TOWN COUNCIL MEETING

TOWN OF PALM BEACH

MARCH 4, 2026

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 AGENDA

ADMINISTRATION OF THE OATH

COMMENTS

1. MAYOR AND TOWN COUNCIL MEMBERS
2. PUBLIC - 3 MINUTE LIMIT

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

PUBLIC HEARINGS

GENERAL BUSINESS

3. Chris Storkerson Absence Petition
4. Annual Report of the Investment Advisory Committee
5. **16-2026** 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 345 Seabreeze 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.
6. **20-2026** 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 130 Cocoanut Row 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. **21-2026** 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 400 Seaspray 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.

8. **22-2026** 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 230 Seaspray 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. **23-2026** 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 140 Seaview 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.

UNFINISHED BUSINESS

10. ZON-23-020 (COA-23-003) 139 N COUNTY RD. - THE PARAMOUNT THEATER - Review and Finalize the Draft Declaration of Use Agreement
TIME CERTAIN: 2:00 PM

11. ZON-24-0043 (COA-24-0018) 100, 101, 102, & 103 FOUR ARTS PLZ —The Society of the Four Arts - Big Picture Update on Project Requested by Town Council

12. ZON-25-0091 (ARC-25-0102) 151 WORTH AVE - Review of Draft Declaration of Use Agreement

13. ZON-25-0049 (ARC-25-0050) 180 ROYAL PALM WAY, 301-309 S COUNTY RD AND 155-7 BRAZILIAN AVE (COMBO)—SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCES. The applicant, FG Palm Beach Fund LLC and EYE MAN Limited Partnership & TAU Mid Partnership LLP, has filed an application requesting Town Council review and approval for a Special Exception for two-story buildings in the C-TS zoning district, site plan review for the construction of new mixed use buildings with ground floor parking and second floor residences and the conversion of two floors of office use into residential use, and three (3) variances, (1) to reduce the required minimum drive aisle width, (2) to exceed the maximum building length and (3) to exceed the maximum allowable floor area of 15,000 SF. The Architectural Commission will perform design review of the application.
TIME CERTAIN: 11:30 AM

14. ZON-25-0066 (ARC-25-0076) 3031 S OCEAN BLVD (COMBO)—SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCES The applicant, PB3031 LLC, has filed an application requesting

town council approval of sixteen (16) variances including 1) For reduced lot width on a nonconforming parcel of land, 2) to exceed the maximum lot coverage for a five-story building, 3-6) to reduce the required front, both sides and rear setback, 7-8) to exceed the maximum height and overall height for a five-story building, 9) to reduce the amount of landscape open space, 10) to reduce the required setbacks for swimming pools, 11) to exceed the amount of mechanical equipment permitted within required yards, 12) to exceed the maximum building length, 13) to reduce the amount of common recreational open space, 14) to reduce the required bulkhead setback, 15) to exceed the maximum amount of fill, and 16) to reduce the required drive aisle width. And a Special Exception request for the construction of a five-story residential redevelopment of an existing nonconforming parcel of land to replace an existing two-story building in the R-D-(1) zoning district. Town Council shall review the application as it pertains to zoning relief/approval. The Architectural Commission shall perform design review of the application.

15. ZON-25-0082 (ARCS-25-0937) 241 EL DORADO LN (COMBO) – VARIANCE(S) The applicant, Desmond & Cristina Keogh (Paradelo Burgess Design Studio), has filed an application requesting Town Council review and approval of two (2) variances related to installation of artificial turf, including 1) a variance for deficient landscape open space and 2) deficient required front yard landscape open space. The Architectural Commission shall perform design review of the application.

16. ZON-24-0055 (COA-24-0022) 120-132 N County Road - Palm Beach Synagogue - Review of Draft Declaration of Use Agreement
This item shall be deferred to the April 15, 2026, Town Council meeting, at the request of the applicant.

17. 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. ***The applicant will be in person to request a deferral to the April 15, 2026, Town Council meeting.***

18. 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 April 15, 2026, Town Council meeting, pending architectural design review.***

NEW BUSINESS

19. ZON-25-0070 (ARC-25-0078) 937 N LAKE WAY (COMBO) – VARIANCE. The applicant, 8SEASIV LLC (Pamela Cline), has filed an application requesting Town Council review and approval for a (1) variance to retain existing nonconforming landscape open space related to a garage addition and landscape & hardscape renovations. The Architectural Commission shall perform design review of the application.

20. ZON-25-0087 (ARC-25-0095) 333 SUNSET AVE (COMBO) - VARIANCES. The applicant, Royal Poinciana South (Maura Ziska), has filed an application requesting Town Council review and approval of two variances 1) to exceed maximum sign area 2) installation of a sign within a setback. The Architectural Commission shall perform design review of the application.

21. ZON-25-0096 (ARC-25-0104) 315 CHAPEL HILL RD (COMBO) – VARIANCE(S). The applicant, Ocean Breezes 2 LLC (James Crowley, Representative), has filed an application requesting Town Council review and approval of three (3) variances related to the reconfiguration of the mechanical equipment and site plan for a new residence, including; (1) a variance to exceed maximum wall height in front yard area, (2) variance for a generator with reduced north side-yard setback, and (3) a variance for cooling tower and screening wall encroachment into required front yard area. The Architectural Commission shall perform design review of the application.

22. ZON-26-0001 (ARC-25-0098) 1519 N OCEAN WAY (COMBO) – VARIANCE. The applicant, The Duane and Kelly Roberts Community Property Trust U/A/D May 11, 2012 (Kelly Roberts, Trustee), has filed an application requesting town council review and approval of a variance to permit four pieces of A/C equipment in a side-yard setback where a maximum of two pieces of equipment are permitted, as part of renovation and additions including hardscape and landscape changes at an existing residence. The Architectural Commission shall perform design review of the application.

23. ZON-26-0003 (ARC-26-0001) 216-218 WORTH AVE—SPECIAL EXCEPTION WITH SITE PLAN REVIEW & VARIANCE. The applicant, Brunello Cucinelli Boutique, has filed an application requesting Town Council review and approval for a Special Exception with a Site Plan Review for a permitted use greater than 4,000 SF in the C-WA zoning district for the expansion of the existing Brunello Cucinelli Boutique to include the second floor, necessitating a parking variance located at 216 and 218 Worth Avenue. The Architectural Commission shall perform design review of the application.

24. ZON-26-0004 95 N COUNTY RD—SPECIAL EXCEPTION WITH SITE PLAN REVIEW. The applicant, Flagler System Management Inc and ARHAUS, has filed an application requesting Town Council review and approval for a Special Exception request (1) for a retail use in the C-TS district with square footage > 3,000 SF in order to allow a change of use from a 14,495 SF office in a landmarked building to a 10,196 SF retail space to accommodate a single commercial tenant.

25. ZON-26-0005 (ARC-25-0094) 1300 N OCEAN BLVD (COMBO) – VARIANCE. The applicants, Laurence & Molly Austin, have filed an application requesting Town Council review and approval for a variance to revest the existing landscape open space deficit on a parcel over 20K square feet in the R-B zoning district. The Architectural Commission shall perform design review of the application.

26. ZON-26-0006 (COA-26-0002) 1100 SOUTH OCEAN BLVD – MAR-A-LAGO – SPECIAL EXCEPTION AND SITE PLAN REVIEW. The applicant, Mar-a-Lago Club, LLC. (Harvey E. Oyer, III, Authorized Representative), has filed an application requesting Town Council review and approval for Site Plan Review to install two new 400KW generators enclosed in a new building, and a modification to an existing Special Exception for a private club use. The Landmarks Preservation Commission shall perform design review of the application.

ORDINANCES

27. FIRST READING

27.1 6-2026 An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 134, Zoning, Article XI, Signs, Division 1, Generally, At Section 134-2373, General Regulations And Definitions Applicable To Permitted Signs, Related To The Prohibition Of Signage On Awnings To Allow Signage On The Valance Of Awnings Subject To Certain Conditions; Division 3, Commercial Districts, Adding Section 134-2451, Signs On The Valance Of An Awning, Creating Standards For Signage On Awnings; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.

27.2 7-2026 An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 134, Zoning At Article IX, Off-Street Parking And Loading, Division 2. Off-Street Parking, By Amending Section 134-2175 To Remove The Exemption Of Landmarked Commercially Zoned Buildings From Providing Additional Required Off-Street Parking If Increased Occupancy Or Use Is Created By Interior Building Improvements Which Create More Gross Leasable Area By Deleting In Its Entirety 134-2175(E); Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.

27.3 8-2026 An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 134, Zoning, By Amending Article IX, -- Off-Street Parking And Loading, Division 2, -- Off-Street Parking, By Creating A New Section To Provide Regulations For Tandem (Stacked) Parking In A Valet Operated And Maintained Parking Lot Or Parking Garage; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.

27.4 9-2026 An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 134, Zoning, By Amending Article VIII, -- Supplementary District Regulations, Division 6, -- Structures, Subdivision I, -- In General At Section 134-1703, --Reserved, To Provide Regulations For Pedestrian Access Stairs And Ramps To The Oceanfront Beach; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.

27.5 10-2026 An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 62, - Marine Structures, Article II, - Bulkheads, Seawalls And Groins On Atlantic Ocean At Section 62-37, - Bulkheads Groins To Accord With Plat; Variances., And Amending Chapter 134, Zoning, By Amending Article VIII, - Supplementary District Regulations, Division 6, - Structures, Subdivision I, - In General At Section 134-1701, - Structures East Of Ocean Bulkhead Line To Update The Permitted Location Of New And Reconstructed Ocean Seawalls; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.

28. SECOND READING

28.1 3-2026 An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 134, Zoning, Section 134-2, Definitions And Rules Of Construction; Section 134-1608 To Amend Basement Regulations To Recognize Flood Vents And Other Basement Wall Penetrations; Providing for Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.

28.2 4-2026 An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 134, Zoning, Article VI - District Regulations, Division 4 – R-B Low Density Residential District, Section 134-893, Lot, Yard And Area Requirements – Generally, Subsections (B)(5) Front Yard And (B)(9) Rear Yard, Thereby Adding Criteria For The Granting Of Reduced Front Yard Setbacks In The R-B Low Density Residential District; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.

ANY OTHER BUSINESS

29. Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 320 Chilean Ave.

30. Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 134 Seabreeze Ave.

31. Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 218 Barton Ave.

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: March 4, 2026

To: Town Council

Via: Kelly Churney, CMC

From: Town Clerk's Office

Re: Chris Storkerson Absence Petition

Date: 1/30/2026

The absence policy for the Investment Advisory Committee is established in Section 2-567 of the Town Code of Ordinances:

> *Removal provisions; absences.* All members of the investment advisory committee serve at the pleasure of the town council and may be removed from the committee with or without cause. Members of the committee shall be automatically removed for lack of attendance. Lack of attendance shall be defined as a failure to attend two scheduled meetings in any 12-month period. Excused absence due to illness, a death in the family, religious holidays and requirements of legal process shall not constitute lack of attendance. The member shall notify the finance director in writing of the board member's intended absence at least seven business days prior to the regularly scheduled meeting. Failure to do so, absent an emergency which prevents timely notice, will cause the absence to be unexcused. Excused absences shall be entered into the minutes of the next regularly scheduled meeting of the committee after the absence. A member may petition the town council, in the event of extenuating circumstances, to excuse an absence otherwise not automatically excused pursuant to the provisions of this section.

During the 2025 calendar year, Mr. Chris Storkerson incurred two unexcused absences from noticed meetings of the Investment Advisory Committee on May 16, 2025, and November 14, 2025. The Investment Advisory Committee meets four times annually.

Pursuant to Section 2-567 of the Town Code of Ordinances, Mr. Storkerson is required to petition the Town Council to retain his seat on the Investment Advisory Committee.

STRATEGIC PLAN

Strategic Priorities:
Governmental Leadership and Innovation

Strategic Focus Areas:
Collaborative Town Government

FUNDING
No Fiscal Impact

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

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 345 Seabreeze 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.
16-2026

Date: 2/19/2026

The property located at 345 Seabreeze Avenue is before you for Landmark designation as Resolution 16-2026. The owner of the property is in opposition to the designation of this property due to the flood plain elevation.

ATTACHMENTS

Resolution No. 16-2026
Designation Report
Excerpt from Landmarks Meeting

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation

FUNDING

No Fiscal Impact

RESOLUTION NO. 16-2026

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 345 SEABREEZE 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 345 Seabreeze Avenue and the property to be landmarked is legally described as follows: Lots 64 and 66, POINCIANA PARK, a Subdivision in the Town of Palm Beach, Florida, according to the plat thereof recorded in the office of the Clerk of the Circuit Court in and for Palm Beach County, Florida, in Plat Book 6, Page 1.

Section 4: 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 March 4, 2026.

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

345 Seabreeze Avenue



DESIGNATION REPORT

December 17, 2025

Landmark Preservation Commission

Palm Beach, Florida

DESIGNATION REPORT

345 Seabreeze Avenue

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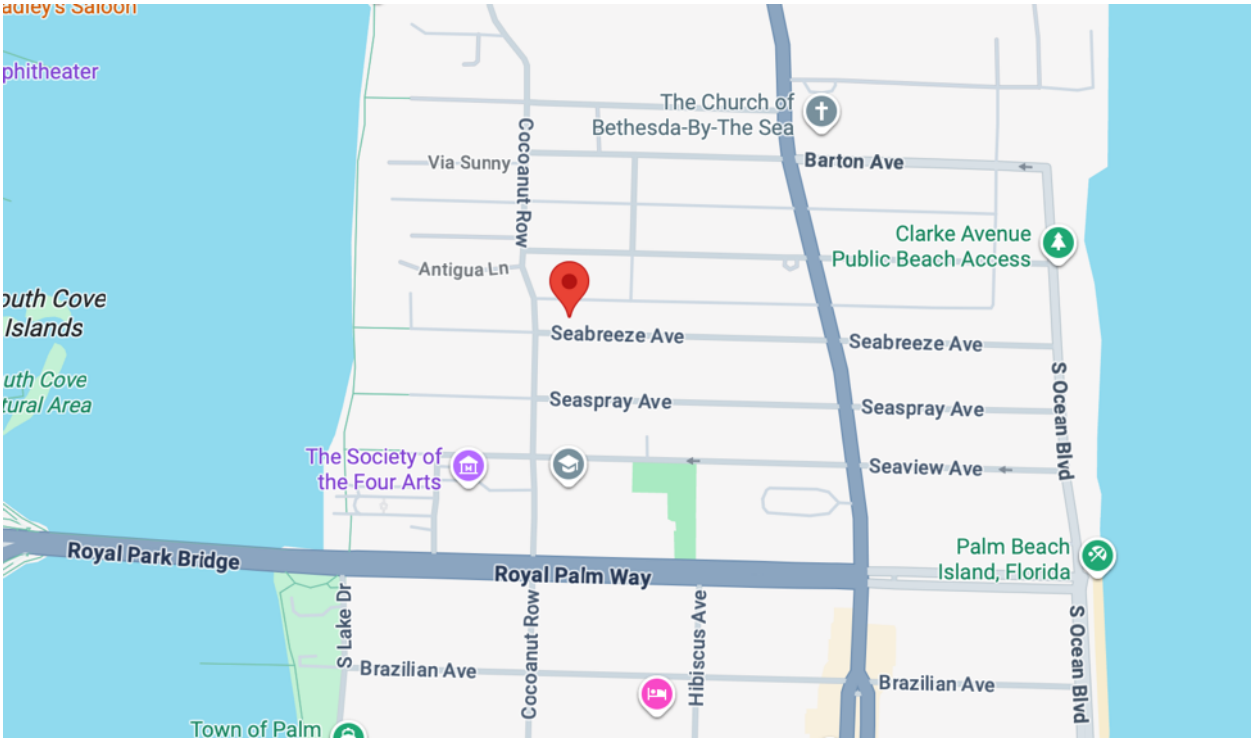
Report produced by Murphy Stillings, LLC

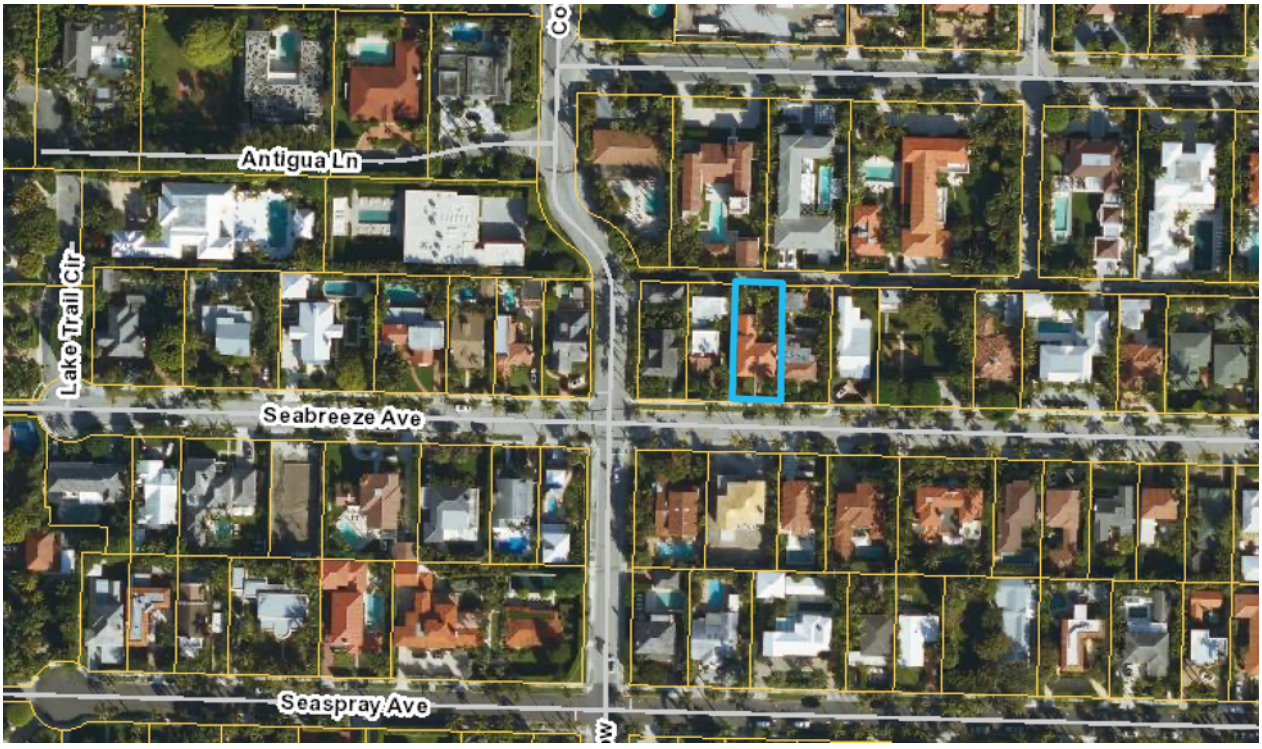
I. General Information

Location:	345 Seabreeze Avenue Palm Beach, Florida
Date of Construction:	1935
First Owner:	Harold Mattes
Architect:	Bruce Kitchell
Builder:	William A. Bound
Present Owner:	Ramsey C. Speer
Present Use:	Single Family Dwelling
Present Zoning:	R-B
Palm Beach County Tax Folio Number:	50-43-43-22-06-000-0640
Current Legal Description:	Poinciana Park Lots 64 & 66

II. Location Map

345 Seabreeze Avenue





III. Architectural Information

345 Seabreeze Avenue was constructed in 1935 by builder William A. Bound and is a very good example of the Monterey style of architecture as interpreted by distinguished Palm Beach architect Bruce Kitchell.[1] The charming residence is located on the north side of Seabreeze Avenue between North County Road and Cocoanut Row in the Poinciana Park subdivision.



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, and named after Monterey, California where the style was most prevalent, is characterized by the wide,

[1] Town of Palm Beach Building Permit No. 15535, 18 November 1935.

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 incorporating the second story balcony and simple forms with the decorative detailing often confined to the balcony rail.[2] Balcony railings are typically styled in wood or iron and give Monterey houses a sense of individuality and help differentiate between variations of the style.[3] In the 1930s and 1940s, in addition to Bruce Kitchell, many other notable Palm Beach architects designed houses in the Monterey style.[4]

Kitchell's design of 345 Seabreeze Avenue is a two-story, masonry dwelling covered with smooth stucco with low-pitched hipped roofs covered with flat concrete tiles.[5] The L-shaped residence is composed of a symmetrical two-bay element to the west with two six-over-six, double hung sash windows with simple masonry sills flanked by louvered shutters on both the first and second stories.



[2] Virginia Savage McAlester. A Field Guide to American Houses. Knopf, Borzoi Books, 2013. Pages 537-540.
[3] Jane S. Day, Town of Palm Beach Landmark Manual, 2009.
[4] Architects John Volk, Maurice Fatio, Marion Sims Wyeth, Henry Harding, Howard Chilton, Gustav Maass and Belford Shoumate were also designing houses in the Monterey style.
[5] 345 Seabreeze Avenue shows as a tile building on the Sanborn Insurance Company Map. It appears that the tiles along the roof ridges are clay barrel tiles.

The recessed section to the east presents the decorative elements of the dwelling. The first story features the main entry with a wood paneled door fronted by a simple screen door and topped with a picturesque fanlight; an element often found in Monterey designs with French influence. Flanking the entry is an arched head louvered shutter and to the east are multi-light French doors also flanked by louvered shutters. This first story entry section is covered by a wood porch with wavy broad arches and paired square columns. The second story contains the focal of this Monterey Revival style house – the ornate metal rail in an eye-catching peacock feather design that wraps the second story porch and reflects the French Creole influence of this Monterey design. In addition to the rail, the porch features paired square columns, a slight overhanging roof with exposed rafter tails, two six-over-six sash windows with simple masonry sills flanked by louvered shutters as well as French doors used to access the porch.



Almost all of the louvered shutters on the dwelling include shutter dog hardware. A chimney is present on the east exterior wall and there is a front-gable roof two-car attached garage apartment at the rear that is accessed from the alley between Seabreeze and Clarke Avenues. Since its construction in 1935, 345 Seabreeze Avenue has been well maintained with minimal alterations and retains excellent historic architectural character.[6]



IV. Historical Information

345 Seabreeze Avenue is located in the Poinciana Park's first subdivision. Poinciana Park was platted and largely developed by Oscar A. Jose and his City Builders Realty Company. Jose, a successful Indianapolis developer, created Poinciana Park by purchasing tracts of land south of the Breakers and the Royal Poinciana Hotels from Lake Worth to the Atlantic Ocean. This area became the "Sea" streets with Sea

[6] The original drawings show a rectangular front door without the elliptical fanlight, but all of the earlier photos show the existing door and elliptical fanlight and there are no permits indicating that the front entry was changed. The original drawings also show brick lintels over the windows and doors which do not exist on the current dwelling and were likely not included.

Breeze platted in 1914 followed by Sea Spray in 1917 and the north side of Sea View in 1923.[7] A brochure designed and distributed by City Builders Realty Company titled "Poinciana Park, The Preferred Location," goes into great detail about the many advantages of wintering in Palm Beach and the benefits of owning or leasing a house in centrally located Poinciana Park, close to all of the town's amenities but removed from the "rush and bustle of the hotel center."[8] Houses in a variety of styles and sizes could be either purchased or leased for the season and many were fully furnished and staffed.

Oscar Jose was one of the early developers to recognize the potential in Palm Beach for building something other than a grand estate or spending the season at a resort hotel. Poinciana Park was an attempt to make Palm Beach more family oriented and the Palm Beach lifestyle more accessible to the "upper-middle class."[9] In addition to building, selling and leasing properties, City Builders Realty Company sold many lots in Poinciana Park to individual homeowners as well as other developers. Lot sales came with stipulations regarding the quality of houses to be built so that no "cheap" houses could be built in Poinciana Park.[10]

As previously noted, lots in Poinciana Park could also be purchased by individual builders and developers. Some of these projects were done on speculation while others were commissioned by homeowners looking to live in one of Palm Beach's prime midtown locations. The neighborhood thrived during the 1920s land and housing boom and like much of Palm Beach was able to remain relevant during the late 1920s land bust, the ensuing Great Depression and post-Depression/New Deal Era with new houses being constructed though at a slower pace and generally in more traditional styles than during the boom time era. City Builders Realty Company stayed involved in the Poinciana Park subdivisions through the1940s, however, by the mid-1930s much of the development was done by individual builders and developers.

This was the case with 345 Seabreeze Avenue as it was originally built and owned by William A. Bound in 1935 likely as a speculation house as Bound was a West

[7] Sea Breeze, Sea Spray and Sea View were the original spellings of the Poinciana Park Avenues. A January 28, 1917, City Builders Realty Company advertisement in the Palm Beach Post stated, "We have platted a new addition to Poinciana Park, and we are advertising for a name for the new street. $10.00 for an acceptable name." The street was named Sea Spray Avenue.

[8] "Poinciana Park, The Preferred Location," Brochure distributed by City Builders Realty. No Date. Located in the Poinciana Park file at the Preservation Foundation of Palm Beach.

[9] "Preservationist's Home Gets Landmarks' OK," Palm Beach Daily News, 22 January 1998.

[10] Advertisement in the Palm Beach Post.

Palm Beach based builder who never lived in the dwelling.[11] The house was constructed for approximately $15,000, very close to the price that many of the new residences in Poinciana Park were being built for in mid-1930s. The first known residents of the dwelling were Harold C. Mattes and his wife Alice who owned the property by 1937. The Mattes were from Chicago where Harold was the cofounder of Belmont Radio Corporation, a pilot and associate with the airport charter service Central States Aviation, Inc. and later an executive vice president of Raytheon Televisions.

The Mattes owned the house until 1945 when it purchased by Blanche G. Woodall, the widow of Charles Woodall, from Gross Pointe, Michigan. The house changed hands in 1955 when Blanche Woodall moved to the house she commissioned at 224 Southland Road and sold the Seabreeze house to Mr. & Mrs. Frances L. (Mae) Field. The newspaper "Open House" advertisement stated,

> "345 Seabreeze Avenue, ideally located between the Breakers and Royal Palm Way, this handsome home embodies all the charm typical of the best Palm Beach architecture! On the first floor there is an entrance hall, powder room, living room with fireplace, dining room, loggia, and a delightful walled-in patio. Up the circular staircase are 3 master bedrooms, 2 baths and over the attached 2-car garage are 2 servant's rooms."

Frances L. Field passed away in 1966 and his widow Mae Field sold the house in 1968 to May Regan. May Regan passed away in February 1988 and the current owner Ramsey Speer purchased the property from her estate later that year. At the time, the Realtor listing described the house as a" gracious New Orleans style home." Shortly after purchasing the 345 Seabreeze Avenue, Ramsey C. Speer renovated the house and has been an excellent steward of the historic dwelling for the past 37 years.[12]

[11] Bruce Kitchell's drawings for the dwelling state that it was built for William A. Bound.

[12] The Martha Gottfried, Inc. real estate listing for the house in May 1988 stated, "Our Newest Listing – Buy right and renovated! Gracious two story New Orleans style home located on a popular street in town. There are 3BRs, 2 ½ Baths plus 2 staff rooms & bath. The home also features a beautiful winding staircase, fireplace, high ceilings, private courtyard and a two car garage. A gem of a house-it will not be on the market long."

V. Architects Biography

Bruce P. Kitchell

Born in Trenton, New Jersey in 1879, Bruce Kitchell studied architecture at Columbia University and the Newark Technical Institute. His design ideology was forged during his seven-year tenure in the Newark, N.J. office of Jeremiah O'Rourke. O'Rourke was born and formally trained in Ireland and was a specialist in Roman Catholic Church design. In July 1902, Kitchell received conditional certification and in August 1912, he received permanent New Jersey architectural registration. From 1906-1919, Kitchell practiced architecture in Newark under his own name.

Bruce Kitchell moved to Florida in 1919, and on November 28, 1919, from an address in West Palm Beach, he applied for Florida architectural licensure. He was granted Florida licensure #AR0000137 on September 20, 1920, one of the first in Palm Beach to hold this professional certification.

Kitchell's architecture is typified by his strong sense of proportion and an excellent eye for detailed ornamentation. Some of Kitchell's Palm Beach commissions included the Exchange Building at 100 N. County Road, the Biltmore Apartments at 184 Sunset Avenue, the commercial composition from 120 – 132 North County Road as well as residences for Amy Lyman Phillips, Otto Kahn, Pierce L. Barbey, Col. Samuel D. Lit and Percy J. Williams. Kitchell's biggest projects were the Farmer's Bank and Trust Company on Clematis Street, the Kettler Building on Narcissus in West Palm Beach, the Palace and Florida theaters, Kelsey City Hall and Frith at Biltmore Forest, North Carolina for Mrs. George (Edith) Vanderbilt. Kitchell collaborated with Addison Mizner's design for Riverside Baptist Church in Jacksonville, and he was selected as President Roosevelt's "New Deal" architect for West Palm Beach and managed the re-employment office.

In 1923, he met with architects Addison Mizner, William Manly King, William B. Eckler, Henry Stephens Harvey, O.J. Williams and Agnes Ballard at Mizner's Ocean Boulevard house to form a Society of Palm Beach Architects. He was later very actively involved in the American Institute of Architects. Well-known in yachting circles, he was a long time member and executive of the Palm Beach Yacht Club, as well as a Rotary Club and Shrine Club member. Kitchell's first wife Anna died in 1944. He married his second wife, Mae, in 1945. Kitchell's own home was located at the foot of the Southern Bridge in West Palm Beach and later served as the local

headquarters of the United Daughters of the Confederacy. It was razed to provide additional parking for the Greek Orthodox Church. Bruce Kitchell died in West Palm Beach on April 6, 1949, at the age of 70.

VI. Statement of Significance

345 Seabreeze Avenue is a very good example of Bruce Kitchell's interpretation of the Monterey style of architecture with the ornate metal balcony rail and sunburst fanlight reflecting the French Creole influence found in various Monterey designs. The dwelling is also significant as being part of the Poinciana Park subdivision which was developed in a prime Palm Beach mid-town location by City Builders Realty Company that required high quality houses to be built on lots they sold in the subdivision. The size, scale and design of the dwelling add to the charm of the neighborhood and the Town.

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."

345 Seabreeze Avenue reflects the broad cultural, economic and social history of the Town of Palm Beach. The dwelling was constructed in 1935 during the late Depression/New Deal Era of the mid to late 1930s. The house's size and classic Monterey Revival style reflect the post-Boom Time Era in Palm Beach with many owners seeking mid-size residences in fashionable architectural designs with modern amenities. The country was recovering from the Great Depression, and the residents, business owners and town officials were enthused about new development in Palm Beach. Poinciana Park was developed by City Builders Realty Company with the aim to build a community, not just a housing development and stipulated that the houses be of high quality in varying designs which is true of 345 Seabreeze Avenue.

(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 345 Seabreeze Avenue is a very good example of the Monterey style of architecture with French Creole influence in its character defining ornate metal balcony rail and eye-catching sunburst fanlight. The stucco covered dwelling has the essential second floor, cantilevered balcony with principal roof overhang and picturesque railing. In addition, it has low-pitched hipped roofs with exposed rafters, multi-light windows and doors flanked by louvered shutters, paired columns and an appealing porch front with wavy broad arches. Many of these features embody distinguishing characteristics of the Monterey style and make it a valuable addition to dwellings of varying architectural styles in the Poinciana Park subdivision.

(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."

345 Seabreeze Avenue is a very good representation of the design work of the architect Bruce Kitchell and his interpretation of the Monterey style of architecture. Kitchell came to Palm Beach in 1919 and was one of the first architects in Palm Beach to hold a professional architect license, receiving it in 1920. Kitchell's architecture is typified by a strong sense of proportion and an excellent eye for detailed ornamentation, both exemplified in 345 Seabreeze Avenue. Kitchell was also a founding member of the Society of Palm Beach Architects and actively involved in the American Institute of Architects.

VIII. Selected Bibliography

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ANY OTHER BUSINESS

11. 410 SEABREEZE AVENUE DESIGNATION HEARING
Owner: Deborah E. Glass

Several members disclosed ex parte communications.

Janet Murphy, MurphyStillings, LLC, testified about the architecture and history of the Georgian Revival-style residence. Ms. Murphy pointed out the residence's design features and testified that the residence met the following criteria for designation as a landmark:

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

A motion was made by Mr. Ives and was seconded by Ms. Coleman to make the designation report for 410 Seabreeze Avenue part of the record. The motion was carried unanimously, 7-0.

Ms. Mittner provided confirmation of proof of publication.

Many commissioners thought the home was very attractive.

Ms. Damgard called for public comment. No one indicated a desire to speak.

Mr. Ives commented that the Town has done well in recognizing Georgian Revival architecture and noted that the style has been receiving increased attention in the community. He stated that landmarking the property is particularly valuable as it provides a strong example of the style for future reference and reflects the Town's preservation priorities.

Ms. Herzig-Desnick asked for more explanation about the style. Ms. Murphy further explained why she believed the Georgian Revival style was represented in the design.

Mr. Segraves thought this was a good representation of Gustav Maass, who designed many Georgian-style homes.

A motion was made by Mr. Ives and was seconded by Mr. Griswold to recommend 410 Seabreeze 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. The motion was carried unanimously, 7-0.

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

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 130 Cocoanut Row 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.
20-2026

Date: 2/19/2026

The property located at 130 Cocoanut Row is before you for Landmark designation as Resolution 20-2026. The owner of the property has a neutral position regarding the designation of this property.

ATTACHMENTS
Resolution No. 20-2026
Designation Report
Excerpt from Landmarks Meeting

STRATEGIC PLAN
Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation

FUNDING
No Fiscal Impact

RESOLUTION NO. 20-2026

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 130 COCOANUT ROW 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 130 Cocoanut Row and the property to be landmarked is legally described as follows:

A part of Lot “B”, Primavera Estates (Lake Front) being more particularly described as follows:

For a Point of Beginning, commence at a point 84.18 feet South from the

Northeast corner of Lot "B" Primavera Estates (Lake Front) said Point of Beginning being in the West line of Lake Avenue and coincident with the East line of said Lot "B" as shown on the record Plat of Primavera Estates (Lake Front) as filed in Plat Book 7, at Page 32; from said Point of Beginning which forms the Southeast corner of the Tract herein conveyed run Westerly along a line which forms an angle of 90 degrees 39 minutes with the West line of Lake Avenue, measured from the North to the West, a distance of 183.5 feet; thence Northerly with an angle of 89 degrees 21 minutes measured from East to North to a point 4 feet South of the North line of said Lot "B" Primavera Estates (Lake Front), thence Easterly along a line which is 4 feet South of the parallel to the North line of said Lot "B" to the East line of said Lot "B" which point is also in the West line of Lake Avenue; thence Southerly along the West line of Lake Avenue to the Point of beginning. The land herein conveyed being the North half of the land conveyed to Louis S. Clarke by John S. Clarke and Louis S. Clarke as Executors under the Last Will and Testament of Louisa E. Clarke, deceased, dated March 24, 1930, and recorded in Deed Book 455, Page 69, Public Records of Palm Beach County, Florida

Section 4: 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 March 4, 2026.

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

130 Cocoanut Row



DESIGNATION REPORT

February 18, 2026

Landmark Preservation Commission

Palm Beach, Florida

DESIGNATION REPORT

130 Cocoanut Row

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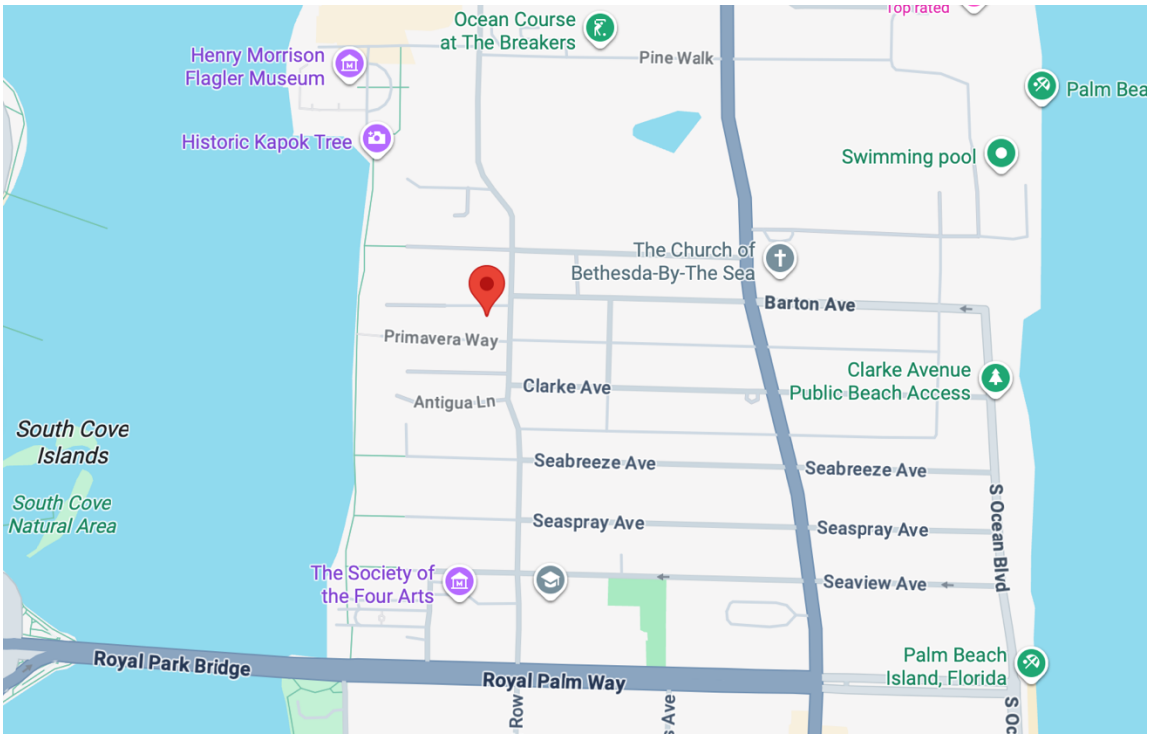
Report produced by Murphy Stillings, LLC

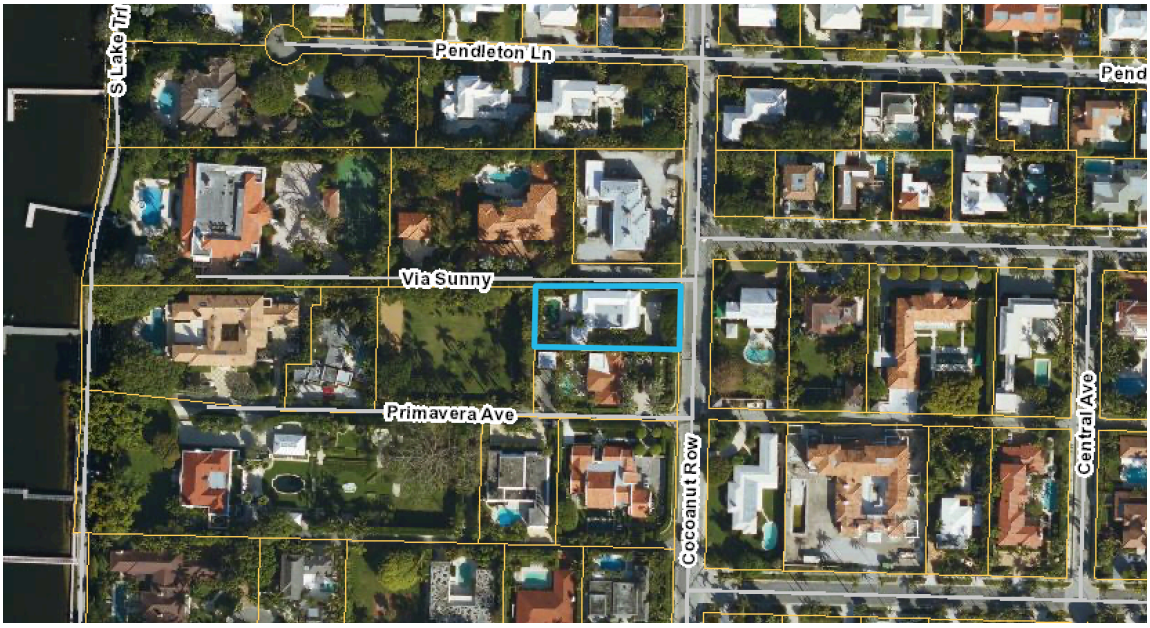
I. General Information

Location:	130 Cocoanut Row Palm Beach, Florida
Date of Construction:	1937
Architect:	John Volk
Builder/Contractor:	Chalker and Lund
Original Owner:	George D. Randall
Present Owner:	Cocoanut Row LP
Present Use:	Single Family Dwelling
Present Zoning:	R-B
Palm Beach County Tax Folio Number:	50-43-43-22-03-000-0024
Legal Description:	A part of Lot B, Primavera Estates (Lake Front) being more particularly described as follows: For a Point of Beginning, commence at a point 84.18 feet South from the Northeast corner of Lot B Primavera Estates (Lake Front) said Point of Beginning being in the West line of Lake Avenue and coincident with the East line of said Lot B as shown on the record Plat of Primavera Estates (Lake Front) as filed in Plat Book 7, at Page 32; from said Point of Beginning which forms the Southeast corner of the Tract herein conveyed run Westerly along a line which forms an angle of 90 degrees 39 minutes with the West line of Lake Avenue, measured from the North to the West, a distance of 183.5 feet; thence Northerly with an angle of 89 degrees 21 minutes measured from East to North to a point 4 feet South of the North line of said Lot B Primavera Estates (Lake Front), thence Easterly along a line which is 4 feet South of the parallel to the North line of said Lot B to the East line of said Lot B which point is also in the West line of Lake Avenue; thence Southerly along the West line of Lake Avenue to the Point of Beginning. The land herein conveyed being the North half of the land conveyed to Louis S. Clarke by John S. Clarke and Louis S. Clarke as Executors under the Last Will and Testament of Louisa E. Clarke, deceased, dated March 24, 1930, and recorded in Deed Book 455, Page 69, Public Records of Palm Beach County, Florida.

II. Location Map

130 Cocoanut Row





III. Architectural Information

The residence at 130 Cocoanut Row was designed in the Monterey style by prominent Palm Beach architect John L. Volk and constructed by Chalker and Lund in 1937 for George D. Randall during the late Depression/New Deal Era in Palm Beach.[1] The property is located on the west side of Cocoanut Row just south of Via Sunny in Palm Beach's midtown area. A circular driveway at the eastern end of the property is accessed through pairs of low square stucco piers with decorative caps. A low stucco masonry wall runs between the piers along the eastern property line. The driveway extends to the west along the south side of the residence leading to an attached two-story garage.



130 Cocoanut Row is a very good example of the Monterey style of architecture which was popular in the United States from 1925-1955. In Palm Beach most of the early architects including John Volk, Maurice Fatio, Howard Major, Marion Sims Wyeth, Gustav Maass and Howard Chilton designed varying styles of Monterey houses. Originating in Monterey, California in the 1830s as an interpretation of the Anglo-influenced Spanish Colonial houses of northern California, the style was revived in northern

[1] Town of Palm Beach, Building Permit Number 7737, dated April 26, 1937. The approximate cost of the residence and garage was listed as $27,000.

California in the 1920s as a fusion of revival styles including Spanish, British and French Colonial styles. 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. Monterey style residences are two-stories with the main identifying feature being a second-floor cantilevered open-air balcony covered by the principal roof. Some Monterey designs lean towards one of the influencing styles, but a prominent second story balcony is present in all examples. The decorative detailing of Monterey residences is often confined to the balcony, which are typically styled in wood or metal. Exterior walls are constructed of brick, stucco or wood and fenestration consists of sash or casement windows often flanked by shutters.[2]



The two-story, four bay wide residence at 130 Cocoanut Row was constructed in a U-shape of hollow clay tile covered with smooth stucco with a two-story garage structure connected to the southwest portion of the house.[3] The residence is covered with hipped roofs surfaced with flat tiles. The three

[2] Virginia Savage McAlester. A Field Guide to American Houses. Knopf, Borzoi Books, 2013. Pages 537-540.

[3] The garage portion of the residence was constructed of wood framing. A patio which was located within the U-shape of the original plan was replaced with a family room addition in 2014.

southern bays of the main facade are recessed and feature the character defining second-story cantilevered balcony which is covered with an extension of the principal roof. The balcony features one of the main decorative elements of the dwelling with its uniquely designed metal balcony railing, posts and frieze.[4] In addition, Volk included additional decorative details to the residence with the use of classic elements such as quoins at the corners of the residence's main façade, keystones above the windows and stucco banding creating a distinguished appearance to the dwelling.

The entrance to the residence is located under the balcony in the north bay of the recessed portion of the east façade and is comprised of a paneled wood door with a transom window above and a simple classic door surround. The windows on the main facade are symmetrically aligned and feature primarily six-over-six sash windows with one four-over-four sash window located to the south of the entrance. All of the windows are flanked by louvered shutters and topped with keystones. A chimney with a triangular cap is located on the north wall and the garage, which is recessed to the west, is attached to the south facade.[5]

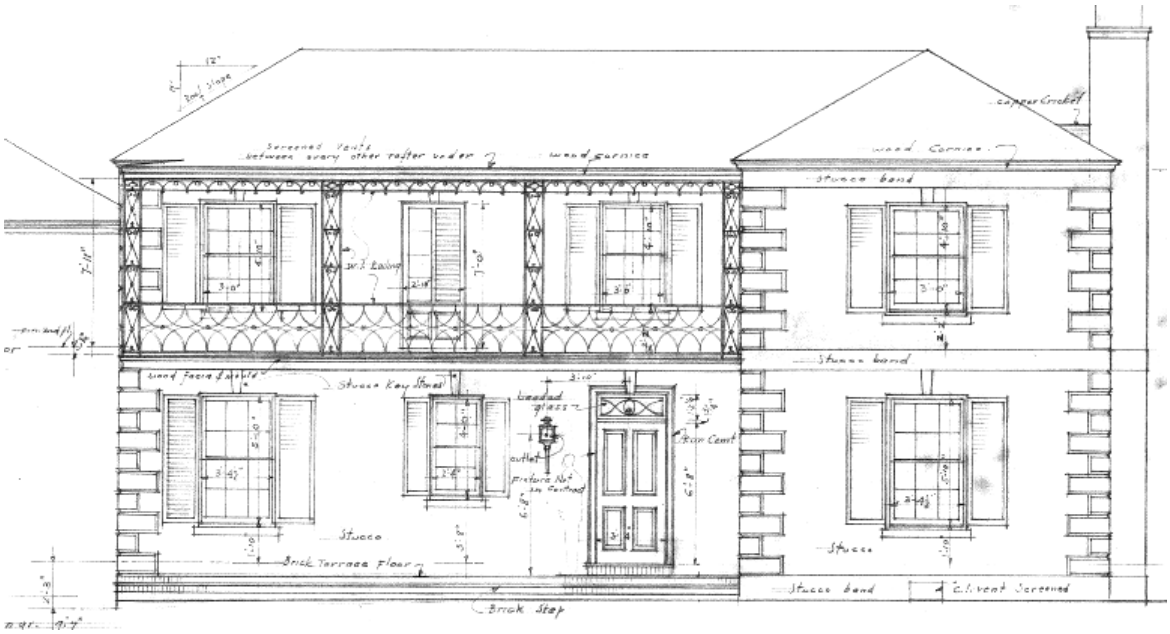


Since its construction in 1937 there have been alterations and additions to the residence. These changes included re-roofing, window and door modifications, and renovations in 2014 that included a family room addition

[4] While a building permit could not be found, it appears some changes to the design of the balcony's metalwork have occurred. The current design closely resembles Volk's original design with slight differences.

[5] At an unknown date after 2014, a cupola was added to the roof of the garage, and it appears the vertical wood siding located on the second floor of the garage may have been covered. A building permit for this work was not located.

behind the house's main façade.[6] Despite these alterations and additions, the dwelling continues to display the architectural character and appearance of the original design.



Drawing of Main Façade, 1937, John Volk
Volk Archives
Courtesy of the Preservation Foundation of Palm Beach



Historic Image, Date Unknown
Courtesy of the Preservation Foundation of Palm Beach

[6] Building permit records on file with the Town of Palm Beach.

IV. Historical Information

The Monterey style residence at 130 Cocoanut Row was constructed in 1937 in the Primavera Estates subdivision during the late Depression/New Deal Era in Palm Beach. Primavera Estates was developed by Louis S. Clarke, the son of early Palm Beach pioneer Charles J. Clarke. The origins of the Primavera Estates subdivision go back to 1880, when E. N. "Cap" Dimick, Palm Beach's first mayor, built his home on Lake Trail at the west end of what is now Clarke Avenue. The home was named "Cocoanut Grove" and became the first hotel in the area, the Cocoanut Grove House. In 1891, Charles Clarke purchased the Cocoanut Grove House along with sixty acres of property that ran from the ocean to the lake.[7] A fire destroyed the Cocoanut Grove House in 1893, after which Charles Clarke built his home on the site, which he named "Primavera". Louis Clark developed the Primavera Estates subdivision in three stages, the ocean section in 1917, the lake front section where this residence is located in 1918, and the middle section in 1919. Many of the lots in the subdivision were sold between 1918 through 1923.[8]

The early 1920s was a period of tremendous growth in the Town of Palm Beach. The Island had become the winter resort of America's most influential families, and the building boom was radically changing the face of the small community. As Addison Mizner and other prominent Palm Beach architects were designing large estates along the ocean and lake in the Mediterranean Revival style, demand for hotels, apartments and residences grew. Many of the buildings constructed during this time were taking their design cues from the larger estates and were being built in the Mediterranean Revival style as well, increasing the style's popularity.

However, the end of the 1920s Boom Time Era and ensuing Depression had signaled a change in the construction of residences in Palm Beach, with many owners seeking mid-size houses in classic designs rather than the ornate Mediterranean Revival style estates of the 1920s. By the mid 1930s, Palm Beach started to experience a post-Depression building boom with structures designed in varying classic architectural styles including the Monterey style as seen at 130 Cocoanut Row.

[7] "Barton Avenue 2003 Annual Walking Tour." Preservation Foundation of Palm Beach.
[8] "Primavera Estates," *Palm Beach Post* 22 December 1918.
"Primavera, Palm Beach Auction Lot Sale," *Palm Beach Daily News* 18 February 1923.

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."[9]

George D. Randall and his wife Grace K. Randall commissioned John Volk to design the residence at 130 Cocoanut Row. John Volk took exceptional care to include his client's wishes into his designs and while designing 130 Cocoanut Row he worked with the Randall's to include items from the old Royal Poinciana Hotel into one of the rooms.[10] At the time of construction, there were several articles in *The Palm Beach Post* that discussed the design of 130 Cocoanut Row including two articles on December 5, 1937. The first article titled "Resort Building Activities Already Top 1936 Record in Construction of 66 Homes" called the Randall's new residence, "One of the most striking new houses in the resort this season." Another article, titled "New Palm Beach Homes Reflect Varying Architectural Trends", featured a photograph of 130 Cocoanut Row with the following description,

> "An interesting interpretation of the Nassau type of architecture is reflected in the George D. Randall house. It is on Cocoanut Row and is especially outstanding for its pale lemon yellow color with white quoins and white tile roof. The upstairs porch has a delicate white iron rail. Mr. and Mrs. Randall took a keen personal interest in the designing

[9] "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.
[10] The Royal Poinciana Hotel was closed in 1934 and razed in 1935.

and building of their house, which reflects a number of their ideas. Among them is a Poinciana room with furnishings and accessories gathered from the famous old hotel or other houses of that period. The residence was designed by John L. Volk."

In 1937 when then residence was constructed, Cocoanut Row ended at the Royal Poinciana Chapel grounds and mostly served local traffic.[11] In 1930, the Garden Club hired city planners Bennet, Parsons and Frost to formulate a long-range improvement program for the Town of Palm Beach. One of these was the extension of Cocoanut Row from the Royal Poinciana Chapel grounds to Royal Poinciana Way so that people could travel on Cocoanut Row from Royal Palm Way to Royal Poinciana Way. The extension was completed in November 1948, and Cocoanut Row has since become one of the town's main thoroughfares.

The same year that the Cocoanut Road extension was completed, the Randall's sold the property to H. Phil and Miriam D. Bryan. H. Phil Bryan was a long time Palm Beach resident coming to the Town in 1908. He was in the automotive business, developed real estate, and was one of the founders and owners of the Palm Beach Kennel Club. H. Phil Bryan passed away in 1951 and in 1958 Miriam Bryan sold the residence. Since 1958, the property has had several owners with the current owners Cocoanut Row LP purchasing the residence in 2024.

V. Architect's 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,

[11] When the Primavera Estates Lake Front Section was platted in 1918, Cocoanut Row was named Lake Avenue.

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

VI. Statement of Significance

The residence located at 130 Cocoanut Road is significant as a very good example of the Monterey style of architecture as interpreted by prominent Palm Beach architect John Volk. Designed and built in 1937, the home exemplifies the architectural 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."

130 Cocoanut Row represents the broad cultural, economic and social history of the Town of Palm Beach during the late Depression/New Deal Era. Designed and built in 1937, following the end of the Palm Beach's Boom

Time Era and while the country was recovering from the Great Depression, the dwelling is a very good example of the change in architectural styles in Palm beach during this period. The residence exemplifies the trend of moving away from the large Mediterranean Revival style estates to more traditional styles of architecture which at the time was termed the third era of design in Palm Beach. In addition, when the residence was constructed, it was featured in newspaper articles with one *Palm Beach Post* article describing 130 Cocoanut Row as "one of the most striking new houses in the resort this season". Other articles highlighted the design of the house's Poinciana room which featured materials and furnishings from the Royal Poinciana Hotel.

(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 130 Cocoanut Row is a very good example of the Monterey style of architecture as interpreted by one of Palm Beach's most important architects John Volk. The dwelling features distinguishing characteristics of the style including the main character defining feature of Monterey residences, a cantilevered second floor balcony. The balcony features a distinctive delicate metal railing, frieze and post design that is a focal point of the house. Additional features of the style include the house's stucco façade, flat tile hip roofs, and symmetrically aligned multi-light sash windows flanked by louvered shutters. Volk's use of additional classical design details such as quoins, keystones and stucco banding contributes to the architectural character of the residence making it an example worthy of 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 130 Cocoanut Row 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. John Volk was known for working with his clients to design structures that met their lifestyle and wishes, as he did with the Randall's in the design of 130 Cocoanut Row.

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The Palm Beach Post. Archived Articles Online 1917-1925, and Articles from the files of the Historical Society of Palm Beach County and the Preservation Foundation of Palm Beach.

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Excerpt from the minutes of the February 18, 2026, Landmarks Preservation Commission Meeting

ANY OTHER BUSINESS

10. 130 COCOANUT ROW DESIGNATION HEARING
Owner: Cocoanut Row LP

Several members disclosed ex parte communications.

Emily Stillings, MurphyStillings, LLC, testified about the architecture and history of the Monterey-style residence. Ms. Stillings pointed out the residence's design features and testified that the residence met the following criteria for designation as a landmark:

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

Ms. Mittner provided confirmation of proof of publication.

A motion was made by Mr. Ives and was seconded by Ms. Coleman to make the designation report for 130 Cocoanut Row part of the record. The motion was carried unanimously, 7-0.

Ms. Damgard called for public comment.

Liana Kozlowski of Shubin Law Group, on behalf of the owners, explained that the family purchased the home two years ago for its exceptional architecture and that, while initially surprised by the landmarking process, they have grown more comfortable thanks to staff support. She expressed appreciation to Mr. Fogel and Ms. Mittner for their guidance and transparency. The homeowners plan a future addition over the garage and have begun preliminary discussions with staff, anticipating that any application will proceed through the certificate of appropriateness process. Ms. Kozlowski concluded by thanking staff and noting the family looks forward to working with the Commission.

Mr. Segraves commented on the property's architectural significance, noting it as an excellent example of Monterey style. He highlighted its classic proportions and unique railing design, which distinguishes it from other Monterey homes. Mr. Segraves emphasized that the house includes character-defining elements not commonly seen, adding to its architectural value.

Ms. Albarran expressed strong support for the property's designation, describing it as an obvious and beautiful example of its style. She noted that the home is a gorgeous representation of John Volk's architectural work and conveyed enthusiasm about the possibility of landmarking it.

Mr. Ives praised the Commission and staff for their success in preserving Monterey-style architecture. He noted that a few years ago, the town was at risk of losing respect for this style, but through landmarking efforts, Monterey-style homes are now recognized as historically

significant. Mr. Ives emphasized that this achievement reflects strong policy and collaboration, turning initial homeowner concerns into support. He commended everyone involved for ensuring the style's protection and recognition.

Ms. Lindsay Scott agreed that it was a great representation of a Monterey-style, the architect was notable, and the home is very visible in its location on Cocoanut Row.

Mr. Griswold remarked on the property's originality, noting that despite some upgrades, it has remained essentially unchanged from its original design. He emphasized that the home has been meticulously maintained, with no significant alterations, preserving its historic character.

Ms. Brooker agreed with Mr. Griswold's observation, noting that the property remains virtually unchanged from its original design. Aside from the color and a slight modification to the second-floor middle window, the home retains its original character. She highlighted the balcony as a unique feature that distinguishes it from other Monterey-style homes.

A motion was made by Ms. Coleman and was seconded by Mr. Ives to recommend 130 Cocoanut Row 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 owner did not oppose the designation. The motion was carried unanimously, 7-0.

Public Comment - Landmarks Preservation Commission

02/16/2026 4:14 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. Any comments submitted after this time may not be processed until after the meeting has concluded.

Please select the agenda item you would like to comment on.	130 COCOANUT ROW
Comment	A lovely example of Monterrey architecture by John Volk which is worthy of designation as a great addition to the early built environment of Palm Beach. Human scale and elegant proportions enhance the sense of historical architectural and economic evolution of our Town. It's location on a main roadway allows passersby the opportunity to enjoy this classic style where other houses of similar design are on side street and dead end streets.
Your Position	For
First and Last Name	Anne Pepper
Address	333 Seaspray Ave

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

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 400 Seaspray 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.
21-2026

Date: 2/19/2026

The property located at 400 Seaspray Avenue is before you for Landmark designation as Resolution No. 21-2026. The owner of the property has provided no response on their position regarding the designation of this property.

ATTACHMENTS

Resolution No. 21-2026
Designation Report
Excerpt from Landmarks Meeting

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation

FUNDING

No Fiscal Impact

RESOLUTION NO. 21-2026

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 400 SEASPRAY 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 400 Seaspray Avenue and the property to be landmarked is legally described as follows: The North 82.5 feet of Lots 347 and Lot 349, Poinciana Park, Second Addition, according to the map or plat thereof, as recorded in Plat Book 6, Page 86, of the Public Records of Palm Beach County, Florida.

Section 4: 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 March 4, 2026.

_____
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

400 Seaspray Avenue





DESIGNATION REPORT

February 18, 2026

Landmark Preservation Commission

Palm Beach, Florida

DESIGNATION REPORT

400 Seaspray Avenue

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Report produced by Murphy Stillings, LLC

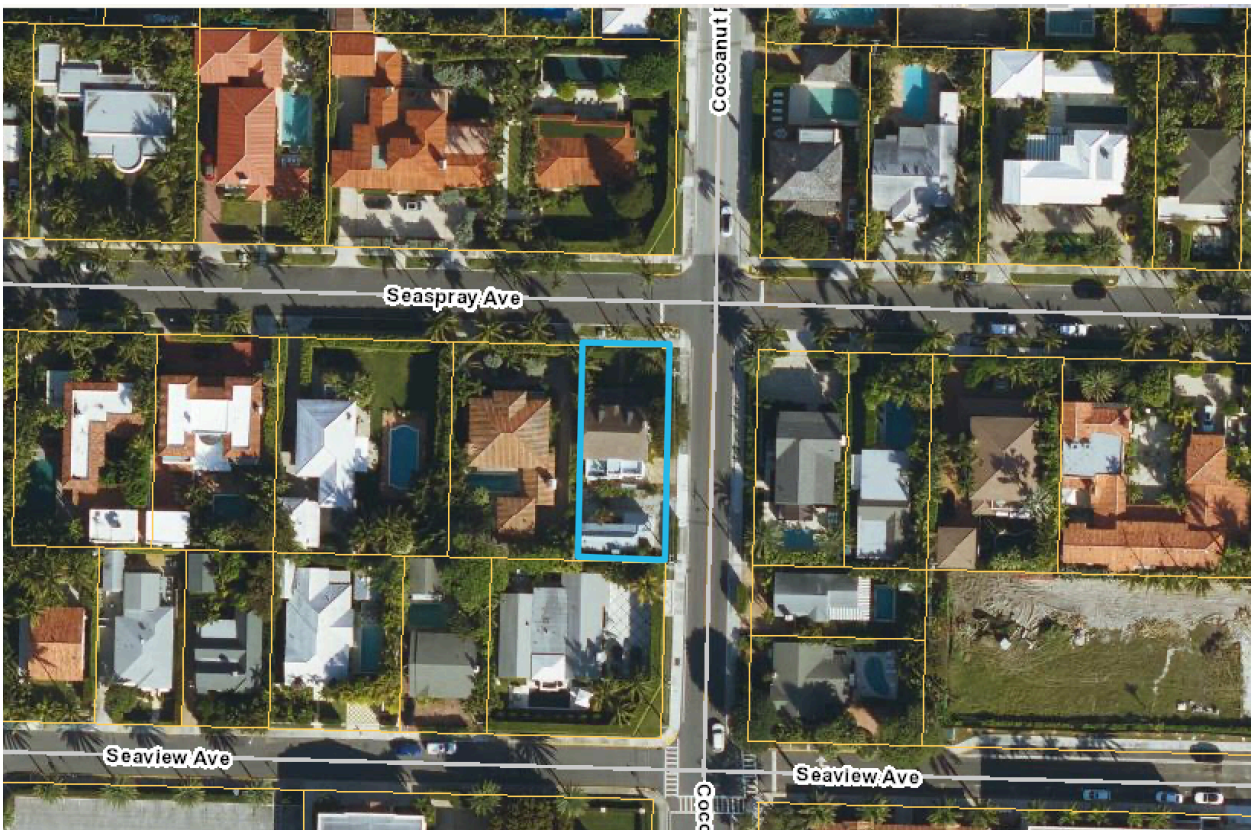
I. General Information

Location:	400 Seaspray Avenue, Palm Beach, FL Including 232 Cocoanut Row, Palm Beach, FL
Date of Construction:	1920
First Owner:	Joseph & Elizabeth Mendel
Current Owner:	John Jordan O'Neill, III John Jordan O'Neill, III Trust Title Holder John Jordan O'Neill, III Trust
Architect/Builder:	City Builders Realty Company
Present Use:	Residential
Present Zoning:	RB
Palm Beach County Tax Folio Number:	50-43-43-22-07-000-3470
Current Legal Description:	Poinciana Park 2nd Addition Lots 347 & 349

II. Location Map

400 Seaspray Avenue





III. Architectural Information

The property at 400 Seaspray Avenue features two structures, a main house facing north on Seaspray Avenue and an accompanying house to the south facing east on Cocoanut Row, also known as 232 Cocoanut Row.[1] The main house was constructed in the Colonial Revival style with Craftsman influences while the accompanying house was constructed in the Craftsman style. Both dwellings were constructed in 1920 by City Builders Realty Company as part of the Poinciana Park subdivision development.[2]





The Colonial Revival style of architecture was popular throughout the United States from the 1880s to the 1950s. The 1876 Philadelphia Centennial sparked a new interest in the colonial past, and the Colonial Revival style was based on Georgian Federal styles of the 18th century, with the modern revivals taking elements from the original colonial forms and incorporating them into contemporary structures. Domestic construction during the first half of the 20th century was dominated by Colonial Revival examples in a multitude of various sub-types. Typical features of the Colonial Revival style include symmetrical front facades with a center door and aligned windows, sash windows with multi-light glazing often in pairs, dormers, and one-story wings or porches. Craftsman style houses were the dominant style for smaller houses built throughout the country from about 1905 through the early

[1] Originally the house to the south was known as 400 Seaspray Avenue Rear. Later, for a number of years, the houses had separate ownership and the accompanying house to the south had the address 232 Cocoanut Row. When the houses had separate ownership, 400 Seaspray Avenue had the legal description "North 82.5' of Lots 347 & 349 Poinciana Park 2nd Addition" while 232 Cocoanut Row had the legal description "South 40' of Lots 347 & 349 Poinciana Park 2nd Addition." The property currently has single ownership, and the Palm Beach County Property Appraiser's office has both houses listed with the 400 Seaspray Avenue address and one Palm Beach County Tax Folio Number 50-43-43-22-07-000-3470. However, 400 Seaspray Avenue and 232 Cocoanut Row are both used as mailing addresses.

[2] Town of Palm Beach Permit #10920 for two residences at 400 Seaspray Avenue.

1920s. The style was largely inspired by the California Greene brother architects who were predominantly influenced by the English Arts and Crafts movement and Oriental wooden architecture. Pattern books and popular magazines helped spread the style throughout the United States with the main identifying features being gabled roofs with wide, unenclosed eave overhangs with extended and/or elaborated rafter ends, gabled or shed dormers and full or partial width porches. Jerkinhead gable roof ends were also a feature found on various Craftsman style designs.



The two-story, three-bay wide dwelling facing north at 400 Seaspray Avenue was designed in the Colonial Revival style with Craftsman style influence. The frame house is covered with smooth stucco and has a side gable roof with character defining jerkinhead gable ends along with wide overhanging eaves and exposed rafter tails. Wide overhanging eaves were rarely found on Colonial houses, but Colonial Revival examples with Craftsman influence often have wide overhanging eaves, exposed rafter tails and jerkinhead roofs.[3] The roof also features arched dormers with divided light windows all separated by a short gable eyebrow in the center of the roofline.

[3] Jerkinhead roofs are roofs that start with a basic gable roof structure but instead of rising to a point, the gable ends are truncated with small hips sloping back to create a more flattened appearance. The structural benefits include enhancing the roof's ability to withstand various environmental challenges including better protection against strong winds and heavy rain. In addition, in Indianapolis, where City Builders Realty Company was founded, jerkinhead roofs are found on many 19th century revival style houses.

The first story of the front facade includes the enclosed porch featuring a center entry flanked by large arched openings with eight-over-eight sash windows bordered by quarter-round windows while the second story has two pairs of four-over-four sash windows with a smaller four-over-four sash window in the center under the gable eyebrow. The east elevation, which can be seen from Cocoanut Row, features from north to south on the first story a large arch enclosed with a sash window flanked by quarter round windows, an exterior chimney that extends through the east side of the front roof slope, a single window, French doors and a pair of windows while the second story and attic include a single window and a pair of windows on the second story and a single window in the gable attic end.[4] At the south end of the east elevation is a short brick driveway leading to a one-story enclosed garage with a deck on top.[5]

The accompanying two-story Craftsman dwelling has jerkinhead roofs covered with diamond-shaped shingles dominating the silhouette of the house and full length dormers running along the north and south elevations of the second story roof.[6] Like the main house, the gables have wide eaves and projecting rafter tails as well as large arched openings infilled with sash windows flanked by quarter-round fixed windows enclosing the porch. The east window of the porch is covered by a dome-style awning. The main entrance to this dwelling is on the south elevation of the enclosed porch and is partially covered by overhanging porch roof eaves. There is a second entrance on the north elevation towards the rear that is covered by a dome-style awning as well as a stucco covered chimney with a brick cap on the south elevation.



[4] All windows on the east elevation are four-over-four sash.
[5] The west elevation and the west portion of the rear cannot be seen from the public right of way.
[6] Hoffstot, Barbara D. Landmark Architecture of Palm Beach. Fourth Edition. Lanham, MD: Rowan & Litchfield, 2015.

Over the past 100 plus years, the houses at 400 Seaspray Avenue have had alterations including replacing the screens in the large arched porch openings with windows, additional window and door replacements, and roofing material replacements.[7] The main dwelling facing Seaspray Avenue had additional alterations including extending the front porch east across the terrace making it a full front porch as well as converting the attached rear garage to interior space and adding the deck above.[8] Despite these alterations, the historic architectural integrity of the houses is retained, and this integrity can visibly be seen in how closely the existing houses match the early photograph of the dwellings in the City Builders Realty Company c. 1920 brochure.



Image from City Builders Realty Company Brochure
Courtesy of The Preservation Foundation of Palm Beach

[7] The original permit did not include the roofing material. The roofs have been replaced with the current material being asphalt shingles.
[8] When the porch was extended to the east, the front door was moved forward to the center of the porch.

IV. Historical Information

The houses at 400 Seaspray Avenue are located in the Poinciana Park Subdivision that was platted and largely developed by Oscar A. Jose and his City Builders Realty Company. In 1914, Jose and his family began to spend their annual winter vacations in Palm Beach, first leasing a Lake Trail house from pioneer Frederick Robert.[9] Jose, a successful Indianapolis developer who previously vacationed in Daytona Beach as early as 1912, created Poinciana Park by purchasing tracts of land south of the Breakers and the Royal Poinciana Hotel from Lake Worth to the Atlantic Ocean. This area became the "Sea" streets with Sea Breeze platted in 1914 followed by Sea Spray in 1917 and the north side of Sea View in 1923.[10] A brochure designed and distributed by City Builders Realty Company titled "Poinciana Park, The Preferred Location," goes into great detail about the many advantages of wintering in Palm Beach and the benefits of owning or leasing a house in centrally located Poinciana Park, close to all of the town's amenities but removed from the "rush and bustle of the hotel center."[11] Houses in a variety of styles and sizes could be either purchased or leased for the season and many were fully furnished and staffed. City Builders Realty Company took out numerous advertisements in newspapers expounding the benefits of living in Poinciana Park.

Oscar Jose was one of the early developers to recognize the potential in Palm Beach for building something other than a grand estate or spending the season at a hotel. Poinciana Park was an attempt to make Palm Beach more family oriented and the Palm Beach lifestyle more accessible to the "upper-middle class."[12] In addition to building, selling and leasing properties, City Builders Realty Company sold many lots in Poinciana Park to individual buyers as well as other developers. However, lot sales came with stipulations regarding the quality of houses to be built so that no "cheap" house could be built in Poinciana Park.[13]

As early as 1919, City Builder's had difficulty keeping up with the housing demand. Houses were selling quickly and there were not enough rental properties to keep up with all of the seasonal requests. Despite this demand, City Builders did not

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[9] Frederick Robert became Secretary of City Builders Realty Corporation.

[10] Sea Breeze, Sea Spray and Sea View were the original spellings of the Poinciana Park Avenues. A January 28, 1917 City Builders Realty Company advertisement in the Palm Beach Post stated, "We have platted a new addition to Poinciana Park and we are advertising for a name for the new street. $10.00 for an acceptable name." The street was named Sea Spray Avenue.

[11] "Poinciana Park, The Preferred Location," Brochure distributed by City Builders Realty. No Date. Located in the Poinciana Park file at the Preservation Foundation of Palm Beach.

[12] "Preservationist's Home Gets Landmarks' OK," Palm Beach Daily News, 22 January 1998.

[13] Advertisement in Palm Beach Post .

construct cookie-cutter houses. Each house was unique and of high quality. An August 4, 1919, Palm Beach Post article stated,

"With six houses underway now, the City Builders Realty Company will at once start seven more houses in Poinciana Park. Each of the houses will vary in style of construction in order to avoid monotony. Some of the houses are for clients who have bought lots; others will be available for sale or rental."

At the time, the houses were called "cottages" and residents were considered part of the "cottage colony." As noted previously, Jose's progressive marketing methods featured the houses at 400 Seaspray Avenue in the City Builder Realty Company's Poinciana Park brochure that was used in mass-market mailings. The houses were two of the "cottages" highlighted in the brochure with a photograph and the following description of the main house:

"This property is very desirably located on the corner of Sea Spray Avenue and Cocoanut Row. A bearing orange and grapefruit grove adjoins these premises. We suggest you investigate this cottage before making lease elsewhere - One of the coziest plans we have to offer. Four bedrooms on second floor – one complete bath and a lavatory. Extra laboratory and bedroom downstairs. A large, open fireplace adds to the attractiveness of the living room.

One of the more notable things about City Builders Realty Company was their full service approach to marketing Poinciana Park. As the brochure indicated, the company would sell or rent a house furnished, unfurnished, staffed, unstaffed, custom built, etc. Included in each sale or lease were complete maintenance packages, transportation from the railway, and financing for "the successful" family, if desired. The company was aiming to build a community, not just a housing development, and therefore the brochure placed great emphasis on local schools and recreation, including the "private bathing beach" which was the legendary Sea Spray Beach Club.[14] Ownership or seasonal rental of a house in Poinciana Park included a membership in the Sea Spray Beach Club which was located on the ocean side of South Ocean Boulevard and Seaspray Avenue.

From 1920 to 1925, the house at 400 South County Road was leased as a seasonal rental "cottage." The first owners following City Builders were Joseph and Elizabeth

[14] "Poinciana Park, The Preferred Location" brochure, ca. 1920. the fashionable club provided members with an Olympic-sized saltwater pool and popular dining facilities. Beginning in 1929, Jose recognized that many residents of Poinciana Park were becoming year round residents, so they opened the Sea Spray Beach Club as the "Summer Bath Club" for their members who stayed in town during the summer months.

Mendel who were living in the house by 1926. Joseph Mendel was a pioneer of West Palm Beach having moved to the city in 1903 from New Jersey. Joseph Mendel was involved in the early development of West Palm Beach and became very active in the community. In 1923 he was elected to the West Palm Beach City Commission and in 1924 he became the first Jewish mayor of the city where he served before moving to Palm Beach.[15] The Mendels were one of the six families that formed Beth Isreal, the first Jewish congregation in Palm Beach County, and they were active in other Jewish organizations including the United Jewish Welfare Bureau, the Jewish Community Center and the B'nai B'rith Palm Beach Lodge.[16] In addition to these roles, Mendel was president of the Council of Associated Charities, a member of the Board of Directors of the Palm Beach Land Company as well as a Director of the Commercial and Savings Bank of West Palm Beach. Joseph Mendel passed away in 1938, and his wife continued to live at 400 Seaspray Avenue through circa 1941. Later owners of the property included Evelyn De Rode (circa 1942-1956), Grace Johnson (circa 1957-1969), Dr. & Mrs. William Chester (circa 1969-1979), Anne and Don Chester (circa 1980 – 1995), and Dr. Joseph A. Della-Giustina (1995-2022).[17] The current owner John Jordan O'Neill, III purchased the property in 2022 and has been a very good steward of this historic property.[18]

V. Architect/Builders Biography

City Builders Realty Company

One of the earliest companies to successfully construct and promote real estate development in the Town of Palm Beach was the Indianapolis based City Builders Realty Company headed by Oscar A. Jose. In 1914, City Builders Realty Company became part of a growing number of successful midwestern firms who opened offices in South Florida prior to the 1920s Boom Time Era. Indiana contemporaries of Jose included City of Hollywood developer Joseph Young and Miami Beach developer Carl Fisher. These astute businessmen were instrumental in promoting South Florida as a desirable place to reside.

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[15] Beginning in 1919, the City of West Palm Beach operated under a council-manager form of government, with the Mayor elected to the City Commission and then selected by other members of that body to serve a one-year term. That changed in 1991 to the current four-year strong Mayor government.

[16] Over the years, the name Beth Israel was changed to Temple Israel.

[17] Dr. Joseph Della-Giustina is an author, political leader, entrepreneur and advisor to President Donald Trump. In May 2025 he published the book, Trump and Racism: The Untold Secrets of Palm Beach.

[18] There were separate owners of the accompanying building when listed as 232 Cocoanut Row. A few of the owners included Fred and Mattie Potts, Alfred and Gay Cinque, and Elizabeth Thompson.

Beginning in 1914, City Builders Realty Company purchased tracts of land from Palm Beach pioneers including William Lanehart, Elisha Dimick, Frederick Robert, Henry Maddock, H.F. Hammon, E.M. Brelsford and Harvey Geer.[19] These combined parcels, renamed Poinciana Park by Jose, extended from Lake Worth to the Atlantic Ocean south of the Royal Poinciana Hotel and the Breakers Hotel. The streets were named Sea Breeze Avenue, Sea Spray Avenue and Sea View Avenue, and included 820 lots, though most properties encompassed several of the twenty-five foot wide lots. The company provided water, electric and sewer connections, sidewalks and lush landscaping. Prior to 1920 the houses were marketed as complete packages for families, fully furnished for a seasonal residence, however, by the mid-1920s they were being marketed for both seasonal and permanent residence. Additional amenities included the private Sea Spray Beach Club, nearby public and private schools, dockage for private yachts and attractive term financing for those who desired to finance their house. Commercial buildings were prohibited from the Poinciana Park Subdivision.

City Builders Realty Company designed and constructed a number of the houses in Poinciana Park. The company also marketed lots to other Palm Beach builders and architects who maintained the size, scale and quality of residences as originally established within the subdivision. Designed to impress an upscale market of both the permanent homebuyers and those interested in leasing seasonal Palm Beach residences, City Builders Realty Company made a lasting impression on Palm Beach architecture and lifestyle.

VI. Statement of Significance

400 Seaspray Avenue encompasses two unique early Palm Beach "cottages" built in 1920 at the start of Palm Beach's land and housing boom. The dwellings are important as two of the few houses featured in the City Builders Realty Company brochure promoting their Poinciana Park subdivision and today both houses closely resemble their original designs as pictured in the brochure. The residences are also representative of the early houses being constructed during a time of significant growth in Palm Beach and more specifically the Poinciana Park subdivision which became a successful residential neighborhood due to City Builders commitment to both the comprehensive development of the neighborhood and to the high quality and distinct character of the residences constructed in Poinciana Park.

[19] Information found in the Poinciana Park file at the Preservation Foundation of Palm Beach. The paper lists land title searches of properties in Poinciana Park.

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."

The houses located at 400 Seaspray Avenue reflect the broad cultural, social and economic history of the Town of Palm Beach. The dwellings are located in the Poinciana Park subdivision that was one of the Island's first successful large residential developments. City Builders Realty Company promoted it as a neighborhood with beautiful homes located in the most delightful winter "capital" of America. While prior to World War I, Palm Beach's reputation had mostly rested on the fashionable hotels, the success of Poinciana Park helped establish a neighborhood residential dimension to the development of Palm Beach just south of Flagler's Royal Poinciana and Breakers hotels. The houses at 400 Seaspray Avenue are also important because they are well-known houses located on a much-traveled corner in mid-town Palm Beach and their size, scale and unique designs help to maintain the historic fabric of the Sea Streets and the early architectural development of the town. In addition, the property was recognized by one of Palm Beach's most ardent historic preservation advocates Barbara Hoffstot in her book Landmark Architecture of Palm Beach.[20]

(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 houses at 400 Seaspray Avenue are interesting early Palm Beach houses originally known as Palm Beach "cottages." The main house facing Seaspray Avenue features a number of distinguishing characteristics of the Colonial Revival style with Craftsman influence. The two-story house has a symmetrical front facade, multi-light sash windows including some in pairs, a one-story porch, and a side gable roof with character defining jerkinhead gable ends along with arched dormers, a gable eyebrow, wide overhanging eaves, exposed rafter tails and a chimney stack

[20] Only the accompanying dwelling facing Cocoanut Row with the address 232 Cocoanut Row was featured in the book.

extending through the front roof slope. The accompanying two-story Craftsman style dwelling has jerkinhead roofs dominating the front design of the house, full length dormers running along the north and south elevations of the second story, gables with wide eaves and projecting rafter tails, and a one-story enclosed porch on the first story. In addition to these distinguishing characteristics of their architectural styles, both houses close resemblance to their original designs make them inherently valuable for the study of the early 1920 period when they were designed.

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Excerpt from the minutes of the February 18, 2026, Landmarks Preservation Commission Meeting

ANY OTHER BUSINESS

11. 400 SEASPRAY AVE DESIGNATION HEARING
Owner: John Jordan O'Neill, III, Trustee of Dumbarton Investments Revocable Trust dated December 16, 2019

Several members disclosed ex parte communications.

Janet Murphy, MurphyStillings, LLC, testified about the architecture and history of the Craftsman-style residence. Ms. Murphy pointed out the residence's design features and 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.

Ms. Mittner provided confirmation of proof of publication.

A motion was made by Mr. Ives and was seconded by Ms. Coleman to make the designation report for 400 Seaspray Avenue part of the record. The motion was carried unanimously, 7-0.

Ms. Damgard called for public comment. No one indicated a desire to speak.

Ms. Herzig-Desnick described the property as charming, though it appeared somewhat rundown during her visit, and questioned whether it is currently occupied. She favored landmarking the home.

Mr. Ives emphasized the importance of recognizing that the property meets multiple criteria under Section 54-161. He noted that beyond architectural significance, the home reflects the broad cultural, political, economic, or social history of the town, representing a particular way of living and building during its era. Mr. Ives also highlighted that the property possesses distinguishing characteristics of an architectural type or specimen, making it inherently valuable.

Ms. Lindsay Scott thought the home was amazingly intact in design and was worth preserving. Ms. Murphy thought it was evident from the picture in 1920; she noted some alterations.

Ms. Damgard thought the roof detail was original.

A motion was made by Ms. Coleman and was seconded by Mr. Ives to recommend 400 Seaspray Avenue to the Town Council for designation as a Landmark of the Town of Palm Beach based on criteria 1 and 3 in Section 54-161. The motion was carried unanimously, 7-0.

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

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 230 Seaspray 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.
22-2026

Date: 2/19/2026

The property located at 230 Seaspray Avenue is before you for Landmark designation as Resolution 22-2026. The owner of the property is in opposition to the designation of this property due to the flood elevation.

ATTACHMENTS

Resolution No. 22-2026
Designation Report
Owner Opposition Letter
Excerpt from Landmarks Meeting

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation

FUNDING

No Fiscal Impact

RESOLUTION NO. 22-2026

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 230 SEASPRAY 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 230 Seaspray Avenue and the property to be landmarked is legally described as follows: Lots 433 and 435, POINCIANA PARK, 2nd Addition, according to the Plat thereof recorded in the office of the Clerk of the Circuit Court in and for Palm Beach County, Florida, in Plat Book 6, Page 86.

Section 4: 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 March 4, 2026.

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

230 Seaspray Avenue



DESIGNATION REPORT

February 18, 2026

Landmark Preservation Commission

Palm Beach, Florida

DESIGNATION REPORT

230 Seaspray Avenue

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Report produced by Murphy Stillings, LLC

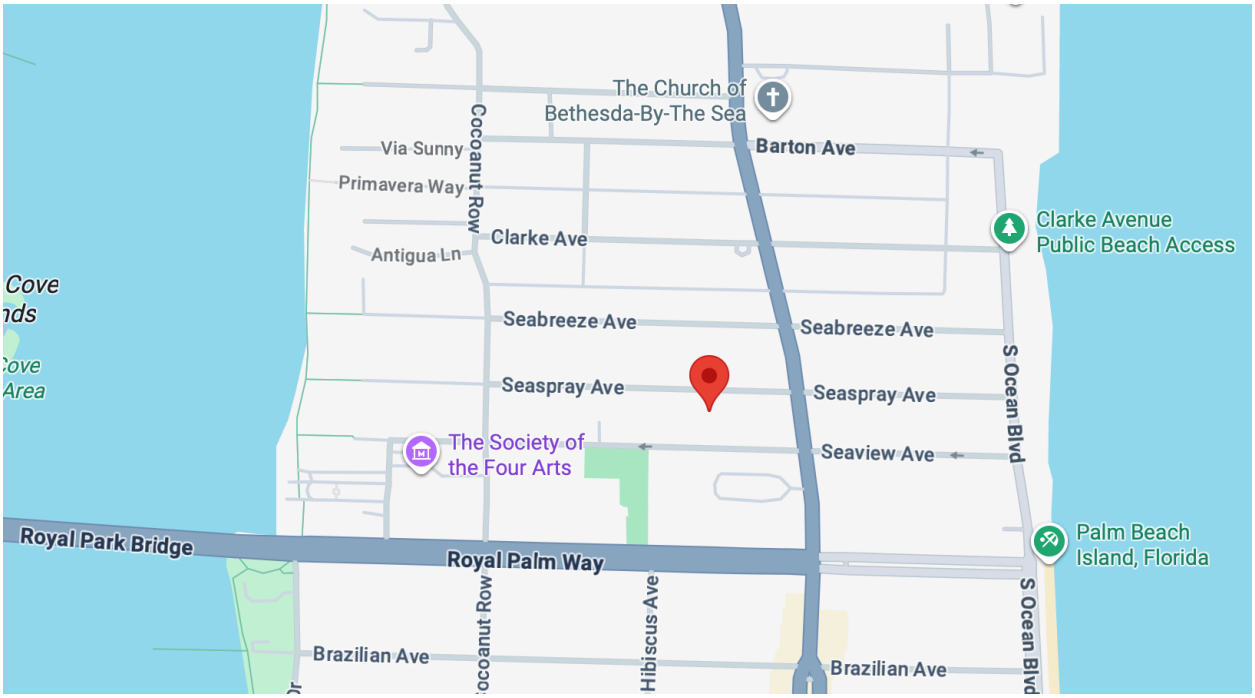
I. General Information

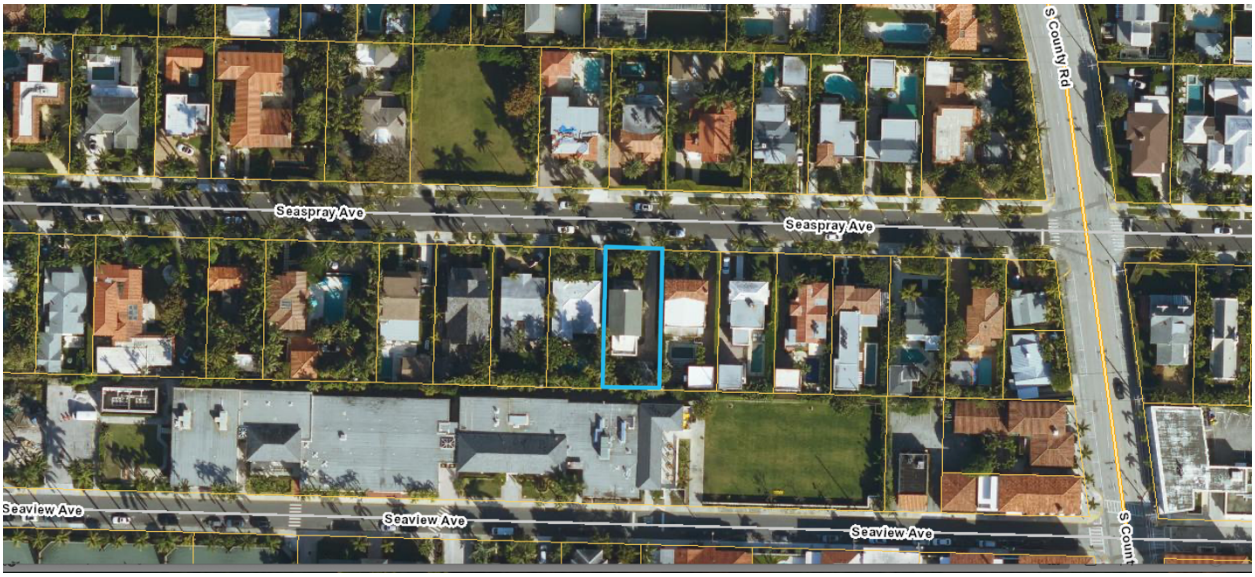
Location:	230 Seaspray Avenue Palm Beach, Florida
Date of Construction:	1920
First Owner:	Arthur "A" Atwater Kent[1]
Current Owner:	Ronald L. & Marcia C. Fick
Architect/Builder:	City Builders Realty Company
Present Use:	Residential
Present Zoning:	RB – Low Density Residential
Palm Beach County Tax Folio Number:	50-43-43-22-07-000-4330
Current Legal Description:	Poinciana Park 2nd Addition Lots 433 & 435

[1] Arthur "A" Atwater Kent was the first owner after City Builders Realty Company sold the property after fifteen years of leasing the property.

II. Location Map

230 Seaspray Avenue





III. Architectural Information

The house at 230 Seaspray Avenue is an interesting Georgian Revival style dwelling located on the south side of Seaspray Avenue between South County Road and Cocoanut Row. The house is situated perpendicular to Seaspray Avenue facing east toward the ocean. The house was built in 1920 by City Builders Realty Company as part of the Poinciana Park subdivision development.[2]



The Georgian Revival style, a sub-type of the Colonial Revival style, has the classic symmetrical Colonial shape and is one of the long-lived architectural styles in the United States. Originating in the 18th century, the Georgian style dominated the English colonies until about 1830. Beginning in the late 19th century there was a return to period style designs with the Georgian Revival style popular throughout the country until the mid-twentieth century. Based on Georgian and Adam prototypes from the northeastern states, variations on the style were popular in the Caribbean and were adapted in revival form in South Florida. Stylistic features include

[2] Sea Spray Avenue was platted in 1917 as Poinciana Park Second Addition. Sea Breeze Avenue was platted first, in 1914, as Poinciana Park.

symmetry in building mass as well as window and door fenestration, front entries typically with classical details, a cornice with dentils or other details, and multi-light sash windows often flanked by shutters.

The dwelling at 230 Seaspray Avenue features the Georgian Revival balanced and symmetrical form and a number of the style's elements. This two-story, three-bay wide symmetrical frame dwelling is covered with wood shingles and has a side gable roof with carved brackets under the eave overhangs and prominent gable end returns.[3] The second story of the front east facing façade includes five six-over-one sash windows flanked by louvered shutters, two pairs and one in the center, while the first story features two interesting three part windows with a six-over-one sash window bordered by narrow multi-light windows all flanked by louvered shutters. The center front entry is deeply recessed creating an entry porch with square pilasters framing the entry. The house is balanced with a one story wing on the south and a one-story enclosed loggia on the north. The north wall also features a large stucco covered chimney in the center of the wall extending through the ridge of the gable. Flanking the chimney on the second story are six-over-one sash windows with louvered shutters and above in the gable end the chimney splits a fanlight.



East Façade



North Facade

[3] The roof is currently covered with asphalt shingles and there was originally an eyebrow dormer in the center of the east roof slope that has been removed.

During the dwellings past 100+ year history there have been some alterations to 230 Seaspray Avenue. At unknown dates, the carport on the east was removed, shutters were added to a number of the windows, the eyebrow dormer was removed, the attached garage was remodeled to interior space, and the loggia on the north was enclosed.[4] Despite these alterations, the dwelling retains its historic architectural integrity.



Image from City Builders Realty Brochure
Courtesy of the Preservation Foundation of Palm Beach

IV. Historical Information

The property at 230 Seaspray Avenue is located in the Poinciana Park Subdivision that was platted and largely developed by Oscar A. Jose and his City Builders Realty Company. In 1914, Jose and his family began to spend their annual winter vacations in Palm Beach, first leasing a Lake Trail house from pioneer Frederick Robert.[5] Jose, a successful Indianapolis developer who previously vacationed in Daytona Beach as early as 1912, created Poinciana Park by purchasing tracts of land south of the

[4] The photo in the City Builders Realty Company brochure from the 1920s shows a carport, most windows without shutters, an eyebrow dormer and the open loggia on the north. Town of Palm Beach microfiche indicate that the house and garage were remodeled in 1935 but there are no plans or description of the remodel except that it was done by builder H.R. Corwin cost $500. At some point, the two servants' rooms and the attached garage on the first floor were redesigned and converted to a family room, bath, bedroom and laundry room. This may have been the 1935 remodel but without plans it cannot be confirmed. The house has also had the roof repaired and replaced with the most recent in 2006 when the existing tiles were replaced with appropriate GAF Timberline 40 shingles. The original building permit does not state the material of the original roof tiles.

[5] Frederick Robert became Secretary of City Builders Realty Corporation.

Breakers and the Royal Poinciana Hotel from Lake Worth to the Atlantic Ocean. This area became the "Sea" streets with Sea Breeze platted in 1914 followed by Sea Spray in 1917 and the north side of Sea View in 1923.[6] The land for the Poinciana Park second addition where 230 Seaspray Avenue is located was purchased from James and Charles Stillman.[7] A brochure designed and distributed by City Builders Realty Company titled "Poinciana Park, The Preferred Location," goes into great detail about the many advantages of wintering in Palm Beach and the benefits of owning or leasing a house in centrally located Poinciana Park, close to all of the town's amenities but removed from the "rush and bustle of the hotel center."[8] Houses in a variety of styles and sizes could be either purchased or leased for the season and many were fully furnished and staffed. 230 Seaspray Avenue was one of the houses featured in the popular and successful brochure.

Oscar Jose was one of the early developers to recognize the potential in Palm Beach for building something other than a grand estate or spending the season at a hotel. Poinciana Park was an attempt to make Palm Beach more family oriented and the Palm Beach lifestyle more accessible to the "upper-middle class."[9] In addition to building, selling and leasing properties, City Builders Realty Company sold many lots in Poinciana Park to individual buyers as well as other developers. However, lot sales came with stipulations regarding the quality of houses to be built so that no "cheap" house could be built in Poinciana Park.[10]

As early as 1919, City Builder's had difficulty keeping up with the housing demand. Houses were selling quickly and there were not enough rental properties to keep up with all of the seasonal requests. Despite this demand, City Builders did not construct cookie-cutter houses. Each house was unique and of high quality. An August 4, 1919, Palm Beach Post article stated,

> "With six houses underway now, the City Builders Realty Company will at once start seven more houses in Poinciana Park. Each of the houses will

[6] Sea Breeze, Sea Spray and Sea View were the original spellings of the Poinciana Park Avenues. A January 28, 1917 City Builders Realty Company advertisement in the Palm Beach Post stated, "We have platted a new addition to Poinciana Park and we are advertising for a name for the new street. $10.00 for an acceptable name." The street was named Sea Spray Avenue.

[7] James Stillman was an American businessman who invested in land, banking and railroads in New York, Texas and Mexico and was president and later chairman of the National City Bank. At the time of his death in 1918 he was one of the wealthiest people in the United States. His son, Charles Stillman, took over his land in Palm Beach after his death.

[8] "Poinciana Park, The Preferred Location," Brochure distributed by City Builders Realty. No Date. Located in the Poinciana Park file at the Preservation Foundation of Palm Beach.

[9] "Preservationist's Home Gets Landmarks' OK," Palm Beach Daily News, 22 January 1998.

[10] Advertisement in Palm Beach Post .

> vary in style of construction in order to avoid monotony. Some of the houses are for clients who have bought lots; others will be available for sale or rental."

At the time, the houses were called "cottages" and residents were considered part of the "cottage colony." As noted previously, Jose's progressive marketing methods featured the house at 230 Seaspray Avenue in the City Builder Realty Company's Poinciana Park brochure that was used in mass-market mailings. The house was one of 13 "cottages" highlighted in the brochure with a photograph and the following description of the property:

> "The above plan will readily meet the requirements of the average sized family. There are four bedrooms on the second floor and one complete bath. Between the guest chambers there is a lavatory. The two servants' rooms on the ground floor are very conveniently situated with connecting lavatory, and outside entrance. This cottage is very attractively furnished. A large fireplace adds to the appearance of the living room. The broad, screened-in front porch is also a much appreciated feature. In addition to the garage attached to the rear of the house, we have recently erected a separate one-car garage. Neither does the above cut show the tropical shrubbery which has since been planted around these premises."

One of the more notable things about City Builders Realty Company was their full service approach to marketing Poinciana Park. As the brochure indicated, the company would sell or rent a house furnished, unfurnished, staffed, unstaffed, custom built, etc. Included in each sale or lease were complete maintenance packages, transportation from the railway, and financing for "the successful" family, if desired. The company was aiming to build a community, not just a housing development, and therefore the brochure placed great emphasis on local schools and recreation, including the "private bathing beach" which was the legendary Sea Spray Beach Club.[11] Ownership or seasonal rental of a house in Poinciana Park included a membership in the Sea Spray Beach Club which was located on the ocean side of South Ocean Boulevard and Seaspray Avenue.

From 1920 to 1935, the house at 230 Seaspray Avenue was leased as a seasonal rental "cottage. The first owner following City Builder's leasing the property was

[11] "Poinciana Park, The Preferred Location" brochure, ca. 1920. the fashionable club provided members with an Olympic-sized saltwater pool and popular dining facilities. Beginning in 1929, Jose recognized that many residents of Poinciana Park were becoming year round residents, so they opened the Sea Spray Beach Club as the "Summer Bath Club" for their members who stayed in town during the summer months.

Arthur "A" Atwater Kent who purchased the property in circa 1935.[12] Atwater Kent was an American inventor and prominent radio manufacturer. In 1905, he invented the Unispeaker, a system used in virtually every automobile until the fully electronic systems in the 1970s and '80s. In 1921, he patented the modern form of the automobile ignition coil and in 1925 the Atwater Kent Manufacturing Company became the largest maker of radios in the United States. Kent and his wife started coming to Palm Beach in 1918 after WWI and often stayed at a Breakers cottage. In the 1930s, he became very interested in local Palm Beach real estate and bought a number of properties including the Vineta Hotel.[13] Later owners of 230 Seaspray Avenue included Donald E.W. & Cornelia S. Neimann who owned the property from 1960 – 1973. David Neimann taught English and Latin at Palm Beach Private School (now Palm Beach Day Academy) and also served as headmaster for ten years. During this time, David Neimann oversaw a major expansion of the school, including the construction of a state-of-the-art auditorium. Leland P. & Joyce Krebs owned the property from 1973-1978 while Leeland worked for a Palm Beach international real estate firm doing business in the Caribbean. David A. & Pusadee "Puey" Salisbury purchased the property from the Krebs in 1978. Donald was born to prominent Palm Beach attorney John W. "Jack Salisbury and Mary Bates Salisbury and grew up in Palm Beach. He and his wife moved back to Palm Beach in 1977 where they owned and operated "Siamese Trader," a retail shop on Worth Avenue, plus a hotel shop in the Breakers. In 1986, the Salisbury's sold the property to the current owners, Ronald L. and Marcia C. Fick, who have been excellent stewards of the property for forty years.

V. Architect/Builders Biography

City Builders Realty Company

One of the earliest companies to successfully construct and promote real estate development in the Town of Palm Beach was the Indianapolis based City Builders Realty Company headed by Oscar A. Jose. In 1914, City Builders Realty Company became part of a growing number of successful midwestern firms who opened

[12] In 1935, A Atwater Kent took out a permit to remodel the house and garage for $500. This was the first permit taken out after the original 1920 permit by City Builders Realty Company to construct the house and garage.

[13] In the 1930s, Atwater Kent bought more than 60 properties in Palm Beach and West Palm Beach including the Vineta and Brighton hotels, the Lake Court and Harrington apartments and was known as one of the community's largest landowners. Thus, he likely rented out 230 Seaspray Avenue as an investment property. He bought and remodeled the Mizner designed Towers ocean front villa on North County Road and occupied it for several seasons before selling it and moving to California in 1942. He passed away in California in March 1949. The Towers was demolished, and the new house named Montsorrel was constructed in the late 1960s. It is currently owned by Nelson Peltz.

offices in South Florida prior to the 1920s Boom Time Era. Indiana contemporaries of Jose included City of Hollywood developer Joseph Young and Miami Beach developer Carl Fisher. These astute businessmen were instrumental in promoting South Florida as a desirable place to reside.

Beginning in 1914, City Builders Realty Company purchased tracts of land from Palm Beach pioneers including William Lanehart, Elisha Dimick, Frederick Robert, Henry Maddock, H.F. Hammon, E.M. Brelsford and Harvey Geer.[14] These combined parcels, renamed Poinciana Park by Jose, extended from Lake Worth to the Atlantic Ocean south of the Royal Poinciana Hotel and the Breakers Hotel. The streets were named Sea Breeze Avenue, Sea Spray Avenue and Sea View Avenue, and included 820 lots, though most properties encompassed several of the twenty-five foot wide lots. The company provided water, electric and sewer connections, sidewalks and lush landscaping. Prior to 1920 the houses were marketed as complete packages for families, fully furnished for a seasonal residence, however, by the mid-1920s they were being marketed for both seasonal and permanent residence. Additional amenities included the private Sea Spray Beach Club, nearby public and private schools, dockage for private yachts and attractive term financing for those who desired to finance their house. Commercial buildings were prohibited from the Poinciana Park Subdivision.

City Builders Realty Company designed and constructed a number of the houses in Poinciana Park. The company also marketed lots to other Palm Beach builders and architects who were required to maintain the size, scale and quality of residences as originally established within the subdivision. Designed to impress an upscale market of both permanent homebuyers and those interested in leasing seasonal Palm Beach residences, City Builders Realty Company made a lasting impression on Palm Beach architecture and lifestyle.

VI. Statement of Significance

230 Seaspray Avenue is a notable Georgian Revival style dwelling built in 1920 at the start of the land and housing boom in Palm Beach. It's siting perpendicular to the street facing east toward the ocean adds interest to the design of the property. The dwelling is also important as one of the houses featured in the City Builders Realty Company brochure promoting their Poinciana Park subdivision and today closely resembles the original design.

[14] Information found in the Poinciana Park file at the Preservation Foundation of Palm Beach. The paper lists land title searches of properties in Poinciana Park.

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."

The house located at 230 Seaspray Avenue in the Poinciana Park subdivision reflects the broad cultural, social and economic history of the Town of Palm Beach. While prior to 1919 Palm Beach's reputation had mostly rested on the fashionable hotels, the success of Poinciana Park helped establish another residential dimension to the development of Palm Beach. City Builders Realty Company publicized Poinciana Park in their promotional brochure as a "home site park with broad avenues prevailing in beautiful homes where many of the country's best-known people spend their time filled with contentment" and 230 Seaspray Avenue was one of thirteen "cottages" featured in their widely distributed marketing brochure. The size, scale and design of the dwelling continue to maintain the historic fabric of the Sea Streets and the early architectural development of the town. In addition, Arthur Atwater Kent, the first owner following City Builder's Realty Company, was a prominent American inventor whose company was the largest maker of radios in the United States in the 1920s and in Palm Beach he was an early real estate investor who purchased 230 Seaspray Avenue and a number of other properties including the prestigious Vineta Hotel as successful real estate ventures.

(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 230 Seaspray Avenue is a very good example of the Georgian Revival style of architecture featuring a number of distinguishing characteristics of the style. The dwelling's balanced and symmetrical form and fenestration is an important element of the Georgian Revival style. The multi-light sash windows, particularly the three part windows on the first story, the side gable roof with brackets under the eaves and gable end returns, and the distinctive center entry framed by pilasters are additional Georgian Revival features of the house. The prominent chimney that splits the fanlight in the gable and the siting of the dwelling perpendicular to Seaspray Avenue add interest to the property's architecture. In addition, the dwellings early

construction and close resemblance to the photo in the City Builder Realty Company's brochure confirms that despite some alterations, the main design and character of the original dwelling endure after more than one hundred years and is inherently valuable for the study of the period.

VIII. Selected Bibliography

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Town of Palm Beach. Building Permits, 1920– 2026

West Palm Beach City Directories. Asheville, NC: Florida-Piedmont Directory Company, 1920 -1986. These city directories included Town of Palm Beach directories and information on Palm Beach residents.

Abraham Fogel

From: Marcia Fick <marciaf230@gmail.com>
Sent: Monday, September 15, 2025 2:46 PM
To: Abraham Fogel
Subject: 230 Seaspray Ave

Follow Up Flag: Follow up
Flag Status: Completed

******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.******

Dear Mr Fogel,

Thank you for your letter regarding possible landmarking of our home at 230 Seaspray Ave in Palm Beach. The Fick family is steadfastly opposed to having our home landmarked. We are very familiar with the town landmarking program as our home has been up for consideration previously. We have lived in our home on Seaspray Ave for 40 years and have no intention of demolishing our home or substantially modifying it.

Please provide us with contact information for the landmarks commission and members so we can make our thoughts known.

We appreciate your reaching out and look forward to hearing from you.

Sincerely, Marcia Fick

Excerpt from the minutes of the February 18, 2026, Landmarks Preservation Commission Meeting

ANY OTHER BUSINESS

12. 230 SEASPRAY AVE DESIGNATION HEARING
Owners: Ronald L. Fick and Marcia C. Fick

Several members disclosed ex parte communications.

Janet Murphy, MurphyStillings, LLC, testified about the architecture and history of the Georgian Revival-style residence. Ms. Murphy pointed out the residence's design features and 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.

Ms. Mittner provided confirmation of proof of publication.

A motion was made by Ms. Herzig-Desnick and was seconded by Ms. Coleman to make the designation report for 230 Seaspray Avenue part of the record. The motion was carried unanimously, 7-0.

Ms. Damgard called for public comment.

Marcia Fick, owner at 230 Seaspray Avenue, stated that she does not consent to the landmarking of her home as it was in a flood zone, a special flood hazard area, and below the base FEMA elevation.

Ms. Coleman stated that being in a flood zone does not preclude the home from being landmarked.

Ms. Lindsay Scott observed that, while the house's basic structure remains intact, there have been substantial changes over time. These include removing the Porte cochère and enclosing what was once an open patio. She also questioned whether the defining eyebrow window on the east side is still present. Ms. Fick stated that the eyebrow window had not been in the home since they had owned it.

Ms. Herzig-Desnick expressed concern about alterations that impact the building's landmark eligibility. She noted that the front porch had been enclosed with sliding glass doors and single-pane windows, now obscured by landscaping and hedges. The property has also lost its trellis over the front door and its Porte cochère. While the core structure remains intact and charming, Ms. Herzig-Desnick stated that the building's original character and visibility have been significantly diminished.

Ms. Brooker offered a different perspective, acknowledging that some original features have been altered but emphasizing that the main structure and outline remain intact. She noted that enclosed porches have not prevented landmarking in past cases and referenced a recent

example. Regarding Criterion 1, Ms. Brooker highlighted the historical significance of the property's development by the same company as another recently landmarked home, while maintaining architectural distinctiveness.

Mr. Segraves referenced similar City Builders homes, noting that the property shares distinctive features such as the jerkinhead roof. He suggested that restoring the trellis, which was previously removed, would be a valuable enhancement. Mr. Segraves agreed that the main structure is well maintained and stated that enclosing the porch with glass does not, in his view, diminish the property's significance.

Ms. Albarran highlighted the benefits of landmark designation under FEMA elevation rules. She explained that without landmark status, renovations are limited to 50% of the home's value, restricting improvements to minor updates, such as a kitchen remodel. Landmarking removes this limitation, allowing full renovations without cost restrictions, which she described as a significant advantage.

Ms. Lindsay Scott added that if a property is below FEMA elevation, landmark status does not prevent demolition under state law and federal FEMA rules. She noted that even if the current owner sells the home, a future owner could tear it down despite its landmark designation.

A motion was made by Ms. Albarran and was seconded by Ms. Herzig-Desnick to recommend 230 Seaspray Avenue to the Town Council for designation as a Landmark of the Town of Palm Beach based on criteria 1 and 3 in Section 54-161, and with the acknowledgment that the owner opposed the designation. The motion was carried unanimously, 7-0.

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

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 140 Seaview 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.
23-2026

Date: 2/19/2026

The property located at 140 Seaview Avenue is before you for Landmark designation as Resolution 23-2026. The owner of the property is in opposition to the designation of this property.

ATTACHMENTS

Resolution No. 23-2026
Designation Report
Owner Letter of Opposition
Excerpt from Landmarks Meeting

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation

FUNDING

No Fiscal Impact

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

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 140 Seaview 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.
23-2026

Date: 2/19/2026

The property located at 140 Seaview Avenue is before you for Landmark designation as Resolution 23-2026. The owner of the property is in opposition to the designation of this property.

ATTACHMENTS

Resolution No. 23-2026
Designation Report
Owner Letter of Opposition
Excerpt from Landmarks Meeting

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation

FUNDING

No Fiscal Impact

140 Seaview Avenue



DESIGNATION REPORT

February 18, 2026

Landmark Preservation Commission

Palm Beach, Florida

DESIGNATION REPORT

140 Seaview Avenue

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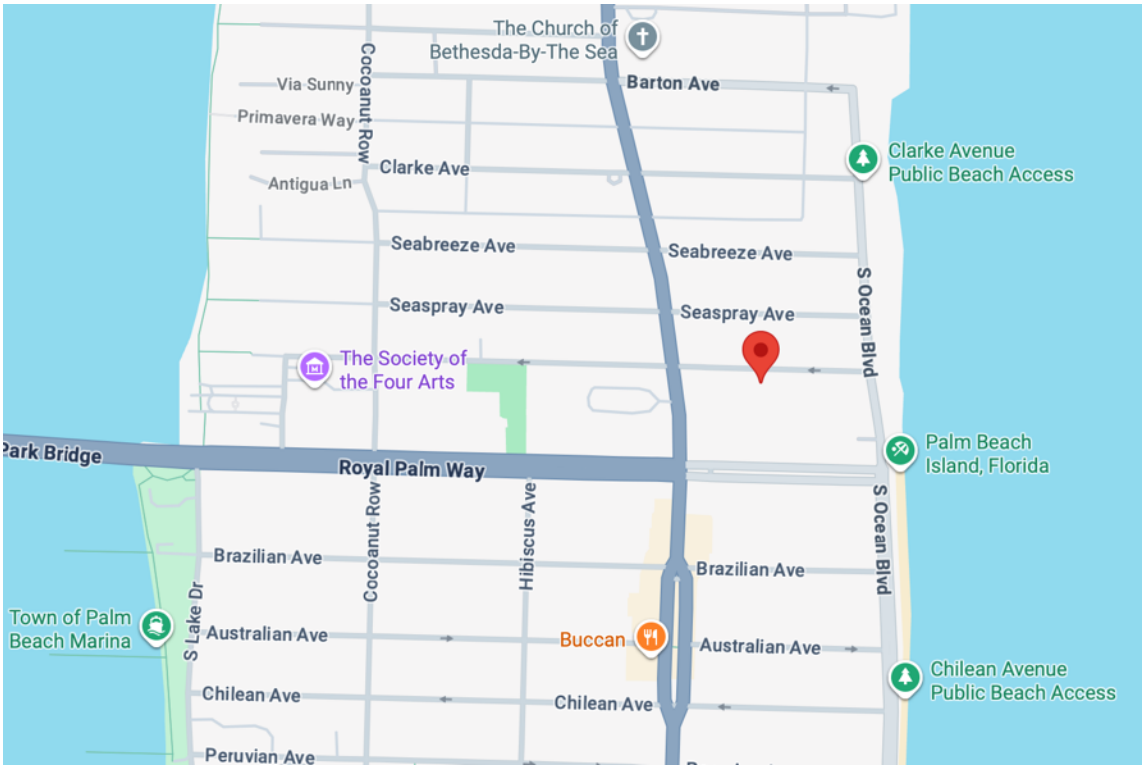
Report produced by Murphy Stillings, LLC

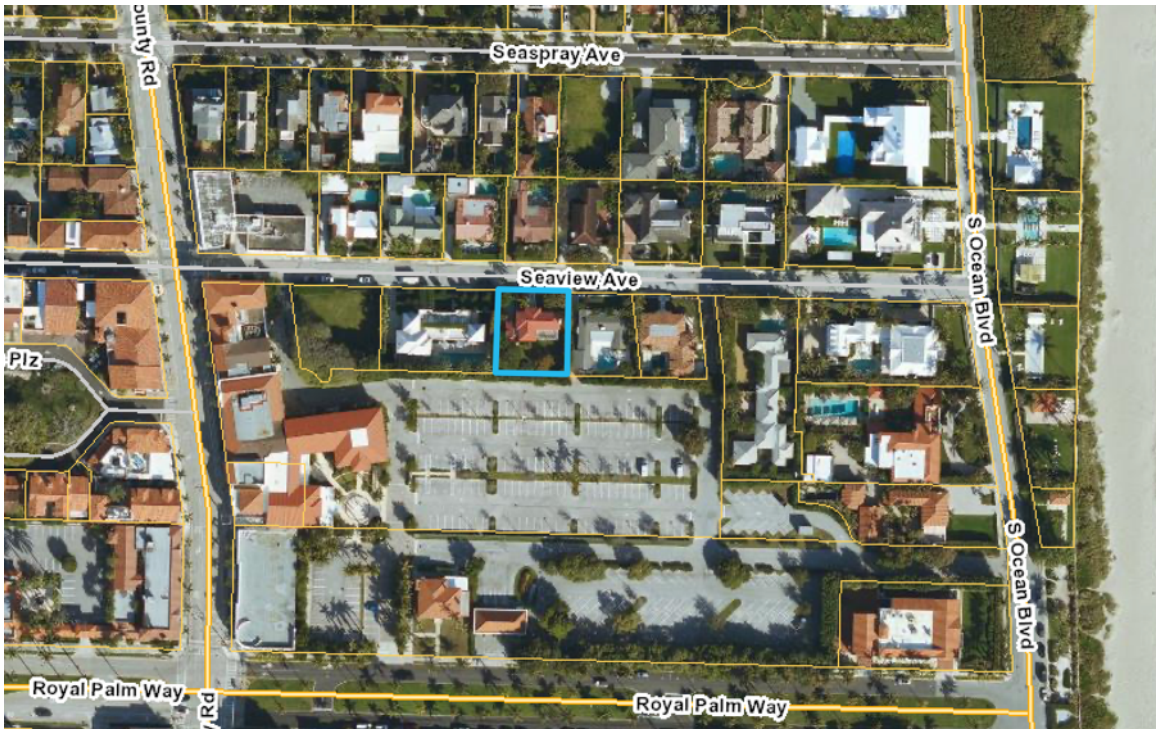
I. General Information

Location:	140 Seaview Avenue Palm Beach, Florida
Date of Construction:	1939
Architect:	Lester Geisler
Builder/Contractor:	Burnup and Sims
Original Owner:	Dr. Nancy L. Rader
Present Owner:	Nancy Beach Bhargava & John Bloomfield Beach
Present Use:	Single Family Dwelling
Present Zoning:	R-B
Palm Beach County Tax Folio Number:	50-43-43-23-04-000-0051
Legal Description:	The East 10 Feet of Lot 5 and all of Lots 6 of the East Plaza Subdivision, in the Town of Palm Beach, according to the Plat thereof, as recorded in Plat Book 16, Page 78, of the Public Records of Palm Beach County, Florida.

II. Location Map

140 Seaview Avenue





III. Architectural Information

The elegant two-story residence at 140 Seaview Avenue was designed in the Georgian Revival architectural style in 1939 by important Palm Beach architect Lester Geisler. Located in the ocean block of Seaview Avenue between South County Road and South Ocean Boulevard in the East Plaza subdivision, the house was constructed for Dr. Nancy Rader during the late Depression/New Deal Era.[1]



The Georgian Revival style, a sub-type of the Colonial Revival style, has the classic symmetrical Colonial shape and is one of the long-lived architectural styles in the United States. Originating in the 18th century, the Georgian style dominated the English colonies until about 1830. Beginning in the late 19th century there was a return to period style designs with the Georgian Revival style popular throughout the country until the mid-twentieth century. Based on Georgian and Adam prototypes from the northeastern states, variations on the style were popular in the Caribbean and were adapted in revival form in South Florida. Stylistic features include symmetry in building mass as well as window and door fenestration, classical details, a cornice with dentils or other details, and multi-light windows often flanked by shutters.

[1] Town of Palm Beach, Building Permit Number 10139, dated August 12, 1939. The approximate cost of the residence and garage was listed as $14,000.

The Georgian Revival style dwelling at 140 Seaview Avenue was constructed of concrete block surfaced with stucco and has intersecting hipped roofs surfaced with flat tiles. A wood cornice with stucco fascia is located at the roof line and the corners of the residence are highlighted by stucco quoins. The main façade is comprised of four bays with the entrance bay projecting approximately five feet to the north.



The entrance bay is accessed from Seaview Avenue by a set of steps at the property's masonry retaining. The residence's entry features a pair of paneled wood doors with an arched top transom window with a decorative metal grille. A stucco keystone tops the entranceway and arched louvered shutters flank the doors. Above the entrance is a casement window atop a stucco panel with a decorative metal grille that matches the grille above door below. The fenestration of the residence is symmetrically aligned. The windows on the first floor are arched top multi-light casements with stucco panels below, keystones above, and flanked by arched louvered shutters. The second floor features multi-light casement windows flanked with louvered shutters with a stucco belt course at the sill line. A brick chimney is located on the east wall and an attached one story, garage is located on the west side of the residence, recessed from the main façade. The garage has a truncated hip roof and features arched top dormers with casement windows on the north, west and

south sides. A louvered garage door is recessed behind the front plane of the garage which has a stucco surround with a keystone.

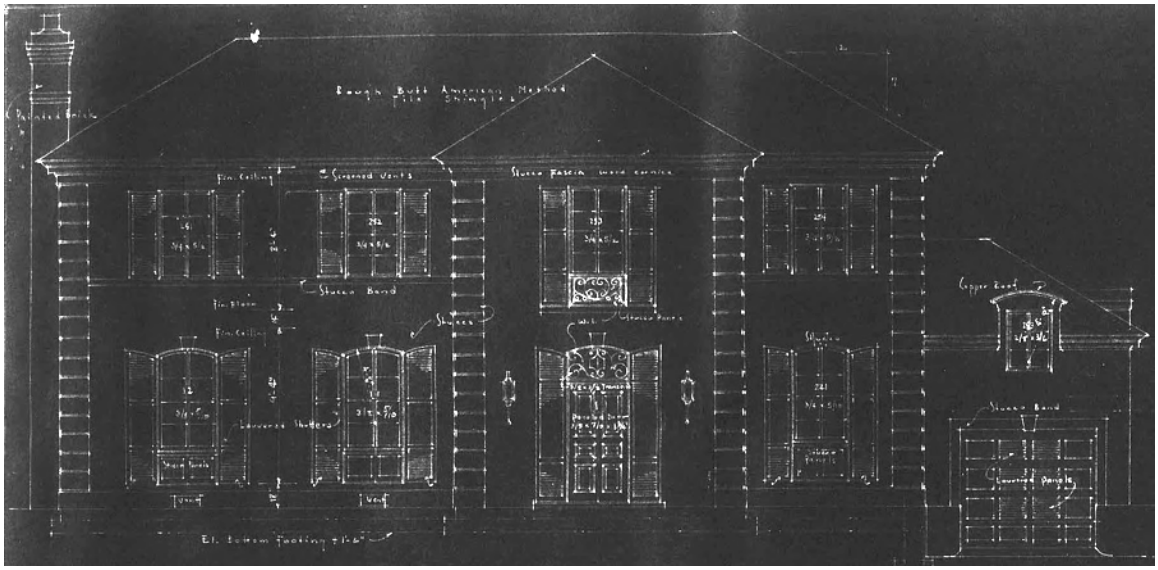


Entrance



Garage

Since its construction in 1939 there have been very minimal alterations to the residence.[2] The dwelling retains its historic architectural integrity and is an almost untouched example of Lester Geisler's work.

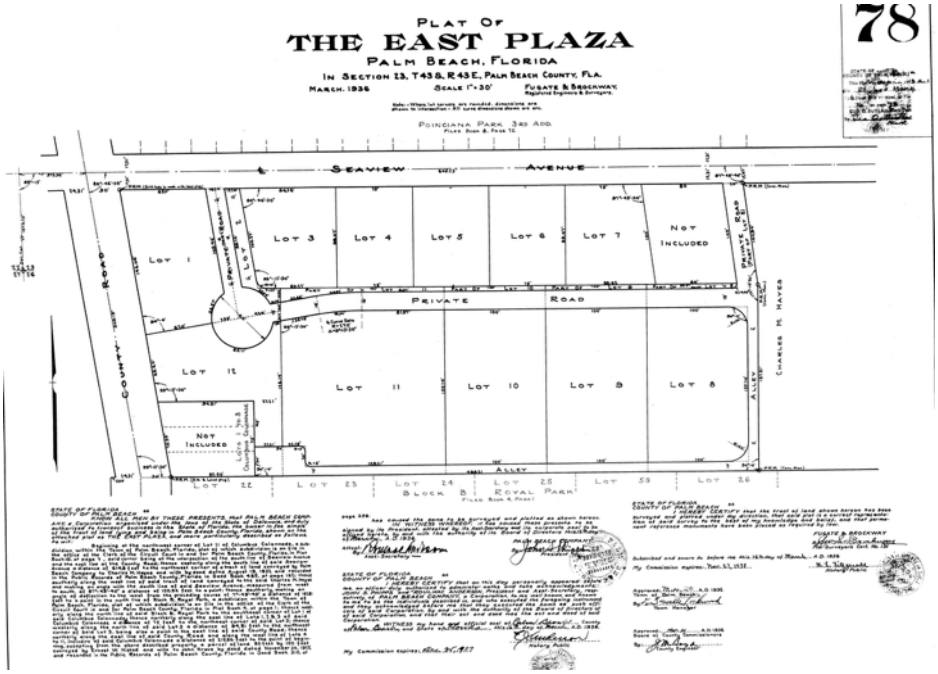


Drawing of North Façade, Lester Geisler, 1939

[2] Building permit records on file with the Town of Palm Beach. Alterations over the years have included roof replacements, enclosure of a rear screen porch in 1980, and air conditioning and electrical upgrades.

IV. Historical Information

140 Seaview Avenue was constructed in 1939 in the East Plaza subdivision during the late Depression/New Deal Era in Palm Beach. The East Plaza subdivision was platted by the Phipps family's Palm Beach Company in 1936 and included twelve lots located between South County Road and South Ocean Boulevard from the south side of Seaview Avenue south approximately three hundred feet.



Plat of East Plaza Subdivision, 1936

The end of the 1920s Boom Time Era and ensuing Depression in Palm Beach had signaled a change in the construction of residences, with many owners seeking mid-size houses in classic designs rather than the grand Mediterranean Revival style estates of the 1920s. By the mid 1930s, Palm Beach started to experience a post-Depression building boom that included buildings of varying classic architectural styles such as the Georgian Revival residence at 140 Seaview 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."[3]

In March of 1936, Dr. Nancy L. Rader purchased the property at 140 Seaview Avenue from the Palm Beach Company, and she commissioned architect Lester Geisler to design a residence for the property which was constructed in 1939. Lester Geisler was an important architect whose work in Palm Beach is underrepresented. He began his architectural career working as Addison Mizner's apprentice in 1923 and received his architecture certificate in 1926. After receiving his license, Geisler and Mizner formed an informal association that continued until 1931. Over the years he was known as Mizner's "right hand man" and he was involved in many of Mizner's architectural commissions during the 1920s. In 1931, Geisler started his own practice and designed many well-regarded buildings throughout South Florida with the most well-known being the Hialeah Park Race Track grandstand and clubhouse.[4] He also designed historically significant churches and residences including the historic First Presbyterian Church in Miami and the Karl Riddle House in West Palm Beach.[5]

Dr. Nancy Rader was an osteopathic physician originally from Virginia. She graduated from Colombia College at Spartanburg, South Carolina and married

---

[3] "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.

[4] Hialeah Park was listed in the National Register of Historic Places in 1979 and in 1988 was deemed eligible for designation as a National Historic Landmark.

[5] The First Presbyterian Church was built in 1949 at 609 Brickell Avenue, Miami. It was listed in the National Register of Historic Places in 1989 and was designated historic by the City of Miami in 2003. The Karl Riddle House was built in 1925 for West Palm Beach's first City Manager and worked with Addison Mizner as his engineer. It was designated as historic by the City of West Palm Beach in 2008.

George Bonnell Rader. Both Nancy and George Radar attended the American School of Osteopathy in Kirksville, Missouri. Following graduation, they practiced together in Indiana before moving to Florida in 1924 and opening an office together in downtown West Palm Beach. Dr. George Rader passed away in 1928. Dr. Nancy Rader continued to practice medicine until her passing in 1947. Since its construction the residence has stayed in the family and is currently owned by Dr. Rader's grandchildren, Nancy Ann Beach Bhargava and John Bloomfield Beach, who have been wonderful stewards of the property.

V. Architect's Biography

Lester Wadsworth Geisler

Lester W. Geisler was born in New York in 1900 and married Mildred Lang Geisler in 1920. The Geisler's moved to South Florida in 1921, and in 1923 he began working for renowned Palm Beach architect Addison Mizner as an apprentice. Lester Geisler was greatly influenced by his association with Mizner and worked for him until 1926 when he received his architect's certificate (certificate number 705). In 1927, he and Mizner began an informal association that continued until 1931. Geisler was known as Addison Mizner's "right hand man" and was involved in many of Mizner's architectural commissions throughout the years of their involvement.

Geisler began his own architectural practice and one of his most celebrated commissions was the Hialeah Park Race Track grandstand and clubhouse which were designed in the 1930s. Hialeah Park opened in 1925 but sustained damage during the 1926 hurricane. In 1930, it was purchased by Joseph Widener along with partner Col. Edward R. Bradley who commissioned Geisler to design a new grandstand and clubhouse. Hialeah Park was heralded as the world's most beautiful racecourse and the Clubhouse won the 1937 Paris Exposition Award.[6] In 1954, Geisler designed renovations to the clubhouse. Hialeah Park was listed in the National Register of Historic Places in 1979 and in 1988 was deemed eligible for designation as a National Historic Landmark.[7]

Geisler was also involved in the design of Sea Island, Georgia, several churches throughout South Florida, including the First Presbyterian Church in

[6] *Palm Beach Post* advertisement, January 14, 1954, page 19.
[7] Hialeah Park Casino Website, History. Hialeahparkcasino.com/about/history.

Miami which is listed in the National Register of Historic Places, and many residences in West Palm Beach and Palm Beach, including the historically designated Riddle House in West Palm Beach which was designed for Karl Riddle, West Palm Beach's first City Manager and Addison Mizner's chief engineer.[8] In 1942, the Geisler's moved to central Florida and Lester continued to be involved in architecture and development. He passed away in 1996 at the age of 95.

VI. Statement of Significance

The residence located at 140 Seaview Avenue is significant for its architecture, architect, and relationship to Palm Beach's history. The dwelling is a very good example of the Georgian Revival style of architecture constructed during the late Depression/New Deal Era in Palm Beach. It is also a notable representation of the work of architect Lester W. Geisler. Geisler was an important architect who worked for many years with Addison Mizner during the 1920s and then on his own designing significant buildings throughout South Florida.

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."

140 Seaview Avenue represents the broad cultural, economic and social history of the Town of Palm Beach during the late Depression/New Deal Era. Designed and built in 1939, the residence is a very good example of the late 1930s in Palm Beach. The end of the Boom Time Era had signaled a change in design of residences and the Georgian Revival style residence at 140 Seaview Avenue exemplifies the trend of moving away from the large, ornate,

[8] The First Presbyterian Church was built in 1949 at 609 Brickell Avenue, Miami. It was listed in the National Register of Historic Places in 1989 and was designated historic by the City of Miami in 2003. The Karl Riddle House was built in 1925 and was designated historic by the City of West Palm Beach in 2008.

Mediterranean Revival style estates to more traditional styles of architecture. While the home's architect Lester Geisler began his career in Mizner's office he was able to move beyond the Mediterranean Revival style during the 1930s to meet the changing architectural desires of his clients. Built for Dr. Nancy Rader, a well-regarded osteopathic physician, and remaining in the family since its construction the residence has retained its historical and architectural integrity to an extent that is not common.

(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 dwelling at 140 Seaview Avenue is a very good example of the Georgian Revival style of architecture featuring a number of distinguishing characteristics of the style. The dwelling's balanced and symmetrical form and fenestration is an important element of the Georgian Revival style. The multi-light casement windows, intersecting hipped roofs with cornice and fascia, and classical architectural details such as the quoins, keystones, and belt course are additional Georgian Revival style features of the residence. The arched top windows and shutters, metal grilles on the entrance bay, and the arched dormers on the garage are additional elements that add to the house's architectural character. In addition, the notable amount of architectural integrity the house has retained since its construction makes it inherently valuable for the study of the period.

(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."

Lester W. Geisler was an important architect to practice in Palm Beach. He began work on the island in 1923 first as an apprentice to Addison Mizner and later as an associate of Mizner's. His work during his time with Mizner is attributed to Mizner and therefore his contribution to Palm Beach's architecture has been underrepresented. After starting his own practice in 1931, Geisler designed many structures throughout South Florida including residences, churches and his most well-known commission the Hialeah Park Race Track grandstand and clubhouse. The Georgian Revival style residence at 140 Seaview Avenue is a very good example of Geisler's ability to move away from the Mediterranean Revival style he began working in with Mizner to more classic architectural styles which were in keeping with the changing times of the 1930s.

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John Bloomfield Beach
140 Seaview Avenue
Palm Beach, Florida 33480

October 30, 2025
Via Hand Delivery

Mr. Abraham Fogel
Town of Palm Beach Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480

RE: Property "under consideration" for Landmark Designation - 140 Seaview Ave.

Dear Mr. Fogel:

Nancy & I received your May 27, 2025 letter informing us that our property is under consideration for Landmark Designation. We respectfully withhold our consent to this designation and request the Town remove our property from the list under consideration.

Sincerely,

John Bloomfield Beach

John Bloomfield Beach

Cc: Wayne Bergman, Director of Planning, Zoning & Building
Brittain Damgard, Chair, Landmarks Preservation Commission
Friederike Mittner, Design and Preservation Manager

Excerpt from the minutes of the February 18, 2026, Landmarks Preservation Commission Meeting

ANY OTHER BUSINESS

13. 140 SEAVIEW AVE DESIGNATION HEARING
Owner: Nancy Ann Beach and John Bloomfield Beach

Several members disclosed ex parte communications.

Emily Stillings, MurphyStillings, LLC, testified about the architecture and history of the Georgian Revival-style residence. Ms. Stillings pointed out the residence's design features and testified that the residence met the following criteria for designation as a landmark:

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

Ms. Mittner provided confirmation of proof of publication.

A motion was made by Mr. Ives and was seconded by Ms. Coleman to make the designation report for 140 Seaview Avenue part of the record. The motion was carried unanimously, 7-0.

Ms. Damgard called for public comment. No one indicated a desire to speak.

Ms. Lindsay Scott noted that the house appears largely unaltered externally and is highly recognizable on its block of Seaview Avenue. She emphasized its prominence, sitting elevated on the left side as one approaches from the ocean, and stated that it is the defining home that comes to mind for that street.

Ms. Brooker expressed appreciation for seeing multiple homes that retain their original design. She noted that this house clearly meets all three criteria for designation and described it as beautiful. While not historically significant, she added that she loves its distinctive pink color.

Ms. Coleman thought it was impressive that the home had been in the family since it was built. She thought the home stood out on the street.

Ms. Albarran expressed strong support for landmarking the property, noting her long-standing admiration for the house and its distinctive pink color. She praised its architectural details, such as the low arches, and remarked that it was surprising the home had not been landmarked earlier. Ms. Albarran stated she is very much in favor of the designation.

A motion was made by Ms. Coleman and was seconded by Ms. Albarran to recommend 140 Seaview 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 owner opposed the designation. The motion was carried unanimously, 7-0.

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

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 - Review and Finalize the Draft Declaration of Use Agreement
TIME CERTAIN: 2:00 PM

Date: 1/29/2026

ATTACHMENTS

Draft Declaration of Use Agreement

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

DECLARATION OF USE AGREEMENT

by

THE TOWN OF PALM BEACH

and

WEG PARAMOUNT, LLC

and

LW HOSPITALITY, LLC

_____, 2026

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

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DECLARATION OF USE AGREEMENT

THIS DECLARATION OF USE AGREEMENT ("Agreement") is made and entered into this _____th day of _____, 2026_ 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 "LW HOSPITALITY"), 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, and residential uses; and

WHEREAS, the Town Council conditionally approved the Application on January 14, 2026); 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 itself to the terms hereof. There are no covenants, restrictions or reservations of record that will prevent the use of the Land in accordance with the terms and conditions of this Agreement. No consent to execution, delivery and performance hereunder is required from any person, partner, limited

partner, creditor, investor, judicial or administrative body, governmental authority or other party other than any such consent which already has been unconditionally given or referenced herein. The execution of this Agreement or the consummation of the transactions contemplated herein will not violate any restriction, court order or agreement to which the Club or Land are subject.

ARTICLE III
PRIVATE CLUB

The private club ("Club") that is the subject of this Agreement shall be as set forth in the application submitted to the Town as ZON-23-020 and approved by the Town Council on January 14, 2026, as the same may be amended from time to time (hereinafter referred to as the "Approval").

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 11:~~30~~ 00 p.m. Monday to Friday, 12:00 p.m. to ~~12~~11:00 p~~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.

2) There shall be no club use, defined in Section 134-2 of the Town Code as "buildings and/or facilities, not open to the general public, owned and operated by a corporation or association of persons for social or recreational purposes for social or recreational purposes for members and their bona fide guests and which may render as an accessory use, services that are customarily carried on as a business" (the "Club Use") except as specifically authorized under the Approval. In no circumstance shall any Club Use occur above the first floor of the building, or on the balconies, terraces, and roof of the Property, or in the area of the building delineated for church use on the first floor, or within the area of the building delineated for the Café use described below, and any such Club Use occurring within the portion of the building delineated for residential, café, or church uses shall constitute a violation of this Agreement subject to the Remedies for Violation set forth in Article VIII of this Agreement.

3) The main entrance to the Club shall be through the modified entry depicted on the Approved Plans, generally located on the southwest corner of the Landmarked building.

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"). Non-amplified live music, such as violins, cellos, violas, flutes, or similar string and woodwind instruments, may be allowed in the interior courtyard from the opening of the Club until 9:00 p.m., provided that such non-amplified live music does not exceed the noise standards set forth in Chapter 42 of the Town's Code of Ordinances. Drums shall not be permitted in the interior courtyard.~~ There shall be no dance floor or amplified live music in the Club.

5) The Club shall install hurricane/impact windows and doors, as well as adequate soundproofing, to block all interior noise from the Club being heard outside.

6) All exterior doors and windows shall be designed to prevent sound escaping from the Club.

7) There shall be no dinner reservations made earlier than 6:00 p.m. Valets shall be required to arrive to the Property 15 minutes prior to the opening of the Club during times when valet is offered to Club visitors.

8) The maximum Club membership shall be 175 people regardless of designation and whether or not dues paying ("Members" or "Membership"). At least 75% 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.

9) The maximum Club occupancy shall not exceed ~~225~~ 210 people, including employees, except when there is an event as defined in Paragraph ~~12~~ 11 below, in which case the maximum occupancy shall not exceed 250 people. The Club will return to Town Council after a period of six months of operation to review the aforementioned occupancy limits. Maximum occupancy limitations above refers to ~~members and guests of the Club, and shall not include Club~~ Club members, guests, and employees for purposes of calculating maximum occupancy. 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.

10) The Club shall make available v~~V~~alet 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.

11) No events of more than sixty (60) people shall be allowed in the Club. There shall be no more than ~~4~~ 1 event~~s~~ per month. An event is defined as an organized member sponsored function for 40 or more people held within the confines of the Club property itself and during the Club hours of operation. The number of attendees at any event shall count toward the maximum Club occupancy set forth in Paragraph 9~~10~~ above. 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~~ 24 months. Club events must be sponsored by a Member and said Member shall be physically present at the sponsored event.

12) The Club shall be allowed to remain open until 2:00 a.m. on New Year's Eve. The Club shall 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.

13) It is the intent of this Agreement to preserve the residential character of the eastern portions of Sunset Ave. and Sunrise Ave. from County Road to N. Ocean Blvd. that are zoned R-C Medium Density Residential District and that contain residential units for residential use, and to not allow members and guests of the Club to park on Sunset ~~and Sunrise~~ Avenue~~s~~. This parking prohibition ~~on parking on~~ on Sunset and Sunrise Avenues shall be enforced through the rulebook of the Club, which will not only state that prohibition, but also include penalties. All Club members will be ~~encouraged~~ instructed 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 and may develop sanctions and or penalties against Members who repeatedly violate this provision. The Club shall also use best efforts to encourage Members and guests to utilize ride sharing or carpooling to minimize the number of cars entering and exiting the Property.

14) The Club shall obtain and maintain a valet parking permit for one valet stand located on-site, as shown in the traffic operational plans attached as Exhibit __. A minimum of 4 valets shall be on duty from ~~6:00~~5:45 p.m. to closing Thursday to Saturday and a minimum of 3 valets shall be on duty from ~~6:00~~5:45 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 or Sunrise Avenues, and the use of the parking lot at the Property shall be operated in such a way as to prevent any vehicular stacking outside the boundaries of the Property. Any modifications to the valet plan shall require the valet operation to remain on the Property and not on any public rights-of-way.

15) ~~After 6:00 p.m., all v~~Vehicular pick-up and drop-off of all Club members, guests and employees, arriving in private vehicles, car services or taxis that are not being left unattended by such visitors to the Property ("Ride Sharing Vehicles") ~~may~~ shall 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 Clu~~u~~b will issue periodic reminders to Club members, valets, and employees of this policy.

16) All Club employees shall park off island and be shuttled to the Property so as to minimize parking and traffic impacts of the Club~~.~~.

17) The total Club dining (including bar) seats shall not exceed 150, ~~including~~ of which a maximum of 40 seats can be allocated to the outdoor courtyard area as shown in the seating plans attached as Exhibit ___.

~~18)~~ All Club trash shall be stored inside the building and shall not be taken to the dumpster enclosure until ~~———————~~ 8:00 a.m. the following day or at the latest possible time before waste collection vehicles arrive to the Property. The Club shall coordinate with the Town Public Works department to minimize impacts to surrounding properties resulting from trash pickup. ~~.~~

18)

~~19)~~ All deliveries to the ~~Café~~ Club shall ~~be~~ use the existing commercial loading zones along ~~N. County Rd~~Sunrise Avenue, except for smaller trucks (approximately 16 feet in length or less) that can safely navigate through the Property without backing up in a manner that results in audible warning sounds. Such smaller trucks may deliver within the Property between 6:00 and 9:00 a.m. provided that deliveries are made in such a way as to minimize noise to surrounding properties. With respect to deliveries made by larger trucks, which must be unloaded on Sunrise Avenue, t~~T~~here shall be no deliveries to the Club before ~~8~~9:00 a.m. or after 2:00 p.m. on weekdays or before 8:00 a.m. or after 5:00 p.m. on Saturdays and Sundays.

19)

20) The Club shall provide state of the art exhaust vents and scrubbers and shall have them cleaned on a weekly basis in order to prevent the proliferation of odors that could affect nearby properties.

21) The 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 as well as a schedule of construction phases. 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. Such Construction Communications shall also be provided to any neighbors or community representatives who request them. The Club will provide the cellular phone number of the foreman of the project to the Town.

22) There shall 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 shall 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. Any noise emanating from the courtyard in excess of the noise levels set forth in Chapter 42 of the Town Code shall constitute a violation of this Agreement subject to the Remedies for Violation set forth in Article VIII herein. The Club shall issue periodic members to Club members, guests, and employees of this policy.

23) The 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 2 ~~years~~ full seasons of operation following the date of Club opening. Any future requested revisions to the conditions of this Agreement shall require a formal application to the Town Council to amend this Agreement, which application shall be submitted to the Director of the Town's Planning, Zoning & Building Department and shall adhere to the Town notice requirements applicable to special exception approvals. Any Town Council hearing regarding a requested revision(s) to this Agreement will only be conducted between the months of January and May.

24) There shall be no shared entrance between the Club and the residential unit on the second and third stories of the building. Owner shall continue working with Town staff to introduce a separate residential entrance that is physically separated from the entrance to the Club. In the event Owner and staff cannot agree on the design of the separate residential entry and access to the second floor, Owner shall return to the Town Council for clarification and satisfaction of this condition.

25) All buildings and improvements shall be maintained in a first-class condition, especially as to the exterior appearance, as set forth in the property maintenance standards of the Town of Palm Beach Code of Ordinances. Painting and other exterior maintenance shall be periodically performed as reasonably required. No excessive and/or unsightly mildew, rust deposits, dirt, graffiti, or deterioration shall be permitted to accumulate on any building or other improvement. The glass in windows and in glass sliding doors shall not be cracked or broken. Building openings shall not be boarded up. Foundations, exterior walls, and roofs shall be weather-tight and shall be maintained in good repair. All appurtenances to any structure, such as awnings, shutters, doors, rails, and light fixtures shall be securely attached and in working condition, and shall not be broken, hanging loose, or falling away from the structure. All walls and fences shall be maintained in good repair and in an upright condition and shall be free from graffiti, or broken, cracked, or leaning sections, or loose component pieces.

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

ARTICLE V
CHURCH USE

1) The Church can only be used for worship services. Church ~~services~~ uses shall be limited to 200 seats and shall occur only on Sunday mornings from 8~~9~~:00 a.m. to 11~~2~~:45~~00~~ a~~p~~.m., when the Club is not open. Church ~~services~~ uses shall end at least 15 minutes prior to the opening of the Club.

ARTICLE VI
PUBLIC CAFÉ RESTAURANT USE

1) The maximum seating of the café restaurant shown on the Approved Plans ("Café") shall not exceed 60 seats, ~~including~~ of which ~~no more than 40 indoor seats and no more than~~ a maximum of 20 may be located outdoor~~s seats~~.

2) The Café hours of operation shall be limited to 7:00 a.m. to 4:00 p.m., Monday through Sunday.

3) The Parties hereby acknowledge that the approved seats for the Café shall not be converted to dining seats in the Club.

~~3)~~4) There shall be no dance floor or amplified live music in the Café.

~~4) All deliveries to the Café shall use the existing commercial loading zones along N. County Rd. There shall be no deliveries to the Café before 8:00 a.m. or after 2:00 p.m. on weekdays or before 8:00 a.m. or after 5:00 p.m. on Saturdays and Sundays.~~

5) All deliveries to the Café shall use the existing commercial loading zones along Sunrise Avenue, except for smaller trucks (approximately 16 feet in length or less) that can safely navigate through the Property without backing up in a manner that results in audible warning sounds. Such smaller trucks may deliver within the Property between 6 and 9 a.m. provided that deliveries are made in such a way as to minimize noise to surrounding properties. With respect to deliveries made by larger trucks, which must be unloaded on Sunrise Avenue, there shall be no deliveries to the Café before 9:00 a.m. or after 2:00 p.m. on weekdays or before 8:00 a.m. or after 5:00 p.m. on Saturdays and Sundays.

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 (or his or her authorized designee) ~~the Director of Planning, Zoning and Building Department~~anyone ~~with authority~~ that there is ~~of~~ a violation of ~~any of the terms or~~ conditions of approval, this Agreement, or any other provisions of~~in~~ the Town Code of Ordinances, the Town shall provide written ~~and upon~~ notice ~~in writing from the Town~~ to the Owner and/or LW Hospitality of said violation(s) and the date upon which said violations(s) shall be corrected. If Owner and/or LW Hospitality 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. The Parties~~, the Owner, LW Hospitality~~, ~~or~~ their successors and~~or~~ assigns, agree that they ~~respectively,~~ shall pay ~~to~~ the Town ~~TOWN~~ a liquidated amount of $2,000 per day for each adjudicated violation until corrected; however, the Parties, their successors and assigns, further agree and acknowledge that the Code Enforcement 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. ~~Said liquidated amount shall accrue on a per day basis for each day a violation of this agreement exists.~~ In addition to all remedies provided in the Town Code, ~~,~~ in the event Owner and/or LW Hospitality fails to correct the ~~a~~ violation(s) ~~remains uncorrected beyond the date noticed for correction by the Director of the Planning, Zoning and Building Department~~within the

time provided, this Agreement may be reconsidered by the Town Council ~~at a future meeting~~ upon ~~thirty~~ 30 days ~~notification to the owner~~written notice. ~~The Town Council may, upon a finding of violation~~shall have the authority to revise or rescind~~, alter this Agreement or rescind the approval of the use.~~

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

2) The ~~Town~~ 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 and it shall not be required to demonstrate irreparable harm or injury to secure an injunction to enforce the terms of this Agreement. Additionally, in the event of any ~~breach, default or non-performance~~ litigation involving ~~of~~ this Agreement, or any of its covenants, agreements, terms or conditions, the ~~Town~~ prevailing party shall be entitled to ~~recover its costs, expenses and~~ reasonable attorney's fees and court costs from the non-prevailing party~~insofar as the Town prevails, either before or as a result of litigation, including appeals~~.

ARTICLE IX
PROVISIONS TO RUN WITH THE LAND

This Agreement shall be binding upon the Town, Owner, LW Hospitality, and their successors and assigns, and shall terminate only upon rescission of the Approval. In the event of a change in majority ownership of the Property, Club or Café, the new majority owner shall return to the Town Council for review and approval of a special exception to operate the Club or Café and to assign this Agreement to the new owner This Agreement shall not be assigned without written approval of all Parties. This Agreement shall run with the land and be recorded by the Owner in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto.

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 both 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 Easter Time, i.e. whichever of Easter Standard Time or Easter 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.

[SIGNATURE PAGES FOLLOW]

Signed, sealed and delivered
In the presence of:

_____
Print Name: _____

_____
Print Name: _____

_____
Print Name: _____

_____
Print Name: _____

_____
Print Name: _____

_____
Print Name: _____

_____
Print Name: _____

_____
Print Name: _____

THE TOWN OF PALM BEACH:

By:_____
Danielle Hickox Moore, Mayor

By:_____
Bobbie Lindsay, President

By:_____
Kirk Blouin, Town Manager

WEG PARAMOUNT, LLC

By: _____

LW HOSPITALITY, LLC

By: _____

By: _____

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this ____ day of _____2026, 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 _____2026, 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 _____2026, 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 _____2026, 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.

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning, & Building Staff

Re: ZON-25-0091 (ARC-25-0102) 151 WORTH AVE - Review of Draft Declaration of Use Agreement

Date: 2/19/2026

ATTACHMENTS:
Draft Declaration of Use Agreement
Declaration of Use Agreement 1998

STRATEGIC PLAN
Strategic Priorities:
Community Culture and Character, Mobility and Transportation

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

FUNDING
No Fiscal Impact

DECLARATION OF USE AGREEMENT

by

THE TOWN OF PALM BEACH

and

151 WORTH AVENUE OWNER LLC

and

XX RESTAURANT

_____, 2026

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

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DECLARATION OF USE AGREEMENT

THIS DECLARATION OF USE AGREEMENT ("Agreement") is made and entered into this _____ day of _____, 202____ by and between the TOWN OF PALM BEACH, a Florida municipal corporation, 360 South County Road, Palm Beach, Florida 33480 (hereinafter called "Town") and 151 WORTH AVENUE OWNER LLC, 151 Worth Avenue, Palm Beach, Florida 33480 (hereinafter called "Owner"), and XX RESTAURANT (hereinafter called the "Restaurant") which terms "Town," "Owner," and "Restaurant," (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-WA (Commercial – Worth Avenue) and R-C (Medium Density Residential) Zoning Districts and Commercial Future Land Use Designation; and

WHEREAS, Owner has requested approval of zoning application number ZON-25-0091 (the "Application"), authorizing ~~a~~ retail and restaurant uses ~~on~~ at the Property; and

WHEREAS, the Town Council conditionally approved the Application on February 11, 2026, including special exceptions for up to 183 restaurant seats, of which 48 seats may be outdoors, and shared parking, and variances for elimination of one required on-site loading space and for 37 tandem parking spaces in the Property's underground garage; 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 itself to the terms hereof. There are no covenants, restrictions or reservations of record that will prevent the use of the Land in accordance with the terms and conditions of this Agreement. No consent to execution, delivery and performance hereunder is required from any person, partner, limited partner, creditor, investor, judicial or administrative body, governmental authority or other party

other than any such consent which already has been unconditionally given or referenced herein. The execution of this Agreement or the consummation of the transactions contemplated herein will not violate any restriction, court order or agreement to which the Restaurant or Land are subject.

ARTICLE III
RESTAURANT USE

The restaurant use that is the subject of this Agreement shall be as set forth in the application submitted to the Town as ZON-25-0091 and approved by the Town Council on February 11, 2026, as the same may be amended from time to time (hereinafter referred to as the "Approval"). Prior to issuance of a certificate of occupancy for the restaurant use, the restaurant operator shall be required to obtain special exception approval from the Town Council to determine the specific conditions under which the restaurant shall be operated. This Agreement shall be update after any future approvals to reflect the terms and conditions of approval.

ARTICLE IV
CONDITIONS

The approval shall be based upon the following conditions:

1) The ~~Restaurant~~ approved uses shall be located on that portion of the Property identified on the approved plan sheets prepared by Bartholemew + Partners (the "Approved Plans"). The hours of operation will be determined when Town Council approves an application for Special Exception Approval for the restaurant operator. ~~All restaurant guests will be required to exit the Restaurant by closing time.~~

2) The entrances to the ~~Restaurant~~ building shall be through the front entrance facing Worth Avenue or the side entrance on the western façade of the building, as well as the interior vias as set forth in the Approved Plans.

3) ~~There shall be no amplified live music, and any music played will be low volume background music that will comply with the Town's code requirements, including the Town's noise ordinance, and will be used to create an intimate atmosphere where diners are able to converse with each other in a regular speaking voice~~.

4) The maximum seating for any restaurant uses shall not exceed 169 seats during the lunch hours before 6 PM, and 183 after 6 PM for dinner hours, with specific hours to be finalized upon approval of a special exception application from the restaurant operator.

5) The maximum number of outdoor café seats shall be 48 seats.

6) Valet parking is required for parking within the parking garage on site. The valet stand shall be located at the porte cachere located on the western facade to the building and Restaurant. There shall be at least182 parking spaces in the parking garage.

7) ~~The Restaurant~~Owner shall obtain and maintain a valet parking permit for one valet stand. A minimum of 4 valets shall be on duty during retail and Restaurant operating hours, seven (7) days a week. The number of valets may be modified by the Police Department should it be determined that more or fewer valets are required to manage

the Restaurant parking. Valets shall be required to park in the underground garage at the Property.

~~8) The Restaurant shall be allowed to remain open until 2:00 a.m. on New Year's Eve. The Restaurant will be required to hire 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 New Year's Eve. Maximum seating for New Year's Eve shall remain at 183 seats.~~

~~9)~~8) All ~~Restaurant~~ employees shall park off island or within the parking garage on-site.

~~10)~~9) 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~~.

~~11)~~10) All deliveries to the Property shall, to the extent possible, utilize the available loading zones on the Property. The loading zone for which a variance was approved and which is located generally at the Property's western driveway shall only be utilized prior to 10:00 AM.

~~12)~~11) The Property shall at all times be continually maintained with the upmost standards of a first-class restaurant and will comply with all ordinances, rules and regulations of the Town of Palm Beach, Palm Beach County, and State of Florida, (and each of the foregoing governmental entity's respective districts, departments, and agencies) as to maintenance, health, and safety standards.

~~13)~~12) The total restaurant gross leasable area (GLA) shall not exceed 5,383 square feet, and the total retail gross leasable area (GLA) shall not exceed 28,496 square feet.

~~14)~~13) All buildings and improvements shall be maintained in a first-class condition, especially as to the exterior appearance. Painting and other exterior maintenance shall be periodically performed as reasonably required. No excessive and/or unsightly mildew, rust deposits, dirt, graffiti, or deterioration shall be permitted to accumulate on any building or other improvement. The glass in windows and in glass sliding doors shall not be cracked or broken. Building openings shall not be boarded up. Foundations, exterior walls, and roofs shall be weather-tight and shall be maintained in good repair. All appurtenances to any structure, such as awnings, shutters, doors, rails, and light fixtures shall be securely attached and in working condition, and shall not be broken, hanging loose, or falling away from the structure. All walls and fences shall be maintained in good repair and in an upright condition and shall be free from graffiti, or broken, cracked, or leaning sections, or loose component pieces.

~~15)~~14) The portion of the Property abutting Peruvian Avenue (lots 13, 14 & 15 of block 16) shall be maintained as landscaped open space, with minor hardscape amenities including, but not limited to, benches and gates, as may be approved by the Town of Palm Beach.

~~16)~~15) All landscaping within the Property shall be regularly maintained with proper horticultural and arboricultural practices, including without limitation such replanting and, as is from time to time necessary, mowing, trimming, fertilization, and weed, insect, and disease control. All dead or diseased sod, trees, plants, shrubs, or flowers shall be promptly replaced.

~~17)~~16) There will be no smoking, drinking or loitering by employees in the outdoor areas surrounding the ~~Restaurant~~building, including Worth Avenue, Peruvian Avenue, South County Road and South Ocean Boulevard.

ARTICLE V
VOLUNTARY AGREEMENT AND HOLD HARMLESS

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

ARTICLE VI
REMEDIES FOR VIOLATION

Upon determination by the Director of Planning, Zoning and Building Department (or his or her authorized designee) of a violation of any of the terms or conditions of this Agreement or any other provision in the Town Code of Ordinances, and upon notice in writing from the Town to the Restaurant and the Restaurant's representative of said violation(s) and the date upon which said violations(s) shall be corrected, Restaurant or Restaurant's successor or assigns shall pay to the TOWN a liquidated amount of $2,000 per adjudicated 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 the Restaurant 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 Restaurant disputes any code violation, the Restaurant may appeal the determination of the Director of the Planning, Zoning and Building Department to the Town Council, said appeal to be filed no later than fifteen (15) days following the written notice of violation.

The Town shall have all remedies available at law and equity in order to enforce the terms of this Agreement including but not limited to (a) the Town's code enforcement procedures; (b) all remedies otherwise offered in the Town's Code of Ordinances; and (c) injunction, specific performance, and any and all other equitable relief through the civil courts in and for Palm Beach County for the State of Florida. In the event the Town is required to seek injunctive relief, it shall not be required to post bond. 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 VII
PROVISIONS TO RUN WITH THE LAND

This Agreement shall run with the Land, shall be binding upon the Parties, and shall terminate upon the termination of the uses authorized by this Agreement. This Agreement shall be updated prior to the issuance of a certificate of occupancy or completion for any restaurant use to establish the terms and conditions under which the restaurant may operate. In the event of a change in ownership of the restaurant or the intended substitution of a new restaurant into the premises designated for restaurant use, a new special exception must be obtained as a condition precedent to the continued operation of the restaurant under new ownership or a new restaurant operation. This Agreement shall be recorded by the Restaurant in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto.

ARTICLE VIII
ENTIRE AGREEMENT

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

ARTICLE IX
EFFECTIVE DATE

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

ARTICLE X
MISCELLANEOUS

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 Easter Time, i.e. whichever of Easter Standard Time or Easter 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:_____
____, President

_____
Print Name: _____

_____
Print Name: _____

By:_____
Kirk Blouin, Town Manager

_____
Print Name: _____

RESTAURANT:

FLAGLER SYSTEMS MANAGEMENT, INC

_____
Print Name: _____

By:_____
Its:_____

_____
Print Name: _____

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this ____ day of _____2026, 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 _____2026, by _____, 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 _____2026, 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 _____2026, by _____, on behalf of 151 WORTH AVENUE OWNER 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 13, 14 AND 15, AND LOTS 49 THROUGH 59, INCLUSIVE, ALL IN BLOCK 16, REVISED MAP OF ROYAL PARK ADDITION TO PALM BEACH, FLORIDA, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 1, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

#4082

GY GS 22

R. Graham

Aug-13-1998 04:01pm 98-314737
ORB 10579 Pg 1542

DECLARATION OF USE AGREEMENT
by
THE TOWN OF PALM BEACH
and
WORTH AVENUE ASSOCIATES, LTD.

Dated: June 11, 1998

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EXHIBIT "B"

400 SOUTH COUNTY ROAD 15

DECLARATION OF USE AGREEMENT

THIS DECLARATION OF USE AGREEMENT is made and entered into this 19th day of June, 1998 by and between the TOWN OF PALM BEACH, a Florida municipal corporation, 360 South County Road, Palm Beach, Florida 33480 (hereinafter called the "Town"); and the WORTH AVENUE ASSOCIATES, LTD., a Pennsylvania limited partnership, c/o The Goodman Company, 777 South Flagler Drive, West Palm Beach, Florida 33401 (hereinafter called "Owner"), which terms "Town" and "Owner" will include and bind the successors and assigns of the parties, wherever the context so requires or admits.

W I T N E S S E T H :

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

WHEREAS, a portion of the Land is owned by the Owner, a portion by Murray H. Goodman, and the balance is under contract to purchase by Owner. Title to all of the Land will be held by Owner;

WHEREAS, the parcel of property at 400 South County Road as described in Exhibit "B" attached hereto and made a part hereof (hereinafter "400 South County") is located within the municipal limits of the Town and is owned by Owner;

WHEREAS, the Land is zoned C-WA, Commercial Worth Avenue and retail and office uses are allowable uses within such zoning category;

WHEREAS, 400 South County is zoned C-TS, Commercial Town Serving and retail and office uses are allowable uses within such zoning category;

WHEREAS, Owner owns the property at 150 Worth Avenue known as the "Esplanade";

WHEREAS, the Town Council approved on June 4, 1998 Special Exceptions for retail and accessory office uses on the Land by Neiman Marcus ("Neiman's") subject to the conditions set forth herein and the approval of this Agreement, and on the basis of the specific finding of the Town Council that the approval of the Special Exceptions, in compliance with said conditions, will not be adverse to the public interest and upon a finding of the Town Council that the applicable provisions of the Town Code governing the use of the Land and special exceptions have been met;

WHEREAS, the Town Council approved on June 4, 1998 the Site Plan for the Special Exceptions, subject to the conditions set forth herein and the approval of this Agreement, and on the basis of the specific finding of the Town Council that the approval of the Site Plan, in compliance with said conditions, will not be adverse to the public interest, and upon a finding by the Town Council that the applicable provisions of the Town Code governing the use of the Land and site plans have been met;

WHEREAS, the Town Council approved on June 4, 1998 certain Variances, subject to the conditions set forth herein and the approval of this Agreement, and on the basis of the specific finding of the Town Council that the necessary hardships exist, and that the approval of the Variances, in compliance with said conditions, will not be adverse to the public interest, and upon a finding by the Town Council that the applicable provisions of the Town Code governing the use of the Land and variances have been met;

WHEREAS, in approving the Special Exceptions, Site Plan, and Variances, the conditions of approval reflected herein are imposed in order to regulate the use, mitigate any adverse impacts of the use, as well as to insure that said use shall not be adverse to the public interest; and

WHEREAS, all of the representations made herein are true and accurate and the granting of the Special Exceptions and Site Plan review are conditioned upon the representations made herein and all of the conditions herein imposed.

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

Owner has full right to enter into this Agreement and to bind the Land and 400 South County and itself to the terms hereof. There are no covenants, restrictions or reservations of record that will prevent the use of the Land and 400 South County in accordance with the terms and conditions of this Agreement. No consent to execution,

delivery and performance hereunder is required from any person, partner, limited partner, creditor, investor, judicial or administrative body, governmental authority or other party other than any such consent which already has been unconditionally given or referenced herein. Neither the execution of this Agreement nor the consummation of the transactions contemplated hereby will violate any restriction, court order or agreement to which Owner or the Land or 400 South County are subject.

ARTICLE III

RETAIL AND ACCESSORY OFFICE USES

The use of the Land shall be for retail uses with accessory office for Neiman Marcus in compliance with all of the information and exhibits included in the application, not inconsistent with the terms and conditions set forth herein, set forth in the application submitted to the Town for Site Plan Review No. 3-98 with Special Exception and Variances, as amended and approved by Town Council on June 4, 1998 (hereinafter referred to as the "Approval"). Any usages not specifically set forth in the Approval are excluded from the Town's approval of the Plan pursuant to that provision of the Town Code which provides that no subsequent deviation may be made from the application as approved by the Town Council except upon new application to and approval by the Town Council. Any additional uses of the Land shall be subject to approval by the applicable governmental authority including but not limited to the Town Council of the Town, the Architectural Review Commission of the Town, Palm Beach County, the State of Florida, the United States Government, and/or any agencies under any of the foregoing governmental authorities.

ARTICLE IV

CONDITIONS

1. The Land is approved for a building of 48,661 gross square feet with three stories above ground, two levels of underground parking, surface parking on the adjacent Peruvian Lot (if required by Town), and the floor plate square footages and configurations as shown on the plans prepared by The Lawrence Group, architects, dated May 27, 1998 (hereinafter the "Building").

2. Owner shall be responsible for providing, at no cost to the Town, a mobile off-duty police officer to manage traffic flow on all of Worth Avenue at the direction of the Town's Chief of Police from November 1 through April 30 of each year.

3. Neiman's, or its valet operator, shall provide a valet traffic control supervisor in addition to car parking personnel during normal customer store hours from November 1 through April 30 of each year to ensure the proper operation of the valet service at the Building garage.

4. Neiman's shall require that its employees not park on the streets in the Town. In furtherance of this condition, parking for Neiman's employees shall be provided at no expense to the employees. Neiman's employees shall be required to park in either the Building garage on the Land, on the Peruvian Lot (should it be constructed), in any other garage or parking facility on the Island (excluding on-street parking spaces), or off-Island, and shall be allowed to self-park in the Building garage.

5. The Building garage shall be subject to a deed restriction providing for valet parking only except for building employees. Such deed restriction shall be satisfactory to the Town Attorney as to form and content, and shall be recorded in the Public Records of Palm Beach County prior to the issuance of the last certificate of occupancy for the Building.

6. The valet parking tickets of Neiman's customers who park in the Building garage shall be validated by Neiman's at the customer's request.

7. In order to encourage parking garage use, the hourly parking rate at the Building garage and the Esplanade garage from November 1 through April 30 of each year shall be 15% less than that charged as of November 1 of each year at the existing parking lot located at Hibiscus and Peruvian Avenues during the same period of time.

8. Shared parking proposals will be given good faith consideration by Neiman's for the use of the Building garage (but not the Peruvian Lot) after store hours.

9. Deliveries of merchandise to the Building shall be restricted to the hours of 8:30 A.M. to 10:30 A.M., or such other reasonable hours as determined by the Town in consultation with Neiman's.

10. The hours during which Neiman's will be open to customers shall be consistent with the practice of the majority of Worth Avenue merchants, but in no event shall Neiman's be precluded from serving customers between the hours of 10:00 A.M. to 6:00 P.M. Monday through Saturday.

11. Neiman's use of the property and marketing efforts relating to said use shall be conducted in a manner so as to preserve the Town serving nature of the property as defined by the Town's Zoning Code. Annually, Neiman's shall

provide a certificate to the Town documenting the Town serving nature of the store, describing therein those facts and activities which qualify the property as Town serving as defined by the terms of the Town's Zoning Code.

12. During construction:

a. an off-duty police officer shall be provided by Owner at no cost to the Town to direct traffic during construction activities in the 100 block of Worth Avenue at the direction of the Chief of Police;

b. a delivery coordinator ("Yard Manager") shall be employed by the Owner to coordinate all deliveries and related matters with the Police Department and other appropriate departments of the Town. This person shall be in addition to a resident building inspector;

c. construction workers shall be parked outside of the Town and bused to the site, until the Building garage is completed, at which time they shall park in the garage. Management personnel shall be parked in the Esplanade garage or in the Building garage when that garage is completed.

13. Construction of the twenty (20) surface parking spaces on the Peruvian Lot shall be delayed until such time as the Town determines that such spaces are needed to satisfy the parking demands of the Building. In the meantime, the Peruvian Lot shall be landscaped with grass, trees, and a hedge along the east, west, and north sides. Said grass, trees, and hedge shall be to the satisfaction of the Town.

14. In the event, that the line of automobiles queuing at the Building garage entry extends into Worth Avenue blocking pass-by traffic so often that it is more of a regular occurrence than an occasional one, the Council shall have the authority to require that remedial action be taken to prevent such frequent occurrences including, but not limited to, an increase in the number of valet personnel or the relocation of the valet station to the first level of the Building garage. Prior to requiring any such action, the Town shall notify the Owner and Neiman's of its intention to initiate action under this condition, the reasons therefore, and shall give Owner and Neiman's a reasonable time to address the problem asserted by the Town.

15. Owner shall convey title to the Town without cost of the property at 400 South County Road. Town shall use said property for Town park uses or other Town uses. No such uses shall be for the benefit of commercial or residential uses and/or enterprises. Said conveyance shall be placed in escrow within ten (10) days of the issuance of a building permit for the above ground Building and shall

not be released to the Town from escrow until the final certificate of occupancy for the Building has been issued by the Town. Once conveyed, said property shall not be reconveyed or leased to a non-governmental entity.

16. Town accepts the Owner's offer to establish a college scholarship fund to assist the children of "Town Persons," as that term is defined in the Town's Code of Ordinances, in need of financial assistance with some of the costs of their college education. Said fund shall be comprised of a portion of the rent generated by the Building authorized by the Approval. The amount of money placed in the fund shall be at the sole discretion of the Owner as shall be the number and amounts of said scholarships.

17. Owner shall plant a twenty (20) foot high hedge along the north side of the Building to buffer and screen Neiman's from the neighboring residential properties to the north. Owner shall maintain said hedge at a height of twenty (20) feet in perpetuity.

ARTICLE V

UNITY OF TITLE

The Land, described herein, shall be considered as one (1) parcel and no portion thereof may be sold, transferred, devised or assigned except in its entirety, either voluntarily or involuntarily, by operation of law or otherwise, unless said unity of title is released by the Town or otherwise modified by agreement between the Owner and the Town. This provision shall not preclude the dedication of right-of-way for road improvements required by a governmental authority or utility easements. Said unity of title shall be satisfactory to the Town Attorney as to form and content, and shall be recorded in the Official Records of Palm Beach County, Florida, prior to the issuance of a building permit for the Buildings; provided, however, this shall not preclude the issuance of demolition or site preparation permits in advance of said execution and recording.

ARTICLE VI

ARCADE EASEMENTS

The Town shall convey to Owner within thirty (30) days of the Effective Date of this Agreement an easement for the portions of the arcades authorized by the Approval and by the Town's approval of the Owner's application for Site Plan Review No. 4-98 with Special Exception and Variance (hereinafter "Esplanade Renovation") which are to be

located on Town property. Said easement shall be recorded by Owner at Owner's expense in the Official Records of Palm Beach County, Florida.

ARTICLE VII

INDEMNIFICATION

Owner hereby agrees to indemnify, save, defend, and hold harmless the Town, its representatives, employees, consultants, officers, and assigns at Owner's expense against any damage claims for injury to persons or property arising from the variances granted as part of the Approval for parking stall sizes, parking aisle widths, arcade roof overhangs for the Building and the Esplanade, and from the use of Town property for a portion of the arcade authorized by the Approval and a portion of the arcade approved by the Town for the Esplanade Renovation. Notwithstanding anything to the contrary herein contained, the Town agrees that the partners of Owner and Murray H. Goodman, personally, shall not have any personal liability with respect to the provisions of this Indemnification or any other provisions of this Agreement, and the Town shall look solely to the estate and property of Owner in the Land and Buildings comprising the Property for the satisfaction of the Town's remedies including, without limitation, the collection of any judgment (or other judicial process) requiring the payment of money by Owner with respect to any of the terms and provisions of this Agreement to be observed and/or performed by Owner and no other assets of Owner shall be subject to levy, execution or other judicial process for the satisfaction of the Town's claim, and in the event the Town obtains a judgment against Owner, the judgment docket shall be so noted. Owner shall name Town as an additional named insured under Owner's insurance policy covering the Land and Building, and shall provide the Town with a certificate of such policy evidencing that the Town is an additional named insured to the full extent to which Owner is insured, but not less than ten million dollars ($10,000,000), primary and umbrella coverage cumulatively, and said coverage shall be maintained in perpetuity (i.e., as long as any of the Variances remains in effect or any portion of the arcades remain on Town property.

ARTICLE VIII

APPLICATION TO NEIMAN MARCUS

Owner shall ensure by a legally enforceable document that Neiman Marcus will comply with all of the applicable provisions of this Agreement. A memorandum of said document shall be satisfactory to the Town Attorney as to form and content and shall be fully executed and recorded in the Official Records of Palm Beach County before issuance of a building permit for the Building; provided, however, this shall not preclude the issuance of demolition or site preparation permits in advance of said execution and recording.

ARTICLE IX

ASSIGNMENT

Owner may assign this Agreement as to its interests in the Land and Building at its sole discretion. Prior to such assignment, Owner shall notify Town in writing of the pending assignment.

ARTICLE X

RELEASE OF UNITY OF TITLE

Town shall execute and provide to Owner within ten (10) days of the Effective Date of this Agreement a Release of the Unity of Title on the existing park at 137 Worth Avenue recorded at Official Record Book 4082, Page 827, as amended in Official Record Book 6654, Page 700, Palm Beach County, Florida. Said Release shall be recorded at Owner's expense in the Official Records of Palm Beach County, Florida.

ARTICLE XI

VOLUNTARY AGREEMENT

The terms and conditions set forth in the Approval and this Agreement are agreed to voluntarily by Owner, Owner agrees to be bound by them, and Owner waives any legal objection it might otherwise have to said terms and conditions or parts thereof.

ARTICLE XII

REMEDIES FOR VIOLATION

The Town and Owner 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 through the Code Inspector, Code Enforcement Officer, and Code Enforcement Board; (b) the Town may initiate action to revoke the occupational license pursuant to applicable provisions of the Town Code, (c) all remedies otherwise offered in the Town's Code of Ordinances; and (d) injunction, specific performance, and any and all other equitable relief through the civil courts in and for Palm Beach County or the State of Florida. In the event the Town is required to seek injunctive relief, it shall not be required to post bond and it shall not be required to demonstrate irreparable harm or injury to secure an injunction to enforce the terms of this

Agreement. Additionally, in the event of any breach, default or non performance of this Agreement, or any of its covenants, agreements, terms or conditions, the prevailing party shall be entitled to recover its costs, expenses and reasonable attorneys' fees either before or as a result of litigation, including appeals.

ARTICLE XIII

PROVISIONS TO RUN WITH LAND/RECORDING

This Agreement shall run with the Land and shall be binding upon the Owner and their respective heirs, legal representatives, successors and assigns. This Agreement shall be recorded by Town in the Official Records of Palm Beach County, Florida upon full execution by the parties hereto. This Agreement shall be superior to any mortgages on the Land and shall be recorded prior to the recording of any such mortgages.

ARTICLE XIV

ENTIRE AGREEMENT

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

ARTICLE XV

EFFECTIVE DATE

The Effective Date of this Agreement shall be the day upon which Owner records in the Official Records of Palm Beach County, Florida, title in Owner to all of the Land.

ARTICLE XVI

MISCELLANEOUS

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

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

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

This Agreement shall be binding upon the parties hereto and upon their successors, assigns, heirs and personal representatives.

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

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

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

Signed, sealed and delivered
in the presence of:

Susan Eilhorn

Betty B. Cotton

Mary A. Pollitt

Diane Kassover

Linda L. George

Cindy Cousins

TOWN OF PALM BEACH

By: [signature]
Paul R. Ilyinsky, Mayor

By: Lesly S. Smith
Lesly Smith, President
Town Council

By: Peter B. Elwell
Peter B. Elwell
Acting Town Manager

WORTH AVENUE ASSOCIATES, LTD.

By: _____
Murray H. Goodman
General Partner

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 19th day of June, 1998, by Paul R. Ilyinsky, the Mayor 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.

MARION STROHL
COMMISSION # CC586483
EXPIRES SEPT 18, 2000

Signature of Notary Public

MARION STROHL
Printed Name of Notary Public

Commission No.: CC 586483

Commission Expires: 9.18.2000

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 19th day of June, 1998, by Lesly Smith, the President 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.

Marion Strohl
Signature of Notary Public

MARION STROHL
Printed Name of Notary Public

Commission No.: CC 586 483

Commission Expires: 9. 18. 2000

MARION STROHL
COMMISSION # CC586483
EXPIRES SEPT 18, 2000

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 19th day of June, 1998, by Peter B. Elwell, the Acting 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.

Marion Strohl
Signature of Notary Public

MARION STROHL
Printed Name of Notary Public

Commission No.: CC 586 483

Commission Expires: 9.18. 2000

MARION STROHL
COMMISSION # CC586483
EXPIRES SEPT 18, 2000

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 12th day of June, 1998, by Murray H. Goodman, the General Partner of Worth Avenue

Associates, Ltd., a Pennsylvania limited partnership, on behalf of the partnership. He is personally known to me ~~or has produced his Florida Driver's License Number _____ as identification~~ and he did not take an oath.

Minnie S. Geist
Signature of Notary Public

MINNIE S. GEIST
Printed Name of Notary Public

Commission No.: CC498918

Commission Expires: Oct. 13, 1999

OFFICIAL NOTARY SEAL
MINNIE S GEIST
NOTARY PUBLIC STATE OF FLORIDA
COMMISSION NO. CC498
MY COMMISSION

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

By: _____
John C. Randolph, Esquire

OFFICIAL NOTARY SEAL
MINNIE S GEIST
NOTARY PUBLIC STATE OF FLORIDA
COMMISSION NO. CC498918
MY COMMISSION EXP. OCT. 13,1999

RECOMMEND APPROVAL.

6/18/98, 19__

Robert L. Moore, Director of
Planning, Zoning & Building

Paul Castro, Zoning Administrator 6/18/98

349956

Exhibit "A"

Legal Description of the Land

Parcel 1:

Lots 52 through 55, inclusive, Block 16, Royal Park Addition to the Town of Palm Beach, Florida, according to the Plat thereof recorded in the Office of the Clerk of the Circuit Court in and for Palm Beach County, Florida, Plat Book 4, Page 1.

Parcel 2:

Lots 13, 14 and 15, Block 16, and Lots 56, 57, 58 and 59, Block 16, Royal Park Addition to the Town of Palm Beach, Florida, according to the Plat thereof recorded in the Office of the Clerk of the Circuit Court in and for Palm Beach County, Florida in Plat Book 4, Page 1.

Parcel 3:

Lots 49, 50 and 51, Block 16, Royal Park Addition to the Town of Palm Beach, Florida, according to the Plat thereof recorded in the Office of the Clerk of the Circuit Court in and for Palm Beach County, Florida, in Plat Book 4, Page 1.

EXHIBIT "B"

400 SOUTH COUNTY ROAD

Lots 22, 23, 24, 25, 26 and 27 of Block 15 of the Royal Park Addition to Palm Beach, Florida, as shown on a revised map now filed with the Clerk of the Circuit Court of Palm Beach County, Florida, in Plat Book 4, Page 1.

I certify this document to be a true copy of the record in my office
this FIRST day of SEPTEMBER, 2000
DOROTHY H. WILKEN, Clerk of Court, Palm Beach County, FL
By _____ Deputy Clerk

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-25-0049 (ARC-25-0050) 180 ROYAL PALM WAY, 301-309 S COUNTY RD AND 155-7 BRAZILIAN AVE (COMBO)—SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCES. The applicant, FG Palm Beach Fund LLC and EYE MAN Limited Partnership & TAU Mid Partnership LLP, has filed an application requesting Town Council review and approval for a Special Exception for two-story buildings in the C-TS zoning district, site plan review for the construction of new mixed use buildings with ground floor parking and second floor residences and the conversion of two floors of office use into residential use, and three (3) variances, (1) to reduce the required minimum drive aisle width, (2) to exceed the maximum building length and (3) to exceed the maximum allowable floor area of 15,000 SF. The Architectural Commission will perform design review of the application.
TIME CERTAIN: 11:30 AM

Date: 2/19/2026

ATTACHMENTS:

Staff Report
Letter of Intent
Plans - Architectural
Plans - Landscaping
Plans - Civil
Second Traffic Review - Corradino 12.02.25
Traffic Response - Simmons & White 02.17.26
Traffic Response TPS Letter - Simmons & White 02.17.26
Traffic Response Autoturn Analysis - Simmons & White 02.17.26
Updated Traffic & Parking Analysis - Simmons & White 02.17.26
Third Traffic Review - Corradino 02.19.26
Traffic Equivalency Statement - Simmons & White 02.19.26

STRATEGIC PLAN

Strategic Priorities:

Community Culture and Character, Mobility and Transportation

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

FUNDING
No Fiscal Impact

ZON-25-0049 (ARC-25-0050) 180 ROYAL PALM WAY, 301-309 S COUNTY RD AND 155-7 BRAZILIAN AVE (COMBO)—SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCES. The applicant, FG Palm Beach Fund LLC and EYE MAN Limited Partnership and TAU Mid Partnership LLP, has filed an application requesting Town Council review and approval for a Special Exception for two-story buildings in the C-TS zoning district, site plan review for the construction of new mixed use buildings with ground floor parking and second floor residences and the conversion of two floors of office use into residential use, and three ~~(3)~~ (2) variances, (1) to reduce the required minimum drive aisle width, (2) to exceed the maximum building length and (3) to exceed the maximum allowable floor area of 15,000 SF. The Architectural Commission will perform design review of the application.

ARC-25-0050 (ZON-25-0049) 180 ROYAL PALM WAY, 301-309 S COUNTY RD AND 155-7 BRAZILIAN AVE (COMBO). The applicant, FG Palm Beach Fund LLC and EYE MAN Limited Partnership and TAU Mid Partnership LLP, has filed an application requesting Architectural Commission review and approval for the renovation and exterior alterations to façades of the existing three-story office bank building and the conversion of two floors into residential use; the demolition of existing parking lots and the construction of a new second floor addition with second floor residences, to an existing one-story commercial building at 301 S County Road and demolition and new buildings on Brazilian Ave including on-site parking, site plan and landscape change, including variances to exceed maximum building length, floor area, and reduced drive aisle widths. The Town Council shall review the application as it pertains to zoning relief/approval.

THE PROJECT:

The applicant has submitted plans, entitled "Proposed Mixed Use Development at 180 ROYAL PALM WAY", as prepared by **Daily Janssen Architects**, uploaded to the Town 02/16/26.

The following is the scope of work for the Project: The proposed renovation of an existing three-story office structure upper two levels of office space that will be converted into two, new residential uses. Exterior alterations on all facades and a new roof is also proposed. Additionally, a new two-story structure is proposed to replace a surface parking lot on S Country Road, a new second floor addition is proposed above the existing one-story retail building. A new two-story structure is also proposed to replace a surface parking lot on Brazilian Ave.



Site Data			
Zoning District	C-TS R-B	**Future Land Use**	COMMERCIAL SINGLE-FAMILY
Lot Size	58,250 SF (1.13 acres)	**Total Building Size (GSF)**	180 RPW: 19,944 SF Building 1: 9,985 SF Building 2: 14,931 SF Building 3: 26,496 SF Total: 72,602 GSF
Finished Floor Elevation	6.4' NAVD retail existing 7.6' NAVD bank existing 8.5' NAVD residential	**Crown of Road**	6.23' NAVD (S County Rd) 7.92' NAVD (Brazilian Ave)
Flood Zone	AE-6 and X	**Zero Datum**	7.73' NAVD (S County Rd) 9.5' NAVD (Brazilian Ave)
Building Height	Proposed: 25'-0" Permitted: 25'-0"	**Overall Building Height**	Proposed: 34'-3" Permitted: 35'
Landscape Open Space (LOS)	Existing: 27% (15,652 SF) Proposed: 29% (17,118 SF) Required: 25% (14,562.5 SF)	**Lot Coverage**	Existing: 30.7% (17,854 SF) Proposed: 59.5% (34,724 SF0 Permitted :70% (40,775 SF)
Office SF	Existing: 11,850 SF Proposed: 5,000 SF (bank to remain)	**Retail SF**	Existing: 8,250 SF Proposed: 7,646 SF (retail to remain)
Residential Units	6 proposed	**Parking Spaces**	Existing: 82 (11, 31, 40 spaces) Proposed: 40 spaces Required: 32 spaces
Surrounding Properties / Zoning			
North	One-story commercial / C-TS		
South	One and three-story residence with ground floor retail / C-TS		
East	Three-story hotel / C-B One-story residence / R-B		
West	One-story commercial / C-TS		

CONSISTENCY WITH THE COMPREHENSIVE PLAN:

A preliminary review of the project indicates that the proposed **uses** are **consistent** with the **COMMERCIAL** designation of the Future Land Use Map of the Comprehensive Plan. The 6 residential unit proposal is within density threshold allowance of 6 du/a on the 1.13 acre site.

DENSITY COMPLIANCE WITH ZONING CODE:

1. **Sec. 134-1113(4)** Density. A single dwelling unit, or multiple dwelling units not to exceed six dwelling units per gross acre.
2. **Sec. 134-1107(a)(9)** Residence(s) above the first floor.

A preliminary review of the project indicates that the application, as proposed, appears to be inconsistent with sections of the Town zoning code. The following Special Exceptions, Site Plan review and/or Variances shall be reviewed by Town Council:

3. **Site Plan Review Sec. 134-1112.** - Commercial uses; site plan approval for new buildings, new building additions or changes in permitted uses over certain floor area. All

applications for new buildings or for new building additions or for changes in a permitted use in section 134-1107 which involve more than 2,000 square feet of building floor area of buildings in the C-TS town-serving commercial district shall require a site plan approval in accordance with article III of this chapter.

4. **Special Exception 134-1113(8)(c), Section 134-229 and 134-329** for 2-story buildings in the C-TS Zoning District
5. **Variance #1 Sec. 134-1113(10)b**, a request to exceed the maximum building length of 150' to permit a building length of 189'-9.5" and a building length of 151'-4" for 2-story buildings.
6. **Variance#2 Sec 134-1113(12)b**, a request to exceed the maximum floor area of 15,000 gross square feet to construct a building with 24,916 gross square feet (building 1 and 2) and 26,496 gross square feet (building 3) in lieu of the maximum for 1-story / 2-story buildings in the C-TS district.
7. ~~**Variance #3 Drive aisle width.**~~ **No longer required**

STAFF ANALYSIS

The subject property is an aggregation of lots that run along the western side of South County Road and includes the three-story corner bank and office building @ 180 Royal Palm Way and its associated parking lots south of the building, the one-story commercial building south of that, and the parking lot with drive-thru bank teller facility along Brazilian Avenue, and a vacant parcel to the east of that parking lot. The Tudor-style landmarked three-story building at the northeast corner of Brazilian and South County Road is **not** part of the subject application. The program includes a 5,000 SF bank to remain, 7,646 SF retail to remain, and six new residential units above the first floor dispersed throughout the aggregated 1.13 acre subject property.



The surface parking lot on the south side of Brazilian Avenue, is part of the same ownership and currently serves as the required parking for the bank and office building. All of the lots are currently bound by a unity of title. The applicant needs to release the unity of title to release the existing surface parking lot on the south side of Brazilian Ave as this parcel no longer serves the parking requirements of the to-be-converted from two floors of office in the 180 Royal Palm Way building. The applicant intends to demolish the existing surface parking lot that will remain and sod over it, as it would become a nonconforming use (freestanding parking lot) in the R-B zoning district.

180 Royal Palm Way

The scope of work involves the adaptive change of use of two of the three floors of the 180 RPW building from 6,850 SF of office space into two large residential units, one per floor. A new structured parking area will be constructed on the surface parking lot along South County Road with a second floor residential use.

301 S County Rd (Building 1)

A new two-story building is proposed with a structured parking level for 10 cars and two residential units proposed above. Located directly south of the 180 Royal Palm Way building, The site currently contains existing parking for 11 cars which serves as the closest bank parking for its patrons. One new residential unit is proposed on the second floor, setback further from the ground level. A false storefront lines the front of the ground floor to conceal the parking level.



305-309 S County Rd (Building 2)

A new second floor addition is proposed over the existing one-story retail building. The applicant has maintained that it will not demolish more than 50% of any façade of the building or the roof, to accommodate the new rooftop addition above the 305 South County Road building. A wall connector, and a covered second floor terrace will connect this building to Building 1. One new residential unit is proposed on the second floor, setback further from the ground level.



Rendering of Building 1 and 2 along South County Road

With respect to the proposed second-floor addition to the existing one-story retail building, staff commends the applicant for retaining the structure and for the thoughtful restoration of the original façade consistent with its 1952 design by architect Frederick Seelmann. However, the scale and massing of the proposed second floor may visually overwhelm the restored ground-floor façade and diminish its architectural prominence. In addition, the vertical expansion may not be compatible with the adjacent one-story property to the south or with the prevailing one-story development pattern along the opposite side of South County Road, potentially disrupting the established streetscape rhythm and scale.

155-7 Brazilian Ave (Building 3)

A new two-story building is proposed with a structured parking level for 30 cars and two residential unit proposed above. Two new residential units are proposed on the second floor.



Rendering of Building 3 along Brazilian Ave

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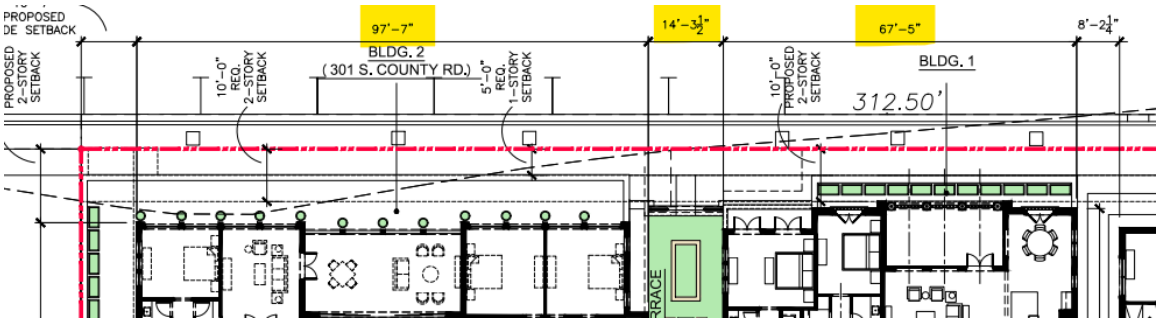
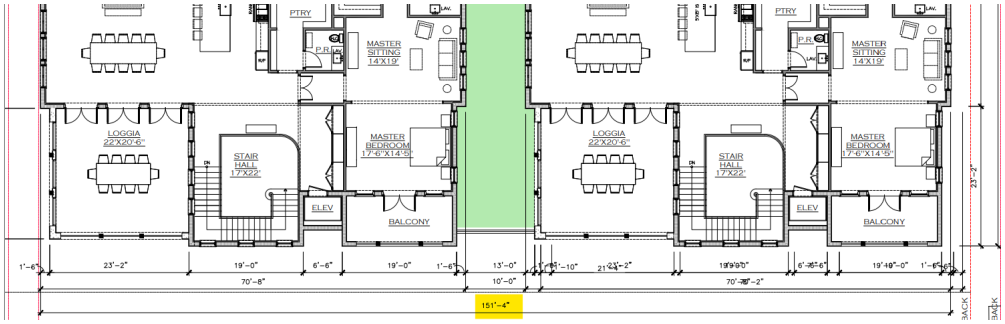
With regard to the **special exception** request for two-story buildings in the C-TS district, the applicant would be permitted to develop the two surface parking areas with two, new two-story buildings and add a second floor to the existing one-story retail building. This would not be out of character with the area. The application includes a three-story building on the north side of the site, which is flanked by a neighboring three-story listed building to the south. Most of the buildings on the west side of South County Road are one-story historic buildings with varying roof heights and styles, as well as differing architectural styles. The exception is the Royal Palm building, which is two stories high and contains the La Goulue restaurant.

As it pertains to **variance #1 and #2**, a variance request to exceed the maximum building length of 150' to permit a building length and t to exceed the maximum floor area of 15,000 gross square feet to construct a building with 26,496 gross square feet in lieu of the maximum for 1-story / 2-story buildings in the C-TS district is a design decision, supported by staff, to create a continuous, unifying commercial streetscape. Buildings 1 and 2 are proposed to be physically connected in order to establish a cohesive street frontage along South County Road, consistent with the established development pattern on the opposite side of the roadway and to enhance the overall streetscape.

This connection has been incorporated at the request of Town staff. Absent the connection, Building 1 would measure 67'-5" in length along South County Road, with a gross floor area of 9,985 SF—both substantially below the maximum dimensions permitted by the Code. Similarly, without the connection, Building 2 would measure 108' -1.5" inches in length and contain 14,931 square feet of gross floor area along South County Road, also below the applicable Code thresholds. The two buildings are separated at the second level by a green terrace measure 14'-3.5" in width.



Additionally, building 3 also exceeds the maximum building length amount by 1'-4". Building 3 is oriented in the north-south direction and its length will be imperceivable from Brazilian Avenue Further the length is broken up by a 13' green space that divides the two second floor units. Building three is also above the floor area as it contains 26,496 square feet of gross floor area.



In both instances, if the buildings were "separated" the gross floor area would be compliant.

The proposed project will have a measurable visual impact on the streetscape due to its massing, façade articulation, fenestration pattern, and relationship to the public realm. As presented, the architectural composition establishes the building's scale and rhythm along the street frontage and will directly influence pedestrian perception, continuity of frontage, and overall streetscape cohesion. Because architectural elements—including materials, roofline, vertical and horizontal modulation, and ground-floor transparency—are primary determinants of visual character, the project should undergo architectural review by the Architectural Commission prior to any subsequent evaluations. Early Commission review will ensure that the design intent, contextual compatibility, and streetscape integration are fully vetted and aligned with adopted design standards before advancing to additional stages of review.

CONCLUSION:

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

(1) for final determination of approval or denial of special exception #1 (as it pertains to new two-story buildings in the C-TS zoning district) 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; and

(2) 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 the criteria applicable to this application as set forth in Sec. 134-201(a), items 1 through 7 have been met.

Approval of the project will require one (1) 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.

WRB:JGM
WRB

Gunster

.Our File Number: 66764-00001
Writer's Direct Dial: (561) 650-0633
Writer's E-Mail Address: jcrowley@gunster.com

February 17, 2026

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

Re: LOI for 180 Royal Palm Way - ARC-25-0050 (ZON-25-0049)

We are pleased to submit the accompanying documents and drawings in connection with our combination application for Architectural Commission, Site Plan, and Special Exception Approval (the "Application") for a commercial, office, and residential mixed-use project ("Project") for the properties located at 180 Royal Palm Way (PCN: 50-43-43-23-05-026-0340), 301/305 South County Road (PCN: 50-43-43-23-05-026-0081), 163 Brazilian Avenue (PCN: 50-43-43-23-05-026-0090), and 159 Brazilian Avenue (PCN: 50-43-43-23-05-026-0101), Palm Beach, FL (the "Property"). The Project proposes to renovate the existing 3-story bank building at 180 Royal Palm Way, including minor exterior fenestration changes and new roof tile, maintaining the first-floor 5,000 square-foot bank space, conversion of the second-story bank space to residential, with a new single residence on the second floor, and conversion of the third story bank space to residential, with one (1) new residence on the third floor. A total of 6,850 square feet is being converted from commercial use to residential use, which will reduce traffic in the neighborhood.

The existing building at 301 and 305 South County Road (noted on the proposed site plan as "Building 2"), which currently has 8,250 square feet of retail space, is proposed to keep 7,646 square feet of the retail space with the balance of the first floor to be used for a private garage and entrance for the proposed new second floor, which will have one (1) residential unit. A new 2-story building is proposed to be built between the 180 Royal Palm Way building and Building 2 where a surface parking area exists today, and is noted as "Building 1" on the proposed site plan. Building 1 will have parking on the first floor, and one (1) residential unit on the second floor. The drive-through bank structure on the remaining parcel along with the vehicular paved areas of the entire Property will be demolished and replaced with one (1) new building (noted on the proposed site plan as "Building 3") consisting of two (2) single residential units over covered parking. A total of six (6) new residential units are proposed as part of the Project. Vehicles will enter and exit the site from Brazilian Avenue. All parking occurs within the building footprints to allow ample green space throughout the remainder of the site. The Property is approximately 1.13 acres in size (49,250 square feet), zoned Commercial – Town Serving ("C-TS"), and has a future land use designation of Commercial ("C"). The conversion of the bank square

footage to residential is a significant reduction in intensity and will meaningfully reduce traffic in the area.

As part of the Application, we will be seeking to sever the property at 160 Brazilian Avenue from the properties at 180 Royal Palm Way and 159/163 Brazilian Avenue by modifying a unity of title that was recorded in 1985, which was required as a condition of approval for a variance to install a drive-up window for the bank. This unity of title is no longer needed because the Project as proposed provides the code required parking on the Property. It is understood that a new unity of title that will be required to join all of parcels mentioned above except for the 160 Brazilian Avenue parking lot, which will be demolished, sodded and irrigated after it is separated from the other lots.

Finally, there are two (2) variances needed for this project, which are for maximum building length and maximum square-footage for a single-building, and are detailed in the "Variances" section of this letter. These variances are a direct result of the request from Town staff to create a unified street presence with Buildings 1 and 2 along South County Road, which has resulted in these buildings having a physical connection, which technical creates a single building.

SITE HISTORY

The bank building at 180 Royal Palm Way was designed by Stetson, Spina, Davis & Associates, and a building permit for the building was submitted on January 12, 1970. A subsequent building permit application was submitted to the Town on February 6, 1970 for a 33,200 square-foot, 3-story office/bank building, and on October 13, 1970 Town Council approved the bank's use of a parking lot fronting on Brazilian Avenue to satisfy the parking requirement. An agreement between Town and Home Federal Bank and the Town of Palm Beach was entered into and recorded, which provided for a Unity of Title for the two (2) bank properties (known today as 180 Royal Palm Way and 163 Brazilian Avenue). The original building construction was completed in 1971. On September 13, 1977, Town Council denied a request to allow for additional supplemental off-site parking for employees and guests of the bank on the west 30 feet of the property that now has the address of 159 Brazilian Avenue (SE #10-77).

The installation of a drive-thru banking facility, expansion of the south portico, reconfiguration of the parking spaces and landscaping were approved for City Federal Savings & Loan on February 12, 1985, which required a unity of title that unified the 180 Royal Palm Way property with the properties at 159, 160 and 163 Brazilian Avenue (SE #2-85). As part of the approval, the fifty-foot wide 159 Brazilian Avenue property was to have no parking. The 160 Brazilian Avenue property is physically detached from the other properties and was to serve as parking for the uses on the other properties. Also in 1985, the Architectural Commission approved an entry portico expansion for the building, which was designed by Edward Durell Stone and Associates – Architects and Planners; as part of this application (ARCOM 9-85), the brick exterior was to be painted gray with white

trim, window awnings with a light peach colour were added, and additional landscaping was installed, which was designed by EDSA – Planners and Landscape Architects. Both the architect Edward Durell Stone and the landscape architect Edward Durell Stone, Jr. were part of the project.

On May 12, 1992, use approval was granted allowing United Bank to operate at the site (SE #11-92), which was later granted to 1st United Bank on April 8, 1997 (SE #6-97), and later to Wachovia Bank on May 12, 1998 (SE #8-98). On November 12, 2002, use approval was given to McCann Coyner Clarke real estate to operate a first-floor real estate broker business office (SE #24-2002), and two (2) years later on April 13, 2004 conditional use approval was granted to Lydian Bank & Trust with the requirement that annual town-serving document be provided to the Town (SE #8-2004). Approval of a 900 square-foot awing over five (5) existing parking spaces was approved on September 11, 2007 (SE #11-2007). On November 9, 2011, approval of the use of the first and third floors of the building by Sabadell United Bank was granted (SE #31-2011), which was extended to the second floor on August 15, 2012, with the approval of SE #19-2012. On December 13, 2017, conditional use approval was granted to Iberia Bank provided that the bank demonstrate that they are Town-serving on an annual basis (Z-17-00046). On February 10, 2021, application Z-20-00322 was approved allowing the special exception bank use for First Horizon Bank.

The building at 301 and 305 South County Road was developed for “office” use, but without any on-site parking. The first building at 301 and 305 South County Road was constructed in 1932 but later demolished with a new building done in 1952 by architect Frederick Seelmann for “office-mercantile” use but still had no on-site parking. In 1971 the building at 301 and 305 South County Road was approved for fenestration changes designed by architect John Stetson that shortened the building in the rear to allow for a wider access drive between the 180 Royal Palm Way property and the 163 Brazilian Avenue property where additional bank parking was located. The building exterior has remained essentially untouched for the past 54 years.

Please note the following as it relates to this application:

A. Architectural Commission review in accordance with Section 18-205.

(a) The architectural commission may approve, approve with conditions, or disapprove the issuance of a building permit in any matter subject to its jurisdiction only after consideration of whether the following criteria are complied with:

(1) The plan for the proposed building or structure is in conformity with good taste and design and in general contributes to the image of the town as a place of beauty, spaciousness, balance, taste, fitness, charm, and high quality.

(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.

(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) The proposed addition or accessory structure is subservient in style and massing to the principal or main structure.

(8) The proposed building or structure is appropriate in relation to the established character of other structures in the immediate area or neighboring areas in respect to significant design features such as material or quality or architectural design as viewed from any public or private way (except alleys).

(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 adequately protects unique site characteristics such as those related to scenic views, rock outcroppings, natural vistas, waterways, and similar features.

(b) If the above criteria are met, the application shall be approved. Conditions may be applied when the proposed building or structure does not comply with the above criteria and shall be such as to bring such building or structure into conformity. If an application is disapproved, the architectural commission shall detail in its findings the criterion or criteria that are not met. The action taken by the architectural commission shall be reduced to writing, and a copy thereof shall be made available to the applicant upon request.

(c) A decision or order of the commission or the planning, zoning and building department director or his/her designee shall not become effective until the expiration of ten working days after the date upon which a ruling of the commission or the planning, zoning and building department director or his/her designee has been made.

The Project proposes minor fenestration changes and an interior remodel for the existing bank building and replacing the second and third floor office spaces in the building with a total of two (2) residential units. In addition, the two (2) non-historic utilitarian structures will be redesigned with a second floor above. Most of the retail space facing South County Road will be maintained, with just a small amount of the space being used by the two (2) second-floor residential units for parking and an entry area. There will be a total of six (6) residential units as part of the project, which will be a major deintensification of use for the Property. The massing and style of the new buildings has been done to provide greater architectural interest and is in keeping with the building scale of the area. While the architectural stye is not a replica of some of the existing buildings along the street, the style is not too dissimilar from the existing buildings and will be complimentary to those buildings. Given the deintensification of use for the Property, the impact from the project will be greatly reduced, particularly in terms of traffic, parking demand, and noise.

B. Special Exception Approval in accordance with Section 134-229.

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

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

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

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

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

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

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

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

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

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

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

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

(13) If historic/specimen trees are located on the subject property, the location of said historic/specimen trees shall be identified on a signed and sealed survey. In addition, adequate landscaping, screening and barricade

protection of historic/specimen trees shall be demonstrated to be provided as required in this chapter.

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

Justification for Special Exception Approval:

Per Sections 134-1113(8)c and 134-1115, a special exception is required in the C-TS zoning district to have a two-story building. The following are the justifications for approval of the special exception based on the above listed approval criteria:

- Retail, office and residential uses are all permitted use in the C-TS Zoning District.
- The proposed project will not adversely impact the public health, safety, welfare or morals of the Town. In fact, the proposed project will have a significant reduction on the impact to the surrounding properties and the area in general by reducing traffic.
- The proposed Project will significantly upgrade the architecture along the street, which will only have positive impact on the value of other properties in the neighborhood.
- The proposed Project complies with all yard, open space, and any special requirements, including parking, which is not currently the case with the existing structures and uses.
- The proposed Project complies with all elements of the comprehensive plan.
- The proposed Project will not result in substantial economic, noise, glare, or odor impacts on adjoining properties and properties generally in the district, particularly since one of the buildings is existing.
- Adequate ingress and egress will remain, and the parking for the building will be provided entirely on-site, and will eliminate the need for the current use of off-site parking to meet the parking requirements.
- All signage will meet with the Town's requirements and be permitted as required by the Town of Palm Beach building department.
- The proposed project will not place a greater burden on Town services, including the change to the drainage for the property, which has been redesigned to accommodate the changes and satisfy all Town drainage requirements.

C. Site Plan 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.

Per Section 134-326, site plan approval is required for this project because of the site changes proposed to this non-single-family residential Property, and cannot be approved unless the above-referenced criteria have been met. No change to the mass or height of the bank building is being proposed, and the exterior footprint of the building will remain exactly the same. The change to the mass of the 301/305 building (referenced as building #1 and #2 on the site plan) facing South County Road has been designed to fit-in and be complementary to the nearby buildings along the street and is entirely in keeping with the mix of single, two-story and three-story buildings in this part of Town. The intensity of use for the Property has been greatly diminished, and ingress and egress from the site will remain. Landscape buffers and screening has been refreshed and updated, and the drainage system will be updated to capture the required stormwater on the property as depicted on the civil plans submitted in our Application materials.

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.

Variances Requested:

1. A request for Variance from Section 134-1113(10)b., to have a building length of 189 feet, 9.5 inches in lieu of the 150 feet maximum for 2-story buildings permitted by Code.

2. A request for Variance from Section 134-1113(12)b., to have a building with 25,855 gross square feet in lieu of the 15,000 square feet maximum for 2-story buildings permitted by Code.

Justification for Variances Requested:

As stated previously, the need for these variances is being created by Town staff's request that Buildings 1 and 2 be physically connected to create a unified street presence along South County Road, which mimics the other side of South County Road, and creates a more visually pleasing streetscape. Therefore, we have created a physical connection between the two buildings to address Town staff's request. Without the connection, Building 1 would have a building length along South County Road of 67 feet, 5 inches and a gross square footage of 9,985 square feet, which are both well below the maximums. And without the connection between the buildings, Building 2 would have a building length along South County Road of 108 feet, 1.5 inches and a gross square footage of 14,931 square feet, which are also below the maximums permitted by Code. These hardships are not self-created. They result from an antiquated code that does not allow a design that will match the existing character of the streetscape as is required by other elements of the code and comprehensive plan.

In closing, the Project will be complementary to the neighborhood and the surrounding buildings and will result in a significant deintensification of use of the Property and a meaningful reduction in daily traffic trips.

Sincerely,



James M. Crowley

JMC/jl

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

TOWN OF PALM BEACH, FLORIDA

ARC-25-0050 / ZON-25-0049
FINAL SUBMITTAL 02.16.2026

PALM BEACH COUNTY, FLORIDA



DAILEY JANSSEN ARCHITECTS, P.A.

400 CLEMATIS STREET, SUITE 200 WEST PALM BEACH, FLORIDA 33401 TEL: 561-833.4707

CONSULTANTS AND ENGINEERS:

					CIVIL AND TRAFFIC ENGINEER: SIMMONS & WHITE CIVIL & TRAFFIC ENGINEERING 2581 METROCENTRE BLVD W. STE 3 WEST PALM BEACH, FL 33407 (561) 478-7848	LANDSCAPE ARCHITECT: SMI LANDSCAPE ARCHITECTURE 140 ROYAL PALM WAY SUITE. 206 PALM BEACH, FL 33480 (561) 655-9006	SURVEYOR: WALLACE SURVEYING CORP. 5553 VILLAGE BLVD WEST PALM BEACH, FL 33407 (561) 640-4551	JOB NUMBER: 25-113

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200 WEST PALM BEACH FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025
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REVISIONS:
- 2ND SUBMITTAL 12.01.2025
- FINAL SUBMITTAL 02.16.2026

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STATE OF FLORIDA · ROGER PATTON JANSSEN · AR0014785 · REGISTERED ARCHITECT

ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.00

JOB NUMBER: 25-113

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

TOWN OF PALM BEACH, FLORIDA

PALM BEACH COUNTY, FLORIDA

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A0.00	COVER SHEET
A0.01	DRAWING INDEX AND LOCATION MAP
A0.02	SITE CONTEXT AERIAL AND MAP
A0.03	STREETSCAPE ELEVATIONS
A0.04	EXISTING SITE PHOTOS
A0.05	EXISTING SITE PHOTOS
A0.06 -A0.15	NEIGHBORHOOD CONTEXT PHOTOS
ARCHITECTURAL	
D1.00	SITE DEMOLITION PLAN
D1.01	301 S. COUNTY DEMOLITION PLAN
D1.02	301 S. COUNTY ROOF DEMOLITION PLAN
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D1.04	301 S. COUNTY DEMOLITION ELEVATIONS
SP1.00	EXISTING SITE PLAN
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SP1.02	ZONING LEGEND
SP1.03	LOT COVERAGE DIAGRAM
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A1.30	1ST BRAZILIAN AVE 1ST FLOOR PLAN
A1.31	1ST BRAZILIAN AVE 2ND FLOOR PLAN
A1.50	180 ROYAL PALM WAY 1ST AND 2ND FLOOR PLANS
A1.51	180 ROYAL PALM WAY THIRD FLOOR PLAN
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A2.30	BUILDING 3 - SOUTH AND WEST ELEVATIONS
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L1.1A	SITE COMPARISON PLAN
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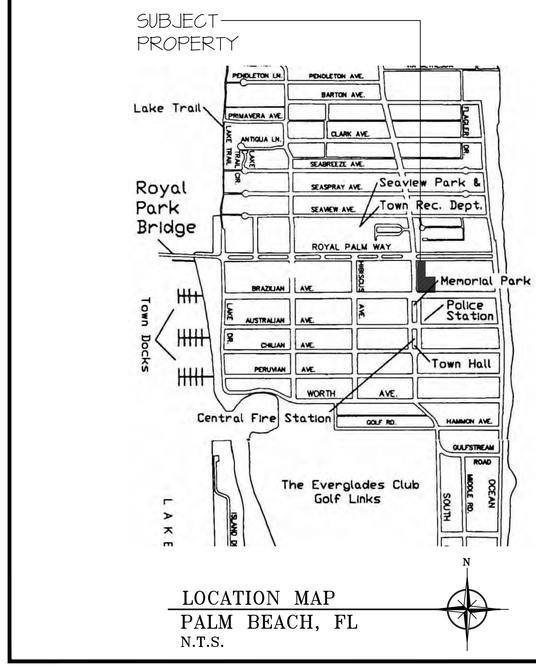
4 OF 4	CONCEPTUAL SCREENING AND POLLUTION PREVENTION PLAN
SURVEY	
1 OF 3	COVER SHEET, NOTES, LEGENDS AND TITLE COMMITMENT REVIEW
2 OF 3	PARTIAL SURVEY
3 OF 3	PARTIAL SURVEY



LOCATION MAP
PALM BEACH, FL
N.T.S.

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001714

DATE: FIRST SUBMITTAL 11.13.2025
DRAWN: JKS
REVISIONS:
- 2ND SUBMITTAL 12.01.2025
- FINAL SUBMITTAL 02.16.2026

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STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

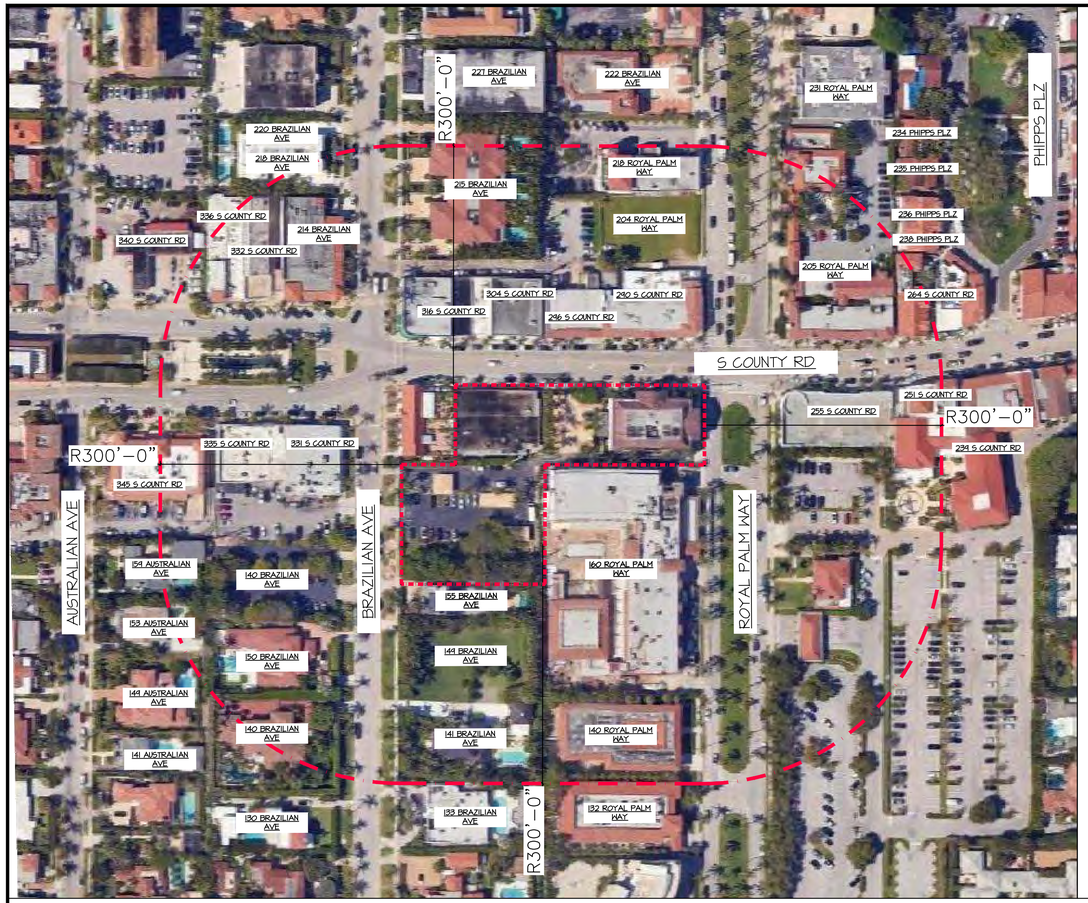
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

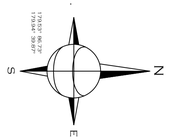
DRAWING NO.

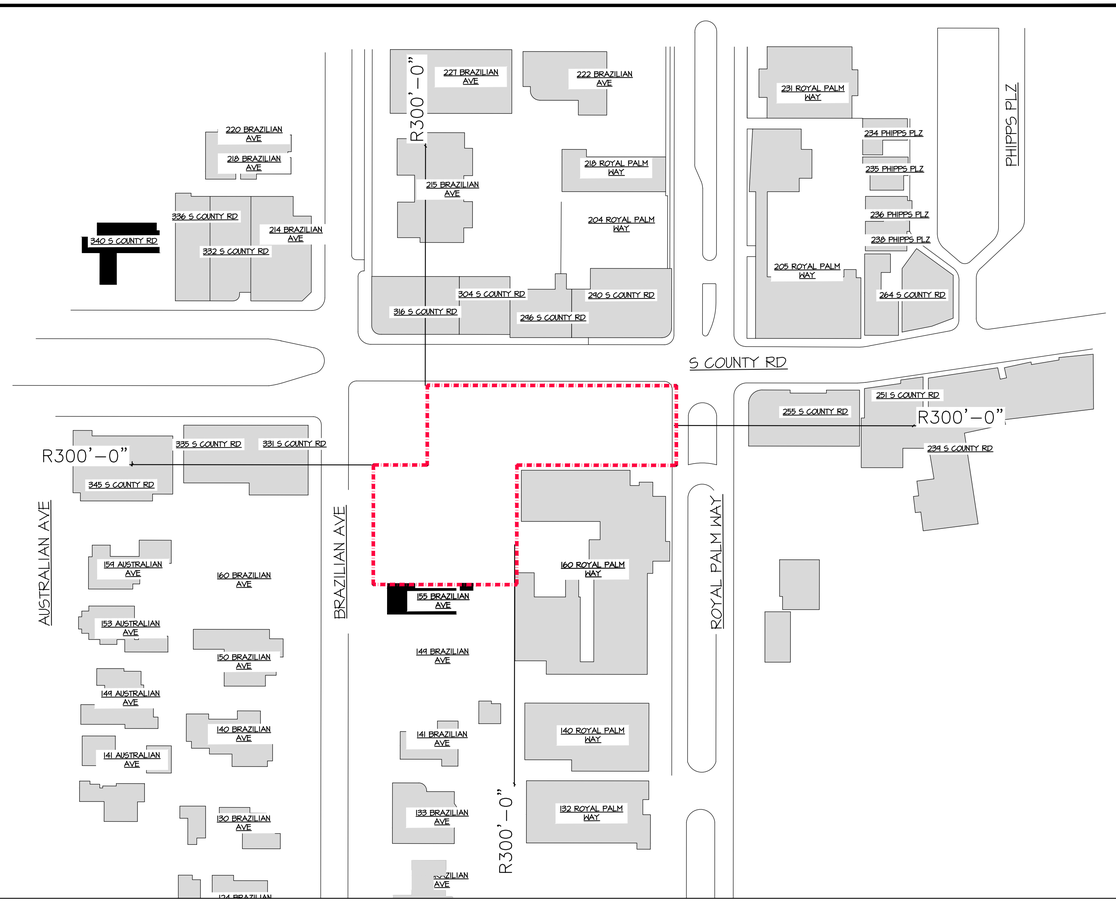
A0.01

JOB NUMBER: 25-113

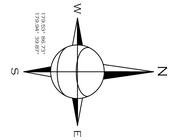


AERIAL MAP





LOCATION PLAN



PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

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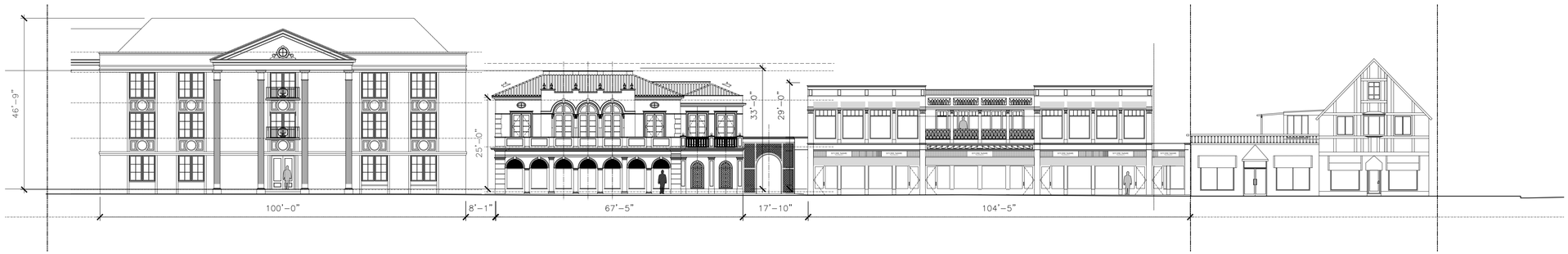
DRAWING NO.

A0.02

JOB NUMBER: 25-113



180 ROYAL PALM WAY
(SUBJECT PROPERTY)

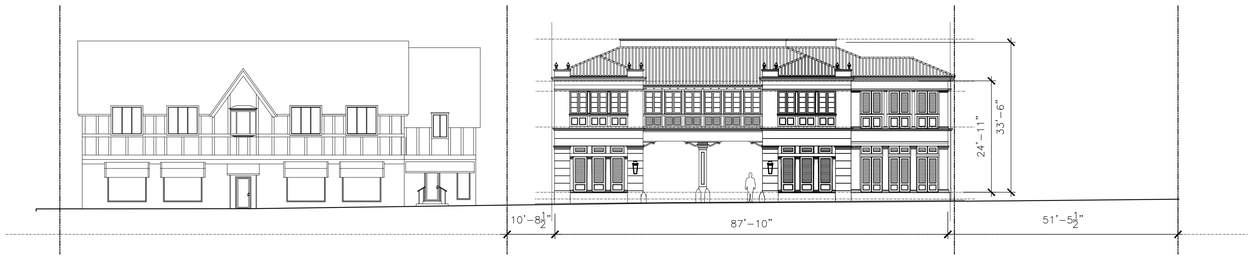
BUILDING 1
(SUBJECT PROPERTY)

BUILDING 2
301 S COUNTY
(SUBJECT PROPERTY)

311 AND 315 S COUNTY

PROPOSED WEST STREETSCAPE ELEVATION - SOUTH COUNTY ROAD

SCALE 1/16" = 1'-0"



315 S COUNTY

BUILDING 4
(SUBJECT PROPERTY)

159 BRAZILIAN
VACANT R-B TO BE
UNIFIED
(SUBJECT PROPERTY)

PROPOSED SOUTH STREETSCAPE ELEVATION - BRAZILIAN AVENUE

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

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ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.03

JOB NUMBER: 25-113



NORTHEAST CORNER - A



NORTH ELEVATION - B



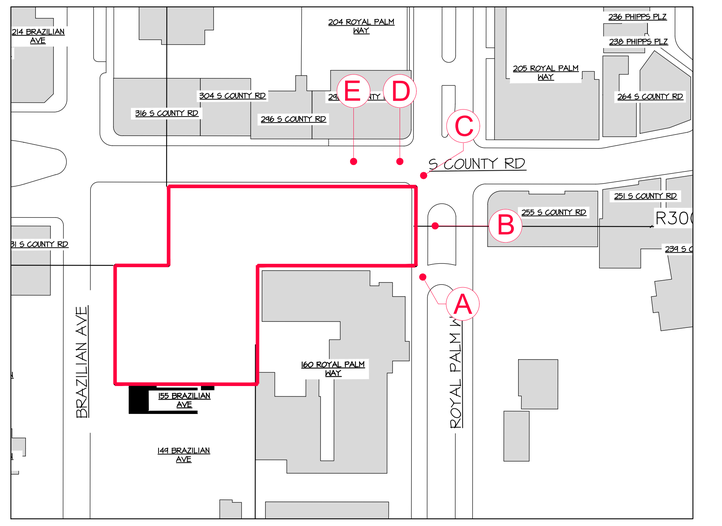
NORTHWEST CORNER - C



WEST ELEVATION - D



WEST ELEVATION - E



LOCATION PLAN

EXISTING SITE PHOTOS - 180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.04

JOB NUMBER: 25-113



NORTHEAST CORNER - A



NORTH ELEVATION - B



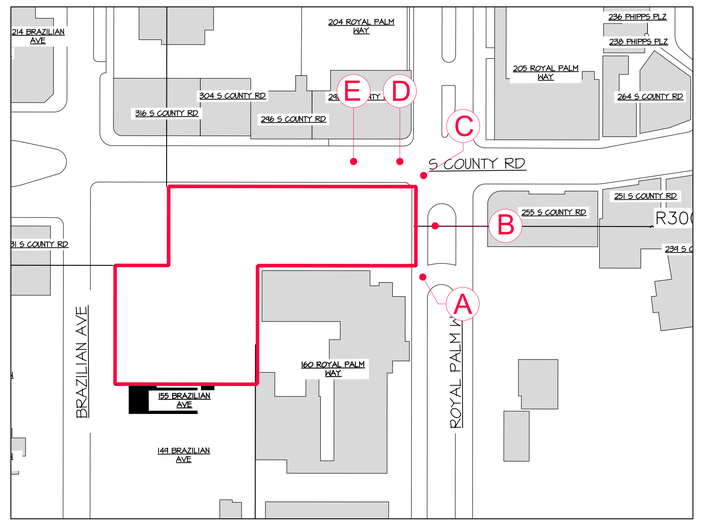
NORTHWEST CORNER - C



WEST ELEVATION - D



WEST ELEVATION - E



LOCATION PLAN

EXISTING SITE PHOTOS - 180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.04

JOB NUMBER: 25-113



WEST ELEVATION - A



WEST ELEVATION - B



WEST ELEVATION - C

EXISTING SITE PHOTOS - 301 S COUNTY RD

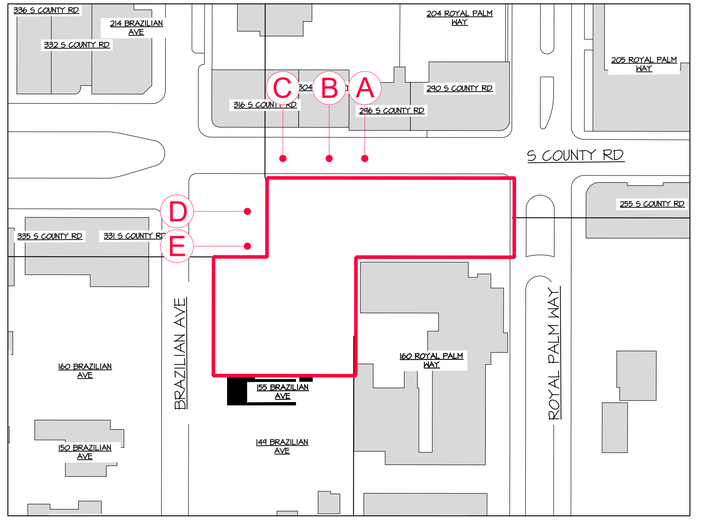


SOUTH ELEVATION - D

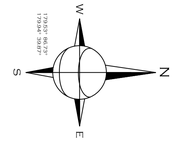


SOUTH ELEVATION - E

EXISTING SITE PHOTOS - BRAZILIAN AVE



LOCATION PLAN



PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.05

JOB NUMBER: 25-113



NORTHEAST CORNER - A



NORTH ELEVATION - B



NORTH ELEVATION - C

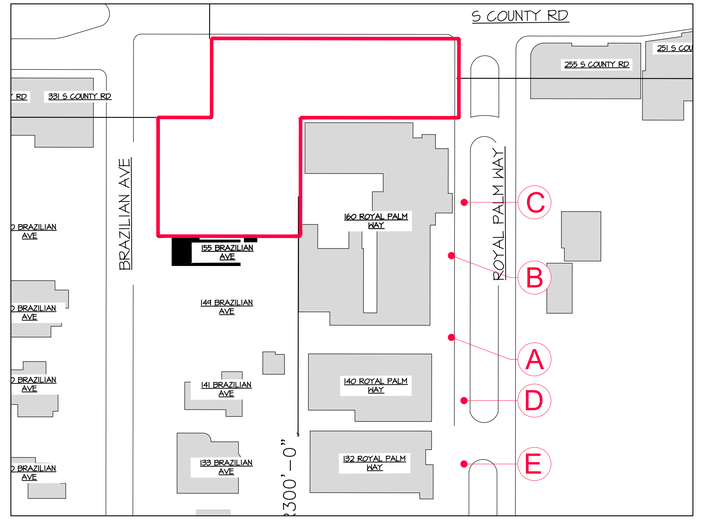
160 ROYAL PALM WAY



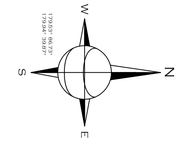
140 ROYAL PALM WAY - D



132 ROYAL PALM WAY - E



LOCATION PLAN



PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025
DRAWN: JKS
REVISIONS:
- 2ND SUBMITTAL 12.01.2025
- FINAL SUBMITTAL 02.16.2026

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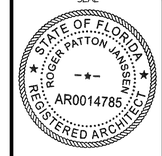


ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.06

JOB NUMBER: 25-113



EAST ELEVATION - A



SOUTHEAST CORNER - B



SOUTH ELEVATION - C

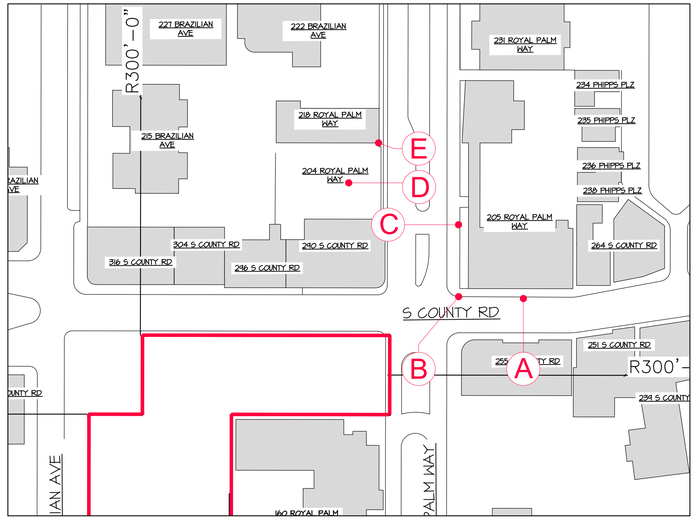
205 ROYAL PALM WAY



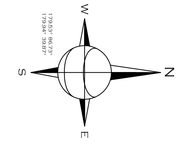
204 ROYAL PALM WAY - D



218 ROYAL PALM WAY - E



LOCATION PLAN



PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025
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STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.07

JOB NUMBER: 25-113



1-235 ROYAL PALM WAY - A



219 ROYAL PALM WAY - B



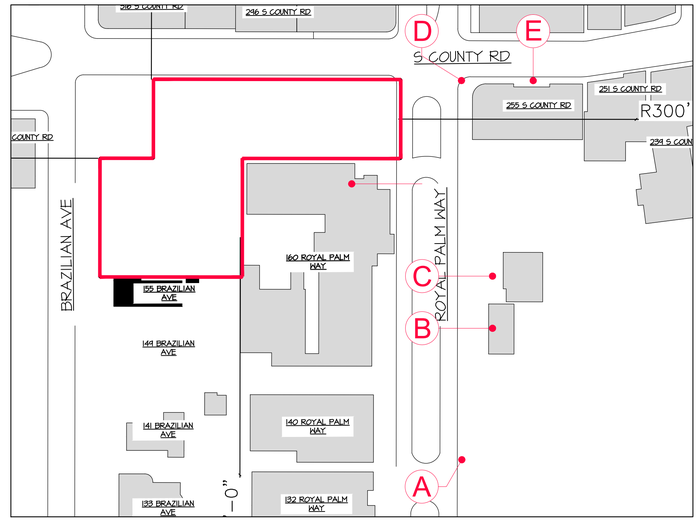
151 ROYAL PALM WAY - C



NORTHWEST CORNER - D



WEST ELEVATION - E



LOCATION PLAN

255 S COUNTY RD

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025
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STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.08

JOB NUMBER: 25-113



298/296 S COUNTY RD - A



294 S COUNTY RD - B



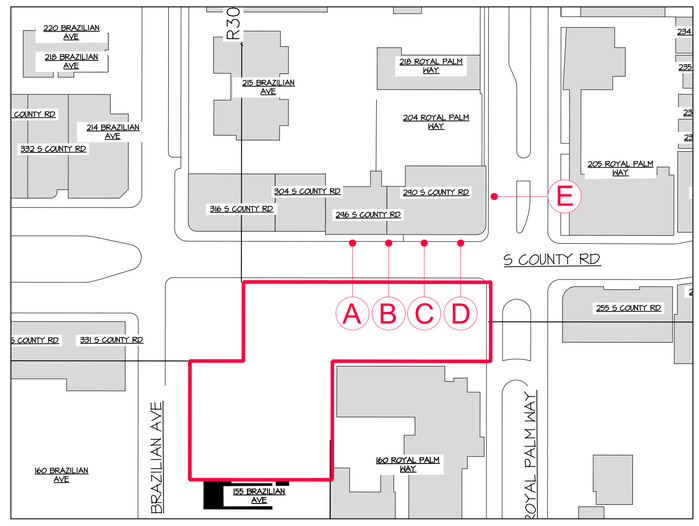
290/292 S COUNTY RD - C



EAST ELEVATION - D



NORTH ELEVATION - E



LOCATION PLAN

288 S COUNTY RD

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

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STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.10

JOB NUMBER: 25-113



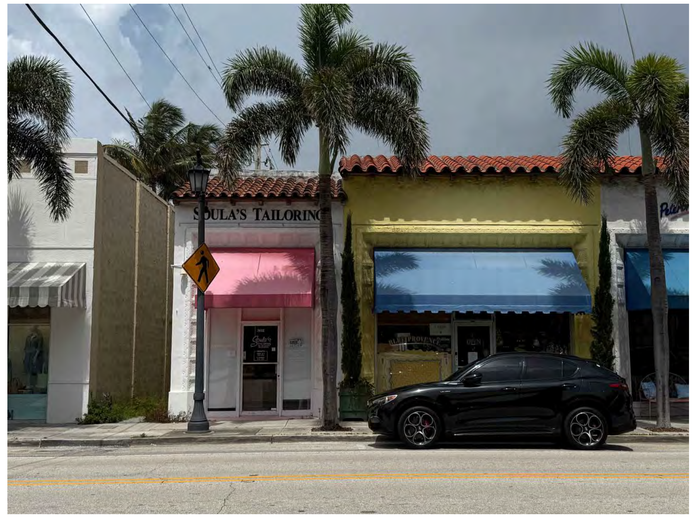
312/310 S COUNTY RD - A



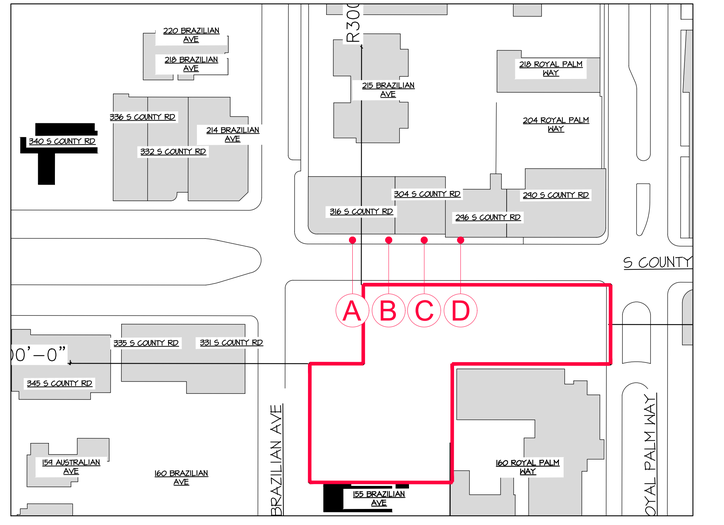
308 S COUNTY RD - B



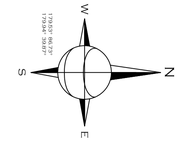
304 S COUNTY RD - C



302/300 S COUNTY RD - D



LOCATION PLAN



PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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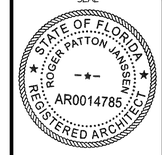


ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

AO.11

JOB NUMBER: 25-113



330 S COUNTY RD - A



328/326 S COUNTY RD - B



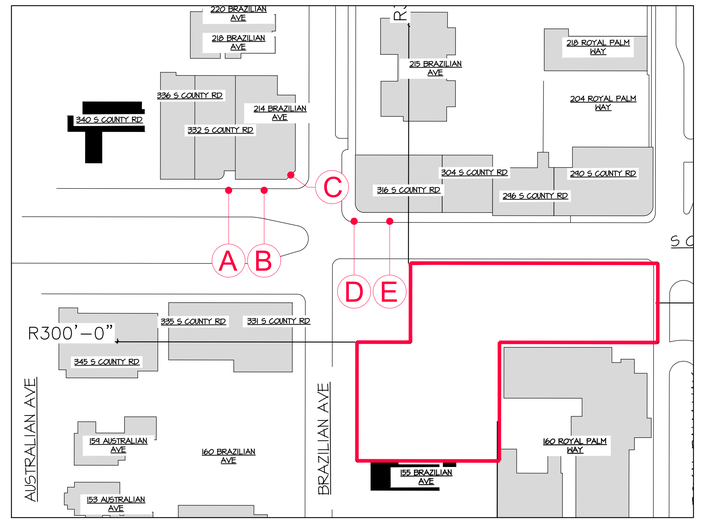
326 S COUNTY RD - C



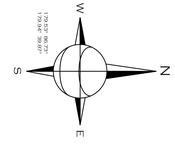
316 S COUNTY RD - D



314 S COUNTY RD - E



LOCATION PLAN



180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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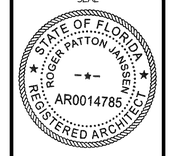


ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.12

JOB NUMBER: 25-113



335 S COUNTY RD - A



336 S COUNTY RD - B



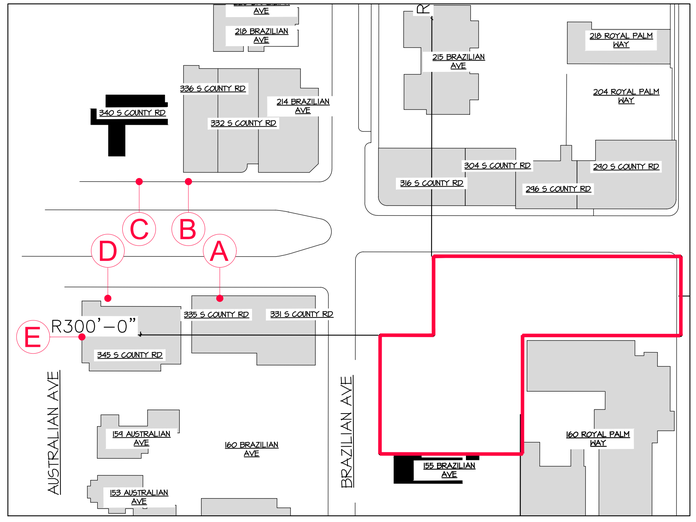
340 S COUNTY RD - C



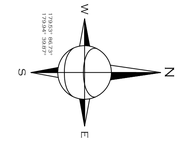
WEST ELEVATION - D



SOUTH ELEVATION - E



LOCATION PLAN



345 S COUNTY RD

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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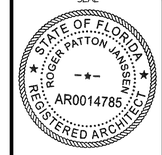


ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.14

JOB NUMBER: 25-113



124 BRAZILIAN AVE



125 BRAZILIAN AVE



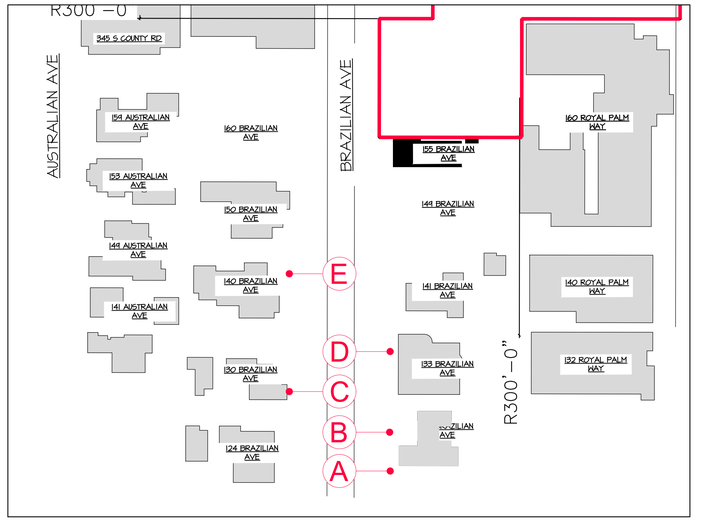
130 BRAZILIAN AVE



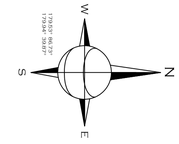
133 BRAZILIAN AVE



140 BRAZILIAN AVE



LOCATION PLAN



180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025

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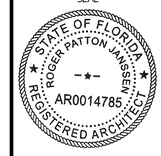


ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.15

JOB NUMBER: 25-113



141 BRAZILIAN AVE



149 BRAZILIAN AVE



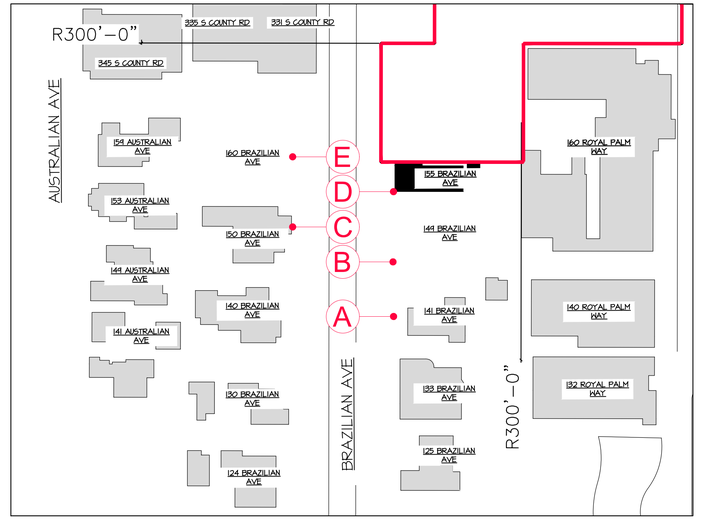
150 BRAZILIAN AVE



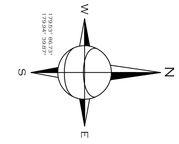
155 BRAZILIAN AVE



160 BRAZILIAN AVE



LOCATION PLAN



180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025

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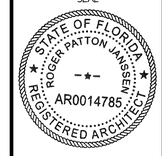


ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.16

JOB NUMBER: 25-113



141 AUSTRALIAN AVE



149 AUSTRALIAN AVE

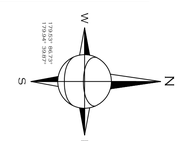


153 AUSTRALIAN AVE



159 AUSTRALIAN AVE

LOCATION PLAN



PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.17

JOB NUMBER: 25-113



234 PHIPPS PLZ - A



235 PHIPPS PLZ - B



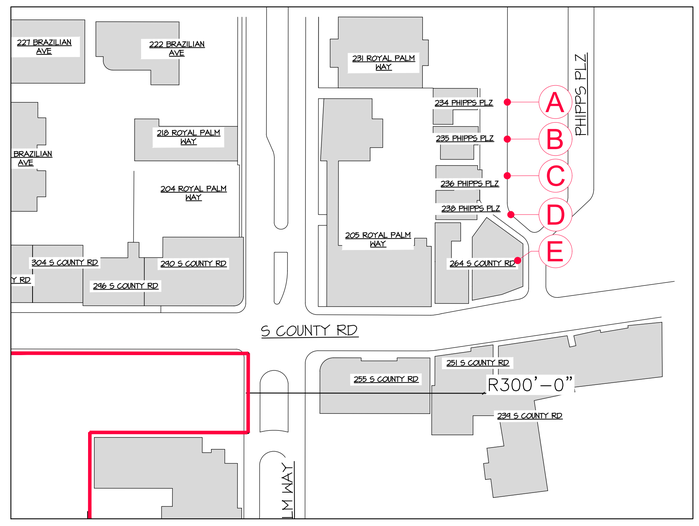
236 PHIPPS PLZ - C



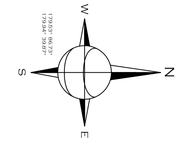
238 PHIPPS PLZ - D



264 S COUNTY RD - E



LOCATION PLAN



180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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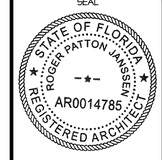


ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.09

JOB NUMBER: 25-113



206 BRAZILIAN AVE - A



214 BRAZILIAN AVE - B



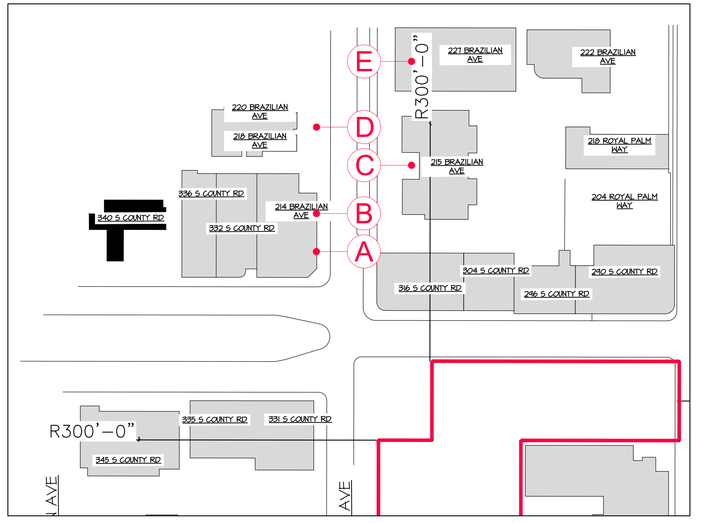
215/217/219/221 BRAZILIAN AVE - C



218/220 BRAZILIAN AVE - D



227 BRAZILIAN AVE - E



LOCATION PLAN

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

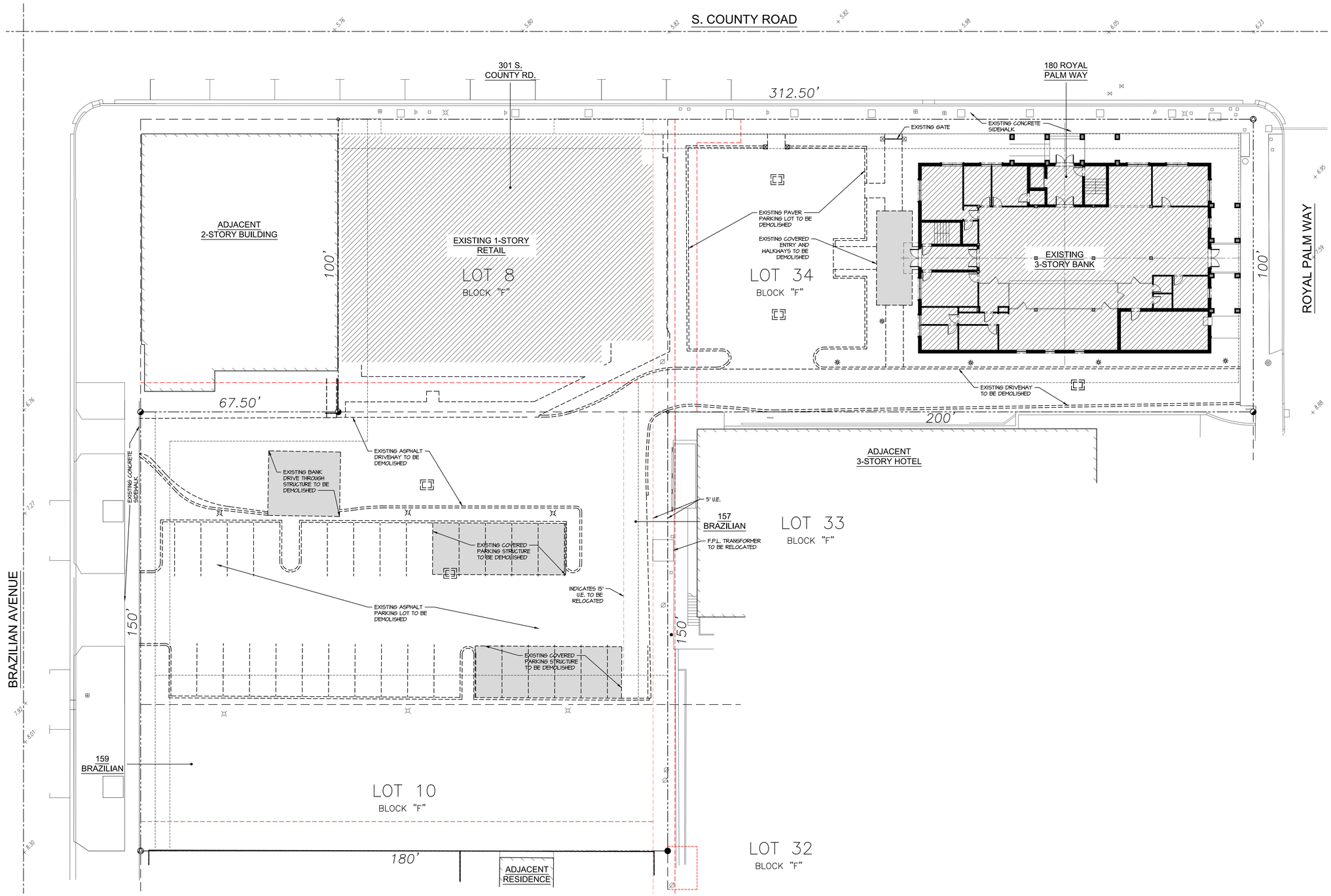
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A0.18

JOB NUMBER: 25-113



SITE DEMOLITION PLAN

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'

W S Z N

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS

400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

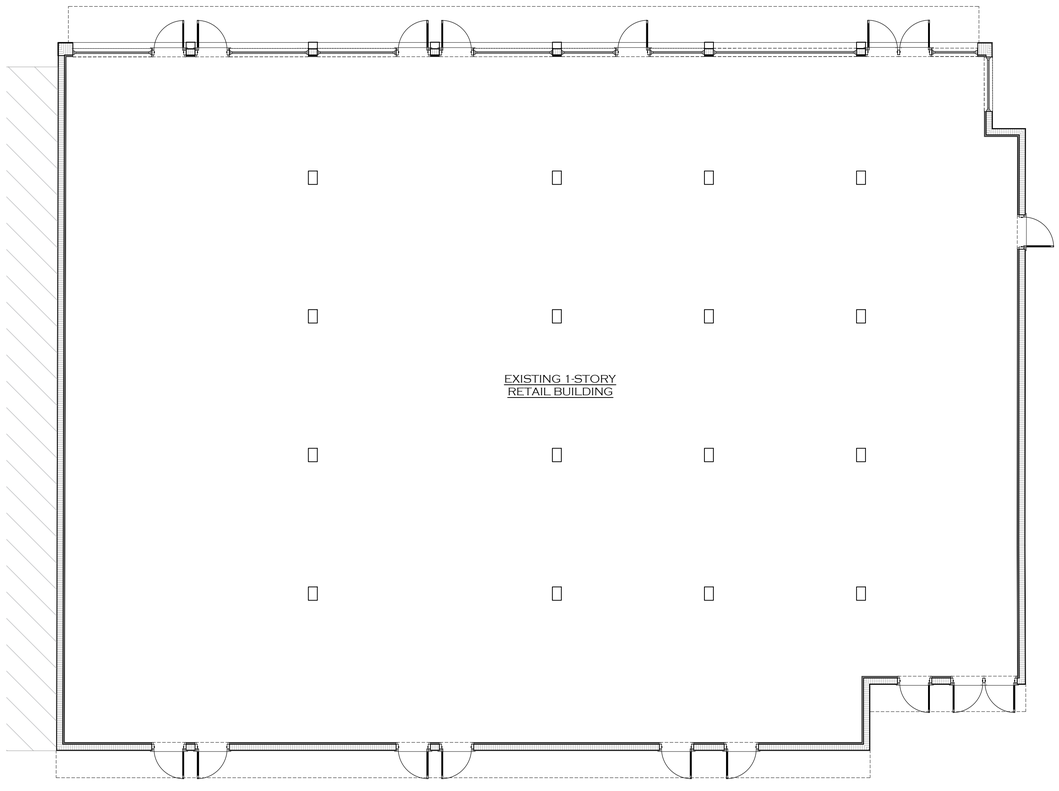
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

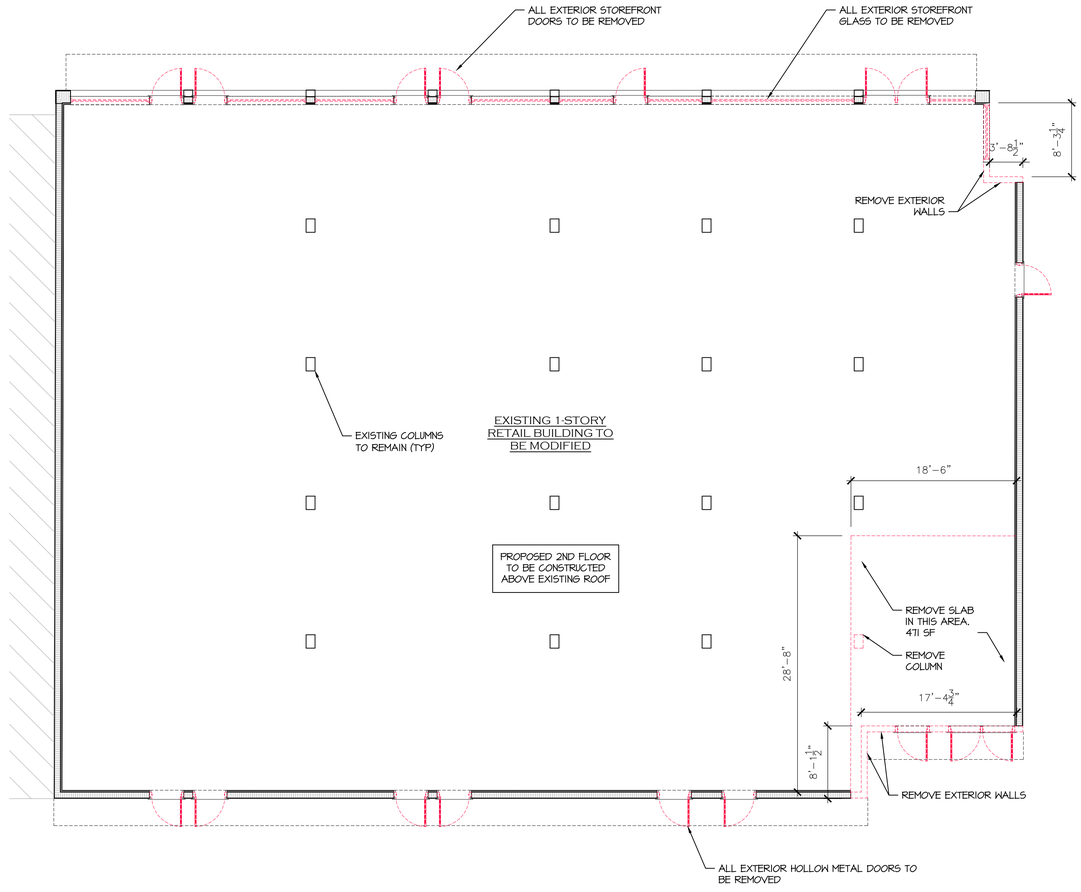
D1.00

JOB NUMBER: 25-113



301 S COUNTY - EXISTING FIRST FLOOR PLAN

SCALE 1/8" = 1'-0"



301 S COUNTY - DEMO FIRST FLOOR PLAN

SCALE 1/8" = 1'-0"

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025

DRAWN: JKS

REVISIONS:

- 2ND SUBMITTAL 12.01.2025
- FINAL SUBMITTAL 02.16.2026

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STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

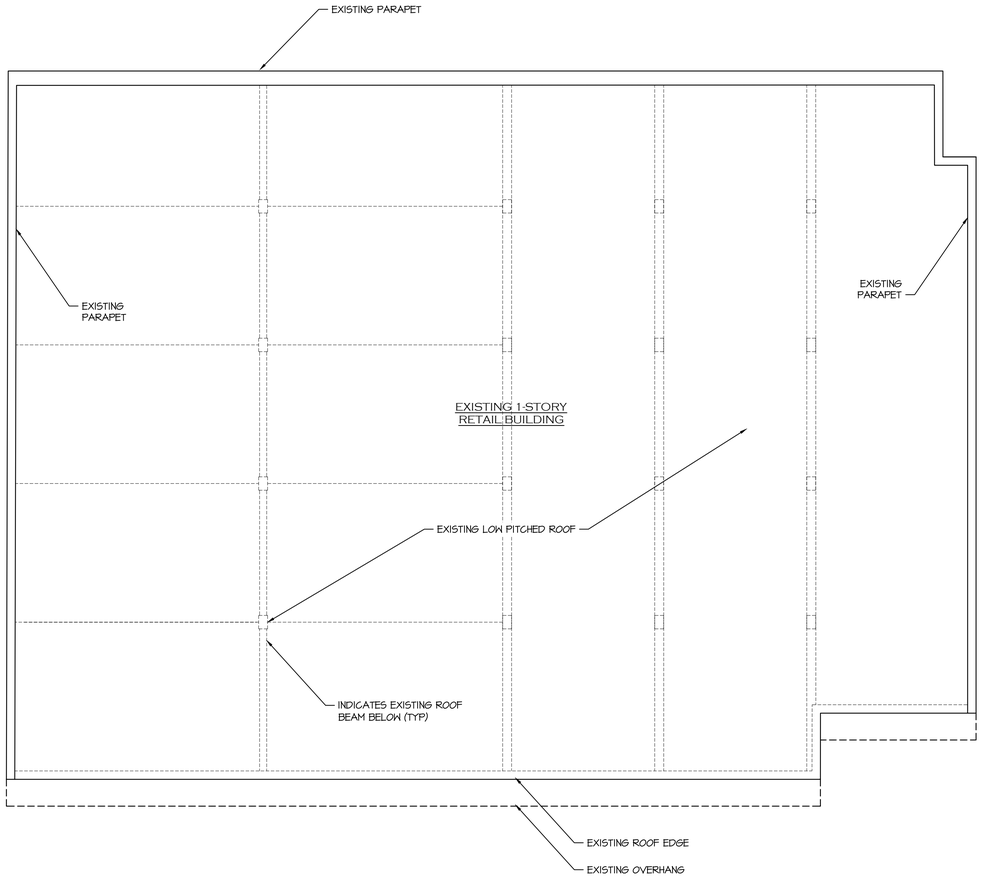
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

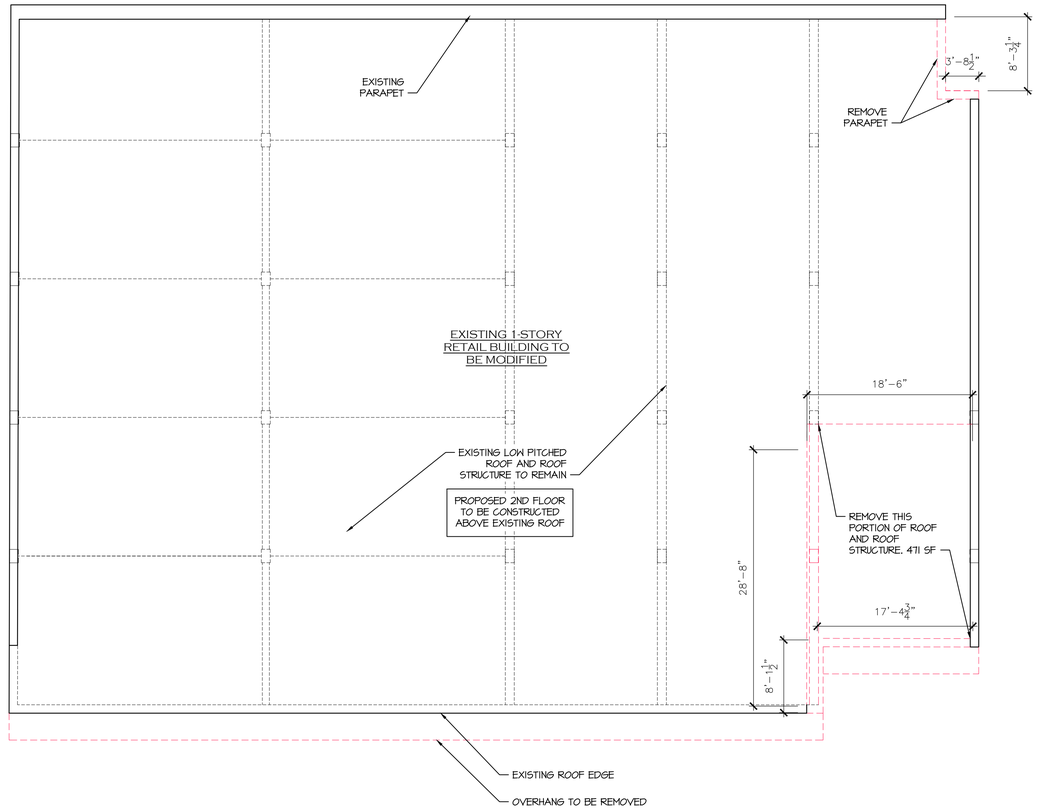
D1.01

JOB NUMBER: 25-113



301 S COUNTY - EXISTING ROOF PLAN

SCALE 1/8" = 1'-0"



301 S COUNTY - DEMO ROOF PLAN

SCALE 1/8" = 1'-0"

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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ROGER P. JANSSEN AR-14785

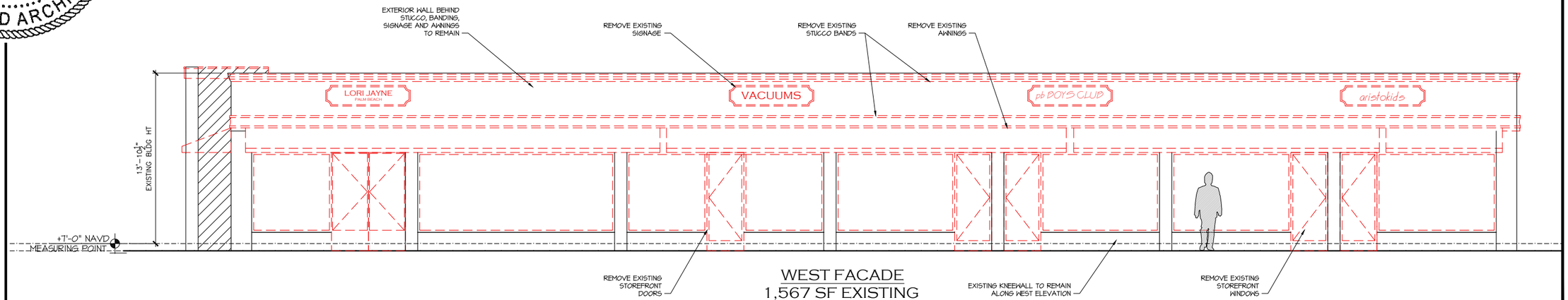
ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

D1.02

JOB NUMBER: 25-113

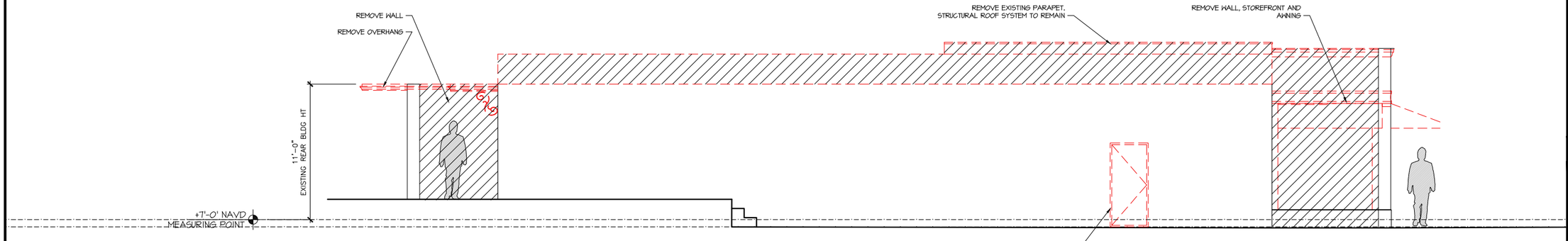
STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT



WEST FACADE
1,567 SF EXISTING
42 SF (2.7%) TO BE REMOVED)

301 S. COUNTY - WEST ELEVATION

SCALE 1/4" = 1'-0"



NORTH ELEVATION
1,070 SF EXISTING
362 SF (33.8%) TO BE REMOVED)

301 S COUNTY - NORTH ELEVATION

SCALE 1/4" = 1'-0"

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C00#714

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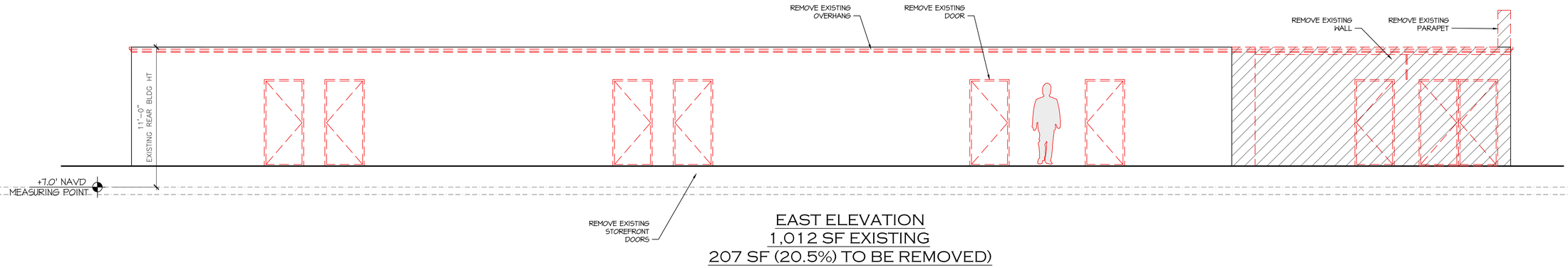
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

D1.03

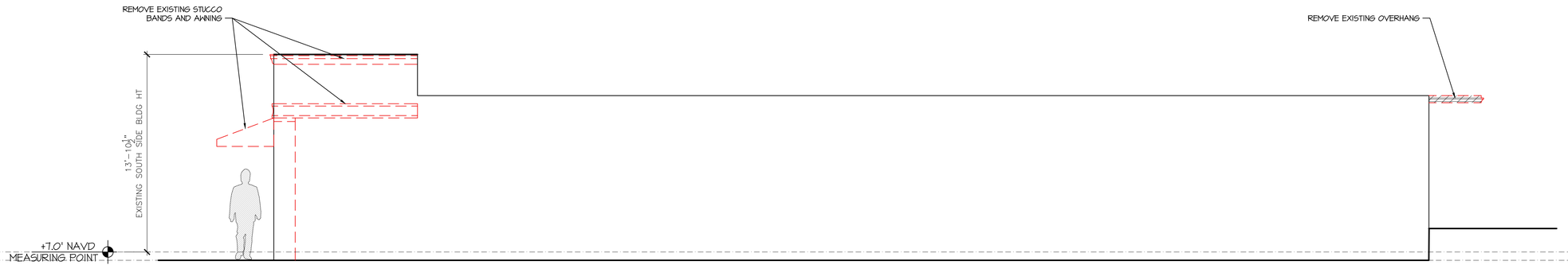
JOB NUMBER: 25-113



EAST ELEVATION
1,012 SF EXISTING
207 SF (20.5%) TO BE REMOVED)

301 S. COUNTY - EAST ELEVATION

SCALE 1/4" = 1'-0"



SOUTH ELEVATION
968 SF EXISTING
2 SF (0.2%) TO BE REMOVED)

301 S COUNTY - SOUTH ELEVATION

SCALE 1/4" = 1'-0"

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025
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ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

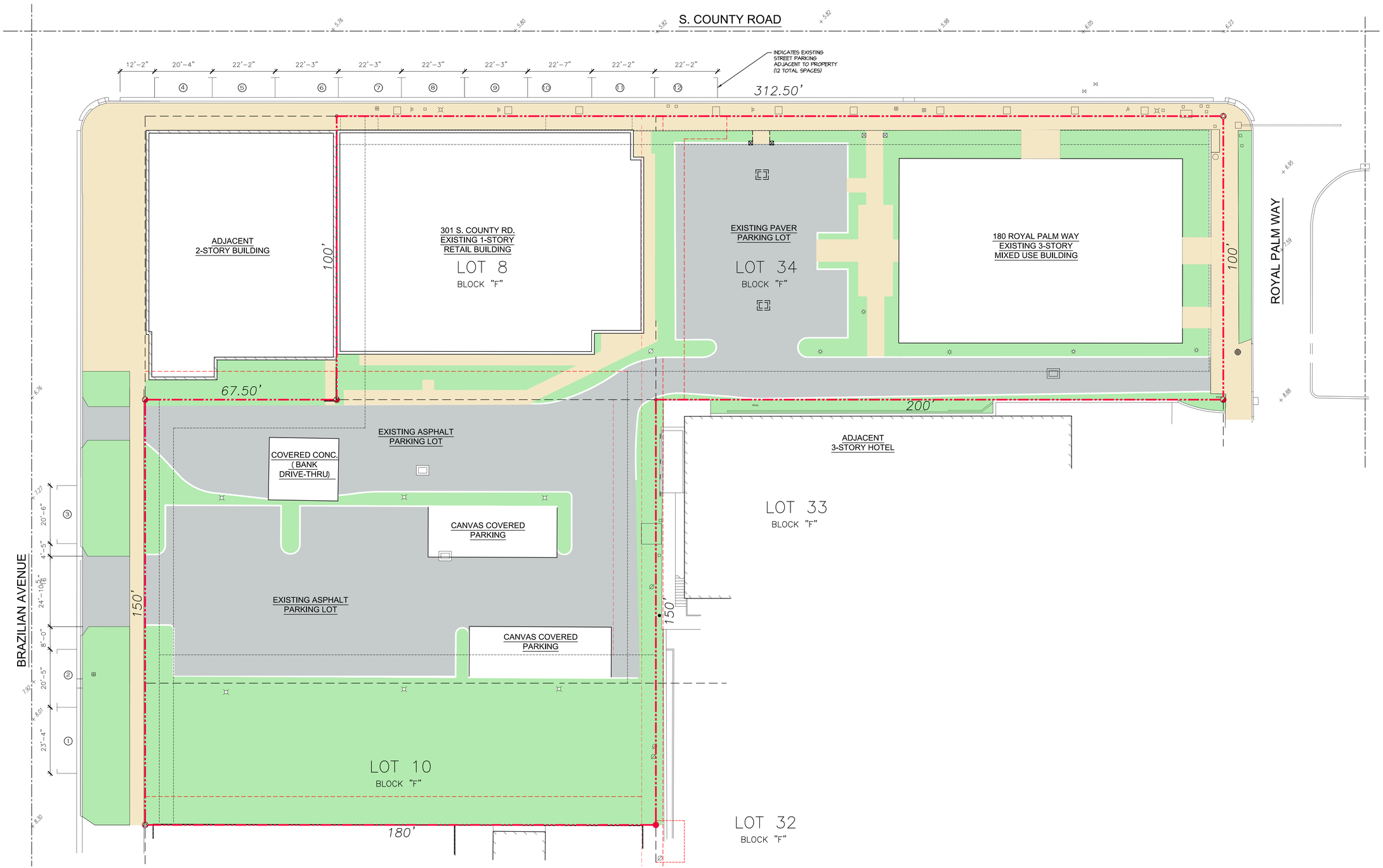
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

D1.04

JOB NUMBER: 25-113



EXISTING SITE PLAN

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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ROGER P. JANSSEN AR-14785

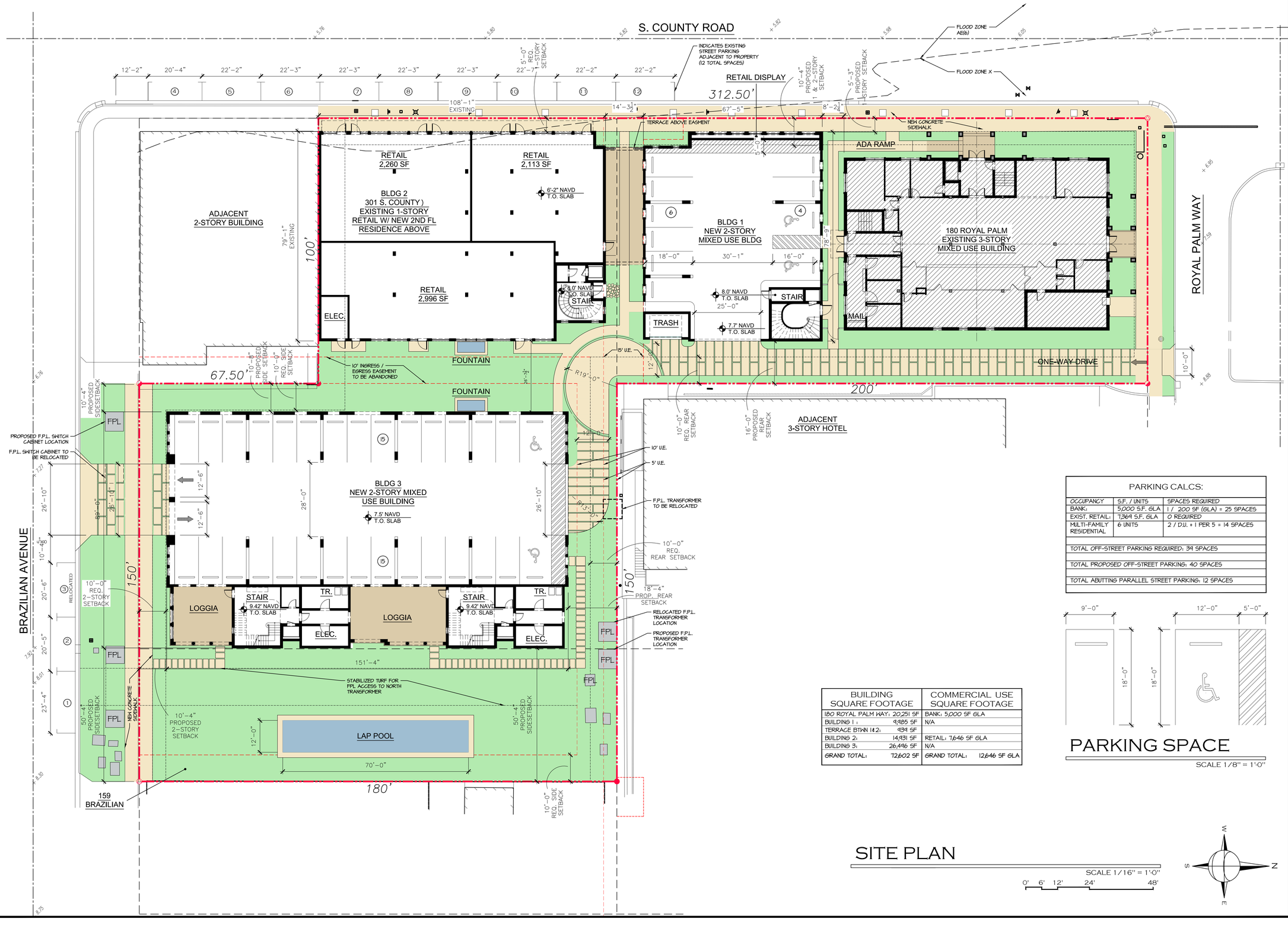
ARCOM # ARC-25-0050

TC # ZON-25-0049

DRAWING NO.

SP1.00

JOB NUMBER: 25-113



PARKING CALCS:		
OCCUPANCY	S.F. / UNITS	SPACES REQUIRED
BANK:	5,000 S.F. GLA	1 / 200 SF (GLA) = 25 SPACES
EXIST. RETAIL:	7,369 S.F. GLA	0 REQUIRED
MULTI-FAMILY RESIDENTIAL	6 UNITS	2 / D.U. + 1 PER 5 = 14 SPACES
TOTAL OFF-STREET PARKING REQUIRED: 39 SPACES		
TOTAL PROPOSED OFF-STREET PARKING: 40 SPACES		
TOTAL ABUTTING PARALLEL STREET PARKING: 12 SPACES		

BUILDING SQUARE FOOTAGE		COMMERCIAL USE SQUARE FOOTAGE
180 ROYAL PALM WAY:	20,251 SF	BANK: 5,000 SF GLA
BUILDING 1:	9,885 SF	N/A
TERRACE BTWN 1&2:	934 SF	
BUILDING 2:	14,931 SF	RETAIL: 7,646 SF GLA
BUILDING 3:	26,496 SF	N/A
GRAND TOTAL:	72,602 SF	GRAND TOTAL: 12,646 SF GLA

PARKING SPACE

SCALE 1/8" = 1'-0"

SITE PLAN

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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STATE OF FLORIDA · ROGER PATTON JANSSEN · AR0014785 · REGISTERED ARCHITECT

ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050

TC # ZON-25-0049

DRAWING NO.

SP1.01

JOB NUMBER: 25-113

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:**	180 Royal Palm Way		
2	**Zoning District:**	C-TS		
3	**Lot Area (sq. ft.):**	58,250 sf (1.13 acres)		
4	**Lot Width (W) & Depth (D) (ft.):**	100' e/w on Royal Palm / 312.5 ft n/s on S County / 150' e/w on Brazilian		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	Mixed Use		
6	**FEMA Flood Zone Designation:**	AE6 / X		
7	**Zero Datum for point of meas. (NAVD)**	+7.73' NAVD on S. County Rd / +9'-5" NAVD on Brazilian Ave		
8	**Crown of Road (COR) (NAVD)**	+6.23' NAVD on S. County Rd / +7.92' NAVD on Brazilian Ave		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	34,475 sf (70%)	17,854 sf (30.7%)	35,031 sf (60%)
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)			
12	*Front Yard Setback (Ft.)	5' 1st / +15'h 10'	4'-4"	5'3" 1st / 10'-4" 2nd
13	* Side Yard Setback (1st Story) (Ft.)	5' 1st / +15'h 10'	0'-0"	10'-8"
14	* Side Yard Setback (2nd Story) (Ft.)	5' 1st / +15'h 10'	20'-0"	10'-8"
15	*Rear Yard Setback (Ft.)	5' 1st / +15'h 10'	NA	16'-0"
16	Angle of Vision (Deg.)	NA	NA	NA
17	Building Height (Ft.)	25' max	38'-9"	25'-0"
18	Overall Building Height (Ft.)	35' max	48'	34'-3"
19	Cubic Content Ratio (CCR) (R-B ONLY)	NA	NA	NA
20	** Max. Fill Added to Site (Ft.)	NA	NA	NA
21	Finished Floor Elev. (FFE)(NAVD)	+7' NAVD	+7'-6"	+8'-5" NAVD RES.
22	Base Flood Elevation (BFE)(NAVD)	NA	NA	NA
23	Landscape Open Space (LOS) (Sq Ft and %)		15,652 sf (27%)	17,118 sf (29%)
24	Perimeter LOS (Sq Ft and %)		5,243 sf (43%)	5,538 sf (45%)
25	Front Yard LOS (Sq Ft and %)		2,019 sf (37%)	2,292 (41%)
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

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

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STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

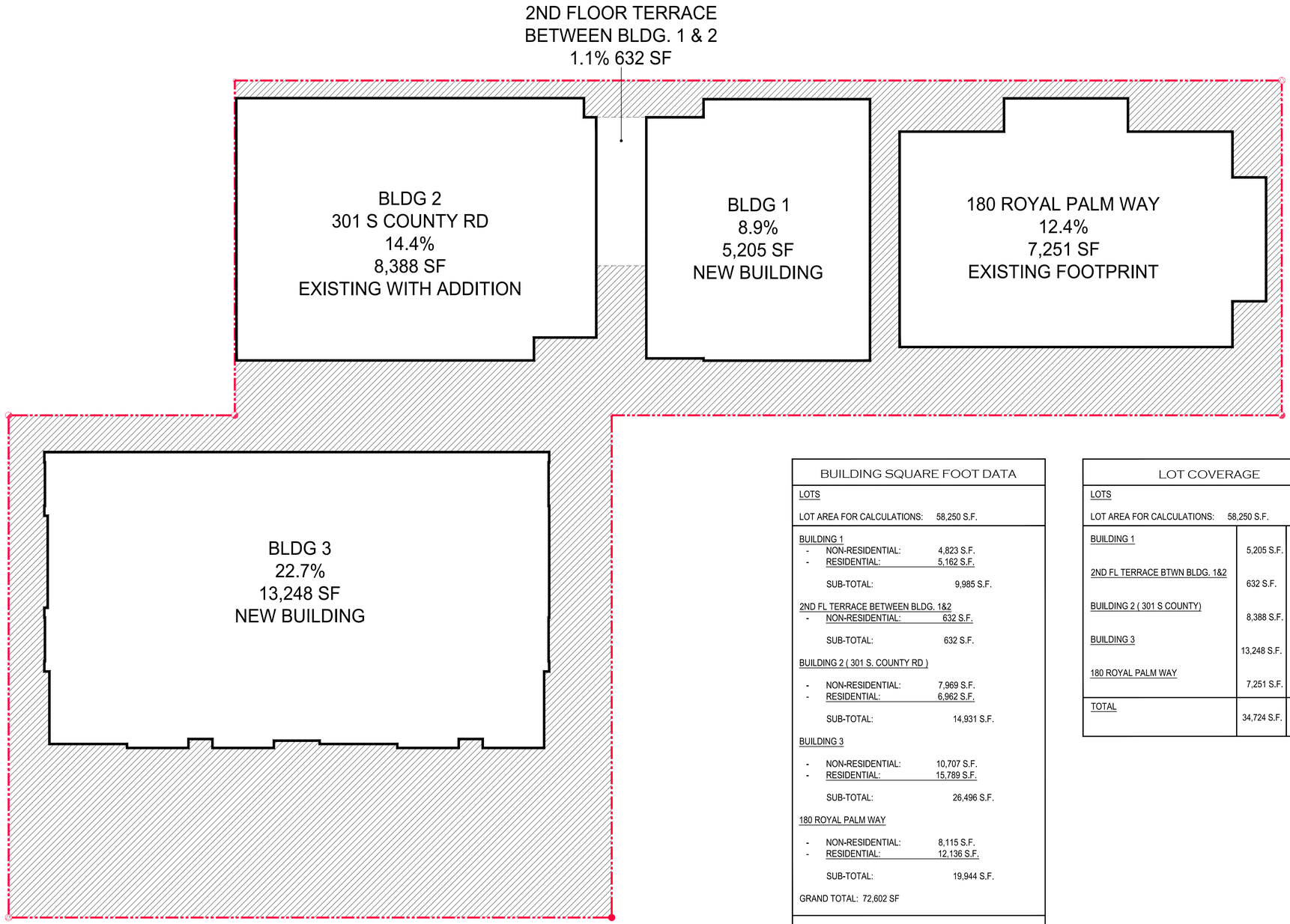
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

SP1.02

JOB NUMBER: 25-113



BUILDING SQUARE FOOT DATA

LOTS

LOT AREA FOR CALCULATIONS: 58,250 S.F.

BUILDING 1
- NON-RESIDENTIAL: 4,823 S.F.
- RESIDENTIAL: 5,162 S.F.

SUB-TOTAL: 9,985 S.F.

2ND FL TERRACE BETWEEN BLDG. 1&2
- NON-RESIDENTIAL: 632 S.F.

SUB-TOTAL: 632 S.F.

BUILDING 2 (301 S. COUNTY RD)
- NON-RESIDENTIAL: 7,969 S.F.
- RESIDENTIAL: 6,962 S.F.

SUB-TOTAL: 14,931 S.F.

BUILDING 3
- NON-RESIDENTIAL: 10,707 S.F.
- RESIDENTIAL: 15,789 S.F.

SUB-TOTAL: 26,496 S.F.

180 ROYAL PALM WAY
- NON-RESIDENTIAL: 8,115 S.F.
- RESIDENTIAL: 12,136 S.F.

SUB-TOTAL: 19,944 S.F.

GRAND TOTAL: 72,602 SF

REFER TO LANDSCAPE AND HARDSCAPE PLANS BY LANDSCAPE ARCHITECT FOR ALL LANDSCAPE AND HARDSCAPE INFORMATION

LOT COVERAGE

LOTS

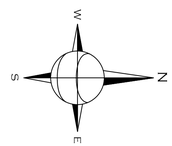
LOT AREA FOR CALCULATIONS: 58,250 S.F.

BUILDING 1	5,205 S.F.	8.9%
2ND FL TERRACE BTWN BLDG. 1&2	632 S.F.	1.1%
BUILDING 2 (301 S COUNTY)	8,388 S.F.	14.4%
BUILDING 3	13,248 S.F.	22.7%
180 ROYAL PALM WAY	7,251 S.F.	12.4%
TOTAL	34,724 S.F.	59.5%

LOT COVERAGE DIAGRAM

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'



180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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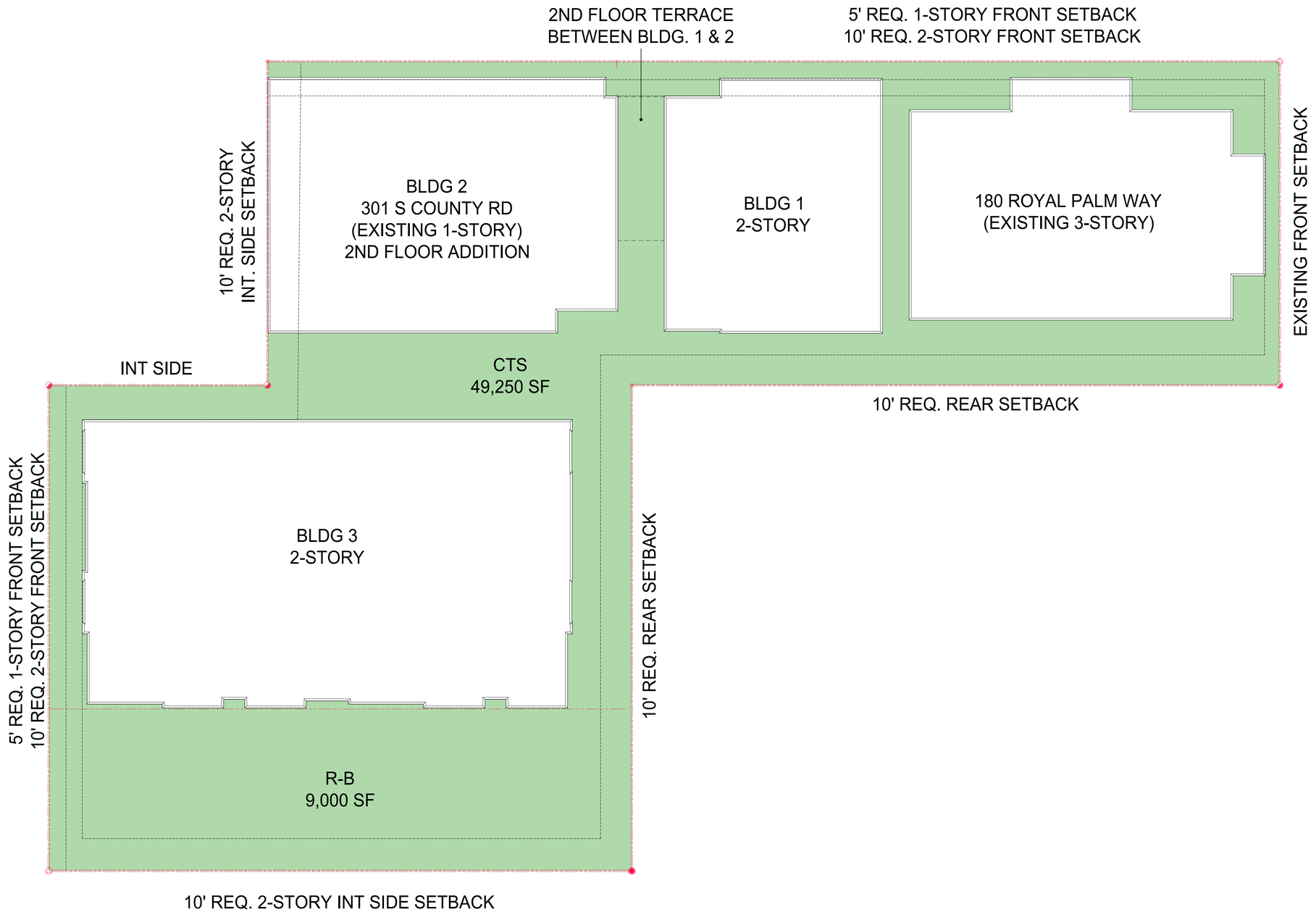
ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

SP1.03

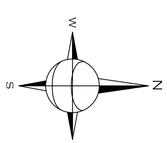
JOB NUMBER: 25-113



BUILDING SETBACK DIAGRAM

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'



PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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ROGER P. JANSSEN AR-14785

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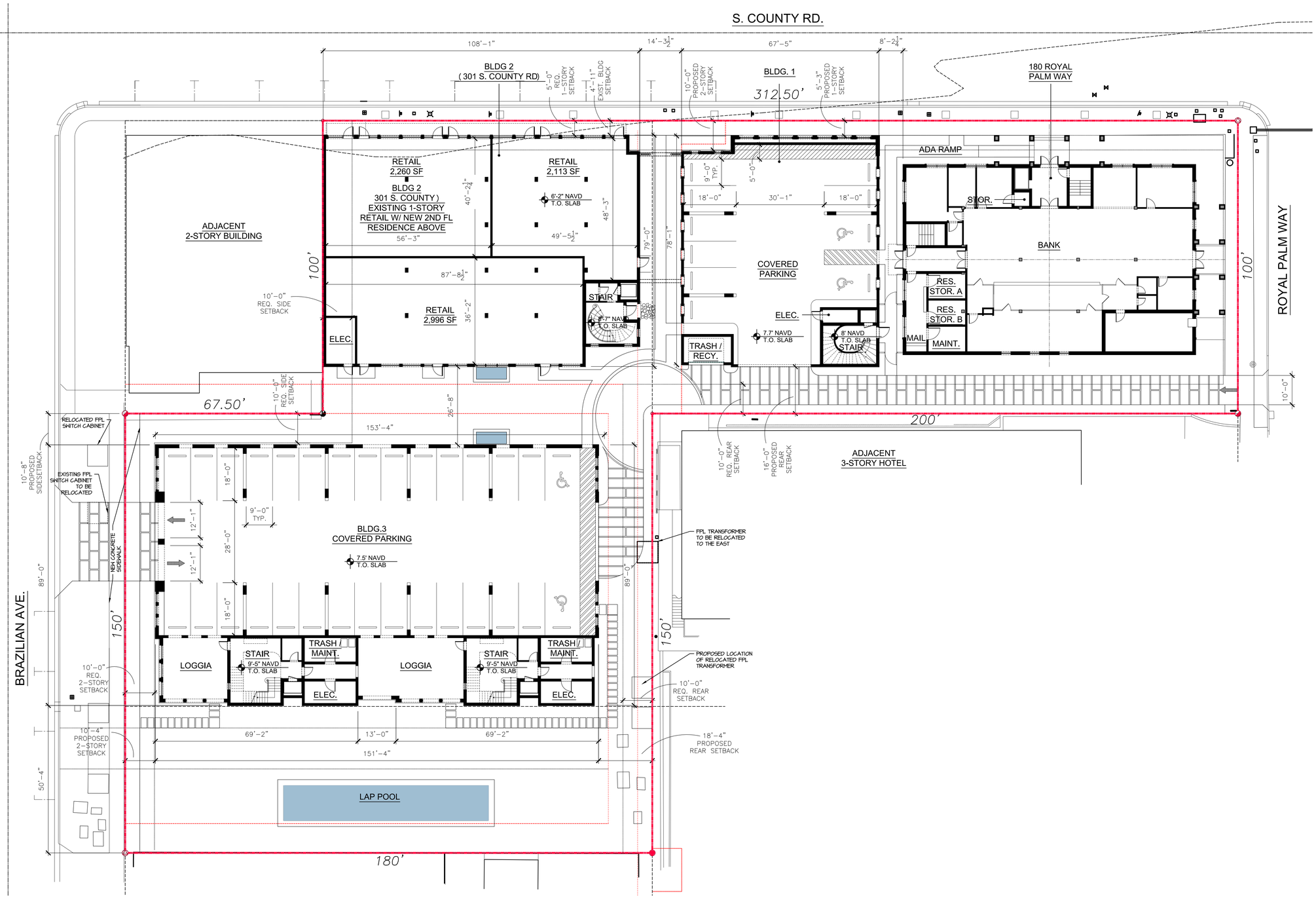

OVERALL FIRST FLOOR PLAN

SCALE 1/16" = 1'-0"

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS

400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050

TC # ZON-250049

DRAWING NO.

A1.01

JOB NUMBER: 25-113



OVERALL SECOND FLOOR PLAN

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'

W S N E

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

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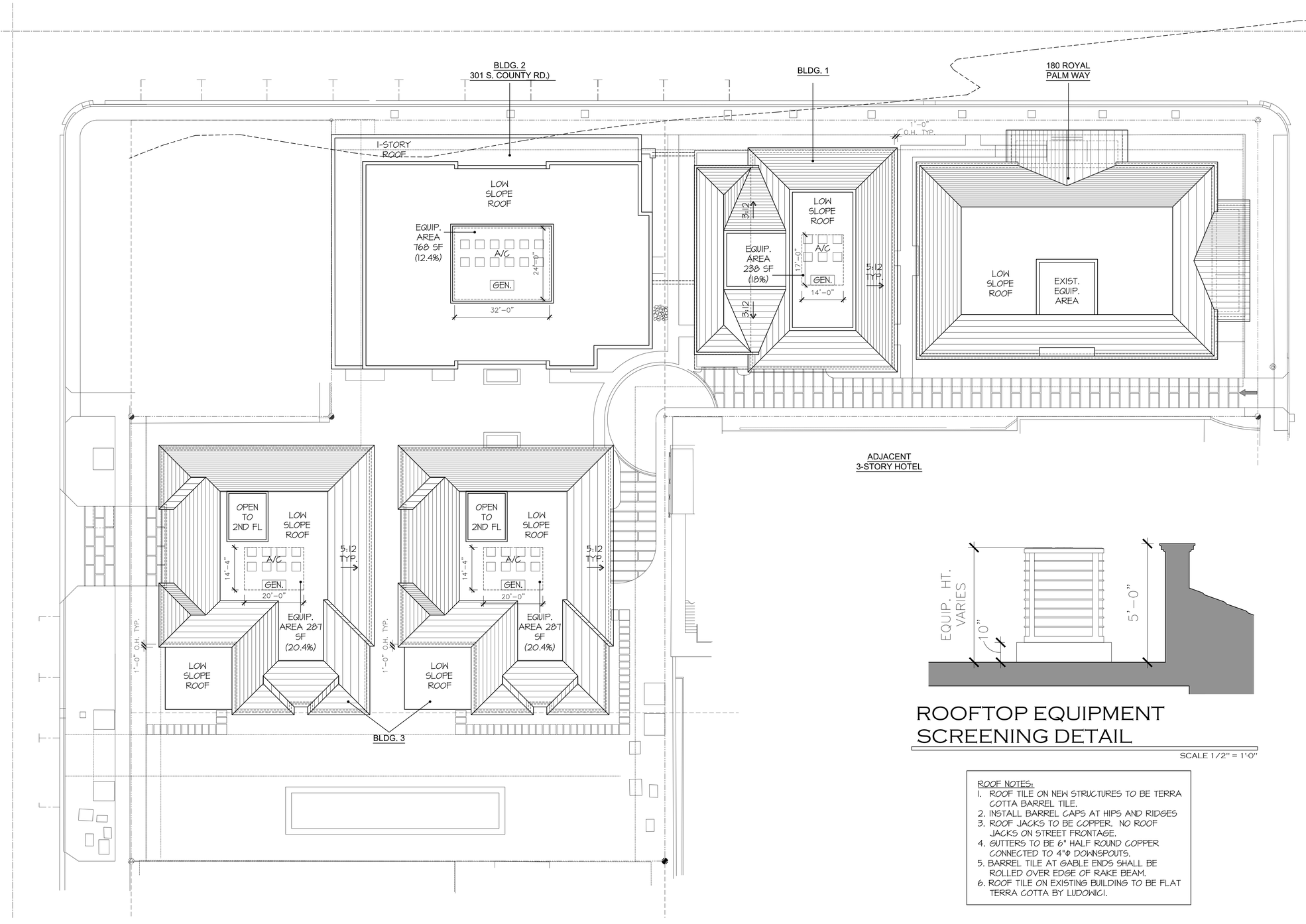
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A1.02

JOB NUMBER: 25-113



ROOFTOP EQUIPMENT SCREENING DETAIL

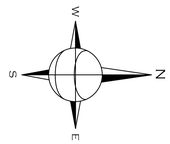
SCALE 1/2" = 1'-0"

ROOF NOTES:
1. ROOF TILE ON NEW STRUCTURES TO BE TERRA COTTA BARREL TILE.
2. INSTALL BARREL CAPS AT HIPS AND RIDGES
3. ROOF JACKS TO BE COPPER. NO ROOF JACKS ON STREET FRONTAGE.
4. GUTTERS TO BE 6" HALF ROUND COPPER CONNECTED TO 4"Ø DOWNSPOUTS.
5. BARREL TILE AT GABLE ENDS SHALL BE ROLLED OVER EDGE OF RAKE BEAM.
6. ROOF TILE ON EXISTING BUILDING TO BE FLAT TERRA COTTA BY LUDOWICI.

OVERALL ROOF PLAN

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'



PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001714

DATE: FIRST SUBMITTAL 11.13.2025
DRAWN: JKS
REVISIONS:
- 2ND SUBMITTAL 12.01.2025
- FINAL SUBMITTAL 02.16.2026

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SEAL

STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

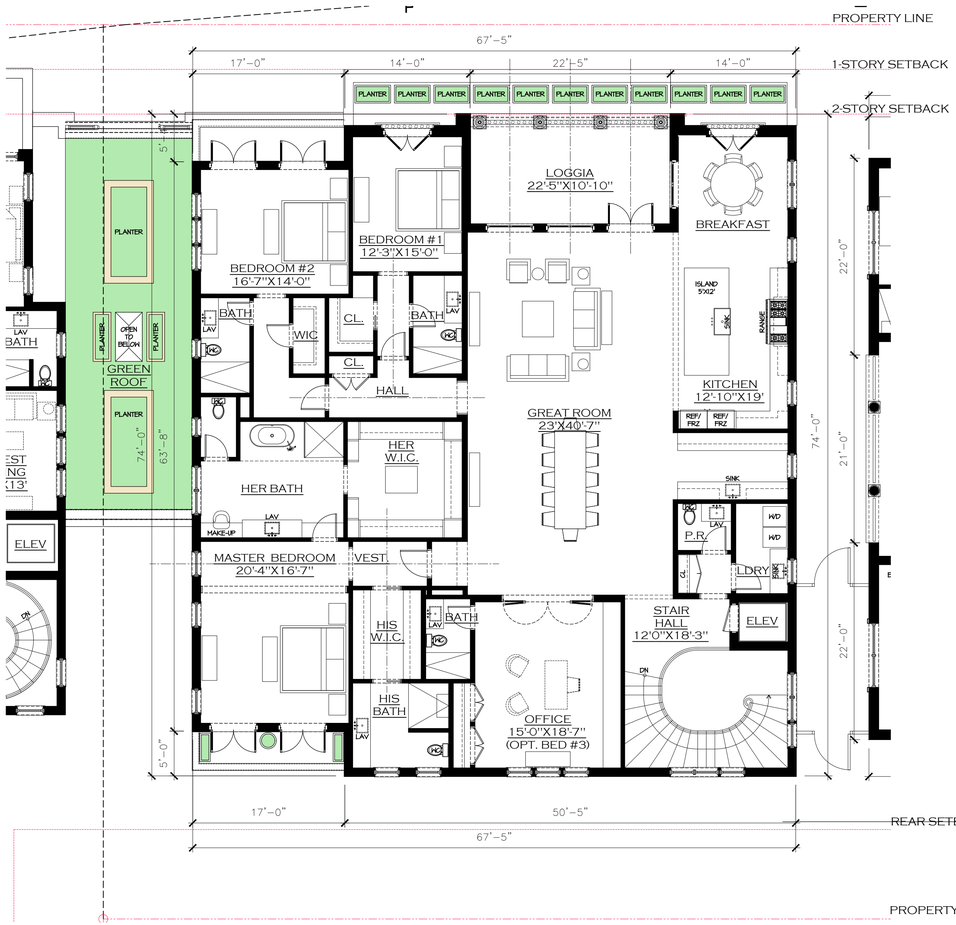
ROGER P. JANSSEN AR-14785

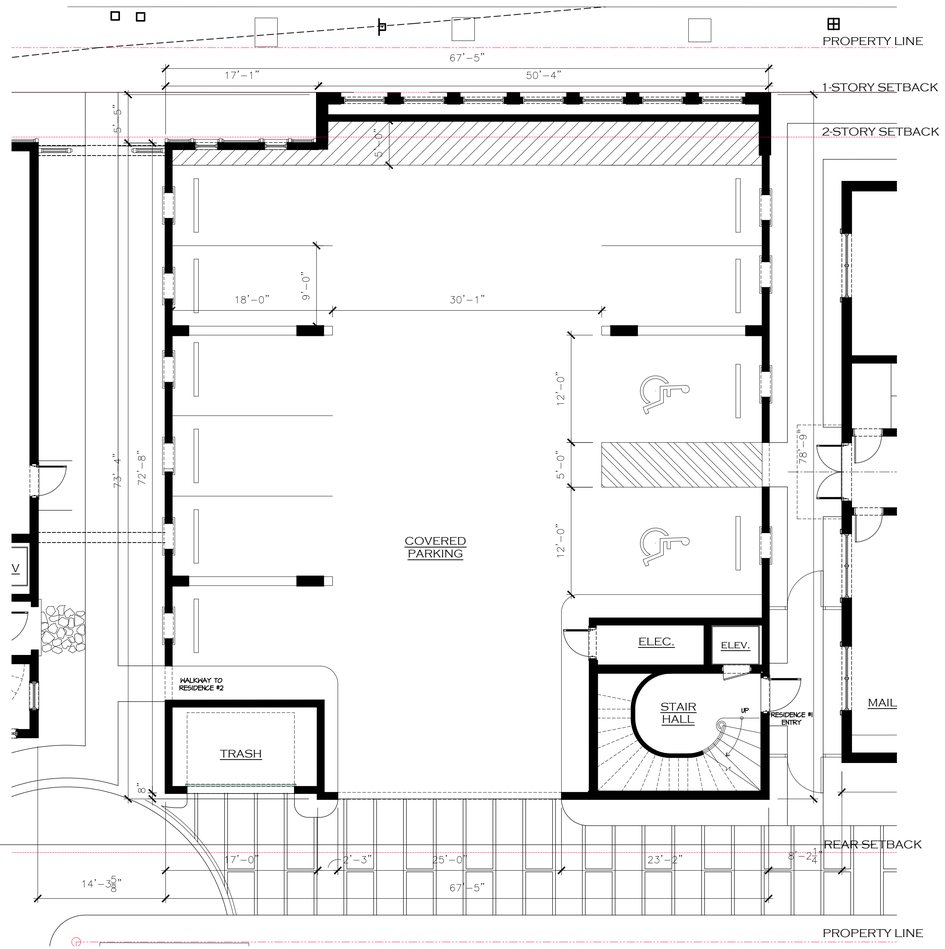
ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A1.03

JOB NUMBER: 25-113





BUILDING 1 SECOND FLOOR PLAN

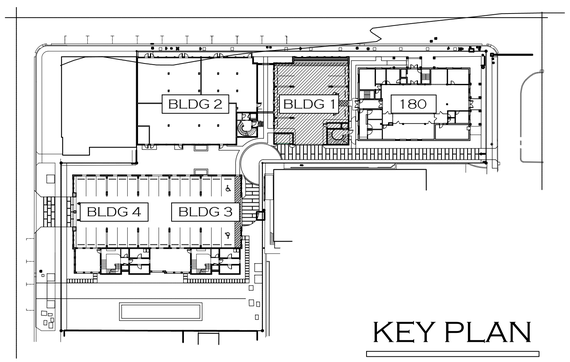
SCALE 1/8" = 1'-0"

0' 3' 6' 12' 24'

BUILDING 1 FIRST FLOOR PLAN

SCALE 1/8" = 1'-0"

0' 3' 6' 12' 24'



KEY PLAN

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

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ROGER P. JANSSEN AR-14785

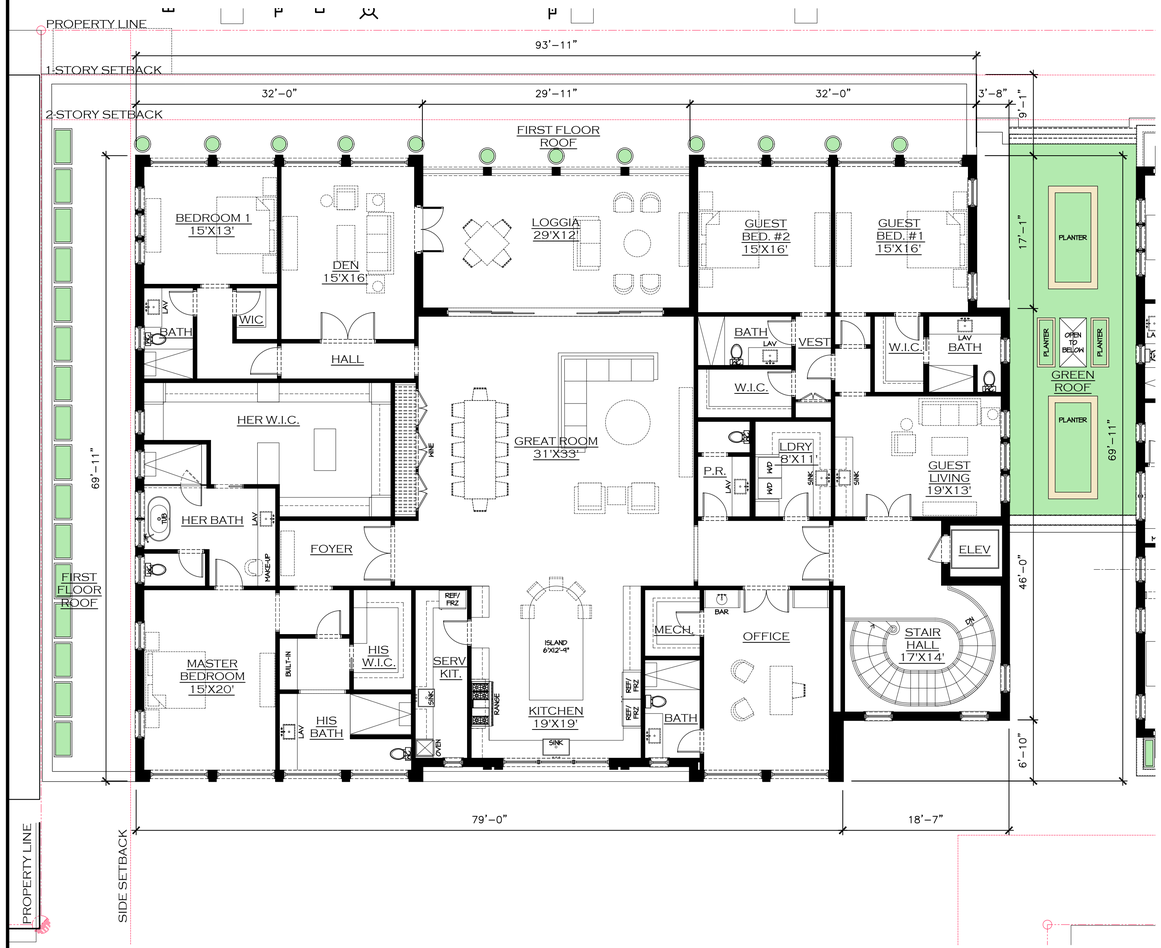
ARCOM # ARC-25-0050

TC # ZON-25-0049

DRAWING NO.

A1.10

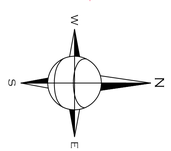
JOB NUMBER: 25-113

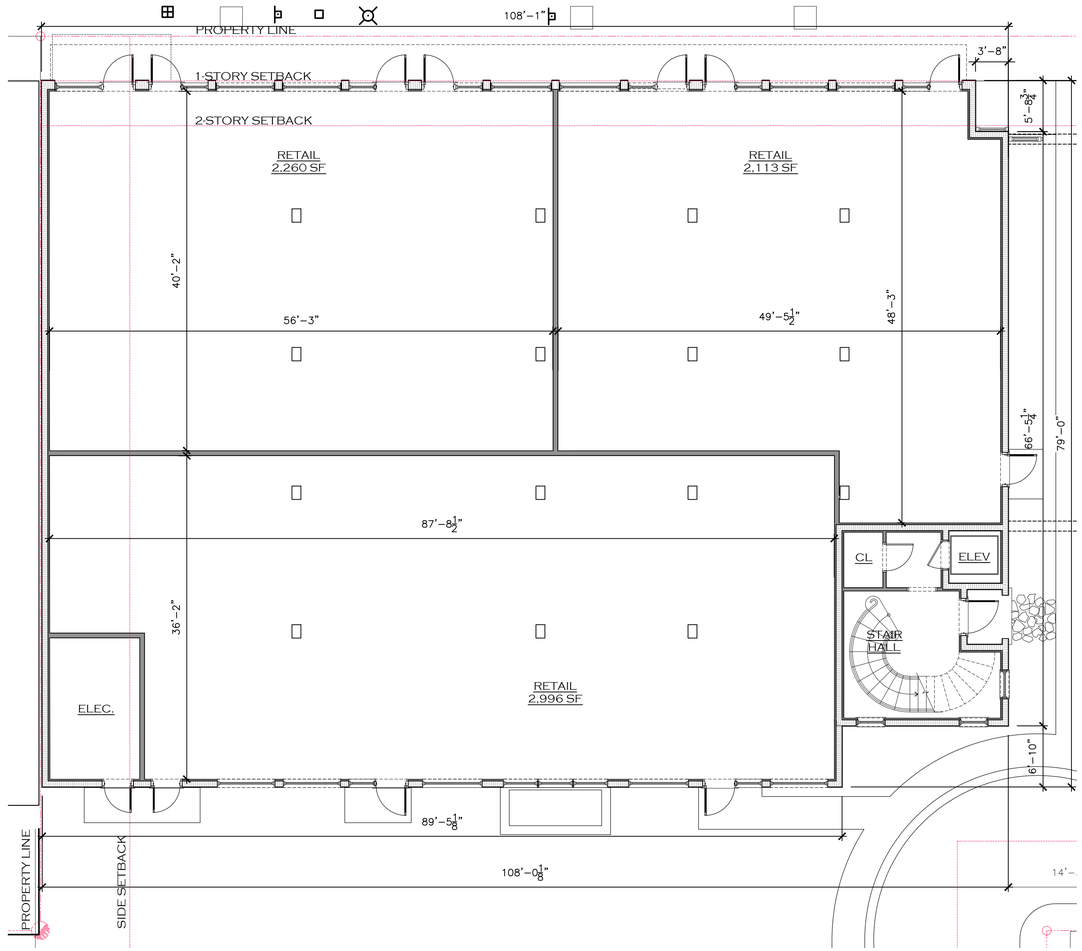


BUILDING 2 (301 S. COUNTY RD.)
SECOND FLOOR PLAN

SCALE 1/8" = 1'-0"

0' 3' 6' 12' 24'

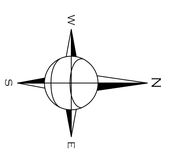


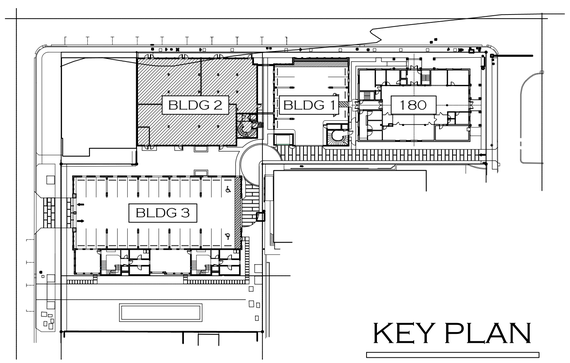


BUILDING 2 (301 S. COUNTY RD.)
FIRST FLOOR PLAN

SCALE 1/8" = 1'-0"

0' 3' 6' 12' 24'





KEY PLAN

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

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AR0014785
REGISTERED ARCHITECT

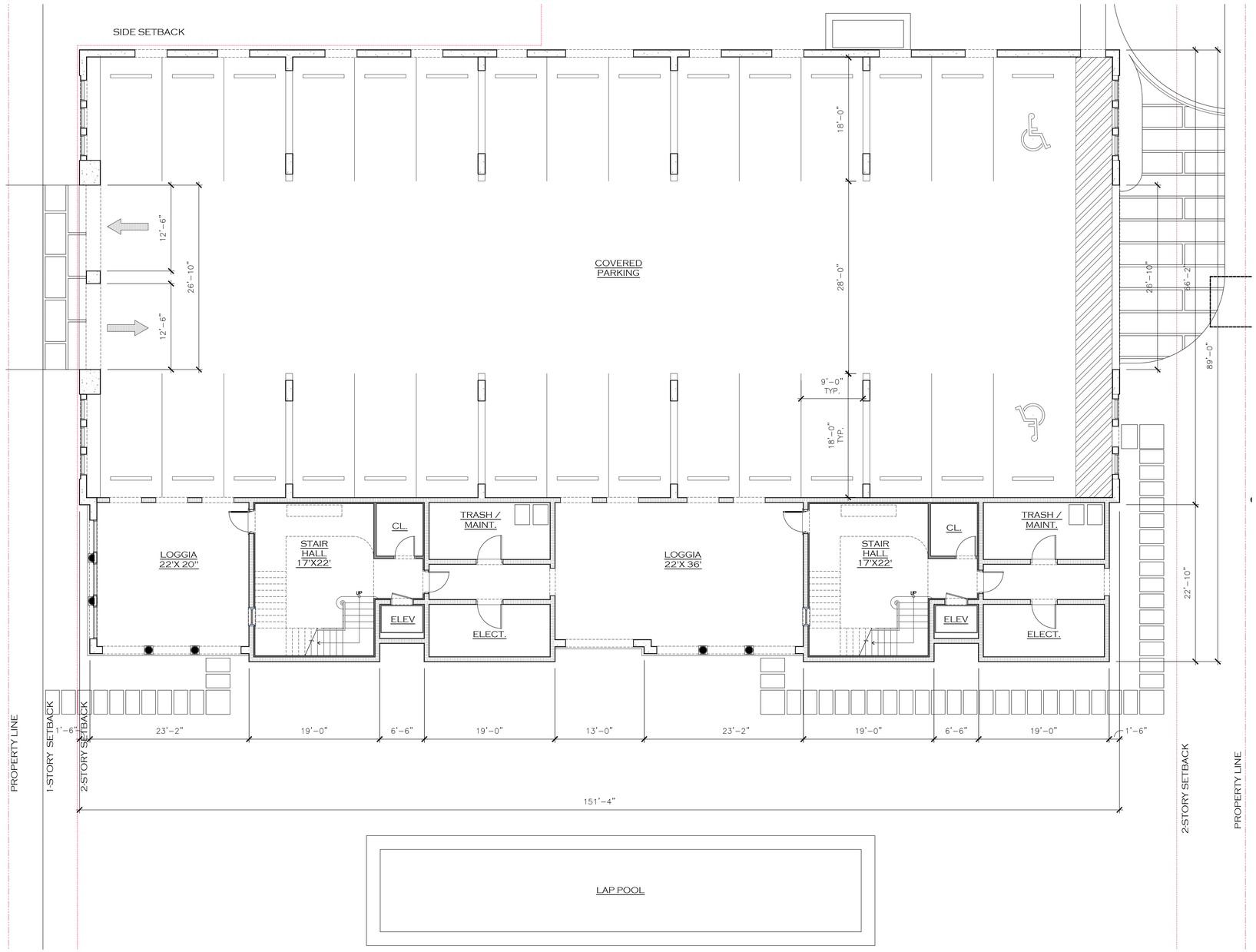
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

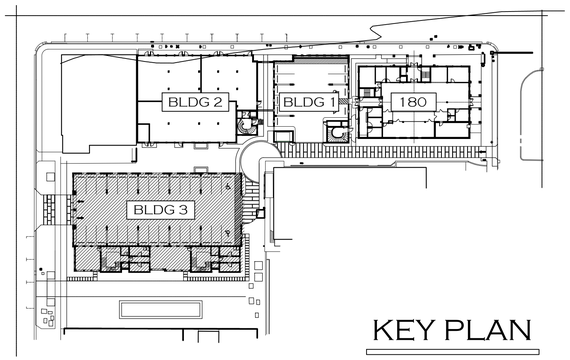
A1.20

JOB NUMBER: 25-113



BUILDING 3 FIRST FLOOR PLAN

SCALE 1/8" = 1'-0"



KEY PLAN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

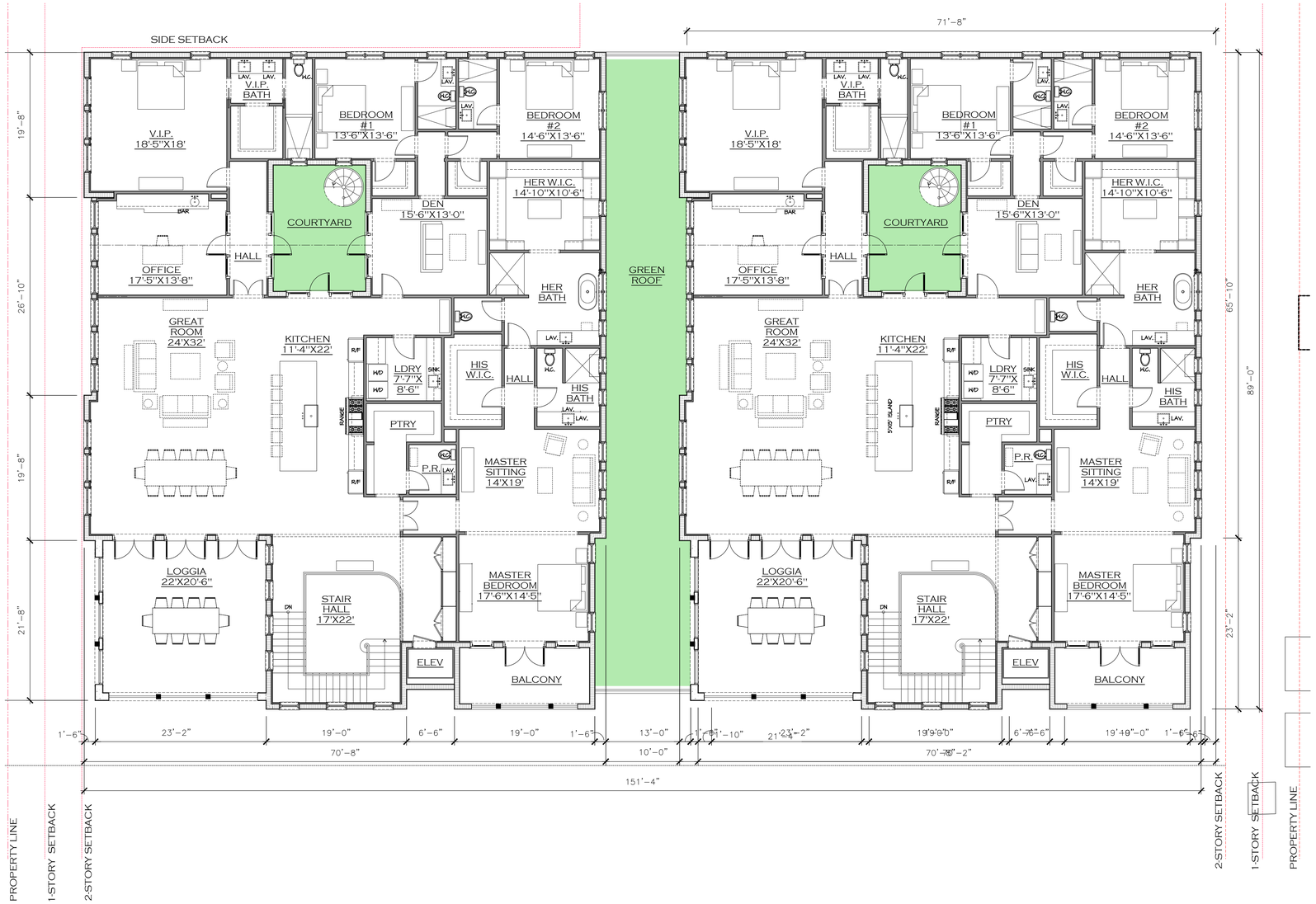
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

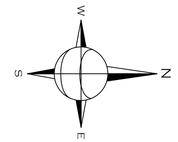
A1.30

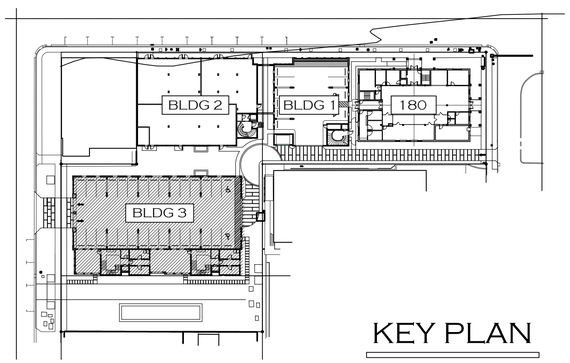
JOB NUMBER: 25-113



BUILDING 3 SECOND FLOOR PLAN

SCALE 1/8" = 1'-0"





KEY PLAN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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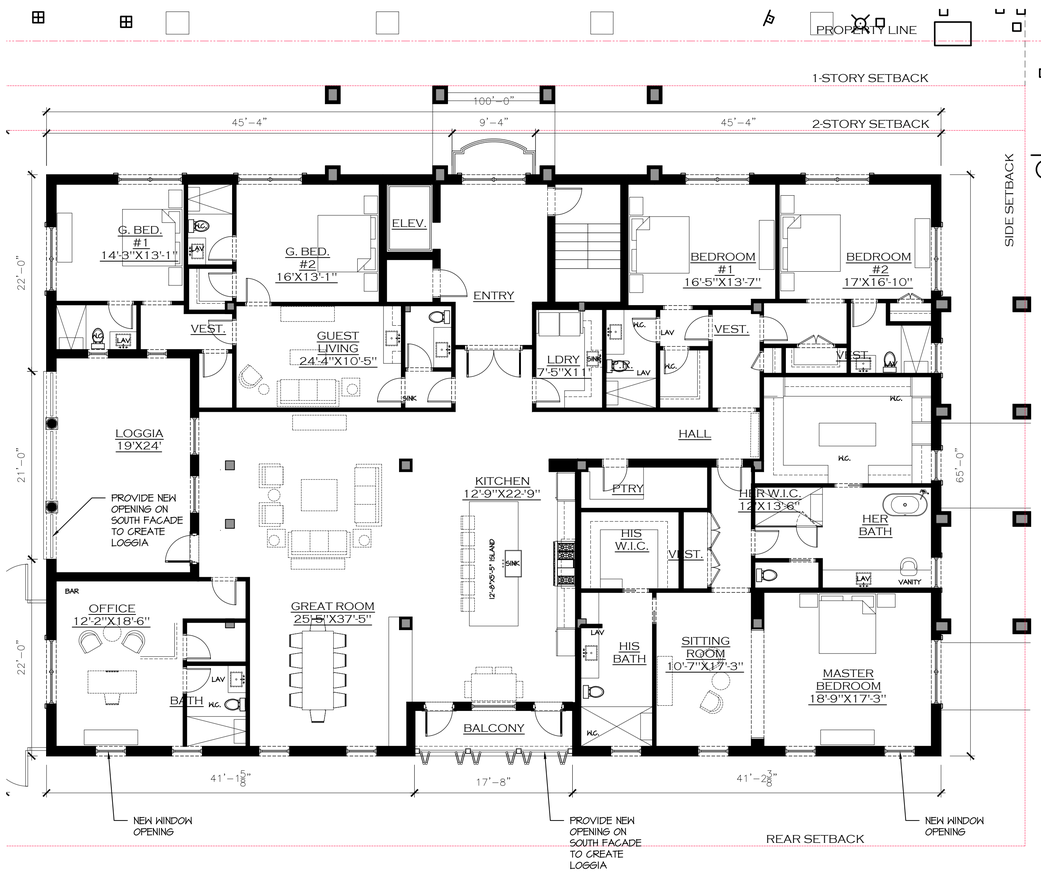
ROGER P. JANSSEN AR-14785

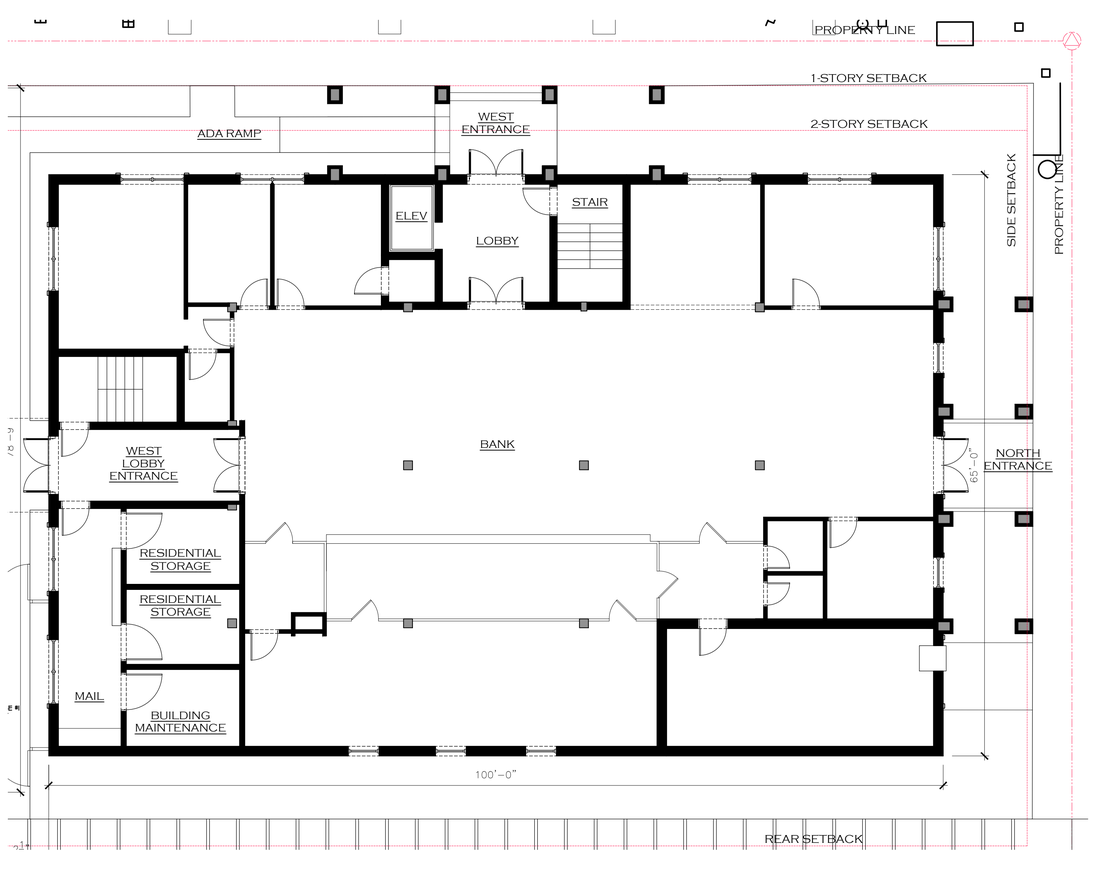
ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A1.31

JOB NUMBER: 25-113





180 ROYAL PALM WAY SECOND FLOOR PLAN

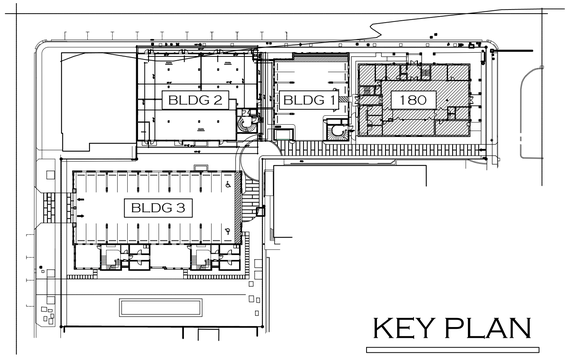
SCALE 1/8" = 1'-0"

0' 3' 6' 12' 24'

180 ROYAL PALM WAY FIRST FLOOR PLAN

SCALE 1/8" = 1'-0"

0' 3' 6' 12' 24'



KEY PLAN

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A1.50

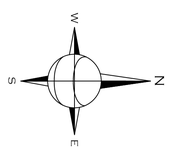
JOB NUMBER: 25-113

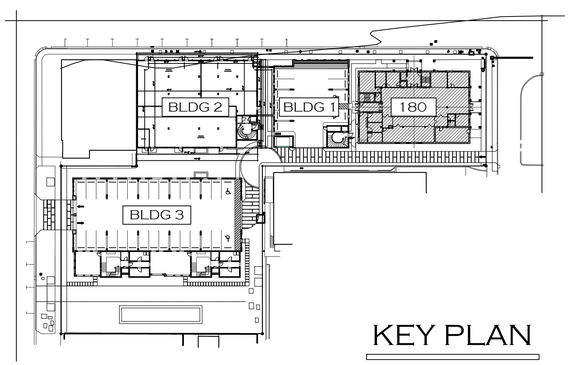


180 ROYAL PALM WAY THIRD FLOOR PLAN

SCALE 1/8" = 1'-0"

0' 3' 6' 12' 24'





KEY PLAN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

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ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

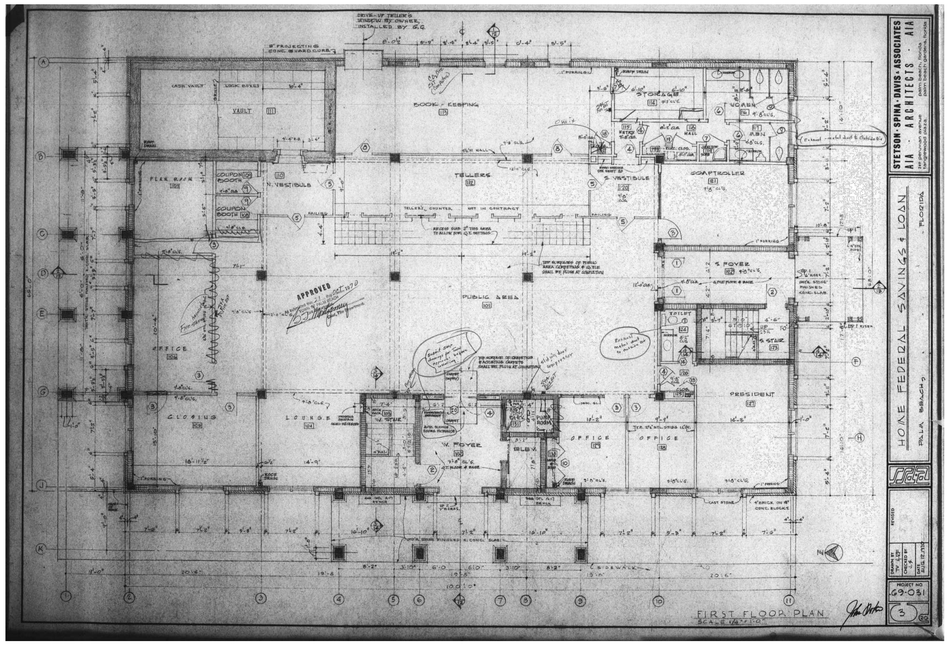
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

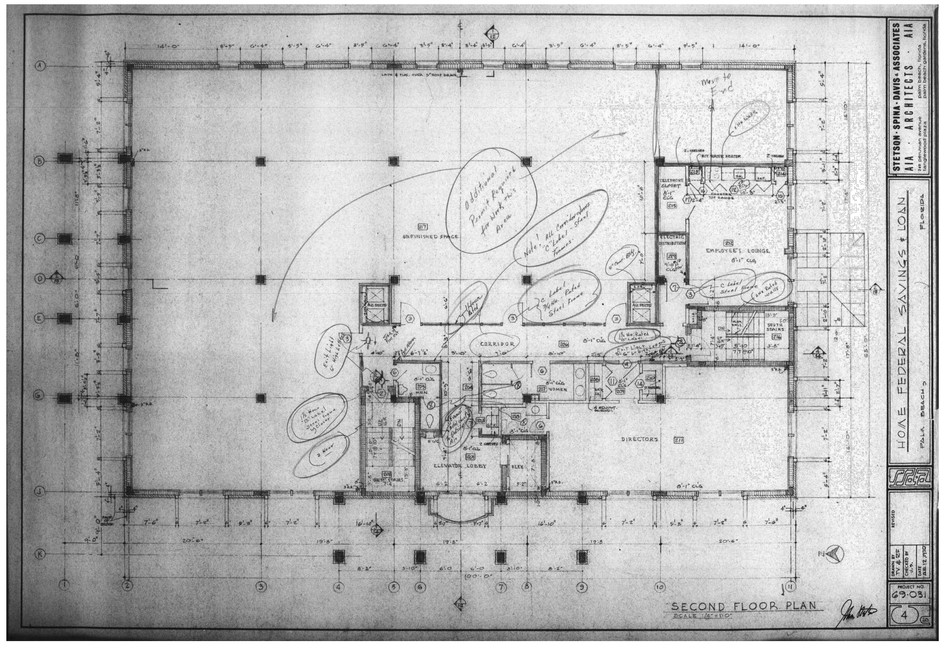
DRAWING NO.

