulch in even layer to a 3" depth. Mulch must be pulled off the base of all plant material.
   15. Continuously monitor status of installed materials and make modifications, clean-ups and replacements as required.

3.07 PRESERVED PLANT MATERIALS

A. The contractor is responsible for protecting and maintaining all plant material to remain within the limits of construction as indicated on the plans. Existing trees to remain shall be undisturbed and protected by barricades. Barricades are to be installed prior to any construction or earthwork takes place on the site. Barricades shall remain in place through the duration of all construction activity and not removed until authorization has been received by the Landscape Architect and governing municipality.

B. No vehicle shall traverse this area nor shall any storage of materials or equipment be permitted within this protected area.

C. The contractor shall bear the sole responsibility of replacement for any damage to protected materials caused by construction activity without additional costs to the owner.

3.08 TRANSPLANTED PLANT MATERIALS

A. Root prune all large canopy trees to be relocated prior relocation one half of the root system at a time and allow of adequate harden off time.

B. Transplanted Sabal Palms shall be hurricane cut and rootballs shall be wrapped in burlap or plastic if not being planted within a 24 hour period.

C. Palms of other species shall have their fronds tied together to prevent leaf damage and facilitate handling.

D. Planting hole for transplanted material should measure two times the diameter of the root ball.

E. Trees shall be planted at the same depth as it was in the field.

F. The landscape contractor shall be responsible for providing supplemental irrigation through hand watering or other means (including temporary drip, water wands and soaker hoses) to help establish all transplanted trees. The contractor should continue to monitor the moisture content for all transplanted trees and adjust supplemental irrigation as needed.

G. All relocated trees shall be staked accordingly.

H. The contractor shall bear the sole responsibility of replacement for any damage to transplanted materials caused by construction activity, deficient irrigation, or poor transplant procedure without additional costs to the owner.

3.09 PRUNING

A. All pruning shall be done on the site before planting as directed by Landscape Architect. Pruning shall follow modern horticultural practices (Grades and Standards for Nursery Plants) and shall be done with approved tools designed for the purpose intended. Lopping, topping, or shearing of trees or shrubs will be grounds for rejecting the plants as unsuitable and not meeting requirements. Damaged, scarred, frayed, split, or skinned branches, limbs or roots shall be pruned back to line wood nearest to the next sound outside lateral bud, branch, limb or root. The terminal leader or bud in all trees or shrubs shall be left intact and not removed unless damaged.

B. Prune, thin out and shape trees and shrubs. Prune trees to retain required height and spread. Unless otherwise directed by Landscape Architect, do not cut tree leaders, and remove only injured or dead branches from flowering trees, if any. Prune shrubs to retain natural character.

3.10 SODDING NEW LAWNS

A. Lay sod within 24 hours from time of stripping.

B. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap. Stagger strips to offset joints in adjacent courses. Work from boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil into minor cracks between pieces to sod; remove excess to avoid smothering of adjacent grass.

C. There shall be no gaps greater than ¼" between pieces of sod.

D. Water sod thoroughly with a fine spray immediately after planting. Newly sodded areas shall be kept moist for the first week after planting after which a minimum watering rate of 2" per week, including rainfall shall be applied.

E. No muck-grown sod shall be utilized in detention areas.

F. Landscape Contractor is responsible for replacing any damaged sod.

3.11 MAINTENANCE

A. The landscape contractor shall be responsible for the maintenance of all plant materials and the planting areas immediately after planting and until final acceptance but the owner, Landscape Architect, and governing municipality.

B. Maintain trees, palms, shrubs and other plants until final acceptance but in no case less than following period: 30 days after substantial completion of planting.

C. Maintain trees, palms, shrubs and other plants by pruning, cultivating and weeding as required for healthy growth. Restore planting saucers. Tighten and repair stake and guy supports and reset trees and shrubs to proper grades or vertical position as required. Restore or replace damaged wrappings. Spray as required to keep trees and shrubs free of insects and diseases.

D. Remove and replace excessively pruned or malformed stock resulting from improper pruning.

E. Maintain lawns for not less than the period stated below, and longer as required to establish an acceptable lawn.

1. **Sodded lawns, not less than 30 days after substantial completion.**
2. **Seeded lawns, not less than 60 days after substantial completion.**

F. Maintain lawns by watering fertilizing, weeding, mowing, trimming, and other operations such as rolling, regrading and replanting as required to establish a smooth, acceptable lawn, free of eroded or bare areas.

G. Landscape Contractor is responsible for watering all sod and plant materials from day of installation through final acceptance even if irrigation is not in place, unless this responsibility is assumed in writing by another party.

H. Contractor is responsible for returning to the site after a period of (1) one year to remove the staking from the trees and palms.

3.12 CLEANUP AND PROTECTION

A. During landscape work, keep pavement clean and work area in an orderly condition.

B. Protect landscape work and materials from damage due to landscape operations, operations by other contractors and trades and trespassers. Maintain protection during installation and maintenance periods. Treat, repair or replace damaged landscape work as directed.

3.13 INSPECTION AND ACCEPTANCE

A. When landscape work is completed, including maintenance, Landscape Architect will, upon request, make an inspection to determine acceptability. Landscape work may be inspected for acceptance in parts agreeable to Landscape Architect, provided work offered for inspection is complete, including maintenance.

B. Seeded lawns will be acceptable provided requirements, including maintenance, have been complied with, and healthy, uniform close stand of specified grass established, free of weeds, bare spots and surface irregularities (95% coverage required for acceptance).

C. Sodded lawns will be acceptable provided requirements, including maintenance, have been complied with, and healthy, well-rooted, even-colored, viable lawn is established, free of weeds, open joints and bare areas (95% coverage required for acceptance). Where inspected landscape work does not comply with requirements, replace rejected work and continue specified maintenance until re-inspected by Landscape Architect and found to be acceptable. Remove rejected plants and materials promptly from project site.

3.14 IRRIGATION

A. An automatic irrigation system providing 100% coverage with 50% minimum overlap is to be designed and installed to maintain an established landscape.

B. Bubblers shall be provided on all trees.

C. The landscape contractor shall be responsible for providing supplemental irrigation through hand watering or other means (including temporary drip, water wands and soaker hoses) to help establish the new and salvaged material. The contractor should continue to monitor the moisture content for all trees and shrubs.

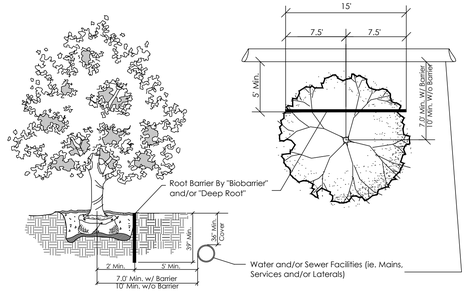
D. The landscape contractor is responsible for obtaining all necessary permits prior to installation.

E. Provide on as built drawing of the irrigation system to the Landscape Architect.

F. A rain sensor is required on all irrigation systems.

LANDSCAPE AND ROOT BARRIER NOTE:
Trees shown on this plan are for graphic representation only. Tree spacing is based on design requirements and the trees shown on this plans attempt to accomplish that spacing while maintaining the required setbacks from utilities. Trees may be field adjusted to avoid conflicts with driveways and underground utilities. In any case the trees shall be located in the filed in accordance with the planting details shown hereon.

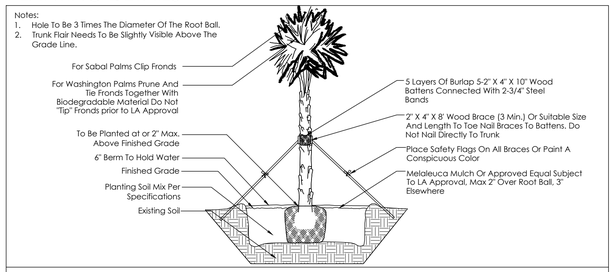
Additionally, trees are to be installed with a ten foot (10') separation from any water or sewer main and/or service, hydrants, and lift stations. If a ten foot (10') separation cannot be achieved, the tree can be installed with a root barrier system. Refer to the "Root Barrier" detail for installation requirements.



ROOT BARRIER DETAIL

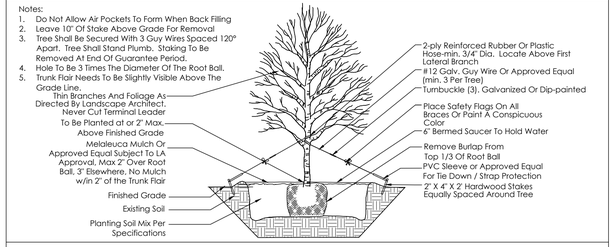
PLANTING DETAILS

Notes:
1. Hole To Be 3 Times The Diameter Of The Root Ball.
2. Trunk Flair Needs To Be Slightly Visible Above The Grade Line.



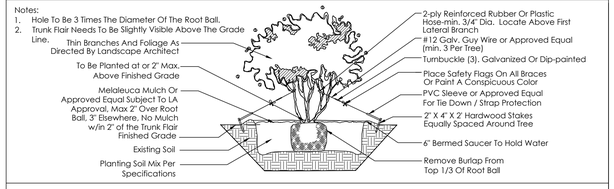
PALM PLANTING DETAIL

Notes:
1. Do Not Allow Air Pockets To Form When Back Filling
2. Leave 10" Of Stake Above Grade For Removal
3. Tree Shall Be Secured With 3 Guy Wires Spaced 120° Apart. Tree Shall Stand Plumb. Staking To Be Removed At End Of Guarantee Period.
4. Hole To Be 3 Times The Diameter Of The Root Ball.
5. Trunk Flair Needs To Be Slightly Visible Above The Grade Line.



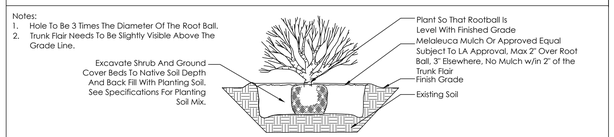
LARGE TREE (OVER 8' HEIGHT) PLANTING DETAIL

Notes:
1. Hole To Be 3 Times The Diameter Of The Root Ball.
2. Trunk Flair Needs To Be Slightly Visible Above The Grade Line.



MULTI-TRUNK TREE PLANTING DETAIL

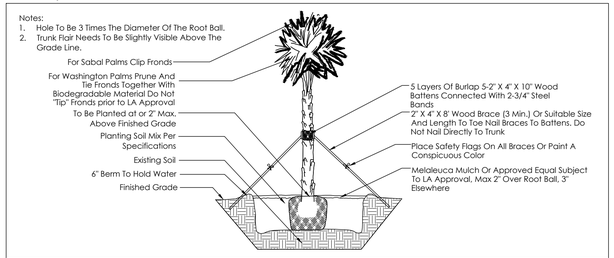
Notes:
1. Hole To Be 3 Times The Diameter Of The Root Ball.
2. Trunk Flair Needs To Be Slightly Visible Above The Grade Line.



SHRUB AND GROUNDCOVER PLANTING DETAIL

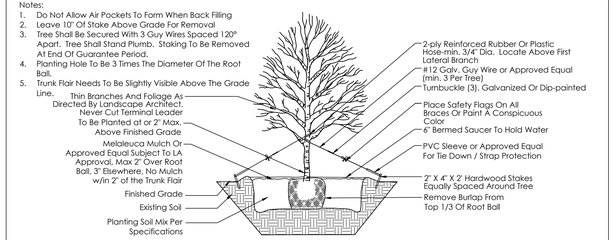
Transplant Details

Notes:
1. Hole To Be 3 Times The Diameter Of The Root Ball.
2. Trunk Flair Needs To Be Slightly Visible Above The Grade Line.



PALM PLANTING DETAIL

Notes:
1. Do Not Allow Air Pockets To Form When Back Filling
2. Leave 10" Of Stake Above Grade For Removal
3. Tree Shall Be Secured With 3 Guy Wires Spaced 120° Apart. Tree Shall Stand Plumb. Staking To Be Removed At End Of Guarantee Period.
4. Planting Hole To Be 3 Times The Diameter Of The Root Ball.
5. Trunk Flair Needs To Be Slightly Visible Above The Grade Line.



TREE PLANTING DETAIL

SCHMIDT NICHOLS
LANDSCAPE ARCHITECTURE AND URBAN PLANNING
1551 N. Flagler Dr, Ste 102
West Palm Beach, FL 33401
Phone: 561.684.6141
Email: info@snlandplan.com
Website: www.snlandplan.com
License No: LC26000232

340 SOUTH TH COUNTY RD.

Town of Palm Beach, Florida

Date:	11/24/25
Scale:	NTS
Design By:	CCS
Drawn By:	CCS
Checked By:	JES
File No.	1334.01
Job No.	25-65

REVISIONS / SUBMISSIONS

10/16/25: LANDMARKS FIRST SUB.
10/27/25: LANDMARKS SECOND SUB.
11/24

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

340 S. COUNTY ROAD

Town of Palm Beach, Florida

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

Gunster
777 S. Flagler Drive
Suite 500 East
West Palm Beach, Florida 33401

JOB NO. 25-154

DATE: 10/07/2025
Revised: 10/24/2025

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 10/24/2025. 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: 2025.10.24 15:39:25-04'00'

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

TABLE OF CONTENTS

PAGE 4

1.0 SITE DATA
2.0 PURPOSE OF STUDY
3.0 TRAFFIC GENERATION

PAGE 5

4.0 TRIP DISTRIBUTION
5.0 MULTIMODAL TRANSPORTATION OPTIONS
6.0 LINK ANALYSIS

PAGE 6

7.0 INTERSECTION ANALYSIS

PAGE 8

8.0 PARKING ANALYSIS

PAGE 9

9.0 SITE RELATED IMPROVEMENTS
10.0 CONCLUSION

APPENDICES

APPENDIX A

LINK ANALYSIS

APPENDIX B

COMMITTED PROJECT TRIPS

APPENDIX C

SITE PLAN/CONCEPTUAL ENGINEERING PLAN

1.0 SITE DATA

The subject parcel is located at 340 S. County Road in the Town of Palm Beach, Florida and contains approximately 0.43 acres. The Property Control Number (PCN) for the subject parcel is 50-43-43-23-05-027-00110. The site is vested with 240 SF of office, 1,604 SF of automobile care center, an 8-fuel position gas station and 365 SF of convenience store. The proposed redevelopment includes the enclosure of one of the automobile care bays and small expansion to the existing building. The proposed development will include 218 SF of office, 1,143 SF of automobile care center, an 8-fuel position gas station and 1,481 SF of convenience store site with a build out of 2030. Site access is not proposed to change and is existing via two driveway connections to S. County Road and two driveway connections to Australian Avenue. For additional information concerning site location and layout, please refer to the Site Plan prepared by MHK Architecture.

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 Palm Beach County Unified Land Development Code Article 12 requires that for any application for a site specific development order on property on which there are vested uses shall be subject to the Palm Beach County Traffic Performance Standards to the extent the traffic generation projected for the site specific development order exceeds the traffic generation of the vested uses. The generation rates and capture rates of the vested uses shall be updated to current pro forma traffic generation and passer-by rates and shall be used to calculate vested uses/current approval traffic.

The traffic currently vested to the parcel has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 11th Edition* and provided by the Palm Beach County Engineering Traffic Division as shown in Tables 1, 2, and 3. Table 1 shows the daily traffic generation associated with the existing/vested development in trips per day (tpd). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The traffic generated by the vested development may be summarized as follows:

Vested Development		
Daily Traffic Generation	=	637 tpd
AM Peak Hour Traffic Generation (In/Out)	=	47 pht (24 In/23 Out)
PM Peak Hour Traffic Generation (In/Out)	=	50 pht (24 In/26 Out)

The traffic to be generated by the proposed site modifications has also been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 11th Edition* and rates published by the Palm Beach County Engineering Traffic Division as shown in Tables 4, 5, and 6. Table 4 shows the daily traffic generation associated with the proposed plan of development. Tables 5 and 6 show the AM and PM peak hour traffic generation, respectively. The traffic to be generated by the proposed plan of development may be summarized as follows:

3.0 TRAFFIC GENERATION (CONTINUED)

Proposed Development

Daily Traffic Generation	=	717 tpd
AM Peak Hour Traffic Generation (In/Out)	=	51 pht (27 In/24 Out)
PM Peak Hour Traffic Generation (In/Out)	=	53 pht (27 In/26 Out)

The increase in traffic generation as a result of the proposed site modifications is shown in Table 7 and may be summarized as follows:

Change to Vested Development

Daily Traffic Generation	=	80 tpd
AM Peak Hour Traffic Generation (In/Out)	=	4 pht (3 In/1 Out)
PM Peak Hour Traffic Generation (In/Out)	=	3 pht (3 In/0 Out)

4.0 TRIP DISTRIBUTION

The project trips were distributed and assigned on the surrounding roadway network as shown in Figure 1 attached to this report. S. County fronting the subject site is one-way southbound and Australian Avenue fronting the site is one-way eastbound.

5.0 MULTIMODAL TRANSPORTATION OPTIONS

An existing 5-foot sidewalk is present along both S. County Road and Australian Avenue. A striped midblock crosswalk is existing at the intersection of S. County Road and Australian Avenue. The midblock crossing provides access from Australian Avenue to the Town Hall and extends to east of S. County Road. No bicycle lanes are currently present on S. County Road or Australian Avenue. However, the sidewalks and slower speeds of the roadways allow bicyclists to use either the sidewalk or roadway if desired. Palm Tran Route #41 currently services the area along County Road and provides service connections to the north end of Palm Beach and the West Palm Beach Tri-Rail station.

6.0 LINK ANALYSIS

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 an insignificant traffic increase from the existing site. Despite the minimal trip generation increase, a roadway segment analysis was completed based on the Town Comprehensive Plan that includes evaluation of the directly accessed link utilizing two-way peak hour thresholds. The roadway analysis is provided in Tables 8-9 attached in Appendix A. 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. The proposed development does not cause any degradation of LOS standards.

7.0 INTERSECTION ANALYSIS

Due to the insignificant increase in traffic of only 4 peak hour trips, no intersection analysis was performed. However, note the 180 Royal Palm Way traffic study completed by our office analyzed several intersections in proximity to the site and demonstrated the intersections are projected to operate at an acceptable Level of Service.

8.0 PARKING ANALYSIS

A summary of the proposed parking calculations is provided below.

Existing Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
Office	1 per 250 SF	240 SF	1
Retail/Convenience Store	1 per 200 SF	365 SF	2
Automobile Care Center	1 per 200 SF	1,604 SF	8
		Total =	**11**

Proposed Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
Office	1 per 250 SF	218 SF	1
Retail/Convenience Store	1 per 200 SF	1,481 SF	7
Automobile Care Center	1 per 200 SF	1,143 SF	6
		Total =	**14**

The Town code does not provide parking requirements for convenience stores, gas stations, or automobile care facilities. Gas stations as a standalone use generally do not necessitate a parking demand outside of the fuel position locations. Any parking demand generally associated with a gas station is due to the convenience store. The convenience store was parked at the retail parking rate identified in the Town code. Note this is also consistent with Palm Beach County Land Development Code in which gas station/convenience stores are only parked based on the size of the convenience store and at a rate of 1 space per 200 SF. The automobile care center parking calculations were based on one space per 200 SF to be conservative.

The most recent approval of the site in 2004 identified 10 off-street parking spaces. The proposed plan of development includes 9 designated parking spaces not including the fuel position bays.

9.0 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 5 and 6 and may be summarized as follows:

		Directional Distribution (Trips In/Out)
AM Peak Hour	=	64 / 61
PM Peak Hour	=	64 / 63

As previously mentioned, site access is existing via two driveway connections to S. County Road and two driveway connections to Australian Avenue. Based on the Palm Beach County Engineering Guidelines used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, no turn lanes are warranted or recommended.

10.0 CONCLUSION

As shown in Table 7, the proposed modifications will result in an increase of 80 daily trips, 4 AM peak hour trips, and 3 PM peak hour trips from the existing/vested development. Since the project modifications are anticipated to generate less than 20 net peak hour trips, the project is therefore approvable with regard to the Palm Beach County Traffic Performance Standards and the Town of Palm Beach Comprehensive plan.

BK x:/docs/trafficdrainage/tis.25154.rev

340 S. COUNTY RD

10/08/2025
Revised: 10/24/2025

EXISTING 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
Small Office Building (≤10k SF GFA)	712	240	S.F.	14.39			3		0	3	10%	0	3
Automobile Care Center	942	1,604	S.F.	33.89			54		0	54	0%	0	54
Gas Station w/ Convenience Store[e]	FDOT	8	Fuel Positions	14.3*PM Trips			1,487		0	1,487	61%	907	580
		365	S.F.										
			Grand Totals:				**1,544**	**0.0%**	**0**	**1,544**	**59%**	**907**	**637**

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
Small Office Building (≤10k SF GFA)	712	240	S.F.	1.67	0.82	0.18	0	0	0	0.0%	0	0	0	0	0	0	10%	0	0	0	0
Automobile Care Center	942	1,604	S.F.	3.87	0.66	0.34	4	2	6	0.0%	0	0	0	4	2	6	0%	0	4	2	6
Gas Station w/ Convenience Store[e]	FDOT	8	Fuel Positions	Note f	0.50	0.50	52	52	104	0.0%	0	0	0	52	52	104	61%	63	20	21	41
		365	S.F.																		
			Grand Totals:				**56**	**54**	**110**	**0.0%**	**0**	**0**	**0**	**56**	**54**	**110**	**57%**	**63**	**24**	**23**	**47**

TABLE 3 - 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
Small Office Building (≤10k SF GFA)	712	240	S.F.	2.16	0.34	0.66	0	1	1	0.0%	0	0	0	0	1	1	10%	0	0	1	1
Automobile Care Center	942	1,604	S.F.	4.9	0.46	0.54	4	4	8	0.0%	0	0	0	4	4	8	0%	0	4	4	8
Gas Station w/ Convenience Store[e]	FDOT	8	Fuel Positions	12.3*FP+15.5*(X)	0.50	0.50	52	52	104	0.0%	0	0	0	52	52	104	61%	63	20	21	41
		365	S.F.																		
			Grand Totals:				**56**	**57**	**113**	**0.0%**	**0**	**0**	**0**	**56**	**57**	**113**	**56%**	**63**	**24**	**26**	**50**

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340 S. COUNTY RD

10/08/2025
Revised: 10/24/2025

PROPOSED DEVELOPMENT

TABLE 4 - 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
Small Office Building (≤10k SF GFA)	712	218	S.F.	14.39			3		0	3	10%	0	3
Automobile Care Center	942	1,143	S.F.	33.89			39		0	39	0%	0	39
Gas Station w/ Convenience Store[e]	FDOT	8	Fuel Positions	14.3*PM Trips			1,730		0	1,730	61%	1,055	675
		1,481	S.F.										
			Grand Totals:				**1,772**	**0.0%**	**0**	**1,772**	**60%**	**1,055**	**717**

TABLE 5 - 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
Small Office Building (≤10k SF GFA)	712	218	S.F.	1.67	0.82	0.18	0	0	0	0.0%	0	0	0	0	0	0	10%	0	0	0	0
Automobile Care Center	942	1,143	S.F.	3.87	0.66	0.34	3	1	4	0.0%	0	0	0	3	1	4	0%	0	3	1	4
Gas Station w/ Convenience Store[e]	FDOT	8	Fuel Positions	Note f	0.50	0.50	61	60	121	0.0%	0	0	0	61	60	121	61%	74	24	23	47
		1,481	S.F.																		
			Grand Totals:				**64**	**61**	**125**	**0.0%**	**0**	**0**	**0**	**64**	**61**	**125**	**59%**	**74**	**27**	**24**	**51**

TABLE 6 - 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
Small Office Building (≤10k SF GFA)	712	218	S.F.	2.16	0.34	0.66	0	0	0	0.0%	0	0	0	0	0	0	10%	0	0	0	0
Automobile Care Center	942	1,143	S.F.	4.9	0.46	0.54	3	3	6	0.0%	0	0	0	3	3	6	0%	0	3	3	6
Gas Station w/ Convenience Store[e]	FDOT	8	Fuel Positions	12.3*FP+15.5*(X)	0.50	0.50	61	60	121	0.0%	0	0	0	61	60	121	61%	74	24	23	47
		1,481	S.F.																		
			Grand Totals:				**64**	**63**	**127**	**0.0%**	**0**	**0**	**0**	**64**	**63**	**127**	**58%**	**74**	**27**	**26**	**53**

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TABLE 7
TRAFFIC GENERATION DIFFERENCE - NET TRIPS

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
PREVIOUSLY VESTED DEVELOPMENT =	637	47	24	23	50	24	26
PROPOSED DEVELOPMENT =	717	51	27	24	53	27	26
DIFFERENCE =	**80**	**4**	**3**	**1**	**3**	**3**	**0**

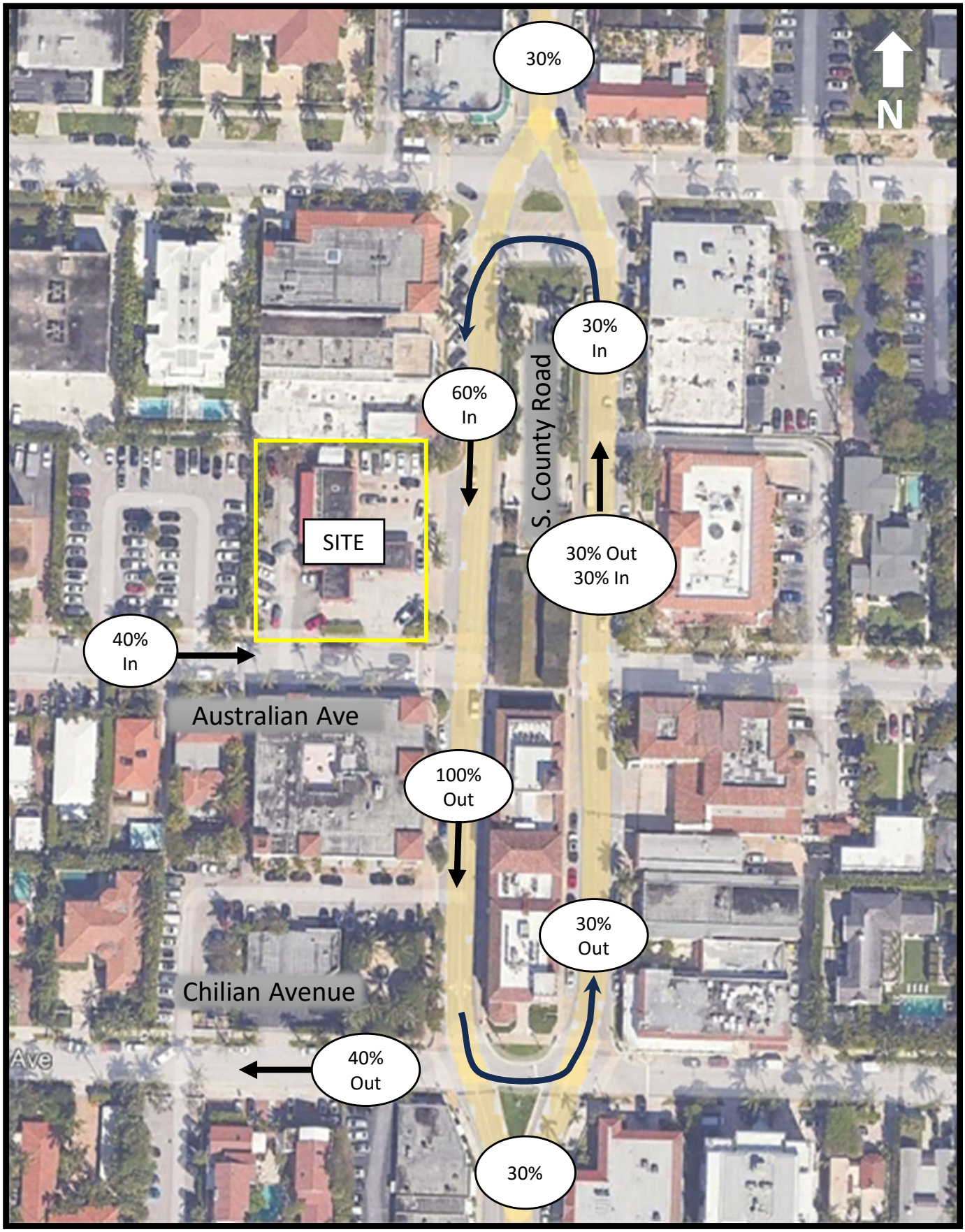

Figure 1 - Trip Distribution
340 S. County Road
Project # 25-154

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Figure 2 – Driveway Trips
340 S. County Road
Project # 25-154

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APPENDIX A

LINK ANALYSIS

TABLE 8
TOWN ROADWAY SEGMENT ANALYSIS
AM PEAK HOUR

2030 BUILD OUT

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 3
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	MAJOR PROJECTS[3]	1.0% GROWTH	2030 TOTAL BCKGRD TRAFFIC	2030 BCKGRD LOS	PROJECT DISTRIBUTION	IN/OUT	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	2030 TOTAL TRAFFIC	LOS D V/C RATIO	2030 TOTAL LOS
COUNTY ROAD	BRAZILIAN AVENUE	AUSTRALIAN AVENUE	4L ART - Undivided	1140	II	983	1.16	2190	0.52	2280	0.50	D	8	58	1206	D	60%/30%	IN/OUT	2	1208	0.55	D
COUNTY ROAD	AUSTRALIAN AVENUE	CHILIAN AVENUE	4L ART - Undivided	1140	II	983	1.16	2190	0.52	2280	0.50	D	8	58	1206	D	30%/100%	IN/OUT	2	1208	0.55	D

Notes:
1. The existing traffic volumes are based on intersection turning movement counts collected during the peak season and peak hour. The 2025 KHA traffic counts at this location appear to be incorrect, as the reported volumes are more than three times higher than the 2024 counts, which does not seem reasonable. In comparison, the adjacent segment on County Road shows a slight decrease over the same period.

TABLE 9
TOWN ROADWAY SEGMENT ANALYSIS
PM PEAK HOUR

2030 BUILD OUT

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 3
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 0

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	MAJOR PROJECTS[3]	1.0% GROWTH	2030 TOTAL BCKGRD TRAFFIC	2030 BCKGRD LOS	PROJECT DISTRIBUTION	IN/OUT	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	2030 TOTAL TRAFFIC	LOS D V/C RATIO	2030 TOTAL LOS
COUNTY ROAD	BRAZILIAN AVENUE	AUSTRALIAN AVENUE	4L ART - Undivided	1174	II	983	1.19	2190	0.54	2280	0.51	D	14	60	1248	D	60%/30%	IN/OUT	2	1250	0.57	D
COUNTY ROAD	AUSTRALIAN AVENUE	CHILIAN AVENUE	4L ART - Undivided	1174	II	983	1.19	2190	0.54	2280	0.51	D	14	60	1248	D	30%/100%	IN/OUT	1	1249	0.57	D

Notes:
1. The existing traffic volumes are based on intersection turning movement counts collected during the peak season and peak hour. The 2025 KHA traffic counts at this location appear to be incorrect, as the reported volumes are more than three times higher than the 2024 counts, which does not seem reasonable. In comparison, the adjacent segment on County Road shows a slight decrease over the same period.

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 B

COMMITTED PROJECT TRIPS

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME:	County Rd	STATION:	3918		Report Created
CURRENT YEAR:	2025	FROM:	Midpoint		9/17/2025
ANALYSIS YEAR:	2030	TO:	Royal Palm Way		
GROWTH RATE:	0%	COUNT DATE:	NA		
		PSF:	0		

Link Analysis

Time Period		AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB	
Existing Volume	0	0	0	0	0	0	
Peak Volume	0	0	0	0	0	0	
Diversion(%)	0	0	0	0	0	0	
Volume after Diversion	0	0	0	0	0	0	
Committed Developments							Type / % Complete
3111 South Dixie	0	0	0	0	0	0	NR / 100%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR / 100%
204 Royal Palm Way	3	3	0	2	0	1	NR / 0%
Royal Poinciana Playhouse	1	1	0	8	6	2	NR / 0%
Palm Beach Atlantic University	4	3	1	4	1	3	NR / 82%
Total Committed Developments	8	7	1	14	7	6	
Total Committed Residential	0	0	0	0	0	0	
Total Committed Non-Residential	8	7	1	14	7	6	
Double Count Reduction	0	0	0	0	0	0	
Total Discounted Committed Developments	8	7	1	14	7	6	
Historical Growth	0	0	0	0	0	0	
Comm Dev+1% Growth	8	7	1	14	7	6	
Growth Volume Used	8	7	1	14	7	6	
Total Volume	8	7	1	14	7	6	
Lanes	2L						
LOS D Capacity	1480	810	810	1480	810	810	
Link Meets Test 1?	YES	YES	YES	YES	YES	YES	
LOS E Capacity	1570	860	860	1570	860	860	
Link Meets Test 2?	YES	YES	YES	YES	YES	YES	

Input Data

ROAD NAME:	County Rd	STATION:	3918	Report Created	
CURRENT YEAR:	2025	FROM:	S County Rd	9/17/2025	
ANALYSIS YEAR:	2030	TO:	Midpoint		
GROWTH RATE:	0%	COUNT DATE:	NA		
		PSF:	0		

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

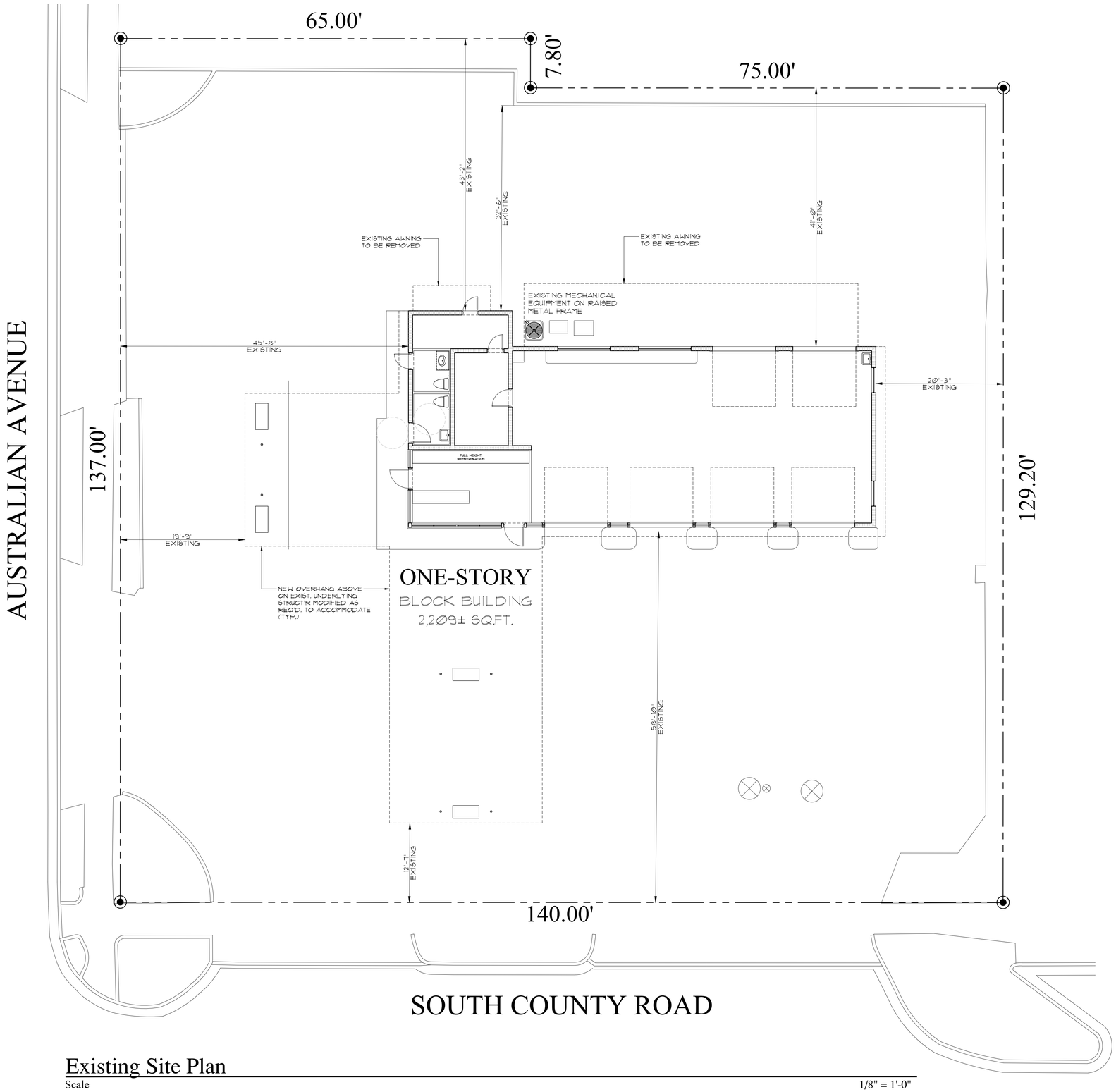
Committed Developments							Type	% Complete
3111 South Dixie	0	0	0	0	0	0	NR	100%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	3	3	0	2	0	1	NR	0%
Royal Poinciana Playhouse	1	1	0	8	6	2	NR	0%
Palm Beach Atlantic University	4	3	1	4	1	3	NR	82%
Total Committed Developments	8	7	1	14	7	6		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	8	7	1	14	7	6		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	8	7	1	14	7	6		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	8	7	1	14	7	6		
Growth Volume Used	8	7	1	14	7	6		
Total Volume	8	7	1	14	7	6		

Lanes	2L					
LOS D Capacity	1480	810	810	1480	810	810
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	860	860	1570	860	860
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

APPENDIX C

SITE PLAN

CONCEPTUAL ENGINEERING PLAN



Existing Site Plan

Scale 1/8" = 1'-0"

SQ. FT. CALCS	
UNDER AIR:	
EXISTING COMMERCIAL	=365#
SERVICE OFFICE	=240#
TOTAL U/A	=605#
NON CONDITIONED:	
SERVICE GARAGE	=1,604#
TOTAL SQFT	=1,604#
TOTAL ENCLOSED	=2,209#
COVERED AREA:	
OVERHANG AT PUMPS	=1,981#
REAR AWNING	=525#
ICE MACHINE AWNING	=50#
TOTAL SQFT	=2,556#
TOTAL:	=4,765#
OVERALL SITE	=18,595#
LOT COVERAGE	22.5%
TOTAL LANDSCAPE	=1,420#
LANDSCAPE COVERAGE	7.6%

COA-25-0031
ZON-25-0075

MHK ARCHITECTURE
211 SEAVIEW AVE.
PALM BEACH, FLORIDA 33480
PHONE: 561-401-1866
WWW.MHKAP.COM

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IMPROVEMENTS TO THE EXISTING PROPERTY
340 S. County Road
PALM BEACH, FL 33406

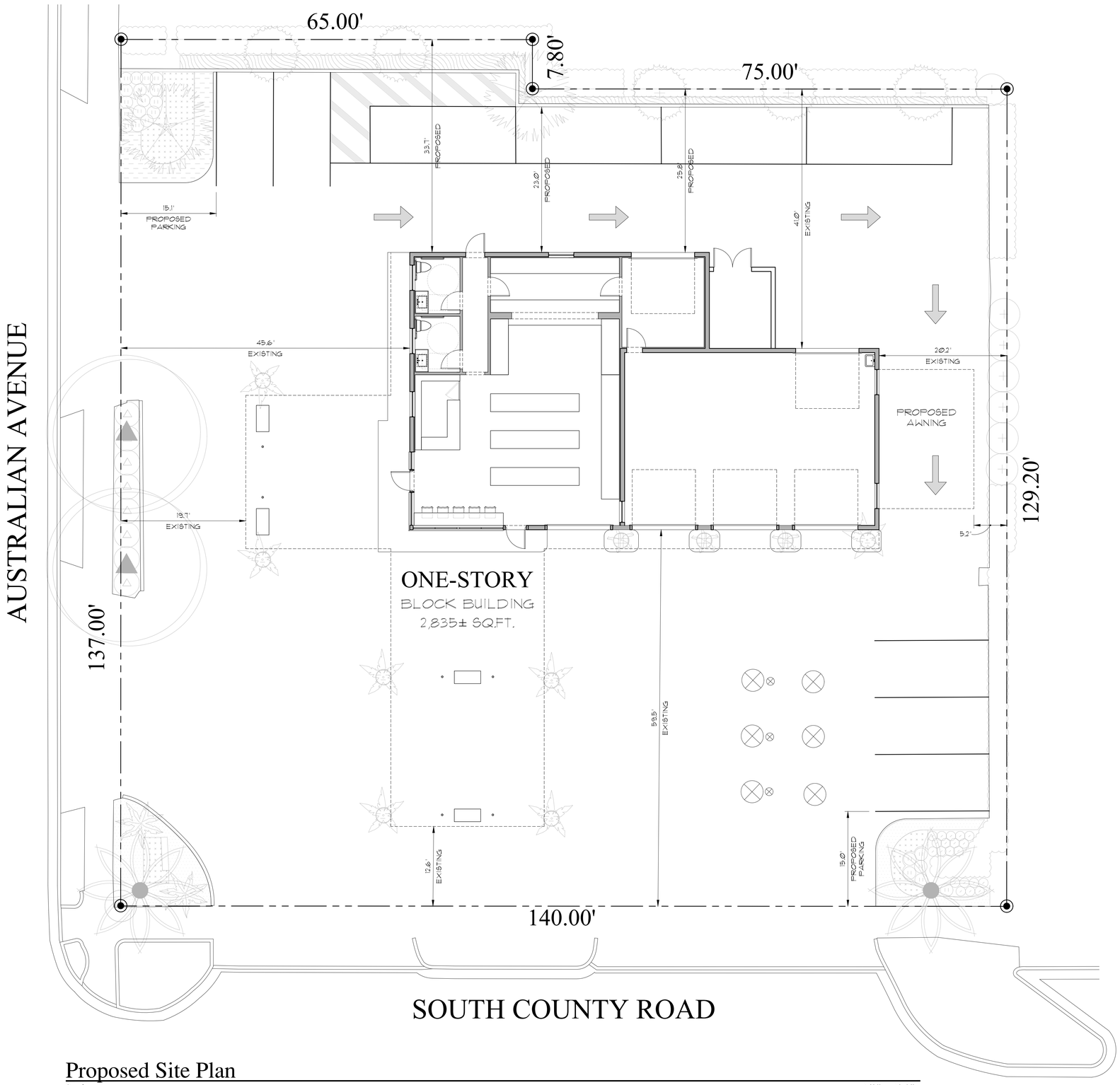
FLORIDA SEAL REG# AR 16971

NOT FOR CONSTRUCTION

10/16/2025 ISSUANCE

PHASE SD
PR NO 25193

A001



Proposed Site Plan

Scale 1/8" = 1'-0"

SQ. FT. CALCS	
UNDER AIR:	
PROPOSED COMMERCIAL	=1,481#
SERVICE OFFICE	=218#
TOTAL U/A	=1,699#
NON CONDITIONED:	
SERVICE GARAGE	=1,143#
TOTAL SQFT	=1,143#
TOTAL ENCLOSED	=2,842#
COVERED:	
OVERHANG AT PUMPS	=1,981#
CARWASH AWNING	=330#
TOTAL SQFT	=2,311#
TOTAL:	=5,153#
OVERALL SITE	=18,595#
LOT COVERAGE	27.7%
TOTAL LANDSCAPE	=1,647#
LANDSCAPE COVERAGE	8.8%

COA-25-0031
ZON-25-0075

MHK ARCHITECTURE
211 SEAVIEW AVE.
PALM BEACH, FLORIDA 33480
PHONE: 561-401-1866
WWW.MHKAP.COM

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IMPROVEMENTS TO THE
EXISTING PROPERTY
340 S. County Road
PALM BEACH, FL 33406

FLORIDA SEAL
REG# AR 16971

NOT FOR CONSTRUCTION

ISSUANCE 10/16/2025

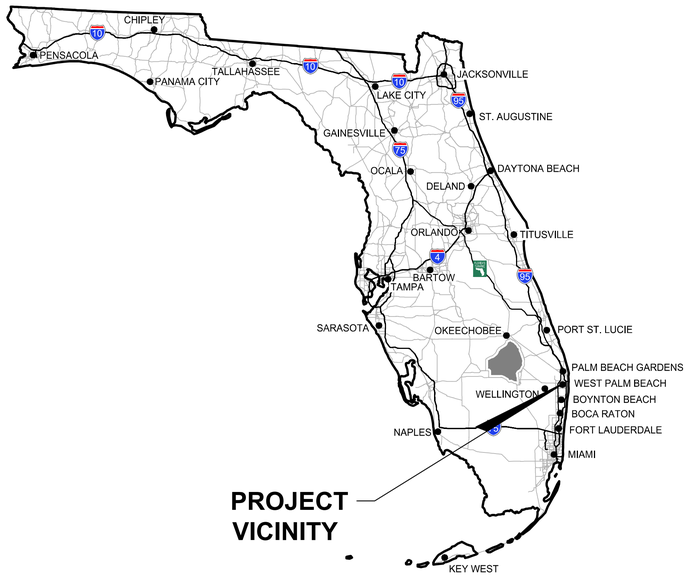
PHASE SD
PR NO 25193

A002

CONCEPTUAL ENGINEERING PLANS

340 S. COUNTY ROAD

SECTION 26, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA



VICINITY MAP
NOT TO SCALE



LOCATION MAP
NOT TO SCALE

INDEX OF SHEETS

SHEET NO.:	DESCRIPTION:
1	TITLE SHEET
2	CONCEPTUAL DEMOLITION PLAN
3	CONCEPTUAL PAVING, DRAINAGE, WATER AND WASTEWATER PLAN

10/24/2025

DANIEL W. COLE LICENSE No. 97819 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY DANIEL W. COLE, P.E. ON 10/24/2025.

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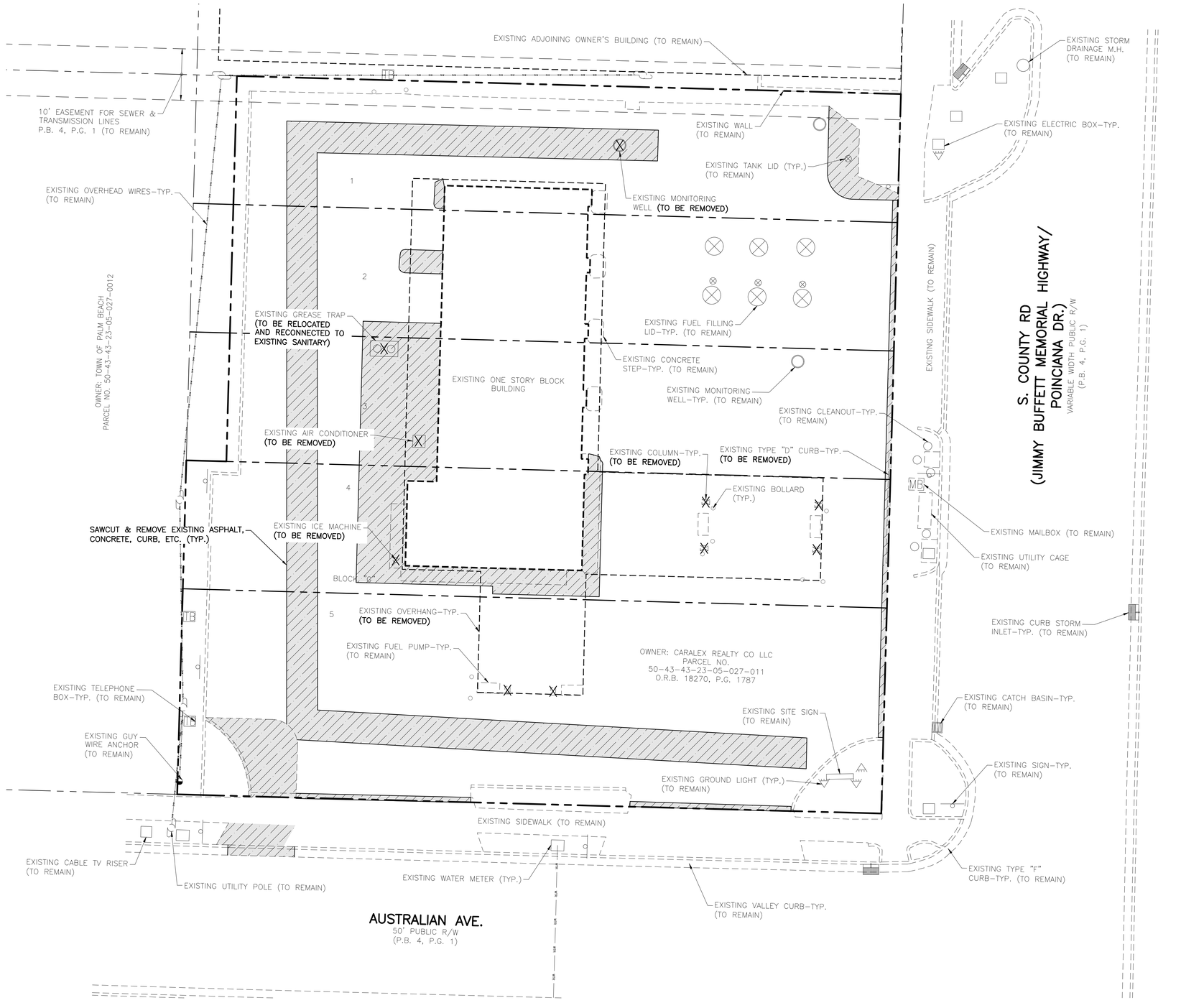
REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
D.C.	P.L.			

