

SITE PLAN REVIEW AND APPEARANCE BOARD

CITY OF DELRAY BEACH

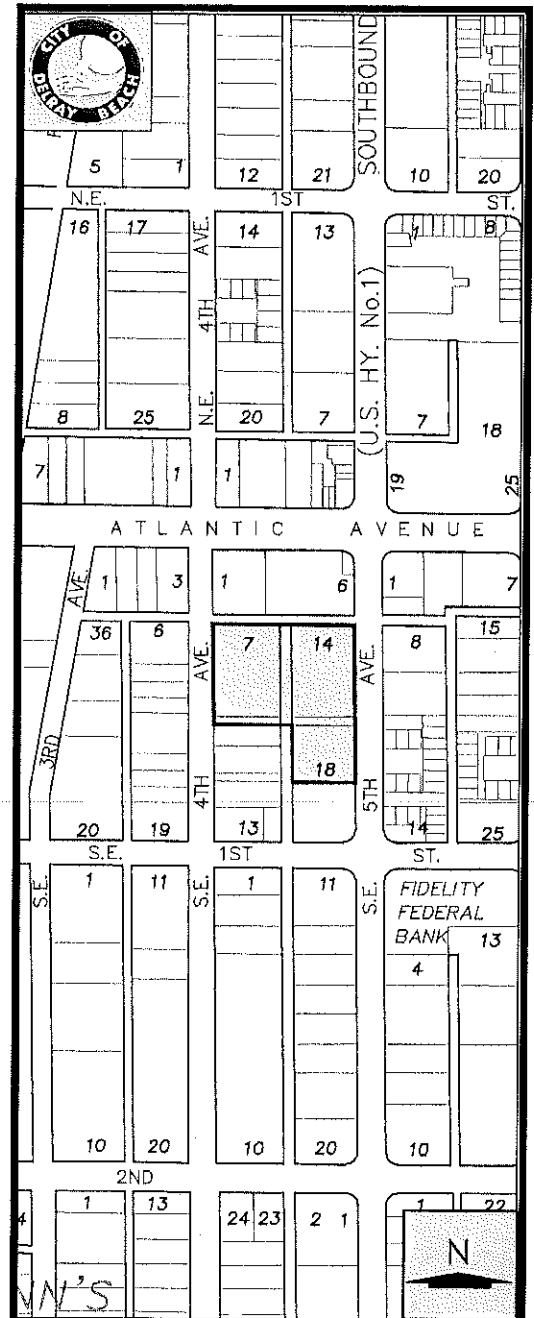
---STAFF REPORT---

MEETING DATE: December 16, 2015
ITEM: **Fourth and Fifth Delray** (aka iPic Theater) – Class V Site Plan, Landscape Plan, Architectural Elevations and Waivers Associated With The Construction Of A Commercial Project That Contains 7,487 square feet of retail, 42,446 square feet of office, and a 44,979 Square Feet Movie Theater Located South of Atlantic Avenue Between SE 5th Avenue and SW 4th Avenue.

RECOMMENDATION: Approval with conditions

GENERAL DATA:

Applicant..... Delray Beach Holdings, Inc.
 Agent..... Dunay, Miskel & Backman, LLP
 Location..... South of Atlantic Avenue between SE 5th Avenue and SE 4th Avenue
 Property Size..... 1.59 Acres
 Future Land Use Map... CC (Commercial Core)
 Current Zoning..... CBD (Central Business District)
 Adjacent Zoning..North: CBD
 East: CBD
 South: CBD
 West: CBD
 Existing Land Use..... Former municipal library and Chamber of Commerce Offices and public parking lot
 Proposed Land Use..... Construction of a commercial development with 7,487 square feet of retail, 42,446 square feet of office area, and a 44,979 square feet movie theater
 Water Service..... Existing on site.
 Sewer Service..... Existing on site.



ITEM BEFORE THE BOARD

The action before the Board is approval of a Class V site plan request for **Fourth and Fifth Delray (also known as iPic Movie Theater)** pursuant to LDR Section 2.4.5(F). The request involves the following elements:

- Site Plan;
- Architectural Elevations;
- Landscape Plan; and
- Waivers.

The requests are in conjunction with Fourth and Fifth Delray, a proposed commercial development that includes a movie theater, retail, and office space, located between SE 5th Avenue and SE 4th Avenue approximately 156 feet south of Atlantic Avenue (approximately 1.59 acres).

BACKGROUND

It is noted that this development application was submitted prior to the establishment of the Zoning In Progress that was in place while the new development regulations were processed for the Central Business District (CBD). This proposal has therefore been reviewed in accordance with the regulations that were in effect at that time (2009).

The project area consists of portions of Lots 7 and 10, and all of Lots 8 & 9, and 14 through 18, Block 101 Town of Linton, together with a portion of the north/south alley that has been approved and is subject to conditions. The properties contain the former municipal library that was built in 1969 and the former Chamber of Commerce office that was built in 1948.

At its meeting of August 18, 2015, the City Commission approved the abandonment of a portion of the north/south alley and the conditional use for an increase in building height to 59.5 feet and for the movie theater use.

The alley abandonment was approved subject to the following conditions:

1. That the Martini property (located to the south and west of the project) be acquired and redeveloped to provide vehicular access to SE 4th Avenue from the north-south alley prior to issuance of a building permit.
2. That the applicant resolves any concerns of the affected utility service providers prior to issuance of a building permit.

The conditional use was approved subject to the following conditions:

1. Approval of a site plan by SPRAB that is in general conformance to the concept plan approved as part of this Conditional Use. Any changes in site layout, access, or use configuration will require amendment to the conditional use and approval by the City Commission.
2. That the applicant address Palm Beach County Traffic Engineering Division's review of the revised traffic analysis prior to approval of the site plan. *(The issues identified by the*

Palm Beach County Traffic Engineering Division regarding potential traffic circulation and congestion are addressed via the site plan conditions 6 through 9. The remaining issues regarding the traffic generation analysis need to be addressed and is attached as a condition of approval).

3. That the property immediately south of the subject development be acquired and redeveloped with vehicular access to the north/south alley, include a public access easement, and additional landscape area prior to issuance of a building permit. *(A site plan application for the Martini property has been submitted and is being processed concurrently).*
4. That public access be provided to the third floor terrace. *(The development proposal has been revised to provide public access to the third floor 5,084 square foot terrace).*
5. That a security guard be posted at the entrance along SE 5th Avenue to prevent vehicle drop-offs. *(The applicant has agreed to post security personnel at the SE 5th Avenue entrance and this is a condition of approval of the site plan).*
6. That the existing parking on the property be replaced within the proposed parking facility. *(The site plan has been revised to provide 90 public parking spaces within the garage).*

The City Commission approved the conditional uses with the direction from the Mayor that "some air be let out of the tire," which is interpreted that the intensity of the project be reduced. The plans have been revised to eliminate 31 theater seats. The retail floor area has been reduced 737 square feet. The office floor area has been reduced 214 square feet. In addition, the east-west alley which is north of the site is proposed to be widened to 24 feet. This is four feet wider than is required for alleys.

The action now before the Board is approval of the site plan, landscape plan, building elevations, and a recommendation to the City Commission regarding the requested waivers.

PROJECT DESCRIPTION

The development proposal incorporates the following:

- Demolition of the existing improvements on the property.
- The provision of 90 public parking spaces within the garage.
- Construction of a commercial mixed use development that consists 7,487 square feet retail; 42,446 square feet of office; and a 44,979 square foot (497 seats) 8-screen movie theater.
- Provision of 5,084 square foot terrace on the third floor above the theater that will be accessible to the general public.
- Installation of sidewalks, walkways, and associated landscaping.

The development proposal includes waivers to the following sections of the Land Development Regulations:

1. A waiver to LDR Section 4.4.13(F)(7)(a), which requires a minimum rear setback of 10 feet for all floors.
2. A waiver to LDR Section 4.4.13(F)(4)(c)(1)&(2), which requires a specified building frontage for the lower and upper levels along the east/west alley.
3. A waiver to LDR Section 4.6.18(B)(14)(iv)(2), which requires a minimum transparency or glass surface area of 75%.

SITE PLAN ANALYSIS

COMPLIANCE WITH THE LAND DEVELOPMENT REGULATIONS:

Items identified in the Land Development Regulations shall specifically be addressed by the body taking final action on the site and development application/request.

LDR Section 4.3.4(K) Development Standards Matrix:

The following table indicates that the proposal complies with LDR Section 4.3.4(K) and Section 4.4.13(F) as it pertains to the Central Business District (2009):

		Standard	Provided
Maximum Building Height		48'	59.5'*
Open Space		0%	5.45%
Floor Height	Ground Floor	10'	10'
	Upper Floors	9'	10'
Side Interior Setback (south property line)		0'	0.37'
Rear Setback		10'	0.69'**

* Height increase approved via conditional use.

** Rear setback not provided for the movie theater along the north-south alley. A waiver application has been submitted and is discussed later in this report.

Building Setbacks:

The following tables indicate that the proposal complies with LDR Section 4.4.13(F)(4) as it pertains to the Central Business District (CBD) zone district, except for those portions of the buildings as noted in the furthest column to the right:

Road/ Building Side	Building Height	% Building Frontage (min/max)	Required Setback	Required Building Frontage at Setback	Proposed Building Frontage	Compliance with LDR Requirements?	
						Yes	No
Federal Highway 305.66' Building Frontage	Ground Floor to 37'	70% min./90% max.	10' max.	213.96' min./275. 09' max.	257.53'	*	
		Remaining length	15' min.	37.19' min.	48.13'	*	
	37' to 48'	70% min.	15' min.	213.96' min.	246.95'	*	
	Above 48'	90% min.	30'	275.09'	239.66' ¹		*
SE 4 th Avenue 148.78' Building Frontage	Ground Floor to 25'	70% min./90% max.	10' max.	104.15' min./133. 90' max.	116.21'	*	
		Remaining length	15' min.	14.88' min.	24.3'	*	
East/West Alley 196.42' Building Frontage	Ground Floor to 25'	70% min./90% max.	10' max.	137.49' min./176. 78' max.	180.63' ²		*
		Remaining length	15' min.	19.63' min.	6.45' ²		*
	25' to 48'	70% min.	15' min.	137.49' min.	103.6 ²		*
	Above 48'	90%	30' min.	176.78' min.	196.42'	*	

The applicant has been notified of this inconsistency and has not revised the plans accordingly. Thus, a condition of approval is attached that the upper floor of the office be redesigned to provide a minimum of 275.09 feet at a setback of 30 feet or greater.
 Waiver application has been submitted.

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SITE PLAN WAIVER ANALYSIS

Pursuant to LDR Section 2.4.7(B)(5), prior to granting a waiver, the approving body shall make a finding that the granting of the waiver:

- (a) Shall not adversely affect the neighboring area;
- (b) Shall not significantly diminish the provision of public facilities;
- (c) Shall not create an unsafe situation; and
- (d) Does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.

Rear Setbacks:

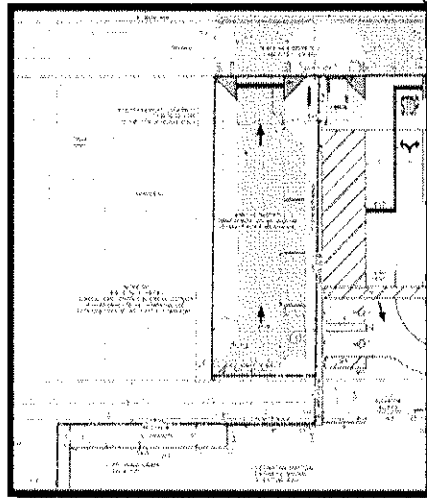
Per LDR Section 4.4.13(F)(7)(a), the rear setback in the CBD zoning district is 10 feet for all floors. The proposed setback is 0.69 feet on the movie theater on the east side of the north-south. The applicant has requested a waiver from the rear setback requirement.

The applicant has submitted the following verbatim narrative in support of the waivers:

“(a) The Rear Setback Waiver does not adversely affect the neighboring area.

The Rear Setback Waiver does not adversely affect the neighboring area. The Rear Setback Waiver is only requested for a portion of the Project running along a small section of the alley to the south of the Property and the rear of the Project. Initially, Petitioner was requesting a waiver for a smaller deviation from Code requirements, however, an additional two foot dedication was required along the alley on the southern end of the Property. As such, Petitioner is requesting a Setback Waiver to allow a 0.68' setback in lieu of the 10' Code required rear setback along this alley. It is important to note that along the ground level the majority of this frontage complies with the 10 foot rear setback. A 0.68 setback is only proposed for 37.3 feet of the 102.8 feet of building length from the ground level to 29.57' in elevation. From 29.75 feet to 59.5 feet in elevation, the minimum rear setback proposed is 1.18 feet in lieu of ten feet required for 95.36 feet of the length of the building.

Although Petitioner is requesting a waiver from the rear setback provision, Petitioner is under contract for the adjacent property immediately south of the proposed parking garage. This property is forty-four (44) feet from north to south along this rear setback. Petitioner is proposing to utilize this property as an access way from the north-south alley to SE 4th Avenue. Petitioner is proposing to demolish the existing building and utilize the remainder of the property as a linear park. In addition, the property further south is an existing parking area that will continue to serve the retail uses in the area in accordance with the image below:



Had this adjacent parcel been under contract when Petitioner initially submitted the application, it would have been included in the application and the portion of the alley adjacent to the building wall on the ground levels would have been proposed for abandonment. However, the proposed plans still meet the intent of this provision. The rear setback provisions are in place to ensure there is adequate open space and separation between buildings. As the Project now proposes to demolish the building on the adjacent property and provide additional open space, the Project adheres to the intent of this provision.

Further, the Rear Setback Waiver from setback requirements is not requested along either of the major thoroughfares where pedestrians will travel, nor along the east/west alley at the north end of the Property where vehicles will travel to access the parking areas. This portion of the Property will be utilized by very few vehicles parking in the rear of adjacent businesses. This area will rarely be utilized by pedestrians and the door adjacent to this area is designated as an emergency exit and will not be utilized by patrons. Petitioner has also met with Waste Management to ensure the Project does not adversely affect the adjacent buildings and that services will be available once the Project is developed. The Project will actually enhance the appearance of the area as it offers a unique architectural ensemble which embraces a contemporary modern aesthetic. The façade is intentionally multi-faceted, with slight contrasting yet visually integrated components that will enhance the visual experience for pedestrians and passing motorists. Many of the architectural elements and details will be carried throughout the Project and even the rear elevation will be slightly enhanced so as to not detract from the aesthetics of the neighborhood. As such the Rear Setback Waiver does not adversely affect the neighboring area.

(b) The Rear Setback Waiver does not significantly diminish the provision of public facilities.

The Rear Setback Waiver does not diminish the provision of public facilities. Petitioner has met with various utility providers and utility easements are being provided or relocated as necessary. Public facilities have all been considered throughout the site planning process by engineers and related professionals. The decrease in the proposed setback proposed will not have a significant impact on streets, potable water, sewage, stormwater management, solid waste, schools, parks, emergency facilities or any other public facilities. In addition, Petitioner has met with Waste Management to ensure the service providers will be able to adequately access adjacent businesses and the Project now proposes a means of safe egress from the alley onto SE 4th Avenue through the acquisition of the adjacent property. In addition, Petitioner is providing a two foot (2') dedication along this alley to the south of the Property and will be expanding the east/west alley along the north of the Property to ensure patrons of both the Project and adjacent businesses are able to safely traverse the site. As such, the Rear Setback Waiver does not significantly diminish the provision of public facilities.

(c) The Rear Setback Waiver does not create an unsafe situation.

The Rear Setback Waiver does not create an unsafe situation. As discussed above, the Rear Setback Waiver relates only to the rear of the building adjacent to the north/south alley. This is not an area which will be utilized by the public. Petitioner is providing the required 10 foot setback for 65.5 feet along the rear of the building. Further, an additional two foot (2') dedication has been provided along this alley. The rear setbacks provide sufficient space to access the FPL transformer locations for maintenance and repair along the alley by providing the required 10 foot setback in these locations. The reduced setback is located towards the interior corner of the building where these activities will not occur. While emergency exits are located in the rear of the building leading into the alley, these exits will not be regularly used by patrons. Adequate means of pedestrian circulation have been provided in order to ensure pedestrians maneuver safely through all areas of the Project. Further, the required ten foot setback is provided adjacent to the alley in order to ensure safe vehicular movements for the few cars that may utilize the alley to park in the rear of the adjacent businesses. Waste Management has also been consulted to ensure adequate access to adjacent businesses. Petitioner is further under contract to purchase the property immediately south of the parking garage and proposes a driveway connecting the alley to SE 4th Avenue to ensure safe vehicular movements for vehicles utilizing this alley. Further, Petitioner is proposing to improve access to the Property and adjacent commercial development by expanding the east/west alley along the north of the Property. By doing so, Petitioner is creating a safer means of accessing the Property and adjacent commercial establishments. As such, the Rear Setback Waiver does not create an unsafe situation.

(d) The Rear Setback Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.

The Rear Setback Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on the property for another applicant or owner. As noted above, Petitioner is adhering to the setback requirements of the CBD for the main street frontages of the Project on SE 4th Avenue and SE 5th Avenue. Further, Petitioner adheres to LDR Section 4.4.14(F)(6) for the Side Street building frontage along the alley. As such, the massing of the building adheres to the intent of the Code for all vehicular use and pedestrian areas. The requested Rear Setback Waiver relates only to the rear setback of the Project which will rarely be viewed by pedestrians or vehicles at street level. Further, Petitioner is under contract to purchase the property immediately south of the proposed parking garage to provide an additional access from the alley to SE 4th Avenue and to create additional public open space elements within the Project. The property immediately to its south is currently a parking garage. As such, the Project adheres to the intent of the code, ensuring there is sufficient open space and separation between buildings. Petitioner is not only adhering to the intent of the Code by adhering to the setbacks on the accessible frontages for the Project, but Petitioner is also going beyond the Code requirement by designing the Project in such a way as to incorporate pedestrian friendly elements, such as the horizontal wood siding, plant beds and a fountain in order to reduce the expanse of the four-story façade to a comfortable human scale. The Project enhances the experience at the street level for pedestrians and passing motorists and truly strives to create a design that will be an iconic and positive presence in the City for years to come. As such, it is unlike other development within the City and the Rear Setback Waiver will not result in the grant of a special privilege..."

Waiver Analysis:

The area of the encroachment is located at the northern terminus of the north/south alley. Due to the configuration of the alley from the conversion of the Martini property, 20 feet will become landscape area at the northern terminus of the alley, which will address the massing concern over the reduced building setback. Further, the massing concern over the reduction of the setback is mitigated since the most impacted property (Martini) directly across the alley to the west will be owned by the applicant and is being developed as a public access easement connecting the north-south alley with parallel parking as well. The proposed waiver does not significantly affect the neighboring area since the reduction and massing issue only directly impacts the applicant own property. The setback reduction will not diminish the provision of public facilities or create an unsafe situation since it is at the northern terminus of the alley. The relief would not grant a special privilege since it is believed that if the exact circumstances were to occur elsewhere, the waiver could be supported. It is noted that there are no known cases to date where a similar request was made or granted. Based on the above positive findings can be made with respect to LDR Section 2.4.7(B)(5), Waiver Findings.

Building Setbacks:

As noted in the building setback table above, the project does not comply with LDR Section 4.4.13(F)(4)(c)(1)&(2) for the lower and upper floors along the east-west alley. The project is required to provide a maximum of 90% (176.78 feet) of the building frontage at 10 feet from the property line for the lower floors (0 feet to 25 feet in height). The proposed development provides 180.63 feet within 10 feet of the property line. The remaining length (19.63 feet minimum) of the building needs to provide a minimum setback of 15 feet and a length of 6.45 is proposed. For the upper floors (25 feet to 48 feet in height) along the alley, the building is required to be setback a minimum of 15 feet for a minimum of 70% of the building frontage (137.49 feet). The proposed building does not comply with this requirement since only 103.6 feet of the building is setback 15 feet from the property line. The applicant has requested a waiver from the instances where the building does not comply with the frontage requirement for the lower and upper levels.

The applicant has submitted the following verbatim narrative in support of the waivers:

"...(a) The Alley Setback Waiver does not adversely affect the neighboring area.

The Alley Setback Waiver does not adversely affect the neighboring area. The Alley Setback Waiver relates to building frontage along the east/west alley at the north end of the Property. LDR Section 4.4.14(F)(4)(c) requires the building frontage to be setback no more than five (5) feet for seventy percent (70%) to ninety percent (90%) of the building frontage on ground floors. Petitioner complies with this requirement. The provision requires for an additional setback of fifteen (15) feet for the remainder of the building. LDR Section 4.4.14(F)(4)(c) further specifies additional setback requirements for upper levels. Specifically, from twenty-five to forty-eight feet in height, at least seventy percent (70%) to ninety percent (90%) must be setback a minimum of fifteen (15) feet. The remainder must be setback at least twenty five (25) feet. Petitioner is unable to comply with this provision because of the specific use that is proposed. This portion of the Project is comprised of individual movie theatres and a parking garage. These specific uses do not allow for the setbacks required by the LDRs. Further, the proposed theatres go beyond twenty five (25) feet in height, where the additional setbacks are required. Over thirty (30) feet in height, above the height of the proposed movie theatres, the Project meets this setback requirement. This relief is sought for less than five feet in elevation. As such, the Alley Setback Waiver is required in order to develop the Project. More specifically, on the ground floor, Petitioner is providing the five (5) foot setback required along the alley, however, because of the uses proposed, the building would need to provide 15 foot setback for an additional 17.15 feet of frontage along the alley, the building would need to setback to at least 15 feet for an additional 11.36 feet on the second floor, and finally, an additional setback of 0.83' is required on the upper level.

The Alley Setback Waiver is only on the northern boundary of the Property fronting the alley. This alley is not intended for pedestrian use. Rather, vehicles will be using it to access the parking garage for the Project and a small number of vehicles will be using it to access the rear of existing businesses (mainly employees). This is not a main thoroughfare, nor is it an area that will be frequented by pedestrians. As such, it is not as necessary to provide the required setbacks as for the east and west frontages of the Project. Further, Petitioner is actually proposing to improve the north/south alley and expand it in order to create safer drive aisles. As such, the Alley Setback Waiver does not adversely affect the neighboring area.

(b) The Alley Setback Waiver does not significantly diminish the provision of public facilities.

The Alley Setback Waiver does not diminish the provision of public facilities. A five foot (5') utility easement is being provided on the southern portion of the Property and utilities are being relocated as necessary. Public facilities have all been considered throughout the site planning process by engineers and related professionals. The decrease in the proposed setback proposed will not have a significant impact on streets, potable water, sewage, stormwater management, solid waste, schools, parks, emergency facilities or any other public facilities. In addition, Petitioner has met with Waste Management to ensure the service providers will be able to adequately access adjacent businesses. In addition, Petitioner will be expanding the east/west alley along the north of the Property to ensure patrons of both the Project and adjacent businesses are able to safely traverse the site. As such, the Alley Setback Waiver does not significantly diminish the provision of public facilities.

(c) The Alley Setback Waiver does not create an unsafe situation.

The Alley Setback Waiver does not create an unsafe situation. As discussed above, the Alley Setback Waiver is for the frontage along the east/west alley. The alley is currently utilized to access the rear of existing businesses. This will also be a means of ingress and egress to the Project's parking garage and valet drop off areas. The intent of the setback requirements is to provide for relief and appropriate building massing from street level. Stepping back a small portion of the building at ground levels and incorporating additional setbacks at twenty five (25) feet in height will not affect the safety of the area. Further, Petitioner is actually creating a safer situation by expanding the adjacent alley to provide uniform twenty (20) foot drive aisles. As such, the Alley Setback Waiver does not create an unsafe situation.

(d) The Alley Setback Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.

The Alley Setback Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on the property for another applicant or owner. The alley is being viewed as a hybrid frontage because of it will be utilized to access the Project, however, it is still an alley. This is not a right-of-way that will be utilized by anyone other than those accessing the Project or adjacent businesses. As such, it is a unique situation. This LDR section would typically apply to other streets where vehicles would pass by regularly and where pedestrians would travel. This is not the case with the alley as it is not designated for general traffic or pedestrian circulation and should not be treated as such. Further, the Alley Setback Waiver is specific to this particular use. While other developments may be able to comply with this provision of the LDRs, this specific movie theatre use is not able to step back as required. As such, the Alley Setback Waiver does not result in the grant of a special privilege..."

Waiver Analysis:

The proposed development provides too much building within the setback area in the amount of 3.85 linear feet ($180.63' - 176.78' = 3.85'$) for the lower floor. The upper floor is not setback far enough in the amount of 33.89 linear feet ($137.49' - 103.6' = 33.89'$). The applicant indicates that compliance is problematic due to nature of the theater use, which essentially needs large flat walls that don't allow for the plane changes that standard commercial or residential buildings can accommodate. It is noted that the upper level encroachment is also due to the nature of the use. Given the height of the theater (29.75 feet), the first floor essentially "encroaches" into the upper level "air space" and becomes part of the calculation for both levels. The applicant is also correct in noting that subject setback/step-back requirements are essentially streetscape

requirements that control the massing and scale as it relates to a street. These streetscape concerns don't have the same level of importance along the subject alley that has commercial uses on both sides. Based on the above positive findings can be made with respect to LDR Section 2.4.7(B)(5), Waiver Findings.

*The request to waiver the minimum transparency is analyzed later in the report in the Architectural Elevations section.

END OF SITE PLAN WAIVER ANALYSIS

Parking Requirements:

Per LDR Section 4.4.13(G)(1)(a), the theater and retail uses require 1 parking space per 300 square feet of total floor area for all nonresidential uses except restaurants and offices. Per LDR Section 4.4.13(G)(1)(g)(1), the required parking for the office is 1 parking space per 300 square feet of net floor area. No restaurants are proposed as a part of this request.

The proposed development contains 7,487 sq. ft. of retail, 32,215 net sq. ft. (42,446 sq. ft. gross) of office, and 44,979 sq. ft. of movie theater. Based on this development mix, the minimum required parking for the proposed development is 372 parking spaces, if each use provided the minimum required parking.

LDR Section 4.6.9(C)(8)(a) – Shared Parking allows for buildings or a combination of buildings on a unified site to utilize the shared parking calculations which affords reduced parking requirements by accommodating varied peak utilization periods for different uses (see below). The minimum required parking is reduced to a 275 parking spaces when the shared parking table is utilized.

The development proposal provides a total of 315 parking spaces within the garage. Thus, the development proposal complies with the parking requirements with a 40-space parking surplus. It is noted that the use category of "Other" lists 90 "required" spaces. These are intended to replace the public spaces assigned previously to the Chamber of Commerce and the former municipal library and adjusted per the City Commission condition of approval that the spaces within the existing public parking lot be replaced within the garage as public spaces. It is noted that there are 135 parking spaces below the security gate, 90 of which will be the public parking spaces.

Use	Required	Weekday						Weekend			
		Night		Day		Evening		Day		Evening	
		Midnight to 6 AM		9 AM to 4 PM		6 PM to Midnight		9 AM to 4 PM		6 PM to Midnight	
Residential		100%	0	60%	0	90%	0	80%	0	90%	0
Office	107.38	5%	5.369	100%	107.38	10%	10.738	10%	10.738	5%	5.369
Commercial/Retail	24.96	5%	1.248	70%	17.472	90%	22.464	100%	24.96	70%	17.472
Hotel		80%	0	80%	0	100%	0	80%	0	100%	0
Restaurant		10%	0	50%	0	100%	0	50%	0	100%	0
(theatres, bowling alleys, etc)	149.93	10%	14.993	40%	59.972	100%	149.93	80%	119.944	100%	149.93
Reserved Parking		100%	0	100%	0	100%	0	100%	0	100%	0
Other	90	100%	90	100%	90	100%	90	100%	90	100%	90
TOTALS	372		112		275		273		246		263

The management of the 90 public parking spaces will need to be addressed via a tri-party agreement between the applicant, the CRA, and the City. The agreement will need at minimum to address the concerns that these spaces remain available to the general public rather than occupied by the customers and employees of the businesses within the development. This agreement will need to be prepared and ready for City Commission consideration concurrent with their consideration of the waivers associated with this site plan, and this is attached as a condition of approval.

Lighting:

Pursuant to LDR Section 4.6.8(A)(3), the parking decks within the garage meet the 10 foot candles maximum and 1 foot candle minimum. However, the photometric plan contains several instances where compliance with the City's illumination levels and requirements has not been achieved. The garage entrances along SE 4th Avenue and the Alley do not meet the minimum day time illumination level of 50 foot candles (32.5 to 49 foot candles proposed). Further, the night time illumination level information of a maximum of 10 foot candles and a minimum of 1.0 foot candle has not been provided. The illumination levels of building entrance from SE 5th Avenue exceed the maximum illumination level of 10 foot candles (69.2 foot candles proposed). Finally, per LDR Section 4.6.8(A)(1)[Table 1], maximum height of a garage roof top light pole and fixture is 15 feet when within 20 feet of the garage structure. The proposed garage includes a 20 foot high light pole and fixture at the east and west sides of the structure. A condition of approval is recommended to ensure that these inconsistencies are resolved prior to certification of the site plan.

Right-of-Way Dedication:

Pursuant to Land Development Regulation (LDR) Section 5.3.1(D)(2), there are no rights-of-way dedication required for SE 4th Avenue and SE 5th Avenue. However, the required alley width is 20 feet and 16 feet exists. Pursuant to the direction of the City Commission, a total dedication of 8 feet is proposed along the south side of the east/west alley to accommodate the heavy delivery and customer vehicle traffic flow along this alley. This 8-foot dedication has been presented in the revised plans.

The existing north-south alley is 16 feet wide and 20 feet is required. The site plan includes the dedication of 2 feet to this alley. It is noted that the Martini property will also be required to dedicate the 2 feet to achieve a total of 20 feet in the area of the project.

Crime Prevention Through Environmental Design:

The plans should be revised to indicate that there will be a CCTV system installed on-site. All rear access doors should have peepholes and routine inspection of the doors is suggested to ensure that they are unobstructed and they have not been tampered with. Security of the projector room should be considered. The stair wells should be designed to prevent access underneath to prevent ambush points. These crime prevention techniques are recommended.

Other Issues:

Intensity Reduction:

Per the direction of the City Commission approval of the conditional use, the applicant is to reduce the intensity of the development proposal. In response, the applicant has reduced the

floor area of the retail space by 737 square feet (9% reduction), the office floor area has been reduced by 214 square feet (less than 1% reduction), and 31 seats (6% reduction) have been removed from the movie theaters. It is noted that the floor area of the movie theater has increased 1,507 square feet (3% increase). The applicant has indicated that the mezzanine level of the movie theater has increased to accommodate adequate area for life safety purposes due to the public access to the third floor terrace. Other reductions are a result in part from the additional 4 foot dedication to the east/west alley (8 foot dedication total).

From a perspective of revenue generation, the proposed reduction (particularly the theater seats) is meaningful. However, the impact on the massing of the project will not be significant or noticeable from the concept plans approved by the City Commission. From a parking perspective, the proposed reduction in intensity does not affect the required parking for the project with 185 parking spaces required for both scenarios.

Alley Connection:

The City Commission approved the partial abandonment of the north/south alley and additional landscaping subject to the condition that the Martini property be acquired and redeveloped to provide vehicular access to SE 4th Avenue from the alley with additional landscape area prior to issuance of a building permit. The applicant has submitted a site plan application that provides the vehicular access from the north/south alley to SE 4th Avenue. A public access easement will be provided on this property to ensure cross access. A condition of approval is recommended that the property be redeveloped accordingly prior to issuance of a building permit for the Fourth and Fifth Delray project consistent with the previous conditions of approval for the abandonment and conditional use approvals.

Utility Service:

The City Commission approved the alley abandonment subject to a condition that the applicant resolves any concerns of the affected utility service providers prior to issuance of a building permit. The applicant will also need to ensure that uninterrupted utility service is provided to neighboring properties during the construction phase of the project and these items are recommended as conditions of approval.

Public Access to Terrace:

The City Commission approved the conditional uses subject to the condition of approval that public access is provided to the third floor terrace. The site plan has been redesigned to provide the public access to the third floor terrace via the stairwell along the north side of the property and the elevator bank interior to the parking area. To ensure access to this terrace and rules for use, a restrictive covenant will need to be submitted.

Security Guard:

The City Commission approved the conditional uses subject to the condition that a security guard be posted at the entrance along SE 5th Avenue to prevent patron drop-offs. The applicant has verbally agreed to provide security personnel at this entrance. A condition of approval is recommended that a security guard be provided at the entrance along SE 5th Avenue and this person be posted during operating hours of the movie theater.

Replacement Parking:

There is a concern that the existing parking be replaced elsewhere in close proximity during the construction phase of the proposed development. Thus, a condition of approval is recommended that the applicant provide a minimum of 90 public parking spaces prior to issuance of a demolition permit for the current public parking lot that is within 600 feet of the subject property. These spaces shall be available until the Certificate of Occupancy for the parking garage. The applicant shall also provide a parking plan to the Planning Department for the period of the construction to ensure the construction parking arrangements are sufficient.

Traffic Impacts:

There has been public concern regarding the potential adverse impacts with traffic generation from the proposed development. To address these concerns, a condition of approval is recommended that following the opening of the iPic facility and if requested by the City (based on observed operation issues, if any), the Applicant shall perform a comprehensive intersection analysis at SE 4th Avenue and Atlantic Avenue and SE 5th Avenue (Federal Highway) and Atlantic Avenue to assess existing signal timing and suggest modifications to optimize operations. This analysis shall be performed during the peak season and designated peak time period(s) (i.e., Friday P.M. and Saturday P.M.) in a coordinated effort with City staff.

If a traffic signal is warranted at the intersection of SE 4th Avenue and SE 1st Street within two years of the date of the issuance of the certificate of occupancy, the applicant shall be responsible for their proportionate share of the cost of the signal based upon the traffic information provided in support of this site plan approval. A security bond in the amount of \$300,000.00 shall be required to be provided to the City prior to issuance of the certificate of occupancy.

