SITE PLAN REVIEW & APPEARANCE BOARD
CITY OF DELRAY BEACH ---STAFF REPORT---

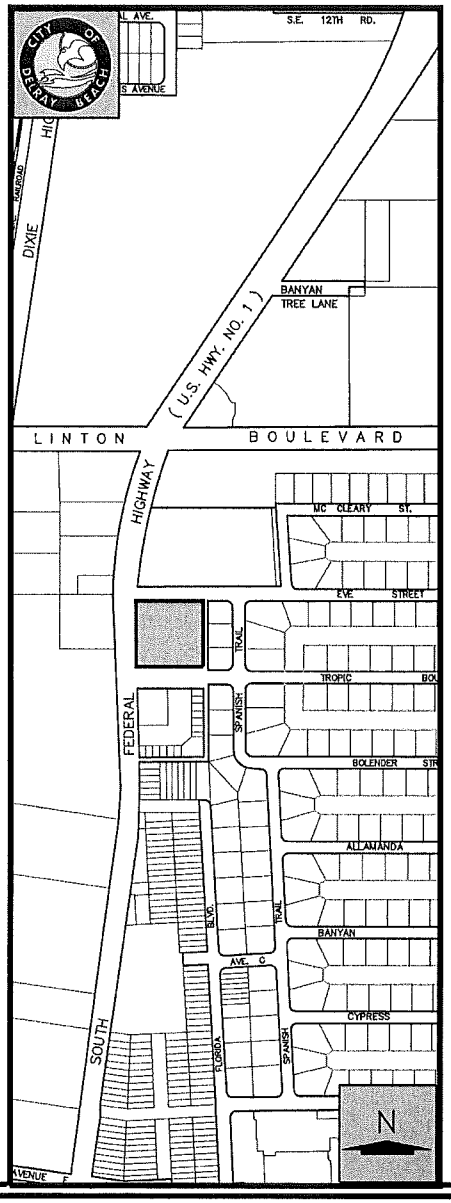
MEETING DATE: October 26, 2016

ITEM: Delray Place South – Class III Site Plan Modification, Landscape Plan and Architectural Elevations associated with redevelopment of Tropic Square, including but not limited to partial demolition of the site, construction of a new building addition, reconfiguration of the existing parking lot, landscaping upgrades and provision of additional parking and outdoor dining areas.

RECOMMENDATION: Approve a Class III Site Plan Modification, Landscape Plan, Architectural Elevations, Special Landscape Area Waiver, Landscape Island Shade Tree Waiver and Special Action Parking Reduction, subject to conditions.

GENERAL DATA:

Owner	Delray Place, LLC
Applicant	Retail Property Group, Inc.
Agent	Beighley, Myrick, Udell & Lynne, P.A.
Location	On the east side of S. Fed. Hwy., between Eve St. and Tropic Blvd.
Address	1911 South Federal Highway
Property Size	1.78 Acres (77,430 sq. ft.)
Future Land Use Map	General Commercial (GC)
Current Zoning	Planned Commercial (PC)
Adjacent Zoning.....North:	Special Activities District (SAD)
East:	Multi-Family Residential (RM)
South:	Automotive Commercial (AC)
West:	Automotive Commercial (AC)
Existing Land Use	Shopping Center
Proposed Land Use	No Change
Water Service	Existing On-Site
Sewer Service	Existing On-Site



ITEM BEFORE THE BOARD

The item before the Board is the approval of the following aspects of a Class III Site Plan Modification request for **Delray Place South**, pursuant to Land Development Regulations (LDR) Section 2.4.5(G)(1)(c):

- ❒ Site Plan;
- ❒ Landscape Plan;
- ❒ Architectural Elevations;
- ❒ Special Landscape Area Waiver;
- ❒ Landscape Island Shade Tree Waiver; and,
- ❒ Special Action Parking Reduction Request

The subject property is located on the east side of South Federal Highway, between Eve Street and Tropic Boulevard (1911 South Federal Highway).

BACKGROUND

The subject property is located on the east side of South Federal Highway, between Eve Street and Tropic Boulevard. The site measures 1.78 Acres (77,430 sq. ft.) and is zoned Planned Commercial (PC) with a General Commercial (GC) Future Land Use Map (FLUM) designation. The shopping plaza was built in 1977 as Gateway Shopping Center.

On August 16, 2000, the Site Plan Review and Appearance Board (SPRAB) approved minor site plan modifications and architectural elevation changes for the subject property. At its meeting of May 1, 2001, the SPRAB approved another site plan modification which included construction of two towers with a cupola along the front façades of the two existing buildings, installation of new canvas awnings over each door along the rear of the two buildings, and landscaping upgrades throughout the property.

Now before the Board for consideration is a Class III Site Plan Modification, Landscape Plan and Architectural Elevations associated with redevelopment of Tropic Square, including but not limited to partial demolition of the site, construction of a new building addition, reconfiguration of the existing parking lot, landscaping upgrades and provision of additional parking and outdoor dining areas.

PROJECT DESCRIPTION

The development proposal consists of the following:

- ❑ Demolition of 2,904 sq. ft. of the northeast corner an existing 9,539 sq. ft. building;
- ❑ Removal of 12 existing parking spaces in the northeast corner of existing site;
- ❑ Removal of a dumpster enclosure in the northeast corner of existing site;
- ❑ Construction of a 2,860 sq. ft. building addition in the northeast corner of the site;

- ❑ Creation of 5 new parallel parking spaces along Eve Street;
- ❑ Construction of a new 378 sq. ft. outdoor dining area for the existing Dunkin Donuts;
- ❑ Extend the easternmost drive aisle from Tropic Boulevard north to connect to Eve Street.
- ❑ Provide 9 new on-site parking spaces within the vicinity of the demolished area;
- ❑ Restripe and reconfigure a 14 space parking row serving the demolished building;
- ❑ Provide an ADA compliant handicap accessible sidewalk connection to Tropic Boulevard;
- ❑ Upgrade drainage connections that are required due to the new site modifications;
- ❑ Construct a new dumpster enclosure area with roll-out bins and a trash compactor;
- ❑ Construct new 5' paver pathway connector across 24' drive aisle at Tropic Boulevard;
- ❑ Architectural renovations for all existing buildings;
- ❑ Installation of new light fixtures for affected areas; and,
- ❑ Installation of new landscaping for affected areas.
- ❑ Reduce landscape median width within Tropic Boulevard from existing 20 feet to 14 feet;
- ❑ Construct an additional dedicated left turn lane onto southbound US1 from Tropic Blvd.;
- ❑ Remove Type "D" curbing around Tropic Boulevard landscape median;
- ❑ Construct Type "F" curbing around Tropic Boulevard landscape median;

Two waivers for relief from the LDR requirements are requested:

- ❑ A waiver to reduce the special landscape area along a portion of the US1 frontage from the 15' required pursuant to LDR Section 4.3.4(H)(6)(b)(1), to 7'2" to allow for an outdoor dining area fronting on US1.
- ❑ A waiver to change the landscape island requirement from one shade tree that is at least 16' in height, to allow Royal Palms instead of shade trees, pursuant to LDR 4.6.16(H)(3)(i).
- ❑ A special action parking reduction request to continue the historic application of a shopping center parking rate is also requested, pursuant to LDR Section 4.6.9(F)(1).

SITE PLAN ANALYSIS

COMPLIANCE WITH 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 – Non-residential Zoning Districts:

The following table indicates that the development proposal complies with the applicable development standards of LDR Section 4.3.4(K) as they pertain to the Planned Commercial (PC) zoning district, except as indicated:

PC	Min. Lot Size (acres)	Min. Lot Width (ft.)	Min. Lot Depth (ft.)	Min. Lot Frontage (ft.)	**Min. Open Space (%)**	**Min. Floor Area (sq.ft.)**	**Min. Front Setback (ft.)**	Min. Side Street Setback (ft.) – Eve St.	**Min. Side Street Setback (ft.) – Tropic Blvd.**	Min. Rear Setback (ft.)	Max. Building Height (ft.)
Required	0.23	50	100	50	**25%**	**6,000**	**10'**	10'	**10'**	10'	48'
Existing	1.77	271.78	281.81	835.80	**18.29**	**1,996**	**7'2"**	15'1"	**6'**	10'	31'
Proposed	1.77	271.78	281.81	835.80	**19.00**	**1,996**	**7'2"**	15'1"	**6'**	10'	24'6"

The items in **BOLD** represent preexisting nonconformities. *Preexisting nonconformities may continue, but shall not be made further nonconforming.* Plans demonstrate compliance, with the exception of the gross floor area for the existing Dunkin Donuts.

LDR Section 4.6 - Supplemental District Regulations:

Lighting:

The applicant is required to identify the source of lighting in these newly created parking areas and provide a graphic detail of any existing or proposed freestanding light poles or decorative wall mounted light fixtures. A photometric plan for the affected parking areas has been provided along with the light fixture details. Pursuant to LDR 4.6.8 (Lighting), pole mounted site lighting must be provided on-site with a maximum height of twenty-five feet (25'). It is noted that existing light fixtures exceed the maximum height at thirty feet (30'). The existing nonconformity is allowed to remain. However, new light fixtures must comply. The applicant has noted that the light fixtures within the existing poles will be replaced and repaired as needed. The photometric plan indicates a minimum foot candle illumination of 1.0 and a maximum foot candle illumination of 5.8 for the parking lot areas. However, loading areas off of the alley, adjacent to residentially zoned properties have foot candles light emissions of up to 25.5. The maximum foot candle allowance for commercial parking

areas is 12.0. Similarly, the maximum spillage is 0.25, whereas spillage along the alley is up to 2.2. The photometric plan must be revised to comply with the minimum and maximum foot candle allowances for the site and spillage. This is a condition of site plan approval.

Dumpsters:

Per 4.6.16(H)(3)(n) all dumpster and refuse areas shall be screened. The dumpster shall be screened on three (3) sides and shall have vision obscuring gates on the fourth side. The proposed dumpster enclosure area is proposed to be screened by landscaping on three (3) sides, with vision obscuring gates on the fourth side which is angled in the northeast corner of the site and faces Eve Street. The existing dumpster will be removed and replaced with a trash compactor and roll out bins. The provisions for trash collection satisfy the requirements of the LDRs.

Site Plan Technical Items: Remaining site plan technical items are provided in Appendix "C" of the attached staff report, and must be satisfied prior to site plan certification.

Engineering Plan Technical Items: Preliminary engineering technical comments have been satisfactory addressed to date. Final engineering technical comments will be satisfied prior to building permit issuance.

SPECIAL ACTION PARKING REDUCTION

Shopping Center Size	Parking Rate Applied
25,000 to 400,000 sq. ft.	4 spaces per 1,000 sq. ft. of gross floor area
400,000 to 600,000 sq. ft.	4.5 spaces per 1,000 sq. ft. of gross floor area
greater than 600,000 sq. ft.	5 spaces per 1,000 sq. ft. of gross floor area

LDR ARTICLE 4.6 - SUPPLEMENTAL DISTRICT REGULATIONS

LDR Section 4.6.9(C)(3) Requirements For Commercial Uses:

(e) Shopping Centers: Spaces required based upon size of center per gross leasable floor area, irrespective of uses: **[Amd. Ord. 01-09 1/20/09]**

According to LDR Section 4.6.9(C)(3)(e), shopping centers are required 4 spaces per 1,000 sq. ft. of gross leaseable floor area, irrespective of uses, for up to 400,000 sq. ft. The existing Tropic Square has a total of 22,089 sq. ft. of leaseable floor area. Thus, it does not meet the definition of a shopping center for purposes of the reduced parking rate. In such case, parking must be determined by the allocation of uses. As such, the

applicant has broken the uses in Delray Place South as indicated in the following table which is also provided as justification for a special action parking reduction pursuant to LDR Section 4.6.9(F)(1).

Minimum parking requirements:

Based upon the use data provided, if the Tropic Square were developed today it would require 209 spaces, whereas 89 spaces currently exist on-site. While if it were able to utilize the shopping center rate, the parking for the site would be deemed compliant. It is noted that the partial demolition of Building #1 and construction of a new building addition to Building #2 results in a net loss of 44 sq. ft. Thus, no additional parking is required as a part of this proposal. The applicant has proposed to decrease the existing nonconformity by providing an additional on-site parking space, for a total of 90 spaces. Additionally, five on-street parallel parking spaces will be constructed along Eve Street.

Although, no additional parking is required for the current development proposal, the applicant is requesting to "lock-in" a shopping center parking rate such that existing vacant bays may be allocated for any future use (i.e. restaurant, medical offices, etc.) without being required to address an increase in parking. Therefore, this requests includes a special action parking reduction, pursuant to the uses allocated in the following table and the associated applicant justification for a reduced parking rate as a "shopping center".

LDR Section 4.6.9(F)(1) - Reduction Allowed:

Pursuant to LDR Section 4.6.9(F)(1), special provisions are allowed for reduced parking, when **upon receipt and acceptance of special documentation** it is conclusively demonstrated that a reduced number of parking spaces will accommodate a specific use, the body which acts on the attendant site plan may reduce the parking requirements accordingly.

The applicant has provided the following table and justification regarding this special action:

STORE #	TENANT	SIZE (SF)	OUTDOOR DINING SF	USE	PARKING CALCULATED
100	FED EX KINKO'S	2,070	0	RETAIL	9
300	VOX EXPRESS	1,170	0	RETAIL	5
400	VACANT	854	625	RESTAURANT	18
450	VACANT	746	625	RESTAURANT	16
500	VACANT	980	625	RESTAURANT	19
550	VACANT	815	0	MEDICAL	4
	BUILDING 1 SUB-TOTAL	**6,635**			**71**
600	DR GULTZ-DENTIST	2,860	0	MEDICAL	14
700	VACANT	920	625	RESTAURANT	19
750	VACANT	1,579	0	MEDICAL	8

800	MARGOLIS ENTERPRISES	1,050	0	OFFICE	4
900	VACANT	879	0	MEDICAL	4
950	APEX INSURANCE	884	0	MEDICAL	4
1000	VACANT	1,736	0	MEDICAL	9
1100	IL GIRASOLE ITALIAN RESTAURANT	2,317	0	RESTAURANT	28
1400	JIMMY JOHNS	1,189	519	RESTAURANT	20
	BUILDING 2 SUB-TOTAL	**13,414**			**110**
1500	DUNKIN DONUTS	1,996	378	RESTAURANT	28
	BUILDING 3 SUB-TOTAL	**1,996**			**28**
TOTALS		**22,045**	**3,397**		**209**
TOTAL PARKING REQUIRED					**209**
TOTAL PARKING PROVIDED					**90**
ON-SITE PARKING (DEFICIT)					**(119)**
PARALLEL PARKING (PROPOSED)					**5**
					(114)
OCCUPIED		13,536	61%		
VACANT		8,509	39%		

"The existing approximately 30 year old Delray Place South has been occupied by a diverse mix of commercial tenants and has been operating as a Shopping Center under LDR Section 4.6.9 (C)(3)(e) Shopping Centers, for purposes of determining the amount of parking spaces required.

According to the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition), a shopping center is defined as an integrated group of commercial establishments that are planned, developed, owned and managed as a unit, such as how the existing and proposed redevelopment of Delray Place South operate. ITE defines Shopping Centers to include a mix of uses other than retail such as restaurants, banks, offices, etc. As such, internal trips occur within the shopping centers due to the mixed-use nature of the development, thereby reducing the amount of parking required. Moreover, the size of the existing and proposed redevelopment of Delray Place South as outlined above, both adequately fall within the range of shopping centers as defined by ITE.

As outlined in the below new parking code calculations, with the existing mix of tenant uses, with approx. 61% occupancy, 112 parking spaces would be required, and Delray Place South would not be able to lease out any of the approx 39% of vacant stores and operate, when 90 parking spaces are provided, and 209 parking spaces will be required with the leasing of the vacant stores to a diverse mix and use of tenants, if the new below outlined excessive parking code was applied.

In summary, based on the above parking analysis, the existing and proposed redevelopment of Delray Place South shopping center has sufficient parking to operate properly with a diverse mix of tenant uses and meets the requirements to continue to be treated as a shopping center, according to City of Delray Beach LDR Section 4.6.9(C)(3)(e) Shopping Centers, "irrespective of uses", and without additional parking

requirements for outdoor seating, for purposes of determining the amount of parking spaces required."

While the applicant has provided staff's requested breakdown of existing uses in the Tropic Square development, LDR Section 4.6.9(F)(1) specifically calls for **receipt and acceptance of special documentation** that conclusively demonstrates that a reduced number of parking spaces will accommodate a specific use. Other than the fact that Tropic Square has been existing for over 30 years, no specific documentation has been presented that proves that the site can maintain the existing nonconforming parking rate if existing vacant spaces are converted to uses which typically require more parking.

Specifically, at this location, future restaurant parking would require a parking rate of 12 spaces per 1,000 sq. ft. of gross floor area up to 6,000 sq. ft. and then 15 spaces per 1,000 sq. ft. of gross floor area over the initial 6,000 sq. ft. (LDR Section 4.6.9.C.3.d.). Likewise, a future medical or dental office would require 5 spaces per 1,000 sq. ft. of gross floor area (LDR Section 4.6.9.C.4.c). Also, any personal service providers, such as beauty salons or spas would require 4.5 spaces per 1,000 sq. ft. of gross floor area (LDR Section 4.6.9.C.3.g). All of the potential uses are higher than the suggested 4 spaces per 1,000 sq. ft. of gross floor area for a "shopping center" as requested in the special action parking reduction.

Specifically, based upon the assessment of current and anticipated uses within the shopping center, Building #1 has 4 vacant tenant bays which accounts for parking for 3 restaurants and 1 medical offices. Similarly, Building #2 has 4 vacant bays which accounts for parking for 1 restaurant and 3 medical offices. As such, the future uses of these bays based on the gross square footage provided within this staff report can be accommodated without requiring any additional parking. Any future use for the subject 8 bays will require subsequent site plan approval and new parking accommodations. This is a condition of site plan approval.

It should be noted that if future uses demand more parking than what currently exists on-site, the parking reduction may have a detrimental impact on the adjacent residential community, and patrons may park in adjacent alleys or other unauthorized locations which may impede traffic circulation. Granting of the parking reduction would be considered a special privilege, as it would not be supported under similar circumstances.

LANDSCAPE PLAN ANALYSIS

Pursuant to LDR section 4.6.16 (C)(1)(a), prior to the issuance of a building permit for a structure or a paving permit, compliance with the requirements of Section 4.6.16 shall be assured through the review and approval of a landscape plan submitted pursuant to Section 2.4.3 (C). A proposed landscape plan has been submitted and evaluated by the Senior Landscape Planner and found in compliance with applicable requirements of LDR Section 4.6.16, with the exception of the following two waiver requests:

- ❑ A waiver to reduce the special landscape area along the US1 frontage from the twenty feet (20') required pursuant to LDR Section 4.3.4(H)(6)(b)(1), to 7'2" to allow for an outdoor dining area fronting a portion of US1.

- ❑ A waiver to change the landscape island requirement from one (1) shade tree that is at least sixteen feet (16') in height, to allow Royal Palms instead of shade trees, pursuant to LDR 4.6.16(H)(3)(i).

Upon approval of the aforementioned landscaping waivers, the proposed development can be found in compliance with applicable requirements of LDR section 4.6.16. These waiver requests are evaluated within the next two sections of this staff report.

SPECIAL LANDSCAPE AREA WAIVER ANALYSIS

Pursuant to LDR Section 4.3.4(H)(6)(b), "Within the following special landscape setbacks, no structures shall be erected, altered, or reconstructed; nor shall any paving be allowed except for driveways and sidewalks leading to structures on the premises. Such driveways and walkways shall be generally perpendicular to the frontage. However, waivers may be granted to these restrictions at the time of site plan review in order to accommodate landscape features, decorative walls, meandering sidewalks, and other decorative pedestrian ways."

Specifically, pursuant to LDR Section 4.3.4(H)(6)(b)(1), along Federal Highway from the south City limits to SE 10th Street, a minimum 15' landscape buffer is required for properties with a depth of 251' to 300'. The Delray Place South property measures 281' deep. Thus, this provision is applicable. The applicant has requested a waiver to this requirement to accommodate an outdoor dining area for the existing Dunkin Donuts.

Accordingly, 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.

The applicant submitted the following justification in support of the waiver:

"This written request for a Waiver pursuant to Section 2.4.7(B)(2) of the Delray Beach Land Development Regulations ("LDRs"), seeking relief from LDR Section 4.3.4(H)(6)(b)(1) which requires a twenty foot (20') Special Landscape Setback along South Federal Highway. We are requesting a waiver to allow 275 SQ FT of additional outdoor dining area for BLDG #3 in the Special Landscape Setback along South Federal Highway in order to create the desired "urban edge" as set forth in the City's adopted

South Federal Highway Redevelopment Plan. A waiver from this provision is authorized by LDR Section 4.3.4(H)(6)(b), which provides:

Special Landscape Setbacks: *Within the following special landscape setbacks, no structures shall be altered, erected, or reconstructed; nor shall any paving be allowed except for driveways and sidewalks which lead to structures on, or provide access to, the site and then only when generally perpendicular to the frontage. However, waivers may be granted to these restrictions at the time of site plan review in order to accommodate landscape features, decorative walls, meandering sidewalks, and other decorative pedestrian ways. (Emphasis added).*

The intent is to provide a community context to this redevelopment project. The direction of discussion for the corridor, and as permitted by current code, is an ability to provide interaction along the public right of way to activate the area. This can be accomplished by providing the additional outdoor dining area as indicated on the site plan. Therefore, the project is eligible for this waiver consideration.

The reduction of the Special Landscape Setback along South Federal Highway is to enhance and reinforce the idea of bringing the urban edge and character of the Project closer to Federal Highway, consistent with the South Federal Highway Redevelopment Plan. This is also consistent with Ordinance 17-99 which eliminated the special setback for the North Federal Highway corridor "to hasten the revitalization of the area." More specifically, the staff report to Ordinance 17-99 justified the elimination of the special landscape setback as follows:

The typical strip center development scenario with parking upfront and buildings set towards the back of the lot is designed for the automobile. This arrangement is destination-oriented and does not promote pedestrian movement between businesses along the corridor. Future development of this type is discouraged in the North Federal Highway area. Instead a neo-traditional approach consisting of buildings located closer to the roadway's edge with wide, shade-covered sidewalks, and pedestrian scaled lighting and other street furniture is recommended. Although on-street parking will be located in the front of business for convenience, the bulk of the required parking will be located in the rear. This arrangement will promote rather than inhibit pedestrian flow between adjacent businesses.

The current regulations require that a special landscape setback be provided along the entire Federal Highway frontage. This requirement makes it impossible to move storefronts close to the roadway's edge. In order to implement the Redevelopment Plan, this setback must be eliminated except where off-street parking directly abuts the roadway.

Therefore, approval of this waiver is actually encouraged for this area so as to "provide a more urban feel at the street front" and to be consistent with "principles of new urbanism." As such, it will not adversely affect the neighboring area.

This waiver is supported by the recently adopted "South Federal Highway Redevelopment Plan" which recognized this corner as being "a catalyst for economic development in the City." Consistent with the anticipated land development regulations to implement the South Federal Highway Redevelopment Plan, future redevelopment in this corridor will not need to seek such a similar waiver. While not currently subject to the South Federal Highway Redevelopment Plan, the design is in keeping with the intent of its provisions. Therefore, approval of this specific waiver request will not grant the developer or the project a special privilege.

Likewise, the City readily acknowledged the reality that "the private sector will be the driving force behind the revitalization of the Redevelopment Area." More specifically, the Plan itself states:

It is the intent of this Plan to make South Federal Highway a unique place that will encourage the development of commercial, office and residential uses in an urban setting. It is our hope that it will also serve as a catalyst to increase property values and increase the City's employment. The private sector will be the driving force behind the revitalization of the Redevelopment Area. This Plan will give property owners and developers a clear understanding of what the future could hold if they develop in the prescribed manner as suggested by the Plan.

The Applicant is seeking to continue with the proven success they have had with Delray Place North and continue its redevelopment for the area. This framework for Delray Place North was utilized to redevelop Delray Place South, an additional neighborhood commercial center that could accommodate all of these needs and remain economically feasible for years to come. The Applicant has worked very hard to design an optimized site plan that intended to meet both the needs and desires of the City, the adjacent community, as well as the reasonable requirements of the types of quality retail and dining tenant the Applicant seeks to place, who themselves seek to protect and promote their own business models, trade dress, and goodwill. Such design requires needed relief from the existing land development regulations to allow for the "urban edge" design."

Staff concurs with the applicant's assessment of the unique situation particular to the South Federal Highway Redevelopment Area and recommends approval of the waiver to LDR Section 4.3.4(H)(6)(b)(1), finding that the approval of this waiver shall not adversely affect the neighboring area, diminish the provision of public facilities, create an unsafe situation or result in the granting of a special privilege.

The City Senior Landscape Planner also contends that allowing construction of the outdoor dining area within the landscape setback area will help toward making the streetscape more pedestrian-oriented which is consistent with the South Federal Highway Redevelopment Plan. Thus, positive findings can be found with respect to LDR Section 2.4.7(B)(5).

LANDSCAPE ISLAND SHADE TREE WAIVER ANALYSIS

Pursuant to LDR Section 4.6.16(h)(3)(i), one shade tree shall be planted in every island with a minimum of 75 sq. ft. of shrubs and groundcovers. These specifications shall adhere to those listed in LDR Sections 4.6.16(E)(5) and 4.6.16(E)(6).

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.

The applicant submitted the following justification in support of the waiver:

"Royal Palms and other palms are currently planted in the existing landscape islands. The current design seeks to stay consistent with the existing conditions by utilizing six (6) new Royal Palms in the redeveloped parking lot landscape islands rather than "shade trees" since the remainder of the parking lot utilizes Royal Palms, and other palms in the landscape islands. By supplementing Royal Palms in the five (5) landscape islands that will be modified, a consistent landscape design theme will be maintained throughout the property. The proposed waiver serves to improve and enhance the overall landscape plan for the center; therefore, approval of this waiver will not adversely affect the neighboring area."

Staff can concur that substitution of Royal Palms is acceptable in place of shade trees. Specifically, LDR Section 4.6.16(E)(5) states that shade trees shall be a species having an average mature spread of crown greater than twenty (20) feet and having trunks which can be maintained in a clean condition with over six (6) feet of clear mature wood. Trees having an average mature spread of crown less than twenty (20) feet may be substituted by grouping the same so as to create the equivalent of a twenty (20) foot spread of crown. Tree species shall be a minimum of sixteen (16) feet in overall height at the time of planting, with a minimum of six (6) feet of single straight trunk with eight (8) feet of clear trunk, and a seven (7) foot spread of canopy.

Similarly, LDR Section 4.6.16(E)(6) states that palms shall be considered trees. Palms must have an overall height of a minimum of sixteen (16) feet and a minimum of eight (8) feet of clear trunk at the time of planting. Minimum overall palm height may be increased if palms are of a nature that the fronds hang below an eight (8) foot clearance, and are further, located in an area where pedestrians may be adversely affected by the fronds. Coconut Palms and Royal Palms may be credited on a one for one basis with shade trees.

The City Senior Landscape Planner has indicated that since the applicant is attempting to bring the site into current compliance, as best as possible, the waiver is supportable to allow the use of large canopy palms to fulfill the landscape island requirements, in the place of shade trees. The islands are being located adjacent to the buildings, rather than within the parking bays. The inclusion of tall palm trees will alleviate conflicts with the roof fascia and signage. Since there are Royal palms, already existing in the current parking bays, the addition of these proposed palms will give consistency to the landscape design of the shopping center.

The approval of this waiver shall not adversely affect the neighboring area, diminish the provision of public facilities, create an unsafe situation or result in the granting of a special privilege. Thus, positive findings can be found with respect to LDR Section 2.4.7(B)(5).

ARCHITECTURAL ELEVATIONS ANALYSIS

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

1. 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.

2. 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.

3. 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 architectural design style utilized in the design of the proposed commercial development is an eclectic representation of a modern contemporary style with architectural design elements typically featured in the southeast Florida area. It is a combination of the Caribbean style and colors with a renovated Old Florida Vernacular style of architecture. It can be defined as the borrowing of various

architectural styles to create a functional and cohesive look through color, texture, physical volumes and shapes. The new appearance follows the architectural theme as in Delray Place North.

The architectural features and design elements include white translucent laminated glass with aluminum finish mullions, standing seam metal roof, manufactured stone, stucco texture, cantilever wire suspended overhangs, decorative medallions, suspended awnings, metal roofs, decorative wall mounted light fixtures, score lines, stucco texture finishes, smooth stucco banding around the windows, cornice finished flat roofs, various shapes of roofs including flat, arched, and asymmetric roof shapes, decorative brackets to support the roof of some portions of the buildings.

Eight different colors are incorporated into the buildings of the commercial development including Modern White (White), Sequin (Light Yellow), Clary Sage (Light Green), Artichoke (Dark Green), Threshold Taupe (Beige), Van Dyke Brown (Brown), Robust Orange (Orange) and Scanda (Blue). The varying distribution of the colors along the façade distinguishes different retail bays. The diversity of colors combined with different roof shapes and roof lines create a visually attractive streetscape along South Federal Highway.

It is noted that the rear elevation of Building #2 is lacking architectural character. Since this elevation faces the adjacent residential community, staff recommends providing banding and/or a base color to improve the aesthetics. Similarly, Building #3 (Dunkin Donuts) lacks architectural character on the south side, whereas, provision of the Robust Orange color could be added to the columns to match the west elevation of this building. These are recommended conditions of approval.

The proposed commercial development is a high quality design product and will improve the aesthetics of the South Federal Highway Corridor and will be in harmony with adjacent developments. Thus, positive findings can be made with respect to LDR Section 4.6.18(E), subject to the recommended conditions of approval.

INFRASTRUCTURE IMPROVEMENTS ANALYSIS

Tropic Boulevard Improvements:

To mitigate anticipated additional traffic, the applicant is proposing to construct an additional left turn lane on the westbound approach at the intersection of Tropic Boulevard and Federal Highway. The traffic analysis was developed utilizing existing and projected traffic counts at the intersection of Federal Highway and Tropic Boulevard. Motorists can exit the shopping center utilizing the westerly driveway connection to Linton Boulevard and then make a U-turn at the median opening or can make a northbound left turn onto Linton Boulevard from the easterly driveway connection. U-turns are prohibited from the northbound left turn lane on Federal Highway at Linton Boulevard. Additionally, Delray Place North's shopping center's southerly access to Eve Street is restricted to right out only. The calculated back of

queue during the P.M. peak hour is approximately 150 feet, which is also the distance to the Delray Place South driveway connection. The queue should not extend past this driveway except in rare circumstances. Therefore, it is not anticipated that residents who reside in the properties immediately to the east and utilize Tropic Boulevard would re-route to a different location, as the vehicular delays and queues are within generally accepted thresholds. This improvement would need to be accompanied by signal modifications and possibly reconfiguration of the south approach median.

Advantage of Tropic Boulevard Changes:

- The primary traffic benefit from the proposed configuration would be that it allows motorists departing the Delray Place (North) site and traveling south to utilize the traffic signal at Tropic Boulevard. Currently, these motorists need to exit onto Linton Boulevard and make a westbound left turn onto Federal Highway. Therefore, this connection would alleviate some traffic that currently travels through the aforementioned intersection.

Disadvantage of Tropic Boulevard Changes:

- The increased traffic volumes will require, at a minimum, signal timing enhancements at the intersection of Tropic Boulevard and Federal Highway. If the full amount of projected diverted traffic volumes comes to fruition, then the second westbound left turn lane proposed by the applicant will have to mitigate the traffic impact.

- Even with the proposed traffic mitigation plans (dual left turns and signal timing adjustments), the average delay for the westbound left turn will increase by 10 to 15 seconds during the P.M. peak hour, but will still be within acceptable capacity and delay thresholds.

Eve Street Access:

An extensive review and traffic analysis has been performed for the Delray Place North and South shopping centers addressing the potential impacts of modifying the Delray Place South configuration to allow for cross access between sites. The positive and negative ramifications of the proposed cross access connection are summarized below:

Advantage of Cross Access Connection:

- Generally, cross access is encouraged and considered "good practice" by planners and engineers.

- Relieves traffic; particularly, the westbound left turn movement on Linton Boulevard at Federal Highway.

- Reduces traffic at the two Linton Boulevard driveways at Delray Place North which has limited driveway reservoir for stacking and circulation.

Disadvantage of Cross Access Connection:

- Increase traffic and vehicular delay for Tropic Boulevard. The overall intersection operations will be impacted as well. However, the increase in traffic can be mitigated to acceptable Levels of Service through signal timing improvements and/or an additional westbound left turn lane.

- If dual left turn lanes were not constructed, increased vehicle queueing on Tropic Boulevard may at times queue past the Delray Place South driveway connection.

SOUTH FEDERAL HIGHWAY REDEVELOPMENT PLAN

The South Federal Highway Redevelopment Plan creates a framework for the future redevelopment of US1 along the south corridor in Delray Beach. The Redevelopment Area includes the commercial property along both sides of South Federal Highway, between Linton Boulevard on the north and the City Limits to the south. The purpose of this plan is to guide and promote the future redevelopment of the area. The Plan, which was developed by the City of Delray Beach Planning and Zoning Department, was adopted by the City Commission on September 20, 2012. The adopted Plan supports the following applicable initiatives relative to the proposed Delray Honda development:

Proposed Delray Place South:

- Reduces the special landscape setback along South Federal Highway to create an urban edge with a more pedestrian-friendly environment
- Provides architectural elevation and façade improvements which have variations in rooflines, building materials and a clear indication of entryways
- Figure 2.5 identifies the existing Tropic Square as one of the preferred General Commercial uses (i.e. shopping centers) on the east side of South Federal Highway
- Planned Commercial (PC) zoning uses are preferred to be in high visibility areas and attractively developed
- Figure 3-1, indicates that due to its close proximity to Interstate 95 and the Linton Boulevard interchange, the redevelopment area is a prime location for destination shopping for goods and services

As such, the proposed Delray Place South is found consistent with the South Federal Highway Redevelopment Plan and associated aspects of the Comprehensive Plan.

REQUIRED FINDINGS

Pursuant to 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,

written materials submitted by the applicant, 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 the following areas:

Section 3.1.1(A) - Future Land Use Map:

The subject property has a Future Land Use Map designation of General Commercial (GC) and is zoned Planned Commercial (PC). The PC zoning district is consistent with the GC Future Land Use Map (FLUM) designation. Based upon the above, a positive finding can be made with respect to consistency with the Future Land Use Map.

Section 3.1.1(B) - Concurrency:

As described in Appendix "A", a positive finding of concurrency can be made as it relates to water, sewer, drainage, parks and recreation, solid waste, traffic and schools.

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

As described in Appendix "B", a positive finding of consistency can be made as it relates to development standards for site plan actions, upon Board approval of the requested waiver and associated conditions of approval.

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.

Section 2.4.5(F)(5) - Required Findings:

Pursuant to LDR Section 2.4.5(F)(5), 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 following table indicates the zoning and land use of the properties surrounding the subject property:

	Adjacent Zoning	***Adjacent Land Use***
North	Special Activities District (SAD)	Delray Place North
East	Multi-Family Residential (RM)	Multi-Family Dwellings
South	Automotive Commercial (AC)	Greico Mazda Auto Dealership
West	Automotive Commercial (AC)	Delray Lincoln Mercury Auto Dealership

The proposed Delray Place South shopping center is consistent with the PC Zoning district uses which allow all retail uses permitted with the General Commercial (GC) zoning district, inclusive of shopping centers. To the north is Delray Place North

shopping plaza, which is zoned (SAD). The architectural elevations of proposed Delray Place South have been designed to be compatible with this adjacent property. To the south is Greico Mazda Automotive Dealership which has existed for decades with no incompatibility issues. To the west, across South Federal Highway, is the Delray Lincoln Mercury Auto Dealership, which has also existed for years with no incompatibility issues. To the east, across the existing alley are multi-family residential buildings zoned RM (Multi-Family Residential). Since the use of the existing Tropic Square has existed over 30 years, the shopping center use is not incompatible. However, it should be noted that residents have concerns about improvements to allow through access from Tropic Boulevard to Eve Street, in addition to the upgrades to Tropic Boulevard. To assists in mitigating these concerns, staff is requesting that the applicant provide traffic calming devices (i.e. speed bumps) along the new two-way interior drive aisle to discourage cut-through and also reduce speeds interior to the plaza for the safety of their patrons. Whereas the existing Tropic Square shopping plaza has coexisted adjacent to the existing uses, no adverse effect is anticipated. The subject site contains an existing shopping center, thus, the proposed redevelopment of the shopping center will be a continuation of the current use of the site. With the provision of traffic calming devices along the interior drive aisle connector, potential adverse impacts can be mitigated. As such, positive findings can be made with regard to LDR Section 2.4.5(F)(5) that the site plan will be compatible and harmonious with adjacent and nearby properties, subject to staff's recommended condition of approval for traffic calming devices to discourage cut-through from Tropic Boulevard to Eve Street.

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.

The property is proposed to be developed consistent with the PC zoning designation. The property is included in the South Federal Highway Redevelopment Plan. Redevelopment of the existing Tropic Square as "Delray Place South" meets the original vision for the area for revitalization of the US1 corridor with the provision of shopping centers with aesthetic appeal.

Transportation Element Policy A-1.3: The City endorses the continued operations of the Palm Tran Transit System and its operations in Delray Beach, and through policies of this Element related to the TCEA, will coordinate with Palm Tran to improve the system.

Studies have shown that the provision of bus shelters to protect riders from the elements leads to increased utilization and mitigates negative impacts to adjacent properties. The location of an existing bus shelter is not graphically shown along the South Federal Highway property frontage. Two buses (Routes #1 and #80) currently serve this site. In order to enhance the mass transit opportunities, the applicant must accommodate a bus shelter area either within the public right-of-way or within an easement along the property frontage that will serve its patrons for the existing Palm Tran routes. Thus, this is recommended as a condition of approval.

Transportation Element Objective A-6: The City's Land Development Regulations shall continue to provide standards which insure that new development and redevelopment mitigate adverse situations and/or provide for functionally safe traffic movements.

Transportation Element Policy A-6.1: The Land Development Regulations shall maintain consistent standards for, but not limited to, the following:

- ❑ Location and design of driveway access and on-site circulation;

  - The development proposes a new curb cut along Eve Street, upgrades to Tropic Boulevard and a new 24 foot wide two-way interior drive aisle connector between the two roads. It should be noted that when compared to the existing survey, the proposed improvements do not appear to be necessary for the purpose of improving on-site circulation. There are already two ingress and egress points along South Federal Highway and one ingress and egress point along Tropic Boulevard. With three existing access points for vehicular traffic, a fourth one along Eve Street is not necessary, but rather voluntary. It should be noted that the intent is to connect the proposed "Delray Place South" to the existing "Delray Place North" shopping center north of Eve Street at the southeast corner of US1 and Linton Boulevard. Another observation is the location of the existing curb cut at "Delray Place North" does not appear to align with the proposed location of the curb cut along "Eve Street" for "Delray Place South", although the proposed site plan appears to suggest otherwise. Prior to construction of the Eve Street curb cut, if approved, the plans shall graphically locate and accurately depict the existing curb cut for the "Delray Place North" shopping center to assure that it is properly aligned. Provision of a current survey prepared within the last 6 months may reflect that existing curb cuts comply. This is a condition of approval.

- ❑ Width and location of curb cuts;

  - It is noted that the distance between the curb cuts is consistent with the LDR requirement that curb cuts within the same parcel boundaries must be placed with a minimum at twenty-five foot separation distance.

- ❑ Width and location of median openings;

- The existing median along Tropic Boulevard will be narrowed from 20' to 14'. Reconstruction of the median accommodates an additional exclusive left turn lane onto southbound US1. The new median will be upgraded to include new landscaping and replacement of the existing Type-D curbing with Type-F curbing.

❑ Radii of curves and criteria for locations where driveways or private streets may intersect on curves;

- The radii of the curves have been provided for entering the site from Eve Street, as well as, turning movements onto Tropic Boulevard from US1 traveling into the shopping center. These movements have been deemed satisfactory by the City Engineering Department and the Palm Beach County Traffic Division. Additional traffic studies have also been conducted by Simmons & White (City consultant) and Traf Tech Engineering, Inc. (Developer consultant), which noted no significant adverse effects.

❑ Width and conditions of shoulders;

- Both Eve Street and Tropic Boulevard are functionally classified as local roads. Thus, the provision of shoulders commonly associated with arterials, collectors, interstates and expressways is not deemed necessary.

❑ Street lighting standards, particularly at intersections;

- No changes to the existing street light or signage located at the intersection of Tropic Boulevard and US1 is proposed. However, concerns have been raised by the adjacent residents. It is noted that FDOT has provided a preliminary approval letter for the proposed intersection redesign at Tropic Boulevard and US1.

Thus, Transportation Element Policy A-6.1 would be better served if the location of the existing curb cut at "Delray Place North" aligns with the proposed location of the curb cut along "Eve Street" for "Delray Place South". Prior to construction of the Eve Street curb cut, if approved, the plans shall graphically locate and accurately depict the existing curb cut for the "Delray Place North" shopping center to assure that it is properly aligned. If deemed out of alignment, then the "Delray Place South" plans must be modified to comply. This is a condition of approval.

REVIEW BY OTHERS

The development proposal is not located within a geographical area requiring review by the PGMS (Pineapple Grove Main Street), WARC (West Atlantic Development Coalition), HPB (Historic Preservation Board), CRA (Community Redevelopment Agency) or the DDA (Downtown Development Authority).

Courtesy Notices:

Courtesy notices have been provided to the following homeowner's associations and/or civic groups:

- ❑ Delray Citizen's Coalition
- ❑ Domaine Delray
- ❑ Linton Woods
- ❑ Tropic Isle
- ❑ Harbour's Edge
- ❑ Pelican Pointe
- ❑ Tropic Harbor
- ❑ Tropic Bay
- ❑ Pelican Harbor
- ❑ Harbourside
- ❑ Banyan Tree

Public Notices: Formal public notices are not required. Letters of objection and/or support are attached to the staff report. Any additional correspondence received after preparation of this staff report, will be presented at the Site Plan Review and Appearance Board meeting.