340 S. COUNTY ROAD
SECTION 26, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
TITLE SHEET

JOB NO.	DRAWING NO.	SHEET	OF
25-154	25154C01	1	3



LEGEND

- EXISTING GRADE ELEVATION (x 18.44)
- SAWCUT & REMOVE EXISTING ASPHALT, CONCRETE, CURB, ETC.
- EXISTING EASEMENT (TO BE ABANDONED)
- EXISTING OVERHEAD POWER LINE & POWER POLE
- STM — EXISTING STORM DRAINAGE PIPE
- WTR — EXISTING WATER MAIN
- SAN — EXISTING SEWER MAIN
- FM — EXISTING FORCE MAIN
- EXISTING STORM DRAINAGE PIPE (TO BE REMOVED)
- EXISTING WATER MAIN (TO BE REMOVED)
- EXISTING SEWER MAIN (TO BE REMOVED)
- FM — EXISTING FORCE MAIN (TO BE REMOVED)



LOCATION MAP

NOT TO SCALE

N

10 5 0 10 20

SCALE IN FEET
1"=10'

NOTES:

1.) CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE F.D.E.P. AND PALM BEACH COUNTY HEALTH DEPT. STANDARDS FOR THE REMOVAL AND DISPOSAL OF EXISTING SANITARY SEWER SYSTEM, GREASE TRAPS AND OTHER SANITARY SEWER SYSTEM APPURTENANCES ON–SITE.
2.) CONTRACTOR SHALL COORDINATE RELOCATION/ REMOVAL OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITY LINES, POWER/UTILITY/LIGHT POLES AND GUY WIRES, SERVICES AND TRANSFORMERS IN CONFLICT WITH THE PROPOSED IMPROVEMENTS WITH APPLICABLE UTILITY COMPANIES PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY CONFLICTS.
3.) CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES ON AND ADJACENT TO THE PROPOSED SITE PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY CONFLICTS.
4.) CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE REMOVAL OF ALL EXISTING SITE IMPROVEMENTS AND THE DISPOSAL THERE OF IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL CODES AND ORDINANCES AT THE CONTRACTORS EXPENSE. JOB SITE SHALL BE LEFT IN A CLEAN AND PRESENTABLE CONDITION AT THE END OF EVERY DAY.
5.) CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL FEES FOR ENVIRONMENTAL SURVEYS AND/OR ASSESSMENTS, AS MAY BE REQUIRED FOR DEMOLITION AND OBTAINING ANY AND ALL PERMITS REQUIRED FROM THE ISSUING GOVERNING AGENCIES.
6.) CONTRACTOR SHALL TURN OFF OR HAVE CAPPED OFF ALL UTILITIES IN ALL AREAS TO BE DEMOLISHED WHETHER SHOWN OR NOT.
7.) THE DEMOLITION CONTRACTOR SHALL CARRY THE PROPER INSURANCE TO PROTECT HIMSELF, HIS EMPLOYEES, THE OWNER, THE ARCHITECT AND ENGINEERS FROM ANY AND ALL CLAIMS OCCURRING OR CAUSED BY OR RELATED TO HIS WORK.
8.) ANY DAMAGE TO EXISTING PROPERTY OF ANY KIND ATTRIBUTED TO THIS CONTRACTOR'S WORK SHALL BE QUICKLY AND PROPERLY REPAIRED TO THE SATISFACTION OF THE OWNER AND ENGINEER AND APPLICABLE GOVERNING AGENCY.
9.) CONTRACTOR SHALL FIELD VERIFY ADDITIONAL SITE RELATED DEMOLITION AND NOTIFY ENGINEER OF ANY CONFLICTS OR CHANGES IN SCOPE.
10.) CONSTRUCTION/DEMOLITION WITHIN PALM BEACH COUNTY AND F.D.O.T. RIGHT OF WAY SHALL NOT COMMENCE WITHOUT PERMITS BEING ISSUED, CONSTRUCTION COMMENCEMENT NOTICES AND PRE–CONSTRUCTION MEETING HELD WITH BOTH AGENCIES.
11.) ALL EXISTING EASEMENTS IN AREAS TO BE DEMOLISHED ON–SITE SHALL BE ABANDONED. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING REMOVAL OF EXISTING FACILITIES WITH APPLICABLE GOVERNING AGENCIES AND UTILITY SERVICE PROVIDERS AND PROVIDING NEW SERVICE TO PROPOSED BUILDINGS.
12.) CONTRACTOR SHALL PROVIDE MEANS TO ADEQUATELY STORE AND PROPERLY TREAT AND DISPOSE OF STORMWATER RUNOFF FROM THE CONSTRUCTION SITE DURING DEMOLITION OF EXISTING FACILITIES.
13.) CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL F.D.E.P./N.P.E.S. STANDARDS DURING DEMOLITION, INCLUDING OBTAINING ALL PERMITS AND FILING OF N.O.I, N.O.T., ETC.
14.) ABANDON TANK PER CODE 64E–6.011
TANK ABANDONMENT PROCEDURES: (A) PUMP OUT TANK BY CERTIFIED LICENSED SEPTIC TANK CONTRACTOR OR LICENSED PLUMBER (RECEIPT REQUIRED). (B) RUPTURE TANK BOTTOM OR COLLAPSE ENTIRE TANK SO AS TO PREVENT THE TANK FROM RETAINING WATER, & (C) FILL TANK WITH CLEAN SAND/OTHER SUITABLE MATERIAL & COMPLETELY COVER WITH SOIL.
15.) FINAL APPROVAL SHALL BE GRANTED UPON RECEIPT OF THE FOLLOWING LEGIBLE INFORMATION SUBMITTED TO FDOHB–septic@flhealth.gov: (1) PUMP OUT RECEIPT & (2) PICTURES OF (B) & (C) ABOVE, (3) PICTURE SHOWING THE SEPTIC TANK IN RELATION TO THE BUILDING. THE DOH MAY PERFORM A FINAL INSPECTION PRIOR TO FINAL APPROVAL.

10/24/2025

DATUM NOTES:

1.) ALL ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988 BASED ON A SURVEY PREPARED BY AMERICAN SURVEYING AND MAPPING, INC. (407) 426–7979
2.) AN APPROXIMATE CONVERSION BETWEEN THE NATIONAL GEODETIC VERTICAL DATUM (N.G.V.D.) OF 1929 AND N.A.V.D. CAN BE MADE BY ADDING 1.51' TO THE N.A.V.D. ELEVATION TO OBTAIN THE N.G.V.D. ELEVATION.

DANIEL W. COLE LICENSE No. 97819 STATE OF FLORIDA PROFESSIONAL ENGINEER

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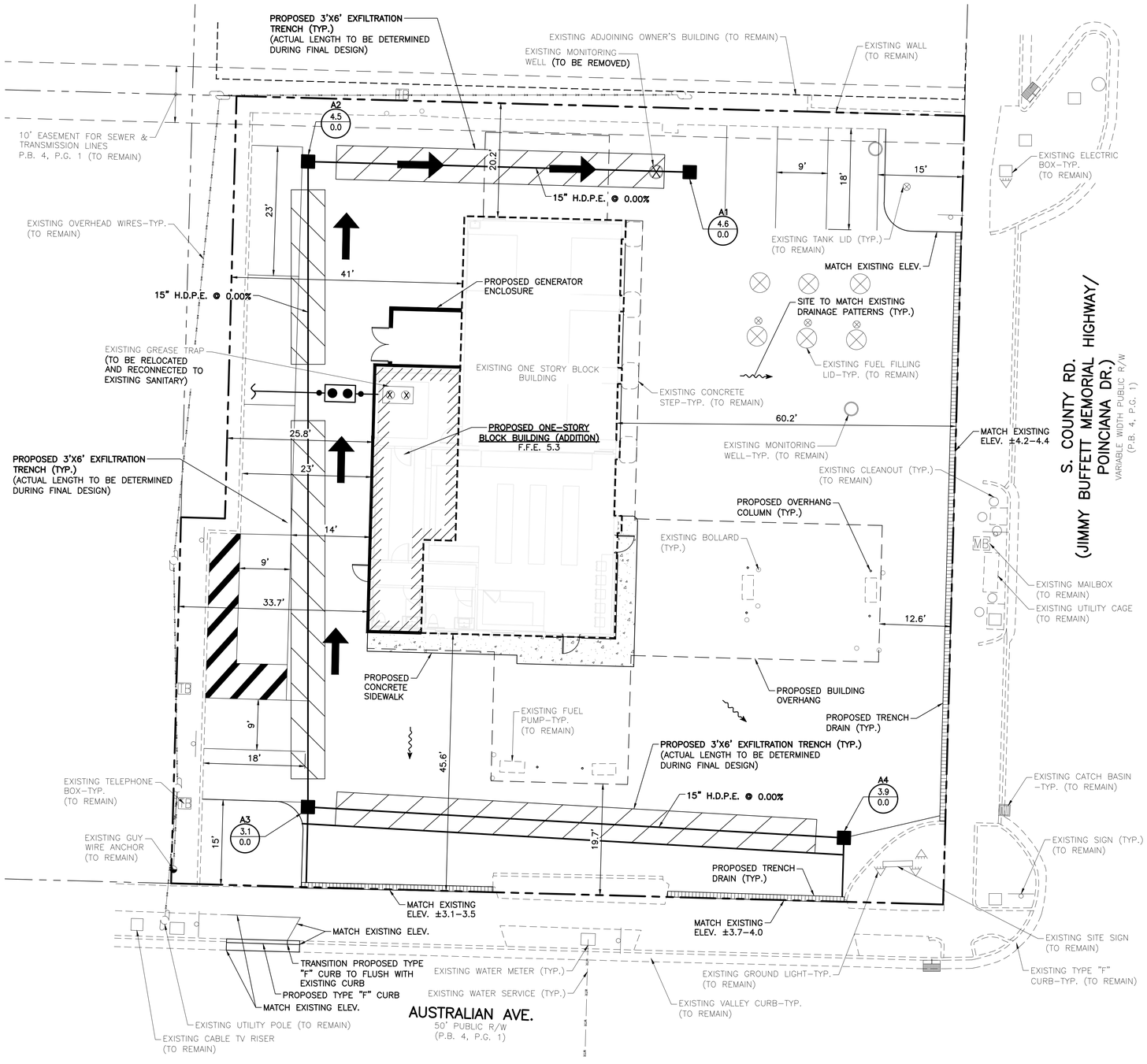
REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
D.C.	P.L.			

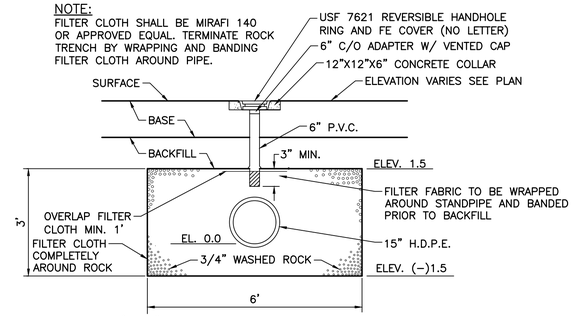
340 S. COUNTY ROAD
SECTION 26, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
CONCEPTUAL DEMOLITION PLAN

JOB NO.	DRAWING NO.	SHEET	OF
25–154	25154C02	2	3



DRAINAGE STRUCTURE TABLE			
STR. No.	RIM ELEV.	INVERT ELEV.	STRUCTURE NOTES
A1	4.6	TBD	TYPE "C" INLET
A2	4.5	TBD	TYPE "C" INLET
A3	3.1	TBD	TYPE "C" INLET
A4	3.9	TBD	TYPE "C" INLET

NOTE:
FILTER CLOTH SHALL BE MIRAFI 140 OR APPROVED EQUAL. TERMINATE ROCK TRENCH BY WRAPPING AND BANDING FILTER CLOTH AROUND PIPE.



3'X6' EXFILTRATION TRENCH
NOT TO SCALE



LOCATION MAP
NOT TO SCALE

N

10 5 0 10 20
SCALE IN FEET
1"=10'

LEGEND

- PROPOSED STORM SEWER AND CATCH BASIN
- 13.96 EXISTING GRADE ELEVATION
- PROPOSED ASPHALT OR CONCRETE
- PROPOSED DETECTABLE WARNING SURFACE
- SAWCUT, REMOVE, & REPLACE EXISTING PAVEMENT, CONCRETE, CURB, ETC.
- SAWCUT & REMOVE EXISTING PAVEMENT, CONCRETE, CURB, ETC.
- PROPOSED 3'X6' EXFILTRATION TRENCH
- EXISTING OVERHEAD POWER LINE & POWER POLE
- STM EXISTING STORM DRAINAGE PIPE (TO REMAIN)
- WTR EXISTING WATER MAIN (TO REMAIN)
- SAN EXISTING SEWER MAIN (TO REMAIN)
- FM EXISTING FORCE MAIN (TO REMAIN)

NOTES:

1.) THIS DESIGN IS CONCEPTUAL AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.

2.) ALL WATER AND WASTEWATER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF PALM BEACH AND THE PALM BEACH COUNTY HEALTH DEPARTMENT STANDARDS.

3.) CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF ALL DEMOLITION MATERIAL IN ACCORDANCE WITH ALL APPLICABLE GOVERNING AGENCY STANDARDS.

4.) LOCATIONS OF WATER AND SANITARY SEWER SERVICES, DRAINAGE STRUCTURES AND PIPES AND OTHER STRUCTURES TO BE COORDINATED WITH LANDSCAPE DESIGN DURING PREPARATION OF FINAL CIVIL ENGINEERING PLANS.

5.) CONSTRUCTION AND DEMOLITION TO COMPLY WITH N.F.P.A. 241.

10/24/2025

DATUM NOTES:

1.) ALL ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988 BASED ON A SURVEY PREPARED BY AMERICAN SURVEYING AND MAPPING, INC. (407) 426-7979

2.) AN APPROXIMATE CONVERSION BETWEEN THE NATIONAL GEODETIC VERTICAL DATUM (N.G.V.D.) OF 1929 AND N.A.V.D. CAN BE MADE BY ADDING 1.51' TO THE N.A.V.D. ELEVATION TO OBTAIN THE N.G.V.D. ELEVATION.

DANIEL W. COLE LICENSE No. 97819 STATE OF FLORIDA PROFESSIONAL ENGINEER

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REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
D.C.	P.L.			

340 S. COUNTY ROAD
SECTION 26, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
CONCEPTUAL PAVING, DRAINAGE, WATER AND WASTEWATER PLAN

JOB NO.	DRAWING NO.	SHEET	OF
25-154	25154C03	3	3

Y:\AUTOCAD_FILES\2025\25-154\CONCEPTUAL\25154C03_Plan.dwg 10/24/2025 12:56 PM Brandon Longo

date:	November 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:	340 South County Road Traffic Engineering Review

MEMORANDUM

The Town of Palm Beach has requested traffic engineering review services for the redevelopment of the project site located at 340 South County Road, Palm Beach, FL. The peer review services for this proposed redevelopment include 219 SF of office, 1,135 SF of automobile care center, an 8-fuel position gas station, and 1,458 SF of convenience store site. The following are the initial traffic review comments based on the 10/27/25 traffic study submittal:

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the redevelopment of the previous project site located at 340 South County Road, Palm Beach, FL.

2. Please provide the ITE Trip Generation Manual 11th Edition/12th Edition and Palm Beach County Traffic Engineering Division Trip Rate backup information in the Appendix of the updated traffic impact study.

3. Please provide a footnote to Tables 1 through 6 that identifies which trip generation rate is being used in the trip generation calculations. Please ensure that the most conservative trip generation rates possible are being used in the traffic analysis. Please update reference in Section 3.0 to mention all sources used in the trip generation calculations.

4. Please include a copy of the FDOT Access Management Pre-Application Meeting Letter for the proposed redevelopment located at 340 South County Road, Palm Beach, FL. The pre-application meeting letter should confirm if the existing site access driveway connections will remain or be revised. South County Road is a State Roadway facility.

5. Please include a site access driveway connection narrative in the updated traffic impact study.

6. Please expand traffic study section 7.0 Intersection Analysis to include an existing conditions intersection analysis table with the relevant level of service calculated as part of the 180 Royal Palm Way Traffic Study,

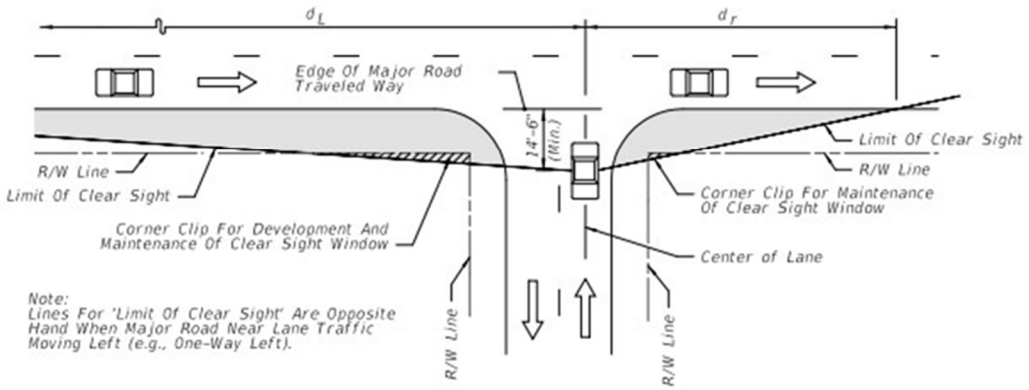
7. The Road Segment Link Analysis Tables 8 and 9 have a footnote three denoted on the Major Projects column. There is no footnote number three that provides specific information. Please add this footnote to each table.

8. The traffic impact study should include a narrative that provides information related to the roadway characteristics of the adjacent roadway facilities. This information should include the number of lanes, direction, sidewalk, bicycle and transit infrastructure, speed limit, and roadway ownership.

9. Please provide an AutoTurn maneuverability analysis for the site loading to ensure sufficient internal traffic circulation and turnaround movements are provided.

10. 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. Safe sight triangles, as per the appropriate agency stakeholder standards, should be depicted and match the proposed landscape design plans. South County Road is a State Roadway, and the sight triangles should meet the FDOT criteria outlined in the FDOT Design Manual (Section 212.11).

Figure 212.11.1 Clear Sight Triangles



11. Please update the Section 8.0 narrative to specify the total number of parking spaces being proposed on-site. The pavement marking and signage plans, as well as the site plan, should depict the proposed on-site parking spaces.

12. Please provide a copy of any prior declaration of use documents for the existing development located at 340 South County Road, Palm Beach, FL.

13. There may be future traffic engineering review comments for this application based on any significant revisions to the applicant's redevelopment program.

TOWN OF PALM BEACH
Public Works Department

November 6, 2025

Daniel Cole, PE
Simmons & White
2581 Metrocentre Blvd West Ste 3
West Palm Beach, FL 33407

RE: Sewer, and Solid Waste Concurrency: 340 S County Road, Palm Beach, Florida

Dear Mr. Freijomel,

Subsequent to receiving the attached documentation, the Town has confirmed that there is sufficient equipment and resources to provide the required additional services at this location. Therefore, please allow this letter to serve as Acknowledgement of Concurrency from the Town of Palm Beach for sanitary sewer and solid waste on the above reference project.

If you need additional information, please do not hesitate to contact me.

Sincerely,

Patricia Strayer

Patricia K. Strayer, P.E.
Town Engineer

PKS:hl
Attachment

cc: H. Paul Brazil, P.E., Public Works Director
Chester Purves, Services Division Manager
Paul Castro, Zoning Administrator
Public Works File

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

November 5, 2025
Job No. 25-154

CONCURRENCY ANALYSIS

340 South County Road
Town of Palm Beach, Florida

SITE DATA

The subject parcel is located at the northwest corner of S. County Road and Australian Avenue in the Town of Palm Beach, Florida and contains approximately 0.43 acres. The site is currently developed with a gas station with eight (8) fuel pumps, 240 SF of office space, 365 SF of convenience store space, and 1,604 SF automobile care center. The proposed redevelopment includes the enclosure of one of the automobile care bays and small expansion to the existing building. The proposed development will include the 8-fuel pumps, 218 SF of office space, 1,481 SF of convenience store space, and 1,143 SF of automobile care center. For additional information concerning site location and layout, please refer to the Site Plan prepared by MHK Architecture.

CONCURRENCY SUMMARY

As previously mentioned, the site is currently developed with the below breakdown of the area/use modifications that will take place with the proposed redevelopment:

	Existing Area	Proposed Area	Difference in Area
Fuel Pumps	8 Pumps	8 Pumps	No Change
Office Space	240 SF	218 SF	22 SF Decrease
Convenience Store	2 Water Closets	2 Water Closets	No change
Automobile Care	1,640 SF	1,143SF	461 SF Decrease

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization Number 3452

CONCURRENCY SUMMARY (Cont.)

As demonstrated above there is a decrease of 22 SF of office space and a 461 SF decrease in the automobile care space. The level of service impacts of the proposed development are as follows:

SEWER DEMAND

Office (Decrease)
$22 \text{ SF} \times \frac{15 \text{ GPD}^*}{100 \text{ SF}} = 3.3 \text{ GPD}$

Automobile Care (Decrease)
$461 \text{ SF} \times \frac{15 \text{ GPD}^*}{100 \text{ SF}} = 69.15 \text{ GPD}$
* From FAC 64E-6.008

As shown above, the proposed development equates to a decrease of 72.45 gallons per day.

POTABLE WATER DEMAND

Potable water demand has been calculated based on the sewer demand outlined above and applying a conservative 20% factor.

Proposed
$72.45 \text{ GPD} \times 1.2 = 86.94 \text{ GPD}$

As shown above, the proposed development equates to an increase of 86.94 gallons per day of potable water demand.

CONCURRENCY SUMMARY (Cont.)

SOLID WASTE

Solid waste demand has also been calculated utilizing the sanitary sewer demand calculation shown above. By applying the City of West Palm Beach estimated sanitary flow of 250 gallons/person/day, an estimated equivalent population can be determined. The Town of Palm Beach's level of service for garbage collection and disposal of 2.55 pounds/person/day can then be applied to quantify the estimated solid waste for each development as follows:

Proposed Increase
72.45 GPD ÷ 250 gallons/person/day = .029 persons decrease

0.29 persons x 2.55 pounds/person/day = 0.74 pounds/day

0.74 pounds/day x 365 day/year x 1 ton/2000 pounds = 0.13 tons/year

As shown above, the proposed development equates to a decrease of 0.13 tons of solid waste per year.

STORMWATER DRAINAGE

There is a 633 SF increase in the building footprint with the site redevelopment. The proposed project will meet the established level of service standard for drainage.

As detailed above, the impact of the redevelopment will result in an increase in demand and will need additional stormwater improvements.

Digitally signed by Daniel W Cole
Date: 2025.11.05 14:41:56-05'00'

Daniel W. Cole, P.E.
FL Reg. No. 97819

pb: x:/docs/trafficdrainage/concurrency.25154

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-25-0076 1768 S OCEAN BLVD—SITE PLAN REVIEW AND VARIANCES. The property owners, Four Winds Estates LLC (Maura Ziska, Representative), have filed an application requesting Town Council review and approval to replace an existing 125KW generator with a new 125KW generator requiring Site Plan Review and three (3) Variances to 1) reduce the minimum side (north) yard setback, 2) allow the generator to not be housed in an enclosed building, and 3) allow the generator to not be fully screened from the neighboring property by a concrete block wall for the landmarked property. ***This project shall be deferred to the January 14, 2026, Town Council meeting, at the request of the applicant.***

Date: 11/24/2025

ATTACHMENTS

Staff Report
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-25-0076 1768 S OCEAN BLVD—SITE PLAN REVIEW AND VARIANCES. The property owners, Four Winds Estates LLC (Maura Ziska, Representative), have filed an application requesting Town Council review and approval to replace an existing 125KW generator with a new 125KW generator requiring Site Plan Review and three (3) Variances to 1) reduce the minimum side (north) yard setback, 2) allow the generator to not be housed in an enclosed building, and 3) allow the generator to not be fully screened from the neighboring property by a concrete block wall for the landmarked property.

Property Owners: Four Winds Estates LLC
Representative: Maura Ziska

HISTORY:
"Four Winds" at 1768 South Ocean Boulevard was constructed in 1937 and designed by Treanor and Fatio. The property was designated as a landmark in 1990.

THE PROJECT:
The applicant has submitted plans, entitled "Private Residence 1768 S OCEAN BLVD PALM BEACH, FLORIDA", as prepared by **MADISON WORTH ARCHITECTURE, DPC**, uploaded November 24, 2025.

The following is the scope of work for the Project:

- Generator replacement (125 KW).

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

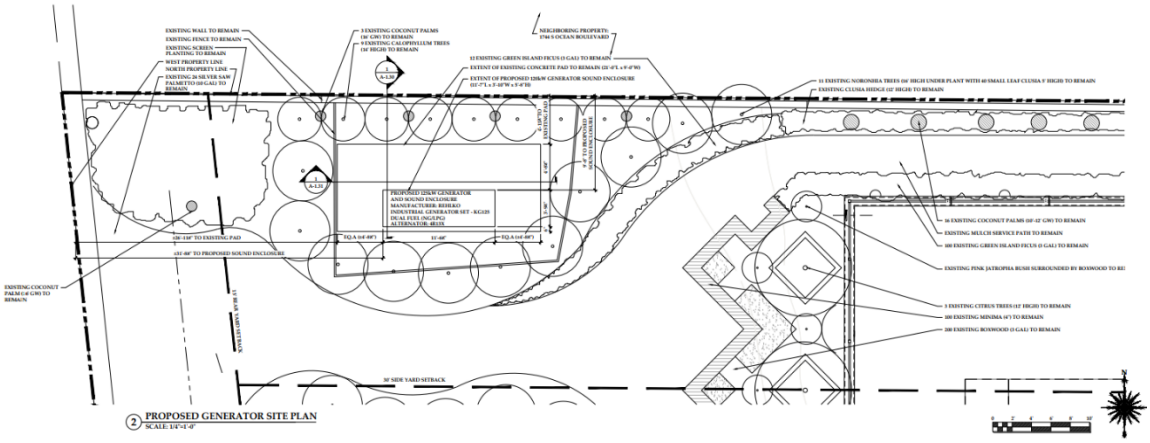
- **VARIANCE #1**: Section 134-1729(2)(a.): A variance to reduce the minimum side (north) yard setback to 9'-8" for a generator over 60 kW, in lieu of the minimum 30'-0" minimum side-yard setback required.
- **VARIANCE #2:** Section 134-1729(2)(c.): A variance to forgo the requirement of a generator which exceeds 100kW to be housed within an enclosed building.
- **VARIANCE #3:** Section 134-1729(2)(d.): A variance for a generator to extend 2.38' beyond the top of the equipment screening wall, in lieu of the requirement of being completely screened by a concrete masonry wall.
- **SITE PLAN REVIEW:** Section 134-1729(2)(c.): Site Plan Review for the installation of generator over 100kW.

Site Data			
Zoning District	R-AA	**Future Land Use**	SINGLE-FAMILY
Designation	1990	**Architect**	Treanor & Fatio
Crown of Road	17.53'	**Flood Zone**	VE, AE-8, & X
Surrounding Properties / Zoning			
North	1744 South Ocean Boulevard / R-AA & B-A		
South	1800 South Ocean Boulevard / R-AA & B-A		

East	Atlantic Ocean
West	Lake Worth Lagoon

STAFF ANALYSIS:

The application is seeking to remove the existing 125 KW generator and sound enclosure and replace it with a new 125 KW generator and sound enclosure in the same location. The work will take place near the northwest corner of the property. Because the existing concrete pad will remain, there are no impacts to the existing landscape open space.



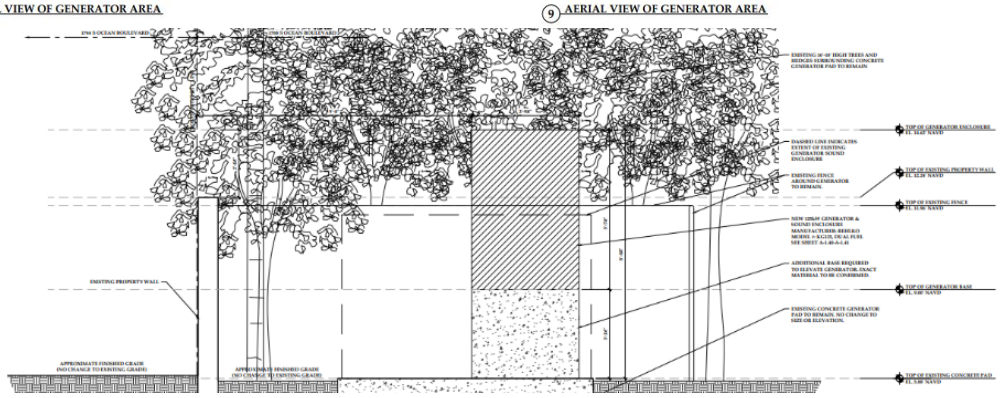
Existing vegetation offers screening from the neighboring property. The design aspect of the project was reviewed administratively with the Landmarks Preservation Commission (LPC) Chair per LPCS-25-0447.



8 AERIAL VIEW OF GENERATOR AREA



9 AERIAL VIEW OF GENERATOR AREA



Although replacing generators and other mechanical equipment with similar models—an in-kind or like-for-like replacement—is a standard building permit process, the new generator must be elevated to comply with FEMA's elevation requirements. This will result in the generator being placed at a height of 9' NAVD. The code requires generators of this size (over 100 kW) to be placed in an enclosed building. According to the Letter of Intent: "The existing generator installation was completed in 2007. The zoning regulations related to generator size and placement on the property have changed since the existing unit was completed." Therefore, the generator has not been housed in the now-required enclosure for almost 20 years and is not at the required FEMA elevation. An existing site wall has a height of 12.24', while the top of the generator will be 14.62'. Approximately 2.38' vertically of generator will not be screened by the wall. Robust landscaping currently exists, 16'-18' high trees and hedges and 30' plus high cocoanut palms.

Three (3) variances and site plan review will be required to allow the new generator to be re-installed in the same location, encroaching on minimum side (north) setback, without being housed in a building, and not being fully screened from the neighbor with a concrete wall, as summarized in the table below:

Code Section	Required	Proposed	Variance
Variance #1 Section 134-1729(2)(a.)	30' minimum side yard setback	9'-8" side (north) yard setback	**20'-4"**
VARIANCE #2 & SITE PLAN REVIEW: Section 134-1729(2)(c.)	House generator exceeding 120KW in a building	Not house 125 KW generator in a building	**Not house 125 KW generator in a building**
VARIANCE #3: Section 134-1729(2)(d.)	Screen generator from neighboring property with a concrete wall	Not fully screen generator from the neighboring property with a concrete wall (+14.62)	**Not fully screen generator from the neighboring property with a concrete wall (+2.38')**

CONCLUSION:

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

(1) for final determination of approval or denial of site plan (as it pertains to the generator) by the Town Council, and

(2) that the variances (#1-3) **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:ALF
WRB

MADISON WORTH
ARCHITECTURE DPC

Re:
1768 South Ocean Boulevard
Palm Beach, FL 33480

Date:
November 24, 2025
Final Submittal

ZON-25-0076
LETTER OF INTENT
RELATED TO THE REPLACEMENT OF A GENERATOR
1768 South Ocean Boulevard
Palm Beach, Florida 33480

We are pleased to submit this project to the Town of Palm Beach Development Review for the removal and replacement in kind of a 125kW generator on the Four Winds property at 1768 South Ocean Boulevard.

The project calls for the following scope:

- The removal of an existing 125kW Generator and Sound Enclosure and replacement in kind with a new 125kW Generator and Sound Enclosure in the same location.
- The existing concrete slab-on-grade at the existing generator will be reused.
- The generator will be elevated to comply with latest FEMA Flood Zone Requirements.
- There are no proposed changes to the building as a part of this application.
- There are no proposed changes to Lot Coverage or Landscaped Open Space as a part of this application.

A) CERTIFICATE OF APPROPRIATENESS 54-122 / 18-306 / 54-125

a. 54-122 / 18-306: There is no proposed new construction or alteration to any portion of the historically significant Four Winds Estate. The project scope consists of the functional replacement of an existing generator with a new generator.
b. 54-125: There is no proposed demolition to any portion of the historically significant Four Winds Estate.

B) SITE PLAN REVIEW 134-329

a. The proposed replacement of the generator in kind will not adversely affect the public interest. There will be no major site planning alterations as a result of the proposed generator replacement.

C) VARIANCES 134-201

a. The existing generator installation was completed in 2007. The zoning regulations related to generator size and placement on the property have changed following the completion of the existing unit. In an effort to maintain the Landmarked architecture and landscape architecture programs in place to the extent possible, the following variances are sought:

i. *Section 134-1729(2): Temporary or permanent generators with a combined output of greater than 60 KW or more may be temporarily placed on the ground, on a stand or on a trailer provided, however, said generator(s) meets the following requirements:*

1. *(a) A generator(s) shall meet the minimum setback requirements applicable to a principal structure and not more than one generator shall be within the same required setback or yard area.*

The required side yard setback for properties in Zone R-AA is 30′-0″.
The provided side yard setback will be 9′-8″. Please refer to the zoning diagrams on sheet A-1.10 & A-1.20.

ii. *Section 134-1729(2)(c): 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.*

The proposed 125kW Generator replacement in kind will not be housed in a separate enclosed building. Please refer to the zoning diagrams on sheet A-1.10 & A-1.20.

iii. *Section 134-1729(2)(d): 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).*

The proposed generator will be elevated in order to comply with the current FEMA Flood Zone requirements. The proposed generator enclosure will be taller than the existing property line site screening wall by 2′-4 ½″. Please refer to the zoning section diagrams on sheet A-1.30 & A-1.31.

PRIVATE RESIDENCE

1768 S OCEAN BLVD
PALM BEACH, FLORIDA

REPLACEMENT OF EXISTING GENERATOR
EXISTING LANDMARKED HOUSE
SECOND SUBMITTAL
ZON 25-0076

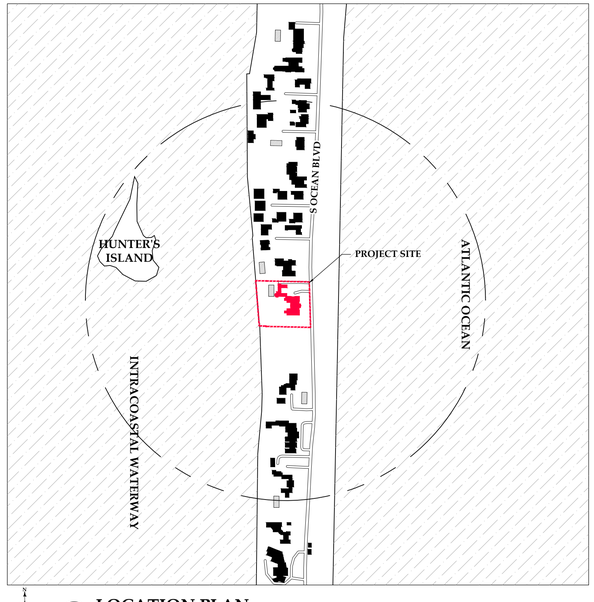
DATE OF TOWN COUNCIL HEARING: DECEMBER 10, 2025

SCOPE DESCRIPTION

- THE REMOVAL OF AN EXISTING 125kW GENERATOR AND SOUND ENCLOSURE AND REPLACEMENT IN KIND WITH A NEW 125KW GENERATOR AND SOUND ENCLOSURE IN THE SAME LOCATION.
- THE EXISTING CONCRETE SLAB-ON-GRADE AT THE EXISTING GENERATOR WILL BE REUSED.
- THE GENERATOR WILL BE ELEVATED TO COMPLY WITH LATEST FEMA FLOOD ZONE REQUIREMENTS.
- THERE ARE NO PROPOSED CHANGES TO THE BUILDINGS AS A PART OF THIS APPLICATION.
- THERE ARE NO PROPOSED CHANGES TO LOT COVERAGE OR LANDSCAPED OPEN SPACE AS A PART OF THIS APPLICATION.

DRAWING LIST

A-1.00	COVER PAGE
A-1.01	CONTEXT SITE PLAN
A-1.10	EXISTING SITE PLAN
A-1.11a	PHOTOS OF EXISTING CONDITIONS
A-1.11b	PHOTOS OF EXISTING CONDITIONS
A-1.11c	PHOTOS OF EXISTING CONDITIONS
A-1.20	ENLARGED EXISTING AND PROPOSED SITE PLANS
A-1.21	ZONING LEGEND & LANDSCAPE LEGEND
A-1.30	SECTION THROUGH PROPOSED GENERATOR
A-1.31	SECTION THROUGH PROPOSED GENERATOR
A-1.40	SPECIFICATIONS
A-1.41	SPECIFICATIONS
A-1.50	SITE PLAN DIAGRAM
A-1.51	SITE PLAN DIAGRAM



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1 LOCATION PLAN
NOT TO SCALE



N

2 SITE LOCATION MAP
NOT TO SCALE

MADISON WORTH
ARCHITECTURE, DPC
488 Madison Avenue, Suite 1705, New York, NY 10022 - Tel. 212.355.3261
125 Worth Avenue, Suite 306, Palm Beach, FL 33480 - Tel. 561.833.3242

NOTES:

NO.	ISSUE DESCRIPTION	DATE
3	FINAL SUBMITTAL	11/24/2025
2	SECOND SUBMITTAL	10/27/2025
1	FIRST SUBMITTAL	10/16/2025

PROJECT:
PRIVATE RESIDENCE
1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:
COVER PAGE

SEAL & SIGNATURE:
STATE OF FLORIDA
GREEKMAN CHRISTOPHER
AR95819
REGISTERED ARCHITECT

DATE:
PROJECT No.:
SCALE: AS NOTED
CHK BY:
DWG No.:
A-1.00
CAD FILE:
PAGE No:

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1 CONTEXT SITE LOCATION
SCALE: 1" = 100'-0"

0 50' 100' 150' 200'

N

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1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:
CONTEXT SITE LOCATION

SEAL & SIGNATURE:
STATE OF FLORIDA
BEEKMAN GERARD
AR95819
REGISTERED ARCHITECT

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PROJECT No.:
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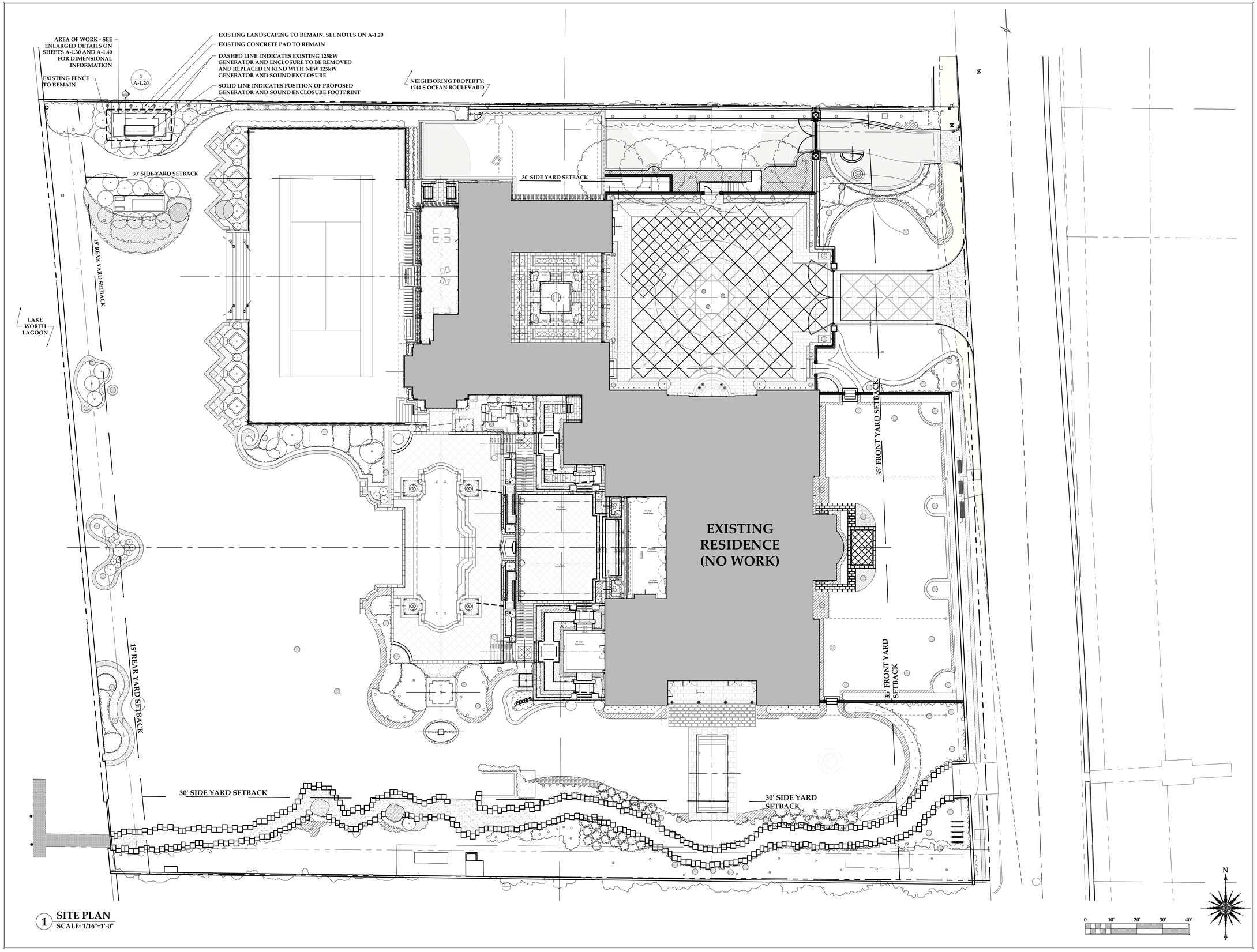

1 SITE PLAN
SCALE: 1/16"=1'-0"

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PROJECT:
PRIVATE RESIDENCE
1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:
SITE PLAN

SEAL & SIGNATURE:
STATE OF FLORIDA
BEEKMAN GERARD
AR95819
REGISTERED ARCHITECT

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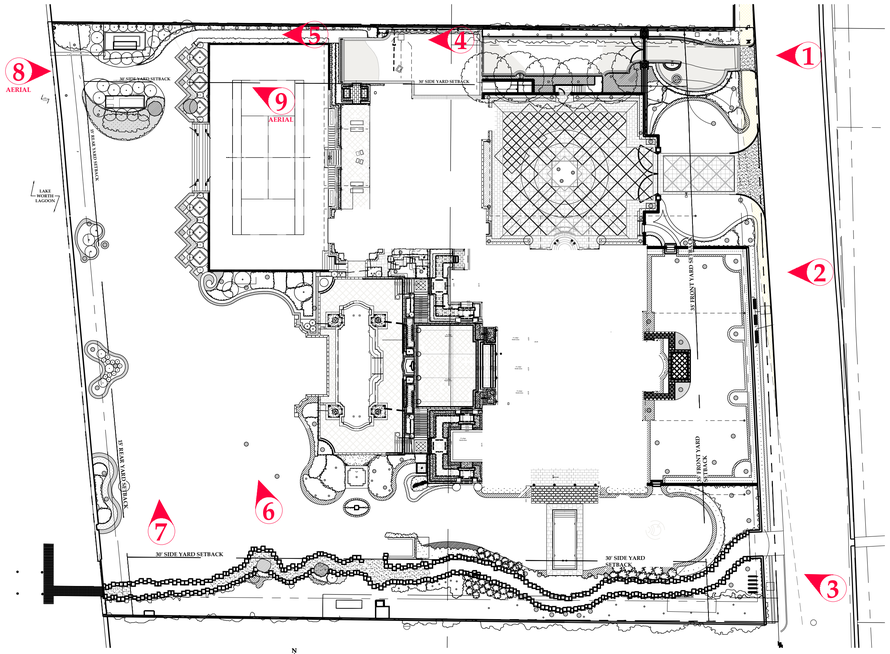

0 **IMAGE KEY PLAN**
NOT TO SCALE



1 **VIEW FROM SOUTH OCEAN BOULEVARD**



2 **VIEW FROM SOUTH OCEAN BOULEVARD**



3 **VIEW FROM SOUTH OCEAN BOULEVARD**

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PROJECT:
PRIVATE RESIDENCE
1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:
PHOTOS OF EXISTING SITE CONDITIONS

SEAL & SIGNATURE:
STATE OF FLORIDA
JEREMIAH C. WORTH
AR95819
REGISTERED ARCHITECT

DATE:
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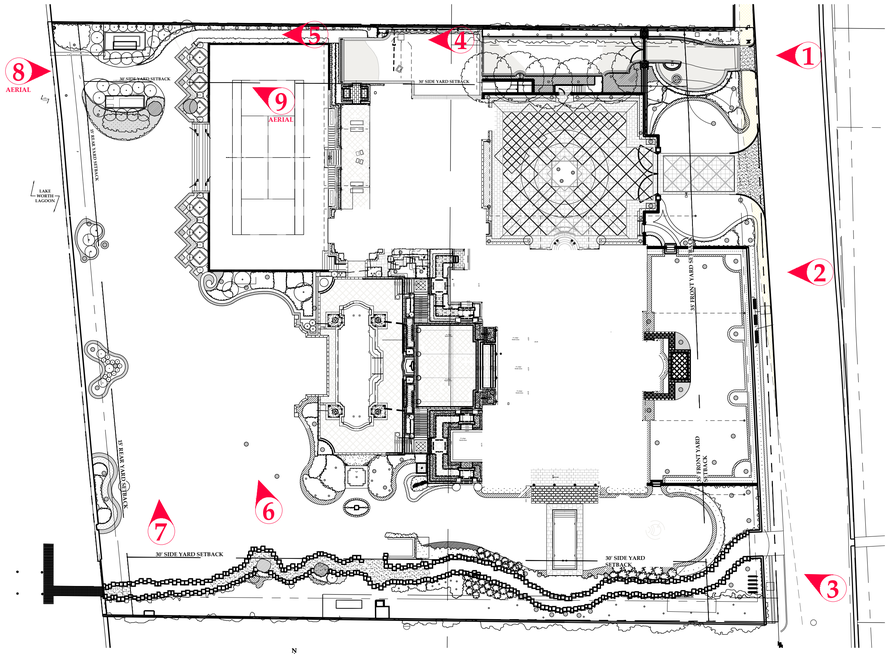

0 **IMAGE KEY PLAN**
NOT TO SCALE



4 **VIEW FROM SIDE YARD**



5 **VIEW FROM SIDE YARD SERVICE PATH**



6 **VIEW FROM REAR LAWN**

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PRIVATE RESIDENCE
1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:
PHOTOS OF EXISTING SITE CONDITIONS

SEAL & SIGNATURE:
STATE OF FLORIDA
JEREMIAH C. WORTH
AR95819
REGISTERED ARCHITECT

DATE:
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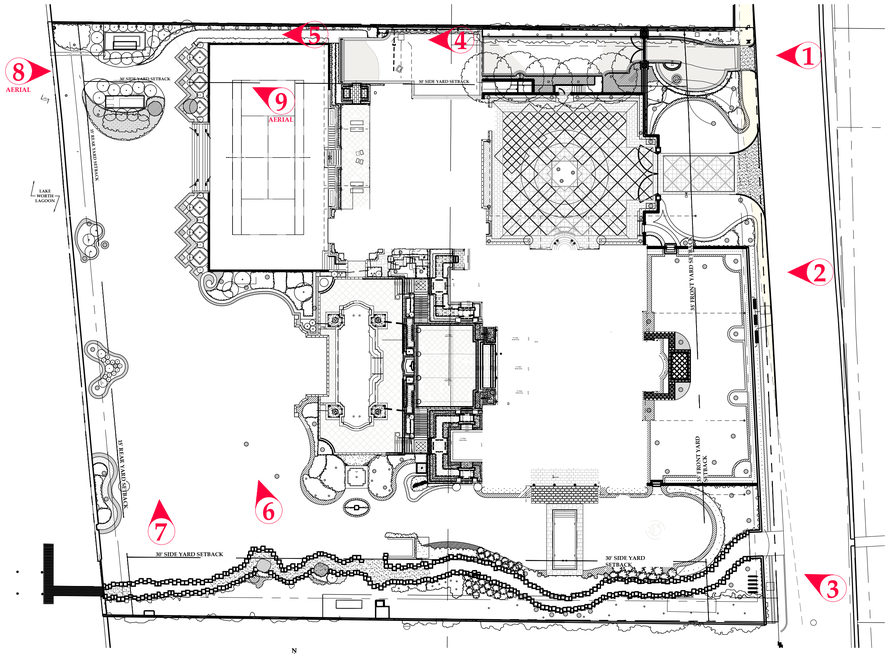

0 **IMAGE KEY PLAN**
NOT TO SCALE



7 **VIEW FROM REAR LAWN**



8 **AERIAL VIEW OF GENERATOR AREA**



9 **AERIAL VIEW OF GENERATOR AREA**

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1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

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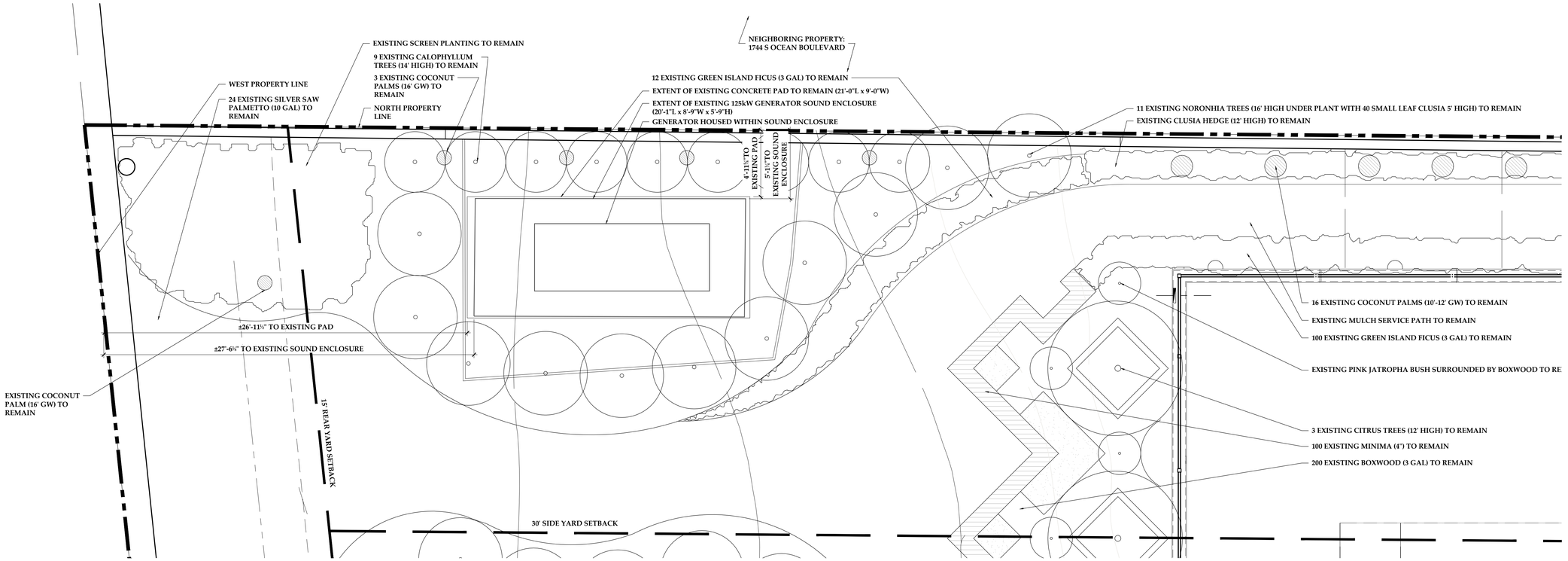
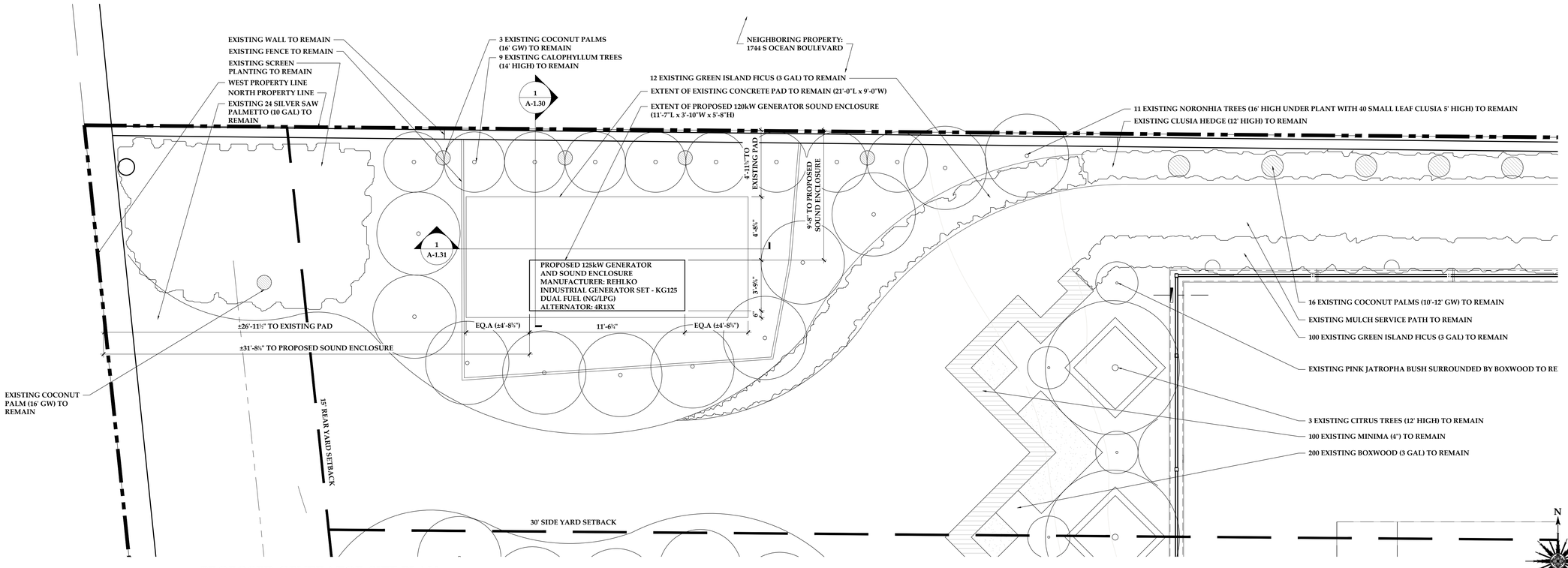