Further, following the opening of Fourth and Fifth Delray project and if requested by the City (based on observed operational issues, if any), the applicant shall perform a comprehensive intersection analysis at SE 4th Avenue and Atlantic Avenue and SE 5th Avenue and Atlantic Avenue to assess existing signal timing and suggest modifications to optimize operations. This analysis shall be performed during the peak season and designated peak time periods (i.e., Friday P.M. and Saturday P.M.) in a coordinated effort with City staff.

Valet Queue:

The valet queue has been revised so the valet personnel can pick up and retrieve the vehicles without having to leave the property. The valet queue is 160 feet long, which sufficient to accommodate the vehicle load of the proposed development. In the event that problems arise from the valet operations, the applicant will need to perform a comprehensive review of the valet operations and commit to modify the process as necessary to improve offsite circulation. This review shall be performed during the peak season, designated peak time periods and in a coordinated effort with City staff.

Technical Items: While the revised site plan has accommodated most of the staff concerns the items noted in Exhibit "A" remain outstanding and will need to be addressed prior to certification of the site plan unless as otherwise noted.

LANDSCAPE ANALYSIS

The City Horticulturalist has reviewed the proposed landscape plan and found that it substantially complies with LDR Section 4.6.16. The proposed landscaping consists of Macarthur Palms, Cathedral Live Oak, Foxtail Palms, Hacienda Bromeliad, White Flowering Angel Wing Begonia, Asian Lemon Bamboo, Cat Palm, Redtip Cocoplum, Green Island Ficus, Dwarf Firebush, Ornamental Banana Purple Leaf, Fishtail Fern, Schilling's Dwarf Holly, Burle Marx Philodendron, Bird of Paradise, and Asiatic Jasmine. Based upon the above, the proposed landscape plan will comply with LDR Section 4.6.16.

Landscape Technical Items: The following Landscape Plan items remain outstanding, and will need to be addressed prior to certification of the site plan.

1. The Existing Tree Disposition plan does not show final locations for all relocated trees. Provide a separate column entitled "Relocated To". Trees will either be relocated on-site or off-site. If off-site, provide an asterisk next to each tree with a note. The note shall read, "All trees to be relocated off-site shall be coordinated with the City of Delray Beach a minimum of six (6) weeks prior to relocation. Call Peter Anuar, Senior Landscape Planner, at (561) 243-7226 for coordination."
2. Upon a more detailed site visit, it was determined that the Live Oaks are not suitable candidates for relocation due to the condition and lack of space needed to extract sufficient root mass. It was determined, however, that all the Sabal Palms are in good condition and shall be saved. These trees should be incorporated into the design (along the SE 4th Avenue building façade to meet foundation tree requirement) or relocated off-site. Update Tree Removal plan. Revise plans to show the proposed location of these trees or if they will be relocated off-site (see comment for #1). Include specifications on root-pruning, tree holding facility, temporary watering and tree protection details for all relocated trees.
3. A Landscape Maintenance Agreement is required for the proposed plantings outside the property line. Submit the signed agreement with the supporting exhibits (as outlined in the agreement) as quickly as possible. This will have to get executed by City Commission.
4. Update Composite Utility Plan to show proposed plantings. Resolve any conflicts, if applicable.

ARCHITECTURAL ELEVATIONS

Pursuant to LDR Section 4.6.18(E), the following criteria shall be considered, by the Site Plan Review and Appearance Board, in the review of plans for building permits. If the following criteria are not met, the application shall be disapproved.

- a) The plan or the proposed structure is in conformity with good taste, good design, and in general, contributes to the image of the City as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas, and high quality.
- b) The proposed structure, or project, is in its exterior design and appearance of quality such as not to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.

- c) The proposed structure, or project, is in harmony with the proposed developments in the general area, with the Comprehensive Plan, and with the supplemental criteria which may be set forth for the Board from time to time.

The proposed design is an eclectic design. The metal "skin" of the building is reminiscent of the Beijing, China Olympic stadium "Bird Nest." The building also includes wood cladding. The architecture of the building will add quality aesthetic diversity to the City. Based on the above, a positive finding can be made with respect to LDR Section 4.6.18(E)

ARCHITECTURAL ELEVATION WAIVER

Pursuant to LDR Section 2.4.7(B)(5), prior to granting a waiver, the approving body shall make a finding that the granting of the waiver:

- (a) Shall not adversely affect the neighboring area;
- (b) Shall not significantly diminish the provision of public facilities;
- (c) Shall not create an unsafe situation; and
- (d) Does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.

Window Area:

Per LDR Section 4.6.18(B)(14)(iv)(2), the minimum transparency or glass surface area on the ground floor wall area of all non-residential and mixed-use buildings shall be a minimum of 75% of the wall area for that elevation. The development proposal provides 10% transparency along SE 5th Avenue. The applicant has submitted a waiver request from the minimum transparency requirement.

The applicant has submitted the following verbatim narrative in support of the waivers:

"...(a) The Transparency Waiver does not adversely affect the neighboring area.

The Transparency Waiver does not adversely affect the neighboring area. The Code requires a minimum transparency or glass surface area on the ground floor wall area of all non-residential buildings for the east elevation along SE 5th Avenue and the west elevation along SE 4th Avenue. Although the west elevation meets transparency requirements with the retail uses proposed, the east elevation is unable to meet this Code requirement because of the proposed movie theatre use. This use is unlike the majority of commercial uses in the CBD, mainly restaurants, retail and office which can all provide floor to ceiling windows into the building. Movie theatres, on the other hand, must be completely dark to provide for the quality viewing experience expected by patrons. Any light entering into the theatre areas must be contained so as not to cause glare or deter from the quality of the image on screen. As such, it is impossible to provide the minimum seventy five percent (75%) transparency along Federal Highway. Rather because of the constraints associated with this use, very little transparency can be provided.

The intent of this Code provision is to provide a ground floor elevation that brings the building massing to a human scale so that it is not overbearing, creates pedestrian interactions and enhances the experience at the street level for pedestrians and passing motorists. Although the Project is unable to provide the required transparency because of the specific use, the intent of the Code is still met because of the architectural details and pedestrian elements provided. The Project has been very thoughtfully designed to incorporate various elements that will attract pedestrians and reduce the expanse of the façade to a human scale. Specifically, the Project incorporates pedestrian friendly elements such as dark horizontal wood siding, plant beds and benches along the plaza areas adjacent to Federal Highway for pedestrians to congregate, and a fountain. The design also expresses an organic quality with the use of natural wood, polished porcelain and the select use of marble and granite. Further, the visual layering adds depth to the building so that the Project presents itself as a

combination of smaller forms instead of one larger building mass. The Project truly strives to create a design that will be an iconic and positive presence in the City and a dynamic addition to the urban fabric for years to come. As such, the Transparency Waiver will not adversely affect the neighboring areas.

(b) The Transparency Waiver does not significantly diminish the provision of public facilities.

The Transparency Waiver does not significantly diminish the provision of public facilities. The decrease in the transparency of the Federal Highway frontage will not have a significant impact on streets, potable water, sewage, stormwater management, solid waste, schools, parks, emergency facilities or any other public facilities.

(c) The Transparency Waiver does not create an unsafe situation.

The Transparency Waiver does not create an unsafe situation. The Project does not replace the windows or glass that would meet the transparency requirement with materials that would be distracting to pedestrians or vehicles traveling along Federal Highway. Rather, natural materials are being utilized to create an organic feel that adds to the appearance of the community. Further, pedestrian features such as plazas, landscaping, benches and a fountain are being provided to create an active frontage. Further, security measures will be in place to ensure the safety of patrons. As such, the Transparency Waiver does not create an unsafe situation.

(d) The Transparency Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.

The Transparency Waiver is required because of the particular use associated with the Project. The majority of non-residential uses within the CBD consist of retail, restaurants and offices. These, and similar such uses, can easily provide the necessary amount of transparency or glass and still operate effectively. The movie theatre use is unlike any other commercial use in that the theatres, constituting the majority of the ground floor of the building, must be fully dark and cannot have any lighting come in from the street in order to operate. Further, these theatres cannot be moved from the ground floor due to size and structural restrictions. As such, in order to provide the movie theatre use, Petitioner requires the Transparency Waiver. As noted above, in place of the transparency or glass requirement, the Project provides other creative architectural features which reduce the expanse of the buildings and interact with pedestrians at ground level. Specifically, pedestrian plazas with additional landscaping and benches have been provided along the Federal Highway frontage to encourage pedestrian activity. A fountain feature has also been included to incorporate additional pedestrian friendly elements. The design also expresses an organic quality with the use of natural wood, polished porcelain and the select use of marble and granite. These elements not only create an aesthetically pleasing design, but creates an iconic and positive presence in the City and is a dynamic addition to the urban fabric. As such, the Transparency Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property and for another applicant or owner..."

Waiver Analysis:

The purpose of this requirement is to ensure that the relationship between the pedestrian and the businesses along the street is maintained. The proposed development provides public art, benches, a "green" wall, and unique architecture to provide a pedestrian friendly environment. The proposed movie theater and the interior layout of the theaters do not provide an opportunity to provide the desired streetscape to allow for window shopping and to draw the pedestrian in a continuous effort to draw the pedestrian along the street. The benches, public art and landscaping should provide an environment that will be pedestrian friendly and contribute to the streetscape along the building frontage on SE 5th Avenue. This transparency is achieved on SE 4th Avenue for the proposed retail. Consequently, a positive finding with respect to LDR Section 2.4.7(B)(5), Waiver Findings can be made.

REQUIRED FINDINGS

REQUIRED FINDINGS (Chapter 3):

Pursuant to LDR Section 3.1.1 (Required Findings), prior to the approval of development applications, certain findings must be made in a form which is part of the official record. This may be achieved through information on the application, the staff report, or minutes. Findings shall be made by the body, which has the authority to approve or deny the development application. These findings relate to Future Land Use Map Consistency, Concurrency, Comprehensive Plan Consistency and Compliance with the LDRs as noted below. At its meeting of August 18, 2015, the City Commission made positive findings with respect to the Future Land Use Map, Comprehensive Plan Consistency, and Concurrency provided conditions of approval are addressed.

Section 3.1.1 (A) - Future Land Use Map:

The subject property has a Future Land Use Map designation of CC (Commercial Core) and is zoned CBD (Central Business District). The CBD zoning district is consistent with the CC Future Land Use Map designation. Based upon the above, positive findings can be made with respect to consistency with the Future Land Use Map.

Section 3.1.1 (B) - Concurrency:

As noted previously, the City Commission made a positive finding of concurrency with respect to water and sewer, streets and traffic, drainage, parks and recreation, open space, solid waste, and schools.

Section 3.1.1 (C) - Consistency (Standards for Site Plan Actions):

As described in Appendix A, a positive finding of consistency can be made as it relates to Standards for Site Plan Actions.

Section 3.1.1 (D) - Compliance With the Land Development Regulations:

As described under the Site Plan Analysis of this report, a positive finding of compliance with the LDRs can be made, when all outstanding items attached as conditions of approval are addressed.

Comprehensive Plan Policies:

A review of the objectives and policies of the adopted Comprehensive Plan was conducted and the following applicable objectives or policies were noted:

Future Land Use Element Objective A-1: Property shall be developed or redeveloped in a manner so that the future use and intensity is appropriate and complies in terms of soil, topographic, and other applicable physical considerations, is complimentary to adjacent land uses, and fulfills remaining land use needs.

There are no special physical or environmental characteristics of the land that would be negatively impacted by the proposed development. The surrounding uses are retail, restaurant

and office to the north; residential and commercial to the south; restaurant and office to the west; and retail and restaurant to the east. The development will be complimentary with the surrounding commercial developments and provide a customer base for the businesses on a year-round basis and entertainment venue, which in turn will provide economic stability and be a catalyst for growth in the downtown area.

Future Land Use Element Objective C-3: The Central Business District (CBD) represents the essence of what is Delray Beach i.e. a “village like, community by the sea”. The continued revitalization of the CBD is essential to achieving the overall theme of the City’s Comprehensive Plan of “A City Set Apart In South Florida”. The following policies and activities shall be pursued in the achievement of this objective:

Policy C-3.1: The CBD zoning district regulations shall facilitate and encourage rehabilitation and revitalization and shall, at a minimum, address the following:

- Deletion of inappropriate uses;
- Incentives for locating retail on the ground floor with office and residential use on upper floors;
- Accommodating parking needs through innovative actions;
- Incentives for dinner theaters, playhouses, and other family oriented activities;
- Allowing and facilitating outdoor cafes;
- Incentives for mixed use development and rehabilitation;
- Elimination of side yard setback requirements; and
- Allow structural overhang encroachments into required yard areas.

The intent of the CBD district regulations are to facilitate the development of the downtown with a mix of uses, which include pedestrian-oriented retail/restaurant activities on the ground floor (particularly along Atlantic Avenue) and office and residential uses on the upper floors.

The proposed development substantially fulfills the objective of the CBD zoning district to encourage the continued revitalization of the downtown area to improve the reputation of Delray Beach as “A City Set Apart In South Florida.” The proposed development will result in the elimination of an abandoned structure in the core downtown area which is inconsistent with a vibrant downtown. The development proposal is consistent with Future Land Use Element Policy C-3.1 as it will facilitate the continued rehabilitation and dynamic revitalization of the CBD zoning district.

Transportation Element Policy D-2.2: Bicycle parking and facilities shall be required on all new development and redevelopment. Particular emphasis is to be placed on development within the TCEA Area.

The development proposal provides several bicycle racks throughout the property. Based on the above, the policy has been met within the proposed development.

Section 2.4.5 (F)(5) - Compatibility (Site Plan Findings): The approving body must make a finding that development of the property pursuant to the site plan will be compatible and harmonious with adjacent and nearby properties and the City as a whole, so as not to cause substantial depreciation of property values.

The subject property is bordered to the north, south, east, and west by CBD. The surrounding uses are retail, restaurant and offices to the north, south east and west and residential to the south.

REVIEW BY OTHERS

Community Redevelopment Agency (CRA):

The CRA considered the site plan request at its meeting of November 19, 2015 and recommended approval.

Downtown Development Authority (DDA):

At its meeting of November 9, 2015, the DDA reviewed the site plan application and recommended approval.

Courtesy Notice:

Courtesy notices have been provided to the following homeowner's associations and interested parties, which have requested notice of developments in their areas:

- Delray Citizen's Coalition
- Chamber of Commerce
- Courtyards of Delray
- Alberta Beale, Inc.
- Mallory Square
- Town Square
- Village Grand of Delray Beach
- Downtown Development Authority
- Osceola Park

Letters of concern and support are attached.

ASSESSMENT AND CONCLUSION

The combination of Class "A" offices, theater, and retail will enhance the sustainability of the downtown area. The proposed development is consistent with the policies of the Comprehensive Plan and Chapter 3 of the Land Development Regulations. Positive findings can be made with respect to Section 2.4.7(B)(5)[Waiver Findings] and Section 2.4.5(F)(5) regarding compatibility of the proposed development with surrounding properties.

ALTERNATIVE ACTIONS

- A. Postpone with direction.
- B. Move approval of the request for waivers, Class V site plan, landscape plan, and architectural elevations for **Fourth and Fifth Delray**, by adopting the findings of fact and law contained in the staff report, and finding that the request and approval thereof is consistent with the Comprehensive Plan and meets criteria set forth in Section 2.4.7(B)(5), Section

2.4.5(F)(5), and Chapter 3 of the Land Development Regulations, subject to the attached conditions of approval.

- C. Move denial of the request for waivers, Class V site plan, landscape plan, and architectural elevations for **Fourth and Fifth Delray**, by adopting the findings of fact and law contained in the staff report, and finding that the request is inconsistent with the Comprehensive Plan and does not meet criteria set forth in Section 2.4.7(B)(5), Section 2.4.5(F)(5), and Chapter 3 of the Land Development Regulations.

STAFF RECOMMENDATION

By Separate Motions:

Waivers:

1. Move to recommend approval to the City Commission of a waiver to LDR Section 4.4.13(F)(7)(a), which requires minimum rear setback of 10 feet for all floors where 0.69 feet is proposed on the first floor and 1.19 feet is provided on the upper floors, based on positive findings with LDR Section 2.4.7(B)(5).
2. Move to recommend approval to the City Commission of a waiver to LDR Section 4.4.13(F)(4)(c)(1)&(2), which requires a building frontage for the lower and upper levels, respectively, along the east/west alley, based on positive finding with LDR Section 2.4.7(B)(5).
3. Move to recommend approval to the City Commission of a waiver to LDR Section 4.6.18(B)(14)(iv)(2), which requires a minimum transparency or glass surface area of 75% where 10% is proposed, based on positive findings with LDR Section 2.4.7(B)(5).

Site Plan:

Approve the request for a Class V site plan for **Fourth and Fifth Delray**, by adopting the findings of fact and law contained in the staff report, and finding that the request and approval thereof is consistent with the Comprehensive Plan and meets criteria set forth in Sections 2.4.5(F)(5), and Chapter 3 of the Land Development Regulations, subject to the following conditions:

1. Address all Site Plan and Engineering Technical Items, including the following, and submit four (4) copies of the revised plans for certification.
 - a. Redesign the upper floor of the office to provide a minimum of 275.09 feet at a setback of 30 feet or greater.
 - b. Revise the photometric plan to correct the deficiencies at the garage entrances from SE 4th Avenue and the east-west alley and the height of the light poles and fixtures on the garage roof.
 - c. Address the CPTED comments with Police Department regarding the provision of a CCTV system, securing the projector rooms, internal security personnel, and design of the stairwells.

2. Submit the parking management agreement with the Community Redevelopment Agency (CRA) prior to issuance of a building permit.
3. Prior to issuance of a building permit, the applicant shall coordinate with the City regarding the use/connectivity for the Martini property during construction. The applicant shall reconstruct/reconfigure the north/south alley to provide continuous connection to SE 4th Avenue via the Martini property. The construction shall be completed concurrently with the on-site construction to maintain access and circulation. The reconstruction of the alley shall be completed in accordance with the approved site plan for the Martini Property.
4. Provide a security guard at the entrance along SE 5th Avenue to prohibit pick-ups/drop-offs along the project frontage on SE 5th Avenue. This requirement shall be implemented upon commencement of theater operations. The security guard shall be posted from 4:00 p.m. until 8:00 p.m. during the weekdays and 4:00 p.m. until 10:00 p.m. Thursday through Sunday (inclusive). One-year after the date of the issuance of the certificate of occupancy, the movie theater owner may petition the City to eliminate this condition. The release of this condition shall only require City Commission approval with a recommendation from the City Engineer and/or City Traffic Engineer.
5. Prior to issuance of a building permit, the applicant shall use its best efforts to coordinate with the City, CRA, and Downtown Development Authority to develop a plan to address construction employee parking and parking for businesses in the 400 block of Atlantic Avenue during construction of the project. The plan shall address parking issues during construction to minimize impacts to businesses in the 400 block and provide sufficient parking for the construction employees.
6. Prior to the issuance of a building permit, the applicant will record a covenant approved as to form by the City Attorney related to the applicant's obligation to allow non-exclusive public use of the upper level third floor terrace garden area and corresponding access areas pursuant to a reasonable operational plan to be approved by the City Manager.
7. If a traffic signal is warranted at the intersection of SE 4th Avenue and SE 1st Street within two years of the date of the issuance of the certificate of occupancy AND the City has programmed this signal in the Capital Improvement Plan within the same period, the applicant shall be responsible for their proportionate share of the cost of the signal based upon the traffic information provided in support of this site plan approval. A security bond in the amount of 110% of the proportionate share of the traffic light shall be required and provided to the City prior to issuance of the certificate of occupancy.
8. Within 6 months of the issuance of the certificate of occupancy, the applicant will evaluate the valet and parking garage operations and provide the results to the City and if consistent problems exist that result from both or either operations, the applicant will provide the City with recommendations for commercially reasonable modifications of such operations the address the problem(s) identified in the analysis.
9. If requested by the City within two years of the issuance of the certificate of occupancy, the applicant shall perform a comprehensive intersection analysis at SE 4th Avenue and Atlantic Avenue and SE 5th Avenue and Atlantic Avenue to assess existing signal timing and recommend modifications by the applicant for intersection timing modifications to be performed by the City and/or Palm Beach County. This analysis shall be performed during

the peak season and designated peak time periods (i.e., Friday P.M. and Saturday P.M.) and coordinated with City staff.

10. Address the Palm Beach County Traffic Engineering Division's review of the revised traffic analysis prior to certification of the site plan.

Landscape Plan:

Approve the landscape plan for **Fourth and Fifth Delray** based on positive findings with respect to Section 4.6.16 of the Land Development Regulations, subject to the condition that all that all Landscape Technical Items are addressed and three (3) copies of the revised plans are submitted.

Elevations:

Approve the proposed elevations for **Fourth and Fifth Delray** based on positive findings with respect to LDR Section 4.6.18(E).

Attachments:

- Appendix A
- Site Plan
- Architectural Elevations
- Landscape Plan
- Waiver Justification Letters
- Letters of Concern and Support

Report prepared by: Scott D. Pape, AICP, Principal Planner

**APPENDIX A
STANDARDS FOR SITE PLAN ACTIONS**

- A. Building design, landscaping, and lighting (glare) shall be such that they do not create unwarranted distractions or blockage of visibility as it pertains to traffic circulation.**

Not applicable _____
Meets intent of standard X (Subject to revision of the photometric plan)
Does not meet intent _____

- B. Separation of different forms of transportation shall be encouraged. This includes pedestrians, bicyclists, and vehicles in a manner consistent with policies found under Objectives D-1 and D-2 of the Transportation Element.**

Not applicable _____
Meets intent of standard X
Does not meet intent _____

- C. Open space enhancements as described in Policies found under Objective B-1 of the Open Space and Recreation Element are appropriately addressed.**

Not applicable X
Meets intent of standard _____
Does not meet intent _____

- D. The City shall evaluate the effect that any street widening or traffic circulation modification may have upon an existing neighborhood. If it is determined that the widening or modification will be detrimental and result in a degradation of the neighborhood, the project shall not be permitted.**

Not applicable _____
Meets intent of standard X
Does not meet intent _____

- E. Development of vacant land which is zoned for residential purposes shall be planned in a manner which is consistent with adjacent development regardless of zoning designations.**

Not applicable X
Meets intent of standard _____
Does not meet intent _____

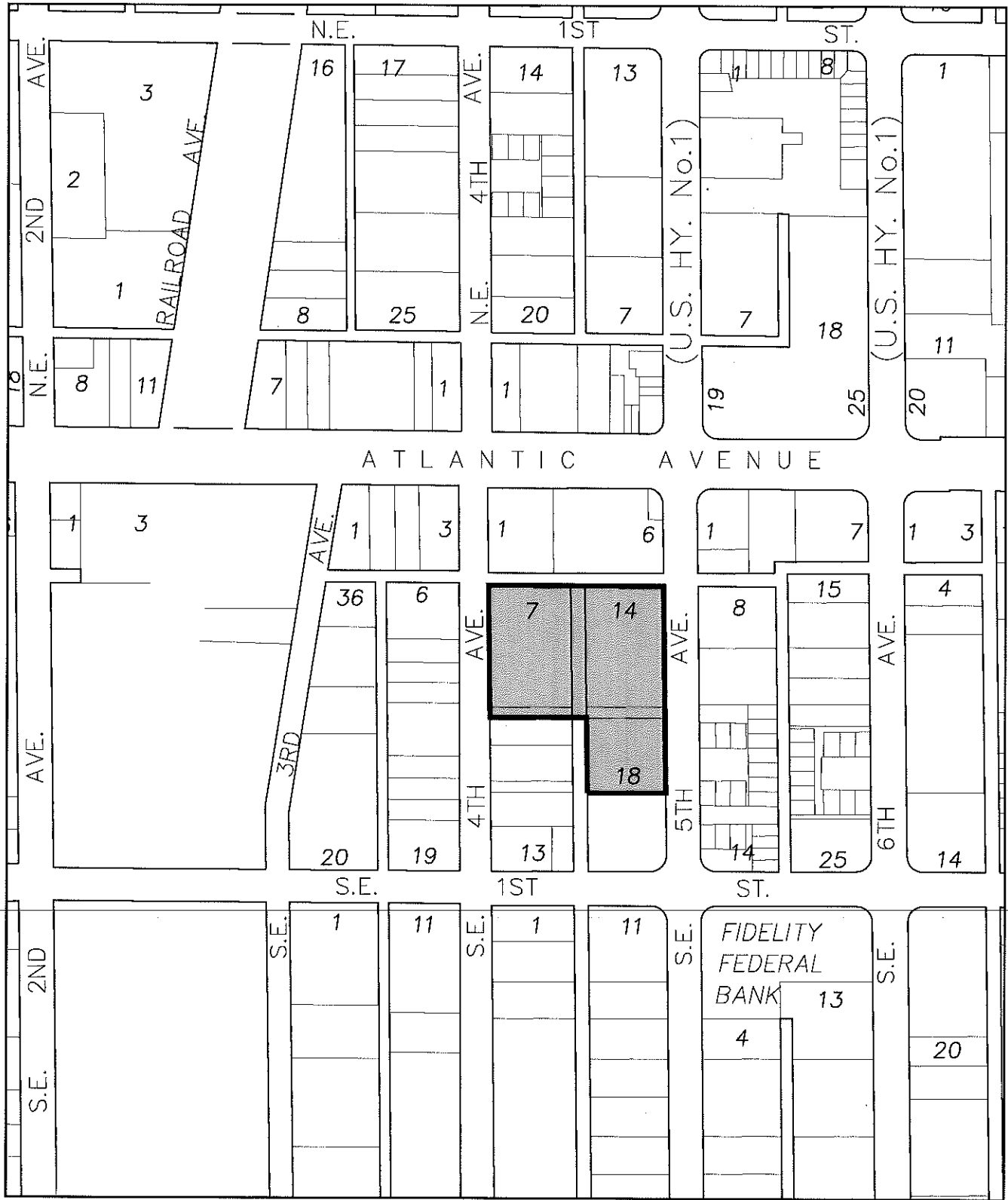
- F. Property shall be developed or redeveloped in a manner so that the future use and intensity are appropriate in terms of soil, topographic, and other applicable physical considerations; complementary to adjacent land uses; and fulfills remaining land use needs.**

Not applicable _____
Meets intent of standard X
Does not meet intent _____

EXHIBIT "A"

1. The applicant shall submit a detailed directional signage and pavement marking plan for City staff review and approval. This plan shall provide signage and striping details to help drivers navigate to the public parking spaces and valet entrances.
2. Provide a response letter with a detailed description of how each of these comments has been addressed and reference plans sheet number for accurate review.
3. Clearly indicate location of all existing and proposed easements on all plans including civil, site and landscaping plans.
4. Overhead power lines to be placed underground cannot be placed in City's Right-of-Way. Please coordinate with FPL on where this will occur on site and clearly indicate location of FPL Easement.
5. Provide a Composite Utility Plan **signed by** a representative of each utility provider attesting to the fact that services (water, sewer, drainage, gas, power, telephone and cable) can be accommodated as shown on the Composite Utility Plan. The Composite Utility Plan needs to address the responsibility for relocation of existing services and installation of new services in accordance with LDR Section 2.4.3 (F) (4). Composite Utility Plan is also used to ensure physical features do not conflict with each other and existing or proposed utility services. Update Composite Utility Plan to reflect / match changes made to site and civil plans.
6. Provide a Lift Station Easement and indicate on all plans.
7. Provide Sewer Easement for force main.
8. Remove bends in proposed force main and have effluent line straight out of valve vault into manhole.
9. Replace 90 degree bends used on water mains and sewer force mains with 45 degree bends.
10. Indicate which improvements will be done as part of the IPIC project or under the Martini project.
11. **Please Resubmit Through The Planning and Zoning Department; and Clearly Indicate Which Documents Are For The Engineering Division. Also, Ensure A Complete Set Of Plans Is Provided For The Engineering Division.**
12. Additional comments may follow after review of revised plans.
13. Provide required number of accessible parking spaces for theater and its accessory uses per FBCA 2014 and Table 208.2 and 208.3 for location to shortest accessible route to the particular facility served.
14. Accessible parking spaces for theater must be provided on the shortest accessible route not dispersed at different parking garage levels.
15. Provide Van parking count 1 per 6 required per 208.2.4 FBCA 2014

-
16. Provide verification of Occupancy classification and required type of construction with FBC 2014 and compliant with FBCA 2014 502 for design.
 17. Indicate inside turning radius of 25 feet in fire lanes for fire apparatus. Provide 48 foot outside turning radius in fire lanes for fire apparatus. *This must be noted at the turn near the theatre entrance and valet area.*
-



N
 PLANNING AND ZONING
 DEPARTMENT

SUBJECT PROPERTY



FOURTH & FIFTH DELRAY

LOCATION MAP

4th & 5th DELRAY

MIXED-USE DEVELOPMENT

PROPOSAL BY DELRAY BEACH HOLDINGS, LLC
CITY OF DELRAY BEACH
PALM BEACH COUNTY, FLORIDA



www.hodgesusa.com 972.387.1000
13642 Omega, Dallas, TX 75244



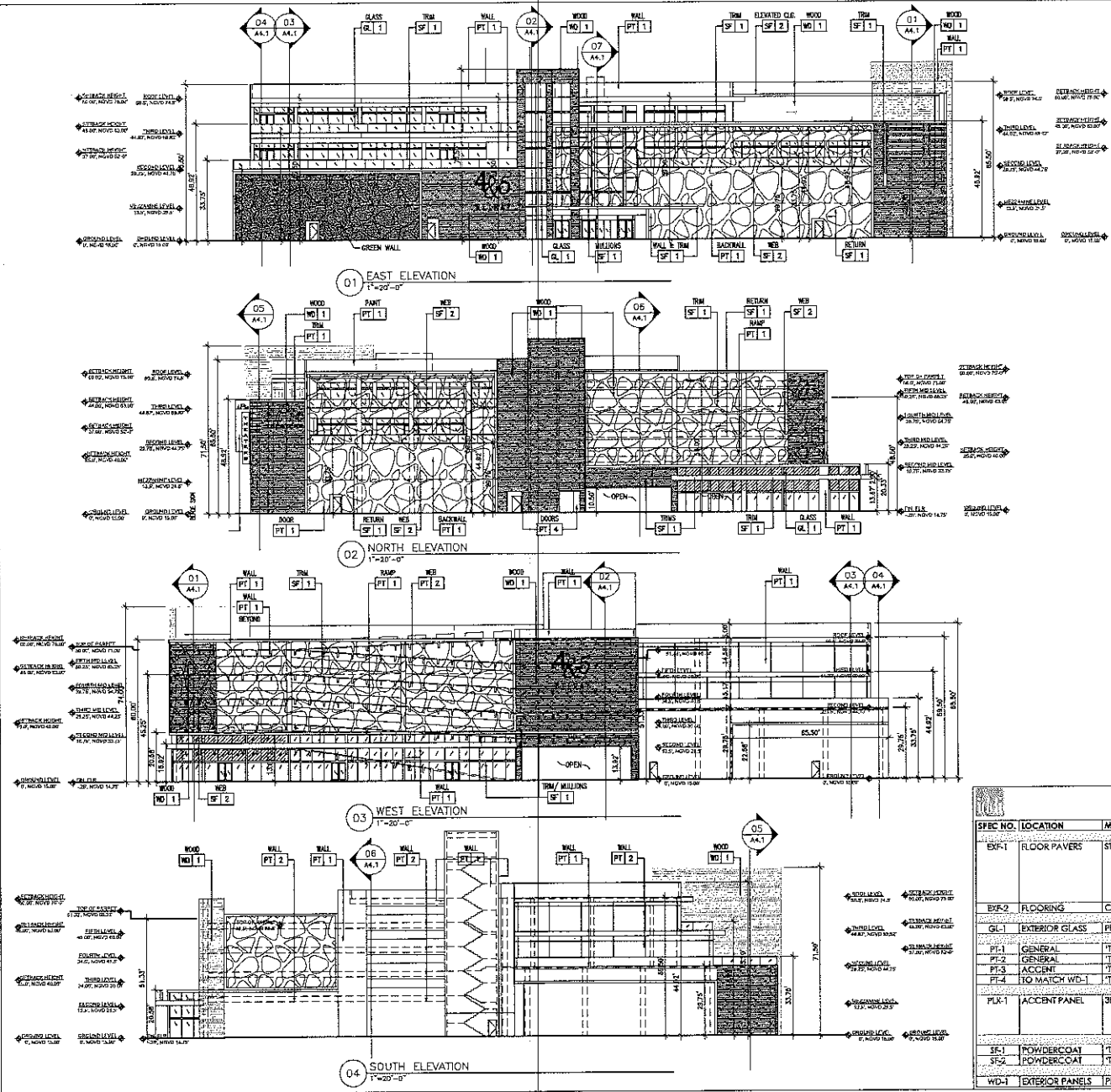
Project Number: 12019
Drawn By: GOC Checked By: GOC

No.	Description	Date
1	ISSUE LOG	
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	

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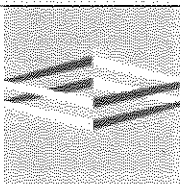
A3.1

ELEVATIONS



DELRAY EXTERIOR MATERIAL FINISHES
2/22/21

SPEC NO.	LOCATION	MANUFACTURER	PRODUCT NO.
EXTERIOR FLOORING			
EX-F-1	FLOOR PAVERS	STEPSTONE	LARGE SCALED MODULAR PAYER SIZE: 6" X 36" X 2.5" COLORS: MULTIPLE COLORS - 20% CHARCOAL 30% GRAY, 50% LIGHT GRAY RANDOM RUNNING BOND, SAND SET REFER TO MANUFACTURER FOR INSTALLATION INSTRUCTIONS
EX-F-2	FLOORING	CONTRACTORS SOURCE	POURED CONCRETE SLABS TO MATCH SAMPLE PROVIDED
GLASS			
GL-1	EXTERIOR GLASS	PER ARCHITECT SPECS	CLEAR EXTERIOR TEMPERED GLASS WITH IRON
PAINT			
PT-1	GENERAL	TO MATCH SHERWIN WILLIAMS	EXTRA WHITE - SW 7006
PT-2	GENERAL	TO MATCH SHERWIN WILLIAMS	FIRST STAR - SW 7046
PT-3	ACCENT	TO MATCH SHERWIN WILLIAMS	DAKE ROYAL BLUE - SW 6055
PT-4	TO MATCH WO-1	TO MATCH SHERWIN WILLIAMS	CALVIN RED - SW 6008
PLEXI			
PLX-1	ACCENT PANEL	3FORM	CUSTOM "WEB" GRAPHIC + COBALT + GHOST 3/4" EACH PER LAYER FINISH: RENEWABLE MATTE EXTERIOR REFER TO MANUFACTURER FOR INSTALLATION INSTRUCTIONS
SPECIAL FINISH			
SF-1	POWDERCOAT	TO MATCH SHERWIN WILLIAMS	EXTRA WHITE - SW 7006
SF-2	POWDERCOAT	TO MATCH SHERWIN WILLIAMS	FIRST STAR - SW 7046
WOOD			
WD-1	EXTERIOR PANELS	PRODEMA	PRODEX - OXUME VENEER - DEEP BROWN



**DUNAY
MISKEL
BACKMAN** LLP

Gary S. Dunay
Bonnie Miskel
Scott Backman
Dwayne L. Dickerson
Hope W. Cathoun
Christina Bilenki
Heather Jo Allen

4th & 5th Delray
Waiver Request & Justification

Waiver from LDR Section 4.4.13(F)(7) Rear Setback along north/south alley
Waiver from LDR Section 4.4.13(F)(4)(c) Front Setbacks along east/west alley
Waiver from LDR Section 4.6.18(B)(14)(iv)(2) Minimum Transparency for Windows and Doors

Delray Beach Holdings, LLC ("Petitioner") is the contract purchaser of the +/- 1.56 acre parcel generally located +/- 170 feet south of East Atlantic Avenue and bordered by S.E. 4th Avenue to the west and S.E. 5th Avenue to the east ("Property") within the City of Delray Beach ("City"). The Property is zoned Central Business District ("CBD") and the underlying land use designation is Commercial Core. The Property is developed with the current Chamber of Commerce building, the Old Library building and a public parking lot. The Property is owned by the Delray Beach Community Redevelopment Agency ("CRA"). On February 13th, 2013, the CRA released a request for proposal ("RFP") for the lease or purchase and redevelopment of the Property with the preference for a single-phased project with commercial office space and retail uses as well as public parking. Petitioner has been awarded the bid for a +/- 219,347 square foot building consisting of a mix of office, retail and theatre uses ("Project").