A1.51

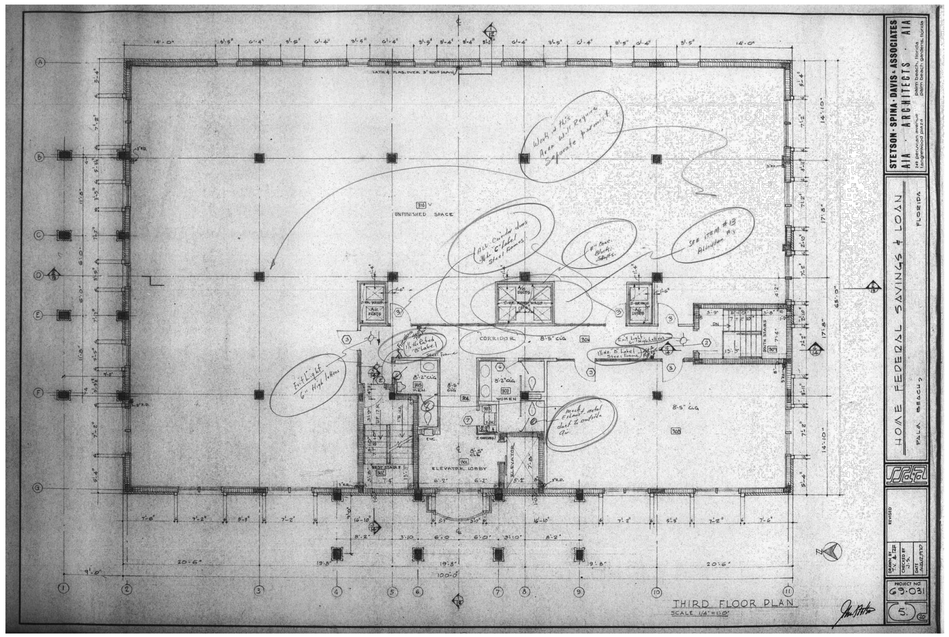
JOB NUMBER: 25-113



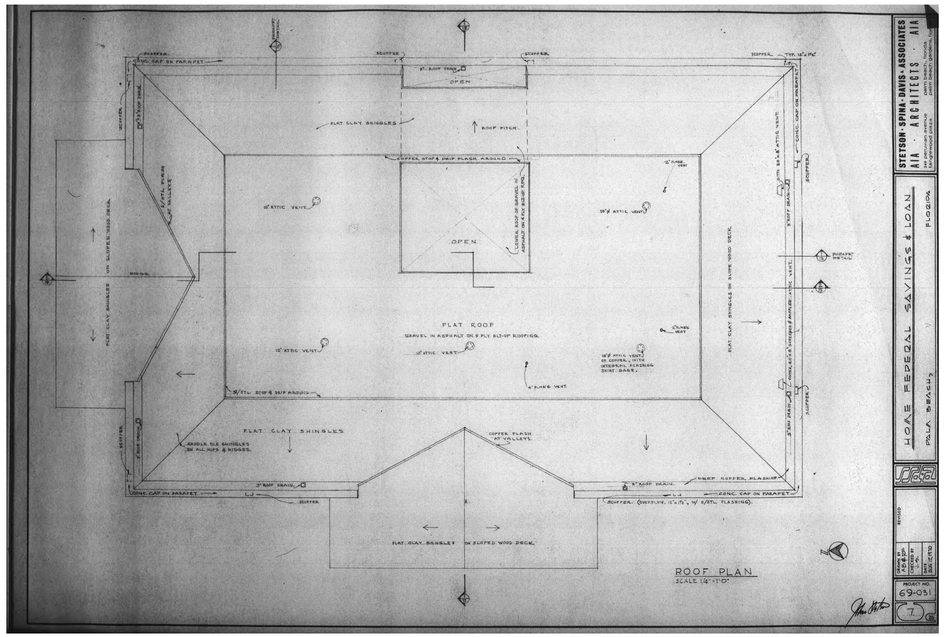
EXISTING FIRST FLOOR PLAN



EXISTING SECOND FLOOR PLAN



EXISTING THIRD FLOOR PLAN



EXISTING ROOF PLAN

180 ROYAL PALM WAYEXISTING PLANS ATTRIBUTED TO
STETSON SPINA DAVIS ASSOCIATES ARCHITECTS

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001914

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STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

ROGER P. JANSSEN AR-14785

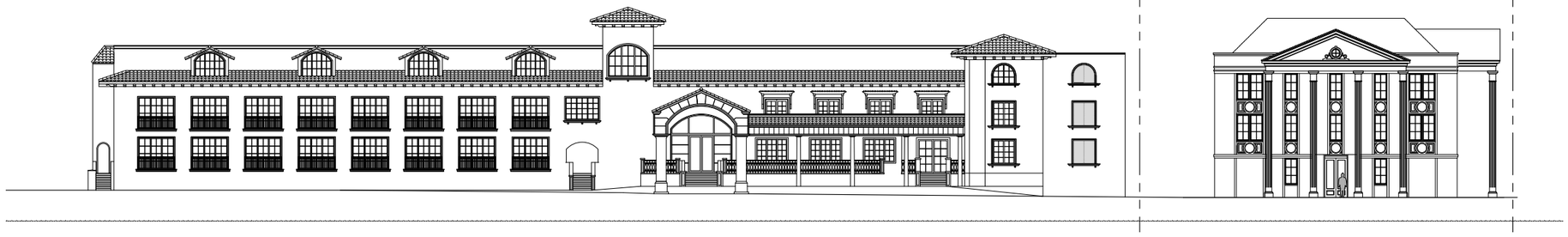
ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A1.52

JOB NUMBER: 25-113

STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

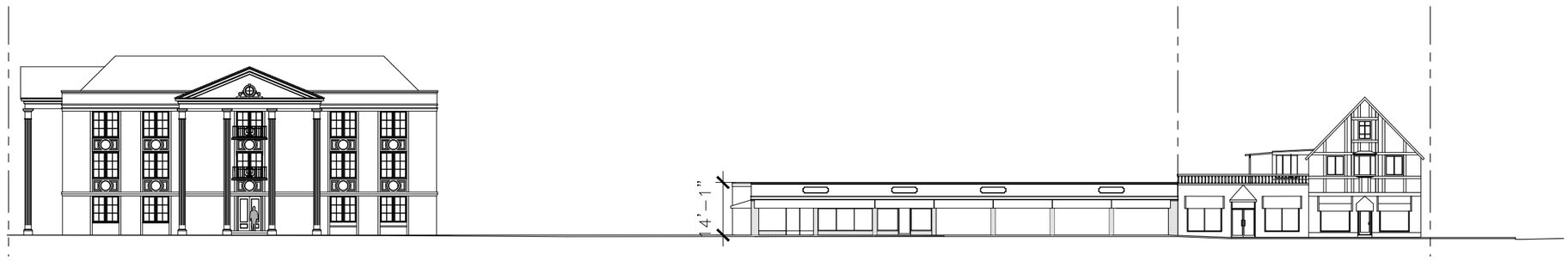


160 ROYAL PALM WAY

180 ROYAL PALM WAY
(SUBJECT PROPERTY)

EXISTING NORTH STREETSCAPE ELEVATION - ROYAL PALM WAY

SCALE 1/16" = 1'-0"



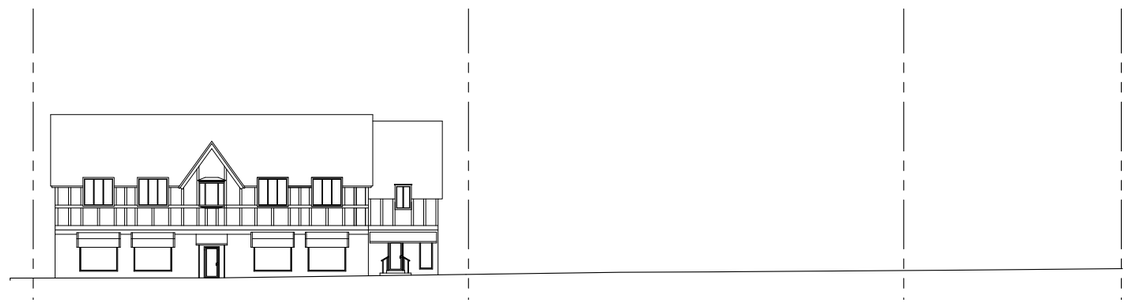
180 ROYAL PALM WAY
(SUBJECT PROPERTY)

301 S COUNTY
(SUBJECT PROPERTY)

311 AND 315 S COUNTY

EXISTING WEST STREETSCAPE ELEVATION - SOUTH COUNTY ROAD

SCALE 1/16" = 1'-0"



315 S COUNTY

157 BRAZILIAN
(SUBJECT PROPERTY)

159 BRAZILIAN
VACANT R-B
(SUBJECT PROPERTY)

EXISTING SOUTH STREETSCAPE ELEVATION - BRAZILIAN AVENUE

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY — TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001714

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SEAL

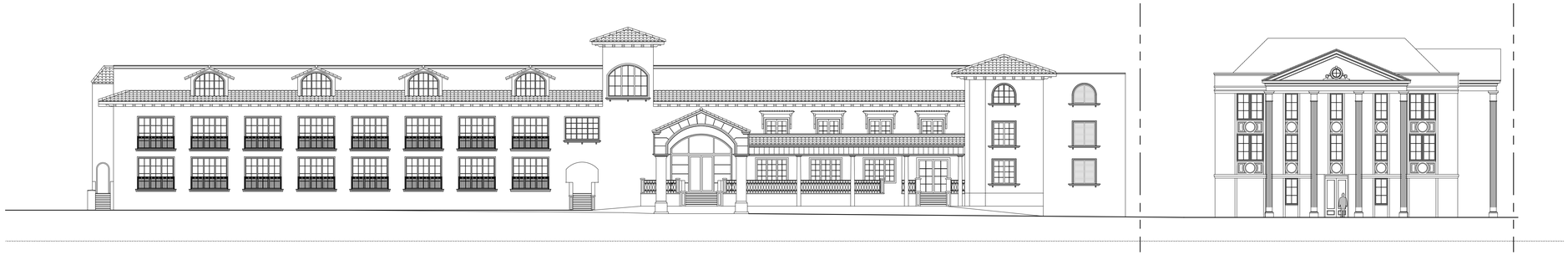
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.01

JOB NUMBER: 25-113



160 ROYAL PALM WAY

180 ROYAL PALM WAY
(SUBJECT PROPERTY)

PROPOSED NORTH STREETSCAPE ELEVATION - ROYAL PALM WAY

SCALE 1/16" = 1'-0"



180 ROYAL PALM WAY
(SUBJECT PROPERTY)

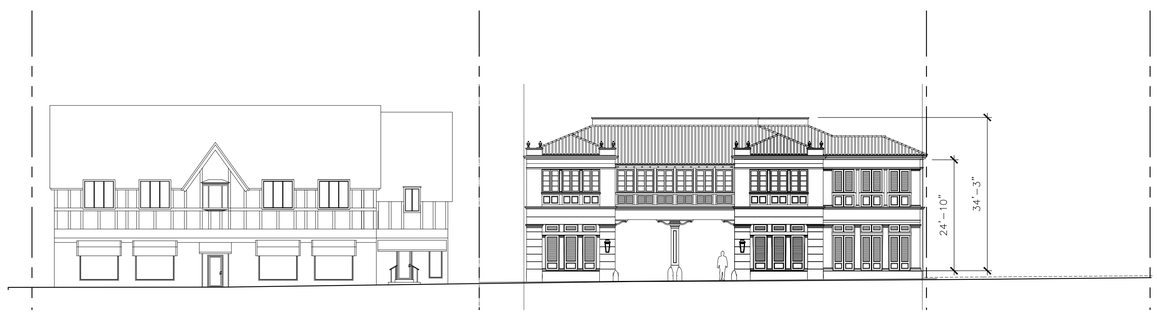
BLDG 1
(SUBJECT PROPERTY)

BLDG 2
301 S COUNTY
(SUBJECT PROPERTY)

311 AND 315 S COUNTY

PROPOSED WEST STREETSCAPE ELEVATION - SOUTH COUNTY ROAD

SCALE 1/16" = 1'-0"



315 S COUNTY

BLDG.3
57 BRAZILIAN
(SUBJECT PROPERTY)

159 BRAZILIAN
VACANT R-B
(SUBJECT PROPERTY)

PROPOSED SOUTH STREETSCAPE ELEVATION - BRAZILIAN AVENUE

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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AR0014785
REGISTERED ARCHITECT

ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.02

JOB NUMBER: 25-113



180 ROYAL PALM WAY (SUBJECT PROPERTY) | BLDG 1 (SUBJECT PROPERTY) | BLDG 2 301 S COUNTY (SUBJECT PROPERTY) | 311 AND 315 S COUNTY

PROPOSED WEST STREETSCAPE ELEVATION - SOUTH COUNTY ROAD

SCALE 1/16" = 1'-0"



315 S COUNTY | BLDG.3 57 BRAZILIAN (SUBJECT PROPERTY) | 159 BRAZILIAN VACANT R-B (SUBJECT PROPERTY)

PROPOSED SOUTH STREETSCAPE ELEVATION - BRAZILIAN AVENUE

SCALE 1/16" = 1'-0"

0' 12' 24' 48'

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY | TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

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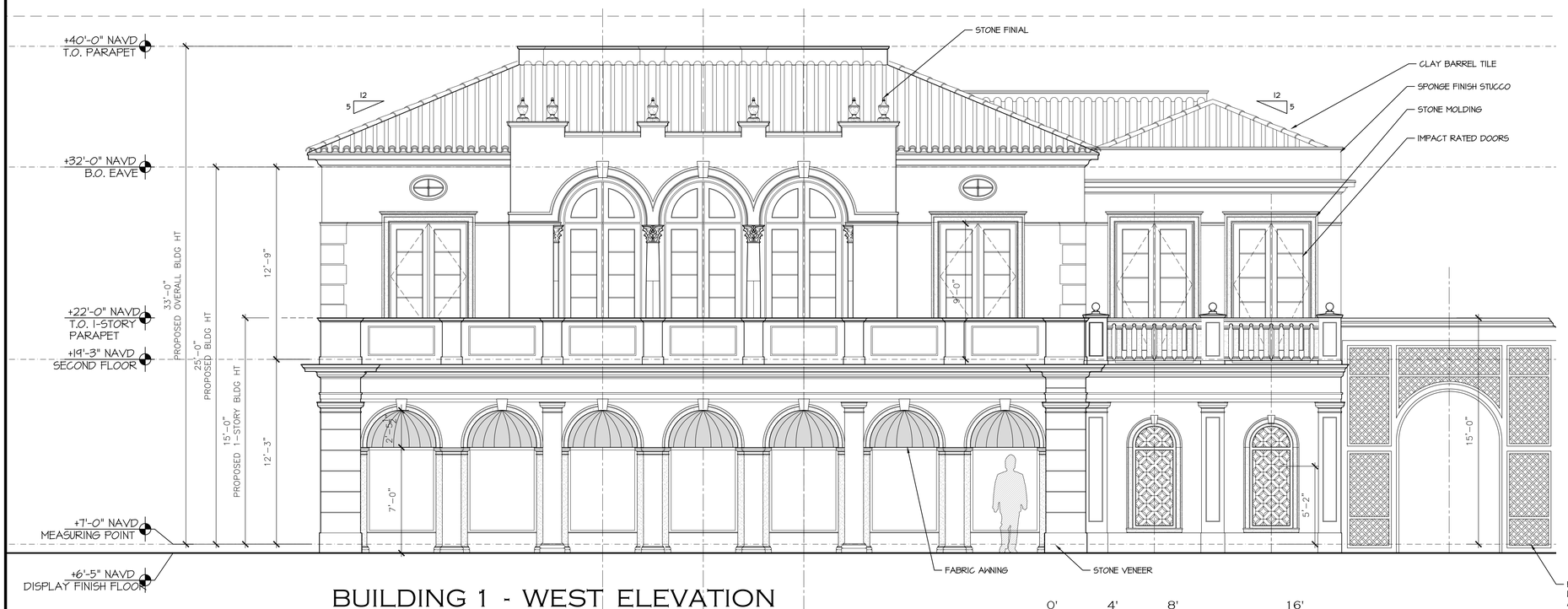
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.03

JOB NUMBER: 25-113



BUILDING 1 - WEST ELEVATION

SCALE 1/4" = 1'-0"

0' 4' 8' 16'

BUILDING #1 MATERIAL PALETTE:

ROOF MATERIAL: CLAY BARREL TILE WITH SINGLE STARTER PANS AND DOUBLE STARTER CAPS. DARK RED

WALL FINISH: SMOOTH TEXTURE SPONGE FINISH STUCCO

WALL COLOR: OFF-WHITE "HOT SPRING STONES" AC-31 BY BENJAMIN MOORE

QUOINS AND BANDING: SMOOTH RUN STUCCO, OFF-WHITE

OPENING SURROUNDS AND SILLS: CAST STONE W/ LIMESTONE FINISH

BALUSTRADE: CAST STONE

SECOND FLOOR COLUMNS: CAST SONE

WINDOWS: SAGE GREEN

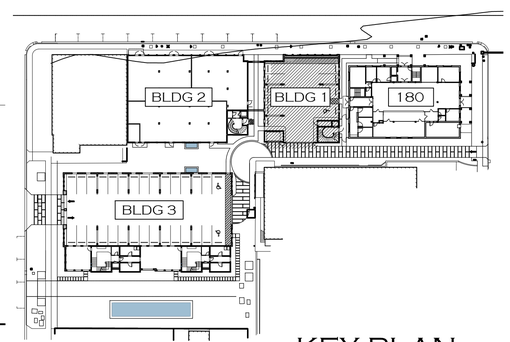
AWNINGS: TERRA COTTA



BUILDING 1 - NORTH ELEVATION

SCALE 1/4" = 1'-0"

0' 4' 8' 16'



KEY PLAN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025

DRAWN: JKS

REVISIONS:

- 03.27.24 JUPITER HILLS
- 07.08.24 PERMIT SET

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STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.10

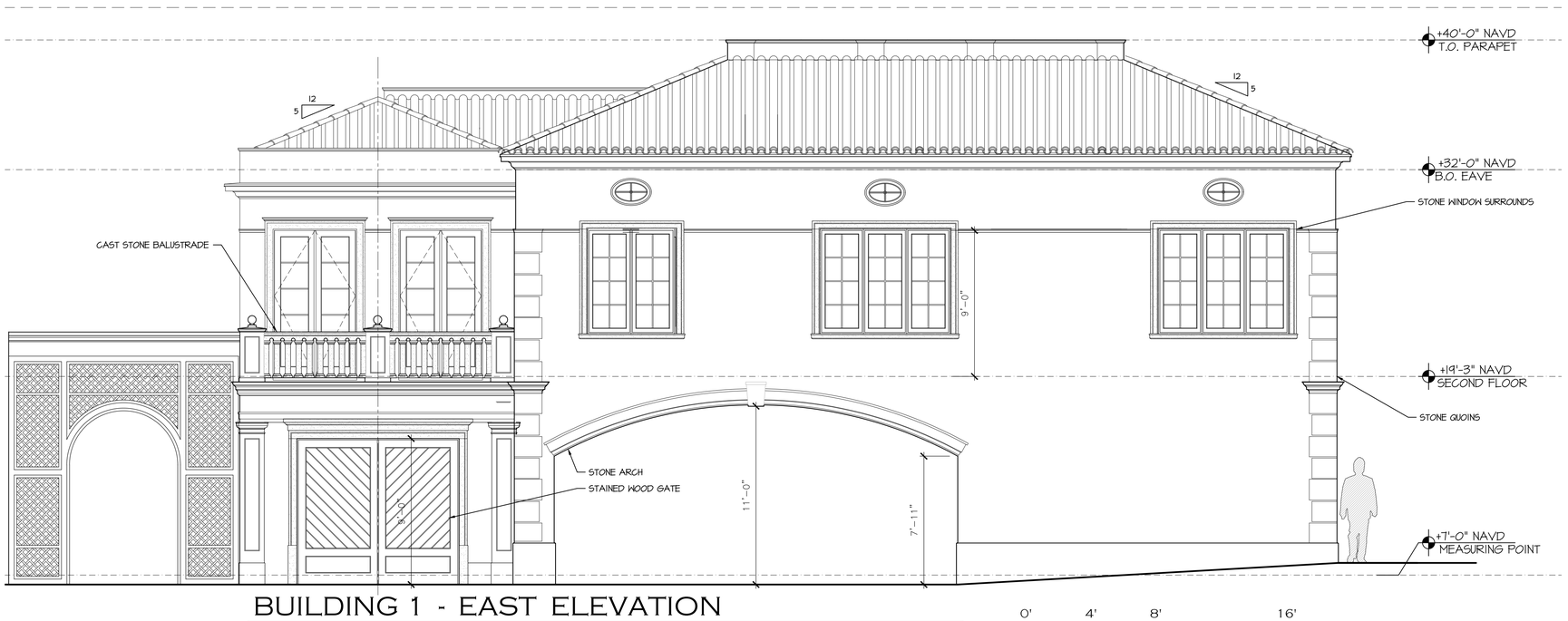
JOB NUMBER: 25-113



BUILDING 1 - SOUTH ELEVATION

SCALE 1/4" = 1'-0"

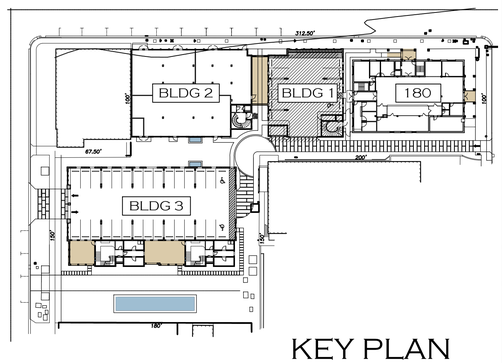
0' 4' 8' 16'



BUILDING 1 - EAST ELEVATION

SCALE 1/4" = 1'-0"

0' 4' 8' 16'



KEY PLAN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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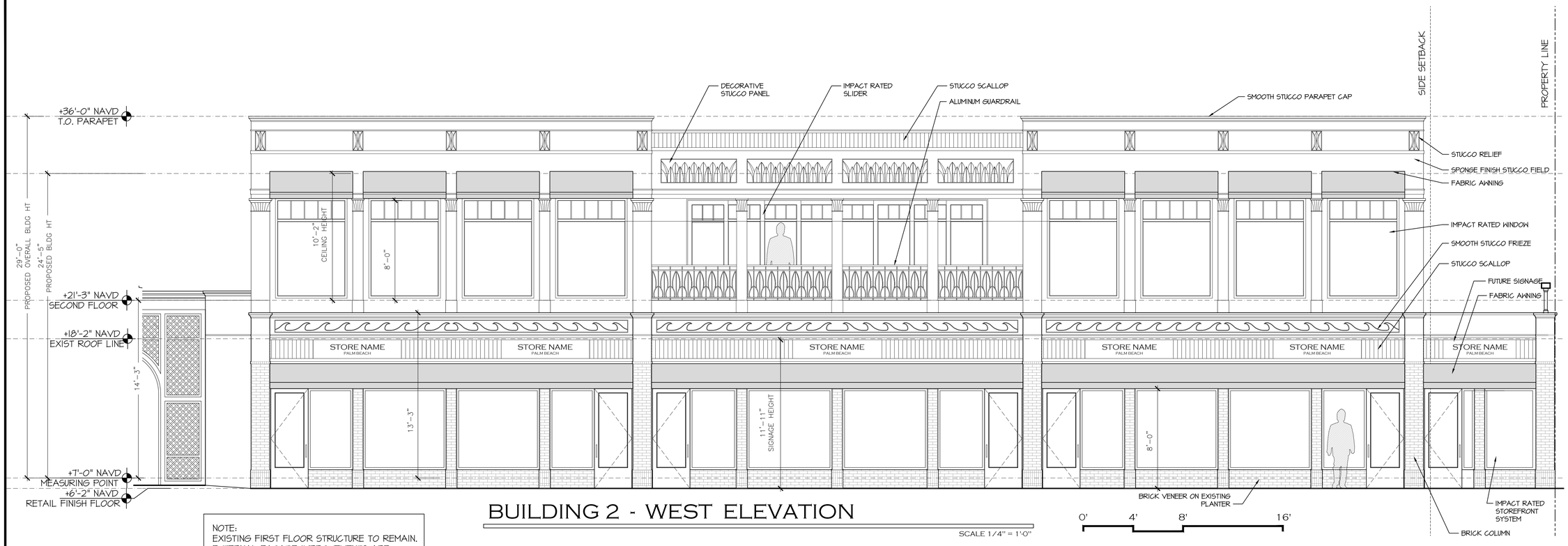
ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.11

JOB NUMBER: 25-113

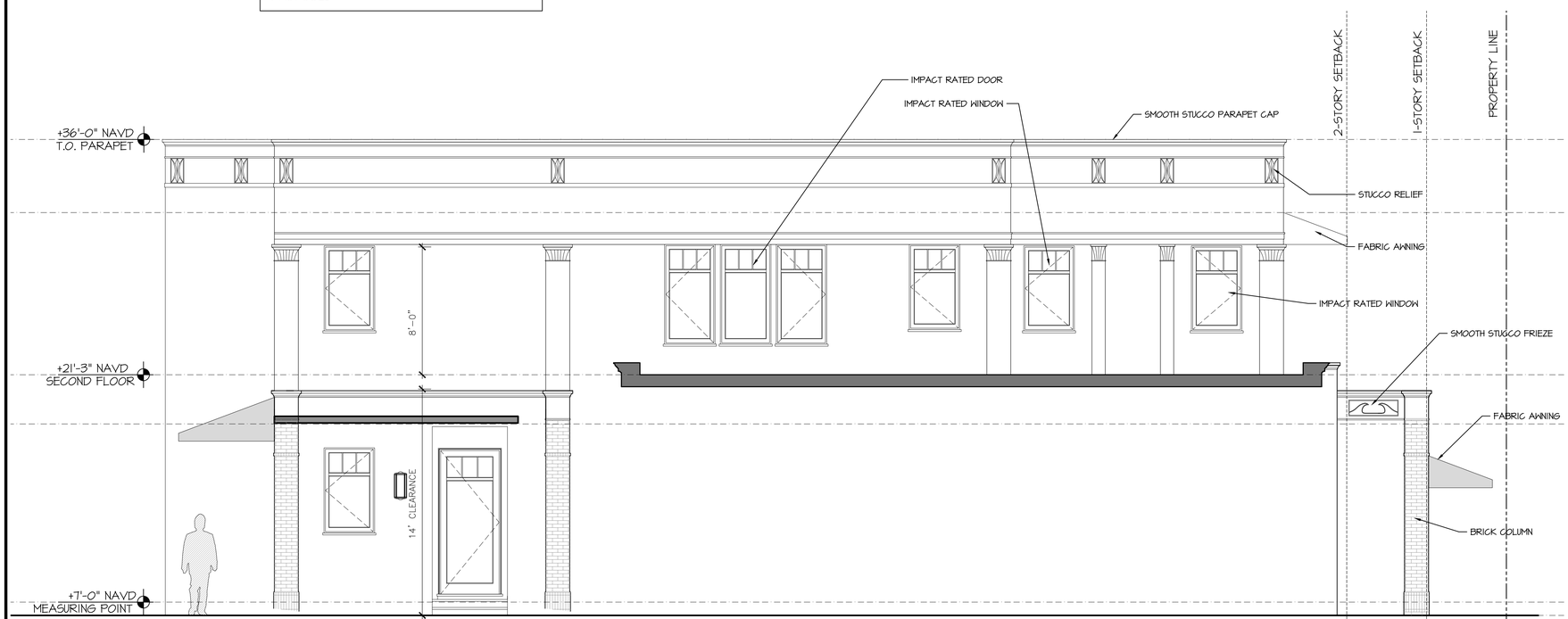


BUILDING 2 - WEST ELEVATION

SCALE 1/4" = 1'-0"

0' 4' 8' 16'

NOTE:
EXISTING FIRST FLOOR STRUCTURE TO REMAIN. EXTERNAL FACADE IMPROVEMENTS ARE PROPOSED



BUILDING 2 - NORTH ELEVATION

SCALE 1/4" = 1'-0"

0' 4' 8' 16'

BUILDING #2 MATERIAL PALETTE:

WALL FINISH: SMOOTH STUCCO

WALL COLOR: PURE WHITE

TRIM: SMOOTH RUN STUCCO

GUARDRAIL: ANODIZED ALUMINUM

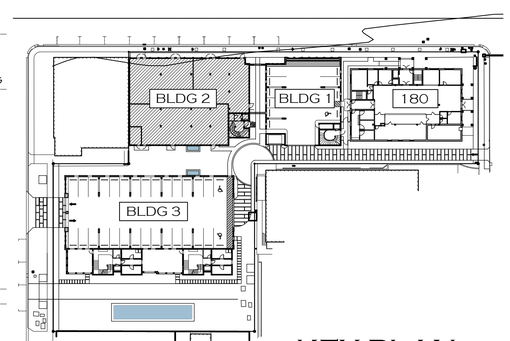
FIRST FLOOR COLUMNS: WHITE BRICK

SECOND FLOOR COLUMNS: SMOOTH PURE WHITE STUCCO

WINDOWS: ANODIZED ALUMINUM

FIRST FLOOR AWNINGS: PUMPKIN

SECOND FLOOR AWNINGS: DARK BLUE



KEY PLAN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025

DRAWN: JKS

REVISIONS:

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ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

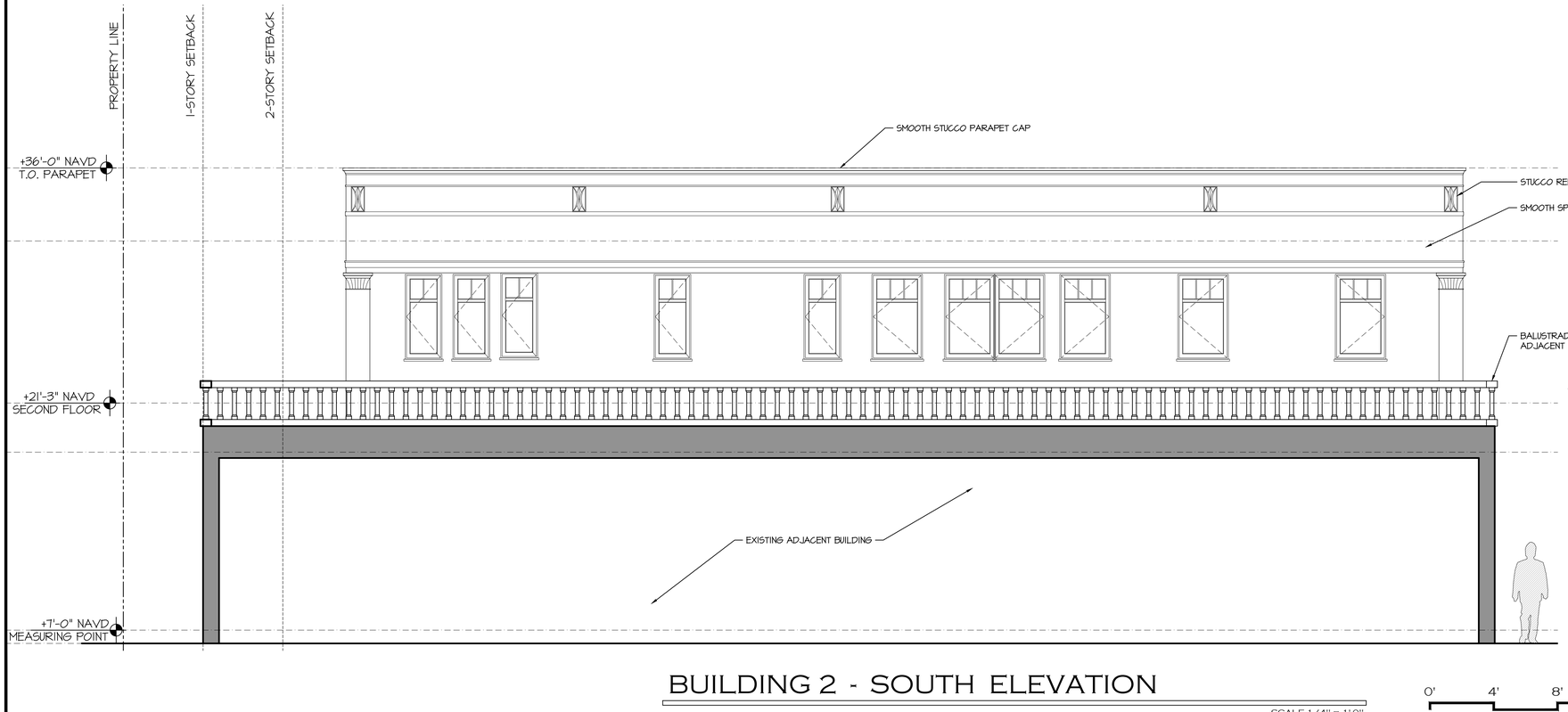
A2.20

JOB NUMBER: 25-113



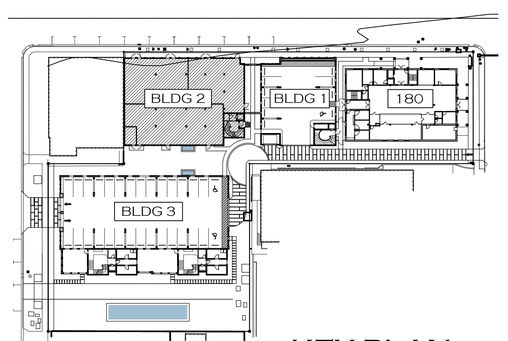
BUILDING 2 - EAST ELEVATION

SCALE 1/4" = 1'-0"



BUILDING 2 - SOUTH ELEVATION

SCALE 1/4" = 1'-0"



KEY PLAN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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DATE: FIRST SUBMITTAL 11.13.2025

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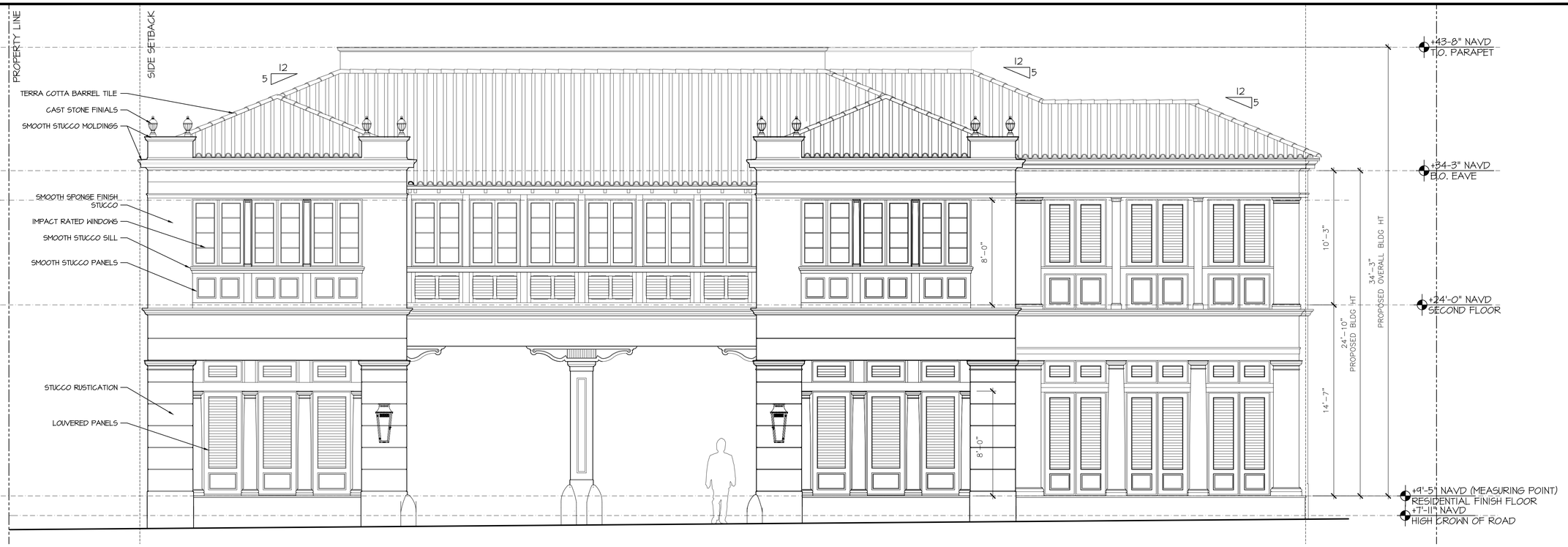
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.21

JOB NUMBER: 25-113



BUILDING 3 - SOUTH ELEVATION

SCALE 1/4" = 1'-0"

0' 4' 8' 16'



BUILDING 3 - NORTH ELEVATION

SCALE 1/4" = 1'-0"

0' 4' 8' 16'

BUILDING #3 MATERIAL PALETTE:

WALL FINISH: SPONGE FINISH STUCCO

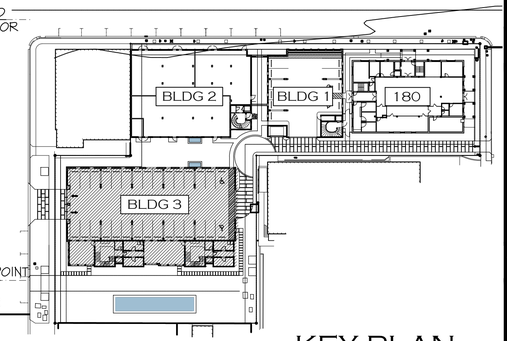
WALL COLOR: WHITE, CHANTILLY LACE

TRIM: WHITE SMOOTH RUN STUCCO

GUARDRAIL: BLACK

WINDOWS AND DOORS: LIGHT SAGE GREEN
ROOF: MACHINE MADE TERRA COTTA BARREL TILE CAPS WITH FLAT ROMAN PAN

LOUVERED PANELS: LIGHT SAGE GREEN



KEY PLAN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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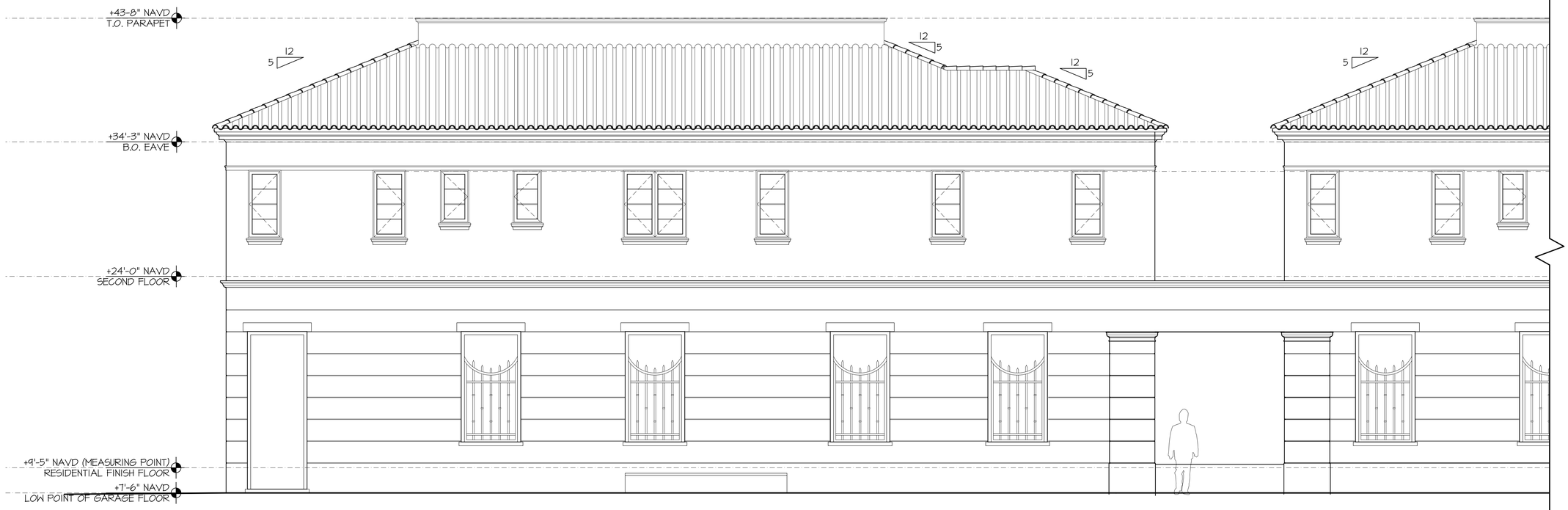
ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.30

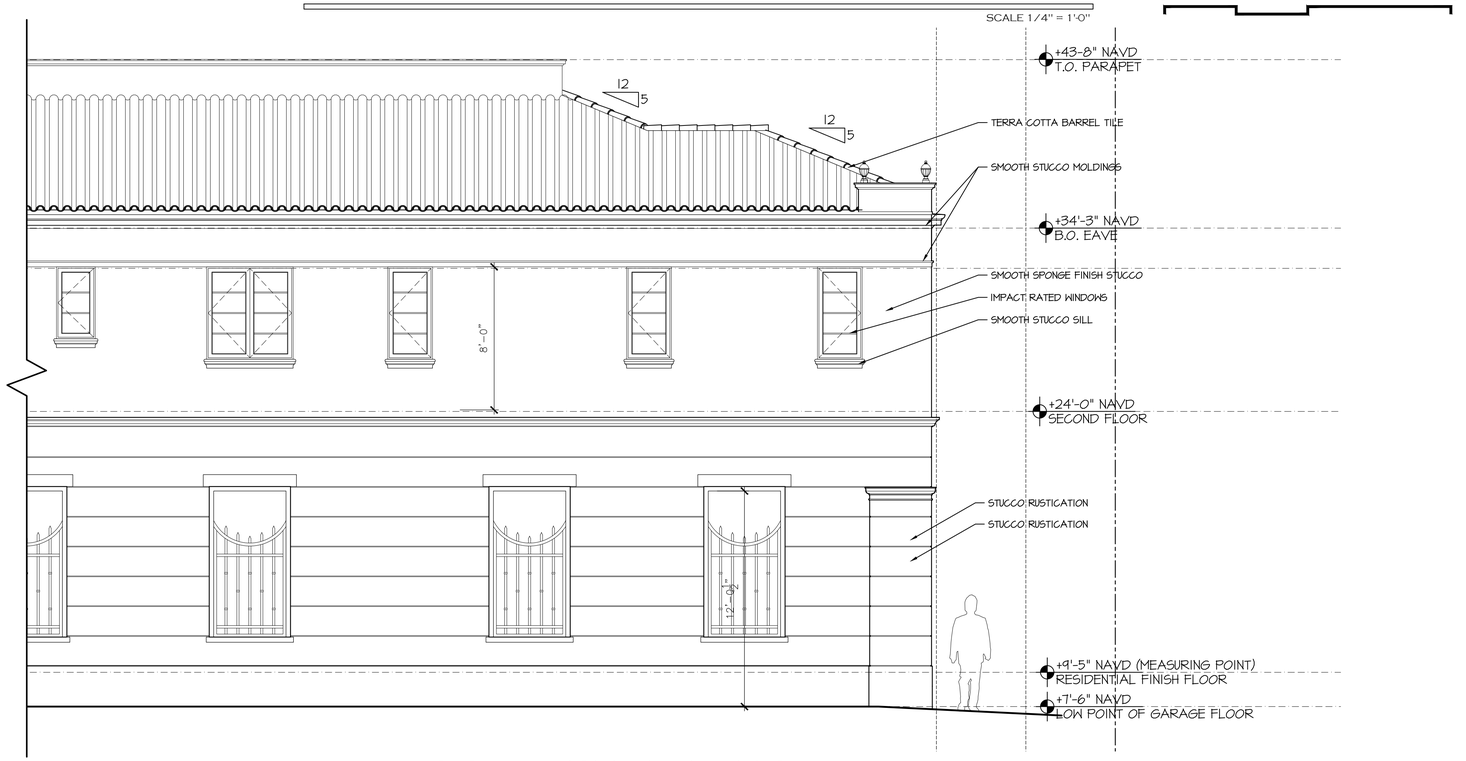
JOB NUMBER: 25-113



BUILDING 3 - WEST ELEVATION

SCALE 1/4" = 1'-0"

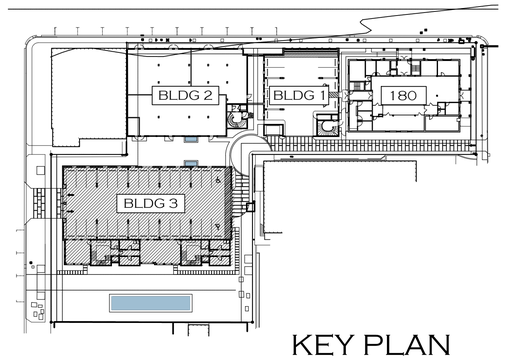
0' 4' 8' 16'



BUILDING 3 - WEST ELEVATION

SCALE 1/4" = 1'-0"

0' 4' 8' 16'



KEY PLAN

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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DATE: FIRST SUBMITTAL 11.13.2025

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REVISIONS:

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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.31

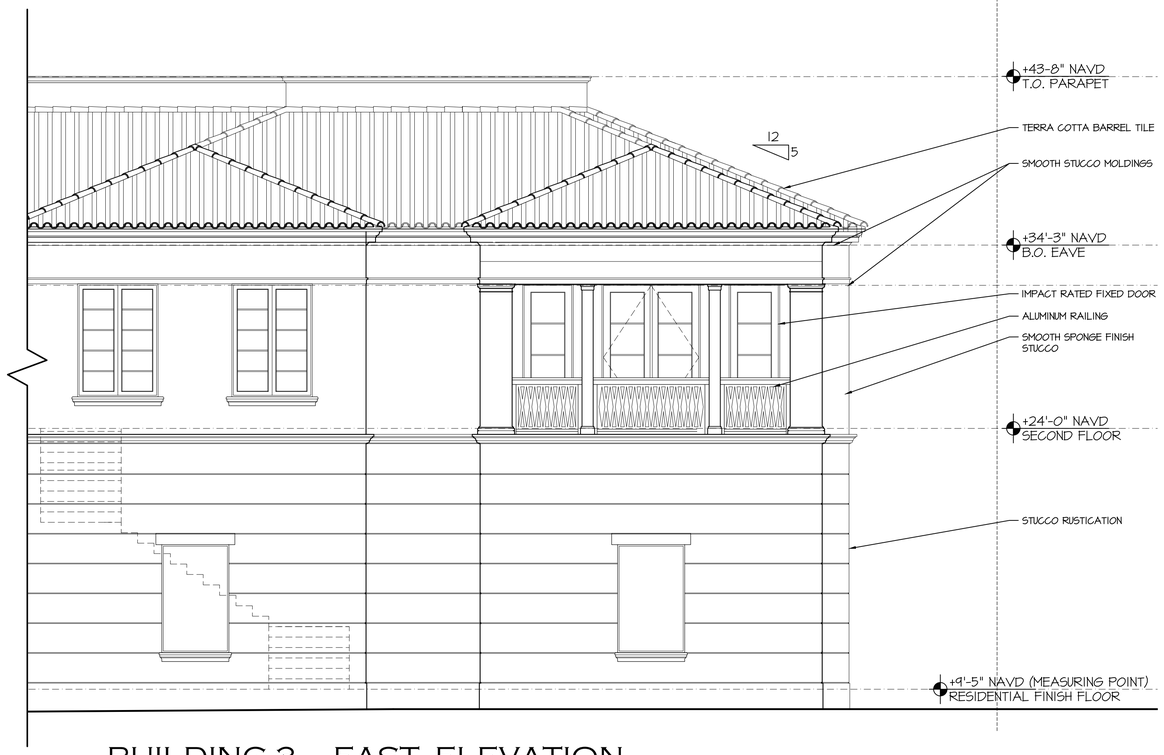
JOB NUMBER: 25-113



BUILDING 3 - EAST ELEVATION

SCALE 1/4" = 1'-0"

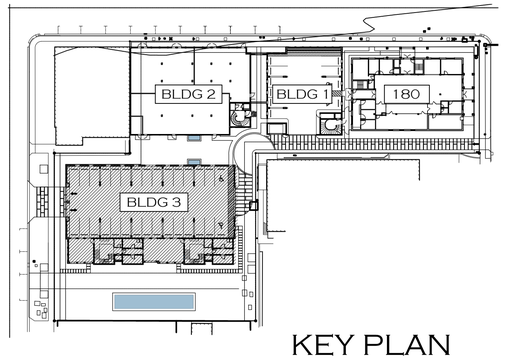
0' 4' 8' 16'



BUILDING 3 - EAST ELEVATION

SCALE 1/4" = 1'-0"

0' 4' 8' 16'



KEY PLAN

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200 WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001814

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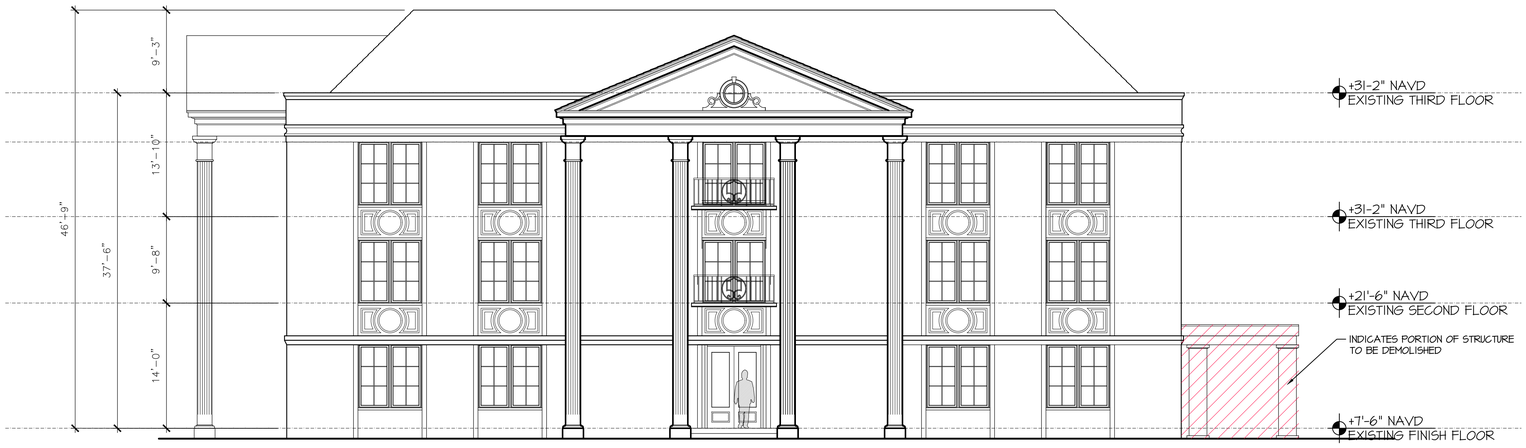
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.32

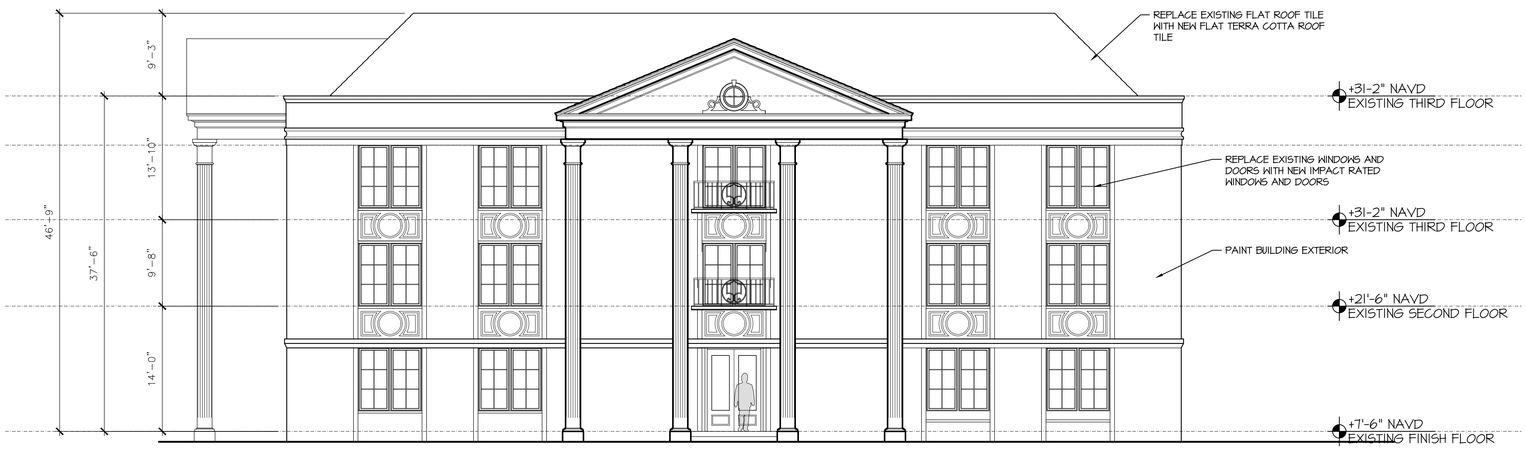
JOB NUMBER: 25-113



180 ROYAL PALM - EXISTING WEST ELEVATION

SCALE 1/8" = 1'-0"

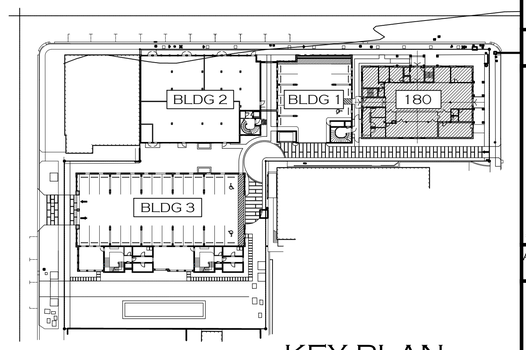
0' 8' 16' 32'



180 ROYAL PALM - PROPOSED WEST ELEVATION

SCALE 1/8" = 1'-0"

0' 8' 16' 32'



KEY PLAN

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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DATE: FIRST SUBMITTAL 11.13.2025

DRAWN: JKS

REVISIONS:

- 2ND SUBMITTAL 12.01.2025
- FINAL SUBMITTAL 02.16.2026

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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.40

JOB NUMBER: 25-113



180 ROYAL PALM - EXISTING NORTH ELEVATION

SCALE 1/8" = 1'-0"

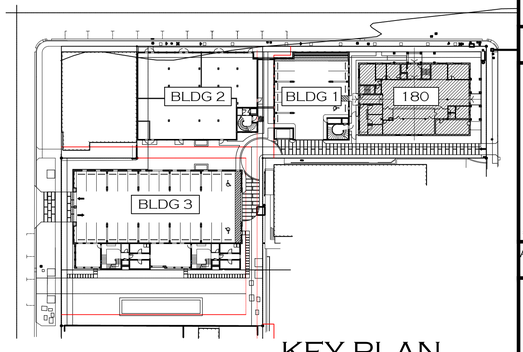
0' 8' 16' 32'



180 ROYAL PALM - PROPOSED NORTH ELEVATION

SCALE 1/8" = 1'-0"

0' 8' 16' 32'



KEY PLAN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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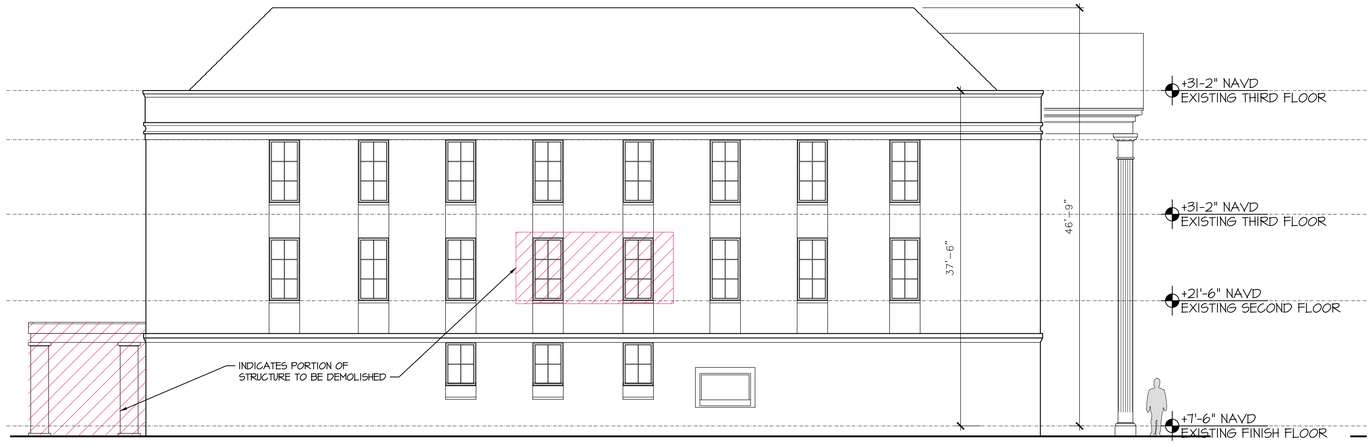
TC # ZON-25-0049

DRAWING NO.

A2.41

JOB NUMBER: 25-113



180 ROYAL PALM - EXISTING EAST ELEVATION

SCALE 1/8" = 1'-0"

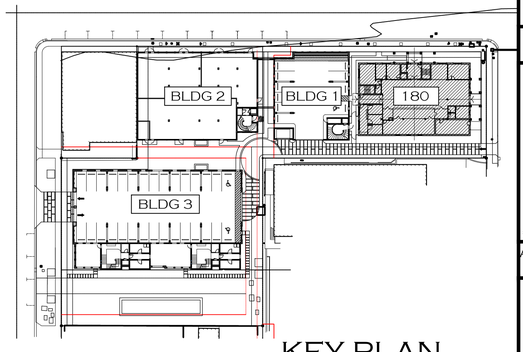
0' 8' 16' 32'



180 ROYAL PALM - PROPOSED EAST ELEVATION

SCALE 1/8" = 1'-0"

0' 8' 16' 32'



KEY PLAN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.42

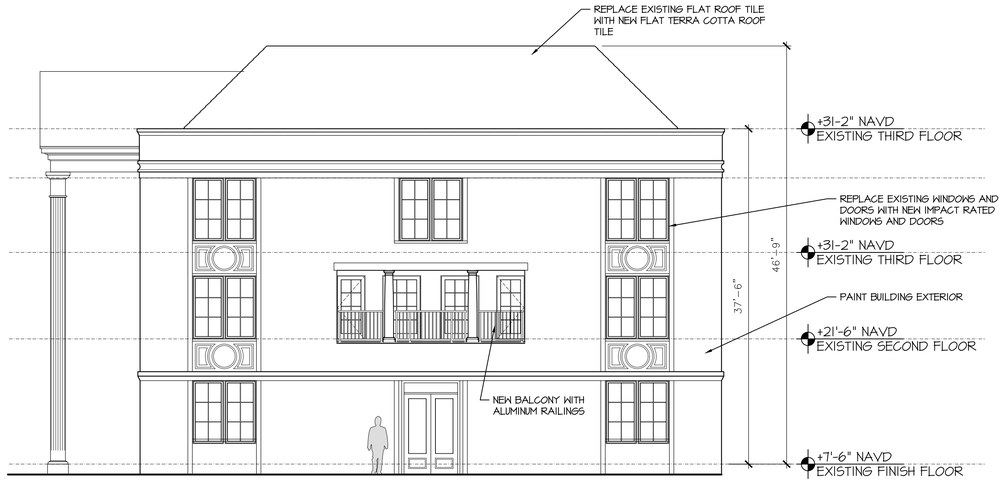
JOB NUMBER: 25-113



180 ROYAL PALM - EXISTING SOUTH ELEVATION

SCALE 1/8" = 1'-0"

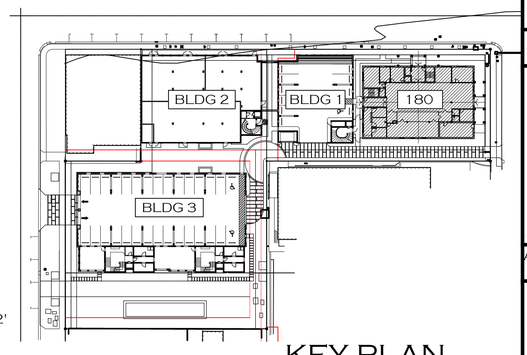
0' 8' 16' 32'



180 ROYAL PALM - PROPOSED SOUTH ELEVATION

SCALE 1/8" = 1'-0"

0' 8' 16' 32'



KEY PLAN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

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REGISTERED ARCHITECT

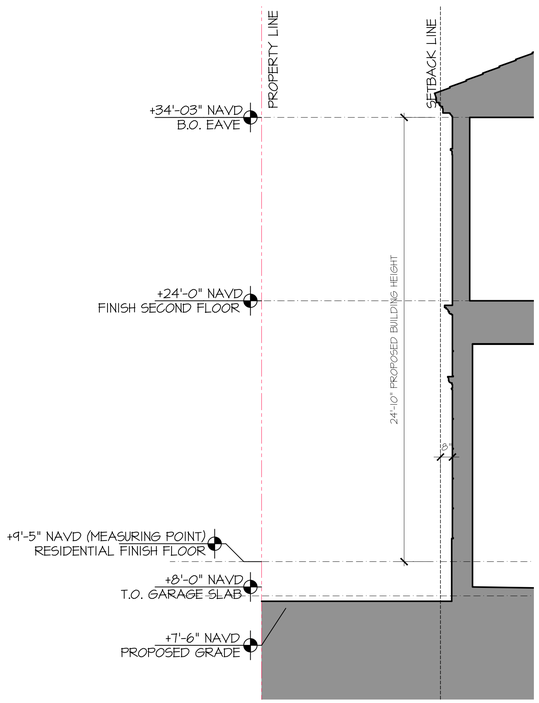
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.43

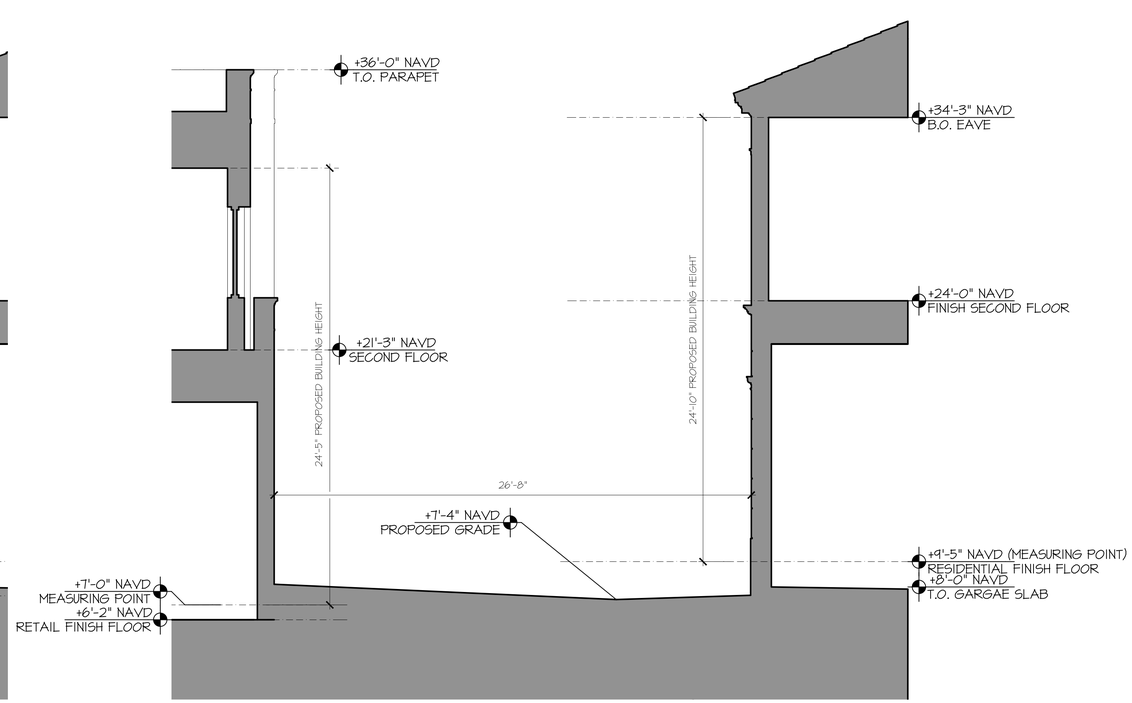
JOB NUMBER: 25-113



YARD SECTION A

SCALE 1/4" = 1'-0"

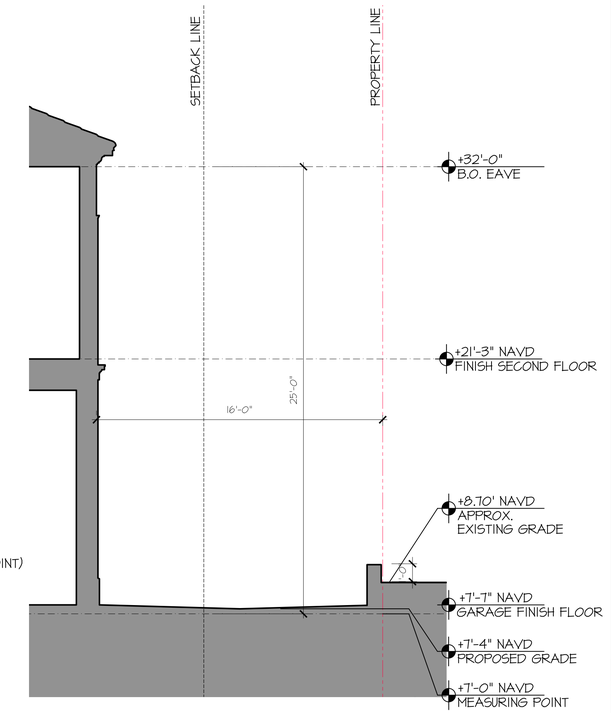
0' 1'-6" 3' 6' 12'



YARD SECTION B

SCALE 1/4" = 1'-0"

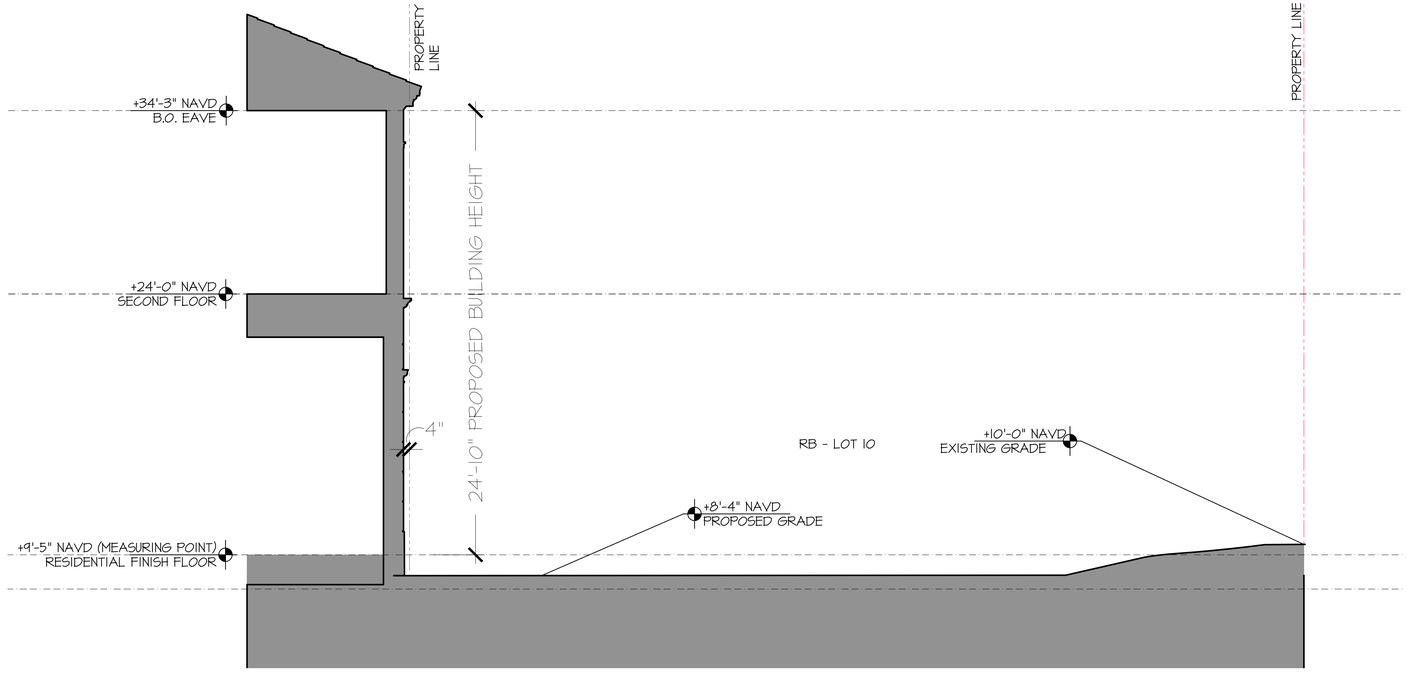
0' 1'-6" 3' 6' 12'



YARD SECTION C

SCALE 1/4" = 1'-0"

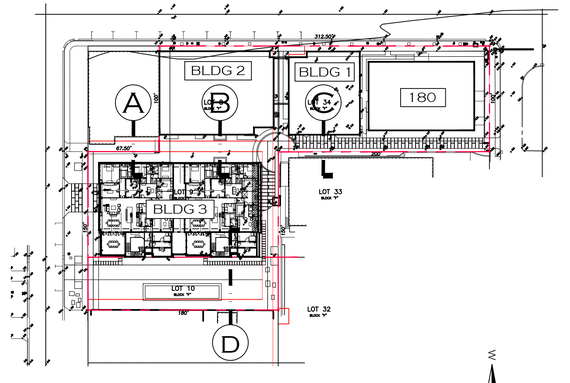
0' 1'-6" 3' 6' 12'



YARD SECTION D

SCALE 1/4" = 1'-0"

0' 1'-6" 3' 6' 12'



KEY PLAN

W
S
Z
E

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025

DRAWN: JKS

REVISIONS:

- 2ND SUBMITTAL 12.01.2025
- FINAL SUBMITTAL 02.16.2026

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STATE OF FLORIDA
ROGER PATTON JANSSEN
AR0014785
REGISTERED ARCHITECT

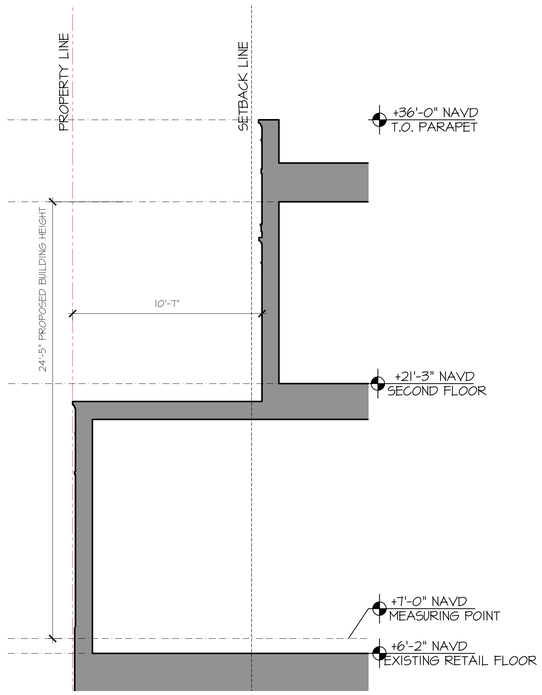
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.60

JOB NUMBER: 25-113



YARD SECTION 1

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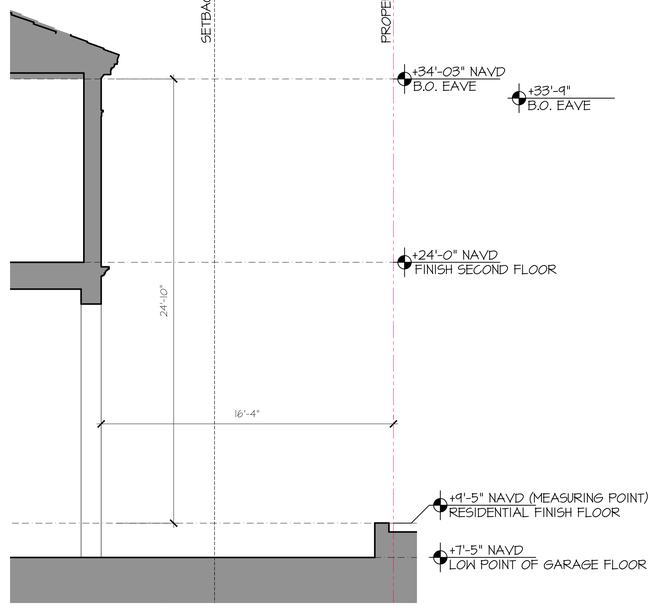

YARD SECTION 2

SCALE 1/4" = 1'-0"

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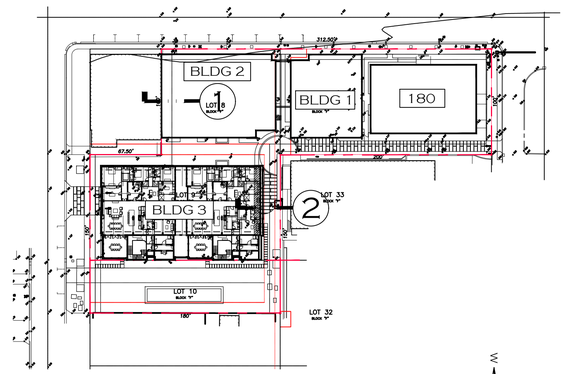

KEY PLAN

N W E S

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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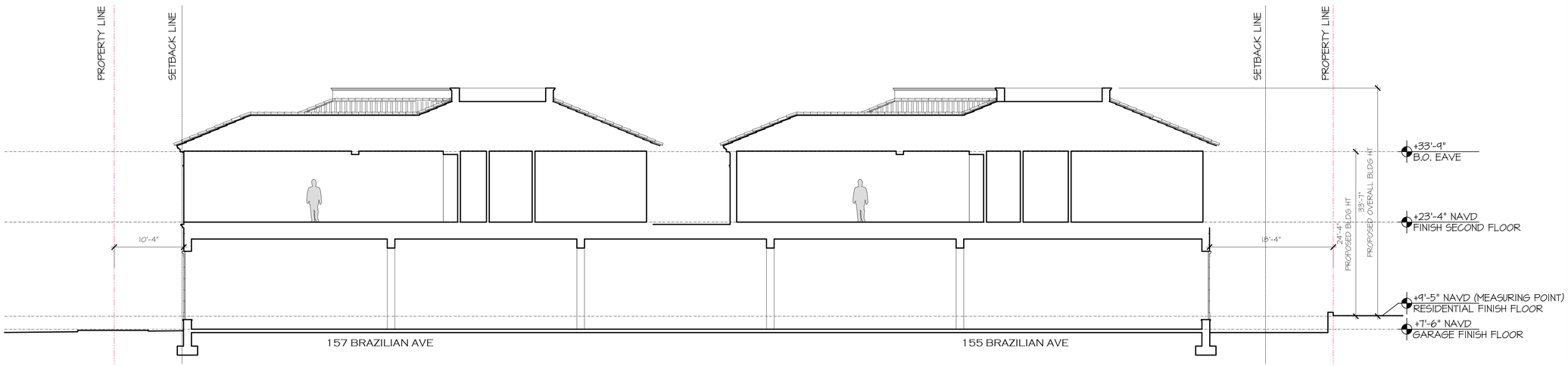
DRAWING NO.

A2.61

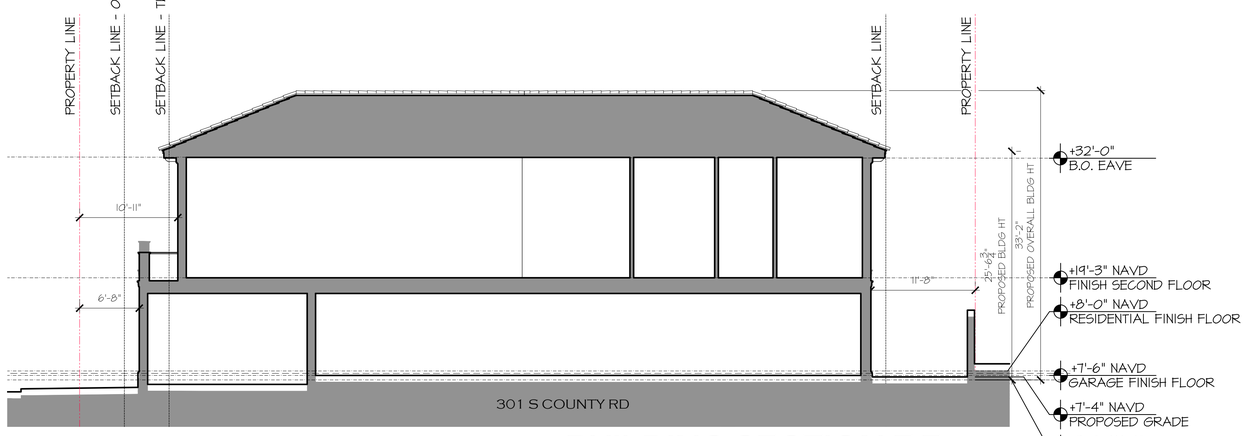
JOB NUMBER: 25-113



BUILDING SECTION 3-3

SCALE 1/8" = 1'-0"

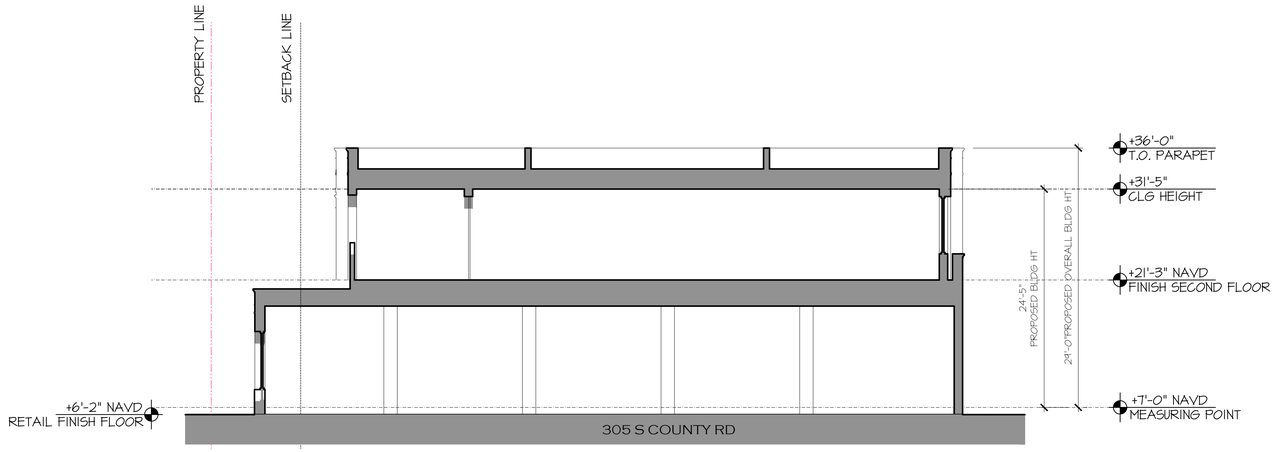
0' 3' 6' 12' 24'



BUILDING SECTION E-E

SCALE 1/8" = 1'-0"

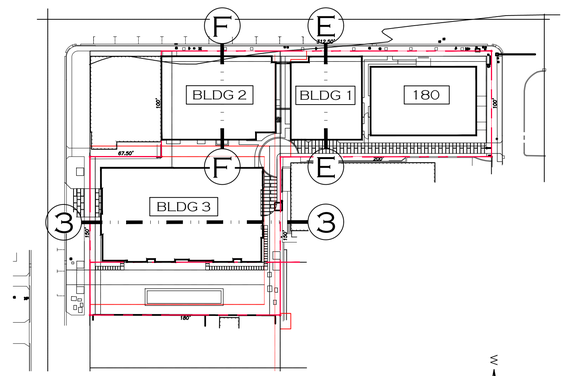
0' 3' 6' 12' 24'



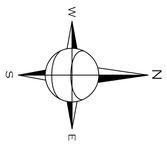
BUILDING SECTION F-F

SCALE 1/8" = 1'-0"

0' 3' 6' 12' 24'



KEY PLAN



180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4707, LICENSE #AA-C001814

DATE: FIRST SUBMITTAL 11.13.2025

DRAWN: JKS

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- FINAL SUBMITTAL 02.16.2026

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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.62

JOB NUMBER: 25-113



AERIAL PERSPECTIVE LOOKING NORTHEAST

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001114

DATE: FIRST SUBMITTAL 11.13.2025

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- 07.08.24 PERMIT SET

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ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.70

JOB NUMBER: 25-113



AERIAL PERSPECTIVE LOOKING NORTH

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

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ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.71

JOB NUMBER: 25-113



PERSPECTIVE VIEW LOOKING ON DOWN S. COUNTY RD

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.72

JOB NUMBER: 25-113



PERSPECTIVE VIEW LOOKING SOUTH ON S. COUNTY RD

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.73

JOB NUMBER: 25-113



PERSPECTIVE VIEW LOOKING NORTH ON S. COUNTY RD

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

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ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.74

JOB NUMBER: 25-113



PERSPECTIVE VIEW LOOKING NORTHWEST ON BRAZILIAN AVE.

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
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ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

A2.75

JOB NUMBER: 25-113



PERSPECTIVE VIEW LOOKING SOUTHWEST IN EAST GARDEN

PROPOSED MIXED USE DEVELOPMENT AT:

180 ROYAL PALM WAY

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001114

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ARCOM # ARC-25-0050
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DRAWING NO.

A2.76

JOB NUMBER: 25-113

180 Royal Palm Way

180 Royal Palm Way
Palm Beach, FL 33480

SHEET INDEX

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Screening Plan	S-1
Truck Logistics Plan	TLP

SMI
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140 Royal Palm Way, Suite #206, Palm Beach, Florida 33480
Telephone: 561-655-9006 Fax: 561-655-9007
eMail: smila@bellsouth.net www.smila.net
FL registration #223

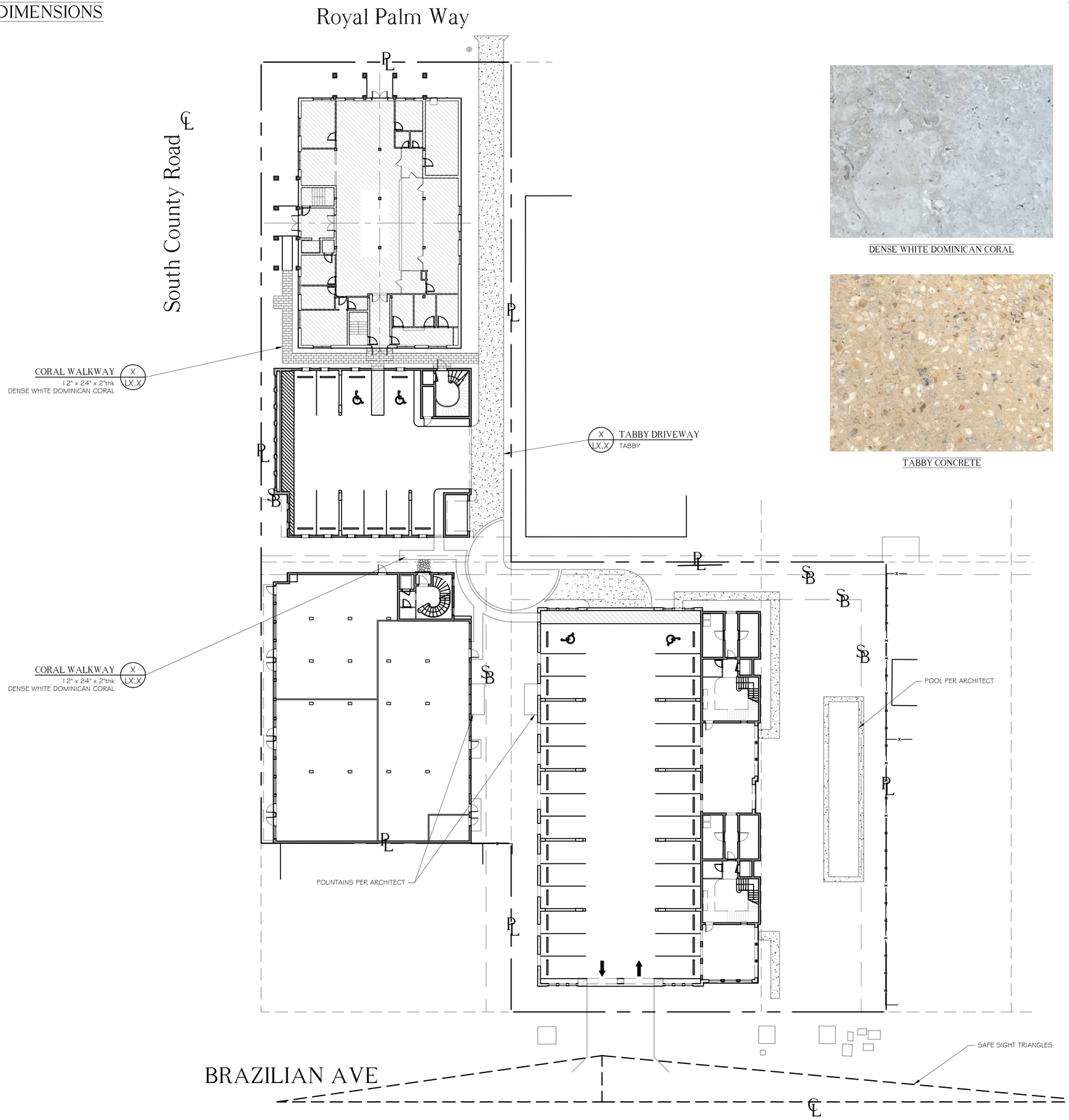
2406 Royal Palm

FINAL SUBMITTAL

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



DENSE WHITE DOMINICAN CORAL

TABBY CONCRETE

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

GRADING

BOS =Bottom Of Steps
ELEV =ELEVation
FFE =Finished Floor Elevation
TOS =Top Of Steps
TOW =Top Of Wall

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Palm Beach, FL 33480

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3	12.01.2025	SECOND SUBMITTAL
2	11.13.2025	FIRST SUBMITTAL
1	07.07.2025	PRE-APPLICATION

△	DATE	DESCRIPTION

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140 Royal Palm Way, Suite #206, Palm Beach, Florida 33480
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eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE

Site Plan

SCALE	PROJECT NUMBER:
1" = 20'-0"	2406
DATE:	PRJCT MNGR: / CHECKED:
02.16.2026	CFV / . .
SEAL	DRAWING NO.
02.16.2026	L1.1 SHEET 1 OF 3

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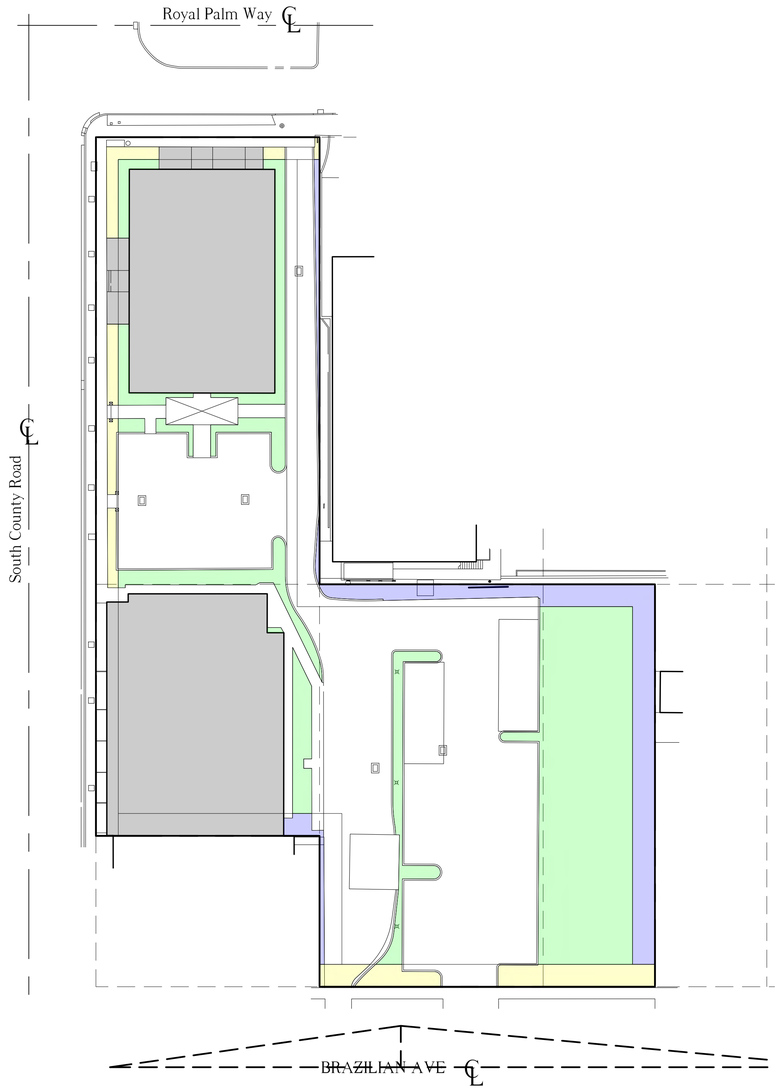
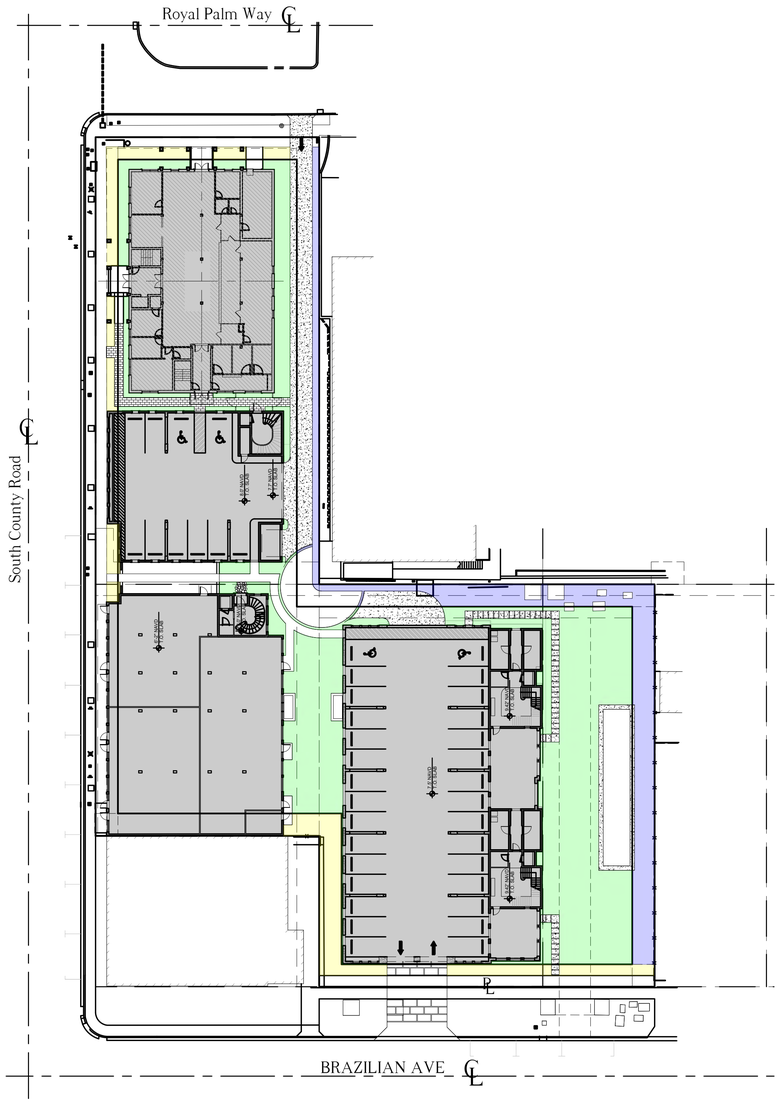


EXISTING SITE PLAN



PROPOSED SITE PLAN

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
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THK =THicK
TYP =TYPical
SF =Square Feet

GRADING
BOS =Bottom Of Steps
ELEV =ELEVation
FFE =Finished Floor Elevation
TOS =Top Of Steps
TOW =Top Of Wall

Existing Color Key

- Existing Site Pervious
- Existing Front Yard Pervious
- Existing Perimeter Pervious

Area Calculations:

All units in square feet, unless noted otherwise

C-TS District	Required		Existing		Proposed	
	Square Footage	Percentage	Square Footage	Percentage	Square Footage	Percentage
Open space/Pervious	14,563 sf or exist	25% or existing	15,652 sf	27%	14,673 sf	25%
Front Yard Pervious	1,934 sf	35% or existing	2,019 sf	37%	2,026 sf	37%
Perimeter openspace	6,100 sf	50% of of required open space shall be within 10' of the property line.	5,243 sf	43%	5,538 sf	47%
Hardscape			11,057 sf	19%	5,338 sf	17%
House			15,769 sf	27%	33,443 sf	57%
Total Lot			58,250 sf	100%	58,250 sf	100%

Proposed Color Key

- Site Pervious
- Front Yard Pervious
- Perimeter Pervious

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Palm Beach, FL 33480

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Δ	DATE	DESCRIPTION

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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 Comparison Plan

SCALE	PROJECT NUMBER:	
N.T.S	2406	
DATE:	PRJCT MNGR:	CHECKED:
02.16.2026	CFV	. .
SEAL:	DRAWING NO.	
02.16.2026	L1.1a SHEET 2 OF 3	

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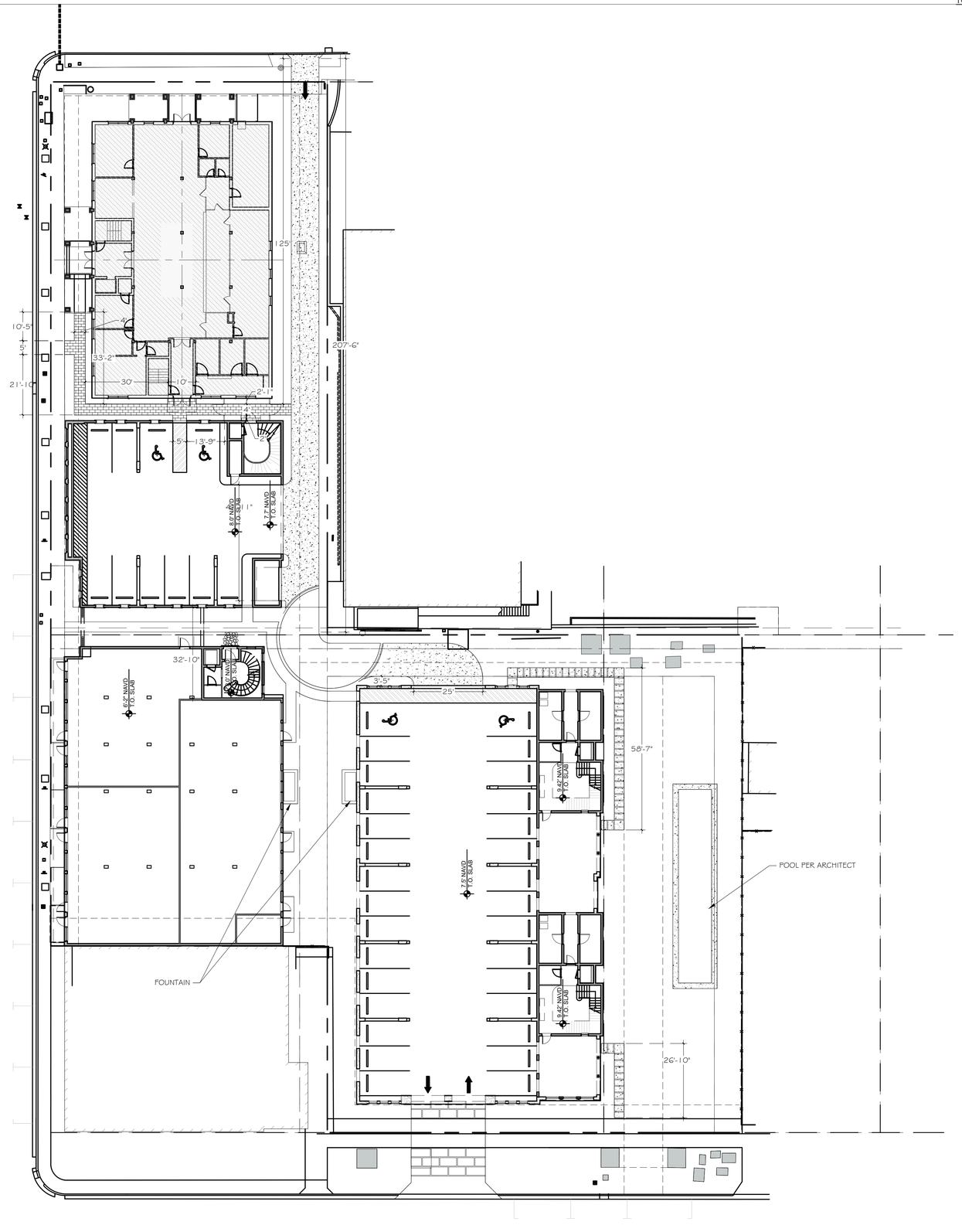

SMI TO APPROVE LAYOUT OF ALL HARDSCAPE MATERIAL PRIOR TO INSTALLATION

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ABBREVIATIONS KEY

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HS	=HardScape
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△	DATE	DESCRIPTION

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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
Layout Plan

SCALE	PROJECT NUMBER:	
1" = 20'-0"	2406	
DATE:	PRJCT MNGR:	CHECKED:
02.16.2026	CFV	. .
SEAL	DRAWING NO.	
02.16.2026	L1.2 SHEET 3 OF 3	

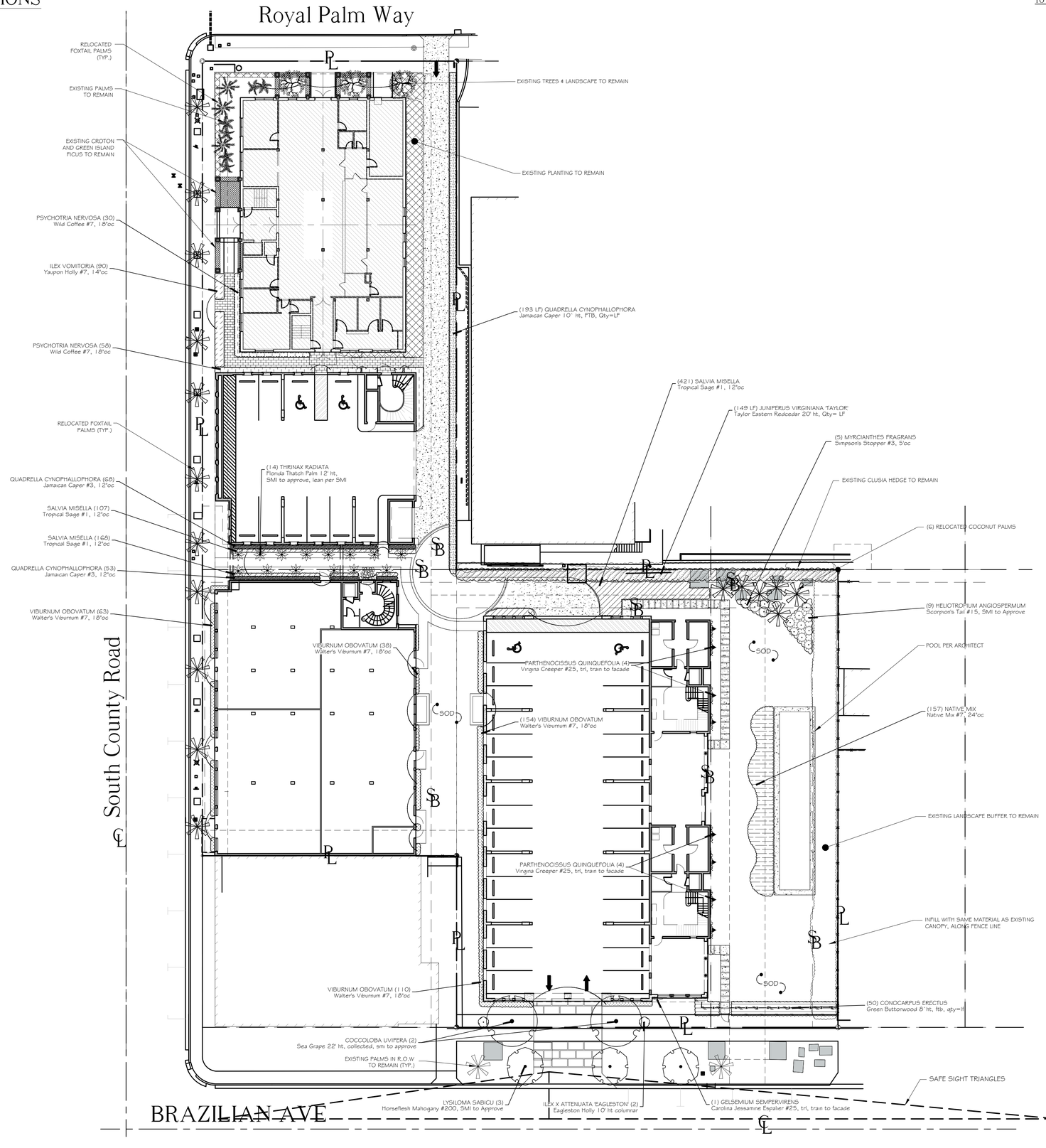
FIELD VERIFY ALL DIMENSIONS

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

ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI



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DIA =DIAmeter
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FTB =Full To Base
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HT =HeighT
LA =Landscape Architect
LS =LandScape
MAX =MAXimum
MIN =MINimum
OC =On Center
SMI =SMI Landscape Architecture
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TBD =To Be Determined
TC =Terra Cotta
THK =THicK
TRL =TRaLised
TYP =TYPical
SF =Square Feet

GRADING
BOS =Bottom Of Steps
ELEV =ELEVation
FFE =Finished Floor Elevation
TOS =Top Of Steps
TOW =Top Of Wall

Know what's below
Call before you dig

180 Royal Palm Way

180 Royal Palm Way
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

4	02.16.2026	FINAL SUBMITTAL
3	12.01.2025	SECOND SUBMITTAL
2	11.13.2025	FIRST SUBMITTAL
1	07.07.2025	PRE-APPLICATION

△	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
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FL registration #LA 13000223

TITLE
Planting Plan

SCALE	PROJECT NUMBER:	
1/8" = 1'-0"	2406	
DATE:	PRJCT MNGR:	CHECKED:
02.16.2026	CFV	. .
SEAL	DRAWING NO.	
02.16.2026	L2.1 SHEET 1 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 NEEDS.

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% con 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 GRON.
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.

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

PLANT LIST

All plants to be Florida Fancy

PLANT SCHEDULE				
QTY	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE/NON
TREES				
2	Coccoloba uvifera	Sea Grape	22' ht, collected, smi to approve	Native
2	Ilex x attenuata 'Eagleston'	Eagleston Holly	10' ht columnar	Native
149 LF	Juniperus virginiana 'Taylor'	Taylor Eastern Redcedar	20' ht, Qty= LF	Native
3	Lysiloma sabicu	Horseflesh Mahogany	#200, SMI to Approve	Native
PALM TREES				
14	Thrinax radiata	Florida Thatch Palm	12' ht, SMI to approve, lean per SMI	Native
QTY	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE
SHRUBS				
50 LF	Conocarpus erectus	Green Buttonwood	8`ht, ftb, qty=lf	Native
9	Heliotropium angiospermum	Scorpion's Tail	#15, SMI to Approve	Native
5	Myrcianthes fragrans	Simpson's Stopper	#3, 5'oc	Native
121	Quadrella cynophallophora	Jamaican Caper	#3, 12"oc	Native
193 LF	Quadrella cynophallophora	Jamaican Caper	10` ht, FTB, Qty=LF	Native
VINE/ESPALIER				
1	Gelsemium sempervirens	Carolina Jessamine Espalier	#25, trl, train to facade	Native
8	Parthenocissus quinquefolia	Virgina Creeper	#25, trl, train to facade	Native
SHRUB AREAS				
90	Ilex vomitoria	Yaupon Holly	#7, 14"oc	Native
157	Native Mix Refer to Native Mix Chart for Specifications		#7, 24"oc	
88	Psychotria nervosa	Wild Coffee	#7, 18"oc	Native
589	Salvia misella	Tropical Sage	#1, 12"oc	Native
255	Viburnum obovatum	Walter's Viburnum	#7, 18"oc	Native

QTY	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE/NON
Native Mix- 157				
15	Sambucus simpsonii	Florida Elderberry	#7, 24" oc	Native
15	Helianthus giganteus	Giant Sunflower		
15	Serenoa repens 'Cinera'	Silver Saw Palmetto		
14	Tetrazygia bicolor	Florida Tetrazygia		
14	Heliotropium gnaphalodes L.	sea lavender		
14	Ageratum Houstonianum	Flossflower		
14	Tripsacum dactyloides	Fakahatchee Grass		
14	Stachytarpheta	Porterweed		
14	Hamelia patens 'Compacta'	Dwarf Firebush		
14	Optunia violacea	Prickly Pear		
14	Pentalinon luteum	Wild/ Yellow Mandevilla		

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

811 Know what's below Call before you dig

180 Royal Palm Way

180 Royal Palm Way
Palm Beach, FL 33480

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	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 Specifications

SCALE	PROJECT NUMBER:	
NONE	2406	
DATE:	PRJCT MNGR:	CHECKED:
02.16.2026	CFV	. .
SEAL:	DRAWING NO.	
02.16.2026	L2.2 SHEET 2 OF 3	

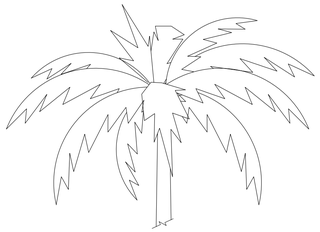
FIELD VERIFY ALL DIMENSIONS

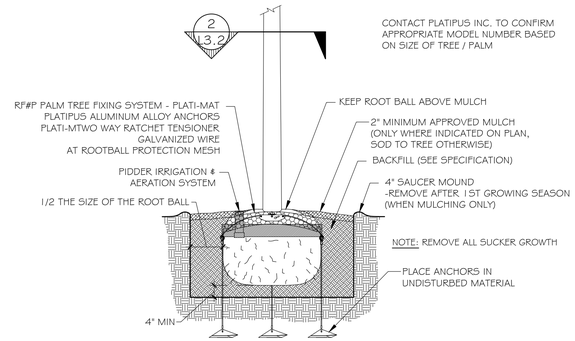
ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI

SMI TO APPROVE STAKED LAYOUT OF ALL TREES AND PLANTING LAYOUT PRIOR TO INSTALLATION

ALL IRRIGATION, IRRIGATION EQUIPMENT AND IRRIGATION BOXES TO BE CONCEALED

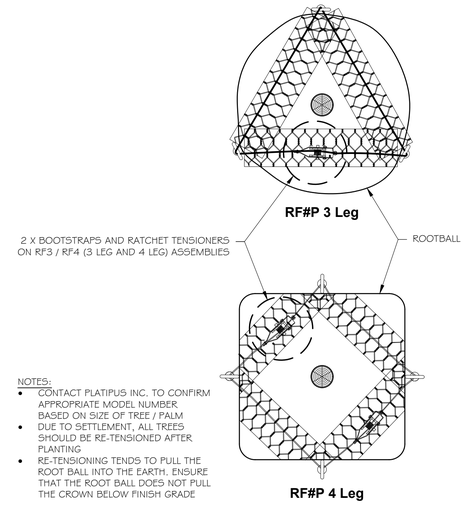
ALL PLANTING BEDS TO HAVE STEEL EDGE BORDER





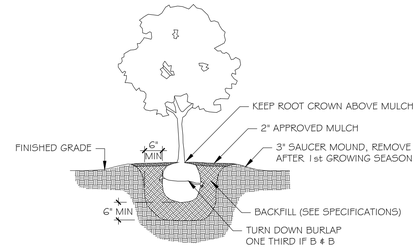
1 L3.2 PLATIPUS TREE ANCHORING DETAIL

SCALE: NOT TO SCALE



2 L3.2 PLATIPUS ROOTBALL BOOTSTRAP DETAIL

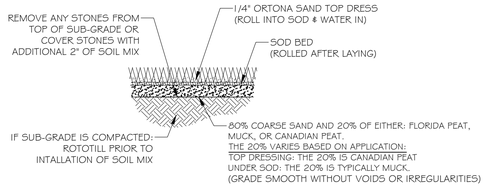
SCALE: NOT TO SCALE



3 L3.2 SHRUB PLANTING DETAIL

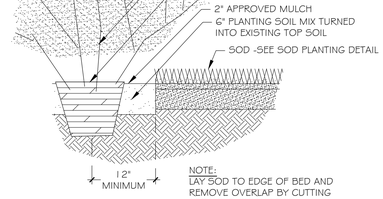
SCALE: NOT TO SCALE

ALL SOD PLANTED BETWEEN STONE TO BE CASHMERE ZOYSIA REGARDLESS OF OVERALL SITE SOD TYPE



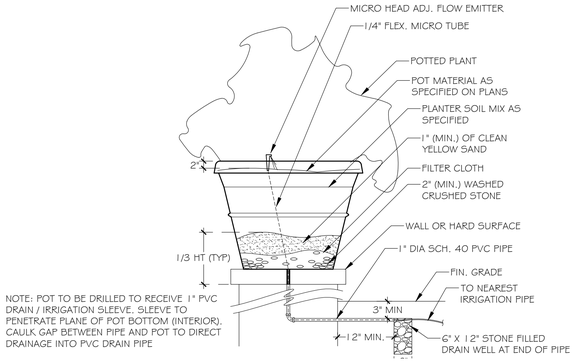
5 L3.2 SOD PLANTING DETAIL

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



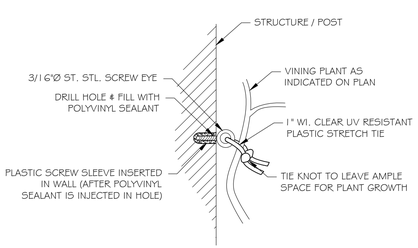
6 L3.2 PLANTING BED DETAIL

SCALE: NOT TO SCALE

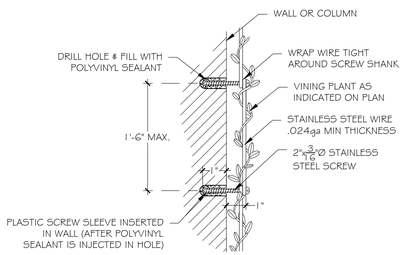


4 L3.2 POTTED PLANT DETAIL

SCALE: NOT TO SCALE



PIN TO WALL

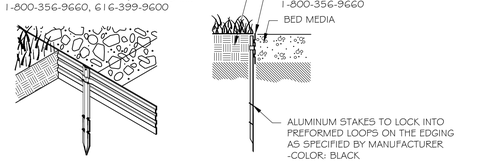


WIRE TO WALL

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

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180 Royal Palm Way

180 Royal Palm Way
Palm Beach, FL 33480

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NOTES:
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	DATE	DESCRIPTION
4	02.16.2026	FINAL SUBMITTAL
3	12.01.2025	SECOND SUBMITTAL
2	11.13.2025	FIRST SUBMITTAL
1	07.07.2025	PRE-APPLICATION

REVISIONS

FINAL SUBMITTAL

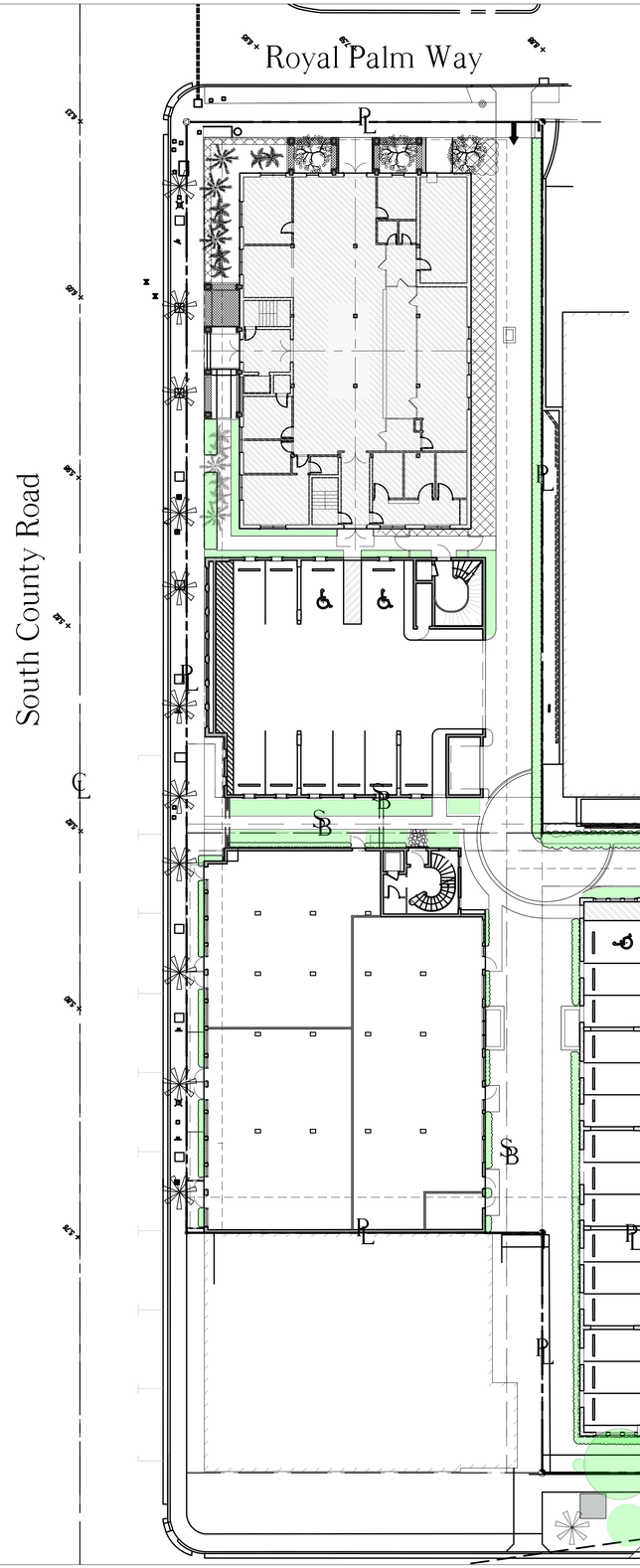
SMI
LANDSCAPE ARCHITECTURE
140 Royal Palm Way, Suite #206, Palm Beach, Florida 33480
Telephone: 561-655-9006 Fax: 561-655-9007
eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE: Planting Details

SCALE	PROJECT NUMBER:	
NOT TO SCALE	2406	
DATE: 02.16.2026	PRJCT MNGR: CFV	CHECKED: . .
SEAL: 02.16.2026	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



Newly planted non-native plant material

Newly planted native plant material

Areas not shown in color are either existing to remain, building, hardscape, or sod

Native Coverage Calculations

Total coverage of new plantings ..... 5,225 sf (100%)

Coverage by native plants ..... 5,225 sf (100%)

LANDSCAPE ARCHITECT TO APPROVE LAYOUT OF ALL HARDSCAPE MATERIAL PRIOR TO INSTALLATION

811 Know what's below Call before you dig

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

GRADING

BOS =Bottom Of Steps
ELEV =ELEVation
FFE =Finished Floor Elevation
TOS =Top Of Steps
TOW =Top Of Wall

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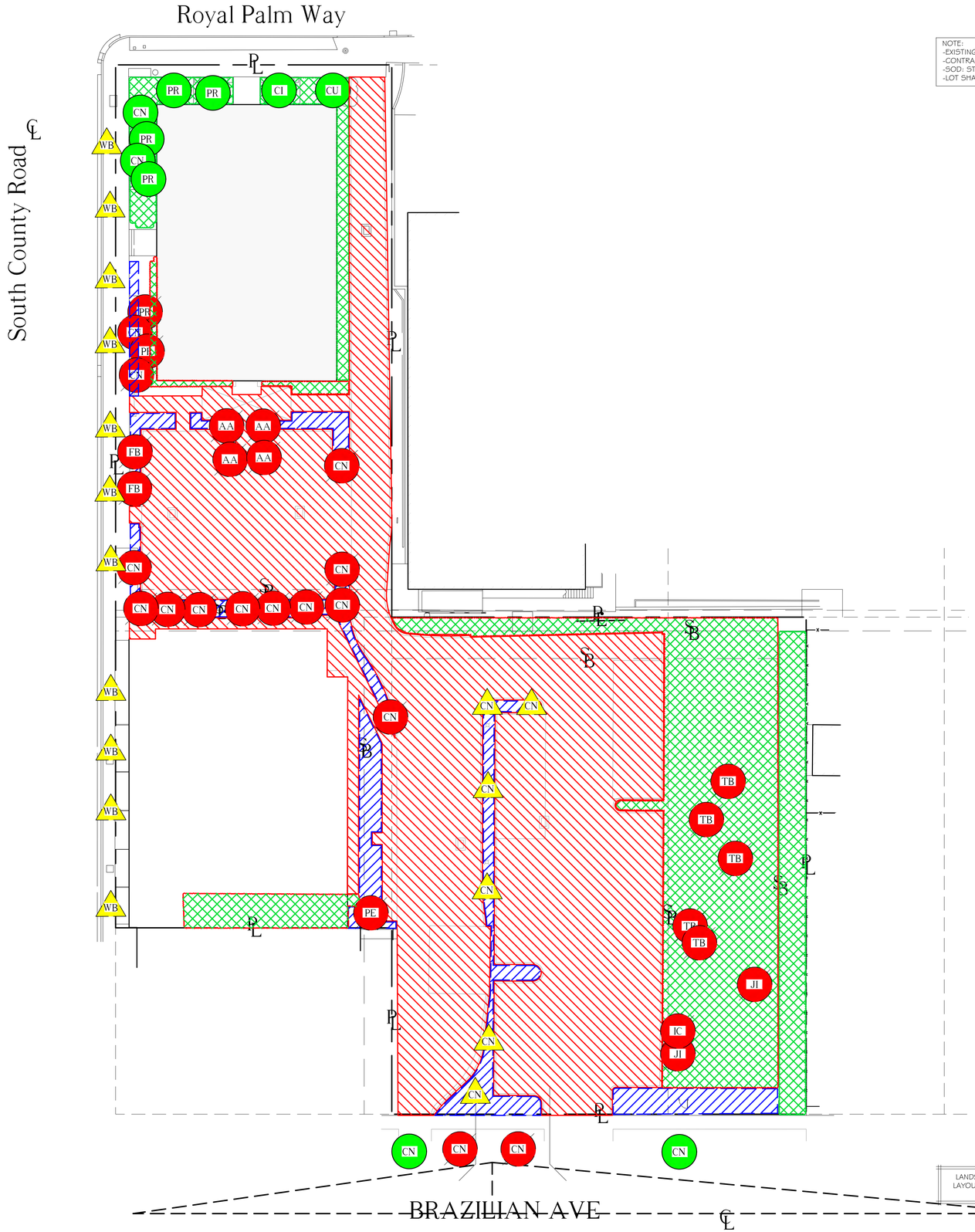
eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE

Native Calculations

SCALE	PROJECT NUMBER:	
1/8" = 1'-0"	2406	
DATE:	PRJCT MNGR:	CHECKED:
02.16.2026	CFV	. .
SEAL	DRAWING NO.	
02.16.2026	N-1 SHEET 1 OF 1	

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

Relocation Key

XX ..... Remove

XX ..... Relocate

XX ..... Remain

..... HARDSCAPE TO BE REMOVED

..... VEGETATION TO BE REMOVED

..... VEGETATION TO REMAIN

LANDSCAPE ARCHITECT TO APPROVE LAYOUT OF ALL HARDSCAPE MATERIAL PRIOR TO INSTALLATION

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Telephone: 561-655-9006 Fax: 561-655-9007
eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE
Pre-Demolition Plan

SCALE	PROJECT NUMBER:	
1/8" = 1'-0"	2406	
DATE:	PRJCT MNGR:	CHECKED:
02.16.2026	CFV	. .
SEAL	DRAWING NO.	
02.16.2026	D-1 SHEET 1 OF 2	

FIELD VERIFY ALL DIMENSIONS

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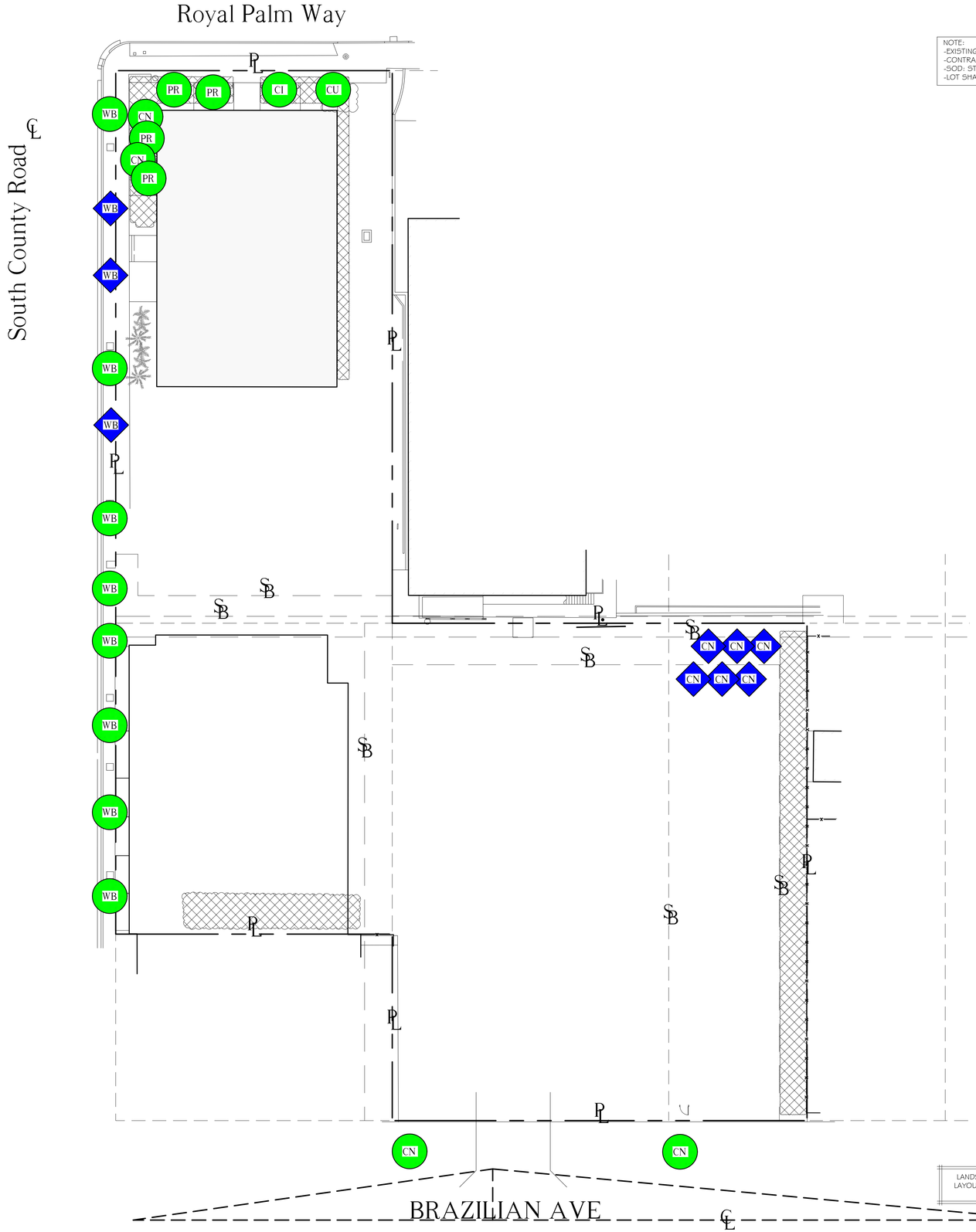

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-SOD: STENOTAPHRUM SECUNDATUM 'FLORATAM'
-LOT SHALL BE SODDED AND IRRIGATED PER TOWN REQUIREMENTS

Relocation Key

XX ---------- Remain

XX ---------- New location

---------- VEGETATION TO REMAIN

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Telephone: 561-655-9006 Fax: 561-655-9007
eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE
Post Demolition Plan

SCALE	PROJECT NUMBER:	
1/8" = 1'-0"	2406	
DATE:	PRJCT MNGR:	CHECKED:
02.16.2026	CFV	. .
SEAL	DRAWING NO.	
02.16.2026	D-2 SHEET 2 OF 2	

FIELD VERIFY ALL DIMENSIONS

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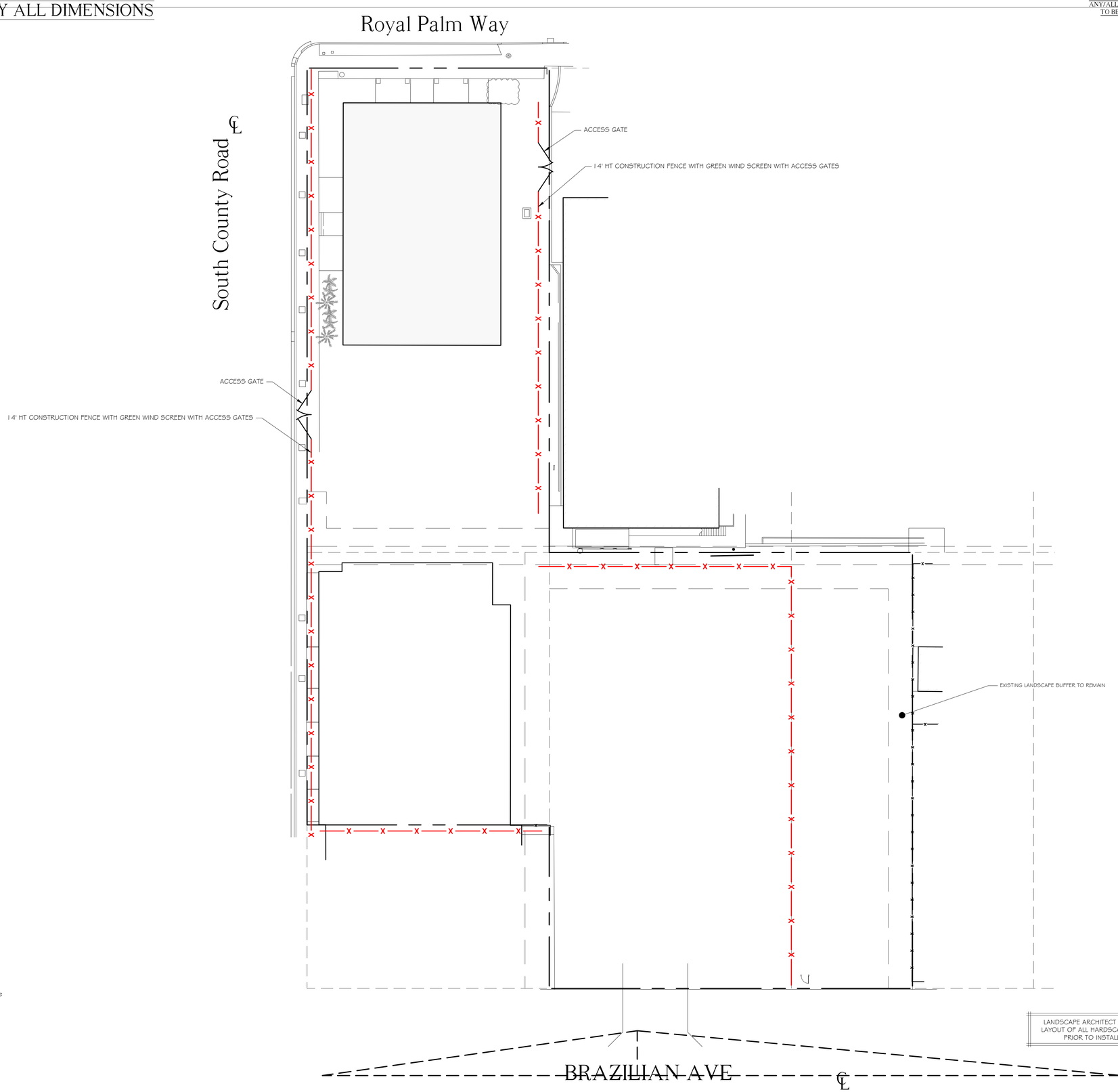

LANDSCAPE ARCHITECT TO APPROVE LAYOUT OF ALL HARDSCAPE MATERIAL PRIOR TO INSTALLATION

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eMail: Office@smila.net www.smila.net
FL registration #LA 13000223

TITLE
Screening Plan

SCALE	PROJECT NUMBER:	
1/8" = 1'-0"	2406	
DATE:	PRJCT MNGR:	CHECKED:
02.16.2026	CFV	. .
SEAL: 02.16.2026	DRAWING NO. S-1 SHEET 1 OF 1	

FIELD VERIFY ALL DIMENSIONS

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PROPOSED NORTH STREETSCAPE ELEVATION



PROPOSED WEST STREETSCAPE ELEVATION



PROPOSED SOUTH STREETSCAPE ELEVATION

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1	07.07.2025	PRE-APPLICATION

	DATE	DESCRIPTION

REVISIONS
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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: Elevation Views North+West+South

SCALE	PROJECT NUMBER:	
N.T.S.	2406	
DATE:	PRJCT MNGR:	CHECKED:
02.16.2026	CFV	. .
SEAL: 02.16.2026	DRAWING NO. E-1 SHEET 1 OF 2	

FIELD VERIFY ALL DIMENSIONS

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PROPOSED EAST STREETSCAPE ELEVATION

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1	07.07.2025	PRE-APPLICATION

!	DATE	DESCRIPTION

REVISIONS

FINAL SUBMITTAL

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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: Elevation Views East Buffer

SCALE	PROJECT NUMBER:	
N.T.S	2406	
DATE:	PRJCT MNGR:	CHECKED:
02.16.2026	CFV	. .
SEAL: 02.16.2026	DRAWING NO. E-2 SHEET 2 OF 2	

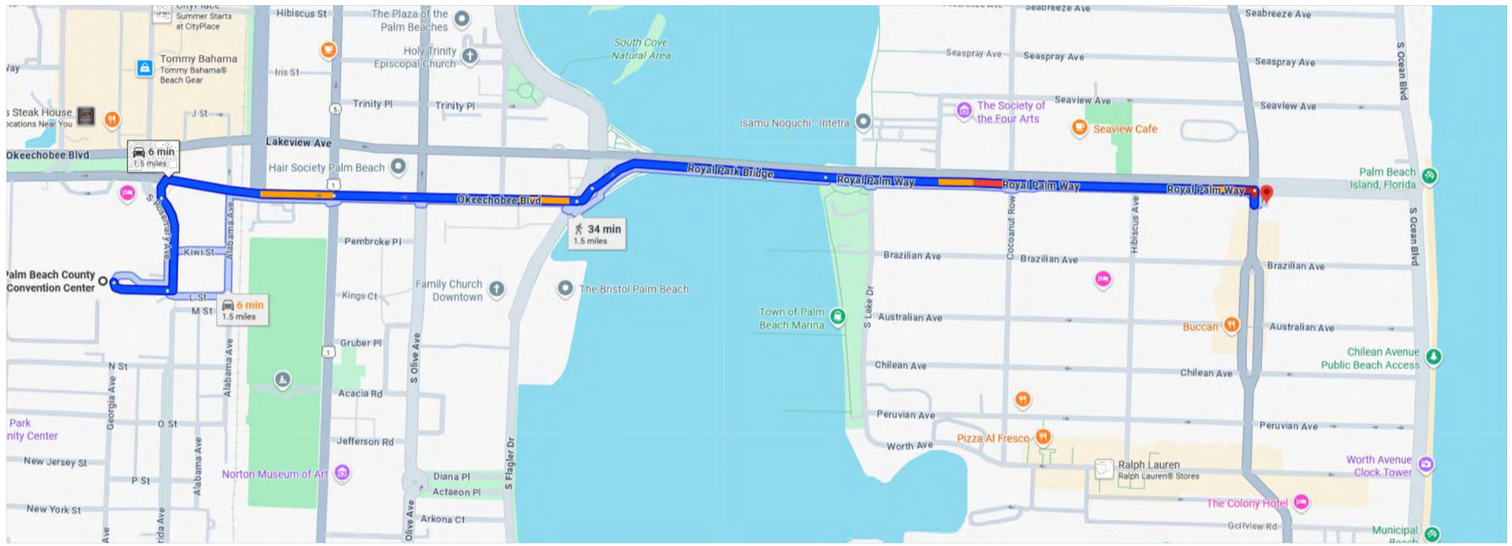
FIELD VERIFY ALL DIMENSIONS

ANY/ALL TRACK DRAINS, TRENCH DRAINS AND DRAIN GRATES TO BE CAST IRON UNLESS OTHERWISE SPECIFIED BY SMI

Proposed route map for truck traffic

A. Continue straight to stay on Okeechobee Blvd, Use the middle lane to turn left onto S Flagler Dr. Turn right onto Royal Park Bridge. Continue onto Royal Palm Way. Turn right onto S County Rd. Destination will be on the left

B. Maximum truck length : 60 Feet



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FL registration #LA 13000223

TITLE
Truck Logistics Plan

SCALE	PROJECT NUMBER:	
1/8" = 1'-0"	2406	
DATE:	PRJCT MNGR:	CHECKED:
02.16.2026	CFV	. .

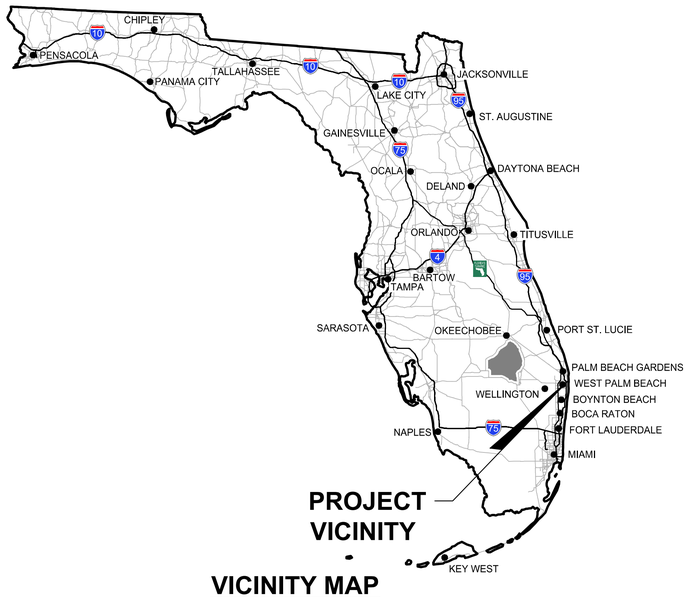
SEAL
02.16.2026

DRAWING NO.
TLP
SHEET 1 OF 1

CONCEPTUAL ENGINEERING PLANS

180 ROYAL PALM WAY

SECTION 23, 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
4	CONCEPTUAL SCREENING AND POLLUTION PREVENTION PLAN
5	CONCEPTUAL MARKING & SIGNAGE PLAN

2/11/2026

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY DANIEL W. COLE, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DANIEL W. COLE LICENSE No. 97819 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by Daniel W Cole
Date: 2026.02.11 16:26:19-05'00'

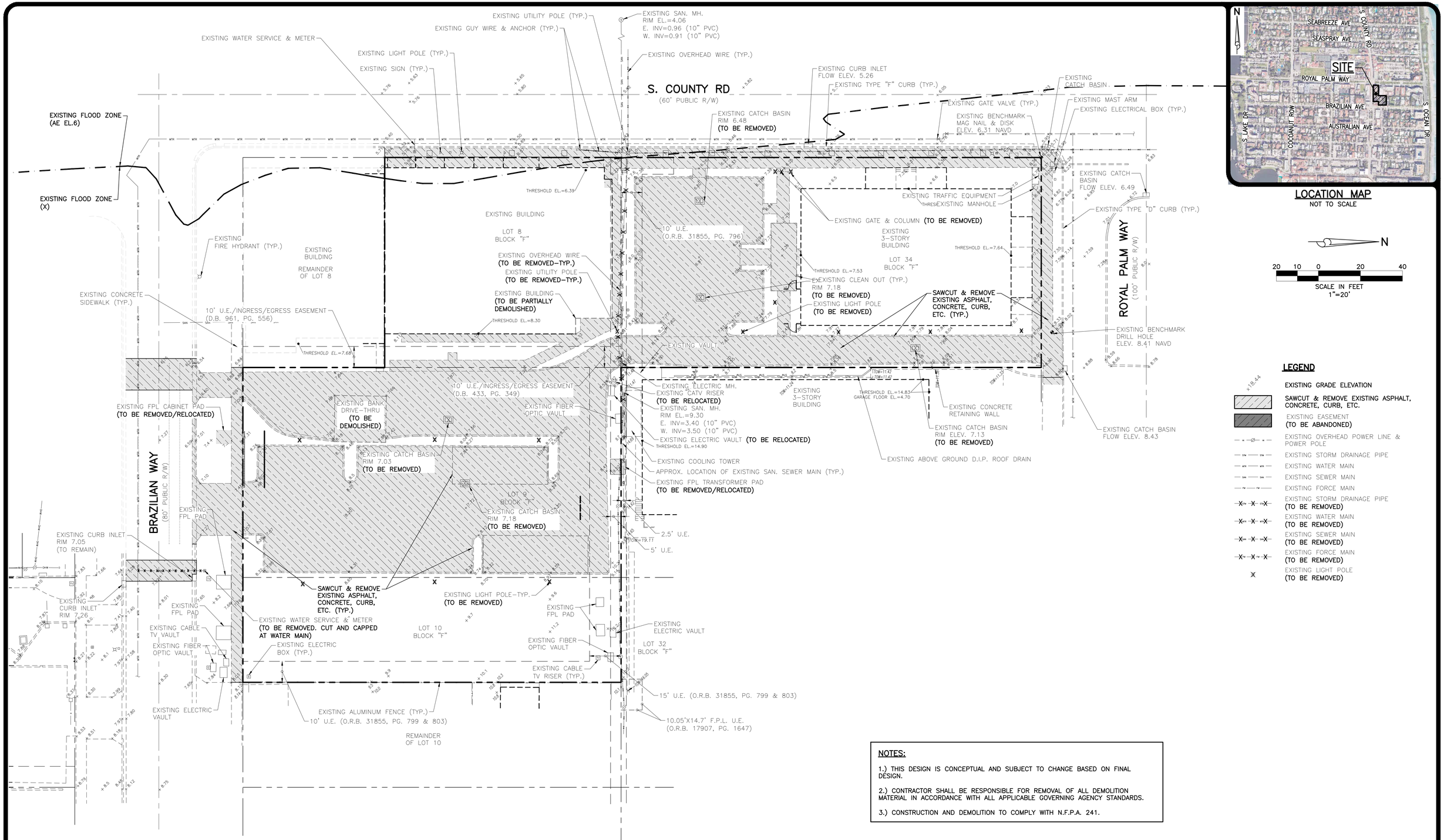
REVISIONS

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.	B.L.			

180 ROYAL PALM WAY
SECTION 23, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
TITLE SHEET

JOB NO.	DRAWING NO.	SHEET	OF
25-068	25068C01	1	5



LOCATION MAP
NOT TO SCALE

N

20 10 0 20 40

SCALE IN FEET
1"=20'

LEGEND

- EXISTING GRADE ELEVATION
- SAWCUT & REMOVE EXISTING ASPHALT, CONCRETE, CURB, ETC.
- EXISTING EASEMENT (TO BE ABANDONED)
- EXISTING OVERHEAD POWER LINE & POWER POLE
- EXISTING STORM DRAINAGE PIPE
- EXISTING WATER MAIN
- EXISTING SEWER MAIN
- EXISTING FORCE MAIN
- EXISTING STORM DRAINAGE PIPE (TO BE REMOVED)
- EXISTING WATER MAIN (TO BE REMOVED)
- EXISTING SEWER MAIN (TO BE REMOVED)
- EXISTING FORCE MAIN (TO BE REMOVED)
- EXISTING LIGHT POLE (TO BE REMOVED)

NOTES:

1.) THIS DESIGN IS CONCEPTUAL AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.

2.) CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF ALL DEMOLITION MATERIAL IN ACCORDANCE WITH ALL APPLICABLE GOVERNING AGENCY STANDARDS.

3.) CONSTRUCTION AND DEMOLITION TO COMPLY WITH N.F.P.A. 241.

2/11/2026

NOTE: ALL ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988 BASED ON A SURVEY PREPARED BY WALLACE SURVEYING, CORP. (561) 640-4551.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY DANIEL W. COLE, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DANIEL W. COLE LICENSE No. 97819 STATE OF FLORIDA PROFESSIONAL ENGINEER

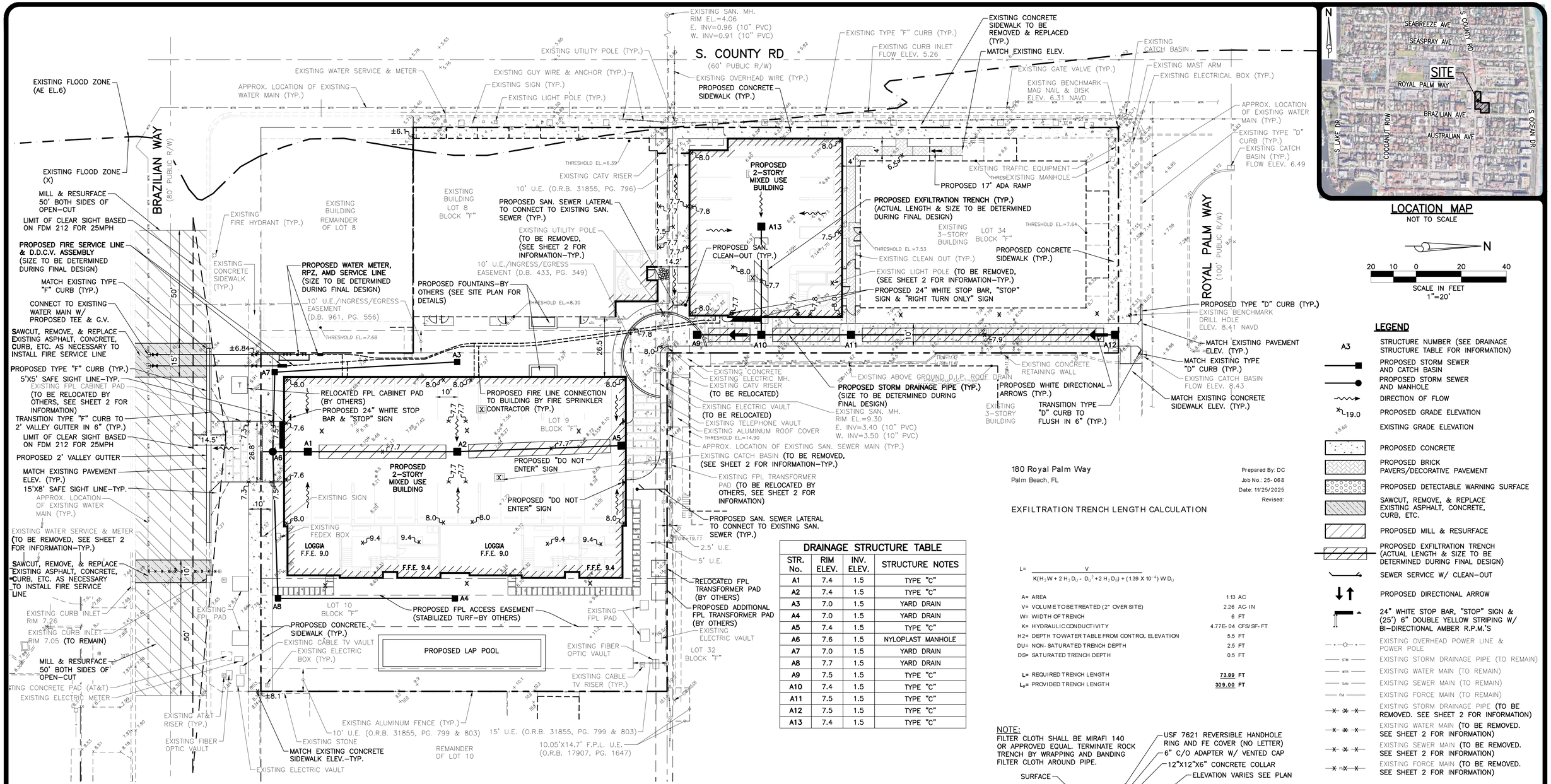
REVISIONS

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.	B.L.			

180 ROYAL PALM WAY
SECTION 23, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
CONCEPTUAL DEMOLITION PLAN

JOB NO.	DRAWING NO.	SHEET	OF
25-068	25068C02	2	5



LOCATION MAP
NOT TO SCALE

N

20 10 0 20 40

SCALE IN FEET
1"=20'

LEGEND

A3	STRUCTURE NUMBER (SEE DRAINAGE STRUCTURE TABLE FOR INFORMATION)
	PROPOSED STORM SEWER AND CATCH BASIN
	PROPOSED STORM SEWER AND MANHOLE
	DIRECTION OF FLOW
X 19.0	PROPOSED GRADE ELEVATION
±8.66	EXISTING GRADE ELEVATION
	PROPOSED CONCRETE
	PROPOSED BRICK PAVERS/DECORATIVE PAVEMENT
	PROPOSED DETECTABLE WARNING SURFACE
	SAWCUT, REMOVE, & REPLACE EXISTING ASPHALT, CONCRETE, CURB, ETC.
	PROPOSED MILL & RESURFACE
	PROPOSED EXFILTRATION TRENCH (ACTUAL LENGTH & SIZE TO BE DETERMINED DURING FINAL DESIGN)
	SEWER SERVICE W/ CLEAN-OUT
	PROPOSED DIRECTIONAL ARROW
	24" WHITE STOP BAR, "STOP" SIGN & (25') 6" DOUBLE YELLOW STRIPING W/ BI-DIRECTIONAL AMBER R.P.M.'S
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)
	EXISTING STORM DRAINAGE PIPE (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)
	EXISTING WATER MAIN (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)
	EXISTING SEWER MAIN (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)
	EXISTING FORCE MAIN (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)

DRAINAGE STRUCTURE TABLE			
STR. No.	RIM ELEV.	INV. ELEV.	STRUCTURE NOTES
A1	7.4	1.5	TYPE "C"
A2	7.4	1.5	TYPE "C"
A3	7.0	1.5	YARD DRAIN
A4	7.0	1.5	YARD DRAIN
A5	7.4	1.5	TYPE "C"
A6	7.6	1.5	NYLOPLAST MANHOLE
A7	7.0	1.5	YARD DRAIN
A8	7.7	1.5	YARD DRAIN
A9	7.5	1.5	TYPE "C"
A10	7.4	1.5	TYPE "C"
A11	7.5	1.5	TYPE "C"
A12	7.5	1.5	TYPE "C"
A13	7.4	1.5	TYPE "C"

180 Royal Palm Way
Palm Beach, FL

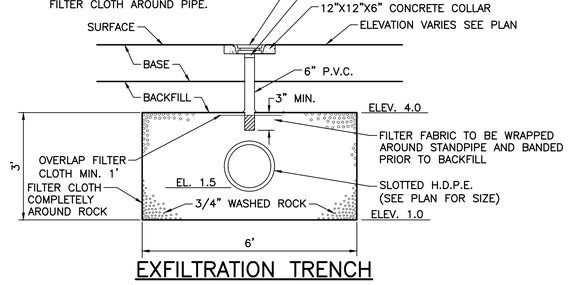
Prepared By: DC
Job No.: 25-068
Date: 11/25/2025
Revised:

EXFILTRATION TRENCH LENGTH CALCULATION

$$L = \frac{V}{K(H_2 W + 2 H_2 D_U - D_U^2 + 2 H_2 D_S) + (1.39 \times 10^{-4}) W D_U}$$

A=	AREA	1.13 AC
V=	VOLUME TO BE TREATED (2" OVER SITE)	2.26 AC-IN
W=	WIDTH OF TRENCH	6 FT
K=	HYDRAULIC CONDUCTIVITY	4.77E-04 CFS/SF-FT
H2=	DEPTH TO WATER TABLE FROM CONTROL ELEVATION	5.5 FT
DU=	NON-SATURATED TRENCH DEPTH	2.5 FT
DS=	SATURATED TRENCH DEPTH	0.5 FT
L=	REQUIRED TRENCH LENGTH	73.89 FT
L_p=	PROVIDED TRENCH LENGTH	309.00 FT

NOTE:
FILTER CLOTH SHALL BE MIRAFI 140 OR APPROVED EQUAL. TERMINATE ROCK TRENCH BY WRAPPING AND BANDING FILTER CLOTH AROUND PIPE.



EXFILTRATION TRENCH
NOT TO SCALE

2/11/2026

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 CITY OF WEST PALM BEACH (WATER), TOWN OF PALM BEACH (SEWER), AND THE PALM BEACH COUNTY HEALTH DEPARTMENT.
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.
6.) SURVEY INFORMATION PROVIDED BY WALLACE SURVEYING, CORP. (DATUM-N.A.V.D.)

NOTE: ALL ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988 BASED ON A SURVEY PREPARED BY WALLACE SURVEYING, CORP. (561) 640-4551.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY DANIEL W. COLE, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DANIEL W. COLE · LICENSE · No. 97819 · STATE OF FLORIDA · PROFESSIONAL ENGINEER

3.) REVISED PER UPDATED SITE PLAN, 11/25/25 R.W.
2.) REVISED PER FPL SITE MEETING W/ TEAM, 11/12/25 B.L.
1.) REVISED PER UPDATED SITE PLAN, 08/26/25 B.L.

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.	B.L.			

180 ROYAL PALM WAY
SECTION 23, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
CONCEPTUAL PAVING, DRAINAGE, WATER AND WASTEWATER PLAN

JOB NO.	DRAWING NO.	SHEET	OF
25-068	25068C03	3	5

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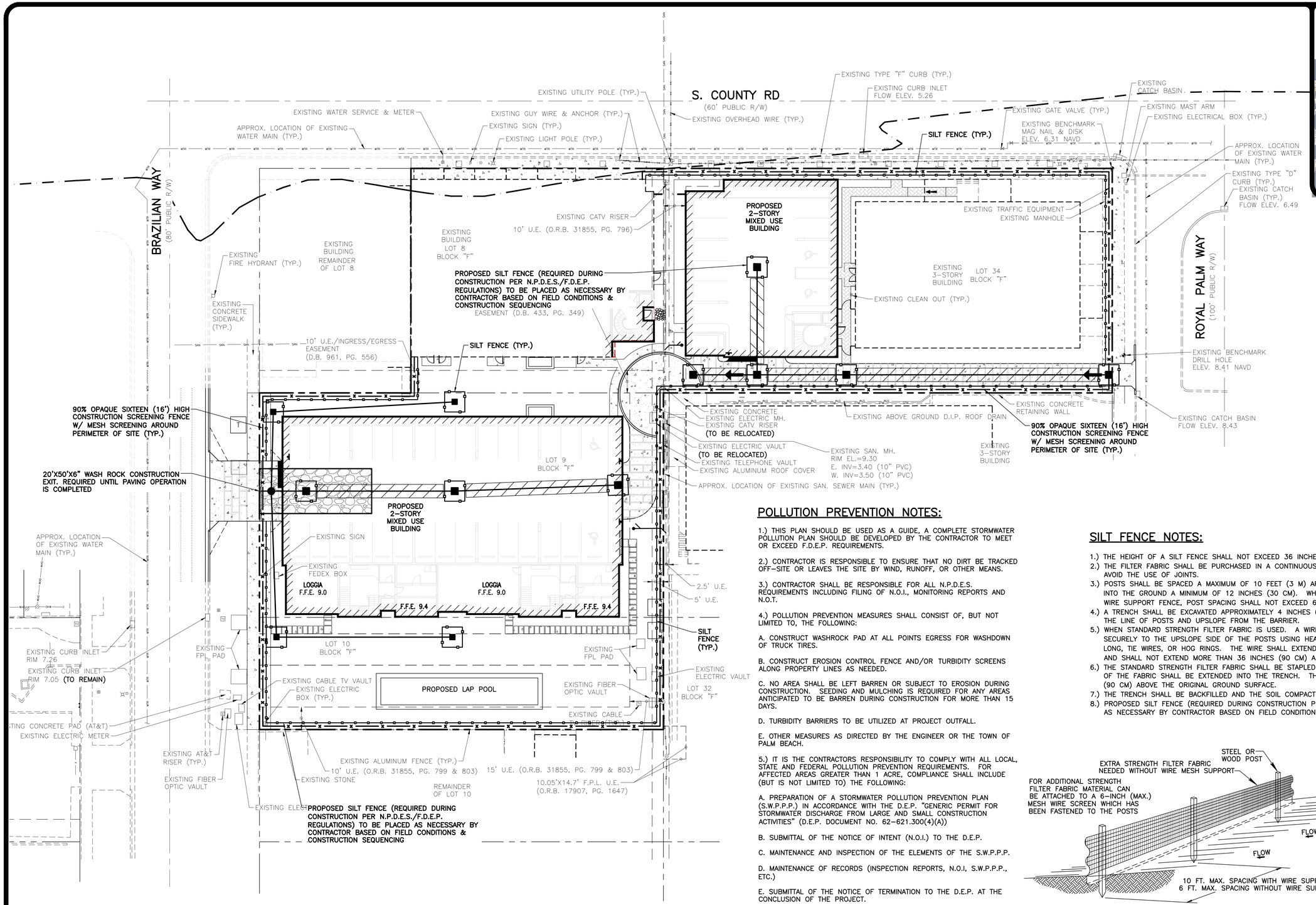

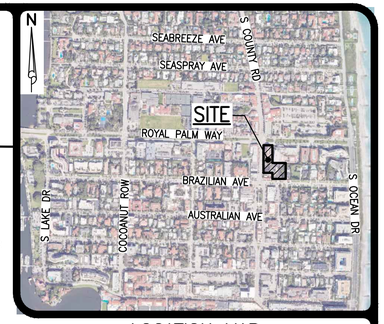

LOCATION MAP
NOT TO SCALE

N

20 10 0 20 40

SCALE IN FEET
1"=20'

LEGEND

- SILT FENCE
- WASH ROCK
- CONSTRUCTION SCREENING FENCE

NOTE:

1.) EXISTING DRIVES AND PARKING AREAS TO BE USED FOR CONSTRUCTION STAGING. UPON FUTURE REMOVAL OF EXISTING DRIVES, WASHROCK CONSTRUCTION ENTRANCE(S) MAY BE REQUIRED.

POLLUTION PREVENTION NOTES:

1.) THIS PLAN SHOULD BE USED AS A GUIDE, A COMPLETE STORMWATER POLLUTION PLAN SHOULD BE DEVELOPED BY THE CONTRACTOR TO MEET OR EXCEED F.D.E.P. REQUIREMENTS.

2.) CONTRACTOR IS RESPONSIBLE TO ENSURE THAT NO DIRT BE TRACKED OFF-SITE OR LEAVES THE SITE BY WIND, RUNOFF, OR OTHER MEANS.

3.) CONTRACTOR SHALL BE RESPONSIBLE FOR ALL N.P.D.E.S. REQUIREMENTS INCLUDING FILING OF N.O.I., MONITORING REPORTS AND N.O.T.

4.) POLLUTION PREVENTION MEASURES SHALL CONSIST OF, BUT NOT LIMITED TO, THE FOLLOWING:

A. CONSTRUCT WASHROCK PAD AT ALL POINTS EGRESS FOR WASHDOWN OF TRUCK TIRES.

B. CONSTRUCT EROSION CONTROL FENCE AND/OR TURBIDITY SCREENS ALONG PROPERTY LINES AS NEEDED.

C. NO AREA SHALL BE LEFT BARREN OR SUBJECT TO EROSION DURING CONSTRUCTION. SEEDING AND MULCHING IS REQUIRED FOR ANY AREAS ANTICIPATED TO BE BARREN DURING CONSTRUCTION FOR MORE THAN 15 DAYS.

D. TURBIDITY BARRIERS TO BE UTILIZED AT PROJECT OUTFALL.

E. OTHER MEASURES AS DIRECTED BY THE ENGINEER OR THE TOWN OF PALM BEACH.

5.) IT IS THE CONTRACTORS RESPONSIBILITY TO COMPLY WITH ALL LOCAL, STATE AND FEDERAL POLLUTION PREVENTION REQUIREMENTS. FOR AFFECTED AREAS GREATER THAN 1 ACRE, COMPLIANCE SHALL INCLUDE (BUT IS NOT LIMITED TO) THE FOLLOWING:

A. PREPARATION OF A STORMWATER POLLUTION PREVENTION PLAN (S.W.P.P.P.) IN ACCORDANCE WITH THE D.E.P. "GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES" (D.E.P. DOCUMENT NO. 62-621.300(4)(A))

B. SUBMITTAL OF THE NOTICE OF INTENT (N.O.I.) TO THE D.E.P.

C. MAINTENANCE AND INSPECTION OF THE ELEMENTS OF THE S.W.P.P.P.

D. MAINTENANCE OF RECORDS (INSPECTION REPORTS, N.O.I, S.W.P.P.P., ETC.)

E. SUBMITTAL OF THE NOTICE OF TERMINATION TO THE D.E.P. AT THE CONCLUSION OF THE PROJECT.

6.) PROPOSED SILT FENCE (REQUIRED DURING CONSTRUCTION PER N.P.D.E.S./F.D.E.P. REGULATIONS) TO BE PLACED AS NECESSARY BY CONTRACTOR BASED ON FIELD CONDITIONS & CONSTRUCTION SEQUENCING.

SILT FENCE NOTES:

1.) THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36 INCHES (90 CM).
2.) THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS.
3.) POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET (3 M) APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 12 INCHES (30 CM). WHEN EXTRA STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL NOT EXCEED 6 FEET (1.8 M).
4.) A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES (10 CM) WIDE AND 4 INCHES (10 CM) DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER.
5.) WHEN STANDARD STRENGTH FILTER FABRIC IS USED. A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH (25 MM) LONG, TIE WIRES, OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2 INCHES (5 CM) AND SHALL NOT EXTEND MORE THAN 36 INCHES (90 CM) ABOVE THE ORIGINAL GROUND SURFACE.
6.) THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 8 INCHES (20 CM) OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES (90 CM) ABOVE THE ORIGINAL GROUND SURFACE.
7.) THE TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE FILTER FABRIC.
8.) PROPOSED SILT FENCE (REQUIRED DURING CONSTRUCTION PER N.P.D.E.S./F.D.E.P. REGULATIONS) TO BE PLACED AS NECESSARY BY CONTRACTOR BASED ON FIELD CONDITIONS AND CONSTRUCTION SEQUENCING.

SILT FENCE INSTALLATION DETAIL
NOT TO SCALE.

2/11/2026

48 HOURS BEFORE DIGGING
BROWARD • PALM BEACH • INDIAN RIVER
ST. LUCIE • MARTIN COUNTIES
CALL TOLL FREE
1-800-432-4770
SUNSHINE STATE 1 CALL
UNDERGROUND UTILITIES
NOTIFICATION CENTER

NOTE: ALL ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988 BASED ON A SURVEY PREPARED BY WALLACE SURVEYING, CORP. (561) 640-4551.

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DANIEL W. COLE LICENSE No. 97819 STATE OF FLORIDA PROFESSIONAL ENGINEER

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.	B.L.			

180 ROYAL PALM WAY
SECTION 23, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
CONCEPTUAL SCREENING AND POLLUTION PREVENTION PLAN

JOB NO.	DRAWING NO.	SHEET	OF
25-068	25068C04	4	5

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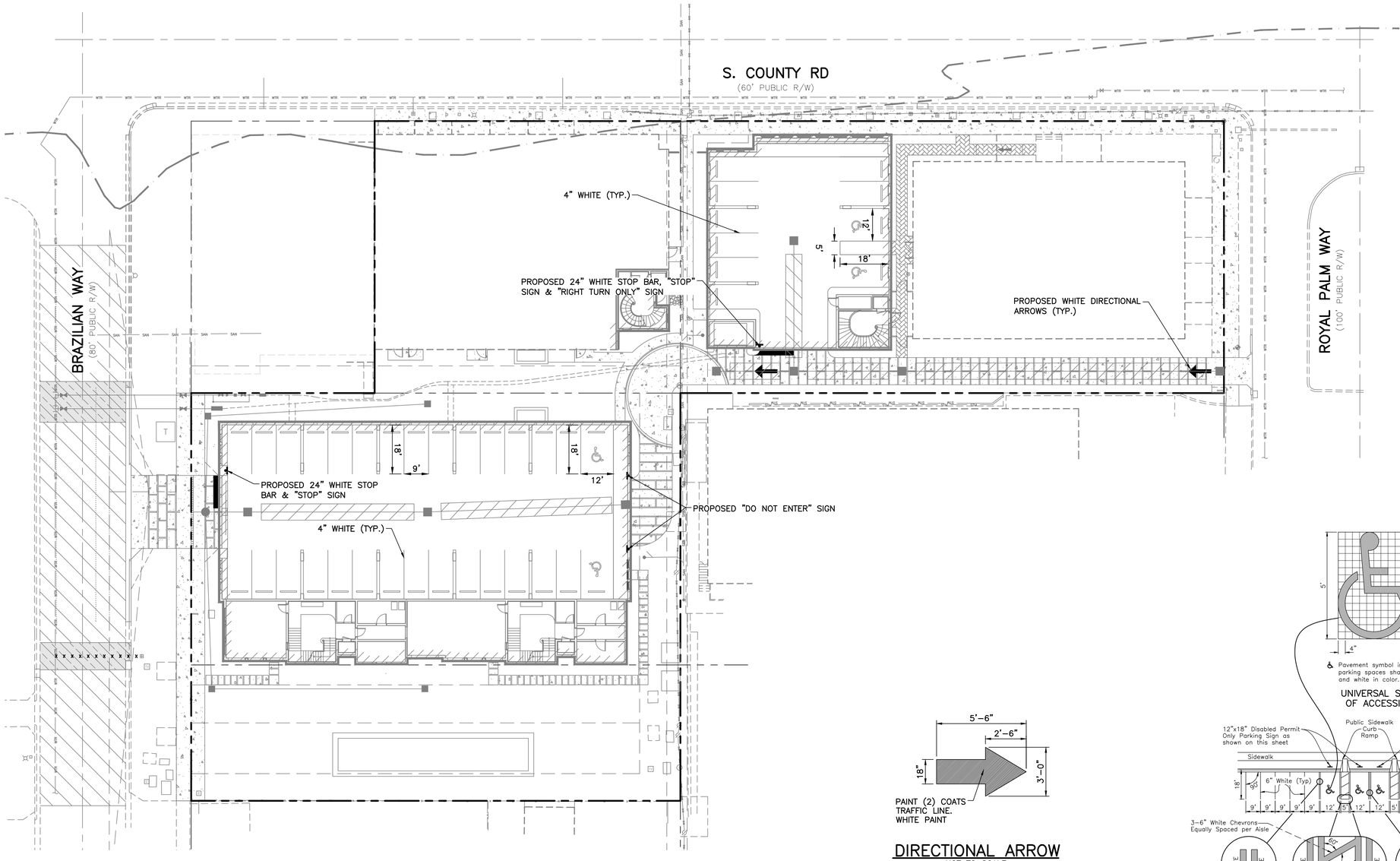
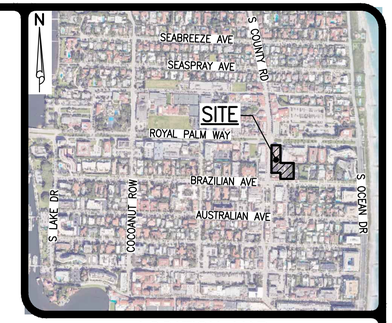




LOCATION MAP
NOT TO SCALE

N

20 10 0 20 40

SCALE IN FEET
1"=20'

LEGEND

PROPOSED DIRECTIONAL ARROW

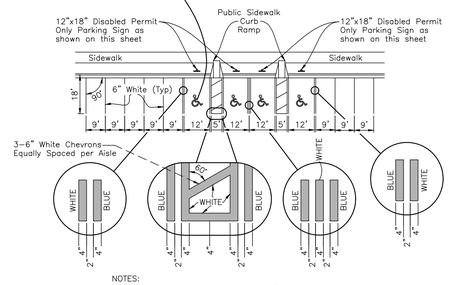
24" WHITE STOP BAR, "STOP" SIGN & (25') 6" DOUBLE YELLOW STRIPING W/ BI-DIRECTIONAL AMBER R.P.M.'S

"DO NOT ENTER" SIGN

DIRECTIONAL ARROW
NOT TO SCALE

Pavement symbol in accessible parking spaces shall be 5' high and white in color.

UNIVERSAL SYMBOL OF ACCESSIBILITY



NOTES:
1. Dimensions are to the centerline of markings.
2. Criteria for pavement markings only, not public sidewalk curb ramp locations. For ramp locations refer to plans.
3. Blue pavement markings shall be tinted to match shade 15180 of Federal Standards 595a.

PAVEMENT MARKING FOR PUBLIC SIDEWALK CURB RAMPS

TYPICAL PARKING SPACES
NOT TO SCALE

2/11/2026

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY DANIEL W. COLE, P.E. ON THE DATE ADJACENT TO THE SEAL.

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DANIEL W. COLE LICENSE No. 97819 STATE OF FLORIDA PROFESSIONAL ENGINEER

1.) ADDED MARKING & SIGNAGE PLAN PER TOWN OF PALM BEACH COMMENTS, 12/5/2025 P.L.

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.	B.L.			

180 ROYAL PALM WAY
SECTION 23, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
CONCEPTUAL MARKING & SIGNAGE PLAN

JOB NO.	DRAWING NO.	SHEET	OF
25-068	25068C05	5	5

date:	December 2, 2025
to:	James Murphy, AICP, Assistant Director of Planning, Zoning and Building, Town of Palm Beach
from:	Eric Czerniejewski, P.E., ENV SP
subject:	180 Royal Palm Way and 301 South County Road Traffic Engineering Review

MEMORANDUM

The Town of Palm Beach has requested traffic engineering review services related to the redevelopment of the commercial, office, and residential mixed-use project for the properties located at 180 Royal Palm Way and 301 South County Road, Palm Beach, FL. The following are the resubmittal traffic review comments based on the 12/01 resubmittals:

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the redevelopment of the commercial, office, and residential mixed-use project for the properties located at 180 Royal Palm Way and 301 South County Road, Palm Beach, FL.

   Simmons & White's 10/03/25 Response: A copy of the Palm Beach County Traffic Division Traffic Performance Standard (TPS) approval letter for the redevelopment project at 180 Royal Palm Way and 301 South County Road will be provided once it is received; it is currently under review.

   TCG 10/14/25 Response: This item is still pending.

   Simmons & White's 11/25/25 Response: The TPS letter will be provided upon receipt. Note the project is a reduction in traffic from the existing use.

   TCG 12/02/25 Response: This item is still pending.

2. Please update the Town Roadway Segment Analysis (Tables 8 and 9) 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. Please add a volume to capacity column to both tables.

   Simmons & White's 10/03/25 Response: Tables 8 and 9 have been updated to incorporate the most recent existing traffic volumes 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 inconsistent, as the reported volumes are more than three times higher than the 2024 counts, which does not appear reasonable. In comparison, the adjacent segment on County Road shows a slight decrease over the same period. A volume-to-capacity (v/c) ratio column has also been added to both tables.

   TCG 10/14/25 Response: This item is still pending. The traffic volumes to be used should be the Town of Palm Beach 2025 Annual Traffic Count Update Report, completed by Kimley-Horn dated 04/22/25. The applicant may collect a new 72-hour peak season road segment count along the South County Road segment adjacent to your site. This would need to occur in the December through February period. In addition, Tables 8 and 9 use the FDOT LOS Handbook values for a four-lane undivided Arterial. The typical section of South County Road, adjacent to the redevelopment (Brazilian Avenue to Royal Palm Way), is a two-lane, undivided roadway with an extended northbound left-turn lane.

   Simmons & White's 11/25/25 Response: Noted. Counts are being scheduled for early December on S. County Road. Additionally, Table 8 and 9 have been revised to reflect the two-lane segment.

   TCG 12/02/25 Response: This item is still pending. Please update the facility type in Tables 8 and 9 to be 2 lane undivided. It currently says 4 lane undivided Arterial. Please include the Generalized Service Volume Tables from the 2020 Quality/Level of Service Handbook, published by the Florida Department of Transportation in the Appendix.

3. Please include additional narrative in the Traffic Assignment and Site Circulation 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 10/03/25 Response: Additional narrative has been added to the Trip Distribution and Multimodal Transportation Options section. The updated narrative includes roadway characteristics of the adjacent facilities.

   TCG 10/14/25 Response: Addressed.

4. Please provide an AM, Midday, and PM peak hour intersection capacity analysis for the following nearby key intersections under the following conditions: existing conditions, future conditions without project trips, and future conditions with project trips:
   - Royal Palm Way and South County Road (signalized)
   - Royal Palm Way and Coconut Row (signalized)
   - Brazilian Avenue and South County Road (stop controlled)

   Please provide additional site-generated trips from approved but unbuilt development projects.

   Simmons & White's 10/03/25 Response: AM, Midday, and PM peak hour capacity analyses have been prepared for the above-mentioned intersections under existing conditions, future conditions without project trips, and future conditions with project trips. Additional site-generated trips from approved but unbuilt development projects have also been included in the analysis.

   TCG 10/14/25 Response: Addressed.

5. Please provide a driveway analysis of the proposed ingress egress driveway connection to Brazilian Avenue for the AM, Midday and PM peak hour conditions.

   Simmons & White's 10/03/25 Response: A capacity analysis of the proposed full-access driveway connection to Brazilian Avenue has been provided for the AM, Midday, and PM peak hour conditions.

   TCG 10/14/25 Response: Addressed.

6. Please provide a Parking Requirements Evaluation memorandum that outlines the proposed site parking versus the Town's site parking requirements. This should include whether there is any planned valet parking being proposed. The site parking calculations in the memorandum should match the parking calculations depicted on the site plan.

PARKING CALCS:		
OCCUPANCY	S.F. / UNITS	SPACES REQUIRED
BANK:	5,000 S.F. GLA	1 / 200 SF (GLA) = 25 SPACES
RETAIL:	1,800 S.F. GLA	1 / 200 SF (GLA) = 9 SPACES
MULTI-FAMILY RESIDENTIAL	7 UNITS	2 / D.U. + 1 PER 5 = 16 SPACES
TOTAL OFF-STREET PARKING REQUIRED: 50 SPACES		
TOTAL PROPOSED OFF-STREET PARKING: 50 SPACES		

Simmons & White's 10/03/25 Response: A parking analysis has been prepared outlining the proposed site parking in relation to the Town's parking requirements and confirming that no valet operations are proposed. The parking calculations in the traffic study are consistent with those shown on the site plan.

TCG 10/14/25 Response: Addressed.

7. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles with the appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.

Simmons & White's 10/03/25 Response: All pavement markings and signage, including stop control at the proposed ingress and egress driveway locations, have been shown on the conceptual engineering plan. ADA handicap parking details and safe sight triangles have also been included in accordance with MUTCD, Town, and applicable agency standards, and coordinated with the proposed landscape design plans.

TCG 10/14/25 Response: Addressed. It is recommended that a separate pavement, marking, and signage plan be submitted for this redevelopment project at the time of building code submittals.

8. Please provide an AutoTurn maneuverability analysis for the site loading to ensure sufficient internal traffic circulation and turnaround movements are provided.

   Simmons & White's 10/03/25 Response: An AutoTurn analysis will be provided. Due to recent site plan changes, the updated AutoTurn analysis will be included with the next submittal.

   TCG 10/14/25 Response: This item is still pending.

   Simmons & White's 11/25/25 Response: An autoturn analysis is now provided in Appendix E.

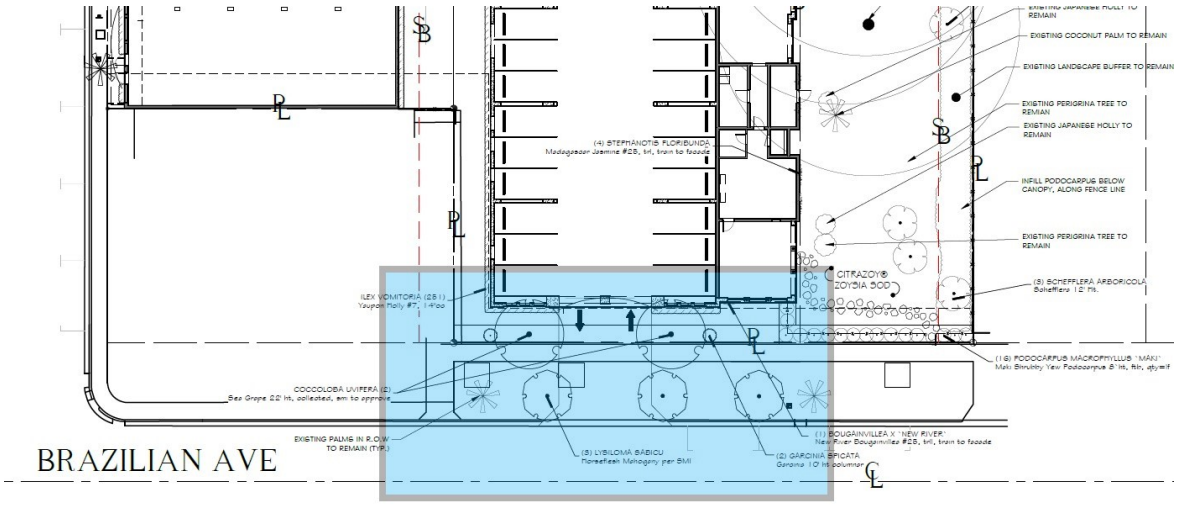
   TCG 12/02/25 Response: This item is still pending. Please also provide an AutoTurn maneuverability analysis for a single unit (SU) vehicle for the redevelopment loading zones.

9. 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 10/03/25 Response: Acknowledged. The applicant will coordinate with Town staff to address any future traffic engineering comments based on revisions to the redevelopment program.

   TCG 10/14/25 Response: Addressed.

10. The landscape plans need to depict the safe sight triangles to ensure that the proposed landscaping falls outside the sight triangles.



SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

February 13, 2026

The Corradino Group
4055 NW 97th Avenue, Suite 200
Miami, FL 33178

Attention : Mr. Eric Czerniejewski, P.E., ENV SP

Reference: 180 Royal Palm Way and 301 South County Road Traffic Engineering Review
Palm Beach County, Florida

Dear Mr. Czerniejewski:

We are in receipt of your Town of Palm Beach Traffic comments dated December 2, 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 commercial, office, and residential mixed-use project for the properties located at 180 Royal Palm Way and 301 South County Road, Palm Beach, FL.**

   A copy of the Palm Beach County Traffic Division Traffic Performance Standard (TPS) approval letter for the redevelopment project at 180 Royal Palm Way and 301 South County Road has been provided with this resubmittal.

2. **Please update the facility type in Tables 8 and 9 to be 2 lane undivided. It currently says 4 lane undivided Arterial. Please include the Generalized service volume tables from the 2020 Quality/Level of service handbook, published by the Florida Department of Transportation in the Appendix.**

   Tables 8 and 9 have been updated to show 2 lane undivided and incorporate the most recent existing traffic volumes based on traffic counts collected during the peak season and peak hour. The Generalized service volume tables from the 2020 Quality/Level of service handbook have been provided in the Appendix.

3. **Please provide an AutoTurn maneuverability analysis for a single unit (SU) vehicle for the redevelopment loading zones.**

   An AutoTurn analysis has been provided for a passenger car. There is not a loading zone within the project for a single unit (SU) vehicle to access.

4. **The landscape plans need to depict the safe sight triangles to ensure that the proposed landscaping falls outside the sight triangles.**

   The landscape plans include the sight triangles.

If you have any questions or concerns, or require any additional information, please contact our office. Thank you for your help with this matter.

Sincerely,

SIMMONS & WHITE, INC.

Josh Gibson

Josh Gibson, E.I.

JG x:/docs/miscltr/gibson/25068.Czerniejewskicmnts

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
Sara Baxter, Mayor
Marci Woodward, Vice Mayor
Maria G. Marino
Gregg K. Weiss
Joel G. Flores
Maria Sachs
Bobby Powell Jr.

County Administrator
Joseph Abruzzo

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January 02, 2026

Bryan G. Kelley, P.E.
Simmons & White, Inc.
2581 Metrocentre Blvd, Suite 3
West Palm Beach, FL 33407

RE: 180 Royal Palm Way
Project #: 251120
Traffic Performance Standards (TPS) Review

Dear Mr. Kelley:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated November 12, 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:	Royal Palm Beach
Location:	SEC of Royal Palm Way & S County Road
PCN:	50-43-43-23-05-026-0340/-0081/-0090.
Access:	One full-access driveway connection onto Brazilian Ave and an ingress only driveway connection from Royal Palm Way (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing/Vested Uses:	Office Spaces = 5,600 SF, Retail Spaces = 8,250 SF, and Bank Spaces = 11,250 SF.
Proposed Uses:	The site is proposed to modify with: Multifamily Low-Rise Residential = 6 DUs, Retail Spaces = 7,647 SF, and Bank Spaces = 5,000 SF.
Net Daily Trips:	-375 (Existing – Proposed)
Net Peak Hour Trips:	-39 (-25/-14) AM; -79 (-38/-41) PM (Existing – Proposed)
Net Daily Trips:	460
Net Peak Hour Trips:	35 (19/16) AM; 77 (39/38) PM
Build-out:	December 31, 2030

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.

Please note that none of the municipal roadway/intersection analysis was reviewed as part of this TPS review, since the TPS standards do not apply to the municipal roadways/intersections. The City is encouraged to do its own evaluation of the Multimodal Transportation options, Synchro analysis, as well as the parking

analysis, as these items were not reviewed by the County. Based on the driveway analysis, the City is encouraged to evaluate the need for a left-turn lane at the project driveway on Brazilian Avenue.

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 Village after the build-out date specified above. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-478-5755 or email MRahman@pbc.gov.

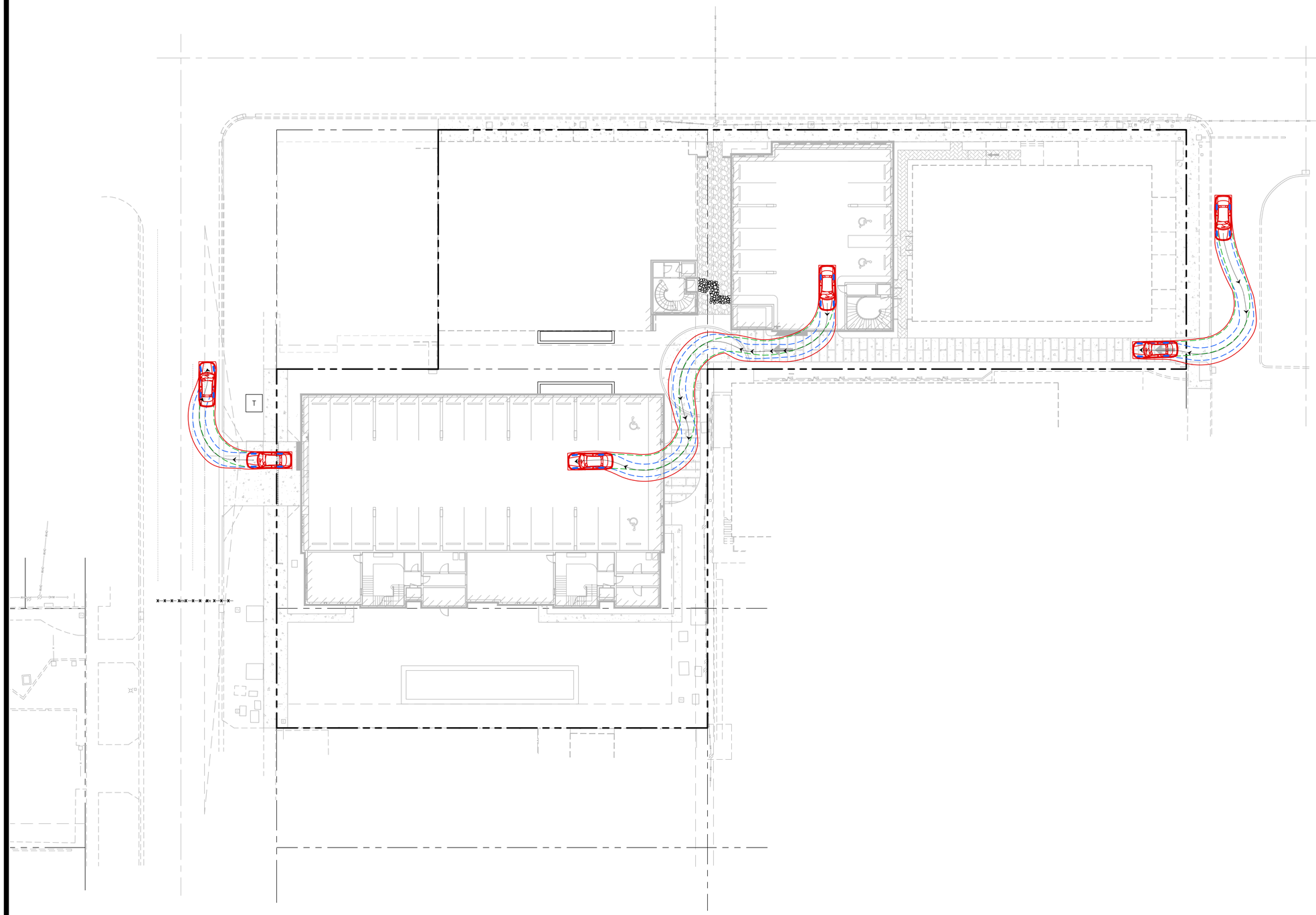
Sincerely,

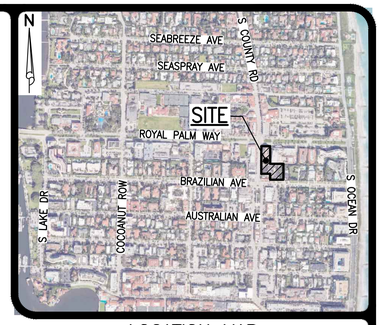
Rahman

Moshiur Rahman, Ph.D., P.E.
Professional Engineer
Engineering and Public Works Dept.
Traffic Division

MR:QB:ep
ec: Addressee
Bradford O'Brien, Director of Planning & Zoning, Village of Royal 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\251120 180 ROYAL PALM WAY.DOCX

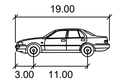




LOCATION MAP
NOT TO SCALE

N

20 10 0 20 40
SCALE IN FEET
1"=20'



Passenger Car

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

RED = VEHICLE BODY
BLUE = FRONT TIRE PATH
GREEN = REAR TIRE PATH

2/10/2026

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.G.	D.B.			

180 ROYAL PALM WAY
SECTION 23, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
PASSENGER CAR AUTOTURN ANALYSIS

JOB NO.	DRAWING NO.	SHEET	OF
25-068	25068AT04	1	1

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

180 ROYAL PALM WAY

Town of Palm Beach, Florida

TRAFFIC EQUIVALENCY STATEMENT

PREPARED FOR:

Frisbie Group
221 Royal Poinciana Way, Suite 1
Palm Beach, Florida 33480

JOB NO. 25-068

DATE: 7/2/2025
REVISED: 8/26/2025
REVISED: 10/3/2025
REVISED: 11/12/2025
REVISED: 11/26/2025
REVISED: 02/13/2026

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 02/13/26.

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: 2026.02.13 15:41:35-05'00'

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

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SITE PLAN/CONCEPTUAL ENGINEERING PLAN

1.0 SITE DATA

The subject parcel is located at 180 Royal Palm Way in the Town of Palm Beach, Florida and contains approximately 1.13 acres. The Property Control Numbers (PCN) for the subject parcel are 50-43-43-23-05-026-0340, 50-43-43-23-05-026-0081, and 50-43-43-23-05-026-0090. The site is vested with 5,600 SF of office, 8,250 SF of retail, and 11,200 SF of bank. The site is proposed to be modified to 6 multifamily dwelling units, 7,647 SF of retail, and 5,000 SF of bank with a project build-out of 2030. Site access is proposed via a full access driveway connection to Brazilian Avenue and an ingress only driveway connection from Royal Palm Way. For additional information concerning site location and layout, please refer to the Site Plan prepared by Dailey Janssen Architects.

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	=	835 tpd
AM Peak Hour Traffic Generation (In/Out)	=	74 pht (44 In/30 Out)
PM Peak Hour Traffic Generation (In/Out)	=	156 pht (77 In/79 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	=	460 tpd
AM Peak Hour Traffic Generation (In/Out)	=	35 pht (19 In/16 Out)
PM Peak Hour Traffic Generation (In/Out)	=	77 pht (39 In/38 Out)

The decrease 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	=	-375 tpd
AM Peak Hour Traffic Generation (In/Out)	=	-39 pht (-25 In/-14 Out)
PM Peak Hour Traffic Generation (In/Out)	=	-79 pht (-38 In/-41 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. Site access is proposed via a full access driveway connection to Brazilian Avenue and an ingress only driveway connection from Royal Palm Way.

5.0 MULTIMODAL TRANSPORTATION OPTIONS

An existing sidewalk is present along both sides of Brazilian Avenue, County Road, and Royal Palm Way. The existing sidewalk surrounding the site is approximately 5 feet. Striped crosswalks and pedestrian signals are present at the intersection of Royal Palm Way and County Road and Brazilian Avenue and County Road. No bicycle lanes are currently present on Royal Palm Way, Brazilian Avenue, or County Road. 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 and 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 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 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. As previously stated, the proposed development will result in a reduction in trips.

7.0 INTERSECTION ANALYSIS

The following intersections have been analyzed for the 2025 existing conditions, 2030 background, and 2030 total traffic conditions for the A.M. and P.M. peak hours:

Royal Palm Way and Cocoanut Row
Royal Palm Way and County Road
County Road and Brazilian Avenue

Peak season intersection turning movement counts collected in 2025 were provided by the Town and used in the analysis. For each intersection, the 2030 total traffic has been calculated using the higher value between the background growth rate and the combination of a 1.0% background growth rate and the approved committed development trips.

The operational analysis was prepared using Synchro 12 software with HCM 7th edition methodology. The existing signal timing obtained from Town of Palm Beach was also utilized. The Synchro results are included in Appendix C and may be summarized as follows:

Table 10 - 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
Brazilian Ave at County Rd	TWSC	EB	12.0	B	14.7	B	11.6	B
		WB	9.7	A	10.5	B	10.2	B
Royal Palm Way at County Rd	Signalized	EB	12.9	B	12.4	B	23.3	C
		WB	21.7	C	19.7	B	36.8	D
		NB	24.4	C	35.1	D	14.7	B
		SB	41.1	D	42.2	D	26.5	C
		Overall	19.3	B	26.2	C	23.0	C
Royal Palm Way at Cocoanut Row	Signalized	EB	9.7	A	10.9	B	14.3	B
		WB	13.7	B	18.9	B	25.8	C
		NB	29.7	C	39.4	D	37.1	D
		SB	39.5	D	47.8	D	60.1	E
		Overall	15.1	B	22.3	C	27.9	C

7.0 INTERSECTION ANALYSIS (CONTINUED)

Table 11 – Background Traffic Conditions (2030) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Brazilian Ave at County Rd	TWSC	EB	12.4	B	15.6	C	11.1	B
		WB	9.8	A	10.6	B	10.3	B
Royal Palm Way at County Rd	Signalized	EB	13.2	B	13.2	B	23.6	C
		WB	22.4	C	21.2	C	37.6	D
		NB	24.6	C	37.6	D	15.5	B
		SB	41.7	D	41.5	D	27.4	C
		Overall	19.8	B	27.3	C	23.6	C
Royal Palm Way at Cocoanut Row	Signalized	EB	10.9	B	12.3	B	16.6	B
		WB	14.8	B	20.8	C	29.3	C
		NB	29.3	C	40.5	D	38.4	D
		SB	39.5	D	48.4	D	61.7	E
		Overall	15.9	B	23.4	C	30.0	C

7.0 INTERSECTION ANALYSIS (CONTINUED)

Table 12 – Total Traffic Conditions (2030) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Brazilian Ave at County Rd	TWSC	EB	12.4	B	15.6	C	12.0	B
		WB	9.8	A	10.4	B	10.1	B
Royal Palm Way at County Rd	Signalized	EB	13.2	B	12.9	B	23.5	C
		WB	22.4	C	20.9	C	37.6	D
		NB	24.4	C	32.7	C	15.1	B
		SB	41.5	D	41.7	D	27.3	C
		Overall	19.7	B	25.7	C	23.6	C
Royal Palm Way at Cocoanut Row	Signalized	EB	10.8	B	12.1	B	16.2	B
		WB	14.7	B	20.5	C	28.7	C
		NB	29.3	C	40.5	D	38.4	D
		SB	39.5	D	48.4	D	61.7	E
		Overall	15.9	B	23.3	C	29.8	C
Driveway at Brazilian Ave	TWSC	EB	3.2	A	3.6	A	2.4	A
		WB	0	A	0	A	0	A
		SB	8.8	A	9.3	A	9.3	A

As shown in Tables 10-12, all intersections meet Level of Service (LOS) requirements for each of the scenarios and peak hours.

8.0 PARKING ANALYSIS

A summary of the proposed parking calculations is provided below.

Proposed Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
* Retail	1 per 200 SF	7,647 SF	0
Bank	1 per 200 SF	5,000 SF	25
Residence	2 per DU + 1 per 5 DU	6 DU	14
		Total =	**39**

*7,647 SF of retail space is exempt from parking requirements.

The existing 8,250 SF retail building was originally approved without parking requirements. 7,647 SF out of the 8,250 SF building will remain and maintain the existing parking exemption. The proposed redevelopment will not include valet operations. For additional details regarding parking calculations, please refer to the Site Plan prepared by Dailey Janssen Architects. A total of 39 parking spaces are proposed.

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	=	40 / 30
PM Peak Hour	=	80 / 78

As previously mentioned, site access is proposed via a full access driveway connection to Brazilian 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, and the decrease in traffic generation, no additional turn lanes are warranted or recommended.

10.0 CONCLUSION

As shown in Table 7, the proposed modifications will result in a decrease of 375 daily trips, a decrease of 39 AM peak hour trips, and a decrease of 79 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.

JG x:/docs/trafficdrainage/tes.25068.rev3

180 ROYAL PALM WAY

07/01/25
Revised: 08/26/25
Revised: 10/02/25
Revised: 11/12/25

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
Small Office Building (≤10k SF GFA)	712	5,600	S.F.	14.39			81		0	81	10%	8	73
Strip Retail Plaza (<40ksf)	822	8,250	S.F.	54.45			449	0.0%	0	449	63%	283	166
Drive-In Bank	912	11,200	S.F.	100.35			1,124	0.0%	0	1,124	47%	528	596
			Grand Totals:				**1,654**	**0.0%**	**0**	**1,654**	**50%**	**819**	**835**

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	5,600	S.F.	1.67	0.82	0.18	7	2	9	0.0%	0	0	0	7	2	9	10%	1	6	2	8
Strip Retail Plaza (<40ksf)	822	8,250	S.F.	2.36	0.60	0.40	11	8	19	0.0%	0	0	0	11	8	19	63%	12	4	3	7
Drive-In Bank	912	11,200	S.F.	9.95	0.58	0.42	64	47	111	0.0%	0	0	0	64	47	111	47%	52	34	25	59
			Grand Totals:				**82**	**57**	**139**	**0.0%**	**0**	**0**	**0**	**82**	**57**	**139**	**47%**	**65**	**44**	**30**	**74**

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	5,600	S.F.	2.16	0.34	0.66	4	8	12	0.0%	0	0	0	4	8	12	10%	1	4	7	11
Strip Retail Plaza (<40ksf)	822	8,250	S.F.	6.59	0.50	0.50	27	27	54	0.0%	0	0	0	27	27	54	63%	34	10	10	20
Drive-In Bank	912	11,200	S.F.	21.01	0.50	0.50	118	117	235	0.0%	0	0	0	118	117	235	47%	110	63	62	125
			Grand Totals:				**149**	**152**	**301**	**0.0%**	**0**	**0**	**0**	**149**	**152**	**301**	**48%**	**145**	**77**	**79**	**156**

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

180 ROYAL PALM WAY

07/01/25
Revised: 08/26/25
Revised: 10/02/25
Revised: 11/12/25

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
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	6	Dwelling Units	6.74			40	0.0%	0	40	0%	0	40
Strip Retail Plaza (<40ksf)	822	7,647	S.F.	54.45			416	0.0%	0	416	63%	262	154
Drive-In Bank	912	5,000	S.F.	100.35			502	0.0%	0	502	47%	236	266
			Grand Totals:				**958**	**0.0%**	**0**	**958**	**52%**	**498**	**460**

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
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	6	Dwelling Units	0.4	0.24	0.76	0	2	2	0.0%	0	0	0	0	2	2	0%	0	0	2	2
Strip Retail Plaza (<40ksf)	822	7,647	S.F.	2.36	0.60	0.40	11	7	18	0.0%	0	0	0	11	7	18	63%	11	4	3	7
Drive-In Bank	912	5,000	S.F.	9.95	0.58	0.42	29	21	50	0.0%	0	0	0	29	21	50	47%	24	15	11	26
			Grand Totals:				**40**	**30**	**70**	**0.0%**	**0**	**0**	**0**	**40**	**30**	**70**	**50%**	**35**	**19**	**16**	**35**

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
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	6	Dwelling Units	0.51	0.63	0.37	2	1	3	0.0%	0	0	0	2	1	3	0%	0	2	1	3
Strip Retail Plaza (<40ksf)	822	7,647	S.F.	6.59	0.50	0.50	25	25	50	0.0%	0	0	0	25	25	50	63%	32	9	9	18
Drive-In Bank	912	5,000	S.F.	21.01	0.50	0.50	53	52	105	0.0%	0	0	0	53	52	105	47%	49	28	28	56
			Grand Totals:				**80**	**78**	**158**	**0.0%**	**0**	**0**	**0**	**80**	**78**	**158**	**51%**	**81**	**39**	**38**	**77**

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180 ROYAL PALM WAY

07/01/25
Revised: 08/26/25
Revised: 10/02/25
Revised: 11/12/25

TABLE 7
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	835	74	44	30	156	77	79
PROPOSED DEVELOPMENT =	460	35	19	16	77	39	38
INCREASE =	**-375**	**-39**	**-25**	**-14**	**-79**	**-38**	**-41**

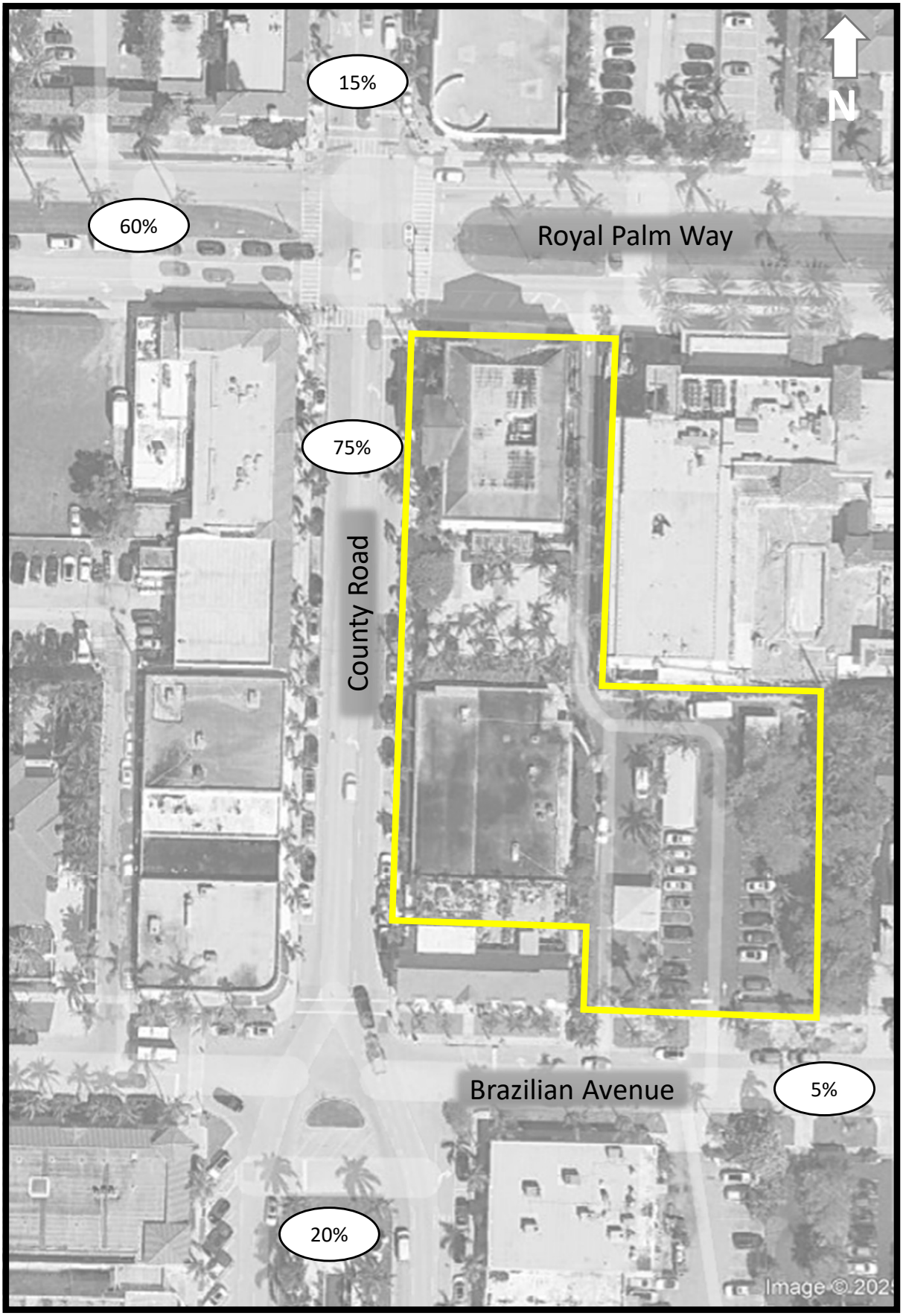

Figure 1 - Trip Distribution
180 Royal Palm Way
Project # 25-068

SIMMONS & WHITE
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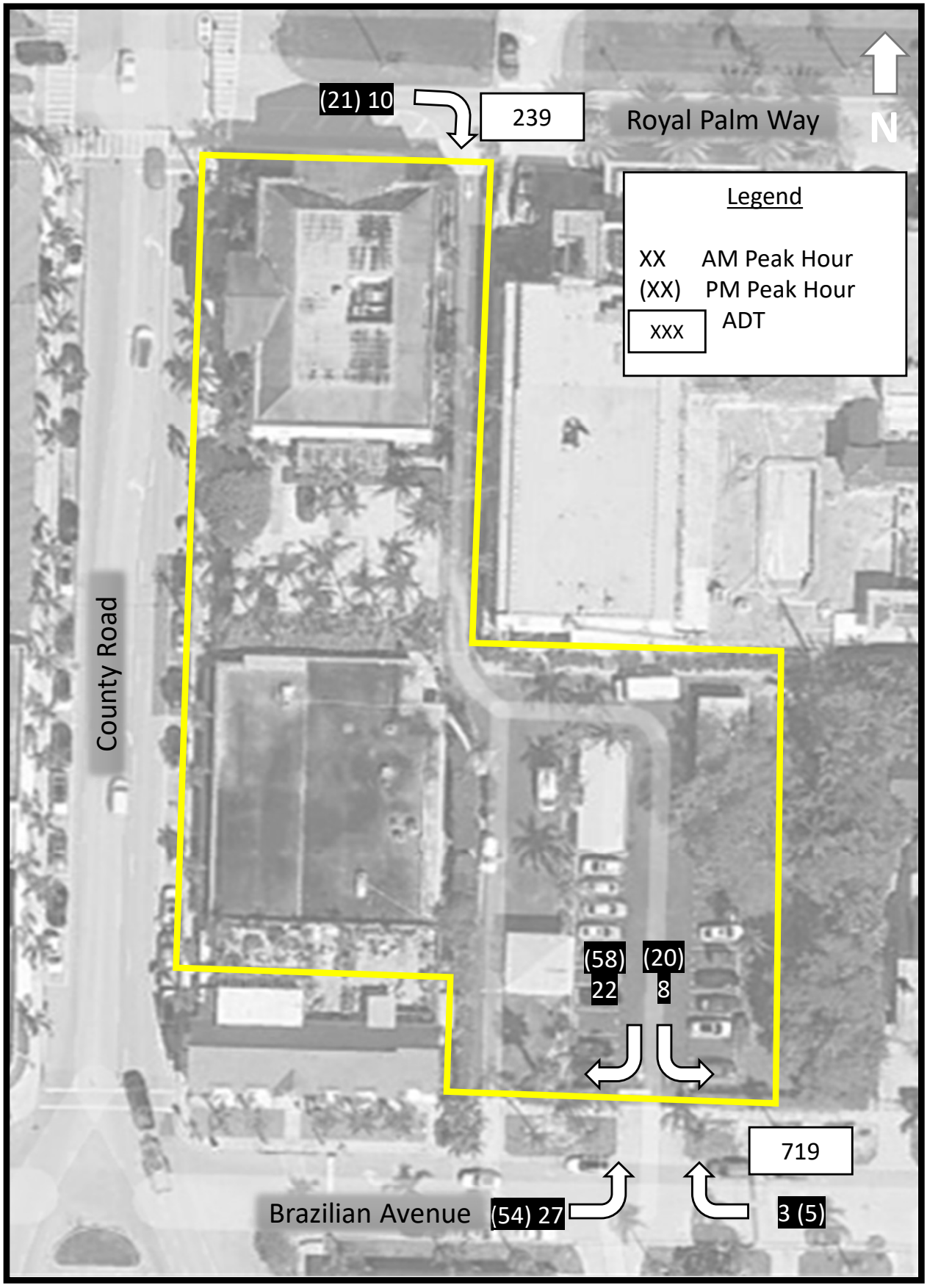

Figure 2 – Driveway Trips
180 Royal Palm
Project # 25-068

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APPENDIX A

LINK ANALYSIS

07/01/25
Revised: 08/26/25
Revised: 10/02/25
Revised: 11/12/25
Revised: 11/25/25
Revised: 02/13/26

TABLE 8
TOWN ROADWAY SEGMENT ANALYSIS
AM PEAK HOUR

2030 BUILD OUT
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = -25
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = -14

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	ROYAL PALM WAY	2L ART - Undivided	1076	II	660	1.63	1330	0.81	1410	0.76	D	8	55	1139	D	75%	IN/OUT	-11	1128	0.85	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.
2. Roadway LOS thresholds based on 2020 FDOT LOS/Q Tables. 2-lane undivided thresholds used with a 5% adjustment for the inclusion of a left turn lane.

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TABLE 2

EXISTING 2025 DAILY PEAK SEASON COUNTS

TOWN OF PALM BEACH

(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	AM Peak Hour Volume			
			Tue.	Wed.	Thurs.	AVG.
1	Southern Blvd	2L ART	722	770	1,040	844
	(West of SR-A1A)	Undivided				
2	SR A1A	2L ART	N/A	N/A	N/A	N/A
	(North of Via Del Lago)	Undivided				
3	SR A1A	2L COLL	894	890	870	885
	(South of Via Pelicano)	Undivided				
4	Ocean Boulevard	2L COLL	721	752	730	734
	(North of El Vedado Road)	Undivided				
5	South County Road	4L ART	2,703	2,982	2,789	2,825
	(North of Peruvian)	Undivided				
6	North County Road	4L ART	1,170	1,183	1,225	1,193
	(North of Breakers Row)	Undivided				
7	North County Road	4L ART	1,191	1,201	1,192	1,195
	(North of Royal Poinciana Way)	Undivided				
8	Cocoanut Row	2L COLL	765	762	840	789
	(South of Seabreeze Avenue)	Undivided				
9	Cocoanut Row	2L COLL	700	775	842	772
	(North of Whitehall Way)	Undivided				
10	Bradley Place	2L COLL	1,069	1,048	1,058	1,058
	(North of Royal Poinciana Way)	Undivided				
11	Royal Palm Way	4L ART	2,815	3,158	3,139	3,037
	(East of Hibiscus Avenue)	Divided				
12	Royal Palm Way	4L ART	2,958	3,281	3,179	3,139
	(West of Hibiscus Avenue)	Divided				
13	Royal Poinciana Way	4L ART	4,386	3,918	4,332	4,212
	(West of Cocoanut Row)	Divided				
14	Royal Poinciana Way	4L ART	2,207	2,645	2,124	2,325
	(East of Cocoanut Row)	Divided				

TABLE 5
EXISTING 2025 DAILY AM PEAK HOUR PEAK SEASON COUNTS
LEVEL OF SERVICE (LOS)
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	2025 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	
1	Southern Blvd	2L ART	844	II	660	1.28	1,330	0.63	1,410	1	D
	(West of SR-A1A)	Undivided									
2	SR A1A	2L ART	N/A	II	660	N/A	1,330	N/A	1,410	N/A	N/A
	(North of Via Del Lago)	Undivided									
3	SR A1A	2L COLL	885	II	660	1.34	1,330	0.67	1,410	0.63	D
	(South of Via Pelicano)	Undivided									
4	Ocean Boulevard	2L COLL	734	II	594	1.24	1,197	0.61	1,269	0.58	D
	(North of El Vedado Road)	Undivided									
5	South County Road	4L ART	2,825	II	983	2.87	2,190	1.29	2,280	1.24	F
	(North of Peruvian)	Undivided									
6	North County Road	4L ART	1,193	II	983	1.21	2,190	0.54	2,280	0.52	D
	(North of Breakers Row)	Undivided									
7	North County Road	4L ART	1,195	II	983	1.22	2,190	0.55	2,280	0.52	D
	(North of Royal Poinciana Way)	Undivided									
8	Cocoanut Row	2L COLL	789	II	594	1.33	1,197	0.66	1,269	0.62	D
	(South of Seabreeze Avenue)	Undivided									
9	Cocoanut Row	2L COLL	772	II	594	1.30	1,197	0.65	1,269	0.61	D
	(North of Whitehall Way)	Undivided									
10	Bradley Place	2L COLL	1,058	II	594	1.78	1,197	0.88	1,269	0.83	D
	(North of Royal Poinciana Way)	Undivided									
11	Royal Palm Way	4L ART	3,037	II	1,310	2.32	2,920	1.04	3,040	1.00	E
	(East of Hibiscus Avenue)	Divided									
12	Royal Palm Way	4L ART	3,139	II	1,310	2.40	2,920	1.08	3,040	1.03	F
	(West of Hibiscus Avenue)	Divided									
13	Royal Poinciana Way	4L ART	4,212	II	1,310	3.22	2,920	1.44	3,040	1.39	F
	(West of Cocoanut Row)	Divided									
14	Royal Poinciana Way	4L ART	2,325	II	1,310	1.78	2,920	0.80	3,040	0.76	D
	(East of Cocoanut Row)	Divided									

NOTES:

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

07/01/25
Revised: 08/26/25
Revised: 10/02/25
Revised: 11/12/25
Revised: 11/25/25
Revised: 02/13/26

TABLE 9
TOWN ROADWAY SEGMENT ANALYSIS
PM PEAK HOUR

2030 BUILD OUT
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = -38
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = -41

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	ROYAL PALM WAY	2L ART - Undivided	1184	II	660	1.79	1330	0.89	1410	0.84	D	14	60	1258	D	75%	IN/OUT	-31	1228	0.92	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.
2. Roadway LOS thresholds based on 2020 FDOT LOS/Q Tables. 2-lane undivided thresholds used with a 5% adjustment for the inclusion of a left turn lane.

TABLE 3

EXISTING 2025 DAILY PEAK SEASON COUNTS

TOWN OF PALM BEACH

(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	PM Peak Hour Volume			
			Tue.	Wed.	Thurs.	AVG.
1	Southern Blvd	2L ART	871	906	1,143	973
	(West of SR-A1A)	Undivided				
2	SR A1A	2L ART	N/A	N/A	N/A	N/A
	(North of Via Del Lago)	Undivided				
3	SR A1A	2L COLL	1,028	1,035	1,053	1,039
	(South of Via Pelicano)	Undivided				
4	Ocean Boulevard	2L COLL	809	845	843	832
	(North of El Vedado Road)	Undivided				
5	South County Road	4L ART	2,682	2,693	2,605	2,660
	(North of Peruvian)	Undivided				
6	North County Road	4L ART	1,157	1,137	1,271	1,188
	(North of Breakers Row)	Undivided				
7	North County Road	4L ART	1,276	1,271	1,317	1,288
	(North of Royal Poinciana Way)	Undivided				
8	Cocoanut Row	2L COLL	781	764	759	768
	(South of Seabreeze Avenue)	Undivided				
9	Cocoanut Row	2L COLL	723	754	865	781
	(North of Whitehall Way)	Undivided				
10	Bradley Place	2L COLL	1,100	1,080	1,018	1,066
	(North of Royal Poinciana Way)	Undivided				
11	Royal Palm Way	4L ART	3,214	3,380	3,159	3,251
	(East of Hibiscus Avenue)	Divided				
12	Royal Palm Way	4L ART	3,280	3,469	3,318	3,356
	(West of Hibiscus Avenue)	Divided				
13	Royal Poinciana Way	4L ART	4,668	4,406	4,656	4,577
	(West of Cocoanut Row)	Divided				
14	Royal Poinciana Way	4L ART	2,971	3,109	3,225	3,102
	(East of Cocoanut Row)	Divided				

TABLE 6
EXISTING 2025 PM PEAK HOUR PEAK SEASON COUNTS
LEVEL OF SERVICE (LOS)
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	2025 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	
1	Southern Blvd	2L ART	973	II	660	1.47	1,330	0.73	1,410	0.69	D
	(West of SR-A1A)	Undivided									
2	SR A1A	2L ART	N/A	II	660	N/A	1,330	N/A	1,410	N/A	N/A
	(North of Via Del Lago)	Undivided									
3	SR A1A	2L COLL	1,039	II	660	1.57	1,330	0.78	1,410	0.74	D
	(South of Via Pelicano)	Undivided									
4	Ocean Boulevard	2L COLL	832	II	594	1.40	1,197	0.70	1,269	0.66	D
	(North of El Vedado Road)	Undivided									
5	South County Road	4L ART	2,660	II	983	2.71	2,190	1.21	2,280	1.17	F
	(North of Peruvian)	Undivided									
6	North County Road	4L ART	1,188	II	983	1.21	2,190	0.54	2,280	0.52	D
	(North of Breakers Row)	Undivided									
7	North County Road	4L ART	1,288	II	983	1.31	2,190	0.59	2,280	0.56	D
	(North of Royal Poinciana Way)	Undivided									
8	Cocoanut Row	2L COLL	768	II	594	1.29	1,197	0.64	1,269	0.61	D
	(South of Seabreeze Avenue)	Undivided									
9	Cocoanut Row	2L COLL	781	II	594	1.31	1,197	0.65	1,269	0.62	D
	(North of Whitehall Way)	Undivided									
10	Bradley Place	2L COLL	1,066	II	594	1.79	1,197	0.89	1,269	0.84	D
	(North of Royal Poinciana Way)	Undivided									
11	Royal Palm Way	4L ART	3,251	II	1,310	2.48	2,920	1.11	3,040	1.07	F
	(East of Hibiscus Avenue)	Divided									
12	Royal Palm Way	4L ART	3,356	II	1,310	2.56	2,290	1.47	3,040	1.10	F
	(West of Hibiscus Avenue)	Divided									
13	Royal Poinciana Way	4L ART	4,577	II	1,310	3.49	2,920	1.57	3,040	1.51	F
	(West of Cocoanut Row)	Divided									
14	Royal Poinciana Way	4L ART	3,102	II	1,310	2.37	2,920	1.06	3,040	1.02	F
	(East of Cocoanut Row)	Divided									

NOTE:

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

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/

Type of report: Midblock Count - Volume Data

LOCATION: NB County Road between Australian Ave & Chilean Ave **QC JOB #:** 17360701

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Palm Beach, FL **DATE:** Dec 2 2025 - Dec 4 2025

Start Time	Mon	Tue 2 Dec 25	Wed 3 Dec 25	Thu 4 Dec 25	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		22	36	28		29			29	
01:00 AM		11	4	11		9			9	
02:00 AM		2	3	8		4			4	
03:00 AM		2	4	5		4			4	
04:00 AM		22	11	14		16			16	
05:00 AM		19	33	28		27			27	
06:00 AM		67	78	62		69			69	
07:00 AM		201	196	191		196			196	
08:00 AM		318	343	309		323			323	
09:00 AM		370	390	416		392			392	
10:00 AM		414	**483**	380		426			426	
11:00 AM		**487**	456	**459**		**467**			**467**	
12:00 PM		502	**521**	498		507			507	
01:00 PM		476	490	531		499			499	
02:00 PM		529	507	**540**		525			525	
03:00 PM		541	503	485		510			510	
04:00 PM		533	422	457		471			471	
05:00 PM		660	421	452		511			511	
06:00 PM		**809**	397	400		**535**			**535**	
07:00 PM		449	264	272		328			328	
08:00 PM		275	202	224		234			234	
09:00 PM		209	176	197		194			194	
10:00 PM		145	142	166		151			151	
11:00 PM		83	84	77		81			81	
Day Total		7146	6166	6210		6508			6508	
% Weekday Average		109.8%	94.7%	95.4%						
% Week Average		109.8%	94.7%	95.4%		100%				
AM Peak Volume		11:00 AM 487	10:00 AM 483	11:00 AM 459		11:00 AM 467			11:00 AM 467	
PM Peak Volume		6:00 PM 809	12:00 PM 521	2:00 PM 540		6:00 PM 535			6:00 PM 535	

Comments:

Report generated on 12/8/2025 2:52 PM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: SB County Road between Australian Ave & Chilean Ave **QC JOB #:** 17360702

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Palm Beach, FL **DATE:** Dec 2 2025 - Dec 4 2025

Start Time	Mon	Tue 2 Dec 25	Wed 3 Dec 25	Thu 4 Dec 25	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		18	28	30		25			25	
01:00 AM		9	10	18		12			12	
02:00 AM		5	7	6		6			6	
03:00 AM		4	8	6		6			6	
04:00 AM		27	17	25		23			23	
05:00 AM		47	46	37		43			43	
06:00 AM		106	108	99		104			104	
07:00 AM		250	260	251		254			254	
08:00 AM		416	434	463		438			438	
09:00 AM		502	495	524		507			507	
10:00 AM		488	583	493		521			521	
11:00 AM		**604**	**609**	**615**		**609**			**609**	
12:00 PM		644	**671**	633		**649**			**649**	
01:00 PM		596	595	**666**		619			619	
02:00 PM		570	577	607		585			585	
03:00 PM		622	557	576		585			585	
04:00 PM		608	536	553		566			566	
05:00 PM		682	485	581		583			583	
06:00 PM		**759**	446	480		562			562	
07:00 PM		429	350	387		389			389	
08:00 PM		309	238	321		289			289	
09:00 PM		251	218	300		256			256	
10:00 PM		171	177	227		192			192	
11:00 PM		72	86	85		81			81	
Day Total		8189	7541	7983		7904			7904	
% Weekday Average		103.6%	95.4%	101%						
% Week Average		103.6%	95.4%	101%		100%				
AM Peak Volume		11:00 AM 604	11:00 AM 609	11:00 AM 615		11:00 AM 609			11:00 AM 609	
PM Peak Volume		6:00 PM 759	12:00 PM 671	1:00 PM 666		12:00 PM 649			12:00 PM 649	

Comments:

Report generated on 12/8/2025 2:52 PM

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

TRUE DATA TO IMPROVE MOBILITY

APPENDIX B

INTERSECTION ANALYSIS

CMA INTERSECTION ANALYSIS
180 ROYAL PALM WAY
ROYAL PALM WAY AND COCOANUT ROW

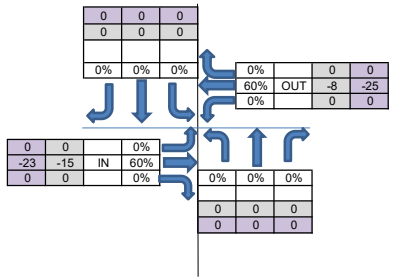
TRIPS

	IN	OUT
AM	-25	-14
PM	-38	-41

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030



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)	68	24	9	47	31	260	327	1076	32	0	290	12	2176 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	3	1	0	2	2	13	17	55	2	0	15	1	111 BG Total
1.0% Background Growth	3	1	0	2	2	13	17	55	2	0	15	1	180 1% + MP Total
Major Projects Traffic	0	0	0	0	1	0	0	60	0	0	8	0	
1% BGR + Major Projects	3	1	0	2	3	13	17	115	2	0	23	1	
Background Traffic w/o Project	71	25	9	49	34	273	344	1191	34	0	313	13	
Project Traffic	0	0	0	0	0	0	0	-15	0	0	-8	0	
Total	**71**	**25**	**9**	**49**	**34**	**273**	**344**	**1176**	**34**	**0**	**305**	**13**	
Approach Total		**106**			**356**			**1,553**			**317**		

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	1	1	1	1	2	<	>	2	<
Per Lane Volume	71	35		49	34	273	344	605			159	
Right on Red			10			60			10			10
Overlaps Left			0			344			71			0
Adj. Per Lane Volume	71	25		49	34	0	344	595			149	
Through/Right Volume		25			34			595			149	
Opposing Left Turns		49			344			149			344	
Critical Volume for Approach		74			377			743			492	
Critical Volume for Direction		377						743				
Intersection Critical Volume	**1,121**											
STATUS?	**UNDER**											

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)	265	77	15	37	45	288	239	719	35	0	758	29	2507 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	128 BG Total
Background Traffic Growth	14	4	1	2	2	15	12	37	2	0	39	1	244 1% + MP Total
1.0% Background Growth	14	4	1	2	2	15	12	37	2	0	39	1	
Major Projects Traffic	0	0	0	0	5	0	0	96	0	0	15	0	
1% BGR + Major Projects	14	4	1	2	7	15	12	133	2	0	54	1	
Background Traffic w/o Project	279	81	16	39	52	303	251	852	37	0	812	30	
Project Traffic	0	0	0	0	0	0	0	-23	0	0	-25	0	
Total	**279**	**81**	**16**	**39**	**52**	**303**	**251**	**829**	**37**	**0**	**787**	**30**	
Approach Total		**375**			**394**			**1,117**			**817**		

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	1	1	1	1	2	<	>	2	<
Per Lane Volume	279	97		39	52	303	251	433			409	
Right on Red			10			60			10			10
Overlaps Left			0			251			279			0
Adj. Per Lane Volume	279	87		39	52	0	251	423			399	
Through/Right Volume		87			52			423			399	
Opposing Left Turns		39			251			399			251	
Critical Volume for Approach		126			303			821			650	
Critical Volume for Direction		303						821				
Intersection Critical Volume	**1,125**											
STATUS?	**UNDER**											

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)	286	39	8	16	20	395	246	682	30	0	899	25	2646 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	135 BG Total
Background Traffic Growth	15	2	0	1	1	20	13	35	2	0	46	1	251 1% + MP Total
1.0% Background Growth	15	2	0	1	1	20	13	35	2	0	46	1	
Major Projects Traffic	0	0	0	0	5	0	0	96	0	0	15	0	
1% BGR + Major Projects	15	2	0	1	6	20	13	131	2	0	61	1	
Background Traffic w/o Project	301	41	8	17	26	415	259	813	32	0	960	26	
Project Traffic	0	0	0	0	0	0	0	-23	0	0	-25	0	
Total	**301**	**41**	**8**	**17**	**26**	**415**	**259**	**790**	**32**	**0**	**935**	**26**	
Approach Total		**350**			**458**			**1,080**			**961**		

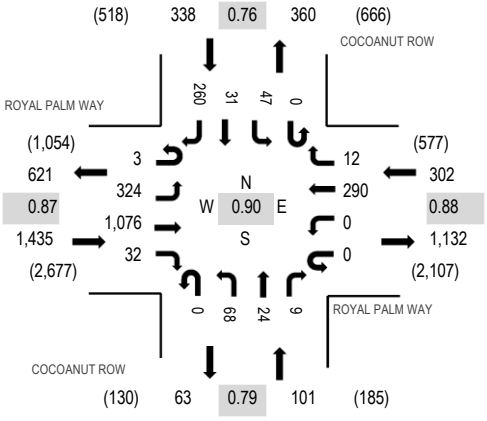
CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	1	1	1	1	2	<	>	2	<
Per Lane Volume	301	49		17	26	415	259	411			481	
Right on Red			10			60			10			10
Overlaps Left			0			259			301			0
Adj. Per Lane Volume	301	39		17	26	97	259	401			471	
Through/Right Volume		39			97			401			471	
Opposing Left Turns		17			259			471			259	
Critical Volume for Approach		56			355			871			729	
Critical Volume for Direction		355						871				
Intersection Critical Volume	**1,226**											
STATUS?	**NEAR**											

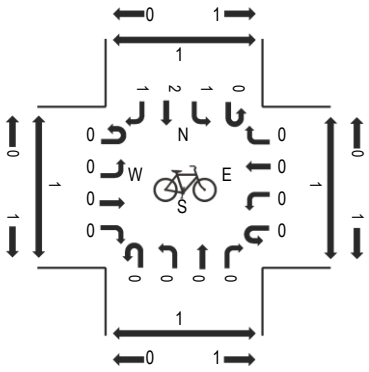
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY AM
Date: Thursday, January 9, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

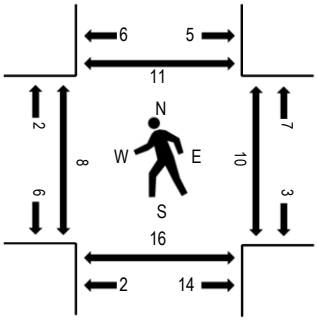
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	62	181	3	0	0	48	1	0	7	1	1	0	0	1	12	317	1,828	0	0	3	0
7:15 AM	2	60	269	6	0	0	55	1	0	11	5	1	0	6	7	40	463	2,105	0	0	4	6
7:30 AM	2	56	208	4	0	0	62	0	0	14	3	0	0	16	4	76	445	2,176	5	4	3	5
7:45 AM	0	66	308	7	0	0	73	1	0	22	10	2	0	12	13	89	603	2,124	2	1	4	1
8:00 AM	0	88	291	9	0	0	90	6	0	17	5	6	0	15	8	59	594	2,129	0	4	4	3
8:15 AM	1	114	269	12	0	0	65	5	0	15	6	1	0	4	6	36	534		1	1	5	2
8:30 AM	1	49	182	10	0	0	71	5	0	16	6	2	0	14	16	21	393		3	1	4	1
8:45 AM	0	103	303	11	0	0	91	3	0	22	10	2	0	14	13	36	608		1	3	7	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	3	0	0	0	0	1	0	0	0	0	0	0	0	1	0	5
Lights	3	309	1,016	30	0	0	274	12	0	67	22	9	0	46	30	258	2,076
Mediums	0	12	60	2	0	0	15	0	0	1	2	0	0	1	0	2	95
Total	3	324	1,076	32	0	0	290	12	0	68	24	9	0	47	31	260	2,176

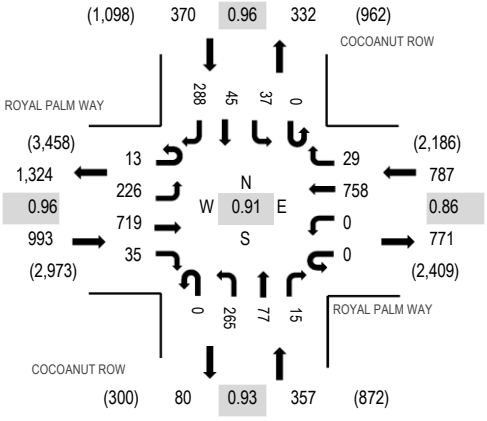
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		5.4%				5.3%				3.0%				1.2%			4.6%
Heavy Vehicle %	0.0%	4.6%	5.6%	6.3%	0.0%	0.0%	5.5%	0.0%	0.0%	1.5%	8.3%	0.0%	0.0%	2.1%	3.2%	0.8%	4.6%
Peak Hour Factor		0.87				0.88				0.79				0.76			0.90
Peak Hour Factor	0.50	0.78	0.87	0.88	0.00	0.00	0.87	0.79	0.00	0.80	0.68	0.46	0.00	0.77	0.67	0.74	0.90

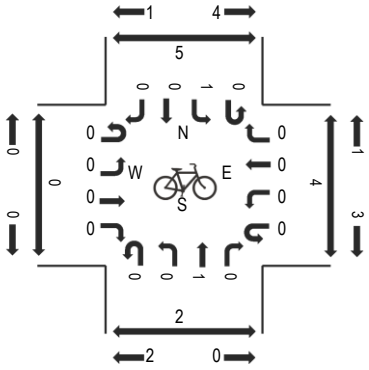
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

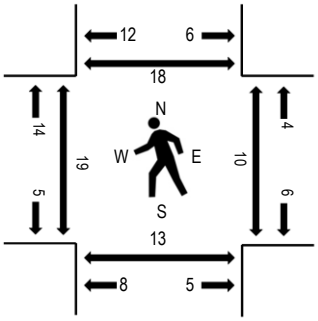
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	3	51	204	9	0	0	130	10	0	36	17	3	0	11	15	35	524	2,352	1	1	1	10
11:15 AM	3	58	190	12	0	0	161	7	0	31	14	3	0	18	15	60	572	2,369	1	7	4	7
11:30 AM	0	72	194	13	0	0	200	8	0	31	13	4	0	19	22	49	625	2,490	0	1	0	3
11:45 AM	1	38	211	9	0	0	174	10	0	61	13	8	0	17	19	70	631	2,378	3	0	7	7
1:00 PM	2	43	148	10	0	0	156	14	0	43	9	10	0	23	24	59	541	2,270	4	3	7	3
1:15 PM	5	71	212	14	0	0	184	15	0	57	28	3	0	17	15	72	693	2,421	1	2	2	4
1:30 PM	0	52	145	10	0	0	155	8	0	43	17	3	0	17	13	50	513	2,404	1	1	3	3
1:45 PM	1	34	156	9	0	0	157	10	0	45	18	5	0	17	11	60	523	2,382	4	2	0	1
2:00 PM	3	61	227	8	0	0	221	7	0	61	19	4	0	4	7	70	692	2,507	3	0	5	3
2:15 PM	6	57	158	13	0	0	218	10	0	71	12	6	0	10	17	98	676		2	2	2	3
2:30 PM	2	47	128	4	0	0	134	5	0	62	25	1	0	14	14	55	491		9	2	5	7
2:45 PM	2	61	206	10	0	0	185	7	0	71	21	4	0	9	7	65	648		5	6	1	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	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	5
Lights	13	224	707	35	0	0	722	29	0	261	76	15	0	35	44	287	2,448
Mediums	0	2	11	0	0	0	33	0	0	3	1	0	0	2	1	1	54
Total	13	226	719	35	0	0	758	29	0	265	77	15	0	37	45	288	2,507

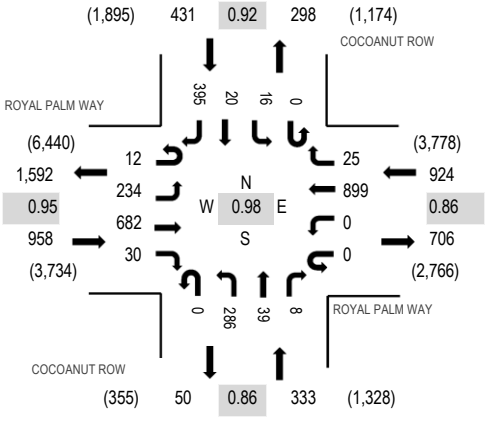
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		1.4%				4.6%				1.4%				1.1%			2.4%
Heavy Vehicle %	0.0%	0.9%	1.7%	0.0%	0.0%	0.0%	4.7%	0.0%	0.0%	1.5%	1.3%	0.0%	0.0%	5.4%	2.2%	0.3%	2.4%
Peak Hour Factor		0.96				0.86				0.93				0.96			0.91
Peak Hour Factor	0.54	0.93	0.95	0.88	0.00	0.00	0.86	0.78	0.00	0.93	0.73	0.78	0.00	1.01	0.91	0.73	0.91

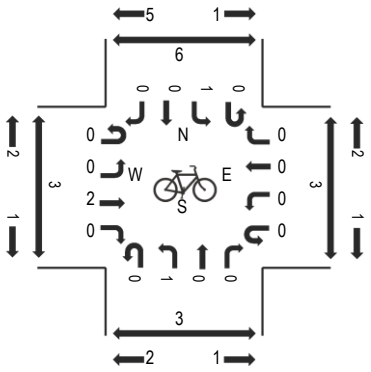
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

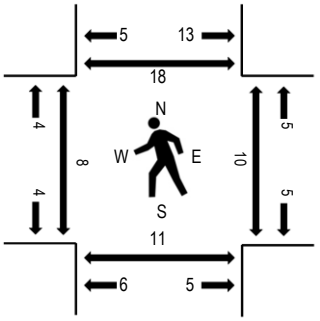
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	4	55	173	13	0	0	223	6	0	73	14	2	0	9	11	92	675	2,646	4	3	2	2
3:15 PM	1	62	170	8	0	0	219	7	0	76	8	3	0	3	3	107	667	2,397	1	2	6	5
3:30 PM	4	46	163	6	0	0	225	5	0	71	9	2	0	1	3	102	637	2,325	0	1	0	1
3:45 PM	3	71	176	3	0	0	232	7	0	66	8	1	0	3	3	94	667	2,239	3	4	3	10
4:00 PM	6	39	110	3	0	0	96	0	0	72	8	1	0	4	6	81	426	2,183	4	1	4	4
4:15 PM	3	45	131	3	0	0	217	1	0	75	4	1	0	7	6	102	595	2,441	7	6	0	13
4:30 PM	1	40	113	9	0	0	175	3	0	60	7	3	0	12	10	118	551	2,488	1	2	1	5
4:45 PM	10	46	157	5	0	0	201	3	0	70	15	1	0	8	10	85	611	2,553	10	1	3	6
5:00 PM	7	48	162	7	0	0	211	4	0	82	17	4	0	6	13	123	684	2,513	4	8	6	3
5:15 PM	7	48	138	10	0	0	212	4	0	70	13	0	0	7	15	118	642	2,458	4	4	3	5
5:30 PM	5	29	131	21	0	0	228	6	0	74	6	4	0	3	5	104	616	2,385	5	1	1	6
5:45 PM	3	44	120	6	0	0	219	6	0	55	10	4	0	14	14	76	571	2,225	0	2	7	5
6:00 PM	4	49	132	10	0	0	273	8	0	47	10	5	0	10	16	65	629	2,063	6	1	4	4
6:15 PM	9	41	108	12	0	0	218	8	0	59	16	3	0	4	12	79	569	1,817	0	1	2	1
6:30 PM	3	32	131	14	0	0	165	7	0	19	7	5	0	9	11	53	456	1,619	3	0	3	3
6:45 PM	2	45	111	10	0	0	138	8	0	28	8	3	0	6	14	36	409	1,424	0	0	0	2
7:00 PM	2	47	97	8	0	0	115	5	0	17	9	1	0	6	12	64	383	1,330	0	0	0	1
7:15 PM	1	39	104	12	0	0	121	2	0	33	5	2	0	9	9	34	371		0	0	0	1
7:30 PM	1	40	62	5	0	0	87	1	0	27	5	0	0	9	3	21	261		0	0	0	2
7:45 PM	0	31	98	9	0	0	109	3	0	25	4	1	0	3	5	27	315		0	0	1	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	1	0	0	0	0	0	0	0	0	0	2
Lights	12	234	666	30	0	0	850	25	0	282	38	7	0	15	19	390	2,568
Mediums	0	0	15	0	0	0	48	0	0	4	1	1	0	1	1	5	76
Total	12	234	682	30	0	0	899	25	0	286	39	8	0	16	20	395	2,646

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.7%				5.3%				1.8%				1.6%			2.9%
Heavy Vehicle %	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	5.5%	0.0%	0.0%	1.4%	2.6%	12.5%	0.0%	6.3%	5.0%	1.3%	2.9%
Peak Hour Factor		0.95				0.86				0.86				0.92			0.98
Peak Hour Factor	0.73	0.82	0.97	0.58	0.00	0.00	0.86	0.97	0.00	0.90	0.76	0.85	0.00	0.66	0.83	0.90	0.98

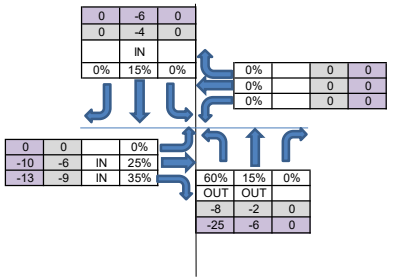
CMA INTERSECTION ANALYSIS
180 ROYAL PALM WAY
ROYAL PALM WAY AND COUNTY ROAD

TRIPS	IN	OUT
AM	-25	-14
PM	-38	-41

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030



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)	103	92	10	0	164	106	438	247	287	0	85	7	1539 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	5	5	1	0	8	5	22	13	15	0	4	0	79 BG Total
1.0% Background Growth	5	5	1	0	8	5	22	13	15	0	4	0	99 1% + MP Total
Major Projects Traffic	0	7	0	0	6	0	0	2	0	0	5	0	
1% BGR + Major Projects	5	12	1	0	14	5	22	15	15	0	9	0	
Background Traffic w/o Project	108	104	11	0	178	111	460	262	302	0	94	7	
Project Traffic	-8	-2	0	0	-4	0	0	-6	-9	0	0	0	
Total	**100**	**102**	**11**	**0**	**174**	**111**	**460**	**256**	**293**	**0**	**94**	**7**	
Approach Total		**212**			**286**			**1,009**			**102**		

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	>	1	1	1	1	1	>	2	<
Per Lane Volume	100	112		174		111	460	256	293	51		
Right on Red			10			60			60			10
Overlaps Left			0			460			100			0
Adj. Per Lane Volume	100	102		174		0	460	256	132	41		
Through/Right Volume	102			174			256			41		
Opposing Left Turns	174			100			0			460		
Critical Volume for Approach	277			275			256			501		
Critical Volume for Direction	277						501					
Intersection Critical Volume	**778**											
STATUS?	**UNDER**											

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)	272	263	31	0	260	195	280	219	258	0	244	23	2045 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	104 BG Total
Background Traffic Growth	14	13	2	0	13	10	14	11	13	0	12	1	128 1% + MP Total
1.0% Background Growth	14	13	2	0	13	10	14	11	13	0	12	1	
Major Projects Traffic	0	7	0	0	6	0	0	9	0	0	2	0	
1% BGR + Major Projects	14	20	2	0	19	10	14	20	13	0	14	1	
Background Traffic w/o Project	286	283	33	0	279	205	294	239	271	0	258	24	
Project Traffic	-25	-6	0	0	-6	0	0	-10	-13	0	0	0	
Total	**261**	**277**	**33**	**0**	**273**	**205**	**294**	**229**	**258**	**0**	**258**	**24**	
Approach Total		**571**			**478**			**782**			**283**		

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	>	1	1	1	1	1	>	2	<
Per Lane Volume	261	310		273		205	294	229	258	141		
Right on Red			10			60			60			10
Overlaps Left			0			294			261			0
Adj. Per Lane Volume	261	300		273		0	294	229	0	131		
Through/Right Volume	300			273			229			131		
Opposing Left Turns	273			261			0			294		
Critical Volume for Approach	573			534			229			426		
Critical Volume for Direction	573						426					
Intersection Critical Volume	**999**											
STATUS?	**UNDER**											

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)	270	273	23	0	222	237	280	180	208	0	216	13	1922 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	98 BG Total
Background Traffic Growth	14	14	1	0	11	12	14	9	11	0	11	1	122 1% + MP Total
1.0% Background Growth	14	14	1	0	11	12	14	9	11	0	11	1	
Major Projects Traffic	0	7	0	0	6	0	0	9	0	0	2	0	
1% BGR + Major Projects	14	21	1	0	17	12	14	18	11	0	13	1	
Background Traffic w/o Project	284	294	24	0	239	249	294	198	219	0	229	14	
Project Traffic	-25	-6	0	0	-6	0	0	-10	-13	0	0	0	
Total	**259**	**288**	**24**	**0**	**233**	**249**	**294**	**188**	**206**	**0**	**229**	**14**	
Approach Total		**571**			**482**			**688**			**243**		

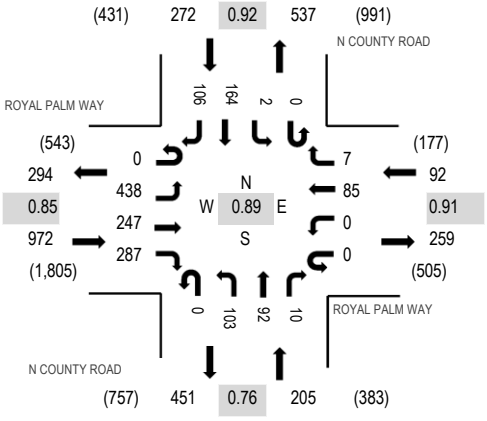
CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	>	1	1	1	1	1	>	2	<
Per Lane Volume	259	312		233		249	294	188	206	121		
Right on Red			10			60			60			10
Overlaps Left			0			294			259			0
Adj. Per Lane Volume	259	302		233		0	294	188	0	111		
Through/Right Volume	302			233			188			111		
Opposing Left Turns	233			259			0			294		
Critical Volume for Approach	535			492			188			406		
Critical Volume for Direction	535						406					
Intersection Critical Volume	**941**											
STATUS?	**UNDER**											

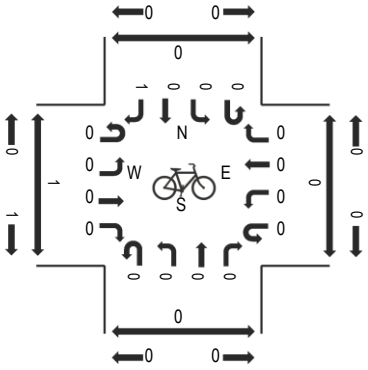
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY AM
Date: Thursday, January 9, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

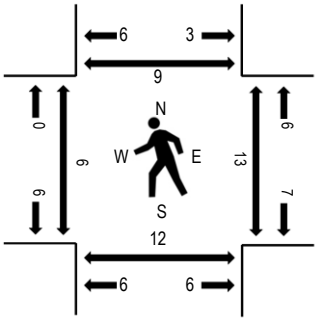
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	67	52	38	0	0	12	2	0	19	3	1	0	0	9	12	215	1,256	0	0	1	3
7:15 AM	0	131	64	53	0	0	20	2	0	22	14	0	0	0	11	14	331	1,464	2	2	4	3
7:30 AM	0	90	45	38	0	0	24	1	0	25	15	1	0	0	28	9	276	1,497	2	0	0	3
7:45 AM	0	146	68	79	0	0	23	3	0	24	21	2	0	0	44	24	434	1,541	1	2	3	2
8:00 AM	0	140	70	73	0	0	20	0	0	27	21	1	0	1	34	36	423	1,540	2	2	2	4
8:15 AM	0	96	51	73	0	0	25	2	0	25	21	4	0	0	45	22	364		2	5	3	2
8:30 AM	0	56	58	62	0	0	17	2	0	27	29	3	0	1	41	24	320		1	4	4	1
8:45 AM	0	97	80	78	0	0	23	1	0	44	31	3	0	0	51	25	433		1	1	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	410	240	268	0	0	81	7	0	97	88	10	0	2	156	100	1,459
Mediums	0	28	7	19	0	0	4	0	0	6	4	0	0	0	8	6	82
Total	0	438	247	287	0	0	85	7	0	103	92	10	0	2	164	106	1,541

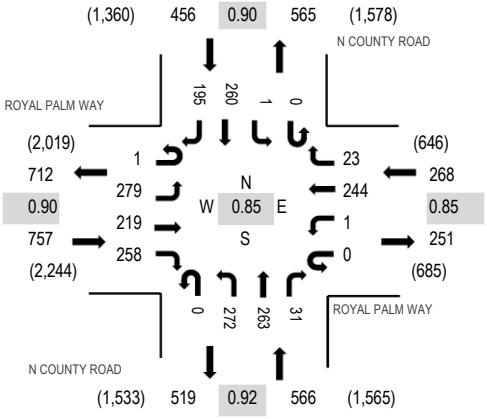
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		5.6%				4.3%				4.9%				5.1%			5.3%
Heavy Vehicle %	0.0%	6.4%	2.8%	6.6%	0.0%	0.0%	4.7%	0.0%	0.0%	5.8%	4.3%	0.0%	0.0%	0.0%	4.9%	5.7%	5.3%
Peak Hour Factor		0.85				0.91				0.76				0.92			0.89
Peak Hour Factor	0.00	0.87	0.81	0.91	0.00	0.00	0.92	0.67	0.00	0.70	0.82	0.69	0.00	0.50	0.84	0.74	0.89

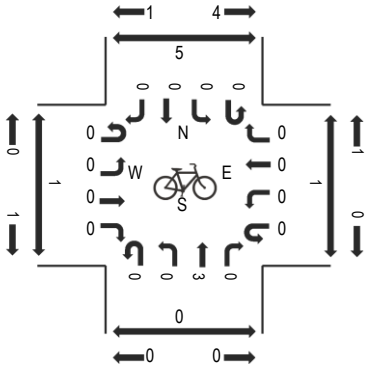
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

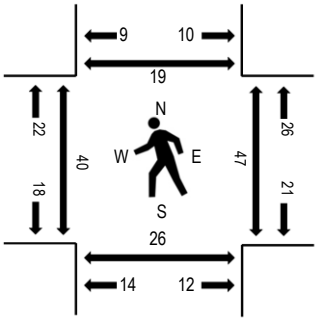
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	78	41	67	0	0	33	3	0	54	55	4	0	0	47	42	424	1,948	17	3	7	6
11:15 AM	2	71	70	80	0	2	33	4	0	73	51	5	0	0	63	46	500	1,977	19	9	13	8
11:30 AM	0	81	49	63	0	0	51	4	0	77	45	5	0	2	67	56	500	2,027	5	4	3	4
11:45 AM	1	85	64	81	0	1	42	3	0	77	58	4	0	0	55	53	524	1,935	8	3	6	6
1:00 PM	0	45	46	57	0	0	47	7	0	73	49	4	0	2	72	51	453	1,820	16	10	13	10
1:15 PM	1	98	51	76	0	0	49	4	0	86	56	7	0	1	64	57	550	1,968	15	13	5	14
1:30 PM	1	56	30	56	0	1	43	9	0	57	39	6	0	0	53	57	408	1,924	5	17	5	1
1:45 PM	1	55	36	45	0	0	33	9	0	59	48	7	0	0	64	52	409	1,955	15	4	8	6
2:00 PM	0	82	68	84	0	0	74	5	0	78	62	13	0	1	64	70	601	2,047	13	13	8	7
2:15 PM	1	76	52	45	0	1	62	3	0	78	56	7	0	0	81	44	506		8	5	3	2
2:30 PM	0	47	39	47	0	0	57	12	0	55	76	8	0	0	59	39	439		11	19	8	10
2:45 PM	0	74	60	82	0	0	51	3	0	61	69	3	0	0	56	42	501		8	10	7	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	1	0	0	1	0	0	2	1	0	0	0	0	0	5
Lights	1	272	217	252	0	1	233	23	0	262	260	30	0	1	257	182	1,991
Mediums	0	7	2	5	0	0	10	0	0	8	2	1	0	0	3	13	51
Total	1	279	219	258	0	1	244	23	0	272	263	31	0	1	260	195	2,047

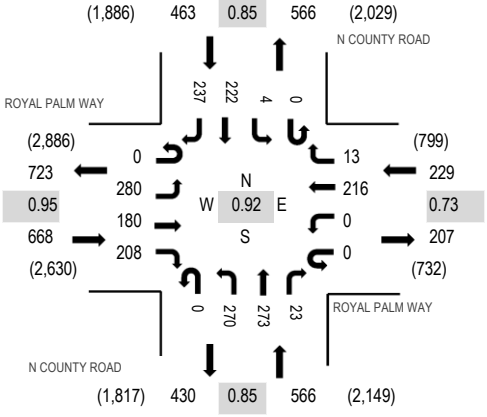
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		2.0%				4.1%				2.5%				3.5%			2.7%
Heavy Vehicle %	0.0%	2.5%	0.9%	2.3%	0.0%	0.0%	4.5%	0.0%	0.0%	3.7%	1.1%	3.2%	0.0%	0.0%	1.2%	6.7%	2.7%
Peak Hour Factor		0.90				0.85				0.92				0.90			0.85
Peak Hour Factor	0.38	0.93	0.82	0.90	0.00	0.38	0.82	0.60	0.00	1.02	0.87	0.67	0.00	0.63	0.83	0.84	0.85

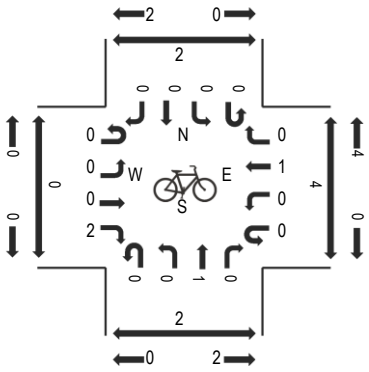
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

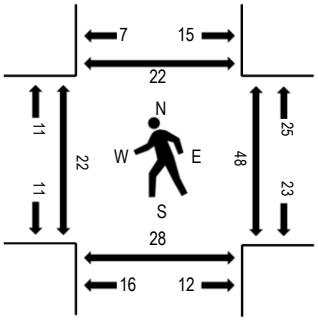
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY 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	78	36	62	0	0	74	4	0	87	76	4	0	0	55	49	525	1,926	2	5	6	6
3:15 PM	0	66	46	51	0	0	56	4	0	52	56	6	0	0	60	76	473	1,708	2	19	3	4
3:30 PM	0	65	48	50	0	0	52	3	0	65	79	9	0	2	60	58	491	1,606	13	15	8	3
3:45 PM	0	71	50	45	0	0	34	2	0	66	62	4	0	2	47	54	437	1,509	5	9	11	9
4:00 PM	0	57	22	31	0	0	30	0	0	20	59	6	0	0	44	38	307	1,501	6	1	6	5
4:15 PM	0	53	44	41	0	0	32	4	0	45	65	3	0	0	35	49	371	1,664	1	13	7	9
4:30 PM	0	67	28	41	0	0	40	1	0	52	51	7	0	0	57	50	394	1,703	8	3	4	3
4:45 PM	0	64	37	35	0	0	63	10	0	63	58	3	0	0	45	51	429	1,670	2	9	7	2
5:00 PM	0	71	49	54	0	0	50	6	0	48	67	3	0	0	52	70	470	1,623	3	7	5	1
5:15 PM	0	61	34	43	0	0	45	8	0	66	53	4	0	0	36	60	410	1,591	0	4	3	3
5:30 PM	0	44	40	42	0	0	29	5	0	76	32	0	0	0	39	54	361	1,553	2	4	4	2
5:45 PM	0	50	33	55	0	0	39	2	0	67	36	2	1	0	53	44	382	1,522	3	4	9	4
6:00 PM	0	55	33	49	0	0	46	3	0	104	42	5	0	2	43	56	438	1,457	5	8	4	3
6:15 PM	1	38	18	63	0	0	31	4	0	99	28	4	0	1	45	40	372	1,265	4	1	1	0
6:30 PM	1	42	25	59	0	0	34	2	0	54	19	2	0	3	46	43	330	1,174	1	4	3	3
6:45 PM	0	46	19	52	0	1	20	0	0	53	33	2	0	1	47	43	317	1,040	0	0	1	1
7:00 PM	0	23	19	43	0	0	14	3	1	35	22	3	0	0	39	44	246	957	2	2	5	1
7:15 PM	0	38	20	51	0	0	11	1	0	44	18	2	0	1	39	56	281		2	0	1	2
7:30 PM	0	28	18	25	0	0	9	3	0	40	21	2	0	0	30	20	196		3	4	7	3
7:45 PM	0	43	25	32	0	0	20	4	0	37	22	5	0	0	19	27	234		2	0	6	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	1	0	0	0	0	0	0	2
Lights	0	273	178	200	0	0	194	13	0	258	267	21	0	4	220	222	1,850
Mediums	0	6	2	8	0	0	22	0	0	11	6	2	0	0	2	15	74
Total	0	280	180	208	0	0	216	13	0	270	273	23	0	4	222	237	1,926

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.5%				9.6%				3.5%				3.7%			3.9%
Heavy Vehicle %	0.0%	2.5%	1.1%	3.8%	0.0%	0.0%	10.2%	0.0%	0.0%	4.4%	2.2%	8.7%	0.0%	0.0%	0.9%	6.3%	3.9%
Peak Hour Factor		0.95				0.73				0.85				0.85			0.92
Peak Hour Factor	0.50	0.90	0.90	0.90	0.00	0.25	0.73	0.73	0.25	0.83	0.86	0.69	0.25	0.58	0.93	0.78	0.92

CMA INTERSECTION ANALYSIS
180 ROYAL PALM WAY
COUNTY ROAD AND BRAZILIAN AVE

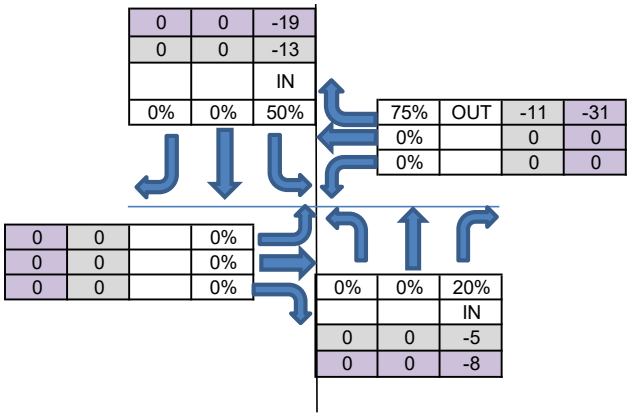
11/12/25

TRIPS	IN	OUT
AM	-25	-14
PM	-38	-41

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030



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)	36	393	34	0	443	32	0	0	68	0	0	37	1043	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	2	20	2	0	23	2	0	0	3	0	0	2	53	BG Total
1.0% Background Growth	2	20	2	0	23	2	0	0	3	0	0	2	57	1% + MP Total
Major Projects Traffic	0	3	0	0	1	0	0	0	0	0	0	0		
1% BGR + Major Projects	2	23	2	0	24	2	0	0	3	0	0	2		
Background Traffic w/o Project	38	416	36	0	467	34	0	0	71	0	0	39		
Project Traffic	0	0	-5	-13	0	0	0	0	0	0	0	-11		
Total	**38**	**416**	**31**	**-13**	**467**	**34**	**0**	**0**	**71**	**0**	**0**	**28**		
Approach Total		**485**			**487**			**71**			**28**			

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)	41	550	59	0	563	55	0	0	110	0	0	48	1426	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	73	BG Total
Background Traffic Growth	2	28	3	0	29	3	0	0	6	0	0	2	80	1% + MP Total
1.0% Background Growth	2	28	3	0	29	3	0	0	6	0	0	2		
Major Projects Traffic	0	1	0	0	6	0	0	0	0	0	0	0		
1% BGR + Major Projects	2	29	3	0	35	3	0	0	6	0	0	2		
Background Traffic w/o Project	43	579	62	0	598	58	0	0	116	0	0	50		
Project Traffic	0	0	-8	-19	0	0	0	0	0	0	0	-31		
Total	**43**	**579**	**54**	**-19**	**598**	**58**	**0**	**0**	**116**	**0**	**0**	**19**		
Approach Total		**676**			**637**			**116**			**19**			

PM Peak Hour

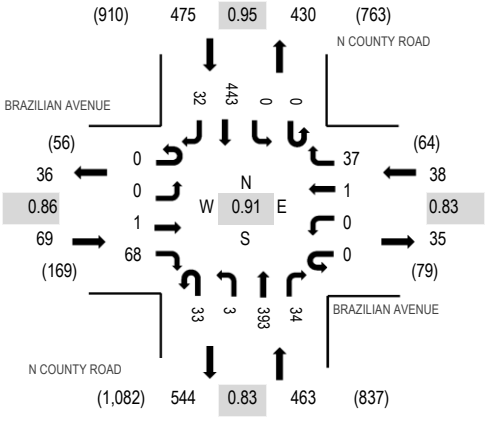
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	30	511	108	1	390	45	0	0	75	0	0	35	1195	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	61	BG Total
Background Traffic Growth	2	26	6	0	20	2	0	0	4	0	0	2	68	1% + MP Total
1.0% Background Growth	2	26	6	0	20	2	0	0	4	0	0	2		
Major Projects Traffic	0	1	0	0	6	0	0	0	0	0	0	0		
1% BGR + Major Projects	2	27	6	0	26	2	0	0	4	0	0	2		
Background Traffic w/o Project	32	538	114	1	416	47	0	0	79	0	0	37		
Project Traffic	0	0	-8	-19	0	0	0	0	0	0	0	-31		
Total	**32**	**538**	**106**	**-18**	**416**	**47**	**0**	**0**	**79**	**0**	**0**	**6**		
Approach Total		**675**			**445**			**79**			**6**			

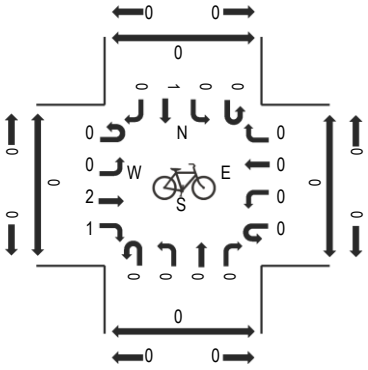
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:45 AM - 11:00 AM

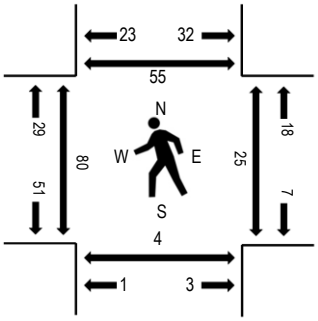
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN 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	0	0	21	0	0	0	5	4	0	62	14	0	0	106	5	217	935	10	2	1	12
9:15 AM	0	0	0	29	0	0	0	3	4	0	68	11	0	0	110	5	230	954	8	3	0	6
9:30 AM	0	0	0	27	0	0	0	12	9	0	89	9	1	0	103	6	256	970	9	5	0	9
9:45 AM	0	0	0	23	0	0	0	6	8	0	86	10	1	0	94	4	232	991	15	3	1	10
10:00 AM	0	0	0	10	0	0	0	10	9	1	75	6	0	0	115	10	236	1,045	18	2	3	7
10:15 AM	0	0	0	23	0	0	0	12	7	1	81	11	0	0	104	7	246		11	7	1	8
10:30 AM	0	0	0	14	0	0	0	8	6	1	124	8	0	0	111	5	277		32	9	0	21
10:45 AM	0	0	1	21	0	0	1	7	11	0	113	9	0	0	113	10	286		19	7	0	19

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	1	3
Lights	0	0	1	66	0	0	1	37	30	3	373	32	0	0	423	30	996
Mediums	0	0	0	2	0	0	0	0	3	0	20	2	0	0	18	1	46
Total	0	0	1	68	0	0	1	37	33	3	393	34	0	0	443	32	1,045

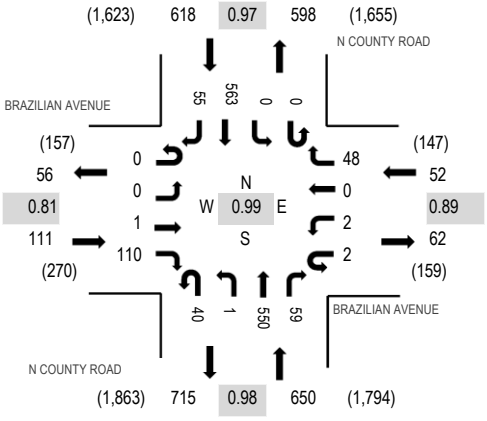
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		2.9%				0.0%				5.4%				4.6%			4.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	5.1%	5.9%	0.0%	0.0%	4.5%	6.3%	4.7%
Peak Hour Factor		0.86				0.83				0.83				0.95			0.91
Peak Hour Factor	0.00	0.00	0.25	0.86	0.00	0.00	0.25	0.83	0.75	0.75	0.79	0.79	0.50	0.00	0.96	0.80	0.91

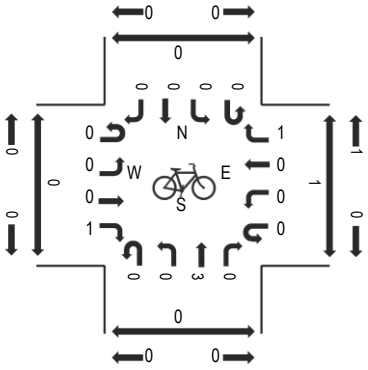
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 12:15 PM - 01:15 PM
Peak 15-Minutes: 12:15 PM - 12:30 PM

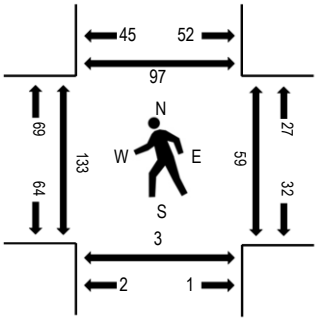
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	11	0	2	0	11	4	0	100	10	0	0	96	9	243	1,137	12	6	0	13
11:15 AM	1	0	0	14	0	0	0	11	8	0	110	3	0	0	131	11	289	1,183	40	8	1	14
11:30 AM	0	0	1	16	1	1	0	7	8	1	121	7	0	0	122	9	294	1,255	35	13	0	15
11:45 AM	0	1	0	21	0	0	1	12	7	1	127	10	0	0	118	13	311	1,318	25	15	0	16
12:00 PM	0	0	0	24	0	0	0	7	9	0	128	4	0	0	105	12	289	1,367	45	12	3	18
12:15 PM	0	0	0	35	0	0	0	10	12	0	146	6	0	0	135	17	361	1,431	39	10	1	26
12:30 PM	0	0	0	32	0	0	0	12	9	0	136	14	0	0	144	10	357	1,400	31	17	0	26
12:45 PM	0	0	1	22	1	2	0	15	14	0	131	15	0	0	145	14	360	1,338	35	15	2	24
2:00 PM	0	0	0	21	1	0	0	11	5	1	137	24	0	0	139	14	353	1,330	28	17	0	21
2:15 PM	0	0	1	15	0	0	0	17	16	2	129	19	0	0	115	16	330		15	30	1	23
2:30 PM	0	0	0	23	0	0	0	17	11	1	122	20	0	0	93	8	295		33	11	0	18
2:45 PM	0	0	1	30	0	1	0	7	15	2	129	20	1	0	132	14	352		26	18	1	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	2	0	0	0	0	1	0	0	0	0	1	4
Lights	0	0	1	108	2	0	0	46	39	1	541	59	0	0	550	50	1,397
Mediums	0	0	0	2	0	0	0	2	1	0	8	0	0	0	13	4	30
Total	0	0	1	110	2	2	0	48	40	1	550	59	0	0	563	55	1,431

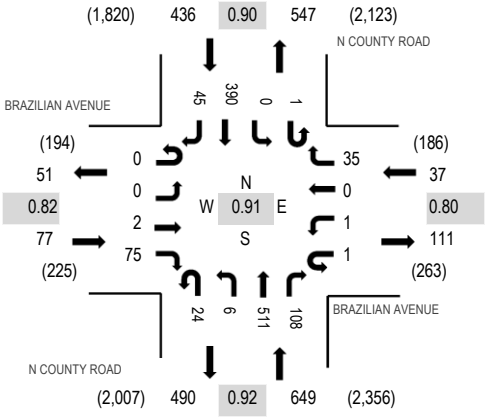
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		1.8%				7.7%				1.5%				2.9%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.8%	0.0%	100.0%	0.0%	4.2%	2.5%	0.0%	1.6%	0.0%	0.0%	0.0%	2.3%	9.1%	2.4%
Peak Hour Factor		0.81				0.89				0.98				0.97			0.99
Peak Hour Factor	0.25	0.25	0.50	0.81	0.50	0.38	0.25	1.00	0.73	0.75	0.94	0.86	0.25	0.00	0.97	0.81	0.99

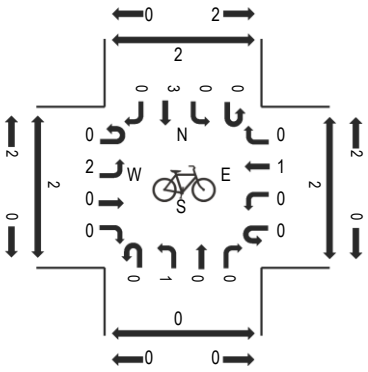
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

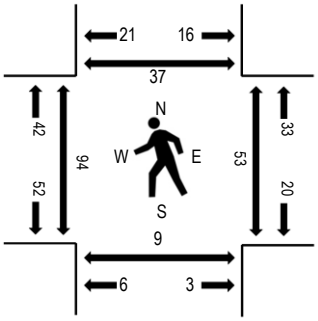
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN 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	0	1	21	0	1	0	16	8	0	148	20	0	0	104	10	329	1,199	22	8	1	7
3:15 PM	0	0	0	19	0	0	0	7	7	1	114	45	0	0	102	19	314	1,096	25	21	3	15
3:30 PM	0	0	0	14	0	0	0	5	4	4	129	20	1	0	102	8	287	993	24	16	3	11
3:45 PM	0	0	1	21	1	0	0	7	5	1	120	23	0	0	82	8	269	946	23	8	2	4
4:00 PM	0	0	0	24	0	0	0	7	6	0	86	17	0	0	79	7	226	908	19	8	0	10
4:15 PM	0	0	0	6	0	0	0	11	2	3	102	8	0	0	70	9	211	952	27	16	0	13
4:30 PM	0	0	0	8	0	1	2	13	7	1	93	17	0	0	85	13	240	977	24	3	0	6
4:45 PM	0	0	0	10	0	0	0	12	5	1	115	5	0	0	70	13	231	940	13	3	2	8
5:00 PM	0	0	0	18	0	0	0	8	7	3	122	13	0	0	87	12	270	931	21	8	0	4
5:15 PM	0	0	0	14	0	0	0	7	8	2	104	16	0	0	79	6	236	943	17	13	2	11
5:30 PM	0	0	0	8	0	0	0	12	6	0	90	4	0	0	73	10	203	960	16	10	1	4
5:45 PM	0	0	0	5	0	0	1	13	6	2	87	4	0	0	94	10	222	971	14	8	3	3
6:00 PM	0	0	0	11	0	1	1	13	8	3	151	7	0	0	81	6	282	958	5	11	0	4
6:15 PM	0	0	0	9	0	0	0	7	9	2	105	13	0	0	100	8	253	836	4	1	5	1
6:30 PM	0	0	0	6	0	0	1	4	12	0	77	14	0	0	96	4	214	759	2	4	0	0
6:45 PM	0	0	1	4	0	0	0	5	7	1	83	10	0	0	94	4	209	665	6	1	0	0
7:00 PM	0	0	0	7	0	0	0	6	9	1	50	6	0	0	77	4	160	591	2	6	0	1
7:15 PM	0	0	0	8	0	0	0	4	5	0	62	9	0	1	80	7	176		3	2	0	0
7:30 PM	0	0	0	4	0	0	0	7	3	0	53	3	0	0	48	2	120		10	4	2	4
7:45 PM	0	0	0	5	1	1	0	11	5	0	54	3	2	0	49	4	135		7	0	0	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	0	0	0	0	0	1
Lights	0	0	2	75	1	1	0	34	24	6	493	108	1	0	382	43	1,170
Mediums	0	0	0	0	0	0	0	1	0	0	17	0	0	0	8	2	28
Total	0	0	2	75	1	1	0	35	24	6	511	108	1	0	390	45	1,199

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				2.7%				2.8%				2.3%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	3.5%	0.0%	0.0%	0.0%	2.1%	4.4%	2.4%
Peak Hour Factor		0.82				0.80				0.92				0.90			0.91
Peak Hour Factor	0.00	0.00	0.50	0.81	0.25	0.25	0.75	0.87	0.77	0.50	0.86	0.60	0.25	0.25	0.94	0.90	0.91

CMA INTERSECTION ANALYSIS
180 ROYAL PALM WAY
DRIVEWAY AND BRAZILIAN AVE

11/12/25

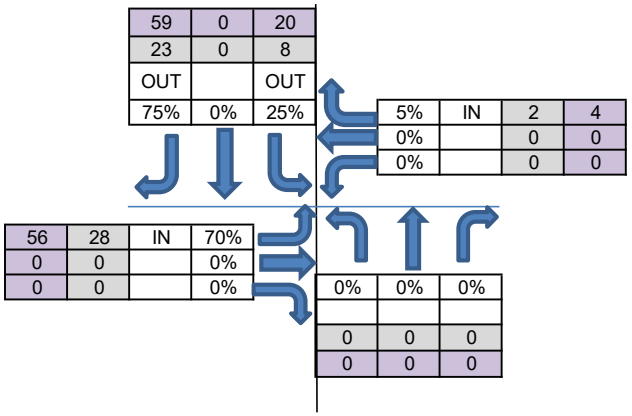
DRIVEWAY TRIPS

	IN	OUT
AM	40	30
PM	80	78

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030



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	0	0	0	34	0	0	37	0	71	Existing Total
Peak Season Adjustment				0	0	0	0	0	0	0	0	0		
Background Traffic Growth				0	0	0	0	2	0	0	2	0	4	BG Total
1.0% Background Growth				0	0	0	0	2	0	0	2	0	4	1% + MP Total
Major Projects Traffic				0	0	0	0	0	0	0	0	0		
1% BGR + Major Projects				0	0	0	0	2	0	0	2	0		
Background Traffic w/o Project				0	0	0	0	36	0	0	39	0		
Project Traffic				8	0	23	28	0	0	0	0	2		
Total				**8**	**0**	**23**	**28**	**36**	**0**	**0**	**39**	**2**		
Approach Total					**31**			**64**			**41**			

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	0	0	0	59	0	0	48	0	107	Existing Total
Peak Season Adjustment				0	0	0	0	0	0	0	0	0	5	BG Total
Background Traffic Growth				0	0	0	0	3	0	0	2	0	5	1% + MP Total
1.0% Background Growth				0	0	0	0	3	0	0	2	0		
Major Projects Traffic				0	0	0	0	0	0	0	0	0		
1% BGR + Major Projects				0	0	0	0	3	0	0	2	0		
Background Traffic w/o Project				0	0	0	0	62	0	0	50	0		
Project Traffic				20	0	59	56	0	0	0	0	4		
Total				**20**	**0**	**59**	**56**	**62**	**0**	**0**	**50**	**4**		
Approach Total					**79**			**118**			**54**			

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	0	0	0	109	0	0	35	0	144	Existing Total
Peak Season Adjustment				0	0	0	0	0	0	0	0	0	7	BG Total
Background Traffic Growth				0	0	0	0	6	0	0	2	0	7	1% + MP Total
1.0% Background Growth				0	0	0	0	6	0	0	2	0		
Major Projects Traffic				0	0	0	0	0	0	0	0	0		
1% BGR + Major Projects				0	0	0	0	6	0	0	2	0		
Background Traffic w/o Project				0	0	0	0	115	0	0	37	0		
Project Traffic				20	0	59	56	0	0	0	0	4		
Total				**20**	**0**	**59**	**56**	**115**	**0**	**0**	**37**	**4**		
Approach Total					**79**			**171**			**41**			

X:\Documents\PROJECTS\2025\25-068 180 Royal Palm Way (Frisbie Group)\Traffic\Excel\180 Royal Palm Way Traffic Equiv Calcs.rev3
JG

APPENDIX C

SYNCHRO PRINTOUTS

Royal Palm Way & County Road

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	23	7	15	0	23	0	12	0	0	0	0	0	0	0	0
Min Green	0	15	0	20	15	15	10	10	0	0	0	0	0	0	0	0
Passage	0	3	0	3	3	4	3	3	0	0	0	0	0	0	0	0
Max1	0	50	0	50	45	50	50	30	0	0	0	0	0	0	0	0
Max2	0	15	0	25	15	30	15	30	0	0	0	0	0	0	0	0
Yellow	3	3.6	3	3.5	3	3.6	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0

TB Coor, Day Plan AM MD PM

	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											

AM MD PM

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	100	100	100													
Offset Time	52	38	92													
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

AM

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		54		46	19	35	23	23								
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON				ON								

MD

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		55		45	17	38	21	24								
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph				ON				ON								

PM

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		44	19	37	21	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Royal Palm Way & Cocoanut Row

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	16	16	16	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	5	15	5	5	5	15	5	5	0	0	0	0	0	0	0	0
Passage	5	7	5	5	5	7	5	5	0	0	0	0	0	0	0	0
Max1	30	45	15	25	0	45	15	30	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	3.5	3	3.5	3	3.5	3	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 AM MD PM

	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											

AM MD PM

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	100	100	100													
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

AM

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	31	9	30		61	9	30								
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph						ON										

MD

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	36	9	33		58	12	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

PM

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	40	9	31		60	10	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

2025
EXISTING

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	68	0	0	37	36	393	34	0	443	32
Future Vol, veh/h	0	0	68	0	0	37	36	393	34	0	443	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	72	0	0	39	38	414	36	0	466	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	483	-	-	207	500	0	0	449	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	583	0	0	800	1062	-	-	1109	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	583	-	-	800	1062	-	-	1109	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.04	9.73	0.91	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	302	-	-	583	800	1109	-	-
HCM Lane V/C Ratio	0.036	-	-	0.123	0.049	-	-	-
HCM Ctrl Dly (s/v)	8.5	0.3	-	12	9.7	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	34	37	0	0	0
Future Vol, veh/h	0	34	37	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	39	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	75	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	929	1033
Stage 1	0	-	-	0	984	-
Stage 2	0	-	-	0	987	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	929	1033
Mov Cap-2 Maneuver	-	-	-	-	929	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	987	-

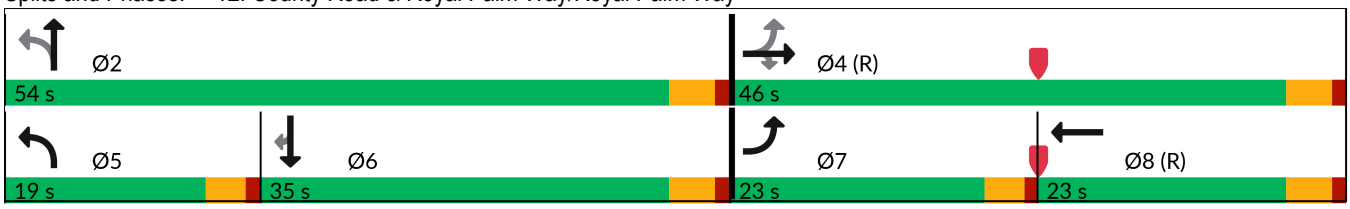
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

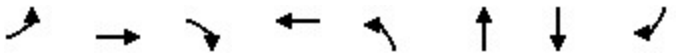
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	438	247	287	85	103	92	164	106
Future Volume (vph)	438	247	287	85	103	92	164	106
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	23.0	46.0	46.0	23.0	19.0	54.0	35.0	35.0
Total Split (%)	23.0%	46.0%	46.0%	23.0%	19.0%	54.0%	35.0%	35.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	59.9	59.4	59.4	34.4	32.1	31.6	16.4	16.4
Actuated g/C Ratio	0.60	0.59	0.59	0.34	0.32	0.32	0.16	0.16
v/c Ratio	0.56	0.23	0.28	0.08	0.28	0.18	0.57	0.32
Control Delay (s/veh)	15.6	11.8	2.2	26.4	24.2	21.5	46.1	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	11.8	2.2	26.4	24.2	21.5	46.1	9.3
LOS	B	B	A	C	C	C	D	A
Approach Delay (s/veh)		10.7		26.4		22.8	31.6	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

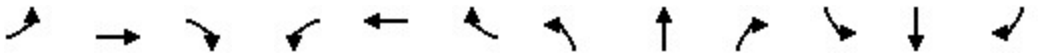
Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	461	260	302	96	108	108	173	112
v/c Ratio	0.56	0.23	0.28	0.08	0.28	0.18	0.57	0.32
Control Delay (s/veh)	15.6	11.8	2.2	26.4	24.2	21.5	46.1	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	11.8	2.2	26.4	24.2	21.5	46.1	9.3
Queue Length 50th (ft)	158	78	0	21	48	44	105	0
Queue Length 95th (ft)	266	138	40	48	81	77	165	44
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	831	1107	1063	1207	386	912	568	560
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.23	0.28	0.08	0.28	0.12	0.30	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	438	247	287	0	85	7	103	92	10	0	164	106
Future Volume (veh/h)	438	247	287	0	85	7	103	92	10	0	164	106
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	461	260	239	0	89	0	108	97	0	0	173	49
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	829	1067	904	0	1248	0	412	635	0	0	281	238
Arrive On Green	0.18	0.57	0.57	0.00	0.35	0.00	0.15	0.34	0.00	0.00	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	0	3741	0	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h	461	260	239	0	89	0	108	97	0	0	173	49
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	0	1781	1870	0	0	1870	1585
Q Serve(g_s), s	15.7	6.9	7.6	0.0	1.7	0.0	4.4	3.6	0.0	0.0	8.7	2.7
Cycle Q Clear(g_c), s	15.7	6.9	7.6	0.0	1.7	0.0	4.4	3.6	0.0	0.0	8.7	2.7
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	829	1067	904	0	1248	0	412	635	0	0	281	238
V/C Ratio(X)	0.56	0.24	0.26	0.00	0.07	0.00	0.26	0.15	0.00	0.00	0.62	0.21
Avail Cap(c_a), veh/h	848	1067	904	0	1248	0	413	926	0	0	570	483
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	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	10.7	10.9	0.0	21.6	0.0	25.3	23.0	0.0	0.0	39.8	37.3
Incr Delay (d2), s/veh	0.8	0.5	0.7	0.0	0.1	0.0	0.3	0.1	0.0	0.0	2.2	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	10.2	5.2	14.8	0.0	1.3	0.0	3.4	2.9	0.0	0.0	7.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	11.3	11.6	0.0	21.7	0.0	25.6	23.1	0.0	0.0	42.0	37.7
LnGrp LOS	B	B	B		C		C	C			D	D
Approach Vol, veh/h		960			89			205			222	
Approach Delay, s/veh		12.9			21.7			24.4			41.1	
Approach LOS		B			C			C			D	

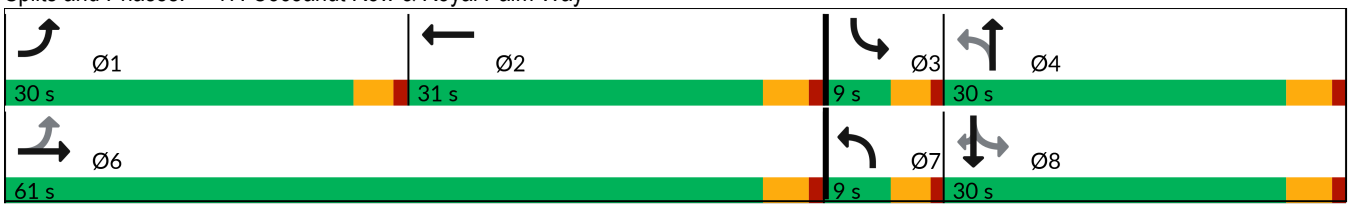
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		38.4		61.6	18.9	19.5	21.9	39.6				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		49.5		41.5	15.0	30.5	19.0	18.5				
Max Q Clear Time (g_c+I1), s		5.6		9.6	6.4	10.7	17.7	3.7				
Green Ext Time (p_c), s		0.5		2.5	0.1	1.0	0.2	0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.3									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	327	1076	290	68	24	47	31	260
Future Volume (vph)	327	1076	290	68	24	47	31	260
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	30.0	61.0	31.0	9.0	30.0	9.0	30.0	30.0
Total Split (%)	30.0%	61.0%	31.0%	9.0%	30.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	None	None	None
Act Effct Green (s)	57.3	56.8	41.1	13.4	10.0	12.6	8.2	8.2
Actuated g/C Ratio	0.71	0.70	0.51	0.17	0.12	0.16	0.10	0.10
v/c Ratio	0.44	0.47	0.18	0.31	0.15	0.21	0.18	0.67
Control Delay (s/veh)	7.1	7.0	13.0	30.0	28.0	28.0	35.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	7.0	13.0	30.0	28.0	28.0	35.6	13.6
LOS	A	A	B	C	C	C	D	B
Approach Delay (s/veh)		7.0	13.0		29.4		17.7	
Approach LOS		A	B		C		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 10.5	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

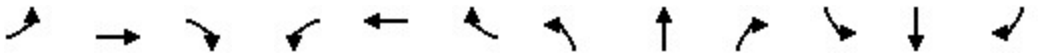
Splits and Phases: 17: Cocoanut Row & Royal Palm Way





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	344	1167	318	72	34	49	33	274
v/c Ratio	0.44	0.47	0.18	0.31	0.15	0.21	0.18	0.67
Control Delay (s/veh)	7.1	7.0	13.0	30.0	28.0	28.0	35.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	7.0	13.0	30.0	28.0	28.0	35.6	13.6
Queue Length 50th (ft)	54	119	43	31	12	21	16	0
Queue Length 95th (ft)	122	218	91	65	38	48	42	66
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	935	2472	1786	236	571	237	589	688
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.47	0.18	0.31	0.06	0.21	0.06	0.40

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	1076	32	0	290	12	68	24	9	47	31	260
Future Volume (veh/h)	327	1076	32	0	290	12	68	24	9	47	31	260
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	1133	23	0	305	2	72	25	0	49	33	211
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	754	2276	46	0	1696	11	343	295	0	385	298	252
Arrive On Green	0.13	0.64	0.64	0.00	0.47	0.47	0.05	0.16	0.00	0.06	0.16	0.16
Sat Flow, veh/h	1781	3562	72	0	3713	24	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	344	565	591	0	150	157	72	25	0	49	33	211
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	0	1777	1866	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	8.1	14.9	14.9	0.0	4.3	4.3	2.9	1.0	0.0	2.0	1.3	11.4
Cycle Q Clear(g_c), s	8.1	14.9	14.9	0.0	4.3	4.3	2.9	1.0	0.0	2.0	1.3	11.4
Prop In Lane	1.00		0.04	0.00		0.01	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	754	1135	1187	0	833	874	343	295	0	385	298	252
V/C Ratio(X)	0.46	0.50	0.50	0.00	0.18	0.18	0.21	0.08	0.00	0.13	0.11	0.84
Avail Cap(c_a), veh/h	1055	1135	1187	0	833	874	346	539	0	385	539	457
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	8.5	8.5	0.0	13.6	13.6	28.6	31.8	0.0	28.1	31.8	36.1
Incr Delay (d2), s/veh	0.4	1.6	1.5	0.0	0.1	0.1	0.3	0.1	0.0	0.1	0.2	7.2
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	5.2	9.3	9.6	0.0	3.0	3.2	2.3	0.8	0.0	1.5	1.1	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.8	10.0	10.0	0.0	13.7	13.7	28.9	31.9	0.0	28.2	32.0	43.2
LnGrp LOS	A	B	A		B	B	C	C		C	C	D
Approach Vol, veh/h		1500			307			97			293	
Approach Delay, s/veh		9.7			13.7			29.7			39.5	
Approach LOS		A			B			C			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	15.1	45.9	9.0	18.4		61.0	8.9	18.6				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	26.0	26.5	5.0	25.5		56.5	5.0	25.5				
Max Q Clear Time (g_c+I1), s	10.1	6.3	4.0	3.0		16.9	4.9	13.4				
Green Ext Time (p_c), s	0.9	1.7	0.0	0.1		10.0	0.0	0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	110	0	0	48	41	550	59	0	563	55
Future Vol, veh/h	0	0	110	0	0	48	41	550	59	0	563	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	116	0	0	51	43	579	62	0	593	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	622	-	-	289	651	0	0	641	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	486	0	0	708	934	-	-	941	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	486	-	-	708	934	-	-	941	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.71	10.48	0.95	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	250	-	-	486	708	941	-	-
HCM Lane V/C Ratio	0.046	-	-	0.238	0.071	-	-	-
HCM Ctrl Dly (s/v)	9	0.4	-	14.7	10.5	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	59	48	0	0	0
Future Vol, veh/h	0	59	48	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	51	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	113	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	884	1018
Stage 1	0	-	-	0	972	-
Stage 2	0	-	-	0	961	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	884	1018
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	961	-

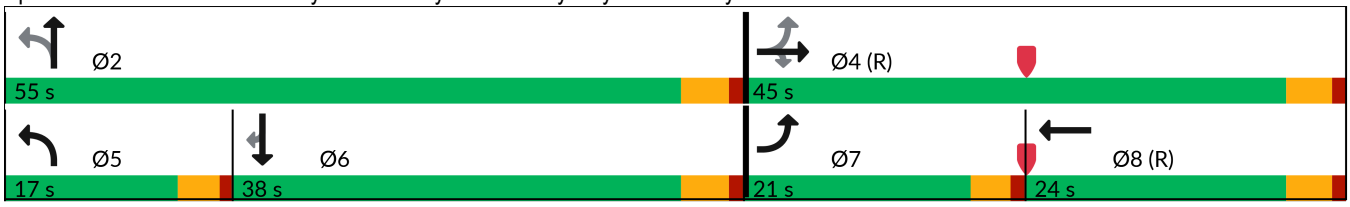
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

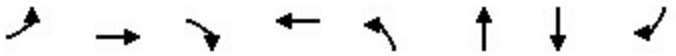
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	280	219	258	244	272	263	260	195
Future Volume (vph)	280	219	258	244	272	263	260	195
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	13.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	17.0	19.5	19.5	19.5
Total Split (s)	21.0	45.0	45.0	24.0	17.0	55.0	38.0	38.0
Total Split (%)	21.0%	45.0%	45.0%	24.0%	17.0%	55.0%	38.0%	38.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	53.4	52.9	52.9	33.6	38.6	38.1	21.1	21.1
Actuated g/C Ratio	0.53	0.53	0.53	0.34	0.39	0.38	0.21	0.21
v/c Ratio	0.47	0.23	0.28	0.24	0.80	0.44	0.70	0.41
Control Delay (s/veh)	17.0	14.6	2.7	26.5	39.7	23.7	45.7	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.0	14.6	2.7	26.5	39.7	23.7	45.7	6.9
LOS	B	B	A	C	D	C	D	A
Approach Delay (s/veh)		11.4		26.5		31.4	29.1	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 22.8	Intersection LOS: C
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way

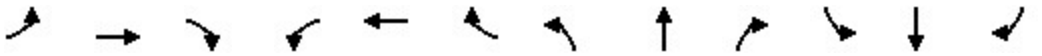




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	295	231	272	281	286	310	274	205
v/c Ratio	0.47	0.23	0.28	0.24	0.80	0.44	0.70	0.41
Control Delay (s/veh)	17.0	14.6	2.7	26.5	39.7	23.7	45.7	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.0	14.6	2.7	26.5	39.7	23.7	45.7	6.9
Queue Length 50th (ft)	100	75	0	64	132	141	163	0
Queue Length 95th (ft)	182	141	44	120	#188	189	227	52
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	646	986	966	1179	358	930	624	666
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.23	0.28	0.24	0.80	0.33	0.44	0.31

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 (veh/h)	280	219	258	0	244	23	272	263	31	0	260	195
Future Volume (veh/h)	280	219	258	0	244	23	272	263	31	0	260	195
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	295	231	209	0	257	13	286	277	22	0	274	142
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	673	1047	888	0	1392	70	342	598	48	0	337	285
Arrive On Green	0.12	0.56	0.56	0.00	0.40	0.40	0.13	0.35	0.35	0.00	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	0	3536	173	1781	1710	136	0	1870	1585
Grp Volume(v), veh/h	295	231	209	0	132	138	286	0	299	0	274	142
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1839	1781	0	1846	0	1870	1585
Q Serve(g_s), s	9.1	6.2	6.7	0.0	4.8	4.8	12.8	0.0	12.6	0.0	14.1	8.1
Cycle Q Clear(g_c), s	9.1	6.2	6.7	0.0	4.8	4.8	12.8	0.0	12.6	0.0	14.1	8.1
Prop In Lane	1.00		1.00	0.00		0.09	1.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	673	1047	888	0	718	743	342	0	646	0	337	285
V/C Ratio(X)	0.44	0.22	0.24	0.00	0.18	0.19	0.84	0.00	0.46	0.00	0.81	0.50
Avail Cap(c_a), veh/h	770	1047	888	0	718	743	342	0	932	0	627	531
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	11.0	11.1	0.0	19.2	19.2	28.5	0.0	25.2	0.0	39.4	36.9
Incr Delay (d2), s/veh	0.4	0.5	0.6	0.0	0.6	0.6	16.5	0.0	0.5	0.0	4.8	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	2.6	8.5	0.0	2.1	2.1	6.9	0.0	5.5	0.0	6.8	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.4	11.5	11.8	0.0	19.7	19.7	45.0	0.0	25.7	0.0	44.2	38.3
LnGrp LOS	B	B	B		B	B	D		C		D	D
Approach Vol, veh/h		735			270			585			416	
Approach Delay, s/veh		12.4			19.7			35.1			42.2	
Approach LOS		B			B			D			D	

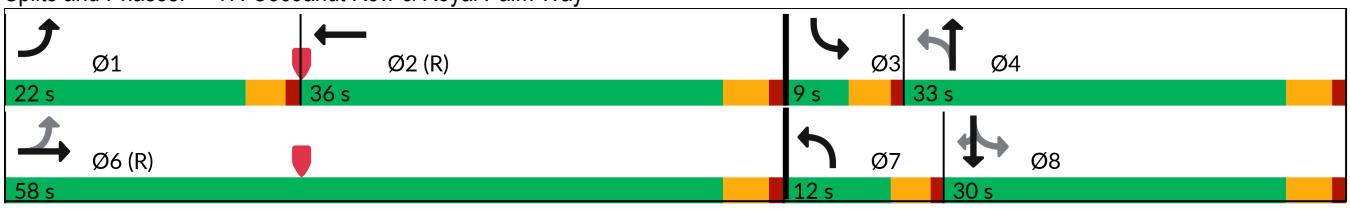
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		39.5		60.5	17.0	22.5	15.6	44.9				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		50.5		40.5	13.0	33.5	17.0	19.5				
Max Q Clear Time (g_c+I1), s		14.6		8.7	14.8	16.1	11.1	6.8				
Green Ext Time (p_c), s		1.9		2.2	0.0	1.9	0.5	1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	26.2
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	239	719	758	265	77	37	45	288
Future Volume (vph)	239	719	758	265	77	37	45	288
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	22.0	58.0	36.0	12.0	33.0	9.0	30.0	30.0
Total Split (%)	22.0%	58.0%	36.0%	12.0%	33.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	70.2	69.7	53.3	21.2	15.9	14.8	9.3	9.3
Actuated g/C Ratio	0.70	0.70	0.53	0.21	0.16	0.15	0.09	0.09
v/c Ratio	0.52	0.32	0.44	1.03	0.33	0.18	0.27	0.72
Control Delay (s/veh)	9.8	6.7	16.8	99.7	37.0	31.7	44.2	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.8	6.7	16.8	99.7	37.0	31.7	44.2	15.1
LOS	A	A	B	F	D	C	D	B
Approach Delay (s/veh)		7.5	16.8		83.5		20.3	
Approach LOS		A	B		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 30 (30%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 23.1	Intersection LOS: C
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way



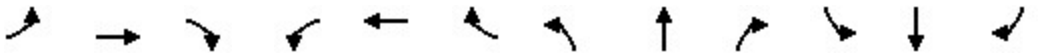


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	252	794	829	279	97	39	47	303
v/c Ratio	0.52	0.32	0.44	1.03	0.33	0.18	0.27	0.72
Control Delay (s/veh)	9.8	6.7	16.8	99.7	37.0	31.7	44.2	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.8	6.7	16.8	99.7	37.0	31.7	44.2	15.1
Queue Length 50th (ft)	46	84	152	~188	53	20	29	0
Queue Length 95th (ft)	101	152	280	#282	94	43	59	75
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	563	2451	1875	272	524	215	475	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.32	0.44	1.03	0.19	0.18	0.10	0.48

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 (veh/h)	239	719	35	0	758	29	265	77	15	37	45	288
Future Volume (veh/h)	239	719	35	0	758	29	265	77	15	37	45	288
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	757	26	0	798	20	279	81	5	39	47	240
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	458	2158	74	0	1715	43	382	356	22	378	326	276
Arrive On Green	0.09	0.62	0.62	0.00	0.48	0.48	0.08	0.20	0.20	0.05	0.17	0.17
Sat Flow, veh/h	1781	3505	120	0	3636	89	1781	1743	108	1781	1870	1585
Grp Volume(v), veh/h	252	384	399	0	400	418	279	0	86	39	47	240
Grp Sat Flow(s),veh/h/ln	1781	1777	1849	0	1777	1854	1781	0	1851	1781	1870	1585
Q Serve(g_s), s	6.7	10.6	10.6	0.0	15.0	15.0	8.0	0.0	3.9	1.7	2.1	14.7
Cycle Q Clear(g_c), s	6.7	10.6	10.6	0.0	15.0	15.0	8.0	0.0	3.9	1.7	2.1	14.7
Prop In Lane	1.00		0.07	0.00		0.05	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	458	1094	1138	0	860	898	382	0	378	378	326	276
V/C Ratio(X)	0.55	0.35	0.35	0.00	0.47	0.47	0.73	0.00	0.23	0.10	0.14	0.87
Avail Cap(c_a), veh/h	616	1094	1138	0	860	898	382	0	528	378	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	9.4	9.4	0.0	17.2	17.2	34.2	0.0	33.2	30.8	35.0	40.2
Incr Delay (d2), s/veh	1.0	0.9	0.9	0.0	1.8	1.7	7.0	0.0	0.3	0.1	0.2	12.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.1	4.2	0.0	6.3	6.6	3.2	0.0	1.8	0.8	1.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.9	10.3	10.3	0.0	19.0	18.9	41.2	0.0	33.5	30.9	35.2	53.1
LnGrp LOS	B	B	B		B	B	D		C	C	D	D
Approach Vol, veh/h		1035			818			365			326	
Approach Delay, s/veh		10.9			18.9			39.4			47.8	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	13.2	52.9	9.0	24.9		66.1	12.0	21.9				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	18.0	31.5	5.0	28.5		53.5	8.0	25.5				
Max Q Clear Time (g_c+I1), s	8.7	17.0	3.7	5.9		12.6	10.0	16.7				
Green Ext Time (p_c), s	0.5	4.5	0.0	0.4		5.8	0.0	0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			22.3									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	75	0	0	35	30	511	108	1	390	45
Future Vol, veh/h	0	0	75	0	0	35	30	511	108	1	390	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	79	0	0	37	32	538	114	1	411	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	434	-	-	269	458	0	0	652	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	621	0	0	730	1101	-	-	933	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	621	-	-	730	1101	-	-	933	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.64	10.2	0.59	0.02
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	200	-	-	621	730	4	-	-
HCM Lane V/C Ratio	0.029	-	-	0.127	0.05	0.001	-	-
HCM Ctrl Dly (s/v)	8.4	0.3	-	11.6	10.2	8.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	109	35	0	0	0
Future Vol, veh/h	0	109	35	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	115	37	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	152	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	840	1035
Stage 1	0	-	-	0	986	-
Stage 2	0	-	-	0	910	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	840	1035
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	910	-

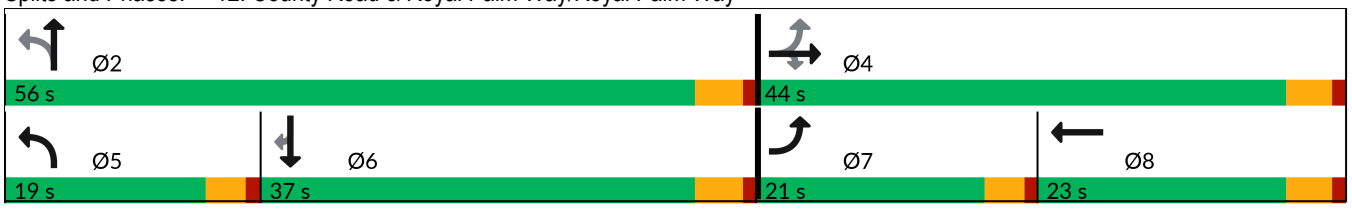
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

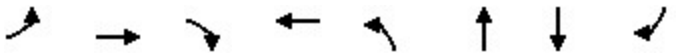
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	280	180	208	216	270	273	222	237
Future Volume (vph)	280	180	208	216	270	273	222	237
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	21.0	44.0	44.0	23.0	19.0	56.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%	23.0%	19.0%	56.0%	37.0%	37.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	Min	Min	Max	None	Max	Max	Max
Act Effct Green (s)	39.2	38.7	38.7	18.5	52.0	51.5	32.5	32.5
Actuated g/C Ratio	0.40	0.39	0.39	0.19	0.52	0.52	0.33	0.33
v/c Ratio	0.61	0.26	0.29	0.37	0.49	0.32	0.38	0.36
Control Delay (s/veh)	27.9	21.7	3.9	36.6	16.7	14.9	28.2	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.9	21.7	3.9	36.6	16.7	14.9	28.2	4.9
LOS	C	C	A	D	B	B	C	A
Approach Delay (s/veh)		18.7		36.6		15.8	16.2	
Approach LOS		B		D		B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 99.2	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 19.4	Intersection LOS: B
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

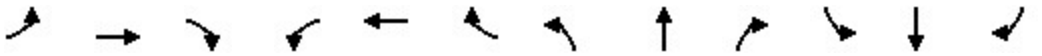
Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	295	189	219	241	284	311	234	249
v/c Ratio	0.61	0.26	0.29	0.37	0.49	0.32	0.38	0.36
Control Delay (s/veh)	27.9	21.7	3.9	36.6	16.7	14.9	28.2	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.9	21.7	3.9	36.6	16.7	14.9	28.2	4.9
Queue Length 50th (ft)	133	80	0	70	99	108	114	0
Queue Length 95th (ft)	206	132	45	107	153	167	182	54
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	491	741	762	657	583	958	610	686
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.26	0.29	0.37	0.49	0.32	0.38	0.36

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	180	208	0	216	13	270	273	23	0	222	237
Future Volume (veh/h)	280	180	208	0	216	13	270	273	23	0	222	237
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	295	189	156	0	227	3	284	287	13	0	234	186
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	496	711	603	0	680	9	577	936	42	0	623	528
Arrive On Green	0.15	0.38	0.38	0.00	0.19	0.19	0.15	0.53	0.53	0.00	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	0	3685	47	1781	1775	80	0	1870	1585
Grp Volume(v), veh/h	295	189	156	0	112	118	284	0	300	0	234	186
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1862	1781	0	1856	0	1870	1585
Q Serve(g_s), s	12.4	6.8	6.6	0.0	5.3	5.3	9.1	0.0	8.9	0.0	9.3	8.7
Cycle Q Clear(g_c), s	12.4	6.8	6.6	0.0	5.3	5.3	9.1	0.0	8.9	0.0	9.3	8.7
Prop In Lane	1.00		1.00	0.00		0.03	1.00		0.04	0.00		1.00
Lane Grp Cap(c), veh/h	496	711	603	0	337	353	577	0	979	0	623	528
V/C Ratio(X)	0.59	0.27	0.26	0.00	0.33	0.33	0.49	0.00	0.31	0.00	0.38	0.35
Avail Cap(c_a), veh/h	539	757	641	0	337	353	577	0	979	0	623	528
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	20.9	20.8	0.0	34.2	34.2	15.0	0.0	13.0	0.0	24.8	24.6
Incr Delay (d2), s/veh	1.5	0.2	0.2	0.0	2.6	2.5	0.7	0.0	0.8	0.0	1.7	1.8
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(50%),veh/ln	5.3	3.0	0.0	0.0	2.5	2.7	3.6	0.0	3.8	0.0	4.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	21.0	21.0	0.0	36.9	36.8	15.7	0.0	13.8	0.0	26.6	26.5
LnGrp LOS	C	C	C		D	D	B		B		C	C
Approach Vol, veh/h		640			230			584			420	
Approach Delay, s/veh		23.3			36.8			14.7			26.5	
Approach LOS		C			D			B			C	

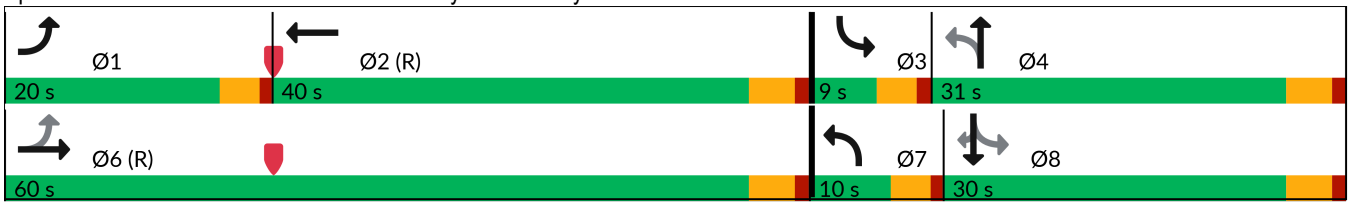
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		56.0		41.6	19.0	37.0	18.6	23.0				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		51.5		39.5	15.0	32.5	17.0	18.5				
Max Q Clear Time (g_c+I1), s		10.9		8.8	11.1	11.3	14.4	7.3				
Green Ext Time (p_c), s		2.0		1.7	0.3	1.9	0.2	0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh		23.0
HCM 7th LOS		C

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	246	682	899	286	39	16	20	395
Future Volume (vph)	246	682	899	286	39	16	20	395
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	20.0	60.0	40.0	10.0	31.0	9.0	30.0	30.0
Total Split (%)	20.0%	60.0%	40.0%	10.0%	31.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	68.9	68.4	51.0	21.9	19.0	18.1	12.6	12.6
Actuated g/C Ratio	0.69	0.68	0.51	0.22	0.19	0.18	0.13	0.13
v/c Ratio	0.61	0.31	0.54	1.08	0.14	0.06	0.09	0.83
Control Delay (s/veh)	14.4	7.7	20.4	112.2	28.9	26.2	34.9	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	7.7	20.4	112.2	28.9	26.2	34.9	23.1
LOS	B	A	C	F	C	C	C	C
Approach Delay (s/veh)		9.4	20.4		100.6		23.7	
Approach LOS		A	C		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 20 (20%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay (s/veh): 27.0	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way



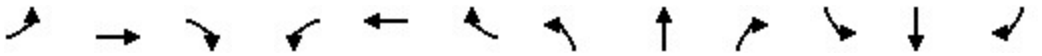


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	259	750	972	301	49	17	21	416
v/c Ratio	0.61	0.31	0.54	1.08	0.14	0.06	0.09	0.83
Control Delay (s/veh)	14.4	7.7	20.4	112.2	28.9	26.2	34.9	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	7.7	20.4	112.2	28.9	26.2	34.9	23.1
Queue Length 50th (ft)	49	82	203	~204	21	9	12	44
Queue Length 95th (ft)	133	166	364	#265	50	22	30	136
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	470	2409	1799	279	487	265	475	659
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.31	0.54	1.08	0.10	0.06	0.04	0.63

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 (veh/h)	246	682	30	0	899	25	286	39	8	16	20	395
Future Volume (veh/h)	246	682	30	0	899	25	286	39	8	16	20	395
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	259	718	21	0	946	15	301	41	0	17	21	353
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	382	2008	59	0	1536	24	413	468	0	480	450	381
Arrive On Green	0.10	0.57	0.57	0.00	0.43	0.43	0.06	0.25	0.00	0.05	0.24	0.24
Sat Flow, veh/h	1781	3526	103	0	3674	57	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	259	362	377	0	469	492	301	41	0	17	21	353
Grp Sat Flow(s),veh/h/ln	1781	1777	1852	0	1777	1860	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	7.7	11.0	11.0	0.0	20.5	20.5	6.0	1.7	0.0	0.7	0.9	21.8
Cycle Q Clear(g_c), s	7.7	11.0	11.0	0.0	20.5	20.5	6.0	1.7	0.0	0.7	0.9	21.8
Prop In Lane	1.00		0.06	0.00		0.03	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	382	1012	1055	0	762	798	413	468	0	480	450	381
V/C Ratio(X)	0.68	0.36	0.36	0.00	0.62	0.62	0.73	0.09	0.00	0.04	0.05	0.93
Avail Cap(c_a), veh/h	488	1012	1055	0	762	798	413	496	0	480	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	11.6	11.6	0.0	22.2	22.2	31.8	28.7	0.0	25.4	29.2	37.1
Incr Delay (d2), s/veh	2.6	1.0	0.9	0.0	3.7	3.5	6.4	0.1	0.0	0.0	0.0	26.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.4	4.6	0.0	9.1	9.4	4.4	0.8	0.0	0.3	0.4	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	12.6	12.6	0.0	25.9	25.7	38.2	28.8	0.0	25.5	29.2	63.6
LnGrp LOS	B	B	B		C	C	D	C		C	C	E
Approach Vol, veh/h		998			961			342			391	
Approach Delay, s/veh		14.3			25.8			37.1			60.1	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.1	47.4	9.0	29.5		61.5	10.0	28.5				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	16.0	35.5	5.0	26.5		55.5	6.0	25.5				
Max Q Clear Time (g_c+I1), s	9.7	22.5	2.7	3.7		13.0	8.0	23.8				
Green Ext Time (p_c), s	0.4	5.1	0.0	0.1		5.4	0.0	0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C

2030
BACKGROUND

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	71	0	0	39	38	416	36	0	467	34
Future Vol, veh/h	0	0	71	0	0	39	38	416	36	0	467	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	75	0	0	41	40	438	38	0	492	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	509	-	-	219	527	0	0	476	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	563	0	0	786	1038	-	-	1084	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	563	-	-	786	1038	-	-	1084	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.37	9.83	0.94	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	301	-	-	563	786	1084	-	-
HCM Lane V/C Ratio	0.039	-	-	0.133	0.052	-	-	-
HCM Ctrl Dly (s/v)	8.6	0.3	-	12.4	9.8	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	36	39	0	0	0
Future Vol, veh/h	0	36	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	41	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	79	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	924	1030
Stage 1	0	-	-	0	981	-
Stage 2	0	-	-	0	985	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	924	1030
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	985	-

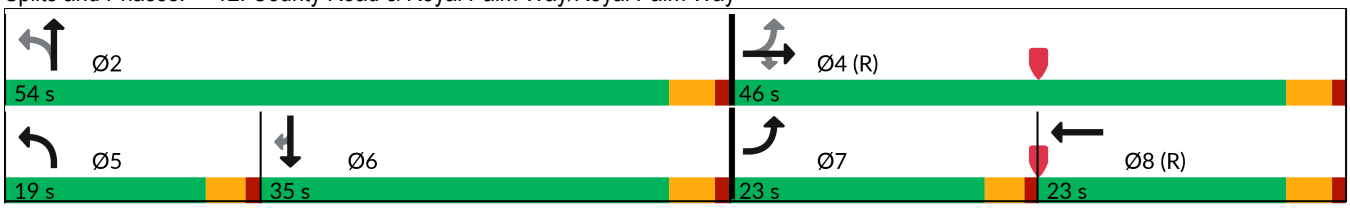
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

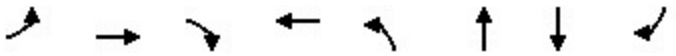
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	460	262	302	94	108	104	178	111
Future Volume (vph)	460	262	302	94	108	104	178	111
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	23.0	46.0	46.0	23.0	19.0	54.0	35.0	35.0
Total Split (%)	23.0%	46.0%	46.0%	23.0%	19.0%	54.0%	35.0%	35.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	55.6	55.1	55.1	28.2	36.4	35.9	16.9	16.9
Actuated g/C Ratio	0.56	0.55	0.55	0.28	0.36	0.36	0.17	0.17
v/c Ratio	0.63	0.27	0.31	0.11	0.28	0.18	0.59	0.32
Control Delay (s/veh)	18.4	13.3	2.4	28.2	22.9	20.6	46.1	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.4	13.3	2.4	28.2	22.9	20.6	46.1	8.9
LOS	B	B	A	C	C	C	D	A
Approach Delay (s/veh)		12.4		28.2		21.7	31.8	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 18.1	Intersection LOS: B
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

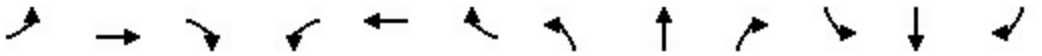
Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	484	276	318	106	114	121	187	117
v/c Ratio	0.63	0.27	0.31	0.11	0.28	0.18	0.59	0.32
Control Delay (s/veh)	18.4	13.3	2.4	28.2	22.9	20.6	46.1	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.4	13.3	2.4	28.2	22.9	20.6	46.1	8.9
Queue Length 50th (ft)	170	84	0	24	50	50	114	0
Queue Length 95th (ft)	295	153	42	52	81	83	172	45
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	773	1025	1014	993	409	912	568	564
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.27	0.31	0.11	0.28	0.13	0.33	0.21

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	460	262	302	0	94	7	108	104	11	0	178	111
Future Volume (veh/h)	460	262	302	0	94	7	108	104	11	0	178	111
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	484	276	255	0	99	0	114	109	1	0	187	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	0	2	2	2	2	2	0	2	2
Cap, veh/h	826	1067	904	0	1216	0	402	629	6	0	281	238
Arrive On Green	0.19	0.57	0.57	0.00	0.34	0.00	0.15	0.34	0.34	0.00	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	0	3741	0	1781	1850	17	0	1870	1585
Grp Volume(v), veh/h	484	276	255	0	99	0	114	0	110	0	187	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	0	1781	0	1867	0	1870	1585
Q Serve(g_s), s	16.8	7.4	8.2	0.0	1.9	0.0	4.7	0.0	4.1	0.0	9.4	3.0
Cycle Q Clear(g_c), s	16.8	7.4	8.2	0.0	1.9	0.0	4.7	0.0	4.1	0.0	9.4	3.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	826	1067	904	0	1216	0	402	0	634	0	281	238
V/C Ratio(X)	0.59	0.26	0.28	0.00	0.08	0.00	0.28	0.00	0.17	0.00	0.67	0.23
Avail Cap(c_a), veh/h	829	1067	904	0	1216	0	402	0	924	0	570	483
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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	10.8	11.0	0.0	22.3	0.0	25.5	0.0	23.2	0.0	40.1	37.4
Incr Delay (d2), s/veh	1.1	0.6	0.8	0.0	0.1	0.0	0.4	0.0	0.1	0.0	2.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	3.1	10.3	0.0	0.8	0.0	2.0	0.0	1.8	0.0	4.5	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	11.4	11.8	0.0	22.4	0.0	25.8	0.0	23.3	0.0	42.9	37.9
LnGrp LOS	B	B	B		C		C		C		D	D
Approach Vol, veh/h		1015			99			224			241	
Approach Delay, s/veh		13.2			22.4			24.6			41.7	
Approach LOS		B			C			C			D	

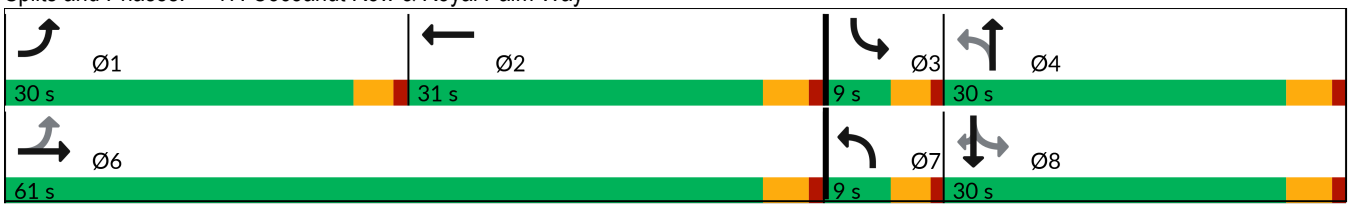
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		38.5		61.5	19.0	19.5	22.8	38.7				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		49.5		41.5	15.0	30.5	19.0	18.5				
Max Q Clear Time (g_c+I1), s		6.1		10.2	6.7	11.4	18.8	3.9				
Green Ext Time (p_c), s		0.6		2.7	0.2	1.1	0.0	0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.8									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	344	1191	313	71	25	49	34	273
Future Volume (vph)	344	1191	313	71	25	49	34	273
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	30.0	61.0	31.0	9.0	30.0	9.0	30.0	30.0
Total Split (%)	30.0%	61.0%	31.0%	9.0%	30.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	None	None	None
Act Effct Green (s)	57.3	56.8	40.7	13.5	10.1	12.7	8.3	8.3
Actuated g/C Ratio	0.71	0.70	0.50	0.17	0.12	0.16	0.10	0.10
v/c Ratio	0.47	0.52	0.19	0.32	0.15	0.22	0.19	0.68
Control Delay (s/veh)	7.5	7.6	13.5	30.2	28.1	28.2	35.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	7.6	13.5	30.2	28.1	28.2	35.8	13.6
LOS	A	A	B	C	C	C	D	B
Approach Delay (s/veh)		7.5	13.5		29.5		17.7	
Approach LOS		A	B		C		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

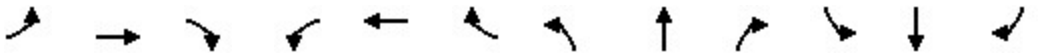
Splits and Phases: 17: Cocoanut Row & Royal Palm Way





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	362	1290	343	75	35	52	36	287
v/c Ratio	0.47	0.52	0.19	0.32	0.15	0.22	0.19	0.68
Control Delay (s/veh)	7.5	7.6	13.5	30.2	28.1	28.2	35.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	7.6	13.5	30.2	28.1	28.2	35.8	13.6
Queue Length 50th (ft)	58	140	47	32	13	22	18	0
Queue Length 95th (ft)	130	256	100	67	39	50	45	69
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	923	2468	1764	238	571	238	588	696
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.52	0.19	0.32	0.06	0.22	0.06	0.41

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	1191	34	0	313	13	71	25	9	49	34	273
Future Volume (veh/h)	344	1191	34	0	313	13	71	25	9	49	34	273
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	362	1254	25	0	329	3	75	26	0	52	36	224
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	736	2252	45	0	1640	15	348	311	0	395	313	265
Arrive On Green	0.13	0.63	0.63	0.00	0.45	0.45	0.06	0.17	0.00	0.06	0.17	0.17
Sat Flow, veh/h	1781	3563	71	0	3702	33	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	362	625	654	0	162	170	75	26	0	52	36	224
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	0	1777	1864	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	8.9	17.8	17.9	0.0	4.9	4.9	3.1	1.1	0.0	2.1	1.5	12.3
Cycle Q Clear(g_c), s	8.9	17.8	17.9	0.0	4.9	4.9	3.1	1.1	0.0	2.1	1.5	12.3
Prop In Lane	1.00		0.04	0.00		0.02	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	736	1123	1174	0	807	847	348	311	0	395	313	265
V/C Ratio(X)	0.49	0.56	0.56	0.00	0.20	0.20	0.22	0.08	0.00	0.13	0.12	0.85
Avail Cap(c_a), veh/h	1018	1123	1174	0	807	847	349	534	0	395	534	452
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	9.3	9.3	0.0	14.6	14.6	28.3	31.5	0.0	27.8	31.6	36.1
Incr Delay (d2), s/veh	0.5	2.0	1.9	0.0	0.1	0.1	0.3	0.1	0.0	0.1	0.2	7.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.6	6.9	0.0	1.9	2.0	1.3	0.5	0.0	0.9	0.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.5	11.3	11.2	0.0	14.8	14.8	28.6	31.6	0.0	28.0	31.8	43.4
LnGrp LOS	A	B	B		B	B	C	C		C	C	D
Approach Vol, veh/h		1641			332			101			312	
Approach Delay, s/veh		10.9			14.8			29.3			39.5	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	15.9	45.1	9.0	19.4		61.0	8.9	19.4				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	26.0	26.5	5.0	25.5		56.5	5.0	25.5				
Max Q Clear Time (g_c+I1), s	10.9	6.9	4.1	3.1		19.9	5.1	14.3				
Green Ext Time (p_c), s	1.0	1.8	0.0	0.1		11.5	0.0	0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.9									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	116	0	0	50	43	579	62	0	598	58
Future Vol, veh/h	0	0	116	0	0	50	43	579	62	0	598	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	122	0	0	53	45	609	65	0	629	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	660	-	-	305	691	0	0	675	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	462	0	0	692	902	-	-	914	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	462	-	-	692	902	-	-	914	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.57	10.63	1	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	249	-	-	462	692	914	-	-
HCM Lane V/C Ratio	0.05	-	-	0.264	0.076	-	-	-
HCM Ctrl Dly (s/v)	9.2	0.5	-	15.6	10.6	0	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	62	50	0	0	0
Future Vol, veh/h	0	62	50	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	65	53	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	118	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	878	1015
Stage 1	0	-	-	0	970	-
Stage 2	0	-	-	0	957	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	878	1015
Mov Cap-2 Maneuver	-	-	-	-	878	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	957	-

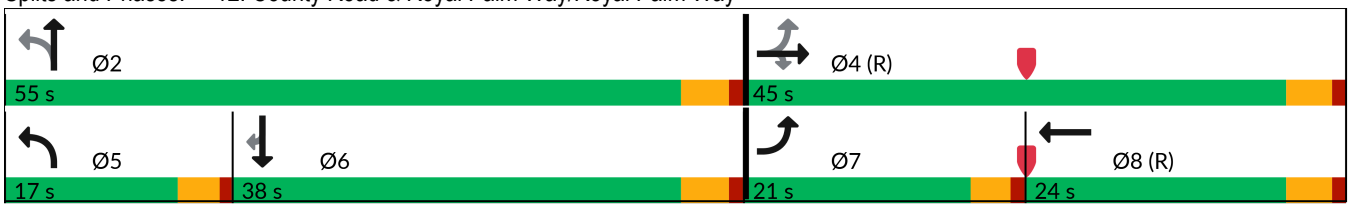
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

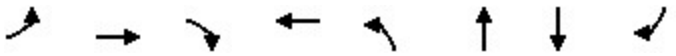
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	294	239	271	258	286	283	279	205
Future Volume (vph)	294	239	271	258	286	283	279	205
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	13.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	17.0	19.5	19.5	19.5
Total Split (s)	21.0	45.0	45.0	24.0	17.0	55.0	38.0	38.0
Total Split (%)	21.0%	45.0%	45.0%	24.0%	17.0%	55.0%	38.0%	38.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	52.5	52.0	52.0	32.5	39.5	39.0	22.0	22.0
Actuated g/C Ratio	0.53	0.52	0.52	0.33	0.40	0.39	0.22	0.22
v/c Ratio	0.51	0.26	0.30	0.26	0.85	0.46	0.72	0.42
Control Delay (s/veh)	18.3	15.4	2.9	27.5	44.7	23.5	45.8	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.3	15.4	2.9	27.5	44.7	23.5	45.8	6.6
LOS	B	B	A	C	D	C	D	A
Approach Delay (s/veh)		12.2		27.5		33.6	29.2	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 23.9	Intersection LOS: C
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way

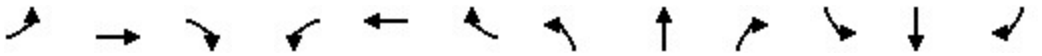




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	309	252	285	297	301	333	294	216
v/c Ratio	0.51	0.26	0.30	0.26	0.85	0.46	0.72	0.42
Control Delay (s/veh)	18.3	15.4	2.9	27.5	44.7	23.5	45.8	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.3	15.4	2.9	27.5	44.7	23.5	45.8	6.6
Queue Length 50th (ft)	108	85	0	70	137	151	175	0
Queue Length 95th (ft)	196	158	46	126	#196	199	241	52
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	626	969	960	1141	354	930	624	673
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.26	0.30	0.26	0.85	0.36	0.47	0.32

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 (veh/h)	294	239	271	0	258	24	286	283	33	0	279	205
Future Volume (veh/h)	294	239	271	0	258	24	286	283	33	0	279	205
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	309	252	222	0	272	14	301	298	24	0	294	153
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	655	1026	870	0	1326	68	342	617	50	0	358	303
Arrive On Green	0.12	0.55	0.55	0.00	0.39	0.39	0.13	0.36	0.36	0.00	0.19	0.19
Sat Flow, veh/h	1781	1870	1585	0	3533	176	1781	1708	138	0	1870	1585
Grp Volume(v), veh/h	309	252	222	0	140	146	301	0	322	0	294	153
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1839	1781	0	1846	0	1870	1585
Q Serve(g_s), s	9.9	7.0	7.3	0.0	5.3	5.3	13.0	0.0	13.5	0.0	15.1	8.6
Cycle Q Clear(g_c), s	9.9	7.0	7.3	0.0	5.3	5.3	13.0	0.0	13.5	0.0	15.1	8.6
Prop In Lane	1.00		1.00	0.00		0.10	1.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	655	1026	870	0	685	709	342	0	667	0	358	303
V/C Ratio(X)	0.47	0.25	0.26	0.00	0.20	0.21	0.88	0.00	0.48	0.00	0.82	0.50
Avail Cap(c_a), veh/h	738	1026	870	0	685	709	342	0	932	0	627	531
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	11.8	11.8	0.0	20.5	20.5	28.5	0.0	24.7	0.0	38.8	36.2
Incr Delay (d2), s/veh	0.5	0.6	0.7	0.0	0.7	0.7	22.4	0.0	0.5	0.0	4.7	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	3.0	9.1	0.0	2.3	2.4	7.7	0.0	5.9	0.0	7.3	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.3	12.3	12.5	0.0	21.2	21.2	50.8	0.0	25.3	0.0	43.5	37.5
LnGrp LOS	B	B	B		C	C	D		C		D	D
Approach Vol, veh/h		783			286			623			447	
Approach Delay, s/veh		13.2			21.2			37.6			41.5	
Approach LOS		B			C			D			D	

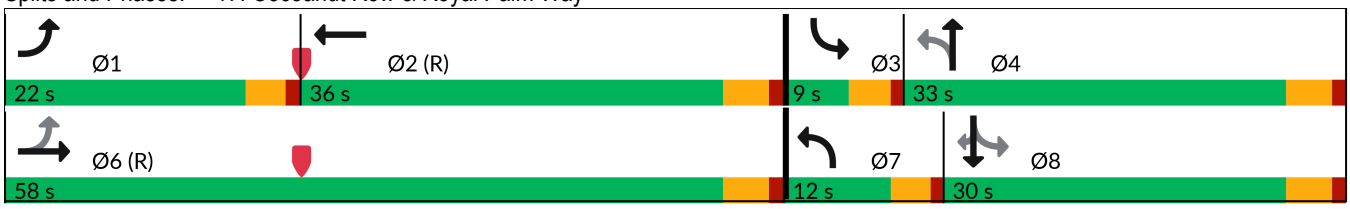
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		40.6		59.4	17.0	23.6	16.3	43.0				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		50.5		40.5	13.0	33.5	17.0	19.5				
Max Q Clear Time (g_c+I1), s		15.5		9.3	15.0	17.1	11.9	7.3				
Green Ext Time (p_c), s		2.1		2.3	0.0	2.0	0.4	1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			27.3									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	251	852	812	279	81	39	52	303
Future Volume (vph)	251	852	812	279	81	39	52	303
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	22.0	58.0	36.0	12.0	33.0	9.0	30.0	30.0
Total Split (%)	22.0%	58.0%	36.0%	12.0%	33.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	70.0	69.5	51.4	21.4	16.1	15.0	9.5	9.5
Actuated g/C Ratio	0.70	0.70	0.51	0.21	0.16	0.15	0.10	0.10
v/c Ratio	0.55	0.38	0.49	1.07	0.34	0.19	0.31	0.73
Control Delay (s/veh)	10.6	7.3	18.7	112.3	37.1	31.6	44.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.6	7.3	18.7	112.3	37.1	31.6	44.9	14.9
LOS	B	A	B	F	D	C	D	B
Approach Delay (s/veh)		8.1	18.7		92.9		20.5	
Approach LOS		A	B		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 30 (30%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 24.7	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way



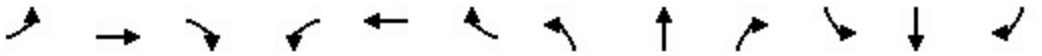


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	264	936	887	294	102	41	55	319
v/c Ratio	0.55	0.38	0.49	1.07	0.34	0.19	0.31	0.73
Control Delay (s/veh)	10.6	7.3	18.7	112.3	37.1	31.6	44.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.6	7.3	18.7	112.3	37.1	31.6	44.9	14.9
Queue Length 50th (ft)	49	107	176	~207	56	21	34	0
Queue Length 95th (ft)	107	189	319	#305	98	45	66	76
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	540	2445	1812	274	524	217	475	641
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.38	0.49	1.07	0.19	0.19	0.12	0.50

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 (veh/h)	251	852	37	0	812	30	279	81	16	39	52	303
Future Volume (veh/h)	251	852	37	0	812	30	279	81	16	39	52	303
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	897	28	0	855	21	294	85	6	41	55	256
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	435	2131	67	0	1661	41	385	370	26	388	345	292
Arrive On Green	0.10	0.61	0.61	0.00	0.47	0.47	0.08	0.21	0.21	0.05	0.18	0.18
Sat Flow, veh/h	1781	3518	110	0	3638	87	1781	1727	122	1781	1870	1585
Grp Volume(v), veh/h	264	453	472	0	429	447	294	0	91	41	55	256
Grp Sat Flow(s),veh/h/ln	1781	1777	1851	0	1777	1855	1781	0	1848	1781	1870	1585
Q Serve(g_s), s	7.2	13.5	13.5	0.0	16.9	16.9	8.0	0.0	4.1	1.8	2.5	15.7
Cycle Q Clear(g_c), s	7.2	13.5	13.5	0.0	16.9	16.9	8.0	0.0	4.1	1.8	2.5	15.7
Prop In Lane	1.00		0.06	0.00		0.05	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	435	1076	1121	0	832	869	385	0	396	388	345	292
V/C Ratio(X)	0.61	0.42	0.42	0.00	0.51	0.51	0.76	0.00	0.23	0.11	0.16	0.88
Avail Cap(c_a), veh/h	582	1076	1121	0	832	869	385	0	527	388	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	10.4	10.4	0.0	18.6	18.6	34.1	0.0	32.5	30.0	34.3	39.7
Incr Delay (d2), s/veh	1.4	1.2	1.2	0.0	2.3	2.2	8.8	0.0	0.3	0.1	0.2	14.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.3	5.5	0.0	7.2	7.5	3.8	0.0	1.8	0.8	1.1	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	11.6	11.6	0.0	20.9	20.8	42.9	0.0	32.8	30.1	34.5	54.4
LnGrp LOS	B	B	B		C	C	D		C	C	C	D
Approach Vol, veh/h		1189			876			385			352	
Approach Delay, s/veh		12.3			20.8			40.5			48.4	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	13.7	51.4	9.0	25.9		65.1	12.0	22.9				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	18.0	31.5	5.0	28.5		53.5	8.0	25.5				
Max Q Clear Time (g_c+I1), s	9.2	18.9	3.8	6.1		15.5	10.0	17.7				
Green Ext Time (p_c), s	0.5	4.5	0.0	0.4		7.2	0.0	0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.4
HCM 7th LOS	C

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	0	0	9	0	0	37	32	538	114	1	416	47
Future Vol, veh/h	0	0	9	0	0	37	32	538	114	1	416	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	0	39	34	566	120	1	438	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	463	-	-	283	487	0	0	686	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	598	0	0	715	1074	-	-	905	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	598	-	-	715	1074	-	-	905	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.11	10.33	0.63	0.02
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	202	-	-	598	715	4	-	-
HCM Lane V/C Ratio	0.031	-	-	0.016	0.055	0.001	-	-
HCM Ctrl Dly (s/v)	8.5	0.3	-	11.1	10.3	9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	115	37	0	0	0
Future Vol, veh/h	0	115	37	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	121	39	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	160	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	831	1033
Stage 1	0	-	-	0	984	-
Stage 2	0	-	-	0	904	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	831	1033
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	904	-

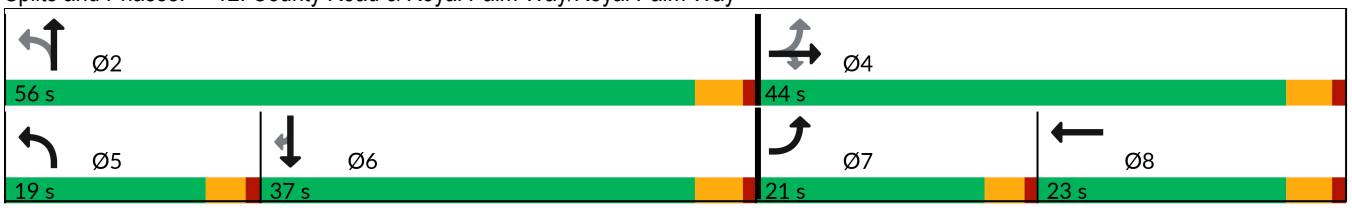
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

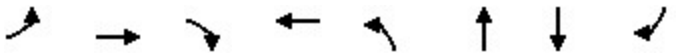
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	294	198	219	229	284	294	239	249
Future Volume (vph)	294	198	219	229	284	294	239	249
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	21.0	44.0	44.0	23.0	19.0	56.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%	23.0%	19.0%	56.0%	37.0%	37.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	Min	Min	Max	None	Max	Max	Max
Act Effct Green (s)	39.3	38.8	38.8	18.5	52.0	51.5	32.5	32.5
Actuated g/C Ratio	0.40	0.39	0.39	0.19	0.52	0.52	0.33	0.33
v/c Ratio	0.65	0.29	0.30	0.39	0.53	0.35	0.41	0.38
Control Delay (s/veh)	29.1	22.0	3.9	36.8	17.5	15.2	28.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	22.0	3.9	36.8	17.5	15.2	28.8	4.9
LOS	C	C	A	D	B	B	C	A
Approach Delay (s/veh)		19.4		36.8		16.3	16.6	
Approach LOS		B		D		B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 99.3	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 19.9	Intersection LOS: B
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

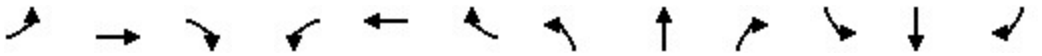
Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	309	208	231	256	299	334	252	262
v/c Ratio	0.65	0.29	0.30	0.39	0.53	0.35	0.41	0.38
Control Delay (s/veh)	29.1	22.0	3.9	36.8	17.5	15.2	28.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	22.0	3.9	36.8	17.5	15.2	28.8	4.9
Queue Length 50th (ft)	141	89	0	74	105	118	125	0
Queue Length 95th (ft)	216	144	46	113	162	180	196	54
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	484	740	769	658	567	958	609	694
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.28	0.30	0.39	0.53	0.35	0.41	0.38

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	198	219	0	229	14	284	294	24	0	239	249
Future Volume (veh/h)	294	198	219	0	229	14	284	294	24	0	239	249
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	309	208	168	0	241	4	299	309	14	0	252	199
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	498	719	610	0	673	11	558	930	42	0	618	524
Arrive On Green	0.16	0.38	0.38	0.00	0.19	0.19	0.15	0.52	0.52	0.00	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	0	3671	59	1781	1775	80	0	1870	1585
Grp Volume(v), veh/h	309	208	168	0	120	125	299	0	323	0	252	199
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1860	1781	0	1856	0	1870	1585
Q Serve(g_s), s	13.1	7.6	7.2	0.0	5.8	5.8	9.8	0.0	9.9	0.0	10.2	9.4
Cycle Q Clear(g_c), s	13.1	7.6	7.2	0.0	5.8	5.8	9.8	0.0	9.9	0.0	10.2	9.4
Prop In Lane	1.00		1.00	0.00		0.03	1.00		0.04	0.00		1.00
Lane Grp Cap(c), veh/h	498	719	610	0	334	350	558	0	972	0	618	524
V/C Ratio(X)	0.62	0.29	0.28	0.00	0.36	0.36	0.54	0.00	0.33	0.00	0.41	0.38
Avail Cap(c_a), veh/h	528	752	637	0	334	350	558	0	972	0	618	524
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	20.9	20.8	0.0	34.7	34.7	15.7	0.0	13.5	0.0	25.5	25.2
Incr Delay (d2), s/veh	2.0	0.2	0.2	0.0	3.0	2.8	1.0	0.0	0.9	0.0	2.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	3.3	0.0	0.0	2.7	2.9	4.0	0.0	4.2	0.0	4.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.5	21.2	21.1	0.0	37.7	37.6	16.7	0.0	14.4	0.0	27.4	27.3
LnGrp LOS	C	C	C		D	D	B		B		C	C
Approach Vol, veh/h		685			245			622			451	
Approach Delay, s/veh		23.6			37.6			15.5			27.4	
Approach LOS		C			D			B			C	

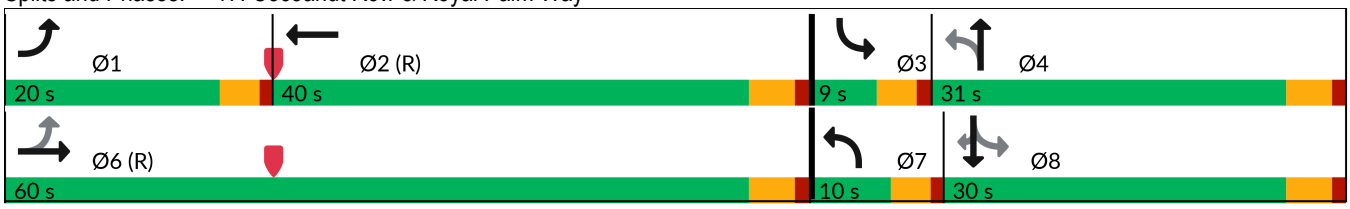
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		56.0		42.3	19.0	37.0	19.3	23.0				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		51.5		39.5	15.0	32.5	17.0	18.5				
Max Q Clear Time (g_c+I1), s		11.9		9.6	11.8	12.2	15.1	7.8				
Green Ext Time (p_c), s		2.1		1.8	0.3	2.1	0.2	0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh		23.6
HCM 7th LOS		C

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	259	813	960	301	41	17	26	415
Future Volume (vph)	259	813	960	301	41	17	26	415
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	20.0	60.0	40.0	10.0	31.0	9.0	30.0	30.0
Total Split (%)	20.0%	60.0%	40.0%	10.0%	31.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	67.4	66.9	48.7	23.4	20.5	19.6	14.1	14.1
Actuated g/C Ratio	0.67	0.67	0.49	0.23	0.21	0.20	0.14	0.14
v/c Ratio	0.68	0.38	0.60	1.06	0.13	0.06	0.10	0.85
Control Delay (s/veh)	20.7	9.0	23.0	104.5	27.7	24.9	33.8	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.7	9.0	23.0	104.5	27.7	24.9	33.8	25.5
LOS	C	A	C	F	C	C	C	C
Approach Delay (s/veh)		11.7	23.0		93.9		25.9	
Approach LOS		B	C		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 20 (20%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay (s/veh): 27.7	Intersection LOS: C
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way



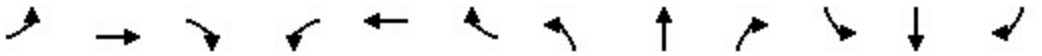


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	273	890	1038	317	51	18	27	437
v/c Ratio	0.68	0.38	0.60	1.06	0.13	0.06	0.10	0.85
Control Delay (s/veh)	20.7	9.0	23.0	104.5	27.7	24.9	33.8	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.7	9.0	23.0	104.5	27.7	24.9	33.8	25.5
Queue Length 50th (ft)	57	112	241	~203	22	9	15	59
Queue Length 95th (ft)	173	213	397	#271	50	22	35	158
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	436	2354	1719	299	487	285	475	656
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.38	0.60	1.06	0.10	0.06	0.06	0.67

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 (veh/h)	259	813	32	0	960	26	301	41	8	17	26	415
Future Volume (veh/h)	259	813	32	0	960	26	301	41	8	17	26	415
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	273	856	23	0	1011	16	317	43	0	18	27	374
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	362	1973	53	0	1470	23	416	490	0	494	471	399
Arrive On Green	0.11	0.56	0.56	0.00	0.41	0.41	0.06	0.26	0.00	0.05	0.25	0.25
Sat Flow, veh/h	1781	3535	95	0	3674	57	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	273	430	449	0	502	525	317	43	0	18	27	374
Grp Sat Flow(s),veh/h/ln	1781	1777	1853	0	1777	1860	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	8.4	14.1	14.1	0.0	23.2	23.2	6.0	1.7	0.0	0.7	1.1	23.1
Cycle Q Clear(g_c), s	8.4	14.1	14.1	0.0	23.2	23.2	6.0	1.7	0.0	0.7	1.1	23.1
Prop In Lane	1.00		0.05	0.00		0.03	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	992	1035	0	730	764	416	490	0	494	471	399
V/C Ratio(X)	0.75	0.43	0.43	0.00	0.69	0.69	0.76	0.09	0.00	0.04	0.06	0.94
Avail Cap(c_a), veh/h	455	992	1035	0	730	764	416	496	0	494	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	12.9	12.9	0.0	24.2	24.2	31.7	27.9	0.0	24.6	28.4	36.6
Incr Delay (d2), s/veh	5.4	1.4	1.3	0.0	5.2	5.0	8.1	0.1	0.0	0.0	0.1	29.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.7	5.9	0.0	10.5	10.9	5.1	0.8	0.0	0.3	0.5	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.1	14.3	14.2	0.0	29.4	29.2	39.8	28.0	0.0	24.7	28.5	65.8
LnGrp LOS	C	B	B		C	C	D	C		C	C	E
Approach Vol, veh/h		1152			1027			360			419	
Approach Delay, s/veh		16.6			29.3			38.4			61.7	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.8	45.6	9.0	30.7		60.3	10.0	29.7				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	16.0	35.5	5.0	26.5		55.5	6.0	25.5				
Max Q Clear Time (g_c+I1), s	10.4	25.2	2.7	3.7		16.1	8.0	25.1				
Green Ext Time (p_c), s	0.4	4.8	0.0	0.1		6.7	0.0	0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			30.0									
HCM 7th LOS			C									

2030
TOTAL

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	71	0	0	28	38	416	31	0	467	34
Future Vol, veh/h	0	0	71	0	0	28	38	416	31	0	467	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	75	0	0	29	40	438	33	0	492	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	509	-	-	219	527	0	0	471	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	563	0	0	786	1038	-	-	1089	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	563	-	-	786	1038	-	-	1089	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.37	9.76	0.95	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	301	-	-	563	786	1089	-	-
HCM Lane V/C Ratio	0.039	-	-	0.133	0.038	-	-	-
HCM Ctrl Dly (s/v)	8.6	0.3	-	12.4	9.8	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	27	36	39	2	8	23
Future Vol, veh/h	27	36	39	2	8	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	38	41	2	8	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	43	0	-	0	137	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1565	-	-	-	857	1029
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	841	1029
Mov Cap-2 Maneuver	-	-	-	-	841	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	929	-

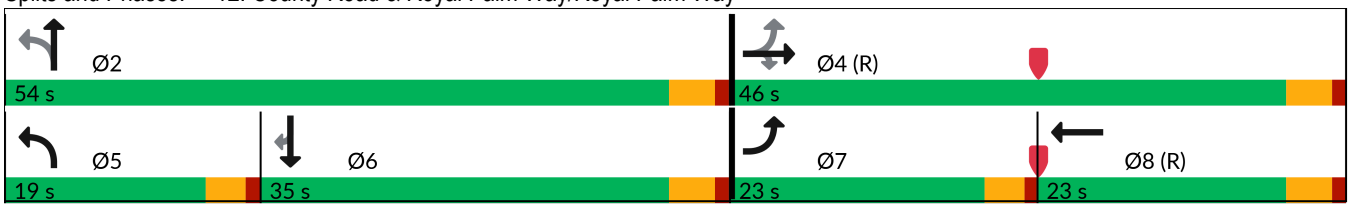
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.15	0	8.83
HCM LOS			A

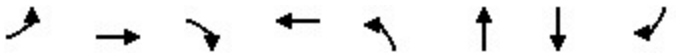
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	972
HCM Lane V/C Ratio	0.018	-	-	-	0.034
HCM Ctrl Dly (s/v)	7.3	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	460	256	293	94	100	102	174	111
Future Volume (vph)	460	256	293	94	100	102	174	111
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	23.0	46.0	46.0	23.0	19.0	54.0	35.0	35.0
Total Split (%)	23.0%	46.0%	46.0%	23.0%	19.0%	54.0%	35.0%	35.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	59.5	59.0	59.0	33.0	32.5	32.0	16.8	16.8
Actuated g/C Ratio	0.60	0.59	0.59	0.33	0.33	0.32	0.17	0.17
v/c Ratio	0.59	0.24	0.29	0.09	0.27	0.20	0.58	0.32
Control Delay (s/veh)	16.6	12.3	2.3	27.6	23.6	21.5	46.0	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.6	12.3	2.3	27.6	23.6	21.5	46.0	9.0
LOS	B	B	A	C	C	C	D	A
Approach Delay (s/veh)		11.4		27.6		22.5	31.6	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 17.4	Intersection LOS: B
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

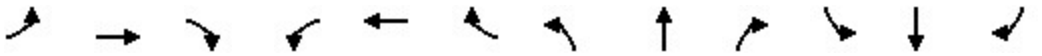
Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	484	269	308	106	105	119	183	117
v/c Ratio	0.59	0.24	0.29	0.09	0.27	0.20	0.58	0.32
Control Delay (s/veh)	16.6	12.3	2.3	27.6	23.6	21.5	46.0	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.6	12.3	2.3	27.6	23.6	21.5	46.0	9.0
Queue Length 50th (ft)	169	81	0	24	46	49	111	0
Queue Length 95th (ft)	293	148	41	52	76	82	169	45
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	823	1098	1060	1159	384	912	568	564
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.24	0.29	0.09	0.27	0.13	0.32	0.21

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	460	256	293	0	94	7	100	102	11	0	174	111
Future Volume (veh/h)	460	256	293	0	94	7	100	102	11	0	174	111
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	484	269	245	0	99	0	105	107	1	0	183	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	0	2	2	2	2	2	0	2	2
Cap, veh/h	826	1067	904	0	1216	0	405	628	6	0	281	238
Arrive On Green	0.19	0.57	0.57	0.00	0.34	0.00	0.15	0.34	0.34	0.00	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	0	3741	0	1781	1850	17	0	1870	1585
Grp Volume(v), veh/h	484	269	245	0	99	0	105	0	108	0	183	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	0	1781	0	1867	0	1870	1585
Q Serve(g_s), s	16.8	7.2	7.9	0.0	1.9	0.0	4.3	0.0	4.1	0.0	9.2	3.0
Cycle Q Clear(g_c), s	16.8	7.2	7.9	0.0	1.9	0.0	4.3	0.0	4.1	0.0	9.2	3.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	826	1067	904	0	1216	0	405	0	634	0	281	238
V/C Ratio(X)	0.59	0.25	0.27	0.00	0.08	0.00	0.26	0.00	0.17	0.00	0.65	0.23
Avail Cap(c_a), veh/h	830	1067	904	0	1216	0	405	0	924	0	570	483
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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	10.8	10.9	0.0	22.3	0.0	25.3	0.0	23.1	0.0	40.0	37.4
Incr Delay (d2), s/veh	1.1	0.6	0.7	0.0	0.1	0.0	0.3	0.0	0.1	0.0	2.6	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	3.0	9.9	0.0	0.8	0.0	1.8	0.0	1.8	0.0	4.4	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	11.3	11.7	0.0	22.4	0.0	25.6	0.0	23.3	0.0	42.6	37.9
LnGrp LOS	B	B	B		C		C		C		D	D
Approach Vol, veh/h		998			99			213			237	
Approach Delay, s/veh		13.2			22.4			24.4			41.5	
Approach LOS		B			C			C			D	

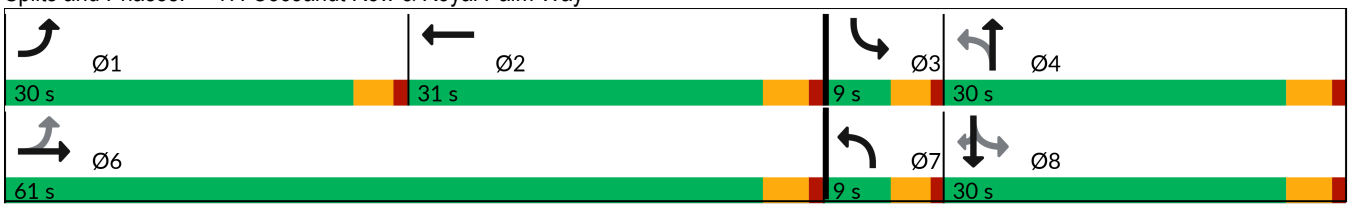
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		38.5		61.5	19.0	19.5	22.8	38.7				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		49.5		41.5	15.0	30.5	19.0	18.5				
Max Q Clear Time (g_c+I1), s		6.1		9.9	6.3	11.2	18.8	3.9				
Green Ext Time (p_c), s		0.6		2.6	0.1	1.1	0.0	0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.7									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	344	1176	305	71	25	49	34	273
Future Volume (vph)	344	1176	305	71	25	49	34	273
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	30.0	61.0	31.0	9.0	30.0	9.0	30.0	30.0
Total Split (%)	30.0%	61.0%	31.0%	9.0%	30.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	None	None	None
Act Effct Green (s)	57.3	56.8	40.7	13.5	10.1	12.7	8.3	8.3
Actuated g/C Ratio	0.71	0.70	0.50	0.17	0.12	0.16	0.10	0.10
v/c Ratio	0.46	0.52	0.19	0.32	0.15	0.22	0.19	0.68
Control Delay (s/veh)	7.5	7.5	13.5	30.2	28.1	28.2	35.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	7.5	13.5	30.2	28.1	28.2	35.8	13.6
LOS	A	A	B	C	C	C	D	B
Approach Delay (s/veh)		7.5	13.5		29.5		17.7	
Approach LOS		A	B		C		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

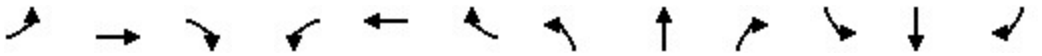
Splits and Phases: 17: Cocoanut Row & Royal Palm Way





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	362	1274	335	75	35	52	36	287
v/c Ratio	0.46	0.52	0.19	0.32	0.15	0.22	0.19	0.68
Control Delay (s/veh)	7.5	7.5	13.5	30.2	28.1	28.2	35.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	7.5	13.5	30.2	28.1	28.2	35.8	13.6
Queue Length 50th (ft)	58	137	46	32	13	22	18	0
Queue Length 95th (ft)	130	251	97	67	39	50	45	69
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	927	2468	1764	238	571	238	588	696
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.52	0.19	0.32	0.06	0.22	0.06	0.41

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	1176	34	0	305	13	71	25	9	49	34	273
Future Volume (veh/h)	344	1176	34	0	305	13	71	25	9	49	34	273
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	362	1238	25	0	321	3	75	26	0	52	36	224
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	741	2252	45	0	1639	15	348	311	0	395	313	265
Arrive On Green	0.13	0.63	0.63	0.00	0.45	0.45	0.06	0.17	0.00	0.06	0.17	0.17
Sat Flow, veh/h	1781	3562	72	0	3701	34	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	362	617	646	0	158	166	75	26	0	52	36	224
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	0	1777	1864	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	8.9	17.5	17.5	0.0	4.8	4.8	3.1	1.1	0.0	2.1	1.5	12.3
Cycle Q Clear(g_c), s	8.9	17.5	17.5	0.0	4.8	4.8	3.1	1.1	0.0	2.1	1.5	12.3
Prop In Lane	1.00		0.04	0.00		0.02	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	741	1123	1174	0	807	847	348	311	0	395	313	265
V/C Ratio(X)	0.49	0.55	0.55	0.00	0.20	0.20	0.22	0.08	0.00	0.13	0.12	0.85
Avail Cap(c_a), veh/h	1022	1123	1174	0	807	847	349	534	0	395	534	452
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	9.3	9.3	0.0	14.6	14.6	28.3	31.5	0.0	27.8	31.6	36.1
Incr Delay (d2), s/veh	0.5	1.9	1.9	0.0	0.1	0.1	0.3	0.1	0.0	0.1	0.2	7.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.5	6.8	0.0	1.9	2.0	1.3	0.5	0.0	0.9	0.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	11.2	11.1	0.0	14.7	14.7	28.6	31.6	0.0	28.0	31.8	43.4
LnGrp LOS	A	B	B		B	B	C	C		C	C	D
Approach Vol, veh/h		1625			324			101			312	
Approach Delay, s/veh		10.8			14.7			29.3			39.5	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	15.9	45.1	9.0	19.4		61.0	8.9	19.4				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	26.0	26.5	5.0	25.5		56.5	5.0	25.5				
Max Q Clear Time (g_c+I1), s	10.9	6.8	4.1	3.1		19.5	5.1	14.3				
Green Ext Time (p_c), s	1.0	1.7	0.0	0.1		11.3	0.0	0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	116	0	0	19	43	579	54	0	598	58
Future Vol, veh/h	0	0	116	0	0	19	43	579	54	0	598	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	122	0	0	20	45	609	57	0	629	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	660	-	-	305	691	0	0	666	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	462	0	0	692	902	-	-	921	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	462	-	-	692	902	-	-	921	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.57	10.36	1.01	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	249	-	-	462	692	921	-	-
HCM Lane V/C Ratio	0.05	-	-	0.264	0.029	-	-	-
HCM Ctrl Dly (s/v)	9.2	0.5	-	15.6	10.4	0	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	56	62	50	4	20	59
Future Vol, veh/h	56	62	50	4	20	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	65	53	4	21	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	238	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1548	-	-	-	750	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1548	-	-	-	721	1012
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	848	-

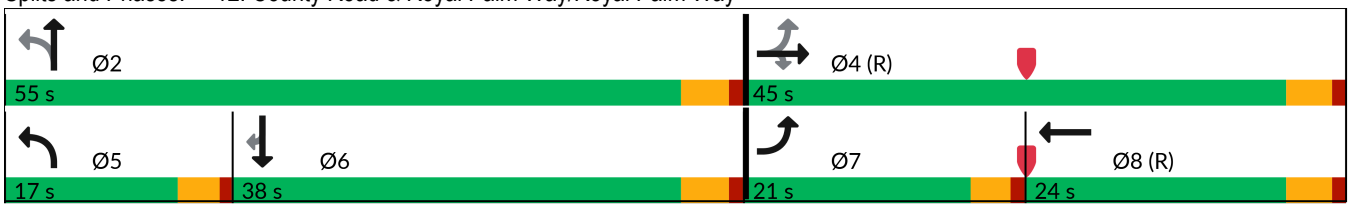
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.52	0	9.31
HCM LOS			A

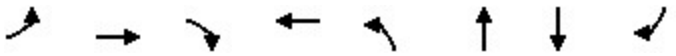
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1548	-	-	-	918
HCM Lane V/C Ratio	0.038	-	-	-	0.091
HCM Ctrl Dly (s/v)	7.4	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	294	229	258	258	261	277	273	205
Future Volume (vph)	294	229	258	258	261	277	273	205
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	13.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	17.0	19.5	19.5	19.5
Total Split (s)	21.0	45.0	45.0	24.0	17.0	55.0	38.0	38.0
Total Split (%)	21.0%	45.0%	45.0%	24.0%	17.0%	55.0%	38.0%	38.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	52.9	52.4	52.4	32.8	39.1	38.6	21.6	21.6
Actuated g/C Ratio	0.53	0.52	0.52	0.33	0.39	0.39	0.22	0.22
v/c Ratio	0.51	0.25	0.28	0.26	0.78	0.46	0.71	0.42
Control Delay (s/veh)	18.0	15.1	2.8	27.3	37.2	23.6	45.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.0	15.1	2.8	27.3	37.2	23.6	45.8	6.7
LOS	B	B	A	C	D	C	D	A
Approach Delay (s/veh)		12.1		27.3		29.8	29.0	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 22.7	Intersection LOS: C
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way

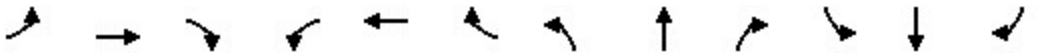




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	309	241	272	297	275	327	287	216
v/c Ratio	0.51	0.25	0.28	0.26	0.78	0.46	0.71	0.42
Control Delay (s/veh)	18.0	15.1	2.8	27.3	37.2	23.6	45.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.0	15.1	2.8	27.3	37.2	23.6	45.8	6.7
Queue Length 50th (ft)	107	80	0	70	124	148	170	0
Queue Length 95th (ft)	194	150	44	126	#171	197	236	53
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	631	975	958	1151	354	930	624	673
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.25	0.28	0.26	0.78	0.35	0.46	0.32

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 (veh/h)	294	229	258	0	258	24	261	277	33	0	273	205
Future Volume (veh/h)	294	229	258	0	258	24	261	277	33	0	273	205
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	309	241	209	0	272	14	275	292	24	0	287	153
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	659	1033	876	0	1341	69	342	609	50	0	351	297
Arrive On Green	0.12	0.55	0.55	0.00	0.39	0.39	0.13	0.36	0.36	0.00	0.19	0.19
Sat Flow, veh/h	1781	1870	1585	0	3533	176	1781	1705	140	0	1870	1585
Grp Volume(v), veh/h	309	241	209	0	140	146	275	0	316	0	287	153
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1839	1781	0	1845	0	1870	1585
Q Serve(g_s), s	9.8	6.6	6.8	0.0	5.2	5.3	12.1	0.0	13.3	0.0	14.7	8.7
Cycle Q Clear(g_c), s	9.8	6.6	6.8	0.0	5.2	5.3	12.1	0.0	13.3	0.0	14.7	8.7
Prop In Lane	1.00		1.00	0.00		0.10	1.00		0.08	0.00		1.00
Lane Grp Cap(c), veh/h	659	1033	876	0	693	717	342	0	660	0	351	297
V/C Ratio(X)	0.47	0.23	0.24	0.00	0.20	0.20	0.80	0.00	0.48	0.00	0.82	0.51
Avail Cap(c_a), veh/h	744	1033	876	0	693	717	342	0	932	0	627	531
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	11.5	11.5	0.0	20.2	20.2	27.8	0.0	24.9	0.0	39.0	36.5
Incr Delay (d2), s/veh	0.5	0.5	0.6	0.0	0.7	0.6	13.1	0.0	0.5	0.0	4.7	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	2.8	8.6	0.0	2.3	2.4	6.3	0.0	5.8	0.0	7.1	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.1	12.0	12.2	0.0	20.9	20.9	40.9	0.0	25.5	0.0	43.7	37.9
LnGrp LOS	B	B	B		C	C	D		C		D	D
Approach Vol, veh/h		759			286			591			440	
Approach Delay, s/veh		12.9			20.9			32.7			41.7	
Approach LOS		B			C			C			D	

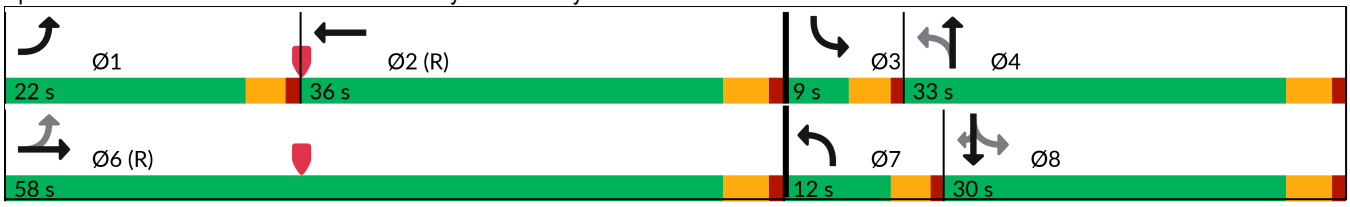
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		40.2		59.8	17.0	23.2	16.3	43.5				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		50.5		40.5	13.0	33.5	17.0	19.5				
Max Q Clear Time (g_c+I1), s		15.3		8.8	14.1	16.7	11.8	7.3				
Green Ext Time (p_c), s		2.1		2.2	0.0	2.0	0.4	1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			25.7									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	251	829	787	279	81	39	52	303
Future Volume (vph)	251	829	787	279	81	39	52	303
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	22.0	58.0	36.0	12.0	33.0	9.0	30.0	30.0
Total Split (%)	22.0%	58.0%	36.0%	12.0%	33.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	70.0	69.5	51.8	21.4	16.1	15.0	9.5	9.5
Actuated g/C Ratio	0.70	0.70	0.52	0.21	0.16	0.15	0.10	0.10
v/c Ratio	0.55	0.37	0.47	1.07	0.34	0.19	0.31	0.73
Control Delay (s/veh)	10.4	7.2	18.2	112.3	37.1	31.6	44.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	7.2	18.2	112.3	37.1	31.6	44.9	14.9
LOS	B	A	B	F	D	C	D	B
Approach Delay (s/veh)		8.0	18.2		92.9		20.5	
Approach LOS		A	B		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 30 (30%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 24.7	Intersection LOS: C
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way



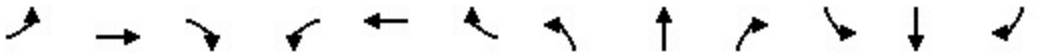


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	264	912	860	294	102	41	55	319
v/c Ratio	0.55	0.37	0.47	1.07	0.34	0.19	0.31	0.73
Control Delay (s/veh)	10.4	7.2	18.2	112.3	37.1	31.6	44.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	7.2	18.2	112.3	37.1	31.6	44.9	14.9
Queue Length 50th (ft)	49	103	167	~207	56	21	34	0
Queue Length 95th (ft)	107	183	305	#305	98	45	66	76
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	550	2445	1822	274	524	217	475	641
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.37	0.47	1.07	0.19	0.19	0.12	0.50

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 (veh/h)	251	829	37	0	787	30	279	81	16	39	52	303
Future Volume (veh/h)	251	829	37	0	787	30	279	81	16	39	52	303
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	873	28	0	828	21	294	85	6	41	55	256
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	444	2129	68	0	1659	42	385	370	26	388	345	292
Arrive On Green	0.10	0.61	0.61	0.00	0.47	0.47	0.08	0.21	0.21	0.05	0.18	0.18
Sat Flow, veh/h	1781	3514	113	0	3635	90	1781	1727	122	1781	1870	1585
Grp Volume(v), veh/h	264	441	460	0	415	434	294	0	91	41	55	256
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	0	1777	1854	1781	0	1848	1781	1870	1585
Q Serve(g_s), s	7.2	13.0	13.0	0.0	16.2	16.2	8.0	0.0	4.1	1.8	2.5	15.7
Cycle Q Clear(g_c), s	7.2	13.0	13.0	0.0	16.2	16.2	8.0	0.0	4.1	1.8	2.5	15.7
Prop In Lane	1.00		0.06	0.00		0.05	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	444	1076	1121	0	832	869	385	0	396	388	345	292
V/C Ratio(X)	0.59	0.41	0.41	0.00	0.50	0.50	0.76	0.00	0.23	0.11	0.16	0.88
Avail Cap(c_a), veh/h	591	1076	1121	0	832	869	385	0	527	388	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	10.3	10.3	0.0	18.4	18.4	34.1	0.0	32.5	30.0	34.3	39.7
Incr Delay (d2), s/veh	1.3	1.2	1.1	0.0	2.1	2.0	8.8	0.0	0.3	0.1	0.2	14.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.1	5.3	0.0	6.9	7.2	3.8	0.0	1.8	0.8	1.1	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.1	11.5	11.5	0.0	20.6	20.5	42.9	0.0	32.8	30.1	34.5	54.4
LnGrp LOS	B	B	B		C	C	D		C	C	C	D
Approach Vol, veh/h		1165			849			385			352	
Approach Delay, s/veh		12.1			20.5			40.5			48.4	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	13.7	51.4	9.0	25.9		65.1	12.0	22.9				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	18.0	31.5	5.0	28.5		53.5	8.0	25.5				
Max Q Clear Time (g_c+I1), s	9.2	18.2	3.8	6.1		15.0	10.0	17.7				
Green Ext Time (p_c), s	0.5	4.5	0.0	0.4		6.9	0.0	0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			23.3									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	79	0	0	6	32	538	106	0	416	47
Future Vol, veh/h	0	0	79	0	0	6	32	538	106	0	416	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	83	0	0	6	34	566	112	0	438	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	463	-	-	283	487	0	0	678	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	598	0	0	715	1074	-	-	912	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	598	-	-	715	1074	-	-	912	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.99	10.08	0.63	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	202	-	-	598	715	912	-	-
HCM Lane V/C Ratio	0.031	-	-	0.139	0.009	-	-	-
HCM Ctrl Dly (s/v)	8.5	0.3	-	12	10.1	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	56	115	37	4	20	59
Future Vol, veh/h	56	115	37	4	20	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	121	39	4	21	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	43	0	-	0	280	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1565	-	-	-	710	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	681	1030
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	801	-

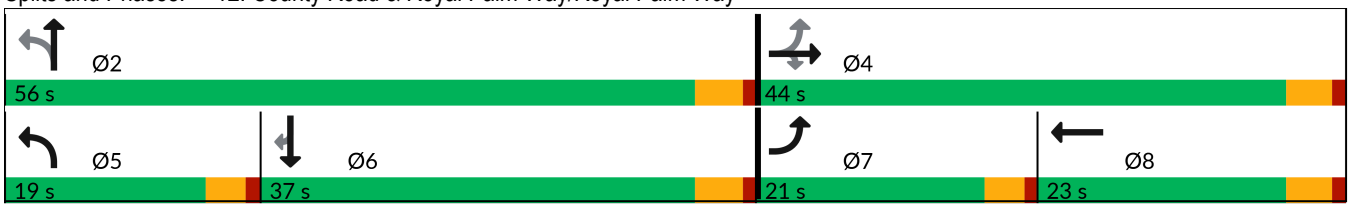
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.42	0	9.34
HCM LOS			A

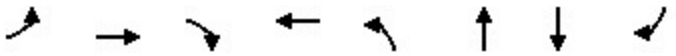
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	912
HCM Lane V/C Ratio	0.038	-	-	-	0.091
HCM Ctrl Dly (s/v)	7.4	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	294	188	206	229	259	288	233	249
Future Volume (vph)	294	188	206	229	259	288	233	249
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	21.0	44.0	44.0	23.0	19.0	56.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%	23.0%	19.0%	56.0%	37.0%	37.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	Min	Min	Max	None	Max	Max	Max
Act Effct Green (s)	39.3	38.8	38.8	18.5	52.0	51.5	32.5	32.5
Actuated g/C Ratio	0.40	0.39	0.39	0.19	0.52	0.52	0.33	0.33
v/c Ratio	0.65	0.27	0.29	0.39	0.48	0.34	0.40	0.38
Control Delay (s/veh)	29.1	21.8	3.9	36.8	16.6	15.1	28.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	21.8	3.9	36.8	16.6	15.1	28.5	4.9
LOS	C	C	A	D	B	B	C	A
Approach Delay (s/veh)		19.6		36.8		15.8	16.3	
Approach LOS		B		D		B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 99.3	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

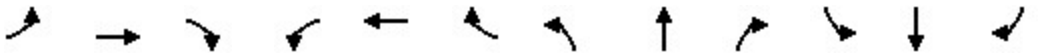
Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	309	198	217	256	273	328	245	262
v/c Ratio	0.65	0.27	0.29	0.39	0.48	0.34	0.40	0.38
Control Delay (s/veh)	29.1	21.8	3.9	36.8	16.6	15.1	28.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	21.8	3.9	36.8	16.6	15.1	28.5	4.9
Queue Length 50th (ft)	141	84	0	74	94	115	121	0
Queue Length 95th (ft)	216	137	44	113	147	176	190	54
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	484	740	760	658	572	958	609	694
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.27	0.29	0.39	0.48	0.34	0.40	0.38

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	188	206	0	229	14	259	288	24	0	233	249
Future Volume (veh/h)	294	188	206	0	229	14	259	288	24	0	233	249
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	309	198	154	0	241	4	273	303	14	0	245	199
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	498	719	610	0	673	11	562	929	43	0	618	524
Arrive On Green	0.16	0.38	0.38	0.00	0.19	0.19	0.15	0.52	0.52	0.00	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	0	3671	59	1781	1774	82	0	1870	1585
Grp Volume(v), veh/h	309	198	154	0	120	125	273	0	317	0	245	199
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1860	1781	0	1856	0	1870	1585
Q Serve(g_s), s	13.1	7.2	6.5	0.0	5.8	5.8	8.8	0.0	9.6	0.0	9.9	9.4
Cycle Q Clear(g_c), s	13.1	7.2	6.5	0.0	5.8	5.8	8.8	0.0	9.6	0.0	9.9	9.4
Prop In Lane	1.00		1.00	0.00		0.03	1.00		0.04	0.00		1.00
Lane Grp Cap(c), veh/h	498	719	610	0	334	350	562	0	972	0	618	524
V/C Ratio(X)	0.62	0.28	0.25	0.00	0.36	0.36	0.49	0.00	0.33	0.00	0.40	0.38
Avail Cap(c_a), veh/h	528	752	637	0	334	350	562	0	972	0	618	524
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	20.8	20.6	0.0	34.7	34.7	15.3	0.0	13.4	0.0	25.3	25.2
Incr Delay (d2), s/veh	2.0	0.2	0.2	0.0	3.0	2.8	0.7	0.0	0.9	0.0	1.9	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	3.1	0.0	0.0	2.7	2.9	3.5	0.0	4.1	0.0	4.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.5	21.0	20.8	0.0	37.7	37.6	16.0	0.0	14.3	0.0	27.2	27.3
LnGrp LOS	C	C	C		D	D	B		B		C	C
Approach Vol, veh/h		661			245			590			444	
Approach Delay, s/veh		23.5			37.6			15.1			27.3	
Approach LOS		C			D			B			C	

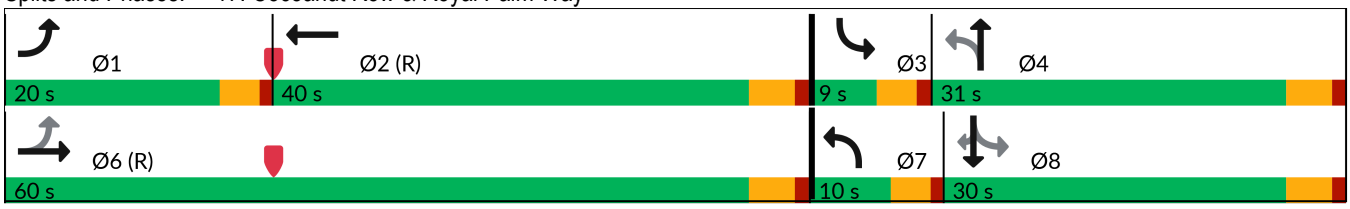
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		56.0		42.3	19.0	37.0	19.3	23.0				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		51.5		39.5	15.0	32.5	17.0	18.5				
Max Q Clear Time (g_c+I1), s		11.6		9.2	10.8	11.9	15.1	7.8				
Green Ext Time (p_c), s		2.1		1.7	0.3	2.0	0.2	0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.6
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	259	790	935	301	41	17	26	415
Future Volume (vph)	259	790	935	301	41	17	26	415
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	20.0	60.0	40.0	10.0	31.0	9.0	30.0	30.0
Total Split (%)	20.0%	60.0%	40.0%	10.0%	31.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	67.5	67.0	48.9	23.3	20.4	19.5	14.0	14.0
Actuated g/C Ratio	0.68	0.67	0.49	0.23	0.20	0.20	0.14	0.14
v/c Ratio	0.67	0.37	0.59	1.06	0.14	0.06	0.10	0.85
Control Delay (s/veh)	19.2	8.8	22.5	105.7	27.8	25.0	33.8	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.2	8.8	22.5	105.7	27.8	25.0	33.8	25.3
LOS	B	A	C	F	C	C	C	C
Approach Delay (s/veh)		11.3	22.5		94.9		25.7	
Approach LOS		B	C		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 20 (20%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay (s/veh): 27.7	Intersection LOS: C
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way



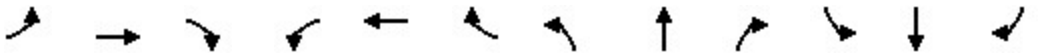


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	273	866	1011	317	51	18	27	437
v/c Ratio	0.67	0.37	0.59	1.06	0.14	0.06	0.10	0.85
Control Delay (s/veh)	19.2	8.8	22.5	105.7	27.8	25.0	33.8	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.2	8.8	22.5	105.7	27.8	25.0	33.8	25.3
Queue Length 50th (ft)	56	106	231	~206	22	9	15	58
Queue Length 95th (ft)	166	206	384	#271	50	22	35	156
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	445	2358	1723	298	487	284	475	657
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.37	0.59	1.06	0.10	0.06	0.06	0.67

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 (veh/h)	259	790	32	0	935	26	301	41	8	17	26	415
Future Volume (veh/h)	259	790	32	0	935	26	301	41	8	17	26	415
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	273	832	23	0	984	16	317	43	0	18	27	374
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	369	1972	54	0	1469	24	416	490	0	494	471	399
Arrive On Green	0.11	0.56	0.56	0.00	0.41	0.41	0.06	0.26	0.00	0.05	0.25	0.25
Sat Flow, veh/h	1781	3532	98	0	3672	58	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	273	419	436	0	489	511	317	43	0	18	27	374
Grp Sat Flow(s),veh/h/ln	1781	1777	1853	0	1777	1860	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	8.4	13.6	13.6	0.0	22.4	22.4	6.0	1.7	0.0	0.7	1.1	23.1
Cycle Q Clear(g_c), s	8.4	13.6	13.6	0.0	22.4	22.4	6.0	1.7	0.0	0.7	1.1	23.1
Prop In Lane	1.00		0.05	0.00		0.03	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	992	1034	0	730	764	416	490	0	494	471	399
V/C Ratio(X)	0.74	0.42	0.42	0.00	0.67	0.67	0.76	0.09	0.00	0.04	0.06	0.94
Avail Cap(c_a), veh/h	462	992	1034	0	730	764	416	496	0	494	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	12.8	12.8	0.0	24.0	24.0	31.7	27.9	0.0	24.6	28.4	36.6
Incr Delay (d2), s/veh	4.8	1.3	1.3	0.0	4.8	4.6	8.1	0.1	0.0	0.0	0.1	29.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.5	5.7	0.0	10.1	10.5	5.1	0.8	0.0	0.3	0.5	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	14.1	14.0	0.0	28.8	28.6	39.8	28.0	0.0	24.7	28.5	65.8
LnGrp LOS	C	B	B		C	C	D	C		C	C	E
Approach Vol, veh/h		1128			1000			360			419	
Approach Delay, s/veh		16.2			28.7			38.4			61.7	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.8	45.6	9.0	30.7		60.3	10.0	29.7				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	16.0	35.5	5.0	26.5		55.5	6.0	25.5				
Max Q Clear Time (g_c+I1), s	10.4	24.4	2.7	3.7		15.6	8.0	25.1				
Green Ext Time (p_c), s	0.4	4.9	0.0	0.1		6.5	0.0	0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	29.8
HCM 7th LOS	C

APPENDIX D

COMMITTED PROJECT TRIPS

A	B	C	D	E	F	G	H	I
		Input Data						
ROAD NAME:	Royal Palm Way			STATION:	3819			Report Created
CURRENT YEAR:	2025			FROM:	Midpoint			9/17/2025
ANALYSIS YEAR:	2030			TO:	Cocoanut Row			
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%
Palm Beach Day Academy	0	0	0	0	0	0	NR	100%
The Greene School	3	1	2	0	0	0	NR	67%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
Former City Hall	0	0	0	0	0	0	NR	100%
Christian Science Church Site	4	1	3	4	3	1	NR	20%
Opera Site	3	2	1	4	2	3	NR	0%
West Palm Point/Tent Site	27	4	23	30	25	5	NR	0%
WPB Fern Residences	4	5	0	4	1	3	Res	0%
Shops at the Press	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	13	11	2	6	1	5	NR	0%
Royal Poinciana Playhouse	1	1	0	8	6	2	NR	0%
One West Palm	18	6	12	19	12	7	NR	0%
303 Banyan Blvd	0	0	0	0	0	0	NR	100%
AC Hotel	2	1	1	3	2	2	NR	0%
Hotel AKA	0	0	0	0	0	0	NR	100%
Viana Hotel	0	0	0	1	0	0	NR	0%
Soleste Palm Station	1	1	0	1	1	1	Res	0%
506-524 Datura Street	9	5	4	11	5	6	Res	0%
Grand Bank & Trust	1	1	1	5	2	2	NR	0%
Clematis/Datura Street	4	3	1	7	3	4	NR	0%
300 Banyan Boulevard	3	0	3	4	3	1	NR	20%
512 Clematis	1	1	0	2	1	1	NR	36%
Transit Village	36	14	23	45	26	19	Res	0%
Solana WPB	3	2	1	4	2	2	Res	0%
The Berkeley	2	1	1	3	1	1	Res	0%
315 S. Dixie Highway	3	2	1	4	2	2	Res	0%
1111 S Flagler Drive	4	2	2	2	1	1	NR	0%
Palm Beach Atlantic University	7	1	5	7	5	2	NR	82%
Arkona	3	2	2	5	2	3	Res	0%
Total Committed Developments	152	67	88	179	106	73		
Total Committed Residential	61	32	32	77	40	37		
Total Committed Non-Residential	91	35	56	102	66	36		
Double Count Reduction	15	7	8	19	10	7		
Total Discounted Committed Developments	137	60	80	160	96	66		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	137	60	80	160	96	66		
Growth Volume Used	137	60	80	160	96	66		
Total Volume	137	60	80	160	96	66		
Lanes	4LD							
LOS D Capacity	3220	1770	1770	3220	1770	1770		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	3400	1870	1870	3400	1870	1870		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

Input Data

ROAD NAME: Royal Palm Way
CURRENT YEAR: 2025
ANALYSIS YEAR: 2030
GROWTH RATE: 0%
STATION: 3819
FROM: Flagler Dr
TO: Midpoint
COUNT DATE: NA
PSF: 0

Report Created
9/17/2025

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%
Palm Beach Day Academy	0	0	0	0	0	0	NR	100%
The Greene School	3	1	2	0	0	0	NR	67%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
Former City Hall	0	0	0	0	0	0	NR	100%
Christian Science Church Site	4	1	3	4	3	1	NR	20%
Opera Site	3	2	1	4	2	3	NR	0%
West Palm Point/Tent Site	27	4	23	30	25	5	NR	0%
WPB Fern Residences	4	5	0	4	1	3	Res	0%
Shops at the Press	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	13	11	2	6	1	5	NR	0%
Royal Poinciana Playhouse	1	1	0	8	6	2	NR	0%
One West Palm	18	6	12	19	12	7	NR	0%
303 Banyan Blvd	0	0	0	0	0	0	NR	100%
AC Hotel	2	1	1	3	2	2	NR	0%
Hotel AKA	0	0	0	0	0	0	NR	100%
Viana Hotel	0	0	0	1	0	0	NR	0%
Soleste Palm Station	1	1	0	1	1	1	Res	0%
506-524 Datura Street	9	5	4	11	5	6	Res	0%
Grand Bank & Trust	1	1	1	5	2	2	NR	0%
Clematis/Datura Street	4	3	1	7	3	4	NR	0%
300 Banyan Boulevard	3	0	3	4	3	1	NR	20%
512 Clematis	1	1	0	2	1	1	NR	36%
Transit Village	36	14	23	45	26	19	Res	0%
Solana WPB	3	2	1	4	2	2	Res	0%
The Berkeley	2	1	1	3	1	1	Res	0%
315 S. Dixie Highway	3	2	1	4	2	2	Res	0%
1111 S Flagler Drive	4	2	2	2	1	1	NR	0%
Palm Beach Atlantic University	7	1	5	7	5	2	NR	82%
Arkona	3	2	2	5	2	3	Res	0%
Total Committed Developments	152	67	88	179	106	73		
Total Committed Residential	61	32	32	77	40	37		
Total Committed Non-Residential	91	35	56	102	66	36		
Double Count Reduction	15	7	8	19	10	7		
Total Discounted Committed Developments	137	60	80	160	96	66		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	137	60	80	160	96	66		
Growth Volume Used	137	60	80	160	96	66		
Total Volume	137	60	80	160	96	66		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME:	Royal Palm Way	STATION:	0		Report Created
CURRENT YEAR:	2025	FROM:	Midpoint		9/17/2025
ANALYSIS YEAR:	2030	TO:	S County Rd		
GROWTH RATE:	0%	COUNT DATE:	NA		
		PSF:	0		

Link Analysis

Time Period		AM			PM	
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
3111 South Dixie	0	0	0	0	0	0	NR	100%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
Shops at the Press	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	6	1	6	3	3	1	NR	0%
Royal Poinciana Playhouse	0	0	0	4	1	3	NR	0%
Palm Beach Atlantic University	7	1	5	7	5	2	NR	82%
Total Committed Developments	13	2	11	14	9	6		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	13	2	11	14	9	6		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	13	2	11	14	9	6		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	13	2	11	14	9	6		
Growth Volume Used	13	2	11	14	9	6		
Total Volume	13	2	11	14	9	6		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME:	Royal Palm Way	STATION:	0	Report Created
CURRENT YEAR:	2025	FROM:	Cocoanut Row	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%
Shops at the Press	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	26	22	3	13	2	10	NR	0%
Royal Poinciana Playhouse	0	0	0	4	1	3	NR	0%
Palm Beach Atlantic University	7	1	5	7	5	2	NR	82%
Total Committed Developments	33	23	8	24	8	15		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	33	23	8	24	8	15		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	33	23	8	24	8	15		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	33	23	8	24	8	15		
Growth Volume Used	33	23	8	24	8	15		
Total Volume	33	23	8	24	8	15		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME:	Royal Palm Way	STATION:	0		Report Created
CURRENT YEAR:	2025	FROM:	Midpoint		9/17/2025
ANALYSIS YEAR:	2030	TO:	S Ocean Blvd		
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%	
Shops at the Press	0	0	0	0	0	0	NR	100%	
Palm Beach Atlantic University	7	1	5	7	5	2	NR	82%	
Total Committed Developments	7	1	5	7	5	2			
Total Committed Residential	0	0	0	0	0	0			
Total Committed Non-Residential	7	1	5	7	5	2			
Double Count Reduction	0	0	0	0	0	0			
Total Discounted Committed Developments	7	1	5	7	5	2			
Historical Growth	0	0	0	0	0	0			
Comm Dev+1% Growth	7	1	5	7	5	2			
Growth Volume Used	7	1	5	7	5	2			
Total Volume	7	1	5	7	5	2			
Lanes	4LD								
LOS D Capacity	3220	1770	1770	3220	1770	1770			
Link Meets Test 1?	YES	YES	YES	YES	YES	YES			
LOS E Capacity	3400	1870	1870	3400	1870	1870			
Link Meets Test 2?	YES	YES	YES	YES	YES	YES			

Input Data

ROAD NAME:	Royal Palm Way	STATION:	0		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%
Shops at the Press	0	0	0	0	0	0	NR / 100%
Palm Beach Atlantic University	7	1	5	7	5	2	NR / 82%
Total Committed Developments	7	1	5	7	5	2	
Total Committed Residential	0	0	0	0	0	0	
Total Committed Non-Residential	7	1	5	7	5	2	
Double Count Reduction	0	0	0	0	0	0	
Total Discounted Committed Developments	7	1	5	7	5	2	
Historical Growth	0	0	0	0	0	0	
Comm Dev+1% Growth	7	1	5	7	5	2	
Growth Volume Used	7	1	5	7	5	2	
Total Volume	7	1	5	7	5	2	
Lanes	4LD						
LOS D Capacity	3220	1770	1770	3220	1770	1770	
Link Meets Test 1?	YES	YES	YES	YES	YES	YES	
LOS E Capacity	3400	1870	1870	3400	1870	1870	
Link Meets Test 2?	YES	YES	YES	YES	YES	YES	

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME:	Cocoanut Row	STATION:	0		Report Created
CURRENT YEAR:	2025	FROM:	Midpoint		9/17/2025
ANALYSIS YEAR:	2030	TO:	Royal Poinciana 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
Palm Harbor Marina Hotel	0	0	0	0	0	0	NR	100%
Testas Site Redevelopment	0	0	0	0	0	0	NR	100%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
Former City Hall	0	0	0	0	0	0	NR	100%
Royal Poinciana Playhouse	4	2	3	50	14	36	NR	0%
Total Committed Developments	4	2	3	50	14	36		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	4	2	3	50	14	36		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	4	2	3	50	14	36		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	4	2	3	50	14	36		
Growth Volume Used	4	2	3	50	14	36		
Total Volume	4	2	3	50	14	36		

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:	Cocoanut Row	STATION:	0		Report Created
CURRENT YEAR:	2025	FROM:	Royal Palm Way		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
Palm Harbor Marina Hotel	0	0	0	0	0	0	NR	100%
Testas Site Redevelopment	0	0	0	0	0	0	NR	100%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
Former City Hall	0	0	0	0	0	0	NR	100%
Royal Poinciana Playhouse	1	1	1	17	12	5	NR	0%
Total Committed Developments	1	1	1	17	12	5		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	1	1	1	17	12	5		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	1	1	1	17	12	5		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	1	1	1	17	12	5		
Growth Volume Used	1	1	1	17	12	5		
Total Volume	1	1	1	17	12	5		

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

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME:	County Rd	STATION:	0		Report Created
CURRENT YEAR:	2025	FROM:	Midpoint		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%
Palm Beach Atlantic University	4	3	1	4	1	3	NR	82%
Total Committed Developments	4	3	1	4	1	3		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	4	3	1	4	1	3		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	4	3	1	4	1	3		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	4	3	1	4	1	3		
Growth Volume Used	4	3	1	4	1	3		
Total Volume	4	3	1	4	1	3		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME:	County Rd	STATION:	0	Report Created	
CURRENT YEAR:	2025	FROM:	Midpoint	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%
Palm Beach Atlantic University	4	3	1	4	1	3	NR	82%
Total Committed Developments	4	3	1	4	1	3		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	4	3	1	4	1	3		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	4	3	1	4	1	3		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	4	3	1	4	1	3		
Growth Volume Used	4	3	1	4	1	3		
Total Volume	4	3	1	4	1	3		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

x	B	C	D	E	F	G	H	I

Input Data

ROAD NAME:	County Rd	STATION:	3916		Report Created
CURRENT YEAR:	2025	FROM:	Barton Ave		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
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	3	0	3	2	1	0	NR	0%
Royal Poinciana Playhouse	1	1	1	17	12	5	NR	0%
Palm Beach Atlantic University	3	1	2	3	2	1	NR	82%
Total Committed Developments	7	2	6	22	15	6		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	7	2	6	22	15	6		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	7	2	6	22	15	6		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	7	2	6	22	15	6		
Growth Volume Used	7	2	6	22	15	6		
Total Volume	7	2	6	22	15	6		

Lanes	4L					
LOS D Capacity	3060	1680	1680	3060	1680	1680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3230	1780	1780	3230	1780	1780
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME:	County Rd	STATION:	3916	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
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	3	0	3	2	1	0	NR	0%
Royal Poinciana Playhouse	1	1	1	17	12	5	NR	0%
Palm Beach Atlantic University	3	1	2	3	2	1	NR	82%
Total Committed Developments	7	2	6	22	15	6		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	7	2	6	22	15	6		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	7	2	6	22	15	6		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	7	2	6	22	15	6		
Growth Volume Used	7	2	6	22	15	6		
Total Volume	7	2	6	22	15	6		

Lanes	4L					
LOS D Capacity	3060	1680	1680	3060	1680	1680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3230	1780	1780	3230	1780	1780
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

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

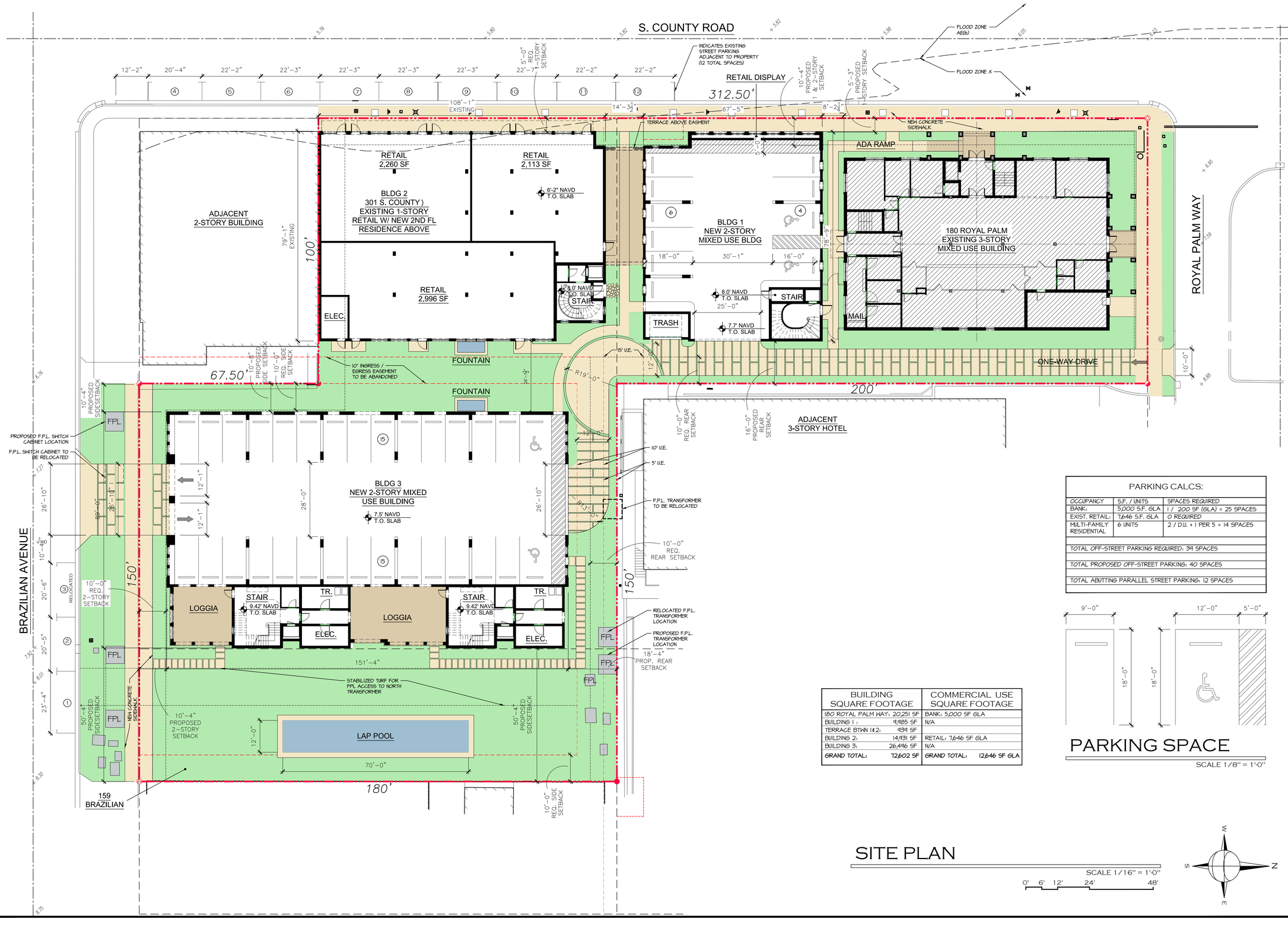
Committed Developments							Type	% Complete
3111 South Dixie	0	0	0	0	0	0	NR	100%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	3	3	0	2	0	1	NR	0%
Royal Poinciana Playhouse	1	1	0	8	6	2	NR	0%
Palm Beach Atlantic University	4	3	1	4	1	3	NR	82%
Total Committed Developments	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 E

SITE PLAN

CONCEPTUAL ENGINEERING PLAN



PARKING CALCS:		
OCCUPANCY	S.F. / UNITS	SPACES REQUIRED
BANK:	5,000 S.F. GLA	1 / 200 SF (GLA) = 25 SPACES
EXIST. RETAIL:	7,646 S.F. GLA	0 REQUIRED
MULTI-FAMILY RESIDENTIAL	6 UNITS	2 / D.U. + 1 PER 5 = 14 SPACES
TOTAL OFF-STREET PARKING REQUIRED: 39 SPACES		
TOTAL PROPOSED OFF-STREET PARKING: 40 SPACES		
TOTAL ABUTTING PARALLEL STREET PARKING: 12 SPACES		

BUILDING SQUARE FOOTAGE		COMMERCIAL USE SQUARE FOOTAGE	
180 ROYAL PALM WAY:	20,251 SF	BANK:	5,000 SF GLA
BUILDING 1:	9,985 SF	N/A	
TERRACE BTWN 1 & 2:	939 SF		
BUILDING 2:	14,931 SF	RETAIL:	7,646 SF GLA
BUILDING 3:	26,496 SF	N/A	
GRAND TOTAL:	72,602 SF	GRAND TOTAL:	12,646 SF GLA

PARKING SPACE

SCALE 1/8" = 1'-0"

SITE PLAN

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

PALM BEACH COUNTY

TOWN OF PALM BEACH, FLORIDA

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4107, LICENSE #AA-C001914

DATE: FIRST SUBMITTAL 11.13.2025

DRAWN: JKS

REVISIONS:

- 2ND SUBMITTAL 12.01.2025
- PROGRESS 02.10.2026

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SEAL

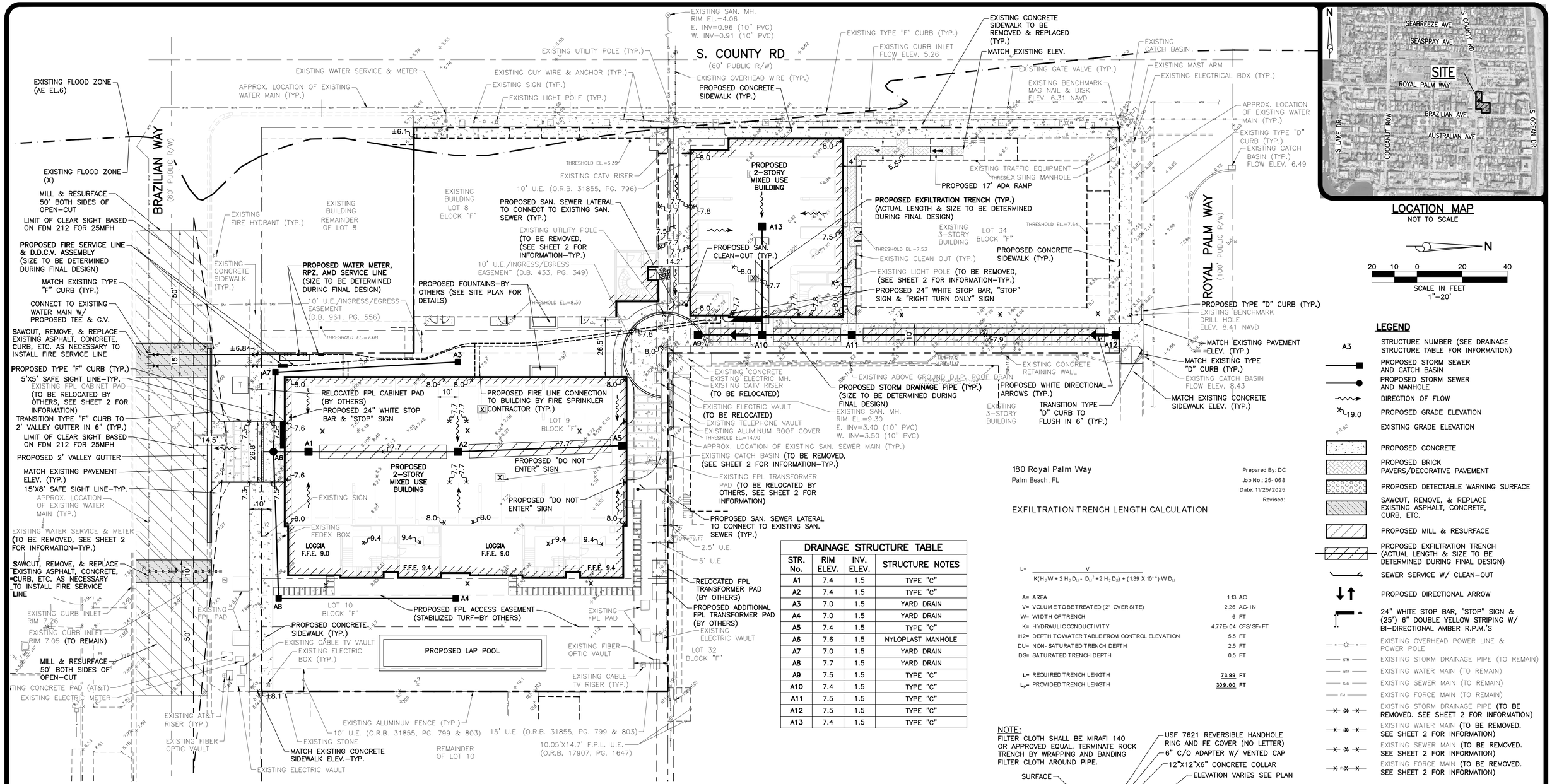
ROGER P. JANSSEN AR-14785

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

SP1.01

JOB NUMBER: 25-113



LOCATION MAP
NOT TO SCALE

N

20 10 0 20 40

SCALE IN FEET
1"=20'

LEGEND

- A3 — STRUCTURE NUMBER (SEE DRAINAGE STRUCTURE TABLE FOR INFORMATION)
- PROPOSED STORM SEWER AND CATCH BASIN
- PROPOSED STORM SEWER AND MANHOLE
- DIRECTION OF FLOW
- 19.0 — PROPOSED GRADE ELEVATION
- 8.66 — EXISTING GRADE ELEVATION
- PROPOSED CONCRETE
- PROPOSED BRICK PAVERS/DECORATIVE PAVEMENT
- PROPOSED DETECTABLE WARNING SURFACE
- SAWCUT, REMOVE, & REPLACE EXISTING ASPHALT, CONCRETE, CURB, ETC.
- PROPOSED MILL & RESURFACE
- PROPOSED EXFILTRATION TRENCH (ACTUAL LENGTH & SIZE TO BE DETERMINED DURING FINAL DESIGN)
- SEWER SERVICE W/ CLEAN–OUT
- PROPOSED DIRECTIONAL ARROW
- 24" WHITE STOP BAR, "STOP" SIGN & (25') 6" DOUBLE YELLOW STRIPING W/ BI–DIRECTIONAL AMBER R.P.M.'S
- 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)
- EXISTING STORM DRAINAGE PIPE (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)
- EXISTING WATER MAIN (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)
- EXISTING SEWER MAIN (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)
- EXISTING FORCE MAIN (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)

DRAINAGE STRUCTURE TABLE

STR. No.	RIM ELEV.	INV. ELEV.	STRUCTURE NOTES
A1	7.4	1.5	TYPE "C"
A2	7.4	1.5	TYPE "C"
A3	7.0	1.5	YARD DRAIN
A4	7.0	1.5	YARD DRAIN
A5	7.4	1.5	TYPE "C"
A6	7.6	1.5	NYLOPLAST MANHOLE
A7	7.0	1.5	YARD DRAIN
A8	7.7	1.5	YARD DRAIN
A9	7.5	1.5	TYPE "C"
A10	7.4	1.5	TYPE "C"
A11	7.5	1.5	TYPE "C"
A12	7.5	1.5	TYPE "C"
A13	7.4	1.5	TYPE "C"

180 Royal Palm Way
Palm Beach, FL

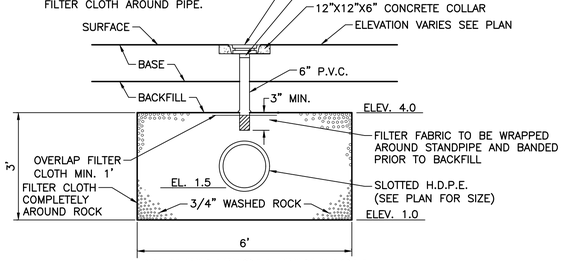
Prepared By: DC
Job No.: 25- 068
Date: 11/25/2025
Revised:

EXFILTRATION TRENCH LENGTH CALCULATION

$$L = \frac{V}{K(H_2 W + 2\,H_2 D_U - D_U^2 + 2\,H_2 D_S) + (1.39 \times 10^{-4})\,W D_U}$$

A= AREA	1.13 AC
V= VOLUME TO BE TREATED (2" OVER SITE)	2.26 AC-IN
W= WIDTH OF TRENCH	6 FT
K= HYDRAULIC CONDUCTIVITY	4.77E-04 CFS/SF-FT
H2= DEPTH TO WATER TABLE FROM CONTROL ELEVATION	5.5 FT
DU= NON-SATURATED TRENCH DEPTH	2.5 FT
DS= SATURATED TRENCH DEPTH	0.5 FT
L= REQUIRED TRENCH LENGTH	73.89 FT
L_p= PROVIDED TRENCH LENGTH	309.00 FT

NOTE:
FILTER CLOTH SHALL BE MIRAFI 140 OR APPROVED EQUAL. TERMINATE ROCK TRENCH BY WRAPPING AND BANDING FILTER CLOTH AROUND PIPE.