1 EXISTING GENERATOR SITE PLAN
SCALE: 1/4"=1'-0"



2 PROPOSED GENERATOR SITE PLAN
SCALE: 1/4"=1'-0"

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PROJECT:
PRIVATE RESIDENCE
1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:
EXISTING AND PROPOSED PARTIAL SITE PLAN

SEAL & SIGNATURE:
STATE OF FLORIDA
FREEDMAN GEORGE
LICENSED
AR95819
REGISTERED ARCHITECT

DATE:
PROJECT No.:
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Town of Palm Beach
Planning Zoning and Building
360 S County Rd
Palm Beach, FL 33480
www.townofpalmbeach.com

Line #	Zoning Legend			
1	**Property Address:**	1768 S OCEAN BLVD		
2	**Zoning District:**	R-AA		
3	**Lot Area (sq. ft.):**	104,978		
4	**Lot Width (W) & Depth (D) (ft.):**	300.34 (W) 358.04 (D)		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	SINGLE FAMILY		
6	**FEMA Flood Zone Designation:**	AE,X & VE		
7	**Zero Datum for point of meas. (NAVD)**			
8	**Crown of Road (COR) (NAVD)**	17.53 (HIGHEST COR)		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	25% (26,245)	N/C	N/C
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)	N/A	N/C	N/C
12	*Front Yard Setback (Ft.)	51.2 (E)	N/C	N/C
13	* Side Yard Setback (1st Story) (Ft.)	30.6 (N) 66.5 (S)	N/C	N/C
14	* Side Yard Setback (2nd Story) (Ft.)	30.6 (N) 66.5 (S)	N/C	N/C
15	*Rear Yard Setback (Ft.)	135.9 (W)	N/C	N/C
16	Angle of Vision (Deg.)	120	N/C	N/C
17	Building Height (Ft.)	30	N/C	N/C
18	Overall Building Height (Ft.)	40	N/C	N/C
19	Cubic Content Ratio (CCR) (R-B ONLY)	N/A	N/C	N/C
20	** Max. Fill Added to Site (Ft.)	N/A	N/C	N/C
21	Finished Floor Elev. (FFE)(NAVD)	N/A	N/C	N/C
22	Base Flood Elevation (BFE)(NAVD)	8	N/C	N/C
23	Landscape Open Space (LOS) (Sq Ft and %)	55% (57,737)	N/C	N/C
24	Perimeter LOS (Sq Ft and %)	N/A	N/C	N/C
25	Front Yard LOS (Sq Ft and %)	45% (47,240)	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

1 TOWN OF PALM BEACH ZONING LEGEND

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:**	1768 S OCEAN BLVD	
2	**Lot Area (sq. ft.):**	104,978	
3		REQUIRED	PROPOSED
4	Landscape Open Space (LOS) (Sq Ft and %)	55% (57,737)	N/C
5	LOS to be altered (Sq FT and %)	N/A	N/C
6	Perimeter LOS (Sq Ft and %)	N/A	N/C
7	Front Yard LOS (Sq Ft and %)	45% (47,240)	N/C
8	Native Trees %	30% (number of trees)	N/C
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	N/C
10	Native Groundcover %	30% (groundcover area)	N/C

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*

2 TOWN OF PALM BEACH LANDSCAPE LEGEND

MADISON WORTH
ARCHITECTURE, DPC
488 Madison Avenue, Suite 1705, New York, NY 10022 - Tel. 212.355.3261
125 Worth Avenue, Suite 306, Palm Beach, FL 33480 - Tel. 561.833.3242

NOTES:

NO.	ISSUE DESCRIPTION	DATE
3	FINAL SUBMITTAL	11/24/2025
2	SECOND SUBMITTAL	10/27/2025
1	FIRST SUBMITTAL	10/16/2025

PROJECT:
PRIVATE RESIDENCE
1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:
ZONING CALCULATIONS

SEAL & SIGNATURE:
STATE OF FLORIDA
BEEKMAN GERARD
AR95819
REGISTERED ARCHITECT

DATE:
PROJECT No.:
SCALE: AS NOTED
CHK BY:
DWG No.:
A-1.21
CAD FILE: PAGE No:

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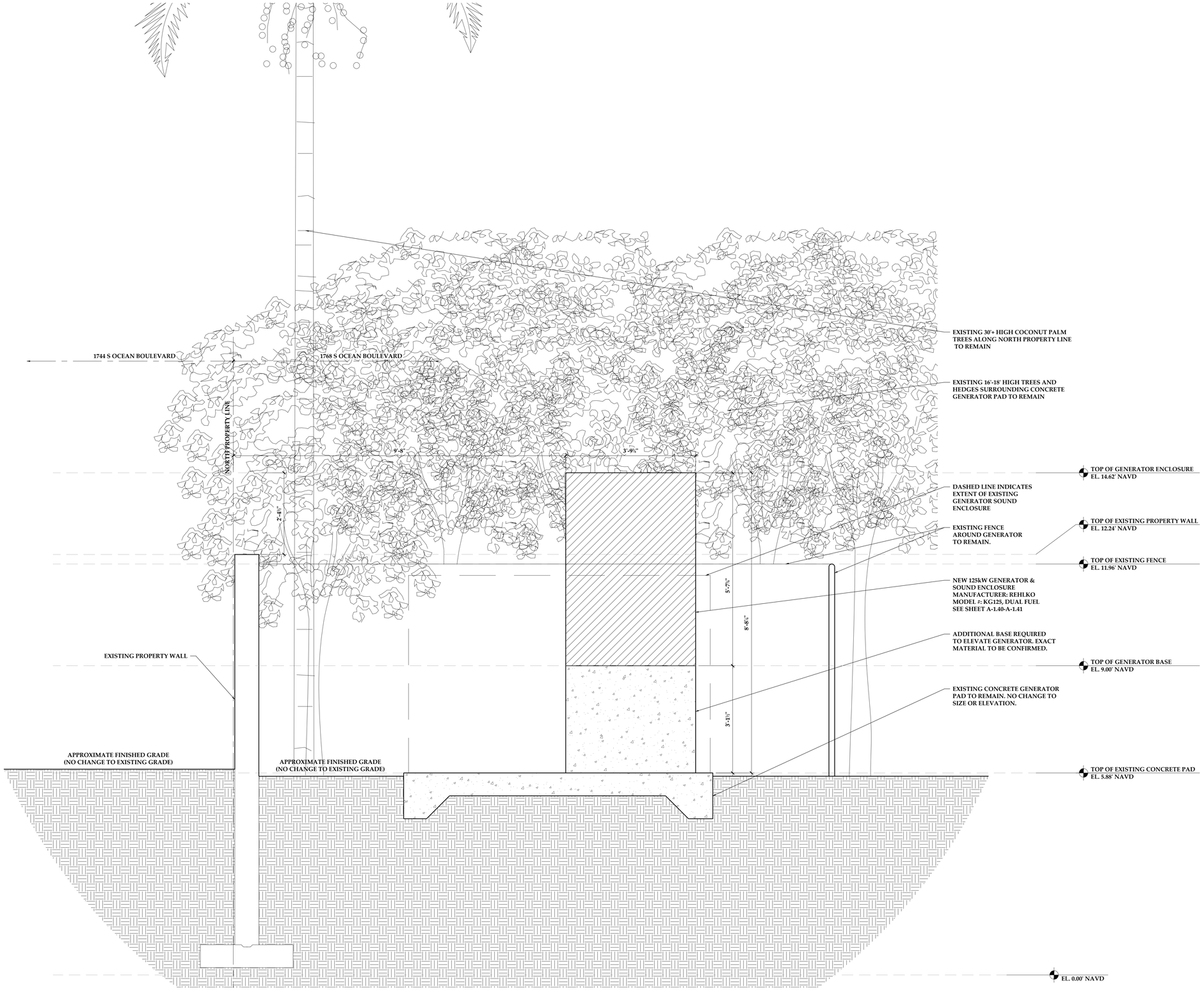

1 **SECTION LOOKING EAST**
3/4" = 1'-0"

MADISON WORTH
ARCHITECTURE, DPC
488 Madison Avenue, Suite 1705, New York, NY 10022 - Tel. 212.355.3261
125 Worth Avenue, Suite 306, Palm Beach, FL 33480 - Tel. 561.833.3242

NOTES:

NO.	ISSUE DESCRIPTION	DATE
3	FINAL SUBMITTAL	11/24/2025
2	SECOND SUBMITTAL	10/27/2025
1	FIRST SUBMITTAL	10/16/2025

PROJECT:
PRIVATE RESIDENCE
1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:
SECTION THROUGH PROPOSED GENERATOR

SEAL & SIGNATURE:
STATE OF FLORIDA
BEEKMAN GERARD
AR95819
REGISTERED ARCHITECT

DATE:
PROJECT No.:
SCALE: AS NOTED
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DWG No.:
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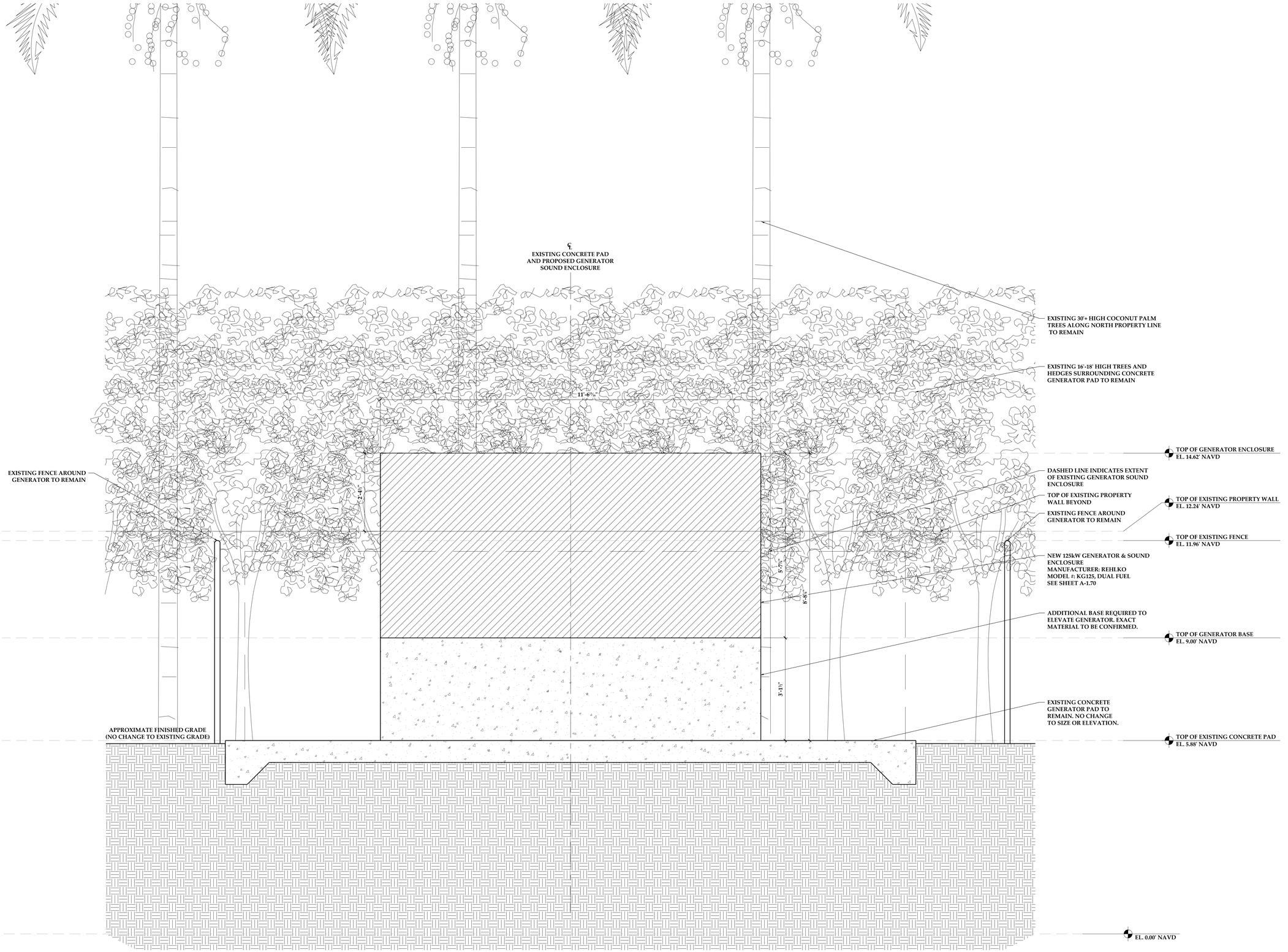

1 SECTION LOOKING NORTH
3/4" = 1'-0"

MADISON WORTH
ARCHITECTURE, DPC
488 Madison Avenue, Suite 1705, New York, NY 10022 - Tel. 212.355.3261
125 Worth Avenue, Suite 306, Palm Beach, FL 33480 - Tel. 561.833.3242

NOTES:

NO.	ISSUE DESCRIPTION	DATE
3	FINAL SUBMITTAL	11/24/2025
2	SECOND SUBMITTAL	10/27/2025
1	FIRST SUBMITTAL	10/16/2025

PROJECT:

PRIVATE RESIDENCE

1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:

SECTION THROUGH
PROPOSED GENERATOR

SEAL & SIGNATURE:

STATE OF FLORIDA
BEEKMAN GERARD
AR95819
REGISTERED ARCHITECT

DATE:
PROJECT No.:
SCALE: AS NOTED
CHK BY:
DWG No.:
A-1.31
CAD FILE:
PAGE No:

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FORMALLY KNOWN AS KOHLER

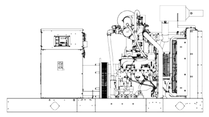
Industrial Generator Set - KG125
190-600 V Gas

EPA-Certified for 60 Hz Stationary Emergency Applications

EPA certification not applicable at 50 Hz

Ratings Range

		60 Hz	50 Hz
Standby:	kW	91-125	78-100
	kVA	91-156	78-125



Standard Features

- Rehlko provides one-source responsibility for the generating system and accessories.
- The generator set and its components are prototype-tested, factory-built, and production-tested.
- The 60 Hz generator set offers a cULus listing.
- CSA approval is available.
- The 60 Hz generator set meets NFPA 110, Level 1, when equipped with the necessary accessories and installed per NFPA standards.
- The generator set accepts rated load in one step.
- A one-year limited warranty covers all generator set systems and components. Two- and five-year extended limited warranties are also available.
- Alternator features:
  - The unique Fast-Response® X excitation system delivers excellent voltage response and short-circuit capability using a rare-earth, permanent magnet (PM)-excited alternator.
  - The brushless, rotating-field alternator has broadrange reconnectability.
- Natural gas, LP gas, and dual fuel models are available.
- Dual fuel model features:
  - Natural gas is the primary fuel. Automatically transfers back to primary fuel when LPG fuel becomes low or generator stops and restarts.
  - The patent pending reset box on the generator provides the ability to manually transfer back to natural gas.
  - The natural gas rating is available when running on natural gas.
  - APM603 controller provides load shed for automatic derate to LPG ratings to prevent an overload condition.



Generator Set Ratings

Alternator	Voltage	Ph	Hz	Natural Gas 130°C Rise Standby Rating kW/kVA	Natural Gas 130°C Rise Standby Rating Amps	LP Gas 130°C Rise Standby Rating kW/kVA	LP Gas 130°C Rise Standby Rating Amps
4R12X	120/208	3	60	125/156	417	105/131	364
	127/220	3	60	125/156	410	105/131	344
	120/240	3	60	120/150	361	105/131	316
	120/240	1	60	91/91	380	91/91	380
	139/240	3	60	125/156	376	105/131	316
	220/380	3	60	110/138	210	105/131	200
	277/480	3	60	125/156	188	105/131	158
	347/600	3	60	125/156	151	105/131	127
4R13X	110/190	3	50	100/125	380	86/108	329
	115/200	3	50	100/125	361	86/108	312
	120/208	3	50	100/125	347	86/108	300
	115/230	3	50	100/125	314	86/108	272
	115/230	1	50	78/78	340	78/78	340
	220/380	3	50	100/125	190	86/108	165
	230/400	3	50	100/125	181	86/108	156
	240/415	3	50	100/125	174	86/108	151
4T13X	120/240	1	60	125/125	521	105/105	438
	110/220	1	50	91/91	414	86/86	391

- NEMA MG1, IEEE, and ANSI standards compliance for temperature rise and motor starting.
- Sustained short-circuit current of up to 300% of the rated current for up to 10 seconds.
- Sustained short-circuit current enabling downstream circuit breakers to trip without collapsing the alternator field.
- Self-ventilated and dripproof construction.
- Superior voltage waveform from a two-thirds pitch stator and skewed rotor.
- Windings are vacuum-impregnated with epoxy varnish for dependability and long life.

RATINGS: All three-phase units are rated at 0.8 power factor. All single-phase units are rated at 1.0 power factor. Standby Ratings: The standby rating is applicable to varying loads for the duration of a power outage. There is no overload capability for this rating. Ratings are in accordance with ISO-8528-1 and ISO-3046-1. Obtain technical information bulletin (TIB-101) for ratings guidelines, complete ratings definitions, and site condition derates. The generator set manufacturer reserves the right to change the design or specifications without notice and without any obligation or liability whatsoever.

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Industrial Generator Set - KG125
190-600 V Gas

Generator Set Ratings, continued

Alternator	Voltage	Ph	Hz	Natural Gas 130°C Rise Standby Rating kW/kVA	Natural Gas 130°C Rise Standby Rating Amps	LP Gas 130°C Rise Standby Rating kW/kVA	LP Gas 130°C Rise Standby Rating Amps
4R13X	120/208	3	60	125/156	434	105/131	364
	127/220	3	60	125/156	410	105/131	344
	120/240	3	60	125/156	376	105/131	316
	120/240	1	60	105/105	438	100/100	417
	139/240	3	60	125/156	376	105/131	316
	220/380	3	60	120/150	228	105/131	200
	277/480	3	60	125/156	188	105/131	158
	347/600	3	60	125/156	151	105/131	127
	110/190	3	50	100/125	380	86/108	329
	115/200	3	50	100/125	361	86/108	312
	120/208	3	50	100/125	347	86/108	300
	115/230	3	50	100/125	314	86/108	272
	115/230	1	50	78/78	340	78/78	340
	220/380	3	50	100/125	190	86/108	165
	230/400	3	50	100/125	181	86/108	156
	240/415	3	50	100/125	174	86/108	151
4T13X	120/240	1	60	125/125	521	105/105	438
	110/220	1	50	91/91	414	86/86	391

Alternator Specifications

Specifications	Alternator
Type	4-Pole, Rotating-Field
Exciter type	Brushless, Rare-Earth Permanent Magnet
Leads: quantity, type	4RX, 4TX
Voltage regulator	12, Reconnectable 4, 110-120/220-240 V
Insulation:	Solid State, Volts/Hz
Material	NEMA MG1
Temperature rise	Class H
Bearing: quantity, type	130°C, Standby
Coupling	1, Sealed Flexible Disc
Amortisseur windings	Full
Voltage regulation, no-load to full-load	Controller Dependent
One-step load acceptance	100% of Rating
Unbalanced load capability	100% of Rated Standby Current
Peak motor starting kVA:	(35% dip for voltages below)
480 V, 380 V (4R12X (12 lead))	446 (60 Hz), 350 (50 Hz)
480 V, 380 V (4R13X (12 lead))	540 (60 Hz), 425 (50 Hz)
240 V, 220 V (4T13X (4 lead))	440 (60 Hz), 396 (50 Hz)

Application Data

Engine Specifications	60 Hz	50 Hz
Engine: model, type	KG62081HD 6.2 L Turbocharged, Aftercooled V-8	
Cylinder arrangement		
Displacement, L (cu. in.)	6.2 (378)	
Bore and stroke: mm (in.)	101.6 x 95.25 (4.00 x 3.75)	
Compression ratio	9.8:1	
Rated rpm	1800	1500
Max. power at rated rpm, kW (HP)		
NG	152 (204)	125 (168)
LP	131 (175)	109 (146)
Cylinder head material	Cast Aluminum	
Piston type and material	Cast Aluminum	
Crankshaft material	Forged steel	
Valve (exhaust) material	Forged Steel	
Governor type	Electronic	
Frequency regulation, no-load to full-load	Isochronous	
Frequency regulation, steady state	±1.0%	
Frequency	Fixed	
Air cleaner type, all models	Dry	

Exhaust System	60 Hz	50 Hz
Exhaust manifold type	Dry	
Exhaust flow at rated kW, m³/min (cfm)	29 (1024)	24 (848)
Exhaust temperature at rated kW, dry exhaust, °C (°F)	700 (1292)	650 (1202)
Maximum allowable back pressure, kPa (in. Hg)	15 (4.43)	12 (3.54)
Exhaust outlet size at engine hookup, mm (in.)	88.9 (3.5)	

Engine Electrical	
Ignition system	Coil Pack
Battery charging alternator:	
Ground (negative/positive)	Negative
Volts (DC)	12
Ampere rating	130
Starter motor rated voltage (DC)	12
Battery, recommended cold cranking amps (CCA)	
Qty., rating for -18°C (0°F)	One, 650
Battery voltage (DC)	12

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Industrial Generator Set - KG125
190-600 V Gas

Fuel

Fuel System	60 Hz	50 Hz
Fuel type	Natural Gas, LP Gas, or Dual Fuel	
Fuel supply line inlet	1.5 NPT	
Natural gas and LPG vapor fuel supply pressure, kPa (in. H_2O)	1.74-2.74 (7-11)	

Fuel Composition Limits *	Nat. Gas	LP Gas
Methane, % by volume	90 min.	—
Ethane, % by volume	4.0 max.	—
Propane, % by volume	1.0 max.	85 min.
Propene, % by volume	0.1 max.	5.0 max.
C_4 and higher, % by volume	0.3 max.	2.5 max.
Sulfur, ppm mass	25 max.	
Lower heating value, MJ/m³ (Btu/ft³), min.	33.2 (890)	84.2 (2260)

* Fuels with other compositions may be acceptable. If your fuel is outside the listed specifications, contact your local authorized distributor for further analysis and advice.

Lubrication		
Lubricating System	60 Hz	50 Hz
Type	Full Pressure	
Oil pan capacity, L (qt.) §	5.7 (6.0)	
Oil pan capacity with filter and oil cooler, L (qt.) §	9.0 (9.5)	
Oil filter: quantity, type §	1, Cartridge	

§ Rehlko recommends the use of Rehlko Genuine oil and filters.

Cooling		
Radiator System	60 Hz	50 Hz
Ambient temperature, °C (°F)*	50 (122)	
Engine jacket water capacity, L (gal.)	7.3 (1.93)	
Radiator system capacity, including engine, L (gal.)	28.4 (7.5)	
Engine jacket water flow, Lpm (gpm)	126 (33.3)	105 (27.7)
Heat rejected to cooling water at rated kW, dry exhaust, kW (Btu/min.)	81.4 (4633)	68.9 (3922)
Heat rejected to charge air cooler at rated kW, dry exhaust, kW (Btu/min.)	18 (1025)	15 (854)
Water pump type	Centrifugal	
Fan diameter, including blades, mm (in.)	711 (28)	
Fan, kWm (HP)	12 (16.1)	7.6 (9.4)
Max. restriction of cooling air, intake and discharge side of radiator, kPa (in. H_2O)	0.12 (0.5)	

Enclosure with enclosed silencer reduces ambient temperature capability by 5°C (9°F).

Operation Requirements		
Air Requirements	60 Hz	50 Hz
Radiator-cooled cooling air, m³/min. (scfm)‡	290 (10,241)	242 (8,546)
Combustion air, m³/min (cfm)	6.9 (244)	5.8 (205)
Heat rejected to ambient air:		
Engine, kW (Btu/min.)	37 (2106)	30 (1708)
Alternator, kW (Btu/min.)	10 (569)	9 (512)
Air density = 1.20 kg/m³ (0.075 lbm/ft³)		

Fuel Consumption‡	60 Hz	50 Hz
Natural Gas, m³/hr. (cfh) at % load	Standby Rating	
100%	47.5 (1678)	38.1 (1345)
75%	39.5 (1396)	31.9 (1126)
50%	30.7 (1084)	23.7 (836)
25%	20.4 (720)	14.9 (526)
0%	8.3 (292)	7.1 (252)
LP Gas, m³/hr. (cfh) at % load	Standby Rating	
100%	18.8 (664)	14.0 (496)
75%	15.1 (532)	10.6 (373)
50%	11.0 (390)	6.9 (242)
25%	6.1 (216)	4.5 (158)
0%	3.4 (121)	2.5 (88)

Nominal Fuel Rating: Natural gas, 37 MJ/m³ (1000 Btu/ft³)
LP Vapor, 93 MJ/m³ (2500 Btu/ft³)

LP vapor conversion factors:
8.58 ft.³ = 1 lb.
0.535 m³ = 1 kg.
36.39 ft.³ = 1 gal.

Controllers



APM402 Controller
Provides advanced control, system monitoring, and system diagnostics for optimum performance and compatibility.

- Digital display and menu control provide easy local data access
- Measurements are selectable in metric or English units
- Remote communication thru a PC via network or serial configuration
- Controller supports Modbus® protocol
- Integrated hybrid voltage regulator with ±0.5% regulation
- Built-in alternator thermal overload protection
- NFPA 110 Level 1 capability

Refer to G6-161 for additional controller features and accessories.

Modbus® is a registered trademark of Schneider Electric.



APM603 Controller

- Provides advanced control, system monitoring, and system diagnostics for optimum performance and compatibility.
- 7-inch graphic display with touch screen and menu control provides easy local data access
- Measurements are selectable in metric or English units
- Paralleling capability to control up to 8 generators on an isolated bus with first-on logic, synchronizer, kW and kVAR load sharing, and protective relays
  Note: Parallel with other APM603 controllers only
- Generator management to turn paralleled generators off and on as required by load demand
- Load management to connect and disconnect loads as required
- Controller supports Modbus® RTU, Modbus® TCP, SNMP and BACnet®
- Integrated voltage regulator with ±0.25% regulation
- Built-in alternator thermal overload protection
- UL-listed overcurrent protective device
- NFPA 110 Level 1 capability

Refer to G6-162 for additional controller features and accessories.

SAE J1939® is a registered trademark of ASHRAE.

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Industrial Generator Set - KG125
190-600 V Gas

Standard Features

- Air Cleaner Restrictor Indicator
- Alternator Protection
- Battery Rack and Cables
- Dual Fuel Reset Box (standard on dual fuel models)
- Electronic, Isochronous Governor
- Gas Fuel System (includes fuel mixer, electronic secondary gas regulator, gas solenoid valve, and flexible fuel line between the engine and the skid-mounted fuel system components)
- Integral Vibration Isolation
- Local Emergency Stop Switch
- Oil Drain Extension
- Operation and Installation Literature
- Open Unit Accessory Kit (radiator duct flange, stone guard, flexible exhaust, and three-way catalyst)
- Three-Way Exhaust Catalyst

Available Options

Circuit Breakers
Type
- ❑ Magnetic Trip
- ❑ Thermal Magnetic Trip
- ❑ Electronic Trip (LI)
- ❑ Electronic Trip with Short Time (LSI)
- ❑ Electronic Trip with Ground Fault (LSIG)

Rating
- ❑ 80%
- ❑ 100%

Operation
- ❑ Manual
- ❑ Electrically Operated (for paralleling)

Circuit Breaker Mounting
- ❑ Generator Mounted
- ❑ Remote Mounted
- ❑ Bus Bar (for remote mounted breakers)

Enclosures for Remote Mounted Circuit Breakers
- ❑ NEMA 1
- ❑ NEMA 3R

Approvals and Listings
- ❑ cULus (UL 2200 and CSA)
- ❑ Hurricane Rated Enclosure
- ❑ IBC Seismic Certification

Enclosure
- ❑ Sound Enclosure (with enclosed critical silencer)
- ❑ Weather Enclosure (with enclosed critical silencer)

Open Unit
- ❑ Exhaust Silencer, Critical
- ❑ Flexible Exhaust Connector, Stainless Steel
- ❑ Fuel Filter Kit
- ❑ Dual Fuel NG/LPG (automatic changeover)
- ❑ Flexible Fuel Line
- ❑ Fuel Filter Kit
- ❑ Secondary Gas Solenoid Valve (NFPA Fuel System)

Controller
- ❑ Common Failure Relay (APM603 Controller only)
- ❑ Four Input/Fifteen Output Module
- ❑ Lockable Emergency Stop
- ❑ Manual Key Switch (APM603 only)
- ❑ Manual Speed Adjust (APM402 only)
- ❑ Remote Emergency Stop
- ❑ Run Relay (Standard with APM603)
- ❑ Remote Annunciator panel
- ❑ Two Input/Five Output Module (APM402 only)

Cooling System
- ❑ Block Heater, 1500 W, 110-120 V
- ❑ Block Heater, 1500 W, 190-240 V
- ❑ Recommended for ambient temperatures below 10°C (50°F)

Electrical System
- ❑ Battery
- ❑ Battery Charger
- ❑ Battery Charger Temperature Compensation
- ❑ Battery Heater
- ❑ Generator Heater

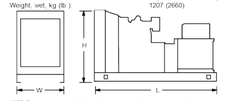
Miscellaneous
- ❑ Certified Test Report
- ❑ Engine Fluids Added
- ❑ Rated Power Factor Testing
- ❑ Rodent Guards

Literature
- ❑ General Maintenance
- ❑ NFPA 110
- ❑ Overhaul
- ❑ Production

Warranty
- ❑ 2-Year Basic Limited Warranty
- ❑ 5-Year Basic Limited Warranty
- ❑ 5-Year Comprehensive Limited Warranty

Dimensions and Weights

Overall Size, L x W x H, mm (in.): 2800 x 1120 x 1528 (110.2 x 44.1 x 60.2)
Weight, wet, kg (lb.): 1207 (2660)



NOTE: This drawing is provided for reference only and should not be used for planning installation. Contact your local authorized distributor for more detailed information.

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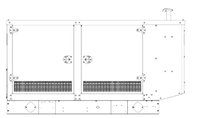
Industrial Generator Set Accessories
Weather and Sound Enclosures



KG40-KG60



KG80-KG125

Applicable to the following:
KG40-KG125

Weather Enclosure Standard Features

- Internal-mounted critical silencer and flexible exhaust connector.
- Skid-mounted, steel or aluminum construction with hinged doors.
- Fade-, scratch-, and corrosion-resistant Power Armor™ automotive-grade textured finish.
- Enclosure has four access doors which allow for easy maintenance.
- Lockable, flush-mounted door latches.
- Vertical air outlet discharge to redirect air and reduce noise.
- Aluminum weather enclosure is certified to 200 mph (322 kph) wind load rating.
- Steel weather enclosure is analyzed to 150 mph (241kph) wind load rating.

Sound Enclosure Standard Features

- Includes all of the weather enclosure features with the addition of acoustic insulation material.
- Skid-mounted, steel or aluminum construction with hinged doors. Aluminum enclosures are recommended for high humidity and/or high salt/coastal regions.
- Acoustic insulation that meets UL 94 HF1 flammability classification and repels moisture absorption.
- Sound attenuated enclosure that uses up to 51 mm (2 in.) of acoustic insulation, acoustic lined air inlet hoods, and acoustic-lined air discharge hood.
- Aluminum sound enclosure is certified to 200 mph (322 kph) wind load rating.
- Steel sound enclosure is analyzed to 150 mph(241 kph) wind load rating.

Note: Check the table below for steel and aluminum enclosure availability.

Available Approvals and Listings

- ❑ UL 2200 Listing
- ❑ CSA Certified
- ❑ IBC Seismic Certification
- ❑ Hurricane Rated Enclosure - Available on sound aluminum (Impact rated for Large Missile Level E and Wind load rated per Florida Building Code tested to TAS201-94, TAS202-94 and TAS203-94 standards)

Note: Some models may have limited third-party approvals; see your local distributor for details.

Weather and Sound Enclosure Specifications

Model	Max. Dimensions, mm (in.) Length	Width	Height	Weight, kg (lb.) * Steel Weather Enclosure	Steel Sound Enclosure	Aluminum Sound Enclosure	Sound Pressure Level at 60 Hz with Full Load, Weather/Sound, dB(A) †
KG40	2585 (101.8)	1078 (42.4)	1531 (60.3)	1046 (2307)	1051 (2318)	959 (2115)	79/64
KG45							79/65
KG50				1101 (2427)	1106 (2438)	1014 (2235)	79/67
KG60							79/68
KG80	3525 (138.8)	1154 (45.4)	1709 (67.3)	1417 (3123)	1427 (3146)	1337 (2948)	84/69
KG100				1605 (3539)	1616 (3562)	1515 (3340)	81/69
KG125				1605 (3539)	1616 (3562)	1515 (3340)	81/71

Note: Data in table is for reference only, refer to the respective ADV drawings for details.
* Max. weight includes the generator set (wet) with largest alternator option, enclosure, and silencer.
† Log average sound pressure level of 8 measured positions around the perimeter of the unit at a distance of 7 m (23 ft). Refer to TIB-114 for details.

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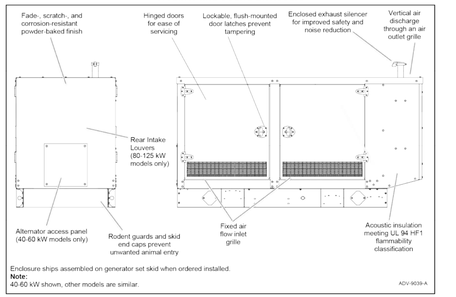
rehlko

Industrial Generator Set Accessories
Weather and Sound Enclosures

Weather and Sound Enclosure



Enclosure ships assembled on generator set skid when ordered installed.
Note:
40-60 kW shown, other models are similar.

Enclosure Features

- Formed panel, solid construction. Preassembled package offering corrosion resistant, dent resilient structure mounting directly to skid.
- Available in 3.2 mm aluminum or 14 gauge steel.
- Power Armor™ automotive-grade finish resulting in advanced corrosion and abrasion protection as well as enhanced edge coverage and color retention.
- Internal critical exhaust silencer offering maximum component life and operator safety.
  Note: Installing an additional length of exhaust tail pipe may increase backpressure levels. Please refer to the generator set spec sheet for the maximum backpressure value.
- Interchangeable modular panel construction. Allows complete serviceability or replacement without compromising enclosure design.
- Cooling/combustion air intake with a horizontal air inlet. Sized for maximum cooling airflow.
- Service access. Multi-personnel doors for easy access to generator set control and servicing of the oil fill and battery.
- Cooling air discharge. Weather protective design featuring a vertical air discharge outlet grille. Redirects cooling air up and above enclosures to reduce noise ambient.
- Enclosed critical silencer and three-way catalyst standard on KG100 and KG125 (optional on KG80 and KG40A).

Additional Sound Enclosure Features

- Sound-attenuating design. Mechanically restrained acoustic insulation UL 94 HF1 listed for flame resistance.
- Cooling air discharge. The sound enclosures include acoustic insulation with urethane film.

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KOHLER.

TIB-114

TECHNICAL INFORMATION BULLETIN

Generator Set Sound Data Sheet

Generator Set Model	Hz	Load	Sound Pressure Data in dB(A) Raw Exhaust	Open Unit, Isolated Exhaust	Weather Enclosure	Sound Enclosure
KG125	60	100% Load	99.6	83.0	81.1	71.1
		No Load	97.7	81.9	80.0	67.4

Note: Sound pressure data is the logarithmic average of eight perimeter measurement points at a distance of 7 m (23 ft.), except Raw Exhaust data which is a single measurement point at 1 m (3.3 ft.) from the mouth of a straight pipe exhaust.

KG125 | 60 Hz

Load	Distance, m (ft.)	Enclosure	Measurement Clock Position	Sound Pressure Levels dB(A) Octave Band Center Frequency (Hz) 63	125	250	500	1000	2000	4000	8000	Overall Level
100% Load	7 (23)	Sound	3:00	47.3	61.8	62.3	64.4	64.5	61.7	58.2	52.3	70.5
			1:30	42.4	57.9	70.3	68.4	62.2	64.3	58.0	55.0	73.7
			12:00 Engine	48.3	62.2	66.4	64.5	64.0	62.6	59.9	54.5	71.6
			10:30	46.8	64.2	63.6	66.0	63.6	61.9	59.5	52.4	71.4
			9:00	47.0	62.6	62.4	64.0	61.9	61.2	57.0	52.1	69.9
			7:30	50.3	60.2	64.6	63.3	63.3	62.6	54.9	49.1	70.2
			6:00 Alternator	51.3	63.4	63.5	62.7	61.2	59.3	53.6	47.7	69.5
			4:30	48.5	60.1	64.1	63.2	63.6	62.2	56.8	50.6	70.1
			8-pos. log avg.	48.4	61.9	65.5	65.0	63.2	62.2	57.7	52.3	71.1

Load	Distance, m (ft.)	Enclosure	Measurement Clock Position	Sound Pressure Levels dB(A) 3:00	1:30	12:00 Eng.	10:30	9:00	7:30	6:00 Alt.	4:30	8-pos. log avg.
100% Load	7 (23)	Weather	Overall Levels	81.3	81.2	79.1	82.6	83.4	81.1	76.5	80.8	81.1

Load	Distance, m (ft.)	Enclosure	Measurement Clock Position	Sound Pressure Levels dB(A) Octave Band Center Frequency (Hz) 63	125	250	500	1000	2000	4000	8000	Overall Level
100% Load	7 (23)	Open Unit, Isolated Exhaust	3:00	50.7	63.5	76.7	75.6	75.5	77.5	73.9	67.9	83.2
			1:30	46.6	59.9	76.2	75.2	79.0	75.3	71.0	66.1	83.1
			12:00 Engine	52.2	65.5	77.8	70.9	74.1	72.0	68.0	60.5	81.0
			10:30	49.7	64.4	76.7	77.3	78.2	78.1	75.4	71.0	84.5
			9:00	47.6	65.9	78.7	77.1	78.9	79.2	74.8	72.7	85.3
			7:30	50.7	63.2	77.1	74.6	76.6	76.4	73.4	67.5	83.0
			6:00 Alternator	50.1	67.5	73.5	72.3	70.5	69.3	65.0	57.9	78.4
			4:30	47.7	64.0	75.9	74.5	76.3	77.3	72.2	65.3	82.7
			8-pos. log avg.	49.8	64.7	76.8	75.1	76.8	76.5	72.7	68.1	83.0

Load	Distance, m (ft.)	Exhaust	Sound Pressure Levels dB(A) Octave Band Center Frequency (Hz) 63	125	250	500	1000	2000	4000	8000	Overall Level
100% Load	1 (3.3)	Raw Exhaust with Open Unit Configured Catalyst (No Silencer)	57.2	82.6	91.5	92.6	95.5	91.3	88.1	81.6	99.6

KG125	60 Hz

Load	Distance, m (ft.)	Enclosure	Measurement Clock Position	Sound Pressure Levels dB(A) Octave Band Center Frequency (Hz) 63	125	250	500	1000	2000	4000	8000	Overall Level
No Load	7 (23)	Sound	3:00	42.6	53.5	59.5	59.7	56.7	54.8	48.4	41.3	64.7
			1:30	38.3	48.9	71.1	61.9	55.1	55.7	48.0	42.1	71.9
			12:00 Engine	42.3	54.5	64.3	58.5	59.4	56.8	50.9	48.5	67.2
			10:30	41.3	55.3	59.7	61.6	59.3	57.5	50.1	44.4	66.3
			9:00	42.4	54.2	63.1	59.7	56.6	55.9	48.1	43.1	66.2
			7:30	45.5	52.1	63.2	59.2	59.4	58.0	49.5	42.4	66.7
			6:00 Alternator	48.1	54.3	61.7	58.0	57.6	55.3	50.6	43.4	65.5
			4:30	46.9	51.8	60.5	60.4	57.7	57.2	49.3	42.7	65.6
			8-pos. log avg.	44.4	53.4	64.8	60.1	58.0	56.5	49.5	44.1	67.4

Load	Distance, m (ft.)	Enclosure	Measurement Clock Position	Sound Pressure Levels dB(A) 3:00	1:30	12:00 Eng.	10:30	9:00	7:30	6:00 Alt.	4:30	8-pos. log avg.
No Load	7 (23)	Weather	Overall Levels	80.4	80.4	79.3	81.4	81.3	79.9	74.6	80.2	80.0

Load	Distance, m (ft.)	Enclosure	Measurement Clock Position	Sound Pressure Levels dB(A) Octave Band Center Frequency (Hz) 63	125	250	500	1000	2000	4000	8000	Overall Level
No Load	7 (23)	Open Unit, Isolated Exhaust	3:00	43.9	56.2	76.7	75.5	73.8	76.0	72.6	65.3	82.3
			1:30	41.6	51.9	75.7	72.4	78.6	74.4	70.2	64.4	82.3
			12:00 Engine	44.9	57.8	76.5	68.1	76.7	73.8	68.8	61.9	81.2
			10:30	44.1	57.4	76.3	75.4	77.1	77.2	74.2	66.4	83.3
			9:00	42.5	57.5	78.6	74.7	76.2	76.7	72.2	64.5	83.2
			7:30	43.3	56.5	77.2	72.7	75.7	74.6	71.2	62.3	81.8
			6:00 Alternator	44.7	58.3	72.0	70.9	69.1	67.7	62.4	52.5	76.5
			4:40	44.4	56.8	77.6	72.8	74.8	76.2	70.6	61.8	82.1
			8-pos. log avg.	43.8	56.9	76.6	73.4	75.9	75.2	71.2	63.6	81.9

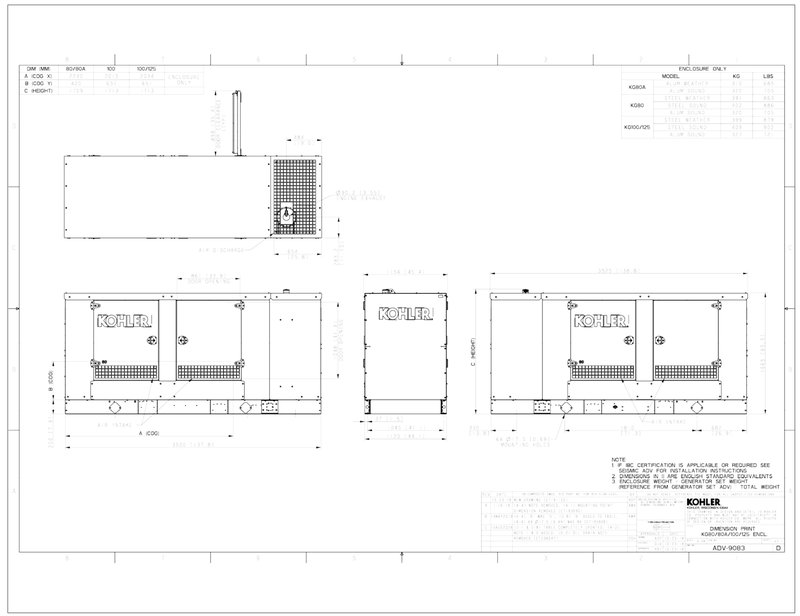
Load	Distance, m (ft.)	Exhaust	Sound Pressure Levels dB(A) Octave Band Center Frequency (Hz) 63	125	250	500	1000	2000	4000	8000	Overall Level
No Load	1 (3.3)	Raw Exhaust with Open Unit Configured Catalyst (No Silencer)	57.8	74.3	89.6	90.3	93.2	90.7	87.2	80.4	97.7

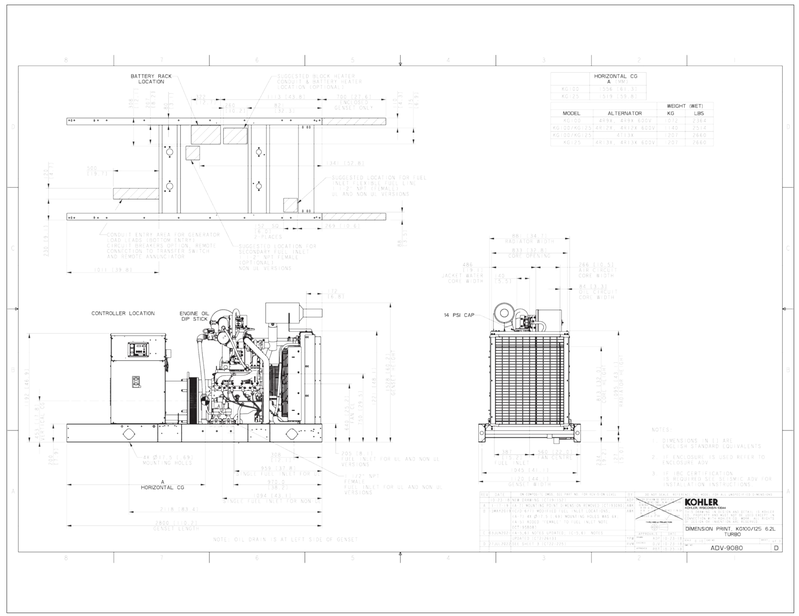
MADISON WORTH
ARCHITECTURE, DPC
488 Madison Avenue, Suite 1705, New York, NY 10022 - Tel. 212.355.3261
125 Worth Avenue, Suite 306, Palm Beach, FL 33480 - Tel. 561.833.3242

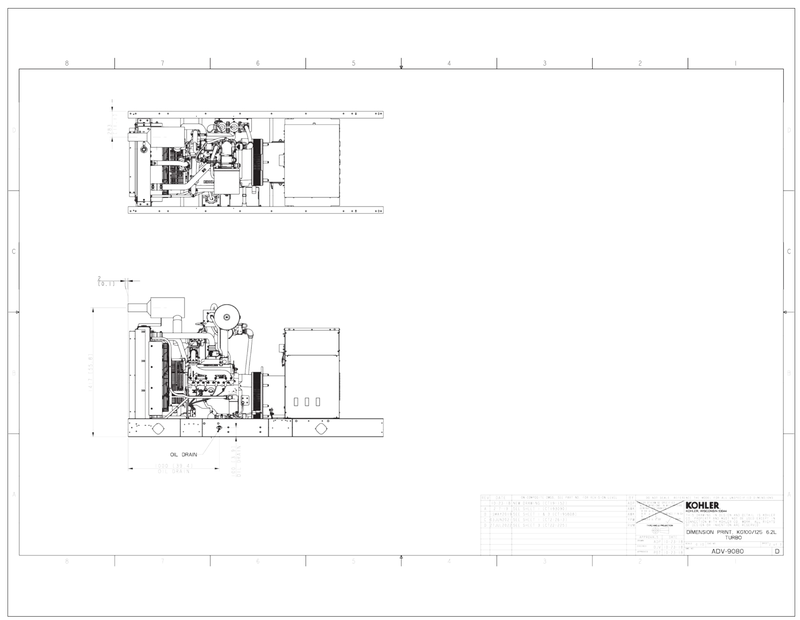
NOTES:

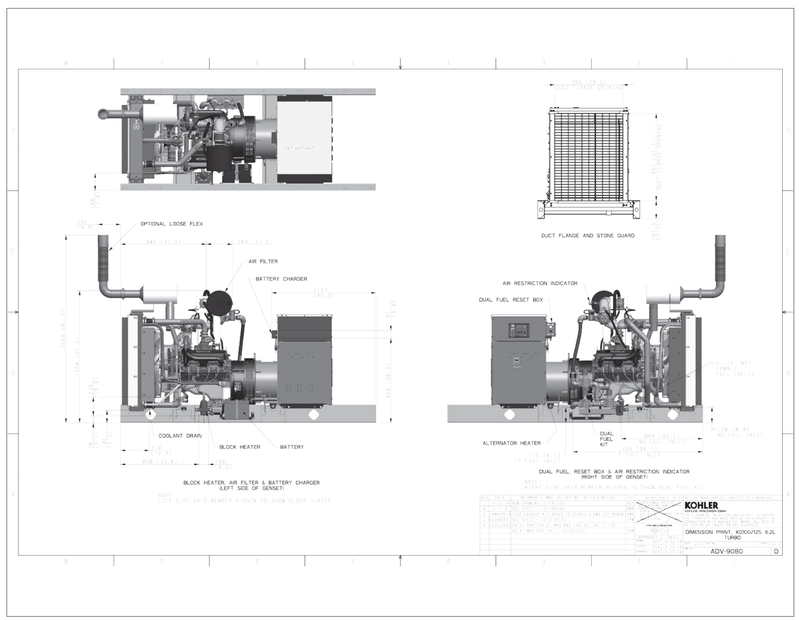
NO.	ISSUE DESCRIPTION	DATE
3	FINAL SUBMITTAL	11/24/2025
2	SECOND SUBMITTAL	10/27/2025
1	FIRST SUBMITTAL	10/16/2025

PROJECT









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1	FIRST SUBMITTAL	10/16/2025

PROJECT:

PRIVATE RESIDENCE

1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:

GENERATOR SPECIFICATIONS

SEAL & SIGNATURE:

STATE OF FLORIDA
BEEKMAN GERARD
AR95819
REGISTERED ARCHITECT

DATE:

PROJECT No.:

SCALE: AS NOTED

CHK BY:

DWG No.:

A-1.41

CAD FILE: PAGE No:

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Building

Landscape

Tennis Court

Water

Hardscape

Proposed Generator

Existing Generator

1 SITE PLAN DIAGRAM
SCALE: 1" = 30'

0 15' 30' 45' 60'

N

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PROJECT:
PRIVATE RESIDENCE
1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:
SITE PLAN DIAGRAM

SEAL & SIGNATURE:
STATE OF FLORIDA
BEEKMAN GERARD
AR95819
REGISTERED ARCHITECT

DATE:
PROJECT No.:
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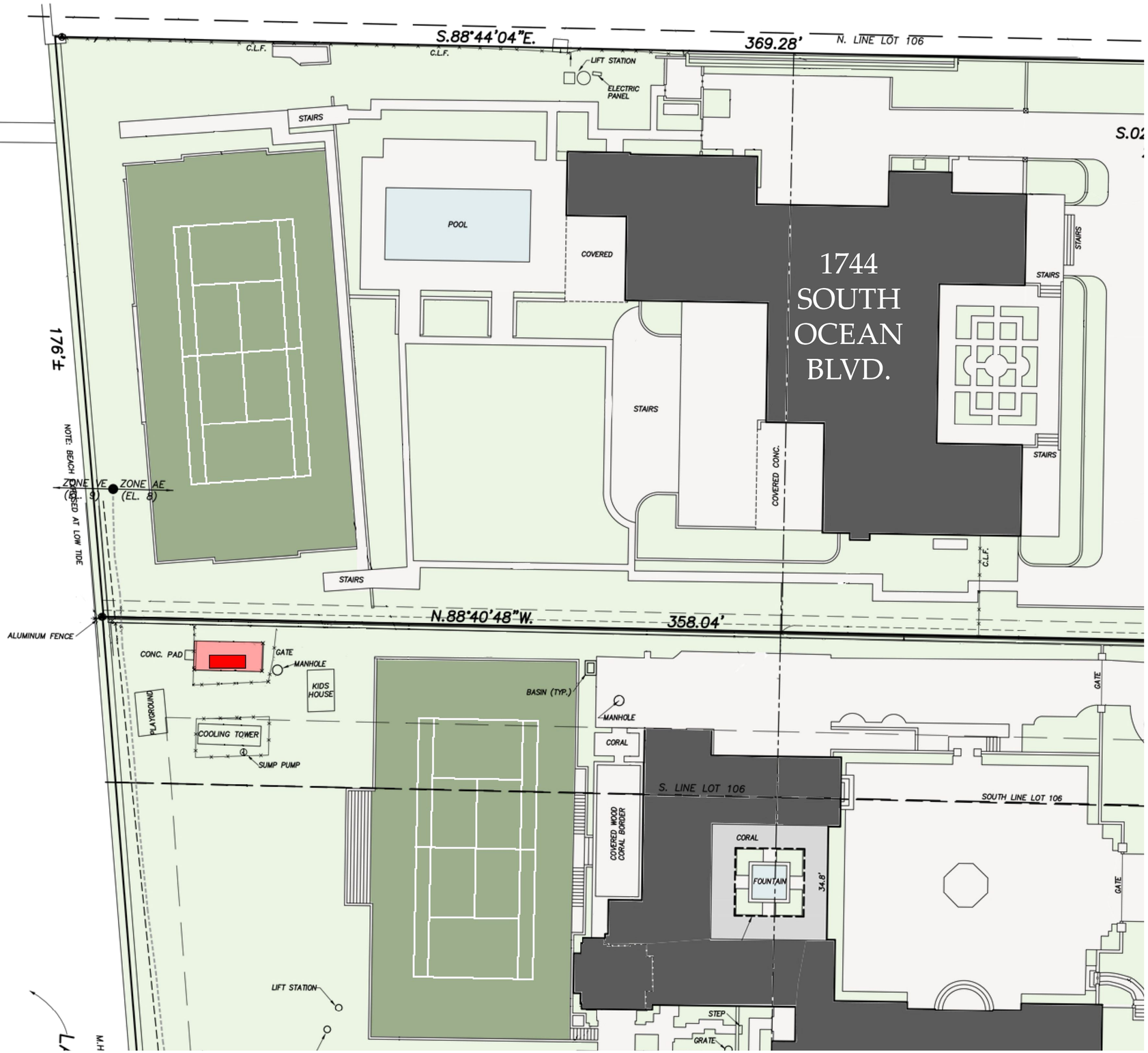

1 SITE PLAN DIAGRAM
SCALE: 1" = 15'

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125 Worth Avenue, Suite 306, Palm Beach, FL 33480 - Tel. 561.833.3242

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PROJECT:
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1768 S OCEAN BLVD
PALM BEACH, FLORIDA 33480

SHEET TITLE:
SITE PLAN DIAGRAM

SEAL & SIGNATURE:
STATE OF FLORIDA
BEEKMAN GERARD
AR95819
REGISTERED ARCHITECT

DATE:
PROJECT No.:
SCALE: AS NOTED
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DWG No.:
A-1.51
CAD FILE:
PAGE No:

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TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-25-0078 (ARC-25-0064) 230 BARTON AVE (COMBO)–VARIANCES. The applicant, RPI Corporation (Environment Design Group), has filed an application requesting Town Council review and approval for one (1) variance to exceed the maximum wall height to completely screen a generator. The Architectural Commission will perform design review of the application. *[The Architectural Review Commission Recommendation: Implementation of the proposed variances will not cause a negative impact on the subject property. Carried 7-0.] [The Architectural Review Commission approved this project. Carried 7-0.]*

Date: 11/24/2025

ATTACHMENTS

Staff Report
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-25-0078 (ARC-25-0064) 230 BARTON AVE (COMBO)–VARIANCES. The applicant, RPI Corporation (Environment Design Group), has filed an application requesting Town Council review and approval for one (1) variance to exceed the maximum wall height to completely screen a generator. The Architectural Commission will perform design review of the application.