More specifically, the Project proposes a three-story +/- 94,912 square foot building with 42,446 square feet of Class A office space set above a dynamic street-level cinema/entertainment space for iPic Entertainment ("Theatre"). Behind it, deftly tucked in the center of the site, is an architecturally striking, six-level, 315 space parking garage with +/- 7,487 square feet of ground level retail space along the east side of S.E. 4th Avenue. The movie theatre itself has 497 seats that will be housed in +/- 34,009 square foot entertainment area with an additional +/- 10,970 square foot mezzanine/production level. It will include eight intimate, finely appointed theatres arranged on either side of a grand, two-story lobby space. The large open foot lobby area features epicurean concession stand, and a chic, upscale cocktail lounge service with unique mixology.

The Project meets the setback requirements of the CBD ("Code") to the greatest extent possible. However, because of the particular use as a movie theatre and the need for life-safety areas, such as stairwells and elevators, certain waivers from the City's Land Development Regulations ("LDR") Section 4.4.13(F) for building setbacks are required. Further, again because of the specific use, a waiver is required for LDR Section 4.6.18(14) for minimum transparency. As such, Petitioner request the following waiver for the Project:

Waiver from LDR Section 4.4.13(F)(7) "Rear Setbacks" to allow a minimum rear setback of 0.68 feet in lieu of ten (10) feet along the north/south alley ("Rear Setback Waiver");

Waiver from LDR Section 4.4.13(F)(4)(c) "Alley Setback" to allow a minimum five foot (5') setback in lieu of stepbacks required for the frontage along the east/west alley ("Alley Setback Waiver")

Waiver from LDR Section 4.6.18(B)(14)(iv)(2) Minimum Transparency for Windows and Doors to allow a minimum transparency or glass surface on the ground floor of ten percent (10%) in lieu of seventy five percent (75%) transparency along Federal Highway ("Transparency Waiver")

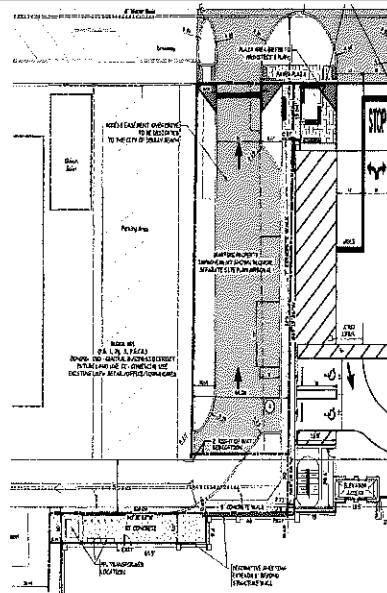
In support of the proposed waiver, Petitioner will demonstrate that: (a) the waiver does not adversely affect the neighboring area; (b) the waiver does not significantly diminish the provision of public facilities; (c) the waiver does not create an unsafe situation; (d) the waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.

Waiver from LDR Section 4.4.13(F)(7) "Rear Setbacks" to allow a minimum rear setback of 0.68 feet in lieu of ten (10) feet along the north/south alley

(a) The Rear Setback Waiver does not adversely affect the neighboring area.

The Rear Setback Waiver does not adversely affect the neighboring area. The Rear Setback Waiver is only requested for a portion of the Project running along a small section of the alley to the south of the Property and the rear of the Project. Initially, Petitioner was requesting a waiver for a smaller deviation from Code requirements, however, an additional two foot dedication was required along the alley on the southern end of the Property. As such, Petitioner is requesting a Setback Waiver to allow a 0.68' setback in lieu of the 10' Code required rear setback along this alley. It is important to note that along the ground level the majority of this frontage complies with the 10 foot rear setback. A 0.68 setback is only proposed for 37.3 feet of the 102.8 feet of building length from the ground level to 29.57' in elevation. From 29.75 feet to 59.5 feet in elevation, the minimum rear setback proposed is 1.18 feet in lieu of ten feet required for 95.36 feet of the length of the building.

Although Petitioner is requesting a waiver from the rear setback provision, Petitioner is under contract for the adjacent property immediately south of the proposed parking garage. This property is forty-four (44) feet from north to south along this rear setback. Petitioner is proposing to utilize this property as an access way from the north-south alley to SE 4th Avenue. Petitioner is proposing to demolish the existing building and utilize the remainder of the property as a linear park. In addition, the property further south is an existing parking area that will continue to serve the retail uses in the area in accordance with the image below:



Had this adjacent parcel been under contract when Petitioner initially submitted the application, it would have been included in the application and the portion of the alley adjacent to the building wall on the ground levels would have been proposed for abandonment. However, the proposed plans still meet the intent of this provision. The rear setback provisions are in place to ensure there is adequate open space and separation between buildings. As the Project now proposes to demolish the building on the adjacent property and provide additional open space, the Project adheres to the intent of this provision.

Further, the Rear Setback Waiver from setback requirements is not requested along either of the major thoroughfares where pedestrians will travel, nor along the east/west alley at the north end of the Property where vehicles will travel to access the parking areas. This portion of the Property will be utilized by very few vehicles parking in the rear of adjacent businesses. This area will rarely be utilized by pedestrians and the door adjacent to this area is designated as an emergency exit and will not be utilized by patrons. Petitioner has also met with Waste Management to ensure the Project does not adversely affect the adjacent buildings and that services will be available once the Project is developed. The Project will actually enhance the appearance of the area as it offers a unique architectural ensemble which embraces a contemporary modern aesthetic. The façade is intentionally multi-faceted, with slight contrasting yet visually integrated components that will enhance the visual experience for pedestrians and passing motorists. Many of the architectural elements and details will be carried throughout the Project and even the rear elevation will be slightly enhanced so as to not detract from the aesthetics of the neighborhood. As such the Rear Setback Waiver does not adversely affect the neighboring area.

(b) The Rear Setback Waiver does not significantly diminish the provision of public facilities.

The Rear Setback Waiver does not diminish the provision of public facilities. Petitioner has met with various utility providers and utility easements are being provided or relocated as necessary. Public facilities have all been considered throughout the site planning process by engineers and related professionals. The decrease in the proposed setback proposed will not have a significant impact on streets, potable water, sewage, stormwater management, solid waste, schools, parks, emergency facilities or any other public facilities. In addition, Petitioner has met with Waste Management to ensure the service providers will be able to adequately access adjacent businesses and the Project now proposes a means of safe egress from the alley onto SE 4th Avenue through the acquisition of the adjacent property. In addition, Petitioner is providing a two foot (2') dedication along this alley to the south of the Property and will be expanding the east/west alley along the north of the Property to ensure patrons of both the Project and adjacent businesses are able to safely traverse the site. As such, the Rear Setback Waiver does not significantly diminish the provision of public facilities.

(c) The Rear Setback Waiver does not create an unsafe situation.

The Rear Setback Waiver does not create an unsafe situation. As discussed above, the Rear Setback Waiver relates only to the rear of the building adjacent to the north/south alley. This is not an area which will be utilized by the public. Petitioner is providing the required 10 foot setback for 65.5 feet along the rear of the building. Further, an additional two foot (2') dedication has been provided along this alley. The rear setbacks provide sufficient space to access the FPL transformer locations for maintenance and repair along the alley by providing the required 10 foot setback in these locations. The reduced setback is located towards the interior corner of the building where these activities will not occur. While emergency exits are located in the rear of the building leading into the alley, these exits will not be regularly used by patrons. Adequate means of pedestrian circulation have been provided in order to ensure pedestrians maneuver safely through all areas of the Project. Further, the required ten foot setback is provided adjacent to the alley in order to ensure safe vehicular movements for the few cars that may utilize the alley to park in the rear of the adjacent businesses. Waste Management has also been consulted to ensure adequate access to adjacent businesses. Petitioner is further under contract to purchase the property immediately south of the parking garage and proposes a driveway connecting the alley to SE 4th Avenue to ensure safe vehicular

movements for vehicles utilizing this alley. Further, Petitioner is proposing to improve access to the Property and adjacent commercial development by expanding the east/west alley along the north of the Property. By doing so, Petitioner is creating a safer means of accessing the Property and adjacent commercial establishments. As such, the Rear Setback Waiver does not create an unsafe situation.

(d) The Rear Setback Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.

The Rear Setback Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on the property for another applicant or owner. As noted above, Petitioner is adhering to the setback requirements of the CBD for the main street frontages of the Project on SE 4th Avenue and SE 5th Avenue. Further, Petitioner adheres to LDR Section 4.4.14(F)(6) for the Side Street building frontage along the alley. As such, the massing of the building adheres to the intent of the Code for all vehicular use and pedestrian areas. The requested Rear Setback Waiver relates only to the rear setback of the Project which will rarely be viewed by pedestrians or vehicles at street level. Further, Petitioner is under contract to purchase the property immediately south of the proposed parking garage to provide an additional access from the alley to SE 4th Avenue and to create additional public open space elements within the Project. The property immediately to its south is currently a parking garage. As such, the Project adheres to the intent of the code, ensuring there is sufficient open space and separation between buildings. Petitioner is not only adhering to the intent of the Code by adhering to the setbacks on the accessible frontages for the Project, but Petitioner is also going beyond the Code requirement by designing the Project in such a way as to incorporate pedestrian friendly elements, such as the horizontal wood siding, plant beds and a fountain in order to reduce the expanse of the four-story façade to a comfortable human scale. The Project enhances the experience at the street level for pedestrians and passing motorists and truly strives to create a design that will be an iconic and positive presence in the City for years to come. As such, it is unlike other development within the City and the Rear Setback Waiver will not result in the grant of a special privilege.

Waiver from LDR Section 4.4.14(F)(4)(c) "Alley Setback" to allow a minimum five foot (5') setback in lieu of stepbacks required for the frontage along the east/west alley ("Alley Setback Waiver")

(a) The Alley Setback Waiver does not adversely affect the neighboring area.

The Alley Setback Waiver does not adversely affect the neighboring area. The Alley Setback Waiver relates to building frontage along the east/west alley at the north end of the Property. LDR Section 4.4.14(F)(4)(c) requires the building frontage to be setback no more than five (5) feet for seventy percent (70%) to ninety percent (90%) of the building frontage on ground floors. Petitioner complies with this requirement. The provision requires for an additional setback of fifteen (15) feet for the remainder of the building. LDR Section 4.4.14(F)(4)(c) further specifies additional setback requirements for upper levels. Specifically, from twenty-five to forty-eight feet in height, at least seventy percent (70%) to ninety percent (90%) must be setback a minimum of fifteen (15) feet. The remainder must be setback at least twenty five (25) feet. Petitioner is unable to comply with this provision because of the specific use that is proposed. This portion of the Project is comprised of individual movie theatres and a parking garage. These specific uses do not allow for the stepbacks required by the LDRs. Further, the proposed theatres go beyond twenty five (25) feet in height, where the additional stepbacks are required. Over thirty (30) feet in height, above the height of the proposed movie theatres, the Project meets this stepback requirement. This relief is sought for less than five feet in elevation. As such, the Alley Setback Waiver is required in order to develop the Project. More specifically, on the ground floor, Petitioner is providing the five (5) foot setback required along the alley, however, because of the uses proposed, the building would need to provide 15 foot setback for an

additional 17.15 feet of frontage along the alley, the building would need to setback to at least 15 feet for an additional 11.36 feet on the second floor, and finally, an additional setback of 0.83' is required on the upper level.

The Alley Setback Waiver is only on the northern boundary of the Property fronting the alley. This alley is not intended for pedestrian use. Rather, vehicles will be using it to access the parking garage for the Project and a small number of vehicles will be using it to access the rear of existing businesses (mainly employees). This is not a main thoroughfare, nor is it an area that will be frequented by pedestrians. As such, it is not as necessary to provide the required setbacks as for the east and west frontages of the Project. Further, Petitioner is actually proposing to improve the north/south alley and expand it in order to create safer drive aisles. As such, the Alley Setback Waiver does not adversely affect the neighboring area.

(b) The Alley Setback Waiver does not significantly diminish the provision of public facilities.

The Alley Setback Waiver does not diminish the provision of public facilities. A five foot (5') utility easement is being provided on the southern portion of the Property and utilities are being relocated as necessary. Public facilities have all been considered throughout the site planning process by engineers and related professionals. The decrease in the proposed setback proposed will not have a significant impact on streets, potable water, sewage, stormwater management, solid waste, schools, parks, emergency facilities or any other public facilities. In addition, Petitioner has met with Waste Management to ensure the service providers will be able to adequately access adjacent businesses. In addition, Petitioner will be expanding the east/west alley along the north of the Property to ensure patrons of both the Project and adjacent businesses are able to safely traverse the site. As such, the Alley Setback Waiver does not significantly diminish the provision of public facilities.

(c) The Alley Setback Waiver does not create an unsafe situation.

The Alley Setback Waiver does not create an unsafe situation. As discussed above, the Alley Setback Waiver is for the frontage along the east/west alley. The alley is currently utilized to access the rear of existing businesses. This will also be a means of ingress and egress to the Project's parking garage and valet drop off areas. The intent of the setback requirements is to provide for relief and appropriate building massing from street level. Stepping back a small portion of the building at ground levels and incorporating additional setbacks at twenty five (25) feet in height will not affect the safety of the area. Further, Petitioner is actually creating a safer situation by expanding the adjacent alley to provide uniform twenty (20) foot drive aisles. As such, the Alley Setback Waiver does not create an unsafe situation.

(d) The Alley Setback Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.

The Alley Setback Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on the property for another applicant or owner. The alley is being viewed as a hybrid frontage because of it will be utilized to access the Project, however, it is still an alley. This is not a right-of-way that will be utilized by anyone other than those accessing the Project or adjacent businesses. As such, it is a unique situation. This LDR section would typically apply to other streets where vehicles would pass by regularly and where pedestrians would travel. This is not the case with the alley as it is not designated for general traffic or pedestrian circulation and should not be treated as such. Further, the Alley Setback Waiver is specific to this particular use. While other developments may be able to comply with this provision of the LDRs, this specific movie theatre use is not able to step back as required. As such, the Alley Setback Waiver does not result in the grant of a special privilege.

Waiver from LDR Section 4.6.18(B)(14)(iv)(2) Minimum Transparency for Windows and Doors to allow a minimum transparency or glass surface on the ground floor of ten percent (10%) in lieu of seventy five percent (75%) transparency along Federal Highway

(a) The Transparency Waiver does not adversely affect the neighboring area.

The Transparency Waiver does not adversely affect the neighboring area. The Code requires a minimum transparency or glass surface area on the ground floor wall area of all non-residential buildings for the east elevation along SE 5th Avenue and the west elevation along SE 4th Avenue. Although the west elevation meets transparency requirements with the retail uses proposed, the east elevation is unable to meet this Code requirement because of the proposed movie theatre use. This use is unlike the majority of commercial uses in the CBD, mainly restaurants, retail and office which can all provide floor to ceiling windows into the building. Movie theatres, on the other hand, must be completely dark to provide for the quality viewing experience expected by patrons. Any light entering into the theatre areas must be contained so as not to cause glare or deter from the quality of the image on screen. As such, it is impossible to provide the minimum seventy five percent (75%) transparency along Federal Highway. Rather because of the constraints associated with this use, very little transparency can be provided.

The intent of this Code provision is to provide a ground floor elevation that brings the building massing to a human scale so that it is not overbearing, creates pedestrian interactions and enhances the experience at the street level for pedestrians and passing motorists. Although the Project is unable to provide the required transparency because of the specific use, the intent of the Code is still met because of the architectural details and pedestrian elements provided. The Project has been very thoughtfully designed to incorporate various elements that will attract pedestrians and reduce the expanse of the façade to a human scale. Specifically, the Project incorporates pedestrian friendly elements such as dark horizontal wood siding, plant beds and benches along the plaza areas adjacent to Federal Highway for pedestrians to congregate, and a fountain. The design also expresses an organic quality with the use of natural wood, polished porcelain and the select use of marble and granite. Further, the visual layering adds depth to the building so that the Project presents itself as a combination of smaller forms instead of one larger building mass. The Project truly strives to create a design that will be an iconic and positive presence in the City and a dynamic addition to the urban fabric for years to come. As such, the Transparency Waiver will not adversely affect the neighboring areas.

~~*(b) The Transparency Waiver does not significantly diminish the provision of public facilities.*~~

The Transparency Waiver does not significantly diminish the provision of public facilities. The decrease in the transparency of the Federal Highway frontage will not have a significant impact on streets, potable water, sewage, stormwater management, solid waste, schools, parks, emergency facilities or any other public facilities.

(c) The Transparency Waiver does not create an unsafe situation.

The Transparency Waiver does not create an unsafe situation. The Project does not replace the windows or glass that would meet the transparency requirement with materials that would be distracting to pedestrians or vehicles traveling along Federal Highway. Rather, natural materials are being utilized to create an organic feel that adds to the appearance of the community. Further, pedestrian features such as plazas, landscaping, benches and a fountain are being provided to create an active frontage. Further, security measures will be in place to ensure the safety of patrons. As such, the Transparency Waiver does not create an unsafe situation.

(d) The Transparency Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property for another applicant or owner.

The Transparency Waiver is required because of the particular use associated with the Project. The majority of non-residential uses within the CBD consist of retail, restaurants and offices. These, and similar such uses, can easily provide the necessary amount of transparency or glass and still operate effectively. The movie theatre use is unlike any other commercial use in that the theatres, constituting the majority of the ground floor of the building, must be fully dark and cannot have any lighting come in from the street in order to operate. Further, these theatres cannot be moved from the ground floor due to size and structural restrictions. As such, in order to provide the movie theatre use, Petitioner requires the Transparency Waiver. As noted above, in place of the transparency or glass requirement, the Project provides other creative architectural features which reduce the expanse of the buildings and interact with pedestrians at ground level. Specifically, pedestrian plazas with additional landscaping and benches have been provided along the Federal Highway frontage to encourage pedestrian activity. A fountain feature has also been included to incorporate additional pedestrian friendly elements. The design also expresses an organic quality with the use of natural wood, polished porcelain and the select use of marble and granite. These elements not only create an aesthetically pleasing design, but creates an iconic and positive presence in the City and is a dynamic addition to the urban fabric. As such, the Transparency Waiver does not result in the grant of a special privilege in that the same waiver would be granted under similar circumstances on other property and for another applicant or owner.

Pape, Scott

From: Hannah G Connell <hannahgconnell@att.net>
Sent: Monday, July 20, 2015 11:14 AM
To: Pape, Scott
Cc: Stillings, Tim; cmdavey@aol.com; jaysjacobson@mac.com; jpike@envdesign.com; R.M.Bird@comcast.net; sdmackey@mackindustrial.com; mlk@listickandrall.com; franciosa4delray@aol.com
Subject: Fair Play (Agenda Items VII. B. and C.)
Attachments: Letter of Response.pdf; July 1st Public Notices.pdf; RFP pg.4.pdf; 2004 Special Warranty Deed.pdf; Expanded Alley1958.pdf

Good morning, Scott.

Please add the following email (statement) along with supporting documentation to the record for the 4th&5th Delray Project file for tonight's meeting.

Thank you .
Hannah Connell

Sent from my 4G LTE Android device

----- Original message -----

From: Hannah G Connell <hannahgconnell@att.net>
Date: 07/20/2015 10:15 AM (GMT-05:00)
To: cmdavey@aol.com, jayjacobson@mac.com, jpike@endesign.com, sdmackey@mackindustrial.com, franciosa4delray@aol.com, mlk@listickandrall.com, R.M.Bird@comcast.net
Cc: Robert <ROBERTGEORGEMD@comcast.net>, cooperd@mydelraybeach.com
Subject: Fair Play (Agenda Items VII. B. and C.)

Dear Planning and Zoning Board members,

This email is to inform you of a request which has been made to the City Commission to RECALL its action taken last year, on July 1st, 2014, pertaining to a quit claim deed for the North 16 feet and the West 8.17 feet of Lot #7 in Block 101 to the CRA. (North side of the Old Library Site)

In this most curious action, the CRA/ developer got 12 MORE feet of city taxpayer-owned public land, the public along with nearby property owners got 8 fewer parking spaces and a narrower alley and the City Commission may have been misinformed.

Furthermore, the Planning and Zoning Board was not given the opportunity participate in the process and review this request.

Attached you will find a copy of the letter dated June 23rd, 2015 along with supporting documents.

We are still awaiting response from the Commission as well as the City Attorney.

This is Commmunity Redevelopment project of city taxpayer-owned land that is pursuant to F.S. Chap.163, as well as, the rules of the Request for Proposal (RFP) which includes within it the Land Development Regulations and the language , "any changes or contemplated changes". (See page 4 paragraph C. of the RFP)

Instead, Delray Holdings has attempted to hold a place for themselves by submitting their project more than a year ago while repeatedly delaying only to come back with a plan to teardown MORE of our City, add a few token parking spaces and obtain a larger footprint.

How does this project serve the purpose and intent of the LDR's for the CBD which clearly state: to preserve and protect the "historic moderate scale"?

How is it that city staff is recommending this project? Why is it that the developer is not required to play by the rules that were passed more than 5 months ago? Why is it that staff is recommending giving away of public property (the alley) to a private developer?

At what benefit to the City and its citizens?

When this precious and valuable public land is given away for redevelopment , how will it ever be replaced?

Most respectfully,
Hannah George Connell
Dr. Robert George

PLEASE SEE ATTACHED

June 23rd, 2015

Dear Honorable Mayor Glickstein:

We are writing in response to the City Attorney's letter of May 5th, 2015. While we appreciate that Mr. Pfeffer took time to respond to our original letter of March 29th, 2015, we are disappointed in his apparent cavalier dismissal of "minor" legal errors. There are a number of very clear and recorded actions that were taken by City departments, City staff, and the Community Redevelopment Agency (CRA) that remain in question, and indeed appear inappropriate. We will outline these (again) carefully below.

In addition to the points we note further in this correspondence, there are other assertions in the letter of May 5th that warrant mention and are cause for additional concern. The City Attorney cites case law in defense of the City's actions with regard to Reverter Rights. We are skeptical of case law applying to this extremely specific set of circumstances, and even if it does apply appropriately, it may not be in the best interests of our city to advise Commissioners, conduct meetings and issue notices using obscure case law. In addition, the City Attorney's failure to acknowledge the Florida Statute Chapter. 163 by which CRA's are governed is perplexing and bothersome. Furthermore, the City Attorney's claim that it was a recommendation from the "Planning Dept."(sic) to resolve the issue of the two small parcels of land using a Quit Claim Deed was surprising as we have found no evidence to support this assertion. We have reviewed the Planning and Zoning Department's file for the abandonment petition of the 12 feet on the North side of Lot #7 and have had several conversations with City Planners; there seems to be consensus that recommending a Quit Claim Deed under these circumstances would be unusual for the Planning and Zoning Department and possibly "illegal". These assertions, along with the facts noted below, have caused us to question the quality of the legal counsel being provided to the City and its governing boards, agencies, and committees.

As you may recall, at the July 1st, 2014 Commission meeting when item 10E. Resolution 31-14 Quit Claim Deed with the City and the CRA came up, you first attempted a motion for "Point of Order", and then a motion to "Table" the item, both to no avail. As discussion continued on this item, you remarked, "It boggles my mind..." that the DDA's Executive Director, chairman of the Board and Attorney and others had not been notified about the elimination of Public Parking. During Public Comment, we presented our concerns to the Commission along with a petition of 50 signatures. These signatures (gathered in just two hours) included some of the many small business owners who use and rely on those public parking spaces and the expanded alleyway. The Commission approved item 10E by a 4-1 vote with Commissioner Jacquet dissenting.

Your comments during the meeting matched our own concerns about this issue and that has led us on a nearly-yearlong quest to understand the multiple transfers of tax-payer owned public land in Block #101 used for valuable public parking and an expanded alley that Atlantic Avenue business owners have depended on for decades. On the following pages are some of our many findings, our concerns and objections to this matter.

- According to the Public Notice published for the July 1st, 2014 meeting of the City Commission, the item for consideration was ***“incorporating the terms and conditions contained in the Purchase and Sale Agreement dated Feb. 14, 2008 and the Tri-Party Interlocal Agreement dated March 8th, 2013 between the CRA and the City of Delray Beach”***. (See attached Public notice)
- The Purchase and Sale Agreement dated Feb. 14th, 2008 **was terminated in September 2012**. Therefore, it was **not** in effect at the time of the July 1st 2014 meeting.
- The Tri-Party Interlocal Agreement dated March 8th, 2013 **is now in question** and we have already shared our objections to this document with you. Furthermore, ***neither*** of these documents pertain to the North 16 feet of Lot #7 and the West 8.17 feet of Lots #7, #8 and #9 that was quit claimed to the CRA.
- The Land Swap of 2004 did not include this land. Historically, the City reserved the North 16 feet of Lot #7 as “expanded” alley and then later added parking. (See attached City records)
- The Special Warranty Deed of August 2004 conveys Lot # 7 **“LESS** the North 16.0 feet and Lot # 7, Lot # 8 & Lot # 9 **LESS** the West 8.17 feet. We contend that this was not a “scrivener’s error” as was lightly claimed by the City Attorney. (See attached deed) (Watch online video of July 1st, 2014 City Commission meeting.)

Rather, the CRA went on record (in the RFP, page 4) with all the potential bidders that “the site could ***potentially*** include an additional 12 feet on the North end of Lot #7, subject to the successful processing by the selected developer’s abandonment petition”. After a winner was selected, apparently the CRA or the City decided to change the rules of the RFP by performing the abandonment process themselves as Quit Claim work. It was then rushed before the City Commission on July 1st, 2014 to convey these two parcels of public land BEFORE the development plan was even reviewed by the Planning and Zoning Board. The CRA rushed to secure more public land, and this time outside of their own RFP boundaries.

In this most curious transaction, the CRA/Developer got 12 more feet of public land in the heart of the Central Business District, the City got \$10 and the public, along with nearby property owners, got 8 fewer public parking spaces, a narrower alley and no opportunity to participate in the process.

Looking at the totality of the so-called “minor” legal mistakes, how is it possible that each of them, in some way, decreased the opportunity for public awareness and transparency? On the surface, and examining the facts, it appears that these events resulted in limiting public awareness and involvement. Based on our thorough review of the facts as recorded in the public record, combined with the laws governing public land, public notice, and the rights and limits of CRA bodies, we provide our counterpoint to the City Attorney’s response of May 15th, 2015:

1. We are in agreement with the City Attorney that the Public Notices for the July 1st, 2014 City Commission Meeting as written, submitted & published by the City Attorney's Office are invalid.
2. As a result of # 1, we believe the action taken by the City Commissioners at the Commission Meeting of July 1st, 2014 was invalid as it pertains to the Item 10E and the Quit Claim Deeds submitted by the City Attorney's Office.
3. As a result of # 2, we believe the action taken by the City Commissioners as it pertains to their voting on the Quit Claims Deeds is also invalid based on the above.
4. We believe that the City Commissioners were misinformed and consequently misled regarding the information provided to them on the transfer of ownership of property through the quit claim process before voting to approve these Quit Claim Deeds.
5. We believe both the public and the individual nearby property owners were not properly and legally informed as required by City Regulations (Sec. 36.12) and **Florida State Law (Statute #163.380)**.
6. As a result of the above, we are pursuing the City Attorney's suggestion that the City Commissioners re-consider this issue and by so doing, reverse their decision and have the entire process declared **null and void**. **Should there be a requirement that our suggestion be made more formally, consider this letter to serve that purpose.**
7. We object to the revision of the plat book involving these parcels of land located in Block #101 City of Delray Beach (formally, Town of Linton). It clearly is not in keeping with the "**Purpose and Intent**" of the City's Land Development Regulations which states: to "*preserve and protect the historic moderate scale*" of the City's Central Business District.
8. Given all of the reasons outlined above, we respectfully request that the City instruct the County to cease and desist from altering the Plat book as it pertains to Block #101 City of Delray Beach.

In conclusion, giving full consideration to the facts as recorded and presented, we respectfully ask the City Commission to recall the action of July 1st, 2014 for Item 10E, Resolution No. 31-14: Quit Claim Deed with The Community Redevelopment Agency. *If deemed appropriate*, following the Commission's approval of a redevelopment plan, we propose that the matter be considered properly, allowing the public and the nearby land owners to openly participate in any decision to sell or convey public land in accordance with the laws of the City and the State of Florida. (Fl. Statute #163.380). To do anything less would be a continued breach of the Public Trust.

Respectfully Submitted,

Hannah George Connell

Dr. Robert A. George

Cc: Vice-Mayor Shelly Petrolia
Deputy Vice-Mayor Al Jaquet
Commissioner Jordana Jarjura
Commissioner Mitchell Katz
City Manager Donald Cooper

Pape, Scott

From: Hannah G Connell <hannahgconnell@att.net>
Sent: Monday, July 20, 2015 11:14 AM
To: Pape, Scott
Cc: Stillings, Tim; cmdavey@aol.com; jaysjacobson@mac.com; jpike@envdesign.com; R.M.Bird@comcast.net; sdmackey@mackindustrial.com; mlk@listickandrall.com; franciosa4delray@aol.com
Subject: Fair Play (Agenda Items VII. B. and C.)
Attachments: Letter of Response.pdf; July 1st Public Notices.pdf; RFP pg.4.pdf; 2004 Special Warranty Deed.pdf; Expanded Alley1958.pdf

Good morning, Scott.

Please add the following email (statement) along with supporting documentation to the record for the 4th&5th Delray Project file for tonight's meeting.

Thank you .
Hannah Connell

Sent from my 4G LTE Android device

----- Original message -----

From: Hannah G Connell <hannahgconnell@att.net>

Date: 07/20/2015 10:15 AM (GMT-05:00)

To: cmdavey@aol.com, jayjacobson@mac.com, jpike@endesign.com, sdmackey@mackindustrial.com, franciosa4delray@aol.com, mlk@listickandrall.com, R.M.Bird@comcast.net

Cc: Robert <ROBERTGEORGEMD@comcast.net>, cooperd@mydelraybeach.com

Subject: Fair Play (Agenda Items VII. B. and C.)

Dear Planning and Zoning Board members,

This email is to inform you of a request which has been made to the City Commission to RECALL its action taken last year, on July 1st, 2014, pertaining to a quit claim deed for the North 16 feet and the West 8.17 feet of Lot #7 in Block 101 to the CRA. (North side of the Old Library Site)

In this most curious action, the CRA/ developer got 12 MORE feet of city taxpayer-owned public land, the public along with nearby property owners got 8 fewer parking spaces and a narrower alley and the City Commission may have been misinformed.

Furthermore, the Planning and Zoning Board was not given the opportunity participate in the process and review this request.

Attached you will find a copy of the letter dated June 23rd, 2015 along with supporting documents.

We are still awaiting response from the Commission as well as the City Attorney.

This is Community Redevelopment project of city taxpayer-owned land that is pursuant to F.S. Chap.163, as well as, the rules of the Request for Proposal (RFP) which includes within it the Land Development Regulations and the language , "any changes or contemplated changes". (See page 4 paragraph C. of the RFP)

Instead, Delray Holdings has attempted to hold a place for themselves by submitting their project more than a year ago while repeatedly delaying only to come back with a plan to teardown MORE of our City, add a few token parking spaces and obtain a larger footprint.

How does this project serve the purpose and intent of the LDR's for the CBD which clearly state: to preserve and protect the "historic moderate scale"?

How is it that city staff is recommending this project? Why is it that the developer is not required to play by the rules that were passed more than 5 months ago? Why is it that staff is recommending giving away of public property (the alley) to a private developer?

At what benefit to the City and its citizens?

When this precious and valuable public land is given away for redevelopment , how will it ever be replaced?