EXFILTRATION TRENCH
NOT TO SCALE

2/11/2026

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 CITY OF WEST PALM BEACH (WATER), TOWN OF PALM BEACH (SEWER), AND THE PALM BEACH COUNTY HEALTH DEPARTMENT.
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.
6.) SURVEY INFORMATION PROVIDED BY WALLACE SURVEYING, CORP. (DATUM–N.A.V.D.)

NOTE: ALL ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988 BASED ON A SURVEY PREPARED BY WALLACE SURVEYING, CORP. (561) 640–4551.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY DANIEL W. COLE, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DANIEL W. COLE — LICENSE — No. 97819 — STATE OF FLORIDA — PROFESSIONAL ENGINEER

3.) REVISED PER UPDATED SITE PLAN, 11/25/25 R.W.
2.) REVISED PER FPL SITE MEETING W/ TEAM, 11/12/25 B.L.
1.) REVISED PER UPDATED SITE PLAN, 08/26/25 B.L.

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.	B.L.			

180 ROYAL PALM WAY
SECTION 23, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
CONCEPTUAL PAVING, DRAINAGE, WATER AND WASTEWATER PLAN

JOB NO.	DRAWING NO.	SHEET	OF
25–068	25068C03	3	5

Y:\AUTOCAD_FILES\2025\25-068\CONCEPTUAL\25068C03_Plan.dwg 2/11/2026 4:15 PM Phoebe Lowe

date:	February 19, 2026
to:	James Murphy, AICP, Assistant Director of Planning, Zoning and Building, Town of Palm Beach
from:	Eric Czerniejewski, P.E., ENV SP
subject:	180 Royal Palm Way and 301 South County Road Traffic Engineering Review

MEMORANDUM

The Town of Palm Beach has requested traffic engineering review services related to the redevelopment of the commercial, office, and residential mixed-use project for the properties located at 180 Royal Palm Way and 301 South County Road, Palm Beach, FL. The following are the resubmittal traffic review comments based on the 02/13/26 resubmittal:

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the redevelopment of the commercial, office, and residential mixed-use project for the properties located at 180 Royal Palm Way and 301 South County Road, Palm Beach, FL.

   Simmons & White's 10/03/25 Response: A copy of the Palm Beach County Traffic Division Traffic Performance Standard (TPS) approval letter for the redevelopment project at 180 Royal Palm Way and 301 South County Road will be provided once it is received; it is currently under review.

   TCG 10/14/25 Response: This item is still pending.

   Simmons & White's 11/25/25 Response: The TPS letter will be provided upon receipt. Note the project is a reduction in traffic from the existing use.

   TCG 12/02/25 Response: This item is still pending.

Simmons & White's 02/13/26 Response: A copy of the Palm Beach County Traffic Division Traffic Performance Standard (TPS) approval letter for the redevelopment project at 180 Royal Palm Way and 301 South County Road has been provided with this resubmittal.

TCG 02/19/26 Response: Addressed.

2. Please update the Town Roadway Segment Analysis (Tables 8 and 9) 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. Please add a volume to capacity column to both tables.

   Simmons & White's 10/03/25 Response: Tables 8 and 9 have been updated to incorporate the most recent existing traffic volumes 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 inconsistent, as the reported volumes are more than three times higher than the 2024 counts, which does not appear reasonable. In comparison, the adjacent segment on County Road shows a slight decrease over the same period. A volume-to-capacity (v/c) ratio column has also been added to both tables.

   TCG 10/14/25 Response: This item is still pending. The traffic volumes to be used should be the Town of Palm Beach 2025 Annual Traffic Count Update Report, completed by Kimley-Horn dated 04/22/25. The applicant may collect a new 72-hour peak season road segment count along the South County Road segment adjacent to your site. This would need to occur in the December through February period. In addition, Tables 8 and 9 use the FDOT LOS Handbook values for a four-lane undivided Arterial. The typical section of South County Road, adjacent to the redevelopment (Brazilian Avenue to Royal Palm Way), is a two-lane, undivided roadway with an extended northbound left-turn lane.

   Simmons & White's 11/25/25 Response: Noted. Counts are being scheduled for early December on S. County Road. Additionally, Table 8 and 9 have been revised to reflect the two-lane segment.

   TCG 12/02/25 Response: This item is still pending. Please update the facility type in Tables 8 and 9 to be 2 lane undivided. It currently says 4 lane undivided Arterial. Please include the Generalized Service Volume Tables from the 2020 Quality/Level of Service Handbook, published by the Florida Department of Transportation, in the Appendix.

Simmons & White's 02/13/26 Response: Tables 8 and 9 have been updated to show 2 lane undivided and incorporate the most recent existing traffic volumes based on traffic counts collected during the peak season and peak hour. The Generalized service volume tables from the 2020 Quality/Level of service handbook have been provided in the Appendix.

TCG 02/18/26 Response: This item is still pending. Please update the footnotes to Tables 8 and 9. The existing 2025 traffic volumes in Table 8 and Table 9 are taken from the new 72-hour tube counts collected between 12/02/25 and 12/04/25.

Simmons & White's 02/18/26 Response: See Attached.

TCG 02/19/26 Response: Addressed.

3. Please include additional narrative in the Traffic Assignment and Site Circulation 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 10/03/25 Response: Additional narrative has been added to the Trip Distribution and Multimodal Transportation Options section. The updated narrative includes roadway characteristics of the adjacent facilities.

   TCG 10/14/25 Response: Addressed.

4. Please provide an AM, Midday, and PM peak hour intersection capacity analysis for the following nearby key intersections under the following conditions: existing conditions, future conditions without project trips, and future conditions with project trips:
   - Royal Palm Way and South County Road (signalized)
   - Royal Palm Way and Coconut Row (signalized)
   - Brazilian Avenue and South County Road (stop controlled)

   Please provide additional site-generated trips from approved but unbuilt development projects.

   Simmons & White's 10/03/25 Response: AM, Midday, and PM peak hour capacity analyses have been prepared for the above-mentioned intersections under existing conditions, future conditions without project trips, and future conditions with project trips. Additional site-generated trips from approved but unbuilt development projects have also been included in the analysis.

   TCG 10/14/25 Response: Addressed.

5. Please provide a driveway analysis of the proposed ingress egress driveway connection to Brazilian Avenue for the AM, Midday and PM peak hour conditions.

   Simmons & White's 10/03/25 Response: A capacity analysis of the proposed full-access driveway connection to Brazilian Avenue has been provided for the AM, Midday, and PM peak hour conditions.

   TCG 10/14/25 Response: Addressed.

6. Please provide a Parking Requirements Evaluation memorandum that outlines the proposed site parking versus the Town's site parking requirements. This should include whether there is any planned valet parking being proposed. The site parking calculations in the memorandum should match the parking calculations depicted on the site plan.

PARKING CALCS:		
OCCUPANCY	S.F. / UNITS	SPACES REQUIRED
BANK:	5,000 S.F. GLA	1 / 200 SF (GLA) = 25 SPACES
EXIST. RETAIL:	7,369 S.F. GLA	0 REQUIRED
MULTI-FAMILY RESIDENTIAL	6 UNITS	2 / D.U. + 1 PER 5 = 14 SPACES
TOTAL OFF-STREET PARKING REQUIRED: 39 SPACES		
TOTAL PROPOSED OFF-STREET PARKING: 40 SPACES		
TOTAL ABUTTING PARALLEL STREET PARKING: 12 SPACES		

   Simmons & White's 10/03/25 Response: A parking analysis has been prepared outlining the proposed site parking in relation to the Town's parking requirements and confirming that no valet operations are proposed. The parking calculations in the traffic study are consistent with those shown on the site plan.

   TCG 10/14/25 Response: Addressed.

7. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details per MUTCD and local Palm Beach criteria. Safe sight triangles with the appropriate agency stakeholder standards should be depicted and match the proposed landscape design plans.

   Simmons & White's 10/03/25 Response: All pavement markings and signage, including stop control at the proposed ingress and egress driveway locations, have been shown on the conceptual engineering plan. ADA handicap parking details and safe sight triangles have also been included in accordance with MUTCD, Town, and applicable agency standards, and coordinated with the proposed landscape design plans.

TCG 10/14/25 Response: Addressed. It is recommended that a separate pavement, marking, and signage plan be submitted for this redevelopment project at the time of building code submittals.

8. Please provide an AutoTurn maneuverability analysis for the site loading to ensure sufficient internal traffic circulation and turnaround movements are provided.

   Simmons & White's 10/03/25 Response: An AutoTurn analysis will be provided. Due to recent site plan changes, the updated AutoTurn analysis will be included with the next submittal.

   TCG 10/14/25 Response: This item is still pending.

   Simmons & White's 11/25/25 Response: An autoturn analysis is now provided in Appendix E.

   TCG 12/02/25 Response: This item is still pending. Please also provide an AutoTurn maneuverability analysis for a single unit (SU) vehicle for the redevelopment loading zones.

   Simmons & White's 02/13/26 Response: An AutoTurn analysis has been provided for a passenger car. There is not a loading zone within the project for a single unit (SU) vehicle to access.

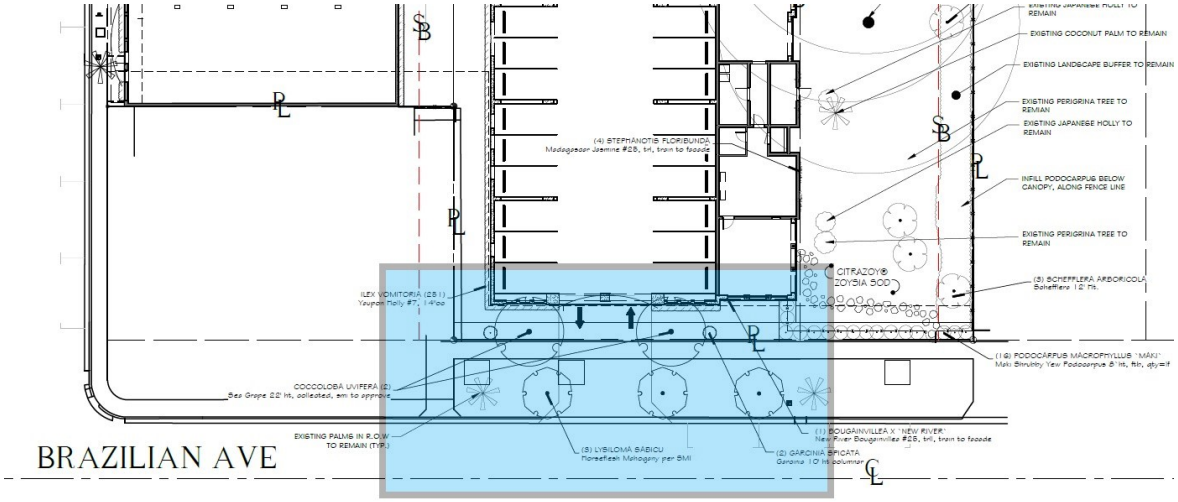
   TCG 02/19/26 Response: Addressed. A condition of approval will need to be developed, stipulating details in the declaration of use regarding the proposed site loading. This will include details regarding loading times and the vehicle types that will utilize the proposed loading, including any required trash trucks.

9. 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 10/03/25 Response: Acknowledged. The applicant will coordinate with Town staff to address any future traffic engineering comments based on revisions to the redevelopment program.

   TCG 10/14/25 Response: Addressed.

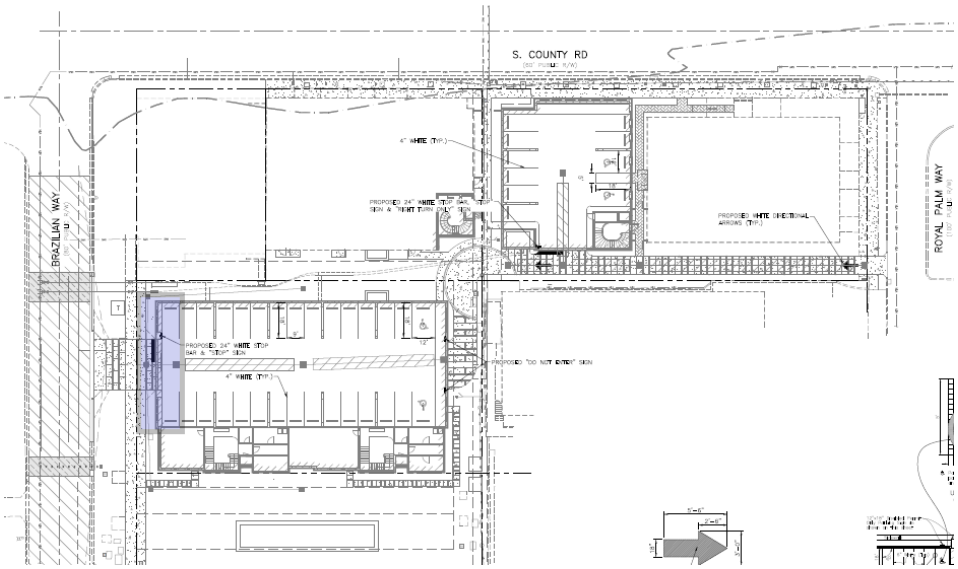
10. The landscape plans need to depict the safe sight triangles to ensure that the proposed landscaping falls outside the sight triangles.



Simmons & White's 02/13/26 Response: The landscape plans include the sight triangles.

TCG 02/19/26 Response: Addressed.

11. Please consider creating a minimum throat distance at the ingress and egress driveway connection to Brazilian Avenue. Parking spaces at ingress and egress points should be terminated prior to the stop bar to provide sufficient traffic circulation and eliminate unnecessary conflict points between vehicles attempting to enter or exit the parking space and those attempting to enter or exit the parking lot.



SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

180 ROYAL PALM WAY

Town of Palm Beach, Florida

TRAFFIC EQUIVALENCY STATEMENT

PREPARED FOR:

Frisbie Group
221 Royal Poinciana Way, Suite 1
Palm Beach, Florida 33480

JOB NO. 25-068

DATE: 7/2/2025
REVISED: 8/26/2025
REVISED: 10/3/2025
REVISED: 11/12/2025
REVISED: 11/26/2025
REVISED: 02/19/2026

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 02/19/26.

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: 2026.02.19 13:29:09-05'00'

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

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SITE PLAN/CONCEPTUAL ENGINEERING PLAN

1.0 SITE DATA

The subject parcel is located at 180 Royal Palm Way in the Town of Palm Beach, Florida and contains approximately 1.13 acres. The Property Control Numbers (PCN) for the subject parcel are 50-43-43-23-05-026-0340, 50-43-43-23-05-026-0081, and 50-43-43-23-05-026-0090. The site is vested with 5,600 SF of office, 8,250 SF of retail, and 11,200 SF of bank. The site is proposed to be modified to 6 multifamily dwelling units, 7,647 SF of retail, and 5,000 SF of bank with a project build-out of 2030. Site access is proposed via a full access driveway connection to Brazilian Avenue and an ingress only driveway connection from Royal Palm Way. For additional information concerning site location and layout, please refer to the Site Plan prepared by Dailey Janssen Architects.

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	=	835 tpd
AM Peak Hour Traffic Generation (In/Out)	=	74 pht (44 In/30 Out)
PM Peak Hour Traffic Generation (In/Out)	=	156 pht (77 In/79 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	=	460 tpd
AM Peak Hour Traffic Generation (In/Out)	=	35 pht (19 In/16 Out)
PM Peak Hour Traffic Generation (In/Out)	=	77 pht (39 In/38 Out)

The decrease 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	=	-375 tpd
AM Peak Hour Traffic Generation (In/Out)	=	-39 pht (-25 In/-14 Out)
PM Peak Hour Traffic Generation (In/Out)	=	-79 pht (-38 In/-41 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. Site access is proposed via a full access driveway connection to Brazilian Avenue and an ingress only driveway connection from Royal Palm Way.

5.0 MULTIMODAL TRANSPORTATION OPTIONS

An existing sidewalk is present along both sides of Brazilian Avenue, County Road, and Royal Palm Way. The existing sidewalk surrounding the site is approximately 5 feet. Striped crosswalks and pedestrian signals are present at the intersection of Royal Palm Way and County Road and Brazilian Avenue and County Road. No bicycle lanes are currently present on Royal Palm Way, Brazilian Avenue, or County Road. 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 and 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. Existing traffic volumes utilized in the roadway segment analysis are based on traffic counts collected between December 2–4, 2025 for this project. 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 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. As previously stated, the proposed development will result in a reduction in trips.

7.0 INTERSECTION ANALYSIS

The following intersections have been analyzed for the 2025 existing conditions, 2030 background, and 2030 total traffic conditions for the A.M. and P.M. peak hours:

Royal Palm Way and Cocoanut Row
Royal Palm Way and County Road
County Road and Brazilian Avenue

Peak season intersection turning movement counts collected in 2025 were provided by the Town and used in the analysis. For each intersection, the 2030 total traffic has been calculated using the higher value between the background growth rate and the combination of a 1.0% background growth rate and the approved committed development trips.

The operational analysis was prepared using Synchro 12 software with HCM 7th edition methodology. The existing signal timing obtained from Town of Palm Beach was also utilized. The Synchro results are included in Appendix C and may be summarized as follows:

Table 10 - 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
Brazilian Ave at County Rd	TWSC	EB	12.0	B	14.7	B	11.6	B
		WB	9.7	A	10.5	B	10.2	B
Royal Palm Way at County Rd	Signalized	EB	12.9	B	12.4	B	23.3	C
		WB	21.7	C	19.7	B	36.8	D
		NB	24.4	C	35.1	D	14.7	B
		SB	41.1	D	42.2	D	26.5	C
		Overall	19.3	B	26.2	C	23.0	C
Royal Palm Way at Cocoanut Row	Signalized	EB	9.7	A	10.9	B	14.3	B
		WB	13.7	B	18.9	B	25.8	C
		NB	29.7	C	39.4	D	37.1	D
		SB	39.5	D	47.8	D	60.1	E
		Overall	15.1	B	22.3	C	27.9	C

Table 11 – Background Traffic Conditions (2030) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Brazilian Ave at County Rd	TWSC	EB	12.4	B	15.6	C	11.1	B
		WB	9.8	A	10.6	B	10.3	B
Royal Palm Way at County Rd	Signalized	EB	13.2	B	13.2	B	23.6	C
		WB	22.4	C	21.2	C	37.6	D
		NB	24.6	C	37.6	D	15.5	B
		SB	41.7	D	41.5	D	27.4	C
		Overall	19.8	B	27.3	C	23.6	C
Royal Palm Way at Cocoanut Row	Signalized	EB	10.9	B	12.3	B	16.6	B
		WB	14.8	B	20.8	C	29.3	C
		NB	29.3	C	40.5	D	38.4	D
		SB	39.5	D	48.4	D	61.7	E
		Overall	15.9	B	23.4	C	30.0	C

7.0 INTERSECTION ANALYSIS (CONTINUED)

Table 12 – Total Traffic Conditions (2030) Operational Analysis

Intersection	Intersection Control	Movement	AM Peak Hour		MD Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Brazilian Ave at County Rd	TWSC	EB	12.4	B	15.6	C	12.0	B
		WB	9.8	A	10.4	B	10.1	B
Royal Palm Way at County Rd	Signalized	EB	13.2	B	12.9	B	23.5	C
		WB	22.4	C	20.9	C	37.6	D
		NB	24.4	C	32.7	C	15.1	B
		SB	41.5	D	41.7	D	27.3	C
		Overall	19.7	B	25.7	C	23.6	C
Royal Palm Way at Cocoanut Row	Signalized	EB	10.8	B	12.1	B	16.2	B
		WB	14.7	B	20.5	C	28.7	C
		NB	29.3	C	40.5	D	38.4	D
		SB	39.5	D	48.4	D	61.7	E
		Overall	15.9	B	23.3	C	29.8	C
Driveway at Brazilian Ave	TWSC	EB	3.2	A	3.6	A	2.4	A
		WB	0	A	0	A	0	A
		SB	8.8	A	9.3	A	9.3	A

As shown in Tables 10-12, all intersections meet Level of Service (LOS) requirements for each of the scenarios and peak hours.

8.0 PARKING ANALYSIS

A summary of the parking calculations is provided below.

Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
* Retail	1 per 200 SF	7,647 SF	0
Bank	1 per 200 SF	5,000 SF	25
Residence	2 per DU + 1 per 5 DU	6 DU	14
		Total =	**39**

*7,647 SF of retail space is exempt from parking requirements.

The existing 8,250 SF retail building was originally approved without parking requirements. 7,647 SF out of the 8,250 SF building will remain and maintain the existing parking exemption. The proposed redevelopment will not include valet operations. For additional details regarding parking calculations, please refer to the Site Plan prepared by Dailey Janssen Architects. A total of 40 parking spaces are proposed.

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	=	40 / 30
PM Peak Hour	=	80 / 78

As previously mentioned, site access is proposed via a full access driveway connection to Brazilian 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, and the decrease in traffic generation, no additional turn lanes are warranted or recommended.

10.0 CONCLUSION

As shown in Table 7, the proposed modifications will result in a decrease of 375 daily trips, a decrease of 39 AM peak hour trips, and a decrease of 79 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.

JG x:/docs/trafficdrainage/tes.25068.rev3

180 ROYAL PALM WAY

07/01/25
Revised: 08/26/25
Revised: 10/02/25
Revised: 11/12/25

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
Small Office Building (≤10k SF GFA)	712	5,600	S.F.	14.39			81		0	81	10%	8	73
Strip Retail Plaza (<40ksf)	822	8,250	S.F.	54.45			449	0.0%	0	449	63%	283	166
Drive-In Bank	912	11,200	S.F.	100.35			1,124	0.0%	0	1,124	47%	528	596
			Grand Totals:				**1,654**	**0.0%**	**0**	**1,654**	**50%**	**819**	**835**

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	5,600	S.F.	1.67	0.82	0.18	7	2	9	0.0%	0	0	0	7	2	9	10%	1	6	2	8
Strip Retail Plaza (<40ksf)	822	8,250	S.F.	2.36	0.60	0.40	11	8	19	0.0%	0	0	0	11	8	19	63%	12	4	3	7
Drive-In Bank	912	11,200	S.F.	9.95	0.58	0.42	64	47	111	0.0%	0	0	0	64	47	111	47%	52	34	25	59
			Grand Totals:				**82**	**57**	**139**	**0.0%**	**0**	**0**	**0**	**82**	**57**	**139**	**47%**	**65**	**44**	**30**	**74**

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	5,600	S.F.	2.16	0.34	0.66	4	8	12	0.0%	0	0	0	4	8	12	10%	1	4	7	11
Strip Retail Plaza (<40ksf)	822	8,250	S.F.	6.59	0.50	0.50	27	27	54	0.0%	0	0	0	27	27	54	63%	34	10	10	20
Drive-In Bank	912	11,200	S.F.	21.01	0.50	0.50	118	117	235	0.0%	0	0	0	118	117	235	47%	110	63	62	125
			Grand Totals:				**149**	**152**	**301**	**0.0%**	**0**	**0**	**0**	**149**	**152**	**301**	**48%**	**145**	**77**	**79**	**156**

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

180 ROYAL PALM WAY

07/01/25
Revised: 08/26/25
Revised: 10/02/25
Revised: 11/12/25

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
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	6	Dwelling Units	6.74			40	0.0%	0	40	0%	0	40
Strip Retail Plaza (<40ksf)	822	7,647	S.F.	54.45			416	0.0%	0	416	63%	262	154
Drive-In Bank	912	5,000	S.F.	100.35			502	0.0%	0	502	47%	236	266
			Grand Totals:				**958**	**0.0%**	**0**	**958**	**52%**	**498**	**460**

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
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	6	Dwelling Units	0.4	0.24	0.76	0	2	2	0.0%	0	0	0	0	2	2	0%	0	0	2	2
Strip Retail Plaza (<40ksf)	822	7,647	S.F.	2.36	0.60	0.40	11	7	18	0.0%	0	0	0	11	7	18	63%	11	4	3	7
Drive-In Bank	912	5,000	S.F.	9.95	0.58	0.42	29	21	50	0.0%	0	0	0	29	21	50	47%	24	15	11	26
			Grand Totals:				**40**	**30**	**70**	**0.0%**	**0**	**0**	**0**	**40**	**30**	**70**	**50%**	**35**	**19**	**16**	**35**

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
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	6	Dwelling Units	0.51	0.63	0.37	2	1	3	0.0%	0	0	0	2	1	3	0%	0	2	1	3
Strip Retail Plaza (<40ksf)	822	7,647	S.F.	6.59	0.50	0.50	25	25	50	0.0%	0	0	0	25	25	50	63%	32	9	9	18
Drive-In Bank	912	5,000	S.F.	21.01	0.50	0.50	53	52	105	0.0%	0	0	0	53	52	105	47%	49	28	28	56
			Grand Totals:				**80**	**78**	**158**	**0.0%**	**0**	**0**	**0**	**80**	**78**	**158**	**51%**	**81**	**39**	**38**	**77**

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

180 ROYAL PALM WAY

07/01/25
Revised: 08/26/25
Revised: 10/02/25
Revised: 11/12/25

TABLE 7
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	835	74	44	30	156	77	79
PROPOSED DEVELOPMENT =	460	35	19	16	77	39	38
INCREASE =	**-375**	**-39**	**-25**	**-14**	**-79**	**-38**	**-41**

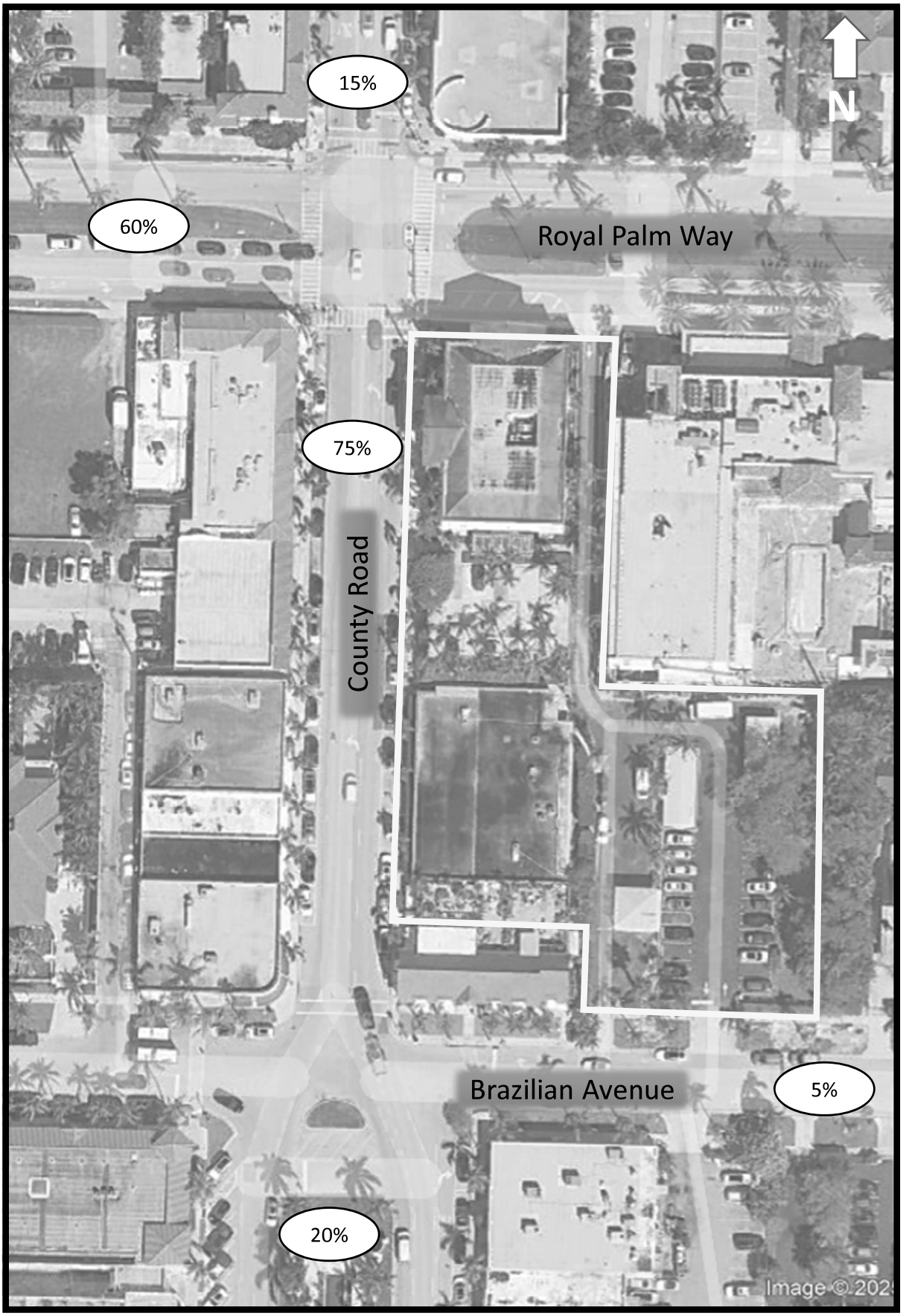

Figure 1 - Trip Distribution
180 Royal Palm Way
Project # 25-068

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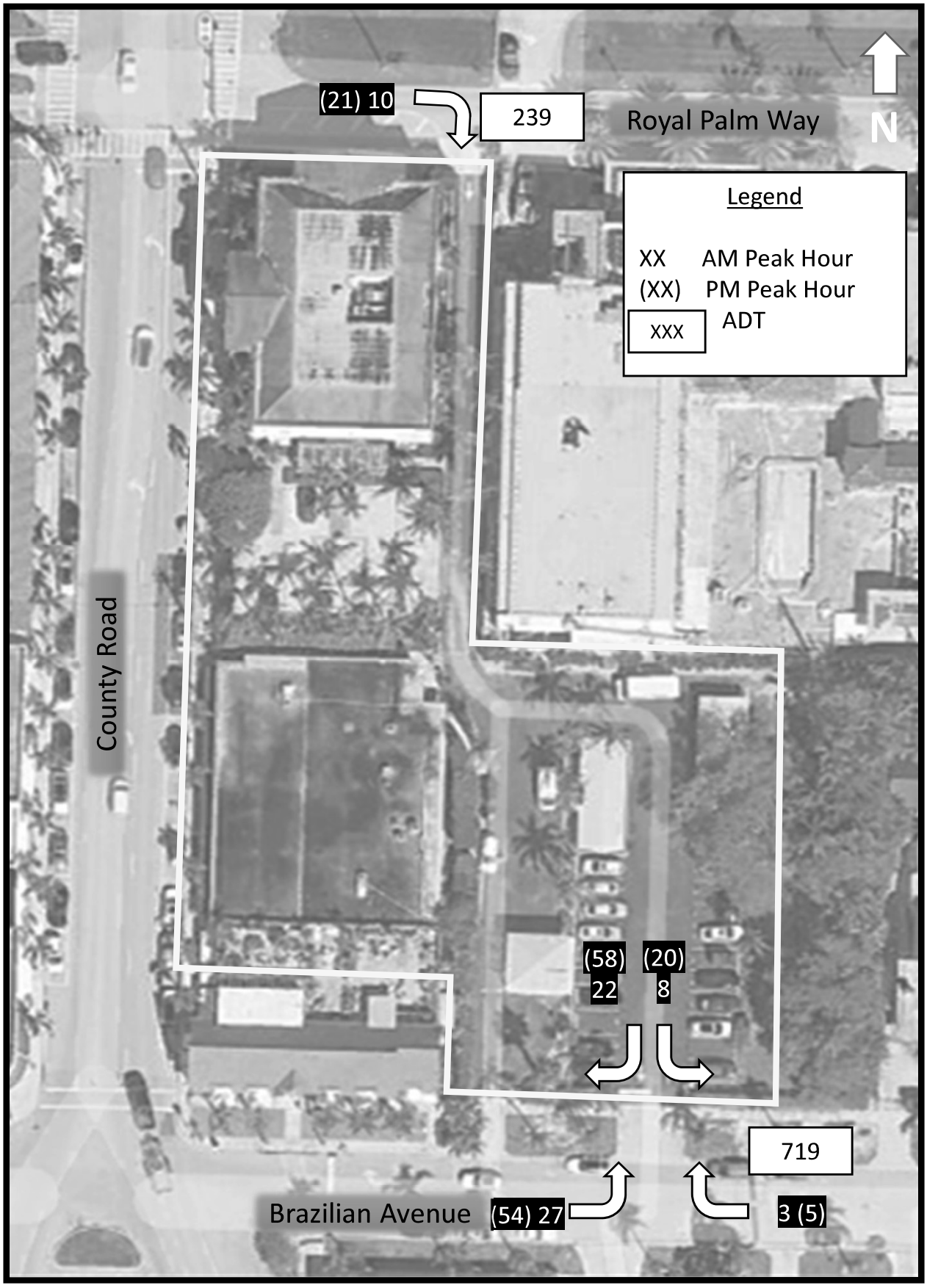

Figure 2 – Driveway Trips
180 Royal Palm
Project # 25-068

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APPENDIX A

LINK ANALYSIS

07/01/25
Revised: 08/26/25
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Revised: 11/12/25
Revised: 11/25/25
Revised: 02/18/26

TABLE 8
TOWN ROADWAY SEGMENT ANALYSIS
AM PEAK HOUR

2030 BUILD OUT
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = -25
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = -14

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	ROYAL PALM WAY	2L ART - Undivided	1076	II	660	1.63	1330	0.81	1410	0.76	D	8	55	1139	D	75%	IN/OUT	-11	1128	0.85	D

Notes:
1. The existing traffic volumes are based on traffic counts collected between December 2, 2025 and December 4, 2025. The collected data was processed to determine the peak hour volumes used in the analysis.
2. Roadway LOS thresholds based on 2020 FDOT LOS/Q Tables. 2-lane undivided thresholds used with a 5% adjustment for the inclusion of a left turn lane.

TABLE 2
EXISTING 2025 DAILY PEAK SEASON COUNTS
TOWN OF PALM BEACH

(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	AM Peak Hour Volume			
			Tue.	Wed.	Thurs.	AVG.
1	**Southern Blvd**	2L ART	722	770	1,040	844
	(West of SR-A1A)	Undivided				
2	**SR A1A**	2L ART	N/A	N/A	N/A	N/A
	(North of Via Del Lago)	Undivided				
3	**SR A1A**	2L COLL	894	890	870	885
	(South of Via Pelicano)	Undivided				
4	**Ocean Boulevard**	2L COLL	721	752	730	734
	(North of El Vedado Road)	Undivided				
5	**South County Road**	4L ART	2,703	2,982	2,789	2,825
	(North of Peruvian)	Undivided				
6	**North County Road**	4L ART	1,170	1,183	1,225	1,193
	(North of Breakers Row)	Undivided				
7	**North County Road**	4L ART	1,191	1,201	1,192	1,195
	(North of Royal Poinciana Way)	Undivided				
8	**Cocoanut Row**	2L COLL	765	762	840	789
	(South of Seabreeze Avenue)	Undivided				
9	**Cocoanut Row**	2L COLL	700	775	842	772
	(North of Whitehall Way)	Undivided				
10	**Bradley Place**	2L COLL	1,069	1,048	1,058	1,058
	(North of Royal Poinciana Way)	Undivided				
11	**Royal Palm Way**	4L ART	2,815	3,158	3,139	3,037
	(East of Hibiscus Avenue)	Divided				
12	**Royal Palm Way**	4L ART	2,958	3,281	3,179	3,139
	(West of Hibiscus Avenue)	Divided				
13	**Royal Poinciana Way**	4L ART	4,386	3,918	4,332	4,212
	(West of Cocoanut Row)	Divided				
14	**Royal Poinciana Way**	4L ART	2,207	2,645	2,124	2,325
	(East of Cocoanut Row)	Divided				

TABLE 5
EXISTING 2025 DAILY AM PEAK HOUR PEAK SEASON COUNTS
LEVEL OF SERVICE (LOS)
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	2025 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	
1	**Southern Blvd**	2L ART	844	II	660	1.28	1,330	0.63	1,410	1	D
	(West of SR-A1A)	Undivided									
2	**SR A1A**	2L ART	N/A	II	660	N/A	1,330	N/A	1,410	N/A	N/A
	(North of Via Del Lago)	Undivided									
3	**SR A1A**	2L COLL	885	II	660	1.34	1,330	0.67	1,410	0.63	D
	(South of Via Pelicano)	Undivided									
4	**Ocean Boulevard**	2L COLL	734	II	594	1.24	1,197	0.61	1,269	0.58	D
	(North of El Vedado Road)	Undivided									
5	**South County Road**	4L ART	2,825	II	983	2.87	2,190	1.29	2,280	1.24	F
	(North of Peruvian)	Undivided									
6	**North County Road**	4L ART	1,193	II	983	1.21	2,190	0.54	2,280	0.52	D
	(North of Breakers Row)	Undivided									
7	**North County Road**	4L ART	1,195	II	983	1.22	2,190	0.55	2,280	0.52	D
	(North of Royal Poinciana Way)	Undivided									
8	**Cocoanut Row**	2L COLL	789	II	594	1.33	1,197	0.66	1,269	0.62	D
	(South of Seabreeze Avenue)	Undivided									
9	**Cocoanut Row**	2L COLL	772	II	594	1.30	1,197	0.65	1,269	0.61	D
	(North of Whitehall Way)	Undivided									
10	**Bradley Place**	2L COLL	1,058	II	594	1.78	1,197	0.88	1,269	0.83	D
	(North of Royal Poinciana Way)	Undivided									
11	**Royal Palm Way**	4L ART	3,037	II	1,310	2.32	2,920	1.04	3,040	1.00	E
	(East of Hibiscus Avenue)	Divided									
12	**Royal Palm Way**	4L ART	3,139	II	1,310	2.40	2,920	1.08	3,040	1.03	F
	(West of Hibiscus Avenue)	Divided									
13	**Royal Poinciana Way**	4L ART	4,212	II	1,310	3.22	2,920	1.44	3,040	1.39	F
	(West of Cocoanut Row)	Divided									
14	**Royal Poinciana Way**	4L ART	2,325	II	1,310	1.78	2,920	0.80	3,040	0.76	D
	(East of Cocoanut Row)	Divided									

NOTES:

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

07/01/25
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Revised: 10/02/25
Revised: 11/12/25
Revised: 11/25/25
Revised: 02/18/26

TABLE 9
TOWN ROADWAY SEGMENT ANALYSIS
PM PEAK HOUR

2030 BUILD OUT
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = -38
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = -41

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	ROYAL PALM WAY	2L ART - Undivided	1184	II	660	1.79	1330	0.89	1410	0.84	D	14	60	1258	D	75%	IN/OUT	-31	1228	0.92	D

Notes:
1. The existing traffic volumes are based on traffic counts collected between December 2, 2025 and December 4, 2025. The collected data was processed to determine the peak hour volumes used in the analysis.
2. Roadway LOS thresholds based on 2020 FDOT LOS/Q Tables. 2-lane undivided thresholds used with a 5% adjustment for the inclusion of a left turn lane.

TABLE 3
EXISTING 2025 DAILY PEAK SEASON COUNTS
TOWN OF PALM BEACH

(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	PM Peak Hour Volume			
			Tue.	Wed.	Thurs.	AVG.
1	**Southern Blvd** (West of SR-A1A)	2L ART Undivided	871	906	1,143	973
2	**SR A1A** (North of Via Del Lago)	2L ART Undivided	N/A	N/A	N/A	N/A
3	**SR A1A** (South of Via Pelicano)	2L COLL Undivided	1,028	1,035	1,053	1,039
4	**Ocean Boulevard** (North of El Vedado Road)	2L COLL Undivided	809	845	843	832
5	**South County Road** (North of Peruvian)	4L ART Undivided	2,682	2,693	2,605	2,660
6	**North County Road** (North of Breakers Row)	4L ART Undivided	1,157	1,137	1,271	1,188
7	**North County Road** (North of Royal Poinciana Way)	4L ART Undivided	1,276	1,271	1,317	1,288
8	**Cocoanut Row** (South of Seabreeze Avenue)	2L COLL Undivided	781	764	759	768
9	**Cocoanut Row** (North of Whitehall Way)	2L COLL Undivided	723	754	865	781
10	**Bradley Place** (North of Royal Poinciana Way)	2L COLL Undivided	1,100	1,080	1,018	1,066
11	**Royal Palm Way** (East of Hibiscus Avenue)	4L ART Divided	3,214	3,380	3,159	3,251
12	**Royal Palm Way** (West of Hibiscus Avenue)	4L ART Divided	3,280	3,469	3,318	3,356
13	**Royal Poinciana Way** (West of Cocoanut Row)	4L ART Divided	4,668	4,406	4,656	4,577
14	**Royal Poinciana Way** (East of Cocoanut Row)	4L ART Divided	2,971	3,109	3,225	3,102

TABLE 6
EXISTING 2025 PM PEAK HOUR PEAK SEASON COUNTS
LEVEL OF SERVICE (LOS)
(Counts collected between Tuesday, March 11 and Thursday, March 13, 2025)

Location No.	Street Segment	Facility Type	2025 Peak Hour Volume	Roadway Class	LOS C		LOS D		LOS E		Existing Peak Hour LOS
					Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	Peak Hour Capacity	v/c ratio	
1	**Southern Blvd**	2L ART	973	II	660	1.47	1,330	0.73	1,410	0.69	D
	(West of SR-A1A)	Undivided									
2	**SR A1A**	2L ART	N/A	II	660	N/A	1,330	N/A	1,410	N/A	N/A
	(North of Via Del Lago)	Undivided									
3	**SR A1A**	2L COLL	1,039	II	660	1.57	1,330	0.78	1,410	0.74	D
	(South of Via Pelicano)	Undivided									
4	**Ocean Boulevard**	2L COLL	832	II	594	1.40	1,197	0.70	1,269	0.66	D
	(North of El Vedado Road)	Undivided									
5	**South County Road**	4L ART	2,660	II	983	2.71	2,190	1.21	2,280	1.17	F
	(North of Peruvian)	Undivided									
6	**North County Road**	4L ART	1,188	II	983	1.21	2,190	0.54	2,280	0.52	D
	(North of Breakers Row)	Undivided									
7	**North County Road**	4L ART	1,288	II	983	1.31	2,190	0.59	2,280	0.56	D
	(North of Royal Poinciana Way)	Undivided									
8	**Cocoanut Row**	2L COLL	768	II	594	1.29	1,197	0.64	1,269	0.61	D
	(South of Seabreeze Avenue)	Undivided									
9	**Cocoanut Row**	2L COLL	781	II	594	1.31	1,197	0.65	1,269	0.62	D
	(North of Whitehall Way)	Undivided									
10	**Bradley Place**	2L COLL	1,066	II	594	1.79	1,197	0.89	1,269	0.84	D
	(North of Royal Poinciana Way)	Undivided									
11	**Royal Palm Way**	4L ART	3,251	II	1,310	2.48	2,920	1.11	3,040	1.07	F
	(East of Hibiscus Avenue)	Divided									
12	**Royal Palm Way**	4L ART	3,356	II	1,310	2.56	2,290	1.47	3,040	1.10	F
	(West of Hibiscus Avenue)	Divided									
13	**Royal Poinciana Way**	4L ART	4,577	II	1,310	3.49	2,920	1.57	3,040	1.51	F
	(West of Cocoanut Row)	Divided									
14	**Royal Poinciana Way**	4L ART	3,102	II	1,310	2.37	2,920	1.06	3,040	1.02	F
	(East of Cocoanut Row)	Divided									

NOTE:

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

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/

Type of report: Midblock Count - Volume Data

LOCATION: NB County Road between Australian Ave & Chilean Ave — **QC JOB #:** 17360701

SPECIFIC LOCATION: — **DIRECTION:** NB

CITY/STATE: Palm Beach, FL — **DATE:** Dec 2 2025 - Dec 4 2025

Start Time	Mon	Tue 2 Dec 25	Wed 3 Dec 25	Thu 4 Dec 25	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		22	36	28		29			29	
01:00 AM		11	4	11		9			9	
02:00 AM		2	3	8		4			4	
03:00 AM		2	4	5		4			4	
04:00 AM		22	11	14		16			16	
05:00 AM		19	33	28		27			27	
06:00 AM		67	78	62		69			69	
07:00 AM		201	196	191		196			196	
08:00 AM		318	343	309		323			323	
09:00 AM		370	390	416		392			392	
10:00 AM		414	**483**	380		426			426	
11:00 AM		**487**	456	**459**		**467**			**467**	
12:00 PM		502	**521**	498		507			507	
01:00 PM		476	490	531		499			499	
02:00 PM		529	507	**540**		525			525	
03:00 PM		541	503	485		510			510	
04:00 PM		533	422	457		471			471	
05:00 PM		660	421	452		511			511	
06:00 PM		**809**	397	400		**535**			**535**	
07:00 PM		449	264	272		328			328	
08:00 PM		275	202	224		234			234	
09:00 PM		209	176	197		194			194	
10:00 PM		145	142	166		151			151	
11:00 PM		83	84	77		81			81	
Day Total		7146	6166	6210		6508			6508	
% Weekday Average		109.8%	94.7%	95.4%						
% Week Average		109.8%	94.7%	95.4%		100%				
AM Peak Volume		11:00 AM 487	10:00 AM 483	11:00 AM 459		11:00 AM 467			11:00 AM 467	
PM Peak Volume		6:00 PM 809	12:00 PM 521	2:00 PM 540		6:00 PM 535			6:00 PM 535	

Comments:

Report generated on 12/8/2025 2:52 PM

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

TRUE DATA TO IMPROVE MOBILITY

Type of report: Midblock Count - Volume Data

LOCATION: SB County Road between Australian Ave & Chilean Ave — **QC JOB #:** 17360702

SPECIFIC LOCATION: — **DIRECTION:** SB

CITY/STATE: Palm Beach, FL — **DATE:** Dec 2 2025 - Dec 4 2025

Start Time	Mon	Tue 2 Dec 25	Wed 3 Dec 25	Thu 4 Dec 25	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		18	28	30		25			25	
01:00 AM		9	10	18		12			12	
02:00 AM		5	7	6		6			6	
03:00 AM		4	8	6		6			6	
04:00 AM		27	17	25		23			23	
05:00 AM		47	46	37		43			43	
06:00 AM		106	108	99		104			104	
07:00 AM		250	260	251		254			254	
08:00 AM		416	434	463		438			438	
09:00 AM		502	495	524		507			507	
10:00 AM		488	583	493		521			521	
11:00 AM		**604**	**609**	**615**		**609**			**609**	
12:00 PM		644	**671**	633		**649**			**649**	
01:00 PM		596	595	**666**		619			619	
02:00 PM		570	577	607		585			585	
03:00 PM		622	557	576		585			585	
04:00 PM		608	536	553		566			566	
05:00 PM		682	485	581		583			583	
06:00 PM		**759**	446	480		562			562	
07:00 PM		429	350	387		389			389	
08:00 PM		309	238	321		289			289	
09:00 PM		251	218	300		256			256	
10:00 PM		171	177	227		192			192	
11:00 PM		72	86	85		81			81	
Day Total		8189	7541	7983		7904			7904	
% Weekday Average		103.6%	95.4%	101%						
% Week Average		103.6%	95.4%	101%		100%				
AM Peak Volume		11:00 AM 604	11:00 AM 609	11:00 AM 615		11:00 AM 609			11:00 AM 609	
PM Peak Volume		6:00 PM 759	12:00 PM 671	1:00 PM 666		12:00 PM 649			12:00 PM 649	

Comments:

Report generated on 12/8/2025 2:52 PM

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

TRUE DATA TO IMPROVE MOBILITY

APPENDIX B

INTERSECTION ANALYSIS

CMA INTERSECTION ANALYSIS

180 ROYAL PALM WAY

ROYAL PALM WAY AND COCOANUT ROW

TRIPS	IN	OUT
AM	-25	-14
PM	-38	-41

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030

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)	68	24	9	47	31	260	327	1076	32	0	290	12	2176 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	3	1	0	2	2	13	17	55	2	0	15	1	111 BG Total
1.0% Background Growth	3	1	0	2	2	13	17	55	2	0	15	1	180 1% + MP Total
Major Projects Traffic	0	0	0	0	1	0	0	60	0	0	8	0	
1% BGR + Major Projects	3	1	0	2	3	13	17	115	2	0	23	1	
Background Traffic w/o Project	71	25	9	49	34	273	344	1191	34	0	313	13	
Project Traffic	0	0	0	0	0	0	0	-15	0	0	-8	0	
Total	**71**	**25**	**9**	**49**	**34**	**273**	**344**	**1176**	**34**	**0**	**305**	**13**	
Approach Total	**106**			**356**			**1,553**			**317**			

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	1	1	1	1	2	<	>	2	<
Per Lane Volume	71	35		49	34	273	344	605			159	
Right on Red			10			60			10			10
Overlaps Left			0			344			71			0
Adj. Per Lane Volume	71	25		49	34	0	344	595			149	
Through/Right Volume	25			34			595			149		
Opposing Left Turns	49			344			149			344		
Critical Volume for Approach	74			377			743			492		
Critical Volume for Direction	377						743					
Intersection Critical Volume	**1,121**											
STATUS?	**UNDER**											

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)	265	77	15	37	45	288	239	719	35	0	758	29	2507 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	128 BG Total
Background Traffic Growth	14	4	1	2	2	15	12	37	2	0	39	1	244 1% + MP Total
1.0% Background Growth	14	4	1	2	2	15	12	37	2	0	39	1	
Major Projects Traffic	0	0	0	0	5	0	0	96	0	0	15	0	
1% BGR + Major Projects	14	4	1	2	7	15	12	133	2	0	54	1	
Background Traffic w/o Project	279	81	16	39	52	303	251	852	37	0	812	30	
Project Traffic	0	0	0	0	0	0	0	-23	0	0	-25	0	
Total	**279**	**81**	**16**	**39**	**52**	**303**	**251**	**829**	**37**	**0**	**787**	**30**	
Approach Total	**375**			**394**			**1,117**			**817**			

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	1	1	1	1	2	<	>	2	<
Per Lane Volume	279	97		39	52	303	251	433			409	
Right on Red			10			60			10			10
Overlaps Left			0			251			279			0
Adj. Per Lane Volume	279	87		39	52	0	251	423			399	
Through/Right Volume	87			52			423			399		
Opposing Left Turns	39			251			399			251		
Critical Volume for Approach	126			303			821			650		
Critical Volume for Direction	303						821					
Intersection Critical Volume	**1,125**											
STATUS?	**UNDER**											

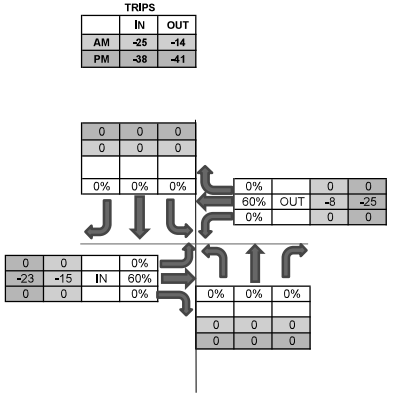
PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	286	39	8	16	20	395	246	682	30	0	899	25	2646 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	135 BG Total
Background Traffic Growth	15	2	0	1	1	20	13	35	2	0	46	1	251 1% + MP Total
1.0% Background Growth	15	2	0	1	1	20	13	35	2	0	46	1	
Major Projects Traffic	0	0	0	0	5	0	0	96	0	0	15	0	
1% BGR + Major Projects	15	2	0	1	6	20	13	131	2	0	61	1	
Background Traffic w/o Project	301	41	8	17	26	415	259	813	32	0	960	26	
Project Traffic	0	0	0	0	0	0	0	-23	0	0	-25	0	
Total	**301**	**41**	**8**	**17**	**26**	**415**	**259**	**790**	**32**	**0**	**935**	**26**	
Approach Total	**350**			**458**			**1,080**			**961**			

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	1	1	1	1	2	<	>	2	<
Per Lane Volume	301	49		17	26	415	259	411			481	
Right on Red			10			60			10			10
Overlaps Left			0			259			301			0
Adj. Per Lane Volume	301	39		17	26	97	259	401			471	
Through/Right Volume	39			97			401			471		
Opposing Left Turns	17			259			471			259		
Critical Volume for Approach	56			355			871			729		
Critical Volume for Direction	355						871					
Intersection Critical Volume	**1,226**											
STATUS?	**NEAR**											



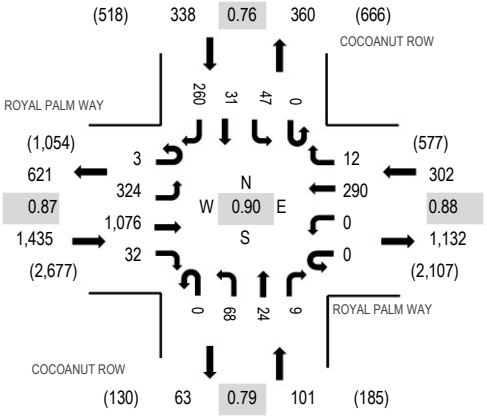
X:\Documents\PROJECTS\2025\25-068 180 Royal Palm Way (Frisbie Group)\Traffic\Excel\180 Royal Palm Way Traffic Equiv Calcs.rev3

JG

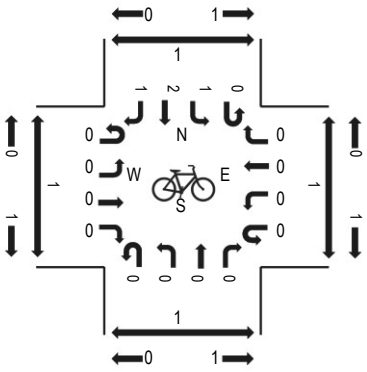
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY AM
Date: Thursday, January 9, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

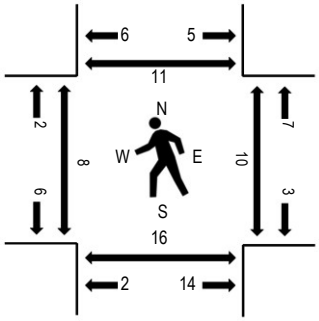
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	62	181	3	0	0	48	1	0	7	1	1	0	0	1	12	317	1,828	0	0	3	0
7:15 AM	2	60	269	6	0	0	55	1	0	11	5	1	0	6	7	40	463	2,105	0	0	4	6
7:30 AM	2	56	208	4	0	0	62	0	0	14	3	0	0	16	4	76	445	2,176	5	4	3	5
7:45 AM	0	66	308	7	0	0	73	1	0	22	10	2	0	12	13	89	603	2,124	2	1	4	1
8:00 AM	0	88	291	9	0	0	90	6	0	17	5	6	0	15	8	59	594	2,129	0	4	4	3
8:15 AM	1	114	269	12	0	0	65	5	0	15	6	1	0	4	6	36	534		1	1	5	2
8:30 AM	1	49	182	10	0	0	71	5	0	16	6	2	0	14	16	21	393		3	1	4	1
8:45 AM	0	103	303	11	0	0	91	3	0	22	10	2	0	14	13	36	608		1	3	7	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	3	0	0	0	0	1	0	0	0	0	0	0	0	1	0	5
Lights	3	309	1,016	30	0	0	274	12	0	67	22	9	0	46	30	258	2,076
Mediums	0	12	60	2	0	0	15	0	0	1	2	0	0	1	0	2	95
Total	3	324	1,076	32	0	0	290	12	0	68	24	9	0	47	31	260	2,176

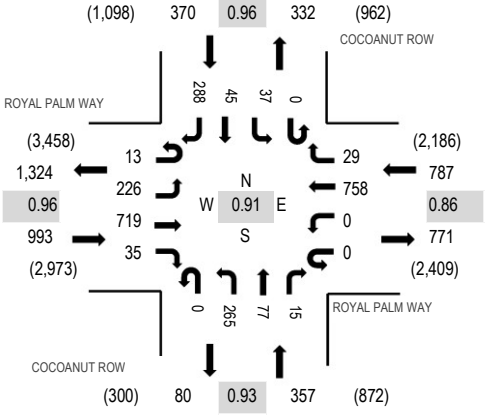
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		5.4%				5.3%				3.0%				1.2%			4.6%
Heavy Vehicle %	0.0%	4.6%	5.6%	6.3%	0.0%	0.0%	5.5%	0.0%	0.0%	1.5%	8.3%	0.0%	0.0%	2.1%	3.2%	0.8%	4.6%
Peak Hour Factor		0.87				0.88				0.79				0.76			0.90
Peak Hour Factor	0.50	0.78	0.87	0.88	0.00	0.00	0.87	0.79	0.00	0.80	0.68	0.46	0.00	0.77	0.67	0.74	0.90

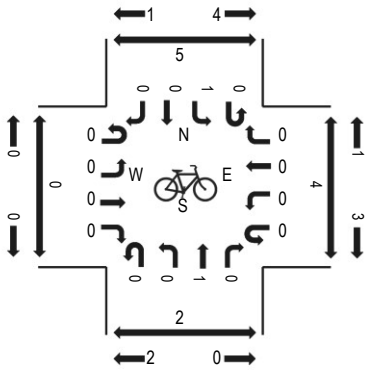
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

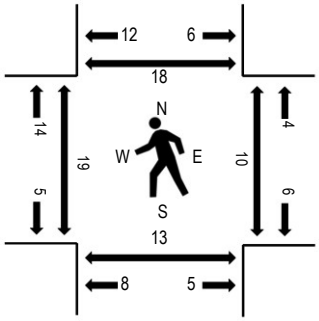
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	3	51	204	9	0	0	130	10	0	36	17	3	0	11	15	35	524	2,352	1	1	1	10
11:15 AM	3	58	190	12	0	0	161	7	0	31	14	3	0	18	15	60	572	2,369	1	7	4	7
11:30 AM	0	72	194	13	0	0	200	8	0	31	13	4	0	19	22	49	625	2,490	0	1	0	3
11:45 AM	1	38	211	9	0	0	174	10	0	61	13	8	0	17	19	70	631	2,378	3	0	7	7
1:00 PM	2	43	148	10	0	0	156	14	0	43	9	10	0	23	24	59	541	2,270	4	3	7	3
1:15 PM	5	71	212	14	0	0	184	15	0	57	28	3	0	17	15	72	693	2,421	1	2	2	4
1:30 PM	0	52	145	10	0	0	155	8	0	43	17	3	0	17	13	50	513	2,404	1	1	3	3
1:45 PM	1	34	156	9	0	0	157	10	0	45	18	5	0	17	11	60	523	2,382	4	2	0	1
2:00 PM	3	61	227	8	0	0	221	7	0	61	19	4	0	4	7	70	692	2,507	3	0	5	3
2:15 PM	6	57	158	13	0	0	218	10	0	71	12	6	0	10	17	98	676		2	2	2	3
2:30 PM	2	47	128	4	0	0	134	5	0	62	25	1	0	14	14	55	491		9	2	5	7
2:45 PM	2	61	206	10	0	0	185	7	0	71	21	4	0	9	7	65	648		5	6	1	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	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	5
Lights	13	224	707	35	0	0	722	29	0	261	76	15	0	35	44	287	2,448
Mediums	0	2	11	0	0	0	33	0	0	3	1	0	0	2	1	1	54
Total	13	226	719	35	0	0	758	29	0	265	77	15	0	37	45	288	2,507

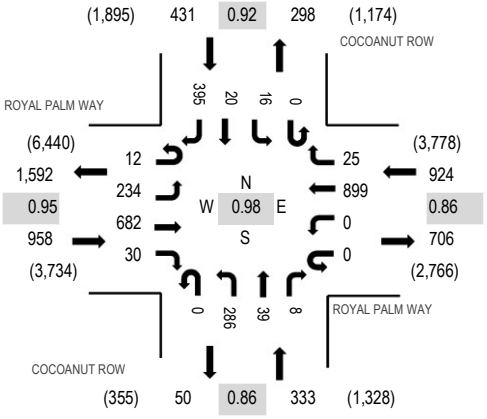
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		1.4%				4.6%				1.4%				1.1%			2.4%
Heavy Vehicle %	0.0%	0.9%	1.7%	0.0%	0.0%	0.0%	4.7%	0.0%	0.0%	1.5%	1.3%	0.0%	0.0%	5.4%	2.2%	0.3%	2.4%
Peak Hour Factor		0.96				0.86				0.93				0.96			0.91
Peak Hour Factor	0.54	0.93	0.95	0.88	0.00	0.00	0.86	0.78	0.00	0.93	0.73	0.78	0.00	1.01	0.91	0.73	0.91

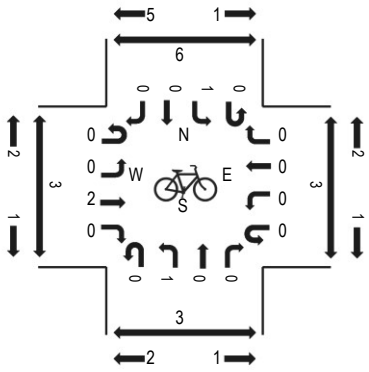
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 COCOANUT ROW & ROYAL PALM WAY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

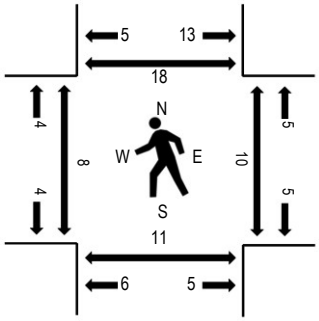
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				COCOANUT ROW Northbound				COCOANUT ROW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	4	55	173	13	0	0	223	6	0	73	14	2	0	9	11	92	675	2,646	4	3	2	2
3:15 PM	1	62	170	8	0	0	219	7	0	76	8	3	0	3	3	107	667	2,397	1	2	6	5
3:30 PM	4	46	163	6	0	0	225	5	0	71	9	2	0	1	3	102	637	2,325	0	1	0	1
3:45 PM	3	71	176	3	0	0	232	7	0	66	8	1	0	3	3	94	667	2,239	3	4	3	10
4:00 PM	6	39	110	3	0	0	96	0	0	72	8	1	0	4	6	81	426	2,183	4	1	4	4
4:15 PM	3	45	131	3	0	0	217	1	0	75	4	1	0	7	6	102	595	2,441	7	6	0	13
4:30 PM	1	40	113	9	0	0	175	3	0	60	7	3	0	12	10	118	551	2,488	1	2	1	5
4:45 PM	10	46	157	5	0	0	201	3	0	70	15	1	0	8	10	85	611	2,553	10	1	3	6
5:00 PM	7	48	162	7	0	0	211	4	0	82	17	4	0	6	13	123	684	2,513	4	8	6	3
5:15 PM	7	48	138	10	0	0	212	4	0	70	13	0	0	7	15	118	642	2,458	4	4	3	5
5:30 PM	5	29	131	21	0	0	228	6	0	74	6	4	0	3	5	104	616	2,385	5	1	1	6
5:45 PM	3	44	120	6	0	0	219	6	0	55	10	4	0	14	14	76	571	2,225	0	2	7	5
6:00 PM	4	49	132	10	0	0	273	8	0	47	10	5	0	10	16	65	629	2,063	6	1	4	4
6:15 PM	9	41	108	12	0	0	218	8	0	59	16	3	0	4	12	79	569	1,817	0	1	2	1
6:30 PM	3	32	131	14	0	0	165	7	0	19	7	5	0	9	11	53	456	1,619	3	0	3	3
6:45 PM	2	45	111	10	0	0	138	8	0	28	8	3	0	6	14	36	409	1,424	0	0	0	2
7:00 PM	2	47	97	8	0	0	115	5	0	17	9	1	0	6	12	64	383	1,330	0	0	0	1
7:15 PM	1	39	104	12	0	0	121	2	0	33	5	2	0	9	9	34	371		0	0	0	1
7:30 PM	1	40	62	5	0	0	87	1	0	27	5	0	0	9	3	21	261		0	0	0	2
7:45 PM	0	31	98	9	0	0	109	3	0	25	4	1	0	3	5	27	315		0	0	1	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	1	0	0	0	0	0	0	0	0	0	2
Lights	12	234	666	30	0	0	850	25	0	282	38	7	0	15	19	390	2,568
Mediums	0	0	15	0	0	0	48	0	0	4	1	1	0	1	1	5	76
Total	12	234	682	30	0	0	899	25	0	286	39	8	0	16	20	395	2,646

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.7%				5.3%				1.8%				1.6%			2.9%
Heavy Vehicle %	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	5.5%	0.0%	0.0%	1.4%	2.6%	12.5%	0.0%	6.3%	5.0%	1.3%	2.9%
Peak Hour Factor		0.95				0.86				0.86				0.92			0.98
Peak Hour Factor	0.73	0.82	0.97	0.58	0.00	0.00	0.86	0.97	0.00	0.90	0.76	0.85	0.00	0.66	0.83	0.90	0.98

CMA INTERSECTION ANALYSIS
180 ROYAL PALM WAY
ROYAL PALM WAY AND COUNTY ROAD

TRIPS	IN	OUT
AM	-25	-14
PM	-38	-41

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030

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)	103	92	10	0	164	106	438	247	287	0	85	7	1539 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	
Background Traffic Growth	5	5	1	0	8	5	22	13	15	0	4	0	79 BG Total
1.0% Background Growth	5	5	1	0	8	5	22	13	15	0	4	0	99 1% + MP Total
Major Projects Traffic	0	7	0	0	6	0	0	2	0	0	5	0	
1% BGR + Major Projects	5	12	1	0	14	5	22	15	15	0	9	0	
Background Traffic w/o Project	108	104	11	0	178	111	460	262	302	0	94	7	
Project Traffic	-8	-2	0	0	-4	0	0	-6	-9	0	0	0	
Total	**100**	**102**	**11**	**0**	**174**	**111**	**460**	**256**	**293**	**0**	**94**	**7**	
Approach Total		**212**			**286**			**1,009**			**102**		

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	>	1	1	1	1	1	>	2	<
Per Lane Volume	100	112		174		111	460	256	293	51		
Right on Red			10			60			60			10
Overlaps Left			0			460			100			0
Adj. Per Lane Volume	100	102		174		0	460	256	132	41		
Through/Right Volume	102			174			256			41		
Opposing Left Turns	174			100			0			460		
Critical Volume for Approach	277			275			256			501		
Critical Volume for Direction	277						501					
Intersection Critical Volume	**778**											
STATUS?	**UNDER**											

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)	272	263	31	0	260	195	280	219	258	0	244	23	2045 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	104 BG Total
Background Traffic Growth	14	13	2	0	13	10	14	11	13	0	12	1	128 1% + MP Total
1.0% Background Growth	14	13	2	0	13	10	14	11	13	0	12	1	
Major Projects Traffic	0	7	0	0	6	0	0	9	0	0	2	0	
1% BGR + Major Projects	14	20	2	0	19	10	14	20	13	0	14	1	
Background Traffic w/o Project	286	283	33	0	279	205	294	239	271	0	258	24	
Project Traffic	-25	-6	0	0	-6	0	0	-10	-13	0	0	0	
Total	**261**	**277**	**33**	**0**	**273**	**205**	**294**	**229**	**258**	**0**	**258**	**24**	
Approach Total		**571**			**478**			**782**			**283**		

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	>	1	1	1	1	1	>	2	<
Per Lane Volume	261	310		273		205	294	229	258	141		
Right on Red			10			60			60			10
Overlaps Left			0			294			261			0
Adj. Per Lane Volume	261	300		273		0	294	229	0	131		
Through/Right Volume	300			273			229			131		
Opposing Left Turns	273			261			0			294		
Critical Volume for Approach	573			534			229			426		
Critical Volume for Direction	573						426					
Intersection Critical Volume	**999**											
STATUS?	**UNDER**											

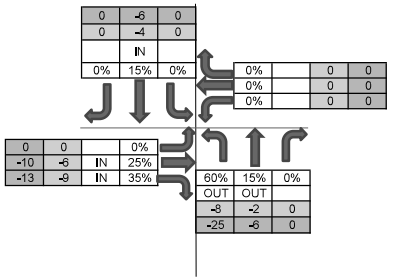
PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2025)	270	273	23	0	222	237	280	180	208	0	216	13	1922 Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	98 BG Total
Background Traffic Growth	14	14	1	0	11	12	14	9	11	0	11	1	122 1% + MP Total
1.0% Background Growth	14	14	1	0	11	12	14	9	11	0	11	1	
Major Projects Traffic	0	7	0	0	6	0	0	9	0	0	2	0	
1% BGR + Major Projects	14	21	1	0	17	12	14	18	11	0	13	1	
Background Traffic w/o Project	284	294	24	0	239	249	294	198	219	0	229	14	
Project Traffic	-25	-6	0	0	-6	0	0	-10	-13	0	0	0	
Total	**259**	**288**	**24**	**0**	**233**	**249**	**294**	**188**	**206**	**0**	**229**	**14**	
Approach Total		**571**			**482**			**688**			**243**		

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	1	<	>	1	1	1	1	1	>	2	<
Per Lane Volume	259	312		233		249	294	188	206	121		
Right on Red			10			60			60			10
Overlaps Left			0			294			259			0
Adj. Per Lane Volume	259	302		233		0	294	188	0	111		
Through/Right Volume	302			233			188			111		
Opposing Left Turns	233			259			0			294		
Critical Volume for Approach	535			492			188			406		
Critical Volume for Direction	535						406					
Intersection Critical Volume	**941**											
STATUS?	**UNDER**											

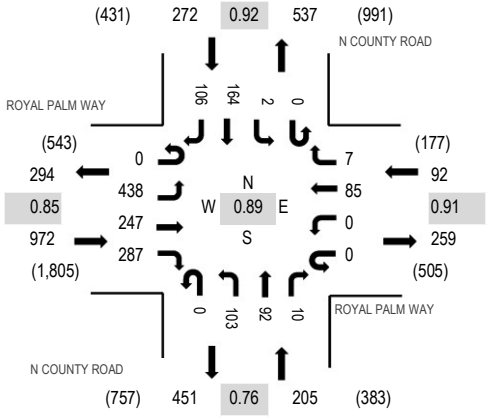


X:\Documents\PROJECTS\2025\25-068 180 Royal Palm Way (Frisbie Group)\Traffic\Excel\180 Royal Palm Way Traffic Equiv Calcs.rev3
JG

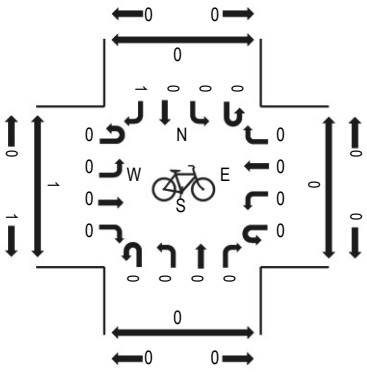
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY AM
Date: Thursday, January 9, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

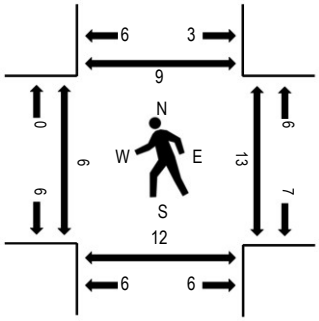
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	67	52	38	0	0	12	2	0	19	3	1	0	0	9	12	215	1,256	0	0	1	3
7:15 AM	0	131	64	53	0	0	20	2	0	22	14	0	0	0	11	14	331	1,464	2	2	4	3
7:30 AM	0	90	45	38	0	0	24	1	0	25	15	1	0	0	28	9	276	1,497	2	0	0	3
7:45 AM	0	146	68	79	0	0	23	3	0	24	21	2	0	0	44	24	434	1,541	1	2	3	2
8:00 AM	0	140	70	73	0	0	20	0	0	27	21	1	0	1	34	36	423	1,540	2	2	2	4
8:15 AM	0	96	51	73	0	0	25	2	0	25	21	4	0	0	45	22	364		2	5	3	2
8:30 AM	0	56	58	62	0	0	17	2	0	27	29	3	0	1	41	24	320		1	4	4	1
8:45 AM	0	97	80	78	0	0	23	1	0	44	31	3	0	0	51	25	433		1	1	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	410	240	268	0	0	81	7	0	97	88	10	0	2	156	100	1,459
Mediums	0	28	7	19	0	0	4	0	0	6	4	0	0	0	8	6	82
Total	0	438	247	287	0	0	85	7	0	103	92	10	0	2	164	106	1,541

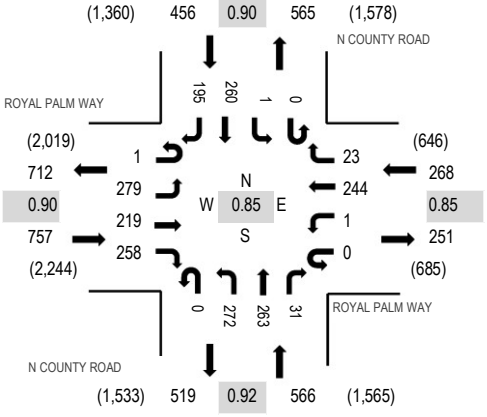
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		5.6%				4.3%				4.9%				5.1%			5.3%
Heavy Vehicle %	0.0%	6.4%	2.8%	6.6%	0.0%	0.0%	4.7%	0.0%	0.0%	5.8%	4.3%	0.0%	0.0%	0.0%	4.9%	5.7%	5.3%
Peak Hour Factor		0.85				0.91				0.76				0.92			0.89
Peak Hour Factor	0.00	0.87	0.81	0.91	0.00	0.00	0.92	0.67	0.00	0.70	0.82	0.69	0.00	0.50	0.84	0.74	0.89

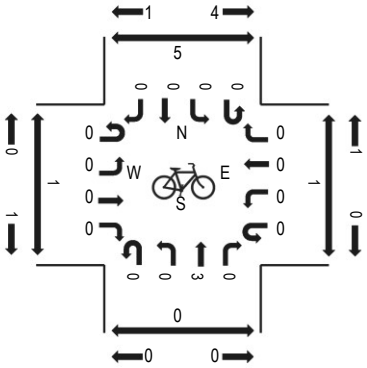
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY Noon
Date: Thursday, January 9, 2025
Peak Hour: 02:00 PM - 03:00 PM
Peak 15-Minutes: 02:00 PM - 02:15 PM

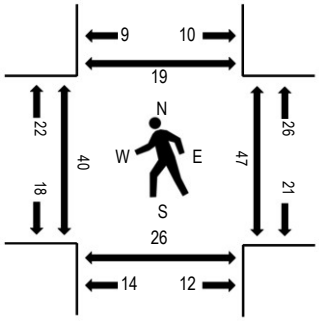
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	78	41	67	0	0	33	3	0	54	55	4	0	0	47	42	424	1,948	17	3	7	6
11:15 AM	2	71	70	80	0	2	33	4	0	73	51	5	0	0	63	46	500	1,977	19	9	13	8
11:30 AM	0	81	49	63	0	0	51	4	0	77	45	5	0	2	67	56	500	2,027	5	4	3	4
11:45 AM	1	85	64	81	0	1	42	3	0	77	58	4	0	0	55	53	524	1,935	8	3	6	6
1:00 PM	0	45	46	57	0	0	47	7	0	73	49	4	0	2	72	51	453	1,820	16	10	13	10
1:15 PM	1	98	51	76	0	0	49	4	0	86	56	7	0	1	64	57	550	1,968	15	13	5	14
1:30 PM	1	56	30	56	0	1	43	9	0	57	39	6	0	0	53	57	408	1,924	5	17	5	1
1:45 PM	1	55	36	45	0	0	33	9	0	59	48	7	0	0	64	52	409	1,955	15	4	8	6
2:00 PM	0	82	68	84	0	0	74	5	0	78	62	13	0	1	64	70	601	2,047	13	13	8	7
2:15 PM	1	76	52	45	0	1	62	3	0	78	56	7	0	0	81	44	506		8	5	3	2
2:30 PM	0	47	39	47	0	0	57	12	0	55	76	8	0	0	59	39	439		11	19	8	10
2:45 PM	0	74	60	82	0	0	51	3	0	61	69	3	0	0	56	42	501		8	10	7	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	1	0	0	1	0	0	2	1	0	0	0	0	0	5
Lights	1	272	217	252	0	1	233	23	0	262	260	30	0	1	257	182	1,991
Mediums	0	7	2	5	0	0	10	0	0	8	2	1	0	0	3	13	51
Total	1	279	219	258	0	1	244	23	0	272	263	31	0	1	260	195	2,047

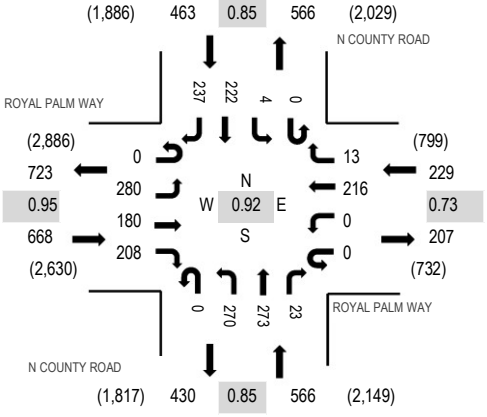
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		2.0%				4.1%				2.5%				3.5%			2.7%
Heavy Vehicle %	0.0%	2.5%	0.9%	2.3%	0.0%	0.0%	4.5%	0.0%	0.0%	3.7%	1.1%	3.2%	0.0%	0.0%	1.2%	6.7%	2.7%
Peak Hour Factor		0.90				0.85				0.92				0.90			0.85
Peak Hour Factor	0.38	0.93	0.82	0.90	0.00	0.38	0.82	0.60	0.00	1.02	0.87	0.67	0.00	0.63	0.83	0.84	0.85

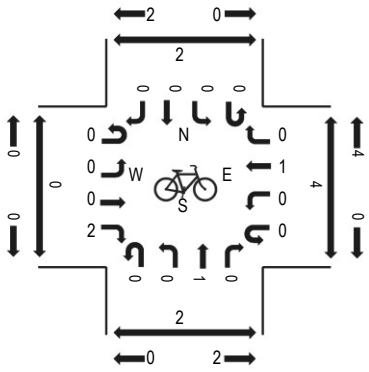
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 N COUNTY ROAD & ROYAL PALM WAY PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

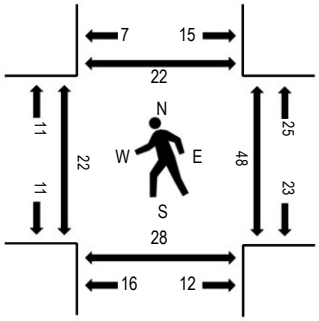
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROYAL PALM WAY Eastbound				ROYAL PALM WAY 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	78	36	62	0	0	74	4	0	87	76	4	0	0	55	49	525	1,926	2	5	6	6
3:15 PM	0	66	46	51	0	0	56	4	0	52	56	6	0	0	60	76	473	1,708	2	19	3	4
3:30 PM	0	65	48	50	0	0	52	3	0	65	79	9	0	2	60	58	491	1,606	13	15	8	3
3:45 PM	0	71	50	45	0	0	34	2	0	66	62	4	0	2	47	54	437	1,509	5	9	11	9
4:00 PM	0	57	22	31	0	0	30	0	0	20	59	6	0	0	44	38	307	1,501	6	1	6	5
4:15 PM	0	53	44	41	0	0	32	4	0	45	65	3	0	0	35	49	371	1,664	1	13	7	9
4:30 PM	0	67	28	41	0	0	40	1	0	52	51	7	0	0	57	50	394	1,703	8	3	4	3
4:45 PM	0	64	37	35	0	0	63	10	0	63	58	3	0	0	45	51	429	1,670	2	9	7	2
5:00 PM	0	71	49	54	0	0	50	6	0	48	67	3	0	0	52	70	470	1,623	3	7	5	1
5:15 PM	0	61	34	43	0	0	45	8	0	66	53	4	0	0	36	60	410	1,591	0	4	3	3
5:30 PM	0	44	40	42	0	0	29	5	0	76	32	0	0	0	39	54	361	1,553	2	4	4	2
5:45 PM	0	50	33	55	0	0	39	2	0	67	36	2	1	0	53	44	382	1,522	3	4	9	4
6:00 PM	0	55	33	49	0	0	46	3	0	104	42	5	0	2	43	56	438	1,457	5	8	4	3
6:15 PM	1	38	18	63	0	0	31	4	0	99	28	4	0	1	45	40	372	1,265	4	1	1	0
6:30 PM	1	42	25	59	0	0	34	2	0	54	19	2	0	3	46	43	330	1,174	1	4	3	3
6:45 PM	0	46	19	52	0	1	20	0	0	53	33	2	0	1	47	43	317	1,040	0	0	1	1
7:00 PM	0	23	19	43	0	0	14	3	1	35	22	3	0	0	39	44	246	957	2	2	5	1
7:15 PM	0	38	20	51	0	0	11	1	0	44	18	2	0	1	39	56	281		2	0	1	2
7:30 PM	0	28	18	25	0	0	9	3	0	40	21	2	0	0	30	20	196		3	4	7	3
7:45 PM	0	43	25	32	0	0	20	4	0	37	22	5	0	0	19	27	234		2	0	6	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	1	0	0	0	0	0	0	2
Lights	0	273	178	200	0	0	194	13	0	258	267	21	0	4	220	222	1,850
Mediums	0	6	2	8	0	0	22	0	0	11	6	2	0	0	2	15	74
Total	0	280	180	208	0	0	216	13	0	270	273	23	0	4	222	237	1,926

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.5%				9.6%				3.5%				3.7%			3.9%
Heavy Vehicle %	0.0%	2.5%	1.1%	3.8%	0.0%	0.0%	10.2%	0.0%	0.0%	4.4%	2.2%	8.7%	0.0%	0.0%	0.9%	6.3%	3.9%
Peak Hour Factor		0.95				0.73				0.85				0.85			0.92
Peak Hour Factor	0.50	0.90	0.90	0.90	0.00	0.25	0.73	0.73	0.25	0.83	0.86	0.69	0.25	0.58	0.93	0.78	0.92

CMA INTERSECTION ANALYSIS
180 ROYAL PALM WAY
COUNTY ROAD AND BRAZILIAN AVE

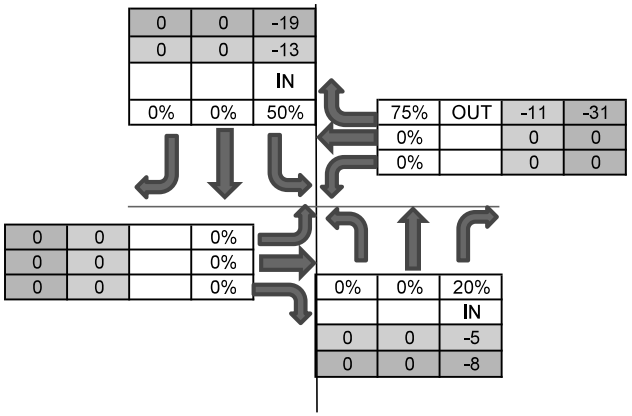
11/12/25

TRIPS	IN	OUT
AM	-25	-14
PM	-38	-41

INPUT DATA

Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030



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)	36	393	34	0	443	32	0	0	68	0	0	37	1043	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	2	20	2	0	23	2	0	0	3	0	0	2	53	BG Total
1.0% Background Growth	2	20	2	0	23	2	0	0	3	0	0	2	57	1% + MP Total
Major Projects Traffic	0	3	0	0	1	0	0	0	0	0	0	0		
1% BGR + Major Projects	2	23	2	0	24	2	0	0	3	0	0	2		
Background Traffic w/o Project	38	416	36	0	467	34	0	0	71	0	0	39		
Project Traffic	0	0	-5	-13	0	0	0	0	0	0	0	-11		
Total	**38**	**416**	**31**	**-13**	**467**	**34**	**0**	**0**	**71**	**0**	**0**	**28**		
Approach Total		**485**			**487**			**71**			**28**			

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)	41	550	59	0	563	55	0	0	110	0	0	48	1426	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	73	BG Total
Background Traffic Growth	2	28	3	0	29	3	0	0	6	0	0	2	80	1% + MP Total
1.0% Background Growth	2	28	3	0	29	3	0	0	6	0	0	2		
Major Projects Traffic	0	1	0	0	6	0	0	0	0	0	0	0		
1% BGR + Major Projects	2	29	3	0	35	3	0	0	6	0	0	2		
Background Traffic w/o Project	43	579	62	0	598	58	0	0	116	0	0	50		
Project Traffic	0	0	-8	-19	0	0	0	0	0	0	0	-31		
Total	**43**	**579**	**54**	**-19**	**598**	**58**	**0**	**0**	**116**	**0**	**0**	**19**		
Approach Total		**676**			**637**			**116**			**19**			

PM Peak Hour

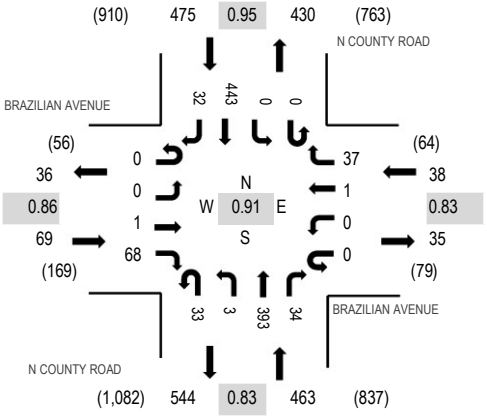
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2025)	30	511	108	1	390	45	0	0	75	0	0	35	1195	Existing Total
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	61	BG Total
Background Traffic Growth	2	26	6	0	20	2	0	0	4	0	0	2	68	1% + MP Total
1.0% Background Growth	2	26	6	0	20	2	0	0	4	0	0	2		
Major Projects Traffic	0	1	0	0	6	0	0	0	0	0	0	0		
1% BGR + Major Projects	2	27	6	0	26	2	0	0	4	0	0	2		
Background Traffic w/o Project	32	538	114	1	416	47	0	0	79	0	0	37		
Project Traffic	0	0	-8	-19	0	0	0	0	0	0	0	-31		
Total	**32**	**538**	**106**	**-18**	**416**	**47**	**0**	**0**	**79**	**0**	**0**	**6**		
Approach Total		**675**			**445**			**79**			**6**			

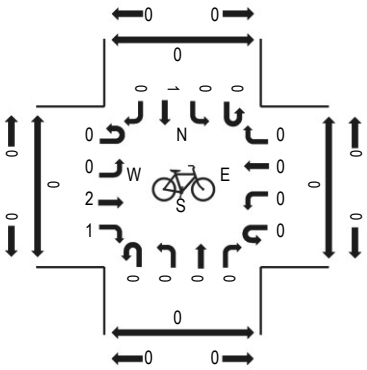
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE AM
Date: Thursday, January 9, 2025
Peak Hour: 10:00 AM - 11:00 AM
Peak 15-Minutes: 10:45 AM - 11:00 AM

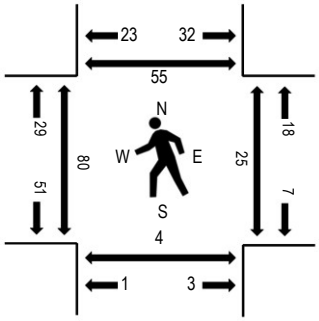
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN 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	0	0	21	0	0	0	5	4	0	62	14	0	0	106	5	217	935	10	2	1	12
9:15 AM	0	0	0	29	0	0	0	3	4	0	68	11	0	0	110	5	230	954	8	3	0	6
9:30 AM	0	0	0	27	0	0	0	12	9	0	89	9	1	0	103	6	256	970	9	5	0	9
9:45 AM	0	0	0	23	0	0	0	6	8	0	86	10	1	0	94	4	232	991	15	3	1	10
10:00 AM	0	0	0	10	0	0	0	10	9	1	75	6	0	0	115	10	236	1,045	18	2	3	7
10:15 AM	0	0	0	23	0	0	0	12	7	1	81	11	0	0	104	7	246		11	7	1	8
10:30 AM	0	0	0	14	0	0	0	8	6	1	124	8	0	0	111	5	277		32	9	0	21
10:45 AM	0	0	1	21	0	0	1	7	11	0	113	9	0	0	113	10	286		19	7	0	19

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	1	3
Lights	0	0	1	66	0	0	1	37	30	3	373	32	0	0	423	30	996
Mediums	0	0	0	2	0	0	0	0	3	0	20	2	0	0	18	1	46
Total	0	0	1	68	0	0	1	37	33	3	393	34	0	0	443	32	1,045

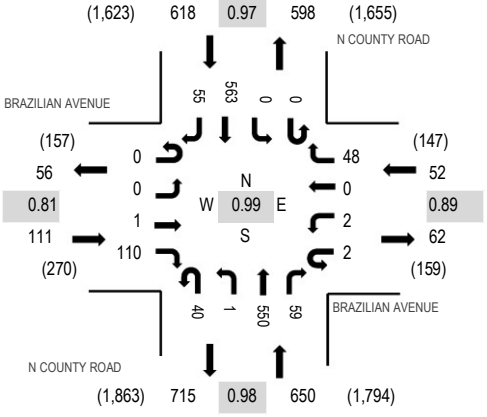
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		2.9%				0.0%				5.4%				4.6%			4.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	5.1%	5.9%	0.0%	0.0%	4.5%	6.3%	4.7%
Peak Hour Factor		0.86				0.83				0.83				0.95			0.91
Peak Hour Factor	0.00	0.00	0.25	0.86	0.00	0.00	0.25	0.83	0.75	0.75	0.79	0.79	0.50	0.00	0.96	0.80	0.91

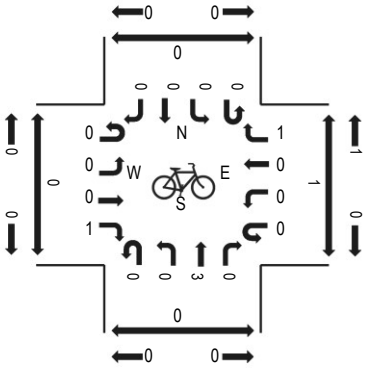
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE Noon
Date: Thursday, January 9, 2025
Peak Hour: 12:15 PM - 01:15 PM
Peak 15-Minutes: 12:15 PM - 12:30 PM

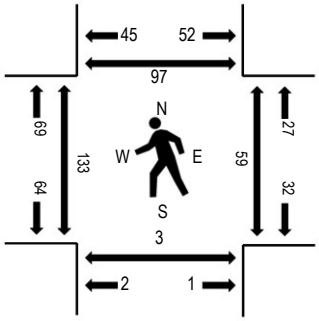
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN AVENUE Westbound				N COUNTY ROAD Northbound				N COUNTY ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	0	11	0	2	0	11	4	0	100	10	0	0	96	9	243	1,137	12	6	0	13
11:15 AM	1	0	0	14	0	0	0	11	8	0	110	3	0	0	131	11	289	1,183	40	8	1	14
11:30 AM	0	0	1	16	1	1	0	7	8	1	121	7	0	0	122	9	294	1,255	35	13	0	15
11:45 AM	0	1	0	21	0	0	1	12	7	1	127	10	0	0	118	13	311	1,318	25	15	0	16
12:00 PM	0	0	0	24	0	0	0	7	9	0	128	4	0	0	105	12	289	1,367	45	12	3	18
12:15 PM	0	0	0	35	0	0	0	10	12	0	146	6	0	0	135	17	361	1,431	39	10	1	26
12:30 PM	0	0	0	32	0	0	0	12	9	0	136	14	0	0	144	10	357	1,400	31	17	0	26
12:45 PM	0	0	1	22	1	2	0	15	14	0	131	15	0	0	145	14	360	1,338	35	15	2	24
2:00 PM	0	0	0	21	1	0	0	11	5	1	137	24	0	0	139	14	353	1,330	28	17	0	21
2:15 PM	0	0	1	15	0	0	0	17	16	2	129	19	0	0	115	16	330		15	30	1	23
2:30 PM	0	0	0	23	0	0	0	17	11	1	122	20	0	0	93	8	295		33	11	0	18
2:45 PM	0	0	1	30	0	1	0	7	15	2	129	20	1	0	132	14	352		26	18	1	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	2	0	0	0	0	1	0	0	0	0	1	4
Lights	0	0	1	108	2	0	0	46	39	1	541	59	0	0	550	50	1,397
Mediums	0	0	0	2	0	0	0	2	1	0	8	0	0	0	13	4	30
Total	0	0	1	110	2	2	0	48	40	1	550	59	0	0	563	55	1,431

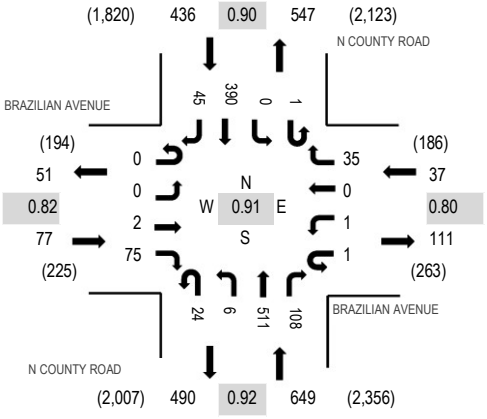
Heavy Vehicle Percentage and Peak Hour Factor

	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 %		1.8%				7.7%				1.5%				2.9%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.8%	0.0%	100.0%	0.0%	4.2%	2.5%	0.0%	1.6%	0.0%	0.0%	0.0%	2.3%	9.1%	2.4%
Peak Hour Factor		0.81				0.89				0.98				0.97			0.99
Peak Hour Factor	0.25	0.25	0.50	0.81	0.50	0.38	0.25	1.00	0.73	0.75	0.94	0.86	0.25	0.00	0.97	0.81	0.99

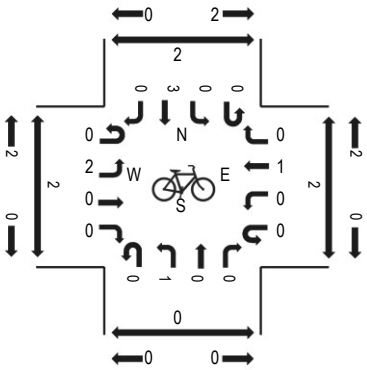
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 N COUNTY ROAD & BRAZILIAN AVENUE PM
Date: Thursday, January 9, 2025
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

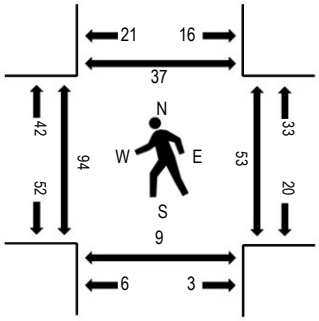
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRAZILIAN AVENUE Eastbound				BRAZILIAN 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	0	1	21	0	1	0	16	8	0	148	20	0	0	104	10	329	1,199	22	8	1	7
3:15 PM	0	0	0	19	0	0	0	7	7	1	114	45	0	0	102	19	314	1,096	25	21	3	15
3:30 PM	0	0	0	14	0	0	0	5	4	4	129	20	1	0	102	8	287	993	24	16	3	11
3:45 PM	0	0	1	21	1	0	0	7	5	1	120	23	0	0	82	8	269	946	23	8	2	4
4:00 PM	0	0	0	24	0	0	0	7	6	0	86	17	0	0	79	7	226	908	19	8	0	10
4:15 PM	0	0	0	6	0	0	0	11	2	3	102	8	0	0	70	9	211	952	27	16	0	13
4:30 PM	0	0	0	8	0	1	2	13	7	1	93	17	0	0	85	13	240	977	24	3	0	6
4:45 PM	0	0	0	10	0	0	0	12	5	1	115	5	0	0	70	13	231	940	13	3	2	8
5:00 PM	0	0	0	18	0	0	0	8	7	3	122	13	0	0	87	12	270	931	21	8	0	4
5:15 PM	0	0	0	14	0	0	0	7	8	2	104	16	0	0	79	6	236	943	17	13	2	11
5:30 PM	0	0	0	8	0	0	0	12	6	0	90	4	0	0	73	10	203	960	16	10	1	4
5:45 PM	0	0	0	5	0	0	1	13	6	2	87	4	0	0	94	10	222	971	14	8	3	3
6:00 PM	0	0	0	11	0	1	1	13	8	3	151	7	0	0	81	6	282	958	5	11	0	4
6:15 PM	0	0	0	9	0	0	0	7	9	2	105	13	0	0	100	8	253	836	4	1	5	1
6:30 PM	0	0	0	6	0	0	1	4	12	0	77	14	0	0	96	4	214	759	2	4	0	0
6:45 PM	0	0	1	4	0	0	0	5	7	1	83	10	0	0	94	4	209	665	6	1	0	0
7:00 PM	0	0	0	7	0	0	0	6	9	1	50	6	0	0	77	4	160	591	2	6	0	1
7:15 PM	0	0	0	8	0	0	0	4	5	0	62	9	0	1	80	7	176		3	2	0	0
7:30 PM	0	0	0	4	0	0	0	7	3	0	53	3	0	0	48	2	120		10	4	2	4
7:45 PM	0	0	0	5	1	1	0	11	5	0	54	3	2	0	49	4	135		7	0	0	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	0	0	0	0	0	1
Lights	0	0	2	75	1	1	0	34	24	6	493	108	1	0	382	43	1,170
Mediums	0	0	0	0	0	0	0	1	0	0	17	0	0	0	8	2	28
Total	0	0	2	75	1	1	0	35	24	6	511	108	1	0	390	45	1,199

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				2.7%				2.8%				2.3%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	3.5%	0.0%	0.0%	0.0%	2.1%	4.4%	2.4%
Peak Hour Factor		0.82				0.80				0.92				0.90			0.91
Peak Hour Factor	0.00	0.00	0.50	0.81	0.25	0.25	0.75	0.87	0.77	0.50	0.86	0.60	0.25	0.25	0.94	0.90	0.91

CMA INTERSECTION ANALYSIS
180 ROYAL PALM WAY
DRIVEWAY AND BRAZILIAN AVE

11/12/25

DRIVEWAY TRIPS

	IN	OUT
AM	40	30
PM	80	78

INPUT DATA

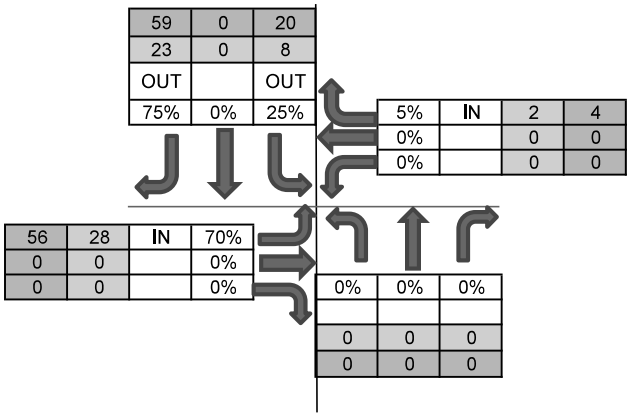
Comments:

Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2025 Buildout Year = 2030

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	0	0	0	34	0	0	37	0	71	Existing Total
Peak Season Adjustment				0	0	0	0	0	0	0	0	0		
Background Traffic Growth				0	0	0	0	2	0	0	2	0	4	BG Total
1.0% Background Growth				0	0	0	0	2	0	0	2	0	4	1% + MP Total
Major Projects Traffic				0	0	0	0	0	0	0	0	0		
1% BGR + Major Projects				0	0	0	0	2	0	0	2	0		
Background Traffic w/o Project				0	0	0	0	36	0	0	39	0		
Project Traffic				8	0	23	28	0	0	0	0	2		
Total				**8**	**0**	**23**	**28**	**36**	**0**	**0**	**39**	**2**		
Approach Total					**31**			**64**			**41**			



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	0	0	0	59	0	0	48	0	107	Existing Total
Peak Season Adjustment				0	0	0	0	0	0	0	0	0	5	BG Total
Background Traffic Growth				0	0	0	0	3	0	0	2	0	5	1% + MP Total
1.0% Background Growth				0	0	0	0	3	0	0	2	0		
Major Projects Traffic				0	0	0	0	0	0	0	0	0		
1% BGR + Major Projects				0	0	0	0	3	0	0	2	0		
Background Traffic w/o Project				0	0	0	0	62	0	0	50	0		
Project Traffic				20	0	59	56	0	0	0	0	4		
Total				**20**	**0**	**59**	**56**	**62**	**0**	**0**	**50**	**4**		
Approach Total					**79**			**118**			**54**			

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	0	0	0	109	0	0	35	0	144	Existing Total
Peak Season Adjustment				0	0	0	0	0	0	0	0	0	7	BG Total
Background Traffic Growth				0	0	0	0	6	0	0	2	0	7	1% + MP Total
1.0% Background Growth				0	0	0	0	6	0	0	2	0		
Major Projects Traffic				0	0	0	0	0	0	0	0	0		
1% BGR + Major Projects				0	0	0	0	6	0	0	2	0		
Background Traffic w/o Project				0	0	0	0	115	0	0	37	0		
Project Traffic				20	0	59	56	0	0	0	0	4		
Total				**20**	**0**	**59**	**56**	**115**	**0**	**0**	**37**	**4**		
Approach Total					**79**			**171**			**41**			

APPENDIX C

SYNCHRO PRINTOUTS

Royal Palm Way & County Road

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	23	7	15	0	23	0	12	0	0	0	0	0	0	0	0
Min Green	0	15	0	20	15	15	10	10	0	0	0	0	0	0	0	0
Passage	0	3	0	3	3	4	3	3	0	0	0	0	0	0	0	0
Max1	0	50	0	50	45	50	50	30	0	0	0	0	0	0	0	0
Max2	0	15	0	25	15	30	15	30	0	0	0	0	0	0	0	0
Yellow	3	3.6	3	3.5	3	3.6	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	1	0	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	100	100	100													
Offset Time	52	38	92													
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		54		46	19	35	23	23								
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX	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		45	17	38	21	24								
Mode	NON	NON	NON	MAX	NON	NON	NON	MAX	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		44	19	37	21	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Royal Palm Way & Cocoanut Row

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	16	16	16	16	0	16	0	16	0	0	0	0	0	0	0	0
Min Green	5	15	5	5	5	15	5	5	0	0	0	0	0	0	0	0
Passage	5	7	5	5	5	7	5	5	0	0	0	0	0	0	0	0
Max1	30	45	15	25	0	45	15	30	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	3.5	3	3.5	3	3.5	3	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	100	100	100													
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	30	31	9	30		61	9	30								
Mode	NON	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	36	9	33		58	12	30								
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	40	9	31		60	10	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

2025
EXISTING

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	68	0	0	37	36	393	34	0	443	32
Future Vol, veh/h	0	0	68	0	0	37	36	393	34	0	443	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	72	0	0	39	38	414	36	0	466	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	483	-	-	207	500	0	0	449	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	583	0	0	800	1062	-	-	1109	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	583	-	-	800	1062	-	-	1109	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.04	9.73	0.91	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	302	-	-	583	800	1109	-	-
HCM Lane V/C Ratio	0.036	-	-	0.123	0.049	-	-	-
HCM Ctrl Dly (s/v)	8.5	0.3	-	12	9.7	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↾	
Traffic Vol, veh/h	0	34	37	0	0	0
Future Vol, veh/h	0	34	37	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	39	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	75	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	929	1033
Stage 1	0	-	-	0	984	-
Stage 2	0	-	-	0	987	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	929	1033
Mov Cap-2 Maneuver	-	-	-	-	929	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	987	-

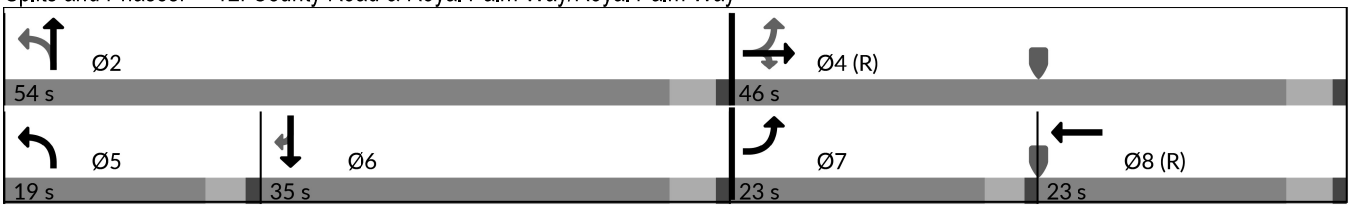
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

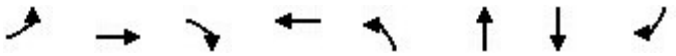
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	438	247	287	85	103	92	164	106
Future Volume (vph)	438	247	287	85	103	92	164	106
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	23.0	46.0	46.0	23.0	19.0	54.0	35.0	35.0
Total Split (%)	23.0%	46.0%	46.0%	23.0%	19.0%	54.0%	35.0%	35.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	59.9	59.4	59.4	34.4	32.1	31.6	16.4	16.4
Actuated g/C Ratio	0.60	0.59	0.59	0.34	0.32	0.32	0.16	0.16
v/c Ratio	0.56	0.23	0.28	0.08	0.28	0.18	0.57	0.32
Control Delay (s/veh)	15.6	11.8	2.2	26.4	24.2	21.5	46.1	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	11.8	2.2	26.4	24.2	21.5	46.1	9.3
LOS	B	B	A	C	C	C	D	A
Approach Delay (s/veh)		10.7		26.4		22.8	31.6	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

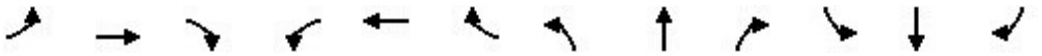
Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	461	260	302	96	108	108	173	112
v/c Ratio	0.56	0.23	0.28	0.08	0.28	0.18	0.57	0.32
Control Delay (s/veh)	15.6	11.8	2.2	26.4	24.2	21.5	46.1	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	11.8	2.2	26.4	24.2	21.5	46.1	9.3
Queue Length 50th (ft)	158	78	0	21	48	44	105	0
Queue Length 95th (ft)	266	138	40	48	81	77	165	44
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	831	1107	1063	1207	386	912	568	560
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.23	0.28	0.08	0.28	0.12	0.30	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	438	247	287	0	85	7	103	92	10	0	164	106
Future Volume (veh/h)	438	247	287	0	85	7	103	92	10	0	164	106
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	461	260	239	0	89	0	108	97	0	0	173	49
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	829	1067	904	0	1248	0	412	635	0	0	281	238
Arrive On Green	0.18	0.57	0.57	0.00	0.35	0.00	0.15	0.34	0.00	0.00	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	0	3741	0	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h	461	260	239	0	89	0	108	97	0	0	173	49
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	0	1781	1870	0	0	1870	1585
Q Serve(g_s), s	15.7	6.9	7.6	0.0	1.7	0.0	4.4	3.6	0.0	0.0	8.7	2.7
Cycle Q Clear(g_c), s	15.7	6.9	7.6	0.0	1.7	0.0	4.4	3.6	0.0	0.0	8.7	2.7
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	829	1067	904	0	1248	0	412	635	0	0	281	238
V/C Ratio(X)	0.56	0.24	0.26	0.00	0.07	0.00	0.26	0.15	0.00	0.00	0.62	0.21
Avail Cap(c_a), veh/h	848	1067	904	0	1248	0	413	926	0	0	570	483
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	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	10.7	10.9	0.0	21.6	0.0	25.3	23.0	0.0	0.0	39.8	37.3
Incr Delay (d2), s/veh	0.8	0.5	0.7	0.0	0.1	0.0	0.3	0.1	0.0	0.0	2.2	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	10.2	5.2	14.8	0.0	1.3	0.0	3.4	2.9	0.0	0.0	7.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	11.3	11.6	0.0	21.7	0.0	25.6	23.1	0.0	0.0	42.0	37.7
LnGrp LOS	B	B	B		C		C	C			D	D
Approach Vol, veh/h		960			89			205			222	
Approach Delay, s/veh		12.9			21.7			24.4			41.1	
Approach LOS		B			C			C			D	

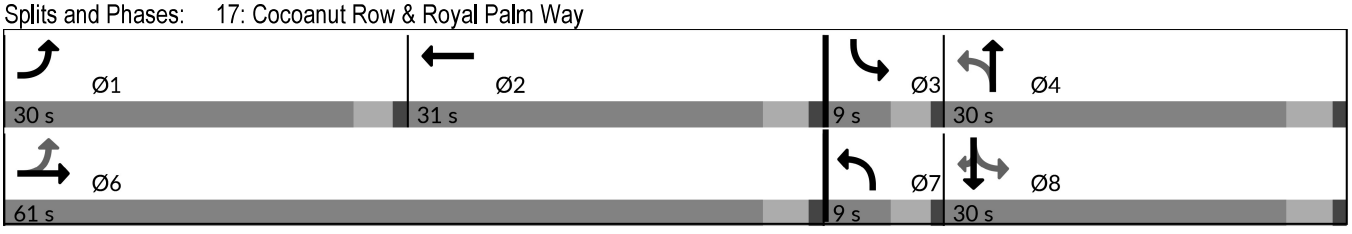
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		38.4		61.6	18.9	19.5	21.9	39.6				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		49.5		41.5	15.0	30.5	19.0	18.5				
Max Q Clear Time (g_c+I1), s		5.6		9.6	6.4	10.7	17.7	3.7				
Green Ext Time (p_c), s		0.5		2.5	0.1	1.0	0.2	0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.3									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	327	1076	290	68	24	47	31	260
Future Volume (vph)	327	1076	290	68	24	47	31	260
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	30.0	61.0	31.0	9.0	30.0	9.0	30.0	30.0
Total Split (%)	30.0%	61.0%	31.0%	9.0%	30.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	None	None	None
Act Effct Green (s)	57.3	56.8	41.1	13.4	10.0	12.6	8.2	8.2
Actuated g/C Ratio	0.71	0.70	0.51	0.17	0.12	0.16	0.10	0.10
v/c Ratio	0.44	0.47	0.18	0.31	0.15	0.21	0.18	0.67
Control Delay (s/veh)	7.1	7.0	13.0	30.0	28.0	28.0	35.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	7.0	13.0	30.0	28.0	28.0	35.6	13.6
LOS	A	A	B	C	C	C	D	B
Approach Delay (s/veh)		7.0	13.0		29.4		17.7	
Approach LOS		A	B		C		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 10.5	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	344	1167	318	72	34	49	33	274
v/c Ratio	0.44	0.47	0.18	0.31	0.15	0.21	0.18	0.67
Control Delay (s/veh)	7.1	7.0	13.0	30.0	28.0	28.0	35.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	7.0	13.0	30.0	28.0	28.0	35.6	13.6
Queue Length 50th (ft)	54	119	43	31	12	21	16	0
Queue Length 95th (ft)	122	218	91	65	38	48	42	66
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	935	2472	1786	236	571	237	589	688
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.47	0.18	0.31	0.06	0.21	0.06	0.40

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	1076	32	0	290	12	68	24	9	47	31	260
Future Volume (veh/h)	327	1076	32	0	290	12	68	24	9	47	31	260
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	1133	23	0	305	2	72	25	0	49	33	211
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	754	2276	46	0	1696	11	343	295	0	385	298	252
Arrive On Green	0.13	0.64	0.64	0.00	0.47	0.47	0.05	0.16	0.00	0.06	0.16	0.16
Sat Flow, veh/h	1781	3562	72	0	3713	24	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	344	565	591	0	150	157	72	25	0	49	33	211
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	0	1777	1866	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	8.1	14.9	14.9	0.0	4.3	4.3	2.9	1.0	0.0	2.0	1.3	11.4
Cycle Q Clear(g_c), s	8.1	14.9	14.9	0.0	4.3	4.3	2.9	1.0	0.0	2.0	1.3	11.4
Prop In Lane	1.00		0.04	0.00		0.01	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	754	1135	1187	0	833	874	343	295	0	385	298	252
V/C Ratio(X)	0.46	0.50	0.50	0.00	0.18	0.18	0.21	0.08	0.00	0.13	0.11	0.84
Avail Cap(c_a), veh/h	1055	1135	1187	0	833	874	346	539	0	385	539	457
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	8.5	8.5	0.0	13.6	13.6	28.6	31.8	0.0	28.1	31.8	36.1
Incr Delay (d2), s/veh	0.4	1.6	1.5	0.0	0.1	0.1	0.3	0.1	0.0	0.1	0.2	7.2
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	5.2	9.3	9.6	0.0	3.0	3.2	2.3	0.8	0.0	1.5	1.1	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.8	10.0	10.0	0.0	13.7	13.7	28.9	31.9	0.0	28.2	32.0	43.2
LnGrp LOS	A	B	A		B	B	C	C		C	C	D
Approach Vol, veh/h		1500			307			97			293	
Approach Delay, s/veh		9.7			13.7			29.7			39.5	
Approach LOS		A			B			C			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	15.1	45.9	9.0	18.4		61.0	8.9	18.6				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	26.0	26.5	5.0	25.5		56.5	5.0	25.5				
Max Q Clear Time (g_c+I1), s	10.1	6.3	4.0	3.0		16.9	4.9	13.4				
Green Ext Time (p_c), s	0.9	1.7	0.0	0.1		10.0	0.0	0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	110	0	0	48	41	550	59	0	563	55
Future Vol, veh/h	0	0	110	0	0	48	41	550	59	0	563	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	116	0	0	51	43	579	62	0	593	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	622	-	-	289	651	0	0	641	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	486	0	0	708	934	-	-	941	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	486	-	-	708	934	-	-	941	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.71	10.48	0.95	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	250	-	-	486	708	941	-	-
HCM Lane V/C Ratio	0.046	-	-	0.238	0.071	-	-	-
HCM Ctrl Dly (s/v)	9	0.4	-	14.7	10.5	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↾	
Traffic Vol, veh/h	0	59	48	0	0	0
Future Vol, veh/h	0	59	48	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	51	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	113	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	884	1018
Stage 1	0	-	-	0	972	-
Stage 2	0	-	-	0	961	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	884	1018
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	961	-

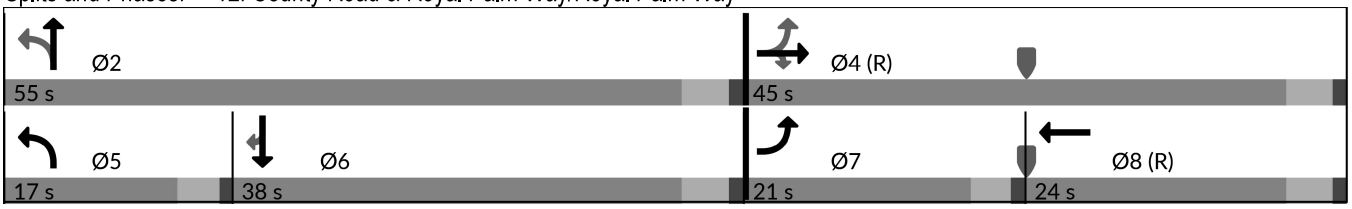
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

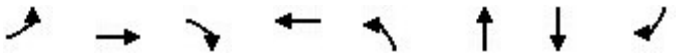
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	280	219	258	244	272	263	260	195
Future Volume (vph)	280	219	258	244	272	263	260	195
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	13.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	17.0	19.5	19.5	19.5
Total Split (s)	21.0	45.0	45.0	24.0	17.0	55.0	38.0	38.0
Total Split (%)	21.0%	45.0%	45.0%	24.0%	17.0%	55.0%	38.0%	38.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	53.4	52.9	52.9	33.6	38.6	38.1	21.1	21.1
Actuated g/C Ratio	0.53	0.53	0.53	0.34	0.39	0.38	0.21	0.21
v/c Ratio	0.47	0.23	0.28	0.24	0.80	0.44	0.70	0.41
Control Delay (s/veh)	17.0	14.6	2.7	26.5	39.7	23.7	45.7	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.0	14.6	2.7	26.5	39.7	23.7	45.7	6.9
LOS	B	B	A	C	D	C	D	A
Approach Delay (s/veh)		11.4		26.5		31.4	29.1	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 22.8	Intersection LOS: C
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way

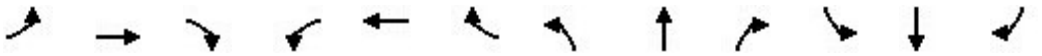




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	295	231	272	281	286	310	274	205
v/c Ratio	0.47	0.23	0.28	0.24	0.80	0.44	0.70	0.41
Control Delay (s/veh)	17.0	14.6	2.7	26.5	39.7	23.7	45.7	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.0	14.6	2.7	26.5	39.7	23.7	45.7	6.9
Queue Length 50th (ft)	100	75	0	64	132	141	163	0
Queue Length 95th (ft)	182	141	44	120	#188	189	227	52
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	646	986	966	1179	358	930	624	666
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.23	0.28	0.24	0.80	0.33	0.44	0.31

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 (veh/h)	280	219	258	0	244	23	272	263	31	0	260	195
Future Volume (veh/h)	280	219	258	0	244	23	272	263	31	0	260	195
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	295	231	209	0	257	13	286	277	22	0	274	142
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	673	1047	888	0	1392	70	342	598	48	0	337	285
Arrive On Green	0.12	0.56	0.56	0.00	0.40	0.40	0.13	0.35	0.35	0.00	0.18	0.18
Sat Flow, veh/h	1781	1870	1585	0	3536	173	1781	1710	136	0	1870	1585
Grp Volume(v), veh/h	295	231	209	0	132	138	286	0	299	0	274	142
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1839	1781	0	1846	0	1870	1585
Q Serve(g_s), s	9.1	6.2	6.7	0.0	4.8	4.8	12.8	0.0	12.6	0.0	14.1	8.1
Cycle Q Clear(g_c), s	9.1	6.2	6.7	0.0	4.8	4.8	12.8	0.0	12.6	0.0	14.1	8.1
Prop In Lane	1.00		1.00	0.00		0.09	1.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	673	1047	888	0	718	743	342	0	646	0	337	285
V/C Ratio(X)	0.44	0.22	0.24	0.00	0.18	0.19	0.84	0.00	0.46	0.00	0.81	0.50
Avail Cap(c_a), veh/h	770	1047	888	0	718	743	342	0	932	0	627	531
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	11.0	11.1	0.0	19.2	19.2	28.5	0.0	25.2	0.0	39.4	36.9
Incr Delay (d2), s/veh	0.4	0.5	0.6	0.0	0.6	0.6	16.5	0.0	0.5	0.0	4.8	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	2.6	8.5	0.0	2.1	2.1	6.9	0.0	5.5	0.0	6.8	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.4	11.5	11.8	0.0	19.7	19.7	45.0	0.0	25.7	0.0	44.2	38.3
LnGrp LOS	B	B	B		B	B	D		C		D	D
Approach Vol, veh/h		735			270			585			416	
Approach Delay, s/veh		12.4			19.7			35.1			42.2	
Approach LOS		B			B			D			D	

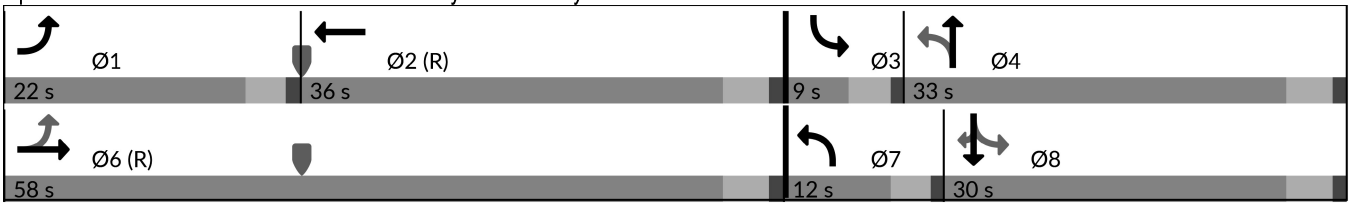
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		39.5		60.5	17.0	22.5	15.6	44.9				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		50.5		40.5	13.0	33.5	17.0	19.5				
Max Q Clear Time (g_c+I1), s		14.6		8.7	14.8	16.1	11.1	6.8				
Green Ext Time (p_c), s		1.9		2.2	0.0	1.9	0.5	1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			26.2									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	239	719	758	265	77	37	45	288
Future Volume (vph)	239	719	758	265	77	37	45	288
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	22.0	58.0	36.0	12.0	33.0	9.0	30.0	30.0
Total Split (%)	22.0%	58.0%	36.0%	12.0%	33.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	70.2	69.7	53.3	21.2	15.9	14.8	9.3	9.3
Actuated g/C Ratio	0.70	0.70	0.53	0.21	0.16	0.15	0.09	0.09
v/c Ratio	0.52	0.32	0.44	1.03	0.33	0.18	0.27	0.72
Control Delay (s/veh)	9.8	6.7	16.8	99.7	37.0	31.7	44.2	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.8	6.7	16.8	99.7	37.0	31.7	44.2	15.1
LOS	A	A	B	F	D	C	D	B
Approach Delay (s/veh)		7.5	16.8		83.5		20.3	
Approach LOS		A	B		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 30 (30%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 23.1	Intersection LOS: C
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	252	794	829	279	97	39	47	303
v/c Ratio	0.52	0.32	0.44	1.03	0.33	0.18	0.27	0.72
Control Delay (s/veh)	9.8	6.7	16.8	99.7	37.0	31.7	44.2	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.8	6.7	16.8	99.7	37.0	31.7	44.2	15.1
Queue Length 50th (ft)	46	84	152	~188	53	20	29	0
Queue Length 95th (ft)	101	152	280	#282	94	43	59	75
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	563	2451	1875	272	524	215	475	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.32	0.44	1.03	0.19	0.18	0.10	0.48

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 (veh/h)	239	719	35	0	758	29	265	77	15	37	45	288
Future Volume (veh/h)	239	719	35	0	758	29	265	77	15	37	45	288
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	757	26	0	798	20	279	81	5	39	47	240
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	458	2158	74	0	1715	43	382	356	22	378	326	276
Arrive On Green	0.09	0.62	0.62	0.00	0.48	0.48	0.08	0.20	0.20	0.05	0.17	0.17
Sat Flow, veh/h	1781	3505	120	0	3636	89	1781	1743	108	1781	1870	1585
Grp Volume(v), veh/h	252	384	399	0	400	418	279	0	86	39	47	240
Grp Sat Flow(s),veh/h/ln	1781	1777	1849	0	1777	1854	1781	0	1851	1781	1870	1585
Q Serve(g_s), s	6.7	10.6	10.6	0.0	15.0	15.0	8.0	0.0	3.9	1.7	2.1	14.7
Cycle Q Clear(g_c), s	6.7	10.6	10.6	0.0	15.0	15.0	8.0	0.0	3.9	1.7	2.1	14.7
Prop In Lane	1.00		0.07	0.00		0.05	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	458	1094	1138	0	860	898	382	0	378	378	326	276
V/C Ratio(X)	0.55	0.35	0.35	0.00	0.47	0.47	0.73	0.00	0.23	0.10	0.14	0.87
Avail Cap(c_a), veh/h	616	1094	1138	0	860	898	382	0	528	378	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	9.4	9.4	0.0	17.2	17.2	34.2	0.0	33.2	30.8	35.0	40.2
Incr Delay (d2), s/veh	1.0	0.9	0.9	0.0	1.8	1.7	7.0	0.0	0.3	0.1	0.2	12.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.1	4.2	0.0	6.3	6.6	3.2	0.0	1.8	0.8	1.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.9	10.3	10.3	0.0	19.0	18.9	41.2	0.0	33.5	30.9	35.2	53.1
LnGrp LOS	B	B	B		B	B	D		C	C	D	D
Approach Vol, veh/h		1035			818			365			326	
Approach Delay, s/veh		10.9			18.9			39.4			47.8	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	13.2	52.9	9.0	24.9		66.1	12.0	21.9				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	18.0	31.5	5.0	28.5		53.5	8.0	25.5				
Max Q Clear Time (g_c+I1), s	8.7	17.0	3.7	5.9		12.6	10.0	16.7				
Green Ext Time (p_c), s	0.5	4.5	0.0	0.4		5.8	0.0	0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			22.3									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	75	0	0	35	30	511	108	1	390	45
Future Vol, veh/h	0	0	75	0	0	35	30	511	108	1	390	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	79	0	0	37	32	538	114	1	411	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	434	-	-	269	458	0	0	652	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	621	0	0	730	1101	-	-	933	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	621	-	-	730	1101	-	-	933	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.64	10.2	0.59	0.02
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	200	-	-	621	730	4	-	-
HCM Lane V/C Ratio	0.029	-	-	0.127	0.05	0.001	-	-
HCM Ctrl Dly (s/v)	8.4	0.3	-	11.6	10.2	8.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↾	
Traffic Vol, veh/h	0	109	35	0	0	0
Future Vol, veh/h	0	109	35	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	115	37	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	152	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	840	1035
Stage 1	0	-	-	0	986	-
Stage 2	0	-	-	0	910	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	840	1035
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	910	-

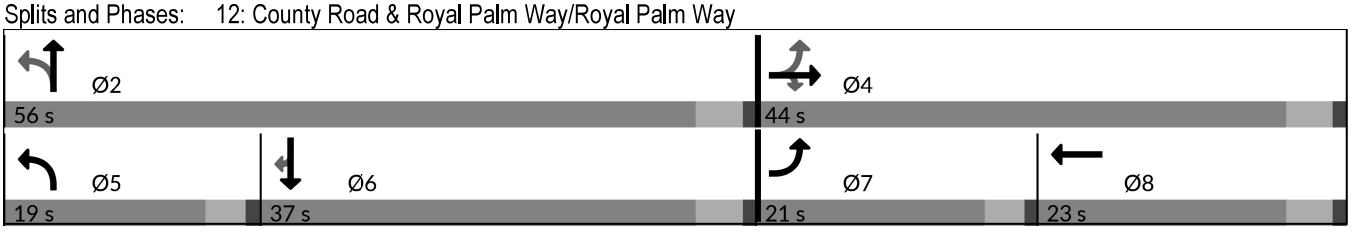
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

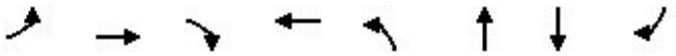
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	280	180	208	216	270	273	222	237
Future Volume (vph)	280	180	208	216	270	273	222	237
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	21.0	44.0	44.0	23.0	19.0	56.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%	23.0%	19.0%	56.0%	37.0%	37.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	Min	Min	Max	None	Max	Max	Max
Act Effct Green (s)	39.2	38.7	38.7	18.5	52.0	51.5	32.5	32.5
Actuated g/C Ratio	0.40	0.39	0.39	0.19	0.52	0.52	0.33	0.33
v/c Ratio	0.61	0.26	0.29	0.37	0.49	0.32	0.38	0.36
Control Delay (s/veh)	27.9	21.7	3.9	36.6	16.7	14.9	28.2	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.9	21.7	3.9	36.6	16.7	14.9	28.2	4.9
LOS	C	C	A	D	B	B	C	A
Approach Delay (s/veh)		18.7		36.6		15.8	16.2	
Approach LOS		B		D		B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 99.2	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 19.4	Intersection LOS: B
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	295	189	219	241	284	311	234	249
v/c Ratio	0.61	0.26	0.29	0.37	0.49	0.32	0.38	0.36
Control Delay (s/veh)	27.9	21.7	3.9	36.6	16.7	14.9	28.2	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.9	21.7	3.9	36.6	16.7	14.9	28.2	4.9
Queue Length 50th (ft)	133	80	0	70	99	108	114	0
Queue Length 95th (ft)	206	132	45	107	153	167	182	54
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	491	741	762	657	583	958	610	686
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.26	0.29	0.37	0.49	0.32	0.38	0.36

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	180	208	0	216	13	270	273	23	0	222	237
Future Volume (veh/h)	280	180	208	0	216	13	270	273	23	0	222	237
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	295	189	156	0	227	3	284	287	13	0	234	186
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	496	711	603	0	680	9	577	936	42	0	623	528
Arrive On Green	0.15	0.38	0.38	0.00	0.19	0.19	0.15	0.53	0.53	0.00	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	0	3685	47	1781	1775	80	0	1870	1585
Grp Volume(v), veh/h	295	189	156	0	112	118	284	0	300	0	234	186
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1862	1781	0	1856	0	1870	1585
Q Serve(g_s), s	12.4	6.8	6.6	0.0	5.3	5.3	9.1	0.0	8.9	0.0	9.3	8.7
Cycle Q Clear(g_c), s	12.4	6.8	6.6	0.0	5.3	5.3	9.1	0.0	8.9	0.0	9.3	8.7
Prop In Lane	1.00		1.00	0.00		0.03	1.00		0.04	0.00		1.00
Lane Grp Cap(c), veh/h	496	711	603	0	337	353	577	0	979	0	623	528
V/C Ratio(X)	0.59	0.27	0.26	0.00	0.33	0.33	0.49	0.00	0.31	0.00	0.38	0.35
Avail Cap(c_a), veh/h	539	757	641	0	337	353	577	0	979	0	623	528
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	20.9	20.8	0.0	34.2	34.2	15.0	0.0	13.0	0.0	24.8	24.6
Incr Delay (d2), s/veh	1.5	0.2	0.2	0.0	2.6	2.5	0.7	0.0	0.8	0.0	1.7	1.8
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(50%),veh/ln	5.3	3.0	0.0	0.0	2.5	2.7	3.6	0.0	3.8	0.0	4.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	21.0	21.0	0.0	36.9	36.8	15.7	0.0	13.8	0.0	26.6	26.5
LnGrp LOS	C	C	C		D	D	B		B		C	C
Approach Vol, veh/h		640			230			584			420	
Approach Delay, s/veh		23.3			36.8			14.7			26.5	
Approach LOS		C			D			B			C	

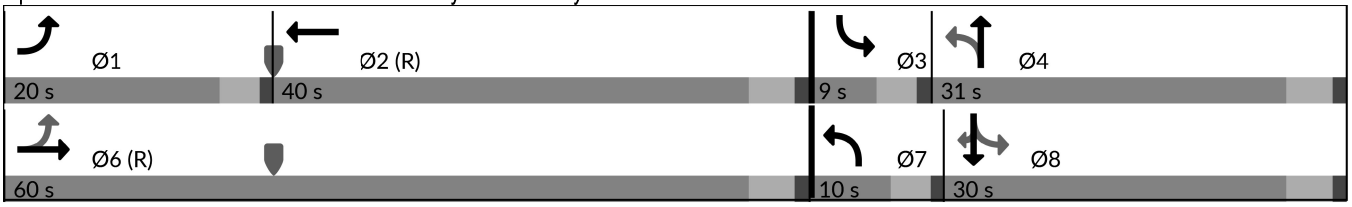
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		56.0		41.6	19.0	37.0	18.6	23.0				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		51.5		39.5	15.0	32.5	17.0	18.5				
Max Q Clear Time (g_c+I1), s		10.9		8.8	11.1	11.3	14.4	7.3				
Green Ext Time (p_c), s		2.0		1.7	0.3	1.9	0.2	0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			23.0									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	246	682	899	286	39	16	20	395
Future Volume (vph)	246	682	899	286	39	16	20	395
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	20.0	60.0	40.0	10.0	31.0	9.0	30.0	30.0
Total Split (%)	20.0%	60.0%	40.0%	10.0%	31.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	68.9	68.4	51.0	21.9	19.0	18.1	12.6	12.6
Actuated g/C Ratio	0.69	0.68	0.51	0.22	0.19	0.18	0.13	0.13
v/c Ratio	0.61	0.31	0.54	1.08	0.14	0.06	0.09	0.83
Control Delay (s/veh)	14.4	7.7	20.4	112.2	28.9	26.2	34.9	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	7.7	20.4	112.2	28.9	26.2	34.9	23.1
LOS	B	A	C	F	C	C	C	C
Approach Delay (s/veh)		9.4	20.4		100.6		23.7	
Approach LOS		A	C		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 20 (20%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay (s/veh): 27.0	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way



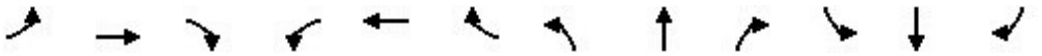


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	259	750	972	301	49	17	21	416
v/c Ratio	0.61	0.31	0.54	1.08	0.14	0.06	0.09	0.83
Control Delay (s/veh)	14.4	7.7	20.4	112.2	28.9	26.2	34.9	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	7.7	20.4	112.2	28.9	26.2	34.9	23.1
Queue Length 50th (ft)	49	82	203	~204	21	9	12	44
Queue Length 95th (ft)	133	166	364	#265	50	22	30	136
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	470	2409	1799	279	487	265	475	659
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.31	0.54	1.08	0.10	0.06	0.04	0.63

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 (veh/h)	246	682	30	0	899	25	286	39	8	16	20	395
Future Volume (veh/h)	246	682	30	0	899	25	286	39	8	16	20	395
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	259	718	21	0	946	15	301	41	0	17	21	353
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	382	2008	59	0	1536	24	413	468	0	480	450	381
Arrive On Green	0.10	0.57	0.57	0.00	0.43	0.43	0.06	0.25	0.00	0.05	0.24	0.24
Sat Flow, veh/h	1781	3526	103	0	3674	57	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	259	362	377	0	469	492	301	41	0	17	21	353
Grp Sat Flow(s),veh/h/ln	1781	1777	1852	0	1777	1860	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	7.7	11.0	11.0	0.0	20.5	20.5	6.0	1.7	0.0	0.7	0.9	21.8
Cycle Q Clear(g_c), s	7.7	11.0	11.0	0.0	20.5	20.5	6.0	1.7	0.0	0.7	0.9	21.8
Prop In Lane	1.00		0.06	0.00		0.03	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	382	1012	1055	0	762	798	413	468	0	480	450	381
V/C Ratio(X)	0.68	0.36	0.36	0.00	0.62	0.62	0.73	0.09	0.00	0.04	0.05	0.93
Avail Cap(c_a), veh/h	488	1012	1055	0	762	798	413	496	0	480	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	11.6	11.6	0.0	22.2	22.2	31.8	28.7	0.0	25.4	29.2	37.1
Incr Delay (d2), s/veh	2.6	1.0	0.9	0.0	3.7	3.5	6.4	0.1	0.0	0.0	0.0	26.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.4	4.6	0.0	9.1	9.4	4.4	0.8	0.0	0.3	0.4	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	12.6	12.6	0.0	25.9	25.7	38.2	28.8	0.0	25.5	29.2	63.6
LnGrp LOS	B	B	B		C	C	D	C		C	C	E
Approach Vol, veh/h		998			961			342			391	
Approach Delay, s/veh		14.3			25.8			37.1			60.1	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.1	47.4	9.0	29.5		61.5	10.0	28.5				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	16.0	35.5	5.0	26.5		55.5	6.0	25.5				
Max Q Clear Time (g_c+I1), s	9.7	22.5	2.7	3.7		13.0	8.0	23.8				
Green Ext Time (p_c), s	0.4	5.1	0.0	0.1		5.4	0.0	0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C

2030
BACKGROUND

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	71	0	0	39	38	416	36	0	467	34
Future Vol, veh/h	0	0	71	0	0	39	38	416	36	0	467	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	75	0	0	41	40	438	38	0	492	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	509	-	-	219	527	0	0	476	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	563	0	0	786	1038	-	-	1084	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	563	-	-	786	1038	-	-	1084	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.37	9.83	0.94	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	301	-	-	563	786	1084	-	-
HCM Lane V/C Ratio	0.039	-	-	0.133	0.052	-	-	-
HCM Ctrl Dly (s/v)	8.6	0.3	-	12.4	9.8	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↾	
Traffic Vol, veh/h	0	36	39	0	0	0
Future Vol, veh/h	0	36	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	41	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	79	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	924	1030
Stage 1	0	-	-	0	981	-
Stage 2	0	-	-	0	985	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	924	1030
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	985	-

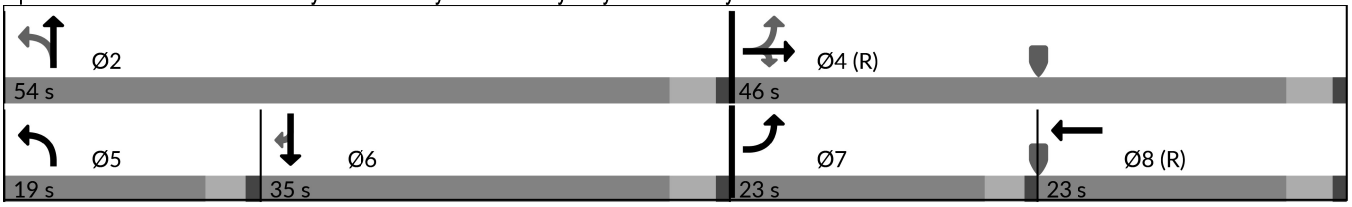
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

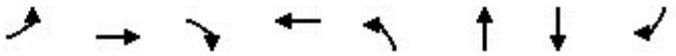
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	460	262	302	94	108	104	178	111
Future Volume (vph)	460	262	302	94	108	104	178	111
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	23.0	46.0	46.0	23.0	19.0	54.0	35.0	35.0
Total Split (%)	23.0%	46.0%	46.0%	23.0%	19.0%	54.0%	35.0%	35.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	55.6	55.1	55.1	28.2	36.4	35.9	16.9	16.9
Actuated g/C Ratio	0.56	0.55	0.55	0.28	0.36	0.36	0.17	0.17
v/c Ratio	0.63	0.27	0.31	0.11	0.28	0.18	0.59	0.32
Control Delay (s/veh)	18.4	13.3	2.4	28.2	22.9	20.6	46.1	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.4	13.3	2.4	28.2	22.9	20.6	46.1	8.9
LOS	B	B	A	C	C	C	D	A
Approach Delay (s/veh)		12.4		28.2		21.7	31.8	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 18.1	Intersection LOS: B
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

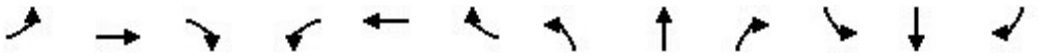
Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	484	276	318	106	114	121	187	117
v/c Ratio	0.63	0.27	0.31	0.11	0.28	0.18	0.59	0.32
Control Delay (s/veh)	18.4	13.3	2.4	28.2	22.9	20.6	46.1	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.4	13.3	2.4	28.2	22.9	20.6	46.1	8.9
Queue Length 50th (ft)	170	84	0	24	50	50	114	0
Queue Length 95th (ft)	295	153	42	52	81	83	172	45
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	773	1025	1014	993	409	912	568	564
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.27	0.31	0.11	0.28	0.13	0.33	0.21

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	460	262	302	0	94	7	108	104	11	0	178	111
Future Volume (veh/h)	460	262	302	0	94	7	108	104	11	0	178	111
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	484	276	255	0	99	0	114	109	1	0	187	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	0	2	2	2	2	2	0	2	2
Cap, veh/h	826	1067	904	0	1216	0	402	629	6	0	281	238
Arrive On Green	0.19	0.57	0.57	0.00	0.34	0.00	0.15	0.34	0.34	0.00	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	0	3741	0	1781	1850	17	0	1870	1585
Grp Volume(v), veh/h	484	276	255	0	99	0	114	0	110	0	187	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	0	1781	0	1867	0	1870	1585
Q Serve(g_s), s	16.8	7.4	8.2	0.0	1.9	0.0	4.7	0.0	4.1	0.0	9.4	3.0
Cycle Q Clear(g_c), s	16.8	7.4	8.2	0.0	1.9	0.0	4.7	0.0	4.1	0.0	9.4	3.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	826	1067	904	0	1216	0	402	0	634	0	281	238
V/C Ratio(X)	0.59	0.26	0.28	0.00	0.08	0.00	0.28	0.00	0.17	0.00	0.67	0.23
Avail Cap(c_a), veh/h	829	1067	904	0	1216	0	402	0	924	0	570	483
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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	10.8	11.0	0.0	22.3	0.0	25.5	0.0	23.2	0.0	40.1	37.4
Incr Delay (d2), s/veh	1.1	0.6	0.8	0.0	0.1	0.0	0.4	0.0	0.1	0.0	2.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	3.1	10.3	0.0	0.8	0.0	2.0	0.0	1.8	0.0	4.5	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	11.4	11.8	0.0	22.4	0.0	25.8	0.0	23.3	0.0	42.9	37.9
LnGrp LOS	B	B	B		C		C		C		D	D
Approach Vol, veh/h		1015			99			224			241	
Approach Delay, s/veh		13.2			22.4			24.6			41.7	
Approach LOS		B			C			C			D	

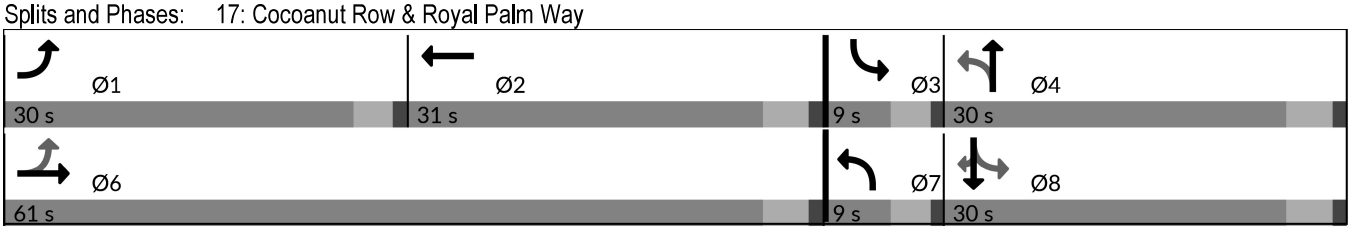
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		38.5		61.5	19.0	19.5	22.8	38.7				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		49.5		41.5	15.0	30.5	19.0	18.5				
Max Q Clear Time (g_c+I1), s		6.1		10.2	6.7	11.4	18.8	3.9				
Green Ext Time (p_c), s		0.6		2.7	0.2	1.1	0.0	0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.8									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	344	1191	313	71	25	49	34	273
Future Volume (vph)	344	1191	313	71	25	49	34	273
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	30.0	61.0	31.0	9.0	30.0	9.0	30.0	30.0
Total Split (%)	30.0%	61.0%	31.0%	9.0%	30.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	None	None	None
Act Effct Green (s)	57.3	56.8	40.7	13.5	10.1	12.7	8.3	8.3
Actuated g/C Ratio	0.71	0.70	0.50	0.17	0.12	0.16	0.10	0.10
v/c Ratio	0.47	0.52	0.19	0.32	0.15	0.22	0.19	0.68
Control Delay (s/veh)	7.5	7.6	13.5	30.2	28.1	28.2	35.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	7.6	13.5	30.2	28.1	28.2	35.8	13.6
LOS	A	A	B	C	C	C	D	B
Approach Delay (s/veh)		7.5	13.5		29.5		17.7	
Approach LOS		A	B		C		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	362	1290	343	75	35	52	36	287
v/c Ratio	0.47	0.52	0.19	0.32	0.15	0.22	0.19	0.68
Control Delay (s/veh)	7.5	7.6	13.5	30.2	28.1	28.2	35.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	7.6	13.5	30.2	28.1	28.2	35.8	13.6
Queue Length 50th (ft)	58	140	47	32	13	22	18	0
Queue Length 95th (ft)	130	256	100	67	39	50	45	69
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	923	2468	1764	238	571	238	588	696
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.52	0.19	0.32	0.06	0.22	0.06	0.41

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	1191	34	0	313	13	71	25	9	49	34	273
Future Volume (veh/h)	344	1191	34	0	313	13	71	25	9	49	34	273
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	362	1254	25	0	329	3	75	26	0	52	36	224
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	736	2252	45	0	1640	15	348	311	0	395	313	265
Arrive On Green	0.13	0.63	0.63	0.00	0.45	0.45	0.06	0.17	0.00	0.06	0.17	0.17
Sat Flow, veh/h	1781	3563	71	0	3702	33	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	362	625	654	0	162	170	75	26	0	52	36	224
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	0	1777	1864	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	8.9	17.8	17.9	0.0	4.9	4.9	3.1	1.1	0.0	2.1	1.5	12.3
Cycle Q Clear(g_c), s	8.9	17.8	17.9	0.0	4.9	4.9	3.1	1.1	0.0	2.1	1.5	12.3
Prop In Lane	1.00		0.04	0.00		0.02	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	736	1123	1174	0	807	847	348	311	0	395	313	265
V/C Ratio(X)	0.49	0.56	0.56	0.00	0.20	0.20	0.22	0.08	0.00	0.13	0.12	0.85
Avail Cap(c_a), veh/h	1018	1123	1174	0	807	847	349	534	0	395	534	452
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	9.3	9.3	0.0	14.6	14.6	28.3	31.5	0.0	27.8	31.6	36.1
Incr Delay (d2), s/veh	0.5	2.0	1.9	0.0	0.1	0.1	0.3	0.1	0.0	0.1	0.2	7.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.6	6.9	0.0	1.9	2.0	1.3	0.5	0.0	0.9	0.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.5	11.3	11.2	0.0	14.8	14.8	28.6	31.6	0.0	28.0	31.8	43.4
LnGrp LOS	A	B	B		B	B	C	C		C	C	D
Approach Vol, veh/h		1641			332			101			312	
Approach Delay, s/veh		10.9			14.8			29.3			39.5	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	15.9	45.1	9.0	19.4		61.0	8.9	19.4				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	26.0	26.5	5.0	25.5		56.5	5.0	25.5				
Max Q Clear Time (g_c+I1), s	10.9	6.9	4.1	3.1		19.9	5.1	14.3				
Green Ext Time (p_c), s	1.0	1.8	0.0	0.1		11.5	0.0	0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	116	0	0	50	43	579	62	0	598	58
Future Vol, veh/h	0	0	116	0	0	50	43	579	62	0	598	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	122	0	0	53	45	609	65	0	629	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	660	-	-	305	691	0	0	675	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	462	0	0	692	902	-	-	914	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	462	-	-	692	902	-	-	914	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.57	10.63	1	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	249	-	-	462	692	914	-	-
HCM Lane V/C Ratio	0.05	-	-	0.264	0.076	-	-	-
HCM Ctrl Dly (s/v)	9.2	0.5	-	15.6	10.6	0	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↾	
Traffic Vol, veh/h	0	62	50	0	0	0
Future Vol, veh/h	0	62	50	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	65	53	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	118	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	878	1015
Stage 1	0	-	-	0	970	-
Stage 2	0	-	-	0	957	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	878	1015
Mov Cap-2 Maneuver	-	-	-	-	878	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	957	-

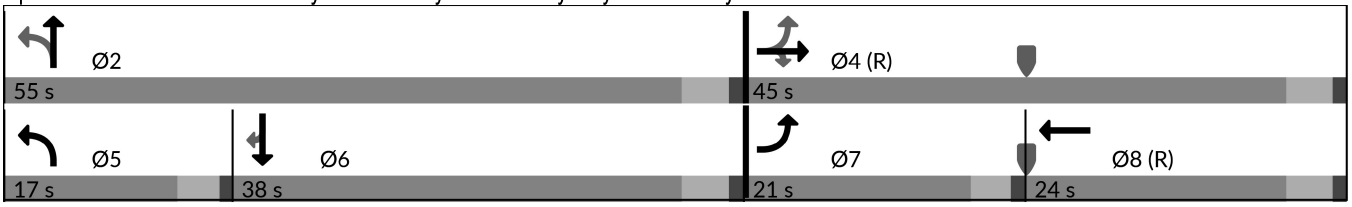
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

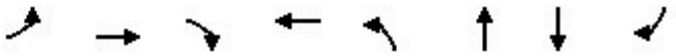
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	294	239	271	258	286	283	279	205
Future Volume (vph)	294	239	271	258	286	283	279	205
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	13.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	17.0	19.5	19.5	19.5
Total Split (s)	21.0	45.0	45.0	24.0	17.0	55.0	38.0	38.0
Total Split (%)	21.0%	45.0%	45.0%	24.0%	17.0%	55.0%	38.0%	38.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	52.5	52.0	52.0	32.5	39.5	39.0	22.0	22.0
Actuated g/C Ratio	0.53	0.52	0.52	0.33	0.40	0.39	0.22	0.22
v/c Ratio	0.51	0.26	0.30	0.26	0.85	0.46	0.72	0.42
Control Delay (s/veh)	18.3	15.4	2.9	27.5	44.7	23.5	45.8	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.3	15.4	2.9	27.5	44.7	23.5	45.8	6.6
LOS	B	B	A	C	D	C	D	A
Approach Delay (s/veh)		12.2		27.5		33.6	29.2	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 23.9	Intersection LOS: C
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	309	252	285	297	301	333	294	216
v/c Ratio	0.51	0.26	0.30	0.26	0.85	0.46	0.72	0.42
Control Delay (s/veh)	18.3	15.4	2.9	27.5	44.7	23.5	45.8	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.3	15.4	2.9	27.5	44.7	23.5	45.8	6.6
Queue Length 50th (ft)	108	85	0	70	137	151	175	0
Queue Length 95th (ft)	196	158	46	126	#196	199	241	52
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	626	969	960	1141	354	930	624	673
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.26	0.30	0.26	0.85	0.36	0.47	0.32

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 (veh/h)	294	239	271	0	258	24	286	283	33	0	279	205
Future Volume (veh/h)	294	239	271	0	258	24	286	283	33	0	279	205
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	309	252	222	0	272	14	301	298	24	0	294	153
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	655	1026	870	0	1326	68	342	617	50	0	358	303
Arrive On Green	0.12	0.55	0.55	0.00	0.39	0.39	0.13	0.36	0.36	0.00	0.19	0.19
Sat Flow, veh/h	1781	1870	1585	0	3533	176	1781	1708	138	0	1870	1585
Grp Volume(v), veh/h	309	252	222	0	140	146	301	0	322	0	294	153
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1839	1781	0	1846	0	1870	1585
Q Serve(g_s), s	9.9	7.0	7.3	0.0	5.3	5.3	13.0	0.0	13.5	0.0	15.1	8.6
Cycle Q Clear(g_c), s	9.9	7.0	7.3	0.0	5.3	5.3	13.0	0.0	13.5	0.0	15.1	8.6
Prop In Lane	1.00		1.00	0.00		0.10	1.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	655	1026	870	0	685	709	342	0	667	0	358	303
V/C Ratio(X)	0.47	0.25	0.26	0.00	0.20	0.21	0.88	0.00	0.48	0.00	0.82	0.50
Avail Cap(c_a), veh/h	738	1026	870	0	685	709	342	0	932	0	627	531
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	11.8	11.8	0.0	20.5	20.5	28.5	0.0	24.7	0.0	38.8	36.2
Incr Delay (d2), s/veh	0.5	0.6	0.7	0.0	0.7	0.7	22.4	0.0	0.5	0.0	4.7	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	3.0	9.1	0.0	2.3	2.4	7.7	0.0	5.9	0.0	7.3	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.3	12.3	12.5	0.0	21.2	21.2	50.8	0.0	25.3	0.0	43.5	37.5
LnGrp LOS	B	B	B		C	C	D		C		D	D
Approach Vol, veh/h		783			286			623			447	
Approach Delay, s/veh		13.2			21.2			37.6			41.5	
Approach LOS		B			C			D			D	

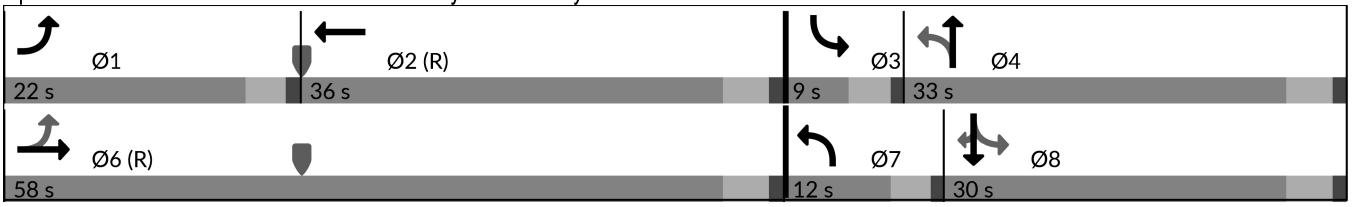
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		40.6		59.4	17.0	23.6	16.3	43.0				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		50.5		40.5	13.0	33.5	17.0	19.5				
Max Q Clear Time (g_c+I1), s		15.5		9.3	15.0	17.1	11.9	7.3				
Green Ext Time (p_c), s		2.1		2.3	0.0	2.0	0.4	1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			27.3									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	251	852	812	279	81	39	52	303
Future Volume (vph)	251	852	812	279	81	39	52	303
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	22.0	58.0	36.0	12.0	33.0	9.0	30.0	30.0
Total Split (%)	22.0%	58.0%	36.0%	12.0%	33.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	70.0	69.5	51.4	21.4	16.1	15.0	9.5	9.5
Actuated g/C Ratio	0.70	0.70	0.51	0.21	0.16	0.15	0.10	0.10
v/c Ratio	0.55	0.38	0.49	1.07	0.34	0.19	0.31	0.73
Control Delay (s/veh)	10.6	7.3	18.7	112.3	37.1	31.6	44.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.6	7.3	18.7	112.3	37.1	31.6	44.9	14.9
LOS	B	A	B	F	D	C	D	B
Approach Delay (s/veh)		8.1	18.7		92.9		20.5	
Approach LOS		A	B		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 30 (30%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 24.7	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	264	936	887	294	102	41	55	319
v/c Ratio	0.55	0.38	0.49	1.07	0.34	0.19	0.31	0.73
Control Delay (s/veh)	10.6	7.3	18.7	112.3	37.1	31.6	44.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.6	7.3	18.7	112.3	37.1	31.6	44.9	14.9
Queue Length 50th (ft)	49	107	176	~207	56	21	34	0
Queue Length 95th (ft)	107	189	319	#305	98	45	66	76
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	540	2445	1812	274	524	217	475	641
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.38	0.49	1.07	0.19	0.19	0.12	0.50

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 (veh/h)	251	852	37	0	812	30	279	81	16	39	52	303
Future Volume (veh/h)	251	852	37	0	812	30	279	81	16	39	52	303
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	897	28	0	855	21	294	85	6	41	55	256
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	435	2131	67	0	1661	41	385	370	26	388	345	292
Arrive On Green	0.10	0.61	0.61	0.00	0.47	0.47	0.08	0.21	0.21	0.05	0.18	0.18
Sat Flow, veh/h	1781	3518	110	0	3638	87	1781	1727	122	1781	1870	1585
Grp Volume(v), veh/h	264	453	472	0	429	447	294	0	91	41	55	256
Grp Sat Flow(s),veh/h/ln	1781	1777	1851	0	1777	1855	1781	0	1848	1781	1870	1585
Q Serve(g_s), s	7.2	13.5	13.5	0.0	16.9	16.9	8.0	0.0	4.1	1.8	2.5	15.7
Cycle Q Clear(g_c), s	7.2	13.5	13.5	0.0	16.9	16.9	8.0	0.0	4.1	1.8	2.5	15.7
Prop In Lane	1.00		0.06	0.00		0.05	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	435	1076	1121	0	832	869	385	0	396	388	345	292
V/C Ratio(X)	0.61	0.42	0.42	0.00	0.51	0.51	0.76	0.00	0.23	0.11	0.16	0.88
Avail Cap(c_a), veh/h	582	1076	1121	0	832	869	385	0	527	388	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	10.4	10.4	0.0	18.6	18.6	34.1	0.0	32.5	30.0	34.3	39.7
Incr Delay (d2), s/veh	1.4	1.2	1.2	0.0	2.3	2.2	8.8	0.0	0.3	0.1	0.2	14.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.3	5.5	0.0	7.2	7.5	3.8	0.0	1.8	0.8	1.1	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	11.6	11.6	0.0	20.9	20.8	42.9	0.0	32.8	30.1	34.5	54.4
LnGrp LOS	B	B	B		C	C	D		C	C	C	D
Approach Vol, veh/h		1189			876			385			352	
Approach Delay, s/veh		12.3			20.8			40.5			48.4	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	13.7	51.4	9.0	25.9		65.1	12.0	22.9				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	18.0	31.5	5.0	28.5		53.5	8.0	25.5				
Max Q Clear Time (g_c+I1), s	9.2	18.9	3.8	6.1		15.5	10.0	17.7				
Green Ext Time (p_c), s	0.5	4.5	0.0	0.4		7.2	0.0	0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.4
HCM 7th LOS	C

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	0	0	9	0	0	37	32	538	114	1	416	47
Future Vol, veh/h	0	0	9	0	0	37	32	538	114	1	416	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	0	39	34	566	120	1	438	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	463	-	-	283	487	0	0	686	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	598	0	0	715	1074	-	-	905	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	598	-	-	715	1074	-	-	905	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.11	10.33	0.63	0.02
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	202	-	-	598	715	4	-	-
HCM Lane V/C Ratio	0.031	-	-	0.016	0.055	0.001	-	-
HCM Ctrl Dly (s/v)	8.5	0.3	-	11.1	10.3	9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↾	
Traffic Vol, veh/h	0	115	37	0	0	0
Future Vol, veh/h	0	115	37	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	121	39	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	160	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	831	1033
Stage 1	0	-	-	0	984	-
Stage 2	0	-	-	0	904	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	831	1033
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	904	-

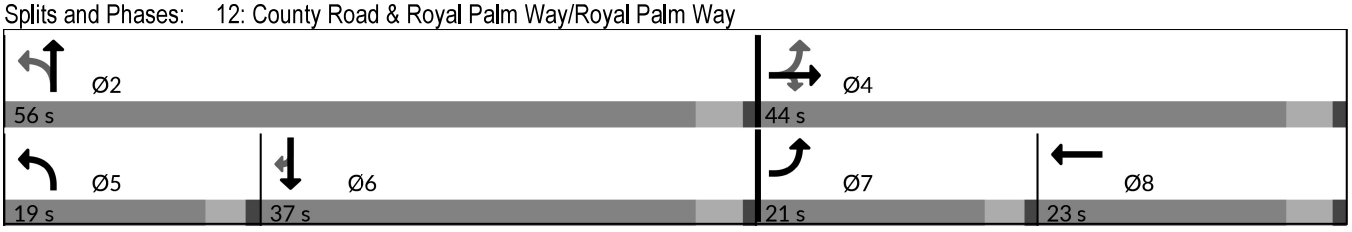
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

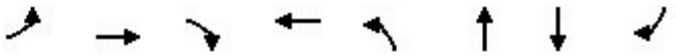
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	294	198	219	229	284	294	239	249
Future Volume (vph)	294	198	219	229	284	294	239	249
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	21.0	44.0	44.0	23.0	19.0	56.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%	23.0%	19.0%	56.0%	37.0%	37.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	Min	Min	Max	None	Max	Max	Max
Act Effct Green (s)	39.3	38.8	38.8	18.5	52.0	51.5	32.5	32.5
Actuated g/C Ratio	0.40	0.39	0.39	0.19	0.52	0.52	0.33	0.33
v/c Ratio	0.65	0.29	0.30	0.39	0.53	0.35	0.41	0.38
Control Delay (s/veh)	29.1	22.0	3.9	36.8	17.5	15.2	28.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	22.0	3.9	36.8	17.5	15.2	28.8	4.9
LOS	C	C	A	D	B	B	C	A
Approach Delay (s/veh)		19.4		36.8		16.3	16.6	
Approach LOS		B		D		B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 99.3	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 19.9	Intersection LOS: B
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

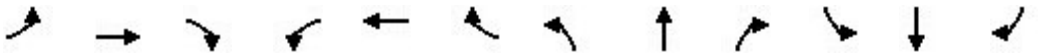
Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	309	208	231	256	299	334	252	262
v/c Ratio	0.65	0.29	0.30	0.39	0.53	0.35	0.41	0.38
Control Delay (s/veh)	29.1	22.0	3.9	36.8	17.5	15.2	28.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	22.0	3.9	36.8	17.5	15.2	28.8	4.9
Queue Length 50th (ft)	141	89	0	74	105	118	125	0
Queue Length 95th (ft)	216	144	46	113	162	180	196	54
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	484	740	769	658	567	958	609	694
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.28	0.30	0.39	0.53	0.35	0.41	0.38

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	198	219	0	229	14	284	294	24	0	239	249
Future Volume (veh/h)	294	198	219	0	229	14	284	294	24	0	239	249
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	309	208	168	0	241	4	299	309	14	0	252	199
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	498	719	610	0	673	11	558	930	42	0	618	524
Arrive On Green	0.16	0.38	0.38	0.00	0.19	0.19	0.15	0.52	0.52	0.00	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	0	3671	59	1781	1775	80	0	1870	1585
Grp Volume(v), veh/h	309	208	168	0	120	125	299	0	323	0	252	199
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1860	1781	0	1856	0	1870	1585
Q Serve(g_s), s	13.1	7.6	7.2	0.0	5.8	5.8	9.8	0.0	9.9	0.0	10.2	9.4
Cycle Q Clear(g_c), s	13.1	7.6	7.2	0.0	5.8	5.8	9.8	0.0	9.9	0.0	10.2	9.4
Prop In Lane	1.00		1.00	0.00		0.03	1.00		0.04	0.00		1.00
Lane Grp Cap(c), veh/h	498	719	610	0	334	350	558	0	972	0	618	524
V/C Ratio(X)	0.62	0.29	0.28	0.00	0.36	0.36	0.54	0.00	0.33	0.00	0.41	0.38
Avail Cap(c_a), veh/h	528	752	637	0	334	350	558	0	972	0	618	524
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	20.9	20.8	0.0	34.7	34.7	15.7	0.0	13.5	0.0	25.5	25.2
Incr Delay (d2), s/veh	2.0	0.2	0.2	0.0	3.0	2.8	1.0	0.0	0.9	0.0	2.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	3.3	0.0	0.0	2.7	2.9	4.0	0.0	4.2	0.0	4.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.5	21.2	21.1	0.0	37.7	37.6	16.7	0.0	14.4	0.0	27.4	27.3
LnGrp LOS	C	C	C		D	D	B		B		C	C
Approach Vol, veh/h		685			245			622			451	
Approach Delay, s/veh		23.6			37.6			15.5			27.4	
Approach LOS		C			D			B			C	

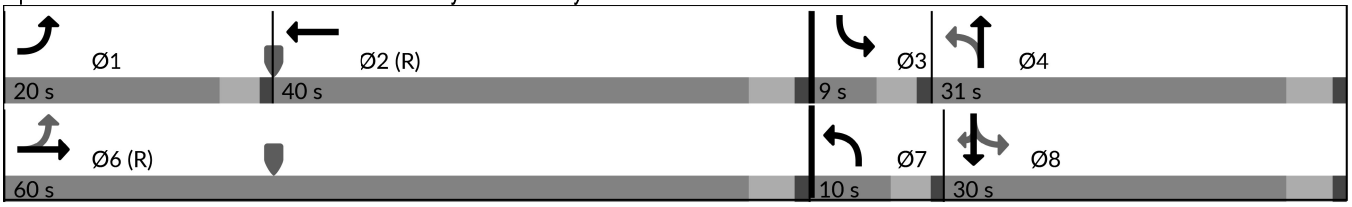
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		56.0		42.3	19.0	37.0	19.3	23.0				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		51.5		39.5	15.0	32.5	17.0	18.5				
Max Q Clear Time (g_c+I1), s		11.9		9.6	11.8	12.2	15.1	7.8				
Green Ext Time (p_c), s		2.1		1.8	0.3	2.1	0.2	0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			23.6									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	259	813	960	301	41	17	26	415
Future Volume (vph)	259	813	960	301	41	17	26	415
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	20.0	60.0	40.0	10.0	31.0	9.0	30.0	30.0
Total Split (%)	20.0%	60.0%	40.0%	10.0%	31.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	67.4	66.9	48.7	23.4	20.5	19.6	14.1	14.1
Actuated g/C Ratio	0.67	0.67	0.49	0.23	0.21	0.20	0.14	0.14
v/c Ratio	0.68	0.38	0.60	1.06	0.13	0.06	0.10	0.85
Control Delay (s/veh)	20.7	9.0	23.0	104.5	27.7	24.9	33.8	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.7	9.0	23.0	104.5	27.7	24.9	33.8	25.5
LOS	C	A	C	F	C	C	C	C
Approach Delay (s/veh)		11.7	23.0		93.9		25.9	
Approach LOS		B	C		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 20 (20%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay (s/veh): 27.7	Intersection LOS: C
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way



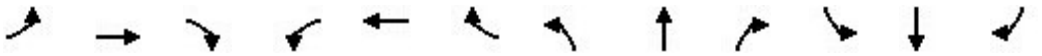


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	273	890	1038	317	51	18	27	437
v/c Ratio	0.68	0.38	0.60	1.06	0.13	0.06	0.10	0.85
Control Delay (s/veh)	20.7	9.0	23.0	104.5	27.7	24.9	33.8	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.7	9.0	23.0	104.5	27.7	24.9	33.8	25.5
Queue Length 50th (ft)	57	112	241	~203	22	9	15	59
Queue Length 95th (ft)	173	213	397	#271	50	22	35	158
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	436	2354	1719	299	487	285	475	656
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.38	0.60	1.06	0.10	0.06	0.06	0.67

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 (veh/h)	259	813	32	0	960	26	301	41	8	17	26	415
Future Volume (veh/h)	259	813	32	0	960	26	301	41	8	17	26	415
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	273	856	23	0	1011	16	317	43	0	18	27	374
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	362	1973	53	0	1470	23	416	490	0	494	471	399
Arrive On Green	0.11	0.56	0.56	0.00	0.41	0.41	0.06	0.26	0.00	0.05	0.25	0.25
Sat Flow, veh/h	1781	3535	95	0	3674	57	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	273	430	449	0	502	525	317	43	0	18	27	374
Grp Sat Flow(s),veh/h/ln	1781	1777	1853	0	1777	1860	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	8.4	14.1	14.1	0.0	23.2	23.2	6.0	1.7	0.0	0.7	1.1	23.1
Cycle Q Clear(g_c), s	8.4	14.1	14.1	0.0	23.2	23.2	6.0	1.7	0.0	0.7	1.1	23.1
Prop In Lane	1.00		0.05	0.00		0.03	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	992	1035	0	730	764	416	490	0	494	471	399
V/C Ratio(X)	0.75	0.43	0.43	0.00	0.69	0.69	0.76	0.09	0.00	0.04	0.06	0.94
Avail Cap(c_a), veh/h	455	992	1035	0	730	764	416	496	0	494	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	12.9	12.9	0.0	24.2	24.2	31.7	27.9	0.0	24.6	28.4	36.6
Incr Delay (d2), s/veh	5.4	1.4	1.3	0.0	5.2	5.0	8.1	0.1	0.0	0.0	0.1	29.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.7	5.9	0.0	10.5	10.9	5.1	0.8	0.0	0.3	0.5	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.1	14.3	14.2	0.0	29.4	29.2	39.8	28.0	0.0	24.7	28.5	65.8
LnGrp LOS	C	B	B		C	C	D	C		C	C	E
Approach Vol, veh/h		1152			1027			360			419	
Approach Delay, s/veh		16.6			29.3			38.4			61.7	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.8	45.6	9.0	30.7		60.3	10.0	29.7				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	16.0	35.5	5.0	26.5		55.5	6.0	25.5				
Max Q Clear Time (g_c+I1), s	10.4	25.2	2.7	3.7		16.1	8.0	25.1				
Green Ext Time (p_c), s	0.4	4.8	0.0	0.1		6.7	0.0	0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			30.0									
HCM 7th LOS			C									

2030
TOTAL

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	71	0	0	28	38	416	31	0	467	34
Future Vol, veh/h	0	0	71	0	0	28	38	416	31	0	467	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	75	0	0	29	40	438	33	0	492	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	509	-	-	219	527	0	0	471	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	563	0	0	786	1038	-	-	1089	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	563	-	-	786	1038	-	-	1089	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.37	9.76	0.95	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	301	-	-	563	786	1089	-	-
HCM Lane V/C Ratio	0.039	-	-	0.133	0.038	-	-	-
HCM Ctrl Dly (s/v)	8.6	0.3	-	12.4	9.8	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	27	36	39	2	8	23
Future Vol, veh/h	27	36	39	2	8	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	38	41	2	8	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	43	0	-	0	137	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1565	-	-	-	857	1029
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	841	1029
Mov Cap-2 Maneuver	-	-	-	-	841	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	929	-

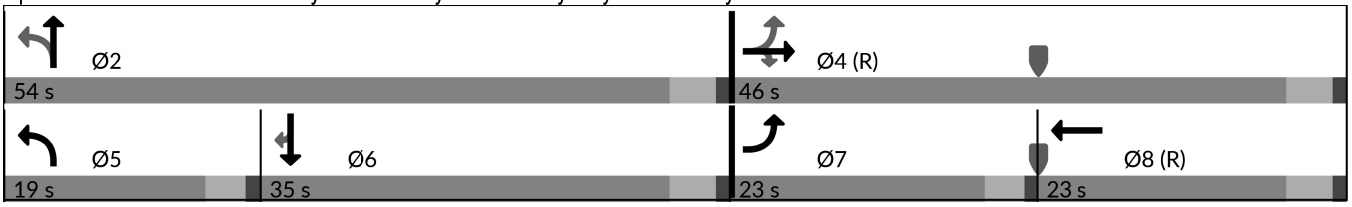
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.15	0	8.83
HCM LOS			A

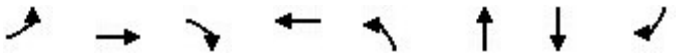
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	972
HCM Lane V/C Ratio	0.018	-	-	-	0.034
HCM Ctrl Dly (s/v)	7.3	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	460	256	293	94	100	102	174	111
Future Volume (vph)	460	256	293	94	100	102	174	111
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	23.0	46.0	46.0	23.0	19.0	54.0	35.0	35.0
Total Split (%)	23.0%	46.0%	46.0%	23.0%	19.0%	54.0%	35.0%	35.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	59.5	59.0	59.0	33.0	32.5	32.0	16.8	16.8
Actuated g/C Ratio	0.60	0.59	0.59	0.33	0.33	0.32	0.17	0.17
v/c Ratio	0.59	0.24	0.29	0.09	0.27	0.20	0.58	0.32
Control Delay (s/veh)	16.6	12.3	2.3	27.6	23.6	21.5	46.0	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.6	12.3	2.3	27.6	23.6	21.5	46.0	9.0
LOS	B	B	A	C	C	C	D	A
Approach Delay (s/veh)		11.4		27.6		22.5	31.6	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 17.4	Intersection LOS: B
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

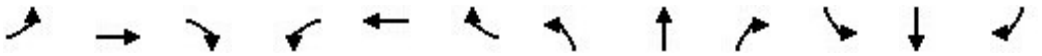
Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	484	269	308	106	105	119	183	117
v/c Ratio	0.59	0.24	0.29	0.09	0.27	0.20	0.58	0.32
Control Delay (s/veh)	16.6	12.3	2.3	27.6	23.6	21.5	46.0	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.6	12.3	2.3	27.6	23.6	21.5	46.0	9.0
Queue Length 50th (ft)	169	81	0	24	46	49	111	0
Queue Length 95th (ft)	293	148	41	52	76	82	169	45
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	823	1098	1060	1159	384	912	568	564
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.24	0.29	0.09	0.27	0.13	0.32	0.21

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	460	256	293	0	94	7	100	102	11	0	174	111
Future Volume (veh/h)	460	256	293	0	94	7	100	102	11	0	174	111
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	484	269	245	0	99	0	105	107	1	0	183	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	0	2	2	2	2	2	0	2	2
Cap, veh/h	826	1067	904	0	1216	0	405	628	6	0	281	238
Arrive On Green	0.19	0.57	0.57	0.00	0.34	0.00	0.15	0.34	0.34	0.00	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	0	3741	0	1781	1850	17	0	1870	1585
Grp Volume(v), veh/h	484	269	245	0	99	0	105	0	108	0	183	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	0	1781	0	1867	0	1870	1585
Q Serve(g_s), s	16.8	7.2	7.9	0.0	1.9	0.0	4.3	0.0	4.1	0.0	9.2	3.0
Cycle Q Clear(g_c), s	16.8	7.2	7.9	0.0	1.9	0.0	4.3	0.0	4.1	0.0	9.2	3.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	826	1067	904	0	1216	0	405	0	634	0	281	238
V/C Ratio(X)	0.59	0.25	0.27	0.00	0.08	0.00	0.26	0.00	0.17	0.00	0.65	0.23
Avail Cap(c_a), veh/h	830	1067	904	0	1216	0	405	0	924	0	570	483
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	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	10.8	10.9	0.0	22.3	0.0	25.3	0.0	23.1	0.0	40.0	37.4
Incr Delay (d2), s/veh	1.1	0.6	0.7	0.0	0.1	0.0	0.3	0.0	0.1	0.0	2.6	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	3.0	9.9	0.0	0.8	0.0	1.8	0.0	1.8	0.0	4.4	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	11.3	11.7	0.0	22.4	0.0	25.6	0.0	23.3	0.0	42.6	37.9
LnGrp LOS	B	B	B		C		C		C		D	D
Approach Vol, veh/h		998			99			213			237	
Approach Delay, s/veh		13.2			22.4			24.4			41.5	
Approach LOS		B			C			C			D	

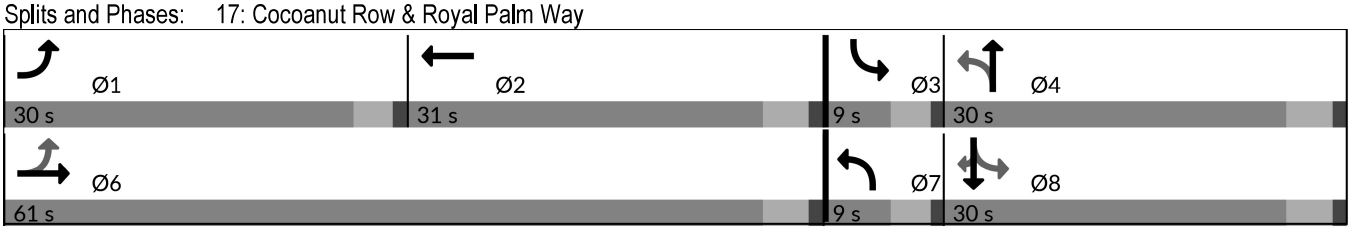
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		38.5		61.5	19.0	19.5	22.8	38.7				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		49.5		41.5	15.0	30.5	19.0	18.5				
Max Q Clear Time (g_c+I1), s		6.1		9.9	6.3	11.2	18.8	3.9				
Green Ext Time (p_c), s		0.6		2.6	0.1	1.1	0.0	0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.7									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	344	1176	305	71	25	49	34	273
Future Volume (vph)	344	1176	305	71	25	49	34	273
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	30.0	61.0	31.0	9.0	30.0	9.0	30.0	30.0
Total Split (%)	30.0%	61.0%	31.0%	9.0%	30.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	None	None	None
Act Effct Green (s)	57.3	56.8	40.7	13.5	10.1	12.7	8.3	8.3
Actuated g/C Ratio	0.71	0.70	0.50	0.17	0.12	0.16	0.10	0.10
v/c Ratio	0.46	0.52	0.19	0.32	0.15	0.22	0.19	0.68
Control Delay (s/veh)	7.5	7.5	13.5	30.2	28.1	28.2	35.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	7.5	13.5	30.2	28.1	28.2	35.8	13.6
LOS	A	A	B	C	C	C	D	B
Approach Delay (s/veh)		7.5	13.5		29.5		17.7	
Approach LOS		A	B		C		B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 81.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 10.9	Intersection LOS: B
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way





Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	362	1274	335	75	35	52	36	287
v/c Ratio	0.46	0.52	0.19	0.32	0.15	0.22	0.19	0.68
Control Delay (s/veh)	7.5	7.5	13.5	30.2	28.1	28.2	35.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	7.5	13.5	30.2	28.1	28.2	35.8	13.6
Queue Length 50th (ft)	58	137	46	32	13	22	18	0
Queue Length 95th (ft)	130	251	97	67	39	50	45	69
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	927	2468	1764	238	571	238	588	696
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.52	0.19	0.32	0.06	0.22	0.06	0.41

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	1176	34	0	305	13	71	25	9	49	34	273
Future Volume (veh/h)	344	1176	34	0	305	13	71	25	9	49	34	273
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	362	1238	25	0	321	3	75	26	0	52	36	224
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	741	2252	45	0	1639	15	348	311	0	395	313	265
Arrive On Green	0.13	0.63	0.63	0.00	0.45	0.45	0.06	0.17	0.00	0.06	0.17	0.17
Sat Flow, veh/h	1781	3562	72	0	3701	34	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	362	617	646	0	158	166	75	26	0	52	36	224
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	0	1777	1864	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	8.9	17.5	17.5	0.0	4.8	4.8	3.1	1.1	0.0	2.1	1.5	12.3
Cycle Q Clear(g_c), s	8.9	17.5	17.5	0.0	4.8	4.8	3.1	1.1	0.0	2.1	1.5	12.3
Prop In Lane	1.00		0.04	0.00		0.02	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	741	1123	1174	0	807	847	348	311	0	395	313	265
V/C Ratio(X)	0.49	0.55	0.55	0.00	0.20	0.20	0.22	0.08	0.00	0.13	0.12	0.85
Avail Cap(c_a), veh/h	1022	1123	1174	0	807	847	349	534	0	395	534	452
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	9.3	9.3	0.0	14.6	14.6	28.3	31.5	0.0	27.8	31.6	36.1
Incr Delay (d2), s/veh	0.5	1.9	1.9	0.0	0.1	0.1	0.3	0.1	0.0	0.1	0.2	7.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.5	6.8	0.0	1.9	2.0	1.3	0.5	0.0	0.9	0.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	11.2	11.1	0.0	14.7	14.7	28.6	31.6	0.0	28.0	31.8	43.4
LnGrp LOS	A	B	B		B	B	C	C		C	C	D
Approach Vol, veh/h		1625			324			101			312	
Approach Delay, s/veh		10.8			14.7			29.3			39.5	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	15.9	45.1	9.0	19.4		61.0	8.9	19.4				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	26.0	26.5	5.0	25.5		56.5	5.0	25.5				
Max Q Clear Time (g_c+I1), s	10.9	6.8	4.1	3.1		19.5	5.1	14.3				
Green Ext Time (p_c), s	1.0	1.7	0.0	0.1		11.3	0.0	0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	116	0	0	19	43	579	54	0	598	58
Future Vol, veh/h	0	0	116	0	0	19	43	579	54	0	598	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	122	0	0	20	45	609	57	0	629	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	660	-	-	305	691	0	0	666	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	462	0	0	692	902	-	-	921	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	462	-	-	692	902	-	-	921	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.57	10.36	1.01	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	249	-	-	462	692	921	-	-
HCM Lane V/C Ratio	0.05	-	-	0.264	0.029	-	-	-
HCM Ctrl Dly (s/v)	9.2	0.5	-	15.6	10.4	0	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	56	62	50	4	20	59
Future Vol, veh/h	56	62	50	4	20	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	65	53	4	21	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	238	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1548	-	-	-	750	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1548	-	-	-	721	1012
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	848	-

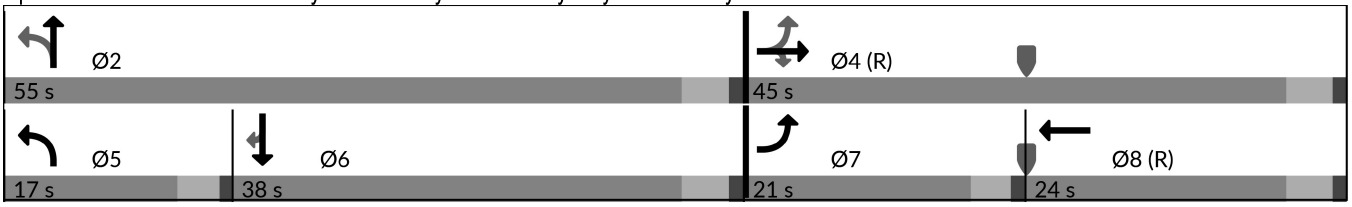
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.52	0	9.31
HCM LOS			A

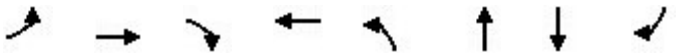
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1548	-	-	-	918
HCM Lane V/C Ratio	0.038	-	-	-	0.091
HCM Ctrl Dly (s/v)	7.4	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	294	229	258	258	261	277	273	205
Future Volume (vph)	294	229	258	258	261	277	273	205
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	13.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	17.0	19.5	19.5	19.5
Total Split (s)	21.0	45.0	45.0	24.0	17.0	55.0	38.0	38.0
Total Split (%)	21.0%	45.0%	45.0%	24.0%	17.0%	55.0%	38.0%	38.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	52.9	52.4	52.4	32.8	39.1	38.6	21.6	21.6
Actuated g/C Ratio	0.53	0.52	0.52	0.33	0.39	0.39	0.22	0.22
v/c Ratio	0.51	0.25	0.28	0.26	0.78	0.46	0.71	0.42
Control Delay (s/veh)	18.0	15.1	2.8	27.3	37.2	23.6	45.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.0	15.1	2.8	27.3	37.2	23.6	45.8	6.7
LOS	B	B	A	C	D	C	D	A
Approach Delay (s/veh)		12.1		27.3		29.8	29.0	
Approach LOS		B		C		C	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 77 (77%), Referenced to phase 4:EBTL and 8:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 22.7	Intersection LOS: C
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way

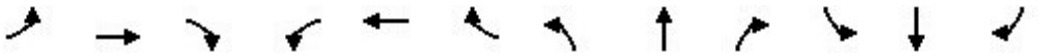




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	309	241	272	297	275	327	287	216
v/c Ratio	0.51	0.25	0.28	0.26	0.78	0.46	0.71	0.42
Control Delay (s/veh)	18.0	15.1	2.8	27.3	37.2	23.6	45.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.0	15.1	2.8	27.3	37.2	23.6	45.8	6.7
Queue Length 50th (ft)	107	80	0	70	124	148	170	0
Queue Length 95th (ft)	194	150	44	126	#171	197	236	53
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	631	975	958	1151	354	930	624	673
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.25	0.28	0.26	0.78	0.35	0.46	0.32

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 (veh/h)	294	229	258	0	258	24	261	277	33	0	273	205
Future Volume (veh/h)	294	229	258	0	258	24	261	277	33	0	273	205
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	309	241	209	0	272	14	275	292	24	0	287	153
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	659	1033	876	0	1341	69	342	609	50	0	351	297
Arrive On Green	0.12	0.55	0.55	0.00	0.39	0.39	0.13	0.36	0.36	0.00	0.19	0.19
Sat Flow, veh/h	1781	1870	1585	0	3533	176	1781	1705	140	0	1870	1585
Grp Volume(v), veh/h	309	241	209	0	140	146	275	0	316	0	287	153
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1839	1781	0	1845	0	1870	1585
Q Serve(g_s), s	9.8	6.6	6.8	0.0	5.2	5.3	12.1	0.0	13.3	0.0	14.7	8.7
Cycle Q Clear(g_c), s	9.8	6.6	6.8	0.0	5.2	5.3	12.1	0.0	13.3	0.0	14.7	8.7
Prop In Lane	1.00		1.00	0.00		0.10	1.00		0.08	0.00		1.00
Lane Grp Cap(c), veh/h	659	1033	876	0	693	717	342	0	660	0	351	297
V/C Ratio(X)	0.47	0.23	0.24	0.00	0.20	0.20	0.80	0.00	0.48	0.00	0.82	0.51
Avail Cap(c_a), veh/h	744	1033	876	0	693	717	342	0	932	0	627	531
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	11.5	11.5	0.0	20.2	20.2	27.8	0.0	24.9	0.0	39.0	36.5
Incr Delay (d2), s/veh	0.5	0.5	0.6	0.0	0.7	0.6	13.1	0.0	0.5	0.0	4.7	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	2.8	8.6	0.0	2.3	2.4	6.3	0.0	5.8	0.0	7.1	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.1	12.0	12.2	0.0	20.9	20.9	40.9	0.0	25.5	0.0	43.7	37.9
LnGrp LOS	B	B	B		C	C	D		C		D	D
Approach Vol, veh/h		759			286			591			440	
Approach Delay, s/veh		12.9			20.9			32.7			41.7	
Approach LOS		B			C			C			D	

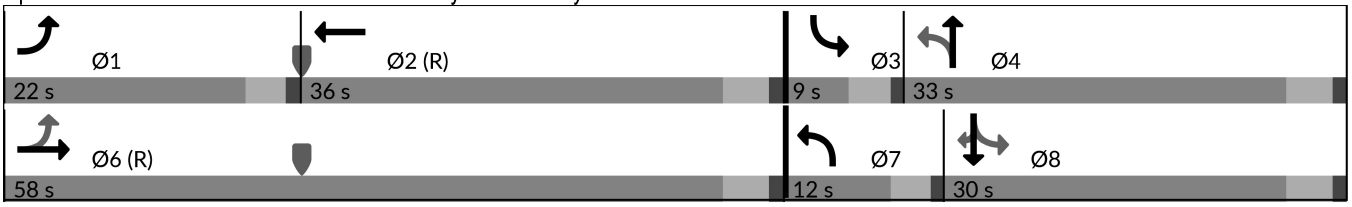
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		40.2		59.8	17.0	23.2	16.3	43.5				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		50.5		40.5	13.0	33.5	17.0	19.5				
Max Q Clear Time (g_c+I1), s		15.3		8.8	14.1	16.7	11.8	7.3				
Green Ext Time (p_c), s		2.1		2.2	0.0	2.0	0.4	1.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	25.7	
HCM 7th LOS	C	

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	251	829	787	279	81	39	52	303
Future Volume (vph)	251	829	787	279	81	39	52	303
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	22.0	58.0	36.0	12.0	33.0	9.0	30.0	30.0
Total Split (%)	22.0%	58.0%	36.0%	12.0%	33.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	70.0	69.5	51.8	21.4	16.1	15.0	9.5	9.5
Actuated g/C Ratio	0.70	0.70	0.52	0.21	0.16	0.15	0.10	0.10
v/c Ratio	0.55	0.37	0.47	1.07	0.34	0.19	0.31	0.73
Control Delay (s/veh)	10.4	7.2	18.2	112.3	37.1	31.6	44.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	7.2	18.2	112.3	37.1	31.6	44.9	14.9
LOS	B	A	B	F	D	C	D	B
Approach Delay (s/veh)		8.0	18.2		92.9		20.5	
Approach LOS		A	B		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 30 (30%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 24.7	Intersection LOS: C
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way



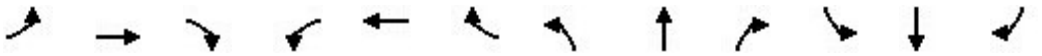


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	264	912	860	294	102	41	55	319
v/c Ratio	0.55	0.37	0.47	1.07	0.34	0.19	0.31	0.73
Control Delay (s/veh)	10.4	7.2	18.2	112.3	37.1	31.6	44.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.4	7.2	18.2	112.3	37.1	31.6	44.9	14.9
Queue Length 50th (ft)	49	103	167	~207	56	21	34	0
Queue Length 95th (ft)	107	183	305	#305	98	45	66	76
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	550	2445	1822	274	524	217	475	641
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.37	0.47	1.07	0.19	0.19	0.12	0.50

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 (veh/h)	251	829	37	0	787	30	279	81	16	39	52	303
Future Volume (veh/h)	251	829	37	0	787	30	279	81	16	39	52	303
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	873	28	0	828	21	294	85	6	41	55	256
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	444	2129	68	0	1659	42	385	370	26	388	345	292
Arrive On Green	0.10	0.61	0.61	0.00	0.47	0.47	0.08	0.21	0.21	0.05	0.18	0.18
Sat Flow, veh/h	1781	3514	113	0	3635	90	1781	1727	122	1781	1870	1585
Grp Volume(v), veh/h	264	441	460	0	415	434	294	0	91	41	55	256
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	0	1777	1854	1781	0	1848	1781	1870	1585
Q Serve(g_s), s	7.2	13.0	13.0	0.0	16.2	16.2	8.0	0.0	4.1	1.8	2.5	15.7
Cycle Q Clear(g_c), s	7.2	13.0	13.0	0.0	16.2	16.2	8.0	0.0	4.1	1.8	2.5	15.7
Prop In Lane	1.00		0.06	0.00		0.05	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	444	1076	1121	0	832	869	385	0	396	388	345	292
V/C Ratio(X)	0.59	0.41	0.41	0.00	0.50	0.50	0.76	0.00	0.23	0.11	0.16	0.88
Avail Cap(c_a), veh/h	591	1076	1121	0	832	869	385	0	527	388	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	10.3	10.3	0.0	18.4	18.4	34.1	0.0	32.5	30.0	34.3	39.7
Incr Delay (d2), s/veh	1.3	1.2	1.1	0.0	2.1	2.0	8.8	0.0	0.3	0.1	0.2	14.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.1	5.3	0.0	6.9	7.2	3.8	0.0	1.8	0.8	1.1	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.1	11.5	11.5	0.0	20.6	20.5	42.9	0.0	32.8	30.1	34.5	54.4
LnGrp LOS	B	B	B		C	C	D		C	C	C	D
Approach Vol, veh/h		1165			849			385			352	
Approach Delay, s/veh		12.1			20.5			40.5			48.4	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	13.7	51.4	9.0	25.9		65.1	12.0	22.9				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	18.0	31.5	5.0	28.5		53.5	8.0	25.5				
Max Q Clear Time (g_c+I1), s	9.2	18.2	3.8	6.1		15.0	10.0	17.7				
Green Ext Time (p_c), s	0.5	4.5	0.0	0.4		6.9	0.0	0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.3
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	79	0	0	6	32	538	106	0	416	47
Future Vol, veh/h	0	0	79	0	0	6	32	538	106	0	416	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	83	0	0	6	34	566	112	0	438	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	463	-	-	283	487	0	0	678	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.23	-	-	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.319	-	-	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	0	0	598	0	0	715	1074	-	-	912	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	598	-	-	715	1074	-	-	912	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.99	10.08	0.63	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	202	-	-	598	715	912	-	-
HCM Lane V/C Ratio	0.031	-	-	0.139	0.009	-	-	-
HCM Ctrl Dly (s/v)	8.5	0.3	-	12	10.1	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	56	115	37	4	20	59
Future Vol, veh/h	56	115	37	4	20	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	121	39	4	21	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	43	0	-	0	280	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1565	-	-	-	710	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	681	1030
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	801	-

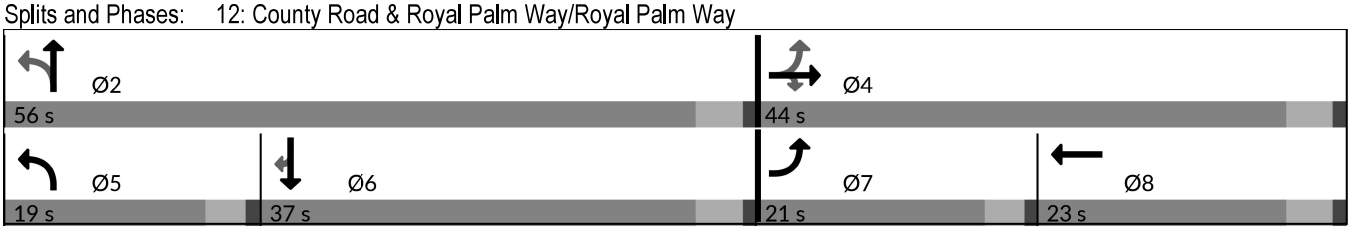
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.42	0	9.34
HCM LOS			A

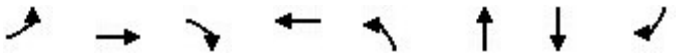
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	912
HCM Lane V/C Ratio	0.038	-	-	-	0.091
HCM Ctrl Dly (s/v)	7.4	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	294	188	206	229	259	288	233	249
Future Volume (vph)	294	188	206	229	259	288	233	249
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases	7	4		8	5	2	6	
Permitted Phases	4		4		2			6
Detector Phase	7	4	4	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	20.0	20.0	10.0	15.0	15.0	15.0	15.0
Minimum Split (s)	14.0	24.5	24.5	14.5	19.0	19.5	19.5	19.5
Total Split (s)	21.0	44.0	44.0	23.0	19.0	56.0	37.0	37.0
Total Split (%)	21.0%	44.0%	44.0%	23.0%	19.0%	56.0%	37.0%	37.0%
Yellow Time (s)	3.0	3.5	3.5	3.5	3.0	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)	4.0	4.5	4.5	4.5	4.0	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes
Recall Mode	None	Min	Min	Max	None	Max	Max	Max
Act Effct Green (s)	39.3	38.8	38.8	18.5	52.0	51.5	32.5	32.5
Actuated g/C Ratio	0.40	0.39	0.39	0.19	0.52	0.52	0.33	0.33
v/c Ratio	0.65	0.27	0.29	0.39	0.48	0.34	0.40	0.38
Control Delay (s/veh)	29.1	21.8	3.9	36.8	16.6	15.1	28.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	21.8	3.9	36.8	16.6	15.1	28.5	4.9
LOS	C	C	A	D	B	B	C	A
Approach Delay (s/veh)		19.6		36.8		15.8	16.3	
Approach LOS		B		D		B	B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 99.3	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

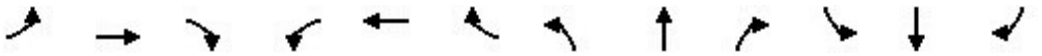
Splits and Phases: 12: County Road & Royal Palm Way/Royal Palm Way





Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	309	198	217	256	273	328	245	262
v/c Ratio	0.65	0.27	0.29	0.39	0.48	0.34	0.40	0.38
Control Delay (s/veh)	29.1	21.8	3.9	36.8	16.6	15.1	28.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	21.8	3.9	36.8	16.6	15.1	28.5	4.9
Queue Length 50th (ft)	141	84	0	74	94	115	121	0
Queue Length 95th (ft)	216	137	44	113	147	176	190	54
Internal Link Dist (ft)		146		126		68	77	
Turn Bay Length (ft)								
Base Capacity (vph)	484	740	760	658	572	958	609	694
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.27	0.29	0.39	0.48	0.34	0.40	0.38

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	188	206	0	229	14	259	288	24	0	233	249
Future Volume (veh/h)	294	188	206	0	229	14	259	288	24	0	233	249
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	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	309	198	154	0	241	4	273	303	14	0	245	199
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	0	2	2	2	2	2	0	2	2
Cap, veh/h	498	719	610	0	673	11	562	929	43	0	618	524
Arrive On Green	0.16	0.38	0.38	0.00	0.19	0.19	0.15	0.52	0.52	0.00	0.33	0.33
Sat Flow, veh/h	1781	1870	1585	0	3671	59	1781	1774	82	0	1870	1585
Grp Volume(v), veh/h	309	198	154	0	120	125	273	0	317	0	245	199
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1777	1860	1781	0	1856	0	1870	1585
Q Serve(g_s), s	13.1	7.2	6.5	0.0	5.8	5.8	8.8	0.0	9.6	0.0	9.9	9.4
Cycle Q Clear(g_c), s	13.1	7.2	6.5	0.0	5.8	5.8	8.8	0.0	9.6	0.0	9.9	9.4
Prop In Lane	1.00		1.00	0.00		0.03	1.00		0.04	0.00		1.00
Lane Grp Cap(c), veh/h	498	719	610	0	334	350	562	0	972	0	618	524
V/C Ratio(X)	0.62	0.28	0.25	0.00	0.36	0.36	0.49	0.00	0.33	0.00	0.40	0.38
Avail Cap(c_a), veh/h	528	752	637	0	334	350	562	0	972	0	618	524
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	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	20.8	20.6	0.0	34.7	34.7	15.3	0.0	13.4	0.0	25.3	25.2
Incr Delay (d2), s/veh	2.0	0.2	0.2	0.0	3.0	2.8	0.7	0.0	0.9	0.0	1.9	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	3.1	0.0	0.0	2.7	2.9	3.5	0.0	4.1	0.0	4.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.5	21.0	20.8	0.0	37.7	37.6	16.0	0.0	14.3	0.0	27.2	27.3
LnGrp LOS	C	C	C		D	D	B		B		C	C
Approach Vol, veh/h		661			245			590			444	
Approach Delay, s/veh		23.5			37.6			15.1			27.3	
Approach LOS		C			D			B			C	

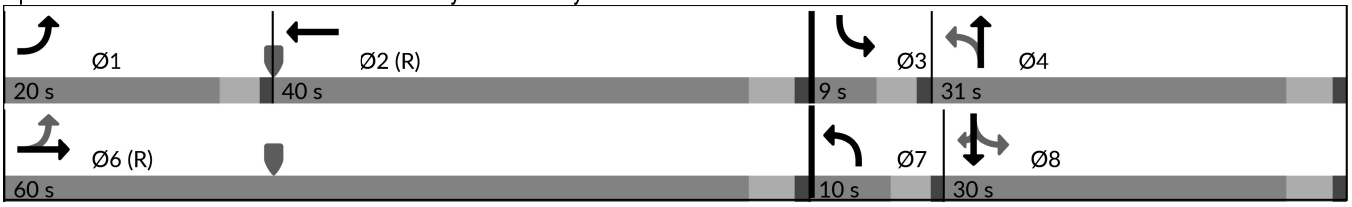
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		56.0		42.3	19.0	37.0	19.3	23.0				
Change Period (Y+Rc), s		4.5		4.5	4.0	4.5	4.0	4.5				
Max Green Setting (Gmax), s		51.5		39.5	15.0	32.5	17.0	18.5				
Max Q Clear Time (g_c+I1), s		11.6		9.2	10.8	11.9	15.1	7.8				
Green Ext Time (p_c), s		2.1		1.7	0.3	2.0	0.2	0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			23.6									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	259	790	935	301	41	17	26	415
Future Volume (vph)	259	790	935	301	41	17	26	415
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	2	7	4	3	8	
Permitted Phases	6			4		8		8
Detector Phase	1	6	2	7	4	3	8	8
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.0	19.5	19.5	9.0	9.5	9.0	9.5	9.5
Total Split (s)	20.0	60.0	40.0	10.0	31.0	9.0	30.0	30.0
Total Split (%)	20.0%	60.0%	40.0%	10.0%	31.0%	9.0%	30.0%	30.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.0	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)	4.0	4.5	4.5	4.0	4.5	4.0	4.5	4.5
Lead/Lag	Lead		Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	67.5	67.0	48.9	23.3	20.4	19.5	14.0	14.0
Actuated g/C Ratio	0.68	0.67	0.49	0.23	0.20	0.20	0.14	0.14
v/c Ratio	0.67	0.37	0.59	1.06	0.14	0.06	0.10	0.85
Control Delay (s/veh)	19.2	8.8	22.5	105.7	27.8	25.0	33.8	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.2	8.8	22.5	105.7	27.8	25.0	33.8	25.3
LOS	B	A	C	F	C	C	C	C
Approach Delay (s/veh)		11.3	22.5		94.9		25.7	
Approach LOS		B	C		F		C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 20 (20%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay (s/veh): 27.7	Intersection LOS: C
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: Cocoanut Row & Royal Palm Way



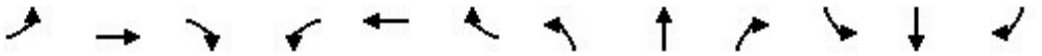


Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	273	866	1011	317	51	18	27	437
v/c Ratio	0.67	0.37	0.59	1.06	0.14	0.06	0.10	0.85
Control Delay (s/veh)	19.2	8.8	22.5	105.7	27.8	25.0	33.8	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.2	8.8	22.5	105.7	27.8	25.0	33.8	25.3
Queue Length 50th (ft)	56	106	231	~206	22	9	15	58
Queue Length 95th (ft)	166	206	384	#271	50	22	35	156
Internal Link Dist (ft)		139	149		133		167	
Turn Bay Length (ft)								
Base Capacity (vph)	445	2358	1723	298	487	284	475	657
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.37	0.59	1.06	0.10	0.06	0.06	0.67

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 (veh/h)	259	790	32	0	935	26	301	41	8	17	26	415
Future Volume (veh/h)	259	790	32	0	935	26	301	41	8	17	26	415
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	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	273	832	23	0	984	16	317	43	0	18	27	374
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	0	2	2	2	2	2	2	2	2
Cap, veh/h	369	1972	54	0	1469	24	416	490	0	494	471	399
Arrive On Green	0.11	0.56	0.56	0.00	0.41	0.41	0.06	0.26	0.00	0.05	0.25	0.25
Sat Flow, veh/h	1781	3532	98	0	3672	58	1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	273	419	436	0	489	511	317	43	0	18	27	374
Grp Sat Flow(s),veh/h/ln	1781	1777	1853	0	1777	1860	1781	1870	0	1781	1870	1585
Q Serve(g_s), s	8.4	13.6	13.6	0.0	22.4	22.4	6.0	1.7	0.0	0.7	1.1	23.1
Cycle Q Clear(g_c), s	8.4	13.6	13.6	0.0	22.4	22.4	6.0	1.7	0.0	0.7	1.1	23.1
Prop In Lane	1.00		0.05	0.00		0.03	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	992	1034	0	730	764	416	490	0	494	471	399
V/C Ratio(X)	0.74	0.42	0.42	0.00	0.67	0.67	0.76	0.09	0.00	0.04	0.06	0.94
Avail Cap(c_a), veh/h	462	992	1034	0	730	764	416	496	0	494	477	404
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	12.8	12.8	0.0	24.0	24.0	31.7	27.9	0.0	24.6	28.4	36.6
Incr Delay (d2), s/veh	4.8	1.3	1.3	0.0	4.8	4.6	8.1	0.1	0.0	0.0	0.1	29.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.5	5.7	0.0	10.1	10.5	5.1	0.8	0.0	0.3	0.5	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	14.1	14.0	0.0	28.8	28.6	39.8	28.0	0.0	24.7	28.5	65.8
LnGrp LOS	C	B	B		C	C	D	C		C	C	E
Approach Vol, veh/h		1128			1000			360			419	
Approach Delay, s/veh		16.2			28.7			38.4			61.7	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.8	45.6	9.0	30.7		60.3	10.0	29.7				
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5		4.5	4.0	4.5				
Max Green Setting (Gmax), s	16.0	35.5	5.0	26.5		55.5	6.0	25.5				
Max Q Clear Time (g_c+I1), s	10.4	24.4	2.7	3.7		15.6	8.0	25.1				
Green Ext Time (p_c), s	0.4	4.9	0.0	0.1		6.5	0.0	0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	29.8
HCM 7th LOS	C

APPENDIX D

COMMITTED PROJECT TRIPS

A	B	C	D	E	F	G	H	I
		Input Data						
ROAD NAME:	Royal Palm Way			STATION:	3819			Report Created
CURRENT YEAR:	2025			FROM:	Midpoint			9/17/2025
ANALYSIS YEAR:	2030			TO:	Cocoanut Row			
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%
Palm Beach Day Academy	0	0	0	0	0	0	NR	100%
The Greene School	3	1	2	0	0	0	NR	67%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
Former City Hall	0	0	0	0	0	0	NR	100%
Christian Science Church Site	4	1	3	4	3	1	NR	20%
Opera Site	3	2	1	4	2	3	NR	0%
West Palm Point/Tent Site	27	4	23	30	25	5	NR	0%
WPB Fern Residences	4	5	0	4	1	3	Res	0%
Shops at the Press	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	13	11	2	6	1	5	NR	0%
Royal Poinciana Playhouse	1	1	0	8	6	2	NR	0%
One West Palm	18	6	12	19	12	7	NR	0%
303 Banyan Blvd	0	0	0	0	0	0	NR	100%
AC Hotel	2	1	1	3	2	2	NR	0%
Hotel AKA	0	0	0	0	0	0	NR	100%
Viana Hotel	0	0	0	1	0	0	NR	0%
Soleste Palm Station	1	1	0	1	1	1	Res	0%
506-524 Datura Street	9	5	4	11	5	6	Res	0%
Grand Bank & Trust	1	1	1	5	2	2	NR	0%
Clematis/Datura Street	4	3	1	7	3	4	NR	0%
300 Banyan Boulevard	3	0	3	4	3	1	NR	20%
512 Clematis	1	1	0	2	1	1	NR	36%
Transit Village	36	14	23	45	26	19	Res	0%
Solana WPB	3	2	1	4	2	2	Res	0%
The Berkeley	2	1	1	3	1	1	Res	0%
315 S. Dixie Highway	3	2	1	4	2	2	Res	0%
1111 S Flagler Drive	4	2	2	2	1	1	NR	0%
Palm Beach Atlantic University	7	1	5	7	5	2	NR	82%
Arkona	3	2	2	5	2	3	Res	0%
Total Committed Developments	152	67	88	179	106	73		
Total Committed Residential	61	32	32	77	40	37		
Total Committed Non-Residential	91	35	56	102	66	36		
Double Count Reduction	15	7	8	19	10	7		
Total Discounted Committed Developments	137	60	80	160	96	66		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	137	60	80	160	96	66		
Growth Volume Used	137	60	80	160	96	66		
Total Volume	137	60	80	160	96	66		
Lanes	4LD							
LOS D Capacity	3220	1770	1770	3220	1770	1770		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	3400	1870	1870	3400	1870	1870		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

Input Data

ROAD NAME:	Royal Palm Way	STATION:	3819	Report Created	
CURRENT YEAR:	2025	FROM:	Flagler Dr		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%
Palm Beach Day Academy	0	0	0	0	0	0	NR	100%
The Greene School	3	1	2	0	0	0	NR	67%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
Former City Hall	0	0	0	0	0	0	NR	100%
Christian Science Church Site	4	1	3	4	3	1	NR	20%
Opera Site	3	2	1	4	2	3	NR	0%
West Palm Point/Tent Site	27	4	23	30	25	5	NR	0%
WPB Fern Residences	4	5	0	4	1	3	Res	0%
Shops at the Press	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	13	11	2	6	1	5	NR	0%
Royal Poinciana Playhouse	1	1	0	8	6	2	NR	0%
One West Palm	18	6	12	19	12	7	NR	0%
303 Banyan Blvd	0	0	0	0	0	0	NR	100%
AC Hotel	2	1	1	3	2	2	NR	0%
Hotel AKA	0	0	0	0	0	0	NR	100%
Viana Hotel	0	0	0	1	0	0	NR	0%
Soleste Palm Station	1	1	0	1	1	1	Res	0%
506-524 Datura Street	9	5	4	11	5	6	Res	0%
Grand Bank & Trust	1	1	1	5	2	2	NR	0%
Clematis/Datura Street	4	3	1	7	3	4	NR	0%
300 Banyan Boulevard	3	0	3	4	3	1	NR	20%
512 Clematis	1	1	0	2	1	1	NR	36%
Transit Village	36	14	23	45	26	19	Res	0%
Solana WPB	3	2	1	4	2	2	Res	0%
The Berkeley	2	1	1	3	1	1	Res	0%
315 S. Dixie Highway	3	2	1	4	2	2	Res	0%
1111 S Flagler Drive	4	2	2	2	1	1	NR	0%
Palm Beach Atlantic University	7	1	5	7	5	2	NR	82%
Arkona	3	2	2	5	2	3	Res	0%
Total Committed Developments	152	67	88	179	106	73		
Total Committed Residential	61	32	32	77	40	37		
Total Committed Non-Residential	91	35	56	102	66	36		
Double Count Reduction	15	7	8	19	10	7		
Total Discounted Committed Developments	137	60	80	160	96	66		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	137	60	80	160	96	66		
Growth Volume Used	137	60	80	160	96	66		
Total Volume	137	60	80	160	96	66		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
		Input Data						
ROAD NAME:	Royal Palm Way		STATION:	0				Report Created
CURRENT YEAR:	2025		FROM:	Midpoint				9/17/2025
ANALYSIS YEAR:	2030		TO:	S County Rd				
GROWTH RATE:	0%		COUNT DATE:	NA				
			PSF:	0				

Link Analysis

Time Period		AM			PM	
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments							Type	% Complete
3111 South Dixie	0	0	0	0	0	0	NR	100%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
Shops at the Press	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	6	1	6	3	3	1	NR	0%
Royal Poinciana Playhouse	0	0	0	4	1	3	NR	0%
Palm Beach Atlantic University	7	1	5	7	5	2	NR	82%
Total Committed Developments	13	2	11	14	9	6		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	13	2	11	14	9	6		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	13	2	11	14	9	6		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	13	2	11	14	9	6		
Growth Volume Used	13	2	11	14	9	6		
Total Volume	13	2	11	14	9	6		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Royal Palm Way
CURRENT YEAR: 2025
ANALYSIS YEAR: 2030
GROWTH RATE: 0%
STATION: 0
FROM: Cocoanut Row
TO: Midpoint
COUNT DATE: NA
PSF: 0

Report Created
9/17/2025

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%
Shops at the Press	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	26	22	3	13	2	10	NR	0%
Royal Poinciana Playhouse	0	0	0	4	1	3	NR	0%
Palm Beach Atlantic University	7	1	5	7	5	2	NR	82%
Total Committed Developments	33	23	8	24	8	15		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	33	23	8	24	8	15		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	33	23	8	24	8	15		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	33	23	8	24	8	15		
Growth Volume Used	33	23	8	24	8	15		
Total Volume	33	23	8	24	8	15		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME:	Royal Palm Way	STATION:	0		Report Created
CURRENT YEAR:	2025	FROM:	Midpoint		9/17/2025
ANALYSIS YEAR:	2030	TO:	S Ocean Blvd		
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%
Shops at the Press	0	0	0	0	0	0	NR	100%
Palm Beach Atlantic University	7	1	5	7	5	2	NR	82%
Total Committed Developments	7	1	5	7	5	2		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	7	1	5	7	5	2		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	7	1	5	7	5	2		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	7	1	5	7	5	2		
Growth Volume Used	7	1	5	7	5	2		
Total Volume	7	1	5	7	5	2		
Lanes	4LD							
LOS D Capacity	3220	1770	1770	3220	1770	1770		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	3400	1870	1870	3400	1870	1870		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

Input Data

ROAD NAME:	Royal Palm Way	STATION:	0	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%
Shops at the Press	0	0	0	0	0	0	NR	100%
Palm Beach Atlantic University	7	1	5	7	5	2	NR	82%
Total Committed Developments	7	1	5	7	5	2		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	7	1	5	7	5	2		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	7	1	5	7	5	2		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	7	1	5	7	5	2		
Growth Volume Used	7	1	5	7	5	2		
Total Volume	7	1	5	7	5	2		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME:	Cocoanut Row	STATION:	0	Report Created
CURRENT YEAR:	2025	FROM:	Midpoint	9/17/2025
ANALYSIS YEAR:	2030	TO:	Royal Poinciana 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
Palm Harbor Marina Hotel	0	0	0	0	0	0	NR	100%
Testas Site Redevelopment	0	0	0	0	0	0	NR	100%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
Former City Hall	0	0	0	0	0	0	NR	100%
Royal Poinciana Playhouse	4	2	3	50	14	36	NR	0%
Total Committed Developments	4	2	3	50	14	36		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	4	2	3	50	14	36		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	4	2	3	50	14	36		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	4	2	3	50	14	36		
Growth Volume Used	4	2	3	50	14	36		
Total Volume	4	2	3	50	14	36		

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:	Cocoanut Row	STATION:	0		Report Created
CURRENT YEAR:	2025	FROM:	Royal Palm Way		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
Palm Harbor Marina Hotel	0	0	0	0	0	0	NR	100%
Testas Site Redevelopment	0	0	0	0	0	0	NR	100%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
Former City Hall	0	0	0	0	0	0	NR	100%
Royal Poinciana Playhouse	1	1	1	17	12	5	NR	0%
Total Committed Developments	1	1	1	17	12	5		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	1	1	1	17	12	5		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	1	1	1	17	12	5		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	1	1	1	17	12	5		
Growth Volume Used	1	1	1	17	12	5		
Total Volume	1	1	1	17	12	5		

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

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME:	County Rd	STATION:	0		Report Created
CURRENT YEAR:	2025	FROM:	Midpoint		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%
Palm Beach Atlantic University	4	3	1	4	1	3	NR	82%
Total Committed Developments	4	3	1	4	1	3		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	4	3	1	4	1	3		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	4	3	1	4	1	3		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	4	3	1	4	1	3		
Growth Volume Used	4	3	1	4	1	3		
Total Volume	4	3	1	4	1	3		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: County Rd
CURRENT YEAR: 2025
ANALYSIS YEAR: 2030
GROWTH RATE: 0%
STATION: 0
FROM: Midpoint
TO: Midpoint
COUNT DATE: NA
PSF: 0

Report Created
9/17/2025

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%
Palm Beach Atlantic University	4	3	1	4	1	3	NR	82%
Total Committed Developments	4	3	1	4	1	3		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	4	3	1	4	1	3		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	4	3	1	4	1	3		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	4	3	1	4	1	3		
Growth Volume Used	4	3	1	4	1	3		
Total Volume	4	3	1	4	1	3		

Lanes	2L					
LOS D Capacity	1480	1140	1140	1480	1140	1140
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	1440	1440	1570	1440	1440
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

x	B	C	D	E	F	G	H	I

Input Data

ROAD NAME:	County Rd	STATION:	3916	Report Created
CURRENT YEAR:	2025	FROM:	Barton Ave	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
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	3	0	3	2	1	0	NR	0%
Royal Poinciana Playhouse	1	1	1	17	12	5	NR	0%
Palm Beach Atlantic University	3	1	2	3	2	1	NR	82%
Total Committed Developments	7	2	6	22	15	6		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	7	2	6	22	15	6		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	7	2	6	22	15	6		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	7	2	6	22	15	6		
Growth Volume Used	7	2	6	22	15	6		
Total Volume	7	2	6	22	15	6		

Lanes	4L					
LOS D Capacity	3060	1680	1680	3060	1680	1680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3230	1780	1780	3230	1780	1780
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: County Rd
CURRENT YEAR: 2025
ANALYSIS YEAR: 2030
GROWTH RATE: 0%
STATION: 3916
FROM: Midpoint
TO: Royal Palm Way
COUNT DATE: NA
PSF: 0

Report Created
9/17/2025

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
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	3	0	3	2	1	0	NR	0%
Royal Poinciana Playhouse	1	1	1	17	12	5	NR	0%
Palm Beach Atlantic University	3	1	2	3	2	1	NR	82%
Total Committed Developments	7	2	6	22	15	6		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	7	2	6	22	15	6		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	7	2	6	22	15	6		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	7	2	6	22	15	6		
Growth Volume Used	7	2	6	22	15	6		
Total Volume	7	2	6	22	15	6		

Lanes	4L					
LOS D Capacity	3060	1680	1680	3060	1680	1680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3230	1780	1780	3230	1780	1780
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

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

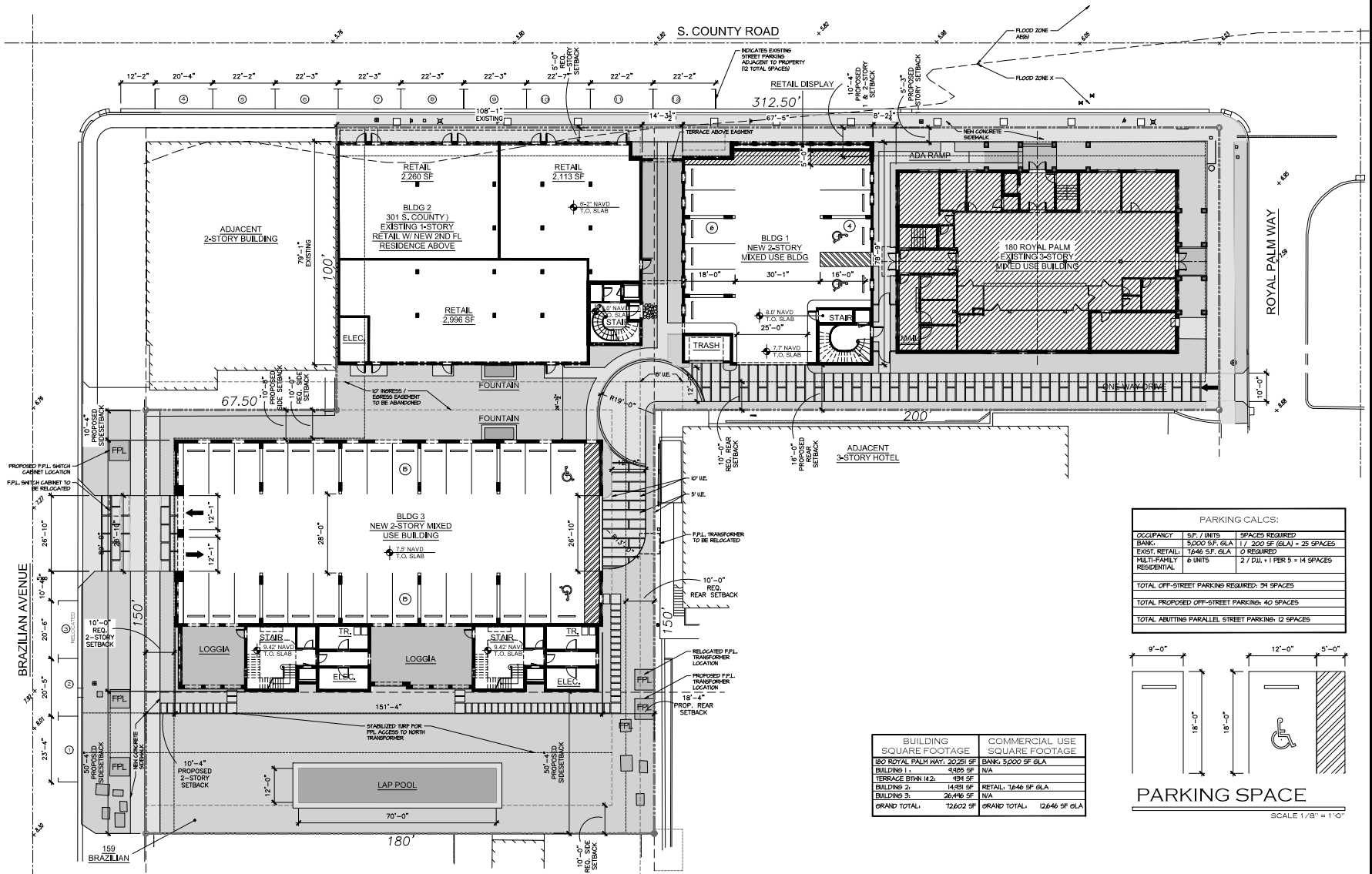
Committed Developments							Type	% Complete
3111 South Dixie	0	0	0	0	0	0	NR	100%
Morton & Barbara Mandel Community Center	0	0	0	0	0	0	NR	100%
204 Royal Palm Way	3	3	0	2	0	1	NR	0%
Royal Poinciana Playhouse	1	1	0	8	6	2	NR	0%
Palm Beach Atlantic University	4	3	1	4	1	3	NR	82%
Total Committed Developments	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 E

SITE PLAN

CONCEPTUAL ENGINEERING PLAN



PARKING CALCS:		
OCCUPANCY	S.F. / UNITS	SPACES REQUIRED
BANK:	5,000 S.F. GLA	1 / 200 SF (GLA) = 25 SPACES
EXIST. RETAIL:	7,646 S.F. GLA	0 REQUIRED
MULTI-FAMILY RESIDENTIAL	6 UNITS	2 / D.U. + 1 PER 5 = 14 SPACES
TOTAL OFF-STREET PARKING REQUIRED: 39 SPACES		
TOTAL PROPOSED OFF-STREET PARKING: 40 SPACES		
TOTAL ABUTTING PARALLEL STREET PARKING: 12 SPACES		

BUILDING SQUARE FOOTAGE	COMMERCIAL USE SQUARE FOOTAGE
180 ROYAL PALM WAY: 20,251 SF	BANK: 5,000 SF GLA
BUILDING 1: 9,185 SF	N/A
TERRACE BTWN 1&2: 934 SF	
BUILDING 2: 14,931 SF	RETAIL: 7,646 SF GLA
BUILDING 3: 26,496 SF	N/A
GRAND TOTAL: 72,602 SF	GRAND TOTAL: 12,646 SF GLA

PARKING SPACE

SCALE 1/8" = 1'-0"

SITE PLAN

SCALE 1/16" = 1'-0"

0' 6' 12' 24' 48'

180 ROYAL PALM WAY

PROPOSED MIXED USE DEVELOPMENT AT:

TOWN OF PALM BEACH, FLORIDA

PALM BEACH COUNTY

DAILEY JANSSEN ARCHITECTS
400 CLEMATIS STREET, SUITE 200, WEST PALM BEACH, FLORIDA 33401, TEL: 561-833-4701, LICENSE #AA-C000714

DATE: FIRST SUBMITTAL 11.13.2025

DRAWN: JCS

REVISIONS:

- 2ND SUBMITTAL 12.01.2025
- PROGRESS 02.10.2026

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SEAL

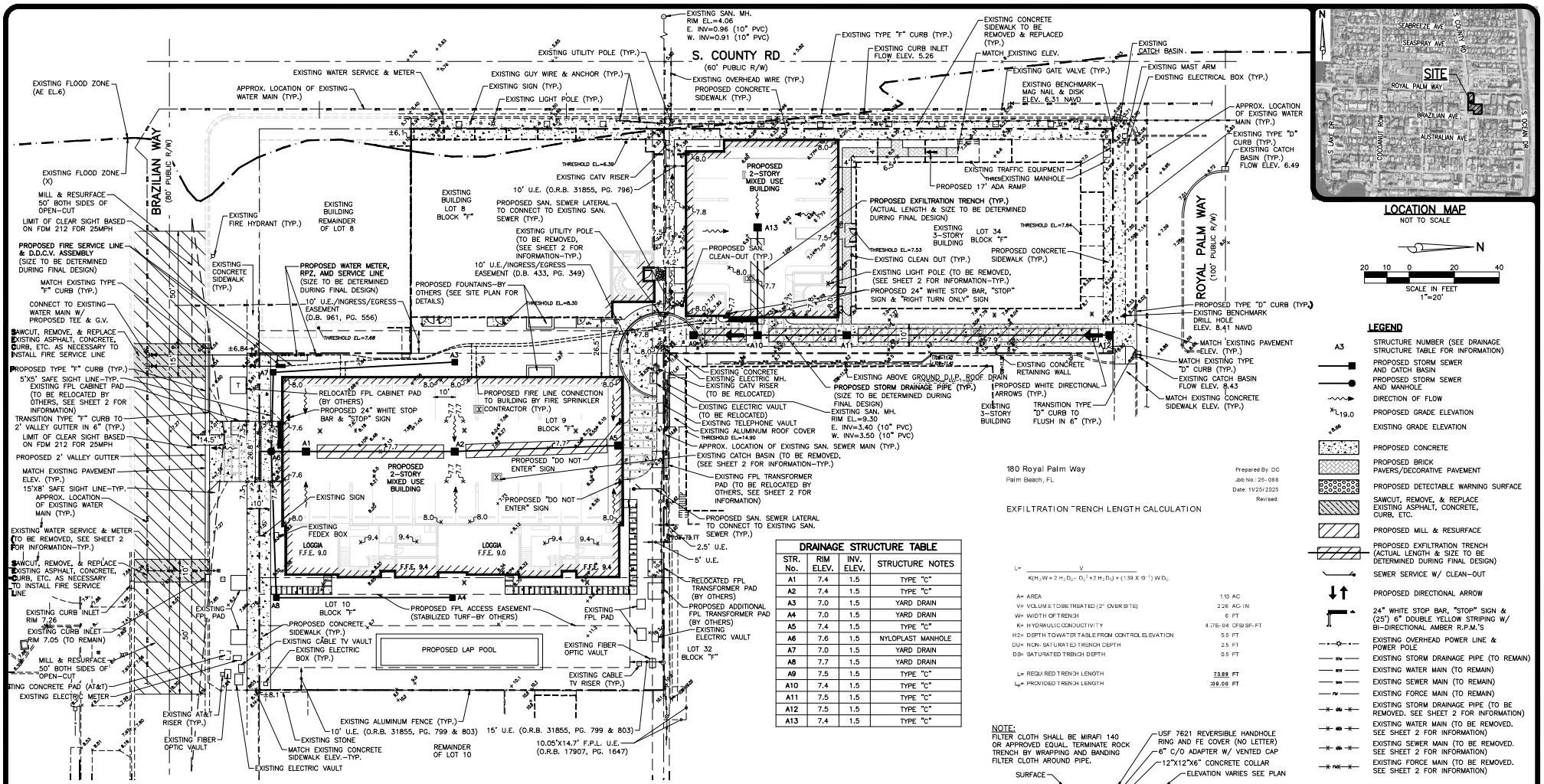
ROGER P. JANSSEN AR-14186

ARCOM # ARC-25-0050
TC # ZON-25-0049

DRAWING NO.

SP1.01

JOB NUMBER: 25-113



LOCATION MAP
NOT TO SCALE

N

20 10 0 20 40
SCALE IN FEET
1"=20'

LEGEND

- A3 — STRUCTURE NUMBER (SEE DRAINAGE STRUCTURE TABLE FOR INFORMATION)
- PROPOSED STORM SEWER AND CATCH BASIN
- PROPOSED STORM SEWER AND MANHOLE
- DIRECTION OF FLOW
- 19.0 — PROPOSED GRADE ELEVATION
- 8.66 — EXISTING GRADE ELEVATION
- PROPOSED CONCRETE
- PROPOSED BRICK PAVERS/DECORATIVE PAVEMENT
- PROPOSED DETECTABLE WARNING SURFACE
- SAWCUT, REMOVE, & REPLACE EXISTING ASPHALT, CONCRETE, CURB, ETC.
- PROPOSED MILL & RESURFACE
- PROPOSED EXFILTRATION TRENCH (ACTUAL LENGTH & SIZE TO BE DETERMINED DURING FINAL DESIGN)
- SEWER SERVICE W/ CLEAN-OUT
- PROPOSED DIRECTIONAL ARROW
- 24" WHITE STOP BAR, "STOP" SIGN & (25') 6" DOUBLE YELLOW STRIPING W/ BI-DIRECTIONAL AMBER R.P.M.'S
- EXISTING OVERHEAD POWER LINE & POWER POLE
- STM — EXISTING STORM DRAINAGE PIPE (TO REMAIN)
- WM — EXISTING WATER MAIN (TO REMAIN)
- SS — EXISTING SEWER MAIN (TO REMAIN)
- FM — EXISTING FORCE MAIN (TO REMAIN)
- STM — EXISTING STORM DRAINAGE PIPE (TO BE REMOVED, SEE SHEET 2 FOR INFORMATION)
- WM — EXISTING WATER MAIN (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)
- SS — EXISTING SEWER MAIN (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)
- FM — EXISTING FORCE MAIN (TO BE REMOVED. SEE SHEET 2 FOR INFORMATION)

180 Royal Palm Way
Palm Beach, FL

Prepared By: DC
Job No.: 25-068
Date: 11/25/2025
Revised:

EXFILTRATION TRENCH LENGTH CALCULATION

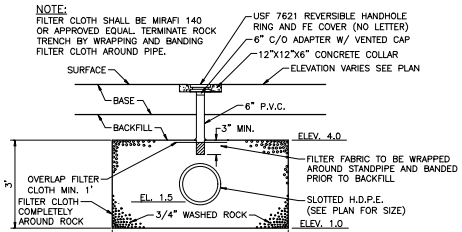
$$L = \frac{V}{K(H_2W + 2\,H_2D_U - D_U^2 + 2\,H_2D_S) + (1.39 \times 10^{-1})\,WD_U}$$

A= AREA	1.13 AC
V= VOLUME TO BE TREATED (2" OVER SITE)	2.26 AC-IN
W= WIDTH OF TRENCH	6 FT
K= HYDRAULIC CONDUCTIVITY	4.17E-04 CFS/SF-FT
H2= DEPTH TO WATER TABLE FROM CONTROL ELEVATION	5.5 FT
DU= NON-SATURATED TRENCH DEPTH	2.5 FT
DS= SATURATED TRENCH DEPTH	0.5 FT
L= REQUIRED TRENCH LENGTH	73.88 FT
L_p= PROVIDED TRENCH LENGTH	108.00 FT

DRAINAGE STRUCTURE TABLE

STR. No.	RIM ELEV.	INV. ELEV.	STRUCTURE NOTES
A1	7.4	1.5	TYPE "C"
A2	7.4	1.5	TYPE "C"
A3	7.0	1.5	YARD DRAIN
A4	7.0	1.5	YARD DRAIN
A5	7.4	1.5	TYPE "C"
A6	7.6	1.5	NYLOPLAST MANHOLE
A7	7.0	1.5	YARD DRAIN
A8	7.7	1.5	YARD DRAIN
A9	7.5	1.5	TYPE "C"
A10	7.4	1.5	TYPE "C"
A11	7.5	1.5	TYPE "C"
A12	7.5	1.5	TYPE "C"
A13	7.4	1.5	TYPE "C"

NOTE:
FILTER CLOTH SHALL BE MIRAFI 140 OR APPROVED EQUAL. TERMINATE ROCK TRENCH BY WRAPPING AND BANDING FILTER CLOTH AROUND PIPE.



EXFILTRATION TRENCH
NOT TO SCALE

2/11/2026

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 CITY OF WEST PALM BEACH (WATER), TOWN OF PALM BEACH (SEWER), AND THE PALM BEACH COUNTY HEALTH DEPARTMENT.
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.
6.) SURVEY INFORMATION PROVIDED BY WALLACE SURVEYING, CORP. (DATUM-N.A.V.D.)

NOTE: ALL ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988 BASED ON A SURVEY PREPARED BY WALLACE SURVEYING, CORP. (561) 640-4551.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY DANIEL W. COLE, P.E. ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DANIEL W. COLE — LICENSE No. 97819 — STATE OF FLORIDA — PROFESSIONAL ENGINEER

3.) REVISED PER UPDATED SITE PLAN, 11/25/25 R.W.
2.) REVISED PER FPL SITE MEETING W/ TEAM, 11/12/25 B.L.
1.) REVISED PER UPDATED SITE PLAN, 08/26/25 B.L.

REVISIONS

DESIGN	DRAWN	CHECKED	APPROVED	DATE
D.C.	B.L.			

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 34521 | 561.478.7848

180 ROYAL PALM WAY
SECTION 23, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
CONCEPTUAL PAVING, DRAINAGE, WATER AND WASTEWATER PLAN

JOB NO.	DRAWING NO.	SHEET
25-068	25068C03	3 OF 5

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-25-0066 (ARC-25-0076) 3031 S OCEAN BLVD (COMBO)—SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCES The applicant, PB3031 LLC, has filed an application requesting town council approval of sixteen (16) variances including 1) For reduced lot width on a nonconforming parcel of land, 2) to exceed the maximum lot coverage for a five-story building, 3-6) to reduce the required front, both sides and rear setback, 7-8) to exceed the maximum height and overall height for a five-story building, 9) to reduce the amount of landscape open space, 10) to reduce the required setbacks for swimming pools, 11) to exceed the amount of mechanical equipment permitted within required yards, 12) to exceed the maximum building length, 13) to reduce the amount of common recreational open space, 14) to reduce the required bulkhead setback, 15) to exceed the maximum amount of fill, and 16) to reduce the required drive aisle width. And a Special Exception request for the construction of a five-story residential redevelopment of an existing nonconforming parcel of land to replace an existing two-story building in the R-D-(1) zoning district. Town Council shall review the application as it pertains to zoning relief/approval. The Architectural Commission shall perform design review of the application.

Date: 2/19/2026

ATTACHMENTS

Staff Report
Minutes of the 12-19-25 ARCOM Meeting
Narrative Response from Applicant
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Mobility and Transportation

Strategic Focus Areas:
On-island Mobility

Community Preservation
Quality of Life

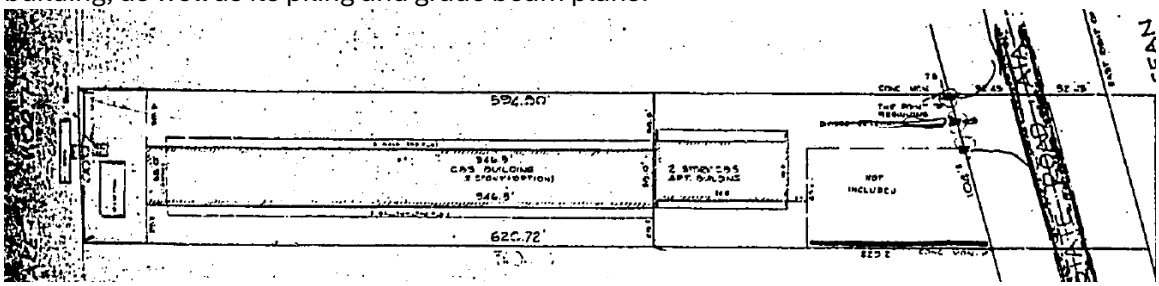
FUNDING
No Fiscal Impact

ZON-25-0066 (ARC-25-0076) 3031 S OCEAN BLVD (COMBO)—SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCES. The applicant, PB3031 LLC, has filed an application requesting town council approval of sixteen (16) variances including 1) For reduced lot width on a nonconforming parcel of land, 2) to exceed the maximum lot coverage for a five-story building, 3-6) to reduce the required front, both sides and rear setback, 7-8) to exceed the maximum height and overall height for a five-story building, 9) to reduce the amount of landscape open space, 10) to reduce the required setbacks for swimming pools, 11) to exceed the amount of mechanical equipment permitted within required yards, 12) to exceed the maximum building length, 13) to reduce the amount of common recreational open space, 14) to reduce the required bulkhead setback, 15) to exceed the maximum amount of fill, and 16) to reduce the required drive aisle width. And a Special Exception request for the construction of a five-story residential redevelopment of an existing nonconforming parcel of land to replace an existing two-story building in the R-D-(1) zoning district. Town Council shall review the application as it pertains to zoning relief/approval. The Architectural Commission shall perform design review of the application.

Applicant: PB3031 LLC
Professional: Fairfax & Sammons Architects Inc PC
Representative: Maura Ziska

HISTORY:

The peninsula on which the subject property is located was artificially created. Town records from 1963 show a new bulkhead and overall layout of land with dimensions that match the submitted survey. Other records from 1963 and 1964 show the plot plan with the existing building, as well as its piling and grade beam plans.



It is also worth noting that the plans show additional surface parking for the Beachcomber condominium that still remain today, and are not part of the subject application.

THE PROJECT:

The applicant has submitted revised plans, entitled "Copperline Partners Development at Lake Worth Lagoon 3031 SOUTH OCEAN BLVD" as prepared by **Fairfax & Sammons Architects Inc PC**, received by the Town and uploaded on 02/09/26.

The project involves the construction of a new five-story, 12-unit residential building on an elevated site with four residential levels and a parking level that will replace an existing two-story building to be demolished.

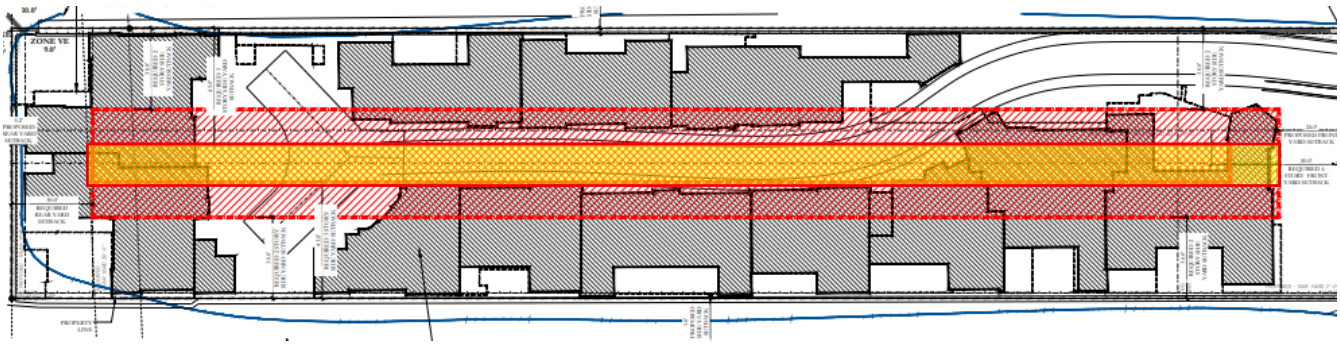
The following Special Exceptions, Site Plan review and/or Variances shall be reviewed by Town Council:

- **SPECIAL EXCEPTION 1**: Sec. 134-14060(8) for 5 stories.
- **SITE PLAN REVIEW**: Sec. 134-1871 multifamily shall be subject to site plan review.

1. **VARIANCE Sec. 134-1004. (2)** Lot Width. Existing 100' Required 150'
2. **VARIANCE Sec. 134-1004.(9)** Lot Coverage. Prop: 73% (36,193 SF) Max: 20% (9,896SF)
3. **VARIANCE Sec. 134-1004. (5)** Front yard. Prop: 24' Required 40' (4-story in the setback)
4. **VARIANCE Sec. 134-1004. (6)** Side yard (north) Proposed Varies 0' at closest point. Required 50'. (4-story in the setback)
5. **VARIANCE Sec. 134-1004. (6)** Side yard (south) Proposed Varies 0' at closest point. Required 62.5'. (5-story in the setback)
6. **VARIANCE Sec. 134-1004. (7)** Rear yard. Proposed Varies 2' at closest point. Required 30'. (3-story in the setback)
7. **VARIANCE. Sec. 134-1004. (11)** Landscape Open Space. Proposed 5.62% (2,782 SF) Required 35% (17,318 SF)
8. **VARIANCE Sec 134-1757** pool within setbacks.
9. **VARIANCE Sec 134-1728 (c)** # of pieces of equipment in yards.
10. **VARIANCE Sec. 134-1004. (10)** Dimensions Sec. 134-1874 Building length. Proposed 427' Required 175'.
11. **VARIANCE Sec. 134-1004. (10)** Dimensions Sec. 134-1877 Recreational open space. Proposed 0 SF Required 4,800SF
12. **VARIANCE Sec. 134-1697** Buildings and structures over Lake Worth.
13. **VARIANCE Sec. 134-1600 FILL** A variance to exceed by 9.55 the maximum amount of fill in required yards to permit 14.5 of max fill in lieu of 4.95 ft permitted.
14. **VARIANCE Sec 134-2172.** Two-way driveway width. Proposed Varies 16'-22.6' Req. 25'.

~~**VARIANCE Sec. 134-1004(8)d** Height Proposed:~~ **No longer requested**
~~**VARIANCE Sec. 134-1004(8)e:** Overall Building Height~~ **No longer requested**

Without the granting of many of the variances, the project would not be feasible. In fact, new development of any kind would unlikely be possible given the site's geometry and the current R-D(1) zoning requirements. Below is a diagram of the allowable building envelope without variances overlaid on the proposed site plan, for two- or three-story structures only that would likely require variances. Four- or five-story development is not conceivable without even additional variances.



PROJECT DATA		
Zoning District: R-D(1) Moderate Density	**Future Land Use: Multi Family High Density**	
Year of Construction: 1964	**Existing # of Units: 24**	**Existing # of stories: 2**

Flood Zone	AE-9 and VE -11	Crown of Road	4.6' NAVD
Lot depth	**494.8' Required 200'**	**Lot width**	**100' Required 150'**
Lot Size (SF)	49,480 SF (1.136 acres)	**Fin. Floor Elevation**	18' NAVD ground level 6' NAVD parking level
Proposed # of stories	5 including parking level (36 parking spaces)	**Proposed # of Units**	12
Lot Coverage	Existing: 34% (17,078 SF) Proposed: 78% (38,598 SF) (Above ground: 53% 26,323 SF) Permitted: 20% (9,896 SF) ***Variance required***	**Floor Area Gross floor area (GSF)**	78,896 SF (not including drive aisle)
Building Height	Proposed: 55' Overall: 58.83'	**Building Length**	Proposed: 427'-0" Permitted: 175'-0" ***Variance required***
Fill	Proposed: 14.5' Permitted: 4.95' ***Variance required***	**Overall Landscape Open Space (LOS)**	Proposed: 5.62% (2,782 SF) Required: 35% (17,318 SF) ***Variance required***
Surrounding Properties / Zoning			
North	Lake Worth Lagoon and natural landscape area		
South	Lake Worth Lagoon and natural landscape area		
East	1961 Six (6)-story residential building—*"The Palmbeacher"* / R-D (1)		
West	Lake Worth Lagoon		

CONSISTENCY WITH THE COMPREHENSIVE PLAN:

A preliminary review of the project indicates that the **application** for a **residential building** is **consistent** with the **MULTI-FAMILY HIGH DENSITY** designation of the Future Land Use Map of the Comprehensive Plan. The 12 residential unit proposal is within the density threshold allowance of 14.157 du/a.

STAFF ANALYSIS:

The development site is a waterfront peninsula located at the southern end of the town, approximately 1,500 feet south of the Lake Worth Bridge, Lake Worth Casino, beach, pier and park. The site currently features a two-story building comprising 24 condo-hotel units, constructed in 1964, as well as surface parking areas. The applicant is proposing a five-story building with 12 residential units. The design concept is inspired by the architecture and urban form of small Italian towns nestled on cliffs overlooking the sea. Not quite townhouses and not quite a multifamily building, the development consists of 12 connected private villas sitting atop a common parking area, albeit with private garages providing segregation. The roof lines are varied, and the number of stories fluctuates among the 12 units in an attempt to break up the massing. The project relies on many variances from the zoning code being granted. While many of these are undoubtedly justified due to the unique and challenging nature of the site, the Architectural Commission will review the extent and magnitude of the variance requests and the design success.

The item was originally presented at the December 19, 2025 ARCOM meeting proposing demolition of an existing two-story structure and construction of a new five-story, 12-unit

residential building requiring multiple zoning variances in the R-D-(1) district. Staff, the applicant's attorney, architect, and the landscape team presented the project, followed by extensive Commissioner discussion regarding massing, height, density, parking, landscaping, security features, and overall village character. Public comment raised concerns about building height and visual impacts on neighboring properties.

Commissioners expressed both strong support for the architectural quality and equally strong concerns about scale, intensity, parking, green space, and openness. Several members requested further refinement, particularly related to landscaping, use of color, gate design, unit layout, and reduction of perceived mass. Staff emphasized that many concerns were directly tied to the zoning variances requested and encouraged continued coordination. The Commission unanimously deferred the application to February 25, 2026 (7-0) to allow additional refinement and guidance. The applicant has submitted plans that the applicant's team maintains addresses Commissioners comments. Since the prior hearing, the applicant has eliminated the need for two variances: building height and overall building height. Additionally, the applicant proposes to introduce a canal within the front yard, effectively transforming the existing peninsula into an island. The logistics of how this canal will be constructed and operated have not yet been fully detailed. The proposal also raises questions regarding coordination with adjacent property owners, as there are other ownerships located along the north and south portions of the peninsula that may be affected by this modification. Additionally, the proposed bridge has not yet been reviewed by the Public Works Department or the Fire Department for compliance with infrastructure and emergency access requirements.

The units previously ranged in size from 4,883 to 8,344 SF, not the 12 units range in size from 3,848 SF to 5,117 SF which is nearly a 38.67% decrease in mass in the largest unit and then median size of the units being 4,340 SF (mean being 4,438.5 SF).

Variance Modifications

- Updated the dimensions of two side yard variances (North and South), both now varying to 0 feet at the closest point.
- Updated the Landscape Open Space variance to reflect the addition of an on-site canal cut and refined seawall design.
- Eliminated two height-related variances (building height and overall height) by lowering the building to comply with allowable district heights.



Building Height and Massing

- Lowered overall building height to comply with code and reduce visual impacts.
- Lowered finished floor elevations at the west end of the site.
- Modified roof designs for Units 8 and 9, changing from hip roofs to flat roofs with terraces to provide architectural differentiation and reduce perceived massing.

Site Access and Security

- Removed proposed gates to create a more open site.
- Replaced gates with retractable bollards to address security concerns while maintaining openness.

Landscaping Enhancements

- Engaged a specialized urban landscape firm
- Expanded and refined landscaping throughout the site beyond minimum requirements.

Parking and Circulation

- Increased on-site parking to 53 spaces, exceeding the 42-space requirement.
- Provided updated traffic study and vehicular maneuverability analyses to address maneuverability and service access

Seawall and Materials

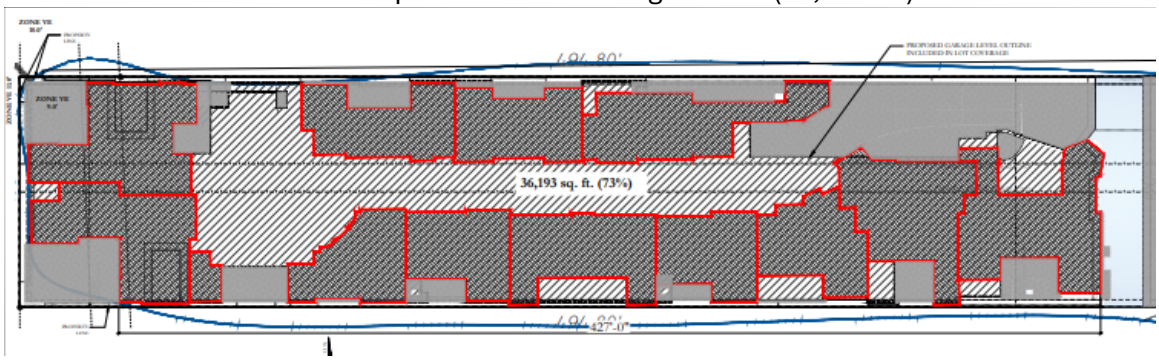
- Introduced variation in seawall and planter heights to reduce monotony.
- Proposed enhanced material and color differentiation (stucco, brick, oolitic block) to address concerns about bulk and visual interest

SITE PLAN REVIEW, SPECIAL EXCEPTION, AND VARIANCE REQUESTS

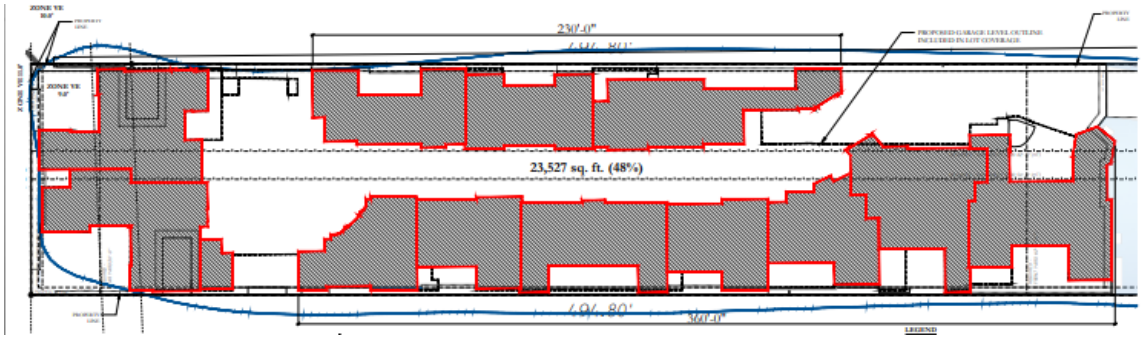
Site Plan Review is required for the development of new multifamily structures. The Special Exception request is for a building height of 5-stories in the R-D(1) zoning district. The applicant is proposing a five-story building including a first story / "ground level" enclosed parking level. Five-story buildings would not be out of character with the south end, or the immediate area. The sole neighboring property to the east across South Ocean Boulevard is a six-story oceanfront building. The FEMA zone for the lakefront site is AE-9 and VE-11, meaning that the finished floor of the residential building must be at minimum grade elevation of 10' NAVD (base flood elevation plus one foot of freeboard)—or 12' if the building traversed the VE-11 boundary. As the buildings in the south end of the Town are redeveloped, the built context of building height will be dramatically different based on these required elevation heights, which are likely only to increase in the future. The immediate area has buildings exceeding five stories in height. The Belaria is a six- or seven-story building built in 2009. The Palmbeacher is a six-story residential building built in 1961. The Palm Beach Hampton is a seven-story building containing two towers built in 1985.

Variance #1 is to exceed the allow for the development of the site with a less than required minimum width. The peninsula was created and maintains the same geometric measurements as it did when dredged and filled, with 100' of width where 150' is required. Denial of the variance would prohibit the development of the site. The site contains 49,480 SF (1.136 acres) of area and 494.8' of lot depth—twice the minimum required in the R-D(1) zoning district.

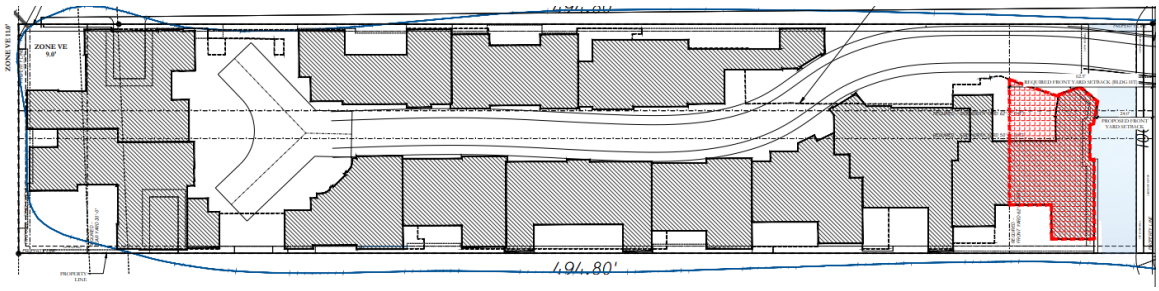
Variance #2 to exceed the maximum lot coverage by 58% for new five-story building with 78% in view of the 20% permitted. The underground garage level counts towards the lot coverage, including when it is outside of the building envelope. The garage level measures approximately 100' wide and spans 427' deep into the 494.8' long site to accommodate 36 parking spaces in 12 private garages, and ancillary storage areas and other permissible areas below the required FEMA elevation areas. The slab elevation at the common drive aisle is set at 6.5' NAVD, almost two feet above the highest point of South Ocean Boulevard. Other areas are at a FEMA compliant elevation. There are probably areas of the parking level that can be reduced in area and/or eliminated from the program that does not contain a level above it in order to lessen the variance request. The lot coverage is 73% (36,193 SF).



It is important to note that the portion of structure above grade (i.e. the visible villas) is also above the lot coverage at 48% (23,527 SF).



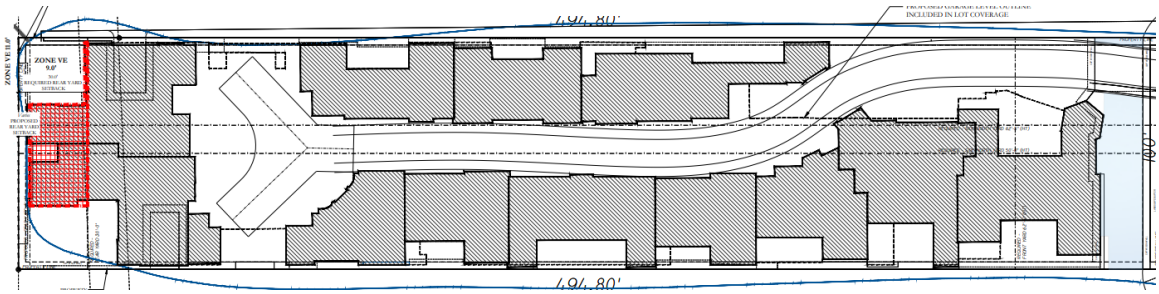
Variance #3 is to reduce the required front yard setback. The applicant is proposing 24' where 40' (4-story in the setback) is required. The sole abutting property is a surface parking lot that belongs to the six-story Palmbeacher condominium building across South Ocean Boulevard.



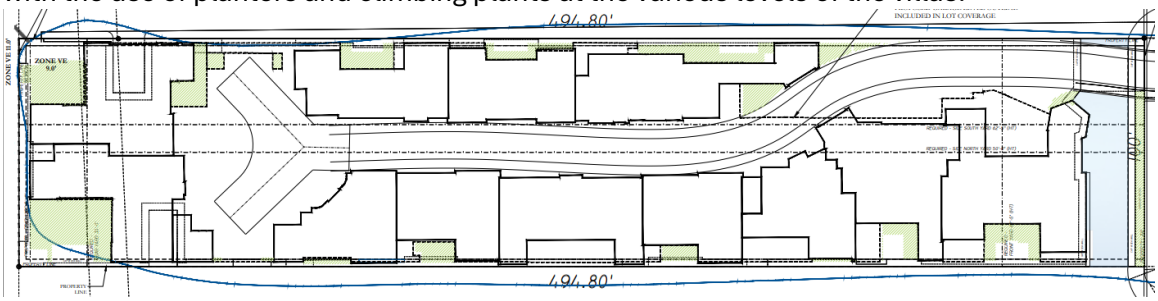
Variance #4 and #5 is to reduce the north and side yards at the lakefront site. The request to reduce both of the required minimum north and south side yard setback to varying amounts, but at the greatest to 0' in lieu of 50'-0" required is based on the unique-to-the-site scenario where there is no abutting property to the north or the south, the site has a natural inlet of Lake Worth Lagoon and is an artificially made peninsula. Considering there is no impact upon a neighboring property, it would make sense that both setback requirements be reduced. Additionally, in order to construct the building on the 100' wide site to a FEMA compliant building elevation, the entire property has to be elevated.



Variance #6 is to reduce the required rear yard at the lakefront site. The request to reduce the setback to 2' in lieu of 40'-0" required is based on the unique-to-the-site scenario where there is no abutting property to the north or the west, the site has a natural inlet of Lake Worth Lagoon and is an artificially made peninsula. Considering there is no impact upon a neighboring property, it would make sense that the setback requirement be reduced. However, due to the nature of **Variance #14** (building west of the bulkhead line) should that variance be denied or fail to obtain approval from the state regulating agencies, there is an opportunity to comply with the rear yard setback.



Variance #7 is to reduce the required landscape open space. Similar to variance #2 for lot coverage, nearly the entirety of the project will be developed with the parking deck level and the 12 units, that range from three to five stories in height, will sit on top of this. Therefore, the natural landscape opportunities are limited as greenspace above the parking level does not count towards the open space calculation. The applicant has attempted to offset this with the use of planters and climbing plants at the various levels of the villas.

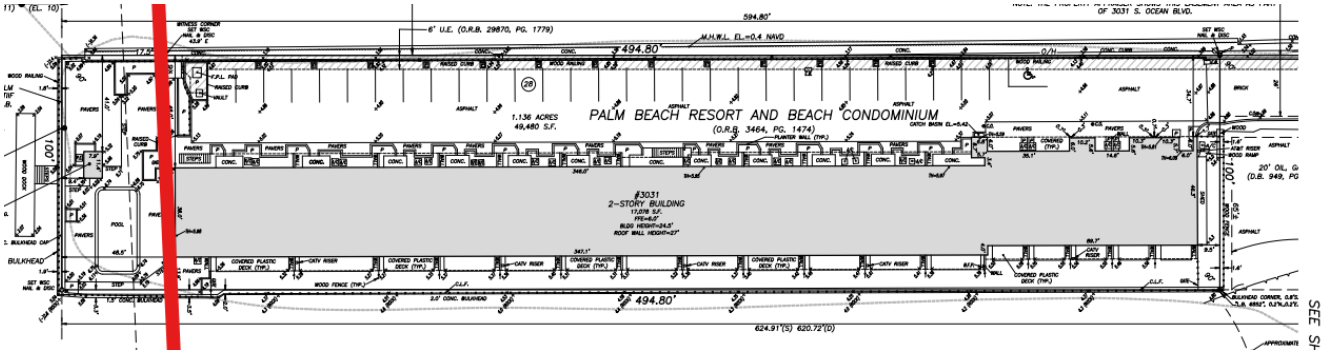


Variance #8 (pool within setbacks) and #9 (# of ac pieces) to allow pools within the required yards or # of pieces of mechanical equipment in the yards should not apply as these regulations are intended to protect these potentially noisy elements from neighbors. There are no abutting properties to the north or the south that could be impacted as the subject site is the sole building on an artificially made peninsula.

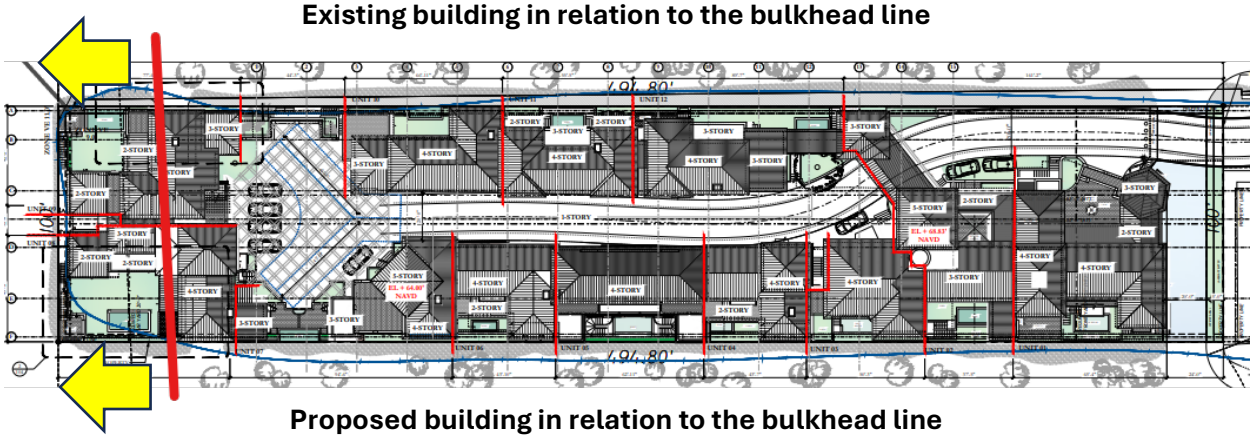
Variance #10 requests to exceed the maximum building length from 175'-0" to 427'-0" inclusive of the subgrade garage and elevated yards for the unique lakefront parcel. The Code requires that the maximum dimension of any structure or group of attached structures not exceed 150'-0"; the regulation does not cite aboveground structures or rather does not exempt basements or subbasements or below grade parking levels from this rule. In staff's opinion, this regulation should only pertain to aboveground structures in order to minimize a solid and continuous mass of building on any given site and their potential to infringe upon abutting properties light and air; however in this unique circumstance, there are no abutting properties to the north or the south that could be impacted as the subject site is the sole building on an artificially made peninsula. The two lengths at 'above ground' are: ~230' on the north elevation and ~360' on the south elevation.

Variance #11 is a variance to not provide common recreational open space. This project has been conceived as a series of privately connected individual villas replete with separate cloistered yard, pool and outdoor space. This regulation should not apply as the building is not a multifamily building with a common area such as a pool, tennis area or other common element.

Variance #12 is a variance to allow a building to be built over and west of the established bulkhead or bulkhead line or over the water of Lake Worth. It could be argued that as this is an artificially made land mass (peninsula) that juts within and past the 1953 bulkhead line, that the regulation should not apply. That said the existing does appear to comport to the regulation as the two-story does not extend past this line as evidenced by the survey with the exception of the pool deck. This rear pool deck extends approximately 48' from the sea wall to the edge of the existing building.



Existing building in relation to the bulkhead line



Proposed building in relation to the bulkhead line

There are considerable elements of two of the twelve private villas that extend past this line. More importantly as the applicant is literally extracting the peninsula to a higher elevation, much of the fill and portions of the garage level also extend westward past this line. Building beyond an established bulkhead line in Florida is generally strictly regulated and often prohibited for permanent structures, as the area waterward of the line typically falls under state or local jurisdiction for the protection of public waters, and natural resources. Some structures, such as landing docks, piers, pipelines, and certain erosion control devices (jetties, groins, seawalls, bulkheads), may be authorized by the FDEP, but they are subject to specific requirements and conditions to prevent negative impacts on navigation, riparian rights, marine life, and the coastal environment. That said the applicant has been advised to seek permissions to obtain approval for the encroachment, as this is a unique scenario due to the construct of the land that extends so far within the waters. Denial of the request would reduce this area and also likely allow for compliance with the rear yard setback (variance #7). In summary, building a permanent, habitable structure past the bulkhead line in Florida is highly unlikely to be permitted. Construction in these sensitive coastal areas is heavily regulated to protect the environment and public safety. Consultation with the FDEP is essential for any proposed project in or near a bulkhead line. That said should FDEP deny the request, a complete redesign of this portion of the project will be needed.

Variance #13 is to exceed by 9.55' the maximum amount of fill in required yards to permit 14.5' of max fill in lieu of 4.95' permitted on the lakefront peninsula. The site is relatively flat, as it generally maintains the same elevation datum from the crown of road (4.6') to the seawall. The existing peninsula's elevation rises from approximately 3.91 NAVD at its lowest

elevation towards the east to a high of about 5.04 NAVD at sections of the pool deck at the western edge of the site. Current FEMA code was most recently amended with the Dec 20, 2024, adoption of the latest FIRM, and requires that the minimum floor elevation be set at 10' NAVD (BFE+1' freeboard). This creates a 5.4' height difference. The applicant is seeking to place the required parking under the existing building area in order to utilize this interstitial space between grade and design floor elevation and lifting the first design floor elevation to 14.5' NAVD. In doing so, the design would create a garage parking level that would be considered a story and not a basement, as it would not be below grade. Unlike the other recent multifamily development (Ambassador project) there is no ability to "bury" the garage in fill as the site is too narrow. This parking garage level counts as a story, or a level, but requires the fill variance to "fill in" the other areas of the peninsula.

Variance #14 is to reduce the required width of two-way drive aisles. During the review process the applicant has received feedback from the Fire Department and the Public Works Department regarding the "private road /drive aisle" that is above ground as well as the width of the drive aisle in the parking level. At its closest point, the entrance to the garage level is proposed at 16'. Other areas of the site include 20' and 22.5' width roadways.

SUMMARY

This is a unique site with great redevelopment potential. However, there are challenges, particularly with navigating the FDEP permit process, the site-specific easement entitlements and encroachment issues, and the project's overall feasibility. However, it cannot be stressed enough what a wonderful and creative proposal this is, despite these challenges that need to be overcome. It has been a long time since a project of this size with such charm and warmth on a human scale has been proposed. The peninsular location is ideal for barrel-tiled roofs, arches, meandering paths and drives, and stucco finishes, as well as all the other Portofino-inspired details.

CONCLUSION:

Approval of the project will require three (3) separate motion(s) to be made by the Architectural Commission:

1. For the demolition of the existing structures; and
2. for the overall design of the project in accordance with Sec. 18-205 criteria, subject to any imposed conditions; and
3. that the implementation of the proposed variances **shall** or **shall not** cause negative architectural impacts to the subject property.

Approval, approval with conditions, or denial of the project will require three (3) separate motion(s) or more to be made by the Town Council. There are the following requests:

1. One (1) separate Special Exception request for five stories.
2. one (1) Site Plan Review; and
3. sixteen (16) variances.

WRB:JGM WRB

13. ARC-25-0060 259 WORTH AVE. The applicant, 259 Worth Avenue LLC (Riccardo Grazia), has filed an application requesting Architectural Commission review and approval for exterior modifications to an existing storefront including new signage, entry door and awnings. *This item has been deferred to the February 25, 2026 meeting.*

Note: This item was deferred to February 25, 2026, at the approval of the agenda.

NEW BUSINESS

14. ARC-25-0076 (ZON-25-0066) 3031 S OCEAN BLVD. (COMBO) The applicant, PB3031 LLC, has filed an application requesting Architectural Commission review and approval for the demolition of an existing two-story building and the construction of a new five-story, 12-unit residential building requiring multiple variances from the regulations in the R-D-(1) zoning district. Town Council shall review the application as it pertains to zoning relief/approval.

Several members disclosed ex parte communications. *Note: Mr. Sammons declared a conflict of interest and left the dais during the discussion.*

**Note: A short break was taken at 10:43 a.m., and the meeting resumed at 10:58 a.m.*

Assistant Director James Murphy provided staff comments on the project. He answered questions from the commissioners.

Attorney Maura Ziska, on behalf of the applicant, presented an overview of the project and zoning requests, advocating for a positive recommendation to the Town Council.

Anne Fairfax of Fairfax and Sammons presented the architectural plans proposed for the project.

Mr. Phoenix asked about the bridge and whether it was being proposed. Ms. Fairfax stated that they would like it, but knew it would cause more variances. Mr. Phoenix asked about generators for the units. Ms. Fairfax stated they would be individual. He said the architecture was beautiful. Mr. Phoenix asked about the possibility of different colors for the building. Ms. Fairfax stated that they would study this suggestion and agreed it would help make it feel less monolithic. Mr. Phoenix asked if a tree could be added to the center of the main courtyard. Ms. Fairfax indicated that the landscape architect could address the question. However, she did speak about the limitations of the size of the tree due to the marine environment.

Ms. Shiverick thought the architecture was splendid. She asked about the gate and whether it was needed. She wondered if it would detract from the aura. Ms. Fairfax thought bollards would be a better option, and she felt there were more effective gate designs.

Ms. Georgas asked about the parking garage and how residents would get to their units. Ms. Fairfax responded and explained the functionality; she added that parking would not be utilized on the main street.

Ms. Catlin wondered if safety features would be added where the garage was pinched. Ms. Fairfax did not believe that the garage would be unsafe. Ms. Catlin asked about the number of

floors at the PalmBeacher Apartments. Ms. Fairfax responded. Ms. Catlin wondered what the man-made island was made of. Ms. Fairfax was unsure, but heard it was from the old Lake Worth Bridge.

Ms. Connaughton asked about the reason for the gate; she liked the bollard suggestion. She asked about the space between the garage level and the first main floor. Nick Spinelli of Copperline Partners reviewed the plan that showed the garage and first-floor heights. Mr. Murphy discussed the proposed heights of the garage as well as the first floor. Ms. Connaughton asked what would be in the mechanical equipment; Mr. Spinelli responded.

Ms. Patterson favored the architecture. She understood the need for a gate after first installing bollards at her home, but then changed to a gate. Ms. Fairfax stated there may be a guard.

Mr. Phoenix understood the need for the gate or security because of the deliveries and photo opportunities.

Mr. Karakul thought the project was exceptional and would be exciting. He thought the challenge would be delivering the quality that would make the project so special and added that he would not want to see the quality compromised. He supported the variances. He thought the landscaping was underdeveloped.

Mr. Smith thought the design was beautiful and romantic. However, he questioned the size, the density, and the height. He thought the design was very aggressive. Ms. Fairfax acknowledged that the project contains a high level of density and stated that the intent was to create a more urban architectural form rather than a suburban one, referencing historic Palm Beach precedents. She explained that from a development perspective, the project's size and amenities were necessary to support the significant capital investment. She noted that the design resulted from a balance between architectural goals and development realities and looked to the Board for guidance in refining the proposal.

Mr. Smith called for public comment.

Jeff Miller, 3000 S. Ocean Blvd., expressed concern that the proposal would overshadow his building and block the view from many angles. He did not object to the redevelopment or the architecture, but thought the building was too big, especially in terms of height.

Attorney Megan Wegerif, on behalf of the Bellaria at 3000 S. Ocean Blvd., stated that she had been working with the applicant on behalf of the residents, but they were not yet in a position to support the project.

Ms. Connaughton believed the buildings felt tall and wondered if they could be reduced. She agreed with Mr. Smith about the intensity and wondered if there could be more variety in the scale of the different units. She suggested differentiating the two buildings at the end. She inquired about the front entrance to each unit and wondered if they would be used; Ms. Fairfax responded and discussed how she envisioned them being used. Mr. Spinelli stated that the Fire Department did not want any parking in the drive aisle.

Steve West of Parker Yannette Design Group stated that there were a few spaces where short-

term parking could be possible in the piazza area. He spoke about his intent with the future landscaping plans.

Ms. Catlin requested that any ambiance not be lost in future changes. She thought that the variances would be required regardless of when the site was redeveloped. She expressed strong support for the concept, describing it as village-like, innovative, and precedent-setting for the South End, and praised the varied façades, use of color, greenery, and articulation to avoid flat massing. She also commended efforts to mitigate construction impacts and suggested exploring a more open gate design.

Ms. Georgas believed the owners would fill up all allowable parking spots allotted for each unit.

Ms. Fairfax requested some formal guidance from the Commission.

Mr. Karakul stated that the discussion had identified several sensitive areas, including green space, unit layout, parking, and the project entrance. He encouraged further refinement to improve openness and suggested studying the use of color, as well as viewing the project from broader vantage points, such as across the bridge, to ensure it makes the desired visual statement.

Mr. Smith stated that the project remained overly massive and suggested that reducing the number of units would improve parking conditions. He commented that while the development had the appearance of a village, it lacked shared community amenities and therefore did not function as a true village.

Mr. Phoenix expressed general support for the project and agreed that parking and service access would require careful consideration. He stated that with additional refinement, those practical concerns could be addressed, and suggested exploring visual and physical cut-throughs within the site to enhance connectivity while maintaining the village character.

Mr. Murphy reminded the Board that many of the concerns raised, including building mass, height, village character, and common green space, are directly related to zoning code provisions and the variances being requested. He noted that elements such as recreation open space and building length are addressed within the zoning code and could help mitigate massing if applied differently. He encouraged Commissioners to view these issues in the context of the variance requests and invited continued dialogue with staff on zoning matters during future reviews.

A motion was made by Ms. Catlin and seconded by Ms. Connaughton to defer the project to the meeting on February 25, 2026. The motion was carried unanimously, 7-0.

15. ARC-25-0082 216-218 WORTH AVE. The applicant, Brunello Cucinelli Boutique (AND Studio/ Shutts & Bowen LLP Representatives), has filed an application requesting Architectural Commission review and approval for exterior façade alterations, including a new ground-floor storefront system and new signage.

Several members disclosed ex parte communications.

Ms. Mittner provided staff comments on the project.

FAIRFAX & SAMMONS
ARCHITECTURE

3031 South Ocean Blvd – Palm Beach, FL 33480

Narrative Response to comments from ARCOM hearing on 12/19/2025

February 09, 2025

To: Town of Palm Beach, Planning, Zoning and Building Dept.
Re: 3031 S Ocean Blvd - Hearing Comments

Variance Updates

- The Design team has updated the dimensions of (2) variances (*Variance #4 Side yard (North) & Variance #5 Side yard (South))* Proposed: *Varies to 0' at closest point*

- The Design team has updated the area of one (1) variance, with the addition of the on-site canal cut and refinement of the perimeter seawall details (*Variance #9 Request to allow the Landscape Open Space*) Proposed Landscape Open Space: *5.62% (2,782 sf)*

- The Design team is no longer seeking two (2) variances (*Variance #7 Height & Variance #8 Overall Building Height*) related to the building's height. The building height has been lowered to fall within allowable height and overall building heights for the district.

- The Design Team has reduced the number of variances from 16 to 14. In response to the commission's suggestions and concessions with neighbors regarding concerns with the height.

Concurrency Updates

- Ownership has provided an updated traffic study as requested, prepared by Simmons & White

- Ownership has provided Autoturn exhibits as requested in response to concerns related to vehicular maneuverability, prepared by Simmons & White

Response to Commissioner Comments - Design & Programming

Below in red are responses to bulk of the commission's comments provided by the Town of Palm Beach Minutes of the Architectural Commission Meeting Held on December 19, 2025:

1. Mr. Phoenix asked about the bridge and whether it was being proposed.

Ownership is proceeding with the project's design option that includes a canal cut and entrance bridge in the proposed plans. Refer to the project's Site plan sheet A-101.

2. Mr . Phoenix asked about generators for the units; Ms.Connaughton asked what would be in the mechanical equipment

Ownership has verified the following regarding generators and mechanical equipment:

- The site will be connected to natural gas which is available off SOB.
- We will remove water heater tanks and use (gas wall mounted tankless insta-heat water heaters) *very low profile.
- In place of the tank water heaters we will place small individual unit natural gas generators. These generators will have their own panel and in case of power lose, will only power the refrigerator/freezers and a dehumidifying system. This allows them to be small. and handle the rare occasion that power is lost after a hurricane.
- Each unit will receive a low profile wall mounted battery pack. This we be constantly charged via power grid and in the case of power outage will supply emergency power to the house for a limited amount of time.
- All equipment will reside in mechanical rooms with both intake and exhaust outlets located at the parking level in spaces above the project's BFE. Refer to the revised typical mechanical room section on sheet A-101.

3. Ms. Shiverick asked about the gate and whether it was needed; Ms. Connaughton asked about the reason for the gate; she liked the bollard suggestion.

- Ownership is proceeding with removing gates to provide more open access and will utilize retractable bollards to address site security concerns, refer to the project's site plan sheet A-101.

4. Mr. Karakul thought the project was exceptional and would be exciting. He thought the challenge would be delivering the quality that would make the project so special and added that he would not want to see the quality compromised. He supported the variances. He thought the landscaping was underdeveloped.

- Ownership has engaged with an urban landscape firm, HMWhite to provide specialized site wide landscaping design to introduce more planting in addition to the landscape open area planting plans. Refer to Sheets ULS 1-6 added to the submittal set.

5. Jeff Miller, 3000 S. Ocean Blvd., expressed concern that the proposal would overshadow his building and block the view from many angles. He did not object to the redevelopment or the architecture, but thought the building was too big, especially in terms of height.

- The building height has been lowered to fall within allowable height and overall building heights for the district, refer to revised elevations Sheets A-111.0 - A-111.3.

6. Attorney Megan Wegerif, on behalf of the Bellaria at 3000 S. Ocean Blvd ., stated that she had been working with the applicant on behalf of the residents, but they were not yet in a position to support the project.

- Ownership has had a series of meetings with the neighboring Bellaria to address the concerns with height; The building height has been lowered to fall within allowable height and overall building heights for the district, refer to revised elevations Sheets A-111.0 - A-111.3.

7. Ms. Connaughton believed the buildings felt tall and wondered if they could be reduced. She agreed with Mr . Smith about the intensity and wondered if there could be more variety in the scale of the different units. She suggested differentiating the two buildings at the end.

- The design team addressed the concern by changing roofs of the west elevation of Units 8 & 9 from hip roofs to flat roofs with terraces to add differentiation. The design team lowered the FFE of the west piazza from 20.0' to 17.0' with portions lowered to 16.0' and lowered ground floor elevations of Units 8 & 9 at the west end of the site, refer to revised elevations Sheets A-111.0 - A-111.3.

8. Ms. Georgas believed the owners would fill up all allowable parking spots allotted for each unit.

- Off street parking; Existing: 29 Spaces; On-Site Required: 42
  Proposed: Garage Level: 39 at grade + 6 spots on Lifts in 3 Units = 45 Total Parking
  Ground Level- 8 spaces available that clear the wye turn around and clear the 20' drive aisle
  45+8 = 53 Total on site spaces; Required: 42; Refer to the Project's Zoning Legend

10. Mr. Karakul stated that the discussion had identified several sensitive areas, including green space, unit layout, parking, and the project entrance. He encouraged further refinement to improve openness and suggested studying the use of color, as well as viewing the project from broader vantage points, such as across the bridge, to ensure it makes the desired visual statement.

- Ownership has engaged with an urban landscape firm, HMWhite to provide specialized site wide landscaping design to introduce more planting in addition to the landscape open area planting plans. Refer to Sheets ULS 1-6 added to the submittal set.
- Off street parking; Existing: 29 Spaces; On-Site Required: 42
  Proposed: Garage Level: 39 at grade + 6 spots on Lifts in 3 Units = 45 Total Parking
  Ground Level- 8 spaces available that clear the wye turn around and clear the 20' drive aisle
  45+8 = 53 Total on site spaces; Required: 42; Refer to the Project's Zoning Legend

11. Mr. Smith stated that the project remained overly massive and suggested that reducing the number of units would improve parking conditions. He commented that while the development had the appearance of a village, it lacked shared community amenities and therefore did not function as a true village.

- Off street parking; Existing: 29 Spaces; On-Site Required: 42
  Proposed: Garage Level: 39 at grade + 6 spots on Lifts in 3 Units = 45 Total Parking
  Ground Level- 8 spaces available that clear the wye turn around and clear the 20' drive aisle
  45+8 = 53 Total on site spaces; Required: 42; Refer to the Project's Zoning Legend
- The Design team has reviewed the details of the project's North & South seawalls and has introduced variation in height to the elevation of the top of sea wall and top of planters located along the seawall. The Design team is proposing to address the appearance of massing and bulking through material differentiation with the use of stucco, brick, oolitic block in response to the commission's suggestions to explore color and palette options.

12. Mr . Phoenix expressed general support for the project and agreed that parking and service access would require careful consideration.

- Ownership has provided an updated traffic study as requested, prepared by Simmons & White
- Ownership has provided Autoturn exhibits as requested in response to concerns related to vehicular maneuverability, prepared by Simmons & White

FAIRFAX & SAMMONS
ARCHITECTURE

3031 S Ocean Blvd – Palm Beach, FL 33480

Letter of Intent: ARC-25-0076/ZON-25-0066

February 09, 2026
To: Planning, Zoning and Building Dept.
Re: *Request for Design Review of 3031 S Ocean Blvd. Palm Beach, Florida*

Dear Town Council & ARCOM Board Members,

Let this letter serve as the intent in support of the Owner's & Applicant's request for Town Council & ARCOM approval of a multi-family (permitted use) property located at 3031 S Ocean Blvd., in Palm Beach, FL within a R-D(1) Moderate Density Residential District. The Owner for this property is *PB3031 LLC*, the Design Professional is *Richard F. Sammons, RA* and the Applicant is *Maura Ziska, Esq*. The scope of work is as follows:

- *Full demolition of the existing two-story structure, associated hardscape and landscape*
- *Renovation and repair of an existing North, South, East and West facing Lagoon bulkhead/seawall(s).*
- *Proposed multi-story, multi-family building with corresponding zoning site plan review & variance(s) request — to be represented by attorney, Maura Ziska:*

SPECIAL EXCEPTION 1: Sec. 134-14060(8) for 5 stories.

SITE PLAN REVIEW: Sec. 134-1871 multifamily shall be subject to site plan review.

1. VARIANCE Sec. 134-1004. (2) Lot Width. Existing 100' Required 150'

2. VARIANCE Sec. 134-1004.(9) Lot Coverage. Proposed: 78% (38,598 SF) Required 20%.

3. VARIANCE Sec. 134-1004. (5) Front yard. Proposed 24' Required 40' (4-story in the setback)

4. VARIANCE Sec. 134-1004. (6) Side yard (north) Proposed, Varies 0' at closest point. Required 50'. (4-story in the setback)

5. VARIANCE Sec. 134-1004. (6) Side yard (south) Proposed, Varies 0' at closest point. Required 62.5'. (5-story in the setback)

6. VARIANCE Sec. 134-1004. (7) Rear yard. Proposed Varies 2' at closest point. Required 30'. (3-story in the setback)

FAIRFAX, SAMMONS & PARTNERS LLC
214 BRAZILIAN AVE, SUITE 100, PALM BEACH, FLORIDA 33480
TELEPHONE (561) 805-8591 ~ FAIRFAXANDSAMMONS.COM

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ARCHITECTURE

7. VARIANCE. Sec. 134-1004. (11) Landscape Open Space. Proposed 5.62% (2,782 sf) Required 35% (17,318sf)

8. VARIANCE Sec 134-1757 pool within setbacks.

9. VARIANCE Sec 134-1728 (c) # of pieces of equipment in yards.

10. VARIANCE Sec. 134-1004. (10) Dimensions Sec. 134-1874 Building length. Proposed 427' Required 175'.

11. VARIANCE Sec. 134-1004. (10) Dimensions Sec. 134-1877 Recreational open space. Proposed 0 SF Required 4,800SF

12. VARIANCE Sec. 134-1697 Buildings and structures over Lake Worth.

13. VARIANCE Sec. 134-1600 FILL A variance to exceed by 9.55 the maximum amount of fill in required yards to permit 14.5 of max fill in lieu of 4.95 ft permitted.

14. VARIANCE Sec 134-2172. Two-way driveway width. Proposed Varies 16'-22.6' Req. 25'.

The character of the new building is to be in the Venetian Revival style. We ask the ARCOM Board Members and the Town Council Members to approve the application as submitted. Should you have any questions with regards to this application, please do not hesitate to contact us.

Respectfully submitted,

Richard F. Sammons, RA

Fairfax, Sammons & Partners LLC
214 Brazilian Ave, Suite 100, Palm Beach, Florida 33480
Telephone (561) 805-8591 ~ Fairfaxandsammons.com

COPPERLINE PARTNERS DEVELOPMENT AT LAKE WORTH LAGOON

3031 SOUTH OCEAN BLVD
PALM BEACH, FLORIDA

MAJOR PROJECT WITH NOTICE

(COMBO PROJECT WITH VARIANCE(S) REQUEST, SITE PLAN REVIEW & SPECIAL EXCEPTION)

DRC FINAL SUBMITTAL

FEBRUARY 09, 2026

ARCOM MEETING DATE: FEB 25, 2026

TOWN COUNCIL MEETING DATE: MAR 04, 2026



SCOPE OF WORK:

- FULL DEMOLITION OF THE EXISTING TWO-STORY MULTI-FAMILY STRUCTURE, ASSOCIATED HARDSCAPE & LANDSCAPE.
- NEW CONSTUCTION OF A FIVE-STORY MULTI-FAMILT FAMILY,ASSOCIATED SITE WORK, HARDSCAPE & LANDSCAPE
- CORRESPONDING ZONING REVIEW & VARIANCE(S) REQUEST TO BE REPRESENTED BY ZONING ATTORNEY

CODES AND STANDARDS:

THIS PROJECT WAS DESIGNED IN ACCORDANCE WITH THE 2023 FLORIDA BUILDING CODE.

LEGAL DESCRIPTION:

PROPERTY ADDRESS:
3031 S OCEAN BLVD
PALM BEACH, FL 33480

LEGAL DESCRIPTION: (TO BE VERIFIED)
PARCEL 1
A PARCEL OF LAND IN SECTION 26, TOWNSHIP 44 SOUTH, RANGE 43 EAST, TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD A1A AND THE NORTHERLY LINE, OR THE WESTERLY EXTENSION THEREOF, OF A PARCEL OF LAND DESCRIBED AS "THE NORTH 100 FEET OF THE SOUTH 898.77 FEET OF GOVERNMENT LOT 1, SECTION 26, TOWNSHIP 44 SOUTH, RANGE 43 EAST", RUN WESTERLY ALONG THE WESTERLY PROJECTION OF SAID NORTHERLY LINE OF SAID "NORTH 100 FEET OF THE SOUTH 898.77 FEET OF GOVERNMENT LOT 1", A DISTANCE OF 594.80 FEET, MORE OR LESS, TO A POINT IN THE WESTERLY BOUNDARY OF LAND CONVEYED TO MURRY-GERNON, INC., BY THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA BY DEED RECORDED IN OFFICIAL RECORD BOOK 867, PAGE 851; THENCE RUN SOUTHERLY AT RIGHT ANGLES TO THE PRECEDING COURSE AND ALONG SAID WESTERLY BOUNDARY OF SAID LAND CONVEYED BY THE TRUSTEES AS AFORESAID A DISTANCE OF 100.0 FEET TO A POINT OF INTERSECTION WITH THE WESTERLY EXTENSION OF THE ABOVE DESCRIBED SOUTHERLY LINE OF SAID "NORTH 100 FEET OF THE SOUTH 898.77 FEET OF GOVERNMENT LOT 1"; THENCE RUN EASTERLY ALONG THE WESTERLY EXTENSION OF SAID SOUTHERLY LINE OF SAID NORTH 100 FEET OF THE SOUTH 897.77 FEET OF GOVERNMENT LOT 1" A DISTANCE OF 620.72 FEET, MORE OR LESS, TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD A1A; THENCE RUN NORTHERLY ALONG THE WESTERLY RIGHT OF WAY OF STATE ROAD A1A TO THE POINT OF BEGINNING

| DOCUMENT ISSUE: | Dwg.# | Title | Title Sheet & Index | GENERAL & CIVIL CONDITIONS | Location Survey | Location Survey Key & Context Site Plan | Existing Vehicular Use Map | Existing Site Plan | Proposed Stormwater Treatment | Existing Water Plan | Proposed Water Plan | Existing Sewer Plan | Proposed Sewer Plan | Proposed Demolition Site Plan | Proposed Demolition Elevations | Demolition Details | Zoning Legend | Permissible Zoning Diagram | Variance Diagram - 01 | Variance Diagram - 02 | Variance Diagram - 03 | Variance Diagram - 04 | Variance Diagram - 05 | Variance Diagram - 06 | Variance Diagram - 07 | Variance Diagram - 08 | Variance Diagram - 09 | Variance Diagram - 10 | Variance Diagram - 11 | Variance Diagram - 12 | Proposed Parking Level | Proposed First Floor | Proposed Second Floor | Proposed Third Floor | Proposed Roof Plan | Proposed Parking Level Plan | Proposed First Floor - Partial Site Plan | Proposed First Floor - Green Space Diagram | Proposed Second Floor | Proposed Roof Plan | Proposed North & West Elevations | Proposed South & East Elevations | Proposed Site Sections | Proposed North & West Elevations | Proposed South & East Elevations | Yard Envelope Diagram Elevations | Typical Interior Details | Typical Exterior Details | Typical Exterior Details | Typical Exterior Details | Typical Exterior Details | Typical Exterior Details | Material Palette | Urban Landscape Diagrams | Proposed Building Renders | Proposed Building Renders | Proposed Building Renders | Proposed Building Renders | C-Series | L-Series | S-Series | L-Series | T-Series | Grid, Drainage, Site Grading & Drainage Plan | Landscape Diagrams | Structural Drawings | Traffic Engineering Drawings |
|---|---|---

ALTA/NSPS Land Title Survey For:

PB3031 LLC

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

PB3031 LLC

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
D.H.	= DRILL HOLE
E.B.	= ELECTRIC BOX
EL.	= ELEVATION
ENC.	= ENCROACHMENT
E.O.P	= EDGE OF PAVEMENT
E.O.W.	= EDGE OF WATER
ESMT	= EASEMENT
F.F.	= FINISH FLOOR
FND.	= FOUND
F.O.B.	= FIBER OPTIC BOX
I.D.	= INSIDE DIAMETER
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
P	= PLANTER
(P)	= PLAT DATUM
P.B.	= PLAT BOOK
P.B.C.	= PALM BEACH COUNTY
P.C.	= POINT OF CURVATURE
P.C.N.	= PARCEL CONTROL NUMBER
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
TH	= THRESHOLD ELEVATION
T.O.B.	= TOP OF BANK
T.O.C.	= TOP OF CURB
TWP.	= TOWNSHIP
TYP.	= TYPICAL
U/C	= UNDER CONSTRUCTION
U.E.	= UTILITY EASEMENT
U/G	= UNDERGROUND
W.C.	= WITNESS CORNER
W.S.C.	= WALLACE SURVEYING CORPORATION
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 #8598)
●	= ROD & CAP FOUND (AS NOTED)
○	= 5/8" ROD & CAP SET (LB #8598)
⊙	= IRON PIPE FOUND (AS NOTED)
◕	= IRON ROD FOUND (AS NOTED)
▲	= NAIL FOUND
◉	= NAIL & DISK FOUND (AS NOTED)
⊚	= MAG NAIL & DISK SET (LB #8598)
℉	= PROPERTY LINE
⌀	= UTILITY POLE
⍜	= FIRE HYDRANT
⊞	= WATER METER
⋈	= WATER VALVE
⍟	= LIGHT POLE

PROPERTY ADDRESS:
3031 South Ocean Blvd
Palm Beach, FL 33480

LEGAL DESCRIPTION:
FEE PARCEL

All right, title and interests in all Units of The Palm Beach Resort and Beach Club Condominium including Condominium Unit Nos. 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, T-1, T-2, T-3, T-4 and T-5 of The Palm Beach Resort and Beach Club Condominium according to the Declaration of Condominium for The Palm Beach Resort and Beach Club Condominium, recorded February 17, 1981 in the Office of the Clerk of the Circuit Court for Palm Beach County, Florida in Official Records Book 3464, at Page 1474, and any and all Amendments thereto; TOGETHER WITH their undivided shares in all Common Elements and Limited Common Elements set forth in aforesaid Declaration.

AND All of the underlying lands of The Palm Beach Resort and Beach Club Condominium, a Condominium according to the Declaration of Condominium thereof, recorded in Official Records Book 3464, Page 1474, of the Public Records of Palm Beach, County, Florida, and any amendments thereto, together with its undivided share in the common elements. Being described as follows:

A parcel of land in Section 26, Township 44 South, Range 43 East, Town of Palm Beach, Palm Beach County, Florida, more particularly described as follows:

Commencing at the intersection of the Westerly Right of Way line of State Road A1A and the Northerly line, or the Westerly extension thereof, of a parcel of land described as "The North 100 feet of the South 898.77 feet of Government Lot 1, Section 26, Township 44 South, Range 43 East", run Westerly along the Westerly projection of said Northerly line o said "North 100 feet of the South 898.77 feet of Government Lot 1", a distance of 594.80 feet, more or less, to a point in the Westerly boundary of land conveyed to Murry-Gernon, Inc., by the Trustees of the Internal Improvement Fund of the State of Florida by deed recorded in Official Records Book 867, Page 851; thence run Southerly at right angles to the preceding course and along said Westerly boundary of said land conveyed by the Trustees as aforesaid a distance of 100.00 feet to a point of intersection with the Westerly extension of the above described Southerly line of said "North 100 feet of the South 898.77 feet of the South 898.77 feet of Government Lot 1" a distance of 620.72 feet, more or less, to the Westerly Right of Way line of State Road A1A; thence run Northerly along the Westerly Right of Way of State Road A1A to the ***POINT OF BEGINNING****.*

LESS AND EXCEPT *the following described property:*

BEGINNING AT A POINT *in the Westerly Right of Way line of State Road A1A as the same now exists, where the Westerly extension of the North boundary of the North 100 feet of the South 898.77 feet of Government Lot 1, Section 26, Township 44 South, Range 43 East intersects said Westerly Right of Way line of State Road A1A; thence proceed Westerly along said Westerly extension of said line 100 feet to a point;*
Thence Southerly at right angles a distance of 100 feet to a point in the Westerly extension of the South boundary line of said North 100 feet along said line a distance of 125.92 feet to the point where said line intersects the Westerly Right of Way line of said State Road A1A;
Thence Northwesterly along the Westerly Right of Way line of State Road A1A to the ***POINT OF BEGINNING****; said land being located in Palm Beach County, Florida.*

Easement Parcel:
TOGETHER WITH *Resolution and Easement Agreement for Access, Ingress and Egress recorded September 21, 2021 in Official Records Book 32887 at Page 350, Palm Beach County, Florida described as follows:*

Servient Property

The North 26 feet of the property described as follows:

BEGINNING AT A POINT *in the Westerly Right of Way line of State Road A1A as the same now exists, where the Westerly extension of the North boundary of the North 100 feet of the South 898.77 feet of Government Lot 1, Section 26, Township 44 South, Range 43 East intersects said Westerly Right of Way line of State Road A1A;*
Thence proceed Westerly along said Westerly extension of said line 100 feet to a point;
Thence Southerly at right angles a distance of 100 feet to point in the Westerly extension of the South boundary line of said North 100 feet of the South 898.77 feet of Government Lot 1, Section 26, Township 44 South, Range 43 East;
Thence Easterly along said line a distance of 125.92 feet to the point where said line intersects the Westerly Right of Way line of said State Road A1A;
Thence Northwesterly along the Westerly Right of Way line of State Road A1A to the ***POINT OF BEGINNING****.*
LESS AND EXCEPT *any portion lying within the Palm Beach Resort and Beach Club, a Condominium, according to the Declaration of Condominium thereof recorded in Official Records Book 3464, Page 1474, as amended, of the Public Records of Palm Beach County, Florida.*

FLOOD ZONES: *This property is located in Flood Zones AE (EL 9) VE (EL 10), according to F.I.R.M. (Flood Insurance Rate Map) No.12099C0781G, dated 12/20/2024.*

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 12210516, issued by Fidelity National Title Insurance Company, dated January 17, 2025. This office has made no search of the Public Records.*
2. *Elevations shown hereon, if any, are in feet and decimal parts thereof and are based on NAVD-88. The expected accuracy of the elevations shown hereon is 0.03' for the hard surface elevations (shown thus x 0.00) and 0.1' (shown thus x 0.0) for the soft surface elevations. Elevations shown hereon are U.S. survey feet unless otherwise noted.*
3. *Description furnished by client or client's agent.*
4. *Unless presented in digital form with electronic seal and electronic signature this survey must bear the signature and the original raised seal of a Florida licensed surveyor or mapper this drawing, sketch, plat or map is for informational purposes only and is not valid.*
5. *This survey cannot be transferred or assigned without the specific written permission of Wallace Land Surveying, LLC. This survey is not transferable by Owners Affidavit of Survey or similar instrument.*
6. *Except as shown, underground and overhead improvements are not located. Underground foundations not located.*
7. *The survey sketch shown hereon does not necessarily contain all of the information obtained or developed by the undersigned surveyor in his field work, office work or research.*
8. *No responsibility is assumed by this surveyor for the construction of improvements, from building ties shown on this survey.*
9. *Revisions shown hereon do not represent a "survey update" unless otherwise noted.*
10. *All dates shown within the revisions block hereon are for interoffice filing use only and in no way affect the date of the field survey stated herein.*
11. *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. *Per Florida Statutes, Chapter 472.025, a Land Surveyor shall not affix his seal or name to any plan or drawing which depicts work which he/she is not licensed to perform or which is beyond his/her profession or specialty therein. Therefore, we are unable to certify as to municipal zoning compliance, interpretation of zoning codes or the determination of violations thereof.*
16. *At the time of the ALTA survey there were no observable evidence of earth moving work, building construction or building additions within recent months.*
17. *At the time of the ALTA survey there were no changes in street right-of-way lines either completed or proposed; and available from the controlling jurisdiction or observable evidence of recent street or sidewalk construction repairs.*
18. *At the time of the ALTA survey there was no observable evidence of site use as a solid waste dump, sump or sanitary landfill.*
19. *The surveyor was not provided any documentation, was not made aware and did not observe any ground markings on the subject property with regards to wetlands on the subject property.*
20. *The location of the utilities shown hereon are from observed evidence of above ground appurtenances only. The surveyor was not provided with current underground plans or surface ground markings to determine the location of any subterranean uses.*
21. *At the time of the survey, there was no evidence of cemeteries, gravesites, and/or burial grounds located on the surveyed property.*
22. *There are 28 regular and 1 handicap parking spaces.*
23. *No zoning report supplied.*



VICINITY SKETCH
(NOT TO SCALE)

TITLE COMMITMENT REVIEW

CLIENT: Copperline Partners, LLC, a Florida limited liability company		COMMITMENT NO. : FL21-05437	DATE: 09/20/21			
REVIEWED BY: Craig Wallace		JOB NO. : 17-1208.5				
B2 ITEM NO.	**DOCUMENT**	**DESCRIPTION**	**AFFECTS AND PLOTTED**	**AFFECTS AND NOT PLOTT-ABLE**	**DOES NOT AFFECT**	**NOT A SURVEY MATTER**
1	N/A	Standard Exception.				●
2-4	N/A		INTENTIONALLY DELETED			
5	N/A	Standard Exception.				●
6-11	N/A		INTENTIONALLY DELETED			
12	ORB 867, PG 851	Oil, gas and mineral reservations in favor of The Trustees of the Internal Improvement Fund of the State of Florida set forth in that certain Deed No. 23157 (725-50), dated August 10, 1962.		●		
12a	ORB 1076, PG 25	Quit Claim Deed 23157 (725-50)- A.		●		
12b	ORB 3718, PG 328	Quit Claim Deed 23157 (725-50)- B.		●		
13	N/A	Standard Exception.				●
14	N/A		INTENTIONALLY DELETED			
15	ORB 29870, PG 1779	Underground Easement (Business) granted unto Florida Power & Light Company.	●			
16	ORB 3464, PG 1474	Declaration of Condominium of Palm Beach Resort and Beach Club Condominium.		●		
16a	ORB 3676, PG 486	As amended by Amendment of Declaration Condominium.		●		
16b	ORB 4890, PG 1133	As amended by Certificate of Amended to Declaration of Condominium.		●		
16c	ORB 5357, PG 1554	As amended by Amendment of Declaration Condominium.		●		
17-19	N/A	Standard Exceptions.				●
20	ORB 32887, PG 350	Terms and conditions of Resolution and Easement Agreement for Access, Ingress and Egress.	●			
21a	N/A	Standard Exception.				●
21b	N/A		INTENTIONALLY DELETED			

PROPERTY INFORMATION REPORT

CLIENT: PB3031, LLC		FILE NO. : 12210516	DATE: January 1st, 2025			
REVIEWED BY: WILLIAM M. NAULTY		JOB NO. : 205045-SE				
INSTRUMENT	**DOCUMENT**	**DESCRIPTION**	**AFFECTS AND PLOTTED**	**AFFECTS AND NOT PLOTT-ABLE**	**DOES NOT AFFECT**	**NOT A SURVEY MATTER**
1	ORB 33373, PG 1084	MORTGAGE AND SECURITY AGREEMENT.				●
2	ORB 33373, PG 1124	ASSIGNMENT OF LEASES AND RENTS.				●
3	ORB 33373, PG 1134	UCC FINANCING STATEMENT.				●
4	ORB 33392, PG 1232	UNIFORM COMMERCIAL CODE FINANCING STATEMENT FORM.				●
5	ORB 33767, PG 338	NOTICE OF COMMENCEMENT.				●

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.*

To: ***PB3031***

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Table A Items 1, 2, 3, 4, 6(a) (No zoning report provided), 7(a), 7(b)(1), 7(c), 8, 9, 11, 13, 14, 16, 17 and 20 thereof. The field work was completed on 12/16/2024.

DATE OF LAST FIELD SURVEY: 12/16/2024

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

REVISIONS:

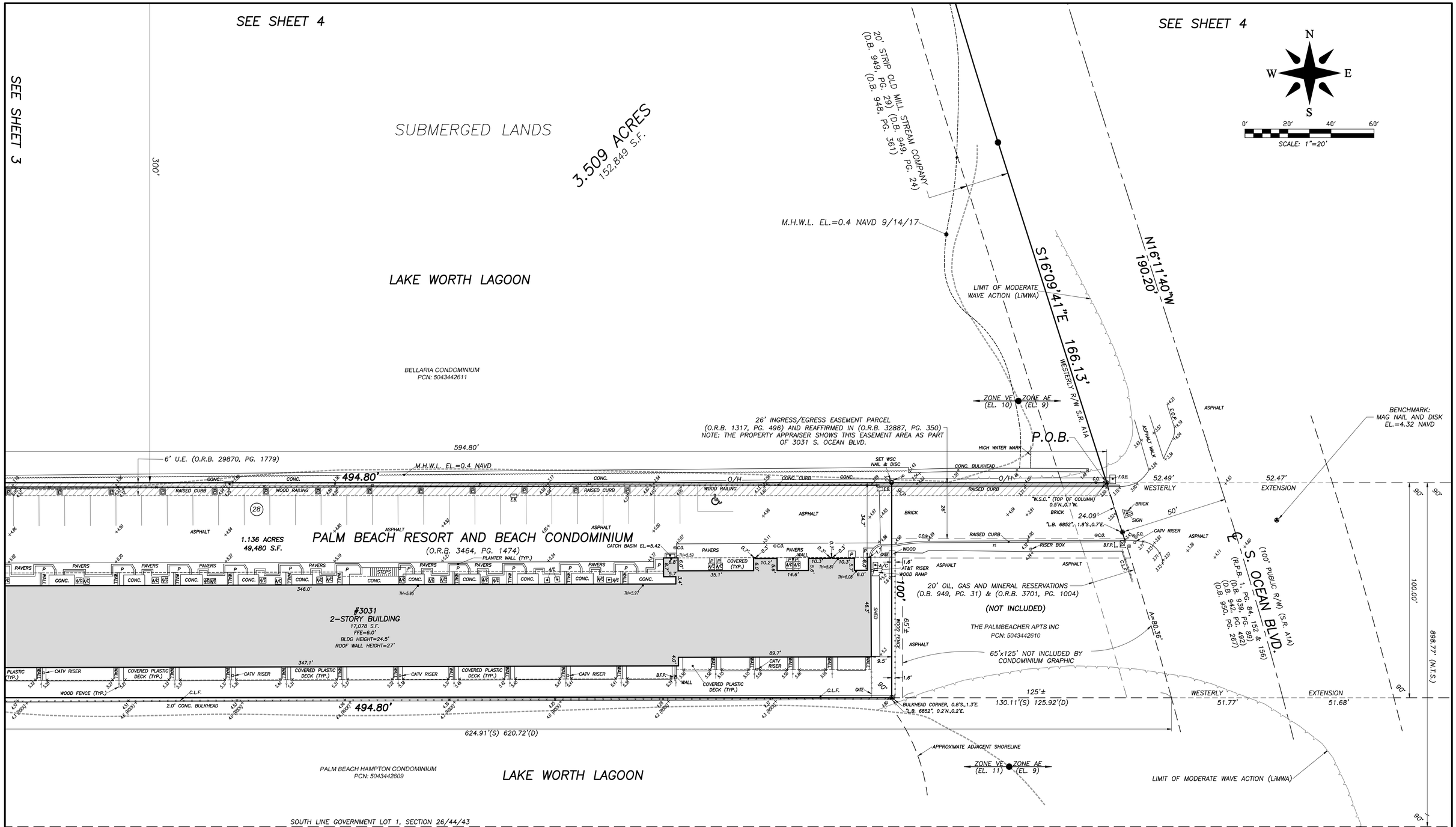
10/14/25 ADD INFO. FROM 3000 S.O.B. SURVEY S.C.W.
10/03/25 ADD Limit of Moderate Wave Action S.C.W.
12/16/24 - ALTA/ASCM SURVEY UPDATE E.G./D.P.S. 205045-1
01/29/22 REVISED TITLE REVIEW, LEGAL DESCRIPTION CHANGE, SURVEY DATE UNCHANGED, M.B. 17-1208.5
TITLE REVIEW M.B./S.W. 17-1208.3

ALTA/NSPS LAND TITLE SURVEY FOR:

PB3031

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

FIELD: J.P.	JOB NO.: 17-1208.2	F.B. PB305	PG. 37
OFFICE: M.B.	DATE: 1/16/21	DWG. NO.	17-1208
CK'D: C.W.	REF: 17-1208.DWG	SHEET	1 OF 5



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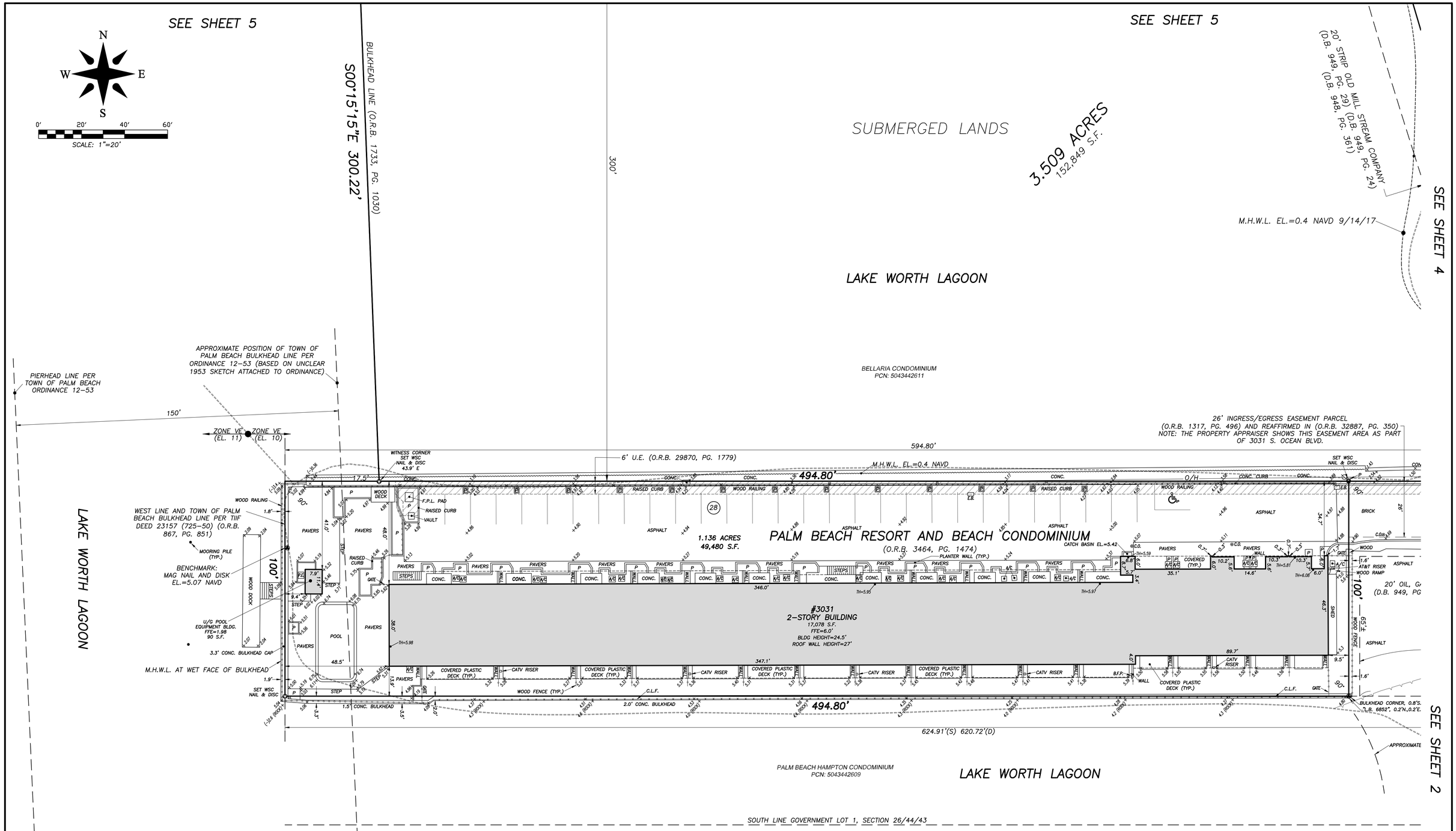
OFFICE:	M.B.	DATE:	1/16/21	DWG. NO.	17-1208
C'K'D:	C.W.	REF:	17-1208.DWG	SHEET	2 OF 5



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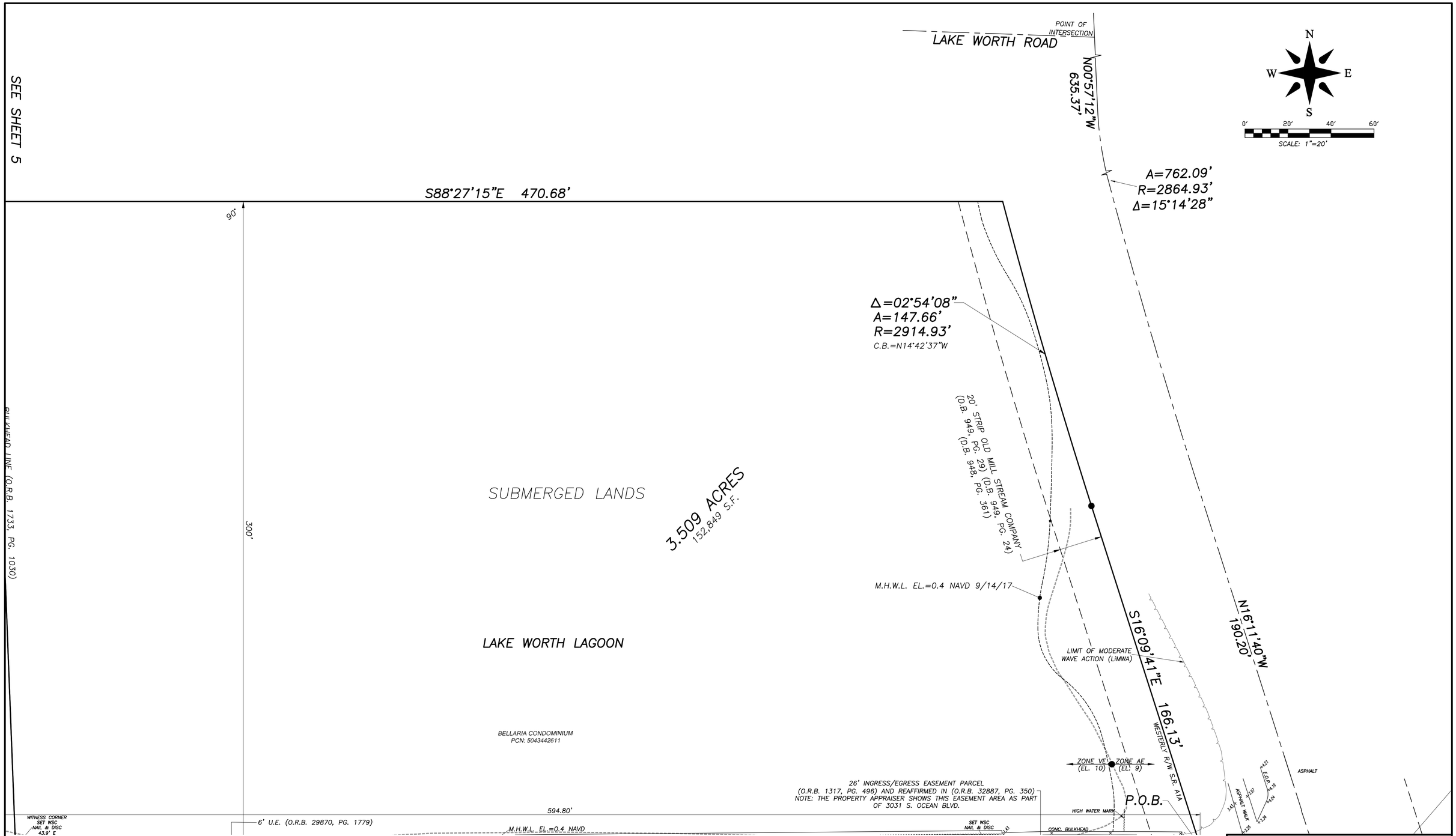
OFFICE:	M.B.	DATE:	1/16/21	DWG. NO.	17-1208
C'K'D:	C.W.	REF:	17-1208.DWG	SHEET	3 OF 5



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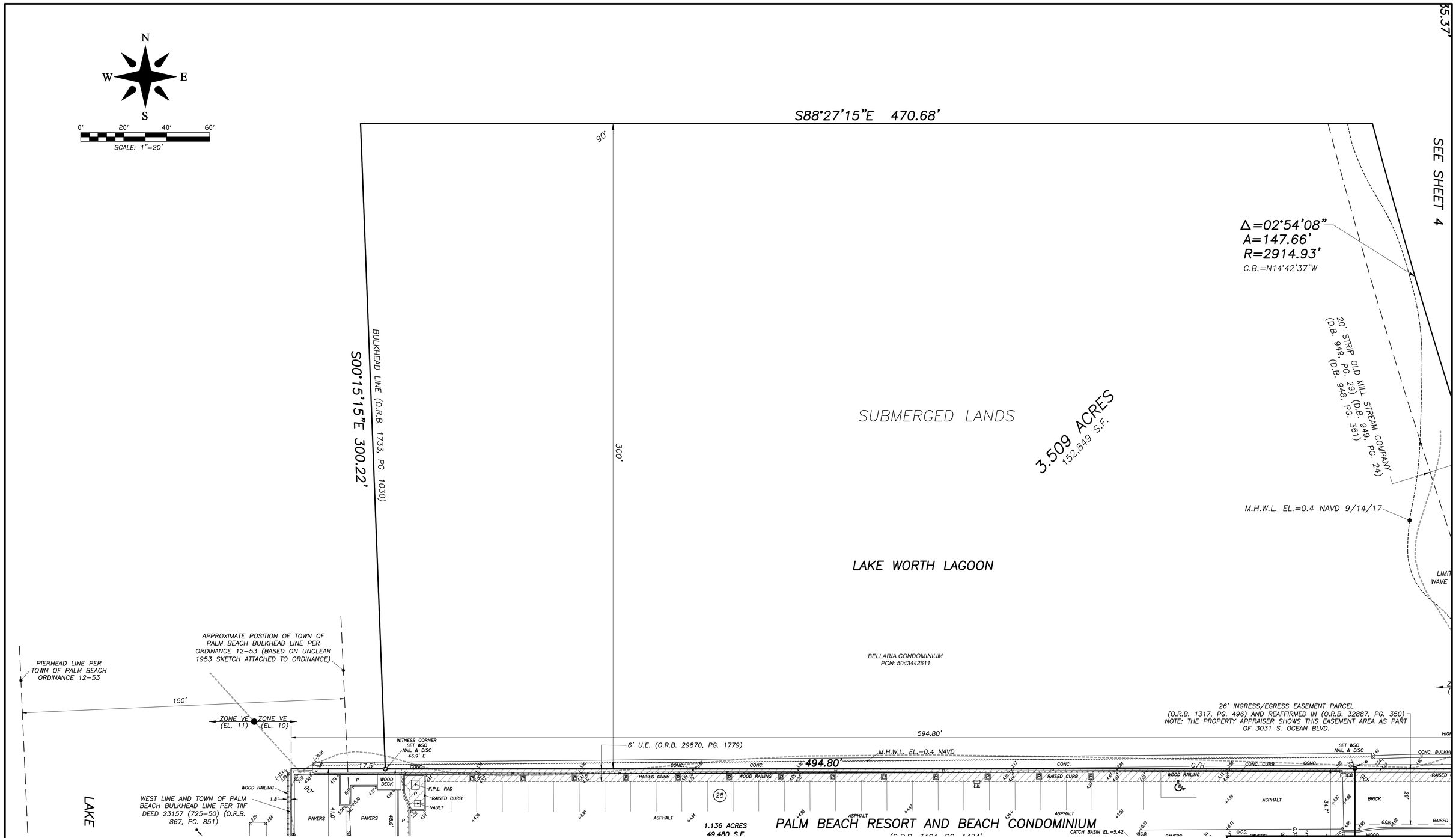
C'K'D:	C.W.	REF:	17-1208.DWG	SHEET	4 OF 5



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OFFICE:	M.B.	DATE:	1/16/21	DWG. NO.	17-1208
C'K'D:	C.W.	REF:	17-1208.DWG	SHEET	5 OF 5

ALL CONSTRUCTION SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE REQUIREMENTS OF THE FLORIDA BUILDING CODE (FBC), 7TH EDITION, AND ANY LOCAL, STATE & FEDERAL CODES HAVING JURISDICTION.

THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS OF EXISTING WORK PRIOR TO THE START OF CONSTRUCTION AND COMPARE THOSE TO THE CONTENTS OF THESE DOCUMENTS AND NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES FOUND SO THAT THEY CAN BE RESOLVED PROMPTLY.

CONTRACTOR IS TO PROVIDE GENERAL COORDINATION BETWEEN ALL TRADES, AND IS TO NOTIFY THE ARCHITECT OF ANY DISCREPANCIES IN THESE DOCUMENTS THAT AFFECT ANY OF THE WORK BEFORE SCHEDULING, ORDERING, FABRICATING OR PROCEEDING WITH THE WORK SO AS TO PREVENT ANY DELAYS IN THE PROGRESS OF THE WORK.

THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL SUBCONTRACTORS, METHODS AND SCHEDULING OF WORK, SUPERVISION, LABOR, MATERIAL SUPPLIERS, ETC., AS STIPULATED IN THE AMERICAN INSTITUTE OF ARCHITECTS "GENERAL CONDITIONS - AIA DOCUMENT A201, EDITION PERTINENT TO THE OWNER-CONTRACTOR AGREEMENT. OWNER SHALL BE RESPONSIBLE FOR ALL PERMIT AND TESTING FEES REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND BY THESE DOCUMENTS, BUT THE CONTRACTOR, PRIOR TO THE START AND THROUGHOUT THE COURSE OF CONSTRUCTION, WILL BE RESPONSIBLE TO OBTAIN ALL PERMITS THAT MAY BE REQUIRED, AND TO SCHEDULE ALL NECESSARY TESTING WITH THE OWNER'S PROJECT MANAGER TO SATISFY THE TIMING OF THE WORK. ALL INSTALLERS, WHETHER IT BE THE CONTRACTOR, OR AN ENTITY ENGAGED BY THE CONTRACTOR SHALL BE EXPERIENCED HAVING A MINIMUM OF FIVE (5) YEARS EXPERIENCE WITH PROJECTS SIMILAR IN SIZE TO THIS PROJECT AND BEING FAMILIAR WITH THE PRECAUTIONS REQUIRED TO PERFORM THE WORK AND WITH THE REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION.

PLANNING & ZONING CONSTRUCTION CONDITIONS:

• DURING CONSTRUCTION WORK, THE APPLICANT SHALL MAINTAIN GRAVEL AT THE FRONT OF THE CONSTRUCTION SITE WITHIN THE FIRST 15'-0" OF THE REQUIRED FRONT YARD, AND INCLUDING THE SWALE (SUBJECT TO THE REVIEW AND APPROVAL OF PUBLIC WORKS), TO MITIGATE DISTURBANCE OF SOIL AND MUD BY RELATED PERSONAL VEHICLES EXITING AND ENTERING THE SITE. ALL CONSTRUCTION MATERIALS, INCLUDING DUMPSTERS AND PORTABLE TOILETS, SHALL BE LOCATED BEHIND THE CONSTRUCTION FENCE AND NOT VISIBLE FROM THE RIGHT-OF-WAY.
• DURING THE COURSE OF CONSTRUCTION, ALL VEHICLES, INCLUDING, BUT NOT LIMITED TO ALL PERSONAL VEHICLES, SHALL PARK WITHIN THE CONFINES OF THE PRIVATE PROPERTY, THE SWALE DIRECTLY ABUTTING THE CONSTRUCTION SITE, OR AT ALTERNATE OVERFLOW PARKING SITES THAT ARE NOT ON-STREET METERED SPACES AND NOT ZONED RS. ADDITIONALLY, PARKING OF ANY VEHICLES SHALL BE PROHIBITED IN THE TRAVEL LANES OF ALL STREETS.
• PRIOR TO THE ISSUANCE OF A DEMOLITION PERMIT FOR THE EXISTING HOME, A CONSTRUCTION FENCE SHALL BE INSTALLED ALONG ALL PROPERTY LINES, IN ACCORDANCE WITH SECTION 142-876 OF THE CITY CODE, "VACANT AND ABANDONED PROPERTIES AND CONSTRUCTION SITES." HOWEVER, ALONG THE FRONT PROPERTY LINE, SUCH FENCE SHALL CONSIST OF AN OPAQUE SCREENING, A MINIMUM OF EIGHT (8') FEET TALL (AS MEASURED FROM ADJACENT GRADE), WHICH MAY INCLUDE PLYWOOD OR ALUMINUM PANELS, OR THE EQUIVALENT SOLID CONSTRUCTION ON A WOOD OR METAL FRAME, WITH A CONTINUOUS COLOR FINISH, AND CONCRETE FOUNDATIONS. ONLY ROLLING GATES OR RIGID FOLDING PANELS SHALL BE PERMITTED. SWINGING GATES SHALL NOT BE PERMITTED. SUCH FENCE SHALL NOT ENCROACH INTO THE RIGHT-OF-WAY.
• ALL ALLOWABLE CONSTRUCTION SIGNAGE SHALL BE ATTACHED TO OR SITUATED BEHIND THE CONSTRUCTION FENCE, AND SHALL BE LIMITED TO ONE (1) SIGN, NOT TO EXCEED FOUR (4) SQUARE FEET, IN ACCORDANCE WITH SECTION 138-133 OF THE CITY CODE
• THE BUILDING AND PARKING DEPARTMENTS SHALL APPROVE A CONSTRUCTION PARKING PLAN PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT, INCLUDING APPLICABLE DEMOLITION PERMITS FOR THE PROJECT.
• THE APPLICANT SHALL ENSURE THAT THE CONTRACTOR(S) OBSERVE GOOD CONSTRUCTION PRACTICES AND PREVENT CONSTRUCTION MATERIALS AND DEBRIS FROM IMPACTING THE RIGHT-OF-WAY
• THE CONTRACTOR(S) SHALL ENSURE THAT THE STREET AND THE SWALE DIRECTLY ABUTTING THE CONSTRUCTION SITE REMAINS FREE OF DEBRIS AND REFUSE AT ALL TIMES; AT A MINIMUM, THE CONTRACTOR(S) SHALL INSPECT AND CLEAR THE STREET AND SWALE AREAS BEFORE LEAVING AT THE END OF EACH DAY

FLOOD REQUIREMENTS :

• ALL CONSTRUCTION MATERIAL BELOW THE LOWEST FLOOR (+10.00' NGVD), SHALL BE FLOOD-DAMAGE-RESISTANT MATERIAL (SEE FEMA TECHNICAL BULLETIN 2).
• ELECTRICAL SYSTEMS, EQUIPMENT AND COMPONENTS; HEATING, VENTILATION, AIR CONDITIONING; PLUMBING APPLIANCES AND PLUMBING FIXTURES; DUCT SYSTEMS; AND OTHER SERVICE EQUIPMENT (POOL EQUIPMENT, , WATER HEATERS, GENERATORS, ETC.) SHALL BE ELEVATED AT OR ABOVE DESIGN FLOOD ELEVATION (+10.00' NGVD).
• ELEVATORS: TO MINIMIZE THE LOSS OF LIFE, INJURIES AND DAMAGES, A SYSTEM OF INTERLOCKING CONTROLS WITH ONE OR MORE FLOAT SWITCHES IN THE ELEVATOR SHAFT, WHICH PREVENTS THE CAB FROM DESCENDING INTO FLOODWATERS, SHOULD BE INSTALLED. IN ADDITION, THE MAJORITY OF THE ELECTRICAL EQUIPMENT SUCH AS ELECTRICAL JUNCTION BOXES AND CIRCUIT AND CONTROL PANELS SHOULD BE ELEVATED ABOVE DFE (PROVIDE THE DFE).
• THE ELEVATOR PIT SHALL BE DESIGNED AND CONSTRUCTED TO RESIST HYDROSTATIC AND HYDRODYNAMIC LOADS AND STRESSES, INCLUDING THE EFFECT OF BUOYANCY TO AN ELEVATION OF DFE (+10.00' NGVD)
• ELEVATOR SHALL BE INSTALLED ACCORDING TO ASCE 24-14 SECTION 7.5 AND FEMA TECHNICAL BULLETIN 4.
• CONTRACTOR SHALL SUBMIT AN UNDER CONSTRUCTION ELEVATION CERTIFICATE UPON PLACEMENT OF THE LOWEST FLOOR AND PRIOR TO FURTHER VERTICAL CONSTRUCTION TO BUILDING DEPARTMENT FOR REVIEW AND APPROVAL. (2020 FBC-BUILDING, 7TH EDITION SECTION 110.3.1.1)
• OWNER OR CONTRACTOR SHALL SUBMIT A FINISHED CONSTRUCTION ELEVATION CERTIFICATE, PRIOR TO BUILDING FINAL INSPECTION".

TERMITE PROTECTION:

TERMITE PROTECTION SHALL BE PROVIDED BY REGISTERED TERMITICIDES, INCLUDING SOIL APPLIED PESTICIDES, BAITING SYSTEMS, AND PESTICIDES APPLIED TO WOOD, OR OTHER APPROVED METHODS OF TERMITE PROTECTION LABELED FOR USE AS A PREVENTATIVE TREATMENT TO NEW CONSTRUCTION. SEE SECTION 202 OF THE FBC RESIDENTIAL, "REGISTERED TERMITICIDE." UPON COMPLETION OF THE APPLICATION OF THE TERMITE PROTECTIVE TREATMENT, A CERTIFICATE OF COMPLIANCE SHALL BE ISSUED TO THE BUILDING DEPARTMENT BY THE LICENSED PEST CONTROL COMPANY THAT CONTAINS THE FOLLOWING STATEMENT: "THE BUILDING HAS RECEIVED A COMPLETE TREATMENT FOR THE PREVENTION OF SUBTERRANEAN TERMITES. TREATMENT IS IN ACCORDANCE WITH RULES AND LAWS ESTABLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES."
SEE ADDITIONAL INFORMATION ON SECTION 318 OF THE FBC RESIDENTIAL.

FIRE-RESISTANCE CONSTRUCTION:

• UNLESS OTHERWISE ALLOWED IN SECTION R316.5 OF THE FBC RESIDENTIAL, FOAM PLASTIC OR FOAM PLASTIC CORES USED AS A COMPONENT IN MANUFACTURED ASSEMBLIES USED IN BUILDING CONSTRUCTION SHALL HAVE A FLAME SPREAD INDEX OF NOT MORE THAN 75 AND SHALL HAVE A SMOKE-DEVELOPED INDEX OF NOT MORE THAN 450 WHEN TESTED IN THE MAXIMUM THICKNESS AND DENSITY INTENDED FOR USE IN ACCORDANCE WITH ASTM E84 OR UL 723 (FBCR 316). LOOSE-FILL-TYPE FOAM PLASTIC INSULATION SHALL BE TESTED AS BOARD STOCK FOR THE FLAME SPREAD INDEX AND SMOKE-DEVELOPED INDEX (FBC 302.9). CONTRACTOR TO FOLLOW ALL REQUIREMENTS SET BY R316 OF THE FBC RESIDENTIAL.

• WALL AND CEILING FINISHES SHALL HAVE A FLAME-SPREAD CLASSIFICATION OF NOT GREATER THAN 200 AND A SMOKE-DEVELOPED INDEX NOT GREATER THAN 450 AS PER ASTM E-84 OR UL 273. (FBCR 302.9).

• RATING SHOULD MATCH EXTERIOR WALLS AND CEILINGS ON THE ENERGY CALCULATION WHICH MUST BE SUBMITTED. INSULATION MATERIALS, FACINGS, VAPOR RETARDERS SHALL HAVE A FLAME-SPREAD CLASSIFICATION OF NOT GREATER THAN 25 AND A SMOKE-DEVELOPED INDEX NOT GREATER THAN 450 AS PER ASTM E-84 OR UL 273. FBCR 302.10

TYPICAL RAILING NOTES:

1. GUARDRAILS:

PORCHES, BALCONIES, OR RAISED FLOOR SURFACES LOCATED MORE THAN 30" ABOVE THE FLOOR OR GRADE SHALL HAVE GUARDS NOT LESS THAN 36" IN HEIGHT AFTER INSTALLATION OF ALL FINISHES. OPEN SIDES OF STAIRS WITH A TOTAL RISE OF MORE THAN 30" ABOVE THE FLOOR OR GRADE BELOW SHALL HAVE GUARDS NOT LESS THAN 34" IN HEIGHT MEASURED VERTICALLY FROM THE NOSING OF THE TREADS. PORCHES AND DECKS WHICH ARE ENCLOSED WITH INSECT SCREENING SHALL BE PROVIDED WITH GUARDS WHERE THE WALKING SURFACE IS MORE THAN 30" ABOVE THE FLOOR OR GRADE BELOW. SHOP DWG'S SHALL BE SUBMITTED BY THE BUILDER AS REQUIRED BY THE BUILDING DEPARTMENT.
OPENING LIMITATIONS.
REQUIRED GUARDS SHALL NOT HAVE OPENINGS FROM WALKING SURFACE TO REQUIRED GUARD HT. WHICH ALLOW PASSAGE OF A SPHERE 4 IN. DIAMETER SPHERE. EXCEPTIONS: 1. TRIANGULAR OPENINGS AT OPEN SIDE OF STAIR FORMED BY THE RISER, TREAD ANDBOT. RAIL OF A GUARD, SHALL NOT ALLOW PASSAGE OF A 6 IN. DIAMETER SPHERE. 2. GUARDS ON OPEN SIDE OF STAIRS SHALL NOT HAVE OPENINGS WHICH ALLOW PASSAGE OF A SPHERE 4⅜ INCHES IN DIAMETER.

ELEVATORS:

1. ELEVATOR IS TO BE A **HYDRAULIC**-TYPE PRIVATE RESIDENTIAL ELEVATOR, AS DEFINED IN A.S.M.E. A17.1, SEC. 5.3.2.
2. ELEVATOR IS TO COMPLY WITH A.S.M.E. A17.1, 2016 EDITION.
3. ELEVATOR REQUIRES SEPARATE PERMIT FROM THE ELEVATOR SECTION.
4. ELEVATOR IS TO COMPLY WITH THE MAX GRABLIN ACT, F.S. 399.031.
5. ELEVATOR IS TO BE EQUIPPED WITH BATTERY LOWERING TO BRING THE CAB TO A LOWER FLOOR IN CASE OF POWER LOSS.
6. MAJORITY OF ELEVATOR EQUIPMENT IS TO BE ELEVATED ABOVE THE DESIGN FLOOD ELEVATION.
7. ELEVATOR IS TO COMPLY WITH A.S.C.E. 24-14, SEC. 7.5 & F.E.M.A. TECHNICAL BULLETIN 4-2010, TO PROTECT AGAINST DAMAGE DUE TO FLOOD WATER.
8. TO MINIMIZE THE LOSS OF LIFE, INJURIES AND DAMAGES, A SYSTEM OF INTERLOCKING CONTROLS WITH ONE OR MORE FLOAT SWITCHES IN THE ELEVATOR SHAFT, WHICH PREVENTS THE CAB FROM DESCENDING INTO FLOODWATERS, SHOULD BE INSTALLED. IN ADDITION, THE MAJORITY OF THE ELECTRICAL EQUIPMENT SUCH AS ELECTRICAL JUNCTION BOXES AND CIRCUIT AND CONTROL PANELS SHOULD BE ELEVATED ABOVE THE ELEVATIONS SPECIFIED IN TABLE 7.1 (REFER TO A.S.C.E. 24-14, SEC. 7.5 & COMMENTS ON PG. 55).
9. ELEVATOR DOOR IS TO COMPLY WITH ***¾" x 4" RULE*** IN F.B.C. R321.4

NFPA 1: FIRE CODE, 2021 EDITION - CHAPTER 18 FIRE DEPARTMENT ACCESS AND WATER SUPPLY

18.2 FIRE DEPARTMENT ACCESS.

18.2.1 - FIRE DEPARTMENT ACCESS AND FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED AND MAINTAINED IN ACCORDANCE WITH SECTION 18.2.

18.2.3 - FIRE APPARATUS ACCESS ROADS.

18.2.3.1 - REQUIRED ACCESS.

18.2.3.1.1 - APPROVED FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED FOR EVERY FACILITY, BUILDING, OR PORTION OF A BUILDING HEREAFTER CONSTRUCTED OR RELOCATED.

18.2.3.1.2 - FIRE APPARATUS ACCESS ROADS SHALL CONSIST OF ROADWAYS, FIRE LANES, PARKING LOT LANES, OR A COMBINATION THEREOF.

18.2.3.1.4 - WHEN FIRE APPARATUS ACCESS ROADS CANNOT BE INSTALLED DUE TO LOCATION ON PROPERTY, TOPOGRAPHY, WATERWAYS, NONNEGOTIABLE GRADES, OR OTHER SIMILAR CONDITIONS, THE AHJ SHALL BE AUTHORIZED TO REQUIRE ADDITIONAL FIRE PROTECTION FEATURES.

18.2.3.2 ACCESS TO BUILDING.

18.2.3.2.1 - A FIRE APPARATUS ACCESS ROAD SHALL EXTEND TO WITHIN 50 FT (15 M) OF AT LEAST ONE EXTERIOR DOOR THAT CAN BE OPENED FROM THE OUTSIDE AND THAT PROVIDES ACCESS TO THE INTERIOR OF THE BUILDING.

18.2.3.2.2 - FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED SUCH THAT ANY PORTION OF THE FACILITY OR ANY PORTION
OF AN EXTERIOR WALL OF THE FIRST STORY OF THE BUILDING IS LOCATED NOT MORE THAN 150 FT (46 M) FROM FIRE APPARATUS ACCESS ROADS AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING OR FACILITY.

18.2.3.2.2.1
WHERE BUILDINGS ARE PROTECTED THROUGHOUT WITH AN APPROVED AUTOMATIC SPRINKLER SYSTEM THAT IS INSTALLED IN ACCORDANCE WITH NFPA 13, NFPA 13R, OR NFPA 13D, THE DISTANCE IN 18.2.3.2.2 SHALL BE PERMITTED TO BE INCREASED TO 450 FT (137 M).

8.2.3.3 * MULTIPLE ACCESS ROADS.

MORE THAN ONE FIRE APPARATUS ACCESS ROAD SHALL BE PROVIDED WHEN IT IS DETERMINED BY THE AHJ THAT ACCESS BY A SINGLE ROAD COULD BE IMPAIRED BY VEHICLE CONGESTION, CONDITION OF TERRAIN, CLIMATE CONDITIONS, OR OTHER FACTORS THAT COULD LIMIT ACCESS.

18.2.3.5.1 DIMENSIONS.

18.2.3.5.1.1 FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FT (6.1 M).

18.2.3.5.1.1.2 THE WIDTH OF FIRE APPARATUS ACCESS ROADS SHALL BE INCREASED WHEN THE MINIMUM WIDTH SPECIFIED IN 18.2.3.5.1.1 IS NOT ADEQUATE TO ACCOMMODATE FIRE APPARATUS.

18.2.3.5.1.2 FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13 FT 6
IN. (4.1 M).

18.2.3.5.2 * SURFACE. FIRE APPARATUS ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS AND SHALL BE PROVIDED WITH AN ALL-WEATHER DRIVING SURFACE.

18.2.3.5.3 TURNING RADIUS.

18.2.3.5.3.1 THE TURNING RADIUS OF A FIRE APPARATUS ACCESS ROAD SHALL BE AS APPROVED BY THE AHJ.

18.2.3.5.3.2 TURNS IN FIRE APPARATUS ACCESS ROADS SHALL MAINTAIN THE MINIMUM ROAD WIDTH.

18.2.3.5.3.3 FIRE APPARATUS ACCESS ROADS CONNECTING TO ROADWAYS SHALL BE PROVIDED WITH CURB CUTS EXTENDING AT
LEAST 2 FT (0.61 M) BEYOND EACH EDGE OF THE FIRE APPARATUS ACCESS ROAD.

18.2.3.5.4 DEAD ENDS.
DEAD-END FIRE APPARATUS ACCESS ROADS IN EXCESS OF 150 FT (46 M) IN LENGTH SHALL BE PROVIDED WITH APPROVED PROVISIONS FOR THE FIRE APPARATUS TO TURN AROUND.

18.2.3.5.5 BRIDGES.

18.2.3.5.5.1 WHEN A BRIDGE IS REQUIRED TO BE USED AS PART OF A FIRE APPARATUS ACCESS ROAD, IT SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH NATIONALLY RECOGNIZED STANDARDS.

18.2.3.5.5.2 THE BRIDGE SHALL BE DESIGNED FOR A LIVE LOAD SUFFICIENT TO CARRY THE IMPOSED LOADS OF FIRE APPARATUS.

18.2.3.5.5.3 VEHICLE LOAD LIMITS SHALL BE POSTED AT BOTH ENTRANCES TO BRIDGES WHERE REQUIRED BY THE AHJ.

18.2.3.5.6 GRADE.

18.2.3.5.6.1 THE GRADIENT FOR A FIRE APPARATUS ACCESS ROAD SHALL NOT EXCEED THE DESIGN LIMITATIONS OF THE FIRE
APPARATUS OF THE FIRE DEPARTMENT AND SHALL BE SUBJECT TO APPROVAL BY THE AHJ.

18.2.3.6 MARKING OF FIRE APPARATUS ACCESS ROAD.

18.2.3.6.1 WHERE REQUIRED BY THE AHJ, APPROVED SIGNS, APPROVED ROADWAY SURFACE MARKINGS, OR OTHER
APPROVED NOTICES SHALL BE PROVIDED AND MAINTAINED TO IDENTIFY FIRE APPARATUS ACCESS ROADS OR TO
PROHIBIT THE OBSTRUCTION THEREOF OR BOTH.

18.2.3.6.2 A MARKED FIRE APPARATUS ACCESS ROAD SHALL ALSO BE KNOWN AS A FIRE LANE.

18.5 FIRE HYDRANTS. 18.5.1 FIRE HYDRANT LOCATIONS AND DISTRIBUTION.
FIRE HYDRANTS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 18.5 FOR ALL NEW BUILDINGS, OR BUILDINGS
RELOCATED INTO THE JURISDICTION UNLESS OTHERWISE PERMITTED BY 18.5.1.1 OR 18.5.1.2.

18.5.4 MINIMUM NUMBER OF FIRE HYDRANTS FOR FIRE FLOW.

18.5.4.1 THE MINIMUM NUMBER OF FIRE HYDRANTS NEEDED TO DELIVER THE REQUIRED FIRE FLOW FOR NEW BUILDINGS
IN ACCORDANCE WITH SECTION 18.4 SHALL BE DETERMINED IN ACCORDANCE WITH SECTION 18.5.4.



FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
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FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
GENERAL NOTES

DATE 02/04/2026
SCALE AS NOTED
BY MC
SHEET NO A-000.1

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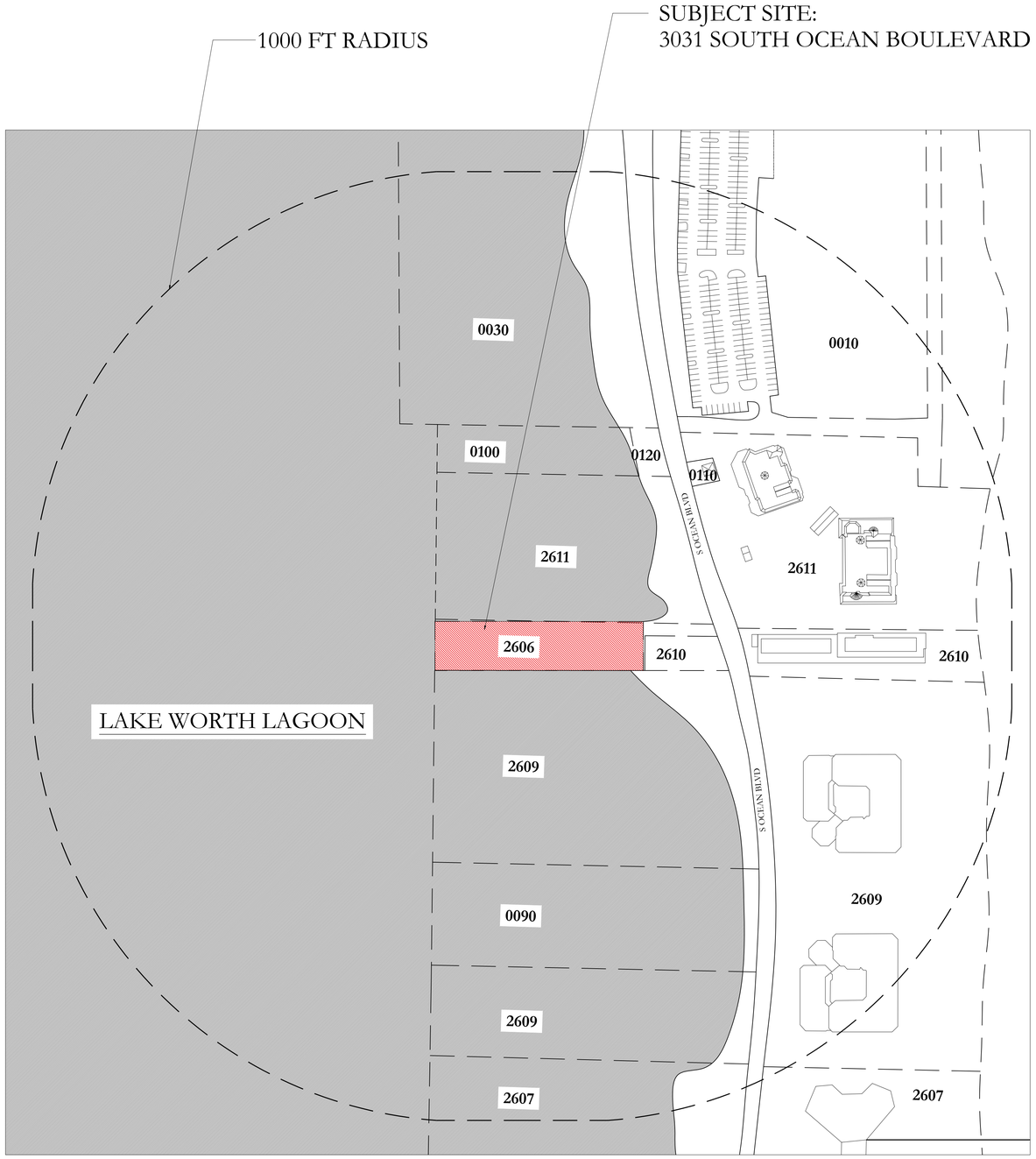
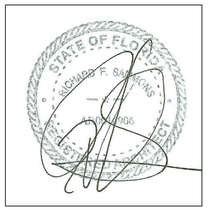
1 LOCATION SITE MAP
N.T.S



2 CONTEXT SITE PLAN - 1000 FT RADIUS
1'/128"= 1'- 0"



FINAL SUBMITTAL - REV	02/09/2026
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FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
LOCATION SITE MAP
CONTEXT SITE PLAN

DATE
02/04/2026

SCALE
AS NOTED

BY
MS , MC

SHEET NO
G-001

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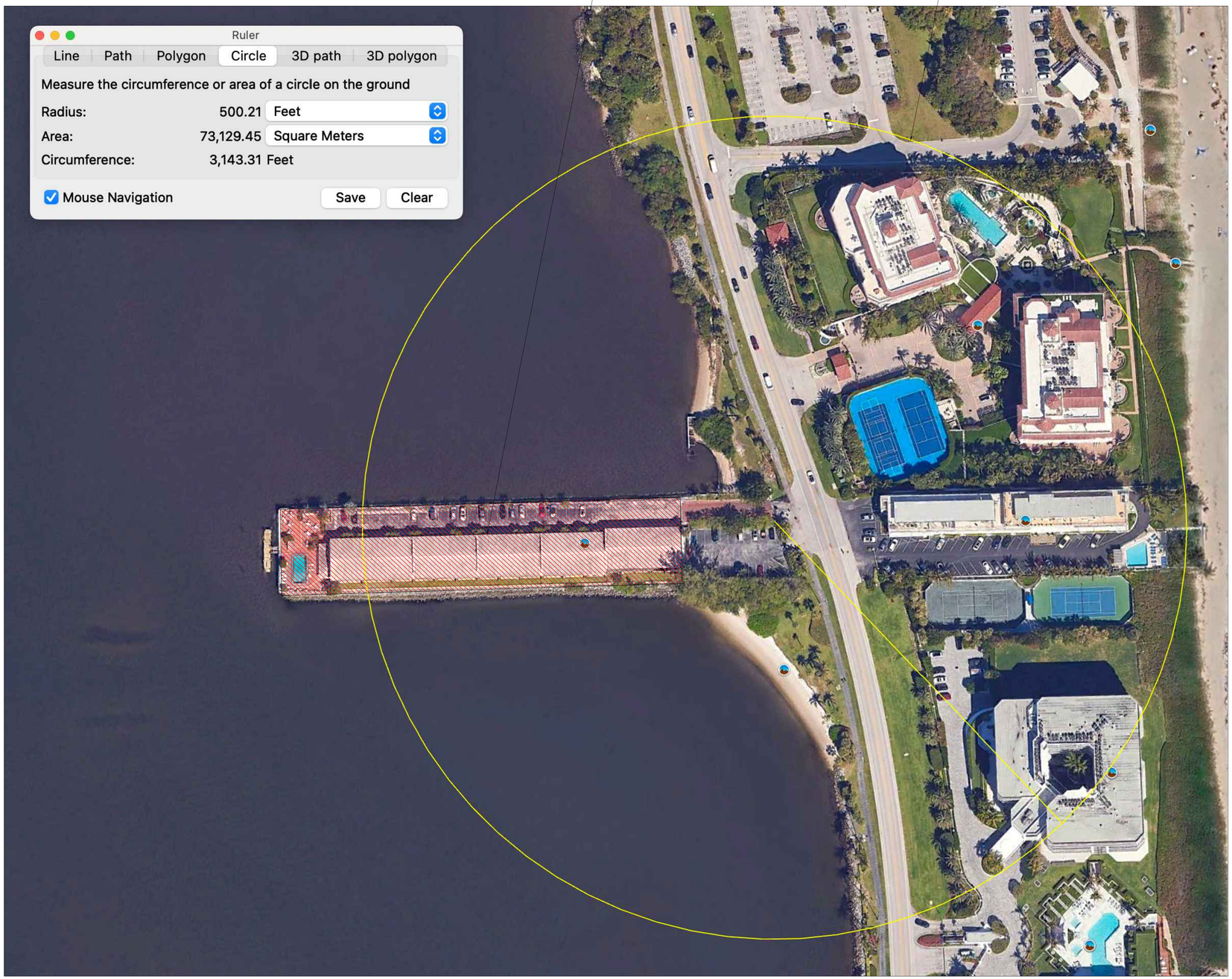

1 AERIAL VICINITY MAP - 500 FT RADIUS
N.T.S

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
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FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
LOCATION SITE MAP
VICINITY MAP

DATE 02/04/2026	**SHEET NO** G-002
SCALE AS NOTED	
BY MS , MC	

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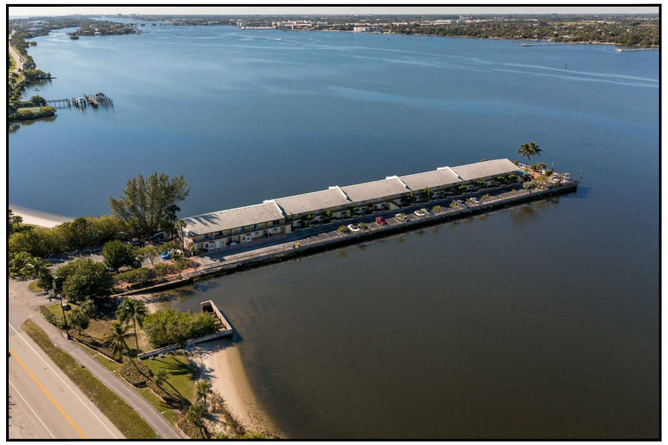



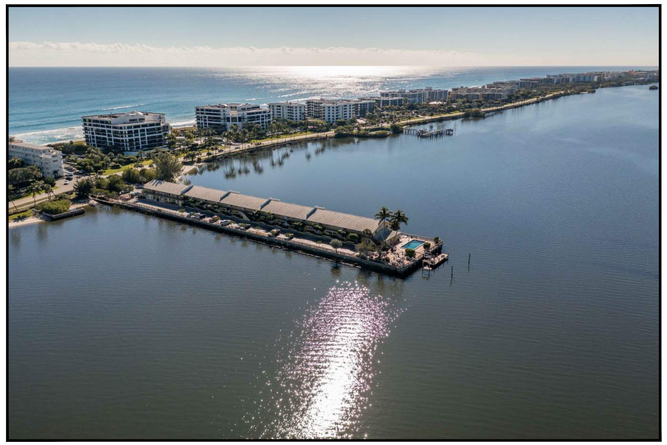

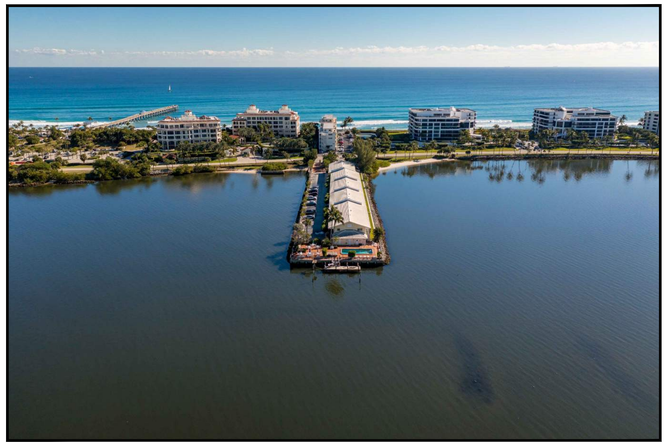



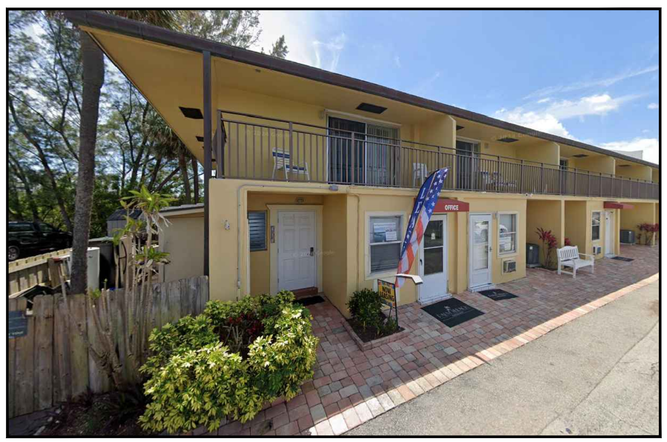





1 EXISTING SITE PHOTOS - EXTERIOR

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

EXTISTING CONDITION SITE PHOTOS

DATE

02/04/2026

SCALE

AS NOTED

BY

MS , MB

SHEET NO

G-003

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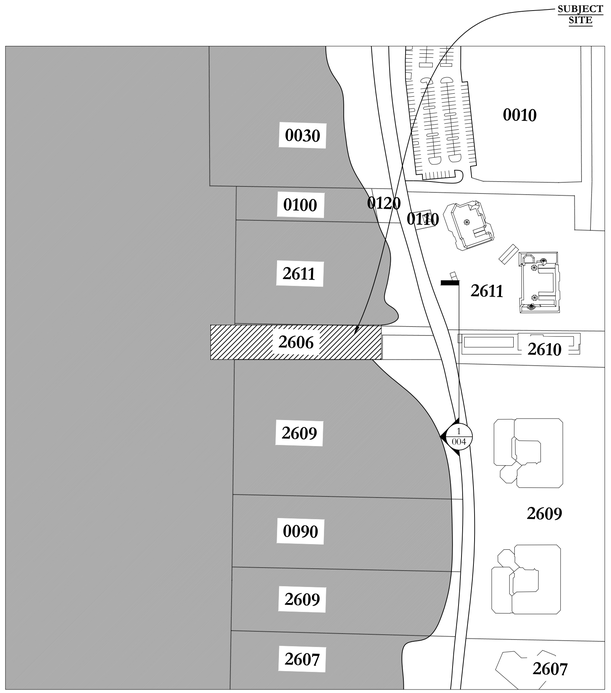
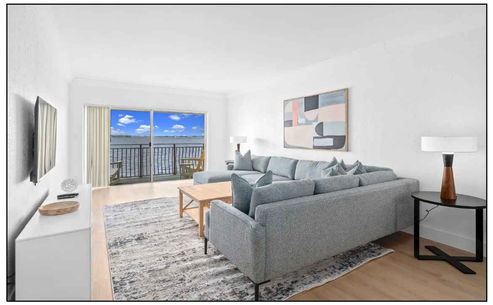
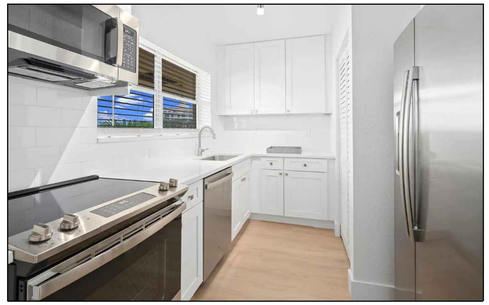
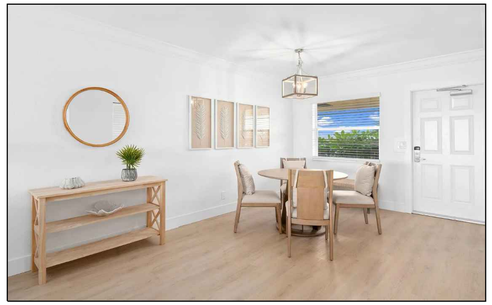
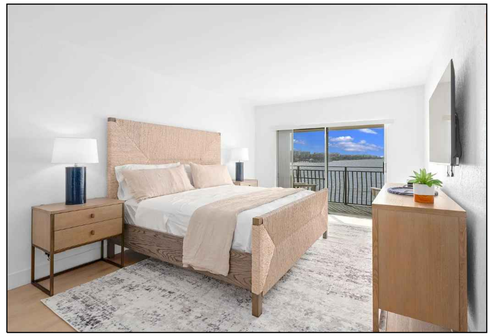
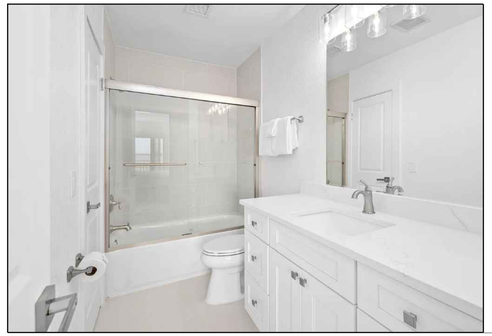
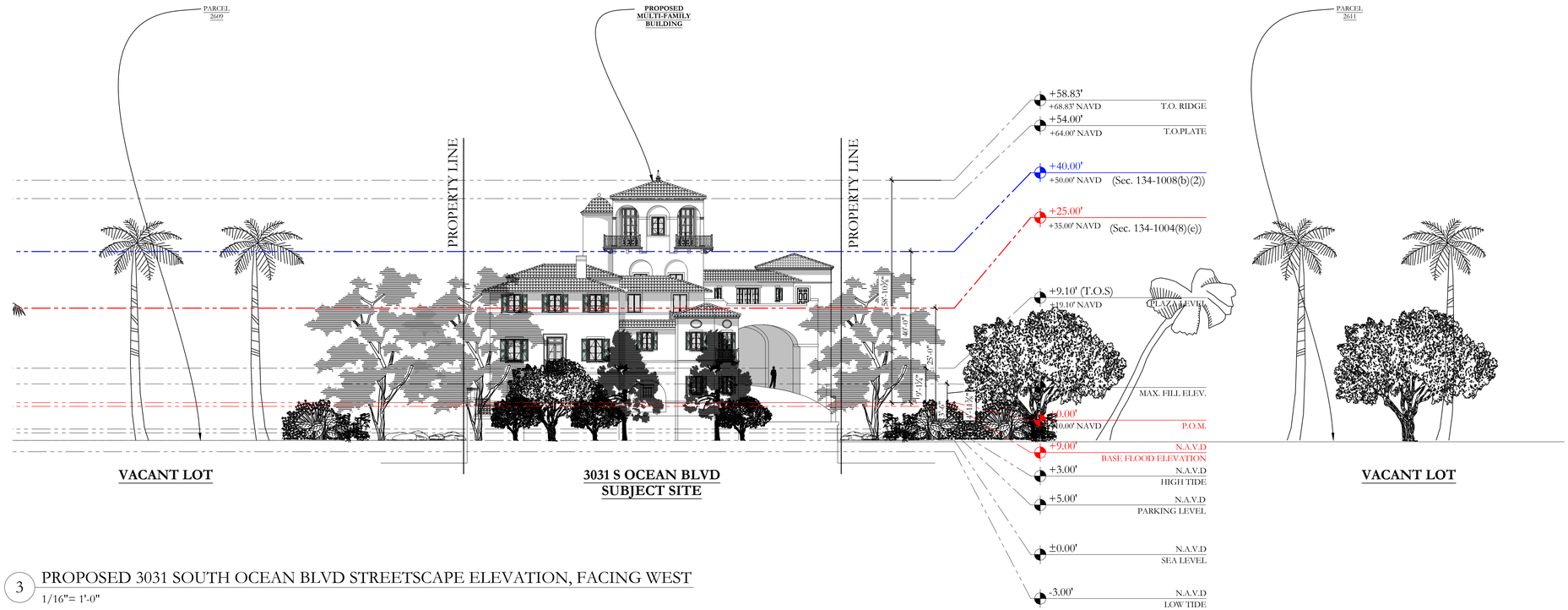


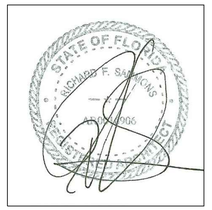
1 KEY PLAN
N.T.S


2 SITE PHOTOS - EXISTING INTERIORS
N.T.S



3 PROPOSED 3031 SOUTH OCEAN BLVD STREETSCAPE ELEVATION, FACING WEST
1/16"= 1'-0"



FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED STREESCAPE ELEVATIONS

DATE
02/04/2026

SHEET NO
G-004

SCALE
AS NOTED

BY
MC , MRM

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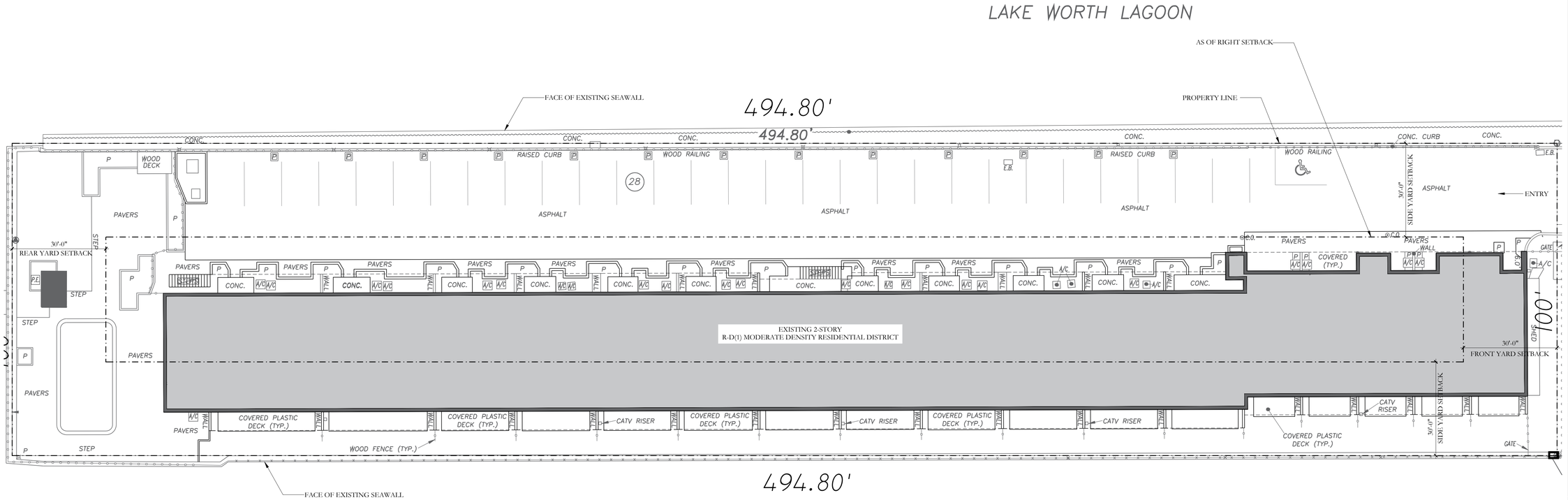

1 EXISTING SITE PLAN
1/16"=1'-0"

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
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ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
EXISTING SITE PLAN

DATE	SHEET NO
02/04/2026	EX-001
SCALE 1/16"=1'-0"	
BY MC	

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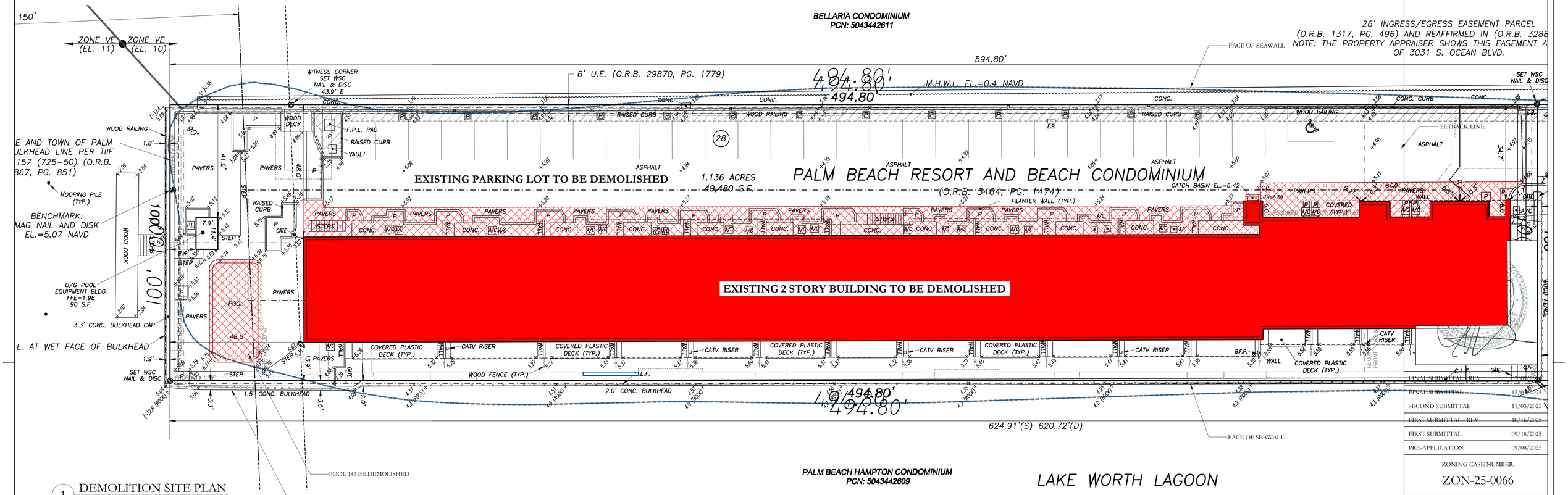
FIRST FLOOR DEMOLITION KEY:	
	EXISTING PERIMETER WALL TO BE DEMOLISHED
	EXISTING HARDSCAPE TO BE DEMOLISHED
	INTERNAL STRUCTURE TO BE DEMOLISHED

NOTES:
ALL CURBS, PAVERS, WALLS, DECKS, CONCRETE PADS AND LANDSCAPE TO BE DEMOLISHED

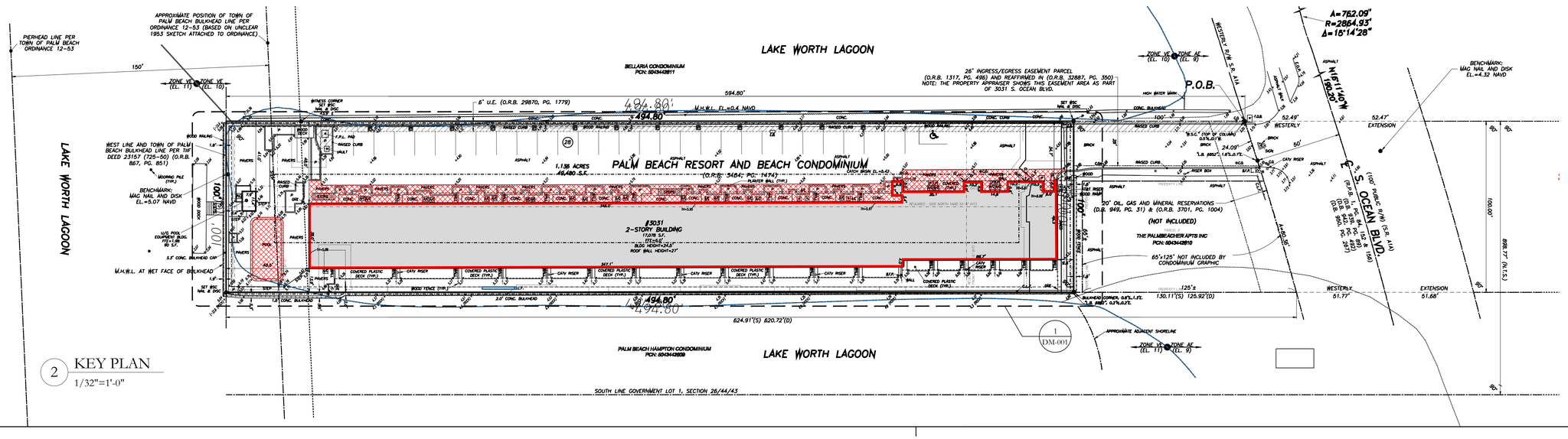


POOL TO BE DEMOLISHED

FACE OF SEA WALL

1 DEMOLITION SITE PLAN

1/16"=1'-0"



2 KEY PLAN

1/32"=1'-0"

FINAL SUBMITTAL REV.	12/09/2025
FINAL SUBMITTAL	12/09/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV.	10/16/2025
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FILE NUMBER:
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3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
DEMOLITION SITE PLAN

DATE	SHEET NO
02/04/2026	DM-001
SCALE	
AS NOTED	
BY	
MS	

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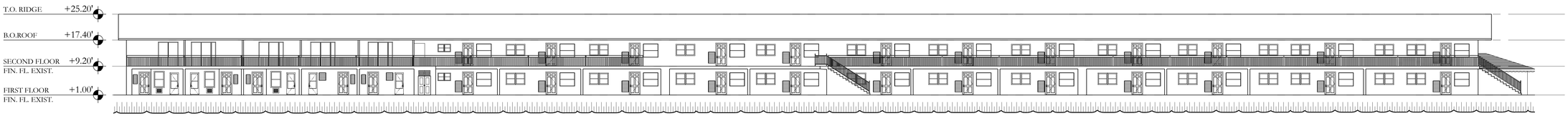
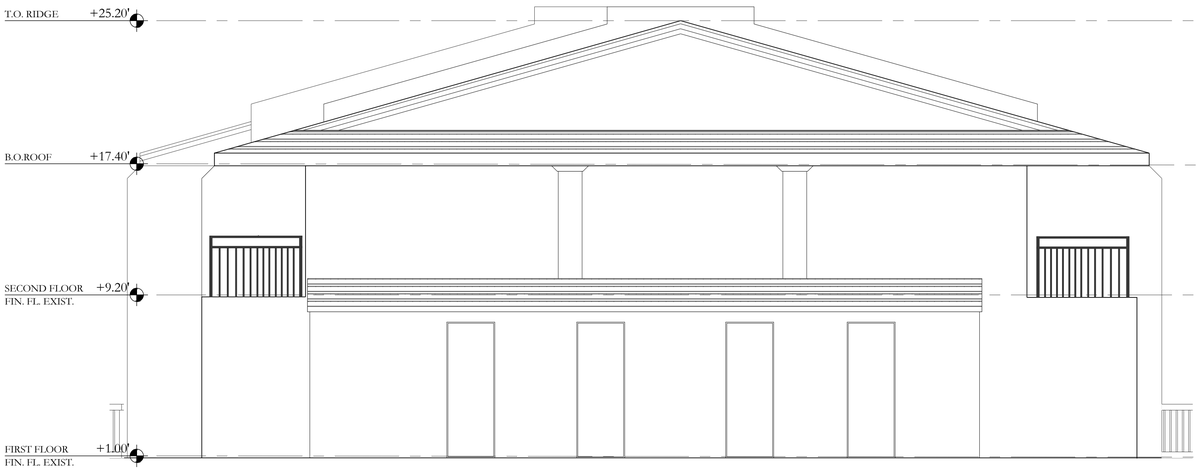


1 SOUTH ELEVATION
1/16"=1'-0"



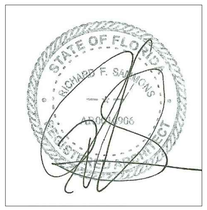
3 EAST ELEVATION
1/4"=1'-0"



4 WEST ELEVATION
1/4"=1'-0"

THE ELEVATIONS PROVIDED ABOVE ILLUSTRATE THE EXISTING CONDITIONS, WHICH ARE TO BE DEMOLISHED IN THEIR ENTIRETY.

EXISTING BUILDING:
TOTAL EXISTING UNITS - 29
TOTAL BUILDING AREA - 32,984 SQ FT



FINAL SUBMITTAL - REV	02/09/2026
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SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
DEMOLITION ELEVATIONS
EXISTING CONDITIONS

DATE
02/04/2026

SCALE
AS NOTED

BY
MS, MRM

SHEET NO
DM-002

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
214 BRAZILIAN AVENUE, PALM BEACH 33480
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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:**	3031 S OCEAN BLVD			
2	**Zoning District:**	R-D(1)--MODERATE DENSITY RESIDENTIAL (50-PALM BEACH)			
3	**Lot Area (sq. ft.):**	49,480 sq. ft. (1.237 Acres) [1 ACRE = 40,000 SF]			
4	**Lot Width (W) & Depth (D) (ft.):**	100(w) 494.80 (D)			
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	MULTI-FAMILY 10 UNITS OR MORE			
6	**FEMA Flood Zone Designation:**	Zone AE (EL +9.0) Zone AE (EL +10.0) Zone AE (EL +11.0) w/ MORE THAN 75% OF SITE AT EL +9.0			
7	**Zero Datum for point of meas. (NAVD)**	EL +10.0' NAVD (Per FEMA)			
8	**Crown of Road (COR) (NAVD)**	EL +4.61'			
9		REQ'D / PERMITTED	EXISTING	PROPOSED	VARIANCE REQUEST
10	Lot Area (Sq. Ft.)	40,000 (MIN.)	49,480	NO CHANGE	
11	Lot Width (Ft.)	150 (MIN.)	100	NO CHANGE	X
12	Lot Depth (Ft.)	200 (MIN.)	494.8'	NO CHANGE	
	Density (Units)	12 (MAX.)	29	12	
13	Lot Coverage (Sq Ft and %)	17,318 (35%)	17,078 (34.5%)	36,193 (73%)	X
14	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)	[N/A]	32,984 SF	78,896 SF	X
	Off Street Parking (Spaces)	2 per Unit + 1 per 5 Unites	29 Provided (42 Required)	53 Provided (42 Required)	
15	*Front (East) Yard Setback (Ft.)	Bldg. Ht. - 5-Story 62.5'	9.5'	24.0'	X
19	* Side (North) Yard Setback (Ft.)	Bldg. Ht. - 5-Story 62.5'	34.7'	Ranging 1.0' - 5.0'	X
	* Side (South) Yard Setback (Ft.)	Bldg. Ht. - 5-Story 62.5'	13.9'	Ranging 1.0' - 5.0'	X
21	*Rear (West) Yard Setback (Ft.)	30.0'	48.5'	Ranging 1.0' - 5.0'	X
	5-Story Building Height (Ft.)	62.5'	N/A	57.5'	
	5-Story Overall Building Height (Ft.)	72.5' (Pitched Roof)	N/A	58.83'	
26	** Max. Fill Added to Site (Ft.)	4.2'	N/A	14.5'	X
27	Finished Floor Elev. (FFE)(NAVD)	EL +11.0' NAVD	EL. +6.0' NAVD	EL +18.0' NAVD (Ground Lvl)	X
28	Base Flood Elevation (BFE)(NAVD)	El +10.0' NAVD	EL. +5.0' NAVD	EL. +6.0' NAVD (Parking Lvl)	X
29	Landscape Open Space (LOS) (Sq. Ft. and %)	17,318 (35%)		2,782 (5.62%)	X
30	Front Yard LOS (Sq. Ft. and %)	875 (35%)			
32	*** Native Plant Species %	*Please refer to TOPB Landscape Legend.*			

^ For buildings in excess of 15 feet in height, increase minimum yard requirements one foot for each two feet of building height, or portion therof, exceeing 15 feet.

** 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 ZONING LEGEND

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FINAL SUBMITTAL 12/03/2025
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FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
ZONING LEGEND

DATE 02/04/2026
SCALE AS NOTED
BY
SHEET NO A-001

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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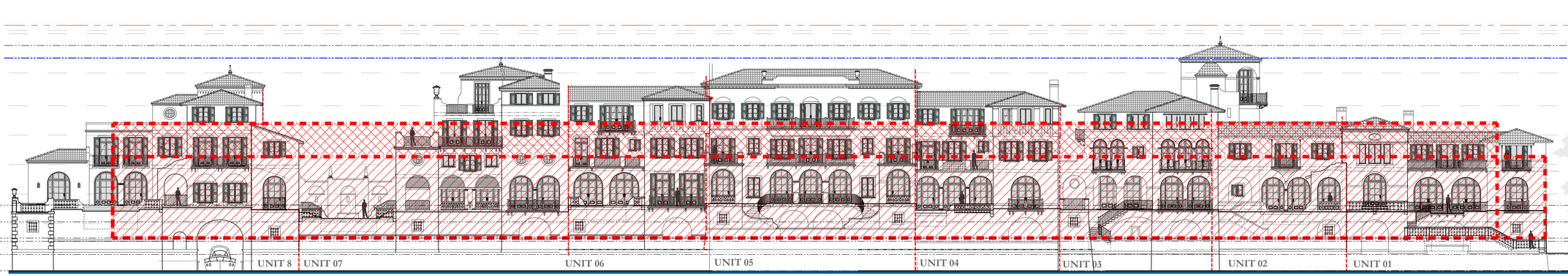
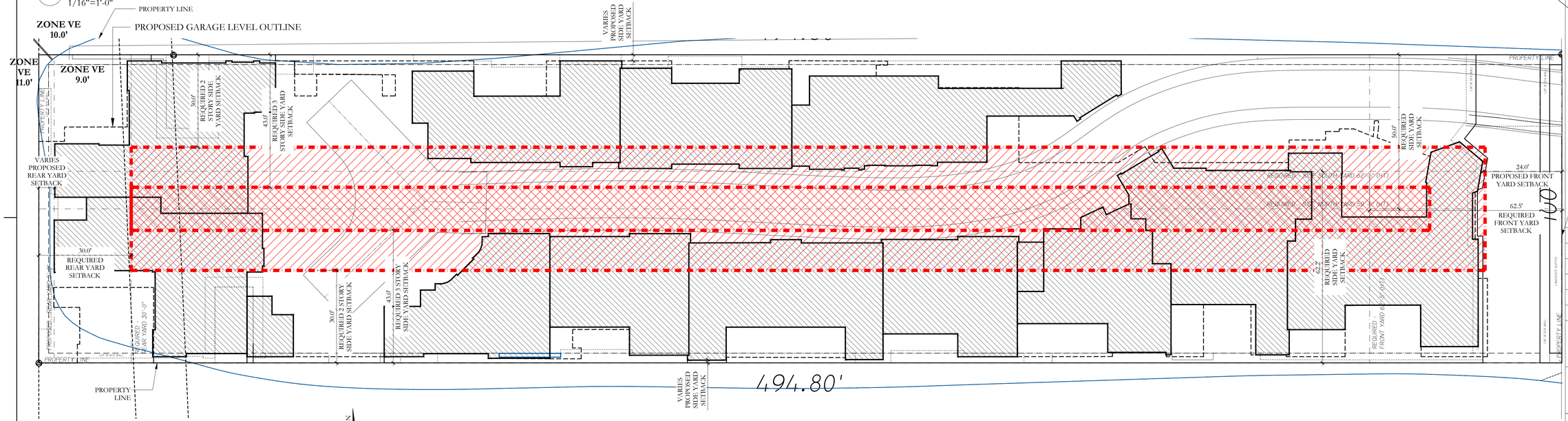


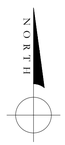
2 VARIANCE DIAGRAM ELEVATION

1/16"=1'-0"



1 AS-OF-RIGHT AREA DIAGRAM

1/16"=1'-0"



0' 10' 20' 50'

+65.00' MAX OVERALL BLDG. HT.
+58.83' OVERALL BUILDING HEIGHT
+55.00' (65.00') N.A.V.D
MAX BLDG. HT.(Sec. 134-1008(b)(2))
+20.00' N.A.V.D HIGHEST POINT OF DRIVEWAY
14.95' N.A.V.D MAXIMUM FILL ELEVATION
+10.00' N.A.V.D P.O.M.
(0.00) +9.00' N.A.V.D BASE FLOOD ELEVATION
+5.00' N.A.V.D BASEMENT PARKING (EXIST. GRADE)
±0.00' N.A.V.D SEA LEVEL

SEC. 134-1060. - LOT, YARD AND AREA REQUIREMENTS:

FRONT (EAST) YARD SETBACK
50.0'(FT) - 4 STORY - REQUIRED
24.0'(FT) - 4 STORY - PROPOSED

SIDE (NORTH) YARD SETBACK
50.0'(FT) - 4 STORY - REQUIRED
2.0' (FT) - 4 STORY - PROPOSED

SIDE (SOUTH) YARD SETBACK
50.0'(FT) - 4 STORY - REQUIRED
2.0' (FT) - 4 STORY - PROPOSED

REAR (WEST) YARD SETBACK
30.0' (FT) - REQUIRED
5.0' (FT) - PROPOSED

LEGEND

PERMISSIBLE DEVELOPMENT ENVELOPE: 2 STORY - 25.0'

PERMISSIBLE DEVELOPMENT ENVELOPE: 3 STORY - 35.0'

PERMISSIBLE DEVELOPMENT HEIGHT: 4 STORY - PROPOSED 55.0'

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ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
PERMISSIBLE BUILDABLE AREA DIAGRAM

DATE 02/04/2026
SCALE AS NOTED
BY MC
SHEET NO A-002

FAIRFAX & SAMMONS
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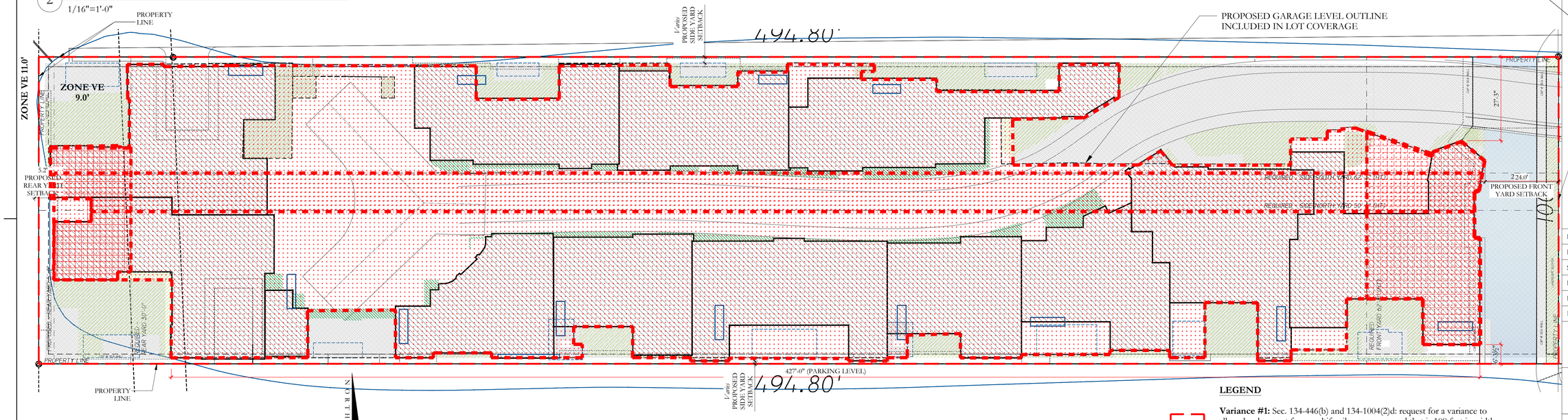
+65.00' MAX OVERALL BLDG. HT.
+58.83' OVERALL BUILDING HEIGHT
+55.00' (65.00') N.A.V.D MAX BLDG. HT.(Sec. 134-1008(b)(2))
+20.00' N.A.V.D HIGHEST POINT OF DRIVEWAY
14.95' N.A.V.D MAXIMUM FILL ELEVATION
+10.00' N.A.V.D P.O.M.
(0.00) +9.00' N.A.V.D BASE FLOOD ELEVATION
+5.00' N.A.V.D BASEMENT PARKING (EXIST. GRADE)
±0.00' N.A.V.D SEA LEVEL

ZONE VE 10.0'

2 VARIANCE DIAGRAM ELEVATION

1/16"=1'-0"



0' 10' 20' 50'

1 VARIANCE DIAGRAM PLAN

1/16"=1'-0"

LEGEND

Variance #1: Sec. 134-446(b) and 134-1004(2)d: request for a variance to allow development for a multifamily use on a parcel that is 100 feet in width in lieu of the 150 foot minimum.

Variance #2: Sec. 134-1004(5)d: request for a front yard setback to be 24 feet in lieu of the height of the building.

Variance #3 & 4: Sec. 134-1004(6)d: request for a side yard (north) setback to be a range of 0 -2 feet in lieu of the height of the building. Sec. 134-1004(6)d: request for a side yard (south) setback to be a range of 0 -2 feet in lieu of the height of the building.

Variance #5: Sec. 134-1004(7)(d): Variance for a Rear Yard Setback of 2.0' -5.0' in lieu of the minimum 30.0' feet required.

Variance #6: Sec. 134-1004(9)d: request to allow a lot coverage to be 73% in lieu of the 25% maximum allowed.

427'-0"

Variance #7: Sec. 134-1874: Variance to allow a building dimension of 427' in lieu of 150' for any one building face.

Variance #8: Sec. 134-1004(11)(d): Variance for Landscaped Open Space of 2,782 (5.62%) in lieu of the minimum 17,318 sq. ft. (35%)

Variance #9: Sec. 134-1728(c): Request to exceed the maximum number of mechanical equipment in the side yards.

Variance #10: Sec 134-1757: Request the pools to be within the setbacks along the property line.

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FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
VARIANCE DIAGRAMS

DATE 02/04/2026
SCALE AS NOTED
BY MC
SHEET NO A-002.1

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
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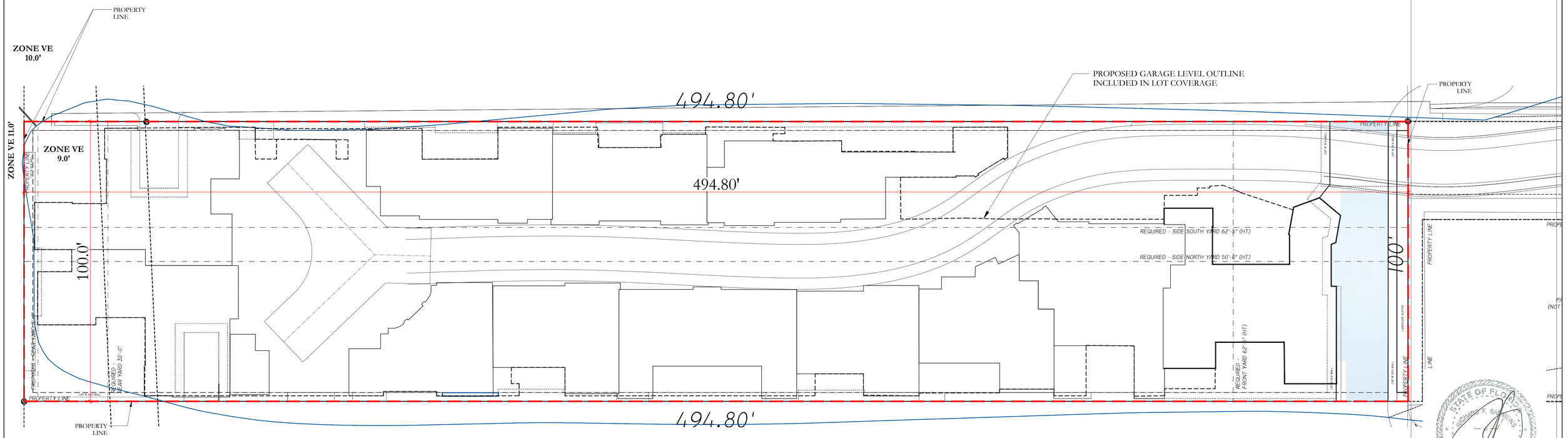

0' 10' 20' 50'

1 VARIANCE DIAGRAM PLAN

1/16"=1'-0"

NORTH

LEGEND

Variance #1: Sec. 134-446(b) and 134-1004(2)d: request for a variance to allow development for a multifamily use on a parcel that is 100 feet in width in lieu of the 150 foot minimum.

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FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

VARIANCE DIAGRAMS NON-CONFORMING LOT

DATE	SHEET NO
02/04/2026	A-002.2
SCALE AS NOTED	
BY MC	

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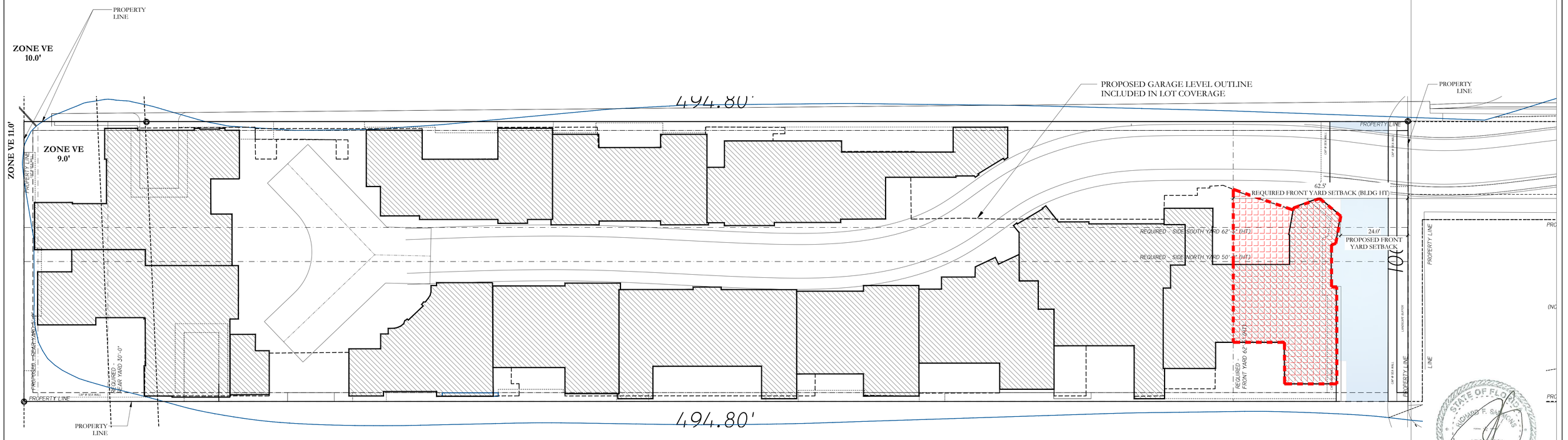

1 VARIANCE DIAGRAM PLAN

1/16"=1'-0"

LEGEND

Variance #2: Sec. 134-1004(5)d: Request for a front yard setback to be 24 feet in lieu of the height of the building.

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ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

VARIANCE DIAGRAMS
FRONT YARD SETBACK

DATE 02/04/2026

SCALE AS NOTED

BY MC

SHEET NO A-002.3

FAIRFAX & SAMMONS
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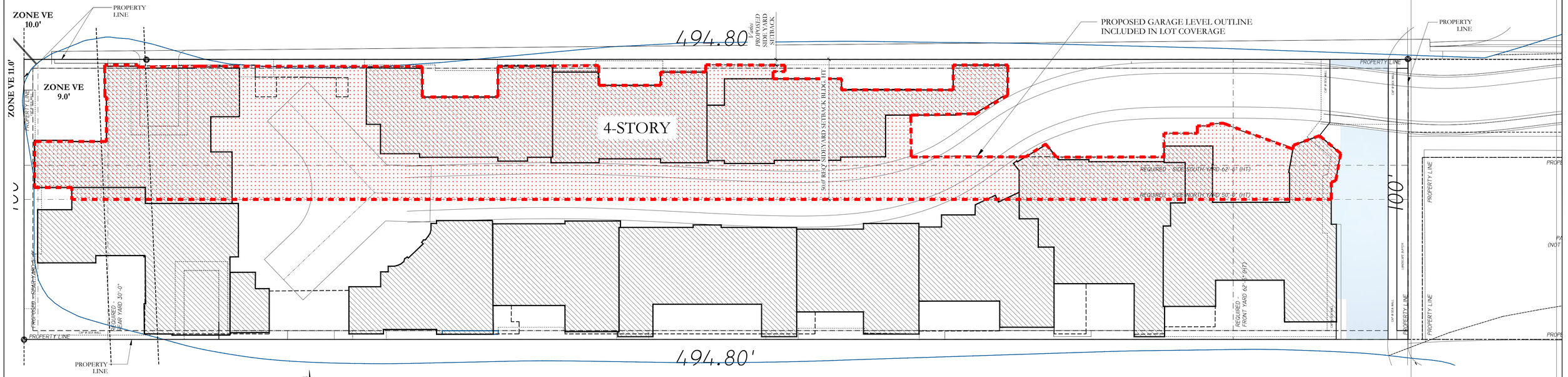
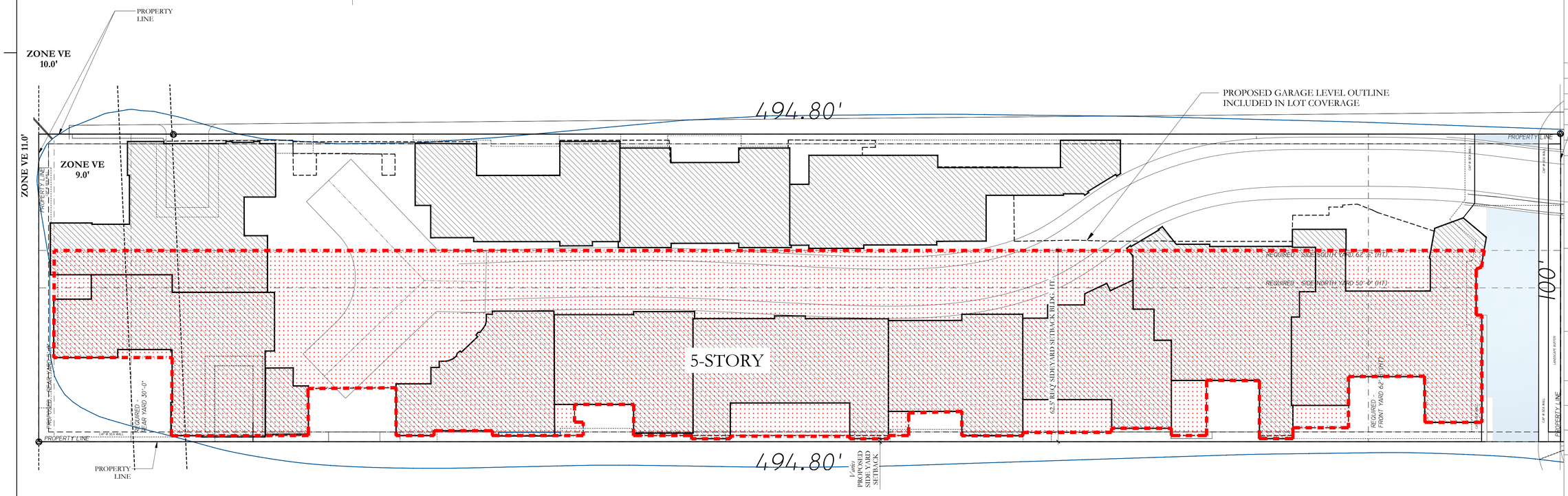


2 VARIANCE DIAGRAM PLAN
1/16"=1'-0"



1 VARIANCE DIAGRAM PLAN
1/16"=1'-0"

LEGEND

Variance #3: Sec. 134-1004(6)d: request for a side yard (north) setback to be a range of 0 -2 feet in lieu of the height of the building. (BLDG HT 4-STORY.) NORTH

LEGEND

Variance #4: 134-1004(6)d: request for a side yard (south) setback to be a range of 0 -2 feet in lieu of the height of the building. (BLDG HT. 5-STORY) SOUTH

FINAL SUBMITTAL - REV	02/09/2026
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ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
VARIANCE DIAGRAMS
SIDE YARD SETBACKS - N & S

DATE
02/04/2026

SCALE
AS NOTED

BY
MC

SHEET NO
A-002.4

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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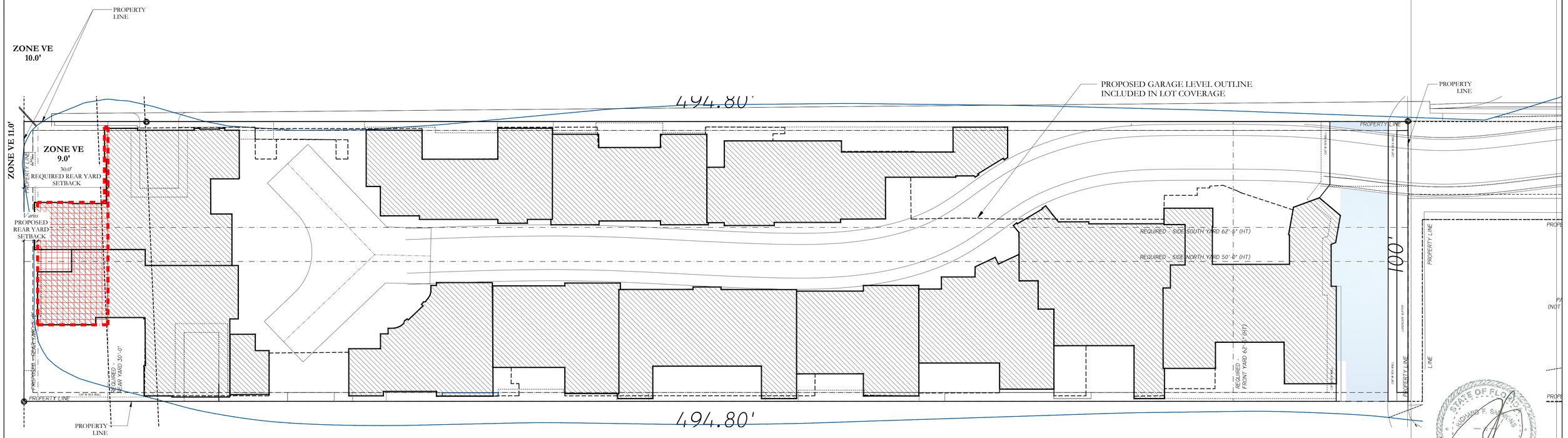

0' 10' 20' 50'

1 VARIANCE DIAGRAM PLAN

1/16"=1'-0"

NORTH

LEGEND

Variance #5: Sec. 134-1004(7)(d): Variance for a Rear Yard Setback of 2.0' - 5.0' in lieu of the minimum 30.0' feet required.

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
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ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

VARIANCE DIAGRAMS
REAR YARD SETBACK

DATE 02/04/2026

SCALE AS NOTED

BY MC

SHEET NO A-002.5

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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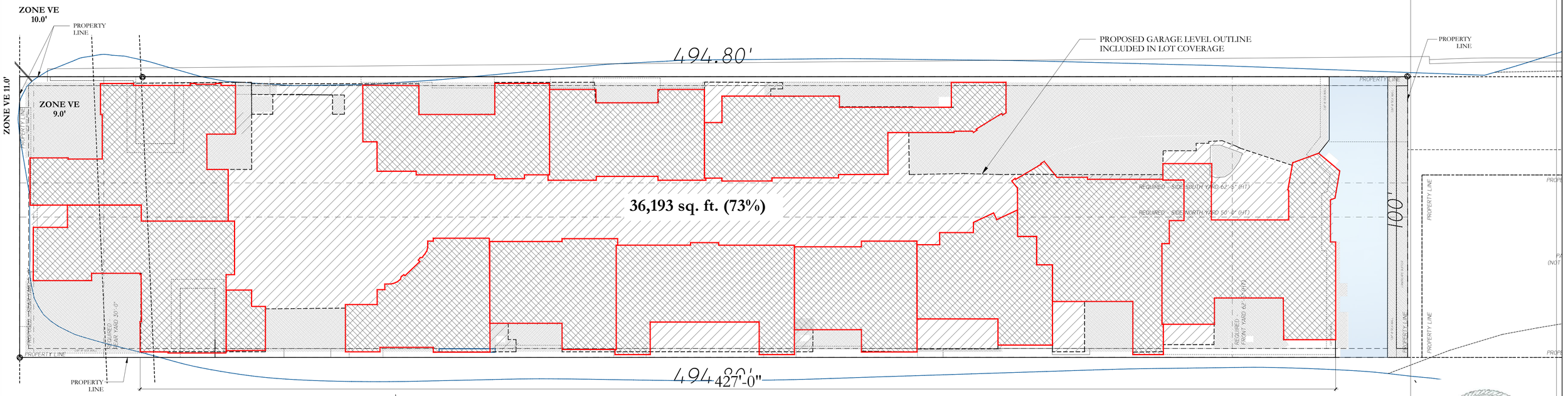
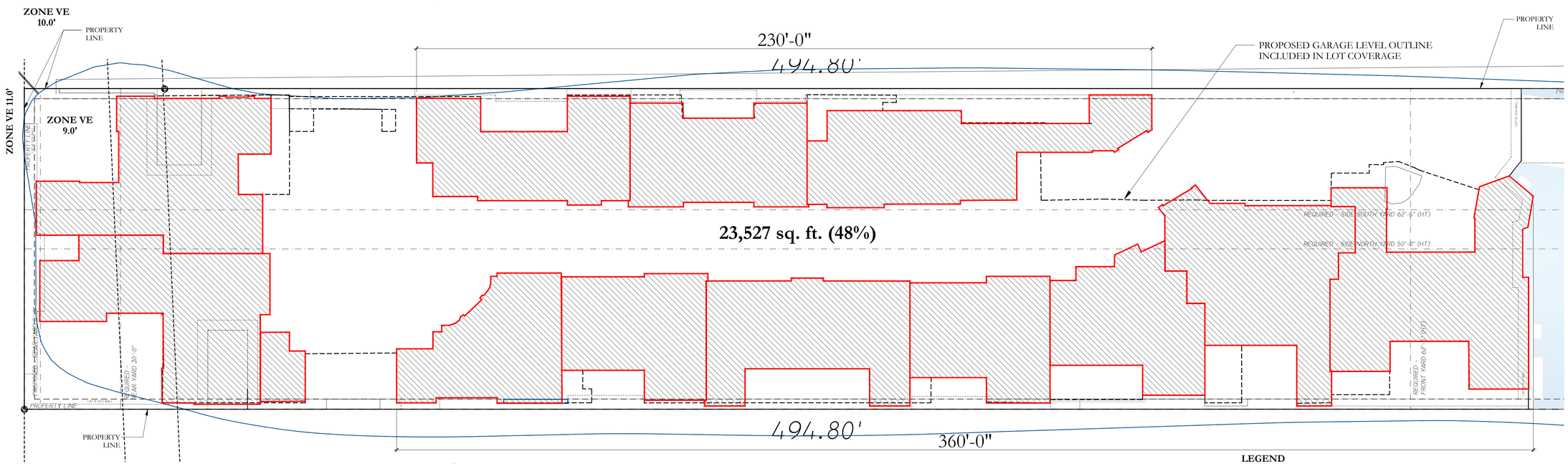


0' 10' 20' 50'

NORTH

1 VARIANCE DIAGRAM PLAN - PARKING LEVEL

1/16"=1'-0"



0' 10' 20' 50'

NORTH

2 VARIANCE DIAGRAM PLAN - GROUND LEVEL

1/16"=1'-0"

LEGEND

Variance #8: Sec. 134-1004(9)d: request to allow a lot coverage to be 73% in lieu of the 35% maximum allowed.

GROUND FLOOR STRUCTURE

PARKING LEVEL STRUCTURE

EARTH

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

VARIANCE DIAGRAMS
LOT COVERAGE

DATE 02/04/2026

SCALE AS NOTED

BY MC

SHEET NO A-002.8

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH

FAIRFAX, SAMMONS & PARTNERS, LLC.
214 BRAZILIAN AVENUE, PALM BEACH 33480
TELEPHONE (561) 908-5591
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LICENSE NO. AA26000646

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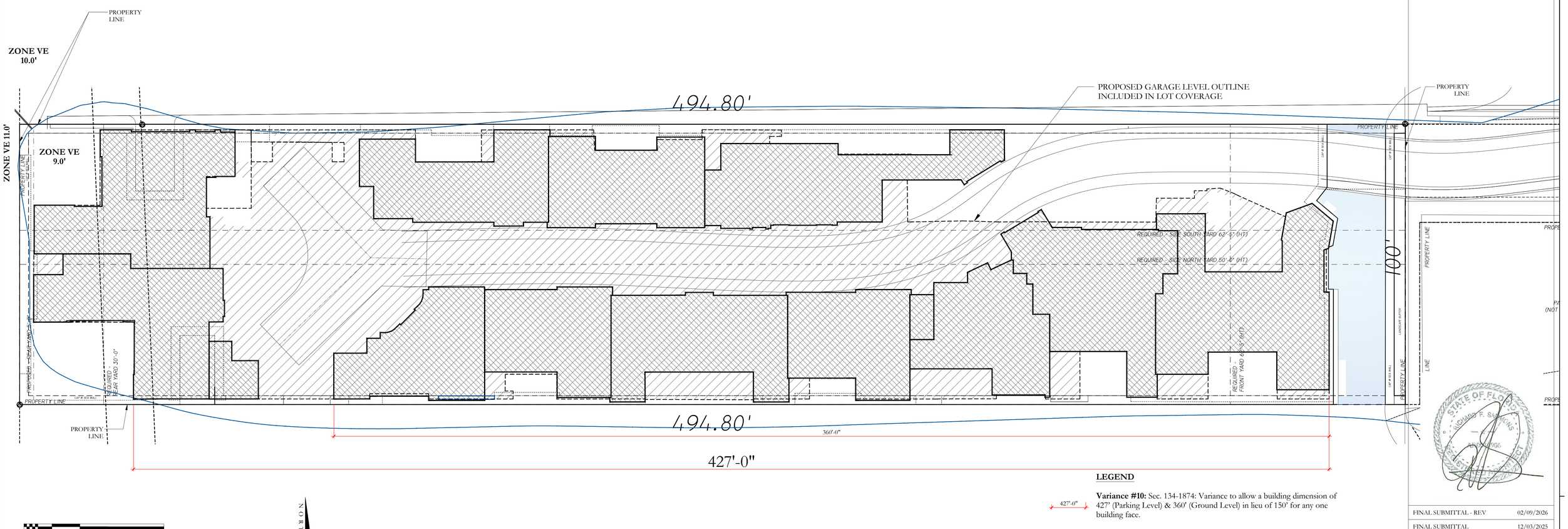

0' 10' 20' 50'

1 VARIANCE DIAGRAM PLAN

1/16"=1'-0"

NORTH

LEGEND

427'-0"

Variance #10: Sec. 134-1874: Variance to allow a building dimension of 427' (Parking Level) & 360' (Ground Level) in lieu of 150' for any one building face.

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

VARIANCE DIAGRAMS BUILDING DIMENSION

DATE 02/04/2026

SCALE AS NOTED

BY MC

SHEET NO A-002.9

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NEW YORK – PALM BEACH

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214 BRAZILIAN AVENUE, PALM BEACH 33480
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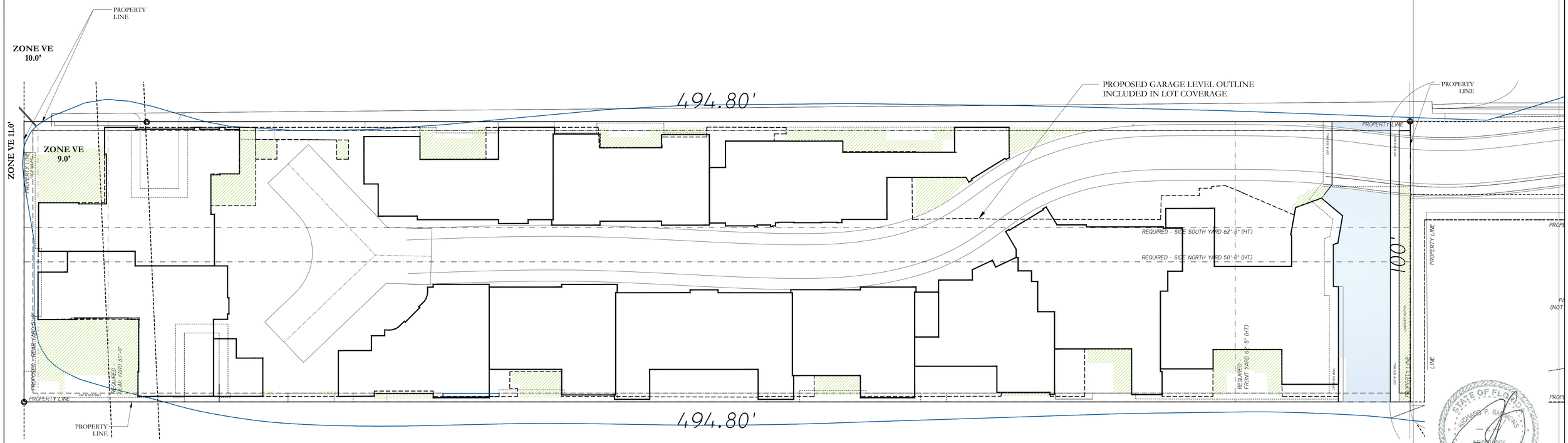

1 VARIANCE DIAGRAM PLAN

1/16"=1'-0"

LEGEND

Variance #11:
Sec. 134-1004(11)(d): Variance for Landscaped Open Space of 2,782 (5.62%) in lieu of the minimum 17,318 sq. ft. (35%)

WITH CANAL
(2,782\49,480 = approx 0.0771827 x 100 = 5.62%)

NO CANAL
(5,259\49,480 = approx 0.1062853678 x 100 = 10.62%)

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

VARIANCE DIAGRAMS
LANDSCAPE OPEN SPACE

DATE 02/04/2026

SCALE AS NOTED

BY MC

SHEET NO A-002.10

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NEW YORK – PALM BEACH
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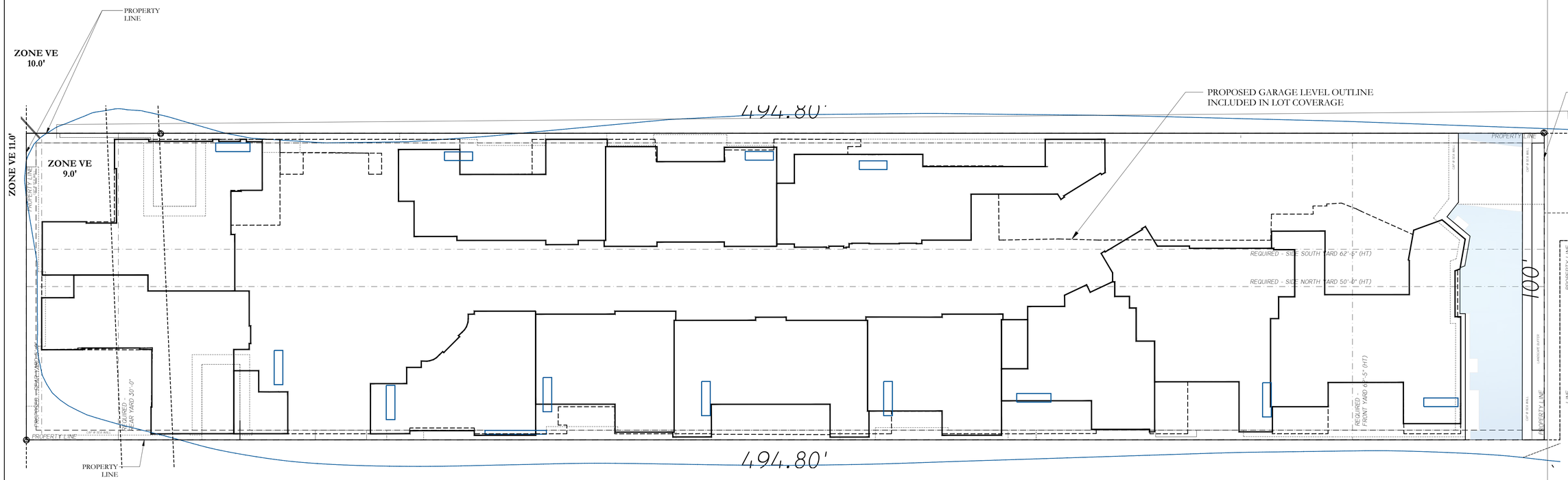

0' 10' 20' 50'

1 VARIANCE DIAGRAM PLAN

1/16"=1'-0"

NORTH

LEGEND

Variance #12: Sec. 134-1728(c): Request to exceed the maximum number of pool/mechanical equipment in the side yards.

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

VARIANCE DIAGRAMS
POOL/ MECH. EQUIPMENT

DATE 02/04/2026	**SHEET NO** A-002.11
SCALE AS NOTED	
BY MC	

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NEW YORK – PALM BEACH

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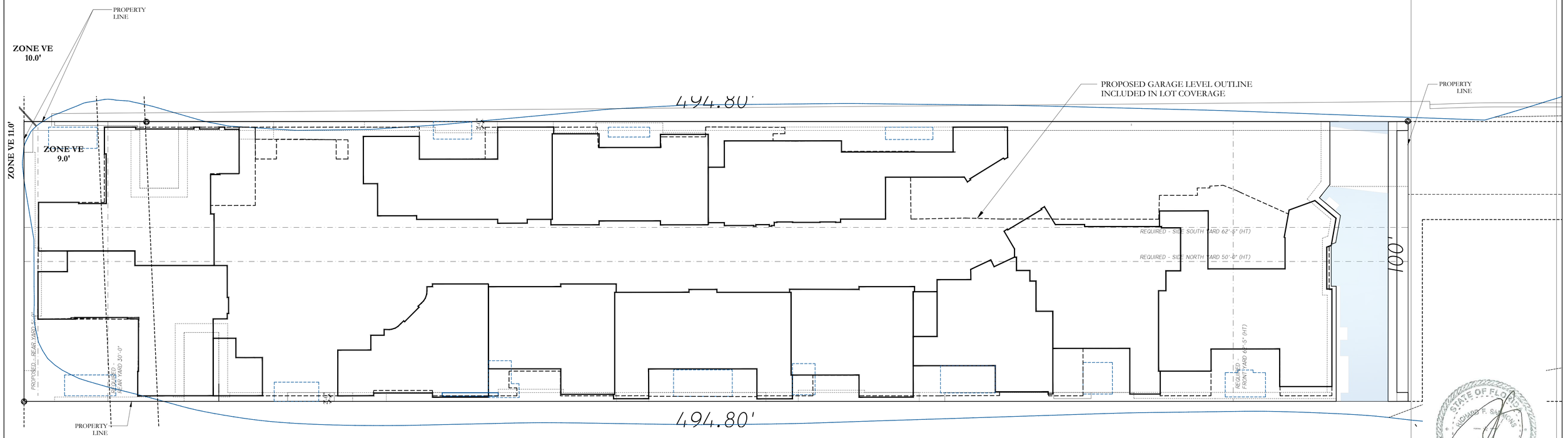

0' 10' 20' 50'

1 VARIANCE DIAGRAM PLAN

1/16"=1'-0"

NORTH

LEGEND

Variance #13: Sec 134-1757: Request the pools to be within the setbacks along the property line.

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

VARIANCE DIAGRAMS
POOL IN YARDS

DATE 02/04/2026	**SHEET NO** A-002.12
SCALE AS NOTED	
BY MC	

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
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TELEPHONE (561) 908-8591
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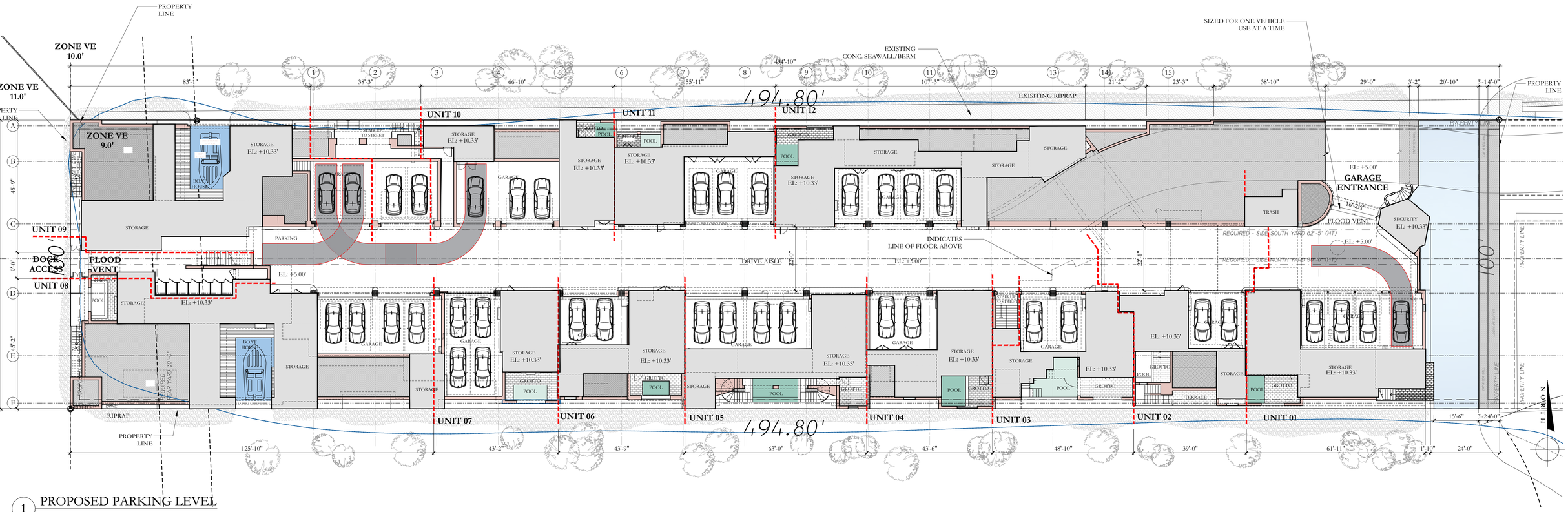
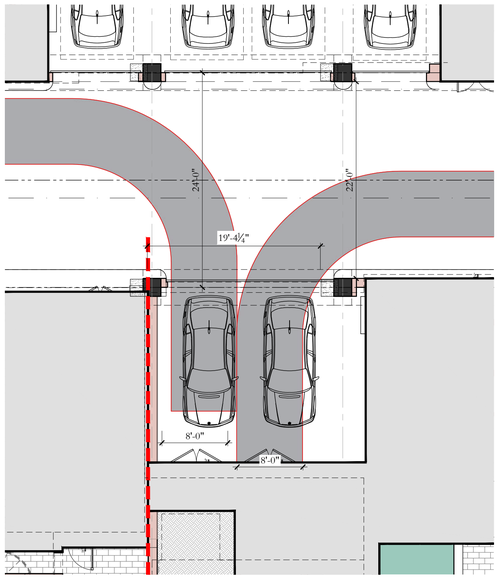


1 PROPOSED PARKING LEVEL

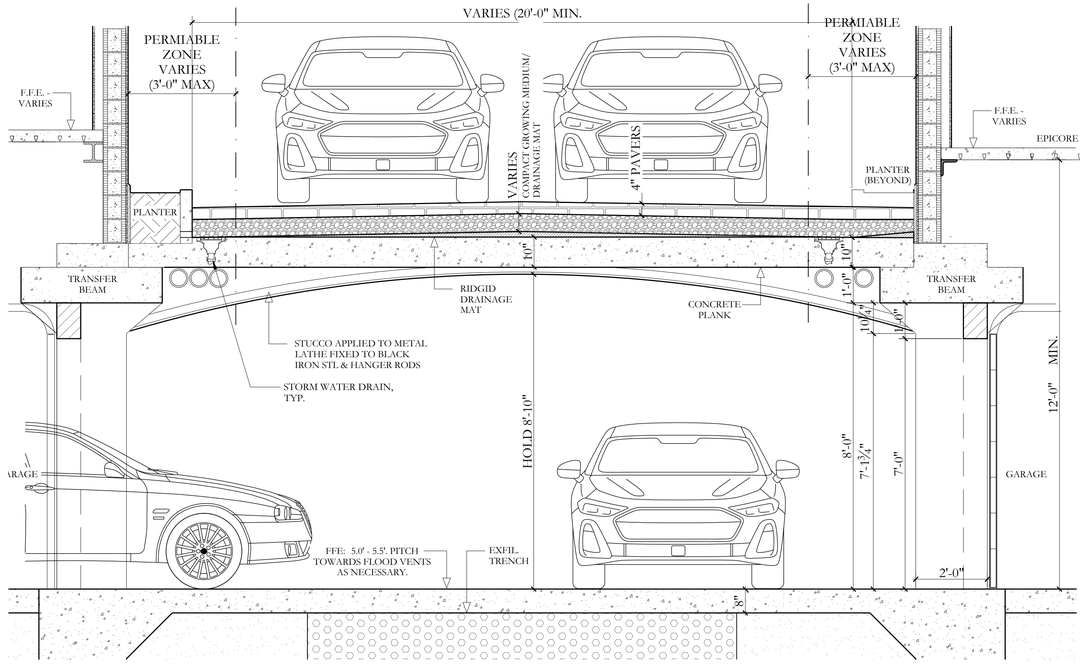
1/16"=1'-0"

0' 10' 20' 50'



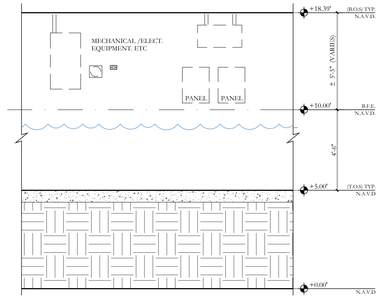
2 TYP. PARKING MANEUVERABILITY DIAGRAM

1/8"=1'-0"



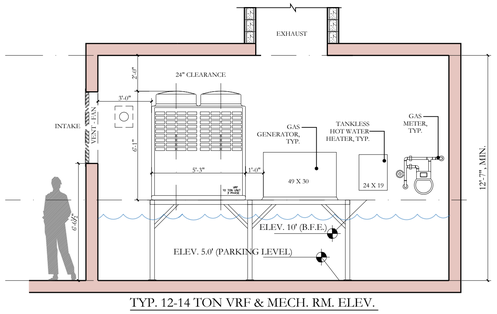
3 SECTION DETAIL THROUGH SLAB

1/2"=1'-0"



4 PARKING LEVEL - TYP. ROOM ELEV.

1/4"=1'-0"



TYP. 12-14 TON VRF & MECH. RM. ELEV.

5 PARKING LEVEL - TYP. ROOM ELEV. II

1/4"=1'-0"

FINAL SUBMITTAL	**12/03/2025**
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED PARKING LEVEL FLOOR 01

DATE 02/04/2026	**SHEET NO** A-100
SCALE AS NOTED	
BY MS	

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH

FAIRFAX, SAMMONS & PARTNERS, LLC.
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TELEPHONE (561) 908-8281
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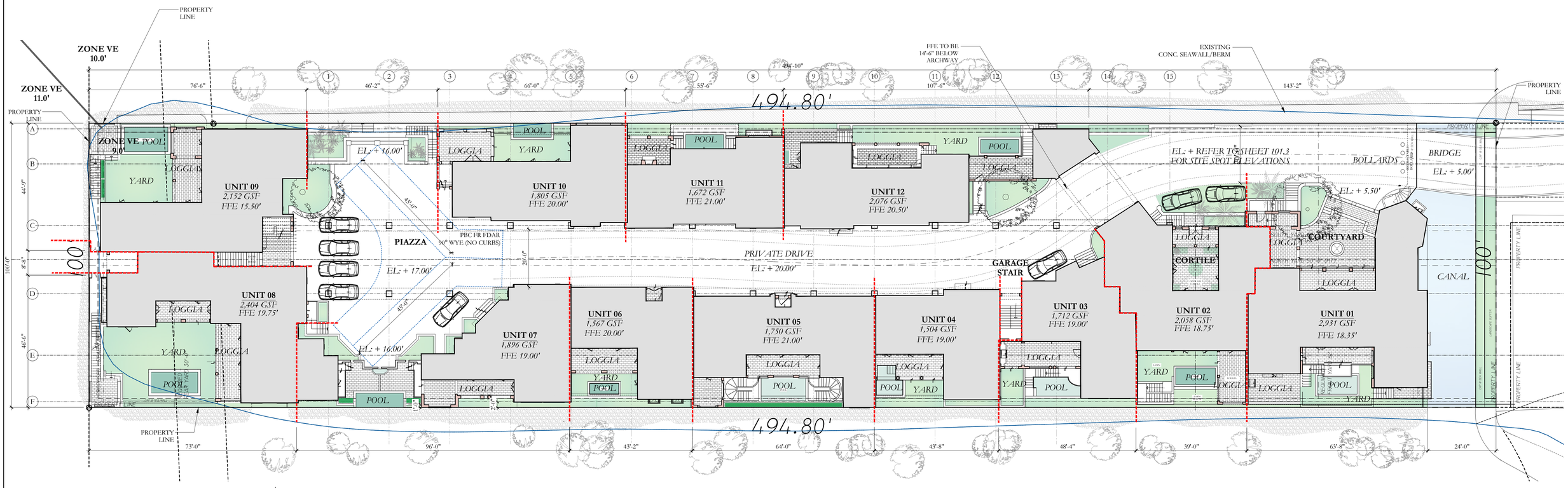

1 PROPOSED GROUND LEVEL

1/16"=1'-0"

0' 10' 20' 50'

NORTH

*ALL AREAS ARE APPROXIMATE

Overall Site			
Area Calculations	*Conditioned*	*Unconditioned / Balconies*	*Garage*
	53,262.00	**13,876.00**	**8,286.00**
TOTAL:			**75,424.00**

2 AREA BREAKDOWN - UNITS 01 - 12

N.T.S.

Unit 1			
Area Calculations			
	Conditioned	*Unconditioned / Balconies*	*Garage*
Basement Level	411.00	357.00	
First Floor	2,023.00	965.00	
Second Floor	1,891.00	182.00	
	4,325.00	1,504.00	843.00
TOTAL:			**6,672.00**

Unit 2			
Area Calculations			
	Conditioned	*Unconditioned / Balconies*	*Garage*
Basement Level	338.00	302.00	
First Floor	1,550.00	515.00	
Second Floor	1,830.00	51.00	
Third Floor	498.00	0.00	
Fourth Floor	387.00	279.00	
	4,603.00	1,147.00	376.00
TOTAL:			**6,126.00**

Unit 3			
Area Calculations			
	Conditioned	*Unconditioned / Balconies*	*Garage*
Basement Level	390.00	133.00	444.00
First Floor	1,176.00	287.00	
Second Floor	1,214.00	161.00	
Third Floor	1,169.00	0.00	
	3,949.00	581.00	444.00
TOTAL:			**4,974.00**

Unit 4			
Area Calculations			
	Conditioned	*Unconditioned / Balconies*	*Garage*
Basement Level	617.00	272.00	497.00
First Floor	1,103.00	191.00	
Second Floor	1,127.00	117.00	
Third Floor	1,015.00	163.00	
	3,862.00	743.00	497.00
TOTAL:			**5,102.00**

Unit 5			
Area Calculations			
	Conditioned	*Unconditioned / Balconies*	*Garage*
Basement Level	605.00	342.00	785.00
First Floor	1,294.00	388.0	
Second Floor	1,553.00	232.00	
Third Floor	1,537.00	210.00	
	4,989.00	1,172.00	785.00
TOTAL:			**6,946.00**

Unit 6			
Area Calculations			
	Conditioned	*Unconditioned*	
Basement Level	572.00	325.00	436.00
First Floor	1,107.00	260.00	
Second Floor	1,141.00	114.00	
Third Floor	1,028.00	123.00	
	3,848.00	822.00	436.00
TOTAL:			**5,106.00**

Unit 7			
Area Calculations			
	Conditioned	*Unconditioned / Balconies*	*Garage*
Basement Level	463.00	358.00	720.00
First Floor	1,349.00	285.00	
Second Floor	1,179.00	240.00	
Third Floor	1,179.00	225.00	
Fourth Floor	856.00	316.00	
	5,026.00	1,424.00	720.00
TOTAL:			**7,170.00**

Unit 8			
Area Calculations			
	Conditioned	*Unconditioned / Balconies*	*Garage*
Basement Level	700.00	1,058.00	800.00
First Floor	1,768.00	387.00	
Second Floor	1,566.00	180.00	
Third Floor	1,083.00	54.00	
	5,117.00	1,679.00	800.00
TOTAL:			**7,596.00**

Unit 9			
Area Calculations			
	Conditioned	*Unconditioned / Balconies*	*Garage*
Basement Level	653.00	1,102.00	958.00
First Floor	1,629.00	576.00	
Second Floor	1,347.00	90.00	
Third Floor	938.00	102.00	
	4,567.00	1,870.00	958.00
TOTAL:			**7,395.00**

Unit 10			
Area Calculations			
	Conditioned	*Unconditioned / Balconies*	*Garage*
Basement Level	543.00	285.00	777.00
First Floor	1,368.00	104.00	
Second Floor	1,350.00	186.00	
Third Floor	1,094.00	32.00	
	4,355.00	607.00	777.00
TOTAL:			**5,739.00**

Unit 11			
Area Calculations			
	Conditioned	*Unconditioned / Balconies*	*Garage*
Basement Level	535.00	264.00	700.00
First Floor	1,341.00	133.00	
Second Floor	1,307.00	166.00	
Third Floor	1,115.00	156.00	
	4,298.00	719.00	700.00
TOTAL:			**5,717.00**

Unit 12			
Area Calculations			
	Conditioned	*Unconditioned / Balconies*	*Garage*
Basement Level	427.00	926.00	805.00
First Floor	1,602.00	489.00	
Second Floor	1,377.00	193.00	
Third Floor	917.00		
	4,323.00	1,608.00	950.00
TOTAL:			**6,881.00**

FINAL SUBMITTAL - REV	02/09/2026
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FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED GROUND LEVEL FLOOR 02

DATE

02/04/2026

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
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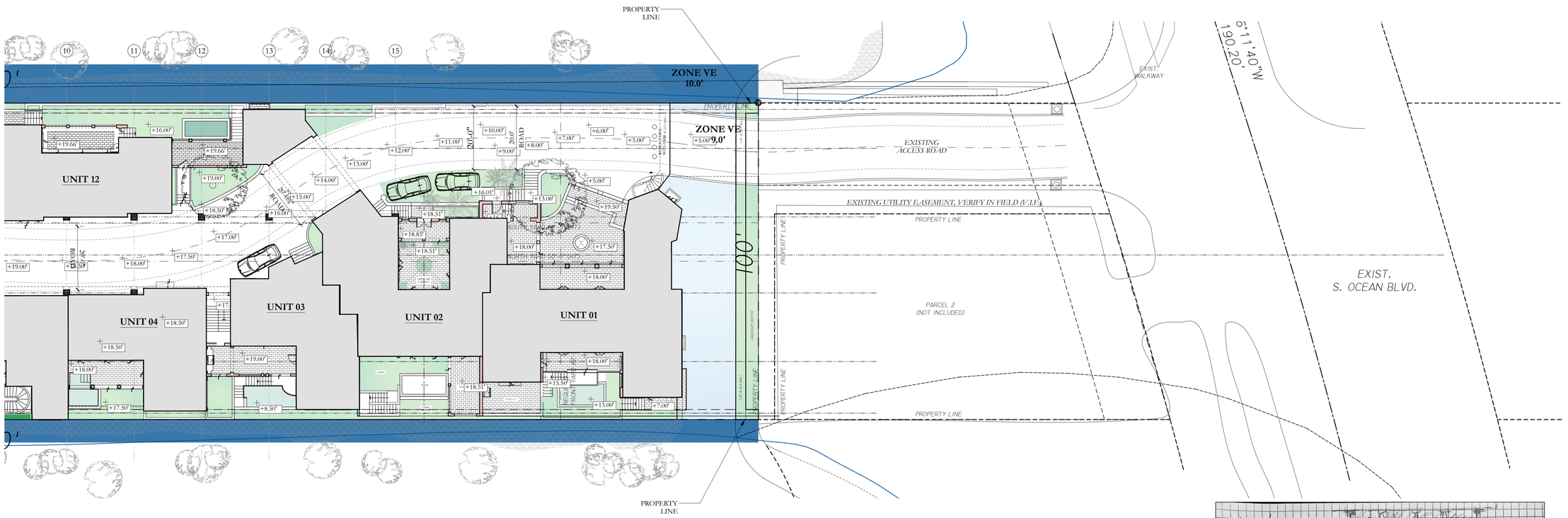
NOTES:

1. REFER TO THE OVERALL SITE PLAN FOR DETAILS ON ALL 12 UNITS.
2. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR ARM GATE, GATE AND ENTRY DETAILS AND EXTENT OF PERVIOUS SURFACE FOR PARKING AND VEHICULAR TURN AROUND

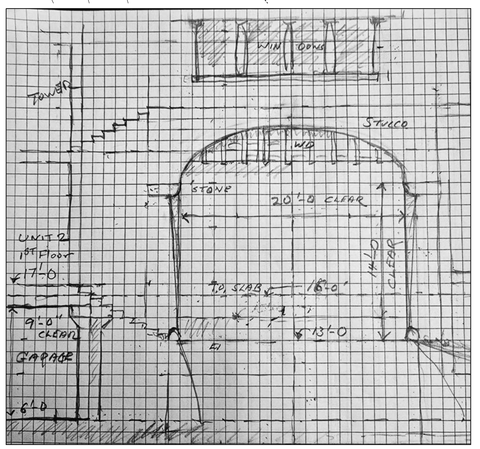


1 PROPOSED PARTIAL SITE PLAN WITH ACCESS ROAD

1/16"=1'-0"

0' 10' 20' 50'

NORTH



2 ENTRY ARCH CLEARANCE DETAIL

N.T.S.

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED PARTIAL SITE PLAN WITH ACCESS ROAD

DATE 02/04/2026	**SHEET NO** A-101.1
SCALE AS NOTED	
BY MS	

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH

FAIRFAX, SAMMONS & PARTNERS, LLC.
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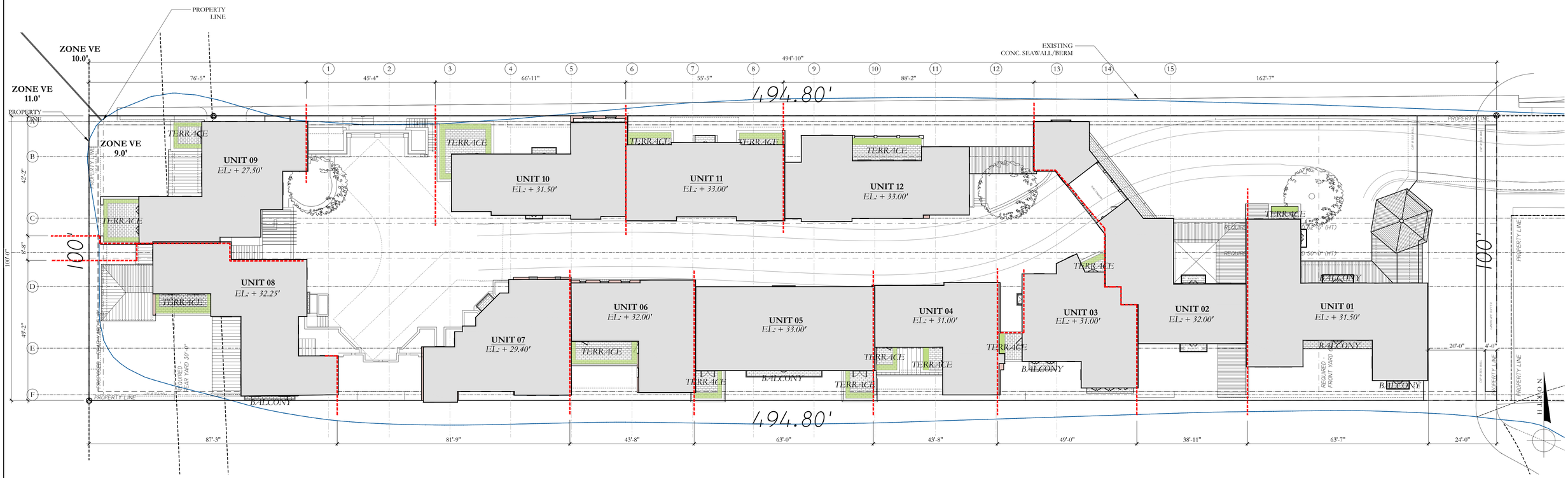

1 PROPOSED SECOND LEVEL

1/16"=1'-0"

0' 10' 20' 50'

TERRACE PLANTERS

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED SECOND LEVEL FLOOR 03

DATE 02/04/2026	**SHEET NO** A-102
SCALE AS NOTED	
BY MS	

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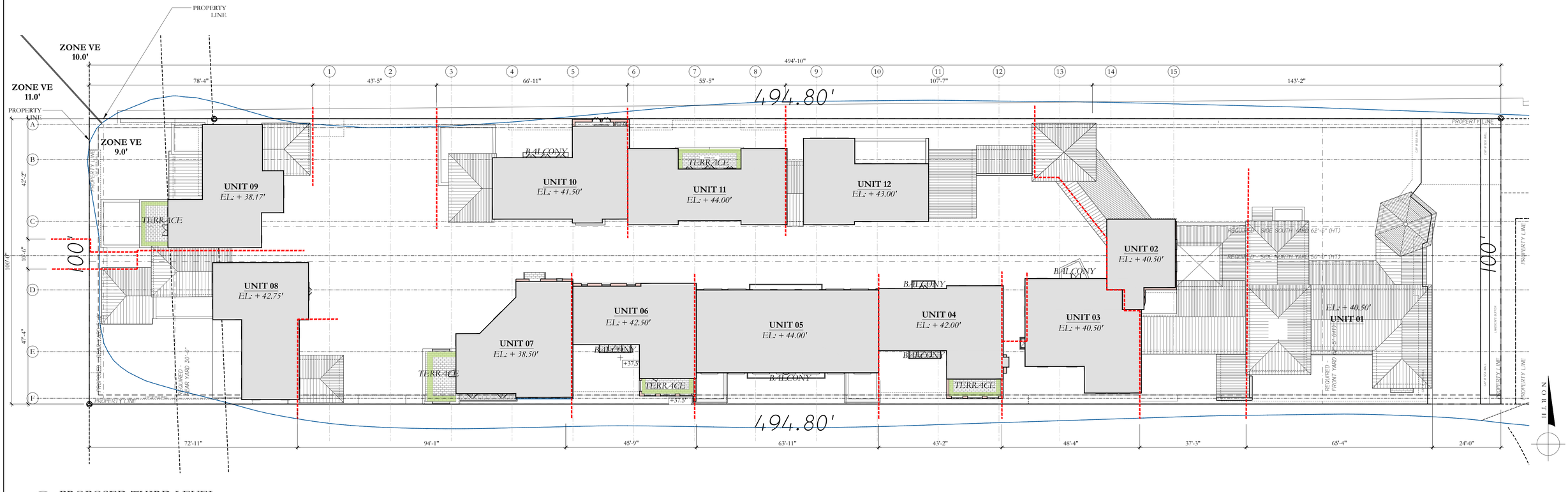
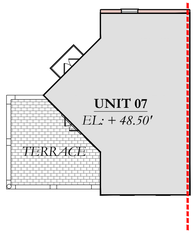


1 PROPOSED THIRD LEVEL

1/16"=1'-0"

0' 10' 20' 50'

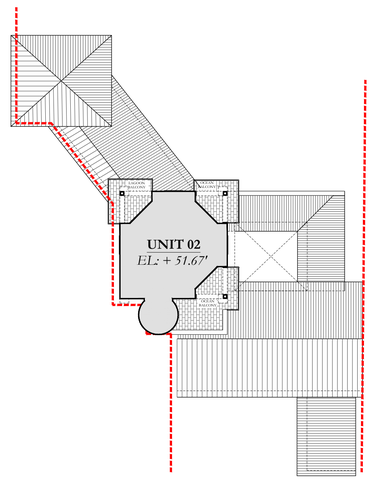
TERRACE PLANTERS



2 PROPOSED TOWER LEVEL - UNIT 7

1/16"=1'-0"

0' 10' 20' 50'



3 PROPOSED TOWER LEVEL - UNIT 2

1/16"=1'-0"

0' 10' 20' 50'

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
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FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED 3RD & TOWER PLANS
FLOOR 04 & 05

DATE 02/04/2026

SCALE AS NOTED

BY MS

SHEET NO A-103

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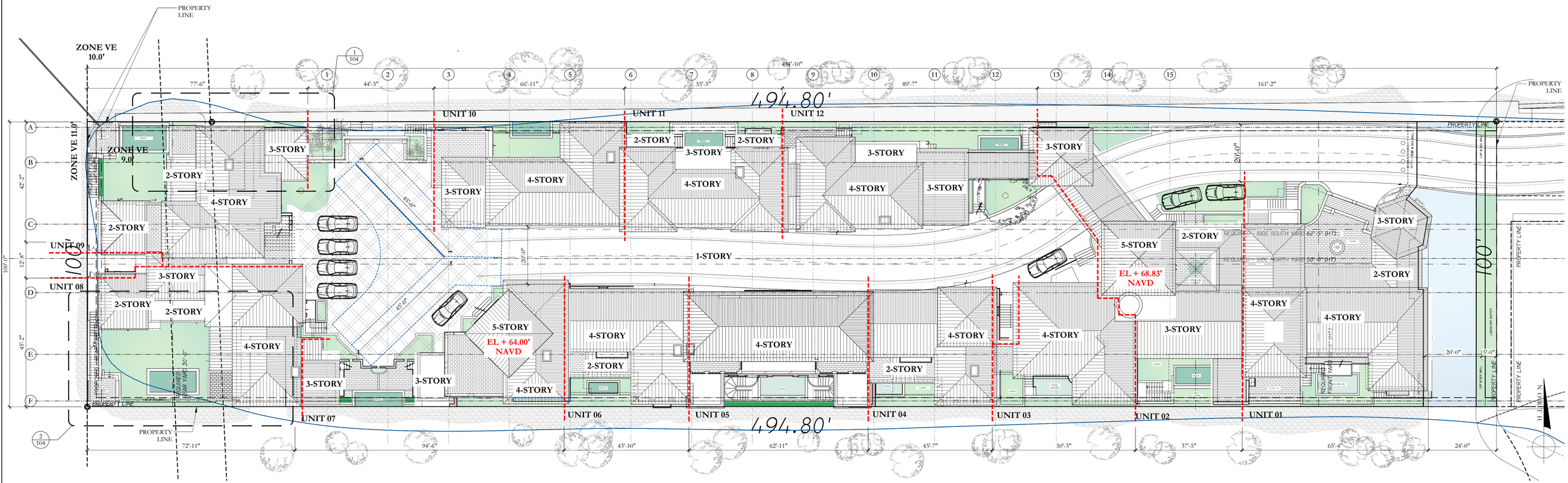
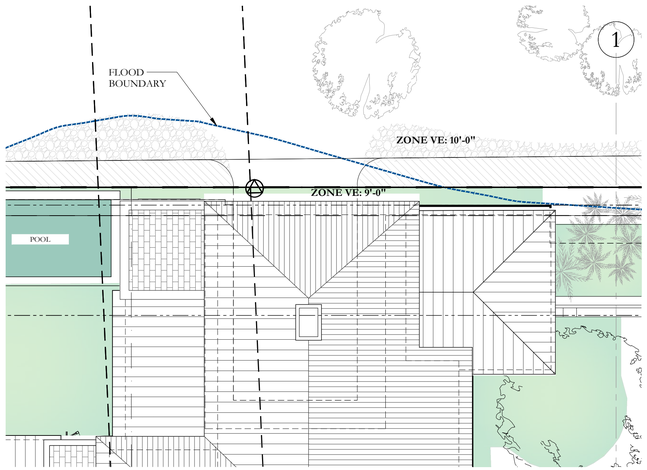


1 PROPOSED ROOF LEVEL

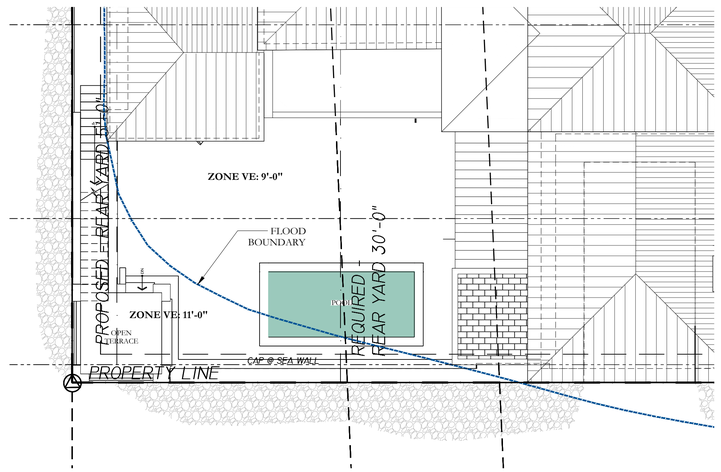
1/16"=1'-0"

0' 10' 20' 50'



2 FEMA CLEARANCE DIAGRAM 1

1/8"=1'-0"



3 FEMA CLEARANCE DIAGRAM 2

1/8"=1'-0"

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FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
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ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED ROOF PLAN

DATE	SHEET NO
02/04/2026	A-104
SCALE AS NOTED	
BY MS	

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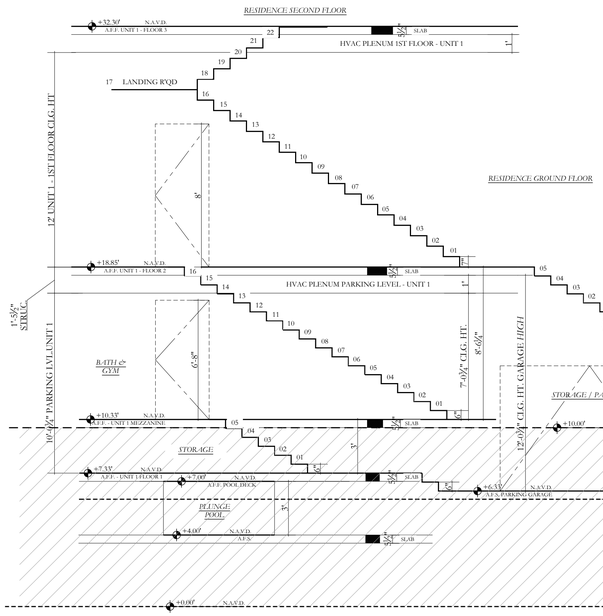
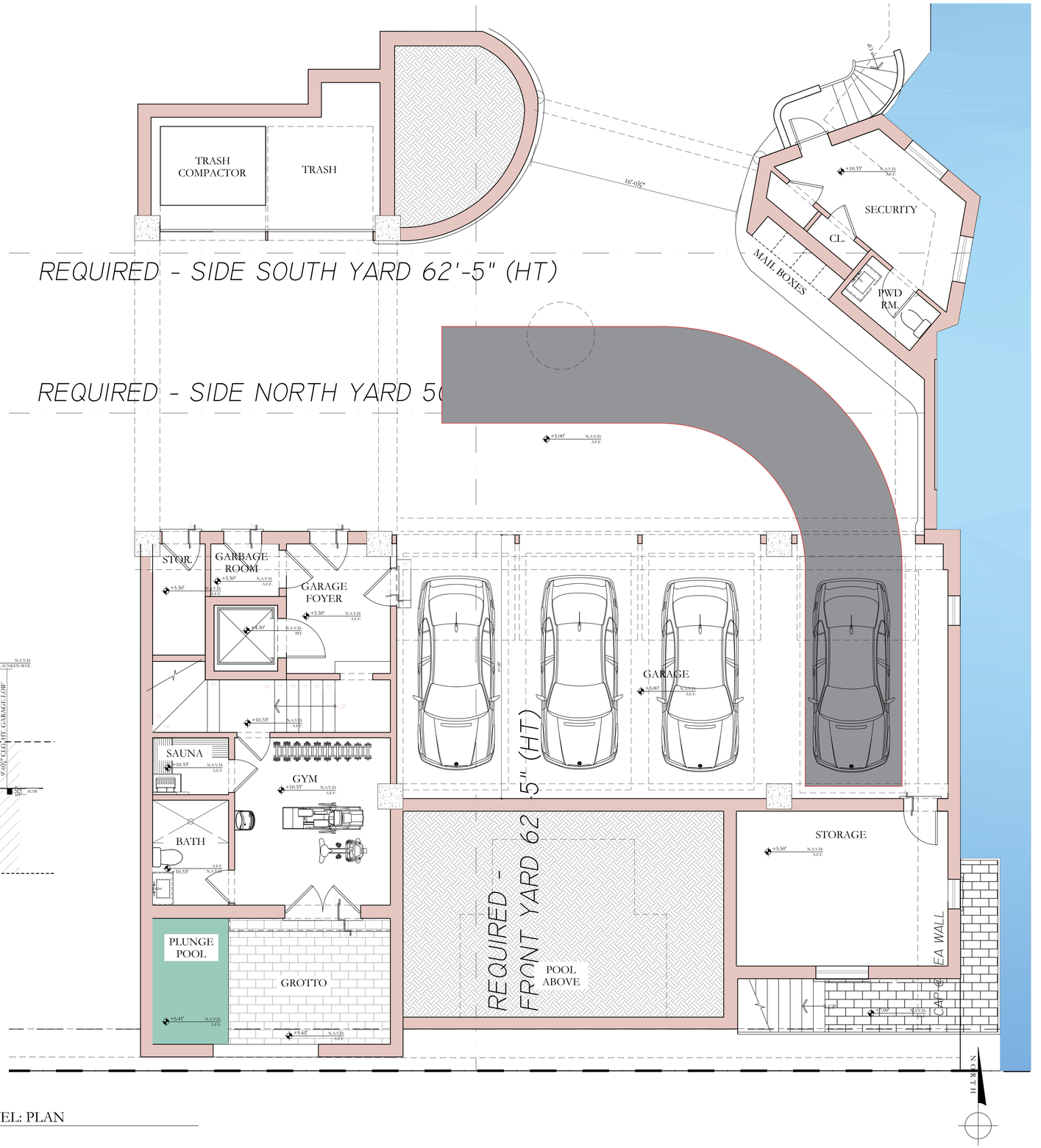


2 TYP. ELEVATIONS DIAGRAM
1/4"=1'-0"



1 PARKING LEVEL: PLAN
1/4"=1'-0"



FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
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ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
TYPICAL UNIT PLAN - PARKING LEVEL ELEVATIONS

DATE
02/04/2026

SCALE
1/4"=1'-0"

BY
MC

SHEET NO
A-105

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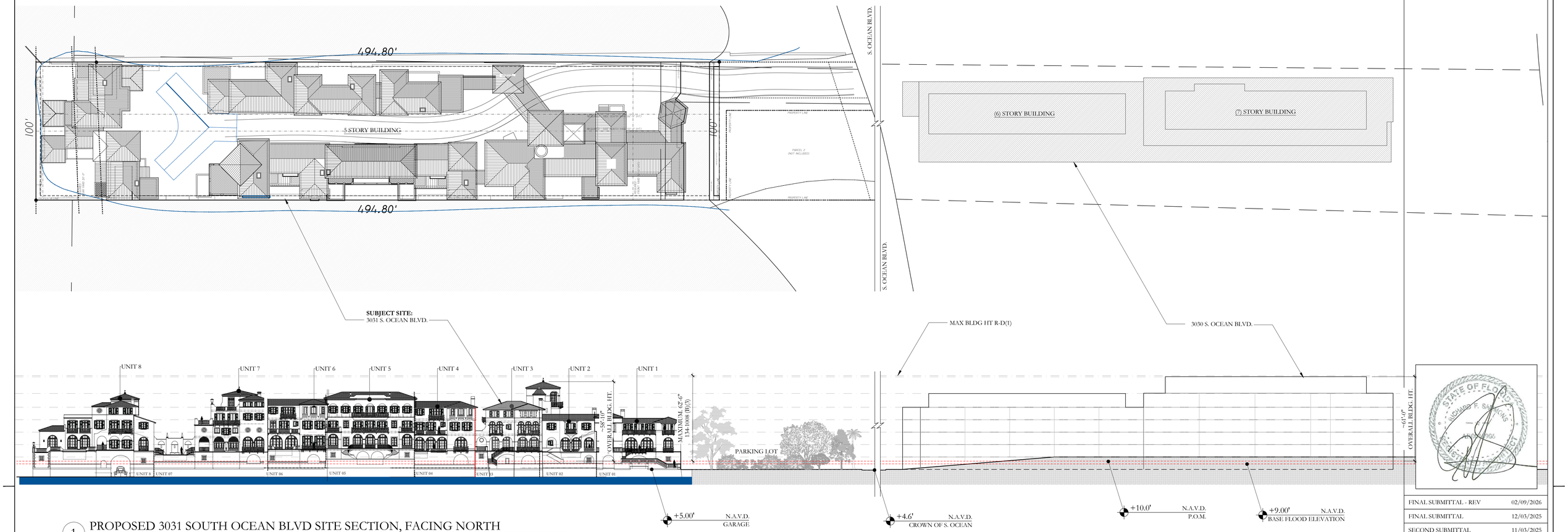

1 PROPOSED 3031 SOUTH OCEAN BLVD SITE SECTION, FACING NORTH

1/32"= 1'-0"

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
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ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED SITE SECTION

DATE 02/04/2026

SCALE AS NOTED

BY MC

SHEET NO A-110

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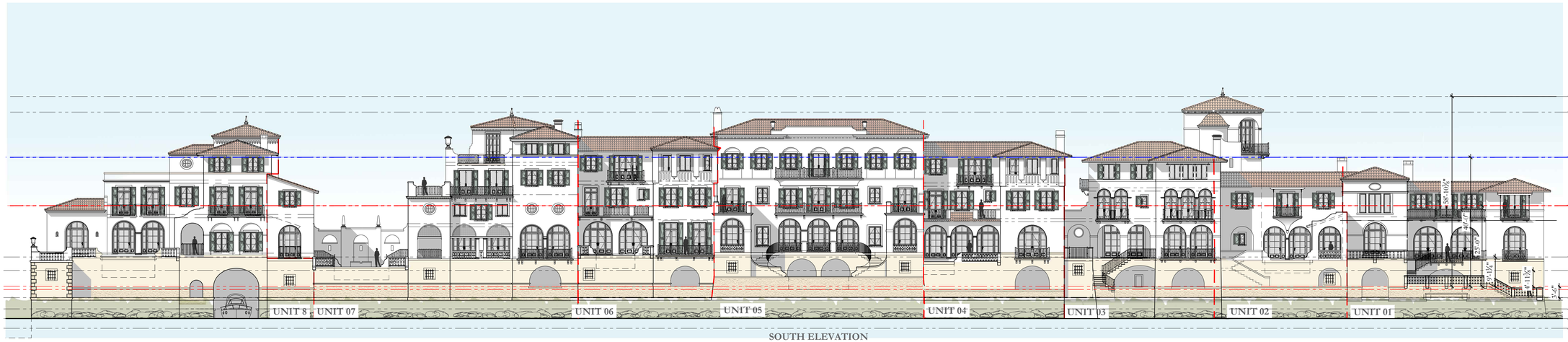
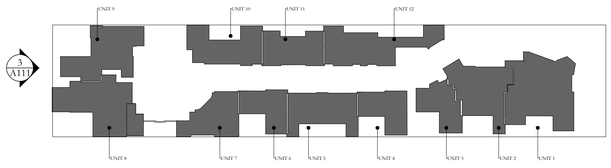


SOUTH ELEVATION

1 PROPOSED SOUTH ELEVATION

1/16"= 1'-0"

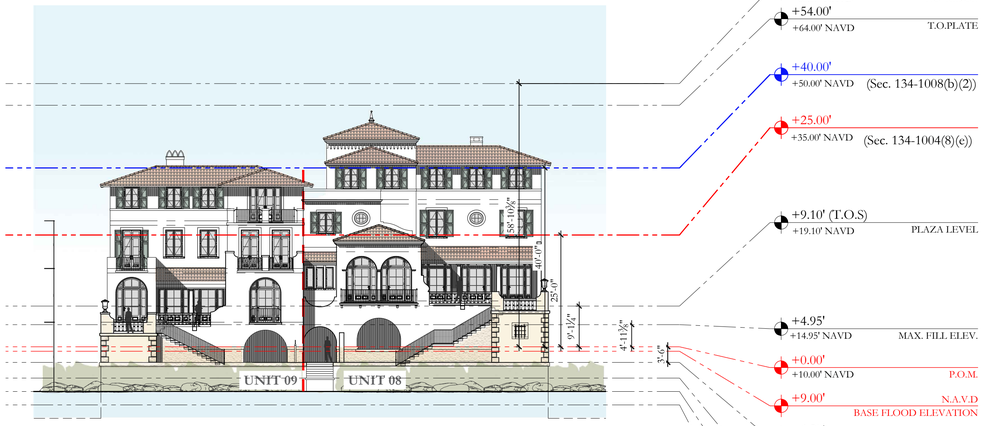
FINISH FLOOR ELEVATIONS VARY BY UNIT. REFER TO OVERALL SITE PLAN FOR SPECIFIC FFE VALUES FOR EACH UNIT. SITE GRADING SHALL BE ADJUSTED TO PROVIDE SMOOTH TRANSITIONS BETWEEN UNITS.



2 KEYPLAN

1/64"=1'-0"

1
A111



3 PROPOSED WEST ELEVATION

1/16"= 1'-0"

FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED SOUTH & WEST ELEVATIONS

DATE 02/04/2026	**SHEET NO** A-111.0
SCALE AS NOTED	
BY MS	

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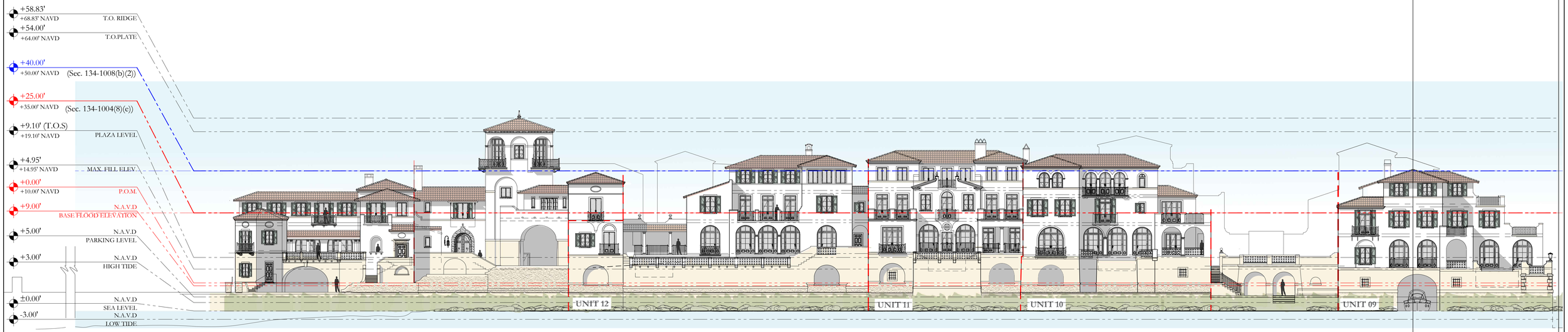
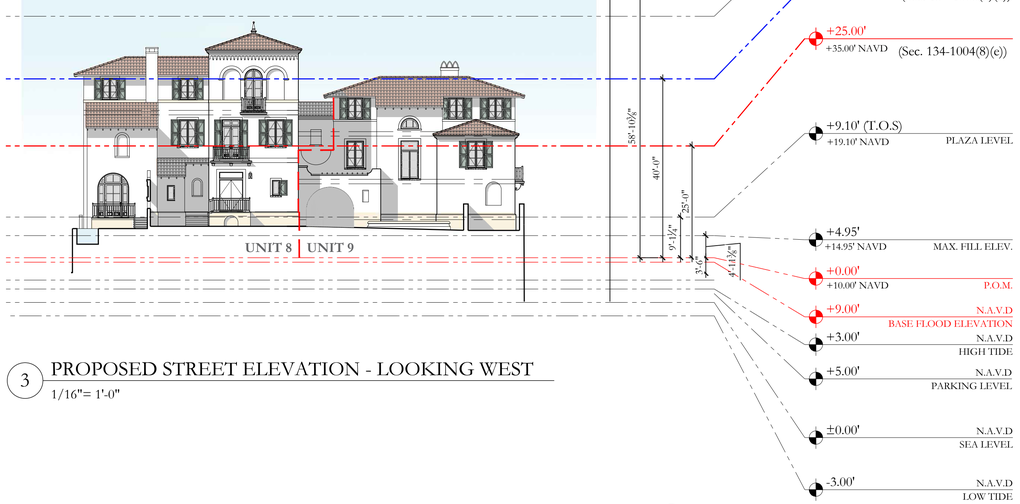


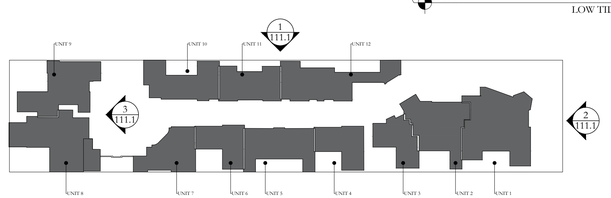
1 PROPOSED NORTH ELEVATION

1/16"= 1'-0"



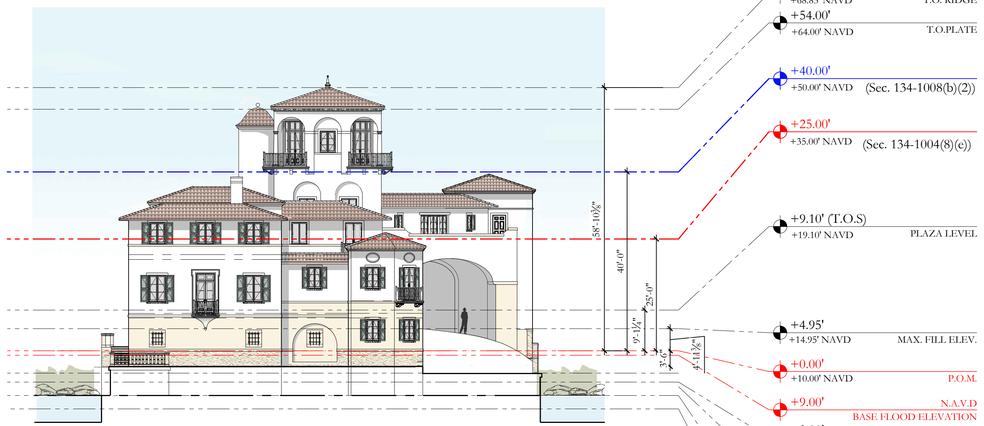
3 PROPOSED STREET ELEVATION - LOOKING WEST

1/16"= 1'-0"



2 KEYPLAN

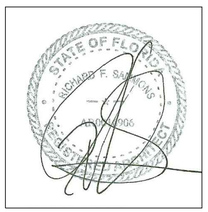
1/64"=1'-0"



2 PROPOSED EAST ELEVATION

1/16"= 1'-0"

FINISH FLOOR ELEVATIONS VARY BY UNIT. REFER TO OVERALL SITE PLAN FOR SPECIFIC FFE VALUES FOR EACH UNIT. SITE GRADING SHALL BE ADJUSTED TO PROVIDE SMOOTH TRANSITIONS BETWEEN UNITS.



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FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED NORTH & EAST ELEVATIONS

DATE 02/04/2026	**SHEET NO** A-111.1
SCALE AS NOTED	
BY MS	

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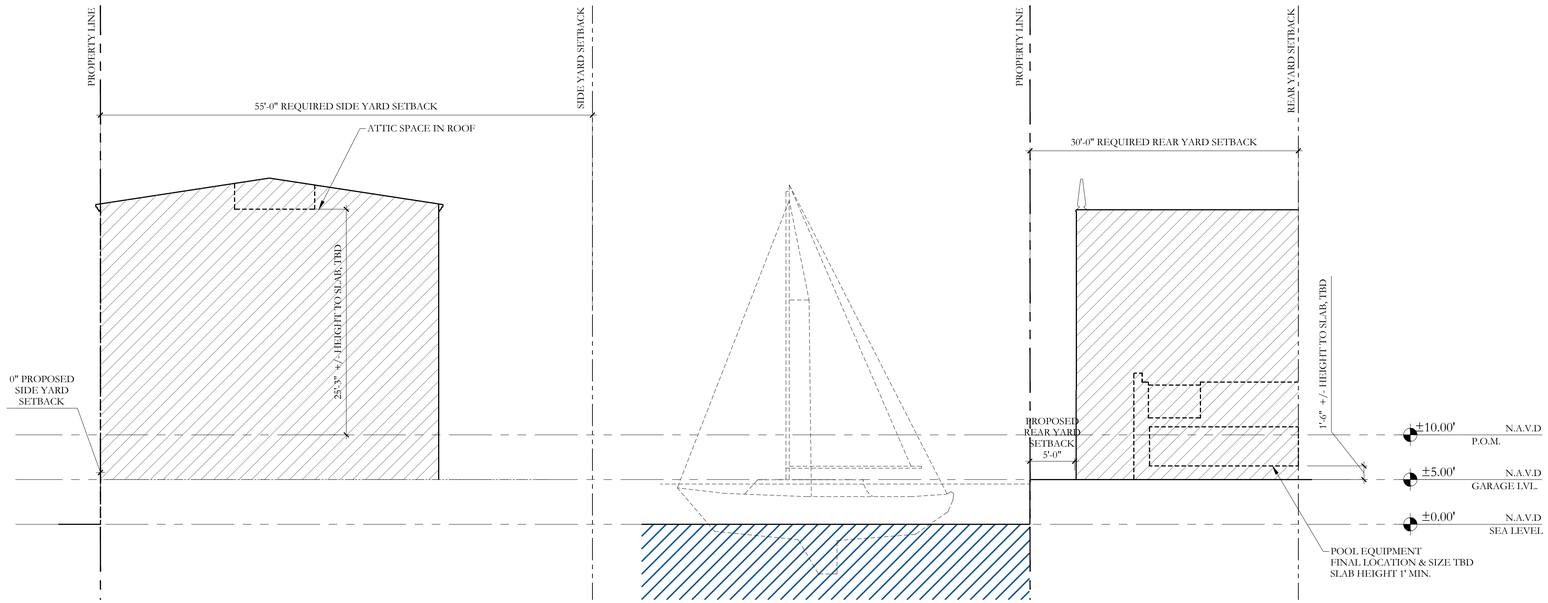
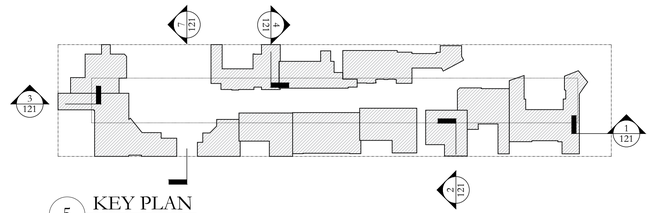
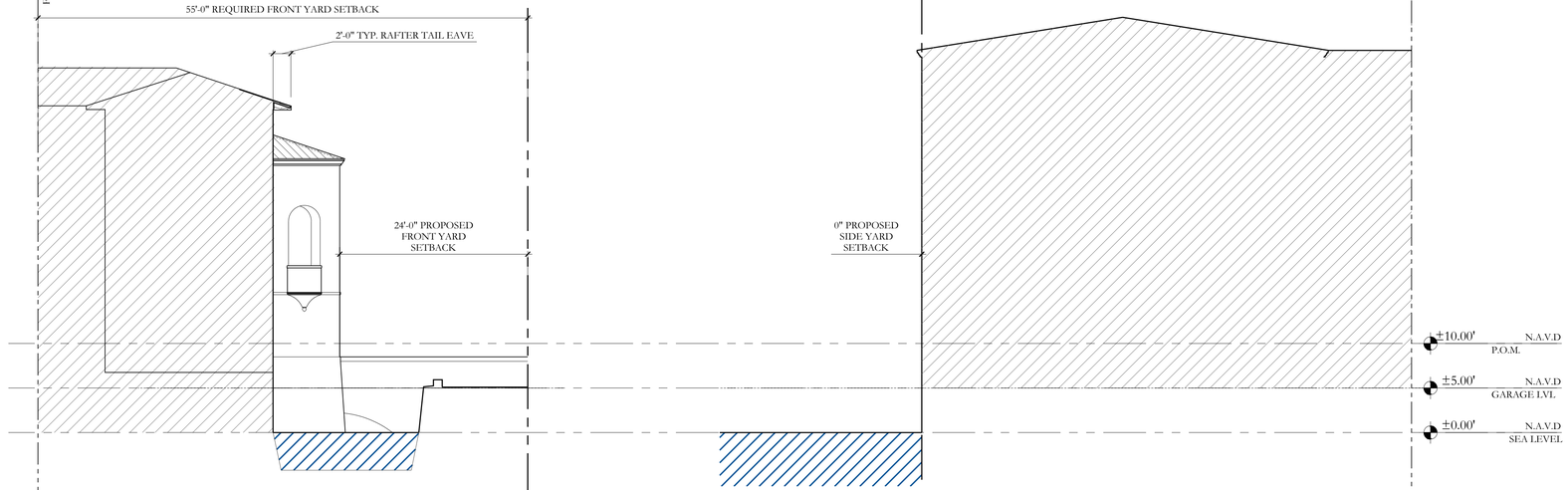


4 SIDE (NORTH) YARD SETBACK DIAGRAM
1/8"=1'-0"

3 REAR (WEST) YARD SETBACK DIAGRAM
1/8"=1'-0"



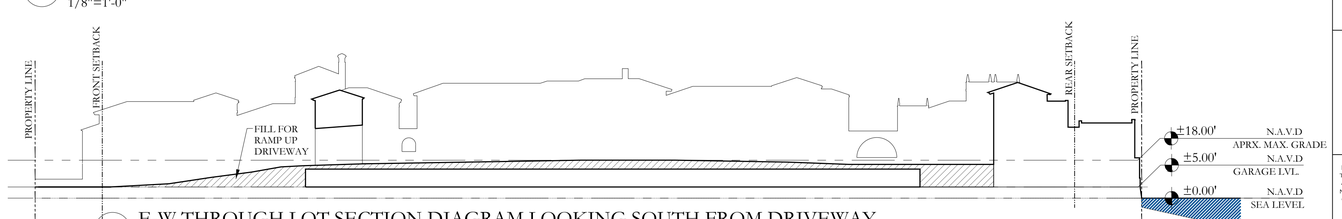
5 KEY PLAN
1/64"=1'-0"



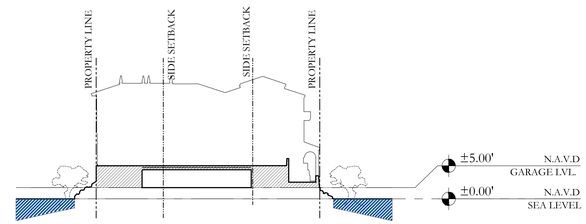
1 FRONT (EAST) YARD SETBACK DIAGRAM
1/8"=1'-0"

2 SIDE (SOUTH) YARD SETBACK DIAGRAM
1/8"=1'-0"

BUILDINGS SHOWN DIAGRAMMATICALLY; NOT TO BE USED FOR VERTICAL DIMENSIONS OR DETAILS; THESE DRAWINGS ARE FOR EXPLAINING EXISTING AND PROPOSED SETBACKS. SECTION PLANES MAY VARY.



6 E-W THROUGH LOT SECTION DIAGRAM LOOKING SOUTH FROM DRIVEWAY
1/32"=1'-0"



7 N-S THROUGH LOT SECTION DIAGRAM LOOKING WEST
1/32"=1'-0"



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ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
YARD SECTION DIAGRAMS

DATE 02/04/2026	**SHEET NO** A-121
SCALE AS NOTED	
BY MB	

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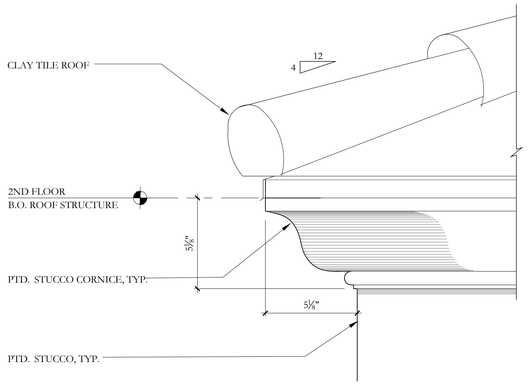
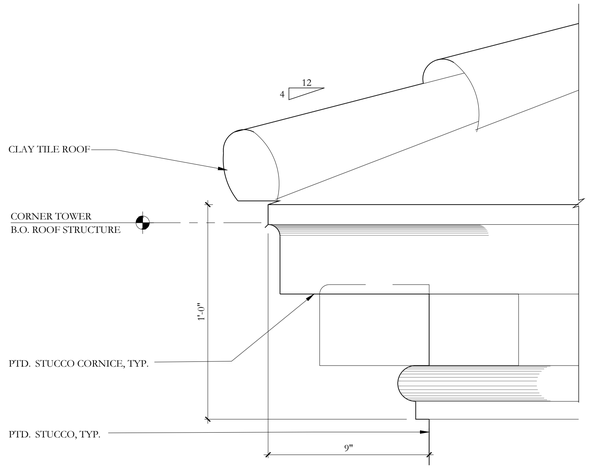
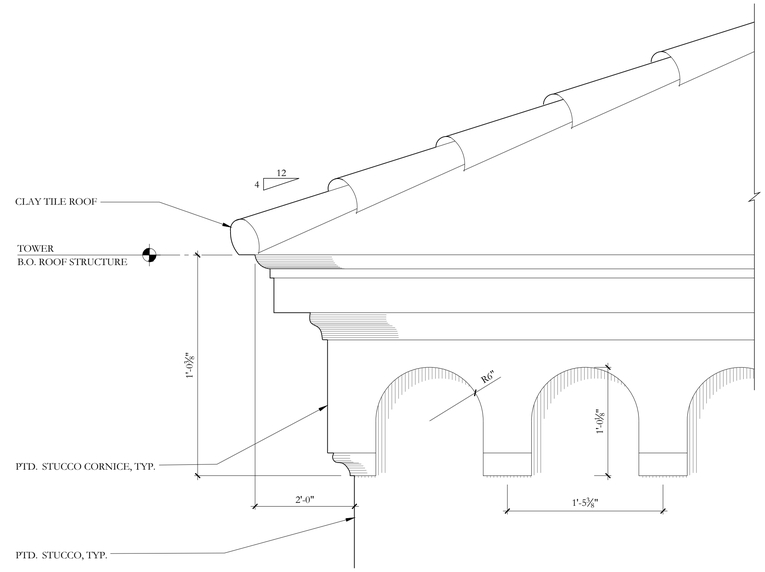


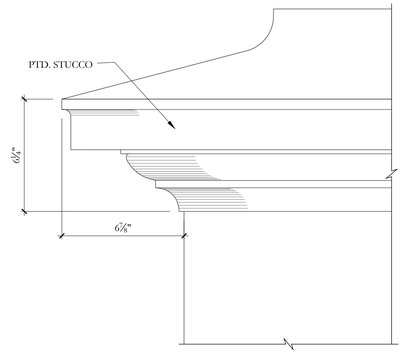
1 TYP. CORNICE DETAIL
3"= 1'-0"

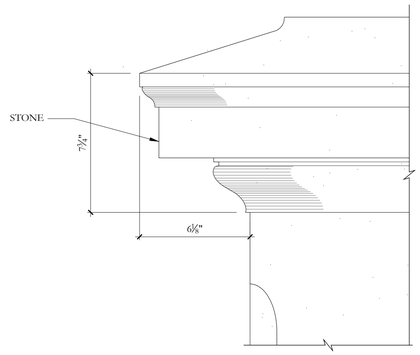


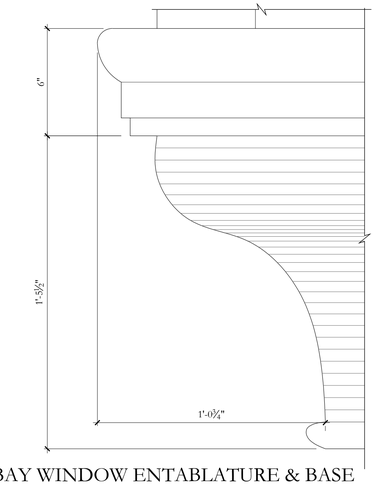
2 TOWER CORNICE
3"= 1'-0"



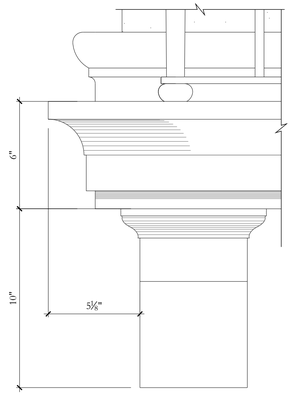
3 TOWER CORNICE
1-1/2"= 1'-0"



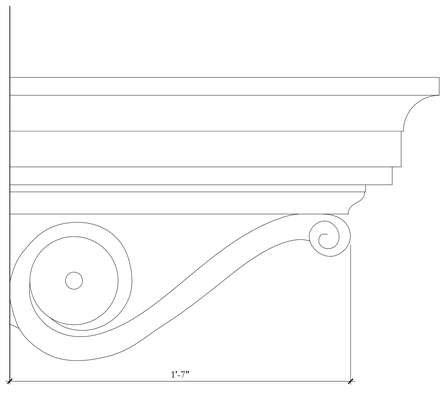




4 BAY WINDOW ENTABLATURE & BASE
3"= 1'-0"



5 WINDOW SURROUND & BALCONY
3"= 1'-0"



6 BALCONY BRACKET DETAIL
3"= 1'-0"

7 LOGGIA RAFTER DETAIL SECTION
3"= 1'-0"



FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED
EXTERIOR DETAILS

DATE
02/04/2026

SCALE
AS NOTED

BY

SHEET NO
A-210

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, L.L.C.
214 BRAZILIAN AVENUE, PALM BEACH 33480
TELEPHONE (561) 805-5551
FAIRFAXANDSAMMONS.COM
LICENSE NO. AA26000645

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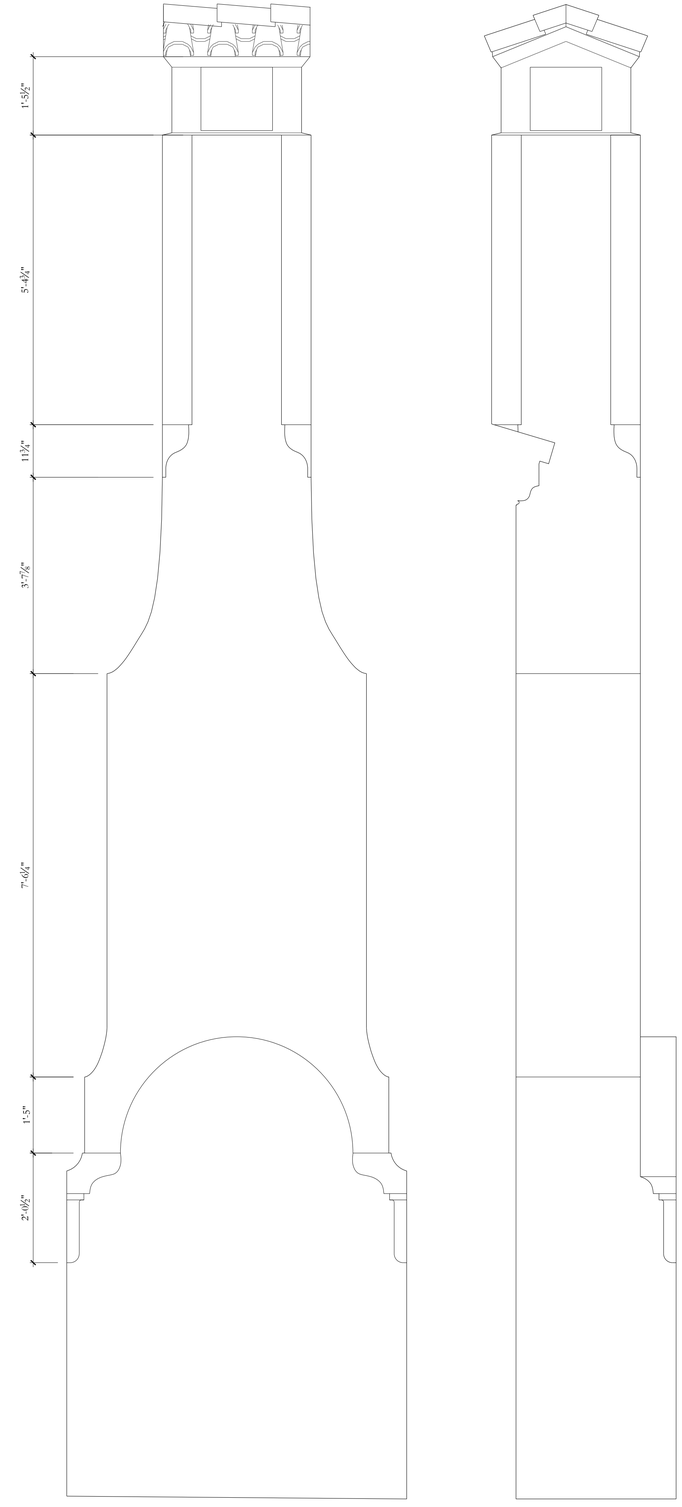
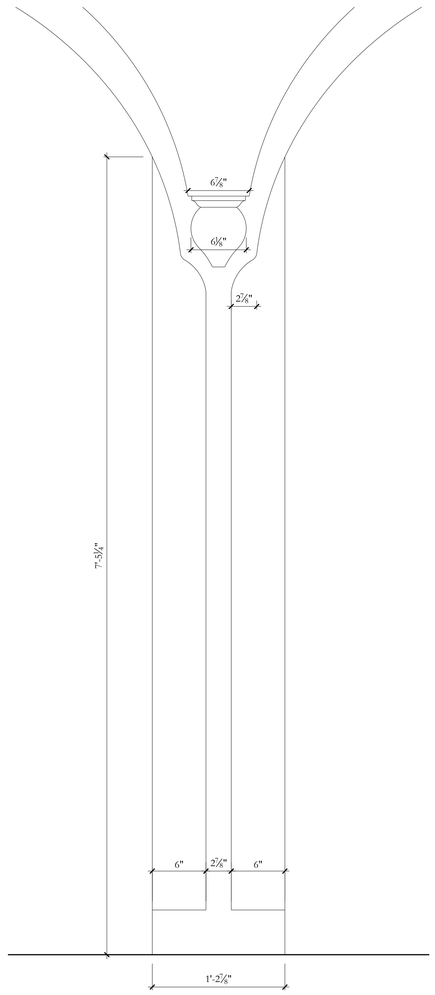
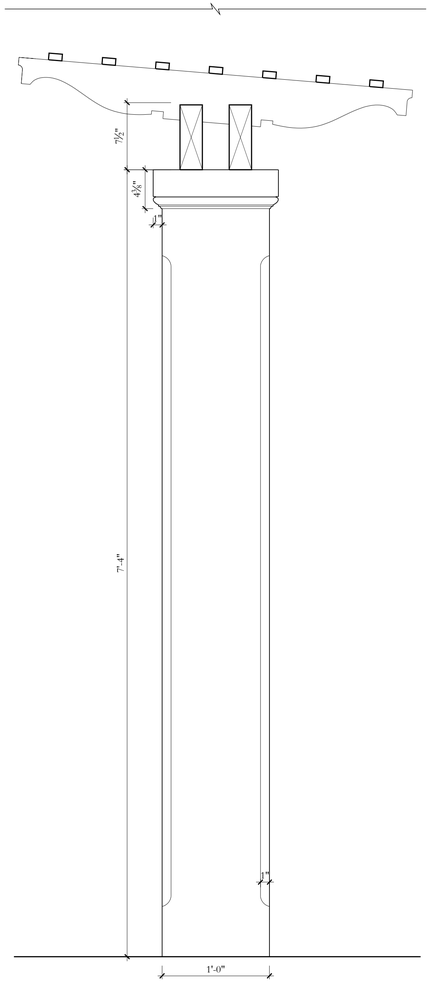


1 LIVING ROOM CHIMNEY ELEVATION
3/4"= 1'-0"

2 SIDE ELEVATION
3/4"= 1'-0"



3 CABANA LOGGIA COLUMN
1-1/2"= 1'-0"



4 PERGOLA PIER ELEVATION
1-1/2"= 1'-0"



FINAL SUBMITTAL - REV	02/09/2026
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FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED EXTERIOR DETAILS

DATE
02/04/2026

SCALE
AS NOTED

BY

SHEET NO
A-213

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
214 BRAZILIAN AVENUE, PALM BEACH 33480
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FAIRFAXANDSAMMONS.COM
LICENSE NO. AA26000646

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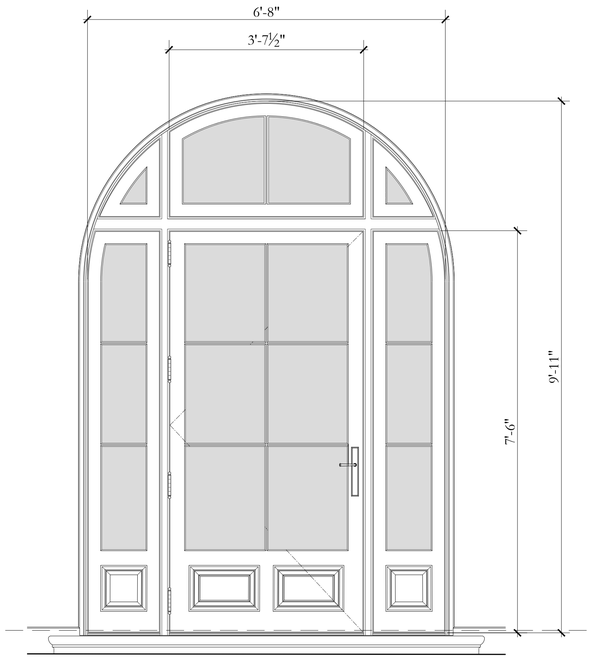
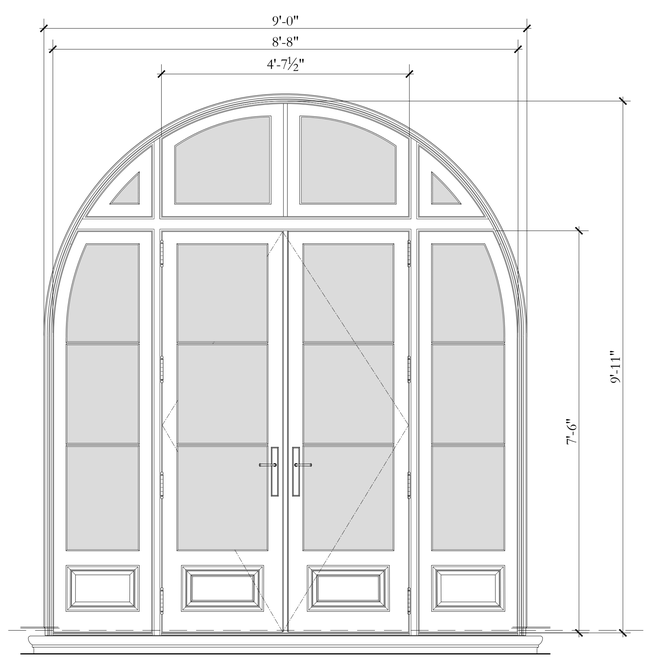
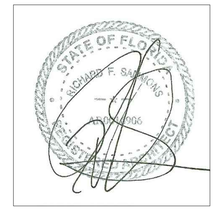


VARIES
FIN. FLOOR (N.G.V.D.)

2 DOOR TYPE B
3/4"= 1'-0"



1 DOOR TYPE A
3/4"= 1'-0"



FINAL SUBMITTAL - REV	02/09/2026
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ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
EXTERIOR DOOR TYPES

DATE
02/04/2026

SHEET NO
A-214

SCALE

BY
FN

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
214 BRAZILIAN AVENUE, PALM BEACH 33480
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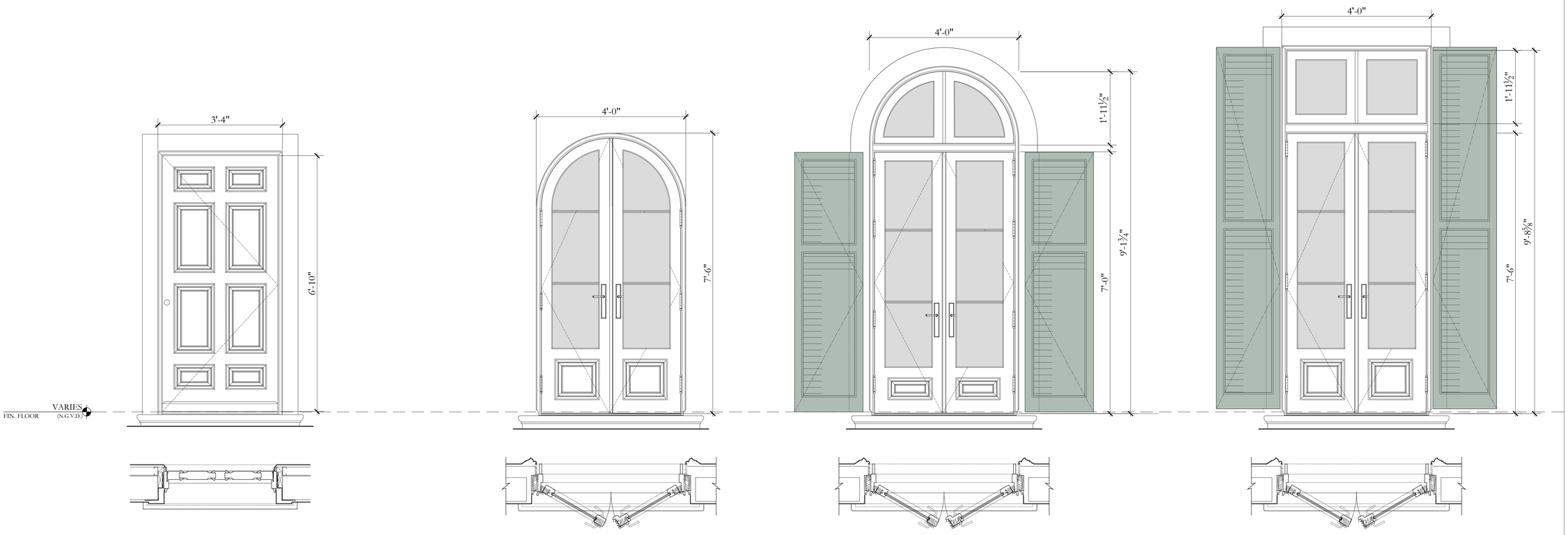


8 DOOR TYPE D
3/4"= 1'-0"

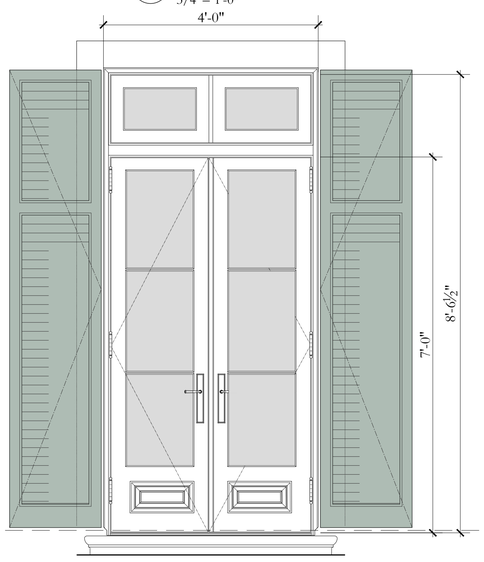
7 DOOR TYPE C4
3/4"= 1'-0"

6 DOOR TYPE C3
3/4"= 1'-0"

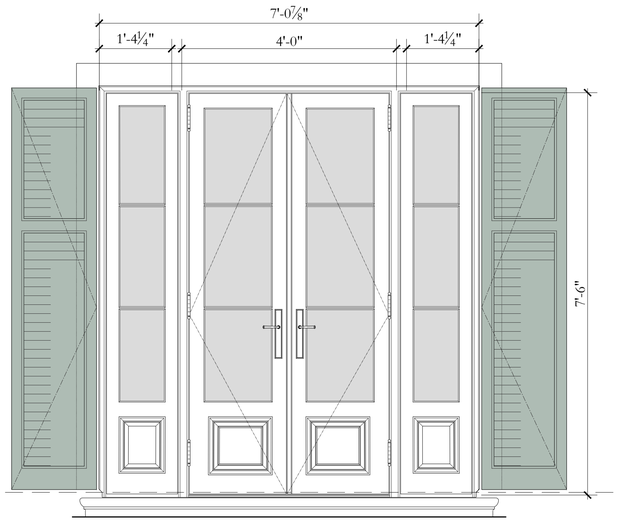
5 DOOR TYPE C2
3/4"= 1'-0"



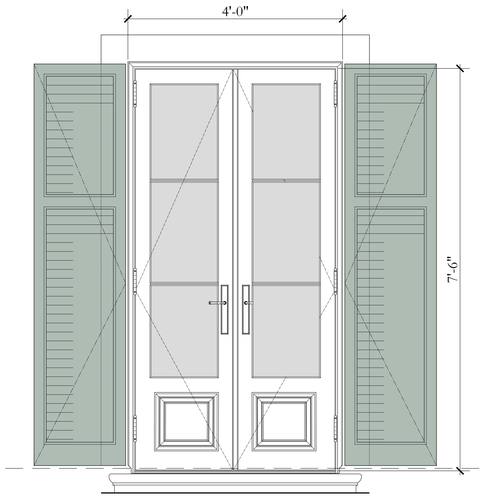
4 DOOR TYPE C1c
3/4"= 1'-0"



3 DOOR TYPE C1b
3/4"= 1'-0"



2 DOOR TYPE C1a
3/4"= 1'-0"



1 DOOR TYPE C1
3/4"= 1'-0"



FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
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FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
EXTERIOR DOOR TYPES

DATE
02/04/2026

SHEET NO
A-215

SCALE

BY
FN

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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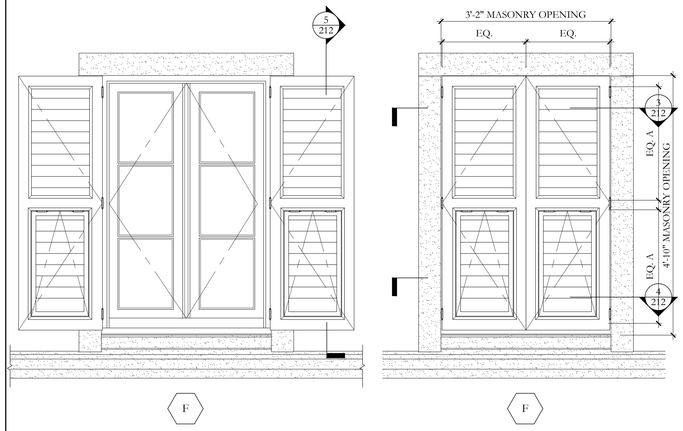
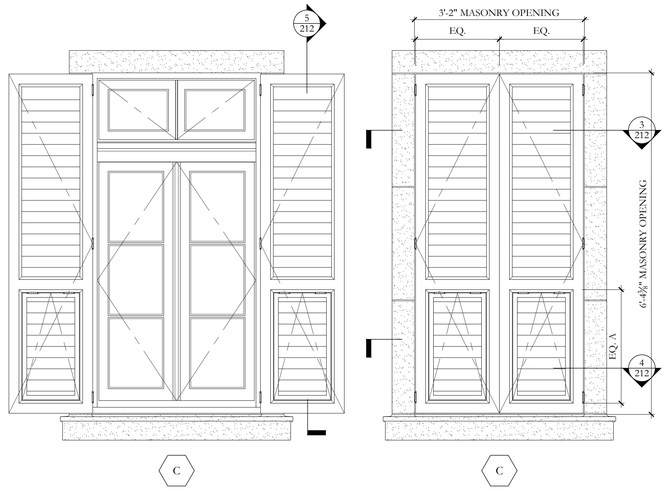


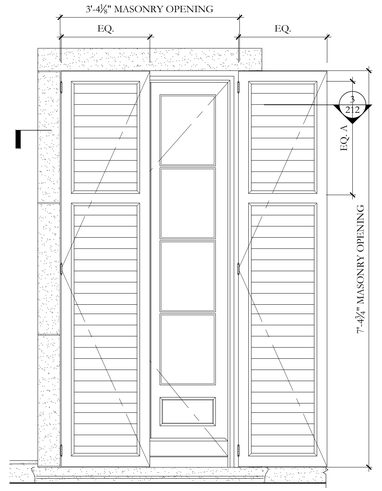
1 2ND FLOOR WINDOW ELEVATIONS W/ SHUTTERS

3/4"= 1'-0"



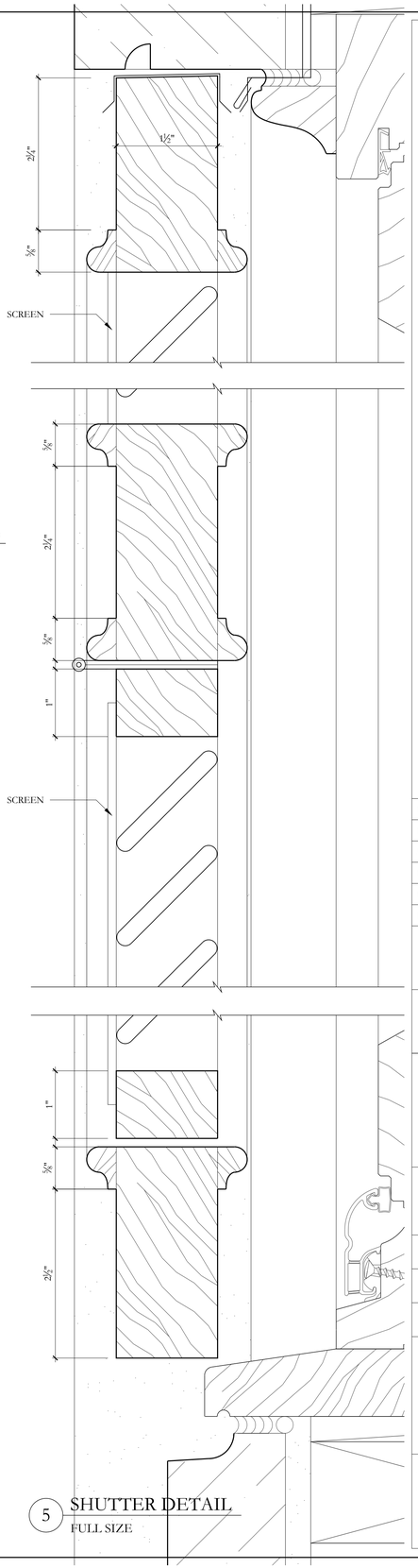
2 1ST FLOOR WINDOW ELEVATIONS W/ SHUTTERS

3/4"= 1'-0"



6 2ND FLR. DOOR ELEVS W/SHUTTERS

3/4"= 1'-0"



5 SHUTTER DETAIL

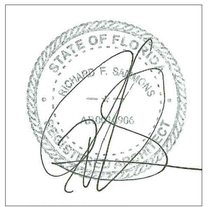
FULL SIZE

3 SHUTTER DETAIL

FULL SIZE

4 SHUTTER DETAIL

FULL SIZE



FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

SHUTTER TYPES & DTL

DATE

02/04/2026

SCALE

BY

KC

SHEET NO

A-216

FAIRFAX & SAMMONS

NEW YORK – PALM BEACH

FAIRFAX, SAMMONS & PARTNERS, LLC.
214 BRAZILIAN AVENUE, PALM BEACH 33480
TELEPHONE (561) 508-5591
FAIRFAXANDSAMMONS.COM
LICENSE NO. AA26000646

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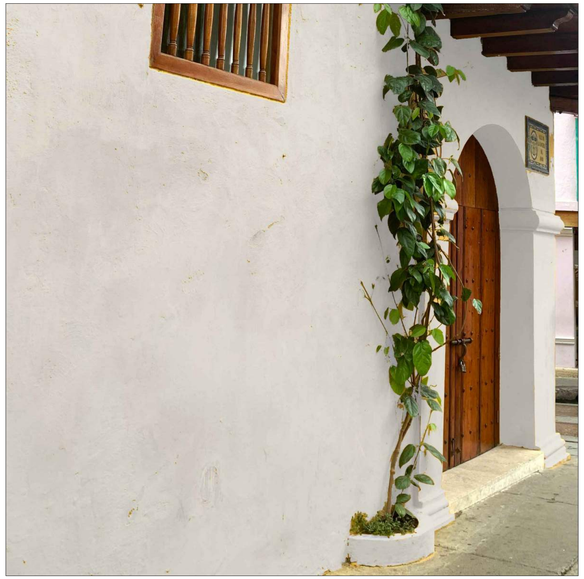


PAINTED STUCCO WALLS

FARROW & BALL SHERBERT LEMON (NO. 9914)



CLAY TILE ROOF

BUFF & BROWN HUES ONLY (NO REDS)



STAINED WOOD DOORS & GATES

WHITEWASHED CYPRESS



PAINTED METAL RAILINGS

CHARCOAL



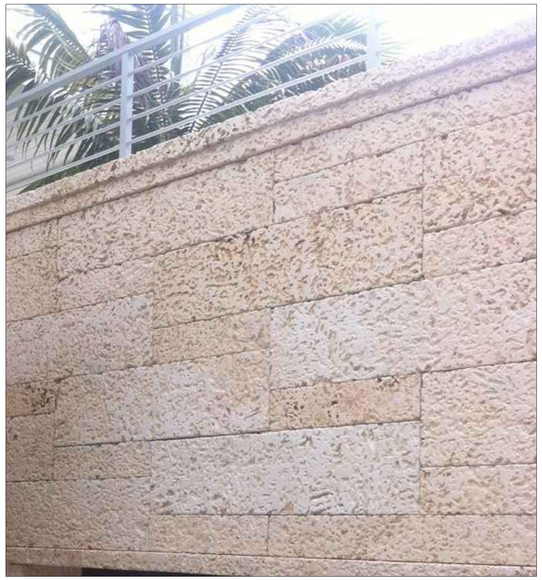
PAINTED WOOD WINDOWS & DOORS

FARROW & BALL COOKS BLUE (NO. 237)



STONE SURROUNDS & DETAILS

LIMESTONE



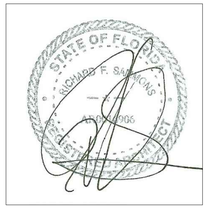
SEAWALL

OOLITIC LIMESTONE

NOTES:

STYLE: MEDITERRANEAN

WALL COLOR (STUCCO):	FARROW AND BALL STRONG WHITE (No. 2001)
ROOF COLOR:	BUFF & BROWN
DOOR & WINDOW COLOR:	FARROW AND BALL DIX BLUE (No. 82)
RAILING COLOR:	CHARCOAL



FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

MATERIALS & COLORS PALETTE

DATE

02/04/2026

SCALE

AS NOTED

BY

CR

SHEET NO

A-220

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH

FAIRFAX, SAMMONS & PARTNERS, LLC.
214 BRAZILIAN AVENUE, PALM BEACH 33480
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FAIRFAXANDSAMMONS.COM
LICENSE NO. AA26000646

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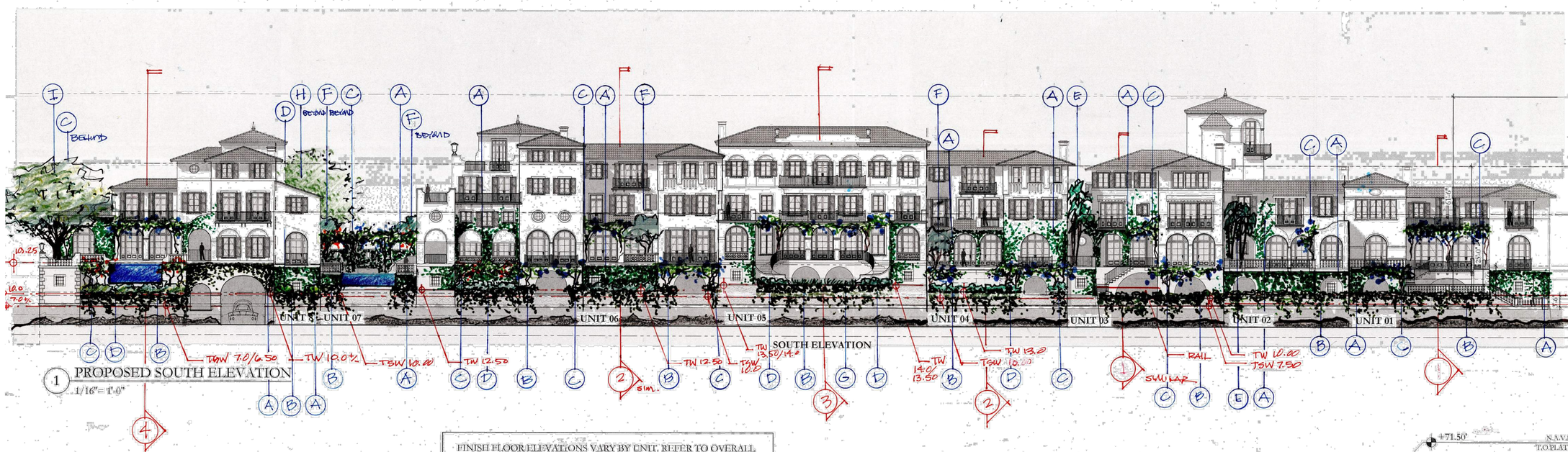
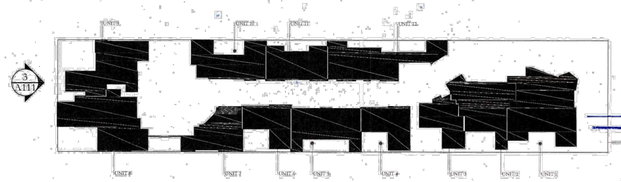
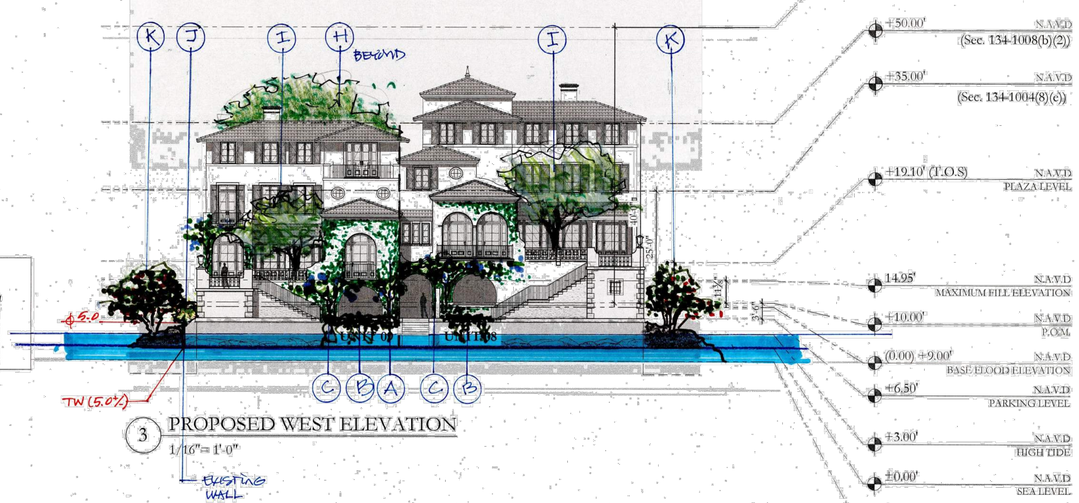


1 PROPOSED SOUTH ELEVATION
1/16"= 1'-0"

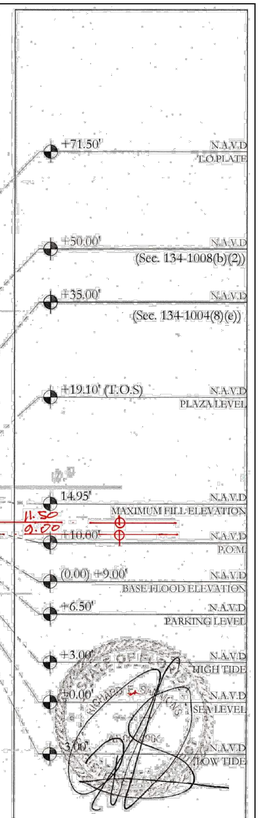
FINISH FLOOR ELEVATIONS VARY BY UNIT. REFER TO OVERALL SITE PLAN FOR SPECIFIC FFE VALUES FOR EACH UNIT. SITE GRADING SHALL BE ADJUSTED TO PROVIDE SMOOTH TRANSITIONS BETWEEN UNITS.



2 KEYPLAN
1/64"=1'-0"



3 PROPOSED WEST ELEVATION
1/16"= 1'-0"



FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
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ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED SOUTH & WEST LANDSCAPE ELEVATIONS

DATE 02/04/2026
SCALE AS NOTED
BY HMW
SHEET NO ULS-1

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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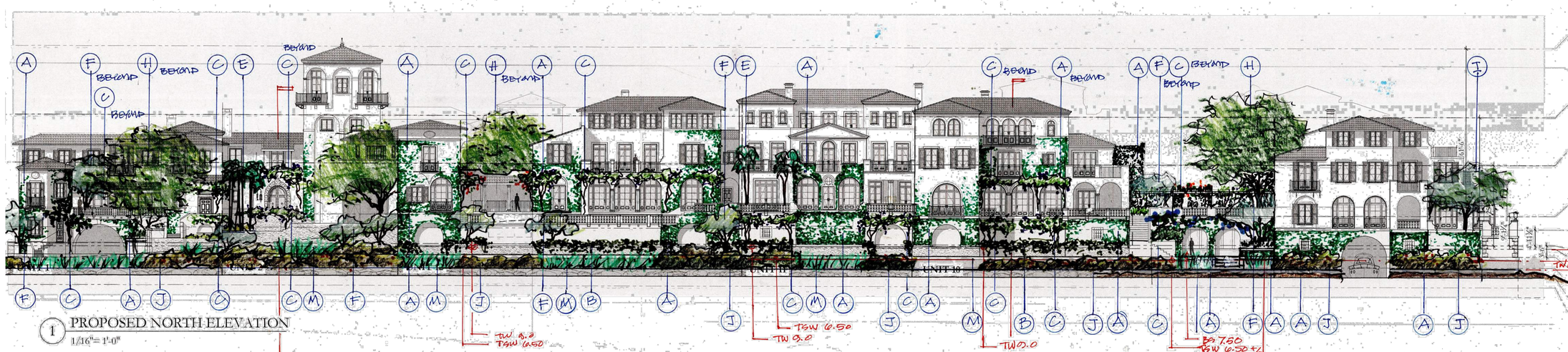
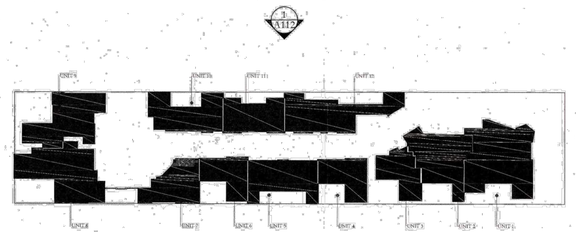
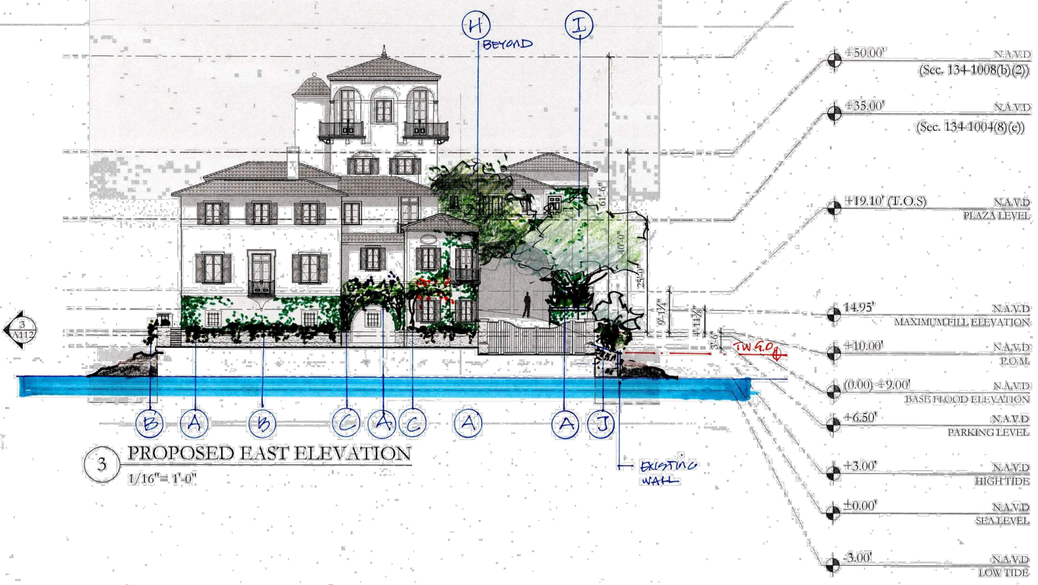


1 PROPOSED NORTH ELEVATION
1/16"= 1'-0"

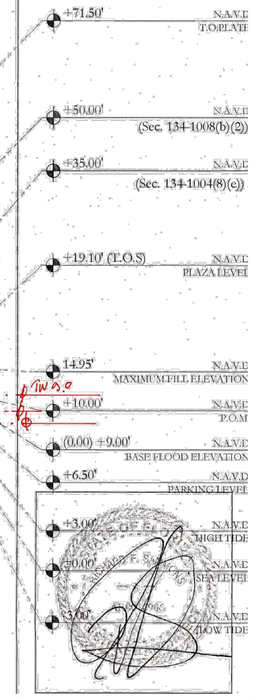
FINISH FLOOR ELEVATIONS VARY BY UNIT. REFER TO OVERALL SITE PLAN FOR SPECIFIC FFE VALUES FOR EACH UNIT. SITE GRADING SHALL BE ADJUSTED TO PROVIDE SMOOTH TRANSITIONS BETWEEN UNITS.



2 KEYPLAN
1/64"=1'-0"



3 PROPOSED EAST ELEVATION
1/16"= 1'-0"



FINAL SUBMITTAL - REV	02/09/2026
FINAL SUBMITTAL	12/03/2025
SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:
ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED NORTH & EAST LANDSCAPE ELEVATIONS

DATE	SHEET NO
02/04/2026	ULS-2
SCALE AS NOTED	
BY HMW	

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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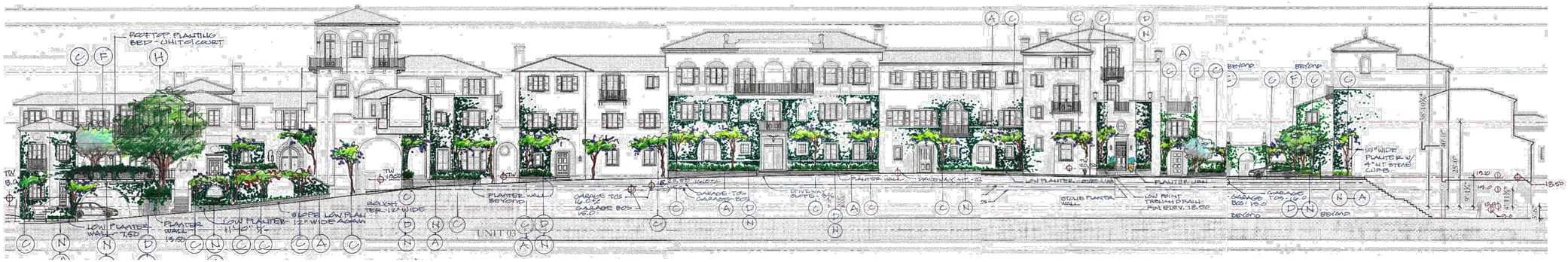

1 PROPOSED STREET ELEVATION - LOOKING SOUTH

1/16"= 1'-0"



2 PROPOSED STREET ELEVATION - LOOKING NORTH

1/16"= 1'-0"



FINAL SUBMITTAL - REV	02/09/2026
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FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED LANDSCAPE STREET ELEVATIONS

DATE

02/04/2026

SCALE

AS NOTED

BY

HMW

SHEET NO

ULS-3

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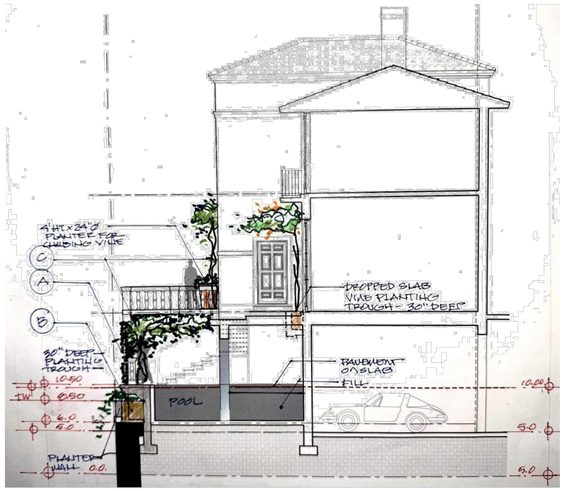
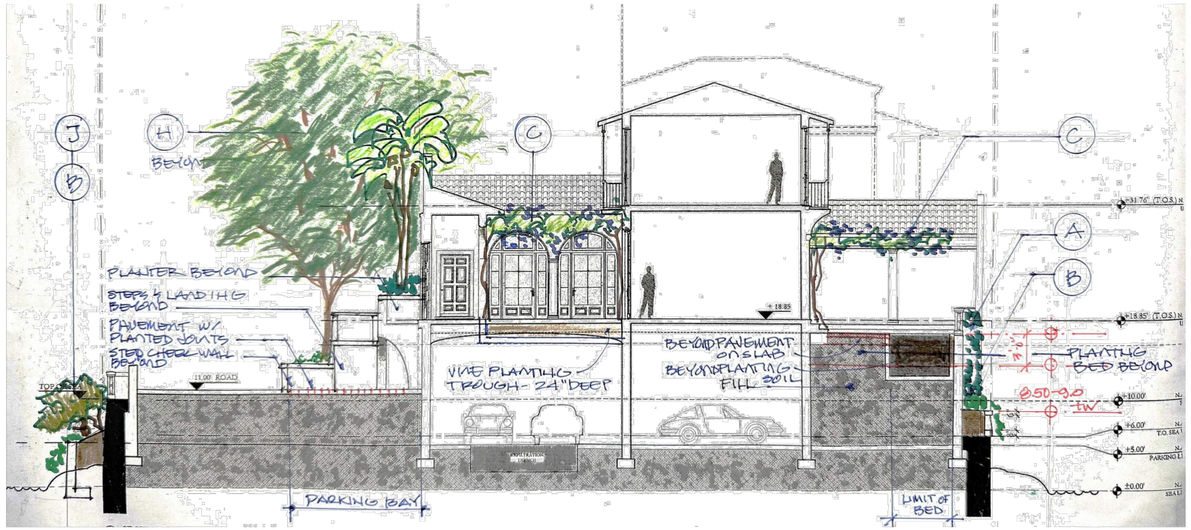


1 SECTION ELEVATION: UNIT 1 - LOOKING EAST
1/8"= 1'-0"



2 SECTION ELEVATION: UNIT 2 - LOOKING EAST
1/8"= 1'-0"



3 SECTION ELEVATION: UNIT 2 - LOOKING WEST
1/8"= 1'-0"

FINAL SUBMITTAL - REV	02/09/2026
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ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
PROPOSED LANDSCAPE SECTIONS - UNITS 1 & 2

DATE
02/04/2026

SCALE
AS NOTED

BY
HMW

SHEET NO
ULS-4

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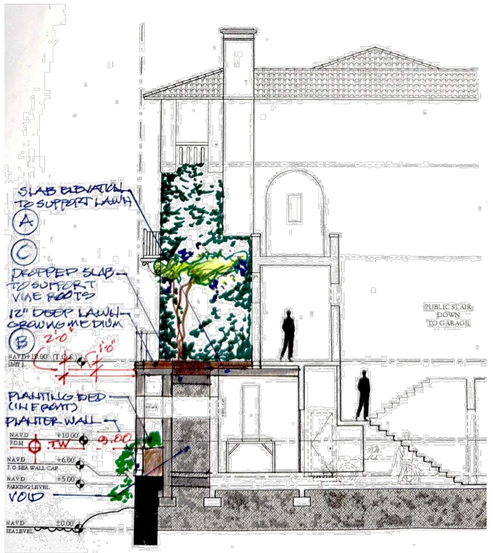
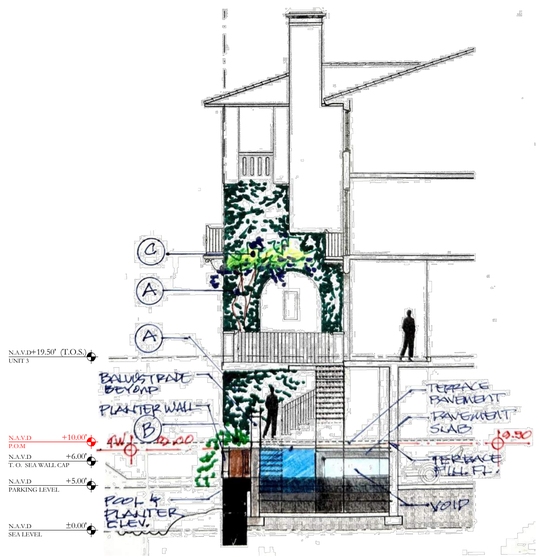


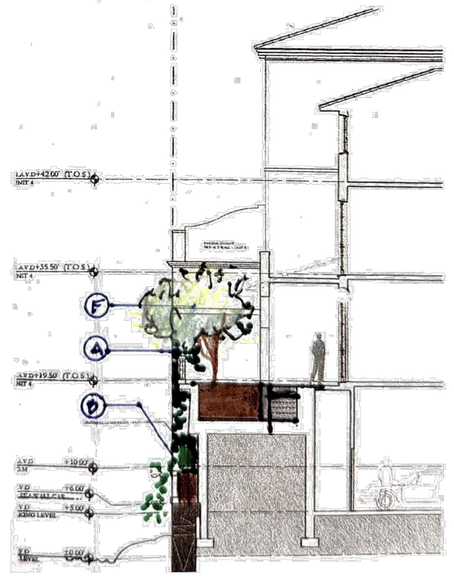
1 SECTION ELEVATION: UNIT 3 - LOOKING WEST

1/8"= 1'-0"



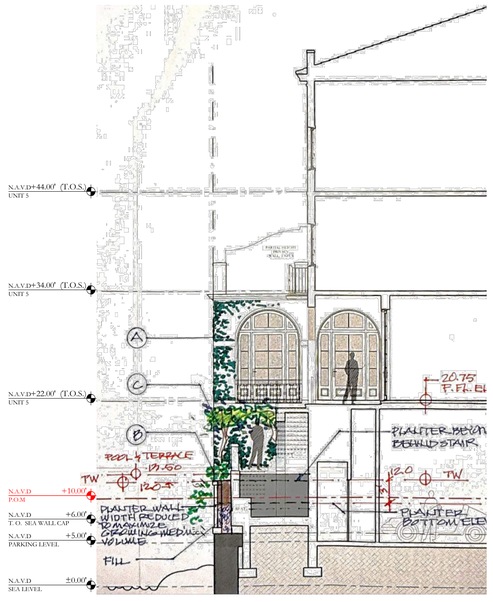
2 SECTION ELEVATION: UNIT 3 - LOOKING WEST

1/8"= 1'-0"



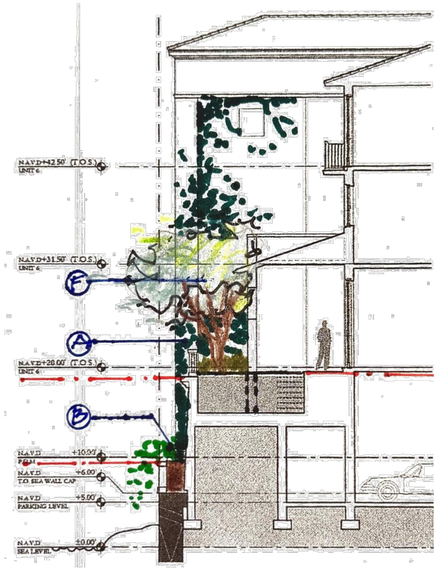
3 SECTION ELEVATION: UNIT 4 - LOOKING WEST

1/8"= 1'-0"



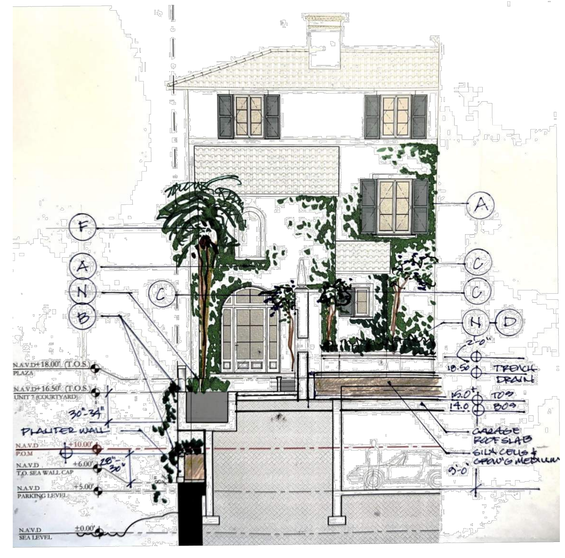
4 SECTION ELEVATION: UNIT 5 - LOOKING WEST

1/8"= 1'-0"



5 SECTION ELEVATION: UNIT 6 - LOOKING WEST

1/8"= 1'-0"



6 SECTION ELEVATION: UNIT 7 - LOOKING WEST

1/8"= 1'-0"

STATE OF FLORIDA
RICHARD F. SAMMONS
AR 0016006

FINAL SUBMITTAL - REV	02/09/2026
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FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED LANDSCAPE SECTIONS - UNITS 3, 4, 5, 6, & 7

DATE 02/04/2026

SCALE AS NOTED

BY HMW

SHEET NO ULS-4

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH

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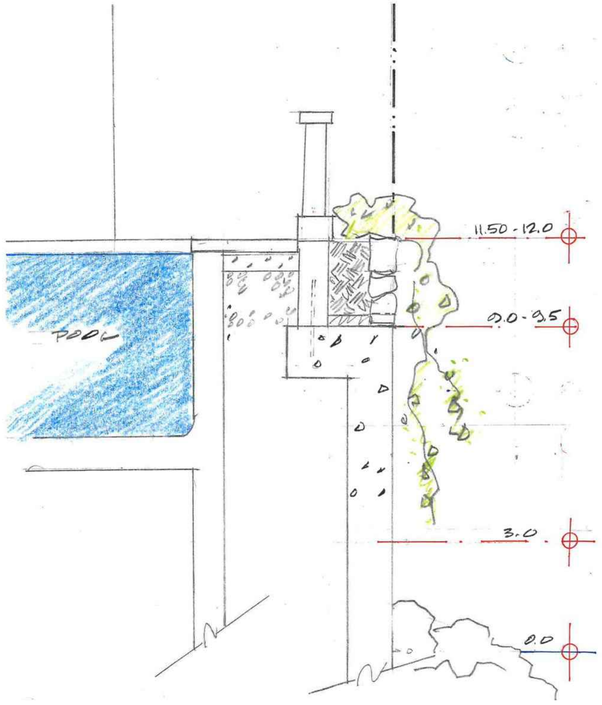
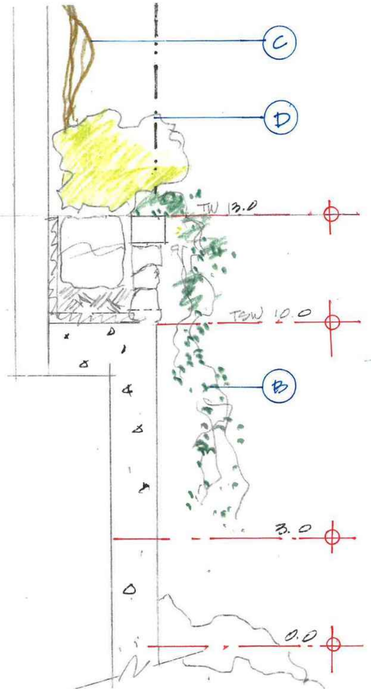


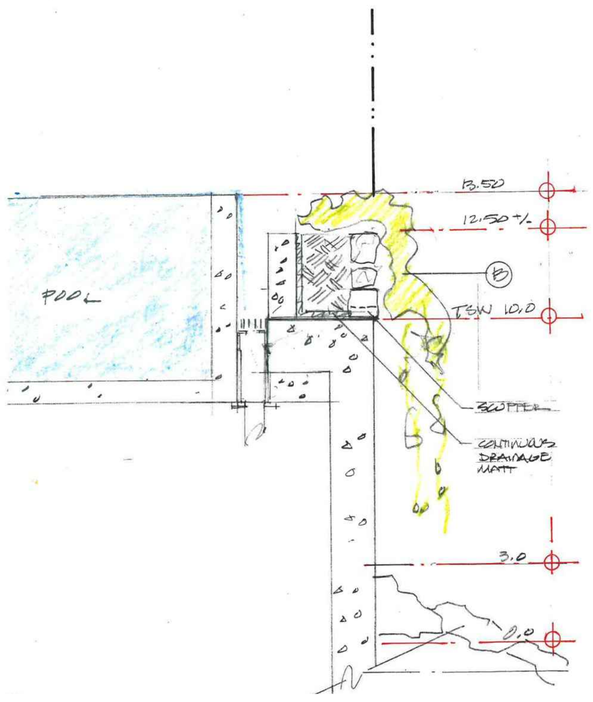
1 PLANTER SECTION: UNIT 1

1/2"= 1'-0"



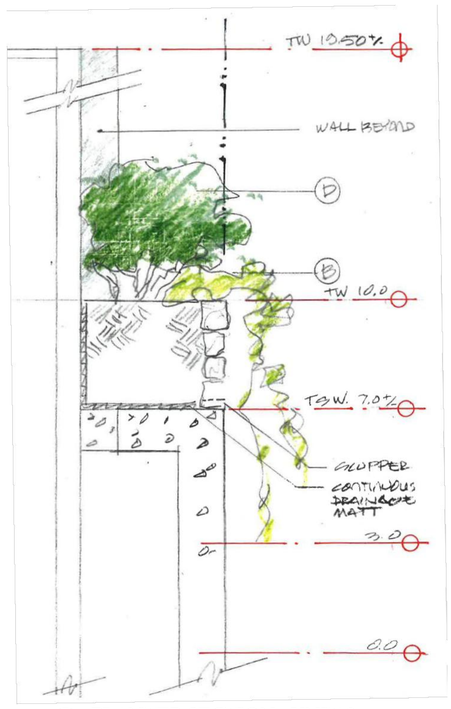
2 PLANTER SECTION: UNIT 4

1/2"= 1'-0"



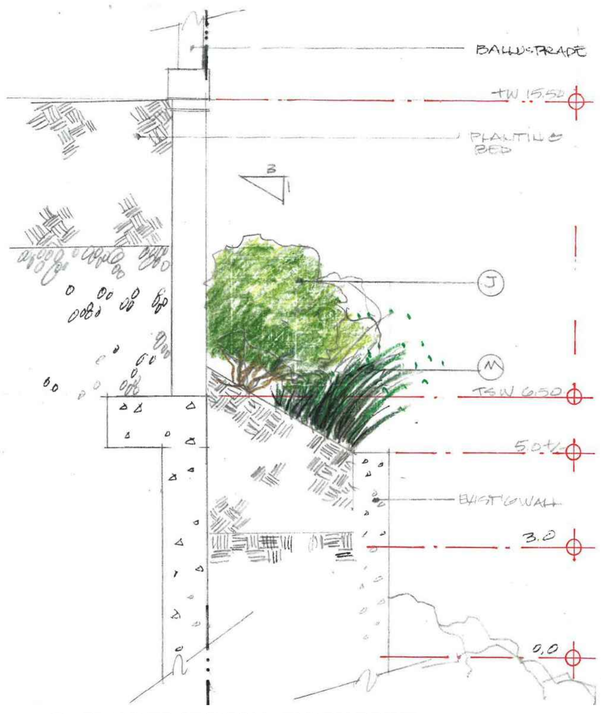
3 PLANTER SECTION: UNIT 5

1/2"= 1'-0"



4 PLANTER SECTION: UNIT 8

1/2"= 1'-0"



5 PLANTER SECTION: ENTRY DRIVE

1/2"= 1'-0"

STATE OF FLORIDA
RICHARD F. SAMMONS
AR 0016006

FINAL SUBMITTAL - REV	02/09/2026
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SECOND SUBMITTAL	11/03/2025
FIRST SUBMITTAL - REV	10/16/2025
FIRST SUBMITTAL	09/18/2025
PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

PROPOSED LANDSCAPE WALL SECTIONS

DATE
02/04/2026

SCALE
AS NOTED

BY
HMW

SHEET NO

ULS-6

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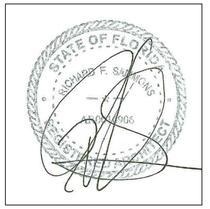

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PRE-APPLICATION	09/08/2025

ZONING CASE NUMBER:

ZON-25-0066

FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

BUILDING RENDERING

DATE	SHEET NO
02/04/2026	V-6
SCALE	
AS NOTED	
BY	
MS	

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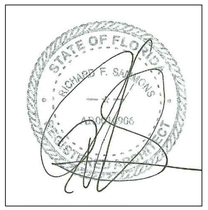

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FILE NUMBER:

ARC-25-0076

3031 S OCEAN BLVD.

PALM BEACH, FL 33480

SHEET TITLE

BUILDING RENDERING

DATE	SHEET NO
02/04/2026	V-7
SCALE	
AS NOTED	
BY	
MS	

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NEW YORK – PALM BEACH

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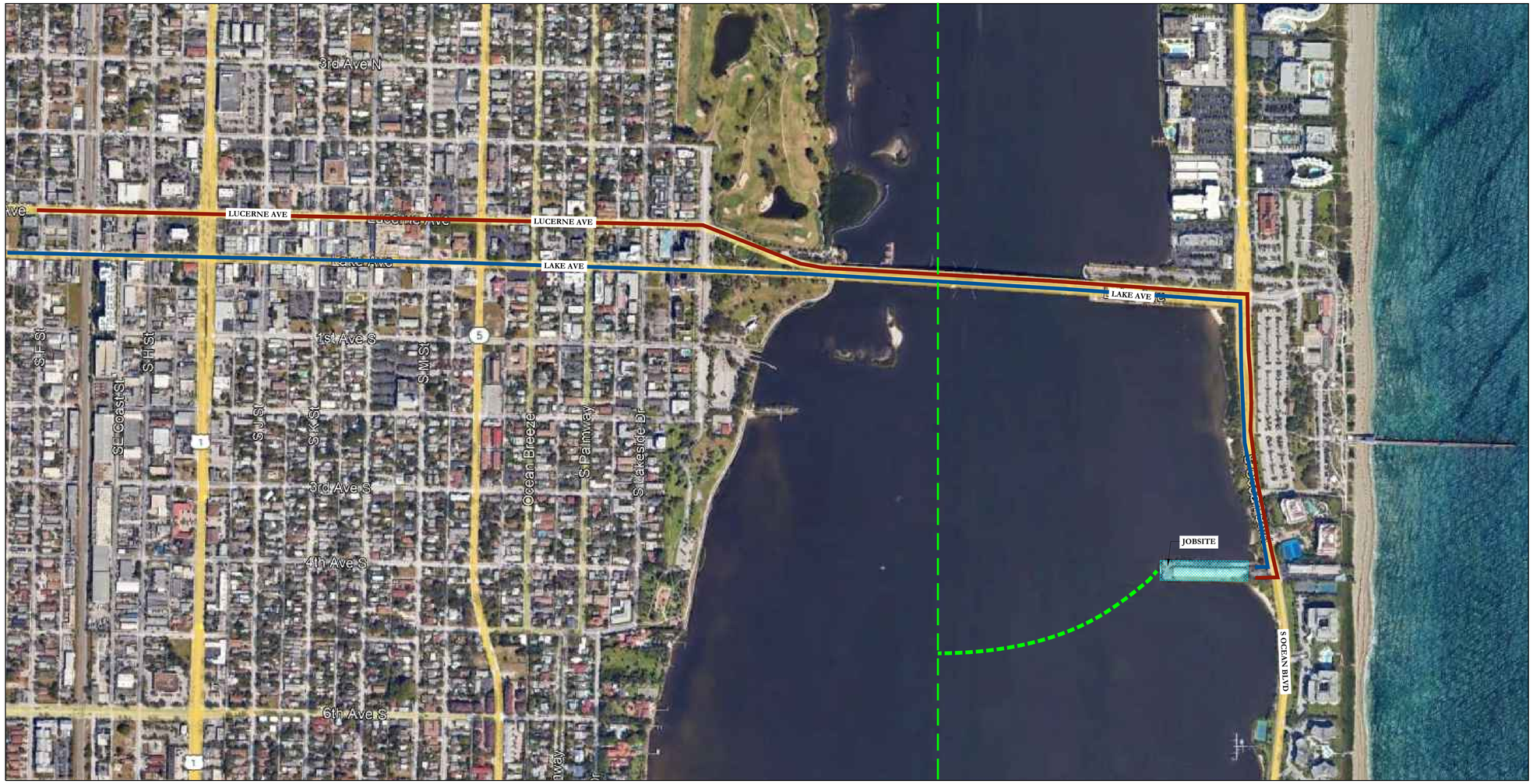

1 PROPOSED TRUCK INGRESS/EGRESS ROUTES MAP
N.T.S.

*NOTE: SEE SEPARATE CSP SHEET IN LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION

- PROPOSED INGRESS TRUCK ROUTE
- PROPOSED EGRESS TRUCK ROUTE
- PROPOSED MARITIME TRANSPORT 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 50 WORK WEEKS/YEAR (AVG.)
x 3 YEAR (36-MO.) SCHEDULE (PROPOSED)
= **750 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:	3
FOUNDATION:	3
BLOCK DELIVERIES & CONCRETE POURS:	6
ROOF TRUSS DELIVERIES & TRUSS SETTING:	3
WINDOW/DOOR DELIVERIES & INSTALLATION:	1.5
DRY-IN:	1.5
INTERIOR FRAMING:	3
ROUGH-IN:	3
DRY WALL:	3
FINISHES:	3
LANDSCAPE/HARDSCAPE INSTALLATION:	3
FINAL INSPECTIONS:	3
TOTAL PROPOSED CONSTRUCTION TIME (FOLLOWING ISSUANCE OF BUILDING PERMIT):	**36 mos.**

NORTH

STATE OF FLORIDA · RICHARD F. SAMMONS · 0006 · REGISTERED ARCHITECT

FINAL SUBMITTAL - REV	02/09/2026
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ZON-25-0066

FILE NUMBER:
ARC-25-0076

3031 S OCEAN BLVD.
PALM BEACH, FL 33480

SHEET TITLE
TRUCK LOGSTICS PLAN & SCHEDULE OF CONSTRUCTION

DATE 02/04/2026
SHEET NO T-1
SCALE AS NOTED
BY MS , MB

FAIRFAX & SAMMONS
NEW YORK – PALM BEACH
FAIRFAX, SAMMONS & PARTNERS, LLC.
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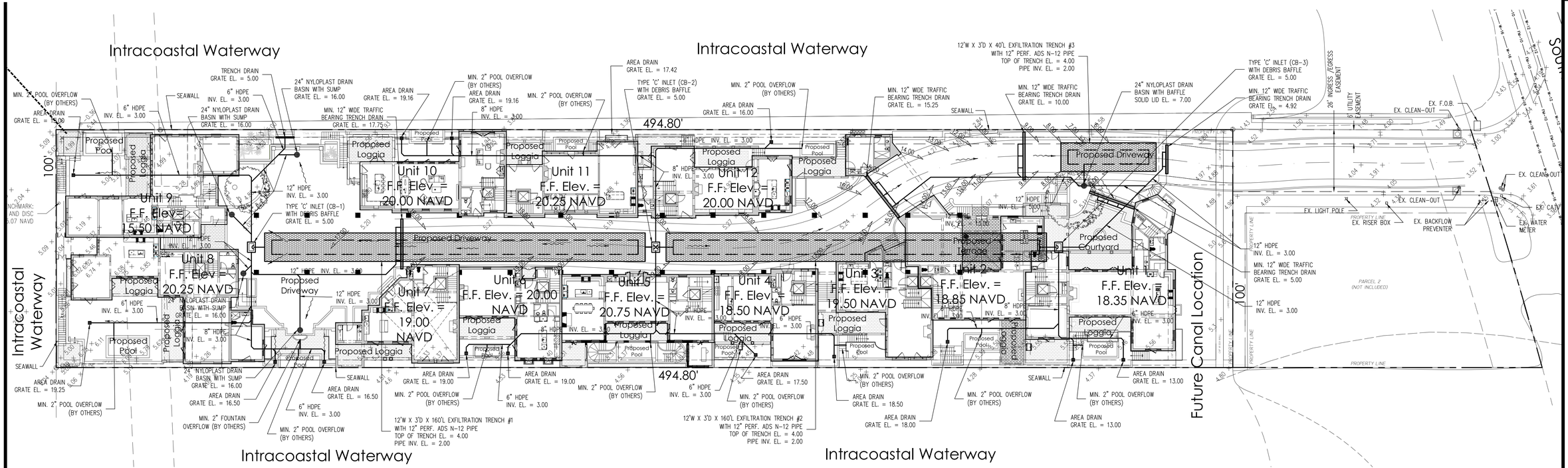

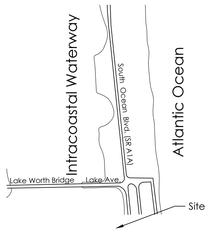

Location Map
N.T.S.

Notes:

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

Legend

- EXISTING ELEVATION PER WALLACE SURVEYING CORP. (NAVD-88)
- PROPOSED ELEVATION (NAVD-88)
- PROPOSED ELEVATION CONTOUR (NAVD-88)
- FLOW DIRECTION
- EXFILTRATION TRENCH
- AREA DRAIN
- CATCH BASIN WITH BAFFLE

N

0 10 20 40 80

Scale: 1" = 20'

STORMWATER RETENTION CALCULATIONS

A. SITE INFORMATION

Total Property Area = 49,480 sq.ft.

Total Drainage Area = 46,962 sq.ft.

Drainage Area Impervious Surface = 44,665 sq.ft.

Drainage Area Pervious Surface = 2,297 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 44,665 sq.ft. x 1 ft./12 in. = 7,444 cu.ft.

Pervious Runoff Volume:
0.2 x 2 in/hr x 2,297 sq.ft. x 1 ft./12 in. = 77 cu.ft.

Total Volume to be Retained = 7,521 cu.ft.

C. PROPOSED EXFILTRATION TRENCH SIZING

L	=	Total Length of Trench Provided	=	360	ft
W	=	Trench Width	=	12	ft
K	=	Hydraulic Conductivity	=	0.00005	cfs/sq.ft./ft. of head
H2	=	Depth to Water Table	=	3.42	ft
DU	=	Un-Saturated Trench Depth	=	2.50	ft
DS	=	Saturated Trench Depth	=	0.50	ft
V	=	Volume Treated	=	9,063	cu.ft.

Plan Background from Site Plan by Fairfax & Sammons Received 2/4/26

ARC-25-0076
ZON-25-0066

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Conceptual Site Grading & Drainage Plan For:

PROPOSED MULTI-FAMILY

3031 South Ocean Boulevard
Palm Beach, Florida

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

811 Know what's Below. Call 811 before you dig.
Contractor is responsible for obtaining location of existing utilities prior to commencement of construction activities

PROJECT INFORMATION:

Project No.	2024-0113
Issue Date	02/06/2025
Scale	1" = 20'

REVISIONS:

1	
2	
3	
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CHAD M. GRUBER
FLORIDA P.E. NO. 57466

Digitally signed by Chad M Gruber
Date: 2026.02.06 10:38:25 -05'00'

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

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3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA
FINAL SUBMITTAL
ARC-25-0076

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SITE LOCATION MAP



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PALM BEACH, FL 33480

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3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA
LANDSCAPE/HARDSCAPE COVER PAGE

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
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Date: 2026.02.06 11:57:47 -05'00'

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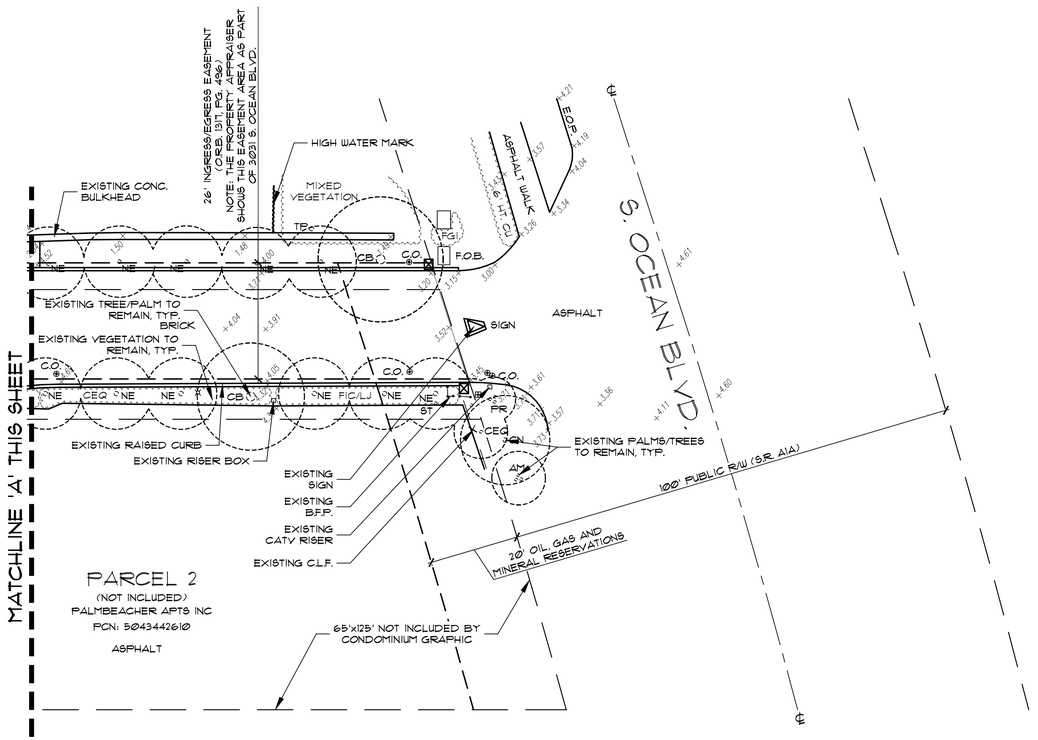

Existing Tree Disposition List

SYM	QTY	NAME	DISPOSITION
AM	1	Adonidia merrillii / Christmas Palm	Remove
CES	1	Conocarpus erectus sericeus / Silver Buttonwood	Remove
CU	1	Coccoloba uvifera / Sea Grape	Remove
NE	13	Noronhia emarginata / Madagascar Olive	Remove
PE	4	Ptychosperma elegans / Alexander Palm	Remove
SAC	16	Schefflera actinophylla / Umbrella Tree	Remove
SP	5	Sabal palmetto / Cabbage Palm	Remove

Existing Plant Symbol Key

Existing tree/palm to remain

Existing tree/palm to be removed

Existing vegetation to remain

Existing vegetation to be removed

Existing Plant Key

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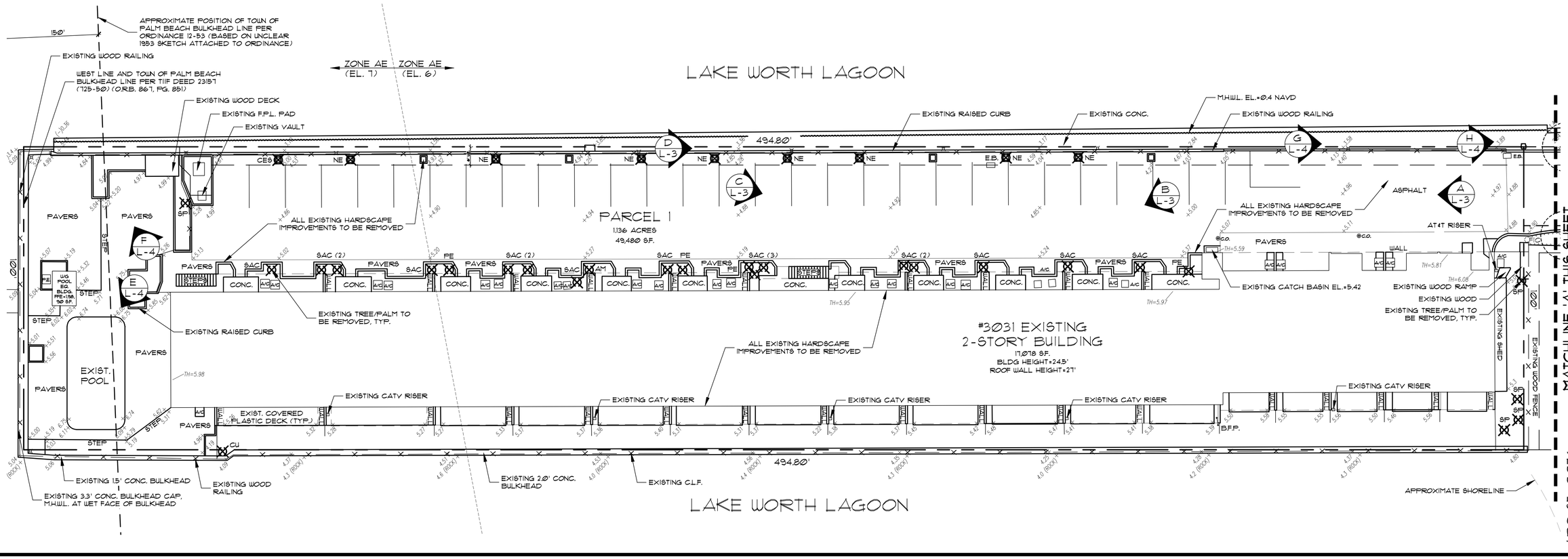
PR = Phoenix roebelenii / Pygmy Date Palm
SAC = Schefflera actinophylla / Umbrella Tree
SP = Sabal palmetto / Cabbage Palm
ST = Schinus terebinthifolia / Brazilian Pepper
TP = Thespesia populnea / Portia Tree

Note:

PER TOWN CODE, CONSTRUCTION ACTIVITY SHALL BE SCREENED FROM ADJACENT PROPERTIES AND PUBLIC STREETS THROUGH THE USE OF TEMPORARY CONSTRUCTION SCREENS, FENCES, GATES AND/OR VEGETATION IN THE ABSENCE OF A SITE WALL. EXISTING VEGETATION SHALL BE LEFT IN PLACE AS LONG AS POSSIBLE. CONSTRUCTION SCREENING SHALL BE INSTALLED PRIOR TO DEMOLITION AND REMAIN FOR THE DURATION OF THE PROJECT. PORTIONS OF CONSTRUCTION SCREENING MAY BE REMOVED WHEN NECESSARY TO INSTALL PERIMETER IMPROVEMENTS AND NEW VEGETATION OR SCREENING SHALL BE INSTALLED IMMEDIATELY UPON COMPLETION OF SAID WORK. CONSTRUCTION SCREENING SHALL BE 90% OPAQUE AND OF A SUFFICIENT HEIGHT TO SHIELD ADJACENT RESIDENTS FROM CONSTRUCTION, INCLUDING HOMES ACROSS THE STREET. HEIGHT OF SCREENING IS SUBJECTIVE TO LINE OF SIGHT VIEWS, BUT GENERALLY REQUIRE 6'-8' SCREENING FOR ONE STORY HOMES AND 16'-18' FOR TWO STORY HOMES. CONSTRUCTION SCREENING CANNOT OBSTRUCT THE TOWN'S 8'x15' SAFE SIGHT VISIBILITY TRIANGLE AT CONSTRUCTION SITE EGRESS LOCATIONS.



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3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA
EXISTING CONDITIONS AND TREE DISPOSITION PLAN

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-0010
SCALE: 1/16"=1'-0"
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12.03.25 Final Submittal
01.06.26 ARC-25

SHEET:
L-2



A L-3 VIEW OF EXISTING ASPHALT PARKING LOT AND BUILDING



B L-3 VIEW OF EXISTING ASPHALT PARKING LOT AND BUILDING



C L-3 VIEW OF EXISTING ASPHALT PARKING LOT AND BUILDING



D L-3 VIEW OF EXISTING CONCRETE SEAWALL

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EXISTING SITE PHOTOGRAPHS

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02.06.26 ARCOM

SHEET:
L-3

ARC-25-0016



E L-4 VIEW OF EXISTING POOL AND BRICK PATIO



F L-4 VIEW OF EXISTING BRICK PATIO



G L-4 VIEW OF EXISTING CONCRETE SEAWALL



H L-4 VIEW OF EXISTING CONCRETE SEAWALL

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PALM BEACH, FLORIDA

EXISTING SITE PHOTOGRAPHS

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JOB NO.: 25-0076
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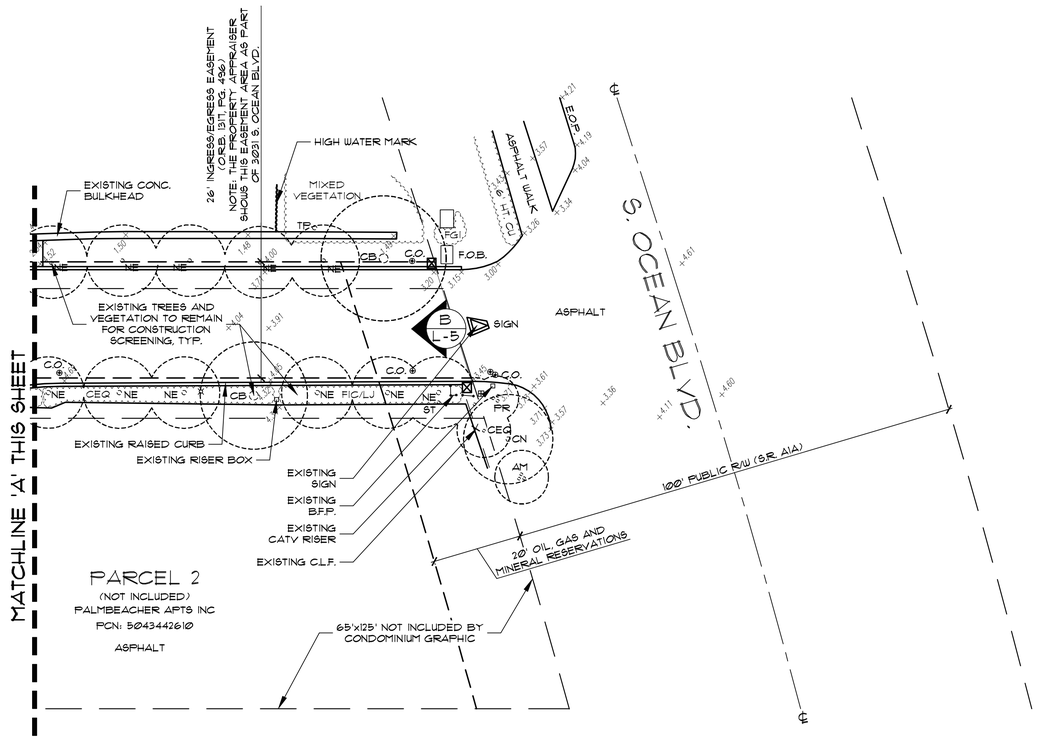



A L-5 EXISTING ENTRY BUFFER



B L-5 EXISTING ENTRY BUFFER

Existing Plant Symbol Key

- Existing tree/palm to remain
- Existing tree/palm to be removed
- Existing vegetation to remain
- Existing vegetation to be removed

Existing Plant Key

AM = Adonidia merrillii / Christmas Palm
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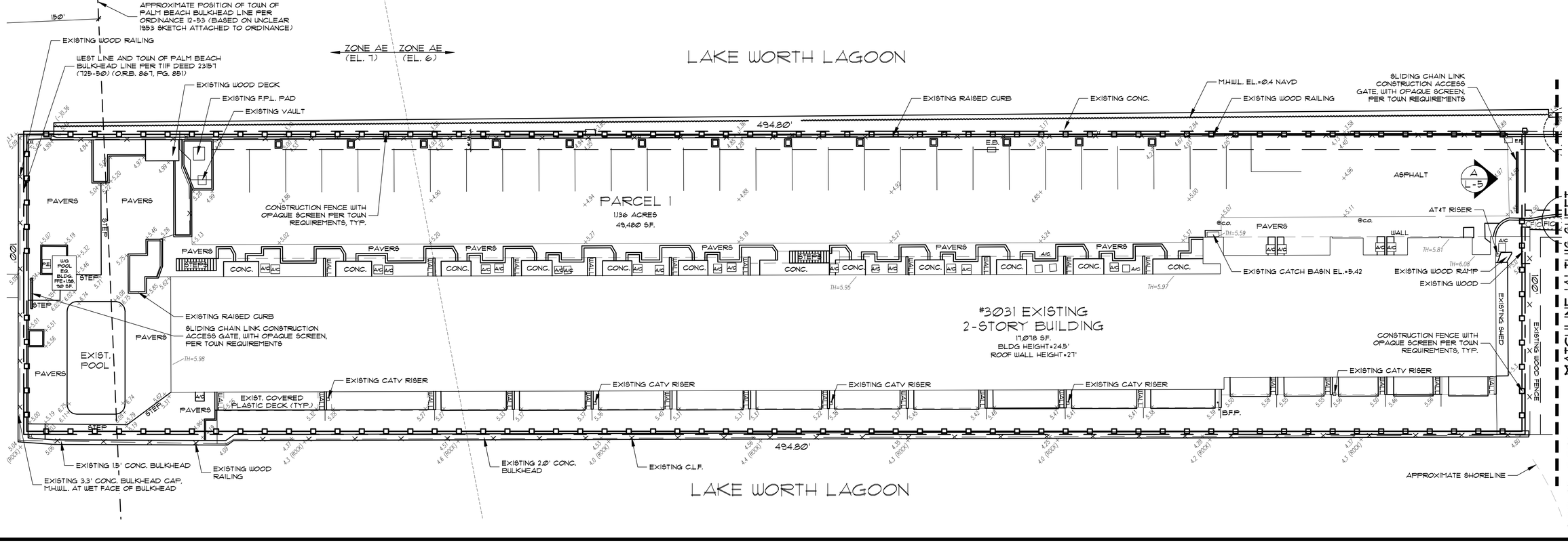

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PALM BEACH, FLORIDA

CONSTRUCTION SCREENING PLAN

DATE: 09/03/2025
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SCALE: 1/16"=1'-0"
FILENAME: 3031 S Ocean Blvd 09

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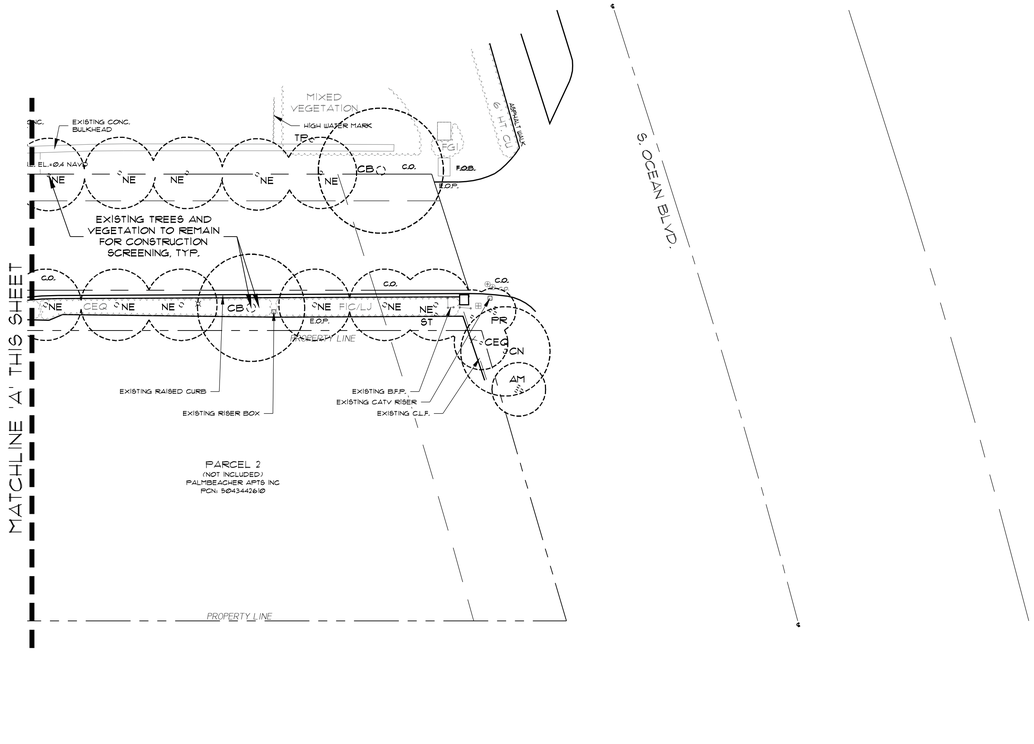

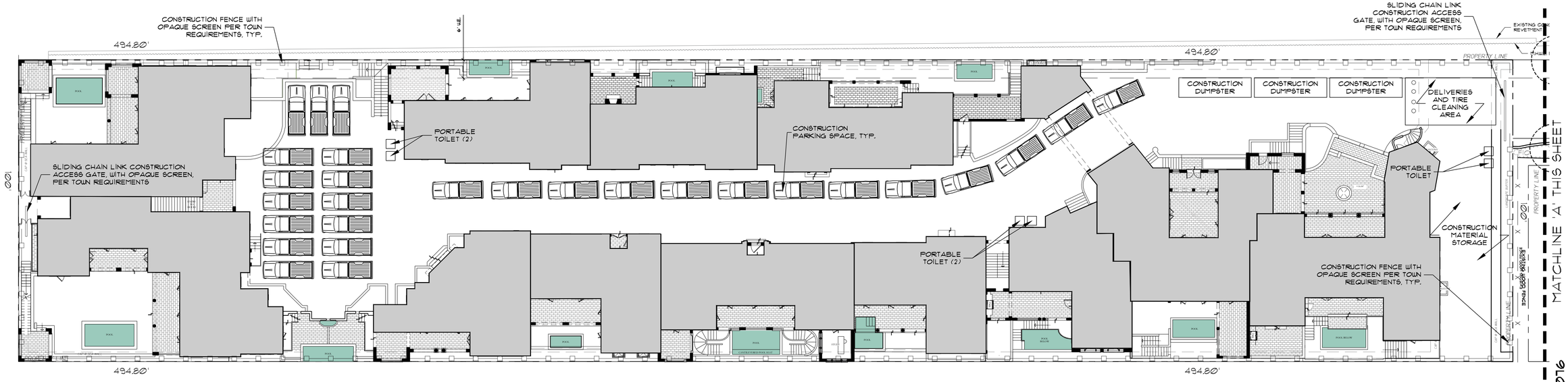

Existing Plant Symbol Key

Existing tree/palm to remain

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Note:

ALL AREAS DISTURBED BY DEMOLITION SHALL BE SODDED WITH PASPALUM NOTATUM BAHIA GRASS AND IRRIGATED PER TOWN OF PALM BEACH REQUIREMENTS.

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PALM BEACH, FLORIDA
CONSTRUCTION STAGING PLAN

DATE: 09/03/2025
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JOB NO.: 25-0710
SCALE: 1/16"=1'-0"
FILENAME: 3031 S Ocean Blvd 09

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SHEET:
L-6

PROPOSED TRUCK INGRESS/EGRESS ROUTES MAP



3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FL 33480

Route Legend

- PROPOSED TRUCK INGRESS ROUTE
- PROPOSED TRUCK EGRESS ROUTE
- PROPOSED MARITIME TRANSPORT ROUTE

MAXIMUM VEHICLE SIZE ABLE TO BE ACCOMODATED ON-SITE:
FULL SEMI-TRUCK WITH 53-FOOT TRAILER
(I.E. FULL RANGE OF TRUCK SIZES)

Truck Logistics

NOTE: 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.)
× 50 WORKS/YEAR (AVG.)
× 3 YEARS (36 MO.) SCHEDULE (PROPOSED)
= 750 TOTAL WORK DAYS (PROPOSED)

7 TRUCKS/DAY (AVG.)
× 2 TRIPS/DAY (INGRESS AND EGRESS)
= 14 TRUCK TRIPS/DAY (AVG.)

750 TOTAL WORK DAYS (PROPOSED)
× 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.

Approximate Construction Schedule

TASK:	DURATION (IN MONTHS):
SITE PREPERATION	3
FOUNDATION	3
BLOCK DELIVERIES AND CONCRETE POURS	6
ROOF TRUSS DELIVERIES AND TRUSS SETTING	3
WINDOW/DOOR DELIVERIES AND INSTALLATION	1.5
DRY-IN	1.5
INTERIOR FRAMING	3
ROUGH-IN	3
DRY WALL	3
FINISHES	3
LANDSCAPE/HARDSCAPE INSTALLATION	3
FINAL INSPECTIONS	3
TOTAL PROPOSED CONSTRUCTION TIME (FOLLOWING ISSUANCE OF BUILDING PERMIT):	36 MOS.

ARC-25-0076

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3031 S. OCEAN BLVD.
3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA
TRUCK LOGISTICS PLAN

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-0076
SCALE: N/A
FILENAME: 3031 S Ocean Blvd 09

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PALM BEACH, FLORIDA

LANDSCAPE PLAN RENDER

DATE: 09/03/2025
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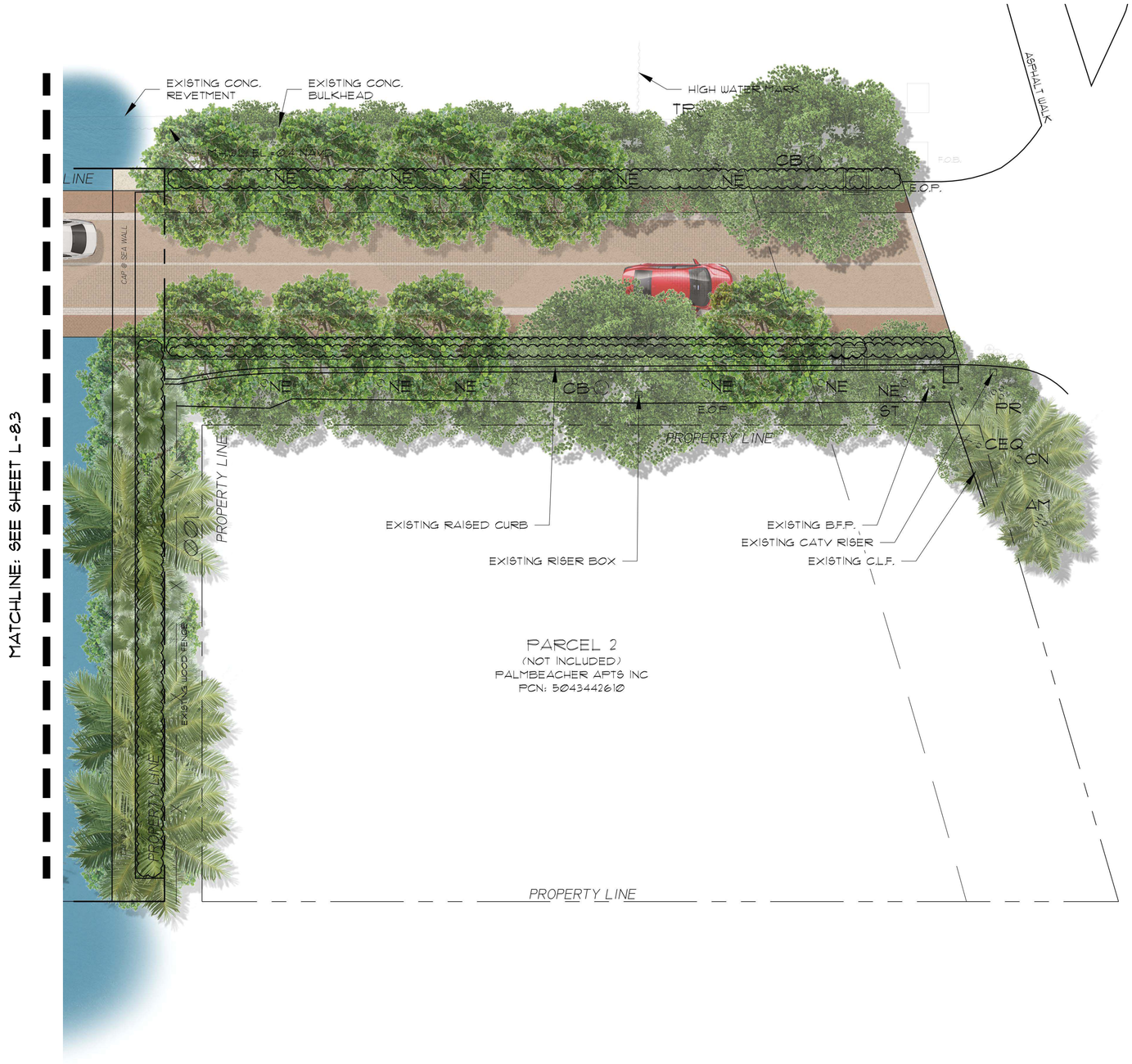

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LANDSCAPE PLAN RENDER

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3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA

LANDSCAPE PLAN RENDER

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-070
SCALE: 1/8"=1'-0"
FILENAME: 3031 S Ocean Blvd 09

REVISIONS:
9.17.25 First Submittal
10.16.25 First Submittal - Resubmittal
11.03.25 Second Submittal
12.03.25 Final Submittal
02.06.26 ARCOM

SHEET:
L-8.3

ARC-25-0076



MATCHLINE: SEE SHEET L-8.3

ARC-25-0076

PARKER·YANNETTE
design group, inc.

LANDSCAPE ARCHITECTURE
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4425 Military Trail, Suite 202
Jupiter, Florida 33458

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Email: mail@pydg.com

License #LA0001347

3031 S. OCEAN BLVD.

3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA

LANDSCAPE PLAN RENDER

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-0710
SCALE: 1/8"=1'-0"
FILENAME: 3031 S Ocean Blvd 09

REVISIONS:
9.17.25 First Submittal
10.16.25 First Submittal - Resubmittal
11.03.25 Second Submittal
12.03.25 Final Submittal
01.06.26 ARCOM

SHEET:
L-8.4



Layout Notes

1. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND LAYOUT DIMENSIONS IN THE FIELD. REPORT ALL DISCREPANCIES IMMEDIATELY TO THE LANDSCAPE ARCHITECT FOR DECISION BEFORE CONSTRUCTION.
2. REFER TO THE ARCHITECTURAL DRAWINGS FOR ALL BUILDING DIMENSIONS.
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4. ALL FILL FOR BERMING AND PLANTING BROUGHT TO THE SITE SHALL BE CLEAN, FRIABLE SANDY LOAM OF SLIGHTLY ACID TO NEUTRAL PH. ALL FILL SHALL BE FREE FROM STICKS, ROCKS MARL, SOD AND OTHER DEBRIS.
5. REMOVE ALL ROAD BASE, SHELLROCK, MARL, CORAL ROCK, AND RUBBLE 30" MIN. BELOW FINISH GRADE FROM ALL NEW PLANTING AREAS AND TREE PITS. BACKFILL WITH SUITABLE SOIL AS APPROVED BY LANDSCAPE ARCHITECT. MAINTAIN EXISTING GRADE AT EXISTING TREES.
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3031 S. OCEAN BLVD.

3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA

PARKING LEVEL - HARDSCAPE AND PLANTING PLAN

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-0076
SCALE: 1/8"=1'-0"
FILENAME: 3031 S Ocean Blvd 09

REVISIONS:
9.17.25 First Submittal
10.6.25 First Submittal - Resubmittal
11.03.25 Second Submittal
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01.06.26 ARCOM

SHEET:
L-9



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PARKING LEVEL - HARDSCAPE AND PLANTING PLAN

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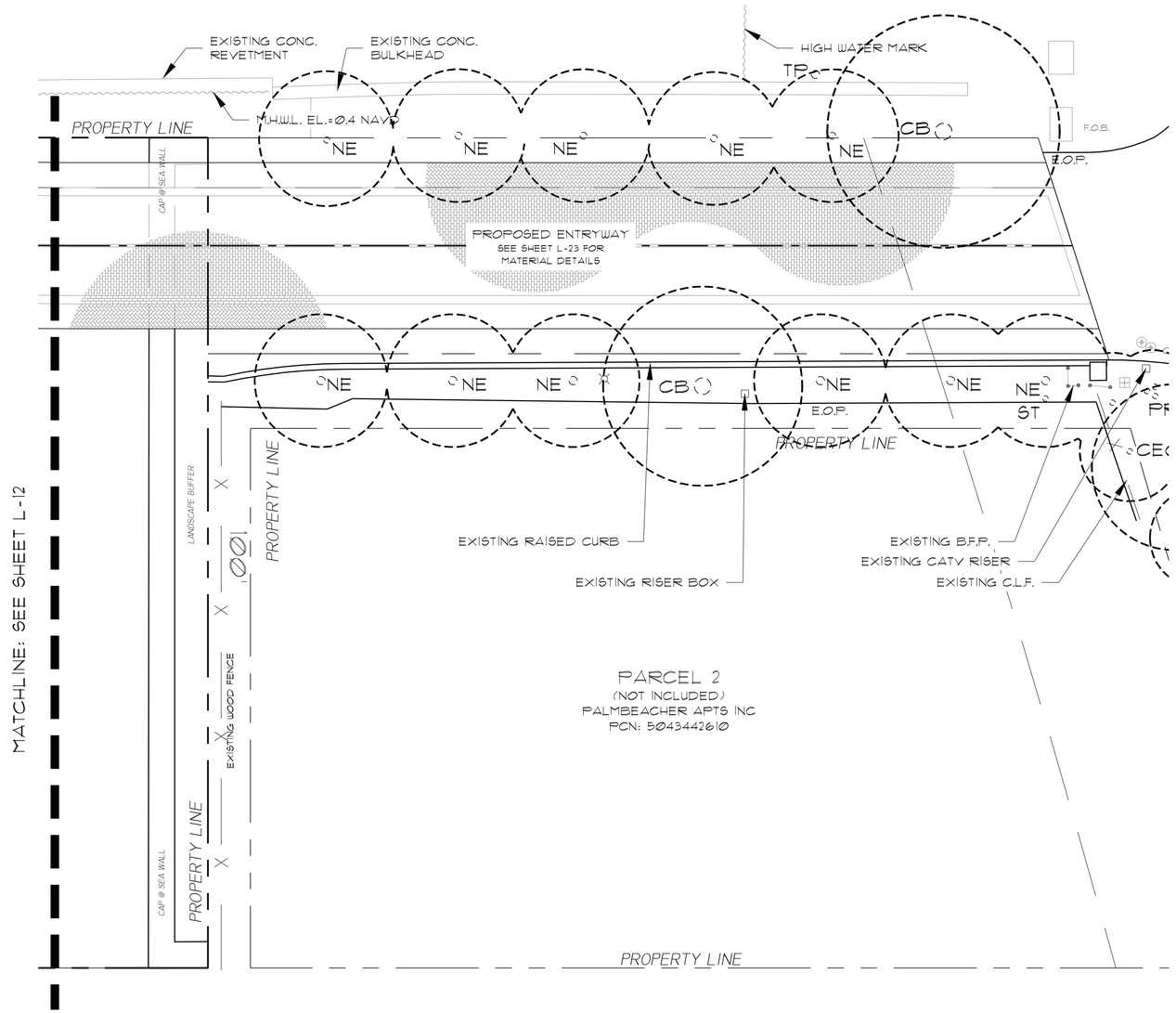
ARC-25-0076



Existing Plant Symbol Key

- Existing tree/palm to remain
- Existing tree/palm to be removed
- Existing vegetation to remain
- Existing vegetation to be removed

Existing Plant Key

AM = Adonidia merrillii / Christmas Palm
CB = Calophyllum brasiliense / Brazilian Beautyleaf
CEQ = Casuarina equisetifolia / Australian Pine
CES = Conocarpus erectus sericeus / Silver Buttonwood
CN = Cocos nucifera / Coconut Palm
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TP = Thespesia populnea / Portia Tree

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PALM BEACH, FLORIDA

GROUND LEVEL - HARDSCAPE PLAN

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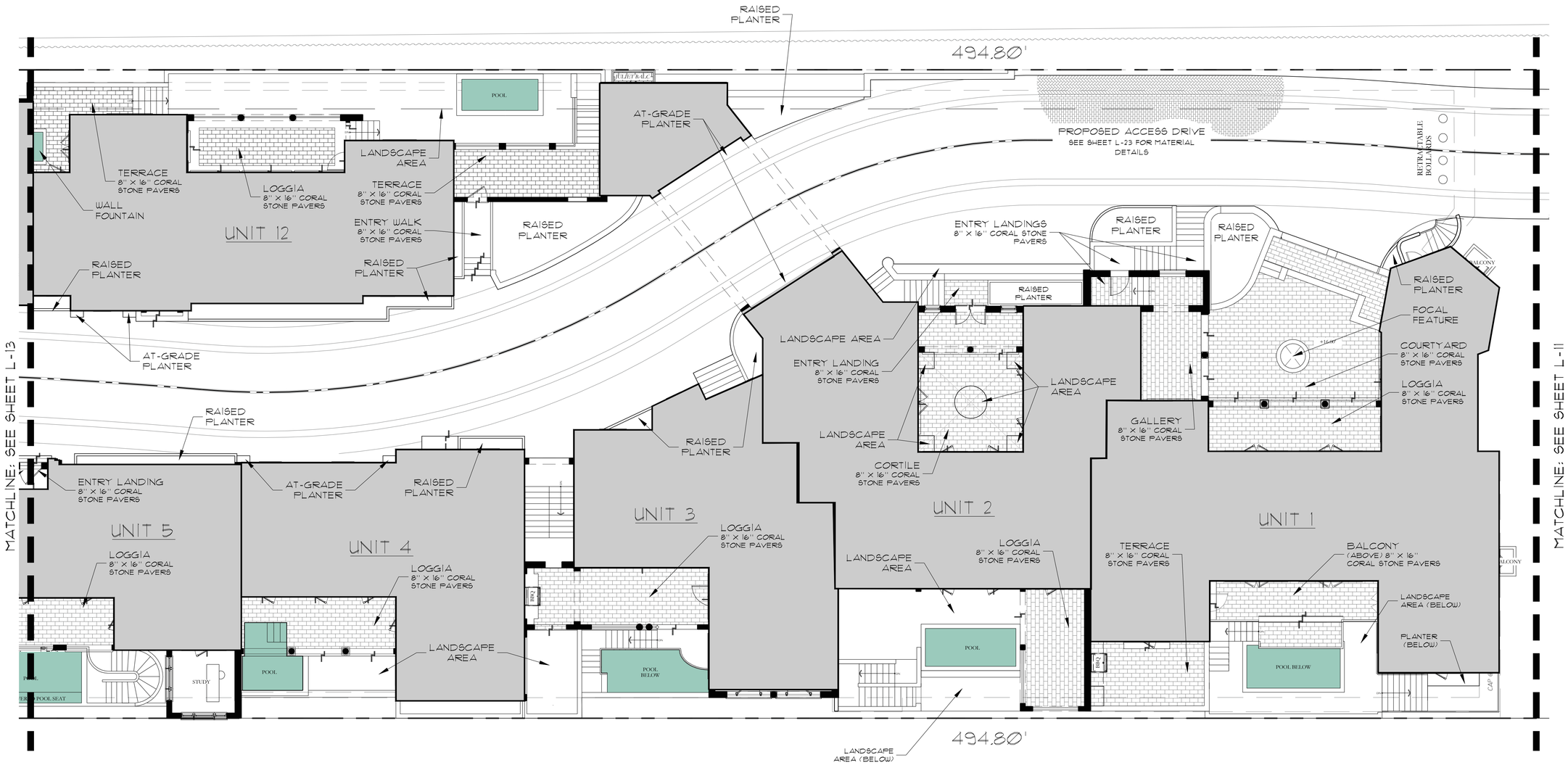
12.03.25 Final Submittal
02.06.26 ARCOM

SHEET:
L-11

ARC-25-0076



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GROUND LEVEL - HARDSCAPE PLAN

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SCALE: 1/8"=1'-0"
FILENAME: 3031 S Ocean Blvd 09

REVISIONS:
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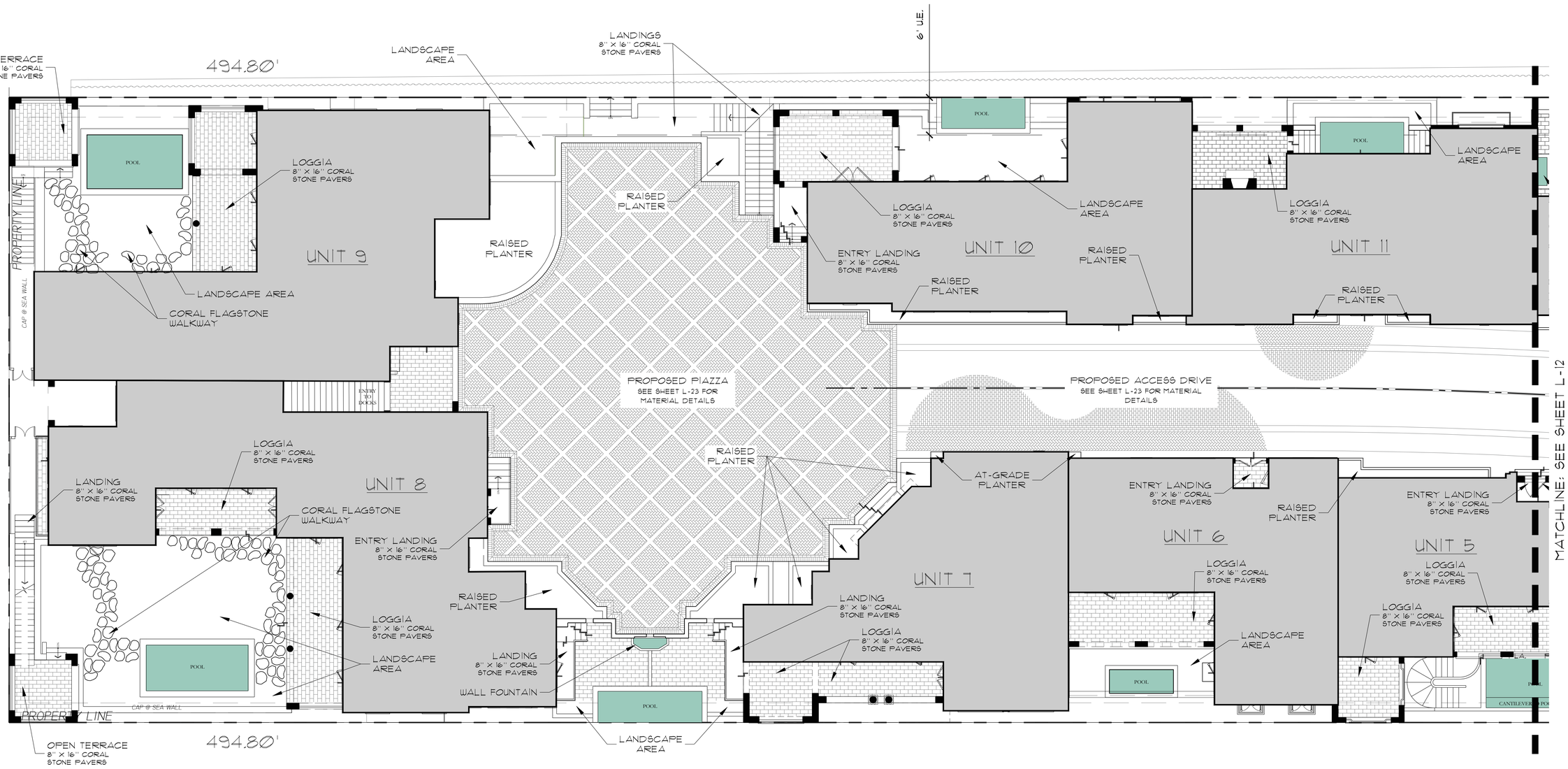
11.03.25 Second Submittal
12.03.25 Final Submittal
01.06.26 ARCOM

SHEET:
L-12

ARC-25-0076



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GROUND LEVEL - HARDSCAPE PLAN

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-0010
SCALE: 1/8"=1'-0"
FILENAME: 3031 S Ocean Blvd 09

REVISIONS:
9.17.25 First Submittal
10.6.25 First Submittal - Resubmittal
11.03.25 Second Submittal
12.03.25 Final Submittal
02.06.26 ARCOM

SHEET:
L-13

ARC-25-00076

Existing Plant Symbol Key

Existing tree/palm to remain

Existing tree/palm to be removed

Existing vegetation to remain

Existing vegetation to be removed

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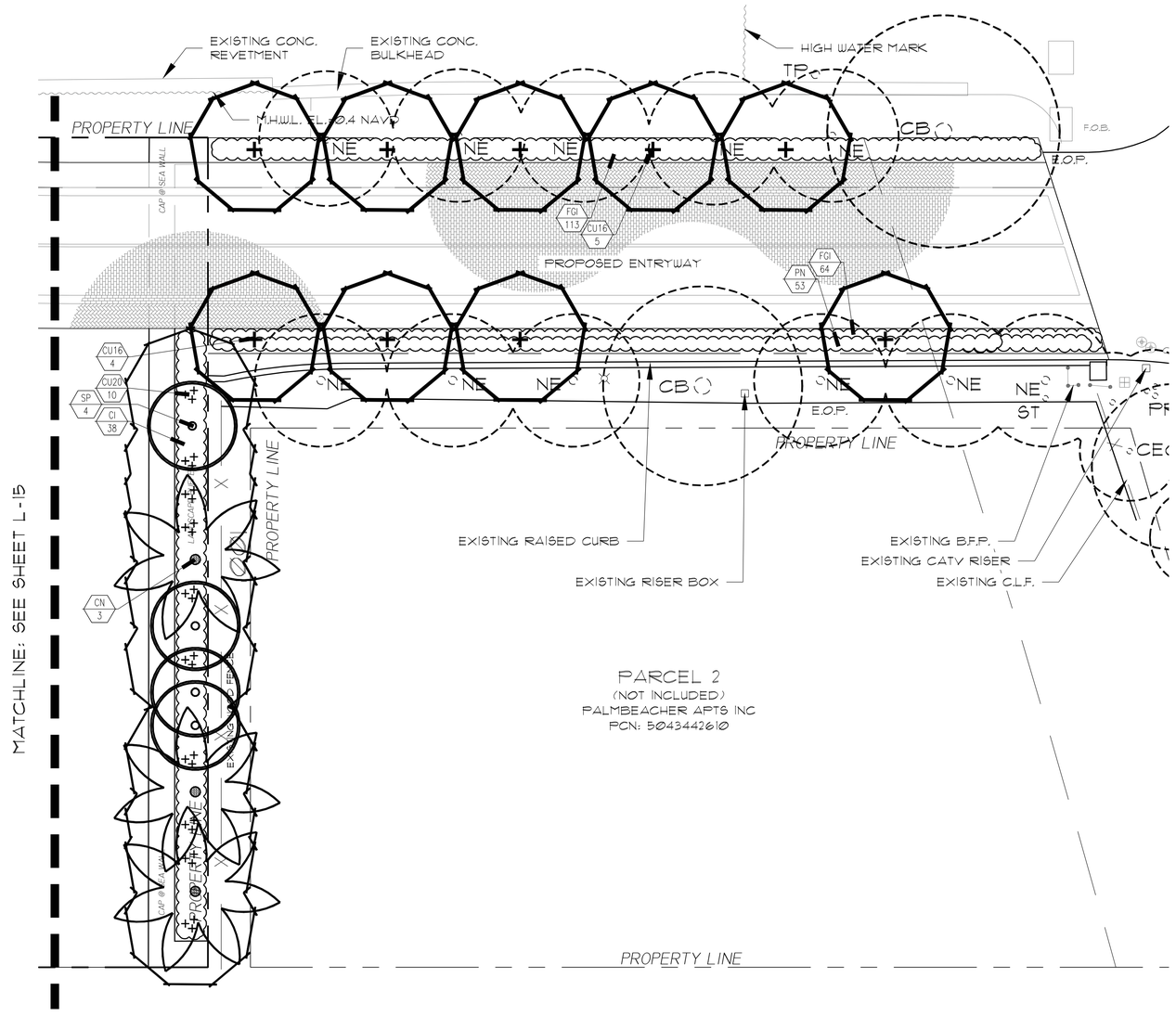

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PALM BEACH, FLORIDA
GROUND LEVEL - PLANTING PLAN

DATE: 09/03/2025
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JOB NO.: 25-0710
SCALE: 1/8"=1'-0"
FILENAME: 3031 S Ocean Blvd 09

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9.17.25 First Submittal
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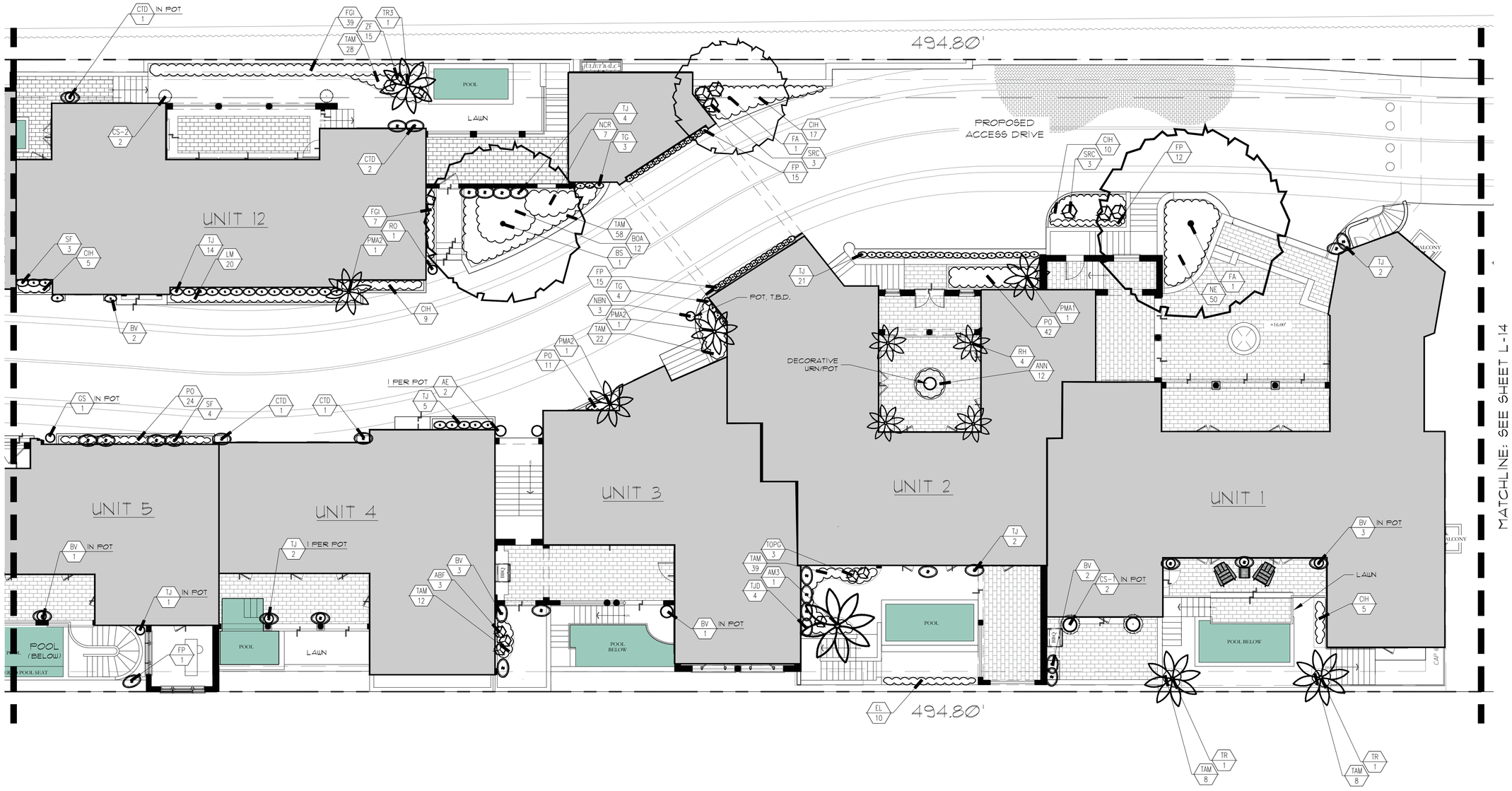
11.03.25 Second Submittal
12.03.25 Final Submittal
01.26.26 ARCOM

SHEET:
L-14

ARC-25-0016



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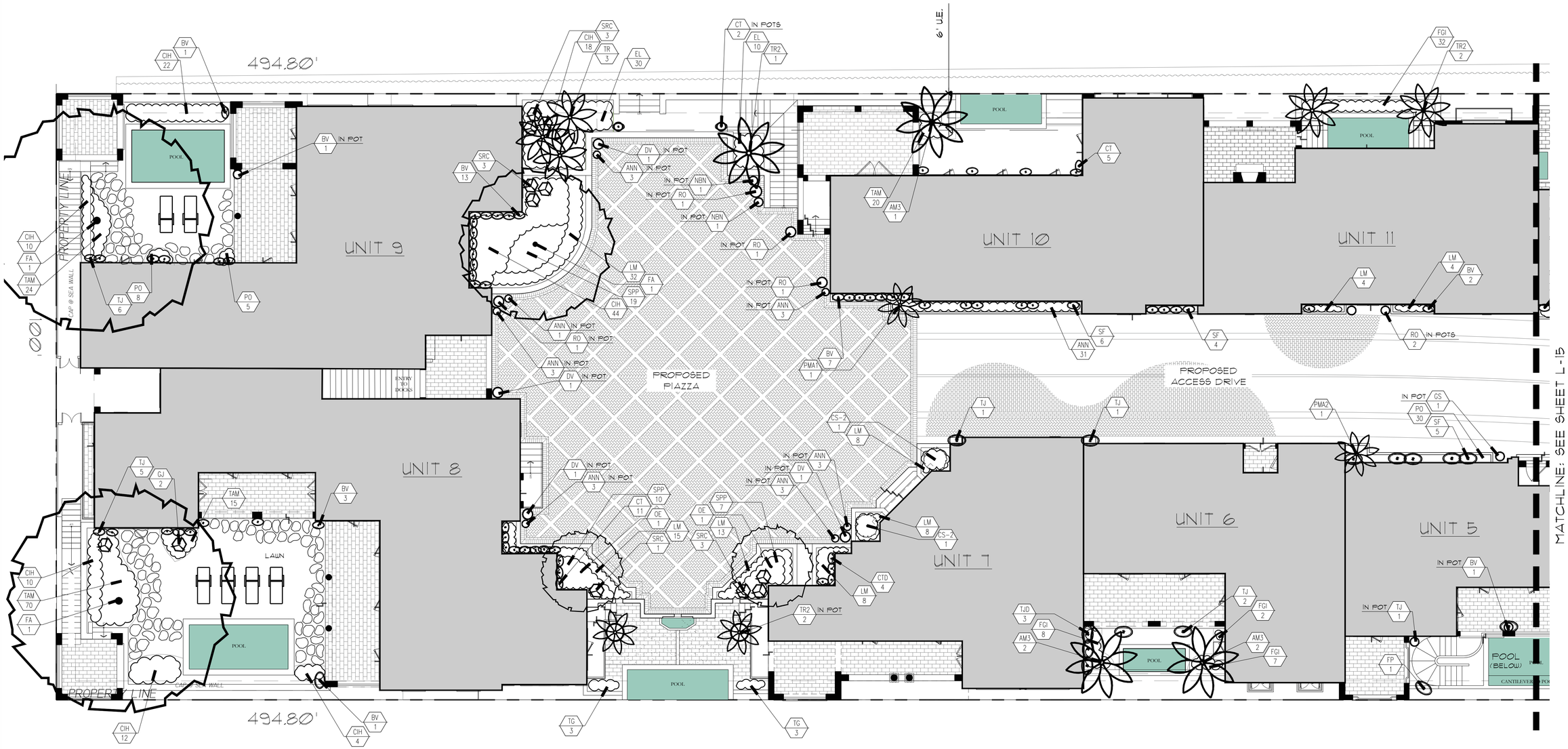
01.20.26 ARC071

SHEET:
L-15

ARC-25-0076



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SHEET:
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PROPOSED EAST LANDSCAPE ELEVATION

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-0710
SCALE: N/A
FILENAME: 3031 S Ocean Blvd 09

REVISIONS:
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PROPOSED WEST LANDSCAPE ELEVATION

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PROPOSED NORTH LANDSCAPE ELEVATION

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3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA

PROPOSED SOUTH LANDSCAPE ELEVATION

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-0710
SCALE: N/A
FILENAME: 3031 S Ocean Blvd 09

REVISIONS:
9.17.25 First Submittal
10.6.25 First Submittal - Resubmittal
11.03.25 Second Submittal
12.03.25 Final Submittal
01.06.26 ARCOM

SHEET:
L-20.1

ARC-25-00076



ARC-25-0076

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PLANNING • GRAPHICS
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Telephone:(561) 747-5069
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License #LA0001347

3031 S. OCEAN BLVD.

3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA

PROPOSED SOUTH LANDSCAPE ELEVATION

DATE: 09/03/2025
DRAWN BY: SW/TB/MW
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REVISIONS:
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SHEET:
L-20.2



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PALM BEACH, FLORIDA

PROPOSED SOUTH LANDSCAPE ELEVATION

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-0016
SCALE: N/A
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L-20.3

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3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA

PROPOSED SOUTH LANDSCAPE ELEVATION

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-0716
SCALE: N/A
FILENAME: 3031 S Ocean Blvd 09

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01.06.26 ARCOM

SHEET:
L-20.4

ARC-25-00076

Plant List

SYM	QTY	NAME	SPECIFICATIONS
PALMS			
AM3	6	Adonidia merrillii / Christmas Palm	12' o.a., triple stem, full frond
CN	3	Cocos nucifera 'Green Malayan' / Coconut Palm	18'-25' g.w., slight curve, heavy cal., full frond
PMA1	2	Ptychosperma macarthurii / Macarthur Palm	14' ht., multi-stem, full frond
PMA2	4	Ptychosperma macarthurii / Macarthur Palm	18' ht., multi-stem, full frond
* SP	4	Sabal palmetto / Cabbage Palm	14'-20' c.t., slick trunks, stagger heights
* TR	5	Trinax radiata / Florida Thatch Palm	10'-22' ht., single stem, heavy cal., full frond
* TR2	5	Trinax radiata / Florida Thatch Palm	12' ht., double stem, heavy cal., full frond
* TR3	1	Trinax radiata / Florida Thatch Palm	12' ht., triple stem, heavy cal., full frond
TREES			
* BS	1	Bursera simaruba / Gumbo Limbo Tree	20' x 16', specimen w/ character, full canopy
* CU16	9	Coccoloba uvifera / Sea Grape	16' x 6', 6" c.t., standard, full canopy
* CU20	10	Coccoloba uvifera / Sea Grape	20' x 8', 4" c.t., standard, full canopy
* FA	5	Ficus aurea / Strangler Fig	24'-28' x 16'-20', specimen w/ charcater, full canopy
OE	2	Olea europea / European Olive	16'-20' ht., specimen w/ character, full canopy
ACCENTS / SHRUBS / VINES			
ABF	3	Agave 'Blue Flame' / Century Plant	32" x 32", full
AE	2	Aspidistra elatior / Cast Iron Plant	7 gal., 36" o.a., full
ANN	62	Annuals, T.B.D.	1 gal., install w/ planting soil
BOA	12	Begonia odorata 'alba' / White Angel Wing Begonia	7 gal., 36" x 36", full
BV	41	Bougainvillea Vine	25 gal., 10' ht., full to base, espalier to wall
* CES-1	11	Conocarpus erectus 'Sericeus' / Silver Buttonwood	7 gal., 3' x 18", full
* CES-2	4	Conocarpus erectus 'Sericeus' / Silver Buttonwood	15 gal., 5' x 30", multi-stem, full
* CI	38	Chrysobalanus icaco / Green Cocoplum	3 gal., 24" x 22", full
* CIH	254	Chrysobalanus icaco 'Horizontal' / Horizontal Cocoplum	3 gal., 16" x 18", full
CS-1	2	Cupressus sempervirens / Italian Cypress	14' x 30", full, Florida Fancy, matching
CS-2	4	Cupressus sempervirens / Italian Cypress	18' x 3', full, Florida Fancy, matching
CT	19	Clerodendrum thomsoniae / Bleeding Heart Vine	7 gal., 5' ht., full to base, espalier to wall, white flower
CTD	9	Clerodendrum thomsoniae 'Delectum' / Bleeding Heart Vine	7 gal., 5' ht., full to base, espalier to wall, red flower
DV	4	Dietes vegata / African Iris	3 gal, 24" x 18", full, white flower
FGI	272	Ficus 'Green Island' / Green Island Ficus	3 gal, 12" x 12", full
FP	296	Ficus pumila / Creeping Fig	1 gal., 6" o.a., full
GJ	2	Gardenia jasminoides 'Miami Supreme' / Gardenia standard	6' x 3', 3' c.t., full canopy
GS	2	Garcinia spicata / Mangosteen	6' x 3', 3' c.t., full canopy
* LS	28	Lonicera sempervirens / Coral Honeysuckle	3 gal., 24" o.a., full
NBN	5	Neoregelia 'Bossa Nova'	2 gal., 10" x 18", full
NCR	7	Neomarica caerulea 'Regina' / Giant Apostle's Iris	3 gal., 24" x 24", full
* NE	50	Nephrolepis exaltata / Boston Fern	3 gal., 18" x 24", full
* PN	53	Psychotria nervosa / Wild Coffee	3 gal, 22" x 20", full
RH	4	Rhapis humilis / Slender Lady Finger Palm	5' o.a., full to base, dense
RO	7	Rosmarinus officianalis / Rosemary	3 gal., 18" x 14", full
SF	22	Stephanotis floribunda / Bridal Wreath	15 gal., 12' trellis, full to base, espalier to wall in a solid pattern
SPP	36	Spathoglottis plicata / Ground Orchid	1 gal., 12" x 12", full, purple flower
* SM	84	Suriana maritima / Bay Cedar	3 gal., 15" x 12", full
* SRC	30	Serenoa repens 'Cinerea' / Silver Saw Palmetto	7 gal., 24" x 24", full
TG	13	Thunbergia grandiflora / Blue Sky Vine	7 gal., 5' trellis, full to base, espalier to wall in a solid pattern
TJ	71	Trachelospermum jasminoides / Confederate Jasmine	15 gal., 12' trellis, full to base, espalier to wall in a solid pattern
TJD	7	Trachelospermum jasminoides / Confederate Jasmine	15 gal., 12' trellis, full to base, espalier to wall in a diamond pattern
TOPG	3	Carmona microphylla / Fukien Tea Topiary	30" o.a., round globe, matching
* ZF	3	Zamia integrifolia / Florida Coontie	3 gal., 18 x 18", full
GROUNDCOVERS			
* EL	133	Ernodea littoralis / Golden Creeper	3 gal., 10" x 12", full
LM	112	Liriope muscari ' Super Blue'	3 gal., 14" x 14", full
* PO	120	Peperomia obtusifolia / Baby Rubber Plant	1 gal., 8" x 8", full
TAM	304	Trachelospermum asiaticum 'Minima' / Jasmine Minima	1 gal., 6" x 10", full

* Denotes Florida native plant material.

MISCELLANEOUS		
MULCH	Chocolate Brown	3" depth, 100% coverage in all plant beds
SOD	Diamond Zoysia	Solid sod, laid tight, rolled for compaction Fine grade and install 80/20 mix of 80% coarse sand and 20% Canadian peat, 3" thick over existing soil prior to laying 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:**	3031 S. OCEAN BLVD	
2	**Lot Area (sq. ft.):**	49,480 sq. ft.	
3		REQUIRED	PROPOSED
4	Landscape Open Space (LOS) (Sq Ft and %)	17,318 sq. ft. / 35%	2,782 sq. ft. / 5.62%
5	LOS to be altered (Sq FT and %)	N/A	49,480 sq. ft. / 100%
6	Perimeter LOS (Sq Ft and %)	N/A	N/A
7	Front Yard LOS (Sq Ft and %)	875 sq. ft. / 35%	295 sq. ft. / 11.8%
8	Native Trees %	30% (number of trees)	93.6% (25)
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	38.0% (555)
10	Native Groundcover %	30% (groundcover area)	37.8% (419 sq. ft.)

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*

ARC-25-0076

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3031 S. OCEAN BLVD.
3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA
PLANT LIST

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-010
SCALE: N/A
FILENAME: 3031 S Ocean Blvd 09

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12.03.25 Final Submittal
01.06.26 ARC071

SHEET:
L-21

Plant Specifications

SPECIES AND SIZE shall conform to those indicated on the drawings. Nomenclature shall conform to STANDARDIZED PLANT NAMES, current 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. All plants not otherwise specified as being Florida Fancy or Specimen, 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.

GENERAL REQUIREMENTS

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 Landscape Architect. Where any requirements are omitted from the plant list, the plants furnished shall be normal for the variety. Plants shall be pruned prior to delivery only upon the approval of the Landscape Architect.

CONTAINER GROWN STOCK

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 which are good quality and in a healthy growing condition. An established container grown plant shall be 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. Plant root bound in containers are unacceptable.

MEASUREMENTS

Trees: Height shall be measured from ground to the average height of canopy. Spread shall be measured to the end of 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: Heights shall be measured from the ground to the average points where mature plant growth stops. Spread shall be measured to the end of branching equally around the shrub mass. Measurements are not to include any terminal growth.

Palms: Clear Trunk (C.T.), shall be measured from the ground at the time of installation to the point where the mature aged trunk joins the immature or green portion of the trunk or the head.

Overall height (O.H.), shall be measured from the ground at the time of installation to a point three quarters the length of the unopened bud. Palms with marred or burned trunks will not be accepted.

SOIL

Planting soil for use in preparing backfill for plant pits shall be added at a rate of seventy-five (75%) percent to twenty-five (25%) percent existing soil. This soil mix shall be used in all plant pits except Sabal palms which shall be backfilled with clean sand. Planting soil shall be a fertile, friable natural topsoil or loamy character. It shall contain forty (40) to fifty (50) percent decomposed organic matter and shall be free from heavy clay, stones, lime, plants, roots or other foreign materials or noxious grasses (such as Bermuda or nut grass) and noxious weeds. It shall not contain toxic substances which may be harmful to plant growth.

COMMERCIAL FERTILIZER

Two fertilizer shall be used in all types of plantings, except palms. Granular fertilizer 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: sixteen (16%) percent nitrogen, seven (7%) percent phosphorus, twelve (12%) percent potassium, plus iron. Tablet fertilizer ("Agriform" or equal) in 21 gram size shall meet the following requirements: twenty (20%) percent nitrogen, ten (10%) percent phosphorous, five (5%) percent potassium.

The two fertilizers will be applied at the following rates:

PLANT SIZE	16-7-12	"AGRIFORM" TABLET (21 Grams)
1 gal.	1/4 lb.	1
3 gal.	1/3 lb.	2
7-15 gal.	1/2 lb.	4
1"-6" caliper	2 lbs./1" caliper	2/1" caliper
6" and larger	3 lbs./1" caliper	2/1" caliper

"Florida East Coast Palm Special" will be applied to all palms at installation at a rate of 1/2 lb. per inch of trunk caliper unless otherwise specified.

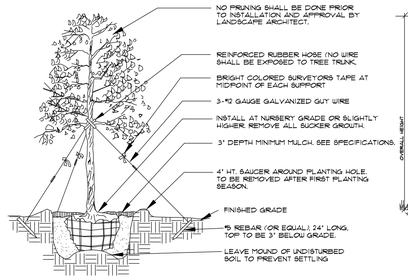
MULCH

Mulch material shall be three (3) inches of shredded melaleuca mulch (sterilized and free of seeds) or approved equal, moistened at the time of application to prevent wind displacement.

SUBSTITUTIONS

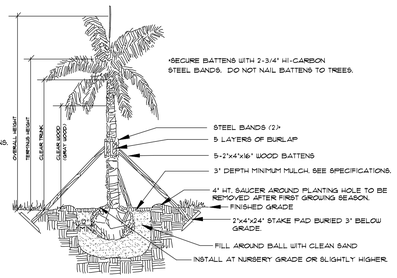
No substitutions of plant material types or size will be allowed without written consent of the Landscape Architect. B&B material will not be accepted as substitute for container grown material unless previously approved. Alternate substitutions shall be indicated in bid.

Planting Details



Tree Planting

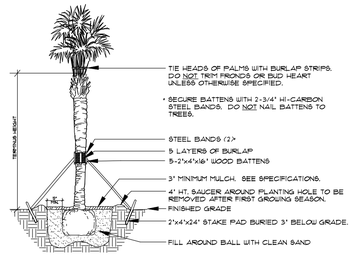
- SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION.
- BRACING - SPECIAL SITE CONDITIONS MAY REQUIRE MODIFICATION TO BRACING TECHNIQUE. LANDSCAPE CONTRACTOR WILL ADEQUATELY BRACE (OR WIRE) ALL TREES TO PREVENT EXCESSIVE MOVEMENT & MAINTAIN A VERTICAL POSITION.



Palm Planting

APPLIES TO: ROYAL PALMS, QUEEN PALMS, ALEXANDER PALMS, MANILA PALMS.

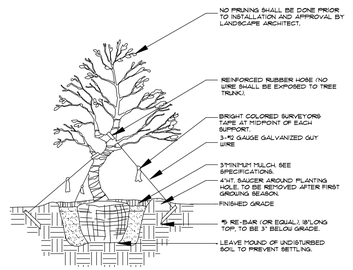
- SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION.
- BRACING: SPECIAL SITE CONDITIONS MAY REQUIRE MODIFICATION TO BRACING TECHNIQUE. LANDSCAPE CONTRACTOR WILL ADEQUATELY BRACE ALL PALMS TO PREVENT EXCESSIVE MOVEMENT AND MAINTAIN A VERTICAL POSITION.



Palm Planting

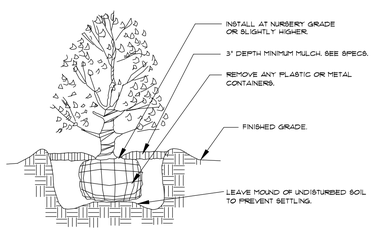
APPLIES TO: SABAL PALMS, WASHINGTON PALMS, CANARY ISLAND DATE PALMS, SENEGAL DATE PALMS

- SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION



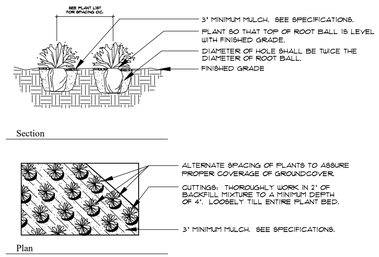
Irregular & Multi-Stem Tree Planting

FOR TREES 6'-14'HT.
NOTES:
SEE SPECIFICATIONS FOR BACKFILL MIXTURES AND FERTILIZATION.
BRACING-SPECIAL SITE CONDITIONS MAY REQUIRE MODIFICATION TO BRACING TECHNIQUE. LANDSCAPE CONTRACTOR WILL ADEQUATELY BRACE (OR WIRE) ALL TREES TO PREVENT EXCESSIVE MOVEMENT AND MAINTAIN A VERTICAL POSITION.



Shrub Planting

- SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION.



Groundcover Planting

- SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION.

Notes

- Prior to the installation of any plant material all existing and imported soils shall be tested and amended to meet the soil specifications and specific plant needs as shown on this plan.
- All plant material, unless specified as being Florida Fancy or Specimen, shall be Florida Grade Number 1 or better as determined by the Florida Division of Plant Industry.
- All plant materials and sod shall have an automatic irrigation system providing 100% coverage. Said system shall consist of an automatic or electronic sensing device or switch that will override the irrigation cycle of the sprinkler system when adequate rainfall has occurred.
- Maintain positive drainage away from residence.
- All plant material shall be planted, fertilized and mulched as per the Plant Details and Plant Specifications noted on this plan.
- Landscape Contractor shall research plans and contact appropriate agencies to determine location of utilities and obstructions prior to commencing work. Any utilities or unanticipated obstructions shall be reported immediately to the Landscape Architect.
- Landscape Contractor will be responsible for obtaining all necessary permits, licenses, inspections, and insurance as required by the State and local agencies.
- Invasive species, including Brazilian Pepper, Australian Pine, Melaleuca, Snake Plant, Scaevola and Earleaf Acacia shall be eradicated in the development area and removed from the site.

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3031 S. OCEAN BLVD.
3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA
PLANTING DETAILS AND SPECIFICATIONS

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-0710
SCALE: N/A
FILENAME: 3031 S Ocean Blvd 09

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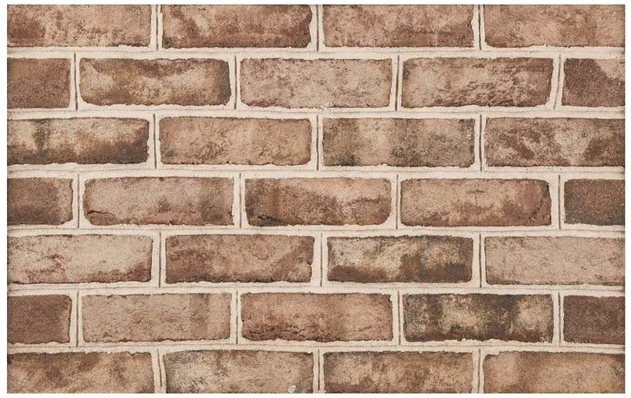
SHEET:
L-22



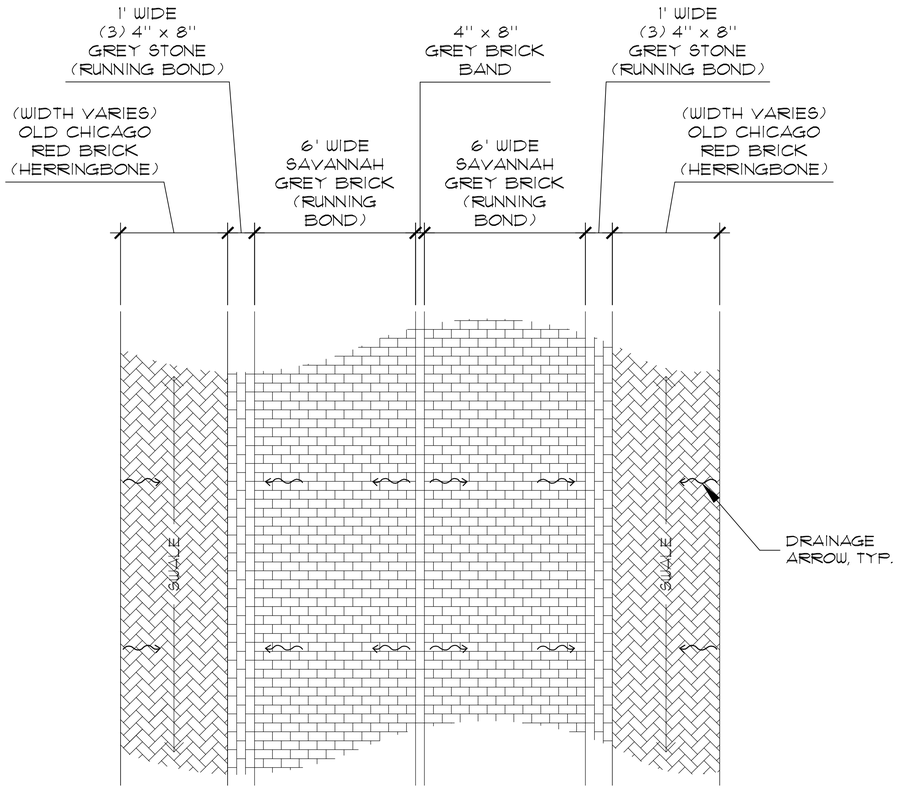
A L-23 CORAL STONE: ENTRY WALKS, LANDINGS, BALCONIES, TERRACES AND LOGGIAS



B L-23 SAVANNAH GREY BRICK: ACCESS ROAD AND PIAZZA FIELD



C L-23 OLD CHICAGO RED BRICK: ACCESS DRIVE AND PIAZZA BORDER



D L-23 ACCESS ROAD PAVING PATTERN DETAILS

SCALE: 3/8" = 1'-0"

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PALM BEACH, FLORIDA

HARDSCAPE MATERIAL DETAILS

DATE: 09/03/2025
DRAWN BY: SW/TS/MW
JOB NO.: 25-0710
SCALE: AS NOTED
FILENAME: 3031 S Ocean Blvd 09

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9.17.25 First Submittal
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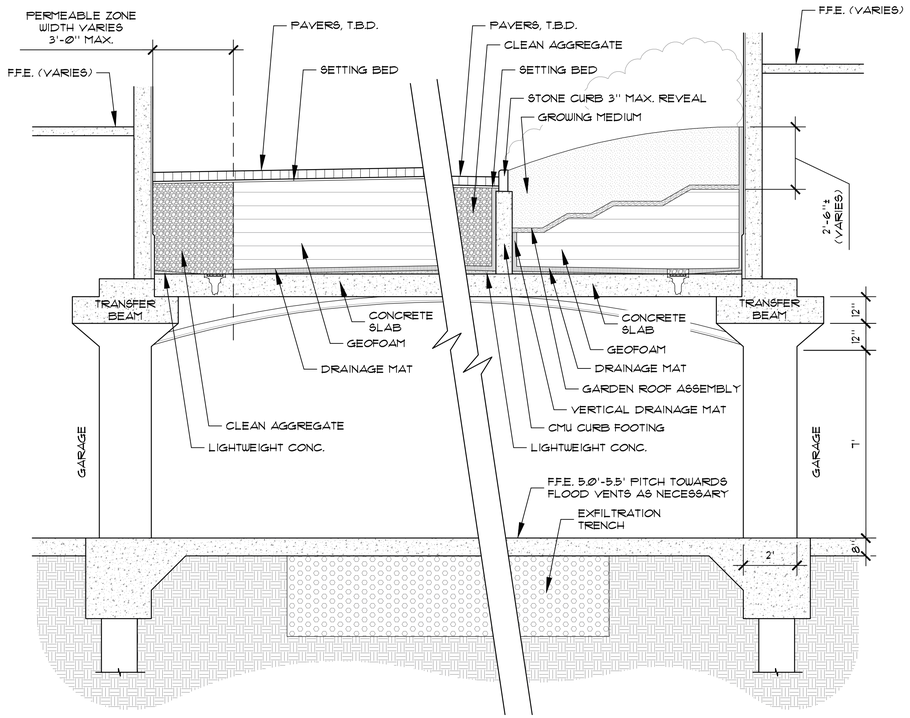
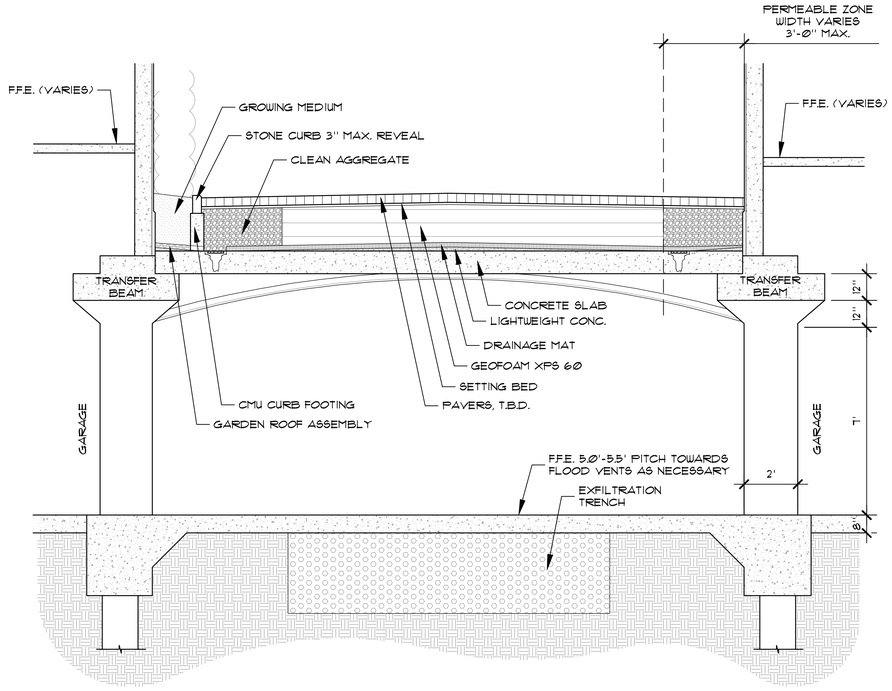


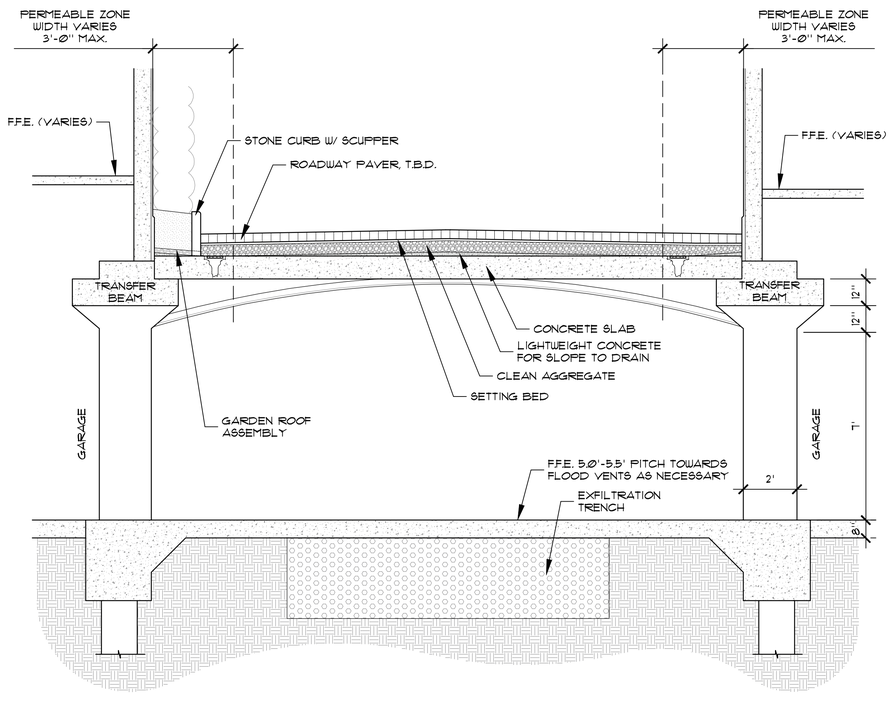
A L-24 PIAZZA PAVEMENT PLANTER JUNCTION

SCALE: 3/8" = 1'-0"



B L-24 DRIVEWAY / PLANTER JUNCTION @ MIDPOINT

SCALE: 3/8" = 1'-0"



C L-24 DRIVEWAY / PLANTER JUNCTION @ LOW POINT

SCALE: 3/8" = 1'-0"

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3031 S. OCEAN BLVD.

3031 SOUTH OCEAN BOULEVARD
PALM BEACH, FLORIDA

SCHEMATIC ROADWAY SECTIONS

DATE: Ø9/Ø3/2Ø25
DRAWN BY: SW/TS/MW
JOB NO.: 25-Ø7Ø
SCALE: AS NOTED
FILENAME: 3Ø31 S Ocean Blvd Ø9

REVISIONS:
9.17.25 First Submittal
1Ø.6.25 First Submittal - Resubmittal
11.Ø3.25 Second Submittal
12.Ø3.25 Final Submittal
Ø1.Ø6.26 ARCOM

ARC-25-ØØ76

SHEET:
L-24

INSTALLATION INSTRUCTIONS

FOR THE INSULATED 1540-520

TUTORIAL

COLOR OPTIONS

WHITE BLACK GRAY WHEAT

SMART VENT
Engineered Flood Vents



Prepare 16 ¼"W x 8¼"H Opening

Ensure the inside and outside are clean. The bottom must not exceed 12" above the highest adjacent grade.

Remove Door From Frame

Turn the vent upside down, rotate the bottom of the door outward and slide out of frame.

Insert Installation Clips Into Slots

There will be two slots on the top and two slots on the bottom of the frame.



Apply Sealant On Flange

Use Hurriband® or an equivalent adhesive on all edges of the back side of the vent flange.



Compress Bottom Spring Clips

On the outside of the frame, compress the 2 bottom clips to slip the frame into the opening. Afterwards, decompress.



Compress Top Spring Clips

Next, fully push the frame into the opening until it's flush with the wall. Ensure the vent tag sticker is on the bottom, facing up.



Ensure Vent Placement

Check that the frame is level, flat against the wall. Make sure slots are clear of debris and caulk.



Slide Door Back Into Frame

Grasp the top and bottom with float pins down. Slide door into frame and rotate it until latched.



Insert 2 Security Clips

Place a clip in the pivot pin track on left and right side of frame. Needle nose pliers may be needed.



TEST YOUR FLOOD DOOR

Please test and wash your vents at least twice a year. To test, insert a credit card into both float slots.



FINISH YOUR INTERIOR

Our Sealing Kit finishes and seals interior spaces while still letting debris + water flow during a flood.

FOR MORE INFORMATION CONTACT US 1 (877) 441-8368 | info@smartvent.com smartvent.com

1540-1109 REV. B 03/24/2023

TABLE 1—MODEL SIZES

MODEL NAME	MODEL NUMBER	MODEL SIZE (in.)	COVERAGE[1] (ft²)
FloodVENT®	1540-520	15 3/4" X 7 3/4"	200
SmartVENT®	1540-510	15 3/4" X 7 3/4"	200
FloodVENT® Overhead Door	1540-524	15 3/4" X 7 3/4"	200
SmartVENT® Overhead Door	1540-514	15 3/4" X 7 3/4"	200
Wood Wall FloodVENT®	1540-570	14" X 8 3/4"	200
Wood Wall FloodVENT® Overhead Door	1540-574	14" X 8 3/4"	200
SmartVENT® Stacker	1540-511	16" X 16"	400
FloodVent® Stacker	1540-521	16" X 16"	400

For **SI:** 1 inch = 25.4 mm; 1 square foot = m²

[1]The coverage area in square feet for each model is equivalent to the performance of the same number of square inches of non-engineered openings.



FIGURE 1—SMART VENT: MODEL 1540-510

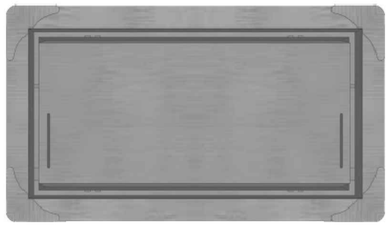


FIGURE 2—SMART VENT MODEL 1540-520



FIGURE 3—SMART VENT: SHOWN WITH FLOOD DOOR PIVOTED OPEN

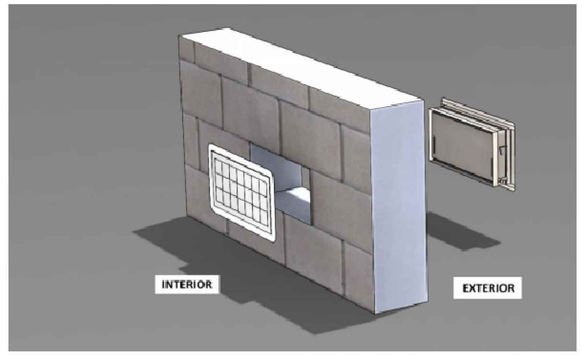
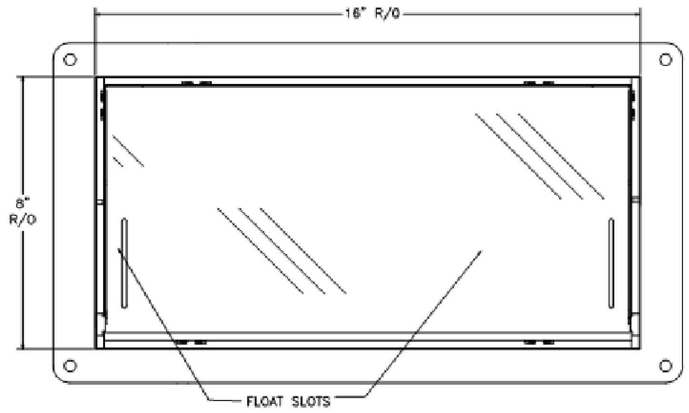
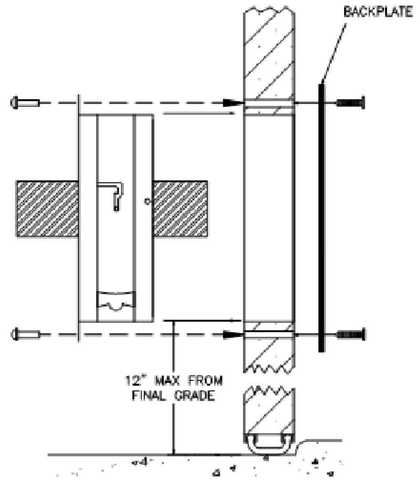


FIGURE 4—FLOOD VENT SEALING KIT





Summary of Products

FL #	Model, Number or Name	Description
5822.1	SmartVent Model #1540-510	Dual Function Flood and Ventilation Vent
Limits of Use **Approved for use in HVHZ:** Yes **Approved for use outside HVHZ:** Yes **Impact Resistant:** N/A **Design Pressure:** +100/-100 **Other:** One vent may be used for up to 200 sq. ft. of interior space (minimum 2). Product is exempt from impact requirements per FBC 1626.1(c) such that its use does not cause a change to the building enclosure category from enclosed to partially enclosed or open. Refer to the Impact Requirements letter for more information.		**Installation Instructions** FL5822_R9_II_1540-510 SS 2023-08-14.pdf Verified By: Hermes F. Norero, P.E. Florida P.E. 73778 Created by Independent Third Party: Yes **Evaluation Reports** FL5822_R9_AE_PER5022 SS 2023-08-14.pdf FL5822_R9_AE_Smart Vent - LMI REQ LTR SS 2023-08-14.pdf Created by Independent Third Party: Yes
5822.2	SmartVent Model #1540-511	Dual Function Flood and Ventilation Vent
Limits of Use **Approved for use in HVHZ:** Yes **Approved for use outside HVHZ:** Yes **Impact Resistant:** N/A **Design Pressure:** +100/-100 **Other:** One vent may be used for up to 400 sq. ft. of interior space (minimum 2). Product is exempt from impact requirements per FBC 1626.1(c) such that its use does not cause a change to the building enclosure category from enclosed to partially enclosed or open. Refer to the Impact Requirements letter for more information.		**Installation Instructions** FL5822_R9_II_1540-511 SS 2023-08-14.pdf Verified By: Hermes F. Norero, P.E. Florida P.E. 73778 Created by Independent Third Party: Yes **Evaluation Reports** FL5822_R9_AE_PER5022 SS 2023-08-14.pdf FL5822_R9_AE_Smart Vent - LMI REQ LTR SS 2023-08-14.pdf Created by Independent Third Party: Yes

YOUSSEF HACHEM
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CA 26553

99 NW 27TH AVE
MIAMI, FL. 33125
TEL. (786) 287-9120
FAX (305) 969-9453
www.yhengineering.com

YOUSSEF HACHEM, Ph.D, P.E.
No. 43302

3031 SOUTH OCEAN BLVD

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DATE	REVISION

DWG. TITLE
SMART VENT CUT SHEET AND FLORIDA APPROVAL

SCALE
AS SHOWN

BY CHK'D
KA YHH

PROJECT NO.

DATE
10/14/25

SHEET NUMBER
S01

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3031 SOUTH OCEAN BLVD



GARAGE LEVEL SMART VENT PARTIAL PLAN A

1/8"=1'-0"

NORTH



KEY PLAN

NOT TO SCALE

NORTH

DATE	REVISION

DWG. TITLE
GARAGE LEVEL SMART VENT PARTIAL PLAN A

SCALE
AS SHOWN

BY KA
CHK'D YHH

PROJECT NO.

DATE
10/14/25

SHEET NUMBER
S02A

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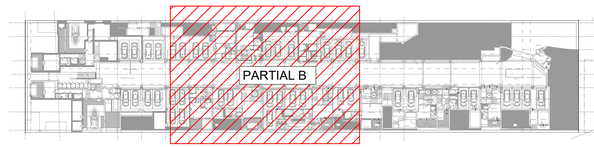
GARAGE LEVEL SMART VENT PARTIAL PLAN B

1/8"=1'-0"

NORTH



KEY PLAN

NOT TO SCALE

NORTH

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DATE	REVISION

DWG. TITLE
GARAGE LEVEL SMART VENT PARTIAL PLAN B

SCALE
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BY KA
CHK'D YHH

PROJECT NO.

DATE
10/14/25

SHEET NUMBER
S02B

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No. 43302

3031 SOUTH OCEAN BLVD



GARAGE LEVEL SMART VENT PARTIAL PLAN C

1/8"=1'-0"

NORTH



KEY PLAN
NOT TO SCALE

NORTH

DATE	REVISION

DWG. TITLE
GARAGE LEVEL SMART VENT PARTIAL PLAN C

SCALE
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PROJECT NO.

DATE
10/14/25

SHEET NUMBER
S02C

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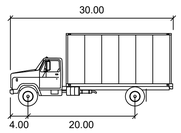
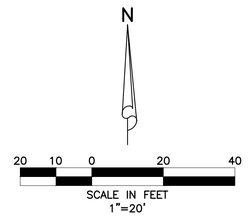


SU-30

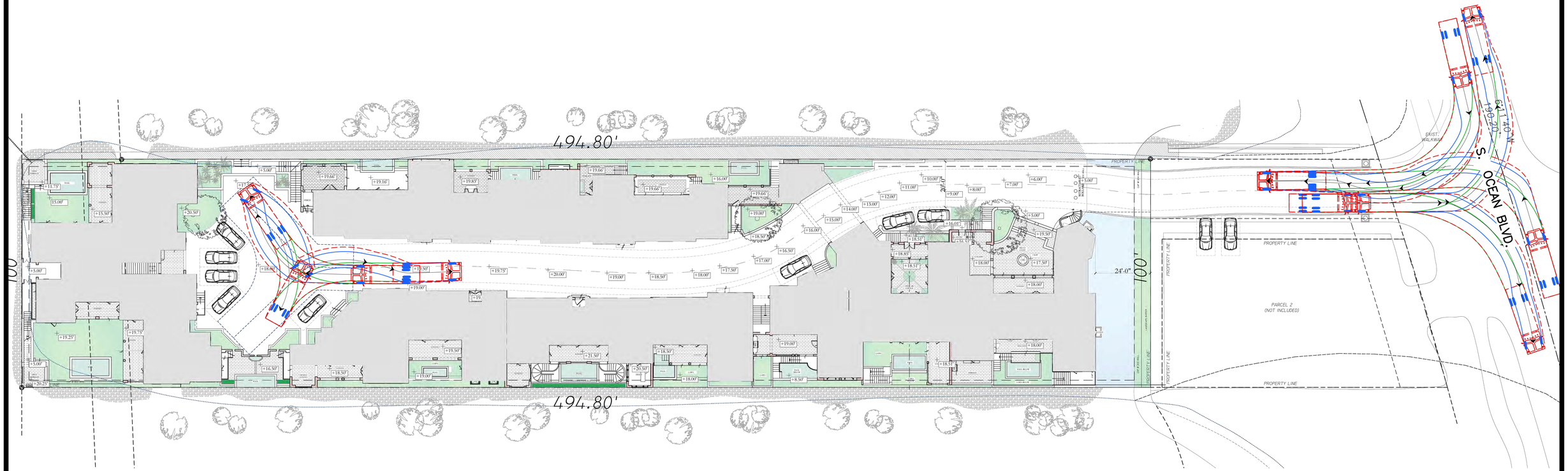
	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

RED = VEHICLE BODY
BLUE = FRONT TIRE PATH
GREEN = REAR TIRE PATH





LOCATION MAP
NOT TO SCALE



2/20/2026

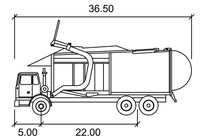
REVISIONS	DESIGN A.L.	DRAWN D.B.	CHECKED	APPROVED	DATE	

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

3031 S. OCEAN BLVD.
SECTION 26, TOWNSHIP 44S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
SU-30 AUTOTURN ANALYSIS

JOB NO.	DRAWING NO.	SHEET	OF
24-173	24173AT01	1	1

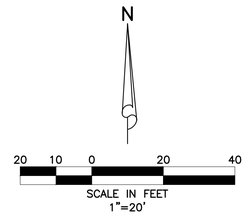
Y:\AUTOCAD_FILES\2024\24-173\EXHIBITS\AUTOTURN ANALYSIS\AT01_2026-02-20 SU30-Garbage-Fire.dwg 2/20/2026 5:37 AM Daniel Brunet

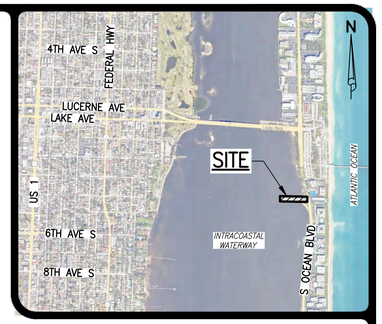


Garbage Truck 36.5'

	feet
Width	: 8.50
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

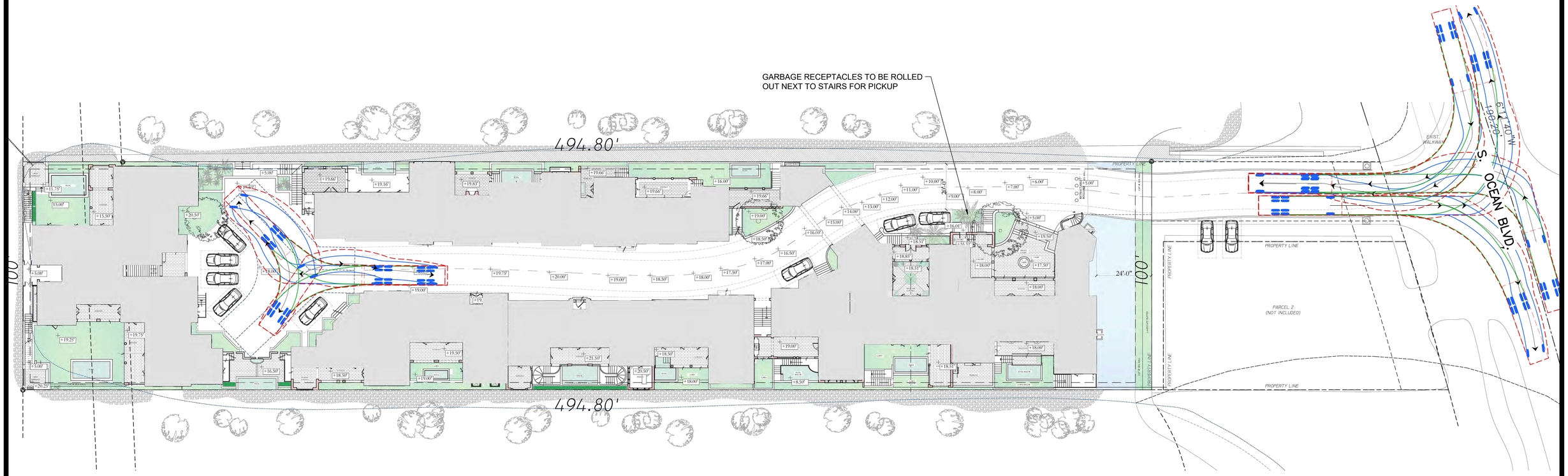
RED = VEHICLE BODY
BLUE = FRONT TIRE PATH
GREEN = REAR TIRE PATH





LOCATION MAP
NOT TO SCALE

GARBAGE RECEPTACLES TO BE ROLLED OUT NEXT TO STAIRS FOR PICKUP



2/20/2026

REVISIONS	DESIGN	DRAWN	CHECKED	APPROVED	DATE	
	A.L.	D.B.				

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

3031 S. OCEAN BLVD.
SECTION 26, TOWNSHIP 44S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
GARBAGE TRUCK AUTOTURN ANALYSIS

JOB NO.	DRAWING NO.	SHEET	OF
24-173	24173AT01	1	1

Y:\AUTOCAD_FILES\2024\24-173\EXHIBITS\AUTOTURN ANALYSIS\AT01_2026-02-20 SU30-Garbage-Fire.dwg 2/20/2026 5:37 AM Daniel Brunet

date:	February 20, 2026
to:	James Murphy, AICP, Assistant Director of Planning, Zoning and Building, Town of Palm Beach
from:	Eric Czerniejewski, P.E., ENV SP
subject:	3031 South Ocean Blvd Traffic Review

MEMORANDUM

The Town of Palm Beach has requested traffic engineering review services of the Traffic Equivalency Statement for the redevelopment of the property at 3031 South Ocean Boulevard in Palm Beach, Florida. The following are the traffic review comments based on the 02/06/26 and 02/20/26 resubmittals:

1. Please provide a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for this redevelopment.

   Simmons & White's 02/06/26 Response: Please see the enclosed TPS letter dated January 22, 2025.

   TCG 02/16/26 Response: Addressed.

2. Please provide a copy of the FDOT pre-application meeting letter for this redevelopment. This project includes a full site access driveway connection to State Road A1A/South Ocean Boulevard. Please confirm if the proposed driveway connection lines up with the existing driveway for the development on the east side of State Road A1A/South Ocean Boulevard.

   Simmons & White's 02/06/26 Response: The proposed driveway connection lines up with the existing driveway. The FDOT pre-application meeting letter will be provided before the permit is issued.

TCG 02/16/26 Response: This item is still pending. A condition of approval will be developed which requires the applicant to provide the FDOT pre-application meeting letter at the time of the issuance of a building permit.

3. Please include a copy of the proposed site plan in the Appendix of the updated Traffic Equivalency Statement.

   Simmons & White's 02/06/26 Response: Please see the proposed site plan in Appendix A.

   TCG 02/16/26 Response: Addressed.

4. Please provide the ITE Trip Generation Manual and Palm Beach County Traffic Engineering Division trip rate sheets documentation in the Appendix of the updated Traffic Equivalency Statement.

   Simmons & White's 02/06/26 Response: Please see the trip generation rate sheets in Appendix B.

   TCG 02/16/26 Response: Addressed.

5. Please add a footnote to each of Tables one through Tables six that specifies which trip generation rate is used for the Daily, AM and PM peak hour trips.

   Simmons & White's 02/06/26 Response: Notes were added to indicate Palm Beach County trip generation rates were used.

   TCG 02/16/26 Response: Addressed.

6. Please include a Traffic Circulation narrative in the updated Traffic Equivalency Statement. This should include the site access, driveway connections, proposed internal traffic circulation to the parking level, and loading areas.

   Simmons & White's 02/06/26 Response: A traffic circulation narrative was added.

   TCG 02/16/26 Response: Addressed. Please update Traffic Circulation Section 4.0

7. Please provide a section in the updated Traffic Equivalency Statement that summarizes the development's compliance with the traffic concurrency as defined in the Town of Palm Beach Code of Ordinances Chapter 30 and the level of service standards as defined in the Town of Palm Beach Code Comprehensive Plan Transportation Element (Policy 2.1). Please use the Generalized LOS Volumes from the FDOT 2020 LOS Handbook for the road segment link analysis. Please provide footnotes to the relevant tables referencing these standards/criteria. Please include the following road segments in the Town as part of the road segment link analysis:

    - State Road A1A/South Ocean Boulevard between East Ocean Avenue and Lake Avenue

    Simmons & White's 02/06/26 Response: Link analysis added as noted.

    TCG 02/16/26 Response: Addressed.

8. Please provide a Parking Requirements Evaluation which includes a site parking analysis section in the updated Traffic Equivalency Statement. Please provide the existing approved parking and the future proposed parking per the Town's site parking requirements. Please confirm if the proposed redevelopment at 3031 South Ocean Boulevard will meet the required number of parking spaces per the Town of Palm Beach Code of Ordinances. This should include whether any planned valet parking is being proposed. Please provide a valet parking analysis if valet parking is going to be provided.

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

Zoning Legend

Property Address:	3031 S OCEAN BLVD
Zoning District:	R-D(1)--MODERATE DENSITY RESIDENTIAL (50-PALM BEACH)
Lot Area (sq. ft.):	49,480 sq. ft. (1.237 Acres) [1 ACRE = 40,000 SF]
Lot Width (W) & Depth (D) (ft.):	100(w) 494.80 (D)
Structure Type: (Single-Family, Multi-Family, Comm., Other)	MULTI-FAMILY 10 UNITS OR MORE
FEMA Flood Zone Designation:	Zone AE (EL +9.0)
Zero Datum for point of meas. (NAVD):	EL +10.0' NAVD (Per FEMA)
Crown of Road (COR) (NAVD):	EL +4.61'

	REQ'D / PERMITTED	EXISTING	PROPOSED	VARIANCE REQUEST
Lot Area (Sq. Ft.)	40,000 (MIN.)	49,480	NO CHANGE	
Lot Width (Ft.)	150 (MIN.)	100	NO CHANGE	X
Lot Depth (Ft.)	200 (MIN.)	494.8'	NO CHANGE	
Density (Units)	12 (MAX.)	29	12	
Lot Coverage (Sq Ft and %)	17,318 (35%)	17,078 (34.5%)	36,947 (74.67%)	X
Enclosed Square Footage				X
Off Street Parking (Spaces)	2 per Unit + 1 per 5 Unites	28 Provided (42 Required)	36 Provided (42 Required)	X
*Front (East) Yard Setback (Ft.)	Bldg. Ht. - 4-Story	9.5'	24.0'	X
* Side (North) Yard Setback (Ft.)	Bldg. Ht. - 4-Story	34.7'	Ranging 1.0' - 5.0'	X
* Side (South) Yard Setback (Ft.)	Bldg. Ht. - 4-Story	13.9'	Ranging 1.0' - 5.0'	X
*Rear (West) Yard Setback (Ft.)	30.0'	48.5'	Ranging 1.0' - 5.0'	X
5-Story Building Height (Ft.)	62.5'	N/A	62.5'	
5-Story Overall Building Height (Ft.)	72.5' (Pitched Roof)	N/A	72.5'	
** Max. Fill Added to Site (Ft.)	4.2'	N/A	14.5'	X
Finished Floor Elev. (FFE)(NAVD)	EL +11.0' NAVD	EL. +6.0' NAVD	EL +18.0' NAVD (Ground Lvl)	X
Base Flood Elevation (BFE)(NAVD)	El +10.0' NAVD	EL. +5.0' NAVD	EL. +10.0' NAVD (Parking Lvl)	
Landscape Open Space (LOS) (Sq. Ft. and %)	17,318 (35%)		6,650 (13.4%)	X
Front Yard LOS (Sq. Ft. and %)	875 (35%)			
*** Native Plant Species %	*Please refer to TOPB Landscape Legend.*			

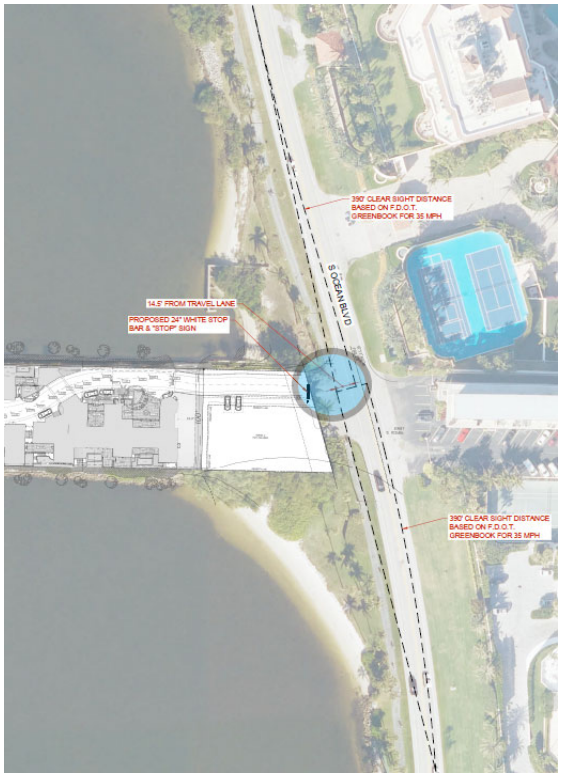
Simmons & White's 02/06/26 Response: A parking requirement evaluation was added. Valet parking is not proposed.

TCG 02/16/26 Response: Addressed.

9. Please provide sight visibility triangles on the site plan at each of the driveway connections to State Road A1A/South Ocean Boulevard. The sight triangles should also be depicted on the landscape plans and the pavement marking and signage plan. The sight triangles along State Road A1A/South Ocean Boulevard should meet FDOT criteria as outlined in the FDOT Design Manual (Section 212.11).

Simmons & White's 02/06/26 Response: Please see the Signing and Pavement Marking Exhibit.

TCG 02/16/26 Response: Addressed. The sight visibility area needs to extend to the driver's eye level, which is determined by the location of the proposed stop bar.



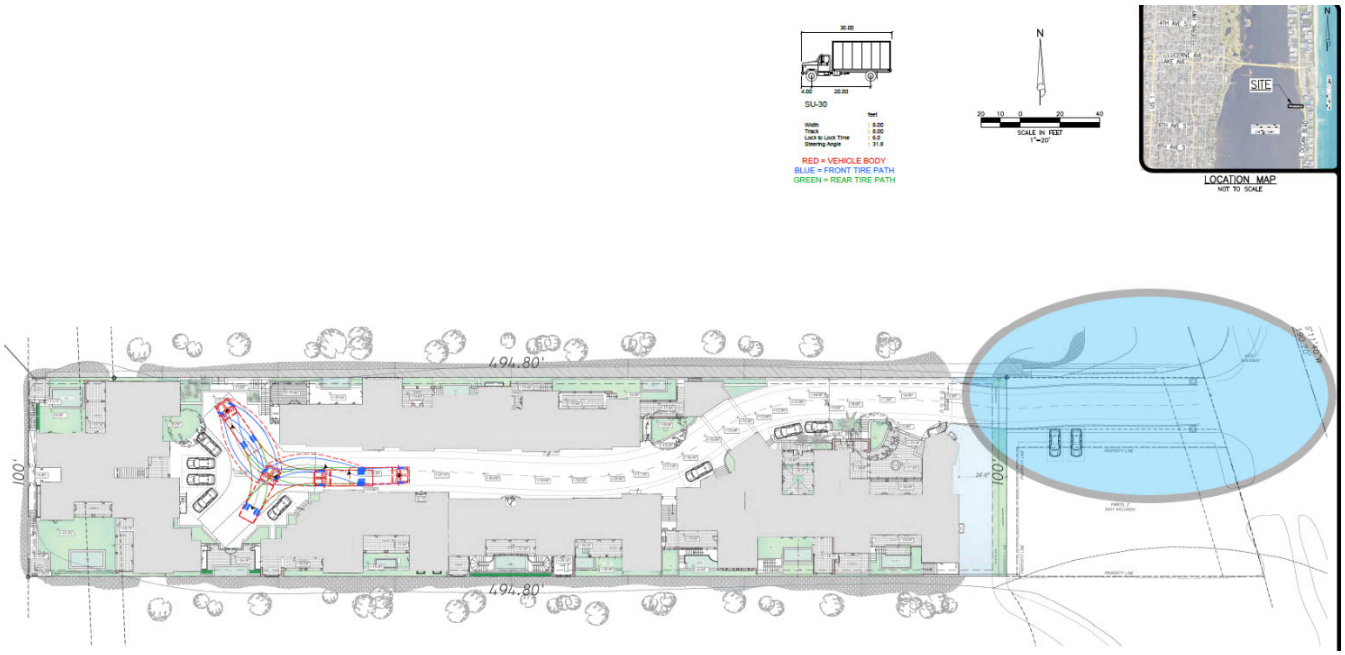
Simmons & White's 02/20/26 Response: Drivers will first stop at the proposed stop bar and then proceed forward to stop and check their sight distance before completing the turn; this is determined by the FDOT Greenbook to be at 14.5 feet before the travel lane, as shown in the exhibit.

TCG 02/20/26 Response: Addressed.

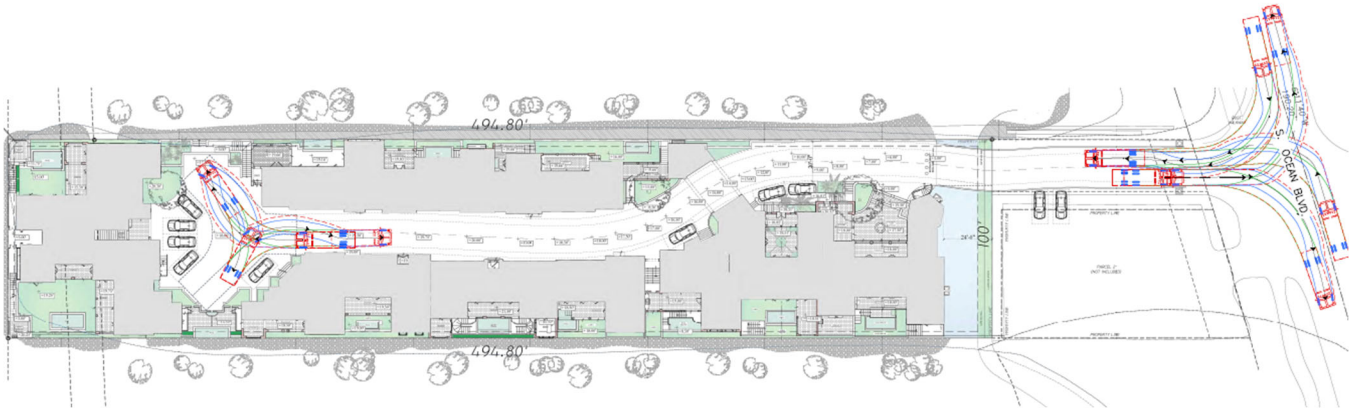
10. Please provide an AutoTurn maneuverability analysis for the site loading to ensure sufficient internal traffic circulation and turnaround movements are provided. Please use the appropriate design vehicle in the maneuverability analysis that will be similar to the vehicle used for deliveries and trash collection, etc.

Simmons & White's 02/06/26 Response: Please see the Autoturn Exhibits.

TCG 02/16/26 Response: This item is still pending. Please update the Autoturn Exhibits to traverse the site beginning at the driveway connection to South Ocean Boulevard/State Road A1A to the three-point turnaround.



Simmons & White's 02/20/26 Response: Autoturn Exhibits updated to include analysis at the South Ocean Boulevard connection.



TCG 02/20/26 Response: Addressed.

11. 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 02/06/26 Response: Comment noted.

TCG 02/16/26 Response: Addressed.

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

February 20, 2026

Town of Palm Beach
360 South County Road
PO Box 2029
Palm Beach, Florida 33480

Attention: Mr. James Murphy, AICP
Assistant Director of Planning, Zoning, and Building

Reference: 3031 South Ocean Boulevard
Traffic Engineering Review

Dear Mr. Murphy:

We are in receipt of your comment letter dated February 16, 2026, for the above referenced project and offer the following responses to your numbered comments.

9. **Comment: Please provide sight visibility triangles on the site plan at each of the driveway connections to State Road A1A/South Ocean Boulevard. The sight triangles should also be depicted on the landscape plans and the pavement marking and signage plan. The sight triangles along State Road A1A/South Ocean Boulevard should meet FDOT criteria as outlined in the FDOT Design Manual (Section 212.11).**

   Response: Please see the Signing and Pavement Marking Exhibit.

   Comment: Addressed. The sight visibility triangle area needs to extend to the driver's eye level, which is determined by the location of the proposed stop bar.

   Response: Drivers will first stop at the proposed stop bar and then proceed forward to stop and check their sight distance before completing the turn; this is determined by the FDOT Greenbook to be at 14.5 feet before the travel lane, as shown in the exhibit.

10. **Comment: Please provide an AutoTurn maneuverability analysis for the site loading to ensure sufficient internal traffic circulation and turnaround movements are provided. Please use the appropriate design vehicle in the maneuverability analysis that will be similar to the vehicle used for deliveries and trash collection, etc.**

Response: Please see the Autoturn Exhibits.

Comment: This item is still pending. Please update the Autoturn Exhibits to traverse the site beginning at the driveway connection to South Ocean Boulevard/State Road A1A to the three-point turnaround.

Response: Autoturn Exhibits updated to include analysis at the South Ocean Boulevard connection.

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.



Anna Lai, P.E., PTOE

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning, & Building Staff

Re: ZON-25-0082 (ARCS-25-0937) 241 EL DORADO LN (COMBO) – VARIANCE(S)
The applicant, Desmond & Cristina Keogh (Paradelo Burgess Design Studio), has filed an application requesting Town Council review and approval of two (2) variances related to installation of artificial turf, including 1) a variance for deficient landscape open space and 2) deficient required front yard landscape open space. The Architectural Commission shall perform design review of the application.

Date: 2/19/2026

ATTACHMENTS

Staff Report
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Mobility and Transportation

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

ZON-25-0082 (ARCS-25-0937) 241 EL DORADO LN (COMBO) – VARIANCE(S) The applicant, Desmond & Cristina Keogh (Paradelo Burgess Design Studio), has filed an application requesting Town Council review and approval of two (2) variances related to installation of artificial turf, including 1) a variance for deficient landscape open space and 2) deficient required front yard landscape open space. The Architectural Commission shall perform design review of the application.

ARCS-25-0937 (ZON-25-0082) 241 EL DORADO LN (COMBO). The applicant, Desmond & Cristina Keogh (Paradelo Burgess Design Studio), has filed an application requesting Architectural Commission review and approval of after the fact installation artificial turf requiring variances for open landscape and front yard open space. Town Council shall review the application as it pertains to zoning relief/approval.

HISTORY:

The property at 241 El Dorado Lane were issued a code violation and assigned case #CE-24-1543. The violation sites Chapter 18, Section 18-233 for the installation of synthetic turf sitewide without approvals. The case is currently open pending approval from a board or the site being brought into compliance. The applicant initially submitted an administrative application (ARCS-25-0937) for approval of the artificial turf installation. However, based on the Town's Project Designation Manual Matrix, the installation of artificial turf along with the identification of two required variances, the application was elevated to full Commission and Town Council review.

THE PROJECT:

The applicant has submitted plans, entitled "Keogh Residence" as prepared by Environment Design Group, uploaded February 9, 2026.

The following scope of work is proposed:

- Approval of existing synthetic turf on property.

The following Special Exception with Site Plan Review and Variances are required to complete the project:

- **VARIANCE 1: Section 134-893(12)(a)** *The minimum landscaped open space is 45 percent, of which 50 percent of that percentage is required to be perimeter landscaping within ten feet of the property line. The perimeter landscaped open space requirement shall not apply to lots 20,000 square feet or more in area*. Applicant proposes ~~19.5%~~ 24.6% in lieu of 45% required.
- ~~**VARIANCE 2: Section 134-893(12)(b)** *Additionally, not less than 40 percent of the required front yard must be landscaped open space in the R-B district.* Applicant proposed 31.3% 34.7% in lieu of the 40% required~~.***NO LONGER REQUIRED***

Site Data			
Zoning District	R-B	**Future Land Use**	Single Family
Lot Size	20,961 SF	**Lot Coverage**	6,802 SF
Overall Landscape Open Space	Required: 45% Existing: 19.5% Proposed: 24.6% ***Variance Requested***	**Front Yard Open Landscape**	Required: 40% Existing: 31.3% Proposed: 47.4% ***Variance Requested***

North	250 Ridgeview Dr | Single-Family Residence
South	240 El Dorado Lane | Single-Family Residence
East	231 El Dorado Lane | Single-Family Residence
West	261 El Dorado Lane | Single-Family Residence

STAFF ANALYSIS

The application for 241 El Dorado Lane seeks approval for the sitewide installation of artificial turf. The turf was installed without prior approval and was subsequently cited by Code Enforcement under Case No. CE-24-1543. The homeowner proceeded with the installation due to severe allergies and asthma, and has submitted supporting medical documentation from Dr. William Tuer. As originally installed, the property does not meet the minimum required front and overall open landscape percentages.



PREVIOUSLY PROPOSED SITE PLAN (NOTE: pale green areas indicates areas of artificial turf)



CURRENTLY PROPOSED SITE PLAN (NOTE: pale green "play area" indicates areas of artificial turf)

Following a deferral at the December 19, 2025 and January 28, 2026 meeting the applicant has revised the proposed site plan to increase both overall and front yard open landscape and eliminated the previously proposed Variance 2 for front yard open space.

CODE SECTION	REQUIRED	PROPOSED	VARIANCE
VARIANCE 1: Section 134-893(12)(a)	45% Landscape Open Space	~~19.5~~ 26.3%	**18.7%**
~~VARIANCE 2: Section 134-893(12)(b)~~	~~40% Front Yard Open Space~~	~~31.3 47.4%~~	**Variance Eliminated**

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

PARADELO | BURGESS
design studio

03 NOVEMBER 2025

THE TOWN OF PALM BEACH
360 SOUTH COUNTYY ROAD
PALM BEACH, FLORIDA
ATTN: ARCOM STAFF
CASE # ARC-25-0937 | MEETING DATE : DECEMBER 19, 2025

TO WHOM THIS MAY CONCERN.

MY CLIENTS, MR. & MRS. KEOGH ARE SEEKING THE APPROVAL FROM THE TOWN OF PALM BEACH TO KEEP THE SYNTHETIC GRASS THAT HAS BEEN INSTALLED ON THEIR PROPERTY. THE TURF IS COMPLETELY OUT OF VIEW FROM THE PUBLIC ALTHOUGH IT DOES EXCEED THE IMPERVIOUS AREA ALLOWED BY THE TOWN OF PALM BEACH. THE OWNERS HAVE SERIOUS HEALTH PROBLEMS DEALING W/ ALLERGIES CAUSEED BY THE GRASS THAT WAS ON THE PROPERTY PREVIOUSLY. THE OWNER HAD THE TURF INSTALLED WITHOUT A PERMIT DUE TO THERE HEALTH ISSUES THAT STEM FROM PEST CONTROL & THE VEGETATION.

THE OWNER IS REQUESTING REPRIEVE FROM THE REQUIRED ALLOWANCE IN ORDER TO KEEP THE TURF ON SITE & LEAD A LIFE THAT IS NOT AFFECTED BY THE GRASS ON THEIR PROPERTY.

WE RESPECTFULLY REQUEST THAT YOU REVIEW THIS MATTER AND CONSIDER THEIR SITUATION WHEN MAKING YOUR DECISION.

SINCERELY YOURS,

ANDRES PARADELO, OWNER

ALLERGY ASSOCIATES OF SOUTH FLORIDA

Clive E. Roberson, M.D. William F. Tuer, M.D.