ARC-25-0064 230 BARTON AVE. The applicant, RPI Corporation (Environment Design Group), has filed an application requesting Architectural Commission review and approval for installation of a generator.

Property Owner: RPI Corporation
Professional: Environment Design Group

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 "Private Residence", as prepared by Environment Design Group, uploaded October 7, 2025.

The following is the scope of work for the Project:

- Installation of new generator with screening wall.

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

- **Variance #1**: Sec.134-1729: a variance to exceed by 1'-3/8" in order to construct a 7'-3/8" high generator screening wall in the side yard setback in lieu of the 7'-0" maximum permitted.

Site Data			
Zoning District	R-B	**Future Land Use**	SINGLE-FAMILY
Lot Size	18,666 Sq. Ft.	**Flood Zone**	AE-6 and AE-7
Landscape Open Space:	Required: 45% Proposed: 46.64%	**Front Yard Landscape Open Space**	Required: 40% Min. Proposed: 60.4%

Surrounding Properties / Zoning	
North	233 Barton Ave (Residence) / R-B
South	243 Clarke Ave (Residence) / R-B
East	224 Barton Ave (Residence) / R-B

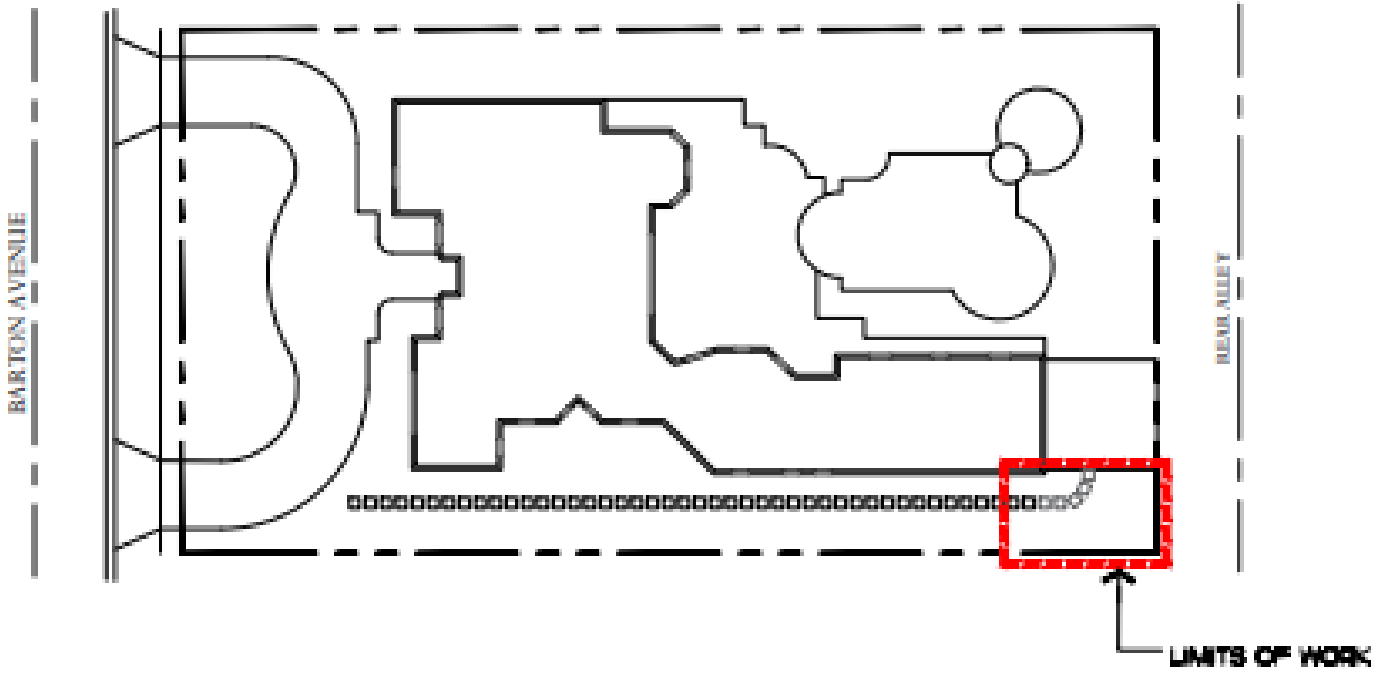
West	250 Barton Ave (Residence) / R-B

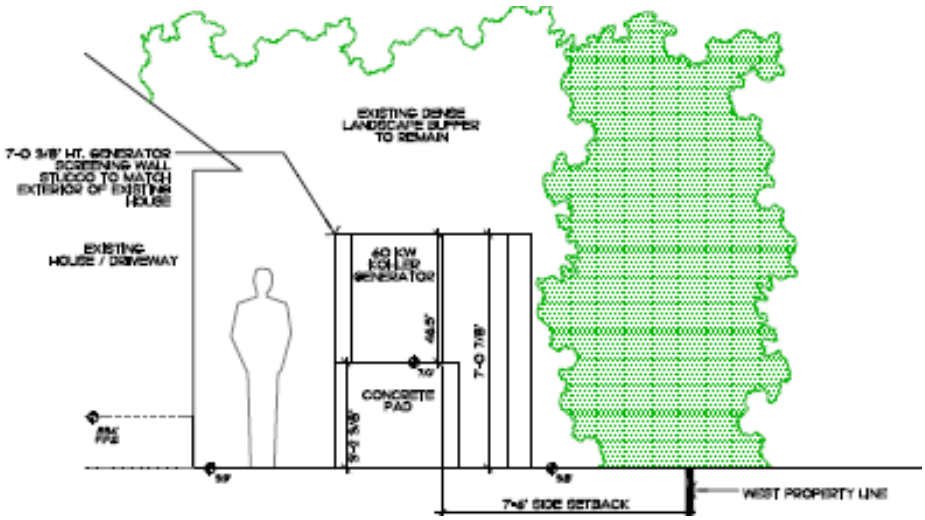
STAFF ANALYSIS:

A preliminary review of the project indicates that the application, as proposed, appears to be inconsistent with the following sections of the Town code:

- Variance: Sec.134-1729: a variance to exceed by 1'-3/8" in order to construct a 7'-3/8" high generator screening wall in the side yard setback in lieu of the 7'-0" maximum permitted.

The applicant is seeking approval for the installation of a 60 kW generator in the southwest corner of the property. The generator will be screened by an existing landscape buffer and a stucco wall matching the exterior of the residence.





During review of the application, it was determined that the generator must be elevated to comply with Florida Building Code elevation requirements. Barton Avenue is a low street, and the elevation of the site, varies, but is at 4.1 NAVD is the proposed location. The slab or stand for the equipment must be at a minimum of 8 NAVD. As a result, the height of the proposed screening wall must also be increased, but is limited in height to what the code permits. Therefore, applicant is requesting a variance from Section 134-1729 to allow an increase in the maximum wall height by 1' 3/8" to adequately screen the elevated generator. Staff has brought this zoning code issue to the Planning and Zoning Commission and the Town Council to find a fix for this contradiction. Currently a text amendment to the zoning code is being considered at first reading.

CONCLUSION:

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

1. for the overall design of the project in accordance with Sec. 18-205 criteria, subject to any imposed conditions, and
2. that the implementation of the proposed variance **will** or **will not** cause negative architectural impacts to the subject property.

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:SCP
WRB

ENVIRONMENT
DESIGN
GROUP

Land Planning
Landscape Architecture
Landscape Management

August 28th, 2025

Town of Palm Beach
Planning, Zoning, & Building Department
360 S. County Road
Palm Beach, Florida 33480

ATTN: *ARCOM Staff*
Re: 230 Barton Avenue - Landscape Architecture
Our Ref # 25142.00 LA

LETTER OF INTENT

Current zoning for the project is R-B LOW DENSITY RESIDENTIAL

Our current proposal, for improvements to the site, does not include any architectural changes to the approved house. We are proposing the following revisions to the originally approved ARCOM plans.

The proposed changes include:

1. Proposed 60 KW generator

The attached plan reflects the above-outlined revisions.

If there are any questions regarding this project, please feel free to reach out to our office.
Thank you for your assistance.

Dustin Mizell, MLA RLA #6666784
Environment Design Group

Paramount Building
139 North County Road, Suite 20-B
Palm Beach, FL 33480
561.832.4600 phone
Dustin@environmentdesigngroup.com

Scope of Work

* Addition of 60 KW Generator

ENVIROAMENT
DESIGN
GROUP
139 North County Road Ste 20-B Palm Beach, Fl 33480
Phone 561.832.4600 Mobile 561.313.4424
Landscape Architecture
Land Planning
Landscape Management
Dustin M. Mizell, MLA RLA #6666784
Dustin@environmentdesigngroup.com

Private Residence
230 Barton Ave
Palm Beach

F L O R I D A

ARC-25-0064
Final Submittal: 10/07/25

Sheet Index

Cover Sheet
L1.0 - Existing Site Photos Exhibit
L2.0 - Existing Conditions Inventory Plan
L3.0 - Site Plan
L3.1 - Open Space Diagram
L4.0 - Construction Screening & Staging Plan
L5.0 - Truck Logistics Plan

Design Team/Consultants

Landscape Architects
ENVIRONMENT DESIGN GROUP
139 NORTH COUNTY ROAD SUITE 20B
PALM BEACH, FL 33480
561.832.4600
WWW.ENVIRONMENTDESIGNGROUP.COM

NOT FOR CONSTRUCTION



Existing Southwest Area



Existing Southwest Area



Existing Southwest Area



Existing Northwest Area



Existing Northwest Area



Existing Southwest Area

ENVIRONMENT DESIGN GROUP
139 North County Road SR20-B Palm Beach, Fl 33480
Phone 561.832.4600 Mobile 561.313.4424
Landscape Architecture
Land Planning
Landscape Management
Dustin M. Mizell, MLA RLA #6666784
Dustin@environmentdesigngroup.com

Private Residence
230 Barton Ave
Town of Palm Beach
FLORIDA

JOB NUMBER: # 25142.00 LA
DRAWN BY: Alex Bugril

DATE: 08.26.2025

SHEET L1.0

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DISCLAIMER: 2025
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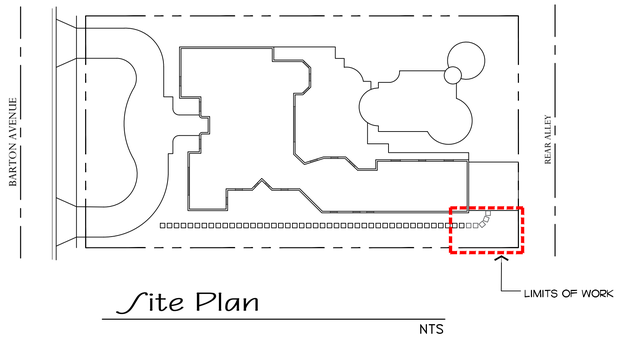
48 HOURS BEFORE DIGGING
CALL TOLL FREE
1-800-432-4770
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

ARC-25-0064

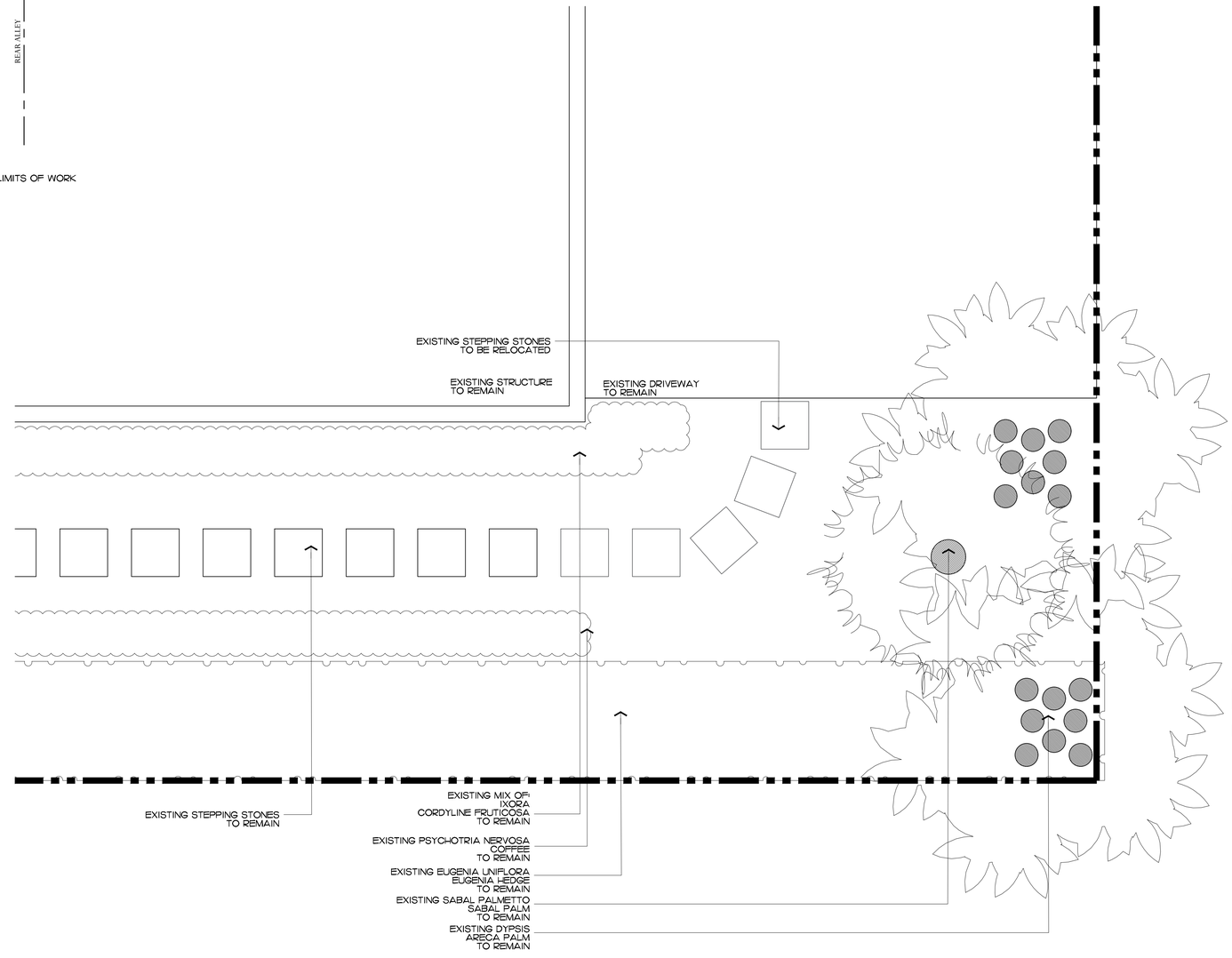
NOT FOR CONSTRUCTION

Existing Site Photos Exhibit



Site Plan

NTS



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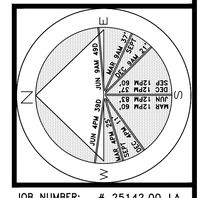
Landscape Architecture
Land Planning
Landscape Management
Dustin M. Mizell, MLA FLA #6666784
Dustin@environmentdesigngroup.com

Private Residence
230 Barton Ave
Town of Palm Beach
FLORIDA



JOB NUMBER: # 25142.00 LA
DRAWN BY: Alex Bugrii

DATE: 08.26.2025

SHEET L2.0

64 sf.

AREA IN SQ.FT.

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ARC-25-0064

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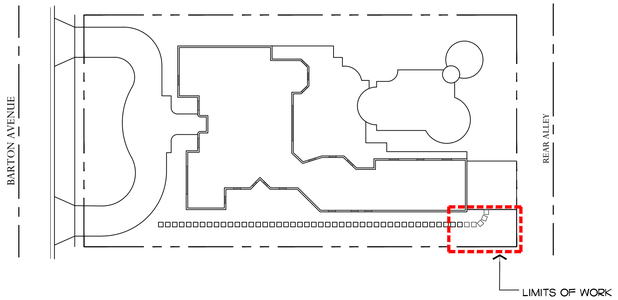
Existing Conditions / Inventory Plan

SCALE IN FEET: 3/8"=1'



Site Plan

NTS

KOHLER. **Model: 60RCLB**

Multi-Fuel
LPG/Natural Gas

ISO 9001 KOHLER NATIONALLY REGISTERED



The Kohler® Advantage

- **High Quality Power**
  Kohler generators provide advanced voltage and frequency regulation along with ultra-low levels of harmonic distortion for excellent generator power quality to protect your valuable electronics.
- **Extraordinary Reliability**
  Kohler is known for extraordinary reliability and performance and backs that up with a 5-year/2000-hour limited warranty.
- **Aluminum Enclosure**
  Attractive aluminum enclosure allows installation as close as 18 inches from your home or small business. Optional 291 kph (181 mph) wind-load-rated enclosure door kit is available for field installation.
- **Fast Response**
  Kohler's Fast-Response® X excitation system delivers excellent voltage response and short-circuit capability using a rare-earth permanent magnet (PM)-excited alternator.
- **Quiet Operation**
  Kohler home generators provide quiet, neighborhood-friendly performance.

Standard Features

- Kohler Co. provides one-source responsibility for the generating system and accessories.
- The generator set and its components are prototype-tested, factory-built, and production-tested.
- The generator set accepts rated load in one step.
- A standard 5-year/2000-hour limited warranty covers all systems and components.
- Quick-ship (QS) models with selected features are available. See your Kohler distributor for details.
- GFCI service outlet installed on the junction box.
- RDC2 Controller
  - One digital controller manages both the generator set and transfer switch functions (with optional Model RXT ATS).
  - Designed for today's most sophisticated electronics.
  - Electronic speed control responds quickly to changing demand.
  - Digital voltage regulation protects your valuable electronics from harmonic distortion and unstable power quality.
- Engine Features
  - Powerful and reliable Kohler 6.2L liquid-cooled engine
  - Electronic engine management system.
  - Simple field conversion between natural gas and LP vapor fuels while maintaining emission certification.
- Innovative Cooling System
  - Electronically controlled fan speeds minimize generator set sound signature.
- Approved for stationary standby applications in locations served by a reliable utility source.
- Certifications
  - The 60 Hz generator set engine is certified by the Environmental Protection Agency (EPA) to conform to the New Source Performance Standard (NSPS) for stationary spark-ignited emissions.
  - cUL/UL listing, CSA certification standard are available.
  - Accepted by the Massachusetts Board of Registration of Plumbers and Gas Fitters.
  - Meets NFPA 37 requirements for 18 in. offset for installation.

Generator Set Ratings

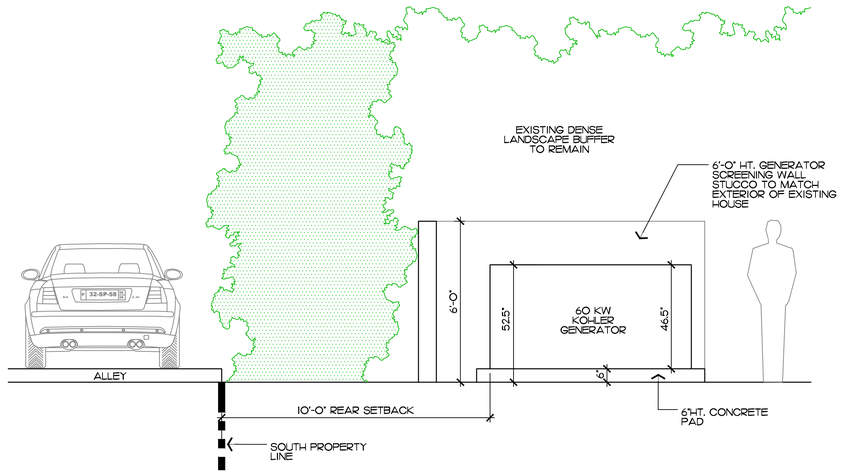
				Standby Ratings			
				Natural Gas		LPG	
Alternator	Voltage	Ph	Hz	kW/kVA	Amps	kW/kVA	Amps
4P10X	120/240	1	60	58/58	242	60/60	250
	120/208	3	60	60/75	209	60/75	209
	127/220	3	60	60/75	197	60/75	197
	120/240	3	60	60/75	181	60/75	181
	277/480	3	60	60/75	91	60/75	91
4Q10X	120/240	1	60	58/58	242	60/60	250

* 50 Hz options available. Contact your Customer Service representative.

RATINGS: All three-phase units are rated at 0.8 power factor. All single-phase units are rated at 1.0 power factor. Standby Ratings: Standby ratings apply to installations served by a reliable utility source. The standby rating is limited to the maximum power available during a variable power outage. Ratings are in accordance with ISO8528/1 and SAE J1349 standards. Generator set ratings with fan are net ratings. Additional ratings may be available for specific generator sets. Obtain technical information bulletin TIB-101 for ratings guidelines, complete ratings definitions, and site condition derates. The generator set manufacturer reserves the right to change the design or specifications without notice and without any obligation or liability whatsoever. Availability is subject to change without notice. Contact your local Kohler generator distributor for availability.

GA-9/07 (60RCLB) 6/21

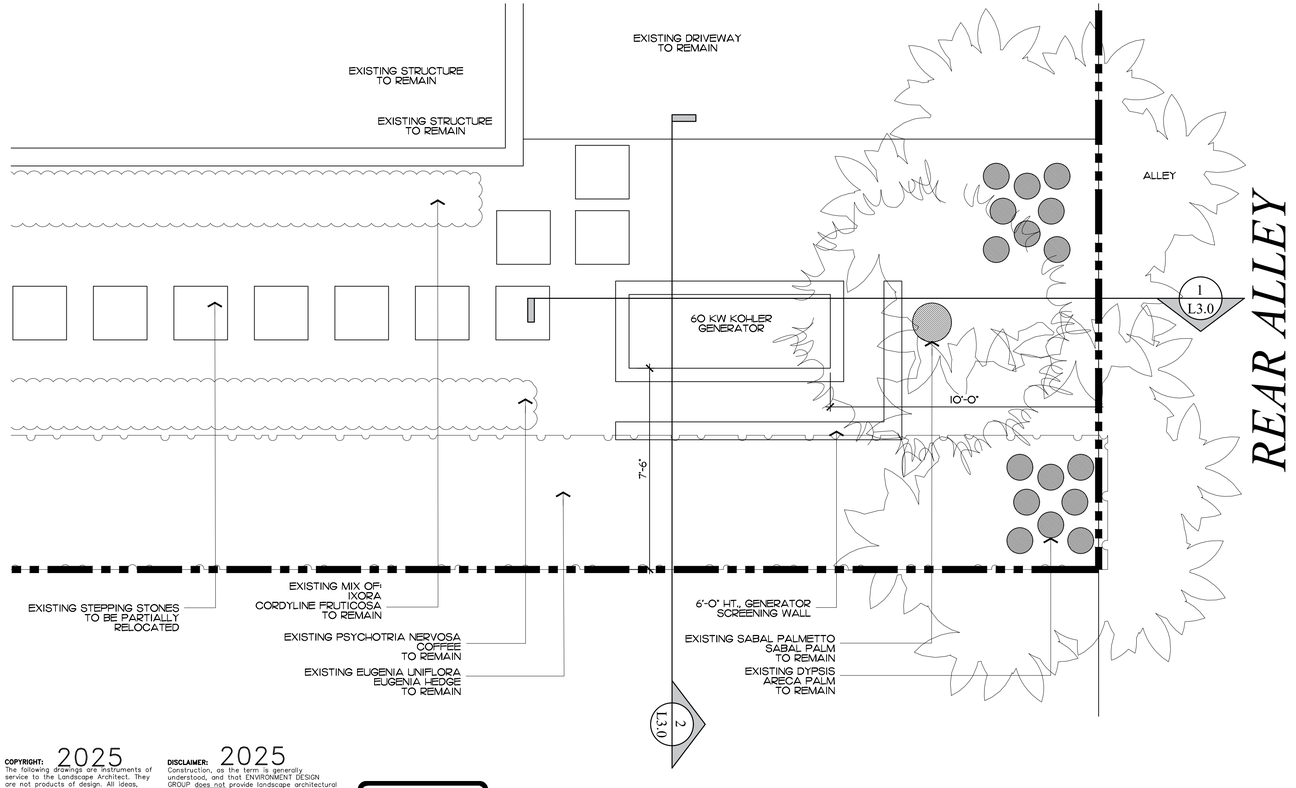
60 KW KOHLER GENERATOR

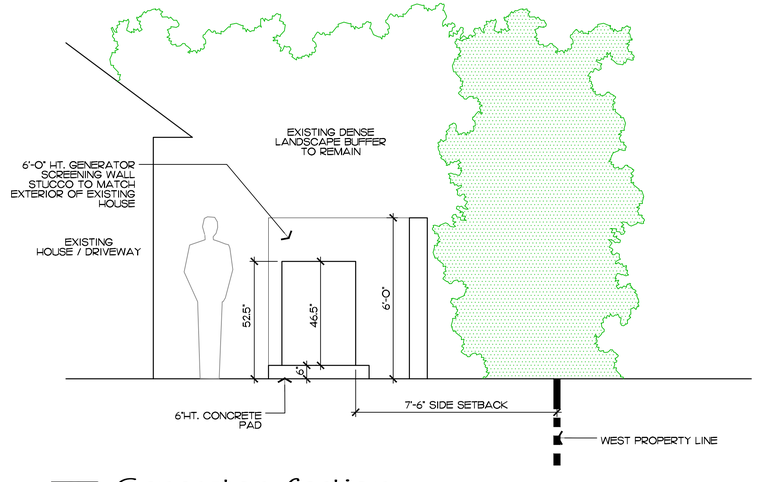


1 L3.0 Generator Section

NTS

NOTES:
- SCREENING WALL SHALL NOT EXCEED 6'-0" HEIGHT
- ANY EXISTING VEGETATION DAMAGED OR DESTROYED DURING CONSTRUCTION SHALL BE REPLACED





2 L3.0 Generator Section

NTS

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Site Plan

SCALE: 3/8" = 1'-0"

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ARC-25-0064

ENVIROMENT DESIGN GROUP
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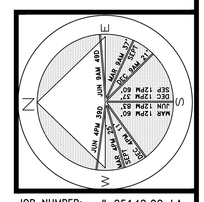
Phone 561.832.4600 Mobile 561.313.4424
Landscape Architecture
Land Planning
Landscape Management
Dustin M. Mizell, MLA FLA #6666784
Dustin@environmentdesigngroup.com

Private Residence
230 Barton Ave
Town of Palm Beach
FL



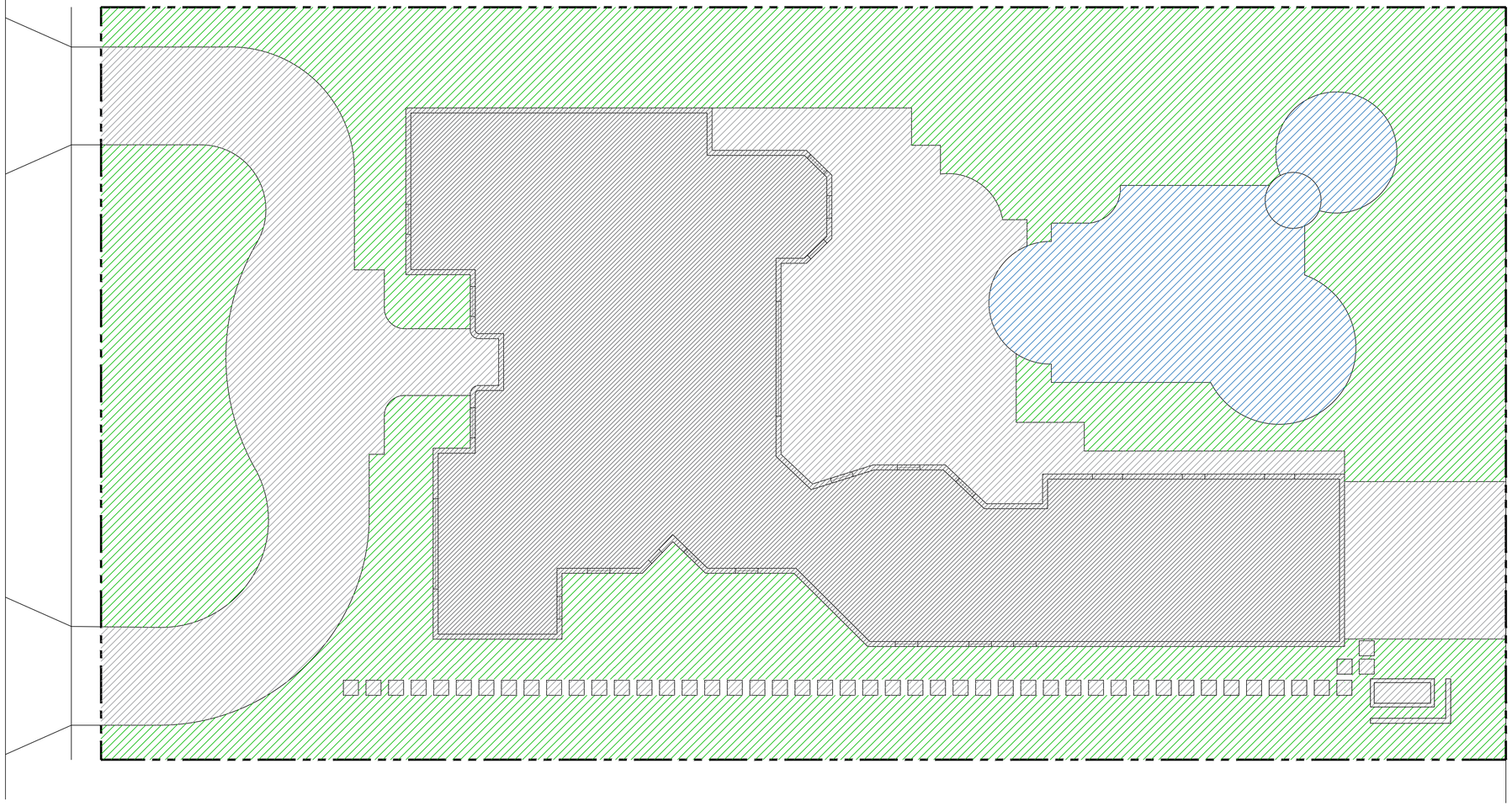
JOB NUMBER: # 25142.00 LA
DRAWN BY: Alex Bugril

DATE: 08.26.2025

SHEET L3.0

BARTON AVENUE

REAR ALLEY



Proposed Lot Coverage Graphic

Proposed Site Data

DESCRIPTION	REQUIRED		PROPOSED	
LOT ZONE			R-B - LOW DENSITY RESIDENTIAL	
LOT AREA	10,000 S.F. MINIMUM		18,666 S.F.	
OPEN / PERMEABLE SPACE	MINIMUM 45%	8,399 S.F.	46.64%	8,707 S.F.
FRONT YARD LANDSCAPE	MINIMUM 40% OF FRONT YARD	1,000 S.F.	60.4%	1,510 S.F.
PERIMETER LANDSCAPE WITHIN 10' OF PROPERTY LINE	MINIMUM 50% OF REQ'D OPEN SPACE	4,199 S.F.	56.19%	4,720 S.F.

* 42.48 S.F. OF HARDSCAPE ADDED

Legend

- IMPERVIOUS AREA (HOUSE/STRUCTURE)
- IMPERVIOUS AREA (HARDSCAPE)
- IMPERVIOUS AREA (WATER)
- PERVIOUS AREA / OPEN SPACE

NOT FOR CONSTRUCTION

Open Space Diagrams

SCALE IN FEET 0' 8' 16' 24'

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DRAWN BY: Alex Bugrii
DATE: 08.26.2025

SHEET L3.1

64 sf.
AREA IN SQ.FT.

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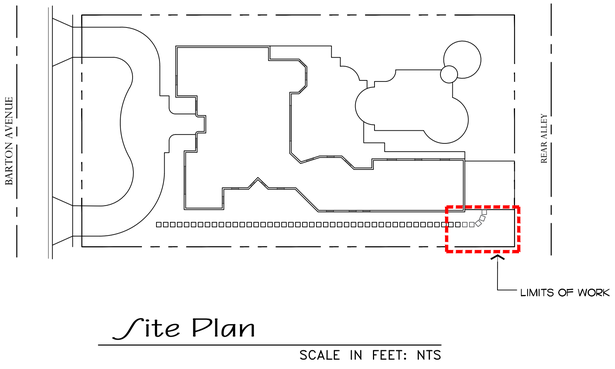
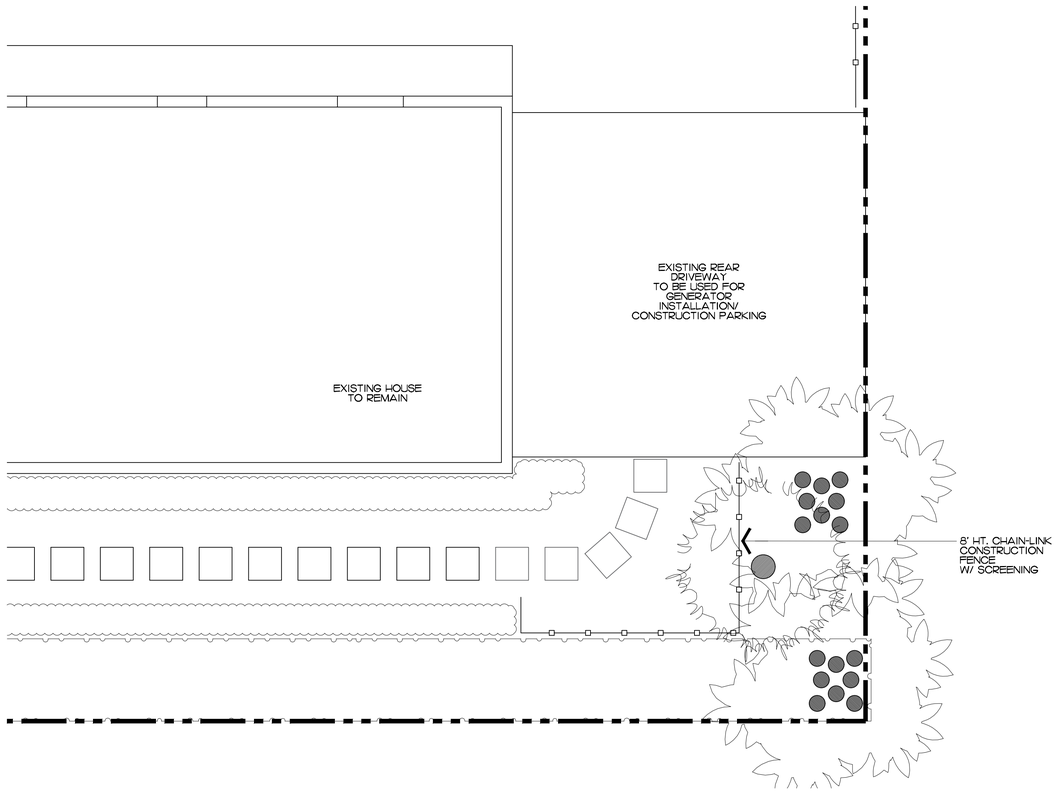
ARC-25-0064



Site Plan

SCALE IN FEET: NTS



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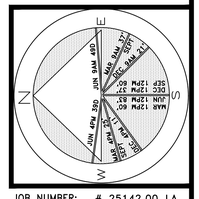

JOB NUMBER: # 25142.00 LA
DRAWN BY: Alex Bugril

DATE: 08.26.2025

SHEET L4.0

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ARC-25-0064

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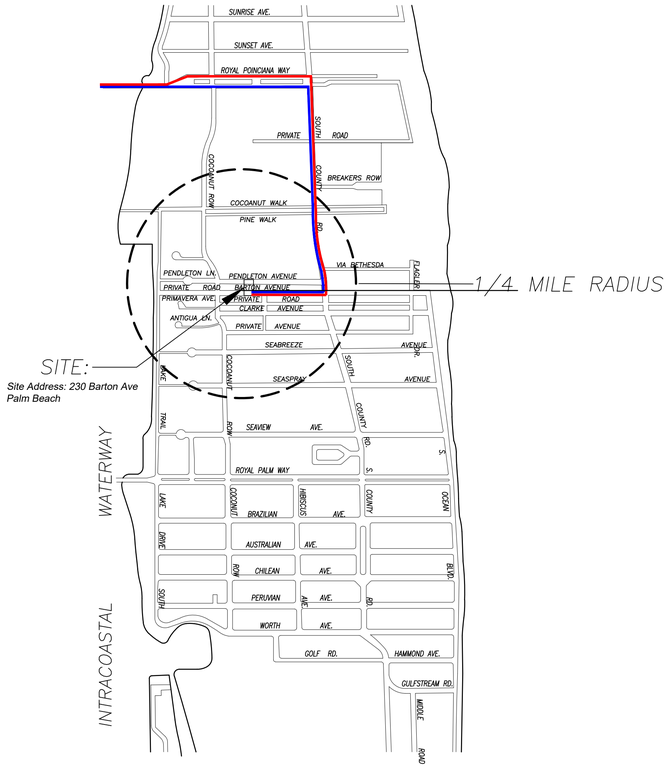
Construction Screening & Staging Plan

SCALE IN FEET 0' 8' 16' 24'



CONCEPTUAL CONSTRUCTION SCHEDULE

- OCT 29TH 2025 – ARCOM MEETING
- NOW 15TH 2025 – TOWN COUNCIL
- JAN 2026 – SUBMIT FOR PERMIT
- 1 MONTH –JAN 2026 – INSTALLATION OF GENERATOR & WALLS
- .5 MONTHS – FINAL INSPECTIONS
- +/–2 MONTHS – PROPOSED TOTAL CONSTRUCTION FOLLOWING BUILDING PERMIT

1 *PROPOSED TRUCK INGRESS / EGRESS ROUTES MAP*

SCHEDULE:

MONTH 1: DEMOLITION AND CLEANUP
(3 - 5 DAYS)

LARGEST TRUCK ->
10-15 DUMP TRUCKS FOR DEBRIS REMOVAL
TRAILER FOR EXCAVATOR / DEMOLITION
LANDSCAPE TRUCKS ->
SOD
IRRIGATION

NOTE: SEE SEPARATE "CONSTRUCTION STAGING PLAN" SHEET FOR INFORMATION ON LOCATIONS FOR PARKING, MATERIAL STORAGE, DELIVERIES, DUMPSTER, PORTABLE TOILETS, TIRE CLEANING AREA, SILT FENCE, ETC.

PROPOSED INGRESS TRUCK ROUTE

PROPOSED EGRESS TRUCK ROUTE

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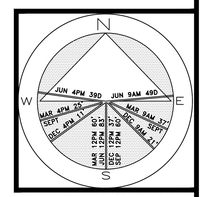

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SHEET L5.0

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Truck Logistics Plan

NOT TO SCALE

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-25-0081 (ARC-25-0084) 150 WORTH AVE (COMBO)—VARIANCE. The applicant, Wilson 150 Worth LLC (Tim Hanlon Representative), has filed an application requesting Town Council review and approval for a variance for a greater overall height than permitted in the C-WA zoning district for the architectural modifications of the former Saks building. The Architectural Commission shall perform design review of the application.

Date: 11/24/2025

ATTACHMENTS

Staff Report
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-25-0081 (ARC-25-0084) 150 WORTH AVE (COMBO)-VARIANCE. The applicant, Wilson 150 Worth LLC (Tim Hanlon Representative), has filed an application requesting Town Council review and approval for a variance for a greater overall height than permitted in the C-WA zoning district for the architectural modifications of the former Saks building. The Architectural Commission shall perform design review of the application.

ARC-25-0084 (ZON-25-0081) 150 WORTH AVE (COMBO). The applicant, Wilson 150 Worth LLC (Tim Hanlon Representative), has filed an application requesting Architectural Commission review and approval for exterior façade alterations, including new windows and doors, architectural enhancements such as pilasters, a frieze band, arches, tile and awnings. This is a combination project that shall also be reviewed by the Town Council as it pertains to zoning relief/approval.

Applicant: 150 Worth LLC
Professional: Fairfax & Sammons Architects Inc PC
Representative: Tim Hanlon

HISTORY:
The Site Plan (the Esplanade building) was approved on May 09, 1978, pursuant to #2-7B. In 1991 the Town of Palm Beach commissioned the planning firm Adley Brisson Engman to develop design guidelines to protect and enhance the Avenue's unique character, i.e. the Worth Avenue Design Guidelines. Modifications to the Worth Avenue Design Guidelines occurred in 1998, to allow, through special allowances, arcades to be built over sidewalks in the C-WA district. An application for exterior changes to the courtyard was most recently approved on Feb. 26, 2025, pursuant to ARC-24-0096.

THE PROJECT:
The applicant has submitted revised plans, entitled "The Esplanade 150 Worth Avenue Palm Beach" as prepared by **Fairfax & Sammons Architects Inc PC**, uploaded November 19, 2025.

The following scope of work is proposed:

- Exterior alteration of façades of former Saks Fifth Avenue store, including new openings, design elements, and a new rooftop parapet.



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

- Variance 1: Section 134-1163, requesting to exceed the maximum overall height of 30' by 17'-6.5"

Site Data			
Zoning District	C-WA	**Future Land Use**	COMMERCIAL
Year built	1979 1998 Arcade addition	**Architect**	Lawrence Group Architects

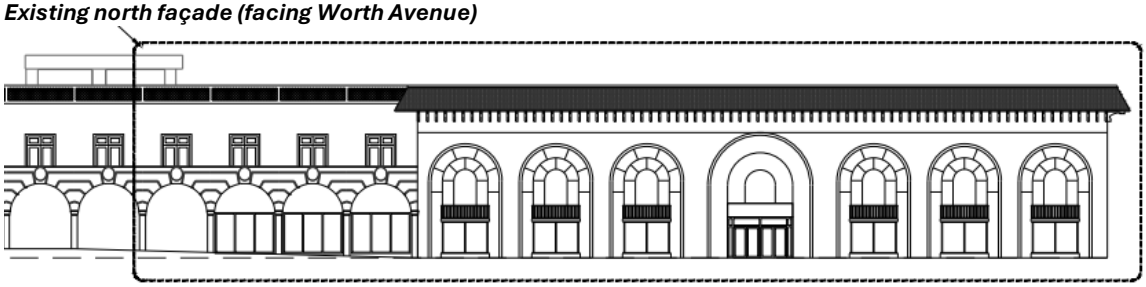
STAFF ANALYSIS

The applicant is proposing to completely renovate the exterior elevations of the former Saks Fifth Avenue anchor component to The Esplanade. The renovation project will transform the featureless big box into a building with Mediterranean-style architecture, complete with new storefronts, additional windows, and details that reflect its prominent corner location on Worth Avenue. The existing living green wall at the western terminus of the building is proposed to remain, while additional storefront openings are introduced along Worth Avenue and South County Road—providing a welcoming component from a former two-story blank wall. No interior layouts or configurations are part of this review, but the overall project goal is to eventually break up the 49,917 SF anchor space into considerably smaller retail bays on the ground floor. No additional square footage is proposed for this project.

VARIANCE

As part of the renovation project, the existing faux mansard roof will be removed. A new parapet wall is proposed slightly higher than an existing one, consistent in style with the new architecture, that is high enough to adequately screen the existing parking located on the roof. Due to the nonconforming nature of the building, a variance to exceed the maximum overall height is required.

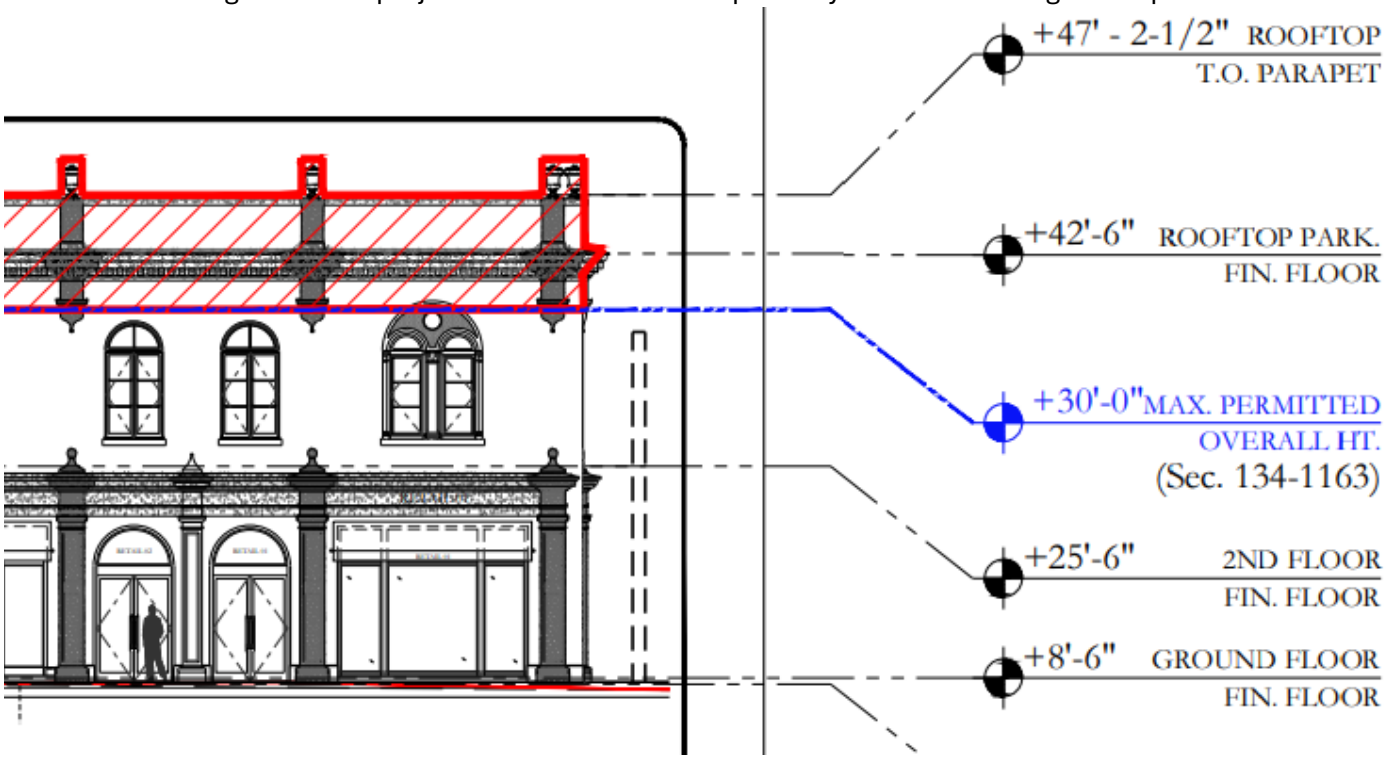
Existing north façade (facing Worth Avenue)



Proposed north façade (facing Worth Avenue)



The proposed Mediterranean-style parapet wall exceeds the maximum height allowed by the zoning ordinance; however, the additional height is essential to achieve the functional and aesthetic goals of the project and to maintain compatibility with surrounding development.