ASSESSMENT AND CONCLUSION

The item before the Board is the approval of a Class III Site Plan Modification request for **Delray Place South** which includes a Site Plan, Landscape Plan, Architectural Elevations;, Special Landscape Area Waiver, Landscape Island Shade Tree Waiver and Special Action Parking Reduction Request. The proposed redevelopment of the existing Tropic Square as "Delray Place South" is consistent with the South Federal Highway Redevelopment Plan which calls for shopping centers for PC-zoned properties along US1, as well as, architectural and aesthetic improvements for the South Federal Highway Corridor.

The modifications to the site plan include partial demolition of the existing Building #1 and construction of a similar-sized one-story building addition onto the north end of existing Building #2. This will result in a reduction in square footage for the shopping center of 44 sq. ft. Given that the improvements do not propose additional gross floor area, no additional parking is required. Thus, the existing parking nonconformity may remain. However, it is noted that the applicant envisions future uses such as restaurants and medical offices which have a higher parking rate that a typical shopping center which has a square footage of at least 25,000 square feet. Given that the existing Tropic Square is only about 20,000 sq. ft., it does not currently qualify for the reduced parking rate of 4 spaces per 1,000 sq. ft. Staff has considered the information provided and does not feel that **receipt and acceptance of special documentation** has not been sufficiently offered that conclusively demonstrates that a reduced number of parking spaces will accommodate a specific use. As such, the parking reduction is not supported by staff. However, it is noted if the proposed "Delray Place South" site plan is approved which requires provision of the parking data on the site plan as a condition of approval to identify the existing and anticipated uses, then no further

modification to the parking will be deemed necessary, unless and until a change of use is proposed in the future that will increase the parking shortage noted within this staff report.

In conclusion, the Site Plan, Landscape Plan, Architectural Elevations, Special Landscape Area Waiver and Landscape Island Shade Tree Waiver can be supported based upon the findings in the staff report with the attached conditions of approval. The Special Action Parking Reduction Request will be considered the granting of a special privilege and adequate documentation has not be provided that conclusively demonstrates that future uses can be accommodated with the existing parking deficiency. The proposed development will be consistent with the policies of the Comprehensive Plan and can be found consistent with the Land Development Regulations upon Board approval off the associated waivers and with the attached recommended conditions of approval. Also, positive findings can be made with respect to LDR Section 2.4.5(F)(5)(Compatibility Findings) with the provision of additional traffic calming measures for the proposed cut through from Eve Street to Tropic Boulevard, and this is a recommended condition of approval.

ALTERNATIVE ACTIONS

A. **Continue** with direction.

B. **Approve** the Special Landscape Area Waiver, Landscape Island Shade Tree Waiver, Special Action Parking Reduction Request, Class III Site Plan Modification, Landscape Plan and Architectural Elevations for Delray Place South, 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(G)(1)(c), 2.4.5(F)(5), 2.4.7(B)(5), and Chapter 3 (Performance Standards), 4.6.16 and 4.6.18 of the Land Development regulations, subject to conditions.

C. **Deny** the Special Landscape Area Waiver, Landscape Island Shade Tree Waiver, Special Action Parking Reduction Request, Class III Site Plan Modification, Landscape Plan and Architectural Elevations for Delray Place South, 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 Sections 2.4.5(G)(1)(c), 2.4.5(F)(5), 2.4.7(B)(5), and Chapter 3 (Performance Standards), 4.6.16 and 4.6.18 of the Land Development regulations.

STAFF RECOMMENDATION

By separate motions:

Special Landscape Area Waiver:

Move **approval** of a waiver to reduce the special landscape area along the US1 frontage from the fifteen feet (15') required pursuant to LDR Section 4.3.4(H)(6)(b)(1), to 7'2" to allow for an outdoor dining area fronting on US1.

Landscape Island Shade Tree Waiver:

Move **approval** of a waiver to change the landscape island requirement from one (1) shade tree that is at least sixteen feet (16') in height, to allow Royal Palms instead of shade trees, pursuant to LDR 4.6.16(H)(3)(i), based upon positive findings with respect to LDR Section 2.4.7(B)(5).

Special Action Parking Reduction Request:

Move **denial** of the special action parking reduction request for Delray Place South to be eligible for the "shopping center" parking rate at 4 spaces per 1,000 sq. ft. of gross floor area, pursuant to LDR Section 4.6.9(F)(1), whereas a reduced parking was not justified based upon **no receipt and acceptance of special documentation** that conclusively demonstrated that a reduced number of parking spaces will accommodate a specific use. For future uses in existing vacant tenant bays, each use must address parking if the change of use requires a greater parking rate.

Site Plan:

Approve the Class III Site Plan Modification for Delray Place South, 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(G)(1)(c), 2.4.5(F)(5) and Chapter 3 (Performance Standards) of the Land Development regulations, subject to the following conditions:

1. Provision of revised plans that satisfactorily address the technical items identified in "Appendix C – Technical Advisory Committee Comments", prior to site plan certification.

2. The anticipated uses of existing vacant tenant bays as identified in this staff report will be allowed future uses, provided that the proposed uses and square footages are retained. Any future use for the vacant bays which requires a higher parking rate, will require subsequent site plan approval and new parking accommodations.

3. The existing curb cut at "Delray Place North" must align with the proposed location of the curb cut along "Eve Street" for "Delray Place South". Provision of a current survey or revised plans reflecting alignment is required.

Landscape Plan:

Approve the Landscape Plan for Delray Place South, 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 4.6.16, 2.4.5(F)(5) and Chapter 3 (Performance Standards) of the Land Development regulations, subject to the following conditions:

1. Subject to approval of the requested waiver to LDR Section regarding provision Royal Palms in place of shade trees for the landscape islands. Otherwise, plans must be revised to demonstrate compliance, prior to site plan certification.

2. Subject to approval of the requested waiver to LDR Section regarding requested encroachment into the required special landscape buffer along US1, to accommodate an outdoor dining area for the existing Dunkin Donuts. Otherwise, plans must be revised to demonstrate compliance, prior to site plan certification.

Architectural Elevations:

Approve the Architectural Elevations or Delray Place South, 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 4.6.18, 2.4.5(F)(5) and Chapter 3 (Performance Standards) of the Land Development regulations, subject to the following conditions:

1. Building #2 faces the adjacent residential community and banding and/or a base color must be added to the rear to improve the aesthetics.

2. Building #3 (Dunkin Donuts) faces US1 on the south side and provision of the Robust Orange color is to be added to the columns to match the west elevation.

Attachments:

- Location Map
- Appendices A - C
- Applicant Waiver Justifications
- Applicant Parking Justification
- Applicant Traffic Justification
- FDOT Approval Letter
- Certified Arborist Report
- Public Letters of Support
- Public Letters of Opposition
- Applicant Rebuttal to Comments
- Proposed Development Plans

APPENDIX A
CONCURRENCY FINDINGS

Pursuant to Section 3.1.1(B) Concurrency as defined pursuant to Objective B-2 of the Land Use Element of the Comprehensive Plan must be met and a determination made that the public facility needs of the requested land use and/or development application will not exceed the ability of the City to fund and provide, or to require the provision of, needed capital improvements for the following areas:

Water and Sewer:
Water and Sewer service exists on-site. Pursuant to the Comprehensive Plan, treatment capacity is available at the City's Water Treatment Plant and the South Central County Waste Water Treatment Plant for the City at build-out. Based upon the above, positive findings can be made with respect to this level of service standard.

Streets and Traffic:
A traffic study has been submitted that indicates that the proposed development will reduce the existing square footage by 44 square feet, thus reducing daily travel by 2 trips, and having no effect on AM peak hour or PM peak hour trips. A finding of concurrency was issued by the Palm Beach County Traffic Division on August 23, 2018 and is valid through December 2018.

Parks and Recreation Facilities:
Park dedication requirements do not apply to non-residential uses. Thus, the proposed development will not have any impact with respect to this standard.

Solid Waste:
The existing shopping center use (22,089 sq. ft.) generates 80.62 tons of solid waste per year. The proposed 22,045 sq. ft. shopping center will generate 80.46 tons of solid waste per year. Thus, the development proposal will result in a 0.16 ton reduction in solid waste generated annually. The Solid Waste Authority has indicated that its facilities have sufficient capacity to accommodate all development proposals until 2047.

School Concurrency:
School concurrency findings do not apply for non-residential uses. Thus, the proposed development will not have any impacts with respect to this standard.

Drainage:
Drainage will be accommodated on site via an exfiltration trench system. There are no problems anticipated to bring the site into compliance with South Florida Water Management District (SFWMD) requirements in efforts to obtain a surface water permit.

APPENDIX B
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
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 _____

G. Redevelopment and the development of new land shall result in the provision of a variety of housing types which shall continue to accommodate the diverse makeup of the City's demographic profile, and meet the housing needs identified in the Housing Element. This shall be accomplished through the implementation of policies under Objective B-2 of the Housing Element.

Not applicable X
Meets intent of standard
Does not meet intent

H. The City shall consider the effect that the proposal will have on the stability of nearby neighborhoods. Factors such as noise, odors, dust, traffic volumes and circulation patterns shall be reviewed in terms of their potential to negatively impact the safety, habitability and stability of residential areas. If it is determined that a proposed development will result in a degradation of any neighborhood, the project shall be modified accordingly or denied.

Not applicable
Meets intent of standard X
Does not meet intent

I. Development shall not be approved if traffic associated with such development would create a new high accident location, or exacerbate an existing situation causing it to become a high accident location, without such development taking actions to remedy the accident situation.

Not applicable
Meets intent of standard X
Does not meet intent

J. Tot lots and recreational areas, serving children from toddler to teens, shall be a feature of all new housing developments as part of the design to accommodate households having a range of ages. This requirement may be waived or modified for residential developments located in the downtown area, and for infill projects having fewer than 25 units.

Not applicable X
Meets intent of standard
Does not meet intent

APPENDIX C
TECHNICAL ADVISORY COMMITTEE COMMENTS

The following items must be remedied with a revised plan submittal, prior to site plan certification, unless otherwise noted:

1. It is noted that five new parallel parking spaces are proposed along Eve Street. Update the parking data chart to reflect these revisions. See LDR Section 4.6.9(E)(2).

2. The parking calculations shall include the typical requirement by use allocation as indicated in the staff report. If a reduction is approved, the parking data chart must indicate the existing nonconformity and be updated accordingly.

3. Replicate the site data chart in the staff report on the proposed site plan.

4. Per LDR Section 4.6.8, the photometric plan must comply with the minimum and maximum foot candle allowances for the site and spillage.

5. Traffic calming devices, such as speed bumps, must be installed for the created new 24' wide two-way parking lot drive aisle which connects Tropic Boulevard to Eve Street.

6. The location of an existing bus shelter is not graphically shown along the South Federal Highway property frontage. Two buses (Routes #1 and #80) currently serve this site. In order to enhance the mass transit opportunities, the applicant must accommodate a bus shelter area either within the public right-of-way or within an easement along the property frontage that will serve its patrons for the existing Palm Tran routes.

FDOT
Preliminary Application Approval Letter

Centennial FDOT 1915★2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

JIM BOXOLD
SECRETARY

December 23, 2015

THIS PRE-APPLICATION LETTER IS EXTENDED UNTIL – **DECEMBER 23, 2016**
THIS LETTER IS NOT A PERMIT APPROVAL

Mr. Joaquin Vargas, P.E.
Traf-Tech Engineering Inc
8400 N. University Drive, Suite 309
Tamarac, Florida 33321

Dear Mr. Vargas:

RE: **December 24, 2015** - Pre-application Extension for **Intersection Modifications**
Palm Beach County - **City of Delray Beach** (Urban) **SR 5** (NE corner at Tropic Blvd.) Sec. # **93010; MP – 8.1**
Access Class – 05 Posted Speed - 45 mph SIS – No

Request: **An additional westbound lane on Tropic Boulevard to provide dual left turn lanes and a single right/thru lane.**

SITE SPECIFIC INFORMATION
Project Name & Address: **Delray Place - 1851 South Federal Highway 500, Delray Beach**
Applicant & Property Owner: **Delray Place LLC** Parcel Size: **9.95 Acres** Max. Sq.ft: NA Proposed LU: **Shopping Center**

WE APPROVE YOUR REQUEST

This decision is based on your presentation of the facts, site plan and survey - please see the **conditions** and **comments** below.. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:
- **A minimum westbound left turn lane length of 120 feet and necessary deceleration length must be provided.**
- **The existing crosswalk on the south leg of the intersection should be relocated to the north leg.**
- **All necessary signal hardware modifications to accommodate the signal phasing, including pedestrian phase modifications must be provided and approved by the Palm Beach County Engineering Division.**

Comments: - **NONE**

- Drainage mitigation is required for any impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage). A Storm Water Pollution Prevention Plan must be submitted with the application for more than one acre of "disturbed area" as defined by the Florida Department of Environmental Protection (FDEP).
- The applicant shall donate the right-of-way to the Department if right-of-way dedication is required to implement the improvements,
- All driveways not approved in this letter must be fully removed and the area restored.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway system and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval.** The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://gis.dot.state.fl.us/OneStopPermitting; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

Please contact Geysa Sosa, P.E. at the District Permits Office with any questions regarding permits – Tel. # 954-777-4377, Fax # 954-677-7893 or e-mail: geysa.sosa@dot.state.fl.us.

Sincerely,
Dalila Fernandez, P.E.
District Traffic Access Manager

GS/nyh
cc: Jerry Dean
File: s:\Permits\Pre-app Letters\Palm Beach County\Delray Place LLC – SR 5_Extension

Landscaping Certified Arborist Report

WGI™

February 9, 2016

Mr. Peter Anuar
City of Delray Beach
100 NW 1st Avenue
Delray Beach, FL 33444

Re: Delray Place South; Tree Assessment

Mr. Anuar,

An assessment of existing vegetation was performed by Rick Harman of Wantman Group Inc. (International Society of Arboriculture, Certified Arborist # FL-5645A) on February 8, 2016 in order to determine the current condition of the trees, the potential impacts from utilities and building construction, and the potential for long term preservation of the specimens. The subject property is known as Delray Place South and is located on the east side of Federal Highway just south of Linton Boulevard, Delray Beach, Florida.

Overall, the existing trees are in fair to poor condition due to a variety of conditions including circled roots, storm damage, heavy pruning, lack of suitable area for canopy and roots, proximity to existing utilities, etc. In addition, with the exception of a few mahoganies, the majority of the trees are of undesirable species including carrotwood (*Cupaniopsis anacardioides*) and black olives (*Bucida buceras*). Carrotwoods are an invasive species that is prohibited by code. Black olives while not prohibited by code are recognized as a species that should be treated with caution in South Florida by the IFAS Invasive Plant Working Group 2008. The invasive tendencies along with the proclivity to stain the ground from leaf and seed droppings supports the general recommendation of replacing this species with a more appropriate native species rather than relocating existing trees. A summary of each tree is offered in the attached tabular tree list which provides the tree number, name, size, disposition, condition and suitability of relocation for each tree.

It is my opinion that the trees marked as remove on the included tabular tree list are not suitable for relocation and cannot be preserved in place due to proposed improvements.

Sincerely,

WANTMAN GROUP INC.

Rick Harman
Certified Arborist, #FL-5645A

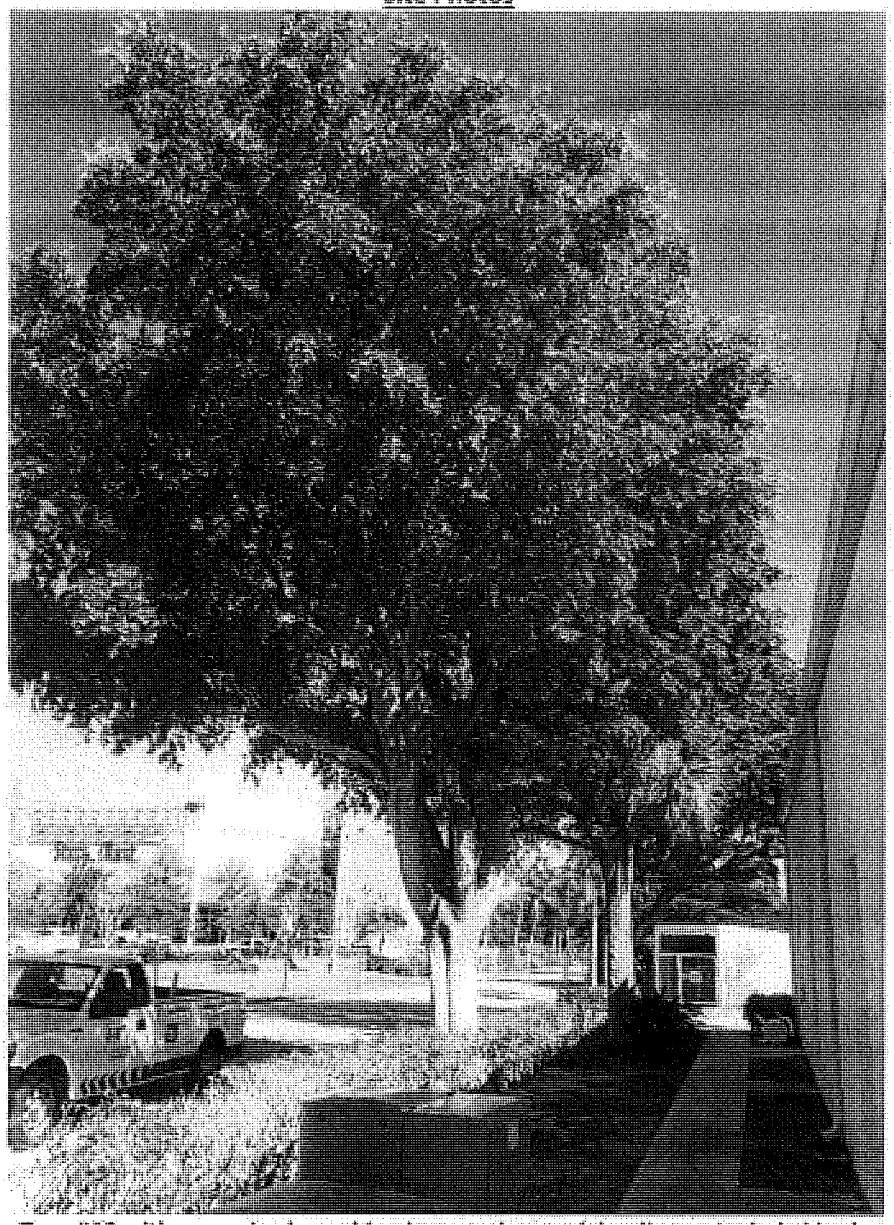
1998.01 Delray Place South
Tabular Tree List
February 9, 2016

Tree #	Common Name	Scientific Name	Disposition	DBH (inches)	Notes
1	Pygmy Date Palm	*Phoenix roebelenii*	*Preserve*	3'	
2	Mahogany	*Swietenia mahogani*	*Preserve*	12	
3	Sabal Palm	*Sabal palmetto*	*Preserve*	18'	
4	Sabal Palm	*Sabal palmetto*	*Preserve*	14'	
5	Queen Palm	*Syagrus romanzoffianum*	*REMOVE*	3'	
6	Sabal Palm	*Sabal palmetto*	*Preserve*	18'	
7	Mahogany	*Swietenia mahogani*	*REMOVE*	14	Codominant leaders, damage in canopy, utilities in root zone
8	Mahogany	*Swietenia mahogani*	*REMOVE*	15	Poor form with five codominant leaders, included bark, and circled roots
9	Sabal Palm	*Sabal palmetto*	*REMOVE*	16'	
10	Sabal Palm	*Sabal palmetto*	*REMOVE*	18'	
11	Sabal Palm	*Sabal palmetto*	*REMOVE*	18'	
12	Black Olive	*Bucida buceras*	*REMOVE*	16	Undesirable species, excessive branching low on trunk with some included bark
13	Sabal Palm	*Sabal palmetto*	*REMOVE*	12'	
14	Sabal Palm	*Sabal palmetto*	*REMOVE*	12'	
15	Black Olive	*Bucida buceras*	*REMOVE*	18	Damaged trunk, excessive branching low on trunk with included bark, circled roots
16	Sabal Palm	*Sabal palmetto*	*REMOVE*	14'	
17	Sabal Palm	*Sabal palmetto*	*Preserve*	18'	
18	Jatropha	*Jatropha intergerrima*	*REMOVE*	3	
19	Areca Palm	*Chrysalidocarpus lutescens*	*REMOVE*	8'	
20	Jatropha	*Jatropha intergerrima*	*REMOVE*	3	
21	Black Olive	*Bucida buceras*	*REMOVE*	16	Included bark from codominant leaders, circled roots
22	Sabal Palm	*Sabal palmetto*	*Preserve*	8'	
23	Sabal Palm	*Sabal palmetto*	*Preserve*	10'	
24	Pygmy Date Palm	*Phoenix roebelenii*	*REMOVE*	6'	
25	Live Oak	*Quercus virginiana*	*Preserve*	8	Root zone is completely covered in foundation and asphalt
26	Solitaire Palm	*Ptychosperma elegans*	*Preserve*	10'	
27	Areca Palm	*Chrysalidocarpus lutescens*	*Preserve*	10'	
28	Royal Palm (Double)	*Roystonia regia*	*Relocate*	12'	
29	Royal Palm (Double)	*Roystonia regia*	*Relocate*	18'	
30	Sabal Palm	*Sabal palmetto*	*REMOVE*	12'	Bent trunk
31	Sabal Palm	*Sabal palmetto*	*REMOVE*	12'	Bent trunk
32	Sabal Palm	*Sabal palmetto*	*REMOVE*	8'	Bent trunk
33	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	20'	Small damage on trunk
34	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	20'	In decline, dropped all fronds and has lost color
35	Royal Palm	*Roystonia regia*	*Relocate*	20'	
36	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	20'	Small damage on trunk
37	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	20'	Small damage on trunk
38	Royal Palm	*Roystonia regia*	*Preserve*	16'	
39	Royal Palm	*Roystonia regia*	*Preserve*	18'	
40	Royal Palm	*Roystonia regia*	*Preserve*	18'	
41	Royal Palm	*Roystonia regia*	*Preserve*	18'	

1998.01 Delray Place South
Tabular Tree List
February 9, 2016

Tree #	Common Name	Scientific Name	Disposition	DBH (inches)	Notes
42	Sabal Palm	*Sabal palmetto*	*Preserve*	12'	
43	Carrotwood	*Cupaniopsis anacardiodes*	*REMOVE*	6	Invasive, prohibited species
44	Black Olive	*Bucida buceras*	*REMOVE*	21	Undesirable species, gas line running through root zone
45	Royal Palm	*Roystonia regia*	*Preserve*	14'	
46	Royal Palm	*Roystonia regia*	*Preserve*	16'	
47	Royal Palm	*Roystonia regia*	*Preserve*	16'	
48	Royal Palm	*Roystonia regia*	*Preserve*	14'	
49	Royal Palm	*Roystonia regia*	*REMOVE*	16'	
50	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	18'	Small damage on trunk
51	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	14'	In decline, with browning fronds
52	Pygmy Date Palm	*Phoenix roebelenii*	*REMOVE*	3'	
53	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	12'	Damaged trunk
54	Pygmy Date Palm	*Phoenix roebelenii*	*Preserve*	12'	
55	Royal Palm	*Roystonia regia*	*Relocate*	14'	
56	Royal Palm	*Roystonia regia*	*Relocate*	12'	
57	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	12'	Damaged trunk
58	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	12'	Damaged trunk
59	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	10'	Small damage on trunk
60	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	8'	Small damage on trunk
61	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	10'	Small damage on trunk
62	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	12'	Small damage on trunk
63	Solitaire Palm	*Ptychosperma elegans*	*Preserve*	10'	Small damage on trunk
64	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	12'	Small damage on trunk
65	Royal Palm	*Roystonia regia*	*Relocate*	6'	
66	Royal Palm (Double)	*Roystonia regia*	*Relocate*	12'	
67	Black Olive	*Bucida buceras*	*REMOVE*	11	Damaged trunk, excessive branching low on trunk with included bark, gas line in root zone
68	Sabal Palm	*Sabal palmetto*	*Preserve*	14'	

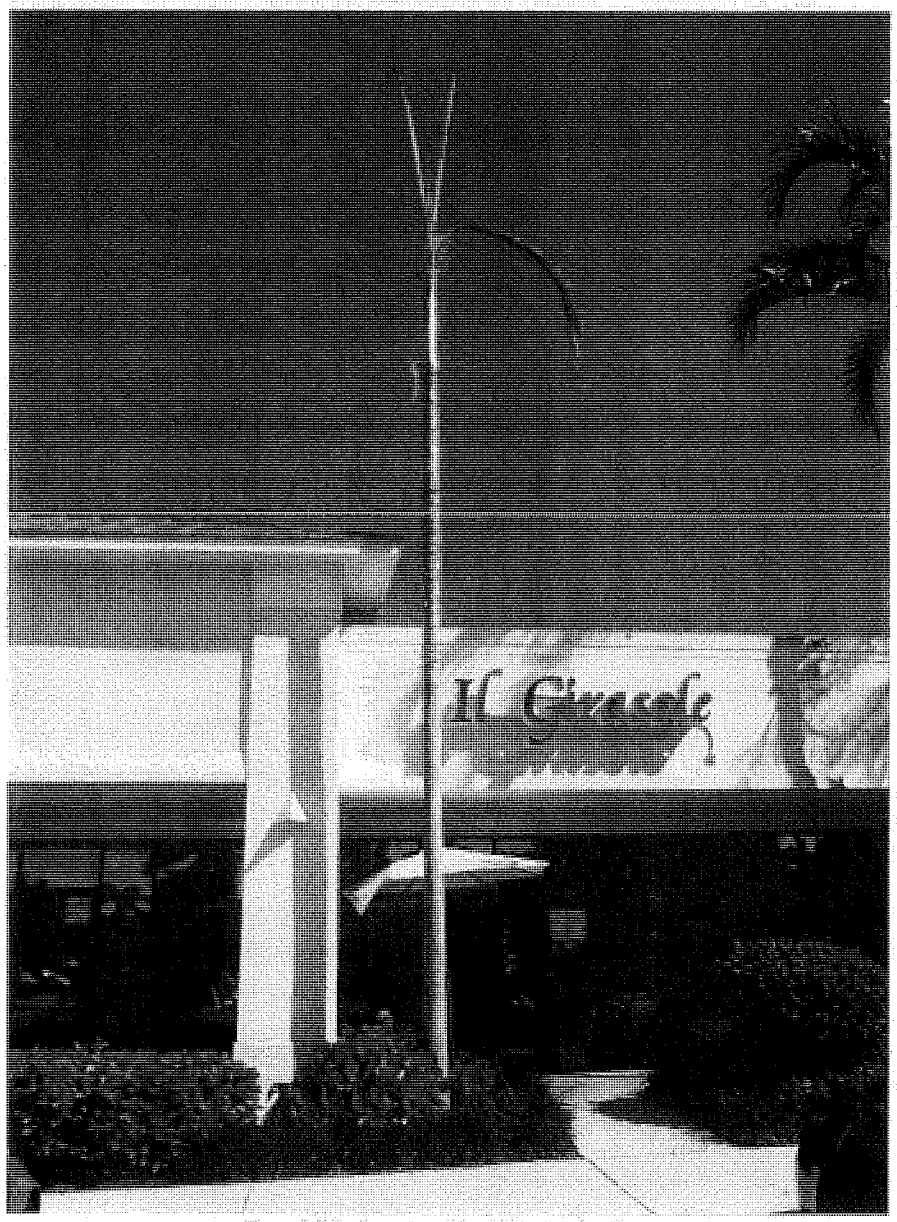
Site Photos



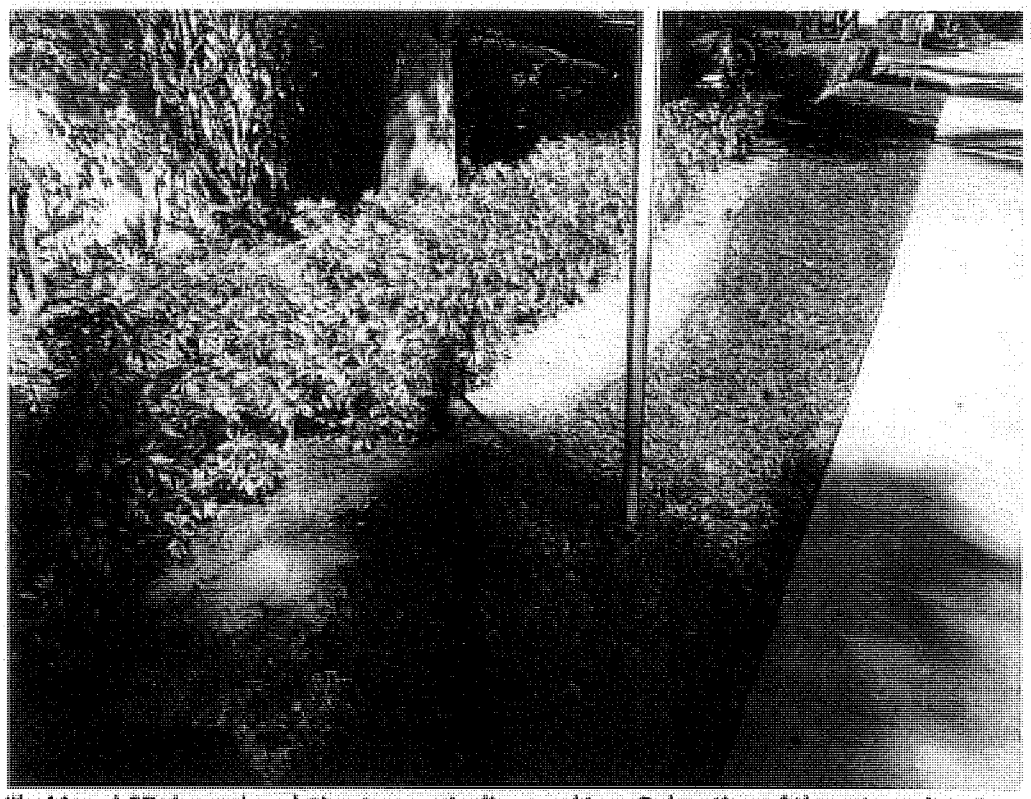
Tree #12 with excessive branching low on the trunk leading to included bark.



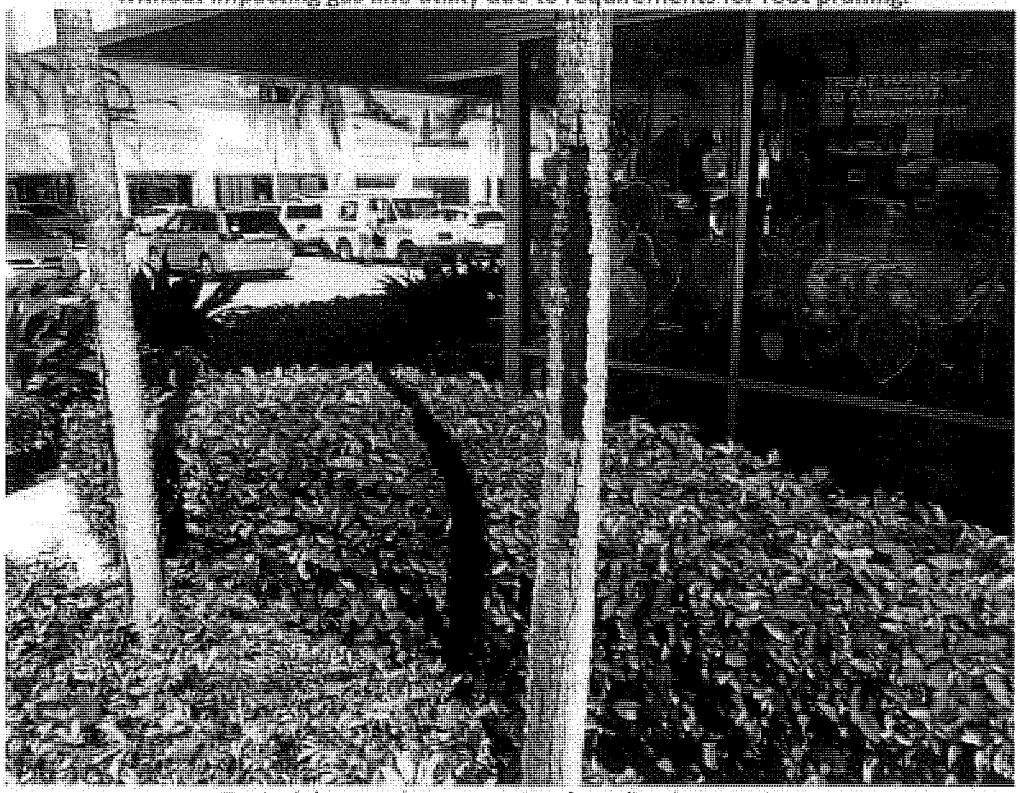
Tree #21 with included bark from codominant leaders and circled roots.



Tree #34 showing that it is in decline

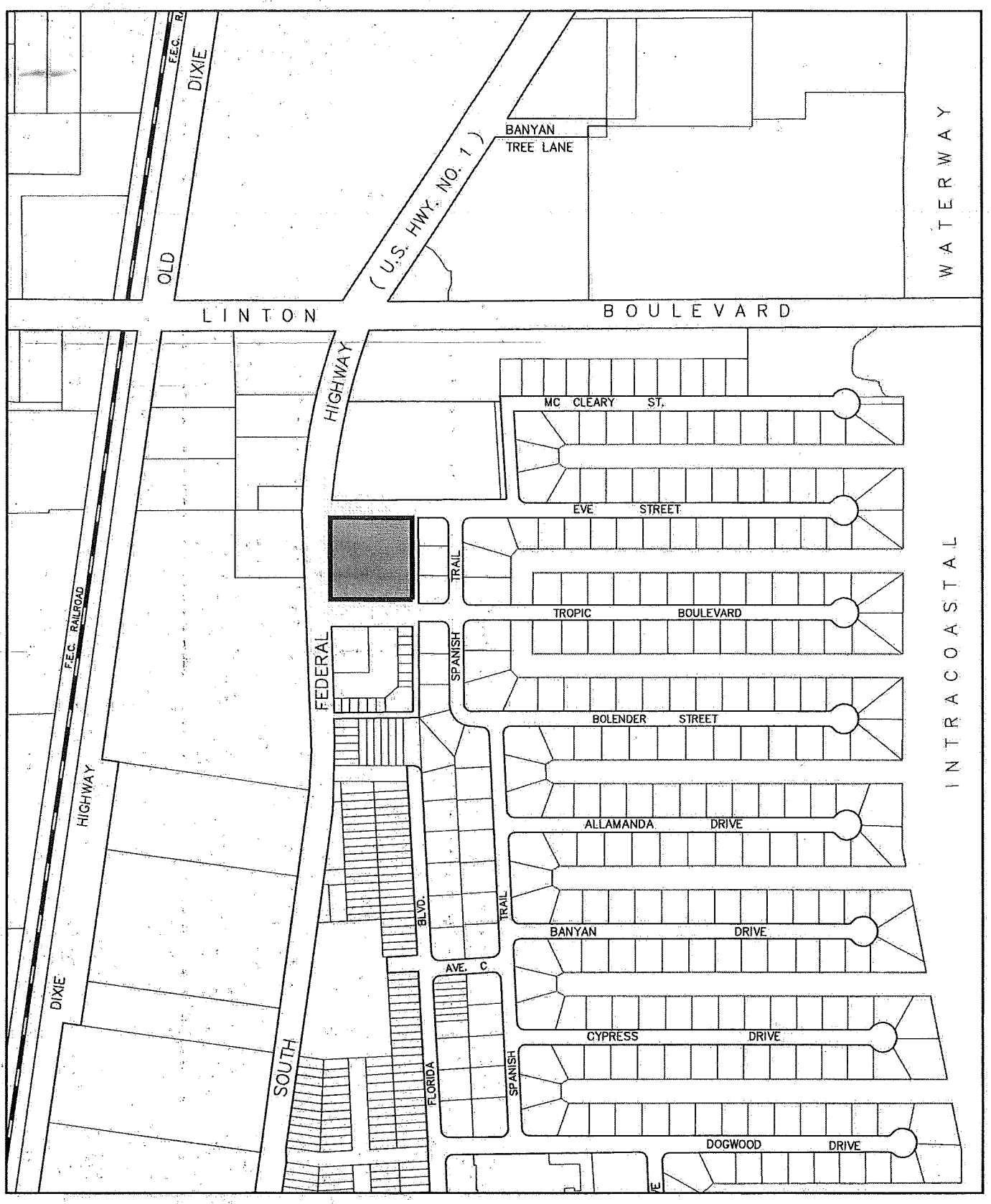


Tree #'s 44 and 67 shown in relation to gas pipeline marking. Relocation of these trees is not possible without impacting gas line utility due to requirements for root pruning.



Typical damage/rot to trunks of small palms on site.

Location Map



N

PLANNING AND ZONING DEPARTMENT

SUBJECT PROPERTY

DELRAY PLACE SOUTH

LOCATION MAP

-- DIGITAL BASE MAP SYSTEM --

MAP REF: S:\Planning & Zoning\DBMS\Fil-Cab\Z-LM 1001-1500\LM1514 Delray Place South

Opposition Public Comments

MASTRIANA & CHRISTIANSEN, P. A.
ATTORNEYS AT LAW
1500 North Federal Highway, Suite 200
Fort Lauderdale, Florida 33304
www.m-c-law.com
954-566-1234

Edwin J. Stacker, Esq.
EJS@m-c-law.com

SENT VIA U.S. MAIL AND EMAIL

July 12, 2016

Mr. Tim Stillings,
Director, AICP
Planning, Zoning and Building
City of Delray Beach
City Hall
100 NW 1st Avenue
Delray Beach, FL 33444

RE: Delray Place South, f/k/a Tropic Square ("Project")

Dear Mr. Stillings:

As you are aware, the undersigned Firm has been engaged by Tropic Isle Civic Association ("Tropic Isle") to represent the interests of the residents of Tropic Isle in the City's review and consideration of the the above-referenced Project.

The purpose of this letter is to formally advise the City Staff that any attempt to incorporate a "cut-through" driveway connection between Delray Place North across Eve St. into Delray Place South, with an ultimate connection to Tropic Blvd. will be arduously opposed throughout the review process for this Project.

Based upon our review of the permitting chronology, several years ago the Developer initially proposed to connect both properties to Tropic Blvd., but they subsequently elected not to proceed with this "cut-through scheme" at the time that the Delray Place North project was reviewed and approved.

Delray Place North was initially opposed by the City until the application was modified, at the suggestion of the Planning and Zoning Board, due primarily to concerns from adjacent residential property owners. The amended application requested a rezoning to the Special Activities District ("SAD"), for the primary reason that SAD requires a site plan to be incorporated, thereby providing for better safeguards for the surrounding residents.

The 2012-13 public hearing process resulted in extensive legitimate debate regarding the adequacy of parking for Delray Place North, as well as traffic circulation and ingress/egress issues, particularly for truck traffic. There were absolutely no concerns "publicly" raised by the Developer relating to parking, traffic circulation and ingress/egress during that process. Yet now, the Developer, utilizing the same traffic consultants, has identified significant traffic circulation concerns related to southbound vehicular traffic exiting Delray Place North. The Developer is asking the City to sanction a solution that effectively requires residents of Tropic Isle to solve their problem, by eroding the residential ambiance of Tropic Isle, specifically, its northernmost entrance road, Tropic Blvd.

The present Project proposal should be recognized as an affront to the Tropic Isle neighborhood, and to the City and the integrity of its permitting process. The Project application has designed/concocted a site plan that reconfigures the building structure layout of the non-conforming Tropic Square center by demolishing an existing building so as to "carve out" an opening for a driveway connection between Eve St, where no driveway connection exists, and Tropic Blvd.

Remember the public record statements of the Developer's spokesperson at the hearing on July 9, 2013, that Delray Place North had gone through a protracted process and was being approved as a "...regulating plan..." and through that approval process, the City was "...doing it the Delray way....".

Stated simply, the Developer is now trying to do indirectly, what they could not have done directly. When Delray Place North was approved, had Tropic Square been a part of the SAD rezoning and site plan process, with a proposed "cut-through" between the two phases, we are convinced that the project would have been deemed unsuitable and incompatible with the residential neighborhood to the east, and that the project would have been denied.

In summary, please recognize that the Tropic Isle Civic Association is resolved in their commitment to oppose the Delray Place South application to the extent that its ultimate approval facilitates the "cut-through" connection between Delray Place North and Tropic Blvd. We trust you appreciate our position, and we look forward to further clarifying our position, as necessary, going forward.

Very Truly Yours,

MASTRIANA & CHRISTIANSEN, P.A.

EDWIN J. STACKER

CC: Mayor Cary Glickstein
Vice-Mayor Al Jacquet
Deputy Vice-Mayor Jordana L. Jarjura
Commissioner Shelly Petrolia
Commissioner Mitch Katz
City Manager Donald B. Cooper
Senior Planner Candi Jefferson
CC Electronically Only:
All SPRAB Board Members
Kelli Freeman, President, Tropic Isle Civic Association

THE LOOMER FAMILY

Tim and Valorie Loomer | valorieloomer@gmail.com timloomer@gmail.com

March 14, 2016

Dear Mayor Glickstein, Delray Beach Commission City Commissioners, Delray Beach Site Plan Review and Appearance Board Members, and other City of Delray Beach leaders:

As leaders of a thriving, growing, and highly desirable beach town in South Florida, we know that you are constantly presented with the challenges of balancing economic development with the need to maintain a high quality of life, safety, and an aesthetically pleasing place for us all to live in our "Village by the Sea". As corporate executives, ourselves, we understand and can empathize with the challenges involved in balancing those various goals.