Most respectfully,
Hannah George Connell
Dr. Robert George

PLEASE SEE ATTACHED

TRAFFIC MITIGATION MEASURES

1. Offer one day/week telecommuting for Ipic's corporate office employees. Also, set office hours that would avoid peak traffic trip time in the PM. As a suggestion, perhaps regular office hours of 7:00 AM to 4:00 PM. *This telecommuting measure has already been implemented by Ipic. They will encourage flexible hours in future tenant leases.*
2. Meet with SAFE and South Florida Commuter Services (SFCS) after site approval to review additional Transportation Demand Management (TDM) initiatives that could be implemented to mitigate traffic trips before the leasing/contract phase begins. The TDM Program could include: carpooling, vanpooling, teleworking, the emergency ride home program, transit pass subsidies, etc. *Ipic will work with each of its tenants to adopt carpooling, vanpooling and other transit incentives. It will meet with SAFE to discuss the Ipic incentives adopted within its own square footage.*
3. Provide both male and female showers, changing rooms, and lockers for the office and retail employees. Include a minimum of ten (10) lockers for both bicyclists and joggers. *This measure is implemented at other locations and will be included.*
4. Provide inside, safe and secure storage for a minimum of six (6) bicycles for the office/retail employees. *The plan includes an area in the garage for bike parking as well as golf cart parking.*
5. Include public transportation schedules (Tri-Rail, Palm Tran, Roundabout and Tri-Rail Coastal Link) in each new employee's hiring/orientation package. *Ipic will implement.*
6. Include a voucher in each employee's hiring/orientation package that entitles each new employee to (1) Palm Tran unlimited 31-day QUIK pass (value of \$75). The best PBC Palm Tran route as far as headways & express services is on Federal Highway. *Ipic will implement.*
7. Give each tenant info that explains how their employees may obtain a 25% Tri-Rail discount. Also, Ipic will register in the Employer Tri-Rail Discount Program. Note: It doesn't cost anything to register and can be done on line in less than 5 minutes. *Ipic will implement.*
8. Provide inside, secure bicycle storage for twelve (12) bicycles which may be used by movie-goers. Many people who ride bicycles that cost \$5,000-\$15,000 will not store their bikes in an unsecured area unless they can see their bicycles and be in close proximity. *There will be a secured area within the garage (beyond security gate) for bike parking for employees.*
9. With City approval, Ipic will purchase and install two (2) benches, a trash receptacle, and one (1) dog poop bag dispenser in front of the project on Federal Highway and along S.E. First Avenue. Ipic will empty the trash receptacles a minimum of three times per week, or more if necessary, and restock the dog poop bags as needed. *Ipic will implement.*
10. Purchase and install an artsy, custom outside bicycle rack. *Bike storage for employees will be provided within a secured portion of the garage.*
11. Pay for the installation of bike lane lights on Federal Highway from S. 4th to N. 4th Streets to make it safer for people riding bikes to travel to the theater after dark. *Ipic will pay for its fair share of the bike lane lights for the lights located along S.E. 5th Avenue contiguous to its frontage upon evidence of FDOT approval and notice by the contractor of a permit to commence installation.*

Pape, Scott

From: JamesEJIMCHAR@aol.com
Sent: Tuesday, August 25, 2015 5:51 AM
To: Stillings, Tim; Pape, Scott; jose@csa-architects.com; terra@realtimemg.com; ajfinst@earthlink.net; copearchitects@bellsouth.net; jkncalco@gmail.com; andrew@tecfla.com; jamesrchar@gmail.com
Subject: SAFE does not have an agreement with iPic
Attachments: Scan0022.pdf

On the day of the City Commission Meeting, Bonnie Miskel emailed a letter to SAFE with a "Traffic Mitigation Measures" sheet (see attached).

In her letter, Bonnie wrote that "iPic intends to offer the measures at the public hearing." Which they did not do...

I saw Mr. Hashemi before the meeting acknowledging the receipt of Bonnie's email letter, thanked him, and asked him he would make one correction. He replied, "Why, you're not going to support me anyway?." No, I explained, "We are not going to oppose you tonight, but neither are we going to support you". He seemed delighted (as did Bonnie who I saw later) and said that he would make the change. The change was in item #8, to delete the last word "employees" and add the word "movie-goers".

I have emailed Bonnie twice since the meeting asking her to make the obvious typo correction, but have not received a response from her.

The point is that SAFE has no confidence that any of the mitigation measures found on the attached sheet will be implemented, and even those are less than what they should be.

Jim Smith
SAFE Chairman

1225 S. Ocean Blvd, # 202
Delray Beach, FL 33483

(561) 330-6798 Phone & Fax jamesejimchar@aol.com

"Help Florida become the most motorist, pedestrian, and bicyclist friendly state in the USA"

Pape, Scott

From: JamesEJIMCHAR@aol.com
Sent: Sunday, March 29, 2015 2:54 PM
To: jamesejimchar@aol.com
Subject: SAFE Opposes the Proposed Delray iPic Theater

SAFE Opposes the Proposed Delray iPic Theater



If you think Atlantic Crossing will create traffic gridlock on Atlantic Avenue and Federal Highway Avenue, you haven't seen anything yet if the proposed iPic theater is approved.

This proposed development is simply too large a project, for too small a space. And, since the project application was filed before the new land development regulations were approved, it is grandfathered into the old conditional use policies. Which means instead of providing public space, iPic will be asking the City Commission to give it public space. Residents are rightfully upset.

For instance, iPic wants to turn an alley (one of Delray's treasures) into a parking valet queue exit. iPic has designed a ped entrance on Federal Highway that will require a ped drop-off and pick up aisle – otherwise, motorists will have to use one of the two travel lanes for that purpose. Can you imagine stopping in the middle of Federal Highway to drop someone off or pick someone up? The alternative is for the City to give up 8' of width from the sidewalk it just widened.... for a length of 60' for a temporary parking lane. Remember, Delray took out the third travel lane on Federal for wider sidewalks and now Delray will be asked to give up that space.

iPic's eight movie screens, 43,000 sq. ft. office, and 7,000 sq. ft. retail uses require 229 parking spaces. And, SAFE believes that will not be enough parking for all its uses. In addition, the CRA made a deal with iPic to provide an additional 50 parking spaces for general public use to replace about half of the current parking spaces at the old library. But, that's a bad deal because the public will never get to use those spaces since they'll be on the ground floor of iPic's parking garage, and iPic already has admitted that they will be used by their movie patrons.

The proposal violates Delray's Master Plan because it does not provide retail on the ground floor along Federal Highway.

The bottom line is that this 279 parking space garage, with constant in and out trips, will overwhelm the most traffic sensitive area of Atlantic Avenue. Amazingly, iPic's own traffic engineer warned the City in their report that this development will cause traffic problems unless the City does something about it.

Many of us want a movie theater downtown, but this is simply the wrong location.

Jim Smith
SAFE Chairman

1225 S. Ocean Blvd, # 202
Delray Beach, FL 33483

(561) 330-6798 Phone & Fax jamesejimchar@aol.com

"Help Florida become the most motorist, pedestrian, and bicyclist friendly state in the USA"

Pape, Scott

From: JamesEJIMCHAR@aol.com
Sent: Friday, December 19, 2014 10:42 AM
To: Pape, Scott
Subject: Ipic info for inclusion in staff report

Scott:

As I mentioned in a previous email, I do have something else for you to include in the staff report.

SAFE has asked FDOT4 to review the iPic proposal ASAP to save both the applicant and the City unnecessary time and expense in revising a plan that may later be rejected.

See details below.

Best regards,

Jim Smith

iPic Entertainment has submitted a plan to the City of Delray Beach to approve the construction of a Multiplex fronting Federal Highway (Fifth Avenue), in a mid-block location, between E. Fifth Avenue and E. Fourth Avenue. Attached is the P & Z Staff Report and the applicant's Traffic Impact Analysis.

SAFE's concern is two-fold:

1. iPic proposes to widen an existing alley (from 16' to 20') that runs east/west behind existing businesses that front Atlantic Avenue, and use it as a primary ingress/egress for their planned parking garage - in effect, converting an alley into a street without sidewalks. The alley is currently used (and will be used in the future) by utility vehicles and delivery trucks that access the back entrances to other businesses that front Atlantic Avenue.

SAFE believes that permitting dual functions would create an unsafe condition, not only for vehicular traffic - since many of these vehicles will be backing up into this alley, but an extremely dangerous environment for pedestrians and bicyclists.

2. iPic proposes to locate a pedestrian entrance on Federal Highway (E. Fifth Avenue).

SAFE is concerned that this entrance would become an attractive nuisance since drivers would double-park in a travel lane on Federal Highway to drop-off and pick-up movie goers creating back-ups on Federal Highway and increasing the probability of crashes.

SAFE is asking you to please review this situation ASAP so that both the applicant and the City will not have to spend so much time and money planning for a project that may have to be redesigned later.

Thank you.

Best regards,

Jim Smith

SAFE Chairman

1225 S. Ocean Blvd, # 202
Delray Beach, FL 33483

(561) 330-6798 Phone & Fax jamesejimchar@aol.com

"Help Florida become the most motorist, pedestrian, and bicyclist friendly state in the USA"

Pape, Scott

From: trousermen <trousermen@comcast.net>
Sent: Sunday, July 19, 2015 1:49 PM
To: Pape, Scott; McDonnell, Mark
Subject: PUBLIC SAFETY & COMMON SENSE:

Importance: High

Honorable Planning & Zoning Board Commissioners,

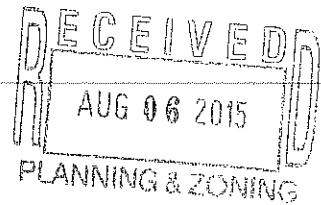
If the CRA had notified nearby business and property owners of the RFPs for the Old Library, chamber & public parking site you probably would not be having this meeting tonight. Apparently State law changed that CRAs do not have to notify nearby properties. Most of us feel not notifying nearby properties is unacceptable in "The All American City" it should be common courtesy to operate in the Sunshine and hold public discussion on the proposed RFPs. Since that did not happen we are baffled that the CRA staff with two seasoned planners did not question a project which proudly states that they are going to produce 1,800 vehicle trips per day and employ 429 people. The CRA Board members were uninformed of the negatives and had no input from nearby businesses to this \$6.250. Million sweet-heart deal in a non-blighted area. Our downtown's already congested road network can not handle 1,800 more trips or the increased parking demand. The traffic analysis was done on June 18, 2014 and even in the slow season they admitted gridlock and suggested the city widen the streets. The effect on downtown Atlantic Avenue will follow the law of diminishing returns for all businesses including iPic because of the hassle with gridlock and parking plus people going up and down the streets looking for parking.

PUBLIC SAFETY WILL BE IMPACTED BY GRIDLOCK FOR POLICE, EMERGENCY VEHICLES AND FIRE TUCKS. Many traveling to or from the barrier island will be forced to use George Bush or Linton Boulevard

The Treasure Coast Regional Planning Council commended Delray's alley network. I'm well aware of the benefits of the North/South alleys, since I often use it to get around gridlock on 5th Avenue. Many trucks use it to exit when they meet head-on and would prefer not to back out into traffic. Many cars and trucks enter the East/West alley from the North/South alley.

The building plan is too massive for the property so NO to allowing an additional 11.5 feet.

Love of Delray Beach,
TROUSER SHOP & SHORTS
SINCE 1961
439 EAST ATLANTIC AVE.
TROUSERMAN BRUCE GIMMY



July 31, 2015

City of Delray Beach
100 NW 1st Avenue
Delray Beach, Florida 33444

Attention: Mr. Tim Stillings
Director of Planning and Zoning

Reference: 4th and 5th Delray Traffic Study Review
City of Delray Beach, Florida

Dear Mr. Stillings:

Per your request, we have reviewed the Traffic Study prepared by MacKenzie Engineering & Planning, Inc. dated June 2015 and the Site Plan with emphasis on traffic circulation for the above referenced project. We offer the following comments and recommend the following Conditions of Approval:

COMMENTS

Traffic Study:

1. The queuing analysis for the valet parking was reviewed. The analysis used a ratio from a City of Boca Raton valet operation at a "non-iPic" movie theatre. However, a number of other factors impacting the expected queue, such as but not limited to, number of valet attendees, processing time, and arrival time and rate were not documented. Additionally, the number of valet users at the City of Boca Raton movie theatre as a percentage of number of seats may not be applicable to the clientele for iPic. Based on the above, (and the acknowledged difficulty in anticipating the unique operational characteristics of a proposed valet process), a Condition of Approval is recommended during the Site Plan approval process requiring the Applicant to commit to reviewing and modifying the valet operations (as necessary) during peak season, peak period timeframes.
2. The following comments regarding the Traffic Study are provided. It should be noted that although the project is located in a Traffic Concurrency Exception Area (TCEA), an analysis is still required to assess anticipated traffic impacts to the surrounding City infrastructure.

Therefore, it is recommended that the following be addressed during the Site Plan approval process to ensure any impacts and the associated mitigation is being considered:

- A) The existing volumes, committed project trips, and background growth rate for the roadway link analysis are not documented. These items are typically provided in the Traffic Study.
- B) It is unclear what committed projects are used in the intersection analysis. No documentation was provided.
- C) The existing turning movement counts for all of the study intersections are typically provided in the Appendix of the Traffic Study. No documentation was provided.
- D) It is unclear if existing or optimized signal timing was used in the intersection analysis. Further, the signal timing is unable to be verified as the signal timing sheets were not provided. These items are typically provided in the Appendix of the Traffic Study.
- E) The applicant acknowledges intersection failures at a few different locations and recommends signal timing modifications. However, it does not appear that any analysis was conducted for this potential mitigation. Based on the above, a specific Condition of Approval is recommended for the Site Plan approval requiring the Applicant to commit to providing an intersection analysis at SE 4th Avenue and Atlantic Avenue and SE 5th Avenue (Federal Highway) and Atlantic Avenue to assess signal timing and suggest modifications to optimize operations.
- F) The Synchro/HCM input sheets should be provided in addition to the output sheets.
- G) Due to the downtown location, pedestrians should be considered in the intersection analyses. Documentation to verify if pedestrians were considered was not included in the Traffic Study.

- H) A diversion was used at some of the intersection locations. However, the volumes used and the justification were not provided. These items are typically provided in the Appendix of the Traffic Study.
- I) On page 8 of the text, the study states that the eastbound through movements at SE 5th Avenue (Federal Highway) and Atlantic Avenue are failing and overcapacity. However, the Synchro/HCM results do not indicate that this movement is failing. The following turning movements are shown to be failing in the Synchro/HCM results:
- Northbound left turn on Swinton Avenue at Atlantic Avenue
 - Northbound through movement on US-1 at Atlantic Avenue

The above technical comments are not anticipated to affect the approvability of the Traffic Impact Statement with regard to the Palm Beach County Traffic Performance Standards since the project is located in a Traffic Concurrency Exception Area. However, it is still important to address the potential traffic impacts or provide a mechanism to address them within the first year of completion.

3. The traffic study indicates that a parking fee will be required. The details of the parking payment operations and the location of the payment booth should be reviewed to minimize delays and eliminate queueing into circulation patterns. All operational details should be provided during the Site Plan approval process.

Site Plan:

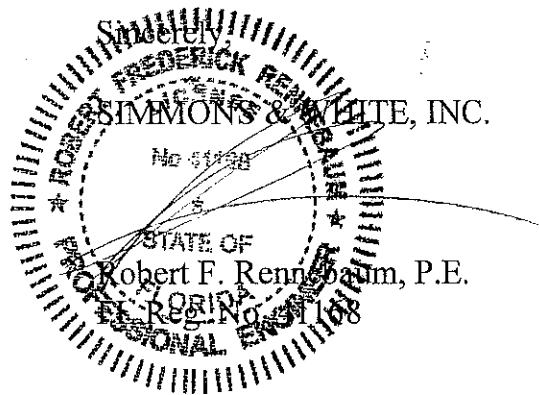
4. Identify the onsite and alleyway Pavement Marking and Signage. A Condition of Approval is recommended during the Site Plan approval process to require the Applicant to provide appropriate signage and striping details to help drivers navigate to the public parking and valet entrances.
5. The applicant should provide some type of assurance or countermeasure to prevent vehicle drop-offs at the east side of the theater on South Federal Highway. A Condition of Approval is recommended requiring the Applicant to provide an off-duty police officer (or City approved equivalent) to prevent illegal stopping and drop-offs in southbound Federal Highway.

6. The closure of the north-south alley (to facilitate the proposed site layout) is a concern from a timing standpoint. The Applicant has stated that they intend to acquire the adjacent parcel to provide continuity of the alley to SE 4th Avenue. It is recommended that a Condition of Approval be imposed requiring the reconfiguration of the alley be completed concurrently with the onsite construction to maintain traffic flows and circulation.

RECOMMENDED CONDITIONS OF APPROVAL

1. Prior to Site Plan approval, the applicant shall submit a detailed Valet Operational Plan for City staff's review. The Valet Operational Plan shall provide sufficient staffing/queuing/timing details to insure no off-site queuing onto adjacent roadways will occur.
2. Following the opening of the iPic facility and if requested by the City (based on observed operational issues, if any), the Applicant shall perform a comprehensive review of the valet operations and commit to modifying the existing process as necessary to improve offsite circulation. This review shall be performed during the peak season, designated peak time period(s) and in a coordinated effort with City staff.
3. Following the opening of the iPic facility and if requested by the City (based on observed operational issues, if any), the Applicant shall perform a comprehensive intersection analysis at SE 4th Avenue and Atlantic Avenue and SE 5th Avenue (Federal Highway) and Atlantic Avenue to assess existing signal timing and suggest modifications to optimize operations. This analysis shall be performed during the peak season and designated peak time period(s) (i.e., Friday P.M. and Saturday P.M.) in a coordinated effort with City staff.
4. Prior to Site Plan approval, the Applicant shall submit a detailed Parking Garage Operational Plan for City staff's review and approval. The Parking Garage Operational Plan shall provide delineation between public and private parking spaces, location and type of payment procedures, and sufficient detail to insure delays are minimized and off-site queuing into circulation patterns is eliminated.

5. Following the opening of the iPic facility and if requested by the City (based on observed operational issues, if any), the Applicant shall perform a review of the public and private parking operations and commit to modifying the existing process to the extent possible to improve operations. This review shall be performed during the peak season and designated peak time period(s) in a coordinated effort with City staff.
6. Prior to Site Plan approval, the Applicant shall submit a detailed Directional Signage and Pavement Marking Plan for City staff's review and approval. The Directional Signage and Pavement Marking Plan shall provide signage and striping details to help drivers navigate to the public parking and valet entrances.
7. The Applicant shall provide an off-duty police officer (or City approved equivalent) and other necessary measures (signage/striping as approved by the Florida Department of Transportation and/or City staff, notices on website and/or notices on iPic electronic ticket ordering) to prevent illegal stopping and drop-offs along southbound Federal Highway.
8. The Applicant shall reconstruct/reconfigure the north/south alley to provide continuous connection to SE 4th Avenue. The construction shall be completed concurrently with the on-site construction to maintain traffic flows and circulation. The reconstruction of the alley shall be completed prior to the issuance of the first Certificate of Occupancy for the project.





Engineering & Planning, Inc.

10795 SW Civic Lane • Port Saint Lucie • Florida • 34987
(772) 345-1948 • www.mackenzieengineeringinc.com

To: City of Delray Beach
From: Shaun G. MacKenzie, P.E.
Date: August 11, 2015
Re: Response to 4th & 5th Delray Traffic Comments

RECEIVED BY

NOV 20 2015

City of Delray Beach
Planning & Zoning

Response to City Comments:

Traffic Study

- 1) The queuing study analysis for the valet parking was reviewed. The analysis used a ratio from a City of Boca Raton valet operation at a "non-iPic" movie theatre. However, a number of other factors impacting the expected queue, such as but not limited to, number of valet attendees, processing time, and arrival time and rate were not documented. Additionally, the number of valet users at the City of Boca Raton movie theatre as a percentage of number of seats may not be applicable to the clientele for iPic. Based on the above, (and the acknowledged difficulty in anticipating the unique operations characteristics of a proposed valet process), a Condition of Approval is recommended during the Site Plan approval process requiring the Applicant to commit to reviewing and modifying the valet operations (as necessary) during peak season, peak period timeframes.

iPic is committed to serving its patrons and operates 13 other similar movie theatres using a valet. They are very familiar with a how to work with valet operators to ensure successful valet operations and adjusting the valet operations based on day, time of day and movie start times is common. The applicant is willing to accept this condition and will modify their operations as necessary to meet the demands of their patrons.

iPic has run its own valet service and it is a high priority. Given the expectation of the patrons, iPic's patrons are not interested in waiting a long time for valet service. iPic's goal is related to quality of service and iPic generally operates with double the number valet employees in order to minimize patron wait times.

- 2) The following comments regarding the Traffic Study are provided. It should be noted that although the project is located in a Traffic Concurrency Exception Area (TCEA), an analysis is still required to assess anticipated traffic impacts to the surrounding City infrastructure.

Therefore it is recommended that the following be addressed during the Site Plan approval process to ensure any impacts and the associated mitigation is being considered.

The applicant exceeded both what is required and was requested. This level of analysis was not required of other projects. The TCEA has conditions it must meet over time to achieve mobility. These conditions require improvements to facilities throughout the Downtown, including pedestrian connectivity, wider sidewalks and converting SE 1st Street to a two-way street.

- A) The existing volumes, committed project trips, and background growth rate for the roadway link analysis are not documented. These items are typically provided in the Traffic Study.

Palm Beach TPS requires "A traffic study providing Traffic Generation, Assignment throughout the Test 1 Radius of Development Influence and Projections of future traffic at the site access must be submitted to PBC for proposed Project within the limits of a TCEA." Pursuant to Article 12, Chapter K, Section 5. This was provided to both Palm Beach County and the City. Existing traffic volumes, committed project trips and background growth rate were based on each respective link obtained from Palm Beach County's TPS database. The analyses provide the City and County the necessary data to assess the relative impacts of the project. The project's traffic analysis exceeded all other applicant's analyses. No further analysis is needed or warranted.

- B) It is unclear what committed projects are used in the intersection analysis. No documentation was provided.

Committed projects and traffic at intersections were obtained from Palm Beach County's TPS database, which includes all committed projects.

New Century Courtyards (aka Courtyard Condominiums)

Lighthouse Complex

Cityscape (aka The Mark at Cityscape)

Trinity Church and School-Day Care (aka Trinity Lutheran Church and School)

Uptown Delray

Atlantic Plaza (aka Atlantic Crossing)

Congress Park Apartments (aka Congress Park)

Villas in the Grove

Atlantica

Paradise Bank/Delray Beach

- C) The existing turning movement counts for all of the study intersections are typically provided in the Appendix of the Traffic Study. No documentation was provided.

Pages 30-46 of the PDF report provide the turning movement data. This count data was not provided because the County has all of the data used in the analysis. All intersection count data was available from Palm Beach County, except the traffic count at 4th Street and Atlantic Avenue. This traffic count is shown starting page 30 of PDF. For benefit of the reviewer, the County data is attached.

- D) It is unclear if existing or optimized signal timing was used in the intersection analysis. Further, the signal timing is unable to be verified as the signal timing sheets were not provided. These items are typically provided in the Appendix of the Traffic Study.

Signal timing was obtained from the County. Please see the attached signal timing sheets.

- E) The applicant acknowledges intersection failures at a few different locations recommends signal timing modifications. However, it does not appear that any analysis conducted for this potential mitigation. Based on the above, a specific Condition of Approval is recommended for the Site Plan approval requiring the Applicant to commit to providing an intersection analysis at SE 4th Avenue and Atlantic Avenue and SE 5th Avenue (Federal Highway) and Atlantic Avenue to assess signal timing and suggest modifications to optimize operations.

No mitigation analysis was conducted because no mitigation is needed at SE 4th Avenue for vehicles because the project is in TCEA. The project's mitigation for its impacts are vehicular improvements to the east-west alley, installation of sidewalk along the east-west alley and wider sidewalks and plazas along Federal Highway. As a part of necessary improvements within the TCEA, the City improved SE 1st Street to a two-way facility.

- F) The Synchro/HCM input sheets should be provided in addition to the output sheets.

These sheets are attached to the responses to comments.

- G) Due to the downtown location pedestrians should be considered in the intersection analysis. Documentation to verify if pedestrians were considered was not included in the Traffic Study.

Pedestrians were not considered in the intersection analyses. The results of the analysis show the difference in impact between the predevelopment and post development conditions to assess the impact of the project. For example, vehicles on northbound 4th Avenue are expected to experience 2 additional seconds of delay per vehicle after development of the project and queue lengths are expected to increase from 1.6 vehicles to 3.2 vehicles during the peak hour. A revised 4th Avenue & Atlantic Avenue intersection analysis is attached that includes pedestrians. The effect of pedestrians on the intersection at 4th Avenue and Atlantic is projected to be minimal during the PM peak hour. With pedestrian the inclusion of pedestrians there is no

effect on northbound 4th Avenue queuing and a 0.3 second increase in northbound delay per vehicle. With pedestrians included at the intersection of 4th Avenue and Atlantic Avenue, the intersection is projected to operate acceptably. We are unaware of this analysis being required of any other downtown developments.

- H) A diversion was used at some of the intersection locations. However, the volumes used and the justification were not provided. These items are typically provided in the Appendix of the Traffic Study.

The diversion of trips is explained on Page 9 of the report as 1/3 of the northbound left-turn movements from SE 6th Avenue to westbound Atlantic Avenue. Further diversions northbound left-turning traffic is expected from the side streets intersecting Atlantic Avenue, however, in order to provide a conservative analysis, these were not considered.

- I) On page 8 of the text, the study states that the eastbound through movements at SE 5th Avenue (Federal Highway) and Atlantic Avenue are failing and overcapacity. However, the Synchro/HCM results do not indicate that this movement is failing. The following turning movements are shown to be failing in the Synchro/HCM results:

- Northbound left-turn on Swinton Avenue at Atlantic Avenue
- Northbound through movement on US-1 at Atlantic Avenue

The above technical comments are not anticipated to affect the approvability of the Traffic Impact Statement with regard to the Palm Beach County Traffic Performance Standards since the project is located in a Traffic Concurrency Exception Area. However, it is still important to address the potential traffic impacts or provide a mechanism to address them within the first year of completion.

An updated traffic study was submitted to the City in July and based on updated data, the eastbound through movement does not fail at Atlantic Avenue and Federal Highway. The City adopted a TCEA with specific goals, objectives and strategies after detailed study of the downtown. No further analysis is needed. The applicant is improving the east-west alley for vehicles and pedestrians, the Federal Highway sidewalk is wider for greater pedestrian mobility and the City made SE 1st Avenue a two-way street. The applicant is eliminating driveways on Southbound Federal Highway to improve vehicular flow. These are all part of the broader mobility strategy in the downtown to address traffic impacts.

- 3) The traffic study indicates that a parking fee will be required. The details of the parking payment operations and the location of the payment booth should be reviewed to minimize delays and eliminate queuing into circulation patterns. All operations details should be provided during the Site Plan approval process.

The specific parking fee for use of the upper levels of the garage have not been determined since the applicant will ensure that its patrons have adequate parking on-site

within the parking garage. The applicant has no control over the spaces within the garage dedicated to the public. The applicant would like to allow excess parking to be utilized by patrons of the downtown for a fee. The fee will need to be adjusted based on parking demand to ensure that theater patrons have adequate parking. The site plan shows the location payment booth, which is located on the 3rd floor of the parking garage. The site plan, which included the parking area on the 3rd floor of the garage is attached to this response to comments.

- 4) Identify the onsite and alleyway Pavement Marking and Signage. A Condition of Approval is recommended during the Site Plan approval process to require the Applicant to provide appropriate signage and striping details to help drivers navigate to the public parking and valet entrances.

The applicant will work with the City during to develop the necessary striping and signage.

- 5) The applicant should provide some type of assurances or countermeasure to prevent vehicle drop-offs at the east side of the theater on South Federal Highway. A condition of Approval is recommended requiring the Applicant to provide an off-duty police officer (City approved equivalent) to prevent illegal stopping and drop-offs in southbound Federal Highway.

The applicant has committed hiring security personnel to discourage any drop-offs on southbound Federal Highway.

- 6) The closure of the north-south alley (to facility the proposed site layout) is a concern from a timing standpoint. The Applicant has stated that they intend to acquire the adjacent parcel to provide continuity of the alley to SE 4th Avenue. It is recommended that a Condition of Approval be imposed requiring the reconfiguration of the alley be completed concurrently with the onsite construction to maintain traffic flows and circulation.

Agreed.

TRAFFIC IMPACT ANALYSIS
SPRAB SUBMITTAL

**4th
& 5th
DELRAY**
Delray Beach, FL

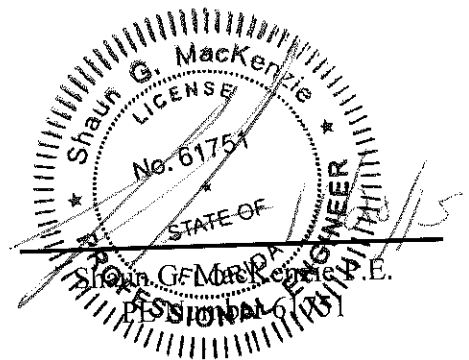
Prepared for:
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October 2015
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CA 29013



EXECUTIVE SUMMARY

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed project site located at 25 SE 4th Avenue, Delray Beach, Florida (PCN 12-43-46-16-01-101-0070).

The applicant proposes to demolish the 24,643 square foot (SF) library and 3,306 SF office building and construct 7,487 SF of retail use, a 315 space parking garage, a 46,764 SF movie theater, and 43,880 SF of office use. Figure 1 illustrates the site location.

The proposed changes to the site are projected to generate an increase of 1,777 daily, 79 AM peak hour (69 in, 10 out), and 155 PM peak hour (66 in, 89 out) trips from the site. The site is located within the Delray Beach Transportation Concurrency Exception Area and therefore is reporting the project's impacts and analyzing the surround intersections, but is not required to mitigate the impacts. This traffic impact analysis shows that the proposed Project will meet Palm Beach County's Traffic Performance Standards through December 31, 2019 although the project is anticipated to be completed prior to 2019.

The site's access is projected to operate acceptably. The site is providing significant multimodal benefits including sidewalks between southbound Federal Highway and SE 4th Avenue and a wide sidewalk/plaza in front of the project along southbound Federal Highway. The project will have a bus shelter in front of the site and will close four existing driveways to southbound Federal Highway resulting in better pedestrian accommodations and a safer vehicular route. The site is also improving the east-west alley on the north side of the project to provide two 10-foot travel lanes (one in each direction) to allow for full vehicular movements between SE 4th and SE 5th Avenues, which may help relieve some of the capacity issues on Atlantic Avenue. The project is further dedicating an alley on its southern boundary that will connect to SE 1st Street. The establishment of these two alleys with the parking garage on the site benefit the area's circulation and parking.

The valet operation, service area, and drop-off lanes provided will be adequate.

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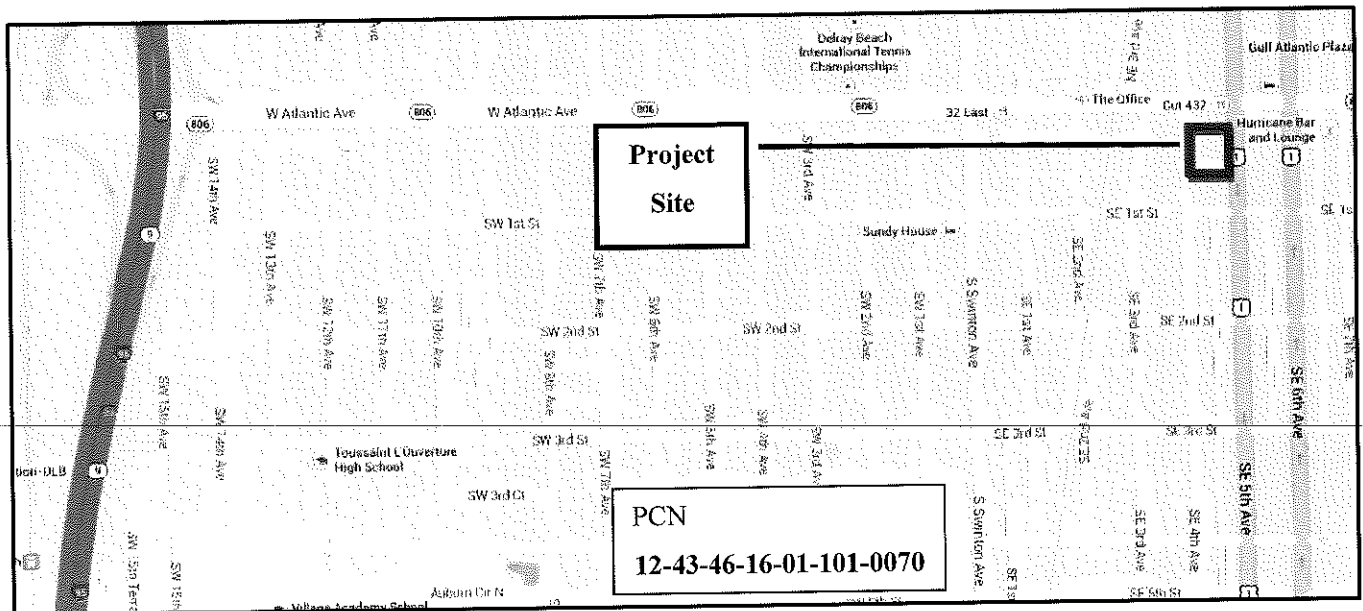
LIST OF EXHIBITS

- Exhibit 1A. Trip Generation – AM & PM Peak Hour
- Exhibit 1B Trip Generation - Evening
- Exhibit 2. AM Peak Hour Trips Utilizing the Road Network
- Exhibit 3. PM Peak Hour Trips Utilizing the Road Network
- Exhibit 4. AM & PM Peak Hour Driveway Volumes
- Exhibit 5. Evening and Nighttime Driveway Volume

INTRODUCTION

This analysis has been prepared to evaluate traffic impacts resulting from proposed redevelopment of the Delray Beach library and Chamber of Commerce building that have been in operation for over 5 years within the City of Delray Beach, located within the Delray Beach Community Redevelopment Area (CRA) and Transportation Concurrency Exemption Area (TCEA) at 25 SE 4th Avenue, Delray Beach, Florida (PCN 12-43-46-16-01-101-0070). The applicant proposes to demolish the 24,643 square foot (SF) abandoned library, 3,306 SF office building, and 90 space public parking lot and construct 7,487 SF of retail use, a 315 space parking garage including an estimated 90 spaces available for public parking, a 46,764 SF movie theater with 497 seats, and 43,880 SF of office use. Figure 1 illustrates the site location.