Since the existing building is nonconforming in height, the proposed new parapet wall requires a variance from the maximum allowable height. The existing rooftop parking deck is at 42'-6" and the proposed parapet wall is for 47'-6.5", a variance of 17'-6.5" for two-story buildings in the C-WA district which are limited to 30'-0". Currently, the parapet is at 46'-6" so the proposal would increase the overall height by 1'-0.5". The parapet walls have appropriate architectural treatment and are designed at a height necessary to conceal the parked cars.

ARCHITECTURE

This is an exciting opportunity to transform a poorly executed design into a human-scale experience that is in keeping with the charm of Worth Avenue and Palm Beach. The large, inset arche niches will be removed, and the ground floor will receive new storefronts in both square and arched finishes. There will be a significant amount of increased glazing on the first and second floors. A horizontal cast stone banding in a terracotta color will be applied, separating the bays and the first and second floors. Individual blue fabric awnings will be installed to capture the storefront spans. On the second floor, arched openings will be punched into the existing solid mass and will feature multi-lite casement windows accented by columns and tile details. The green living wall will remain at the west elevation where the building rounds the corner. The parapet will also receive architectural treatments in the form of terracotta colored cast stone and urns. However, the most notable change will most likely be as one travels northbound on South County Road and sees the introduction of this classical detailing from the living wall south until the wall plane terminates in the alley. Additional landscaping and benches are shown on the submittal to enhance the pedestrian experience.

CONCLUSION:

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

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

Approval of the project will require one (1) separate motion to be made by the Architectural Commission:

(1) for the overall design of the project in accordance with Sec. 18-205 criteria, subject to any imposed conditions.

WRB: JGM: FHM
WRB

LETTER OF INTENT

ARC-25-0084 (ZON-25-0081): We are pleased to submit the accompanying drawings for our project at 150 Worth Avenue, Palm Beach, FL. The proposed work includes the following:

- Exterior modifications and proposed new retail storefronts.

Please note the following as it relates to this application:

Section 18-205

1. The plan for the proposed renovations is in conformity with good taste and design and contributes to the image of the Town. The proposed design is considerate of the history of the existing architectural themes on Worth Avenue and maintains the charm and beauty of the street and surrounding properties.
2. The proposed work has been designed to maintain the current setbacks, building envelope, and screening.
3. The proposed architectural upgrades and associated materials are more consistent with the Worth Avenue Architectural Guidelines and are of the highest quality to enhance and improve the design at this property.
4. The proposed renovations are in harmony with the history and design of Worth Avenue and surrounding properties. The renovations will be an upgrade to the overall design, and the existing visual history of the property and Worth Avenue.
5. The Esplanade is not excessively similar to any surrounding structure.
6. The Esplanade is not excessively dissimilar to any surrounding structure.
7. The Esplanade is appropriate in relation to the character of Worth Avenue, the Worth Avenue Architectural Guidelines and neighboring properties. The new design features enhance the view from the street.
8. The proposed development is in conformity with the standards of the Town Code, the Worth Avenue Architectural Guidelines insofar as the location and appearance of the buildings and structures are involved.
9. The project's location and design maintain the existing site characteristics.

THE ESPLANADE

150 WORTH AVENUE
PALM BEACH, FLORIDA

MAJOR PROJECT WITH NOTICE
(COMBO PROJECT WITH VARIANCE(S) REQUEST)

DRC FINAL DROP-OFF SUBMITTAL

NOVEMBER 24, 2025

TOWN COUNCIL MEETING DATE: DECEMBER 10, 2025

ARCOM MEETING DATE: DECEMBER 19, 2025



DOCUMENT ISSUE:
10/06/25 DRC PRE-APP SUBMITTAL
10/16/25 DRC FIRST SUBMITTAL
11/03/25 DRC SECOND SUBMITTAL
11/24/25 DRC FINAL SUBMITTAL

ISSUED TO:
TOWN OF PALM BEACH
TOWN OF PALM BEACH
TOWN OF PALM BEACH
TOWN OF PALM BEACH

ARCHITECT
FAIRFAX, SAMMONS & PARTNERS, LLC
189 BRADLEY PLACE
PALM BEACH, FL 33480
561-805-8591

LANDSCAPE ARCHITECT
SMI LANDSCAPE ARCHITECTURE
140 ROYAL PALM WAY, SUITE 206
PALM BEACH, FL 33480
561-655-9006

SCOPE OF WORK:

- NEW STOREFRONT MODIFCATIONS AS SHOWN TO LOTS 1-7 OF 150 WORTH AVE
- REVISED LANDSCAPING AS SHOWN

CODES AND STANDARDS:

THIS PROJECT WAS DESIGNED IN ACCORDANCE WITH THE 2023 FLORIDA BUILDING CODE.

LEGAL DESCRIPTION:

ROYAL PARK ADD TO PB LT 1 (LESS NW TRGLR PAR S COUNTY RD R/W) & LTS 2 THRU 24 BLK 17

MUNICIPALITY: PALM BEACH
LOCATION ADDRESS: 150 WORTH AVENUE
PARCEL CONTROL NUMBER: 50-43-43-23-05-017-0010
SUBDIVISION: ROYAL PARK ADDITION

ZONING: C-WA—COMMERCIAL WORTH AVE (50-PALM BEACH)



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
COVER SHEET

DATE	SHEET NO
NOVEMBER 14, 2025	A-000
SCALE NTS	
BY MC	

FAIRFAX & SAMMONS
NEW YORK–PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
214 BRAZILIAN AVENUE, PALM BEACH 33480
TELEPHONE (561) 805-8591
FAIRFAXANDSAMMONS.COM
LICENSE NO. AA26000546

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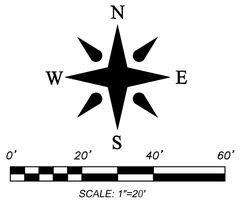
TOPOGRAPHY FOR:

WILSON 150 WORTH LLC

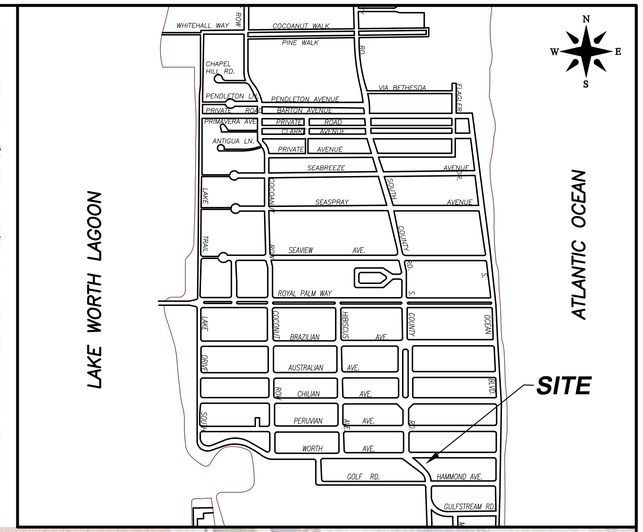


This topography is made specifically and only for the following party for the purpose of design on the following property.

PROPERTY ADDRESS: *150 Worth Ave Palm Beach, FL 33480*

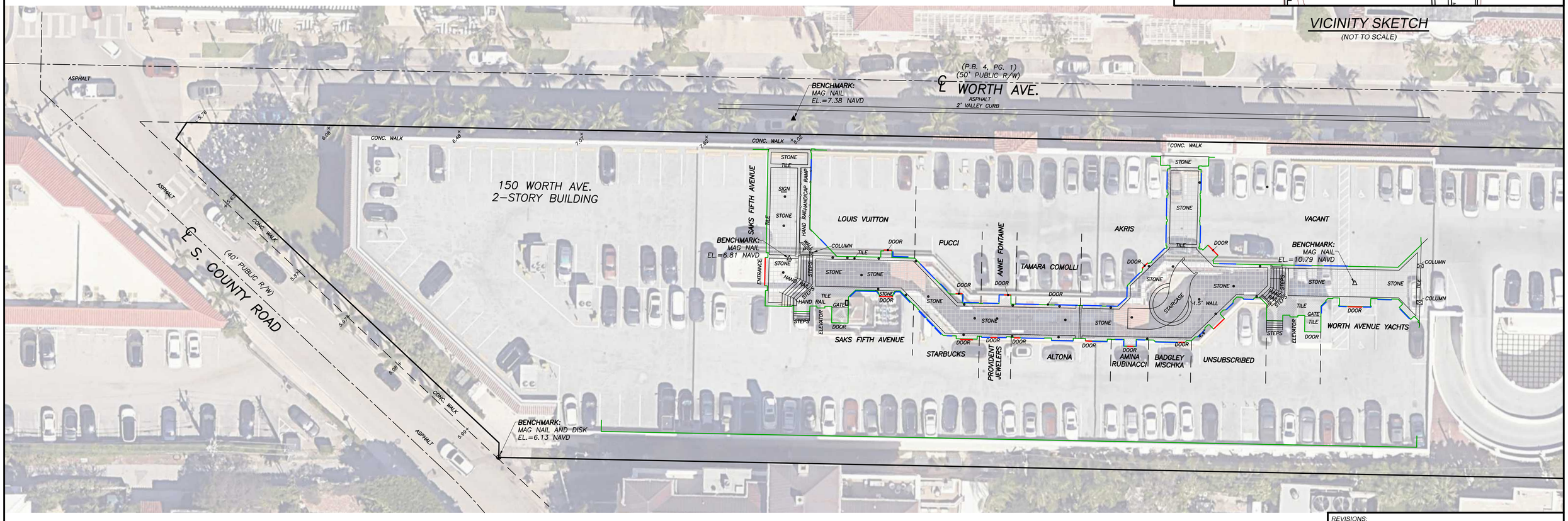
NOTES:

1. *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.*
2. *This is not a boundary survey.*
3. *There was no attempt to locate any subsurface foundations or improvements.*
4. *This sketch of topographic and specific purpose (tree) survey was prepared in accordance with the Standards of Practice for surveying established by the Board of Professional Surveyors and Mappers in Chapter 5J-17, Florida Administrative codes, pursuant to Section 472.027, Florida Statutes.*
5. *The purpose of this survey is to provide topographic, as-built data within the limits specified by the client for the design and construction of mall area pedestrian walks.*
6. *Certain features are represented by the symbols reflected in this map. The legend of features may have been enlarged for clarity and may not represent the actual shape or size of the feature. The symbols have been plotted at the approximate center of the feature based upon the field location.*
7. *Subsurface features are not shown hereon. This site could have underground installations that are not shown hereon. Before design, construction or excavation contact 811 and/or the appropriate utility companies for field verification of utilities.*
8. *The dimensions shown hereon are based upon U.S. survey feet and fractional parts thereof, with the exception of pipe sizes, which are shown in inches.*
9. *Building dimensions are shown at ground level. Dimensions are shown rounded to the nearest one-tenth (0.1') of a foot.*
10. *The surveyor did not inspect this property for environmental hazards.*
11. *The information depicted on this sketch of survey represents the results of a field survey on the date indicated on the border of the drawing and can only be considered valid for this date and indicates the general conditions existing at the time of the field survey.*
12. *This sketch of survey cannot be relied upon by persons or entities other than those persons or entities certified to hereon. Additions or deletions to this survey and/or reports by people or persons other than the signing parties are prohibited without prior written consent of the signing party or parties.*
13. *The information contained in this document was prepared by Wallace Surveying Corporation (WSC). WSC has taken precautions to ensure the accuracy of this document and the data reflected herein. WSC cannot guarantee that alterations and/or modifications will not be made to the data contained in this document by others after it leaves our possession. This document must be compared to the original hard copy (which bears the raised surveyor's certification seal) to ensure the accuracy of the information contained hereon and to further ensure that alterations and/or modifications have not been made. WSC makes no warranties, expressed or implied, concerning the accuracy of the information contained in this or any document transmitted or reviewed by computer or other electronic means. Contact WSC for verification of accuracy.*
14. *Unless presented in digital form with electronic seal and electronic signature this sketch 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.*



VICINITY SKETCH

(NOT TO SCALE)



REVISIONS:

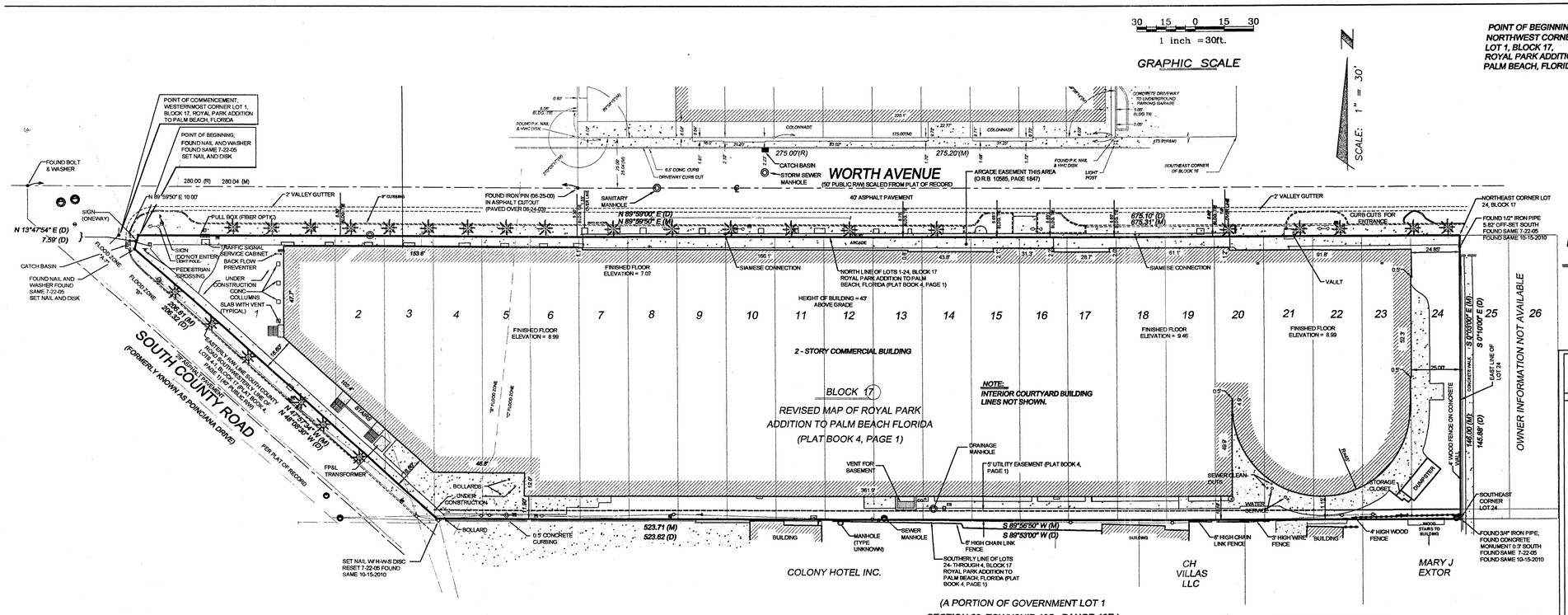
10/02/25 SPOT ELEVATIONS ON SIDEWALK B.M./S.C.W. 23-1132 252563
04/30/25 SHOW PROPOSED YARD DRAINS WITH CURRENT ELEV. E.G./S.W. BOOK5/59 242563

TOPOGRAPHY FOR:

WILSON 150 WORTH LLC

WALLACE LAND SURVEYING, LLC
5553 VILLAGE BOULEVARD, WEST PALM BEACH, FLORIDA 33407 * (561) 640-4551 LB #6598

FIELD: J.D.	JOB No.: 23-1132.1	F.B. BFB4 PG. 68
OFFICE: S.W.	DATE: 05/03/23	DWG. No.: 23-1132-2
C'K'D.: J.P.	REF.: 252563-SE	SHEET: 1 OF 1



SCHEDULE B—II EXCEPTIONS

9. PROVISIONS OF THE PLAT OF ROYAL PARK ADDITION TO PALM BEACH, RECORDED IN PLAT BOOK 4, PAGE 1 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA. (AS SHOWN HEREON)

14. TERMS AND CONDITIONS OF THE GRANT OF EASEMENT AND INDEMNIFICATION AGREEMENT BETWEEN TOWN OF PALM BEACH, A FLORIDA MUNICIPAL CORPORATION AND WORTH AVENUE ASSOCIATES LTD., A PENNSYLVANIA LIMITED PARTNERSHIP, LTD, C/O THE GOODMAN COMPANY RECORDED IN OFFICIAL RECORD BOOK 10585, PAGE 1847. (AS SHOWN HEREON)

POSSIBLE ENCROACHMENTS:

A) SIDEWALK ALONG NORTH AND WEST BOUNDARIES EXTENDING BEYOND BOUNDARIES OF SUBJECT PROPERTY.

B) FLORIDA POWER AND LIGHT TRANSFORMER PAD ALONG WEST BOUNDARY OF SUBJECT PROPERTY OUTSIDE OF SOUTH UTILITY EASEMENT.

C) FENCES ALONG SOUTH SIDE OF SUBJECT PROPERTY.

D) STAIRS TO SECOND FLOOR RESIDENCE ALONG SOUTH SIDE OF SUBJECT PROPERTY.

E) CONCRETE SLAB OVER EASEMENT AND EXTENDED OVER SOUTH BOUNDARY OF SUBJECT PROPERTY.

F) TRAFFIC SIGNAL BOXES ALONG THE NORTH SIDE OF SUBJECT PROPERTY.

G) MANHOLE AND CATCH BASIN IN LOT 14 ALONG SOUTH SIDE OF SUBJECT PROPERTY LYING NORTH OF PLATTED EASEMENT.

LEGEND:

O.R.B.	OFFICIAL RECORD BOOK
H—W—S	HELLER—WEAVER AND SHEREMETA, INC.
P.B.	PLAT BOOK
PG.	PAGE
CONC.	CONCRETE
R.	ANGLE OR DISTANCE PER RECORD PLAT
M.	ANGLE OR DISTANCE PER FIELD MEASUREMENT
D.	ANGLE OR DISTANCE CALCULATED PER DEED
℄	CENTERLINE
—□—	WOOD FENCE
—×—	CHAIN LINK FENCE
R/W	RIGHT OF WAY
	GAS MAIN
	SANITARY SEWER
	WATER MAIN
	OVERHEAD LINES
FPL	FLORIDA POWER AND LIGHT
	WOOD POWER POLE
	GUY ANCHOR
	SANITARY SEWER MANHOLE
	FIRE HYDRANT
	LIGHT POLE
	ELECTRIC BOX
WATER	WATER METER
GAS	GAS METER
ELEC	ELECTRIC METER
	CABLE TELEVISION BOX
	STREET SIGN
	SEWER CLEAN—OUT
	DRAINAGE MANHOLE
T	TRAFFIC SIGNAL BOX
F	FIBER OPTIC PULL BOX (FIBER OPTIC)
W	WATER VALVE BOX

DESCRIPTION:

PARCEL A

BEING A TRACT OF LAND IN THE TOWN OF PALM BEACH LOCATED IN SECTION 26, TOWNSHIP 43 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WESTERNMOST CORNER OF LOT 1, BLOCK 17, ROYAL PARK ADDITION, IN SAID TOWN OF PALM BEACH, AS RECORDED IN PLAT BOOK 4, PAGE 1, IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT IN AND FOR SAID PALM BEACH COUNTY, SAID POINT ALSO BEING THE POINT OF INTERSECTION OF THE SOUTH RIGHT OF WAY LINE OF WORTH AVENUE AS SHOWN ON SAID PLAT OF ROYAL PARK ADDITION, AND THE EASTERLY RIGHT OF WAY LINE OF SOUTH COUNTY ROAD SHOWN ON SAID PLAT OF ROYAL PARK ADDITION AS POINCIANA DRIVE; THENCE RUN EASTERLY ALONG THE SOUTH RIGHT OF WAY LINE OF SAID WORTH AVENUE WHICH FOR THE PURPOSE OF THIS DESCRIPTION IS ASSUMED TO BEAR NORTH 89°50'00" EAST AND THE NORTH LINE OF LOT 1, A DISTANCE OF 10.00 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED TRACT; THENCE CONTINUE NORTH 89°50'00" EAST ALONG THE SOUTH RIGHT OF WAY LINE OF SAID WORTH AVENUE AND THE NORTH LINE OF LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 AND 24 OF SAID BLOCK 17, A DISTANCE OF 675.10 FEET TO THE NORTHEAST CORNER OF SAID LOT 24; THENCE RUN SOUTH 00 °10'00" EAST ALONG THE EAST LINE OF SAID LOT 24 A DISTANCE OF 145.88 FEET TO THE SOUTHEAST CORNER OF SAID LOT 24; THENCE RUN SOUTH 89°53'00" WEST ALONG THE SOUTH LINE OF LOTS 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5 AND 4 OF SAID BLOCK 17 FOR A DISTANCE OF 523.62 FEET TO A POINT IN THE EASTERLY RIGHT OF WAY LINE OF SAID SOUTH COUNTY ROAD; THENCE RUN N48°08'30"WEST ALONG SAID EASTERLY RIGHT OF WAY LINE AND THE SOUTHWESTERLY LINE OF LOTS 4, 3, 2 AND 1 OF SAID BLOCK 17 FOR A DISTANCE OF 206.32 FEET; THENCE NORTH 13°47'54"EAST FOR A DISTANCE OF 7.59 FEET TO THE POINT OF BEGINNING; SUBJECT TO AN EASEMENT OVER THE SOUTH 5.00 FEET OF THE ABOVE DESCRIBED PROPERTY FOR UTILITY PURPOSES.

SAID TRACT OF LAND MAY ALSO BE DESCRIBED AS FOLLOWS:

BEING ALL OF LOTS 1 THROUGH 24, BLOCK 17, ROYAL PARK ADDITION, TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AS RECORDED IN PLAT BOOK 4, PAGE 1, PALM BEACH COUNTY PUBLIC RECORDS, LESS AND NOT INCLUDING THAT PORTION OF LOT 1 DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHWEST CORNER OF A TRIANGULAR LOT, KNOWN AS LOT 1, BLOCK 17, ROYAL PARK, AN ADDITION TO THE TOWN OF PALM BEACH, FLORIDA, AS RECORDED IN PLAT BOOK 4, PAGE 1, PUBLIC RECORDS, COUNTY OF PALM BEACH, FLORIDA; THENCE EAST ALONG THE NORTH LINE OF SAID LOT 1 A DISTANCE OF 10.0 FEET; THENCE TURN AN ANGLE OF 76 °02'06" MEASURED FROM THE PRECEDING COURSE TO THE SOUTH AND RUN FOR A DISTANCE OF 7.59 FEET TO A POINT IN THE SOUTH LINE OF SAID LOT 1; THENCE TURN AN ANGLE OF 81°58'24" MEASURED FROM THE PRECEDING COURSE TO THE NORTHWEST AND RUN NORTHWESTERLY ALONG SAID LOT 1 SOUTH LINE A DISTANCE OF 11.00 FEET TO THE POINT OF BEGINNING

PARCEL B

THOSE CERTAIN EASEMENT RIGHTS AS SET FORTH IN EASEMENT FROM TOWN OF PALM BEACH TO WORTH AVENUE ASSOCIATES, LTD., RECORDED AUGUST 18, 1998, IN OFFICIAL RECORD BOOK 10585, PAGE 1847, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

NOTES:

1) *SYMBOLS SHOWN HERE ON ARE NOT TO SCALE.*

2) *THIS SURVEY REFLECTS THE EASEMENTS AND/OR RIGHTS OF WAY OF RECORD SHOWN, IN THAT CERTAIN POLICY OF TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, AGENTS FILE NO. NCS-171527-FTL, EFFECTIVE DATE JULY 11, 2005 AT 8:00 A.M.*

3) *UNLESS OTHERWISE NOTED, THIS FIRM HAS NOT ATTEMPTED TO LOCATED UNDERGROUND FOOTERS OR FOUNDATIONS.*

4) *REPRODUCTIONS OF THIS SURVEY ARE NOT VALID UNLESS SEALED WITH AN EMBOSSED SURVEYOR'S SEAL.*

5) *PROPERTY ADDRESS: 150 WORTH AVENUE, PALM BEACH, FLORIDA.*

6) *THIS PROPERTY LIES WITHIN FLOOD ZONES C, B AND A-7 (FLOOD ZONE A-7 HAVING A BASE FLOOD ELEVATION OF 7 FEET;) FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 120220 0003 C, MAP REVISED: SEPTEMBER 30, 1982.*

7) *REFERENCE DOCUMENTS USED:*
   - *"BOUNDARY SURVEY PREPARED BY: G.C.Y. INCORPORATED, UNDER FILE NO. 99-5008-01-01 DATED: MARCH 11, 1999.*
   - *"ALTA/ACSM LAND TITLE SURVEY PREPARED BY: HELLER-WEAVER AND SHEREMETA, INC. UNDER FILE NO. 03-14881.101-S, HAVING A LATES REVISION DATE OF 08-24-03.*
   - *"RECORDED PLAT: REVISED MAP OF ROYAL PARK ADDITION TO PALM BEACH, FLORIDA, PLAT BOOK 4, PAGE 1*

8) *THE TAX FOLIO NUMBER FOR THE SUBJECT PROPERTY IS 50-43-43-23-05-017-0012 AND 50-43-43-23-05-017-0011*

9) *WATER MAIN LOCATION PROVIDED BY AS-BUILTS OBTAINED FROM THE CITY OF PALM BEACH UTILITIES. SEWER LINE LOCATION PROVIDED BY AS-BUILTS OBTAINED FROM THE TOWN OF PALM BEACH DEPARTMENT OF PUBLIC WORKS. GAS MAIN LOCATION FROM FIELD OBSERVATION. NO ATTEMPT HAS BEEN MADE TO PHYSICALLY LOCATE UTILITIES MENTIONED ABOVE.*

10) *THE UNDERSIGNED FIRM CONTACTED THE TOWN OF PALM BEACH DEPARTMENT OF PUBLIC WORKS ON SEPTEMBER 9, 2003, AND WAS INFORMED THAT AS OF SAID DATE THERE WERE NO KNOWN PROPOSED ROAD WIDENINGS FOR THE ABUTTING ROADWAYS.*

11) *THE FLOOD ZONE DELINEATIONS SHOWN HEREON ARE APPROXIMATE AND WERE OBTAINED FROM FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 120220 0003 C, AS MENTIONED IN NOTE #6.*

12) *353 PARKING SPACES EXIST PER PARKING SURVEY PERFORMED BY DKS ASSOCIATES IN MARCH 2005, PROVIDED BY THE CLIENT (NO HANDICAP SPACES EXIST.)*

13) *AREA OF SUBJECT PROPERTY IS 87963 SQUARE FEET MORE AND LESS.*

14) *BUILDING AREA OF THE EXTERIOR FOOT PRINT IS 71028 SQUARE FEET MORE OR LESS.*

15) *ELEVATIONS SHOWN HEREON ARE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929.*

16) *BENCH MARK USED: PALM BEACH COUNTY BENCH MARK "PALM BEACH 1932" ELEVATION 14.826.*

17) *BEARINGS SHOWN HEREON ARE BASED ON THE SOUTH RIGHT OF WAY OF WORTH AVENUE HAVING AN ASSUMED BEARING OF N 89°59'50" E*

CERTIFICATE:

THIS SURVEY IS CERTIFIED TO:

WORTH AVENUE ASSOCIATES, LTD.
GOODMAN PROPERTIES, INC.
BANK OF AMERICA, N.A., A NATIONAL BANKING ASSOCIATION, AND/OR MORTGAGE ELECTRONIC REGISTRATION SYSTEMS INC., SOLELY AS NOMINEE FOR BANK OF AMERICA, AND THEIR RESPECTIVE SUCCESSORS AND/OR ASSIGNS
FIRST AMERICAN TITLE INSURANCE COMPANY

WE HEREBY CERTIFY TO BANK OF AMERICA, N.A., A NATIONAL BANKING ASSOCIATION, AND/OR MORTGAGE ELECTRONIC REGISTRATION SYSTEMS, INC., SOLELY AS NOMINEE FOR BANK OF AMERICA, AND THEIR RESPECTIVE SUCCESSORS AND/OR ASSIGNS: (A) THAT THE SURVEY REPRESENTED HEREIN IS AN ACCURATE SURVEY OF ALL THE REAL PROPERTY LEGALLY DESCRIBED HEREIN; (B) THAT THE WITHIN SURVEY PROPERLY AND ACCURATELY INDICATES AND LOCATES ALL ABOVE GROUND IMPROVEMENTS (NOT INCLUDING INTERIOR BUILDING IMPROVEMENTS) ON THE REAL PROPERTY AS OF THE DATE OF THE SURVEY; (C) THAT THE WITHIN SURVEY WAS PREPARED UNDER THE DIRECT SUPERVISION AND CONTROL OF THE UNDERSIGNED FROM AN ACTUAL SURVEY MADE OF THE REAL PROPERTY LEGALLY DESCRIBED HEREIN; (D) THAT THERE ARE NO ENCROACHMENTS ACROSS PROPERTY LINES AS OF THE DATE OF THE SURVEY TO THE BEST OF OUR KNOWLEDGE, EXCEPT AS NOTED HEREON; (E) THAT THE WITHIN SURVEY PROPERLY DESIGNATES AND LOCATES ALL VISIBLE OR RECORDED EASEMENTS AS OF THE DATE OF THE SURVEY TO THE BEST OF OUR ABILITY; (F) INGRESS AND EGRESS TO THE SUBJECT PROPERTY IS PROVIDED BY WORTH AVENUE UPON WHICH THE PROPERTY ABUTS, THE SAME BEING A PAVED AND DEDICATED RIGHT OF WAY MAINTAINED BY THE CITY OF PALM BEACH; (G) THIS PROPERTY LIES WITHIN FLOOD ZONE A7, HAVING A BASE FLOOD ELEVATION OF 7 FEET PER FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 120220 0003 C, MAP REVISED SEPTEMBER 30, 1982 (H) THE SUBJECT PROPERTY DOES NOT SERVICE ANY ADJOINING PROPERTY FOR DRAINAGE, INGRESS, EGRESS OR ANY OTHER PURPOSE TO THE BEST OF OUR KNOWLEDGE; (I) THAT THE LAND, AS DESCRIBED ON THE SURVEY, DOES NOT CONSTITUTE AN ILLEGAL SUBDIVISION OF LAND UNDER LOCAL, COUNTY OR CITY ORDINANCE TO THE BEST OF OUR KNOWLEDGE; (J) THAT THE WITHIN SURVEY WAS PREPARED IN ACCORDANCE WITH THE EXISTING CODE OF PRACTICE FOR LAND SURVEYORS ADOPTED BY THE AMERICAN CONGRESS ON SURVEYING AND MAPPING, AND THE FLORIDA MINIMUM TECHNICAL STANDARDS AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027 FLORIDA STATUTES.

HELLER-WEAVER AND SHEREMETA, INC.
FLORIDA STATE L.B. NO. 3449

BY: DANIEL C. LAAK
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA STATE REG. NO. 5118

UPDATED: 08-10-05
UPDATED: 10-15-2010

SURVEYORS SEAL

THE ESPLANADE
ALTA/ACSM LAND TITLE SURVEY

A PORTION OF LOT 1 AND ALL OF LOTS 2 THROUGH 24, BLOCK 17
REVISED MAP OF ROYAL PARK ADDITION TO PALM BEACH
(PLAT BOOK 4, PAGE 1)
TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA

By	Description	Date
DL	UPDATED SURVEY	10-15-2010
DL	REVISE CERTIFICATION FIELD BOOK 6/47 PAGE 37	8-24-05
DL	UPDATE ALTA/ACSM SURVEY FIELD BOOK 05-1, PAGE 14	7-22-05

Heller - Weaver and Sheremeta, inc.
Engineers ... Surveyors ... Planners
Palm Beach County
301 S. 1st Street, Suite 5
Dorry Beach, Florida 33483
(561) 243-9708 - Palm Beach
(561) 243-9777 - Fax
E.B. NO. 0003449

Latest Date:	10-15-2010
Work Order:	15029.005
Field Book:	03-08/21-27
Page:	03-08/30-36
Drawn By:	c.curry
Ckd.By:	DCL
Scale:	1" = 30'
Sec.	Twp. Rge.
26	43S 43E
Sheet of Sheets	
1	of 1
HWS File No.	
05-15029.005-S	



1 LOCATION SITE MAP
N.T.S.



2 LOCATION SITE MAP - AERIAL
N.T.S.

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
LOCATION PLANS

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
G-001

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
214 BRAZILIAN AVENUE, PALM BEACH 33480
TELEPHONE (561) 805- 5551
FAIRFAXANDSAMMONS.COM
LICENSE NO. AA26000546

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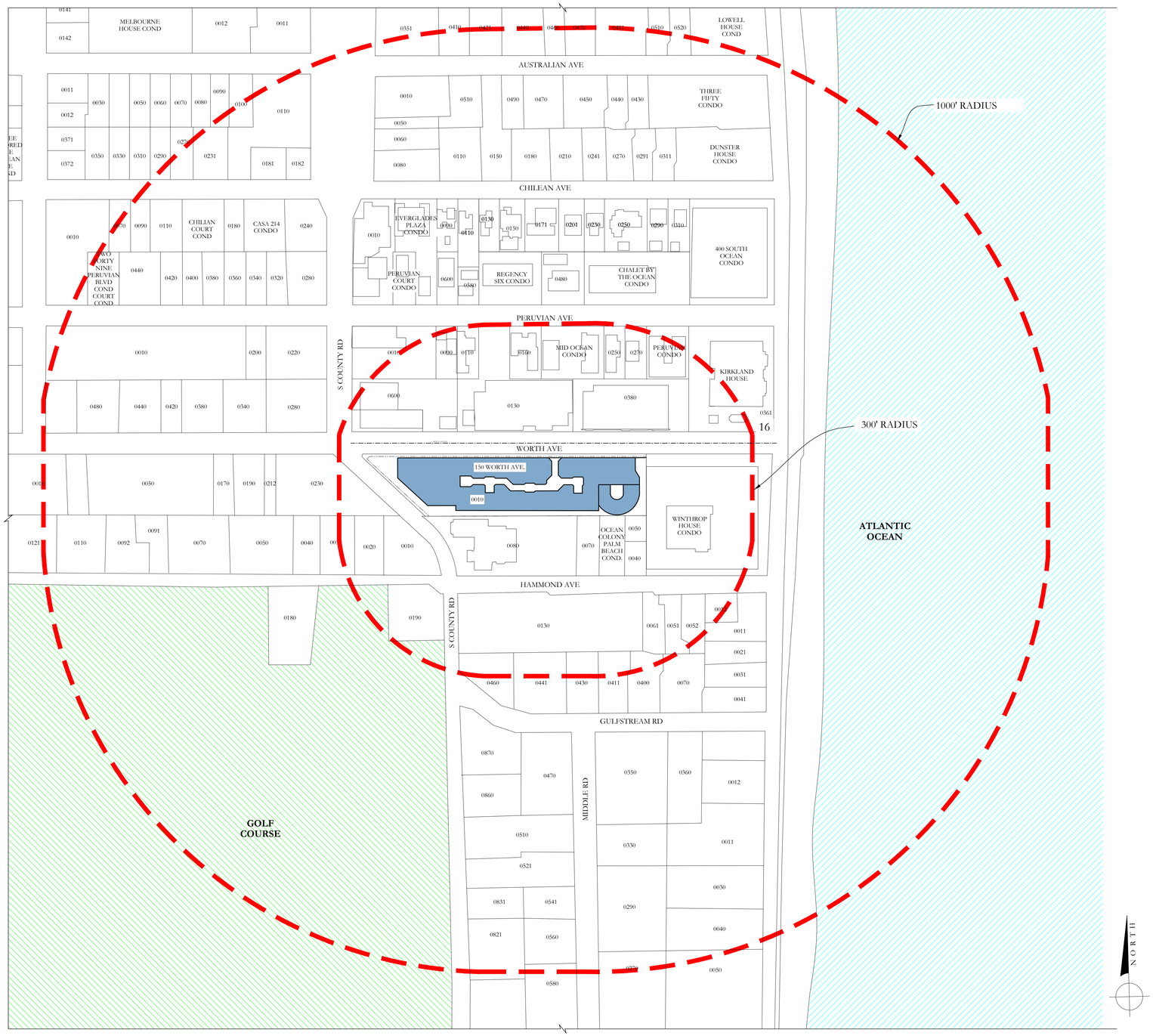

1 LOCATION / VICINITY MAP

1/128"=1'-0"



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
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ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
VACINITY MAP

DATE
NOVEMBER 14, 2025

SCALE
1/128"=1'-0"

BY
MC

SHEET NO
G-002

FAIRFAX & SAMMONS
NEW YORK ~ PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
214 BRAZILIAN AVENUE, PALM BEACH 33480
TELEPHONE (561) 808-8891
FAIRFAXANDSAMMONS.COM
LICENSE NO. AA26000846

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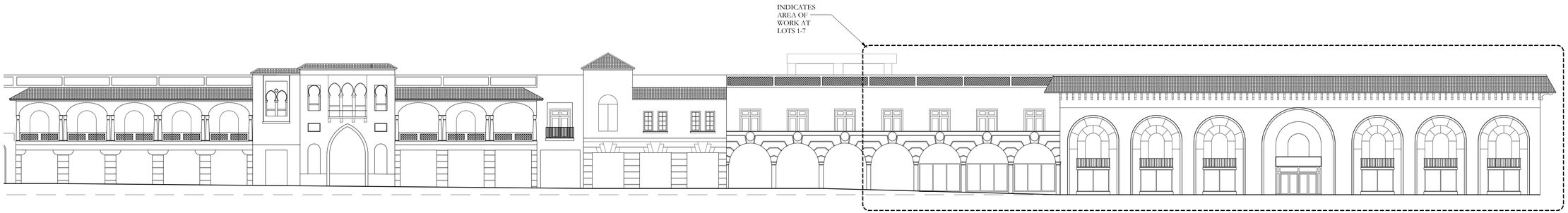
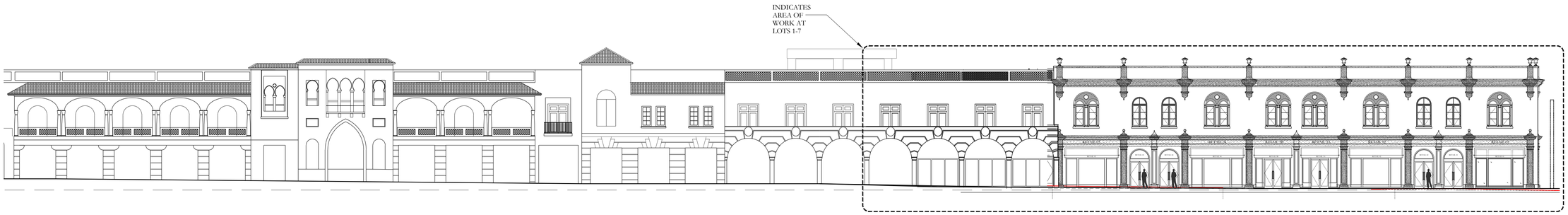


1 EXISTING WORTH AVE STREETSCAPE ELEVATION LOOKING SOUTH

1/16" = 1'-0"



1 PROPOSED WORTH AVE STREETSCAPE ELEVATION LOOKING SOUTH

1/16" = 1'-0"



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
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150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

EXISTING & PROPOSED STREETSCAPE ELEVATIONS

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
G-003

FAIRFAX & SAMMONS
NEW YORK–PALM BEACH

FAIRFAX, SAMMONS & PARTNERS, LLC.
214 BRAZILIAN AVENUE, PALM BEACH 33480
TELEPHONE (561) 805-8521
FAIRFAXANDSAMMONS.COM
LICENSE NO. AA26000646

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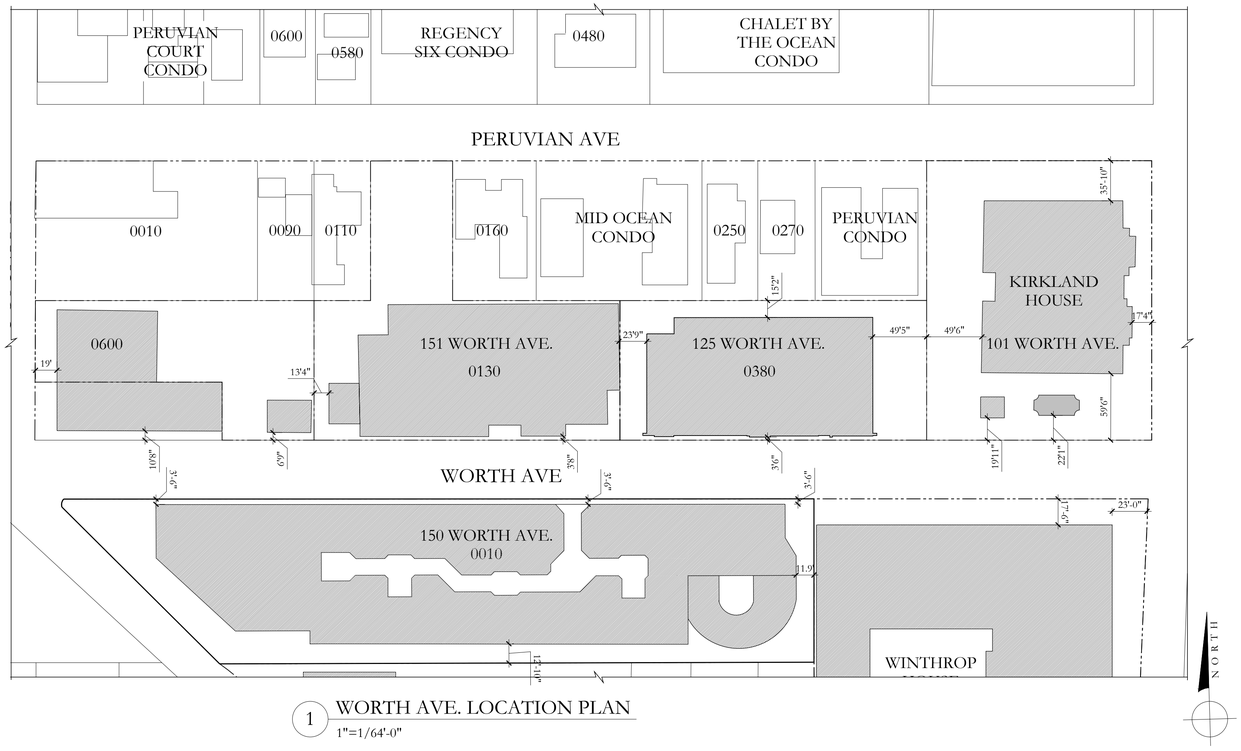

1 WORTH AVE. LOCATION PLAN
1"=1/64'-0"



2 AERIAL MAP
1"=300'-0"



3 EXISTING WORTH AVE. STREETSCAPE ELEVATION, FACING SOUTH
1/32"=1'-0"

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
EXISTING STREETSCAPE ELEVATIONS

DATE
NOVEMBER 14, 2025

SHEET NO
G-004

SCALE
AS NOTED

BY
CG / AV/ SPB

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NEW YORK - PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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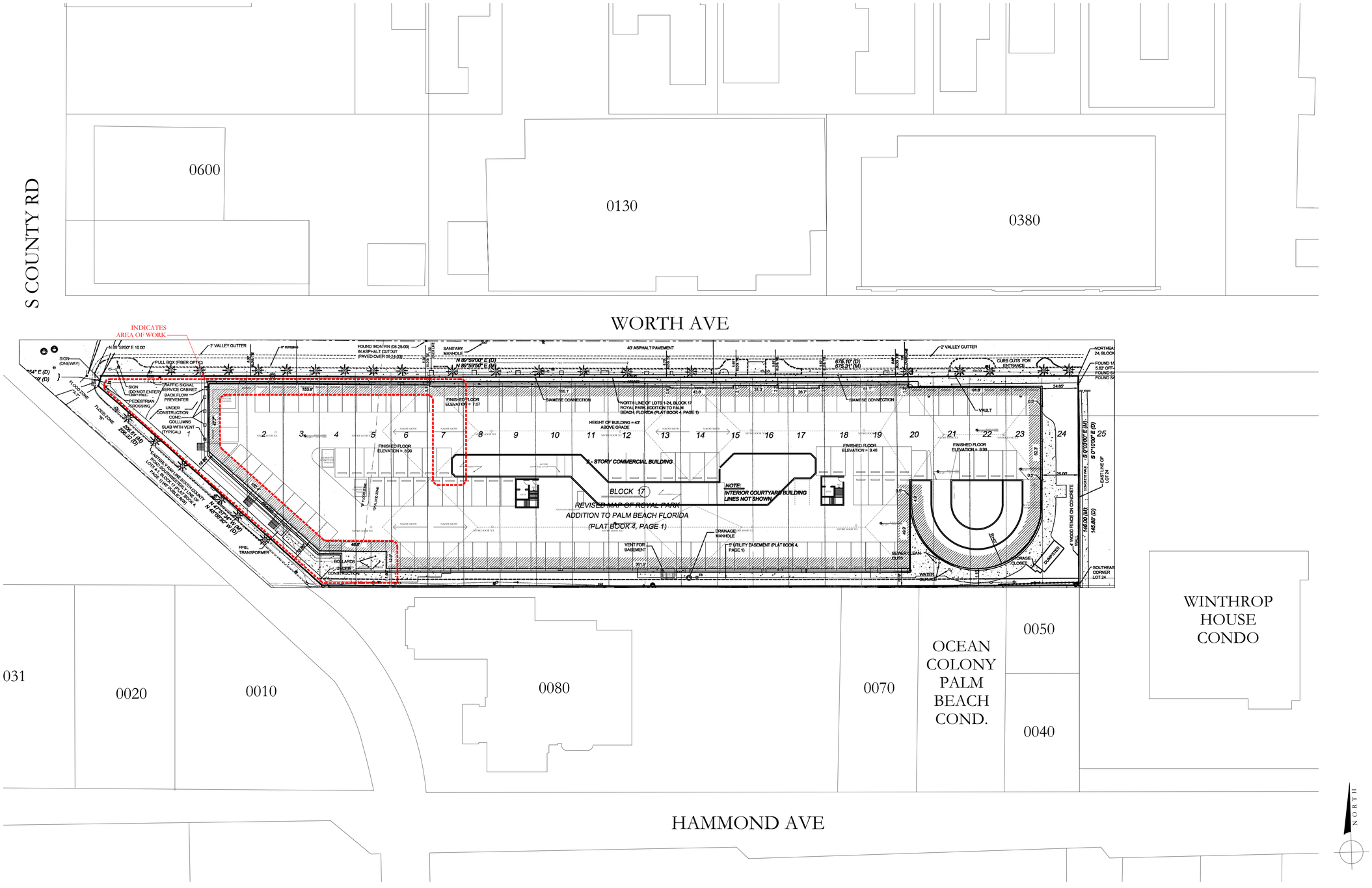

1 EXISTING SITE PLAN

1/32"=1'-0"



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
EXISTING SITE PLAN

DATE NOVEMBER 14, 2025	**SHEET NO** EX-001
SCALE AS NOTED	
BY MC	

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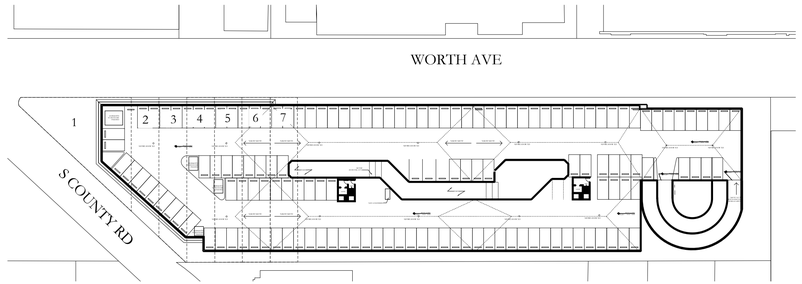
1 150 WORTH AVE @ LOT 1
N.T.S.



2 150 WORTH AVE LOOKING EAST
N.T.S.

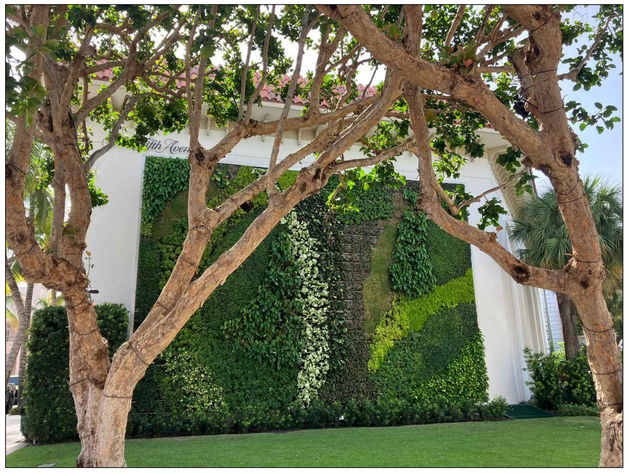


9 KEY PLAN
1/64" = 1'-0"

NORTH



3 150 WORTH AVE @ LOT 1
N.T.S.



4 150 WORTH AVE @ LOT 1 - GREEN WALL
N.T.S.



5 150 WORTH AVE @ LOT 2 - 6
N.T.S.



6 150 WORTH AVE @ LOT 4,5,6
N.T.S.



7 150 WORTH AVE @ LOT 3,4,5
N.T.S.



8 150 WORTH AVE @ LOT 3,2,1
N.T.S.

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

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D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
EXISTING SITE PHOTOS
WORTH AVE

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
EX-002

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1 150 WORTH AVE @ LOT 1
N.T.S.



2 150 WORTH AVE @ S. COUNTY ROAD LOOKING SOUTH
N.T.S.



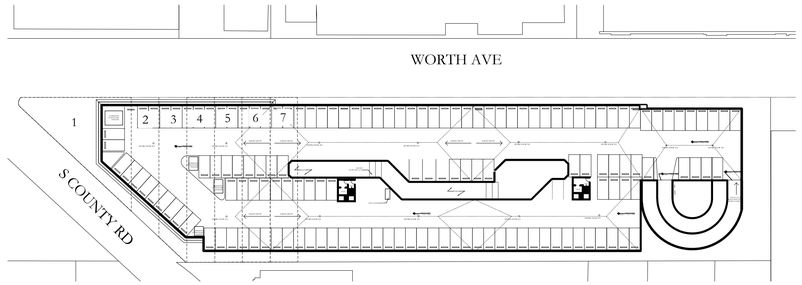
3 150 WORTH AVE @ SOUTH COUNTY ROAD LOOKING SOUTHEAST
N.T.S.



4 150 WORTH AVE @ SOUTH COUNTY ROAD LOOKING EAST
N.T.S.



5 150 WORTH AVE @ SOUTH COUNTY ROAD LOOKING NORTHEAST
N.T.S.