As 8 year full time residents of Tropic Isle in Delray Beach, we are writing to express concern over the current proposed drafted plans by the developer who owns commercial buildings and areas called "Delray Place" at the intersections of Linton and Federal Highways and at Tropic Blvd and Federal Highway. We were pleased to see that Delray Beach had attracted a variety of new businesses, including grocery, retail, health/wellness providers, and restaurants to the area. We think that the use of the space is an improvement over the previous bank building that was largely unused before it was torn down. However, we were concerned, as were many of our neighbors and many in the city, when we saw the original plans, that the site was being overbuilt, and that traffic and parking could be serious issues for the area. The developer assured the city and others that there would be no negative impact to traffic in the area, and that the space had ample parking. In fact, the developer has committed to Delray Beach and Mayor Glickstein, on record, that they (the developer) would not request any help off the Delray Place property to aid in traffic flow for the shopping plaza. They mayor has said, on more than one occasion, that he will hold the developer to this commitment, and we expect the city leadership to work together to hold the developer to that commitment and find other ways to solve the problems that the plaza has now cause to traffic flow in the area.

928 Bolender Drive, Delray Beach, Florida

Office: 202-316-4307

Since those original commitments from the developer, the plaza development work has been completed (though not yet even fully occupied), pedestrian and cyclist traffic has increased (which we see as a good thing), but the vehicular traffic in the area has become much more congested and dangerous, since motorists seem unsure of how to enter and exit the plaza. The developer has purchased additional land adjacent to the new development, and has shared drafts of plans with our neighborhood leaders that include expanding our main entrance/exit to Tropic Isle from a 4 lane to a 5 lane road, creating a traffic "cut through" between the two distinct shopping areas (which would bring new traffic to one of our neighborhood streets, and has even proposed turning half of one of our neighborhood streets, Eve Street, which is largely used by pedestrians and cyclists to enter/exit the neighborhood into a large parking lot (although I believe those plans have already been denied).

We would like to suggest and request that the SPRA Board and the City of Delray Beach work together to seriously review/study/scrutinize the current proposed developer plans for redirecting and increasing traffic flow that directly impacts our neighborhood motorized and non motorized traffic. As Tropic Isle residents, we are not in favor of the expansion of Tropic Blvd. from a 4 lane to a 5 lane road, and we are not in favor of the proposed cut-through between the two disparate commercial spaces. Both of these proposed changes would put our motorists and our pedestrians (most concerning to us, our children) at greater risk of danger, since our neighborhood does not have sidewalks.

The following additional actions by the city seem merited, before any changes are made to Delray South, given this significant proposal by the developer to change traffic patterns and parking in the area.

- Analysis of traffic calming on Federal Highway, Linton, and Tropic Blvd, with considerations for seasonality, time of day, bridge openings (which backup traffic), and train crossings at Linton near 1-95 (which are increasing)

- Non motorized transportation study of the entire intersection of Linton/Federal, of Tropic Blvd/Federal, and of Eve Street and Federal

In the meantime, as immediate improvements that can be made, we also suggest the following:

- Increased enforcement of traffic regulations at the Tropic Blvd/Federal Highway near the entrance of Tropic Isle neighborhood (in particular, illegal u-turns at Tropic Blvd).
- Improved "no u-turn" signage (perhaps with lights, like many stop signs have at beach crossings or in other areas in the city)

928 Bolender Drive, Delray Beach, Florida

Office: 202-316-4307

- Improved/repainted lane markings on Tropic Blvd in both the east/west directions

We trust that you will review the proposed plans, include Tropic Isle residents in the review of the plans and the decision making process, and please let us know how we can help as you evaluate options for improving this situation and meeting the needs of a variety of constituents.

Thank you for your consideration,

Valorie and Timothy Loomer

928 Bolender Drive, Delray Beach, Florida

Office: 202-316-4307

Martin Cherry
954 Tropic Blvd.
Delray Beach, FL 33483

February 25, 2016

City of Delray Beach
Mayor Glickstein
via email: glickstein@mydelraybeach.com

Dear Mayor Glickstein,

I am writing to you as I am very concerned about what the owner and developer of Delray Place (Trader Joe's Plaza) and Delray Place South (Dunkin Donut's Plaza) is trying to get approved. I will be as brief as possible as I know you are extremely busy and respect your time.

The developer has submitted plans to connect these 2 shopping centers across Eve St. His plans include widening Tropic Blvd to 5 lanes (2 in- 3 out) at Federal Highway. I can go into all the negative effects this will have on the traffic, safety and intrusion on all the residents of Tropic Isles but do not think that is necessary at this time.

The developer upon asking for waivers and the original approval of Delray Place Shopping Center had committed to never asking for what he is asking for now. This is one of the reasons that the commission reluctantly approved the plans for the Trader Joe's Shopping Plaza. I can say this with certainty as I have an audio recording from July 14, 2016 where in response to Michael Young at a Council meeting you specifically stated what I just said. The following is an exact transcript of your response.

[Mayor Glickstein responds to Michael Young concerns of the developer's plans to connect the 2 shopping centers and use Tropic Blvd for his traffic at a Council Meeting on 7-14-2015]

"Let me just assure you that you will very much have a voice and so that there is no collective memory loss I can tell you categorically that the way that project was presented to myself as a part of this commission that in no uncertain terms would that shopping center [Delray Plaza South] or that entrance ever be a part of that shopping center [Delray Plaza]. That comment is directed to the Planning & Zoning director. So I just want to make that crystal clear that the passage of time does not change that representation that was relied on I think by some of the people on this dais as well as our interests in what is of interest to you.
So that is not going to, safe to say, not be heavily scrutinized."

Since it is absolutely clear as to what the developer agreed to then with the city for the first set of waivers and approvals why should this be under consideration now?

If the developer's plans is going to be considered, would it be possible for you to have a meeting with my neighbors and myself to discuss or at least direct us to someone in the city that can explain it to us?

Thanks again for your consideration and all of your hard work.

Sincerely,

Martin Cherry

Cc: Tim Stillings (stillings@mydelraybeach.com)

Jefferson, Candi

From: Stillings, Tim
Sent: Friday, April 01, 2016 4:48 PM
To: 'Gerald Francios'
Cc: Glickstein, Cary; Shelly Petrolia; al jacquet; Jarjura, Jordana; Katz, Mitchell; Pfeffer, Noel; Cooper, Donald; Jefferson, Candi
Subject: RE: Delray Place "Pass Thru"

Mr. Francios,

The material has been put into the project file in P&Z.

I spoke with the City Attorney regarding the matter. He indicated that the City doesn't make legal determinations on private matters. The deed restriction was a private settlement arrangement. You would need to have the association's attorney determine the legal issues regarding the statement provided by the association president.

In general, the City does not enforce private covenants or deed restrictions.

In addition, there are no restrictions on the plats for the tract which would prohibit access onto Tropic Blvd for this area.

Let me know if you have any other questions.

Regards,
Tim

Tim Stillings, AICP
Planning & Zoning Director
City of Delray Beach

General Office: 561.243.7040
Direct: 561.243.7043
100 N.W. 1st Avenue, Delray Beach, FL 33444
stillings@mydelraybeach.com
www.mydelraybeach.com

PUBLIC RECORDS NOTE: Florida has a very broad public records law. Most written communications to or from local officials, employees, or the general public regarding city business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or by regular mail.

From: Gerald Francios [mailto:franciosa4delray@aol.com]
Sent: Sunday, March 27, 2016 12:19 PM
To: Stillings, Tim
Cc: CityManager@MyDelrayBeach.com; Glickstein, Cary; Shelly Petrolia; al jacquet; Jarjura, Jordana; Katz, Mitchell; CityAttorney@MyDelrayBeach.com
Subject: Re: Delray Place "Pass Thru"

Mr Stillings thank you for your prompt response to my recent inquiry, however, my questions...one and two...Those asked in my original request are yet to be enacted or answered...
The papers concerning the shopping center curb cut on Tropic Blvd have not been made part of the P & Z file...nor has the legality of the curb cut been established...you stated..."With respect to the legality of the ingress/egress, I will discuss with the City Attorney's office." I have received no definitive answer to date of its legality.
This is a delicate and complicated issue for the residents of the area who are directly affected by this request from Delray Place. I've lived in Tropic Isle for the past twenty years and cannot recall one issue that residents have not needed to hire an attorney to protect their interest.
Although the directors of TICA and many residents where in favor of the change in zoning and the subsequent building of Delray Place along with its final approval by. 3-2 vote by the City Commission...even with the fact that the center was 80 parking spaces short for their square footage...now the Center which has been opened for one and half years 50 % remains unoccupied...can a center survive with that much space being empty...so now they come up with some cockamamie plan to try and connect two centers with a ass thru...they originally submitted plans to not only have pass thru but they wanted the city to abandoned a portion of Eve Street...they dropped their plans for that and are now simply planning on getting acceptance for the pass thru...but mark my words they will be back if this is passed...that's what developers do...get an inch and come back for a foot...
The TICA board recently decided to hire an attorney and oppose the pass thru...when one board member was asked about hiring an attorney this is what was written...
"I agree with Bib about need to tell our members what is going on but think that a direct challenge will Be met with outright retribution. I think city of Delray is I n favor and our challenge would be seen as going against common good for the benefit of TICA residents. I believe k we need to avoid getting atty as we would be seen as causing delay in fixing the problems for our selfish interests."
Here's a TICA board member who thinks challenging this pass thru will result in "retribution..."
A very encouraging statement...m no longer a member of TICA ...and you may have noticed that I did not attend the TICA meeting with yourself and Commissioner Mitch Katz attended...some of the individuals I spoke to were very disappointed in your responses...
Regards Gerry Franciosa...

Sent from my iPad

On Mar 27, 2016, at 11:50 AM, Stillings, Tim <stillings@mydelraybeach.com> wrote:

> Mr. Franciosa,
>
> Below is the response that was sent to you on 11/12/15 in response to your 11/11/15 correspondence.
> Since that response I am not aware of any other correspondence from you regarding this project or any other.
> If you need any additional information, please let me know.
>
> Tim Stillings
> P&Z Director
> stillings@mydelraybeach.com

On Nov 12, 2015, at 11:32 AM, Stillings, Tim <stillings@mydelraybeach.com> wrote:

Mr. Franciosa,

At this time, we are waiting for the owner/developer to submit revised plans to "reactivate" the application submitted previously. Until such time, we are not processing/analyzing the application. I will incorporate the attached into the file.

With respect to the "pass thru", we met with the developer several months ago to discuss the proposal which also included access from Eve Street as well as changes to Eve Street (i.e. parking). What was conveyed to the developer regarding the proposal was that we would need detailed traffic analysis regarding the impacts of the site plan changes. It was also stated that typically planning principles support connectivity between commercial parcels which has the benefit of reducing traffic on the adjacent street network, but that those situations are analyzed on a case by case basis. To characterize this as planning being "ok" with it is incorrect. We also stated we would need to evaluate the impacts of the proposal on the surrounding street network including Linton and Federal with respect to circulation and safety to the overall community.

With respect to the legality of the ingress/egress, I will discuss with the City Attorney's office.

If you have any other information or questions, please let me know.

Regards,
Tim

Tim Stillings, AICP
Planning & Zoning Director
City of Delray Beach
<image001.jpg>
General Office: 561.243.7040
Direct: 561.243.7043
100 N.W. 1st Avenue, Delray Beach, FL 33444
stillings@mydelraybeach.com
www.mydelraybeach.com

PUBLIC RECORDS NOTE: Florida has a very broad public records law. Most written communications to or from local officials, employees, or the general public regarding city business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or by regular mail.

From: Gerald Franciosa [mailto:franciosa4delray@aol.com]
Sent: Wednesday, November 11, 2015 11:35 AM
To: Stillings, Tim; CityManager@MyDelrayBeach.com; Glickstein, Cary; Shelly Petrolia; al jacquet; Jarjura, Jordana; Katz, Mitchell; CityAttorney@MyDelrayBeach.com

Cc: Kelli Freeman; Dick Van Gemert; Nancy B. Harris; Michael Hanusack; M. Young; Louis Carosella; Joe Carosella; Barbara Jayne DeGolyer
Subject: Delray Place "Pass Thru"

On 11/10/15, I was in attendance when the developers of Delray Place presented their latest plans to incorporate the Tropic Square Center with Delray Place by having a "Pass Thru" for vehicular traffic from one center to the other. I understand that the developers and their representatives have already met with you and presented their tentative plans. Unconfirmed rumors (always a bunch when developers are involved) are that you and the Police Dept. are OK with the "Pass Thru" as presented.

Delray Place has no exits which will permit the center's traffic from going south on Federal Hwy, hence the "Pass Thru" scenario. Many of the local residents I have asked object to the "Pass Thru" worrying about increased traffic.

In researching the history of the Tropic Square shopping center I came across paperwork which contains statements which indicate and question the legality of the entrance/egress from the center ontoTropic Blvd. There was a lawsuit in which the City ofDelray and the Tropic Isle Civic Association were involved. Copies of the documents are attached.

What I am requesting Mr. Stillings:
1. Make the attached documents part of any impending Planning and Zoning file concerning the developers plan for a "Pass Thru"
2. Make a determination as to fact that an entrance/egress onto Tropic Blvd. is indeed legal or is not...

Thank you,
Gerry Franciosa
939 Eve Street
Delray Beach, Fl
<image008.jpg>

<image009.jpg>

<image010.jpg>

Sent from my iPad

<mime-attachment>

Jefferson, Candi

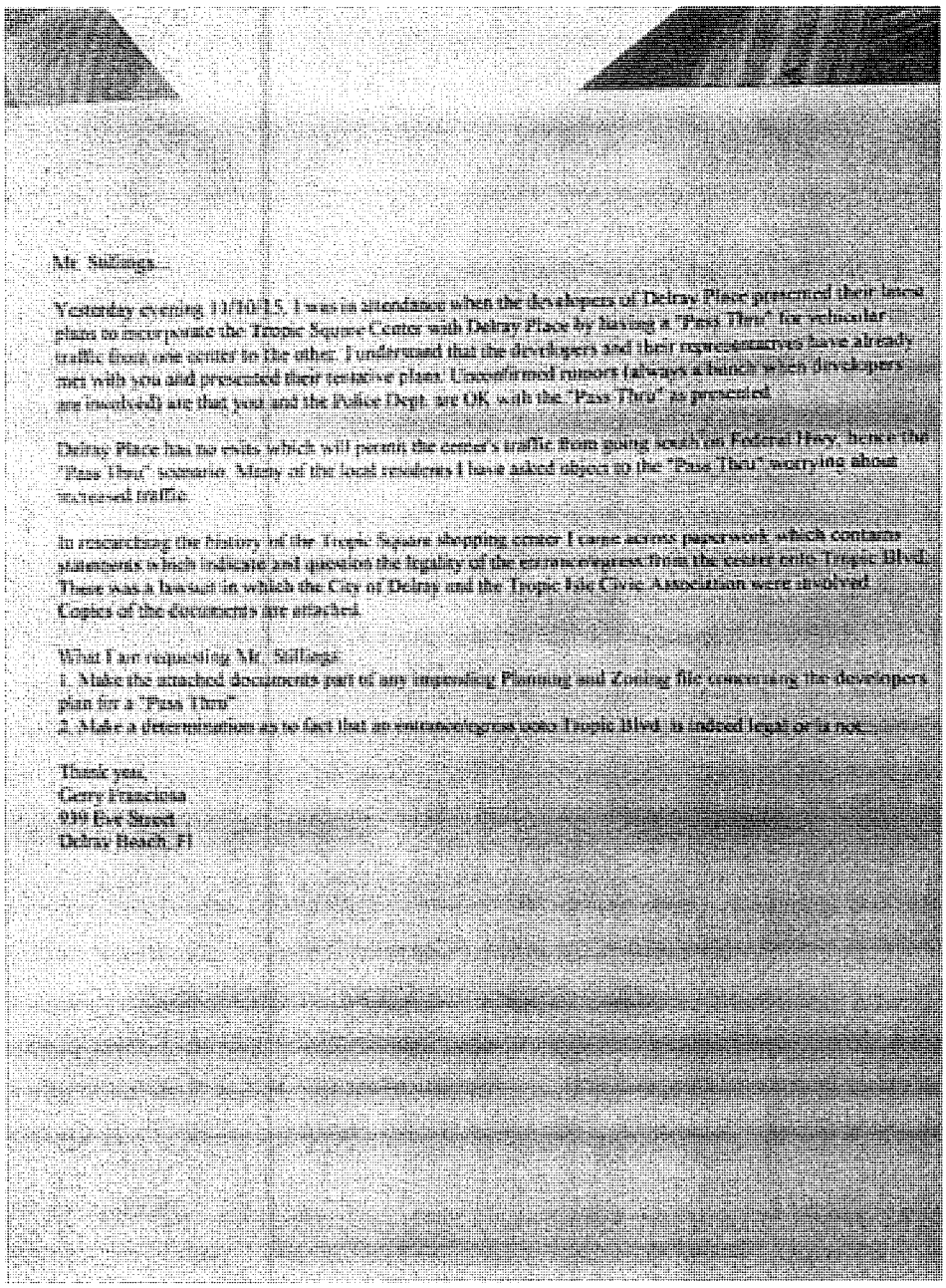
From: Stillings, Tim
Sent: Monday, March 28, 2016 10:54 AM
To: Jefferson, Candi
Subject: FW: Delray Place

Please make sure to include the attached letters, etc. in the project file.
Tim

From: Gerald Francios [mailto:franciosa4delray@aol.com]
Sent: Saturday, March 26, 2016 2:44 PM
To: Glickstein, Cary; shellypetrolia@aol.com; al jacquet; Katz, Mitchell; Jarjura, Jordana; CityManager@MyDelrayBeach.com; CityAttorney@MyDelrayBeach.com; Stillings, Tim
Cc: Dick Van Gemert; Bo A Lou
Subject: Delray Place

Hello Mayor and Commissioners...I have tried to stay away from taking your time at commission meetings at public speaking and instead have resorted to email questions to various staff members and am truly disappointment...my suggestion, and I have made this suggestion perviously, that when a citizen requests information from the city, especially through the City Manager...there should be a process in effect that responses to an email...for instance...thank you for contacting the city...we will attempt to get an answer[s] to you shortly...lest say two weeks since that's the length of time the city Manager has to response to questions to the Commission at Commission meetings...I have sent a number of requests for simple information to the City Manager over the past several months without any response...I do not want to take your time sending you each individual request and asking for an explanation...all I'm asking is a response within a reasonable length of time...I know everyone is busy but it's part of staffs duty to response to citizens request for information...

In the interim...I sent the attached request to the Director of Planning & Zoning Mr. Stillings 11-11-15...



Mr. Stillings...

Yesterday evening 11/10/15, I was in attendance when the developers of Delray Place presented their latest plans to incorporate the Tropic Square Center with Delray Place by having a "Pass Thru" for vehicular traffic from one center to the other. I understand that the developers and their representatives have already met with you and presented their tentative plans. Unconfirmed rumors (always a bunch when developers are involved) are that you and the Police Dept. are OK with the "Pass Thru" as presented.

Delray Place has no exits which will permit the center's traffic from going south on Federal Hwy. hence the "Pass Thru" scenario. Many of the local residents I have asked objects to the "Pass Thru" worrying about increased traffic.

In researching the history of the Tropic Square shopping center I came across paperwork which contains statements which indicate and question the legality of the entrance/egress from the center onto Tropic Blvd. There was a lawsuit in which the City of Delray and the Tropic Isle Civic Association were involved. Copies of the documents are attached.

What I am requesting Mr. Stillings:
1. Make the attached documents part of any impending Planning and Zoning file concerning the developers plan for a "Pass Thru"
2. Make a determination as to fact that an entrance/egress onto Tropic Blvd. is indeed legal or is not...

Thank you,
Gerry Francioni
939 Eve Street
Delray Beach, Fl

And as yet to receive an answer...
Also the following documents where attached to the aforementioned letter...

Tropic Isle
CIVIC ASSOCIATION

DELRAY BEACH, FLORIDA

October 11, 1977

TO MEMBERS AND PROPERTY OWNERS OF TROPIC ISLES:

I'd like to apologize for not getting this letter out sooner.

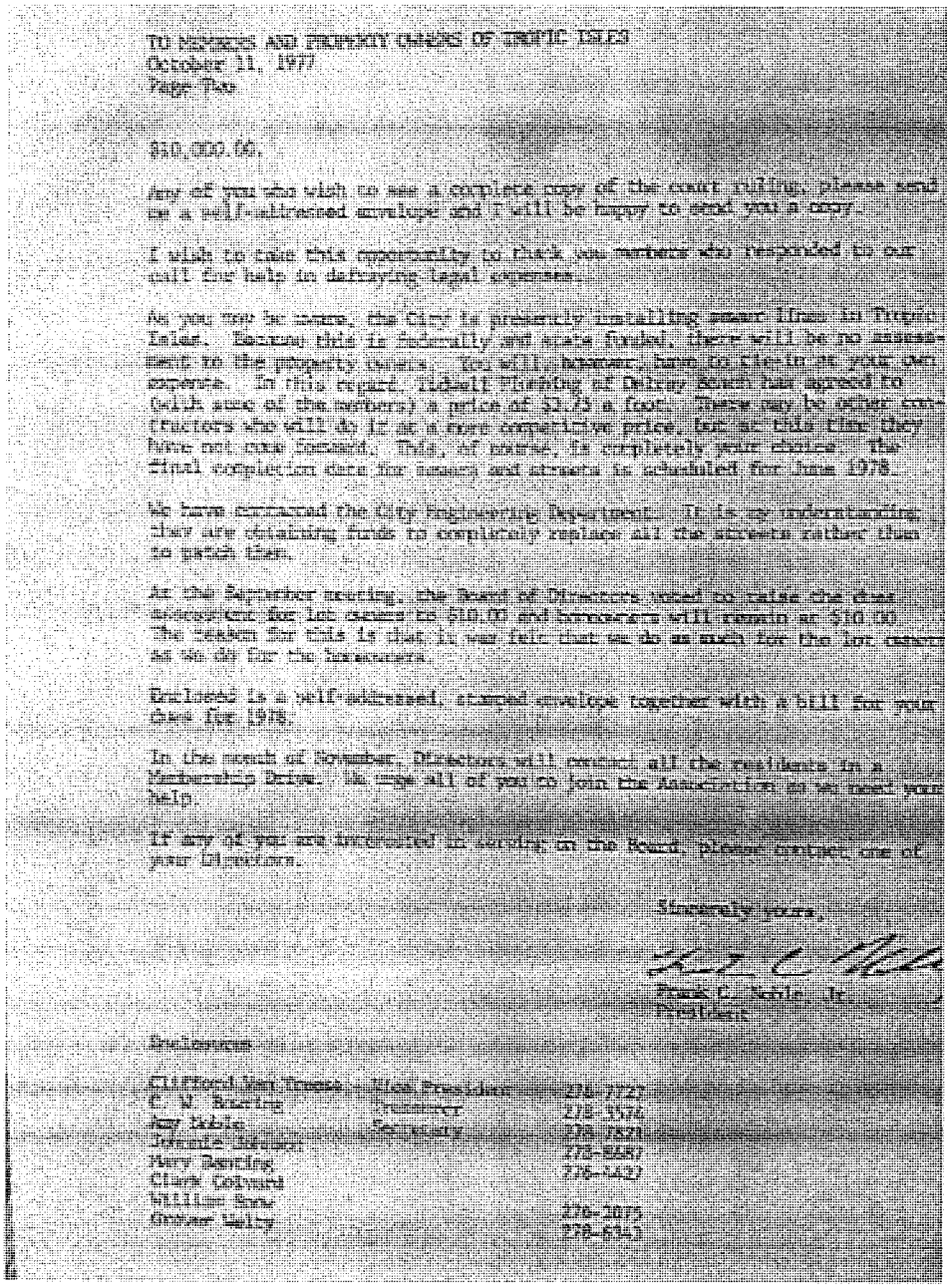
As many of you know, we have been very busy trying to settle the dispute over the Gate-Way Shopping Center.

You may recall that at the Annual Meeting, all the Directors had been sued by the Developer for a total of approximately $9,000,000.00. The final outcome of the dispute was a settlement forced upon us because the City backed down at the last minute. They, in fact, changed the zoning setback requirements. We, therefore, were not able to effect all of our previously negotiated deed restrictions which were tentatively agreed to by Gate-Way Shopping Center prior to the time that the City changed the zoning.

The final settlement (which are deed restrictions that last 20 years) are as follows:

1. No more than two restaurants which must close no later 1:00 A.M.
2. They may have a curb cut into Tropic Boulevard until such time as the Department of Transportation provides a traffic light and median break on U.S. 1, at which time, the curb at Tropic Boulevard must be closed.
3. They must maintain landscaping for the shopping center.
4. Pay $4,500.00 of our legal fees.
5. The City and Tropic Isle Civic Association, its officers, Directors and members are enjoined from "harassing, interfering, enabling or otherwise hindering" the development of the property.

We were also able to negotiate a settlement with the City for $3,500.00 for the purpose of helping defray our legal fees which amounted to approximately



TO RESIDENTS AND PROPERTY OWNERS OF TROPIC ISLES
October 11, 1977
Page Two

$10,000.00.

Any of you who wish to see a complete copy of the court ruling, please send me a self-addressed envelope and I will be happy to send you a copy.

I wish to take this opportunity to thank you members who responded to our call for help in defraying legal expenses.

As you may be aware, the City is presently installing sewer lines in Tropic Isles. Because this is federally and state funded, there will be no assessment to the property owners. You will, however, have to tie-in at your own expense. In this regard, Kidwell Plumbing of Delray Beach has agreed to (with some of the members) a price of $2.75 a foot. There may be other contractors who will do it at a more competitive price, but at this time they have not come forward. This, of course, is completely your choice. The final completion date for sewers and streets is scheduled for June 1978.

We have contacted the City Engineering Department. It is my understanding they are obtaining funds to completely replace all the streets rather than to patch them.

At the September meeting, the Board of Directors voted to raise the dues assessment for lot owners to $10.00 and homeowners will remain at $10.00. The reason for this is that it was felt that we do as much for the lot owners as we do for the homeowners.

Enclosed is a self-addressed, stamped envelope together with a bill for your dues for 1978.

In the month of November, Directors will contact all the residents in a Membership Drive. We urge all of you to join the Association as we need your help.

If any of you are interested in serving on the Board, please contact one of your Directors.

Sincerely yours,

Frank C. Verle, Jr.
President

Enclosures

Clifford Van Treese - Vice President - 276-7727
C. W. Bruning - Treasurer - 278-3574
Amy Dibble - Secretary - 278-7827
Vincent Dorsey - 278-6587
Mary Bunting - 276-1432
Clark Coltrard
William Snow
Grover Bailey - 278-2075
278-6343

Last week I spoke to the planner handling the Delray Place pass thru and she advised me that the attached document was not part of the file...
Thank you for time...regards Gerry Franciosa
Sent from my iPad

Jefferson, Candi

From: Stillings, Tim
Sent: Monday, March 21, 2016 12:17 PM
To: Jefferson, Candi
Subject: FW: Follow up on the concerns with the proposed Delray Beach South cut through and roadway changes to Tropic Isle
Attachments: Delray Place South-Resident concerns and specific opposition due to regulatory issues with the current plan 3-2016.pdf

---

From: Miller, Diane
Sent: Monday, March 21, 2016 11:18 AM
To: Stillings, Tim
Subject: FW: Follow up on the concerns with the proposed Delray Beach South cut through and roadway changes to Tropic Isle

From PZ Mail

Diane Miller

Executive Assistant to
Tim Stillings, Director
Planning & Zoning Dept.
City of Delray Beach
100 NW 1st Avenue
Delray Beach, Fl. 33444
561-243-7041 (Office)
561-243-7221 (Fax)
millerd@mydelraybeach.com

PUBLIC RECORDS NOTE: Florida has a very broad public records law. Most written communications to or from local officials, employees, or the general public regarding city business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

From: Valorie Loomer [mailto:valorieloomer@gmail.com]
Sent: Wednesday, March 16, 2016 8:09 AM
To: Katz, Mitchell; PZmail@MyDelrayBeach.com
Subject: Follow up on the concerns with the proposed Delray Beach South cut through and roadway changes to Tropic Isle

Commissioner Katz and Director Shillings,
Thanks for meeting with the neighborhood earlier this week, and for hearing our concerns with regard to the encroachment on our neighborhood and safety concerns related to the proposed Delray Beach South cut through and its potential impact on our community and neighborhood.

Attached, please find a digital version of the letter from us on this topic as well as specific and detailed comments/oppositions, aligned to the regulations, as you and the rest of the zoning staff and commission review and consider whatever plans may come before you in the coming weeks/months.

Thank you for your consideration and steadfastness on this issue.

Valorie Loomer
valorieloomer@gmail.com
202-316-4307

Jefferson, Candi

From: Stillings, Tim
Sent: Wednesday, March 09, 2016 4:46 PM
To: Jefferson, Candi
Subject: Fwd: Objection to intrusion on Tropic Blvd

FYI

Thanks, Tim

Timothy R. Stillings, AICP
City of Delray Beach
Planning & Zoning Director
561-243-7043

Begin forwarded message:

From: Brian Fischer <bsf8266@gmail.com>
Date: March 9, 2016 at 4:30:31 PM EST
To: "stillings@mydelraybeach.com" <stillings@mydelraybeach.com>
Subject: Objection to intrusion on Tropic Blvd

Since 2001, my wife and I have been a resident on Tropic Blvd within Tropic Isle. A place where we enjoy riding our bikes, walking our dogs to the beach, regardless if it's during the day or night, weekends too. In the past 15 year we were never concerned with our safety until now.

I am writing to you with GREAT CONCERN in regards to the SAFETY of all of us here in Tropic Isle due to the expansion of Tropic Blvd. By allowing HIGH volume traffic which will cause major traffic jams and gridlock in and out of Tropic Blvd and US1.

It was no surprise to any of us, including the builder and everyone affiliated with the city of Delray Beach, that the size of the New plaza was going to create a traffic Jam.

This error by the developer should not now be compounded.

The developer said he would use valet parking to alleviate parking issues- have they?

The developer said he wanted to use the green space at the east end for picnic tables and a place for kids to play. Have they? (Today it is a fenced off sodded field.)

The developer said he didn't need Tropic Blvd or any outside help with his traffic control yet now he is asking for permission to widen Tropic Blvd to 5 lanes under the guise that it is better for Tropic Isles. How is that possible?

If the developer wants to connect his two plazas, it should not be at the detriment of the surrounding residents. Let him connect the 2 plazas and block off Tropic Blvd, a city street. This would allow him to obtain what he is asking for with no intrusion into Tropic Isles.

If the developer overbuilt, it is not for the Delray Beach citizens to fix his problem.

We ask that you hold the developer accountable for his commitments and not allow him additional access to Tropic Blvd.

Brian and Leslie Fischer
941 Tropic Blvd

Jefferson, Candi

From: Simmons, Kelly Ann
Sent: Tuesday, March 01, 2016 5:22 PM
To: Jefferson, Candi; Pape, Scott
Subject: FW: Objection to Delray Place's proposed intrusion to Tropic Isle at Tropic Blvd.

From: Jim Knight [mailto:jim@knightgroupfl.com]
Sent: Tuesday, March 1, 2016 4:58 PM
To: Rustin, Janice; Simmons, Kelly Ann
Subject: FW: Objection to Delray Place's proposed intrusion to Tropic Isle at Tropic Blvd.

FYI, see below.

Jim

THE KNIGHT GROUP, LLC
Licensed Real Estate Broker

We've moved! Our NEW address is:
123 E Atlantic Ave, 2nd Floor
Delray Beach, FL 33444
Mobile: 561-756-2833
Fax: 561-279-0657
Email: jim@knightgroupfl.com
Web site: www.knightgroupfl.com

From: nancyb950@comcast.net [mailto:nancyb950@comcast.net]
Sent: Tuesday, March 1, 2016 4:02 PM
To: Aguila, Jose <jose@csa-architects.com>; Cope, Roger <copearchitects@bellsouth.net>; Knight, Jim <jim@knightgroupfl.com>; Chard, James <jamesrchard@gmail.com>; Youngross, Andrew <Andrew@tecfla.com>; Dumitrescu, Vlad <vladumi@comcast.net>; Porak, Brett <bporak@yahoo.com>
Cc: Stillings, Tim <stillings@mydelraybeach.com>
Subject: Fwd: Objection to Delray Place's proposed intrusion to Tropic Isle at Tropic Blvd.

Subject: Objection to Delray Place's proposed intrusion to Tropic Isle at Tropic Blvd.

Thank you all for your time & attention to this letter!

My name is Nancy Harris. I have lived at 950 Tropic Blvd for 29 years, and actually looked forward to improvements for South Federal Highway.

I have reasonable expectations that any development would have everyone's best interests as a priority, RESIDENTS INCLUDED!

I reviewed the 2013 City meeting video and there were so many waivers given to this developer of "Delray Place" that I lost count.

To name a few: increased density for the land available, less parking than mandated, accepting that the developer's parking & traffic study was correct, giving him a possible expansion of % of restaurants from the accepted County/City 20% to 31% after the center has been opened 6 months &/or 89% occupied, trusting that RPG will follow the rules for types of tenants by parking spaces need.

Now the developer wants to make an even larger center by connecting the Tropic Square (Dunkin Doughnts) to Delray Place North and create a large entrance/exit for his Delray Place North & South centers at the traffic light at Tropic Blvd and Federal Highway.

After your review of the 2013 meeting, I would like you to consider that the City of Delray Beach needs to **now** make the residents of Topic isle a priority, and honor our "reasonable expectations". Please **deny** an intrusion of this magnitude because of the adverse affects for the residents of Tropic Isle

This attachment takes you to the meeting that approves the development of Delray Place. If you would forward to time stamp 1hr, 42min, this is the beginning of the public hearing:

*at time stamp 3:26 Mayor Glickstein starts his comments
*at time stamp 3:45 Hoggard some of the affects to our neighborhood

To watch the Delray Beach City Commission meeting for Jul 9th, 2013, please click on the following link:
http://delraybeach.granicus.com/MediaPlayer.php?view_id=3&clip_id=608#.VtNZbzl6xes.email
You can use the slider to move directly to 3:25 (3 hours 25 minutes) into the meeting to directly to Mayor Glickstein's discussion concerning reasonable expectations regarding Delray Place parking and traffic flow

In Conclusion:

The RPG Group's current proposal changes our TROPIC ISLE MAIN ENTRANCE at TROPIC BLVD. into a FIVE LANE INTERSECTION AT FEDERAL HIGHWAY!

It doesn't take much imagination to think of just a few of the potential problems:

*** major traffic issues, i.e. right of way, stacking lengths, blocking lanes, timing of the light**
*** the lack of pedestrian safety, we have no sidewalks**
*** closeness to a School Bus Stop**
*** the possibility of parking for the center flowing into our neighborhood because of the shortage of parking space already**

Tropic Blvd is a city street that is the Main Entrance to a LARGE, 300 to 400 homes, residential community.
My reasonable expectation was that this entrance would not be turned into a five (5) lane interchange to an overly dense shopping center!

Thank you again for your time & attention to this matter!

Regards,
Nancy Harris
950 Tropic Blvd.
561-272-0992

Jefferson, Candi

From: Stillings, Tim
Sent: Sunday, February 28, 2016 7:06 PM
To: Jefferson, Candi
Subject: Fwd: Objection to Delray Place South intrusion on Tropic Blvd

FYI

Tim Stillings
P&Z Director
stillings@mydelraybeach.com

Begin forwarded message:

From: Karin Larson <karin@silversaccatering.com>
Subject: Objection to Delray Place South intrusion on Tropic Blvd
Date: February 27, 2016 at 9:45:31 AM EST
To: "jose@csa-architects.com" <jose@csa-architects.com>, "jamerschard@gmail.com" <jamerschard@gmail.com>, "copearchitects@bellsouth.net" <copearchitects@bellsouth.net>, "viadumi@comcast.net" <viadumi@comcast.net>, "jim@knightgroupfl.com" <jim@knightgroupfl.com>, "bporak@yahoo.com" <bporak@yahoo.com>, "andrew@tecfla.com" <andrew@tecfla.com>, "stillings@mydelraybeach.com" <stillings@mydelraybeach.com>, "glickstein@mydelraybeach.com" <glickstein@mydelraybeach.com>, "petrolia@mydelraybeach.com" <petrolia@mydelraybeach.com>, "jacquet@mydelraybeach.com" <jacquet@mydelraybeach.com>, "jarjura@mydelraybeach.com" <jarjura@mydelraybeach.com>, "katz@mydelraybeach.com" <katz@mydelraybeach.com>

To Whom It May Concern,
I reside at 951 Bolender Drive and want to express my objection to the Delray Place South intrusion on our Main Entrance. This intrusion on Tropic Blvd will be tremendously detrimental to our communities safety & well-being. The traffic pattern that will now be traveling to the south end Tropic Isle entrance from within will increase due to the congestion and traffic at the light. Our community will become a throughway infringing upon the walkers, riders, children and so forth. Please consider that this is our home and should not be allowed as an entrance to a major shopping plaza.
Thank you, Karin Larson

Stephen & Diane Sasso
921 Tropic Boulevard
Delray Beach, Florida 33483

To all that this will concern,

Reference- Tropic Boulevard Traffic Pattern / developer submitted planning

My husband and I have been residents of Delray Beach for almost 30 years.
With a limited budget and a true wish to live within the Tropic Isle community we purchased a home on Tropic Boulevard. We were willing to work harder and pay higher taxes to live on the water and be a part of a nice community.

We have continued to support, patronize and memorialize the Trader Joes Plaza. It is our understanding that further consideration has been asked for the in regard to the Tropic Isle extension – **THIS IS MORE THAN INFURIATING!**

Here is what we understood prior to the development of Delray Place:

- The developer committed and Mayor Glickstein said on more than one occasion that he will hold the developer to not requesting any help off his property to aid in traffic for the Delray Place Plaza (Trader Joes).

  THIS CONSIDERATION IS A DIRECT VIOLATION OF THAT AGREEMENT!

- Additional traffic on Tropic Blvd will (and has already has caused) more internal traffic within Tropic Blvd.

  WE DO NOT HAVE SIDEWALKS AND OR ADEQUATE STREET LIGHTING- SO MUCH FOR WALKING OUR DOGS, RIDING OUR BIKES, PUSHING BABY CARRIAGES ETC.

  THIS PUTS OUR PEDESTRIANS AND, MORE IMPORTANTLY, OUR CHILDREN AT GREATER RISK.

- The developer claims that he has spoken many times to our community.

  HE HAS SPOKEN TO A SMALL HANDFUL OF SELECTED INDIVIDUALS (LESS THAN 10) AND IN PRIVATE- THAT I KNOW OF?

Delray Beach has emerged and regenerated itself as one of the best seaside towns in America. Allowing these developers to encroach and restructure our small neighborhoods for their benefit is disappointing.

In advance we would appreciate you not approving these future traffic plans

Best Regards,

Diane & Stephen Sasso

Jefferson, Candi

From: Stillings, Tim
Sent: Friday, February 26, 2016 3:23 PM
To: Jefferson, Candi
Subject: Fwd: Tropic Isle Concern - Delray Place Traffic
Attachments: 20160224143503974.pdf; ATT00001.htm

Thanks, Tim

Timothy R. Stillings, AICP
City of Delray Beach
Planning & Zoning Director
561-243-7043

Begin forwarded message:

> **From:** "Jarjura, Jordana" <jarjura@mydelraybeach.com>
> **Date:** February 26, 2016 at 3:00:20 PM EST
> **To:** "Cooper, Donald" <cooperd@mydelraybeach.com>, "Stillings, Tim" <stillings@mydelraybeach.com>
> **Subject: Fwd: Tropic Isle Concern - Delray Place Traffic**
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** "Sasso, Diane" <dsasso@cbizmeridian.com>
> > **Date:** February 24, 2016 at 2:42:05 PM EST
> > **To:** "'glickstein@mydelraybeach.com'" <glickstein@mydelraybeach.com>, "'petrolia@mydelraybeach.com'" <petrolia@mydelraybeach.com>, "'jacquet@mydelraybeach.com'" <jacquet@mydelraybeach.com>, "'jarjura@mydelraybeach.com'" <jarjura@mydelraybeach.com>, "'katz@mydelraybeach.com'" <katz@mydelraybeach.com>
> > **Cc:** "mcherry@icnltd.com" <mcherry@icnltd.com>, "nancyb950@comcast.net" <nancyb950@comcast.net>
> > **Subject: FW: Tropic Isle Concern - Delray Place Traffic**
> >
> > To all that that may further assist in this matter!
> >
> > If you would please see the attached letter for further consideration in preserving the Tropic Isle community !

Jefferson, Candi

From: Pape, Scott
Sent: Friday, February 26, 2016 11:52 AM
To: Jefferson, Candi
Subject: Fwd: Objection to Delray Place develop on Tropic Blvd and Tropic Isles
Attachments: image001.jpg; image002.gif

Please include with your report

Sent from my iPad

Begin forwarded message:

> **From:** "Simmons, Kelly Ann" <simmonsk@mydelraybeach.com>
> **Date:** February 26, 2016 at 11:24:50 AM EST
> **To:** "Pape, Scott" <Pape@mydelraybeach.com>, "Stillings, Tim" <stillings@mydelraybeach.com>
> **Subject: FW: Objection to Delray Place develop on Tropic Blvd and Tropic Isles**
>
> Jose wanted me to forward this email to you.
>
> ---
>
> **From:** Jose Aguila [mailto:jose@csa-architects.com]
> **Sent:** Friday, February 26, 2016 11:18 AM
> **To:** Simmons, Kelly Ann
> **Subject:** FW: Objection to Delray Place develop on Tropic Blvd and Tropic Isles
>
> And another .....
>
> **Jose Aguila AIA,** LEED AP
> *Principal*
>
> **Currie Sowards Aguila Architects** | Architecture • Planning • Interiors • Sustainable Design
>
> 185 NE 4th Ave, Suite 101
> Delray Beach, FL 33483
> tel: (561) 276-4951
> fax: (561) 243-8184
> **www.csa-architects.com**
>
> Find us on Facebook
>
> ---
>
> **From:** Martin Cherry (ICN) [mailto:mcherry@icnltd.com]
> **Sent:** Friday, February 26, 2016 11:08 AM
> **To:** jamerschard@gmail.com; Jose Aguila <jose@csa-architects.com>; copearchitects@bellsouth.net; jim@knightgroupfl.com; andrew@tecfla.com; bporak@yahoo.com
> **Subject:** Objection to Delray Place develop on Tropic Blvd and Tropic Isles

I am writing to you as I am very concerned about what the owner and developer of Delray Place (Trader Joe's Plaza) and Delray Place South (Dunkin Donut's Plaza) is trying to get approved. I will be as brief as possible as I know you are extremely busy and respect your time.