11/15/2024

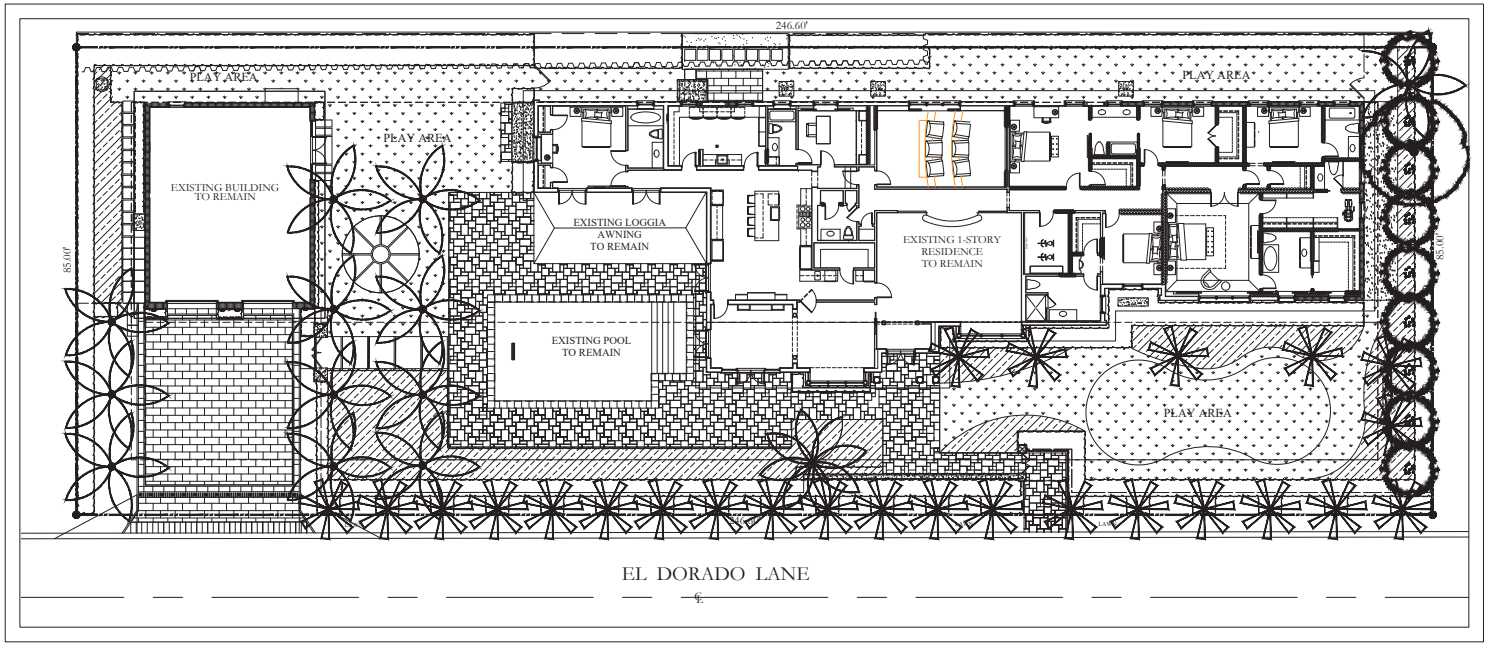
NAME: DESMOND KEOGH
DOB: 10/02/1966
ADDRESS: 241 EL DORADO LN PALM BEACH FL 33480

To Whom It May Concern:

We are currently treating Desmond Keogh for severe allergic rhinitis and asthma. Skin testing reveals exquisite sensitivity to grass pollen, and he notes almost immediate worsening of his symptoms when the lawn is being cut. His allergies are having a direct impact on his asthma. We respectfully request consideration of a variance to replace his lawn with artificial turf to alleviate symptoms which have been occurring.. Should you require further information, please feel free to contact our office. Many thanks:

William FP Tuer, MD

1411 North Flagler Drive, Suite 3000 • West Palm Beach, Florida 33401 • 561-655-4450
210 Jupiter Lakes Boulevard, Suite 5203 • Jupiter, Florida 33458 • 561-747-5057
10115 West Forest Hill Boulevard, Suite 403 • Wellington, Florida 33414 • 561-792-5436
900 East Ocean Boulevard, Suite D334 • Stuart, Florida 34994 • 772-220-8884



NOT TO SCALE

KEOGH RESIDENCE
241 EL DORADO LANE
PALM BEACH, FLORIDA
ARCS-25-0937 REV2 | ZON-25-0082

RESUBMITAL DATE - FEBRUARY 9TH 2026
MEETING DATE - FEBRUARY 25TH 2026

PLAN INDEX -
COVER SHEET
EXISTING SITE PHOTOS
EXISTING HARDSCAPE PLAN (B/W)
EXISTING HARDSCAPE PLAN (COLOR)
PROPOSED HARDSCAPE PLAN (B /W)
PROPOSED HARDSCAPE PLAN (COLOR)
EXISTING LANDSCAPE PLAN (B/W)
PROPOSED LANDSCAPE PLAN (COLOR)
PROPOSED LANDSCAPE PLAN (B/W)
REAL GRASS VS TURF DIAGRAM (COLOR)
VARIANCE REQUEST DIAGRAM (COLOR)

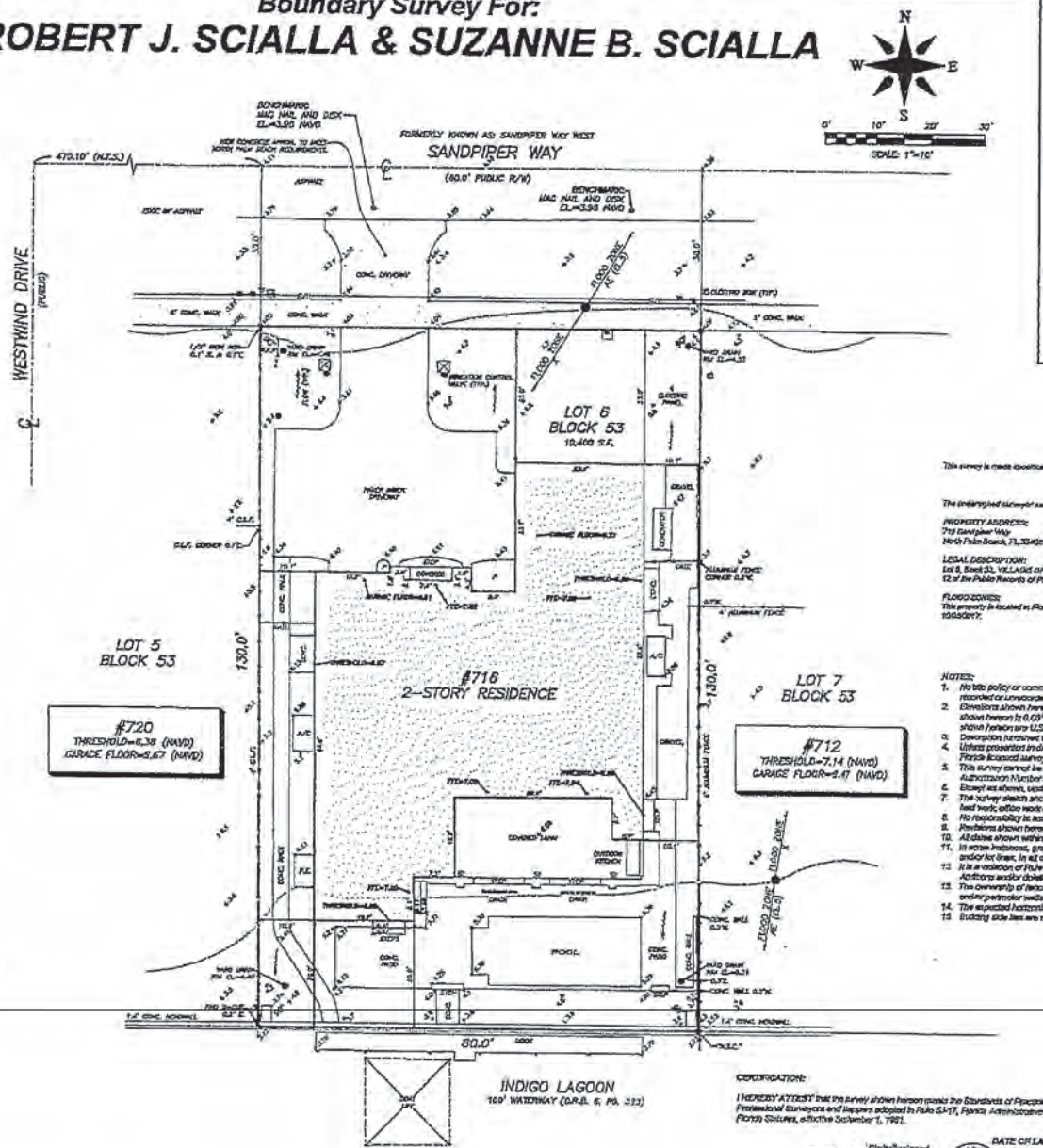
SCOPE OF WORK - SYNTHETIC TURF APPROVAL

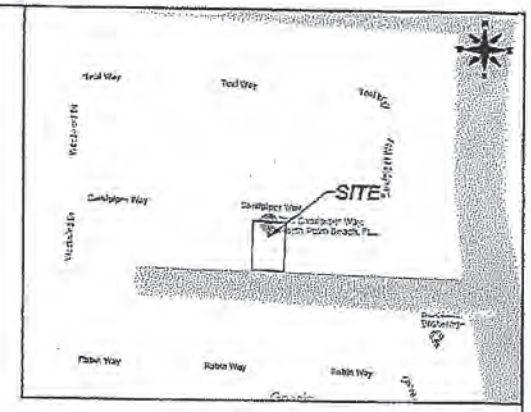
PARADELO | BURGESS
design studio
1177 CLARE AVENUE- SUITE 7
WEST PALM BEACH, FLORIDA
561.951.7525 | INFO@PARADELOBURGESS.COM

Boundary Survey For:
ROBERT J. SCIALLA & SUZANNE B. SCIALLA

LEGEND

A	= ARC LENGTH
AC	= AIR CONDITIONING
A.E.	= ACCESS EASEMENT
A.K.A.	= ALSO KNOWN AS
ASPH.	= ASPHALT
B.F.P.	= BACKFLOW PREVENTOR
B.LDG.	= BUILDING
B.M.	= BENCHMARK
B.O.C.	= BACK OF CURB
B.O.W.	= BACK OF WALK
CG	= CALCULATED
CATV	= CABLE ANTENNA TELEVISION
C.B.	= CHORD BEARING
C.B.A.	= 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
DS	= DESCRIPTION DATUM
D.B.	= DEED BOOK
D.C.D.A.	= DOUBLE CHECK DETECTOR ASSEMBLY
D.E.	= DRAINAGE EASEMENT
D.H.	= DRILL HOLE
DRW	= DRIVEWAY
EL.	= ELEVATION
ENC.	= ENCROACHMENT
E.O.P.	= EDGE OF PAVEMENT
E.O.W.	= EDGE OF WATER
EM.T	= EASEMENT
F.D.C.	= FIRE DEPARTMENT CONNECTION
FRE	= FINISHED FLOOR ELEVATION
FND.	= FOUND
F.O.C.	= FACE OF CURB
I.D.	= INSIDE DIAMETER
INV.	= INVERT
I.T.W.C.D.	= INDIANTRAIL WATER CONTROL DISTRICT
L.A.E.	= LIMITED ACCESS EASEMENT
L.B.	= LICENSE BOARD
L.W.D.D.	= LAKE WORTH DRAINAGE DISTRICT
(M)	= FIELD MEASUREMENT
MH.	= MANHOLE
M.H.W.L.	= MEAN HIGH WATER LINE
MH.	= MINIMUM
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
OH	= OVERHEAD UTILITY LINE
O.R.B.	= OFFICIAL RECORD BOOK
OS	= OFFSET
P	= PLANTER
PI	= 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
PI	= POINT OF INTERSECTION
PE	= POOL EQUIPMENT
P.O.B.	= POINT OF BEGINNING
P.O.C.	= POINT OF COMMENCEMENT
P.R.C.	= POINT OF REVERSE CURVATURE
P.R.M.	= PERMANENT REFERENCE MONUMENT
PROP.	= PROPOSED
P.T.	= POINT OF TANGENCY
PVMT	= PAVEMENT
(R)	= RADIAL
R	= RADIUS
RGE.	= RANGE
R.P.B.	= ROAD PLAT BOOK
R.P.Z.	= REDUCED PRESSURE ZONE
RW	= RIGHT OF WAY
(S)	= SURVEY DATUM
S.B.	= SETBACK
SEC.	= SECTION
SD	= SUBDIVISION
S.F.	= SQUARE FEET
S.F.W.M.D.	= SOUTH FLORIDA WATER MANAGEMENT DISTRICT
S.J.R.W.C.D.	= SOUTH INDIAN RIVER WATER CONTROL DISTRICT
S.R.	= STATE ROAD
STA.	= STATION
STY.	= STORY
SW	= SIDEWALK
T.O.B.	= TOP OF BANK
TH	= THRESHOLD
T.O.W.	= TOP OF WALL
THP.	= TOWNSHIP
TYP.	= TYPICAL
UC	= 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
WF.	= WOOD FENCE
YD	= YARD DRAIN
⊕	= BASELINE
⊕	= CENTERLINE
⊕	= CENTRAL ANGLE/DELTA
■	= CONCRETE MONUMENT FOUND (AS NOTED)
□	= CONCRETE MONUMENT SET (LB #3036)
●	= ROD & CAP FOUND (AS NOTED)
○	= 5/8" IRON ROD & CAP SET (LB #3036)
⊙	= IRON PIPE FOUND (AS NOTED)
⊙	= IRON ROD FOUND (AS NOTED)
▲	= NAIL FOUND (AS NOTED)
●	= NAIL & DISK FOUND (AS NOTED)
⊙	= MAG NAIL & DISK SET (LB #3036)
⊂	= PROPERTY LINE
O.U.	= UTILITY POLE
⊡	= FIRE HYDRANT
⊞	= WATER METER
⊠	= WATER VALVE
⊠	= LIGHT POLE
/	= DRAINAGE FLOW ARROW





VICINITY SKETCH
(NOT TO SCALE)

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

ROBERT J. SCIALLA & SUZANNE B. SCIALLA

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

PROPERTY ADDRESS:
715 Sandpiper Way
North Palm Beach, FL 33408

LEGAL DESCRIPTION:
Lot 6, Block 53, VILLAGE OF NORTH PALM BEACH, according to the Plat thereof as recorded in Plat Book 29, Pages 10,11, and 12 of the Public Records of Palm Beach County, Florida.

FLOOD ZONES:
This property is located in Flood Zones X & AE (EL 5) according to F.I.R.M. (Flood Insurance Rate Map) No. 120992 0379F, dated 10/05/2017.

NOTES:

1. No title policy or commitment affecting title or boundary to the subject property has been provided. It is possible there are deeds and easements, recorded or unrecorded, which could affect this survey and boundaries. This office has made no search of the Public Records.
2. Elevations shown hereon, if any, are in feet and decimal parts thereof and are based on NAVD-88. The expected accuracy of the elevations shown hereon is 0.05' for the hard surface elevations (shown thus x 0.00) and 0.1' (shown thus x 0.0) for the soil 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. Certificate of Authorization Number LB4569.
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 interactive 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 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. Building side ties are measured to the unfinished block.

CERTIFICATION:

I HEREBY ATTEST that the 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, effective September 1, 1981.

Craig L. Wallace
Digitally signed by Craig L. Wallace
Date: 2024.04.24 19:56:13 -04'00'

DATE OF LAST FIELD SURVEY: 03/27/2024

Craig L. Wallace
Professional Surveyor and Mapper
Florida Certificate No. 3057

REVISIONS:

Boundary Survey For:

ROBERT J. SCIALLA & SUZANNE B. SCIALLA

WALLACE SURVEYING CORP.

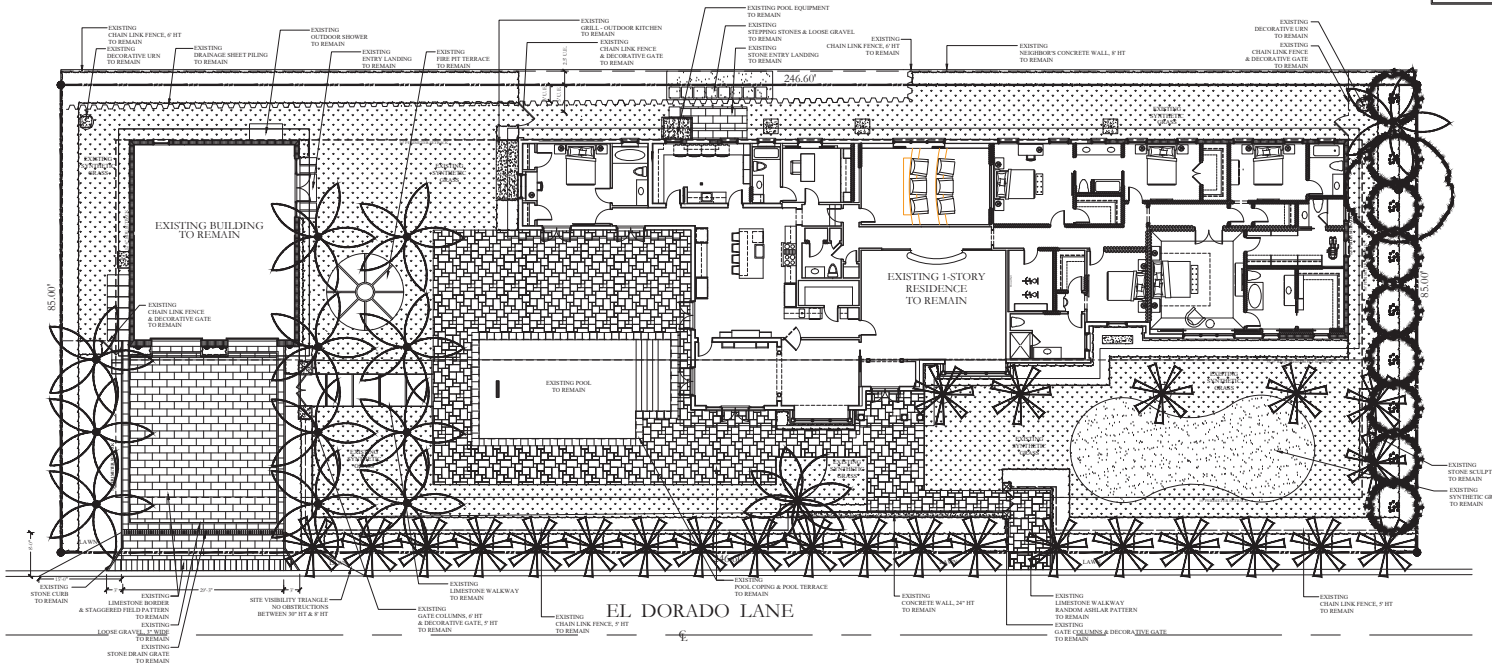
FIELD: L.E.	JOB No.: 20-1001	F.B. 37 106 PG. 8-12	
OFFICE: D.R.	DATE: 01/03/2022	DWG. No.: 20-1001-1	
CHKD: C.W.	REF.: 20-1001.DWG	SHEET: 1 OF 1	

FINAL RESUBMITAL : ARCS-25-0937 REV2
ZON-25-0082
MEETING DATE : FEBRUARY 25, 2026

OVERALL EXISTING SITE CALCULATIONS (RB LOT TYPE)			
TOTAL LOT SIZE/SITE :			
SITE AS CERTIFIED LOT SIZE :	20,000.0	S.F.	100%
EXISTING LOT SIZE :	= 20,000.0	S.F.	100%
BUILDING SITE COVERAGE :			
PROPOSED :	= 6,280.5	S.F.	31.4 %
EXISTING (VARIANCE) :	= 6,082.9	S.F.	30.4 %
EXISTING HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
STONE :	+ 4,424.1	S.F.	
SYNTHETIC TURF :	+ 9,573.3	S.F.	
TOTAL HARDSCAPE AREA :	**= 13,997.4**	**S.F.**	**47.7 %**
PROPOSED HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
PROPOSED STONE :	+ 4,476.1	S.F.	
PROPOSED SYNTHETIC TURF :	+ 8,527.4	S.F.	
TOTAL HARDSCAPE AREA :	**= 9,003.5**	**S.F.**	**62.9 %**
EXISTING LANDSCAPE/OPENSPACE :			
REQUIRED :	= 10,000.5	S.F.	50.0 %
EXISTING :	+ 5,480.3	S.F.	19.1 %
PROPOSED :	**= 5,476.5**	**S.F.**	**34.6 %**

FRONT SETBACK SITE CALCULATIONS (RB LOT TYPE)			
REQUIRED 50% OF OVERALL LANDSCAPE OPENSPACE (SEE SHEET A-1.1) :	50 %	= 50	S.F.
TOTAL AREA IN FRONT YARD SETBACK :	**= 9,000.0**	**S.F.**	**100 %**
EXISTING BUILDING AREA :	**= 5,012.2**	**S.F.**	**55.7 %**
TOTAL EXISTING HARDSCAPE AREA :	**= 6,046.6**	**S.F.**	**64.2 %**
- STONE :	+ 3,078.1	S.F.	
- SYNTHETIC TURF :	+ 2,968.5	S.F.	
TOTAL PROPOSED HARDSCAPE AREA :	**= 4,531.4**	**S.F.**	**48.1 %**
- STONE :	+ 3,078.1	S.F.	
- SYNTHETIC TURF :	+ 1,453.3	S.F.	
EXISTING OPENSPACE / LANDSCAPE AREA :	**= 2,957.7**	**S.F.**	**31.3 %**
PROPOSED OPENSPACE / LANDSCAPE AREA :	**= 4,662.9**	**S.F.**	**47.4 %**

10' PERIMETER SITE CALCULATIONS (RB LOT TYPE)			
REQUIRED LANDSCAPE AREA :			
50% OF THE REQUIRED OVERALL LANDSCAPE AREA WITHIN 10' PERIMETER SETBACK :	= 2,241.0	S.F.	
	= 4,252.0	S.F.	(100 %)
PROPOSED LANDSCAPE AREA :	= 4,836.5	S.F.	(78.6 %)
PROPOSED HARDSCAPE AREA :	= 602.6	S.F.	(9.4 %)
PROPOSED SYNTHETIC TURF AREA :	= 779.9	S.F.	(12.4 %)



PARADELO | BURGESS
design studio
1177 CLARE AVENUE, SUITE 7
WEST PALM BEACH, FLORIDA
561.951.7525 | INFO@PARADELOBURGESS.COM

EXISTING HARDSCAPE LAYOUT

KEOGH RESIDENCE
241 EL DORADO LANE
PALM BEACH, FLORIDA

SEAL:

JONATHAN BURGESS
LICENSE # LA6667220

"ALL DRAWINGS, SPECIFICATIONS AND RELATED DOCUMENTS ARE THE COPYRIGHT PROPERTY OF THE LANDSCAPE ARCHITECT AND MUST BE RETURNED UPON REQUEST. REPRODUCTION OF DRAWINGS, SPECIFICATIONS AND RELATED DOCUMENTS IN PART OR IN WHOLE IS FORBIDDEN WITHOUT THE LANDSCAPE ARCHITECTS WRITTEN PERMISSION."

N

SCALE: 1/32" = 1'-0"

XH

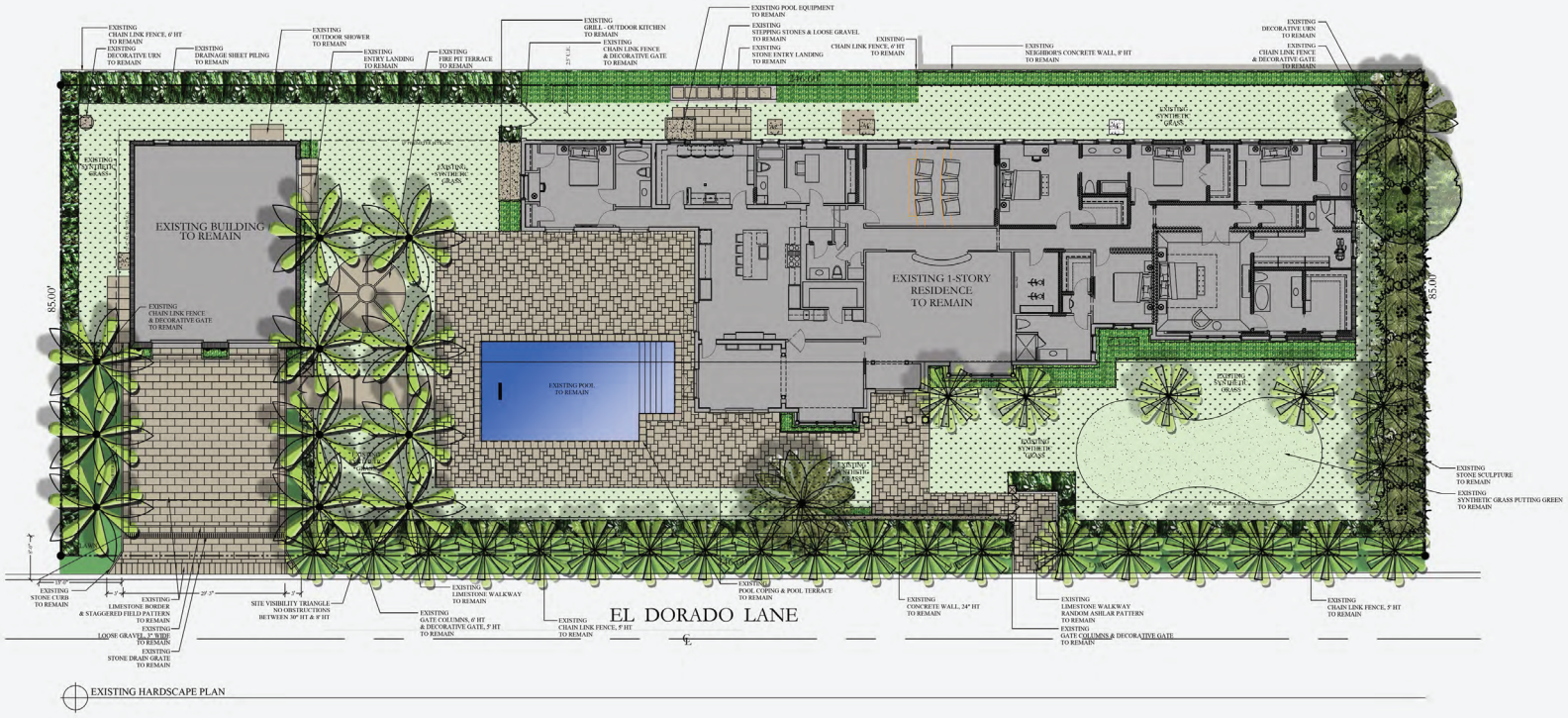
DATE:
02 FEBRUARY 2026

FINAL SUBMITAL : ARCS-25-0937
ZON-25-0082
MEETING DATE : DECEMBER 19, 2025

OVERALL SITE CALCULATIONS (RB LOT TYPE)			
TOTAL LOT SIZE/SITE :			
MIN. ALLOWED LOT SIZE :	20,000.0	S.F.	100%
EXISTING LOT SIZE :	± 20,961.0	S.F.	100%
BUILDING SITE COVERAGE :			
REQUIRED / ALLOWED :	± 6,288.3	S.F.	30.0 %
EXISTING (VARIANCE) :	**± 6,402.0**	**S.F.**	**32.4 %**
EXISTING HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
- STONE :	± 3,658.1	S.F.	
- SYNTHETIC TURF :	± 4,416.5	S.F.	
TOTAL HARDSCAPE AREA :	**± 10,074.7**	**S.F.**	**48.1%**
EXISTING LANDSCAPE/OPENSPACE :			
REQUIRED :	± 10,480.5	S.F.	50.0 %
EXISTING :	**± 4,884.3**	**S.F.**	**23.3 %**

FRONT SETBACK SITE CALCULATIONS (RB LOT TYPE)			
REQUIRED 60% OF OVERALL LANDSCAPE OPENSPACE (10,480.5 * 60) :	± 4,716.2	S.F.	
TOTAL AREA IN FRONT YARD SETBACK :	**± 4,416.6**	**S.F.**	**100 %**
BUILDING AREA :	**± 454.5**	**S.F.**	**10.3 %**
TOTAL HARDSCAPE AREA :	**± 2,162.8**	**S.F.**	**49.0 %**
- STONE :	± 1,078.1	S.F.	
- SYNTHETIC TURF :	± 1,968.5	S.F.	
EXISTING OPENSPACE / LANDSCAPE AREA :	**± 2,347.7**	**S.F.**	**53.3 %**

10' PERIMETER SITE CALCULATIONS (RB LOT TYPE)			
MINIMUM LANDSCAPE AREA :			
80% OF THE REQUIRED OVERALL LANDSCAPE AREA :	± 3,241.0	S.F.	
AREA WITHIN 5' PERIMETER SETBACK :	± 3,232.0	S.F.	(100 %)
PROPOSED LANDSCAPE AREA :	± 3,184.5	S.F.	(97.9 %)
PROPOSED IMPERVIOUS & SYNTHETIC TURF AREA :	± 2,677.5	S.F.	(43.0 %)



EXISTING HARDSCAPE PLAN

PARADELO | BURGESS
design studio
117TH CLARE AVENUE - SUITE 7
WEST PALM BEACH, FLORIDA
561.951.7525 | INFO@PARADELOBURGESS.COM

KEOGH RESIDENCE
241 EL DORADO LANE
PALM BEACH, FLORIDA

EXISTING HARDSCAPE PLAN

SEAL:

JONATHAN BURGESS
LICENSE # LA6667220

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N

SCALE: 3/32" = 1'-0"

L1

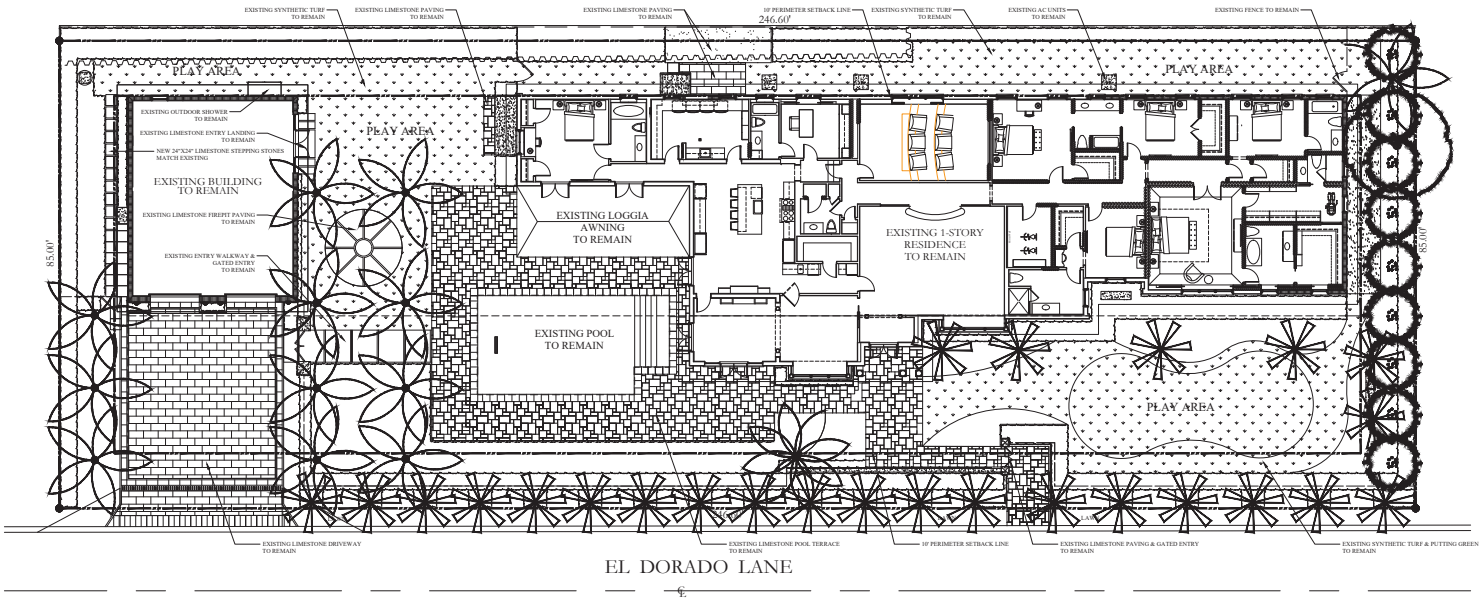
DATE:
02 DECEMBER 2025

FINAL RESUBMITAL : ARCS-25-0937 REV2
ZON-25-0082
MEETING DATE : FEBRUARY 25, 2026

OVERALL EXISTING SITE CALCULATIONS (RB LOT TYPE)			
TOTAL LOT SIZE/SITE :			
- MIN. ALLOWED LOT SIZE :	20,000.0	S.F.	100%
- EXISTING LOT SIZE :	= 20,561.0	S.F.	100%
BUILDING SITE COVERAGE :			
- BUILDING (ALLOWED) :	= 5,280.5	S.F.	30.0 %
- EXISTING (VARIANCE) :	= **6,802.0**	**S.F.**	**33.1 %**
EXISTING HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
- STONE :	= 4,634.1	S.F.	
- SYNTHETIC TURF :	= 4,543.1	S.F.	
TOTAL HARDSCAPE AREA :	= **10,087.4**	**S.F.**	**47.3 %**
PROPOSED HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
- PROPOSED STONE :	= 4,478.1	S.F.	
- PROPOSED SYNTHETIC TURF :	= 4,525.4	S.F.	
TOTAL HARDSCAPE AREA :	= **9,003.5**	**S.F.**	**43.8 %**
EXISTING LANDSCAPE/OPENSPACE :			
- REQUIRED :	= 12,660.2	S.F.	70.0 %
- EXISTING :	= **4,486.3**	**S.F.**	**10.5 %**
PROPOSED :	= **7,328.5**	**S.F.**	**26.6 %**

FRONT SETBACK SITE CALCULATIONS (RB LOT TYPE)			
REQUIRED 40% OF OVERALL LANDSCAPE OPENSPACE (10,480.3 * .45) =			**4,716.2 S.F.**
TOTAL AREA IN FRONT YARD SETBACK :	= **5,418.8**	**S.F.**	**100 %**
EXISTING BUILDING AREA :	= **224.2**	**S.F.**	**04.1 %**
TOTAL EXISTING HARDSCAPE AREA :	= **4,694.6**	**S.F.**	**84.2 %**
- STONE :	= 1,678.1	S.F.	
- SYNTHETIC TURF :	= 2,948.5	S.F.	
TOTAL PROPOSED HARDSCAPE AREA :	= **4,511.4**	**S.F.**	**81.1 %**
- STONE :	= 3,078.1	S.F.	
- SYNTHETIC TURF :	= 1,433.3	S.F.	
EXISTING OPENSPACE / LANDSCAPE AREA :	= 2,497.7	S.F.	31.3 %
PROPOSED OPENSPACE / LANDSCAPE AREA :	= **2,462.9**	**S.F.**	**47.4 %**

10' PERIMETER SITE CALCULATIONS (RB LOT TYPE)			
PERIMETER LANDSCAPE AREA			
- 80% OF THE REQUIRED OVERALL LANDSCAPE AREA :	= 5,241.0	S.F.	
- AREA WITHIN 10' PERIMETER SETBACK :	= 5,252.0	S.F.	(100 %)
PROPOSED LANDSCAPE AREA :	= 4,858.5	S.F.	(78.0 %)
PROPOSED HARDSCAPE AREA :	= 602.6	S.F.	(9.6 %)
PROPOSED SYNTHETIC TURF AREA :	= 770.9	S.F.	(12.4 %)



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PROPOSED HARDSCAPE MODIFICATION PLAN

KEOGH RESIDENCE
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PALM BEACH, FLORIDA

SEAL:

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LICENSE # LA6667220

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N

SCALE: 1/32" = 1'-0"

L1

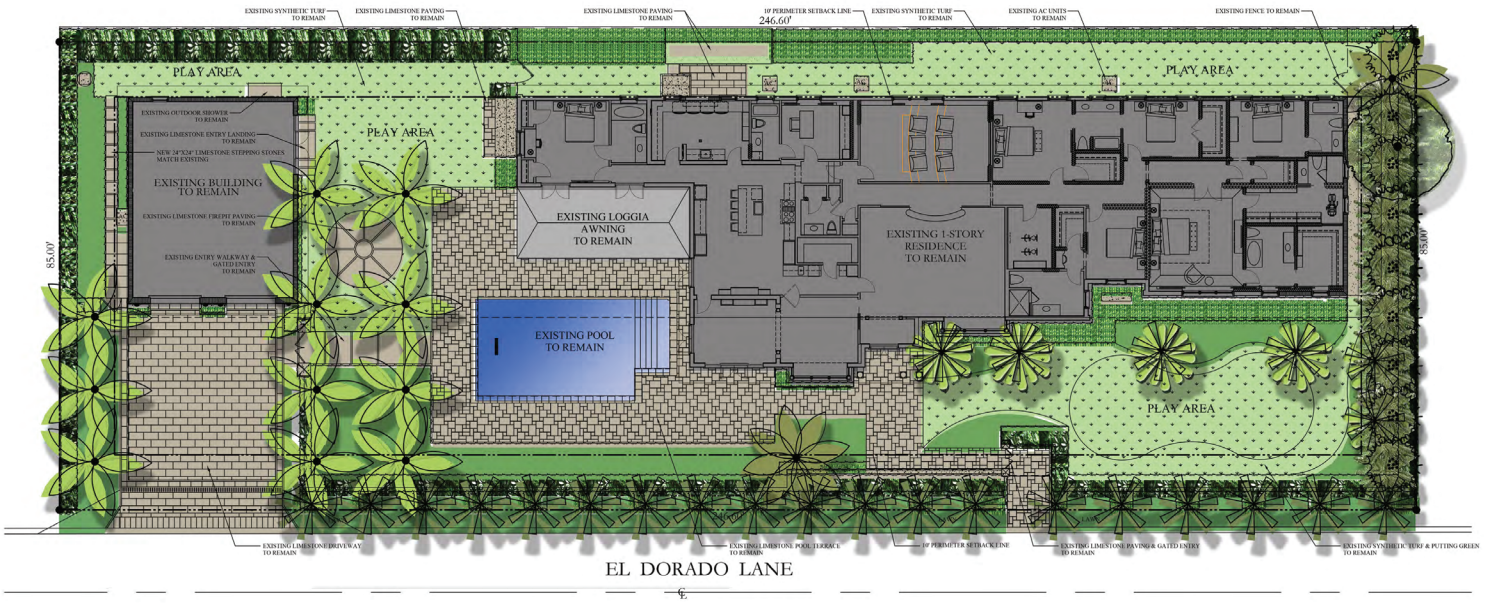
DATE:
02 FEBRUARY 2026

FINAL RESUBMITAL : ARCS-25-0937 REV2
ZON-25-0082
MEETING DATE : FEBRUARY 25, 2026

OVERALL EXISTING SITE CALCULATIONS (RB LOT TYPE)			
TOTAL LOT SIZE/SITE :			
MIN. ALLOWED LOT SIZE :	20,000.0	S.F.	100%
EXISTING LOT SIZE :	= 20,961.0	S.F.	100%
BUILDING SITE COVERAGE :			
REQUIRED / ALLOWED :	= 6,288.3	S.F.	30.0 %
EXISTING / (VARIANCE) :	**= 6,802.0**	**S.F.**	**32.4 %**
EXISTING HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
- STONE :	= 4,424.1	S.F.	
- SYNTHETIC TURF :	= 5,513.3	S.F.	
TOTAL HARDSCAPE AREA :	**= 10,007.4**	**S.F.**	**47.7 %**
PROPOSED HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
PROPOSED STONE :	= 4,478.1	S.F.	
PROPOSED SYNTHETIC TURF :	= 4,525.4	S.F.	
TOTAL HARDSCAPE AREA :	**= 9,003.5**	**S.F.**	**42.9 %**
EXISTING LANDSCAPE/OPENSPACE :			
REQUIRED :	= 10,480.5	S.F.	50.0 %
EXISTING :	**= 4,101.7**	**S.F.**	**19.5 %**
PROPOSED :	**= 5,335.5**	**S.F.**	**24.4 %**

FRONT SETBACK SITE CALCULATIONS (RB LOT TYPE)			
REQUIRED 40% OF OVERALL LANDSCAPE OPENSPACE (10,480.5 * .40) =		**4,756.2 S.F.**	
TOTAL AREA IN FRONT YARD SETBACK :	**= 5,318.5**	**S.F.**	**100 %**
EXISTING BUILDING AREA :	**= 2,824.3**	**S.F.**	**84.5 %**
TOTAL EXISTING HARDSCAPE AREA :	**= 4,046.6**	**S.F.**	**44.2 %**
- STONE :	= 1,738.1	S.F.	
- SYNTHETIC TURF :	= 2,968.5	S.F.	
TOTAL PROPOSED HARDSCAPE AREA :	**= 4,329.4**	**S.F.**	**48.1 %**
- STONE :	= 3,078.1	S.F.	
- SYNTHETIC TURF :	= 1,451.3	S.F.	
EXISTING OPENSPACE / LANDSCAPE AREA :	**= 2,347.7**	**S.F.**	**36.3 %**
PROPOSED OPENSPACE / LANDSCAPE AREA :	**= 4,462.9**	**S.F.**	**47.4 %**

10' PERIMETER SITE CALCULATIONS (RB LOT TYPE)			
PERIMETER LANDSCAPE AREA :			
50% OF THE REQUIRED OVERALL LANDSCAPE AREA :	= 5,241.0	S.F.	
AREA WITHIN 10' PERIMETER SETBACK :	= 5,252.0	S.F.	(100 %)
PROPOSED LANDSCAPE AREA :	= 4,838.5	S.F.	(78.0 %)
PROPOSED HARDSCAPE AREA :	= 602.8	S.F.	(9.6 %)
PROPOSED SYNTHETIC TURF AREA :	= 770.9	S.F.	(12.4 %)



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1177 CLARE AVENUE, SUITE 7
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PROPOSED HARDSCAPE MODIFICATION PLAN

KEOGH RESIDENCE
241 EL DORADO LANE
PALM BEACH, FLORIDA

SEAL:

JONATHAN BURGESS
LICENSE # LA6667220

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SCALE: $\frac{3}{32}$" = 1'-0"

L1

DATE:
02 FEBRUARY 2026

FINAL RESUBMITAL : ARCS-25-0937 REV2
ZON-25-0082
MEETING DATE : FEBRUARY 25, 2026

OVERALL EXISTING SITE CALCULATIONS (RB LOT TYPE)

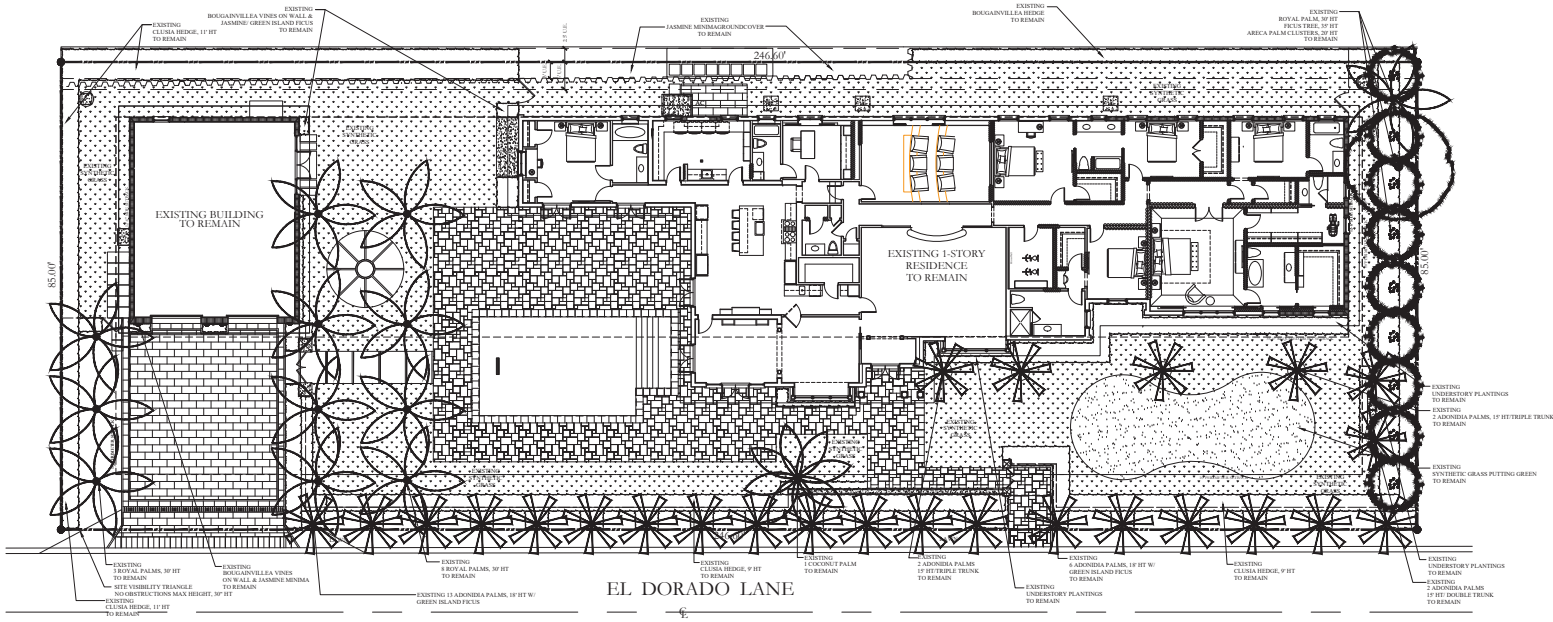
TOTAL LOT SIZE/SITE :			
MIN. ALLOWED SITE SIZE :	20,000.0	S.F.	100%
EXISTING LOT SIZE=	= 20,960.0	S.F.	100%
BUILDING SITE COVERAGE :			
EXCESSED/ ALLOWED :	= 6,288.0	S.F.	30.0 %
EXISTING (VARIANCE) :	**= 6,661.8**	**S.F.**	**32.4 %**
EXISTING HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
STONE :	= 4,434.1	S.F.	
SYNTHETIC TURF :	= 5,573.3	S.F.	
TOTAL HARDSCAPE AREA :	**= 10,007.4**	**S.F.**	**47.7 %**
PROPOSED HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
DEMOLISH STONE :	= 1,429.1	S.F.	
PROPOSED SYNTHETIC TURF :	= 1,453.3	S.F.	
TOTAL HARDSCAPE AREA :	**= 9,031.5**	**S.F.**	**43.9 %**
EXISTING LANDSCAPE/OPENSPACE :			
EXCESSED :	= 10,480.5	S.F.	50.0 %
EXISTING :	**= 4,084.3**	**S.F.**	**19.5 %**
PROPOSED :	**= 5,195.5**	**S.F.**	**24.8 %**

FRONT SETBACK SITE CALCULATIONS (RB LOT TYPE)

REQUIRED 45% OF OVERALL LANDSCAPE OPENSPACE (10,480.5 * .45) =			**4,716.2 S.F.**
TOTAL AREA IN FRONT YARD SETBACK :	**= 5,108.6**	**S.F.**	**100 %**
EXISTING BUILDING AREA :	**= 836.4**	**S.F.**	**16.4 %**
TOTAL EXISTING HARDSCAPE AREA :	**= 4,046.6**	**S.F.**	**64.2 %**
- STONE :	= 1,078.1	S.F.	
- SYNTHETIC TURF :	= 2,968.5	S.F.	
TOTAL PROPOSED HARDSCAPE AREA :	**= 4,031.4**	**S.F.**	**48.1 %**
- STONE :	= 1,078.1	S.F.	
- SYNTHETIC TURF :	= 1,453.3	S.F.	
EXISTING OPENSPACE / LANDSCAPE AREA :	**= 2,295.5**	**S.F.**	**35.3 %**
PROPOSED OPENSPACE / LANDSCAPE AREA :	**= 4,462.9**	**S.F.**	**47.4 %**

10' PERIMETER SITE CALCULATIONS (RB LOT TYPE)

EXISTING/PROPOSED			
AREA WITHIN 10' PERIMETER SETBACK (LANDSCAPE AREA) :	= 5,241.0	S.F.	
AREA WITHIN 10' PERIMETER SETBACK :	= 5,232.0	S.F.	(100 %)
PROPOSED LANDSCAPE AREA =	= 4,106.5	S.F.	(78.0 %)
PROPOSED HARDSCAPE AREA =	= 602.6	S.F.	(9.6 %)
PROPOSED SYNTHETIC TURF AREA :	= 779.9	S.F.	(12.4 %)



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EXISTING LANDSCAPE PLAN

KEOGH RESIDENCE
241 EL DORADO LANE
PALM BEACH, FLORIDA

SEAL:

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LICENSE # LA6667220

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N

SCALE: 1/32" = 1'-0"

XL

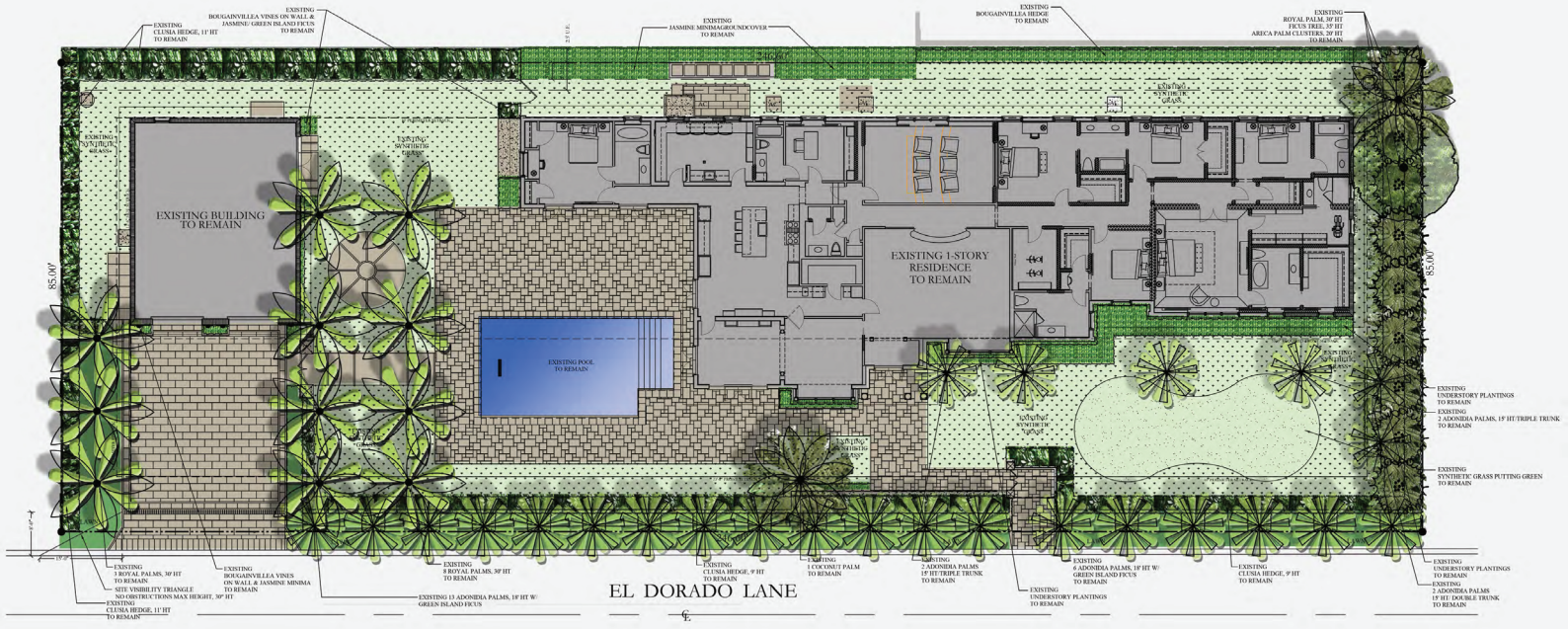
DATE:
02 FEBRUARY 2026

FINAL SUBMITAL : ARCS-25-0937
ZON-25-0082
MEETING DATE : DECEMBER 19, 2025

OVERALL SITE CALCULATIONS (RB LOT TYPE)			
TOTAL LOT SIZE/SITE :			
- MIN. ALLOWED LOT SIZE :	20,000.0	S.F.	100%
- EXISTING LOT SIZE :	± 20,961.0	S.F.	100%
BUILDING SITE COVERAGE :			
- REQUIRED / ALLOWED :	± 6,288.3	S.F.	30.0 %
- EXISTING (VARIANCE) :	± 6,802.0	S.F.	32.4%
EXISTING HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
- STONE :	± 3,458.1	S.F.	
- SYNTHETIC TURF :	± 5,410.3	S.F.	
TOTAL HARDSCAPE AREA :	**± 10,274.7**	**S.F.**	**49.0%**
EXISTING LANDSCAPE/OPENSPACE :			
- REQUIRED :	± 10,480.5	S.F.	50.0 %
- EXISTING :	± 4,684.3	S.F.	19.4 %

FRONT SETBACK SITE CALCULATIONS (RB LOT TYPE)			
REQUIRED (%) OF OVERALL LANDSCAPE OPENSPACE (10,480.5 x 45) :	± 5,716.2	S.F.	
TOTAL AREA IN FRONT YARD SETBACK :	**± 9,488.4**	**S.F.**	**100 %**
BUILDING AREA :	**± 3,813.2**	**S.F.**	**54.8 %**
TOTAL HARDSCAPE AREA :	**± 4,346.6**	**S.F.**	**64.2 %**
- STONE :	± 1,070.1	S.F.	
- SYNTHETIC TURF :	± 3,368.5	S.F.	
EXISTING OPENSPACE / LANDSCAPE AREA :	**± 2,997.7**	**S.F.**	**31.3 %**

10' PERIMETER SITE CALCULATIONS (RB LOT TYPE)			
MINIMUM LANDSCAPE AREA :			
50% OF THE REQUIRED OVERALL LANDSCAPE AREA :	± 5,241.0	S.F.	
AREA WITHIN 10' PERIMETER SETBACK :	± 6,232.0	S.F.	(100 %)
PROPOSED LANDSCAPE AREA :	± 3,334.5	S.F.	(57.0 %)
PROPOSED IMPERVIOUS & SYNTHETIC TURF AREA :	± 2,677.5	S.F.	(43.0 %)



EXISTING LANDSCAPE PLAN

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N

SCALE: 3/32" = 1'-0"

LP1

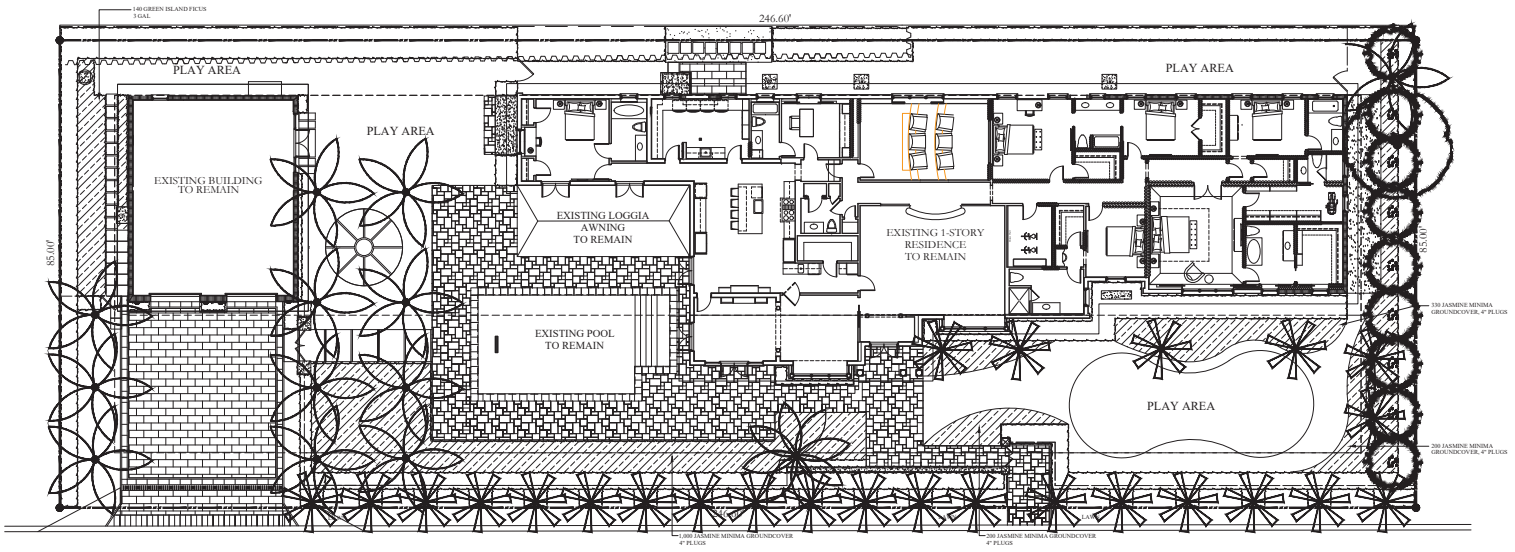
DATE:
02 DECEMBER 2025

FINAL RESUBMITAL : ARCS-25-0937 REV2
ZON-25-0082
MEETING DATE : FEBRUARY 25, 2026

OVERALL EXISTING SITE CALCULATIONS (RB LOT TYPE)			
TOTAL LOT SIZE/SITE :			
MIN. ALLOWED LOT SIZE :	20,000.0	S.F.	100%
+ EXISTING LOT SIZE :	+ 20,503.0	S.F.	100%
BUILDING SITE COVERAGE :			
BUILDING ALLOWED :	+ 6,200.5	S.F.	30.0 %
EXISTING (VARIANCE) :	**+ 6,585.0**	**S.F.**	**32.4 %**
EXISTING HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
STONE :	+ 4,424.1	S.F.	
SYNTHETIC TURF :	+ 4,583.3	S.F.	
TOTAL HARDSCAPE AREA :	**+ 10,007.4**	**S.F.**	**47.7 %**
PROPOSED HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE) :			
PROPOSED STONE :	+ 4,478.1	S.F.	
PROPOSED SYNTHETIC TURF :	+ 4,585.4	S.F.	
TOTAL HARDSCAPE AREA :	**+ 9,063.5**	**S.F.**	**42.9 %**
EXISTING LANDSCAPE/OPENSPACE :			
LANDSCAPE :	+ 10,489.6	S.F.	50.0 %
PROPOSED :	**+ 5,433.1**	**S.F.**	**25.8 %**
	+ 5,433.1	**S.F.**	**25.8 %**

FRONT SETBACK SITE CALCULATIONS (RB LOT TYPE)			
REQUIRED 60% OF OVERALL LANDSCAPE/OPENSPACE (0.600 X [illegible] **=**			4,766.2 S.F.
TOTAL AREA IN FRONT YARD SETBACK :	**+ 5,188.6**	**S.F.**	**100 %**
EXISTING BUILDING AREA :	**+ 4,352.2**	**S.F.**	**83.9 %**
TOTAL EXISTING HARDSCAPE AREA :	**+ 4,046.6**	**S.F.**	**44.2 %**
- STONE :	+ 3,078.1	S.F.	
- SYNTHETIC TURF :	+ 2,968.5	S.F.	
TOTAL PROPOSED HARDSCAPE AREA :	**+ 4,531.4**	**S.F.**	**48.1 %**
- STONE :	+ 3,078.1	S.F.	
- SYNTHETIC TURF :	+ 1,453.3	S.F.	
EXISTING OPENSPACE / LANDSCAPE AREA :	**+ 2,917.7**	**S.F.**	**31.3 %**
PROPOSED OPENSPACE / LANDSCAPE AREA :	**+ 4,662.9**	**S.F.**	**47.4 %**

10' PERIMETER SITE CALCULATIONS (RB LOT TYPE)			
[illegible]			
50% OF THE REQUIRED OVERALL LANDSCAPE AREA :	+ 5,246.0	S.F.	
AREA WITHIN 10' PERIMETER SETBACK :	+ 4,252.0	S.F.	(100 %)
PROPOSED LANDSCAPE AREA :	+ 4,078.5	S.F.	(78.0 %)
PROPOSED HARDSCAPE AREA :	+ 602.6	S.F.	(9.6 %)
PROPOSED SYNTHETIC TURF AREA :	+ 770.9	S.F.	(12.4 %)



PROPOSED LANDSCAPE SCHEDULE				
QTY	COMMON NAME	BOTANICAL NAME	SIZE/SPECS	NATIVE
140	GREEN ISLAND FICUS	FICUS MICROCARPA	3 GAL / 12" HT	NO
1,750	JASMINE MINIMA	TRACHELOSPERMUM ASIATICUM	4" PLUGS	NO

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SCALE: 1/32" = 1'-0"

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DATE:
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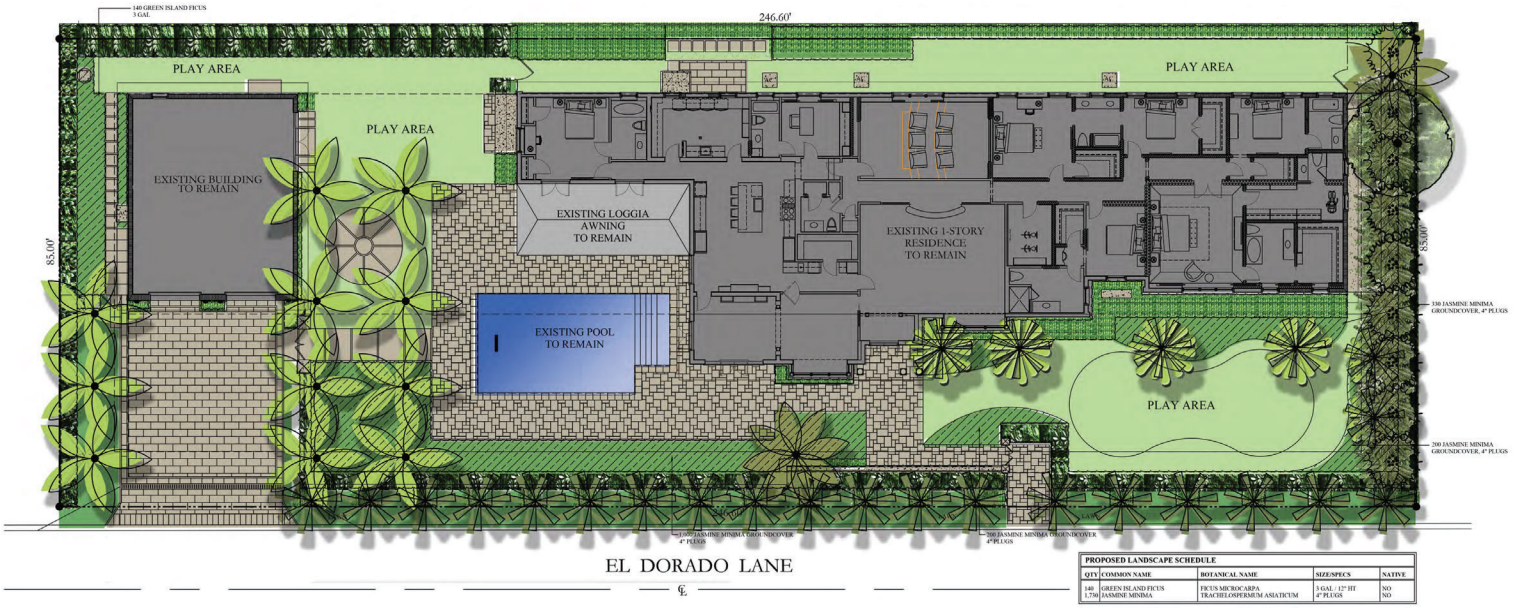
FINAL RESUBMITAL : ARCS-25-0937 REV2
ZON-25-0082
MEETING DATE : FEBRUARY 25, 2026

OVERALL EXISTING SITE CALCULATIONS (RB LOT TYPE)			
TOTAL LOT SIZE/SITE:			
MIN. ALLOWED LOT SIZE	20,000.0	S.F.	100%
EXISTING LOT SIZE	= 20,963.0	S.F.	100%
BUILDING SITE COVERAGE:			
REQUIRED/ ALLOWED	= 6,288.3	S.F.	30.0 %
EXISTING (VARIANCE):	**= 6,802.0**	**S.F.**	**32.4 %**
EXISTING HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE):			
STONE	= 4,434.1	S.F.	
SYNTHETIC TURF	= 5,573.3	S.F.	
TOTAL HARDSCAPE AREA :	**= 10,007.4**	**S.F.**	**47.7 %**
PROPOSED HARDSCAPE AREA (IMPERVIOUS SITE COVERAGE):			
PROPOSED STONE	= 4,478.1	S.F.	
PROPOSED SYNTHETIC TURF :	= 4,525.4	S.F.	
TOTAL HARDSCAPE AREA :	**= 9,003.5**	**S.F.**	**42.9 %**
EXISTING LANDSCAPE/OPENSPACE :			
REQUIRED	= 11,180.3	S.F.	70.0 %
EXISTING :	**= 6,061.1**	**S.F.**	**28.9 %**
PROPOSED :	**= 5,316.5**	**S.F.**	**34.6 %**

FRONT SETBACK SITE CALCULATIONS (RB LOT TYPE)			
REQUIRED 45% OF OVERALL LANDSCAPE OPENSPACE (11,180.3 * .45) =			**4,716.2 S.F.**
TOTAL AREA IN FRONT YARD SETBACK :	**= 5,126.5**	**S.F.**	**100 %**
EXISTING BUILDING AREA :	**= 4,824.7**	**S.F.**	**94.2 %**
TOTAL EXISTING HARDSCAPE AREA :	**= 4,244.4**	**S.F.**	**44.2 %**
- STONE	= 3,078.1	S.F.	
- SYNTHETIC TURF	= 2,568.3	S.F.	
TOTAL PROPOSED HARDSCAPE AREA :	**= 4,831.4**	**S.F.**	**48.1 %**
- STONE	= 3,078.1	S.F.	
- SYNTHETIC TURF	= 1,453.3	S.F.	
EXISTING OPENSPACE / LANDSCAPE AREA :	**= 2,347.7**	**S.F.**	**31.3 %**
PROPOSED OPENSPACE / LANDSCAPE AREA :	**= 1,463.6**	**S.F.**	**47.4 %**

10' PERIMETER SITE CALCULATIONS (RB LOT TYPE)			
MINIMUM LANDSCAPE AREA :			
50% OF THE REQUIRED OVERALL LANDSCAPE AREA :	= 5,241.0	S.F.	
AREA WITHIN 10' PERIMETER SETBACK:	= 6,252.9	S.F.	(100 %)
PROPOSED LANDSCAPE AREA :	= 4,858.5	S.F.	(78.0 %)
PROPOSED HARDSCAPE AREA :	= 1,394.4	S.F.	(34.5 %)
PROPOSED SYNTHETIC TURF AREA :	= 770.9	S.F.	(12.4 %)



PROPOSED LANDSCAPE SCHEDULE				
QTY	COMMON NAME	BOTANICAL NAME	SIZE/SPECS	NATIVE
140	GREEN ISLAND FICUS	FICUS MICROCARPA	3 GAL / 12" HT	NO
1,730	JASMINE MINIMA	TRACHELOSPERMUM ASIATICUM	4" PLUGS	NO

PARADELO | BURGESS
design studio
117 CLARE AVENUE, SUITE 7
WEST PALM BEACH, FLORIDA
561.951.7525 | INFO@PARADELOBURGESS.COM

PROPOSED LANDSCAPE PLAN

KEOGH RESIDENCE
241 EL DORADO LANE
PALM BEACH, FLORIDA

SEAL:

JONATHAN BURGESS
LICENSE # LA6667220

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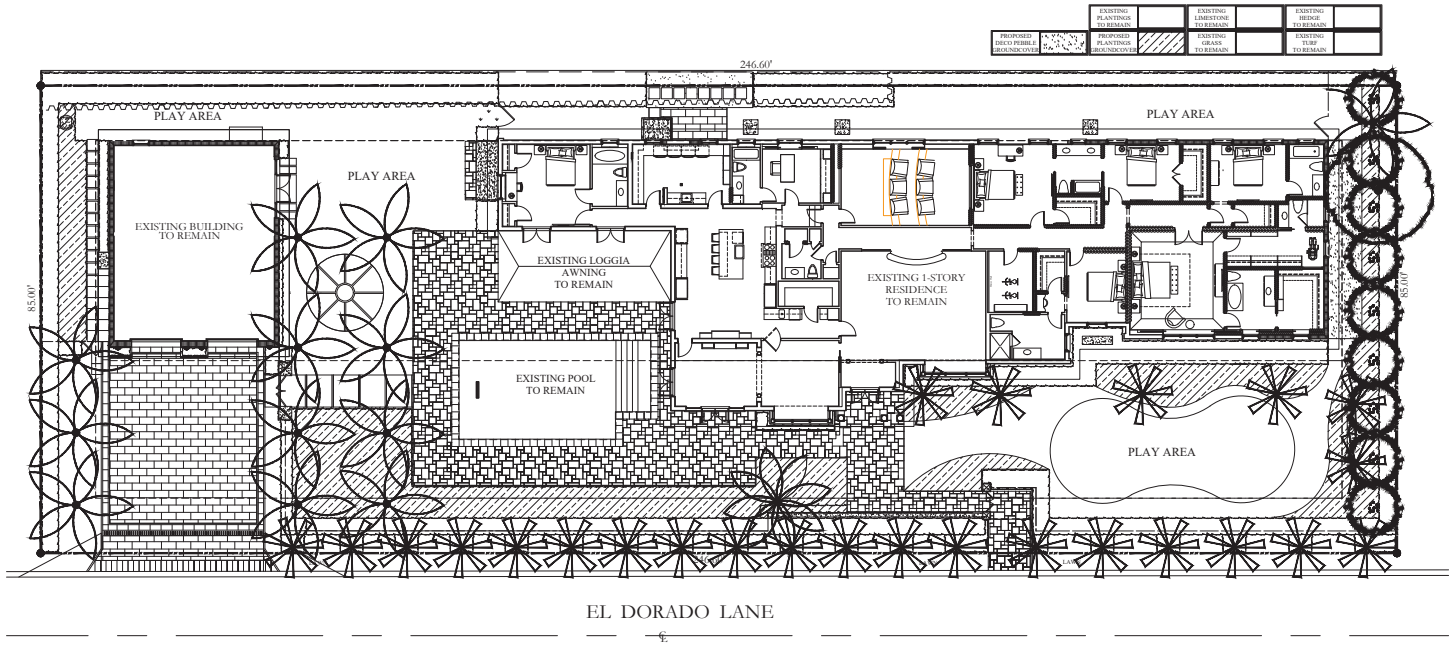
N

SCALE: $\frac{3}{32}$" = 1'-0"

LP1

DATE:
02 FEBRUARY 2026

FINAL RESUBMITAL : ARCS-25-0937 REV2
ZON-25-0082
MEETING DATE : FEBRUARY 25, 2026



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1177 CLARE AVENUE, SUITE 7
WEST PALM BEACH, FLORIDA
561.951.7525 | INFO@PARADELOBURGESS.COM

PROPOSED TURF DIAGRAM OPTION 2

KEOGH RESIDENCE
241 EL DORADO LANE
PALM BEACH, FLORIDA

SEAL:

JONATHAN BURGESS
LICENSE # LA6667220

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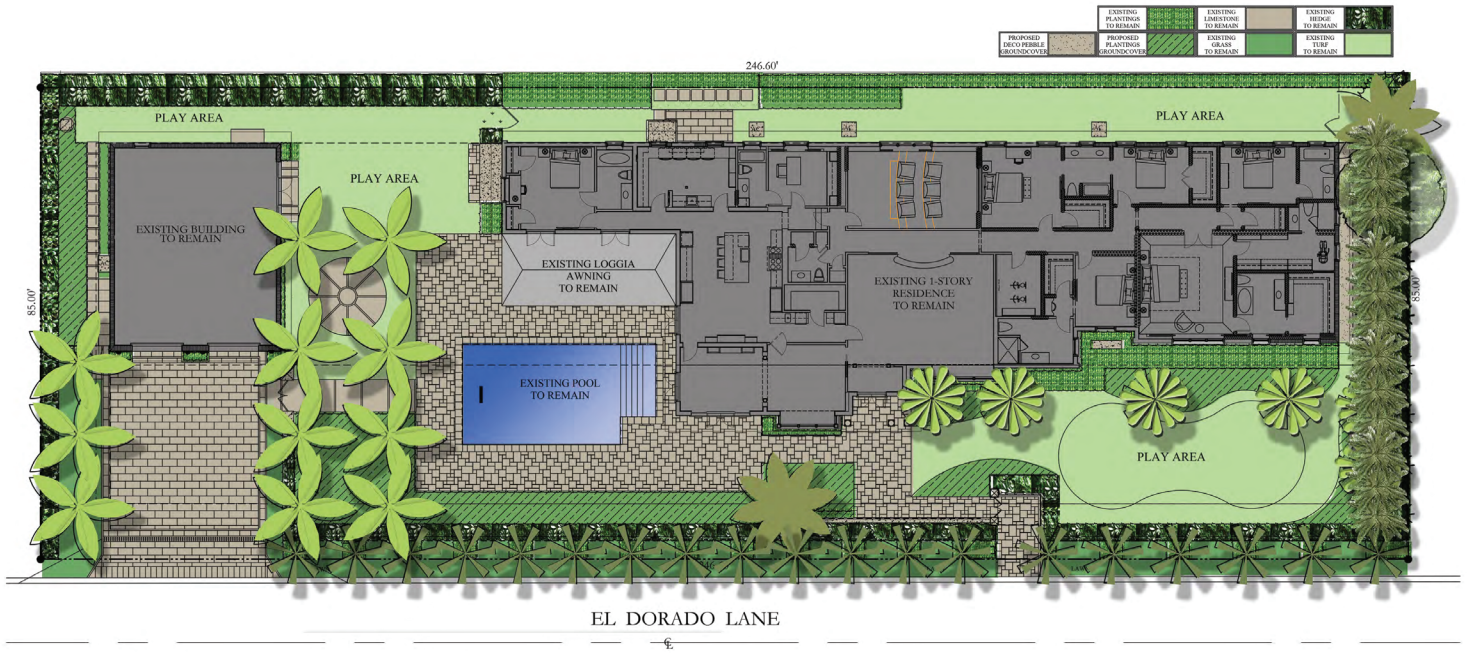
N

SCALE: $\frac{1}{32}$" = 1'-0"

TGD

DATE:
02 FEBRUARY 2026

FINAL RESUBMITAL : ARCS-25-0937 REV2
ZON-25-0082
MEETING DATE : FEBRUARY 25, 2026



PARADELO | BURGESS design studio
1177 CLARE AVENUE- SUITE 7
WEST PALM BEACH, FLORIDA
561.951.7525 | INFO@PARADELOBURGESS.COM

PROPOSED TURF DIAGRAM OPTION 2

KEOGH RESIDENCE
241 EL DORADO LANE
PALM BEACH, FLORIDA

SEAL:

JONATHAN BURGESS
LICENSE # LA6667220

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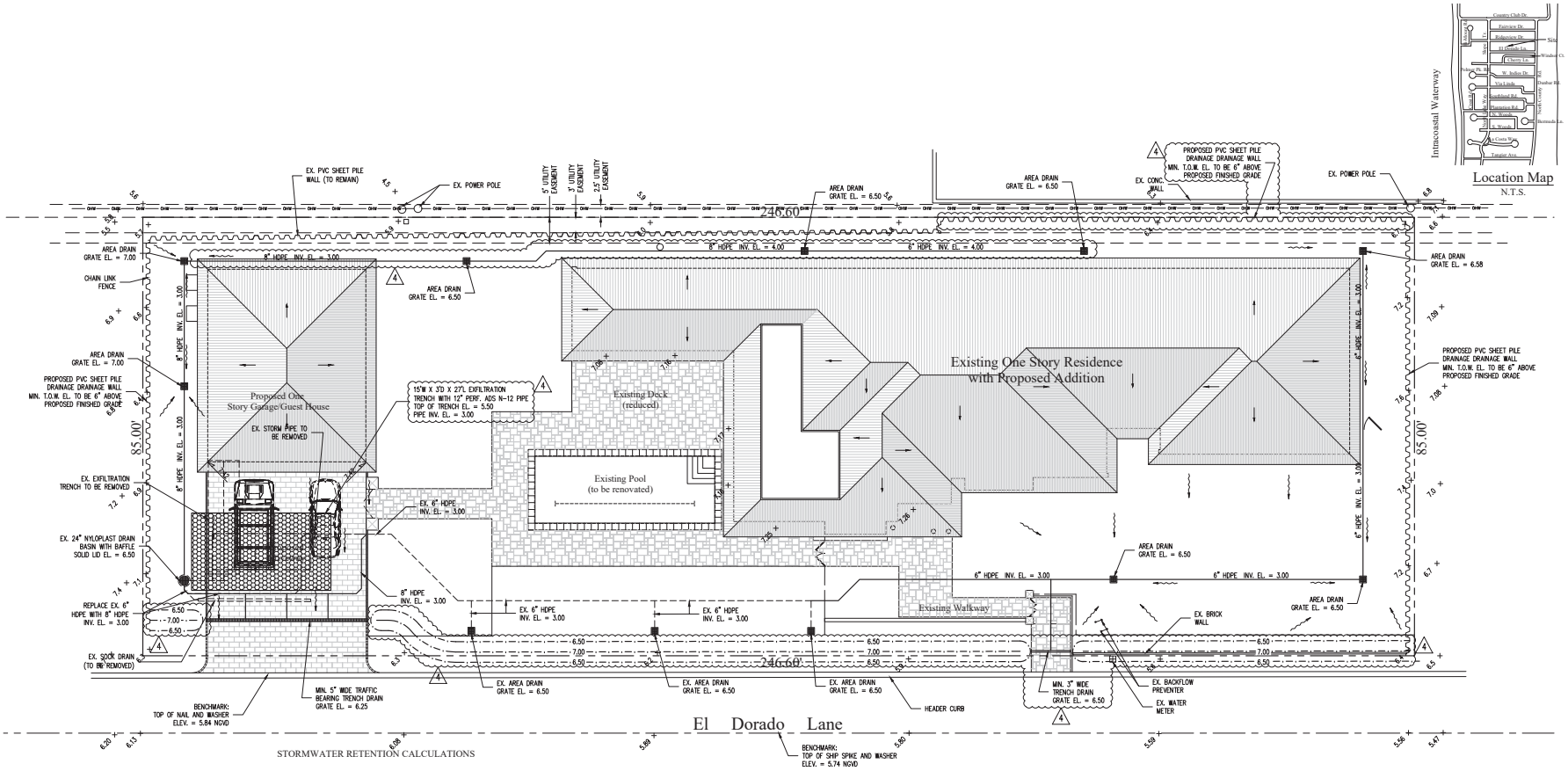
N

SCALE: $\frac{3}{32}$" = 1'-0"

TGD

DATE:
28 JANUARY 2026



Location Map
N.T.S.

STORMWATER RETENTION CALCULATIONS

A. SITE INFORMATION

Total Property Area = 20,961 sq.ft.

Impervious Plan Area
(existing residence, pool, deck, proposed additions, driveway) = 10,479 sq.ft.

Pervious Plan Area = 10,482 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 10,479 sq.ft. x 1 ft./12 in. = 1,747 cu.ft.

Pervious Runoff Volume:
0.2 x 2 in/hr x 10,482 sq.ft. x 1 ft./12 in. = 349 cu.ft.

Total Volume to be Retained = 2,096 cu.ft.

C. PROPOSED EXFILTRATION TRENCH SIZING

L	=	Total Length of Trench Provided	=	27	ft
W	=	Trench Width	=	15	ft
K	=	Hydraulic Conductivity	=	0.00027	cfs/sq.ft./ft. of head
H2	=	Depth to Water Table	=	3.25	ft
DU	=	Un-Saturated Trench Depth	=	2.50	ft
DS	=	Saturated Trench Depth	=	0.50	ft
V	=	Volume Treated	=	2,152	cu.ft.

Notes:

1) Exfiltration trenches and storm piping to be protected from roots with a root barrier.
2) Roof drain downspouts are to be connected to the proposed drainage system. Contractor to provide engineer with downspout locations prior to installation of drainage system.
3) Exfiltration trench design uses an assumed value of hydraulic conductivity. Client may obtain a site specific test for hydraulic conductivity prior to exfiltration trench installation.
4) Contractor shall mill and overlay all roadway cuts a minimum of 50 ft. on either side of the excavation the entire width of each affected lane.
5) Contractor is responsible for installing and maintaining erosion control measures during construction.
6) Video inspection of storm drainage system required prior to installation of sod.
7) Existing site drainage shown per site grading/drainage plan by Doug Winter Companies, Inc. dated 1/11/07.

Legend

- EXISTING ELEVATION PER WALLACE SURVEYING CORP. (NGVD-29)
- PROPOSED ELEVATION (NGVD-29)
- PROPOSED ELEVATION CONTOUR (NGVD-29)
- FLOW DIRECTION
- EXFILTRATION TRENCH
- AREA DRAIN
- 24" NYLOPLAST DRAIN BASIN WITH BAFFLE

N

0 5 10 20 40

Scale: 1" = 10'

1	09/20/16	UPDATE PLAN BACKGROUND
2	10/19/16	UPDATE PLAN BACKGROUND; REVISE PROPOSED STORM DRAINAGE
3	04/27/17	UPDATE PLAN BACKGROUND; ADJUST PROPOSED STORM DRAINAGE
4	11/13/17	ADD EXISTING TOPO FROM UPDATED SURVEY; REVISE EXFILTRATION TRENCH CALCULATIONS; REVISE PLAN TO ADDRESS TOWN OF PALM BEACH COMMENTS

Plan Background from Site Plan by
MP Design & Architecture Received 4/27/17

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48 HOURS BEFORE DIGGING CALL
1-800-432-4770
SUNSHINE STATE ONE CALL OF FLORIDA, INC.
Contractor is responsible for obtaining location of existing utilities prior to commencement of construction activities.

Gruber Consulting Engineers, Inc.
Certificate of Authorization No. 26140
2453 MERCER AVE., SUITE 305
WEST PALM BEACH, FL 33401
PHONE: 561.512.2301
FAX: 561.537.2229
office@gruberengineers.com

Project Information	
Project No.	2016.0147
Issue Date	08/17/2016
Scale	1" = 10'
Drawn By	KAF
Checked By	CG

Addition Grading & Drainage Plan For:
Keough Residence
Palm Beach, Florida
241 El Dorado Lane

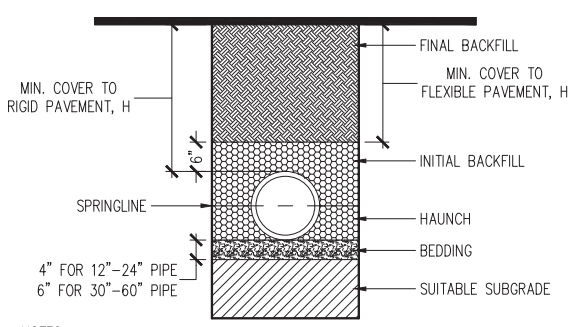
Revisions	
1	09/20/2016
2	10/19/2016
3	04/27/2017
4	11/13/2017
5	
6	
7	
8	
9	
10	

Chad M. Gruber
FL P.E. No. 57466

Sheet No.
C-1

General Notes & Specifications:

1) The contractor shall check all drawings furnished immediately upon their receipt and shall promptly notify the engineer in writing of any discrepancies. Anything shown on the drawings and not mentioned in the specifications or mentioned in the specifications and not shown on the drawings, shall be of like effect as if shown or mentioned in both.
2) Figure marked on drawings shall, in general, be followed in preference to scale measurements. Large scale drawings shall in general, govern small scale drawings. The contractor shall compare all drawings and verify the figures before laying out the work and will be responsible for any errors which might have been avoided thereby. When dimensions on the drawings are affected by the type of equipment selected, the contractor shall adjust such dimensions as conditions may require.
3) If the contractor, in the course of the work, finds any discrepancy between the drawings and the physical conditions of the locality, or any error or omissions in the drawings or in the layout as given by points and instructions, or discovers unforeseen underground or above ground conditions or any other unexpected conditions requiring additional work by the contractor, it shall be his duty to immediately inform the engineer, in writing, and the engineer shall promptly check the accuracy of the information. Any work done after such discovery, until any necessary changes are authorized, will be done at the contractor's risk.
4) If any part of the contractor's work depends, for proper execution or results, upon the work of any other contractor, the contractor shall inspect and measure work already in place and shall at once report to the engineer any discrepancies between the executed work and the drawings.
5) The engineer or his authorized representative shall have free access to the work of the contractor at any time for the purpose of inspection. The contractor shall furnish the facilities to determine, as best as can reasonably be done, the nature and quality of the work performed. Such assistance of the contractor shall, if necessary, include the uncovering, testing or removal of portions of the finished work.
6) All debris shall be removed from the area and legally disposed. Debris may be burned upon obtaining proper burning permit but any unburned remains are to be disposed of as directed by the owner or his representatives.
7) The contractor shall be responsible for protecting all buildings, structures, and utilities that are underground, above ground, or on the surface against construction operations that may be hazardous to said facilities and shall hold and save the owner harmless against all claims of damage. The contractor shall, by repair or replacement, return to equal or better condition all pavement, sidewalk, lawns, utilities and other items damaged by this construction activity.
8) The contractor shall be responsible for obtaining all required tests and shall submit reports by an independent testing laboratory approved by the engineer. Should any test fail to meet specification as shown herein, the contractor shall, at his expense, correct all deficient work and submit laboratory test results showing compliance with these specifications.
9) All work shall be performed in a workman like manner and shall conform with all applicable City, County, State and Federal regulations and/or Codes. The contractor shall obtain all permits and licenses required to begin work.
10) The contractor shall visually examine the construction site to determine the amount of clearing and existing facilities to be replaced, removed and/or relocated which may be required in order to complete the work.
11) The contractor shall give the engineer 48 hours notice prior to requesting required inspections and shall supply all equipment necessary to properly test and inspect the completed work.
12) The contractor shall guarantee all work and materials for a period of one year from the date of project acceptance, during which all faulty construction and/or materials shall be corrected at the contractor's expense
13) All work shall be accomplished in a safe and workmanlike manner. The contractor shall comply with all applicable laws and regulations of any public and/or private body having jurisdiction for the safety of persons or property or to protect them from damage, injury or loss and shall erect and maintain all necessary safeguards for such safety and protection. The responsibility for project safety rests solely and specifically with the contractor. Local agencies and their employees and agents are specifically indemnified and held harmless from any actions of the contractor relating to the safety procedures implemented during construction and from any claims brought by any persons regarding safety, personal injury or property damage.
14) Minimum Construction Inspection Checkpoints: 1) Prior to any major deviation from the approved plans 2) Prior to backfilling of any trenches containing hydraulic conduits so that jointing may be mutually approved 3) Upon completion of subgrade compacting 4) At the time of delivery of base material 5) Upon completion of the base and prior to priming 6) Immediately prior to and upon the first and second applications of the plant mixed wearing course 7) Upon completion of construction, a final inspection will be made with project representative
15) All unsuitable material such as muck, marl and debris shall be removed from the limits of construction and legally disposed. At the engineer's direction, muck may be stockpiled on the site at designated locations for use in landscaping.
16) All material and equipment to be furnished and/or installed by the contractor for this project shall be guaranteed for a period of one year from the date of final acceptance thereof, against defective materials, design and workmanship. Upon receipt of notice from the owner of failure of any part of the guaranteed equipment or materials during the guarantee period, the affected part, parts or materials shall be replaced promptly with new parts or materials by the contractor at no expense to the owner. In the event the contractor fails to make the necessary replacement or repairs within seven (7) days after notification by the owner, the owner may accomplish the work at the expense of the contractor.
17) The contractor shall complete "as-built" information relative to pipe lengths, materials and any deviation from plans and provide a copy of such to the owner and engineer for final acceptance of the contractor's work.



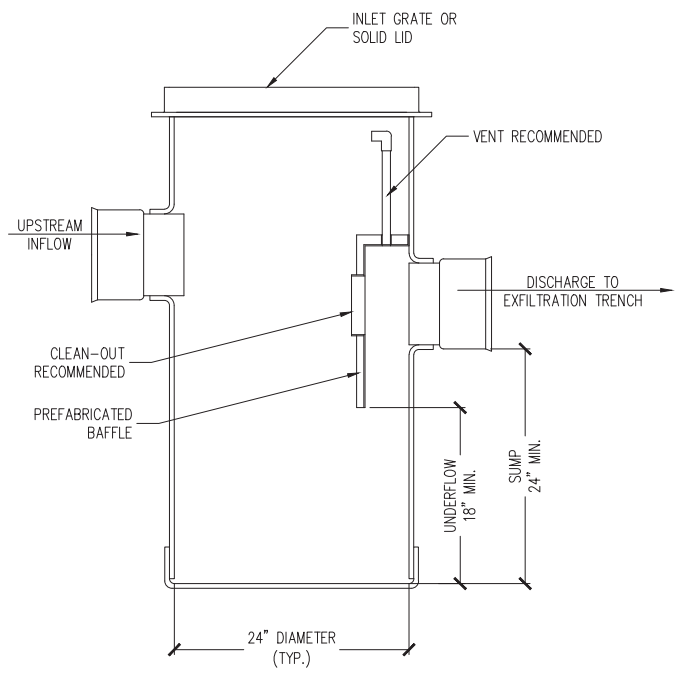
NOTES:

1) ALL PIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321, "STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF TERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY FLOW APPLICATIONS", LATEST ADDITION
2) MEASURES SHOULD BE TAKEN TO PREVENT MIGRATION OF NATIVE FINES INTO BACKFILL MATERIAL, WHEN REQUIRED
3) SUITABLE SUBGRADE: WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL AS SPECIFIED BY THE ENGINEER. AS AN ALTERNATIVE AND AT THE DISCRETION OF THE DESIGN ENGINEER, THE TRENCH BOTTOM MAY BE STABILIZED USING A GEOTEXTILE MATERIAL
4) BEDDING: SUITABLE MATERIAL SHALL BE CLASS I, II OR III. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. UNLESS OTHERWISE NOTED BY THE ENGINEER, MINIMUM BEDDING THICKNESS SHALL BE 4" FOR 4"–24" PIPE; 6" FOR 30"–60" PIPE.
5) INITIAL BACKFILL: SUITABLE MATERIAL SHALL BE CLASS I, II OR III IN THE PIPE ZONE EXTENDING NOT LESS THAN 6" ABOVE CROWN OF PIPE. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. MATERIAL SHALL BE INSTALLED AS REQUIRED IN ASTM D2321, LATEST EDITION.
6) MINIMUM COVER: MINIMUM COVER, H IN NON-TRAFFIC APPLICATIONS (GRASS OR LANDSCAPE AREAS) IS 12" FROM THE TOP OF PIPE TO GROUND SURFACE. ADDITIONAL COVER MAY BE REQUIRED TO PREVENT FLOATATION. FOR TRAFFIC APPLICATIONS, MINIMUM COVER, H, IS 18" UP TO 48" DIAMETER PIPE AND 24" OF COVER FOR 54"–60" DIAMETER PIPE, MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TO TOP OF RIGID PAVEMENT.

TRENCH AND BACKFILL DETAIL

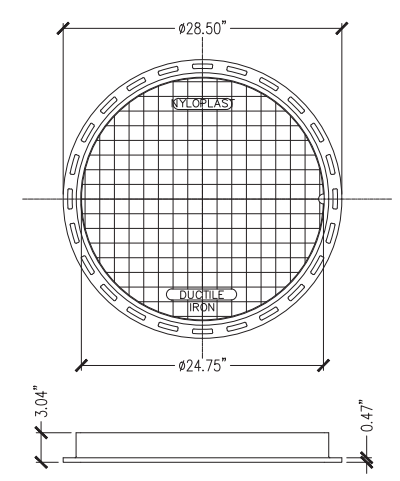
N.T.S.

24" NYLOPLAST DRAIN BASIN



NOTE: INLET TO HAVE MIN. 24" SUMP AND MIN. 18" CLEARANCE BETWEEN BOTTOM OF BAFFLE AND BOTTOM OF INLET

24" SOLID LID

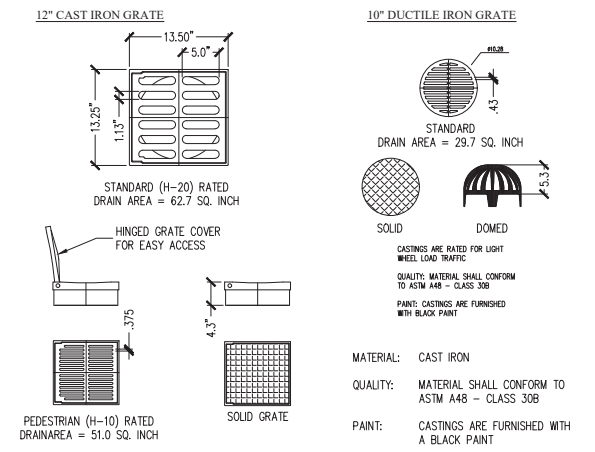


STANDARD
APPROX. DRAIN AREA = 194.60 SQ.IN.
APPROX. WEIGHT WITH FRAME = 124.00 LBS.
STANDARD GRATE HAS H-25 HEAVY DUTY RATING
SOLID COVER HAS H-25 HEAVY DUTY RATING
PEDESTRIAN GRATE HAS H-10 MEDIUM DUTY RATING

QUALITY: MATERIALS SHALL CONFORM TO ASTM A536 GRADE 70-50-05

MATERIAL: DUCTILE IRON

PAINT: CASTINGS ARE FURNISHED WITH A BLACK PAINT LOCKING DEVICE AVAILABLE UPON REQUEST PRICE INCLUDES FRAME & GRATE/COVER



MATERIAL: CAST IRON

QUALITY: MATERIAL SHALL CONFORM TO ASTM A48 – CLASS 30B

PAINT: CASTINGS ARE FURNISHED WITH A BLACK PAINT

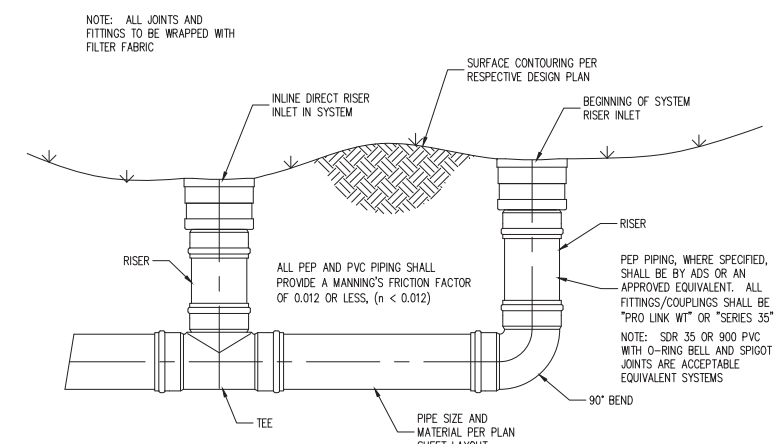
NOTE:

TYPE OF GRATES & INLETS TO BE COORDINATED WITH ENGINEER & LANDSCAPE ARCHITECT

PIPE MATERIAL MAY BE PVC, ADS, NDS, OR APPROVED EQUAL

AREA DRAIN DETAIL

N.T.S.



DIRECT RISER INLET: TYPICAL INSTALLATION

N.T.S.

STORMWATER RETENTION CALCULATIONS

A. SITE INFORMATION

Total Property Area = 20,961 sq.ft.

Impervious Plan Area
(existing residence, pool, deck, proposed additions, driveway) = 10,479 sq.ft.

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

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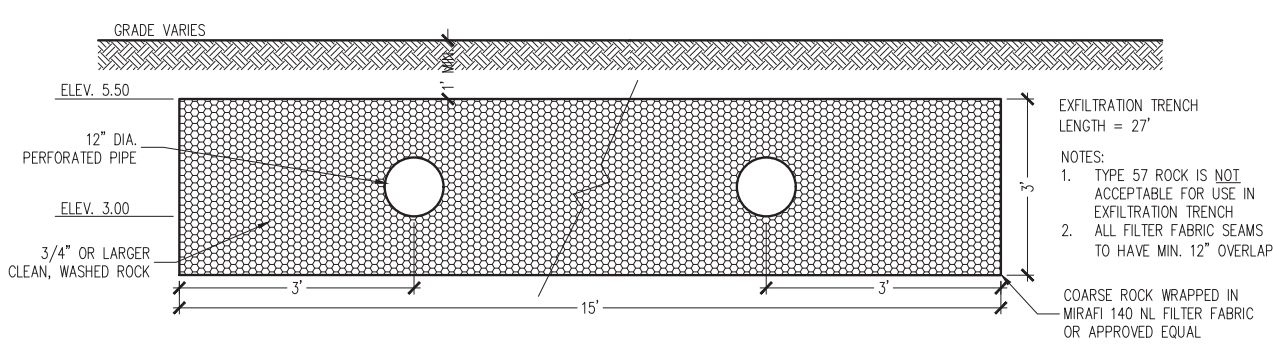
Total Volume to be Retained = 2,096 cu.ft.

C. PROPOSED EXFILTRATION TRENCH SIZING (4)

L	=	Total Length of Trench Provided	=	27 ft
W	=	Trench Width	=	15 ft
K	=	Hydraulic Conductivity	=	0.00027 cfs/sq.ft./ft. of head
H2	=	Depth to Water Table	=	3.25 ft
DU	=	Un-Saturated Trench Depth	=	2.50 ft
DS	=	Saturated Trench Depth	=	0.50 ft
V	=	Volume Treated	=	2,152 cu.ft.



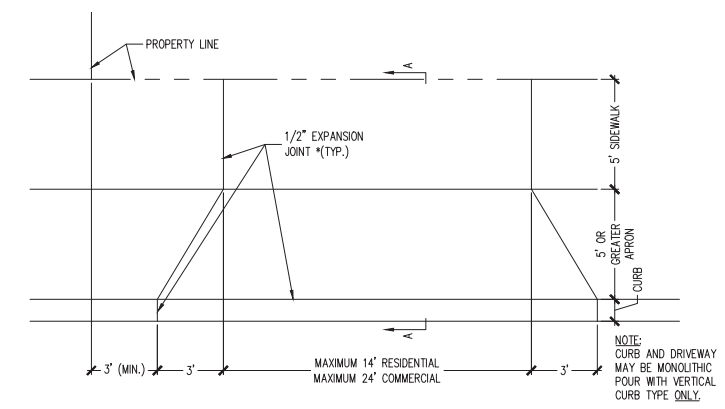
EXFILTRATION TRENCH LENGTH = 27'

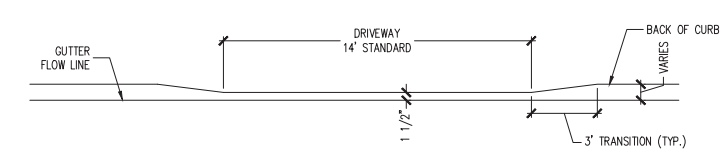
NOTES:
1. TYPE 57 ROCK IS NOT ACCEPTABLE FOR USE IN EXFILTRATION TRENCH
2. ALL FILTER FABRIC SEAMS TO HAVE MIN. 12" OVERLAP

COARSE ROCK WRAPPED IN MIRAFI 140 NL FILTER FABRIC OR APPROVED EQUAL

EXFILTRATION TRENCH DETAIL (4)

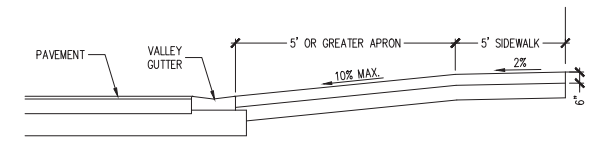
N.T.S.





CURB TRANSITION PROFILE

N.T.S.



SECTION A-A

N.T.S.

1. DRIVEWAY TO BE PORTLAND CEMENT, MIN. 3,000 P.S.I. @ 28 DAYS.
2. BASE TO BE A MINIMUM 4" CLEAN SAND OR SANDY LOAM, FULLY COMPACTED, FULL WIDTH.
3. CONCRETE TO BE BROOM FINISHED WITH EVEN, DUSTLESS SURFACE.

RESIDENTIAL DRIVEWAY CURB & GUTTER SECTION (CONCRETE)

(4) 11/13/17 REVISE EXFILTRATION TRENCH CALCULATIONS AND DETAIL

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

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

Gruber Consulting Engineers, Inc.
Certificate of Authorization No. 28190
2475 MERCER AVE., SUITE 305
WEST PALM BEACH, FL 33401
PHONE: 561.312.2041
FAX: 561.537.7229
office@gruberengineers.com

Project Information

Project No.	2016-0147
Issue Date	04/27/2017
Scale	As Shown
Drawn By	CG
Checked By	CG

Drainage Specifications and Details For:

Keough Residence

241 El Dorado Lane

Palm Beach, Florida

Revisions

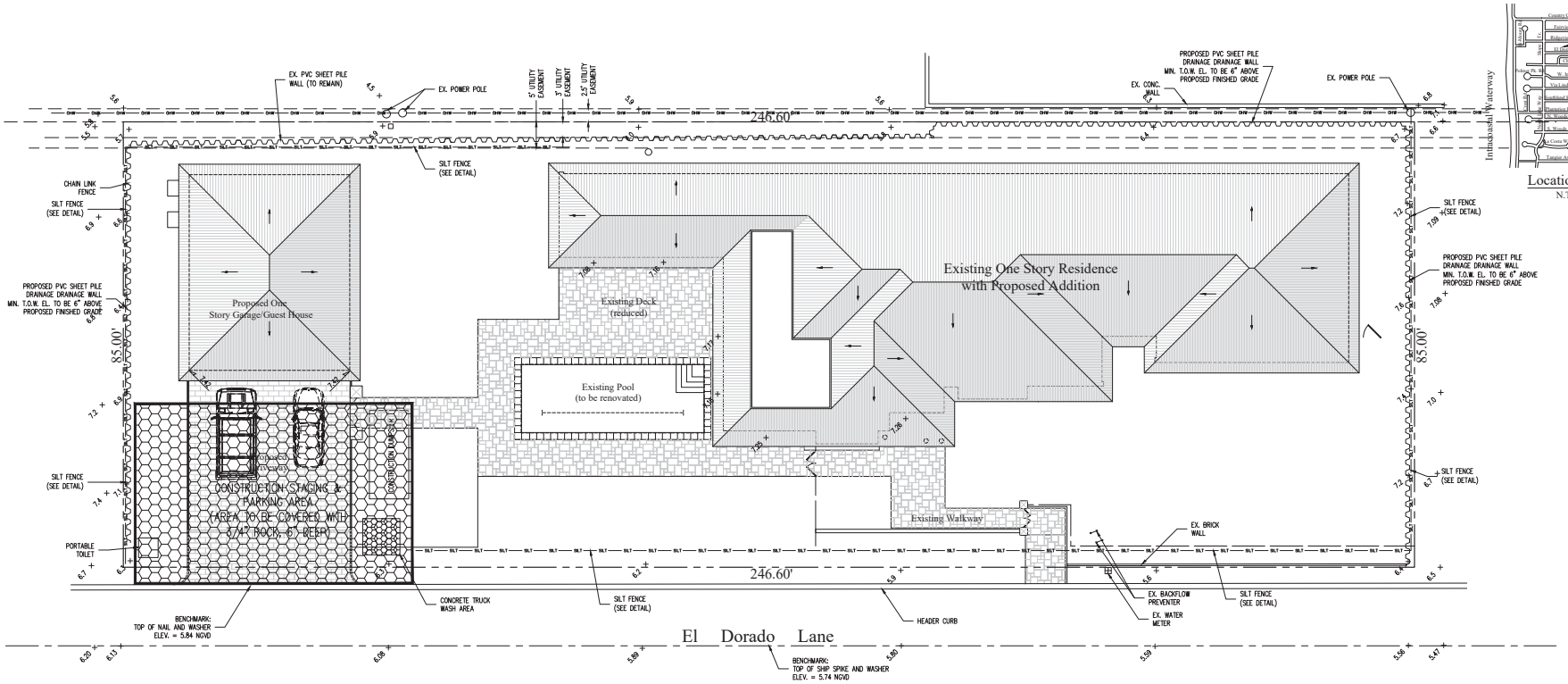
1	
2	
3	
4	11/13/2017
5	
6	
7	
8	
9	
10	

Chad M. Gruber

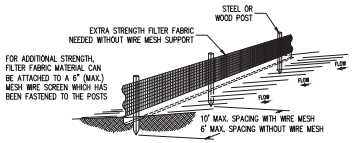
FL P.E. No. 57466

Sheet No.

C-2



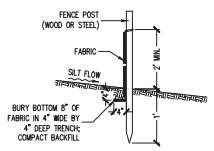
Location Map
N.T.S.



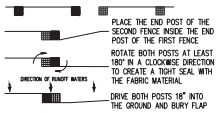
Notes:

1) The height of a silt fence shall not exceed 36".
2) Filter fabric shall be purchased in a continuous roll cut to the length of the barrier to avoid the use of joints.
3) Posts shall be spaced a maximum of 10' apart at the barrier location and driven securely into the ground a minimum of 12". When extra strength fabric is used without the wire support fence, post spacing shall not exceed 6'.
4) A trench shall be excavated approximately 4" wide and 4" deep along the line of posts and upslope from the barrier.
5) When standard strength filter fabric is used, a wire mesh support fence shall be fastened securely to the upslope side of the posts using heavy duty wire staples at least 1" long, tie wires, or hog rings. The wire shall extend into the trench a minimum of 2" and shall not extend more than 36" above the original ground surface.
6) The standard strength filter fabric shall be stapled or wired to the fence, and 8" of the fabric shall be extended into the trench. The fabric shall not extend more than 36" above the original ground surface.
7) The trench shall be backfilled and the soil compacted over the filter fabric.

SILT FENCE DETAIL
N.T.S.



SILT FENCE SECTION
N.T.S.



ATTACHING TWO SILT FENCES
N.T.S.

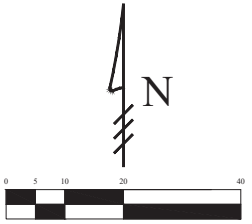
Legend

CONSTRUCTION STAGING AREA

SILT FENCE (SEE DETAIL)

Notes:

1) Contractor is responsible for installing and maintaining erosion control measures during construction.



Scale: 1" = 10'

Plan Background from Site Plan by MP Design & Architecture Received 4/27/17
© 2017 Gruber Consulting Engineers, Inc.

48 HOURS BEFORE DIGGING CALL
1-800-432-4770
SUNSHINE STATE ONE CALL OF FLORIDA, INC.
Contractor is responsible for obtaining location of existing utilities prior to commencement of construction activities.

Gruber Consulting Engineers, Inc.
Certificate of Authorization No. 28140
2455 MERCER AVE, SUITE 305
WEST PALM BEACH, FL 33401
PHONE: 561.312.2361
FAX: 561.537.2229
office@gruberengineering.com

Project Information	
Project No.	2016.0147
Issue Date	04/27/2017
Scale	1" = 10'
Drawn By	KAF
Checked By	CG

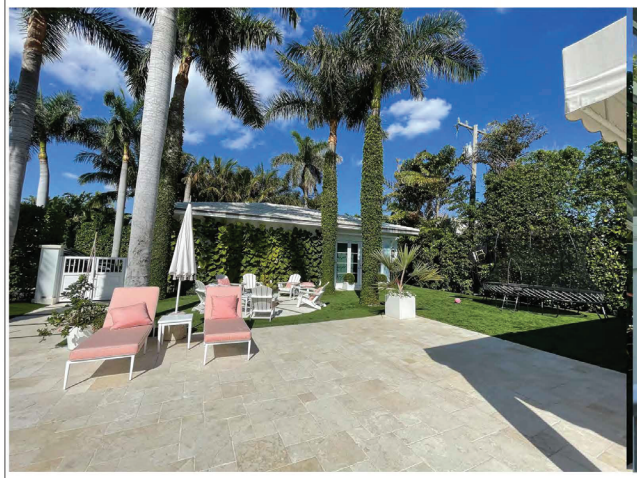
Construction Staging & Parking and Erosion Control Plan For:
Keough Residence
241 El Dorado Lane
Palm Beach, Florida

Revisions	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

Chad M. Gruber
FL P.E. No. 57466

Sheet No.
EC-1

FINAL RESUBMITAL : ARCS-25-0937 REV1
ZON-25-0082
MEETING DATE : JANUARY 28, 2026



POOL TERRACE



REAR YARD OF MAIN HOUSE



FRONT YARD ENTRY



EAST SIDE YARD OF GUEST HOUSE



FRONT YARD - EAST SIDE



FRONT YARD - EAST SIDE

PARADELO | BURGESS
design studio
1177 CLARE AVENUE, SUITE 7
WEST PALM BEACH, FLORIDA
561.951.7525 | INFO@PARADELOBURGESS.COM

EXISTING SITE PICS

KEOGH RESIDENCE
241 EL DORADO LANE
PALM BEACH, FLORIDA

SEAL:

JONATHAN BURGESS
LICENSE # LA6667220

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SCALE: 3/8" = 1'-0"

SITE PICS

DATE:
30 DECEMBER 2025

FINAL RESUBMITAL : ARCS-25-0937 REV1
ZON-25-0082
MEETING DATE : JANUARY 28, 2026



REAR YARD OF MAIN HOUSE



AREA BETWEEN GUEST HOUSE & MAIN HOUSE



REAR YARD OF MAIN HOUSE



SIDE YARD OF GUEST HOUSE



FRONT YARD WEST SIDE OF DRIVEWAY



REAR YARD OF GUEST HOUSE

PARADELO | BURGESS
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SCALE: 3/8" = 1'-0"

SITE PICS

DATE:
30 DECEMBER 2025

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:**	241 El Dorado Lane	
2	**Lot Area (sq. ft.):**	20,961.0	
3		REQUIRED	PROPOSED
4	Landscape Open Space (LOS) (Sq Ft and %)	10,480.5 50%	NO CHANGE
5	LOS to be altered (Sq FT and %)	4,084.3 38.9%	5,515.8 26.3%
6	Perimeter LOS (Sq Ft and %)	5,241.0 50%	858.5 SF 78.0%
7	Front Yard LOS (Sq Ft and %)	4,716.2	4,462.9 SF 47.4%
8	Native Trees %	30% (number of trees)	N/A
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	N/A
10	Native Groundcover %	30% (groundcover area)	NATIVE PLANTS 535 42.6%

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

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

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. ***The applicant will be in person to request a deferral to the April 15, 2026, Town Council meeting.***

Date: 1/22/2026

The applicant will be in person to request a deferral to the April 15, 2026, Town Council meeting.

ATTACHMENTS
N/A

STRATEGIC PLAN
Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING
No Fiscal Impact

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-25-0070 (ARC-25-0078) 937 N LAKE WAY (COMBO) – VARIANCE. The applicant, 8SEASIV LLC (Pamela Cline), has filed an application requesting Town Council review and approval for a (1) variance to retain existing nonconforming landscape open space related to a garage addition and landscape & hardscape renovations. The Architectural Commission shall perform design review of the application.

Date: 2/19/2026

ATTACHMENTS

Staff Report
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation
Quality of Life

FUNDING

No Fiscal Impact

ZON-25-0070 (ARC-25-0078) 937 N LAKE WAY (COMBO) – VARIANCE. The applicant, 8SEASIV LLC (Pamela Cline), has filed an application requesting Town Council review and approval for a (1) variance to retain existing nonconforming landscape open space related to a garage addition and landscape & hardscape renovations. The Architectural Commission shall perform design review of the application.

THE PROJECT:

The applicant has submitted plans entitled "ADDITION & RENOVATIONS TO EXISTING 1 STORY RESIDENCE AT 937 N LAKE WAY" as prepared by **MP Design & Architecture** & landscape plans entitled "PRIVATE RESIDENCE 937 N LAKE WAY, PALM BEACH, FL" as prepared by **Nievera Williams Design**, uploaded and dated to the Town 02/09/26.

The following is the scope of work for the Project:

- Enclose existing garage facing North Lake Way and construct garage addition approx. 400 sq ft on Jamaica Ln.
- Related landscape and hardscape modifications.

The following Town Council relief is required to achieve the scope of work:

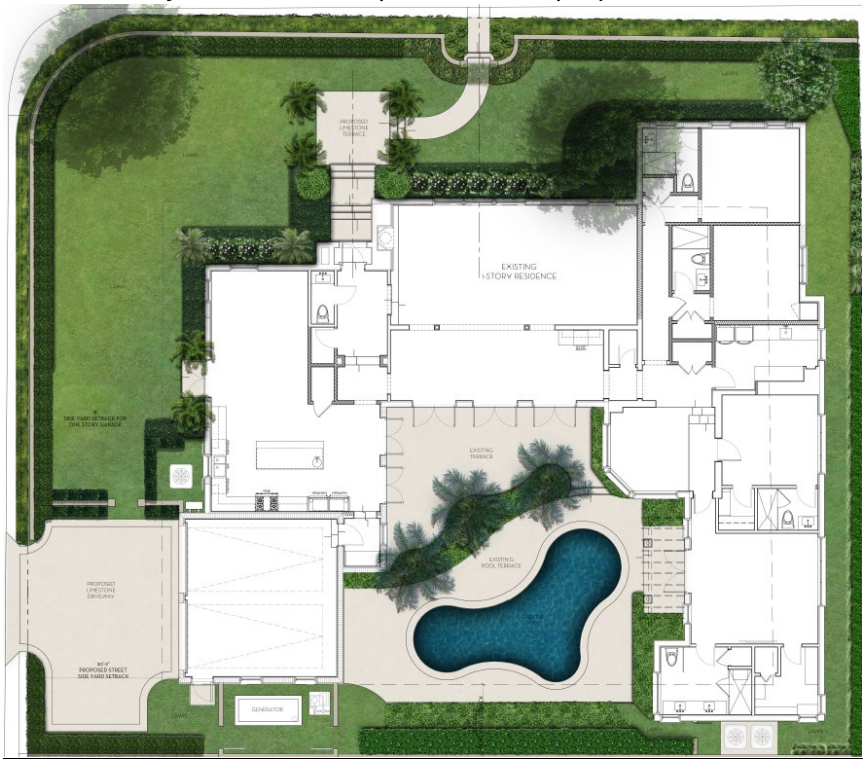
- **VARIANCE 1:** Sec. 134-893(b)(12)a.: A variance to revest existing nonconforming landscape open space at 43.3% in lieu of the 39% existing and 45% minimum required, after modifying more than 50% of open area.

Site Data			
Zoning District	R-B	**Future Land Use**	SINGLE-FAMILY
Crown of Road	+14.8' NAVD	**FEMA Flood Zone**	ZONE X
Lot Width	185'	**Lot Depth**	100'
Lot Area	11,032 Sq Ft	**Enclosed Square Footage**	Existing: 3,749 SF Proposed: 4,155 SF
Lot Coverage	Permitted: 40% Existing: 34% Proposed: 37.7%	**Landscape Open Space**	Required: 45% Existing: 39.1% Proposed: 43.3%
Surrounding Properties / Zoning			
North	298 Tradewind Dr / Residence | R-B		
South	290 Jamaica Ln / Residence | R-B		
East	291 Jamaica Ln / Residence | R-B		
West	936 N Lake Way / Residence | R-B		



STAFF ANALYSIS

The applicant is proposing renovations and an addition to an existing single-story residence, with related hardscape and landscape modifications. The property is located on the north side of Jamaica Lane at the western end of the block, at the intersection of North Lake Way. Currently, there are three curb-cuts to access the property from North Lake Way, one of which provides access to a two-bay garage which directly faces and is highly visible from North Lake Way. The applicant proposes to enclose this garage and to remove all three curb cuts from North Lake Way. Instead, the required two-car garage will be relocated to the east and rear of the structure, along Jamaica Lane, where a single new curb cut and driveway are proposed also. The architectural details of the addition and garage enclosure are proposed to match existing details at the residence. Pedestrian circulation with limestone hardscape is proposed from a new pedestrian gate centered at North Lake Way which traverses to the main entry on the west. A low site wall is introduced and insulates the residence from Jamaica Lane and North Lake Way with a high hedge. Updated landscaping is proposed elsewhere around the site on the remainder of the property. The rear courtyard terrace and pool deck are proposed to remain.



VARIANCE

The applicant is requesting one (1) variance to achieve the scope of work in this application. As it exists, the site is nonconforming as it pertains to landscape open space. While the structure is below the maximum lot coverage permitted, the rear courtyard area and existing driveway feature significant fields of paving. As part of this application, the applicant will eliminate a substantial amount of hardscape area by removing the driveways along North Lake Way, and overall, the landscape open space area will increase and come closer to compliance with minimum regulations. However, with more than half of the open area being modified to achieve the scope of work, a variance is required to revest the nonconforming landscape open space.

CODE SECTION	REQUIRED	PROPOSED	VARIANCE
VARIANCE 1 Sec. 134-893(b)(12)a.	Minimum 45% Overall Landscape Open Space	43.3% Landscape Open Space (39.1% Existing)	**-1.7%** (Approx. 530 sq ft)

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.
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

WRB

NORTH LAKE WAY

JAMAICA LANE

PROPOSED LIMESTONE TERRACE

LAWN

EXISTING 1-STORY RESIDENCE

18' SIDE YARD SETBACK FOR ONE STORY GARAGE

EXISTING TERRACE

EXISTING POOL TERRACE

EXISTING POOL

PROPOSED LIMESTONE DRIVEWAY

20'-2" PROPOSED STREET SIDE YARD SETBACK

GENERATOR

10' PERIMETER SETBACK

OVERALL R-B SITE CALCULATIONS:

SITE AREA =	11,032	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	4,964	SQ FT	45%
EXISTING =	4,321	SQ FT	39.1%
PROPOSED =	4,431	SQ FT	43.3%

FRONT SETBACK SITE CALCULATIONS:

25' SETBACK AREA =	2,728	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	1,091	SQ FT	40%
EXISTING =	1,793	SQ FT	49.7%
PROPOSED =	2,169	SQ FT	79.5%

10' PERIMETER SITE CALCULATIONS:

PERIMETER AREA =	3,774	SQ FT
MINIMUM LANDSCAPE:		
(50% OF 4,964 SF) = 2,482 REQUIRED		
EXISTING =	2,191	SQ FT
PROPOSED =	2,855	SQ FT

0 1 2 4 8 12 FEET

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

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

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

SITE PLAN

PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

09 FEB 2026
19 JAN 2026

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



EL1 WEST ELEVATION
SCALE: 1/4"=1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

WEST ELEVATION

PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

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

09 FEB 2026
19 JAN 2026

NIEVERA WILLIAMS
DESIGN

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EL1



EL2 SOUTH ELEVATION
SCALE: 1/4"=1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

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

SOUTH ELEVATION
PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

09 FEB 2026
19 JAN 2026

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P: 561-659-2820
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EL2



NORTH ELEVATION
EL3 SCALE: 1/4"=1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

NORTH ELEVATION

PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

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

09 FEB 2026
19 JAN 2026

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DESIGN

625 N. Flagler Drive
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West Palm Beach, FL 33401
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EL3



EAST ELEVATION
EL4 SCALE: 1/4"=1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

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

EAST ELEVATION

PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

09 FEB 2026
19 JAN 2026

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DESIGN

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Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
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EL4

NORTH LAKE WAY

JAMAICA LANE

EXISTING TRIPLE ROEBELENII PALM, TO BE REMOVED
EXISTING GREEN ISLAND FICUS, TO BE REMOVED
EXISTING FIDDLE-LEAF FIG TREE, TO REMAIN
EXISTING CARROTWOOD TREE, TO REMAIN
EXISTING GREEN ISLAND FICUS, TO BE REMOVED
EXISTING GREEN ISLAND FICUS, TO BE REMOVED
EXISTING RHAPIS PALMS CLUSTER, TO BE REMOVED
EXISTING FICUS HEDGE, 18' HT., TO REMAIN
EXISTING CALOPHYLLUM TREE, TO REMOVED
EXISTING ROBELENII PALM, TO BE REMOVED
EXISTING CRINUM, TO BE REMOVED
EXISTING ZAMIA CARDBOARD, TO BE REMOVED
EXISTING SITE WALL, TO BE REMOVED
EXISTING WILD COFFEE, TO REMAIN
EXISTING WHITE BIRD OF PARADISE CLUSTER, TO REMAIN
EXISTING FICUS HEDGE, 12' HT., TO BE REMOVED
EXISTING CHAIN LINK FENCE, TO BE REMOVED
EXISTING CHAIN LINK FENCE, TO REMAIN
EXISTING CLUSIA HEDGE, 6' HT., TO BE REMOVED
EXISTING SHRUB TO BE REMOVED
EXISTING A/C, TO BE RELOCATED
EXISTING GREEN ISLAND FICUS, 18' HT., TO REMAIN
EXISTING FOXTAIL PALMS, 16'-20' CT., TO REMAIN
EXISTING ELECTRICAL METER, TO REMAIN
EXISTING STONE WALKWAY TO REMAIN
EXISTING GREEN ISLAND FICUS, 18' HT., TO BE REMOVED
EXISTING FICUS HEDGE, 18' HT., TO BE REMOVED
EXISTING MONDO GRASS, TO REMAIN
EXISTING TRIPLE ADONIDIA PALMS, 16' CT., TO BE REMOVED
EXISTING POOL PUMP TO BE RELOCATED
EXISTING CHAIN LINK FENCE & GATE, TO BE REMOVED
EXISTING GREEN ISLAND FICUS, 18' HT., TO BE REMOVED
EXISTING PHILODENDRON SELLOUM, TO BE REMOVED
EXISTING ARECA PALM CLUSTER, TO BE REMOVED
EXISTING CLUSIA HEDGE, 6' HT., TO BE REMOVED
EXISTING ADONIDIA PALMS, 14' CT., TO BE REMOVED
EXISTING CHINESE FAN, TO BE REMOVED
EXISTING CLUSIA HEDGE, 12' HT., TO REMAIN
EXISTING GREEN ISLAND FICUS, 18' HT., TO REMAIN
EXISTING SITE WALL, TO REMAIN
EXISTING A/C, TO REMAIN
EXISTING A/C, TO REMAIN

LAWN
EXISTING DRIVEWAY
EXISTING 1-STORY RESIDENCE
EXISTING TERRACE
EXISTING POOL TERRACE
EXISTING POOL

Garage 125
Living Room 111
Dining Room 112
Powder 101
Foyer 100
Bedroom #1 103
Closet 104
Mech. 102
Bath 105
Vestibule 106
Closet 108
Bath 109
Bedroom #2 107
Mech. 115
Kitchen 113
Laundry 114
Breakfast 116
Bedroom #3 117
Closet 118
Bath 119
Master Bedroom 120
Master Bathroom 121
Linen 122
Mech. 124
Master Closet 123

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

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

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

EXISTING CONDITIONS PLAN

PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

09 FEB 2026
19 JAN 2026

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EX

NORTH LAKE WAY

℄ JAMAICA LANE

LAWN

PROPOSED LIMESTONE TERRACE

LAWN

LAWN

EXISTING 1-STORY RESIDENCE

18' SIDE YARD SETBACK FOR ONE STORY GARAGE

EXISTING TERRACE

EXISTING POOL TERRACE

EXISTING POOL

PROPOSED LIMESTONE DRIVEWAY

20'-2" PROPOSED STREET SIDE YARD SETBACK

LAWN

GENERATOR

10' REQUIRED REAR YARD SETBACK

LAWN

LAWN

OVERALL R-B SITE CALCULATIONS:

SITE AREA =	11,032	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	4,964	SQ FT	45%
EXISTING =	4,321	SQ FT	39.1%
PROPOSED =	4,431	SQ FT	43.3%

FRONT SETBACK SITE CALCULATIONS:

25' SETBACK AREA =	2,728	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	1,091	SQ FT	40%
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PROPOSED =	2,169	SQ FT	79.5%

10' PERIMETER SITE CALCULATIONS:

PERIMETER AREA =	3,774	SQ FT
MINIMUM LANDSCAPE:		
(50% OF 4,964 SF) = 2,482 REQUIRED		
EXISTING =	2,191	SQ FT
PROPOSED =	2,855	SQ FT

0 1 2 4 8 12 FEET

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

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

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

SITE PLAN

PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

09 FEB 2026
19 JAN 2026

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DESIGN

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Lo

NORTH LAKE WAY

JAMAICA LANE

LIMESTONE STEPS & RISERS

PROPOSED COLUMNS

PROPOSED SITE WALL, 5'-6" HT.

PROPOSED GATE, WHITE PAINTED ALUMINUM, 4' HT.

PROPOSED SITE WALL, 3'-6" HT., SEE DETAIL: 1/D1

PROPOSED LIMESTONE TERRACE

LIMESTONE WALKWAY

LIMESTONE STEPS & RISERS

LIMESTONE LANDING, STEPS & RISERS

LAWN

PL

EXISTING 1-STORY RESIDENCE

LIMESTONE LANDING

18' SIDE YARD SETBACK FOR ONE STORY GARAGE

RELOCATED A/C

PROPOSED COLUMNS

PROPOSED A/C MOUNTED TO WALL

PROPOSED LIMESTONE DRIVEWAY

20'-2" PROPOSED STREET SIDE YARD SETBACK

LIMESTONE LANDING

PROPOSED GENERATOR

RELOCATED POOL EQUIPMENT

GENERATOR

EXISTING TERRACE

EXISTING POOL TERRACE

EXISTING POOL

10' REQUIRED REAR YARD SETBACK

EXISTING CHAIN LINK FENCE, TO REMAIN

EXISTING ELECTRICAL METER, TO REMAIN

EXISTING A/C

EXISTING A/C

PROPOSED GATES, WHITE PAINTED ALUMINUM , 6' HT.

PROPOSED SITE WALL, 6' HT., SEE DETAIL: 2/D1

EXISTING SITE WALL

LIMESTONE

0 1 2 4 8 12 FEET

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

OVERALL R-B SITE CALCULATIONS:

SITE AREA =	11,032	SQ FT	100%
MINIMUM LANDSCAPE:			
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EXISTING =	2,191	SQ FT
PROPOSED =	2,855	SQ FT

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

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

HARDSCAPE PLAN

PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

09 FEB 2026
19 JAN 2026

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DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

L1

NORTH LAKE WAY

EXISTING FIDDLE-LEAF FIG TREE, TO REMAIN

(180) BEACH CREEPER, 3 GAL.

(6) FIDDLEWOOD, 4' HT.

(8) CALOPHYLLUM, 8' HT.

EXISTING CARROTWOOD TREE, TO REMAIN

(14) GREEN BUTTONWOOD, 8' HT.

(5) SEA PLUM VINE, ESP. TO WALL

(1) WHITE GEIGER, 8' HT.

EXISTING FICUS HEDGE, 18' HT.

EXISTING WILD COFFEE

EXISTING WHITE BIRD OF PARADISE CLUSTER

EXISTING FICUS HEDGE, 18' HT.

EXISTING MONDO GRASS

(4) ADONIDIA PALMS, 8' HT.

(90) MINIMA, 4' POTS

(2) ROEBELENII PALMS, 6' HT.

(446) PODOCARPUS PRINGLES, 12" HT.

(46) GREEN BUTTONWOOD, 8' HT.

(2) ADONIDIA PALMS, 10' CT.

(14) SEA PLUM VINE, ESP. TO WALL

(8) GREEN BUTTONWOOD, 8' HT.

(7) GARDENIA, 3'x3'

(2) GREEN ISLAND FICUS, 6' HT.

(4) GARDENIA, 3'x3'

(-) GARCINIA HEDGE, 4' HT.

EXISTING GREEN ISLAND FICUS, 18" HT.

EXISTING FOXTAIL PALMS, 16'-20' CT.

EXISTING CLUSIA HEDGE, 12' HT.

EXISTING GREEN ISLAND FICUS, 18" HT.

LAWN

PROPOSED LIMESTONE TERRACE

EXISTING 1-STORY RESIDENCE

EXISTING TERRACE

EXISTING POOL TERRACE

EXISTING POOL

PROPOSED LIMESTONE DRIVEWAY

GENERATOR

refrigerator

refrigerator

sink

18' SIDE YARD SETBACK FOR ONE STORY GARAGE

20'-2" PROPOSED STREET SIDE YARD SETBACK

15' REQUIRED REAR YARD SETBACK

JAMAICA LANE

x145.0

x115.7

x115.7

x45.3

x20.7

x19.8

x19.7

x19.7

x19.7

x20.7

x20.7

x24.8

x24.8

x20.7

x20.7

x19.7

x19.7

x19.7

x19.7

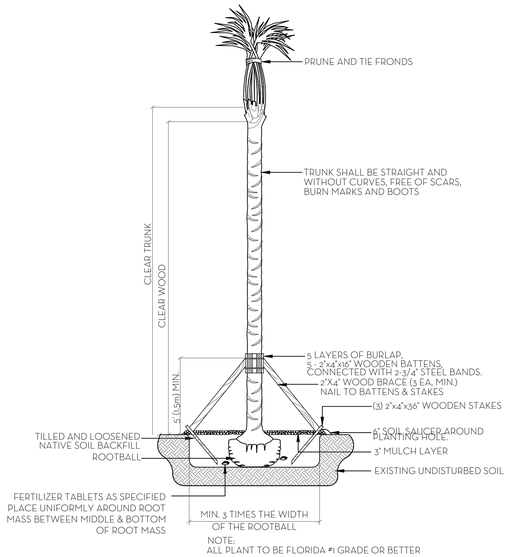
x19.7

x19.7

x20.7

x20.7

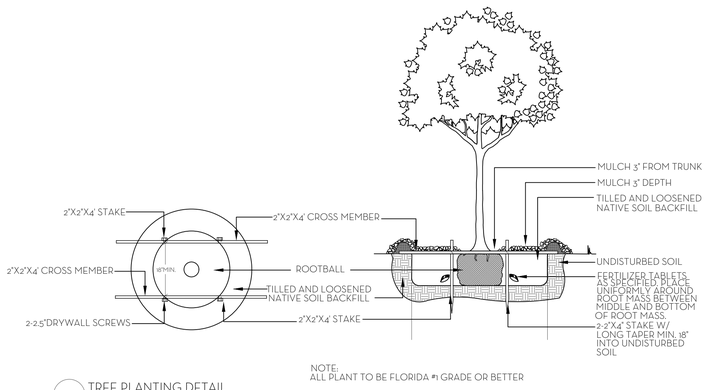
x20



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

PALM PLANTING DETAIL
N.T.S.

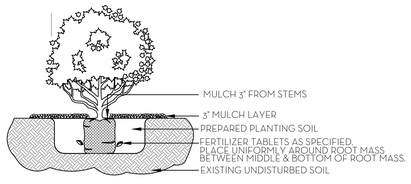
NOTES:
1. ALL WOOD SHALL BE SPRUCE OR PINE-NOT PRESSURE TREATED.
2. CROSS TIES SHALL NOT CROSS OVER WOODY ROOTS.
3. REMOVE ALL STRING &/OR WIRE WRAPPED AROUND TRUNK.
4. REMOVE ALL STRAPS, ROPES, WIRE, &/OR STRINGS USED TO LIFT THE ROOTBALL.
5. REMOVE ALL BURLAP &/OR WIRE FROM THE TOP OF THE ROOT BALL.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



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

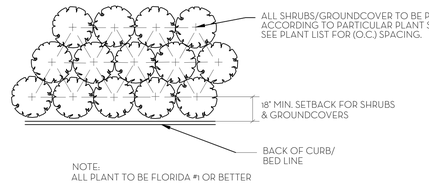
TREE PLANTING DETAIL
N.T.S.

SOD NOTES:
1. ROUGH GRADE PROVIDED BY CONTRACTOR 4"-5" BELOW GRADE
2. RAKE AND REMOVE ALL CONSTRUCTION DEBRIS
3. PRIOR TO LAYING SOD ADD 80% HORTANA AND 20% CANADIAN PEAT, 2" MIN,
4. AFTER LAYING SOD APPLY NECESSARY PESTICIDES AND FUNGICIDES.
5. IRRIGATE REGULARLY, REFER TO IRRIGATION DRAWINGS



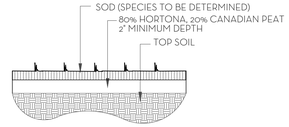
NOTE:
ALL MATERIAL TO BE FLORIDA #1 OR BETTER

SHRUB & GROUNDCOVER PLANTING DETAIL
N.T.S.



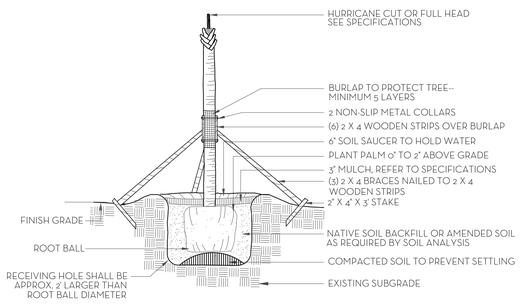
NOTE:
ALL PLANT TO BE FLORIDA #1 OR BETTER

PLANT SPACING DETAIL
N.T.S.



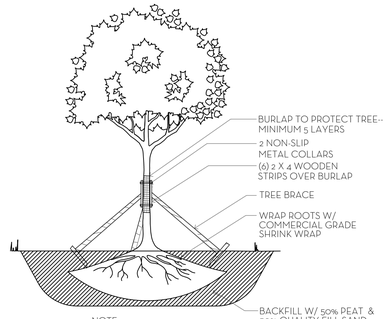
SOD PLANTING DETAIL
N.T.S.

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



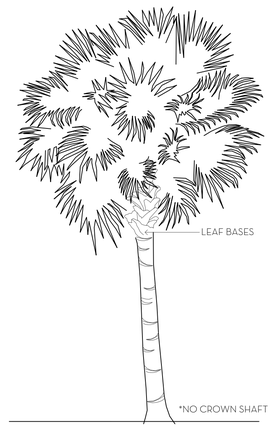
NOTES: STAKING & GUYING REQUIRED FOR PALMS, IF NECESSARY, OR AS DIRECTED BY THE LANDSCAPE ARCHITECT. ALL PLANT TO BE FLORIDA #1 OR BETTER

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



NOTE:
1. ALLOW 4-6 WEEKS BEFORE MOVING TREES.
2. PROVIDE DRIP IRRIGATION.
3. ALL PLANT MATERIAL TO BE FLORIDA #1 GRADE OR BETTER

TREE ROOT PRUNING DETAIL
N.T.S.



PALM SPECIFICATION DETAIL
N.T.S.

FERTILIZATION

SHRUBS AND TREES
ALL TREES AND SHRUBS SHALL BE FERTILIZED WITH "AGRIFORM" 20-15-5 PLANTING TABLETS AT TIME OF INSTALLATION AND PRIOR TO COMPLETION OF PIT BACKFILLING. TABLETS SHALL BE PLACED UNIFOMLY AROUND THE ROOT MASS OF A DEPTH THAT IS BETWEEN THE MIDDLE AND BOTTOM OF THE ROOT MASS.
APPLICATION RATE:
1 GALLON CAN: 1 - 21 GRAM TABLET
3 GALLON CAN: 2 - 21 GRAM TABLETS
5 GALLON CAN: 3 - 21 GRAM TABLETS
7 GALLON CAN: 4 - 21 GRAM TABLETS
TREES: 3 - 21 GRAM TABLETS EACH 1/2" OF CALIPER
PALMS: 7 - 21 GRAM TABLETS

GROUNDCOVER AREAS
ALL GROUNDCOVER AREAS SHALL RECEIVE FERTILIZATION WITH "OZMOCOTE" TIME RELEASE FERTILIZER AS PER MANUFACTURER'S SPECIFICATIONS.

NIEVERA WILLIAMS DESIGN

937 North Lake Way

Palm Beach Fl

12/15/2025

Landscape Material Schedule

Item No.	Common Name	Botanical Name	Quantity	Native	Specification
	PALMS				
1	White Geiger	Cordia Boissieri	1		8' HT.
			1		
	PALMS				
2	Adonidia Palm	Veichia merrillii	4		8' HT.
3	Adonidia Palm	Veichia merrillii	2		10' CT.
4	Roebelenii Palm	Phoenix roebelenii	2		6' HT.
			8		
	HEDGE/SHRUB & VINES				
5	Calophyllum Hedge	Calophyllum Inophyllum	8		8' HT.
6	Green Buttonwood Hedge	Conocarpus erectus	68	*	8' HT.
7	Green Island Ficus	Ficus microcarpa 'Green Island'	2		6' HT.
8	Gardenia	Gardenia jasminoides	11		3'x3'
9	Fiddlewood	Citharexylum spinosum	6		4' HT.
10	Sea plum Vine		19		ESP. TO WALL
			114		
	GROUND COVER				
11	Podocarpus Pringles	Podocarpus macrophyllum 'Pringles'	446		12" HT.
12	Beach Creeper	Ernodea littoralis	180	*	3 GAL.
			626		

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

PLANT LIST AND DETAILS

PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

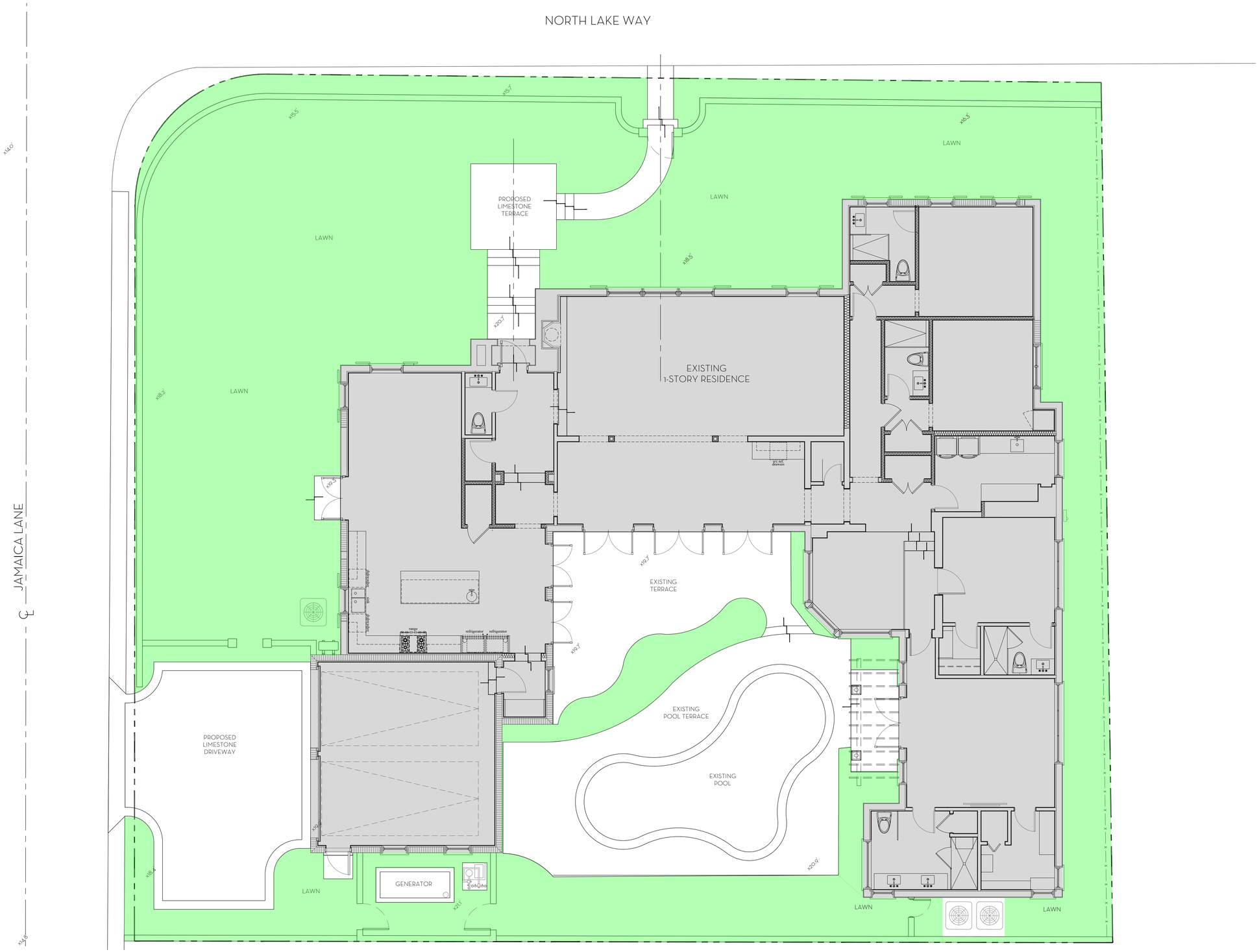
09 FEB 2026
19 JAN 2026

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
P: 561-659-2820
F: 561-659-2113

NIEVERAWILLIAMS.COM

LP2



OVERALL R-B SITE CALCULATIONS:

SITE AREA =	11,032	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	4,964	SQ FT	45%
EXISTING =	4,321	SQ FT	39.1%
PROPOSED =	4,431	SQ FT	43.3%

FRONT SETBACK SITE CALCULATIONS:

25' SETBACK AREA =	2,728	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	1,091	SQ FT	40%
EXISTING =	1,793	SQ FT	49.7%
PROPOSED =	2,169	SQ FT	79.5%

10' PERIMETER SITE CALCULATIONS:

PERIMETER AREA =	3,774	SQ FT
MINIMUM LANDSCAPE: (50% OF 4,964 SF) = 2,482 REQUIRED		
EXISTING =	2,191	SQ FT
PROPOSED =	2,855	SQ FT

LEGEND

OPEN SPACE	
BUILDING/STRUCTURE	

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

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

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

OVERALL OPEN SPACE DIAGRAM

PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

09 FEB 2026
19 JAN 2026

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DESIGN

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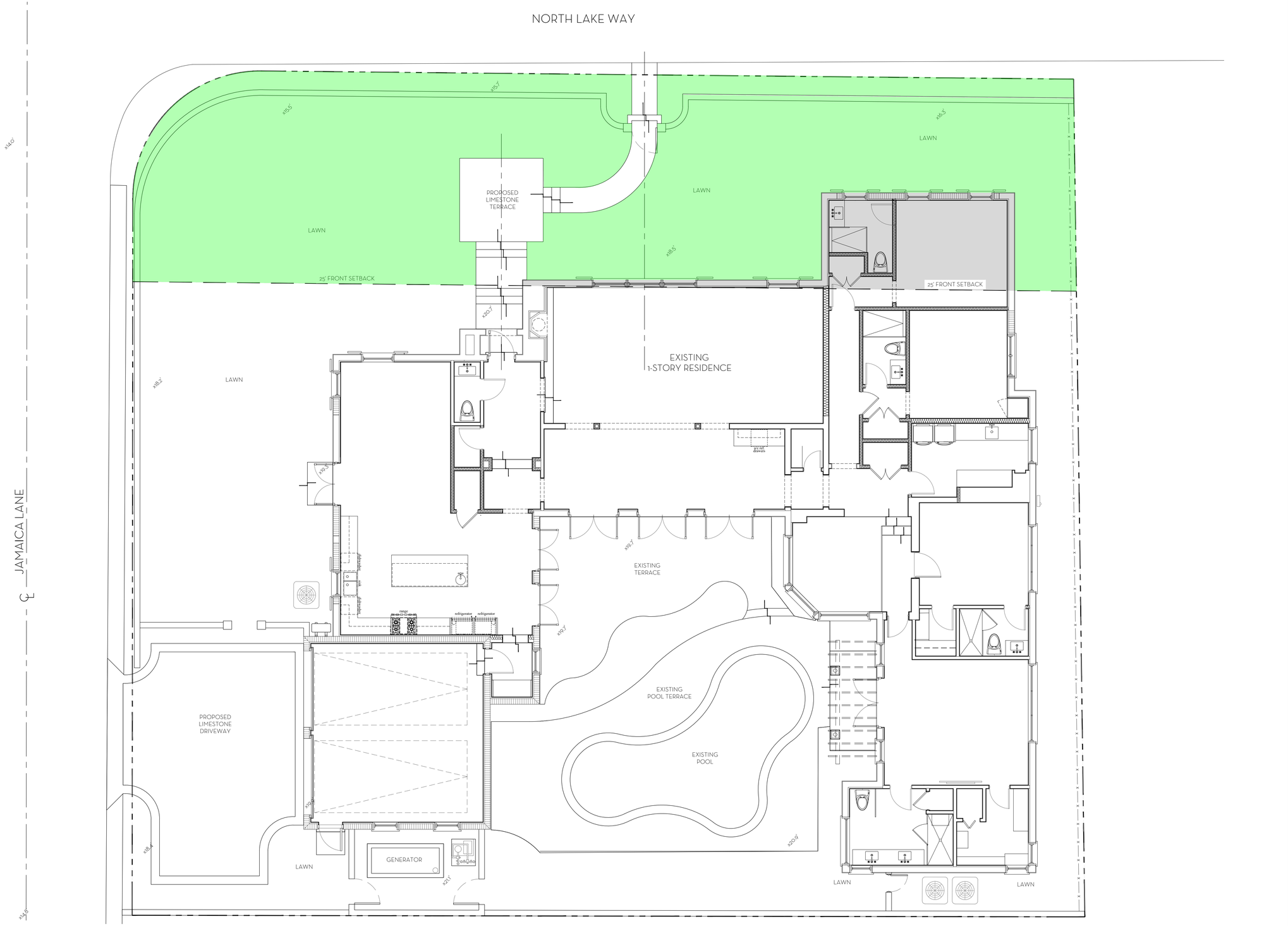
NIEVERAWILLIAMS.COM

OS1



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

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Landscape Architect
Registration No.
6666856

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

25' SETBACK OPEN SPACE DIAGRAM

PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

09 FEB 2026
19 JAN 2026

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NIEVERAWILLIAMS.COM

OS2

NORTH LAKE WAY

℄ JAMAICA LANE

x14.0

x35.6

x15.7'

x13.5'

x14.3'

10' SITE PERIMETER

LAWN

PROPOSED LIMESTONE TERRACE

x18.5'

x20.7

EXISTING 1-STORY RESIDENCE

x18.2'

x14.3'

x19.7

EXISTING TERRACE

x19.7

EXISTING POOL TERRACE

EXISTING POOL

PROPOSED LIMESTONE DRIVEWAY

x19.4

x18.4

GENERATOR

x21.1'

x20.9

LAWN

LAWN

LAWN

sink

range

refrigerator

refrigerator

40" ext drawers

OVERALL R-B SITE CALCULATIONS:

SITE AREA =	11,032	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	4,964	SQ FT	45%
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LEGEND

OPEN SPACE	
BUILDING/STRUCTURE	

0 1 2 4 8 12 FEET

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

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

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

10' PERIMETER OPEN SPACE DIAGRAM

PRIVATE RESIDENCE

937 N. LAKE WAY, PALM BEACH, FL.

09 FEB 2026
19 JAN 2026

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OS3

MP Design & Architecture, Inc.
319 Clematis Street, Suite 1000
West Palm Beach, Florida 33401
AA#26001667
T: 561833.7575 INFO@MPDAINC.COM F: 561833.0575

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

December 15, 2025

Re: 937 N Lake Way Palm Beach, FL 33480/ARC-25-0078/ZON-25-0070

We are submitting the attached drawings and application for the review of our project at 937 N Lake Way Palm Beach, FL 33480. The scope of work consists of addition of family room and relocation of existing two car garage from N Lake Way to Jamaica Lane, removing all existing curb cuts from N Lake Way. Redesign of front landscape and hardscape. The total proposed additional area is 406 SF. Lot coverage and CCR will be below the maximum allowed. The reconfiguration of the site will result in the placement of a relocated pool pump in addition to 2 existing pieces of mechanical equipment in the rear yard which will require a variance.

Please note the following:

A. LANDMARK PRESERVATION COMMISSION – Sections 54-122 & 54-161
Not applicable.

B. ARCHITECTURAL REVIEW – Section 18-205
The proposed renovation and addition project includes the existing 2 car garage that faces N Lake Way to be relocated to Jamaica Lane, removing three curb cuts and driveway on N Lake Way and only adding a new pedestrian gate. The interior renovations include the addition of a new family room with a proposed additional 406 SF to the original house. The reconfiguration of the garage and the addition will require a change of the roof line. All materials and finishes will remain existing, and the renovations will match the existing portion of the house to remain.

C. ARCHITECTURAL REVIEW – Section 18-206
There will be some partial demolition of some areas of the existing roof as well as some existing exterior walls and fenestrations.

D. SPECIAL EXCEPTION – Section 134-22 N/A

E. SITE PLAN REVIEW – Section 134-329 N/A

F. VARIANCE – Section 134-201

VARIANCE 1 Sec. 134-1728(3): Request for a variance to allow three (3) pieces of mechanical equipment in the rear yard setback in lieu of the maximum limit of two (2) pieces of mechanical equipment.

The following criteria support the variance request:

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 conditions related to this property is that it is on a corner lot with a garage that currently faces North Lake Way and creates a very dangerous condition of trying to back out of the garage onto the road with busy traffic.

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

   The dangerous garage condition was not caused by the applicant as she bought the property with this condition and is now trying to rectify it.

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

   The granting of the variance will not confer on the applicant a special privilege. There are other properties in the neighborhood that allow more then 2 pieces of equipment in the side or rear yard.

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.

   Not correcting a dangerous condition of backing out onto North Lake Way is a hardship on the applicant and general public.

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

   The variance requested is the minimum necessary to make reasonable use of the land in order to create a safer garage situation.

6. Show how the granting of the variance will be in harmony with the general intent and purpose of this chapter, and such variance will not be injurious to the area involved or otherwise detrimental to the public welfare. Granting the variances will not be injurious to the neighborhood, as the requests are minor and improving the aesthetics.

   Allowing the 3 pieces of mechanical equipment in the rear yard is a reasonable request that is not detrimental to the public.

G. OTHER
Not applicable.

Respectfully,



Michael Perry

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-25-0087 (ARC-25-0095) 333 SUNSET AVE (COMBO) - VARIANCES. The applicant, Royal Poinciana South (Maura Ziska), has filed an application requesting Town Council review and approval of two variances 1) to exceed maximum sign area 2) installation of a sign within a setback. The Architectural Commission shall perform design review of the application.

Date: 2/19/2026

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-25-0087 (ARC-25-0095) 333 SUNSET AVE (COMBO) - VARIANCES. The applicant, Royal Poinciana South (Maura Ziska), has filed an application requesting Town Council review and approval of two variances 1) to exceed maximum sign area and 2) installation of a sign within a setback. The Architectural Commission shall perform design review of the application.

ARC-25-0095 (ZON-25- 0087) 333 SUNSET AVE (COMBO). The applicant, Royal Poinciana South (Maura Ziska), has filed an application requesting Architectural Commission review and approval for installation of new signage requiring variances. The Town Council shall review the application as it pertains to zoning relief and approval.

Property Owner: Royal Poinciana South
Professional: Maura Ziska

HISTORY:
The existing 7-story multifamily building was constructed in 1966. Various interior and minor exterior updates have been completed since then, with approvals from both ARCOM and Town Council.

In November 2024 under application ARC-24-0036 (ZON-24-0050), eleven aluminum shade structures on the 7th floor apartment balconies were unanimously approved by ARCOM with a special exception and height variances granted by Town Council.

THE PROJECT:
The applicant has submitted plans, entitled "333 Sunset Avenue, Palm Beach. FL", as prepared by **Maura Ziska**, uploaded 02/09/26.

The following is the scope of work for the application:

- Installation of three (3) new directional and way-finding signs.

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

1. **Variance 1:** Section 134-2402(2) – Request to have a sign larger than one square foot in area. *Currently proposed is 60" x 48" (20 square feet) which exceeds the maximum allowed.*
2. **Variance 2:** Section 134-2402 (2) – Request to have a sign closer than 10 feet to the front or side street lot line. *Currently proposed is 2' feet from the lot line.*

Site Data			
Zoning District	R-D (2)	**Future Land Use**	MULTI FAMILY HIGH DENSITY

Lot Size	82,588 SF	**Total Building Size**	140,708 SF

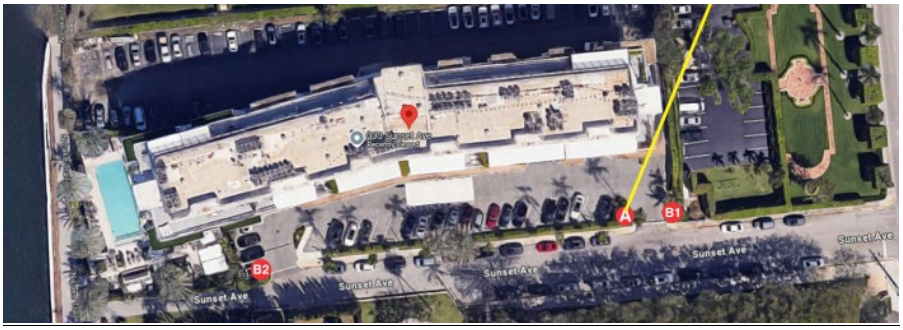
Surrounding Properties / Zoning	
North	1925 12-story Condominium Building (Palm Beach Biltmore) / R-D (2)
South	Bradley Park / R-B
East	Parking Lot / C-TS
West	Lake Worth Lagoon

STAFF ANALYSIS:

The applicant is proposing the addition of three new signs on the south side of the property. One sign displays the address of the property while the other two are directional showing 'Enter' and "Exit' for the existing circular drive on the property.



Current Conditions



Proposed sign placement



Existing monument sign



Proposed monument sign

The applicant is requesting two variances related to signage. The first variance seeks approval for a sign larger than the maximum permitted area of one square foot. The proposed sign measures 60 inches by 48 inches, totaling approximately 20 square feet, which exceeds the allowable size. The second variance requests relief from the required setback, as the sign is proposed to be located two feet from the front or side street lot line, rather than the minimum required ten-foot setback. An existing nonconforming sign is currently located within the swale on the property. The applicant proposes to replace this sign with the new signage described above, which will have a lower overall height than the existing sign.

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.
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

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

Re: 333 Sunset Avenue
Palm Beach, FL 33480

December 15, 2025

LETTER OF INTENT
333 SUNSET AVENUE
ARC-25-0095 ZON-25-0087

Please find for review the attached drawings for our project at 333 Sunset Avenue in the R-D(2) Zoning District Palm Beach. Please note the scope of this project is for exterior signage

The project will include a variance request from the requirements of Section 134-893 (b) (13)(a)(2) to increase the total cubic content ratio from the permitted 3.89 and 3.87 existing CCR to 4.17.

Please note the following:

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

Not applicable – This property is not landmarked.

B) ARCHITECTURAL REVIEW 18-205

We are submitting a proposal that we consider tastefully designed, in the same architectural language as the existing residence.

1. We consider the proposed signage to be in conformity with good taste and traditional design principles, 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 signage will not impact external and internal noise, vibrations, and other factors that may tend to make the environment less desirable.
3. The signage materials and detailing proposed is consistent with the quality and character of the surrounding structures.
4. The proposed composition and massing of the proposed signage is consistent with other buildings in the Town of Palm Beach.
5. The proposed signs are not excessively dissimilar to the surrounding structures.
6. The proposed signage is not excessively dissimilar to the surrounding structures in respect to one or more of the following features of exterior design and appearance:
    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. Arrangements of components of the structure.

e. Appearance of mass from the street or from any perspective visible to the public or adjoining property owners.
f. Diversity of design is complimentary with the size and massing of adjacent properties.
g. Design features that will avoid the appearance of mass through improper proportions.
h. Design elements that protect the privacy of a neighboring property.

7. The proposed modifications to not impact the surrounding unique site characteristics and is consistent with other structures in the R-D Zoning District. Proposed signage will improve the appearance and provide discreet, but visible signage for the building.

C) ARCOM 18-206

Not applicable.

D) SITE PLAN REVIEW 134-329

Not applicable.

E) VARIANCES 134-201

VARIANCE 1: Section 134-2402(2): A variance to allow a yard monument sign on the Southwest end of the property in lieu of the requirement to install against the main wall of the building.

1. Special conditions and circumstances exist that are peculiar to the land, building or structure which are not applicable to other lands in the same zoning district. The signage is not visible from the street if installed directly against the main wall. There is no other location on the site for the signage to be visible.
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 lands, buildings or structures in this same zoning district.
4. Literal interpretation of this chapter would deprive the applicant of their right to enjoy the property.
5. The variance granted is the minimum variance that will make possible reasonable use of the land, building or structure.
6. N/A
7. The grant of the variance will be in harmony with the intent and general purpose of this chapter, and such variance will not be injurious to the area involved or otherwise detrimental to the area.

Sincerely,

Maura Ziska

Maura Ziska

ARC-25-0095/ZON-25-0087
333 SUNSET AVENUE, PALM BEACH, FL
NEW SIGNAGE



PROJECT TEAM
DESIGN: BRYAN KILMURRAY
ATTORNEY: MAURA ZISKA

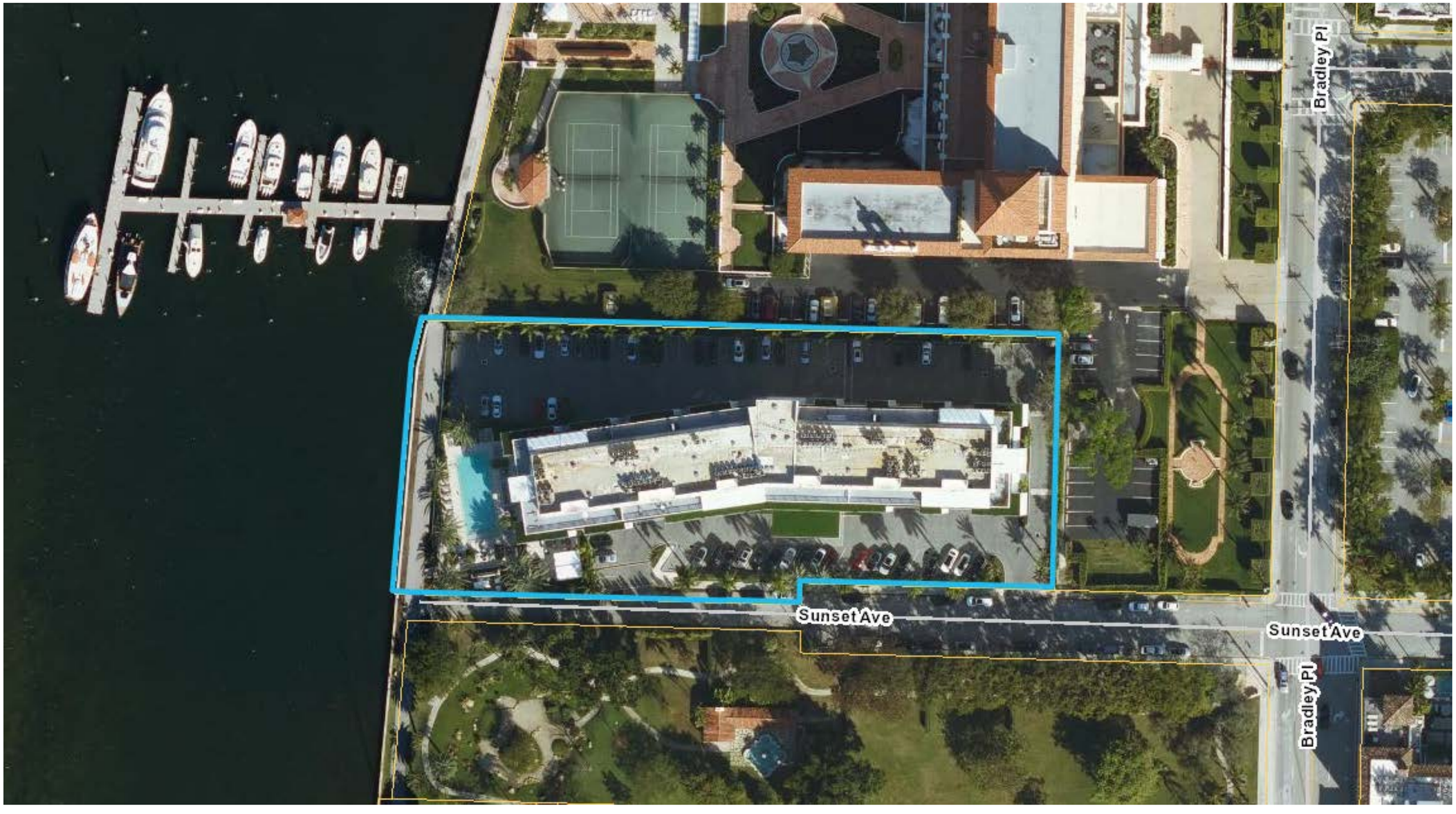
SCOPE OF WORK
Installation of three (3) new signs including one (1) 60" x 48" way-finding sign, one (1) 36" x 24" directional sign at entrance and one (1) 36" x 24" directional sign at exit.

FINAL SUBMITTAL - February 9, 2026

ARCOM HEARING DATE: FEBRUARY 25, 2026
TOWN COUNCIL HEARING DATE: MARCH 18, 2026

DRAWING INDEX

L-1 LOCATION MAP
SITE - SITE PLAN
SITE PLAN - SITE PLAN WITH AERIAL MAP
A-1 - WAY-FINDING SIGN RENDERING WITH DIMENSIONS
B-2 - DIRECTIONAL SIGNS RENDERINGS
S - SURVEY



VICINITY LOCATION MAP

KOCHMAN & ZISKA PLC

333 SUNSET AVENUE
PALM BEACH, FL
33480

ARC-25-0095

ZON-25-0087

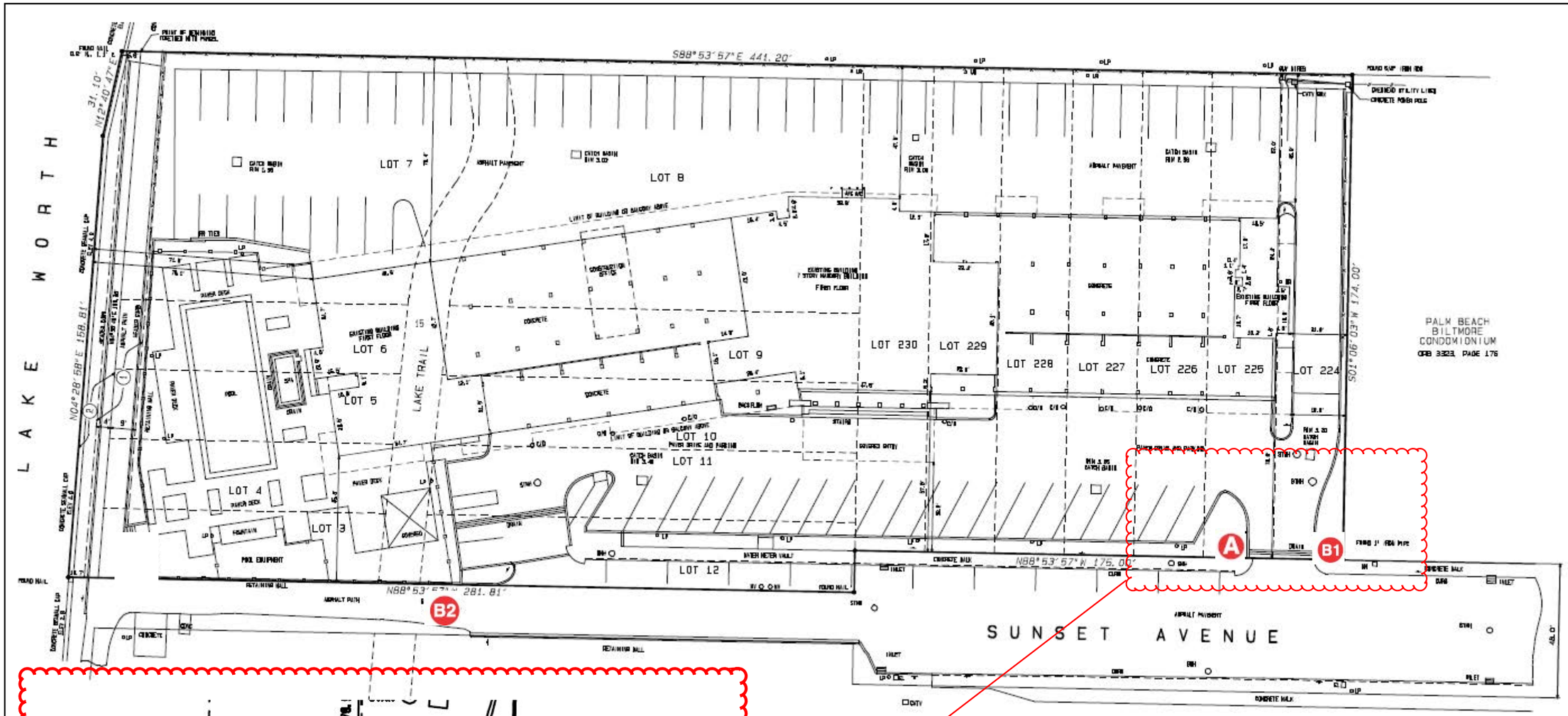
FINAL SUBMITTAL
2/9/2026

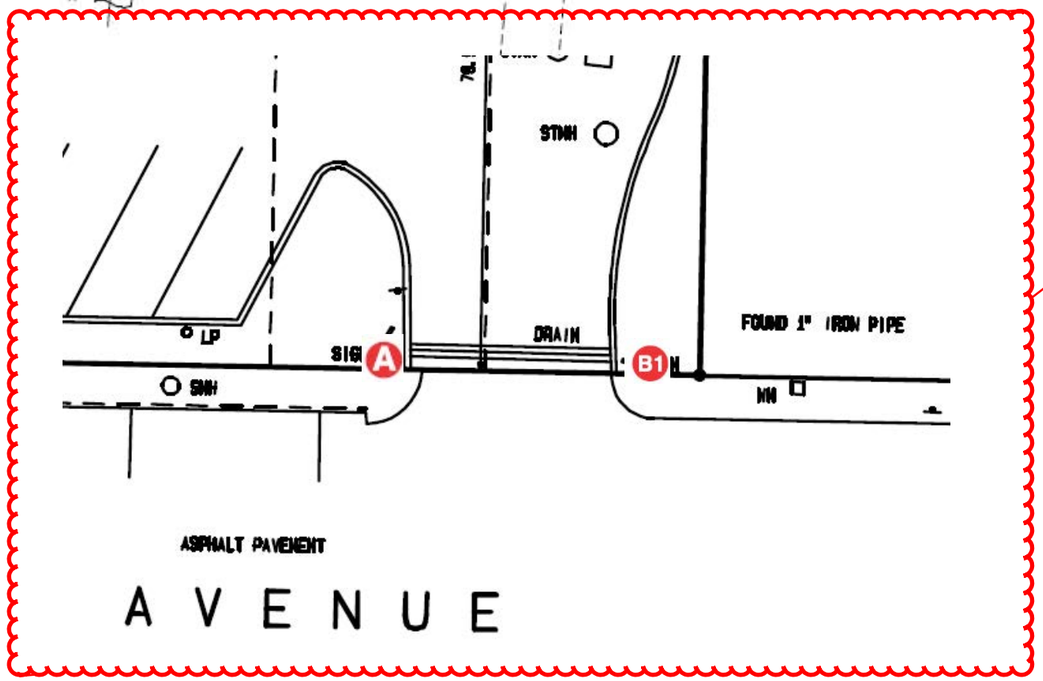
DATE 1/26/2026

AS NOTED

SHEET No.

L-1





A WAYFINDING MONUMENT

B1 DIRECTIONAL SIGN(ENTRANCE)

B2 DIRECTIONAL SIGN(EXIT)

KOCHMAN & ZISKA PLC

333 SUNSET AVENUE
PALM BEACH, FL
33480

ARC-25-0095

ZON-25-0087

FIRST SUBMITTAL
2/9/2026

DATE
1/22/2026

SHEET No.
SITE

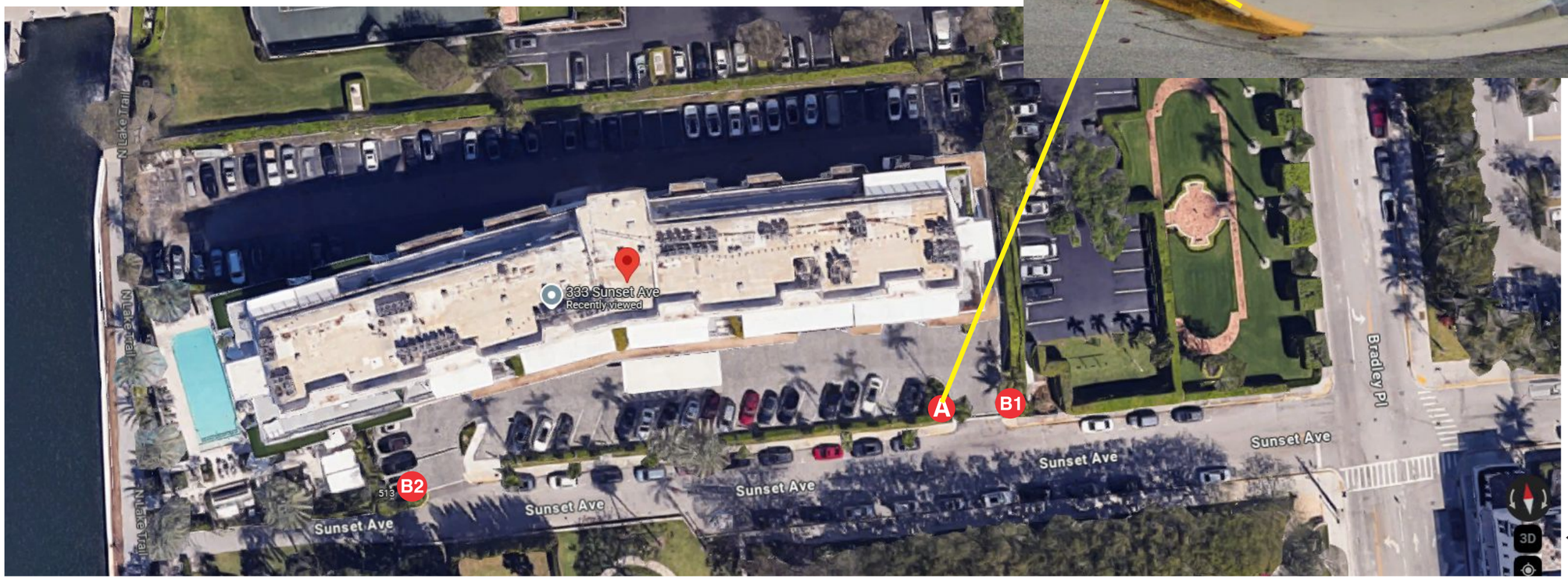
LEGEND:

A WAYFINDING MONUMENT--SIGN TO RUN N & S AND FACE EAST

B1 DIRECTIONAL SIGN(ENTER)

B2 DIRECTIONAL SIGN(EXIT)





N

KEMP Signs & Service, Inc.
ES0000229

1740 HILL AVENUE
WEST PALM BEACH, FL
33407
561-840-6382
FAX: 561-840-6385

CUSTOMER:

ROYAL POINCIANA SOUTH
333 SUNSET AVE.
PALM BEACH, FL 33480

GRAPHIC DESIGNER: Pammi Reeves
SALES PERSON: Mike Grandinetti
DATE: 03.18.2025
R1: 12.15.2025
R2: 01.19.2026

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SITE PLAN

PLATE CUT ON WAYFINDING MONUMENT

PROPOSED-20sqft
(333 SUNSET)- PLATE CUT LETTERS
(PALM BEACH - 33480)-PLATE CUT LETTERS

A WAYFINDING MONUMENT

A B1 B2
1/4" ALUMINUM PLATE CUT LETTERS
FLUSH MOUNTED TO MONUMENT FACE

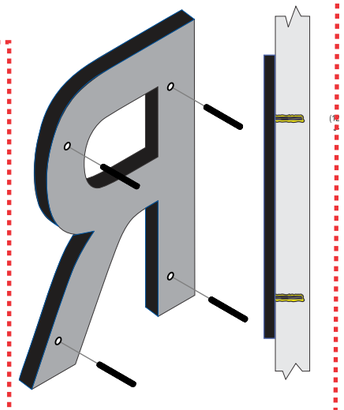
A B1 B2
ALUMINUM SIGN STRUCTURE
-SHEATHED IN CONCRETE BOARD

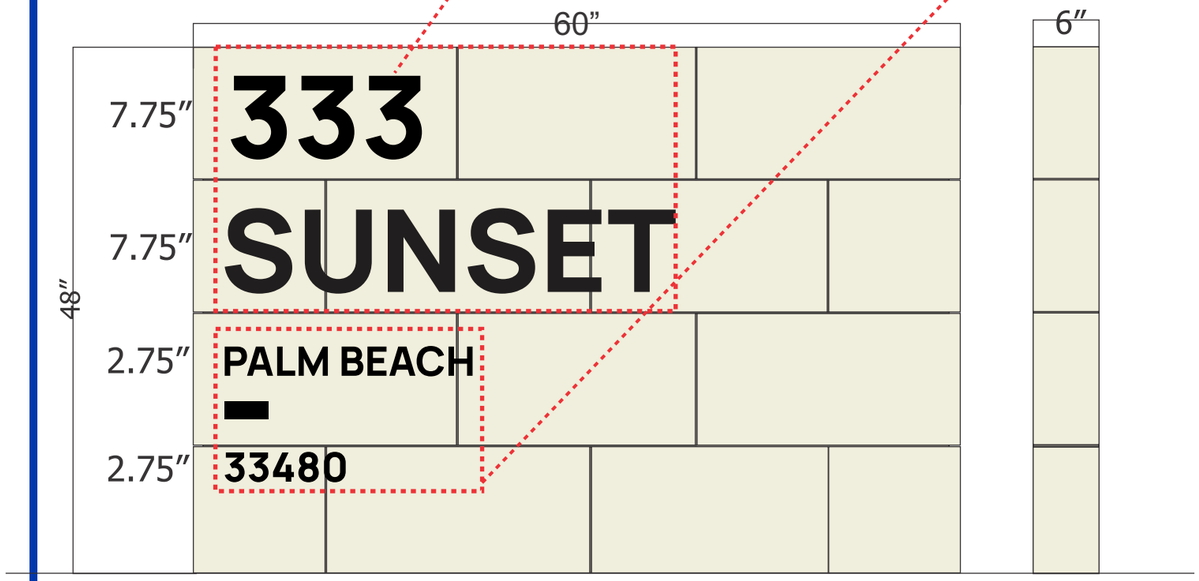
A B1 B2
MARBLE VENEER MATERIAL
COVERED IN "PARIS BEIGE"
1/8" GROUT TO MATCH
VENEER 1/2" STAGERED

Production Notes
1. 1/4" ALUMINUM LETTERS
   PAINTED BLACK \ CMYK(73-50-3-0)
2. STUD MOUNT & HIGH STRENGTH CONST. ADHESIVE

P1
BLACK

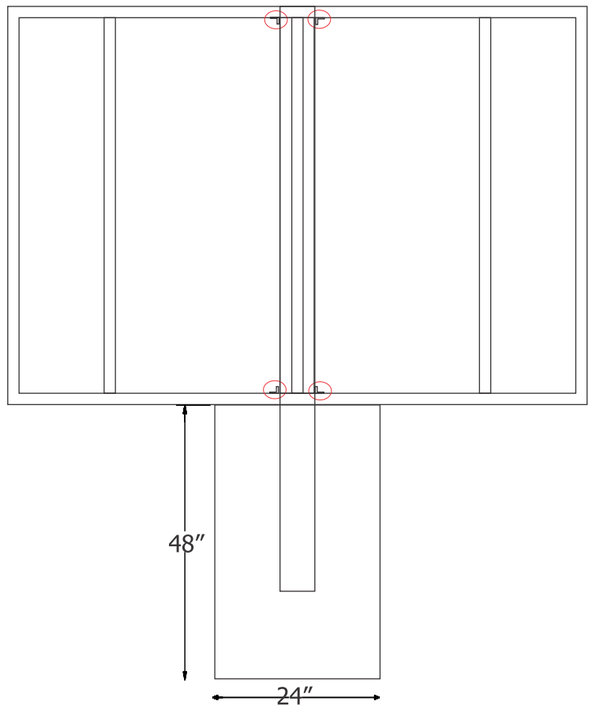
Non-Illuminated Pin Mounted Letters
FASTENERS TYPE
STUD MOUNTED (SPOT WELDED, CD WELD)
3" -3/16" ALUM. STUDS WITH HIGH STRENGTH CONSTRUCTION ADHESIVE INTO CONCRETE WALL
MIN (2) PER LETTER





1-1/2"X3/16" STEEL ANGLE
WELDED TO POLE
(1/16" FILLET WELD)
AND BOLTED W/ 3/8 SS BOLTS
TO ALUM. SIGN STRUCT.





SOIL STATEMENT

1. The soil statement at this site has been observed by the engineer to be composed of sand and limestone and can be considered to have allowable maximum design bearing capacity of 2,500 P.S.F. (Should any other conditions or materials be encountered in the process of construction the engineer shall be notified before proceeding with the work.)

2. At the time of construction the engineer shall submit to the building official a letter attesting that the site has been observed and that the foundation conditions are similar to those upon which the design is based.

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WEST PALM BEACH, FL
33407
561-840-6382
FAX: 561-840-6385

CUSTOMER:
ROYAL POINCIANA SOUTH
333 SUNSET AVE.
PALM BEACH, FL 33480

GRAPHIC DESIGNER: Pammi Reeves
SALES PERSON: Mike Grandinetti
DATE: 03.18.2025
R1: 01.19.2026

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DESIGN SHALL COMPLY WITH THE 8th EDITION OF THE FBC 2023 (AND OTHER CODES)
SIGN COMPLIES WITH 8th EDITION OF THE FBC & HVHZ

A

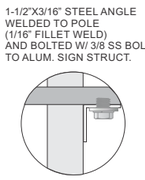
PLATE CUT LETTERS ON DIRECTIONAL SIGNS (ENTRANCE\EXIT)

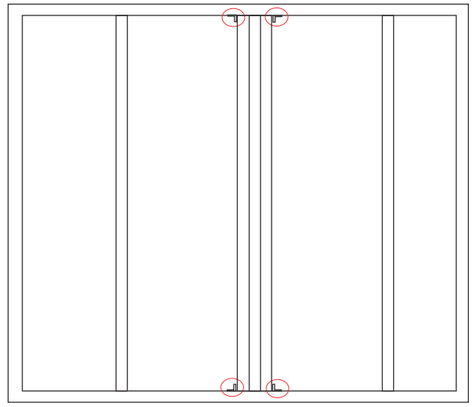
PROPOSED-1sqft PER DIRECTIONAL
TEXT AREA-.21sqft--ENTER DIRECTIONAL
TEXT AREA-.15sqft--EXIT

A B1 B2
1/4" ACRYLIC PLATE CUT LETTERS
FLUSH MOUNTED TO MONUMENT FACE

A B1 B2
ALUMINUM SIGN STRUCTURE
-SHEATHED IN CONCRETE BOARD

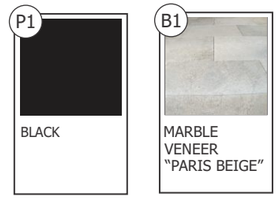






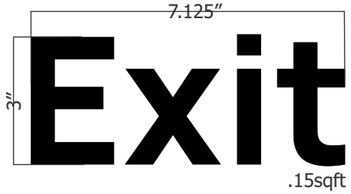
Production Notes

1. 1/4" ACRYLIC LETTERS
   PAINTED BLACK \ CMYK(73-50-3-0)
2. HIGH STRENGTH CONST. ADHESIVE

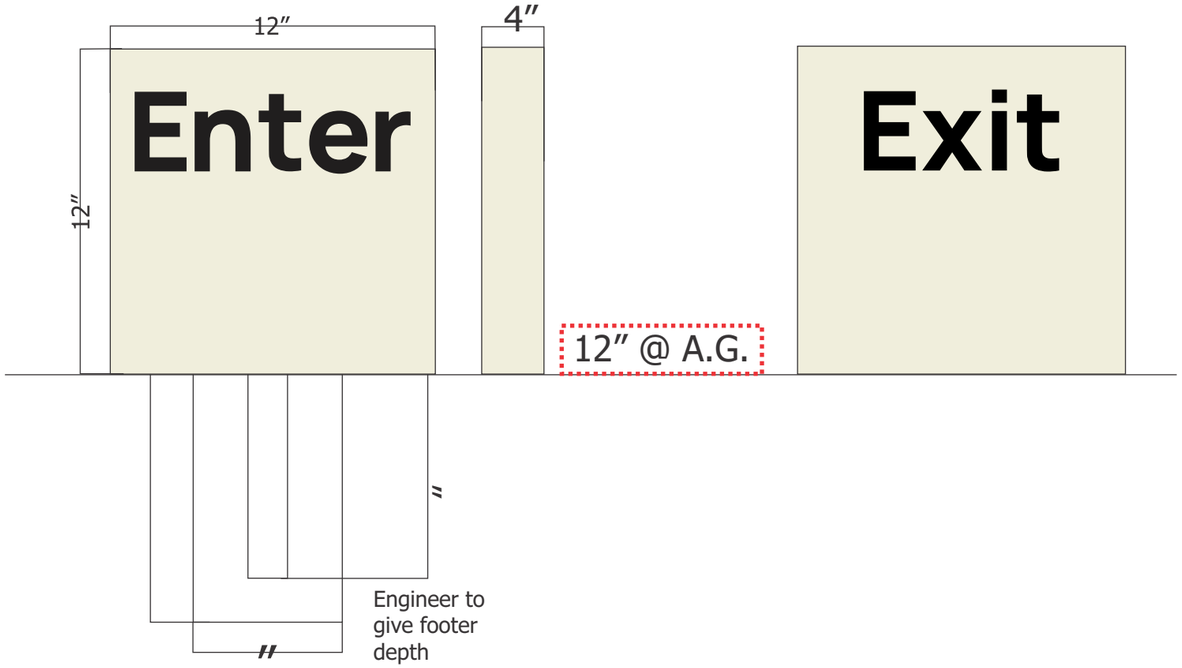




B1 DIRECTIONAL SIGN(ENTRANCE)



B2 DIRECTIONAL SIGN(EXIT)



Non-Illuminated Acrylic Letters
MOUNTED WITH HIGH
STRENGTH CONSTRUCTION
ADHESIVE TO MARBLE FACED
SIGN.



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R1-01.19.2026

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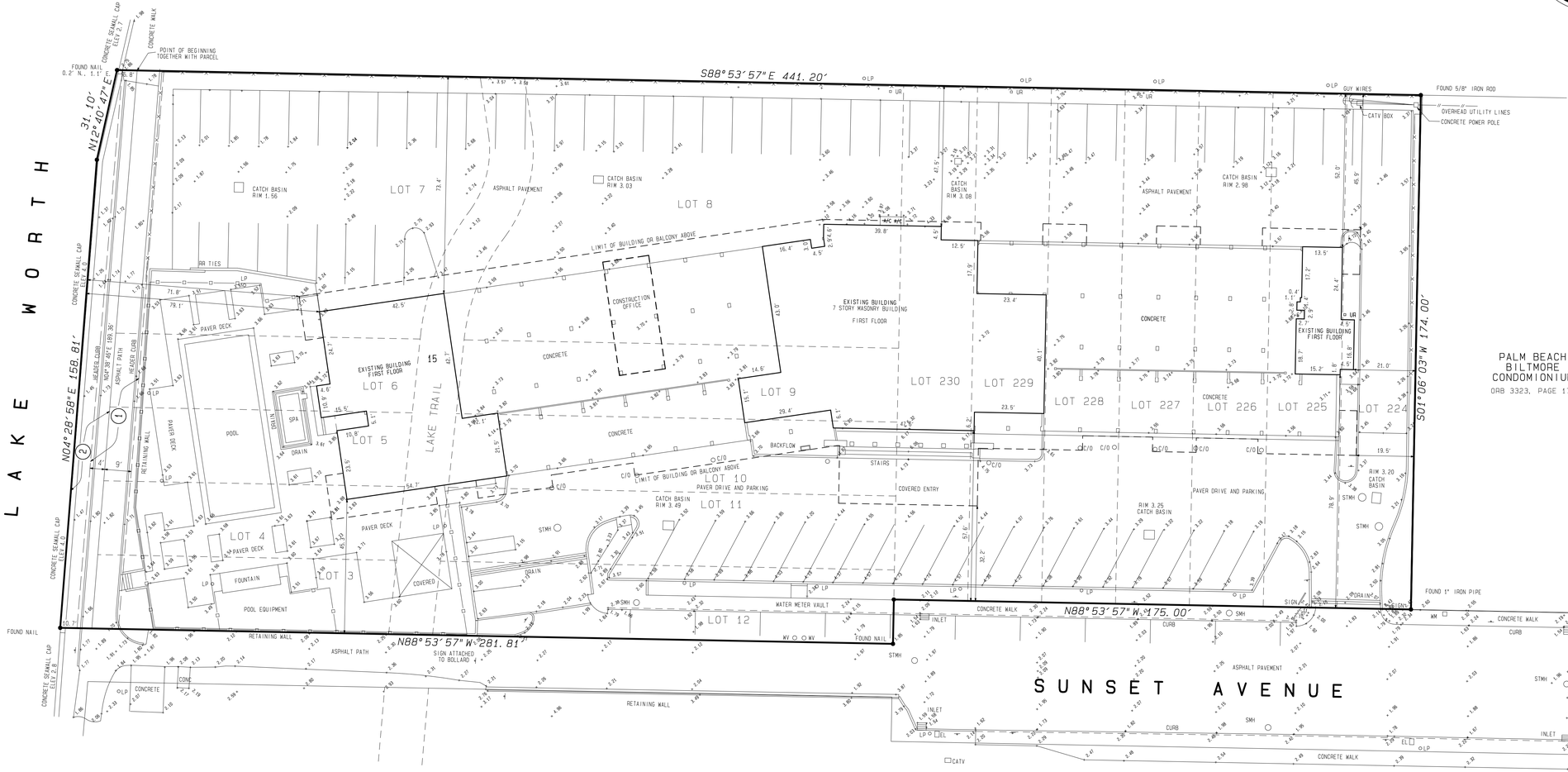
SIGN COMPLIES WITH 8th EDITION OF THE FBC & HVHZ

PALM BEACH BILTMORE CONDOMIONIUM
ORB 3323, PAGE 176



PALM BEACH BILTMORE CONDOMIONIUM
ORB 3323, PAGE 176

1 RIGHT OF WAY EASEMENT ORB 1432, PAGE 29

2 TIIFF RESERVATIONS ORB 1351, PAGE 203

0 20' 40' 80'

GRAPHIC SCALE IN FEET
SCALE 1" = 20'

LEGEND

℄ - CENTERLINE
A/C - AIR CONDITIONER ON SLAB
C/O - CLEAN OUT
EL - ELECTRICH HAND HOLE
GM - GAS METER
LP - LIGHT POLE
SMH - SANITARY MANHOLE
STMH - STORM MANHOLE
UR - UTILITY RISER
WM - WATER METER
WM - WATER METER

—x— - CHAIN LINK FENCE
—□— - ALUMINUM FENCE

+.46 - EXISTING ELEVATION

DESCRIPTION

LOTS 3 THROUGH 12, INCLUSIVE, AND LOTS 224 THROUGH 230, INCLUSIVE, OF FLORAL PARK, TOGETHER WITH ALL THAT LAND HERETOFORE KNOWN AS LAKE TRAIL LYING BETWEEN THE EASTERLY BOUNDARY OF LOTS 3 THROUGH 7 AND THE WESTERLY BOUNDARY OF LOTS 8 THROUGH 12, OF FLORAL PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT IN AND FOR PALM BEACH COUNTY, FLORIDA, IN PLAT BOOK 2, PAGE 6.

TOGETHER WITH THE PARCEL BEGINNING AT THE NORTHWEST CORNER OF LOT 7, FLORAL PARK, TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AS RECORDED IN PLAT BOOK 2, PAGE 6, PALM BEACH COUNTY PUBLIC RECORDS;

THENCE RUN WESTERLY ALONG THE WESTERLY EXTENSION OF NORTH LINE OF LOT 7, FOR A DISTANCE OF 6.8 FEET TO A POINT;

THENCE TURN AN ANGLE OF 101°43'13" MEASURED FORM EAST TO SOUTH AND RUN FOR A DISTANCE OF 31.1 FEET TO A POINT;

THENCE CONTINUE SOUTHERLY DEFLECTING TO THE LEFT 8°11'49" AND RUN FOR A DISTANCE OF 158.57 FEET TO A POINT;

THENCE RUN EASTERLY ALONG THE WESTERLY EXTENSION OF THE SOUTH LINE OF SAID FLORAL PARK FOR A DISTANCE OF 10.7 FEET TO THE SOUTHWEST CORNER OF SAID LOT 3;

THENCE TURN AN ANGLE OF 93°42'14" MEASURED FROM WEST TO NORTH AND RUN ALONG THE WEST LINE OF LOTS 3 TO 7 OF SAID FLORAL PARK FOR A DISTANCE OF 189.40 FEET TO THE POINTOF BEGINNING.

LYING IN THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA.
CONATING A TOTAL OF 1.896 ACRES, 82,588 SQUARFE FEET, MORE OR LESS.

NOTES

1. REPRODUCTIONS OF THIS MAP ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. THIS MAP WAS PREPARED WITH THE BENEFIT OF THAT COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO. 1062-5681938, DATED SEPTEMBER 24, 2021.
3. ELEVATIONS SHOWN HEREON ARE IN FEET, BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD 88, AND ARE RELATIVE TO NGS BENCHMARK B72 2607 A TIDAL, WHOSE PUBLISHED ELEVATION IS 3.94 FEET.
4. FLOOD ZONE AE, BASE FLOOD ELEVATION = 6 FEET. MAP 12099C0518F, EFFECTIVE OCTOBER 5, 2017.
5. ADDRESS: 333 SUNSET AVENUE, PALM BEACH, FLORIDA 33480.

CERTIFICATION

I HEREBY CERTIFY THAT THIS SURVEY IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF AND CONFORMS TO THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17.050-052, FLORIDA ADMINISTRATIVE CODE. THERE ARE NO VISIBLE ABOVE GROUND ENCROACHMENTS OTHER THAN THOSE SHOWN HEREON, SUBJECT TO THE QUALIFICATIONS NOTED HEREON.

FOR THE FIRM, BY:

_____
RICHARD H. SMITH
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA LICENSE NUMBER 5239

04/07/24	RHS	7400	UPDATED SURVEY
09/15/21	RHS	21-66	BOUNDARY AND TOPOGRAPHIC SURVEY

REVISIONS

BOUNDARY AND TOPOGRAPHIC SURVEY
ROYAL POINCIANA SOUTH

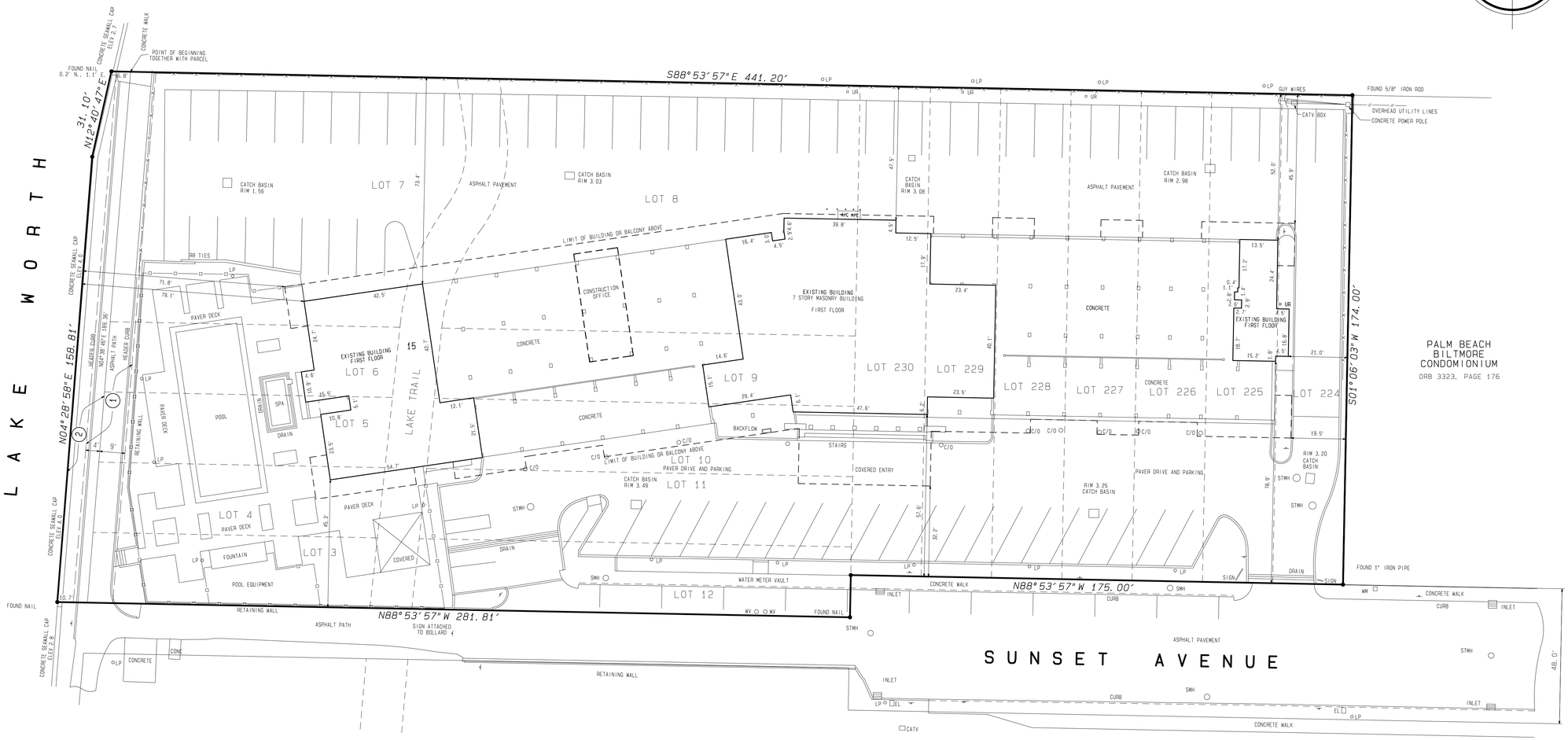
RICHARD H. SMITH, INC.
SURVEYING AND MAPPING
FLORIDA LICENSE NUMBER LB 7667
rsmithsurvey1@gmail.com
1527 BARRYMORE COURT
WELLINGTON, FL 33414
(561) 536-8191

7400BND

PROJECT NUMBER
7400

SHEET 1 OF 1

PALM BEACH BILTMORE CONDOMIONIUM
ORB 3323, PAGE 176



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2. TIIFF RESERVATIONS ORB 1351, PAGE 203

0 20' 40' 80'

GRAPHIC SCALE IN FEET
SCALE 1" = 20'

LEGEND

℄	- CENTERLINE
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FLORIDA LICENSE NUMBER 5239

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7400BND
PROJECT NUMBER
7400
SHEET 1 OF 1

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-25-0096 (ARC-25-0104) 315 CHAPEL HILL RD (COMBO) – VARIANCE(S). The applicant, Ocean Breezes 2 LLC (James Crowley, Representative), has filed an application requesting Town Council review and approval of three (3) variances related to the reconfiguration of the mechanical equipment and site plan for a new residence, including; (1) a variance to exceed maximum wall height in front yard area, (2) variance for a generator with reduced north side-yard setback, and (3) a variance for cooling tower and screening wall encroachment into required front yard area. The Architectural Commission shall perform design review of the application.

Date: 2/19/2026

ATTACHMENTS

Staff Report
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation
Quality of Life

FUNDING

No Fiscal Impact

ZON-25-0096 (ARC-25-0104) 315 CHAPEL HILL RD (COMBO) – VARIANCE(S). The applicant, Ocean Breezes 2 LLC (James Crowley, Representative), has filed an application requesting Town Council review and approval of three (3) variances related to the reconfiguration of the mechanical equipment and site plan for a new residence, including; (1) a variance to exceed maximum wall height in front yard area, (2) variance for a generator with reduced north side-yard setback, and (3) a variance for cooling tower and screening wall encroachment into required front yard area. The Architectural Commission shall perform design review of the application.

ARC-25-0104 (ZON-25-0096) 315 CHAPEL HILL RD (COMBO). The applicant, Ocean Breezes 2 LLC (James Crowley, Representative), has filed an application requesting Architectural Commission review and approval for modifications to a previously approved new residence including shifting the swimming pool location, driveway and vehicular gate modifications, and relocation of equipment requiring variances related to equipment setbacks and screening wall heights. The Town Council shall review the application as it pertains to zoning relief and approval.

Applicant:	Ocean Breezes 2 LLC (James Crowley, Representative)
Architecture:	MHK Architecture + Planning (Caroline Forrest)
Landscape:	Nievera Williams Design (Mario Nievera)
Attorney:	Gunster (Jamie Crowley)

THE PROJECT:

The applicant has submitted plans entitled "315 CHAPEL HILL RD." as prepared by **Nievera Williams Design**, uploaded and dated to the Town 02/09/2025.

The following is the scope of work for the Project:

- Adjustments to the landscape plan, hardscape plan, and equipment layout of a previously approve new residence.

The following Town Council relief is needed to achieve the scope of work:

- **Variance #1: Section 134- 1667(a).** A variance for a wall height of 9.5’ in the front yard setback, in lieu of the 6.0’ maximum wall height permitted.

- **Variance #2: Section 134-1729(2)(a).** A variance for a 100 kW generator with a north side-yard setback of 9.1’ in lieu of the 15’ minimum side-yard setback required.

- **Variance #3: Section 134-1728(b)(1).** A variance for a cooling tower screening wall with a 5.3’ front yard setback and cooling tower with a 10.1’ front-yard setback, in lieu of the 35’ minimum front-yard setback required for both the cooling tower and screening wall.

Site Data			
Zoning District	R-A	**Future Land Use**	SINGLE-FAMILY
Lot Area	36,534 SF	**Landscape Open Space**	Required: 50% Proposed: 54.2%
Surrounding Properties / Zoning			
North	60 Cocoanut Row (Royal Poinciana Chapel) / House of Worship | R-B		
South	4 S Lake Trl / Residence | R-A		
East	309 Chapel Hill Rd / Residence | R-B Chapel Hill Road Right of Way West 100 feet of Lot No. 6 of Hill Subdivision / Vacant | R-B		
West	Lake Worth Lagoon		

STAFF ANALYSIS

The applicant is proposing modifications to the landscape, hardscape, and site plan of a previously approved new residence. The plan includes relocation of the swimming pool, modification to the design of vehicular gates, and related hardscape and landscape adjustments. The scope includes relocation and reorientation of mechanical equipment, which will require variances.



Previously Approved and Proposed Entry Gate



Previously Approved and Proposed Service Gate



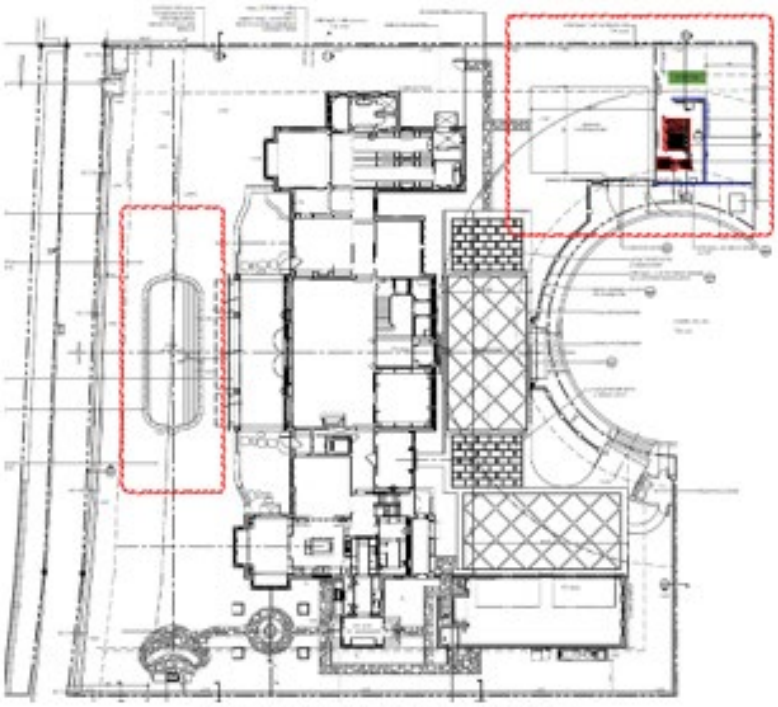
Color renderings of approved (left) and proposed (right) site plan.



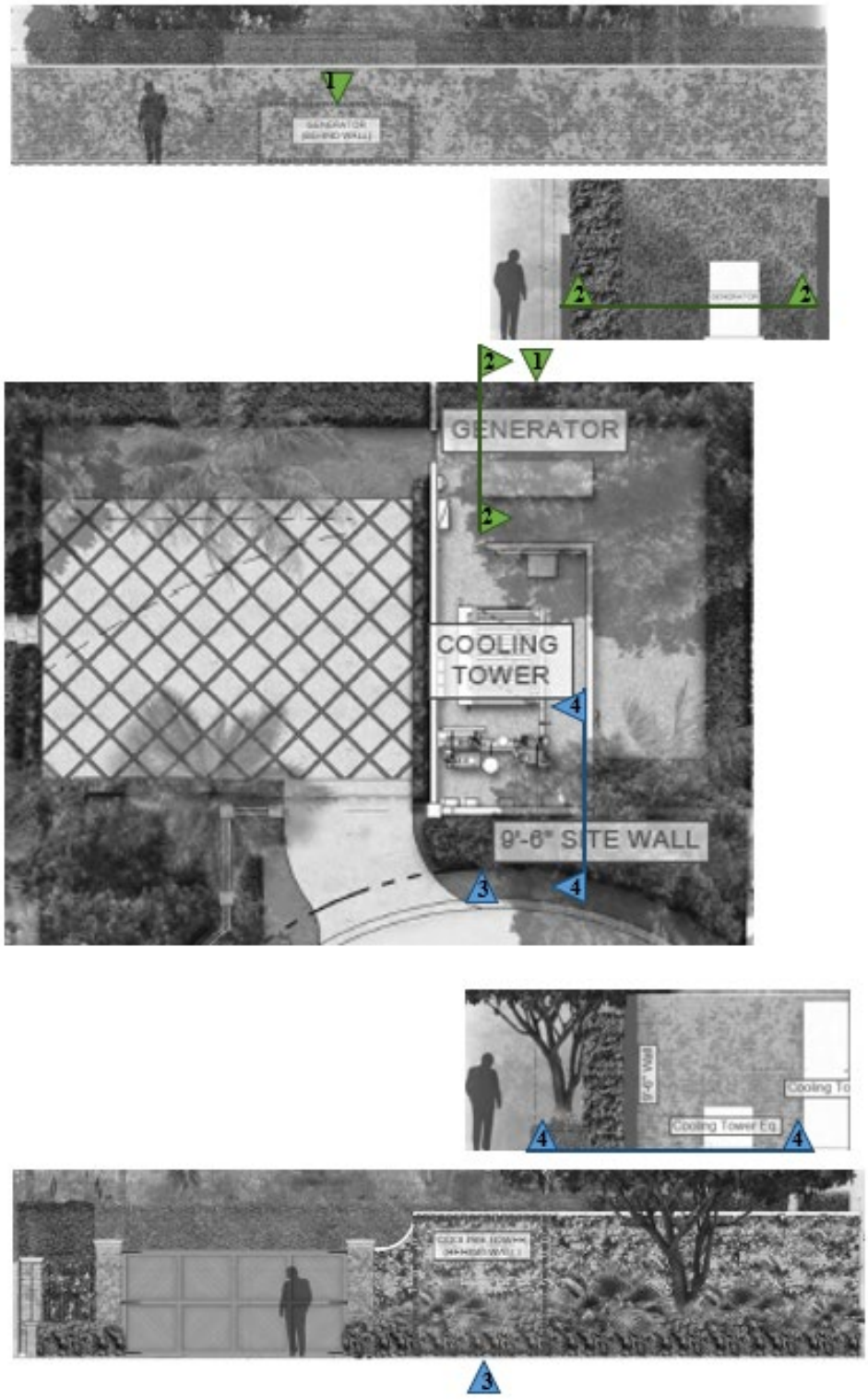
Color renderings of approved (left) and proposed (right) site plan with equipment area isolated.

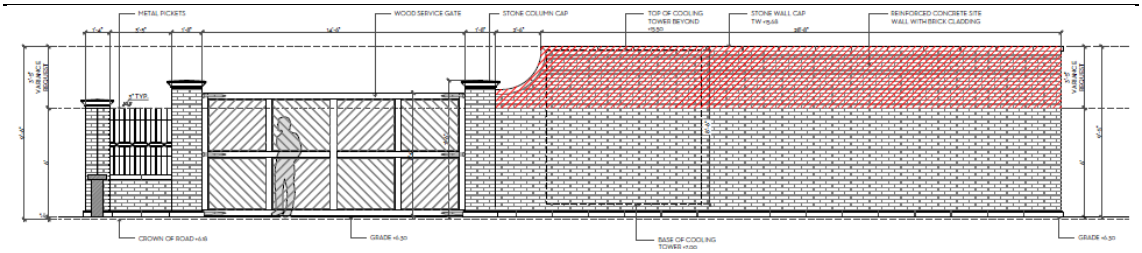


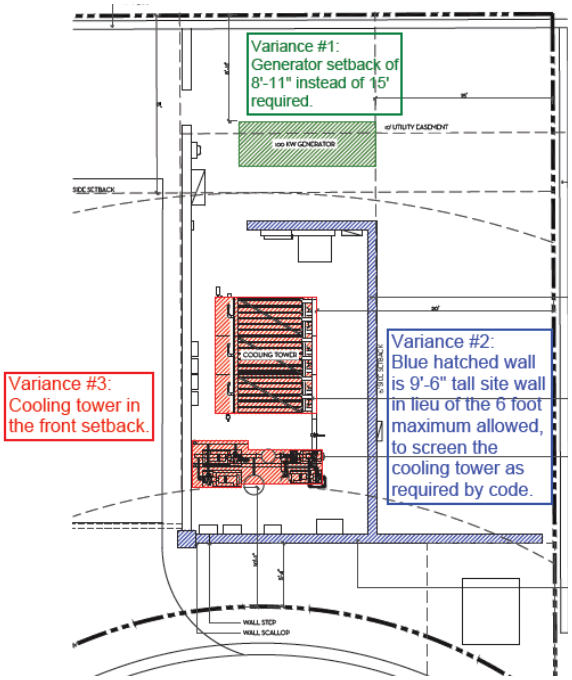
Color renderings of approved (left) and proposed (right) partial site plans with equipment yards.



Proposed Site Plan Line Drawing


GENERATOR
COOLING TOWER
9'-6" SITE WALL
Cooling Tower Eq.





Variance #1:
A 100 KW generator that encroaches in the north setback by 5'-9"

Variance #2:
A 9'-6" tall site wall in the front yard in lieu of the 6 foot maximum allowed, to screen the cooling tower as required by code.

Variance #3:
Cooling Tower in the front yard setback

VARIANCE

A mechanical equipment yard (including cooling tower & emergency generator) is being proposed for relocation to the far north-east corner of the parcel, however, due to the irregular shape of the parcel, the equipment will fall into required setback areas and therefore variances are required to achieve the scope of the application. Additionally, the height of the required mechanical screening wall will exceed the maximum height permitted for a wall in a street setback area.

Due to required setbacks for the parcel, the location selected for the relocated equipment yard is in an area where required front street-setback and side-setbacks preclude the area from being utilized with any structures (front and side setbacks touch or overlap). The originally approved equipment plan, according to the applicant, was not properly studied and planned to accommodate the type of equipment needed and associated clearances for operation and maintenance. When studying alternate locations, the team concluded that the proposed would be least impactful to the neighborhood.

Variance 1 pertains to the maximum wall height permitted within the front yard setback. The applicant is proposing a 9.5’ high site wall between the service gate and the neighboring property to the east along Chapel Hill Road. The 9.5’ high site wall will provide

full screening for the proposed cooling tower from the right of way, and the wall itself will be buffered by landscape plantings from the roadway.

Variance 2 pertains to the generator setback from the north property line which abuts the Royal Poinciana Chapel property. Generators less than 60kW require a 5' setback and generators over 60kW up to 100kW are required to meet the same setback as the primary structure on the site. The applicant is proposing a 100kW generator and therefore is required to meet the 15' side setback for this site. With the proposed configuration of the equipment yard, the applicant is instead proposing a 9.1' north side-yard setback, about 6' less than the minimum setback required.

Variance 3 pertains to the cooling tower and screening wall. The zoning code does not permit either the cooling tower nor it's associated screening wall to be located within a street-setback area. As described earlier, the parcel configuration in this part of the site is irregular, and the extent of the front property line runs along almost the entire radius of the cul-de-sac street. At this north east corner of the property, the front setback (a 35' deep arc following the radius of the right of way) makes contact with the required 15' Side Yard Setback. With the constraint of both of these setbacks, the applicant opted to pursue a variance request to locate the wall and cooling tower within the street front yard of the cul-de-sac, which would have the least impact on the neighborhood as they are the sole users of the cul-de-sac terminus.

ZONING CODE	REQUIRED/PERMITTED	PROPOSED	VARIANCE
Variance #1: Section 134-1667(a).	**6' Maximum Wall Height** in Street Setback	**9.5' Wall Height** in Street Setback	**+3.5' Wall Height**
Variance #2: Section 134-1729(2)(a).	**15' Minimum Side-Yard Setback** for 100kW Generator	**9.1' Side-Yard Setback** for 100kW Generator	**-5.9' Setback**
Variance #3: Section 134-1728(b)(1).	**35' Min. Front Yard Setback** for Cooling Tower and Req. Screening Wall	**5.3' Screening Wall Setback & 10.1' Cooling Tower Setback**	**-29.7' (Wall) & -24.9' (Equip)**

CONCLUSION

Approval of the project will require one (1) 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.

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 WRB

Gunster

Our File Number: 71876-00001
Writer's Direct Dial: (561) 650-0633
Writer's E-Mail Address: jcrowley@gunster.com

January 12, 2025

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

Re: LOI for 315 Chapel Hill Road – ARC-25-0104 (ZON-25-0096)

We are pleased to submit the accompanying documents and drawings in connection with our application for Development Review by the Architectural Commission and Variance approval for landscape and hardscape revisions to a previously approved new home for the property located at 315 Chapel Hill Road, Palm Beach, FL (the "Property").

The Property is zoned R-A, and is currently vacant, but received Architectural Commission (ARCOM) approval (ARC-24-0085) on January 29 and February 26, 2025 and Town Council approval (ZON-24-0044) on February 12, 2025 for a new 2-story home (the "Prior Approvals"). The Prior Approvals included special exceptions for a nonconforming lot and reduced vehicular queuing for vehicular gates on a cul-de-sac, and a variance to exceed the maximum required building height plane setback. It is important to note that the Property is situated in an isolated location at the end of a cul-de-sac and has minimal exposure to adjacent homes. The current development review application consists of the following landscape, hardscape and mechanical revisions:

- Revising the previously approved gates by changing the design so that all of the gates have a flat top;
- Making minor driveway layout and paving pattern adjustments;
- Centering pool on house and eliminating the floating terraces on either side of the pool;
- Modifying planting plans to accommodate the hardscape revisions;
- Relocating the mechanical equipment toward the front of the property, including the cooling tower and emergency generator, which will require variances that are detailed later in this letter. The pool equipment will be relocated from the southwest area of the property to the southeast area, behind the garage. The relocated pool equipment meets all setback requirements, and therefore does not require a variance for this relocation.

Please note the following as it relates to this application:

A. Architectural Commission review in accordance with Section 18-205.

(a) The architectural commission may approve, approve with conditions, or disapprove the issuance of a building permit in any matter subject to its jurisdiction only after consideration of whether the following criteria are complied with:

(1) The plan for the proposed building or structure is in conformity with good taste and design and in general contributes to the image of the town as a place of beauty, spaciousness, balance, taste, fitness, charm, and high quality.

(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.

(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) The proposed addition or accessory structure is subservient in style and massing to the principal or main structure.

(8) The proposed residence is appropriate in relation and respect to significant design features such as material or quality or architectural design as viewed from any public or private way.

(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 adequately protects unique site characteristics such as those related to scenic views, rock outcroppings, natural vistas, waterways, and similar features.

(b) If the above criteria are met, the application shall be approved. Conditions may be applied when the proposed building or structure does not comply with the above criteria and shall be such as to bring such building or structure into conformity. If an application is disapproved, the architectural commission shall detail in its findings the criterion or criteria that are not met. The action taken by the architectural commission shall be reduced to writing, and a copy thereof shall be made available to the applicant upon request.

(c) A decision or order of the commission or the planning, zoning and building department director or his/her designee shall not become effective until the expiration of ten working days after the date upon which a ruling of the commission or the planning, zoning and building department director or his/her designee has been made.

The proposed changes are minor modifications to the Prior Approvals and will not adversely affect anyone. The centering of the pool and elimination of the floating terraces will not be visible and there are no abutting properties to the rear of the Property, as it backs up to the Intracoastal Waterway. The minor modification to the gates, the driveway, and the landscape is consistent with the Prior Approvals, sensitive to the neighborhood, and includes the use of quality materials that complement surrounding homes. The massing of the home remains understated, and away from the cul-de-sac/street. The landscape materials will continue to soften the appearance of the overall property and will continue to allow the home to blend into the Property and the neighborhood. The previously approved home and revised landscape and hardscape design will complement the neighborhood and is in keeping with the high standards of the Town. All mechanical equipment will be heavily screened to mitigate any potential impacts to the neighborhood, including the cooling tower and generator being within a walled equipment yard.

B. Variance in accordance with Section 134-201(a).

Variance Criteria:

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

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

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

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

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

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

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

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

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

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

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

in the public records to ensure continuing compliance with the town council imposed conditions of such grants. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of this chapter.

Variances Requested:

Equipment Wall

(1) A request for Variance from the maximum allowable wall height requirement in Section 134-1667(a), to allow for a 9-foot, 6-inch-high equipment wall in the front setback in lieu of the 6-foot-high maximum permitted by code.

Generator

(2) A request for Variance from the side/north setback requirement for a generator that is >60 kW and ≤100 kW in Section 134-1729(2)(a), to allow for an 8-foot, 11-inch side setback in lieu of the 15-foot minimum side setback required by code.

Cooling Tower

(3) A request for Variance from the front setback requirement for a cooling tower and screening wall in Section 134-1728(b)(1), to allow for a 5-foot, 4-inch front setback to the screening wall in lieu of the 35-foot minimum required by code.

Justification for Variance Requested:

The Property is uniquely situated on the water, which presents a challenge and legal hardship in siting the needed mechanical equipment, The Property is irregularly shaped and located on a cul-de-sac that backs up to the Intracoastal Waterway, causing difficulties siting some of the equipment. The traditional location of siting mechanical equipment in the rear yard is not feasible due to the configuration of the Property near the water and the odd shape of the front yard resulting from the cul-de-sac. Locating the equipment near the water would also amplify noise toward the neighbors to the north and south, and our client would like to be respectful of the neighborhood.

There is a very large historic specimen Kapok tree on the neighbor's property to the north that is immediately adjacent to the northwest corner of the Property and extends over the rear of the Property; locating the mechanical equipment anywhere near the protected Kapok tree could adversely affect the historic tree and its large root system. There is no room on the north or south sides of the home to locate the larger mechanical equipment, and because of the curvature of the front of the lot due to the cul-de-sac, there is no room left to put the equipment on the east side of the Property outside of the front setback. The only viable locations for the mechanical equipment are the southeast corner of the Property and the northeast corner. The pool equipment

has been relocated to the southeast area behind the garage in a location that meets all setback requirements. There is not enough space in this area to relocate the larger generator and cooling tower equipment without needing variances and affecting two (2) neighboring residential properties.

The northeast corner of the Property is the least impacting location for the mechanical equipment as it only has a short, shared property line with one (1) residential property owner directly to the east. The adjacent neighbor has a tall wall at this location, and their home is set back away from the property line. The west portion of the easterly neighbor's property is more of a service area for the property with a drive into their garage, whilst the south side of their property serves as the main entrance to the home, and the east side serves as their outdoor area that includes a pool area. The northeast corner of the Property is truly the best location for the mechanical equipment in terms of limiting any adverse impacts on the neighbors. It should also be noted that the required setback for the cooling tower includes the screen wall, and while the wall is setback 5 feet, 4 inches from the front property line, and the actual cooling tower is setback 10 feet, 1 inch.

In closing, these proposed landscape and hardscape modifications to the Prior Approvals will complement the neighborhood, will not adversely impact the neighbors, and will be in keeping with the high standards of the Town.

Sincerely,

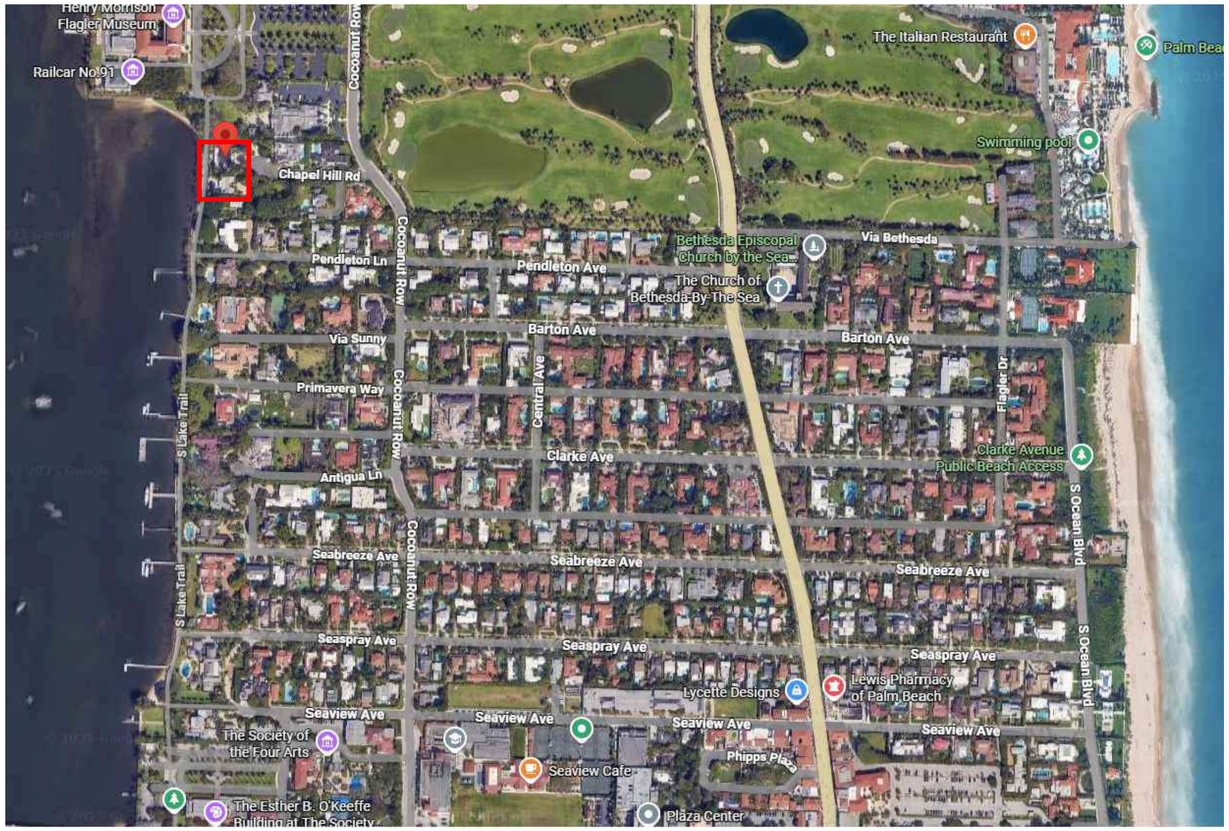


James M. Crowley

315 CHAPEL HILL RD.

PALM BEACH, FL.

DROP OFF 02/09/2026



VICINITY MAP

ARC-25-0104
ZON-25-0096

MEETING DATES:
ARCOM - 02/25/26
TOWN CONCIL - 03/18/26

SHEET LEGEND:

1: LOCATION PLAN
2: PREVIOUSLY APPROVED SITE PLAN RENDERING
3: PROPOSED SITE PLAN RENDERING
4: SITE PLAN RENDERING ENLARGEMENT
5: RENDERED ELEVATIONS WITH VARIANCE OVERLAY
6: RENDERED VARIANCE SECTIONS
7: PROPOSED EAST ELEVATION RENDERING
8: PREVIOUSLY APPROVED EAST ELEVATION RENDERING
9: PROPOSED RENDERED GATE ELEVATIONS
10: PREVIOUSLY APPROVED ENTRY GATE RENDERING
11: PREVIOUSLY APPROVED SERVICE GATE RENDERING
12 HARDSCAPE PLAN
13: PLANTING PLAN
14: PLANT LIST, DETAILS, AND LANDSCAPE LEGEND
15: WALL DETAILS
16: GATE ELEVATIONS
17: MECHANICAL EQUIPMENT VARIANCE DIAGRAM
18: MECHANICAL EQUIPMENT VARIANCE DIAGRAM
19: MECHANICAL EQUIPMENT ELEVATION VARIANCE DIAGRAM
20: RENDERED ELEVATIONS

NIEVERA WILLIAMS DESIGN

625 N. Flagler Drive
Suite 502
West Palm Beach, FL 33401
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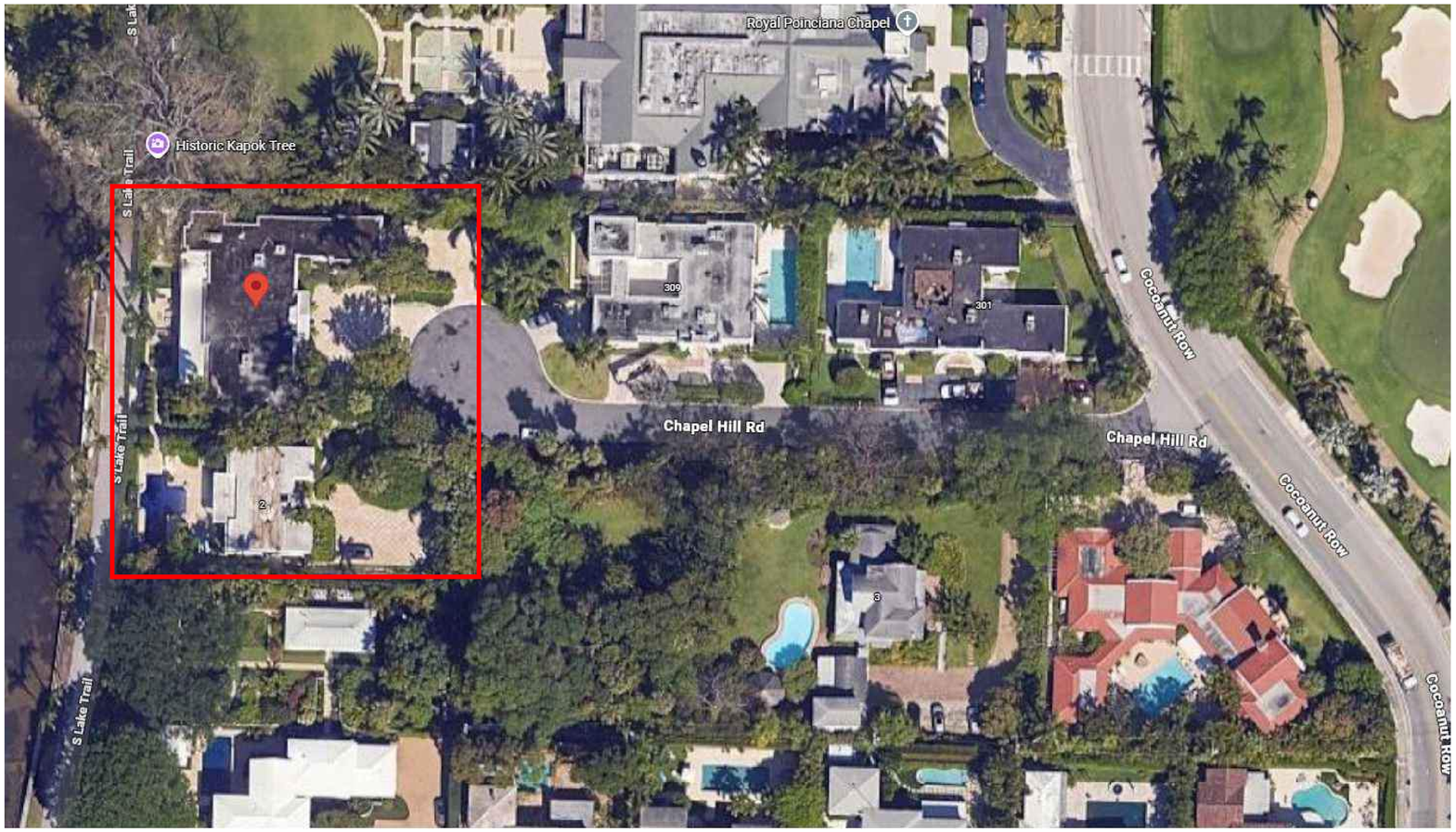
nieverawilliams.com



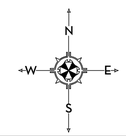
LOCATION MAP

OVERALL R-A SITE CALCULATIONS:

SITE AREA =	36,534	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	18,267	SQ FT	50%
PROPOSED =	20,512	SQ FT	56%

FRONT SETBACK SITE CALCULATIONS:

35' SETBACK AREA =	7,232	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	3,254	SQ FT	45%
PROPOSED =	3,420	SQ FT	47%



MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

LOCATION PLAN

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

09 FEBRUARY 2026

SCALE: 3/32" = 1'-0"

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
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West Palm Beach, FL 33401
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F: 561-659-2113

NIEVERAWILLIAMS.COM

1

ARC-24-0085
ZON-24-0044



PREVIOUSLY APPROVED

0 2 4 8 16 24 FEET
SCALE: 3/32" = 1'-0"

N
W E
S

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

HARDSCAPE PLAN

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

SCALE: 3/32" = 1'-0"

07 OCTOBER 2024
23 SEPTEMBER 2024 - SECOND SUBMITTAL
05 SEPTEMBER 2024-FIRST SUBMITTAL

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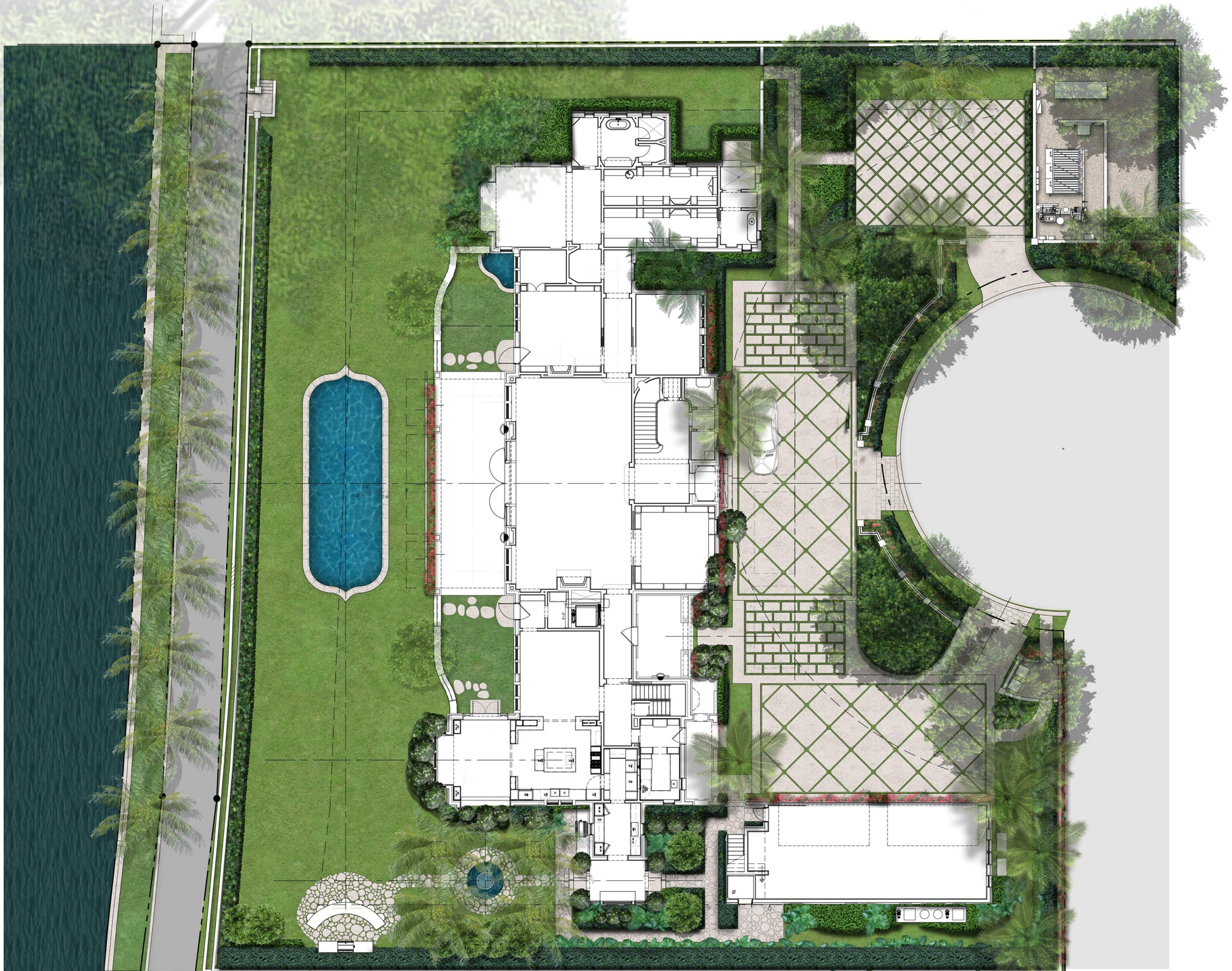

CURRENTLY PROPOSED

0 2 4 8 16 24 FEET
SCALE: 3/32" = 1'-0"

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MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

HARDSCAPE PLAN

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

SCALE: 3/32" = 1'-0"

09 FEBRUARY 2026
09 JANUARY 2026
02 DECEMBER 2025
09 JANUARY 2025
07 OCTOBER 2024
23 SEPTEMBER 2024 - SECOND SUBMITTAL
05 SEPTEMBER 2024-FIRST SUBMITTAL

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3

ARC-24-0085
ZON-24-0044

Variance #1:
A 100 KW generator that encroaches in the north setback by 6'-1"

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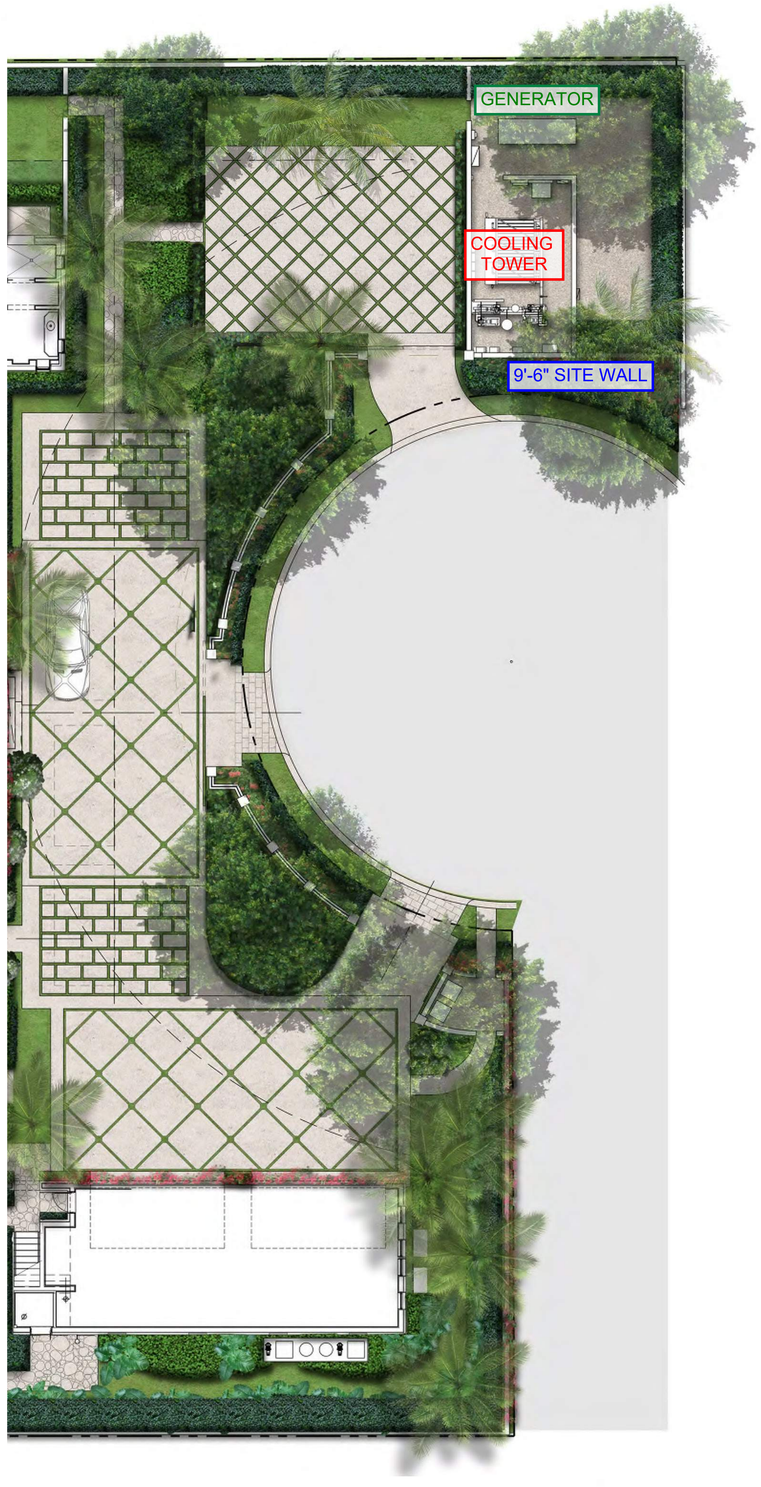
A 9'-6" tall site wall in the front yard in lieu of the 6 foot maximum allowed, to screen the cooling tower as required by code.

Variance #3:
Cooling Tower in the front yard setback



0 2 4 8 16 24 FEET
SCALE: 3/32" = 1'-0"

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

SCALE: 3/32" = 1'-0"

HARDSCAPE PLAN

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

09 JANUARY 2026
02 DECEMBER 2025
09 JANUARY 2025
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05 SEPTEMBER 2024-FIRST SUBMITTAL

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4

ARC-24-0085
ZON-24-0044



ELEVATION FROM STREET



NORTH ELEVATION (FROM CHAPEL)

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

SITE DETAILS

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

SCALE: AS NOTED

09 JANUARY 2026
02 DECEMBER 2025 - SECOND SUBMITTAL
09 JANUARY 2025
07 OCTOBER 2024
23 SEPTEMBER 2024 - SECOND SUBMITTAL
05 SEPTEMBER 2024 - FIRST SUBMITTAL

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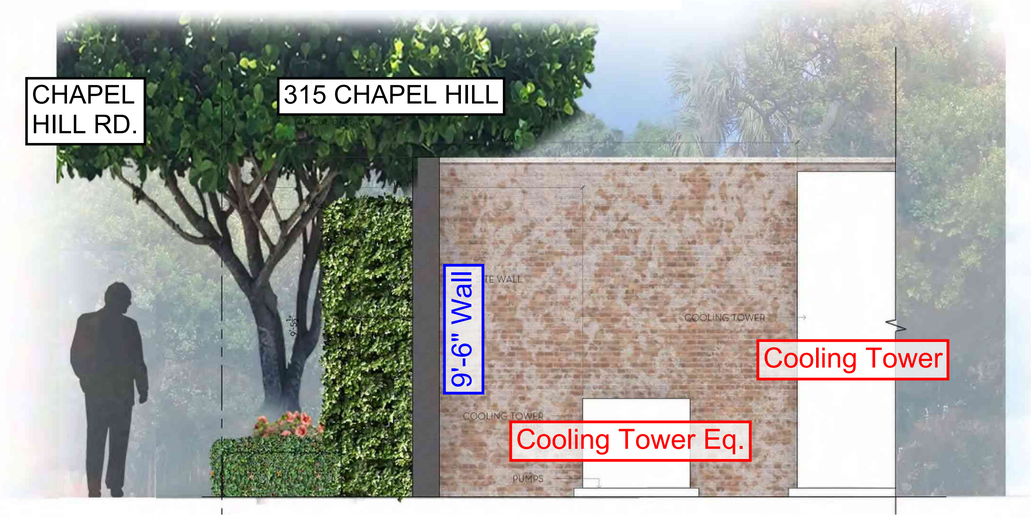
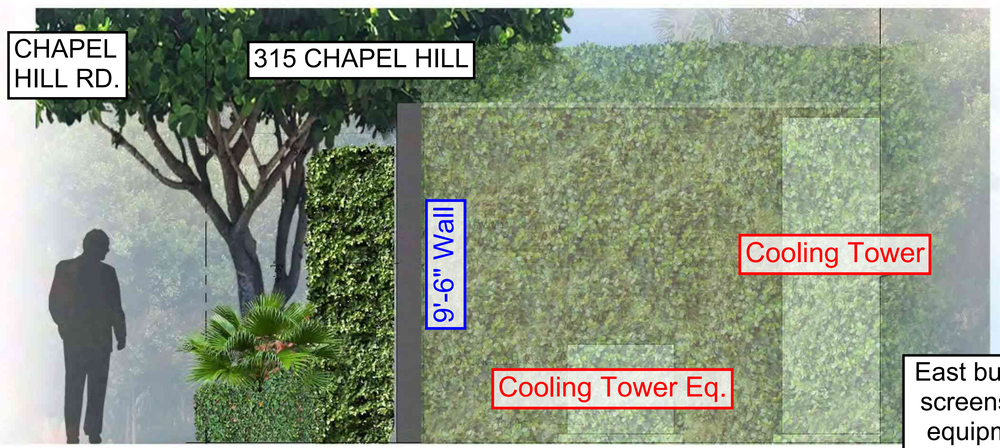
ARC-24-0085
ZON-24-0044



NORTH SECTION THROUGH GENERATOR

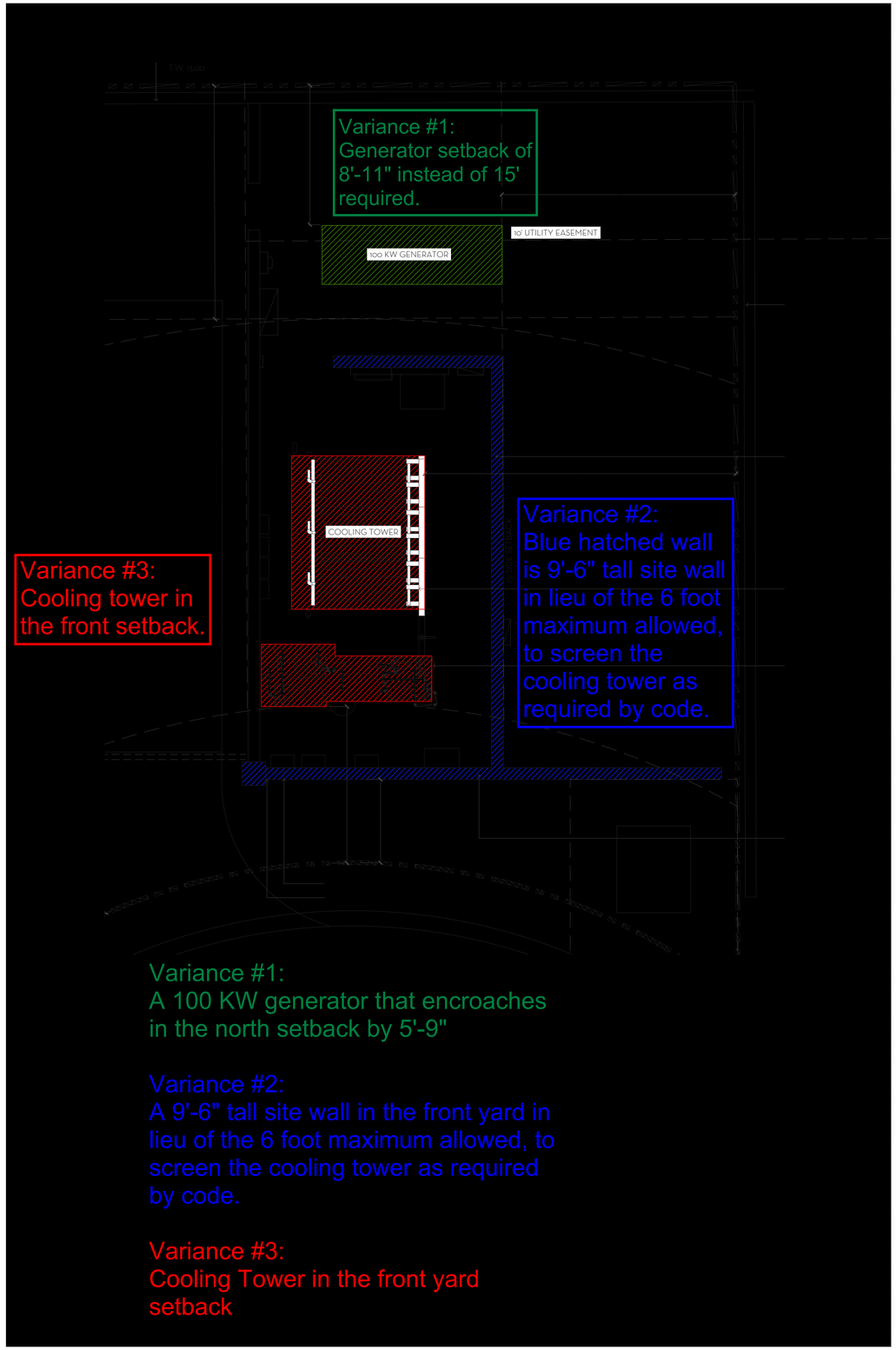


SOUTH SECTION THROUGH COOLING TOWER ENCLOSURE



SOUTH SECTION THROUGH COOLING TOWER WITH PLANTING

East buffer hedge screens wall and equipment from neighbor.



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Variance #2:
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Variance #3:
Cooling Tower in the front yard setback

MARIO F. NIEVERA
State of Florida
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Registration No.
6666856

EQUIPMENT AREA SECTIONS

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

09 JANUARY 2026 - SECOND SUBMITTAL
02 DECEMBER 2025 - FIRST SUBMITTAL
09 JANUARY 2025
07 OCTOBER 2024
23 SEPTEMBER 2024 - SECOND SUBMITTAL
05 SEPTEMBER 2024 - FIRST SUBMITTAL

SCALE: AS NOTED

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ARC-24-0085
ZON-24-0044



CURRENTLY PROPOSED EAST ELEVATION

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
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LANDSCAPE PLAN

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

09 JANUARY 2025
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PREVIOUSLY APPROVED EAST ELEVATION

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

LANDSCAPE PLAN

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

09 JANUARY 2025
07 OCTOBER 2024
23 SEPTEMBER 2024 - SECOND SUBMITTAL
05 SEPTEMBER 2024-FIRST SUBMITTAL

SCALE: 3/32" = 1'-0"

NIEVERA WILLIAMS
DESIGN

625 N. Flagler Drive
Suite 502
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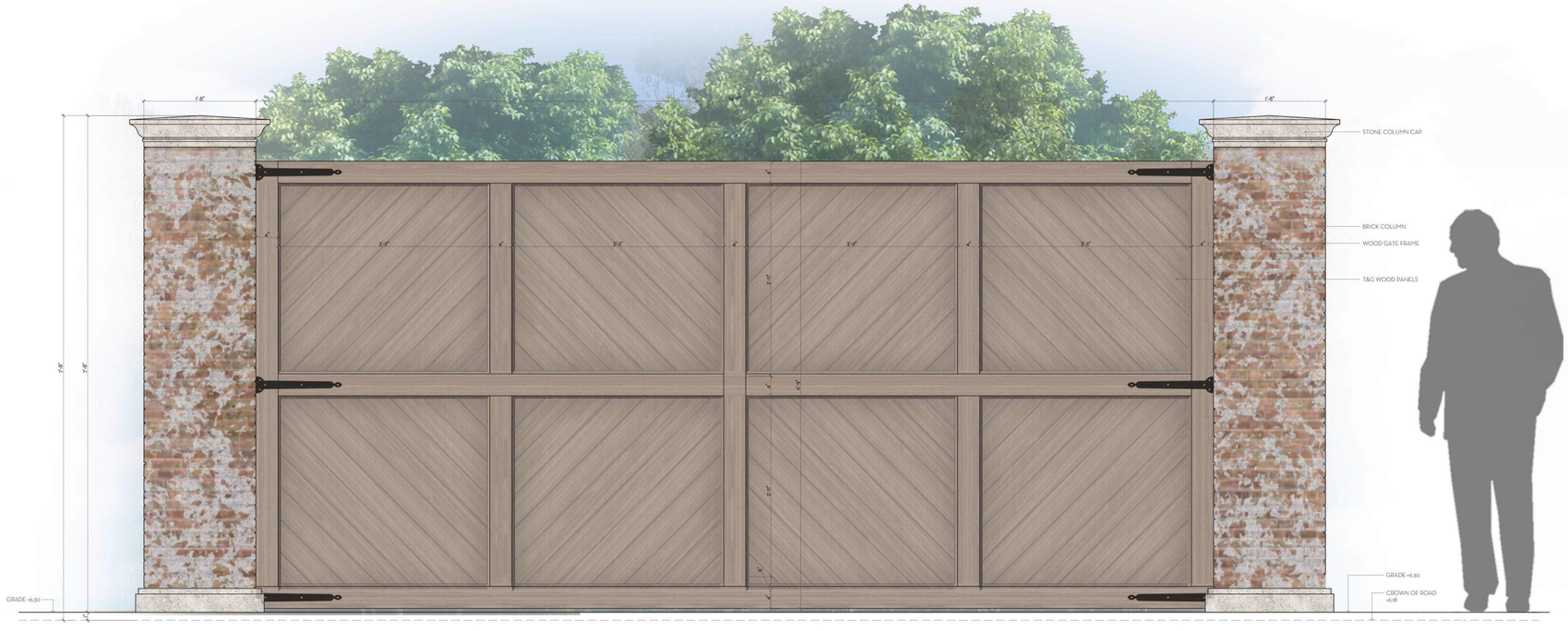
PROPOSED ENTRY GATE

1 / D2 VEHICULAR GATE ELEVATION
SCALE: 1" = 1'-0"



PROPOSED SERVICE GATE

2 / D2 SERVICE GATE ELEVATION
SCALE: 1" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

GATE ELEVATIONS

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

SCALE: AS NOTED

09 FEBRUARY 2026

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1 SK2 VEHICULAR GATE ELEVATION
SCALE: 1" = 1'-0"

PREVIOUSLY APPROVED ENTRY GATE

MARIO F. NIEVERA

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SITE DETAILS

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

SCALE: AS NOTED

07 OCTOBER 2024
23 SEPTEMBER 2024 - SECOND SUBMITTAL
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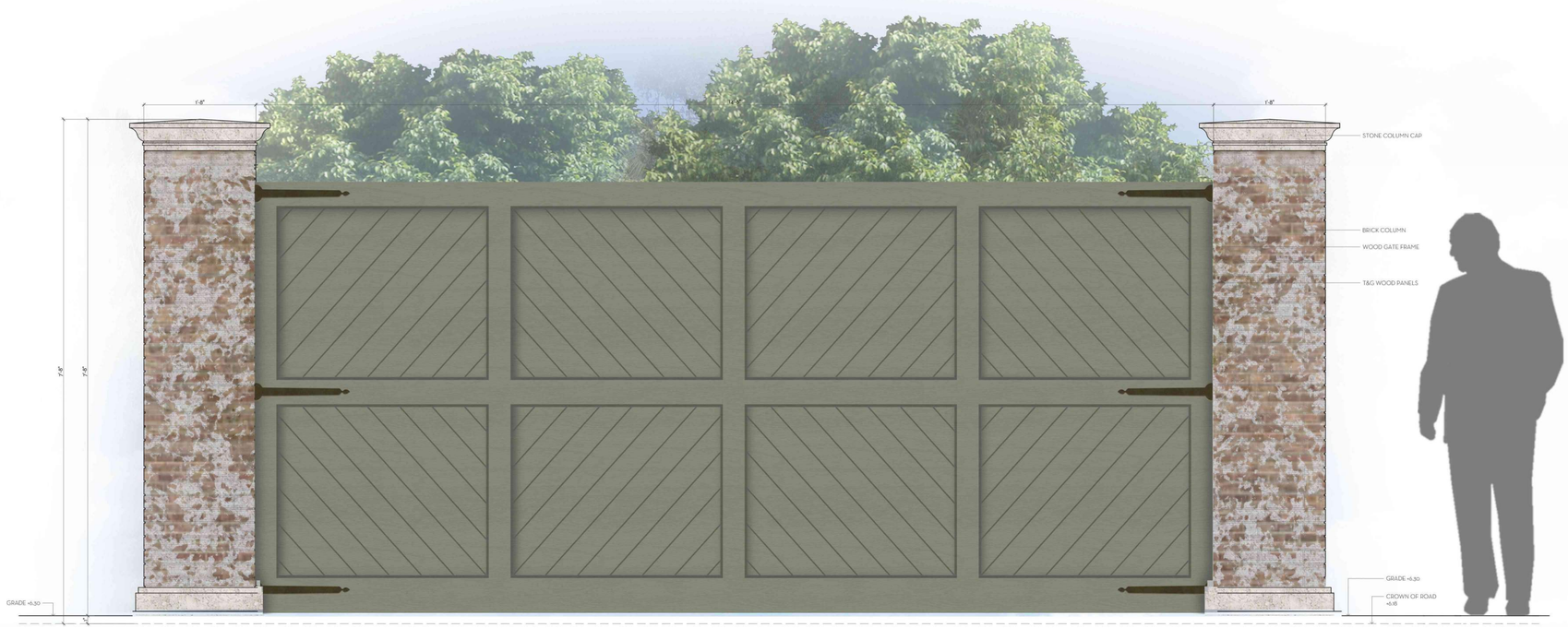

PREVIOUSLY APPROVED SERVICE GATE

D2 SCALE: 1" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

SCALE: AS NOTED

SITE DETAILS

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

07 OCTOBER 2024 - SECOND SUBMITTAL
23 SEPTEMBER 2024 - SECOND SUBMITTAL
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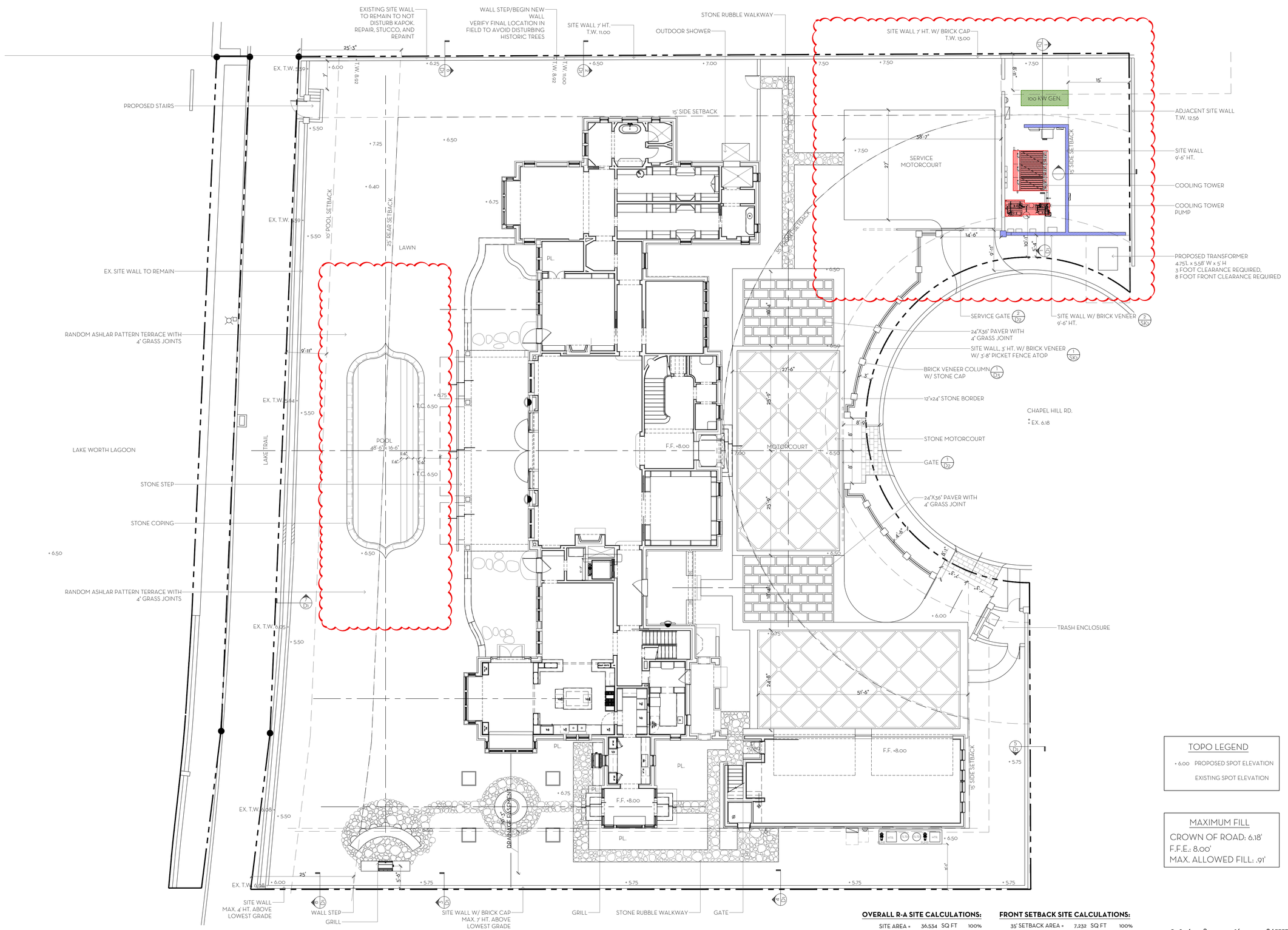

OVERALL R-A SITE CALCULATIONS:

SITE AREA =	36,534	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	18,267	SQ FT	50%
PROPOSED =	20,512	SQ FT	56%

FRONT SETBACK SITE CALCULATIONS:

35' SETBACK AREA =	7,232	SQ FT	100%
MINIMUM LANDSCAPE:			
REQUIRED =	3,254	SQ FT	45%
PROPOSED =	3,420	SQ FT	47%

TOPO LEGEND

+ 6.00 PROPOSED SPOT ELEVATION

EXISTING SPOT ELEVATION

MAXIMUM FILL

CROWN OF ROAD: 6.18'
F.F.E.: 8.00'
MAX. ALLOWED FILL: .91'

0 2 4 8 16 24 FEET
SCALE: 3/32" = 1'-0"

N W E S

MARIO F. NIEVERA

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Registration No.
6666856

SCALE: 3/32" = 1'-0"

HARDSCAPE PLAN

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

09 FEBRUARY 2026

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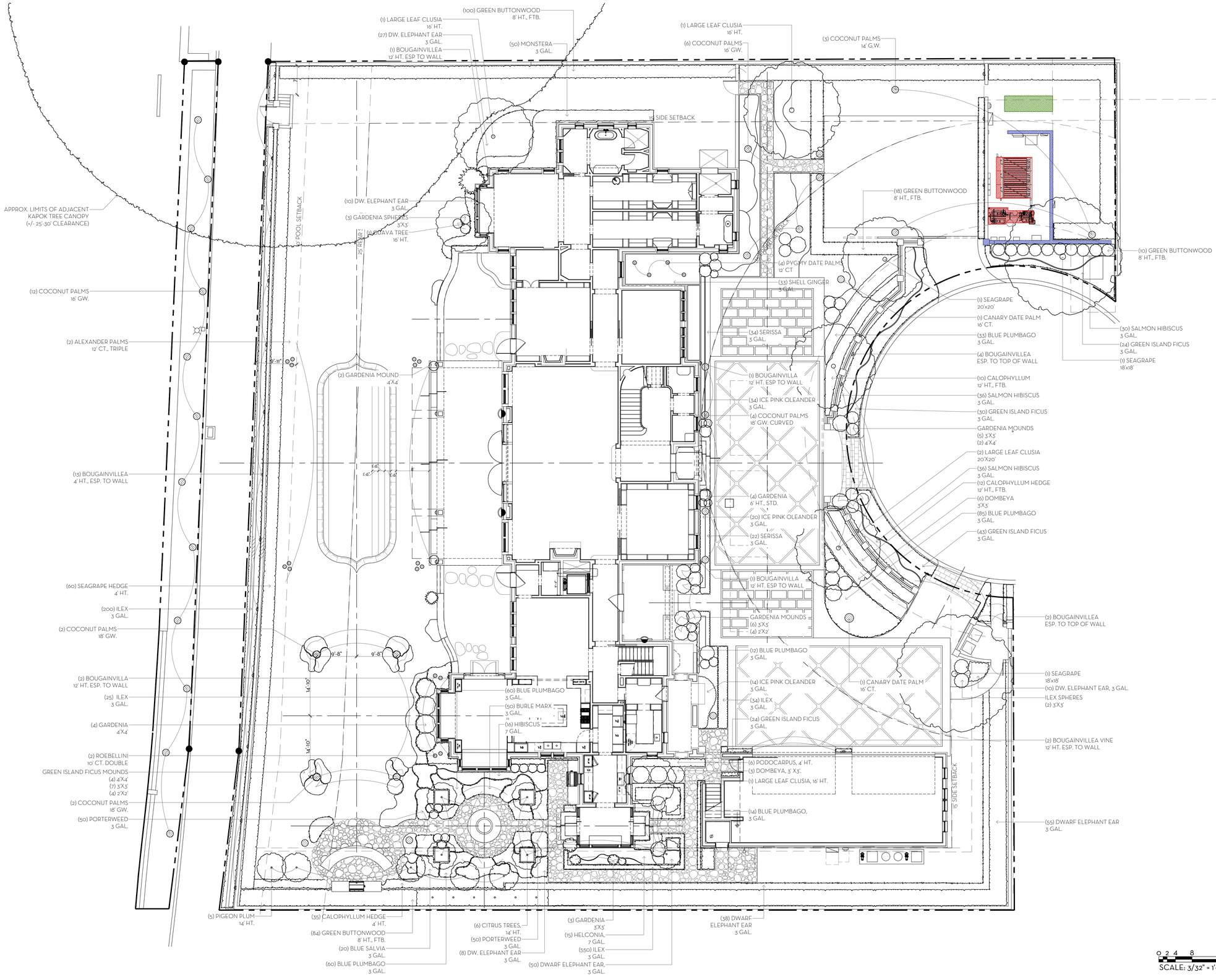

MARIO F. NIEVERA

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LANDSCAPE PLAN

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

SCALE: 3/32" = 1'-0"

09 FEBRUARY 2026

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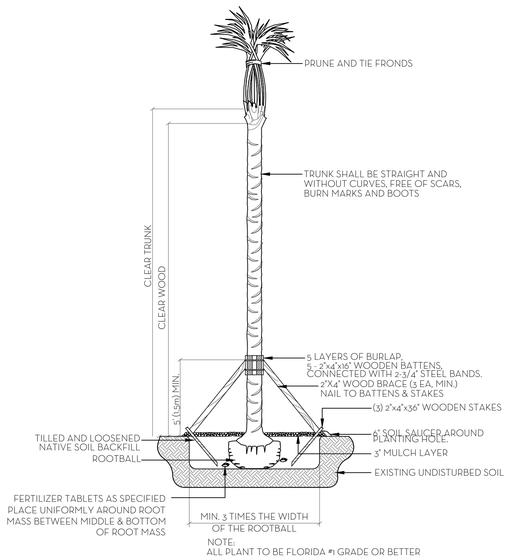
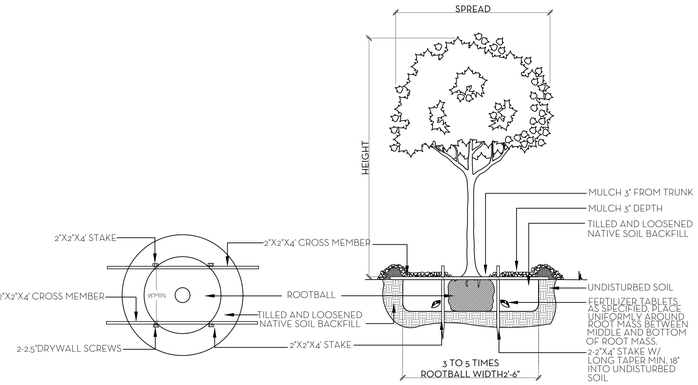


NOTE:
ALL PLANT TO BE FLORIDA #1 GRADE OR BETTER

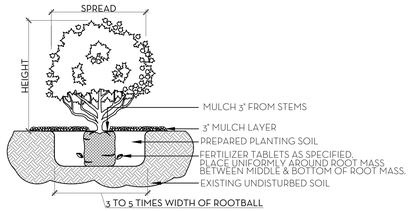
PALM PLANTING DETAIL
N.T.S.

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



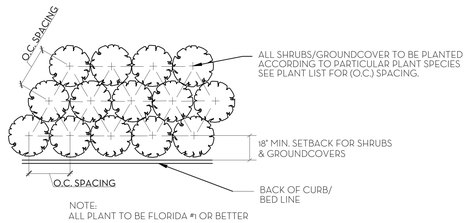
NOTE:
ALL PLANT TO BE FLORIDA #1 GRADE OR BETTER

TREE PLANTING DETAIL
N.T.S.



NOTE:
ALL MATERIAL TO BE FLORIDA #1 OR BETTER

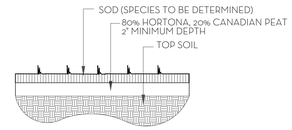
SHRUB & GROUNDCOVER PLANTING DETAIL
N.T.S.



NOTE:
ALL PLANT TO BE FLORIDA #1 OR BETTER

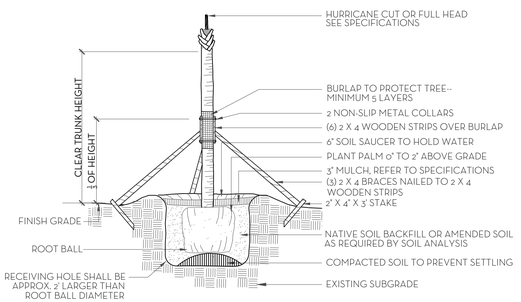
PLANT SPACING DETAIL
N.T.S.

SOD 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



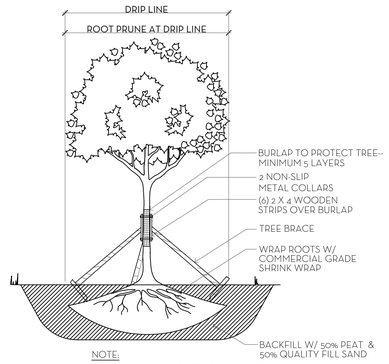
SOD PLANTING DETAIL
N.T.S.

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



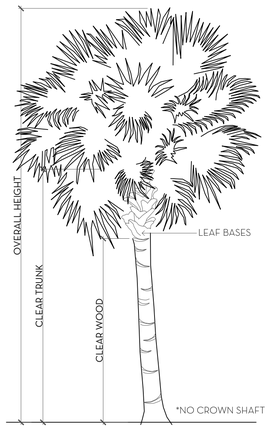
NOTES: STAKING & GUYING REQUIRED FOR PALMS, IF NECESSARY, OR AS DIRECTED BY THE LANDSCAPE ARCHITECT. ALL PLANT TO BE FLORIDA #1 OR BETTER

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



NOTE:
1. ALLOW 4-6 WEEKS BEFORE MOVING TREES.
2. PROVIDE DRIP IRRIGATION.
3. ALL PLANT MATERIAL TO BE FLORIDA #1 GRADE OR BETTER

TREE ROOT PRUNING DETAIL
N.T.S.



PALM SPECIFICATION DETAIL
N.T.S.

FERTILIZATION

SHRUBS AND TREES
ALL TREES AND SHRUBS SHALL BE FERTILIZED WITH "AGRIFORM" 20-15-5 PLANTING TABLETS AT TIME OF INSTALLATION AND PRIOR TO COMPLETION OF PIT BACKFILLING. TABLETS SHALL BE PLACED UNIFOMLY AROUND THE ROOT MASS OF A DEPTH THAT IS BETWEEN THE MIDDLE AND BOTTOM OF THE ROOT MASS.
APPLICATION RATE:

1 GALLON CAN:	1 - 21 GRAM TABLET
3 GALLON CAN:	2 - 21 GRAM TABLETS
5 GALLON CAN:	3 - 21 GRAM TABLETS
7 GALLON CAN:	4 - 21 GRAM TABLETS
TREES:	3 - 21 GRAM TABLETS EACH 1/2" OF CALIPER
PALMS:	7 - 21 GRAM TABLETS

GROUNDCOVER AREAS
ALL GROUNDCOVER AREAS SHALL RECEIVE FERTILIZATION WITH "OZMOCOTE" TIME RELEASE FERTILIZER AS PER MANUFACTURER'S SPECIFICATIONS.

NIEVERA WILLIAMS DESIGN

315 Chapel Hill

December 02, 2025

Landscape Material Schedule

Item No.	Common Name	Botanical Name	Quantity	Specification	Native	Covered Area (sf)
1	TREES					
2	Seagrape	Coccoloba uvifera	2	18'X18'	*	
3	Seagrape	Coccoloba uvifera	1	20'X20'	*	
4	Large Leaf Clusia	Clusia rosea	2	20'X20'	*	
5	Large Leaf Clusia	Clusia rosea	3	16' HT.	*	
6	Pigeon Plum	Coccoloba diversifolia	11	14' HT.	*	
7	Guava tree	Psidium littorale	1	16' HT.		
8			20		95%	
9	PALMS					
10	Coconut Palm	Cocos nucifera	3	14' GW.		
11	Coconut Palm	Cocos nucifera	18	16' GW.		
12	Coconut Palm	Cocos nucifera	4	18' GW.		
13	Coconut Palm	Cocos nucifera	4	18' GW. Curved		
14	Canary Island Date Palm	Phoenix canariensis	1	16' CT.		
15	Roebelini Date Palms	Phoenix roebelenii	2	10' CT. Double		
16	Alexander Palm	Ptychosperma elegans	4	12' CT. Triple		
17			36			
18	SHRUB/VINE					
19	Green Buttonwood	Conocarpus erectus	184	8' HT. FTB	*	
20	Calophyllum Hedge	Calophyllum brasiliense	22	12' HT., FTB		
21	Calophyllum Hedge	Calophyllum brasiliense	35	4' HT., FTB		
22	Seagrape Hedge	Coccoloba uvifera	60	4' HT., FTB	*	
23	Gardenia	Gardenia jasminoides 'Miami Supreme'	4	6' HT. STD		
24	Gardenia	Gardenia jasminoides 'Miami Supreme'	6	4'x4' Mounds		
25	Gardenia	Gardenia jasminoides 'Miami Supreme'	12	3'x3' Mounds		
26	Gardenia	Gardenia jasminoides 'Miami Supreme'	4	2'x2' Mounds		
27	Dombeya	Dombeya x 'Seminole'	16	3'x3'		
28	Bougainvillea	Bougainvillea ssp	6	ESP to top of wall		
29	Bougainvillea	Bougainvillea ssp	6	12' HT. Esp. to wall		
30	Bougainvillea	Bougainvillea ssp	13	4' HT. Esp. to wall		
31	Ilex	Ilex cassine	2	3'x3' Spheres	*	
32	Shell Ginger	Alpinia zerumbet	33	3 Gal.		
33	Plum Pine	Podocarpus	6	4' HT.		
34	Heliconia	Heliconia rostrata	7	7 Gal.		
35	Green Island Ficus	Ficus microcarpa 'Green Island'	4	4'x4' Mounds		
36	Green Island Ficus	Ficus microcarpa 'Green Island'	7	3'x3' Mounds		
37	Green Island Ficus	Ficus microcarpa 'Green Island'	4	2'x2' Mounds		
38			431		57%	
39	GROUND COVER					
40	Ilex	Ilex vomitoria	872	3 GAL.	*	1308
41	Dwarf Elephant Ear	Alocasia - Dwarf	198	3 GAL.		792
42	Monstera	Monstera deliciosa	50	3 GAL.		200
43	Salmon Hibiscus	Hibiscus ssp	66	3 GAL.		132
44	Green Island Ficus	Ficus microcarpa 'Green Island'	121	3 GAL.		181.5
45	Blue Plumbago	Plumbago Auriculata 'Imperial Blue'	144	3 GAL.		216
46	Ice Pink Oleander	Nerium oleander 'Ice Pink'	34	3 GAL.		51
47	Blue Salvia	Salvia 'Mystic Spires Blue'	20	3 GAL.		30
48			1505		58%	2910.5

Line #	Landscape Legend		
1	**Property Address:**	315 Chapel Hill	
2	**Lot Area (sq. ft.):**	36,534 sq ft	
3	[redacted]	REQUIRED	PROPOSED
4	ndscape Open Space (LOS) (Sq Ft and %)	18,267 (50%)	19,425 (54.2%)
5	LOS to be altered (Sq FT and %)	N/A	N/A
6	Perimeter LOS (Sq Ft and %)	N/A	N/A
7	Front Yard LOS (Sq Ft and %)	3,254 (45%)	3,256 (45%)
8	Native Trees %	30% (number of trees)	95%
9	Native Shrubs & Vines %	30% (number of shrubs & vines)	57%
10	Native Groundcover %	30% (groundcover area)	58%

To determine qualifying native vegetation use either:
the Institute for Regional Conservation Natives for Your Neighborhood FL Statewide Plant List
OR
the Florida Native Plant Society Native Plants for Your Area List

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

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

See Ord. 003-2023 *REV BF 20230727*

MARIO F. NIEVERA
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PLANT LIST AND DETAILS

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

09 FEBRUARY 2026

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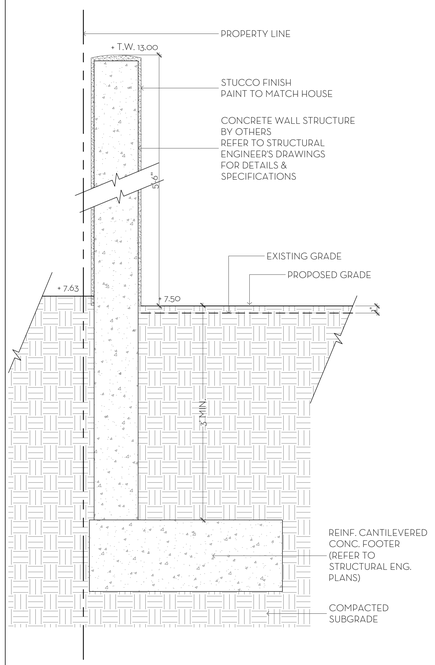
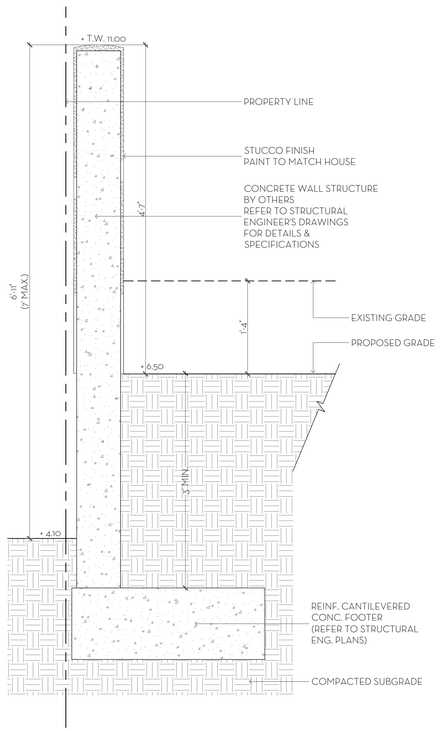


1 D1 TYPICAL SITE WALL DETAIL
SCALE: 1" = 1'-0"



2 D1 TYPICAL SITE WALL DETAIL
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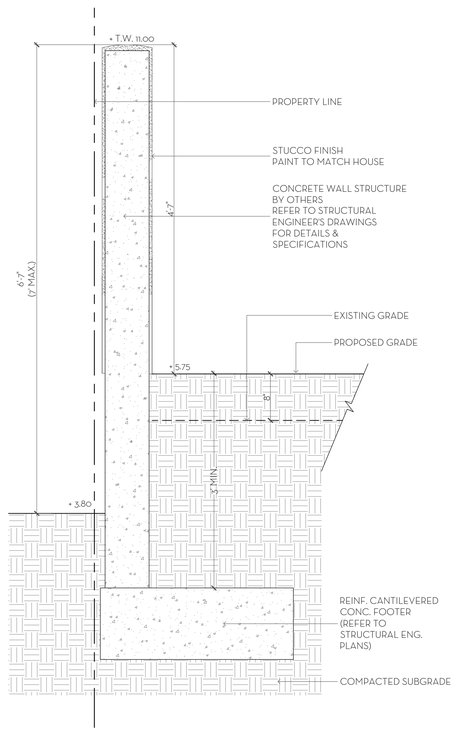

3 D1 TYPICAL SITE WALL DETAIL
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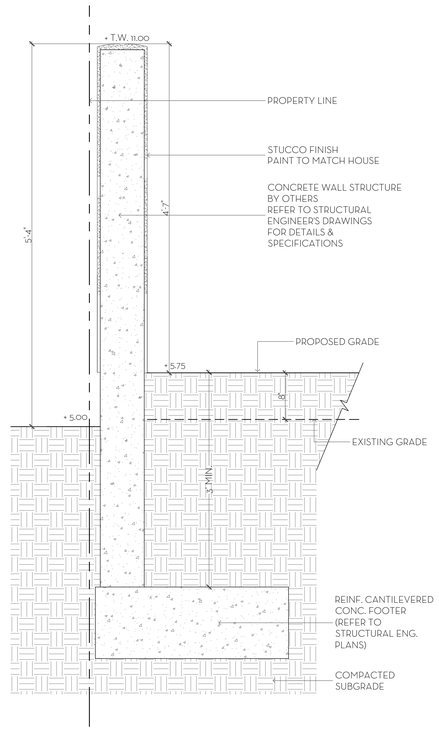
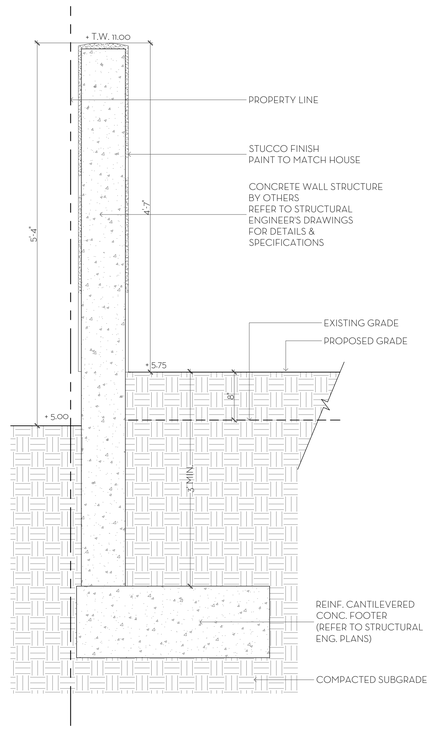


4 D1 TYPICAL SITE WALL DETAIL
SCALE: 1" = 1'-0"



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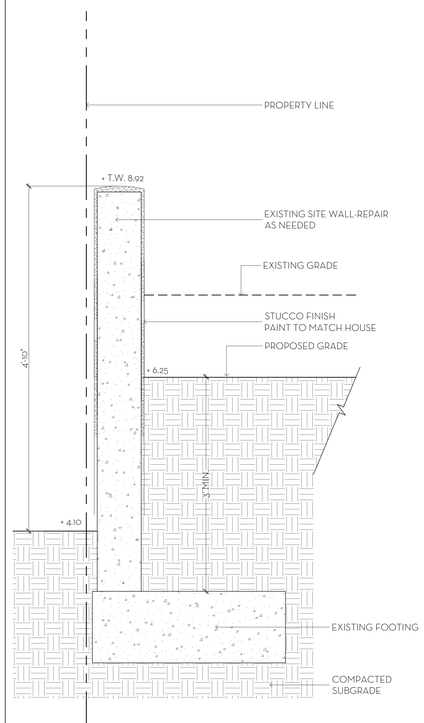
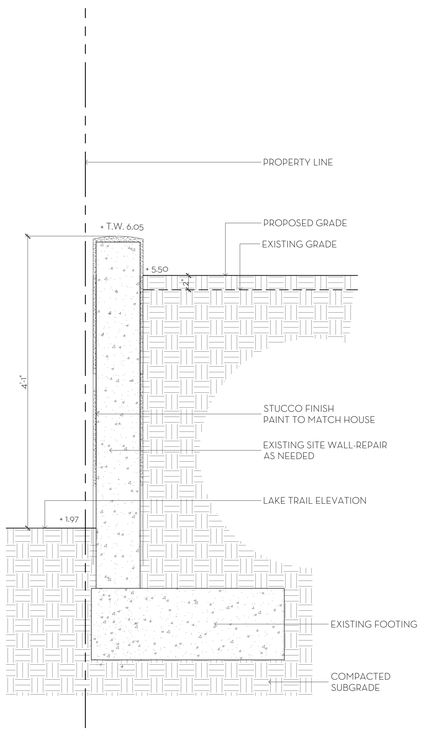


6 D1 EXISTING SITE WALL
SCALE: 1" = 1'-0"



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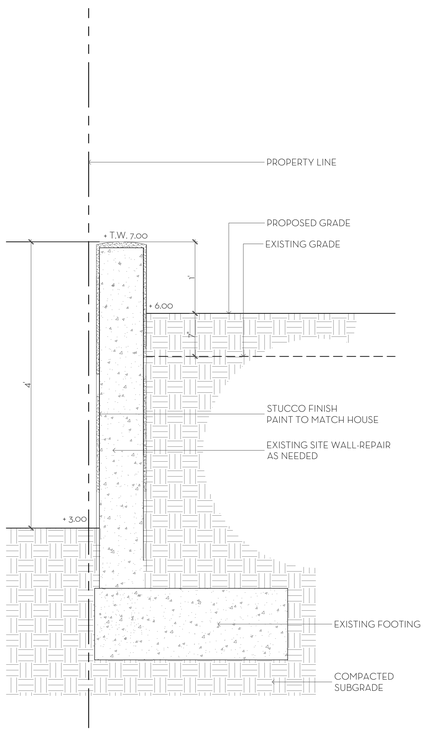
SCALE: 1" = 1'-0"



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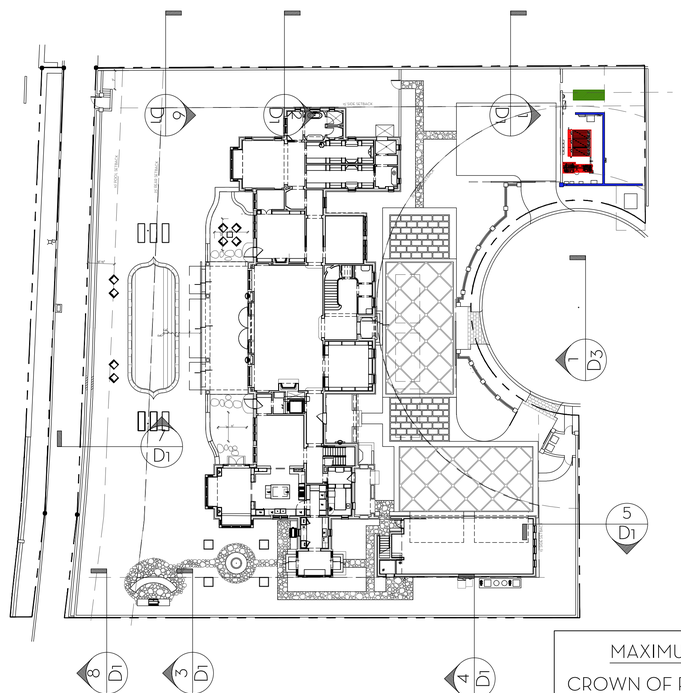

9 D1 SECTION KEY PLAN
SCALE: N.T.S.

MAXIMUM FILL
CROWN OF ROAD: 6.18'
F.F.E.: 8.00'
MAX. ALLOWED FILL: .91' (11")

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WALL DETAILS
315 CHAPEL HILL RD.
PALM BEACH, FLORIDA

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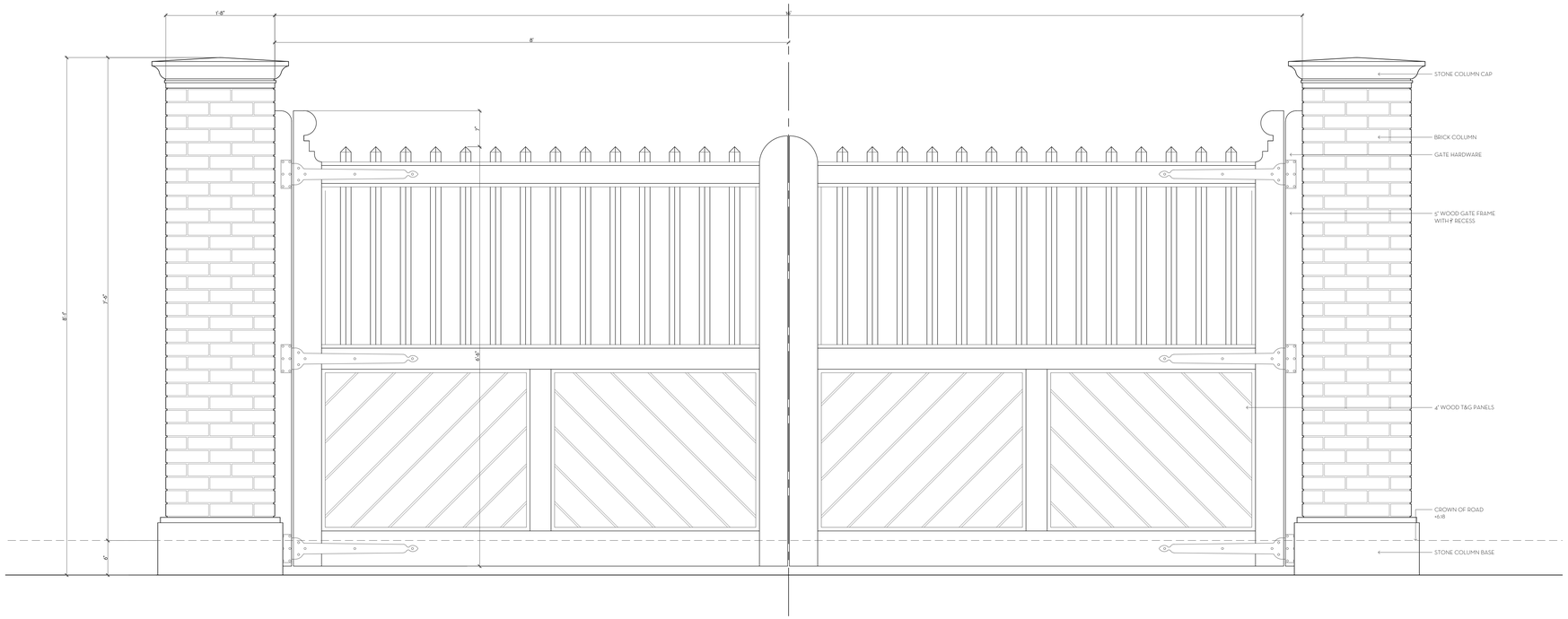

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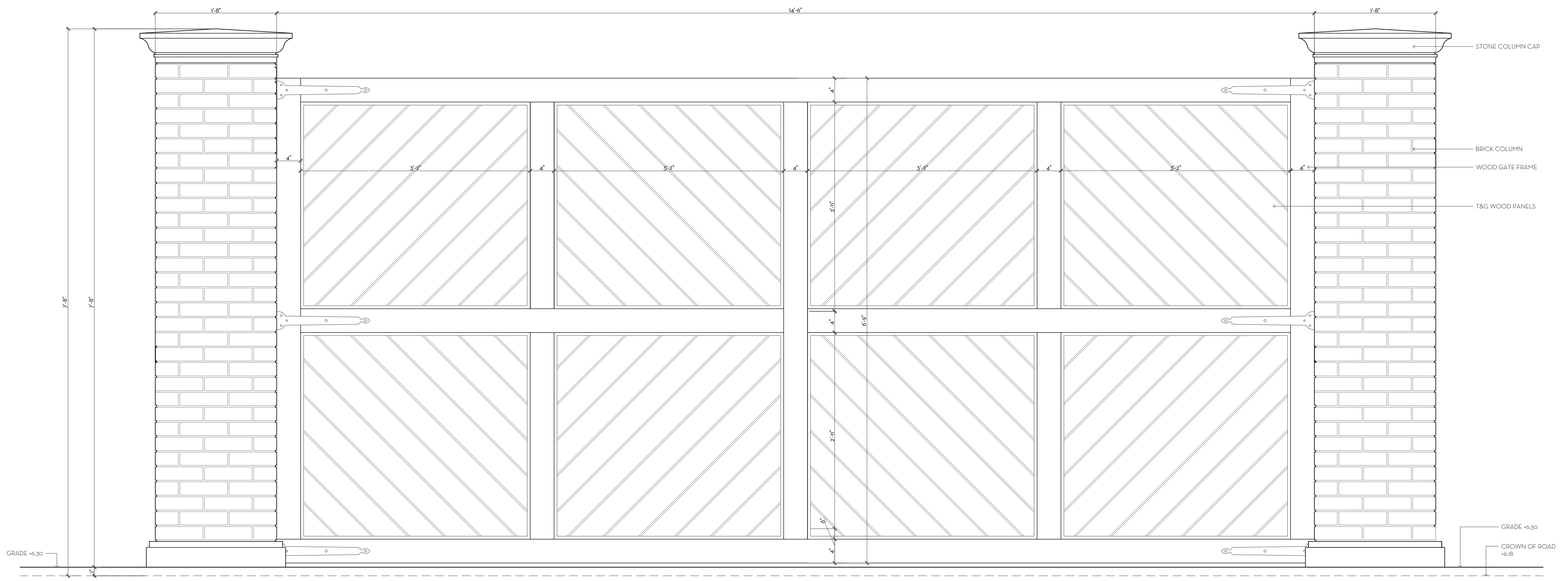

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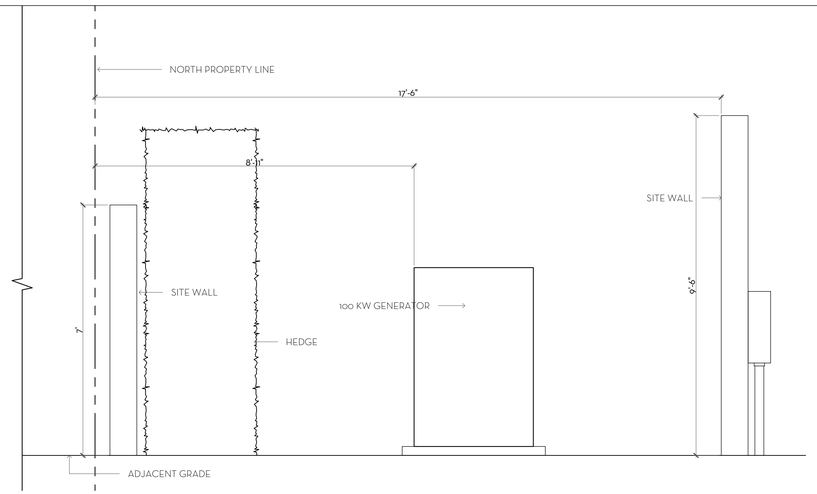
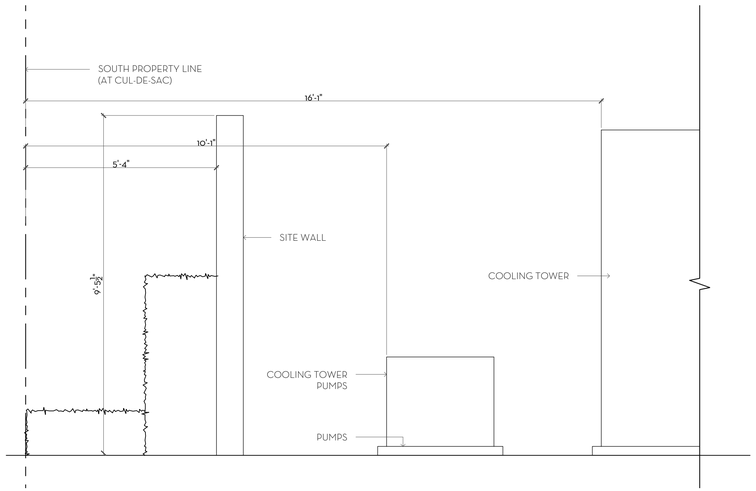
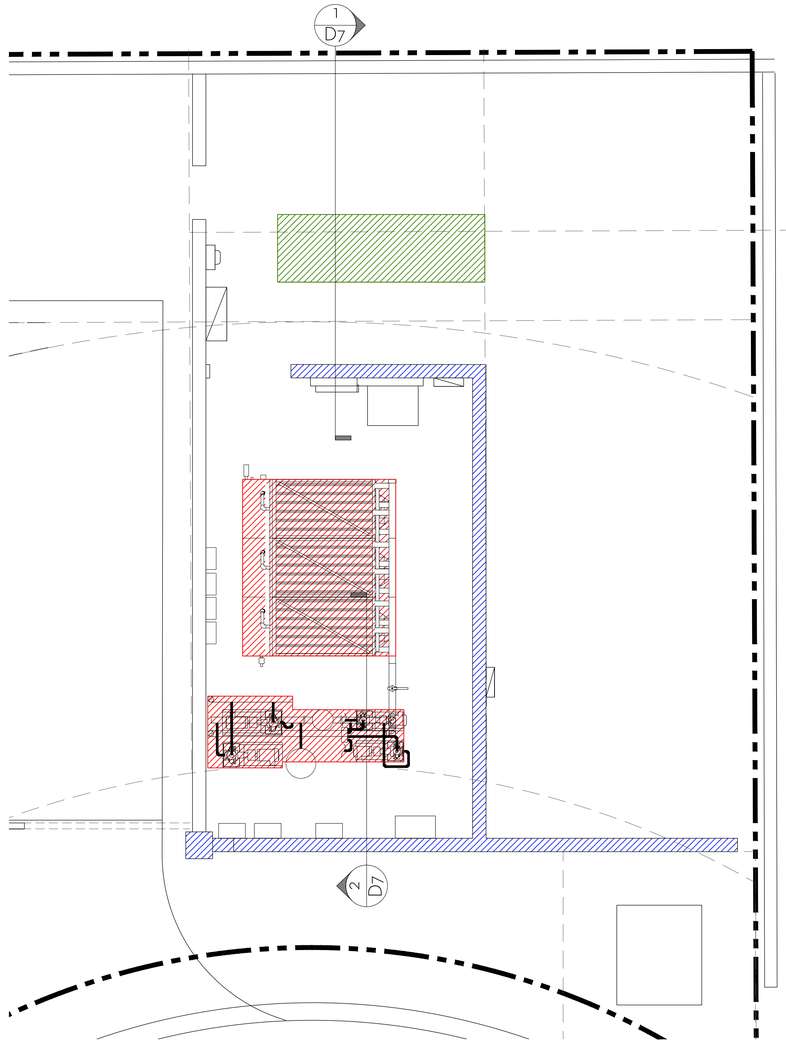


1 D7 NORTH EQUIPMENT AREA SECTION
SCALE: 1/2" = 1'-0"



2 D7 SOUTHEQUIPMENT AREA SECTION
SCALE: 1/2" = 1'-0"

3 D7 SOUTHEQUIPMENT AREA SECTION W/ BUFFER SCREENING
SCALE: 1/2" = 1'-0"



4 D7 SECTION KEY PLAN
SCALE: N.T.S.

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

SCALE: AS NOTED

EQUIPMENT AREA SECTIONS

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

09 FEBRUARY 2026

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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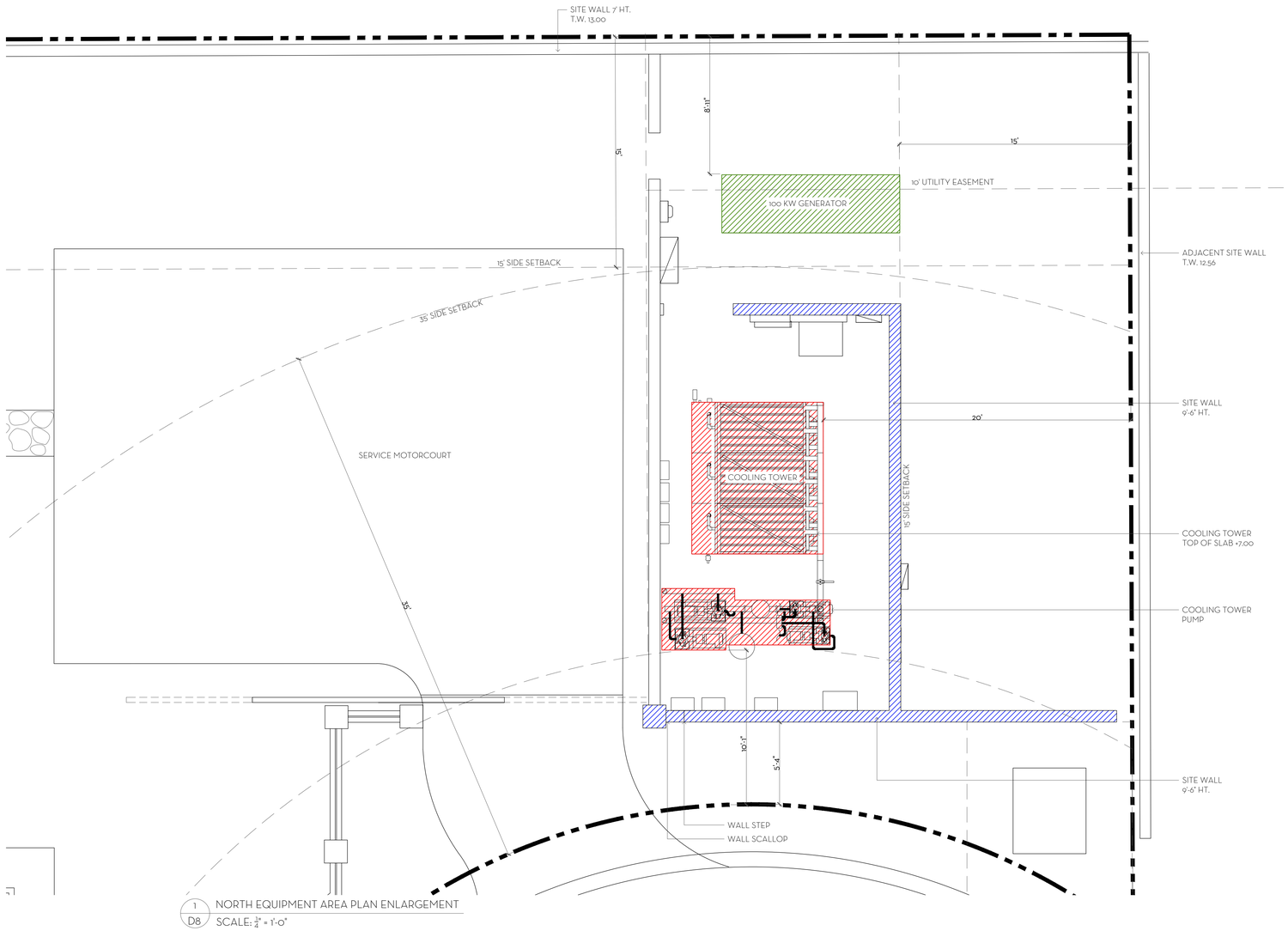
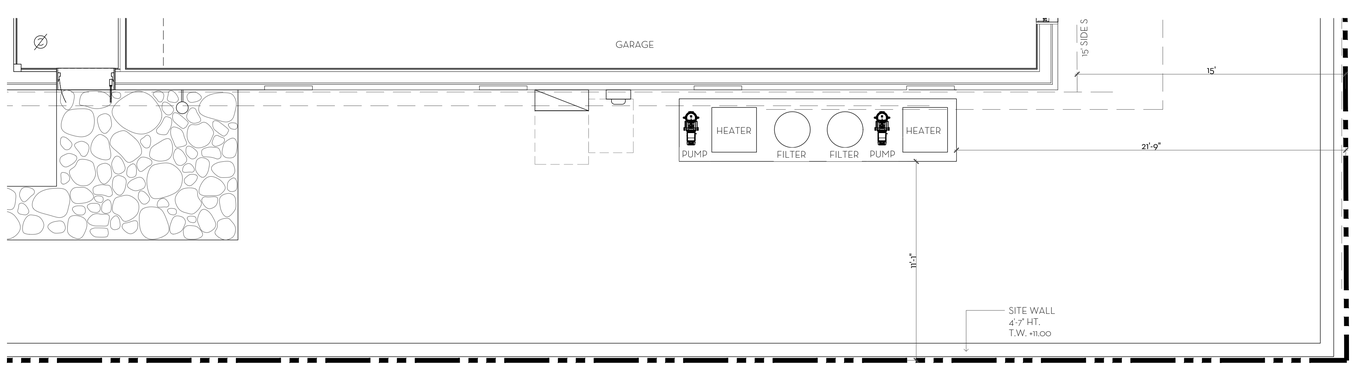
ARC-24-0085
ZON-24-0044



1 D8 NORTH EQUIPMENT AREA PLAN ENLARGEMENT
SCALE: 1/4" = 1'-0"



2 D8 POOL EQUIPMENT AREA PLAN ENLARGEMENT
SCALE: 1/4" = 1'-0"

VARIANCE REQUEST FOR :

- MECHANICAL EQUIPMENT IN FRONT SETBACK
- GENERATOR PARTIALLY IN SIDE SETBACK
- EQUIPMENT ENCLOSURE SCREENING 9'-6" WALL HT.

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
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EQUIPMENT AREA SECTIONS

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

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

09 FEBRUARY 2026

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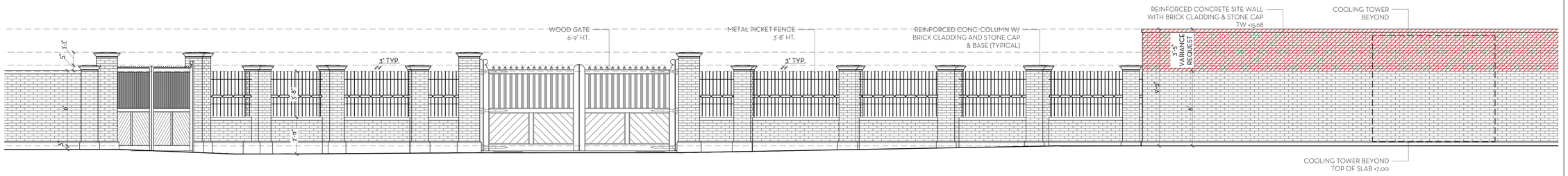
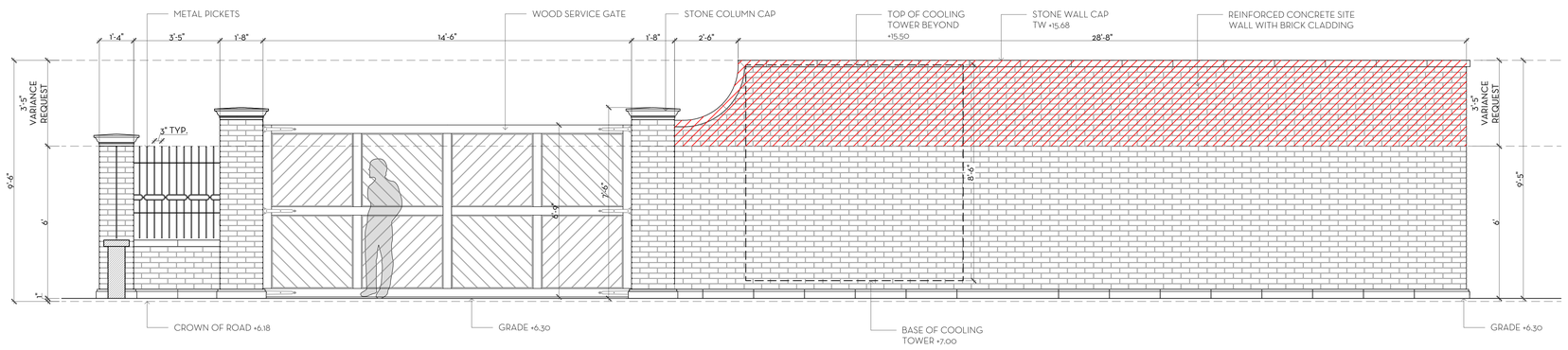
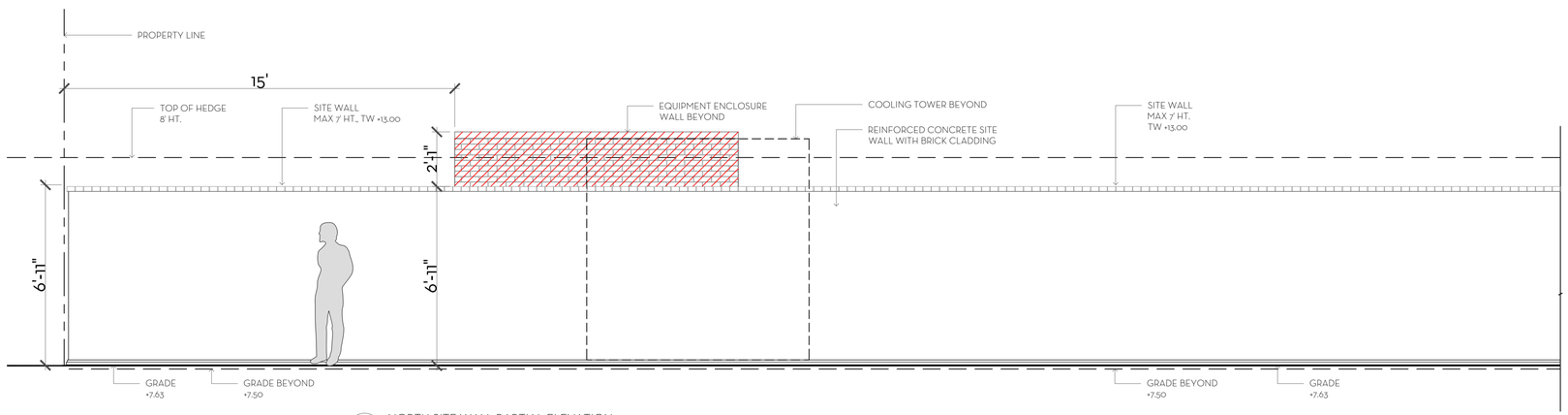
ARC-24-0085
ZON-24-0044



1 / D9 FRONT SITE WALL ELEVATION
SCALE: 3/4" = 1'-0"



2 / D9 SERVICE GATE ELEVATION
SCALE: 3/4" = 1'-0"



3 / D9 NORTH SITE WALL PARTIAL ELEVATION
SCALE: 3/4" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

SCALE: AS NOTED

SITE DETAILS

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

09 FEBRUARY 2026

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ARC-24-0085
ZON-24-0044



2 SK1 SERVICE GATE ELEVATION
SCALE: 3/8" = 1'-0"



3 D9 NORTH SITE WALL PARTIAL ELEVATION
SCALE: 3/8" = 1'-0"

MARIO F. NIEVERA

State of Florida
Landscape Architect
Registration No.
6666856

SITE DETAILS

315 CHAPEL HILL RD.

PALM BEACH, FLORIDA

SCALE: AS NOTED

09 JANUARY 2026
02 DECEMBER 2025
09 JANUARY 2025
07 OCTOBER 2024
23 SEPTEMBER 2024 - SECOND SUBMITTAL
05 SEPTEMBER 2024-FIRST SUBMITTAL

NIEVERA WILLIAMS
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NIEVERAWILLIAMS.COM

ARC-24-0085
ZON-24-0044

Gunster

Our File Number: 71876-00001
Writer's Direct Dial: (561) 650-0633
Writer's E-Mail Address: jcrowley@gunster.com

January 12, 2025

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

Re: LOI for 315 Chapel Hill Road – ARC-25-0104 (ZON-25-0096)

We are pleased to submit the accompanying documents and drawings in connection with our application for Development Review by the Architectural Commission and Variance approval for landscape and hardscape revisions to a previously approved new home for the property located at 315 Chapel Hill Road, Palm Beach, FL (the "Property").

The Property is zoned R-A, and is currently vacant, but received Architectural Commission (ARCOM) approval (ARC-24-0085) on January 29 and February 26, 2025 and Town Council approval (ZON-24-0044) on February 12, 2025 for a new 2-story home (the "Prior Approvals"). The Prior Approvals included special exceptions for a nonconforming lot and reduced vehicular queuing for vehicular gates on a cul-de-sac, and a variance to exceed the maximum required building height plane setback. It is important to note that the Property is situated in an isolated location at the end of a cul-de-sac and has minimal exposure to adjacent homes. The current development review application consists of the following landscape, hardscape and mechanical revisions:

- Revising the previously approved gates by changing the design so that all of the gates have a flat top;
- Making minor driveway layout and paving pattern adjustments;
- Centering pool on house and eliminating the floating terraces on either side of the pool;
- Modifying planting plans to accommodate the hardscape revisions;
- Relocating the mechanical equipment toward the front of the property, including the cooling tower and emergency generator, which will require variances that are detailed later in this letter. The pool equipment will be relocated from the southwest area of the property to the southeast area, behind the garage. The relocated pool equipment meets all setback requirements, and therefore does not require a variance for this relocation.

Please note the following as it relates to this application:

A. Architectural Commission review in accordance with Section 18-205.

(a) The architectural commission may approve, approve with conditions, or disapprove the issuance of a building permit in any matter subject to its jurisdiction only after consideration of whether the following criteria are complied with:

(1) The plan for the proposed building or structure is in conformity with good taste and design and in general contributes to the image of the town as a place of beauty, spaciousness, balance, taste, fitness, charm, and high quality.

(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.

(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) The proposed addition or accessory structure is subservient in style and massing to the principal or main structure.

(8) The proposed residence is appropriate in relation and respect to significant design features such as material or quality or architectural design as viewed from any public or private way.

(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 adequately protects unique site characteristics such as those related to scenic views, rock outcroppings, natural vistas, waterways, and similar features.

(b) If the above criteria are met, the application shall be approved. Conditions may be applied when the proposed building or structure does not comply with the above criteria and shall be such as to bring such building or structure into conformity. If an application is disapproved, the architectural commission shall detail in its findings the criterion or criteria that are not met. The action taken by the architectural commission shall be reduced to writing, and a copy thereof shall be made available to the applicant upon request.

(c) A decision or order of the commission or the planning, zoning and building department director or his/her designee shall not become effective until the expiration of ten working days after the date upon which a ruling of the commission or the planning, zoning and building department director or his/her designee has been made.

The proposed changes are minor modifications to the Prior Approvals and will not adversely affect anyone. The centering of the pool and elimination of the floating terraces will not be visible and there are no abutting properties to the rear of the Property, as it backs up to the Intracoastal Waterway. The minor modification to the gates, the driveway, and the landscape is consistent with the Prior Approvals, sensitive to the neighborhood, and includes the use of quality materials that complement surrounding homes. The massing of the home remains understated, and away from the cul-de-sac/street. The landscape materials will continue to soften the appearance of the overall property and will continue to allow the home to blend into the Property and the neighborhood. The previously approved home and revised landscape and hardscape design will complement the neighborhood and is in keeping with the high standards of the Town. All mechanical equipment will be heavily screened to mitigate any potential impacts to the neighborhood, including the cooling tower and generator being within a walled equipment yard.

B. Variance in accordance with Section 134-201(a).

Variance Criteria:

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

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

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

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

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

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

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

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

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

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

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

in the public records to ensure continuing compliance with the town council imposed conditions of such grants. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of this chapter.

Variances Requested:

Equipment Wall

(1) A request for Variance from the maximum allowable wall height requirement in Section 134-1667(a), to allow for a 9-foot, 6-inch-high equipment wall in the front setback in lieu of the 6-foot-high maximum permitted by code.

Generator

(2) A request for Variance from the side/north setback requirement for a generator that is >60 kW and ≤100 kW in Section 134-1729(2)(a), to allow for an 8-foot, 11-inch side setback in lieu of the 15-foot minimum side setback required by code.

Cooling Tower

(3) A request for Variance from the front setback requirement for a cooling tower and screening wall in Section 134-1728(b)(1), to allow for a 5-foot, 4-inch front setback to the screening wall in lieu of the 35-foot minimum required by code.

Justification for Variance Requested:

The Property is uniquely situated on the water, which presents a challenge and legal hardship in siting the needed mechanical equipment, The Property is irregularly shaped and located on a cul-de-sac that backs up to the Intracoastal Waterway, causing difficulties siting some of the equipment. The traditional location of siting mechanical equipment in the rear yard is not feasible due to the configuration of the Property near the water and the odd shape of the front yard resulting from the cul-de-sac. Locating the equipment near the water would also amplify noise toward the neighbors to the north and south, and our client would like to be respectful of the neighborhood.

There is a very large historic specimen Kapok tree on the neighbor's property to the north that is immediately adjacent to the northwest corner of the Property and extends over the rear of the Property; locating the mechanical equipment anywhere near the protected Kapok tree could adversely affect the historic tree and its large root system. There is no room on the north or south sides of the home to locate the larger mechanical equipment, and because of the curvature of the front of the lot due to the cul-de-sac, there is no room left to put the equipment on the east side of the Property outside of the front setback. The only viable locations for the mechanical equipment are the southeast corner of the Property and the northeast corner. The pool equipment

has been relocated to the southeast area behind the garage in a location that meets all setback requirements. There is not enough space in this area to relocate the larger generator and cooling tower equipment without needing variances and affecting two (2) neighboring residential properties.

The northeast corner of the Property is the least impacting location for the mechanical equipment as it only has a short, shared property line with one (1) residential property owner directly to the east. The adjacent neighbor has a tall wall at this location, and their home is set back away from the property line. The west portion of the easterly neighbor's property is more of a service area for the property with a drive into their garage, whilst the south side of their property serves as the main entrance to the home, and the east side serves as their outdoor area that includes a pool area. The northeast corner of the Property is truly the best location for the mechanical equipment in terms of limiting any adverse impacts on the neighbors. It should also be noted that the required setback for the cooling tower includes the screen wall, and while the wall is setback 5 feet, 4 inches from the front property line, and the actual cooling tower is setback 10 feet, 1 inch.

In closing, these proposed landscape and hardscape modifications to the Prior Approvals will complement the neighborhood, will not adversely impact the neighbors, and will be in keeping with the high standards of the Town.

Sincerely,



James M. Crowley

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-26-0001 (ARC-25-0098) 1519 N OCEAN WAY (COMBO) – VARIANCE. The applicant, The Duane and Kelly Roberts Community Property Trust U/A/D May 11, 2012 (Kelly Roberts, Trustee), has filed an application requesting town council review and approval of a variance to permit four pieces of A/C equipment in a side-yard setback where a maximum of two pieces of equipment are permitted, as part of renovation and additions including hardscape and landscape changes at an existing residence. The Architectural Commission shall perform design review of the application.

Date: 2/19/2026

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-26-0001 (ARC-25-0098) 1519 N OCEAN WAY (COMBO) – VARIANCE. The applicant, The Duane and Kelly Roberts Community Property Trust U/A/D May 11, 2012 (Kelly Roberts, Trustee), has filed an application requesting town council review and approval of a variance to permit four pieces of A/C equipment in a side-yard setback where a maximum of two pieces of equipment are permitted, as part of renovation and additions including hardscape and landscape changes at an existing residence. The Architectural Commission shall perform design review of the application.

ARC-25-0098 (ZON-26-0001) 1519 N OCEAN WAY (COMBO). The applicant, The Duane and Kelly Roberts Community Property Trust U/A/D May 11, 2012 (Kelly Roberts, Trustee), has filed an application requesting Architectural Commission review and approval for renovations and additions to an existing two-story, single-family, residence which will exceed 10,000 sq ft; additionally, site-wide landscape, hardscape and swimming pool modifications and improvements are proposed, including one (1) variance to exceed the maximum number of A/C equipment units in the north side-yard setback area. Town Council shall review the application as it pertains to zoning relief & approval.

Applicant:	The Duane and Kelly Roberts Community Property Trust U/A/D May 11, 2012 (Kelly Roberts, Trustee)
Architecture:	SKA Architect + Planner (Patrick Segraves)
Landscape:	Environment Design Group (Dustin Mizell)

THE PROJECT:

The applicant has submitted plans entitled "PROPOSED RENOVATIONS FOR: The Duane and Kelly Roberts Community Property Trust" as prepared by **SKA Architect + Planner**, uploaded and dated to the Town 02/09/2025.

The following is the scope of work for the Project:

- Renovations and additions to an existing two-story, single-family residence.
- New hardscape and landscape.

The following Town Council relief is needed to achieve the scope of work:

- **VARIANCE 1: Section 134-1728(a)(3):** A variance to permit four (4) pieces of A/C equipment in the north side-yard setback where a maximum of two (2) pieces is permitted.

Site Data			
Zoning District	R-A	**Future Land Use**	SINGLE-FAMILY
Crown of Road	+6.05' NAVD	**FEMA Flood Zone**	ZONE X, ZONE VE
Lot Width	79.11'	**Lot Depth**	308'
Lot Area	19,271.5 SF	**Enclosed Square Footage**	Existing: 9,463 SF Proposed: 10,827 SF
Lot Coverage	Permitted: 25% Existing: 22.4% Proposed:24.4%	**Landscape Open Space**	Required: 50% (Lot over 20k SF) Existing: 37.3% Proposed: 45%

Surrounding Properties / Zoning	
North	1545 N Ocean Way / Residence | R-A
South	1515 N Ocean Way / Residence | R-A
East	Atlantic Ocean
West	1520 N Ocean Way / Residence | R-B



STAFF ANALYSIS

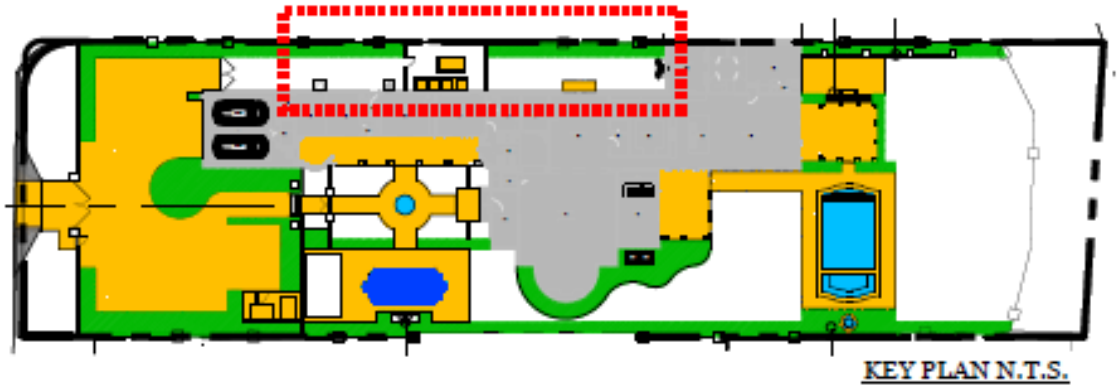
The applicant is proposing renovations and additions to an existing two-story, ocean front residence in the far north end of Palm Beach, just south of the intersection of Caribbean Road and North Ocean Way. The scope of work includes enclosing covered loggias at the rear of the property, partial demolition of the rear of the residence and reconstruction of new first and second floor loggia, a two-story addition at the front of the residence with new two-car garage, and enclosure of existing garage and elimination of an existing encroachment beyond the north property line into the Mediterranean Road beach access right-of-way. The main entry will be redesigned to feature a portico and new arched door. New hardscape and landscape is proposed throughout the site including two new swimming pools and new vehicular gate at North Ocean Way. Other architectural modifications are being proposed in conjunction with the overall renovation, however, the style of the structure is proposed to retain Mediterranean features including arched openings, barrel tile roof, window grill features, and cream color stucco. The overall site plan is not proposed to change but the modifications proposed to landscape and hardscape area will result in increased landscape open space and will bring the property into compliance with minimum requirements.

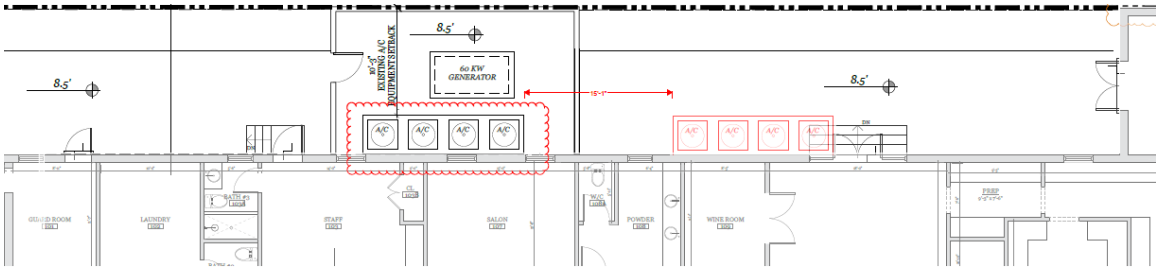


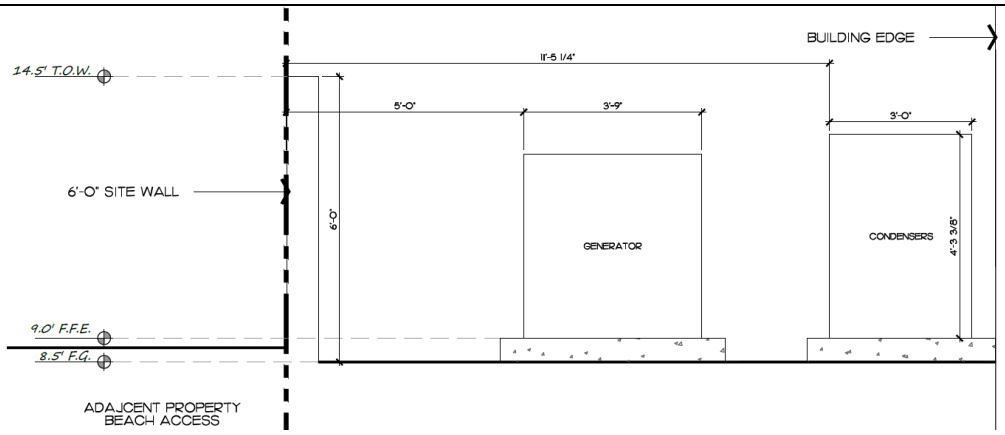
Color Rendering of Proposed Landscape and Hardscape Plan.

VARIANCE

The applicant is seeking a variance to retain nonconforming equipment in the north side yard area. Four pieces of A/C equipment are proposed within the north side-yard area where a maximum of two-pieces is permitted. The equipment is existing in this yard area, however, the applicant is proposing to relocate all units 15' to the west and rearrange the equipment in this setback area, and therefore would be required to bring the equipment into compliance with code. The existing conditions will be improved by collecting this equipment into a central equipment yard area which will be surrounded on all sides by masonry walls. The remaining equipment on site is compliant with zoning as proposed.







ZONING CODE	Permitted	PROPOSED	VARIANCE
VARIANCE 1: Section 134-1728(a)(3)	TWO (2) pieces of A/C equipment in required setback.	FOUR (4) pieces of A/C equipment in required setback	**+2 A/C Units**



Photo of existing north side-yard area.

CONCLUSION

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

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

WRB:JGM:BMF WRB

Date: Jan 7, 2026
Address: 1519 N Ocean Way
Re: LOI
Case #: ARC-25-0098
ZON-26-0001

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

Letter of Intent

This Letter of Intent outlines a full renovation, addition, and landscape redesign for the residence at 1519 North Ocean Way, located in the R-A Zoning District. The project is scheduled for ARCOM review on February 25, 2026.

The design goal is to update the home while maintaining the Mediterranean Revival / Deco Mediterranean architectural character. The work results in an increase of 1,848 SF of enclosed area and a reduction of 837 SF to the existing loggia. Lot coverage increases from 22.2% to 24.4%.

As part of the proposed scope of work, the project includes a request for the following variance:

> Section 134-1728: Request for a variance to allow four (4) air conditioning units within the north side yard setback in lieu of the two (2) allowed by the Code.

Section 134-201 – Findings prior to authorization.

1. The special conditions and circumstances related to the subject property is that four air conditioning units already exist within the north side yard setback and the owner is proposing only to move them slightly to the west.
2. The special conditions and circumstances are not the result of the applicant as the four air conditioning units existed and were situated within the side yar setback upon acquisition of the property and all four units are necessary to air condition the house.
3. Granting of the variance requested will not confer any special privilege that is denied to the neighboring properties as the owner is seeking to simply move the existing air conditioning units to the west and slightly farther from the north property line as they are currently situated.
4. The hardship, which runs with the land, is that the four air conditioning units were located within the side yard setback at the time the owner acquired the property and

due to the configuration of the house, the units cannot reasonably be relocated outside of the setback. Further, the owner is proposing to move the units farther from the north property line than they are currently situated.

5. The variances requested are the minimum necessary to make reasonable use of the land as the proposed location of the four air conditioning units is actually farther from the north property line than they are currently situated.
6. The granting of the variances will not be injurious to the neighborhood. The four air conditioning units will be farther from the north property line than they are currently situated and there is a significant buffer between the subject property and the neighboring house to the north as the property immediately north adjacent to the the subject property is not a privately owned property, but a strip of land owned by the public.

Respectfully submitted,

Erik Broberg

Project Manager

SKA Architect + Planner

PROPOSED RENOVATIONS FOR:

The Duane and Kelly Roberts Community Property Trust

1519 N OCEAN WAY,
PALM BEACH FL, 33480



SCHEDULE OF SUBMISSIONS:

PRE APP: 11.05.25
FIRST SUBMISSION: 11.24.25
SECOND SUBMISSION: 01.12.26
FINAL SUBMISSION: 02.09.26
ARCOM MEETING: 2.25.26

PROJECT DESCRIPTION:

1519 North Ocean Way, Palm Beach, FL 33480 (R-A Zoning District): Full renovation and addition to an existing single-family residence, including landscape modifications, designed in the Mediterranean Revival / Deco Mediterranean style on a 28,438 SF lot. The project adds 1364 SF to the total enclosed area, along with a reduction of 862 SF of loggia, increasing the lot coverage from 22.4% to 24.4%. This proposal is compliant with the R-A district requirements and as part of the proposed scope of work, the project includes a request for the following variance: Sec. 134-1728 – Request a variance to allow four (4) air conditioning units within the east side yard setback in lieu of the two (2) allowed per Code.

SHEET LIST:

CVR	COVER
SVY	SURVEY
C-1	CONCEPTUAL SITE GRADING AND DRAINAGE
C-2	CONCEPTUAL SITE GRADING AND DRAINAGE
ZL	ZONING LEGEND
PH-1	PHOTOS
PH-2	PHOTOS
PH-3	PHOTOS
PH-4	PHOTOS
PR-1	VISCINITY LOCATION MAP
PR-2	CONTEXTUAL SITE PLAN
PR-3	STREETSCAPES
PR-4	HEIGHT PLANE DIAGRAM
PR-5	VARIANCE DIAGRAM
SP-0	EXISTING SITE PLAN
SP-0.0	EXISTING SITE PLAN
SP-1	PROPOSED SITE PLAN
SP-1.0	PROPOSED SITE PLAN
A-1.0	EXISTING FIRST FLOOR PLAN
A-1.1	EXISTING SECOND FLOOR PLAN
A-1.2	EXISTING ROOF PLAN
A-1.3	DEMO FIRST FLOOR PLAN
A-1.4	DEMO SECOND FLOOR PLAN
A-1.5	DEMO ROOF PLAN
A-2.0	PROPOSED FIRST FLOOR PLAN
A-2.1	PROPOSED SECOND FLOOR PLAN
A-2.2	PROPOSED ROOF PLAN
A-3.0	EXISTING + PROPOSED WEST ELEVATIONS
A-3.01	EXISTING + PROPOSED WEST ELEVATION + WEST SECTION / ELEVATION
A-3.1	EXISTING + PROPOSED EAST ELEVATIONS
A-3.11	EXISTING + PROPOSED EAST ELEVATION + EAST SECTION / ELEVATION
A-3.2	EXISTING + PROPOSED SOUTH ELEVATIONS - LEFT
A-3.3	EXISTING + PROPOSED SOUTH ELEVATIONS - RIGHT
A-3.4	EXISTING + PROPOSED NORTH ELEVATIONS - LEFT
A-3.5	EXISTING + PROPOSED NORTH ELEVATIONS - RIGHT
A-4.0	DEMOLITION WEST ELEVATION
A-4.01	DEMOLITION WEST ELEVATION + WEST ELEVATION SECTION
A-4.1	DEMOLITION EAST ELEVATION
A-4.11	DEMOLITION EAST ELEVATION + EAST ELEVATION SECTION
A-4.2	DEMOLITION SOUTH ELEVATION - LEFT
A-4.3	DEMOLITION SOUTH ELEVATION - RIGHT
A-4.4	DEMOLITION NORTH ELEVATION - LEFT
A-4.5	DEMOLITION NORTH ELEVATION - RIGHT
A-5.0	PROPOSED SECTIONS
A-5.1	PROPOSED SECTIONS
A-5.2	PROPOSED SECTIONS
A-6.0	DETAILS
A-7.0	RENDERED ELEVATIONS
A-7.1	RENDERED ELEVATIONS
A-7.2	RENDERED ELEVATIONS
A-7.3	MATERIALS AND FINISHES
A-7.5	PRELIMINARY RENDERINGS
A-7.6	PRELIMINARY RENDERINGS
A-7.7	PRELIMINARY RENDERINGS
A-7.8	PRELIMINARY RENDERINGS
A-7.9	PRELIMINARY RENDERINGS

SKA ARCHITECT + PLANNER
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A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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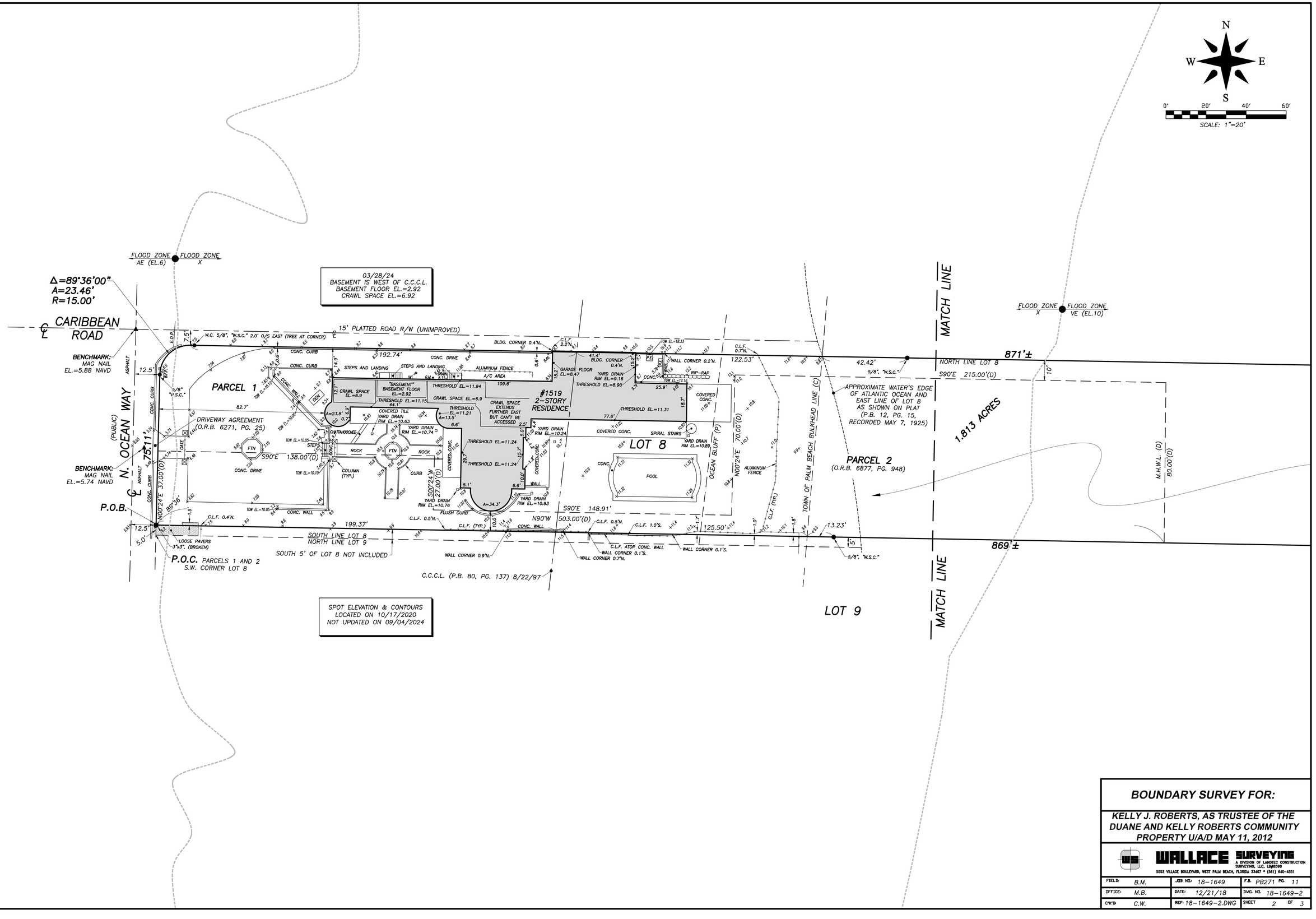
PROJECT NO:

ARC-25-0098
ZON-26-0001

SHEET NO.

CVR

02.09.26



BOUNDARY SURVEY FOR:

KELLY J. ROBERTS, AS TRUSTEE OF THE DUANE AND KELLY ROBERTS COMMUNITY PROPERTY U/A/D MAY 11, 2012

WALLACE SURVEYING
A DIVISION OF LANDTEC CONSTRUCTION SURVEYING, LLC, LB#6598
5553 VILLAGE BOULEVARD, WEST PALM BEACH, FLORIDA 33407 • (561) 640-4551

FIELD:	B.M.	JOB NO.: 18-1649	F.B. PB271 PG. 11
OFFICE:	M.B.	DATE: 12/21/18	DWG. NO. 18-1649-2
CK'D:	C.W.	REF: 18-1649-2.DWG	SHEET 2 OF 3

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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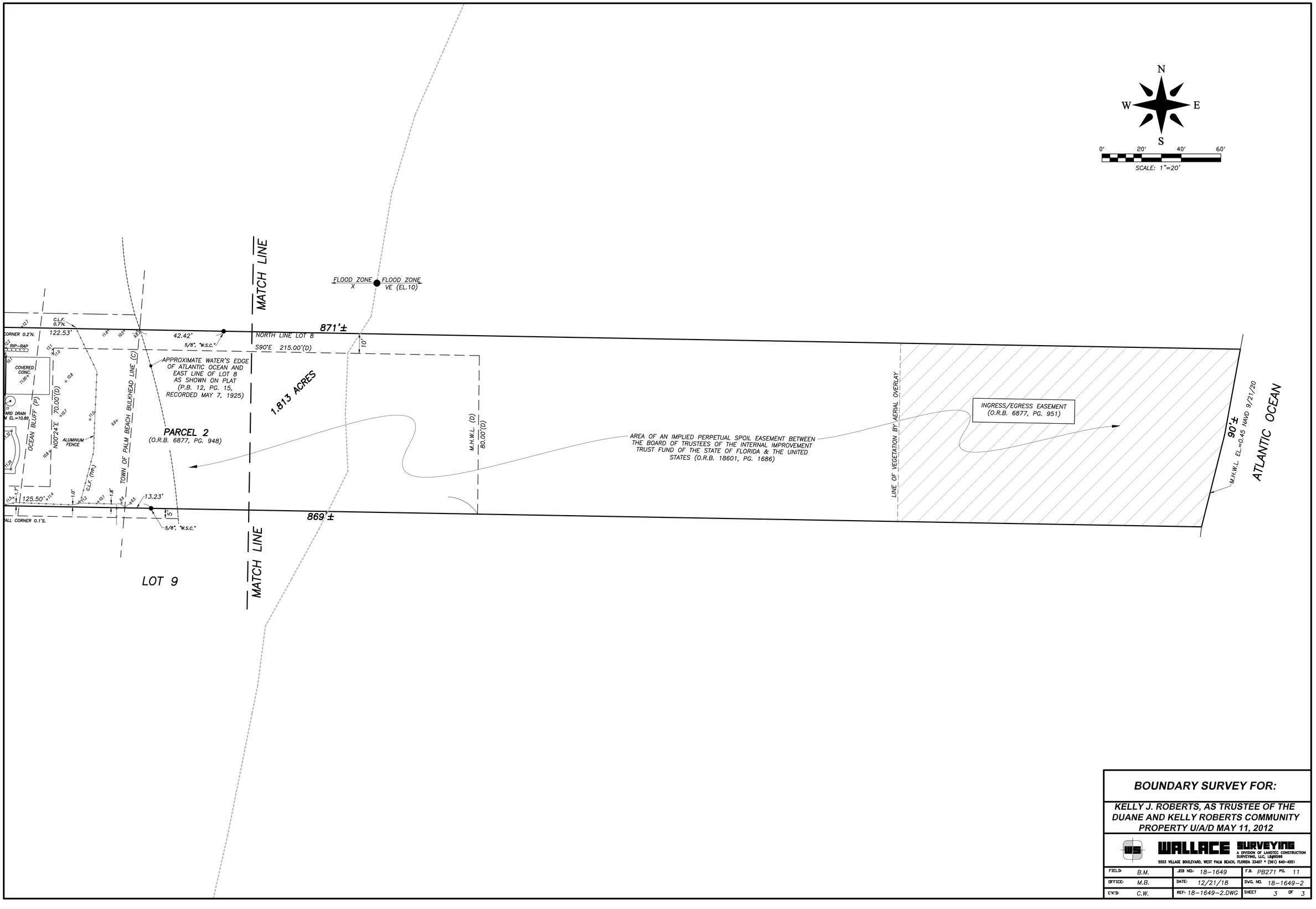
PROJECT NO:

SHEET NO.

SVY

11.24.25



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FIELD: B.M.	JOB NO.: 18-1649	F.B. PB271 PG. 11
OFFICE: M.B.	DATE: 12/21/18	DWG. NO. 18-1649-2
C'K'D: C.W.	REF: 18-1649-2.DWG	SHEET 3 OF 3

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PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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PROJECT NO:

SHEET NO.

SVY

11.24.25



1497 N OCEAN WAY



1495 N OCEAN WAY



1533 N OCEAN WAY



1515 N OCEAN WAY

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A.R.#10,181

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PRIVATE RESIDENCE

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CONSULTANT:

REVISIONS:

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PROJECT NO:

SHEET NO.

PH-1

11.24.25



1497 N OCEAN WAY



1497 N OCEAN WAY



N OCEAN WAY LOOK NORTHEAST



N OCEAN WAY LOOKING NORTHWEST

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A.R.#10,181

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

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CONSULTANT:

REVISIONS:

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PROJECT NO:

SHEET NO.

PH-1

11.24.25



AERIAL LOOKING EAST



EXISTING ENTRANCE



EXISTING ARBOR



VIEW FROM THE OCEAN



EXISTING ENTRY COURTYARD



EXISTING DRIVE TO GARAGE



ENTRY COURTYARD BALCONY

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A.R.#10,181

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

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CONSULTANT:

REVISIONS:

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SHEET NO.

PH-1

11.24.25



EXISTING MASTER LOGGIA



EXISTING KITCHEN



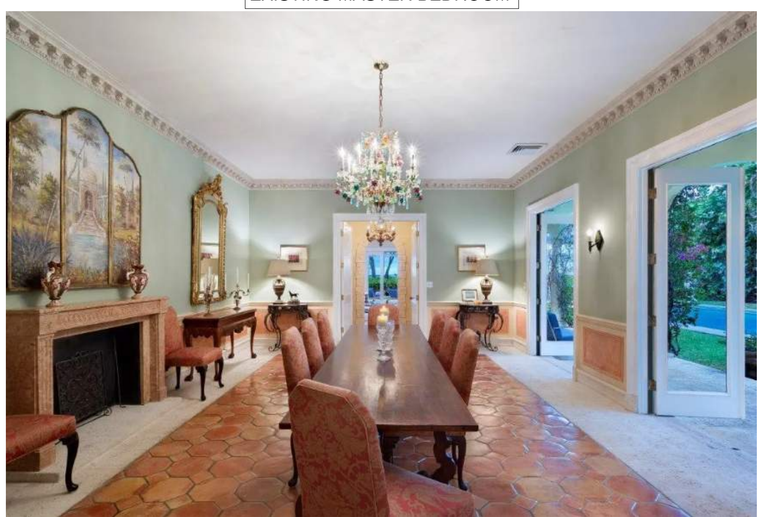
EXISTING FAMILY ROOM



EXISTING BALCONY @ OCEAN



EXISTING MASTER BEDROOM



EXISTING DINING ROOM



EXISTING STAIR TOWER

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PROPOSED RENOVATIONS FOR:

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CONSULTANT:

REVISIONS:

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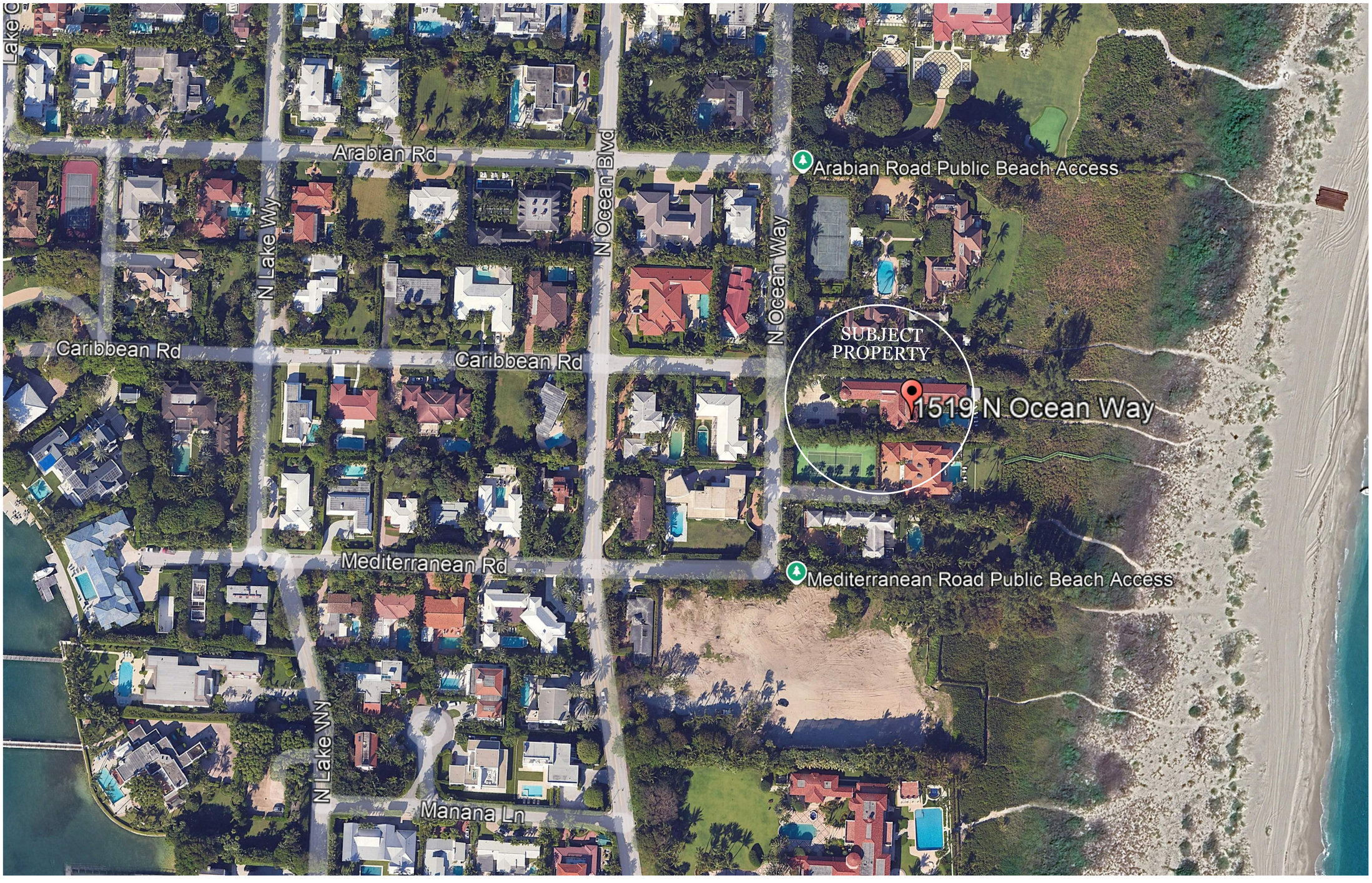
PROJECT NO:

SHEET NO.

PH-1

11.24.25



VICINITY LOCATION MAP

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A.R.#10,181

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

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CONSULTANT:

REVISIONS:

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PROJECT NO:

SHEET NO.

PR-1

11.24.25



CONTEXTUAL SITE PLAN

SCALE: 1:50

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A.R.#10,181

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL. 33480

CONSULTANT:

REVISIONS:

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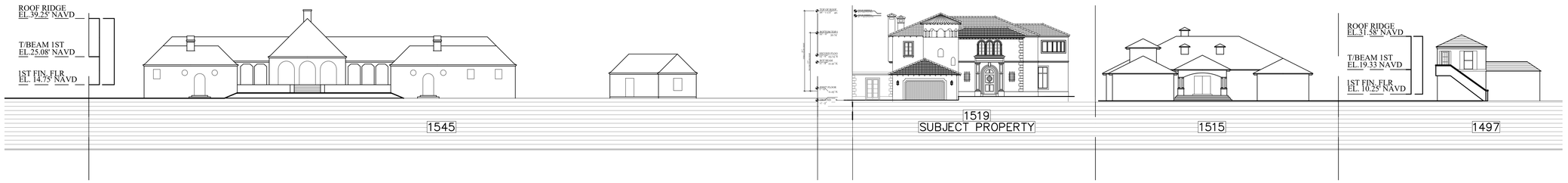
PROJECT NO:

SHEET NO.

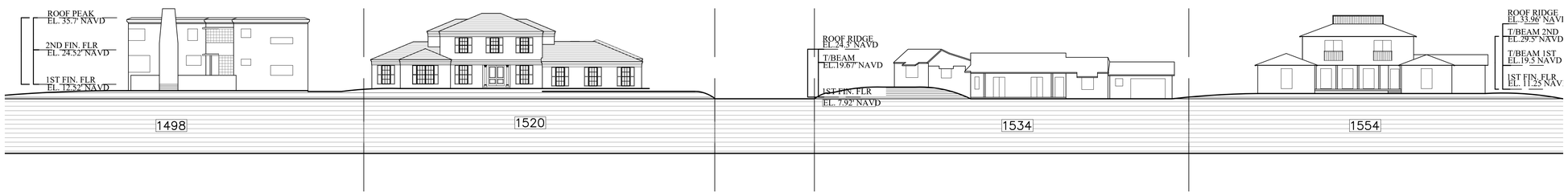
PR-2

11.24.25



STREESCAPE A

SCALE: 1:20



STREESCAPE B

SCALE: 1:20

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PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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PROJECT NO:

SHEET NO.