6 KEY PLAN
1/64" = 1'-0"

NORTH



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

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D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
EXISTING SITE PHOTOS
S. COUNTY ROAD

DATE
NOVEMBER 14, 2025

SHEET NO
EX-003

SCALE
AS NOTED

BY
MC

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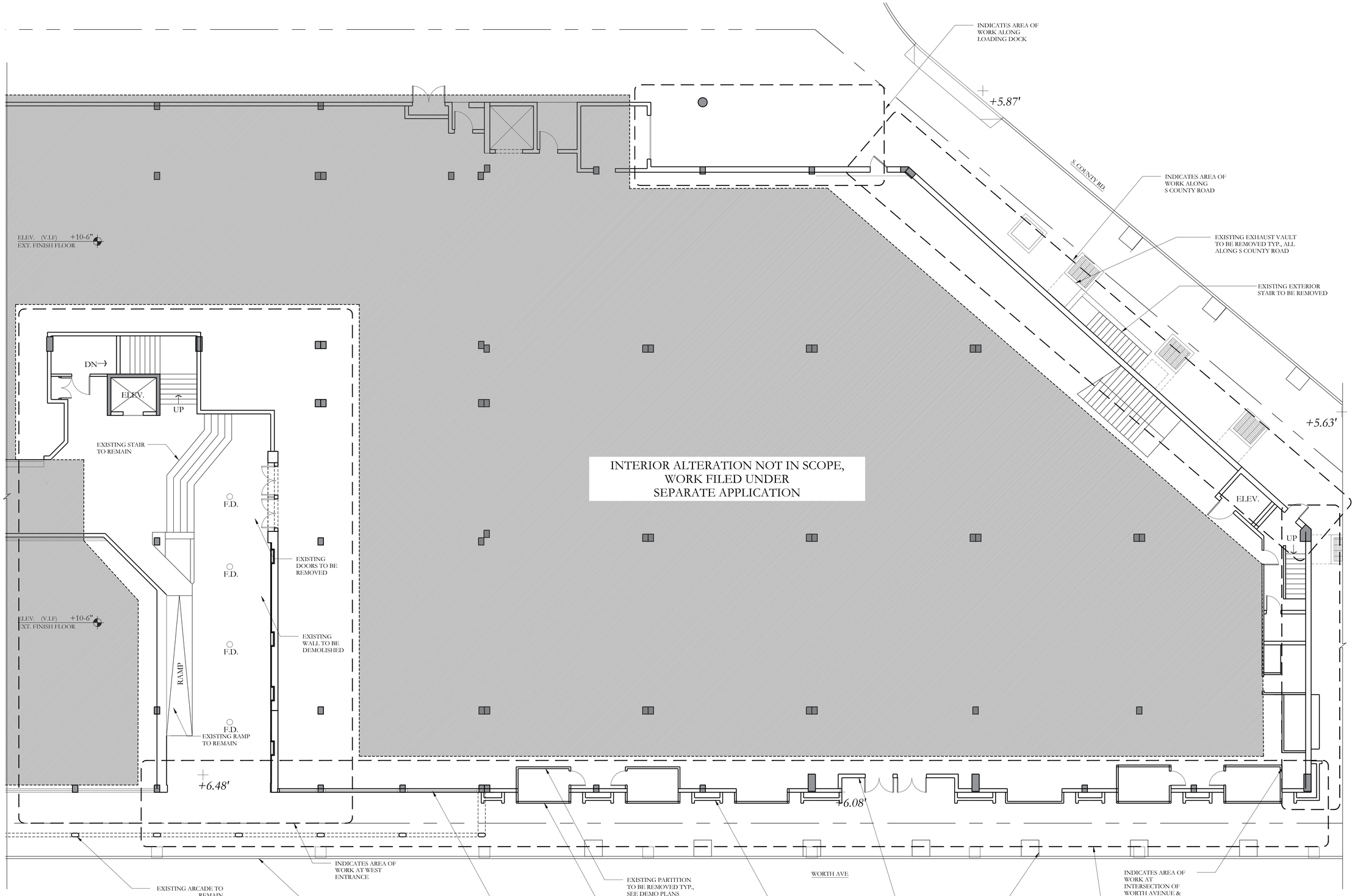

1 EXISTING GROUND FLOOR PLAN

1/8" = 1'-0"

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
EXISTING GROUND FLOORPLAN

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
EX-101

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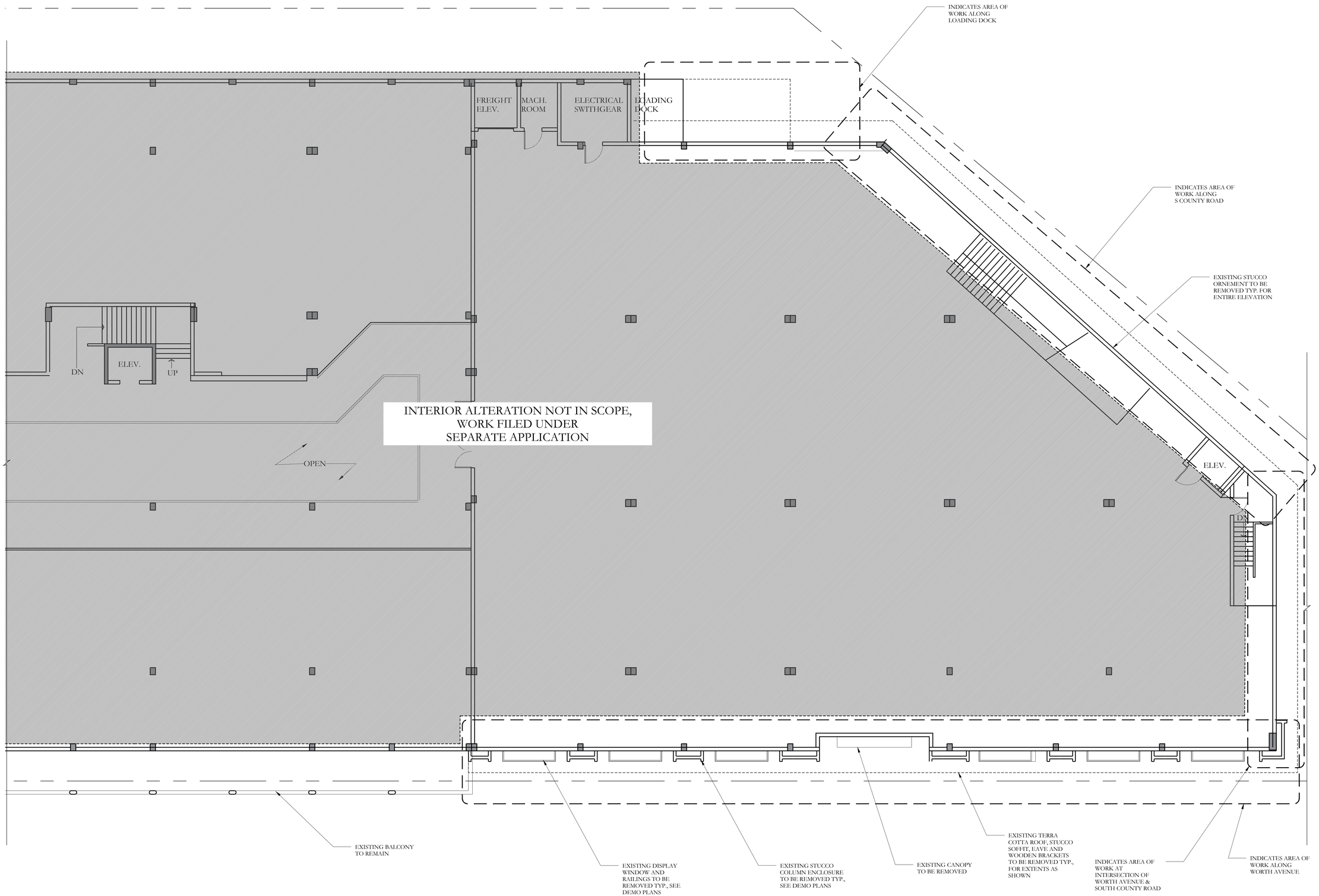



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
EXISTING
SECOND FLOOR PLAN

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
EX-102

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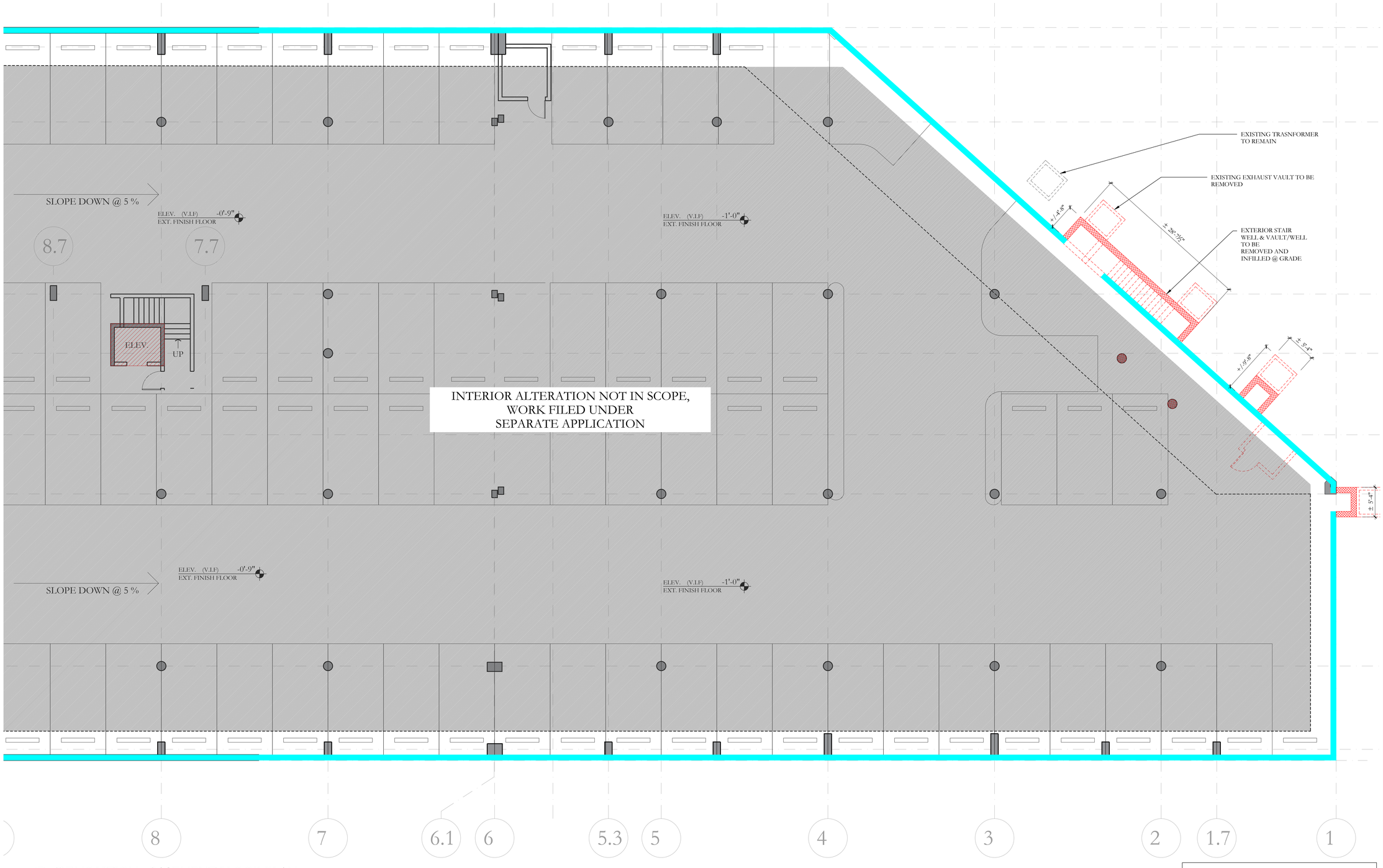
NOTE: OWNER TO PROVIDE TEMPORARY ALTERANTE EGRESS ROUTE DURING CONSTRUCTION



1 DEMOLITION - BASEMENT FLOOR PLAN
1/8"=1'-0"

DEMOLITION KEY:

NEW MASONRY OPENING	
ITEMS TO BE DEMOLISHED	
EXISTING MASONRY TO REMAIN	

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
DEMO BASEMENT

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MS

SHEET NO
DM-000

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NEW YORK – PALM BEACH
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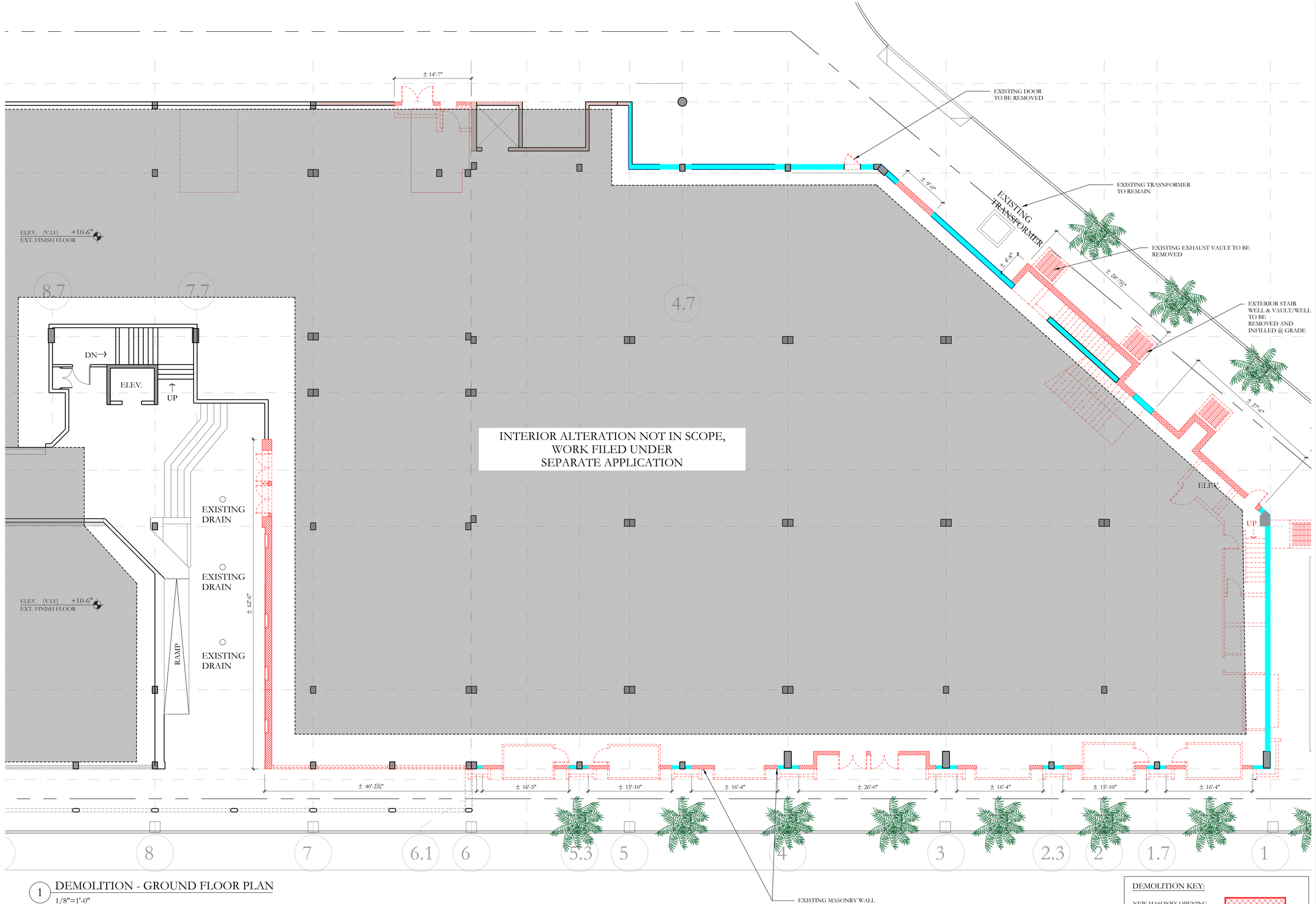

1 DEMOLITION - GROUND FLOOR PLAN

1/8"=1'-0"

DEMOLITION KEY:

NEW MASONRY OPENING

ITEMS TO BE DEMOLISHED

EXISTING MASONRY TO REMAIN

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
DEMO GROUND FLOOR

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MS

SHEET NO
DM-001

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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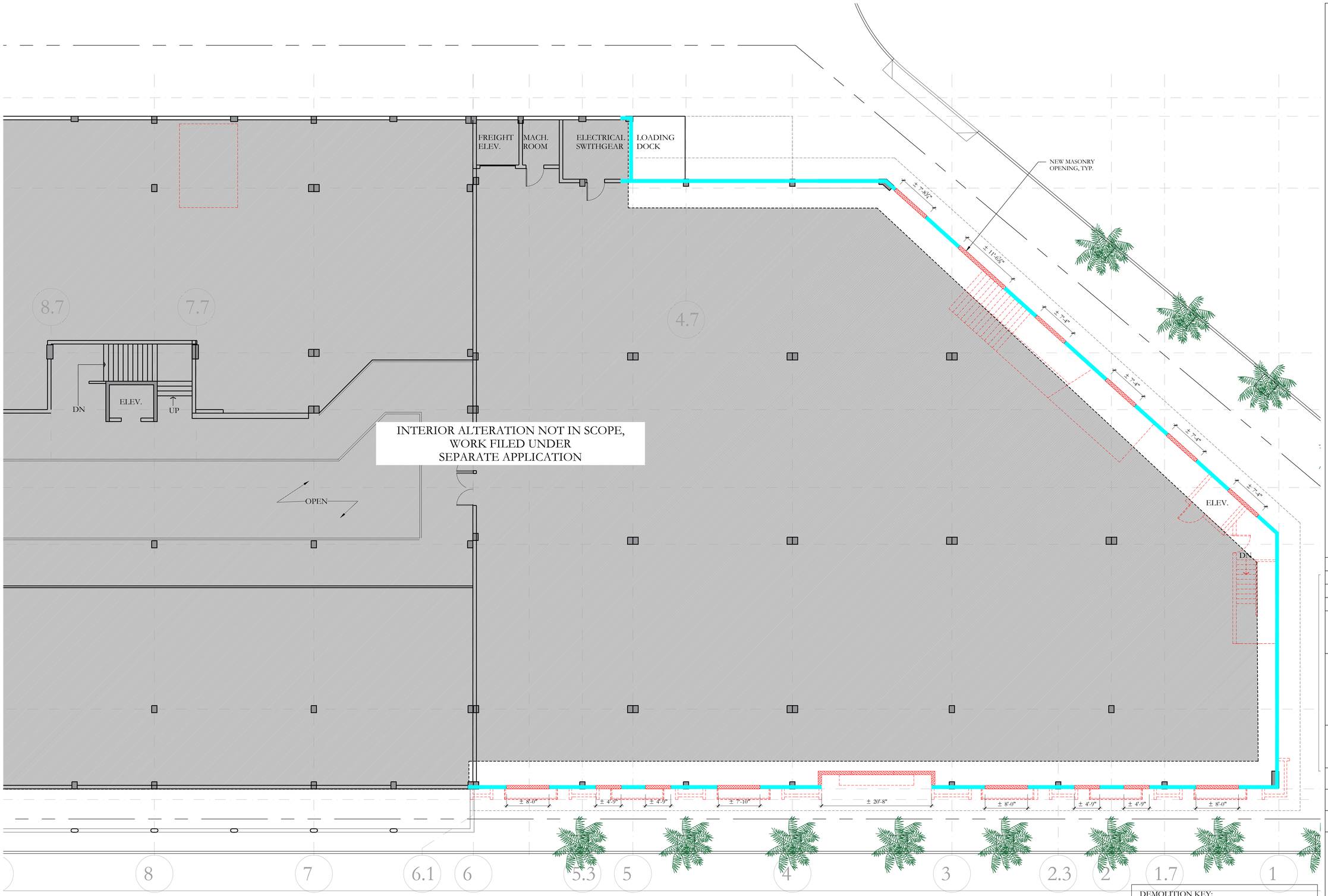

1 DEMOLITION - SECOND FLOOR PLAN
1/8"=1'-0"

DEMOLITION KEY:

- NEW MASONRY OPENING
- ITEMS TO BE DEMOLISHED
- EXISTING MASONRY TO REMAIN

STATE OF FLORIDA
RICHARD F. SAMMONS
LICENSED ARCHITECT

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
DEMO SECOND FLOOR

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MS

SHEET NO
DM-002

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NEW YORK – PALM BEACH
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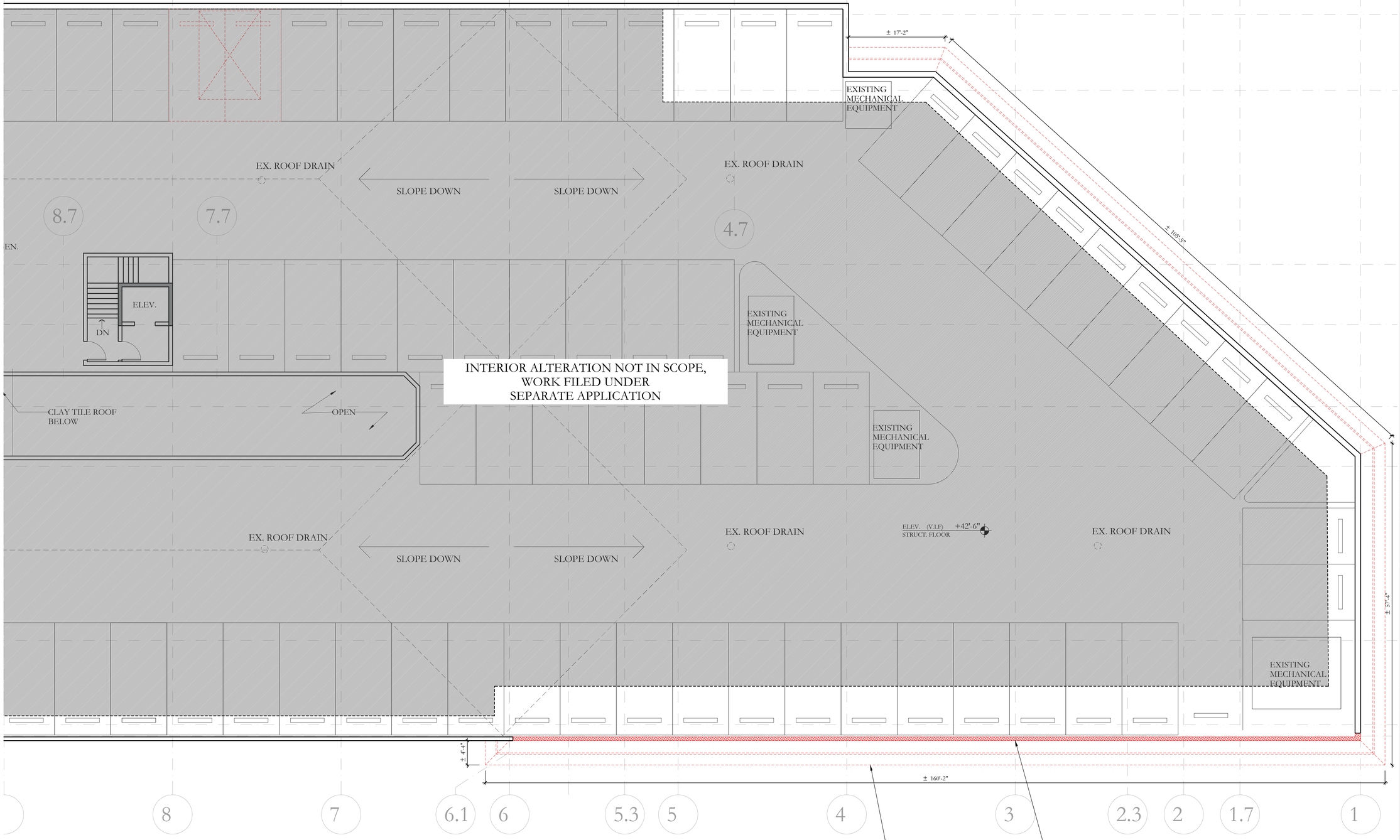

1 DEMOLITION - ROOF FLOOR PLAN

1/8"=1'-0"

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
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D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
DEMO ROOF

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MS

SHEET NO
DM-003

FAIRFAX & SAMMONS
NEW YORK ~ PALM BEACH
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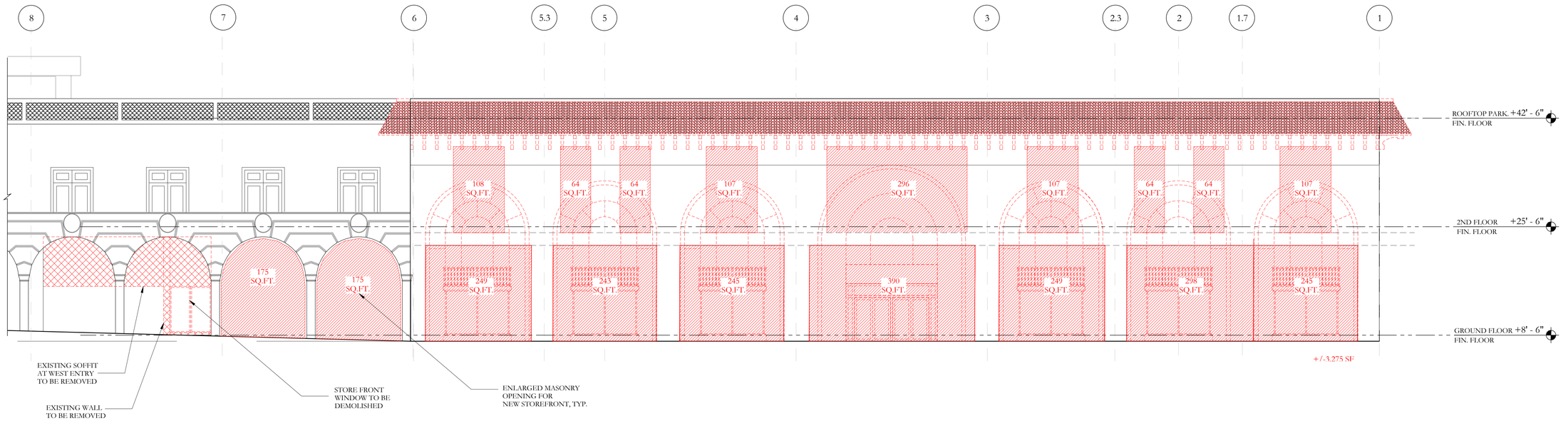
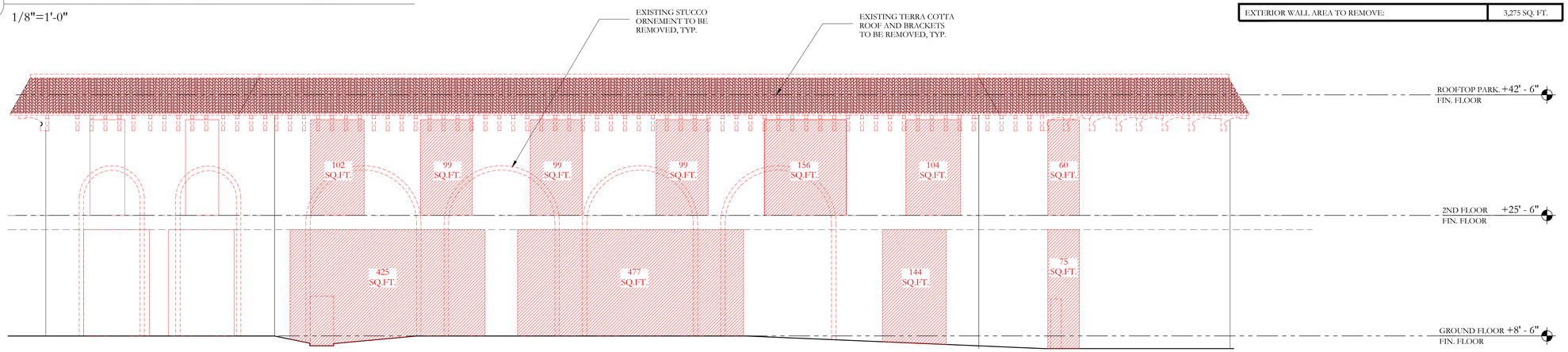


1 PROPOSED REMOVAL - NORTH ELEVATION

1/8"=1'-0"

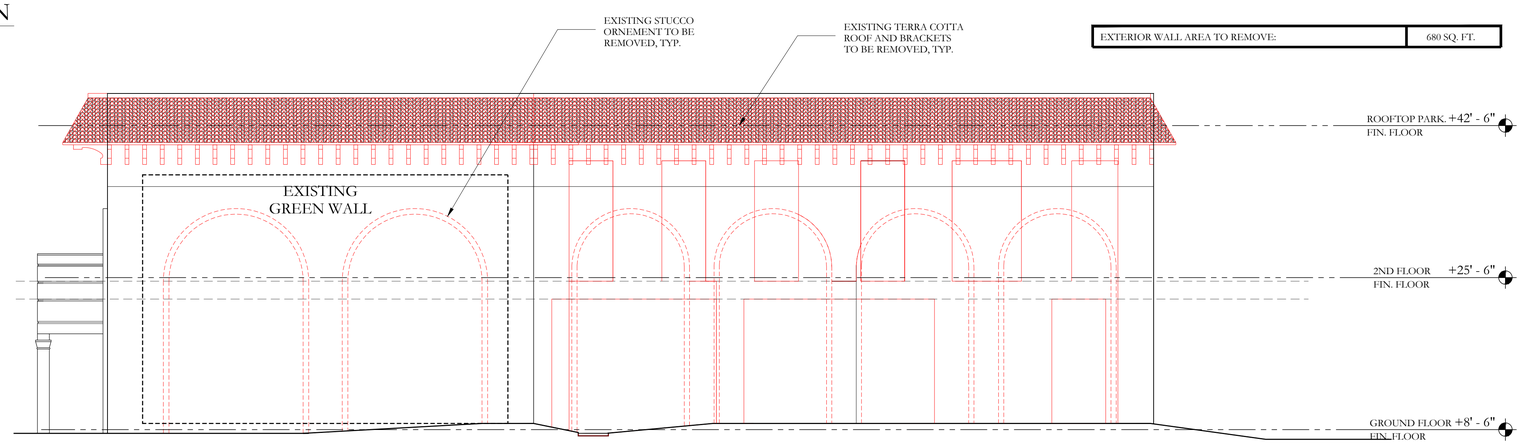
EXTERIOR WALL AREA TO REMOVE:	3,275 SQ. FT.



2 PROPOSED REMOVAL OF SW. ELEVATION

1/8"=1'-0"

EXTERIOR WALL AREA TO REMOVE:	680 SQ. FT.



3 PROPOSED REMOVAL - WEST ELEVATION

1/8"=1'-0"

DEMOLITION KEY:

EXISTING EXTERIOR WALL TO REMAIN	
NEW MASONRY OPENING	
EXISTING TO BE REMOVED	

*ALL AREAS SHOWN ARE APPROXIMATE

TOTAL REMOVALS:

TOTAL TO BE REMOVED FOR NEW MASONRY OPENINGS: +/-3,995 SQ. FT.



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

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ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
DEMO NORTH, WEST, SW., ELEV.

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MS

SHEET NO
DM-004

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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LICENSE NO. AA26000548

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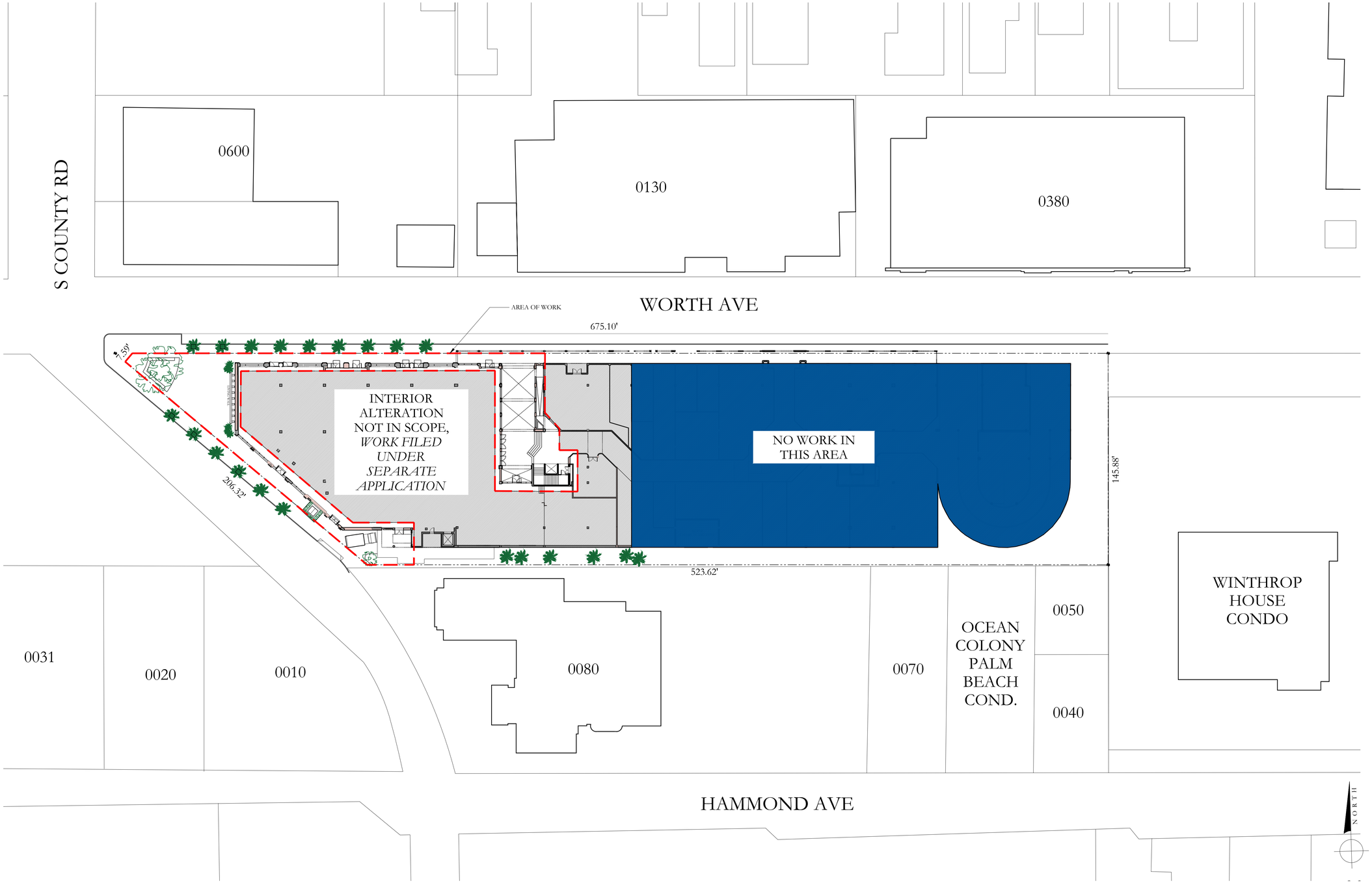

1 PROPOSED SITE PLAN

1/32"=1'-0"

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED SITE PLAN

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
A-001

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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1 PROPOSED GROUND FLOOR PLAN
1/8" = 1'-0"

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED GROUND FLOORPLAN

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
A-101

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
214 BRAZILIAN AVENUE, PALM BEACH 33480
TELEPHONE (561) 805- 8591
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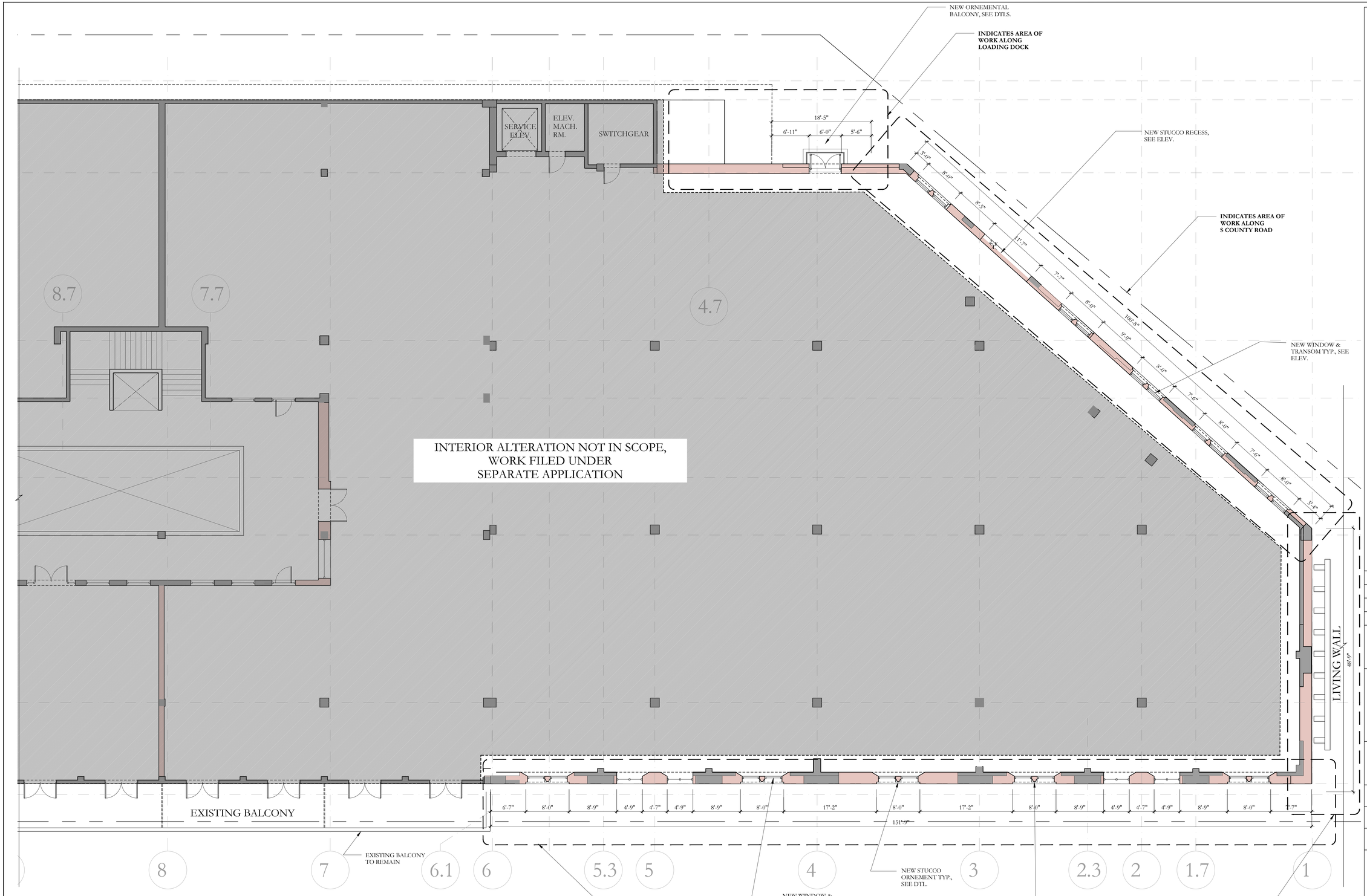

1 PROPOSED SECOND FLOOR PLAN

1/8" = 1'-0"

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED SECOND FLOORPLAN

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
A-102

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NEW YORK – PALM BEACH
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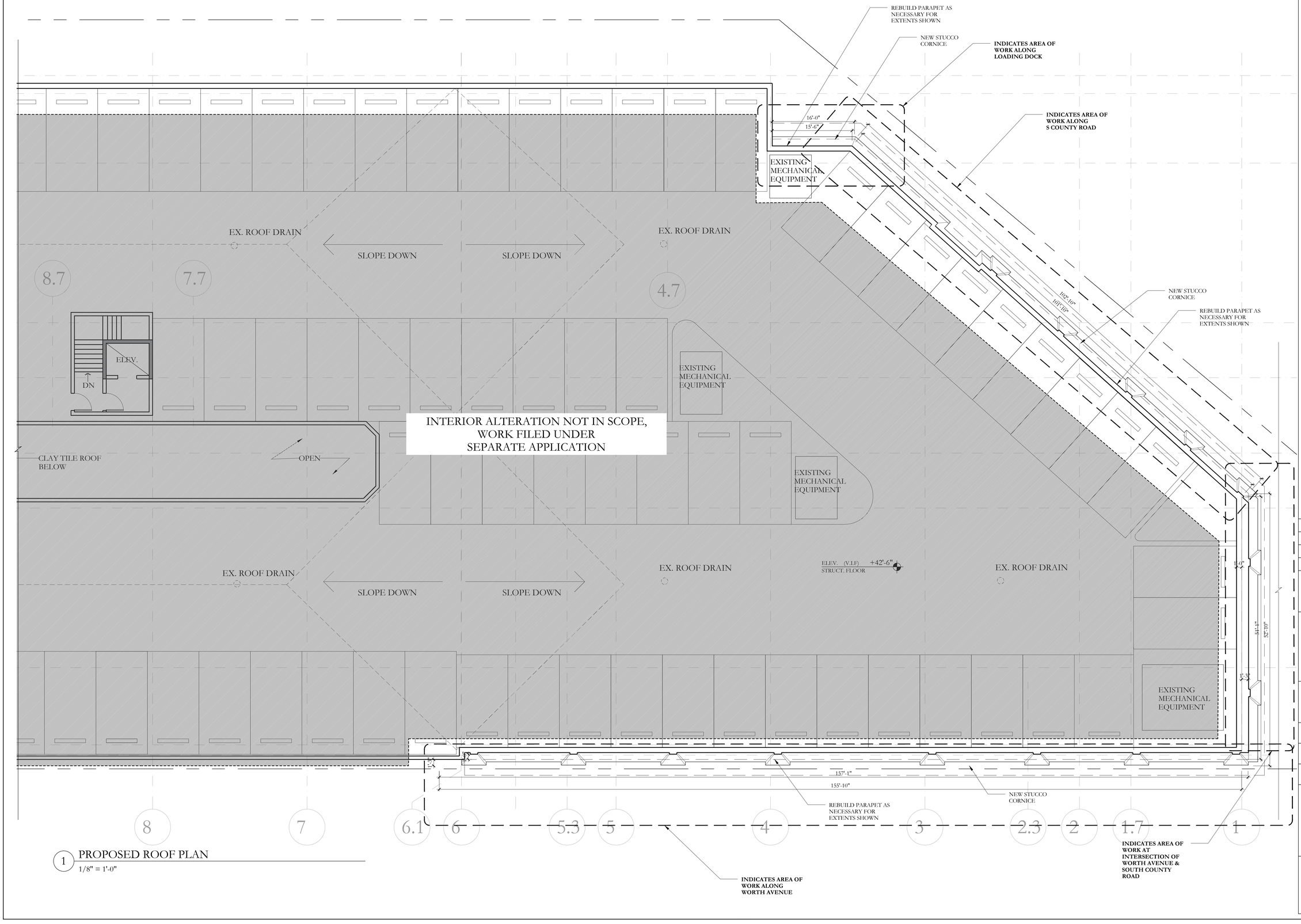

1 PROPOSED ROOF PLAN

1/8" = 1'-0"

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED ROOF FLOORPLAN

DATE NOVEMBER 14, 2025

SCALE AS NOTED

BY MC

SHEET NO A-103

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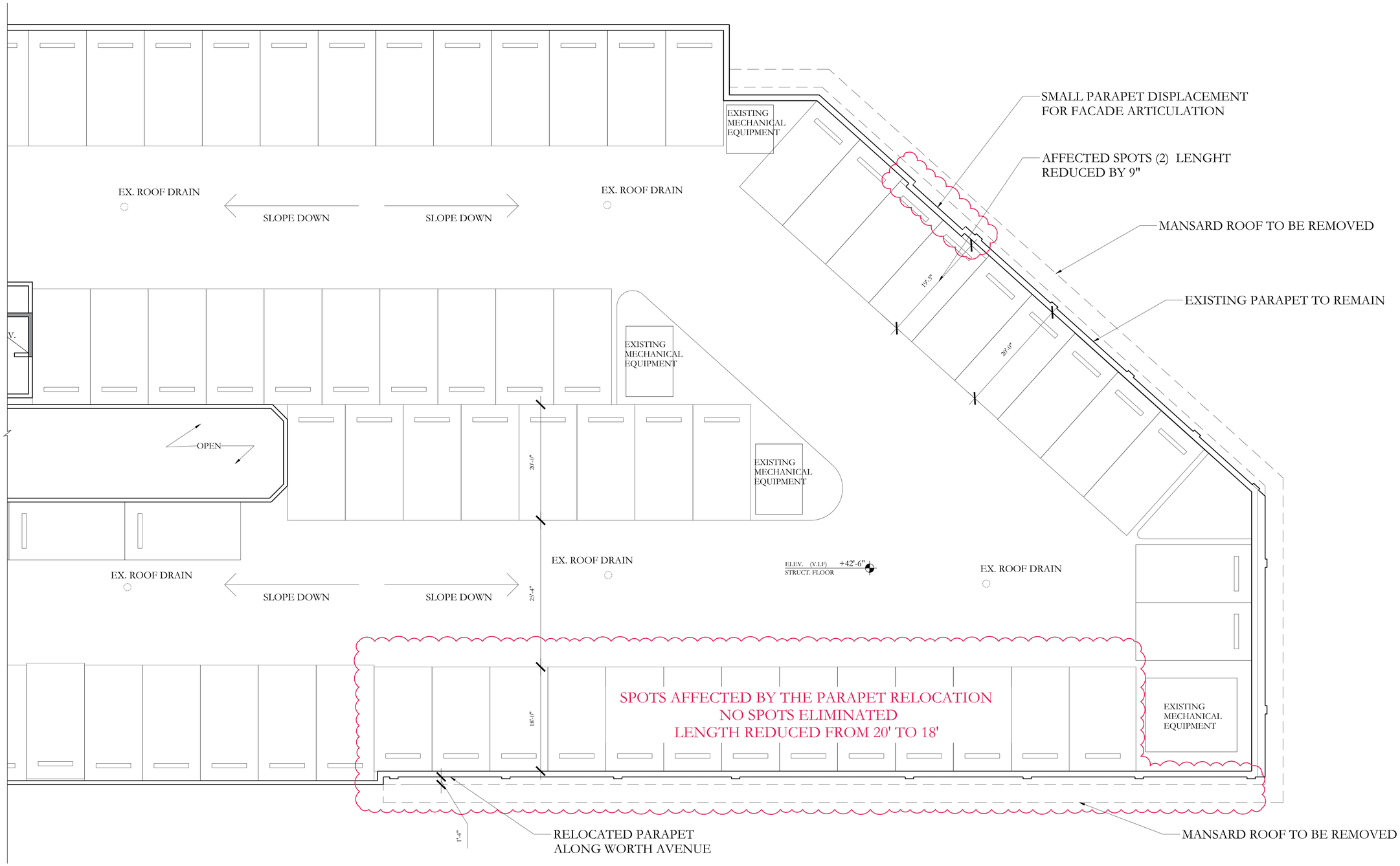

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

ROOF TOP PARKING
AFFECTED SPOTS DIAGRAM

DATE
NOVEMBER 14, 2025

SHEET NO
A-104

SCALE
AS NOTED

BY
FS

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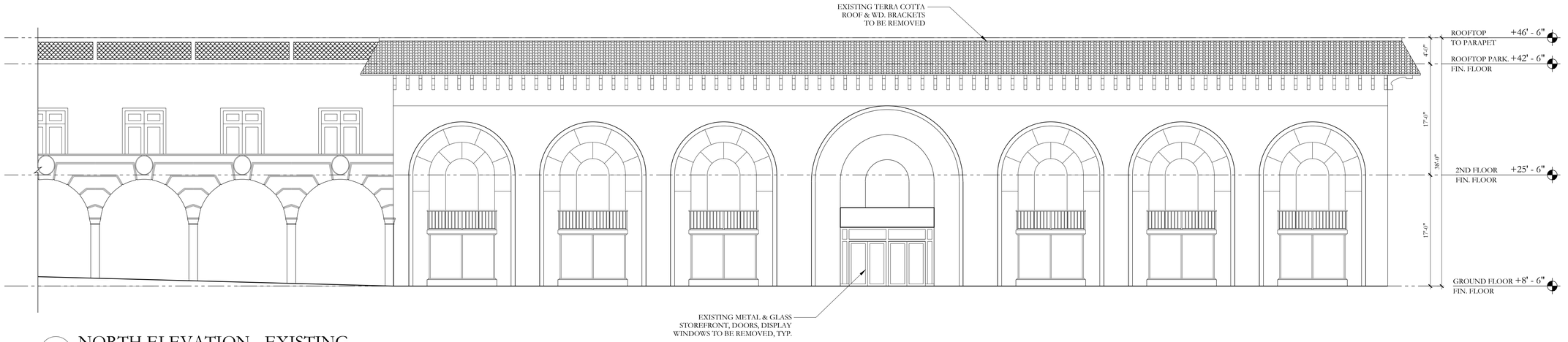

1 NORTH ELEVATION - EXISTING

1/8"=1'-0"



2 NORTH ELEVATION - PROPOSED

1/8"=1'-0"



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
EXISTING & PROPOSED NORTH ELEVATIONS

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
A-110

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
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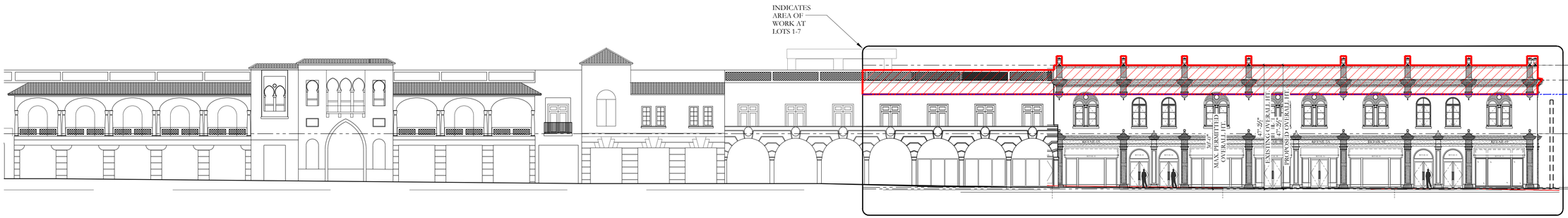

1 NORTH ELEVATION - PROPOSED

1/16"=1'-0"

LEGEND

Variance #1: Sec. 134-1163: Variance for Overall Building Height of 47.21' in lieu of the maximum 30.0' feet allowed.