The developer has submitted plans to connect these 2 shopping centers across Eve St. His plans include widening Tropic Blvd to 5 lanes (2 in- 3 out) at Federal Highway.

This is bad for our community:

Additional traffic on Tropic Blvd will, and already has caused, more internal traffic within Tropic Blvd. Tropic Isles does not have sidewalks. This puts our pedestrians and, more importantly, our children at greater risk.

The developer claims that he has spoken many times to our community. In fact, the developer has spoken to a small handful of selected individuals (less than 10) in private meetings not open to the public. He does NOT have community support despite how he would to like to portray the situation.

This is a bad precedent if approved, as the developer now wants. He committed to Delray Beach and Mayor Glickstein said on more than one occasion that he will hold the developer to not requesting any help off his property to aid in traffic for the Delray Place Plaza (Trader Joes).

This application is a direct violation of that commitment and representation.

Since it is absolutely clear as to what the developer agreed to then with the city for the first set of waivers and approvals why should this be under consideration now?

I have been asked if I have an alternative solution to the developer's traffic problem. There was never a problem with the existing office buildings in the same location that were replaced by the shopping center he created. If the developer decided to over build or received bad advice from his experts, then it should the developer's problem to make a correction on his property by reducing the load. He should not expect Delray Beach and the surrounding community to fix the situation he created.

Thanks again for your consideration and all of your hard work.

Sincerely,

Martin Cherry

954 Tropic Blvd

Jefferson, Candi

From: Stillings, Tim
Sent: Thursday, February 25, 2016 9:44 PM
To: Jefferson, Candi
Subject: Fwd: Opposition to Delray Place South site plan

FYI

Tim Stillings
P&Z Director
stillings@mydelraybeach.com

Begin forwarded message:

From: Patti BELLARDO <bellp3@bellsouth.net>
Subject: Fw: Opposition to Delray Place South site plan
Date: February 25, 2016 at 9:22:17 PM EST
To: "stillings@mydelraybeach.com" <stillings@mydelraybeach.com>
Reply-To: Patti BELLARDO <bellp3@bellsouth.net>

On Thursday, February 25, 2016 9:18 PM, Patti BELLARDO <bellp3@bellsouth.net> wrote:

On Thursday, February 25, 2016 9:00 PM, Patti BELLARDO <bellp3@bellsouth.net> wrote:

TO: Tim Stillings
FROM: Henry and Patti Bellardo
DATE: February 25, 2016

RE: Opposition to Delray Place South site plan

My husband and I have owned and resided at 951 Tropic Blvd. since 1981. We are vehemently opposed to the Delray Place South proposed site plan. Once again the developer of Delray Place is trying to make major changes to Tropic Isle without taking appropriate steps to inform and work with our community. Delray Place has already had a detrimental impact on Tropic Isle. We are already dealing with traffic and safety problems stemming from Delray Place. This plan will put our children and residents at even more risk. The proposed plan will increase hazards arising from the increased traffic. Walking for all residents will become even more hazardous especially in the area of Tropic Blvd. and Spanish Trail due to the lack of sidewalks and the increase of southbound traffic from people trying to avoid the congestion on Tropic Blvd. Children being picked up and dropped off by school buses will have a more difficult time. Traffic backs up at the light now. Allowing Delray Place to expand and funnel out on to Tropic Blvd will create gridlock at both the traffic light and at the four way stop on Spanish Trail and Tropic Blvd. Residents will have to battle gridlock both in and out of

our community. Tropic Blvd. was never meant to be an access road to a shopping center. It was a access road to a nice quiet neighborhood. Delray Place will destroy that.

The residents of Tropic Isle should not have to give up anymore of our safety and quality of community to facilitate a developer's plan to expand his project. The city of Delray needs to find another way to deal with the problems caused by Delray Place rather than at the expense of the Tropic Isle community. Reject this proposal. Help keep us maintain the quality and safety of our neighborhood.

Sincerely,
Henry Bellardo
Patti Bellardo

Jefferson, Candi

From: Pape, Scott
Sent: Sunday, February 28, 2016 12:10 PM
To: Jefferson, Candi
Subject: Fwd: Application of Delray Place

FYI

Sent from my iPad

Begin forwarded message:

> **From:** "Simmons, Kelly Ann" <simmonsk@mydelraybeach.com>
> **Date:** February 26, 2016 at 2:46:54 PM EST
> **To:** "Pape, Scott" <Pape@mydelraybeach.com>, "Stillings, Tim" <stillings@mydelraybeach.com>
> **Subject: FW: Application of Delray Place**

From: Jim Knight [mailto:jim@knightgroupfl.com]
Sent: Friday, February 26, 2016 2:13 PM
To: Simmons, Kelly Ann; Rustin, Janice
Subject: FW: Application of Delray Place

FYI,

Jim

THE KNIGHT GROUP, LLC
Licensed Real Estate Broker

We've moved! Our NEW address is:
123 E Atlantic Ave, 2nd Floor
Delray Beach, FL 33444
Mobile: 561-756-2833
Fax: 561-279-0657
Email: jim@knightgroupfl.com
Web site: www.knightgroupfl.com

From: Kathryn110@aol.com [mailto:Kathryn110@aol.com]
Sent: Friday, February 26, 2016 9:20 AM
To: jose@csa-architects.com; jamerschard@gmail.com; copearchitects@bellsouth.net; viadumi@comcast.net; jim@knightgroupfl.com; bporak@yahoo.com; andrew@tecfla.com
Subject: Application of Delray Place

Dear Sirs:

I am the owner of the residence located at 955 Tropic Boulevard, Tropic Isles, Delray Beach, Florida. I have become aware of the recent application of Delray Place North to connect with Delray Place South

across Eve Street with the creation of an entrance on Tropic Boulevard. I am very much opposed to this application and I know that my neighbors are opposed to it, as well.

Delray Place North was granted approval for development with the representation that there would not be this connection and an entrance on Tropic Boulevard. The developer knew that he had entrance/exit problems along with limited parking at the time of the development. Now that the developer has gotten approval for Delray Place North and it was constructed, the developer wants now to connect the two plazas to help him rent vacancies and solve his parking and access probems. All this to the disadvantage of the residents of Tropic Isles.

Tropic Boulevard is already a heavily traveled road because it is one of the few entrances to Tropic Isles. A traffic light was installed to help contrtol the traffic. None the less, there is quite routinely congestion on Tropic Boulevard simply from the residents entering or exiting Tropic Isles. Now adding commercial traffic will only exasperate an already bad situation. The developer indirectly recognizes this but tries to sidestep the problem by adding three additional lanes on Tropic Boulevard. To do this, he has to reduce the green space within the boulevard that will now mirror his limited green space within the plazas. Increased congestion on Tropic Boulevard will still remain causing backup and more congestion within Tropic Isles as residents attempt exiting and entering through the other entrances.

We, the residents and property owners of Tropic Isles, ask that you not approve of this application so as not to sacrifice a great residential neighborhood for the benefit of the expansion of an ill conceived commercial development.

Kathryn S. Diamond
Kathryn110@aol.com

Jefferson, Candi

From: Stillings, Tim
Sent: Tuesday, October 11, 2016 12:51 PM
To: Jefferson, Candi
Subject: Fwd: Delray Place
Attachments: image1.JPG; image2.JPG

Candi,
Please include the portion of the email below from Mr. Francis's with the DB South report. I can't seem to locate his original email to me Thanks.

Timothy R. Stillings, AICP
City of Delray Beach
Planning, Zoning and Building Director
100 NW 1st Avenue
Delray Beach, Florida 33444
561-243-7043
stillings@mydelraybeach.com

Begin forwarded message:

> **From:** "Petrolia, Shelly" <petrolia@mydelraybeach.com>
> **Date:** October 11, 2016 at 10:49:35 AM EDT
> **To:** "Cooper, Donald" <cooperd@mydelraybeach.com>, "Stillings, Tim" <stillings@mydelraybeach.com>
> **Subject: Fwd: Delray Place**
>
> Good Morning Gentlemen,
>
> The below email was just brought to my attention. If what Mr. Franciosa claims is true, I expect any work being done will be billed to the developer? Please advise.
>
> And while on the subject, please advise on what will occur when the final tenant (dentist) vacates the easternmost space (dental office) in the plaza in 2017. The space, as it exists, was not approved according to plans and adds an additional (if my memory serves me correctly), 1500 sq. ft. to the center, square footage not accounted for in the centers parking formula. (Parking is already short on supply in this center and it's not close to being fully leased.)
>
> Thank You,
>
> **Shelly Petrolia**
> City Commissioner
> City of Delray Beach
> 100 N.W. 1st Avenue
> Delray Beach, FL 33444
>
> **Petrolia@mydelraybeach.com**
> **Phone: (561) 243-7010**

Note to Mayor & Commissioners. This message is for your information only. To comply with the Sunshine Law, please do not reply to this message.

PUBLIC RECORDS NOTE: Florida has a very broad public records law. Most written communications to or from local officials, employees, or the general public regarding city business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

PLEASE NOTE: Pursuant to Florida's Government in the Sunshine Act (a.k.a. "Sunshine Law"), e-mails containing city business should be directed to either: **all City Commissioners or only 1 City Commissioner at a time and should not include prior responses from the other Commissioners** in order to avoid the perception that a third party is acting as a liaison between Commissioners.

Begin forwarded message:

> **From:** Shelly Petrolia <shellypetrolia@aol.com>
> **Date:** October 11, 2016 at 9:24:30 AM EDT
> **To:** <petrolia@mydelraybeach.com>
> **Subject: Fwd: Delray Place**
>
> Forwarding City Business email to City Server
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** franciosa4delray@aol.com
> > **Date:** October 11, 2016 at 9:15:58 AM EDT
> > **To:** Donald Cooper <cooperd@mydelraybeach.com>, Tim Stillings <stillings@mydelraybeach.com>, Cary Glickstein <Glickstein@mydelraybeach.com>, shellypetrolia@aol.com, Jordana Jarjura <jarjura@mydelraybeach.com>, katz@mydelraybeach.com
> > **Subject: Delray Place**
> >
> > Mr. Stillings...can you place this correspondence in the Delray Place South project file and see that each member of the Site Plan And Review Board receives a copy...thank you...
> > ++++++++++++++++++++++++++
> > Mr. Cooper, Mayor and Commissioners...
> > This is a perfect example of shoddy workmanship, intrusion of commercial development onto a residential neighborhood without proper buffers, a City hellbent on appeasing developers and a city which lacks a properly operating building inspection oversight. Last month the area just east of Spanish Trail and Eve Street suffered a water main break…later determined caused by a contractor of the developer of Delray Place when they improperly installed the water lines into the shopping center.

I sent emails concerning when the repair would take place since the area involved was dangerous…there was this five foot deep crater on the side of the road. The City had dug the hole and for some reason did not completely cover it so no one would fall in. After I complained, the city came and put steel plates over the hole. So I ask why do I need to write to the city to get this done, it's very much a no brainer…it's just shoddy workmanship with no supervision.The area stayed that way until the city engineer advised that the developer was responsible for the repairs.The city did a patch job and the gushing water stopped…however while waiting for the developers contractor to arrive to fix the problem the city's patch job broke and the water began gushing again. The city workers came back and decided it needed to be fixed…so the city workers spent a good part of a day fixing the problem. Residents had their water shut off for four hours plus a four day boil water advisory. This was the day before hurricane Mathew. Then again the day after Mathew the area began leaking water. The city had only one person on duty and he shut the water off.
…I've live here for 20 years and it's always been a struggle. It seems that Tropic Isle needs an attorney on retainer because all we seem to do is hire attorneys to protect our interests…dredging our canals, fighting the scope of Delray Place, getting a section of Eve Streets right of way dedicated a city park, closing upper Eve Street from traffic, getting a traffic light at Tropic Blvd and Federal Hwy. Now I ask why was the developer allowed to place water meters (4) on city park property…when a city worker explained to me what had happened that the contractor did not space the water lines at 18" I asked myself where was the city inspector who approved the job. Over the years I've found many instances where the city has approved shoddy workmanship, take the gazebo at the beach, where was the city inspector when the project was approved? Now I need to ask who will pay for all this work? Who will replace all the vegetation that was destroyed?
And now at your doorstep this same developer has plans for reconfiguring a shopping center south of Delray Place…to be named Delray Place South…to make the two shopping centers contiguous with a vehicular pass thru from one center to the other emptying onto Tropic Blvd which the developer plans to reconfigure the Tropic Blvd entranceway to Tropic Isle.
Is there no end to this developer invading the quality of life for nearby residents. And our Planning and Zoning department is recommending approval.
Mayor Glickstein this is at your doorstep, your deciding vote allowed this developer to build a center with quite a number of parking spaces missing from what was actually required
This developers plan which he has already suggested is to try and ask the city to abandon the portion of Eve Street from the enclosure west to Federal Hwy.
Gerry Franciosa…





Sent from my iPad









Dear Planning + Zoning:

I live in Tropic Bay and use 7 Nations. bank on Linton + Federal - I always traveled Florida Blvd to Spanish Trail to Eve and back.

Since Eve is been blocked off I'm forced to turn left onto Federal Highway to return home. I always have a hard time no matter what time of day. I wish some of your members would try it. Cars are turning off Federal into the area and the backup at the Linton light is terrible during peak times. I've seen one very bad accident there and many close calls. I'm sure the neighborhood is glad to be rid of the traffic created by the Food Stamps office but it has created unsafe ingress or egress for neighbors and patrons of the complex on the corner.

I called and was told you'd be having a hearing on the matter in April. The only solution I can see is if a light was installed to help patrons turn left and was used only during week days flashing only on weekends + evenings.

Thank you, K Harris

Parking Justification Statements

Traf Tech
ENGINEERING, INC.

June 6, 2016

Timothy Stillings, Director of Planning & Zoning Sent Via Email.stillings@mydelraybeach.com
Candi Jefferson, Senior Planner Sent Via Email. jefferson@mydelraybeach.com
Delray Beach Planning and Zoning
100 NW 1st Avenue
Delray Beach, Florida 33444

RE: Special Action Parking Reduction Request pursuant to LDR Section 4.6.9(F)(1), supported by Parking Utilization Study to determine Shopping Center Classification for Parking Calculations for proposed redevelopment of Delray Place South f/k/a Tropic Square located at the Northeast Corner of Federal Highway & Tropic Blvd, in the City of Delray Beach, Palm Beach County, Florida.

Dear Tim & Candi:

The Shopping Center Owner is requesting a Special Action Parking Reduction Request pursuant to LDR Section 4.6.9(F)(1), for the Shopping Center to continue and be allowed to be parked under LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required.

Under LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required, the parking requirements would continue to be calculated as 4 per 1000/sf, irrespective of different uses, and without additional parking requirements for outdoor seating.

Traf Tech Engineering, Inc., has undertaken the following professional engineering review and analysis to evaluate anticipated parking requirements for the redevelopment of Delray Place South.

The purpose of this memorandum is to provide a professional analysis on how the existing and proposed redevelopment of Delray Place South falls within LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required.

The existing Delray Place South has approximately 22,089 leasable square feet and the proposed redevelopment of Delray Place South will have approximately 44 leasable square feet less for a future total of approximately 22,045 leasable square feet.

Currently, 89 parking spaces exist or approx 4/1000sf without additional outdoor dining parking required. With the redevelopment, 90 parking spaces will be provided or approx 4/1000sf without additional outdoor dining required parking.

Delray Place South has and will have, with the planned redevelopment, an adequately sized surface parking lot with a current and future mix of commercial establishments including retail, restaurants, personal service providers, medical & dental offices and business & professional offices.

The existing and proposed redevelopment of Delray Place South satisfies the Purpose and Intent of LDR Section 4.6.9 (A) Off-Street Parking, by providing adequate off-street parking to meet the needs of users of structures and usage of land, with parking areas designed to ensure their usefulness.

The existing approx 30 year old Delray Place South has been occupied by a diverse mix of commercial tenants and has been operating as a Shopping Center under LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required.

According to the property owner, throughout past years, other tenants with higher parking requirements other than retail have been allowed to occupy Delray Place South. Existing restaurants Dunkin Donuts, IL Girasole Italian, and Jimmy Johns Sub Shop, past restaurant tenants such as Last Resort Restaurant & Bar with 3,516sf, Cuccina Romano Restaurant with 3,516sf, Middle Eastern Delights with 925sf, Little Italy Restaurant with 7475sf, along with Dental Offices and personal service providers have all been allowed to fall within LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required, and Delray Place South has never had a parking problem.

According to the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition), a shopping center is defined as an integrated group of commercial establishments that are planned, developed, owned and managed as a unit, such as how the existing and proposed redevelopment of Delray Place South operate. ITE defines Shopping Centers to include a mix of uses other than retail such as restaurants, banks, offices, etc. As such, internal trips occur within the shopping centers due to the mixed-use nature of the development, thereby reducing the amount of parking required. Moreover, the size of the existing and proposed redevelopment of Delray Place South as outlined above, both adequately fall within the range of shopping centers as defined by ITE.

According to the current and past property owner, the existing approx 30 year old Delray Place South has always been allowed by the City of Delray Beach to be occupied by a diverse mix of commercial tenants as a Shopping Center under LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required, with the application and calculation of 4 per 1000/sf, irrespective of different uses, and without additional parking requirements for outdoor seating as documented by the attached prior Margolis Enterprises shopping center 30 year owner's written May 20th, 2016 certification letter.

If the below new parking code with individual tenant use was applied, then 209 parking spots would be required with the existing tenants uses and leased tenant mix uses of the vacant spaces.

As outlined in the below new parking code calculations, with the existing mix of tenant uses, with approx. 61% occupancy, 112 parking spaces would be required, and Delray Place South would not be able to lease out any of the approx 39% of vacant stores and operate, when 90 parking spaces are provided, and 209 parking spaces will be required with the leasing of the vacant stores to a diverse mix and use of tenants, if the new below outlined excessive parking code was applied.

Parking Calculations Delray Place South

STORE #	TENANT	SIZE (SF)	OUTDOOR DINING SF	USE	PARKING CALCULATED
100	FED EX KINKOS	2,070	0	RETAIL	9
300	VOX EXPRESS	1,170	0	RETAIL	5
400	VACANT	854	625	RESTAURANT	18
450	VACANT	746	625	RESTAURANT	16
500	VACANT	980	625	RESTAURANT	19
550	VACANT	815	0	MEDICAL	4
	BUILDING 1 SUB-TOTAL	**6,635**			**71**
600	DR GULTZ-DENTIST	2,860	0	MEDICAL	14
700	VACANT	920	625	RESTAURANT	19
750	VACANT	1,579	0	MEDICAL	8
800	MARGOLIS ENTERPRISES	1,050	0	OFFICE	4
900	VACANT	879	0	MEDICAL	4
950	APEX INSURANCE	884	0	MEDICAL	4
1000	VACANT	1,736	0	MEDICAL	9
1100	IL GIRASOLE ITALIAN RESTAURANT	2,317	0	RESTAURANT	28
1400	JIMMY JOHNS	1,189	519	RESTAURANT	20
	BUILDING 2 SUB-TOTAL	**13,414**			**110**
1500	DUNKIN DONUTS	1,996	378	RESTAURANT	28
	BUILDING 3 SUB-TOTAL	**1,996**			**28**
TOTALS		**22,045**	**3,397**		**209**

TOTAL PARKING REQUIRED		**209**
TOTAL PARKING PROVIDED		**90**
PARKING SURPLUS (DEFICIT)		**(119)**
OCCUPIED	13,536 61%	
VACANT	8,509 39%	

PC ZONING DISTRICT PARKING REQUIREMENTS:
PROFESSIONAL OFFICES 4.0/1000 SF;
RETAIL STORES 4.5/1,000 SF;
MEDICAL OFFICES 5.0/1,000 SF;
SIT DOWN RESTAURANTS INTERIOR & OUTDOOR DINING 12.0/1000 SF

In Summary, based on the above parking analysis, the existing and proposed redevelopment of Delray Place South shopping center has sufficient parking to operate properly with a diverse mix of tenant uses and meets the requirements to continue to be treated as a shopping center, according to City of Delray Beach LDR Section 4.6.9(C)(3)(e) Shopping Centers, "irrespective of uses", and without additional parking requirements for outdoor seating, for purposes of determining the amount of parking spaces required.

Should you have any questions, please contact me.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquín E. Vargas, P.E.
Senior Transportation Engineer

MARGOLIS ENTERPRISES

1911 South Federal Highway, Suite 800 | Delray Beach, FL 33483
Cell: 954-275-0287 | Fax: 561-218-4733 | Email: alanm@leases.net

May 20th, 2016

Sent Via Email: stillings@mydelraybeach.com

Timothy Stillings
Director of Planning and Zoning
City of Delray Beach
100 NW 1st Avenue
Delray Beach, FL 33444

RE: Prior property owner's confirmation of City of Delray Beach application and allowance for vested Shopping Center Classification for Parking Calculations for Delray Place South f/k/a Tropic Square located at: 1911 S. Federal Highway Delray Beach, Florida.

In all the years that the Margolis family developed, managed, and owned Delray Place South f/k/a Tropic Square, there has been a mix of retail, medical, service, & restaurant uses.

The tenant mix of different uses has varied over the years, sometimes with significantly more restaurant square footage than is currently in the center.

Since the Margolis family first acquired and developed the property in 1976 thru the recent sale to the new property owner, the shopping center has been defined by the city as a "Shopping Center" for code required parking requirements, and the city has always applied the Shopping Center parking requirements of 4 per 1000/sf, irrespective of different uses, and without additional parking requirements for outdoor seating, and there has never been an issue with the parking.

Throughout the past years, other tenants with higher parking requirements other than retail have been allowed to occupy Delray Place South, such as the existing restaurants which include: Dunkin Donuts, IL Girasole Italian, and Jimmy Johns Sub Shop and past restaurant tenants such as Last Resort Restaurant & Bar with 3,516sf, Cuccina Romano Restaurant with 3,516sf, Middle Eastern Delights with 925sf, Little Italy Restaurant with 7475sf, with Dental Offices and personal service providers which all have been allowed to fall within LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required, and Delray Place South has never had a parking problem.

If you have any questions regarding the information provided, please contact me.

Sincerely,

Alan Margolis

Alan Margolis, President

Plan Set
Development Proposal

SPRAB SUBMITTAL FOR EXTERIOR FACADE REMODEL OF DELRAY PLACE SOUTH

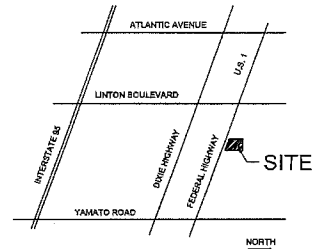
(FORMERLY KNOWN AS TROPIC SQUARE)
DELRAY BEACH, FLORIDA

OWNER / DEVELOPER: DELRAY PLACE, LLC
C/O RETAIL PROPERTY GROUP
ROYAL PALM PLACE
101 PLAZA REAL SOUTH, SUITE 200
BOCA RATON, FL 33432
TELEPHONE: (561) 961-1730

ARCHITECT: SALTZ MICHELSON ARCHITECTS
3501 GRIFFIN ROAD
FORT LAUDERDALE, FLORIDA, 33312
TELEPHONE: (954) 266-2700

INDEX OF DRAWINGS

A0	COVER SHEET
	SURVEY
SP1	SITE PLAN
SP1.1	COMPOSITE OVERLAY PLAN
SP1.2	LANDSCAPE OVERLAY
SP2	SITE DETAILS
A1.0	ROOF PLAN
A2.0	ELEVATIONS BUILDING #1
A2.1	ELEVATIONS BUILDING #1
A2.2	ELEVATIONS BUILDING #2
A2.3	ELEVATIONS BUILDING #2
A2.4	ELEVATIONS BUILDING #2
A2.5	ELEVATIONS BUILDING #3
A4.0	SCHEMATIC SECTIONS
	PHOTOMETRIC SITE PLAN



SITE LOCATION MAP

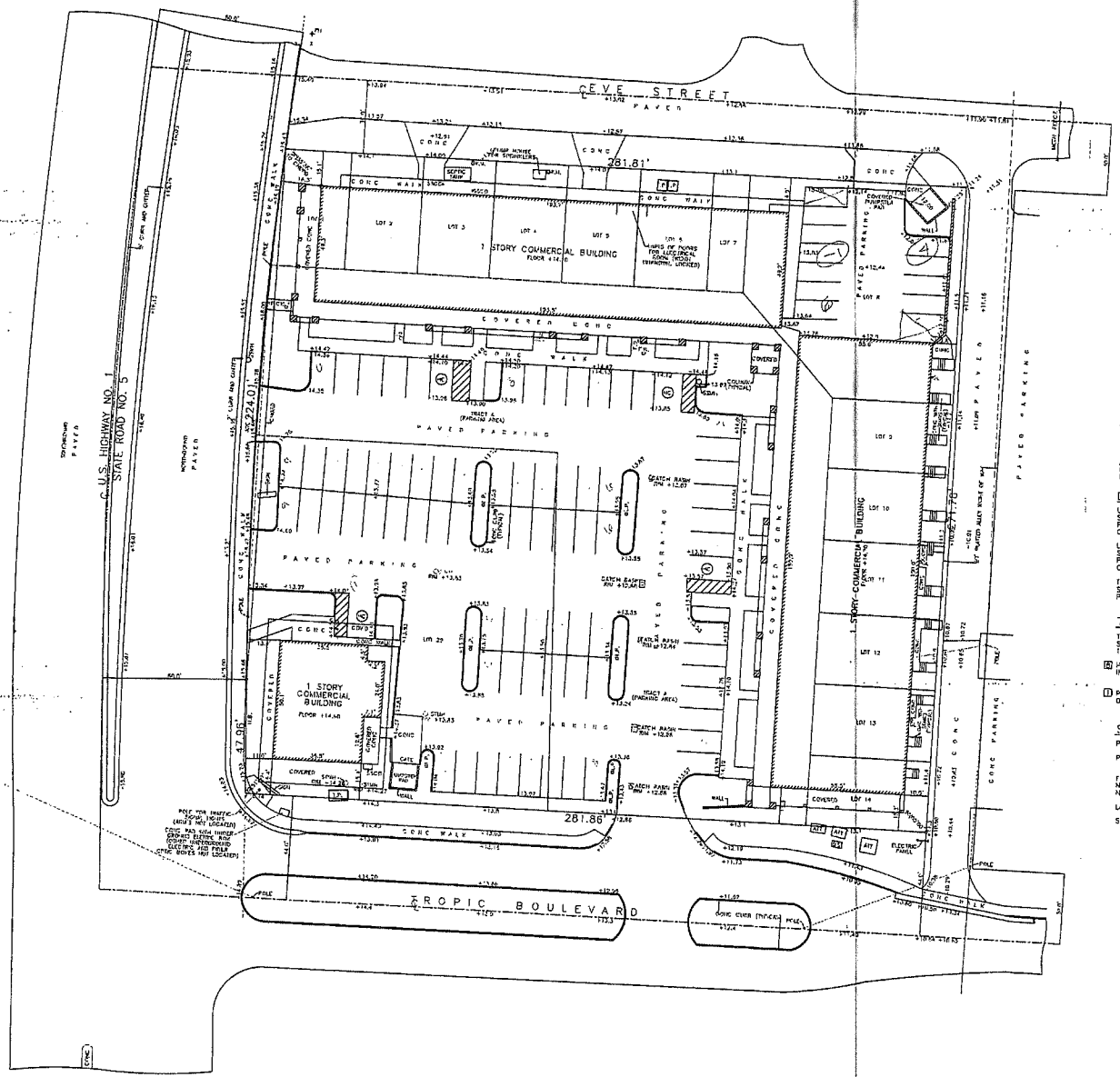
SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH
(FORMERLY KNOWN AS TROPIC SQUARE)
DELRAY BEACH, FLORIDA

SALTZ MICHELSON ARCHITECTS
3501 GRIFFIN ROAD
Ft. Lauderdale, FL 33312
(954) 266-2700 Fax: (954) 266-2701
sma@saltzmichelson.com
AA-0002897

Mark L. Saltz AR 007171

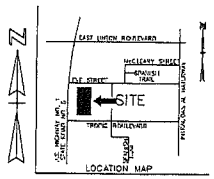
Project No.: 2013-274
Drawn By: NH-CR
Checked By: MA
Date: 06-01-16
REVISIONS:
1 BLDG DEPT COMM. 07-8-16

A0



ALTA/ACSM SURVEY

SITE ADDRESS: 1911 SOUTH FEDERAL HIGHWAY,
DELRAY BEACH, FLORIDA 33444



CERTIFIED TO:

TO DELRAY PLACE, LLC, A FLORIDA LIMITED LIABILITY COMPANY, ITS SUCCESSORS AND/OR ASSIGNS; WELLS FARGO BANK, NATIONAL ASSOCIATION, ITS SUCCESSORS AND ASSIGNS; SARAGA & LIPSHY, P.A.; AND FIDELITY NATIONAL TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(a), 7(a), 7(b)(1), 8, 9, 10, 11(A), 13, 15, 17, AND 18 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 25, 2013.

AND FURTHER CERTIFIES AS FOLLOWS:

(I) THE DRAWING HEREON IS A CORRECT REPRESENTATION OF A TRUE AND ACCURATE SURVEY MADE BY THE UNDERSIGNED AS OF THE DATE SHOWN HEREON.

(II) THE PERIMETER OF THE SURVEY WAS ESTABLISHED BY ACCURATE FIELD MEASURMENTS.

(III) THE MONUMENTS WERE FOUND OR SET AS INDICATED HEREON.

(IV) ALL THE PROPERTY SURVEYED AND DESCRIBED IS CONTIGUOUS ALONG THE ENTIRE BOUNDARY THEREOF, AND IS ENCLOSED WITHIN THE PERIMETER SHOWN.

(V) THE RIGHTS OF WAY LINES OF EVE STREET, U.S. HIGHWAY NO. 1, TROPIC BOULEVARD AND THE 20' PLATTED ALLEY RIGHT OF WAY ARE CONTIGUOUS ALONG THE ENTIRE BOUNDARY OF THE PROPERTY SURVEYED, AND ACCESS, INGRESS AND EGRESS IS PROVIDED VIA EVE STREET, TROPIC BOULEVARD AND U.S. HIGHWAY NO. 1.

DESCRIPTION:

LOTS 1 THROUGH 14, INCLUSIVE, LOT 29 AND TRACT "A", OF GATEWAY SHOPPING CENTER, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 25, PAGE 76, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, SAID PROPERTY ALSO SOMETIMES DESCRIBED AS:

LOTS 1 THROUGH 14, INCLUSIVE, AND LOT 28, TRACT A, OF GATEWAY SHOPPING CENTER, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 25, PAGE 76, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, TOGETHER WITH PARKING AREA TRACT A.

THE HEREINABOVE DESCRIBED PROPERTY IS A REPLAT OF TRACT A AS SHOWN ON THE PLAT OF TROPIC SLC RECORDED IN PLAT BOOK 24, PAGE 235, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

TITLE NOTES:

THIS SURVEY SHOWS ALL EASEMENTS AND RIGHTS OF WAY AS SHOWN ON SCHEDULE B-II OF FIDELITY NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT, ORDER NO. 4391550, DATED APRIL 27, 2013.

[2] PARCEL SUBJECT TO DECLARATION OF UNITY OF TITLE AS RECORDED IN O.R.B. 2469, PAGE 799

[1] PARCEL SUBJECT TO TERMS, CONDITIONS, AND PROVISIONS OF ORDER AS RECORDED IN O.R.B. 2010, PAGE 271.

SITE INFORMATION:

PARCEL ZONING: PC PLANNED COMMERCIAL

PROPERTY ADDRESS: 1911 SOUTH FEDERAL HIGHWAY
DELRAY BEACH, FLORIDA 33444

FLOOD ZONE: X
NATIONAL FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 125102 0006 D, MAP REVISED JANUARY 5, 1989

LAND AREA = 77,430 SQ. FT. (1.78 ACRES), MORE OR LESS

SETBACKS: FRONT 10'
SIDE STREET 10'
SIDE INTERIOR 0'
REAR 10'

LEGEND:

℄ = CENTERLINE
CONC. = CONCRETE
W.M. = WATER METER
F.H. = FIRE HYDRANT
⊼ = WATER VALVE
B.F.P. = BACK FLOW PREVENTER
OHU = OVERHEAD UTILITY LINES
SSCO = SANITARY SEWER CLEAN OUT
SSMH = SANITARY SEWER MANHOLE
FLOOD ZONE: X
[#] = REFERS TO ITEM NUMBER IN SCHEDULE B-II OF FIDELITY NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT
T.P. = CONCRETE TRANSFORMER PAD
STMH = STORM SEWER MANHOLE
COV'D = COVERED
E.O. = ELECTRIC BOX FLUSH WITH GROUND

SURVEYORS NOTES:

1. ALL SUBSTANTIAL ABOVE GROUND ON SITE IMPROVEMENTS LOCATED AND SHOWN HEREON.
2. ALL VISIBLE ABOVE GROUND UTILITIES LOCATED AND SHOWN HEREON.
3. NO SEARCH WAS MADE FOR UNDERGROUND UTILITIES.
4. PARCEL HAS DIRECT ACCESS TO EVE STREET, U.S. HIGHWAY NO. 1 AND TROPIC BOULEVARD, ALL PUBLICLY DEDICATED RIGHT OF WAY.
5. BUILDING SETBACKS FOR THIS SITE VARY DEPENDING ON TYPE OF USE. REFER TO THE CITY OF DELRAY BEACH PLANNING AND ZONING LAND DEVELOPMENT REGULATIONS FOR SETBACK INFORMATION.
6. NO OBSERVED EVIDENCE OF CURRENT EARTH WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WAS FOUND ON THIS SITE.
7. THERE ARE NO KNOWN CHANGES IN STREET RIGHT OF WAY LINES OR EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION.
8. NO OBSERVED EVIDENCE THAT SITE IS BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
9. THERE ARE NO ENCROACHMENTS ONTO OR OFF OF SUBJECT PARCEL EXCEPT SHOWN HEREON.

MAP OF BOUNDARY SURVEY

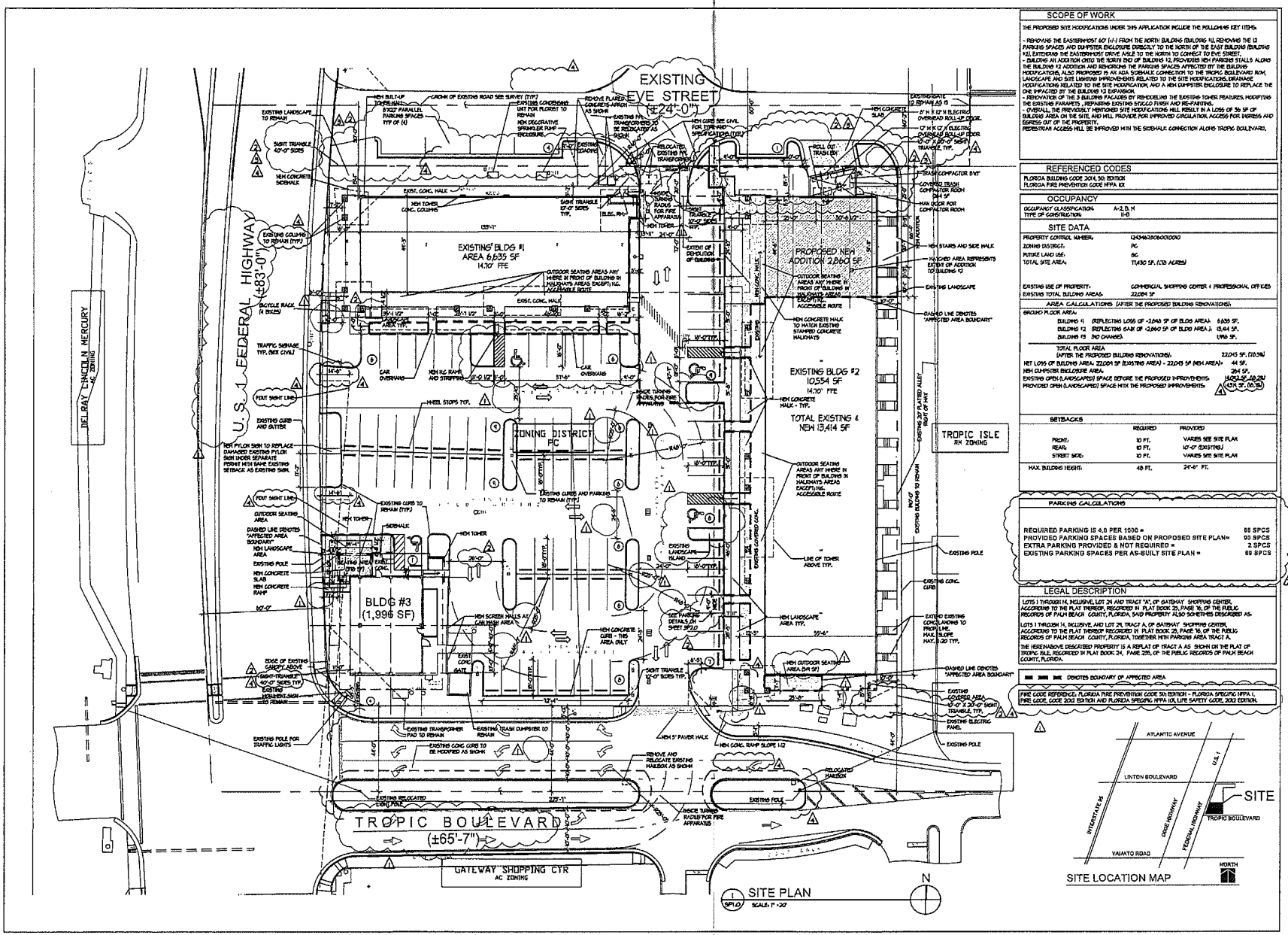
I HEREBY CERTIFY THAT THIS SURVEY WAS MADE UNDER MY RESPONSIBLE CHARGE IN ACCORDANCE WITH "STANDARDS OF PRACTICE FOR SURVEYING IN THE STATE OF FLORIDA" AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

LOT LINE SHOWN ARE BEARINGS AND DISTANCES AS PER PLAT OF "G" PARCEL, GATEWAY SHOPPING CENTER AS RECORDED IN PLAT BOOK 25, PAGE 76 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

PAUL D. ENGLE
SURVEYOR & MAPPER #5708

O'BRIEN, SUITER & O'BRIEN, INC.
LAND SURVEYORS
CERTIFICATE OF AUTHORIZATION #LB 3353
SURVEYOR AND MAPPER IN RESPONSIBLE CHARGE: PAUL D. ENGLE
955 N.W. 17TH AVENUE, SUITE K-1, DELRAY BEACH, FLORIDA 33445
(561) 276-4501 FAX 276-2199

DATE OF SURVEY: JUNE 25, 2013
SCALE: 1" = 20'
REVISED: 8/23/13 - ADDITIONAL LOCATIONS
REVISED: 10/04/13 - ADDITIONAL LOCATIONS
JOB NO. 13-303
FILE NO. 55
SHEET NO. 1 OF 1 SHEETS
13-17ab



SCOPE OF WORK

THE PROPOSED SITE MODIFICATIONS UNDER THIS APPLICATION INCLUDE THE FOLLOWING KEY ITEMS:

- REMOVING THE EASTERNMOST 60' (+/-) FROM THE NORTH BUILDING (BUILDING #1), REMOVING THE 13 PARKING SPACES AND DUMPSTER ENCLOSURE DIRECTLY TO THE NORTH OF THE EAST BUILDING (BUILDING #3), EXTENDING THE EASTERNMOST DRIVE AISLE TO THE NORTH TO CONNECT TO EVE STREET.
- BUILDING AN ADDITION ONTO THE NORTH END OF BUILDING #2, PROVIDING NEW PARKING STALLS ALONG THE BUILDING #2 ADDITION AND REWORKING THE PARKING SPACES AFFECTED BY THE BUILDING MODIFICATIONS, ALSO PROPOSED IS AN ADA SIDEWALK CONNECTION TO THE TROPIC BOULEVARD ROW, LANDSCAPE AND SITE LIGHTING IMPROVEMENTS RELATED TO THE SITE MODIFICATIONS, DRAINAGE MODIFICATIONS RELATED TO THE SITE MODIFICATION, AND A NEW DUMPSTER ENCLOSURE TO REPLACE THE ONE IMPACTED BY THE BUILDING #3 EXPANSION.
- RENOVATION OF THE 3 BUILDING FACADES BY REPRODUCING THE EXISTING TOWER FEATURES, MODIFYING THE EXISTING PARAPETS , REPAIRING EXISTING STUCCO FINISH AND RE-PAINTING.
- OVERALL, THE PREVIOUSLY MENTIONED SITE MODIFICATIONS WILL RESULT IN A LOSS OF 59 SF OF BUILDING AREA ON THE SITE, AND WILL PROVIDE FOR IMPROVED CIRCULATION, ACCESS FOR EGRESS AND EGRESS OUT OF THE PROPERTY.

PEDESTRIAN ACCESS WILL BE IMPROVED WITH THE SIDEWALK CONNECTION ALONG TROPIC BOULEVARD.