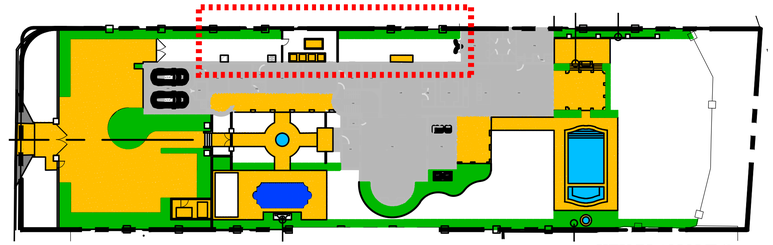
PR-3

11.24.25

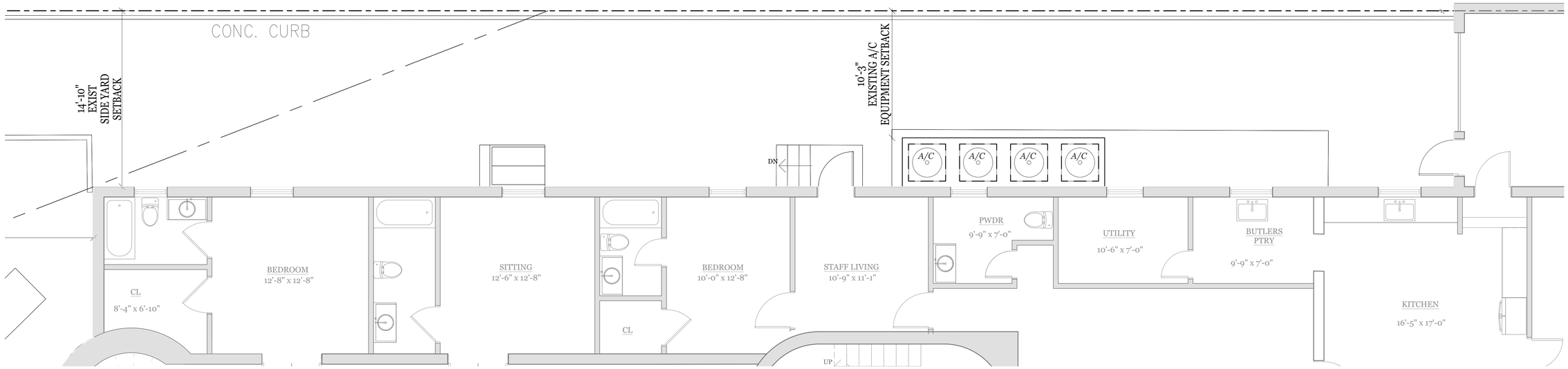
VARIANCE REQUEST - SECTION 134-1728:
A/C UNIT SETBACK VARIANCE - NORTH SIDE YARD

Existing Condition:
Four (4) air conditioning units currently located within the north side yard setback.

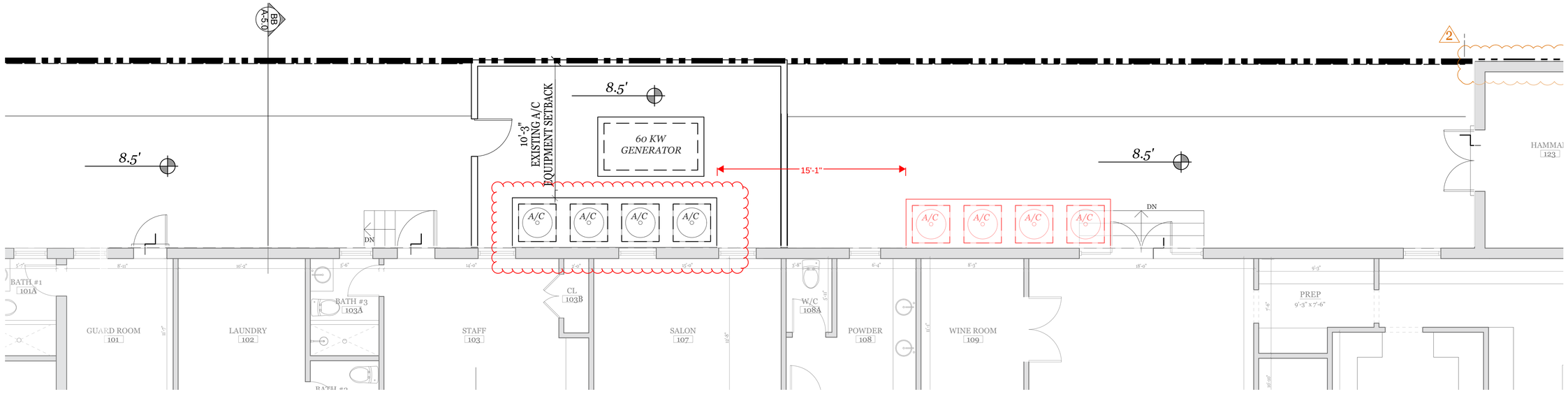
Proposed Condition:
Four (4) A/C units relocated westward along the same 10'-3" setback plane from north property line, maintaining setback distance but shifting west from existing locations



KEY PLAN N.T.S.



EXISTING NORTH SIDE YARD AC CONDENSER CONFIGURATION
SCALE: 1/4" -1'-0"



PROPOSED SIDE YARD AC CONDENSER CONFIGURATION
SCALE: 1/4" -1'-0"

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

PROPOSED RENOVATIONS FOR:
PRIVATE RESIDENCE
1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:
2 TOPB SECOND SUB COMMENTS: 12.19.25

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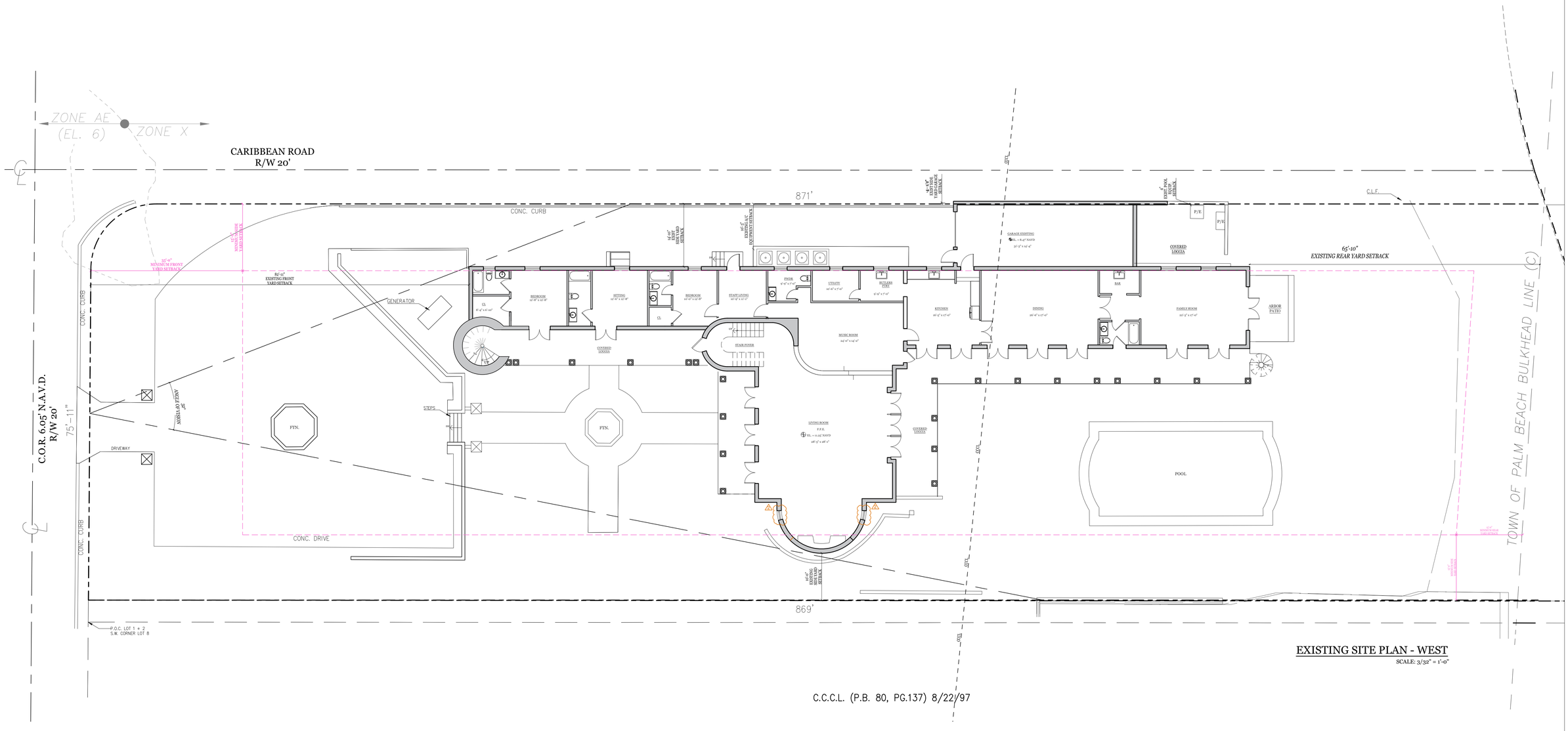
PROJECT NO:

SHEET NO.
PR-5

02.09.26

VARIANCE DIAGRAM



EXISTING SITE PLAN - WEST

SCALE: 3/32" = 1'-0"

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REACH FL 33480 PHONE: (561) 655-1114

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

2 TOPB SECOND SUB COMMENTS: 12.19.25

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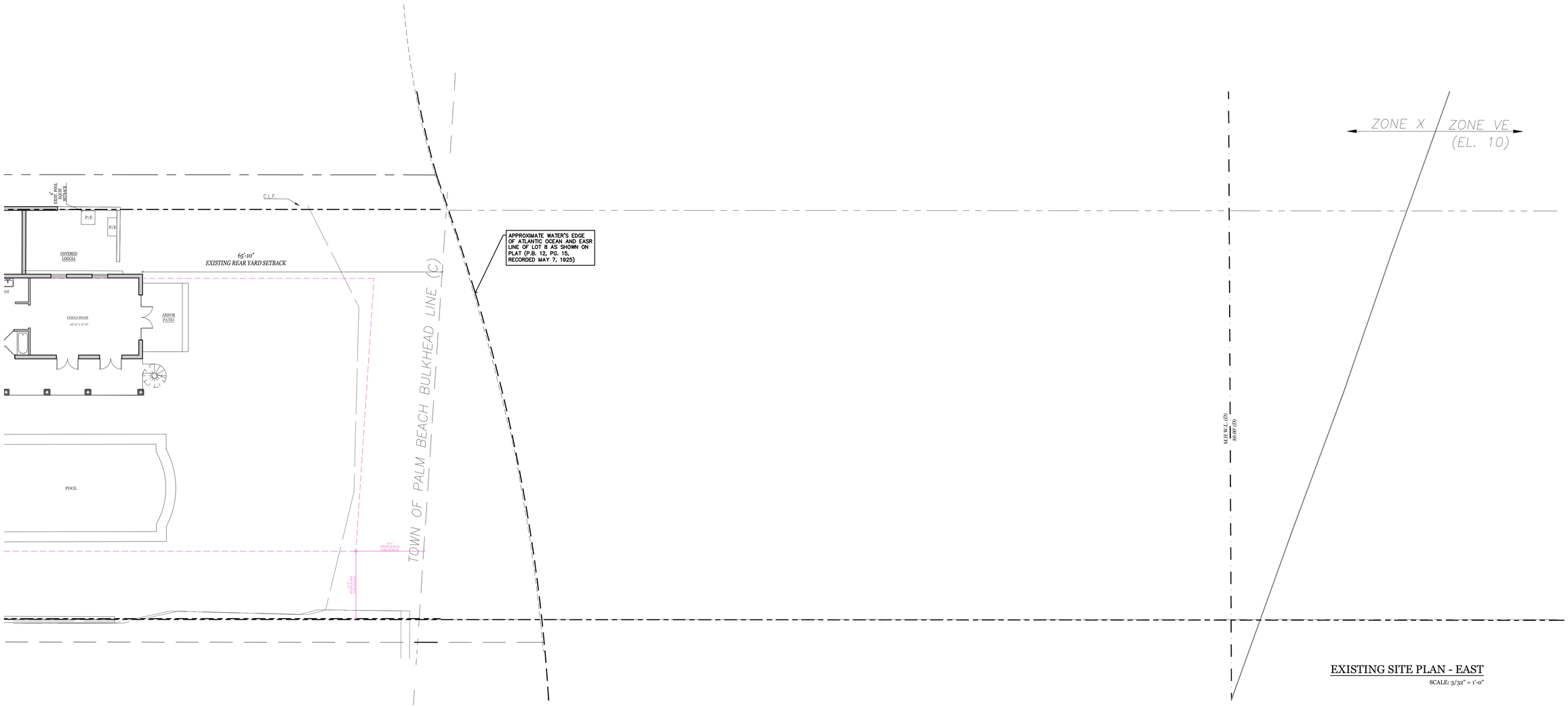
PROJECT NO:

SHEET NO.

SP-0

02.09.26



EXISTING SITE PLAN - EAST

SCALE: 3/32" = 1'-0"

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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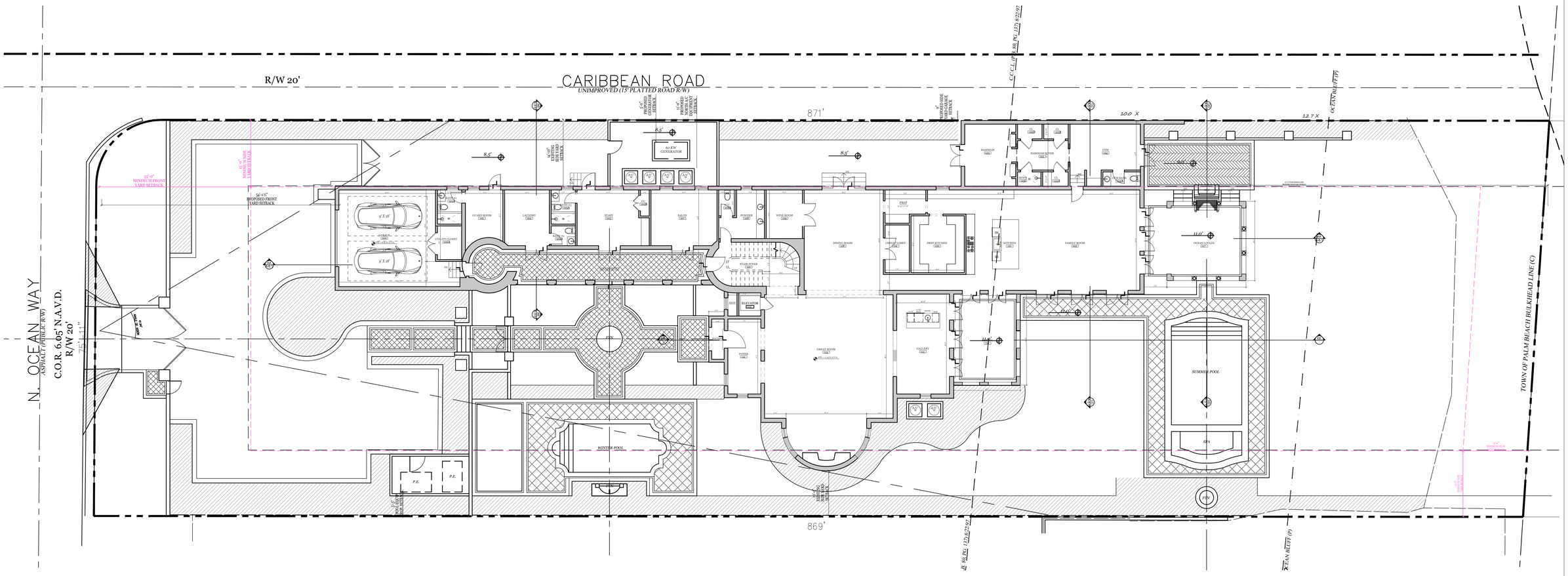
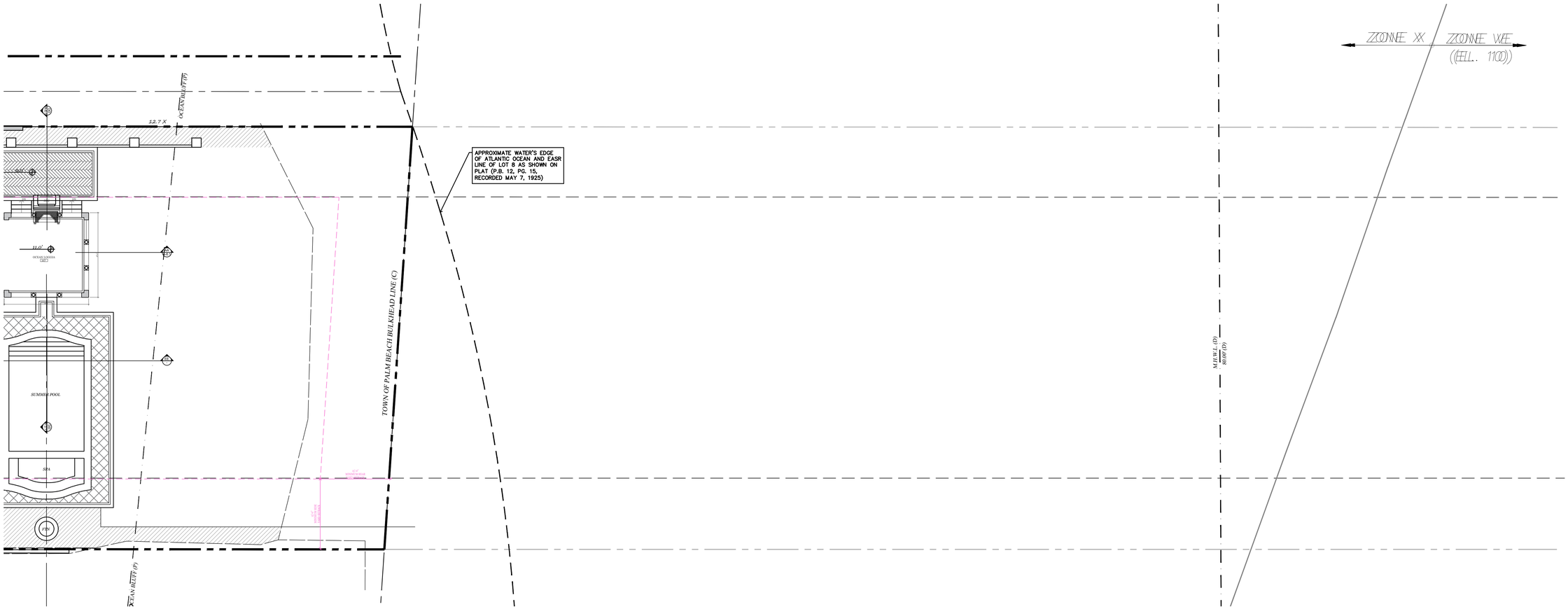
PROJECT NO:

SHEET NO.

SP-0.0

02.09.26


R/W 20'
CARIBBEAN ROAD
UNIMPROVED (15' PLATTED ROAD R/W)
871'
869'
N. OCEAN WAY
ASPHALT (PUBLIC R/W)
C.O.R. 6.05' N.A.V.D.
R/W 20'
75' ± 1"
C.C.C.L. (PER R.O.E. PR-1172 8.25.97)
TOWN OF PALM BEACH BULKHEAD LINE (C)
55'-0" MINIMUM FRONT YARD SETBACK
54'-1.5" PROPOSED FRONT YARD SETBACK
15'-0" MINIMUM REAR YARD SETBACK
6'-0" PROPOSED GENERATOR SETBACK
11'-0" PROPOSED NORTH FAC. SIDE YARD SETBACK
15'-0" MINIMUM SIDE YARD SETBACK
6'-0" MINIMUM GARAGE SIDE YARD SETBACK
60 KW GENERATOR
8.5'
9' X 18'
GUARD ROOM
LAUNDRY
STAFF
SALON
POWDER
WINE ROOM
DINING ROOM
FOYER
ELEVATOR
GREAT ROOM
GALLERY
PREP
PREP KITCHEN
CASUAL LIGHT
KITCHEN
FAMILY ROOM
HAMMAM
HAMMAM ROOM
GYM
OCEAN LOUNGE
SUMMER POOL
SPA
WINTER POOL
P.E.
P.E.
EXISTING 6'-0" HIGH CBS WALL
EXISTING NORTH FAC. SIDE YARD



PROPOSED SITE PLAN - EAST

SCALE: 3/32" = 1'-0"

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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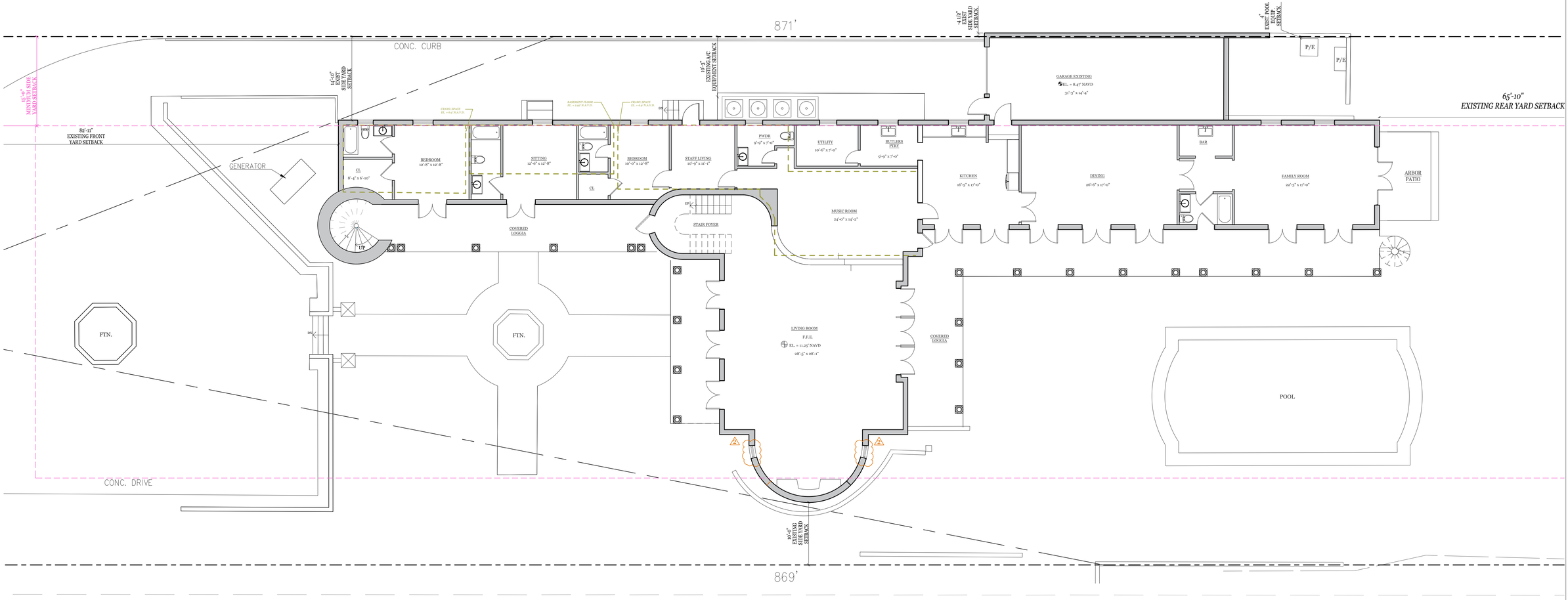
PROJECT NO:

SHEET NO.

SP-1.1

02.09.26



EXISTING FIRST FLOOR PLAN

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

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REACH FL 33480 PHONE 561.655.1114
A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

2 TOPB SECOND SUB COMMENTS: 12.19.25

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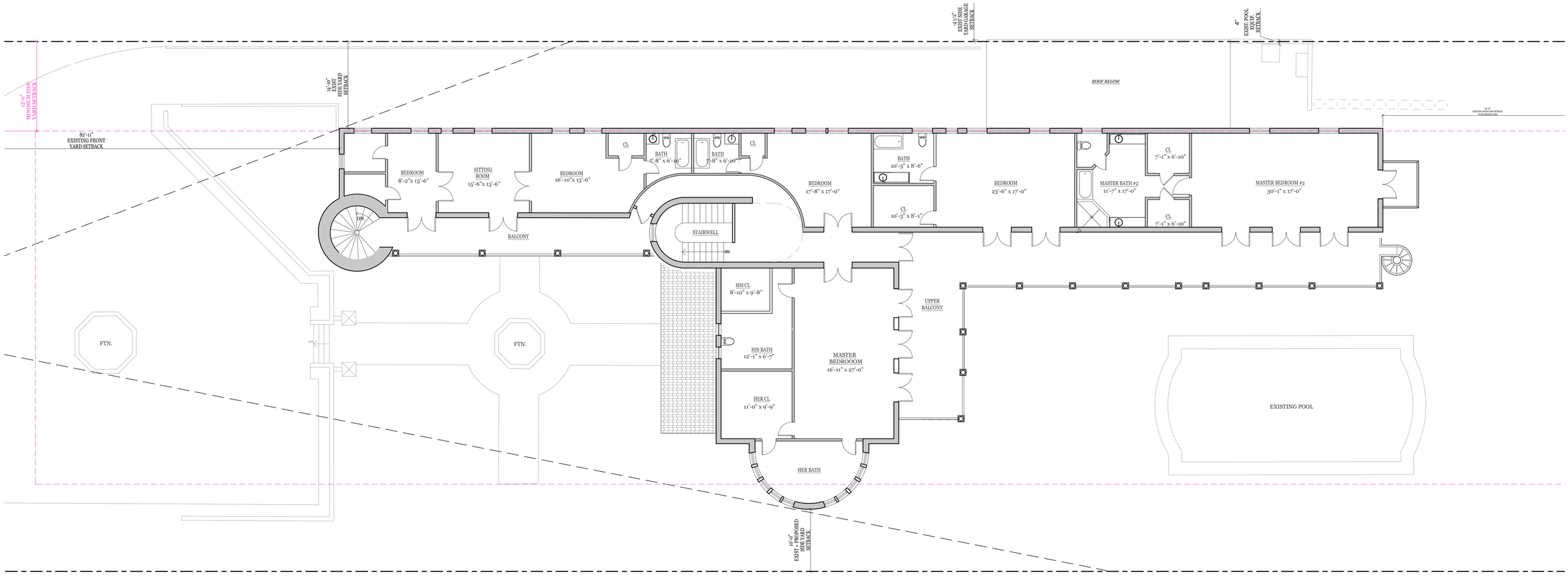
PROJECT NO:

SHEET NO.

A-1.0

02.09.26



EXISTING SECOND FLOOR PLAN

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

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REACH FL 33480 PHONE: 561.655.1114

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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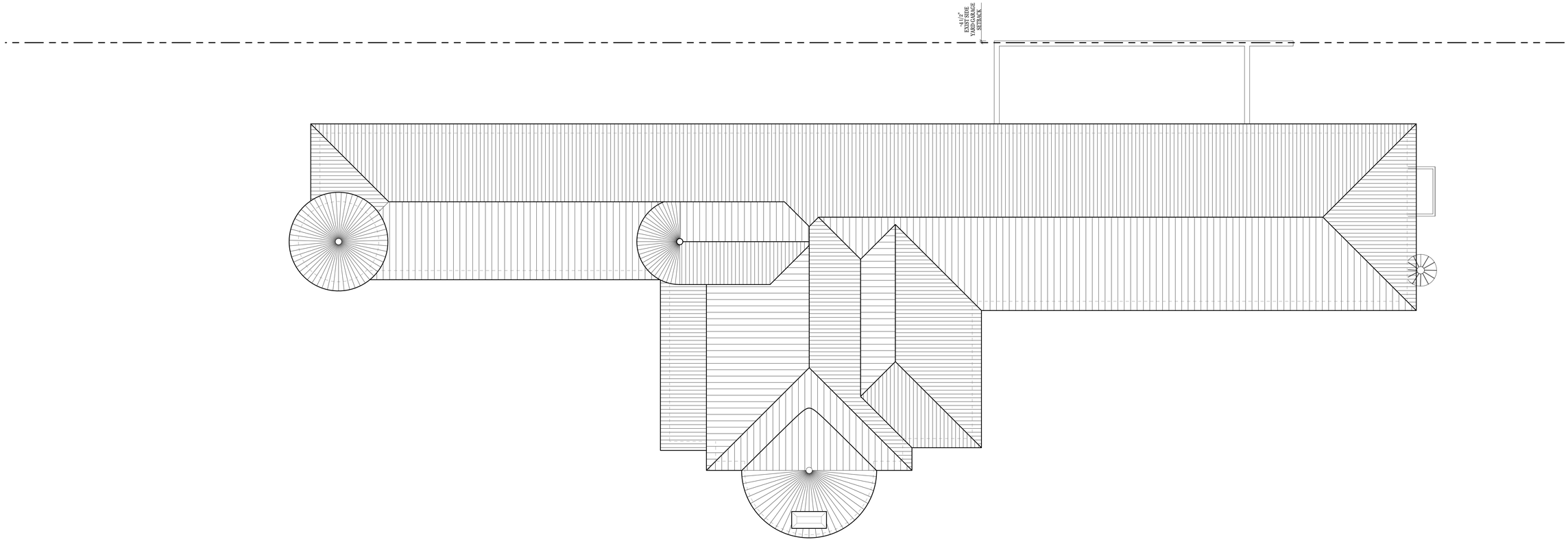
PROJECT NO:

SHEET NO.

A-1.1

02.09.26



EXISTING ROOF PLAN

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

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A.R.#10,181

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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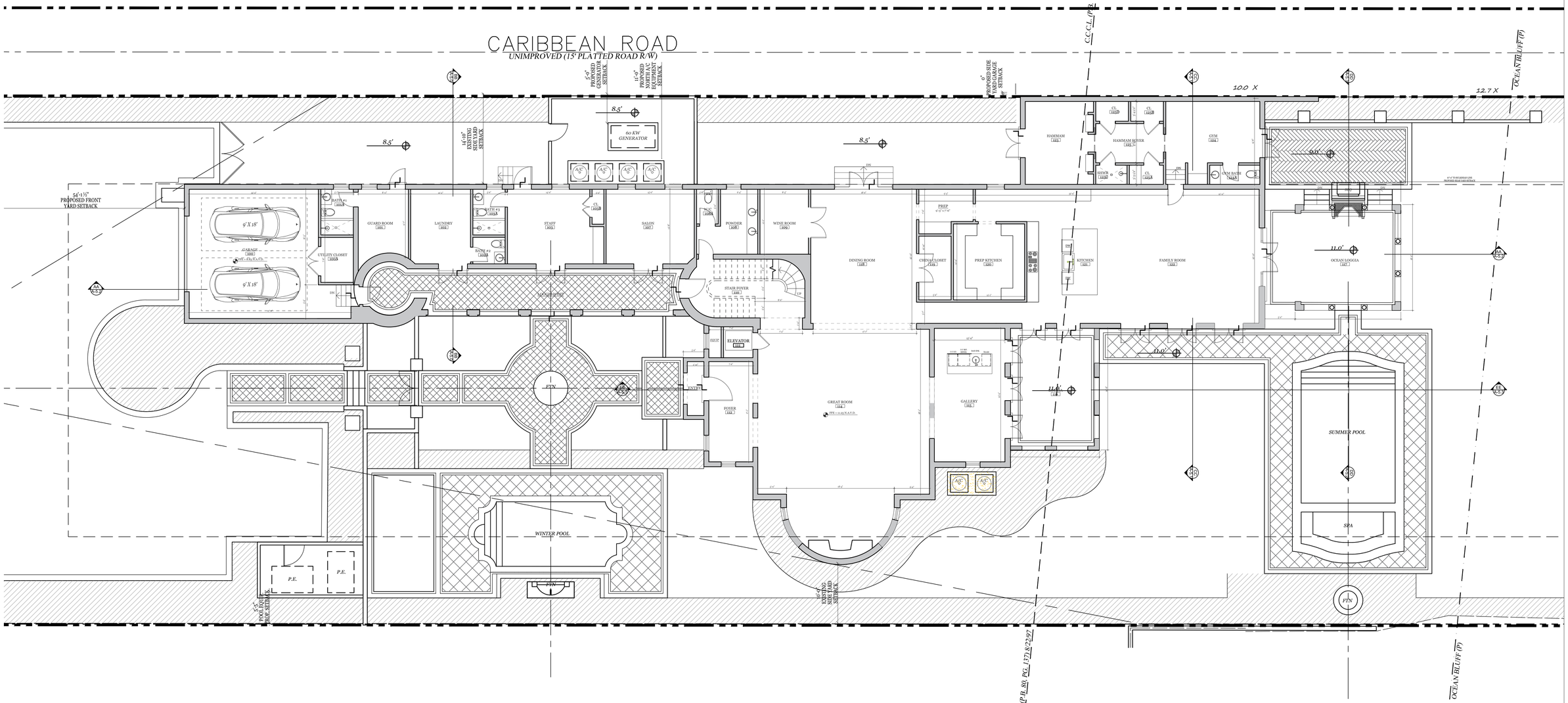
PROJECT NO:

SHEET NO.

A-1.2

02.09.26



PROPOSED FIRST FLOOR PLAN

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

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PRIVATE RESIDENCE

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CONSULTANT:

REVISIONS:

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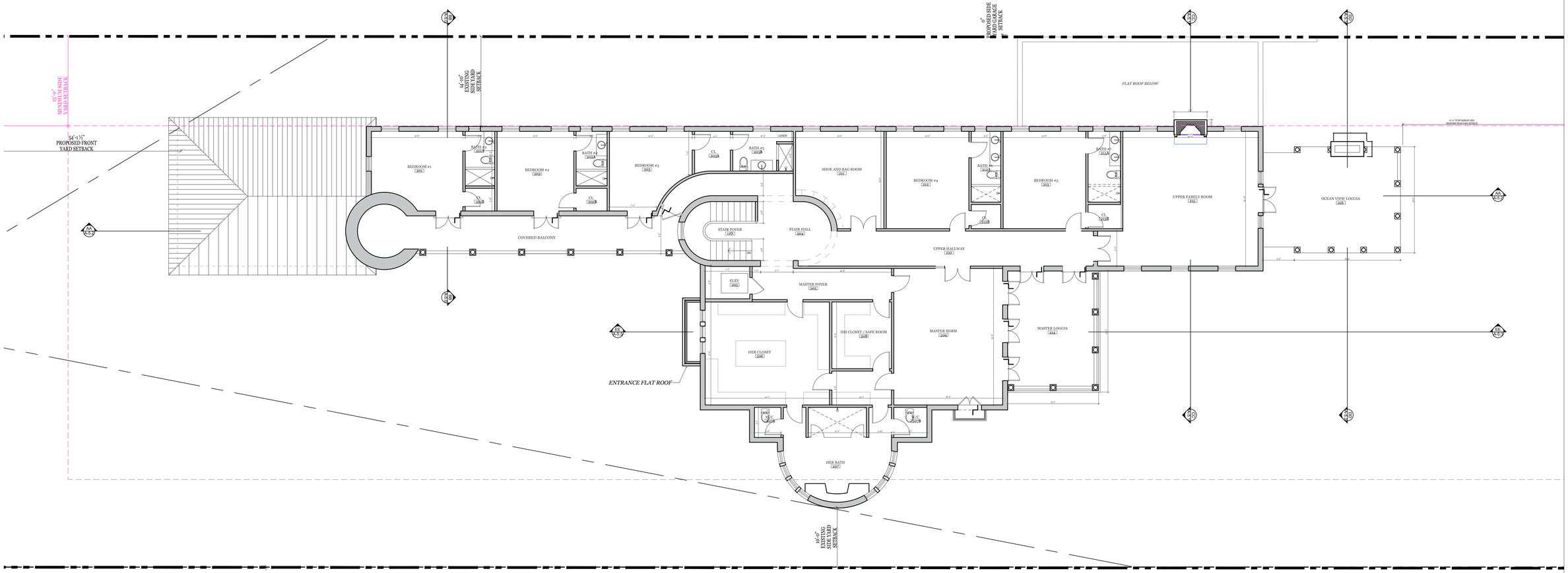
PROJECT NO:

SHEET NO.

A-2.0

01.09.26



PROPOSED SECOND FLOOR PLAN

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

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

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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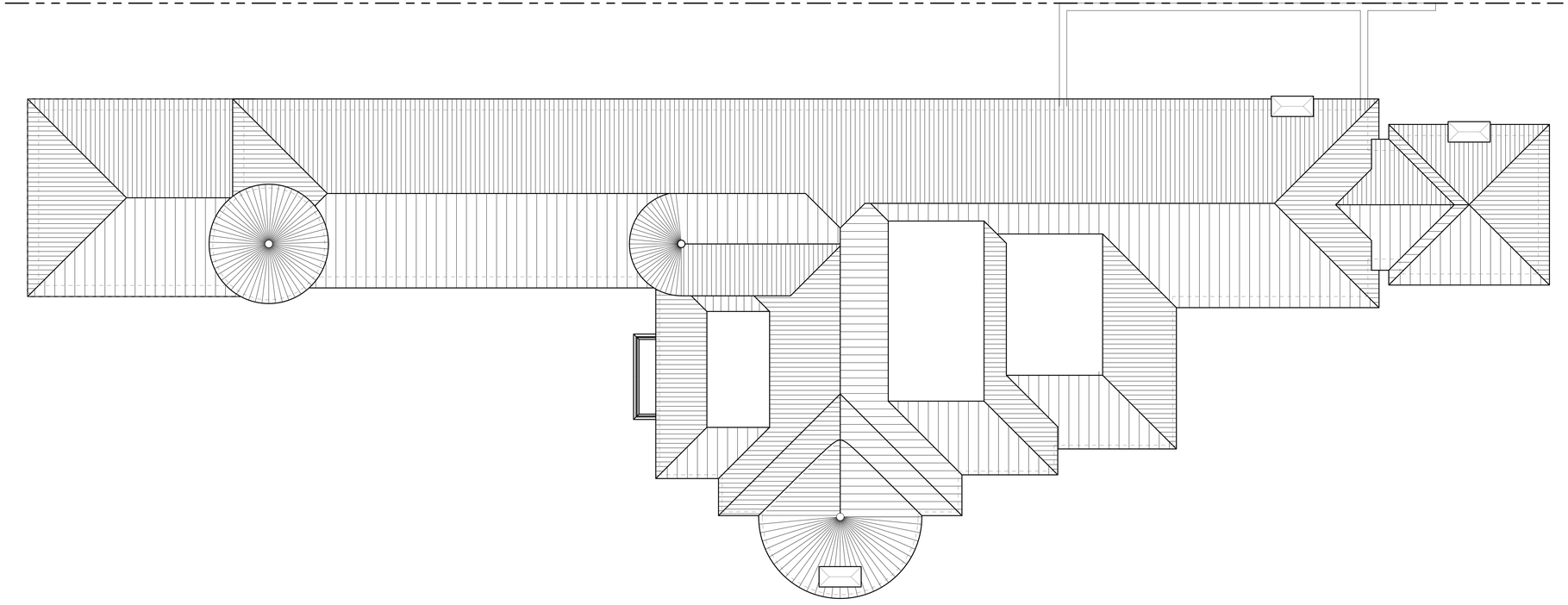
PROJECT NO:

SHEET NO.

A-2.1

01.09.26



PROPOSED ROOF PLAN

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

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

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

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SHEET NO.

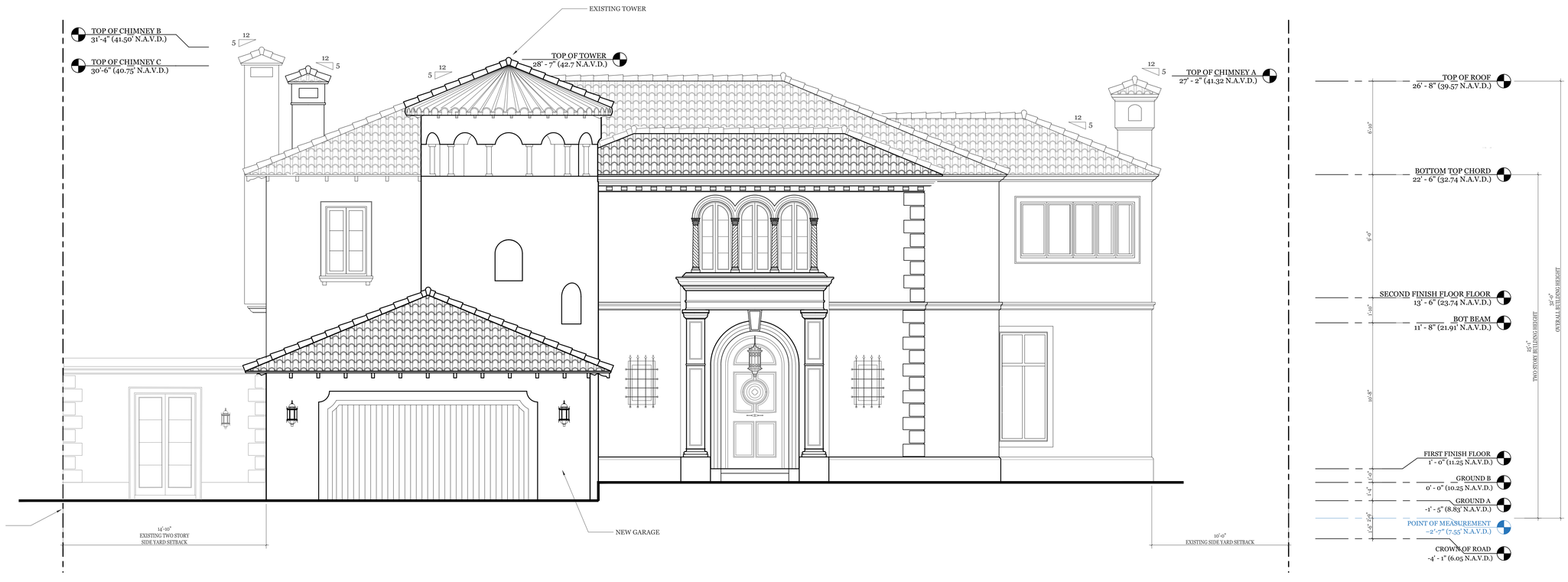
A-2.2

02.09.26



EXISTING WEST ELEVATION

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



PROPOSED WEST ELEVATION

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

SKA
SKA ARCHITECT + PLANNER
249 PERUVIAN AVE. SUITE P2 PALM
REACH FL 33480 PHONE: 561.655.1114

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

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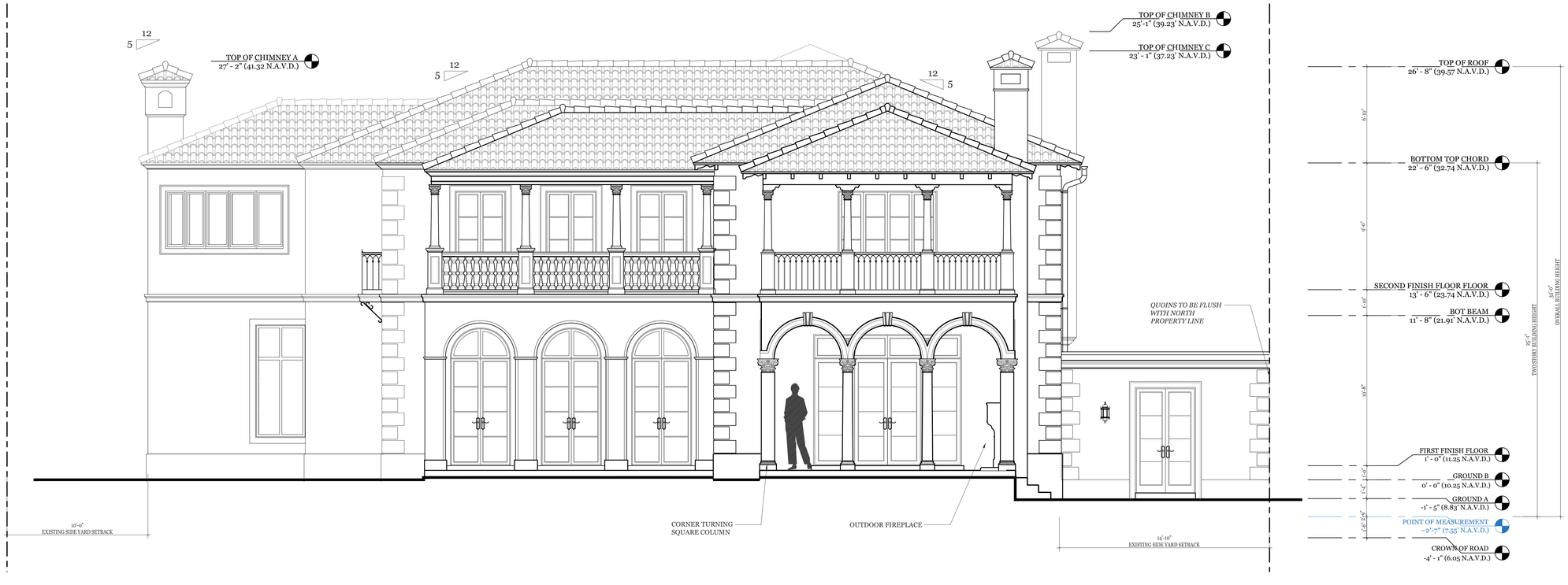
A-3.0

02.09.26



EXISTING EAST ELEVATION

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



PROPOSED EAST ELEVATION

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

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A.R.#10,181

PROPOSED RENOVATIONS FOR:

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1519 N OCEAN BLVD, PALM BEACH, FL 33480

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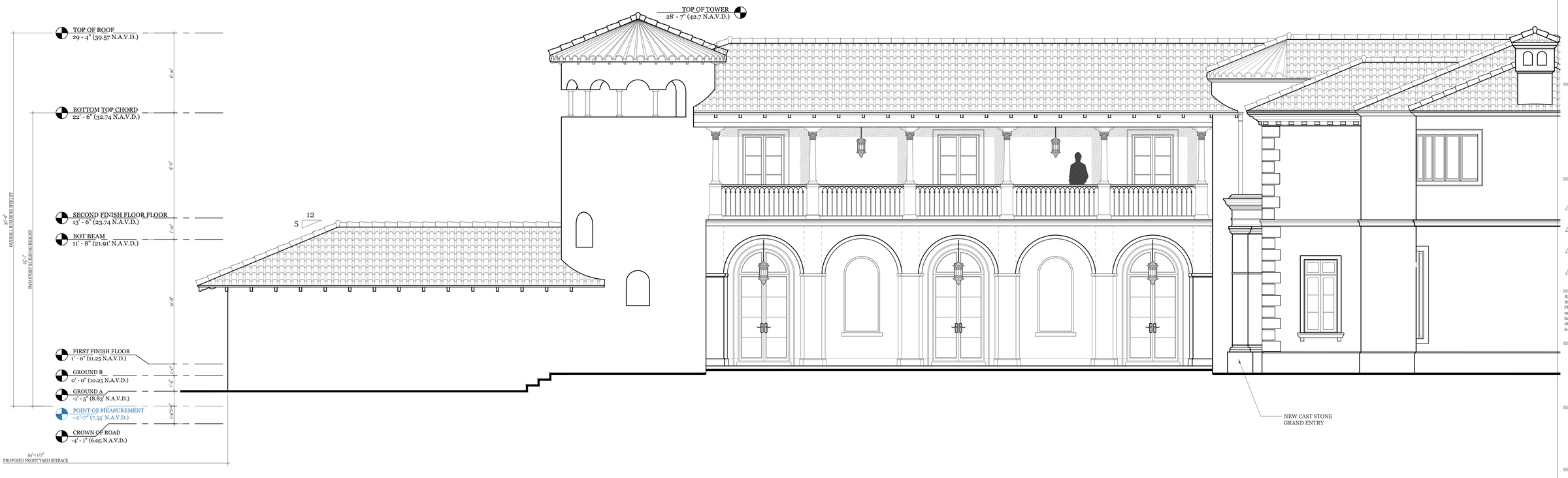
A-3.1

02.09.26



EXISTING SOUTH ELEVATION - LEFT

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



PROPOSED SOUTH ELEVATION - LEFT

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

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PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

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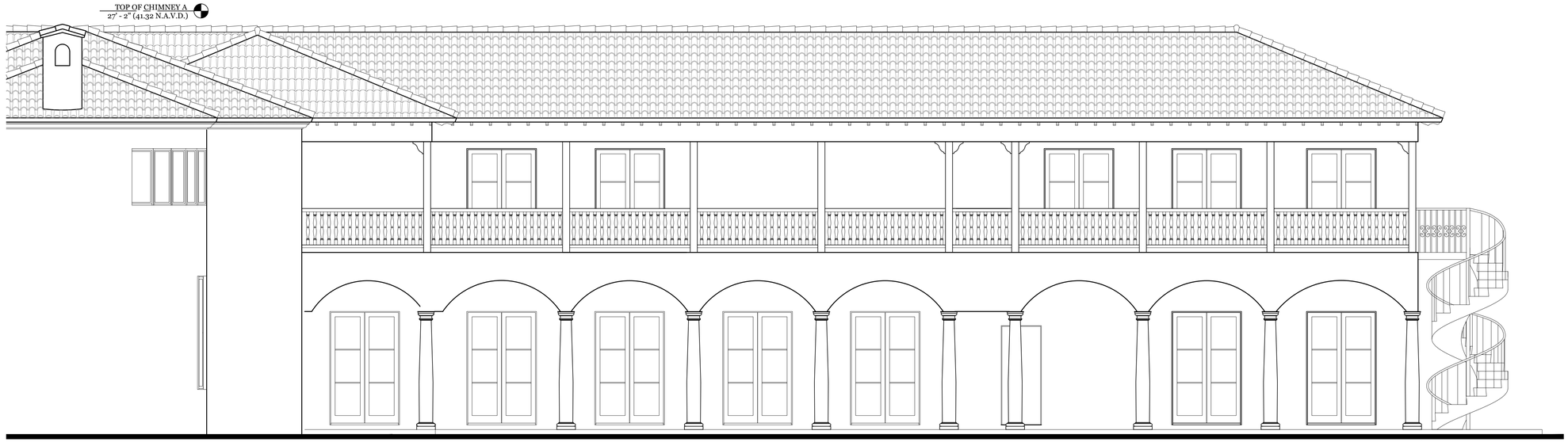
A-3.2

02.09.26

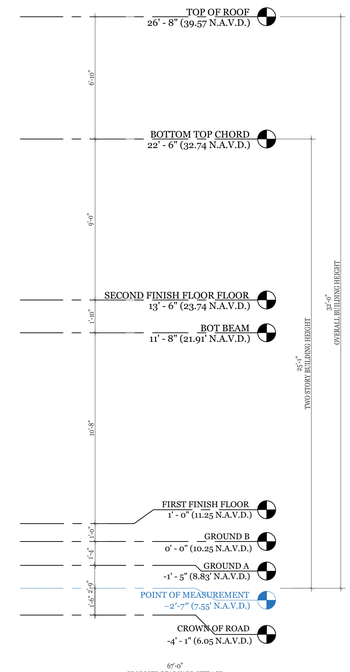


65'-10"
EXISTING REAR YARD SETBACK

EXISTING SOUTH ELEVATION - RIGHT

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





6'-0"
PROPOSED REAR YARD SETBACK

PROPOSED SOUTH ELEVATION - RIGHT

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

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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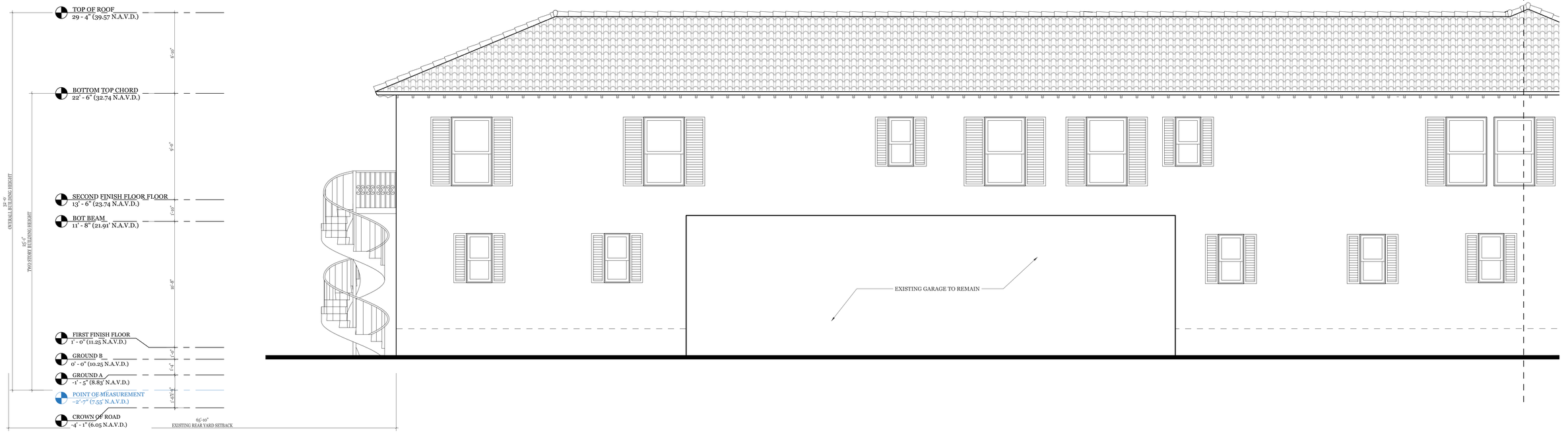
A-3.3

02.09.26



EXISTING NORTH ELEVATION - LEFT

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



PROPOSED NORTH ELEVATION - LEFT

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

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

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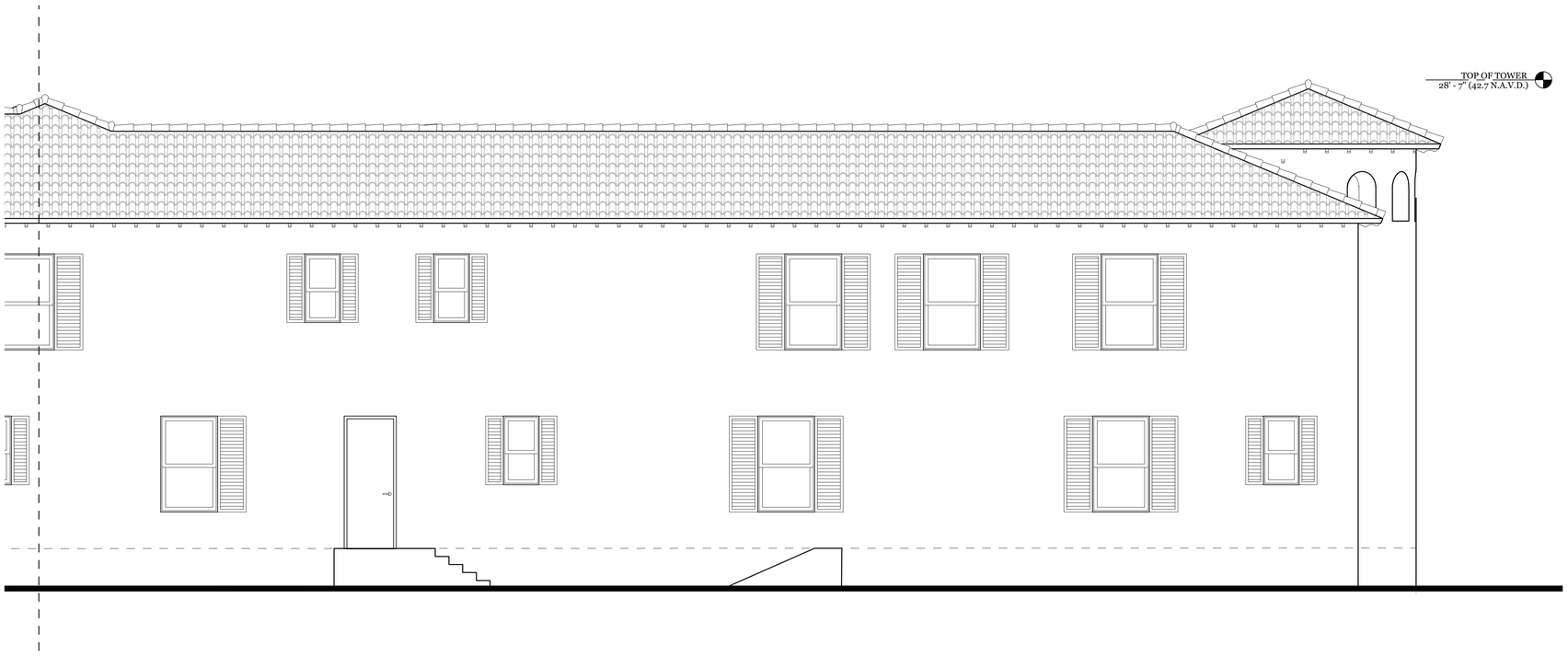
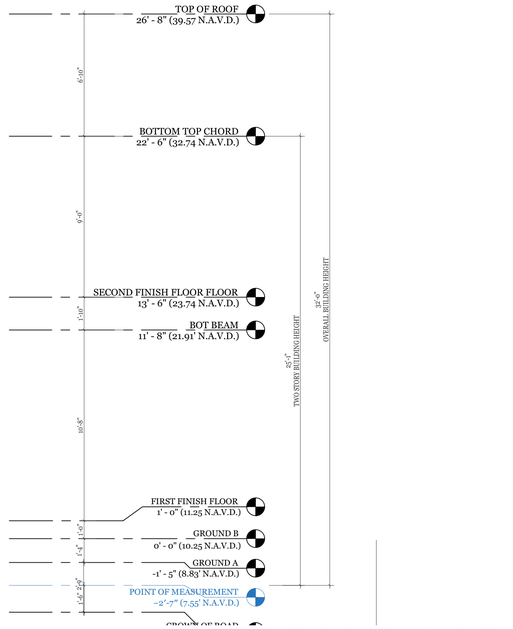
SHEET NO.

A-3.4

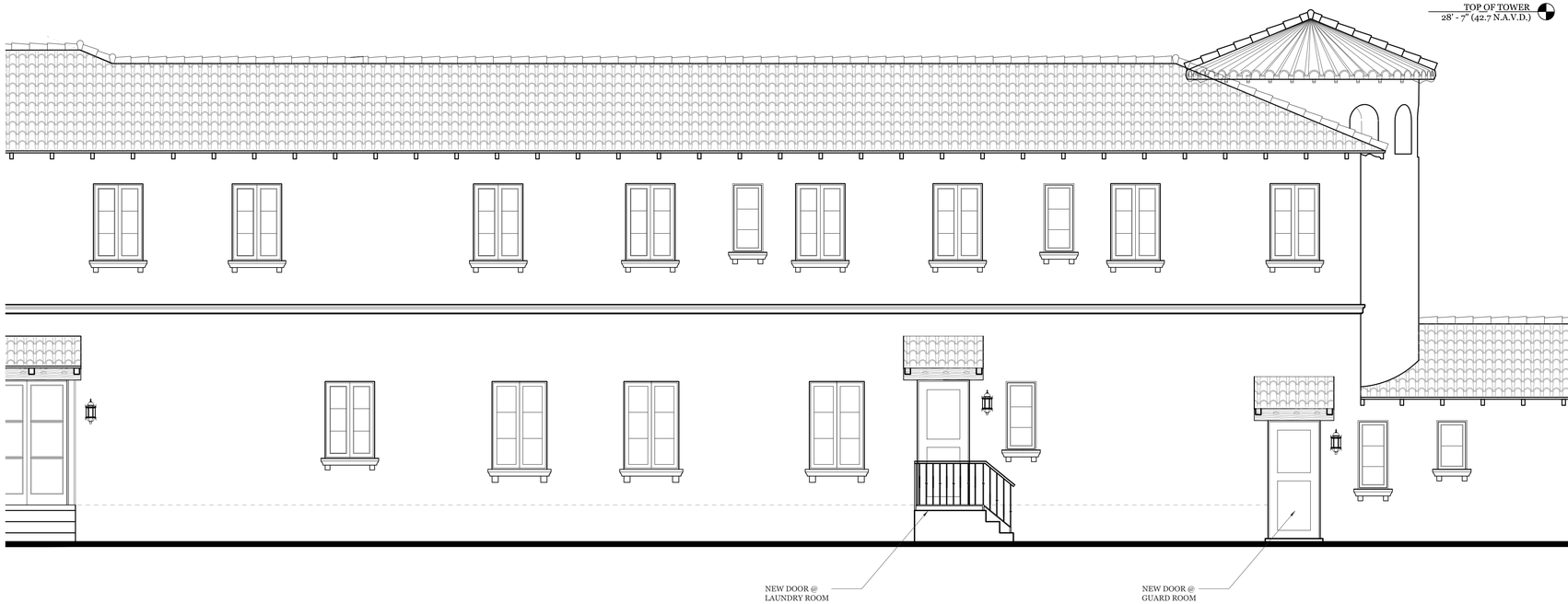
02.09.26

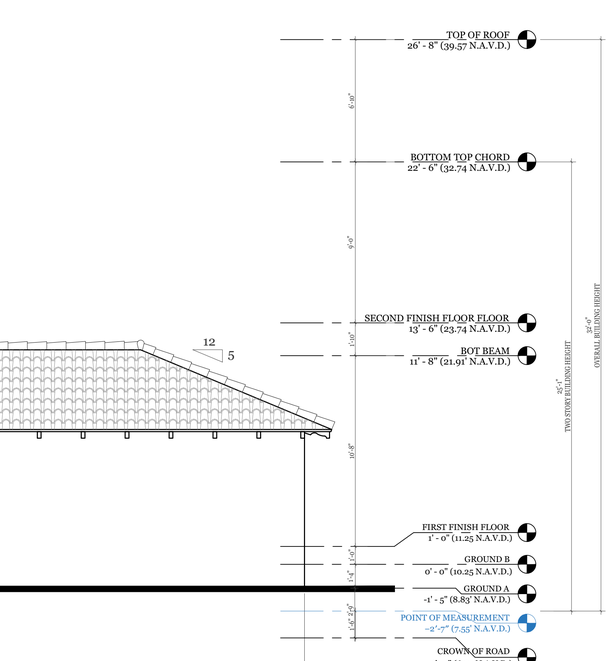




EXISTING NORTH ELEVATION - RIGHT

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





PROPOSED NORTH ELEVATION - RIGHT

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

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

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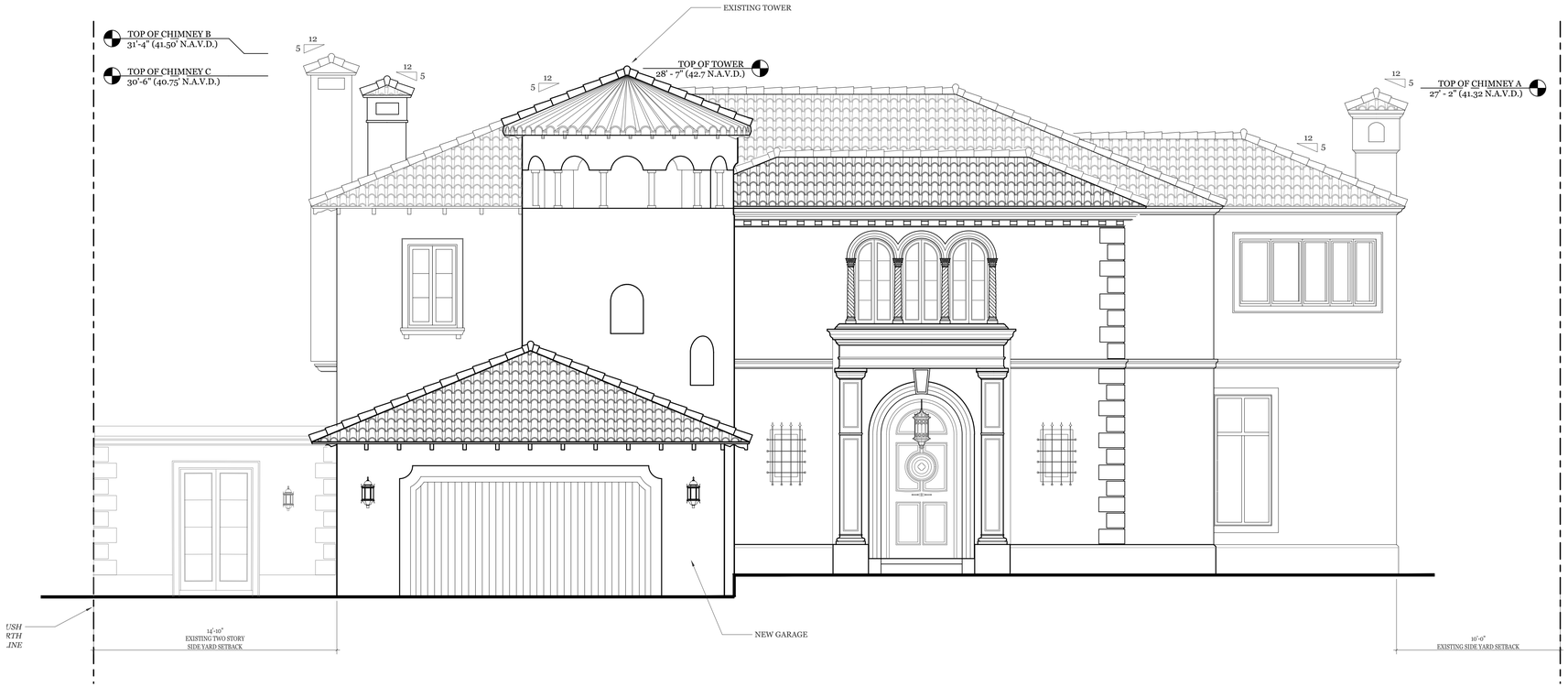
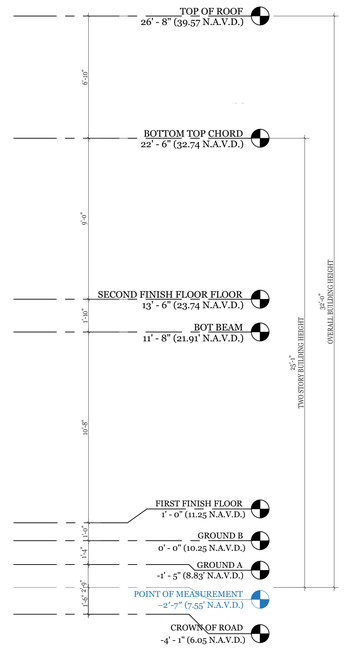
A-3.5

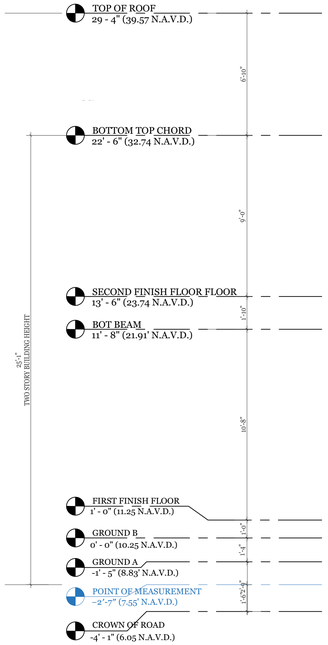
02.09.26



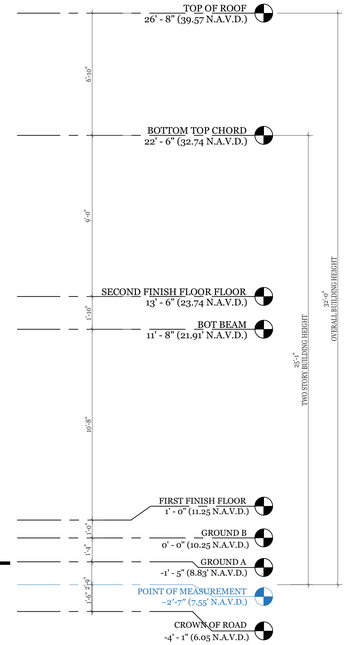


PROPOSED WEST ELEVATION

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







PROPOSED EAST ELEVATION

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

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A.R.#10,181

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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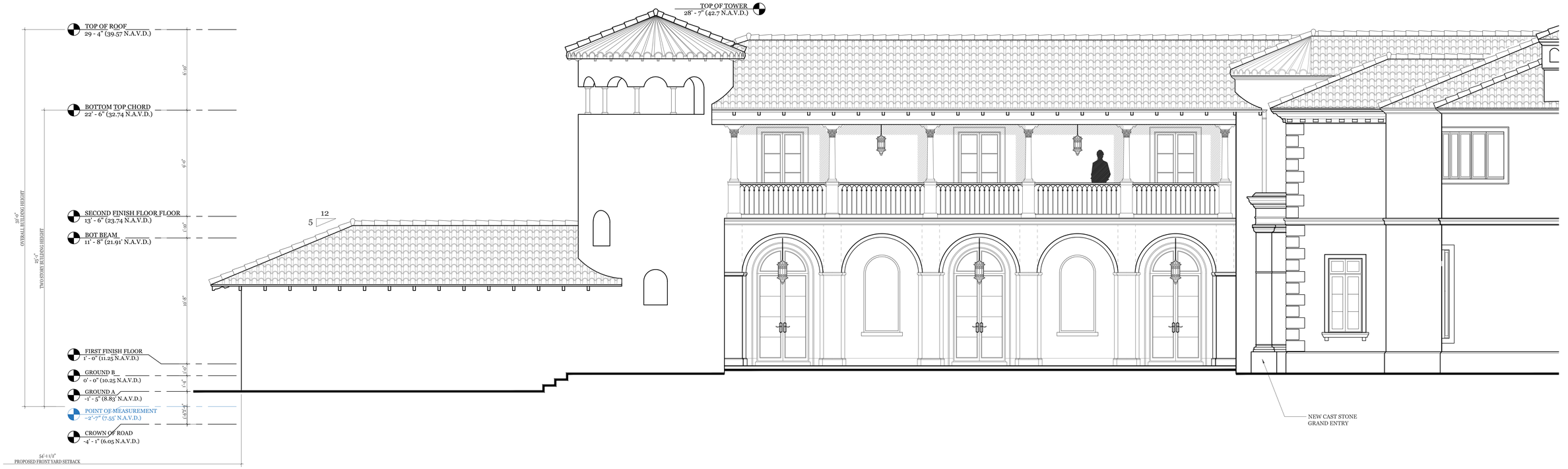
PROJECT NO:

SHEET NO.

A-4.6

02.09.26

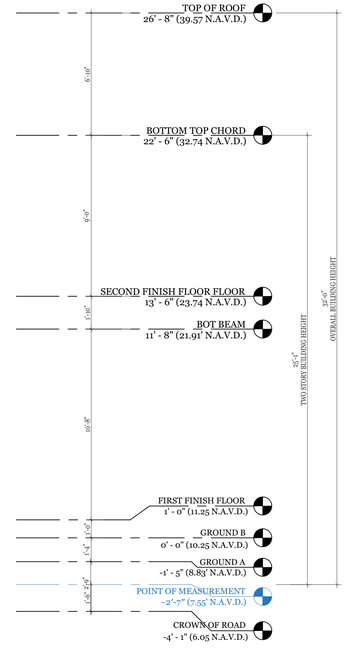
PROPOSED ELEVATIONS



PROPOSED SOUTH ELEVATION - LEFT

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





PROPOSED SOUTH ELEVATION - RIGHT

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

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

A.A. #001345
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PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

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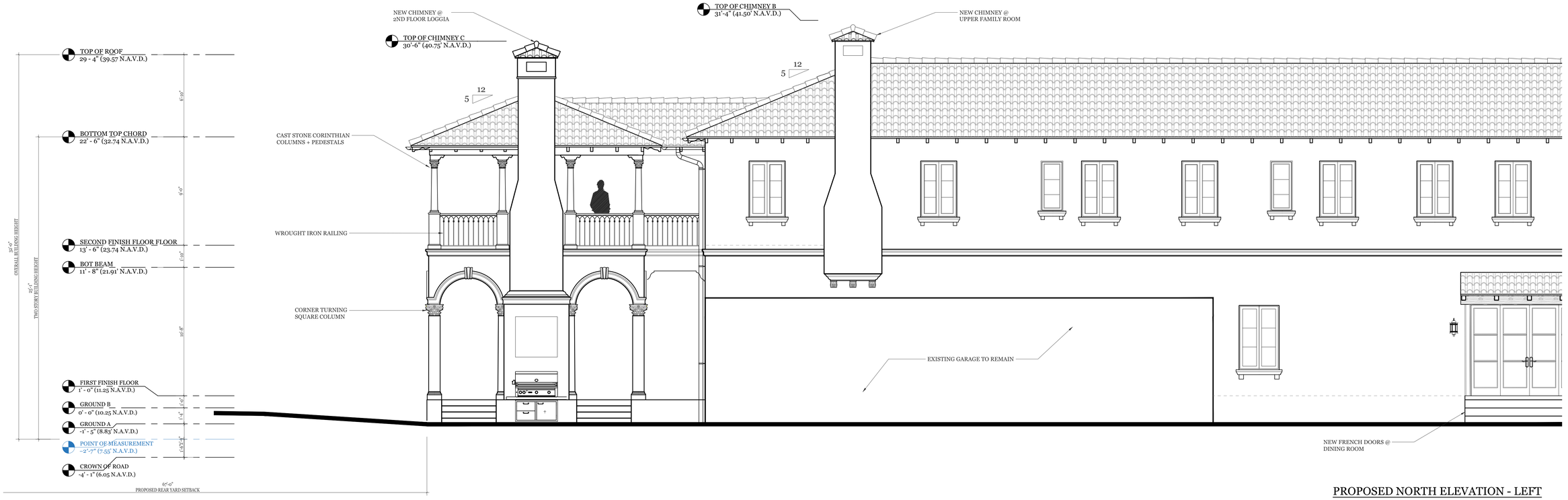
A-4.7

02.09.26

PROPOSED ELEVATIONS



PROPOSED NORTH ELEVATION - LEFT

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



PROPOSED NORTH ELEVATION - RIGHT

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

PROPOSED ELEVATIONS

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

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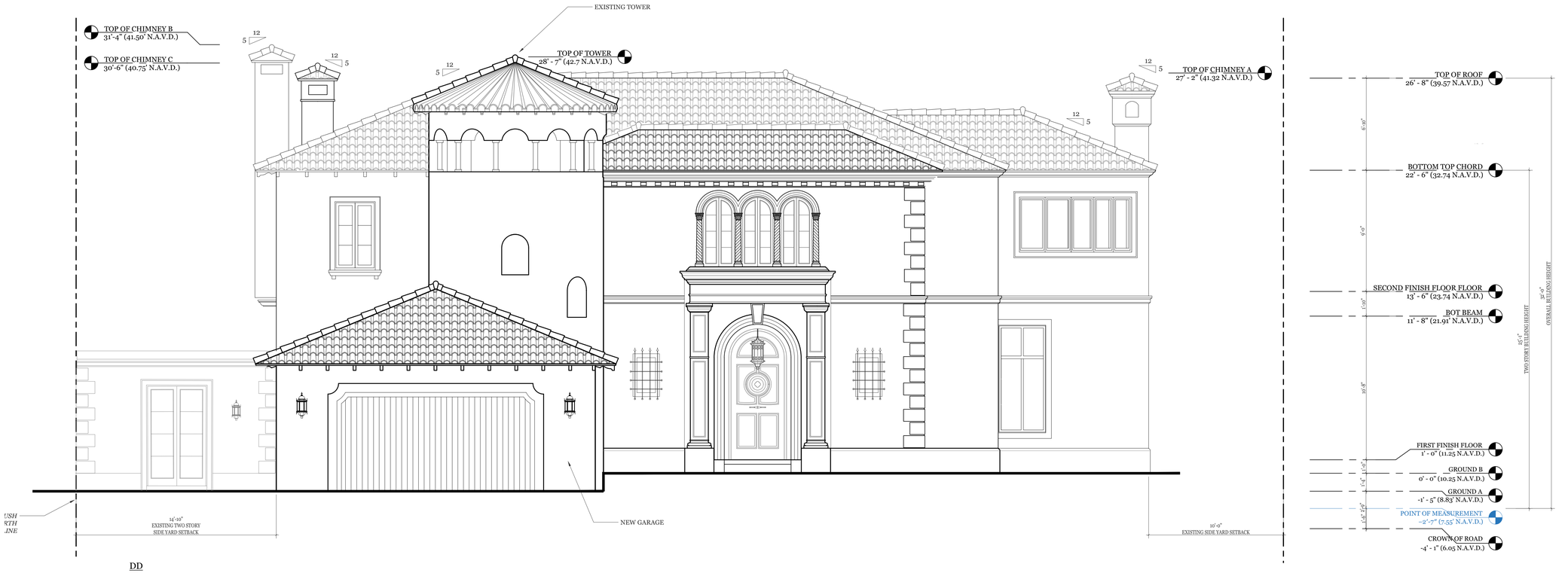
PROJECT NO:

SHEET NO.

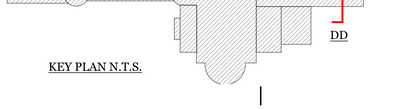
A-4.8

02.09.26



PROPOSED WEST ELEVATION

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



KEY PLAN N.T.S.

PROPOSED WEST SECTION BB / ELEVATION

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

SKA
SKA ARCHITECT + PLANNER
249 PERUVIAN AVE. SUITE PALM
REACH FL 33480 PHONE: (561) 655-7117

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

1.
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3.
4.

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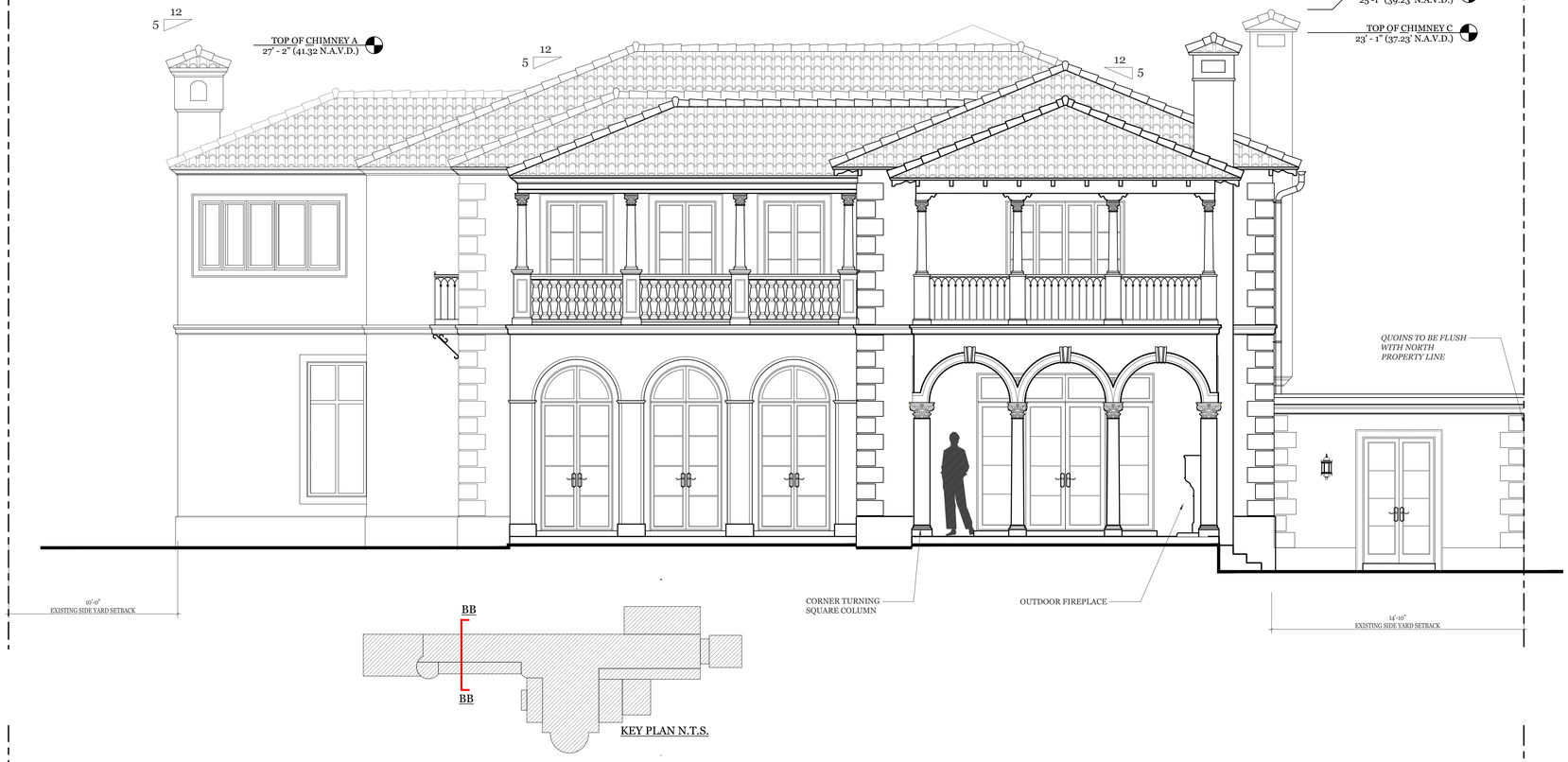
PROJECT NO:

SHEET NO.

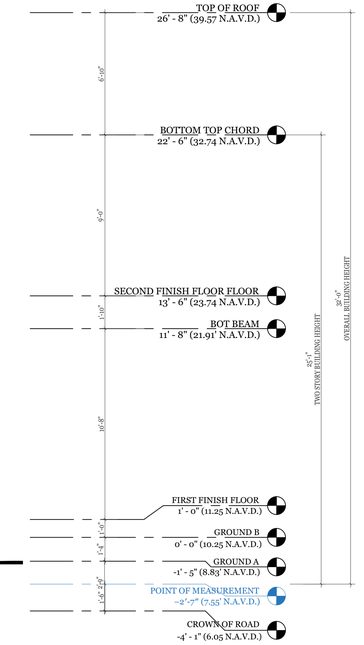
A-5.0

02.09.26

SECTIONS

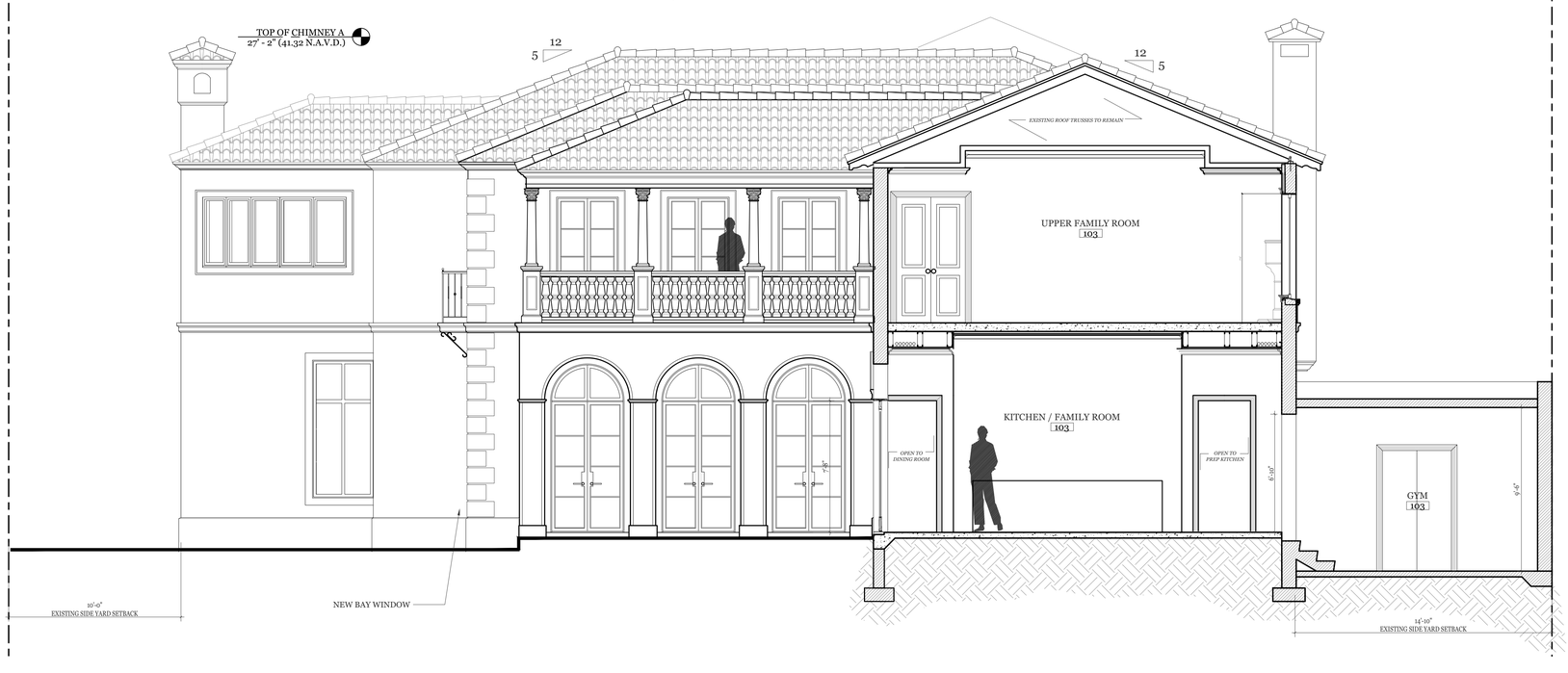


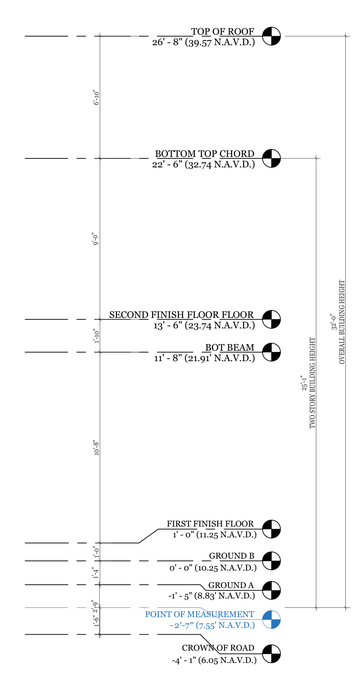
KEY PLAN N.T.S.



PROPOSED EAST ELEVATION

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





PROPOSED WEST SECTION BB/ ELEVATION

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

SKA
SKA ARCHITECT + PLANNER
249 PERUVIAN AVE. SUITE F2 PALM BEACH FL 33480 PHONE: 561.655.1114
A.A. #001345
A.R.#10,181

PROPOSED RENOVATIONS FOR:

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1519 N OCEAN BLVD, PALM BEACH, FL 33480

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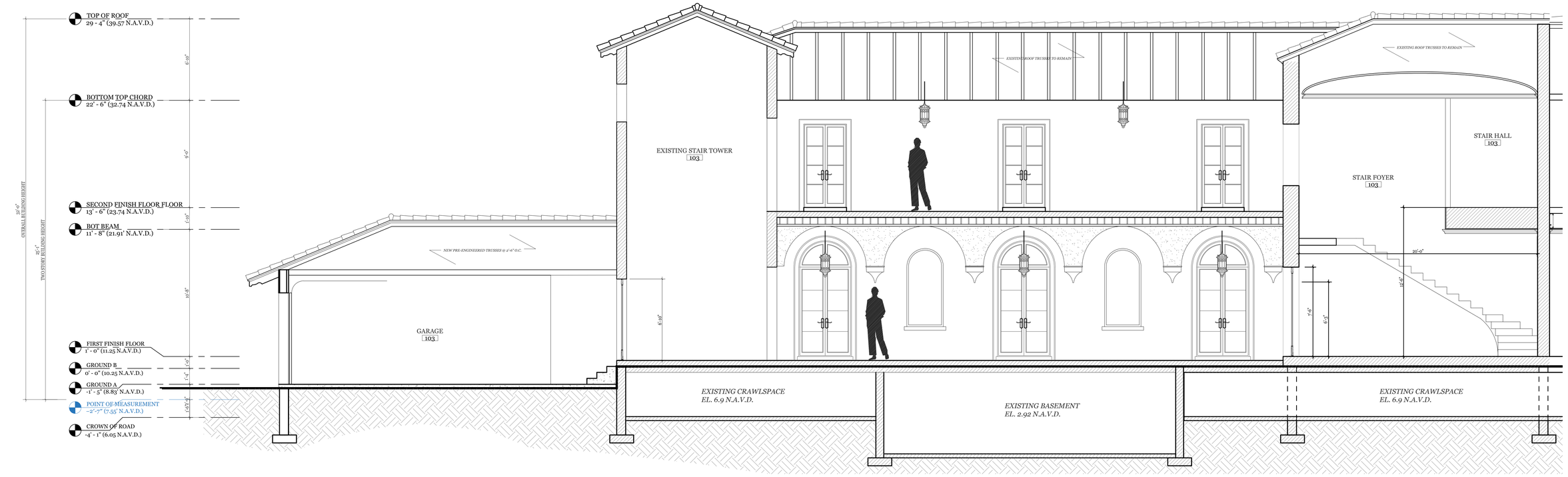
SHEET NO.

A-5.1

02.09.26

SECTIONS



PROPOSED NORTH SECTION AA - LEFT

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



PROPOSED NORTH SECTION AA - RIGHT

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

SECTIONS

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

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PROPOSED RENOVATIONS FOR:

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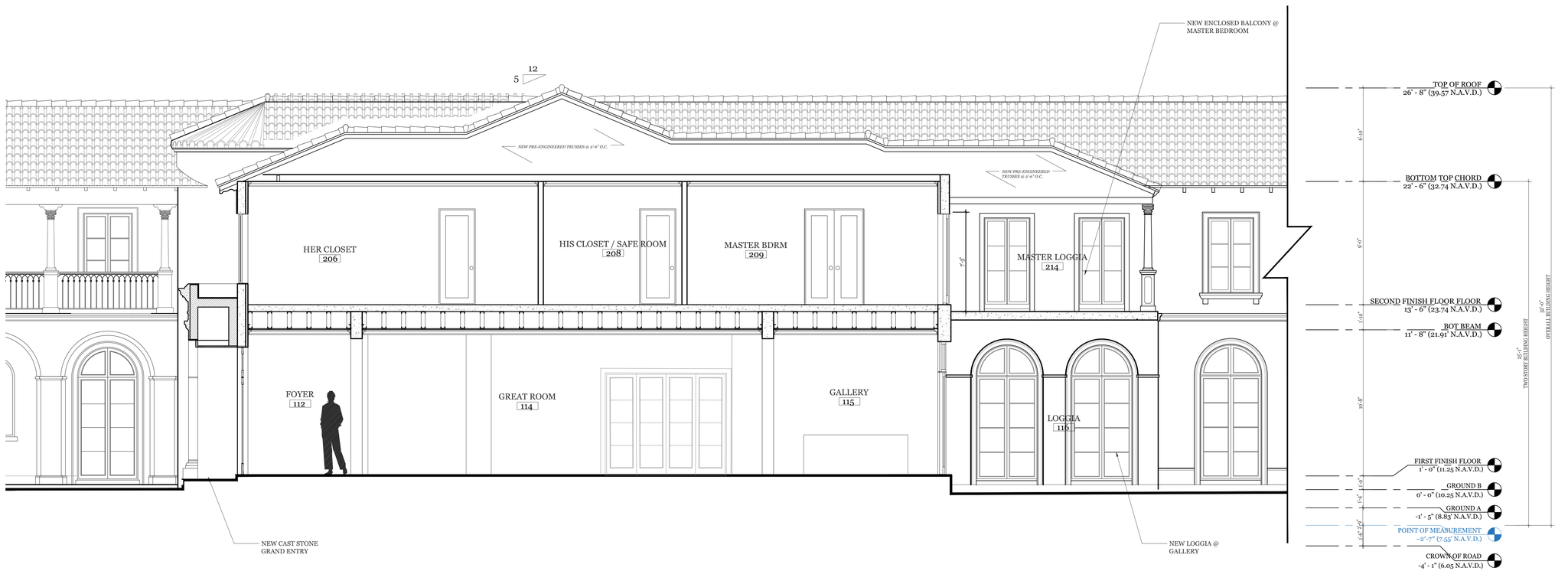
A-5.2

02.09.26



SECTION DD @ OCEAN VIEW LOGGIA

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



SECTION EE

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

SECTIONS

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

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PROJECT NO:

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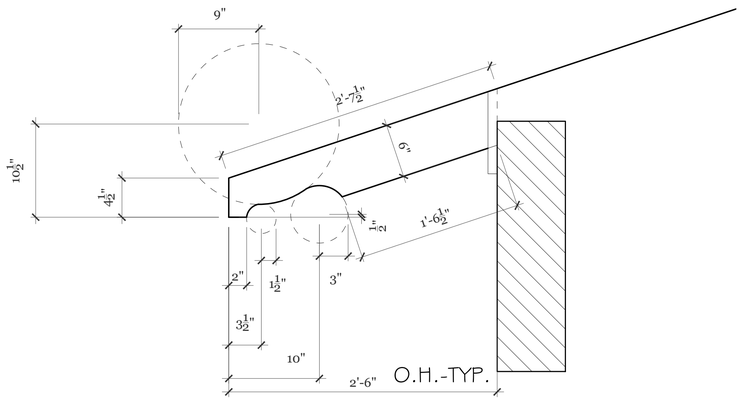
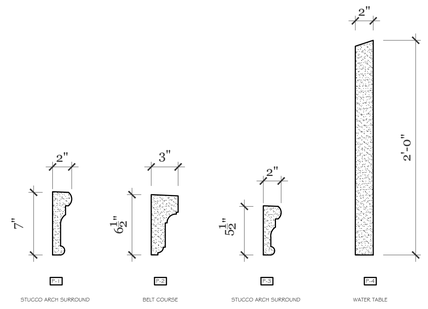
A-5.3

02.09.26



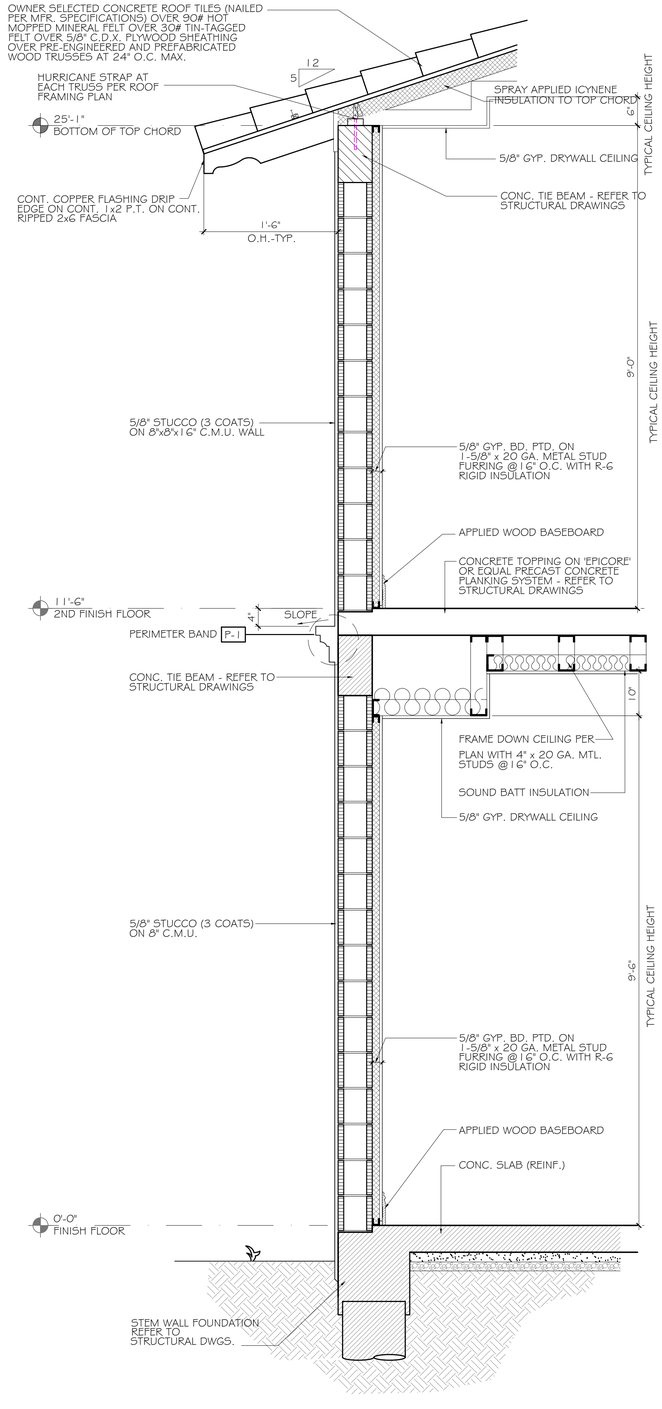
RAFTER TAIL DETAIL

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



PULLED STUCCO PROFILES

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



TYP. ROOF / WALL SECTION

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

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249 PERUVIAN AVE. SUITE F2 PALM BEACH FL 33480 PHONE 561.655.1114

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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PROJECT NO:

SHEET NO.

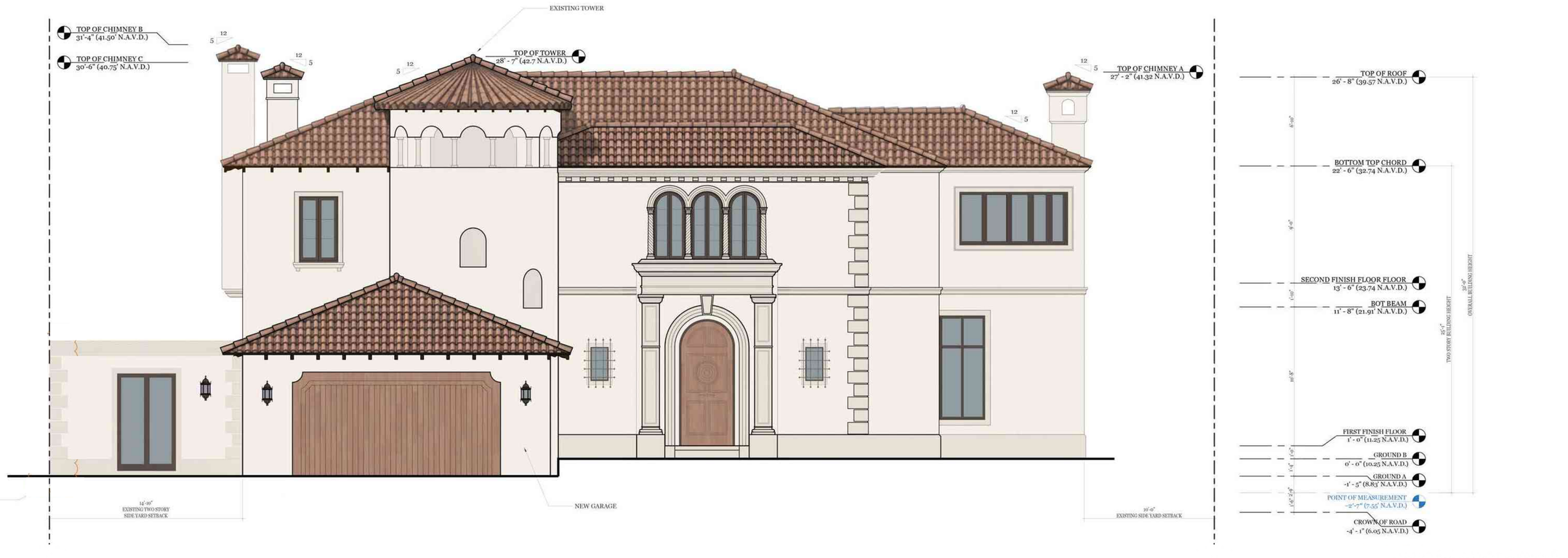
A-6.0

02.09.26



PROPOSED EAST ELEVATION

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



PROPOSED WEST ELEVATION

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

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

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

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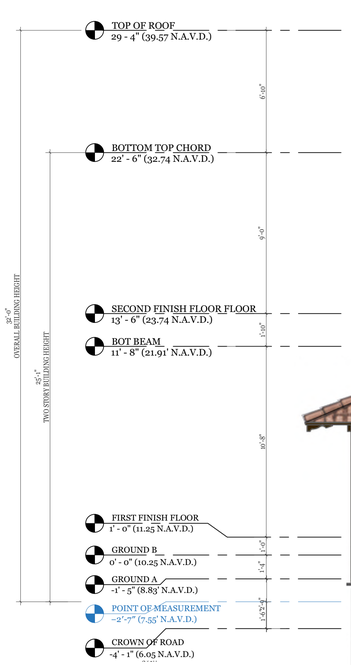
SHEET NO.

A-7.0

02.09.26

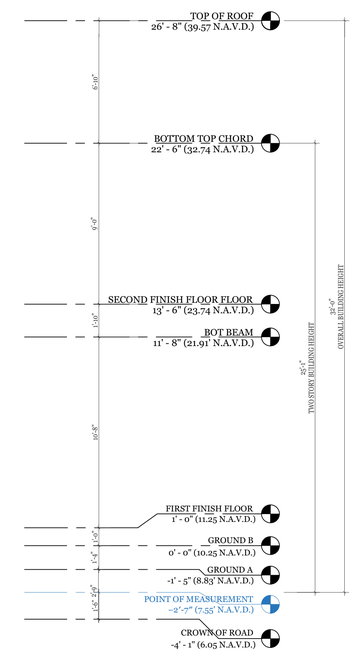




PROPOSED SOUTH ELEVATION - LEFT

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





PROPOSED SOUTH ELEVATION - RIGHT

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

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A.R.#10,181

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

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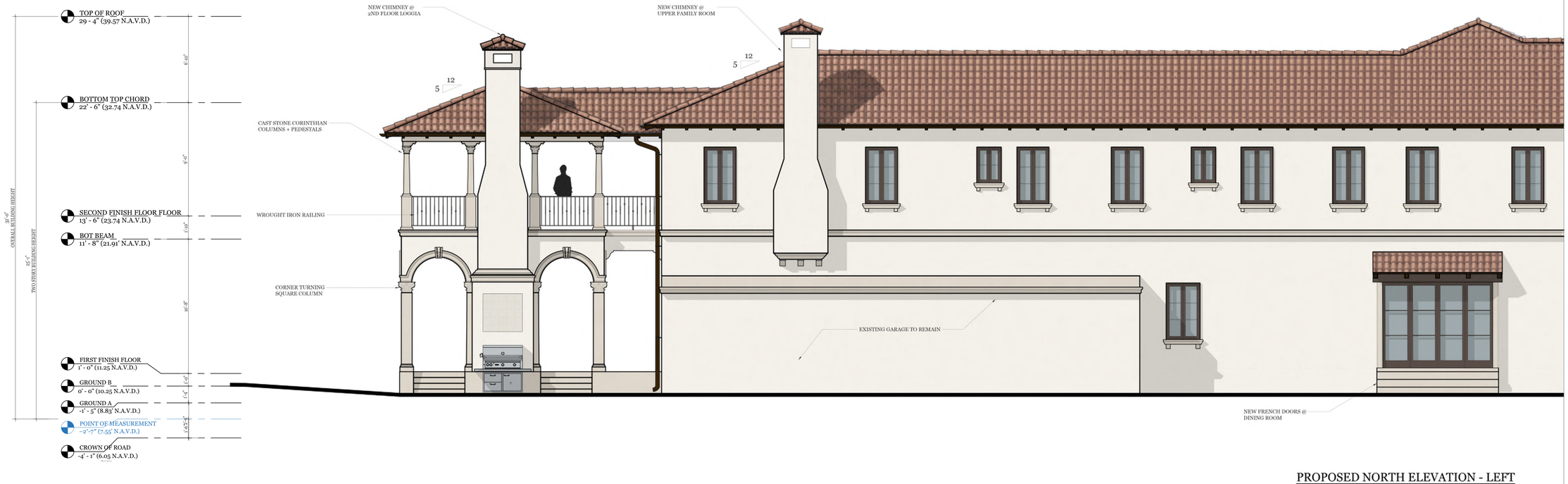
SHEET NO.

A-7.1

02.09.26



PROPOSED NORTH ELEVATION - LEFT

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



PROPOSED NORTH ELEVATION - RIGHT

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

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A.R.#10,181

PROPOSED RENOVATIONS FOR:

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PROJECT NO:

SHEET NO.

A-7.2

02.09.26

MATERIALS



Exterior Paint

FARROW & BALL
White Tie



Smooth Stucco Walls



Ludowici Barrel Tile Roof



Mahogany Front Door

Limestone Entrance, Trim, Sills, and Quoins

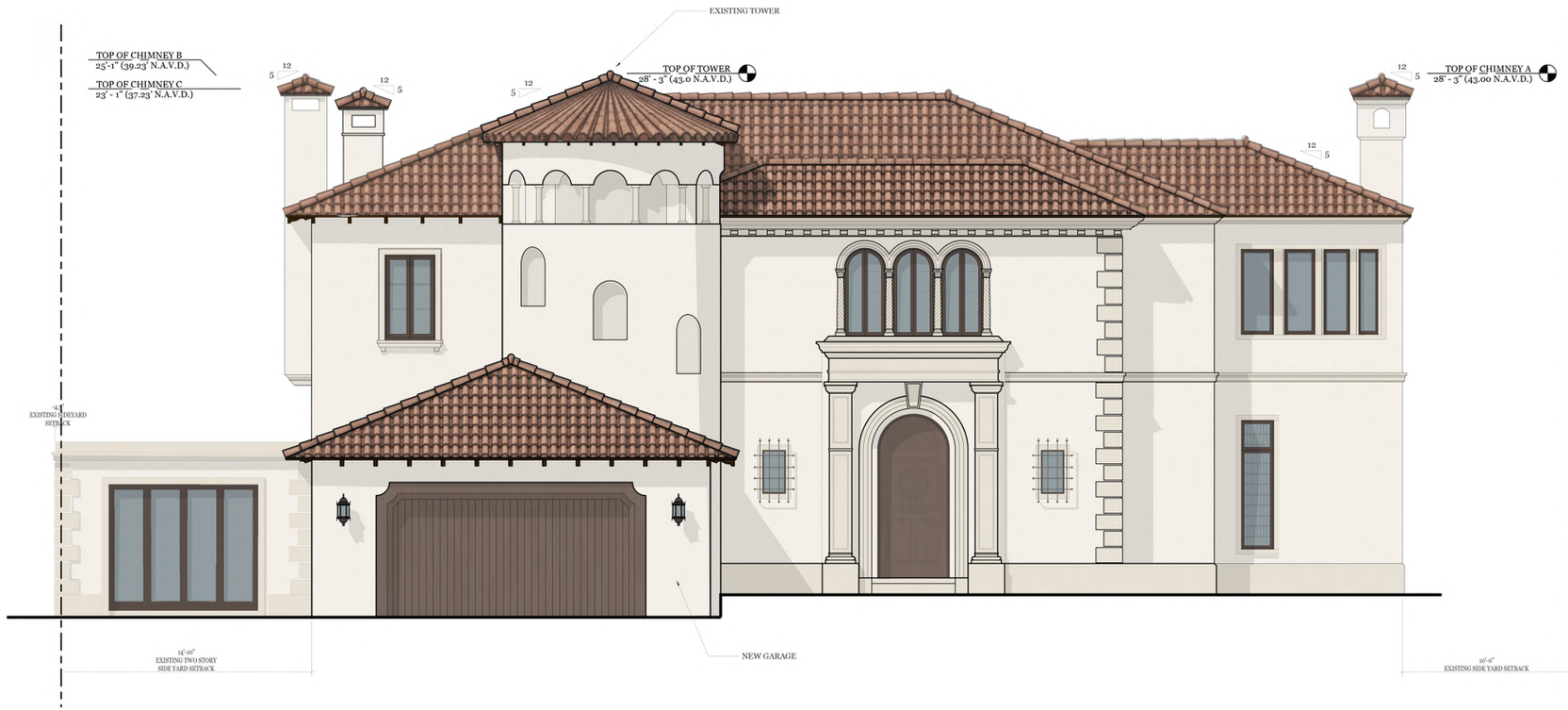


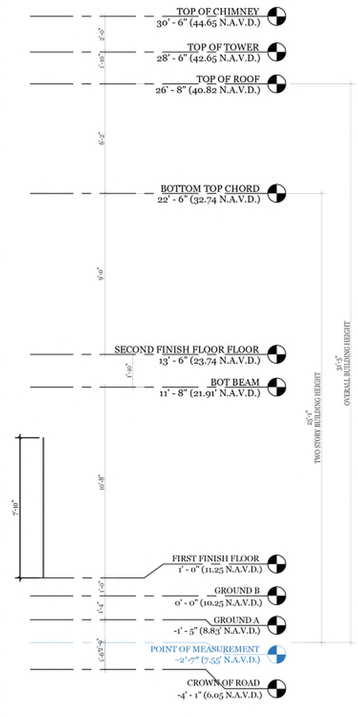


Mahogany Window Frames

Iron Railings







PROPOSED WEST ELEVATION

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

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PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

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A-7.3

02.09.26



NORTHWEST AERIAL RENDER

SKA

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REACH FL 33480 PHONE 561.655.1114

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A.R.#10,181

PROPOSED RENOVATIONS FOR:

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CONSULTANT:

REVISIONS:

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A-7.5

02.09.26



ENTRY COURTYARD:
LOOKING EAST PERSPECTIVE

SKA
SKA ARCHITECT + PLANNER
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REACH, FL 33480 PHONE: 561.655.1114

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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PROJECT NO:

SHEET NO.

A-7.6

02.09.26



ENTRY COURTYARD:
LOOKING NORTH PERSPECTIVE

SKA
SKA ARCHITECT + PLANNER
249 PERUVIAN AVE. SUITE F2, PALM BEACH
REACH, FL 33480 PHONE: 561.655.1114

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

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is prohibited.

PROJECT NO:

SHEET NO.

A-7.7

02.09.26



REAR COURTYARD:
LOOKING NORTHWEST

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REACH, FL 33480 PHONE: (561) 655-1114

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

PROPOSED RENOVATIONS FOR:

PRIVATE RESIDENCE

1519 N OCEAN BLVD, PALM BEACH, FL 33480

CONSULTANT:

REVISIONS:

△
△
△
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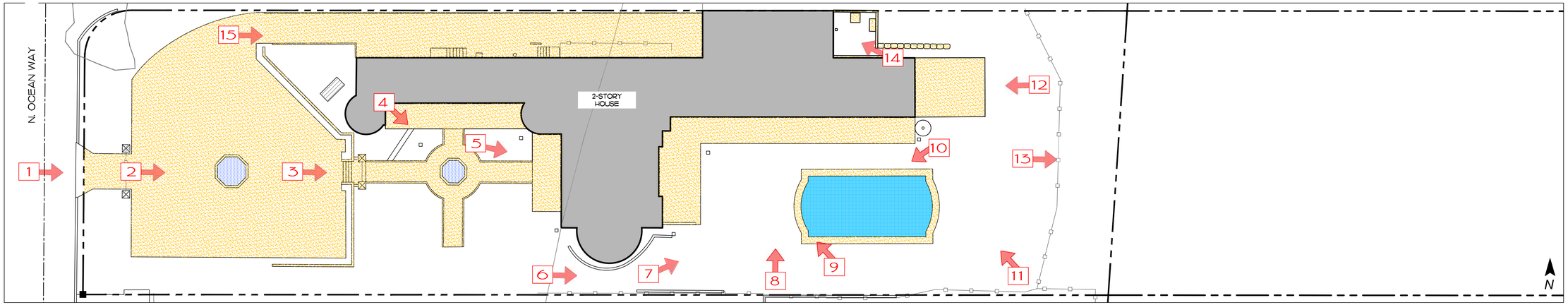
PROJECT NO:

SHEET NO.

A-7.8

02.09.26



Index Plan

scale: 1' =1/16"

















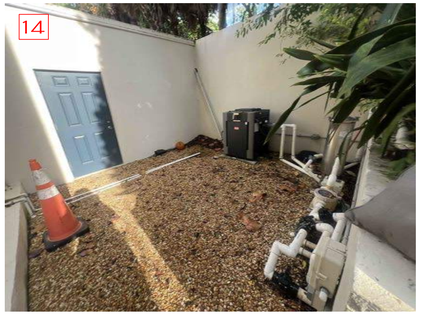














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SUNSHINE STATE ONE CALL OF FLORIDA, INC.

ENVIRONMENT DESIGN GROUP
139 North County Road SJ20-B Palm Beach, Fl 33480
Phone 561.832.4600 Mobile 561.313.4424
Landscape Architecture
Land Planning
Landscape Management
Dustin M. Mizell, MLA FLA #6666784
Dustin@environmentdesigngroup.com

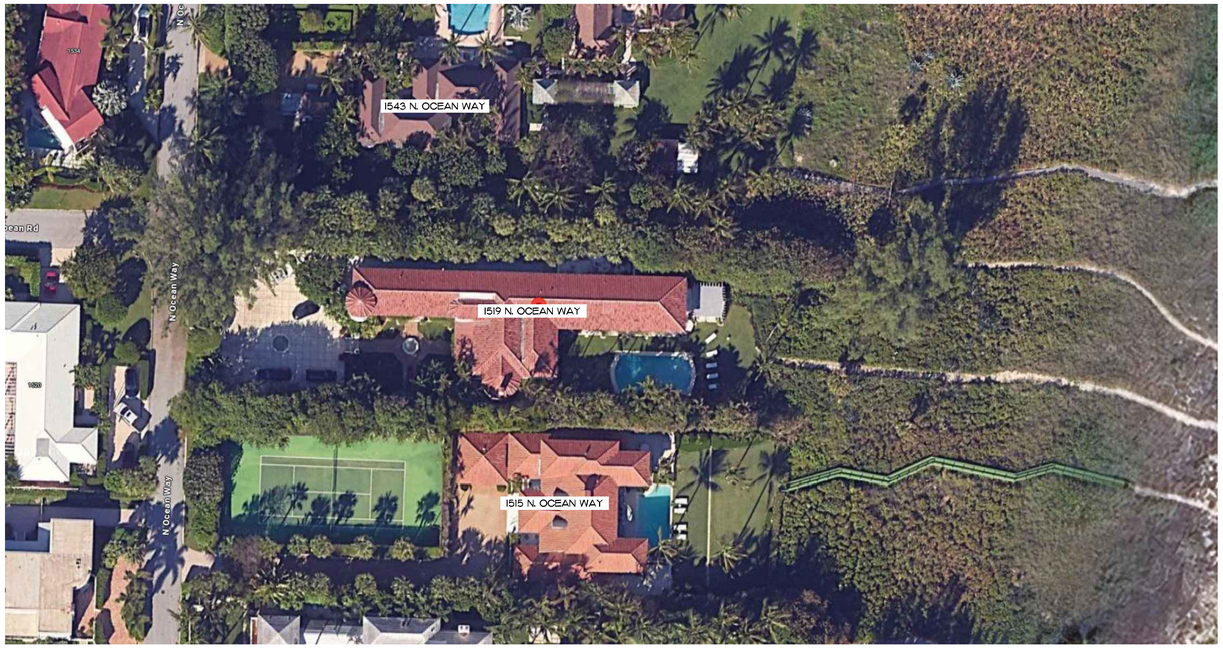
Private Residence
1519 North Ocean Way
Town of Palm Beach
FLORIDA

JOB NUMBER: # 25100.00 LA
DRAWN BY: Dios Rodriguez

DATE: 11.04.2025 Pre-App S.
11.24.2025 First S.
12.15.2025 Sec. S.
02.09.2026 Final S.

SHEET L1.0

Existing Site Photos Exhibit



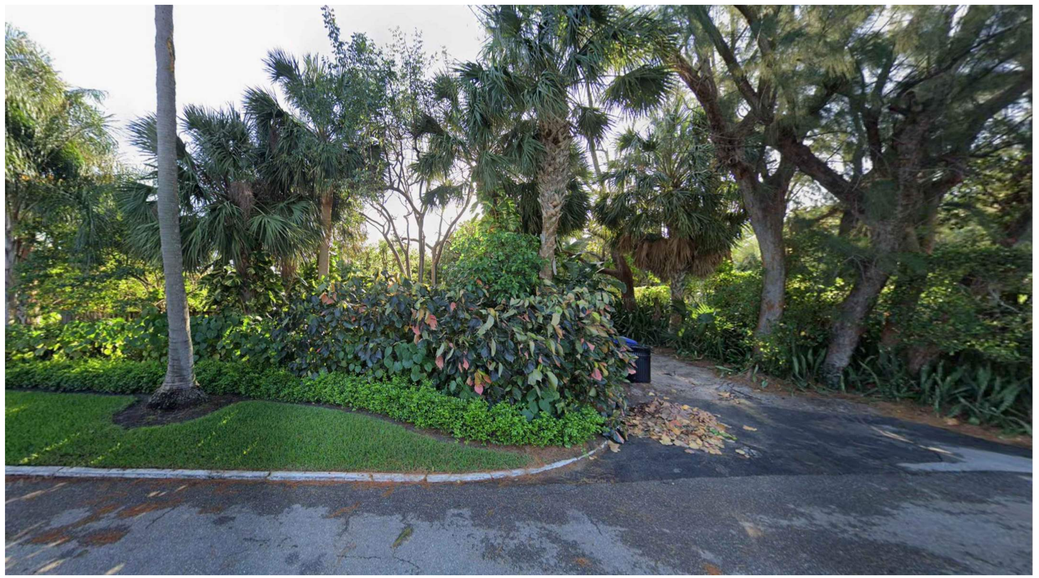
Aerial Context Map

n.t.s.



1519 N. Ocean Way

Subject Property



1543 N. Ocean Way

North Adjacent Neighbor



1515 N. Ocean Way

South Adjacent Neighbor

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Existing Neighboring Context Exhibit

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DATE: 11.04.2025 Pre-App
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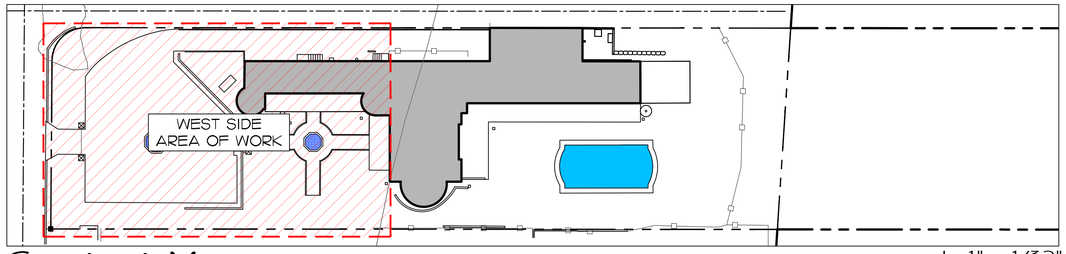
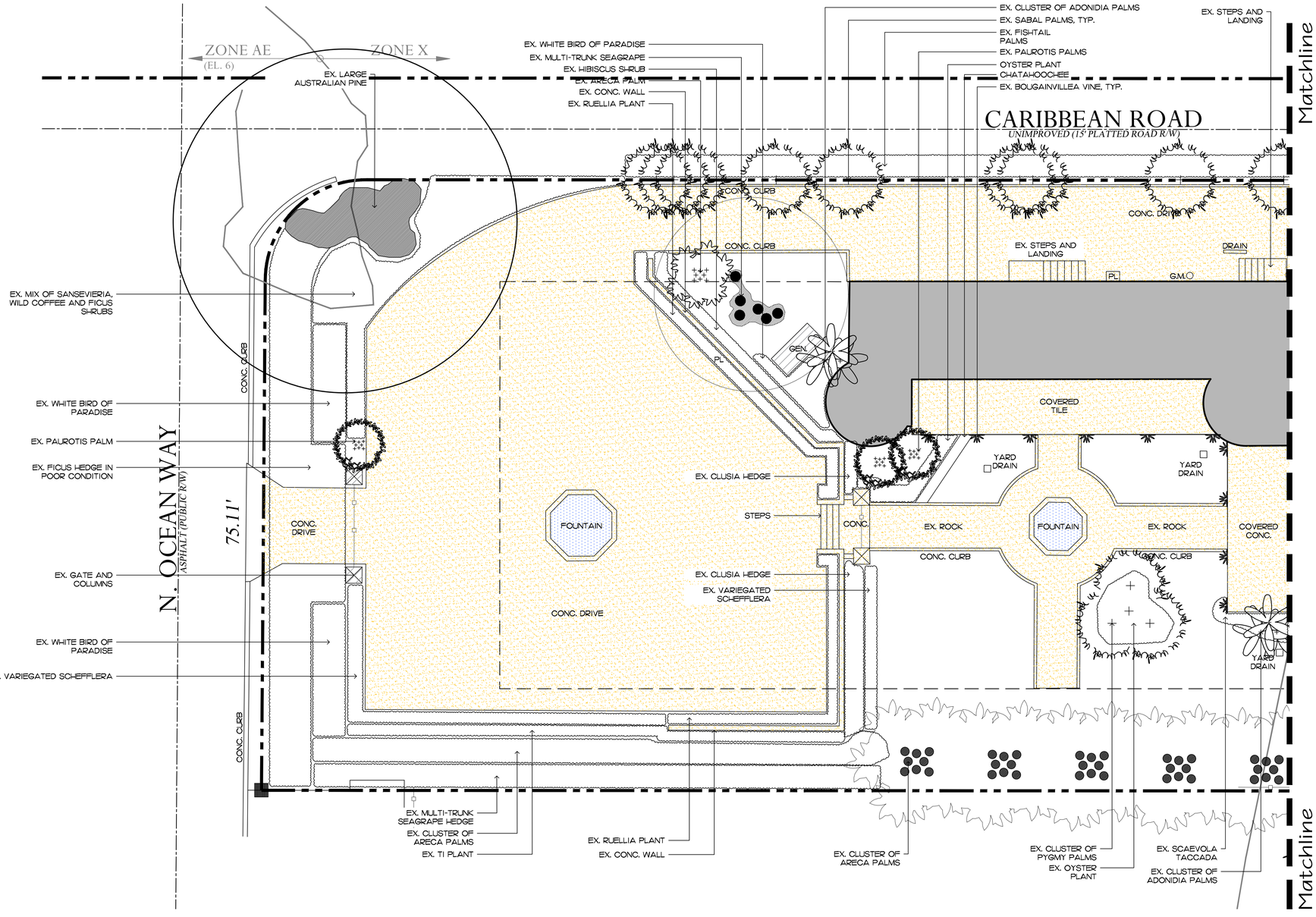
02.09.2026 Final S.

SHEET L1.1



Context Map

scale: 1" = 1/32"



Existing Conditions / Inventory Plan (West)

SCALE IN FEET 0' 8' 16' 24'

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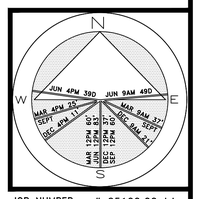

JOB NUMBER: # 25100.00 LA
DRAWN BY: Dios Rodriguez

DATE: 11.04.2025 Pre-App
11.24.2025 First S.
12.15.2025 Sec. S.
02.09.2026 Final S.

SHEET L2.0

64 sf.
AREA IN SQ.FT.

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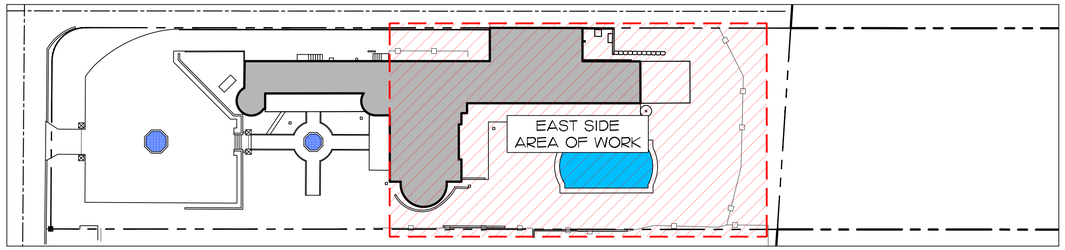

Context Map

scale: 1" = 1/32"

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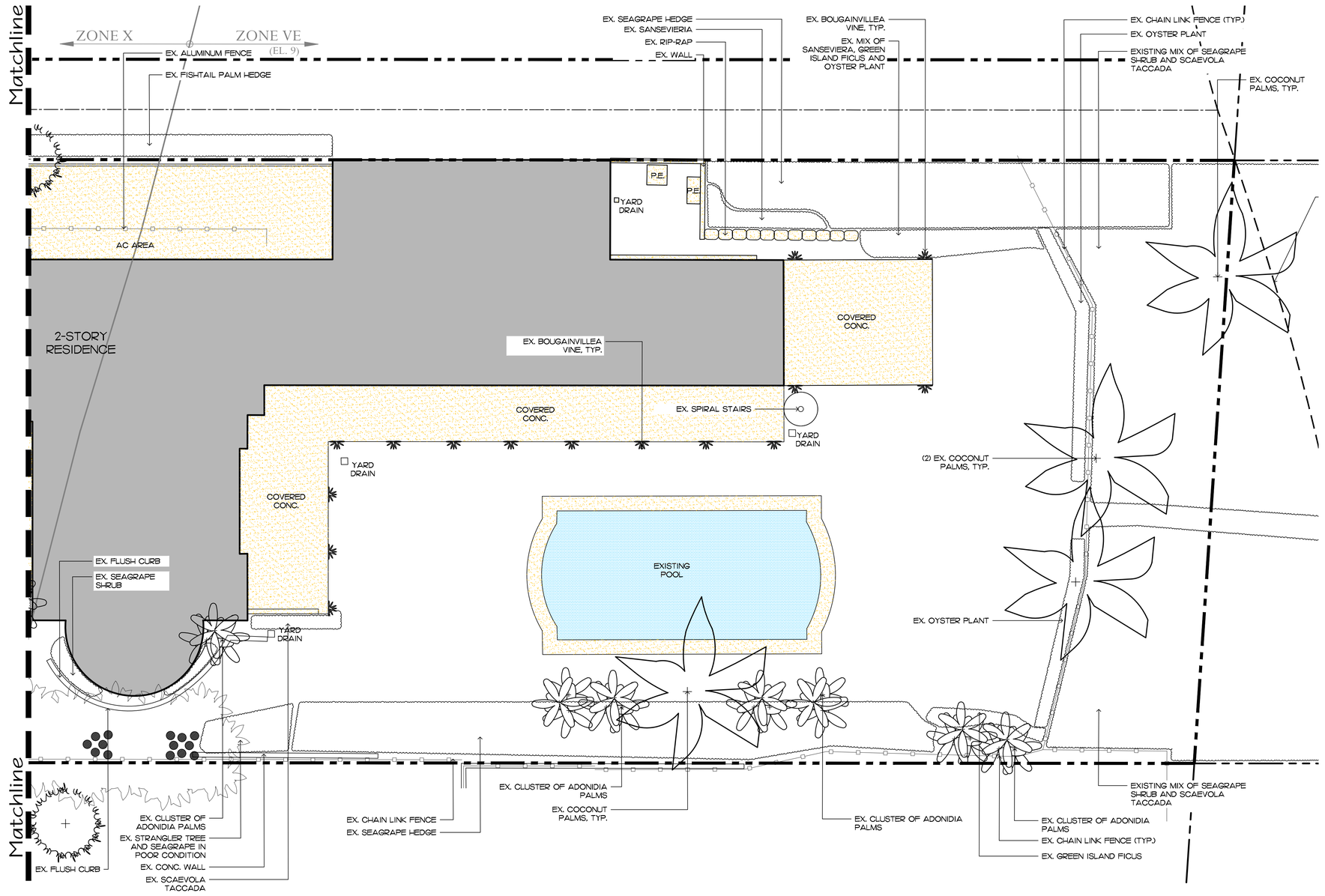

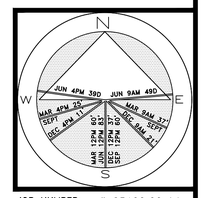

JOB NUMBER: # 25100.00 LA
DRAWN BY: Dios Rodriguez

DATE: 11.04.2025 Pre-App
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12.15.2025 Sec. S.
02.09.2026 Final S.

SHEET L2.1

64 sf.
AREA IN SQ.FT.

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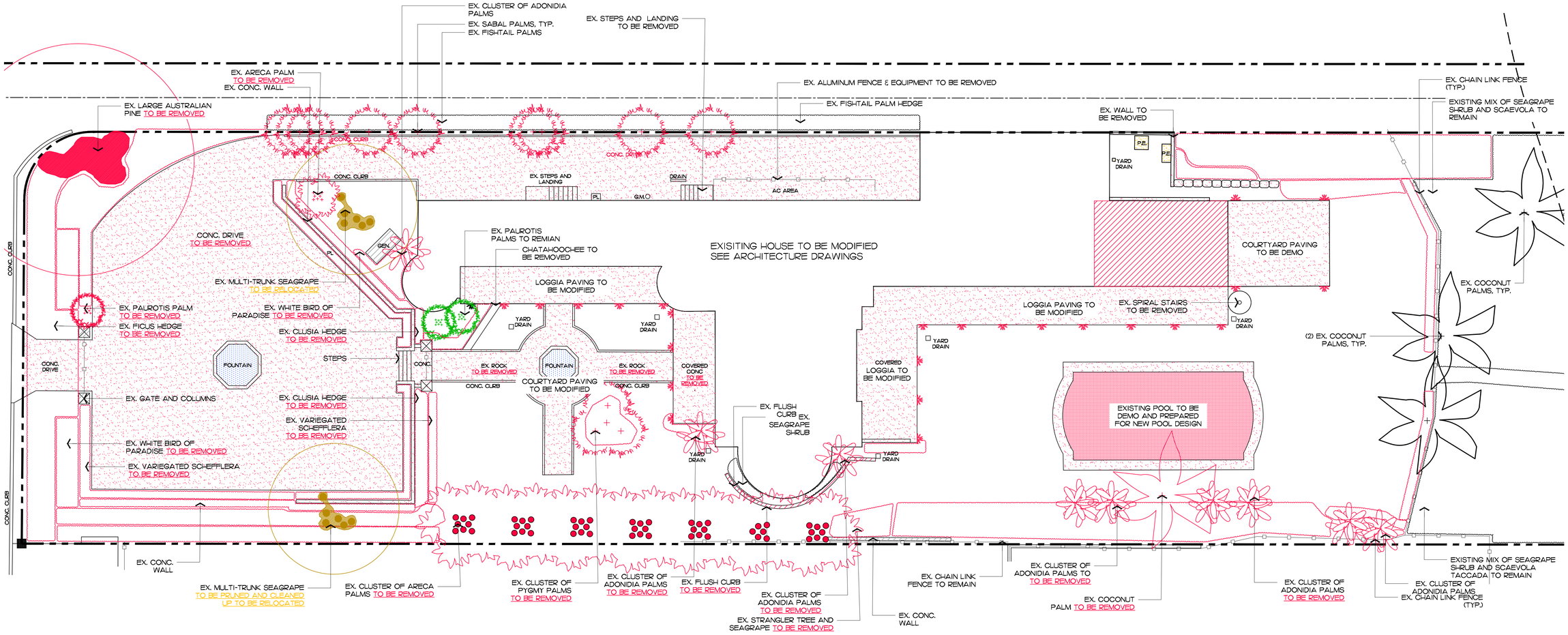
Existing Conditions / Inventory Plan (East)

SCALE IN FEET 0' 8' 16' 24'

ALL LOWER VEGETATION SHADED IN RED (SHRUBS, GROUNDCOVERS, VINES AND LAWN) TO BE REMOVED

REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING MODIFICATIONS



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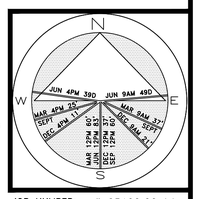

JOB NUMBER: # 25100.00 LA
DRAWN BY: Dustin Mizell

DATE: 11.04.2025 Pre-App
11.24.2025 First S.
12.15.2025 Sec. S.
02.09.2026 Final S.

SHEET L2.2

64 sf.
AREA IN SQ.FT.

NOT FOR CONSTRUCTION

Demolition Plan

SCALE IN FEET 0' 8' 16' 24'

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Dustin@environmentdesigngroup.com

PROPOSED SITE WALL NOT TO EXCEED 6'-HT ABOVE CROWN OF ROAD

PROPOSED CHAIN-LINK FENCE NOT TO EXCEED 7' HT. ABOVE ADJACENT GRADE

DOUBLE MOTORIZED WOOD GATE

3' HT WALL

7' HT WALL

PROPOSED GENERATOR

ZONE X

ZONE VE (EL. 9)

15'-0" BEACH ACCESS

STEPS

CCCL EPTL 80 PG 137 8/22/97

PROPOSED CHAIN LINK FENCE

DECORATIVE PEDESTALS, TYP. OF 5 NOT TO EXCEED ABOVE 7' HT FROM ADJACENT GRADE

NEW PROPOSED FENCE

EXISTING FENCE

OCEAN BLUFF (TYP)

10.0 X

12.7 X

15'-0" SIDE YARD SETBACK

126'-10 7/8"

120'-0 7/8"

LAWN

8.5'

5'-0"

11'-5 3/4"

A/C

DINNING TERRACE

MOTORCOURT

35'-0" FRONT YARD SETBACK

PROPOSED VEHICULAR GATES

DRIVEWAY

18'-4 3/4"

INNER COURTYARD LOGGIA

OCEAN LOGGIA

MODIFIED 2-STORY RESIDENCE

WALKWAY

POOL DECK

LOGGIA

7.4'

12.0'

POOL

SPA

LAWN

28'-5"

WINTER POOL

POOL EQUIP.

2'-3 1/8"

4'-7 5/8"

161'-4 7/8"

22'-7 7/8"

2'-6"

TOWN OF PALM BEACH BULKHEAD LINE (C)

30'X 30' FRONT PIERS W/ ORNAMENTS AND ADDRESS PLAQUE

PROPOSED CHAIN-LINK FENCE NOT TO EXCEED 7' HT. ABOVE ADJACENT GRADE

POOL EQUIPMENT FOR BOTH POOLS ENCLOSED ON CBS WALL. NOT TO EXCEED 7' HT. ABOVE ADJACENT GRADE

CUSTOM WATER FEATURE NOT TO EXCEED 7' HT. ABOVE ADJACENT GRADE

IN-GROUND LOTUS POND W/ BIRD BATH ON PEDESTAL

8" WIDE, 6" HT CURB

CCCL EPTL 80 PG 137 8/22/97

ALUMINUM EDGE

NEW PROPOSED FENCE

EXISTING FENCE

CUSTOM WATER FEATURE NOT TO EXCEED 7' HT. ABOVE ADJACENT GRADE

EXITING FENCE



Coral

- DRIVEWAY BANDING PAVER
- WALKWAY BORDER
-CORAL STONE IN CHEVRON PATTERN FOR DINNING TERRACE



Tabby

- DRIVEWAY FIELD



Belgian Blue Stone

-4"X4" BORDER ON WALKWAY



Marble Terracota

COMBINATION OF CORAL AND TERRACOTA TILES FOR CHECKERED PATTERN ON POOL DECKS AND INNER COURTYARD

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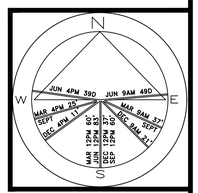
FL



JOB NUMBER: # 25100.00 LA
DRAWN BY: Valeria Drake

DATE: 11.04.2025 Pre-App
11.24.2025 First S.
12.15.2025 Sec. S.
02.09.2026 Final S.

SHEET L3.0

64 sf.

AREA IN SQ.FT.

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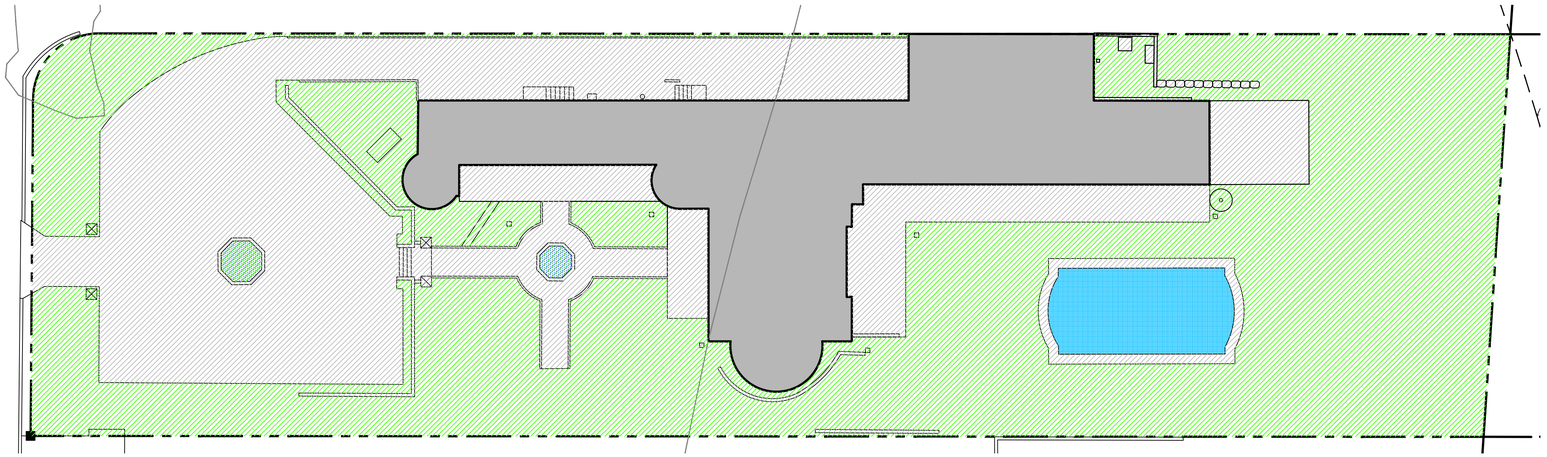
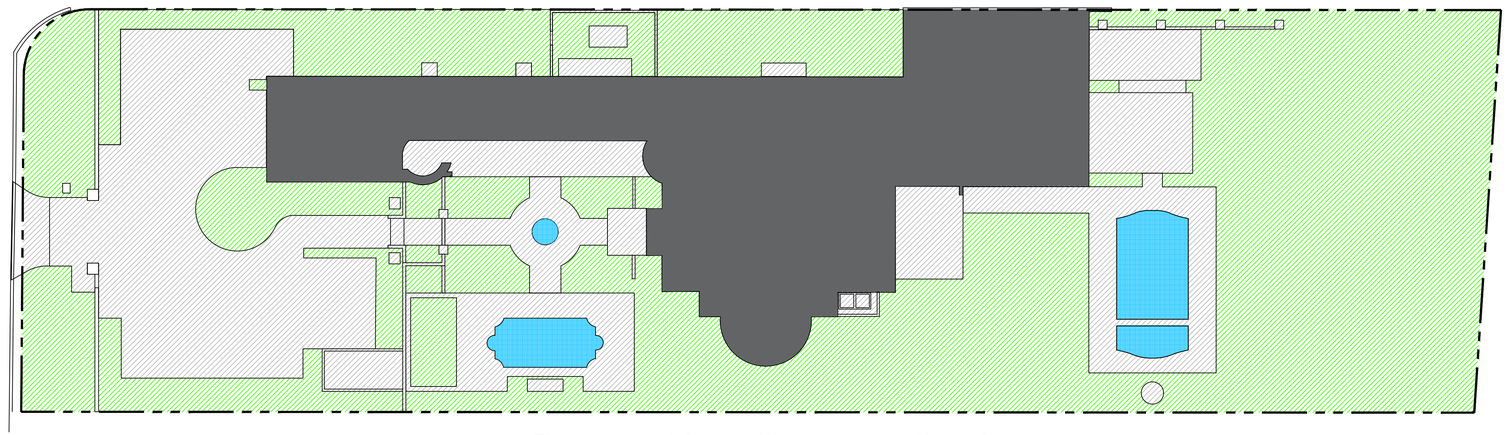
Site Plan

SCALE IN FEET 0' 8' 16' 24'



Existing Lot Coverage Graphic



Proposed Lot Coverage Graphic

Legend

- IMPERVIOUS AREA (HOUSE/STRUCTURE)
- IMPERVIOUS AREA (HARDSCAPE)
- IMPERVIOUS AREA (WATER)
- PERVIOUS AREA / OPEN SPACE

Site Requirements

DESCRIPTION	REQUIRED		EXISTING		PROPOSED	
LOT ZONE	RA - (50 - PALM BEACH)		RA - (50 - PALM BEACH)		RA - (50 - PALM BEACH)	
LOT AREA	20,000 S.F. MINIMUM		29,438 S.F.		29,438 S.F.	
OPEN / PERMEABLE SPACE	MINIMUM 50%	14,719 S.F.	47.81%	14,075 S.F.	50.00%	14,721 S.F.
FRONT YARD LANDSCAPE	MINIMUM 45% OF FRONT YARD	1,389 S.F.	52.47%	1,620 S.F.	49%	1,522 S.F.

Native Landscape Legend

DESCRIPTION	REQUIRED	PROPOSED
NATIVE TREES	30% (4 REQUIRED	30% (4 NATIVE TREES PROVIDED) *13 TOTAL TREES
NATIVE SHRUBS + VINES	30% (206 REQUIRED)	38% (269 NATIVE SHRUBS PROVIDED) *702 TOTAL SHRUBS AND VINES
NATIVE GRONDCOVERS	30%	N/A - NO GROUNDCOVERS PROVIDED

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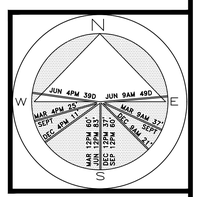

JOB NUMBER: # 25100.00 LA
DRAWN BY: Valeria Drake

DATE: 11.04.2025 Pre-App
11.24.2025 First S.
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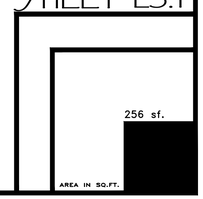
02.09.2026 Final S.

SHEET L3.1



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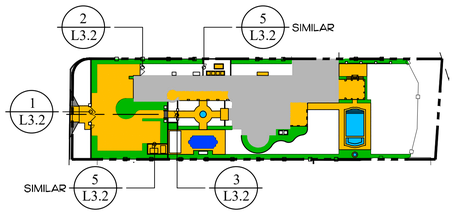
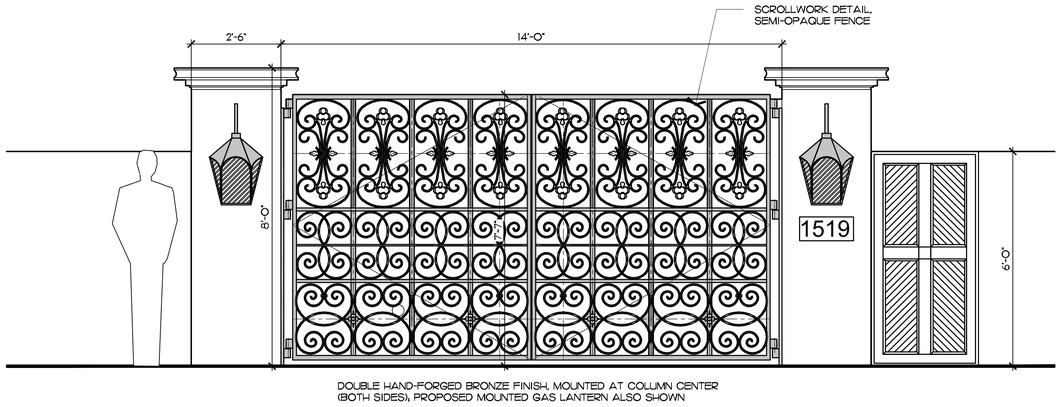
Open Space Diagrams

SCALE IN FEET 0' 16' 32' 48'



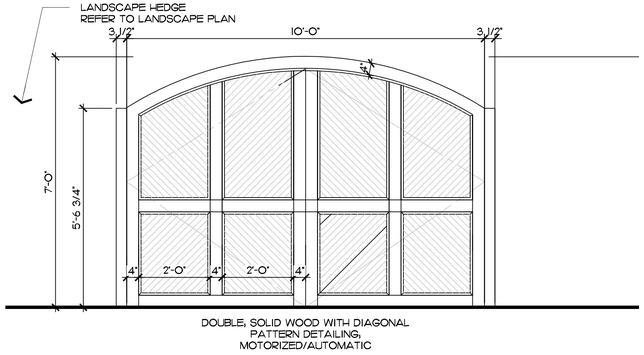
Key Map

NOT TO SCALE



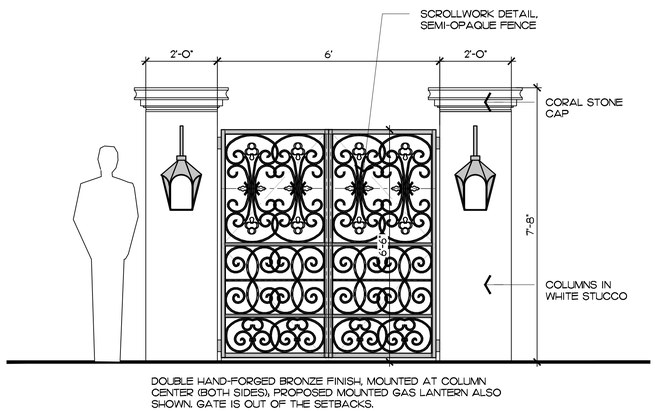
1 L3.2 Vehicular Gate Detail

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



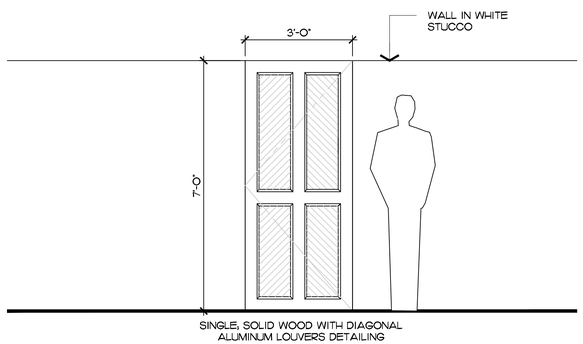
2 L3.2 Vehicular Service Gate

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



3 L3.2 Interior Garden Courtyard Gate

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



5 L3.2 Equipment Room & Service Gate

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

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DRAWN BY: Valeria Drake

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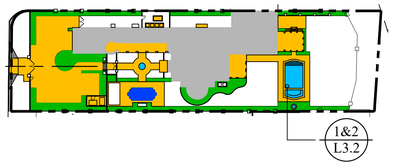
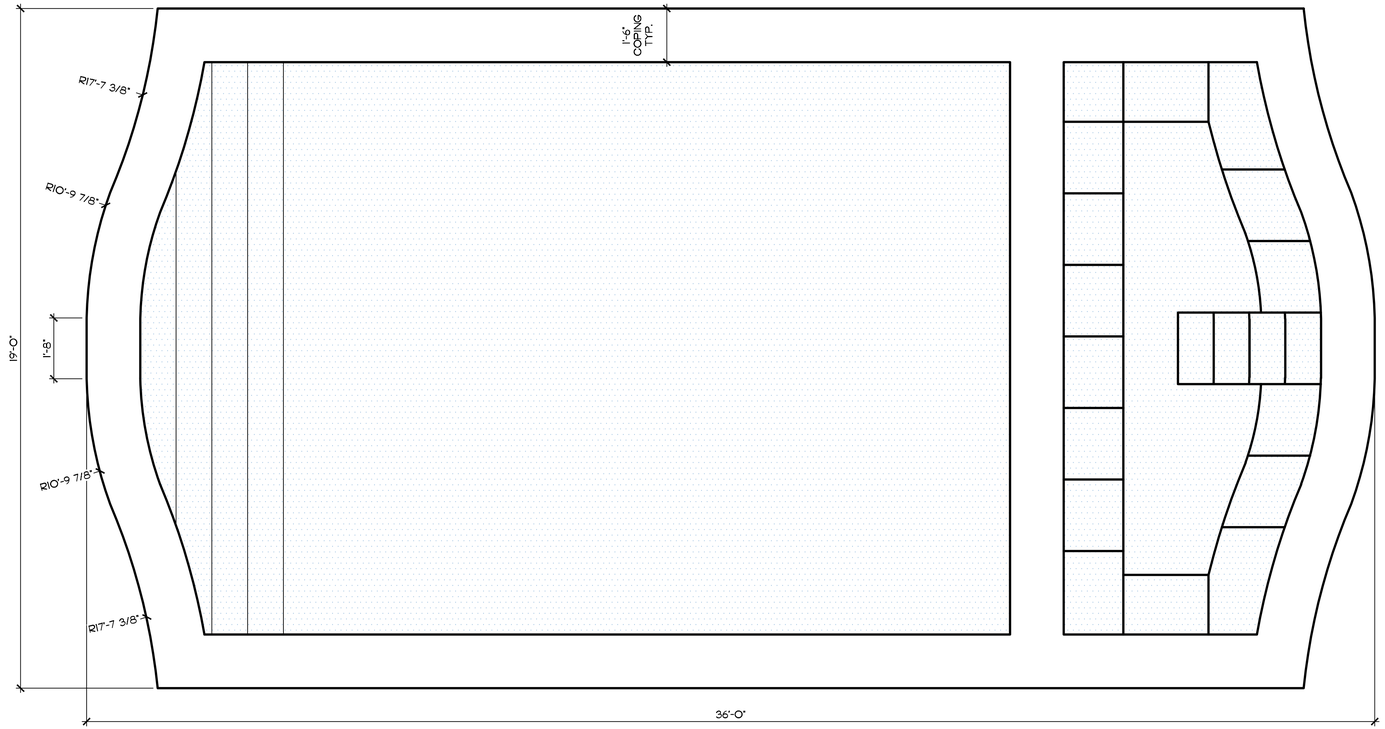
Gate Details



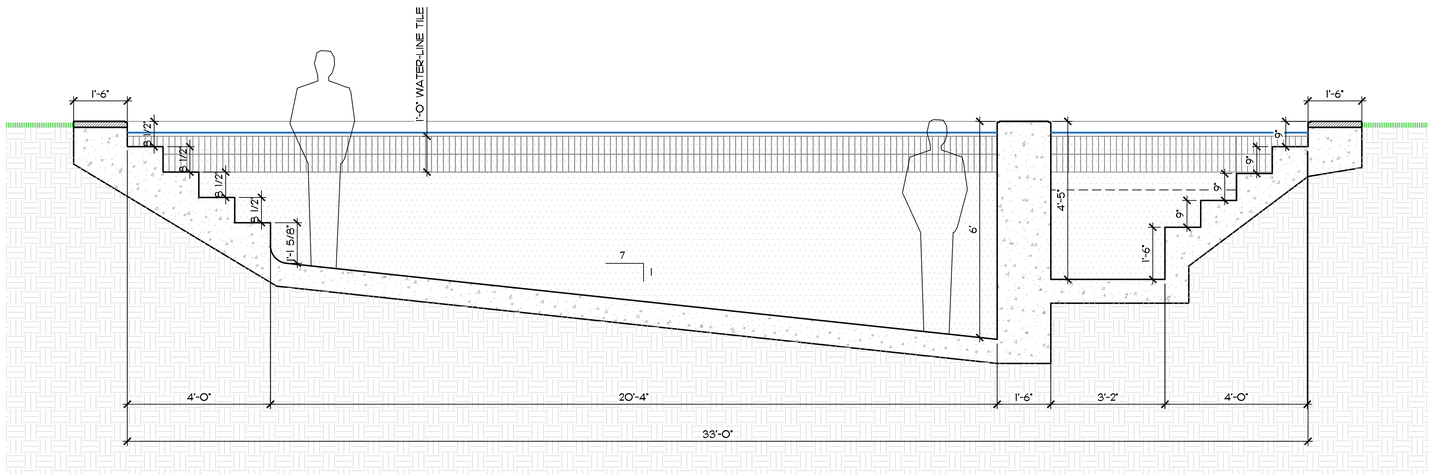
Key Map

NOT TO SCALE



1 L3.2 Summer Pool - Plan View

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



3 L3.2 Summer Pool - Section

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

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DRAWN BY: Dios Rodriguez

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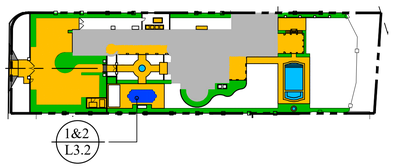
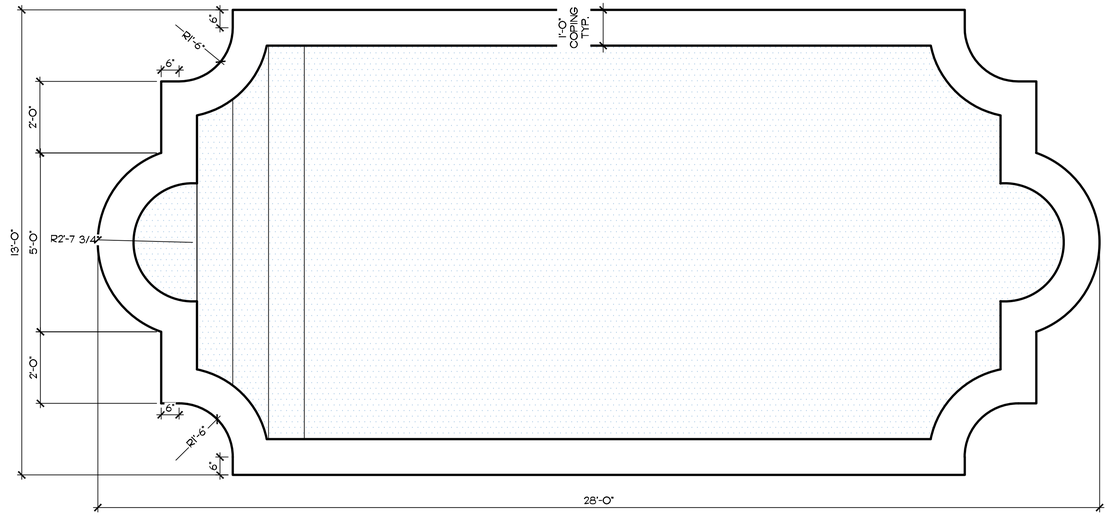
Summer Pool Details



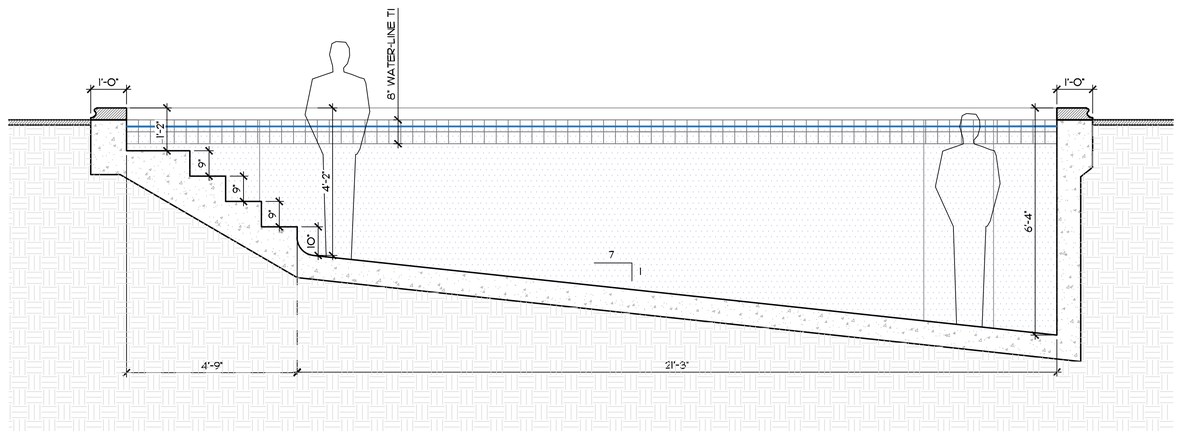
Key Map

NOT TO SCALE



1 L3.2 Winter Pool Plan View

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



2 L3.2 Winter Pool Section

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

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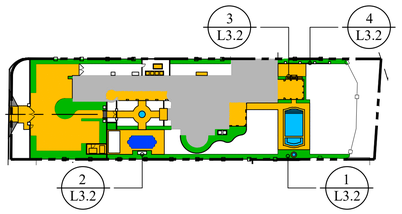
Winter Pool Details



Key Map

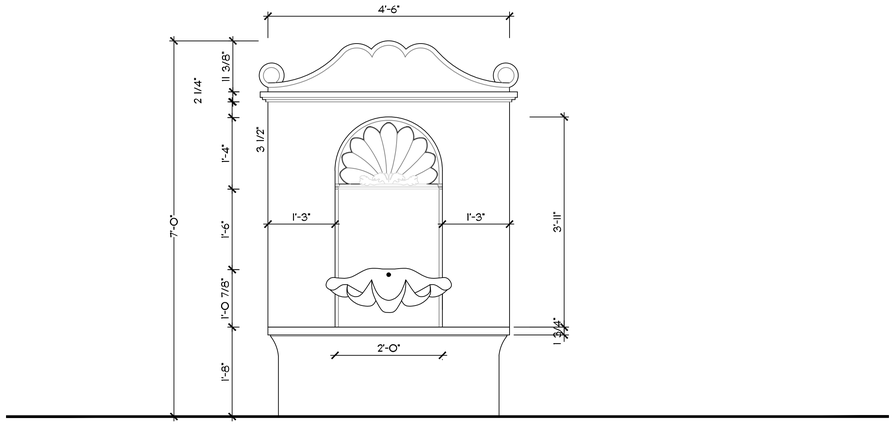
NOT TO SCALE



FOUNTAIN TO NOT EXCEED 7' HT.
FROM ADJACENT GRADE

1 L3.2 Summer Garden Fountain

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



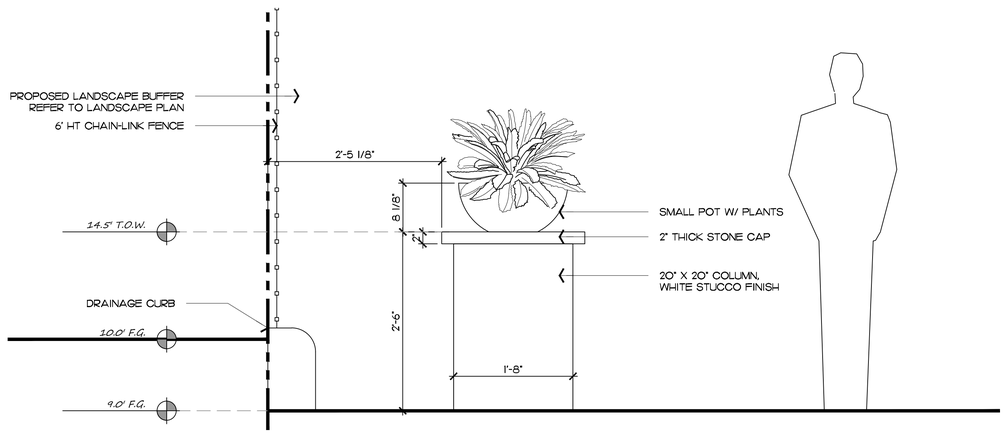
2 L3.2 Winter Garden Fountain

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



3 L3.2 Outdoor BBQ

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



4 L3.2 Dining Terrace Pedestal

SCALE: 1" = 1'-0"

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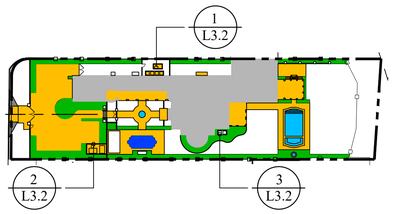
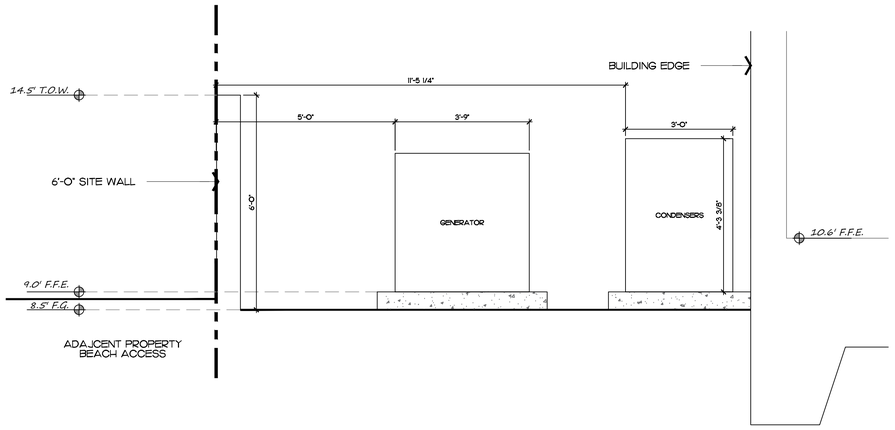
Garden Elements Details



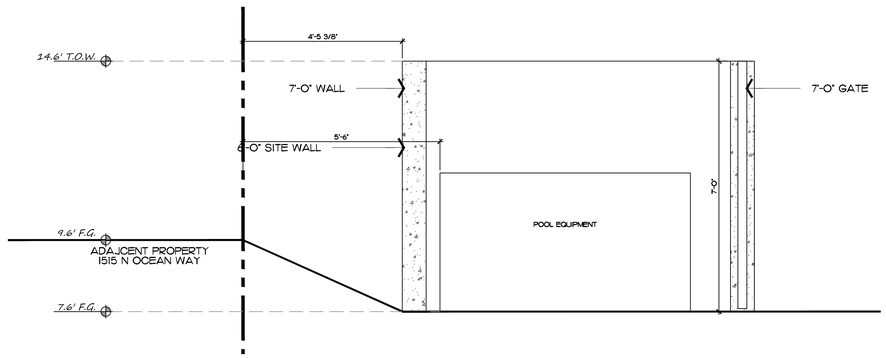
Key Map

NOT TO SCALE



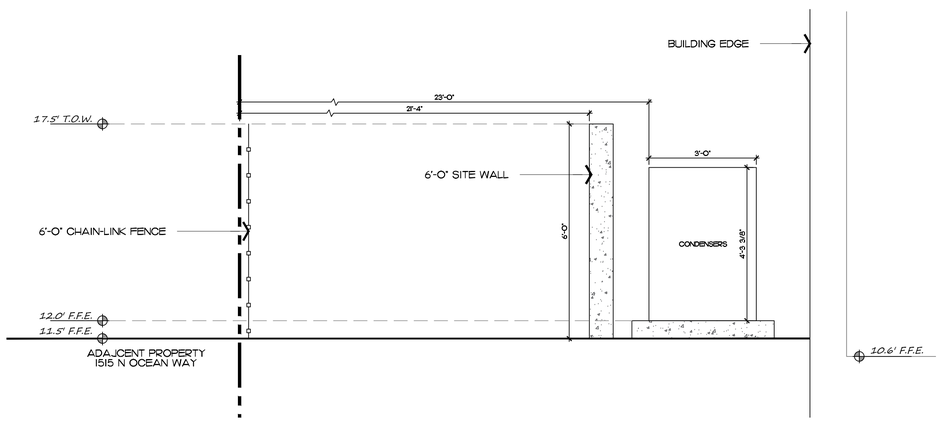
1 L3.2 North Equipment Room Detail

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



2 L3.2 Pool Equipment Room Detail

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



3 L3.2 South A/C Equipment Details

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

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Equipment Details



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DRAWN BY: Dios Rodriguez

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Rendered Landscape Plan

SCALE IN FEET 0' 8' 16' 24'



Front (West) Elevation

1
L4.1

NOT TO SCALE



Rear (East) Elevation

2
L4.1

NOT TO SCALE

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Rendered Landscape Elevations

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DRAWN BY: Caleb Weigel

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NOT TO SCALE

1 / L4.2 North Elevation

NOT TO SCALE



2 / 4.2 South Elevation

NOT TO SCALE

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Rendered Landscape Elevations

SCALE IN FEET

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
1519 North Ocean Way
Town of Palm Beach
FLORIDA

JOB NUMBER: # 25100.00 LA
DRAWN BY: Caleb Weigel

DATE: 11.04.2025 Pre-App
11.24.2025 First S.
12.15.2025 Sec. S.
02.09.2026 Final S.

SHEET L4.2

Common Name	Botanical Name	Quantity	Install Specification	Native Status
TREES				
Gumbo Limbo	*Bursera simaruba*	1	18'-22' O.A. Ht. Specimen Tree	*
Lignum Vitae	*Guaiacum sanctum*	2	7'-10' O.A. Ht., 25 Gal.	*
Plumeria	*Plumeria spp.*	4	6'-9' O.A. Ht., 25 Gal.	
Purple Glory Tree	*Tibouchina grandulosa*	4	7'-10' O.A. Ht., 25 Gal.	
Strangler Fig	*Ficus aurea*	1	25'-30' O.A. Ht.	*
Ylang-Ylang	*Cananga odorata*	1	12-18' O.A. Ht.	
PALMS				
Areca Palm	*Dypsis lutescens*	35	10'-12' Ht.	
Australian Fan Palm	*Licuala ramsayi*	3	10'-12' Ht.	
Bismarck Palm	*Bismarckia nobilis*	1	15'-18' Ht.	
Bismarck Palm	*Bismarckia nobilis*	1	18' Ht.	
Blue Latan Palm	*Latania loddigesii*	8	15' Ht.	
Cardboard Palm	*Zamia furfuracea*	3	15 Gal.	
Chestnut Dioon	*Dioon edule*	10	4'-5' Ht., 25 Gal.	
Coconut Palm	*Cocos nucifera*	4	18'-22' O.A. Ht.	
Florida Thatch Palm	*Thrinax radiata*	10	7'-10' Ht.	*
Giant Dioon	*Dioon spinulosum*	1	4'-5' Ht., 15 Gal.	
King Palm	*Archontopheonix cunninghamiana*	2	15'-18' Ht.	
Lady Palm	*Rhapis excelsa*	1	8' Ht.	
Mediterranean Fan Palm	*Chamaerops humilis*	2	10'-12' Ht.	
Screw Pine	*Pandanus utilis*	2	9'-12' Ht.	
Montgomery Palm	*Veitchia*	2	15' Ht.	
Montgomery Palm	*Veitchia*	6	18'-21' Ht.	
Royal Palm	*Roystonia regia*	6	12'-15' Ht.	*
Sabal Palm	*Sabal Palmetto*	8	12'-15' Ht.	*
HEDGE/SHRUB/VINES				
Brazilian Beauty Leaf	Calophyllum brasilensis	56	7'-8' O.A. Ht., Bush, Pleaced	
Bougainvillea 'Purple Queen'	Bougainvillea spp.	9	25 Gal.	
Green Buttonwood Bush	Conocarpus erectus	66	10'-12' O.A. Ht., 25 Gal., F.T.B.	*
Garcinia	Garcinia spicata	14	6'-7' Ht., 25 Gal.	
Garcinia	Garcinia spicata	11	5'-6' Ht., 25 Gal.	
Gardenia	Gardenia jasminoides 'Miami Supreme'	4	15 Gal.	
White Begonia	Begonia odorara 'Alba	46	3 Gal.	
Queen Emma Crinum Lily	Crinum augustum 'Queen Emma'	16	15 Gal.	
Heliconia	Heliconia spp.	11	15 Gal.	
Spider Lily	Hymenocallis latifolia	217	3 Gal.	*
Rose Geranium	Pelargonium graveolens	6	1 Gal.	
Plumbago	Plumbago auriculata	17	15 Gal.	*
Purple Ground Orchid	Spathoglottis plicata 'Purple'	39	3 Gal.	
Foxtail Agave	Agave attentuara	17	3 Gal.	
Black Magic Elephant Ear	Alocasia 'Black Magic'	25	7 Gal.	
Shell Ginger	Alpinia zerumbet	25	15 Gal.	
Split-leaf Philodendron	Monstera deliciosa	1	15 Gal.	
Giant Philodendron	Philodendron giganteum	15	25 Gal.	
Xanadu Philodendron	Philodendron xanadu	129	3 Gal.	
Giant Bird of Paradise	Strelitzia nicolai	10	25 Gal.	
Creeping Fig	Ficus pumila	8	1 Gal.	
Wreath Vine	Petrea volubilis	4	15 Gal.	
Giant Burmese	Lonicera hildebrandiana	1	15 Gal.	

Native Landscape Legend

DESCRIPTION	REQUIRED	PROPOSED
NATIVE TREES	30% (4 REQUIRED)	30% (4 NATIVE TREES PROVIDED) *13 TOTAL TREES
NATIVE SHRUBS + VINES	30% (224 REQUIRED)	40% (300 NATIVE SHRUBS PROVIDED) *747 TOTAL SHRUBS AND VINES
NATIVE GRONDCOVERS	30%	N/A - NO GROUNDCOVERS PROVIDED

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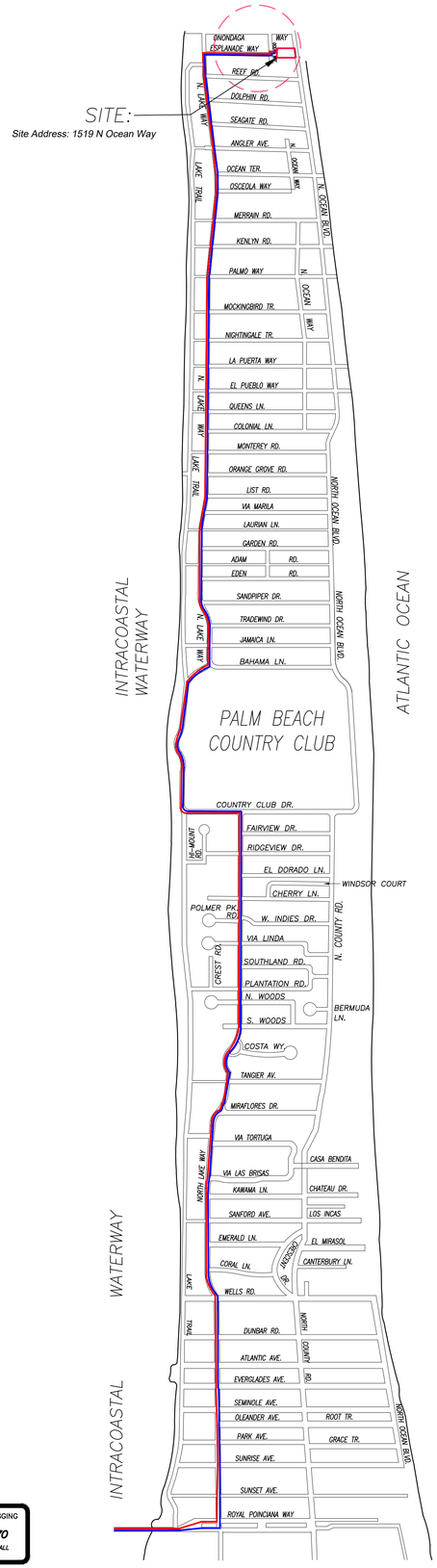
SHEET L5.0

Planting Schedule



CONCEPTUAL CONSTRUCTION SCHEDULE

- JAN 28TH 2026 – ARCOM MEETING
- FEB 15TH 2026 – TOWN COUNCIL
- FEB–MAR 2026 – SUBMIT FOR PERMIT

- 1 MONTH –APR 2026 – MOBILIZATION & DEMOLITION OF EXISTING STRUCTURES
- 2 MONTHS – SITE/BUILDING PREPARATION
- 1.5 MONTHS – FOUNDATION
- 2.5 MONTHS – BLOCK DELIVERIES & CONC. POURS
- 1 MONTH – ROOF TRUSS DELIVERY AND SET TRUSSES
- 1.5 MONTHS – WINDOW/DOOR DELIVERIES AND INSTALLATION
- .5 MONTH – DRY–IN
- 1.5 MONTHS – INTERIOR FRAMING
- 2 MONTHS – ROUGH–IN
- .5 MONTH – DRY WALL
- 6 MONTHS – FINISHES
- 2 MONTHS – LANDSCAPE & HARDSCAPE INSTALLATION
- 2 MONTHS – FINAL INSPECTIONS

- +/–24 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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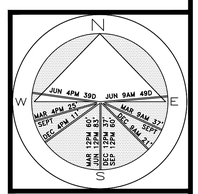

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SHEET L6.0

64 sf.
AREA IN SQ.FT.

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Truck Logistics Plan

SCALE: NOT TO SCALE

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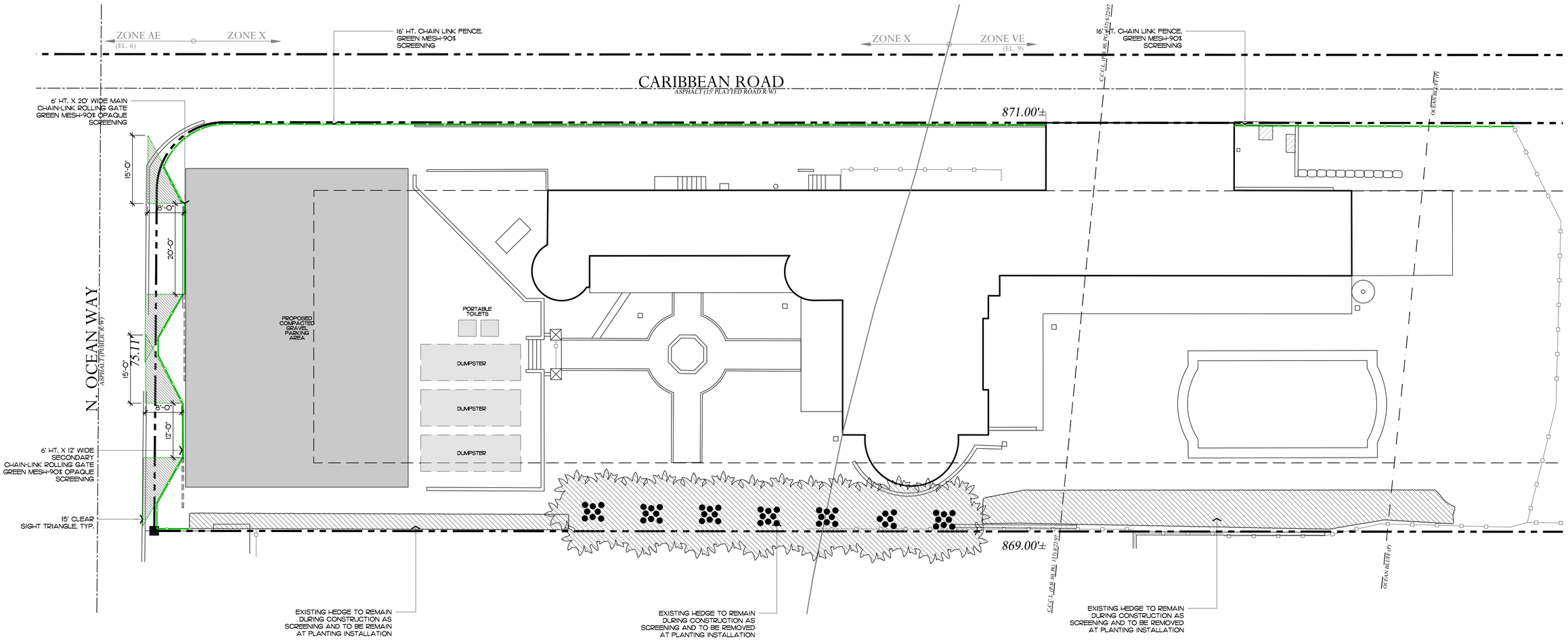
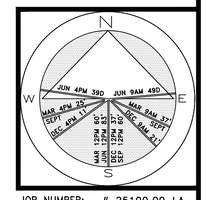


NOTE:
INTERIOR TREES AND PALMS WILL BE REMOVED WHEN NECESSARY FOR SITE UTILIZATION AND CONSTRUCTION DEVELOPMENT. A CONSTRUCTION SCREEN WILL BE ADDED IN THESE AREAS UNTIL SITE WALLS, NEW FENCING, OR NEW LANDSCAPING IS INSTALLED. AT NO TIME SHALL THE SITE BE OPEN TO ADJACENT PROPERTIES WITHOUT ANY PERMANENT OR TEMPORARY SCREENING DURING CONSTRUCTION.



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SHEET L7.0

113.7 sf.
AREA IN SQ.FT.

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Construction Screening + Logistics Plan

SCALE: 3/32" = 1'-0"

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-26-0003 (ARC-26-0001) 216-218 WORTH AVE—SPECIAL EXCEPTION WITH SITE PLAN REVIEW & VARIANCE. The applicant, Brunello Cucinelli Boutique, has filed an application requesting Town Council review and approval for a Special Exception with a Site Plan Review for a permitted use greater than 4,000 SF in the C-WA zoning district for the expansion of the existing Brunello Cucinelli Boutique to include the second floor, necessitating a parking variance located at 216 and 218 Worth Avenue. The Architectural Commission shall perform design review of the application.

Date: 2/19/2026

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

TOWN OF PALM BEACH
Planning, Zoning & Building Department
360 South County Road
Palm Beach, FL 33480
www.townofpalmbeach.com

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

FROM: Wayne Bergman, Director, MCP, LEED-AP

SUBJECT: ZON-26-0003 (ARC-26-0001) 216-218 WORTH AVE

MEETING: MARCH 4, 2026

ZON-26-0003 (ARC-26-0001) 216-218 WORTH AVE—SPECIAL EXCEPTION WITH SITE PLAN REVIEW & VARIANCE. The applicant, Brunello Cucinelli Boutique, has filed an application requesting Town Council review and approval for a Special Exception with a Site Plan Review for a permitted use greater than 4,000 SF in the C-WA zoning district for the expansion of the existing Brunello Cucinelli Boutique to include the second floor, necessitating a parking variance located at 216 and 218 Worth Avenue.

Applicant: Brunello Cucinelli Boutique
Professional: HNDN
Representative: Shutts and Bowen

HISTORY:
On April 10, 2024, Town Council approved (5-0) a special exception (ZON-24-049) to permit a use greater than 4,000SF at this address. This allowed Brunelli Cucinelli to expand upstairs, resulting in 4,107 SF of retail space.

THE PROJECT:
The applicant has submitted plans, entitled "BRUNELLO CUCINELLI PALM BEACH", as prepared by **HNDN Architecture**, uploaded, February 17, 2026.

The following is the scope of work for the project:

- Conversion of 1,237 SF second floor residential use into additional retail in existing two-story commercial building resulting in overall larger retail area (SF).

The following Special Exception with Site Plan Review and Variances are required to complete the project:

- Section 134-1159(a)(9), Special Exception for a permitted use greater than 4,000 SF in the CWA zoning district in order to occupy a portion of an existing two-story commercial building. The sales of apparel and accessories is a SE use when the Gross Leasable Area ("GLA") is greater than 4,000 SF from 3,923 SF to 5,160 SF (unit 216 2nd floor, change from 1,237 SF residential to 990 SF retail and 247 SF back of house)
- Section 134-1159(a) SE uses require a Site Plan Review.

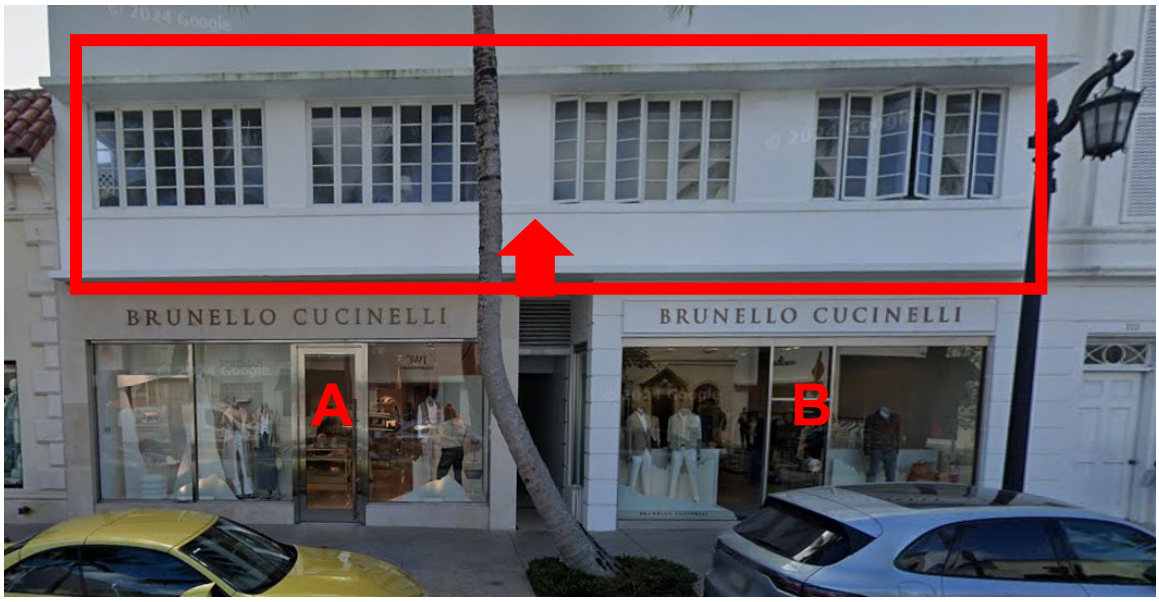
- Section 134-2176 parking variance of five (5) spaces required for residential to retail conversion

Site Data			
Zoning District	C-WA	**Future Land Use**	COMMERCIAL
Use	Current: RETAIL/RESIDENTIAL Proposed: RETAIL	**Square Footage (SF)**	1,534 SF @ 216 1st floor 1,237 SF @ 216 2nd floor 1,146 SF @ 218 1st floor 1,243 SF @218 2nd floor TOTAL: 5,160 SF

STAFF ANALYSIS

The application is for the interior buildout of the second floor of an existing two-story commercial building to accommodate the expansion of an existing luxury retailer, Brunello Cucinelli. The retailer currently occupies approximately 1,534 SF on the eastern portion of the ground floor (marked A below) and approximately 1,146 SF of the western portion of the ground floor (marked B below). In 2024, the applicant received approval to expand to a portion of the second floor (above bay B) for back of house uses (1,243 SF). The applicant now wishes to convert the existing residential use above space A into retail and back of house uses. The total aggregation on the two floors yields 5,160 SF.

Minimal architectural modifications are proposed that will be presented to ARCOM for their review, such as new second floor windows. Of particular note though is the loss of a residential unit above ground floor retail. This proposal would make this a fully retail space, eliminating the mixed-use nature that supports and is desired for a thriving street. The modification of residential to retail also triggers the need for a parking variance of five (5) spaces. Due to the size of the retail space over 4,000 SF, the applicant is requesting approval of a Special Exception to allow a 5,160 SF retail space to be located in the C-WA district and parking variance to allow the conversion of space.

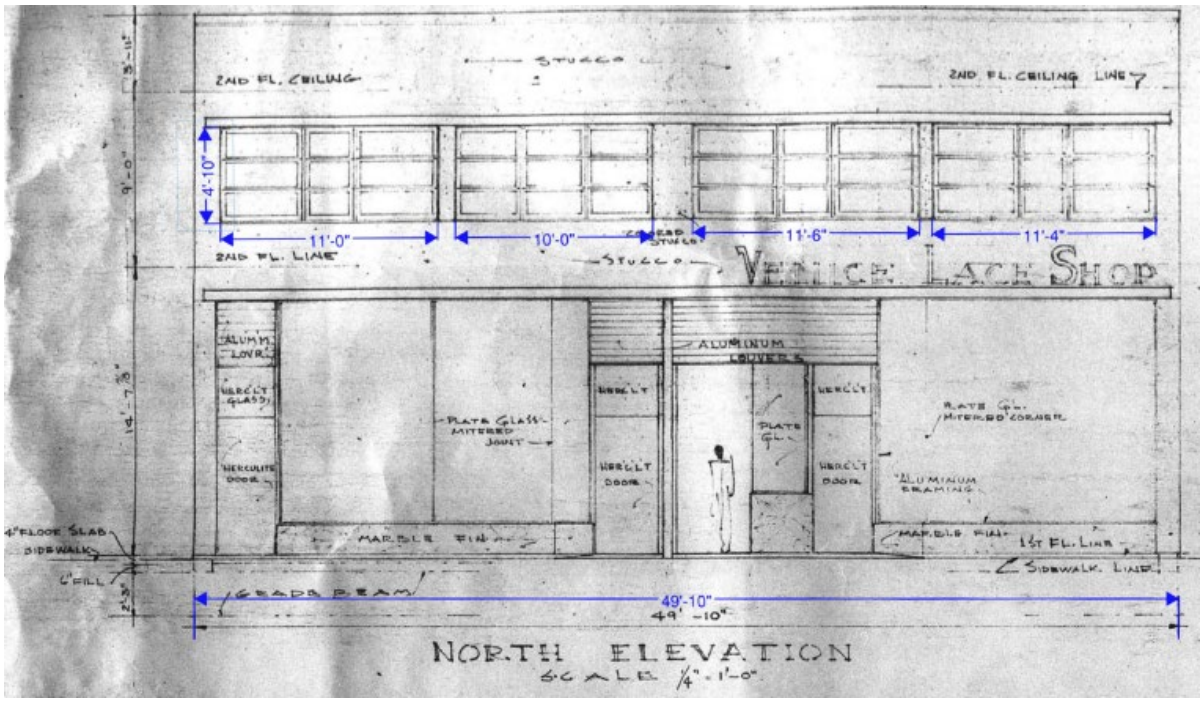


The two-story building was constructed as a commercial building, with a central covered via bisecting the ground floor. No new square footage is being added. The special exception uses in the C-WA Worth Avenue district are as follows (9) Permitted uses cited under permitted uses in section 134-1157 which contain greater than 4,000 square feet GLA gross leasable area. Most recently, the existing two-story building contained the women's fashion retailer Intermix.

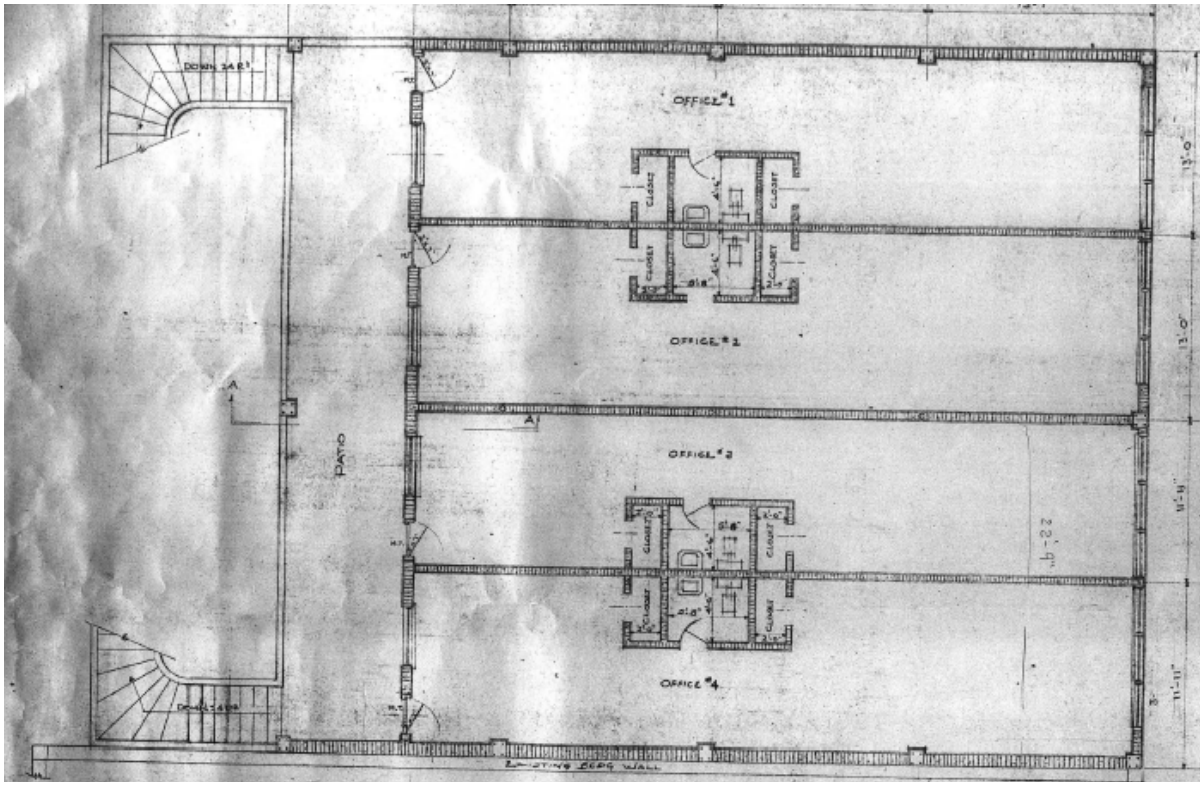


The four bays of upstairs windows are proposed to be triple casements in each opening. This will bring them into closer alignment with the original window configuration when it was known as the “Venice Lace Shop.” The exterior changes will be presented to ARCOM at their March meeting for consideration.

Even though the architectural changes seem compatible to the streamlined building design, there continues to be concern about the “malling” of Worth Avenue and the larger and larger footprints of retailers eroding the original charm and mixed use of the street though the elimination of smaller “mom and pop” retailers. Other recent special exceptions granted for retail to expand beyond the 4,000SF threshold including Gucci (225 Worth) and Louis Vuitton (222 Worth).



As it pertains to the variance, request. The change of use of the 1,237 SF second floor residential use into retail triggers the need for five additional on site parking spaces. The second floor of the building was originally built as four office spaces.



Based on Section 134-2176 of the Code regarding the Principle of Parking Equivalency, the site is vested for two parking spaces for its existing residential use. The requirement to provide five parking spaces exceeds the operational needs of the site, according to the applicant. The applicant has cited that "the proposed use is by appointment only and not open to the general public, requiring a maximum of two spaces."

CONCLUSION:

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

(1) Special Exception request for retail space that is greater than 4,000 SF gross leasable area in the C-WA zoning district.

(2) Variance for five (5) parking spaces for conversion of upstairs residential to retail use.

WRB:JGM:FHM

WRB

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 T A L

DATE: February 17, 2026

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

RE: 216-218 WORTH AVE (BRUNELLO CUCINELLI) [ZON-26-0003 (ARC-26-0001)]

REQUEST

On behalf of Brunello Cucinelli c/o Giorgio Zuffanti (**"Applicant"**), Shutts & Bowen LLP (**"Agent"**) submits a request for Town Council ("**TC**") review and approval of a modification to the approved Special Exception (**"SE"**) with a Site Plan Review (**"SPR"**) for the expansion into the 2nd floor of the Unit 216 of the building ("**Unit 216**") and a Variance ("**Variance**") to reduce the required parking from 7 parking spaces to 2 parking spaces, and Architectural Review Committee ("**ARCOM**") review and approval of a Minor Project to replace the existing second floor front windows with impact windows consistent with the historical imagery of the building, for the existing Brunello Cucinelli Boutique (**"Boutique"**), located at 216-218 Worth Avenue (**"Site"**).

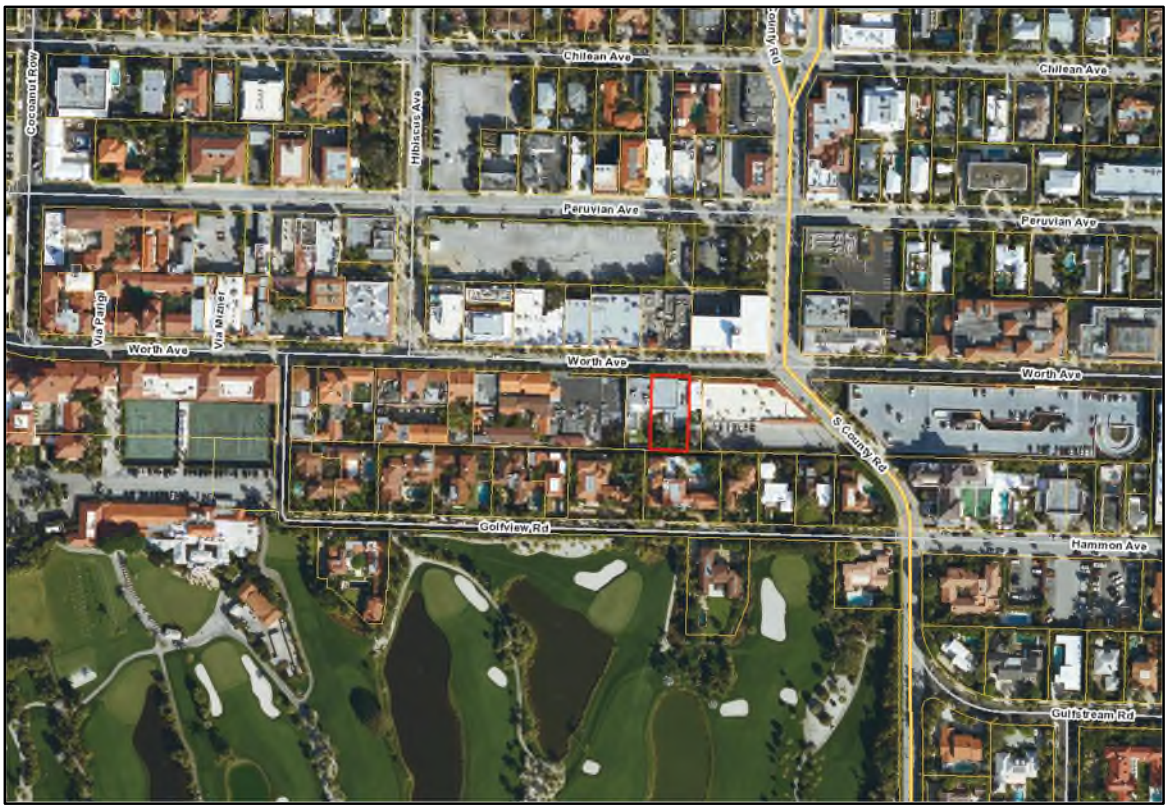


FIGURE 1 – Location map

Location:	216 and 218 Worth Ave. *(Figure 1)*
Property Control Number(s)	50434323050180190
Zoning District:	Commercial Worth Avenue (C-WA)
Acreage:	0.25 acres
Existing Uses:	Unit 216 1st floor: 1,111 sq. ft. Retail and 423 sq. ft. back of house Unit 216 2nd floor: 1,237 sq. ft. Residential Unit 218 1st floor: 1,146 sq. ft. Retail Unit 218 2nd floor: 1,243 sq. ft. back of house
Proposed Use:	Unit 216 2nd floor: Change of use from 1,237 sq. ft. Residential to 1,129 sq. ft. Retail and 108 sq. ft. back of house (total 1,237 sq. ft.)

REQUEST

TC request for an SE/SPR/Variance as follows:

- Pursuant to Section 134-1159(a)(9), the sales of apparel and accessories is a SE use when the Gross Leasable Area ("**GLA**") is greater than 4,000 square feet ("**sq. ft.**"). The Applicant is requesting an expansion of the Boutique from 3,923 sq. ft. to 5,160 sq. ft. (+1,237 sq. ft.).
  - Specifically, the space allocation of existing uses is outlined as follows:

Existing Uses:	Unit 216 1st floor: 1,111 sq. ft. Retail and 423 sq. ft. back of house Unit 216 2nd floor: 1,237 sq. ft. Residential Unit 218 1st floor: 1,146 sq. ft. Retail Unit 218 2nd floor: 1,243 sq. ft. back of house
Proposed Use:	Unit 216 2nd floor: Change of use from 1,237 sq. ft. Residential to 1,129 sq. ft. Retail and 108 sq. ft. back of house (total 1,237 sq. ft.)

- Variance for a reduction in the required parking from 7 parking spaces to 2 parking spaces.

ARCOM request for a Minor Project to replace the existing second floor front windows with impact windows consistent with the historical imagery of the building. See the Architectural plans for the window details.

BACKGROUND

Brunello Cucinelli is an Italian luxury fashion brand which sells menswear, women's wear and accessories in Europe, North America and East Asia. The company was founded by Brunello Cucinelli in 1978. It is a brand that places a premium on quality and craftsmanship. Each piece in their collection is meticulously crafted by skilled artisans who have honed their skills over decades. From the selection of the finest materials to the attention to detail in the finishing touches, every aspect of the design process is carefully considered to ensure that each piece is of the highest possible standard.

The philosophy of Brunello Cucinelli is based on dignity of the workers, making profit with ethics, dignity and morals, while providing the patrons with the highest levels of excellent customer service. For these reasons, the Applicant proposes to expand the existing space so that the store staff have good spaces to work and feel comfortable and the customers get the highest level of service that can be provided.

Since 2015 the Boutique has grown and added several new lines like the children collection, and additional accessories including shoes and bags. As such, the existing space is not efficiently functional anymore and there is a need for additional space to properly display the apparel and accessories.

The intent is to dedicate the 2nd floor of Unit 216 for the exclusive use for private clientele use by appointment only and not open to the general public – which is an important factor. Furthermore, the

Applicant is willing to accept a condition of approval specific to such use of the space. That said, the 2nd floor is conceived as an exclusive retreat for the most discerning clients; those who require an elevated level of privacy and personalized attention. This intimate space transcends the traditional retail experience, offering instead a residential atmosphere where select clients can engage with the services in complete discretion and comfort. The main area functions as a sophisticated living room, embodying the warmth and refinement of a private residence rather than a commercial environment. Here, clients can relax, discuss their needs and preferences in an environment that feels more like a trusted friend's home than a fitting appointment. This residential quality is essential, it signals to clients that they are not just customers, but valued guests receiving exceptional, individualized care. Supporting this central gathering space are thoughtfully planned ancillary areas: a private fitting room where clients can try garments in complete seclusion, a dedicated bathroom for their convenience, and a tailor room that doubles as storage.

Beyond client service, the 2nd floor serves a dual purpose as a sanctuary for staff. During periods without client appointments, the space transforms into a break area where staff can step away from the demands of the sales floor, recharge, and refresh themselves. The overarching purpose is singular: to create a space where privacy is paramount and the experience is unmistakably residential. Limiting access to only a select few clients ensures that each visit feels exclusive, a bespoke experience. As such, the requirement to provide 6 parking spaces exceeds the operational requirements since the use of the space is by appointment only, there is no overlap of multiple clients needing access to the space at the same time.

PARKING STATEMENT

Per Section 134-2176 of the Code for the Principle of Parking Equivalency, the Site is vested for 2 parking spaces with the existing residential use. As stated above, the requirement to provide 7 parking spaces exceeds the operational requirements. At most 2 parking spaces are needed since the space is proposed for the exclusive use by appointment only and is not open to the general public. At no time will the space be overbooked and thus require more than 2 parking spaces and the Applicant is willing to accept a condition of approval stating the same.

SUPPLEMENTAL APPLICATION REQUIREMENTS

As required, attached are the responses to the review standards/guidelines for the SE and variance request:

- **Exhibit A**: Special Exception in accordance with Section 134-229.
- **Exhibit B**: Site Plan Review in accordance with Section 134-1159(a).
- **Exhibit C:** Findings prior to authorization of a Variance Section 134-201.
- **Exhibit D:** Architectural review in accordance with Section 18-205.
- **Exhibit E:** Town-serving Affidavit certifying that 51% or more of the Boutique serves townpersons**.**
- **Exhibit F:** A detailed history in chronological order of all zoning-related requests processed on or after January 1, 1970 specific to the Site – Not Applicable
- **Exhibit G:** Property Info sheet.
- **Exhibit H:** Legal Description.

EXHIBIT A

Sec. 134-229. Requirements for granting a Special Exception.

The requirements for granting a special exception use under this chapter are as follows:

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

RESPONSE: *Retail sales of apparel and accessories that exceed 4,000 sq. ft. GLA is permitted as a SE in the C-WA zoning district.*

(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 proposed private retail use is so designed, located and proposed to be operated so 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.

RESPONSE: *The private retail use 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 retail sales of apparel and accessories use 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: *There are no proposed changes that affect the yard, open space or 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.

RESPONSE: *The proposed use 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: *The proposed use is internal to the building and has been designed and situated in such a manner to have no 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: *No changes are proposed to the ingress and egress to the Site. As such, there are no impacts on automotive and pedestrian safety and convenience, traffic flow and control, or access in case of fire or catastrophe. Furthermore, a motorized chair lift is proposed to provide ADA access to the 2nd floor.*

(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: *The building signage is proposed to be compatible and in harmony with the adjacent properties in the district.*

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

RESPONSE: *The current request does not affect the location, availability or compatibility of utility services.*

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

RESPONSE: *The current request does not affect the refuse and service areas.*

(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: *A Town-serving Affidavit certifying that 51% or more of the proposed use serves townpersons is included with the application submittal as Exhibit D.*

(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 changes proposed that affect the exterior landscaping 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 proposed use does not place an 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 leaseholder 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 for a change of use from residential to retail; however, the proposed retail will not operate as a retail space.*

The intent is to dedicate the 2nd floor of Unit 216 for the exclusive use for private clientele use by appointment only and not open to the general public – which is an important factor that must be considered. Furthermore, the Applicant is willing to accept a condition of approval specific to such use of the space. That said, the 2nd floor is conceived as an exclusive retreat for the most discerning clients; those who require an elevated level of privacy and personalized attention. This intimate space transcends the traditional retail experience, offering instead a residential atmosphere where select clients can engage with the services in complete discretion and comfort. The main area functions as a sophisticated living room, embodying the warmth and refinement of a private residence rather than a commercial environment. Here, clients can relax, discuss their needs and preferences in an environment that feels more like a trusted friend's home than a fitting appointment. This residential quality is essential, it signals to clients that they are not just customers, but valued guests receiving exceptional, individualized care. Supporting this central gathering space are thoughtfully planned ancillary areas: a private fitting room where clients can try garments in complete seclusion, a dedicated bathroom for their convenience, and a tailor room that doubles as storage.

Beyond client service, the 2nd floor serves a dual purpose as a sanctuary for staff. During periods without client appointments, the space transforms into a break area where staff can step away from the demands of the sales floor, recharge, and refresh themselves. The overarching purpose is singular: to create a space where privacy is paramount and the experience is unmistakably residential. Limiting access to only a select few clients ensures that each visit feels exclusive, a bespoke experience. As such, the requirement to provide 6 parking spaces exceeds the operational requirements since the use of the space is by appointment only, there is no overlap of multiple clients needing access to the space at the same time.

(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 proposed to the ingress and egress to the Site. Automobile and pedestrian safety will be maintained to comply with all applicable standards. Separation of automotive traffic, traffic control and flow, service for utilities and refuse collection and access in case of fire or emergency will not be affected. Furthermore, a motorized chair lift is proposed to provide ADA access to the 2nd floor.*

(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: *There are no changes proposed to the off-street parking.*

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

RESPONSE: *There are no changes proposed to any perimeter screening or buffers.*

(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 changes proposed that will affect the manner of drainage on the Site onto adjacent and nearby properties or on the Town's overall drainage capacities.*

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

RESPONSE: *There are no changes proposed that will impact hook-in locations, availability or capacity of utilities.*

(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 changes proposed that impact recreation facilities.*

(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 use.*

(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 changes proposed to the exterior of the building. All improvements are internal to 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 changes proposed to the visible size and bulk of the building. All improvements are internal to the building.*

EXHIBIT C

Sec. 134-201. Findings prior to authorization.

(a) The town council may authorize upon appeal such variance from the terms of this chapter as will not be contrary to the public interest where, owing to special conditions, a literal enforcement of this chapter will result in unnecessary and undue hardship. In order to authorize any variance from the terms of this chapter, the town council must and shall find the following:

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

RESPONSE: *There are special conditions and circumstances existing which are peculiar to the land, structures and buildings involved and which are not applicable to other lands, structures or buildings in the same zoning district. The intent is to dedicate the 2nd floor of Unit 216 for the exclusive use for private clientele use by appointment only and not open to the general public – which is an important factor. Furthermore, the Applicant is willing to accept a condition of approval specific to such use of the space. That said, the 2nd floor is conceived as an exclusive retreat for the most discerning clients; those who require an elevated level of privacy and personalized attention. This intimate space transcends the traditional retail experience, offering instead a residential atmosphere where select clients can engage with the services in complete discretion and comfort. The main area functions as a sophisticated living room, embodying the warmth and refinement of a private residence rather than a commercial environment. Here, clients can relax, discuss their needs and preferences in an environment that feels more like a trusted friend's home than a fitting appointment. This residential quality is essential, it signals to clients that they are not just customers, but valued guests receiving exceptional, individualized care. Supporting this central gathering space are thoughtfully planned ancillary areas: a private fitting room where clients can try garments in complete seclusion, a dedicated bathroom for their convenience, and a tailor room that doubles as storage.*

Beyond client service, the 2nd floor serves a dual purpose as a sanctuary for staff. During periods without client appointments, the space transforms into a break area where staff can step away from the demands of the sales floor, recharge, and refresh themselves. The overarching purpose is singular: to create a space where privacy is paramount and the experience is unmistakably residential. Limiting access to only a select few clients ensures that each visit feels exclusive, a bespoke experience. As such, the requirement to provide 6 parking spaces exceeds the operational requirements since the use of the space is by appointment only, there is no overlap of multiple clients needing access to the space at the same time.

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

RESPONSE: *The special conditions and circumstances do not result from the actions of the Applicant. See the above for a full analysis of each variance and how the literal interpretation of the Code has created an undue burden on the Applicant. Specifically, the space is not open to the general public which is customary for retail uses, this space is strictly exclusive and only used on an appointment basis with no overlap of more than one client at a time.*

(3) Granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings or structures in this same zoning district.

RESPONSE: *The granting the variance requested will not confer on the Applicant any special privilege that is denied by the Code to other lands, buildings or structures in this same zoning district. In fact, the variance can be requested by any property owner affected by the applicable regulations.*

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

RESPONSE: *The literal interpretation of this chapter would deprive 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. See the above for a full analysis of the variance and how the literal interpretation of the Code has created an undue burden on the Applicant. Specifically, the space is not open to the general public which is customary for retail uses, this space is strictly exclusive and only used on an appointment basis with no overlap of more than one client at a time.*

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

RESPONSE: *The requested variances are the minimum variances that will make possible the reasonable use of the land. See the above for a full analysis of each variance and the applicability to the use of the space.*

(6) For granting of a variance to sections 134-387 or 134-390 through 134-392, pertaining to the regulation of nonconforming uses, the following additional findings shall be made pertaining to the nonconforming use for which the variance is requested:
   a. It is the continuance of a unique hotel or residential use that has, for at least 15 years proven compatible with the surrounding uses; and
   b. Neither rezoning to a district which would allow the use, nor inclusion of the subject use as a permitted or special exception use in the district would act to achieve the preservation of the subject use without opening the possibility of the incursion of uses incompatible with the immediately surrounding area and, further, such variance shall:
      1. Be granted only for the continuation of the same hotel or residential use; and
      2. Require the applicant to submit a declaration of use limiting the utilization of the property for which the variance was granted to the same use as that existing at the time the variance was granted.

RESPONSE: *N/A*

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

RESPONSE: *Granting of the variances will be in harmony with the general intent and purpose of the Code. Additionally, granting of the variances will not be injurious to the area involved or otherwise detrimental to the public welfare.*

EXHIBIT D

Sec. 18-205. Criteria for building permit.

(a) The architectural commission may approve, approve with conditions, or disapprove the issuance of a building permit in any matter subject to its jurisdiction only after consideration of whether the following criteria are complied with:

(1) The plan for the proposed building or structure is in conformity with good taste and design and in general contributes to the image of the town as a place of beauty, spaciousness, balance, taste, fitness, charm and high quality.

RESPONSE: *Applicant considers the plan for the proposed building to be in conformity with good taste and design and in general contributes to the image of the town as a place of beauty, spaciousness, balance, taste, fitness, charm and high quality. In fact, the intent is to be consistent with the historical imagery of the building.*

(2) The plan for the proposed building or structure indicates the manner in which the structures are reasonably protected against external and internal noise, vibrations, and other factors that may tend to make the environment less desirable.

RESPONSE: *The plan for the proposed building is consistent with the surrounding properties relative to reasonable protection against external and internal noise, vibrations, and other factors that may tend to make the environment less desirable.*

(3) The proposed building or structure is not, in its exterior design and appearance, of inferior quality such as to cause the nature of the local environment to materially depreciate in appearance and value.

RESPONSE: *The exterior materials and details proposed are of high quality and enhance the appearance of the local environment. In fact, the intent is to be consistent with the historical imagery of the building.*

(4) The proposed building or structure is in harmony with the proposed developments on land in the general area, with the comprehensive plan for the town, and with any precise plans adopted pursuant to the comprehensive plan.

RESPONSE: *The proposed structure is in harmony with the proposed developments on land in the general area.*

(5) The proposed building or structure is not excessively similar to any other structure existing or for which a permit has been issued or to any other structure included in the same permit application within 200 feet of the proposed site in respect to one or more of the following features of exterior design and appearance:

a. Apparently visibly identical front or side elevations;
b. Substantially identical size and arrangement of either doors, windows, porticos or other openings or breaks in the elevation facing the street, including reverse arrangement; or
c. Other significant identical features of design such as, but not limited to, material, roof line and height of other design elements.

RESPONSE: *The proposed building or structure is not excessively similar to any other structure existing or for which a permit has been issued or to any other structure included in the same permit application within 200 feet of the proposed site in respect to one or more of the following features of exterior design and appearance:*

a. The front elevations are not identical to the surrounding structures.

b. The size and arrangement of doors, windows and porches are not identical to the surrounding structures. In fact, the intent is to be consistent with the historical imagery of the building.

c. The proposed materials are consistent with the architectural style and character of the surrounding area while implementing unique detailing.

(6) The proposed building or structure is not excessively dissimilar in relation to any other structure existing or for which a permit has been issued or to any other structure included in the same permit application within 200 feet of the proposed site in respect to one or more of the following features:
a. Height of building or height of roof.
b. Other significant design features including, but not limited to, materials or quality of architectural design.
c. Architectural compatibility.
d. Arrangement of the components of the structure.
e. Appearance of mass from the street or from any perspective visible to the public or adjoining property owners.
f. Diversity of design that is complimentary with size and massing of adjacent properties.
g. Design features that will avoid the appearance of mass through improper proportions.
h. Design elements that protect the privacy of neighboring property.

RESPONSE: *The proposed building or structure is not excessively dissimilar in relation to any other structure existing or for which a permit has been issued or to any other structure included in the same.*

a. There are no changes proposed to the height of the building.
b. The architectural expression and exterior detailing are consistent with the proposed architectural style and compatible with the adjacent structures.
c. The proposed work is architectural compatibility with the context of the adjacent structures.
d. The arrangements of the components of the structure are compatible with the adjacent structures.
e. There are no changes proposed to the massing of the building.
f. While the general architectural approach is consistent with adjacent properties, the detailing and material selection provides diversity of design without becoming excessively dissimilar.
g. There are no changes proposed that affects the massing of the building.
h. There are no design elements proposed that affects the privacy of the neighboring properties.

(7) The proposed addition or accessory structure is subservient in style and massing to the principal or main structure.

RESPONSE: *The request does not include the addition of an accessory structure.*

(8) The proposed building or structure is appropriate in relation to the established character of other structures in the immediate area or neighboring areas in respect to significant design features such as material or quality or architectural design as viewed from any public or private way (except alleys).

RESPONSE: *The proposed architectural style and materials of the structure are consistent with other structures in the immediate area.*

(9) The proposed development is in conformity with the standards of this Code and other applicable ordinances insofar as the location and appearance of the buildings and structures are involved.

RESPONSE: *The proposed development is in conformity with the standards of this Code and other applicable ordinances insofar as the location and appearance of the buildings and structures are involved.*

(10) The project's location and design adequately protect unique site characteristics such as those related to scenic views, rock outcroppings, natural vistas, waterways, and similar features.

RESPONSE: *There are no requested changes affecting the project's location and design that affects any unique site characteristics such as those related to scenic views, rock outcroppings, natural vistas, waterways, or similar features.*

EXHIBIT E

Town-Serving Affidavit

BRUNELLO CUCINELLI

TOWN-SERVING AFFIDAVIT

The undersigned, (the "Affiant"), IGNAZIO MASSIMO CARONNA President of Brunello Cucinelli Boutique located at 216 Worth Avenue, Palm Beach, FL 33480 ("Boutique"), 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 customers served at the Boutique.

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

6. The Boutique will be expanded to the adjacent space located at 218 Worth Avenue, Palm Beach, FL 33480 (the "Boutique Expansion") to dedicate the Boutique space for women's wear and the Boutique Expansion space for menswear.

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

[SIGNATURES ON NEXT PAGE]

Brunello Cucinelli USA Inc. 466 Sawmill River Road, Ardsley, NY 10502

BRUNELLO CUCINELLI

Wherefore Affiant has signed this Affidavit this 7TH day of February, 2024.

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☑ online notarization, this 7th day of February, 2024, by IGNAZIO MASSIMO CARONNA who ☐ is personally known to me or ☑ has produced PASSPORT as identification.

(NOTARY SEAL)

WILAILUCK RODRIGUEZ
Notary Public
State of Florida
Comm# HH176888
Expires 9/20/2025

Notary Public, State of Florida

Name: WILAILUCK RODRIGUEZ

My commission expires: 09/20/2025

Serial No.: HH176888

EXHIBIT F

SITE HISTORY

04/10/2024	ZON-24-049	Approval of a Special Exception and Site Plan Review to allow a new retail store to expand a retail space in excess of 4,000 sq. ft.
12/19/2025	ARC-25-0082	Approval for exterior façade alterations, including a new ground-floor storefront system and new signage.

EXHIBIT G

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

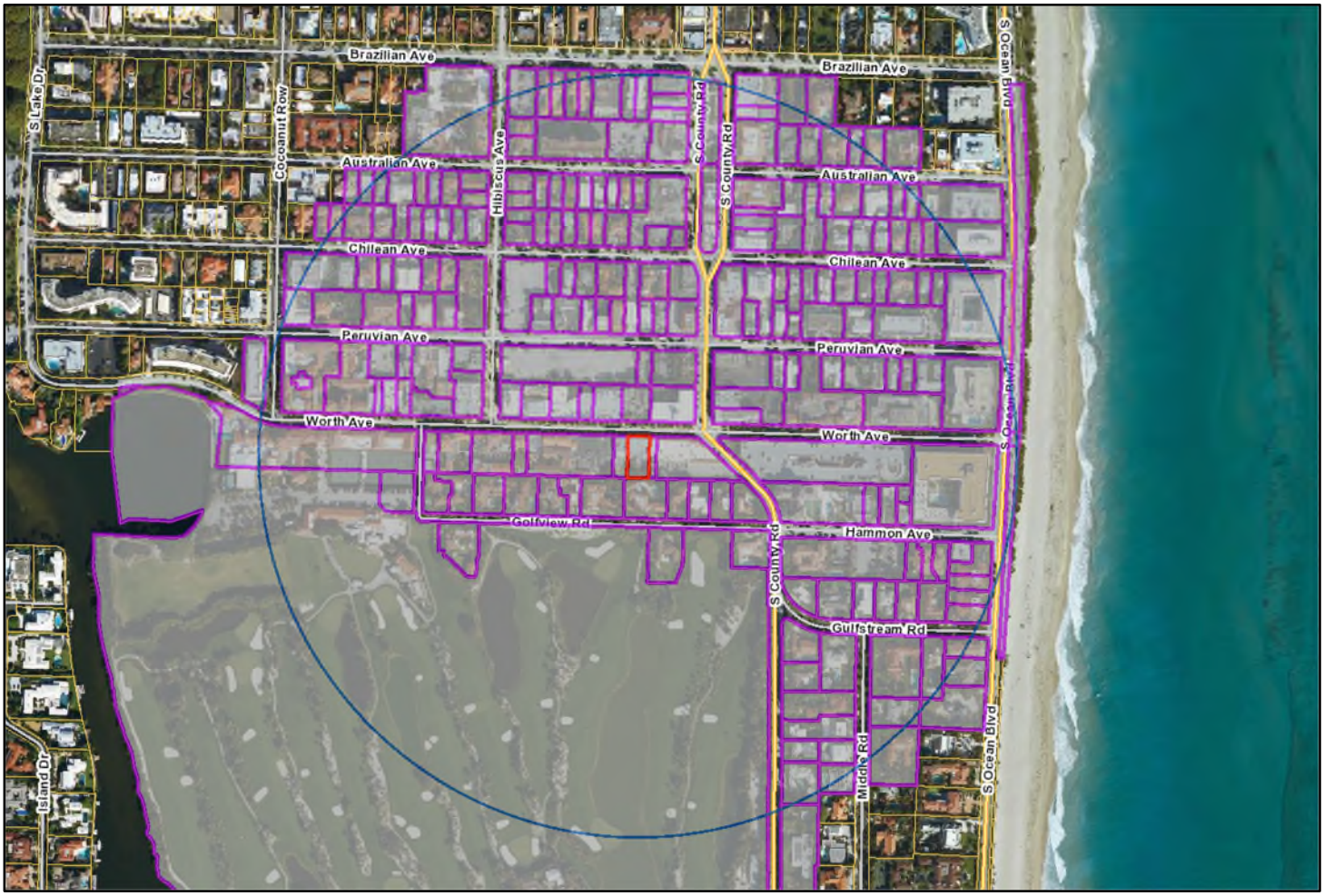


FIGURE 1 – ¼ mile Vicinity Location map

Location:	216-218 Worth Ave. *(Figure 1)*
Property Control Number(s)	50434323050180190
Zoning District:	Commercial Worth Avenue (C-WA)
Acreage:	0.25 acres

EXHIBIT H

LEGAL DESCRIPTION

Lots 19, 20 and 21, Block 18, ***REVISED MAP OF ROYAL PARK ADDITION TO PALM BEACH,*** *according to the map or plat thereof as recorded in Plat Book 4, Page(s) 1, Public Records of Palm Beach County, Florida.*

EXCEPTING *from said Lot 21, the following described parcel of land to-wit:*
COMMENCING *at the Northeast corner of Lot 21, Block 18,* ***ROYAL PARK, AN ADDITION TO THE TOWN OF PALM BEACH, FLORIDA,*** *according to the plat thereof on file in the office of the Clerk of the Circuit Court of Palm Beach County, Florida;*
thence in a Southerly direction along the East Boundary of said Lot 21, a distance of 90 feet to the ***POINT OF BEGINNING;***
thence at right angles measured from east to west from said East line of Lot 21, a distance of one foot to a point;
thence in a Southerly direction parallel to the East line of said Lot 21 to the South boundary of said Lot 21;
thence in an Easterly direction along the South boundary of said Lot 21, a distance of one foot to the Southeast corner of said Lot 21;
thence Northerly along the East boundary of said Lot 21, to the ***POINT OF BEGINNING.***

BRUNELLO CUCINELLI
216 & 218 WORTH AVENUE
PALM BEACH, FL

SPECIAL EXCEPTION WITH SITE PLAN REVIEW AND VARIANCE
FINAL SUBMITTAL
02/17/2026
ZON-26-0003
(ARC-26-0001)



CLIENT

BRUNELLO CUCINELLI

BRUNELLO CUCINELLI
689 FIFTH AVENUE, 6TH FLOOR
NEW YORK, NY 10022
WWW.BRUNELLOCUCINELLI.COM

RESERVED FOR CITY USE

HNDN
ARCHITECTURE

PROJECT LOCATION
218 WORTH AVENUE - UNIT #216 & #218
PALM BEACH, FL 33480

PROJECT CLIENT/OWNER:
BRUNELLO CUCINELLI
689 FIFTH AVENUE, 6TH FLOOR
NEW YORK, NY 10022

ARCHITECT:
DAKOTA HENDON, AIA
FL LICENSE #AR98269
NY LICENSE #047256

MEP ENGINEER:
RCI ENGINEERING, INC. FL CA#27622

STRUCTURAL ENGINEER:
GREEN COAST ENGINEERS. FL LICENSE #33313

GENERAL CONTRACTOR:
TBD

PROFESSIONAL SEAL:

STATE OF FLORIDA · DAKOTA HENDON · AR98269 · REGISTERED ARCHITECT

DAKOTA S HENDON
DAKOTA S HENDON 2026.02.13
10:58-05'00'

THE SEAL AND SIGNATURE APPLY ONLY TO THE DOCUMENT TO WHICH THEY ARE AFFIXED. ANDSTUDIO, LLC ASSUMES NO RESPONSIBILITY FOR ALL OTHER PLANS, SPECIFICATIONS, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT.

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PROJECT NAME:
BC PALM BEACH

DATE: 2026-01-02

DRAWN BY: HNDN1

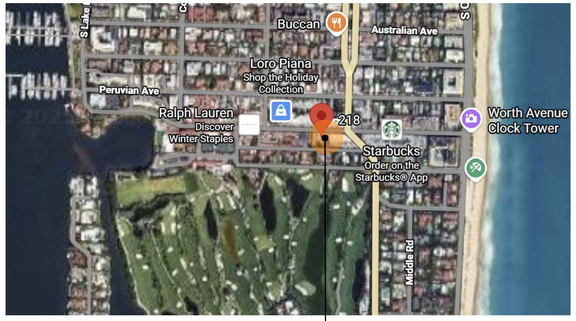
SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

SHEET TITLE:
COVER PAGE

SHEET NO:
A0.00

VICINITY MAP N.T.S.



LOCATION PLAN N.T.S.



SYMBOL N.T.S.

BUILDING OR WALL SECTION



DETAIL



BUILDING OR WALL ELEVATION
REFERENCE DRAWING NUMBER



WALL ELEVATION
REFERENCE DRAWING NUMBER



ROOM TAG



WALL TYPE DETAIL



TRANSITION DETAIL



DOOR NUMBER



WINDOW NUMBER



SIGN



ELECTRIC FIXTURE REFERENCE



PLUMBING FIXTURE REFERENCE



SECTION LINES, CENTER LINES, PROJECTIONS

BREAK LINE



NORTH ARROW



REVISION #



DENOTES NEW FINISH OR WALL
ASSEMBLY AS APPLICABLE

BUILDING DATA

PROPERTY ADDRESS:	216 & 218 WORTH AVENUE PALM BEACH, FL 33480
CONSTRUCTION TYPE	IIIB (ORDINARY CONSTRUCTION)
OCCUPANCY TYPE:	MERCANTILE (M)
PROPOSED USE:	RETAIL
FLOOR GROSS AREA TOTAL	SEE SQUARE FOOTAGE CALCULATIONS
SPRINKLER SYSTEM:	YES (TO BE EXTENDED)
NUMBER OF STORIES (PROJECT):	2
NUMBER OF STORIES IN BUILDING:	2
OCCUPANCY LOAD:	SEE LS1.01 FOR OCCUPANCY CALCS.

CODE REVIEW

AHJ: TOWN OF PALM BEACH PLANNING, ZONING AND BUILDING DEPARTMENT
360 S COUNTY RD - P.O. BOX 2029
PALM BEACH, FL 33408

APPLICABLE CODES:

- BUILDING:	FLORIDA BUILDING CODE 8TH EDITION (2023) BUILDING
- EXISTING BUILDING	FLORIDA BUILDING CODE 8TH EDITION (2023) EXISTING BUILDING
- STRUCTURAL:	FLORIDA BUILDING CODE 8TH EDITION (2023) BUILDING
- PLUMBING:	FLORIDA BUILDING CODE 8TH EDITION (2023) PLUMBING
- MECHANICAL:	FLORIDA BUILDING CODE 8TH EDITION (2023) MECHANICAL
- ELECTRICAL:	FLORIDA BUILDING CODE 8TH EDITION (2023) BUILDING
- ACCESSIBILITY:	FLORIDA BUILDING CODE 8TH EDITION (2023) ACCESSIBILITY
- ENERGY:	FLORIDA BUILDING CODE 8TH EDITION (2023) ENERGY CONSERVATION
- FIRE PREVENTION:	FLORIDA FIRE PREVENTION CODE 8TH EDITION (2023)
- CITY CODE:	TOWN OF PALM BEACH CODE OF ORDINANCES

SPECIAL EXCEPTION APPLICATION

PROPOSED SCOPE OF WORK :

AS PER SECTION 134-1159(A)(9), SPECIAL EXCEPTION FOR A PERMITTED USE GREATER THAN 4,000 SF IN THE C-WA ZONING DISTRICTS IN ORDER TO OCCUPY AN EXISTING TWO-STORY COMMERCIAL BUILDING FOR THE SALES OF APPAREL AND ACCESSORIES. SPECIAL EXCEPTION IS REQUIRED WHEN THE GROSS LEASABLE AREA ("GLA") IS GREATER THAN 4,000 SF. PROPOSED EXTENSION REQUIRES THE CHANGE OF USE FROM RESIDENTIAL TO COMMERCIAL AND INCREASES TOTAL RETAIL SF FROM 3,923 SF TO 5,160 SF (+0 SF ON THE FIRST FLOOR AND + 1,237 SF ON THE SECOND FLOOR FOR A TOTAL INCREASE OF 1,237 SF)

DEFERRED SUBMITTALS / SEPARATE PERMITS

SIGNAGE:
SIGNAGE SHALL BE UNDER SEPARATE PERMIT BY SIGN VENDOR / CONTRACTOR

FIRE PROTECTION (FIRE SPRINKLER):
FIRE SPRINKLER SHOP DRAWINGS SHALL BE UNDER SEPARATE PERMIT BY FIRE SPINKLER VENDOR / CONTRACTOR

ABBREVIATIONS

ADJ	ADJACENT	MFR	MANUFACTURER
AFF	ABOVE FINISHED FLOOR	MIN	MINIMUM
ALT	ALTERNATE	MISC	MISCELLANEOUS
ALUM	ALUMINIUM	MTL	METAL
ANOD	ANODIZED	NA	NOT APPLICABLE
APPROX	APPROXIMATELY	NO	NUMBER
BLDG	BUILDING	NTS	NOT TO SCALE
CL	CENTERLINE	OC	ON CENTER
CLG	CEILING	OD	OUTSIDE DIAMETER
CLR	CLEAR	OPP	OPPOSITE
CONC	CONCRETE	OSB	ORIENTED STRAND BOARD
CONT	CONTINUOUS	PLAM	PLASTIC LAMINATE
CTR	CENTER	PREP	PREPARATION
DEMO	DEMOLITION	PTD	PAINTED
DTL	DETAIL	RAD	RADIUS
DIAM	DIAMETER	REQ'D	REQUIRED
EA	EACH	SCHED	SCHEDULE
ELEC	ELECTRICAL	SECT	SECTION
ELEV	ELEVATION	SHT	SHEET
EQ	EQUAL	SIM	SIMILAR
EQUIP	EQUIPMENT	SPEC	SPECIFICATION
EXST	EXISTING	SQ	SQUARE
EXT	EXTERIOR	SS	STAINLESS STEEL
FIN	FINISHED	STD	STANDARD
GA	GAUGE	STL	STEEL
GWB	GYPSUM WALLBOARD	TBD	TO BE DETERMINED
HDWR	HARDWARE	THK	THICK
HOR	HORIZONTAL	TO	TOP OF
ID	INSIDE DIAMETER	TYP	TYPICAL
INT	INTERIOR	UON	UNLESS OTHERWISE NOTED
LAM	LAMINATE	VERT	VERTICAL
MAX	MAXIMUM	VIF	VERIFY IN FIELD
MECH	MECHANICAL	W/	WITH
MDF	MEDIUM DENSITY FIBERBOARD	WD	WOOD
		W/O	WITHOUT

TO THE BEST OF THE ARCHITECTS KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE FIRE-SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY HAVING JURISDICTION IN ACCORDANCE WITH THE FLORIDA BUILDING CODE SECTION 109.3.6.4.4 AND CHAPTER 633 FLORIDA STATUTES.

INDEX OF DRAWINGS

ARCHITECTURAL SHEETS

Sheet #	Sheet Name	Issued	Current Revision
A0.00	COVER	01/26/2026	0
A0.01	INDEX AND PROJECT DATA	01/26/2026	0
A0.02	CONTEXT PHOTOS	01/26/2026	0
D1.02	SECOND FLOOR DEMOLITION PLAN	01/26/2026	0
A1.00	SITE PLAN & ZONING INFORMATION	01/26/2026	0
A1.01	SQUARE FOOTAGE DIAGRAMS	01/26/2026	0
A1.11	PROPOSED FIRST FLOOR PLAN	01/26/2026	0
A1.12	PROPOSED SECOND FLOOR PLAN	01/26/2026	0
A2.00	DEMOLITION ELEVATION	01/26/2026	0
A2.01	ELEVATION COMPARISON	01/26/2026	0
A2.02	PROPOSED ELEVATION	01/26/2026	0
A2.03	EXTERIOR RENDERING	01/26/2026	0
A6.00	WINDOW SCHEDULE	01/26/2026	0
LS1.01	LIFE SAFETY PLAN FIRST FLOOR	01/26026	0
LS1.02	LIFE SAFETY PLAN SECOND FLOOR	01/26026	0

RESERVED FOR CITY USE

HNDN
ARCHITECTURE

PROJECT LOCATION
218 WORTH AVENUE - UNIT #216 & #218
PALM BEACH, FL 33480

PROJECT CLIENT/OWNER:
BRUNELLO CUCINELLI
689 FIFTH AVENUE, 6TH FLOOR
NEW YORK, NY 10022

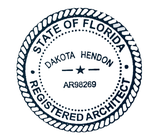
ARCHITECT:
DAKOTA HENDON, AIA
FL LICENSE #AR98269
NY LICENSE #047256

MEP ENGINEER:
RCI ENGINEERING, INC. FL CA#27622

STRUCTURAL ENGINEER:
GREEN COAST ENGINEERS. FL LICENSE #33313

GENERAL CONTRACTOR:
TBD

PROFESSIONAL SEAL:



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PROJECT NAME:
BC PALM BEACH

DATE: 2026-01-02
DRAWN BY: HNDN1

SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

SHEET TITLE:
SHEET INDEX AND PROJECT DATA

SHEET NO:
A0.01

CONTEXT PHOTOS N.T.S.







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STATE OF FLORIDA
DAKOTA HENDON
AR98269
REGISTERED ARCHITECT

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DATE: 2026-01-02

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NO	DATE	DESCRIPTION

SHEET TITLE:
CONTEXT PHOTOS

SHEET NO:
A0.02

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:**	218 WORTH AVE, PALM BEACH 33480		
2	**Zoning District:**	C-WA- COMMERCIAL WORTH AVE. (50- PALM BEACH)		
3	**Lot Area (sq. ft.):**	10,830 SF		
4	**Lot Width (W) & Depth (D) (ft.):**	(W) 75' & (D) 145.10'		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	COMMERCIAL RETAIL		
6	**FEMA Flood Zone Designation:**	ZONE AE (EL 6) ; PNL#12099C0583F, EFFECTIVE ON 10/5/2017		
7	**Zero Datum for point of meas. (NAVD)**	NAVD 88		
8	**Crown of Road (COR) (NAVD)**	4.00' NAVD		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	1ST FL 35% 2ND FL 35%	1ST FL 5,952 SF (55%) 2ND FL 6,218 SF (57%)	EXISTING TO REMAIN NO CHANGES
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)	MAX. GROSS = 15,000 SF	TOTAL = 11,624 SF	EXISTING BLDG FL GROSS TO REMAIN. NO CHANGES
12	*Front Yard Setback (Ft.)	MIN. 2 FT. OF REQ. 10-FT PEDESTRIAN WALKWY	5'-0"	EXISTING TO REMAIN NO CHANGES
13	* Side Yard Setback (1st Story) (Ft.)	NO REQ.	N/A	EXISTING TO REMAIN NO CHANGES
14	* Side Yard Setback (2nd Story) (Ft.)	NO REQ.	N/A	EXISTING TO REMAIN NO CHANGES
15	*Rear Yard Setback (Ft.)	10 FOOT MIN.	44'-11"	EXISTING TO REMAIN NO CHANGES
16	Angle of Vision (Deg.)			
17	Building Height (Ft.)	25 FT MAX. FOR 2-STORY	T.O. PARAPET: 27'-5"	EXISTING TO REMAIN NO CHANGES
18	Overall Building Height (Ft.)	25 FT MAX. FOR 2-STORY	T.O. PARAPET: 27'-5"	EXISTING TO REMAIN NO CHANGES
19	Cubic Content Ratio (CCR) (R-B ONLY)			
20	** Max. Fill Added to Site (Ft.)	#216 = 0.4 FT #218 = 0.3 FT	#216 = 0.4 FT #218 = 0.3 FT	EXISTING TO REMAIN NO CHANGES
21	Finished Floor Elev. (FFE)(NAVD)	#216 = 4.89' NAVD #218 = 4.69' NAVD	#216 = 4.89' NAVD #218 = 4.69' NAVD	EXISTING TO REMAIN NO CHANGES
22	Base Flood Elevation (BFE)(NAVD)	7.0' NAVD	7.0' NAVD	EXISTING TO REMAIN NO CHANGES
23	Landscape Open Space (LOS) (Sq Ft and %)	FOR 2-STORY : 25% MIN.	3,794 SF (35%)	
24	Perimeter LOS (Sq Ft and %)			
25	Front Yard LOS (Sq Ft and %)			
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.

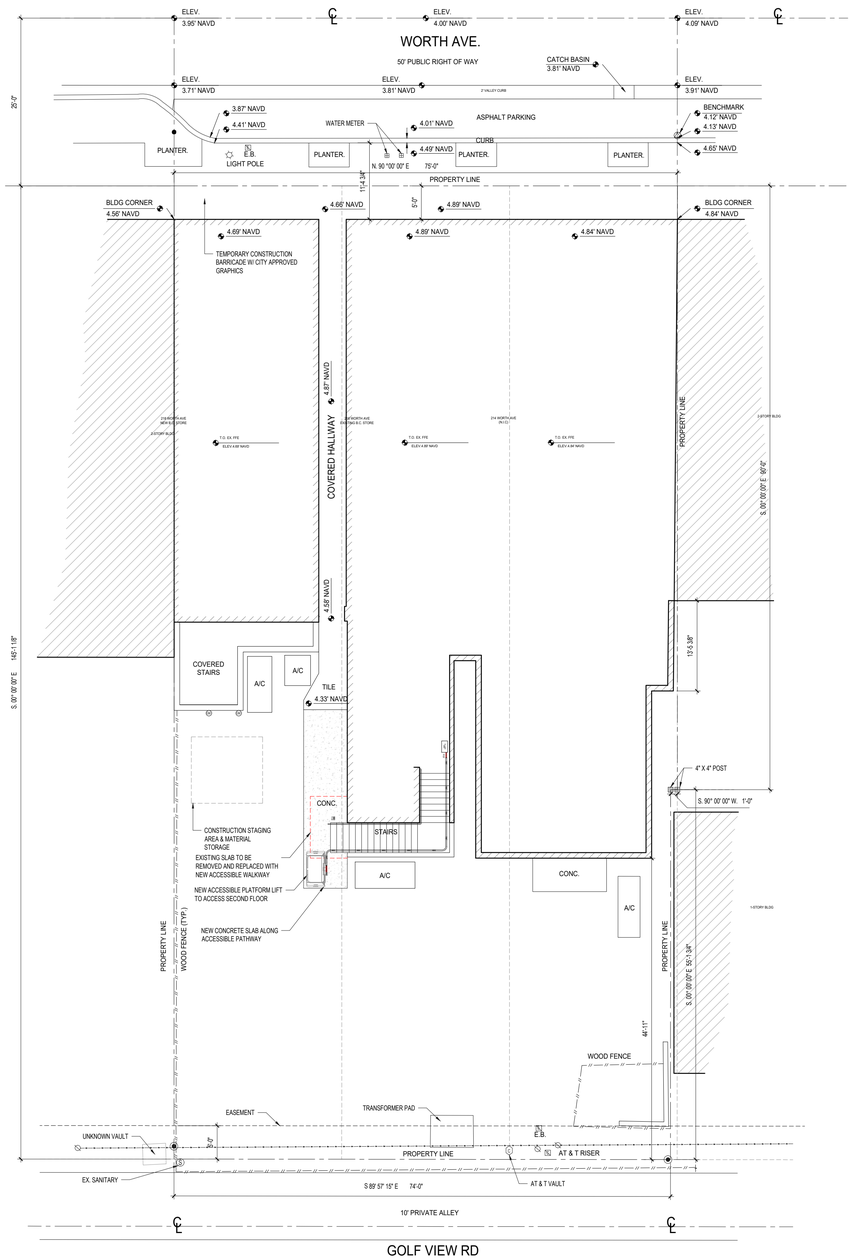
REV BF 20230626

4 ZONING LEGEND
SCALE: N.T.S.

ARTICLE 9 - OFF STREET PARKING AND LOADING REQUIREMENTS

USE:	RETAIL, COMMERCIAL AND PERSONAL SERVICE ESTABLISHMENTS
REQUIRED PARKING RATIO:	ONE PER 200 SQUARE FEET OF GROSS LEASABLE AREA (GLA)
EXISTING GROSS LEASABLE AREA:	3,923 SF
PROPOSED GROSS LEASABLE AREA:	5,160 SF
NEW COMMERCIAL GLA (NET):	1,237 SF
PARKING REQUIRED:	6.2 SPACES REQUIRED
EXISTING RESIDENTIAL UNIT:	1 UNIT
EXISTING PROVIDED PARKING:	2 SPACES
NET REQ'D ADDT'L PARKING:	4.2 SPACES

5 PARKING ANALYSIS
SCALE: N.T.S.



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

PROPOSED SCOPE OF WORK :

AS PER SECTION 134-1159(A)(9), SPECIAL EXCEPTION FOR A PERMITTED USE GREATER THAN 4,000 SF IN THE C-WA ZONING DISTRICTS IN ORDER TO OCCUPY AN EXISTING TWO-STORY COMMERCIAL BUILDING FOR THE SALES OF APPAREL AND ACCESSORIES. SPECIAL EXCEPTION IS REQUIRED WHEN THE GROSS LEASABLE AREA ("GLA") IS GREATER THAN 4,000 SF. PROPOSED EXTENSION REQUIRES THE CHANGE OF USE FROM RESIDENTIAL TO COMMERCIAL AND INCREASES TOTAL RETAIL SF FROM 3,923 SF TO 5,160 SF (+0 SF ON THE FIRST FLOOR AND + 1,237 SF ON THE SECOND FLOOR FOR A TOTAL INCREASE OF 1,237 SF)

2 SCOPE OF WORK
SCALE: N.T.S.

CHAIN LINK FENCE
WOOD FENCE
METAL FENCE
OVERHEAD LINE

1 LEGEND
SCALE: N.T.S.

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PROJECT NAME:
BC PALM BEACH

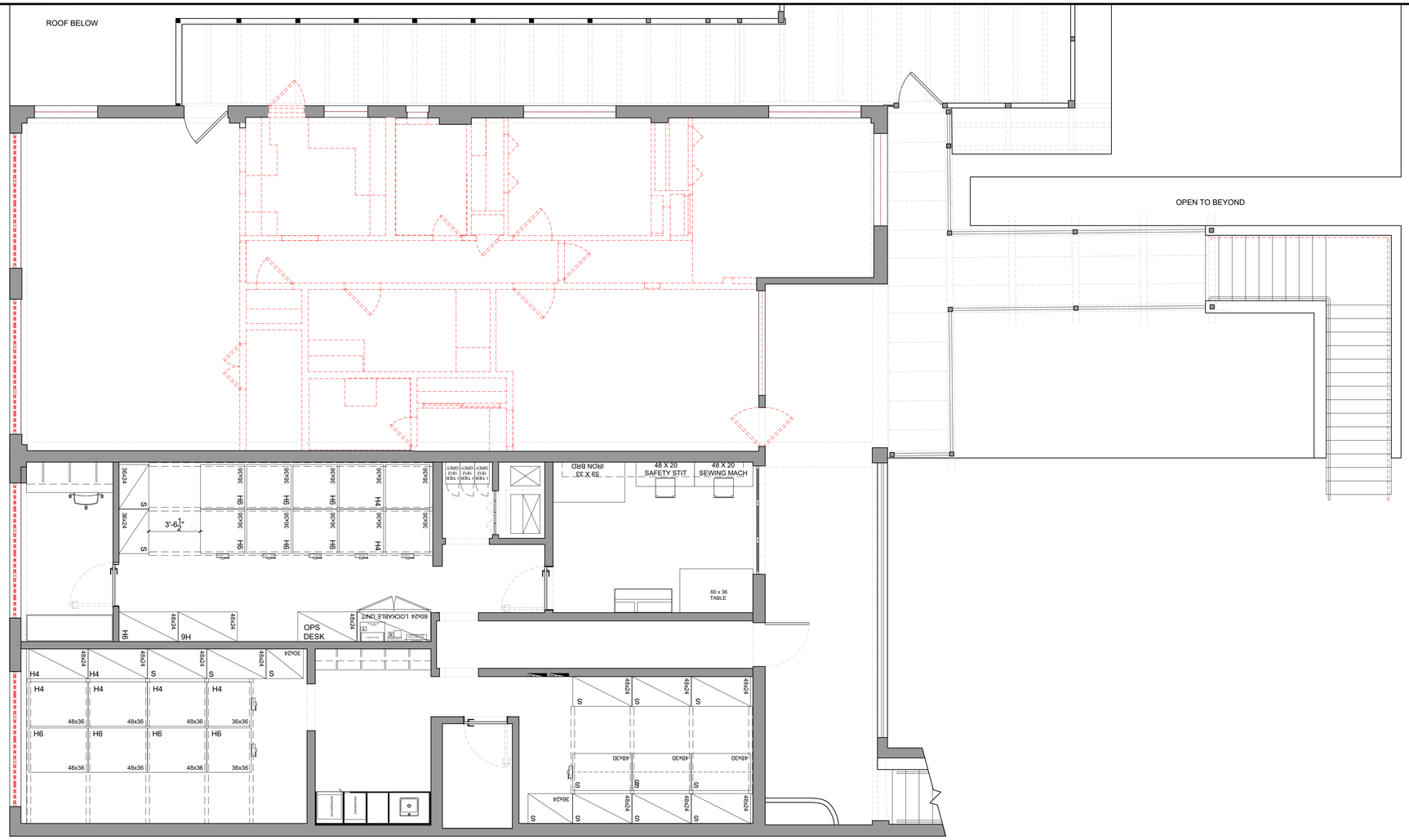
DATE: 2026-01-02
DRAWN BY: HNDN1

SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

SHEET TITLE:
SITE PLAN & ZONING INFORMATION

SHEET NO:
A1.00



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

N

EXISTING DEMISING WALL

EXISTING INTERIOR PARTITION

EXISTING ELEMENTS TO BE DEMOLISHED

WALL TYPE TAG SEE A5.01 FOR WALL DETAIL

EXISTING DOOR

EXIST. WINDOW

NOTE

- CONTRACTOR TO FIELD VERIFY EXISTING DIMENSIONS OF SPACE IMMEDIATELY AFTER DEMOLITION. NOTIFY ARCHITECT OF ANY DISCREPANCIES
- CONTRACTOR TO COORDINATE ALL DIMENSIONS WITH EXISTING CONDITIONS. FLOOR LEVELS SHALL ALIGN WITH EXISTING ENTRY AND EXIT POINTS. NOTIFY ARCHITECT OF ANY DISCREPANCIES.

BARRICADE NOTE:

A) TENANT CONTRACTOR SHALL PROVIDE A FULL HEIGHT CONTINUOUS DUCT-PROOF BARRIER AT THE STOREFRONT. LANDLORD AT LANDLORD'S DISCRETION, WILL PROVIDE A FULL HEIGHT TEMPORARY FLAT STOREFRONT BARRICADE AT MALL LEASE LINE.
B) GC RESPONSIBLE FOR RELOCATING BARRICADE MAX 3'-0" BEYOND THE LEASE LINE, PROVIDING AND INSTALLING END PANELS TO MATCH, A LL APPROVED CONTINUOUS DUSTPROOF BARRIER (FROM BOTTOM OF BARRICADE TO LL BULKHEAD) AND INSTALLING GRAPHICS.
C) GC SHALL NOT DRILL OR OTHERWISE ANCHOR DIRECTLY INTO ENCLOSED MALL FLOOR AND SHALL PROVIDE SUFFICIENT PROTECTION OF THE ENCLOSED MALL FLOOR TO PREVENT ANY DAMAGE DURING STOREFRONT CONSTRUCTION.
D) GC IS RESPONSIBLE FOR REMOVAL AND DISPOSAL OF THE BARRICADE TO A LOCATION DESIGNATED BY LL.
E) NO DOORS ALLOWED IN BARRICADE - REMOVABLE PANEL ONLY. CONSTRUCTION ACCESS TO SPACE THROUGH REAR SERVICE EXIT ONLY. ACCESS NOT ALLOWED THROUGH THE TEMPORARY STOREFRONT BARRICADES.

A) CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS, AND SHALL NOTIFY THE ARCHITECT IF ANY DISCREPANCIES ARE DISCOVERED BEFORE PROCEEDING WITH THE WORK INVOLVED.
B) BIDDER MUST REVIEW ALL PLANS PRIOR TO BIDDING WORK. ARCHITECT SHALL ASSUME NO RESPONSIBILITY WHEN BIDDER HAS NOT VIEWED THE NATURE OF THE WORK. IF DOUBT EXISTS IN THE MIND OF THE BIDDER AS THE TRUE MEANING OF ANY PART OF THE CONTRACT DOCUMENTS, HE/SHE MUST REQUEST THIS INFORMATION IN WRITING. ARCHITECT SHALL RESPOND TO ANY INQUIRIES IN LETTER FORM.
C) ALL SUBCONTRACTORS MUST HAVE PROPER EVIDENCE OF LIABILITY INSURANCE, LOCAL LICENSE, UNLESS OTHERWISE SPECIFIED.
D) ALL WORK SHALL BE GUARANTEED BY CONTRACTOR OR SUBCONTRACTOR IN WRITING FOR ONE YEAR AGAINST FAULTY MATERIALS AND/OR POOR WORKMANSHIP.
E) ALL CONTRACTORS AND SUBCONTRACTORS SHALL HOLD HARMLESS THE OWNER, ARCHITECT, AND ENGINEERS FROM ANY PERSONAL INJURY OR DAMAGE TO THE JOB OR ADJACENT PROPERTIES.
F) CONTRACTOR SHALL PAY ALL APPLICABLE TAX, SALES TAX, AND PERMIT FEES.
G) SUBSTITUTIONS MUST BE REVIEWED AND APPROVED BY ARCHITECT OR ENGINEER.
H) CONTRACTOR AND SUBCONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING HIS OPERATION AND ANY DAMAGE TO HIS WORK WHILE PROJECT IS UNDER CONSTRUCTION.
I) CONTRACTOR AND SUBCONTRACTOR SHALL COMPLY WITH THE F.B.C., OSHA, AND LOCAL CODES.
J) IF ANY CHANGES AND/OR DEVIATIONS ARE MADE TO THESE PLANS WITHOUT THE WRITTEN AUTHORIZATION OF THE ARCHITECT OR ENGINEER, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR SUCH CHANGES AND/OR DEVIATIONS.
K) IF DURING THE COURSE OF CONSTRUCTION ANY DEVIATIONS ARE MADE IN THE FIELD, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR SUCH DEVIATIONS.
L) OWNER SHALL NOT AUTHORIZE ANY IMPROVEMENT AND OR DEMOLITION WORK UNTIL PERMIT IS SECURE FROM AGENCIES HAVING JURISDICTION.
M) DEMOLITION CONTRACTOR SHALL COMPLY WITH F.B.C. AND ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.
N) REMOVE EXISTING ELECTRICAL OUTLETS, LIGHTING, CONDUITS, ETC. THROUGHOUT WALLS BEING REMOVED.
O) CAP AND PROTECT ALL EXISTING PLUMBING LINES, VENTS, ETC. FOR FUTURE USE.
P) COORDINATE ALL DEMOLITION W/ NEW CONSTRUCTION PLANS FOR PHASING PURPOSES.
Q) CONTRACTOR SHOULD REALIZE THAT THIS DEMOLITION PLAN DOES NOT INCLUDE INCIDENTAL DEMOLITION CONCERNING NEW CONSTRUCTION, FOR EXAMPLE, THE OPENING OF WALLS, CEILINGS, AND FLOORS FOR THE PURPOSE OF PROBING FOR PLUMBING LINES, VENTS, ELECT. CONDUITS, ETC. AND THAT AN ALLOWANCE SHOULD BE INCLUDED IN THE FINAL BID.
R) PROPER DISPOSAL OF ALL WASTE MATERIALS SHALL BE BY THE GENERAL CONTRACTOR. ALL INDIVIDUAL SUBCONTRACTORS SHALL BE RESPONSIBLE FOR PROPER DISPOSAL OF WASTE MATERIALS DUE TO THEIR RESPECTIVE ACTIVITIES.
S) ON SITE VERIFICATION OF ALL DIMENSIONS AND CONDITIONS SHALL BE RESPONSIBILITY OF THE CONTRACTOR. ALL NOTED DIMENSIONS TAKE PRECEDENCE OF SCALE. ANY DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT AT ONCE BEFORE PROCEEDING.
T) THE SCOPE OF WORK HAS GENERALLY BEEN INDICATED ON THE DRAWING FOR CONTRACTOR'S INFORMATION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE FULL SCOPE, EXTENT AND NATURE AND MANNER OF DEMOLITION REQUIRED
U) CONTRACTOR SHALL PROTECT FROM DAMAGE ALL EXISTING MATERIALS TO BE REUSED AND SHALL ALSO MAINTAIN PROTECTION FOR ALL TRAFFIC AREAS OF BUILDINGS HE USES DURING THE EXECUTION OF WORK PERTAINING TO THIS CONTRACT WITH THE UNDERSTANDING THAT THE CONTRACTOR WILL REPAIR ANY DAMAGE ATTRIBUTABLE TO HIS OPERATION
V) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PERFORMANCE OF ALL CUTTING AND PATCHING MADE NECESSARY BY THE WORK OF ALL TRADES INVOLVE IN THIS ALTERATION
W) ANY ELECTRICAL DEMOLITION TO BE DONE BY QUALIFIED ELECTRICAL CONTRACTOR AND COORDINATED WITH ELECTRICAL DRAWINGS
X) ANY PLUMBING DEMOLITION TO BE DONE BY QUALIFIED PLUMBING CONTRACTOR AND COORDINATED WITH PLUMBING DRAWINGS
Y) ANY MECHANICAL DEMOLITION TO BE DONE BY QUALIFIED MECHANICAL CONTRACTOR AND COORDINATED WITH MECHANICAL DRAWINGS

(#) KEYNOTES*

2 LEGEND
SCALE = N.T.S.

3 BARRICADE NOTES
SCALE = N.T.S.

3 GENERAL DEMO NOTES
SCALE = N.T.S.

4 KEY NOTES
SCALE = N.T.S.

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216 WORTH AVENUE - UNIT #216
PALM BEACH, FL 33480

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PROJECT NAME:

BC PALM BEACH

DATE:	DRAWN BY:
2026-02-20	HNDN1

SHEET ISSUE / REVISION LOG

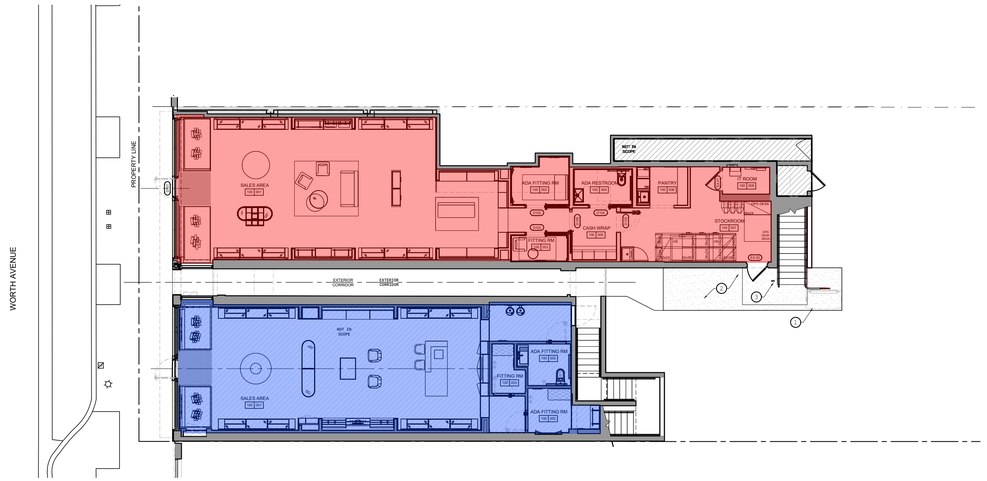
NO	DATE	DESCRIPTION

SHEET TITLE:

SECOND FLOOR DEMOLITION PLAN

SHEET NO:

D1.02

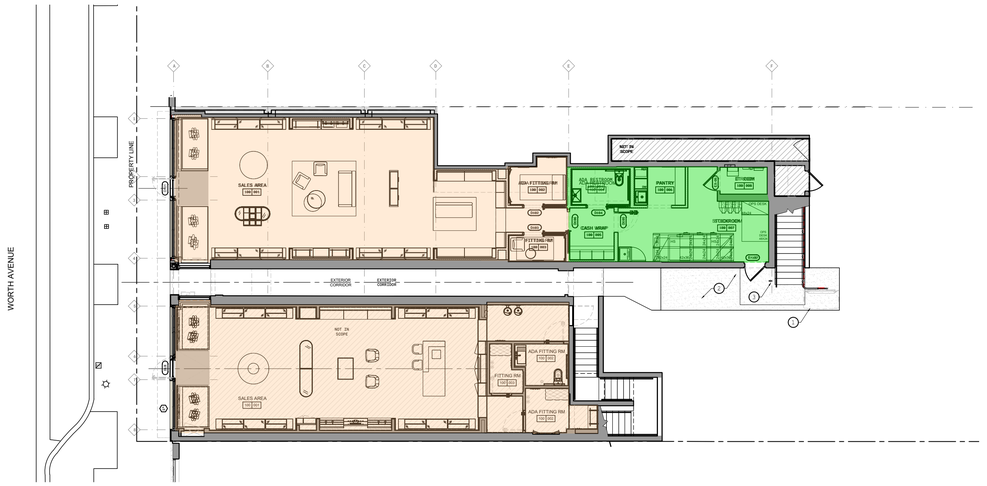


#216 - FIRST FLOOR = 1,534 SF

#218 - FIRST FLOOR = 1,146 SF

TOTAL - FIRST FLOOR = 2,680 SF

1 FIRST FLOOR SQUARE FOOTAGES BY UNIT
SCALE: 3/32" = 1'-0"

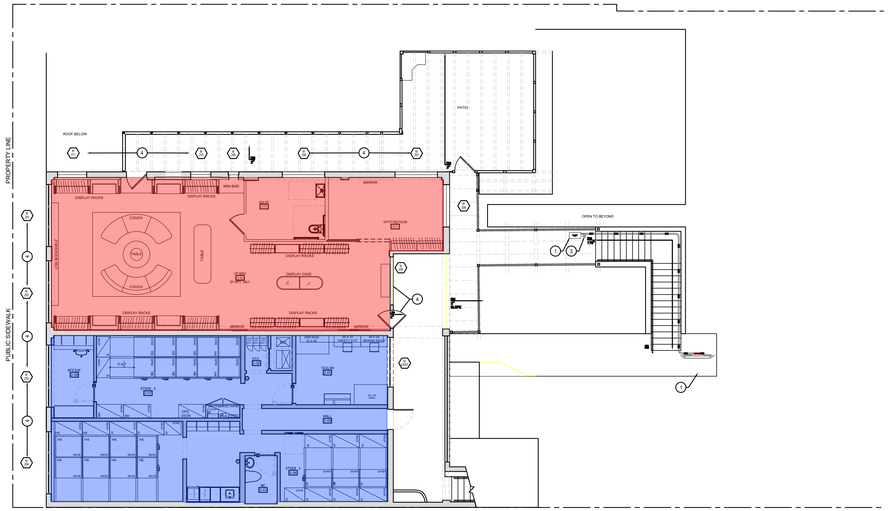


RETAIL USE - FIRST FLOOR = 1,111 SF UNIT 216
1,146 SF UNIT 218

BACK OF HOUSE (BOH) - FIRST FLOOR = 423 SF UNIT 216
0 SF UNIT 218

TOTAL - FIRST FLOOR = 2,680 SF TOTAL

3 FIRST FLOOR SQUARE FOOTAGES BY USE
SCALE: 3/32" = 1'-0"


PROPERTY LINE
PUBLIC SIDEWALK
ROOF BELOW
PATIO
OPEN TO BELOW
DISPLAY RACKS
SHOE BENCH
SHOE DISPLAY
SHOE DISPLAY
SHOE DISPLAY



1 FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"

EXISTING DEMISING WALL

EXISTING INTERIOR PARTITION

NEW INTERIOR PARTITION. SEE PARTITION TYPES

WT WALL TYPE TAG
SEE A5.01 FOR WALL DETAIL

EXIST EXISTING DOOR

DR NEW DOOR

EX # EXIST. WINDOW

W # NEW WINDOW

ROOM
FLR ### ROOM W/ FINISH TAG. SEE FINISH SCHEDULE

NOTE

- CONTRACTOR TO FIELD VERIFY EXISTING DIMENSIONS OF SPACE IMMEDIATELY AFTER DEMOLITION. NOTIFY ARCHITECT OF ANY DISCREPANCIES
- CONTRACTOR TO COORDINATE ALL DIMENSIONS WITH EXISTING CONDITIONS. FLOOR LEVELS SHALL ALIGN WITH EXISTING ENTRY AND EXIT POINTS. NOTIFY ARCHITECT OF ANY DISCREPANCIES.

NOTE

G.C.TO PROVIDE BLOCKING FOR ALL WALL MOUNTED OR SUPPORTED FIXTURES AND FURNISHINGS SHOWN ON PLANS. ALL BLOCKING SHALL BE MADE OF NON-COMBUSTIBLE MATERIALS OR FIRE RETARDANT TREATED WOOD

NOTE

COMBUSTIBLE MATERIALS SHALL BE PERMITTED TO BE USED IN TYPE I AND TYPE II BUILDINGS ONLY AS INDICATED IN FBC B SECTION 603.1.1 THROUGH 603.1.3. ALL WOOD BLOCKING AND LUMBER SHALL BE FIRE-RETARDANT-TREATED WOOD ONLY.

2 LEGEND
SCALE = N.T.S.

A) GENERAL CONTRACTOR TO VERIFY FIRE WALLS AND REPAIR AS NEEDED TO PROVIDE/MAINTAIN ONE HOUR FIRE SEPARATION UL419/UL456. REPAIR ALL DEMISING WALLS TO UL 419/UL456 AS APPLICABLE.
B) ALL EXPOSED METAL STUD IN TENANT AREA TO BE FINISHED WITH GYPSUM WALL BOARD PER UL STANDARD. USE ⅝", TYPE "X" AT DEMISING PARTITIONS, SEE PARTITION TYPES.
C) ALL DIMENSIONS ARE TO FINISHED SURFACE UNLESS OTHERWISE NOTED.
D) PROVIDE WOOD BLOCKING IN WALLS FOR WALL MTD. FIXTURES AND ITEMS AS REQUIRED PER FBC 2517.5.1.& 2318.1.15
E) ALL WOOD BLOCKING AND FURRING SHALL BE FIRE RETARDANT
F) SEAL ALL FIRE-RATED WALL PENETRATIONS
G) CONTRACTOR TO SUBMIT DOOR AND FIXTURE SHOP DRAWINGS TO ARCHITECT AND OWNER FOR REVIEW AND APPROVAL PRIOR TO FABRICATION
H) REFER TO ELECTRICAL DWGS. FOR EXACT NUMBER, TYPE AND LOCATION OF OUTLETS, EXIT SIGNS AND EMERGENCY LIGHTING
I) CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO ANY CONSTRUCTION AND NOTIFY ARCHITECT OF ANY DISCREPANCIES. CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL NEUTRAL PIER CONDITIONS BEFORE BIDDING ANY WORK.
J) ALL WORK TO COMPLY WITH ALL LOCAL, STATE, NATIONAL CODES AND REGULATIONS HAVING JURISDICTION OVER THIS PROJECT
K) DOOR MANEUVERING NOTE: MINIMUM MANEUVERING CLEARANCES AT DOORS THAT ARE NOT AUTOMATIC OR POWER-ASSISTED SHALL BE AS SHOWN, SEE ACCESSIBILITY PLANS. THE FLOOR OR GROUND AREA WITHIN THE REQUIRED CLEARANCES SHALL BE LEVEL AND CLEAR. DOOR MANEUVERING TO COMPLY WITH FLORIDA BUILDING CODE - ACCESSIBILITY SECTION 404.
L) ALL INTERIOR WALL AND CEILING FINISHES TO BE CLASSIFIED IN ACCORDANCE WITH ASTM E84 OR UL 723. SUCH INTERIOR FINISH MATERIALS SHALL BE CLASS "B" MIN. FOR INTERIOR EXIT STAIRWAYS, RAMPS AND CORRIDORS IN ACCORDANCE WITH THEIR FLAME SPREAD AND SMOKE-DEVELOPED INDEXES. FOR ROOMS AND ENCLOSED SPACES, ALL INTERIOR WALL AND CEILING FINISHES SHALL BE CLASS "C" MIN.
M) CONFIRM ALL DIMENSIONS WITH LOD & FIELD VERIFY.
N) ALL FURNITURE REFER TO MANUF. FOR DETAILS
O) INTERIOR FLOOR FINISH AND FLOOR COVERING MATERIALS SHALL COMPLY WITH FBC B SECTION 804.1 THROUGH 804.4.2. SUCH MATERIALS SHALL BE TESTED BY AN AGENCY IN ACCORDANCE WITH ASTM E648 OR NFPA 253 AND IDENTIFIED BY A HANG TAG OR OTHER SUITABLE METHOD SO AS TO IDENTIFY THE MANUFACTURER OR SUPPLIER AND STYLE, AND SHALL INDICATE THE INTERIOR FLOOR FINISH OR FLOOR COVERING CLASSIFICATION IN ACCORDANCE WITH SECTION 804.2.
P) INTERIOR FLOOR FINISH AND FLOOR COVERINGS IN ENCLOSURES FOR STAIRWAYS AND RAMPS, EXIT PASSAGEWAYS, CORRIDORS AND ROOMS OR SPACES NOT SEPARATED FROM CORRIDORS BY PARTITIONS EXTENDING FROM THE FLOOR TO THE UNDERSIDE OF THE CEILING SHALL WITHSTAND A MINIMAL CRITICAL RADIANT FLUX. THE MINIMUM CRITICAL RADIANT FLUX SHALL NO TBE LESS THAN CLASS I IN GROUPS I-1, I-2 AND I-3 AND NOT LESS THAN CLASS II IN ALL OTHER OCCUPANCIES. SEE SPRINKLER EXCEPTION PER FBC B 804.4.2.

3 GENERAL NOTES
SCALE = N.T.S.

1. NEW ACCESSIBLE INCLINED PLATFORM LIFT (ARTIRA BY GARAVENTA LIFT OR APPROVED EQUIVALENT
2. NEW CONCRETE SLAB WITH TILE FINISH ALONG ACCESSIBLE PATHWAY
3. INCLINED PLATFORM LIFT CALL STATION
4. NEW IMPACT-RATED DOORS AND WINDOWS WITHIN EXISTING OPENINGS
5. INFILL EXISTING WINDOW
6. NEW FINISH TILE AT EXISTING CORRIDOR

4 KEY NOTES
SCALE = N.T.S.

RESERVED FOR CITY USE

HNDN ARCHITECTURE

PROJECT LOCATION
218 WORTH AVENUE - UNIT #216 & #218
PALM BEACH, FL 33480

PROJECT CLIENT/OWNER:
BRUNELLO CUCINELLI
689 FIFTH AVENUE, 6TH FLOOR
NEW YORK, NY 10022

ARCHITECT:
DAKOTA HENDON, AIA
FL LICENSE #AR98269
NY LICENSE #047256

MEP ENGINEER:
RCI ENGINEERING, INC. FL CA#27622

STRUCTURAL ENGINEER:
GREEN COAST ENGINEERS. FL LICENSE #33313

GENERAL CONTRACTOR:
TBD

PROFESSIONAL SEAL:

STATE OF FLORIDA · DAKOTA HENDON · AR98269 · REGISTERED ARCHITECT

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PROJECT NAME:
BC PALM BEACH

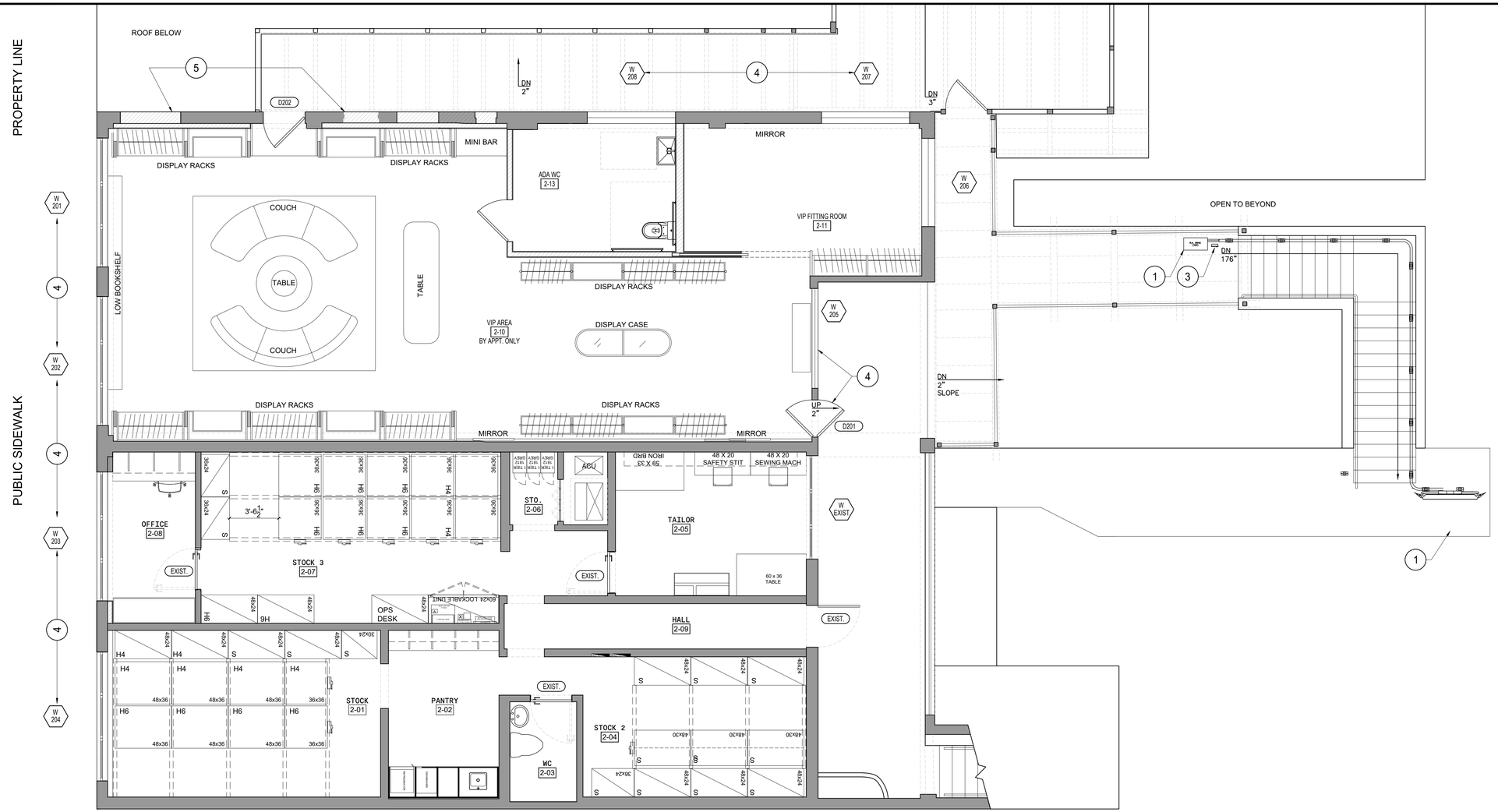
DATE: 2026-01-02
DRAWN BY: HNDN1

SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

SHEET TITLE:
FIRST FLOOR PLAN

SHEET NO:
A1.11



1 PROPOSED FLOOR PLAN
SCALE : 1/4" = 1'-0"

N

2 LEGEND
SCALE = N.T.S.

- EXISTING DEMISING WALL
- EXISTING INTERIOR PARTITION
- NEW INTERIOR PARTITION. SEE PARTITION TYPES
- WALL TYPE TAG — SEE A5.01 FOR WALL DETAIL
- EXISTING DOOR
- NEW DOOR
- EXIST. WINDOW
- NEW WINDOW
- ROOM W/ FINISH TAG. SEE FINISH SCHEDULE

NOTE

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4 KEY NOTES
SCALE = N.T.S.

1. NEW ACCESSIBLE INCLINED PLATFORM LIFT (ARTIRA BY GARAVENTA LIFT OR APPROVED EQUIVALENT
2. NEW CONCRETE SLAB ALONG ACCESSIBLE PATHWAY
3. INCLINED PLATFORM LIFT CALL STATION
4. NEW IMPACT-RATED DOORS AND WINDOWS WITHIN EXISTING OPENINGS
5. INFILL EXISTING WINDOW

RESERVED FOR CITY USE

HNDN
ARCHITECTURE

PROJECT LOCATION
216 WORTH AVENUE - UNIT #216
PALM BEACH, FL 33480

PROJECT CLIENT/OWNER:
BRUNELLO CUCINELLI
689 FIFTH AVENUE, 6TH FLOOR
NEW YORK, NY 10022

ARCHITECT:
DAKOTA HENDON, AIA
FL LICENSE #AR98269
NY LICENSE #047256

MEP ENGINEER:
RCI ENGINEERING, INC. FL CA#27622

STRUCTURAL ENGINEER:
GREEN COAST ENGINEERS. FL LICENSE #33313

GENERAL CONTRACTOR:
TBD

PROFESSIONAL SEAL:

STATE OF FLORIDA · DAKOTA HENDON · AR98269 · REGISTERED ARCHITECT

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PROJECT NAME:
BC PALM BEACH

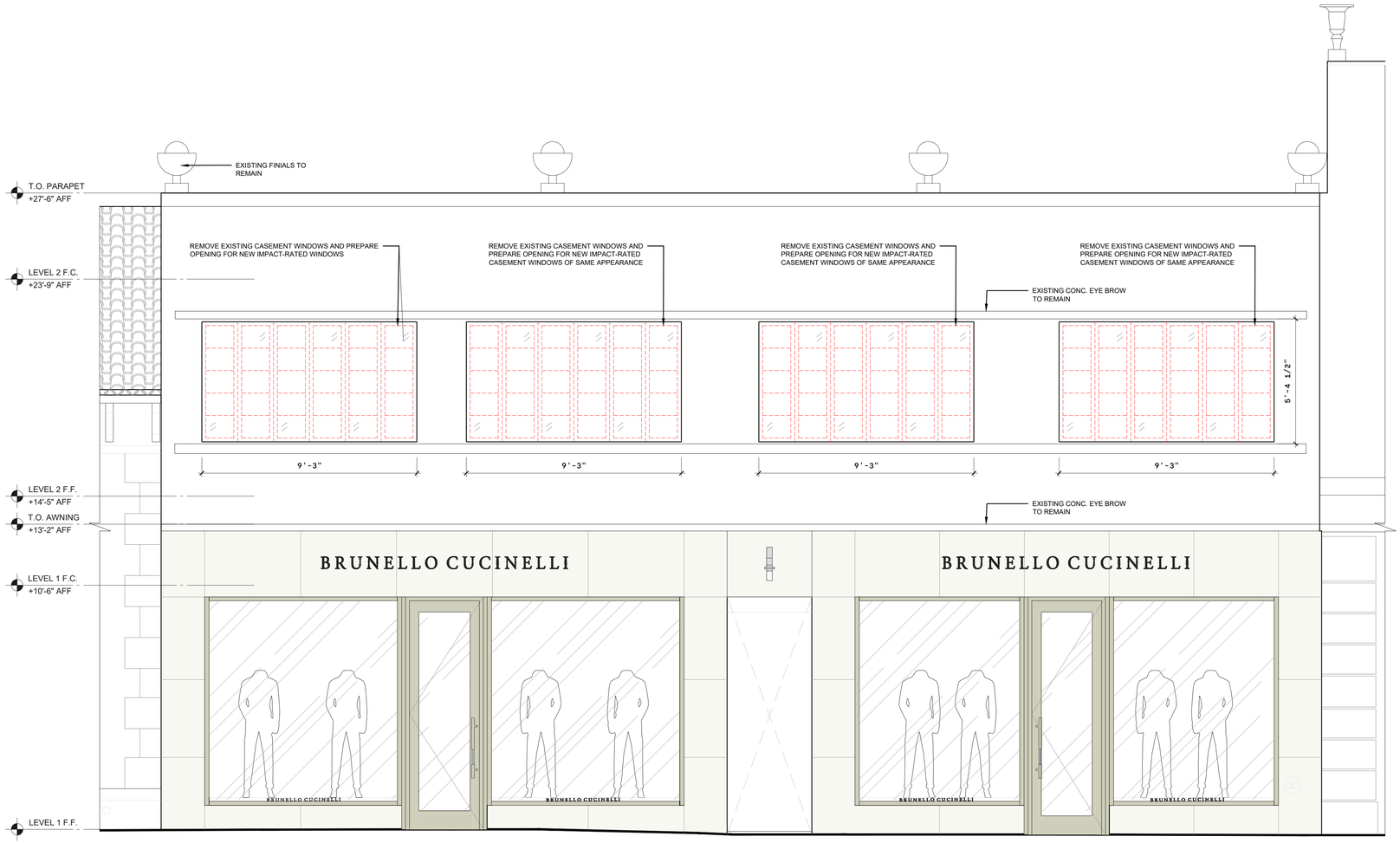
DATE: 2026-02-20
DRAWN BY: HNDN1

SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

SHEET TITLE:
PROPOSED SECOND FLOOR PLAN

SHEET NO:
A1.12



NOTE: FIRST FLOOR FACADE APPROVED BY ARCOM 12.19.2025 (ARCOM 25-0084)

1 **DEMOLITION ELEVATION**
SCALE: 3/8" = 1'-0"

EXISTING EXTERIOR WALL

EXISTING INTERIOR PARTITION

NEW INTERIOR PARTITION. SEE PARTITION TYPES

WALL TYPE TAG (WX) SEE A5.01 FOR WALL DETAIL

EXISTING DOOR (EXIST)

NEW DOOR (DR)

EXISTING WINDOW TO REMAIN (W EXIST)

NEW REPLACEMENT WINDOW (W #)

ROOM TAG (ROOM FLR ###)

2 **LEGEND**
SCALE = N.T.S.

RESERVED FOR CITY USE

HNDN ARCHITECTURE

PROJECT LOCATION
218 WORTH AVENUE - UNIT #216 & #218
PALM BEACH, FL 33480

PROJECT CLIENT/OWNER:
BRUNELLO CUCINELLI
689 FIFTH AVENUE, 6TH FLOOR
NEW YORK, NY 10022

ARCHITECT:
DAKOTA HENDON, AIA
FL LICENSE #AR98269
NY LICENSE #047256

MEP ENGINEER:
RCI ENGINEERING, INC. FL CA#27622

STRUCTURAL ENGINEER:
GREEN COAST ENGINEERS. FL LICENSE #33313

GENERAL CONTRACTOR:
TBD

PROFESSIONAL SEAL:

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PROJECT NAME:
BC PALM BEACH

DATE: 2026-01-02

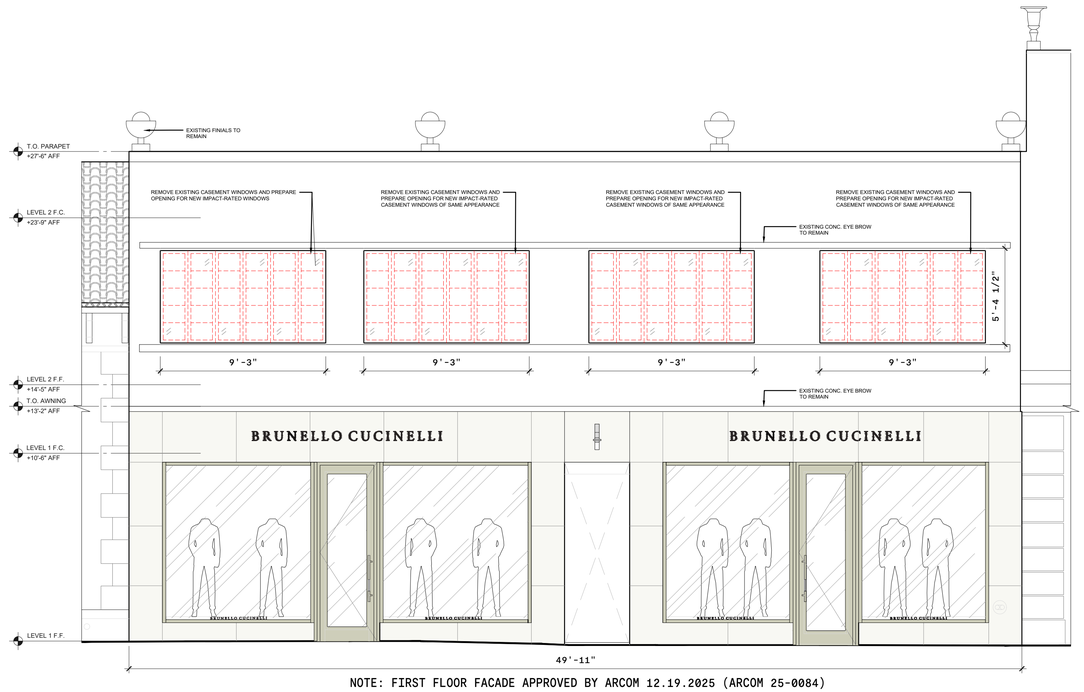
DRAWN BY: HNDN1

SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

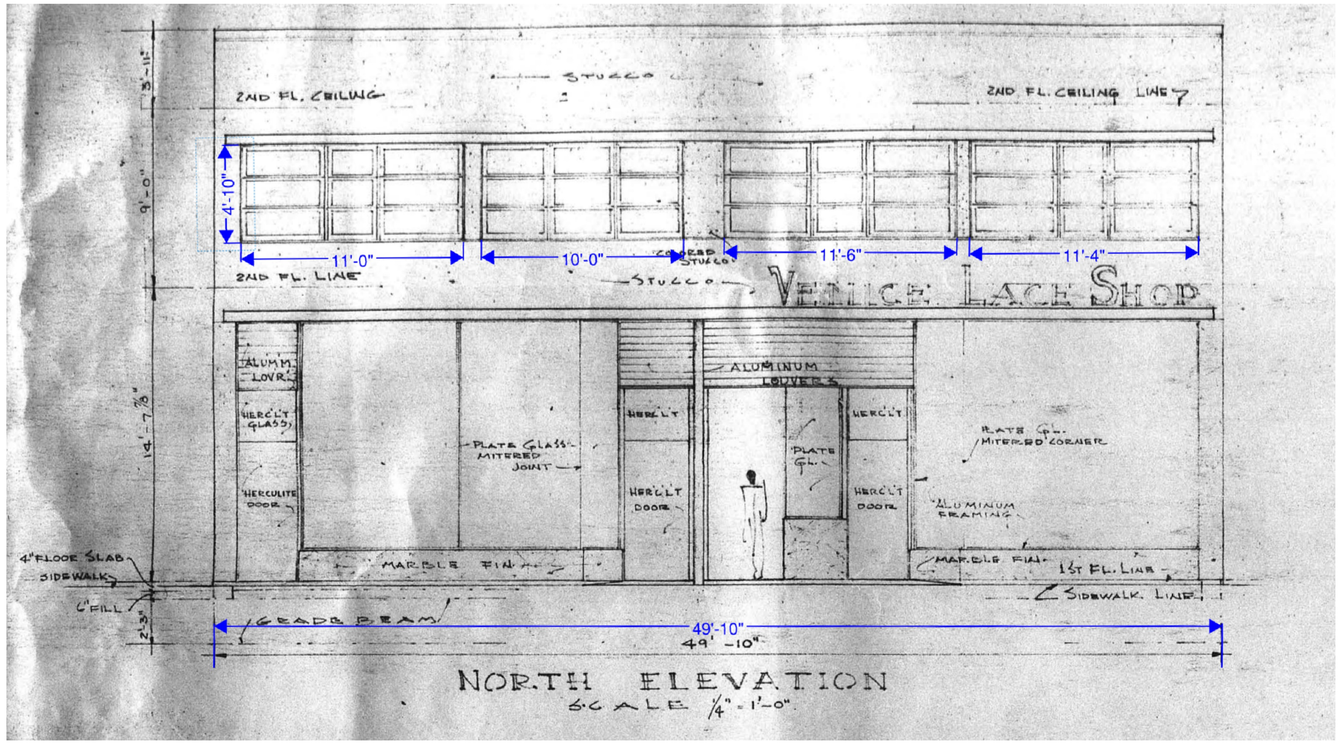
SHEET TITLE:
DEMO ELEVATION

SHEET NO:
A2.00



NOTE: FIRST FLOOR FACADE APPROVED BY ARCOM 12.19.2025 (ARCOM 25-0084)

1 NORTH ELEVATION WITH DIMENSIONS
SCALE: 1/4" = 1'-0"



2 MICROFILM RECORD WITH DIMENSIONS
SCALE = N.T.S.

RESERVED FOR CITY USE

HNDN ARCHITECTURE

PROJECT LOCATION
218 WORTH AVENUE - UNIT #216 & #218
PALM BEACH, FL 33480

PROJECT CLIENT/OWNER:
BRUNELLO CUCINELLI
689 FIFTH AVENUE, 6TH FLOOR
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GENERAL CONTRACTOR:
TBD

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PROJECT NAME:
BC PALM BEACH

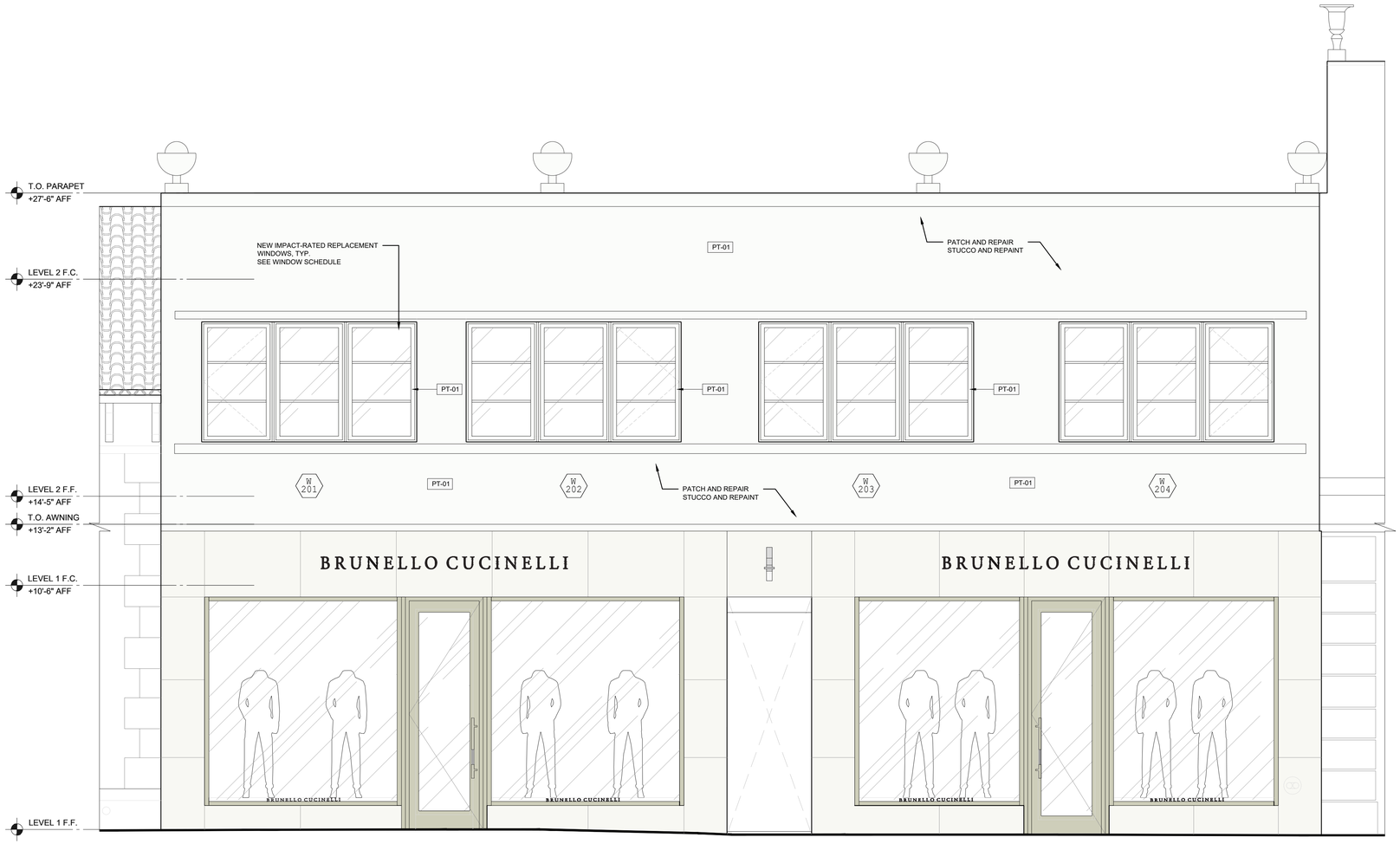
DATE: 2026-01-02
DRAWN BY: HNDN1

SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

SHEET TITLE:
ELEVATION COMPARISON

SHEET NO:
A2.01



NOTE: FIRST FLOOR FACADE APPROVED BY ARCOM 12.19.2025 (ARCOM 25-0084)

1 **PROPOSED NORTH ELEVATION**
SCALE: 3/8" = 1'-0"

EXISTING EXTERIOR WALL

EXISTING INTERIOR PARTITION

NEW INTERIOR PARTITION. SEE PARTITION TYPES

WALL TYPE TAG
SEE A5.01 FOR WALL DETAIL

EXISTING DOOR

NEW DOOR

EXISTING WINDOW TO REMAIN

NEW REPLACEMENT WINDOW

ROOM TAG

2 **LEGEND**
SCALE = N.T.S.

RESERVED FOR CITY USE

HNDN
ARCHITECTURE

PROJECT LOCATION
218 WORTH AVENUE - UNIT #216 & #218
PALM BEACH, FL 33480

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PROJECT NAME:
BC PALM BEACH

DATE: 2026-01-02

DRAWN BY: HNDN1

SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

SHEET TITLE:
EXTERIOR ELEVATION

SHEET NO:
A2.02



1 EXTERIOR WORTH AVENUE FRONTAGE RENDERING
SCALE = N.T.S.

RESERVED FOR CITY USE

HNDN
ARCHITECTURE

PROJECT LOCATION
218 WORTH AVENUE - UNIT #216 & #218
PALM BEACH, FL 33480

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BC PALM BEACH

DATE: 2026-01-02
DRAWN BY: HNDN1

SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

SHEET TITLE:
EXTERIOR RENDERING

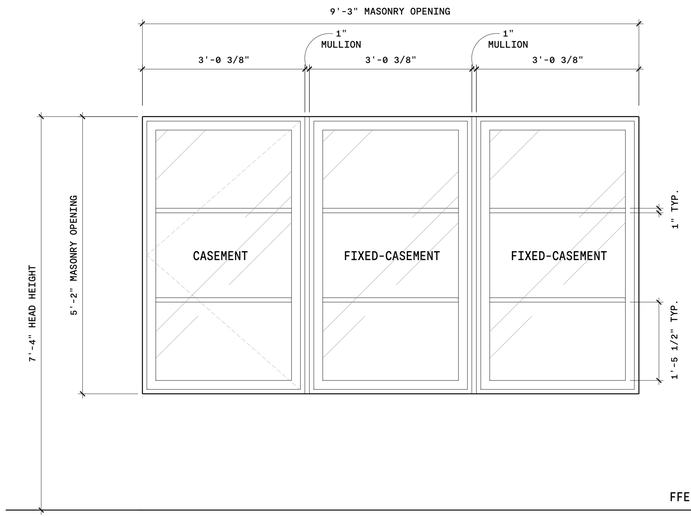
SHEET NO:
A2.03

WINDOW SCHEDULE											
NO.	LOCATION	OPENING SIZE	FRAME		GLAZING TYPE	GLAZING COLOR	SYMBOL	TYPE	MANUF. / MODEL	NOA / FL PRODUCT APPROVAL	REMARK
			MATL.	FINISH							
W201	UNIT 216 - WORTH AVENUE FRONTAGE	111" W x 62" H HEAD HEIGHT = 88"	ALUMINUM	MATCH WALL PAINT - BM BALLET WHITE	IMPACT-RATED	LOW IRON / CLEAR	A	CASEMENT / FIXED	PGT WINGUARD / MARVIN ULTIMATE / ANDERSON A-SERIES CASEMENT AND FIXED-CASEMENT WINDOW OR APPROVED EQUIVALENT	TBD	PROVIDE DIVIDED LIGHTS AS SHOWN
W202	UNIT 216 - WORTH AVENUE FRONTAGE	111" W x 62" H HEAD HEIGHT = 88"	ALUMINUM	MATCH WALL PAINT - BM BALLET WHITE	IMPACT-RATED	LOW IRON / CLEAR	B	CASEMENT / FIXED	PGT WINGUARD / MARVIN ULTIMATE / ANDERSON A-SERIES CASEMENT AND FIXED-CASEMENT WINDOW OR APPROVED EQUIVALENT	TBD	PROVIDE DIVIDED LIGHTS AS SHOWN
W203	UNIT 218 - WORTH AVENUE FRONTAGE	111" W x 62" H HEAD HEIGHT = 88"	ALUMINUM	MATCH WALL PAINT - BM BALLET WHITE	IMPACT-RATED	LOW IRON / CLEAR	A	CASEMENT / FIXED	PGT WINGUARD / MARVIN ULTIMATE / ANDERSON A-SERIES CASEMENT AND FIXED-CASEMENT WINDOW OR APPROVED EQUIVALENT	TBD	PROVIDE DIVIDED LIGHTS AS SHOWN
W204	UNIT 218 - WORTH AVENUE FRONTAGE	111" W x 62" H HEAD HEIGHT = 88"	ALUMINUM	MATCH WALL PAINT - BM BALLET WHITE	IMPACT-RATED	LOW IRON / CLEAR	B	CASEMENT / FIXED	PGT WINGUARD / MARVIN ULTIMATE / ANDERSON A-SERIES CASEMENT AND FIXED-CASEMENT WINDOW OR APPROVED EQUIVALENT	TBD	PROVIDE DIVIDED LIGHTS AS SHOWN

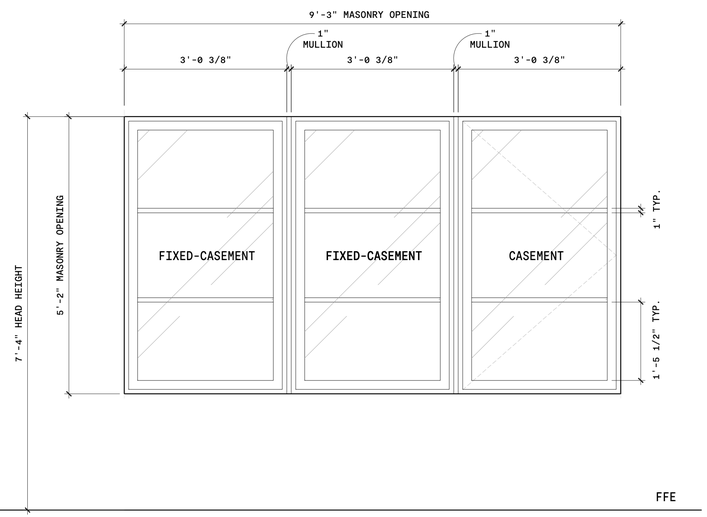
1 WINDOW SCHEDULE
SCALE: N.T.S.

1. CONTRACTOR SHALL FIRST FIELD VERIFY EXISTING ROUGH OPENINGS TO CHECK AVAILABLE SIZE AND CONDITION. ALSO, COORDINATE WITH THE SUPPLIERS AND NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES.
2. DOOR DIMENSIONS SHOWN IN THESE DRAWINGS REPRESENT THE "DESIGN SIZE ONLY". SEE MANUFACTURER'S SPECIFICATIONS FOR ADDITIONAL INFORMATION ON WINDOWS AND DOORS. MANUFACTURER TO VERIFY SAFETY GLASS, EGRESS REQUIREMENTS. G.C. SHALL COORDINATE WITH ARCHITECT ON HARDWARE SELECTION, PROVIDE NOA PRODUCT APPROVAL, SAMPLES AND SHOP DRAWINGS FOR ARCHITECT'S APPROVAL PRIOR TO PURCHASING
3. ALL EXTERIOR WINDOWS AND DOORS TO BE HURRICANE RESISTANT WITH NOA
4. ALL EXTERIOR GLASSES SHALL BE TINTED AS PER ENERGY CALCULATIONS
58. ALL WINDOWS MARKED AS "EMERGENCY ESCAPE AND RESCUE OPENINGS" SHALL COMPLY W/- 2020 FLORIDA BUILDING CODE OPENING SHALL BE 20" MIN. NET CLEAR WIDTH, 24" MIN. NET CLEAR HEIGHT, MINIMUM NET CLEAR OPENING (AREA) OF 5.7 SQUARE FEET. THE BOTTOM OF THE OPENING SHALL BE 44" MAXIMUM FROM FINISHED FLOOR
6. WINDOWS AND DOORS TO BE UNDER SEPARATE PERMIT. G.C. TO SUBMIT SIGNED AND SEALED SHOP DRAWINGS WITH PALM BEACH COUNTY OR STATE OF FLORIDA APPROVED N.O.A'S FOR THE ARCHITECT AND CITY OF BOCA RATON APPROVAL
7. REFER TO FLOOR PLANS TO DETERMINE OPENINGS OF ALL DOORS
8. REFER TO STRUCTURAL DRAWINGS FOR EXTERIOR DOOR AND WINDOW PRESSURE

3 GENERAL NOTES
SCALE: N.T.S.



WINDOW TYPE A



WINDOW TYPE B

2 WINDOW TYPES
SCALE: 3/4" = 1'-0"

RESERVED FOR CITY USE

HNDN
ARCHITECTURE

PROJECT LOCATION
218 WORTH AVENUE - UNIT #216 & #218
PALM BEACH, FL 33480

PROJECT CLIENT/OWNER:
BRUNELLO CUCINELLI
689 FIFTH AVENUE, 6TH FLOOR
NEW YORK, NY 10022

ARCHITECT:
DAKOTA HENDON, AIA
FL LICENSE #AR98269
NY LICENSE #047256

MEP ENGINEER:
RCI ENGINEERING, INC. FL CA#27622

STRUCTURAL ENGINEER:
GREEN COAST ENGINEERS. FL LICENSE #33313

GENERAL CONTRACTOR:
TBD

PROFESSIONAL SEAL:

STATE OF FLORIDA
DAKOTA HENDON
AR98269
REGISTERED ARCHITECT

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PROJECT NAME:
BC PALM BEACH

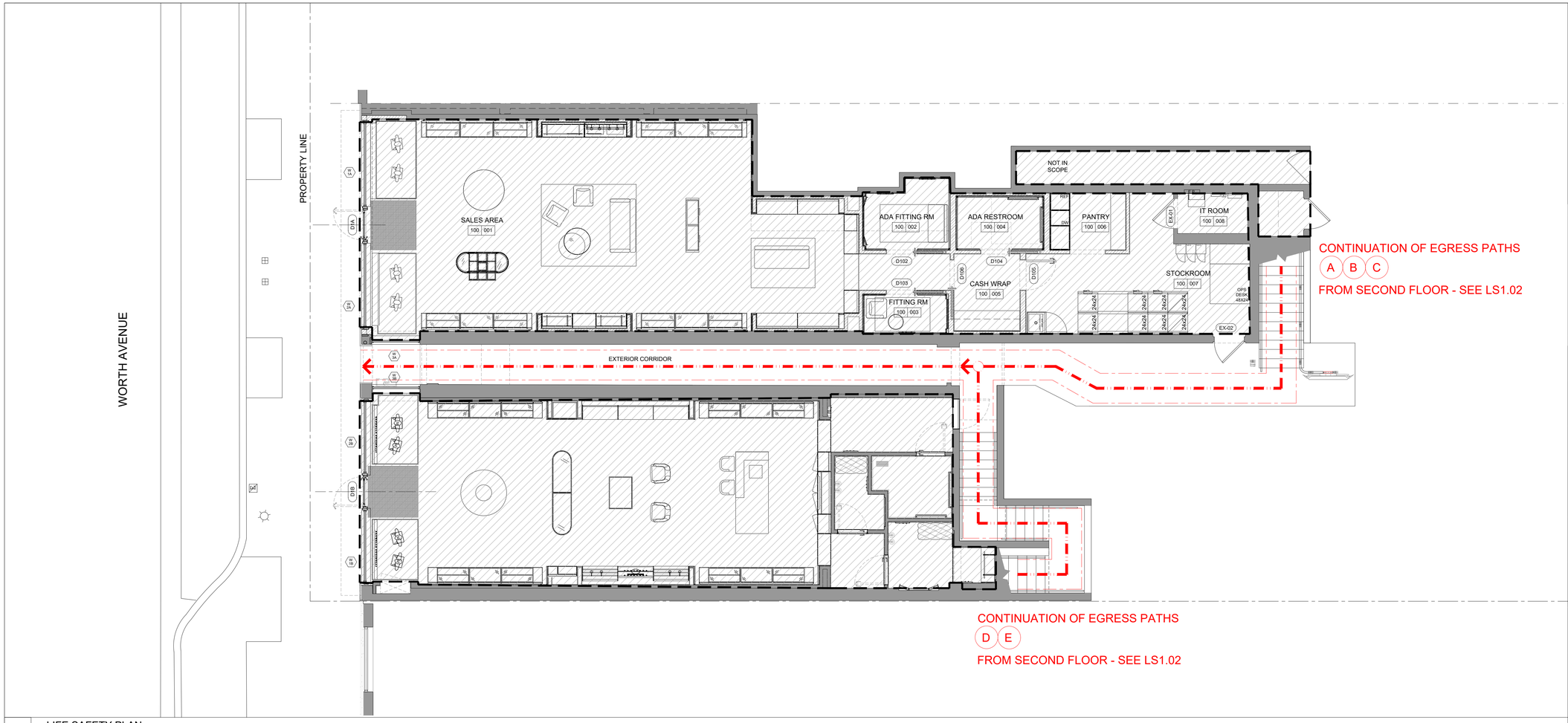
DATE: 2026-01-02
DRAWN BY: HNDN1

SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

SHEET TITLE:
WINDOW SCHEDULE

SHEET NO:
A6.00



1 LIFE SAFETY PLAN
SCALE : 1/4" = 1'-0"

FIRE SPRINKLER HEADS	FIRE EXTINGUISHER
ELECTRIC PANEL	RECESSED FIRE EXTINGUISHER CABINET
FIRE ALARM PULL STATION	DOOR - FIRE RATING
FIRE ALARM STROBE DEVICE	
CLNG MOUNTED MULTI-CANDELA SPEAKER STROBE DEVICE	FIRE ALARM CONTROL PANEL
WALL MOUNTED MULTI-CANDELA SPEAKER STROBE DEVICE	SMOKE DETECTOR
WALL MOUNTED EXIT SIGN	SMOKE DUCT DETECTOR
CEILING MOUNTED EXIT SIGN	1 HR FIRE RATED WALL
RECESSED EXIT SIGN	2 HR FIRE RATED WALL
	EGRESS PATH

2 LEGEND
SCALE = N.T.S.

OCCUPANT LOAD - FBC BUILDING 2023 (8TH EDITION)

PROPOSED OCCUPANCY:	MERCANTILE (M) - 2,480 GROSS AREA UNIT 216 GROSS AREA: 1,237 SF UNIT 218 GROSS AREA: 1,243 SF
OCCUPANT LOAD FACTOR:	60 GROSS - MERCANTILE AREAS 300 GROSS - STORAGE, STOCK AREAS 150 GROSS - BUSINESS AREA
MERCANTILE AREA (#216):	990 / 60 GROSS = 17 OCCUPANTS
STORAGE AREA (#216):	247 / 300 GROSS = 1 OCCUPANT
OCCUPANT LOAD (#216):	**18 OCCUPANTS**
MERCANTILE AREA (#218):	0 / 60 GROSS = 0 OCCUPANTS
STORAGE AREA (#218):	1,243 / 300 GROSS = 5 OCCUPANTS
OCCUPANT LOAD (#218):	**5 OCCUPANTS**
COMBINED OCCUPANT LOAD (#216 + #218):	**23 OCCUPANTS**

FBC BUILDING 2023 (8TH EDITION) - EGRESS SIZING

NUMBER OF EXITS REQUIRED (#216):	2 EXITS
REQUIRED EGRESS CAPACITY: EGRESS CAPACITY PROVIDED:	.2" X 23 OCCUPANTS = 4.6" REQ'D 2 EXIT @ 32" (160 OCC. CAPACITY)
NUMBER OF EXITS REQUIRED (#218):	1 EXIT* * OCCUPANT LOAD IS < 50 COMMON PATH OF TRAVEL IS < 75' BUILDING TO BE FULLY SPRINKLERED
REQUIRED EGRESS CAPACITY: EGRESS CAPACITY PROVIDED:	.2'' X 5 OCCUPANTS = 1" REQ'D 1 EXIT @ 32" (80 OCC. CAPACITY)
PERMITTED TRAVEL DISTANCE:	250' MAX. W/ SPRINKLERS (FBC 2023 CH.10 TABLE1017.2) 75' MAX C.P.T. (FBC 2023 CH.10 TABLE1006.2.1)
PROVIDED TRAVEL DISTANCE:	FROM POINT A: 227'-5" (6'-2" C.P.T.) FROM POINT B: 194'-3" (25'-4" C.P.T.) FROM POINT C: 186'-5" (17'-6" C.P.T.) FROM POINT D: 175'-11" (61'-2" C.P.T.) FROM POINT E: 178'-2" (63'-5" C.P.T.)

4 OCCUPANCY CALCULATIONS
SCALE = N.T.S.

PORTABLE EXTINGUISHER REQUIREMENTS

1. PORTABLE FIRE EXTINGUISHER SHALL BE PROVIDED IN EVERY HAZARDOUS AREA IN ACCORDANCE NFPA 10 (STANDARD FPR PORTABLE EXTINGUISHER) PER N.F.P.A 101 31.3.5.13
2. PORTABLE FIRE EXTINGUISHER SHALL BE PROVIDED IN EVERY ASSEMBLY OCCUPANCY IN ACCORDANCE WITH N.F.P.A 101 9.7.4.1. THE QUANTITY AND LOCATION OF ALL EXTINGUISHER WILL BE REVIEWED AND APPROVED BY THE AUTHORITY HAVING JURISDICTION
3. PROVIDE FIRE EXTINGUISHERS, RECESSED MOUNTED (MINIMUM ONE EXTINGUISHER PER 3,000 S.F).

FIRE EXTINGUISHER CALCULATIONS: PROVIDE 1 F.E. PER 2,500 SF **
2,480 SF/ 3,000 = 1 F.E REQ'D
**2 F.E. PROVIDED

ASSEMBLY COMPONENT

- DOORS NOT LOCKED FROM EGRESS SIDE WHEN ASSEMBLY IS OCCUPIED
- ILLUMINATED AND MARKED MEANS OF EGRESS
- EMERGENCY LIGHTING PROVIDED

SMOKE DETECTION

- AT ALL MECHANICAL EQUIPMENT, ELECTRICAL, TRANSFORMER, TELEPHONE EQUIPMENT OR SIMILAR ROOM (ANY GENERALLY UNOCCUPIED AREA THAT CAN PROVIDE AN IGNITION SOURCE)
- AT EACH HVAC MAIN RETURN AND EXHAUST AIR PLENUM
- OUTSIDE (WITHIN 10'-0") OF EACH STAIR / EXIT DOOR ON EACH FLOOR

ENTRIES

- MIN. 5' X 5' "FLAT" AREA OUTSIDE OF ALL DOORS LEADING TO EXTERIOR. FLAT IS DEFINED TO ALLOW FOR A ¼" PER FOOT SLOPE AWAY FROM THE BUILDING ENTRANCES TO PREVENT ACCUMULATION OF WATER.

DOORS

- DOORS NOTED SHALL BE EQUIPPED WITH A SPECIAL LOCKING ARRANGEMENT AS FOLLOWS:
  - UNLOCK UPON ACTIVATION OF THE AUTOMATIC SPRINKLER SYSTEM OR UPON ACTIVATION OF ANY HEAT DETECTOR
  - UNLOCK UPON LOSS OF POWER CONTROLLING THE LOCK OR LOCKING MECHANISM
  - INITIATE AN IRREVERSIBLE PROCESS THAT WILL RELEASE THE LOCK WITHIN 15 SECONDS UPON APPLICATION TO THE RELEASE DEVICE REQ'D OF A FORCE NOT TO EXCEED 15 LBS NOR BE REQUIRED TO BE CONTINUOUSLY APPLIED FOR MORE THAN 3 SECONDS. THE INITIATION OF THE RELEASE PROCESS SHALL ACTIVATE A SIGNAL IN THE VICINITY OF THE DOOR TO INFORM THOSE ATTEMPTING TO EGRESS THAT THE SYSTEM IS FUNCTIONAL. ONCE THE DOOR LOCK HAS BEEN RELEASED BY THE APPLICATION OF FORCE, RELOCKING SHALL BE BY MANUAL MEANS ONLY.
  - ON THE WALL ADJACENT TO THE RELEASE DEVICE, A SIGN SHALL BE POSTED THAT READS: "PUSH UNTIL ALARM SOUND. DOOR CAN BE OPENED IN 15 SECONDS.

5 GENERAL NOTES
SCALE = N.T.S.

LIFE SAFETY NOTES

1. ALL PENETRATIONS THROUGH FIRE-RATED PARTITIONS AND BARRIERS MUST BE BUILT ACCORDING TO THE UL-LISTED FIRE RESISTANCE DIRECTORY'S DESIGNS AND UTILIZE UL-LISTED PRODUCTS TO RESIST THE PASSAGE OF AIR AND SMOKE
3. ALL FIRE DOORS SHALL BE PROVIDED WITH FIRE DOOR HARDWARE PER THE FLORIDA FIRE PREVENTION CODE, INCLUDING DOOR, FRAME, HINGES, CLOSERS AND PASSAGE SETS. SEE DOOR SCHEDULE ON ARCHITECTURAL SHEETS FOR FURTHER DETAILS.
4. NO DUCTS, PIPING OR CONDUIT WILL BE PERMITTED WITHIN THE EXIT STAIR ENCLOSURE UNLESS SUCH DUCTS SERVE THE STAIR
5. REFER TO ELECTRICAL PLAN AND REFLECTED CEILING PLAN FOR EXACT EXIT SIGN AND EMERGENCY LIGHTING LOCATIONS.
6. A MIN. 36" CLEAR PATH MUST BE MAINTAINED ALONG EGRESS PATH WHEN OCCUPANT LOAD IS LESS THAN 50 AND 44" WHEN EQUAL TO OR GRATER THAN 50 OCCUPANTS. ALL CORRIDORS UNLESS OTHERWISE NOTED SHALL BE MIN. 36" CLEAR WIDTH.
7. ALL PAVING ALONG EGRESS PATH SHALL COMPLY WITH FLORIDA FIRE PREVENTION CODE (F.F.P.C.) SECTION 7.1.6.3 AND 7.1.6.4.
8. ALL EXIT DOORS SHALL NOT REQUIRE A KEY OR SPECIAL KNOWLEDGE TO OPEN FOR EGRESS (TYPICAL).
9. ALL HEAD ROOM HEIGHTS SHALL BE INB COMPLIANCE WITH FLORIDA BUILDING CODE, BUILDING (FBC-B) SECTION 1003.2 AND F.F.P.C. SECTION 7.1.5.
10. INSULATION SHALL COMPLY WITH FLAME SPREAD AND SMOKE DEVELOPED INDEX PER FBC-B SECTION 719.
11. SHAFT ENCLOSURE, STAIRS & ELEVATORS SHALL BE PROTECTED BY FIRE BARRIERS IN ACCORDANCE AND OPENING PROTECTION PER FBC-B CHAPTER 7.
12. INTERIOR WALL AND CEILING FINISHES TO COMPLY WITH CLASS A, CLASS B, OR CLASS C FINISH ACCORDING TO ASTM STANDARD E84. (FBC-B SEC. 803.1.1)
13. ALL WIRING SHOULD BE PROTECTED FROM DUST, PAINT, AND ANY TYPE OF DAMAGE DURING CONSTRUCTION.
14. SMOKE DETECTORS TO BE INTERCONNECTED WITH BATTERY BACKUP, 3 FEET AWAY FROM THE A/C SUPPLY GRILLE, AND MIN. 3 FEET AWAY FROM THE TIP OF THE CEILING FAN BLADE.
15. THRESHOLDS SHALL NOT EXCEED 1/2" MAXIMUM WITH ADA COMPLIANT THRESHOLD OR 1/4'' MAX WITHOUT.
16. ADJACENT TENANT WALLS SHALL NOT BE ALTERED AT ANY POINT.
17. HEADROOM OF 80" MIN. SHALL BE MAINTAINED FOR WALKING SURFACES, CORRIDORS, AISLES, ETC.
18. PROTRUDING OBJECTS WITH LEADING EDGES BETWEEN 27" AND 80" ABOVE THE FINISHED FLOOR SHALL NOT PROTRUDE MORE THAN 4" INTO WALKING SURFACES, CORRIDORS, ETC.
19. OBJECTS WITH PROTRUDING EDGES LESS THAN 27" ABOVE THE FINISHED FLOOR MAY PROTRUDE ANY AMOUNT.
20. FREE STANDING OBJECTS MOUNTED ON POSTS BETWEEN 27" AND 80" ABOVE THE FLOOR MAY PROJECT A MAXIMUM OF 12".
21. FREE-STANDING SIGNS WHERE THE BOTTOM EDGE IS AT OR LESS THAN 80" ABOVE THE FINISHED FLOOR SHALL HAVE THE EDGES ROUNDED OR EASED WITH A MIN. RADIUS OF 1/8".
22. ABRUPT CHANGES IN LEVEL OF 4" OR MORE ADJACENT TO WALKING SURFACES, EXCEPT BETWEEN WALKING SURFACES AND ADJACENT STREETS OR DRIVES, SHALL BE IDENTIFIED BY 6" HIGH WARNING CURBS ABOVE THE WALKING SURFACE.
23. WALKING SURFACES OF THE MEANS OF EGRESS SHALL HAVE A SLIP-RESISTANT SURFACE & BE SECURELY ATTACHED. FLOOR FINISH MATERIALS SHALL PROVIDE A COEFFICIENT OF FRICTION OF 0.60 OR GREATER (WET). TILE SHALL CONFORM TO ANSI A137.1 (15) OR ASTM E303

RESERVED FOR CITY USE

HNDN ARCHITECTURE

PROJECT LOCATION
218 WORTH AVENUE - UNIT #216 & #218
PALM BEACH, FL 33480

PROJECT CLIENT/OWNER:
BRUNELLO CUCINELLI
689 FIFTH AVENUE, 6TH FLOOR
NEW YORK, NY 10022

ARCHITECT:
DAKOTA HENDON, AIA
FL LICENSE #AR98269
NY LICENSE #047256

MEP ENGINEER:
RCI ENGINEERING, INC. FL CA#27622

STRUCTURAL ENGINEER:
GREEN COAST ENGINEERS. FL LICENSE #33313

GENERAL CONTRACTOR:
TBD

PROFESSIONAL SEAL:

STATE OF FLORIDA
DAKOTA HENDON
AR98269
REGISTERED ARCHITECT

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PROJECT NAME:
BC PALM BEACH

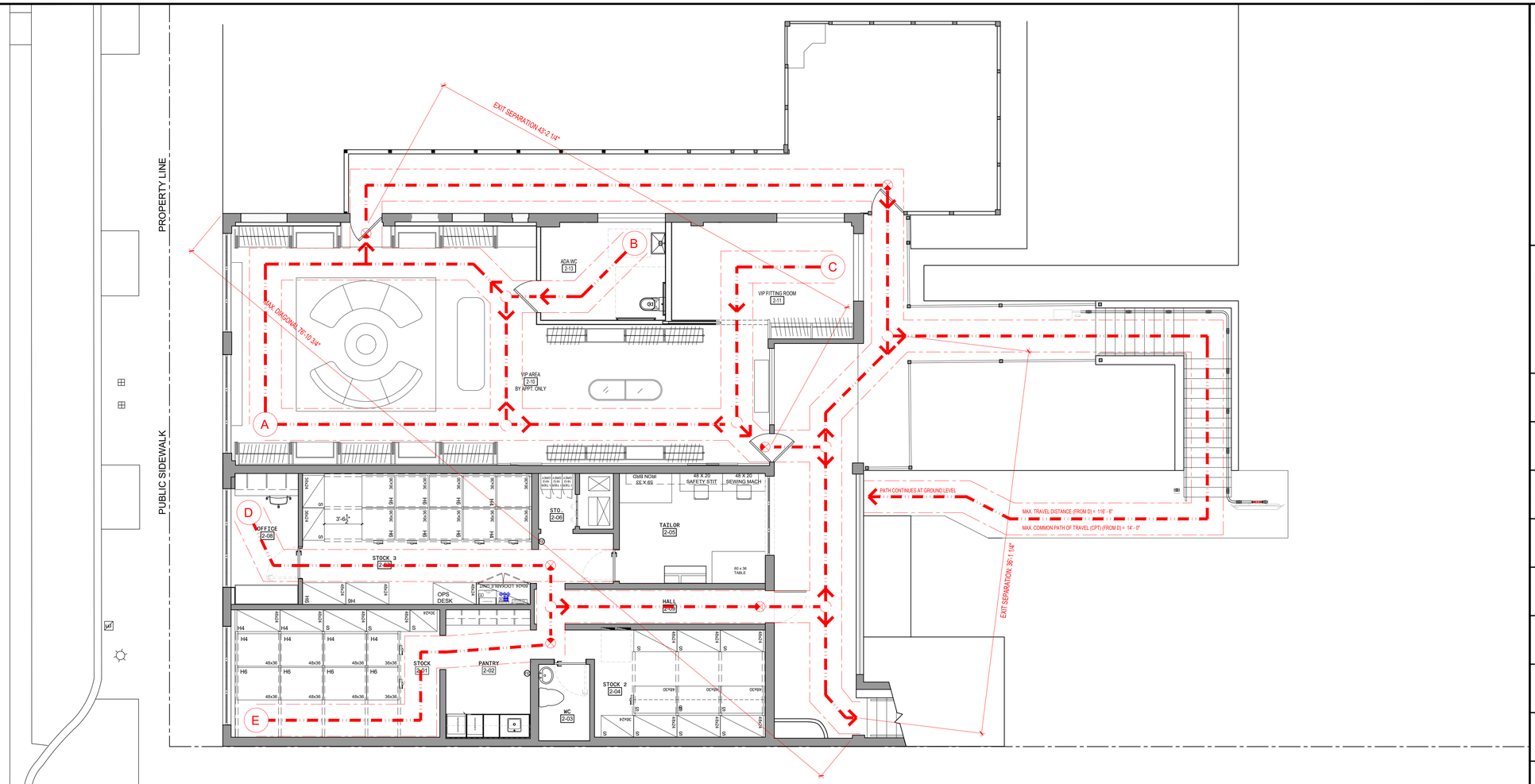
DATE: 2026-01-02
DRAWN BY: HNDN1

SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

SHEET TITLE:
LIFE SAFETY PLAN
FIRST FLOOR

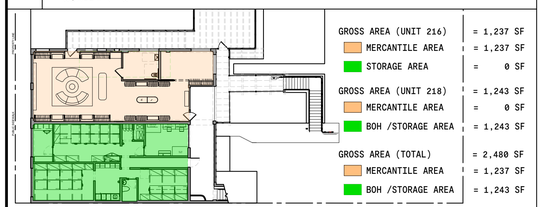
SHEET NO:
LS1.01



1 LIFE SAFETY PLAN
SCALE : 3/16" = 1'-0"

FIRE SPRINKLER HEADS	FIRE EXTINGUISHER
ELECTRIC PANEL	RECESSED FIRE EXTINGUISHER CABINET
FIRE ALARM PULL STATION	DOOR - FIRE RATING
FIRE ALARM STROBE DEVICE	FIRE ALARM CONTROL PANEL
CLNG MOUNTED MULTI-CANDELA SPEAKER STROBE DEVICE	SMOKE DETECTOR
WALL MOUNTED MULTI-CANDELA SPEAKER STROBE DEVICE	SMOKE DUCT DETECTOR
WALL MOUNTED EXIT SIGN	1 HR FIRE RATED WALL
CEILING MOUNTED EXIT SIGN	2 HR FIRE RATED WALL
RECESSED EXIT SIGN	EGRESS PATH

2 LEGEND
SCALE = N.T.S.



3 OCCUPANCY DIAGRAM
SCALE = N.T.S.

OCCUPANT LOAD - FBC BUILDING 2023 (8TH EDITION)

PROPOSED OCCUPANCY:	MERCANTILE (M) - 2,480 GROSS AREA UNIT 216 GROSS AREA: 1,237 SF UNIT 218 GROSS AREA: 1,243 SF
OCCUPANT LOAD FACTOR:	60 GROSS - MERCANTILE AREAS 300 GROSS - STORAGE, STOCK AREAS 150 GROSS - BUSINESS AREA
MERCANTILE AREA (#216): STORAGE AREA (#216): OCCUPANT LOAD (#216):	1,237 / 60 GROSS = 21 OCCUPANTS 0 / 300 GROSS = 0 OCCUPANT **21 OCCUPANTS**
MERCANTILE AREA (#218): STORAGE AREA (#218): OCCUPANT LOAD (#218):	0 / 60 GROSS = 0 OCCUPANTS 1,243 / 300 GROSS = 5 OCCUPANTS **5 OCCUPANTS**
COMBINED OCCUPANT LOAD (#216 + #218):	**26 OCCUPANTS**

FBC BUILDING 2023 (8TH EDITION) - EGRESS SIZING

NUMBER OF EXITS REQUIRED (#216):	2 EXITS
REQUIRED EGRESS CAPACITY: EGRESS CAPACITY PROVIDED:	.2" X 26 OCCUPANTS = 5.2" REQ'D 2 EXIT @ 32" (160 OCC. CAPACITY)
NUMBER OF EXITS REQUIRED (#218):	2 EXITS
PERMITTED TRAVEL DISTANCE:	250' MAX. W/ SPRINKLERS (FBC 2023 CH.10 TABLE1017.2) 75' MAX C.P.T. (FBC 2023 CH.10 TABLE1006.2.1)
PROVIDED TRAVEL DISTANCE:	FROM POINT A: 185'-0" (0'-0" C.P.T.) FROM POINT B: 188'-0" (14'-0" C.P.T.) FROM POINT C: 164'-0" (18'-6" C.P.T.) FROM POINT D: 175'-11" (61'-2" C.P.T.) FROM POINT E: 178'-2" (63'-5" C.P.T.)

4 OCCUPANCY CALCULATIONS
SCALE = N.T.S.

PORTABLE EXTINGUISHER REQUIREMENTS

1. PORTABLE FIRE EXTINGUISHER SHALL BE PROVIDED IN EVERY HAZARDOUS AREA IN ACCORDANCE NFPA 10 (STANDARD FPR PORTABLE EXTINGUISHER) PER N.F.P.A 101 31.3.5.13
2. PORTABLE FIRE EXTINGUISHER SHALL BE PROVIDED IN EVERY ASSEMBLY OCCUPANCY IN ACCORDANCE WITH N.F.P.A 101 9.7.4.1. THE QUANTITY AND LOCATION OF ALL EXTINGUISHER WILL BE REVIEWED AND APPROVED BY THE AUTHORITY HAVING JURISDICTION
3. PROVIDE FIRE EXTINGUISHERS, RECESSED MOUNTED (MINIMUM ONE EXTINGUISHER PER 3,000 S.F).

FIRE EXTINGUISHER CALCULATIONS: PROVIDE 1 F.E. PER 2,500 SF **
2,480 SF/ 3,000 = 1 F.E REQ'D
**2 F.E. PROVIDED

ASSEMBLY COMPONENT

- DOORS NOT LOCKED FROM EGRESS SIDE WHEN ASSEMBLY IS OCCUPIED
- ILLUMINATED AND MARKED MEANS OF EGRESS
- EMERGENCY LIGHTING PROVIDED

SMOKE DETECTION

- AT ALL MECHANICAL EQUIPMENT, ELECTRICAL, TRANSFORMER, TELEPHONE EQUIPMENT OR SIMILAR ROOM (ANY GENERALLY UNOCCUPIED AREA THAT CAN PROVIDE AN IGNITION SOURCE)
- AT EACH HVAC MAIN RETURN AND EXHAUST AIR PLENUM
- OUTSIDE (WITHIN 10'-0") OF EACH STAIR / EXIT DOOR ON EACH FLOOR

ENTRIES

- MIN. 5' X 5' "FLAT" AREA OUTSIDE OF ALL DOORS LEADING TO EXTERIOR. FLAT IS DEFINED TO ALLOW FOR A ¼" PER FOOT SLOPE AWAY FROM THE BUILDING ENTRANCES TO PREVENT ACCUMULATION OF WATER.

DOORS

- DOORS NOTED SHALL BE EQUIPPED WITH A SPECIAL LOCKING ARRANGEMENT AS FOLLOWS:
  - UNLOCK UPON ACTIVATION OF THE AUTOMATIC SPRINKLER SYSTEM OR UPON ACTIVATION OF ANY HEAT DETECTOR
  - UNLOCK UPON LOSS OF POWER CONTROLLING THE LOCK OR LOCKING MECHANISM
  - INITIATE AN IRREVERSIBLE PROCESS THAT WILL RELEASE THE LOCK WITHIN 15 SECONDS UPON APPLICATION TO THE RELEASE DEVICE REQ'D OF A FORCE NOT TO EXCEED 15 LBS NOR BE REQUIRED TO BE CONTINUOUSLY APPLIED FOR MORE THAN 3 SECONDS. THE INITIATION OF THE RELEASE PROCESS SHALL ACTIVATE A SIGNAL IN THE VICINITY OF THE DOOR TO INFORM THOSE ATTEMPTING TO EGRESS THAT THE SYSTEM IS FUNCTIONAL. ONCE THE DOOR LOCK HAS BEEN RELEASED BY THE APPLICATION OF FORCE, RELOCKING SHALL BE BY MANUAL MEANS ONLY.
  - ON THE WALL ADJACENT TO THE RELEASE DEVICE, A SIGN SHALL BE POSTED THAT READS: "PUSH UNTIL ALARM SOUND. DOOR CAN BE OPENED IN 15 SECONDS.

5 GENERAL NOTES
SCALE = N.T.S.

LIFE SAFETY NOTES

1. ALL PENETRATIONS THROUGH FIRE-RATED PARTITIONS AND BARRIERS MUST BE BUILT ACCORDING TO THE UL-LISTED FIRE RESISTANCE DIRECTORY'S DESIGNS AND UTILIZE UL-LISTED PRODUCTS TO RESIST THE PASSAGE OF AIR AND SMOKE
3. ALL FIRE DOORS SHALL BE PROVIDED WITH FIRE DOOR HARDWARE PER THE FLORIDA FIRE PREVENTION CODE, INCLUDING DOOR, FRAME, HINGES, CLOSERS AND PASSAGE SETS. SEE DOOR SCHEDULE ON ARCHITECTURAL SHEETS FOR FURTHER DETAILS.
4. NO DUCTS, PIPING OR CONDUIT WILL BE PERMITTED WITHIN THE EXIT STAIR ENCLOSURE UNLESS SUCH DUCTS SERVE THE STAIR
5. REFER TO ELECTRICAL PLAN AND REFLECTED CEILING PLAN FOR EXACT EXIT SIGN AND EMERGENCY LIGHTING LOCATIONS.
6. A MIN. 36" CLEAR PATH MUST BE MAINTAINED ALONG EGRESS PATH WHEN OCCUPANT LOAD IS LESS THAN 50 AND 44" WHEN EQUAL TO OR GRATER THAN 50 OCCUPANTS. ALL CORRIDORS UNLESS OTHERWISE NOTED SHALL BE MIN. 36" CLEAR WIDTH.
7. ALL PAVING ALONG EGRESS PATH SHALL COMPLY WITH FLORIDA FIRE PREVENTION CODE (F.F.P.C.) SECTION 7.1.6.3 AND 7.1.6.4.
8. ALL EXIT DOORS SHALL NOT REQUIRE A KEY OR SPECIAL KNOWLEDGE TO OPEN FOR EGRESS (TYPICAL).
9. ALL HEAD ROOM HEIGHTS SHALL BE INB COMPLIANCE WITH FLORIDA BUILDING CODE, BUILDING (FBC-B) SECTION 1003.2 AND F.F.P.C. SECTION 7.1.5.
10. INSULATION SHALL COMPLY WITH FLAME SPREAD AND SMOKE DEVELOPED INDEX PER FBC-B SECTION 719.
11. SHAFT ENCLOSURE, STAIRS & ELEVATORS SHALL BE PROTECTED BY FIRE BARRIERS IN ACCORDANCE AND OPENING PROTECTION PER FBC-B CHAPTER 7.
12. INTERIOR WALL AND CEILING FINISHES TO COMPLY WITH CLASS A, CLASS B, OR CLASS C FINISH ACCORDING TO ASTM STANDARD E84. (FBC-B SEC. 803.1.1)
13. ALL WIRING SHOULD BE PROTECTED FROM DUST, PAINT, AND ANY TYPE OF DAMAGE DURING CONSTRUCTION.
14. SMOKE DETECTORS TO BE INTERCONNECTED WITH BATTERY BACKUP, 3 FEET AWAY FROM THE A/C SUPPLY GRILLE, AND MIN. 3 FEET AWAY FROM THE TIP OF THE CEILING FAN BLADE.
15. THRESHOLDS SHALL NOT EXCEED 1/2" MAXIMUM WITH ADA COMPLIANT THRESHOLD OR 1/4'' MAX WITHOUT.
16. ADJACENT TENANT WALLS SHALL NOT BE ALTERED AT ANY POINT.
17. HEADROOM OF 80" MIN. SHALL BE MAINTAINED FOR WALKING SURFACES, CORRIDORS, AISLES, ETC.
18. PROTRUDING OBJECTS WITH LEADING EDGES BETWEEN 27" AND 80" ABOVE THE FINISHED FLOOR SHALL NOT PROTRUDE MORE THAN 4" INTO WALKING SURFACES, CORRIDORS, ETC.
19. OBJECTS WITH PROTRUDING EDGES LESS THAN 27" ABOVE THE FINISHED FLOOR MAY PROTRUDE ANY AMOUNT.
20. FREE STANDING OBJECTS MOUNTED ON POSTS BETWEEN 27" AND 80" ABOVE THE FLOOR MAY PROJECT A MAXIMUM OF 12".
21. FREE-STANDING SIGNS WHERE THE BOTTOM EDGE IS AT OR LESS THAN 80" ABOVE THE FINISHED FLOOR SHALL HAVE THE EDGES ROUNDED OR EASED WITH A MIN. RADIUS OF 1/8".
22. ABRUPT CHANGES IN LEVEL OF 4" OR MORE ADJACENT TO WALKING SURFACES, EXCEPT BETWEEN WALKING SURFACES AND ADJACENT STREETS OR DRIVES, SHALL BE IDENTIFIED BY 6" HIGH WARNING CURBS ABOVE THE WALKING SURFACE.
23. WALKING SURFACES OF THE MEANS OF EGRESS SHALL HAVE A SLIP-RESISTANT SURFACE & BE SECURELY ATTACHED. FLOOR FINISH MATERIALS SHALL PROVIDE A COEFFICIENT OF FRICTION OF 0.60 OR GREATER (WET). TILE SHALL CONFORM TO ANSI A137.1 (15) OR ASTM E303

RESERVED FOR CITY USE

HNDN ARCHITECTURE

PROJECT LOCATION
216 WORTH AVENUE - UNIT #216
PALM BEACH, FL 33480

PROJECT CLIENT/OWNER:
BRUNELLO CUCINELLI
689 FIFTH AVENUE, 6TH FLOOR
NEW YORK, NY 10022

ARCHITECT:
DAKOTA HENDON, AIA
FL LICENSE #AR98269
NY LICENSE #047256

MEP ENGINEER:
RCI ENGINEERING, INC. FL CA#27622

STRUCTURAL ENGINEER:
GREEN COAST ENGINEERS. FL LICENSE #33313

GENERAL CONTRACTOR:
TBD

PROFESSIONAL SEAL:

STATE OF FLORIDA · DAKOTA HENDON · AR98269 · REGISTERED ARCHITECT

THE SEAL AND SIGNATURE APPLY ONLY TO THE DOCUMENT TO WHICH THEY ARE AFFIXED. ANDSTUDIO, LLC ASSUMES NO RESPONSIBILITY FOR ALL OTHER PLANS, SPECIFICATIONS, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT.

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PROJECT NAME:
BC PALM BEACH

DATE: 2026-02-20
DRAWN BY: HNDN1

SHEET ISSUE / REVISION LOG

NO	DATE	DESCRIPTION

SHEET TITLE:
LIFE SAFETY PLAN
SECOND FLOOR

SHEET NO:
LS1.02

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-26-0004 95 N COUNTY RD—SPECIAL EXCEPTION WITH SITE PLAN REVIEW. The applicant, Flagler System Management Inc and ARHAUS, has filed an application requesting Town Council review and approval for a Special Exception request (1) for a retail use in the C-TS district with square footage > 3,000 SF in order to allow a change of use from a 14,495 SF office in a landmarked building to a 10,196 SF retail space to accommodate a single commercial tenant.

Date: 2/19/2026

ATTACHMENTS:

Staff Report
Letter of Intent
Plans
Traffic & Parking Analysis – Simmons & White 1.26.26
Initial Traffic Review - Corradino 1.29.26
Traffic Response - Simmons & White 2.04.26
Updated Traffic & Parking Analysis - Simmons & White 2.04.26
Second Traffic Review - Corradino 02.10.26

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Mobility and Transportation

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

FUNDING

No Fiscal Impact

ZON-26-0004 95 N COUNTY RD—SPECIAL EXCEPTION WITH SITE PLAN REVIEW. The applicant, Flagler System Management Inc and ARHAUS, has filed an application requesting Town Council review and approval for a Special Exception request (1) for a retail use in the C-TS district with square footage > 3,000 SF in order to allow a change of use from a 14,495 SF office in a landmarked building to a 10,196 SF retail space to accommodate a single commercial tenant.

Applicant: Flagler System Management Inc and ARHAUS
Professional: Spina ORourke + Partners
Representative: Jamie Crowley

HISTORY:

The Palm Beach Post Office was designed by architect Louis A. Simon and constructed in 1937. The Property was listed in the National Register of Historic Places (NRHP) in 1983 and designated a local landmark by the Town of Palm Beach in 2009. The Post Office ceased operations, and the Property was subsequently sold in 2011. That same year a significant interior modification took place that added 3,839 square feet to the second floor within the building, which took the total square footage of the building from 10,656 square feet to 14,495 square feet. The use of the building also changed with this approved renovation from Post Office to Office use. In 2011, the prior owner of the Property proposed an interior renovation project to convert the post office building to office use. In connection with this renovation, the Town Council approved a 17-space parking variance and a variance from the requirement to provide an onsite loading space on the site, pursuant to SPR #6-2011.

THE PROJECT:

The applicant has submitted plans, entitled "ARHAUS Palm Beach Post Office" as prepared by **Spina ORourke + Partners**, uploaded to the Town 02/16/2026.

The following scope of work is proposed:

- Interior renovation and alterations to an existing two-story landmarked former post office to convert two floors of office space into a single large retail tenant, including the partial removal of a non-original second floor.

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

- Special Exception for a permitted use greater than 3,000 SF in the C-TS zoning district to allow a tenant with 10,196 SF.
- SE uses requires a Site Plan Review.

Site Data			
Zoning District	C-TS	**Future Land Use**	PUBLIC
Designated	Dec 17, 2008	**Architect**	Louis A Simon
Year Built	1936	**Use**	Current: Office Proposed: Retail

Lot Size	20,700 SF	**Crown of Road**	6.13' NAVD
FEMA Zone	X	**Finished Floor Elevation**	7.57' NAVD / 9.5' NAVD
Lot Coverage	Existing: 43.8% (9,133 SF) Proposed: No change	**Landscape Open Space (LOS)**	Existing: 12.1% (2,504 SF) Proposed: No change
Total SF	Existing: 14,495 SF Proposed: 10,196 SF	**Parking Spaces**	Existing: 17 spaces Proposed: No change
Neighboring Properties/Zoning			
North	One-story retail and two-story residences / C/TS and R-C		
South	Breakers Golf Club / PUD-A		
East	Town surface lot / C-TS		
West	Royal Poinciana Way Medians / C-TS		

CONSISTENCY WITH THE COMPREHENSIVE PLAN:

A preliminary review of the project indicates that the proposed **application** is **consistent** with the **PUBLIC** designation of the Future Land Use Map of the Comprehensive Plan which provides "The designation of a property for Public Use on the Future Land Use Plan Map recognizes the current use of the property and that such properties may also be appropriate for residential or commercial development. A zoning ordinance is the tool which indicates those uses which are specifically allowed." Since C-TS allows the retail use, this allows for the application under the current FLUM designation.

STAFF ANALYSIS

The subject property is prominent site surrounded on three sides by streets that contains a landmarked former post office, a two-story building that faces the Royal Poinciana Way medians. The site also contains surface parking for 17 spaces in the rear (east) of the site. The site was previously used as professional offices. East of the site is a Town-owned surface parking lot.

The applicant proposes renovating the existing building interiors by significantly reducing the second-floor area to convert the building for a single commercial tenant. These modifications will reduce the overall building square footage from 14,495 to 10,196, a reduction of 4,299 square feet (30%). Exterior alterations and site work are minimal, with a relocation of the ADA parking space on the north side of the building near the access ramp at the rear customer entrance into the building. Also, business identifications signs are also proposed: one sign facing north towards Main Street, one facing south towards North Breakers Row, and one facing west towards North County Road.

The project approvals for the 2011 renovation recognized a vested parking count of 28 parking spaces from the original post office use. The increased square footage for office use resulted in additional parking requirements, which necessitated the need for the 17-parking space variance. The current application does not require additional parking above and beyond the existing onsite parking capacity and the vested parking counts explained above.

As it pertains to the **Special Exception** request, while a furniture store is a permitted retail use, a special exception is required because the proposed size exceeds 3,000 SF in the C-TS zoning district. The requested size is justified twofold, one by the shear size of the original building and two by the nature of furniture retail, which requires larger showroom space due to the scale of the merchandise. Additionally interior modifications will reduce the overall building square footage from 14,495 to 10,196, which is a reduction of 4,299 square feet or 30%. And although the Town's historic preservation ordinance does not extend into public interiors, the building's interior has fantastic original character defining and unique features that would limit alterations to its historic features, and subdividing the building into smaller 3,000 SF tenants would negatively affect the exterior and interior of the landmarked building. The proposed furniture showroom is a compatible use that allows the entirety of the space to be utilized while preserving the historic interior elements and avoiding unnecessary demolition.

The proposal also includes three new building signs identifying the tenant, the design and location of were approved by the Landmarks Preservation Commission Chairperson under LPCS-26-0024. The first sign is a 1 SF black metal plaque to the left of the entry doors on the west primary façade of the landmarked building, facing North County Road. The second sign is a 5.58 SF sign with pin mounted black letters spelling "ARHAUS" on the south-facing façade towards North Breakers Row. The third sign is a 7.76 SF sign with pin mounted black letters spelling "ARHAUS" on the north-facing façade towards Main Street, which is at the rear customer entrance into the building towards the parking area. These signs are necessary for the retail business to operate but have been designed at the smallest size possible to be effective at guiding customers to the business. All of the signs are non-illuminated. The business identification signage of all three comes totals 14.34 SF which is below the 20 SF per street frontage, or 60 SF, that the zoning code allows.

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 and Sec. 134-329.

WRB:JGM
WRB

Gunster

.Our File Number: 71940-00001
Writer's Direct Dial: (561) 650-0633
Writer's E-Mail Address: jcrowley@gunster.com

January 26, 2026

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

Re: LOI for 95 North County Road - ZON-26-0004

We are pleased to submit the accompanying documents and drawings in connection with our combination application for Certificate of Appropriateness (administrative), Site Plan, and Special Exception Approval (the "Application") for modifications to an existing office building that previously served as a United States Post Office. The Application proposes a change in use from family office to permitted retail in the C-TS zoning district. The building will be occupied by the furniture retailer Arhaus (the "Project") as a designer furniture showroom.

The property is located at 95 North County Road (PCN: 50-43-43-23-00-001-0030), Palm Beach, FL ("Property"). The Project proposes to renovate the existing building interiors by significantly reducing the second-floor area, which results in a reduction of overall building square footage from 14,495 square feet to 10,196 square feet; a 4,299 square-foot or 30% reduction. The Application proposes to relocate the ADA parking space on the north side of the building near the access ramp at the rear customer entrance into the building. The Application also requests three modestly sized and code compliant business identifications signs: one sign facing north towards Main Street, one facing south towards North Breakers Row, and one facing west towards North County Road.

These interior renovations and new business identification signage will allow Arhaus to operate in the space that was previously used as office space and continues the theme of adaptive reuse of a historically significant building, which allows for the preservation of the structure. Finally, the combination of reduced square footage and change in use results in a parking requirement of 44 parking spaces for the Project. The parking requirement for the change in use has been vetted with Town staff, and based on prior variances and vested rights, no parking variance is necessary. The traffic and parking analysis included in this submittal provides further details regarding parking and traffic. That analysis explains how the proposed furniture showroom use generates far less traffic and parking demand than typical retail uses.

SITE HISTORY

The Palm Beach Post Office was designed by architect Louis A. Simon and constructed in 1937. The Property was listed in the National Register of Historic Places (NRHP) in 1983 and designated a local landmark by the Town of Palm Beach in 2009. The Post Office ceased operations, and the Property was subsequently sold in 2011. That same year a significant interior modification took place that added 3,839 square feet to the second floor within the building, which took the total square footage of the building from 10,656 square feet to 14,495 square feet. The use of the building also changed with this approved renovation from Post Office to Office use.

The original post office was designed to harmonize with Palm Beach's established Mediterranean Revival aesthetic. Articulated arches, ornate terracotta tiles, arched wood ceilings, and exposed decorative beams act as unifying elements that extend this design aesthetic past the iconic lobby and into the surrounding spaces. Architectural elements such as double-height rooms, the design center atrium, and formal axial circulation return the building to its former grandeur and highlight the indoor-outdoor characteristics intrinsic to the formal yet rustic style. Arhaus aims to create a building that feels cohesive, inviting, and aligned with the architectural heritage that defines this landmark.

In 2011, the prior owner of the Property proposed an interior renovation project to convert the post office building to a family office use. In connection with this renovation, the Town Council approved a 17-space parking variance and a variance from the requirement to provide an onsite loading space at the Property. The project approvals for the 2011 renovation recognized a vested parking count of 28 parking spaces from the original post office use. The increased square footage for family office use resulted in additional parking requirements, which necessitated the need for the 17-parking space variance. The current application does not require additional parking above and beyond the existing onsite parking capacity and the vested parking counts explained above.

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.

As stated previously, the project proposes to add three modestly sized business identifications signs. The first sign is a small 1 square-foot black metal plaque to the left of the entry doors on the west façade of the building, facing North County Road. The second sign is a 5.58 square-foot sign with stud-mounted black "ARHAUS" letters on the south-facing façade towards North Breakers Row. The third sign is a 7.76 square-foot sign with stud-mounted black "ARHAUS" letters on the north-facing façade towards Main Street, which is at the rear customer entrance into the building. These signs are necessary for the retail business to operate but have been designed at the smallest size possible to be effective at guiding customers to the business. The 14.34 square feet of total business identification signage proposed is far below the code allowance of 20 square feet for business identification signage per street faced, which would allow for 60 square feet of total business identification signage. The proposed signage does not adversely affect the historic context of the building, and in the future the signage can be easily removed and the holes in the wall face repaired leaving no trace that the signage ever existed.

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 only site plan modification proposed in the Application is the relocation of the ADA parking space on the north side of the property. This will be accomplished with a simple restriping of the north parking area that will maintain the seven (7) parking spaces in this area (no decrease to the amount of on-site parking). This simple modification will result in better access to the ramp and will meet 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 Flagler System Management, LLC, which has the authority to file this Application. Furthermore, the proposed site plan will not adversely affect the public

interest, and the existing proposed minor modification 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 existing access to the Property will be maintained; no new ingresses or egresses are proposed. All pedestrian walkways will be maintained and will continue to promote walkability along the perimeter of and into the Property. The stormwater drainage system was recently upgraded, and will continue to be maintained to meet all Town code requirements. Open spaces within the Property are being maintained. The height of the building will remain unchanged. 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.

Special Exception: Retail Use in the C-TS Zoning District Greater Than 3,000 SF

Per Section 134-1109(a)(11), Code of Ordinances, Special Exception approval is required for a single retail use with more than 3,000 square feet of gross leasable space.

Although a retail furniture store is a permitted use under the current zoning, a special exception is required in this case because the proposed leasable area is greater than 3,000 square feet. There are several justifications for the size of the showroom. First, to have sufficient showroom space for furniture, a retail space that exceeds the maximum square footage permitted by code is needed. This need is tied specifically to the size of the retail product, which in this case is furniture.

Second, this is a unique interior space with federal restrictions on modifying the interior features of the building. The furniture showroom use is a perfectly complimentary use that will preserve these historic interior features without necessitating unnecessary demolition.

In addition, Arhaus will cater to the needs of the Town's residents, and the designer showroom use poses no threat to the public's health, safety, welfare, and morals. It will not adversely affect property values in the area and will be consistent with the Town's Comprehensive Plan in that it is a "town serving" commercial business that is permitted under the zoning and future land use designations. No visual, noise or odor pollution will be produced by the retailer. All other criteria for approving a special exception use are not affected by the proposed application, because no changes are proposed to the ingress and egress onto the Property, and sufficient utilities and services are available to support the use.

In closing, the proposed interior building renovation with business identification signage will be the best approach for the continued preservation of this historic building and area, and at the same time meet the current needs of 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 continue to contribute to the overall beauty of the Town.

Sincerely,



James M. Crowley

JMC/jl

ARHAUS

PALM BEACH POST OFFICE

95 North Country Rd
Palm Beach, FL 33480

onyx creative

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PROJECT SUMMARY

- INTERIOR RENOVATION AND ADAPTIVE REUSE OF AN EXISTING TWO-STORY HISTORIC POST OFFICE INTO A RETAIL FURNITURE SHOW ROOM
- REMOVAL OF THE MAJORITY OF THE 2011 NON-HISTORIC SECOND-FLOOR ADDITION, REDUCING THE TOTAL BUILDING AREA FROM 14,495 SF TO 10,196 SF AND REINTRODUCING DOUBLE-HEIGHT SPACE CONSISTENT WITH THE BUILDING'S ORIGINAL HISTORIC DESIGN INTENT.
- EXISTING HISTORIC LOBBY AND WOOD PANELING IN THE FORMER POSTMASTER'S OFFICE TO REMAIN AND BE REPAIRED AND RESTORED AS REQUIRED.
- NO PROPOSED EXTERIOR ALTERATIONS, WITH THE EXCEPTION OF NEW BUILDING SIGNAGE COMPATIBLE WITH THE HISTORIC CHARACTER.

FINAL SUBMITTAL 01-29-2026

ZONING (ZON-26-0004) - MARCH 04, 2026

SPINAOROURKE + PARTNERS
Architecture + Interior Design
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BLUESTREAK
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WEST PALM BEACH, FLORIDA 33407
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INTERIOR RENOVATION
ARHAUS
PALM BEACH POST OFFICE
95 North Country Rd
Palm Beach, FL 33480

THESE DRAWINGS ARE FOR THE EXCLUSIVE USE OF SPINA OROURKE + PARTNERS, INC. AND MAY NOT BE DUPLICATED, REPRODUCED OR USED IN ANY MANNER WITHOUT THE EXPRESS WRITTEN CONSENT OF SPINA OROURKE + PARTNERS, INC. ALL RIGHTS RESERVED

Revisions:

Project no: 25127
Date: 01-29-2026
Drawn by: MSL
Project Manager: KS

COVER SHEET

CVR

SECOND SUBMITTAL

ALTA/NSPS LAND TITLE & BOUNDARY SURVEY FOR: THE BREAKERS PALM BEACH, INC., A FLORIDA CORPORATION

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

The Breakers Palm Beach, Inc., a Florida corporation
Old Republic National Title Insurance Company
Gregory T. Martini, P.A.