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
VARIANCE DIAGRAM
NORTH ELEVATION

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
A-110.1

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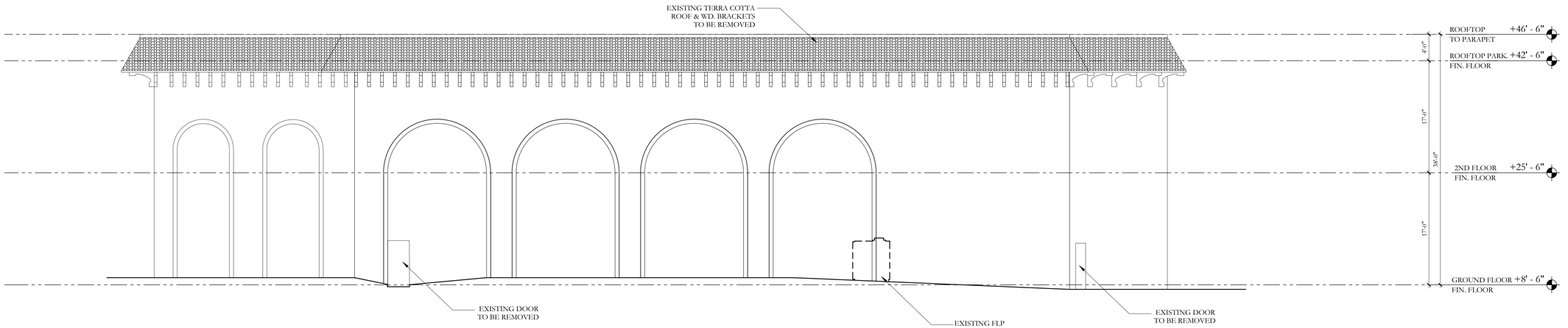


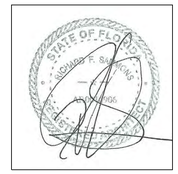
1 SW ELEVATION - EXISTING

1/8"=1'-0"



2 SW ELEVATION - PROPOSED

1/8"=1'-0"



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

EXISTING & PROPOSED
SOUTHWEST ELEVATIONS

DATE
NOVEMBER 14, 2025

SHEET NO
A-111

SCALE
AS NOTED

BY
MC

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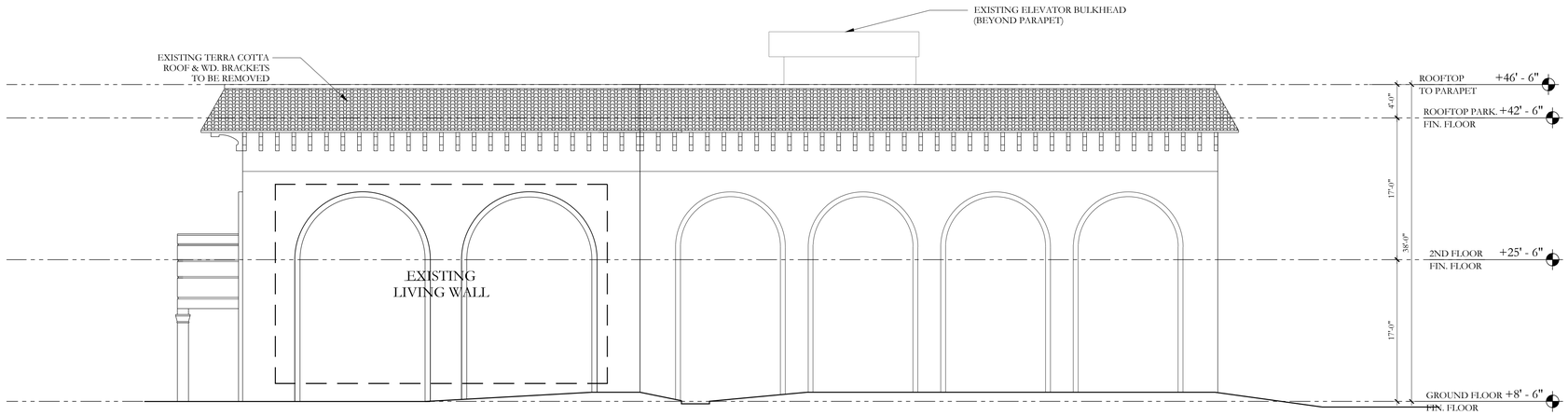

1 W ELEVATION - EXISTING

1/8"=1'-0"



2 W ELEVATION - PROPOSED

1/8"=1'-0"



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

EXISTING & PROPOSED
WEST ELEVATIONS

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
A-112

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NEW YORK – PALM BEACH

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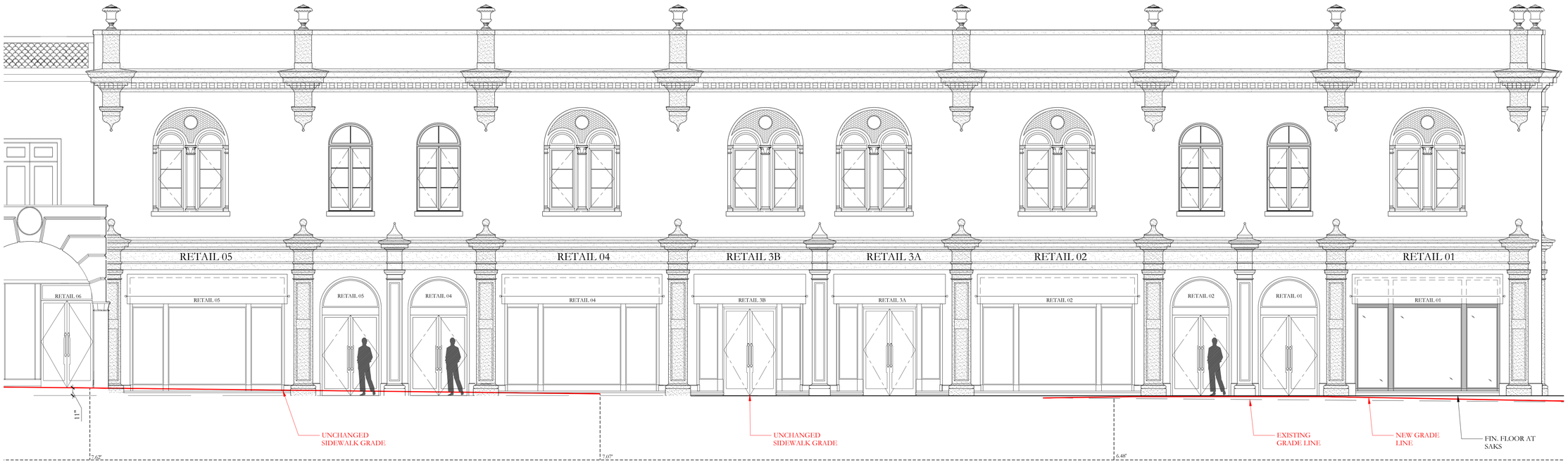
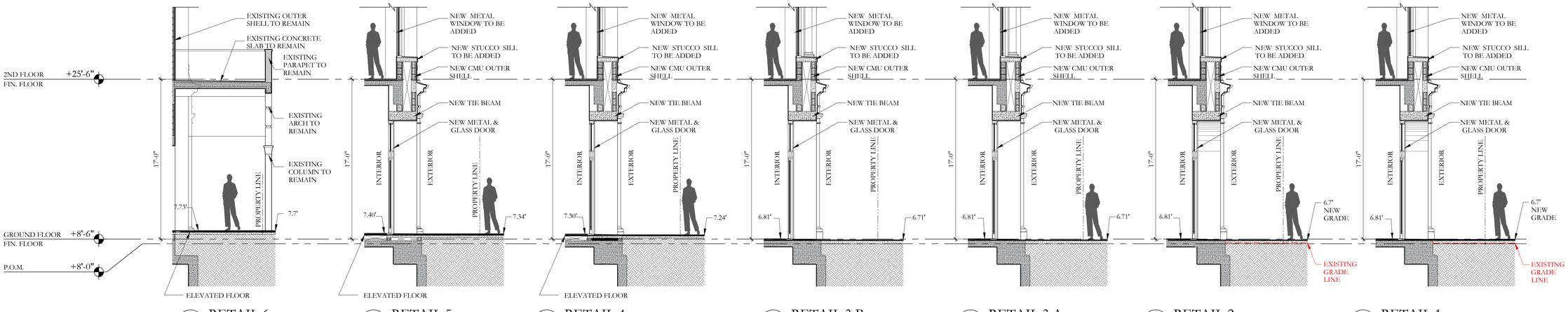


1 PROPOSED WORTH AVE ELEVATION

3/16"=1'-0"



2 RETAIL 6 — 3/16"=1'-0"

3 RETAIL 5 — 3/16"=1'-0"

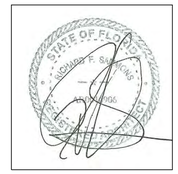
4 RETAIL 4 — 3/16"=1'-0"

5 RETAIL 3 B — 3/16"=1'-0"

5 RETAIL 3 A — 3/16"=1'-0"

6 RETAIL 2 — 3/16"=1'-0"

7 RETAIL 1 — 3/16"=1'-0"



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

ENTRY DOOR WALL SECTIONS WORTH AVENUE

DATE NOVEMBER 14, 2025	**SHEET NO** A-115
SCALE AS NOTED	
BY FS	

FAIRFAX & SAMMONS
NEW YORK ~ PALM BEACH

FAIRFAX, SAMMONS & PARTNERS, LLC.
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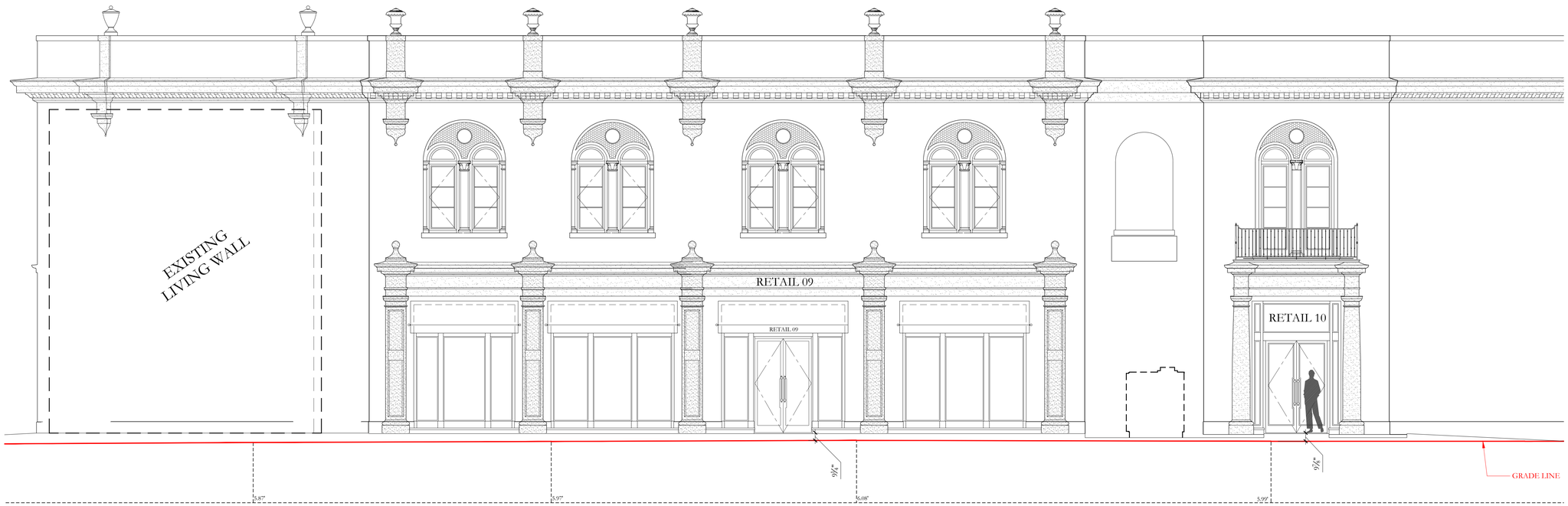
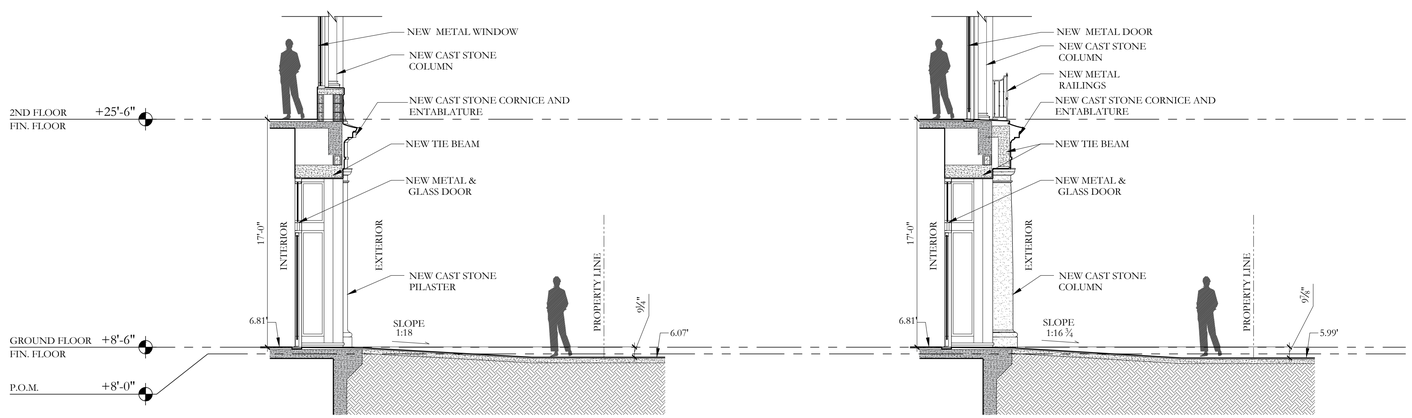


1 PROPOSED SOUTH COUNTY RD ELEVATION

3/16"=1'-0"

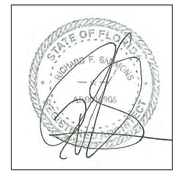


2 RETAIL 9

3/16"=1'-0"

3 RETAIL 10

3/16"=1'-0"



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

ENTRY DOOR WALL SECTIONS
SOUTH COUNTRY RD.

DATE NOVEMBER 14, 2025	**SHEET NO** A-116
SCALE AS NOTED	
BY FS	

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NEW YORK ~ PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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FAIRFAXANDSAMMONS.COM
LICENSE NO. AA26000646

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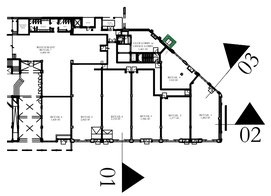
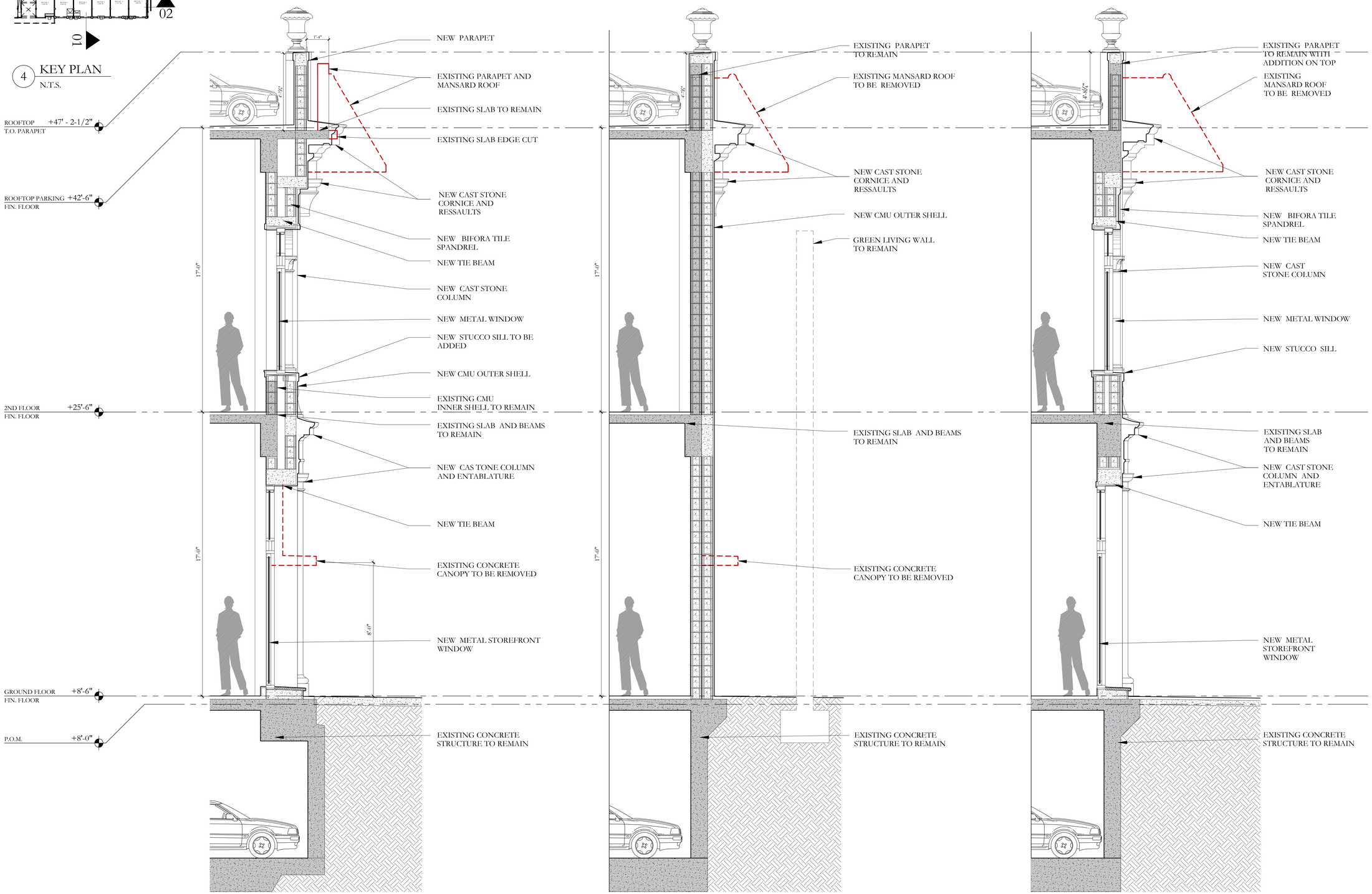


4 KEY PLAN
N.T.S.



1 PROPOSED WALL SECTION 01 - WORTH AVE
3/8"=1'-0"

2 PROPOSED WALL SECTION 02 - SOUTH COUNTY ROAD
3/8"=1'-0"

3 PROPOSED WALL SECTION 03 - SOUTH COUNTY ROAD
3/8"=1'-0"



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
FULL HEIGHT WALL SECTIONS

DATE
NOVEMBER 14, 2025

SHEET NO
A-117

SCALE
AS NOTED

BY
FS

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NEW YORK~PALM BEACH
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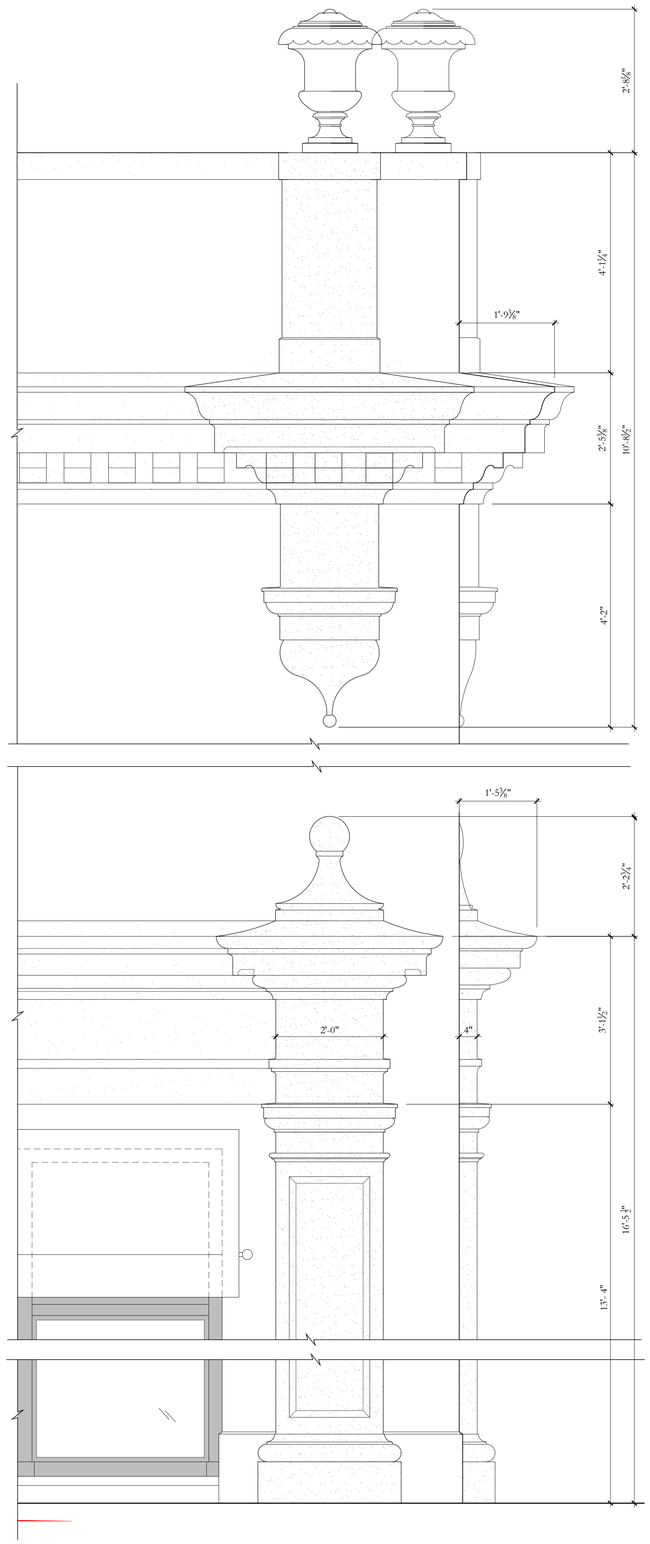
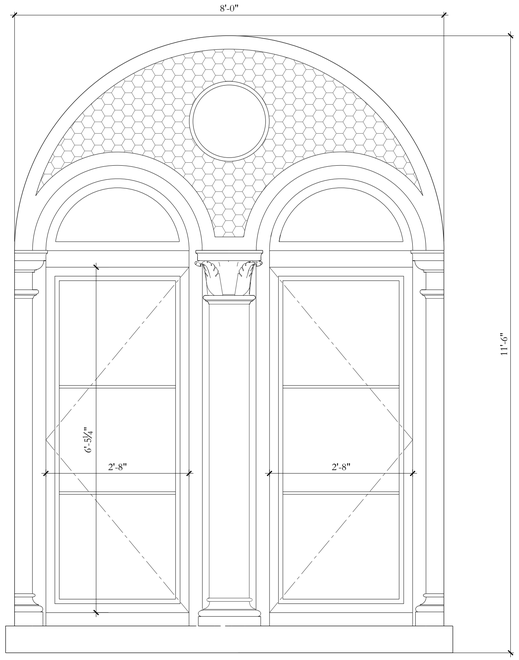


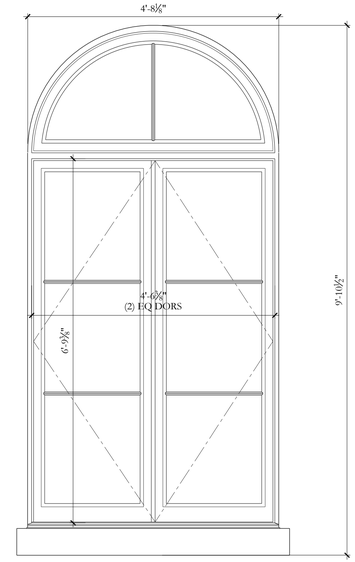
1 PROPOSED STOREFRONT SURROUND, CORNICE & PARAPET DETAILS

3/4" = 1'-0"



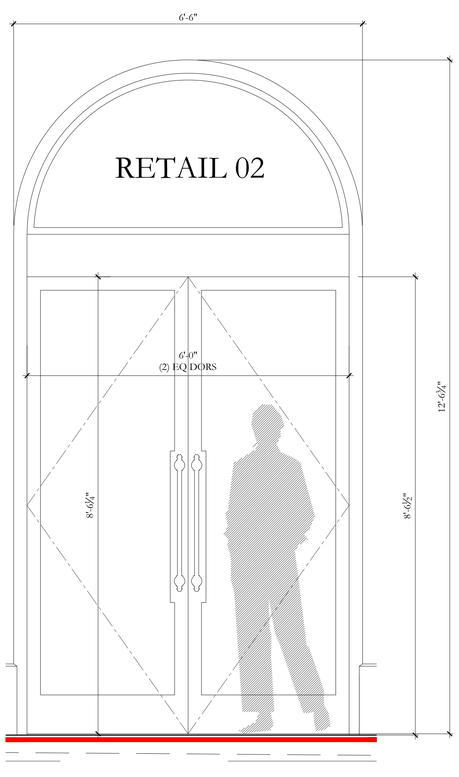
2 PROPOSED SECOND FLOOR TYPE I WINDOW

3/4" = 1'-0"



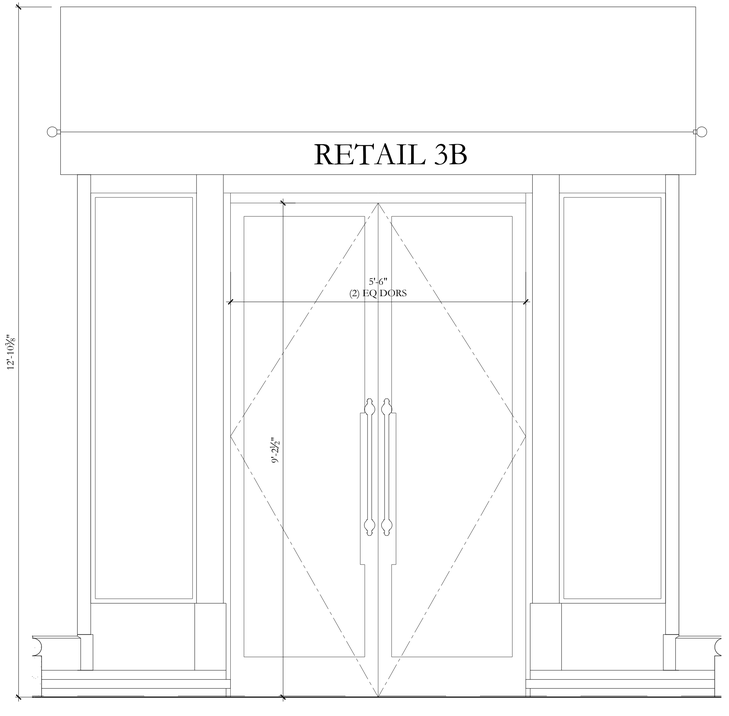
3 PROPOSED SECOND FLOOR TYPE II WINDOW

3/4" = 1'-0"



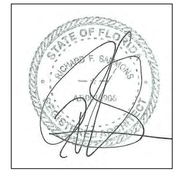
4 PROPOSED FIRST FLOOR TYPE I DOOR

3/4" = 1'-0"



5 PROPOSED FIRST FLOOR TYPE II DOOR

3/4" = 1'-0"



RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
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D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED EXTERIOR DETAILS

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
A-200

FAIRFAX & SAMMONS
NEW YORK–PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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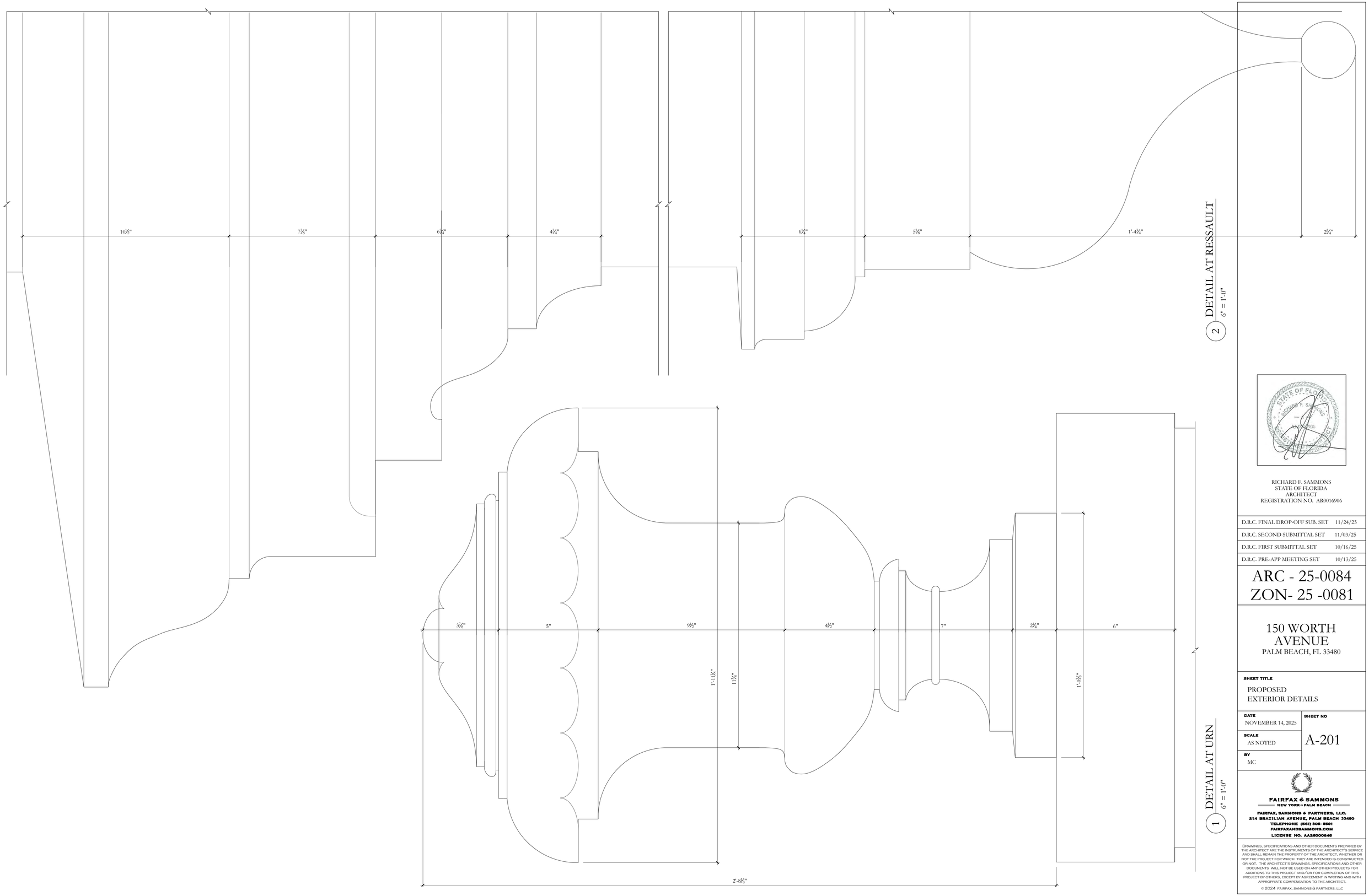

2 DETAIL AT RESSAULT
6" = 1'-0"

1 DETAIL AT URN
6" = 1'-0"

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
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D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED
EXTERIOR DETAILS

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
A-201

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NEW YORK – PALM BEACH

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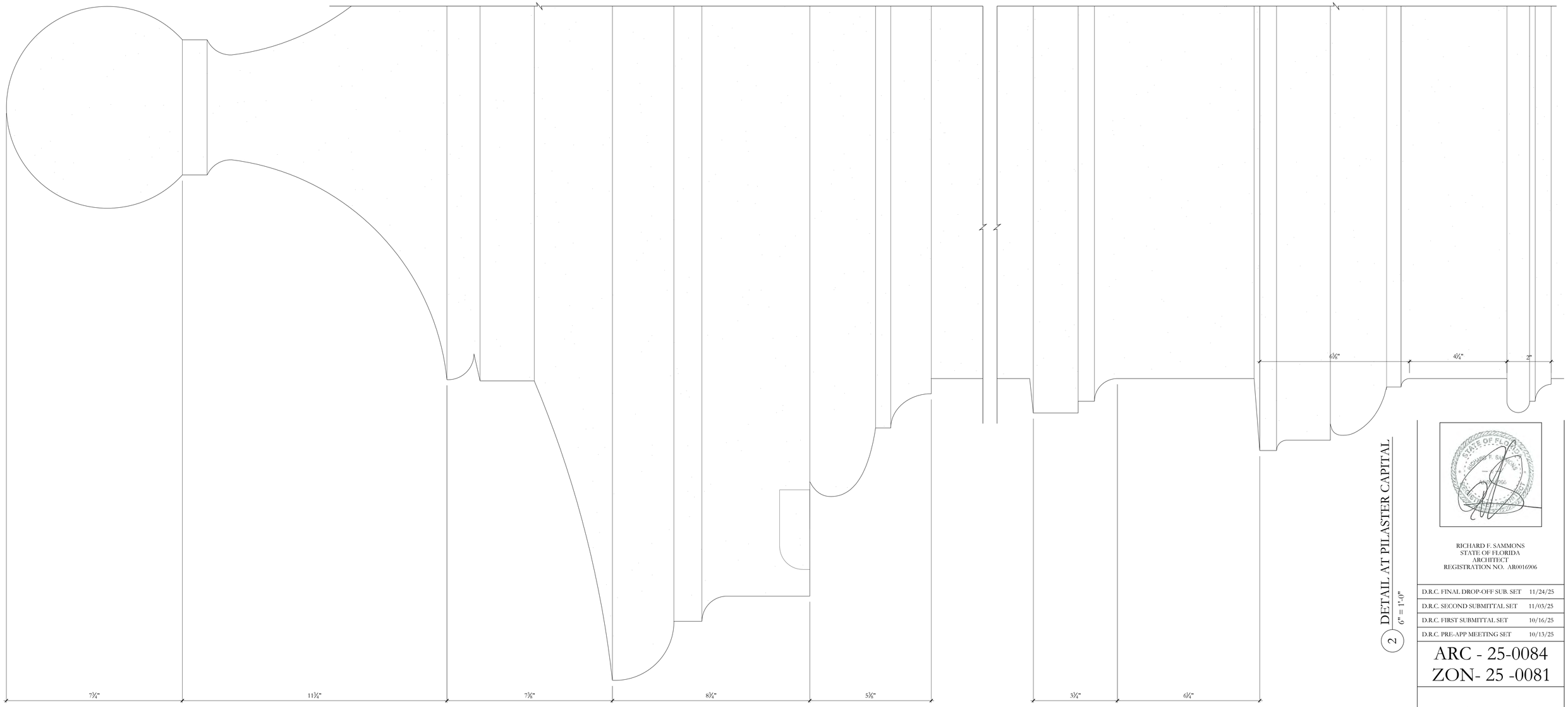
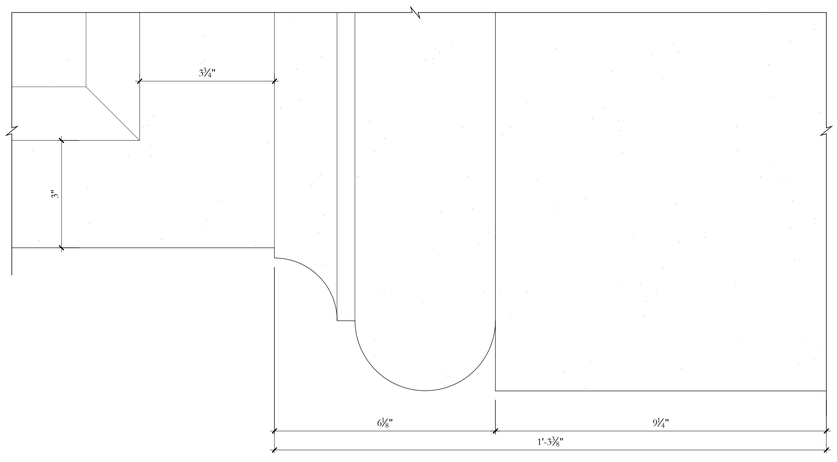


2 DETAIL AT PILASTER CAPITAL
6" = 1'-0"



1 DETAIL AT PILASTER BASE
6" = 1'-0"

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

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D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED EXTERIOR DETAILS

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
A-202

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1 PAINTED WHITE STUCCO WALLS
N.T.S.



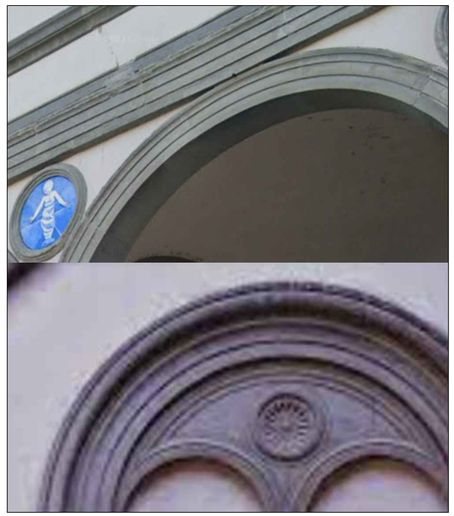
2 COLORED RED CAST STONE ARCH. ELEMENTS
N.T.S.



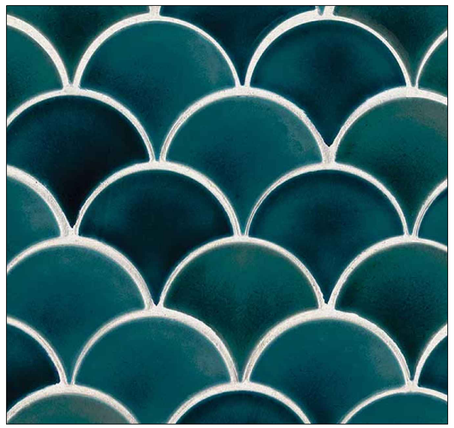
3 FABRIC AWNINGS
N.T.S.



4 ALUMINUM DOORS AND WINDOWS
N.T.S.



5 CAST STONE MEDALLIONS
N.T.S.



6 MOSAIC SPANDREL TILES
N.T.S.

COMPONENT	MATERIAL/FINISH	COLOR
WINDOW FRAME	ALUMINUM	BRONZE
DOOR FRAME	ALUMINUM	BRONZE
WIND. & DOOR GLAZING	----	CLEAR
EXTERIOR WALLS	STUCCO	WHITE
CORNICES, COLUMNS PILASTERS, CAPS	CAST STONE	REDDISH **
AWNINGS	FIRE RETARDANT SUNBRELLA	

** COLOR TO MATCH THE STONE AT THE FIRST NATIONAL BANK ON SOUTH COUNTY ROAD BY THE PHIPPS PLAZA
* COLOR TO MATCH THE STUCCO AT THE FIRST NATIONAL BANK ON SOUTH COUNTY ROAD BY THE PHIPPS PLAZA

7 FINISH AND COLORS TABLE
N.T.S.



RICHARD F. SAMMONS
STATE OF FLORIDA
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ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED MATERIALS PALETTE

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
FS

SHEET NO
A-203

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STATE OF FLORIDA
RICHARD F. SAMMONS
LICENSED ARCHITECT

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

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ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED STREETSCAPE RENDERING

DATE NOVEMBER 14, 2025	**SHEET NO** V-1
SCALE NTS	
BY MC	

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ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

PROPOSED RENDERING
WORTH AVE

DATE
NOVEMBER 14, 2025

SHEET NO
V-2

SCALE
NTS

BY
MC

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NEW YORK – PALM BEACH

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ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED RENDERING
WORTH AVE & S COUNTY RD

DATE
NOVEMBER 14, 2025

SCALE
NTS

BY
MC

SHEET NO
V-3

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ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

PROPOSED RENDERING
EXISTING LIVING WALL

DATE NOVEMBER 14, 2025	**SHEET NO** V-4
SCALE NTS	
BY MC	

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NEW YORK ~ PALM BEACH

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TELEPHONE (561) 805-8591
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ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

PROPOSED RENDERING
S COUNTY ROAD

DATE
NOVEMBER 14, 2025

SHEET NO
V-5

SCALE
NTS

BY
MC

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NEW YORK – PALM BEACH
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ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

PROPOSED RENDERING
RETAIL 10 ENTRANCE

DATE NOVEMBER 14, 2025	**SHEET NO** V-6
SCALE NTS	
BY MC	

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NEW YORK - PALM BEACH
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TELEPHONE (561) 805-5581
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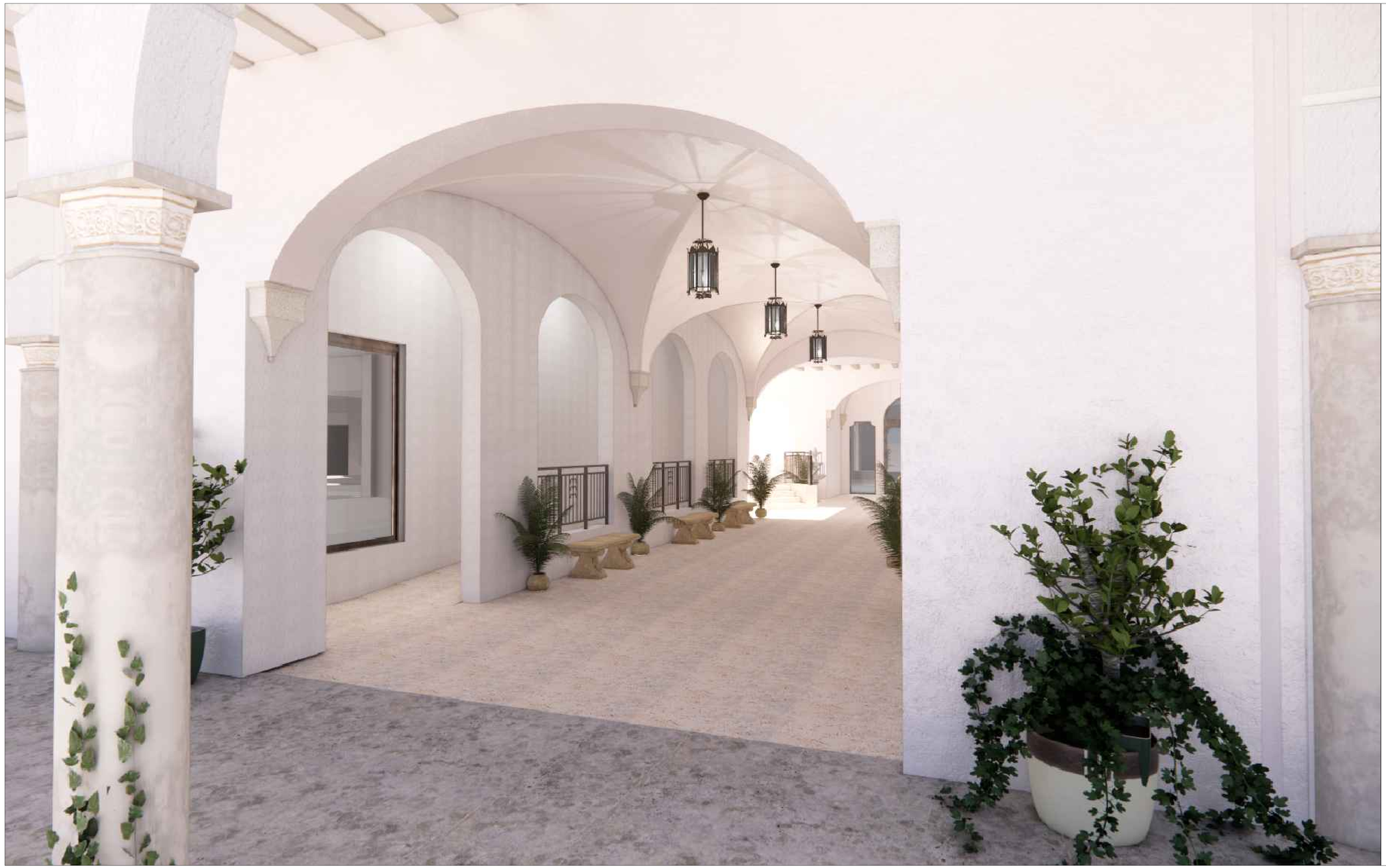

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D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

PROPOSED RENDERING
ESAPLANDE WEST ENTRY

DATE NOVEMBER 14, 2025	**SHEET NO** V-7
SCALE NTS	
BY MC	

FAIRFAX & SAMMONS
NEW YORK–PALM BEACH

FAIRFAX, SAMMONS & PARTNERS, LLC.
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RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

D.R.C. FINAL DROP-OFF SUB. SET	11/24/25
D.R.C. SECOND SUBMITTAL SET	11/03/25
D.R.C. FIRST SUBMITTAL SET	10/16/25
D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE

PROPOSED RENDERING
ESAPLANDE WEST ENTRY

DATE NOVEMBER 14, 2025	**SHEET NO** V-8
SCALE NTS	
BY MC	

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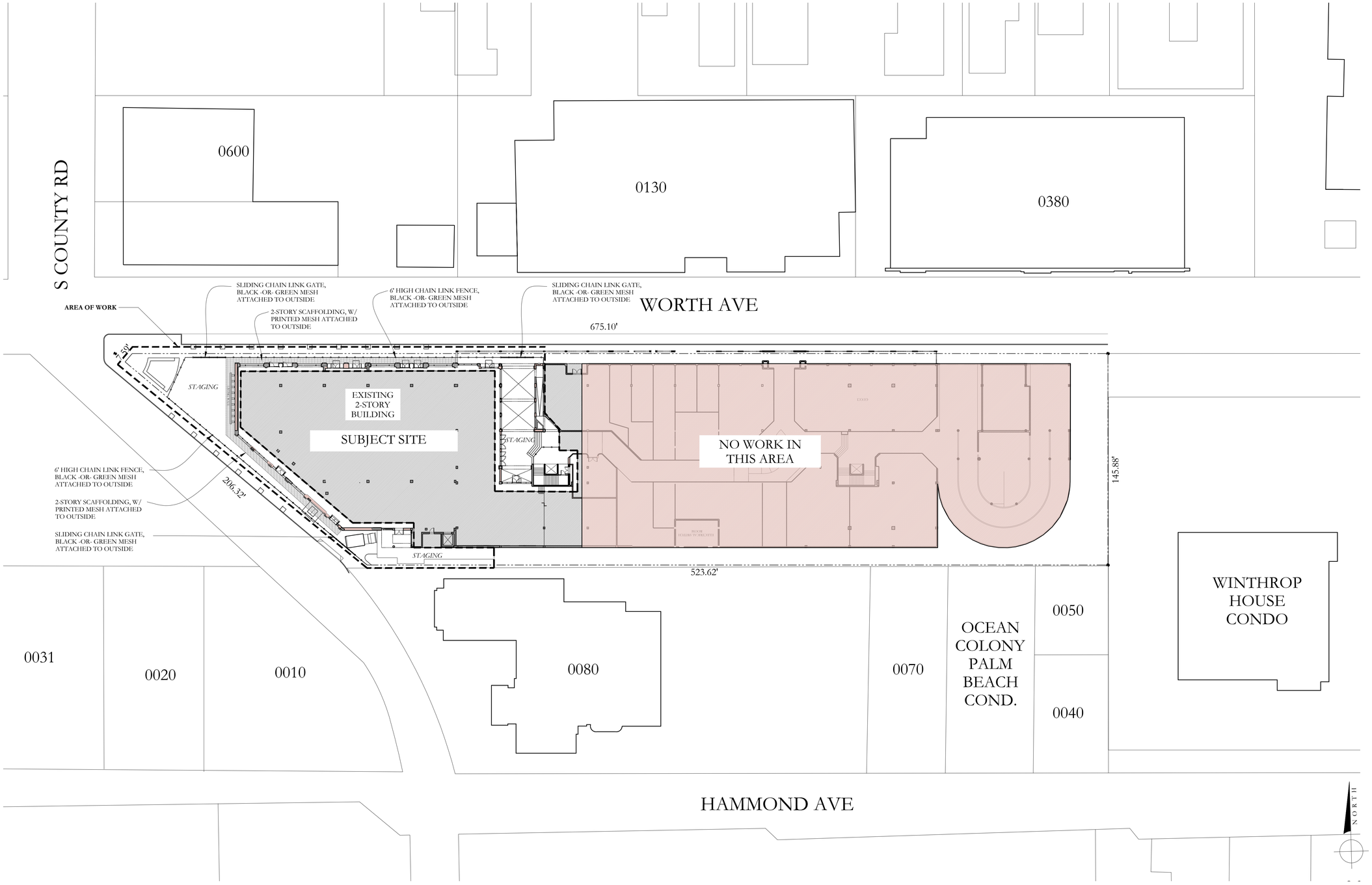

1 PROPOSED CONSTRUCTION STAGING PLAN

1/32"=1'-0"

RICHARD F. SAMMONS
STATE OF FLORIDA
ARCHITECT
REGISTRATION NO. AR0016906

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D.R.C. SECOND SUBMITTAL SET	11/03/25
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D.R.C. PRE-APP MEETING SET	10/13/25

ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
CONSTRUCTION SCREENING PLAN

DATE
NOVEMBER 14, 2025

SCALE
AS NOTED

BY
MC

SHEET NO
CSP-1

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NEW YORK – PALM BEACH
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1 PROPOSED TRUCK INGRESS/EGRESS ROUTES MAP
N.T.S.

*NOTE: SEE SEPARATE CSP SHEET IN LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION

NORTH

PROPOSED INGRESS TRUCK ROUTE

PROPOSED EGRESS TRUCK ROUTE

MAXIMUM VEHICLE SIZE ABLE TO BE ACCOMMODATED ON SITE:

FULL SEMI-TRUCK W/53-FOOT TRAILER (I.E. FULL RANGE OF TRUCK SIZES)

ALL DURATIONS ARE APPROXIMATE BASED ON PROJECTS OF SIMILAR SCALE AND SCOPE

REVISED SCHEDULE TO BE PROVIDED IN FINAL SUBMISSION

ESTIMATE OF NUMBER OF TRUCKS VISITING JOBSITE OVER LIFE OF PROJECT:

5 WORKING DAYS/WEEK (AVG.)
x 26 WORK WEEKS/YEAR (AVG.)
x 2 YEAR (24-MO.[2 SEASONS]) SCHEDULE (PROPOSED)
= **500 TOTAL WORK DAYS (PROPOSED)**

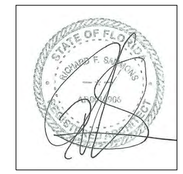
7 TRUCKS/DAY (AVG.)
x 2 TRIPS/DAY (INGRESS & EGRESS)
= **14 TRUCK TRIPS/DAY (AVG.)**

750 TOTAL WORK DAYS (PROP.)
x 14 TRUCK TRIPS/DAY (AVG.)
= ***10,500 TOTAL TRUCK TRIPS OVER LIFE OF PROJECT (EST.)***

*NOTE: THE TRIPS INVOLVE BOTH TRUCK AND BOAT TRANSPORTATION. ENSURING LOGISTICS FOR BOTH ARE PLANNED ACCORDINGLY.