REFERENCED CODES

FLORIDA BUILDING CODE 2014, 5th EDITION
FLORIDA FIRE PREVENTION CODE NFPA 101

OCCUPANCY

OCCUPANCY CLASSIFICATION:	A-2, B, M
TYPE OF CONSTRUCTION:	II-B

SITE DATA

PROPERTY CONTROL NUMBER:	12434623060010010
ZONING DISTRICT:	PIC
FUTURE LAND USE:	GC
TOTAL SITE AREA:	11,430 SF. (.262 ACRES)
EXISTING USE OF PROPERTY:	COMMERCIAL SHOPPING CENTER & PROFESSIONAL OFFICES
EXISTING TOTAL BUILDING AREAS:	22,084 SF

AREA CALCULATIONS (AFTER THE PROPOSED BUILDING RENOVATIONS)

GROUND FLOOR AREA:

BUILDING #1	(REFLECTING LOSS OF -2,845 SF OF BLDG AREA):	6,635 SF.
BUILDING #2	(REFLECTING GAIN OF +2,860 SF OF BLDG AREA):	13,414 SF.
BUILDING #3	(NO CHANGE):	1,996 SF.

TOTAL FLOOR AREA (AFTER THE PROPOSED BUILDING RENOVATIONS): 22,045 SF. (100%)

NET LOSS OF BUILDING AREA: 22,084 SF (EXISTING AREA) - 22,045 SF (NEW AREA)= 44 SF.
NEW DUMPSTER ENCLOSURE AREA: 264 SF.
EXISTING OPEN (LANDSCAPED) SPACE BEFORE THE PROPOSED IMPROVEMENTS: 14,204 SF. (58.2%)
PROVIDED OPEN (LANDSCAPED) SPACE WITH THE PROPOSED IMPROVEMENTS: 13,940 SF. (56.7%) (-0.5%)

SETBACKS

	REQUIRED	PROVIDED
FRONT:	10 FT.	VARIES SEE SITE PLAN
REAR:	10 FT.	10'-0" (EXISTING)
STREET SIDE:	10 FT.	VARIES SEE SITE PLAN
MAX. BUILDING HEIGHT:	45 FT.	24'-6" FT.

PARKING CALCULATIONS

REQUIRED PARKING IS 4.0 PER 1000 =	88 SPCS
PROVIDED PARKING SPACES BASED ON PROPOSED SITE PLAN=	90 SPCS
EXTRA PARKING PROVIDED & NOT REQUIRED =	2 SPCS
EXISTING PARKING SPACES PER AS-BUILT SITE PLAN =	89 SPCS

LEGAL DESCRIPTION

LOTS 1 THROUGH 14, INCLUSIVE, LOT 29 AND TRACT "A", OF GATEWAY SHOPPING CENTER, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 25, PAGE 16, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, SAID PROPERTY ALSO SOMETIMES DESCRIBED AS:

LOTS 1 THROUGH 14, INCLUSIVE, AND LOT 29, TRACT A, OF GATEWAY SHOPPING CENTER, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 25, PAGE 16, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, TOGETHER WITH PARKING AREA TRACT A.

THE HEREINABOVE DESCRIBED PROPERTY IS A REPLAT OF TRACT A AS SHOWN ON THE PLAT OF TROPIC ISLE, RECORDED IN PLAT BOOK 34, PAGE 226, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

DENOTES BOUNDARY OF AFFECTED AREA

FIRE CODE REFERENCE: FLORIDA FIRE PREVENTION CODE 5th EDITION - FLORIDA SPECIFIC NFPA 1, FIRE CODE, CODE 2012 EDITION AND FLORIDA SPECIFIC NFPA 101, LIFE SAFETY CODE, 2012 EDITION.

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH

(FORMERLY KNOWN AS TROPIC SQUARE)

DELRAY BEACH, FLORIDA

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szm@saltzmichelson.com

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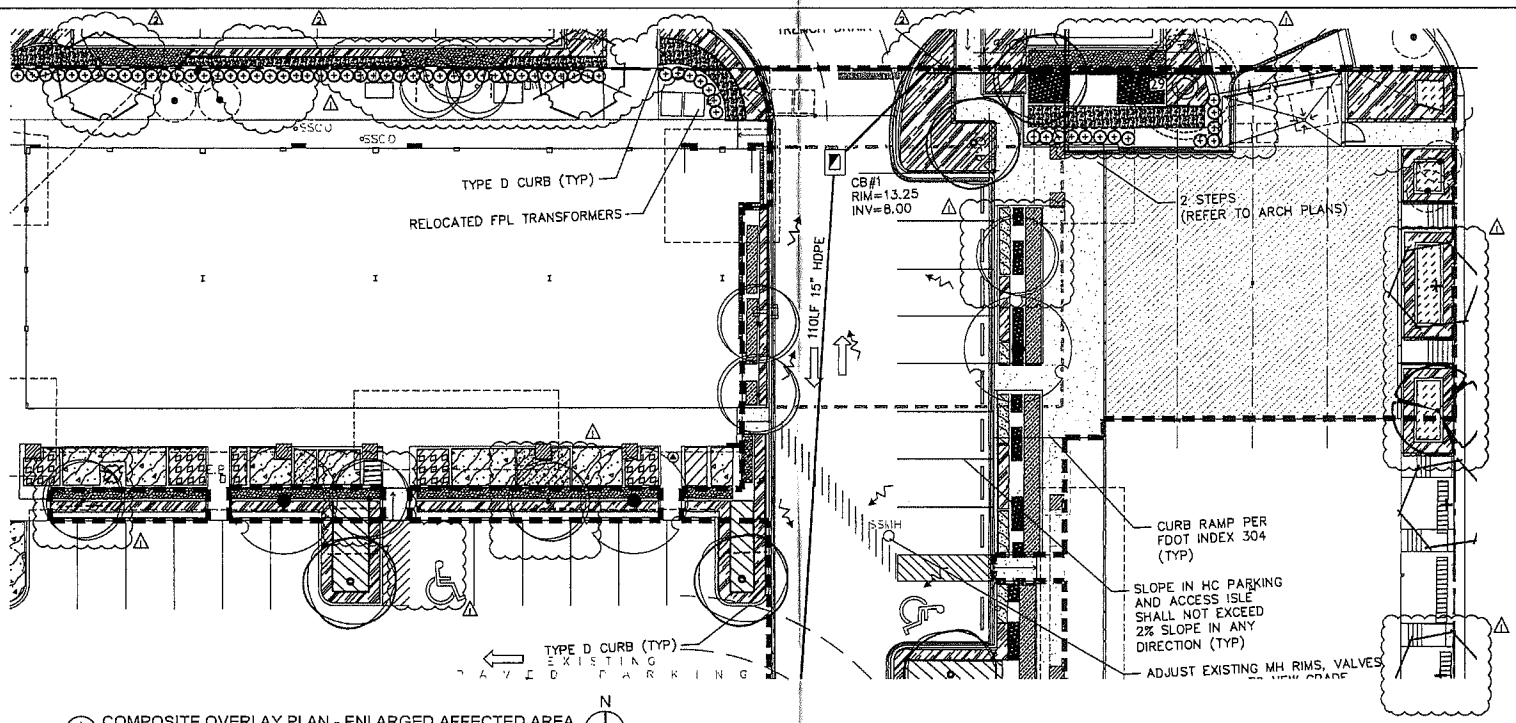
Mark L. Saltz AR 007171

Project No.: 2013-214
Drawn By: MA, NH-CR
Checked By: MA
Date: 06-01-16

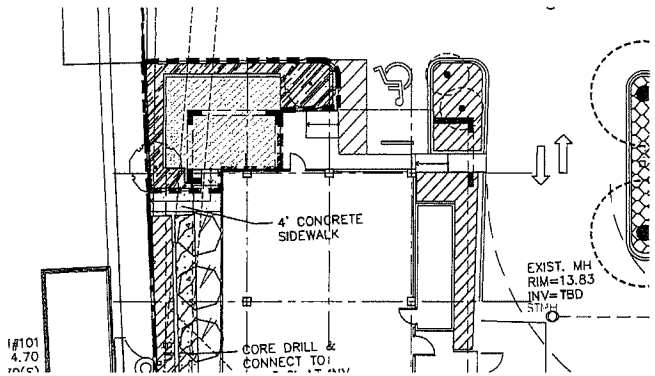
REVISIONS:

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2. CLIENT COMM. 04-29-16
3. CLIENT COMM. 04-15-16
4. SPRAB COMM. 08-05-16

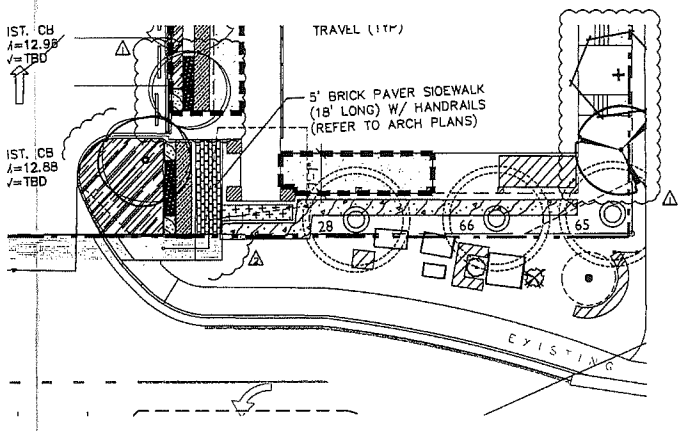
SP1.0



1 SP1.1 COMPOSITE OVERLAY PLAN - ENLARGED AFFECTED AREA
SCALE: 1" =10'



2 SP1.1 COMPOSITE OVERLAY PLAN - ENLARGED AFFECTED AREA
SCALE: 1" =10'



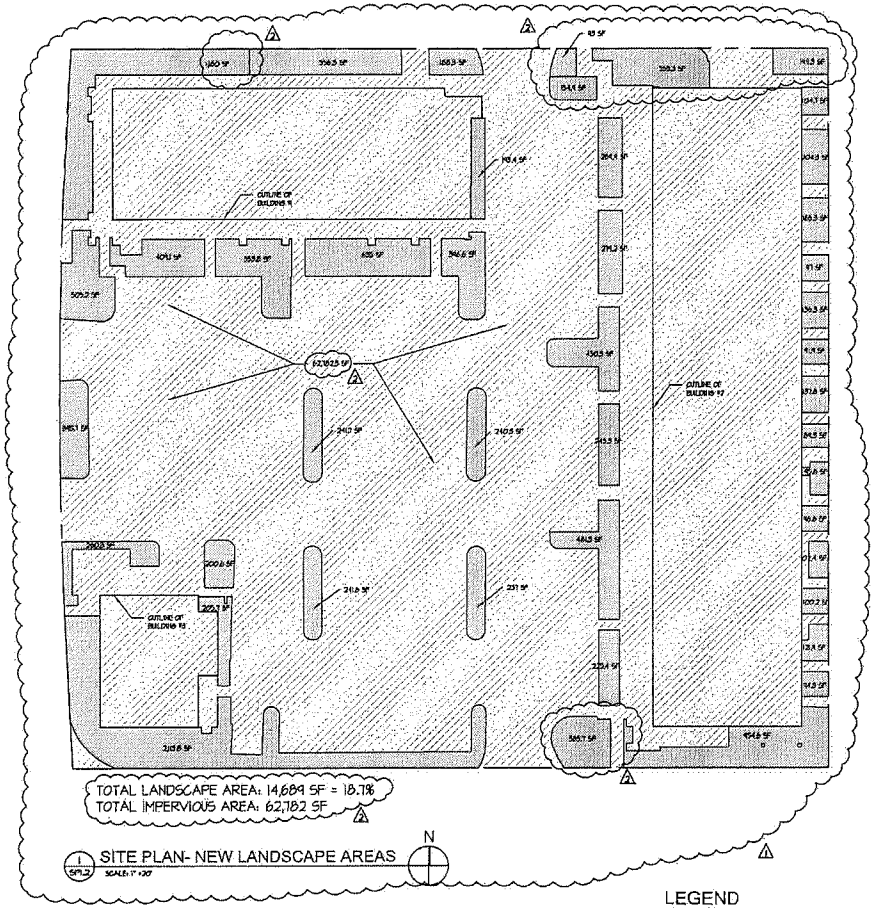
3 SP1.1 COMPOSITE OVERLAY PLAN - ENLARGED AFFECTED AREA
SCALE: 1" =10'

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH
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Date: 06-01-16
REVISIONS:
1 CLIENT COMM. 08-08-16
2 SPRAB COMM. 08-08-16

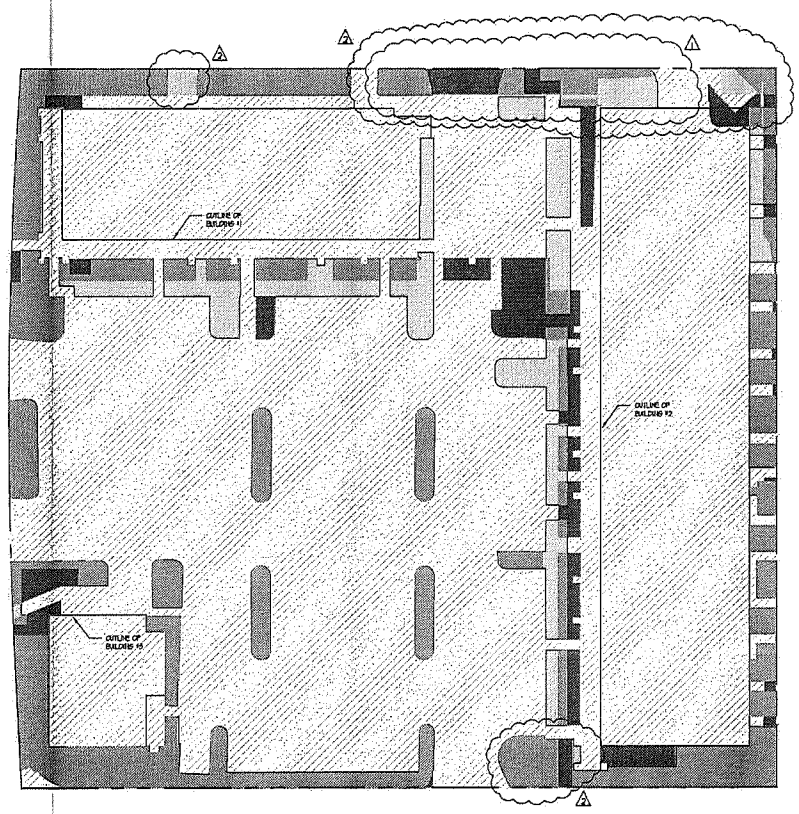
SP1.1



1 SP1.2 SITE PLAN- NEW LANDSCAPE AREAS
SCALE: 1" =20'

LEGEND

PROVIDED LANDSCAPED AREA INCLUDING EXISTING AND NEW LANDSCAPED AREAS



2 SP1.2 SITE PLAN- LANDSCAPE OVERLAY
SCALE: 1" =20'

LEGEND

EXISTING LANDSCAPE AREA

PROPOSED NEW LANDSCAPE AREA

REMOVED LANDSCAPE AREA

IMPERVIOUS AREA INCLUDING BLDG. AREA, CONC. SIDEWALKS AND ALL INTERIOR ASPHALT AREAS

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH

(FORMERLY KNOWN AS TROPIC SQUARE)

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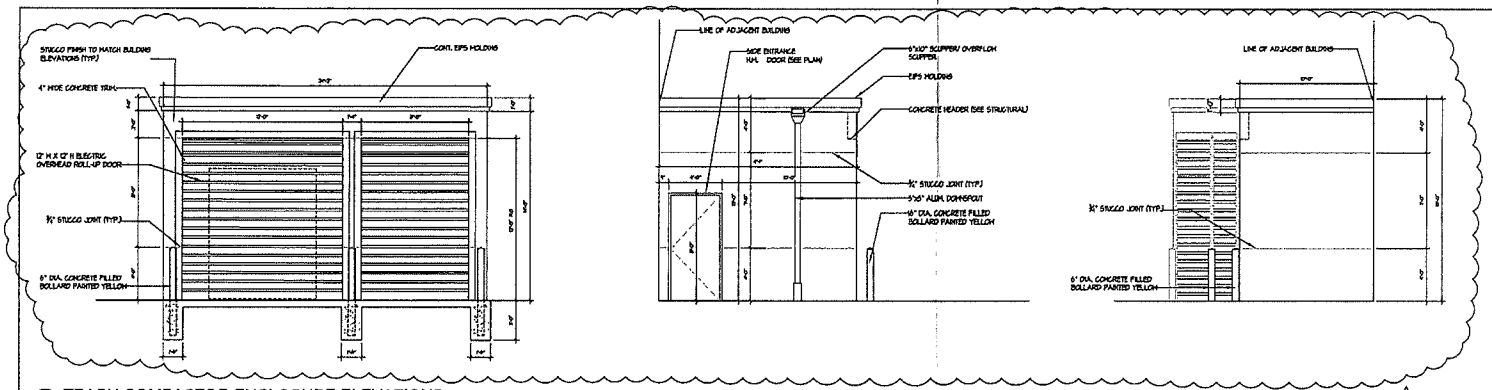
AA-0002897

Mark L. Saltz AR 007171

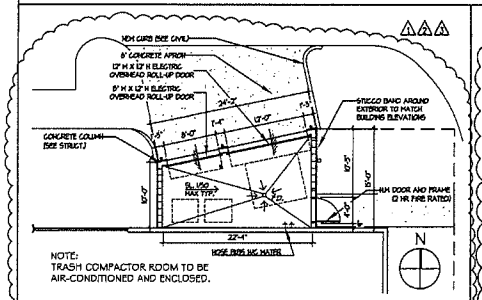
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Checked By: MA
Date: 05-01-16
REVISIONS:

1 CLIENT COMM. 09-06-16
2 SPRAB COMM. 09-20-16

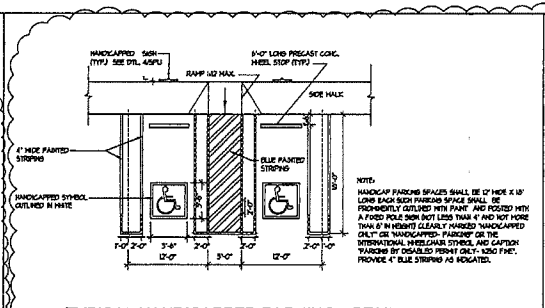
SP1.2



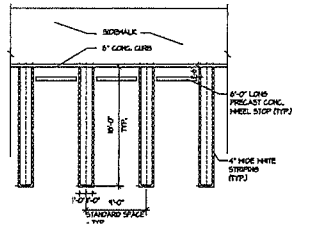
5 SP2.0 TRASH COMPACTOR ENCLOSURE ELEVATIONS
SCALE: 1/4" = 1'-0"



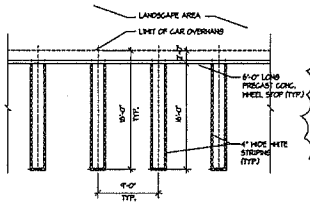
6 SP2.0 TRASH COMPACTOR ENCLOSURE FLOOR PLAN
SCALE: 1/4" = 1'-0"



3 A-3 TYPICAL HANDICAPPED PARKING DETAIL
NTS.

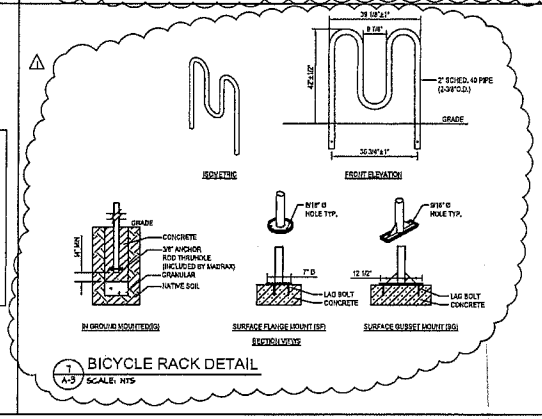


2 A-3 TYPICAL PARKING SPACES AT SIDEWALKS
NTS.

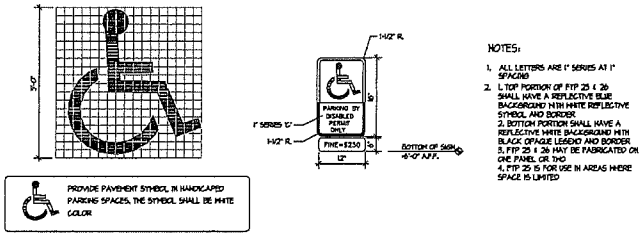


1 A-3 TYPICAL PARKING SPACES AT LANDSCAPE AREAS
NTS.

NOTES:
1. EXTERIOR ELEVATION MODIFICATIONS MAY BE MODIFIED BY ADMINISTRATIVE APPROVAL TO ACCOMMODATE NATIONAL TENANTS THAT HAVE PROTOTYPICAL BUILDING ELEVATIONS THAT ARE PART OF THEIR CORPORATE BRANDING FOR THEIR BUILDING ENVELOPE.
2. REAR AND SIDE FIRE EXIT DOORS MAY BE MODIFIED, ADDED OR DELETED BASED UPON EXISTING REQUIREMENTS WITHOUT ANY ADDITIONAL CITY APPROVALS.
3. ALTERNATE EXTERIOR ELEVATIONS, FLOOR PLANS AND SITE PLANS MAY BE INTERCHANGED WHERE SHOWN ON THESE DRAWINGS.
4. COLORS MAY BE INTERCHANGED AS LONG AS THE COLORS ARE FROM THE APPROVED PALETTE SUBMITTED.
5. ALL STOREFRONT DOORS AND STOREFRONT WINDOWS MAY BE RELOCATED BASED UPON TENANT REQUIREMENTS.



7 A-3 BICYCLE RACK DETAIL
SCALE: NTS



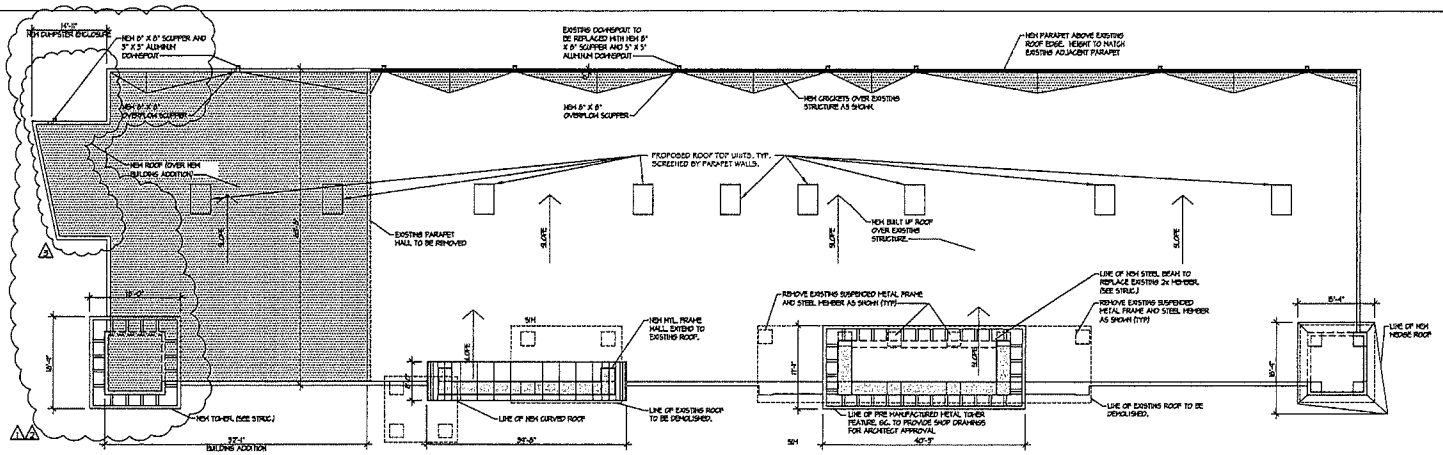
4 A-3 HANDICAPPED SIGNAGE DETAIL
SCALE: NTS

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH
(FORMERLY KNOWN AS TROPIC SQUARE)
DELRAY BEACH, FLORIDA

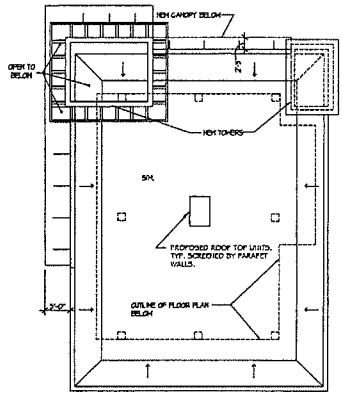
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REVISIONS:
1 BLDG DEPT COMM. 02-8-16
2 CLIENT COMM. 04-08-16
3 SPRAB COMM. 05-05-16

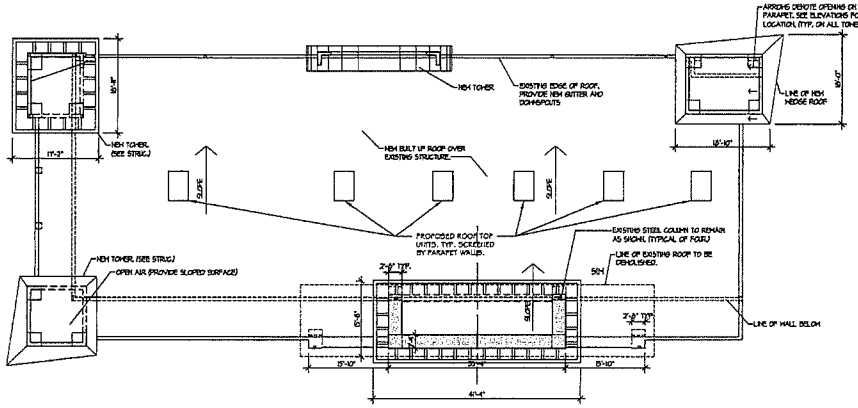
SP2.0



2 A1.0 ROOF PLAN- Bldg #2 SCALE: 3/32" =1' N



3 A1.0 ROOF PLAN- Bldg #3 SCALE: 3/32" =1' N



1 A1.0 ROOF PLAN- Bldg #1 SCALE: 3/32" =1' N

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH

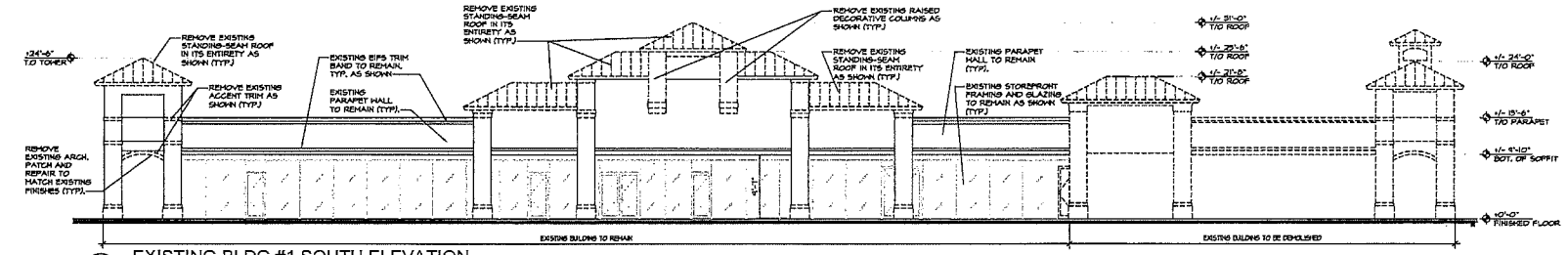
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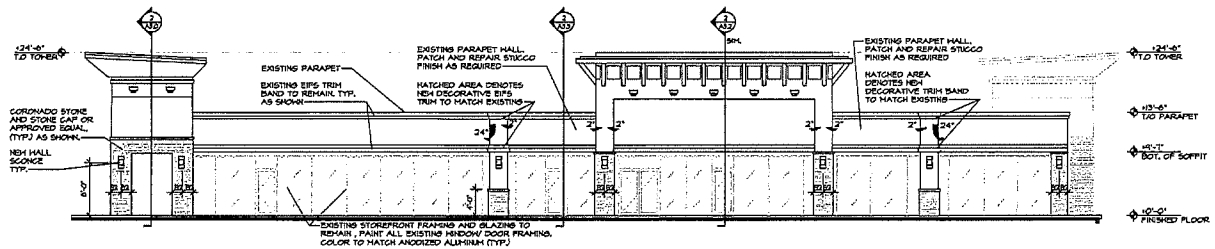
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3 SPRAB COMM. 08-09-16

A1.0



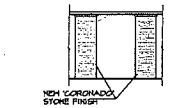
1 A2.0 EXISTING BLDG #1 SOUTH ELEVATION (FACING TROPIC BLVD & FRONT PARKING LOT)

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



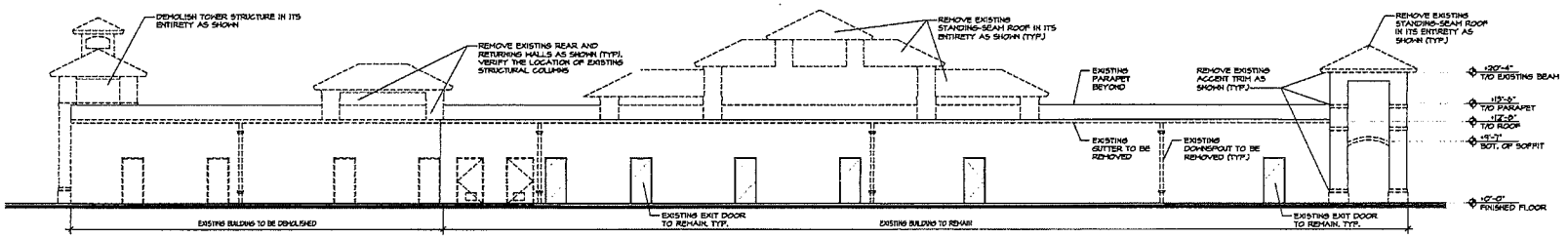
3 A2.0 PROPOSED BLDG #1 SOUTH ELEVATION (FACING TROPIC BLVD & FRONT PARKING LOT

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



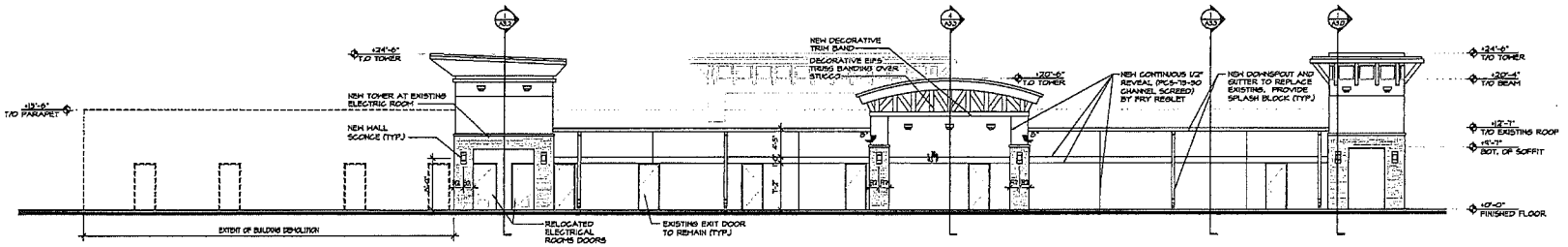
TYPICAL INTERIOR ELEVATION AT TOWERS

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



4 A2.0 EXISTING BLDG #1 NORTH ELEVATION (FACING EVE STREET)

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



4 A2.0 PROPOSED BLDG #1 NORTH ELEVATION (FACING EVE STREET)

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

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH

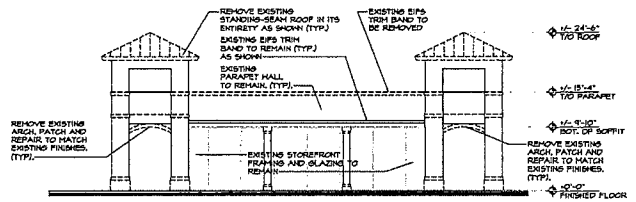
(FORMERLY KNOWN AS TROPIC SQUARE)

DELRAY BEACH, FLORIDA

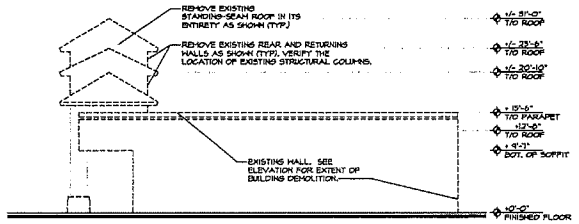
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Project No.: 2013-214
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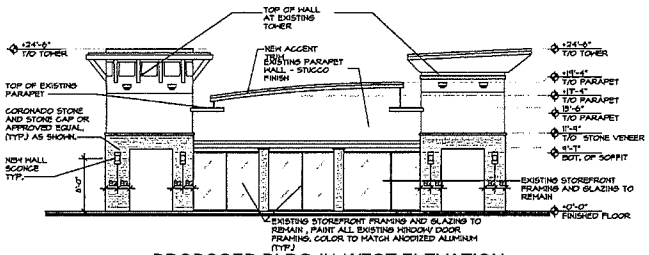
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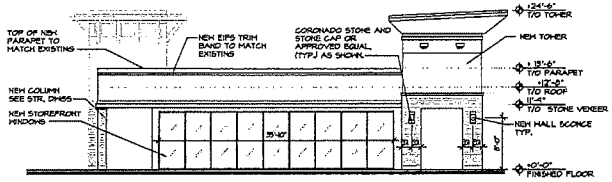
4 A2.1 EXISTING BLDG #1 WEST ELEVATION (FACING FEDERAL HWY)
SCALE: 1/8" = 1'-0"



3 A2.1 EXISTING #1 EAST ELEVATION (FACING CROSS ACCESS TO EVE STREET)
SCALE: 1/8" = 1'-0"



2 A2.1 PROPOSED BLDG #1 WEST ELEVATION (FACING FEDERAL HWY)
SCALE: 1/8" = 1'-0"



1 A2.1 PROPOSED BLDG #1 EAST ELEVATION (FACING CROSS ACCESS TO EVE STREET)
SCALE: 1/8" = 1'-0"

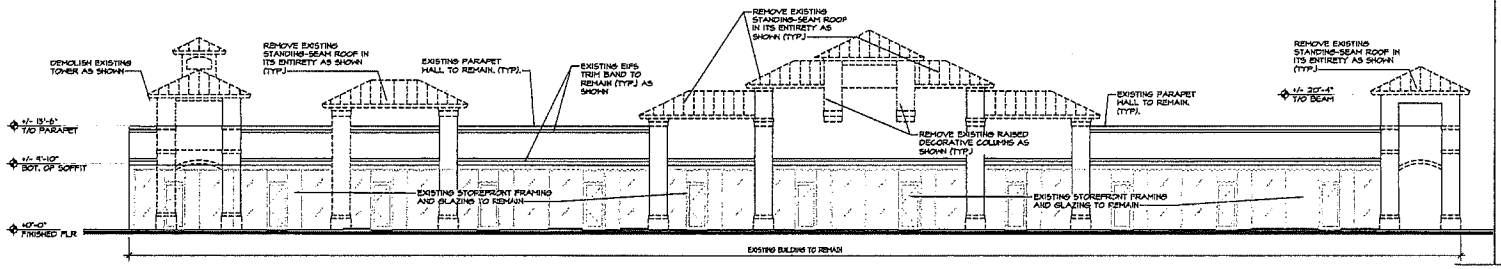
SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH
(FORMERLY KNOWN AS TROPIC SQUARE)
DELRAY BEACH, FLORIDA

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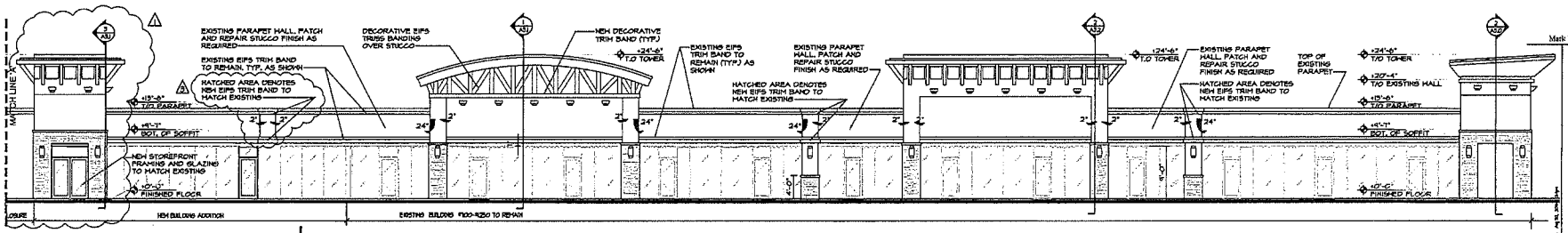
Project No.: 2013-214
Drawn By: NH-CR
Checked By: MA
Date: 06-01-16
REVISIONS:

A2.1



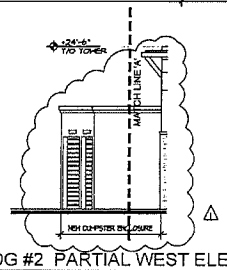
1 / A2.2 EXISTING BLDG #2 WEST ELEVATION (FACING FEDERAL HIGHWAY AND FRONT PARKING LOT)

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



2 / A2.2 PROPOSED BLDG #2 PARTIAL WEST ELEVATION (FACING FEDERAL HIGHWAY AND FRONT PARKING LOT)

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



3 / A2.2 PROPOSED BLDG #2 PARTIAL WEST ELEVATION (FACING PARKING LOT)

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

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH

(FORMERLY KNOWN AS TROPIC SQUARE)

DELRAY BEACH, FLORIDA

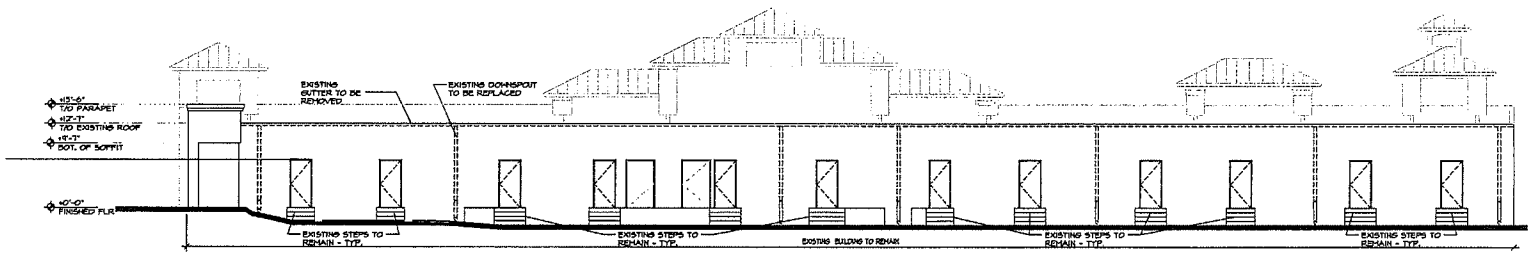
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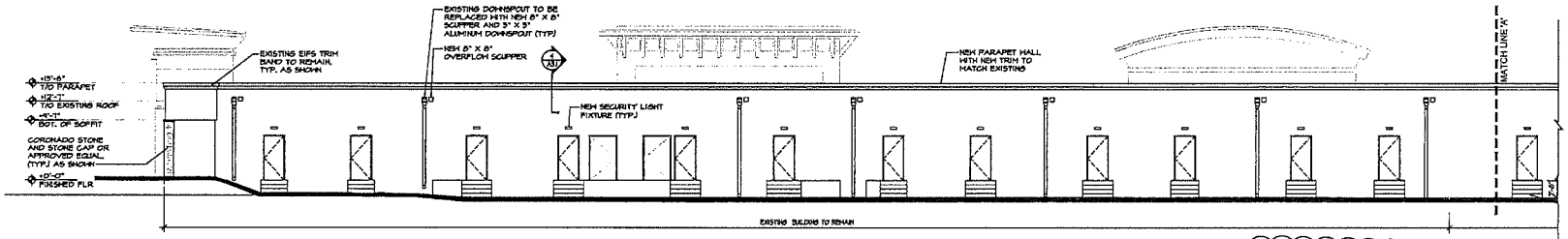
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1 BLDG DEPT COMM. 07-08-16
2 CLIENT COMM. 09-08-16
3 COORDINATION 09-30-16

A2.2



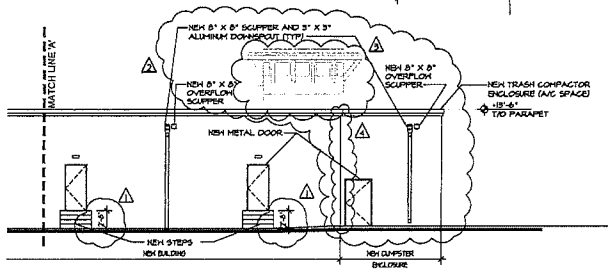
1 / A2.3 EXISTING BLDG #2 EAST ELEVATION (FACING REAR ACCESS ALLEY)

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



2 / A2.3 PROPOSED BLDG #2 EAST ELEVATION (FACING REAR ACCESS ALLEY)

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



3 / A2.3 PROPOSED BLDG #2 EAST ELEVATION

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

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH

(FORMERLY KNOWN AS TROPIC SQUARE)

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Date: 06-01-16

REVISIONS:

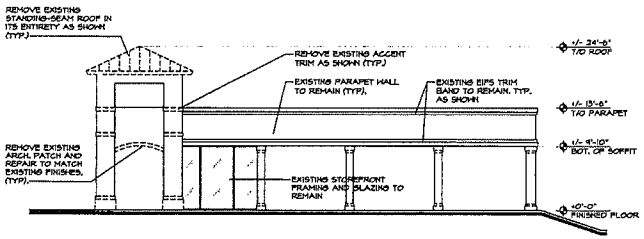
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2 BLDG DEPT COM'L 02-18-16