Figure 1. Site Location Map



MacKenzie Engineering & Planning, Inc. was retained to prepare a traffic impact analysis for the project. This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements of the Countywide Traffic Performance Standards of Palm Beach County and the Land Development Regulations of the City of Delray Beach. The analysis used current data available from Palm Beach County. A buildout year of

2019 is proposed for the project. The project is expected to be constructed sooner, but 2019 will be used for the purposes of concurrency reservation.

Because the project is located within a TCEA it is required to provide “A traffic study providing Traffic Generation, Assignment throughout the Test 1 Radius of Development Influence and Projections of future traffic at the site access must be submitted to PBC for proposed Project within the limits of a TCEA.” (PBC Land Development Code Article 12, Chapter K, Section 5)

INVENTORY AND PLANNING DATA

Winningham & Fradley, Inc. provided project development information. Palm Beach County and MEP provided traffic counts. Palm Beach County provided committed trip information. The following projects are included in the traffic analysis:

- Lighthouse Complex
- Cityscape
- Villages of Swinton Square
- Villas in the Grove
- Carver Middle School Expansion
- Congress Park Apartments
- Village Square
- New Century Courtyards
- Trinity Church and School-Day Care
- Atlantic Plaza
- Fairfield Inn
- Uptown Delray
- Depot Square
- Exxon Expansion
- The Metropolitan
- Samar Mixed Use

Proposed Site

The proposed development plan consists of the following uses:

- Retail Use - 7,487 SF
- Movie Theater - 46,764 SF (497 seats)
- Office Use - 43,880 SF
- Parking Garage for the above uses plus 90 additional spaces regulated by the City of Delray Beach

The daily and peak hour traffic generation for the development uses the trip generation rates published by Palm Beach County (PBC). The net change in trips is 1,777 daily, 79 AM peak hour (69 in, 10 out), and 155 PM peak hour (66 in, 89 out).

Internal Capture

The estimated internal capture for the existing and proposed site are 0 and 2 percent, respectively.

Pass-by Trip Capture

For the existing and proposed development scenarios, PBC pass-by capture rates were applied. No pass-by rate was applied to the parking spaces.

Mode Split

Modal split is the term to describe the number or percentage of patrons that arrive at the site by a transportation mode other than driving an automobile. The site is within the TCEA and is expected to benefit from the existing multi-modal activity in downtown Delray Beach. Delray Beach has a mode split of eight percent for workers (2009-2013 American Community Survey). The mode split for 4th & 5th Delray is expected to at least match the Census data, but likely be higher because it is located in downtown Delray Beach and will have better access to transit than other parts of the City. In addition, there a large number of homes and apartments within walking distance of the project. However, mode split is not included in this analysis in order to provide a conservative analysis.

Radius of Influence

The radius of development influence is 2 miles.

TRAFFIC DISTRIBUTION

Traffic distribution and assignment were determined using engineering judgment, trip lengths, and a review of the roadway network in a process similar to the FSUTMS gravity model. The overall distribution is summarized by general directions.

WEST	-	35 percent
EAST	-	15 percent
NORTH	-	25 percent
SOUTH	-	25 percent

Figure 2. Radius of Development Influence & Assignment

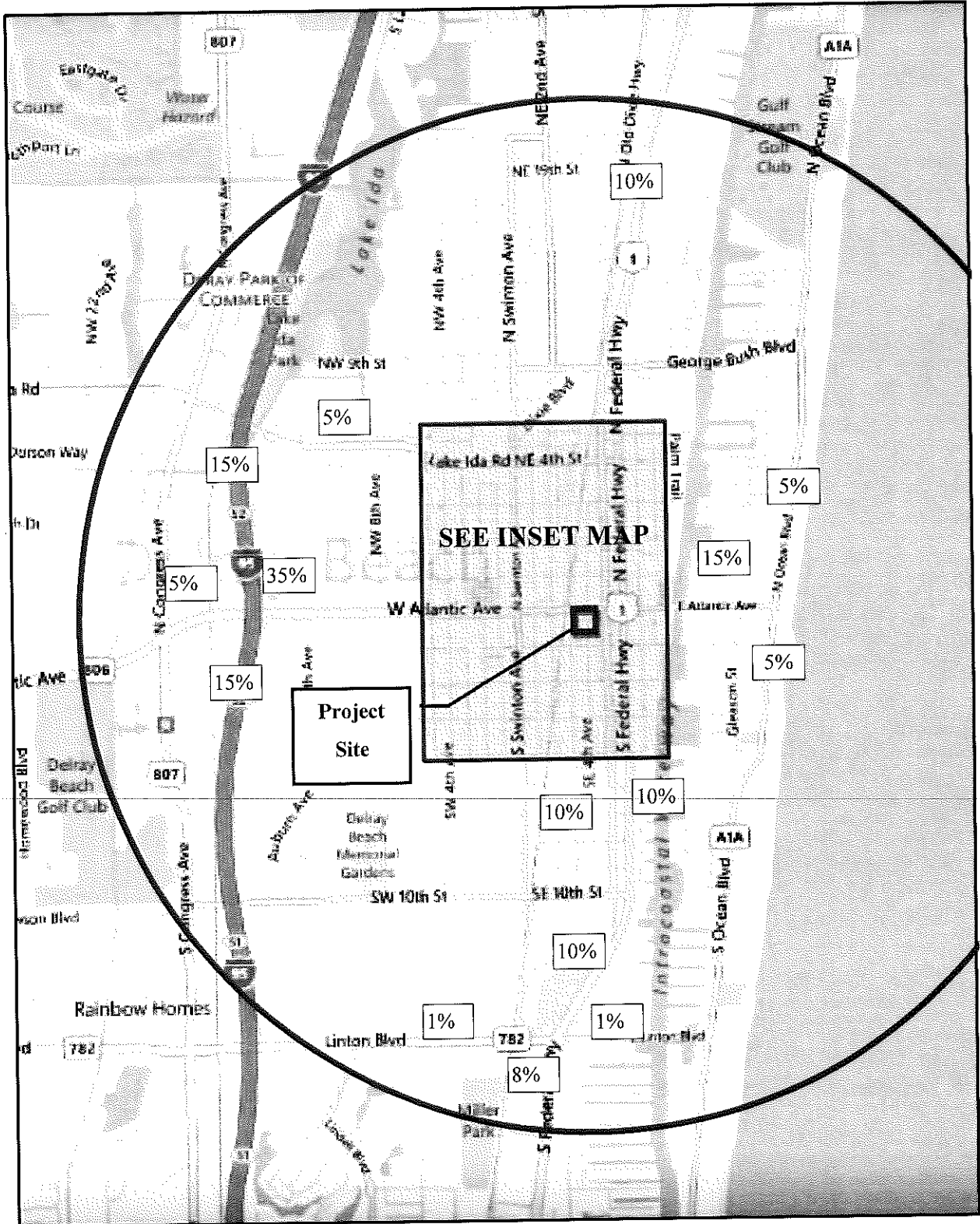


Figure 4. Daytime Traffic Assignment (Inset 2A)

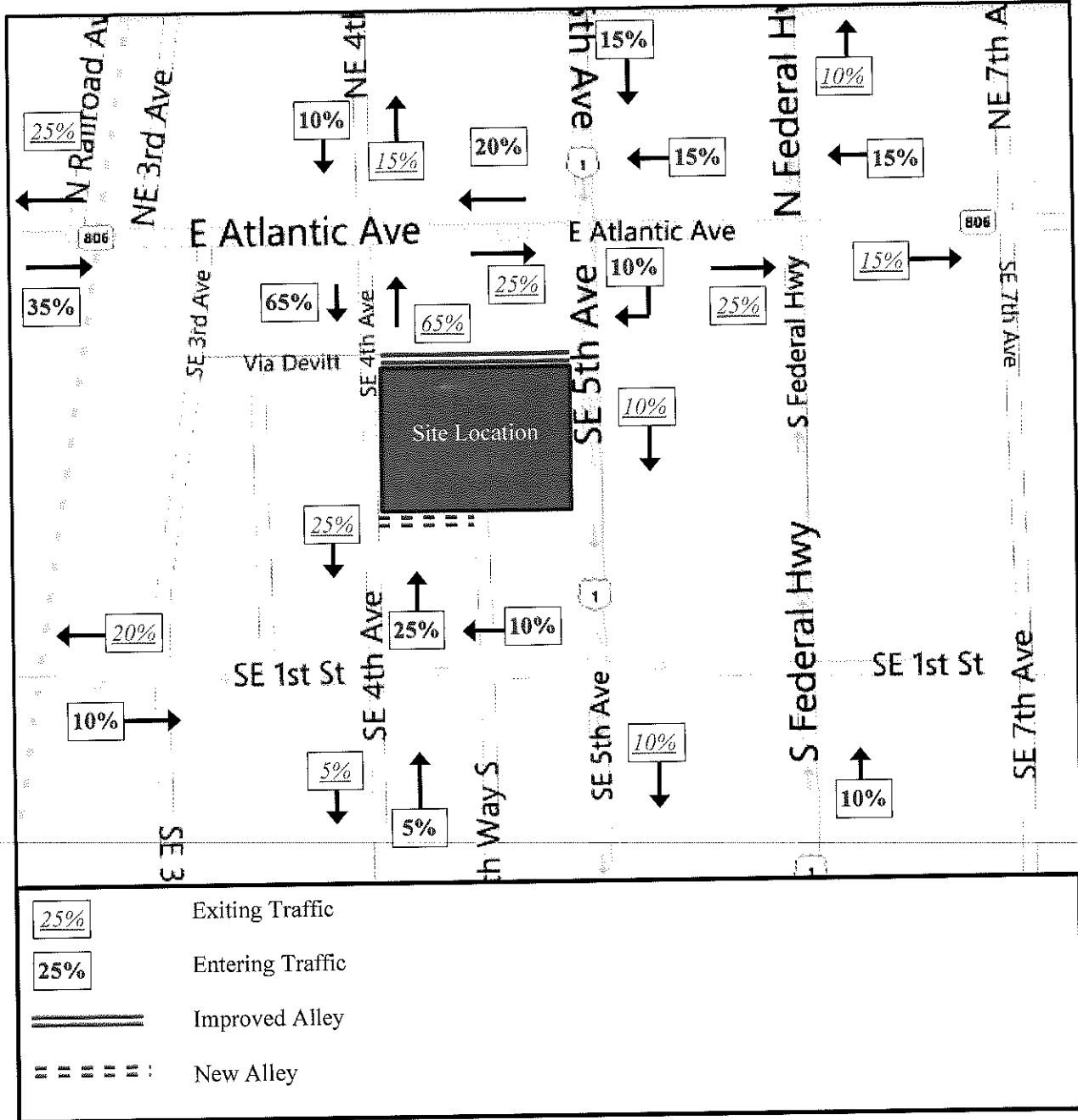
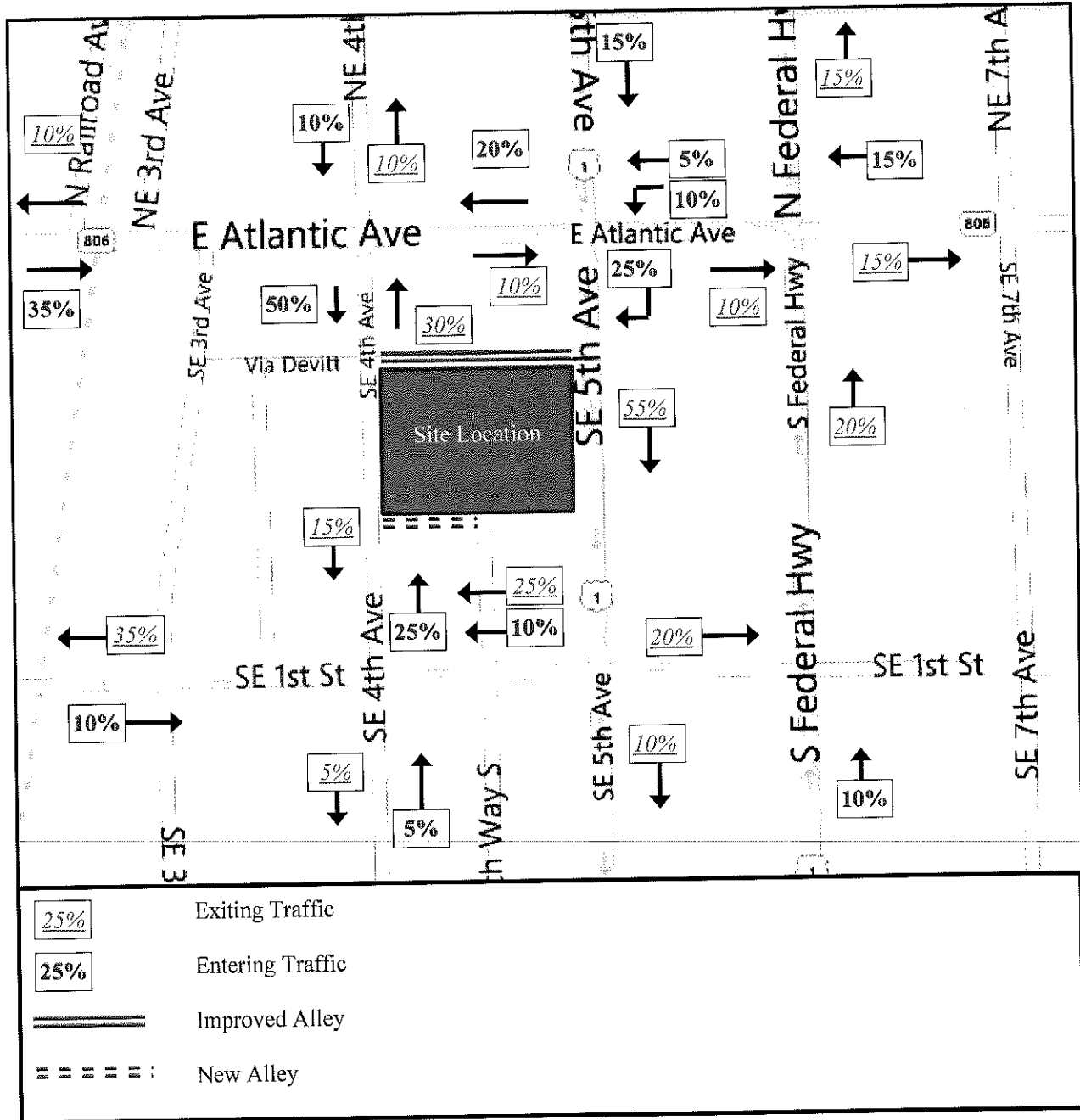


Figure 5. Evening Traffic Assignment (Inset 2B)



ANALYSIS

As a part of the project, we analyzed Atlantic Avenue from 4th Avenue to 5th Avenue:

- NE/SE 4th Street & Atlantic Avenue
- NE/SE 5th Avenue (Southbound Federal Highway) & Atlantic Avenue

Based on the analysis all of the intersections operate at acceptable levels of service. The eastbound through movement at southbound Federal Highway and westbound through movement at northbound Federal Highway is a one-lane approach and the only direct means to improve its operation is to provide it more green time or add additional lanes. The City chose to remove lanes on Atlantic Avenue and create a transportation concurrency exception area (TCEA) to decrease the importance of the automobile as a mode a transportation in the area and focus on alternative mobility options, livability, and economic improvement of the area. The result has been a resounding success based on the number of new businesses along Atlantic Avenue and the redevelopment that has occurred in the area. As expected, the changes that resulted in decreasing Atlantic Avenue from six-lanes to two-lanes without turn-lanes reduced automobile level of service on Atlantic Avenue and improvements in automobile level of service are not expected on Atlantic Avenue.

Much of the congestion on Atlantic Avenue is a result of the success of the businesses along the road. Significant decreases in capacity on Atlantic were observed to be a result of drop-offs and valet operations that occur on Atlantic Avenue between Swinton Avenue and NE/SE 5th Avenue. As a part of the TCEA, the City improved and placed additional importance on NE 1st and SE 1st Street to provide east west vehicular mobility between I-95 and the Intracoastal Waterway, which are only located 680 feet north and south of Atlantic Avenue, respectively.

Therefore, continued reliance on alternative mobility measures should be encouraged to circulate local traffic and improvements to the sidewalks and bicycle lanes and facilities should be mandated as well to promote park-once philosophies to minimize circulating traffic on the roadway network.

The improvement of SE 1st Street to a two-way street will improve mobility and is expected to reduce traffic on Atlantic Avenue as well reduce the amount of “U-turns” that occur at the Federal Highway & Atlantic Avenue intersections since vehicles will be able to turn left on SE 1st Street and proceed west. The vehicles can bypass the area on SE 1st Street, find parking on the side streets or at the proposed project, or travel to their destination on one of the north-south streets.

Based on our review the peak hour existing northbound left-turns at Federal Highway northbound and Atlantic Avenue, we estimate 46 northbound left-turns (approximately 1/3 of the northbound left-turning traffic) will divert from Atlantic Avenue to SE 1st Street once that improvement is completed. Indirectly, converting SE 1st Street to a two-lane road should help reduce the amount of westbound left-turns at the intersection and could result in more eastbound green time.

Based on our analysis (Exhibit 2), SE 1st Street is projected to operate acceptably during the AM and PM peak hours and will be at 29 to 42 percent of peak hour capacity, respectively, after the two-way conversion.

The following road segments are projected to be over capacity and are significantly impacted by the project:

- Atlantic Avenue – I-95 to Federal Highway

Atlantic Avenue has multiple alternative routes and is only over capacity from the I-95 interchange to just east of I-95. West of Swinton Avenue the segment is well under capacity. Atlantic Avenue from Swinton Avenue to Federal Highway is constrained purposely to facilitate and encourage alternative modes of travel. Drivers have multiple east-west options within the downtown grid including NE 4th, NE 2nd, NE 1st, SE 1st, SE 2nd, and SE 4th Streets.

One of the project's primary access points at NE/SE 4th Avenue and Atlantic Avenue was evaluated during the PM peak hour. The intersection operates acceptably during the PM peak hour with no significant problems.

DRIVEWAYS AND ACCESS

Access

The proposed access for the project is SE 4th Avenue and an east/west alley running between SE 4th Avenue and Federal Highway (SE 5th Avenue). The project will have one point of ingress and egress from SE 4th Avenue to access the parking garage. The alley will provide ingress and egress for valet services. The valet drivers will be able to pull directly from the valet service area into the parking garage and return the same way without maneuvering into the public right-of-way.

East/West Alley Access

In order to reduce project impacts on Atlantic Avenue, drivers utilizing valet service will exit into the alley and must turn right towards SE 5th Avenue. Drivers will then proceed southbound on Federal Highway and can navigate to their final destination from southbound Federal Highway. This is expected to significantly reduce project impacts to Atlantic Avenue because drivers desiring to go north or east will U-turn and head north on Federal Highway and avoid Atlantic Avenue west of Federal Highway, drivers desiring to go south will continue on Federal Highway and drivers desiring to go west will turn west on SE 1st Street and avoid Atlantic Avenue. The valet operation is expected to start between 5 and 6 PM and thus is not expected to affect the AM and PM peak hour traffic assignment, but will alter the evening egress traffic. Valet service is anticipated to accommodate 50 percent of the evening traffic based on information provided by iPic. The applicant has agreed to a condition to monitor the valet activity and adjust as needed to ensure valet queuing stays on-site.

SE 4th Avenue Access

Non valet egress will occur out onto SE 4th Avenue. The vast majority of the parking is in the parking garage and most patrons are expected to use the parking garage since over 90 percent of the parking is located in the parking garage. After project buildout, the average northbound queue at NE/SE 4th Avenue & Atlantic Avenue is just over three vehicles. There is about 133 feet (5-6 vehicles) from the that stop bar to the east west alley. The intersection of the East/West Alley and SE 4th Avenue is projected to operate acceptably.

Parking Garage

The parking garage will have 315 spaces, approximately 61 more spaces than the mixed use project's demand. The garage upper floors (3rd floor and up) will be controlled by iPic by installing a gate at this location. Use of this area of the garage by will require parking fee. Office users, theater patrons and retail patrons will be able to validate their parking ticket to reduce or eliminate the parking fee. Driveway volumes are shown in Exhibits 4 and 5. The gate to the upper floors is located on the 3rd floor, therefore queuing at the gate will not impact ingress, egress, and valet activity on the ground floor.

Applicant Improvements to Improve Vehicular and non-Vehicular Mobility

As a part of the project, the applicant will

- Construct a 5+ foot sidewalk from SE 4th Avenue to SE 5th Avenue. This pedestrian connection does not exist today; and
- Eliminate all four access points to SE 5th Avenue and provide a 14.5 sidewalk/plaza in front of the project; and
- Construct an 8-foot sidewalk on SE 4th Avenue in front of the project; and
- Construct a portion of the east-west alley on the north side of the project to create 10-foot travel lanes in both directions. The alley's drivable width will be equivalent to a City or County collector roadway; and
- Construct a new alley on the south side of the project from SE 4th Avenue to an existing north-south alley provide a connection from SE 4th Avenue to SE 1st Street.

The resulting design will greatly enable multi-modal access to, through, and around the property. This will greatly improve pedestrian connectivity by eliminating four driveways and providing a wide sidewalk to improve north-south connectivity and pedestrian comfort in the downtown. The site also proposes a bus shelter in front of the project. The project will also hire personnel to prevent drop-offs in front of the project on Federal Highway.

NORTH/SOUTH ALLEY

Proposed Alley Changes

As a part of the study, we observed and analyzed the north/south alley that connects SE 1st Street to the east/west alley between SE 4th Avenue and 5th Avenue. The applicant proposes to relocate the alley from connecting to the east/west alley to SE 4th Avenue at the south property line. The applicant has designed the alley with a return radius to accommodate delivery trucks. The limits of the alley changes are shown in Figure 5.

The alley will remain open from SE 1st Street to the south property line and connect westerly to SE 4th Avenue. In addition, the north/south alley will continue to have access to SE 4th Avenue via the existing western driveway connection. The road network will be further enhanced with the conversion of SE 1st Street to provide for two-way traffic.

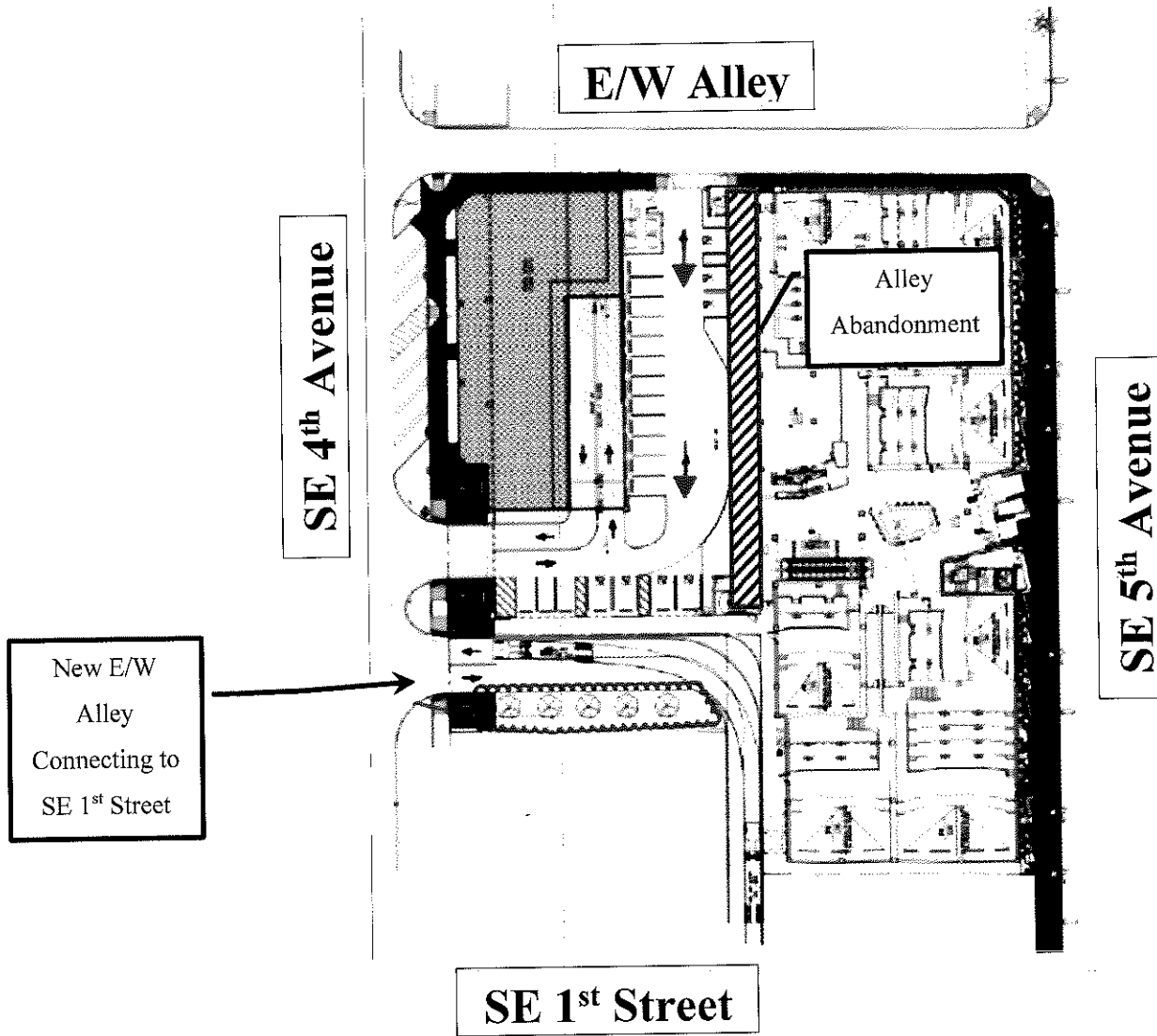
Observations and Data Collection

MacKenzie Engineering and Planning observed and collected data on:

- Thursday December 11, 2014 from 7 am to 7 pm
- Saturday December 13, 2014 from 7 am to 7 pm
- Tuesday-Wednesday January 13 and 14, 2015 from 7 am to 7 am
- Friday-Saturday February 13 and 14, 2015 from 7 am to 7 am

In order to determine the impact of the alley abandonment, we observed the service/delivery vehicles (Fed-Ex/UPS, garbage, mail, utilities and food), neighborhood traffic, cut-through traffic, and parking and non-parking (unable to find parking) vehicles. We observed 267 daily trips traversing the alley, 93 southbound vehicles and 174 northbound vehicles. Peak Hour occurred from 5 pm to 6 pm with 17 northbound vehicles and 22 southbound vehicles. During the peak hour there is approximately 1 vehicle every 1.5 minutes traversing the alley.

Figure 6. North/South Alley



Parking and Non Parking Traffic

At least sixty percent of vehicles used the north/south alley to find available parking in the existing City parking lot. As a part of the project, a portion the existing parking lot will be converted into a parking garage with 315 spaces including 90 public parking spaces. Since the public parking lot will be relocated into the parking garage, these vehicles will no longer use the north-south alley. The applicant proposes two accesses to the parking garage, one on SE 4th Avenue and a valet ingress only access at the east/west alley. The relocated parking is accessible by SE 4th Avenue, removing any need to travel through the north/south alley. Abandoning the north/south alley will not have an adverse impact.

Service Vehicles

Based on our observations, service and delivery vehicles utilize the east/west alley and not the north/south alley. Service vehicles comprise of 3.4 percent of observed vehicles. Of the seven total observed service vehicles, three USPS service vehicles were parked in the parking lot and went to a local restaurant to dine and four service vehicles were AT&T, which performed a service along the east/west alley went south through the north/south alley and westerly to SE 4th Avenue. Most restaurant deliveries and solid waste vehicles enter along the east/west alley from SE 4th Avenue and exit to 5th Avenue. These vehicles can continue to enter the alley from SE 4th Avenue and exit to SE 5th Avenue via the enhanced east/west alley. The solid waste vehicles enter from SE 1st Street and exit to SE 4th Avenue via the driveway connection south of the project's property line. The solid waste vehicles can continue their same pattern or can use the enhanced southern east-west alley. Based on the observations, abandoning the north/south alley will not have an adverse impact on service vehicles.

Cut-through Traffic

In this general area, the one-way roads make navigating the roadway network challenging. SE 5th Avenue is southbound only, 1st Street is eastbound only, and the east/west alley only has 16' of right of way at the SE 5th Avenue driveway connection and currently acts as a one-way road. Therefore, many vehicles utilize the north/south alley as a cut through. We observed a daily maximum of 36 cut-through vehicles in the southbound direction. It was apparent that vehicles used this alley as a cut-through because we observe the same vehicles traveling the same route multiple times in a day. The common cut-through patterns overserved were from the SE 5th Avenue parking lot entrance to get to either the restaurants along the east/west alley, SE 4th Avenue, 1st Street, or the north/south alley south of 1st Street. Figure 7 illustrates the traffic patterns utilized by cut-through traffic.

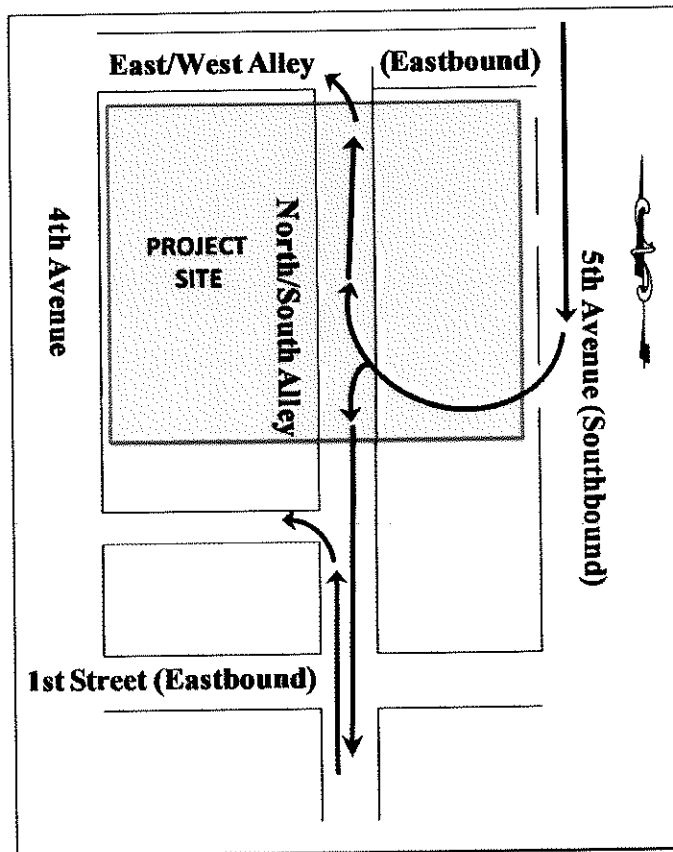
The cut-through traffic illustrated in Figure 7 will have a better route upon the completion of the following roadway improvements:

- The applicant proposes to improve the east/west alley to provide two 10-foot travel lanes and a sidewalk. Therefore, southbound vehicles from SE 5th Avenue will be able to travel directly westbound on the east/west alley to reach SE 4th Avenue or the restaurants along the east/west alley. In addition, the applicant is improving the turning radii at the alley intersection with SE 5th Avenue to 25 feet for both ingress and egress.

- The City of Delray proposes to reconstruct SE 1st Street from Swinton Avenue to SE 6th Street (Northbound Federal Highway) as a two-way street. The vehicles currently using the north/south alley because 1st Street is eastbound only will be able to travel directly westbound along 1st street, which will further reduce use of the north-south alley. The east/west alley travel lanes will be ten feet in each direction; the same travel width as a collector road.

The proposed improvement projects will minimize the existing cut-through traffic while providing the same travel opportunities. Therefore, abandoning the north/south alley will not have an adverse impact on any of those vehicles movements.

Figure 7. Cut-through Traffic



North/South Alley Traffic

Approximately 100 vehicles per day (36.4 percent) were observed traveling through the alley without any attempt of finding available parking. Upon the completion of the roadway improvements, these vehicles will have 1st Street and the two east/west alleys to help navigate to their destination. Abandoning the north/south alley will not have an adverse impact on the travel of those vehicles upon completion of the improvements.

Summary

The applicant is improving the east/west alley by creating two 10-foot travel lanes in the alley to allow for full two-way traffic between SE 4th and SE 5th Avenue. This creates a complete east-west route south of Atlantic Avenue that does not exist today between SE 4th Avenue and SE 5th Avenue. The applicant is proposing to abandon a portion of the north-south alley through the site, but will connect the existing north-south alley to SE 4th Avenue via a new alley on the south side of the project. Full circulation can occur around the site and down to SE 1st Street. Additionally, the City will re-establish two-way travel on SE 1st Street, which will eliminate much of the need to utilize the alley. Therefore, abandoning the alley and approving the project will not significantly impact the existing motorists, will improve pedestrian mobility, and may improve Atlantic Avenue between SE 4th and SE 5th Avenue since the new alley will be constructed to the same width as a City/County collector road.