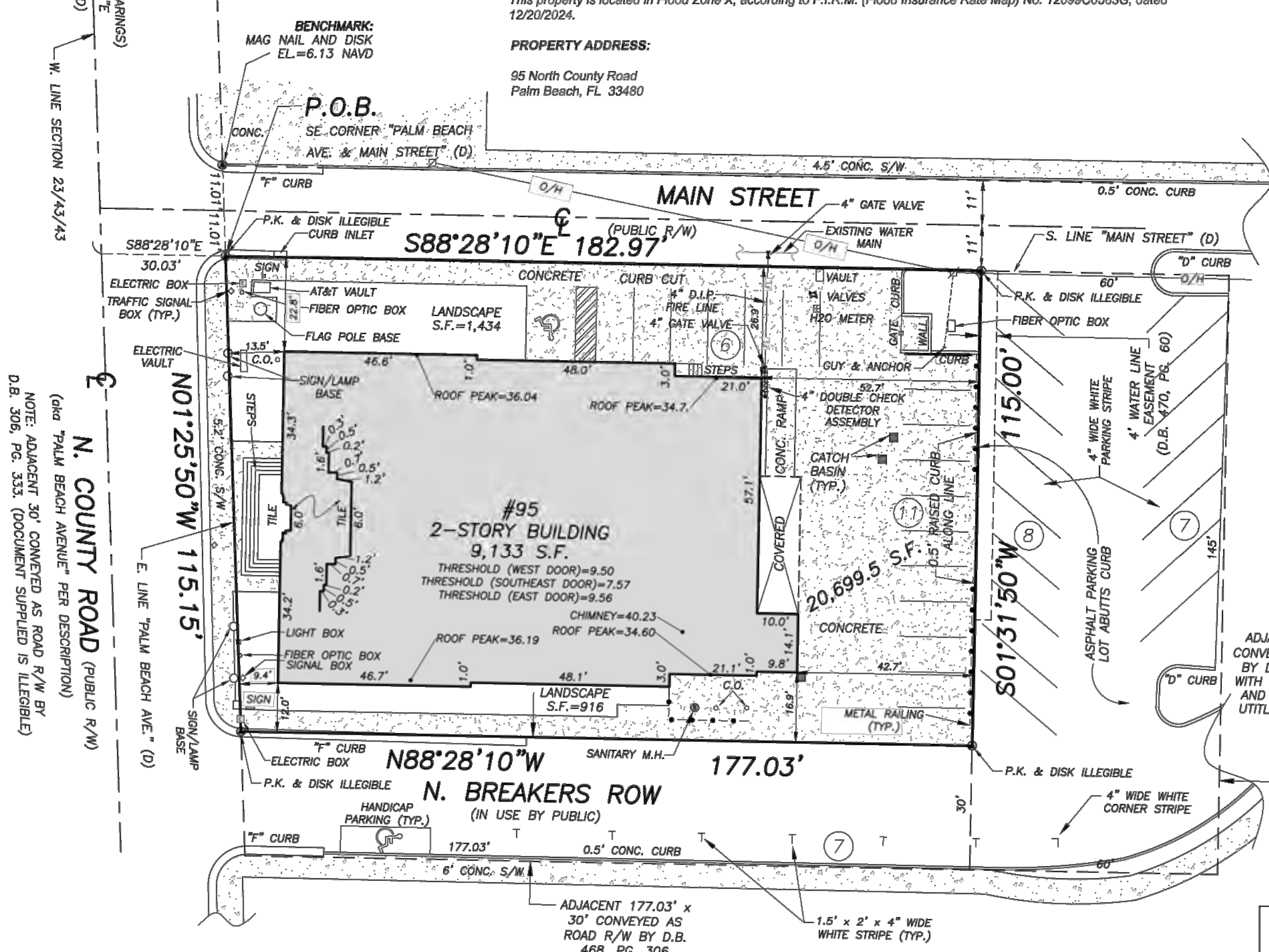
The undersigned surveyor assumes no responsibility or liability for any other purpose or to any other party other than stated above.

FLOOD ZONE:

This property is located in Flood Zone X, according to F.I.R.M. (Flood Insurance Rate Map) No. 12099C0583G, dated 12/20/2024.

PROPERTY ADDRESS:

95 North County Road
Palm Beach, FL 33480



LEGAL DESCRIPTION:

A part of Government Lot One (1), in Section Twenty-three (23), Township Forty-three (43) South, Range Forty-three (43) East, situated in the Town of Palm Beach, Florida, more particularly described as follows:

For a point of beginning, **COMMENCE** at the Northwest corner of Section Twenty-three (23), Township Forty-three (43) South, Range Forty-three (43) East, Palm Beach County, Florida;

run thence South One Degree, Twenty-five Minutes, Fifty Seconds East (South 01° 25' 50" East) along the West line of said Section Twenty-three (23), which line is also the center line of Palm Beach Avenue, so-called, a distance of Four Hundred Fifty-Two and 17/100 (452.17) feet to a point;

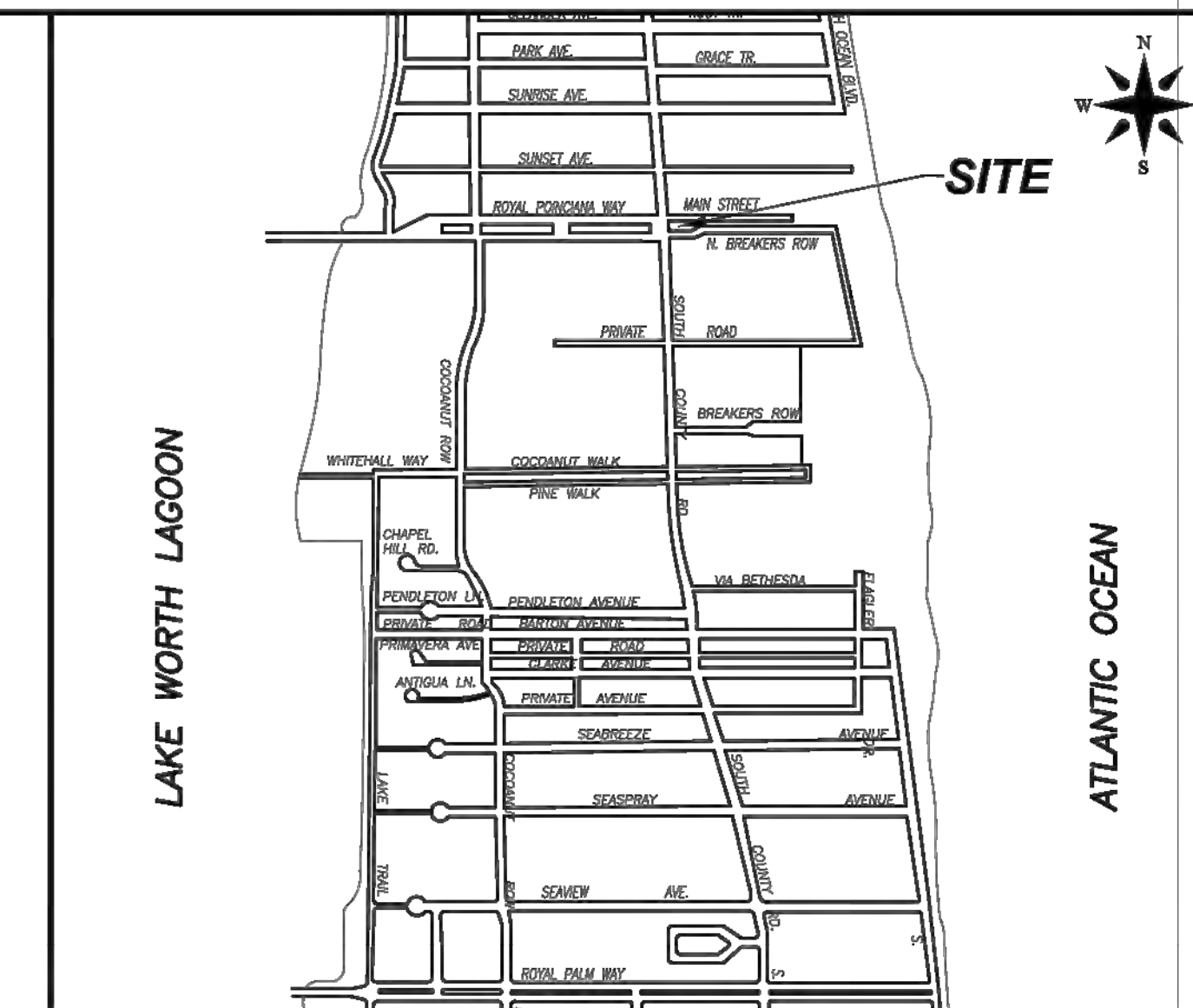
thence South Eighty-Eight Degrees, Twenty-eight Minutes, Ten Seconds East (South 88° 28' 10" East) a distance of Thirty and 03/100 (30.03) feet to the Southeast corner of said Palm Beach Avenue and Main Street, so-called, said point being hereinafter known as the **POINT OF BEGINNING;**

thence continue South Eighty-Eight Degrees, Twenty-Eight Minutes, Ten Seconds East (South 88° 28' 10" East) along the South line of said Main Street a distance of One Hundred Eighty-Two and 97/100 (182.97) feet;

thence South One Degree, Thirty-One Minutes, Fifty Seconds West (South 01° 31' 50" West) a distance of One hundred and Fifteen and 00/100 (115.0) feet;

thence North Eighty-Eight Degrees, Twenty-Eight Minutes, Ten Seconds West (North 88° 28' 10" West) a distance of One Hundred Seventy-Seven and 03/100 (177.03) feet;

thence North One Degree, Twenty-Five Minutes, Fifty Seconds West, (North 01° 25' 50" West) along the East line of said Palm Beach Avenue, a distance of One Hundred Fifteen and 15/100 (115.15) feet to the **POINT OF BEGINNING.**



VICINITY SKETCH
(NOT TO SCALE)

LEGEND

A	= ARC LENGTH
A/C	= AIR CONDITIONING
A.E.	= ACCESS EASEMENT
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
CLR.	= CLEAR
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
D/W	= DRIVEWAY
EL.	= ELEVATION
ENC.	= ENCROACHMENT
E.O.P	= EDGE OF PAVEMENT
E.O.W.	= EDGE OF WATER
ESM'T	= EASEMENT
F.D.C.	= FIRE DEPARTMENT CONNECTION
FFE	= FINISHED FLOOR ELEVATION
FND.	= FOUND
H.C.S.	= HANDICAP SIGN
I.D.	= INSIDE DIAMETER
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
MIN.	= MINIMUM
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 RECORDS 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.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.P.Z.	= REDUCED PRESSURE ZONE
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
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
W.M.E.	= WATER MANAGEMENT EASEMENT
W.M.M.E.	= WATER MANAGEMENT MAINTENANCE EASEMENT
W.M.T.	= WATER MANAGEMENT TRACT
YD	= YARD DRAIN
BL	= BASELINE
℄	= CENTERLINE
Δ	= 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)
PL	= PROPERTY LINE
	= UTILITY POLE
	= FIRE HYDRANT
	= WATER METER
	= WATER VALVE
	= LIGHT POLE
TV	= CABLE TV RISER
E	= ELECTRIC BOX
GM	= GAS METER
S	= SANITARY MANHOLE
	= SANITARY CLEAN OUT
	= YARD DRAIN

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: 1576397, issued by Old Republic National Title Insurance Company, on date October 7th, 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 Land Surveying, LLC. This survey is not transferable by Owners Affidavit of Survey or similar instrument.
6. Except as shown, underground and overhead improvements are not located. Underground foundations not located.
7. The survey sketch shown hereon does not necessarily contain all of the information obtained or developed by the undersigned surveyor in his field work, office work or research.
8. No responsibility is assumed by this surveyor for the construction of improvements, from building ties shown on this survey.
9. Revisions shown hereon do not represent a "survey update" unless otherwise noted.
10. All dates shown within the revisions block hereon are for interoffice filing use only and in no way affect the date of the field survey stated herein.
11. In some instances, graphic representations have been exaggerated to more clearly illustrate the relationships between physical improvements and/or lot lines. In all cases, dimensions 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. United States Post Office at 95 North County Road, Palm Beach, Florida, has been designated as a Landmark per "Certificate of Notification of Designation of Certain Properties as Landmarks" recorded in Official Records Book 23114, Page 290, Public Records of Palm Beach County, Florida.
16. Per Florida Statutes, Chapter 472.025, a Land Surveyor shall not affix his seal or name to any plan or drawing which depicts work which he/she is not licensed to perform or which is beyond his/her profession or specialty therein. Therefore, we are unable to certify as to municipal zoning compliance, interpretation of zoning codes or the determination of violations thereof.
17. At the time of the ALTA survey there were no observable evidence of earth moving work, building construction or building additions within recent months.
18. At the time of the ALTA survey there were no changes in street right-of-way lines either completed or proposed; and available from the controlling jurisdiction or observable evidence of recent street or sidewalk construction repairs.
19. At the time of the ALTA survey there was no observable evidence of site use as a solid waste dump, sump or sanitary landfill.
20. The surveyor was not provided any documentation, was not made aware and did not observe any ground markings on the subject property with regards to wetlands on the subject property.
21. The location of the utilities shown hereon are from observed evidence of above ground appurtenances only. The surveyor was not provided with current underground plans or surface ground markings to determine the location of any subterranean uses.
22. At the time of the survey, there was no evidence of cemeteries, gravesites, and/or burial grounds located on the surveyed property.
23. There are 5 maintained parking stripes & 1 handicap parking spaces on-site. There are 22 maintained parking stripes & 1 handicap parking spaces adjacent off-site.

TITLE COMMITMENT REVIEW

CLIENT: The Breakers Palm Beach, Inc., a Florida corporation — COMMITMENT NO.: 1576397 — DATE: 10/07/24
REVIEWED BY: James G. Peden Jr. — JOB NO.: 226236-SE

B2 ITEM NO.	DOCUMENT	DESCRIPTION	AFFECTS AND PLOTTED	AFFECTS AND NOT PLOTT-ABLE	DOES NOT AFFECT	NOT A SURVEY MATTER
1-5	N/A	Standard Exceptions				•
6	ORB 24368, PG 233	Historic Preservation Covenants contained in Special Warranty Deed from the United States Postal Service, an independent establishment of the executive branch of the Government of the United States to Little Broad Beach Partners, L.P., a California limited partnership.				•
7	ORB 23114, PG 290	Certificate of Notification of Designation of Certain Properties as Landmarks pursuant to the provisions of Ordinance No. 2-84 of the Town of Palm Beach.				•
8	ORB 24658, PG 230	Terms and Conditions contained in the declaration of Use Agreement by and between the Town of Palm Beach, a Florida municipal corporation and Little Broad Beach Partners, L.P.				•
9	ORB 27132, PG 1486	Terms set forth in that Memorandum of Limited Partnership.				•
9a	ORB 27320, PG 1160	Corrective Memorandum of Limited Partnership.				•
10	N/A	Terms, conditions and provisions of the unrecorded Agreement for Loan of Artwork from United States Postal Service, an independent establishment of the executive branch of the United States to Little Broad Beach Partners, L.P., a California limited partnership.				•
11	ORB 25492, PG 654	For Informational Purposes Only, Town of Palm Beach Stormwater Management Certification.				•
12	N/A	For Informational Purposes Only: Commitment Exception No. 3 is hereby deleted in its entirety.				•

LOT & BUILDINGS SQUARE FOOTAGE

20,699.5 S.F. (100%) = SURVEYED LOT S.F.

9,133 S.F. (44.1%) = TOTAL BUILDING S.F.

9,216.3 S.F. (44.5%) = LOT EXCLUDING BUILDINGS AND LANDSCAPE/GREEN SPACE S.F.

2,350.2 S.F. (11.4%) = LANDSCAPE/GREEN SPACE S.F.

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.

To: The Breakers Palm Beach, Inc., a Florida corporation
Old Republic National Title Insurance Company
Gregory T. Martini, P.A.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Table A Items 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 19 and 20 thereof. The field work was completed on January 5th, 2026.

DATE OF LAST FIELD SURVEY FOR: 01/05/2026

James G. Peden Jr.
Professional Surveyor and Mapper
Florida Certificate No. 6122
jpeden@wallacesurveying.com
www.wallacesurveying.com

REVISIONS:
01/05/26 ALTA SURVEY UPDATE B.M./S.C.W. 224479 PB375/70
10/24/24 ALTA SURVEY UPDATE E.G./S.W. 224479 BOOK 2/28
9/12/12, SURVEY AND TIE-IN UPDATE, B.M./M.B. 10-1312.7 PB142/13
7/17/12, AS-BUILT FIRE LINE, J.P./R.C. 10-1312.6 PB141/33
6/03/11, SPOT ELEVATIONS B.M./M.B. 10-1312.5 PB128/36
1/27/11, REVISE NOTES, PLOT TITLE EXCEPTIONS, R.C., 10-1312.3
1/20/11, T-I OFFSITE PARKING, PB122/80, J.P./R.C., 10-1312.2

ALTA/NSPS LAND TITLE & BOUNDARY SURVEY FOR:

THE BREAKERS PALM BEACH, INC., A FLORIDA CORPORATION

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

FIELD: J.P.	JOB No.: 224479-SE	F.B. PB122 PG. 71
OFFICE: R.C.	DATE: 12/17/10	DWG. No.: 10-1312
C'K'D: C.L.W.	REF.: 10-1312.DWG	SHEET 1 OF 1

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West Palm Beach Florida 33401
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spinaorourke.com
Architecture • Interior Design
Keith M. Spina # AR13419 FL Lic # AA26002399

INTERIOR RENOVATION
ARHAUS
PALM BEACH POST OFFICE
95 North Country Rd
Palm Beach, FL 33480

THESE DRAWINGS ARE FOR THE EXCLUSIVE USE OF SPINA OROURKE + PARTNERS, INC. AND MAY NOT BE DUPLICATED, REPRODUCED OR USED IN ANY MANNER WITHOUT THE EXPRESS WRITTEN CONSENT OF SPINA OROURKE + PARTNERS, INC. ALL RIGHTS RESERVED

Revisions:

Project no: 25127
Date: 01-29-2026
Drawn by: MSL
Project Manager: KS

SURVEY

T1.0

SECOND SUBMITTAL

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:**	95 North Country Rd Palm Beach, FL 33480		
2	**Zoning District:**	Commercial Town Serving		
3	**Lot Area (sq. ft.):**	20,699.5 sq. ft.		
4	**Lot Width (W) & Depth (D) (ft.):**	115' (W), N 182.97' (D), S 177.03' (D)		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	Retail - Furniture Showroom		
6	**FEMA Flood Zone Designation:**	X		
7	**Zero Datum for point of meas. (NAVD)**	7.63 NAVD		
8	**Crown of Road (COR) (NAVD)**	6.13 NAVD		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	70%	43.8%	N/C
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)	15,000 sq. ft.	14,495 sq. ft.	10,196 sq. ft.
12	*Front Yard Setback (Ft.)	10' + 1' per 2' bldg ht. >15'	W 15.5'	N/C
13	* Side Yard Setback (1st Story) (Ft.)	5'	N 22.8' / S 12'	N/C
14	* Side Yard Setback (2nd Story) (Ft.)	5' or 1' per 2' bldg ht. >15'	N 22.8' / S 12'	N/C
15	*Rear Yard Setback (Ft.)	10' + 1' per 2' bldg. ht. >15'	E 42.7'	N/C
16	Angle of Vision (Deg.)	N/A	N/A	N/A
17	Building Height (Ft.)	25'	21.2'	N/C
18	Overall Building Height (Ft.)	30' (max ht/ +5')	26.5'	N/C
19	Cubic Content Ratio (CCR) (R-B ONLY)	N/A	N/A	N/A
20	** Max. Fill Added to Site (Ft.)	0.61'	N/C	N/C
21	Finished Floor Elev. (FFE)(NAVD)	7.00 NAVD	7.34 NAVD / 9.5 NAVD	N/C
22	Base Flood Elevation (BFE)(NAVD)	7.00 NAVD	N/C	N/C
23	Landscape Open Space (LOS) (Sq Ft and %)	25%	12.1%	N/C
24	Perimeter LOS (Sq Ft and %)	N/A	N/A	N/A
25	Front Yard LOS (Sq Ft and %)	35%	38.2%	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

TOWN OF PALM BEACH ZONING LEGEND

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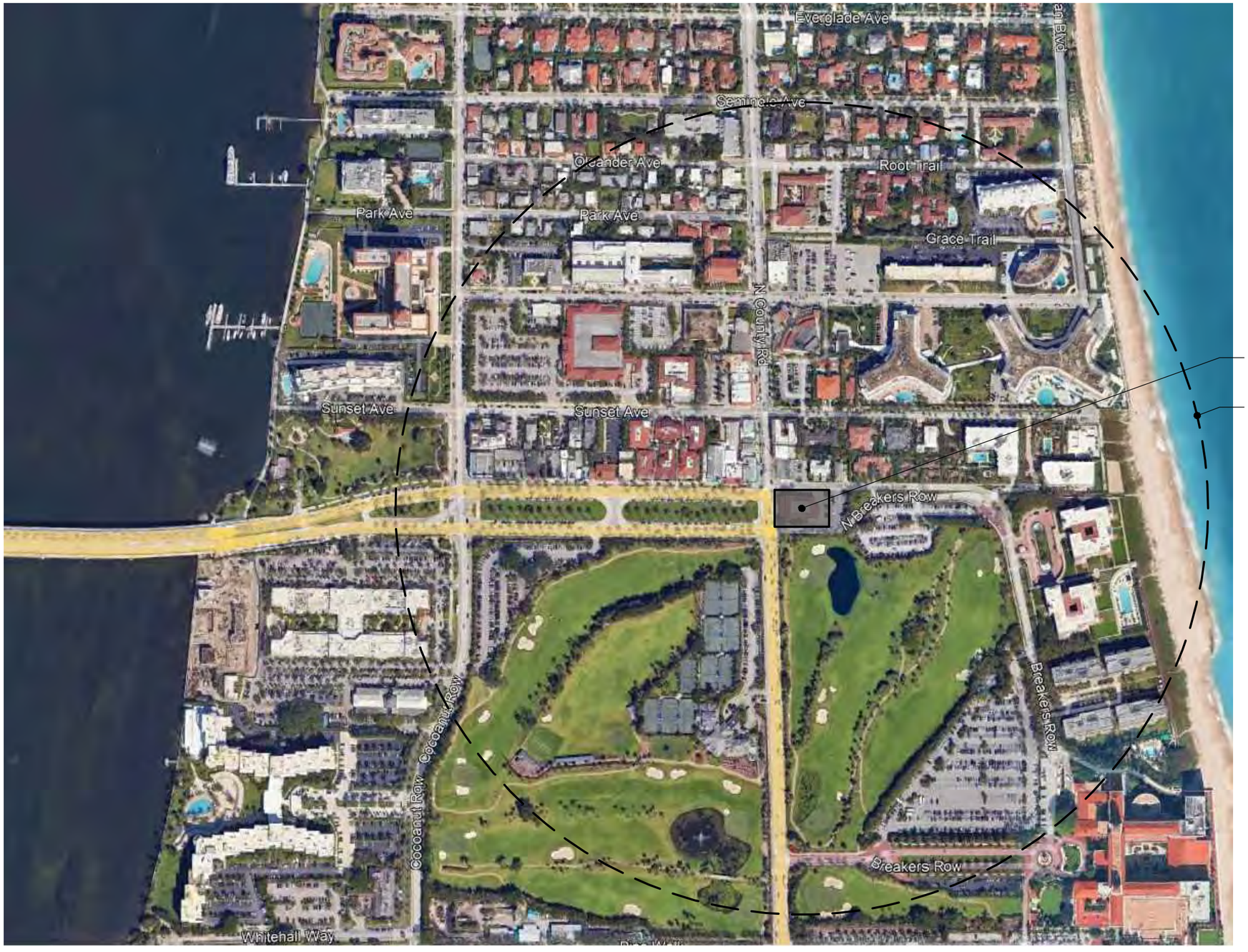
Revisions:

Project no: 25127
Date: 01-29.2026
Drawn by: MSL
Project Manager: KS

T1.1

SECOND SUBMITTAL



VICINITY LOCATION MAP

N.T.S.

N

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Revisions:

Project no: 25127
Date: 01-29-2026
Drawn by: MSL
Project Manager: KS

VICINITY LOCATION MAP

A0.1

SECOND SUBMITTAL



1 | WEST FACADE



2 | NORTHWEST FACADE



3 | NORTH FACADE



4 | NORTHEAST FACADE



5 | EAST FACADE



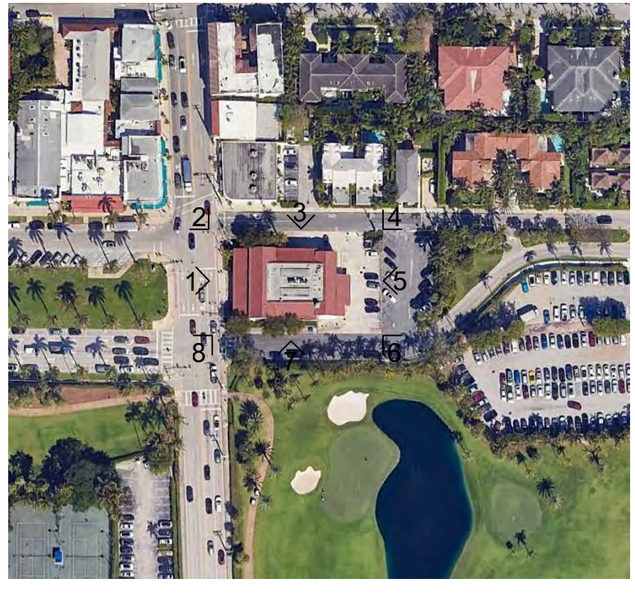
6 | SOUTHEAST FACADE



7 | SOUTH FACADE

SUBJECT PROPERTY PHOTOS

KEY PLAN



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Revisions:

Project no: 25127
Date: 01-29-2026
Drawn by: MSL
Project Manager: KS

EXTERIOR EXISTING BUILDING PHOTOS

A0.2

SECOND SUBMITTAL



1 | WEST FACADE DETAILS



2A | NORTH FACADE DETAILS



2B | NORTH FACADE DETAILS

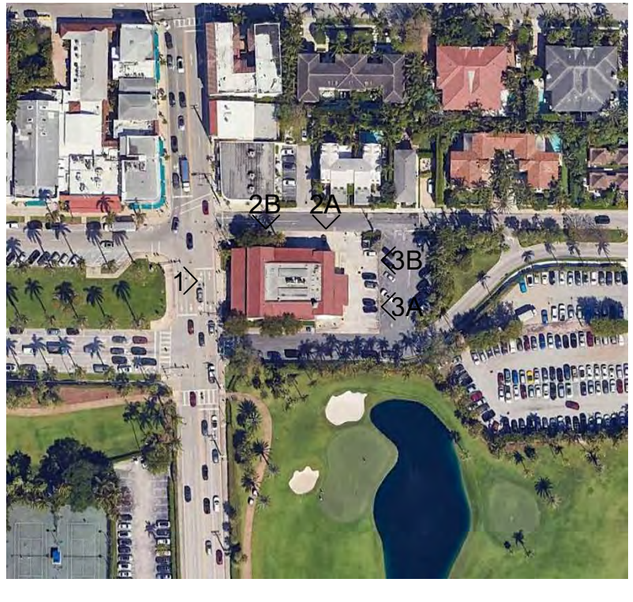


3A | EAST FACADE DETAILS



3B| EAST FACADE DETAILS

KEY PLAN



SUBJECT PROPERTY PHOTOS

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Revisions:

Project no: 25127
Date: 01-29-2026
Drawn by: MSL
Project Manager: KS

EXTERIOR EXISTING BUILDING PHOTOS

A0.3

SECOND SUBMITTAL



1| EAST FACADE DETAILS



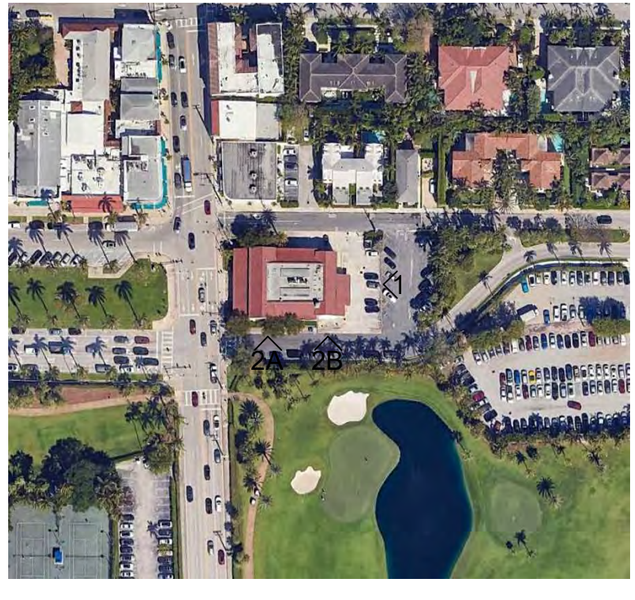
2A| SOUTH FACADE DETAILS



2B | SOUTH FACADE DETAILS

SUBJECT PROPERTY PHOTOS

KEY PLAN



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Revisions:

Project no: 25127
Date: 01-29-2026
Drawn by: MSL
Project Manager: KS

EXTERIOR EXISTING BUILDING PHOTOS

A0.4

SECOND SUBMITTAL



1 | 215 ROYAL POINCIANA WAY S FACADE



2 | 207 ROYAL POINCIANA WAY S FACADE



3 | 201 ROYAL POINCIANA WAY S FACADE



4 | 201 ROYAL POINCIANA WAY E FACADE



5 | 106 & 108 N COUNTRY RD E FACADE



6 | 112 & 114 N COUNTRY RD E FACADE



7 | 116 & 118 N COUNTRY RD E FACADE

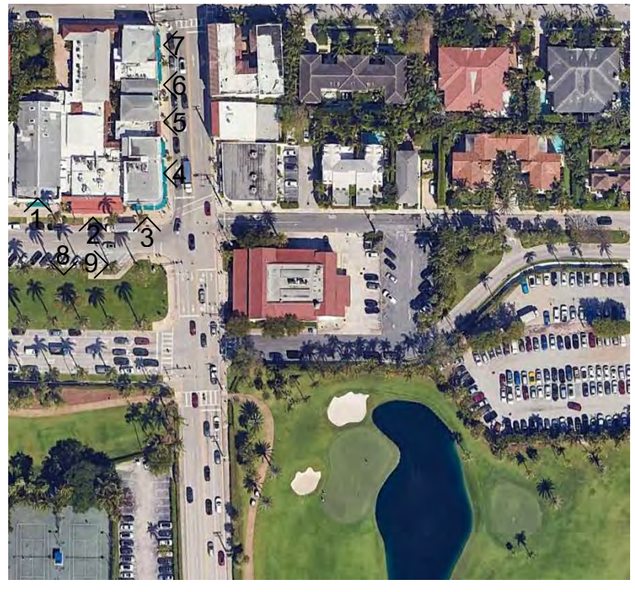


8 | JBM HWY MEDIAN



9 | JBM HWY MEDIAN

KEY PLAN



ADJACENT PROPERTY PHOTOS

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Project Manager: KS

NEIGHBORING BUILDING PHOTOS

A0.5

SECOND SUBMITTAL



1 | 117-111 N COUNTRY RD W FACADE



2 | 105 N COUNTRY RD W FACADE



3 | 101 N COUNTRY RD W FACADE



4 | 101 N COUNTRY RD W FACADE



5 | 179 & 173 E MAIN STREET SOUTH FACADE

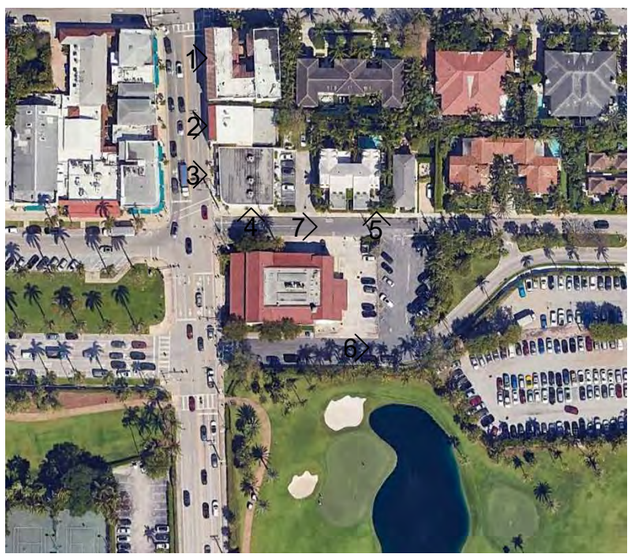


6 | EAST PARKING LOT



7 | E MAIN STREET

KEY PLAN



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NEIGHBORING BUILDING PHOTOS

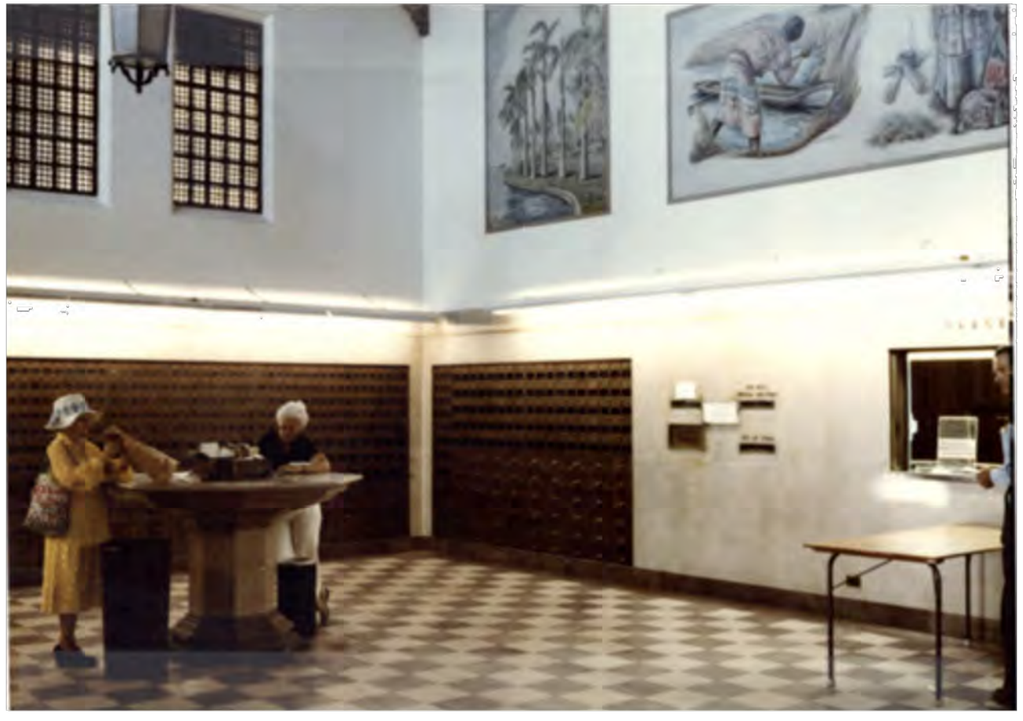
A0.6

SECOND SUBMITTAL









HISTORICAL IMAGES

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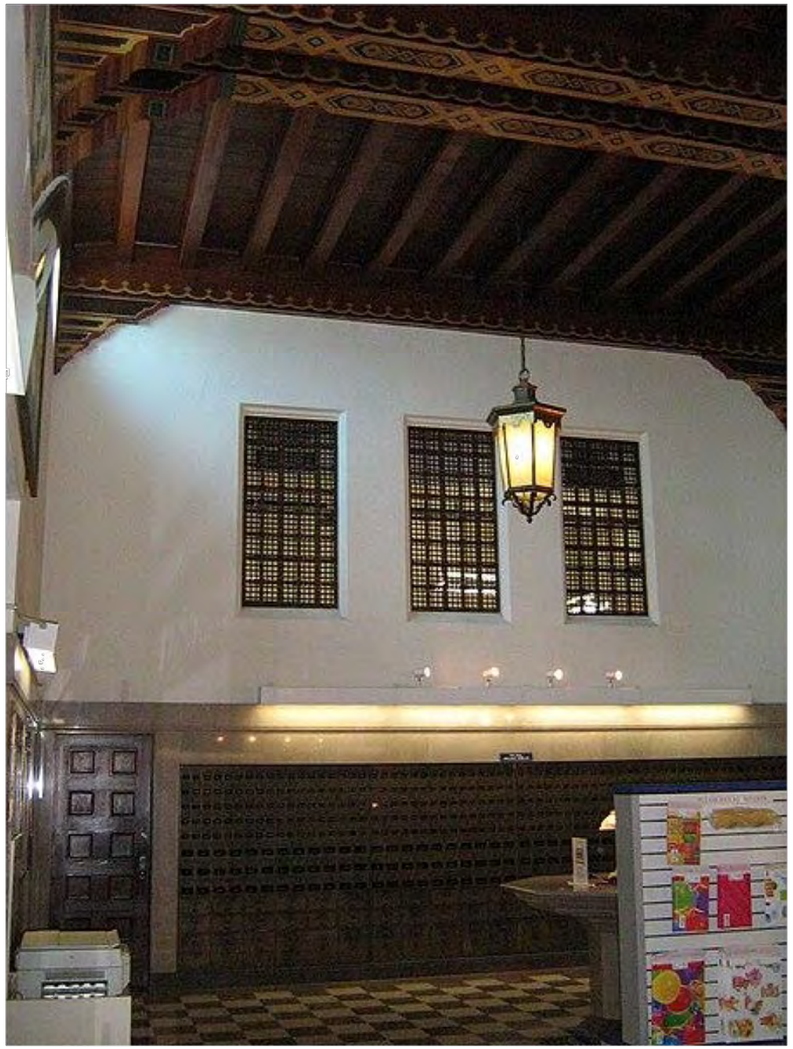
HISTORICAL IMAGES

A0.7

SECOND SUBMITTAL





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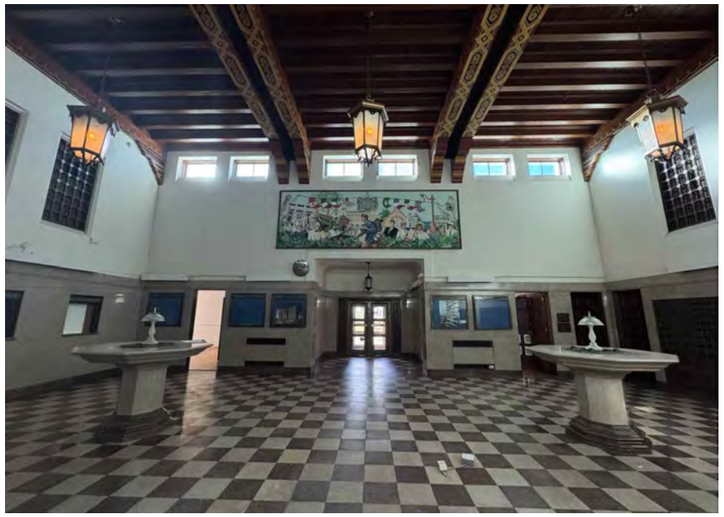
HISTORICAL IMAGES

A0.8

SECOND SUBMITTAL



1 | LOBBY - WEST



2 | LOBBY - EAST



HISTORIC MURAL AND CEILING

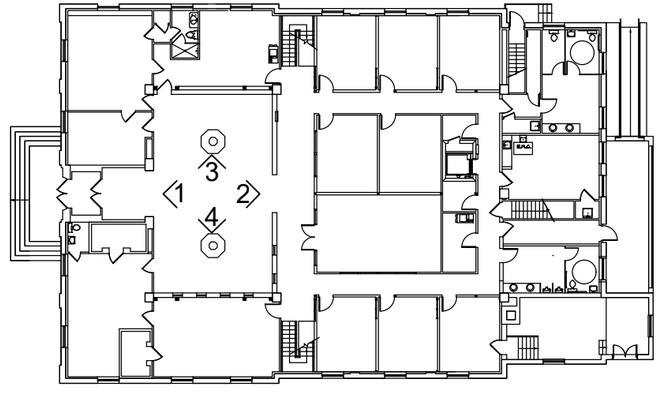


3 | LOBBY - NORTH



4 | LOBBY - SOUTH

KEY PLAN - LEVEL ONE



EXISTING INTERIOR IMAGES

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Drawn by: MSL
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INTERIOR EXISTING BUILDING PHOTOS

A0.9

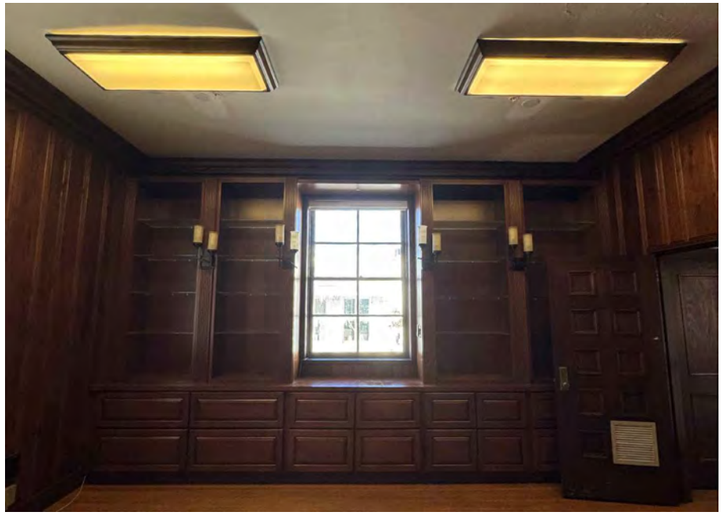
SECOND SUBMITTAL



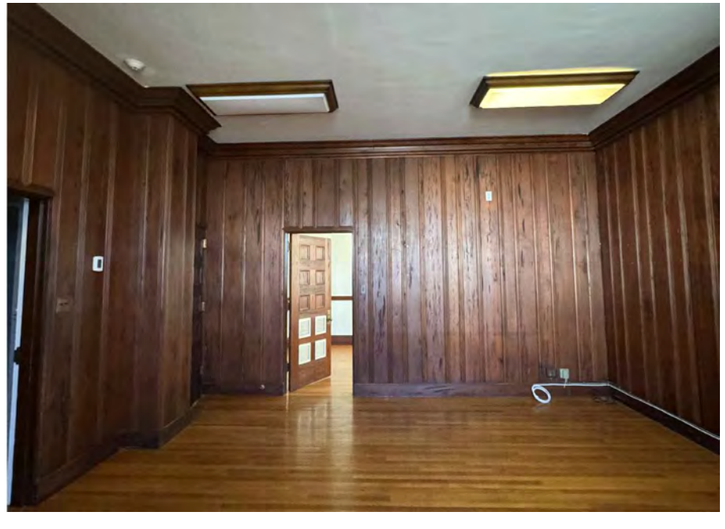
1 | POSTMASTER - WEST



2 | POSTMASTER - EAST



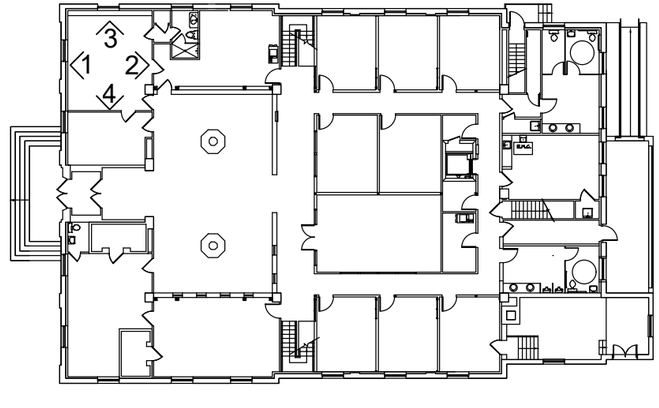
3 | POSTMASTER - NORTH



4 | POSTMASTER - SOUTH

EXISTING INTERIOR IMAGES

KEY PLAN - LEVEL ONE



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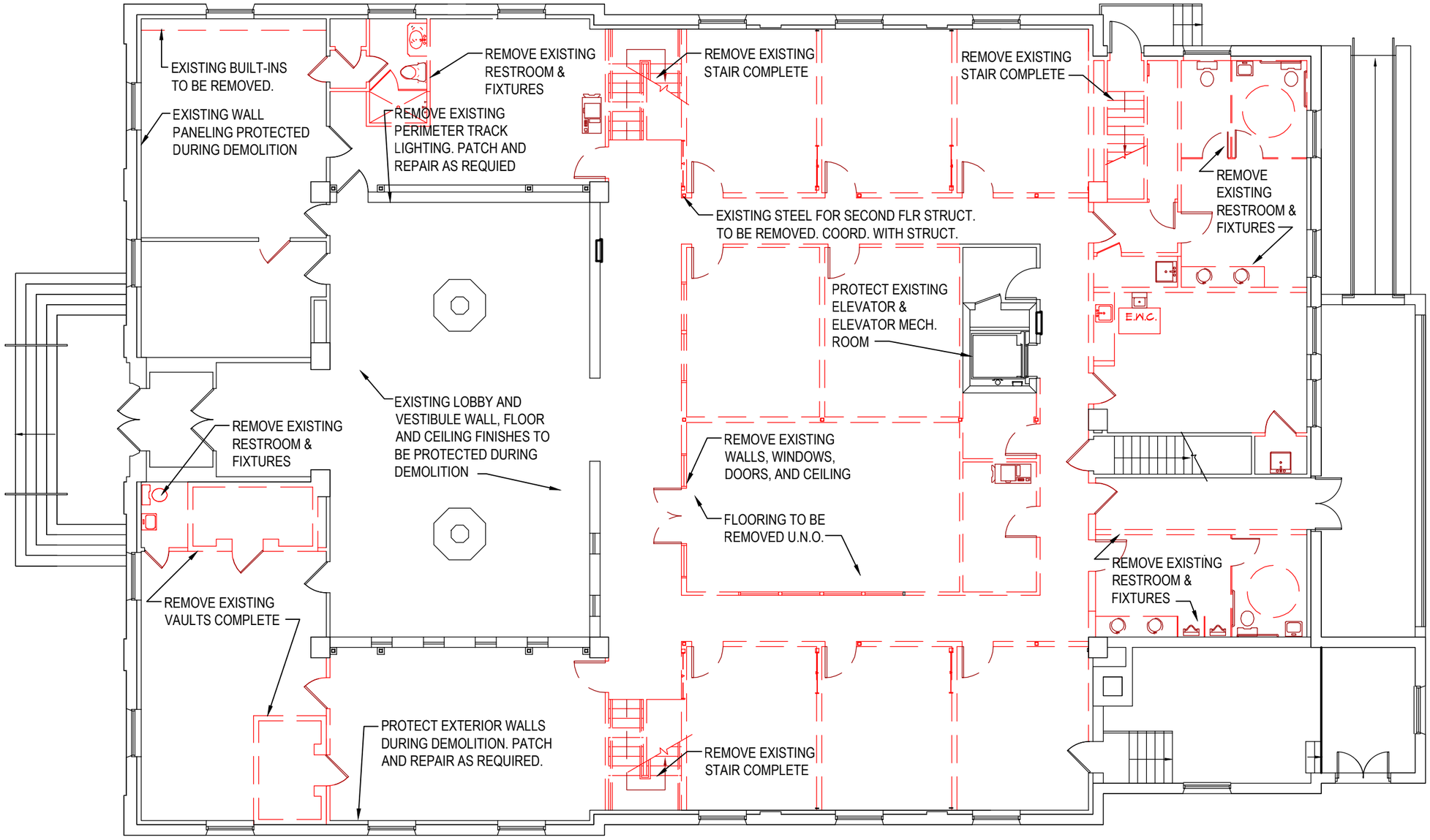
INTERIOR EXISTING BUILDING PHOTOS

A0.10

SECOND SUBMITTAL



FIRST FLOOR
DEMOLITION PLAN
3/32" = 1'-0"

8 0 4 8 16

N

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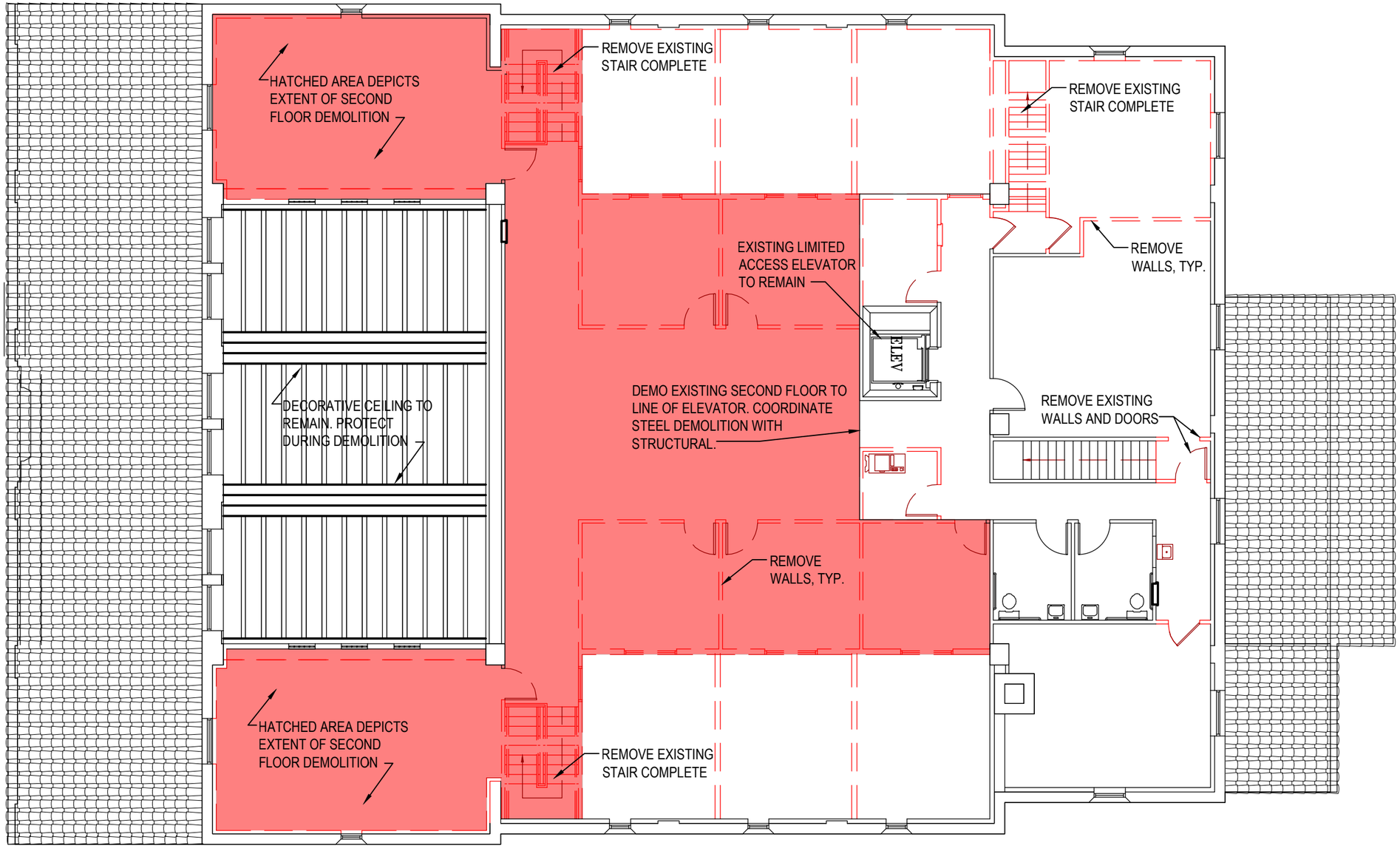
FIRST FLOOR DEMOLITION PLAN

A1.1

SECOND SUBMITTAL



SECOND FLOOR
DEMOLITION PLAN

3/32" = 1'-0"

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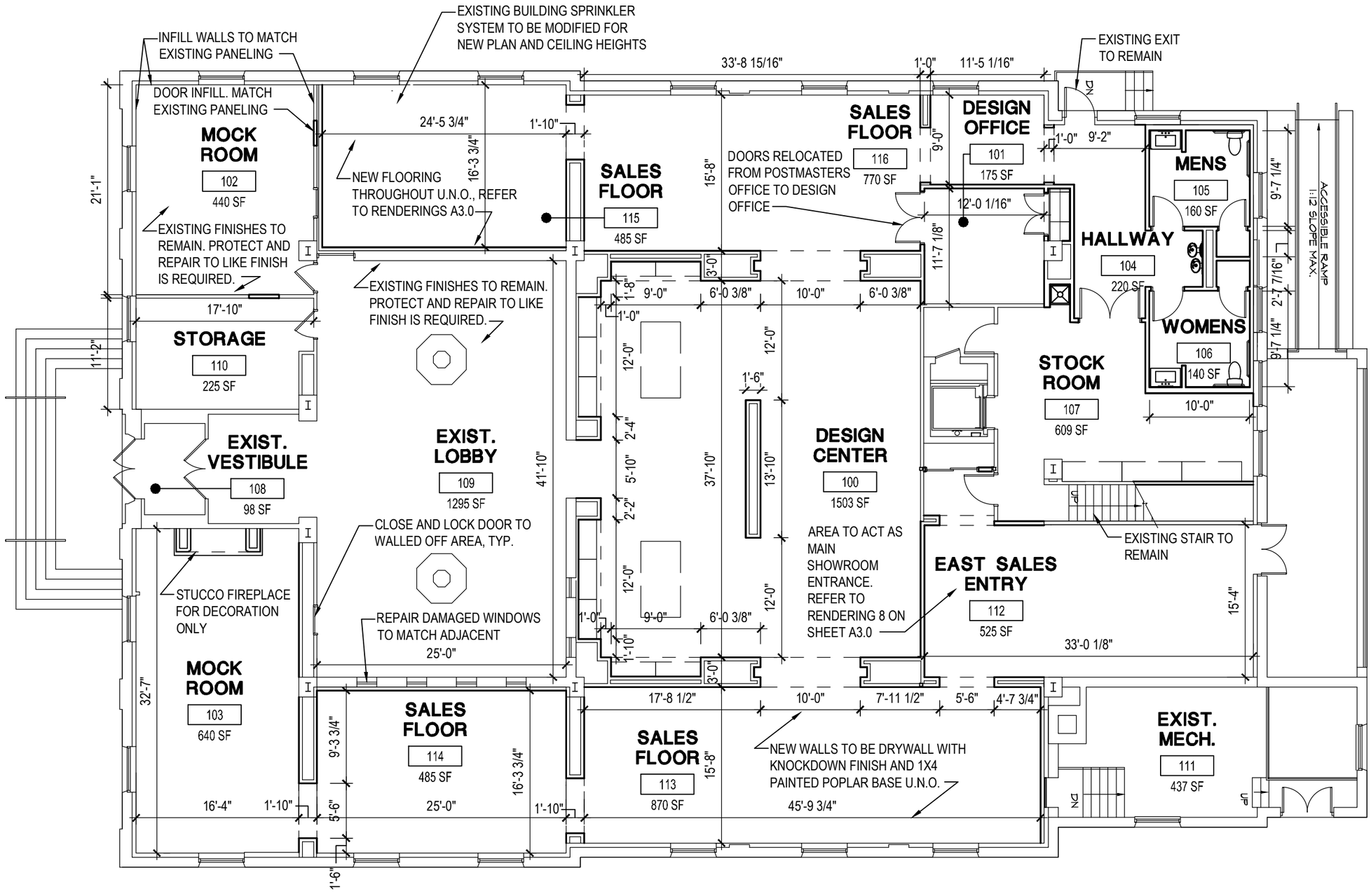
Project Manager: KS

SECOND FLOOR DEMOLITION PLAN

A1.2

SECOND SUBMITTAL



FIRST FLOOR
DIMENSION PLAN

3/32" = 1'-0"

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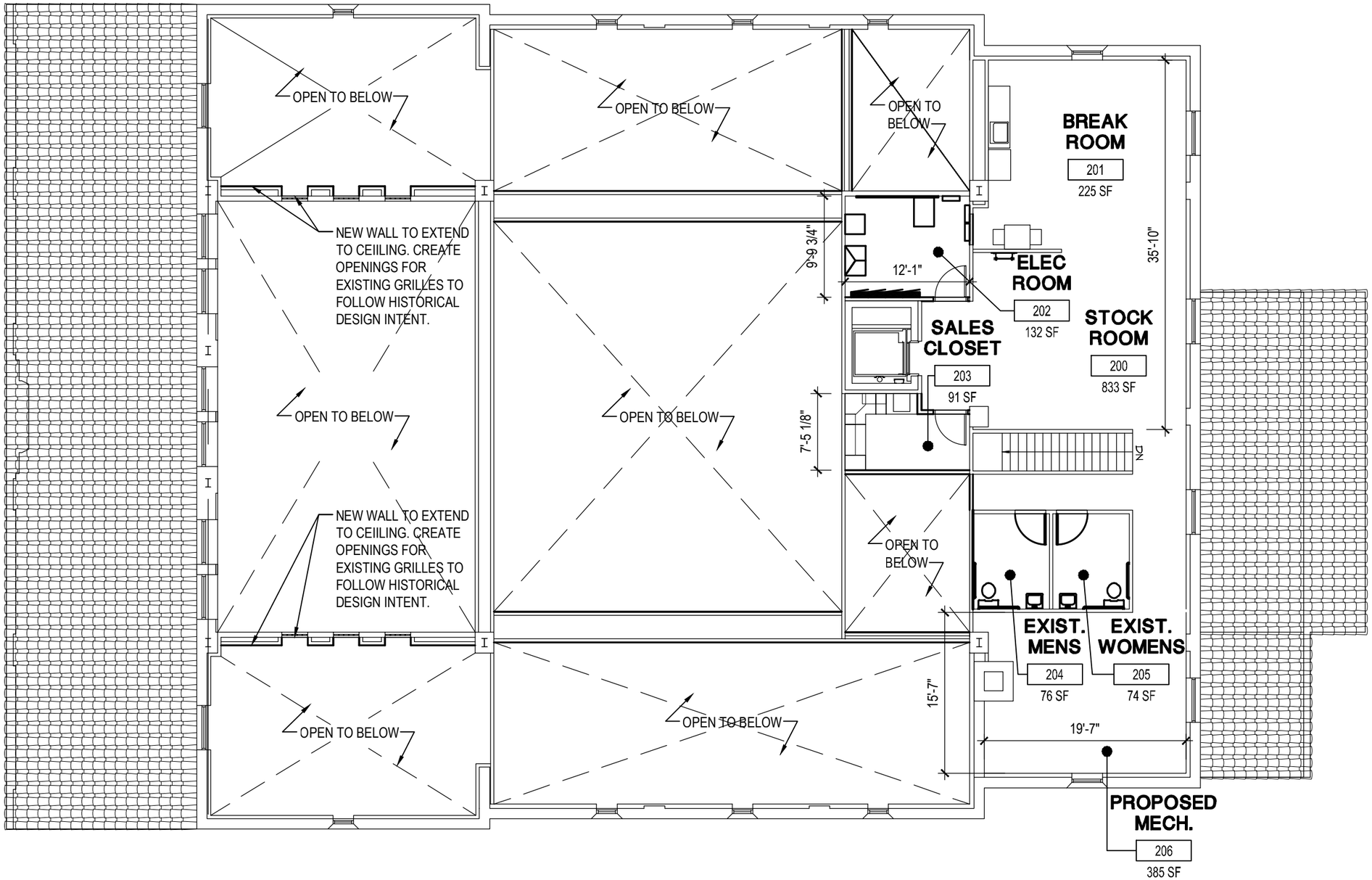
FIRST FLOOR DIMENSION PLAN

A1.3

SECOND SUBMITTAL



SECOND FLOOR
DIMENSION PLAN
3/32" = 1'-0"

8 0 4 8 16

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SECOND FLOOR DIMENSION PLAN

A1.4

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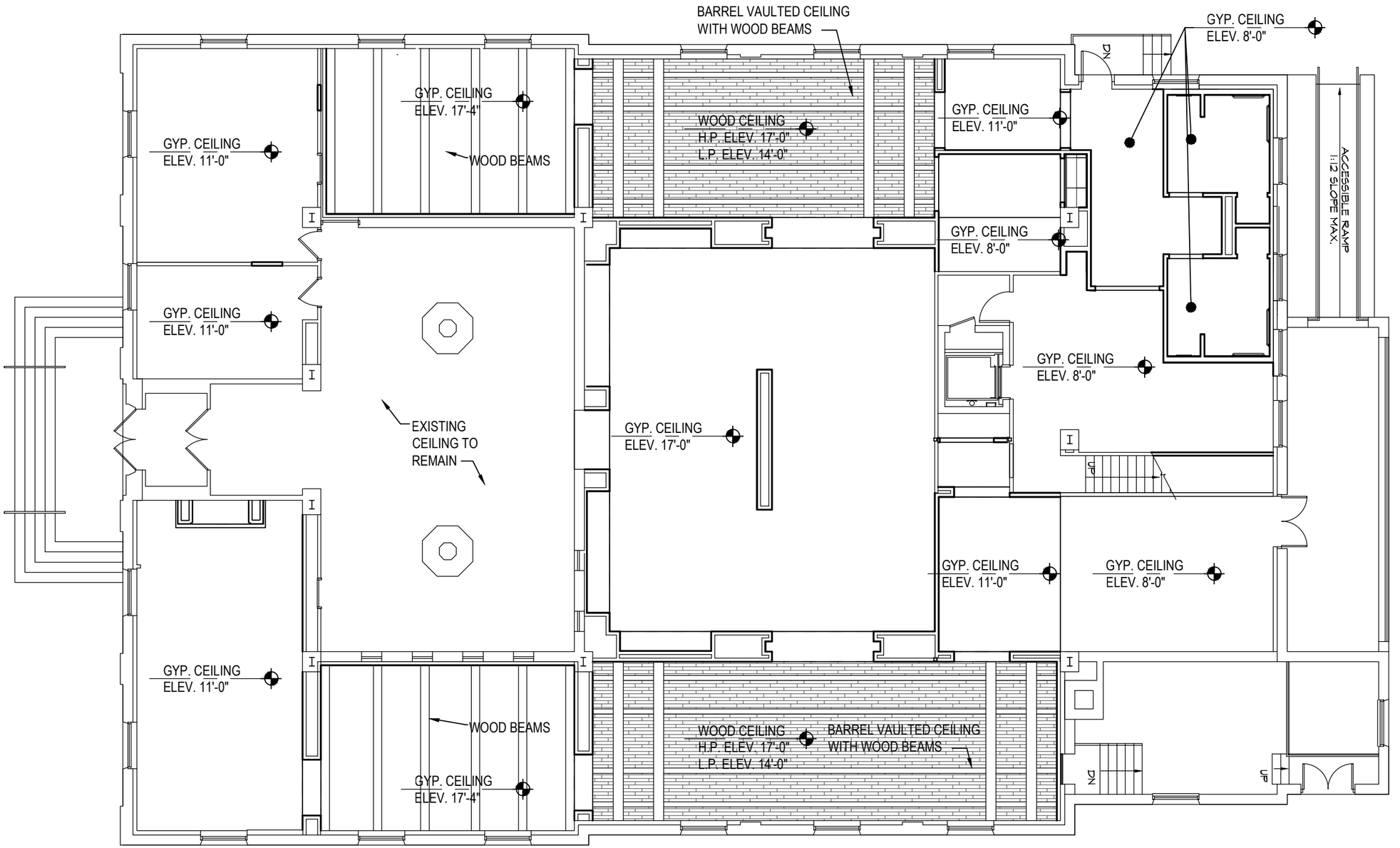

FIRST FLOOR
REFLECTED CEILING PLAN

3/32" = 1'-0"

8 0 4 8 16

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FIRST FLOOR REFLECTED CEILING PLAN

A1.5

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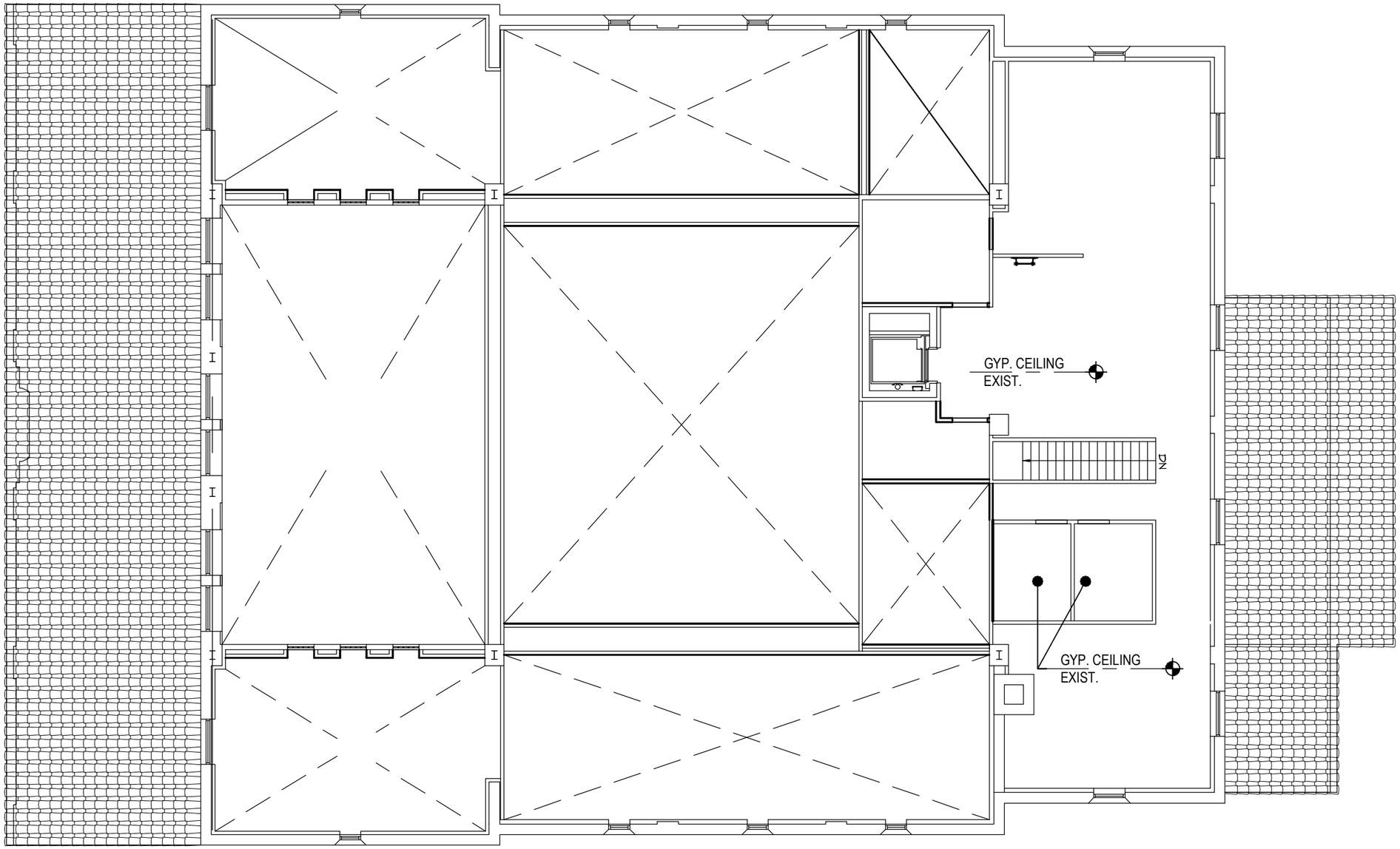

SECOND FLOOR
REFLECTED CEILING PLAN
3/32" = 1'-0"

8 0 4 8 16

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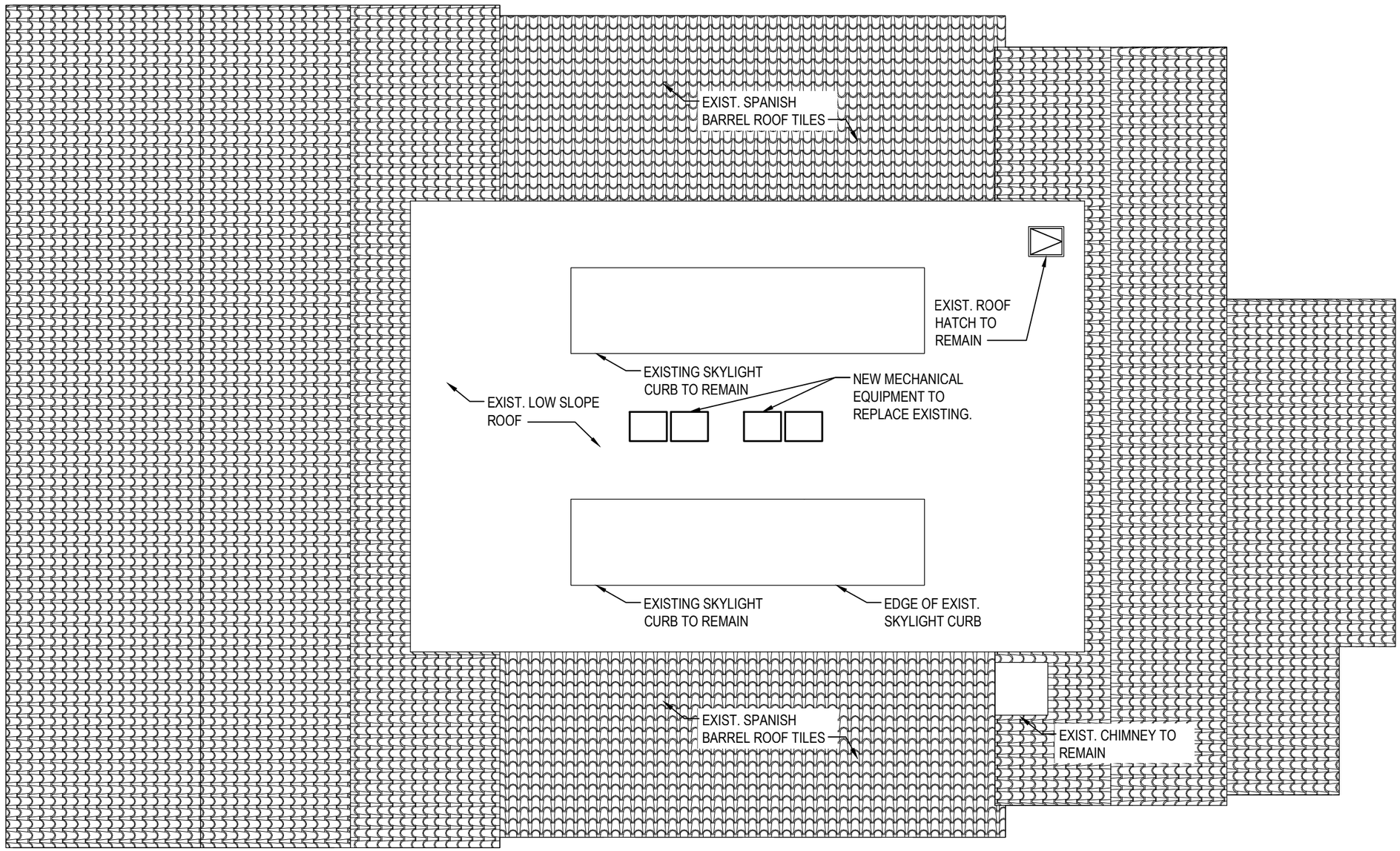
SECOND FLOOR REFLECTED CEILING PLAN

A1.6

SECOND SUBMITTAL



ROOF PLAN

3/32" = 1'-0"

8 0 4 8 16

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Project Manager: KS

ROOF PLAN

A1.7

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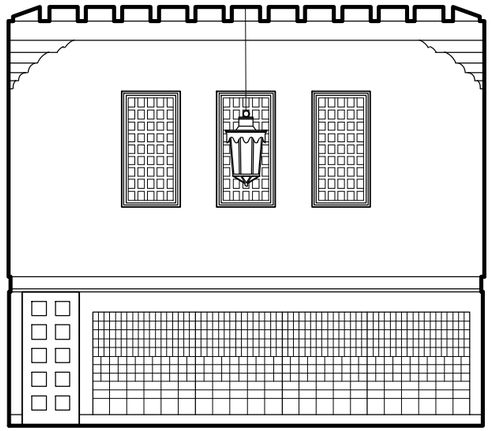
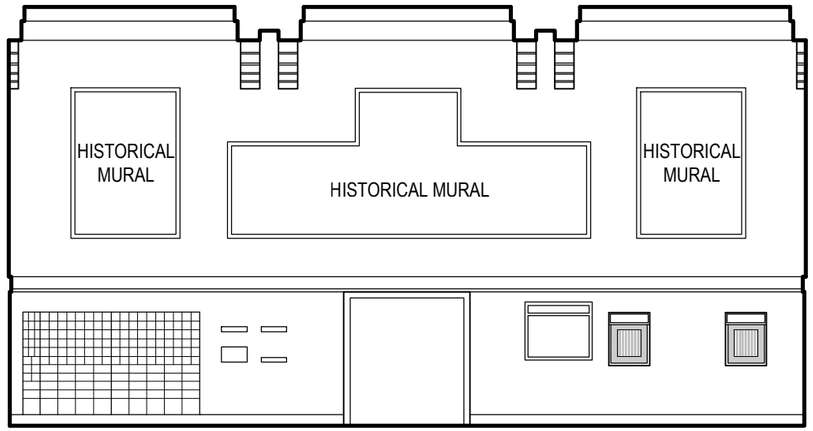


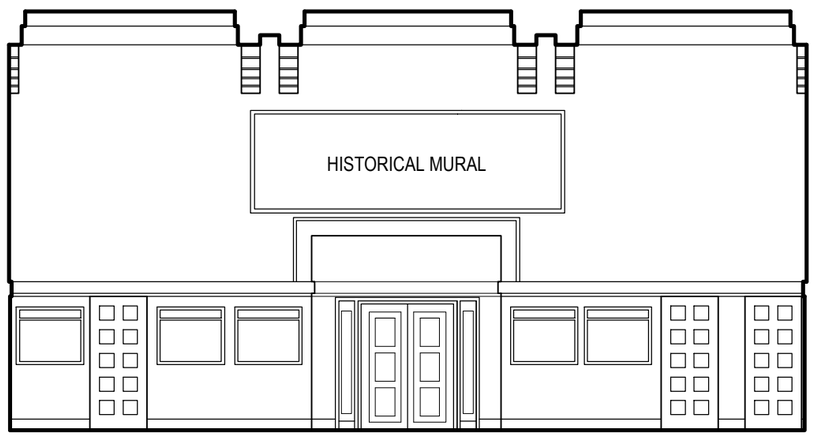
1 | NORTH LOBBY

1/8" = 1'-0"



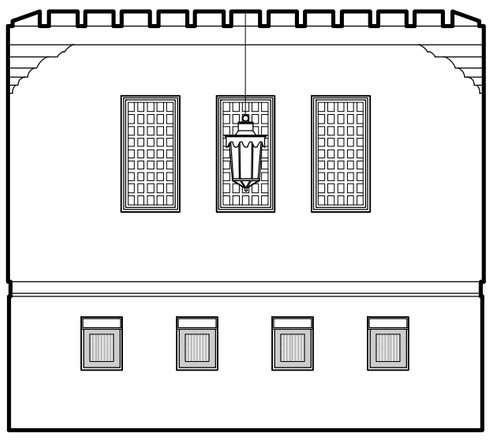
2 | EAST LOBBY

1/8" = 1'-0"



3 | WEST LOBBY

1/8" = 1'-0"



4 | SOUTH LOBBY

1/8" = 1'-0"

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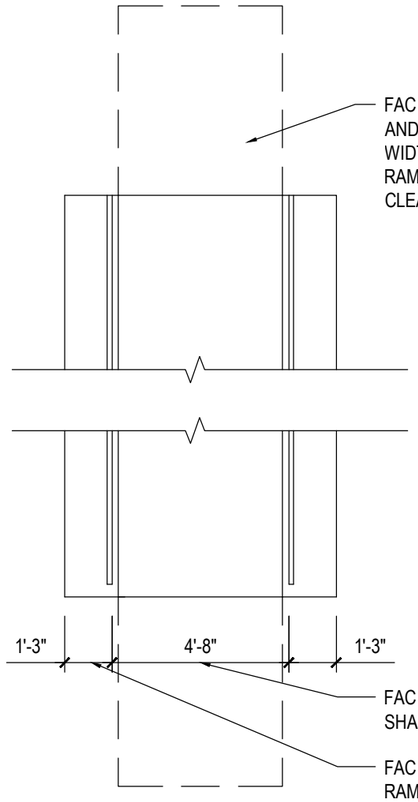
Date: 01-29-2026
Drawn by: MSL
Project Manager: KS

INTERIOR ELEVATIONS

A1.8

SECOND SUBMITTAL

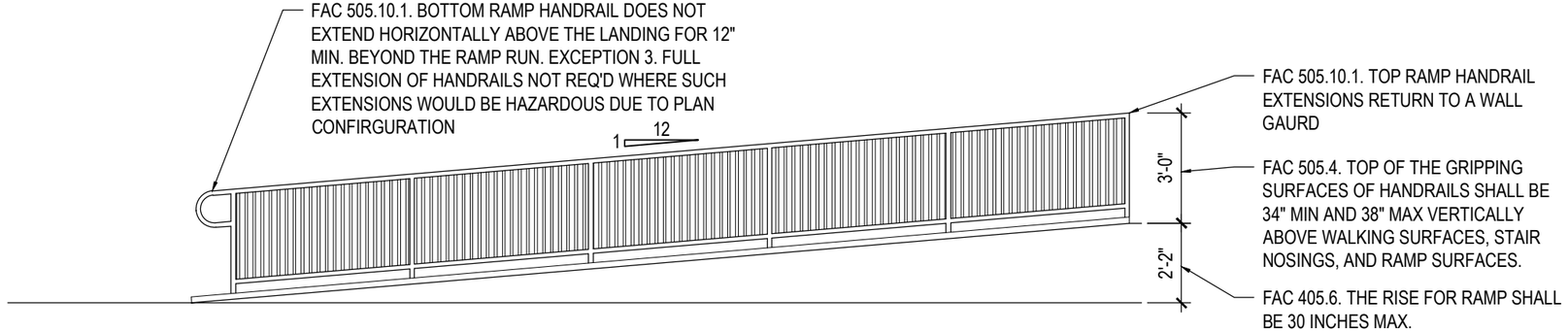


FAC 405.7. RAMPS SHALL HAVE LANDINGS AT THE TOP AND BOTTOM OF EACH RAMP RUN. THE LANDING CLEAR WIDTH SHALL BE AT LEAST AS WIDE AS THE WIDEST RAMP RUN LEADING TO THE LANDING. THE LANDING CLEAR LENGTH SHALL BE 60 INCHES LONG MIN.

FAC 405.5. THE CLEAR WIDTH BETWEEN HANDRAILS SHALL BE 36 INCHES MIN.

FAC 405.9.1, THE FLOOR OR GROUND SURFACE OF ANY RAMP RUN OR LANDING SHALL EXTEND 12" MIN. BEYOND THE INSIDE FACE OF A HANDRAIL

PLAN



FAC 505.10.1. BOTTOM RAMP HANDRAIL DOES NOT EXTEND HORIZONTALLY ABOVE THE LANDING FOR 12" MIN. BEYOND THE RAMP RUN. EXCEPTION 3. FULL EXTENSION OF HANDRAILS NOT REQ'D WHERE SUCH EXTENSIONS WOULD BE HAZARDOUS DUE TO PLAN CONFIRGURATION

FAC 505.10.1. TOP RAMP HANDRAIL EXTENSIONS RETURN TO A WALL GAURD

FAC 505.4. TOP OF THE GRIPPING SURFACES OF HANDRAILS SHALL BE 34" MIN AND 38" MAX VERTICALLY ABOVE WALKING SURFACES, STAIR NOSINGS, AND RAMP SURFACES.

FAC 405.6. THE RISE FOR RAMP SHALL BE 30 INCHES MAX.

ELEVATION

EXISTING RAMP DIAGRAMS

1/4" = 1'-0"

2 0 2 4 8

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Drawn by: MSL
Project Manager: KS

EXISTING RAMP DIAGRAMS

A1.9

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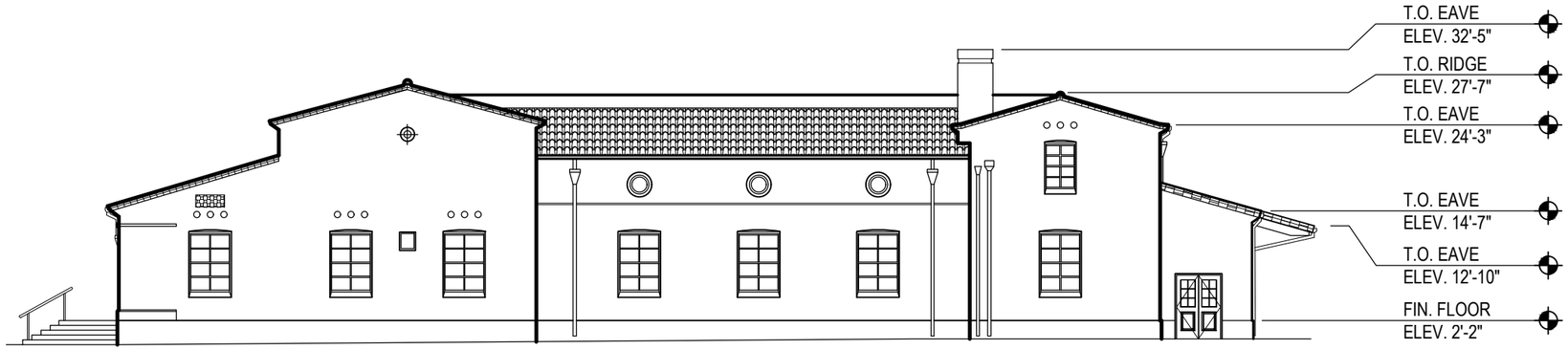
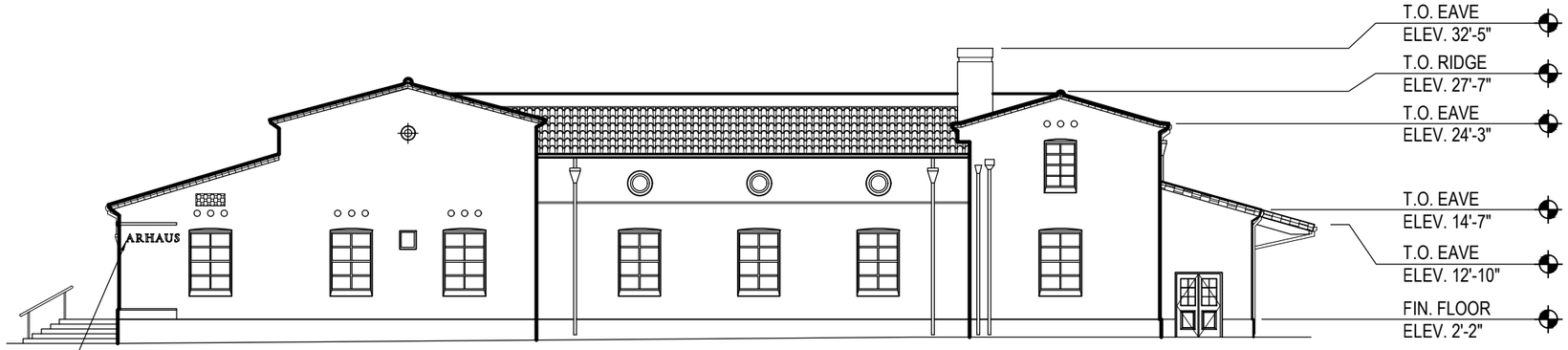
NOTE: EXISTING BUILDING TO REMAIN AS IS. PROPOSED ELEVATION SHOWS ADDED TENANT SIGNAGE ONLY. REPAIR TO EXISTING FINISH AS REQUIRED.



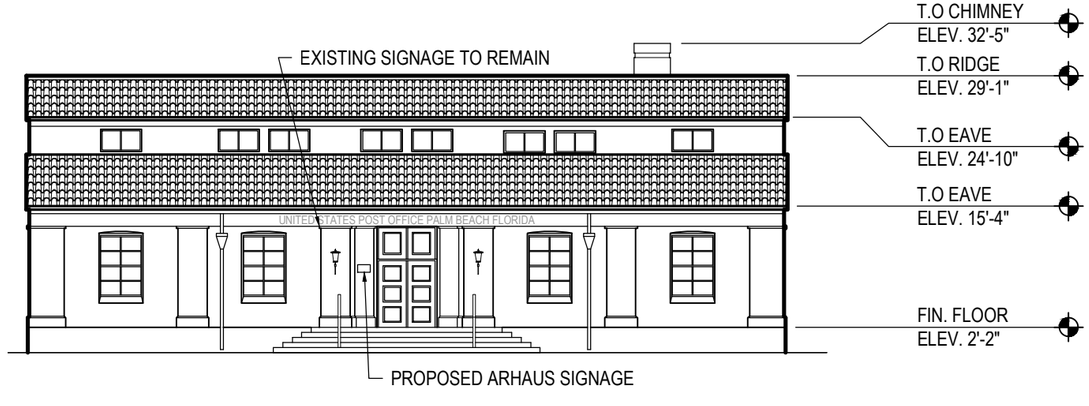
EXISTING
1 | SOUTH ELEVATION
1/16" = 1'-0"



PROPOSED
2 | SOUTH ELEVATION
1/16" = 1'-0"



EXISTING
4 | WEST ELEVATION
1/16" = 1'-0"



PROPOSED
1 | WEST ELEVATION
1/16" = 1'-0"

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EXTERIOR ELEVATIONS

A2.0

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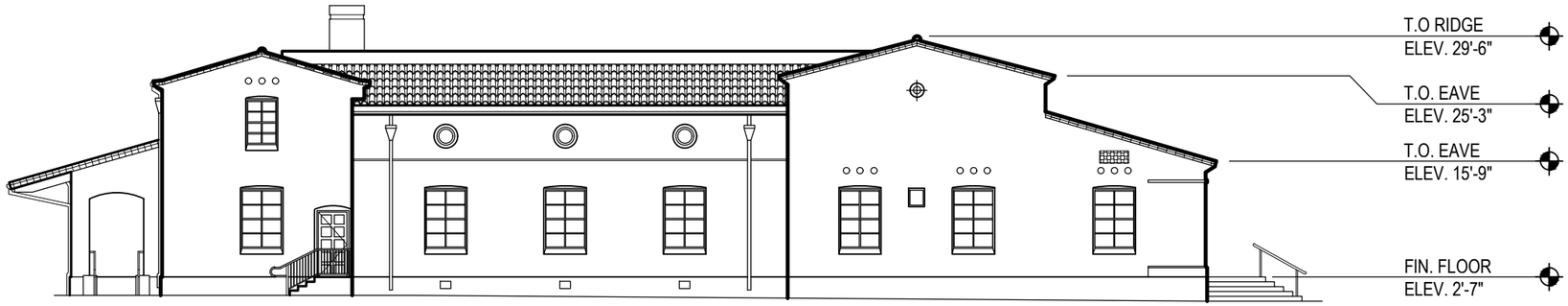
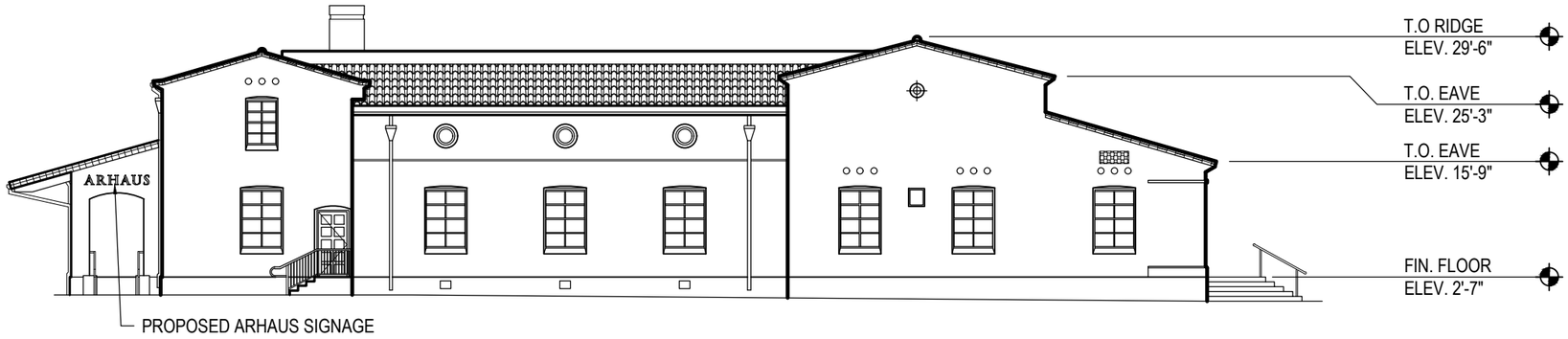


1 | EXISTING NORTH ELEVATION

1/16" = 1'-0"



2 | PROPOSED NORTH ELEVATION

1/16" = 1'-0"



3 | EXISTING EAST ELEVATION

1/16" = 1'-0"



4 | PROPOSED WEST ELEVATION

1/16" = 1'-0"

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EXTERIOR ELEVATIONS

A2.1

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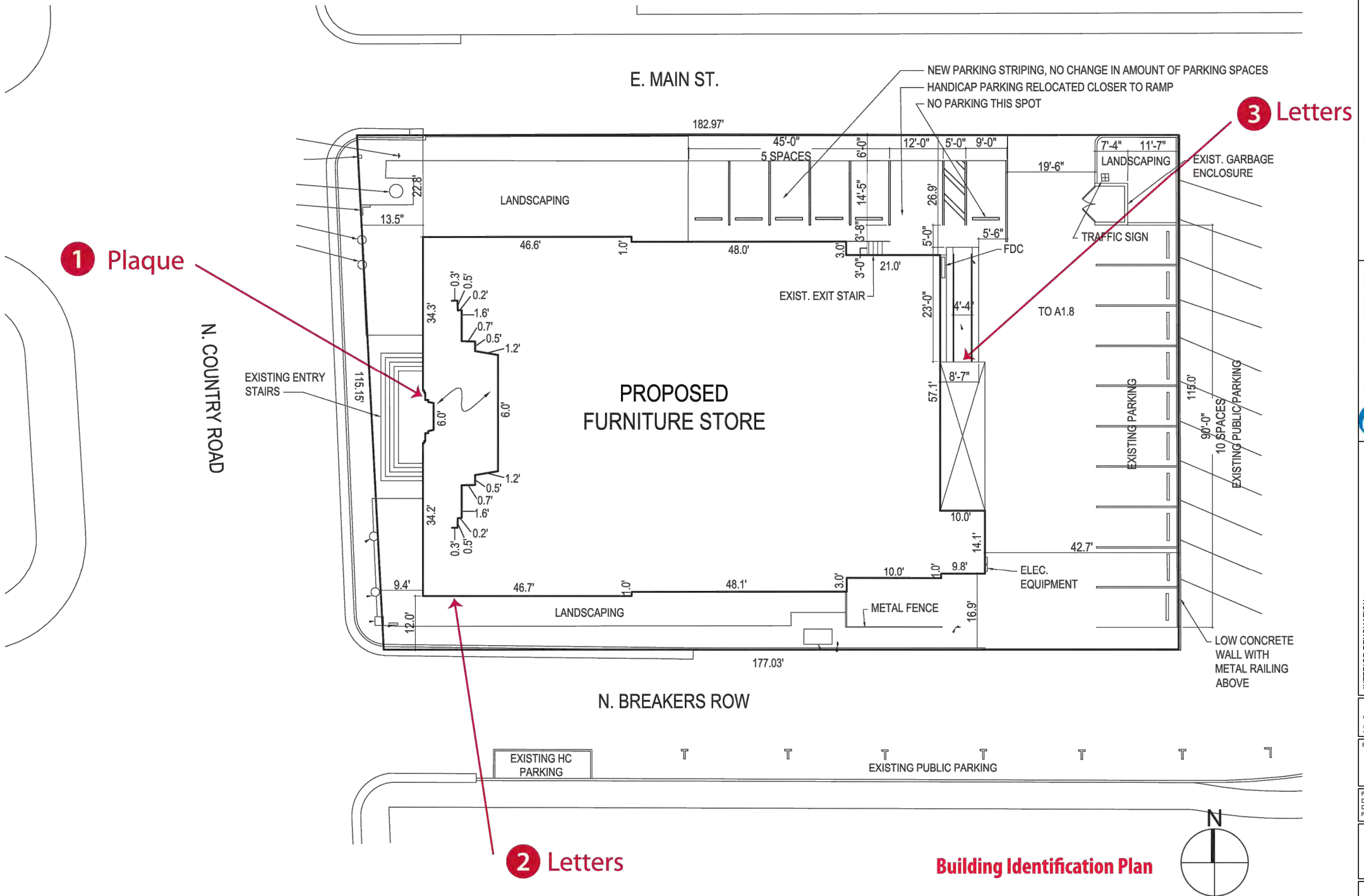

Building Identification Plan

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SIGNAGE DETAILS

A2.2

SECOND SUBMITTAL

1 Plaque



West Elevation View

2 Letters



3 Letters



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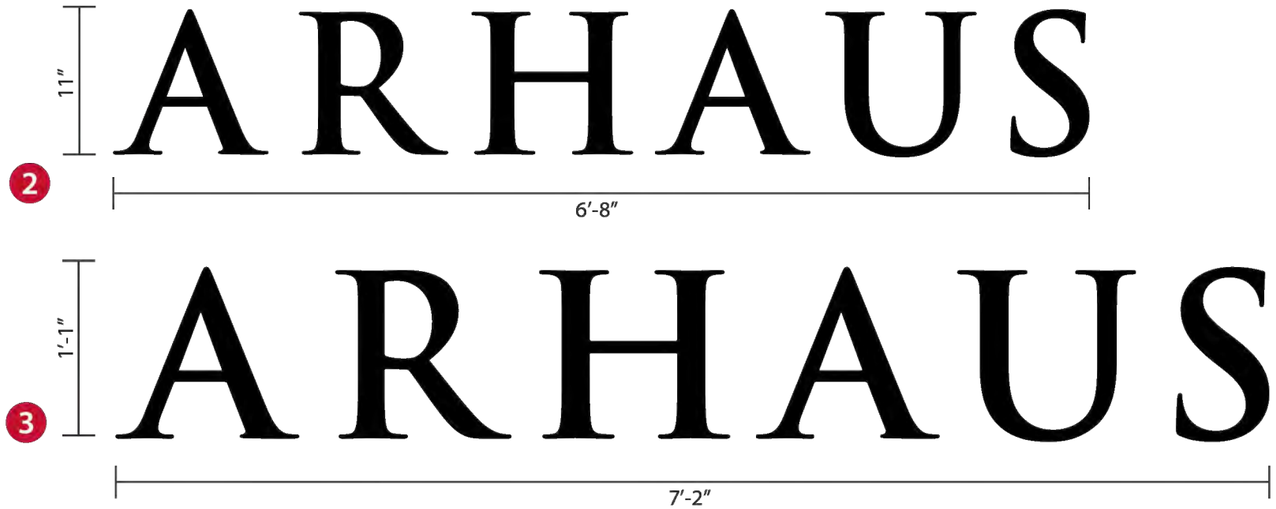
SIGNAGE DETAILS

A2.3

SECOND SUBMITTAL



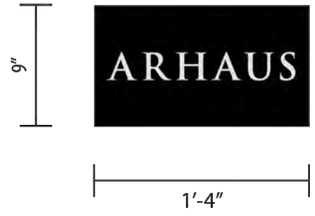
Sign Area: 5.58 Sq.Ft.

Sign Area: 7.76 Sq.Ft.

Scale: 1″=1′-0″

Manufacture & Install (2) Two Sets of Non-Illuminated FCO Letters.

1) **Material:** Aluminum
2) **Depth:** 3/4″Thick
3) **Finish:** Black Anodized Horizontal Brushed Finish
4) **Mounting:** Flush Stud Mount w/ Silicone Adhesive

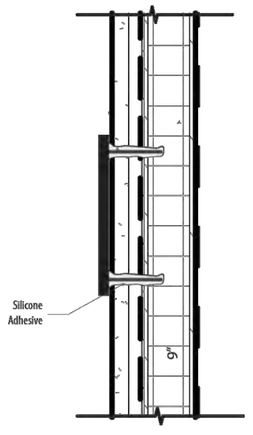


Scale: 1″=1′-0″

Manufacture & Install (1) One Cast Plaque

1) **Material:** Aluminum
2) **Depth:** 5/16″
3) **Finish:** Copy is stroke-sanded w/black polyurethane finish, clear coated and oven baked
4) **Mounting:** Blind / flush stud mounted w/ silicone adhesive

Sign Area: 1 Sq. Ft.



Section Detail
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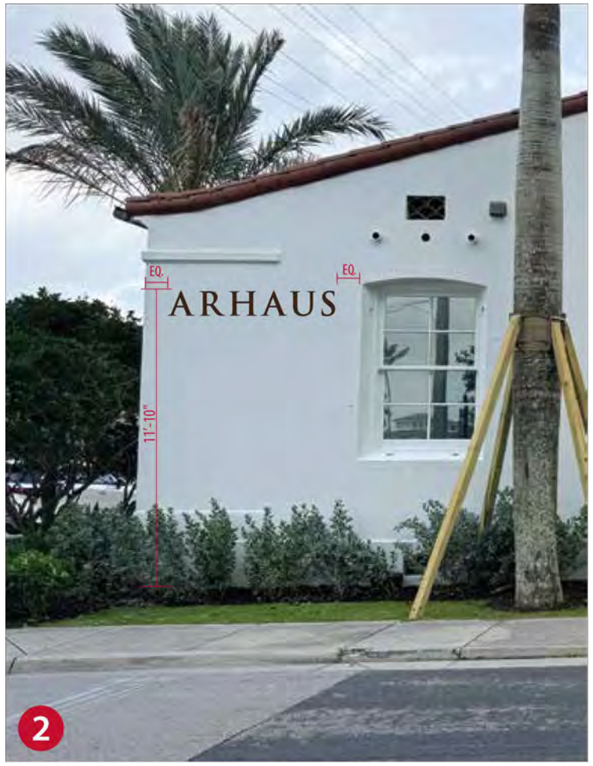
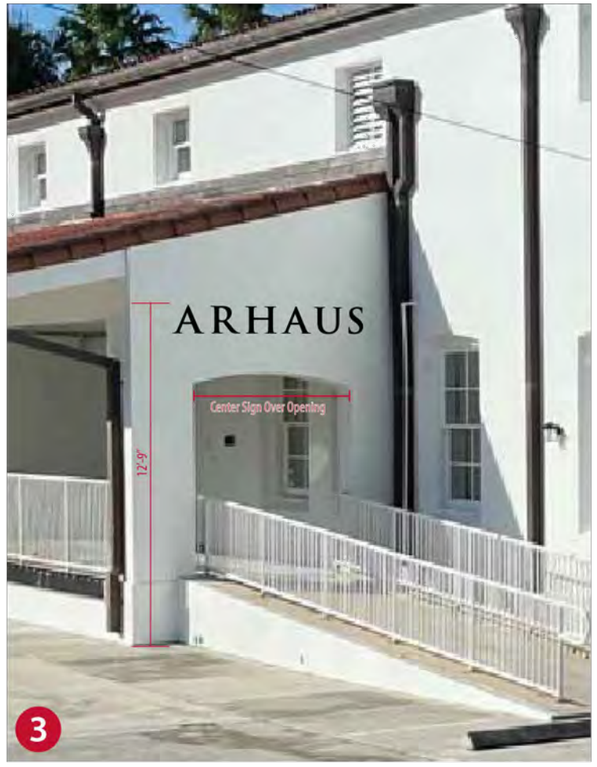
SIGNAGE DETAILS

A2.4

SECOND SUBMITTAL







Per Code: Signs shall be located on only the first floor and shall not go above 15 feet in height or the ceiling height of the first floor of a building, whichever is lower.

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SIGNAGE DETAILS

A2.5

SECOND SUBMITTAL



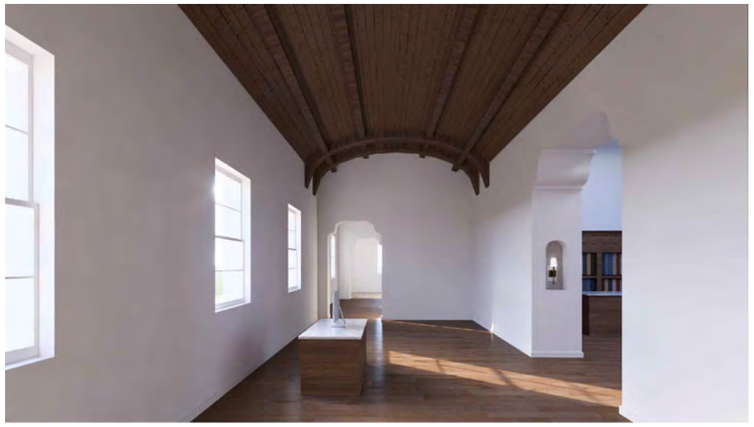
1 | DESIGN CENTER



2 | DESIGN CENTER



3 | SALES FLOOR



4 | SALES FLOOR



5 | SALES FLOOR



6 | SALES FLOOR

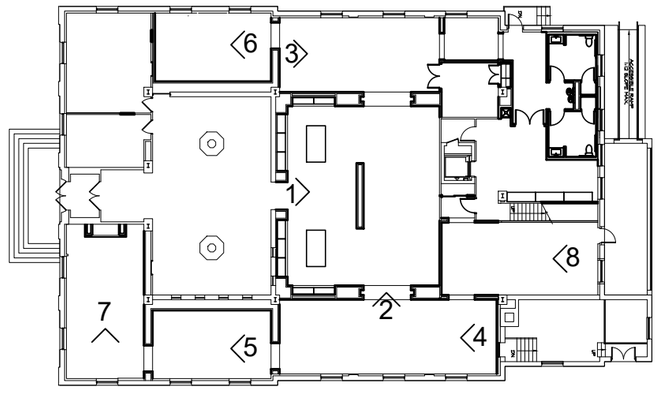


7 | MOCK ROOM



8 | EAST SALES ENTRY

KEY PLAN - LEVEL ONE



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PROPOSED INTERIOR RENDERINGS

A3.0

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CONSTRUCTION TRUCK LOGISTICS PLAN

N.T.S.

N

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CONSTRUCTION TRUCK LOGISTICS PLAN

C1.0

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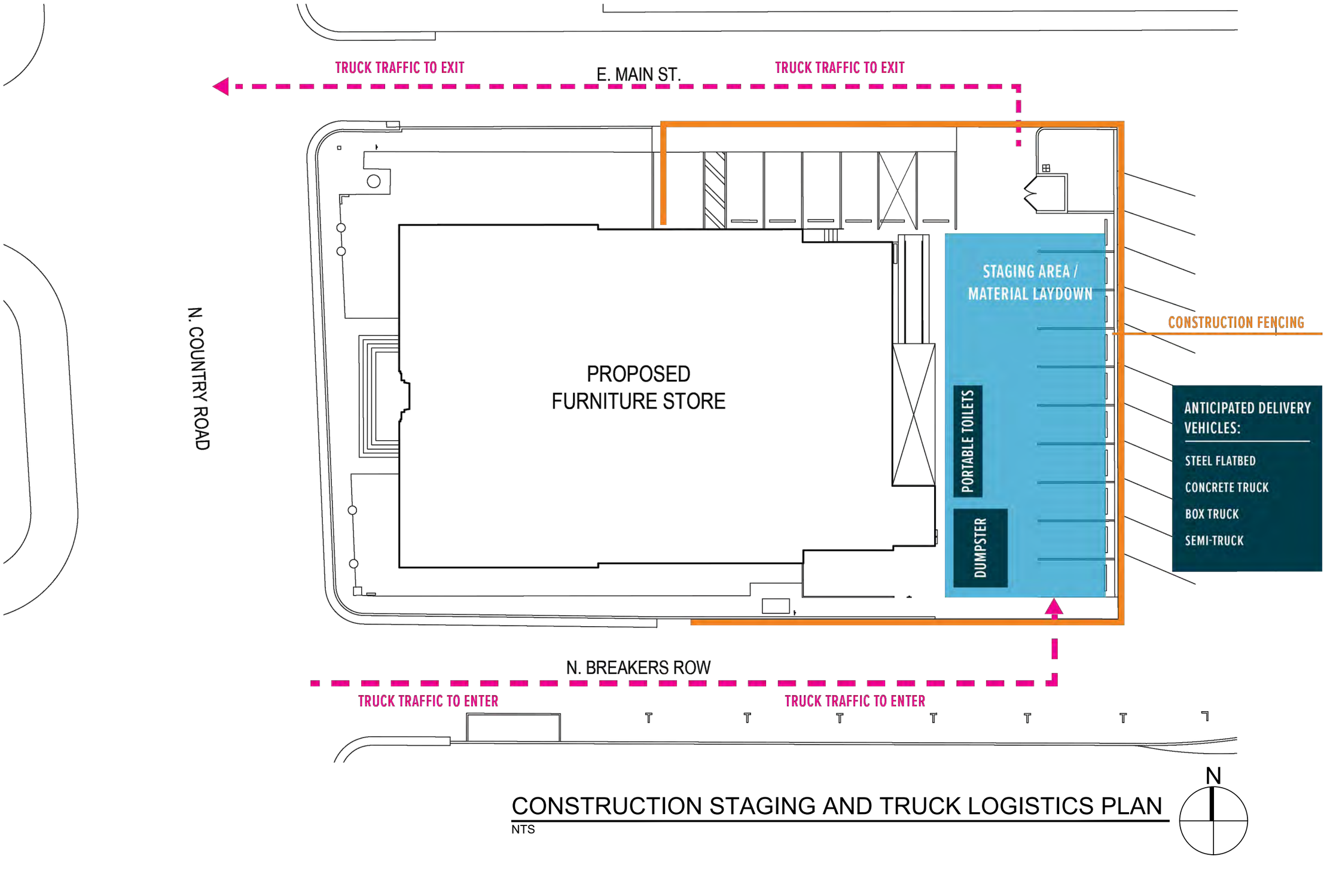

CONSTRUCTION STAGING AND TRUCK LOGISTICS PLAN

NTS

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CONSTRUCTION STAGING AND TRUCK LOGISTICS PLAN

C1.1

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SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

ARHAUS

Town of Palm Beach, Florida

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

Arhaus
51 E. Hines Hill Road
Boston Heights, Ohio 44236

JOB NO. 25-184

DATE: 01/09/2026
Revised: 01/23/2026

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 01/23/2026. 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: 2026.01.25 12:53:45-05'00'

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

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2.0 PURPOSE OF STUDY
3.0 TRAFFIC GENERATION

PAGE 5

4.0 TRIP DISTRIBUTION
5.0 MULTIMODAL TRANSPORTATION OPTIONS

PAGE 6

6.0 LINK ANALYSIS
7.0 INTERSECTION ANALYSIS

PAGE 7

8.0 PARKING ANALYSIS

PAGE 8

9.0 SITE DRIVEWAY ANALYSIS
10.0 CONCLUSION

APPENDICES

APPENDIX A

SITE PLAN

APPENDIX B

LINK ANALYSIS

APPENDIX C

ITE TRIP GENERATION, 12TH EDITION

APPENDIX D

ITE PARKING GENERATION, 6TH EDITION

1.0 SITE DATA

The subject parcel is located at 95 N. County Road in the Town of Palm Beach, Florida and contains approximately 0.48 acres. The Property Control Number (PCN) for the subject parcel is 50-43-43-22-32-000-0321. The site historically consisted of a post office. However, since 2011, the site has consisted of a 11,255 SF office. The proposed plan of redevelopment is to consist of a 8,696 SF furniture and decor store. Site access is not proposed to change and is existing via a driveway connection to Main Street and to Breakers Row. For additional information concerning site location and layout, please refer to the Site Plan prepared by Spina O'Rourke + 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 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, 12th Edition. The rates utilized as part of this study are attached for reference. (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	=	88 tpd
AM Peak Hour Traffic Generation (In/Out)	=	14 pht (12 In/2 Out)
PM Peak Hour Traffic Generation (In/Out)	=	13 pht (2 In/11 Out)

3.0 TRAFFIC GENERATION (CONTINUED)

The traffic to be generated by the proposed site modifications has also been calculated in accordance with the trip generation rates documented in the ITE Trip Generation, 12th Edition. 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:

Proposed Development		
Daily Traffic Generation	=	55 tpd
AM Peak Hour Traffic Generation (In/Out)	=	3 pht (2 In/1 Out)
PM Peak Hour Traffic Generation (In/Out)	=	5 pht (2 In/3 Out)

The reduction 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	=	-55 tpd
AM Peak Hour Traffic Generation (In/Out)	=	-11 pht
PM Peak Hour Traffic Generation (In/Out)	=	-8 pht

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.

5.0 MULTIMODAL TRANSPORTATION OPTIONS

An existing 5-foot sidewalk is present along the site frontage on Main Street, Breakers Row, and N. County Road. Signalized pedestrian crossings are present at the intersection of Royal Poinciana Way and N. County Road. No bicycle lanes are currently present on N. County Road, Breakers Row, or Main Street. 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.

Main Street/Breakers Row is a two-lane roadway divided by the subject site. Main Street and Breakers Row are owned and maintained by the Town of Palm Beach along the site frontage. Parallel parking is available on the south side of Breakers Row. There is no posted speed limit sign on Main Street. By State law, 30 mph is the default speed limit in absence of signage. N. County Road fronting the site is a two-way, four lane undivided roadway owned and maintained by the FDOT. The posted speed limit of N. County Road is 30 mph.

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 a reduction of trips from the 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 8-9 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.

7.0 INTERSECTION ANALYSIS

Due to the reduction in trips associated with the redevelopment, no intersection analysis was performed. However, note the Paramount traffic study completed by our office analyzed the signalized intersection of Royal Poinciana Way and N. County Road and demonstrated the intersection is projected to operate at an acceptable Level of Service. For references purposes, the existing conditions analysis of the adjacent intersection is provided below.

Table 10 - 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
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

8.0 PARKING ANALYSIS

A summary of the proposed parking calculations is provided below.

Proposed Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
Retail	1 per 200 SF	8,696 SF	44

In 2011, the existing 17-onsite parking spaces were given credit for 28 parking spaces based on Principle of Equivalency for the previous Post Office use, and a 17-parking space variance was also granted that increased the credit for parking spaces to 45 spaces. The parking tabulation shown below is from the approved 2011 site plan:

PARKING TABULATION

	Unit	Spaces Required	# of Spaces
Existing Tenant Spaces	5,651 sf GLA	1 / 200 sf	28
Proposed Tenant Spaces	11,255 sf GLA	1 / 250 sf	45
Total net Parking Spaces (Principal of Equivalency			45 – 28 = 17 additional required

Note: GLA (Gross Leasable Area) excludes structure, restrooms, vestibules, common spaces, etc.

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 the office building was approved in 2011 and consisted of 14,495 SF. However, the Declaration of Use (DOU) reduced the gross leasable area (GLA) to 11,255 SF which excluded mechanical rooms, bathrooms, and vestibules. The proposed furniture store building reduces the 14,495 SF building to 10,196 SF. To be consistent with the 2011 approval, the 8,696 SF of GLA used in this study excludes the mechanical rooms, bathrooms, and vestibules.

The proposed site currently consists of 17 on site parking spaces. No changes are proposed to the parking lot. Additionally, a 15 space parking lot is immediately adjacent to the site to the east and 7 on-street parking spaces are present on the south side of Breakers Row.

The actual parking demand is expected to be significantly less than the 44 parking spaces required by code. Based on the ITE Parking, 6th Edition, the proposed furniture store will have an average peak parking demand between 7 and 12 vehicles. Therefore, the onsite parking is anticipated to be sufficient. Page from the ITE Parking manual are attached to this report for reference.

9.0 SITE DRIVEWAY ANALYSIS

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	=	2 / 1
PM Peak Hour	=	2 / 3

As previously mentioned, site access is not proposed to change and is existing via a driveway connection to Main Street and Breakers Row. 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 a decrease of 33 daily trips, 11 AM peak hour trips, and 8 PM peak hour trips from the existing/vested development. Since the project modifications will result in less trips than the existing use, 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.25184

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
General Office	710	11,255	S.F.	7.83			88		0	88	0%	0	88
			Grand Totals:				**88**	**0.0%**	**0**	**88**	**0%**	**0**	**88**

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
General Office	710	11,255	S.F.	1.24	0.88	0.12	12	2	14	0.0%	0	0	0	12	2	14	0%	0	12	2	14
			Grand Totals:				**12**	**2**	**14**	**0.0%**	**0**	**0**	**0**	**12**	**2**	**14**	**0%**	**0**	**12**	**2**	**14**

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
General Office	710	11,255	S.F.	1.18	0.16	0.84	2	11	13	0.0%	0	0	0	2	11	13	0%	0	2	11	13
			Grand Totals:				**2**	**11**	**13**	**0.0%**	**0**	**0**	**0**	**2**	**11**	**13**	**0%**	**0**	**2**	**11**	**13**

Notes:
Trip generation rates based on ITE Trip Generation, 12th Edition

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

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
Furniture Store	890	8,696	S.F.	6.32			55		0	55	0%	0	55
		Grand Totals:					**55**	**0.0%**	**0**	**55**	**0%**	**0**	**55**

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
Furniture Store	890	8,696	S.F.	0.38	0.66	0.34	2	1	3	0.0%	0	0	0	2	1	3	0%	0	2	1	3
		Grand Totals:					**2**	**1**	**3**	**0.0%**	**0**	**0**	**0**	**2**	**1**	**3**	**0%**	**0**	**2**	**1**	**3**

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
Furniture Store	890	8,696	S.F.	0.57	0.48	0.52	2	3	5	0.0%	0	0	0	2	3	5	0%	0	2	3	5
		Grand Totals:					**2**	**3**	**5**	**0.0%**	**0**	**0**	**0**	**2**	**3**	**5**	**0%**	**0**	**2**	**3**	**5**

Notes:
Trip generation rates based on ITE Trip Generation, 12th Edition

TABLE 7
TRAFFIC GENERATION DIFFERENCE - NET TRIPS

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
PREVIOUSLY VESTED DEVELOPMENT =	88	14	12	2	13	2	11
PROPOSED DEVELOPMENT =	55	3	2	1	5	2	3
DIFFERENCE =	**-33**	**-11**	**-10**	**-1**	**-8**	**0**	**-8**

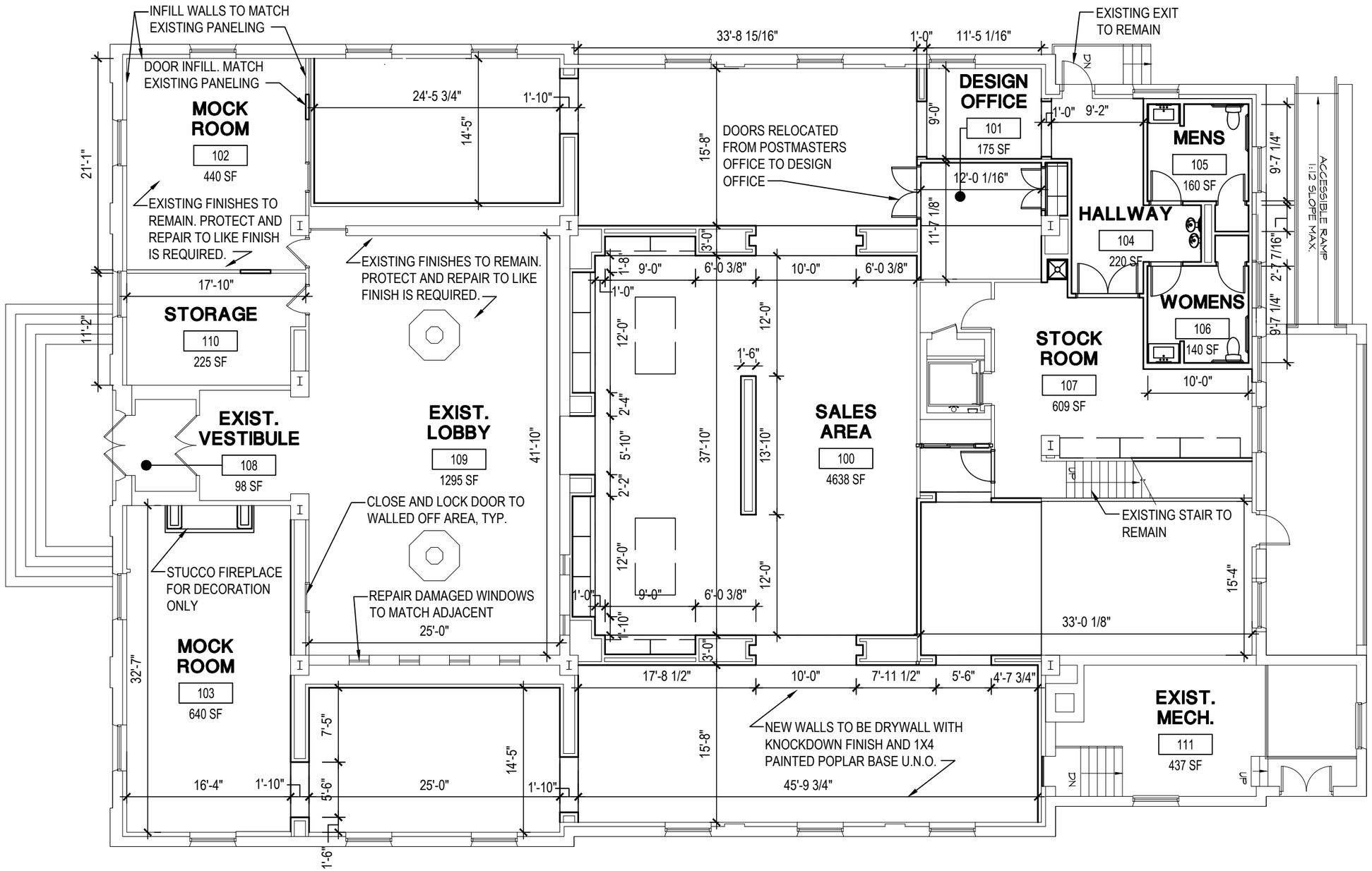


Figure 1 – Trip Distribution
Arhaus
Project # 25-184

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

APPENDIX A

SITE PLAN



FIRST FLOOR
DIMENSION PLAN

3/32" = 1'-0"

8 0 4 8 16

N

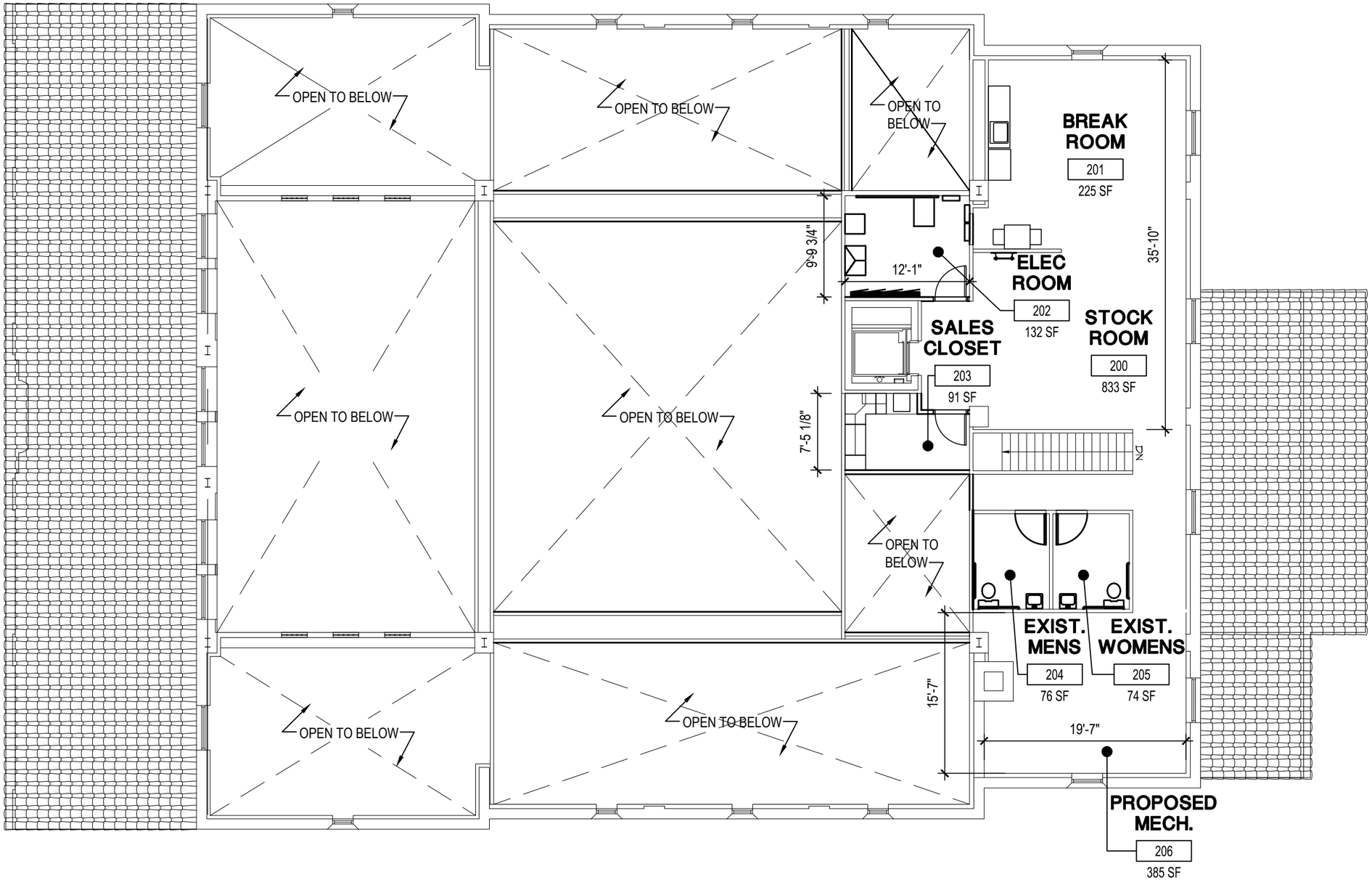
onyx | creative
25001 Emery Road, Suite 400
Cleveland, Ohio 44128
216.223.3200 onyxcreative.com
FL. LIC. AR103917

FIRST FLOOR DIMENSION PLAN

ARHAUS
PALM BEACH POST OFFICE
95 NORTH COUNTRY RD
PALM BEACH, FL 33480

Date:	01-07-26
Proj. No.	25.1088
Drawn By:	ALA

A1.3



SECOND FLOOR
DIMENSION PLAN

3/32" = 1'-0"

8 0 4 8 16

N

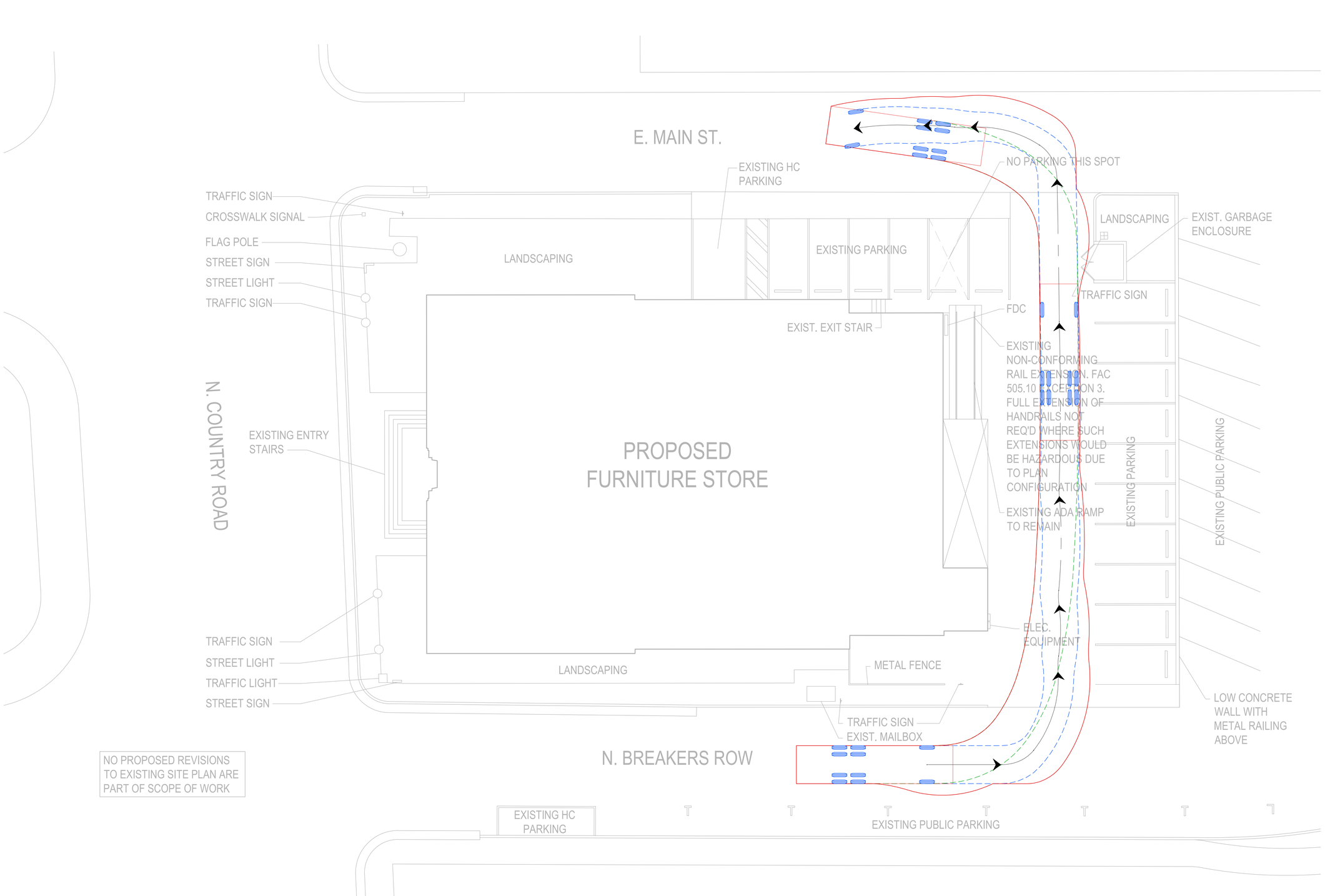
SECOND FLOOR DIMENSION PLAN

onyx | creative
25001 Emery Road, Suite 400
Cleveland, Ohio 44128
216.223.3200 onyxcreative.com
FL. LIC. AR103917

ARHAUS
PALM BEACH POST OFFICE
95 NORTH COUNTRY RD
PALM BEACH, FL 33480

Date:	01-07-26
Proj. No.	25.1088
Drawn By:	ALA

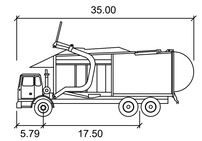
A1.4



N

10 5 0 10 20

SCALE IN FEET
1"=10'



Garbage Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

RED = VEHICLE BODY
BLUE = FRONT TIRE PATH
GREEN = REAR TIRE PATH

1/9/2026

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE

ARHAUS
SECTION 23, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
GARBAGE TRUCK AUTOTURN ANALYSIS

JOB NO.	DRAWING NO.	SHEET	OF
25-184	25184AT01	1	1

APPENDIX B

LINK ANALYSIS

TABLE 8
TOWN ROADWAY SEGMENT ANALYSIS
AM PEAK HOUR

2028 BUILD OUT

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = -10
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	20%	IN/OUT	-2	1276	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	10%	IN/OUT	-1	1279	0.58	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	70%	IN/OUT	-8	2483	0.85	D

Notes:
2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2025 Annual Traffic Count Update Report completed by Kimley Horn
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 9
TOWN ROADWAY SEGMENT ANALYSIS
PM PEAK HOUR

2028 BUILD OUT

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 0
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = -8

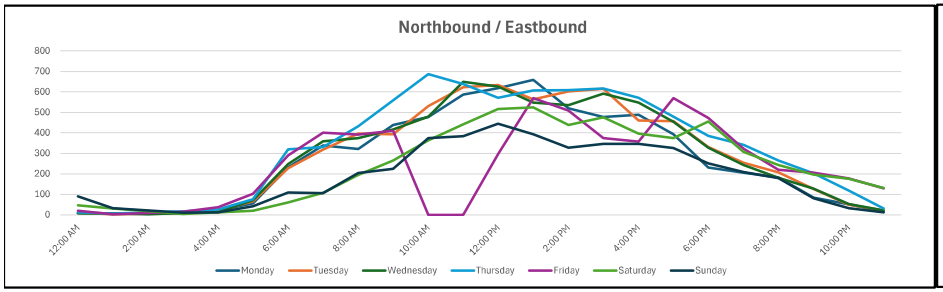
ROADWAY	FROM	TO	FACILITY TYPE	2025 PM PEAK HOUR VOLUME	ROAD CLASS	LOS C PM PEAK HOUR CAPACITY	LOS C V/C RATIO	LOS D PM PEAK HOUR CAPACITY	LOS D V/C RATIO	LOS E PM PEAK HOUR CAPACITY	LOS E V/C RATIO	EXISTING PM PEAK HOUR LOS	2.33% GROWTH	2028 TOTAL BCKGRD TRAFFIC	LOS D V/C	2028 BCKGRD LOS	PROJECT DISTRIBUTION	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	20%	IN/OUT	-2	1271	0.58	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	10%	IN/OUT	-1	1379	0.63	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	70%	IN/OUT	-6	3318	1.14	F

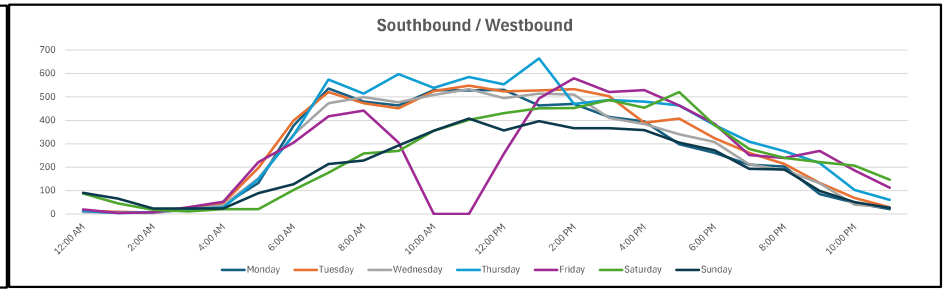
Notes:
2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2025 Annual Traffic Count Update Report completed by Kimley Horn
The existing PM peak hour traffic counts reflect the highest average two-way volume collected on the segment between Tuesday and Thursday from 12:00 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 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							

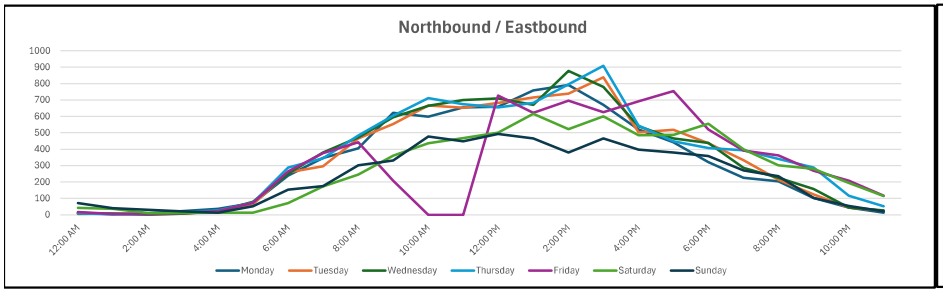


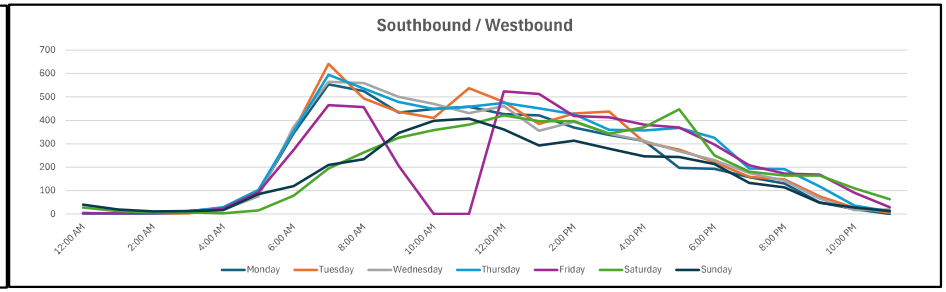


Vehicle Volume Report - Hourly

Site Description: 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							

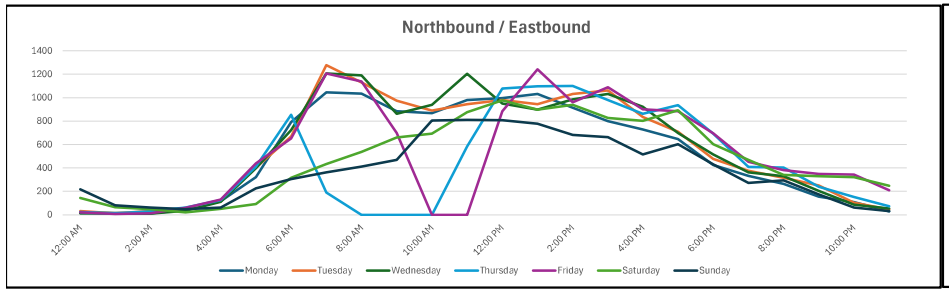




Vehicle Volume Report - Hourly

Site Description: 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							



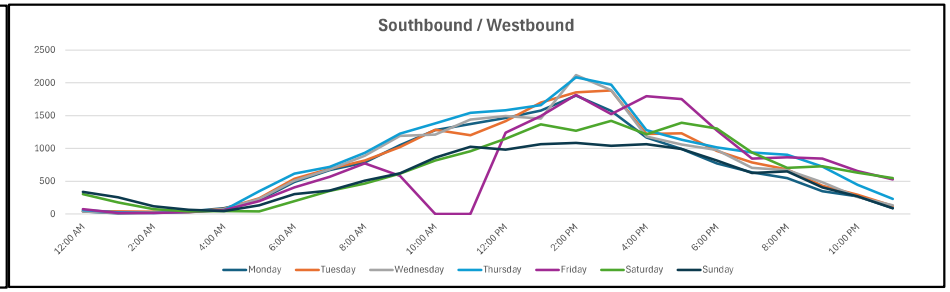


TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

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

ITE TRIP GENERATION, 12th EDITION

General Office Building
(710)

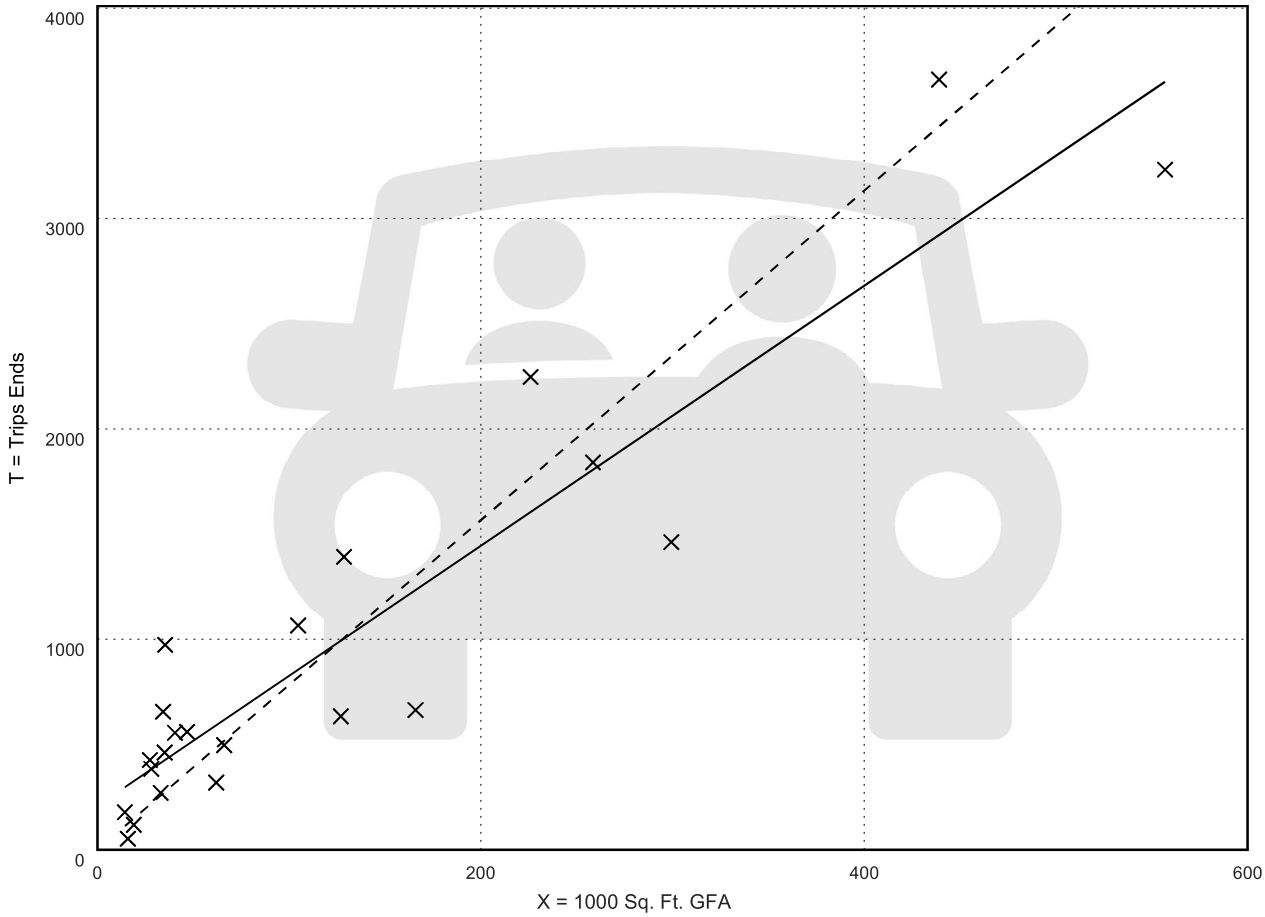
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 126
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.83	3.27 - 27.56	3.71

Data Plot and Equation



Fitted Curve Equation: T = 6.18(X) + 207.96

R^2= 0.86

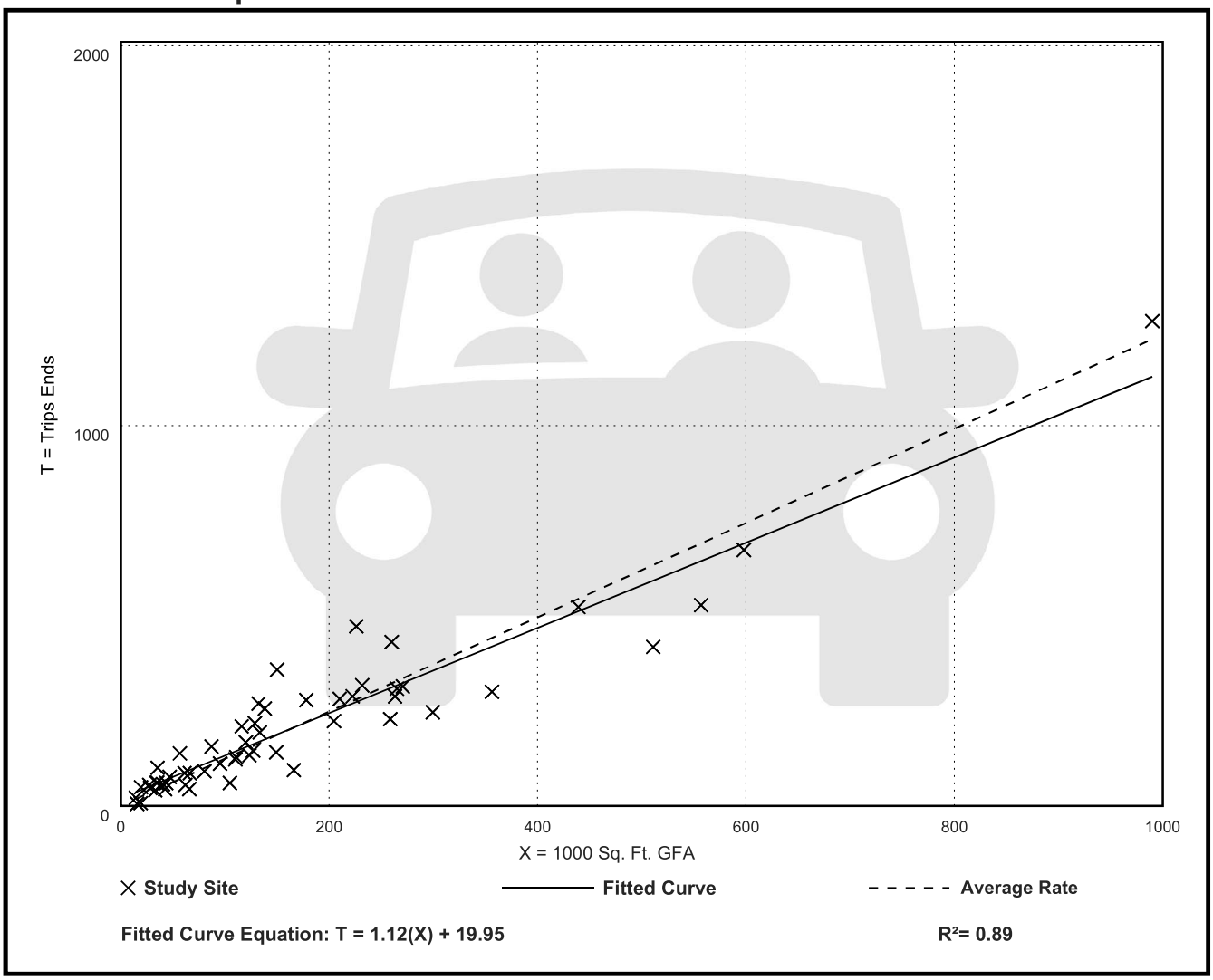
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 54
Avg. 1000 Sq. Ft. GFA: 170
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.24	0.32 - 2.83	0.40

Data Plot and Equation



Fitted Curve Equation: T = 1.12(X) + 19.95

R^2= 0.89

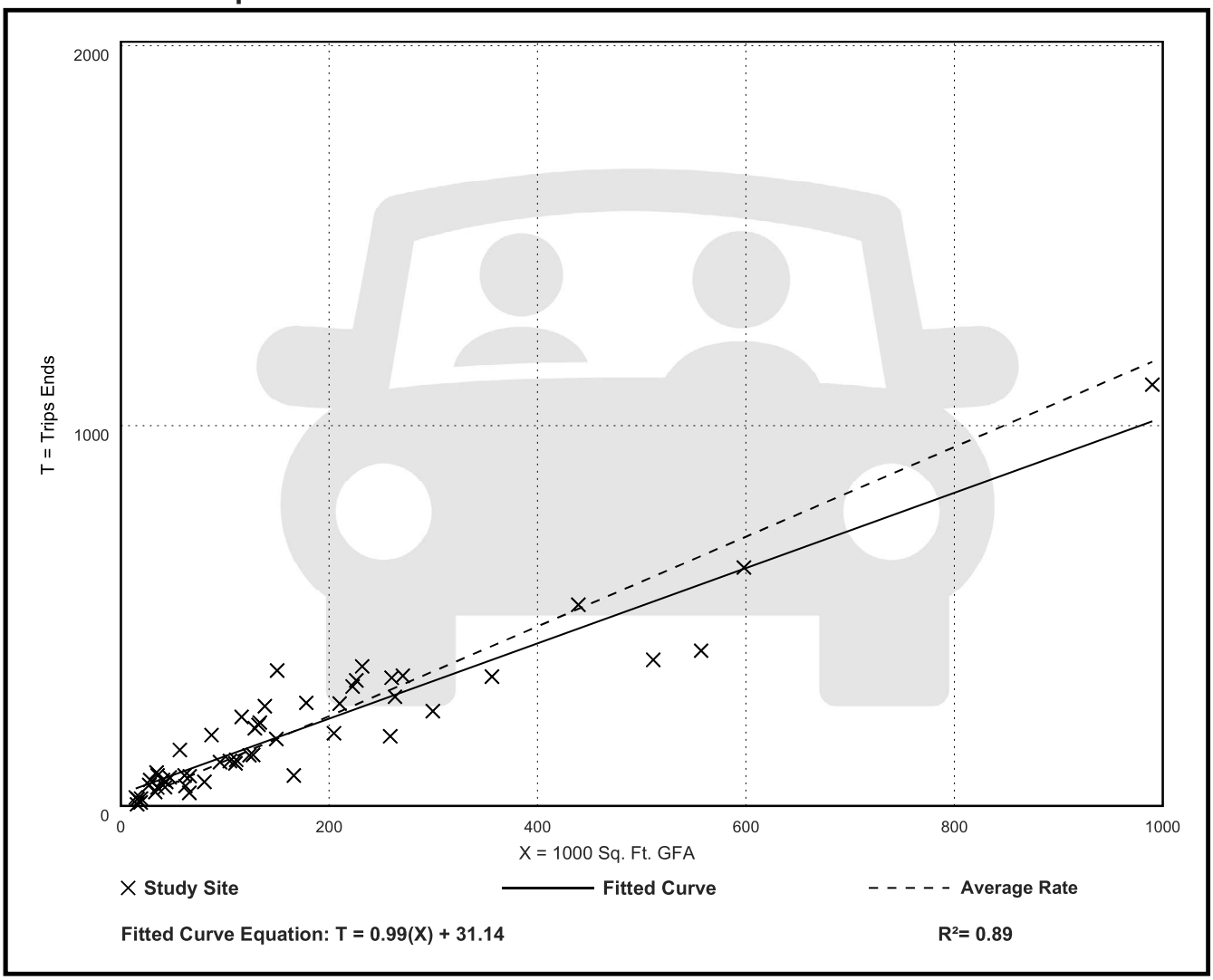
General Office Building
(710)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	53
Avg. 1000 Sq. Ft. GFA:	166
Directional Distribution:	16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.26 - 2.59	0.41

Data Plot and Equation



Fitted Curve Equation: T = 0.99(X) + 31.14

R^2= 0.89

Furniture/Flooring Store
(890)

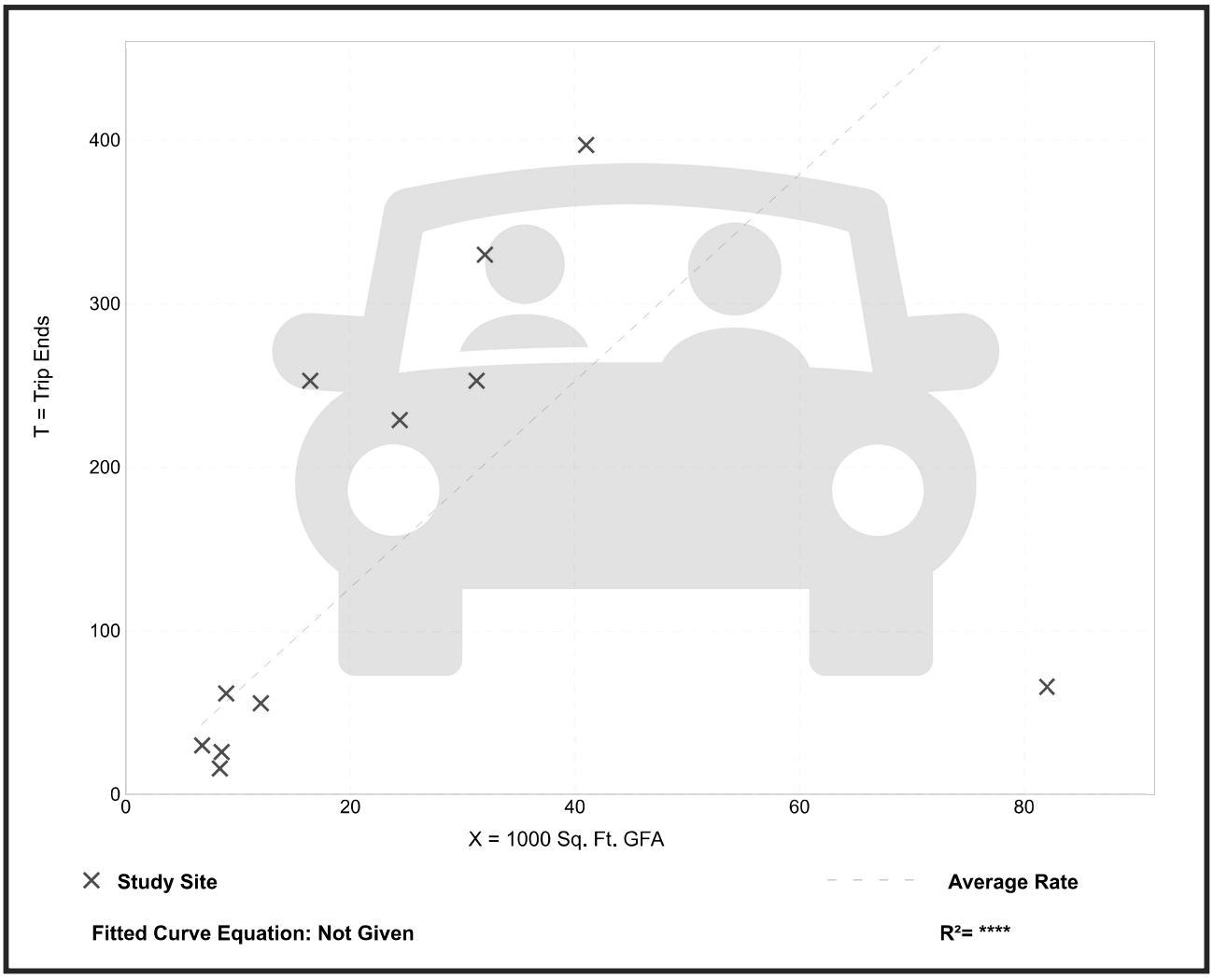
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 25
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.32	0.80 - 15.36	4.70

Data Plot and Equation



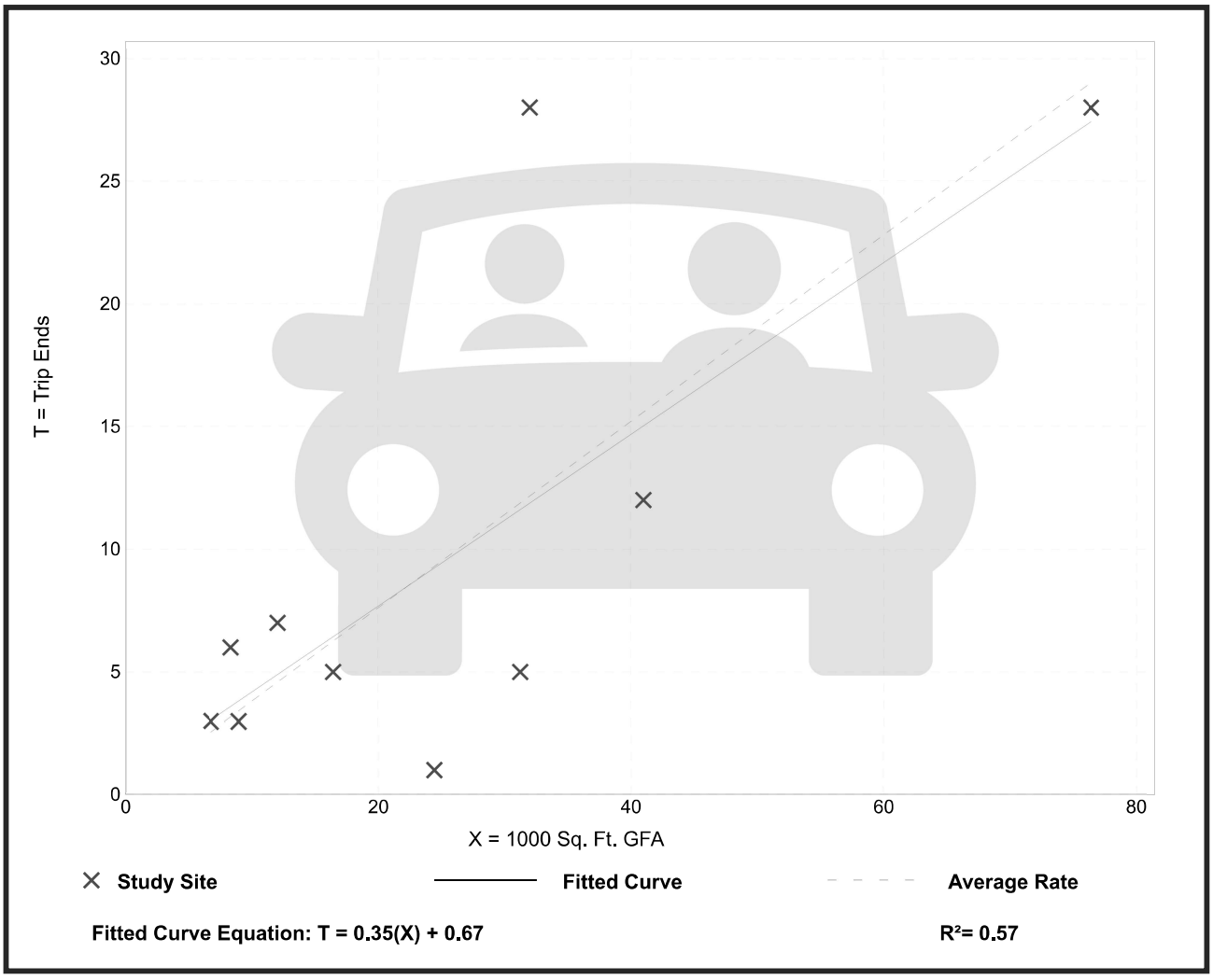
Furniture/Flooring Store
(890)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 10
Avg. 1000 Sq. Ft. GFA: 26
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.38	0.04 - 0.88	0.25

Data Plot and Equation



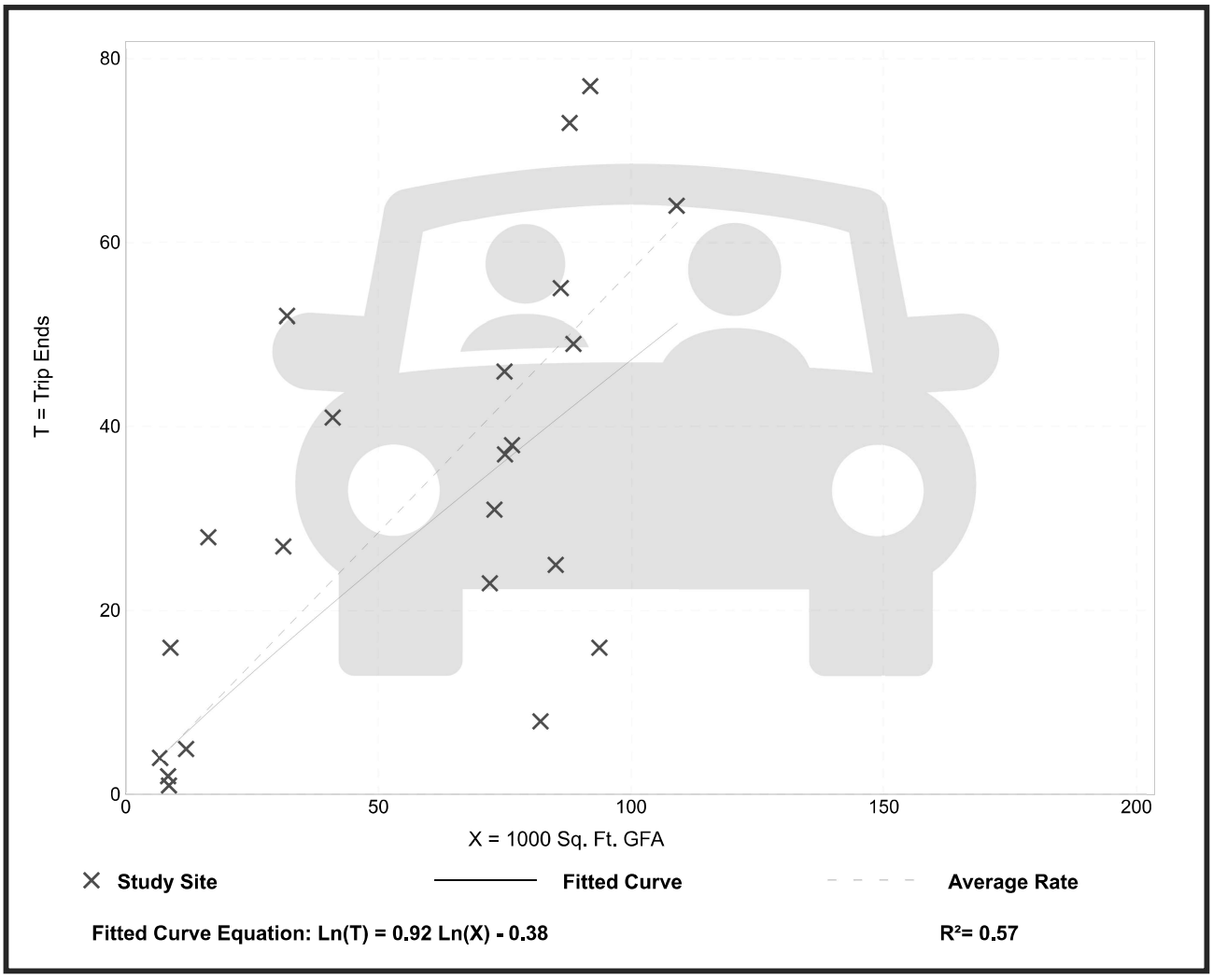
Furniture/Flooring Store
(890)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 22
Avg. 1000 Sq. Ft. GFA: 57
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.57	0.10 - 1.78	0.34

Data Plot and Equation



APPENDIX D

ITE PARKING GENERATION, 6th EDITION

Furniture Store
(890)

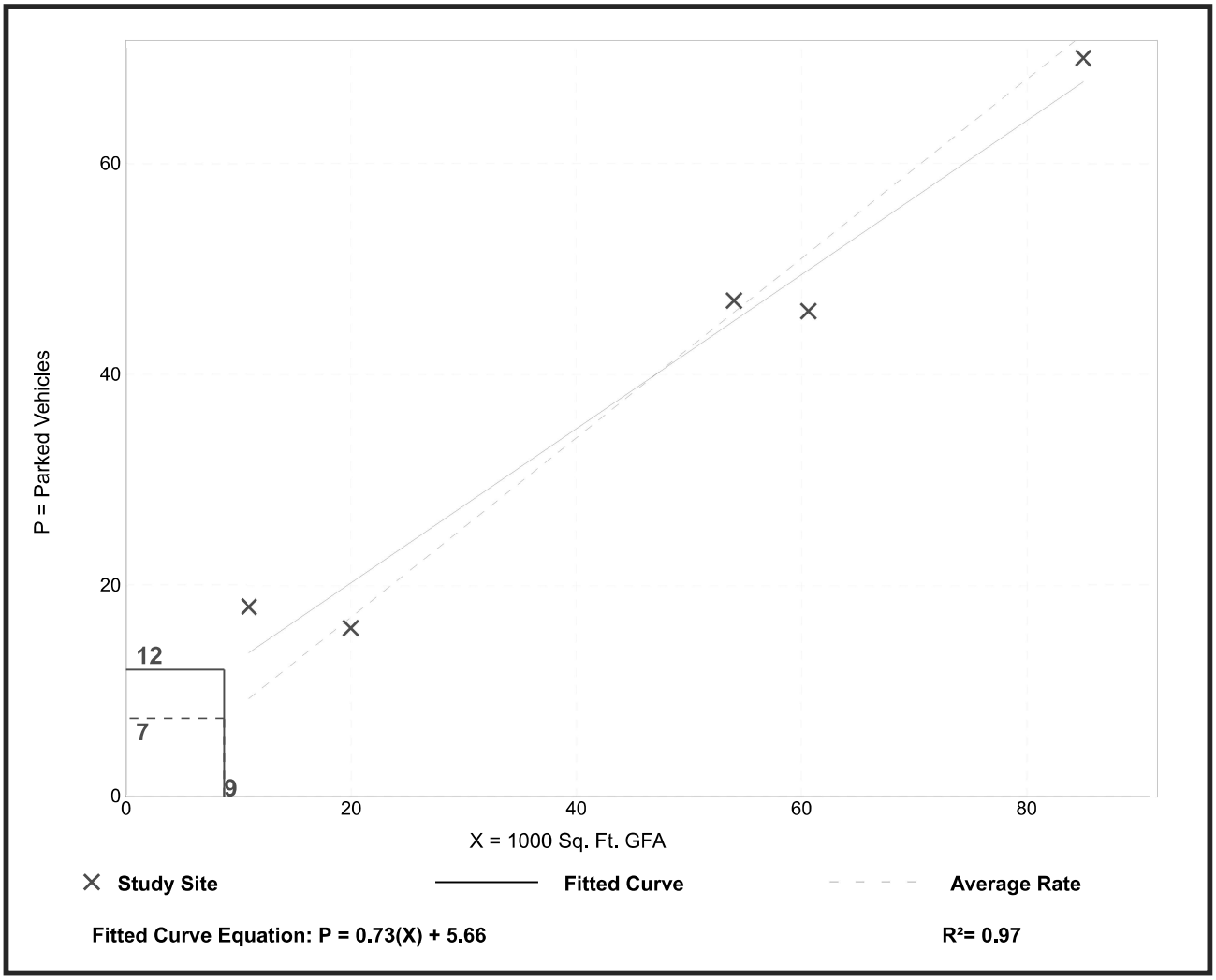
Peak Period Parking Demand vs: **1000 Sq. Ft. GFA**
On a: **Saturday**
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 46

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.85	0.76 - 1.64	0.80 / 1.64	***	0.20 (24%)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: P = 0.73(X) + 5.66

R^2= 0.97

date:	January 29, 2026
to:	James Murphy, AICP, Assistant Director of Planning, Zoning and Building, Town of Palm Beach
from:	Eric Czerniejewski, P.E., ENV SP
subject:	95 North County Road Traffic Engineering Review

MEMORANDUM

The Town of Palm Beach has requested traffic engineering review services for the redevelopment of the existing office building, which previously served as a United States Post Office and will now be used by the furniture retailer Arhaus, located at 95 North County Road, Palm Beach, FL. The following are the initial traffic review comments based on the 01/09/26 initial submittal:

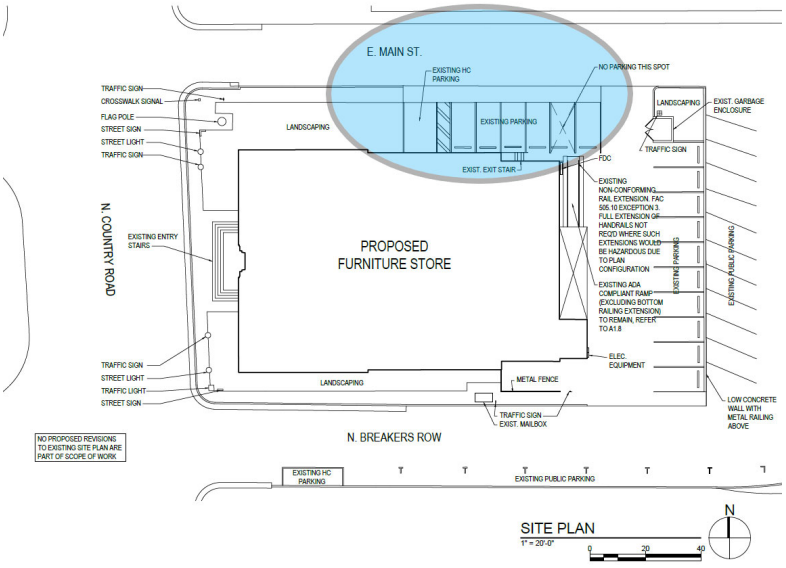
1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the redevelopment located at 95 N. County Road.

2. Please update the change in vested trips for the daily trips from -55 tpd to -33 tpd in Section 3.0 Traffic Generation of the traffic impact statement as shown in Table 7.

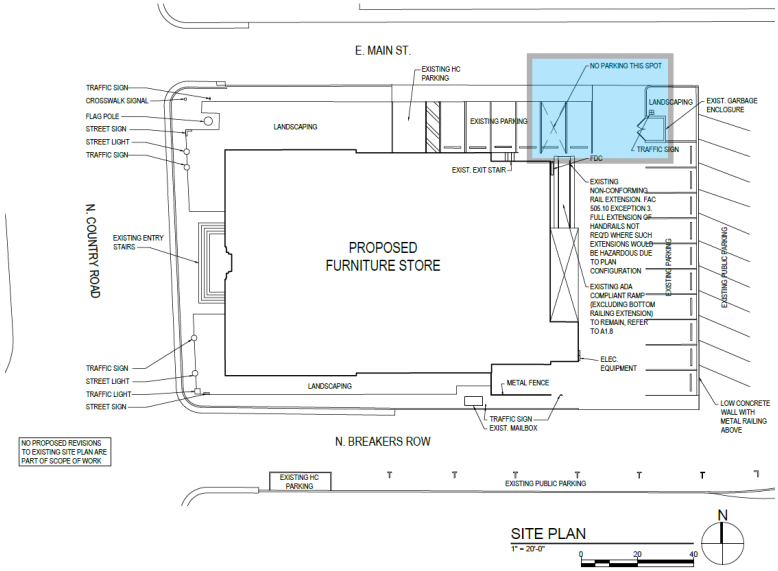
3. The Parking Analysis Section 8.0 references that the alternative parking calculation will yield an average peak parking demand between 7 and 12 vehicles. Please provide a calculation using the ITE parking Generation rate that confirms this parking demand.

4. 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.

5. The traffic impact study should include a driveway analysis of the proposed ingress egress driveway connection to Main Street and Breakers Row for the AM and PM peak hour conditions. This should include a traffic circulation narrative of the directional one-way traffic circulation along both adjacent roadways. Please also discuss the proposed back-out parking along the northern frontage on to Main Street.



6. The proposed site plan depicts 17 on-site parking spaces, but there is a label that one parking space is “No Parking this spot”. Please confirm the total number of available parking spaces on site. Please provide an exhibit that identifies the proposed on-site spaces, the 15-space adjacent parking lot, and the 7 adjacent on-street parking spaces.



7. 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

February 4, 2026

The Corradino Group, Inc.
4055 NW 97th Avenue, Suite 200
Miami, Florida 33178

Attention: Mr. Eric Czerniejewski, P.E.

Reference: 95 North County Road
Traffic Engineering Review

Dear Mr. Czerniejewski:

We are in receipt of your comment letter dated January 29, 2026, 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 located at 95 N. County Road.**

   Response: The traffic study has been submitted to PBC Traffic and the TPS letter will be provided upon receipt.

2. **Please update the change in vested trips for the daily trips from -55 tpd to -33 tpd in Section 3.0 Traffic Generation of the traffic impact statement as shown in Table 7.**

   Response: Section 3.0 has been updated to reflect the correct change in daily trips.

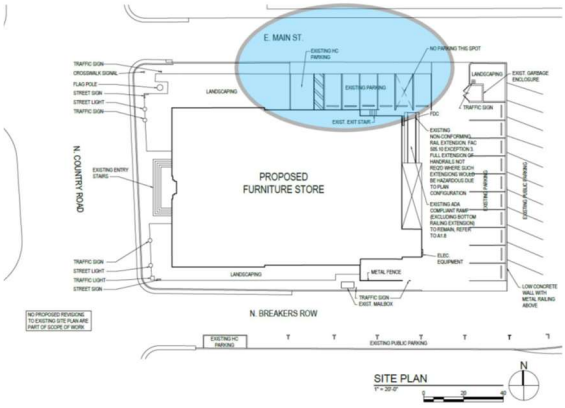
3. **The Parking Analysis Section 8.0 references that the alternative parking calculation will yield an average peak parking demand between 7 and 12 vehicles. Please provide a calculation using the ITE parking Generation rate that confirms this parking demand.**

   Response: Additional parking calculations are now provided in Section 8.0.

4. **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. Safe sight triangles, as per the appropriate agency stakeholder standards, should be depicted and match the proposed landscape design plans.**

   Response: A pavement marking and signage plan is now provided in Appendix A.

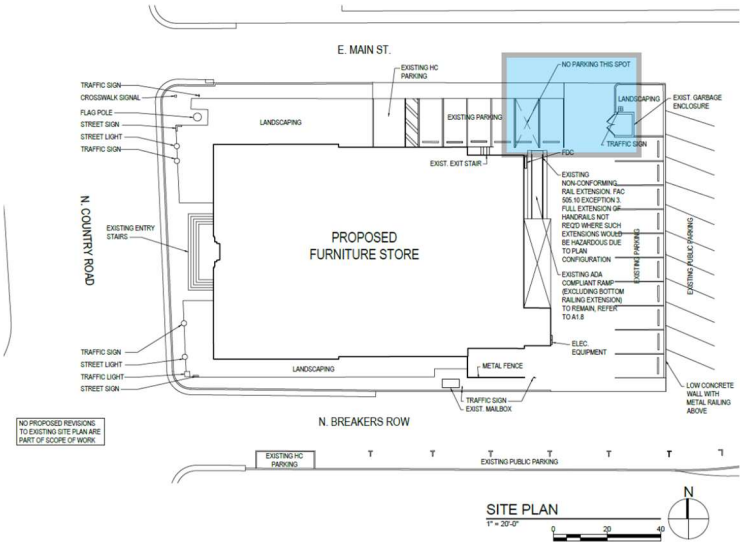
5. **The traffic impact study should include a driveway analysis of the proposed ingress egress driveway connection to Main Street and Breakers Row for the AM and PM peak hour conditions. This should include a traffic circulation narrative of the directional one-way traffic circulation along both adjacent roadways. Please also discuss the proposed back-out parking along the northern frontage on to Main Street.**



   Response: A driveway analysis is now included as requested. Please see Section 9.0 and Appendix E of the revised traffic study.

6. **The proposed site plan depicts 17 on-site parking spaces, but there is a label that one parking space is "No Parking this spot". Please confirm the total number of available parking spaces on site. Please provide an exhibit that identifies the proposed on-site spaces, the 15-space adjacent parking lot, and the 7 adjacent on-street parking spaces.**

   Response: The existing site contains 17-parking spaces although 1 space is marked off as "No Parking this spot". This sign/label has now been removed so that all 17 spaces are usable. An exhibit showing all the parking is now provided in Figure 2.



7. There may be future traffic engineering review comments for this application based on any significant revisions to the applicant's redevelopment program.

Comment 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/25184.czerniejewskicmnts

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

ARHAUS

Town of Palm Beach, Florida

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

Arhaus
51 E. Hines Hill Road
Boston Heights, Ohio 44236

JOB NO. 25-184

DATE: 01/09/2026
Revised: 01/23/2026
Revised: 02/04/2026

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 02/04/2026. 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: 2026.02.05 13:51:34-05'00'

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

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SITE DRIVEWAY ANALYSIS

1.0 SITE DATA

The subject parcel is located at 95 N. County Road in the Town of Palm Beach, Florida and contains approximately 0.48 acres. The Property Control Number (PCN) for the subject parcel is 50-43-43-22-32-000-0321. The site historically consisted of a post office. However, since 2011, the site has consisted of a 11,255 SF office. The proposed plan of redevelopment is to consist of a 8,696 SF furniture and decor store. Site access is not proposed to change and is existing via a driveway connection to Main Street and to Breakers Row. For additional information concerning site location and layout, please refer to the Site Plan prepared by Spina O'Rourke + 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 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, 12th Edition. The rates utilized as part of this study are attached for reference. (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	=	88 tpd
AM Peak Hour Traffic Generation (In/Out)	=	14 pht (12 In/2 Out)
PM Peak Hour Traffic Generation (In/Out)	=	13 pht (2 In/11 Out)

3.0 TRAFFIC GENERATION (CONTINUED)

The traffic to be generated by the proposed site modifications has also been calculated in accordance with the trip generation rates documented in the ITE Trip Generation, 12th Edition. 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:

Proposed Development

Daily Traffic Generation	=	55 tpd
AM Peak Hour Traffic Generation (In/Out)	=	3 pht (2 In/1 Out)
PM Peak Hour Traffic Generation (In/Out)	=	5 pht (2 In/3 Out)

The reduction 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	=	-33 tpd
AM Peak Hour Traffic Generation (In/Out)	=	-11 pht
PM Peak Hour Traffic Generation (In/Out)	=	-8 pht

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.

5.0 MULTIMODAL TRANSPORTATION OPTIONS

An existing 5-foot sidewalk is present along the site frontage on Main Street, Breakers Row, and N. County Road. Signalized pedestrian crossings are present at the intersection of Royal Poinciana Way and N. County Road. No bicycle lanes are currently present on N. County Road, Breakers Row, or Main Street. 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.

Main Street/Breakers Row is a two-lane roadway divided by the subject site. Main Street and Breakers Row are owned and maintained by the Town of Palm Beach along the site frontage. Parallel parking is available on the south side of Breakers Row. There is no posted speed limit sign on Main Street. By State law, 30 mph is the default speed limit in absence of signage. N. County Road fronting the site is a two-way, four lane undivided roadway owned and maintained by the FDOT. The posted speed limit of N. County Road is 30 mph.

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 a reduction of trips from the 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 8-9 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.

7.0 INTERSECTION ANALYSIS

Due to the reduction in trips associated with the redevelopment, no intersection analysis was performed. However, note the Paramount traffic study completed by our office analyzed the signalized intersection of Royal Poinciana Way and N. County Road and demonstrated the intersection is projected to operate at an acceptable Level of Service. For references purposes, the existing conditions analysis of the adjacent intersection is provided below.

Table 10 - 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
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

8.0 PARKING ANALYSIS

A summary of the proposed parking calculations is provided below.

Proposed Parking Calculations

Land Use	Parking Ratio	Intensity	Number of Spaces
Retail	1 per 200 SF	8,696 SF	44

In 2011, the existing 17-onsite parking spaces were given credit for 28 parking spaces based on Principle of Equivalency for the previous Post Office use, and a 17-parking space variance was also granted that increased the credit for parking spaces to 45 spaces. The parking tabulation shown below is from the approved 2011 site plan:

PARKING TABULATION

	Unit	Spaces Required	# of Spaces
Existing Tenant Spaces	5,651 sf GLA	1 / 200 sf	28
Proposed Tenant Spaces	11,255 sf GLA	1 / 250 sf	45
Total net Parking Spaces (Principal of Equivalency			45 – 28 = 17 additional required

Note: GLA (Gross Leasable Area) excludes structure, restrooms, vestibules, common spaces, etc.

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 the office building was approved in 2011 and consisted of 14,495 SF. However, the Declaration of Use (DOU) reduced the gross leasable area (GLA) to 11,255 SF which excluded mechanical rooms, bathrooms, and vestibules. The proposed furniture store building reduces the 14,495 SF building to 10,196 SF. To be consistent with the 2011 approval, the 8,696 SF of GLA used in this study excludes the mechanical rooms, bathrooms, and vestibules. The proposed site currently consists of 17 on site parking spaces. No changes are proposed to the parking lot. Additionally, a 15 space parking lot is immediately adjacent to the site to the east and 7 on-street parking spaces are present on the south side of Breakers Row.

The actual parking demand is expected to be significantly less than the 44 parking spaces required by code. Based on the ITE Parking, 6th Edition, the proposed furniture store will have an average peak parking demand between 7 and 12 vehicles. This is based on the ITE parking generation rate of 0.85 spaces per 1,000 SF for a furniture store.

8,696 net square feet x 0.85 = 7 spaces
14,495 gross square feet x 0.85 = 12 spaces

Therefore, the onsite parking is anticipated to be sufficient. Page from the ITE Parking manual are attached to this report for reference.

9.0 SITE DRIVEWAY ANALYSIS

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	=	2 / 1
PM Peak Hour	=	2 / 3

As previously mentioned, site access is not proposed to change and is existing via a driveway connection to Main Street and Breakers Row. 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.

A driveway analysis has been prepared using Synchro 12 software with HCM 7th edition results for the site driveway on Main Street and Breakers Row. The results showed minimal delay and are included in Appendix E for reference. The existing traffic volumes on Main Street and Breakers Row were based on the peak hour intersection counts on N. County Road at Royal Poinciana Way. Note the 7 parking spaces on the north side of the building will be required to back out onto Main Street to leave the site. However, this is an existing condition and the traffic volumes are minimal for the site and for Main Street. Therefore, these spaces will have a negligible impact to the operations of Main Street.

10.0 CONCLUSION

As shown in Table 7, the proposed modifications will result in a decrease of 33 daily trips, 11 AM peak hour trips, and 8 PM peak hour trips from the existing/vested development. Since the project modifications will result in less trips than the existing use, 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.25184

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
General Office	710	11,255	S.F.	7.83			88		0	88	0%	0	88
			Grand Totals:				**88**	**0.0%**	**0**	**88**	**0%**	**0**	**88**

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
General Office	710	11,255	S.F.	1.24	0.88	0.12	12	2	14	0.0%	0	0	0	12	2	14	0%	0	12	2	14
			Grand Totals:				**12**	**2**	**14**	**0.0%**	**0**	**0**	**0**	**12**	**2**	**14**	**0%**	**0**	**12**	**2**	**14**

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
General Office	710	11,255	S.F.	1.18	0.16	0.84	2	11	13	0.0%	0	0	0	2	11	13	0%	0	2	11	13
			Grand Totals:				**2**	**11**	**13**	**0.0%**	**0**	**0**	**0**	**2**	**11**	**13**	**0%**	**0**	**2**	**11**	**13**

Notes:
Trip generation rates based on ITE Trip Generation, 12th Edition

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

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
Furniture Store	890	8,696	S.F.	6.32			55		0	55	0%	0	55
		Grand Totals:					**55**	**0.0%**	**0**	**55**	**0%**	**0**	**55**

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
Furniture Store	890	8,696	S.F.	0.38	0.66	0.34	2	1	3	0.0%	0	0	0	2	1	3	0%	0	2	1	3
		Grand Totals:					**2**	**1**	**3**	**0.0%**	**0**	**0**	**0**	**2**	**1**	**3**	**0%**	**0**	**2**	**1**	**3**

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
Furniture Store	890	8,696	S.F.	0.57	0.48	0.52	2	3	5	0.0%	0	0	0	2	3	5	0%	0	2	3	5
		Grand Totals:					**2**	**3**	**5**	**0.0%**	**0**	**0**	**0**	**2**	**3**	**5**	**0%**	**0**	**2**	**3**	**5**

Notes:
Trip generation rates based on ITE Trip Generation, 12th Edition

TABLE 7
TRAFFIC GENERATION DIFFERENCE - NET TRIPS

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
PREVIOUSLY VESTED DEVELOPMENT =	88	14	12	2	13	2	11
PROPOSED DEVELOPMENT =	55	3	2	1	5	2	3
DIFFERENCE =	**-33**	**-11**	**-10**	**-1**	**-8**	**0**	**-8**



Figure 1 – Trip Distribution
Arhaus
Project # 25-184

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

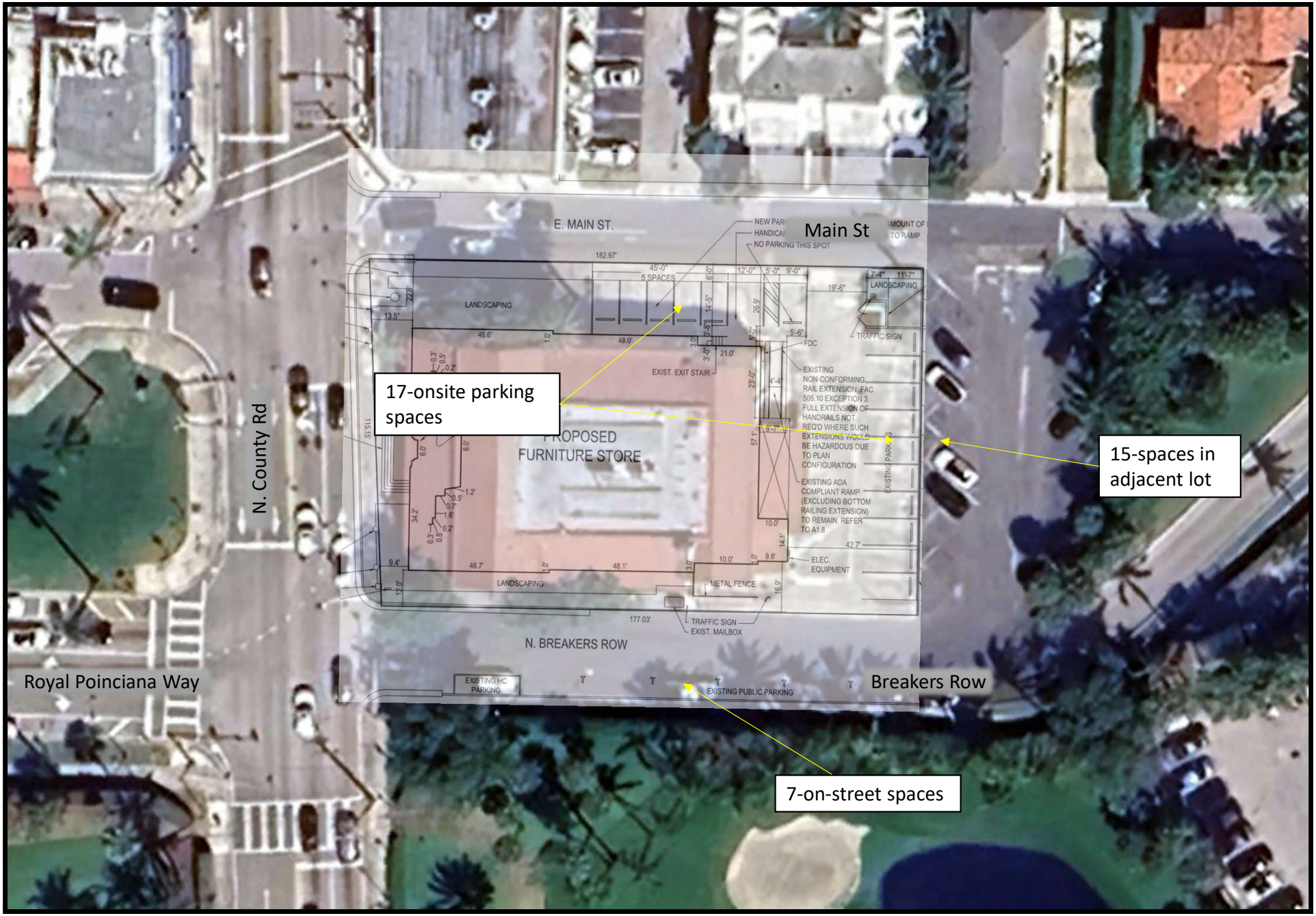
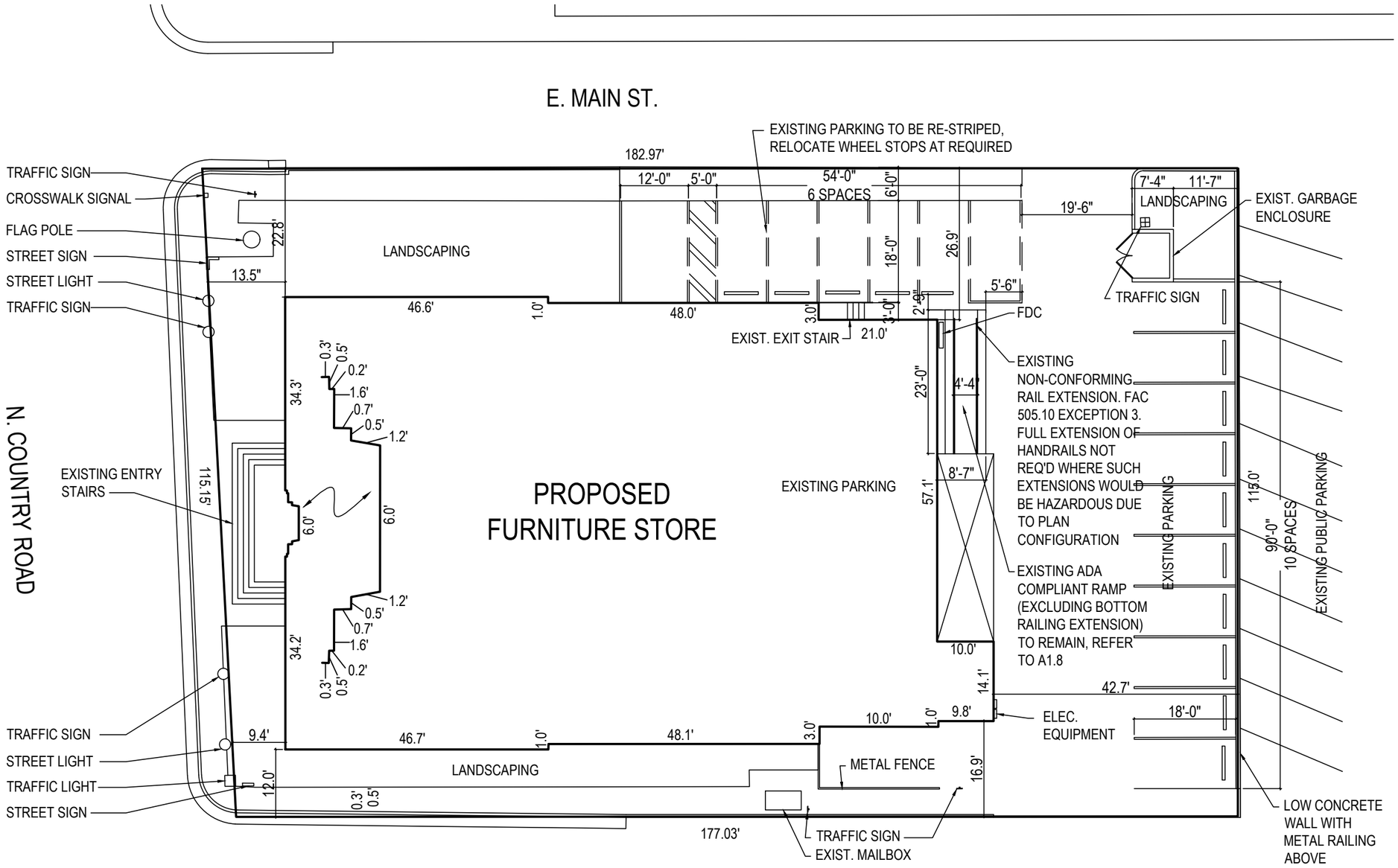


Figure 2 – Parking Locations
Arhaus
Project # 25-184

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

APPENDIX A

SITE PLAN



NOTES:

1. EXISTING NUMBER OF PARKING SPACES: 17
2. PROPOSED NUMBER OF PARKING SPACES: 17
3. FIRE SYSTEM WILL BE INCLUDED IN THE BUILDING THAT IS COMPLIANT WITH NFPA 1
4. FIRE ALARM SYSTEM WILL BE COMPLIANT WITH NFPA 72.
5. BUILDING WILL HAVE A KNOX BOX FOR FIRE DEPARTMENT ACCESS.

onyx | creative
25001 Emery Road, Suite 400
Cleveland, Ohio 44128
216.223.3200 onyxcreative.com
FL. LIC. AR103917

285 Banyan Blvd
West Palm Beach Florida 33401
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spinarourke.com
Architecture•Interior Design
Keith M. Spina # AR13419 FL Lic # AA26002399

INTERIOR RENOVATION
ARHAUS
PALM BEACH POST OFFICE
95 North Country Rd
Palm Beach, FL 33480

THESE DRAWINGS ARE FOR THE EXCLUSIVE USE OF SPINA OROURKE + PARTNERS, INC. AND MAY NOT BE DUPLICATED, REPRODUCED OR USED IN ANY MANNER WITHOUT THE EXPRESS WRITTEN CONSENT OF SPINA OROURKE + PARTNERS, INC. ALL RIGHTS RESERVED

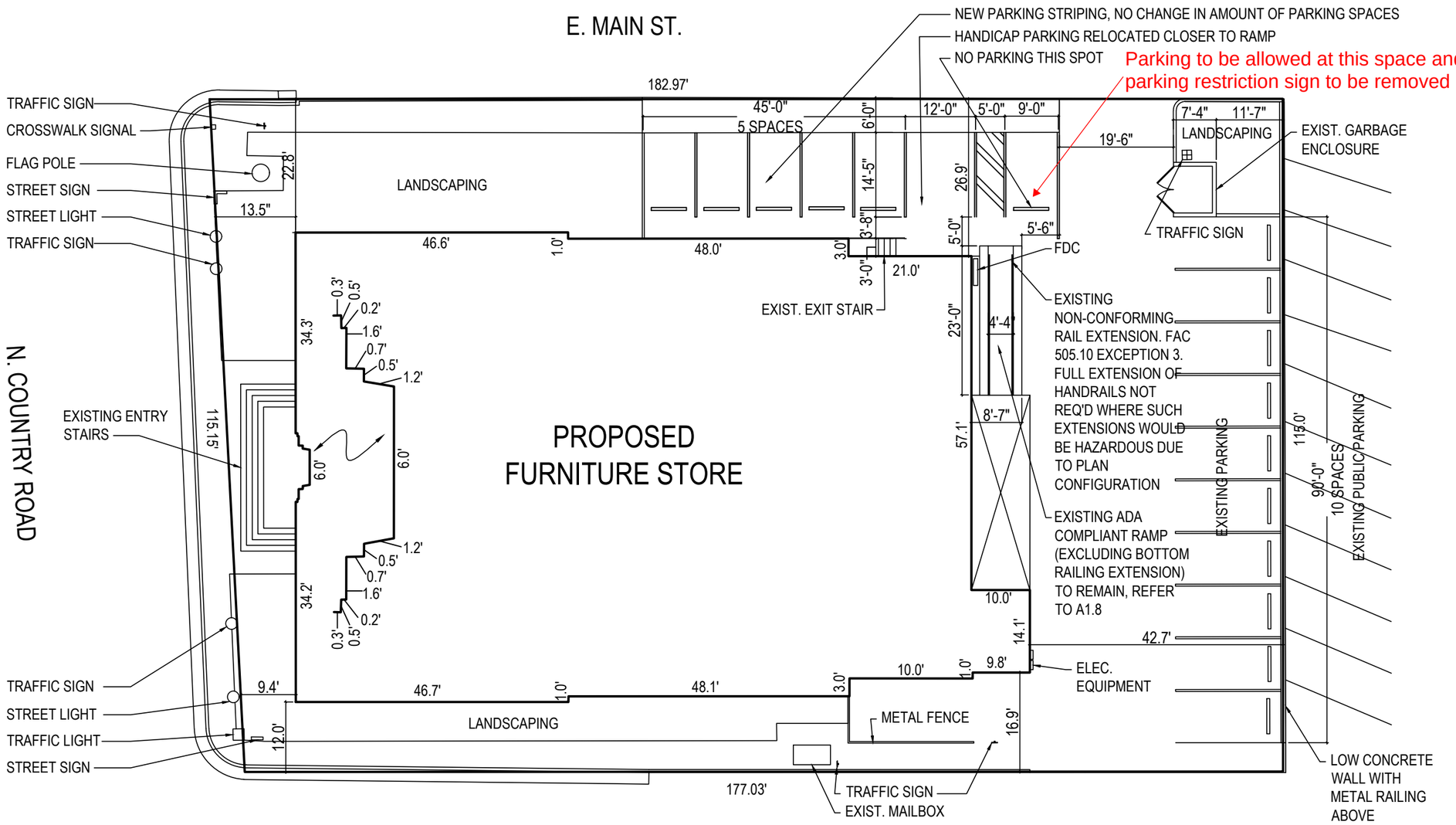
Revisions:

Project no: 25127
Date: 01-29-2026
Drawn by: MSL
Project Manager: KS

EXISTING SITE PLAN

A1.0a

SECOND SUBMITTAL



NOTES:

1. EXISTING NUMBER OF PARKING SPACES: 17
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4. FIRE ALARM SYSTEM WILL BE COMPLIANT WITH NFPA 72.
5. BUILDING WILL HAVE A KNOX BOX FOR FIRE DEPARTMENT ACCESS.

PROPOSED SITE PLAN

1" = 20'-0"

0 20 40

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25001 Emery Road, Suite 400
Cleveland, Ohio 44128
216.223.3200 onyxcreative.com
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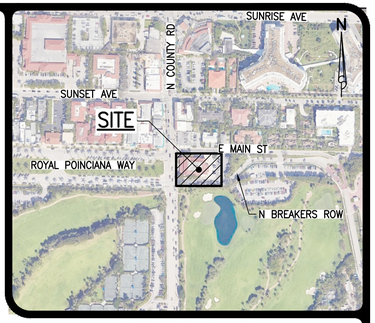
Revisions:

Project no: 25127
Date: 01-29-2026
Drawn by: MSL
Project Manager: KS

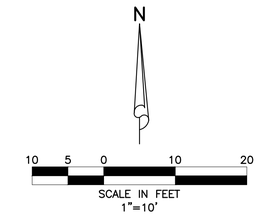
PROPOSED SITE PLAN

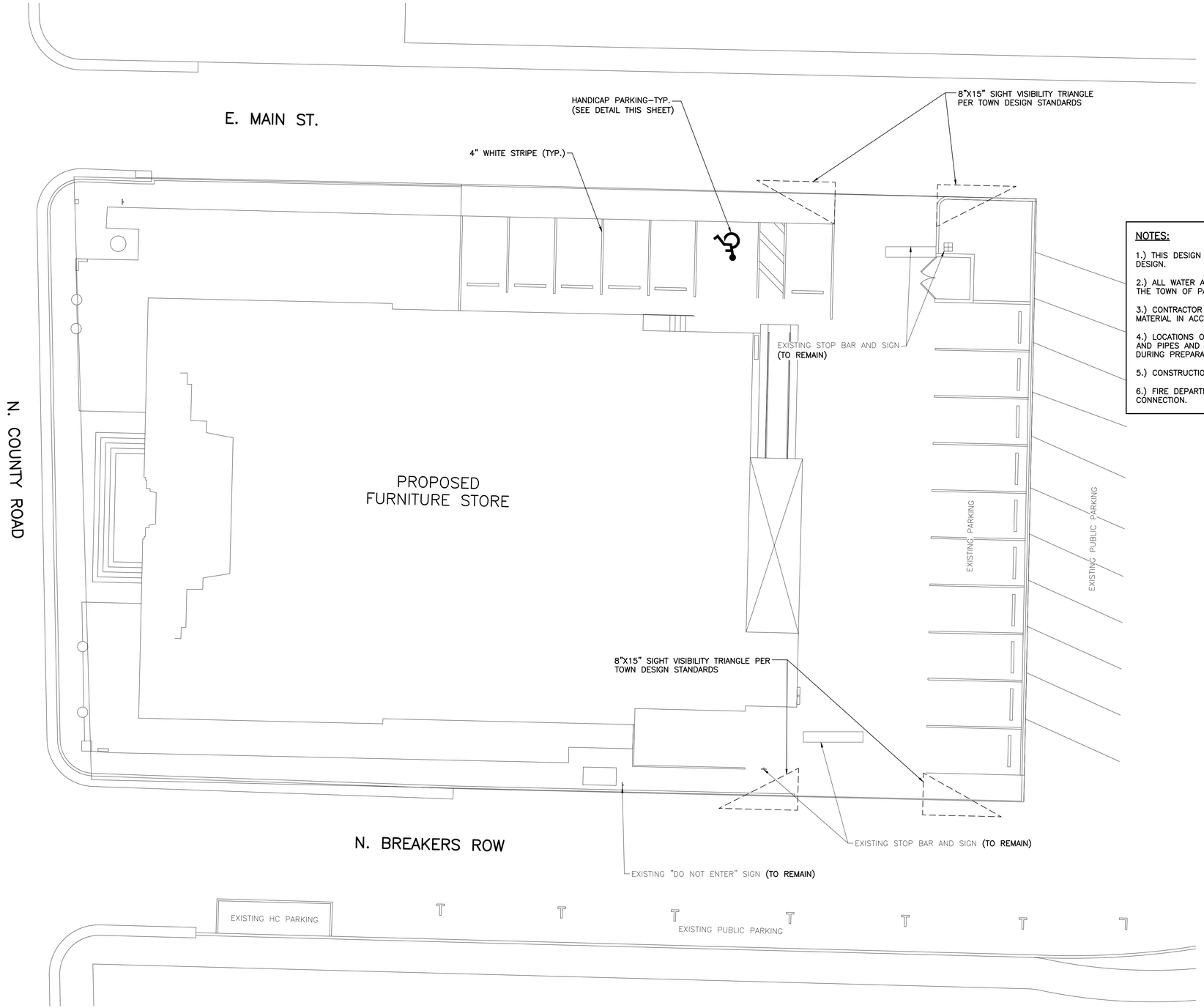
A1.0b

SECOND SUBMITTAL



LOCATION MAP
NOT TO SCALE





NOTES:

1.) THIS DESIGN IS CONCEPTUAL AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.

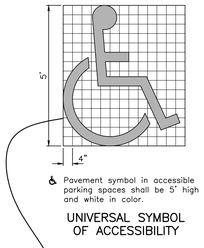
2.) ALL WATER AND WASTEWATER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF PALM BEACH AND THE PALM BEACH COUNTY HEALTH DEPARTMENT.

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.

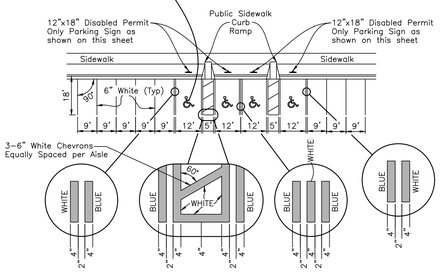
5.) CONSTRUCTION AND DEMOLITION TO COMPLY WITH N.F.P.A. 241.

6.) FIRE DEPARTMENT LOCKING CAPS WILL BE REQUIRED ON THE FIRE DEPARTMENT CONNECTION.



Pavement symbol in accessible parking spaces shall be 5' high and white in color.

UNIVERSAL SYMBOL OF ACCESSIBILITY



NOTES:
1. Dimensions are to the centerline of markings.
2. Criteria for pavement markings only, not public sidewalk curb ramp locations. For ramp locations refer to plans.
3. Blue pavement markings shall be tinted to match shade 15180 of Federal Standards 595a.

PAVEMENT MARKING FOR PUBLIC SIDEWALK CURB RAMPS

TYPICAL PARKING SPACES
NOT TO SCALE

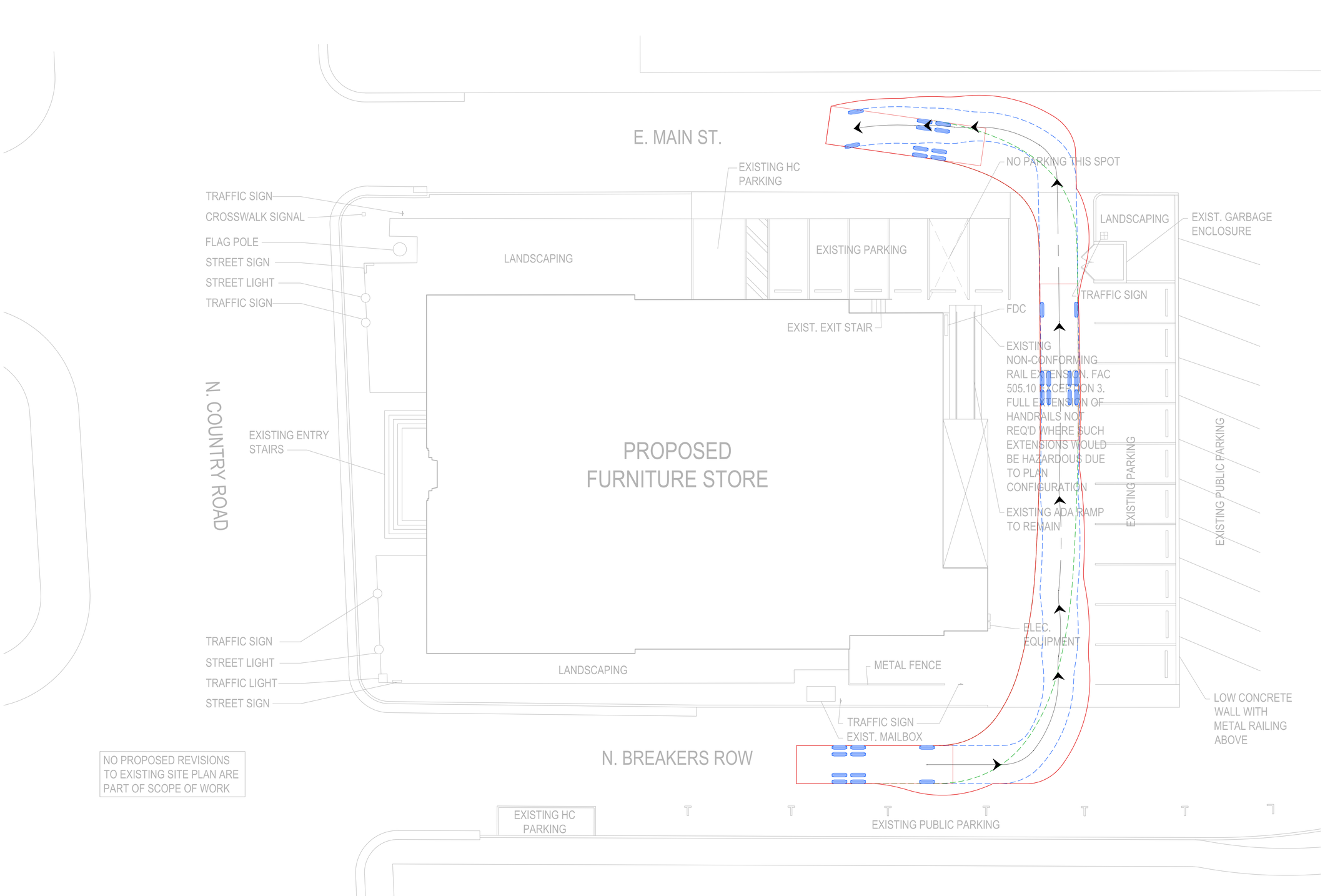
2/4/2026

REVISIONS	DESIGN B.K.	DRAWN P.L.	CHECKED	APPROVED	DATE	JOB NO. 25–184	DRAWING NO. 25184Z01	SHEET 1 OF 1

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

ARHAUS
SECTION 23, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
SIGNING & MARKING PLAN

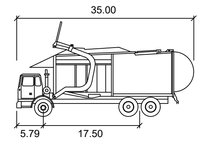
Y:\AUTOCAD_FILES\2025\25-184\EXHIBITS\Z01_Signing & Marking Plan.dwg 2/4/2026 12:39 PM Phoebe Lowe



N

10 5 0 10 20

SCALE IN FEET
1"=10'



Garbage Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

RED = VEHICLE BODY
BLUE = FRONT TIRE PATH
GREEN = REAR TIRE PATH

1/9/2026

REVISIONS

SIMMONS & WHITE
2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE

ARHAUS
SECTION 23, TOWNSHIP 43S., RANGE 43E.
TOWN OF PALM BEACH, FLORIDA
GARBAGE TRUCK AUTOTURN ANALYSIS

JOB NO.	DRAWING NO.	SHEET	OF
25-184	25184AT01	1	1

APPENDIX B

LINK ANALYSIS

TABLE 8
TOWN ROADWAY SEGMENT ANALYSIS
AM PEAK HOUR

2028 BUILD OUT

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = -10
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	20%	IN/OUT	-2	1276	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	10%	IN/OUT	-1	1279	0.58	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	70%	IN/OUT	-8	2483	0.85	D

Notes:
2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2025 Annual Traffic Count Update Report completed by Kimley Horn
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 9
TOWN ROADWAY SEGMENT ANALYSIS
PM PEAK HOUR

2028 BUILD OUT

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 0
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = -8

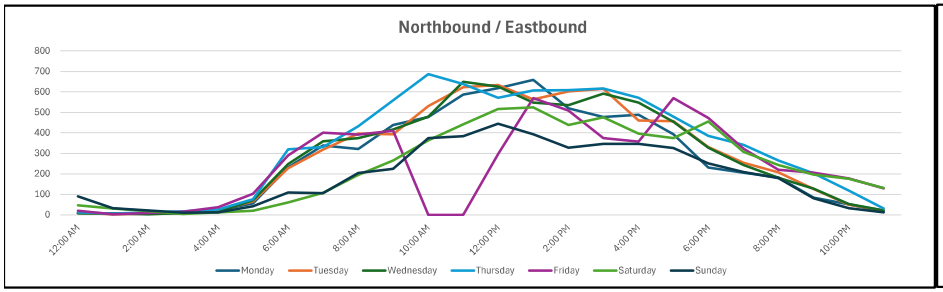
ROADWAY	FROM	TO	FACILITY TYPE	2025 PM PEAK HOUR VOLUME	ROAD CLASS	LOS C PM PEAK HOUR CAPACITY	LOS C V/C RATIO	LOS D PM PEAK HOUR CAPACITY	LOS D V/C RATIO	LOS E PM PEAK HOUR CAPACITY	LOS E V/C RATIO	EXISTING PM PEAK HOUR LOS	2.33% GROWTH	2028 TOTAL BCKGRD TRAFFIC	LOS D V/C	2028 BCKGRD LOS	PROJECT DISTRIBUTION	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	20%	IN/OUT	-2	1271	0.58	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	10%	IN/OUT	-1	1379	0.63	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	70%	IN/OUT	-6	3318	1.14	F

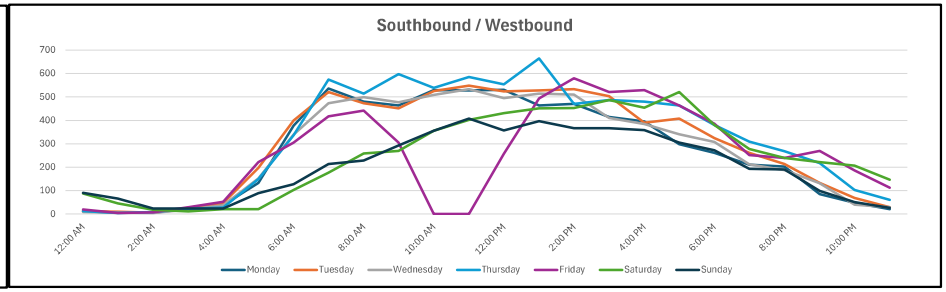
Notes:
2020 FDOT Q/LOS Tables utilized for LOS D thresholds
Existing traffic volumes from 2025 Annual Traffic Count Update Report completed by Kimley Horn
The existing PM peak hour traffic counts reflect the highest average two-way volume collected on the segment between Tuesday and Thursday from 12:00 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 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							

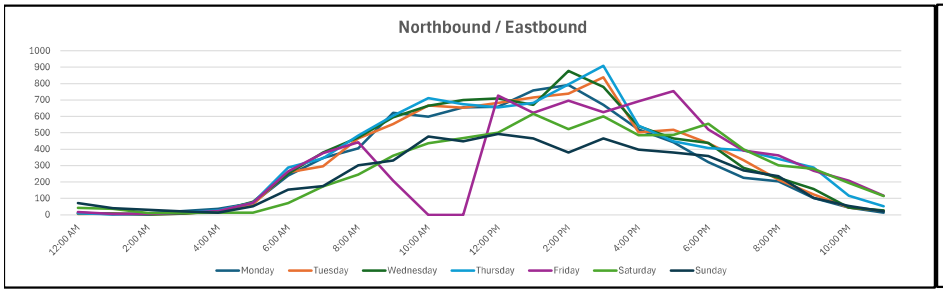


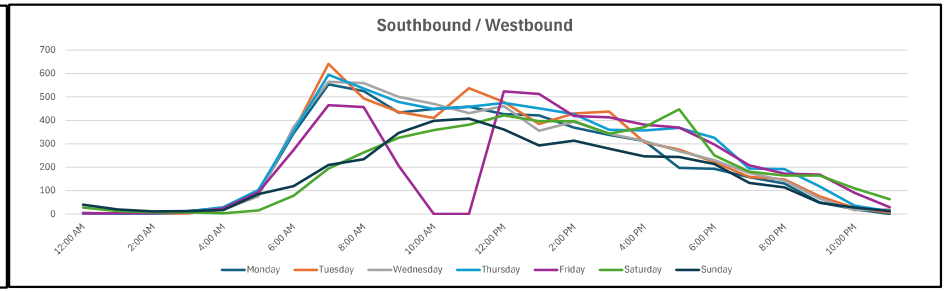


Vehicle Volume Report - Hourly

Site Description: 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							

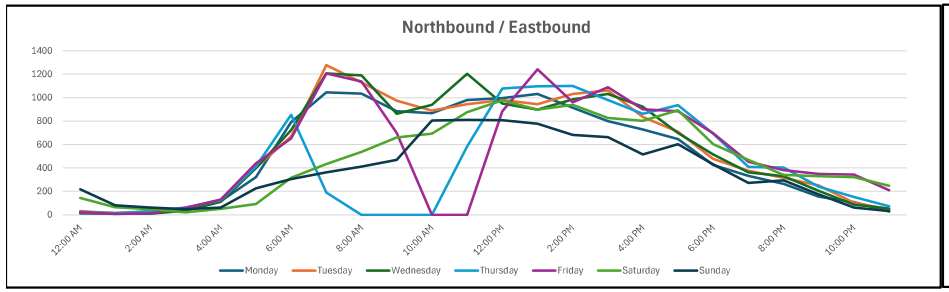




Vehicle Volume Report - Hourly

Site Description: 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							



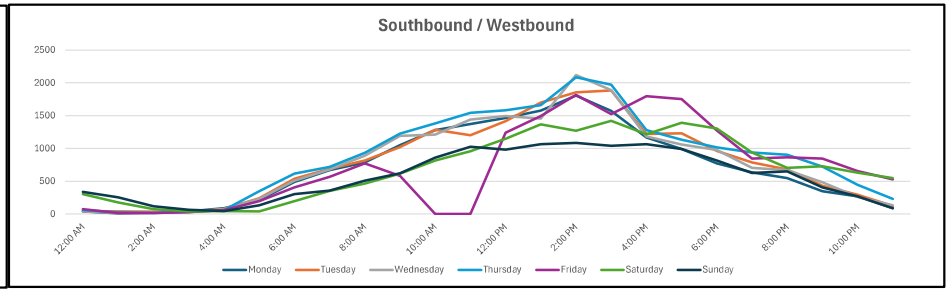


TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

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

ITE TRIP GENERATION, 12th EDITION

General Office Building
(710)

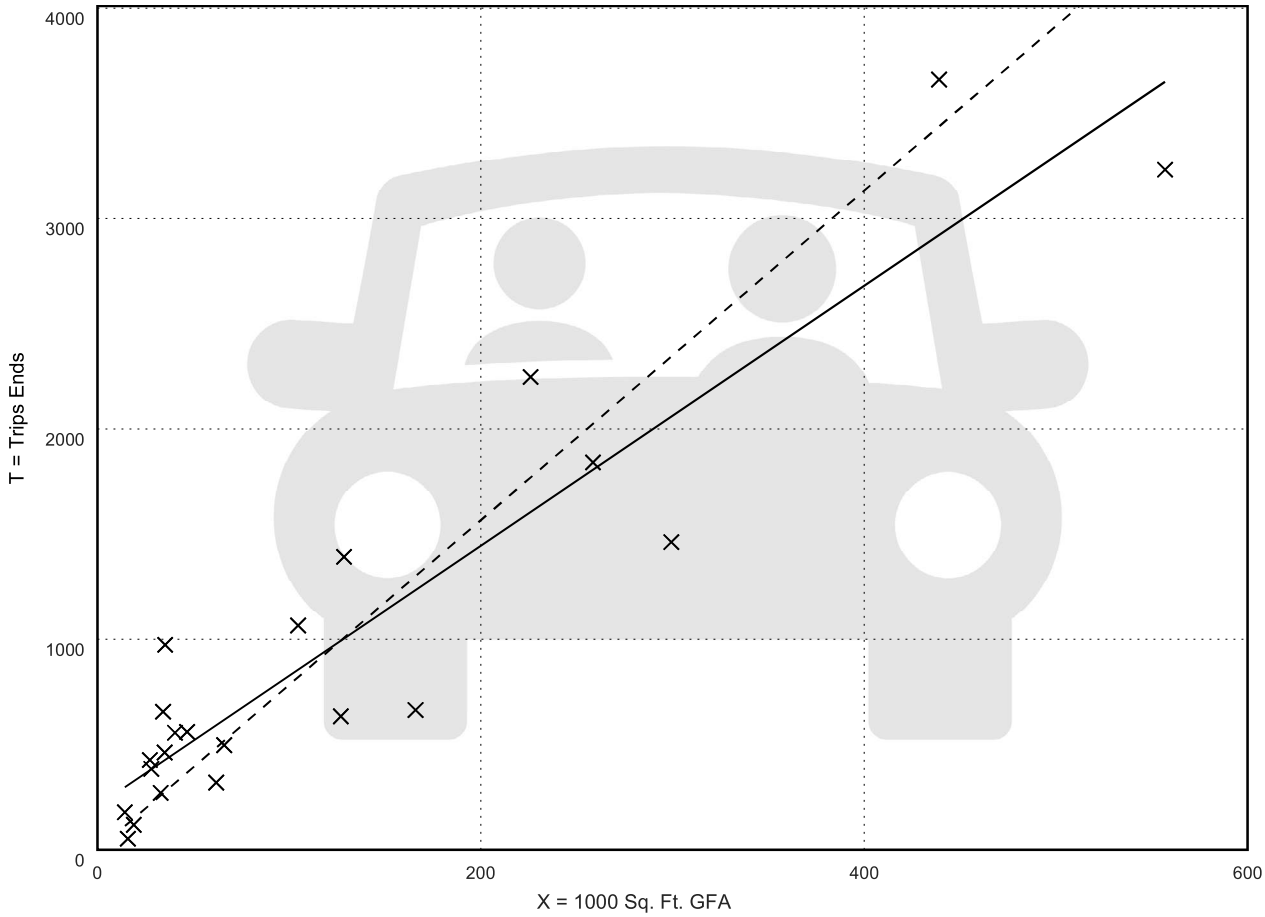
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 126
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.83	3.27 - 27.56	3.71

Data Plot and Equation



Fitted Curve Equation: T = 6.18(X) + 207.96

R^2= 0.86

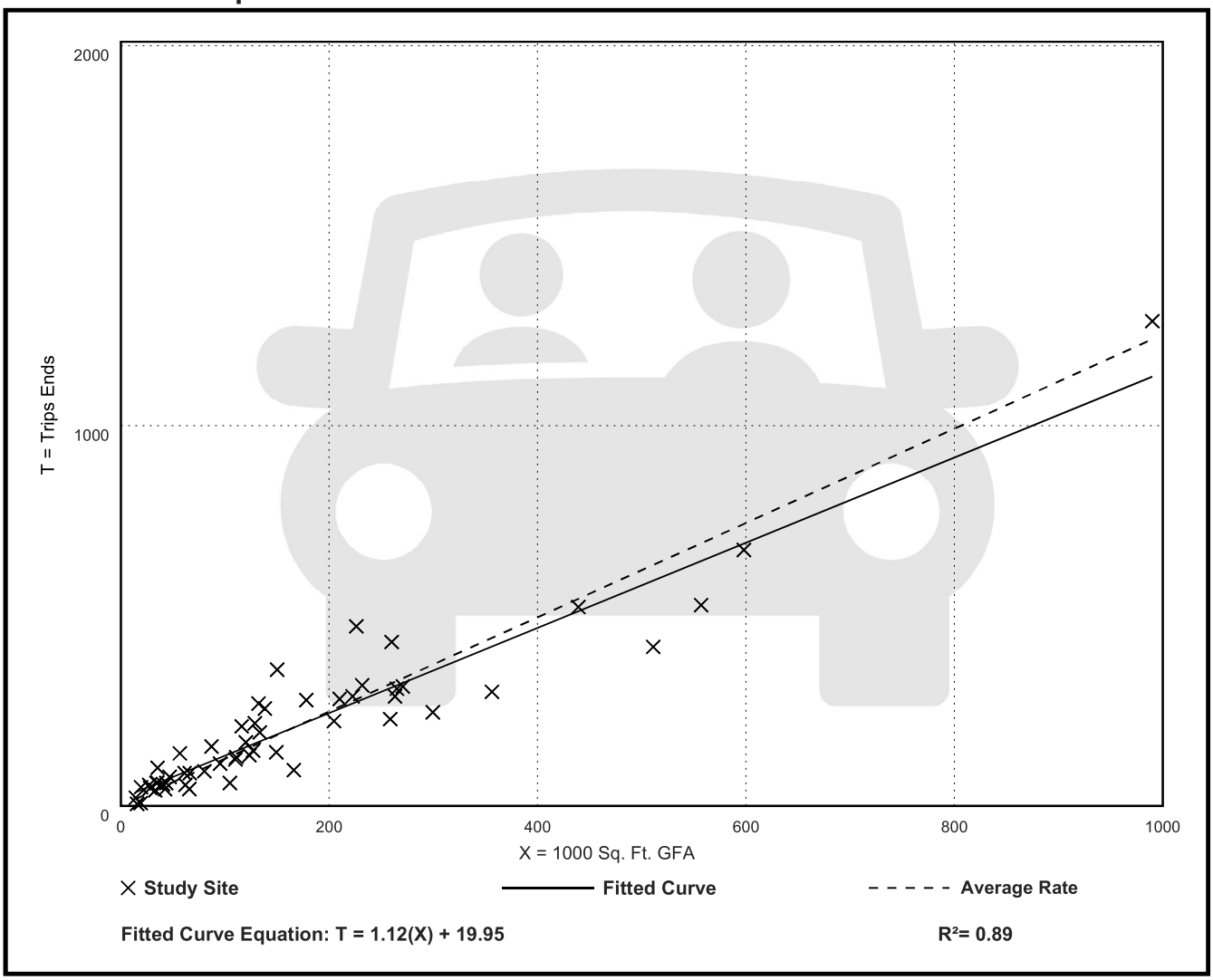
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 54
Avg. 1000 Sq. Ft. GFA: 170
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.24	0.32 - 2.83	0.40

Data Plot and Equation



Fitted Curve Equation: T = 1.12(X) + 19.95

R^2= 0.89

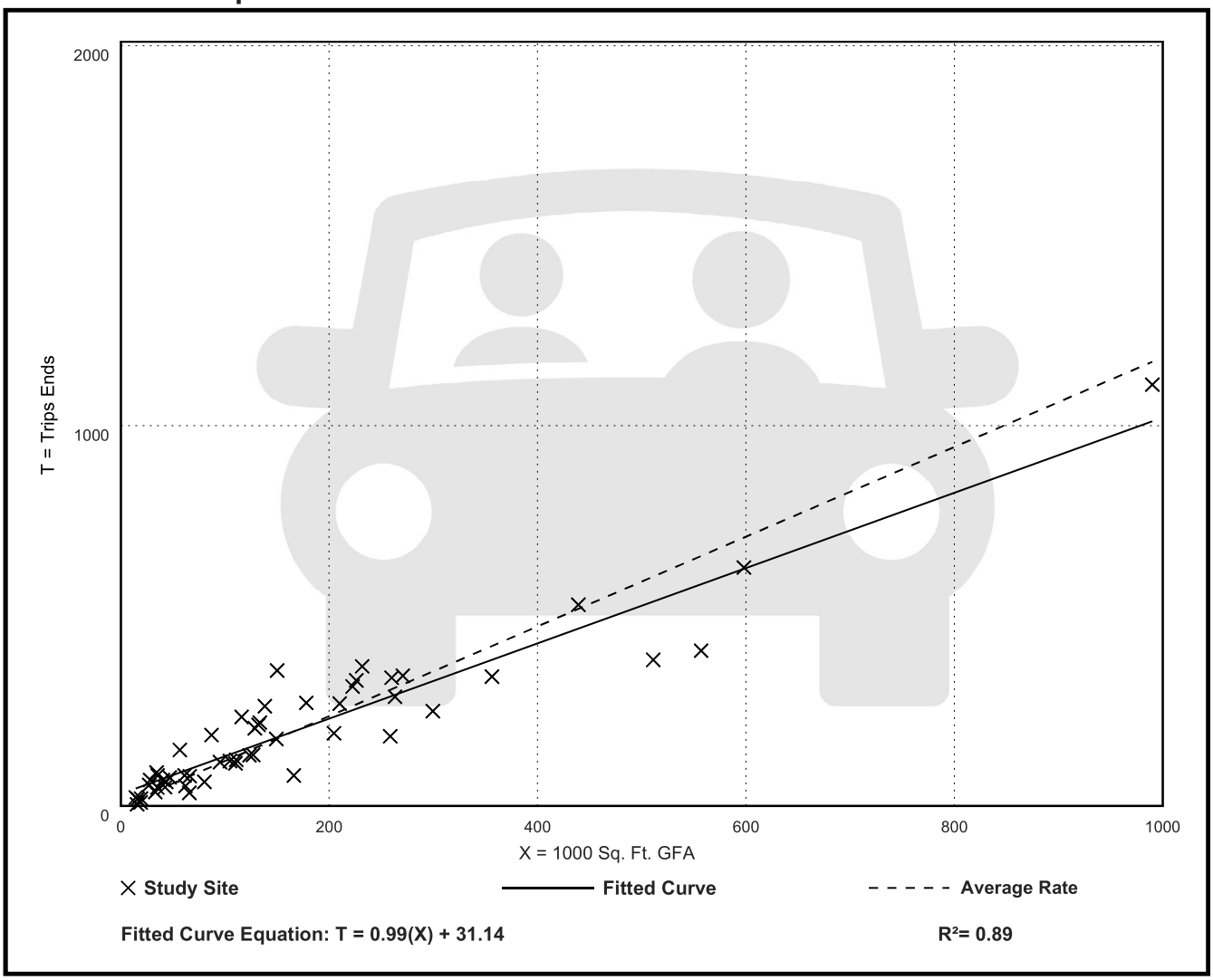
General Office Building
(710)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	53
Avg. 1000 Sq. Ft. GFA:	166
Directional Distribution:	16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.26 - 2.59	0.41

Data Plot and Equation



Fitted Curve Equation: T = 0.99(X) + 31.14

R^2= 0.89

Furniture/Flooring Store
(890)

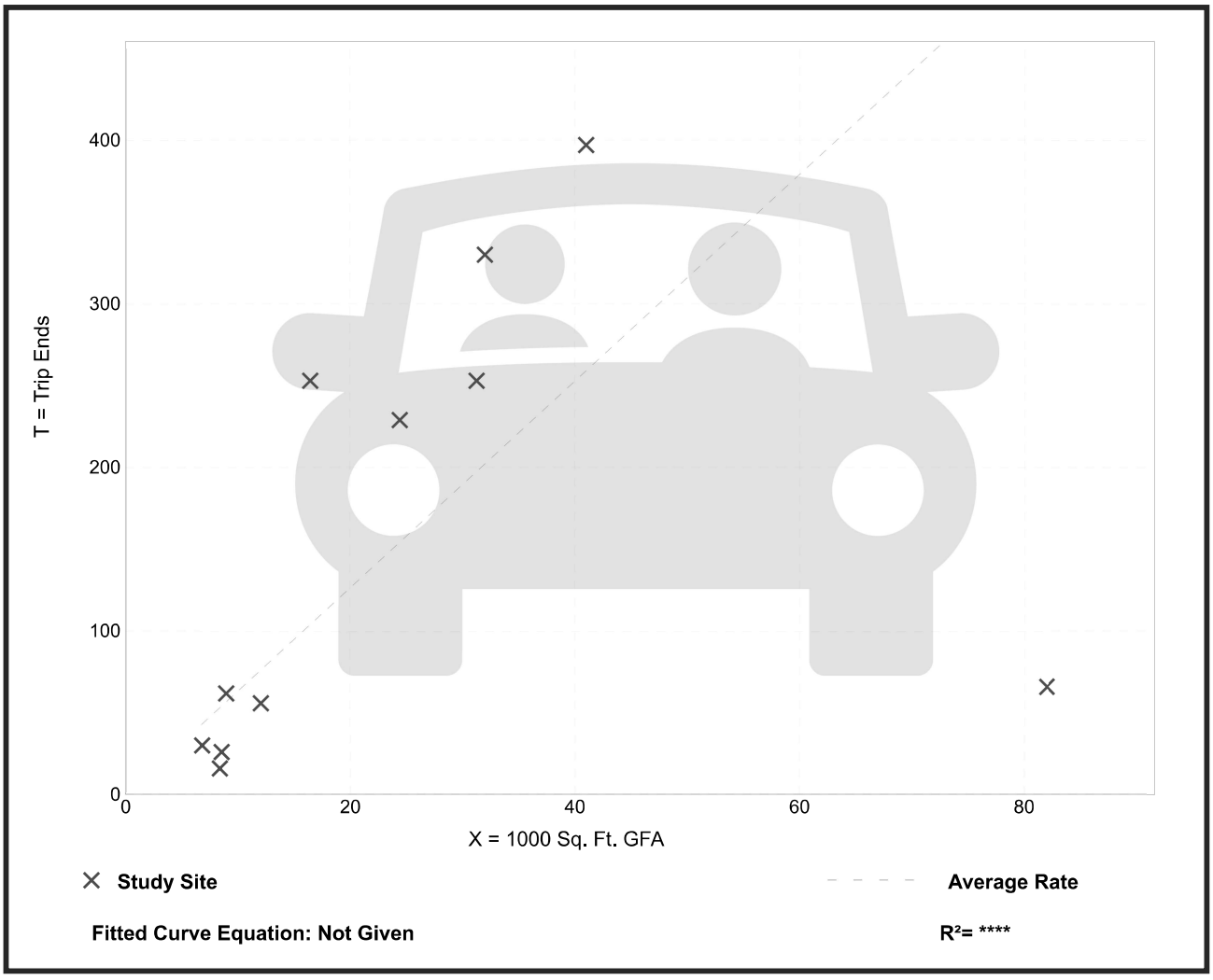
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 25
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.32	0.80 - 15.36	4.70

Data Plot and Equation



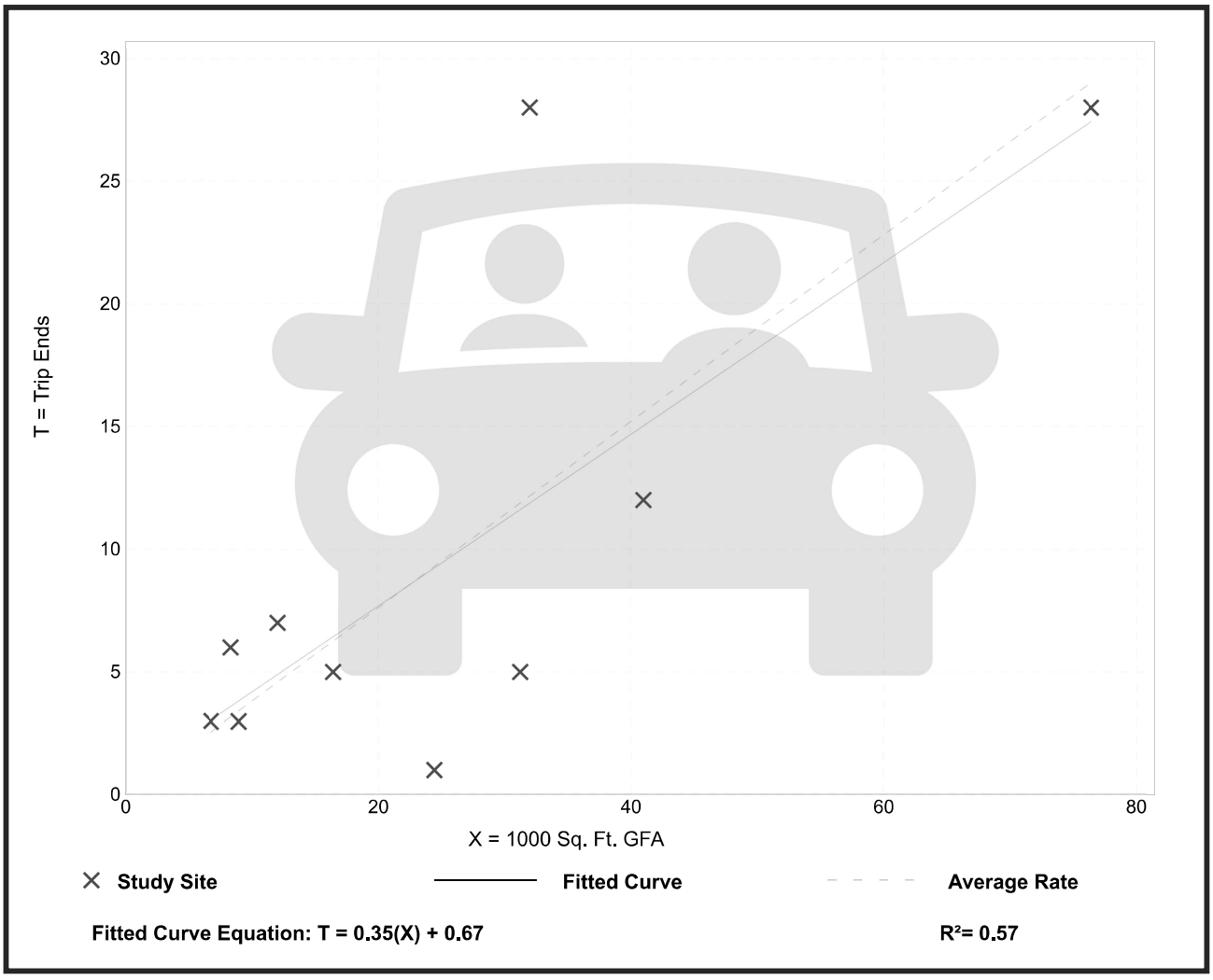
Furniture/Flooring Store
(890)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 10
Avg. 1000 Sq. Ft. GFA: 26
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.38	0.04 - 0.88	0.25

Data Plot and Equation



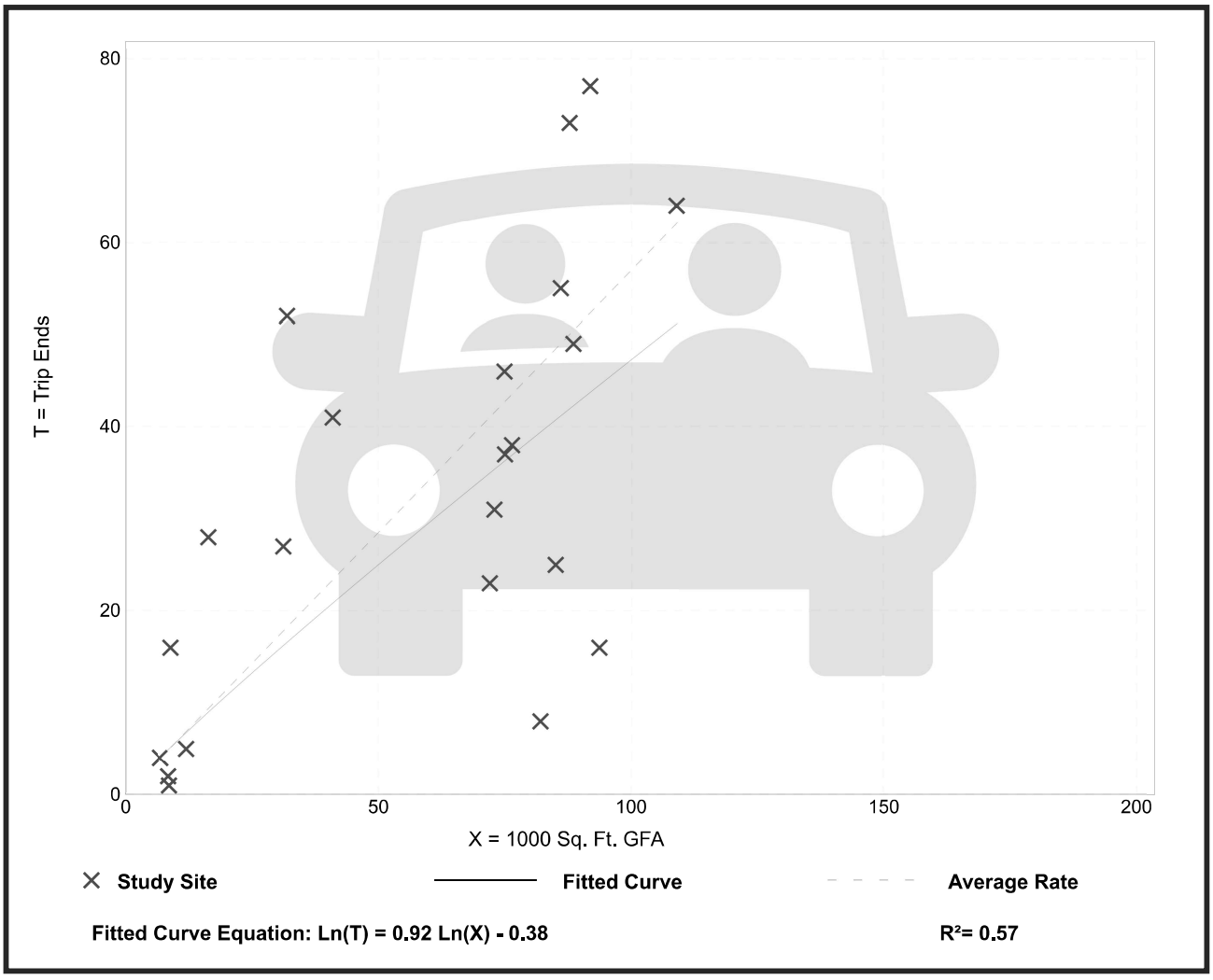
Furniture/Flooring Store
(890)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 22
Avg. 1000 Sq. Ft. GFA: 57
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.57	0.10 - 1.78	0.34

Data Plot and Equation



APPENDIX D

ITE PARKING GENERATION, 6th EDITION

Furniture Store
(890)

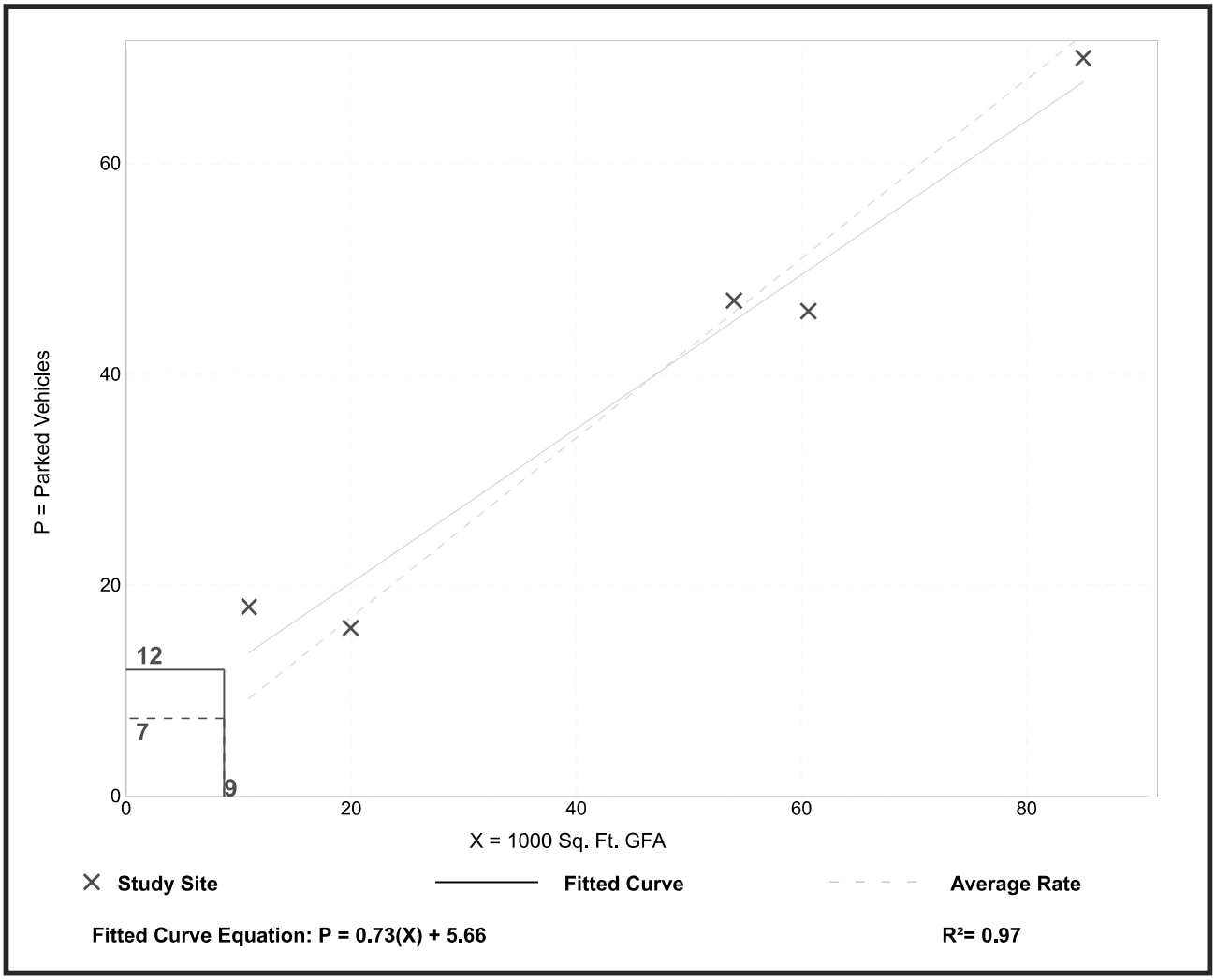
Peak Period Parking Demand vs: **1000 Sq. Ft. GFA**
On a: **Saturday**
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 46

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.85	0.76 - 1.64	0.80 / 1.64	***	0.20 (24%)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: P = 0.73(X) + 5.66

R^2= 0.97

APPENDIX E

SITE DRIVEWAY ANALYSIS

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	46	1	0
Future Vol, veh/h	0	0	0	46	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	50	1	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	50	-
Stage 1	-	-	0	-
Stage 2	-	-	50	-
Critical Hdwy	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.42	-
Follow-up Hdwy	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	959	0
Stage 1	-	-	-	0
Stage 2	-	-	972	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	959	-
Mov Cap-2 Maneuver	-	-	959	-
Stage 1	-	-	-	-
Stage 2	-	-	972	-

Approach	WB	NB
HCM Ctrl Dly, s/v	0	8.76
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	959	-	-
HCM Lane V/C Ratio	0.001	-	-
HCM Ctrl Dly (s/v)	8.8	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	116	0	0	0	0
Future Vol, veh/h	2	116	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	126	0	0	0	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	130	-
Stage 1	-	-	0	-
Stage 2	-	-	130	-
Critical Hdwy	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.42	-
Follow-up Hdwy	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	864	0
Stage 1	-	-	-	0
Stage 2	-	-	896	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	864	-
Mov Cap-2 Maneuver	-	-	864	-
Stage 1	-	-	-	-
Stage 2	-	-	896	-

Approach	EB	SB
HCM Ctrl Dly, s/v		0
HCM LOS		A

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↔	↰	
Traffic Vol, veh/h	0	0	0	127	3	0
Future Vol, veh/h	0	0	0	127	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	138	3	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	138	-
Stage 1	-	-	0	-
Stage 2	-	-	138	-
Critical Hdwy	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.42	-
Follow-up Hdwy	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	855	0
Stage 1	-	-	-	0
Stage 2	-	-	889	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	855	-
Mov Cap-2 Maneuver	-	-	855	-
Stage 1	-	-	-	-
Stage 2	-	-	889	-

Approach	WB	NB
HCM Ctrl Dly, s/v	0	9.23
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	855	-	-
HCM Lane V/C Ratio	0.004	-	-
HCM Ctrl Dly (s/v)	9.2	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	85	0	0	0	0
Future Vol, veh/h	2	85	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	92	0	0	0	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	97	-
Stage 1	-	-	0	-
Stage 2	-	-	97	-
Critical Hdwy	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.42	-
Follow-up Hdwy	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	-	903	0
Stage 1	-	-	-	0
Stage 2	-	-	927	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	903	-
Mov Cap-2 Maneuver	-	-	903	-
Stage 1	-	-	-	-
Stage 2	-	-	927	-

Approach	EB	SB
HCM Ctrl Dly, s/v		0
HCM LOS		A

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

date:	February 10, 2026
to:	James Murphy, AICP, Assistant Director of Planning, Zoning, and Building, Town of Palm Beach
from:	Eric Czerniejewski, P.E., ENV SP
subject:	95 North County Road Traffic Engineering Review

MEMORANDUM

The Town of Palm Beach has requested traffic engineering review services for the redevelopment of the existing office building, which previously served as a United States Post Office and will now be used by the furniture retailer Arhaus, located at 95 North County Road, Palm Beach, FL. The following are the traffic review comments based on the 02/04/26 resubmittal:

1. Please attach a copy of the Palm Beach County Traffic Division Traffic Performance Standard approval letter for the redevelopment located at 95 N. County Road.

   Simmons & White's 02/04/26 Response: The traffic study has been submitted to PBC Traffic and the TPS letter will be provided upon receipt.

   TCG 02/10/26 Response: This item is still pending.

2. Please update the change in vested trips for the daily trips from -55 tpd to -33 tpd in Section 3.0 Traffic Generation of the traffic impact statement as shown in Table 7.

   Simmons & White's 02/04/26 Response: Section 3.0 has been updated to reflect the correct change in daily trips.

   TCG 02/10/26 Response: Addressed.

3. The Parking Analysis Section 8.0 references that the alternative parking calculation will yield an average peak parking demand between 7 and 12 vehicles. Please provide a calculation using the ITE parking Generation rate that confirms this parking demand.

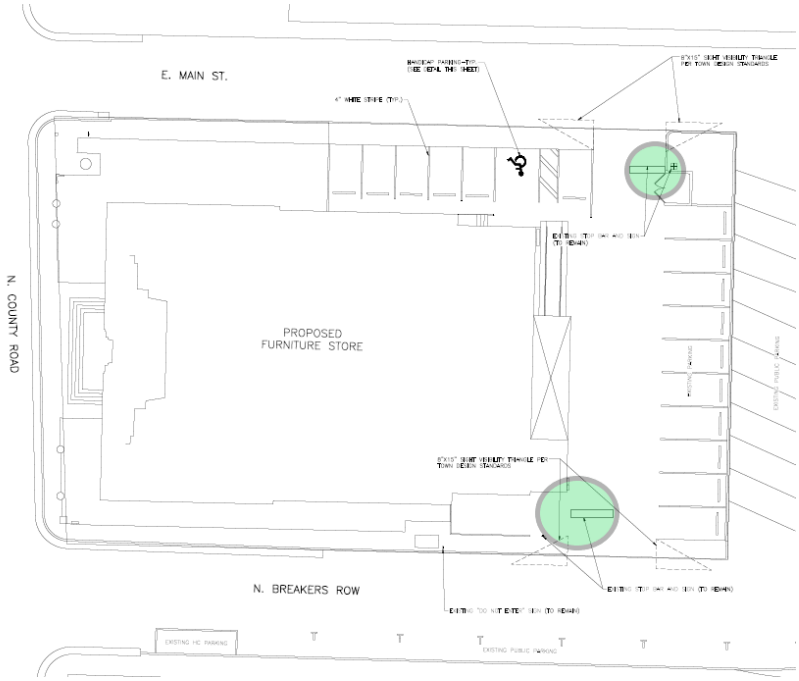
   Simmons & White's 02/04/26 Response: Additional parking calculations are now provided in Section 8.0.

   TCG 02/10/26 Response: Addressed.

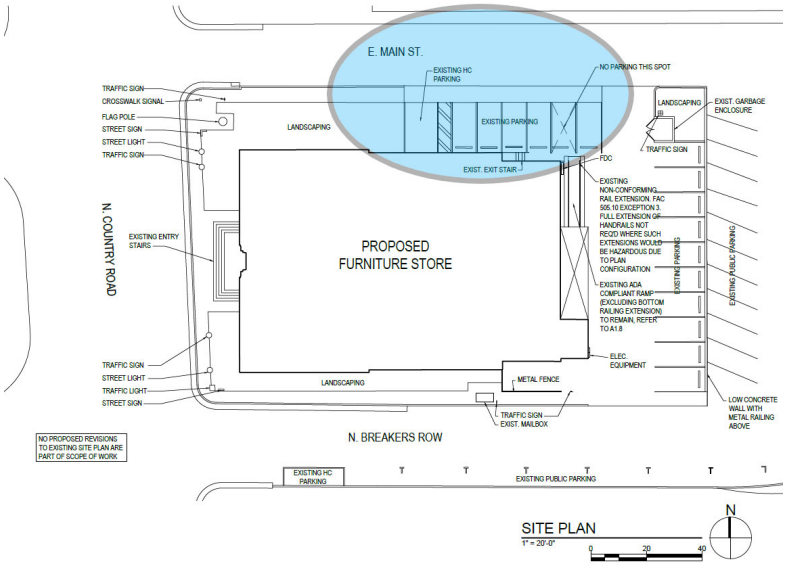
4. Please provide a pavement marking and signage plan signed and sealed by a professional engineer in the State of Florida for the on-site development. This should include all stop control at the proposed ingress and egress driveway locations. Please provide ADA handicap parking details in accordance 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.

   Simmons & White's 02/04/26 Response: A pavement marking and signage plan is now provided in Appendix A.

   TCG 02/10/26 Response: Please consider modifying the location of the existing stop bar and stop sign at the Main Street and Breakers ROW intersections to improve site visibility. The current marked stop bars at stop signs sit back further than necessary.



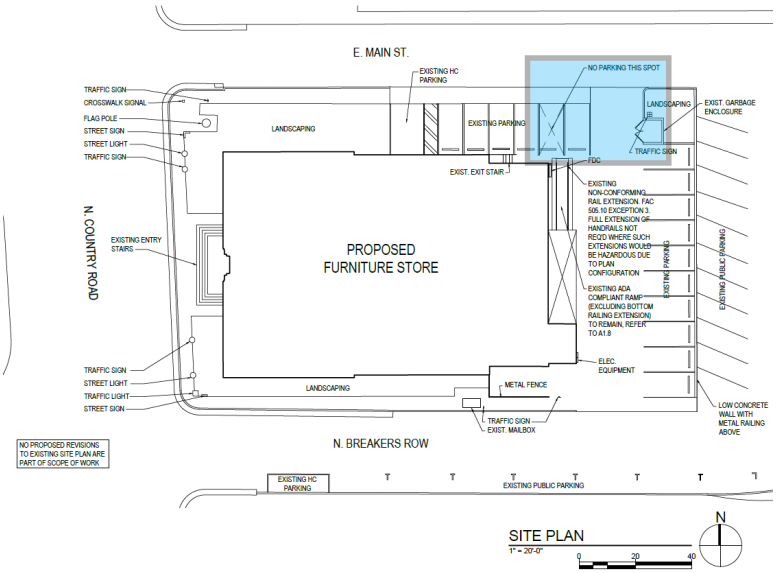
5. The traffic impact study should include a driveway analysis of the proposed ingress egress driveway connection to Main Street and Breakers Row for the AM and PM peak hour conditions. This should include a traffic circulation narrative of the directional one-way traffic circulation along both adjacent roadways. Please also discuss the proposed back-out parking along the northern frontage on to Main Street.



Simmons & White's 02/04/26 Response: A driveway analysis is now included as requested. Please see Section 9.0 and Appendix E of the revised traffic study.

TCG 02/10/26 Response: Addressed.

6. The proposed site plan depicts 17 on-site parking spaces, but there is a label that one parking space is "No Parking this spot". Please confirm the total number of available parking spaces on site. Please provide an exhibit that identifies the proposed on-site spaces, the 15-space adjacent parking lot, and the 7 adjacent on-street parking spaces.



Simmons & White's 02/04/26 Response: The existing site contains 17-parking spaces although 1 space is marked off as "No Parking this spot". This sign/label has now been removed so that all 17 spaces are usable. An exhibit showing all the parking is now provided in Figure 2.

TCG 02/10/26 Response: Addressed.

7. 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 02/04/26 Response: Comment noted.

   TCG 02/10/26 Response: Addressed.

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-26-0005 (ARC-25-0094) 1300 N OCEAN BLVD (COMBO) – VARIANCE. The applicants, Laurence & Molly Austin, have filed an application requesting Town Council review and approval for a variance to revest the existing landscape open space deficit on a parcel over 20K square feet in the R-B zoning district. The Architectural Commission shall perform design review of the application.

Date: 2/19/2026

ATTACHMENTS

Staff Report
Letter of Intent
Plans

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation
Quality of Life

FUNDING

No Fiscal Impact

ZON-26-0005 (ARC-25-0094) 1300 N OCEAN BLVD (COMBO) – VARIANCE. The applicants, Laurence & Molly Austin, have filed an application requesting Town Council review and approval for a variance to revest the existing landscape open space deficit on a parcel over 20K square feet in the R-B zoning district. The Architectural Commission shall perform design review of the application.

ARC-25-0094 (ZON-26-0005) 1300 N OCEAN BLVD (COMBO). The applicants, Laurence & Molly Austin, have filed an application requesting ARCOM review and approval for renovations to an existing single-family residence including replacement of windows and doors with modification and relocation of some fenestration, modification to architectural details. Site-wide landscape and hardscape renovations are proposed with landscape open space variance required. Town Council shall review the application as it pertains to zoning relief/approval.

Applicant: Laurence & Molly Austin
Architecture: B1 Architect (Gregory Bonner)
Landscape: Environment Design Group (Dustin Mizell)

THE PROJECT:
The applicant has submitted plans entitled "1300 N. OCEAN BLVD" as prepared by **B1 Architect** & "Private Residence 1300 N Ocean Blvd" as prepared by **Environment Design Group**, uploaded and dated to the Town 02/09/2025.

The following is the scope of work for the Project:

- Renovations and fenestration changes to existing single-family residence.
- New hardscape and landscape.

The following Town Council relief is needed to achieve the scope of work:

- **VARIANCE 1: Sec. 134-893(b)(1)(e):** A variance for landscape open space at 45% in lieu of the 37.3% existing and 50% minimum required for a property over 20K square feet in the R-B zoning district.

Site Data			
Zoning District	R-B	**Future Land Use**	SINGLE-FAMILY
Crown of Road	+15.17' NAVD	**FEMA Flood Zone**	ZONE X
Lot Width	175'	**Lot Depth**	133'
Lot Area	21,490 Sq. Ft.	**Enclosed Square Footage**	6,423 Sq. Ft.
Lot Coverage	29.88%	**Landscape Open Space**	Required: 50% (Lot over 20k SF) Existing: 37.3% Proposed: 44%
Surrounding Properties / Zoning			
North	1306 N Ocean Blvd / Residence | R-B		

South	1290 N Ocean Blvd / Residence | R-B
East	North Ocean Blvd / Right of Way Oceanfront Parcel of 1300 N Ocean Blvd (Subject Property) / Cabana | Beach Area
West	1300 N Ocean Way / Residence | R-B

STAFF ANALYSIS

The applicant is proposing a complete renovation to an existing single-story residence located on the north side of Merrain Road at the intersection of N Ocean Blvd. The scope includes modification and simplification of architectural details, modification to size and location of fenestrations, and new, site-wide, landscape and hardscape redesign and improvements. On the east elevation fronting North Ocean Boulevard, the pedestrian access through this elevation will be reduced to a single opening centered on the main mass and surrounded by stepped stucco detailing with the size and configuration of window openings adjusted and redesigned. The south street-side elevation fronting Merrain Road is proposed with a shift of the pedestrian opening westward and a redesign of the entry stairs from a single front-loaded stair to a pair of side-loaded stairs; sizes and locations of window opening are modified. is redesigned to feature a central Exterior wall finishes will match existing with smooth stucco and white paint. Impact rated windows and doors by ES are proposed in “Teka/Embero” wood-look finish. The garage door will be wood and a wood screen door in a light oak finish with grid pattern is proposed at the side pedestrian entry. Vehicular and pedestrian gates are proposed with matching grid pattern and are constructed of aluminum painted to match wood features.

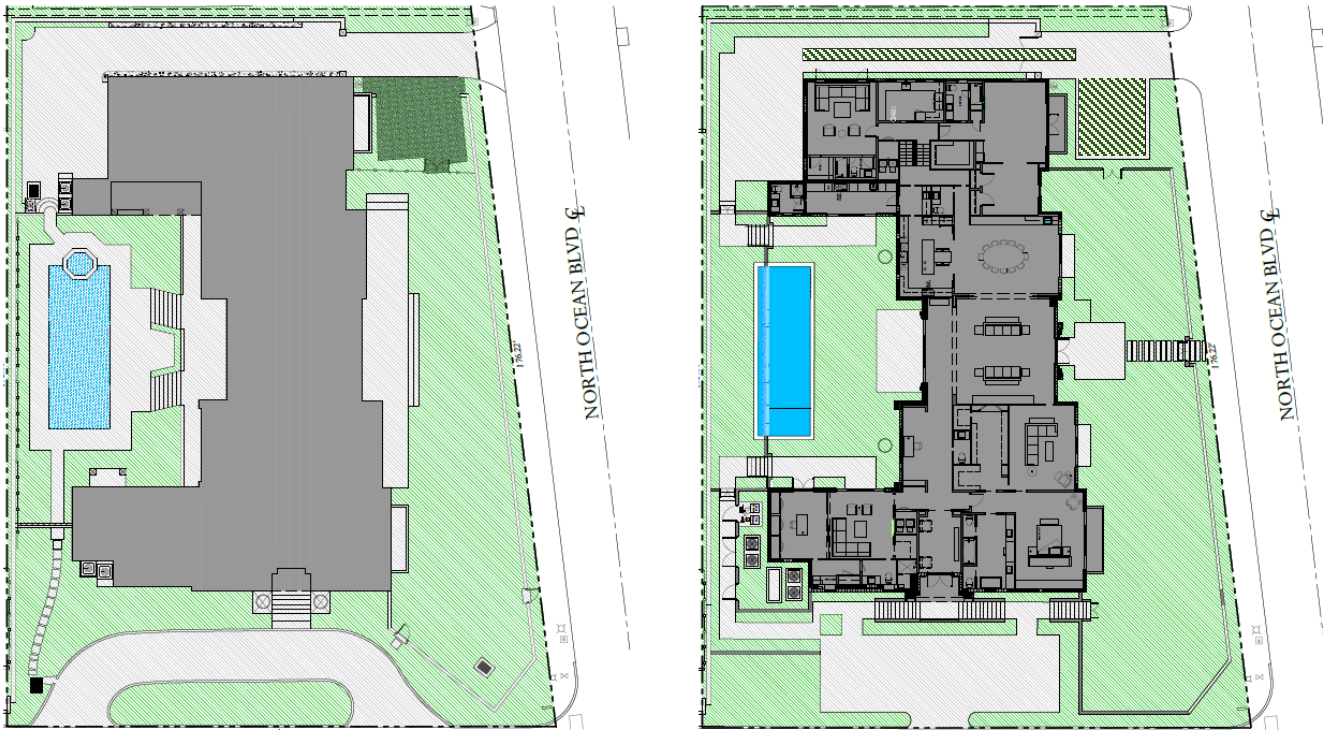
The hardscape and landscape plan for the site is proposed to be completely redesigned and reconfigured. Three curb cuts exist to the site (two on Merrain Road, one on North Ocean Boulevard) but will be reduced so that there is only one curb cut on Merrain Road and one curb cut on North Ocean Boulevard. Driveway areas are proposed in poured tabby with coral stone borders and the entry and pool terrace landings feature limestone paver in a herringbone pattern. The residence is in a U shape and features a central rear courtyard area. Within the courtyard, the applicant is proposing to raise the grade by infilling and constructing new retaining walls which will result in a walk-out terrace and lawn, in lieu of stepping down from the residence into the lowered terrace as currently configured. Within the new terrace, the swimming pool will be relocated and also brought up to the new elevation at grade. Equipment areas are reorganized for zoning compliance and screening at the south-west corner of the residence. A new vehicular gate is proposed setback from North Ocean Boulevard. With the redesign and reduction of hardscape area, the landscape open space on site is increasing. However, due to the extent of the renovation, the landscape open space is required to come into compliance with the code and proposal is still short of the minimum requirements; a variance for landscape open space is required to achieve the scope of work.



Color Rendering of Proposed Landscape Plan

VARIANCE

The applicant is seeking a landscape open space variance to revest the existing nonconforming landscape open space percentage. Due the size of the parcel being over 20,000 square feet in the R-B zoning district, the zoning regulations require that the parcel adhere to the more restrictive landscape open space requirements of the R-A zoning district (50%) in lieu of the standard amount of landscape open space that's required in the R-B district (45%). The existing landscape open space area is 32%, the required landscape open space is 50% for a lot over 20k SF, and the applicant is proposing 44% overall landscape open space. Staff will note that the applicant is proposing vehicle parking and maneuvering areas with a reinforced sod or ground cover, however, these areas are calculated as hardscape; visually, the hardscape areas will be softened.



Existing (Left) & Proposed (Right) Landscape Open Space Diagrams.

ZONING CODE	REQUIRED	PROPOSED	VARIANCE
VARIANCE 1: Sec. 134-893(b)(1)(e)	Min. 50% (10,745 SF) Landscape Open Space (R-B Lot >20k SF)	44% (9,457 SF) Landscape Open Space	**- 6%** (1,288 SF)

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.
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

B1 ARCHITECT
ARCHITECTURE PLANNING INTERIOR DESIGN

January 12, 2026

To: Town of Palm Beach
Architectural Review Board Members and Planning Department Staff

RE: Request for ARCOM Approval for modification to an existing residence located at:
1300 North Ocean Boulevard, Palm Beach FL 33480

Dear Board Members and Planning Staff,

Our office, B1 Architect, LLC represents Mr. and Mrs. Austin, (the "Applicant"), the owner of the above referenced parcel located at 1300 North Ocean Blvd., Palm Beach FL 33480. Please consider this letter to serve as the letter of intent in support of the owner's request for ARCOM approval for the renovation of an existing single-family residence. The property is in the RB zoning district and approximately 21,490 square feet (0.49 acres) in size. The existing split level single-family home will not change in size, height, lot coverage or mass.

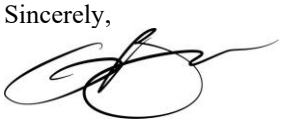
The scope of modifications to the existing house includes all new aluminum impact rated windows and doors by ES with wood grain finish installed in modified openings, throughout. The existing roof will remain as-is but the existing chimney will be eliminated. The existing white painted stucco house color of the residence will be updated to a beige/white (F&B Shaded White No. 201). On the west façade, the existing garage doors are to be replaced with wood paneled garage doors in white oak finish. The center portion of the west yard and pool will be raised up approximately 3'-0" to match the finished floor and eastern yard. The existing stucco band in the center massing has been eliminated. On the south façade, the existing front door will be moved to the west creating a symmetrical entry façade with a large white oak wood front entry door. The circular driveway will be removed and replaced by a motor court, thus eliminating one curb cut. On the east façade, the stucco band in the center massing has been eliminated. A larger swing door is centered with large stucco trim surround, flanked by large sconces.

Due to the existing conditions of the site, a variance is requested for the existing nonconformity of landscape open space. The existing landscape open space is 37.3%. The proposed design increases the landscape open space, by 5%, to 42% but still falls shy of the 45% required.

We feel that our design is in keeping with the intent of the code and design guidelines in terms of use, neighborhood context, character, scale, massing and design. We believe our elevations are well designed and believe that the approval of this home will be a great improvement in the area and ask that the Board approve our application as submitted.

A. LANDMARK PRESERVATION COMMISSION – Sections 54-122 & 54-161 Not applicable.
B. ARCHITECTURAL REVIEW – Section 18-205
C. ARCHITECTURAL REVIEW – Section 18-206 There will be no demolition on site.
D. SPECIAL EXCEPTION – Section 134-22 Not applicable
E. SITE PLAN REVIEW – Section 134-329 Not applicable
F. VARIANCE – Section 134-201 Not Applicable
G. OTHER Not applicable

Sincerely,



Gregory Bonner, A.I.A,
B1 Architect

139 N. COUNTY ROAD #18C PALM BEACH FL 33480 (561) 312-3453





1300 N. OCEAN BLVD.

PALM BEACH, FL 33480

ARC-25-0094
"SECOND SUBMITTAL" 01-12-2026
MEETING DATE 02-25-2026

DRAWING INDEX

ARCHITECTURAL		LANDSCAPE
A0	COVER SHEET/ DRAWING INDEX	L1.0-EXISTING IMAGES
	PROPERTY SURVEY	L2.0-EXISTING LANDSCAPE
ZL	ZONING LEGEND	L2.1-DEMO PLAN
VLM	VICINITY LOCATION MAP	L3.0-SITE PLAN
LP	LOCATION MAP	L3.1-OPEN SPACE DIAGRAM
P01	SUBJECT & SURROUNDING PROPERTY PHOTOS	L4.0-LANDSCAPE PLAN
P02	SURROUNDING PROPERTY PHOTOS	L4.1-PLANT SCHEDULE
P03	SURROUNDING PROPERTY PHOTOS	L5.0-LANDSCAPE LIGHTING
P04	INSPIRATION	L6.0-LANDSCAPE PLAN RENDERING
A0.1	EXISTING/DEMOLITION SITE PLAN	L6.1-ELEVATION RENDERINGS
A0.2	PROPOSED SITE PLAN	L6.2-ELEVATION RENDERINGS
A0.3	SITESCAPE & STREETSCAPE	L7.0-CONSTRUCTION SCREENING
A0.4	PROPOSED LOT COVERAGE DIAGRAM	L7.1-CONSTRUCTION STAGING
A0.5	PROPOSED CCR AXONOMETRIC	L7.2-TRUCK LOGISTICS
A0.6	TRUCK LOGISTICS & CONSTRUCTION SCREENING PLAN	
A1.0	EXISTING GARAGE LEVEL FLOOR PLAN	
A1.1	EXISTING/DEMOLITION FIRST FLOOR PLAN	
A1.2	EXISTING ROOF PLAN	
A1.3	PROPOSED FLOOR PLAN	
A1.4	PROPOSED ROOF PLAN	
A2.0	EXISTING & PROPOSED WEST ELEVATION	
A2.1	EXISTING & PROPOSED EAST ELEVATION	
A2.2	EXISTING & PROPOSED SOUTH ELEVATION	
A2.3	EXISTING & PROPOSED NORTH ELEVATION	
A2.4	MATERIALS / EXTERIOR DETAILS	
A2.5	DOOR TRIM DETAILS	
A2.6	COLOR RENDERINGS	
A2.7	3D RENDERINGS - WEST AND EAST ELEVATIONS	
A2.8	3D RENDERINGS - SOUTH ELEVATION	
A3.0	SCHEMATIC CROSS SECTION - A	

CONSULTANTS

ARCHITECT

B1 ARCHITECT
139 NORTH COUNTY ROAD, STE 18C
PALM BEACH, FL 33480

CONTACT: GREGORY BONNER
T 561.312.3453

LANDSCAPE ARCHITECT

ENVIRONMENT DESIGN GROUP
139 NORTH COUNTY ROAD, STE 20B
PALM BEACH, FL 33480

CONTACT: DUSTIN MIZELL
T 561.832.4600

CIVIL ENGINEER

GRUBER CONSULTING ENGINEERS
2475 MERCER AVE
WEST PALM BEACH, FL 33401

CONTACT: CHAD GRUBER
T 561.312.2041

SCOPE OF WORK

INTERIOR RENOVATION TO AN EXISTING SINGLE FAMILY RESIDENCE WITH NEW WINDOW & DOOR REPLACEMENTS IN EXISTING AND MODIFIED OPENINGS WITH RELATED LANDSCAPE AND HARDSCAPE IMPROVEMENTS

FIRST SUBMIT 11-24-2025
SECOND SUBMIT 01-12-2026
FINAL SUBMIT 02-09-2026
MEETING DATE 02-25-2026

ARC-25-0094

ISSUE	DATE
ARCOM	02.25.26

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RENOVATION TO AN EXISTING SINGLE FAMILY RESIDENCE:
PRIVATE RESIDENCE
1300 NORTH OCEAN BOULEVARD
PALM BEACH, FL 33480

GREGORY BONNER, AIA

AA26003271

B1 ARCHITECT
139 NORTH COUNTY ROAD, STE 18C
PALM BEACH FLORIDA 33480
(561) 312-3453

JOB NO.	1300_NOCN
PLOT DATE	01.12.2025
SCALE	AS NOTED
DRAWN BY	mmc

A0

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

Line #	Zoning Legend			
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** Indicate each yard area with cardinal direction (N,S,E,W)*

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**** 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

ARC-25-0094

ISSUE	DATE
ARCOM	02.25.26

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RENOVATION TO AN EXISTING SINGLE FAMILY RESIDENCE:

PRIVATE RESIDENCE

1300 NORTH OCEAN BOULEVARD
PALM BEACH, FL 33480

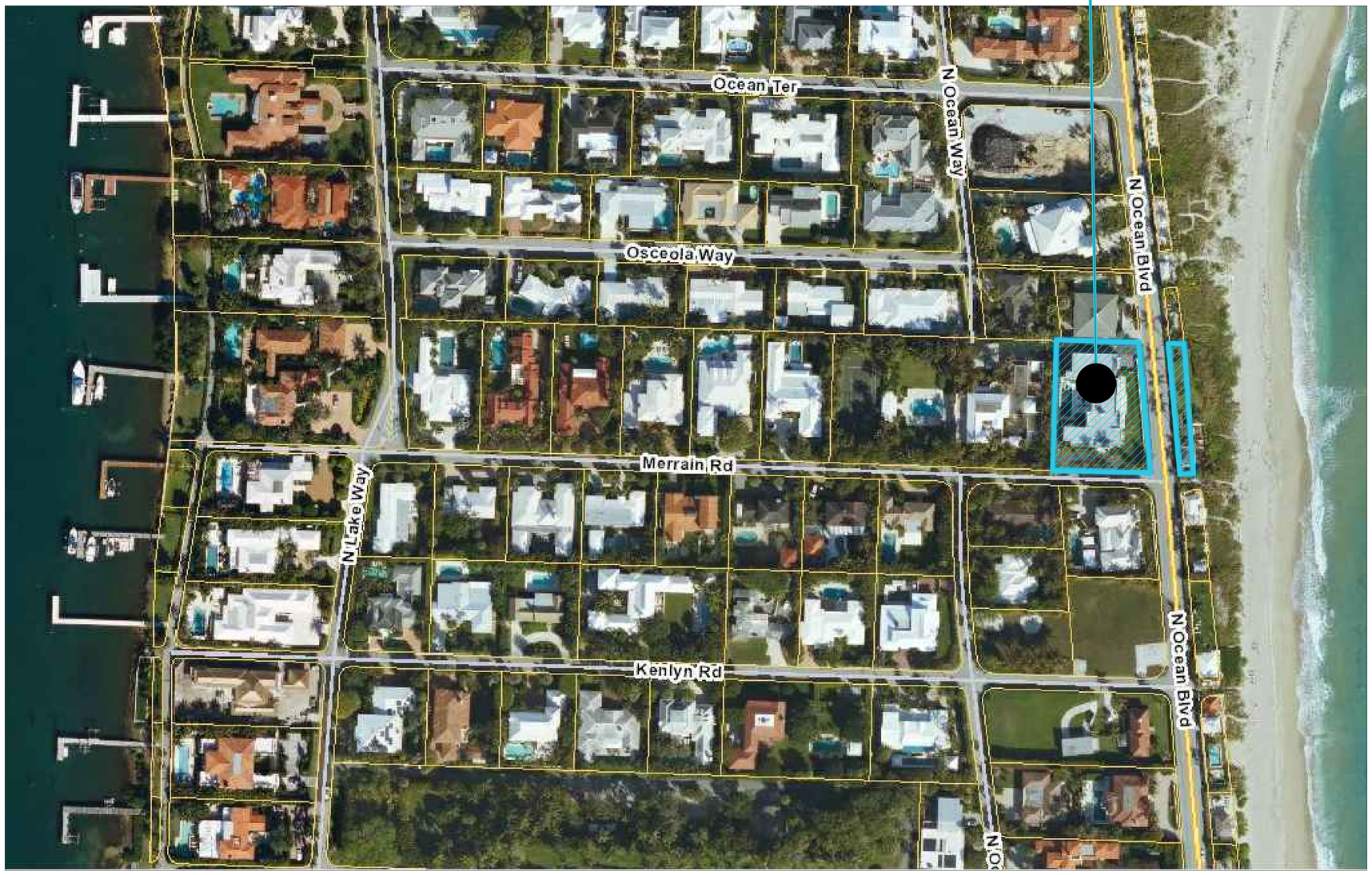
GREGORY BONNER, AIA

AA26003271

B1 ARCHITECT
139 NORTH COUNTY ROAD, STE 18C
PALM BEACH FLORIDA 33480
(561) 312-3453

JOB NO.	1300_NOCN
PLOT DATE	01.12.2025
SCALE	AS NOTED
DRAWN BY	mmc

ZL



VICINITY LOCATION MAP

Scale: N.T.S.

N

ARC-25-0094

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VLM



LOCATION MAP

Scale: N.T.S.

N

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JOB NO.	1300_NOCN
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DRAWN BY	mmc

LM



1300 N OCEAN BLVD
SUBJECT PROPERTY



1300 N OCEAN BLVD
SUBJECT PROPERTY



1300 N OCEAN BLVD
SUBJECT PROPERTY



1306 N OCEAN BLVD



1326 N OCEAN BLVD



100 OCEAN TERRACE

SUBJECT & SURROUNDING PROPERTY PHOTOS

1300 N OCEAN BLVD

ARC-25-0094

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P01



200 OCEAN TERRACE



202 OSCEOLA WAY



1305 N OCEAN WAY



1300 N OCEAN WAY



1290 N OCEAN BLVD



1285 N OCEAN BLVD

SURROUNDING PROPERTY PHOTOS

1300 N OCEAN BLVD

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P02



1287 N OCEAN WAY



1291 N OCEAN WAY



110 MERRAIN RD



200 MERRAIN RD



201 KENLYN RD

SURROUNDING PROPERTY PHOTOS

1300 N OCEAN BLVD

ARC-25-0094

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P03



SYMMETRY



ENTRY FEATURE



ENTRY FEATURE



ENTRY DOOR SCREEN



GATES



RAILING



LANDSCAPE



LANDSCAPE

INSPIRATION PHOTOS

1300 N OCEAN BLVD

ARC-25-0094

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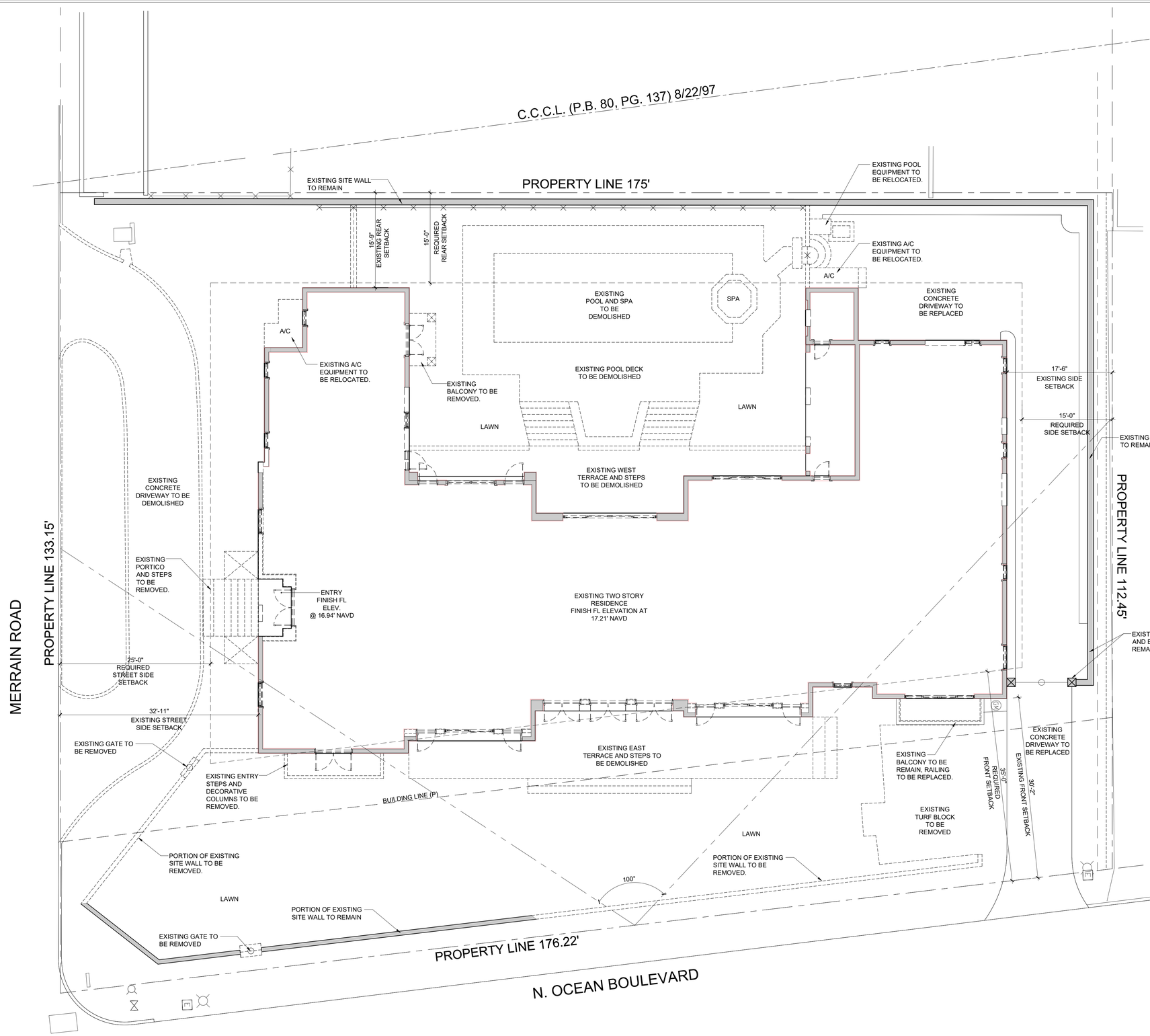
P04



1 EXISTING/DEMO SITE PLAN
SCALE:1/8" = 1'-0"

N

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

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Enter N/A if value is not applicable.
Enter N/C if value is not changing.

REV BF 20230626

PROPERTY ADDRESS:
1300 N OCEAN BLVD
PALM BEACH, FL 33480

LEGAL DESCRIPTION
MC INTOSH HOMESITES LT 1-A & LT 1 (LESS W 207.3 FT)

LAND USE EXISTING/PROPOSED USE
1 - SINGLE FAMILY RESIDENTIAL

PARCEL ID NUMBER 50434303050000010

PROJECT SCOPE:
EXTERIOR: REPLACE EXISTING WINDOW AND DOORS IN EXISTING AND MODIFIED OPENINGS, REMOVAL OF COINS AND DECORATIVE TRIM.
INTERIOR: NEW INTERIOR WALLS AND FINISHES.

APPLICABLE CODES
1. FLORIDA BUILDING CODE RESIDENTIAL 2023, 8TH EDITION
2. FLORIDA BUILDING CODE EXISTING BUILDING, 2023, 8TH EDITION.
3. FLORIDA BUILDING CODE, 2023, 8TH EDITION.
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5. FLORIDA FIRE PREVENTION CODE 2023, 8TH EDITION.
6. NFPA 101 LIFE SAFETY CODE, 2023, 8th EDITION.
7. FLORIDA BUILDING CODE ENERGY CONSERVATION 2023, 8TH EDITION.
9. FLORIDA MECHNICAL CODE 2023, 8th EDITION.
9. FLORIDA PLUMBING CODE 2023, 8th EDITION.
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ARC-25-0094

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RENOVATION TO AN EXISTING SINGLE FAMILY RESIDENCE:

PRIVATE RESIDENCE

1300 NORTH OCEAN BOULEVARD
PALM BEACH, FL 33480

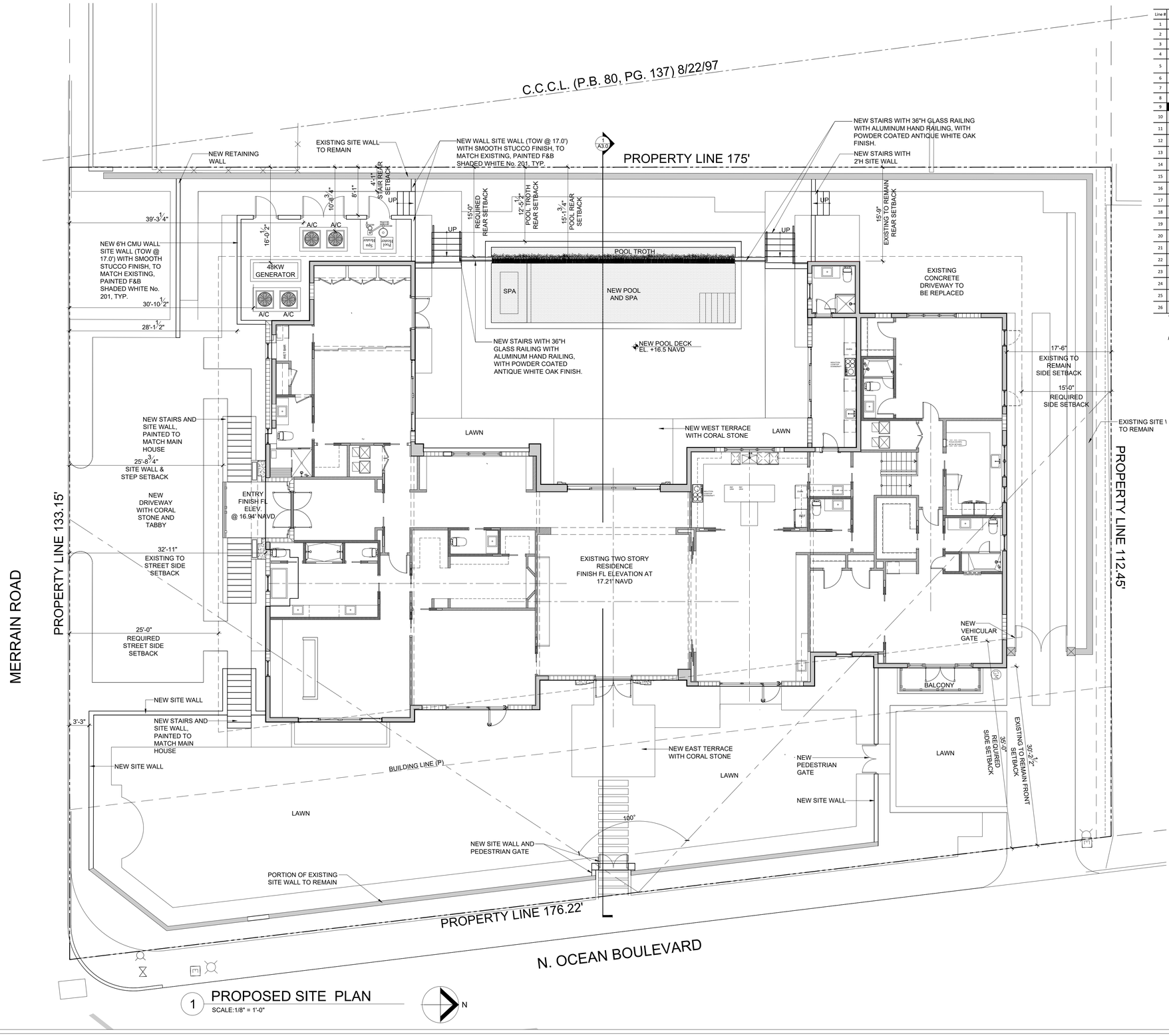
GREGORY BONNER, AIA

AA26003271

B1 ARCHITECT
139 NORTH COUNTY ROAD, STE 18C
PALM BEACH FLORIDA 33480
(561) 312-3453

JOB NO.	1300_NOCN
PLOT DATE	01.12.2025
SCALE	AS NOTED
DRAWN BY	mmc

A0.1



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

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:**	1300 N Ocean Blvd. Palm Beach, FL 33480		
2	**Zoning District:**	RB Residential District		
3	**Lot Area (sq. ft.):**	21,490 SF		
4	**Lot Width (W) & Depth (D) (ft.):**	133.15' x 175.22		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	Single-Family		
6	**FEMA Flood Zone Designation:**	A0 / X		
7	**Zero Datum for point of meas. (NAVD)**	+0.0' NAVD (Useds as Architectural +0'-0")		
8	**Crown of Road (COR) (NAVD)**	+15.17' NAVD		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	5,372.5 SQ. FT (25%)	6,423 SQ.FT (29.88%)	6,423 SQ.FT (29.88%)
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)		6,966 SQ. FT	6,966 SQ. FT.
12	*Front Yard Setback (Ft.)	35'-0"	30'-2 1/2"	30'-2 1/2"
13	* Side Yard Setback (1st Story) (Ft.)	25'-0" (S)	32'-11" (S)	32'-11" (S)
14	* Side Yard Setback (2nd Story) (Ft.)	15'-0" (N)	17'-6" (N)	15'-0" (N)
15	*Rear Yard Setback (Ft.)	15'-0"	15'-9"	15'-9"
16	Angle of Vision (Deg.)	100 Degrees	100 Degrees	100 Degrees
17	Building Height (Ft.)	25'-0"	17'-2"	17'-2"
18	Overall Building Height (Ft.)	30'-0"	19'-6"	19-6"
19	Cubic Content Ratio (CCR) (R-B ONLY)	N/A	N/A	N/A
20	** Max. Fill Added to Site (Ft.)	21.42"		21.42"
21	Finished Floor Elev. (FFE)(NAVD)	+0.0' NAVD	+17.12' NAVD	+17.12' NAVD
22	Base Flood Elevation (BFE)(NAVD)	+0.0' NAVD	N/A	N/A
23	Landscape Open Space (LOS) (Sq Ft and %)	10,745 SF (50%)	7,980 SQ.FT. (37.3%)	9,953 SQ.FT. (45%)
24	Perimeter LOS (Sq Ft and %)	N/A	N/A	N/A
25	Front Yard LOS (Sq Ft and %)	11,481 SF (45%)	1,770 SF (32%)	1,909 SF (58%)
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 required by Ord. 003-2021 on separate TOPB Landscape Legend*

Enter N/A if value is not applicable.
Enter N/C if value is not changing.

REV BF 20230626

PROPERTY ADDRESS:
1300 N OCEAN BLVD
PALM BEACH, FL 33480

LEGAL DESCRIPTION
MC INTOSH HOMESITES LT 1-A & LT 1 (LESS W 207.3 FT)

LAND USE EXISTING/PROPOSED USE
1 - SINGLE FAMILY RESIDENTIAL

PARCEL ID NUMBER 50434303050000010

PROJECT SCOPE:
EXTERIOR: REPLACE EXISTING WINDOW AND DOORS IN EXISTING AND MODIFIED OPENINGS, REMOVAL OF COINS AND DECORATIVE TRIM.
INTERIOR: NEW INTERIOR WALLS AND FINISHES.

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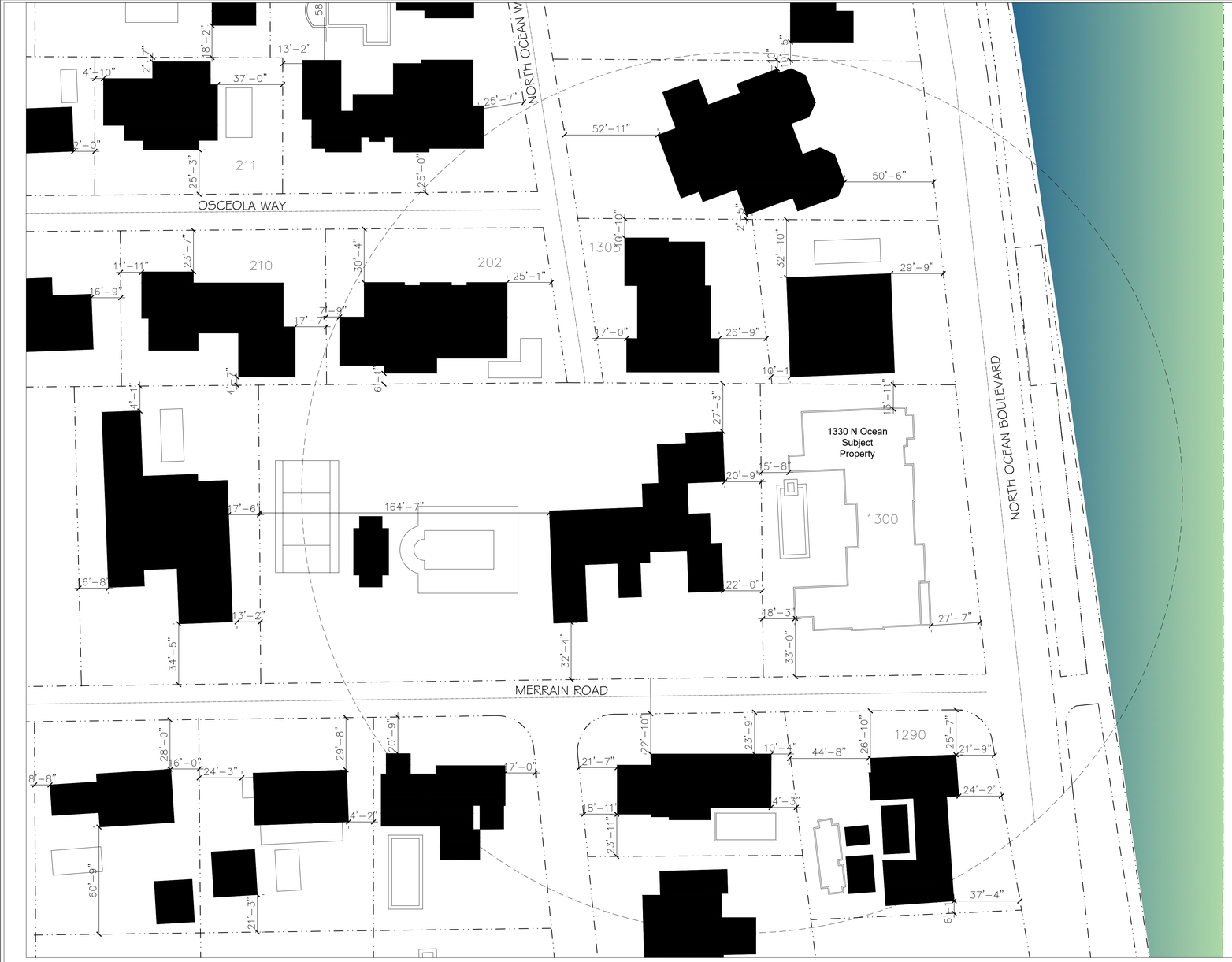
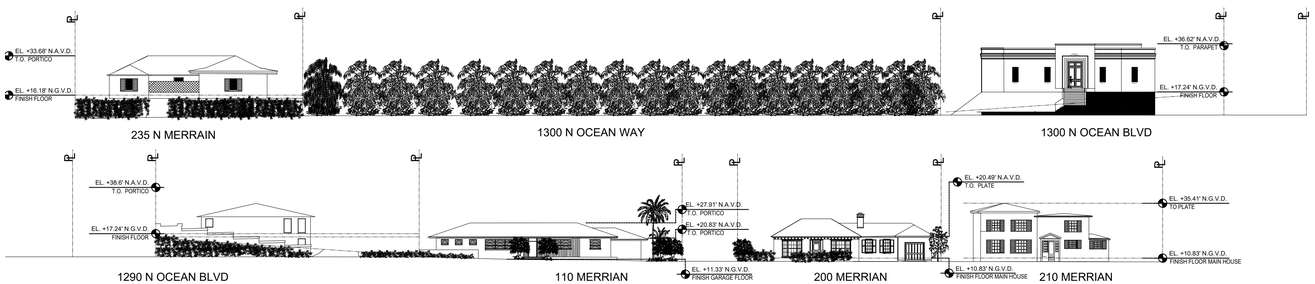


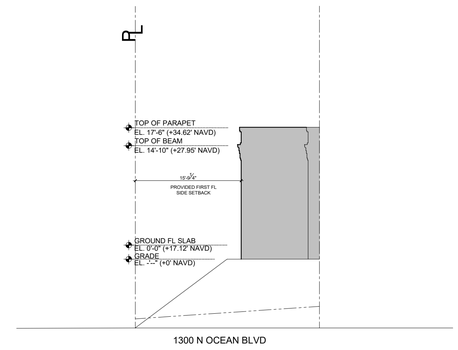
SITE SCAPE

SCALE: 1/32 = 1"



STREET SCAPE

SCALE: 1/32 = 1"



PROPOSED REAR DIAGRAM

SCALE: 3/32 = 1"

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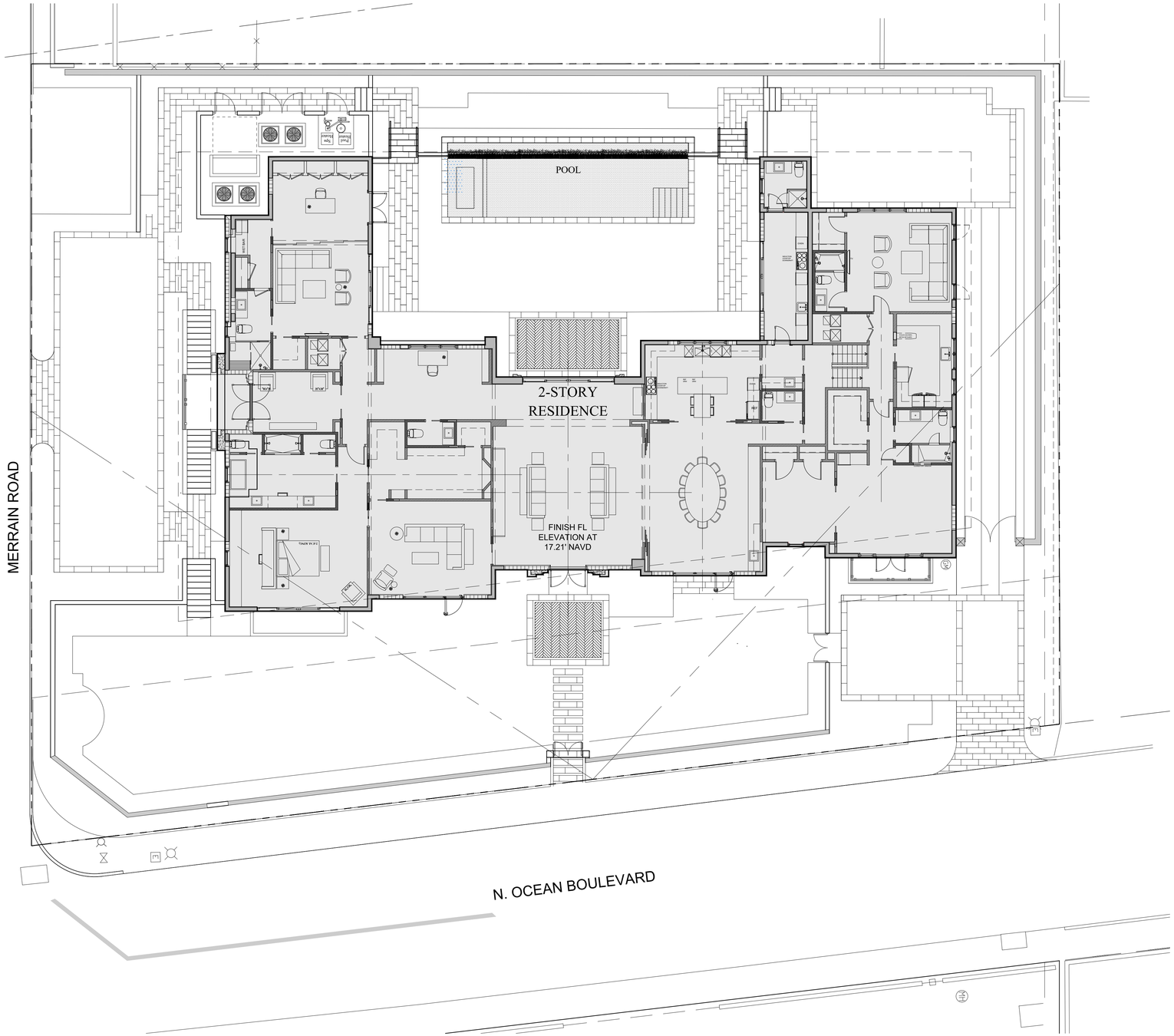
A0.3

ARC-25-0094

LOT AREA = 21,490 SF

MAIN HOUSE - 6,371 SF
COVER ENTRY - 52 SF
TOTAL FOOT PRINT - 6,423 SF

PROPOSED LOT COVERAGE
6,423 SF (29.88%)



1 PROPOSED LOT COVERAGE DIAGRAM
SCALE:1/8" = 1'-0"

N

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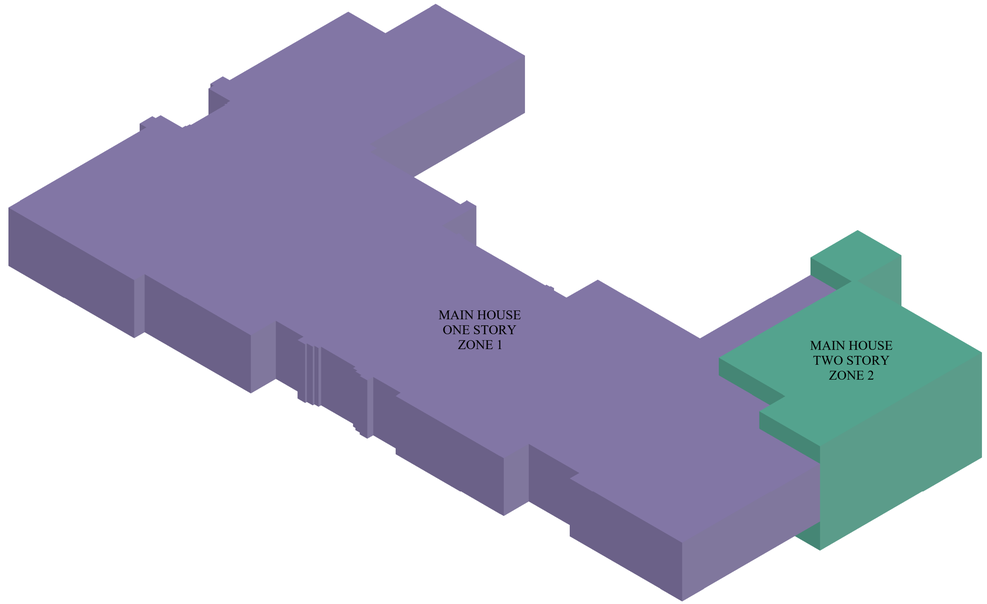


PROPOSED CCR AXONOMETRIC

SCALE: N.T.S.

LEGEND

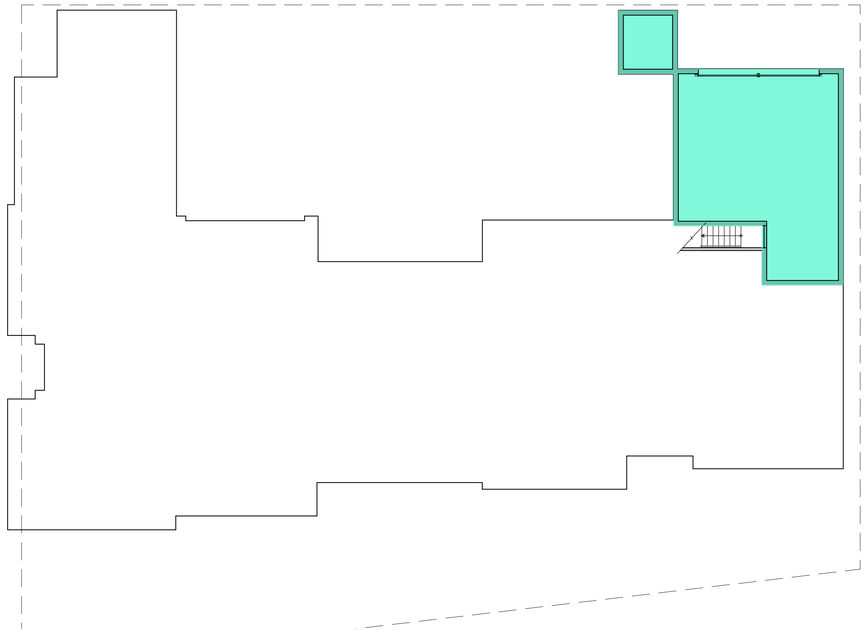
ZONE 1
ONE STORY
MAIN HOUSE

ZONE 2
TWO STORY
MAIN HOUSE

CCR CALCULATIONS

	ZONE	PROPOSED	
MAIN HOUSE ONE STORY	ZONE 1	5,601 SF x 10'	= 56,010 CU. FT.
MAIN HOUSE TWO STORY	ZONE 2	823 SF x 18'	= 14,814 CU. FT.
TOTAL			70,824 CU. FT.

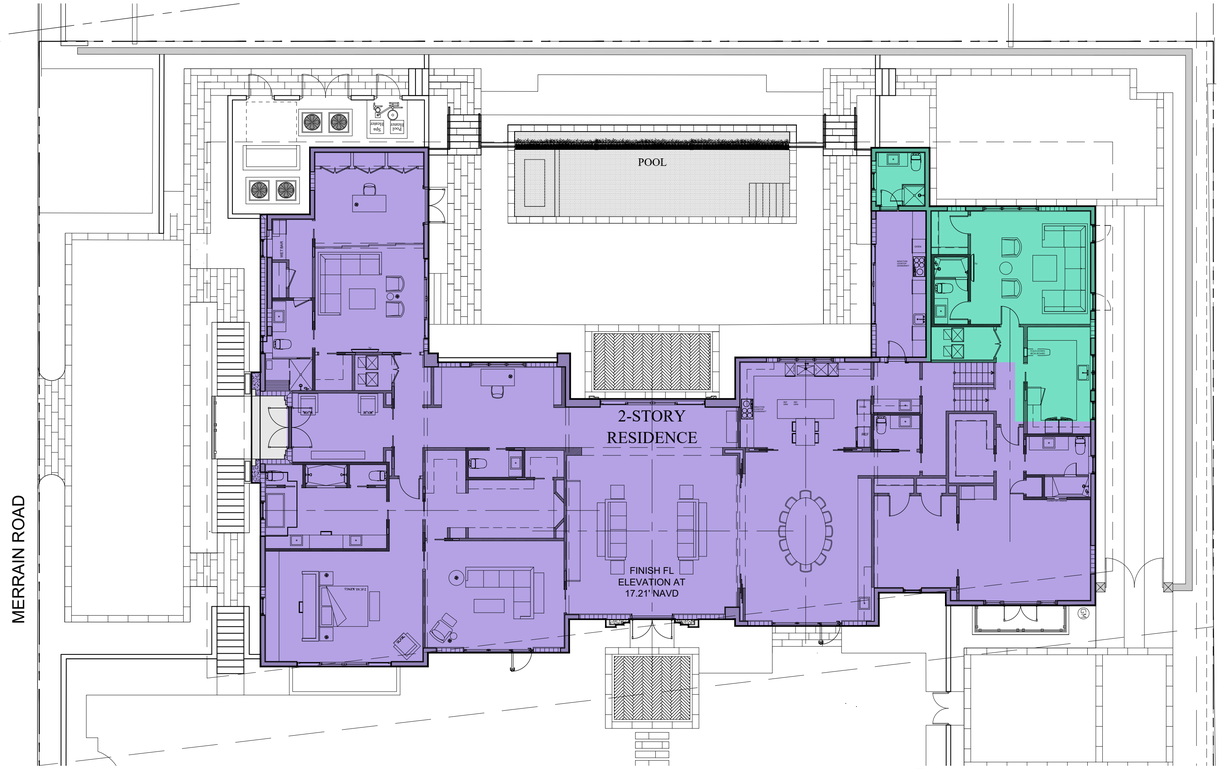
LOT AREA		21,490 SF
MAX ALLOWED CCR	3.89	83,246 CU. FT.
TOTAL PROPOSED CCR	3.29	70,824 CU. FT.



PROPOSED GARAGE LEVEL FLOOR PLAN

SCALE: 3/32" = 1'-0"

N



PROPOSED FIRST FLOOR PLAN

SCALE: 3/32" = 1'-0"

N

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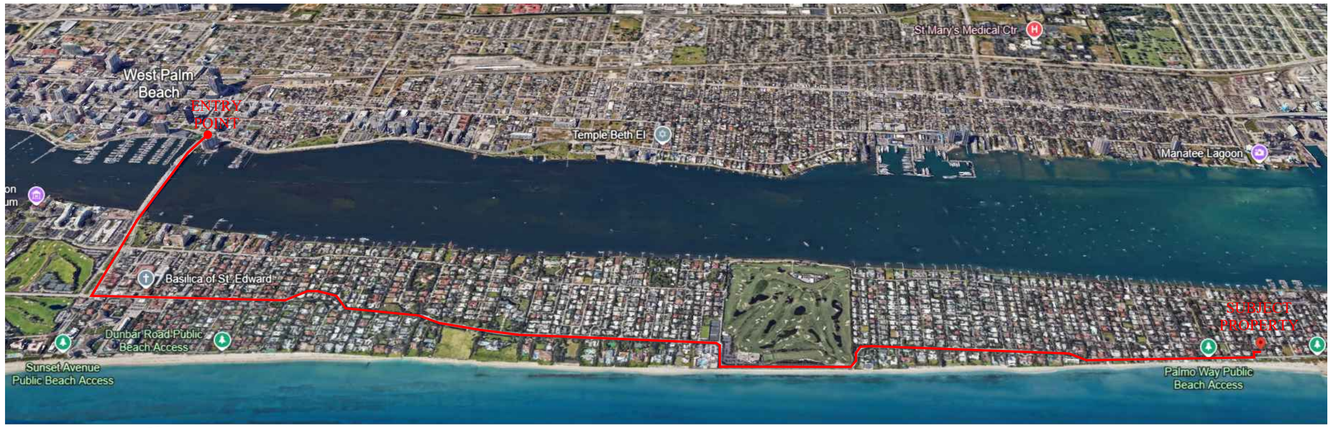


1 TRUCK TRAFFIC MAP
SCALE: N.T.S.

N

ROUTE TO PROPERTY:

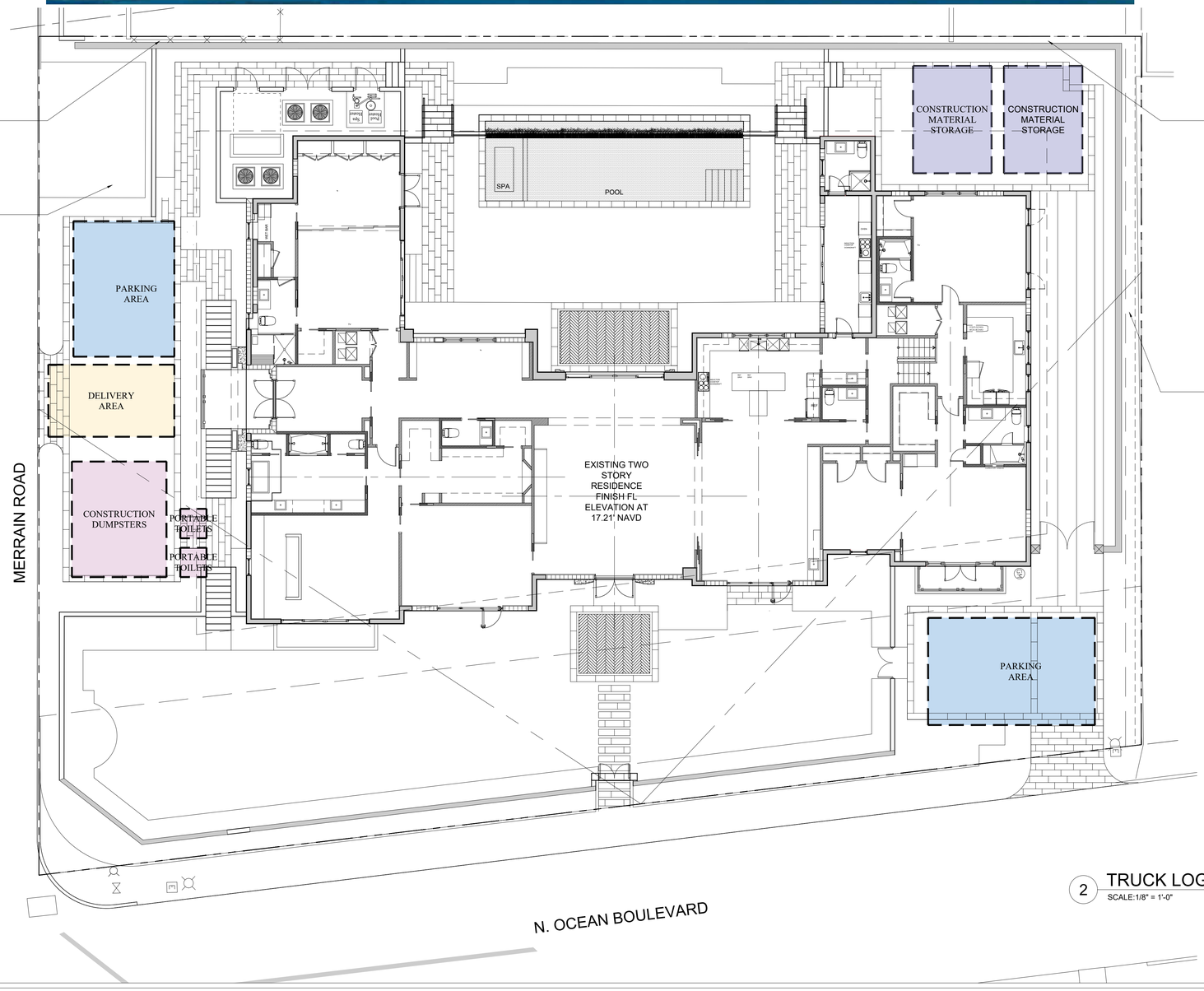
ENTER THE TOWN OF PALM BEACH THRU ROYAL PONCIANA WAY OVER THE FLAGLER MEMORIAL BRIDGE. TURN LEFT ON N. COUNTY ROAD HEADING NORTH. CONTINUE HEADING NORTH TO MERRAIN ROAD & N. COUNTY ROAD REACHING SUBJECT PROPERTY.

MAX. NUMBER OF TRIPS TO SUBJECT PROPERTY:

80 BUILDING MATERIAL AND DUMPSTER TRUCKS

MAXIMUM TRUCK LENGTH:

60'



2 TRUCK LOGISTICS & CONSTRUCTION SCREENING PLAN
SCALE:1/8" = 1'-0"

N

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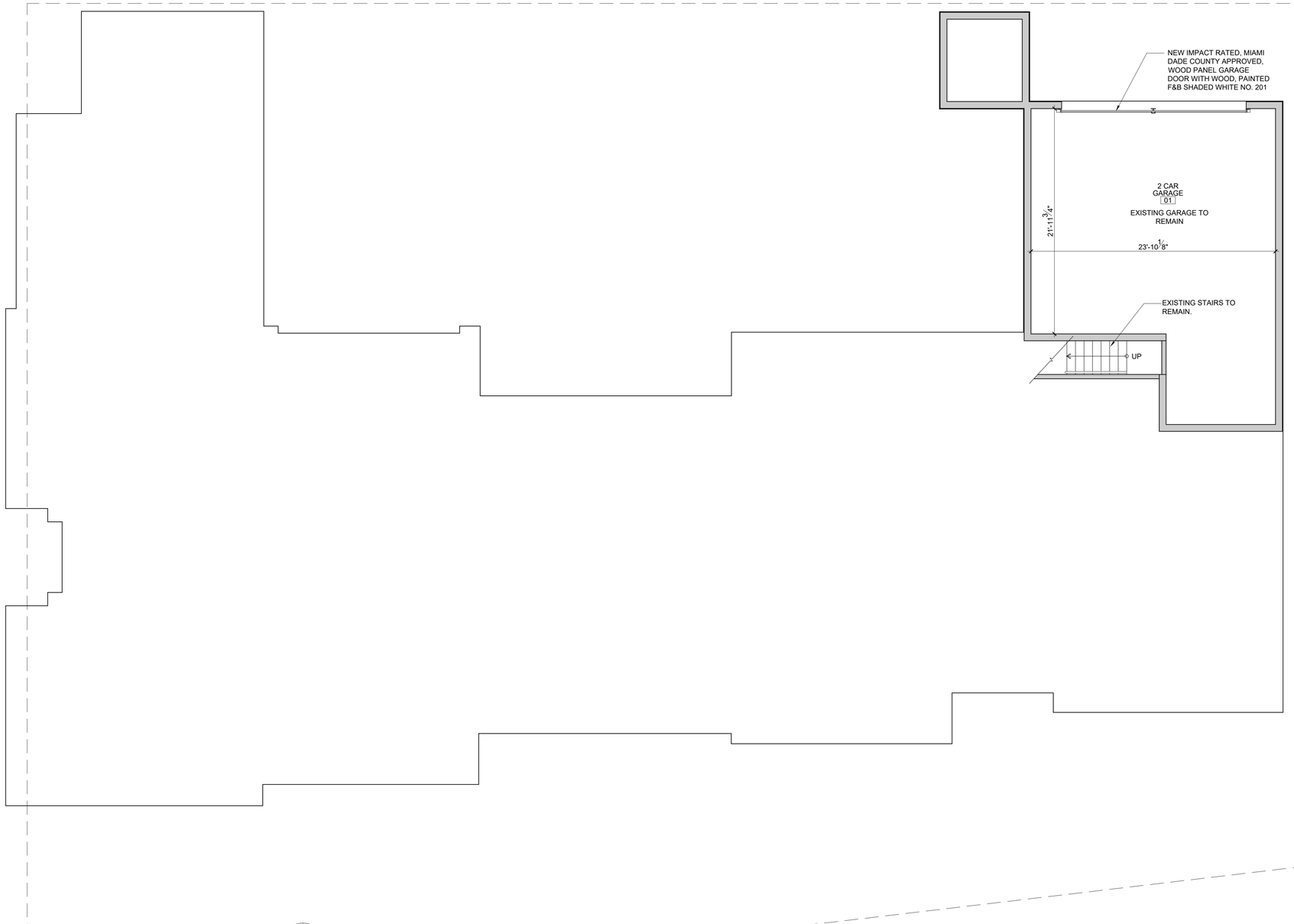

1 EXISTING/TO REMAIN GARAGE LEVEL FLOOR PLAN
SCALE: 3/16" = 1'-0"

N

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A1.0

EXISTING SITE WALL TO REMAIN

EXISTING POOL EQUIPMENT TO BE RELOCATED.

EXISTING POOL DECK TO BE DEMOLISHED

EXISTING A/C EQUIPMENT TO BE RELOCATED.

A/C

EXISTING POOL AND SPA TO BE DEMOLISHED

SPA

EXISTING CONCRETE DRIVEWAY TO BE REPLACED

POOL BATH

A/C

EXISTING A/C EQUIPMENT TO BE RELOCATED.

EXISTING BALCONY TO BE REMOVED.

COVERED TERRACE

EXISTING WEST TERRACE AND STEPS TO BE DEMOLISHED

EXISTING CONCRETE DRIVEWAY TO BE DEMOLISHED

EXISTING PORTICO AND STEPS TO BE REMOVED.

EXISTING TWO STORY RESIDENCE TO BE REMODELED FINISH FL ELEVATION AT 17.21' NAVD

EXISTING SITE WALL AND ENTRY POST TO REMAIN

EXISTING WINDOWS AND DOORS TO BE REPLACED, TYP.

BALCONY

EXISTING GATE TO BE REMOVED

EXISTING EAST TERRACE AND STEPS TO BE DEMOLISHED

EXISTING CONCRETE DRIVEWAY TO BE REPLACED

EXISTING BALCONY TO BE REMAIN, RAILING TO BE REPLACED.

EXISTING ENTRY STEPS AND DECORATIVE COLUMNS TO BE REMOVED.

EXISTING TURF BLOCK TO BE REMOVED

1 EXISTING/ DEMOLITION FIRST FLOOR PLAN
SCALE: 3/16" = 1'-0"

N

PORTION OF EXISTING SITE WALL TO BE REMOVED.

PORTION OF EXISTING SITE WALL TO BE REMOVED.

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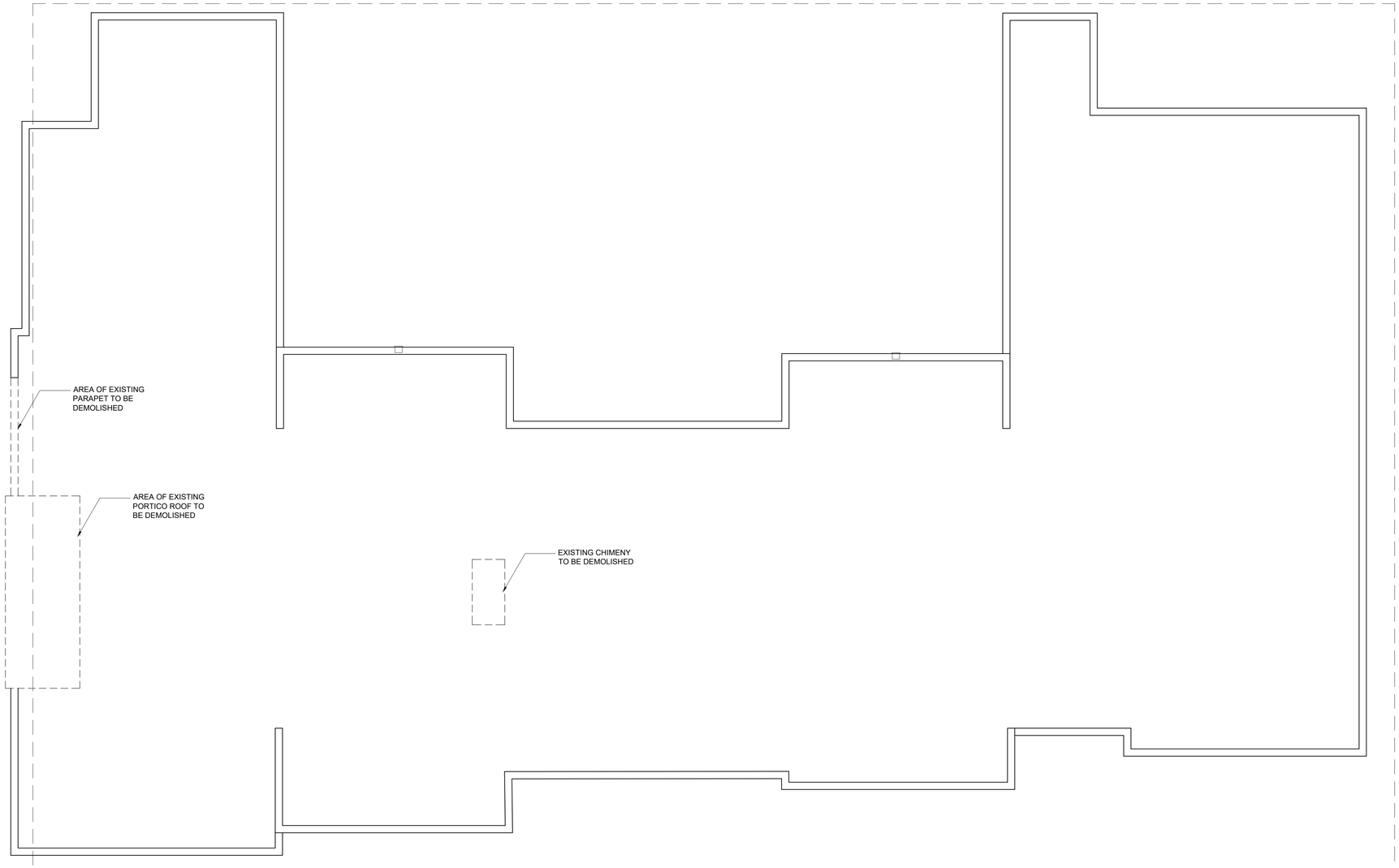

1 EXISTING/ DEMOLITION ROOF PLAN
SCALE: 3/16" = 1'-0"

ISSUE	DATE
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RENOVATION TO AN EXISTING SINGLE FAMILY RESIDENCE:

PRIVATE RESIDENCE

1300 NORTH OCEAN BOULEVARD
PALM BEACH, FL 33480

GREGORY BONNER, AIA

AA26003271

B1 ARCHITECT
139 NORTH COUNTY ROAD, STE 18C
PALM BEACH FLORIDA 33480
(561) 312-3453

JOB NO.	1300_NOCN
PLOT DATE	01.12.2025
SCALE	AS NOTED
DRAWN BY	mmc

A1.2

NEW SITE WALL (TOW @ 17.0') AND ALUMINUM PEDESTRIAN GATE IN POWDER COATED ANTIQUE WHITE OAK FINISH.

EXISTING SITE WALL TO REMAIN

NEW WALL SITE WALL (TOW @ 17.0') WITH SMOOTH STUCCO FINISH, TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201, TYP.

1 A3.0

EXISTING SITE WALL TO REMAIN

NEW 2'H CMU WALL SITE WALL WITH SMOOTH STUCCO FINISH, TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201, TYP.

BOTTOM OF STEPS EL. +13.5 NAVD

NEW STAIRS WITH 36"H GLASS RAILING

GRADE EL. +13.5 NAVD

NEW WALL SITE WALL (TOW @ 17.0') WITH SMOOTH STUCCO FINISH, TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201, TYP.

BOTTOM OF STEPS EL. +13.5 NAVD

NEW STAIRS WITH 36"H GLASS RAILING

NEW WALL SITE WALL (TOW @ 17.0') WITH SMOOTH STUCCO FINISH, TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201, TYP.

NEW 6" CURB WITH SMOOTH STUCCO FINISH, TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201, TYP.

NEW 6'H CMU WALL (TOW @ 17.0') SITE WALL WITH SMOOTH STUCCO FINISH, TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201, TYP.

NEW CMU WALL WITH SMOOTH STUCCO FINISH, TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201, TYP.

NEW DRIVEWAY EL. +10.7 NAVD

NEW DRIVEWAY WITH CORAL STONE AND TABBY

36" H WOOD RAILING WITH 3" HORIZONTAL WOOD PLANKS AND 4" W WOOD POST, IN ANTIQUE WHITE OAK FINISH.

IMPACT RATED, MIAMI DADE COUNTY APPROVED WOOD ENTRY DOOR WITH ANTIQUE WHITE OAK FINISH.

NEW 36" RAILING WITH FLOAT STUCCO FINISH, PAINTED F&B SHADED WHITE NO. 201.

NEW SITE WALL

IMPACT RATED, MIAMI DADE COUNTY APPROVED WINDOWS AND DOORS BY ES WINDOWS IN "TEKA/EMBERO" FINISH, TYP.

NEW SITE WALL AND ALUMINUM PEDESTRIAN GATE IN POWDER COATED ANTIQUE WHITE OAK FINISH.

NEW POOL TROTH, TOP OF CURB @14.0' NAVD

NEW POOL AND SPA

NEW POOL DECK EL. +16.5 NAVD

NEW POOL DECK WITH CORAL STONE FINISHES, REFER TO LANDSCAPE PLANS FOR ALL EXTERIOR FINISHES, TYP.

EXISTING FINISHED FIRST FL EL. +0'-0" (+17.12' NAVD)

EAST TERRACE

NEW EAST TERRACE WITH CORAL STONE

EAST TERRACE EL. +17.0 NAVD

36" H WOOD RAILING WITH 3" HORIZONTAL WOOD PLANKS AND 4" W WOOD POST, IN ANTIQUE WHITE OAK FINISH.

NEW ALUMINUM PEDESTRIAN GATE IN POWDER COATED ANTIQUE WHITE OAK FINISH.

NEW SITE WALL, HEIGHT TO MATCH EXISTING.

EXISTING BALCONY

EXISTING POST AND SITE WALL TO REMAIN, PAINTED F&B SHADED WHITE NO. 201.

NEW ALUMINUM MOTORIZED VEHICULAR GATE IN POWDER COATED ANTIQUE WHITE OAK FINISH.

EXISTING SITE WALL TO REMAIN

48KW GENERATOR

A/C A/C

Spa Heater

Pool Heater

STORAGE STORAGE STORAGE

SPA

HIS OFFICE 06

MORNING BAR 07

WET BAR

SITTING 05

BATH 08

W.I.C. 09

MECH. 10

ENTRY 02

FOYER 03

HALL 04

MASTER BEDROOM 11

MASTER BATH 12

HIS W.I.C. 13

HER W.I.C. 14

P.R. 16

HER OFFICE 17

HALL 18

LIVING 19

MASTER SITTING 115

DINING 20

KITCHEN 21

VEST. 22

P.R. 23

BUTLER 24

HALL 25

HALL 26

GAME ROOM 29

BEDROOM NO. 2 28

VEST. 27

W.I.C. 31

BATH NO. 2 30

LAUNDRY 32

MECH. 33

FAMILY 34

W.I.C. 36

BATH 35

KITCHENETTE 37

BATH 38

WEST TERRACE

OVEN COOKTOP KITCHENETTE

REF DRW REF DRW KITCHEN

OVEN COOKTOP

REF REF

TV

FOLD-DOWN IRON BOARD

W/D W/D

1 PROPOSED FLOOR PLAN
SCALE: 3/16" = 1'-0"

N

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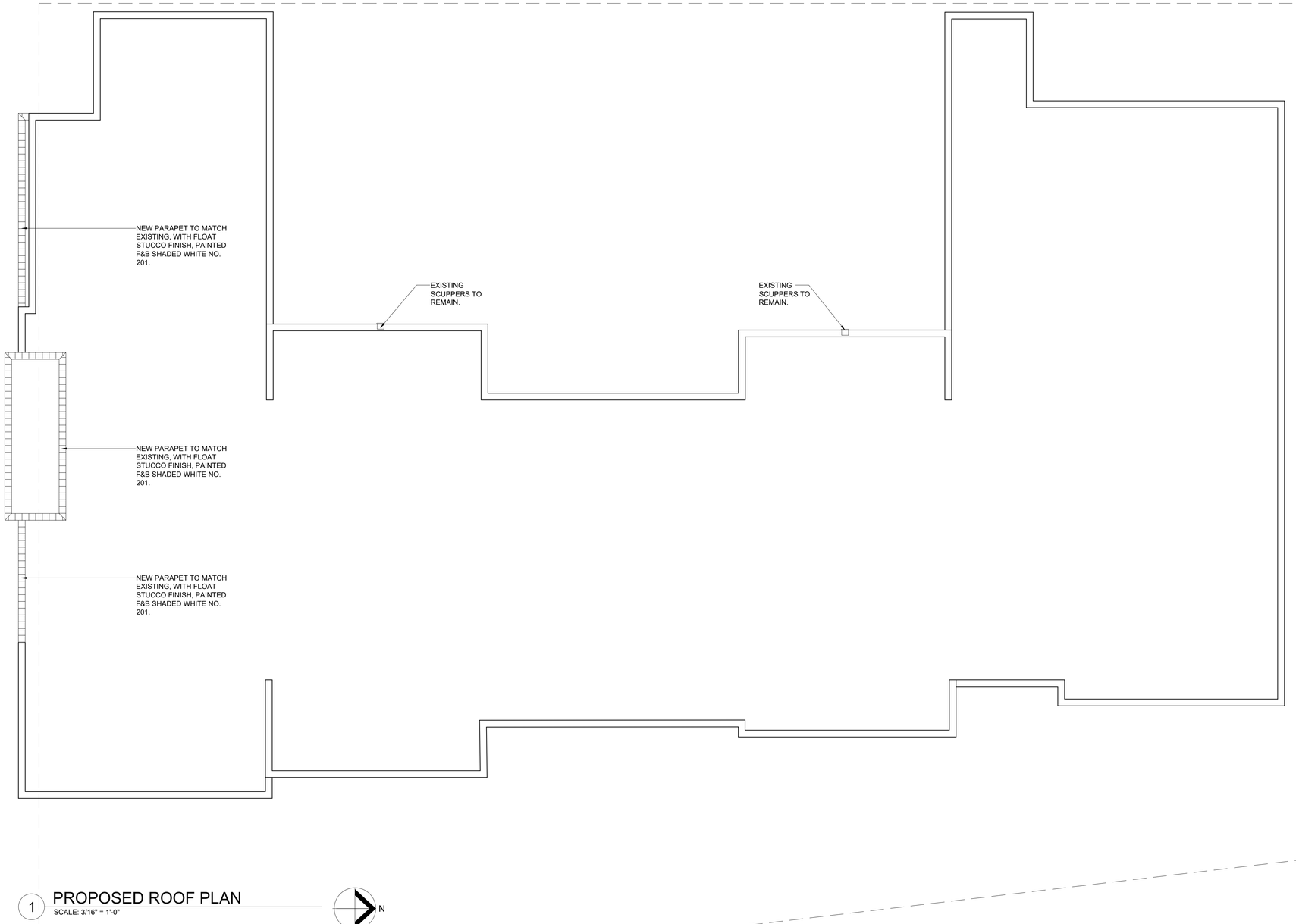
A1.3



1 PROPOSED ROOF PLAN
SCALE: 3/16" = 1'-0"

N

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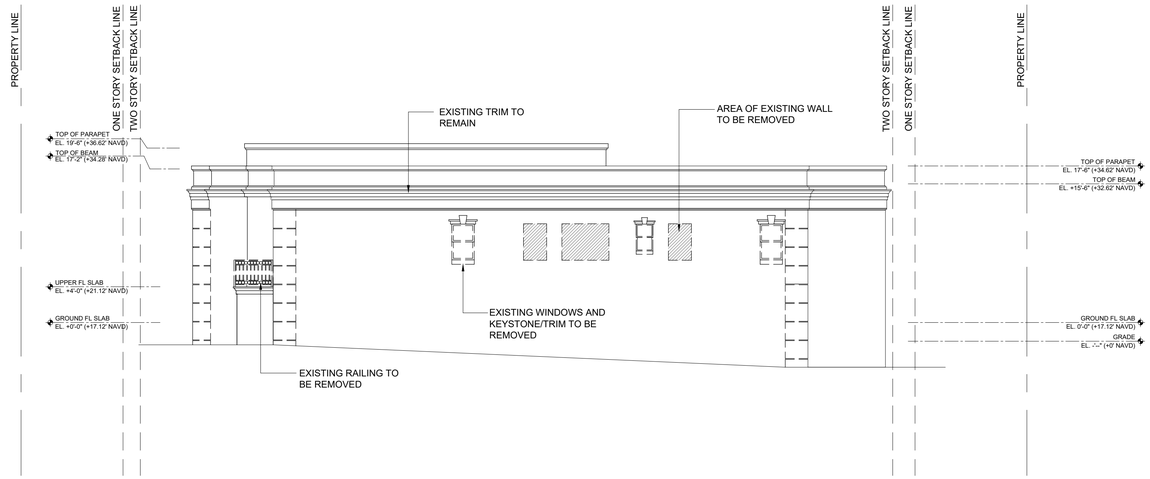
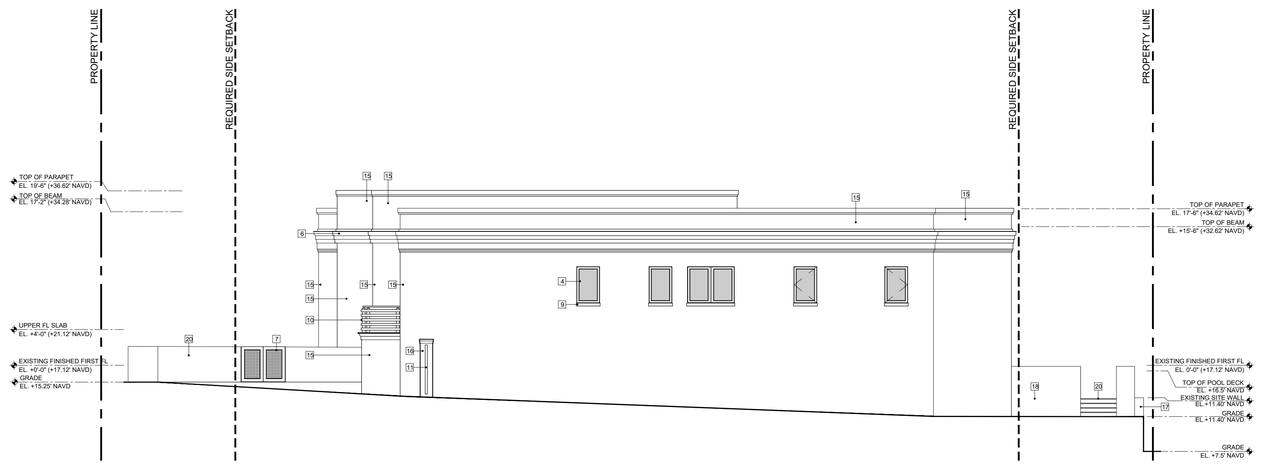


1 EXISTING NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 PROPOSED NORTH ELEVATION
SCALE: 1/8" = 1'-0"

NO.	LEGEND
1	SMOOTH STUCCO FINISH, TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
2	5 1/2" STUCCO TRIM, TO MATCH EXISTING, PAINTED F&B SHADED WHITE NO. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
3	IMPACT RATED, MIAMI DADE COUNTY APPROVED IMPACT GLASS/ WOOD DOOR (BEYOND) WITH DECORATIVE WOOD SCREEN IN ANTIQUE WHITE OAK FINISH.
4	IMPACT RATED, MIAMI DADE COUNTY APPROVED WINDOWS AND DOORS BY ES WINDOWS IN "TEKA/EMBERO" FINISH
5	IMPACT RATED, MIAMI DADE COUNTY APPROVED, WOOD PANEL GARAGE DOOR WITH WOOD, PAINTED F&B SHADED WHITE NO. 201
6	EXISTING STUCCO TRIM TO REMAIN, PAINTED F&B SHADED WHITE NO. 201
7	NEW ALUMINUM PEDESTRIAN GATE WITH POWDER COATED ANTIQUE WHITE OAK FINISH.
8	SMOOTH STUCCO FINISH TRIM, FINISH TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
9	4" SMOOTH STUCCO FINISH SILL, FINISH TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
10	36" H WOOD RAILING WITH 3" HORIZONTAL WOOD PLANKS AND 4" W WOOD POST, IN ANTIQUE WHITE OAK FINISH.
11	NEW ALUMINUM MOTORIZED VEHICULAR GATE IN POWDER COATED ANTIQUE WHITE OAK FINISH.
12	NEW POOL TROTH: 6" CURB WITH FLOAT STUCCO FINISH, PAINTED F&B WHITE No. 201
13	4" SMOOTH STUCCO FINISH SILL, FINISH TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
14	DECORATIVE LIGHT FIXTURE
15	EXISTING EXTERIOR WALLS TO BE PAINTED F&B SHADED WHITE NO. 201, THROUGHOUT.
16	EXISTING POST TO REMAIN, F&B SHADED WHITE NO. 201.
17	EXISTING SITE WALL TO REMAIN, F&B SHADED WHITE NO. 201.
18	NEW STAIRS, FINISH TBD.
19	NEW TERRACE AND STEPS, FINISH TBD.
20	NEW SITE WALL WITH FLOAT STUCCO FINISH, PAINTED F&B SHADED WHITE NO. 201.
21	EXISTING SCUPPER TO REMAIN.
22	LINE OF POOL BEYOND.
23	NEW 36"H GLASS RAILING WITH ALUMINUM HAND RAILING, WITH POWDER COATED ANTIQUE WHITE OAK FINISH.

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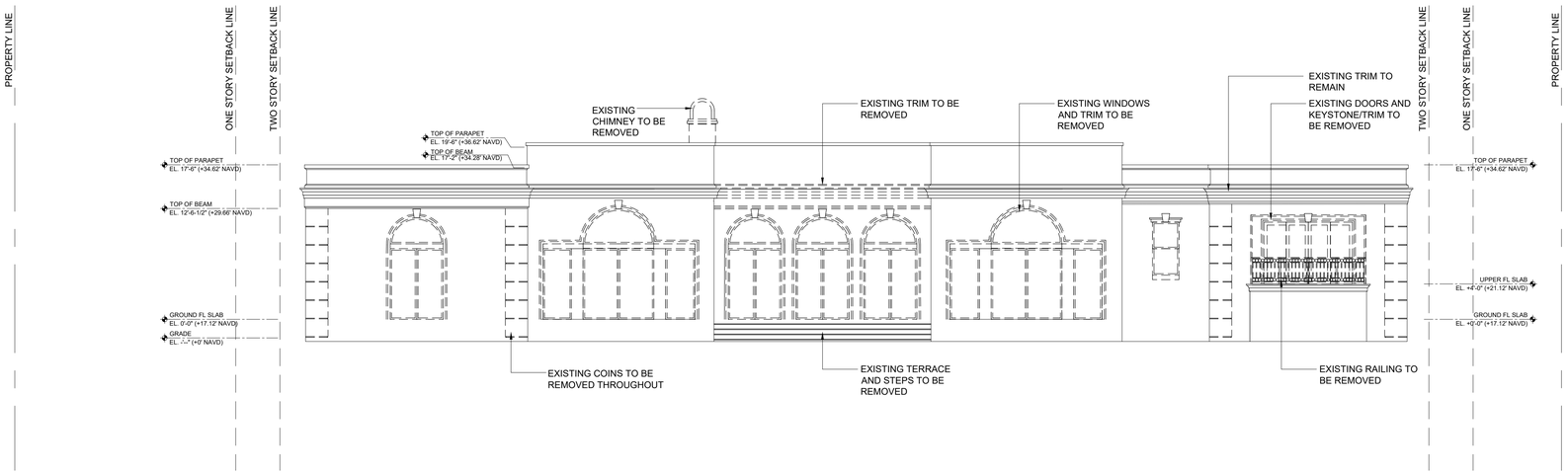
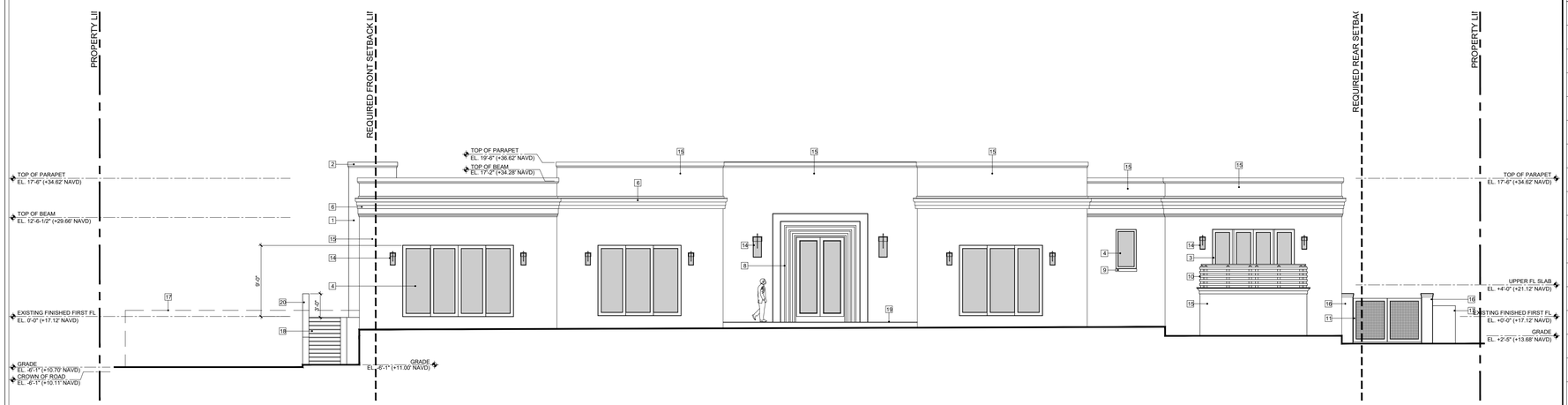
A2.0



1 EXISTING EAST ELEVATION
SCALE: 3/16" = 1'-0"



2 PROPOSED EAST ELEVATION
SCALE: 3/16" = 1'-0"

NO.	LEGEND
1	SMOOTH STUCCO FINISH, TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
2	5 1/2" STUCCO TRIM, TO MATCH EXISTING, PAINTED F&B SHADED WHITE NO. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
3	IMPACT RATED, MIAMI DADE COUNTY APPROVED IMPACT GLASS/ WOOD DOOR (BEYOND) WITH DECORATIVE WOOD SCREEN IN ANTIQUE WHITE OAK FINISH.
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5	IMPACT RATED, MIAMI DADE COUNTY APPROVED, WOOD PANEL GARAGE DOOR WITH WOOD, PAINTED F&B SHADED WHITE NO. 201
6	EXISTING STUCCO TRIM TO REMAIN, PAINTED F&B SHADED WHITE NO. 201
7	NEW ALUMINUM PEDESTRIAN GATE WITH POWDER COATED ANTIQUE WHITE OAK FINISH.
8	SMOOTH STUCCO FINISH TRIM, FINISH TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
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21	EXISTING SCUPPER TO REMAIN.
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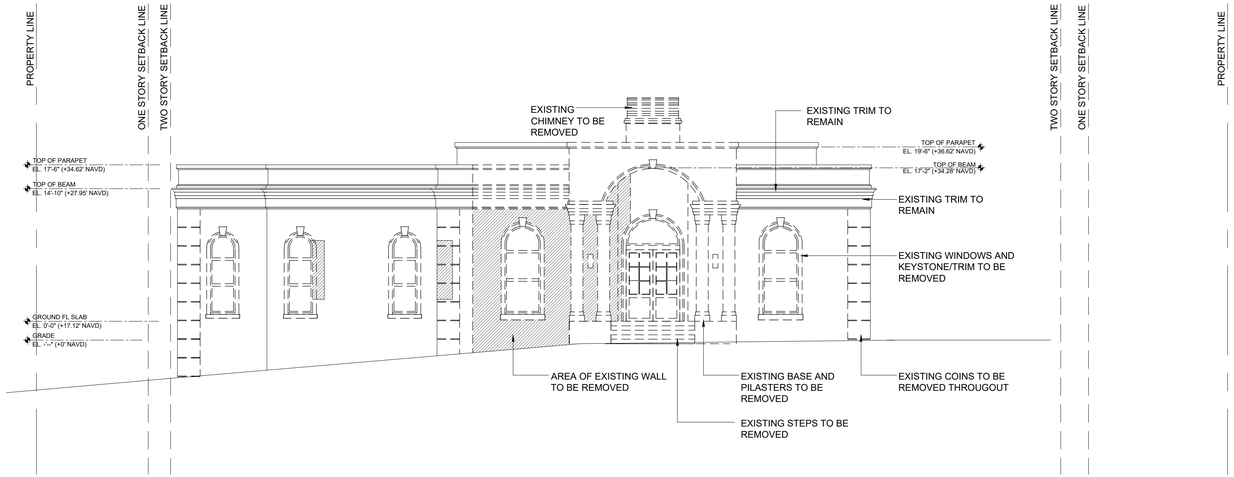
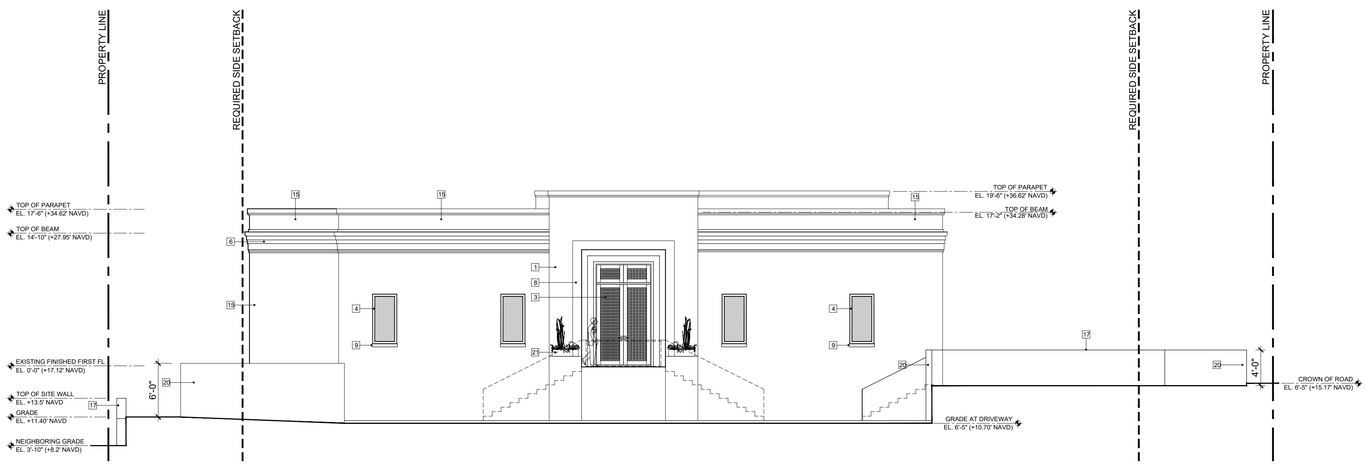
A2.1



1 EXISTING SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



2 PROPOSED SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

NO.	LEGEND
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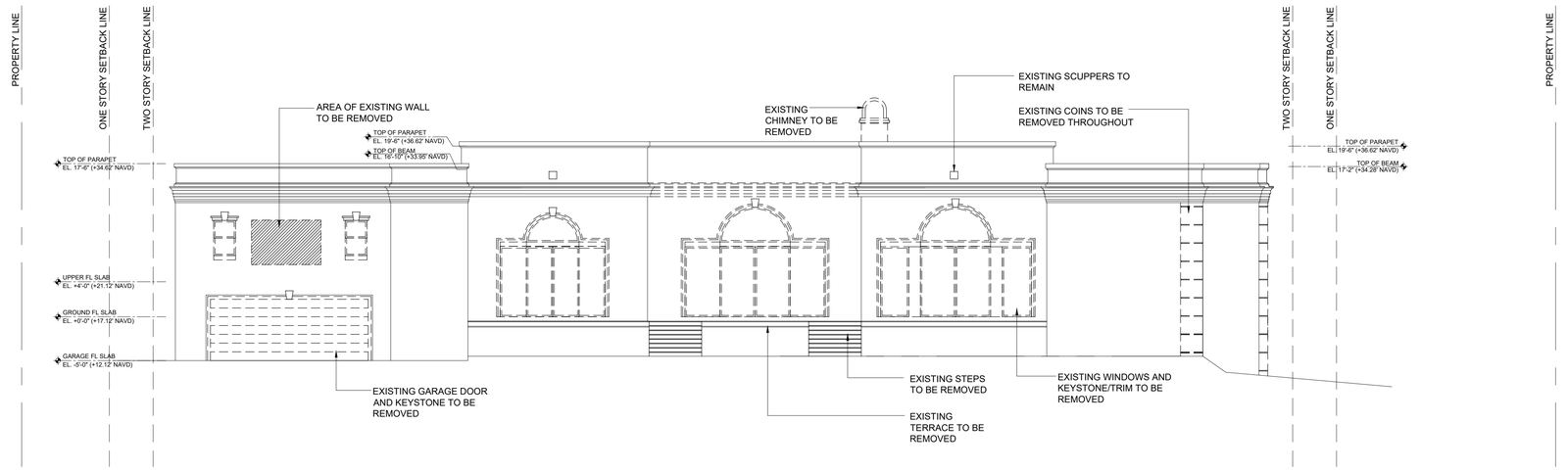
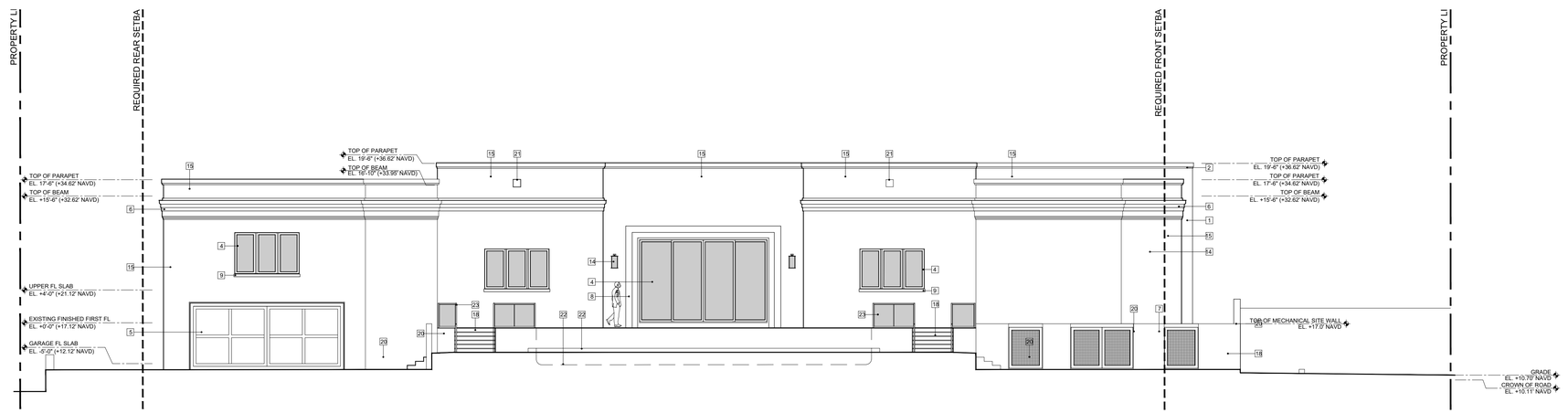


1 EXISTING WEST ELEVATION
SCALE: 3/16" = 1'-0"



2 PROPOSED WEST ELEVATION
SCALE: 3/16" = 1'-0"

NO.	LEGEND
1	SMOOTH STUCCO FINISH, TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
2	5 1/2" STUCCO TRIM, TO MATCH EXISTING, PAINTED F&B SHADED WHITE NO. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
3	IMPACT RATED, MIAMI DADE COUNTY APPROVED IMPACT GLASS/ WOOD DOOR (BEYOND) WITH DECORATIVE WOOD SCREEN IN ANTIQUE WHITE OAK FINISH.
4	IMPACT RATED, MIAMI DADE COUNTY APPROVED WINDOWS AND DOORS BY ES WINDOWS IN "TEKA/EMBERO" FINISH
5	IMPACT RATED, MIAMI DADE COUNTY APPROVED, WOOD PANEL GARAGE DOOR WITH WOOD, PAINTED F&B SHADED WHITE NO. 201
6	EXISTING STUCCO TRIM TO REMAIN, PAINTED F&B SHADED WHITE NO. 201
7	NEW ALUMINUM PEDESTRIAN GATE WITH POWDER COATED ANTIQUE WHITE OAK FINISH.
8	SMOOTH STUCCO FINISH TRIM, FINISH TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
9	4" SMOOTH STUCCO FINISH SILL, FINISH TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
10	36" H WOOD RAILING WITH 3" HORIZONTAL WOOD PLANKS AND 4" W WOOD POST, IN ANTIQUE WHITE OAK FINISH.
11	NEW ALUMINUM MOTORIZED VEHICULAR GATE IN POWDER COATED ANTIQUE WHITE OAK FINISH.
12	NEW POOL TROTH: 6" CURB WITH FLOAT STUCCO FINISH, PAINTED F&B WHITE No. 201
13	4" SMOOTH STUCCO FINISH SILL, FINISH TO MATCH EXISTING, PAINTED F&B SHADED WHITE No. 201; WITH WATERPROOFING EQUAL TO THEROSEAL" MASTERSEAL 583" OR APPROVED EQUAL.
14	DECORATIVE LIGHT FIXTURE
15	EXISTING EXTERIOR WALLS TO BE PAINTED F&B SHADED WHITE NO. 201, THROUGHOUT.
16	EXISTING POST TO REMAIN, F&B SHADED WHITE NO. 201.
17	EXISTING SITE WALL TO REMAIN, F&B SHADED WHITE NO. 201.
18	NEW STAIRS, FINISH TBD.
19	NEW TERRACE AND STEPS, FINISH TBD.
20	NEW SITE WALL WITH FLOAT STUCCO FINISH, PAINTED F&B SHADED WHITE NO. 201.
21	EXISTING SCUPPER TO REMAIN.
22	LINE OF POOL BEYOND.
23	NEW 36"H GLASS RAILING WITH ALUMINUM HAND RAILING, WITH POWDER COATED ANTIQUE WHITE OAK FINISH.