3 CLIENT COM'L 04-08-16

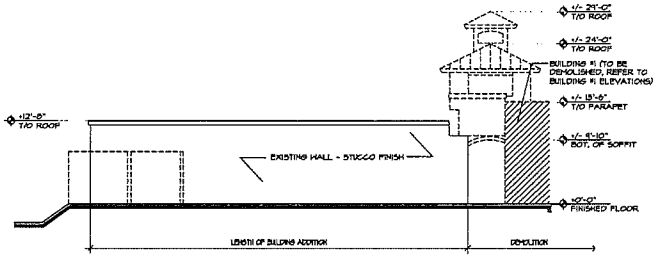
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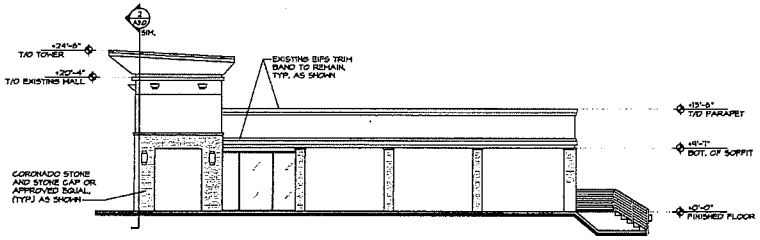
4 / A2.4 EXISTING BLDG #2 SOUTH ELEVATION (FACING TROPIC BLVD)

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



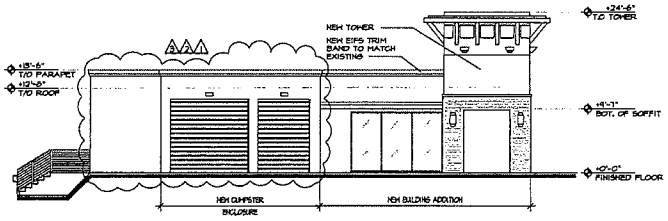
3 / A2.4 EXISTING BLDG #2 NORTH ELEVATION (FACING EVE STREET)

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



2 / A2.4 PROPOSED BLDG #2 SOUTH ELEVATION (FACING TROPIC BLVD)

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



1 / A2.4 PROPOSED BLDG #2 NORTH ELEVATION (FACING EVE STREET)

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

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH

(FORMERLY KNOWN AS TROPIC SQUARE)

DELRAY BEACH, FLORIDA

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Project No.: 2013-214

Drawn By: NH-CR

Checked By: MA

Date: 06-01-16

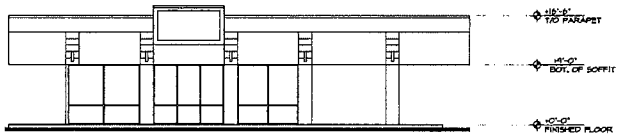
REVISIONS:

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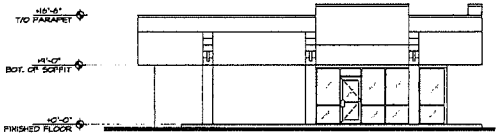
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3 SPRAB COMM. 08-05-16

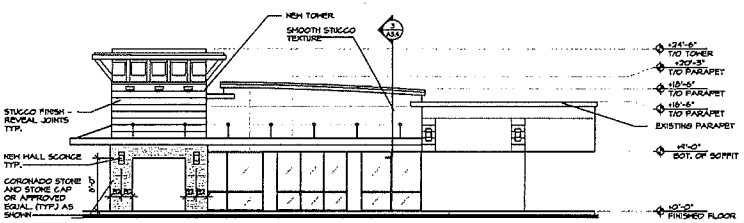
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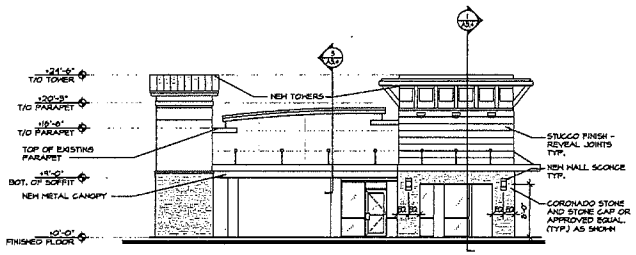
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SCALE: 1/8" = 1'-0"



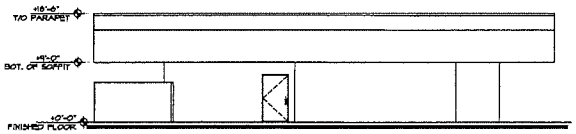
5 A2.5 EXISTING BLDG #3 NORTH ELEVATION (FACING PARKING LOT)
SCALE: 1/8" = 1'-0"



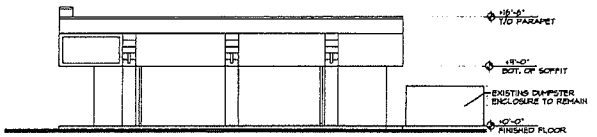
2 A2.5 PROPOSED BLDG #3 WEST ELEVATION (FACING FEDERAL HIGHWAY)
SCALE: 1/8" = 1'-0"



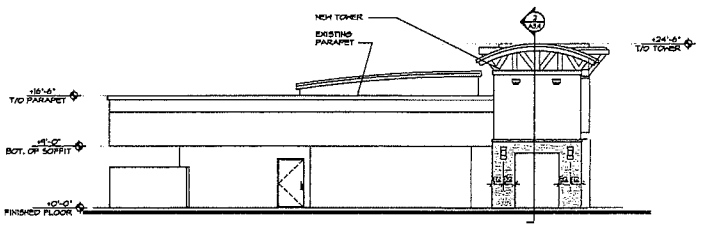
6 A2.5 BLDG #3 NORTH ELEVATION (FACING PARKING LOT)
SCALE: 1/8" = 1'-0"



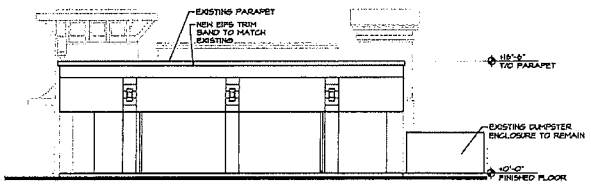
3 A2.5 EXISTING BLDG #3 EAST ELEVATION (FACING PARKING LOT)
SCALE: 1/8" = 1'-0"



7 A2.5 EXISTING BLDG #3 SOUTH ELEVATION (FACING TROPIC BLVD)
SCALE: 1/8" = 1'-0"



4 A2.5 PROPOSED BLDG #3 EAST ELEVATION (FACING PARKING LOT)
SCALE: 1/8" = 1'-0"



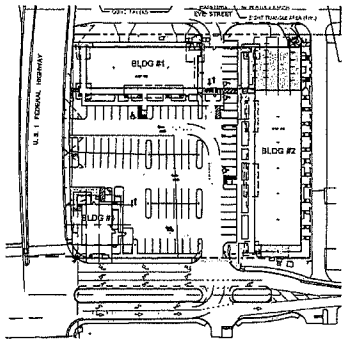
8 A2.5 PROPOSED BLDG #3 SOUTH ELEVATION (FACING TROPIC BLVD)
SCALE: 1/8" = 1'-0"

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH
(FORMERLY KNOWN AS TROPIC SQUARE)
DELRAY BEACH, FLORIDA

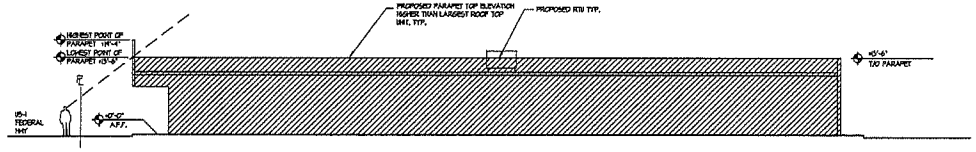
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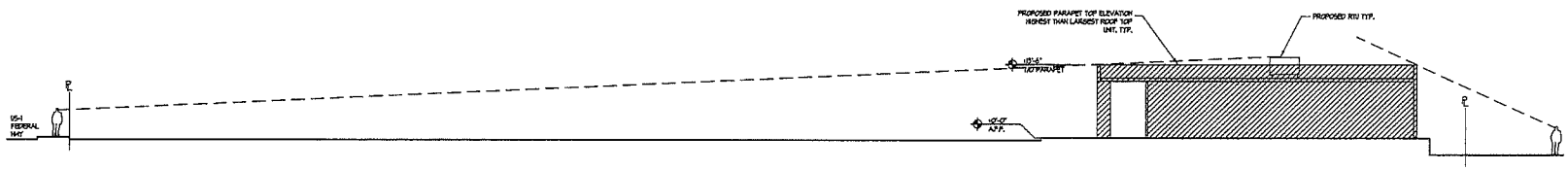
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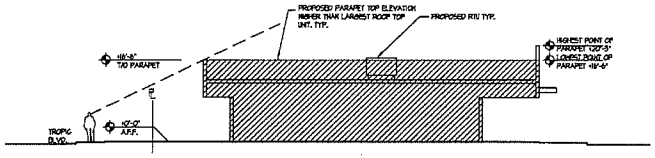
1 A4.0 KEY PLAN
SCALE: 1/32" = 1'-0"



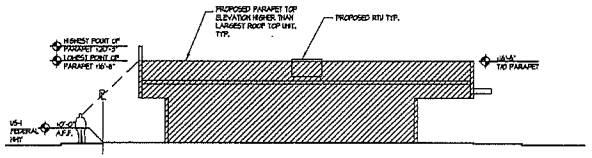
2 A4.0 SCHEMATIC SECTION AT BUILDING #1
SCALE: 3/32" = 1'-0"



3 A4.0 SCHEMATIC SECTION AT BUILDING #2
SCALE: 3/32" = 1'-0"



4 A4.0 SCHEMATIC SECTION AT BUILDING #3
SCALE: 3/32" = 1'-0"



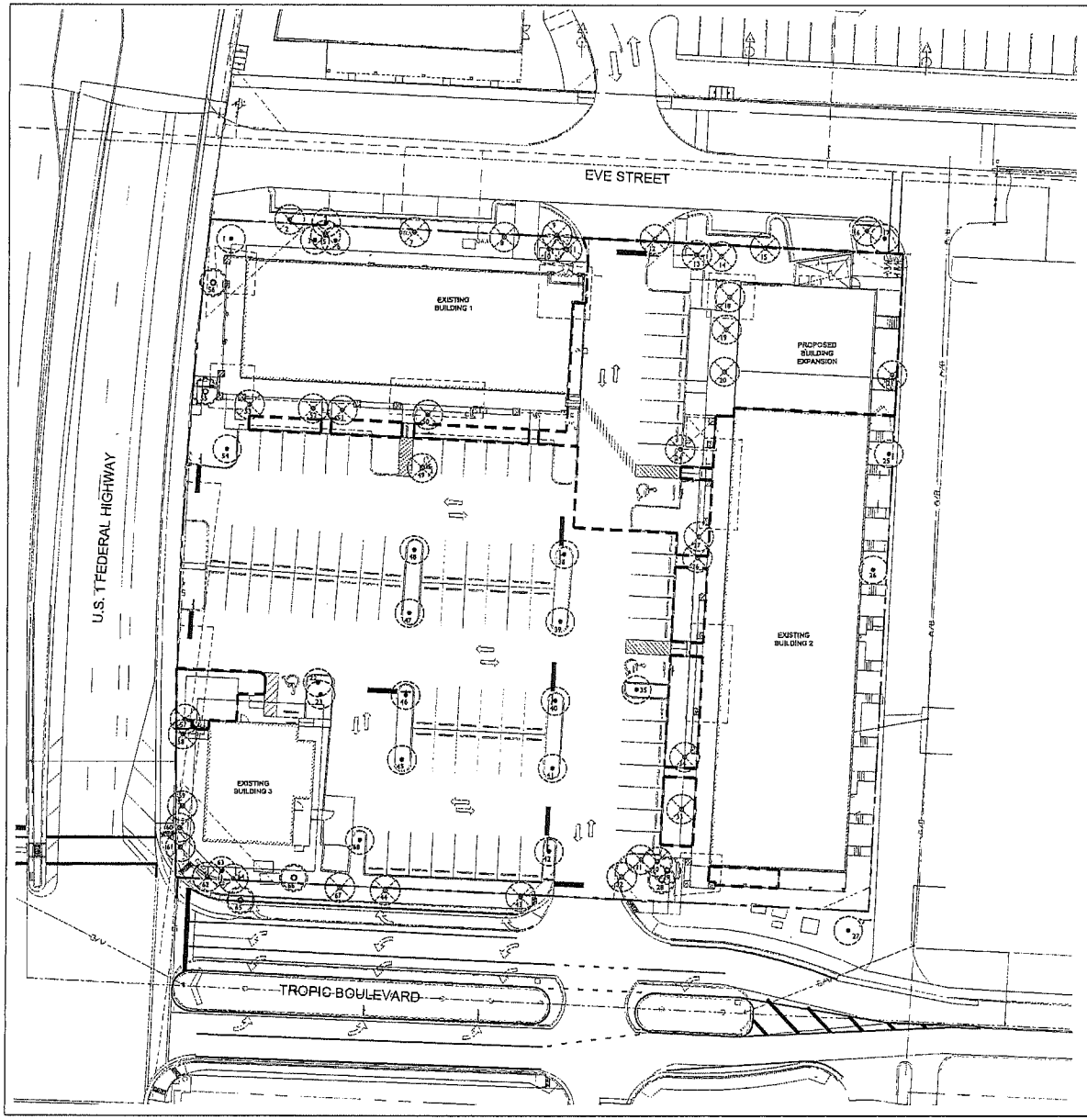
4 A4.0 SCHEMATIC SECTION AT BUILDING #3
SCALE: 3/32" = 1'-0"

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH
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Project No.: 2013-214
Drawn By: MH-CK
Checked By: MA
Date: 06-01-16
REVISIONS:

A4.0



TABULAR TREE LIST

Tree #	Common Name	Scientific Name	Disposition	DBH (inches)
1	Pygmy Date Palm	*Phoenix roebelenii*	*Preserve*	3'
2	Mahogany	*Swietenia mahogani*	*REMOVE*	12
3	Sabal Palm	*Sabal palmetto*	*Preserve*	18'
4	Sabal Palm	*Sabal palmetto*	*Preserve*	14'
5	Queen Palm	*Syagrus romanzoffianum*	*REMOVE*	3'
6	Sabal Palm	*Sabal palmetto*	*Preserve*	18'
7	Mahogany	*Swietenia mahogani*	*REMOVE*	14
8	Mahogany	*Swietenia mahogani*	*REMOVE*	15
9	Sabal Palm	*Sabal palmetto*	*REMOVE*	18'
10	Sabal Palm	*Sabal palmetto*	*REMOVE*	18'
11	Sabal Palm	*Sabal palmetto*	*REMOVE*	18'
12	Black Olive	*Bucida buceras*	*REMOVE*	16
13	Sabal Palm	*Sabal palmetto*	*REMOVE*	12'
14	Sabal Palm	*Sabal palmetto*	*REMOVE*	12'
15	Black Olive	*Bucida buceras*	*REMOVE*	18
16	Sabal Palm	*Sabal palmetto*	*REMOVE*	14'
17	Sabal Palm	*Sabal palmetto*	*Preserve*	18'
18	Jatropha	*Jatropha integerrima*	*REMOVE*	3
19	Areca Palm	*Chrysalidocarpus lutescens*	*REMOVE*	6'
20	Jatropha	*Jatropha integerrima*	*REMOVE*	3
21	Black Olive	*Bucida buceras*	*REMOVE*	18
22	Sabal Palm	*Sabal palmetto*	*Preserve*	8'
23	Sabal Palm	*Sabal palmetto*	*Preserve*	10'
24	Pygmy Date Palm	*Phoenix roebelenii*	*REMOVE*	6'
25	Live Oak	*Quercus virginiana*	*Preserve*	8
26	Solitaire Palm	*Ptychosperma elegans*	*Preserve*	10'
27	Areca Palm	*Chrysalidocarpus lutescens*	*Preserve*	10'
28	Royal Palm (Double)	*Roystonia regia*	*Relocate*	12'
29	Royal Palm (Double)	*Roystonia regia*	*Relocate*	18'
30	Sabal Palm	*Sabal palmetto*	*REMOVE*	12'
31	Sabal Palm	*Sabal palmetto*	*REMOVE*	12'
32	Sabal Palm	*Sabal palmetto*	*REMOVE*	6
33	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	20'
34	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	20'
35	Royal Palm	*Roystonia regia*	*Preserve*	20'
36	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	20'
37	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	20'
38	Royal Palm	*Roystonia regia*	*Preserve*	16'
39	Royal Palm	*Roystonia regia*	*Preserve*	18'
40	Royal Palm	*Roystonia regia*	*Preserve*	16'
41	Royal Palm	*Roystonia regia*	*Preserve*	18'
42	Sabal Palm	*Sabal palmetto*	*Preserve*	12'
43	Cannonball	*Copernicia x wcendlandiana*	*REMOVE*	6
44	Black Olive	*Bucida buceras*	*REMOVE*	21
45	Royal Palm	*Roystonia regia*	*Preserve*	14'
46	Royal Palm	*Roystonia regia*	*Preserve*	16'
47	Royal Palm	*Roystonia regia*	*Preserve*	18'
48	Royal Palm	*Roystonia regia*	*Preserve*	14'
49	Royal Palm	*Roystonia regia*	*REMOVE*	18'
50	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	18'
51	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	14'
52	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	3'
53	Carpenter Palm	*Carpentaria acuminata*	*REMOVE*	12'
54	Pygmy Date Palm	*Phoenix roebelenii*	*Preserve*	12'
55	Royal Palm	*Roystonia regia*	*Relocate*	14'
56	Royal Palm	*Roystonia regia*	*Relocate*	12'
57	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	12'
58	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	12'
59	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	18'
60	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	8'
61	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	10'
62	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	12'
63	Solitaire Palm	*Ptychosperma elegans*	*Preserve*	10'
64	Solitaire Palm	*Ptychosperma elegans*	*REMOVE*	12'
65	Royal Palm	*Roystonia regia*	*Relocate*	6'
66	Royal Palm (Double)	*Roystonia regia*	*Relocate*	12'
67	Black Olive	*Bucida buceras*	*REMOVE*	11
68	Sabal Palm	*Sabal palmetto*	*Preserve*	14'

LEGEND

- EXISTING TREE/PALM TO REMAIN
- EXISTING TREE/PALM TO BE REMOVED
- EXISTING TREE/PALM TO BE RELOCATED

0 10' 20' 40'
SCALE: 1" = 20'-0"

811 Know what's BELOW. CALL before you dig.

WGI
Wantman Group, Inc.
LAND DESIGN SERVICES DIVISION
CONSULTANTS:

PROJECT TITLE:

DELRAY PLACE SOUTH
CITY OF DELRAY BEACH, FL

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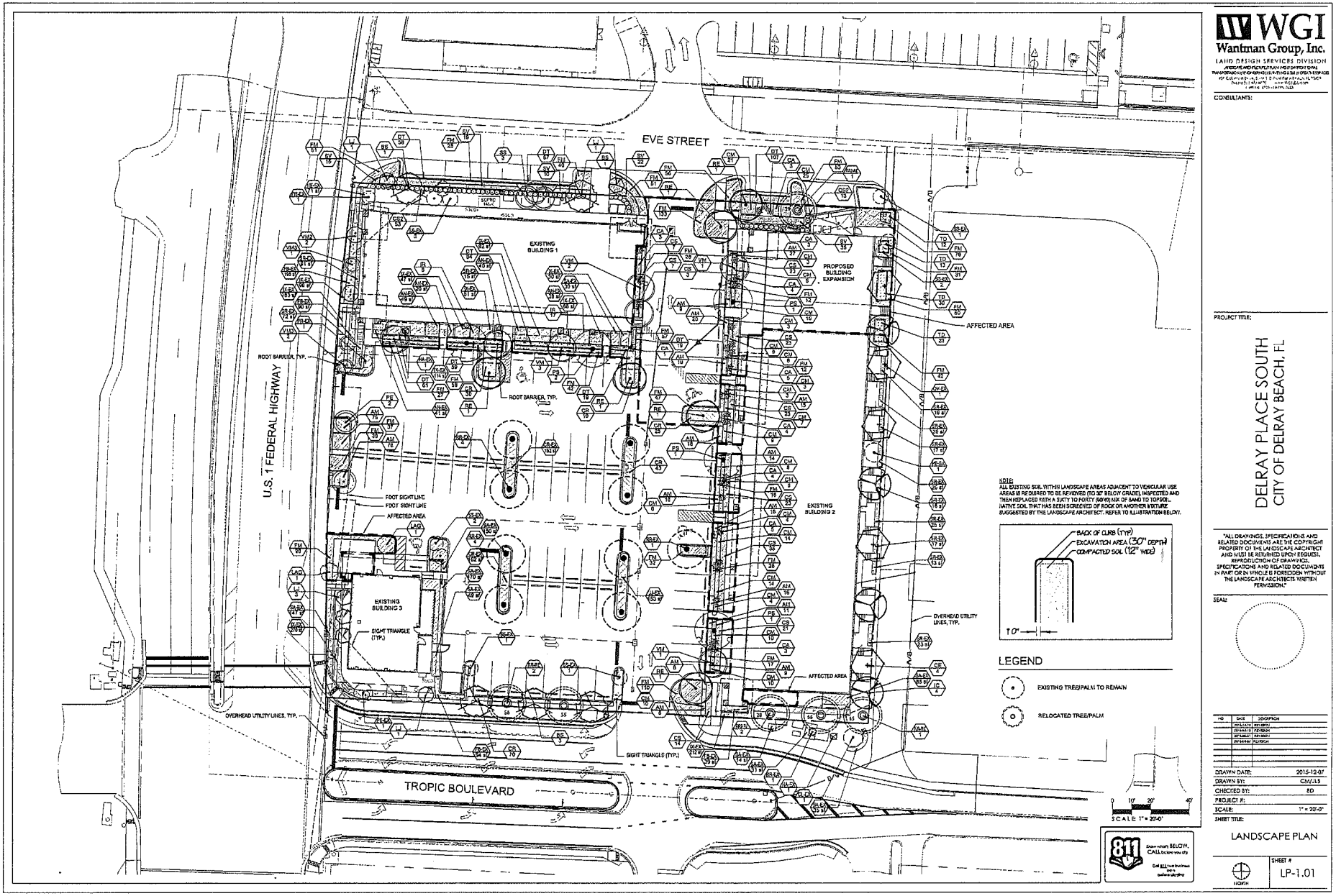
SEAL:

NO.	DATE	DESCRIPTION
	2015-12-07	REVISION
	2016-02-16	REVISION
	2016-06-01	REVISION
	2016-08-17	REVISION

DRAWN DATE: 2015-12-07
DRAWN BY: CJ/JLS
CHECKED BY: BD
PROJECT #:
SCALE: 1" = 20'-0"
SHEET TITLE:

TREE DISPOSITION PLAN

SHEET #
TD-1.01



WGI
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LAND DESIGN SERVICES DIVISION

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NO	DATE	DESCRIPTION
	2015-12-07	ADMIN
	2016-03-29	ADMIN
	2016-04-21	ADMIN
	2016-05-31	ADMIN

DRAWN DATE:	2015-12-07
DRAWN BY:	CM/JLS
CHECKED BY:	BD
PROJECT #:	
SCALE:	1" = 20'-0"

SHEET TITLE:

LANDSCAPE PLAN

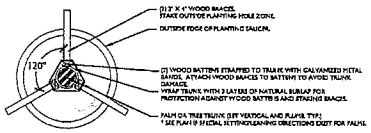
NORTH

SHEET #
LP-1.01

SMALL PALM STAKING PLAN

NOTE:
1. APPLICABLE TO ALL PALMS WITH CALIPER SIZE OF LESS THAN SIX (6) INCHES.
2. ALL TREE SUPPORTS (WATERING) ARE TO BE REMOVED FROM EACH TREE ONCE IT IS ESTABLISHED, TYPICALLY SIX MONTHS FOR SHADE TREES OR ONE YEAR FOR PALMS.

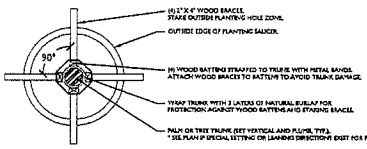
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LARGE PALM OR TREE STAKING PLAN

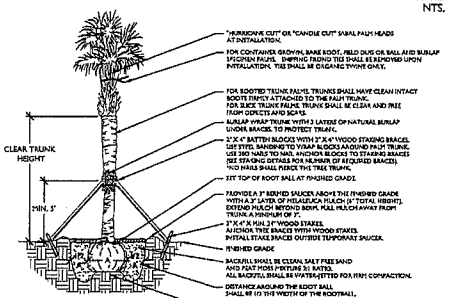
NOTE:
1. APPLICABLE TO ALL MULTI-TRUNK PALMS AND PALMS WITH CALIPER SIZE OF SIX (6) INCHES OR GREATER.
2. ALL TREE SUPPORTS (WATERING) ARE TO BE REMOVED FROM EACH TREE ONCE IT IS ESTABLISHED, TYPICALLY SIX MONTHS FOR SHADE TREES OR ONE YEAR FOR PALMS.

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PALM PLANTING DETAIL

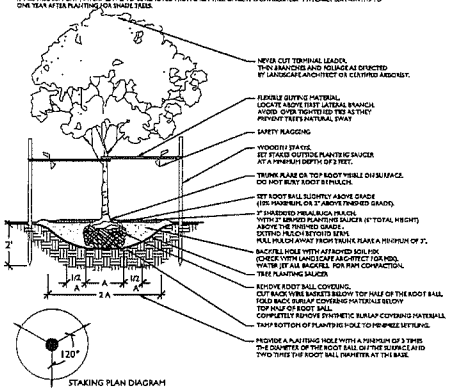
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TREE PLANTING DETAIL

NOTE:
1. ALL TREE SUPPORT MATERIALS ARE TO BE REMOVED FROM EACH TREE ONCE IT IS ESTABLISHED, TYPICALLY SIX MONTHS TO ONE YEAR AFTER PLANTING FOR SHADE TREES.

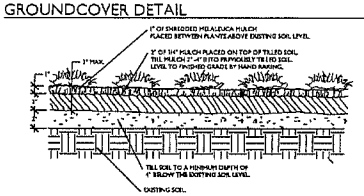
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STAKING PLAN DIAGRAM

GROUNDCOVER DETAIL

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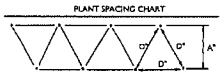


PLANT SPACING DETAIL

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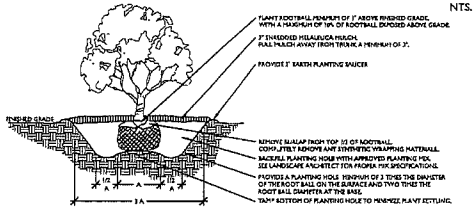
SPACING "D"	ROW "A"
6" O.C.	5.2"
8" O.C.	6.9"
10" O.C.	8.6"
12" O.C.	10.4"
15" O.C.	13.0"
24" O.C.	20.8"
30" O.C.	26.0"
36" O.C.	31.2"
42" O.C.	36.3"
48" O.C.	41.6"

PLANT SPACING CHART



SHRUB PLANTING DETAIL

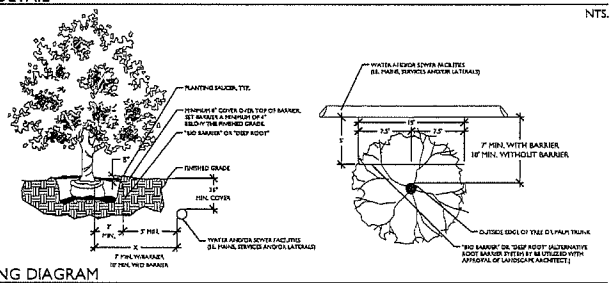
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ROOT BARRIER DETAIL

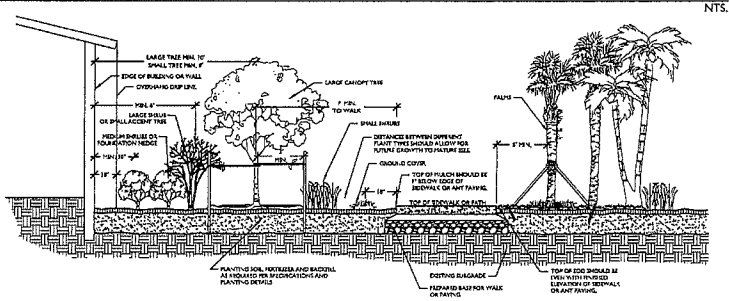
NOTE:
1. TREES ARE TO BE INSTALLED WITH A MINIMUM TEN FOOT (10') SEPARATION FROM ANY PUBLIC WATER OR PUBLIC SEWER LINE, ANY ANCHOR SERVICE, HYDRANTS, AND LIFT STATIONS. IF A TEN FOOT (10') SEPARATION CANNOT BE ACHIEVED, THE TREE SHALL BE INSTALLED WITH A ROOT BARRIER SYSTEM.
2. ROOT BARRIERS SHALL COMPLY WITH ALL REQUIREMENTS OF THE MUNICIPALITY WITHIN WHICH THEY ARE LOCATED AS WELL AS WITH ANY REQUIREMENTS OF THE UTILITY HOLDER OF THE AFFECTED UTILITIES. IN THE EVENT THAT CONFLICTING REQUIREMENTS EXIST BETWEEN THIS ROOT BARRIER DETAIL AND THE MUNICIPALITY/UTILITY HOLDER REQUIREMENTS, THE MORE STRINGENT OF THE REQUIREMENTS SHALL BE APPLICABLE.

NTS.



TYPICAL PLANTING DIAGRAM

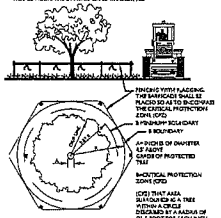
NTS.



TREE PROTECTION DETAIL

NOTE 1. THIS DETAIL APPLIES TO ALL TREES THAT WILL BE PRESERVED AS PART OF AN RE-LOCATED.

NTS.



PLANT SCHEDULE

TREES	QTY	COMMON NAME	BOTANICAL NAME	REMARKS
BS	8	Gumbo Limbo	Bursera simaruba	10' HT. X 3" SPRD, MIN. 8' CT
CL-EX	1	Areca Palm	Chrysalidocarpus lutescens	EXISTING
CE	4	Bottlebrush	Conocarpus erectus	16' HT. X 7' SPRD, 6' MIN. CT
IC	4	Dahoon Holly	Ilex cassine	16' HT. X 7' SPRD, 6' MIN. CT
LAG	2	Crape Myrtle	Lagerstroemia indica	12' HT. x 6' SPRD, 4" CT, FULL
LJ	6	Japanese Privet	Ligustrum japonicum	10' HT. X 5' SPRD.
PR-EX	5	Pygmy Date Palm	Phoenix roebelenii	EXISTING, TRIPLE TRUNKED
PS	5	Wild Date Palm	Phoenix sylvestris	16' CT, Diamond Cut, FL #1, DATCHOKD
PE-EX	2	Solitaire Palm	Ptychosperma elegans	EXISTING
PE	2	Solitaire Palm	Ptychosperma elegans	20' CT, 8" CAL. MIN., MATCHED
QV-EX	1	Southern Live Oak	Quercus virginiana	EXISTING
RE	6	Florida Royal Palm	Roystonea elata	16' OA HT; 8' MIN. CT
RR-EX	0	Royal Palm	Roystonea regia	EXISTING
RRR-RE	3	Royal Palm	Roystonea regia	RELOCATED DOUBLE ROYALS #28, 29, 30 BOULEVARD
RR-RE	3	Royal Palm	Roystonea regia	RELOCATED SINGLE ROYALS #33, 34, 35, 36
SS-EX	10	Cabbage Palmetto	Sabal palmetto	EXISTING
SS	3	Cabbage Palmetto	Sabal palmetto	16' OA HT, 8' CT
VL12	2	Christmas Palm	Veitchia merrillii	10' MIN. OA HT, 8' CT, DOUBLE
VM3	3	Christmas Palm	Veitchia merrillii	10' MIN. OA HT, 8' CT, SINGLE TRUNK
VM	7	Montgomery Palm	Veitchia montgomeryana	25' CT, 8" CAL. MIN., MATCHED

SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	REMARKS
BR-EX	1	Bougainvillea	Bougainvillea spp.	EXISTING
CG2	66	Small-Leaf Cordia	Cordia sebestena	24" HT X 24" SPRD
CA	25	Green Cirkum Lily	Crinum asiaticum	36"HT, X 24" SPRD.
HA-EX	2	Hibiscus	Hibiscus Spp.	EXISTING

SHRUB AREAS	QTY	COMMON NAME	BOTANICAL NAME	REMARKS
AN	338	Foxtail Palm	Aeonitaguo moyeri	12"X12", 12" OC.
CR	187	Red Tip Conocarpus	Chrysobalanus icaco "Red Tip"	24"X 24", 24" OC.
CJ2	103	Cordia Magh Rond	Codiaeum variegatum Magnificent	24" HT X 18" SPRD., 18" OC.
CS	173	Silver Buttonwood	Conocarpus erectus "Sericeus"	24" X 18", 24" OC.
DT	454	Flax Lily	Dianella tasmanica	12" X 12", 12" OC.
FM	1,272	Green Island Ficus	Ficus microcarpa " Green Island"	12" X 12", 12" OC
IR	28	Red Ixora	Ixora x "Red"	24" HT X 24" SPRD., 24" O.C., MATCH EXISTING
SV	101	Variegated Schefflera	Schefflera arboricola "Variegata"	24" HT X 24" SPRD, 24" O.C.
TO	76	Dwarf Fakahatchee Grass	Tripsacum dactyloides nana	10" X 10", 10" OC.

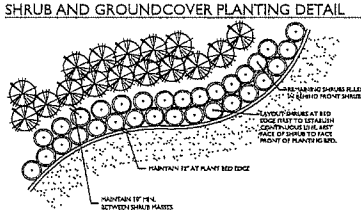
EXISTING SHRUB AREAS	QTY	COMMON NAME	BOTANICAL NAME	REMARKS
AM-EX	169 sf	Bush Allamanda	Allamanda schottii	EXISTING
CR-EX	328 sf	Red Tip Conocarpus	Chrysobalanus Icaco "Red Tip"	EXISTING
FB-EX	421 sf	Weeping Fig	Ficus benjamina	EXISTING
IX-EX	1,135 sf	Ixora	Ixora	EXISTING
JJ-EX	153 sf	Wax Jasmine	Jasminum volubile	EXISTING
NE-EX	71 sf	Boston Fern	Nephrolepis exaltata	EXISTING
SA-EX	771 sf	Variegated Schefflera	Schefflera arboricola	EXISTING
SH-EX	300 sf	Shrub	Shrub	EXISTING

LANDSCAPE NOTES:

1. STRUCTURAL ELEMENTS AND HARDSCAPE FEATURES INDICATED ON LANDSCAPE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY. LANDSCAPE PLANS ARE TO BE UTILIZED FOR LOCATION OF LIVING PLANT MATERIAL ONLY. LANDSCAPE PLANS SHOULD NOT BE UTILIZED FOR STAKING AND LAYOUT OR LOCATION OF ANY STRUCTURAL SITE FEATURES INCLUDING BUT NOT LIMITED TO: BUILDINGS, SIGNAGE, PATHWAYS, EASEMENTS, BEAMS, WALL, FENCES, UTILITIES OR ROADWAYS.
2. CONTRACTOR SHALL ACQUIRE ALL APPLICABLE FEDERAL, STATE, LOCAL, JURISDICTIONAL OR UTILITY COMPANY PERMITS REQUIRED PRIOR TO REMOVAL, RELOCATION, AND/OR INSTALLATION OF LANDSCAPE MATERIALS INDICATED WITHIN PLAN DOCUMENTS. THE CONTRACTOR SHALL HAVE PERMITS "IN HAND" PRIOR TO STARTING WORK. LANDSCAPE ARCHITECT SHALL BEAR NO RESPONSIBILITY FOR WORK PERFORMED WITHOUT PERMITTED DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CHANGES TO THE WORK, AT NO ADDITIONAL COST TO THE OWNER, AS A RESULT OF UNAUTHORIZED WORK PRIOR TO RECEIPT OF PERMIT.
3. TREES SHOWN ON THIS PLAN ARE FOR GRAPHIC REPRESENTATION ONLY. TREE SPACING IS BASED ON DESIGN REQUIREMENTS AND THE TREES SHOWN ON THESE PLANS ATTEMPT TO ACCOMPLISH THAT SPACING WHILE MAINTAINING THE REQUIRED SETBACKS FROM UTILITIES. IN THE EVENT OF A CONFLICT, AFFECTED PLANT MATERIAL SHALL BE FIELD ADJUSTED WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT TO AVOID CONFLICTS WITH THE WITH EXISTING AND PROPOSED UTILITIES, LIGHT POLES, DRAINAGE STRUCTURES OR LINES, LAKE MAINTENANCE EASEMENTS OR OTHER AFFECTED SITE FEATURES.
4. ANY PLANTING WITHIN THE SIGHT TRIANGLES SHALL PROVIDE UNOBSTRUCTED VIEWS AT A LEVEL BETWEEN 30" AND 8' ABOVE THE PAVEMENT.
5. ALL UTILITY BOXES/STRUCTURES TO BE SCREENED ON 3 SIDES W/ APPROVED PLANTING MATERIAL.
6. IRRIGATION IS REQUIRED PROVIDING 100% COVERAGE WITH A MINIMUM OF 50% OVERLAP, AN AUTOMATIC RAIN SENSOR MUST BE INCLUDED.
7. ALL PLANT MATERIAL TO BE INSTALLED SHALL CONFORM TO FLORIDA POWER AND LIGHTS (FPLS) RIGHT TREE RIGHT PLACE GUIDELINES.
8. IN CASE OF DISCREPANCIES PLANS TAKE PRECEDENCE OVER PLANT LIST.
9. LANDSCAPE CONTRACTOR RESPONSIBLE FOR VERIFICATION OF ALL QUANTITIES PRIOR TO BIDDING.
10. REMOVAL OF EXISTING VEGETATION IS RESPONSIBILITY OF LANDSCAPE CONTRACTOR.
11. RELOCATION OF EXISTING VEGETATION IS RESPONSIBILITY OF LANDSCAPE CONTRACTOR. REFER TO SPECIFICATIONS FOR RELOCATION INSTRUCTIONS.

SHRUB AND GROUNDCOVER PLANTING DETAIL

NTS.



811 Know what's below. Call before you dig.
Call 811 two business days before you begin digging.

WGI
Wantman Group, Inc.
LAND DESIGN SERVICES DIVISION

CONSULTANTS:

PROJECT TITLE:

DELRAY PLACE SOUTH
CITY OF DELRAY BEACH, FL

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SEAL:

NO	DATE	DESCRIPTION
	2015-12-14	REVISIONS
	2016-03-15	REVISIONS
	2016-05-27	REVISIONS
	2016-06-07	REVISIONS

DRAWN DATE: 2015-12-07
DRAWN BY: CM/JLB
CHECKED BY: BD
PROJECT #:
SCALE:
SHEET TITLE: LANDSCAPE DETAILS

NORTH

SHEET # LP-3.01

Landscape Planting - Part 1, General

I. Description of Work
A. Provide all exterior planting as shown on the drawings or listable therefrom and/or as specified in accordance with the requirements of the Contract Documents. Landscape plans provided indicate the proposed location of living plant material only. Structural elements and hardscape features indicated on the landscape plans are for information purposes only. Landscape plans are not to be utilized for staking and layout or location of any structure. It is features including but not limited to, buildings, signage, walkways, easements, utilities or roadways.
B. Those specifications listed as standards necessary for and incidental to the execution and completion of planting as indicated on the prepared drawings and specified herein, and all applicable federal, state and local permits shall be obtained prior to the removal, relocation, or installation of plant materials indicated within the plan documents.
C. Protection of existing features. During construction, protect all existing trees, shrubs, and other specified vegetation, site features and improvements, structures, and utilities specified herein and/or on submitted drawings. Removal or destruction of existing plantings is prohibited unless specifically authorized by the owner, and with permit as required by associated federal, state and local government agencies.

II. Applicable Standards
A. American National Standards for Tree Care Operations, ANSI A300, American National Standards Institute, 11 West 42nd Street, New York, N.Y. 10036.
B. American Standard for Nursery Stock, ANSI Z60.1, American Nursery and Landscape Association, 1250 Eye Street, NW, Su te 500, Washington, D.C. 20005.
C. Hortus Third. The Staff of the L.H. Bailey Hortorium. 1976. MacMillan Publishing Co., New York.
D. Florida Department of Agriculture "Grades and Standards for Nursery Plants", most recent edition.
E. National Arborist Association- Pruning Standards for Shade Trees
F. All standards shall include the latest additions and amendments as of the date of advertisement for bids

III. Quality Assurance
A. Landscape planting and related work shall be performed by a firm with a minimum of five years experience specializing in this type of work. All contractors and their sub-contractors who will be performing any landscape work included in this section of the specifications shall be approved by the landscape architect.
B. Landscape Contractor shall be licensed and shall carry any necessary insurance and shall protect the Landscape Architect and Owner against all bodily injuries, claims or demands for injuries or damage to any person or property growing out of the performance of the work under this contract. All workers shall be covered by Workman's Compensation insurance.

IV. Requirements of Regulatory Agencies
A. Certificates of inspection shall accompany the invoice for each shipment of plants as may be required by law for transportation. File certificates with the landscape architect prior to acceptance of the material. Inspection by federal or state authorities at place of growth does not preclude rejection of the plants at the site.

V. Submittals
A. Manufacturer's Data: Submit copies of the manufacturer's and/or source data for all materials specified, including soils, soil amendments and fertilizer materials. Comply with regulations applicable to landscape materials.
B. Samples: Submit samples of all topsoil, sod mixes, mulches, and organic materials. Samples shall weigh 1 kg (2 lb) and be packaged in plastic bags. Samples shall be typical of the lot of material to be delivered to the site and provide an accurate indication of color, texture, and organic makeup of the material.
C. Nursery Stock: Submit a list of all nurseries that will supply plants, along with a list of the plants they will provide and the location of the nursery.
D. Soil Test: Submit soil test analysis report for each sample of topsoil and backfill mix from a soil testing laboratory approved by the landscape architect.
1. Provide a particle size analysis, including the following percent of mineral content:

USDA Designation	Size in mm
Gravel	+2 mm
Very Course Sand	1-2 mm
Course Sand	0.5-1 mm
Medium Sand	0.25-0.5 mm
Fine Sand	0.1-0.25 mm
Very fine sand	0.05-0.1 mm
Silt	0.002-0.05 mm
Clay	smaller than 0.002

2. Provide a chemical analysis, including the following:
a. pH and buffer pH
b. Percentage of organic content by oven-dried weight.
c. Nutrient levels by parts per million, including phosphorous, potassium magnesium, manganese, iron, zinc, and calcium. Nutrient test shall include the testing laboratory recommendations for supplemental additions to the soil based on the requirements of horticultural plants.
d. Soluble salt by electrical conductivity of a 1:2, soil: water, sample measured in millimho per cm.
e. Cation exchange capacity (CEC).
E. Material Testing: Submit the manufacturers particle size analysis, and the pH analysis and pre ds a description and source location for the content material of all organic materials.