VALET QUEUEING ANALYSIS

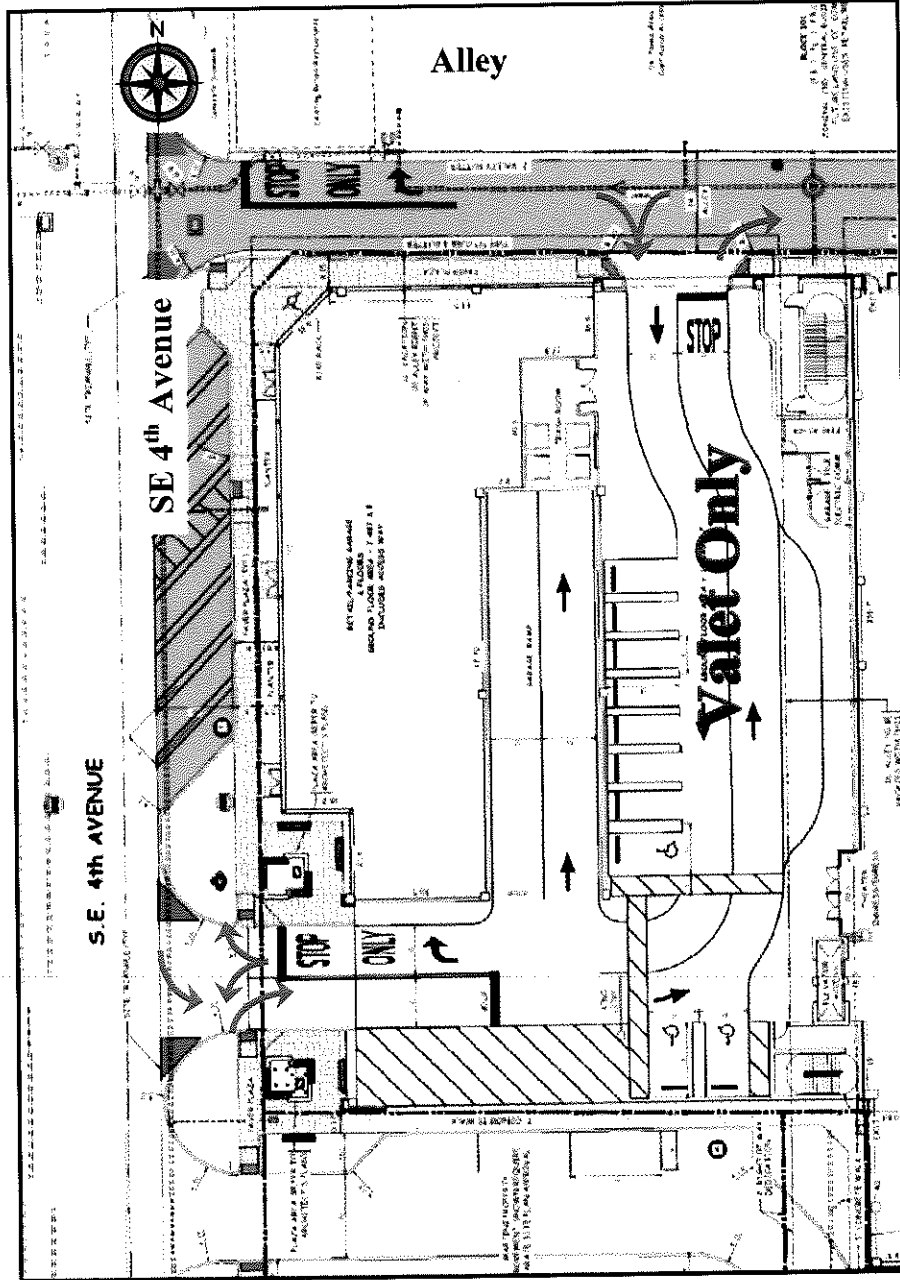
Traffic Flow

The proposed pattern will allow for safe operation of the valet drop-off area and the garage access as shown in the below Figure 8.

- 1) The valet users enter from the alley and drop off their vehicle in the valet drop off area.
- 2) When the valet returns the vehicles, the valet travels down the ramp and turns left into the valet area
- 3) All other users will utilize the SE 4th Avenue entrance and exit.

The traffic volumes on SE 4th Avenue are relatively low, 136 peak season two-way trips and 73 peak season peak hour peak direction trips. Southeast 4th Avenue and the adjacent east/west alley are also low speed roads and SE 4th Avenue has on-street parking, which further decreases road speed. Therefore, we expect the project access points to operate acceptably with the low volumes and low travel speeds.

Figure 8. Project Access



Valet Operation

Vehicles will be staged in the valet drop off area via the east/west alley entrance. The valet and public entrances will require signage to navigate drivers to the corresponding entrance. The valet operation currently conservatively provides two valet drop off areas for a total of six (6) queued vehicles.

Based on a valet queuing operation in Boca Raton for a 4,200 seat movie theater, the largest observed queue on the busiest day of the year was 20 vehicles. For a 497 seat movie theater, that equates to four (3.55) vehicles.

The shared parking analysis shows that the expected peak parking demand will occur during the daytime when the valet is not because most of the mid-day demand is related to the office use. The parking demand will be lessened during the evening when valet operations are expected to be busier. Should the two valet drop-off areas become full, the 125' parking garage lane can queue five additional vehicles before the entrance to the garage is blocked. The applicant has accepted a condition to have the valet operation monitored and to adjust the operation to meet the demands and avoid off-site impacts.

The valet service and the drop-off lanes will be adequate to avoid queues spilling into the East/West Alley. iPic Theatres utilizes valet operation at many of their theatres and is familiar with valet operation and making changes necessary to provide a high level of services to their patrons.

Queueing

The queue length is four (4) vehicles and based on based on the 22-foot queue length per vehicle estimated by MacKenzie Engineering and Planning, Inc. and recommended in FDOT's *Site Impact Handbook*, the projected queue length is 88 feet. The site plan conservatively allows for 155 feet (7 vehicles) of queueing.

Based on the analysis provided, the valet service area and drop-off lanes provided will be adequate.

CONCLUSION

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from the proposed project site located at 25 SE 4th Avenue, Delray Beach, Florida (PCN 12-43-46-16-01-101-0070). The proposed changes to the site are projected to generate an increase of 1,777 daily, 79 AM peak hour (69 in, 10 out), and 155 PM peak hour (66 in, 89 out) trips from the site. The site is located within the Delray Beach Transportation Concurrency Exception Area and therefore is reporting the project's impacts, but is not required to mitigate the impacts. This traffic impact analysis shows that the proposed Project will meet Palm Beach County's Traffic Performance Standards through December 31, 2019 although the project is anticipated to be completed prior to 2019.

The site's access is projected to operate acceptably. The site is providing significant multimodal benefits including sidewalks between southbound Federal Highway and SE 4th Avenue and a wide sidewalk/plaza in front of the project along southbound Federal Highway. The project will have a bus shelter in front of the site and will close four existing driveways to southbound Federal Highway resulting in better pedestrian accommodations and a safer vehicular route. The site is also improving the east-west alley on the north side of the project to provide two 10-foot travel lanes (one in each direction) to allow for full vehicular movements between SE 4th and SE 5th Avenues, which may help relieve some of the capacity issues on Atlantic Avenue. The project is further dedicating an alley on its southern boundary that will connect to SE 1st Street. The establishment of these two alleys with the parking garage on the site benefit the area's circulation and parking.

The valet operation, service area, and drop-off lanes provided will be adequate.

EXHIBIT 1A									
4th & 5th Delray									
AM & PM Peak Hour Trip Generation									
Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Existing Site Traffic									
Parking Lot	90	spaces	360	45	45	0	90	45	45
General Office	3.306	1000 SF	98	13	11	2	5	1	4
Subtotal			458	58	56	2	95	46	49
Pass-By Traffic									
General Office	10.0%		10	1	1	0	1	0	1
Subtotal			10	1	1	0	1	0	1
NET EXISTING TRIPS			448	57	55	2	94	46	48
NET EXISTING TRIPS with REDEVELOPMENT CREDIT			457	58	56	2	94	46	48
Total Existing Driveway Volumes			458	58	56	2	95	46	49
Proposed Site Traffic									
Parking Garage	90	spaces	360	45	45	0	90	45	45
Gen. Commercial (<10ksf)	7.487	1000 SF	1,138	7	4	3	96	46	50
Movie Theater	497	Seats	895	0	0	0	72	43	29
General Office	43.880	1000 SF	702	99	87	12	65	11	54
Subtotal			3,095	151	136	15	323	145	178
Internal Capture									
Gen. Commercial (<10ksf)	2.7%	3.1%	31	0	0	0	3	2	1
Movie Theater	2.1%	2.8%	19	0	0	0	2	1	1
General Office	1.7%	1.5%	12	0	0	0	1	0	1
Subtotal	2.0%	1.9%	62	0	0	0	6	3	3
Pass-By Traffic									
Gen. Commercial (<10ksf)	62.0%		686	4	2	2	58	27	31
Movie Theater	5.0%		44	0	0	0	4	2	2
General Office	10.0%		69	10	9	1	6	1	5
Subtotal			799	14	11	3	68	30	38
NET PROPOSED TRIPS			2,234	137	125	12	249	112	137
Total Proposed Driveway Volumes			3,033	151	136	15	317	142	175
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			1,777	79	69	10	155	66	89
NET CHANGE IN DRIVEWAY VOLUMES			2,575	93	80	13	222	96	126

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Gen. Commercial (<10ksf)	820	1000 SF	152.03	62%	62/38	0.96	48/52	12.81
Movie Theater	444	Seats	1.8	5%	50/50	0.00	60/40	0.144
General Office	710	1000 SF	$\text{Ln}(T) = 0.76 \text{Ln}(X) + 3.68$	10%	88/12	$\text{Ln}(T) = 0.80 \text{Ln}(X) + 1.57$	17/83	1.49
Parking Garage	N/A	Spaces	4	0%	100/0	0.50	50/50	1

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EXHIBIT 1B
4th & 5th Delray
Evening Trip Generation

Land Use	Intensity	Daily Trips	Evening Peak Hour			
			Total	In	Out	
Proposed Site Traffic						
Parking Garage	90 spaces	360	90	45	45	
Gen. Commercial (<10ksf)	7.487 1000 SF	1,138	86	45	41	
Movie Theater	497 Seats	895	144	85	59	
General Office	43.880 1000 SF	702	65	11	54	
Subtotal		3,095	385	186	199	
Internal Capture						
	Evening					
Gen. Commercial (<10ksf)	5.8%		5	3	2	
Movie Theater	2.1%		3	2	1	
General Office	1.5%		1	0	1	
Subtotal	2.3%		9	5	5	
Pass-By Traffic						
Gen. Commercial (<10ksf)	62.0%		50	26	24	
Movie Theater	5.0%		7	4	3	
General Office	10.0%		6	1	5	
Subtotal		0	63	31	32	
NET PROPOSED TRIPS			3,095	313	150	163
Total Proposed Driveway Volumes			3,095	376	181	195

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	Evening	
					in/out	Equation
Gen. Commercial (<10ksf)	820	1000 SF	152.03	62%	In = 7.9% of daily, Out = 7.2% of Daily	
Multiplex Movie Theatre (Friday Night)	444/445	Seats	1.8	5%	59/41	0.29
General Office*	710	1000 SF	$\ln(T) = 0.76 \ln(X) + 3.68$	10%	17/83	0.149
Parking Garage	N/A	Spaces	4	0%	50/50	1

* Evening Office Trip Generation Estimated to be 10 percent of peak hour

EXHIBIT 2 - AM PEAK HOUR
4th & 5th Delray
TEST 1 - PART 2 - AM PEAK HOUR ONE-WAY LINK ANALYSIS

Roadway From	To	Existing		Committed		Percent Project Assignment		AM Peak Hour Project Trips		AM Peak Hour Significance		Significant Impact ?		2019 Background Peak Hour Volume		2019 Total Peak Hour Volume		Meets Test 1 Standard ?	
		Number Of Lanes	LOS 'D' Capacity	Number Of Lanes	LOS 'D' Capacity	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
W. Atlantic Avenue																			
1-95 Interchange	Swinton Avenue	4LD	1,770	4LD	1,770	35%	35%	24	4	1.4%	0.2%	YES	no	1,972		1,996		No	
Swinton Avenue	SE 5th Ave	2LNLT	648	2LNLT	648	35%	25%	24	3	3.7%	0.5%	YES	no	471		495		Yes	
SE 6th Ave	Ocean Dr	5L	1,770	5L	1,770	15%	15%	2	10	0.1%	0.6%	no	no						
Federal Highway SB (SE 5th Ave)																			
George Bush Blvd	NE 4th Street	2LO	2,120	2LO	2,120				7	0.0%	0.3%	no	no						
NE 4th St	NE 1st Street	2LO	2,120	2LO	2,120				10	0.0%	0.5%	no	no						
NE 1st Street	Atlantic Ave	2LO	2,120	2LO	2,120				10	0.0%	0.5%	no	no						
Atlantic Ave	Site Entrance	2LO	2,120	2LO	2,120				7	0.0%	0.3%	no	no						
Site Entrance	SE 1st Street	2LO	2,120	2LO	2,120				1	0.0%	0.0%	no	no						
SE 1st Street	SE 10th	2LO	2,120	2LO	2,120				1	0.0%	0.0%	no	no						
Federal Highway NB (SE 6th Ave)																			
George Bush Blvd	NE 4th Street	2LO	2,120	2LO	2,120	10%		1	0	0.0%	0.0%	no	no						
NE 4th St	NE 1st Street	2LO	2,120	2LO	2,120	10%		1	0	0.0%	0.0%	no	no						
NE 1st Street	Atlantic Ave	2LO	2,120	2LO	2,120	10%		1	0	0.0%	0.0%	no	no						
Atlantic Ave	SE 1st Street	2LO	2,120	2LO	2,120	0%		0	0	0.0%	0.0%	no	no						
SE 1st Street	SE 10th	2LO	2,120	2LO	2,120	10%		7	0	0.3%	0.0%	no	no						
Federal Highway																			
Gulfstream Blvd	George Bush Blvd	4LD	1,770	4LD	1,770	10%	10%	1	7	0.1%	0.4%	no	no						
SE 10th St	Linton Blvd	4LD	1,770	4LD	1,770	10%	10%	7	1	0.4%	0.1%	no	no						
Linton Blvd	Jeffrey St	4LD	1,770	4LD	1,770	8%	8%	6	1	0.3%	0.1%	no	no						
Lake Ida Rd/NE 4th St																			
Congress Ave	N Swinton Ave	4LD	1,770	4LD	1,770	5%	5%	3	1	0.2%	0.1%	no	no						
N Swinton Ave	NE 2nd Ave	3L	810	3L	810	5%	5%	3	1	0.4%	0.1%	no	no						
NE 2nd Ave	NE 5th Ave	3L	810	3L	810	5%	5%	3	1	0.4%	0.1%	no	no						
NE 5th Ave	NE 6th Ave	3L	810	3L	810	0%	0%	0	0	0.0%	0.0%	no	no						
NE 1st Street																			
Swinton	SE 5th Ave	2L	810	2L	810	10%	15%	7	2	0.9%	0.2%	no	no						
SE 5th Ave	NE 6th Ave	2L	810	2L	810	0%	0%	0	0	0.0%	0.0%	no	no						
SE 1st Street																			
S Swinton	SE 5th Ave	2LO	2,120	2LNLT	648	10%	20%	7	2	1.1%	0.3%	YES	no	185	85	192	87	Yes	Yes
SE 5th Ave	SE 6th Ave	2LO	2,120	2L	810	0%	10%	0	7	0.0%	0.9%	no	no	185	85	185	92	Yes	Yes

EXHIBIT 2 - AM PEAK HOUR
4th & 5th Delray
TEST 1 - PART 2 - AM PEAK HOUR ONE-WAY LINK ANALYSIS

Roadway From	To	Existing		Committed		Percent Project Assignment		AM Peak Hour Project Trips		AM Peak Hour Significance		Significant Impact ?		2019 Background Peak Hour Volume		2019 Total Peak Hour Volume		Meets Test 1 Standard ?	
		Number Of Lanes	LOS 'D' Capacity	Number Of Lanes	LOS 'D' Capacity	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
SE 10th Street																			
SW 8th Ave	S Dixie Hwy	3L	810	3L	810	5%	5%	3	1	0.4%	0.1%	no	no						
S Dixie Hwy	SE 5th Ave	3L	810	3L	810	5%	5%	3	1	0.4%	0.1%	no	no						
SE 5th Ave	SE 6th Ave	3L	810	3L	810	0%	0%	0	0	0.0%	0.0%	no	no						
Swinton Avenue																			
SW 10th Street	SE 1st Street	2L	810	2L	810	10%	10%	7	1	0.9%	0.1%	no	no						
SE 1st Street	W Atlantic Ave	3L	810	3L	810	0%	10%	0	7	0.0%	0.9%	no	no						
W Atlantic Ave	NE 1st Street	3L	810	3L	810	0%	0%	0	0	0.0%	0.0%	no	no						
NE 1st Street	NE 4th Street	2L	810	2L	810	5%	5%	1	3	0.1%	0.4%	no	no						
Linton Blvd																			
Boca Raton Blvd	S Dixie Hwy	6LD	2,680	6LD	2,680	1%	1%	1	0	0.0%	0.0%	no	no						
S Dixie Hwy	Federal Hwy	6LD	2,680	6LD	2,680	1%	1%	1	0	0.0%	0.0%	no	no						
Federal Hwy	S Ocean Blvd	5L	1,770	5L	1,770	1%	1%	0	1	0.0%	0.1%	no	no						
Ocean Blvd																			
George Bush Blvd	Atlantic Ave	3L	810	3L	810	5%	5%	1	3	0.1%	0.4%	no	no						
Atlantic Blvd	Linton Blvd	3L	810	3L	810	5%	5%	3	1	0.4%	0.1%	no	no						
Linton Blvd	Spanish River Blvd	3L	810	3L	810	1%	1%	1	0	0.1%	0.0%	no	no						

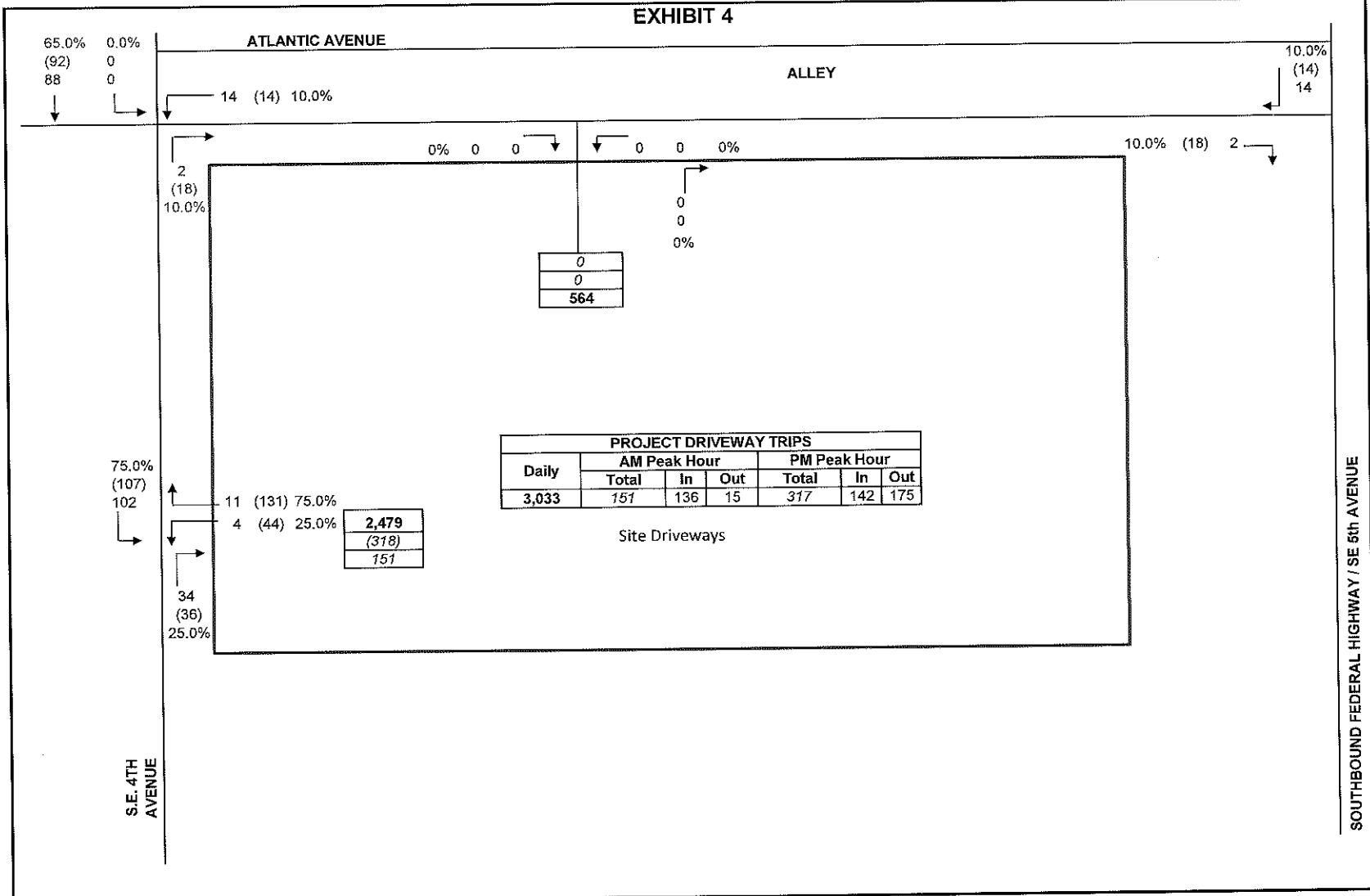
EXHIBIT 3 - PM PEAK HOUR
4th & 5th Delray
TEST 1 - PART 2 - PM PEAK HOUR ONE-WAY LINK ANALYSIS

Roadway From	To	Existing		Committed		Percent Project Assignment		Project Trips		Significance		Significant Impact ?		2019		2019 Total (1)		Meets Test 1 Standard ?	
		Number Of Lanes	LOS 'D' Capacity	Number Of Lanes	LOS 'D' Capacity	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
W. Atlantic Avenue																			
I-95 Interchange	Swinton Avenue	4LD	1,770	4LD	1,770	35%	35%	23	31	1.3%	1.8%	YES	YES	2,004	2,009	2,027	2,040	No	No
Swinton Avenue	SE 5th Ave	2LNLT	648	2LNLT	648	35%	25%	23	22	3.5%	3.4%	YES	YES	599	635	622	657	Yes	No
SE 6th Ave	Ocean Dr	5L	1,770	5L	1,770	15%	15%	13	10	0.7%	0.6%	no	no						
Federal Highway SB (SE 5th Ave)																			
George Bush Blvd	NE 4th Street	2LO	2,120	2LO	2,120				7	0.0%	0.3%	no	no						
NE 4th St	NE 1st Street	2LO	2,120	2LO	2,120				10	0.0%	0.5%	no	no						
NE 1st Street	Atlantic Ave	2LO	2,120	2LO	2,120				10	0.0%	0.5%	no	no						
Atlantic Ave	Site Entrance	2LO	2,120	2LO	2,120				7	0.0%	0.3%	no	no						
Site Entrance	SE 1st Street	2LO	2,120	2LO	2,120				9	0.0%	0.4%	no	no						
SE 1st Street	SE 10th	2LO	2,120	2LO	2,120				9	0.0%	0.4%	no	no						
Federal Highway NB (SE 6th Ave)																			
George Bush Blvd	NE 4th Street	2LO	2,120	2LO	2,120	10%		9	0	0.4%	0.0%	no	no						
NE 4th St	NE 1st Street	2LO	2,120	2LO	2,120	10%		9	0	0.4%	0.0%	no	no						
NE 1st Street	Atlantic Ave	2LO	2,120	2LO	2,120	10%		9	0	0.4%	0.0%	no	no						
Atlantic Ave	SE 1st Street	2LO	2,120	2LO	2,120			0	0	0.0%	0.0%	no	no						
SE 1st Street	SE 10th	2LO	2,120	2LO	2,120	10%		7	0	0.3%	0.0%	no	no						
Federal Highway																			
Gulfstream Blvd	George Bush Blvd	4LD	1,770	4LD	1,770	10%	10%	9	7	0.5%	0.4%	no	no						
SE 10th St	Linton Blvd	4LD	1,770	4LD	1,770	10%	10%	7	9	0.4%	0.5%	no	no						
Linton Blvd	Jeffrey St	4LD	1,770	4LD	1,770	8%	8%	5	7	0.3%	0.4%	no	no						
Lake Ida Rd/NE 4th St																			
Congress Ave	N Swinton Ave	4LD	1,770	4LD	1,770	5%	5%	3	4	0.2%	0.2%	no	no						
N Swinton Ave	NE 2nd Ave	3L	810	3L	810	5%	5%	3	4	0.4%	0.5%	no	no						
NE 2nd Ave	NE 5th Ave	3L	810	3L	810	5%	5%	3	4	0.4%	0.5%	no	no						
NE 5th Ave	NE 6th Ave	3L	810	3L	810	0%	0%	0	0	0.0%	0.0%	no	no						
NE 1st Street																			
Swinton	SE 5th Ave	2L	810	2L	810	10%	15%	7	13	0.9%	1.6%	no	YES		152		165		Yes
SE 5th Ave	NE 6th Ave	2L	810	2L	810	0%	0%	0	0	0.0%	0.0%	no	no						
SE 1st Street																			
S Swinton	SE 5th Ave	2LO	2,120	2LNLT	648	10%	20%	7	18	1.1%	2.8%	YES	YES	265	155	272	173	Yes	Yes
SE 5th Ave	SE 6th Ave	2LO	2,120	2L	810	0%	10%	0	7	0.0%	0.9%	no	no	265	155	265	162	Yes	Yes

EXHIBIT 3 - PM PEAK HOUR
4th & 5th Delray
TEST 1 - PART 2 - PM PEAK HOUR ONE-WAY LINK ANALYSIS

Roadway From	To	Existing		Committed		Percent Project Assignment		Project Trips		Significance		Significant Impact ?		2019		2019 Total (1)		Meets Test 1 Standard ?	
		Number Of Lanes	LOS 'D' Capacity	Number Of Lanes	LOS 'D' Capacity	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
SE 10th Street																			
SW 8th Ave	S Dixie Hwy	3L	810	3L	810	5%	5%	3	4	0.4%	0.5%	no	no						
S Dixie Hwy	SE 5th Ave	3L	810	3L	810	5%	5%	3	4	0.4%	0.5%	no	no						
SE 5th Ave	SE 6th Ave	3L	810	3L	810	0%	0%	0	0	0.0%	0.0%	no	no						
Swinton Avenue																			
SW 10th Street	SE 1st Street	2L	810	2L	810	10%	10%	7	9	0.9%	1.1%	no	YES		790		799		Yes
SE 1st Street	W Atlantic Ave	3L	810	3L	810		10%	0	7	0.0%	0.9%	no	no						
W Atlantic Ave	NE 1st Street	3L	810	3L	810	0%	0%	0	0	0.0%	0.0%	no	no						
NE 1st Street	NE 4th Street	2L	810	2L	810	5%	5%	4	3	0.5%	0.4%	no	no						
Linton Blvd																			
Boca Raton Blvd	S Dixie Hwy	6LD	2,680	6LD	2,680	1%	1%	1	1	0.0%	0.0%	no	no						
S Dixie Hwy	Federal Hwy	6LD	2,680	6LD	2,680	1%	1%	1	1	0.0%	0.0%	no	no						
Federal Hwy	S Ocean Blvd	5L	1,770	5L	1,770	1%	1%	1	1	0.1%	0.1%	no	no						
Ocean Blvd																			
George Bush Blvd	Atlantic Ave	3L	810	3L	810	5%	5%	4	3	0.5%	0.4%	no	no						
Atlantic Blvd	Linton Blvd	3L	810	3L	810	5%	5%	3	4	0.4%	0.5%	no	no						
Linton Blvd	Spanish River Blvd	3L	810	3L	810	1%	1%	1	1	0.1%	0.1%	no	no						

EXHIBIT 4



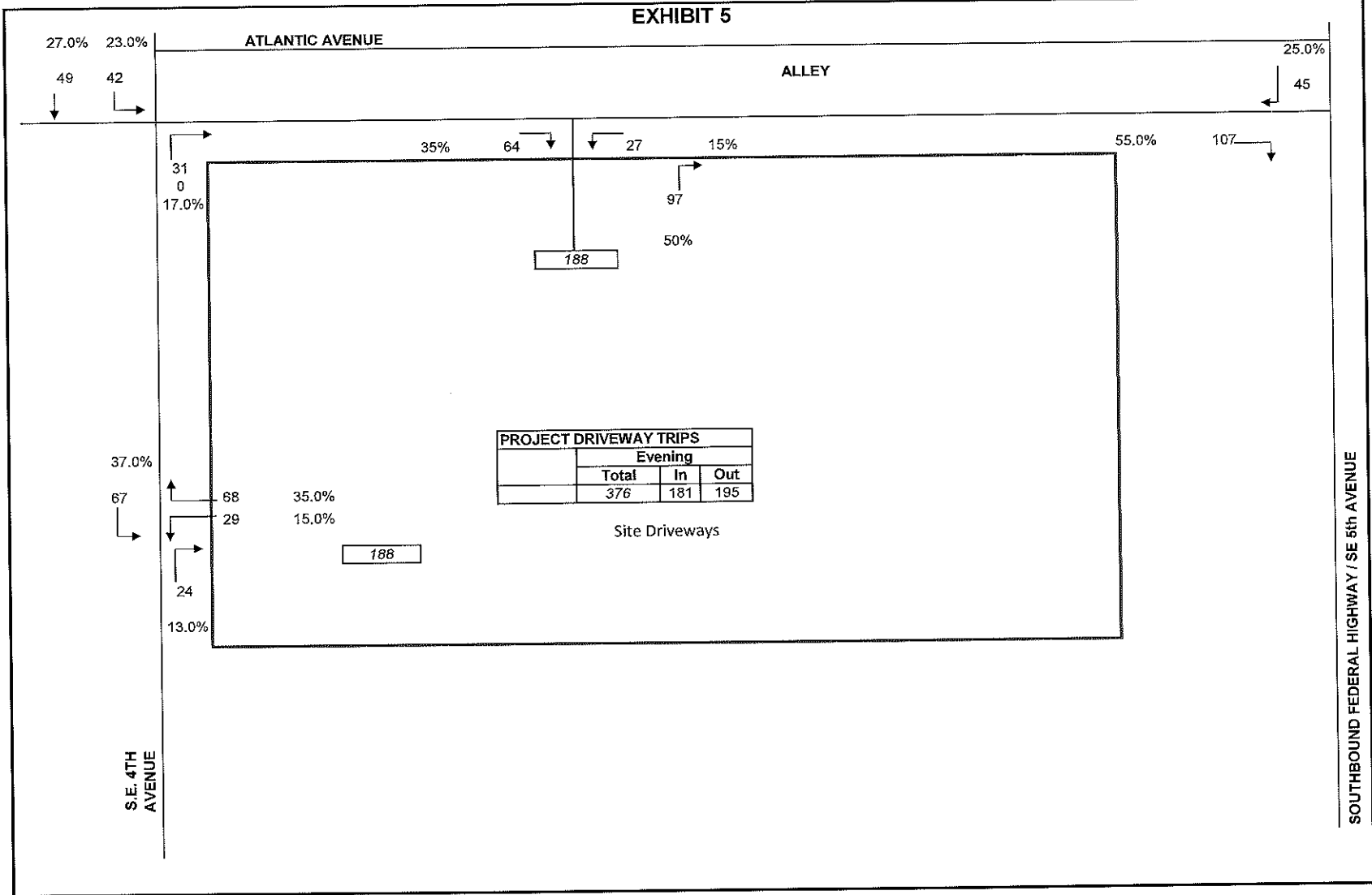
4th & 5th Delray

DAYTIME PROJECTED PROJECT DRIVEWAY TRAFFIC

3,033	Total daily driveway trips
(317)	PM peak hour driveway trips
151	AM peak hour directional driveway trips

MacKenzie
Engineering & Planning, Inc.

EXHIBIT 5



4th & 5th Delray

EVENING & NIGHTTIME PROJECTED PROJECT DRIVEWAY TRAFFIC

0	Total daily driveway trips
0	PM peak hour driveway trips
376	AM peak hour directional driveway trips

MacKenzie
Engineering & Planning, Inc.

Input Data

ROAD NAME: W Atlantic Ave STATION: 5815
 CURRENT YEAR: 2015 FROM: MIDPOINT
 ANALYSIS YEAR: 2019 TO: N Swinton Ave
 GROWTH RATE: 1.05% COUNT DATE: 2/25/2015
 PSF: 1

Report Created:
 10/09/2015

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1645	820	828	1816	897	983
Peak Volume	1645	820	828	1816	897	983
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1645	820	828	1816	897	983

Committed Developments							Type	% Complete
Atlantic High School	0	0	0	0	0	0	NR	100%
Coral Trace Office Park	0	0	0	0	0	0	NR	100%
Lighthouse Complex	13	4	9	13	9	4	NR	0%
Cityscape	3	1	2	12	6	6	NR	50%
Villages at Swinton Square	0	0	0	0	0	0	Res	0%
Villas in the Grove	28	15	13	51	22	29	NR	0%
The Village at Delray	0	0	0	0	0	0	Res	100%
Carver Middle School Expansion	10	4	5	3	1	1	NR	0%
Congress Park Apartments	33	14	19	36	21	15	Res	46%
Village Square	15	14	1	16	4	12	Res	0%
New Century Courtyards	1	-4	5	21	14	7	Res	0%
Trinity Church and School-Day Care	12	6	5	4	2	2	NR	76%
Atlantic Plaza	68	35	33	130	67	64	Res	58%
Fairfield Inn	29	12	17	30	15	15	NR	0%
Uptown Delray	30	6	24	62	36	26	Res	0%
Depot Square	13	10	3	16	6	10	Res	0%
Exxon Expansion	10	5	5	9	5	5	NR	0%
The Metropolitan	6	1	5	22	12	10	Res	0%
Samar Mixed Use	33	16	17	77	39	38	NR	0%
Total Committed Developments	304	139	163	502	259	244		
Total Committed Residential	166	76	90	303	160	144		
Total Committed Non-Residential	138	63	73	199	99	100		
Double Count Reduction	28	13	15	40	20	20		
Total Discounted Committed Developments	276	126	148	462	239	224		
Historical Growth	70	35	35	77	38	42		
Comm Dev+1% Growth	343	159	182	536	275	264		
Growth Volume Used	343	159	182	536	275	264		
Total Volume	1988	979	1010	2352	1172	1247		

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: W Atlantic Ave STATION: 5309
 CURRENT YEAR: 2015 FROM: N Interstate 95
 ANALYSIS YEAR: 2019 TO: MIDPOINT
 GROWTH RATE: 3.62% COUNT DATE: 3/4/2015
 PSF: 1

Report Created:

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	3121	1711	1411	3402	1697	1705
Peak Volume	3121	1711	1411	3402	1697	1705
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3121	1711	1411	3402	1697	1705

Committed Developments							Type	% Complete
Atlantic High School	0	0	0	0	0	0	NR	100%
Coral Trace Office Park	0	0	0	0	0	0	NR	100%
Lighthouse Complex	26	17	8	26	8	18	NR	0%
Cityscape	3	1	2	12	6	6	NR	50%
Villages at Swinton Square	0	0	0	0	0	0	Res	0%
Villas in the Grove	28	15	13	51	22	29	NR	0%
The Village at Delray	0	0	0	0	0	0	Res	100%
Carver Middle School Expansion	10	4	5	3	1	1	NR	0%
Congress Park Apartments	33	14	19	36	21	15	Res	46%
Village Square	15	14	1	16	4	12	Res	0%
New Century Courtyards	1	-4	5	21	14	7	Res	0%
Trinity Church and School-Day Care	12	6	5	4	2	2	NR	76%
Atlantic Plaza	68	35	33	130	67	64	Res	58%
Fairfield Inn	29	17	12	30	15	15	NR	0%
Uptown Delray	30	6	24	62	36	26	Res	0%
Depot Square	13	10	3	16	6	10	Res	0%
Exxon Expansion	10	5	5	9	5	5	NR	0%
The Metropolitan	6	1	5	22	12	10	Res	0%
Samar Mixed Use	33	16	17	77	39	38	NR	0%
Total Committed Developments	317	157	157	515	258	258		
Total Committed Residential	166	76	90	303	160	144		
Total Committed Non-Residential	151	81	67	212	98	114		
Double Count Reduction	30	16	13	42	20	23		
Total Discounted Committed Developments	287	141	144	473	238	235		
Historical Growth	477	261	216	520	259	260		
Comm Dev+1% Growth	414	210	201	611	307	304		
Growth Volume Used	477	261	216	611	307	304		
Total Volume	3598	1972	1627	4013	2004	2009		

Lanes

	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	NO	NO	YES	NO	NO	NO
LOS E Capacity	3400	1870	1870	3400	1870	1870

Link Meets Test 2?