ARC-25-0094

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RENOVATION TO AN EXISTING SINGLE FAMILY RESIDENCE:

PRIVATE RESIDENCE

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PALM BEACH, FL 33480

GREGORY BONNER, AIA

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(561) 312-3453

JOB NO.	1300_NOCN
PLOT DATE	01.12.2025
SCALE	AS NOTED
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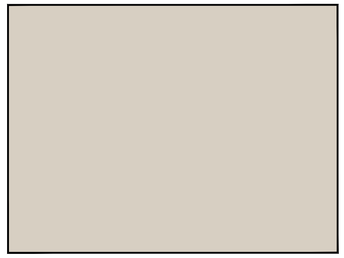
A2.3



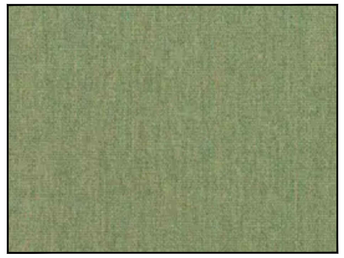
EXTERIOR WALL COLOR

FARROW & BALL - SHADED WHITE NO. 201



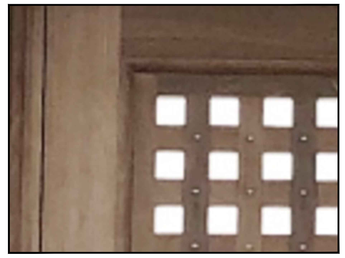
EXTERIOR WINDOWS AND DOORS

ES WINDOWS - TEKA/EMBRO FINISH



EXTERIOR AWNING

SUNBRELLA - FERN GREEN



ENTRY DOOR SCREEN AND GATES

ANTIQUE WHITE OAK FINISH



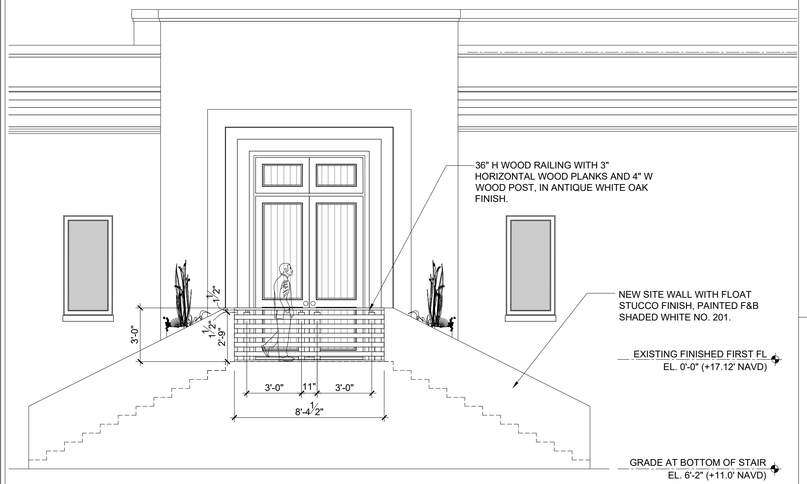


EXTERIOR LIGHT FIXTURE

ANTIQUE BRONZE FINISH

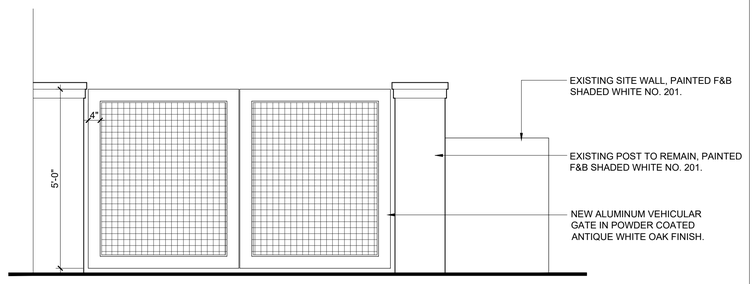
1 EXTERIOR MATERIALS AND FINISHES

NTS



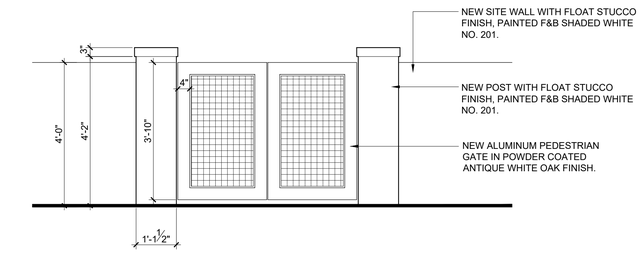
2 SOUTH ENTRY SITE WALL

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



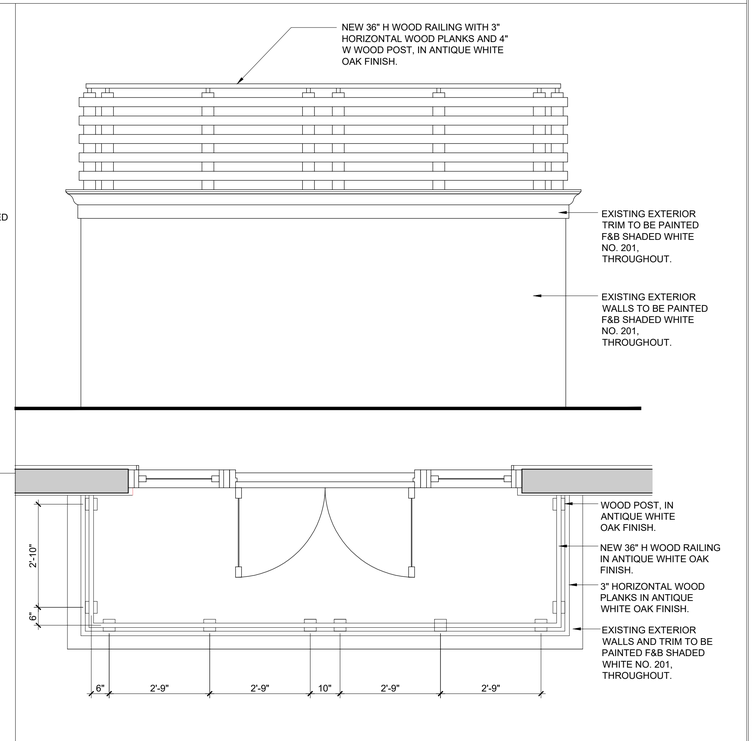
3 VEHICULAR GATE

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



4 PEDESTRIAN GATE

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



5 EXTERIOR RAILING DETAIL

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

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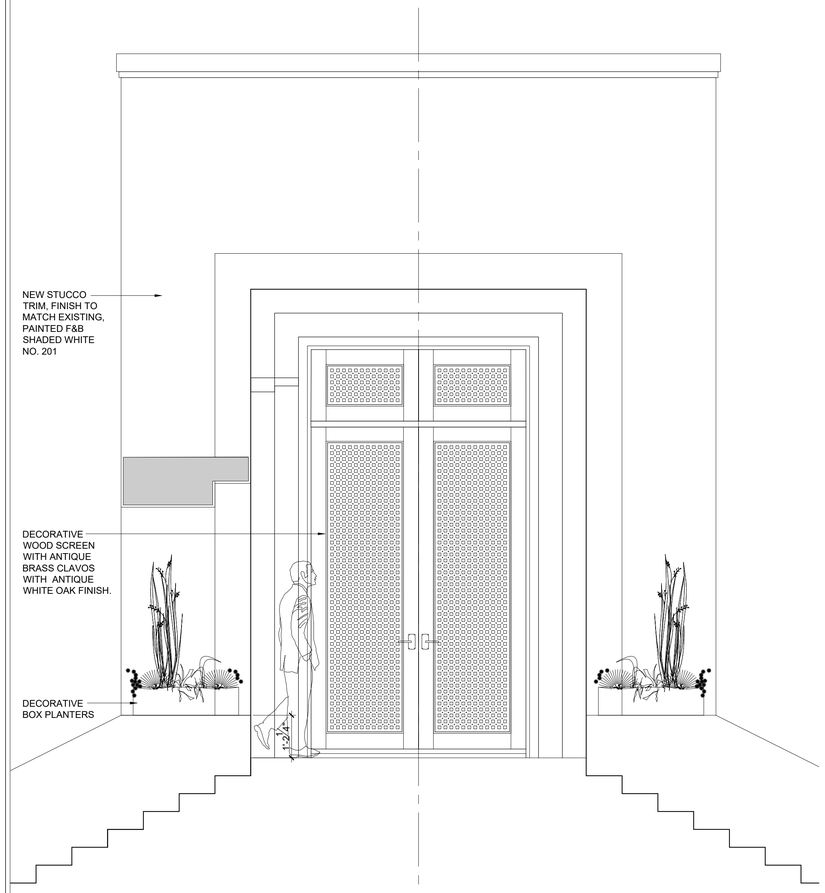
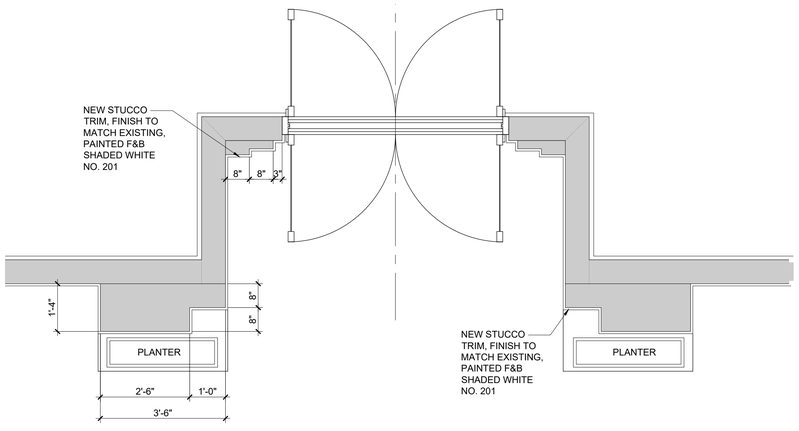
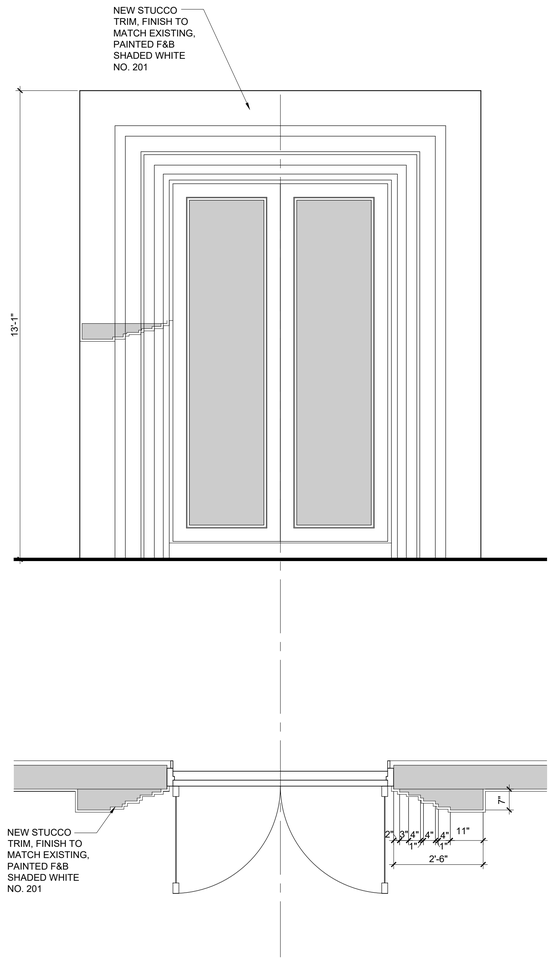
A2.4

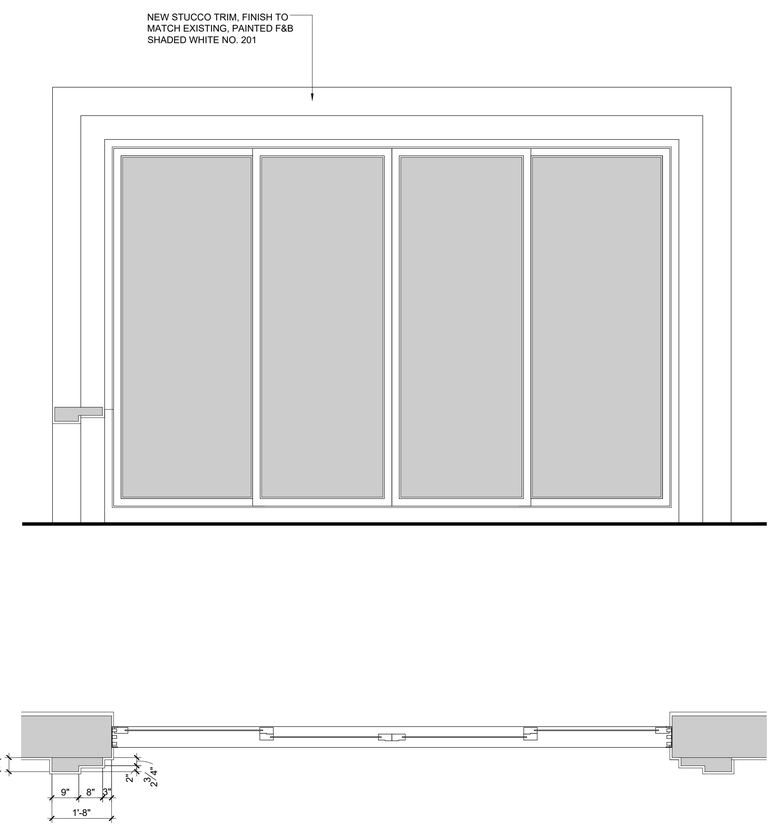




1 ENTRY DOOR TRIM DETAIL - SOUTH ELEVATION
SCALE: 1/2" = 1'-0"



2 ENTRY DOOR TRIM DETAIL - EAST ELEVATION
SCALE: 1/2" = 1'-0"



3 DOOR TRIM DETAIL - WEST ELEVATION
SCALE: 1/2" = 1'-0"

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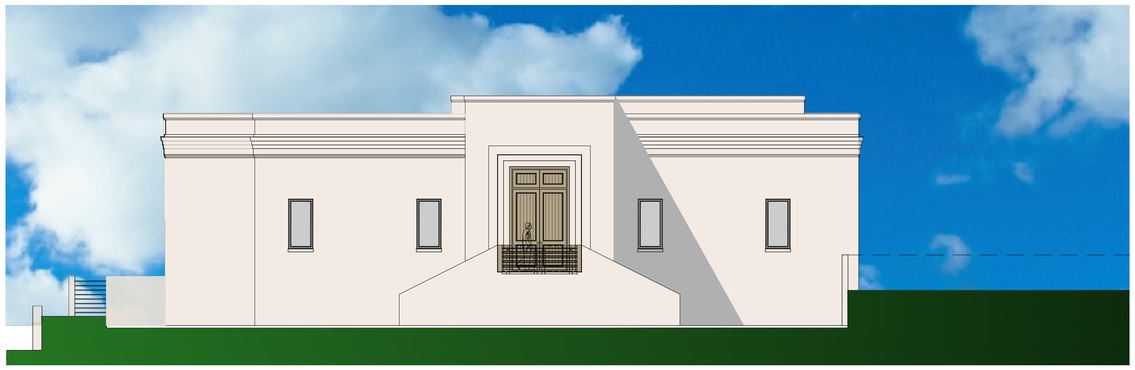
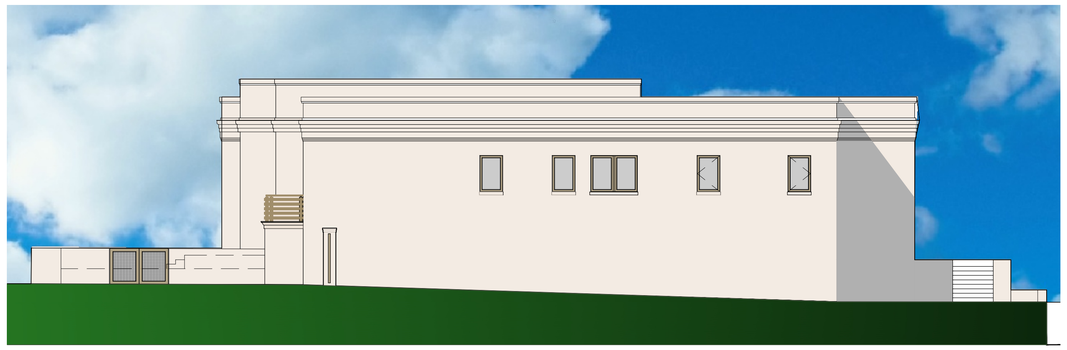
COLORED EAST ELEVATION



COLORED SOUTH ELEVATION



COLORED NORTH ELEVATION



COLORED WEST ELEVATION

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WEST ELEVATION RENDERING



EAST ELEVATION RENDERING

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SOUTH ELEVATION RENDERING

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A2.8

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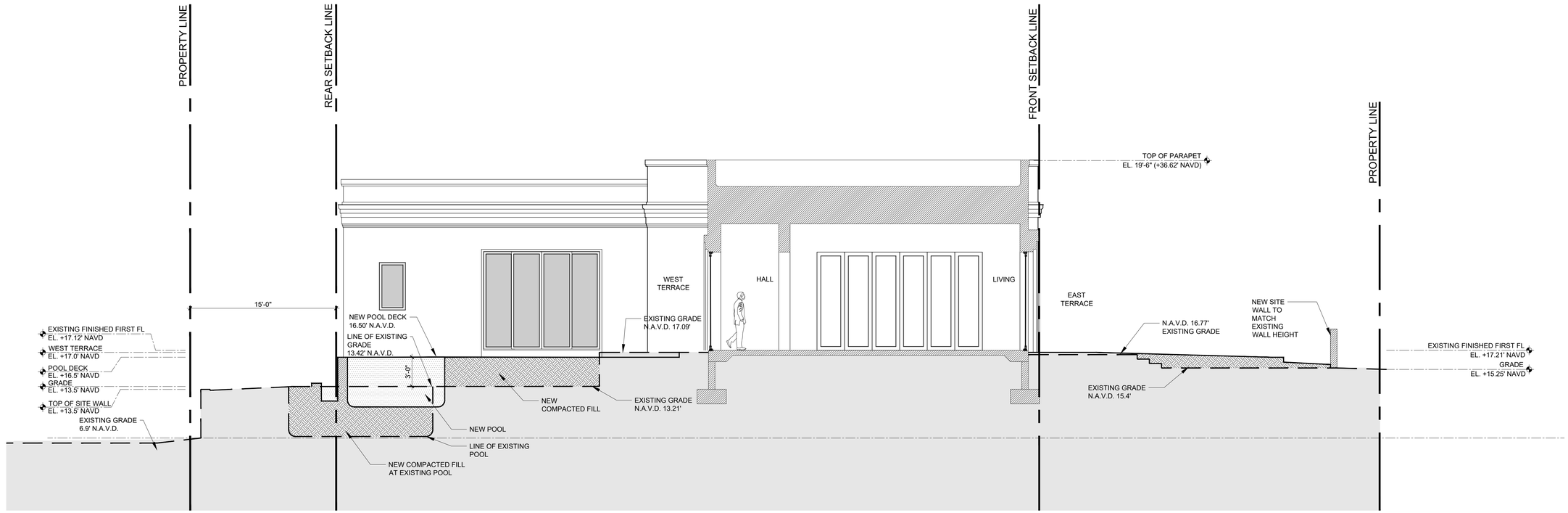

1 SCHEMATIC CROSS SECTION - A
SCALE: 3/16" = 1'-0"

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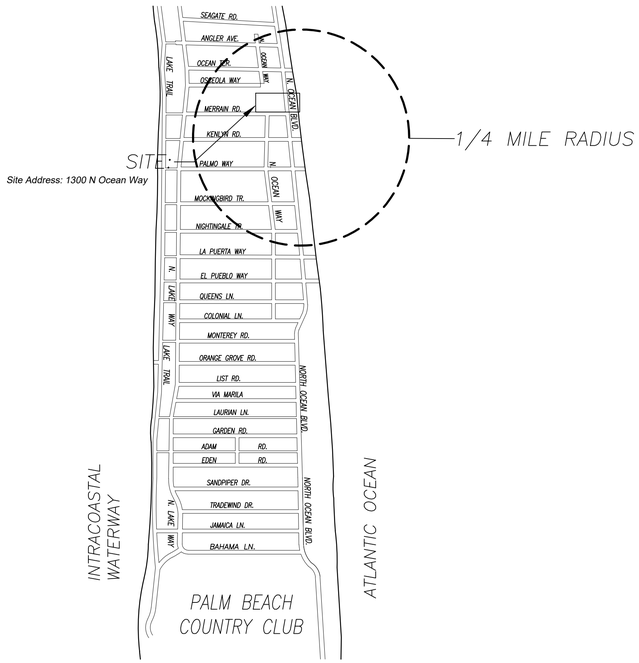
DRAWN BY	mmc

A3.0

ENVIRONMENT
DESIGN
GROUP
139 North County Road Suite 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
1300 N Ocean Blvd
Palm Beach

Vicinity/Location Map



Zoning Legend

Property Address:	1300 N Ocean Blvd, Plam Beach Fl 33480		
Zoning District:	RA Residential District		
Structure Type:	Single Family Residential		
	Required/Allowed	Existing	Proposed
Lot Size:	20,000 SF	21,490 SF	21,490 SF
Lot Depth:	133.15' FT	133.15' FT	133.15' FT
Lot Width:	175.22' FT	175.22' FT	175.22' FT
Lot Coverage:	5,372.5 SF (25%)	6,423 SF (29.9%)	6,423 SF (29.9%)
Front Yard Setback:	35' - 0"	32'-11"	32'-11"
Side Yard Setback (1st Story):	15' - 0"	E 30'-2" W 15'-9"	12'-7"
Side Yard Setback (2nd Story):	15' - 0"	15'-2"	15'-0"
Rear Yard Setback:	15' - 0"	17'-6"	17'-6"
Angle of Vision:	100 Degrees	100 Degrees	100 Degrees
Building Height:	25' - 0"	17'-2"	17'-2"
Overall Building Height:	30' - 0"	19'-6"	19'-6"
Finish Floor Elevation (FFE) (NAVD):	+ 0.0' N/A	+17.12'	+17.12'
Zero Datum for Pt of Measurement:	N/A	N/A	N/A
Base Flood Elevation (BFE) (NAVD)	+ 0.0' NAVD	N/A	N/A
Landscape Open Space (LOS):	10,745 SF (50%)	7,980 SF (37%)	9,953 SF (45%)
Perimeter LOS:	N/A	N/A	N/A
Front Yard LOS:	1,481 SF (45%)	1,770 SF (32%)	1,909 SF (58%)
Native Plant Species Percentage:	%	%	%

NOT FOR CONSTRUCTION



East Property Line Facade



North Property Line Facing West



West Property Line Facing South



West Property Line Buffer



South Property Line Entrance



Inside Perimeter Wall North Facing

DESIGN GROUP
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Phone 561.832.4600 Mobile 561.313.4424
Landscape Architecture
Land Planning
Landscape Management
Dustin M. Mizell, MLA RLA #6666784
Dustin@environmentdesigngroup.com

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Town of Palm Beach
FLORIDA

JOB NUMBER: # 22123.00 LA
DRAWN BY: Kerlinaelle Dorinvil
DATE: 11.04.2025

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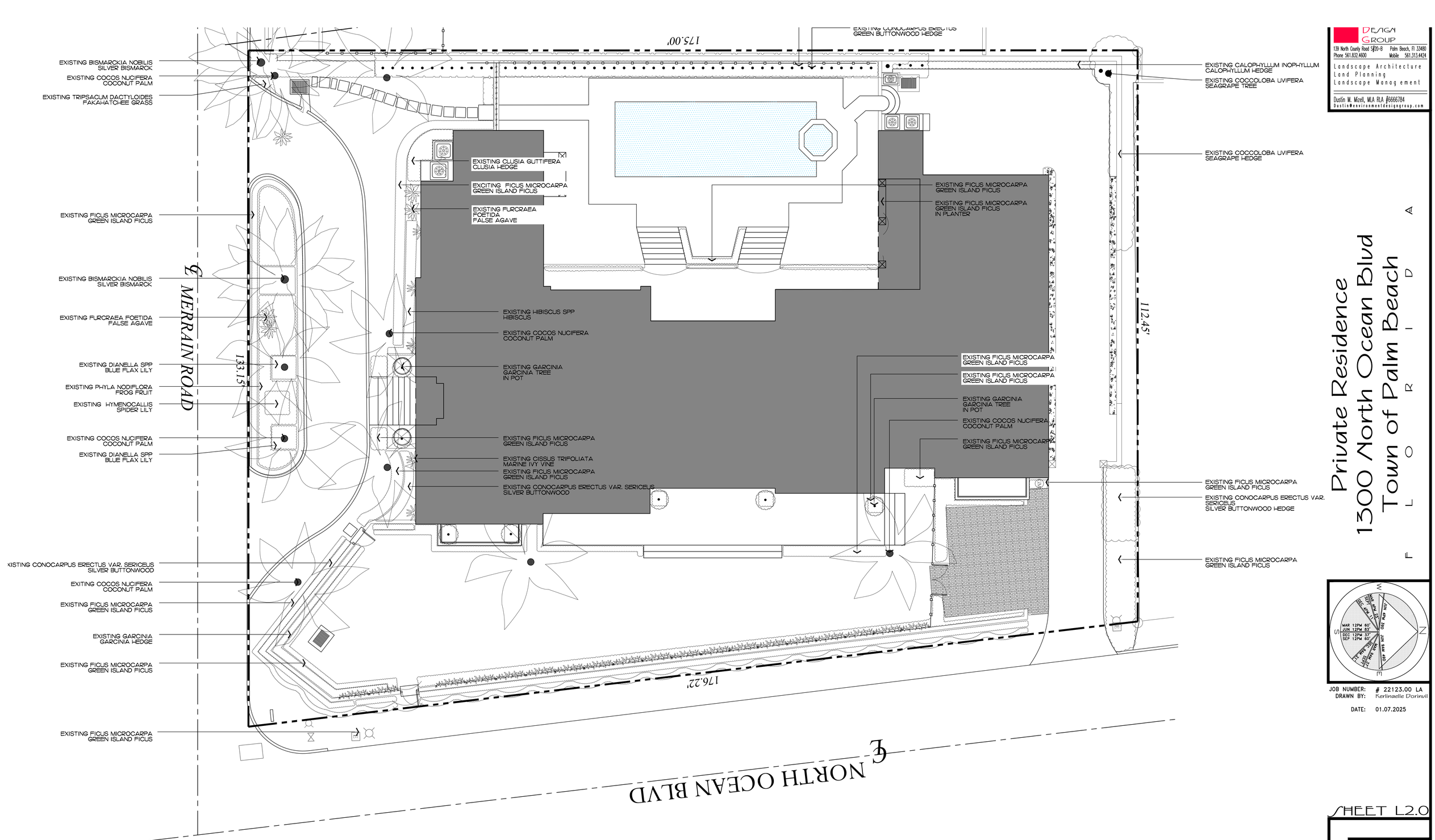
Existing Site Photos Exhibit



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JOB NUMBER: # 22123.00 LA
DRAWN BY: Kerlinaelle Dorinvil
DATE: 01.07.2025

SHEET L2.0

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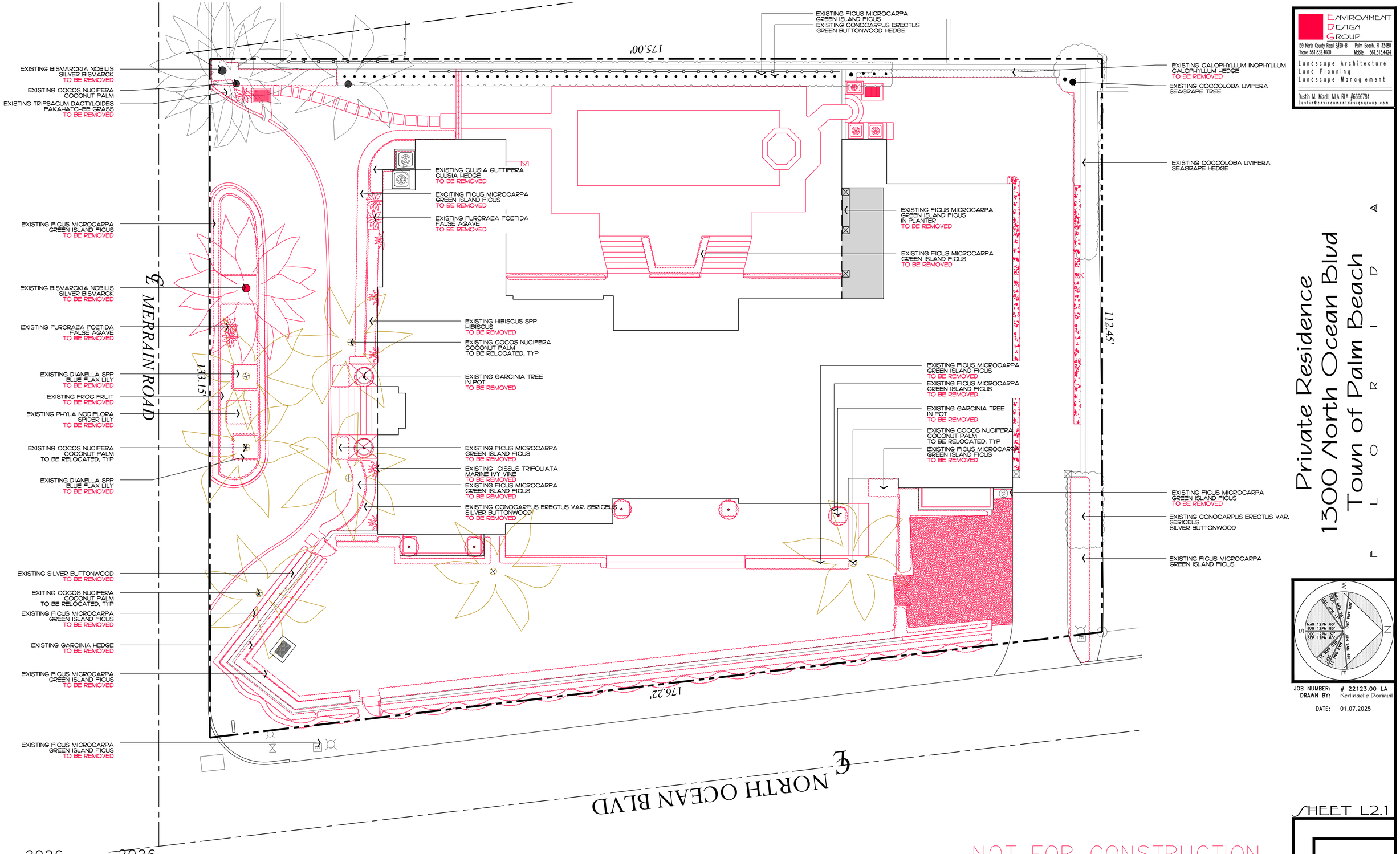
ARC-25-0094

Existing Conditions

SCALE IN FEET 0' 8' 16' 24'



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Landscape Architecture
Land Planning
Landscape Management
Dustin M. Mizell, MLA FLA #6666784
Dustin@environmentdesigngroup.com

Private Residence
1300 N Ocean Blvd
Town of Palm Beach
FL

JOB NUMBER: # 22123.00 LA
DRAWN BY: Kerlinaelle Dorinvil

DATE: 01.07.2025

SHEET L2.1

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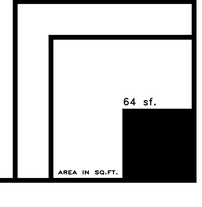
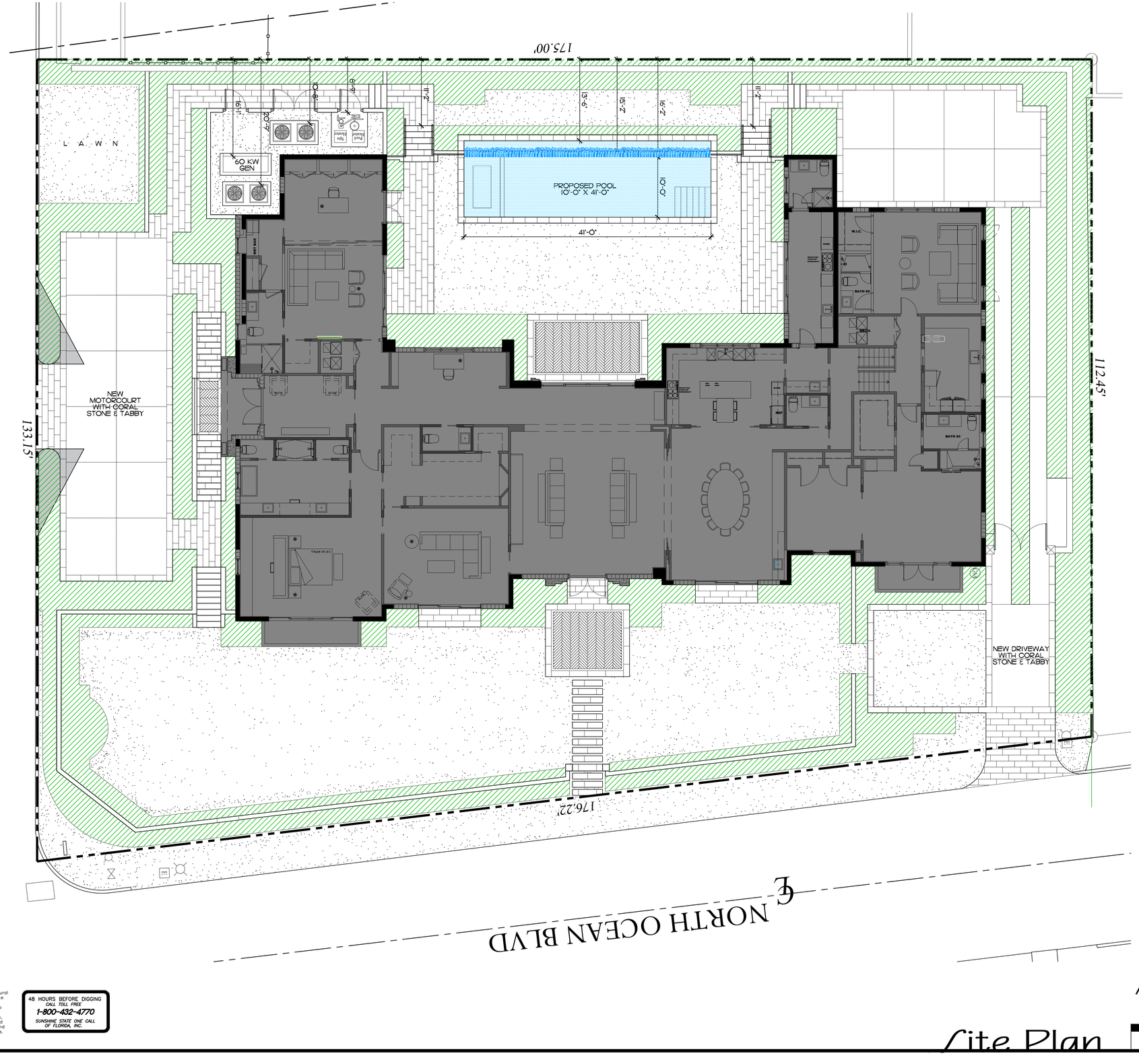
Demolition Plan

SCALE IN FEET 0' 8' 16' 24'





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MAR 12PM 80°
JUN 12PM 83°
DEC 12PM 57°
SEP 12PM 80°

JOB NUMBER: #22123.00 LA
DRAWN BY:
Kerlinaelle Dorinvil
DATE:
01.07.2025

SHEET L3.0

ARC-25-0094

Site Plan

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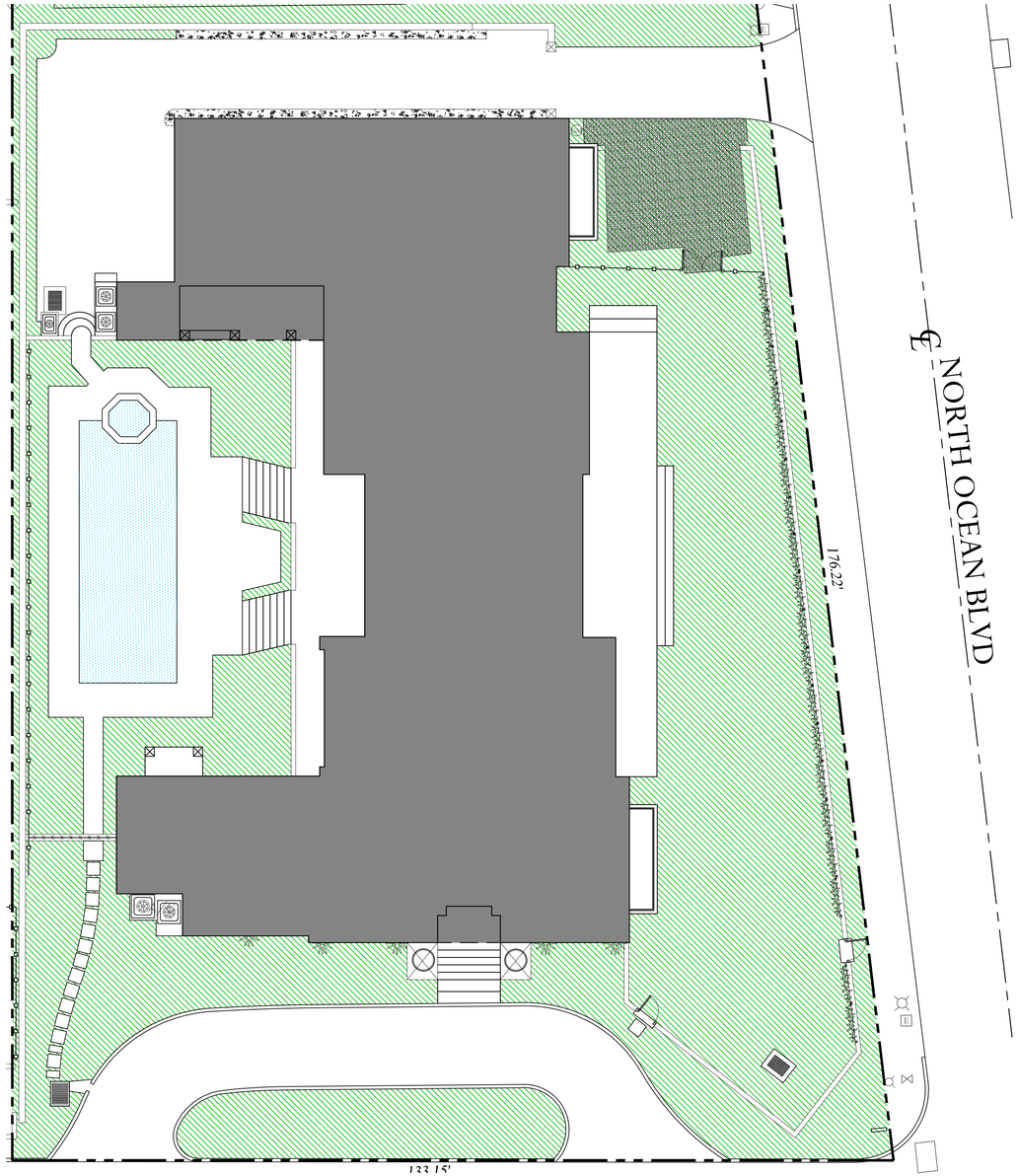
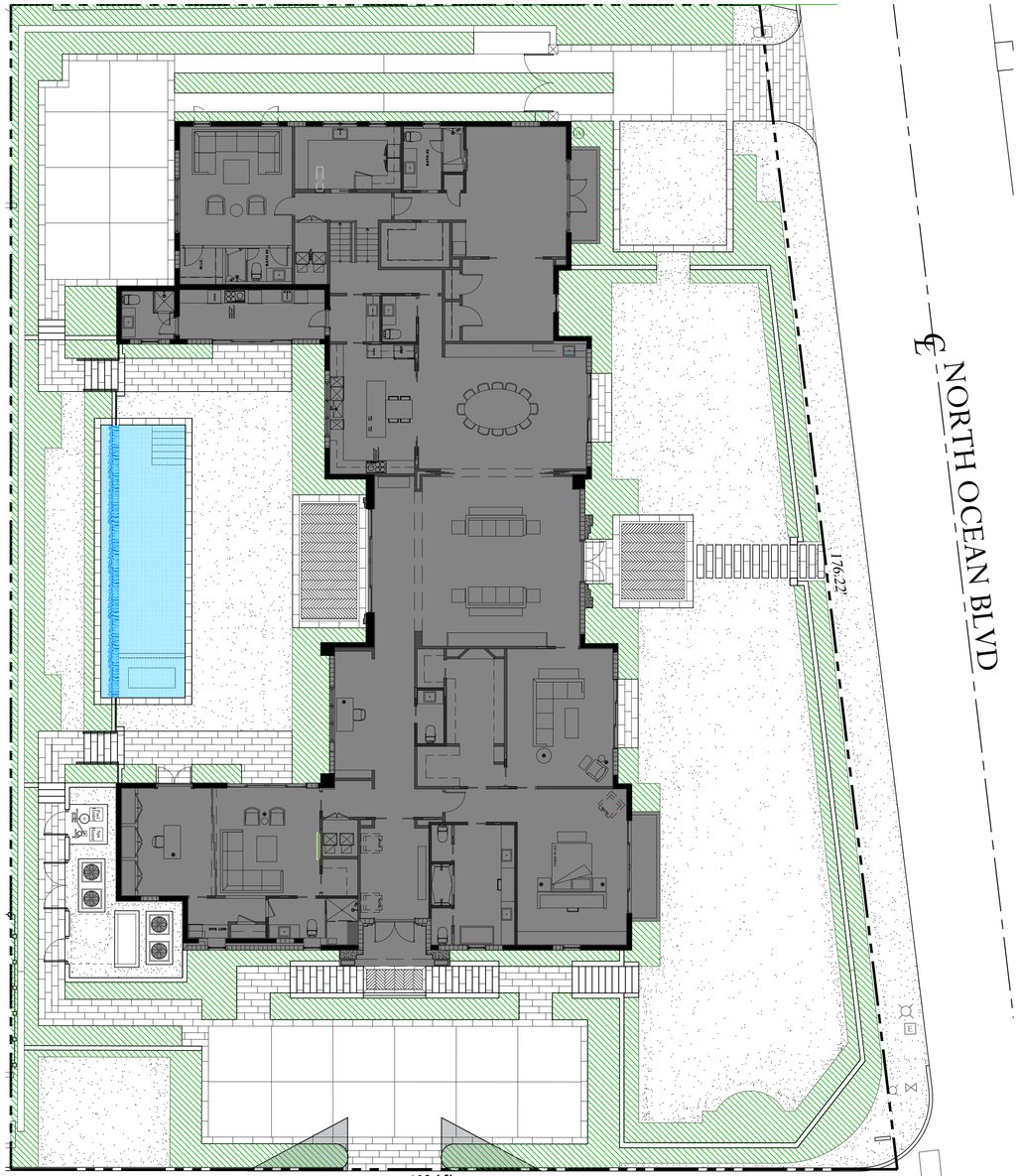


Existing Lot Coverage Graphic



Proposed Lot Coverage Graphic

Existing Site Data

DESCRIPTION	REQUIRED		EXISTING	
LOT ZONE			R-B - LOW DENSITY RESIDENTIAL	
LOT AREA	20,000 S.F. MINIMUM		21,490 S.F.	
OPEN / PERMEABLE SPACE	MINIMUM 50%	10,745 S.F.	37.3%	7,980 S.F.
FRONT YARD LANDSCAPE	MINIMUM 45% OF FRONT YARD	1,481 S.F.	31.8%	1,770 S.F.
PERIMETER LANDSCAPE WITHIN 10' OF PROPERTY LINE	N/A FOR R-A		N/A FOR R-A	

Legend

- IMPERVIOUS AREA (HOUSE/STRUCTURE)
- IMPERVIOUS AREA (HARDSCAPE)
- IMPERVIOUS AREA (WATER)
- PERVIOUS AREA / OPEN SPACE

Proposed Site Data

DESCRIPTION	REQUIRED		PROPOSED	
LOT ZONE			R-B - LOW DENSITY RESIDENTIAL	
LOT AREA	20,000 S.F. MINIMUM		21,490 S.F.	
OPEN / PERMEABLE SPACE	MINIMUM 50%	10,745 S.F.	43.1%	9,266 S.F.
FRONT YARD LANDSCAPE	MINIMUM 45% OF FRONT YARD	1,481 S.F.	58.0	1,909 S.F.
PERIMETER LANDSCAPE WITHIN 10' OF PROPERTY LINE	N/A FOR R-A		N/A FOR R-A	

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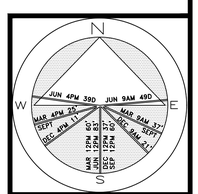

JOB NUMBER: # 22123.00 LA
DRAWN BY: Kerlinaelle Dorinvil
DATE: 01.07.2025

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Open Space Diagrams

SCALE IN FEET: 3/32" = 1'-0"

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(2) MEDJOOL DATE PALM
18' CT, MATCHING

175.00'

(1) RELOCATED COCONUT PALM
RELOCATED FROM ON SITE

EXISTING SEAGRAPE
HEDGE/MASS
TO REMAIN

(2) MEDJOOL DATE PALM
15' CT, MATCHING

(335) PILEA LIBANENSIS
ALUMINUM PLANT
1 GAL, 12" OC (335 SF)

112.45'

(6) COCOLOBA UVIFERA
SEAGRAPE
25 GAL, 6'-7" OA, 36" OC

X PILEA LIBANENSIS
ALUMINUM PLANT
1 GAL, 12" OC (335 SF)

℄ MERRAIN ROAD

(20) CONOCARPUS ERECTUS SERICEUS
SILVER BUTTONWOOD HEDGE
7 GAL, 3'-4' OA, 18" OC

133.15'

(2) THRINAX RADIATA
THRINAX PALM
19'CT, MATCHING

(16) BOUGAINVILLE 'MS ALICE'
WHITE BOUGAINVILLEA VINE
7 GAL, 4' OA, TRELLIS

(2) THRINAX RADIATA
THRINAX PALM
16'CT, MATCHING

(1) RELOCATED COCONUT PALM
RELOCATED FROM ON SITE

(4) PANDANUS UTILIS
SCREW PINE
20' OA, MATCHING

(2) RELOCATED COCONUT PALM
RELOCATED FROM ON SITE

(1) RELOCATED COCONUT PALM
RELOCATED FROM ON SITE

176.22'

(40) APTENIA CORDIFOLIA 'VARIEGATA'
VARIGATED BABY SUNROSE
1 GAL, 12" OC

(2) RELOCATED COCONUT PALM
RELOCATED FROM ON SITE

(3) CONOCARPUS ERECTUS SERICEUS
SILVERBUTTONWOOD HEDGE
7 GAL, 3'-4' OA, 18" OC

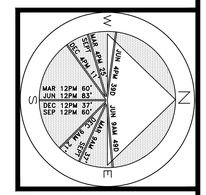
(4) COCCOLOBA UVIFERA X DIVERSIFOLIA
SEA PLUM
7 GAL, TRELLIS, 3'-4' OA, FTB

(140) ERNODEA LITTORALIS
GOLDEN CREEPER
3 GAL, 12" OC

EXISTING SILVER BUTTONWOOD HEDGE
TO REMAIN

(40) ERNODEA LITTORALIS
GOLDEN CREEPER
3 GAL, 12" OC

℄ NORTH OCEAN BLVD



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DRAWN BY: Dustin Mizell
DATE: 01.07.2025

SHEET L4.0

64 sf.
AREA IN SQ.FT.

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Landscape Plan

SCALE IN FEET 0' 8' 16' 24'

Trees & Palms

SYMBOL	PLANT NAME	QTY.	DESCRIPTION	NATIVE
	CORDIA BOISSIERI WHITE GEIGER TREE	1	18' OA HT CHARACTER SPECIMEN TREE PROVIDE IMAGE UPON INSTALLATION	YES
	COCCOLOBA DIVERSIFOLIA PIGEON PLUM	2	12'-14' OA HT 5' CT	YES
	COCCOLOBA UVIFERA SEAGRAPE TREE	1	16'-18' OA HT	YES
	ACOELORRHAPHE WRIGHTII EVERGLADES PALMS	1	20'-22' OA. HT.	YES
	COCOS NUCIFERA COCONUT PALM	8 2 3	12' GW STRAIGHT TRUNK 12' GW 'J' CURVED TRUNK 14'-16' GW CURVED TRUNK	NO
	PYGMY DATE PALM PHOENIX ROEBELENII	3	6'-12' OA HT DOUBLE	NO
	SABAL PALMETTO SABAL PALM	13 2	20'-22' OA HT 20'-22' OA HT CURVED TRUNK	YES
	THRINAX RADIATA FLORIDA THATCH PALM	13	VARIETY OF HEIGHTS	YES

TOTAL TREES:	4
NATIVE SPECIES:	4 (100%)

Groundcovers

SYMBOL/KEY	PLANT NAME	QTY.	DESCRIPTION	NATIVE
	PHYLA NODIFLORA FROGFRUIT	5,764	4" PLUGS	YES

TOTAL:	5,764
NATIVE SPECIES:	5,764 (100%)

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	40	3 GAL 12" OC	NO
	ALOCASIA PORTODORA UPRIGHT ELEPHANT EAR	7	4' OA HT	NO
	ALPINIA PURPURATA RED GINGER	20	7 GAL 24" OC	NO
	ALPINIA ZERUMBET GREEN SHELL GINGER	15	7 GAL 24" OC	NO
	BLECHNUM GIBBUM DWARF TREE FERN	20	7 GAL 24" OC	NO
	CHRYSOBALANUS ICACO HORIZONTAL COCOPLUM	100	3 GAL 12" OC	YES
	CHRYSOBALANUS ICACO COCOPLUM	90	7 GAL 24" OC	YES
	CLUSIA ROSEA CLUSIA HEDGE	20	8' OA HT. FTB	YES
	CLUSIA ROSEA 'NANA' DWARF CLUSIA	24	3 GAL 12" OC	YES
	HIBISCUS SPP WHITE HIBISCUS	22	7 GAL 30" OC	NO
	NEPHROLEPIS EXALTATA BOSTON FERN	125	3 GAL 18" OC	YES
	RAPHIS EXCELSA LADY PALM	10	6' OA. HT.	NO
	RAVENALA MADAGASCARIENSIS TRAVELERS PALM	54	VARIETY OF HEIGHTS	NO
	SPARTINA BAKERI CORDGRASS	284	3 GAL 18" OC	YES
	GALPHIMIA GRACILIS THRYALLIS GRACILIS	56	7 GAL 24" OC	NO
	STACHYTARPHETA CAYENNENSIS POTTERWEED	56	3 GAL 15" OC	NO
	OPHIOPOGON JAPONICUS MONDO GRASS	180	3 GAL 12" OC	NO
	BOUGAINVILLEA SPP.	6	6' HT. ATTACHED TO WALL	NO
	PHILODENDRON SPP GREEN CONGO	18	7 GAL	NO
	TRACHELOSPERMUM JASMINOIDES CONFEDERATE JASMINE	3	6' OA HT ATTACHED TO WALL	NO

TOTAL:	1,150
NATIVE SPECIES:	643 (55.9%)

Landscape Legend

PROPERTY ADDRESS:	1300 N OCEAN BLVD PALM BEACH FL, 33480	
RB	21,490 S.F	
LOT AREA (SQ FT)	21,490 S.F. REQUIRED	PROPOSED
LANDSCAPE OPEN SPEACE (LOS) (SQ FT AND %)	NA	NA
LOS TO BE ALTERED (SQ FT AND %)	NA	NA
PERIMTETER LOS (SQ FT AND %)	NA	NA
FRONT YARD LOS (SQ FT AND %)	NA	NA
NATIVE TREES %	30% (NUMBER OF TREES)	
NATIVE SHRUBS & VINES %	30% (NUMBER OF SHRUBS & VINES)	
NATIVE GROUNDCOVER %	30% (GROUNDCOVER AREA)	

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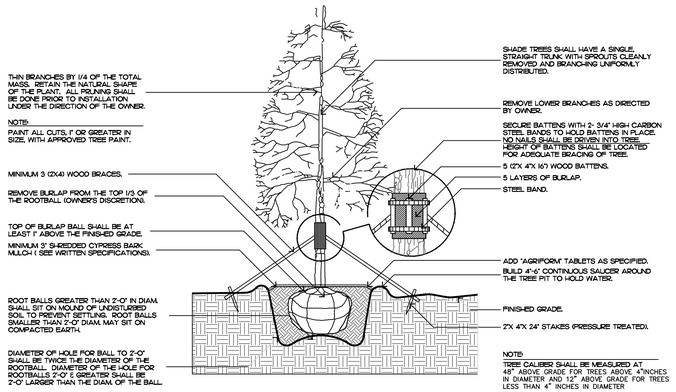
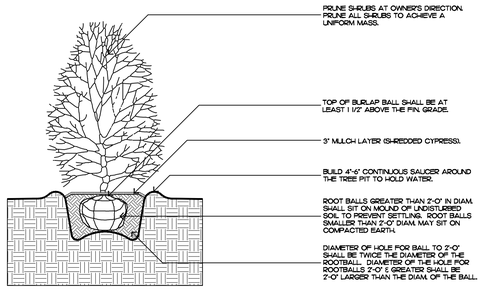
Plant Schedule



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



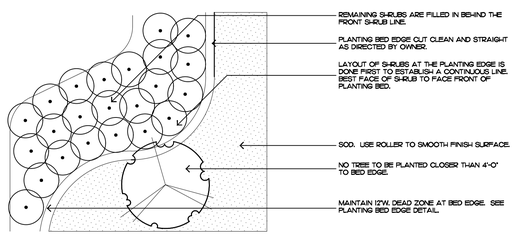
FILL MATERIAL SHALL CONSIST OF AT LEAST 1/3 NATIVE SOIL FROM THE HOLE DUG FOR THE PLANT. SEE SPECIFICATIONS FOR BACKFILL MIXTURE.

Shrub Planting

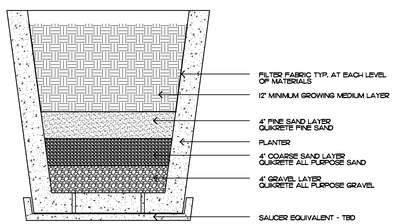
FILL MATERIAL SHALL CONSIST OF AT LEAST 1/3 NATIVE SOIL FROM THE HOLE DUG FOR THE PLANT. SEE SPECIFICATIONS FOR BACKFILL MIXTURE.

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 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 FRESH-LY 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 UN-HEALTHY 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, HEALTHY, LIVE PLANT MATERIAL.

Planting Details & Specifications

ARC-25-0094

NOT FOR CONSTRUCTION

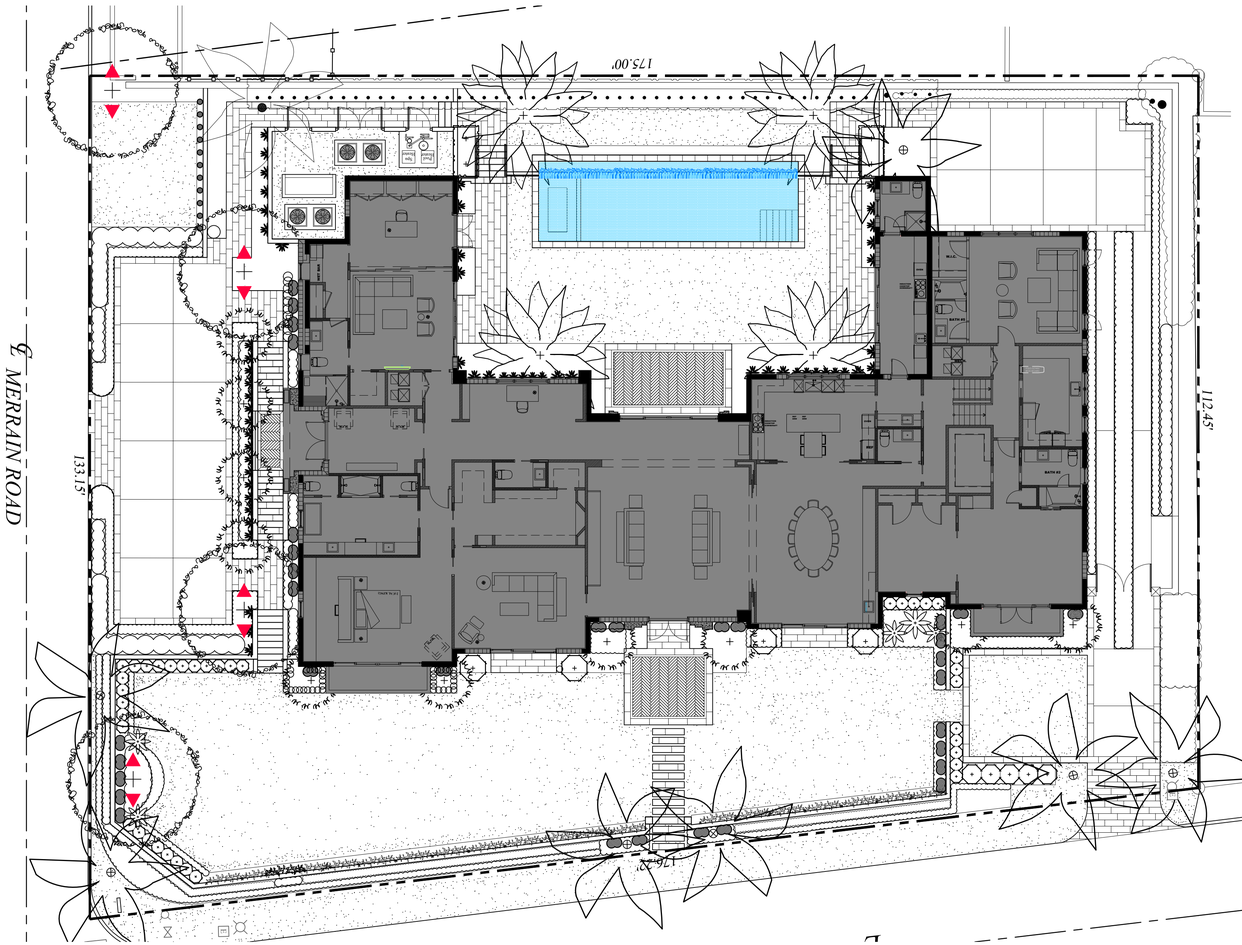
ENVIRONMENT DESIGN GROUP
139 North Country Road S.200-B Palm Beach, Fl 33480
Phone: 561.832.4600 Mobile 561.315.4424
Landscape Architecture
Land Planning
Landscape Management
Dustin M. Mizell, MLA #6666784
Dustin@environmentdesigngroup.com

Private Residence
1300 North Ocean Blvd
Town of Palm Beach
FLORIDA

JOB NUMBER: # 22123.00 LA
DRAWN BY: Dustin Mizell

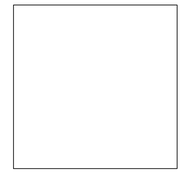
DATE: 01.07.2025

SHEET L4.2

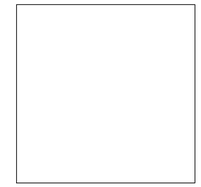


Lighting Schedule

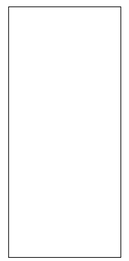
SYMBOL		DESCRIPTION	QTY.
▲	UL	UPLIGHT - AURORALIGHT - HSL16-R TELLURIDE BRASS - 3 WATTS - LED 3000K	42
○	WL	WELL LIGHT - AURORALIGHT - LWL5 LIGHTHAUS BRASS FINISH - 9 WATTS - LED 3000K	4
⊹	PL	PATH LIGHT - AURORALIGHT - LPL8 - CORONA BRASS FINISH - 4.5 WATTS - LED 3000K	17
#	CL	COLUMN LIGHT - AURORALIGHT - LSWI6 - BRASS FINISH - 3 WATTS - LED 3000K	2



UP LIGHT



WELL LIGHT



PATH LIGHT



COLUMN LIGHT

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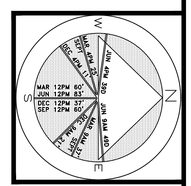

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DATE: 01.07.2025

SHEET L5.0

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Landscape Lighting Plan

ARC-25-0094

SCALE IN FEET 0' 8' 16' 24'



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JOB NUMBER: # 22123.00 LA
DRAWN BY: Kerlinaelle Dorinvil
DATE: 01.07.2025

SHEET L6.0

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ARC-25-0094

Rendered Landscape Plan
SCALE IN FEET:3/32" = 1'-0"



East Elevation

1 / L6.1

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



West Elevation

2 / L6.1

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

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ARC-25-0094

Rendered Landscape Elevations

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Town of Palm Beach
FLORIDA

JOB NUMBER: # 22123.00 LA
DRAWN BY: Kerlinaelle Dorinvil
DATE: 01.07.2025

SHEET L6.1

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Landscape Management
Dustin M. Mizell, MLA RLA #6666784
Dustin@environmentdesigngroup.com



North Elevation
1 / L6.2
SCALE: 1/8" = 1'-0"



South Elevation
2 / L6.2
SCALE: 1/8" = 1'-0"

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Rendered Landscape Elevations

SCALE IN FEET

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1300 North Ocean Blvd
Town of Palm Beach
FLORIDA

JOB NUMBER: # 22123.00 LA
DRAWN BY: Kerlinaelle Dorinvil
DATE: 01.07.2025

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.

℄ NORTH OCEAN BLVD

176.22'

EXISTING 6' HT CALOPHYLLUM HEDGE TO REMAIN FOR SCREENING DURING CONSTRUCTION

6' HT. CHAIN-LINK CONSTRUCTION FENCE W/ SCREENING

112.45'

EXISTING 6' HT SEAGRAPE HEDGE TO REMAIN FOR SCREENING DURING CONSTRUCTION

6' HT. CHAIN-LINK CONSTRUCTION FENCE W/ SCREENING

6' HT. X 27' WIDE CHAIN-LINK ROLLING GATE W/ SCREENING

6' HT. CHAIN-LINK CONSTRUCTION FENCE W/ SCREENING

133.15'

℄ MERRAIN ROAD

6' HT. X 24' WIDE CHAIN-LINK ROLLING GATE W/ SCREENING

175.00'

EXISTING 10' HT GREEN BUTTONWOOD HEDGE TO REMAIN FOR SCREENING DURING CONSTRUCTION

6' HT. CHAIN-LINK CONSTRUCTION FENCE W/ SCREENING

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Town of Palm Beach
LOT A

JOB NUMBER: # 22123.00 LA
DRAWN BY: Kerlinadie Doriuil
DATE: 01.07.2025

SHEET L7.0

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Construction Screening Plan

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ARC-25-0094

SCALE IN FEET 0' 8' 16' 24'

NOTE:
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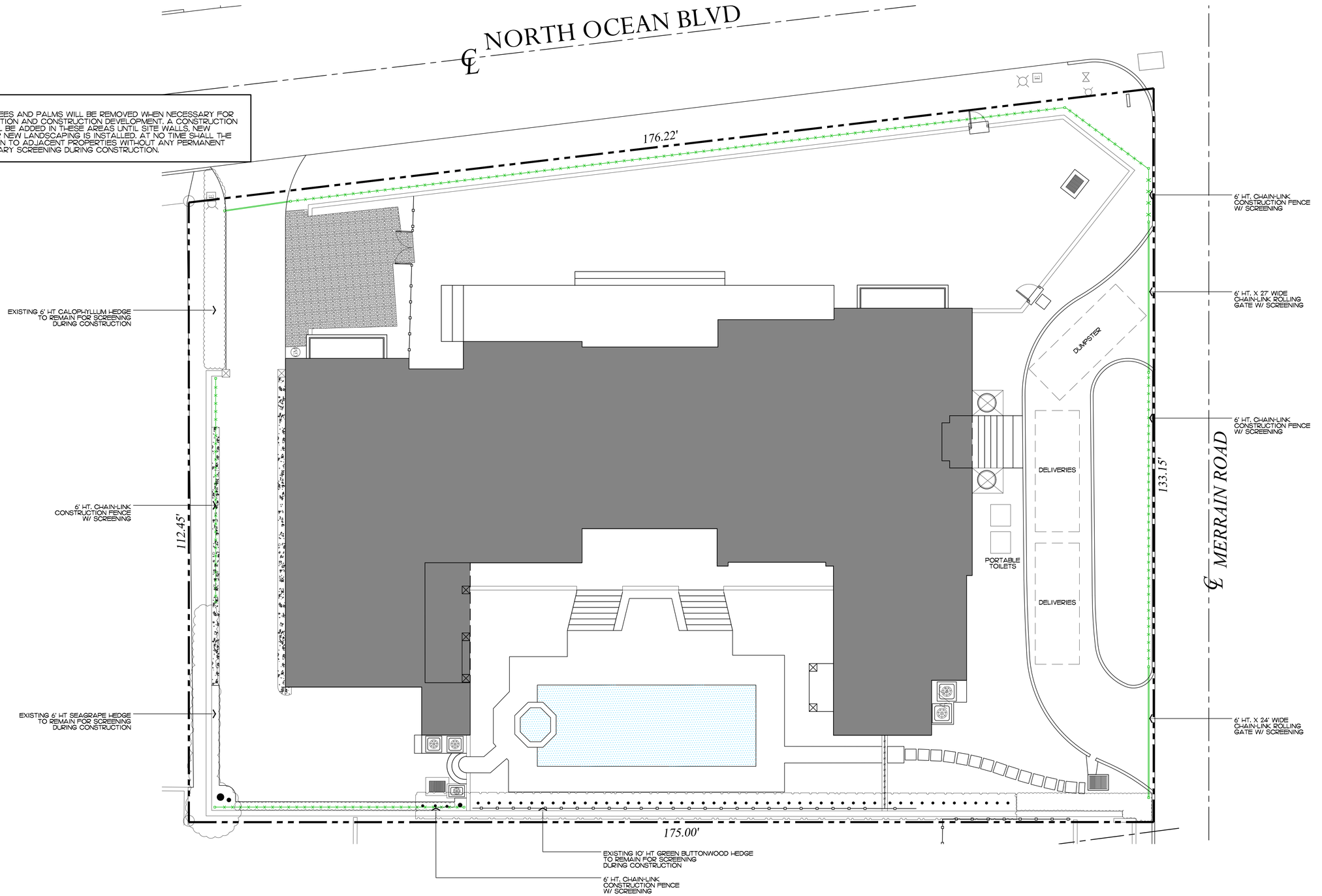

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SHEET L7.2

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Construction Staging Plan

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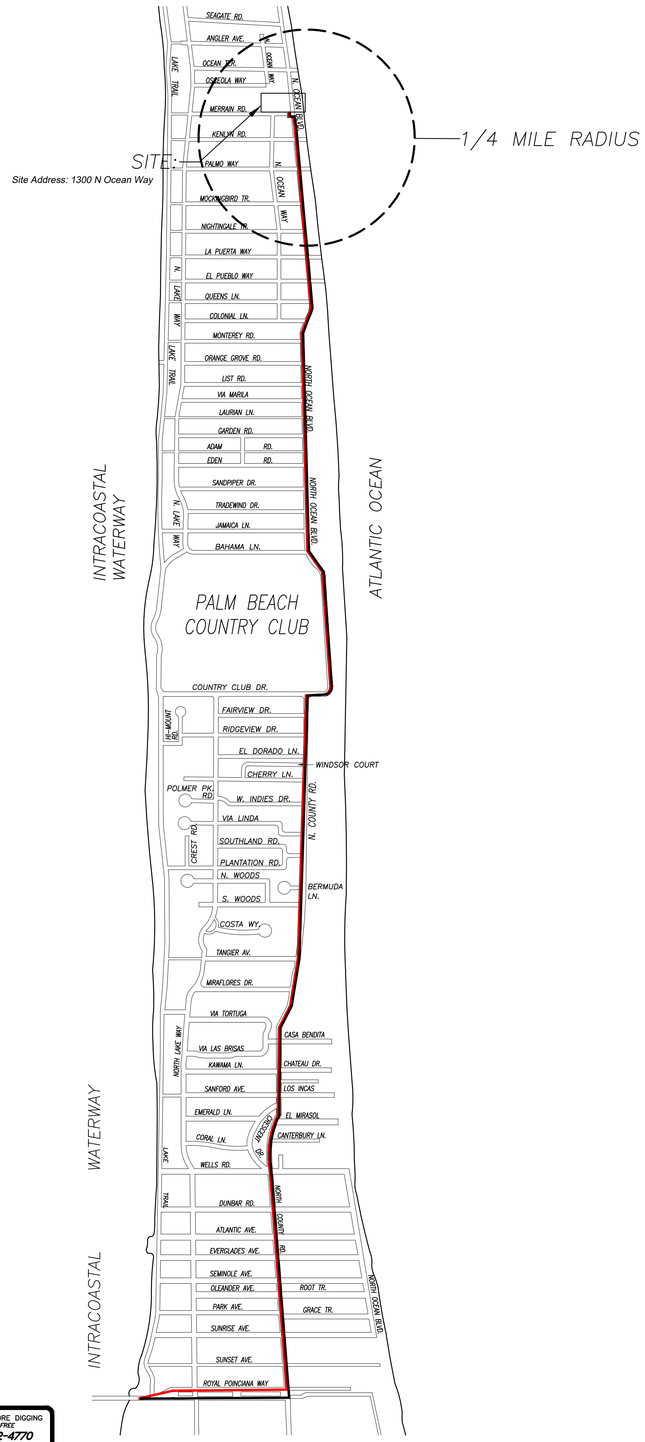
ARC-25-0094

SCALE IN FEET 0' 8' 16' 24'



CONCEPTUAL CONSTRUCTION SCHEDULE

- JUL 1TH 2023 – ARCOM MEETING
- JUL 15TH 2023 – TOWN COUNCIL
- OCT–NOV 2023 – SUBMIT FOR PERMIT

- 1 MONTH –DEC 2023 – MOBILIZATION & DEMOLITION OF EXISTING STRUCTURES
- 2 MONTHS – SITE/BUILDING PREPARATION
- 1.5 MONTHS – FOUNDATION
- 2.5 MONTHS – BLOCK DELIVERIES & CONC. POURS
- 1 MONTH – ROOF TRUSS DELIVERY AND SET TRUSSES
- 1.5 MONTHS – WINDOW/DOOR DELIVERIES AND INSTALLATION
- .5 MONTH – DRY–IN
- 1.5 MONTHS – INTERIOR FRAMING
- 2 MONTHS – ROUGH–IN
- .5 MONTH – DRY WALL
- 6 MONTHS – FINISHES
- 2 MONTHS – LANDSCAPE & HARDSCAPE INSTALLATION
- 2 MONTHS – FINAL INSPECTIONS

- +/–24 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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DRAWN BY: Dustin Mizell
DATE: 01.07.2025

SHEET L7.3

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Truck Logistics Plan

SCALE: NOT TO SCALE

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TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: ZON-26-0006 (COA-26-0002) 1100 SOUTH OCEAN BLVD – MAR-A-LAGO – SPECIAL EXCEPTION AND SITE PLAN REVIEW. The applicant, Mar-a-Lago Club, LLC. (Harvey E. Oyer, III, Authorized Representative), has filed an application requesting Town Council review and approval for Site Plan Review to install two new 400KW generators enclosed in a new building, and a modification to an existing Special Exception for a private club use. The Landmarks Preservation Commission shall perform design review of the application.

Date: 2/19/2026

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-26-0006 (COA-26-0002) 1100 SOUTH OCEAN BLVD – MAR-A-LAGO – SPECIAL EXCEPTION AND SITE PLAN REVIEW. The applicant, Mar-a-Lago Club, LLC. (Harvey E. Oyer, III, Authorized Representative), has filed an application requesting Town Council review and approval for Site Plan Review to install two new 400KW generators enclosed in a new building, and a modification to an existing Special Exception for a private club use. The Landmarks Preservation Commission shall perform design review of the application.

COA-26-0002 (ZON-26-0006) 1100 SOUTH OCEAN BLVD – MAR-A-LAGO. The applicant, Mar-a-Lago Club, LLC. (Harvey E. Oyer, III, Authorized Representative), has filed an application requesting a Certificate of Appropriateness review and approval for a new generator building housing two new 400KW generators for the landmarked property. This is a combination project that shall also be reviewed by the Town Council as it pertains to zoning relief/approval.

Applicant: Mar-a-Lago Club, LLC
Professional: Rick Gonzalez, AIA | REG Architects
Environment Design Group
Representative: Harvey E. Oyer, III

HISTORY:
The subject property was designed by Wyeth, Marion Sims & Urban and constructed in 1923. The property was designated as a Landmark on July 11, 1979, and was listed on the National Register of Historic Places in 1980.

THE PROJECT:
The applicant has submitted plans, entitled "MAR-A-LAGO/GENERATOR ENCLOSURE" as prepared by **REG Architects** and **Environment Design Group**, uploaded to the Town February 17, 2026.

The following scope of work is proposed:
- Construction of a new generator building housing two new 400 KW generators.
- Minor landscape and hardscape improvements.

The following Special Exception and Site Plan Review shall be reviewed by Town Council:
- **SPECIAL EXCEPTION:** Modification to an existing Special Exception use (private club).
- **SITE PLAN REVIEW:** Install two new 400KW generators enclosed in a new building.

Site Data			
Zoning District	R-AA	**Future Land Use**	PRIVATE GROUP USE
Designated	07/11/1979	**Architect**	Wyeth, Marion Sims & Urban
Year Built	1923	**Use**	Club

Lot Size	714,492 SF	**FEMA Zone**	AE 7
Finished Floor Elevation	8'-0" NAVD Generator Building	**Lot Coverage**	Maximum: 25.0% (178,623 SF) Existing: 10.8% (76,821 SF) Proposed: 10.9% (77,584 SF)
Total SF	Approx. 763 SF Generator Building	**Landscape Open Space (LOS)**	Minimum: 55.0% (392,971 SF) Existing: 60.4% (431,940 SF) Proposed: 60.3% (430,922 SF)
Neighboring Properties / Zoning			
North	1094 South Ocean Boulevard, 124, 136, 150, 160, and 185 Woodbridge Road / R-A		
South	1170 South Ocean Boulevard - Bath & Tennis Club / R-AA		
East	1100 South Ocean Boulevard - Mar-A-Lago (Beach Parcel) / R-A		
West	Lake Worth Lagoon		

CONSISTENCY WITH THE COMPREHENSIVE PLAN:

A preliminary review of the project indicates that the proposed **application** is **consistent** with the **PRIVATE GROUP USE** designation of the Future Land Use Map of the Comprehensive Plan which provides "Appropriate uses include low-intensity private clubs, golf and country clubs, houses of worship, cultural arts, and non-commercial recreation-type or cultural uses at a scale and intensity intended to serve the needs of Town residents."

STAFF ANALYSIS

The subject property is prominent site bounded by Lake Worth Lagoon to the west and the Atlantic Ocean to the east. A Special Exception and Site Plan Review are required to be reviewed and approved by Town Council:

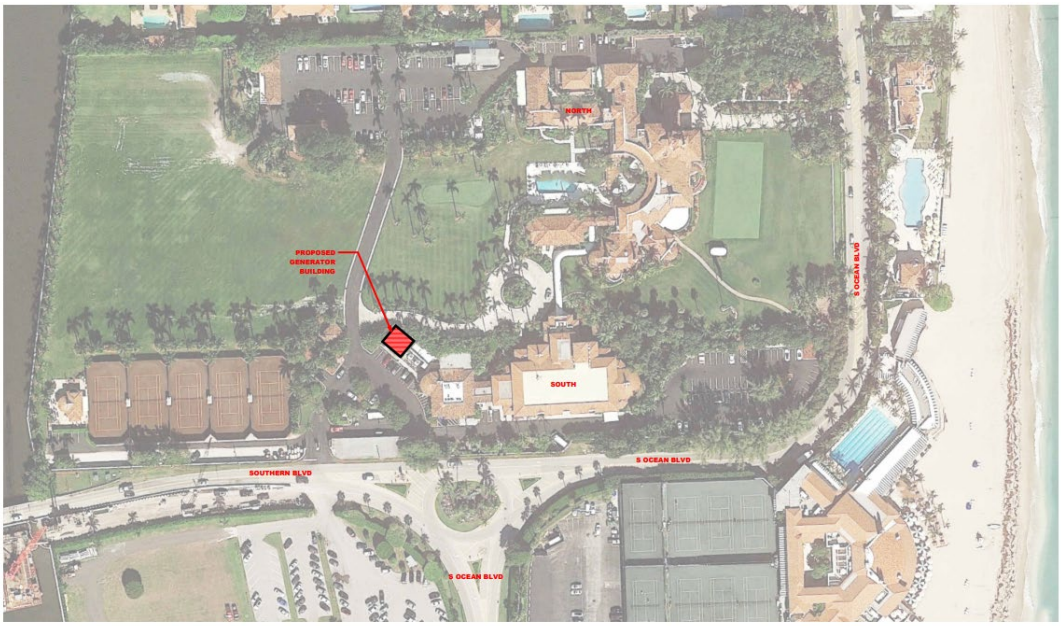
Special Exception: A modification to an existing Special Exception use (private club) is required to add a generator enclosure building. The application proposes the construction of a one-story approximately 763 square foot building. The design of which is scheduled for review and approval for a certificate of appropriateness by the Landmarks Preservation Commission later in the month (03/18/26).

Site Plan Review: Per Sec. 134-1729(2)(c.), site plan review is required for a combined generator output greater than 120 KW. The application proposes the installation of two 400 KW generators, located within the new building.

HISTORIC PRESERVATION ANALYSIS

The application seeks a Certificate of Appropriateness (COA) review and approval for a new building housing two generators. The new building will be located near the south entrance and draws inspiration from existing structures on the property.

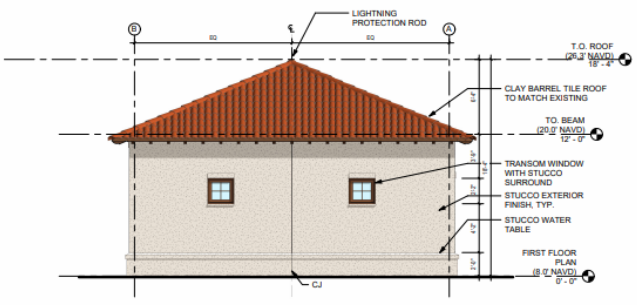
The exterior will feature a clay barrel tile roof, a stucco exterior with water table, sill, and header detailing, and a Mar-a-Lago plaque. Additional detailing includes a bracketed overhang at the entrance, aluminum impact windows and doors with divided-light patterns, exterior light fixtures, as well as louvers required for the functionality of the generators inside.



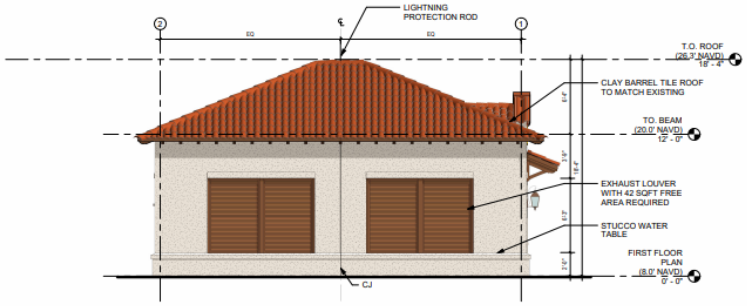
1 SITE AERIAL / GENERATOR ENCLOSURE LOCATION
SCALE: 1" = 50'-0"

NORTH

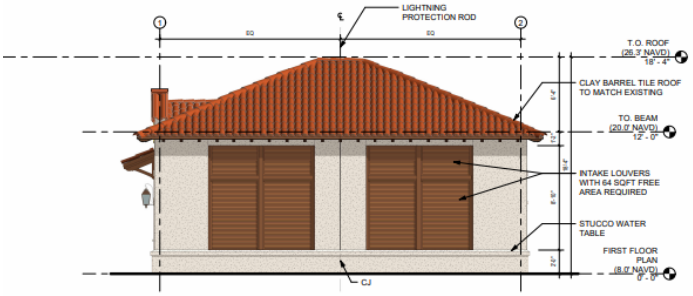
ARCHITECTURAL SITE PLAN FOR INFORMATIONAL PURPOSES ONLY.



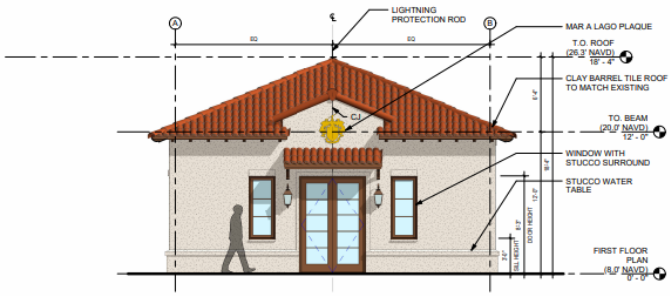
1 EAST ELEVATION
SCALE: 1/4" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



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

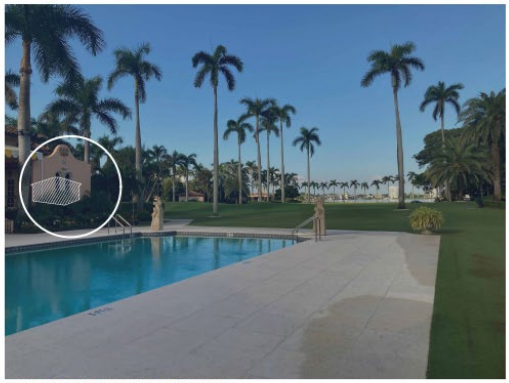


4 WEST ELEVATION
SCALE: 1/4" = 1'-0"

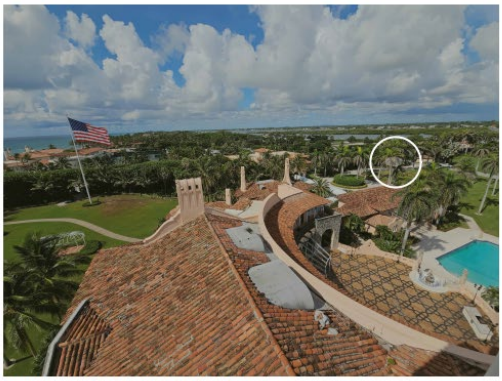
The plans include open vista diagrams demonstrating that the new building will be minimality visible from several vantage points on the property.



01 VIEW FROM THE LAWN LOOKING SOUTHWEST



02 VIEW FROM THE POOL LOOKING WEST

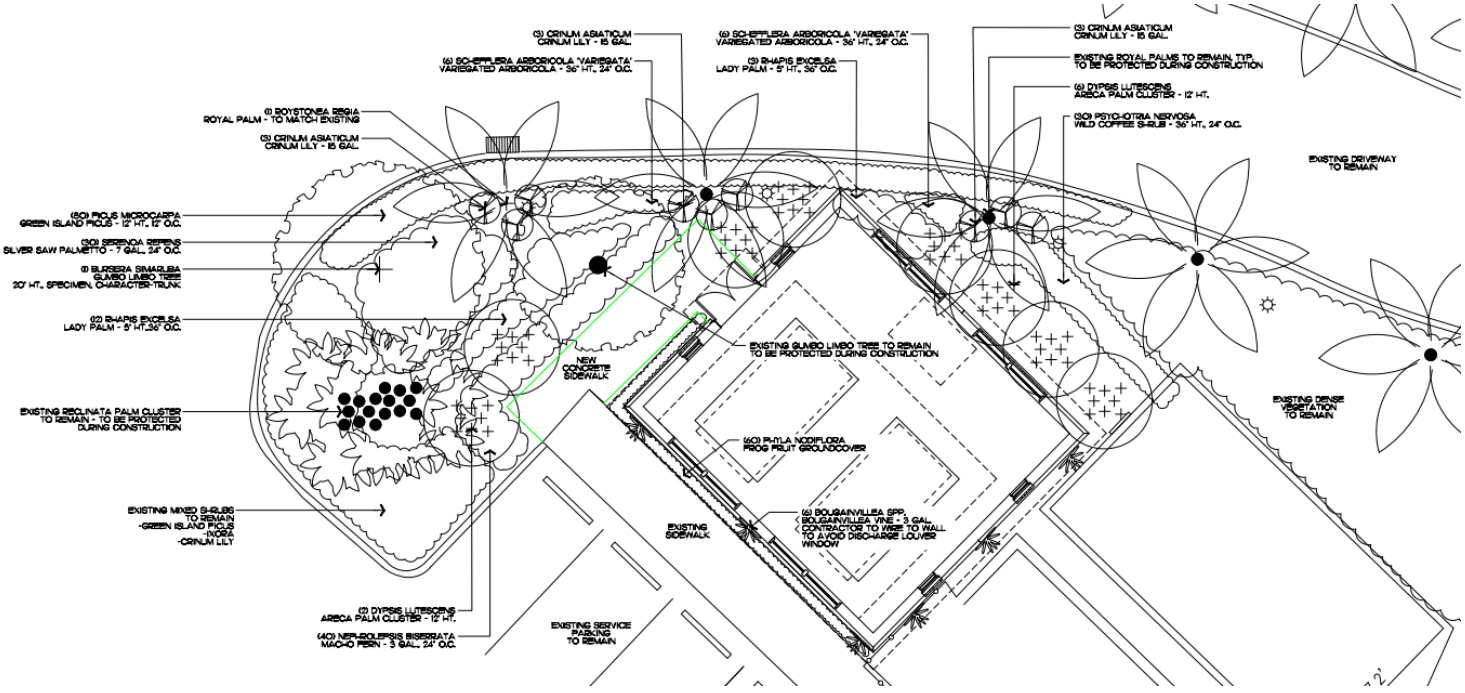


03 AERIAL VIEW FROM ABOVE LOOKING SOUTH WEST



04 VIEW FROM THE POOL LOOKING WEST

Minor landscape and hardscape improvements are proposed. A new concrete sidewalk extension is proposed to access the building. Additional landscaping will include a Gumbo Limbo Tree, Royal Palm Tree, and a variety of shrubs and vines outlined on sheet L3.1 of the landscape plan set.





The National Trust for Historic Preservation (NTHP) holds a protective easement on the property, requiring all improvements to be reviewed and approved to ensure they do not impair the site's historic character. Any proposed improvements must be reviewed and approved by the NTHP. Since the formal approval letter is still pending, staff recommends securing this document to confirm compliance before the Landmark Preservation Commission (LPC) hearing and should the applicant fail to produce the letter in time, the project should be continued to a future hearing date.

CONCLUSION

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

1. One (1) Special Exception; and
2. One (1) Site Plan Review.

The application is presented to the Landmarks Preservation Commission to consider whether all the criteria in Sections 54-122 and 54-123 have been met. Approval of the project will require one (1) motion 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.

WRB:JGM: FHM: ALF

WRB

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

DATE: February 17, 2026

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

RE: Mar-a-Lago Generator Building [ZON-26-0006 (COA-26-0002)]

REQUEST

On behalf of Mar-a-Lago Club, L.L.C. (**"Applicant"**), Shutts & Bowen LLP (**"Agent"**) submits this combo project for a Certificate of Appropriateness (**"COA"**), Special Exception (**"SE"**), and Site Plan Review (**"SPR"**) for the Mar-a-Lago Club (**"Club"**) located at 1100 S. Ocean Boulevard (**"Site"**).



FIGURE 1 – Location map

Location:	1100 S. Ocean Blvd. *(see Figure 1)*
Property Control Number(s)	50434335000020390
Zoning District:	R-AA Large Estate Residential
Acreage:	16.372 acres

REQUEST

SE with SPR, and COA for the following:

1. Modification to the existing SE for a club to add a generator enclosure building (**"Building"**) to the Site.
2. SPR for multiple generators that exceed 120 KW in output capacity.
3. COA for an enclosed building with landscaping for generator equipment that exceed 100 KW in output capacity.

Specifically, the request includes:

- Construction of a one-story 763 square foot (**"sq. ft."**) Building for the installation of two 400KW generators ("**Generators**"), to be located adjacent to the Southern Boulevard entrance to the Site.
- As shown in the plans/renderings, the Building is architecturally consistent with the existing historic architecture of the other structures on the Site. It utilizes architectural components from the existing landmarked building and related outbuildings.
- The Building is proposed to be located just north of the entrance to the Site on Southern Boulevard and outside of the historic vista.
- New planting beds and landscaping materials are proposed adjacent to the Building.

BACKGROUND

- The purpose of the Building is solely to house the Generators and all the associated equipment.
- Florida is prone to severe weather events, including hurricanes, thunderstorms, heat waves, tropical storms, and even tornadoes. These natural events can lead to power outages, which can last for weeks, can be dangerous and disrupt daily life. The Generators will provide a reliable backup power source during such outages, ensuring essential systems like lights, air-conditioning, refrigeration, life-sustaining medical devices and equipment, and in the case of this Site, security systems and security of the premises. The Generators will ensure that the premises remain protected, even if the power grid fails. This is a critical factor that must be considered since the Site is the primary residence of President Donald J. Trump. That said, the Generators are a necessity on the Site to ensure there is no disruption in power to the Site.

NATIONAL TRUST FOR HISTORIC PRESERVATION

The Site is encumbered by a Deed of Conservation and Preservation Easement ("**Easement**") held by the National Trust for Historic Preservation ("**NTHP**"). Per the Easement, the NTHP must review and approve any proposed improvements on the Site to ensure compliance with the requirements of the Easement. On (*PENDING RECEIPT FROM NTHP*), the NTHP issued the approval for the construction of the Building on the Site, a copy of which is attached hereto as **Exhibit G**.

PARKING STATEMENT

There are no changes proposed to the on-site parking.

SUPPLEMENTAL APPLICATION REQUIREMENTS

- As required, attached are the responses to the review standards/guidelines for the SE with SPR, and COA requests:
  - **Exhibit A:** Special Exception in accordance with Section 134-229.
  - **Exhibit B:** Site Plan Review in accordance with Section 134-329.
  - **Exhibit C:** Issuance of a Certificate of Appropriateness in accordance with Section 54-122.
- **Exhibit D:** Detailed history in chronological order of all zoning-related requests processed on or after January 1, 1970 specific to the Site.
- **Exhibit E:** Property Info sheet with the Location Map.
- **Exhibit F:** Legal Description.
- **Exhibit G:** NTHP approval letter.

EXHIBIT A

Sec. 134-229. Requirements for granting a Special Exception.

The requirements for granting a special exception use under this chapter are as follows:

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

RESPONSE: *The Club use is permitted by Special Exception which has been in existence since 1993, and the use is not proposed to change. The request is to add a 763 sq. ft. Building solely to house the Generators in excess of 120 KW of output power and associated equipment.*

(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 for the Building will have no adverse effect on public health, safety, welfare or morals. As noted in this LOI, the intent is to ensure there is no disruption in electrical power to the Site and the functionality of the onsite security for the protection of the President. It should be noted that the Building is internal to the Site, and not visible from the street right-of-way or the adjacent properties.*

(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 Building will not cause substantial injury to the value of other properties in the neighborhood where it is to be located. In fact, the proposed Building is located internal to the Site not adjacent to any residential property.*

(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 proposed Building 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 proposed Building will have no impact on yard and de minimis impact on other open space, and complies with any special requirements set out in Article VI for the particular use involved. With the addition, the Site remains in compliance by providing 60.32% (430,922 sq. ft.) of open space.*

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

RESPONSE: *The proposed Building will be in compliance 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: *The proposed Building has been designed and situated in such a manner to have no 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. As noted above, it is*

actually located internal to the Site with no visibility from the street right-of-way or from the adjacent properties.

(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: *No changes are proposed to the ingress and egress to the Site. As such, there are no impacts on automotive and pedestrian safety and convenience, traffic flow and control, or 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.

RESPONSE: *The proposed Building does not include any changes to signage or exterior lighting.*

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

RESPONSE: *The current request does not affect the location, availability or compatibility of utility services.*

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

RESPONSE: *The current request does not affect the refuse and service areas.*

(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 Club use is permitted by Special Exception, has been in existence since 1993 and does not affect or alter the existing Town-serving status. The Special Exception use is not proposed to change and neither is the intensity of the use.*

(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: *All existing landscape will remain. There will be new planting beds with shrubs and groundcover added around the proposed Building.*

(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: *Neither the existing use nor the proposed Building will place an 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: *There are no new land uses, programming or intensities of use proposed for the Site. With the exception of the proposed Building and the associated landscaping, no other physical changes are proposed. As noted above, the Building is also located internal to the Site, and not visible from the street right-of-way or the adjacent properties.*

(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 proposed to the ingress and egress to the Site. Automobile and pedestrian safety will be maintained to comply with all applicable standards. Separation of automotive traffic, traffic control and flow, service for utilities and refuse collection and access in case of fire or emergency will not be affected.*

(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: *There are no changes proposed to the off-street parking.*

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

RESPONSE: *There are no changes proposed to any perimeter screening or buffers. All existing landscape will remain. There will be new planting beds with shrubs and groundcover added around the proposed 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 changes proposed that will affect the manner of drainage on the Site onto adjacent and nearby properties or on the Town's overall drainage capacities. The Building is only 763 sq. ft., internal to the Site, and the drainage associated with the Building can be considered de minimis compared to the overall Site which is over 16 acres.*

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

RESPONSE: *There are no changes proposed that will impact hook-in locations, availability or capacity of utilities.*

(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 changes proposed that impact recreation facilities. As it relates to open space, the Building is only 763 sq. ft., internal to the Site, and can be considered de minimis compared to the overall Site which is over 16 acres.*

(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 Building use.*

(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: *The Building is not considered a commercial structure. Although not considered a commercial structure, it is proposed to be 14 ft. in height which is in compliance with the Code requirements and retains a low profile scale and architecture when compared to the existing structures on the Site.*

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

RESPONSE: *The massing of the Building compliments the existing buildings on the Site in composition. It also utilizes similar architectural design elements used throughout the Site. The materials used, texture in the façade, colors, patterns and trim used in the façade; and the design*

of the roof will be consistent with the design of the existing structures on the Site. Additionally, the proposed Building is located internal to the Site, and not visible from the street right-of-way or the adjacent properties.

EXHIBIT C

Sec. 54-122. New construction.

(a) The following aspects of new construction shall be visually compatible with the buildings and environment with which the new construction is visually related:

(1) The height, the gross volume, and the proportion between width and height of the facade;
(2) The proportions and relationships between doors and windows;
(3) The rhythm of solids to voids created by openings in the facade;
(4) The materials used in the facade;
(5) The texture inherent in the facade;
(6) The colors, pattern and trim used in the facade; and
(7) The design of the roof.

RESPONSE: *The massing of the Building compliments the existing structures on the Site. The materials used, texture in the façade, colors, patterns and trim used in the façade; and the design of the roof is proposed to be consistent with the design of the existing buildings on the Site.*

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

RESPONSE: *The architectural design of the Building is consistent and complimentary with the existing building masses and rhythm.*

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

RESPONSE: *There are no changes proposed to any perimeter screening or buffers. All existing landscape will remain. There will be new planting beds with shrubs and groundcover added around the proposed Building.*

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

RESPONSE: *The Building is visually related to the existing buildings on the Site. It is designed to be consistent and preserve the style with the surrounding buildings architecture.*

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

RESPONSE: *The Building utilizes the same details, finishes, colors and materials as the other structures on the Site; clay tile roofing, stucco walls, cast stone cladding, and aluminum windows and doors, are utilized throughout consistent with the other structures on the Site.*

EXHIBIT D

SITE HISTORY

Please provide a detailed history of all zoning-related requests applicable to this property processed on or after January 1, 1970, in chronological order, including but not limited to variances, special exceptions, site plan reviews, and existing agreements.

1. Request for Subdivision approval by Standford Florida Fund, Inc. (Cerf Ross) November 1, 1984. Request approved and Agreement with Town entered into March 12, 1985.

2. Application for Certificate of Appropriateness Number 15-91 in connection with subdivision.

3. Zoning Variance 38-91 dated May 31, 1991.

4. Application for PUD, December 20, 1991, approved by Resolution 27-92 on May 12, 1992.

5. Special Exception 11-93, filed March 12, 1993, to establish a private club. Approved. June 1, 1993.

6. Declaration of Use Agreement dated August 10, 1993 recorded in Official Record Book 7933, Page 22 of the Public Records of Palm Beach County, Florida.

7. Variance 8-94 filed March 8, 1994, approved with conditions construction of service gates and wing walls providing access from Southern Boulevard.

8. Certificate of Appropriateness 5-94, filed April 4, 1994, approval of restoration of statutes at main gate and approval of new service gates off Southern Boulevard.

9. Certificate of Appropriateness 19-94, filed July 20, 1994, approval of railings, stair rails and guardrails.

10. Certificate of Appropriateness 34-94, filed August 17, 1994, approval to replace existing pea gravel at porte cochere with interlocking pavers.

11. Certificate of Appropriateness 67-94, filed December 21, 1994, approval of Alternate "A" lighting of Southern Boulevard gate with respect to location of fixtures only.

12. January 18, 1995, approval of light style "A" for cart path and walkway to beach with proviso that shields be used to direct lighting only onto paths; approval of light style "B" for northern boundary wall; approval of light style "C" for north parking area, with a 3' hedge planted around parking area to focus light on parking area only.

13. February 15, 1995 voted to retain existing northern gate design; approval of light style "D" for northern drive off South Ocean Boulevard, on statutes at main entrance, in courtyard parking area, on

lake wall and at the Southern Boulevard entrance, with proviso that one of the fixtures in each double light be removed (with suggestions regarding wattage of style "D" fixtures).

14. Certificate of Appropriateness 12-95, filed December 15, 1995, approval to install coquina stone or faux coquina paver blocks in natural color at main entrance (replaces paving approved August 1994).

15. Certificate of Appropriateness 23-95, filed July 21, 1995, approvals for exterior alterations to garage, former staff area and courtyard landscaping.

16. Certificate of Appropriateness 32-95, filed August 16, 1995, approved Moorish star design for courtyard fountain; approval of location of plunge pool in southwest corner of courtyard with proviso that if railing and gate are required for pool, matter must return to LPC for review; also noted deletion of previously approved windows at east and west ends of garage at 2nd floor and deletion of previously approved whirlpools (2) on north side of garage/spa deck.

17. Certificate of Appropriateness 33-95, filed September 20, 1995, approval of temporary tent at pool for 2 month period and denial of tent in front yard/driveway area.

18. October 18, 1995, approval of 3 tile samples to be used at fountain and whirlpool; approval of Moorish style tent with spears to be placed at southwest corner of pool.

19. Special Exception 24-95, filed November 14, 1995, approved request to add a 5-tennis court facility with cabana, approved request to remove existing tennis court.

20. February 13, 1996, approved request to construct parking lot for additional valet parking spaces.

21. Certificate of Appropriateness 56-95, January 1, 1996, approved to establish 5 tennis courts and related tennis cabana with patio, one entry trellis and 4 open awning shelters; approval of landscape plan for tennis court project.

22. Certificate of Appropriateness 19-96, filed March 20, 1996, approval of landscaping and details relating to the establishment of approved parking area at north end; approval to resurface small courtyard at west end of former staff area.

23. Certificate of Appropriateness 24-96, filed May 17, 1996, approval to raze damaged north slat house with proviso that buffering landscape be added on west side and that additional parking be reserved for Town Council with clarification that of Town Council does not approve additional parking use, land will have to be fully landscaped with review by LPC.

24. Special Exception 19-96, filed November 20, 1996, approved three (3) changes to Declaration of Use Agreement with stipulations.

25. Certificate of Appropriateness 44-96, filed December 18, 1996, approval of construction of free-standing roof over existing L-shaped utility pad; also noted withdrawal of portion of request for lighting of landscape islands of northern parking area.

26. Certificate of Appropriateness 51-96, filed December 18, 1996, approval of landscaping plans for utility areas in north parking area; also noted withdrawal portion of request for construction of 42" wall surrounding pool equipment.

27. Certificate of Appropriateness 1-97, filed January 15, 1997, approval of facade changes to accessory structure known as Watchman's house as well as interior changes.

28. Special Exception 20-97, filed June 10, 1997, approval with conditions request to construct tennis court light system in 5 existing courts.

29. May 12, 1993, granted request for 1 year extension.

30. Certificate of Appropriateness 17-97, filed September 17, 1997, approval of restoration of 3 buildings known as "Jim's Cottages"; also, approval of revised landscape plan for areas on either side of main gate.

31. Certificate of Appropriateness 46-98, filed October 21, 1998, approval to relocate existing pump house to serve as an entry feature and guardhouse for Southern Boulevard gate, to include restoration of building.

32., October 20, 1999, one year extension of COA 46-98.

33. July 19, 2000, extension of COA 46-98 until October 20, 2001, under current approval COA 22-00.

34. Special Exception 9-99, filed April 20, 1999, approved with conditions cabanas, pool, deck area, snack bar, changing rooms, including condition to modify existing Declaration of Use Agreement; approved request to exclude from Club property a parcel fronting on Woodbridge conditioned upon its being joined by Unity of Title with the property to its immediate east; denied removal or modification of existing limitation to 500 club memberships; approved removal of 313 daily on-site trips, approved removal of present dining room limitation of 75 seats and imposed limit of 150 seats for dining throughout Club, except for special events.

35. July 13, 1999, accepted request to withdraw portion of application to construct a partial underground parking structure east of the proposed Pavilion and accepted request to withdraw portions of application requesting approval for proposed Pavilion and increased special event capacity to 740 persons.

36. Certificate of Appropriateness 16-99, filed July 21, 1999, approval of re-paving/changes of main driveways, circle and motor court.

37. Special Exception 24-99, filed October 13, 1999, approved with conditions events that do not exceed 600 guest while temporary tent is used with possibility cap may be raised to 700 when Pavilion

Ballroom is completed; approved December 31, 1999 event over 600 guest capacity but not to exceed 940; approval to maintain temporary tent for 7 months and each subsequent season for 6 months until Pavilion Ballroom is open at which time tent shall be removed; approved with conditions request to construct a 17,124 square feet Pavilion Ballroom.

38. November 11, 1999, Amendment of Declaration of Use 'Agreement dated November 30, 1999, recorded in Official Records Book 11492, Page 1762 of the Public Records of Palm Beach County, Florida.

39. Certificate of Appropriateness 32-99, filed February 16, 2000, approval of redevelopment of beach area, according to approved Special Exception, to include two 2-story cabanas, pool, pool deck, spa pool, fountains, stairs and ramp to lower beach.

40. Variance 1-00, filed January 11, 2000, approved with conditions request to construct a wall on north property line that is 10' high in front yard setback in lieu of 6' maximum, and 7' to 10' high in side yard and rear yard in lieu of 7' maximum allowed.
41. Certificate of Appropriateness 22-00, filed October 20, 2000, approved extension of original approval of COA 46-98.

42. Certificate of Appropriateness 11-01, filed June 20, 2001, approval to change driveway material to asphalt on north service drive and parking area and to coquina in main entry drive, as well as circular area at guest house and Porte cochere area.

43. Special Exception 3-02 regarding construction date of pavilion.

44. Second Amendment of the Declaration of Use Agreement dated September 30, 2002, recorded in Official Records Book 14327, Page 23 of the Public Records of Palm Beach County, Florida.

45. Special Exception No. 11-2004 with Site Plan Review for a kitchen to serve the Ballroom, increasing the size of the entry loggia, relocating the chiller and other matters approved April 13, 2004.

46. Special Exception 22-2004 with Site Plan Review approving driveway at ballroom.

47. Third Amendment of Declaration of Use Agree & tent dated December 13, 2004, recorded in Official Records Book 17886, Page 1415 of the Public. Records of Palm Beach County, Florida.

48. Certificate of Appropriateness 005-2017, filed January 11, 2017, approval to add a 50-foot (1,964 sq. ft.) helicopter pad including all associated site work.

49. Certificate of Appropriateness 048-2018, filed September 21, 2018, approval to add an accessory dock. The application was withdrawn on February 20, 2019.

50. Certificate of Appropriateness 009-2020 and Special Exception with Site Plan Review 20-00248 to modify a private club use by allowing the construction of a boat dock that would extend 29 feet

from the existing seawall. The proposed dock would be located on the southwest corner of the property and is intended for private family use restricted to only the Trump family. The application was withdrawn on May 13, 2020.

51. Certificate of Appropriateness COA-21-012 and Special Exception request with Site Plan Review ZON-21-021 for modifications including new landscaping and a restroom addition to the existing private club approved on December 15, 2021.

52. Certificate of Appropriateness COA-23-001 and Special Exception request with Site Plan Review ZON-23-017 Certificate of Appropriateness COA-21-012 and Special Exception request with Site Plan Review ZON-21-021 for modifications including the construction of a new security guardhouse with associated landscaping along S. Ocean Boulevard approved on May 10, 2023.

53. Certificate of Appropriateness COA-24-0007 for final review and approval of the revised landscape plan for the new security guardhouse.

54. Certificate of Appropriateness COA-25-0029 for final review and approval of a helicopter pad within the western lawn on the site.

EXHIBIT E

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

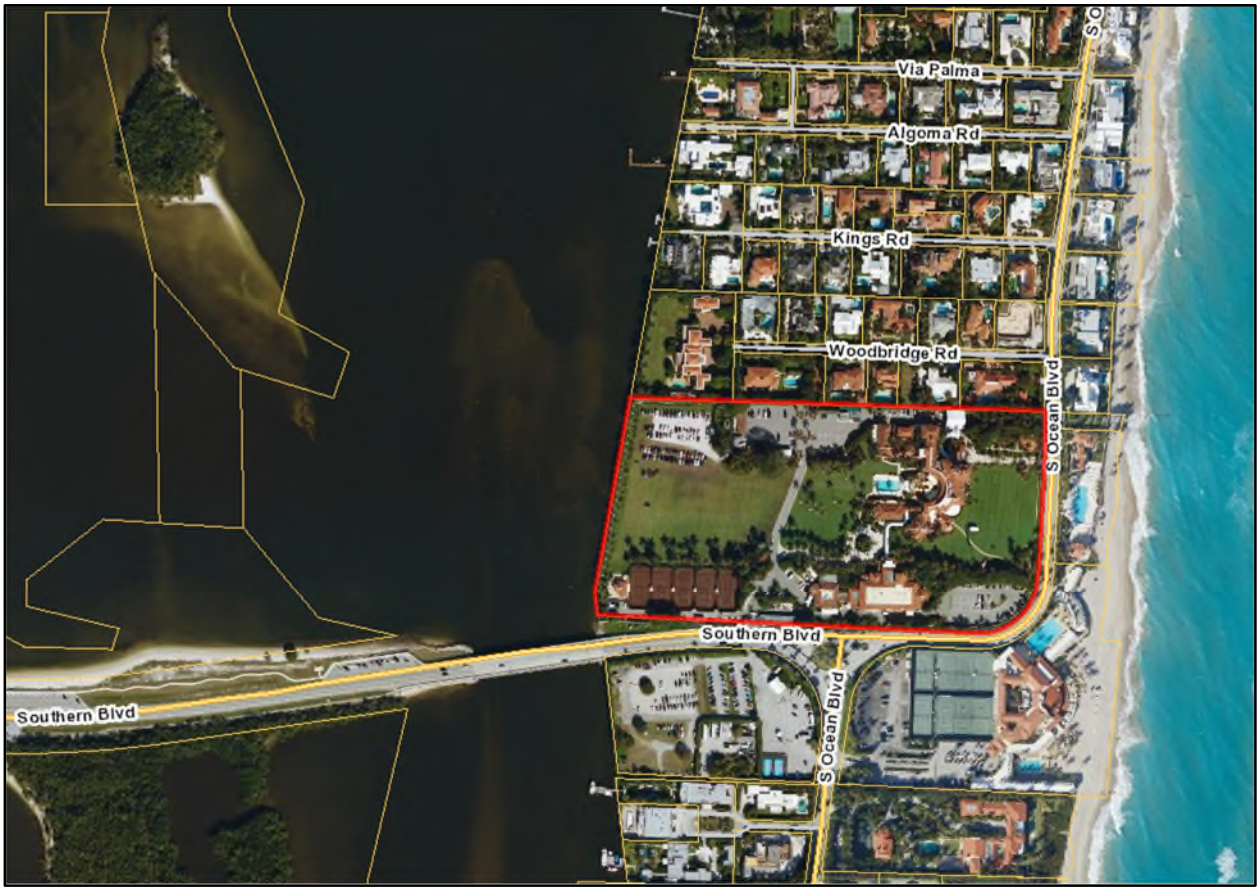


FIGURE 1 – Location map

Location:	1100 S. Ocean Blvd. *(Figure 1)*
Property Control Number(s)	50434335000020390
Zoning District:	R-AA Large Estate Residential
Acreage:	16.372 acres

EXHIBIT F

LEGAL DESCRIPTION

BEING ALL THAT PART OF THE NORTH 610.00 FEET OF THE SOUTH 1170.00 FEET OF GOVERNMENT LOT 2 OF SECTION 35, TOWNSHIP 43 SOUTH, RANGE 43 EAST, IN THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, LYING WEST OF OCEAN BOULEVARD (STATE ROAD A1A) RIGHT OF WAY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS TO-WIT:

BEGINNING AT A POINT OF THE WEST FACE OF AN EXISTING SEAWALL ON EAST SHORE OF LAKE WORTH, WHICH POINT IS 560.00 FEET NORTH OF, MEASURED AT RIGHT ANGLES, TO THE SOUTH LINE OF GOVERNMENT LOT 2 OF SAID SECTION 35; THENCE NORTH 6°09'22" WEST ALONG THE WEST FACE OF SAID SEAWALL FOR A DISTANCE OF 77.32 FEET; THENCE NORTH 10°23'23" EAST ALONG THE WEST FACE OF SAID SEAWALL FOR A DISTANCE OF 539.50 FEET TO A POINT IN THE SOUTH LINE OF BINGHAM-COPP TRACT, A SUBDIVISION RECORDED IN PLAT BOOK 18, PAGE 6, PALM BEACH COUNTY PUBLIC RECORDS; THENCE RUN SOUTH 88°12'07" EAST ALONG THE SOUTH LINE OF SAID BINGHAM-COPP TRACT FOR A DISTANCE OF 1134.10 FEET TO A POINT IN THE WESTERLY RIGHT-OF-WAY LINE OF OCEAN BOULEVARD (STATE ROAD A1A); THENCE RUN SOUTH 0°09'07" EAST FOR A DISTANCE OF 82.59 FEET TO A POINT OF CURVATURE; THENCE RUN SOUTHERLY ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 1412.69 FEET AND A CENTRAL ANGLE OF 3°03'00" FOR A DISTANCE OF 75.20 FEET TO A POINT OF TANGENCY; THENCE RUN SOUTH 2°53'53" WEST FOR A DISTANCE OF 176.28 FEET TO A POINT OF CURVATURE; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 2968.36 FEET AND A CENTRAL ANGLE OF 2°27'30" FOR A DISTANCE OF 127.36 FEET TO A POINT OF COMPOUND CURVATURE; THENCE CONTINUE SOUTHWESTERLY ALONG THE ARC OF A CURVE, CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 158.68 FEET AND A CENTRAL ANGLE OF 86°26' 30" FOR A DISTANCE OF 239.40 FEET TO A POINT OF TANGENCY; THENCE RUN NORTH 88°12'07" WEST ALONG THE NORTH LINE OF SOUTHERN BOULEVARD (STATE ROAD 80) FOR A DISTANCE OF 1040.43 FEET TO THE POINT OF BEGINNING, CONTAINING 16.3760 ACRES, OR LESS;

AND

TOGETHER WITH AN EASEMENT FOR THE USE OF THE TUNNEL UNDER SOUTH OCEAN BOULEVARD (STATE ROAD A1A) AS DESCRIBED IN THAT CERTAIN QUIT CLAIM EASEMENT DEED RECORDED IN OFFICIAL RECORD BOOK 2327, PAGE 1970 OF THE PALM BEACH COUNTY PUBLIC RECORDS;

AND

BEING THE SOUTH 358.00 FEET OF THE NORTH 403.00 FEET OF THE SOUTH 1170.00 FEET OF GOVERNMENT LOT 2, SECTION 35, TOWNSHIP 43 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA, LYING EAST OF OCEAN BOULEVARD (STATE ROAD A1A) AS NOW LAID OUT AND IN USE; TOGETHER WITH ALL RIPARIAN AND LITTORAL RIGHTS, IF ANY, THEREUNTO APPERTAINING.

EXHIBIT G

National Trust for Historic Preservation Approval

UNDER NTHP REVIEW
APPROVAL LETTER FORTHCOMING

MAR-A-LAGO / GENERATOR ENCLOSURE

1100 S OCEAN BLVD, PALM BEACH, FL, 33480



ARTIST RENDERING / SUBJECT TO CHANGE

SHEET LIST - CONCEPTUAL / PRE-DESIGN	
Sheet Number	Sheet Name
ARCHITECTURAL	
A-1	COVER SHEET
A-2	SITE PLAN AERIAL
A-3	SITE PLAN
A-4	SURVEY BY OTHERS
A-5	FIRST FLOOR PLAN, ROOF PLAN & RCP
A-6	BUILDING ELEVATIONS
A-7	BUILDING SECTIONS
A-8	WINDOW & DOOR SCHEDULES
A-9.1	RENDER-01
A-9.2	RENDER-02
A-9.3	RENDER-03
A-10	MATERIALS SHEET
A-11	SITE PLAN - ROOF STUDY
A-12	OPEN VISTA DIAGRAM - SITE PLAN
A-13	OPEN VISTA DIAGRAM - IMAGES

SHEET LIST - CONCEPTUAL / PRE-DESIGN	
Sheet Number	Sheet Name
LANDSCAPE	
L1.0	EXISTING CONDITIONS
L1.1	EXISTING CONDITIONS - VIEW FROM STREET
L1.2	VEGETATION ACTION / TREE PROTECTION PLAN
L2.0	SITE PLAN
L2.1	SETBACKS / LANDSCAPE OPEN SPACE
L3.0	LANDSCAPE PLAN
L3.1	LANDSCAPE IMAGES & SCHEDULE
L4.0	CONSTRUCTION SCREENING & STAGING PLAN
L4.1	TRUCK LOGISTICS PLAN
L5.0	RENDERED LANSCAPE ELEVATIONS
L5.1	RENDERED LANSCAPE ELEVATIONS
L5.2	PLAN VIEW RENDERING

OWNER

TRUMP FLORIDA PROPERTIES
MR. SHAWN MCCABE,
SENIOR VICE PRESIDENT OF OPERATIONS
1100 SOUTH OCEAN BLVD,
PALM BEACH, FL, 33480
SHAWN.MCCABE@MARALAGOCLUB.COM

ARCHITECT

REG ARCHITECTS, INC.
RICK GONZALEZ, AIA, PRESIDENT
BRIAN LAURA, D. ARCH, SENIOR PROJECT MANAGER
120 SOUTH OLIVE AVE, STE. 210,
WEST PALM BEACH, FL 33401
PHONE: (561) 659-2383

CONSTRUCTION MANAGER

TBD

CIVIL ENGINEER

SIMMONS & WHITE
J. KYLE DUNCAN, V.P.
2581 METROCENTRE BOULEVARD, SUITE 3
WEST PALM BEACH, FL 33407
PHONE: 561-659-2383
FAX: 561-659-5546

LANDSCAPE ARCHITECT

ENVIRONMENT DESIGN GROUP
DUSTIN M. MIZELL, MLA, RLA
DUSTIN@ENVIRONMENTDESIGNGROUP.COM

STRUCTURAL ENGINEER

ONM&J
DWAYNE JACKSON, PE, PRESIDENT
1655 PALM BEACH LAKES BLVD. SUITE 204
WEST PALM BEACH, FL 33401
PHONE: 561-835-9994 / FAX: 561-835-8255
DJACKSON@ONMJ.NET

MEP,FIRE PROTECTION & PHOTOMETRICS

FORMICA & ASSOCIATES, INC.
STEVE HENDERSON, P.E. , PRINCIPAL
980 N FEDERAL HIGHWAY, #110
BOCA RATON, FL 33460
PHONE: 561-368-3611 EXT. 103

SCOPE OF WORK

PROPOSED GENERATOR ENCLOSURE.
(2 X 400 KW GENERATOR SYSTEM)

GENERATOR ENCLOSURE: 763 GSF

LOCATION MAP



REG ARCHITECTS
since 1988

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MAR-A-LAGO / GENERATOR ENCLOSURE

1100 S OCEAN BLVD,
PALM BEACH, FL, 33480

COA-26-0002
ZON-26-0006
FIRST SUBMITTAL 1-15-2026
SECOND SUBMITTAL 1-26-2026
FINAL SUBMIT 2-17-2026

NO.	DATE	DESCRIPTION
1	Date 1	Revision 1

DATE	02/12/2026
MODELED	DB, BL
CHECKED	REG
PROJECT #	25031

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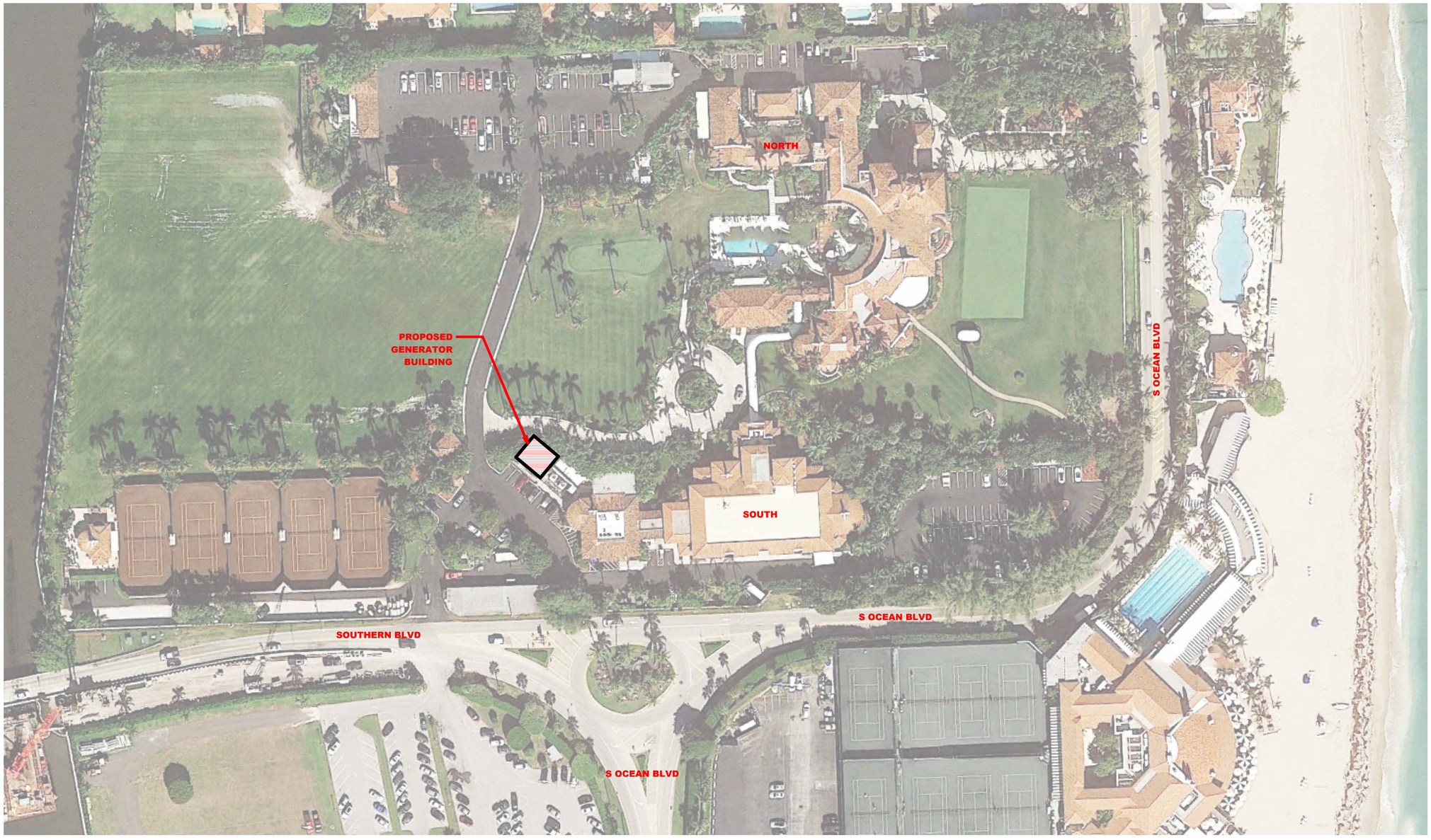
COVER SHEET

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

A-1



1 A-2 SITE AERIAL / GENERATOR ENCLOSURE LOCATION

SCALE: 1" = 50'-0"

NORTH

ARCHITECTURAL SITE PLAN FOR INFORMATIONAL PURPOSES ONLY.

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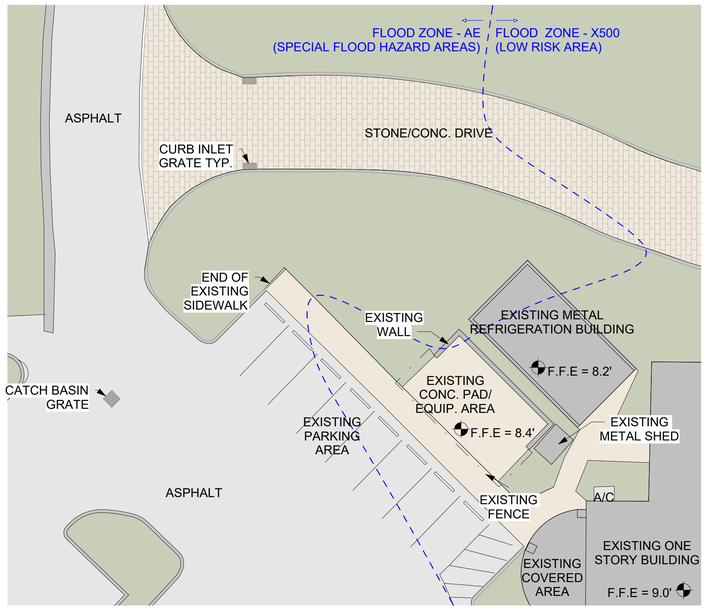
SITE PLAN AERIAL

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

A-2



2 EXISTING SITE PLAN
A-3
SCALE: 1/16" = 1'-0"

NORTH

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:**	1100 S Ocean Blvd, Palm Beach, FL 33480		
2	**Zoning District:**	PALM BEACH		
3	**Lot Area (sq. ft.):**	714,492 SF.		
4	**Lot Width (W) & Depth (D) (ft.):**	Lot Width (550 FT) x Lot Depth (1050 FT)		
5	**Structure Type:** (Single-Family, Multi-Family, Comm., Other)	CLUB		
6	**FEMA Flood Zone Designation:**	AE		
7	**Zero Datum for point of meas. (NAVD)**	8'-0" NAVD		
8	**Crown of Road (COR) (NAVD)**	N/C		
9		REQ'D / PERMITTED	EXISTING	PROPOSED
10	Lot Coverage (Sq Ft and %)	178,623 SF. (25%)	76,821 SF. (10%)	77,584 SF. (11%)
11	Enclosed Square Footage (1st & 2nd Fl., Basement, Accs. Structure, etc)	N/A	N/A	763 SF.
12	*Front Yard Setback (Ft.)	35'-0"	35'-0"	N/C
13	* Side Yard Setback (1st Story) (Ft.)	30'-0"	30'-0"	N/C
14	* Side Yard Setback (2nd Story) (Ft.)	N/A	N/A	N/A
15	*Rear Yard Setback (Ft.)	15'-0"	15-0"	N/C
16	Angle of Vision (Deg.)	N/A	N/A	N/A
17	Building Height (Ft.)	30'-0" / 2 STORIES	N/A	18-'4" / 1 STORY
18	Overall Building Height (Ft.)	N/A	N/A	N/A
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)	8'-0" NAVD	N/A	8'-0" NAVD
22	Base Flood Elevation (BFE)(NAVD)	8'-0" NAVD	7'-0" NAVD	8'-0" NAVD
23	Landscape Open Space (LOS) (Sq Ft and %)	357,246 SF. (50%)	431,940 SF. (60.45%)	430,922 SF. (60.31%)
24	Perimeter LOS (Sq Ft and %)	N/A	N/A	N/A
25	Front Yard LOS (Sq Ft and %)	8,340 SF. (45%)	15,999 SF. (86.32%)	N/C
26	*** Native Plant Species %	*Please refer to TOPB Landscape Legend.*		

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

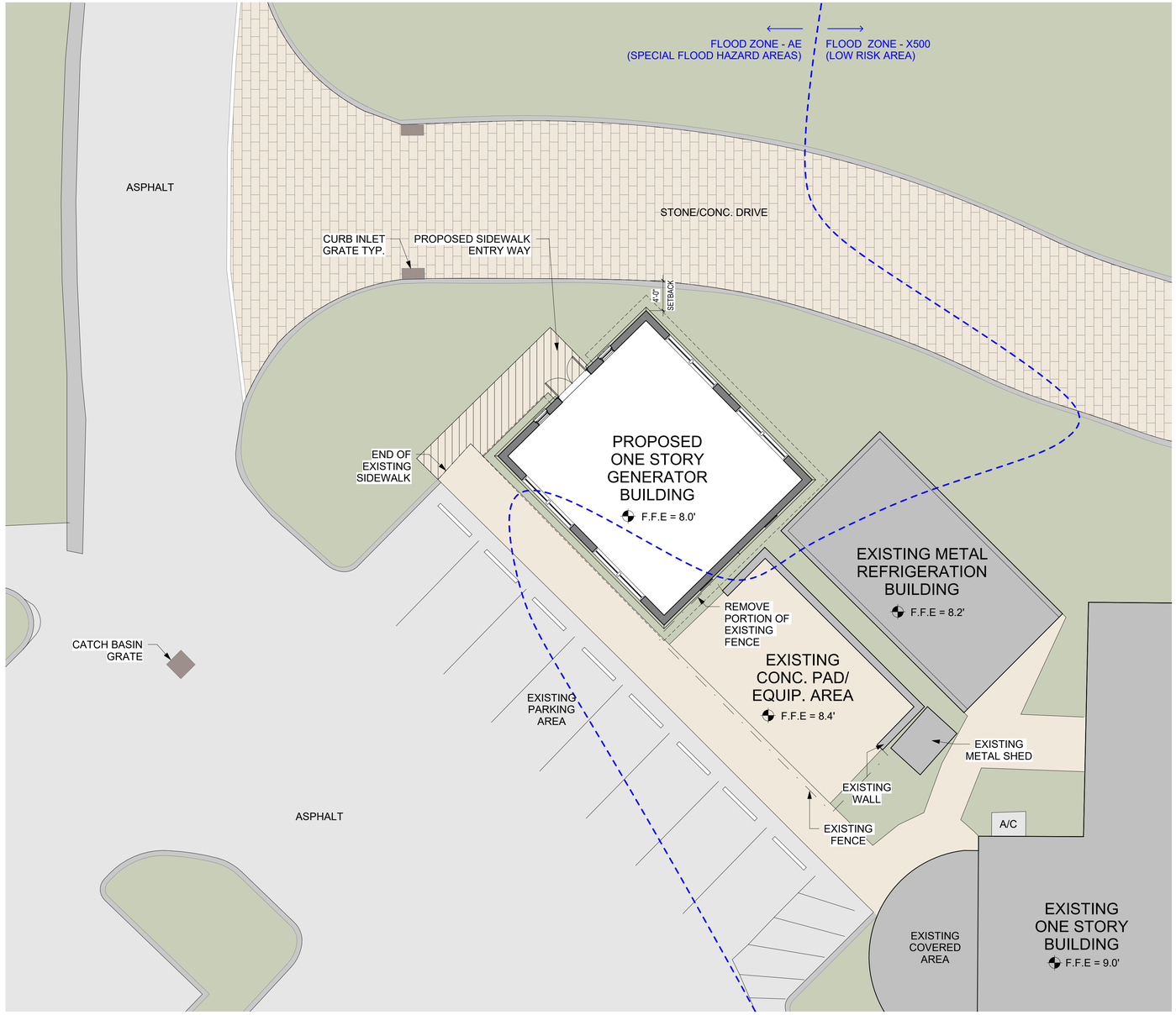
*** Difference of Fin. Floor Elev. (FFE) and highest Crown of Rd (COR) divided by two. (FFE - COR) / 2 = Max. Fill [Sec. 134-1600]*

**** 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

3 P&Z - ZONING LEGEND
A-3
NOT TO SCALE



1 SITE PLAN
A-3
SCALE: 1/8" = 1'-0"

NORTH

SEE LANDSCAPE DRAWINGS FOR PROPOSED LANDSCAPING.

ARCHITECTURAL SITE PLAN FOR INFORMATIONAL PURPOSES ONLY.

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since 1988

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www.regarchitects.com

MAR-A-LAGO / GENERATOR ENCLOSURE

1100 S OCEAN BLVD,
PALM BEACH, FL, 33480

COA-26-0002
ZON-26-0006
FIRST SUBMITTAL 1-15-2026
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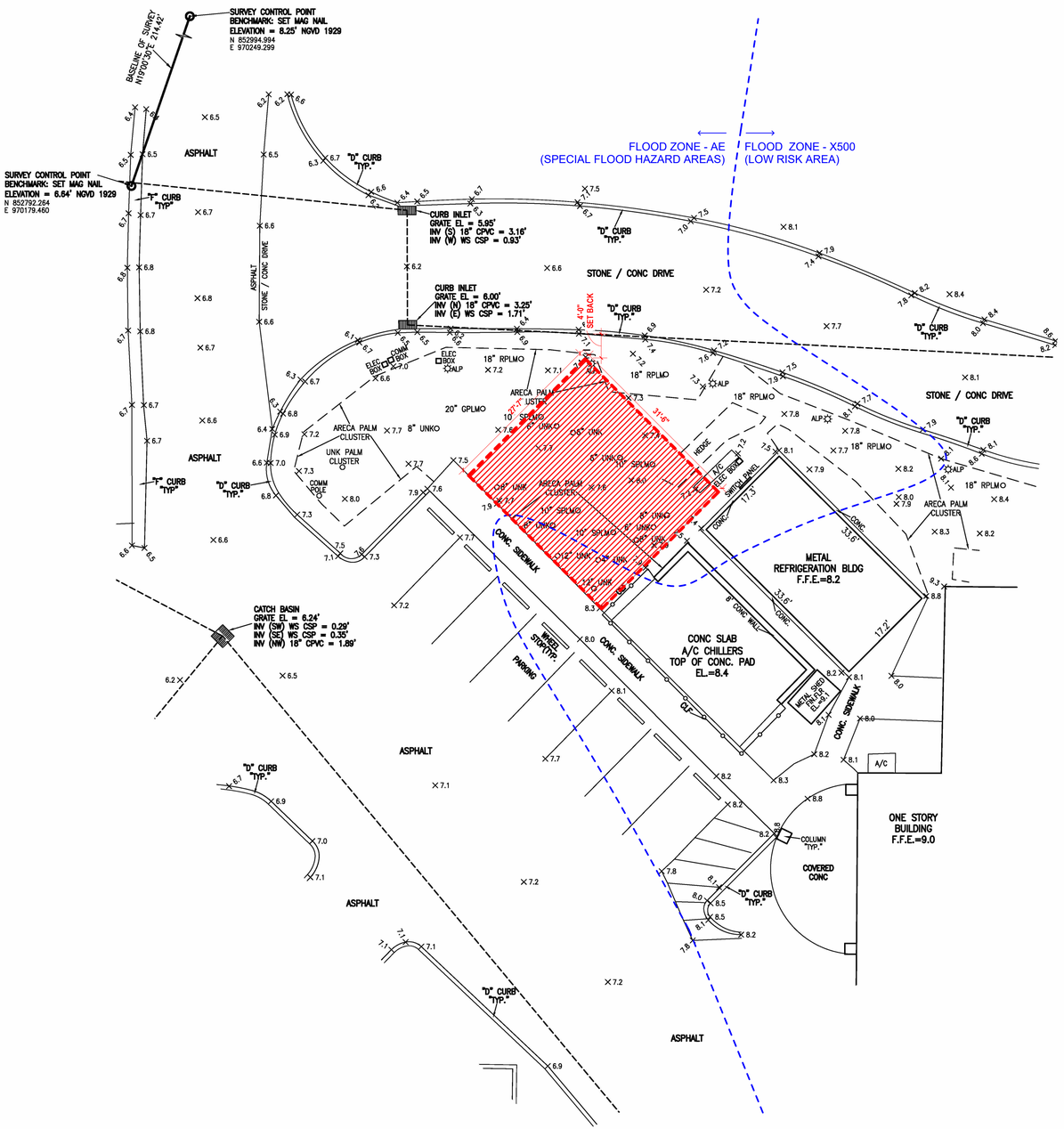
SITE PLAN

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

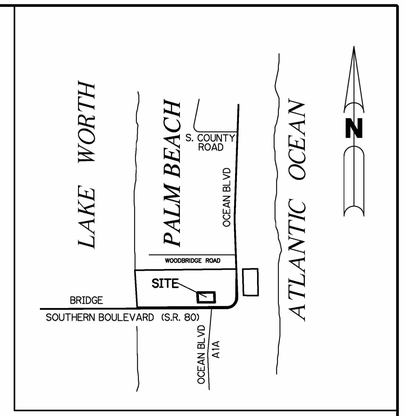
A-3





LEGEND

ALP – ALUMINUM LIGHT POLE
CALC. – CALCULATED
CLF – CHAIN LINK FENCE
CM – CONCRETE MONUMENT
CONC – CONCRETE
D.B. – DEED BOOK
FND. – FOUND
IRC – IRON ROD AND CAP
L.B. – LICENSED BUSINESS
MAG/N – MAGNETIC NAIL
MEAS. – MEASURED
O.R.B. – OFFICIAL RECORD BOOK
P.B. – PLAT BOOK
PG. – PAGE
PK – PARKER KALON NAIL
PK/W – PK AND WASHER
P.O.B. – POINT OF BEGINNING
P.O.C. – POINT OF COMMENCEMENT
R/W – RIGHT-OF-WAY
U.E. – UTILITY EASEMENT
Ø – EXISTING UTILITY POLE
LP – LIGHT POLE
COV – COVERED
COMM – COMMUNICATION
ELEC – ELECTRIC
ESMT – EASEMENT
CB – CATCH BASIN
CPLM – COCONUT PALM TREE
GLPLM – GUMBO LIMBO PALM TREE
RPLM – ROYAL PALM TREE
SPLM – SABAL PALM TREE
UNK – TYPE OF TREE UNKNOWN
L.L. – LANDSCAPE LIGHT
Ⓢ SANITARY MANHOLE
⋈ GATE VALVE
X19.7 EXISTING ELEVATION
CP – CLAY PIPE
CSP – CORRUGATED STEEL PIPE
CPVC – CORRUGATED PVC PIPE
WS CSP – WEIR/BAFFLE STRUCTURE



LOCATION MAP
NOT TO SCALE

SURVEYOR'S REPORT:

1. THIS SURVEY IS PREPARED FOR TRUMP FLORIDA PROPERTIES AND IS NOT ASSIGNABLE.
2. DESCRIPTION SHOWN HEREON WAS FURNISHED BY CLIENT.
3. NOTICE: THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
4. THIS SKETCH IS THE PROPERTY OF SAND & HILLS SURVEYING, INC. AND SHALL NOT BE REPRODUCED IN WHOLE OR PART WITHOUT THE PERMISSION OF SAND & HILLS SURVEYING, INC. IN WRITING.
5. BEARINGS SHOWN HEREON ARE ASSUMED, THE WEST RIGHT-OF-WAY LINE OF STATE ROAD A-1-A HAVING A BEARING OF SOUTH 00°09'07" EAST AND ALL OTHER BEARINGS ARE RELATIVE THERETO.
6. ALL RECORD INFORMATION SHOWN HEREON IS LOCATED IN THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.
7. THIS SURVEY MAP AND REPORT OR COPIES HEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL SEAL OR ELECTRONIC SIGNATURE/SEAL IN DIGITAL FORMAT OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
8. THE PURPOSE OF THIS SPECIFIC PURPOSE SURVEY IS OBTAIN ELEVATIONS AND IMPROVEMENT LOCATIONS FOR THE ENGINEERING DESIGN OF A FUTURE GENERATOR ENCLOSURE.
9. THE SCOPE OF THIS SPECIFIC PURPOSE SURVEY DID NOT INCLUDE THE LOCATION OF UNDERGROUND IMPROVEMENTS.
10. LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR EASEMENTS OR RESTRICTIONS OF RECORD. ONLY EASEMENTS SUPPLIED TO THIS SURVEYOR HAVE BEEN SHOWN.
11. ELEVATIONS SHOWN HEREON ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM (NGVD) ADJUSTMENT OF 1929.
12. BASE BENCHMARK: FOUND PALM BEACH COUNTY MONUMENT STAMPED "9.61 SRD". PUBLISHED ELEVATION = 9.655 FEET.

DESCRIPTION: (FOR GENERAL LOCATION PURPOSES ONLY)

BEING A PORTION THAT PART OF THE NORTH 610.00 FEET OF THE SOUTH 1170.00 FEET OF GOVERNMENT LOT 2 OF SECTION 35, TOWNSHIP 43 SOUTH, RANGE 43 EAST, IN THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, LYING WEST OF OCEAN BOULEVARD (STATE ROAD A1A) RIGHT OF WAY.

REV.	ISSUED DATE	DESCRIPTION
1.		
2.		
3.		
4.		

SKETCH OF SPECIFIC PURPOSE SURVEY

CLIENT: TRUMP FLORIDA PROPERTIES

PROJECT: MAR-A-LAGO CLUB
FUTURE GENERATOR BUILDING SITE

Sand & Hills Surveying, Inc.

CONTACT INFORMATION

8461 LAKE WORTH RD., #410
LAKE WORTH, FLORIDA 33467
Tel: (561) 209-6048

white@sand-hills.com
www.sand-hills.com

LICENSE BUSINESS NO. 7741

SEAL

CERTIFICATION:

I HEREBY CERTIFY THAT THE SURVEY AS SHOWN HEREON MEETS THOSE STANDARDS CONTAINED IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, FLORIDA STATUTES.

Perry White
Digitally signed by Perry White
DN: c=US, st=Florida, l=Lake Worth, serialNumber=AATL20240117331954, o=Sand & Hills Surveying, Inc., cn=Perry White, email=white@sand-hills.com
Date: 2025.08.05 09:47:27 -04'00'

DATE OF SURVEY: 8/03/2025

PERRY C. WHITE
PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 4213

SCALE: 1" = 10'	**FIELD BOOK / PAGE** 13 / 76
DATE: 8/03/2025	**PROJECT NUMBER:** SH0117
CHECKED BY: PCW	**DRAWING NUMBER:** D0117TO06
DRAWN BY: BEJ	SHEET 1 OF 1

1 SURVEY BY OTHERS
A-4
SCALE: 3/32" = 1'-0"

NORTH

REG ARCHITECTS
since 1988

Rick Gonzalez, AIA
President
FL License AR0014172
120 South Olive Ave. Ste. 210,
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P (561) 659-2383
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MAR-A-LAGO / GENERATOR ENCLOSURE

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COA-26-0002
ZON-26-0006
FIRST SUBMITTAL 1-15-2026
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NO.	DATE	DESCRIPTION

DATE	02/12/2026
MODELED	BL
CHECKED	REG
PROJECT #	25031

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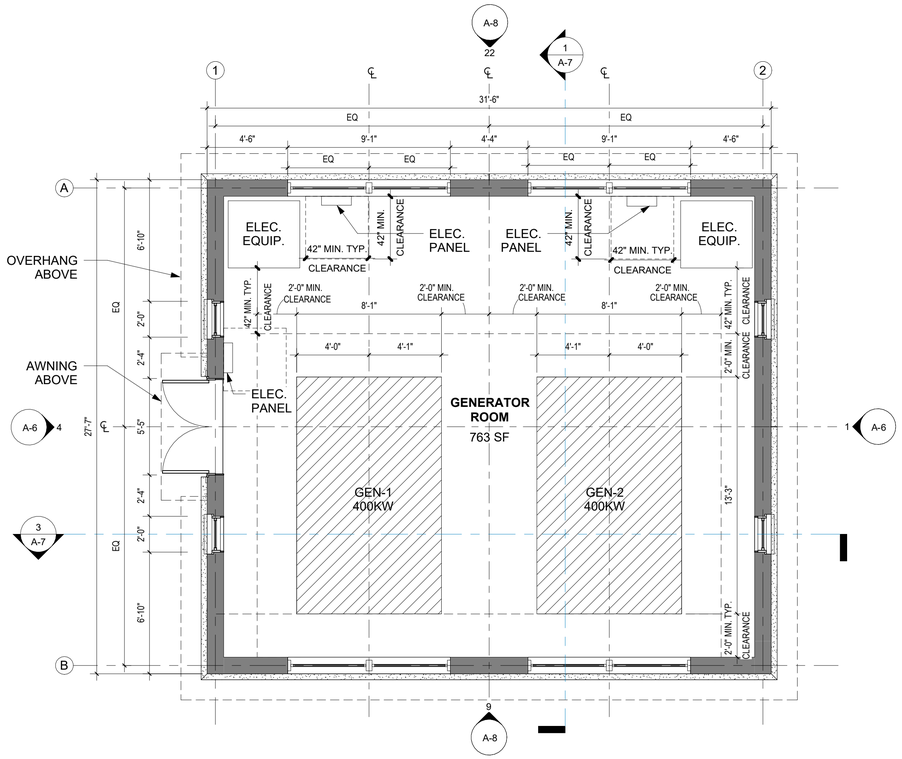
SURVEY BY OTHERS

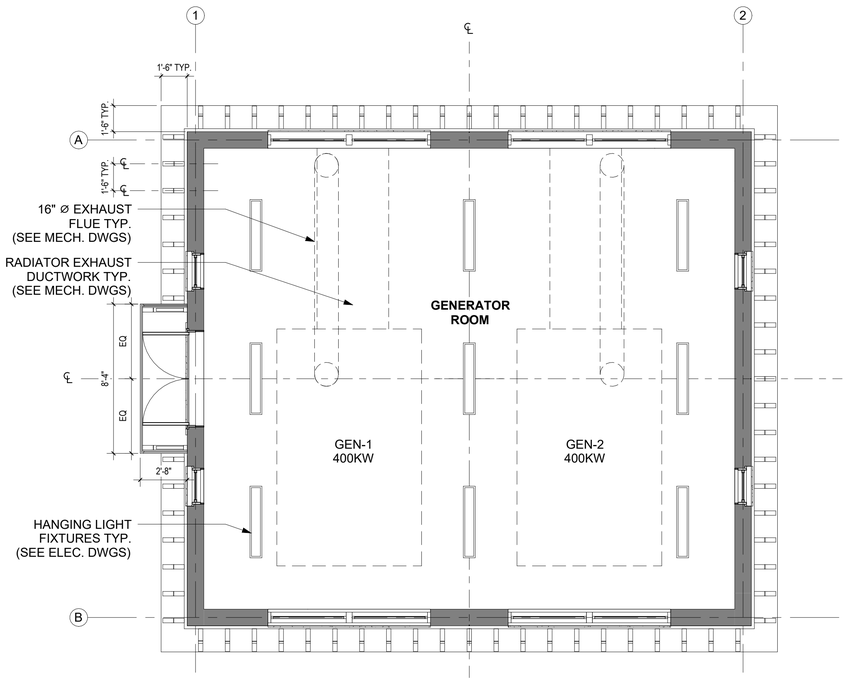
PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

A-4



1 FIRST FLOOR PLAN
A-5
SCALE: 1/4" = 1'-0"

NORTH

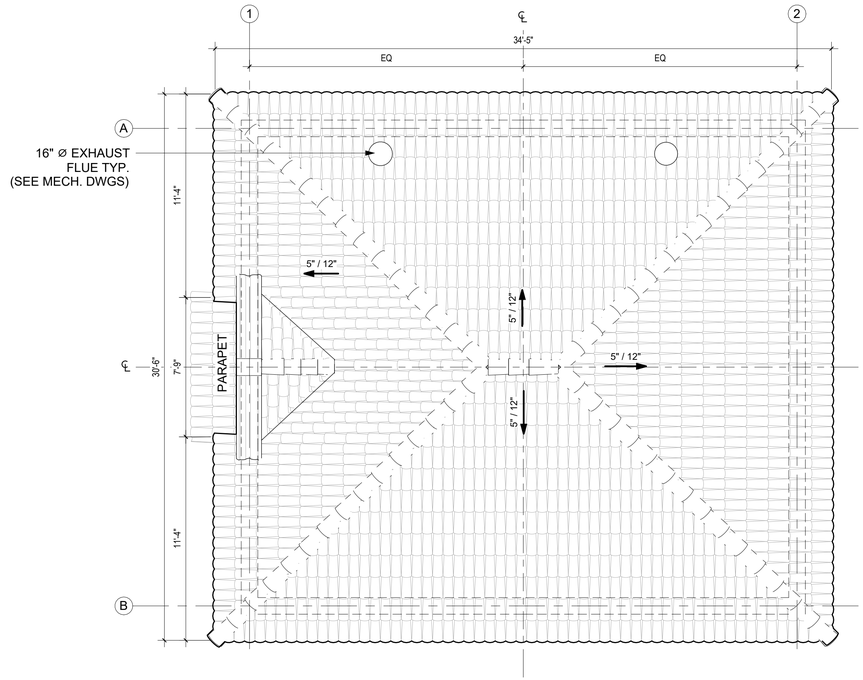


2 REFLECTED CEILING PLAN
A-5
SCALE: 1/4" = 1'-0"

NORTH

REFER TO MEP DRAWINGS FOR ALL GENERATOR AND ELEC. EQUIP. SPECIFICATIONS & DIMENSIONS.

ALL CLEARANCES REQUIRED FOR GENERATOR MAINTENANCE, INSTALLATION & REMOVAL



3 ROOF PLAN
A-5
SCALE: 1/4" = 1'-0"

NORTH

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COA-26-0002
ZON-26-0006
FIRST SUBMITTAL 1-15-2026
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FINAL SUBMIT 2-17-2026

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PROJECT #	25031

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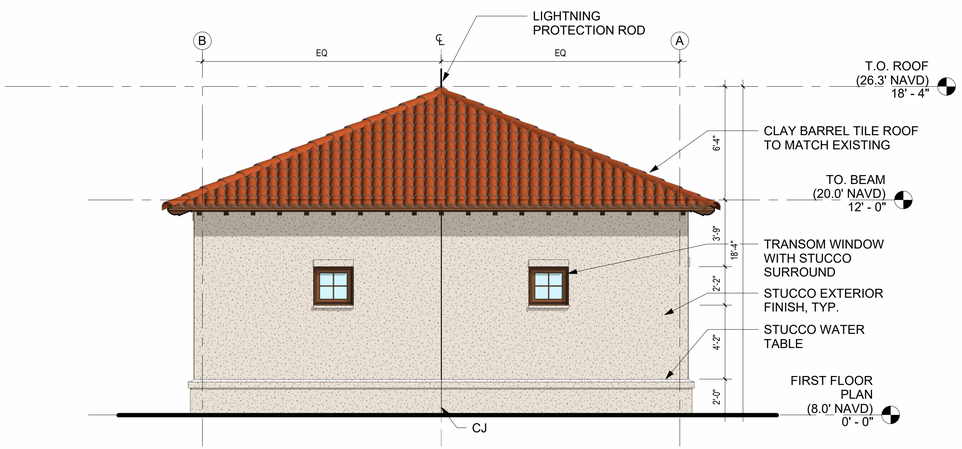
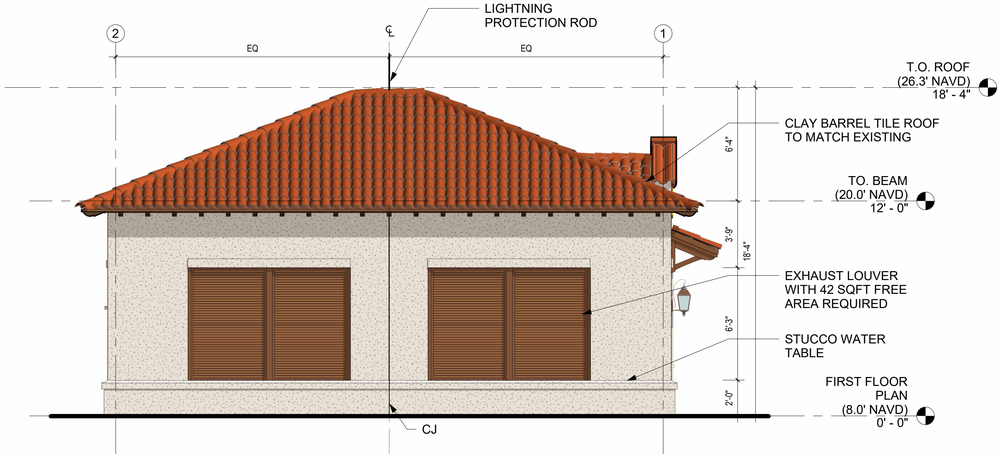
FIRST FLOOR PLAN,
ROOF PLAN & RCP

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

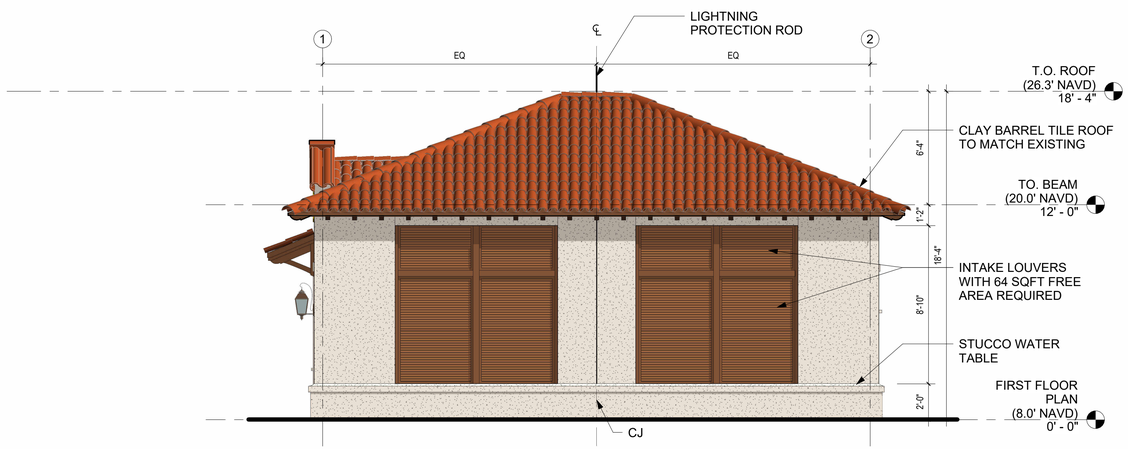
A-5



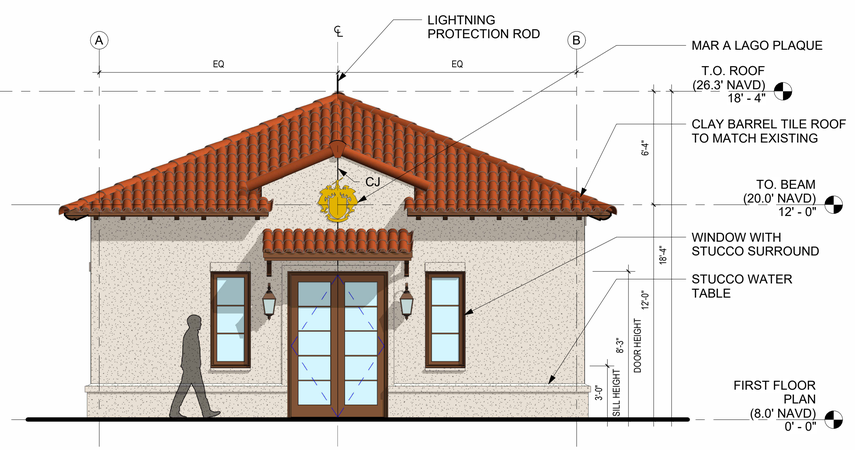
1 EAST ELEVATION
A-6
SCALE: 1/4" = 1'-0"



2 NORTH ELEVATION
A-6
SCALE: 1/4" = 1'-0"



3 SOUTH ELEVATION
A-6
SCALE: 1/4" = 1'-0"



4 WEST ELEVATION
A-6
SCALE: 1/4" = 1'-0"

*REQUIRED FFE. = 8.0' NAVD

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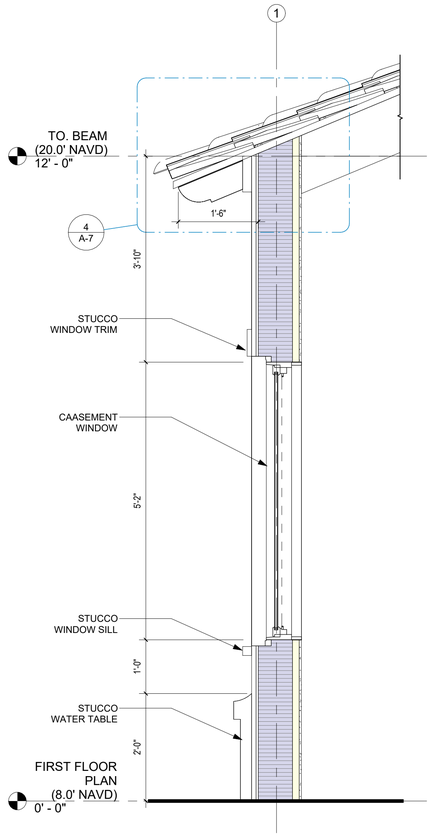
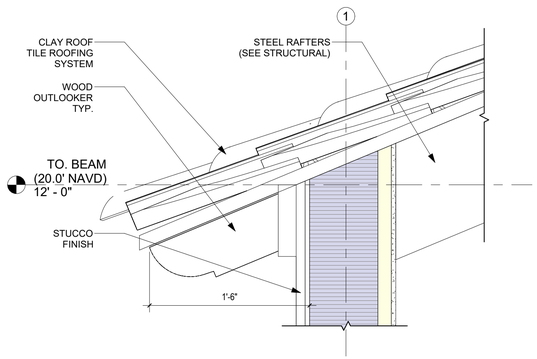
BUILDING ELEVATIONS

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

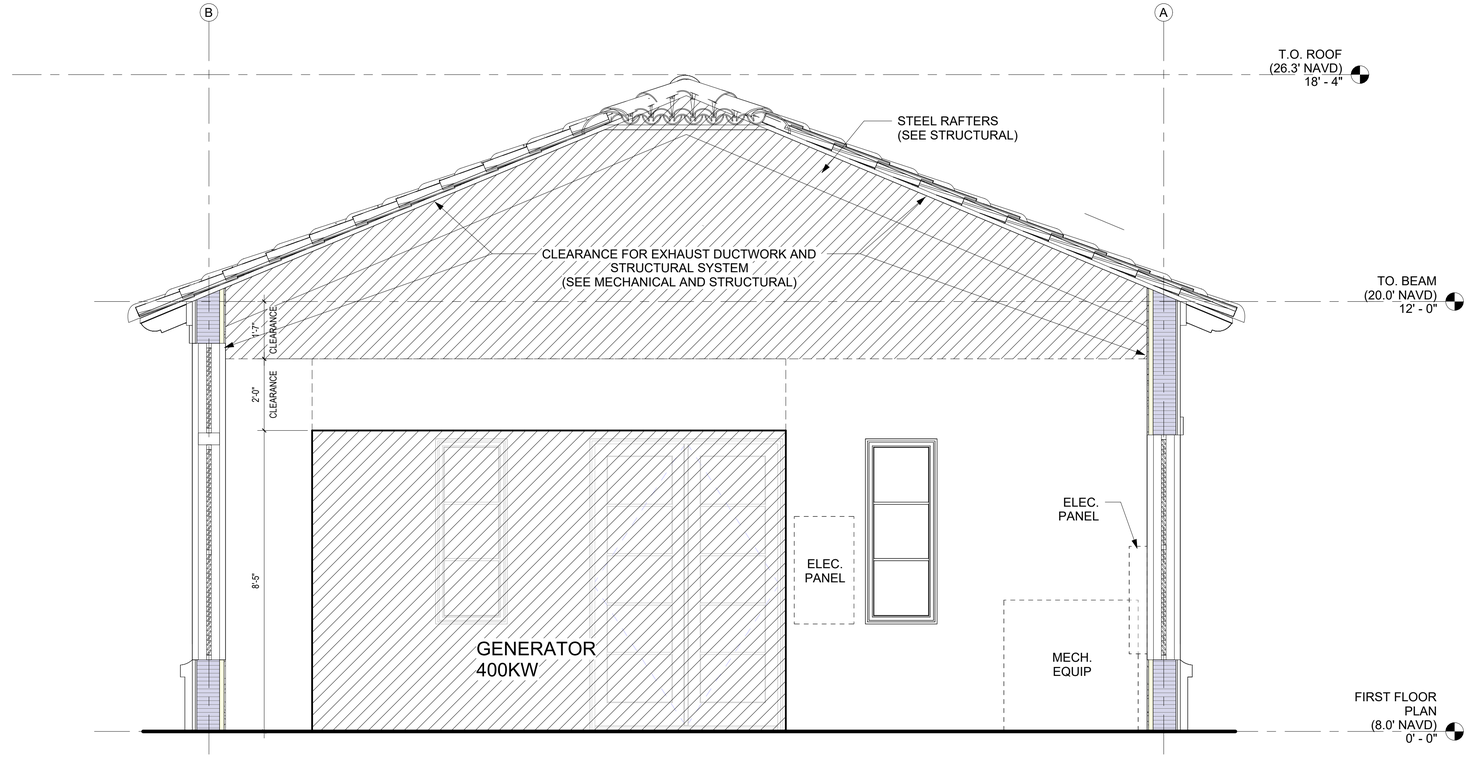
A-6



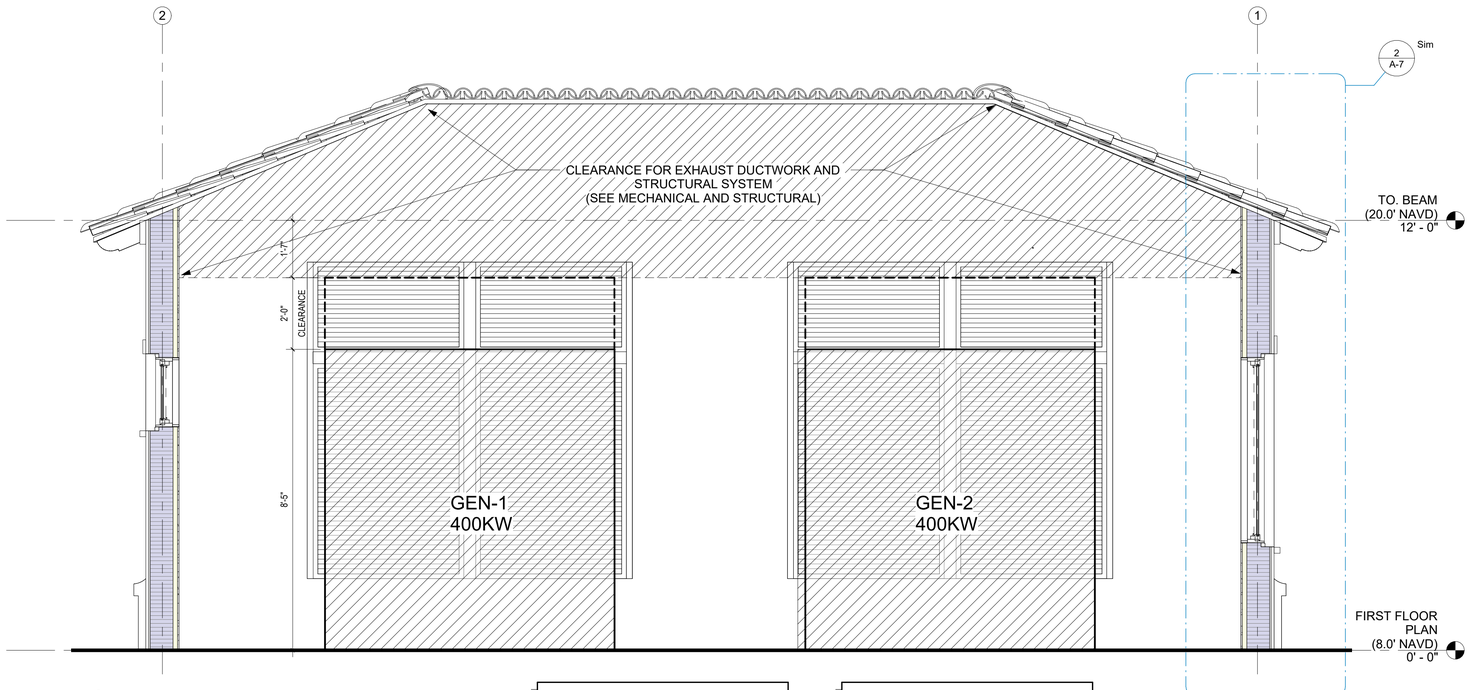
2 TTYP. WALL SECTION
A-7
SCALE: 3/4" = 1'-0"



4 TYP. EAVE DETAIL
A-7
SCALE:1 1/2" = 1'-0"



1 LONGITUDINAL SECTION
A-7
SCALE: 1/2" = 1'-0"



3 CROSS SECTION 1
A-7
SCALE: 1/2" = 1'-0"

REFER TO MEP DRAWINGS FOR ALL GENERATOR AND ELEC. EQUIP. SPECIFICATIONS & DIMENSIONS.

ALL CLEARANCES REQUIRED FOR GENERATOR MAINTENANCE, INSTALLATION & REMOVAL

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BUILDING SECTIONS

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

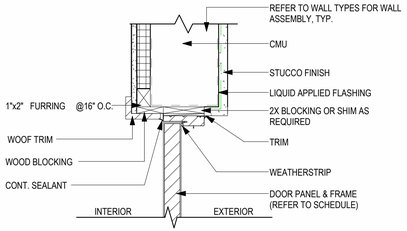
A-7

WINDOW SCHEDULE

MARK	QUANTITY	WIDTH	HEIGHT	EXTERIOR FINISH	GLAZING MATERIAL	FRAME MATERIAL	WINDOW TYPE	COMMENTS
L1	1	9' - 1"	8' - 10"	PAINT - MUDSKIN		AL		RUSKIN - ELF6375DXD -HURRICANE RATED LOUVER
L2	1	9' - 1"	6' - 3 1/4"	PAINT - MUDSKIN		AL		RUSKIN - ELF6375DXD -HURRICANE RATED LOUVER
W1	2	2' - 0"	5' - 2"	PAINT - MUDSKIN	LOW-E GLAZING	AL	CASEMENT	KOLBE ULTRA SERIES FIXED CASEMENT WINDOW, DOUBLE PANE
W2	2	2' - 0"	1' - 11 1/8"	PAINT - MUDSKIN	LOW-E GLAZING	AL	CASEMENT	KOLBE ULTRA SERIES FIXED CASEMENT WINDOW, DOUBLE PANE

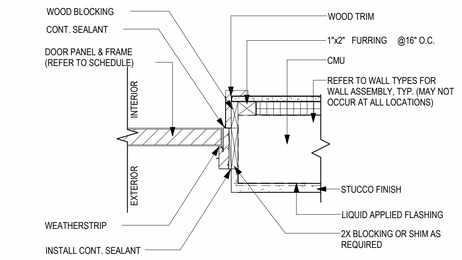
DOOR SCHEDULE

MARK	QUANTITY	HEIGHT	WIDTH	EXTERIOR FINISH	GLAZING MATERIAL	DOOR MATERIAL	DOOR TYPE	COMMENTS
D1	1	8' - 2"	5' - 4 5/8"	PAINT - MUDSKIN	LOW-E GLAZING	AL	FRENCH DOOR OUTSWING	KOLBE ULTRA SERIES SWINGING DOUBLE DOORS, DOUBLE PANE



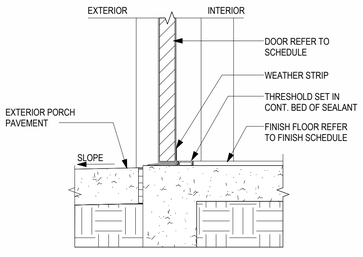
1 A-8 TYP. EXT. DOOR HEAD DETAIL

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



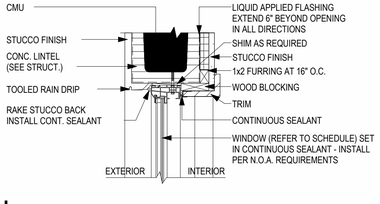
2 A-8 TYP. EXT. DOOR JAMB DETAIL

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



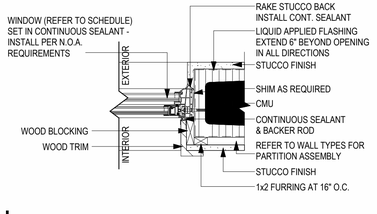
3 A-8 TYP. EXT. DOOR THRESHOLD DETAIL

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



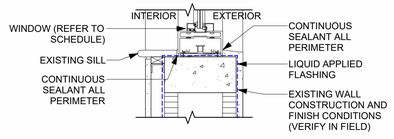
4 A-8 TYP. WINDOW HEAD DETAIL

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



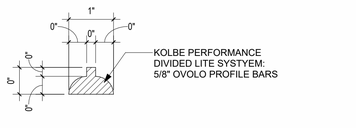
5 A-8 TYP. WINDOW JAMB DETAIL

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



6 A-8 TYP. WINDOW SILL DETAIL

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

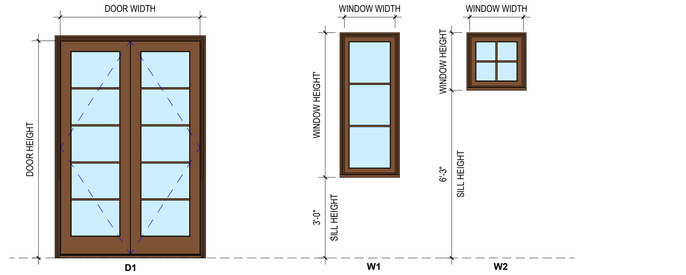


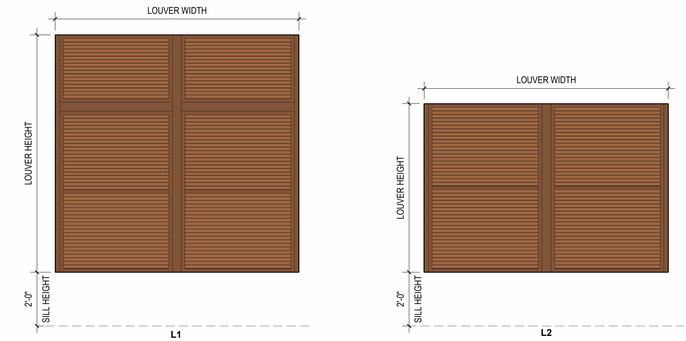
7 A-8 TYP. MUNTIN PROFILE

SCALE: 12" = 1'-0"

WINDOW, DOOR, & LOUVER TYPES

NOTE: SEE SCHEDULE FOR DOOR AND WINDOW WIDTH & HEIGHT, TYP.





NOTE: CONTRACTOR TO VERIFY SILL HEIGHTS INFIELD WITH OWNER PRIOR TO INSTALLATION

NOTE: SEE SCHEDULE FOR DOOR AND WINDOW WIDTH & HEIGHT, TYP.

NOTE: FILED VERIFY ALL DIMENSIONS & SITE CONDITIONS PRIOR TO ANY FABRICATION & CONSTRUCTION

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WINDOW & DOOR SCHEDULES

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

A-8





ARTIST RENDERING / SUBJECT TO CHANGE

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RENDER-01

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

A-9.1





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RENDER-02

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

A-9.2





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RENDER-03

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

A-9.3



EXTERIOR WALL FINISH:
CEMENT STUCCO FINISH
(MATCH EXISTING HISTORIC MAR-A-LAGO STUCCO FINISH)



ROOF TILE:
VEREA CLAY ROOF TILE
TOP "CAP" BARREL TILES:
1) VEREA BARREL OHIO RED 20% MIX
2) VEREA BARREL BROWN 20% MIX
3) VEREA BARREL VINTAGE 60% MIX
BOTTOM "PAN" BARREL TILE:
1) VEREA BARREL BROWN PAN 50% MIX
2) VEREA BARREL OHIO RED PAN 50% MIX



WINDOW, DOORS & LOUVER COLOR:
KOLBE EXTERIOR COLOR OPTIONS - MUDPIE



EXTERIOR WALL SCONCES:
THE GREAT OUTDOORS COLLECTION BY MINKA-LAVERY - HARRISON - 2 LIGHT OUTDOOR WALL MOUNT



LOUVERS:
RUSKIN - STATIONARY LOUVERS - ELF6375DXD

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MATERIALS SHEET

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

A-10



DRONE VIEW 1



DRONE VIEW 2



1 A-9 ZOOMED SITE AERIAL - ROOF STUDY

SCALE: 1" = 20'-0"

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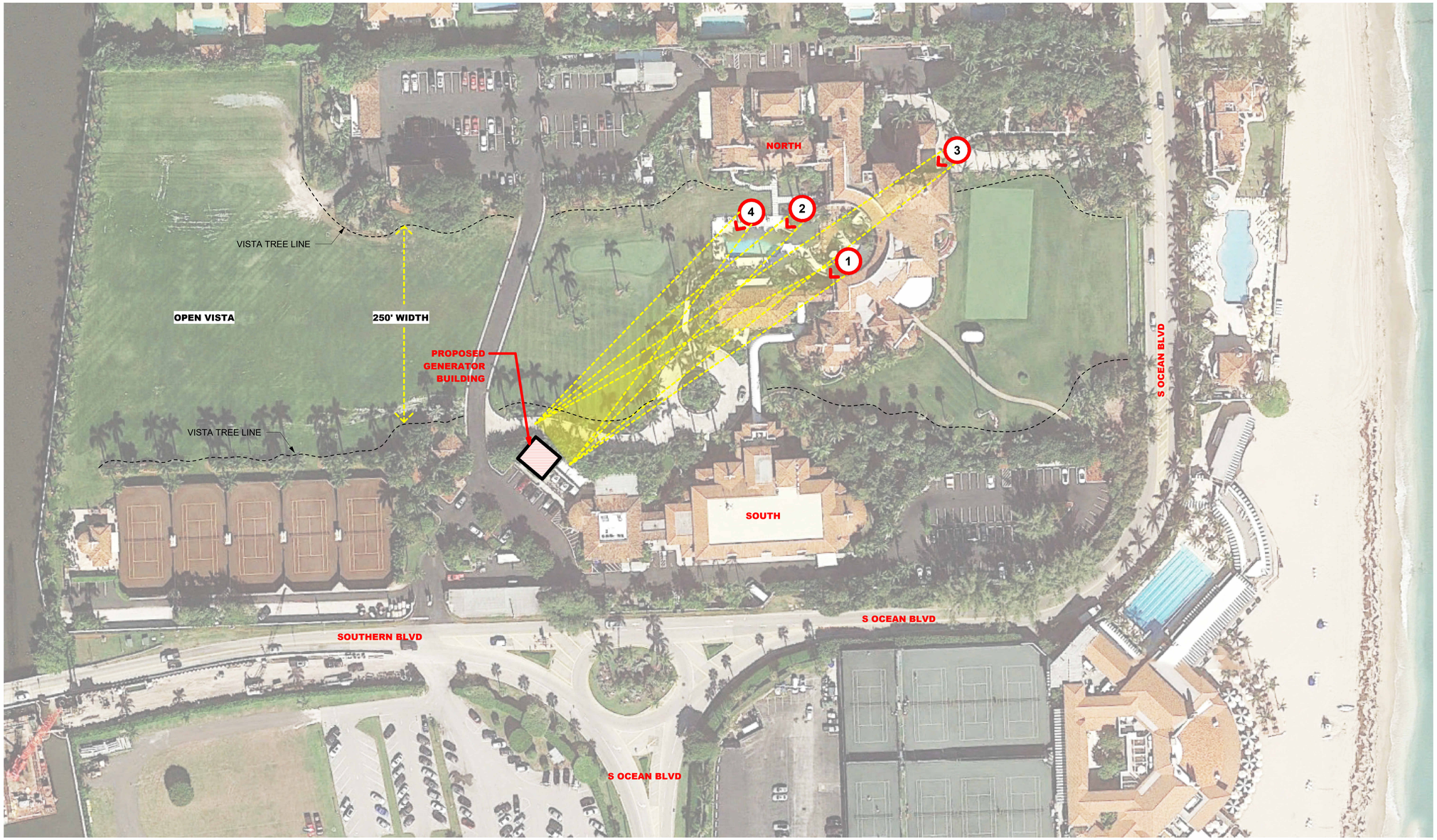
SITE PLAN - ROOF STUDY

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

A-11



1 OPEN VISTAS DIAGRAM - SITE PLAN
A-10
SCALE: 1" = 50'-0"

NORTH

7. OPEN VISTAS: AN OPEN VISTA TO THE EAST OVERLOOKS THE PROPERTY TO OCEAN BOULEVARD FROM THE MANSION. AN OPEN VISTA TO THE WEST EXTENDS FROM THE MANSION DOWN AND ACROSS A GRASSED AREA OF APPROXIMATELY 250 FEET IN WIDTH TO VIEW LAKE WORTH.

ARCHITECTURAL SITE PLAN FOR INFORMATIONAL PURPOSES ONLY.

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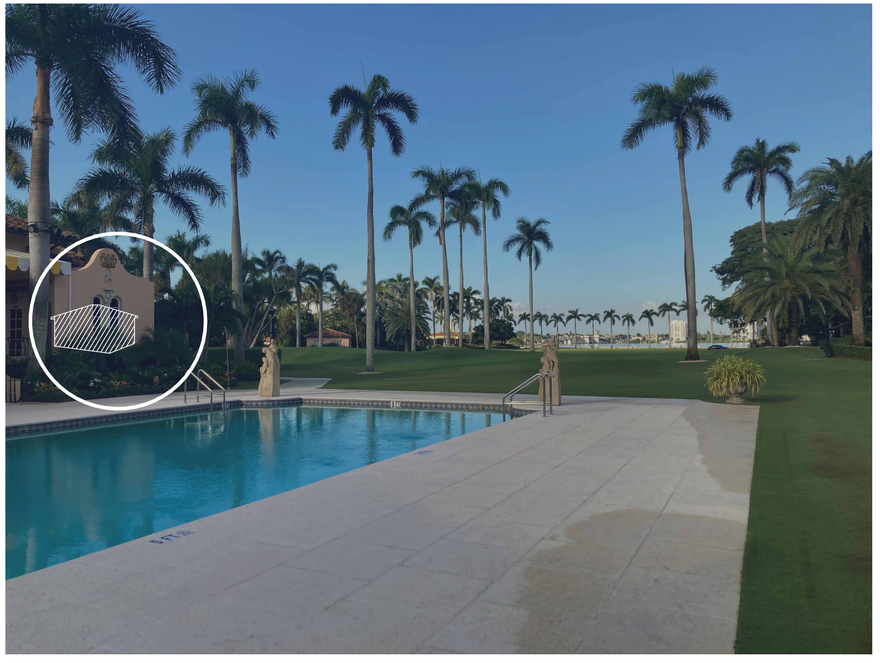
OPEN VISTA DIAGRAM - SITE PLAN

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

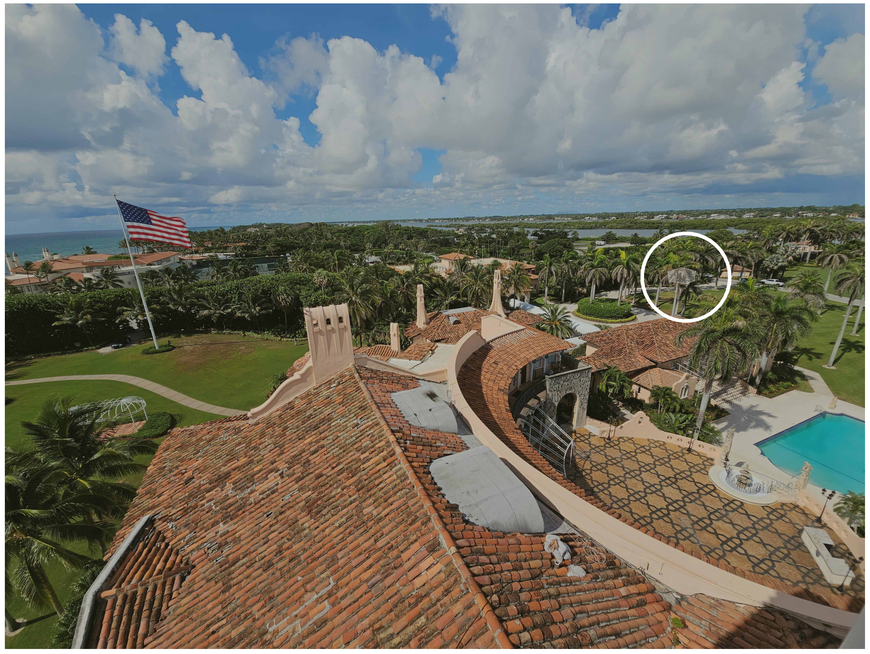
A-12



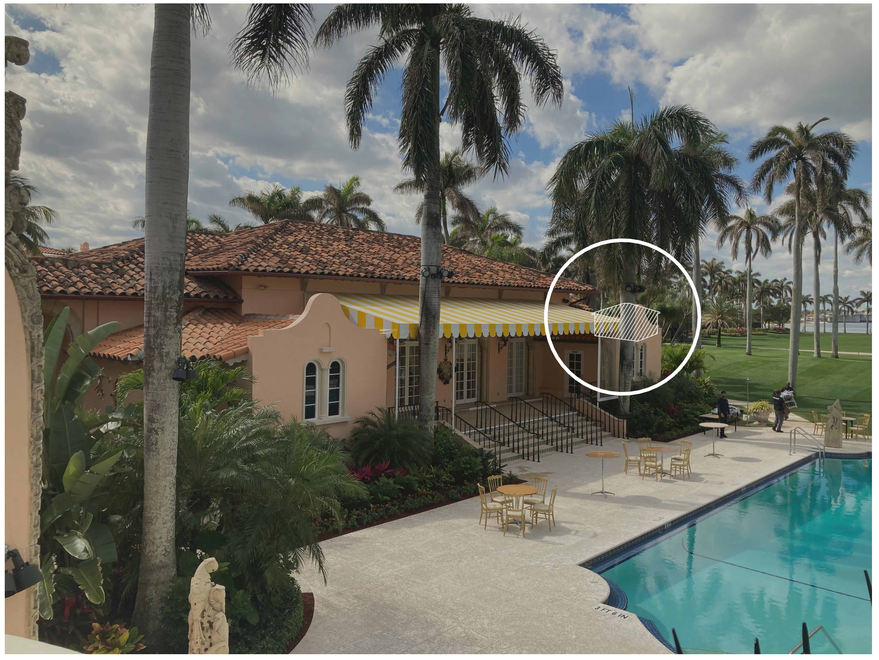
01 VIEW FROM THE LAWN LOOKING SOUTHWEST



02 VIEW FROM THE POOL LOOKING WEST



03 AERIAL VIEW FROM ABOVE LOOKING SOUTH WEST



04 VIEW FROM THE POOL LOOKING WEST

7. OPEN VISTAS: AN OPEN VISTA TO THE EAST OVERLOOKS THE PROPERTY TO OCEAN BOULEVARD FROM THE MANSION. AN OPEN VISTA TO THE WEST EXTENDS FROM THE MANSION DOWN AND ACROSS A GRASSED AREA OF APPROXIMATELY 250 FEET IN WIDTH TO VIEW LAKE WORTH.

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

MAR-A-LAGO / GENERATOR ENCLOSURE

1100 S OCEAN BLVD,
PALM BEACH, FL, 33480

COA-26-0002
ZON-26-0006
FIRST SUBMITTAL 1-15-2026
SECOND SUBMITTAL 1-26-2026
FINAL SUBMIT 2-17-2026

NO.	DATE	DESCRIPTION

DATE	02/12/2026
MODELED	BL
CHECKED	REG
PROJECT #	25031

© REG 2026

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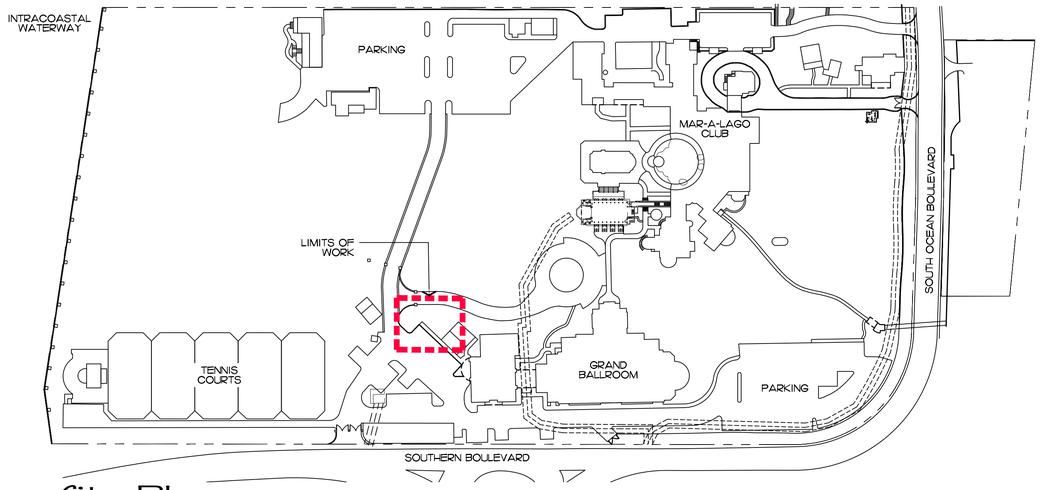
OPEN VISTA DIAGRAM - IMAGES

PRE-DESIGN SET - CONCEPTUAL PRE-DESIGN

A-13

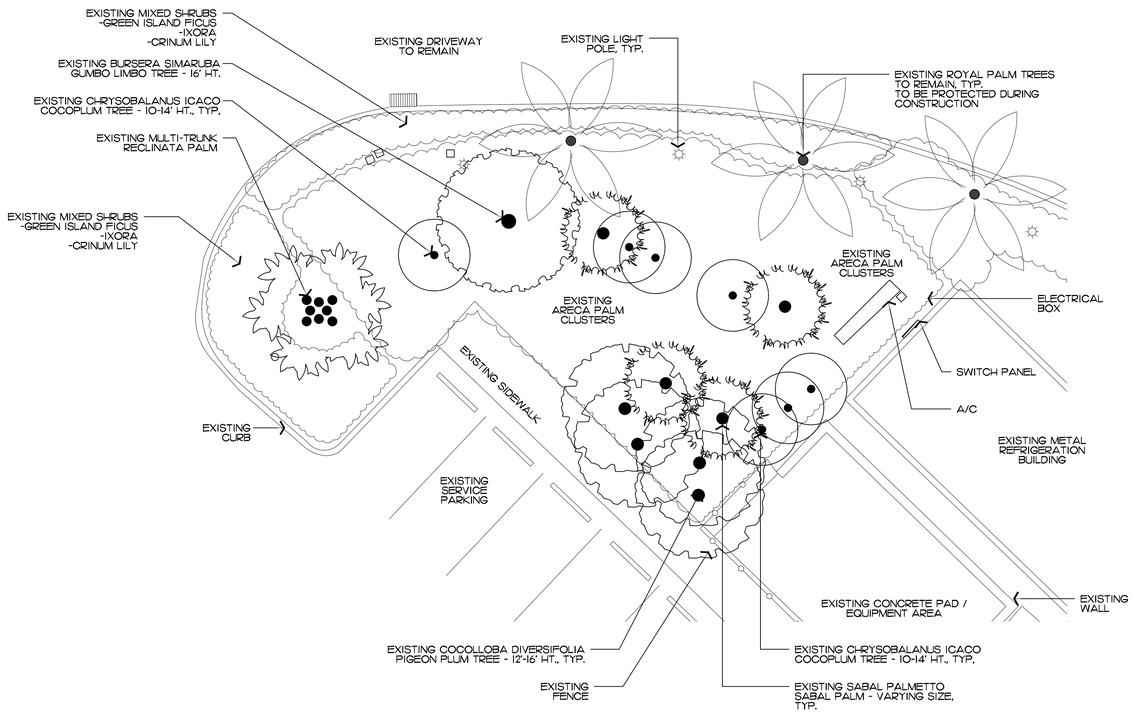


Site Plan

SCALE: 1" = 100'



Aerial View / Key Map



Existing Conditions - Vegetation Action Plan

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

NOTE:
AREA OF IMPROVEMENT IS NOT VISIBLE FROM THE STREET, INTRACOASTAL WATERWAY, OR NEIGHBORING PROPERTIES

Existing Conditions - Reference Photos



A



B



C



D



E

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Landscape Management
Dustin M. Mizell, MLA RLA #6666784
Dustin@environmentdesigngroup.com

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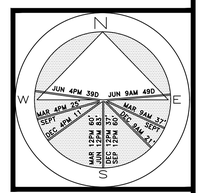
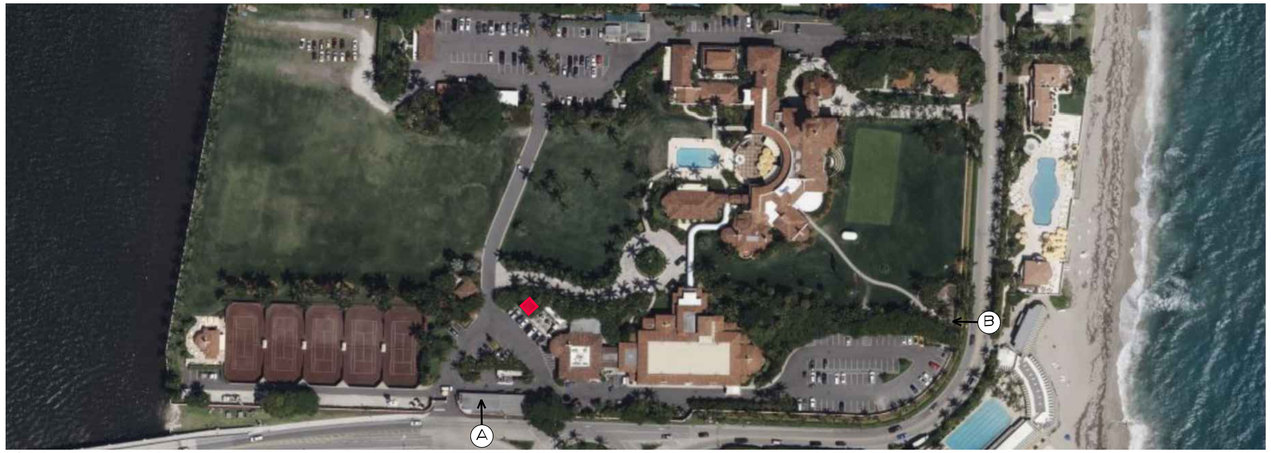


JOB NUMBER: # 21178.00 LA
DRAWN BY: Jean Twomey
DATE: 02.17.2026

SHEET L1.0

Existing Conditions

AREA IN SQ.FT.



Aerial View / Key Map

LIMITS OF WORK



A

View From Southern Blvd



B

View From South Ocean Blvd

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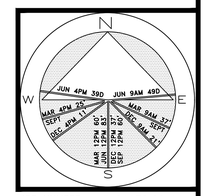

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SHEET L1.1

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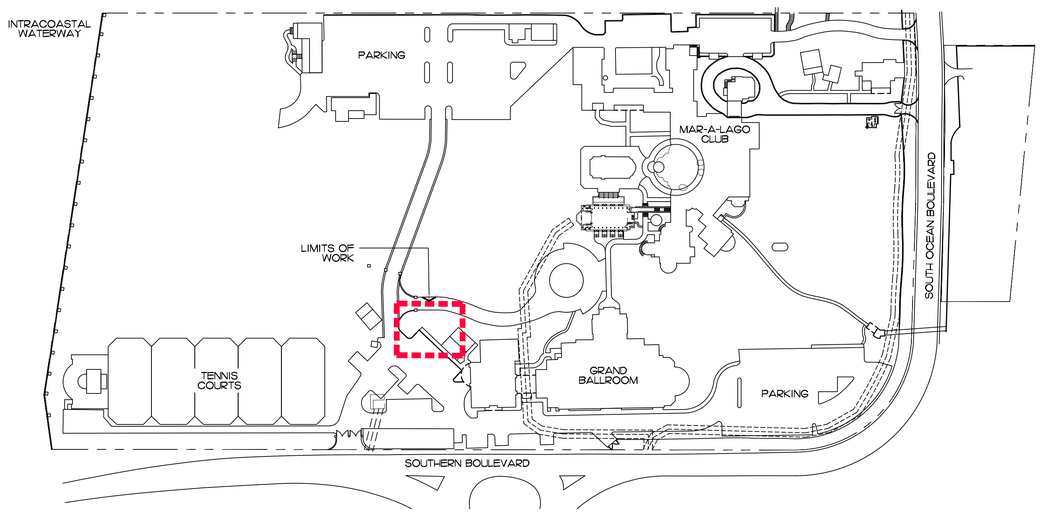
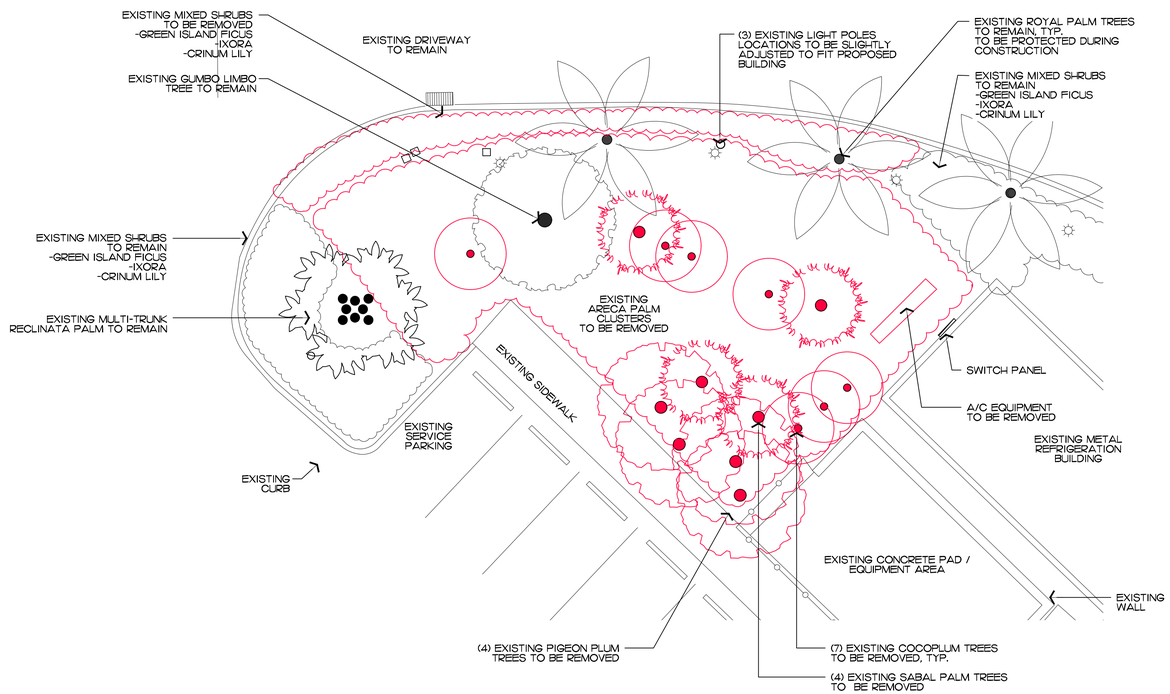
Existing Conditions - View From Street



Site Plan

SCALE: 1" = 100'



Demolition / Vegetation Action Plan

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

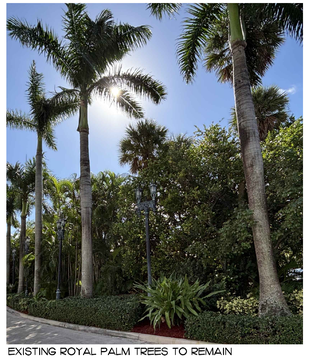
Existing Trees to be Protected During Construction



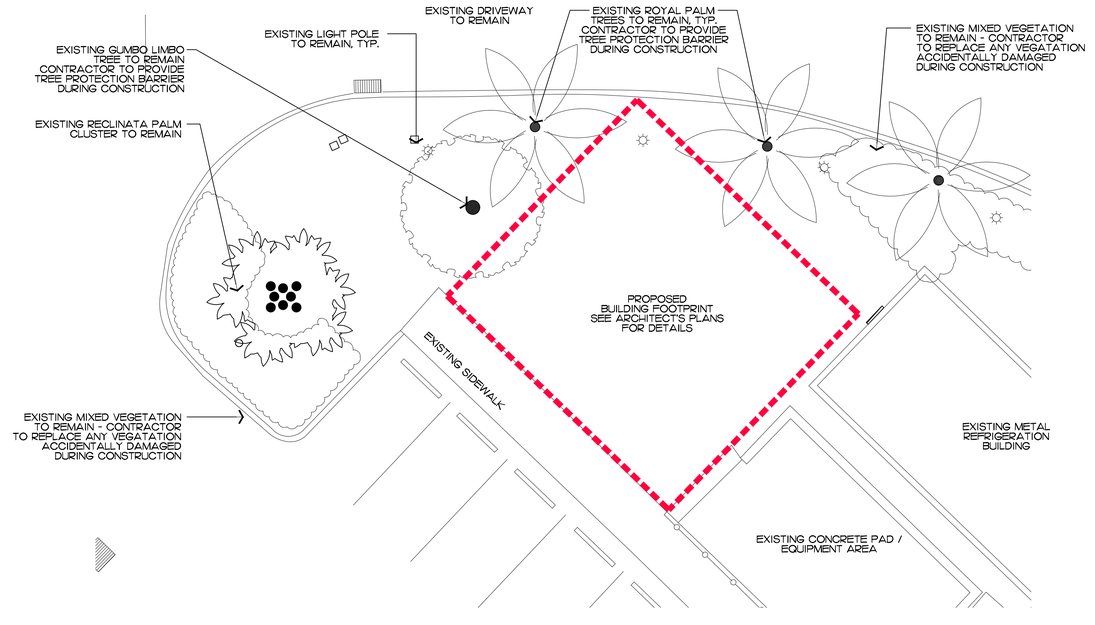
EXISTING RECLINATA PALM CLUSTER AND SURROUNDING SHRUBS TO REMAIN



EXISTING GUMBO LIMBO TREE TO REMAIN



EXISTING ROYAL PALM TREES TO REMAIN



Existing Trees to be Protected During Construction

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

Vegetation Action / Tree Protection Plan

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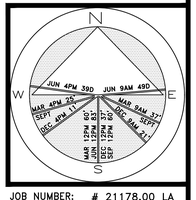

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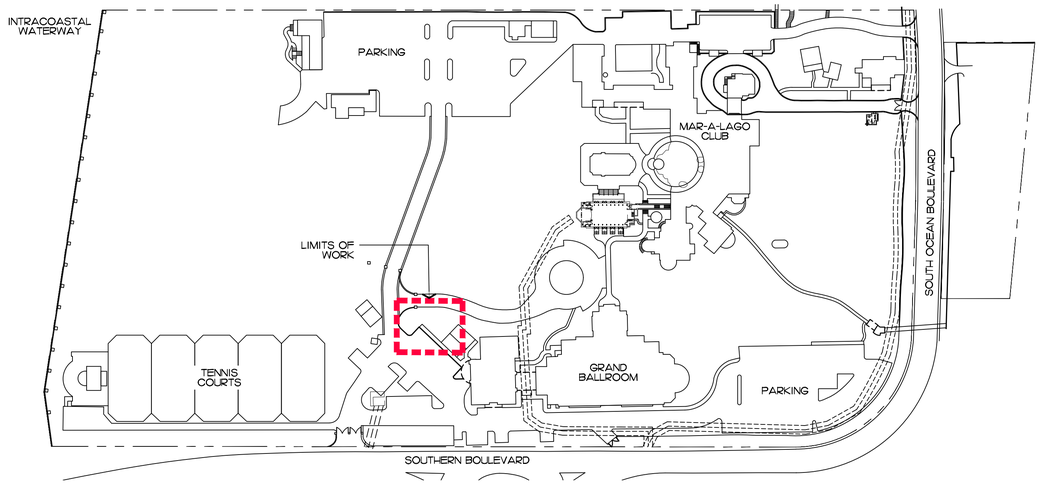
DATE: 02.17.2026

SHEET L1.2

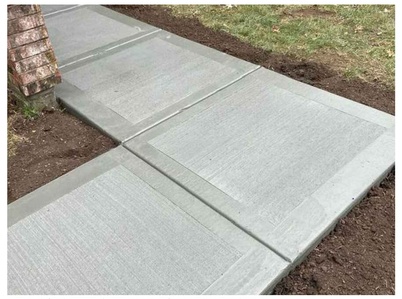
AREA IN SQ.FT.



Site Plan

SCALE: 1" = 100'

Hardscape Images



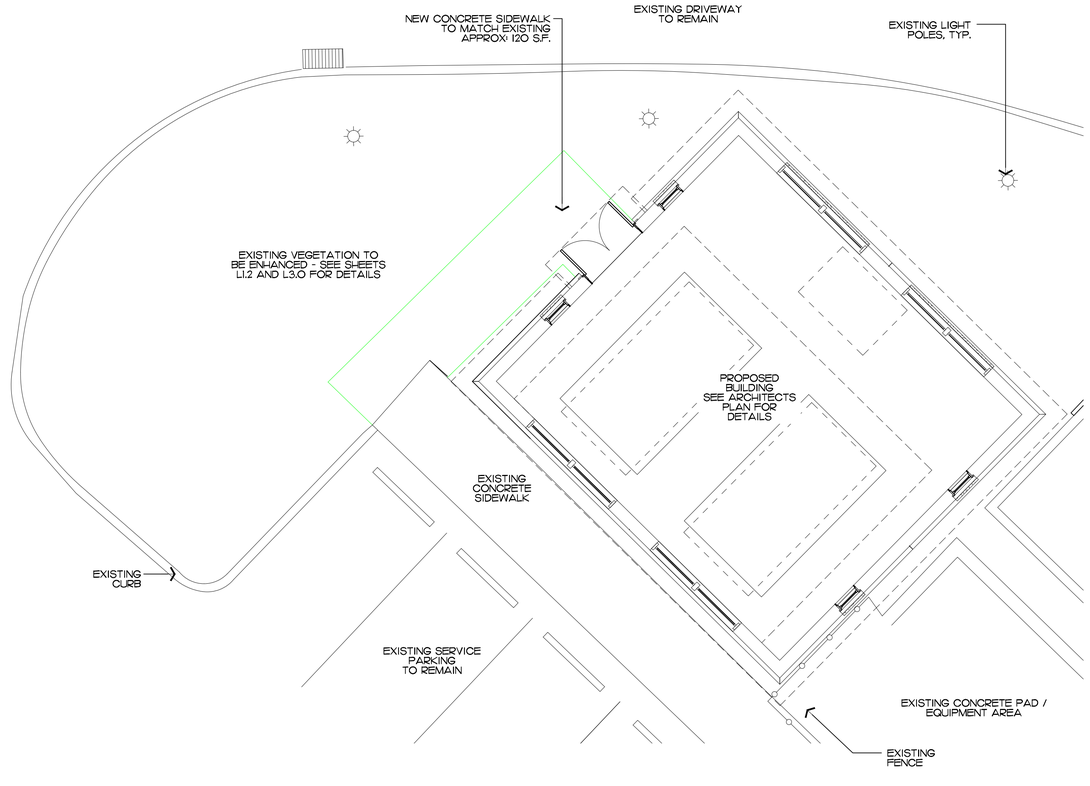
NEW CONCRETE SIDEWALK TO MATCH EXISTING



EXISTING LIGHT POLE



Existing Conditions / Aerial View



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SEE SHEET L2.1 FOR SETBACK AND OPEN SPACE CALCULATIONS / DIAGRAM

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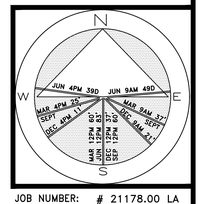

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DRAWN BY: Jean Twomey

DATE: 02.17.2026

SHEET L2.0

AREA IN SQ.FT.

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(COA-26-0002)

Site Plan

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

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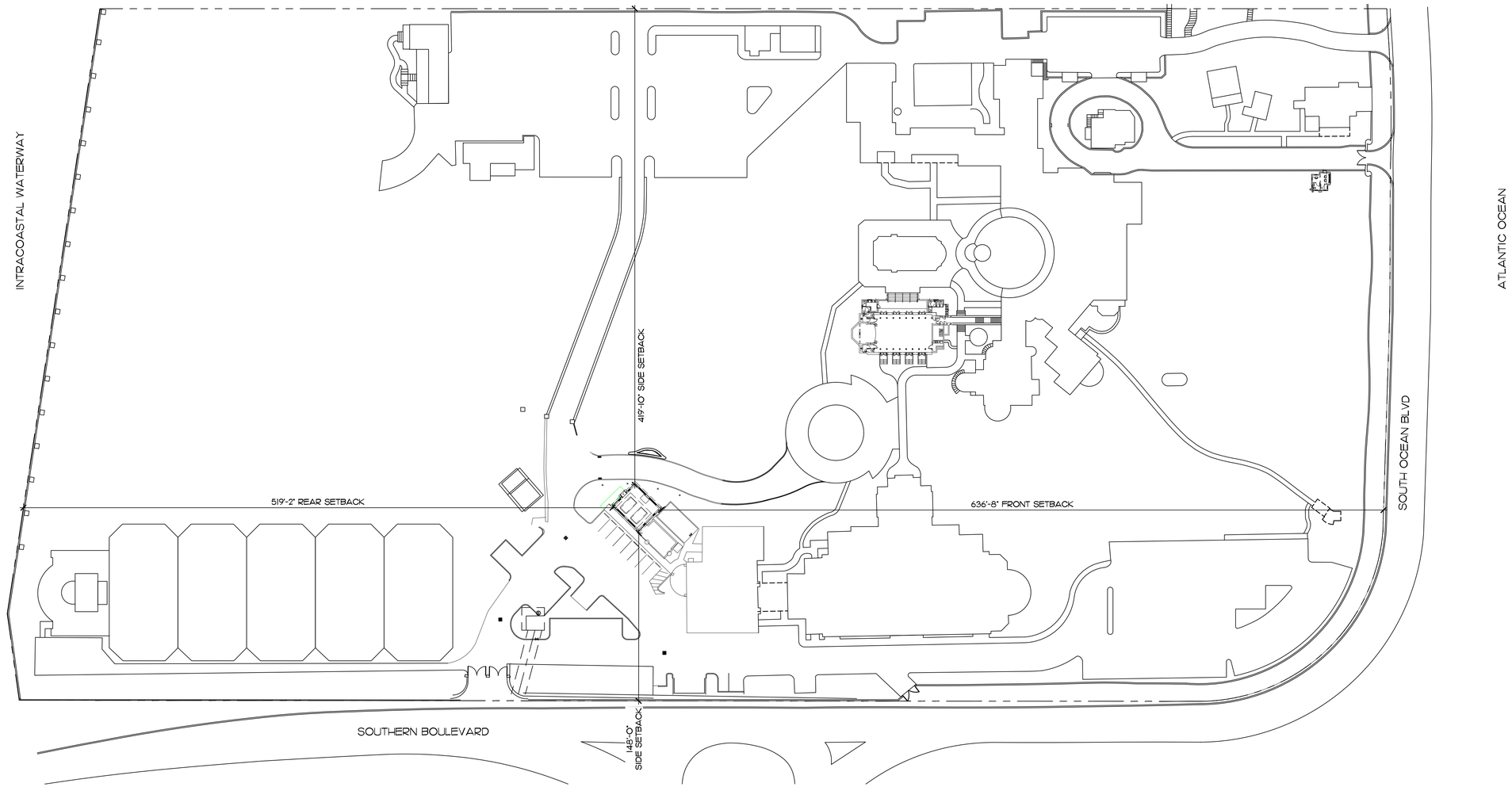
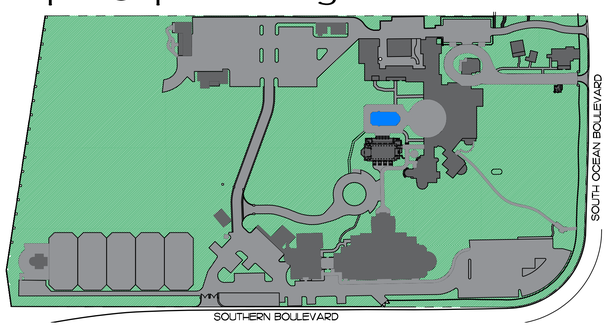
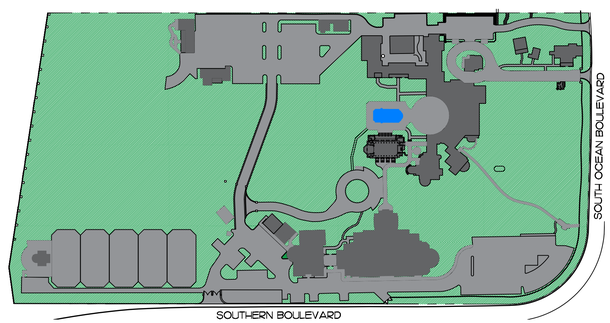


Open Space Diagram



Existing



Proposed

Legend

- IMPERVIOUS AREA (HOUSE/STRUCTURE)
- IMPERVIOUS AREA (HARDSCAPE)
- IMPERVIOUS AREA (WATER)
- PERVIOUS AREA (OPEN SPACE)

Open Space Calculations

DESCRIPTION	REQUIRED		EXISTING		PROPOSED	
LOT ZONE	R-AA LARGE ESTATE RESIDENTIAL		R-AA LARGE ESTATE RESIDENTIAL		R-AA LARGE ESTATE RESIDENTIAL	
LOT AREA	714492.00 S.F.		714,492 S.F.		714,492 S.F.	
OPEN / PERMEABLE SPACE	MINIMUM 50%	357,246 S.F.	60.45%	431,940.00 S.F.	60.31%	430,922.00 S.F.
FRONT YARD LANDSCAPE	MINIMUM 45% OF FRONT YARD	8,340.0 S.F.	86.32%	15,999 S.F.	86.32%	15,999 S.F.

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SCALE: 1" = 150'

Setbacks / Landscape Open Space

SCALE: 1"= 50'-0"

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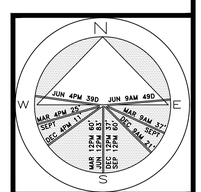

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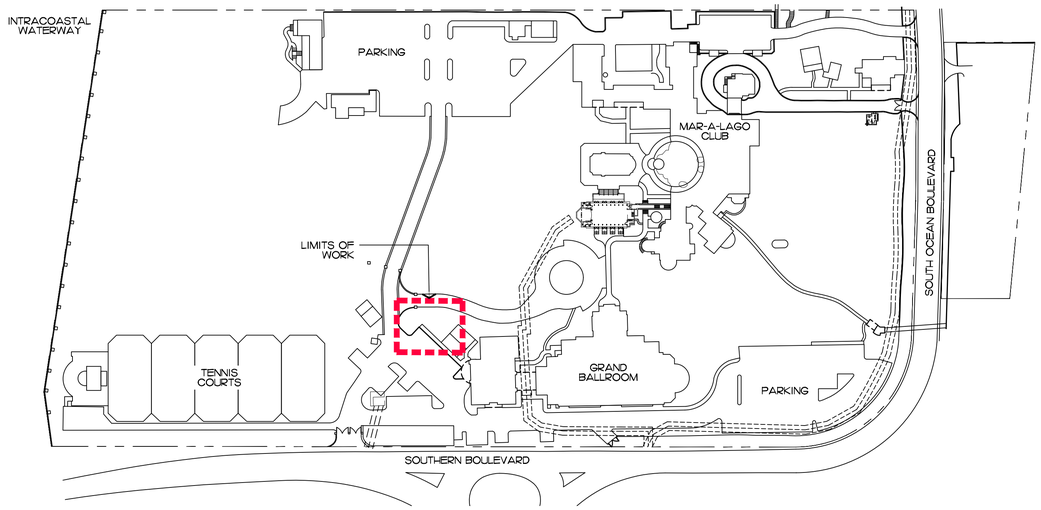
DRAWN BY: Sean Twomey

DATE: 02.17.2026

SHEET L2.1

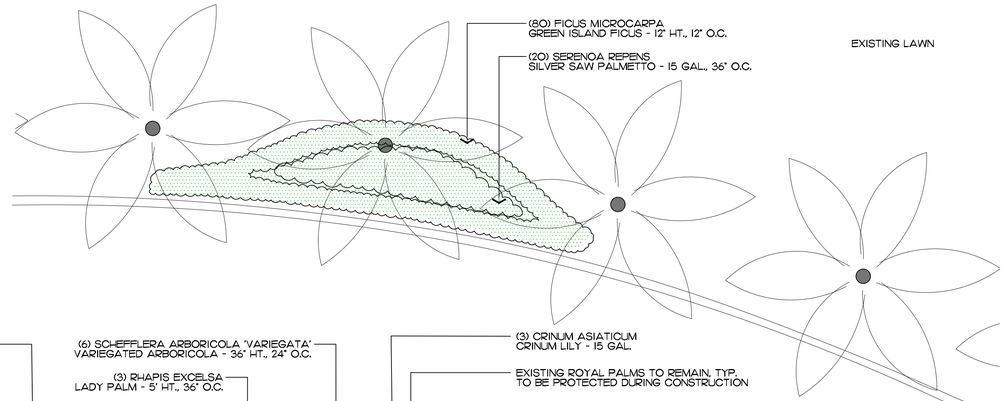
AREA IN SQ.FT.

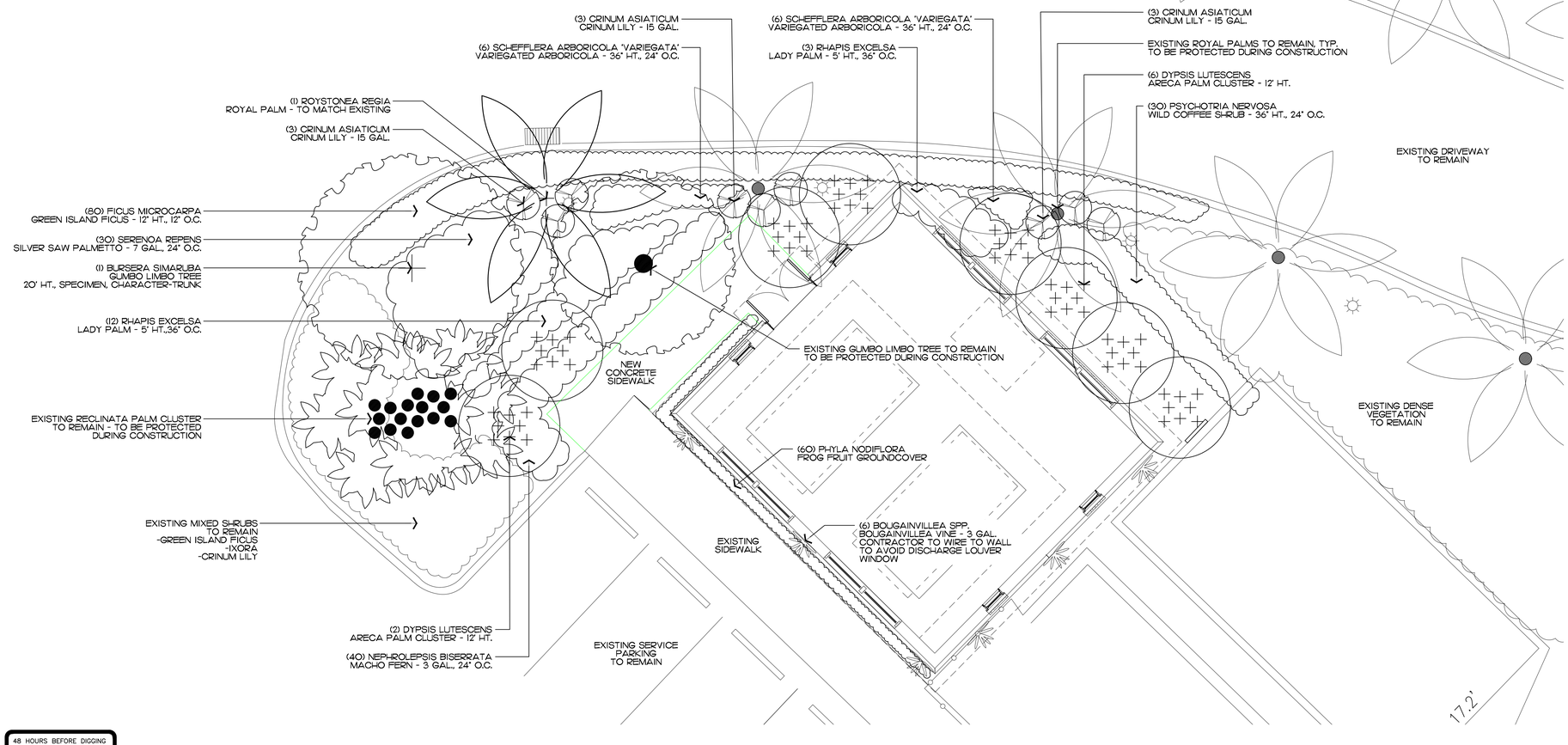


Site Plan

SCALE: 1" = 100'

ADDITIONAL 140 S.F. OF PLANTING TO REPLACE 120 S.F. REMOVED FOR NEW CONCRETE SIDEWALK





Landscape Plan

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

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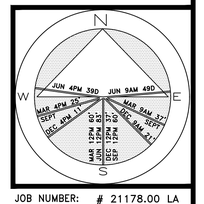

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DRAWN BY: Jean Twomey

DATE: 02.17.2026

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ZON-26-0006
(COA-26-0002)

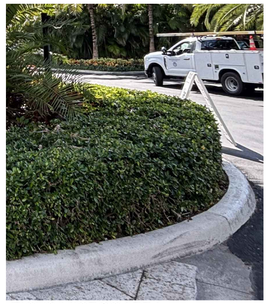
SHEET L3.0

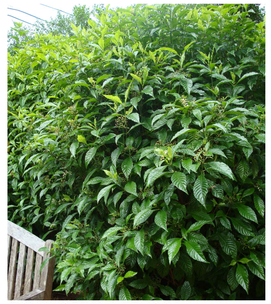
AREA IN SQ.FT.

Planting Images


BURSERA SIMARUBA
GUMBO LIMBO TREE

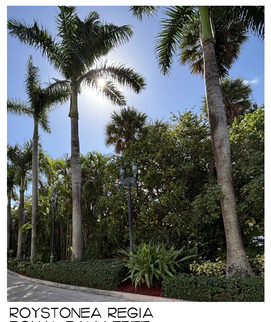

CRINUM ASIATICUM
CRINUM LILY


FICUS MICROCARPA
GREEN ISLAND FICUS


PSYCHOTRIA NERVOSA
WILD COFFEE


SERENOA REPENS
SILVER SAW PALMETTO


BOUGAINVILLEA SPP.
BOUGAINVILLEA VINE


ROYSTONEA REGIA
ROYAL PALM TREE


DYPSIS LUTESCENS
ARECA PALM CLUSTER


NEPHROLEPSIS BISERRATA
MACHO FERN


RHAPIS EXCELSA
LADY PALM


SCHEFFLERA 'VARIEGATA'
VARIEGATED ARBORICOLA


PHYLA NODIFLORA
FROG FRUIT GROUNDCOVER

Trees & Palms

SYMBOL	SPECIES	QTY.	DESCRIPTION	NATIVE
+	BURSERA SIMARUBA GUMBO LIMBO TREE	1	20' HT., SPECIMEN CHARACTER-TRUNK TO BE APPROVED BY LANDSCAPE ARCHITECT	YES
	ROYSTONEA REGIA ROYAL PALM TREE	1	TO MATCH EXISTING TO BE APPROVED BY LANDSCAPE ARCHITECT	YES
	TOTAL TREES	1		
	NATIVE TREES	1 (100%)		

Shrubs & Vines

SYMBOL	SPECIES	QTY.	DESCRIPTION	NATIVE
	BOUGAINVILLEA SPP. BOUGAINVILLEA VINE	6	3 GAL. - CONTRACTOR TO WIRE TO WALL TO AVOID DISCHARGE LOUVER WINDOW	NO
	CRINUM ASIATICUM CRINUM LILY	9	15 GAL.	NO
	DYPSIS LUTESCENS ARECA PALM CLUSTER	10	12' HT.,	NO
	FICUS MICROCARPA GREEN ISLAND FICUS	180	12" HT., 12" O.C.	NO
	NEPHROLEPSIS BISERRATA MACHO FERN	40	3 GAL., 24" O.C.	YES
	PSYCHOTRIA NERVOSA WILD COFFEE	30	36" HT., 18" O.C.	YES
	RHAPIS EXCELSA LADY PALM	15	5' HT., 36" O.C.	NO
	SERENOA REPENS SILVER SAW PALMETTO	50	7 GAL., 24" O.C.	YES
	SCHEFFLERA ARBORICOLA VARIEGATED ARBORICOLA	9	36" HT., 24" O.C.	NO
	TOTAL SHRUBS	349		
	NATIVE SHRUBS	120 (34.3%)		

Groundcover

SYMBOL	SPECIES	QTY.	DESCRIPTION	NATIVE
	PHYLA NODIFLORA FROG FRUIT	60	1 GAL., 8" O.C.	YES
	TOTAL GROUNDCOVER	60		
	NATIVE GROUNDCOVER	60 (100%)		

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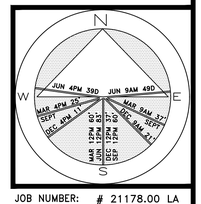

JOB NUMBER: # 21178.00 LA
DRAWN BY: Jean Twomey
DATE: 02.17.2026

SHEET L3.1

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

NOTE:
AREA OF IMPROVEMENT IS NOT VISIBLE FROM THE STREET, INTRACOASTAL WATERWAY, OR NEIGHBORING PROPERTIES

CONTRACTOR TO REPLACE ANY VEGETATION ACCIDENTALLY DAMAGED DURING CONSTRUCTION

ZON-26-0006
(COA-26-0002)

Landscape Images & Schedule

AREA IN SQ.FT.

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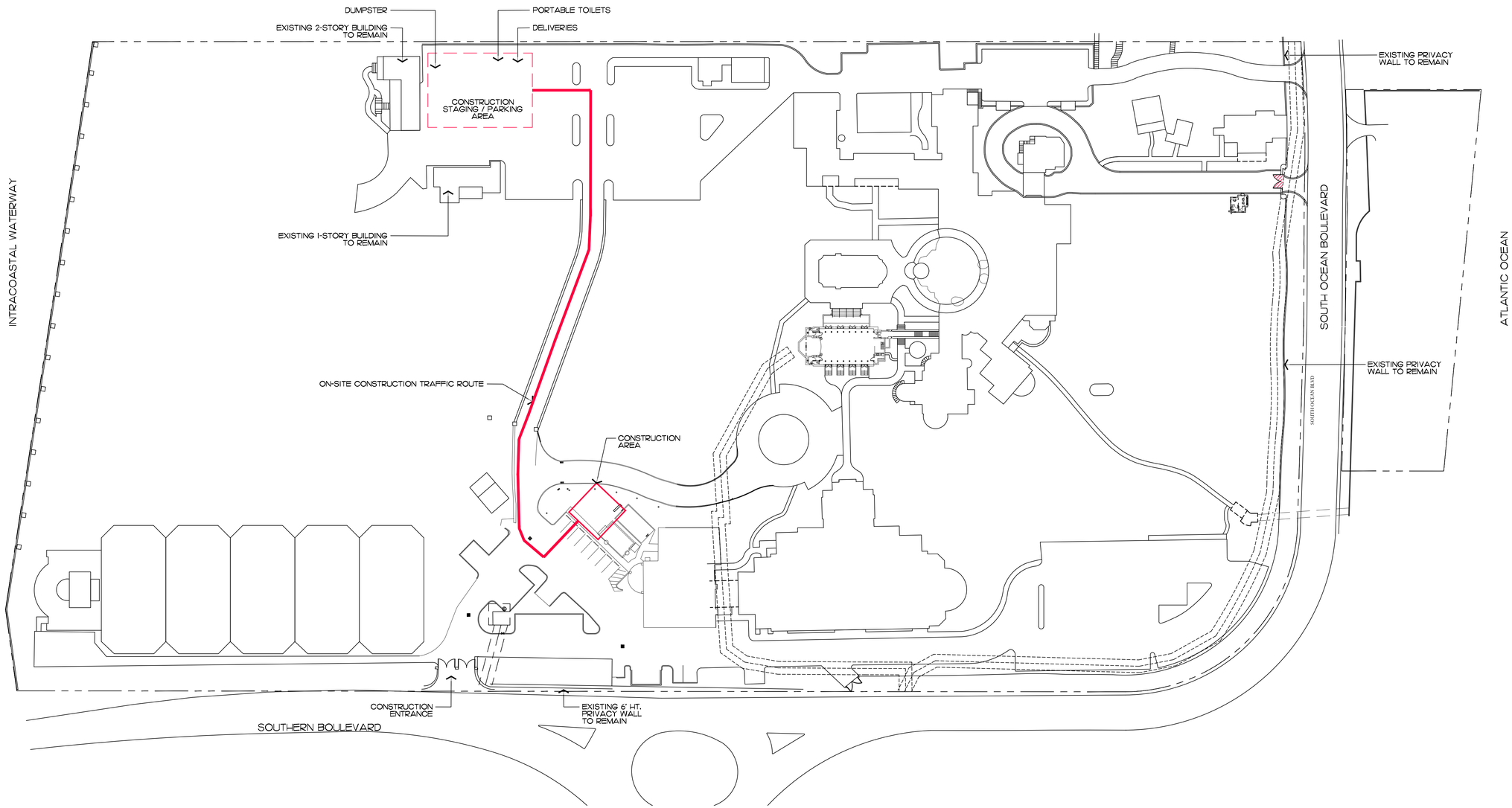

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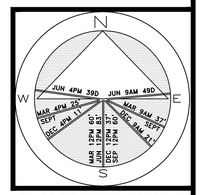

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SHEET L4.0

Construction Screening & Staging Plan
SCALE: 1"= 50'-0"

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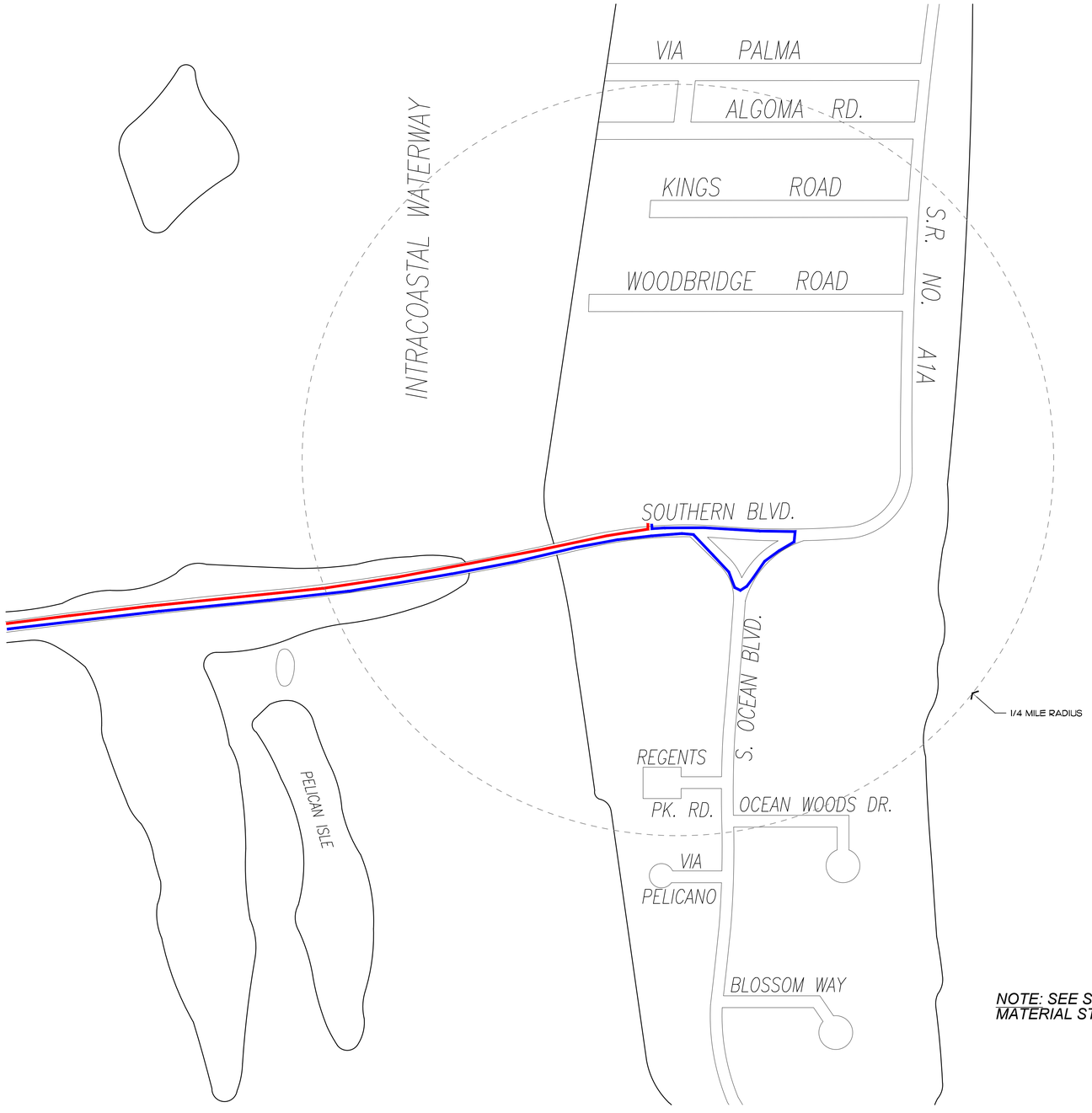

NOTE:
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ESTIMATED CONSTRUCTION SCHEDULE:

WEEK (1)	*EXCAVATION TO INCLUDE FILL REMOVAL AND SITE WORK (4-6 DUMP TRUCKS)*
WEEK (2-4)	*PHASE ONE - FOUNDATION FORM WORK AND FOOTER CONCRETE POUR (STANDARD CONSTRUCTION VEHICLES, , AND (1) CONCRETE TRUCK*
WEEK (5-6)	*PHASE TWO - FOUNDATION CMU BLOCK STEM WALL AND CONCRETE CAP / FLOOR JOINST (STANDARD CONSTRUCTION VEHICLES, (1) BLOCK DELIVERY TRUCK & (1) CONCRETE TRUCK*
WEEK (7-10)	*EXTERIOR SHELL BLOCK WALL AND RELATED TIE BEAM (STANDARD CONSTRUCTION VEHICLES, (1) BLOCK DELIVERY TRUCK, AND (1) CONCRETE TRUCK*
WEEK (10-12)	*TRUSS / ROOF / WINDOW / DOOR WORK (STANDARD CONSTRUCTION VEHICLES / NO LARGE TRUCKS IN THIS PHASE)*
WEEK (13-16)	*INTERIOR WORK (STANDARD CONSTRUCTION VEHICLES / NO LARGE TRUCKS IN THIS PHASE)*
WEEK (17-20)	*STANDARD PUNCH OUT ON INTERIOR AND FINAL LANDSCAPING (STANDARD CONSTRUCTION VEHICLES AND MID-SIZE TREE / PLANT DELIVERY TRUCKS.*
TOTAL	*+ / - 20 WEEKS*

1 *PROPOSED TRUCK INGRESS / EGRESS ROUTES MAP*

PROPOSED INGRESS TRUCK ROUTE

PROPOSED EGRESS TRUCK ROUTE

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.

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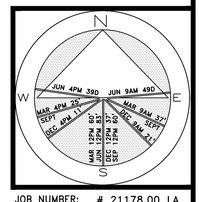

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DATE: 02.16.2026

SHEET L4.1

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Truck Logistics Plan

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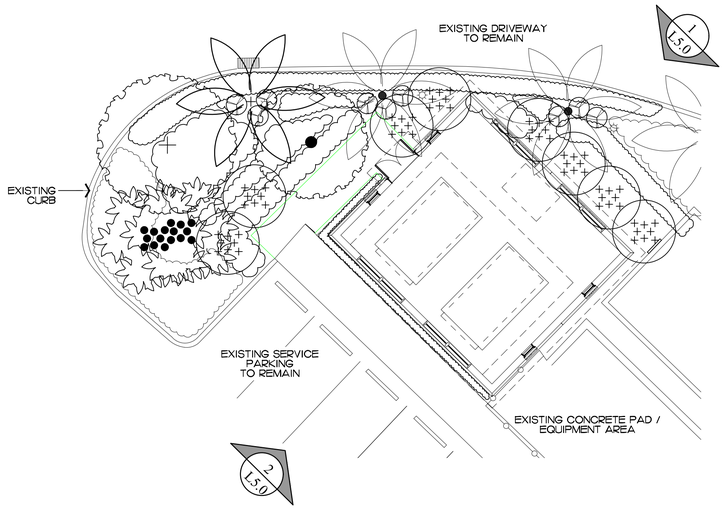



1 L5.0 Northeast Elevation



2 L5.0 Southwest Elevation

Rendered Landscape Elevations

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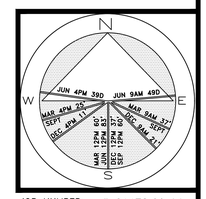

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DATE: 02.17.2026

SHEET L5.0

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1 L5.1 Southeast Elevation



2 L5.1 Northwest Elevation

Rendered Landscape Elevations

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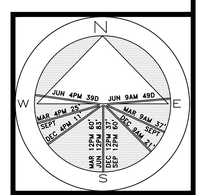

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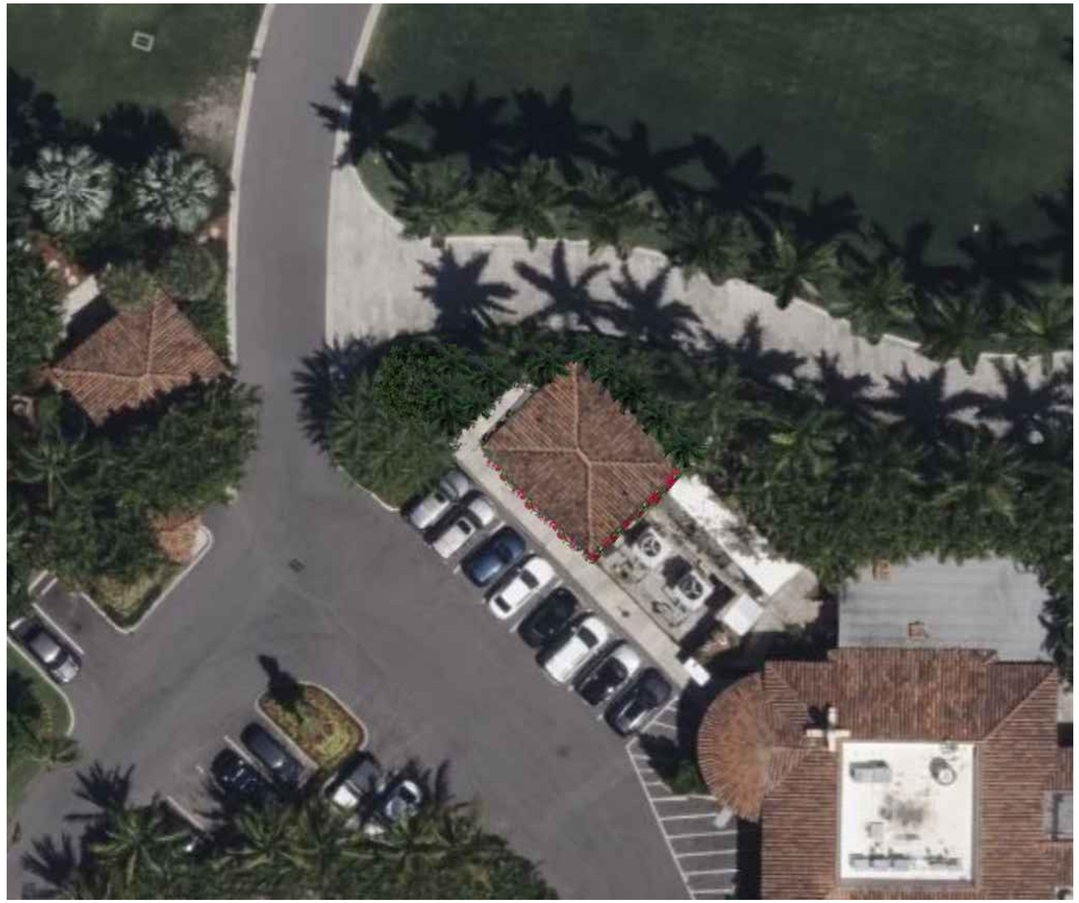
Existing



Proposed

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JOB NUMBER: # 21178.00 LA
DRAWN BY: Jean Twomey
DATE: 02.17.2026

SHEET L5.2

Final Submit
ZON-26-0006
(COA-26-0002)

Plan View Rendering

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TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

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 XI, Signs, Division 1, Generally, At Section 134-2373, General Regulations And Definitions Applicable To Permitted Signs, Related To The Prohibition Of Signage On Awnings To Allow Signage On The Valance Of Awnings Subject To Certain Conditions; Division 3, Commercial Districts, Adding Section 134-2451, Signs On The Valance Of An Awning, Creating Standards For Signage On Awnings; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.
6-2026

Date: 2/23/2026

ATTACHMENTS

Draft Ordinance No. 006-2026
Staff Report

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation
Quality of Life

FUNDING

No Fiscal Impact

STAFF DIRECTIVE:

The Town's zoning code (Chapter 134) currently prohibits signage on awnings. At the January 14, 2026, Town Council Development Review meeting, staff was directed to amend the zoning code to create provisions for signage on the valance of awnings.

DISCUSSION:

The proposed amendments are summarized below:

- Allow lettering on the valance of an awning subject to new provisions.
- New provisions that limit the location, area, and size of the lettering for an individual business.
- Require ARCOM or LPC review (as applicable).

Ordinance No. XXX-2026 is ready for approval on First Reading.

WRB/JGM/AF/FHM

ORDINANCE NO. 006-2026

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING, ARTICLE XI, SIGNS, DIVISION 1, GENERALLY, AT SECTION 134-2373, GENERAL REGULATIONS AND DEFINITIONS APPLICABLE TO PERMITTED SIGNS, RELATED TO THE PROHIBITION OF SIGNAGE ON AWNINGS TO ALLOW SIGNAGE ON THE VALANCE OF AWNINGS SUBJECT TO CERTAIN CONDITIONS; DIVISION 3, COMMERCIAL DISTRICTS, ADDING SECTION 134-2451, SIGNS ON THE VALANCE OF AN AWNING, CREATING STANDARDS FOR SIGNAGE ON AWNINGS; 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, at the January 14, 2026, Town Council Development Review meeting, staff was directed to amend the zoning code to create provisions for signage on the valance of awnings.

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 XI, Signs, Division 1, Generally, Section 134-2373, is hereby amended as follows:

Sec. 134-2373. General regulations and definitions applicable to permitted signs.

DRAFT

Under this article, the following shall apply to all signs:

***

(10) No sign, including numerals, lettering, illustrations, logos or characters, shall be painted or installed on any awning visible from public or private streets with the exception of lettering on the valance as provided in Sec. 134-2451.

***

Section 3. Chapter 134, Zoning, Article XI, Signs, Division 3, Commercial Districts, adding Section 134-2451, as follows:

Sec. 134-2451. Signs on the valance of an awning.

For purposes of this section, a valance means the vertical portion of the awning that extends down from the front edge of the awning and hangs down past the structural brace. Signage on the valance of an awning shall be permitted subject to the following restrictions:

(1) Signage shall be permitted only on the front of a valance. Signs on any other surface area of an awning are prohibited.

(2) Such signage shall be limited to one line of text identifying the name of the individual business.

(3) The sign area on a valance shall count towards the allowable total sign area for an individual business identification sign in a building, as calculated under section 134-2438.

(4) The length of the sign on a valance shall not exceed 25 percent of the length of a single awning, and letters shall not exceed seven (7) inches in height.

(5) A maximum of one (1) valance sign per business street frontage is permitted.

(6) All signs shall be subject to review by the architectural commission or landmarks commission (as applicable).

Section 4. 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 5. 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 6. Codification. This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach, Florida.

DRAFT

Section 7. 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 _____, 2026; and for the Second and Final Reading on this _____ day of _____, 2026.

_____
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, CMC, Town Clerk

_____
Edward Cooney, Town Council Member

DRAFT

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

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 At Article IX, Off-Street Parking And Loading, Division 2. Off-Street Parking, By Amending Section 134-2175 To Remove The Exemption Of Landmarked Commercially Zoned Buildings From Providing Additional Required Off-Street Parking If Increased Occupancy Or Use Is Created By Interior Building Improvements Which Create More Gross Leasable Area By Deleting In Its Entirety 134-2175(E); Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.
7-2026

Date: 2/23/2026

ATTACHMENTS

Staff Report
Draft Ordinance No. 007-2026

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

STAFF DIRECTIVE:

Pursuant to §163.3191, Florida Statutes, on February 12, 2025, the Town Council of the Town of Palm Beach adopted the 2024 Comprehensive Plan that contains an Introduction, 12 Elements, consisting of Goals, Objectives and Policies that are based upon data and analysis of historical and current statistics and trends, among other items, and a Map Series. The Transportation Element of the adopted 2024 Town of Palm Beach Comprehensive Plan provides policy direction specific of the "Principle of Equivalency". POLICY 5.5 states that the Town shall amend the Zoning Code to update the parking regulations used in the "Principal of Equivalency" when calculating the number of required parking spaces for redevelopment projects.

At the February 11, 2026 Town Council meeting, the Planning, Zoning and Building staff were directed to draft "Quick Fix Tranche 4" of the ongoing study of the Town's Zoning Code that amends Section 134-2175. Quick Fix Tranche 4 relates to, among other items, the Principle of Equivalency for evaluating off-street parking requirements for landmarked commercial buildings.

DISCUSSION:

Over the last few years, the implementation of the Principle of Equivalency has been heavily scrutinized. The majority of the Town's commercial buildings are historic by age, therefore built prior to the Zoning Code and the associated off-street parking requirements. Redevelopment projects that have been approved most often have done so with the allowance of parking variances that permit less than the required number of parking spaces. The attention to the Principle of Equivalency has recently been exacerbated by the doubling or even tripling of vehicular trips entering and exiting the Island on a daily basis bringing forward the need for more parking. This relationship between traffic and parking led to the policy directive provided in POLICY 5.5 stated verbatim above and summarized as a directive for staff to study and update the methodology for calculating the required spaces associated with conforming, nonconforming and the net off-street parking requirement for redevelopment projects. It is worth noting that the entire Article IX, Off-Street Parking and Loading, is currently under review by Kimley-Horn & Associates and Town staff. The proposed comprehensive reform for Article IX is forthcoming.

The subject Ordinance No. 007-2026 is staff's initial step in addressing the concerns with the Principle of Equivalency. This amendment pertains to landmarked commercially zoned buildings only. Currently, the Code exempts these designated buildings from a net increase in off-street parking should the size of the building increase or the proposed change of use result in a higher required parking demand. According to past Town Council minutes, this provision was initially developed and codified to provide an incentive to landmarking commercial buildings but has come with unintended consequences.

The current definition of Principle of Equivalency, provided in Code Section 134-2175(d)(1), is as follows:

> Definition of principle of equivalency as applied to the schedule of off-street parking requirements. The principal of equivalency, as it relates to the schedule of off-street parking requirements, shall be defined as an automobile parking space required by section 134-2176 for establishing an inventory of automobile parking spaces for a conforming or nonconforming use of an existing building, or structure or use, for the purpose of determining the net off-street parking requirement for the establishment of a proposed new use to be permitted in the building, or structure or use.

In evaluating off-street parking for existing uses, the principle of equivalency is applied when the use or occupancy of an existing building is being changed to a new use or occupancy having a differing off-street parking requirement for the purpose of establishing compliance with the off-street parking requirements. Pursuant to Code Section 125-2175(d)(3), the following floor area equivalencies may be used as a minimum guide in the application of the schedule of off-street parking requirements:

a. One permanent seat equals six square feet of floor area in seating areas of occupancies requiring seating.
b. One moveable seat equals 15 square feet of floor area in seating areas of occupancies requiring seating.
c. The remainder of areas external to actual seating areas shall provide required parking according to the schedule of applicable parking requirements.
d. One school student equals 20 square feet of floor area.

Ordinance No. 007-2026 proposes to remove the exemption from the provision of additional required off-street parking for landmarked commercial buildings. This removal, shown below as stricken, results in landmarked commercial buildings being required to provide the required off-street parking for the additional gross leasable (floor) area that results from an increase in occupancy or use.

~~(e) For the purpose of this section, a landmarked commercially zoned building is exempt from providing additional required off-street parking if increased occupancy or use is created by interior building improvements which create more gross leasable area. However, all other provisions of subsections (a) through (d) apply.~~

~~(f)~~ (e) In the 200 Block of Peruvian Avenue and Bradley Place in the C-TS zoning district, existing buildings or establishments therein which are nonconforming with respect to the current parking requirements, and which involve only those uses requiring one space per 200 or 250 square feet of gross leasable area, whichever is applicable, shall not be required to provide additional parking spaces as a result of a change from a use which alters the parking ratio from one space per 250 square feet to a use which requires one space for every 200 square feet of gross leasable area.

JH

ORDINANCE NO. 007-2026

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING AT ARTICLE IX, OFF-STREET PARKING AND LOADING, DIVISION 2. OFF-STREET PARKING, BY AMENDING SECTION 134-2175 TO REMOVE THE EXEMPTION OF LANDMARKED COMMERCIALLY ZONED BUILDINGS FROM PROVIDING ADDITIONAL REQUIRED OFF-STREET PARKING IF INCREASED OCCUPANCY OR USE IS CREATED BY INTERIOR BUILDING IMPROVEMENTS WHICH CREATE MORE GROSS LEASABLE AREA BY DELETING IN ITS ENTIRETY 134-2175(E); 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, Fla. Stat., is authorized and empowered to consider changes to its land development regulations; and

WHEREAS, pursuant to §163.3191, Florida Statutes, on February 12, 2025, the Town Council of the Town of Palm Beach adopted the 2024 Comprehensive Plan that contains an Introduction, 12 Elements consisting of Goals, Objectives and Policies that are based upon data and analysis of historical and current statistics and trends, among other items, and a Map Series; and

WHEREAS, the Transportation Element of the adopted 2024 Town of Palm Beach Comprehensive Plan provides policy direction specific of the "Principle of Equivalency", under POLICY 5.5, which states that the Town shall amend the Zoning Code to update the parking regulations used in the "Principal of Equivalency" when calculating the number of required parking spaces for redevelopment projects; and

WHEREAS, the Town Council on February 11, 2026, directed Planning, Zoning and Building staff to draft "Quick Fix Tranche 4" of the ongoing study of the Town's Zoning Code that amends Section 134-2175, related to the Principle of Equivalency for evaluating off-street parking requirements for existing [land] uses, among other "Quick Fixes"; and

WHEREAS, the Planning, Zoning and Building Department staff proposed Code language that removes subsection 134-2175(e), the exemption of landmarked commercially zoned buildings from providing additional required off-street parking when increased occupancy or a change in use creates additional parking demand; and

DRAFT

WHEREAS, the Town's Planning and Zoning Commission considered the proposed amendment to Section 134-2175(e), to remove it in its entirety, at its public meeting on March 2, 2026 and recommended adoption to the Town Council.

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 IX, OFF-STREET PARKING AND LOADING, Division 2.-OFF-STREET PARKING, Section 134-2175, is hereby amended as follows:

Sec. 134-2175. Number of parking spaces required—Generally.

(a) Under this division, the following shall be provided:

(1) At the time of the erection of any building or structure, minimum off-street parking facilities shall be required with adequate provisions for ingress and egress, in accordance with sections 134-2172 through 134-2174 and the schedule of off-street parking requirements, as prescribed in section 134-2176.

(2) At the time any building or structure is enlarged or increased in capacity by adding dwelling units, guestrooms, floor area or seats, minimum off-street parking facilities with adequate provisions for ingress and egress shall be required, in accordance with section 134-2 and sections 134-2172 through 134-2174 and the schedule of off-street parking requirements, as prescribed in section 134-2176.

(3) Except as provided in subsection (f), at the time any use or occupancy of an existing building is changed to a new use or occupancy having differing off-street parking requirements, the parking requirement for the new use or occupancy shall be computed on the basis of the schedule of off-street parking requirements in the section 134-2176. This requirement shall be compared to the requirements of the existing use or occupancy, and, if the total number of spaces required under the new use or occupancy exceeds that of the existing use or occupancy, the difference shall constitute that number of additional off-street parking spaces to be provided, with adequate provisions for ingress and egress, in accordance with sections 134-2172 and the schedule of off-street parking requirements as prescribed in section 134-2176.

(b) Except as provided in subsection (f), a use, building or structure, lawfully in existence at the effective date of this division, which shall be made nonconforming on the effective date of the ordinance from which this division derives or any applicable amendment thereto, may be continued even though off-street parking may not be

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provided in full compliance with this division, but the degree of nonconformity due to a deficiency in providing the required off-street parking spaces may not be increased, either by reducing the number of parking spaces which are provided on the effective date of the ordinance from which this chapter is derived or by changing the use or occupancy of an existing building to a use or occupancy which increases the requirement for off-street parking. For existing buildings or establishments therein which are nonconforming with respect to the current parking requirements, and which involve only those uses requiring one space per 200 or 250 square of gross leasable area, whichever is applicable, and which may be required under this chapter to provide additional parking spaces as a result of a change in use, such establishments shall be required only to provide that number of spaces over and above the number of spaces that would have been required at one space per 200 or 250 square feet of floor area gross leasable area, whichever is applicable.

(c) Continued availability of required number of off-street parking spaces. After providing for the proper number of required off-street parking spaces so as to permit a principal use of property to be established as set forth in the schedule of off-street parking contained in section 134-2176, such required off-street parking shall continue to be available in undiminished number for sole use as an integral part of the continuance of the principal use(s) unless meeting the shared parking as provided for in sections 134-2177, 134-2178 and 134-2182. If for any reason such required off-street parking is not available at all times in connection with the principal use, such principal use shall be discontinued until such time as the proper number of required off-street parking spaces shall again be made available for use in connection with the principal use.

(d) The principle of equivalency for evaluating off-street parking in existing uses is as follows:

(1) Definition of principle of equivalency as applied to the schedule of off-street parking requirements. The principal of equivalency, as it relates to the schedule of off-street parking requirements, shall be defined as an automobile parking space required by section 134-2176 for establishing an inventory of automobile parking spaces for a conforming or nonconforming use of an existing building, or structure or use, for the purpose of determining the net off-street parking requirement for the establishment of a proposed new use to be permitted in the building, or structure or use.

(2) In evaluating off-street parking for existing uses, the principle of equivalency shall be applied when the use or occupancy of an existing building is being changed to a new use or occupancy having a differing off-street parking requirement for the purpose of establishing compliance with this chapter.

(3) The following floor area equivalencies may be used as a minimum guide in the application of the schedule of off-street parking requirements:

a. One permanent seat equals six square feet of floor area in seating areas of occupancies requiring seating.

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b. One moveable seat equals 15 square feet of floor area in seating areas of occupancies requiring seating.

c. The remainder of areas external to actual seating areas shall provide required parking according to the schedule of applicable parking requirements.

d. One school student equals 20 square feet of floor area.

~~(e) For the purpose of this section, a landmarked commercially zoned building is exempt from providing additional required off-street parking if increased occupancy or use is created by interior building improvements which create more gross leasable area. However, all other provisions of subsections (a) through (d) apply.~~

~~(f)~~ (e) In the 200 Block of Peruvian Avenue and Bradley Place in the C-TS zoning district, existing buildings or establishments therein which are nonconforming with respect to the current parking requirements, and which involve only those uses requiring one space per 200 or 250 square feet of gross leasable area, whichever is applicable, shall not be required to provide additional parking spaces as a result of a change from a use which alters the parking ratio from one space per 250 square feet to a use which requires one space for every 200 square feet of gross leasable area.

Section 3. Severability.

If any provision of this Ordinance or the application thereof is held invalid, such invalidity shall not affect the other provisions or applications of this Ordinance which can be given effect without the invalid provisions or applications, and to this end the provisions of this Ordinance are hereby declared severable.

Section 4. Repeal of Ordinances in Conflict.

All other ordinances of the Town of Palm Beach, Florida, or parts thereof, which conflict with this or any part of this Ordinance are hereby repealed.

Section 5. Codification.

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

Section 6. Effective Date.

This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

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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 , 2026; and for the Second and Final Reading on this day of , 2026.

_____
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, CMC, Town Clerk

_____
Edward Cooney, Town Council Member

DRAFT

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

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 IX, -- Off-Street Parking And Loading, Division 2, -- Off-Street Parking, By Creating A New Section To Provide Regulations For Tandem (Stacked) Parking In A Valet Operated And Maintained Parking Lot Or Parking Garage; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.
8-2026

Date: 2/23/2026

ATTACHMENTS

Staff Report
Draft Ordinance No. 008-2026

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Community Preservation
Quality of Life

FUNDING

No Fiscal Impact

STAFF DIRECTIVE:

At the Town Council meeting on January 14, 2026, Town Council Development Review meeting, staff was directed to amend the zoning code to create provisions for active consideration. These items are affectionately referred to as "Quick Fixes Tranche 04." The presentation was well received with a consensus of the Council to have the “items” to be drafted into a working draft ordinance for review at the Planning & Zoning Commission. This is Quick Fix item number 23.

DISCUSSION:

For discussion, the amendment introduces the idea of tandem spaces being able to count toward a certain percentage of required off-street parking minimums only when continuous on-site valet service is provided and a recorded restriction ensures ongoing compliance. The ordinance creates a new section that permits tandem parking by Special Exception, subject to Town Council approval and Site Plan review, and establishes operational, dimensional, safety, and accessibility standards to ensure proper circulation and emergency access.

The amendment allows tandem spaces to count toward required off-street parking minimums only when continuous on-site valet service is provided and a recorded restriction ensures ongoing compliance. Overall, the ordinance is intended to promote more efficient land use and parking capacity while maintaining public safety, accessibility standards, and orderly development.

At the March 2nd, Planning & Zoning Commission meeting, the Commission will review Quick Fix #23 for Council approval.

Ordinance No. 008-2026 is ready for approval on First Reading.

WRB:JGM

ORDINANCE NO. 008-2026

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING, BY AMENDING ARTICLE IX, -- OFF-STREET PARKING AND LOADING, DIVISION 2, -- OFF-STREET PARKING, BY CREATING A NEW SECTION TO PROVIDE REGULATIONS FOR TANDEM (STACKED) PARKING IN A VALET OPERATED AND MAINTAINED PARKING LOT OR PARKING GARAGE; 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, at the January 14, 2026, Town Council Development Review meeting, staff was directed to amend the zoning code to create provisions to promote efficient use of land and parking resources within its zoning districts to support economic vitality and orderly development;

Whereas, tandem (stacked) parking arrangements, when properly managed, can increase parking capacity without requiring additional impervious surface or structural expansion;

Whereas, valet-operated and maintained parking systems ensure that tandem parking spaces are accessed and managed exclusively by trained personnel, thereby mitigating potential operational and safety concerns;

Whereas, the adoption of tandem parking provisions aligns with the Town's goals to encourage innovative parking solutions that reduce congestion and improve accessibility for residents, businesses, and visitors;

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Whereas, the Town has determined that allowing tandem parking in valet-operated and maintained garages and lots will not adversely affect traffic circulation, pedestrian safety, or emergency access when implemented in accordance with established standards;

Whereas, the Planning, Zoning, and Building Department has reviewed best practices and recommends incorporating tandem parking provisions into the zoning ordinance to provide flexibility for property owners while maintaining compliance with overall parking requirements;

Whereas, public input and professional analysis support the conclusion that tandem parking, under valet control, is a practical and beneficial option for certain commercial and mixed-use developments;

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 IX, OFF-STREET PARKING AND LOADING, DIVISION 2, SEC. 134-134-2172 Size of spaces and access is hereby amended as follows:

Sec. 134-2172. - Size of spaces and access.

An off-street automobile parking space shall consist of a parking space having minimum dimensions of nine feet in width and 18 feet in length for the parking of each automobile, exclusive of access drives or aisles thereto. Minimum width of an access drive shall be ten feet for one-way traffic. Minimum width of an aisle designed and intended for the maneuvering into a 90 degree parking space shall be 25 feet; 20 feet into a 60 degree parking space; and 15 feet into a 45 degree parking space. Minimum width of an aisle designed and intended for the maneuvering of an automobile into a parking space shall be in conformance with the illustration set forth in section 134-2171. ~~The parking plan must be so arranged that each automobile may be placed and removed from the parking space~~

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~~assigned thereto and taken to and from the property without the necessity of moving any other automobile to complete the maneuver.~~ The parking plan shall be designed to ensure that each automobile can be placed in and removed from its assigned parking space and maneuvered to and from the property without requiring the movement of another vehicle, except as permitted for tandem (stacked) parking in compliance with Sec. 134-2183.

Sec. 134 -2183. Tandem (Stacked) Parking – Valet Operations

A. Purpose.

The purpose of this section is to allow tandem (stacked) parking configurations in limited circumstances where continuous valet services are provided in a valet operated and maintained parking lot or parking garage, in order to increase operational efficiency while ensuring safe circulation, fire access, and functional site design.

B. Special Exception Required.

Tandem (stacked) parking shall be permitted only upon approval by the Town Council as a Special Exception with Site Plan review in accordance with Sec. 134-328 and Sec.134-329 of this Code.

C. Applicability.

Tandem parking shall be allowed only within a parking garage or surface parking lot that is operated exclusively by a full-time valet service and only in compliance with the conditions set forth herein.

D. Definition.

For purposes of this section, *tandem (stacked) parking* shall mean two (2) or more parking spaces arranged end-to-end such that one vehicle must be moved to allow another vehicle to exit.

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E. Conditions of Approval.

Tandem parking may be counted toward required off-street parking minimums provided all of the following criteria are met:

1. **Valet Operation Required.**
   The parking facility shall be operated by a continuous, on-site valet service during all hours the principal use is open to the public.

2. **Operational Plan.**
   A valet management plan shall be submitted and reviewed and approved, including staffing levels, vehicle stacking procedures, peak-hour operations, queuing analysis, internal circulation diagrams, and emergency access provisions.

3. **Dimensional Compliance.** Each individual space within a tandem configuration meets the minimum dimensional standards for parking spaces established by this Code.

4. **Accessible Parking.**
   Accessible parking spaces required by the Americans with Disabilities Act (ADA) and applicable state law shall not be configured in tandem.

5. **Maximum Percentage.**
   No more than ___ percent (e.g., 50%) of the total required parking spaces for a development shall be provided in tandem configuration unless otherwise approved by the Town Council/Planning Board through a special exception.

6. **Recorded Restriction.**
   A declaration or restrictive covenant, in a form approved by the Town Attorney, shall be submitted and recorded in the public records of the County, requiring the continued operation of valet service as a condition for utilizing tandem (stacked) parking spaces toward satisfaction of required off-street parking. Failure to maintain valet operations in accordance with the approved Special

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Exception shall render such tandem spaces ineligible to count toward required parking minimums.

7. **Loss of Valet Service.**
   If valet service ceases for more than thirty (30) consecutive days, tandem spaces shall no longer count toward required parking minimums, and the property owner shall remedy the deficiency within a timeframe established by the Town.

8. **Public Safety and Circulation.** The tandem arrangement will not adversely impact traffic circulation, emergency access, fire lanes, or public rights-of-way.

F. Safety and Circulation.
The Director of Planning. Zoning and Building or designee may require additional maneuvering space, internal circulation modifications, or traffic management measures to ensure safe ingress and egress.

G. Continued Compliance.
If valet service ceases for more than sixty (60) consecutive days, the tandem spaces shall no longer count toward required parking minimums unless and until valet operations resume or the Town Council approves an alternative arrangement.

Secs. 134-21834—134-2210. - Reserved.

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.

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Section 5. Codification. This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach, Florida.

Section 6. Effective Date. This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

PASSED AND ADOPTED in a regular, adjourned session of the Town Council of the Town of Palm Beach, Florida, on the First Reading this _____ day of _____, 2026; and for the Second and Final Reading on this _____day of _____, 2026.

_____
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, CMC, Town Clerk

_____
Edward Cooney, Town Council Member

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TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

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, -- Supplementary District Regulations, Division 6, -- Structures, Subdivision I, -- In General At Section 134-1703, --Reserved, To Provide Regulations For Pedestrian Access Stairs And Ramps To The Oceanfront Beach; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.
9-2026

Date: 2/24/2026

ATTACHMENTS

Staff Report
Draft Ordinance No. 009-2026

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING

No Fiscal Impact

STAFF DIRECTIVE:

At the Town Council meeting on January 14, 2026, Town Council Development Review meeting, staff was directed to amend the zoning code to create provisions for active consideration. These items are affectionately referred to as "Quick Fixes Tranche 04." The presentation was well received with a consensus of the Council to have the “items” to be drafted into a working draft ordinance for review at the Planning & Zoning Commission. This is Quick Fix item number 17.

Currently, the Town’s Zoning Code does not contain clear, consolidated regulations governing private pedestrian access structures connecting oceanfront properties to the beach seaward of bulkheads or seawalls. While such structures have been constructed over time, the absence of defined standards has resulted in inconsistent design approaches and uncertainty regarding placement, setbacks, and permissible features. Staff was directed to prepare code language establishing objective regulations for pedestrian beach access structures that allow reasonable access while minimizing visual, structural, and encroachment impacts along the shoreline.

DISCUSSION:

Oceanfront properties commonly require a safe and practical means of pedestrian access from the upland parcel to the sandy beach located seaward of a privately maintained bulkhead or seawall. These access points typically consist of stairs or ramps extending from the bulkhead face to grade. Although modest in scale, such structures occupy a sensitive interface between private property and the public beach and therefore warrant clearly defined standards.

Quick Fix No. 17 creates a new Section 134-1703 establishing regulations for pedestrian beach access structures. The ordinance defines qualifying structures as unenclosed, uncovered, minimal, non-motorized access systems designed solely to facilitate safe pedestrian movement. The regulations provide measurable setback requirements tied to beachfront width, limit seaward projection from the face of the bulkhead or seawall, restrict the number of such structures to one per beachfront parcel (with a channel of approval when additional structures may be warranted), and prohibit accessory elements such as lighting, plumbing, storage, or other features that could intensify use.

The intent of the ordinance is to balance private property access needs with the Town’s interest in maintaining orderly shoreline conditions, preventing encroachments or trespass, and ensuring that such structures remain minimal and functional rather than becoming accessory recreational amenities. By codifying clear dimensional and design standards, the Town reduces ambiguity in permitting, ensures consistent application, and limits potential conflicts between adjacent property owners.

At the March 2nd, Planning & Zoning Commission meeting, the Commission will review Quick Fix #17 for Council approval.

Ordinance No. 009-2026 is ready for approval on First Reading.

WRB:JGM:BMF

ORDINANCE NO. 009-2026

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING, BY AMENDING ARTICLE VIII, - SUPPLEMENTARY DISTRICT REGULATIONS, DIVISION 6, - STRUCTURES, SUBDIVISION I, - IN GENERAL AT SECTION 134-1703, -RESERVED, TO PROVIDE REGULATIONS FOR PEDESTRIAN ACCESS STAIRS AND RAMPS TO THE OCEANFRONT BEACH; 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, the PZB staff recommended, as Quick Fix No. 17, that the Town update the Zoning Code to include language regulating pedestrian beach access from private property; and

WHEREAS, Town Council on February 11, 2026, directed PZB staff to address the lack of pedestrian beach access regulations (Quick Fix No. 17) as an immediate priority; and

WHEREAS, the Town's Planning and Zoning Commission considered the Quick Fixes in Tranche 4 at its meeting of March 4, 2026, and _____ *of Quick Fix No. 17.*

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.

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Section 2. Chapter 134 – Zoning, Article VIII. – Supplementary District Regulations, Division 6. – Structures, Subdivision I. – In General, Sec. 134-1703 – Reserved, is hereby amended as follows:

Sec. 134-1703 – Pedestrian Beach Access Structures

This section establishes regulations for limited, minimally impactful pedestrian access structures connecting properties along the Atlantic Ocean to the abutting beaches immediately seaward of privately owned and maintained bulkheads or seawalls within the municipal limits of the Town.

The following definitions and regulations shall apply to such structures:

(a) Pedestrian beach access structures are defined as unenclosed and uncovered stairs, ladders, ramps, and similar permanent forms of minimal, manual, non-motorized pedestrian circulation systems located above-grade whose size, configuration and footprint are the minimum necessary to facilitate safe pedestrian navigation, pursuant to requirements of the Florida Building Code.

(b) Required setbacks from adjacent properties apply to the entire span and all components of the structure. Setbacks are regulated by the length of beach frontage, which shall be measured along the improved ocean bulkhead or seawall between the property lines intersecting the beach frontage. When lands seaward of a bulkhead or seawall are not contiguously owned by the subject parcel or by another private property owner, the setback of pedestrian beach access structures shall be measured from a line extended

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seaward along the same trajectory of the property line at the point where the property line intersects the bulkhead or seawall.

(1) Parcels with more than 30 feet of beach frontage shall provide a minimum 5-foot setback.

(2) Parcels with 30 feet or less of beach frontage shall provide a minimum 5-foot setback whenever possible. When the parcel's width and elevation prohibit a design able to meet these setbacks, the setbacks may be reduced provided that the span of the structure is centered on the parcel and provides equal setbacks to both sides.

(3) The structure may be placed directly on the oceanfront bulkhead or seawall and there is no setback requirement measured from the boundary.

(4) In no instance shall the pedestrian beach access encroach beyond a property line or its seaward projection and the structure's configuration shall not require similar trespass for use.

(c) The maximum projection of the structure shall not extend more than 6-feet seaward of the face of the seawall or bulkhead. Whenever possible the running slope shall be oriented parallel to the bulkhead or seawall.

(d) One (1) pedestrian beach access structure may be permitted per contiguous beachfront parcel of land. Additional structures may be permitted through Administrative Site Plan Review processes.

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(e) A pedestrian gate may be incorporated as part of a pedestrian beach access structure; if placed seaward of the bulkhead, such gate shall not be located beyond the lowest riser or ramp terminus and the gate may be no taller than the height of the structure's guard rails.

(f) Prohibited conditions for pedestrian beach access structure include:

(1) Facilitating or causing access from a subject parcel to another privately owned parcel.

(2) Enclosed areas, cabinets, coverings or wells for storage.

(3) Electric wiring for accessory electrical connections.

(4) Pipes or plumbing for outdoor rinsing or bathing.

(5) Lighting or illumination.

***

Section 3. **Severability**. If any provision of this Ordinance or the application thereof is held invalid, such invalidity shall not affect the other provisions or applications of this Ordinance which can be given effect without the invalid provisions or applications, and to this end the provisions of this Ordinance are hereby declared severable.

Section 4. **Repeal of Ordinances in Conflict.** All other ordinances of the Town of Palm Beach, Florida, or parts thereof, which conflict with this, or any part of this Ordinance are hereby repealed.

Section 5. **Codification.** This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach, Florida.

Section 6. **Effective Date.** This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

DRAFT

PASSED AND ADOPTED in a regular, adjourned session of the Town Council of the Town of Palm Beach, Florida, on the First Reading this 4th day of March, 2026; and for the Second and Final Reading on this 15th day of April, 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, CMC, Town Clerk	Edward Cooney, Town Council Member

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TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

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 62, - Marine Structures, Article II, - Bulkheads, Seawalls And Groins On Atlantic Ocean At Section 62-37, - Bulkheads Groins To Accord With Plat; Variances., And Amending Chapter 134, Zoning, By Amending Article VIII, - Supplementary District Regulations, Division 6, - Structures, Subdivision I, - In General At Section 134-1701, - Structures East Of Ocean Bulkhead Line To Update The Permitted Location Of New And Reconstructed Ocean Seawalls; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.
10-2026

Date: 2/24/2026

ATTACHMENT
Staff Report
Draft Ordinance No. 10-2026

STRATEGIC PLAN
Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING
No Fiscal Impact

STAFF DIRECTIVE:

At the Town Council meeting on January 14, 2026, Town Council Development Review meeting, staff was directed to amend the zoning code to create provisions for active consideration. These items are affectionately referred to as "Quick Fixes Tranche 04." The presentation was well received with a consensus of the Council to have the “items” to be drafted into a working draft ordinance for review at the Planning & Zoning Commission. This is Quick Fix item number 24.

Seawalls are most effective when they are contiguous, sharing a common trajectory and forming a fortified coastal edge separating land from sea. However, existing conditions of the ocean-front seawalls and bulkheads in the Town have manifested as a collection of often mismatched and unaligned structures that do not form a uniform line. Several variances have been processed by the Town Council related to the replacement and reconstruction of oceanfront seawalls and bulkheads to allow property owners to align reconstructed seawalls with adjacent properties. Although this type of seawall alignment is considered a resiliency best practice, the existing code language prohibits construction seaward (east) of the Town of Palm Beach Official Bulkhead Line and prohibits reconstruction and reconstruction of seawalls and bulkheads more than 12” seaward (east) of an existing seawall structure. Staff is proposing amendments to the code to address these limitations.

DISCUSSION:

Seawalls and bulkheads play a principal role in protecting upland properties from coastal erosion, storm surge, and tidal forces. Over time, these structures deteriorate and must be repaired or replaced to maintain their protective function. When replacement occurs in isolation—without regard to adjacent seawalls—the result can be a fragmented and irregular shoreline edge. The Town’s existing regulatory framework was designed to prevent incremental encroachment seaward of the Official Bulkhead Line. While that objective remains important, the current 12-inch limitation has, in practice, required property owners to seek variances in order to achieve reasonable alignment with neighboring seawalls. Quick Fix No. 24 modifies the Code to allow reconstructed seawalls to extend up to 18-inches seaward of an existing bulkhead without requiring a variance, while still requiring Council approval for greater deviations. This adjustment provides a measured degree of flexibility to facilitate practical alignment and coordinated shoreline protection, while maintaining oversight and preventing unchecked seaward expansion and is in alignment with Florida Department of Environmental Protection Regulations. This change will not alleviate all of the variances sought for new seawalls, however, and a more broad update to our waterfront regulatory boundaries should be studied to update our zoning code for modern resiliency practices.

At the March 2nd, Planning & Zoning Commission meeting, the Commission will review Quick Fix #24 for Council approval.

Ordinance No. 010-2026 is ready for approval on First Reading.

WRB:JGM:BMF

ORDINANCE NO. 010-2026

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 62, - MARINE STRUCTURES, ARTICLE II, - BULKHEADS, SEAWALLS AND GROINS ON ATLANTIC OCEAN AT SECTION 62-37, - BULKHEADS GROINS TO ACCORD WITH PLAT; VARIANCES., AND AMENDING CHAPTER 134, ZONING, BY AMENDING ARTICLE VIII, - SUPPLEMENTARY DISTRICT REGULATIONS, DIVISION 6, - STRUCTURES, SUBDIVISION I, - IN GENERAL AT SECTION 134-1701, - STRUCTURES EAST OF OCEAN BULKHEAD LINE TO UPDATE THE PERMITTED LOCATION OF NEW AND RECONSTRUCTED OCEAN SEAWALLS; 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, the PZB staff recommended, as Quick Fix No. 24, that the Town update the Zoning Code to modify language relating to ocean bulkheads and seawalls; and

WHEREAS, Town Council on February 11, 2026, directed PZB staff to address the permitted setbacks of ocean bulkheads and seawalls (Quick Fix No. 24) as an immediate priority; and

WHEREAS, the Town's Planning and Zoning Commission considered the Quick Fixes Tranche 4 at its meeting of March 4, 2026, and _____ *of Quick Fix No. 24.*

NOW THEREFORE BE IT ORDAINED by the Town Council of the Town of Palm Beach, Palm Beach County, Florida, as follows:

DRAFT

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

Section 2. Chapter 62 – Marine Structures, Article II. – Bulkheads, Seawalls and Groins on Atlantic Ocean, Sec. 62-37 – Bulkheads, groins to accord with plat; variances, is hereby amended as follows:

Sec. 62-37. Bulkheads, groins to accord with plat; variances.

All bulkheads shall be erected along the Official Ocean Bulkhead and Groin Plat of the Town of Palm Beach, Florida, except where the proposed bulkhead is to be located landward of the bulkhead line or except where the proposed bulkhead is no further than ~~12 inches~~ 18-inches seaward of the existing bulkhead. In cases where the proposed bulkhead is further than ~~12 inches~~ 18-inches seaward of the existing bulkhead, a variance shall be required pursuant to section 134-201. In such case, application shall be made to the town council setting forth the reason and justification, based on the variance criteria identified in section 134-201, why a variance should be granted; and, in such case, the determination of the town council shall be final.

Section 3. Chapter 134 – Zoning, Article VIII. – Supplementary District Regulations, Division 6 - Structures, Subdivision I. - In General, Sec. 134-1701, Structures East Of Ocean Bulkhead Line:

Sec. 134-1701. - Structures east of ocean bulkhead line.

No structure shall be erected ~~in town~~ east of the ~~town's~~ Town's official bulkhead line~~,~~ ~~along the ocean front~~ except:

(a) Erosion control devices, such as jetties or groins.

DRAFT

(b) Replacement seawalls or bulkheads.

(c) Pedestrian beach access structures.

***

Section 4. **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 5. **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 6. **Codification.** This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach, Florida.

Section 7. **Effective Date.** This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

DRAFT

PASSED AND ADOPTED in a regular, adjourned session of the Town Council of the Town of Palm Beach, Florida, on the First Reading this 4th day of March, 2026; and for the Second and Final Reading on this 15th day of April, 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, CMC, Town Clerk	Edward Cooney, Town Council Member

DRAFT

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

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, Section 134-2, Definitions And Rules Of Construction; Section 134-1608 To Amend Basement Regulations To Recognize Flood Vents And Other Basement Wall Penetrations; Providing for Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.
3-2026

Date: 2/18/2026

ATTACHMENTS:
Ordinance No. 03-2026
Business Impact Statement

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

Strategic Focus Areas:
Quality of Life
Emergency Management
Community Preservation

FUNDING
No Fiscal Impact

ORDINANCE NO. 3-2026

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING, SECTION 134-2, DEFINITIONS AND RULES OF CONSTRUCTION; SECTION 134-1608 TO AMEND BASEMENT REGULATIONS TO RECOGNIZE FLOOD VENTS AND OTHER BASEMENT WALL PENETRATIONS; 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, it has been determined that the current Basement regulations be amended to better align the zoning regulations with federal and state requirements, and to address underground parking garages; and

WHEREAS, the Town's Planning and Zoning Commission considered the proposed amendment to the Basement regulations at its February 3rd, meeting of 2026, and recommended adoption.

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, Section 134-2, Definitions and Rules of Construction, is amended by adding the definition of Flood Vent:

"Sec. 134-2. – Definitions and Rules of Construction.

***

Flood Vent means a designed opening in a foundation wall that allows floodwater to automatically flow into and out of an enclosed area below the Base Flood Elevation (BFE). These vents are crucial for relieving hydrostatic pressure and preventing damage to the foundation during a flood."

Section 3: Chapter 134, Zoning, Section 134-1608, Basements, subsection (b), is

amended as follows:

"Sec. 134-1608. - Basements.
*****

(b) The exterior walls of a basement shall be setback from all property lines as required for the building situated over the basement. ~~*, and minimum door openings in the basement walls shall be limited to those essential to permit one automobile entry access driveway and one automobile exit driveway for each separated under building parking area, plus pedestrian lobby entries and required fire escape exit ways*~~ *Openings in Basement walls are limited to those minimal but essential openings to allow vehicle and pedestrian access, natural light, egress, cut-outs for mechanical systems and utilities, and flood mitigation systems, including required Flood Vents."*

Section 4: 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 5. 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 6. Codification.
This Ordinance shall be codified and made a part of the official Code of Ordinances of the Town of Palm Beach.

Section 7. 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 [insert day] day of [insert month], [insert year], and for second and final reading this [insert day] day of [insert month], [insert year].

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

THE TOWN OF PALM BEACH
Business Impact Estimate

TITLE OF ORDINANCES:

ORDINANCE NO. 003-2026

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING, SECTION 134-2, DEFINITIONS AND RULES OF CONSTRUCTION; SECTION 134-1608 TO AMEND BASEMENT REGULATIONS TO RECOGNIZE FLOOD VENTS AND OTHER BASEMENT WALL PENETRATIONS; 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 amend the definition section and general regulation section of the zoning code (Chapter 134) regarding basements to acknowledge that basements can be designed and configured with FEMA-required flood vent openings, along with vehicular and pedestrian access, light and mechanical equipment openings and utility openings.

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 in the Town of Palm Beach.

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 comprehensively address the existing conflicts and deficiencies in the zoning regulations for basement regulations, seeing that the outdated zoning code does not match the present-day requirements of the Florida Building Code, FEMA regulations and Chapter 50, Floods.

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: March 4, 2026

To: Town Council

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

From: James Murphy, Assistant Director of Planning, Zoning, & Building

Re: An Ordinance Of The Town Council Of The Town Of Palm Beach, Palm Beach County, Florida, Amending Chapter 134, Zoning, Article VI - District Regulations, Division 4 – R-B Low Density Residential District, Section 134-893, Lot, Yard And Area Requirements – Generally, Subsections (B)(5) Front Yard And (B)(9) Rear Yard, Thereby Adding Criteria For The Granting Of Reduced Front Yard Setbacks In The R-B Low Density Residential District; Providing For Severability; Providing For The Repeal Of Ordinances In Conflict; Providing For Codification; And Providing An Effective Date.
4-2026

Date: 2/18/2026

ATTACHMENTS:
Ordinance No. 004-2026

STRATEGIC PLAN
Strategic Priorities:
Community Culture and Character

Strategic Focus Areas:
Quality of Life
Community Preservation

FUNDING
No Fiscal Impact

ORDINANCE NO. 4-2026

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF PALM BEACH, PALM BEACH COUNTY, FLORIDA, AMENDING CHAPTER 134, ZONING, ARTICLE VI - DISTRICT REGULATIONS, DIVISION 4 – R-B LOW DENSITY RESIDENTIAL DISTRICT, SECTION 134-893, LOT, YARD AND AREA REQUIREMENTS – GENERALLY, SUBSECTIONS (B)(5) FRONT YARD AND (B)(9) REAR YARD, THEREBY ADDING CRITERIA FOR THE GRANTING OF REDUCED FRONT YARD SETBACKS IN THE R-B LOW DENSITY RESIDENTIAL DISTRICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

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

WHEREAS, the Town Council of the Town of Palm Beach, pursuant to the authority granted to it in Chapters 163 and 166, Florida Statutes, is authorized and empowered to consider changes to its land development regulations; and

WHEREAS, as an outgrowth of their ongoing study of the Town's Zoning Code, the Planning, Zoning & Building (PZB) staff presented a number of items 8 through 14 referred to as "Quick Fixes Tranche 2" to the Town Council for consideration at its August 13, 2025, Development Review meeting; and

WHEREAS, the PZB staff recommended, as Quick Fix No. 14, that the Town update the Zoning Code's front and rear yard setback regulations relating to the as a right decrease of the required front yard setback by as much as five feet by increasing the rear yard setback by a corresponding number of feet; and

WHEREAS, Town Council on August 13, 2025, directed PZB staff to address the current front and rear yard setback regulations (Quick Fix No. 14) as an immediate priority; and

WHEREAS, the R-B Low Density Residential District currently freely provides for a reduction of the required front yard without any design criteria or regulation; and

WHEREAS, all the streets in the north end of the R-B Low Density Residential District are not consistent in right-of-way widths or neighborhood character; and

WHEREAS, the Town Council has expressed the need for a more critical review of this zoning allowance; and

WHEREAS, the Planning and Zoning Commission, Landmarks Preservation Commission and Architectural Commission also expressed the need to establish

criteria for this zoning allowance; and

WHEREAS, the Town's Planning and Zoning Commission considered the Quick Fixes Tranche 2 at its meeting of February 3rd, 2026 and recommended adoption of Quick Fix No. 14.

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

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

Section 2. Chapter 134, Zoning; Article VI, District Regulations; Division 4, R-B Low Density Residential District; Section 134-893, Lot, Yard and Area Requirements, Subsections (b)(5) and (b)(9) are amended as follows:

134-893 – Lot, yard and area requirements – Generally.

***

(b)(5) Front yard.

a. The minimum front yard setback for the first story is 25 feet, however the front yard setback may be reduced to a minimum of 2~~5~~0 feet, or portion thereof, provided the required rear yard setback for the first story is increased by the amount of reduction in the front yard, provided the criteria identified in subsection 5(c) below is met.

b. The minimum front yard setback for the second story is 30 feet, however the front yard setback may be reduced to a minimum of 25 feet, or portion thereof, provided the required rear yard setback for the first and second story is increased by the amount of reduction in the front yard, provided the criteria identified in subsection 5(c) below is met.

c. If determined to be compatible with the neighborhood street character, the Architectural Commission or Landmarks Preservation Commission, as applicable, may allow a reduction of the front yard setback as identified in subsections 5(a) and 5(b) above, provided that all of the following criteria are met:

1. The proposed reduction is not greater than 50% of the two-story building width, unless otherwise permitted by ARCOM or LPC; and

2. The forward shift has been demonstrated to not significantly impact the view corridor of the street; and

3. The forward shift is compatible with the neighborhood character of the street because similar front yard alignments already exist on the

block, or would not be visually disruptive to the street, as demonstrated to and determined by ARCOM or LPC; and

4. The required rear yard setback for the first story is increased by the amount of reduction in the front yard.

Based upon its evaluation of the applicable criteria set forth above, ARCOM or the LPC may require that part or all of the proposed forward shift of the building mass on one or both stories be relocated farther from the street. For purposes of demonstrating if the forward shift is compatible with the neighborhood character of the street and will not significantly impact the view corridor of the street, the applicant shall provide diagrams, illustrations, plans and elevations/sections of the proposed front setback reduction shown in relation to the existing built conditions of the block, inclusive of the width of the street and the properties along both sides of the right-of-way. The number of neighboring properties to include in the analysis shall be determined by Town staff.

The requested waiver of the reduction of the front yard setback shall be properly noticed and shall require a separate motion for approval by the Architectural Commission or Landmarks Preservation Commission, as applicable.

(b)(9) Rear yard.

a. The minimum rear yard setback for the first story is ten10 feet except as provided for in subsection 5(a) and 5(c).

b. The minimum rear yard setback for the second story is 15 feet except as provided for in subsection 5(b) and 5(c).

***

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 11th day of February, 2026, and for second and final reading this 4th day of March, 2026.

_____	_____
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: March 4, 2026

To: Town Council

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

From: Michelle Sentmanat, Business Services Supervisor

Re: Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 320 Chilean Ave.

Date: 2/18/2026

ATTACHMENTS

Staff Report
Letter from B & A Design Builders, Inc.
Construction Schedule
Nuisance Mitigation Statement
Copy of Notice to Neighbor
Property Appraiser Details for the Property

STRATEGIC PLAN

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

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

FUNDING

No Fiscal Impact

Waiver of Town Code Section 18-237, For Building Permit Extension at 320 Chilean Ave #1. – Permit B-22-95956.

Staff recommends the Town Council consider the request from Brian Chrzanowski with B & A Design Builders Inc, regarding a permit time extension request to complete the renovation project at 320 Chilean Ave. The letter dated January 30, 2026, explains the need for extension. Request is for Two hundred thirty-one (231) days - with work to be completed by October 31, 2026.

HISTORY:

The property is owned by Colon Hernandez Yazmet & Valentin Herandez and was purchased on February 25, 2021. The permit for renovations was issued on August 16, 2022, and given a duration of 24 months for completion. Original Expiration date August 16, 2024.

THE PROJECT:

Renovation of condo unit. The contractor has submitted a second request for permit extension. The first request was approved by the Town Council at the September 10, 2025, meeting. Expiration date was extended to March 14, 2026. The current letter explains the reason for further delay is due to a new architect with significant revisions to the design concept and floor plan. These changes were essential to better align the project with updated goals and aesthetics. The revised construction schedule shows completion to be by October 31, 2026.

The applicant appears to have complied with the requirements for neighbor notice.

Attachments:

- Letter from B & A Design Builders, Inc.
- Construction Schedule
- Nuisance Mitigation Statement
- Copy of Notice to Neighbor
- Property Appraiser Details for the Property

TOWN OF PALM BEACH

Planning, Zoning and Building

RECEIVED
FEB 12 2026
TOWN OF PALM BEACH
PZB DEPARTMENT

updated Application

THIS IS A REQUEST FOR:

X **BUILDING PERMIT TIME EXTENSION**

____ **WAIVER OF TOWN CODE SECTION 42-199, CONSTRUCTION WORKING HOURS**

Any request for a Building Permit Time Extension OR Waiver of Town Code Section 42-199, Construction Working Hours must be submitted to the Town no later than 30 days PRIOR to permit expiration or period of request. Please send the following items to Director Bergman and Michelle Sentmanat at msentmanat@townofpalmbeach.com and wbergman@townofpalmbeach.com

1. Provide a detailed letter explaining the reasons why a time extension or waiver is being requested.
2. Provide a construction schedule to show completion timeline (CPM, Gantt Chart).
3. Provide a Statement of Nuisance Mitigation measures currently in place on the site.
4. Provide a Statement that first-class mailed notice to neighbors within 300 feet will be provided at least 25 days prior to the meeting at which the extension or waiver is to be considered.
5. Include with the above Statement, a copy of the above notification to neighbors. **NOTE: Must include in the notification letter to neighbors the permit number, site address, current permit expiration date and proposed expiration date. In addition, include the meeting date at which this matter will be considered.** Also, the following statement must be included in the notification: Comments or concerns regarding this request may be emailed to publiccomment@townofpalmbeach.com.
6. Provide a USPS Certificate of Mailing as proof of the mailed notice.
7. Payment – pay all applicable fees by the submittal deadline.

Extension # - 26-00081

Deadlines: See Schedule for submittal deadlines (page 3). Town Council Meeting dates are subject to change. Please visit our website at www.townofpalmbeach.com

- Town Council Development Review Date (Wednesday meeting): 3/4/26
- Deadline for submittal of request/backup must be received by: 2/20/26
  (Deadline is approximately two weeks prior to the Town Council Development Review Meeting).
- Deadline for Notice to Neighbors: 2/20/26
  (Notice to Neighbors must be provided 25 days in advance of TC/DRC Meeting)

Permit #: B-22-95456 Exp. Date: 3/4/26

Job Address: 320 CHILEAN AVE # PALM BEACH

Length of time extension being requested: (in days) 231

Specific request for waiver/working hours being proposed: N/A

Proposed completion date if requested time extension is granted: ~~12/10/26~~ 10/31/26
(Must attach completion schedule)

Per letter mailed to Neighbors. MS

Contact: BRIAN CHRZANOWSKI Phone: 561.722.3591

Email: BRIAN@BADESIGNBUILDERS.COM

VALUATION OF PERMITS TO DATE:
(Original permit value and any permit updates containing valuation to date)

Job Address: 320 CHIVEAN AVE #1

Permit# : B-22-95456 Job Value $ 400,000

Permit# : B-24-02495 Job Value $ 100,000

Permit# : SITE-24-00002 Job Value $ 250,000

Permit# : _____ Job Value $ _____

TOTAL valuation of project $ 750,000

Value of work remaining to complete the project, even if included in valuation above. Include labor, materials and the value of any owner supplied items, etc $ 150,000.00

Time Extension fee due based upon 1% of this amount: $ 1,500.00

Waiver fee due based upon 1% of this amount: $ _____

Technology Fee (2% of permit fee above) $ 30.00

Total Time Extension/Waiver Fee Paid:
(attach a copy of the receipt for payment) $ 1,530.00

OWNERS CERTIFICATION: I certify the information listed above to be true and correct.

Valdis E. Hernandez
OWNER SIGNATURE DATE

CONTRACTOR CERTIFICATION: I certify the information listed above to be true and correct.

2/3/26
CONTRACTOR SIGNATURE DATE

NOTARY TO OWNER

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me

this 30 day of JANUARY

20 26. By VALDIS HERNANDEZ

Who are personally known X OR produced identification (Type of identification) _____
OR Online Notarization _____.

BRIAN CHRZANOWSKI
Printed Name of Notary

Signature of Notary

SEAL:

BRIAN CHRZANOWSKI
MY COMMISSION # HH 509941
EXPIRES: May 18, 2028

NOTARY TO CONTRACTOR

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me

this 3Rd day of February

20 26. By Brian Chrzanowski

Who are personally known _____ OR produced identification (Type of identification) FDL C625-061-80-391
OR Online Notarization _____.

Eveline Joseph
Printed Name of Notary

Signature of Notary

SEAL:

EVELINE JOSEPH
Notary Public - State of Florida
Commission # HH 679946
My Comm. Expires May 27, 2029

B&A Design Builders, Inc.
7130 Pine Tree Ln.
West Palm Beach, FL 33406

January 30th, 2026

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

Re: Request for Building Permit Time Extension
Site: 320 Chilean Ave., Unit 1, Palm Beach, FL 33480
Permit Number: B-22-95956

To Whom It May Concern:

I am writing to respectfully request an extension of time for building permit B-22-95956 issued for the property located at 320 Chilean Avenue, Unit 1, Palm Beach, Florida 33480. While substantial progress has been made on the project, additional time is needed to complete the remaining work in full compliance with all applicable codes and standards.

A new architect, along with significant revisions to the design concept and floor plan, has resulted in delays that have impacted our original construction timeline. These changes were essential to better align the project with updated goals and aesthetic considerations. I am actively collaborating with all parties involved to finalize the revised plans and to ensure that the project moves forward efficiently and responsibly.

I respectfully request an extension of the building permit and want to assure you that every effort will be made to minimize disruption to the surrounding neighborhood throughout the remainder of the construction process. To support this commitment, a formal Statement of Nuisance Mitigation is included with this request, outlining the specific measures being implemented to ensure compliance with Town ordinances and to uphold the quiet enjoyment of nearby residents.

I appreciate your consideration and continued support as we work to complete the project in accordance with Town of Palm Beach standards. Should you require any additional documentation or information, please do not hesitate to contact me.

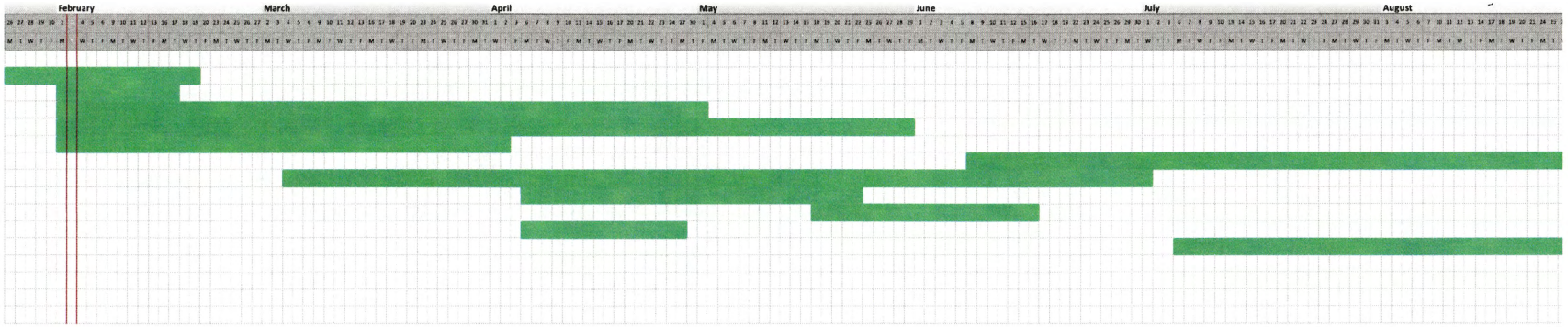
Sincerely,

Brian Chrzanowski, President
B&A Design Builders, Inc.

PROJECT: HERNANDEZ

B&A Building, Inc.
Brian Chrzanowski
Start date: 1/26/26

Milestone description	Category	Progress	Start	Days
Start				
Flooring Installation	On Track	50%	1/26/26	25
Spa & Powder Room Stone	On Track	75%	1/31/26	18
Structural Connection of Units	On Track	20%	2/2/26	90
Interior Millwork	On Track	10%	1/31/26	120
Prep & Prime	On Track	5%	2/2/26	60
Stone & Tile Installation	On Track	0%	6/8/26	100
Cabinet Installation	On Track	0%	3/4/26	120
Countertop Installation	On Track	0%	4/6/26	48
Entry Framing & Drywall	On Track	0%	5/18/26	30
MEP for Structural Connection	On Track	0%	4/5/26	25
Paint	On Track	0%	7/6/26	105
Grading, Pavers, Landscape	On Track	0%	9/2/26	24
Final Clean up/Punchlist	On Track	0%	10/1/26	27
Exterior Cleanup	On Track	0%	10/12/26	18
Final Inspection	Milestone		10/18/26	1



B&A Design Builders, Inc.
7130 Pine Tree Ln.
West Palm Beach, FL 33406

January 30th, 2026

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

Re: Statement of Nuisance Mitigation
Site: 320 Chilean Ave., Unit 1, Palm Beach, FL 33480
Permit Number: B-22-95956

To Whom It May Concern:

This statement is submitted as part of my formal request for an extension of time for the above-referenced building permit. I recognize the importance of maintaining the Town of Palm Beach's high standards for residential quality of life and community appearance, and I am committed to minimizing any potential nuisance or disruption to neighboring properties during the extended construction period.

To mitigate any nuisance caused by ongoing construction activities, the following measures will continue to be implemented:

1. **Work Hours Compliance**
   All construction activities will be conducted strictly within the working hours authorized by Town ordinances. No work will take place outside these hours.
2. **Noise Mitigation**
   All equipment will be properly maintained to operate at minimal noise levels. No amplified sound systems or disruptive activities will be permitted on-site.
3. **Site Cleanliness**
   The site will be kept clean and orderly at all times. Debris will be removed regularly, and dust control measures (such as water spraying or netting) will be implemented as needed to prevent airborne particles from affecting neighboring properties.
4. **Traffic and Parking Management**
   Construction-related vehicles will be parked in designated areas and will not block public roads or driveways. Delivery schedules will be managed to avoid peak traffic times and minimize neighborhood disruption.
5. **Safety and Signage**
   Appropriate safety fencing, barriers, and signage will remain in place to protect the public and construction personnel, and to preserve the appearance of the neighborhood.

6. **Neighbor Communication**
   I will continue to communicate with adjacent property owners and respond promptly to any concerns or feedback they may have regarding construction activities.
7. **Efficient Project Management**
   I have coordinated with contractors to finalize a revised construction timeline that prioritizes swift, uninterrupted progress and project completion within the shortest feasible timeframe.

I request that the Town consider this statement as evidence of my commitment to minimizing construction-related nuisances and completing the project in accordance with all applicable regulations.

Sincerely,

Brian Chrzanowski, President
B&A Design Builders, Inc.

B&A Design Builders, Inc.
7130 Pine Tree Ln.
West Palm Beach, FL 33406

January 30th, 2026

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

Re: Statement of Mailed Notifications to Adjacent Property Owners
Site: 320 Chilean Ave., Unit 1, Palm Beach, FL 33480
Permit Number: B-22-95956

I hereby affirm that notices will be sent via First Class Mail to all property owners within 300 feet of the construction site located at 320 Chilean Avenue, Unit 1, Palm Beach, Florida 33480.

These notices will inform recipients of my request for an extension of time relating to the above-referenced building permit and will be mailed no less than 25 days prior to the meeting at which my request is scheduled to be considered by the Town of Palm Beach.

This statement is submitted in accordance with Town ordinances and the requirements set forth by Town of Palm Beach Planning, Zoning, and Building for building permit time extension requests.

Respectfully,

Brian Chrzanowski, President
B&A Design Builders, Inc.

B&A Design Builders, Inc.
7130 Pine Tree Ln.
West Palm Beach, FL 33406

January 30th, 2026

Re: Site: 320 Chilean Ave., Unit 1, Palm Beach, FL 33480
Permit Number: B-22-95956
Current Permit Expiration date: 3/14/26
Proposed New Expiration date: 10/31/26

Dear Neighbor,

This is to notify you that a request has been made to the Planning, Zoning, and Building Department to be placed on the agenda for the next available Town Council meeting for consideration of a time extension request of seven and a half (7 1/2) months, through October 31, 2026. The request is scheduled to be heard at the Town Council Development Review Meeting on March 4, 2026, though this date is subject to change. Please check the Town of Palm Beach website for the most current meeting schedule. Should you have questions or concerns regarding this project, please contact us by email at office@babuildinginc.com. Comments or concerns regarding this request may be made to the Town of Palm Beach Planning, Zoning, and Building Department at 360 South County Road, Palm Beach or by email to publiccomment@townofpalmbeach.com.

Sincerely,

Brian Chrzanowski, President
B&A Design Builders, Inc.

Property Detail

Location Address : 320 CHILEAN AVE 0010
Municipality : PALM BEACH
Parcel Control Number : 50-43-43-27-38-000-0010
Subdivision : THREE TWENTY CHILEAN COND
Official Records Book/Page : 32235 / 707
Sale Date : 02/25/2021
Legal Description : THREE TWENTY CHILEAN COND UNITS 1 THRU 4

Owner Information

Owner(s)	Mailing Address
COLON HERNANDEZ YAZMET HERNANDEZ VALENTIN &	320 CHILEAN AVE APT 4 PALM BEACH FL 33480 4647

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
02/25/2021	$995,000	32235 / 00707	WARRANTY DEED	HERNANDEZ VALENTIN &
03/13/2015	$750,000	27407 / 00569	WARRANTY DEED	JEFFERY ANN F
03/13/2015	$10	27407 / 00566	WARRANTY DEED	THOMAS BYRON B
04/13/2011	$615,000	24518 / 01661	WARRANTY DEED	THOMAS BYRON B &
11/08/2004	$695,000	17770 / 00272	WARRANTY DEED	LONGENBACH BRUCE R &
04/30/2003	$455,000	15220 / 00841	WARRANTY DEED	TALTY BERNARD J
02/12/2003	$350,000	14988 / 01760	WARRANTY DEED	TOMAS INC
03/04/1998	$100	10353 / 00182	LIFE ESTATE	THOMPSON SHIRLEY
01/01/1995	$132,000	08604 / 00824	WARRANTY DEED	
11/01/1991	$100	07013 / 01011	QUIT CLAIM	
11/01/1991	$100	07013 / 01009		

Exemption Information

Applicant/Owner(s)	Year	Detail
HERNANDEZ VALENTIN &	2026	HOMESTEAD
HERNANDEZ VALENTIN &	2026	ADDITIONAL HOMESTEAD
COLON HERNANDEZ YAZMET	2026	HOMESTEAD
COLON HERNANDEZ YAZMET	2026	ADDITIONAL HOMESTEAD

Property Information

Number of Units : 1
***Total Square Feet :** 4898
Acres :
Property Use Code : 0400—CONDOMINIUM
Zoning : R-C—MEDIUM DENSITY RESIDENTIAL (50-PALM BEACH)

Building Details

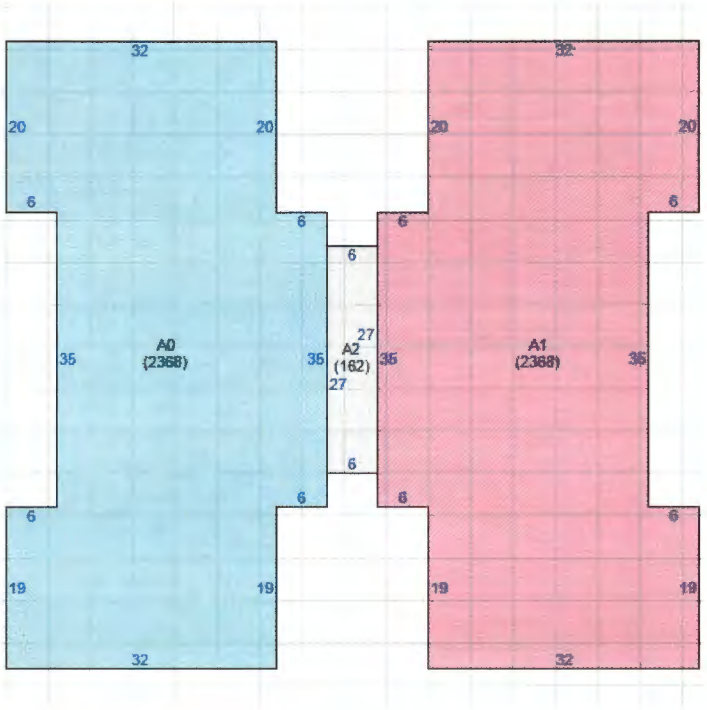
Structural Details

Structural Element for Building 1

Name	THREE TWENTY CHILEAN CONDO ***

Sketch for Building 1

Area	4898
Year Built	1964
No of Bedroom(s)	2
No of Bath(s)	3
No of Half Bath(s)	2
Exterior Wall 1	MSY: CB STUCCO
Air Condition DESC	HTG & AC
Heat Type	FORCED AIR DUCT
Roof Structure	WOOD TRUSS
Roof Cover	ROLLED COMPOSITION
Interior Wall 1	DRYWALL
Floor Type 1	CARPETING
Floor Type 2	CERAMIC/QUARRY TILE
Stories	1



Subarea and Square Footage for Building 1

Code Description	square Footage
BAS Base Area	2368
BAS Base Area	2368
BAS Base Area	162
Total Square Footage	4898
Area Under Air	4898

Property Extra Feature

Description	Year Built	Units
No Extra Feature Available		

Property Land Details

Land Line #	Description	Zoning	Acres
No Land Details Available			

Appraisals

Tax Year	2025	2024	2023	2022	2021
Improvement Value	$3,500,000	$3,500,000	$1,300,000	$918,000	$695,000
Land Value	$0	$0	$0	$0	$0
Total Market Value	$3,500,000	$3,500,000	$1,300,000	$918,000	$695,000

Assessed and Taxable Values

Tax Year	2025	2024	2023	2022	2021
Assessed Value	$926,100	$2,010,780	$1,009,800	$918,000	$598,260
Exemption Amount	$50,722	$50,000	$0	$0	$50,000
Taxable Value	$875,378	$1,960,780	$1,009,800	$918,000	$548,260

Taxes

Tax Year	2025	2024	2023	2022	2021

AD VALOREM	$13,179	$38,718	$17,034	$14,225	$9,067
NON AD VALOREM	$1,132	$1,125	$334	$331	$352
TOTAL TAX	$14,311	$39,844	$17,368	$14,556	$9,420

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 134 Seabreeze Ave.

Date: 2/23/2026

ATTACHMENTS

Staff Report
Additional Documentation

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Mobility and Transportation

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

FUNDING

No Fiscal Impact

Waiver of Town Code Section 18-237, For Building Permit Extension at 134 Seabreeze Ave – Permit B-24-02433.

Staff recommends the Town Council consider the request from John Rogers with Rogers General Contracting Corp, regarding a permit time extension request to complete the renovation project at 134 Seabreeze Ave. The letter dated February 19, 2026, explains the need for extension. Request is for three hundred sixty-five (365) days - with work to be completed by March 5, 2027.

HISTORY:

The property is owned by Damion and Sherriann Carufe and was purchased on February 22, 2021. The permit for renovations was issued on February 08, 2024, and given a duration of 24 months for completion. Original Expiration date February 8, 2024. Contractor received a courtesy thirty-day extension to comply with requirements for permit extension request.

THE PROJECT:

Residential Alterations. The contractor has submitted a request for permit extension. The letter explains in detail the reason for further delay which in part is due to an increased scope of work and owner-directed changes that have significantly impacted the project timeline. The revised construction schedule shows completion to be by March 5, 2027.

The applicant appears to have complied with the requirements for neighbor notice.

Attachments:

- Letter from Rogers General Contracting Corp
- Construction Schedule
- Nuisance Mitigation Statement
- Copy of Notice to Neighbor
- Property Appraiser Details for the Property

RECEIVED

TOWN OF PALM BEACH

FEB 20 2026

Planning, Zoning and Building

TOWN OF PALM BEACH
PZB DEPARTMENT

Ext permit -26-00082

THIS IS A REQUEST FOR:

_X_ **BUILDING PERMIT TIME EXTENSION**

_____ **WAIVER OF TOWN CODE SECTION 42-199, CONSTRUCTION WORKING HOURS**

Any request for a Building Permit Time Extension OR Waiver of Town Code Section 42-199, Construction Working Hours must be submitted to the Town no later than 30 days PRIOR to permit expiration or period of request. Please send the following items to Director Bergman and Michelle Sentmanat at msentmanat@townofpalmbeach.com and wbergman@townofpalmbeach.com

1. Provide a detailed letter explaining the reasons why a time extension or waiver is being requested.
2. Provide a construction schedule to show completion timeline (CPM, Gantt Chart).
3. Provide a Statement of Nuisance Mitigation measures currently in place on the site.
4. Provide a Statement that first-class mailed notice to neighbors within 300 feet will be provided at least 25 days prior to the meeting at which the extension or waiver is to be considered.
5. Include with the above Statement, a copy of the above notification to neighbors. **NOTE: Must include in the notification letter to neighbors the permit number, site address, current permit expiration date and proposed expiration date. In addition, include the meeting date at which this matter will be considered.** Also, the following statement must be included in the notification: Comments or concerns regarding this request may be emailed to publiccomment@townofpalmbeach.com.
6. Provide a USPS Certificate of Mailing as proof of the mailed notice.
7. Payment – pay all applicable fees by the submittal deadline.

Deadlines: See Schedule for submittal deadlines (page 3). Town Council Meeting dates are subject to change. Please visit our website at www.townofpalmbeach.com

- Town Council Development Review Date (Wednesday meeting): 03/4/2026
- Deadline for submittal of request/backup must be received by: 02/28/2026
  (Deadline is approximately two weeks prior to the Town Council Development Review Meeting).
- Deadline for Notice to Neighbors: 02/20/2026
  (Notice to Neighbors must be provided 25 days in advance of TC/DRC Meeting)

Permit #: B-24-02433 Exp. Date: 03/5/2026

Job Address: 134 Seabreeze Avenue

Length of time extension being requested: (in days) 365

Specific request for waiver/working hours being proposed: _____

Proposed completion date if requested time extension is granted: 3/5/2027
(Must attach completion schedule)

Contact: Chuck Parsons Phone: 561-529-0588

Email: cparsons@rogersgc.com

VALUATION OF PERMITS TO DATE:
(Original permit value and any permit updates containing valuation to date)

Job Address: 134 Seabreeze Avenue

Permit# : B-24-02433	Job Value	$ 45,000.00
Permit# : SITE-24-00159	Job Value	$ 350,000.00
Permit# : REV-24-00670	Job Value	$ 400,000.00
Permit# : REV-25-XXXX	Job Value	$ 200,000.00
TOTAL valuation of project		$ 995,000.00

Value of work remaining to complete the project, even if included in valuation above. Include labor, materials and the value of any owner supplied items, etc $ 227,000

Time Extension fee due based upon 1% of this amount:	$ 2,270.00
Waiver fee due based upon 1% of this amount:	$ ~~22.70~~
Technology Fee (2% of permit fee above)	$ 45.40
Total Time Extension/Waiver Fee Paid: (attach a copy of the receipt for payment)	$ 2315.00

OWNERS CERTIFICATION: I certify the information listed above to be true and correct.

OWNER SIGNATURE 2/19/26 DATE

CONTRACTOR CERTIFICATION: I certify the information listed above to be true and correct.

CONTRACTOR SIGNATURE 2/17/26 DATE

NOTARY TO OWNER

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me

this 19th day of Feb.

2026, By Damion Carufe

Who are personally known X OR produced identification (Type of identification)_____
OR Online Notarization_____.

Michael Frederico
Printed Name of Notary

Signature of Notary

SEAL:

NOTARY PUBLIC Expires 4/13/2026 Michael Frederico My Commission HH 252744 STATE OF FLORIDA

NOTARY TO CONTRACTOR

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me

this 19th day of Feb.

2026, By John Rogers

Who are personally known X OR produced identification (Type of identification) _____
OR Online Notarization_____.

Michael Frederico
Printed Name of Notary

Signature of Notary

SEAL:

NOTARY PUBLIC Expires 4/13/2026 Michael Frederico My Commission HH 252744 STATE OF FLORIDA

ROGERS

02/19/26

Town of Palm Beach
Planning, Zoning and Building
360 South County Road
Palm Beach, Florida 33480

RE: Carufe Residence
134 Seabreeze Ave

To Whom it may concern,

We respectfully request 12 month extension on Permit B-24-02433 due to an increased scope of work and Owner-directed changes that have significantly impacted the project timeline.

At our preconstruction meeting, it was established that this would be a 10–12-month project focused on remodeling three bathrooms. However, shortly after commencement, the Owners engaged Fairfax & Sammons to implement minor Landmark-related changes and additions. Subsequently, Nievera Williams Design was brought on board to develop comprehensive plans for the exterior hardscape, pool, and landscape.

Following the approval of Landmark items and the project's restart, Rogers uncovered several structural deficiencies, including extensive water and termite damage. This necessitated complete interior reframing and the reattachment of existing stucco to the new structure. Portions of the house required substantial shoring to facilitate new wall and roof connections. Additionally, most windows and doors are being replaced due to damage, and the Owners opted to replace the roofing, which involved a lengthy selection process to preserve the historic integrity of the home.

Further delays have resulted from:

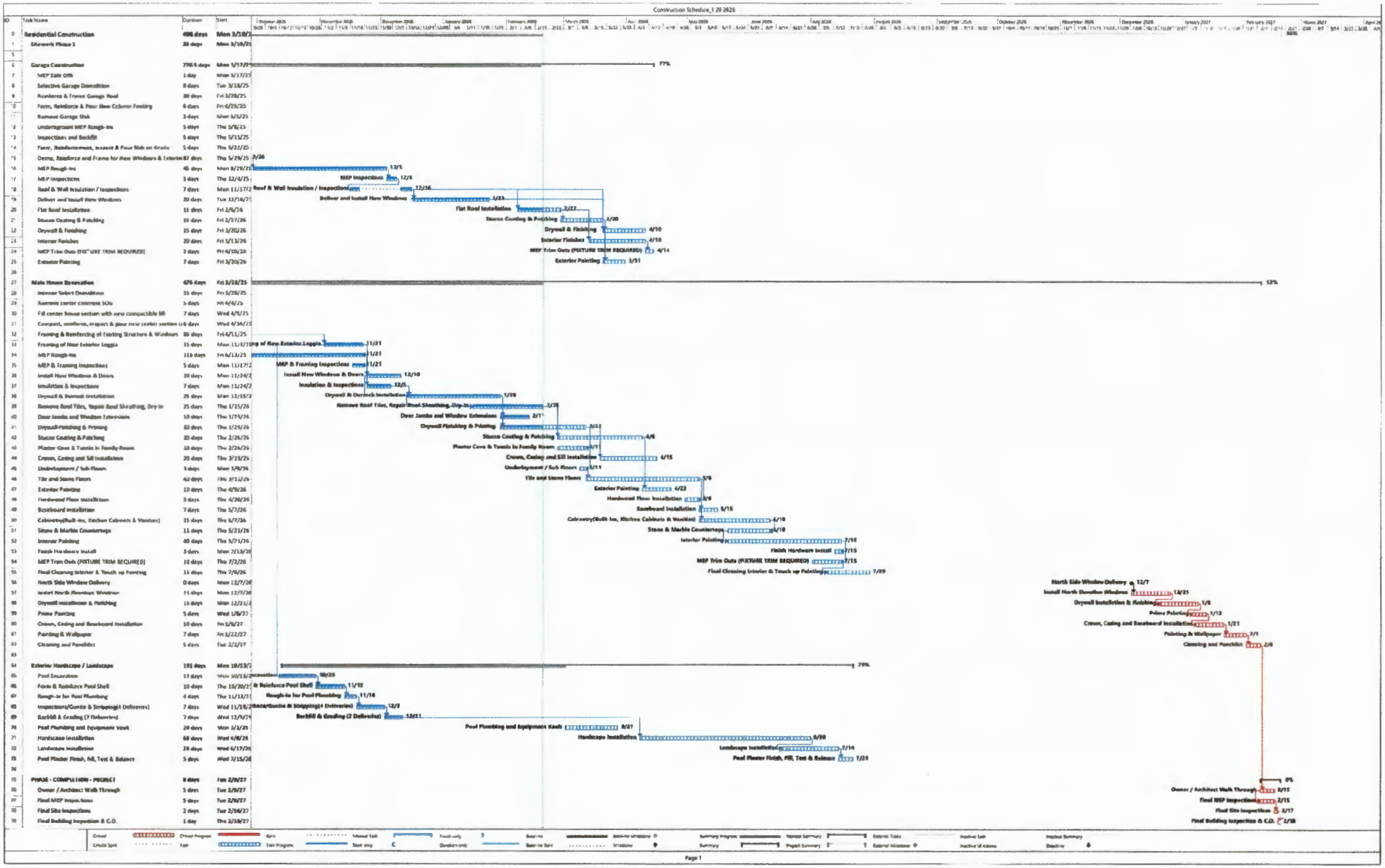
- Structural engineering reviews of unforeseen conditions
- Owner-initiated design changes
- Addition of a new pool to the scope
- Extended lead times for custom windows from Oliveri (Approximately 6 months)
- Removal and replacement of deteriorating site walls
- Landmark and staff approval processes with the architects

We are currently operating at full capacity and have implemented carpooling measures to minimize parking impacts at the job site. We sincerely appreciate your consideration of this extension request and remain committed to completing the project with the highest standards of quality and compliance.

Thank you for your time and understanding.

Respectfully
John S. Rogers
President

ROGERS GENERAL CONTRACTING CORP
2475 MERCER AVE, SUITE 301, WEST PALM BEACH, FLORIDA 33401 / ROGERSGC.COM / 561 475 5870
CGC1511407


Construction Schedule_1 20 2026
Residential Construction 498 days Mon 3/16/26
Sitework Phase 1 28 days Mon 3/16/26
Garage Construction 298.5 days Mon 3/17/25
MEP Sale Offs 1 day Mon 3/17/25
Selective Garage Demolition 8 days Tue 3/18/25
Reinforce & Frame Garage Roof 30 days Fri 3/28/25
Form, Reinforce & Pour New Column Footing 6 days Fri 4/25/25
Remove Garage Slab 3 days Mon 5/5/25
Underground MEP Rough-ins 5 days Thu 5/8/25
Inspections and Backfill 5 days Thu 5/15/25
Form, Reinforcement, Insect & Pour Slab on Grade 5 days Thu 5/22/25
Demo, Reinforce and Frame for New Windows & Exterior 87 days Thu 5/29/25
MEP Rough-ins 45 days Mon 8/29/25
MEP Inspections 3 days Thu 12/4/25
Roof & Wall Insulation / Inspections 7 days Mon 11/17/25
Deliver and Install New Windows 20 days Tue 12/16/25
Flat Roof Installation 15 days Fri 2/6/26
Stucco Coating & Patching 15 days Fri 2/27/26
Drywall & Finishing 15 days Fri 3/20/26
Interior Finishes 20 days Fri 3/13/26
MEP Trim Outs (FIXTURE TRIM REQUIRED) 3 days Fri 4/10/26
Exterior Painting 7 days Fri 3/20/26
Main House Renovation 476 days Fri 3/28/25
Interior Select Demolition 15 days Fri 3/28/25
Remove center concrete slab 5 days Fri 4/4/25
Fill center house section with new compactible fill 7 days Wed 4/9/25
Compact, reinforce, inspect & pour new center section slab 6 days Wed 4/16/25
Framing & Reinforcing of Existing Structure & Windows 86 days Fri 4/11/25
Framing of New Exterior Loggia 15 days Mon 11/17/25
MEP Rough-ins 116 days Fri 6/13/25
MEP & Framing Inspections 5 days Mon 11/17/25
Install New Windows & Doors 10 days Mon 11/24/25
Insulation & Inspections 7 days Mon 12/15/25
Drywall & Durrock Installation 25 days Mon 12/15/25
Remove Roof Tiles, Repair Roof Sheathing, Dry-in 25 days Thu 1/15/26
Door Jambs and Window Extensions 10 days Thu 1/29/26
Drywall Finishing & Priming 20 days Thu 1/15/26
Stucco Coating & Patching 20 days Thu 2/26/26
Plaster Cove & Tennis in Family Room 10 days Thu 2/26/26
Crown, Casing and Sill Installation 20 days Thu 3/19/26
Underlayment / Sub Floors 5 days Mon 3/30/26
Tile and Stone Floors 40 days Thu 3/12/26
Exterior Painting 10 days Thu 4/9/26
Hardwood Floor Installation 5 days Thu 4/30/26
Baseboard Installation 7 days Thu 5/7/26
Cabinetry(Built-ins, Kitchen Cabinets & Vanities) 25 days Thu 5/7/26
Stone & Marble Countertops 15 days Thu 5/21/26
Interior Painting 40 days Thu 5/7/26
Finish Hardware Install 3 days Mon 7/13/26
MEP Trim Outs (FIXTURE TRIM REQUIRED) 10 days Thu 7/2/26
Final Cleaning Interior & Touch up Painting 15 days Thu 7/9/26
North Side Window Delivery 0 days Mon 12/7/26
Install North Elevation Windows 14 days Mon 12/7/26
Drywall Installation & Finishing 15 days Mon 12/21/26
Prime Painting 5 days Wed 1/6/27
Crown, Casing and Baseboard Installation 10 days Fri 1/8/27
Painting & Wallpaper 7 days Fri 1/22/27
Cleaning and Punchlist 5 days Tue 2/2/27
Exterior Hardscape / Landscape 191 days Mon 10/13/25
Pool Excavation 13 days Mon 10/13/25
Form & Reinforce Pool Shell 10 days Thu 10/30/25
Rough-in for Pool Plumbing 4 days Thu 11/13/25
Inspections/Gunite & Stripping(4 Deliveries) 7 days Wed 11/19/25
Backfill & Grading (2 Deliveries) 7 days Wed 12/4/25
Pool Plumbing and Equipment Vault 20 days Mon 3/1/26
Hardscape Installation 60 days Wed 6/3/26
Landscape Installation 20 days Wed 6/17/26
Pool Plaster Finish, Fill, Test & Balance 5 days Wed 7/15/26
PHASE - COMPLETION - PROJECT 0 days Tue 2/9/27
Owner / Architect Walk Through 5 days Tue 2/9/27
Final MEP Inspections 5 days Tue 2/9/27
Final Site Inspections 2 days Tue 2/16/27
Final Building Inspection & C.O. 1 day Thu 2/18/27
Page 1

ROGERS

Februrary 19, 2026

Town of Palm Beach
Planning, Zoning and Building
360 South County Road
Palm Beach, Florida 33480

RE: Carufe Residence
134 Seabreeze Ave

To Whom it may concern,

We are respectfully requesting a 12 nonth extension on Permit B-24-02433 due to the extensive scope of the remodel. Throughout the duration of this project, we have implemented and maintained comprehensive construction mitigation measures to minimize any potential impact on neighboring properties and the surrounding community.

The following steps have been taken to ensure the project remains considerate and compliant:

- Installed a gated chain-link fence with a green privacy screen along the entire property line, as per permitted drawings, and maintained it in optimal condition to ensure a presentable jobsite.
- Conducted daily and weekly cleaning of both the exterior and interior of the residence to promote clean and safe working conditions.
- Ensured all construction vehicles are parked within the property boundaries to avoid traffic interruptions on Seabreeze Avenue and to comply with Town of Palm Beach requirements.
- Secured parking permits and maintained on-site parking attendants at all times.
- Kept erosion control measures updated weekly to prevent soil erosion from affecting neighboring properties.
- Provided transportation shuttles for workers to minimize parking demand and reduce neighborhood congestion.

We remain committed to maintaining a respectful and well-managed construction site and appreciate your consideration of this extension request.

Respectfully,

John S. Rogers
President

ROGERS GENERAL CONTRACTING CORP
2475 MERCER AVE, SUITE 301, WEST PALM BEACH, FLORIDA 33401 / ROGERSGC.COM / 561 475 5870
CGC1511407

ROGERS

February 19, 2026

To: Neighbors of 134 Seabreeze Avenue

Re: 134 Seabreeze Ave, Palm Beach
Residence Permit #B-24-02433

To Whom It May Concern,

We are the general contractor overseeing the construction of the residence located at **134 Seabreeze Avenue**. Through this correspondence, we would like to formally notify you of our intent to submit requests to the **Town of Palm Beach** for an extension of the remodel and site work timeline through **March 5, 2027**. These permit extension requests are scheduled to be presented to the **Town Council on March 4, 2026**.

Our anticipated **substantial completion date is November 2026**, with additional time allocated for final inspections and the processing of all necessary documentation to close out the building permits.

We remain committed to minimizing disruption and protecting neighboring properties throughout the duration of this project. To that end, we have implemented the following measures:

- A tall construction fence has been installed along the sides of the property to screen construction activity.
- A silt fence surrounds the property perimeter to mitigate water runoff and soil erosion.
- A **full-time superintendent** is on site to oversee daily operations.
- A **full-time traffic attendant** is present to manage vehicle flow, parking, and deliveries.

Our goal is to ensure a smooth and respectful construction process for all nearby residents. We will continue to keep you informed and accommodate any reasonable requests to the best of our ability.

If you have any questions or concerns, please feel free to contact us:

Project Manager – Chuck Parsons
Phone: (561) 529-0588
Email: cparsons@rogersgc.com

Office – Rogers General Contracting
Phone: (561) 475-5870

We appreciate your continued understanding and cooperation throughout this process.

Respectfully,
John S. Rogers
President
Rogers General Contracting

Property Detail

Location Address : 134 SEABREEZE AVE
Municipality : PALM BEACH
Parcel Control Number : 50-43-43-22-06-000-2011
Subdivision : POINCIANA PARK IN
Official Records Book/Page : 32221 / 1743
Sale Date : 02/22/2021
Legal Description : POINCIANA PARK E 1/2 OF LT 201 & LTS 203 & 205

Owner Information

Owner(s)	Mailing Address
CARUFE DAMION P & CARUFE SHERRIANN	134 SEABREEZE AVE PALM BEACH FL 33480 6127

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
02/22/2021	$10	32221 / 01743	WARRANTY DEED	CARUFE DAMION P &
12/17/2002	$10	14649 / 00016	WARRANTY DEED	CARUFE SHERRY
05/19/2000	$2,050,000	11803 / 00939	WARRANTY DEED	CARUFE DAMION &
05/15/1998	$957,500	10405 / 01541	WARRANTY DEED	FRANK WILLIAM CHARLES & CHARLOTTE BURKE
06/21/1990	$0	06504 / 01137	QUIT CLAIM	
06/01/1990	$100	06504 / 01139	QUIT CLAIM	
06/01/1990	$100	06504 / 01138	QUIT CLAIM	
06/01/1990	$527,000	06504 / 01135	REP DEED	

Exemption Information

Applicant/Owner(s)	Year	Detail
CARUFE SHERRIANN	2026	ADDITIONAL HOMESTEAD
CARUFE SHERRIANN	2026	HOMESTEAD

Property Information

Number of Units : 1
***Total Square Feet :** 5137
Acres : .18
Property Use Code : 0100—SINGLE FAMILY
Zoning : R-B—LOW DENSITY RESIDENTIAL (50-PALM BEACH)

Building Details

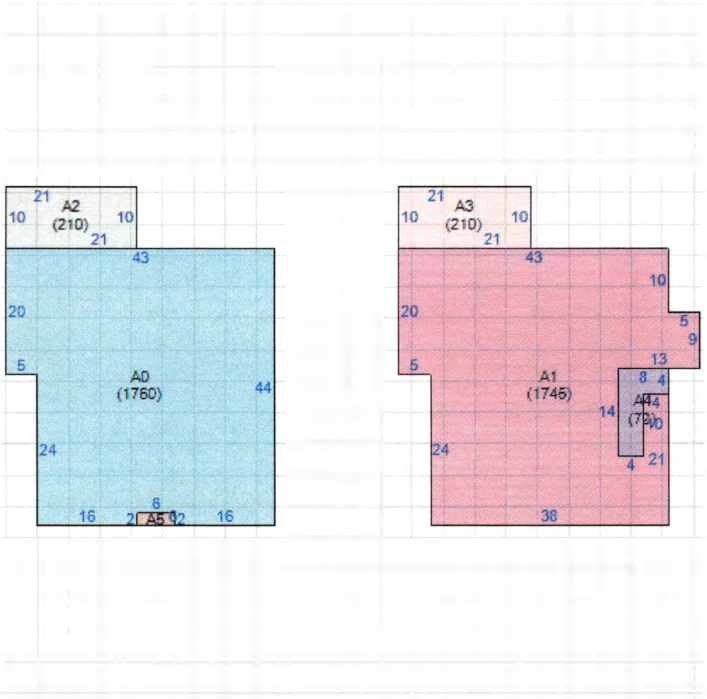
Structural Details

Structural Element for Building 1

Bldg Type	EXC-LUX.RES
Exterior Wall 1	WSF: STUCCO
Year Built	1925
Air Condition Desc.	HTG & AC
Heat Type	FORCED AIR DUCT
Heat Fuel	ELECTRIC

Sketch for Building 1

Bed Rooms	4
Full Baths	4
Half Baths	1
Exterior Wall 2	NONE
Roof Structure	GABLE/HIP
Roof Cover	CLAY/BERMUDA TILE
Interior Wall 1	PLASTER
Interior Wall 2	N/A
Floor Type 1	CERAMIC/QUARRY TILE
Floor Type 2	N/A
Stories	2



Subarea and Square Footage for Building 1

Code Description	square Footage
FOP Finished Open Porch	210
FOP Finished Open Porch	12
NVA No Value Area	72
FUS Finished Upper Story	1745
UOP Unfinished Open Porch	210
BAS Base Area	1760
Total Square Footage	4009
Area Under Air	3505

Property Extra Feature

Description	Year Built	Units
Wall	1925	1232
Elevator	1925	1

Property Land Details

Land Line #	Description	Zoning	Acres
1	SFR	R-B	0.1758

Appraisals

Tax Year	2025	2024	2023	2022	2021
Improvement Value	$1,040,664	$1,143,545	$2,709,482	$3,173,394	$1,984,865
Land Value	$5,129,520	$4,785,000	$3,355,074	$5,177,071	$3,624,403
Total Market Value	$6,170,184	$5,928,545	$6,064,556	$8,350,465	$5,609,268

Assessed and Taxable Values

Tax Year	2025	2024	2023	2022	2021
Assessed Value	$2,960,805	$2,877,362	$2,793,555	$4,599,763	$4,465,789
Exemption Amount	$50,722	$50,000	$50,000	$50,000	$50,000
Taxable Value	$2,910,083	$2,827,362	$2,743,555	$4,549,763	$4,415,789

Taxes

Tax Year	2025	2024	2023	2022	2021
AD VALOREM	$43,433	$42,202	$41,349	$70,662	$71,819
NON AD VALOREM	$1,908	$1,885	$1,737	$2,013	$1,863
TOTAL TAX	$45,340	$44,087	$43,086	$72,675	$73,681

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcpao.gov

TOWN OF PALM BEACH

Information for Town Council Meeting on: March 4, 2026

To: Town Council

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

From: Planning, Zoning & Building Staff

Re: Request for Waiver of Town Code Section 18-237, For Building Permit Extension at 218 Barton Ave.

Date: 2/23/2026

ATTACHMENTS

Staff Report
Additional Documentation

STRATEGIC PLAN

Strategic Priorities:
Community Culture and Character, Mobility and Transportation

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

FUNDING

No Fiscal Impact

Waiver of Town Code Section 18-237, For Building Permit Extension at 218 Barton Ave – Permit B-23-01419.

Staff recommends the Town Council consider the request from Alex Ferrigno with Foster Banyan Building and Development LLC, regarding a permit time extension request to complete the renovation project at 218 Barton Ave. The letter dated February 04, 2026, explains the need for extension. Request is for one hundred seventy-seven (177) days - with work to be completed by June 1, 2026.

HISTORY:

The property is owned by Daniel and Natalie Lazarek and was purchased on March 11, 2015. The permit for renovations was issued on October 26, 2026, to CFR Coastal Enterprises. Original contractor was given a duration of 20 months for completion. Original Expiration date June 26, 2025. Currently, owner has decided to change contractors to Foster Banyan Building and Development LLC.

THE PROJECT:

Residential Alteration with addition. The new contractor has submitted a request for permit extension. The letter explains the reason for extension is to remediate excessive mold on site and additional time to complete work from original contractor. The revised construction schedule shows completion to be by June 1, 2026.

The applicant appears to have complied with the requirements for neighbor notice.

Attachments:

- Letter from Foster Banyan Building and Development LLC
- Construction Schedule
- Nuisance Mitigation Statement
- Copy of Notice to Neighbor
- Property Appraiser Details for the Property

RECEIVED
FEB 20 2026
TOWN OF PALM BEACH
PZB DEPARTMENT

TOWN OF PALM BEACH

Planning, Zoning and Building

THIS IS A REQUEST FOR:

✓ **BUILDING PERMIT TIME EXTENSION**

____ **WAIVER OF TOWN CODE SECTION 42-199, CONSTRUCTION WORKING HOURS**

Any request for a Building Permit Time Extension OR Waiver of Town Code Section 42-199, Construction Working Hours must be submitted to the Town no later than 30 days PRIOR to permit expiration or period of request. Please send the following items to Michelle Sentmanat at msentmanat@townofpalmbeach.com .

1. Provide a detailed letter explaining the reasons why a time extension or waiver is being requested.
2. Provide a construction schedule to show completion timeline (CPM, Gantt Chart).
3. Provide a Statement of Nuisance Mitigation measures currently in place on the site.
4. Provide a Statement that first-class mailed notice to neighbors within 300 feet will be provided at least 25 days prior to the meeting at which the extension or waiver is to be considered.
5. Include with the above Statement, a copy of the above notification to neighbors. **NOTE: Must include in the notification letter to neighbors the permit number, site address, current permit expiration date and proposed expiration date. In addition, include the meeting date at which this matter will be considered.** *Also, the following statement must be included in the notification:* Comments or concerns regarding this request may be made on the Town website here.
6. Provide a USPS Certificate of Mailing as proof of the mailed notice.
7. Payment – pay all applicable fees by the submittal deadline. Fees are NON-REFUNDABLE.

Deadlines: See Schedule for submittal deadlines (page 3). Town Council Meeting dates are subject to change. Please visit our website at www.townofpalmbeach.com

- Town Council Development Review Date (Wednesday meeting): 3/4/2026
- Deadline for submittal of request/backup must be received by: 2/20/2026
  (Deadline is approximately two weeks prior to the Town Council Development Review Meeting).
- Deadline for Notice to Neighbors: 2/7/2026
  (Notice to Neighbors must be provided 25 days in advance of TC/DRC Meeting)

Permit #: B-23-01419 Exp. Date: ~~5/7/2026~~ 6/26/2025

Job Address: 218 Barton Avenue

Length of time extension being requested: (in days) 177 days

Specific request for waiver/working hours being proposed: N/A

Proposed completion date if requested time extension is granted: 6/1/2026
(Must attach completion schedule)

Contact: K. Edward Naugle Phone: 561-427-9144

Email: eddie@fosterbanyan.com

VALUATION OF PERMITS TO DATE:
(Original permit value and any permit updates containing valuation to date)

Job Address: 218 Barton Avenue

Permit# : B-23-01419 Job Value $ ~~243,600~~ 256,700. original submitted by CFR.

Permit# : _____ Job Value $ _____

Permit# : _____ Job Value $ _____

Permit# : _____ Job Value $ _____

TOTAL valuation of project $ _____

Value of remaining work to complete the project, even if included in valuation above. Include labor, materials and the value of any owner supplied items, etc. $ 243,600

Time Extension fee due based upon 1% of this amount: $ 2436.—

Waiver fee due based upon 1% of this amount: $ _____

Technology Fee (2% of permit fee above) $ 48.72

Total Time Extension/Waiver Fee Paid:
(attach a copy of the receipt for payment)
Fees paid are non-refundable $ 2484.72

OWNERS CERTIFICATION: I certify the information listed above to be true and correct.

Daniel Lazarek 02/19/2026
OWNER SIGNATURE DATE

NOTARY TO OWNER

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me this 19th day of Febrvary 2026, By Daniel Lazarek

Who are personally known ✓ OR produced identification (Type of identification)_____
OR Online Notarization_____.

Alexandra Ferrigno
Printed Name of Notary

Alexandra Ferrigno
Signature of Notary

SEAL:

Notary Public State of Florida
Alexandra Ferrigno
My Commission HH 418049
Expires 7/6/2027

CONTRACTOR CERTIFICATION: I certify the information listed above to be true and correct.

2/19/26
CONTRACTOR SIGNATURE DATE

NOTARY TO CONTRACTOR

STATE OF
COUNTY OF

Sworn to (or affirmed) and subscribed before me this 19th day of February 2026, By Karl Edward Naugle

Who are personally known ✓ OR produced identification (Type of identification) _____
OR Online Notarization_____.

Alexandra Ferrigno
Printed Name of Notary

Alexandra Ferrigno
Signature of Notary

SEAL:

Notary Public State of Florida
Alexandra Ferrigno
My Commission HH 418049
Expires 7/6/2027

Date: 02/04/2026

Permit Extension Request: Reasoning Statement

Project Location: **218 Barton Avenue**

Permit No.: B-23-01419

To Whom it May Concern—

We are kindly requesting a permit extension for the above permit, currently expired as of June 6, 2025. We are remediating excessive mold on site and will need time to complete this work. Our request for extension is to maintain good standing with the Town of Palm Beach while this necessary work is being completed.

Thank you for your time and consideration,

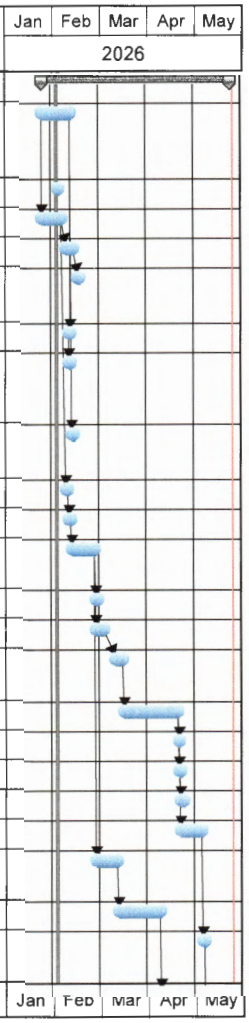
Alex Ferrigno
Project Coordinator
Foster Banyan Building and Development LLC

FOSTER BANYAN
BUILDING & DEVELOPMENT

CONSTRUCTION SCHEDULE

LAZAREK RESIDENCE
218 Barton Ave, Palm Beach

	Activity Name	Duration (Days)	Notes	Start Date	Attendees	Finish Date
1	**LAZAREK RESIDENCE**	**86.00**		**1/26/26**		**5/25/26**
2	MEP Rough In	14.00	Elec complete 2/5; AC 2/12; Plumbing 2/12 PH 1; Icynene above main plenum	1/26/26	DG Electrical, PG Plumbing, Conner's Cold Air	2/12/26
3	ORDER Interior Doors (4), crown, base,	1.00		2/5/26	FB/Seaview	2/5/26
4	All Dry Remediation MAIN	10.00		1/26/26	All Dry	2/6/26
5	All Dry Remediation GUEST	5.00		2/9/26	All Dry	2/13/26
6	Water Test Walls/Windows and Doors	2.00	Results will determine EXT waterproofing/paint	2/16/26	All Dry	2/17/26
7	Mud In Speaker replace (Force AV)	2.00		2/11/26	Sound Vision	2/12/26
8	Drywall Prep	2.00	Square up patches; Draftsstop/foam ALL penetrations; kill window playroom	2/11/26	DunnRite	2/12/26
9	Final Pre-Drywall Photographs (360)	1.00	Square up patches; Draftsstop/foam ALL penetrations	2/13/26	FB/Ben Nolan (BRG Consulting)	2/13/26
10	***"ALL CLEAR" MOLD INSPECTION***	2.00	11am	2/9/26	Integrity Mold	2/10/26
11	Wall Insulation/Touch Up Attic	2.00		2/11/26	Division 7	2/12/26
12	Hang and Finish Drywall MAIN	10.00	Level 5 - High Gloss Ceilings; Sprayplast WP walls	2/13/26	DunnRite	2/26/26
13	Remove Dumpster and Chute; Bring PG	1.00		2/27/26	FB/PG	2/27/26
14	Prime Paint Walls/Clgs	3.00		2/27/26	P&M	3/3/26
15	**Interior Trim/Millwork/CABS & CLOSETS (ORDER material 2/6)**	4.00	Crown 2 Bdr/Guest; Base, Casings, 4 Pocket Doors	3/11/26	Sean Dwyer / HUB Custom Millwork	3/16/26
16	Interior Paint (Trim/Millwork/Ceilings)	25.00		3/17/26	P&M	4/20/26
17	Rough Clean incl interior windows	1.00		4/21/26	Florida General Cleaning	4/21/26
18	Bunk Bed Installation	2.00		4/21/26	HUB	4/22/26
19	MEP Trim Out (no light fixtures until wallpaper)	3.00		4/22/26	DG,PG,Conner's	4/24/26
20	**Install Wallpaper?**	10.00		4/22/26	Wallpaper Wendy?	5/5/26
21	Plumbing 1st Floor Repairs** Guest	10.00	See list: Kitchen, Bar, Guest Hot Water	2/27/26	PG	3/12/26
22	**Civil/Drainage/Grading/Landscape/Turf**	20.00		3/13/26	Mann Excavation & TBD	4/9/26
23	Secondary Elec Trim (AV/Decorative Light Fixtures)	2.00		5/6/26	DG	5/7/26

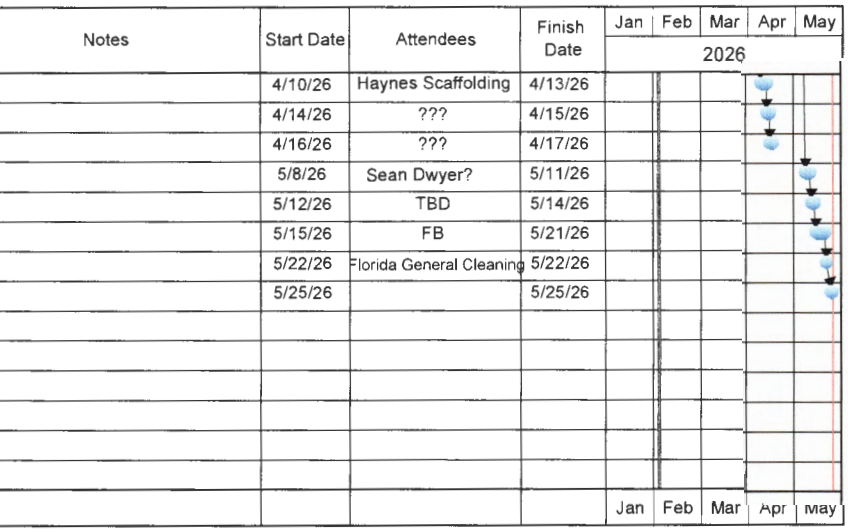


FOSTER BANYAN
BUILDING & DEVELOPMENT

CONSTRUCTION SCHEDULE

LAZAREK RESIDENCE
218 Barton Ave, Palm Beach

	Activity Name	Duration (Days)	Notes	Start Date	Attendees	Finish Date
24	Remove Scaffolding	2.00		4/10/26	Haynes Scaffolding	4/13/26
25	Balcony Railing	2.00		4/14/26	???	4/15/26
26	Gutter/Drainage Resolutions	2.00		4/16/26	???	4/17/26
27	Specialties (Door Hardware/Bath Accessories)	2.00		5/8/26	Sean Dwyer?	5/11/26
28	Window Treatments	3.00		5/12/26	TBD	5/14/26
29	Punch	5.00		5/15/26	FB	5/21/26
30	Final Clean	1.00		5/22/26	Florida General Cleaning	5/22/26
31	Turnover/Move-In	1.00		5/25/26		5/25/26
32						
33						
34	Change of Contractor/Permit					
35	Inspection Resolution					
36	Permit Extentsions					
37	ALL Permit Closeouts					



Nuisance Mitigation Measures – 218 Barton Avenue

To Whom it May Concern—

Please see below for the active/current nuisance mitigation measures in place for construction work at 218 Barton Avenue:

- All construction work is to be done **inside** the home during allowed construction hours per the Town of Palm Beach Ordinance No.'s 26-2021, No 4-2022, and No 7-2025; Resolution No 155-2025.
- **No** work is to be done on the exterior of the residence.
- **No** work is to be done during federal or Town of Palm Beach-observed holidays.
- All parking is required to be in the driveway or back alley, to not disrupt normal traffic patterns.
- Each trade is to be limited to no more than **one** vehicle on site.
- All deliveries must be scheduled with the site superintendent. Any non-scheduled deliveries that arrive will be sent away.

For any questions regarding the nuisance mitigation measures, please contact our site superintendent, Matej Marolt, at 561-388-6772.

Thank you for your time,

Alexandra Ferrigno
Project Coordinator
Foster Banyan Building and Development LLC

NOTIFICATION TO NEIGHBORS

Date: 01/26/2026
Re: Project located at: **218 Barton Avenue**
Permit number: B-23-01419
Current Permit Expiration date: 06/06/2025
Proposed New Expiration date: 08/06/2026

Dear Neighbor,

This is to notify you that a request has been made to the Planning, Zoning & Building Department to be placed on the agenda for the next available Town Council meeting (Wednesday, March 4th, 2026), for consideration of a time extension request of 1 year, 2 months to complete repairs at the residence.

Should you have questions or concerns regarding this project, please contact:

- Contractor: Foster Banyan Building and Development LLC
- Superintendent: Eddie Naugle
- Address: 11940 US Highway 1, Suite 200, Palm Beach Gardens, Florida 33408
- Phone: 561-427-9144

Also, comments or concerns regarding this request may be made to the Town of Palm Beach via the following ways:

- In person at the Planning, Zoning & Building Department: 360 S County Rd., Palm Beach
- In person during the 'Comments – Public' & 'Public Hearings' portions of the Town Council meeting
- Email: publiccomment@townofpalmbeach.com
- Submit a written public comment online or comment virtually by visiting the Town of Palm Beach website: https://www.townofpalmbeach.com/1342/How-to-Submit-a-Public-Comment
- Mail:

  Attn: Town Clerk's Office
  360 South County Road
  P.O. Box 2029
  Palm Beach, FL 33480

Thank you for your time and consideration,

Alex Ferrigno
Project Coordinator
Foster Banyan Building and Development LLC

Property Detail

Location Address : 218 BARTON AVE
Municipality : PALM BEACH
Parcel Control Number : 50-43-43-22-04-000-0350
Subdivision : PRIMAVERA ESTS (MIDDLE SEC)
Official Records Book/Page : 27403 / 648
Sale Date : 03/11/2015
Legal Description : PRIMAVERA ESTS (MIDDLE SEC) LT 35

Owner Information

Owner(s)	Mailing Address
LAZAREK DANIEL G	218 BARTON AVE
LAZAREK NATALIE	PALM BEACH FL 33480 6114

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
03/11/2015	$3,500,000	27403 / 00648	WARRANTY DEED	LAZAREK DANIEL G
01/01/1994	$570,000	08102 / 01809	WARRANTY DEED	CHENG KENNETH K &
11/01/1990	$800,000	06644 / 00779	WARRANTY DEED	

Exemption Information

Applicant/Owner(s)	Year	Detail
LAZAREK DANIEL G	2026	HOMESTEAD
LAZAREK DANIEL G	2026	ADDITIONAL HOMESTEAD
LAZAREK NATALIE	2026	HOMESTEAD
LAZAREK NATALIE	2026	ADDITIONAL HOMESTEAD

Property Information

Number of Units : 2
***Total Square Feet :** 4642
Acres : .32
Property Use Code : 0100—SINGLE FAMILY
Zoning : R-B—LOW DENSITY RESIDENTIAL (50-PALM BEACH)

Building Details

Structural Details

Structural Element for Building 1

Bldg Type	EXC-RESIDENT
Exterior Wall 1	WSF: STUCCO
Year Built	1928
Air Condition Desc.	HTG & AC
Heat Type	FORCED AIR DUCT
Heat Fuel	ELECTRIC
Bed Rooms	3
Full Baths	3
Half Baths	1

Sketch for Building 1

Exterior Wall 2	NONE
Roof Structure	GABLE/HIP
Roof Cover	CLAY/BERMUDA TILE
Interior Wall 1	PLASTER
Interior Wall 2	N/A
Floor Type 1	HARDWOOD
Floor Type 2	N/A
Stories	2



Subarea and Square Footage for Building 1

Code Description	square Footage
FUS Finished Upper Story	450
BAS Base Area	359
BAS Base Area	1275
FUS Finished Upper Story	1252
Total Square Footage	3336
Area Under Air	3336

Property Extra Feature

Description	Year Built	Units
Patio	1928	401

Property Land Details

Land Line #	Description	Zoning	Acres
1	SFR	R-B	0.3226

Appraisals

Tax Year	2025	2024	2023	2022	2021
Improvement Value	$309,780	$310,544	$310,544	$35,510	$23,433
Land Value	$9,697,260	$8,025,875	$6,805,942	$5,837,040	$3,960,000
Total Market Value	$10,007,040	$8,336,419	$7,116,486	$5,872,550	$3,983,433

Assessed and Taxable Values

Tax Year	2025	2024	2023	2022	2021
Assessed Value	$3,554,395	$3,454,223	$3,353,615	$3,255,937	$3,161,104
Exemption Amount	$50,722	$50,000	$50,000	$50,000	$50,000
Taxable Value	$3,503,673	$3,404,223	$3,303,615	$3,205,937	$3,111,104

Taxes

Tax Year	2025	2024	2023	2022	2021
AD VALOREM	$52,259	$50,780	$49,757	$49,839	$50,650
NON AD VALOREM	$1,612	$1,566	$1,448	$1,437	$1,520
TOTAL TAX	$53,870	$52,346	$51,205	$51,276	$52,170