F. Maintenance Instructions: Prior to the end of ms aintenance period, Landscape Contractor shall furnish three copies of written maintenance instructions to the Landscape Architect for transmittal to the Owner for maintenance and care of installed plants through their full growing season.

VI. Utility Verification
A. The contractor shall contact the local utility companies for verification of the location of all underground utility lines in the area of the work. The contractor shall be responsible for all damage resulting from neglect or failure to comply with the requirement.

Part 2, Materials

I. Plants
A. Plants shall be true to species and variety specified and nursery-grown in accordance with good horticultural practices under climatic conditions similar to those in the locality of the project for at least two years. They shall have been healthy and:
1. All plant names and descriptions shall be as defined in Hortus Third.
2. All plants shall be grown and harvested in accordance with the American Standard for Nursery Stock and Florida Department of Agriculture Grades and Standards for Nursery Plants.
3. Unless approved by the landscape architect, plants shall have been grown at a latitude not more than 325 km (200 miles) north or south of the latitude of the project unless the provenance of the plant can be documented to be compatible with the latitude and cold hardiness zone of the planting location.

B. Unless specifically noted, all plants shall be exceptionally heavy, symmetrical, and so trained or formed in development and appearance as to be unquestionably and outstandingly superior in form, compactness, and symmetry. They shall be sound, healthy, vigorous, well branched, and densely foliated when in leaf; free of disease and insects, eggs, or larvae; and shall have healthy, well-developed root systems. They shall be free from physical damage or other conditions that would prevent vigorous growth.
1. Trees with multiple leaders, unless specified, will be rejected. Trees with a damaged or crooked leader, bark abras ons, sunscald, disfiguring knots, insect damage, or cuts of limbs over 20 mm (3/4 in) in diameter that are not completely closed will be rejected.

C. Plants shall conform to the measurements specified, except that plants larger than those specified may be used if approved by the landscape architect. Use of larger plants shall not increase the contract price. If larger plants are approved, the root ball shall be increased in proportion to the size of the plant.
1. Caliper measurements shall be taken on the trunk 150 mm (6 in.) above the ground for trees up to and including 100 mm (4 in.) in caliper, and 200 mm (12 in.) above the natural ground line for trees over 100 mm (4 in.) in caliper. Height and spread dimensions specified refer to the main body of the plant and not from branch tip to branch tip. Plants shall be measured when branches are in their normal position. If a range of sizes is given, no plant shall be less than the minimum size, and no less than 50 percent of the plants shall be as large as the maximum size specified. Measurements specified are minimum sizes acceptable after pruning, where pruning is required. Plants that meet measurements but do not possess a standard relationship between height and spread, according to the Florida Department of Agriculture Grades and Standards for Nursery Plants, shall be rejected.

D. Substitutions of plant materials will not be permitted unless authorized in writing by the landscape architect. If proof is submitted in writing that a plant specified is not obtainable, consideration will be given to the nearest available size or similar variety, with a corresponding adjustment of the contract price.

E. The plant schedule provided at the end of this section, or on the drawings, is for the contractor's information only, and no guarantee is expressed or implied that a quantities thereon are correct or that the list is complete. The contractor shall ensure that all plant materials shown on the drawings are included in his or her bid.

F. All plants shall be labeled by plant name. Labels shall be attached securely to all plants, bundles, and containers of plant materials when delivered. Plant labels shall be durable and legible, with information given in weather-resistant ink or embossed process lettering.

G. Selection and Tagging
1. Plants shall be subject to inspect on for conformity to specification requirements and approval by the landscape architect at their place of growth and upon delivery. Such approval shall not preclude the right of rejection at any time during progress of the work.
2. A written request for the inspection of plant material at their place of growth shall be submitted to the landscape architect at least ten calendar days prior to digging. This request shall state the place of growth and the quantity of plants to be inspected. The landscape architect may refuse inspection at this time if, in his or her judgment, sufficient quantities of plants are not available for inspection or landscape architect deems inspection is not required.
3. All field grown deciduous trees shall be marked to indicate the trees north orientation in the nursery. Place a 1-in. diameter spot of white paint onto the north side of the tree trunk within the bottom 12 inches of the trunk.

H. Anti-Desiccants
1. Anti-desiccants, if specified, are to be applied to plants in full leaf immediately before digging or as required by the landscape architect. Anti-desiccants are to be sprayed so that all leaves and branches are covered with a continuous protective film.

I. Balled and Burlapped (B&B) Plant Stock
1. Trees designated B&B shall be properly dug with firm, natural balls of soil containing as many fibrous roots as possible, in sizes and shapes as specified in the Florida Department of Agriculture Grades and Standards for Nursery Plants. Balls shall be firmly wrapped with approved, undamaged, burlap or treated burlap, and/or wire. All synthetic fabric should be removed from the rootball prior to planting. True biodegradable burlap can be left around the root ball. The root collar shall be apparent at surface of ball. Trees with loose, broken, processed, or manufactured root balls will not be accepted, except with special written approval before planting.

J. Container Plants
1. Plants grown in containers shall be of appropriate size for the container as specified in the most recent edition of the Florida Department of Agriculture Grades and Standards for Nursery Plants and free of circling roots on the exterior and interior of the root ball.
2. Cans nor plants shall have been grown in the container long enough to have established roots throughout the growing medium.

K. Bareroot and Collected Plants
1. Plants designated as bareroot or collected plants shall conform to the American Standard for Nursery Stock.
2. Bareroot material shall not be dug or installed when wet or in a condition unsuitable for working.
3. Collected plant material that has been taken from native nursery operations shall be dug with a root ball spread at least 1/3 greater than nursery grown plants. When specified or approved, shall be in good health, free from disease, insect or weed infestation and shall not be planted before inspection and acceptance at the site. Testing may be required at the discretion of the Landscape Architect and/or the Owner and shall be provided at no additional cost.

L. Specimen Material: Plant material specified as specimens are to be approved by the Landscape Architect before being brought to the site. Unless otherwise noted on the drawings, these plants shall be Florida Fancy.

M. Palms
1. Coconut Palms shall be grown from a certified seed.
2. All palm species except Sabal palmetto shall have roots adequately wrapped before transplanting.
3. Sabal palms shall have a symbiosis soil. Sabal palms shall be installed on a berm with the root collar at the natural grade.
4. For bolded trunk palms, trunks shall have clean intact bases firmly attached to the palm trunk. For stub trunk palms, trunk shall be clear and free from defect and scars.
5. The Contractor shall treat all palms as required to prevent infestation by the palmetto weevil.

N. Sod
1. Sod shall be graded #1 or better. Sod shall be loam or muck grown with a firm, fall texture and good root development. Sod shall be thick, healthy and free from defects and diseases including but not limited to dead thatch, insects, fungus, diseases and contamination by weeds, other grass varieties or objectionable plant material.
2. Sod shall be sufficiently thick to insure a dense stand of grass, live roots, and uniformity at the time of planting. Plant sod within 48 hours after harvesting.
3. Sod area shall be all areas not otherwise identified and shall include the area beyond the property line to the edge of pavement and/or edge of water.

O. Immediately after harvesting plants, protect from drying and damage until shipped and delivered to the planting site. Rootballs shall be checked regularly and watered sufficiently to maintain root viability.

P. Transportation and Storage of Plant Material
1. Branches shall be tied with rope or twine only, and in such a manner that no damage will occur to the bark or branches.
2. During transportation of plant material, the contractor shall sometime care to prevent injury and drying out of the trees. Should the roots be dried out, large branches broken, bark of earth broken or loosened, or areas of bark lost, the landscape arch tect may reject the injured tree(s) and order them replaced at no additional cost to the owner. All leaves or plants shall be covered at all times with tarpaulin or canvas. Loads that are not protected will be rejected.
3. All bareroot stock shall have the storage facility shall be adequately covered with wet soil, sawdust, woodchips, moss, peat, straw, hay, or other acceptable moisture-holding medium, and shall be covered with a tarpaulin or canvas. Loads that are not protected in the above manner may be rejected.
4. Plants must be protected at all times from sun or drying winds. Those that cannot be planted immediately on delivery shall be kept in the shade, well protected with soil, wet mulch, or other acceptable material, and kept well watered. Plants shall not remain unplanted any longer than three days after delivery. Plants shall not be bound with wire or rope at any time so as to damage the bark or break branches. Plants shall be lifted and handled with suitable support of the root ball to avoid damag ng it.

Q. Mechanized Tree Spade Requirements
Trees may be moved and planted with an approved mechanized tree spade. The tree spade shall move trees for sed in the maximum size allowed for a similar B&B root ball diameter according to the American Standard for Nursery Stock or the manufacturer's maximum size recommendation for the tree spade being used, whichever is smaller. The machine shall be approved by the landscape architect prior to use. Trees shall be planted at the des gnated locations in the manner shown in the plans and in accordance with applicable sections of the specifications.

II. Materials for Planting
A. Mulch: Except as otherwise specified, mulch shall be shredded Melaleuca mulch - grade "A". All Melaleu ca mulch shall be made entirely from the wood and bark of the Melaleuca quinquenerva tree. It shall not contain more than 10% bark (by volume). Shreds and chips shall not be larger tha 1/2" diameter and 1/2" in length. It shall shall be free of weeds, seeds, and any other organic or inorganic material other than Melaleuca wood and bark. It shall not contain stones or other foreign material that will present its eventual decay. This shall be applied to all planted areas where indicated on the, after installation, the mulch thickness w ll not be less than 3". Submit sample for approval.
B. Peat: Shall be horticultural peat composed of not less than 60% decomposed organic matter by weight, on an oven dr ed basis. Peat shall be delivered to the site in a workable condition free from lumps.
C. Ground Mulch: Use only where specifically indicated on the plans of the site and type shown. Unless otherwise specified it shall be redwood, hemlock, cypress, washed free of loam, sand, clay and other foreign substances. It shall be a minimum of 3" deep and shall be completed with edging or other approved gravel stop as indicated on the plans. It shall be a maximum of 1 1/2", a minimum of 3/4" and of a readily-available natural gravel color range. Provide geotextile filter fabric below aggregate rock.
Submit sample for approval.
D. Root Barrier: Where specified, root barriers shall be installed on all tree and palm material in accordance with the root barrier detail provided with the plan drawings. Root barriers shall comply with all requirements of the municipality within which they are located as well as with any utility holder requirements of any affected utilities. In the event that conflicting requirements exist between the root barrier detail provided within the plan documents and the municipal/utility holder requirements, the more stringent of the requirements shall be applicable.
E. Planter Edging: Use only where specifically indicated on plans. Edging shall be the color black.
F. Anti-desiccant: Shall be an emulsion specifically manufactured for agricultural use, which provides a protective film over plant surfaces. Anti-des ccants shall be delivered in containers of the manufacturer and shall be mixed according to the manufacturer's instructions. Submit manufacturer literature for approval.

III. Materials for Soil Amendment
A. Pine Bark: Horticultural-grade milled pine bark, with 90 percent of the material by volume sized between 0.1 and 15.0 mm.
1. Pine bark shall be aged sufficiently to break down all woody material. Pine bark shall be screened.
2. pH shall range between 4 and 7.0.
3. Submit manufacturer literature for approval.

B. Organic Matter: Leaf matter and yard waste composted sufficiently to break down all woody fibers, seeds, and leaf structures, and free of toxic and noncompatible matter. Organic matter shall be commercially prepared compost. Submit 0.5 kg (1 lb) sample and supplier's literature for approval.
C. Course Sand: Course concrete sand, ASTM C-33 Fine Aggregate, with a Fineness Modulus of 2.75 or greater.
1. Sands shall be clean, sharp, natural sands free of limestone, shale and clate particles.
2. Provide the following particle size dimension:

Sieve	Percentage Passing
3/8 in (9.5 mm)	100
No. 4 (4.75 mm)	95-100
No. 8 (2.36 mm)	80-100
No. 16 (1.18 mm)	50-85
No. 30 (0.60 mm)	25-60
No. 50 (0.30 mm)	10-30
No. 100 (0.10 mm)	2-10

D. Lime: shall be ground, pelletized, or pulverized lime manufactured to meet agricultural standards and contain a maximum of 60 percent oxide (i.e. calc um oxide plus magnesium oxide). Submit manufacturer literature for approval.
E. Sulfur: shall be flowers of sulfur, pelletized or granular sulfur, or iron sulfate. Submit manufacturer literature for approval.
F. Fertilizer: Agricultural fertilizer of a formula indicated by the soil test. Fertilizers shall be organic, slow-release compositions wherever applicable. Submit manufacturer literature for approval.

IV. Planting Mix
A. Planting Mix
1. Planting Mix for Trees, Shrubs, Groundcovers and vines: Check with landscape architect for appropriate mixture.
2. Planting Mix for Palms: Mixture of course sand and peat mixed to the following proportion:

Component	Percent by Volume
Course Sand	75%
Peat	25%

B. Planting mix shall be thoroughly mixed, screened, and shredded.
C. Prior to beginning the mixing process, submit a 1-kg (2-lb) sample of the proposed mix with soil test results that indicate the mix ratio and the results achieved.
D. During the mixing process but prior to installing the mix, submit a 1-kg (2-lb) sample for each 200 cubic meters (250 cubic yards) of planting mix, taken randomly from five locations and mix, with soil test results for approval. In the event that the test results do not meet the required particle size distribution, nutrient and resistant s revised planting mix.
E. Make all amendments of inoculator and fertilizer indicated by the soil test results at the time of mixing.
F. All mixing shall take place in the contractors yard, using commercial mixing equipment sufficient to thoroughly mix all components uniformly
G. Protect the planting mix from erosion prior to installation.

Part 3, Execution

I. Excavation of Planted Areas
A. Locations for plants and/or outlines of areas to be planted are to be laid out at the site. Locate and mark all subsurface utility lines. Approval of the stakeout by the landscape architect is required before excavation begins.
B. Trees, shrubs, and groundcover beds are to be excavated to the depth and widths indicated on the landscape plan detail drawings. If the planting area under any tree is initially dug too deep, the soil added to bring it up to the correct level should be thoroughly tamped.
1. The sides of the excavation of all planting areas shall be sloped as shown. The bottom of all beds shall slope parallel to the proposed grades or toward any subsurface drain lines within the planting bed. The bottom of the planting bed directly under any tree shall be horizontal such that the tree s a storm.
2. Maintain all required angles of repose of the adjacent materials as shown on the drawings. Do not excavate compacted subgrades of adjacent pavement or structures.
3. Subgrade soils shall be separated from the topsoil, removed from the area, and not used as backfill in any planted or lawn area. Excavations shall not be left uncovered or unprotected overnight.

C. For trees and shrubs planted in individual holes in areas of good soil that is to remain in place and/or to receive amendment in the top 150-mm (6 in.) layer, excavate the hole to the depth of the root ball and to widths shown on the drawing. Slope the sides of the excavation at a 45 degree angle up and away from the bottom of the excavation.
1. In areas of slowly draining soils, the root ball may be set up to 75 mm (3 in.) or 1/8 of the depth of the root ball above the adjacent soil level.
2. Save the existing soil to be used as backfill around the tree.
3. On steep slopes, the depth of the excavation shall be measured at the center of the hole and the excavation dug as shown on the drawings.

D. Delineate all conflicts. The landscape architect is to be notified, in writing, of soil conditions encountered, including poor drainage, that the contractor considers detrimental to the growth of plant material. When detrimental conditions are uncovered, planting shall be discontinued until instructions to resolve the conditions are received from the landscape architect.
E. Obstructions: If rock, underground construction work, utilities, tree roots, or other obstructions are encountered in the excavation of planting areas, alternate locations for any plantings shall be determined by the landscape architect.

II. Installation of Planting Mix
A. Prior to the installation of the planting mix, install subsurface drains, irrigation main lines, island lines, and irrigation risers shown on the drawings.
B. The landscape architect shall review the preparation of subgrades prior to the installation of planting mix.
C. Do not proceed with the installation of planting mix until all utility work in the area has been installed.
D. Protect adjacent walks, curbs, and utilities from damage or staining by the soil. Use 12-mm (1/2 in.) plywood and/or plastic sheeting as directed to cover existing concrete, metal, masonry, work, and other items as it related during the progress of the work.
1. Clean up any soil or dirt spilled on any paved surface at the end of each working day.
2. Any damage to paving or arch itectural work caused by the soils installation contractor shall be repaired by the general contractor at the soils installation contractors expense.

E. Till the subsoil into the bottom layer of topsoil or planting mix.
1. Loosen the soil of the subgrade to a depth of 50 to 75 mm (2 to 3 in.) with a rototiller or other suitable device.
2. Spread a layer of the specified topsoil or planting mix 50 mm (2 in.) deep over the subgrade. Thoroughly till the planting mix and the subgrade together.
3. Immediately install the remaining topsoil or planting mix in accordance with the following specifications. Protect the tilled area from traffic. DO NOT allow the tilled subgrade to become compacted.
4. In the event that the tilled area becomes compacted, till the area again prior to installing the planting mix.

F. Install the remaining topsoil or planting mix in 200- to 250-mm (8- to 10-in.) lifts to the depths and shown on the drawing details. The depths and grades shown on the drawings are the final grades after soil settlement and shrinkage of the organic material. The contractor shall install the soil at a higher level to anticipate this reduction of soil volume, depending on predicted settling properties for each type of soil.
1. Place the initial lift of the topsoil or planting mix in 200- to 250-mm (8- to 10-in.) lifts to the depths and shown on the drawing details. The depths and grades shown on the drawings are the final grades after soil settlement and shrinkage of the organic material. The contractor shall install the soil at a higher level to anticipate this reduction of soil volume, depending on predicted settling properties for each type of soil.
2. Compact each lift sufficiently to reduce settling but not enough to prevent the movement of water and feeder roots through the soil. The soil in each lift should feel firm to the touch in all areas and make only slight heel prints. Overcompaction shall be determined by the following field percolation test.
a. Dig a hole 250 mm (10 in.) in diameter and 250 mm (10 in.) deep.
b. Fill the hole with water and let it drain completely. Immediately refill the hole with water, and measure the rate of fall in the water level.
c. In the event that the water drains at a rate less than 25 mm (1 in.) per hour, till the soil to a depth required to break the overcompaction.
d. The landscape architect shall determine the need for, and the number and location of percolation tests based on observed field conditions of the soil.

3. Maintain moisture conditions within the soils during installation to allow for satisfactory compaction. Suspend installation operations if live soil becomes wet. Do not place soils on wet subgrade.
4. Firm all subsoils and compact to achieve consistent and uniform compaction of the soils. Use the smallest equipment that can reasonably perform the task of spreading and compaction.
5. Add lime, sulfur, fertilizer, and other amendments during soil installation. Spread the amendments over the top layer of soil and till into the top 100 mm (4 in.) of soil. Soil amendments may be added at the same time that organic matter, when required, is added to the top layer of soil.
6. Protect soil from overcompaction after placement. An area that becomes overcompacted shall be tilled to a depth of 125 mm (5 in.). Uneven or settled areas shall be filled and regraded.

III. Fine Grading
A. Shall be the responsibility of the Contractor to finish grade (refe. 6" below adjacent F.F.E.). Finish grades in planting areas shall be one inch lower than adjacent paving and sod to include 3" of mulching. Have earthwork shall blend smoothly into the existing earthwork, and grades shall pitch evenly between spot grades. All planted areas must plants drain at a minimum of 1/4" per foot. Any shortcomings not allowing this to occur shall be reported to the Landscape Architect prior to continuing work.
B. Fill all pipe and trenches and bumps in the overall plane of the slope.
1. The tolerance for dips and bumps in to ne areas shall be a 13mm (1/2 in.) deviation from the plane in 3.000 mm (10 ft).
2. The tolerance for dips and bumps in swale planting areas shall be a 25-mm (1 in.) deviation from the plane in 3,000 mm (10 ft).
3. All fine grading shall be inspected and accepted by the landscape architect prior to planting, mulching, sodding, or seeding.

C. Berming shall not be placed within 10' of any existing tree nor will it be allowed at or around upon any utility, drainage, or maintenance easement. Berming shall not impede or positively any necessary swales needed to drain other areas for the property.

IV. Planting Operations
A. Plants shall be set on flat-topped or unexcavated pads at the same relationship to be shed grade as they were in the ground from which they were dug, unless otherwise noted on the drawings. Plants must be set plumb and braced in position until topsoil or planting mix has been placed and tamped around the base of the root ball. Improper compacting of the soil around the root ball may result in the tree settling or toppling. Plants shall be set so that they will be at the same depth and so that the root ball does not shift or move laterally one year later.
1. Determine the elevation of the root flare and ensure that it is planted at grade. This may require that the tree be set higher than the grade in the nursery.
2. If the root flare is less than 50 mm (2 in.) below the soil level of the root ball, plant the tree the appropriate level above the grade to set the flare even with the grade. If the flare is more than 50 mm (2 in) at the center of the root ball the tree shall be rejected.

B. Lift plants only from the bottom of the root balls or with belts or lifting harnesses of sufficient width not to damage the root balls. Do not lift trees by their trunk or use the trunk as a lever in positioning or moving the tree in the planting area.

C. Remove plastic, paper, or fiber pots from containerized plant material. Pull roots out of the root mat. Loosen the potting medium and shake away from the root mat immediately after removing the container, metal the plant such that the roots do not dry out. Pack planting mix around the exposed roots while planting.

D. The roots of bareroot trees shall be pruned at the time of planting to remove damaged or broken roots (trees likely to become a detriment to future growth of the root system). Bareroot trees shall have the roots spread to approximate the natural position of the roots and shall be centered in the planting pit. The planting soil pack fill shall be worked firmly into and around the roots, with care taken to fill in completely with no air pockets.

E. Cut ropes or slings from the top of shrub root balls and trees smaller than 3 in. caliper after plant has been set. Remove burlap or cloth wrapping and any wire baskets from around top half of balls. Do not turn under and bury portions of burlap at top of ball.
1. Do not immediately remove the ropes and burlap from trees larger than 3 in. caliper. Return to each tree three months after planting and cut all ropes around the trunks and tops of the root balls of these trees.
2. Completely remove any waterproof or water-repellent slings or wrappings from the root ball and trunk before backfilling.

F. Set balled and burlapped trees in the hole with the north marker facing north unless otherwise approved by the landscape architect.

G. Make native soil, topsoil, or planting mix into the area around the tree, tamping lightly to reduce settlement.
1. For plants planted in individual holes in existing soil, add any required soil amendments to the soils, as the material is being backfilled around the plant. Ensure that the amendments are thoroughly mixed into the backfill.
2. For plants planted in large beds of prepared soil, add soil amendments during the soil installation process.
3. Ensure that the backfill mixed sixty around the base of the root ball is tamped with foot pressure sufficient to prevent the root ball from shifting or leaning.

H. Build soil shall be laid with closely abutting joints with a tamped or rolled, even surface. Stagger edges in offset joints in adjacent courses. Bring the sod edge in a neat, level manner to the edge of all paving and shrub areas. Sod along slopes shall be pegged to hold sod in place along slopes or banks where a vertical pay exists able to the Landscape Architect shall be used at no additional cost to the Owner. If, in the opinion of the Landscape Architect, top-dressing is necessary after rolling, clean sand will be evenly appl ed over the entire surface and thoroughly watered in without additional charge.

I. Thoroughly water all plants immediately after planting. Apply water by hose directly to the root ball and its adjacent soil.

J. Remove all tags, labels, strings, etc. from all plants.

K. Remove any excess soil, debris, and planting material from the job site at the end of each workday.

L. Form retaining saucers 100 mm (4 in.) high immediately outside the area of the root ball of each tree as indicated on the drawings.

V. Relocation of Existing Materials
A. Landscape Contractor shall root prune trees which are to be relocated in accordance with approved horticultural practices and the following procedures.
1. Select a healthy tree
2. Selectively trim the canopy removing dead limbs, cross branching over crowned areas, and lower undesirable limbs. Fertilize and water trees before pruning.
3. Root prune 50% of the root system approximately 18"-2' away (depending upon species and size). This is done by hand with sharp hand tools or a root pruning saw. The diameter of the root ball to be pruned is 6-12 inches per every one inch of diameter at breast height of the tree.
4. Back fill the existing soil with peat moss to stimulate new root growth of the pruned roots.
5. Water in thoroughly and treat with a mycorrhizae and a low nitrogen fertilizer (so not to burn the pruned roots). Basin trees if covered necessary.
6. The root pruned tree should be watered every day (especially during warm months of the season), the equivalent of 5 gallons for every DBH of tree per day.
7. Root pruned trees should be left to stand for a minimum of 6 weeks for trees less than 6" DBH and as long as 3 months for larger specimens prior to transplanting.
8. For best results and survivorship, new root growth should be evident on root pruned trees prior to transplanting.
9. Upon transplanting, water should be applied every day as outlined in step 5 for at least one year.

VI. Staking and Guying
A. The Contractor shall stake all trees and palms in accordance with the tree and palm staking details provided within the plan drawings. Alternate methods of guying or staking may be employed with the prior approval of the Landscape Architect.
B. The Contractor shall be responsible for the replacement or adjustment of all trees, palms or shrubs that fall or lean during the guarantee period. The Contractor shall be responsible for any damage caused by the failure or improper of trees.
C. Stakes and guys shall be installed immediately upon approval or planting, and shall be removed in accordance with the staking details provide within the plan drawings. Any tree that is not stable at the end of the warranty period shall be rejected.

VII. Pruning
A. Plants shall not be heavily pruned at the time of planting. Pruning is required at planting time to correct defects in the tree structure, including removal of injured branches, watersprouts, suckers, and interfering branches. Healthy forest branches and interior small twigs should not be removed except as necessary to clear walks and roads. In no case should more than one-quarter of the branching structure be removed. Retain the normal or natural shape of the plant.
B. All pruning shall be completed using clean, sharp tools. All cuts shall be clean and smooth, with the bark intact with no rough edges or tears.
C. Pruning of large trees shall be done from a hydraulic man-lift such that it is not necessary to climb the tree.

VIII. Mulching
A. All trees, palms, shrubs, and other plantings will be mulched with mulch previously approved by the landscape architect. The mulch will be a minimum 3" thick layer over all tree, shrub and ground cover planting areas, unless otherwise specified. All mulch layers shall be at the specified thickness at the time of the first acceptance of the work. Watch must not be placed within 2 inches of the trunks of trees, palms or shrubs.
B. Place mulch at least 2" in depth in a circle around all trees located in lawn areas. The diameter of the circle shall be 18" in diameter larger than the ball of the plant provided. Mulch must not be placed within 2 inches of the trunks of trees, palms or shrubs.

IX. Maintenance of Trees, Shrubs, and Vines
A. Maintenance shall begin immediately after each plant is planted and continue until its acceptance has been confirmed by the landscape architect.
B. Maintenance shall consist of pruning, watering, cultivating, weeding, mulching, fertilizing, tightening and repairing guys and stakes, resetting plants to proper grades or upright position, restoring of the planting saucer, and furnishing and applying such sprays or other materials as necessary to keep plantings free of insects and diseases and in vigorous condition.
C. Planting areas and plants shall be protected at all times against trespassing and damage of all kinds for the duration of the maintenance period. If a plant becomes damaged or injured, it shall be treated or replaced as directed by the landscape architect at no additional cost.
D. Watering: Contractor shall keep all plants adequately watered to maintain vigorous growth. Overwatering of lawn areas shall not be allowed. The contractor shall monitor, adjust, and use existing irrigation facilities, if available, and furnish any additional material, equipment, or water to ensure adequate irrigation. Rose beds or all trees and large shrubs shall be spot watered using handheld hoses during the first four months after planting, as may need to ensure adequate water within the root ball.
E. During periods of restricted water usage, all governmental regulations (permanent and temporary) shall be followed. The contractor may have to transport water from ponds or other sources, at no additional expense to the owner when irrigation systems are unavailable.
F. Remove soil layers from around watering basins prior to end of maintenance period, as directed by Landscape Architect

X. Acceptance
A. The landscape architect shall inspect all work for acceptance upon written request of the contractor. The request shall be received at least ten calendar days before the anticipated date of inspection.
B. Acceptance of plant material shall be for general conformance to specified size, character, and quality and shall not relieve the contractor of responsibility for full conformance to the contract documents, including correct species.
C. Upon completion and re-inspection of all repairs or renewals necessary in the judgment of the landscape architect, the landscape architect shall certify in writing that the work has been accepted.

XI. Acceptance in Part
A. Work may be accepted in parts when the landscape architect and contractor deem that practice to be in their mutual interest. Approval must be given in writing by the landscape architect to the contractor certifying that the work is to be complete in parts. Acceptance of work in parts shall not waive any other provision of the contract.

XII. Guarantee Period and Replacements
A. The guarantee period for trees and shrubs shall begin at the date of acceptance.
B. The contractor shall guarantee all plants specified to be in healthy and flourishing condition for a period of one year from the date of acceptance.
C. When work is accepted in parts, the guarantee periods extend from each of the partial acceptances to the terminal date of the guarantee of the last acceptance. Thus, all guarantee periods terminate at one time.
D. The contractor shall replace, without cost, as soon as weather conditions permit, and within a period of 30 days after planted by the landscape architect to be dead or in an unacceptable condition during and at the end of the guarantee period. To be considered acceptable, plants shall be free of dead or dying branches and branch tips and shall have foliage of normal density, size, and color. Replacements shall closely match adjacent specimens of the same species. Replacements shall be subject to all requirements stated in the specifications.
E. The guarantee of all replacement plants shall extend for an additional period of one year from the date of their acceptance after replacement. In the event that a replacement plant is not acceptable during or at the end of said extended guarantee period, the landscape architect may elect subsequent replacement or credit for that item.
F. At the end of the guarantee, the contractor shall reset grades that have settled below the proposed grades on the drawings.
G. The contractor shall make periodic inspections, also called visits, during the guarantee period to determine what changes, if any, should be made in the maintenance program. If changes are recommended, they shall be stated in writing to the landscape architect. Claims by the contractor that the owners maintenance practices or lack of maintenance resulted in dead or dying plants will not be considered if such claims have not been documented by the contractor during the guarantee period.

XIII. Final Inspection and Final Acceptance
At the end of the guarantee period and upon written request of the contractor, the landscape architect will inspect all guaranteed work for final acceptance. The request shall be received at least ten calendar days before the anticipated date for final inspection. Upon completion and re-inspection of all repairs or renewals necessary in the judgment of the landscape architect at that time, the landscape architect shall certify, in writing, that the project has received final acceptance.

811 Know what's BELOW. CALL before you dig.
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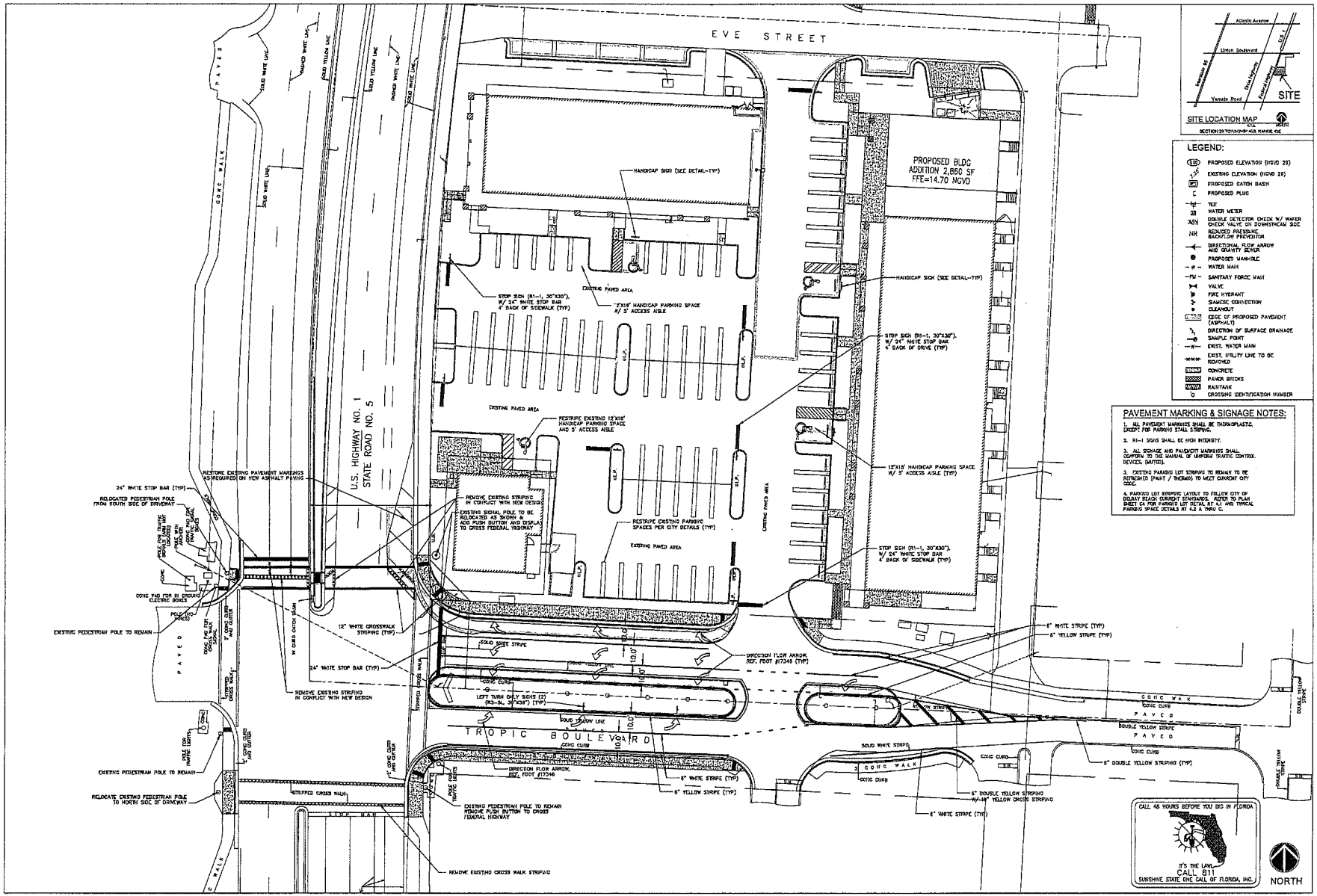
PROJECT TITLE:
DELRAY PLACE SOUTH
CITY OF DELRAY BEACH, FL

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SEAL:

NO	DATE	DESCRIPTION
	8/15/2012	REVISION
	11/19/12	REVISION
	2/15/2013	REVISION
	3/21/2013	REVISION

DRAWN DATE: 2013-12-07
DRAWN BY: CA/ALS
CHECKED BY: BD
PROJECT #:
SCALE:
SHEET TITLE:
LANDSCAPE SPECIFICATIONS
SHEET #
LP-4.01



LEGEND:

- PROPOSED ELEVATION (NGVD 29)
- EXISTING ELEVATION (NGVD 29)
- PROPOSED CATCH BASIN
- PROPOSED PLUG
- TEE
- WATER METER
- DCVA — DOUBLE DETECTOR CHECK W/ WATER CHECK VALVE ON DOWNSTREAM SIDE
- RPBP — REDUCED PRESSURE BACKFLOW PREVENTOR
- DIRECTIONAL FLOW ARROW AND GRAVITY SEWER
- PROPOSED MANHOLE
- WATER MAIN
- FM — SANITARY FORCE MAIN
- VALVE
- FIRE HYDRANT
- SIAMESE CONNECTION
- CLEANOUT
- EDGE OF PROPOSED PAVEMENT (ASPHALT)
- DIRECTION OF SURFACE DRAINAGE
- SAMPLE POINT
- EXIST. WATER MAIN
- EXIST. UTILITY LINE TO BE REMOVED
- CONCRETE
- PAVER BRICKS
- RAINTANK
- CROSSING IDENTIFICATION NUMBER

PAVEMENT MARKING & SIGNAGE NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC, EXCEPT FOR PARKING STALL STRIPING.
2. R1-1 SIGNS SHALL BE HIGH INTENSITY.
3. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD).
3. EXISTING PARKING LOT STRIPING TO REMAIN TO BE REFRESHED (PAINT / THERMO) TO MEET CURRENT CITY CODE.
4. PARKING LOT STRIPING LAYOUT TO FOLLOW CITY OF DELRAY BEACH CURRENT STANDARDS. REFER TO PLAN SHEET C4 FOR PARKING LOT DETAIL AT A.D. AND TYPICAL PARKING SPACE DETAILS AT 4.2 A. THRU C.