NO NO YES NO NO NO

Input Data

ROAD NAME: Atlantic Ave STATION: 5817
 CURRENT YEAR: 2015 FROM: Midpoint
 ANALYSIS YEAR: 2019 TO: NE 5th Ave
 GROWTH RATE: -2.71% COUNT DATE: 2/23/2015
 PSF: 1

Report
 Created:
 10/09/2015

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	685	361	324	774	353	424
Peak Volume	685	361	324	774	353	424
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	685	361	324	774	353	424

Committed Developments							Type	% Complete
Atlantic High School	0	0	0	0	0	0	NR	100%
Lighthouse Complex	16	5	11	17	12	5	NR	0%
Cityscape	3	1	2	12	6	6	NR	50%
Villages at Swinton Square	0	0	0	0	0	0	Res	0%
Villas in the Grove	16	7	9	29	16	13	NR	0%
Congress Park Apartments	33	14	19	36	21	15	Res	46%
New Century Courtyards	1	-5	7	28	19	9	Res	0%
Trinity Church and School-Day Care	8	4	4	3	1	1	NR	76%
Atlantic Plaza	75	39	37	145	74	71	Res	58%
Fairfield Inn	23	10	14	24	12	12	NR	0%
Uptown Delray	30	6	24	62	36	26	Res	0%
Depot Square	5	4	1	6	2	4	Res	0%
Exxon Expansion	10	5	5	9	5	5	NR	0%
The Metropolitan	8	2	6	27	15	13	Res	0%
Samar Mixed Use	25	12	13	58	29	28	NR	0%
Total Committed Developments	253	104	152	456	248	208		
Total Committed Residential	152	60	94	304	167	138		
Total Committed Non-Residential	101	44	58	152	81	70		
Double Count Reduction	20	9	12	30	16	14		
Total Discounted Committed Developments	233	95	140	426	232	194		
Historical Growth	-71	-38	-34	-80	-37	-44		
Comm Dev+1% Growth	261	110	153	457	246	211		
Growth Volume Used	261	110	153	457	246	211		
Total Volume	946	471	477	1231	599	635		

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: Atlantic Ave STATION: 5817
 CURRENT YEAR: 2015 FROM: N Swinton Ave
 ANALYSIS YEAR: 2019 TO: Midpoint
 GROWTH RATE: -2.71% COUNT DATE: 2/23/2015
 PSF: 1

Report

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	685	361	324	774	353	424
Peak Volume	685	361	324	774	353	424
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	685	361	324	774	353	424

Committed Developments							Type	% Complete
Atlantic High School	0	0	0	0	0	0	NR	100%
Lighthouse Complex	16	5	11	17	12	5	NR	0%
Cityscape	3	1	2	12	6	6	NR	50%
Villages at Swinton Square	0	0	0	0	0	0	Res	0%
Villas in the Grove	16	7	9	29	16	13	NR	0%
Congress Park Apartments	33	14	19	36	21	15	Res	46%
New Century Courtyards	1	-5	7	28	19	9	Res	0%
Trinity Church and School-Day Care	8	4	4	3	1	1	NR	76%
Atlantic Plaza	75	39	37	145	74	71	Res	58%
Fairfield Inn	23	10	14	24	12	12	NR	0%
Uptown Delray	30	6	24	62	36	26	Res	0%
Depot Square	5	4	1	6	2	4	Res	0%
Exxon Expansion	10	5	5	9	5	5	NR	0%
The Metropolitan	8	2	6	27	15	13	Res	0%
Samar Mixed Use	25	12	13	58	29	28	NR	0%
Total Committed Developments	253	104	152	456	248	208		
Total Committed Residential	152	60	94	304	167	138		
Total Committed Non-Residential	101	44	58	152	81	70		
Double Count Reduction	20	9	12	30	16	14		
Total Discounted Committed Developments	233	95	140	426	232	194		
Historical Growth	-71	-38	-34	-80	-37	-44		
Comm Dev+1% Growth	261	110	153	457	246	211		
Growth Volume Used	261	110	153	457	246	211		
Total Volume	946	471	477	1231	599	635		

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: SE 1st St STATION: 0
 CURRENT YEAR: 2010 FROM: S Swinton Ave Report Created:
 ANALYSIS YEAR: 2019 TO: Midpoint 10/09/2015
 GROWTH RATE: 1% COUNT DATE: NA
 9/8/2011 PSF: 1.08

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	142	112	30	191	145	46
Peak Volume	153	121	32	206	157	50
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	153	121	32	206	157	50

							Type	% Complete
Committed Developments								
Villages at Swinton Square	0	0	0	0	0	0	Res	0%
Atlantic Shores	4	1	3	4	3	1	Res	50%
Saxena-White corporate Office	30	27	4	33	6	28	NR	0%
Atlantic Plaza	23	12	11	43	22	21	Res	58%
Uptown Deiray	30	6	24	62	36	26	Res	0%
The Metropolitan	8	6	2	27	13	15	Res	0%
Samar Mixed Use	17	8	9	38	20	19	NR	0%
Total Committed Developments	112	60	53	207	100	110		
Total Committed Residential	65	25	40	136	74	63		
Total Committed Non-Residential	47	35	13	71	26	47		
Double Count Reduction	9	6	3	14	5	9		
Total Discounted Committed Developments	103	54	50	193	95	101		
Historical Growth	6	5	1	8	6	2		
Comm Dev+1% Growth	116	64	53	210	108	105		
Growth Volume Used	116	64	53	210	108	105		
Total Volume	269	185	85	416	265	155		

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: SE 1st St STATION: 0
 CURRENT YEAR: 2015 FROM: Midpoint
 ANALYSIS YEAR: 2019 TO: SE 5th Ave
 GROWTH RATE: 0% COUNT DATE: NA
 PSF: 0

Report Created:
 10/09/2015

Link Analysis

Time Period	AM			PM		
	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
Villages at Swinton Square	0	0	0	0	0	0	Res	0%
Atlantic Shores	4	3	1	4	1	3	Res	50%
Saxena-White corporate Office	30	27	4	33	6	28	NR	0%
Atlantic Plaza	23	12	11	43	22	21	Res	58%
Uptown Delray	30	6	24	62	36	26	Res	0%
The Metropolitan	8	2	6	27	15	13	Res	0%
Samar Mixed Use	17	8	9	38	20	19	NR	0%
Total Committed Developments	112	58	55	207	100	110		
Total Committed Residential	65	23	42	136	74	63		
Total Committed Non-Residential	47	35	13	71	26	47		
Double Count Reduction	9	6	3	14	5	9		
Total Discounted Committed Developments	103	52	52	193	95	101		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	103	52	52	193	95	101		
Growth Volume Used	103	52	52	193	95	101		
Total Volume	103	52	52	193	95	101		

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: S Swinton Ave STATION: 5808
 CURRENT YEAR: 2015 FROM: W Atlantic Ave
 ANALYSIS YEAR: 2019 TO: Midpoint
 GROWTH RATE: 9.86% COUNT DATE: 2/25/2015
 PSF: 1

Report Created:
 10/11/2015

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	906	352	554	1103	568	542
Peak Volume	906	352	554	1103	568	542
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	906	352	554	1103	568	542

Committed Developments							Type	% Complete
Atlantic High School	0	0	0	0	0	0	NR	100%
Lighthouse Complex	13	4	9	13	9	4	NR	0%
Cityscape	1	0	1	6	3	3	NR	50%
Villages at Swinton Square	0	0	0	0	0	0	Res	0%
Villas in the Grove	14	8	6	26	11	14	NR	0%
The Village at Delray	0	0	0	0	0	0	Res	100%
Atlantic Trade-winds	11	10	2	19	7	12	Res	0%
Congress Park Apartments	11	6	5	12	5	7	Res	46%
Village Square	1	1	0	1	0	1	Res	0%
New Century Courtyards	0	2	-1	7	2	5	Res	0%
Atlantic Plaza	8	4	4	14	7	7	Res	58%
Uptown Delray	4	3	1	8	3	5	Res	0%
Depot Square	6	2	5	8	5	3	Res	0%
The Metropolitan	2	1	0	5	3	3	Res	0%
Samar Mixed Use	12	6	6	29	14	15	NR	0%
Total Committed Developments	83	47	38	148	69	79		
Total Committed Residential	43	29	16	74	32	43		
Total Committed Non-Residential	40	18	22	74	37	36		
Double Count Reduction	8	4	4	15	7	7		
Total Discounted Committed Developments	75	43	34	133	62	72		
Historical Growth	414	161	253	504	259	248		
Comm Dev+1% Growth	112	57	56	178	85	94		
Growth Volume Used	414	161	253	504	259	248		
Total Volume	1320	513	807	1607	827	790		

Lanes	2L					
LOS D Capacity	1480	810	810	1480	810	810
Link Meets Test 1?	YES	YES	YES	NO	NO	YES
LOS E Capacity	1570	860	860	1570	860	860
Link Meets Test 2?	YES	YES	YES	NO	YES	YES

Input Data

ROAD NAME: S Swinton Ave STATION: 5808
 CURRENT YEAR: 2015 FROM: Midpoint
 ANALYSIS YEAR: 2019 TO: SE 1st St
 GROWTH RATE: 9.86% COUNT DATE: 2/25/2015
 PSF: 1

Report Created:
 10/11/2015

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	906	352	554	1103	568	542
Peak Volume	906	352	554	1103	568	542
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	906	352	554	1103	568	542

Committed Developments							Type	% Complete
Atlantic High School	0	0	0	0	0	0	NR	100%
Lighthouse Complex	13	4	9	13	9	4	NR	0%
Cityscape	1	0	1	6	3	3	NR	50%
Villages at Swinton Square	0	0	0	0	0	0	Res	0%
Villas in the Grove	14	8	6	26	11	14	NR	0%
The Village at Delray	0	0	0	0	0	0	Res	100%
Atlantic Trade-winds	11	10	2	19	7	12	Res	0%
Congress Park Apartments	11	6	5	12	5	7	Res	46%
Village Square	1	1	0	1	0	1	Res	0%
New Century Courtyards	0	2	-1	7	2	5	Res	0%
Atlantic Plaza	8	4	4	14	7	7	Res	58%
Uptown Delray	4	3	1	8	3	5	Res	0%
Depot Square	6	2	5	8	5	3	Res	0%
The Metropolitan	2	1	0	5	3	3	Res	0%
Samar Mixed Use	12	6	6	29	14	15	NR	0%
Total Committed Developments	83	47	38	148	69	79		
Total Committed Residential	43	29	16	74	32	43		
Total Committed Non-Residential	40	18	22	74	37	36		
Double Count Reduction	8	4	4	15	7	7		
Total Discounted Committed Developments	75	43	34	133	62	72		
Historical Growth	414	161	253	504	259	248		
Comm Dev+1% Growth	112	57	56	178	85	94		
Growth Volume Used	414	161	253	504	259	248		
Total Volume	1320	513	807	1607	827	790		

Lanes	2L					
LOS D Capacity	1480	810	810	1480	810	810
Link Meets Test 1?	YES	YES	YES	NO	NO	YES
LOS E Capacity	1570	860	860	1570	860	860
Link Meets Test 2?	YES	YES	YES	NO	YES	YES

Input Data

ROAD NAME: NE 1st St STATION: 0
 CURRENT YEAR: 2015 FROM: Midpoint
 ANALYSIS YEAR: 2019 TO: NE 5th Ave
 GROWTH RATE: 0% COUNT DATE: NA
 PSF: 0

Report
 Created:
 10/11/2015

Link Analysis

Time Period Direction	AM			PM		
	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

						Type	% Complete
Committed Developments							
Villages at Swinton Square	0	0	0	0	0	Res	0%
Porta Al Mare	0	0	0	0	0	NR	100%
Atlantic Plaza	15	8	7	29	15	Res	58%
Exxon Expansion	10	5	5	9	5	NR	0%
Total Committed Developments	25	13	12	38	20		
Total Committed Residential	15	8	7	29	15		
Total Committed Non-Residential	10	5	5	9	5		
Double Count Reduction	2	1	1	2	1		
Total Discounted Committed Developments	23	12	11	36	19		
Historical Growth	0	0	0	0	0		
Comm Dev+1% Growth	23	12	11	36	19		
Growth Volume Used	23	12	11	36	19		
Total Volume	23	12	11	36	19		

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



DP03

SELECTED ECONOMIC CHARACTERISTICS

2009-2013 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Delray Beach city, Florida	
	Estimate	Percent
COMMUTING TO WORK		
Workers 16 years and over	28,342	28,342
Car, truck, or van -- drove alone	21,387	75.5%
Car, truck, or van -- carpooled	2,844	10.0%
Public transportation (excluding taxicab)	1,006	3.5%
Walked	587	2.1%
Other means	555	2.0%
Worked at home	1,963	6.9%
Mean travel time to work (minutes)	22.5	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

There were changes in the edit between 2009 and 2010 regarding Supplemental Security Income (SSI) and Social Security. The changes in the edit loosened restrictions on disability requirements for receipt of SSI resulting in an increase in the total number of SSI recipients in the American Community Survey. The changes also loosened restrictions on possible reported monthly amounts in Social Security income resulting in higher Social Security aggregate amounts. These results more closely match administrative counts compiled by the Social Security Administration.

Workers include members of the Armed Forces and civilians who were at work last week.

Census occupation codes are 4-digit codes and are based on the Standard Occupational Classification (SOC). The Census occupation codes for 2010 and later years are based on the 2010 revision of the SOC. To allow for the creation of 2009-2013 tables, occupation data in the multiyear files (2009-2013) were recoded to 2013 Census occupation codes. We recommend using caution when comparing data coded using 2013 Census occupation codes with data coded using Census occupation codes prior to 2010. For more information on the Census occupation code changes, please visit our website at <http://www.census.gov/people/io/methodology/>.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2009-2013 and 2011-2013 tables, industry data in the multiyear files (2009-2013 and 2011-2013) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at <http://www.census.gov/people/io/methodology/>.

4th & 5th Delay
PM PEAK HOUR TURNING MOVEMENTS

4th Ave & Atlantic Ave

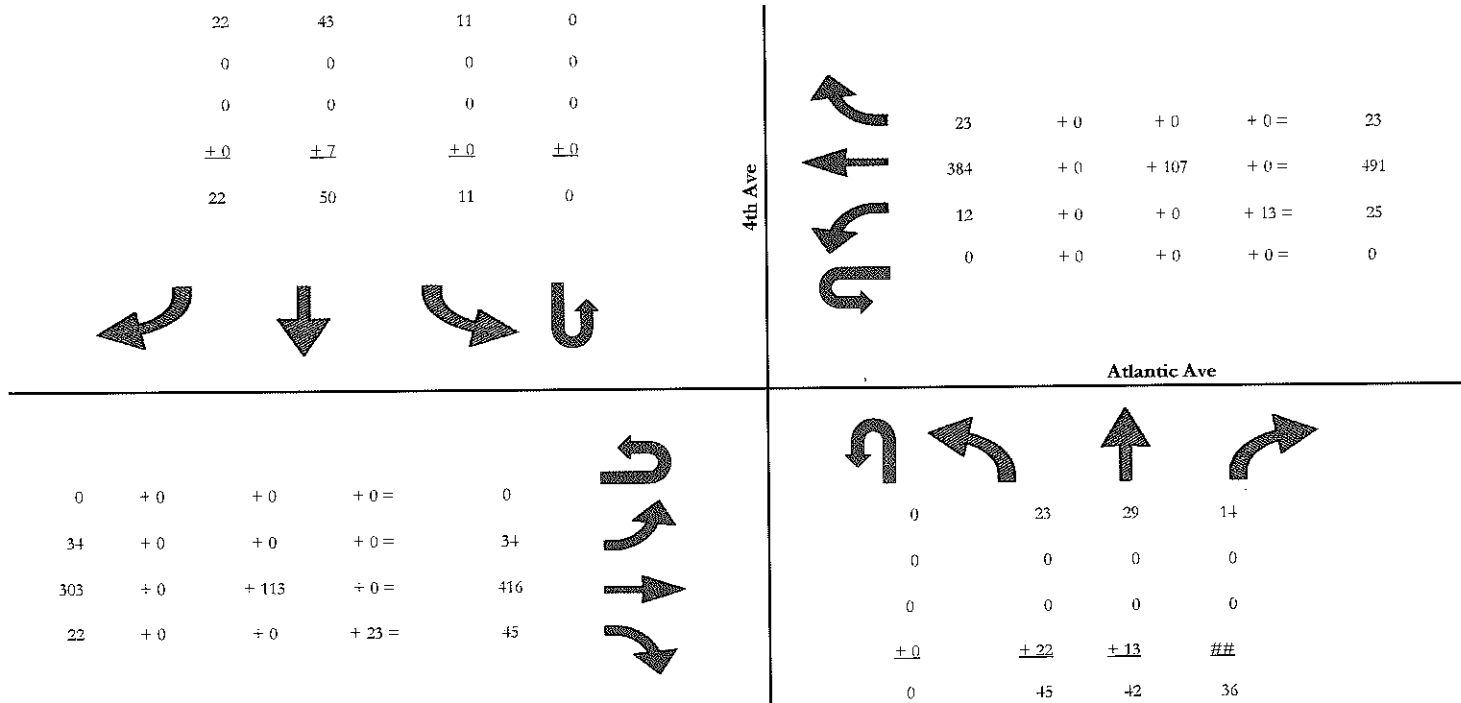
	ebu	ebf	ebt	ebr	wbu	wbf	wbt	wbr	nbu	nbf	nbt	nbr	sbu	sbf	sbt	sbr	totals
4:00 PM	0	4	65	6	0	4	82	4	0	3	4	2	0	2	4	0	180
4:15 PM	0	3	68	4	0	3	57	0	0	5	10	1	0	2	3	2	158
4:30 PM	0	2	67	4	0	3	85	3	0	6	8	3	0	1	5	1	188
4:45 PM	0	8	75	2	0	3	105	4	0	3	6	4	0	0	5	6	221
5:00 PM	0	11	55	8	0	3	84	2	0	4	9	2	0	1	14	1	194
5:15 PM	0	5	73	4	0	2	70	8	0	8	6	3	0	3	8	5	195
5:30 PM	0	6	64	5	0	2	79	6	0	5	5	3	0	5	11	7	198
5:45 PM	0	13	69	6	0	5	85	5	0	9	4	1	0	2	3	5	207

4:45 PM	5:45 PM	0	30	267	19	0	10	338	20	0	20	26	12	0	9	38	19	808
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Count Taken: 6/18/2014
Buildout year: 2019
Growth Rate: 1.00%
Seasonal Factor: 1.08

	ebu	ebf	ebt	ebr	wbu	wbf	wbt	wbr	nbu	nbf	nbt	nbr	sbu	sbf	sbt	sbr
6/18/2014	0	30	267	19	0	10	338	20	0	20	26	12	0	9	38	19
Seasonal Factor	0	2	21	2	0	1	27	2	0	2	2	1	0	1	3	2
Adjusted Volumes	0	32	288	21	0	11	365	22	0	22	28	13	0	10	41	21
Growth	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2019 Volumes	0	34	303	22	0	12	384	23	0	23	29	14	0	11	43	22
Diversion*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Committed	0	0	113	0	0	0	107	0	0	0	0	0	0	0	0	0
Pre W/ Committed	0	34	416	22	0	12	491	23	0	23	29	14	0	11	43	22
Pre W/ Div	0	34	416	22	0	12	491	23	0	23	29	14	0	11	43	22
Project	0	0	0	23	0	13	0	0	0	22	13	22	0	0	7	0
Post	0	34	416	45	0	25	491	23	0	45	42	36	0	11	50	22

Project Traffic Assignment	In	In	Out	Out	Out	In
	0.0%	0.0%	0.0%	35.0%	0.0%	20.0%
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0.0%	0.0%	25.0%	15.0%	25.0%	10.0%
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



LEGEND

- XXX 2019 PROJECTED TRAFFIC
- XXX DIVERSION
- XXX COMMITTED
- XXX 4TH & 5TH DELRAY
- XXX TOTAL TRAFFIC

2019
EXHIBIT 11

PM PEAK HOUR TURNING MOVEMENTS

#REF!

4th & 5th Delray

4th & 5th Delray
 PM PEAK HOUR
EXHIBIT 11
 Atlantic Ave & 4th Ave

Critical Volume Analysis

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
6/18/2014	30	267	19	16	338	26	20	26	12	9	38	19
Peak Season Volume	32	288	21	11	365	22	22	28	13	10	41	21
Background	34	303	22	12	384	23	23	29	14	11	43	22
Diversions	0	0	0	0	0	0	0	0	0	0	0	0
Committed	0	113	0	0	107	0	0	0	0	0	0	0
Major Project Traffic Volume	0	0	0	0	0	0	0	0	0	0	0	0
Project Assign	0%	0%	35%	20%	0%	0%	25%	15%	25%	0%	10%	0%
Direction			In	In			Out	Out	Out		In	
Total Project Volume	0	0	0	13	0	0	22	13	22	0	7	0
Total Volume	34	416	22	25	491	23	45	42	36	11	50	22

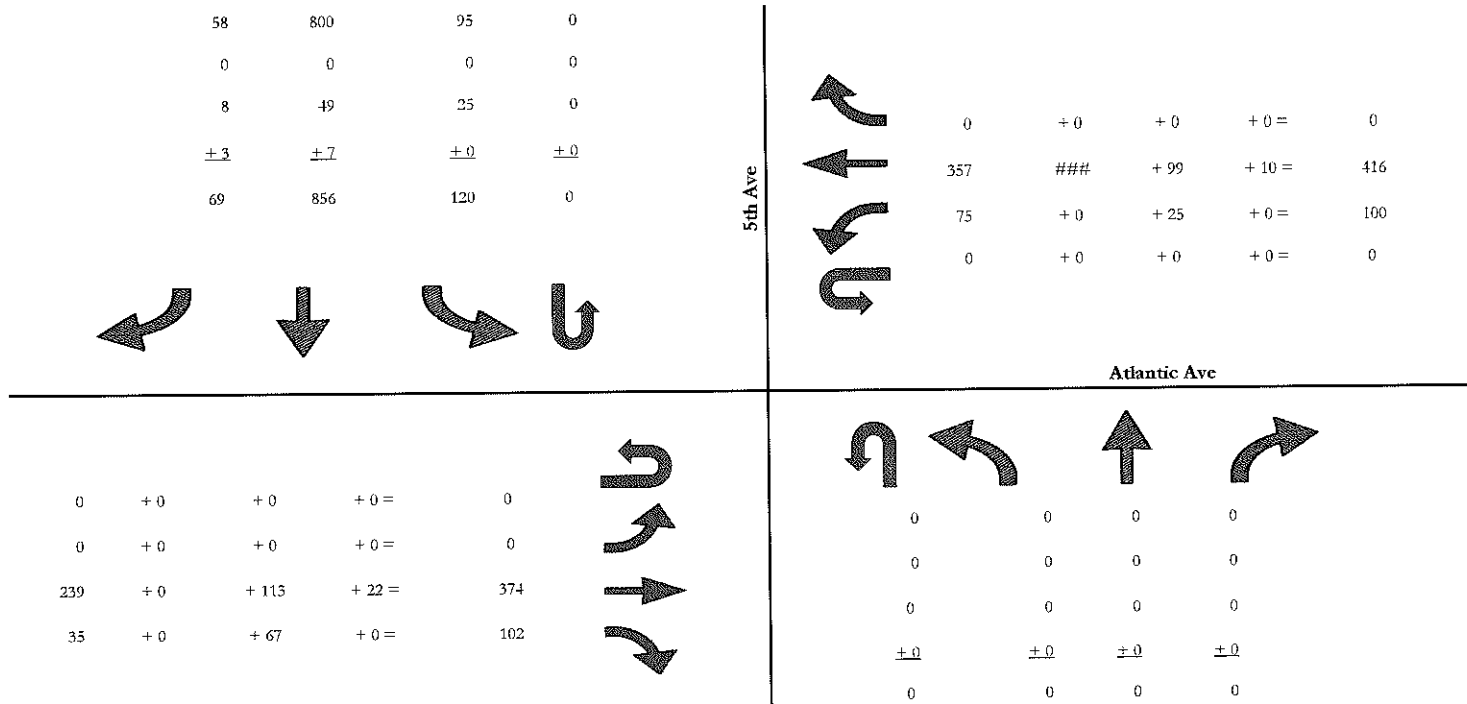
4th & 5th Delay
PM PEAK HOUR TURNING MOVEMENTS

5th Ave & Atlantic Ave

ebu	ebi	ebt	ebr	wbu	wbi	wbt	wbr	nbu	nbi	nbt	nbr	sbu	sbi	sbt	sbr
0	0	306	75	0	115	359	0	0	0	0	0	0	116	779	89

Count Taken: 1/27/2014
Buildout year: 2019
Growth Rate: 1.00%
Seasonal Factor: 1.00

	chu	chl	cht	chr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/27/2014	0	0	227	33	0	71	340	0	0	0	0	0	0	90	761	55
Seasonal Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes	0	0	227	33	0	71	340	0	0	0	0	0	0	90	761	55
Growth	0%	0%	1%	1%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
2019 Volumes	0	0	239	35	0	75	357	0	0	0	0	0	0	95	800	58
Diversion*	0	0	0	0	0	0	-50	0	0	0	0	0	0	0	0	0
Committed	0	0	113	67	0	25	99	0	0	0	0	0	0	25	49	8
Pre W/ Committed	0	0	352	102	0	100	456	0	0	0	0	0	0	120	849	66
Pre W/ Div	0	0	352	102	0	100	406	0	0	0	0	0	0	120	849	66
Project	0	0	22	0	0	0	10	0	0	0	0	0	0	0	7	3
Post	0	0	374	102	0	100	416	0	0	0	0	0	0	120	856	69
Project Traffic Assignment	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	15.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	5.0%



LEGEND

XXX 2019 PROJECTED TRAFFIC
 XXX DIVERSION
 XXX COMMITTED
 XXX 4TH & 5TH DEL. RAY
 XXX TOT. TRAFFIC

2019
 EXHIBIT 11

PM PEAK HOUR TURNING MOVEMENTS

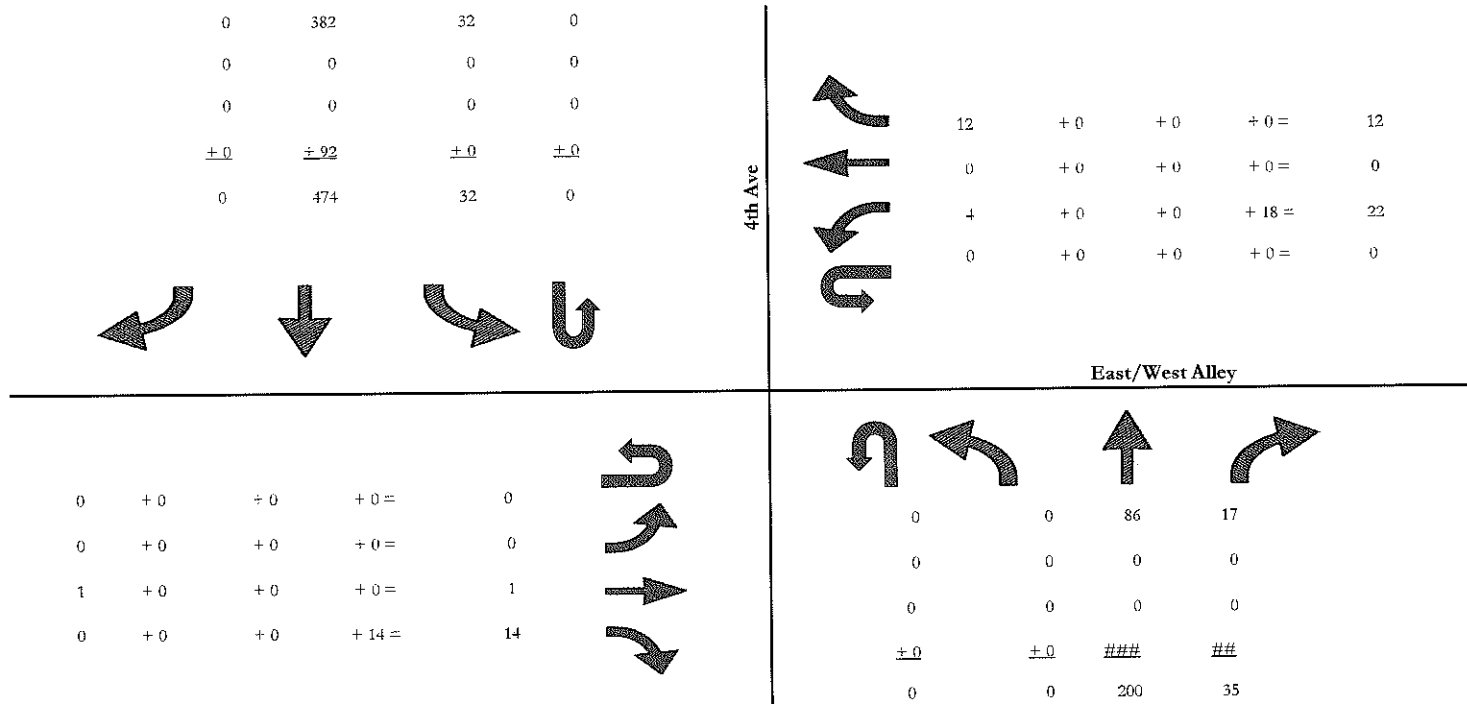
#REF1

4th & 5th Delay

4th & 5th Delray
 PM PEAK HOUR
EXHIBIT 11
 Atlantic Ave & Atlantic Ave

Critical Volume Analysis

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
1/27/2014	0	227	33	71	340	0	0	0	0	90	761	55
Peak Season Volume	0	227	33	71	340	0	0	0	0	90	761	55
Background	0	239	35	75	357	0	0	0	0	95	800	58
Diversion	0	0	0	0	-50	0	0	0	0	0	0	0
Committed	0	113	67	25	99	0	0	0	0	25	49	8
Major Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Assign	0%	25%	0%	0%	15%	0%	0%	0%	0%	0%	10%	3%
Direction		Out			In						In	In
Total Project Volume	0	22	0	0	10	0	0	0	0	0	7	3
Total Volume	0	374	102	100	416	0	0	0	0	120	856	69



LEGEND

XXX 2019 PROJECTED TRAFFIC
 XXX DIVERSION
 XXX COMMITTED
 XXX 4TH & 5TH DELRAY
 XXX TOTAL TRAFFIC

2019
 EXHIBIT 11

PM PEAK HOUR TURNING MOVEMENTS

#REF!