ROUGH SCHEDULE OF CONSTRUCTION W/MAJOR CONSTRUCTION BENCHMARKS:

TASK:	DURATION (IN MONTHS):
SITE PREPARATION & DEMOLITION:	4
BLOCK DELIVERIES & CONCRETE POURS:	6
WINDOW/DOOR DELIVERIES & INSTALLATION:	1.6
DRY-IN:	1.5
INTERIOR FRAMING:	3
ROUGH-IN:	3
DRY WALL:	3
FINISHES:	3
FINAL INSPECTIONS:	3
TOTAL PROPOSED CONSTRUCTION TIME (FOLLOWING ISSUANCE OF BUILDING PERMIT):	**24 mos. (2 WORTH AVE SEASONS)**



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ARC - 25-0084
ZON- 25 -0081

150 WORTH AVENUE
PALM BEACH, FL 33480

SHEET TITLE
TRUCKING LOGISTICS PLAN

DATE: NOVEMBER 14, 2025
SCALE: NTS
BY: MC
SHEET NO: T-1

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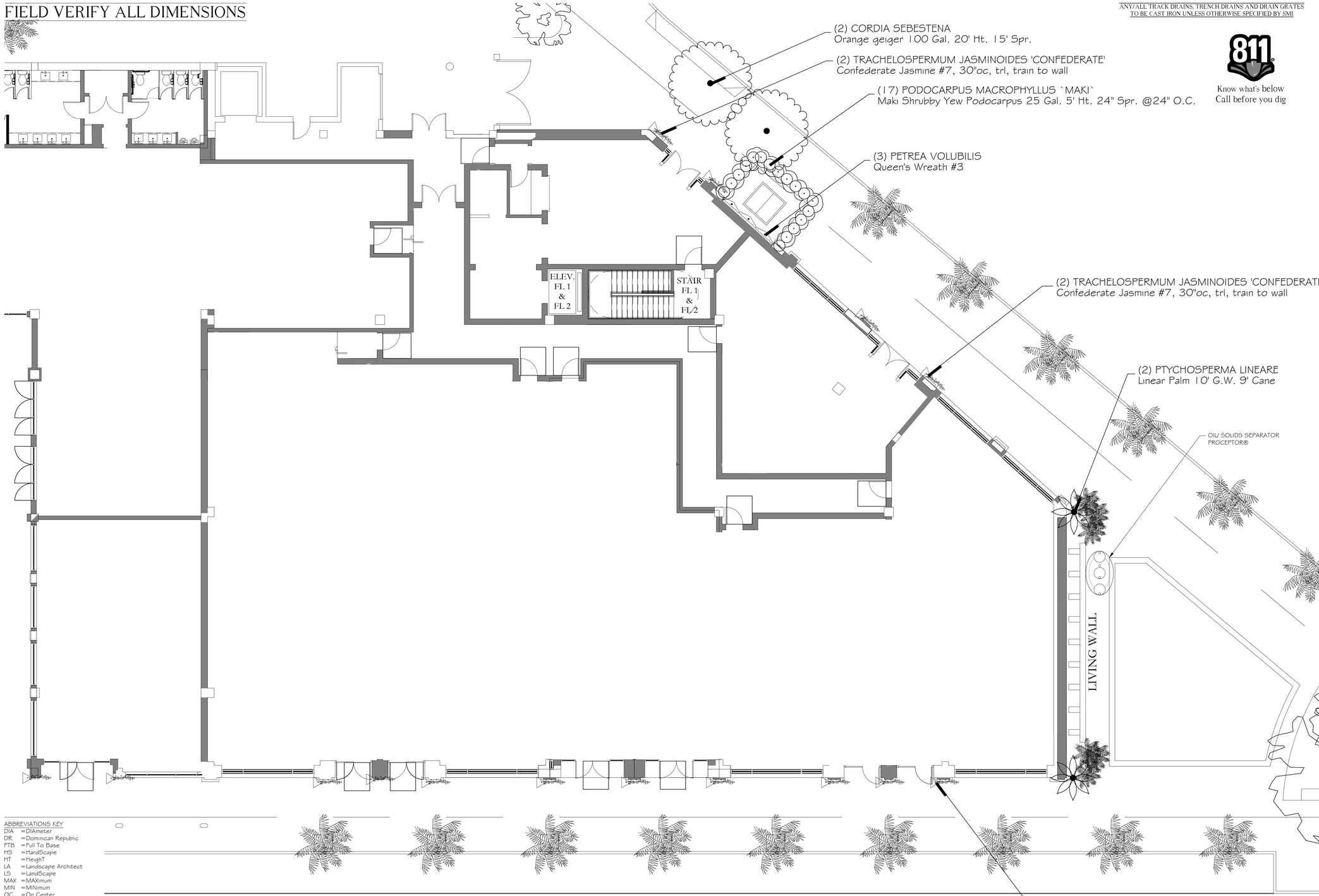
FIELD VERIFY ALL DIMENSIONS

ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI

811 Know what's below Call before you dig



ABBREVIATIONS KEY
DIA =DIAmeter
DR =Dominican Republic
FTB =Full To Base
HS =HardScape
HT =HeighT
LA =Landscape Architect
LS =LandScape
MAX =MAXimum
MIN =MINimum
OC =On Center
SMI =SMI Landscape Architecture
SPP =SPecimen
STD =STandarD
TBD =To Be Determined
TC =Terra Cotta
THK =THicK
TRL =TReLlised
TYP =TYPical
SF =Square Feet
======= =PVC SLEEVES

GRADING
BOS =Bottom Of Steps
ELEV =ELEVation
FFE =Finished Floor Elevation
TOS =Top Of Steps
TOW =Top Of Wall

SMI TO APPROVE STAKED LAYOUT OF ALL TREES AND PLANTING LAYOUT PRIOR TO INSTALLATION

ALL IRRIGATION, IRRIGATION EQUIPMENT AND IRRIGATION BOXES TO BE CONCEALED

ALL PLANTING BEDS ABUTTING LAWN TO HAVE METAL EDGE BORDER

The Esplanade 150 Worth Ave

150 Worth Avenue
Palm Beach, FL 33480

North

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NOTES:
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3	11/24/2025	FINAL SUBMITTAL
2	11/03/2025	SECOND SUBMITTAL
1	10/16/2025	FIRST SUBMITTAL

0	DATE	DESCRIPTION

REVISIONS

Final Submittal

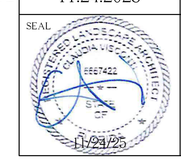
SMI
LANDSCAPE ARCHITECTURE
140 Royal Palm Way, Suite #206, Palm Beach, Florida 33480
Telephone: 561-655-9006 Fax: 561-655-9007
eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE

Planting Plan

SCALE	PROJECT NUMBER:	
1/8" = 1'-0"	2515	
DATE: 11.24.2025	PRJCT MNGR: JAS	CHECKED: . .

SEAL

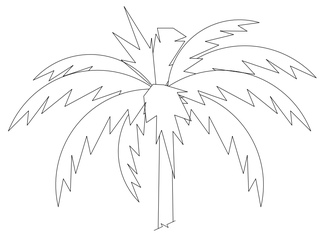


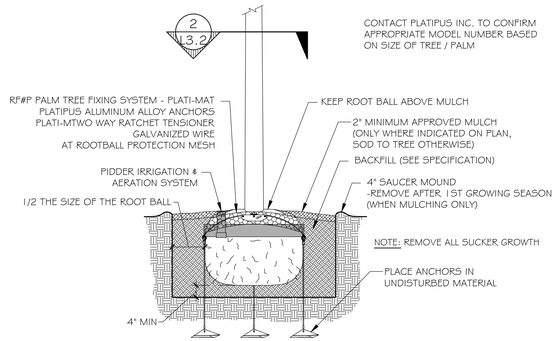
DRAWING NO.

L3.1

SHEET 1 OF 3

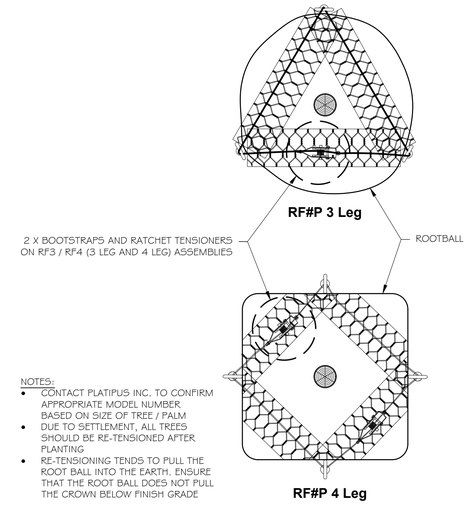
FIELD VERIFY ALL DIMENSIONS





1 L3.2 PLATIPUS TREE ANCHORING DETAIL

SCALE: NOT TO SCALE



2 L3.2 PLATIPUS ROOTBALL BOOTSTRAP DETAIL

SCALE: NOT TO SCALE

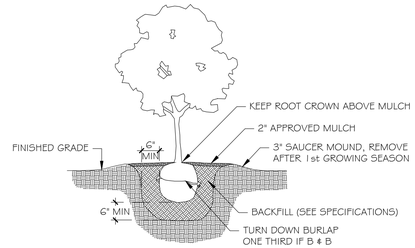
ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI

SMI TO APPROVE STAKED LAYOUT OF [illegible] AND PLANTING LAYOUT PRIOR TO INSTALLATION

ALL IRRIGATION, IRRIGATION EQUIPMENT & IRRIGATION BOXES TO BE CONCEALED

ALL PLANTING BEDS TO HAVE STEEL EDGE BORDER

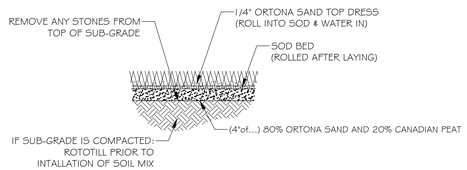
811 Know what's below. Call before you dig



3 L3.2 SHRUB PLANTING DETAIL

SCALE: NOT TO SCALE

ALL SOD PLANTED BETWEEN STONE TO BE CASHMERE ZOYSIA REGARDLESS OF OVERALL SITE SOD TYPE

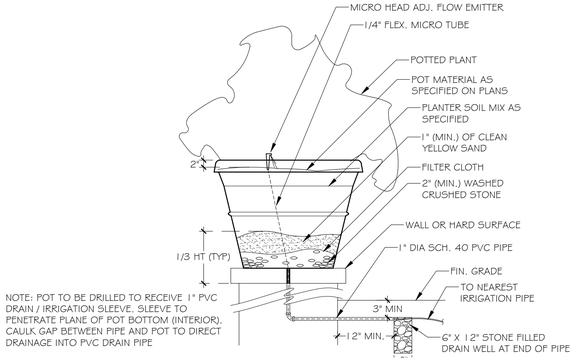


5 L3.2 SOD PLANTING DETAIL

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

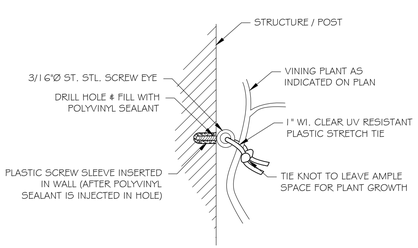
6 L3.2 PLANTING BED DETAIL

SCALE: NOT TO SCALE

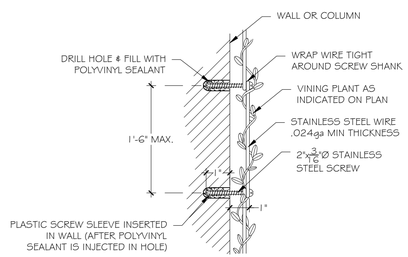


4 L3.2 POTTED PLANT DETAIL

SCALE: NOT TO SCALE



PIN TO WALL

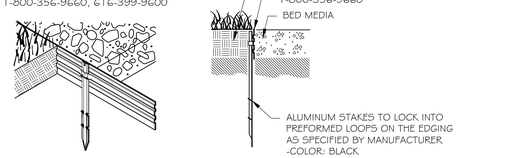


WIRE TO WALL

7 L3.2 VINE SUPPORT DETAIL

SCALE: NOT TO SCALE

NOTES:
1. 16'-0" (4.9M) SECTIONS TO INCLUDE (5) 12" (30.5CM) ALUMINUM STAKES
2. COMPACT GRADES ADJACENT TO EDGING TO AVOID SETTLING. FINISH GRADE TO BE 1/2" (1.3CM) BELOW TOP OF EDGING.
3. CORNERS - CUT BASE OF EDGING UP HALF WAY AND FORM A CONTINUOUS CORNER.
4. PERMALOC CLEANLINE AS MANUFACTURED BY PERMALOC CORPORATION, HOLLAND MI. 1-800-356-9660, 616-399-9600



8 L3.2 PLANT BED EDGING DETAIL

SCALE: NTS

The Esplanade 150 Worth Ave

150 Worth Avenue
Palm Beach, FL 33480

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2	11/03/2025	SECOND SUBMITTAL
1	10/16/2025	FIRST SUBMITTAL
0	DATE	DESCRIPTION

REVISIONS

Final Submittal

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Telephone: 561-655-9006 Fax: 561-655-9007
eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE: Planting Details

SCALE	PROJECT NUMBER:	
NOT TO SCALE	2515	
DATE: 11.24.2025	PRJCT MNGR: JAS	CHECKED: . .

SEAL: REGISTERED LANDSCAPE ARCHITECT JASON A. MEEK 6667422 STATE OF FLORIDA 11/24/25

DRAWING NO. L3.2

SHEET 2 OF 3

FIELD VERIFY ALL DIMENSIONS

PLANTING SPECIFICATIONS

PLEASE FURNISH FLORIDA CERTIFIED LANDSCAPE CONTACTORS (FCLC) REGISTRATION NUMBER WITH PROPOSAL.

GENERAL CONDITIONS

SCOPE:

1. THE WORK INCLUDED IN THESE SPECIFICATIONS SHALL CONSIST OF THE FURNISHING OF ALL LABOR, TOOLS, MATERIALS, PERMITS, ETC., NECESSARY FOR THE EXECUTION OF THE WORK AS HEREIN SPECIFIED AND SHOWN ON THE DRAWINGS.
2. THE LANDSCAPE CONTRACTOR SHALL INSTALL ALL MATERIAL IN ACCORDANCE WITH SOUND NURSERY PRACTICE AND SHALL PERFORM MAINTENANCE AND WATERING UNTIL FINAL COMPLETION AND ACCEPTANCE BY THE LANDSCAPE ARCHITECT.

EXAMINATION OF DRAWINGS AND SITE:

1. THE LANDSCAPE CONTRACTOR SHALL EXAMINE THE SITE AND FULLY ACQUAINT HIMSELF WITH ALL OF THE EXISTING CONDITIONS IN ORDER THAT NO MISUNDERSTANDING MAY AFTERWARDS ARISE AS TO THE CHARACTER OR AS TO THE EXTENT OF THE WORK TO BE DONE, AND LIKEWISE, IN ORDER TO ADVISE AND ACQUAINT HIMSELF WITH ALL PRECAUTIONS TO BE TAKEN IN ORDER TO AVOID INJURY TO PERSONS OR PROPERTY OF ANOTHER. NO ADDITIONAL COMPENSATION WILL BE GRANTED BECAUSE OF ANY UNUSUAL DIFFICULTIES THAT MAY BE ENCOUNTERED IN THE EXECUTION OR MAINTENANCE OF ANY PORTION OF THE WORK. ANY DISCREPANCIES, OR OMISSIONS OR DOUBTS AS TO MEANING SHALL BE COMMUNICATED TO THE LANDSCAPE ARCHITECT, WHO WILL MAKE ANY INTERPRETATIONS HE/SHE DEEMS NECESSARY.

PLANT LIST:

1. ANY DISCREPANCY BETWEEN THE PLANT LIST AND THE DRAWINGS SHALL BE CONSIDERED AS CORRECT ON THE DRAWINGS.

PROTECTION OF PUBLIC AND PROPERTY:

1. THE LANDSCAPE CONTRACTOR SHALL PROTECT ALL MATERIALS AND WORK AGAINST INJURY FROM ANY CAUSE AND SHALL PROVIDE AND MAINTAIN ALL NECESSARY GUARDS FOR THE PROTECTION OF THE PUBLIC. HE SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE OR INJURY TO A PERSON OR PROPERTY WHICH MAY OCCUR AS A RESULT OF HIS FAULT OR NEGLIGENCE IN THE EXECUTION OF THE WORK.

2. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN WORKMAN'S COMPENSATION, COMPREHENSIVE GENERAL LIABILITY INSURANCE ($1,000,000) AND PROPERTY DAMAGE INSURANCE ($1,000,000.00). A COPY OF THE CERTIFICATE OF INSURANCE MUST BE FURNISHED TO OWNER.

GUARANTEE:

1. THE GUARANTEE PERIOD FOR ALL MATERIAL SHALL BEGIN AFTER FINAL APPROVAL BY LANDSCAPE ARCHITECT.

2. ALL MATERIAL EXCEPT SOD SHALL BE GUARANTEED FOR ONE YEAR PROVIDED IT RECEIVES PROPER MAINTENANCE (AS PRESCRIBED BY THE LANDSCAPE CONTRACTOR) BY THE OWNER AND IS NOT DAMAGED OR DESTROYED BY HURRICANES OR OTHER CAUSES BEYOND THE CONTRACTOR'S CONTROL.

3. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT THE OWNERS NEGLECT TO PROVIDE PROPER CARE OF THE MATERIAL.

4. ALL REPLACEMENT COST OF GUARANTEED MATERIAL, INCLUDING EQUIPMENT, AND LABOR, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR

AWARD OF CONTRACT:

1. ONLY UNIT PRICE-INSTALLED BIDS FOR THE WORK WILL BE ACCEPTABLE. HOWEVER, THE OWNER RETAINS THE RIGHT TO DELETE PORTIONS OF THE WORK FROM THE CONTRACT AND/OR AWARD SEPARATE CONTRACTS FOR PHASES OF THE PROJECT. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY AND ALL BIDS WHEN SUCH REJECTIONS ARE IN THE INTEREST OF THE OWNER.

EXECUTION OF THE WORK:

1. THE LANDSCAPE CONTRACTOR SHALL HAVE HIS LABOR CREWS CONTROLLED AND DIRECTED BY A LANDSCAPE FOREMAN WELL VERSED IN PLANT MATERIALS, PLANTING, READING OF BLUEPRINTS AND COORDINATION BETWEEN JOB AND NURSERY IN ORDER TO EXECUTE INSTALLATION RAPIDLY AND CORRECTLY.

WATER:

1. WATER SOURCE SHALL BE FURNISHED BY THE OWNER.

2. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO COORDINATE HIS WORK WITH IRRIGATION CONTRACTOR.

3. ALL PLANT MATERIAL INSTALLED PRIOR TO THE INSTALLATION OF THE IRRIGATION SYSTEM SHALL BE WATERED WITH A TEMPORARY SYSTEM BY THE LANDSCAPE CONTRACTOR.

IRRIGATION:

-DRIP IRRIGATION MAY ONLY BE USED IF SPECIFIED BY SMI OR IF REQUIRED BY MUNICIPALITY

GRADING:

1. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SUBGRADE OF LANDSCAPE AREAS UNLESS OTHERWISE SPECIFIED. THE TERM SUBGRADE SHALL BE DEFINED AS 4"-6" BELOW FINISH GRADE UNLESS OTHERWISE NOTED ON PLANS.

2. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINISHED AND FINE GRADING WITHIN PLANTER BEDS AND THE FILLING OF PLANTER BOXES. THE LANDSCAPE CONTRACTOR SHALL REMOVE ALL EXCESS SOIL AND DEBRIS ACCUMULATED DURING HIS WORK.

3. THE SOD CONTRACTOR SHALL BE RESPONSIBLE FOR FINISH GRADE IN ALL SODDED AREAS. SEE SPECIFICATIONS RELATING TO SPECIES GROWERS.

TO PROTECT AGAINST GANODERMA PALM FUNGUS ALWAYS REMOVE ALL PALM STUMPS FROM PROPERTY - STUMPS ACT AS HOSTS TO THIS DESTRUCTIVE LONG LIVED FUNGUS.

DIGGING

1. THE LANDSCAPE CONTRACTOR SHALL EXERCISE CARE IN DIGGING AND OTHER WORK SO AS NOT TO DAMAGE EXISTING WORK, INCLUDING UNDERGROUND AND OVERHEAD PIPES AND CABLES. SHOULD SUCH UNDERGROUND AND OVERHEAD OBSTRUCTIONS BE ENCOUNTERED WHICH INTERFERE WITH PLANTING, THE LANDSCAPE ARCHITECT OR THE OWNER'S AUTHORIZED REPRESENTATIVE SHALL BE CONSULTED AND WILL ADJUST THE LOCATION OF PLANTS TO CLEAR SUCH OBSTRUCTION OR MOVE THE OBSTRUCTION.

2. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMMEDIATE REPAIR OF ANY DAMAGE CAUSED BY HIS WORK.

PLANTING PITS

1. EXCAVATE CIRCULAR PITS WITH VERTICAL SIDES FOR ALL PLANTS, EXCEPT FOR HEDGES AND PLANTS SPECIFICALLY DESIGNATED TO BE PLANTED IN BEDS. DIAMETER OF PITS OF TREES AND SHRUBS SHALL BE AT LEAST 1/3 LARGER THAN THE DIAMETER OF THE BALL.

2. EXCAVATE PLANTING PITS AND PLANTING BEDS, PREPARE FINE SUBGRADE THROUGHOUT ALL PITS AND BEDS, AND PLACE THE PLANTS TO BE PLANTED FOR APPROVAL BY LANDSCAPE ARCHITECT BEFORE INSTALLATION.

PRUNING

1. REMOVE DEAD AND BROKEN BRANCHES FROM ALL PLANT MATERIAL IMMEDIATELY. PRUNE TO RETAIN TYPICAL GROWTH HABIT OF INDIVIDUAL PLANTS WITH AS MUCH HEIGHT AND SPREAD AS IS PRACTICAL.

2. HEDGE MATERIALS TO BE PULLED IN, TIED AND TRIMMED TO VERTICAL AFTER INSTALLATION, WITH A FINISHED APPEARANCE UNLESS OTHERWISE NOTED.

TREE BRACING AND GUYING

1. REMEMBER TO CONSIDER SOIL CONDITIONS WHEN PLANTING TREES IN MADE UP GROUND AND THE NEED TO PLACE THE ANCHORS IN A UNDISTURBED MATERIAL. IF SO,YOU CAN ORDER 'ED' KITS (EXTRA DEPTH). TO ALLOW FOR THIS YOU MAY ALSO NEED A LONGER DRIVE ROD.

2. THE ANCHOR SHOULD BE DRIVEN TO THE FULL WORKING DEPTH USING A SUITABLE DRIVE ROD.

3. YOU MUST LOADLOCK THE ANCHORS PROPERLY INTO THEIR WORKING POSITION, BY APPLYING AN UPWARDS FORCE / LOAD ON THE WIRE TENDON.

4. IF THE ANCHORS ARE NOT LOADLOCKED PROPERLY, THE TREE WILL BECOME LOOSE WHEN THE FIRST WINDS ARRIVE.

5. PALM TREE ROOTBALLS MUST BE A MINIMUM OF 5' DIAMETER, PROPERLY ROOT WRAPPED AND OF SUFFICIENT STRENGTH AND PROPORTION TO SUPPORT A ROOTBALL FI XING METHOD. THE CORRECT PALM TREE KIT REQUIRED MUST BE SPECIFIED BY THE LANDSCAPE ARCHITECT ONCE THE ROOTBALL DIMENSIONS, TREE HEIGHT AND SAIL AREA OF THE TREE HAVE BEEN ESTABLISHED.

6.THE D-MAN CELLS / DEADMEN SHOULD BE INSTALLED AT LEAST 12" BELOW THE BASE OF THE ROOTBALL WITH THE SOIL COMPACTED ABOVE THE CELLS TO 60%, RIGHT UP TO THE NURSERY LINE.

7.IT IS NOT ADVISABLE TO USE STRAP SYSTEMS FOR CONTAINER GROWN STOCK (SEE PLATI-MAT SYSTEMS).

8. DUE TO SETTLEMENT OF THE TREE & AFTER WATERING RE-TENSIONING IS HIGHLY RECOMMENDED.

9. REFER TO MANUFACTURERS SPECIFICATIONS FOR COMPLETE INSTALLATION INSTRUCTIONS AT WWW.PLATIPUS.US.

10. SMALL TREES SHALL BE GUYED IN THREE DIRECTIONS WITH THREE STRANDS OF NO. 12 GALVANIZED WIRE ATTACHED TO ANCHORS DRIVEN BELOW GRADE. WIRES WHICH COME IN CONTACT WITH THE TREE ARE TO BE ENCASED IN RUBBER HOSE.

PLANT MATERIALS

1. NOMENCLATURE: PLANT NAMES SHALL CONFORM TO THE NAMES GIVEN IN HORTUS III AND IN STANDARDIZED PLANT NAMES, 2001, LATEST EDITION. PREPARED BY THE AMERICAN JOINT COMMITTEE ON HORTICULTURAL NOMENCLATURE. NAMES OF VARIETIES NOT INCLUDED THEREIN, CONFORM GENERALLY WITH NAMES ACCEPTED IN THE NURSERY TRADE.

2. QUALITY: PLANTS SHALL HAVE A HABIT OF GROWTH THAT IS NORMAL FOR THE SPECIES AND SHALL BE SOUND, HEALTHY, VIGOROUS AND FREE FROM INSECT PESTS, PLANT DISEASES AND INJURIES. TREES SHALL BE HEAVILY BRANCHED, OR IN PALMS, HEAVILY LEAFED. REQUIREMENTS FOR THE MEASUREMENT, BRANCHING GRADING, QUALITY, BALLING AND BURLAPPING OF PLANTS IN THE PLANT LISTS GENERALLY FOLLOW THE CODE OF STANDARDS CURRENTLY RECOMMENDED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC., AND THE AMERICAN STANDARD FOR NURSERY STOCK. PLANT MATERIAL SHALL BE GRADED AS SPECIFIED ON THE DRAWINGS.

GRADES SHALL CONFORM TO GRADES AND STANDARDS FOR NURSERY STOCK, STATE PLANT BOARD OF FLORIDA. PALMS WITH MARRED OR BURNED TRUNKS WILL NOT BE ACCEPTED. PLANTS WITH BROKEN, DAMAGED, OR INSUFFICIENT BALLS WILL BE REJECTED. ALL PLANTS SHALL BE FLORIDA FANCY.

3. SUBSTITUTIONS WILL BE PERMITTED ONLY UPON WRITTEN APPROVAL BY THE LANDSCAPE ARCHITECT.

PLANTING SOIL

SOIL BY 'ATLAS SOIL' OR APPROVED ALTERNATE

ALL PLANTING AREAS SHALL BE CLEANED OF ALL PLANT AND MATERIAL TWO WEEKS PRIOR TO INSTALLATION OF SOIL FOR REMOVAL OF ANY WEEDS.

GROUND COVER BEDS -REMOVE 6" OF EXISTING SOIL AND FILL WITH 4" OF 8270 MIX & TILL/MIX INTO EXISTING SOIL.

SHRUB BEDS -REMOVE 6" OF EXISTING SOIL AND FILL WITH A MIX OF 50% APPROVED SOIL & 50% EXISTING SOIL.

TREE PITS -REMOVE SOIL IN THE AMOUNT OF 1/2 LARGER THAN THE BALL OF THE TREE AND REPLACE WITH A MIX OF 50% APPROVED SOIL & 50% EXISTING SOIL.

PALMS -REMOVE SOIL IN THE AMOUNT OF 1/2 LARGER THAN THE BALL OF THE PALM AND REPLACE WITH APPROPRIATE SOIL AND CLEAN YELLOW SAND FREE OF WEEDS.

SOIL SPECS FOR PLANTING BEDS:

ATLAS PEAT & SOIL 8270 MIX
20% can peat
25% fla peat
40% pine bark
15% airlite

SOIL SPECS FOR TREES AND LARGE SHRUBS:

SMILA SOIL MIX (APPROVED SOIL)
50% Pinebark
40% Florida Peat
10% Coarse Sand
10lbs Dolomite per/Yard
18.5lbs TurfPro per/Yard
25 pounds Nutricote 18/6/8-360 P/yard optional .

1. SOLE SOURCE - FROM ATLAS PEAT & SOIL INC., P.O. BOX 3867, BOYNTON BEACH, FLORIDA, 33424-3867, (561) 734-7300

PLANTING SOIL NOT MEETING THESE REQUIREMENTS WILL NOT BE ACCEPTED.

1. SOIL FOR PLANTING TREES, SHRUBS AND GROUND COVER SHALL BE SMILA SOIL UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS.

2. IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO REMOVE ANY EXCESS SOIL AND DEBRIS FROM THE SITE. REFER TO THE GRADING PLAN AND GRADING SPECIFICATIONS.

3. LANDSCAPE ARCHITECT MAY REQUEST SOIL ANALYSIS FOR THE TESTING OF PLANTING SOIL UTILIZED BY THE SELECTED LANDSCAPE CONTRACTOR.

FERTILIZER

1. TREES USE ONE 21 GRAM AGRIFORM PLANTING TABLET PER 1/2" TRUNK DIAMETER. SPACE EQUALLY AROUND AT 2/3 DEPTH OF BALL.

2. SHRUBS: AGRIFORM PLANTING TABLETS SHALL BE APPLIED PER THE MANUFACTURERS SUGGESTED APPLICATION RATES.

3. SOD USE FERTILIZER AS PER BELOW WITH TRACE ELEMENTS APPLIED AT THE RATE OF 15 LBS. PER 1000 SQ. FT. PRIOR TO LAYING SOD.

4. POWDERED MYCCHORIZAE MIX: DIE HARD, 'PLANT HEALTH' CARE OR EQUAL) AND LIQUID B-THRIVE (OR EQUAL) SHOULD BE ADDED TO ALL TREES, SHRUBS AND GROUND COVER PLANTING BEDS AS PER MANUFACTERES DIRECTIONS.

5. ALL TREES, SHRUBS, GROUND COVER AND SOD TO USE LESCO 13-3-13 FERTILIZER AS PER MANUFACTURERS SPECIFICATIONS

MULCH

ALL MULCH FOR THE PROJECT SHALL BE ATLAS GROW.
MULCH SHALL BE APPLIED 2" IN TREES AND PALMS AS SPECIFIED, AND ALL PLANTING BEDS, HEDGE AND SHRUBS. KEEP CROWN OF ROOT BALL ABOVE MULCH
SOLE SOURCE - FROM ATLAS PEAT & SOIL INC., P.O. BOX 3867, BOYNTON BEACH, FLORIDA, 33424-3867, (561) 734-7300

SUBMIT BAG TO LANDSCAPE ARCHITECT FOR APPROVALS.

SABAL PALMS

1. SABAL PALMS SHALL HAVE A MINIMUM TRUNK DIAMETER OF 12" MEASURED 2' ABOVE GROUND.

HEDGES

1. THE LANDSCAPE CONTRACTOR SHALL PROVIDE FULL MATERIAL TO PRODUCE A SOLID SCREEN FROM THE TOP OF HEDGE TO THE BASE OF HEDGE.

2. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE TO ADD FILLERS TO THE HEDGE AS NEEDED TO PRODUCE A SOLID FULL TO BASE (F.T.B.), SCREEN TO BE INCLUDED IN THE CONTRACTED PRICE.
3. PLANT MATERIAL WITH WEAK OR THIN FOLIAGE WILL NOT BE ACCEPTED.

VINES

1. MATERIALS & INSTALLATION OF VINE SUPPORTS SHALL BE INCLUDED IN UNIT COST OF VINE SPECIFIED

SODDING

1. THE LANDSCAPE CONTRACTOR SHALL SOD ALL AREAS INDICATED AND NOTED ON THE DRAWINGS.

2. NO SODDING SHALL OCCUR UNTIL ALL AREAS TO BE SODDED ARE CLEARED OF ANY ROUGH GRASS, WEEDS, AND DEBRIS, THE GROUND BROUGHT TO AN EVEN GRADE AND SPECIFIED AMENDMENTS HAVE BEEN ADDED. SEE DETAILS FOR SPECIFIC AMENDMENTS AS PER SOD TYPE. ALL SODDED AREAS WILL BE TREATED WITH 'ROUNDUP' HERBICIDE PER MANUFACTURER'S SPECIFICATIONS AT LEAST TEN DAYS PRIOR TO SOD INSTALLATION.

3. THE SOD SHALL BE FIRM, TOUGH TEXTURE, HAVING A COMPACTED GROWTH OF GRASS WITH GOOD ROOT DEVELOPMENT. IT SHALL CONTAIN NO NOXIOUS WEEDS, OR ANY OTHER OBJECTIONABLE VEGETATION, FUNGUS, INSECTS OR DISEASE. PREPARATION OF AREAS SHALL BE PERFORMED WELL ENOUGH IN ADVANCE TO ALLOW SUFFICIENT TIME TO WORK PROPERLY. THE SOIL EMBEDDED IN THE SOD SHALL BE GOOD, CLEAN EARTH, FREE FROM STONES AND DEBRIS. THE SOD SHALL BE FREE FROM FUNGUS, VERMIN, AND OTHER DISEASES.

4. BEFORE BEING CUT AND LIFTED, THE SOD SHALL HAVE BEEN MOWED AT LEAST THREE TIMES WITH A LAWN MOWER, WITH THE FINAL MOWING NOT MORE THAN SEVEN DAYS BEFORE THE SOD IS CUT. THE SOD SHALL BE CAREFULLY CUT INTO UNIFORM DIMENSIONS.

5. SOLID SOD SHALL BE LAID WITH CLOSELY ABUTTING JOINTS WITH A TAMPED OR ROLLED EVEN SURFACE.

6. WATERING SHALL BE ACCOMPLISHED UNTIL ACCEPTANCE OF THE WORK BY THE LANDSCAPE ARCHITECT.

7. MAINTENANCE OF MATERIAL SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR UNTIL FINAL APPROVAL OF LANDSCAPE ARCHITECT.

8. IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO BRING THE SOD EDGE IN A NEAT, CLEAN MANNER TO THE EDGE OF ALL PAVING AND SHRUB AREAS.
9. SEE PLANS FOR DETAILS, RE: SOD VARIETIES

10. FOR SOD, APPLY DEPTH OF SOIL AS PER PLANTING DETAILS PAGE. REMOVE ANY STONES FROM TOP OF SUB-GRADE OR COVER STONES WITH ADDITIONAL 2" OF SOIL MIX.

11. ALL SOD AREA SHALL BE TREATED WITH 'ROUND UP' TWO WEEKS PRIOR TO INSTALLATION FOR REMOVAL OF ANY EXISTING OBJECTIONABLE PLANTS. DOSAGE AND APPLICATION PER MANUFACTURERS SPECIFICATIONS.

QUANTITIES FOR LARGE HEDGES / BUFFERS REPRESENT LINEAR FEET OF PLANT, UNLESS OTHERWISE NOTED IN THE PLANT SIZE SPEC

ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI

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PLANT SCHEDULE				
QTY	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE/NON
TREES				
2	Cordia sebestena	Orange geiger	100 Gal. 20' Ht. 15' Spr.	
PALM TREES				
2	Ptychosperma lineare	Linear Palm	10' G.W. 9' Cane	Not Native
QTY	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE
SHRUBS				
17	Podocarpus macrophyllus `Maki`	Maki Shrubby Yew Podocarpus	25 Gal. 5' Ht. 24" Spr. @24" O.C.	Not Native
VINE/ESPALIER				
3	Petrea volubilis	Queen's Wreath	#3	
15	Trachelospermum jasminoides 'Confederate'	Confederate Jasmine	#7, 30"oc, trl, train to wall	Not Native

CLEAN UP

1. THE LANDSCAPE CONTRACTOR SHALL AT ALL TIMES KEEP THE PREMISES FREE FROM ACCUMULATIONS OF WASTE MATERIALS OR RUBBISH CAUSED BY HIS EMPLOYEES OR WORK. HE SHALL LEAVE ALL PAVED AREAS "BROOM CLEAN" WHEN COMPLETED WITH THE WORK.

2. MARKS AND DAMAGE TO EXISTING PAVING MATERIALS SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.

ALL PALMS, TREES, AND LARGE SPECIMEN PLANTS SHALL BE STAKED BY THE LANDSCAPE CONTRACTOR FOR LA APPROVAL OF LAYOUT AND LOCATIONS PRIOR TO INSTALLING SAME.

TREE STAKE PAINT FORMULA:

BEHR PREMIUM PLUS EXT FLAT -ACCENT BASE (4670)

COLORANT		OZ	48	96	
D	THALO GREEN		01	09	1
C	YELLON OXIDE	02	04	0	
B	LAMP BLACK		01	00	0

SUBMIT SAMPLE

SMI TO APPROVE STAKED LAYOUT OF ALL TREES AND PLANTING LAYOUT PRIOR TO INSTALLATION

ALL IRRIGATION, IRRIGATION EQUIPMENT AND IRRIGATION BOXES TO BE CONCEALED
SMI TO APPROVE LOCATIONS OF ANY / ALL IRRIGATION BOXES

ALL PLANTING BEDS TO HAVE STEEL EDGE BORDER

The Esplanade 150 Worth Ave

150 Worth Avenue
Palm Beach, FL 33480

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NOTES:
-FOOTINGS FOR ALL STRUCTURES TO BE AT LEAST 3' BELOW GRADE TO ALLOW FOR PLANTINGS / ROOT BALLS
-DRIP IRRIGATION MAY ONLY BE USED IF SPECIFIED BY SMI OR IF REQUIRED BY MUNICIPALITY

3	11/24/2025	FINAL SUBMITTAL
2	11/03/2025	SECOND SUBMITTAL
1	10/16/2025	FIRST SUBMITTAL
△	DATE	DESCRIPTION

REVISIONS

Final Submittal

SMI
LANDSCAPE ARCHITECTURE
140 Royal Palm Way, Suite #206, Palm Beach, Florida 33480
Telephone: 561-655-9006 Fax: 561-655-9007
eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE
Planting Specifications

SCALE	PROJECT NUMBER:	
NONE	2515	
DATE:	PRJCT MNGR:	CHECKED:
11.24.2025	JAS	. .

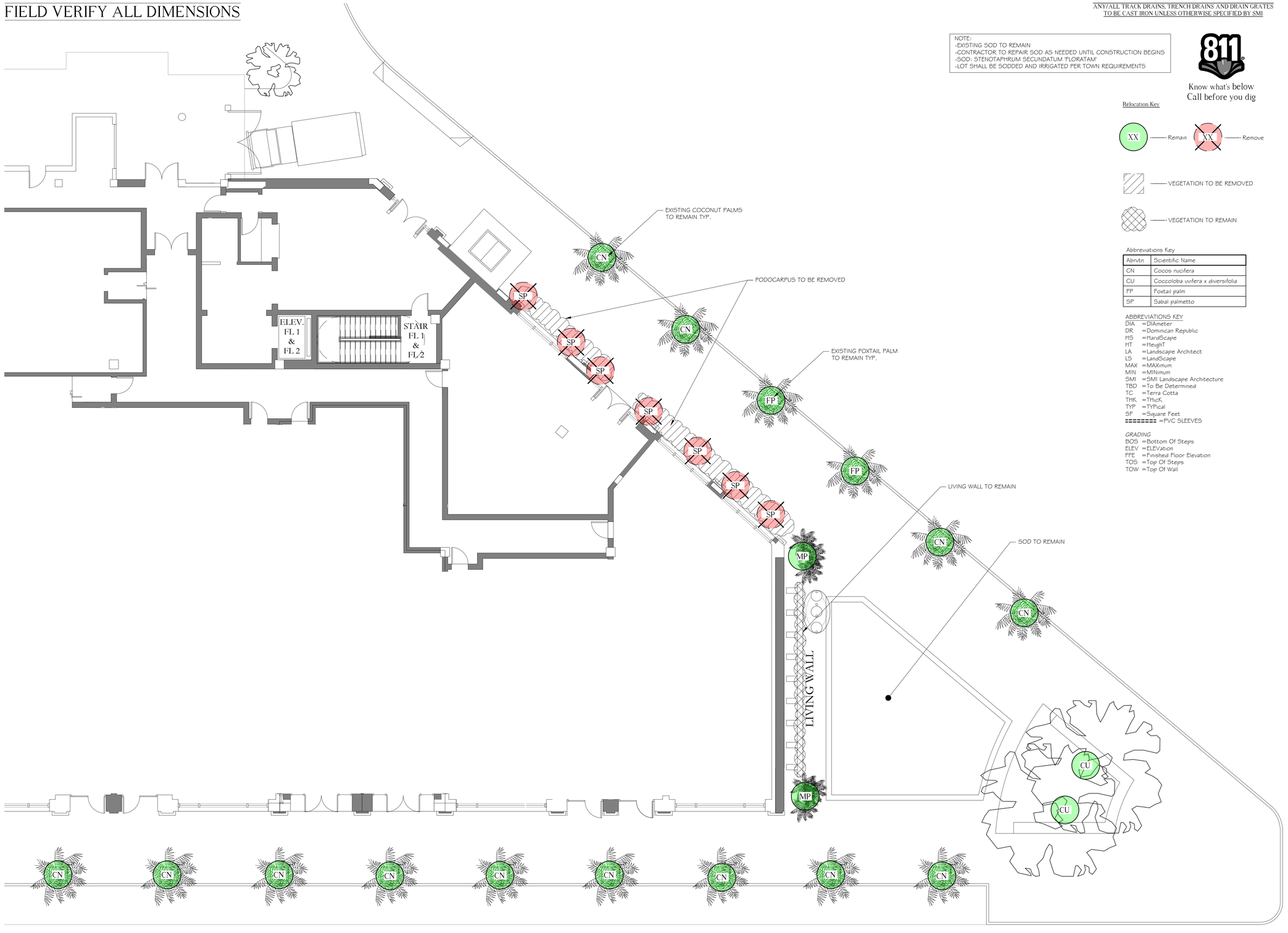
SEAL: STATE OF FLORIDA REGISTERED LANDSCAPE ARCHITECT 6667422 11/24/25

DRAWING NO.
L3.3
SHEET 3 OF 3

FIELD VERIFY ALL DIMENSIONS

ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI

NOTE:
-EXISTING SOD TO REMAIN
-CONTRACTOR TO REPAIR SOD AS NEEDED UNTIL CONSTRUCTION BEGINS
-SOD: STENOTAPHRUM SECUNDATUM 'FLORATAM'
-LOT SHALL BE SODDED AND IRRIGATED PER TOWN REQUIREMENTS



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Relocation Key

XX ..... Remain XX ..... Remove

..... VEGETATION TO BE REMOVED

..... VEGETATION TO REMAIN

Abbreviations Key

Abrvtn	Scientific Name
CN	Cocos nucifera
CU	Coccoloba uvifera x diversifolia
FP	Foxtail palm
SP	Sabal palmetto

ABBREVIATIONS KEY
DIA =DIAmeter
DR =Dominican Republic
HS =HardScape
HT =HeighT
LA =Landscape Architect
LS =LandScape
MAX =MAXimum
MIN =MINimum
SMI =SMI Landscape Architecture
TBD =To Be Determined
TC =Terra Cotta
THK =THicK
TYP =TYPical
SF =Square Feet
======== =PVC SLEEVES

GRADING
BOS =Bottom Of Steps
ELEV =ELEVation
FFE =Finished Floor Elevation
TOS =Top Of Steps
TOW =Top Of Wall

The Esplanade 150 Worth Ave

150 Worth Avenue
Palm Beach, FL 33480

NOTES:
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	DATE	DESCRIPTION
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2	11/03/2025	SECOND SUBMITTAL
1	10/16/2025	FIRST SUBMITTAL

REVISIONS

Final Submittal

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eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE
Pre-Demolition Plan

SCALE	PROJECT NUMBER:	
1/8" = 1'-0"	2515	
DATE:	PRJCT MNGR:	CHECKED:
11.24.2025	JAS	. .

SEAL: REGISTERED LANDSCAPE ARCHITECT GLADIA VIEIRA 6667422 STATE OF FLORIDA 11-24-25

DRAWING NO.
D-1
SHEET 1 OF 2

FIELD VERIFY ALL DIMENSIONS

ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI

811 Know what's below Call before you dig

NOTE:
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-CONTRACTOR TO REPAIR SOD AS NEEDED UNTIL CONSTRUCTION BEGINS
-SOD: STENOTAPHRUM SECUNDATUM 'FLORATAM'
-LOT SHALL BE SODDED AND IRRIGATED PER TOWN REQUIREMENTS

ABBREVIATIONS KEY
DIA =DIAmeter
DR =Dominican Republic
HS =HardScape
HT =HeighT
LA =Landscape Architect
LS =LandScape
MAX =MAXimum
MIN =MINimum
SMI =SMI Landscape Architecture
TBD =To Be Determined
TC =Terra Cotta
THK =THicK
TYP =TYPical
SF =Square Feet
======== =PVC SLEEVES

GRADING
BOS =Bottom Of Steps
ELEV =ELEVation
FFE =Finished Floor Elevation
TOS =Top Of Steps
TOW =Top Of Wall

Abbreviations Key

Abrvtn	Scientific Name
CN	Cocos nucifera
CU	Coccoloba uvifera x diversifolia
FP	Foxtail palm
SP	Sabal palmetto

Relocation Key

XX ---------- Remain

---------- VEGETATION TO REMAIN

ELEV. FL 1 & FL 2

STAIR FL 1 & FL 2

LIVING WALL

LANDSCAPE ARCHITECT TO APPROVE LAYOUT OF ALL HARDSCAPE MATERIAL PRIOR TO INSTALLATION

The Esplanade 150 Worth Ave

150 Worth Avenue
Palm Beach, FL 33480

NORTH

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3	11/24/2025	FINAL SUBMITTAL
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0	DATE	DESCRIPTION

REVISIONS

Final Submittal

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eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE
Post Demolition Plan

SCALE 1/8" = 1'-0"
PROJECT NUMBER: 2515
DATE: 11.24.2025
PRJCT MNGR: JAS
CHECKED: . .
SEAL
DRAWING NO. D-2
SHEET 2 OF 2

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 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 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.
33-2025

Date: 11/14/2025

ATTACHMENTS

Staff Report
Ordinance No. 033-2025
Business Impact Statement

STRATEGIC PLAN

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

Strategic Focus Areas:
Emergency Management
Quality of Life
On-island Mobility

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. 033-2025 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. At the November 13 Town Council meeting, staff presented proposed regulations to the Town Council for the incorporation of landscaping as an additional means to screen equipment and received direction to proceed providing for protections of the maximum height of equipment above a site wall that can be screened with landscape.

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 elevation causes the top of the equipment to extend up to twelve (12) inches above the screening wall which is also constructed to its maximum permitted height, landscape material must also be installed to screen the

exposed equipment from neighboring properties and rights-of-way and the required landscape material must be of sufficient height and density at the time of planting to fully screen the equipment. Equipment which extends more than twelve (12) inches beyond the top of the maximum height screening wall shall either seek a variance for additional screening wall height in order to comply with the requirement or relocate the equipment outside of the allowable setback."

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. 033-2025 is ready for approval on First Reading.

WRB:JGM:BMF

ORDINANCE NO. 033-2025

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;

DRAFT

WHEREAS, Town Council on June 9, 2025 referred the question of equipment screening for higher-elevation flood zones to the Planning and Zoning Commission for its review and recommendations; and

WHEREAS, the Planning and Zoning Commission at its public meeting on November 4, 2025 recommended that the Town Council amend the Town's mechanical equipment regulations to require the difference between the top of equipment screening wall and height of equipment be screened by landscape material when FEMA requires higher equipment that cannot be adequately screened by site walls.

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 elevation causes the top of the equipment to extend up to twelve (12) inches above the screening wall which is also constructed to

its maximum permitted height, landscape material must also be installed to screen the exposed equipment from neighboring properties and rights-of-way and the required landscape material must be of sufficient height and density at the time of planting to fully screen the equipment. Equipment which extends more than twelve (12) inches beyond the top of the maximum height screening wall shall either seek a variance for additional screening wall height in order to comply with the requirement or relocate the equipment outside of the allowable setback. 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.

(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 elevation causes the top of the equipment to extend up to twelve (12) inches above the screening wall which is also constructed to its maximum permitted height, landscape material must also be installed to screen the exposed equipment from neighboring properties and rights-of-way and the required landscape material must be of sufficient height and density at the time of planting to fully screen the equipment. Equipment which extends more than twelve (12) inches beyond the top of the maximum height screening wall shall either seek a variance for additional screening wall height in order to comply with the requirement or relocate the equipment outside of the allowable setback.

(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

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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 elevation causes the top of the equipment to extend up to twelve (12) inches above the screening wall which is also constructed to its maximum permitted height, landscape material must also be installed to screen the exposed equipment from neighboring properties and rights-of-way and the required landscape material must be of sufficient height and density at the time of planting to fully screen the equipment. Equipment which extends more than twelve (12) inches beyond the top of the maximum height screening wall shall either seek a variance for additional screening wall height in order to comply with the requirement or relocate the equipment outside of the allowable setback. 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 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 elevation causes the top of the equipment to extend up to twelve (12) inches above the screening wall which is also constructed to its maximum permitted height, landscape material must also be installed to screen the exposed equipment from neighboring properties and rights-of-way and the required landscape material must be of sufficient height and density at the time of planting to fully screen the equipment. Equipment which extends more than twelve (12) inches beyond the top of the maximum height screening wall shall either seek a variance for additional screening wall height in order to comply with the requirement or relocate the equipment outside of the allowable setback. 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) 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 elevation causes the top of the equipment to extend up to twelve (12) inches above the screening wall which is also constructed to its maximum permitted height, landscape material must also be installed to screen the exposed equipment from neighboring properties and rights-of-way and the required landscape material must be of sufficient height and density at the time of planting to fully screen the equipment. Equipment which extends more than twelve (12) inches beyond the top of the maximum height screening wall shall either seek a variance for additional screening wall height in order to comply with the requirement or relocate the equipment outside of the allowable setback. 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 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

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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 December 2025; and for the Second and Final Reading on this 14th day of January 2026.

Danielle H. Moore, Mayor

Bobbie Lindsay, Town Council President

Lewis S.W. Crampton, President Pro Tem

Julie Araskog, Town Council Member

ATTEST:

Bridget Moran, Town Council Member

Kelly Churney, Town Clerk

Edward Cooney, Town Council Member

THE TOWN OF PALM BEACH
Business Impact Estimate

TITLE OF ORDINANCES:

ORDINANCE NO. 033-2025

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

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 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, 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: December 10, 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: 11/18/2025

ATTACHMENTS

Ordinance

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

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.

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~~*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.~~

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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.

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(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.

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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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TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 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: 11/20/2025

ATTACHMENTS

Revised Ordinance No. 030-2025

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

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.

****

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 3. 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 4. 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 adjustments~~waivers~~ from~~to~~ the strict application of the underlying zoning district regulations.

(1) *Application of landmark ~~dimensional~~ adjustments~~waivers for landmark properties~~*. The ~~dimensional~~ landmark adjustments~~waivers~~ 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 t~~The 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~~ adjustments~~waivers available for landmark structures~~*. The Llandmark Pp~~p~~reservation 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;

4. The overall height of the accessory structure does not exceed the overall height of the primary residence; and,

~~1.~~5. Relief from minimum setback requirements is not requested.

(3) *Landmarks ~~P~~preservation ~~C~~commission action; ~~T~~town ~~C~~council ratification of commission action on applications involving ~~dimensional~~ landmark adjustments~~waivers~~*.

a. *Decisions to be placed on ~~T~~town ~~C~~council consent agenda*. Decisions of the ~~L~~landmark ~~P~~preservation ~~C~~commission 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 ~~T~~town ~~C~~council after the decision.

b. *Removal of decisions from consent agenda*. Decisions that are placed on the ~~T~~town ~~C~~council consent agenda pursuant to subsection a., may be removed

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from the consent agenda and placed on the regular agenda at the request of a member of the Ttown Ceouncil.

(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 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.

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

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_____
Julie Araskog, Town Council Member

ATTEST:

_____
Bridget Moran, Town Council Member

_____
Kelly Churney, Town Clerk

_____
Edward Cooney, Town Council Member

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TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 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: 11/18/2025

ATTACHMENTS

Ordinance

STRATEGIC PLAN

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

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ORDINANCE NO. 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.

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 and 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

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.

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 13th day of November, 2025, and for second and final reading this 10th day of Decemeber, 2025.

Danielle H. Moore, Mayor

Bobbie Lindsay, Town Council President

Lewis S.W. Crampton, Council President Pro Tem

Julie Araskog, Town Council Member

ATTEST:

Edward A. Cooney, Town Council Member

Kelly Churney, CMC, Town Clerk

Bridget Moran, Town Council Member

TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2025

To: Town Council

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

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: 11/18/2025

ATTACHMENT
Ordinance

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

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 13th day of November, 2025, and for second and final reading this 10th day of December, 2025.

Danielle H. Moore, Mayor

Bobbie Lindsay, Town Council President

Lewis S.W. Crampton, Council President Pro Tem

Julie Araskog, Town Council Member

ATTEST:

Edward A. Cooney, Town Council Member

Kelly Churney, CMC, Town Clerk

Bridget Moran, Town Council Member