4th & 5th Delray

4th & 5th Delrav
 PM PEAK HOUR
EXHIBIT 11
 East/West Alley & 4th Ave

Critical Volume Analysis

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
8/5/2015	0	1	0	4	0	11	0	76	15	28	337	0
Peak Season Volume	0	1	0	4	0	12	0	83	16	31	367	0
Background	0	1	0	4	0	12	0	86	17	32	382	0
Diversion	0	0	0	0	0	0	0	0	0	0	0	0
Committed	0	0	0	0	0	0	0	0	0	0	0	0
Major Project Traffic Volu	0	0	0	0	0	0	0	0	0	0	0	0
Project Assign	0%	0%	10%	10%	0%	0%	0%	65%	10%	0%	65%	0%
Direction			In	Out			Out	Out		In		
Total Project Volume	0	0	0	18	0	0	0	114	18	0	92	0
Total Volume	0	1	0	22	0	12	0	200	35	32	474	0

SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
27122	ROEBUCK RD	MILITARY TR	9/30/2014	5:00 PM	4	171	1092	0	30	0	1152	223	0	293	0	123	0	0	0	0	3088
27122	ROEBUCK RD	MILITARY TR	10/30/2012	5:00 PM	0	126	1137	0	37	0	1214	283	0	271	0	75	0	0	0	0	3143
27122	ROEBUCK RD	MILITARY TR	4/29/2010	5:00 PM	0	121	1104	0	50	0	1218	323	0	327	0	91	0	0	0	0	3234
52910	S ORIOLE BLVD	JOG RD	11/20/2013	7:45 AM	8	38	578	4	0	18	1392	56	0	56	9	104	0	13	7	8	2291
52910	S ORIOLE BLVD	JOG RD	5/2/2011	7:45 AM	2	24	478	3	0	8	1418	55	0	50	11	70	0	6	8	10	2143
52910	S ORIOLE BLVD	JOG RD	11/20/2013	5:00 PM	6	111	1311	27	1	7	686	45	0	73	17	65	0	8	12	15	2384
52910	S ORIOLE BLVD	JOG RD	5/2/2011	5:00 PM	15	100	1479	27	0	11	696	18	0	67	13	46	0	7	2	11	2492
64800	SANDALFOOT BLVD	SR 7/US 441	11/12/2014	7:30 AM	11	111	1962	44	15	97	1909	47	0	274	89	143	0	64	52	120	4938
64800	SANDALFOOT BLVD	SR 7/US 441	12/10/2012	7:45 AM	7	78	1945	37	13	90	2210	21	1	214	74	147	0	43	55	90	5025
64800	SANDALFOOT BLVD	SR 7/US 441	4/21/2010	7:45 AM	3	95	1727	44	14	150	1755	25	0	197	61	110	0	57	55	76	4369
64800	SANDALFOOT BLVD	SR 7/US 441	11/12/2014	5:00 PM	23	167	1850	88	17	163	2033	113	0	153	102	131	0	80	88	170	5178
64800	SANDALFOOT BLVD	SR 7/US 441	12/10/2012	5:00 PM	20	173	1968	94	15	164	1979	52	2	160	124	126	0	63	75	125	5140
64800	SANDALFOOT BLVD	SR 7/US 441	4/21/2010	5:00 PM	10	190	1797	95	7	158	2066	88	1	255	91	95	0	116	34	159	5162
54300	SE 10TH ST	SE 5TH AVE	5/17/2012	7:45 AM	0	0	0	0	0	16	911	46	0	0	68	85	0	14	41	0	1181
54300	SE 10TH ST	SE 5TH AVE	5/17/2012	4:30 PM	0	0	0	0	0	18	869	87	0	0	119	94	0	31	96	0	1314
54310	SE 10TH STREET	SE 6TH AVE	5/17/2012	12:30 PM	0	111	877	15	0	0	0	0	0	108	7	0	0	0	13	8	1139
54310	SE 10TH STREET	SE 6TH AVE	5/17/2012	5:00 PM	0	114	1060	9	0	0	0	0	0	104	8	0	0	0	8	6	1309
53286	SE 1ST ST	SE 5TH AVE	9/8/2011	8:00 AM	0	0	0	0	0	10	1023	0	0	0	25	87	0	0	0	0	1145
53286	SE 1ST ST	SE 5TH AVE	9/8/2011	1:00 PM	0	0	0	0	0	28	743	0	0	0	55	83	0	0	0	0	909
53286	SE 1ST ST	SE 5TH AVE	9/8/2011	4:30 PM	0	0	0	0	0	20	751	0	0	0	36	109	0	0	0	0	916
48250	SE 23RD AVE	FEDERAL HWY	5/16/2012	7:45 AM	8	68	465	4	4	14	797	128	0	99	4	155	0	10	4	19	1779
48250	SE 23RD AVE	FEDERAL HWY	5/16/2012	5:00 PM	4	111	925	11	5	21	570	129	0	132	3	112	0	3	1	9	2036
48225	SE 23RD AVE	SEACREST BLVD	5/16/2012	7:30 AM	0	108	525	32	0	32	630	172	0	206	173	189	0	52	118	35	2272
48225	SE 23RD AVE	SEACREST BLVD	2/23/2010	7:45 AM	0	101	530	29	0	62	657	184	0	147	228	219	0	49	175	53	2434
48225	SE 23RD AVE	SEACREST BLVD	5/16/2012	4:30 PM	0	158	627	40	0	55	418	110	0	174	178	97	0	47	170	45	2119
48225	SE 23RD AVE	SEACREST BLVD	2/23/2010	4:30 PM	0	179	748	41	0	80	474	118	0	226	196	122	0	60	240	74	2558
53460	SE 2ND ST	SE 6TH AVE	9/24/2013	12:30 PM	0	51	811	26	0	0	0	0	0	29	11	0	0	0	49	16	1391
53460	SE 2ND ST	SE 6TH AVE	9/24/2013	5:00 PM	0	68	1159	38	0	0	0	0	0	36	25	0	0	0	49	16	1391
54290	SE/SW 10TH ST	SWINTON AVE/OLD D	5/15/2013	8:30 AM	0	173	0	83	0	0	0	0	2	0	219	203	0	44	181	0	905
54290	SE/SW 10TH ST	SWINTON AVE/OLD D	5/15/2013	8:30 AM	0	6	20	30	0	197	14	59	0	44	335	8	0	11	169	113	1006
54290	SE/SW 10TH ST	SWINTON AVE/OLD D	8/25/2010	12:45 PM	0	5	12	28	0	119	26	71	0	54	193	7	0	37	223	182	957
54290	SE/SW 10TH ST	SWINTON AVE/OLD D	9/8/2010	12:30 PM	0	242	0	98	0	0	0	0	0	0	190	181	0	33	241	0	985
54290	SE/SW 10TH ST	SWINTON AVE/OLD D	5/15/2013	4:45 PM	0	8	25	28	0	205	36	32	0	57	318	18	1	18	409	183	1338

HCM 2010 Signalized Intersection Summary
 3: Atlantic Avenue/Atlantic Ave & 4th Avenue

Ipic 4th & 5th Post
 Timing Plan: PM Peak Hour

	↖		→		↗		↖		←		↗		↖		↑		↗		↖		↓		↖		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR													
Lane Configurations		↕			↕			↕			↕			↕							↕				
Traffic Volume (veh/h)	34	416	45	25	491	23	45	42	36	11	50	22													
Future Volume (veh/h)	34	416	45	25	491	23	45	42	36	11	50	22													
Number	5	2	12	1	6	16	3	8	18	7	4	14													
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0													
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.96		0.91	0.95		0.93													
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													
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900													
Adj Flow Rate, veh/h	36	438	47	26	517	24	47	44	38	12	53	23													
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0													
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95													
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2													
Cap, veh/h	86	983	102	66	1094	50	166	151	112	73	279	110													
Arrive On Green	0.21	0.21	0.21	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25													
Sat Flow, veh/h	73	1513	157	43	1683	76	466	604	447	129	1116	440													
Grp Volume(v), veh/h	521	0	0	567	0	0	129	0	0	88	0	0													
Grp Sat Flow(s), veh/h/ln	1743	0	0	1802	0	0	1517	0	0	1685	0	0													
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0													
Cycle Q Clear(g_c), s	24.8	0.0	0.0	15.5	0.0	0.0	6.4	0.0	0.0	4.0	0.0	0.0													
Prop In Lane	0.07		0.09	0.05		0.04	0.36		0.29	0.14		0.25													
Lane Grp Cap(c), veh/h	1172	0	0	1209	0	0	428	0	0	462	0	0													
V/C Ratio(X)	0.44	0.00	0.00	0.47	0.00	0.00	0.30	0.00	0.00	0.19	0.00	0.00													
Avail Cap(c_a), veh/h	1172	0	0	1209	0	0	428	0	0	462	0	0													
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Upstream Filter(I)	0.88	0.00	0.00	0.84	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00													
Uniform Delay (d), s/veh	23.5	0.0	0.0	8.8	0.0	0.0	30.5	0.0	0.0	29.6	0.0	0.0													
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.1	0.0	0.0	1.8	0.0	0.0	0.9	0.0	0.0													
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0													
%ile BackOfQ(50%),veh/ln	12.9	0.0	0.0	8.2	0.0	0.0	3.1	0.0	0.0	2.0	0.0	0.0													
LnGrp Delay(d),s/veh	24.5	0.0	0.0	9.9	0.0	0.0	32.3	0.0	0.0	30.5	0.0	0.0													
LnGrp LOS	C			A			C			C															
Approach Vol, veh/h		521			567			129			88														
Approach Delay, s/veh		24.5			9.9			32.3			30.5														
Approach LOS		C			A			C			C														
Timer		1	2	3	4	5	6	7	8																
Assigned Phs		2			4			6			8														
Phs Duration (G+Y+Rc), s		70.0			30.0			70.0			30.0														
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0														
Max Green Setting (Gmax), s		65.0			25.0			65.0			25.0														
Max Q Clear Time (g_c+I1), s		26.8			6.0			17.5			8.4														
Green Ext Time (p_c), s		13.9			0.8			14.9			0.7														
Intersection Summary																									
HCM 2010 Ctrl Delay					19.4																				
HCM 2010 LOS					B																				

HCM 2010 Signalized Intersection Summary
 4: Atlantic Ave & US Hwy 1 South

Ipic 4th & 5th Post
 Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔					↔	↔	
Traffic Volume (veh/h)	0	374	102	100	416	0	0	0	0	120	856	69
Future Volume (veh/h)	0	374	102	100	416	0	0	0	0	120	856	69
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	394	107	105	438	0				126	901	73
Adj No. of Lanes	0	1	0	1	1	0				1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	634	172	326	1025	0				621	1155	94
Arrive On Green	0.00	0.15	0.15	0.10	1.00	0.00				0.12	0.12	0.12
Sat Flow, veh/h	0	1402	381	1774	1863	0				1774	3301	267
Grp Volume(v), veh/h	0	0	501	105	438	0				126	483	491
Grp Sat Flow(s), veh/h/ln	0	0	1783	1774	1863	0				1774	1770	1798
Q Serve(g_s), s	0.0	0.0	26.3	3.1	0.0	0.0				6.4	26.5	26.5
Cycle Q Clear(g_c), s	0.0	0.0	26.3	3.1	0.0	0.0				6.4	26.5	26.5
Prop In Lane	0.00		0.21	1.00		0.00				1.00		0.15
Lane Grp Cap(c), veh/h	0	0	806	326	1025	0				621	619	629
V/C Ratio(X)	0.00	0.00	0.62	0.32	0.43	0.00				0.20	0.78	0.78
Avail Cap(c_a), veh/h	0	0	806	382	1025	0				621	619	629
HCM Platoon Ratio	1.00	0.33	0.33	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.81	0.69	0.69	0.00				0.98	0.98	0.98
Uniform Delay (d), s/veh	0.0	0.0	34.5	15.9	0.0	0.0				31.6	40.5	40.5
Incr Delay (d2), s/veh	0.0	0.0	2.9	0.1	0.9	0.0				0.7	9.2	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	13.7	1.5	0.3	0.0				3.3	14.6	14.8
LnGrp Delay(d),s/veh	0.0	0.0	37.5	16.1	0.9	0.0				32.3	49.7	49.6
LnGrp LOS			D	B	A					C	D	D
Approach Vol, veh/h		501			543						1100	
Approach Delay, s/veh		37.5			3.8						47.7	
Approach LOS		D			A						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		40.0		60.0			9.8	50.2				
Change Period (Y+Rc), s		5.0		5.0			5.0	5.0				
Max Green Setting (Gmax), s		35.0		55.0			8.0	42.0				
Max Q Clear Time (g_c+1), s		28.5		2.0			5.1	28.3				
Green Ext Time (p_c), s		4.0		11.8			0.0	6.8				
Intersection Summary												
HCM 2010 Ctrl Delay				34.2								
HCM 2010 LOS				C								

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1	14	22	0	12	0	200	35	32	474	0
Future Vol, veh/h	0	1	14	22	0	12	0	200	35	32	474	0
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	-	-	-	-	-	-	-	-	-	-	-	-
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	1	15	23	0	13	0	211	37	34	499	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	801	813	499	803	795	229	499	0	0	247	0	0
Stage 1	566	566	-	229	229	-	-	-	-	-	-	-
Stage 2	235	247	-	574	566	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	303	313	572	302	320	810	1065	-	-	1319	-	-
Stage 1	509	507	-	774	715	-	-	-	-	-	-	-
Stage 2	768	702	-	504	507	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	290	302	572	285	308	810	1065	-	-	1319	-	-
Mov Cap-2 Maneuver	290	302	-	285	308	-	-	-	-	-	-	-
Stage 1	509	489	-	774	715	-	-	-	-	-	-	-
Stage 2	756	702	-	472	489	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.9			15.8			0			0.5		
HCM LOS	B			C								
Mixor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1065	-	-	540	370	1319	-	-				
HCM Lane V/C Ratio	-	-	-	0.029	0.097	0.026	-	-				
HCM Control Delay (s)	0	-	-	11.9	15.8	7.8	0	-				
HCM Lane LOS	A	-	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-				

Input Data

E-W Street: NE 1st St	COUNT DATE: 4/7/2011
N-S STREET: N Swinton Ave	CURRENT YEAR: 2011
TIME PERIOD: AM	ANALYSIS YEAR: 2019
GROWTH RATE: 0.65%	PSF: 1
SIGNAL ID: 52898	

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	2	9	3	82	23	7	13	307	66	22	520	11		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	2	9	3	82	23	7	13	307	66	22	520	11		
Committed Developments														
Lighthouse Complex	0	0	0	0	0	0	0	4	0	0	9	0	NR	0%
Trinity Church and School-Day Care	0	0	0	0	0	0	0	11	0	0	9	0	NR	76%
Congress Park Apartments	0	0	0	0	0	0	0	5	0	0	6	0	Res	46%
Total Committed Developments	0	0	0	0	0	0	0	20	0	0	24	0		
Total Committed Residential	0	0	0	0	0	0	0	5	0	0	6	0		
Total Committed Non-Residential	0	0	0	0	0	0	0	15	0	0	18	0		
Double Count Reduction	0	0	0	0	0	0	0	1	0	0	2	0		
Total Discounted Committed	0	0	0	0	0	0	0	19	0	0	22	0		
Historical Growth	0	0	0	4	1	0	1	16	4	1	28	1		
Comm Dev+1% Growth	0	1	0	7	2	1	1	44	5	2	65	1		
Growth Volume Used	0	1	0	7	2	1	1	44	5	2	65	1		
Total Volume	2	10	3	89	25	8	14	351	71	24	585	12		

Input Data

E-W Street: NE 1st St	COUNT DATE: 4/7/2011
N-S STREET: N Swinton Ave	CURRENT YEAR: 2011
TIME PERIOD: PM	ANALYSIS YEAR: 2019
GROWTH RATE: 0.65%	PSF: 1
SIGNAL ID: 52898	

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	5	4	4	152	52	39	9	368	54	14	331	8		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	5	4	4	152	52	39	9	368	54	14	331	8		
Committed Developments														
Lighthouse Complex	0	0	0	0	0	0	0	9	0	0	4	0	NR	0%
Trinity Church and School-Day Care	0	0	0	0	0	0	0	3	0	0	4	0	NR	76%
Congress Park Apartments	0	0	0	0	0	0	0	7	0	0	5	0	Res	46%
Total Committed Developments	0	0	0	0	0	0	0	19	0	0	13	0		
Total Committed Residential	0	0	0	0	0	0	0	7	0	0	5	0		
Total Committed Non-Residential	0	0	0	0	0	0	0	12	0	0	8	0		
Double Count Reduction	0	0	0	0	0	0	0	2	0	0	1	0		
Total Discounted Committed	0	0	0	0	0	0	0	17	0	0	12	0		
Historical Growth	0	0	0	8	3	2	0	20	3	1	18	0		
Comm Dev+1% Growth	0	0	0	13	4	3	1	47	4	1	39	1		
Growth Volume Used	0	0	0	13	4	3	1	47	4	1	39	1		
Total Volume	5	4	4	165	56	42	10	415	58	15	370	9		

E-W Street: NE 1st St
 N-S STREET: NE 5th Ave
 TIME PERIOD: AM
 GROWTH RATE: -4.98%
 SIGNAL ID: 52902

Input Data
 COUNT DATE: 9/16/2010
 CURRENT YEAR: 2010
 ANALYSIS YEAR: 2019
 PSF: 1.07

Report Created: 06/24/2014

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	0	13	16	23	25	0	0	0	0	0	594	25		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	0	14	17	25	27	0	0	0	0	0	636	27		
Committed Developments														
Lighthouse Complex	0	0	0	0	0	0	0	1	0	0	2	0	NR	0%
Cityscape	0	0	0	0	0	0	0	3	0	0	7	0	NR	50%
Atlantica	0	0	0	0	0	0	0	1	0	0	1	0	Res	0%
Paradise Bank/Delray Beach	0	0	0	0	0	0	0	4	0	0	5	0	NR	0%
Total Committed Developments	0	0	0	0	0	0	0	9	0	0	15	0		
Total Committed Residential	0	0	0	0	0	0	0	1	0	0	1	0		
Total Committed Non-Residential	0	0	0	0	0	0	0	8	0	0	14	0		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	0	0	0	0	0	0	0	9	0	0	15	0		
Historical Growth	0	-5	-6	-9	-10	0	0	0	0	0	-234	-10		
Comm Dev+1% Growth	0	1	2	2	3	0	0	9	0	0	75	3		
Growth Volume Used	0	1	2	2	3	0	0	9	0	0	75	3		
Total Volume	0	15	19	27	30	0	0	9	0	0	711	30		

E-W Street: NE 1st St
 N-S STREET: NE 5th Ave
 TIME PERIOD: PM
 GROWTH RATE: -4.98%
 SIGNAL ID: 52902

Input Data
 COUNT DATE: 9/16/2010
 CURRENT YEAR: 2010
 ANALYSIS YEAR: 2019
 PSF: 1.07

Report Created: 06/24/2014

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	0	28	18	12	43	0	0	0	0	8	499	30		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	0	30	19	13	46	0	0	0	0	9	534	32		
Committed Developments														
Lighthouse Complex	0	0	0	0	0	0	0	2	0	0	1	0	NR	0%
Cityscape	0	0	0	0	0	0	0	21	0	0	20	0	NR	50%
Atlantica	0	0	0	0	0	0	0	1	0	0	1	0	Res	0%
Paradise Bank/Delray Beach	0	0	0	0	0	0	0	9	0	0	8	0	NR	0%
Total Committed Developments	0	0	0	0	0	0	0	33	0	0	30	0		
Total Committed Residential	0	0	0	0	0	0	0	1	0	0	1	0		
Total Committed Non-Residential	0	0	0	0	0	0	0	32	0	0	29	0		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	0	0	0	0	0	0	0	33	0	0	30	0		
Historical Growth	0	-11	-7	-5	-17	0	0	0	0	-3	-197	-12		
Comm Dev+1% Growth	0	3	2	1	4	0	0	33	0	1	80	3		
Growth Volume Used	0	3	2	1	4	0	0	33	0	1	80	3		
Total Volume	0	33	21	14	50	0	0	33	0	10	614	35		

E-W Street: SE 1st St
 N-S STREET: SE 6th Ave
 TIME PERIOD: AM
 GROWTH RATE: 1%
 SIGNAL ID: 53287

Input Data
 COUNT DATE: 9/10/2008
 CURRENT YEAR: 2008
 ANALYSIS YEAR: 2019
 PSF: 1.07

Report Created: 06/30/2014

	Intersection Volume Development												Type	% Complete	
	Eastbound			Westbound			Northbound			Southbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Existing Volume	37	21	0	0	0	12	0	656	22	0	0	0	0		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	40	22	0	0	0	13	0	702	24	0	0	0	0		
Committed Developments															
New Century Commons	0	0	0	0	0	0	0	2	0	0	0	1	0	NR	0%
Cityscape	0	0	0	0	0	0	0	3	0	0	0	7	0	NR	0%
Total Committed Developments	0	0	0	0	0	0	0	5	0	0	0	8	0		
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0	0	5	0	0	0	8	0		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	0	0	0	0	0	0	0	5	0	0	0	8	0		
Historical Growth	5	3	0	0	0	2	0	81	3	0	0	0	0		
Comm Dev+1% Growth	5	3	0	0	0	2	0	86	3	0	0	8	0		
Growth Volume Used	5	3	0	0	0	2	0	86	3	0	0	8	0		
Total Volume	45	25	0	0	0	15	0	788	27	0	0	8	0		

E-W Street: SE 1st St
 N-S STREET: SE 6th Ave
 TIME PERIOD: PM
 GROWTH RATE: 1%
 SIGNAL ID: 53287

Input Data
 COUNT DATE: 9/10/2008
 CURRENT YEAR: 2008
 ANALYSIS YEAR: 2019
 PSF: 1.07

Report Created: 06/30/2014

	Intersection Volume Development												Type	% Complete	
	Eastbound			Westbound			Northbound			Southbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Existing Volume	63	38	0	0	0	23	0	1048	59	0	0	0	0		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	67	41	0	0	0	25	0	1121	63	0	0	0	0		
Committed Developments															
New Century Commons	0	0	0	0	0	0	0	7	0	0	0	7	0	NR	0%
Cityscape	0	0	0	0	0	0	0	21	0	0	0	20	0	NR	0%
Total Committed Developments	0	0	0	0	0	0	0	28	0	0	0	27	0		
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	0	0	0	0	0	28	0	0	0	27	0		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	0	0	0	0	0	0	0	28	0	0	0	27	0		
Historical Growth	8	5	0	0	0	3	0	130	7	0	0	0	0		
Comm Dev+1% Growth	8	5	0	0	0	3	0	158	7	0	0	27	0		
Growth Volume Used	8	5	0	0	0	3	0	158	7	0	0	27	0		
Total Volume	75	46	0	0	0	28	0	1279	70	0	0	27	0		

E-W Street: W Atlantic Ave
 N-S STREET: S Swinton Ave
 TIME PERIOD: AM
 GROWTH RATE: -2.21%
 SIGNAL ID: 53225

Input Data

COUNT DATE: 9/10/2010
 CURRENT YEAR: 2010
 ANALYSIS YEAR: 2019
 PSF: 1.07

Report Created: 06/24/2014

	Intersection Volume Development										Left	Thru	Right	Type	% Complete		
	Eastbound			Westbound			Northbound			Southbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left						Thru	Right
Existing Volume	224	395	178	1	294	22	99	115	12	43		214		268			
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%		0%			
Peak Season Volume	240	423	190	1	315	24	106	123	13	46		229		287			
Committed Developments																	
New Century Courtyards	0	-4	-1	0	5	3	2	2	0	-3		-1		0	Res	0%	
Lighthouse Complex	4	4	0	9	9	0	0	4	4	0		9		9	NR	0%	
Cityscape	1	1	0	1	2	0	0	1	1	0		1		1	NR	50%	
Congress Park Apartments	5	14	5	0	18	0	6	0	0	0		0		6	Res	46%	
Villas in the Grove	15	0	0	0	0	9	0	8	0	7		6		13	NR	0%	
Total Committed Developments	25	15	4	10	34	12	8	15	5	4		15		29			
Total Committed Residential	5	10	4	0	23	3	8	2	0	-3		-1		6			
Total Committed Non-Residential	20	5	0	10	11	9	0	13	5	7		16		23			
Double Count Reduction	1	1	0	0	2	1	0	1	0	-1		0		2			
Total Discounted Committed	24	14	4	10	32	11	8	14	5	5		15		27			
Historical Growth	-44	-77	-35	0	-57	-4	-19	-22	-2	-8		-42		-52			
Comm Dev+1% Growth	46	54	22	10	62	13	18	26	6	9		36		54			
Growth Volume Used	46	54	22	10	62	13	18	26	6	9		36		54			
Total Volume	286	477	212	11	377	37	124	149	19	55		265		341			

E-W Street: W Atlantic Ave
 N-S STREET: S Swinton Ave
 TIME PERIOD: PM
 GROWTH RATE: -4.70%
 SIGNAL ID: 53225

Input Data

COUNT DATE: 4/27/2009
 CURRENT YEAR: 2009
 ANALYSIS YEAR: 2019
 PSF: 1.02

Report Created: 06/24/2014

	Intersection Volume Development										Left	Thru	Right	Type	% Complete		
	Eastbound			Westbound			Northbound			Southbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left						Thru	Right
Existing Volume	237	335	162	2	341	24	129	195	20	20		178		255			
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%		0%			
Peak Season Volume	242	342	165	2	348	24	132	199	20	20		182		260			
Committed Developments																	
Lighthouse Complex	9	9	0	4	4	0	0	9	9	0		4		4	NR	0%	
Cityscape	6	13	0	6	12	0	0	6	6	0		6		6	NR	0%	
Congress Park Apartments	7	21	7	0	15	0	5	0	0	0		0		5	Res	46%	
Villas in the Grove	22	0	0	0	0	13	0	11	0	16		14		29	NR	0%	
Total Committed Developments	44	43	7	10	31	13	5	26	15	16		24		44			
Total Committed Residential	7	21	7	0	15	0	5	0	0	0		0		5			
Total Committed Non-Residential	37	22	0	10	16	13	0	26	15	16		24		39			
Double Count Reduction	2	4	0	0	3	0	0	0	0	0		0		1			
Total Discounted Committed	42	39	7	10	28	13	5	26	15	16		24		43			
Historical Growth	-92	-131	-63	-1	-133	-9	-50	-76	-8	-8		-70		-99			
Comm Dev+1% Growth	67	75	24	10	64	16	19	47	17	18		43		70			
Growth Volume Used	67	75	24	10	64	16	19	47	17	18		43		70			
Total Volume	309	417	189	12	412	40	151	246	37	38		225		330			

E-W Street: Atlantic Ave Input Data COUNT DATE: 3/21/2013 Report Created: 06/24/2014
 N-S STREET: SE 5th Ave CURRENT YEAR: 2013
 TIME PERIOD: AM ANALYSIS YEAR: 2019
 GROWTH RATE: -1.94% PSF: 1
 SIGNAL ID: 53250

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	0	275	56	67	227	0	0	0	0	109	995	57		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	0	275	56	67	227	0	0	0	0	109	995	57		
Committed Developments														
New Century Courtyards	0	0	-5	-5	0	0	7	0	7	0	0	0	Res	0%
Lighthouse Complex	1	3	0	2	6	0	0	1	1	0	2	2	NR	0%
Cityscape	1	0	0	0	0	1	0	2	0	1	4	2	NR	50%
Trinity Church and School-Day Care	4	4	0	0	4	0	0	0	0	0	0	4	NR	76%
Uptown Delray	0	0	3	1	0	0	12	12	3	0	3	0	Res	0%
Atlantic Plaza	0	39	16	0	37	11	15	11	0	12	12	0	Res	58%
Congress Park Apartments	0	14	0	0	18	0	0	0	0	0	0	0	Res	46%
Villas in the Grove	0	7	0	0	8	0	0	0	0	0	0	0	NR	0%
Total Committed Developments	6	67	14	-2	73	12	34	26	11	13	21	8		
Total Committed Residential	0	53	14	-4	55	11	34	23	10	12	15	0		
Total Committed Non-Residential	6	14	0	2	18	1	0	3	1	1	6	8		
Double Count Reduction	0	3	0	-1	4	0	0	1	0	0	1	0		
Total Discounted Committed	6	64	14	-1	69	12	34	25	11	13	20	8		
Historical Growth	0	-30	-6	-7	-25	0	0	0	0	-12	-110	-6		
Comm Dev+1% Growth	6	81	17	3	83	12	34	25	11	20	81	12		
Growth Volume Used	6	81	17	3	83	12	34	25	11	20	81	12		
Total Volume	6	356	73	70	310	12	34	25	11	129	1076	69		

E-W Street: Atlantic Ave Input Data COUNT DATE: 3/21/2013 Report Created: 06/24/2014
 N-S STREET: SE 5th Ave CURRENT YEAR: 2013
 TIME PERIOD: PM ANALYSIS YEAR: 2019
 GROWTH RATE: -1.94% PSF: 1
 SIGNAL ID: 53250

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	0	306	75	115	359	0	0	0	0	116	779	89		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	0	306	75	115	359	0	0	0	0	116	779	89		
Committed Developments														
New Century Courtyards	0	0	19	19	0	0	9	0	9	0	0	0	Res	0%
Lighthouse Complex	2	7	0	1	3	0	0	2	2	0	1	1	NR	0%
Cityscape	7	0	0	0	0	4	0	11	0	4	10	6	NR	50%
Trinity Church and School-Day Care	1	1	0	0	1	0	0	0	0	0	0	1	NR	76%
Uptown Delray	0	0	18	5	0	0	13	13	3	0	18	0	Res	0%
Atlantic Plaza	0	74	30	0	71	21	28	21	0	22	22	0	Res	58%
Congress Park Apartments	0	21	0	0	15	0	0	0	0	0	0	0	Res	46%
Villas in the Grove	0	15	0	0	12	0	0	0	0	0	0	0	NR	0%
Total Committed Developments	10	118	67	25	102	25	50	47	14	26	51	8		
Total Committed Residential	0	95	67	24	86	21	50	34	12	22	40	0		
Total Committed Non-Residential	10	23	0	1	16	4	0	13	2	4	11	8		
Double Count Reduction	0	5	0	0	3	1	0	3	0	1	2	0		
Total Discounted Committed	10	113	67	25	99	24	50	44	14	25	49	8		
Historical Growth	0	-34	-8	-13	-40	0	0	0	0	-13	-86	-10		
Comm Dev+1% Growth	10	132	72	32	121	24	50	44	14	32	97	13		
Growth Volume Used	10	132	72	32	121	24	50	44	14	32	97	13		
Total Volume	10	438	147	147	480	24	50	44	14	148	876	102		

Input Data

E-W Street: Atlantic Ave	COUNT DATE: 3/21/2013	Report Created: 06/24/2014
N-S STREET: SE 6th Ave	CURRENT YEAR: 2013	
TIME PERIOD: AM	ANALYSIS YEAR: 2019	
GROWTH RATE: -2.32%	PSF: 1	
SIGNAL ID: 53255		

	Intersection Volume Development									Left	Thru	Right	Type	% Complete
	Eastbound			Westbound			Northbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
Existing Volume	72	282	0	0	218	77	65	518	46	0	0	0		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	72	282	0	0	218	77	65	518	46	0	0	0		
Committed Developments														
New Century Courtyards	0	0	7	0	0	0	-5	0	0	0	0	0	Res	0%
Lighthouse Complex	0	1	0	0	2	0	0	0	0	0	0	0	NR	0%
Cityscape	0	1	1	0	1	1	1	2	0	3	4	0	NR	50%
Trinity Church and School-Day Care	4	0	0	0	0	0	0	0	0	0	0	0	NR	76%
Uptown Delray	0	3	3	0	1	1	1	3	0	3	12	4	Res	0%
Atlantic Plaza	27	0	0	0	0	4	0	27	0	4	26	26	Res	58%
Villas in the Grove	0	1	0	0	1	0	0	0	0	0	0	0	NR	0%
Total Committed Developments	31	6	11	0	5	6	-3	32	0	10	42	30		
Total Committed Residential	27	3	10	0	1	5	-4	30	0	7	38	26		
Total Committed Non-Residential	4	3	1	0	4	1	1	2	0	3	4	4		
Double Count Reduction	1	1	0	0	0	0	-1	0	0	1	1	1		
Total Discounted Committed	30	5	11	0	5	6	-2	32	0	9	41	29		
Historical Growth	-9	-37	0	0	-29	-10	-9	-68	-6	0	0	0		
Comm Dev+1% Growth	34	22	11	0	18	11	2	64	3	9	41	29		
Growth Volume Used	34	22	11	0	18	11	2	64	3	9	41	29		
Total Volume	106	304	11	0	236	88	67	582	49	9	41	29		

Input Data

E-W Street: Atlantic Ave	COUNT DATE: 3/21/2013	Report Created: 06/24/2014
N-S STREET: SE 6th Ave	CURRENT YEAR: 2013	
TIME PERIOD: PM	ANALYSIS YEAR: 2019	
GROWTH RATE: -2.32%	PSF: 1	
SIGNAL ID: 53255		

	Intersection Volume Development									Left	Thru	Right	Type	% Complete
	Eastbound			Westbound			Northbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
Existing Volume	89	322	0	0	315	150	157	936	118	0	0	0		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	89	322	0	0	315	150	157	936	118	0	0	0		
Committed Developments														
New Century Courtyards	0	0	9	0	0	0	19	0	0	0	0	0	Res	0%
Lighthouse Complex	0	2	0	0	1	0	0	0	0	0	0	0	NR	0%
Cityscape	0	4	4	0	4	8	4	11	0	7	10	0	NR	50%
Trinity Church and School-Day Care	1	0	0	0	0	0	0	0	0	0	0	1	NR	76%
Uptown Delray	0	3	3	0	5	5	5	18	0	3	13	0	Res	0%
Atlantic Plaza	52	0	0	0	0	8	0	52	0	7	50	50	Res	58%
Villas in the Grove	0	2	0	0	1	0	0	0	0	0	0	0	NR	0%
Total Committed Developments	53	11	16	0	11	21	28	81	0	17	73	51		
Total Committed Residential	52	3	12	0	5	13	24	70	0	10	63	50		
Total Committed Non-Residential	1	8	4	0	6	8	4	11	0	7	10	1		
Double Count Reduction	0	1	1	0	1	2	1	2	0	1	2	0		
Total Discounted Committed	53	10	15	0	10	19	27	79	0	16	71	51		
Historical Growth	-12	-42	0	0	-41	-20	-21	-123	-16	0	0	0		
Comm Dev+1% Growth	58	30	15	0	29	28	37	137	7	16	71	51		
Growth Volume Used	58	30	15	0	29	28	37	137	7	16	71	51		
Total Volume	147	352	15	0	344	178	194	1073	125	16	71	51		

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

Approved By: Stephen Shreve

Date: _____

Palm Beach County

Preempt & Overlap Timing Sheet

12/29/2010

53245 : 4780 - Atlantic Av and 4th Av NE SE (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input						
Override Flash						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Max Green						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifier Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL		3.5	1.5
Overlap 2			NORMAL		3.5	1.5
Overlap 3			NORMAL		3.5	1.5
Overlap 4			NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5

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

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

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

Approved By: Stephen Shreve

Date: _____

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

Approved By: Stephen Shreve

Date: _____

Palm Beach County

Preempt & Overlap Timing Sheet

12/29/2010

53250 : 4785 - Atlantic Av and 5th Av NE SE (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input						
Override Flash						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Max Green						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifier Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL		3.5	1.5
Overlap 2			NORMAL		3.5	1.5
Overlap 3			NORMAL		3.5	1.5
Overlap 4			NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5

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

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

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

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Date: _____

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

Approved By: Stephen Shreve

Date: _____

Palm Beach County

Preempt & Overlap Timing Sheet

12/29/2010

53255 : 4790 - Atlantic Av and 6th Av NE SE (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input						
Override Flash						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Max Green						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifier Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL		3.5	1.5
Overlap 2			NORMAL		3.5	1.5
Overlap 3			NORMAL		3.5	1.5
Overlap 4			NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5

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

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

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

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Date: _____