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Sheet Title: PAVEMENT MARKINGS AND SIGNAGE PLAN

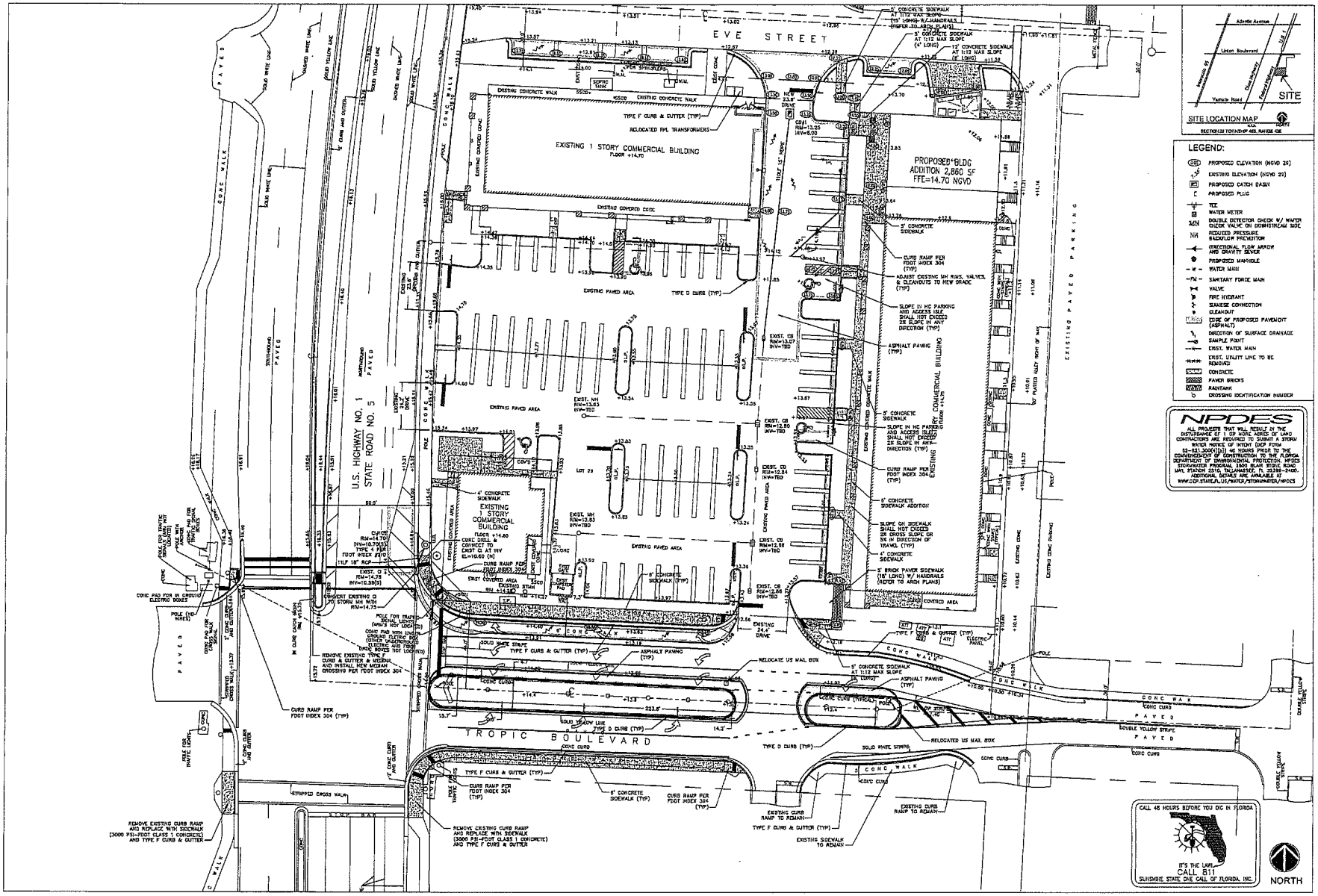
Job Title: DELRAY PLACE SOUTH (F.K.A. TROPIC SQUARE)

CITY OF DELRAY BEACH, PALM BEACH COUNTY, FLORIDA

Phase: CONCEPTUAL DOCUMENTS

02.18.15 REVISED PER CITY TAC COMMENTS
04.28.15 REVISED PER CITY TAC COMMENTS
08.17.15 REVISED PER CITY TAC COMMENTS
06.24.16 REVISED CURB ON TBB PER CITY
09.23.16 REVISED SIGNS PER CITY TAC COMMENTS

Scale: 1"=20'	Date: 08/11/14
Job No.: 12-10003.03	Pet Dte: 09/07/16
Drawn by: DRS	Sheet No.: C1
Proj Engr.: DRS	
Appr. by: DRS	



LEGEND:

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- CONCRETE
- PAVER BRICKS
- RAINTANK
- CROSSING IDENTIFICATION NUMBER

NPDES

ALL PROJECTS THAT WILL RESULT IN THE DISTURBANCE OF 1 OR MORE ACRES OF LAND CONTRACTORS ARE REQUIRED TO SUBMIT A STORM WATER NOTICE OF INTENT (NOI) FOR A 62-621.300(4)(a) 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, NPDES STORMWATER PROCESSING, 2600 BLAIR STONE ROAD, MAIL STATION #2510, TALLAHASSEE, FLORIDA 32399-2400. FOR MORE INFORMATION, OR TO OBTAIN AN NOI, VISIT THE FDEP WEBSITE AT: WWW.DEP.STATE.FL.US/WATER/STORMWATER/NPDES

CALL 48 HOURS BEFORE YOU DIG IN FLORIDA
IT'S THE LAW!
CALL 811
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

RYAN ENGINEERING SERVICES, P.A.
CIVIL ENGINEERS
261 COMMERCIAL BLVD.
LAUDERDALE BY THE SEA, FL 33308
PHONE:(954) 522-1004
FAX: (954) 522-7500
www.ryanengineering.com
EB# 6578

Sheet Title: CONCEPTUAL PAVING AND DRAINAGE PLAN

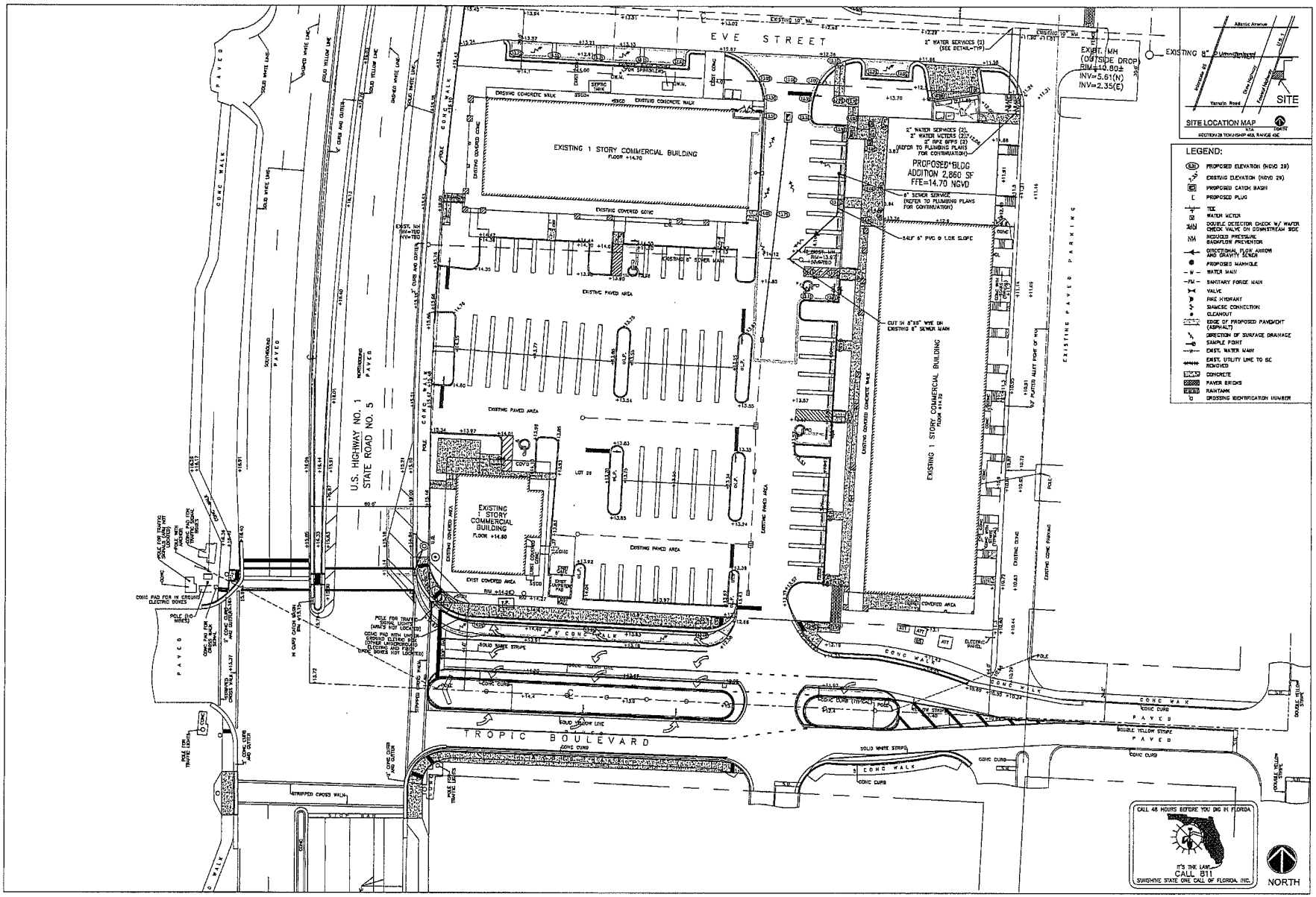
Job Title: DELRAY PLACE SOUTH (F.K.A. TROPIC SQUARE)

CITY OF DELRAY BEACH, PALM BEACH COUNTY, FLORIDA

Phase: CONCEPTUAL DOCUMENTS

Revisions
02.18.16 REVISED PER CITY TAC COMMENTS
04.28.16 REVISED PER CITY TAC COMMENTS
06.17.16 REVISED PER CITY TAC COMMENTS
08.24.16 REVISED CURB IN TRI PER CITY
09.07.16 REVISED SIGNS PER CITY TAC COMMENTS

Scale: 1"=20'	Date: 08/11/16
Job No.: 15-1065.03	Pal Dwg: 08/01/16
Drawn by: DRS	Sheet No.: C2
Proj Engr.: DRS	
Appd. by: DRS	2 of 4



LEGEND:

- PROPOSED ELEVATION (NGVD 29)
- EXISTING ELEVATION (NGVD 29)
- PROPOSED CATCH BASIN
- PROPOSED PLUG
- TEE
- WATER METER
- DOUBLE DETECTOR CHECK W/ WATER CHECK VALVE ON DOWNSTREAM SIDE
- REQUIRED PRESSURE BACKFLOW PREVENTOR
- DIRECTIONAL FLOW ARROW AND GRAVITY SEWER
- PROPOSED MANHOLE
- W — WATER MAIN
- FM — SANITARY FORCE MAIN
- VALVE
- FIRE HYDRANT
- SIAMESE CONNECTION
- CLEANOUT
- EDGE OF PROPOSED PAVEMENT (ASPHALT)
- DIRECTION OF SURFACE DRAINAGE
- SAMPLE POINT
- EXIST. WATER MAIN
- EXIST. UTILITY LINE TO BE REMOVED
- CONCRETE
- PAVER BRICKS
- RAINTANK
- CROSSING IDENTIFICATION NUMBER

FLYNN ENGINEERING SERVICES, P.A.
CIVIL ENGINEERS
741 COMMERCIAL BLVD.
LAUDERDALE BY THE SEA, FL 33308
PHONE: (954) 522-1004
FAX: (954) 522-7530
www.flynnengineering.com
EB# 8576

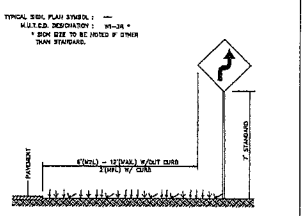
Sheet Title: CONCEPTUAL WATER AND SEWER PLAN

Job Title: DELRAY PLACE SOUTH
(F.K.A. TROPIC SQUARE)
CITY OF DELRAY BEACH, PALM BEACH COUNTY, FLORIDA

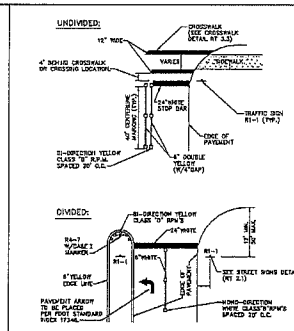
Phase: CONCEPTUAL DOCUMENTS

03.19.18 REVISED PER CITY TAC COMMENTS
04.26.18 REVISED PER CITY TAC COMMENTS
05.17.18 REVISED PER CITY TAC COMMENTS
06.26.18 REVISED CURB ON TBB PER CITY
09.07.18 REVISED SIDES PER CITY TAC COMMENTS

Scale: 1"=20'	Date: 08/11/14
Job No. 13-1065.03	Rel Date: 09/07/18
Drawn by: DRS	Sheet No. C3
Proj. Engr.: DRS	
Appr. by: DRS	3 of 4

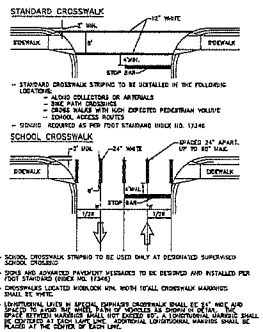


STREET SIGNS DETAIL RT 2.1b

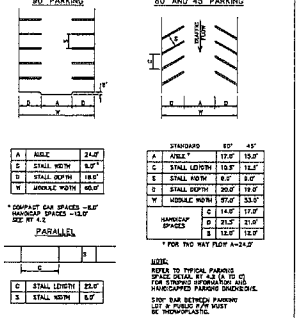


NOTE: ALL STRIPING AND DELINEATION TO CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD) LATEST ED.

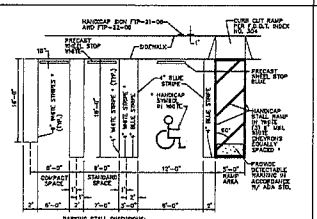
INTERSECTION TRAFFIC CONTROL STOP CONDITION
DETAIL RT 3.2



CROSSWALK DETAILS RT 3.3



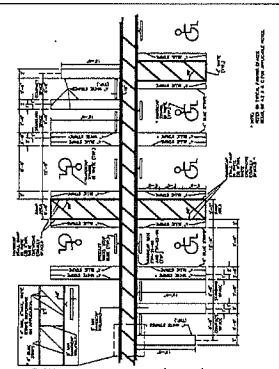
PARKING LOTS DETAIL RT 4.1



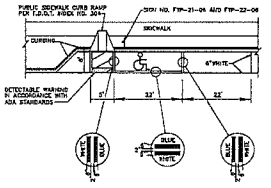
PARKING STALL DIMENSIONS
STANDARD 9'x 18'
COMPACT 8'x 16'
HANDICAP 12'x 18' PLUS 5' RAMP AREA

* NOTES:
1. ON LIGHT COLORED SURFACE I.E. CONCRETE ALL HANDICAP MARKINGS SHALL BE BLUE AND STANDARD PARKING STRIPING SHALL BE 3" WHITE WITH 1" BLACK BORDER.
2. ALL STRIPPING WITHIN PUBLIC RIGHT-OF-WAY SHALL BE 6 INCHES.
3. ALL MEASUREMENTS ARE FROM CENTER LINE.
4. ALL COMPACT SPACES MUST HAVE "COMPACT" STENCILED WITH BLACK PAINT ON WHEEL STOP.
5. BLUE STRIPE & R/C SYMBOL AND WALKWAY ON CONCRETE
6. YELLOW STRIPE ON CONCRETE
7. 24" STOP BAR BETWEEN ALL PARKING LOTS AND PUBLIC R/W SHALL BE THERMOPLASTIC AND PER FDOT SPECIFICATIONS AND STOP SIGN R1-1

TYPICAL PARKING SPACES
(1 OF 3)
DETAIL RT 4.2a



TYPICAL PARKING SPACES (2 OF 3) RT 4.2b



NOTE:
HANDICAPPED PARKING SPACE MUST BE FIRST OR LAST PARALLEL PARKING SPACE IN THE BAY. ADJACENT TO LANDSCAPE ISLAND. IF SPACE IS AT THE FRONT OF PARKING ROW ACCESS PANEL MUST BE IN FRONT OF CAR AND IF SPACE IS AT THE END OF PARKING ROW ACCESS PANEL MUST BE AT THE REAR OF CAR.

TYPICAL PARKING SPACES
(3 OF 3)
DETAIL RT 4.2c

PAVEMENT MARKING SPECIFICATIONS

All Pavement markings to be installed per these typicals, plans and specifications, and as directed by the City Engineer and shall conform to the requirements of F.D.O.T. and the manual on uniform traffic control devices, (MUTCD).

PERMANENT MARKINGS

Installation:
- All markings shall be installed by the extruded method.
- Markings shall be free of ravines, bows, dirts, chips, and other disfiguring items.
- Drop balls shall be used for all layout markings

Materials:
- All materials shall be alkyd or hydrocarbon thermoplastic meeting all FDOT specifications.

Thickness:
- All markings shall be installed to yield 90 mils of material measured above the pavement surface.

Spheres:
- Reflective glass spheres are to be applied to all stripes and markings per FDOT specifications.

Alternate Material:
- STAMARK marking tape, or equivalent may be used as approved or directed by the City Engineer.

Layout:
- Layout shall be made using marking sheets.
- It is recommended that marking layout be inspected by the City Engineer prior to the placement of final markings.

TEMPORARY MARKINGS

Temporary markings may be used only as specified in this section, or as approved or directed by the City Engineer.

Final Pavement Surfaces:
- Only hot backed marking tape is allowed.
- All tape shall be totally removed concurrent with permanent marking placement.

Other Pavement Surfaces:
- Intermediate pavement surfaces may be marked with FDOT approved materials, designs, and specifications.

PAVEMENT MARKING SPECIFICATIONS RT 8.1a
(Sheet 1 of 2)

ALL PAVEMENT MARKINGS

All paved surfaces shall be properly marked prior to the issuance of occupancy.

RAISED PAVEMENT MARKERS

- R.P.M.s shall be installed on all lane lines and centerlines, spaced at 20' or 40'.
- R.P.M.s shall be a 4 x 4 type class "B" marker meeting F.D.O.T. specifications and shall be approved by the City Engineer prior to use.
- R.P.M.'s shall be installed using alkyd thermoplastic on asphalt and epoxy on concrete.

OTHER NOTES

- All Materials within right-of-way shall be thermoplastic and per F.D.O.T. specifications.
- Pavement marking within private parking lots may be painted according to F.D.O.T. specifications, except for all stop bars adjacent to public right-of-way.

PAVEMENT MARKING SPECIFICATIONS RT 8.1b
(Sheet 2 of 2)

PINE ENGINEERING SERVICES, P.A.
CIVIL ENGINEERS
241 COMMERCIAL BLVD.
LAUDERDALE BY THE SEA, FL 33308
PHONE: (954) 532-1004
FAX: (954) 532-7533
www.pinengineering.com
EB# 6578

Sheet Title: PAVING MARKING AND SIGNAGE DETAILS

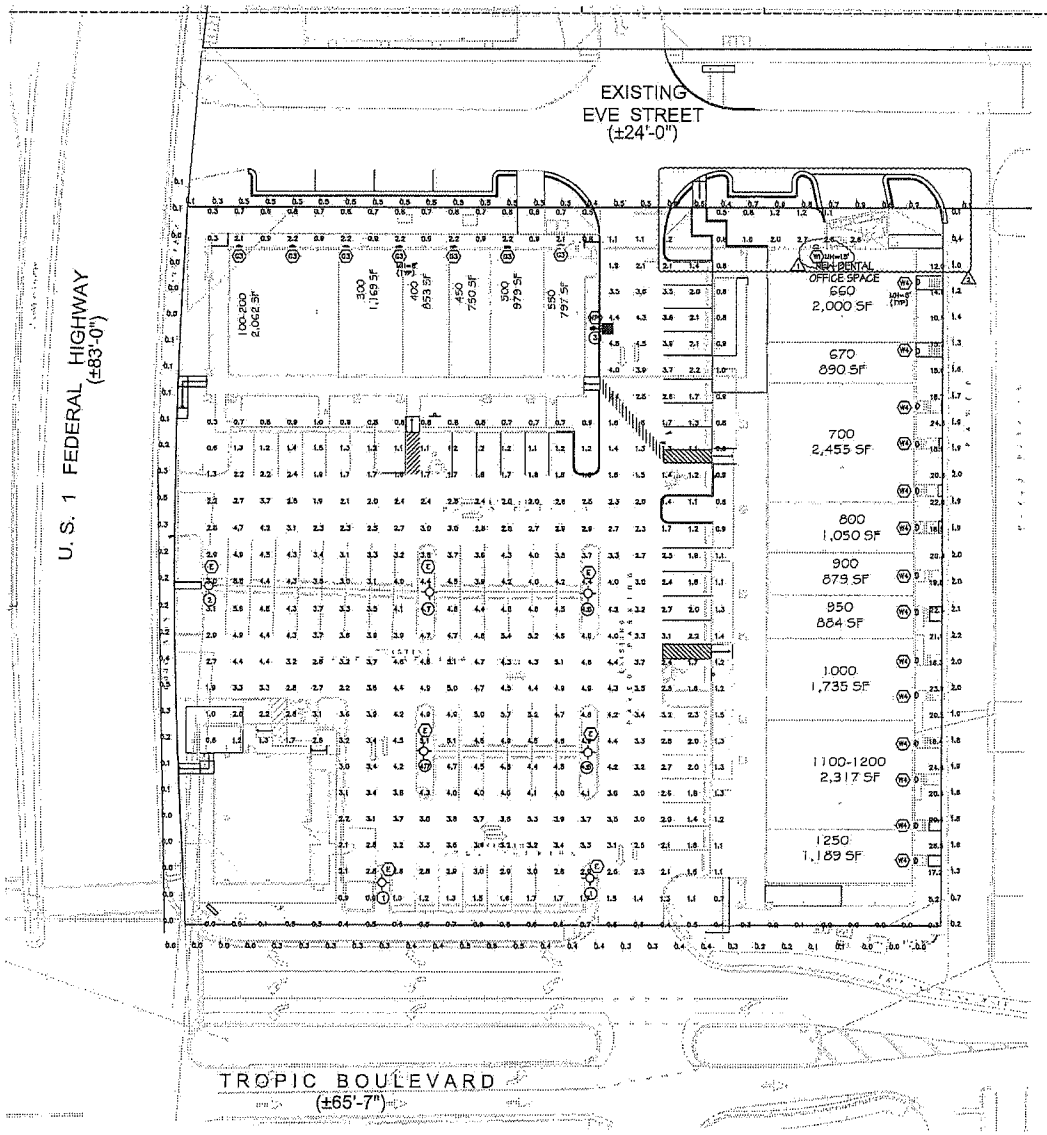
Job Title: DELRAY PLACE SOUTH (F.K.A. TROPIC SQUARE)
CITY OF DELRAY BEACH, PALM BEACH COUNTY, FLORIDA

Phase: PERMITTING DOCUMENTS

Revisions

Scale: NTS	Date: 02/15/18
Job No. 12-1005.03	Plot Date: 02/15/18
Drawn by: DRS	Sheet No. C4
Proj. Mgr. DRS	
Appr. by DRS	4 of 4

Drawings saved: C:\2015_Jobs\12-1005.03 Delray Place South\12-1005.03



SITE PHOTOMETRIC PLAN
1"=8'-0" NORTH

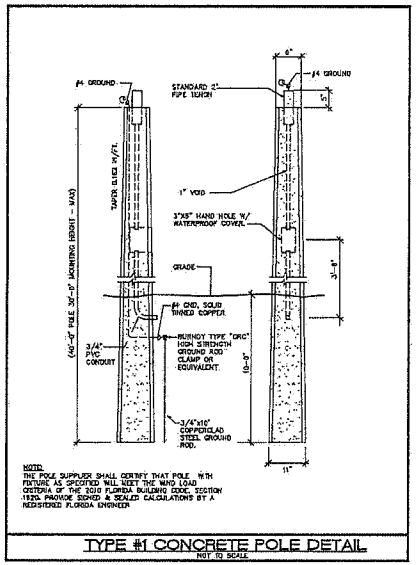
KEY NOTES

1. TRIM, REMOVE OR REPLACE VEGETATION THAT IS BLOCKING THE LIGHT FROM EXISTING FIXTURE. RELAMP AND REPAIR FIXTURES TO WORKING CONDITION.
2. RELOCATE EXISTING POLE AND FIXTURE. RELAMP AND REPAIR EXISTING LIGHTPOLE AND FIXTURE TO WORKING CONDITION. INSTALL HOUSE SIDE SHIELD TO PREVENT SPILL LIGHT ON R.O.W.
3. NEW LIGHTPOLE AND LED FIXTURE

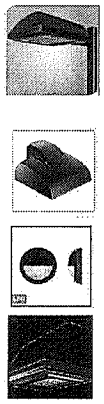
ANY ACCEPTABLE ALTERNATE/SUBSTITUTE MUST BE APPROVED IN WRITING PRIOR TO BID DATE.
TO CONFIRM THAT THE SPECIFIED PHOTOMETRIC CRITERIA HAS BEEN MET, A COMPUTER DISK CONTAINING THE IES PHOTOMETRIC FILE FOR THE PROPOSED ALTERNATE/SUBSTITUTION MUST BE SUBMITTED TO KAMM CONSULTING ENGINEERS FOR EVALUATION NO LESS THAN 10 DAYS PRIOR TO BID.

GENERAL NOTE

RELAMP ALL EXISTING BUILDING MOUNTED LIGHT FIXTURES AND REPAIR IF NEEDED.



TYPE #1 CONCRETE POLE DETAIL
NOT TO SCALE



Luminaire Schedule								
Symbol	Label	[MANUFAC]	Description	Arrangement	Total Lamp Lumens	LLF	Lum. Watts
	E	EXISTING	EXISTING LIGHTPOLE AND FIXTURE TO REMAIN				
	D3	Kenall Manufacturing	Milenium Round MR13EL-MP-40K-UNIV-SVF MTD @ 8'-0"	SINGLE	N.A.	0.900	18.744
	HP1	LSI LIGHTING	XGWX3-FT-LED-12W-40K*-MW	SINGLE	13063	0.900	191
	W1	MLS LIGHTING SYSTEMS	MLS-WALL-WT-LED-28-40K-DW-UE MTD @ 12'-0"	SINGLE	N.A.	0.900	44
	W4	Lithonia Lighting	ARW1 LED 1 480300/50K SRT2 MTD @ 9'-0"	SINGLE	N.A.	0.900	56

Calculation Summary								
Label	Catalog	Units	Avg	Max	Min	Avg/Min	Max/Min
PROPERTY LINE ALLEY	Illuminance	Fc	1.56	8.2	0.1	15.60	82.00
PROPERTY LINE DIX ST	Illuminance	Fc	0.48	0.9	0.1	4.80	9.00
PROPERTY LINE FEDERAL HWAY	Illuminance	Fc	0.18	0.5	0.0	N.A.	N.A.
PROPERTY LINE TROPIC BLVD	Illuminance	Fc	0.33	0.5	0.0	N.A.	N.A.
PARKING LOT	Illuminance	Fc	2.15	8.9	1.0	2.15	8.90

SD 33 21 8# 28
21 15 4# A4 24

Robert Arthur Kamm

Digitally signed by Robert Arthur Kamm
DN: cn=Robert Arthur Kamm, o=Kamm Consulting, ou=P.E.44004, email=art@kammconsulting.com, c=US
Date: 2016.09.08 18:21:46 -04'00'

COMBINED SITE PLAN
DELRAY PLACE
DELRAY BEACH, FLORIDA

SALTZ MICHELSON ARCHITECTS
3501 GRIFFIN ROAD
Ft. Lauderdale, FL 33312
(954) 266-2700 Fx: (954) 266-2701
saa@saltzmichelson.com
AA-0002857

Mark L. Saltz AR 007171

Project No.: 2013-214
Drawn By: NH-CR
Checked By: MA
Date: 10-16-14
REVISIONS:
1. SITE PLAN UPDATE 9-1-16
2. SITE PLAN UPDATE 9-8-16

SITE PHOTOMETRIC PLAN

KAMM Consulting
1407 West Newport Center Drive
Deerfield Beach, FL 33442
Phone (954) 354-0033 Fax (954) 354-2201
Certificate of Authorization #3189

E1.1

Support Public Comments

Greater Delray Beach
Chamber of Commerce

February 18, 2016

Dear Mr. Carosella,

Thank you for the January 21, 2016 presentation on Delray Place South. We support Retail Property Group's proposed plan to redevelop the plaza just south of your existing Delray Place retail center. In addition, the traffic at the intersection of Linton Blvd and Federal Highway has become congested over the past couple of years. Based on your presentation it does appear that the cross access would go a long way to alleviate some of the congestion at this intersection. That being said, we also understand that the residents of Tropic Isle have concerns over the potential impact that your plan will have on the intersection of Tropic Blvd and Federal Highway. Our support is conditioned upon to the requirement that the you take reasonable steps to alleviate those concerns and garner the support of those residents. To the extent that the Delray Beach Chamber of Commerce can assist in that process, we are happy to do so.

Sincerely,

Karen Granger
President & CEO

Scott Porten
Vice-Chair Advocacy

CC: Kelli Freeman, Chairman of the Board

Charles Powell • Property Owner
1920 Spanish Trail • Delray Beach, FL 33483
Phone: 561-265-2866

January 15, 2016

City of Delray Beach
Planning & Zoning Department
Attn: Tim Stillings, Director of Planning & Zoning
Attn: Candi Jefferson, Senior Planner
100 NW 1st Street
Delray Beach, FL 33444

Sent Via Fax: 561-243-7221

Re: Support for proposed redevelopment of Delray Place South, formally known as Tropic Square, 1911 South Federal Highway, Delray Beach, Florida.

Dear Mr. Stillings & Ms. Jefferson:

As one of the three immediately adjacent property owner's along the rear alley to Delray Place South f/k/a Tropic Square, and as someone who has been subjected to the traffic that uses the shared rear alley between Delray Place South and my property, I would like to voice my support for the proposed Delray Place South redevelopment & cross access with Eve Street.

The proposed addition of the access point through the front of Delray Place South from Tropic Blvd. to Eve Street will alleviate any use of the alley as a cut through from Delray Place North to Tropic Boulevard as well as for those Tropic Isle Residents who use the alley as a short cut to get to Delray Place North.

As you may know, this alley is quite narrow and provides access to the parking at my property and the two properties just to the north of mine. It is exceptionally difficult to park at my home when there is any through traffic in the alley.

The rear alley also serves as a loading area for the shopping center tenants whose rear loading and garbage doors are along the alley and when loading and/or trash removal activates occur, the combination between parking, loading/trash removal, and cut through traffic to Tropic Blvd., make the use of the alley very difficult.

The proposed Eve Street access drive isle connection in front of Delray Place South will remove unnecessary through traffic along the rear alley and will be a significant improvement to the overall necessary access connection to and from Eve Street through the front of Delray Place South to Tropic Blvd.

The additional two traffic lanes proposed for Tropic Boulevard by the Delray Place South property owner, will significantly help with the traffic flow from Eve Street to Tropic Boulevard onto Federal Highway.

Since there will be access created to Eve Street and Delray Place North from Tropic Boulevard through Delray Place South, there will be a significant reduction in the illegal U-turns regularly occurring both from southbound Federal Highway at the Tropic Boulevard traffic light and northbound at the Federal Highway and Linton Blvd. traffic light.

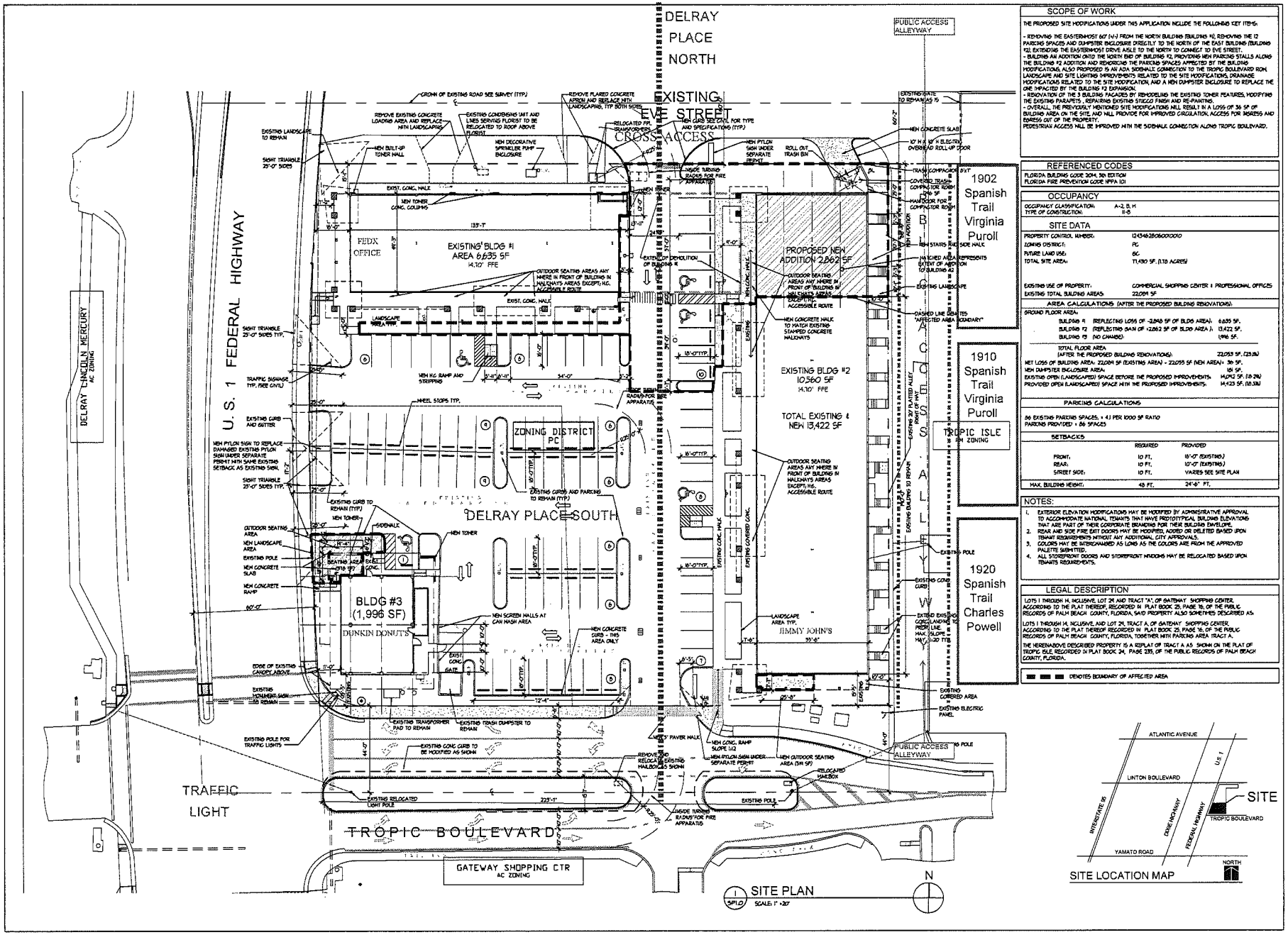
I would like to state my support for the proposed Delray Place South overall redevelopment design & the cross access through Eve Street to Tropic Blvd., which will significantly improve the traffic flow around the immediate area for the residents.

Please feel free to call my above phone number with any additional comments

Sincerely,

Charles Powell

cc: Sent Via Fax 561-961-1744 to Delray Place South Property Owner, Joe Carosella



SCOPE OF WORK

THE PROPOSED SITE MODIFICATIONS UNDER THIS APPLICATION INCLUDE THE FOLLOWING KEY ITEMS:

- REMOVING THE EASTERNMOST 60' (+/-) FROM THE NORTH BUILDING (BUILDING #1), REMOVING THE 12 PARKING SPACES AND DUMPSTER ENCLOSURE DIRECTLY TO THE NORTH OF THE EAST BUILDING (BUILDING #2), EXTENDING THE EASTERNMOST DRIVE AISLE TO THE NORTH TO CONNECT TO EVE STREET.
- BUILDING AN ADDITION ONTO THE NORTH END OF BUILDING #2, PROVIDING NEW PARKING STALLS ALONG THE BUILDING #2 ADDITION AND REMOVING THE PARKING SPACES AFFECTED BY THE BUILDING MODIFICATIONS, ALSO PROPOSED IS AN ADA SIDEWALK CONNECTION TO THE TROPIC BOULEVARD ROW. LANDSCAPE AND SITE LIGHTING IMPROVEMENTS RELATED TO THE SITE MODIFICATIONS, DRAINAGE MODIFICATIONS RELATED TO THE SITE MODIFICATION, AND A NEW DUMPSTER ENCLOSURE TO REPLACE THE ONE IMPACTED BY THE BUILDING #2 EXPANSION.
- RENOVATION OF THE 3 BUILDING FACADES BY REMODELING THE EXISTING TOWER FEATURES, MODIFYING THE EXISTING PARAPETS , REPAIRING EXISTING STUCCO FINISH AND RE-PAINTING.
- OVERALL, THE PREVIOUSLY MENTIONED SITE MODIFICATIONS WILL RESULT IN A LOSS OF 36 SF OF BUILDING AREA ON THE SITE, AND WILL PROVIDE FOR IMPROVED CIRCULATION, ACCESS FOR MISABLESS AND EGRESS OUT OF THE PROPERTY.

PEDESTRIAN ACCESS WILL BE IMPROVED WITH THE SIDEWALK CONNECTION ALONG TROPIC BOULEVARD.

REFERENCED CODES

FLORIDA BUILDING CODE 2014, 5th EDITION
FLORIDA FIRE PREVENTION CODE NFPA 101

OCCUPANCY

OCCUPANCY CLASSIFICATION:	A-2, B, M
TYPE OF CONSTRUCTION:	II-B

SITE DATA

PROPERTY CONTROL NUMBER:	12434628060010010
ZONING DISTRICT:	PC
FUTURE LAND USE:	GC
TOTAL SITE AREA:	71,430 SF. (1.78 ACRES)
EXISTING USE OF PROPERTY:	COMMERCIAL SHOPPING CENTER & PROFESSIONAL OFFICES
EXISTING TOTAL BUILDING AREAS:	22,094 SF.

AREA CALCULATIONS (AFTER THE PROPOSED BUILDING RENOVATIONS):

GROUND FLOOR AREA:

BUILDING #1	(REFLECTING LOSS OF -3,848 SF OF BLDG AREA):	6,635 SF.
BUILDING #2	(REFLECTING SUM OF +2,862 SF OF BLDG AREA):	13,422 SF.
BUILDING #3	(NO CHANGE):	1,996 SF.

TOTAL FLOOR AREA (AFTER THE PROPOSED BUILDING RENOVATIONS): 22,053 SF. (23.3%)
NET LOSS OF BUILDING AREA: 22,094 SF (EXISTING AREA) - 22,053 SF (NEW AREA)= 36 SF.
NEW DUMPSTER ENCLOSURE AREA: 151 SF.
EXISTING OPEN (LANDSCAPED) SPACE BEFORE THE PROPOSED IMPROVEMENTS: 14,292 SF. (18.3%)
PROVIDED OPEN (LANDSCAPED) SPACE WITH THE PROPOSED IMPROVEMENTS: 14,423 SF. (18.5%)

PARKING CALCULATIONS

86 EXISTING PARKING SPACES, = 4.1 PER 1000 SF RATIO
PARKING PROVIDED = 86 SPACES

SETBACKS

	REQUIRED	PROVIDED
FRONT:	10 FT.	16'-0" (EXISTING)
REAR:	10 FT.	10'-0" (EXISTING)
STREET SIDE:	10 FT.	VARIES SEE SITE PLAN
MAX. BUILDING HEIGHT:	48 FT.	24'-6" FT.

NOTES:

1. EXTERIOR ELEVATION MODIFICATIONS MAY BE MODIFIED BY ADMINISTRATIVE APPROVAL TO ACCOMMODATE NATIONAL TENANTS THAT HAVE PROTOTYPICAL BUILDING ELEVATIONS THAT ARE PART OF THEIR CORPORATE BRANDING FOR THEIR BUILDING ENVELOPE.
2. REAR AND SIDE FIRE EXIT DOORS MAY BE MODIFIED, ADDED OR DELETED BASED UPON TENANT REQUIREMENTS WITHOUT ANY ADDITIONAL CITY APPROVALS.
3. COLORS MAY BE INTERCHANGED AS LONG AS THE COLORS ARE FROM THE APPROVED PALETTE SUBMITTED.
4. ALL STOREFRONT DOORS AND STOREFRONT WINDOWS MAY BE RELOCATED BASED UPON TENANTS REQUIREMENTS.

LEGAL DESCRIPTION

LOTS 1 THROUGH 14, INCLUSIVE, LOT 24 AND TRACT "A", OF GATEWAY SHOPPING CENTER, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 25, PAGE 76, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, SAID PROPERTY ALSO SOMETIMES DESCRIBED AS:

LOTS 1 THROUGH 14, INCLUSIVE, AND LOT 24, TRACT A, OF GATEWAY SHOPPING CENTER ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 25, PAGE 76, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, TOGETHER WITH PARKING AREA TRACT A.

THE HEREINABOVE DESCRIBED PROPERTY IS A REPLAT OF TRACT A AS SHOWN ON THE PLAT OF TROPIC ISLE RECORDED IN PLAT BOOK 24, PAGE 239, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

▬ ▬ ▬ DENOTES BOUNDARY OF AFFECTED AREA

SITE LOCATION MAP

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH

(FORMERLY KNOWN AS TROPIC SQUARE)

DELRAY BEACH, FLORIDA

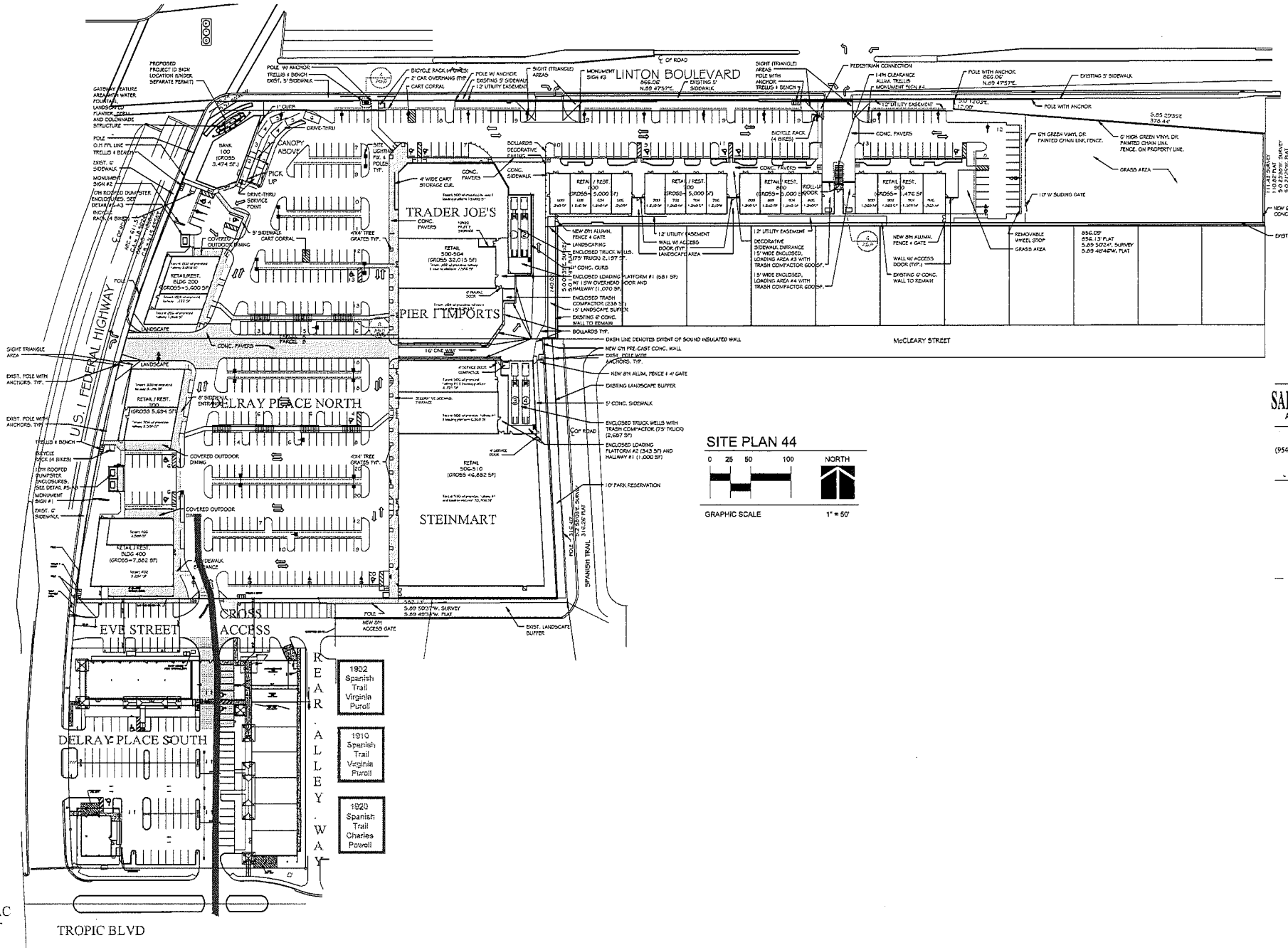
SALTZ MICHELSON ARCHITECTS
3501 GRIFFIN ROAD
Ft. Lauderdale, FL 33312
(954) 266-2700 Fax (954) 266-2701
sma@saltzmichelson.com

AA-0002897

Mark L. Saltz AR 007171

Project No.: 2013-214
Drawn By: NH-CR
Checked By: MA
Date: 10-19-15
REVISIONS:

SP1.0



SITE PLAN 44

0 25 50 100 NORTH

GRAPHIC SCALE 1" = 50'

DELRAY PLACE

DELRAY BEACH, FL

SALTZ MICHELSON
ARCHITECTS

3501 Griffin Road
Ft. Lauderdale, FL 33312
(954) 266-2700 Fx:(954) 266-2701
srm@saltzmichelson.com

AA-0002897

Mark L. Saltz AR 0007171

Project No. : 2012-166
Drawn By : GM
Checked By : MLS
Date: 09-06-12
SITE PLAN SUBMITTAL

REVISIONS

- 1 10-31-12 Site Plan Submittal
- 1 11-16-12 Site Plan Submittal
- 1 02-08-13 SPRAB
- 1 05-10-13 SPRAB
- 1 06-06-13 SPRAB
- 1 09-06-13 SPRAB
- 1 396-510 09-25-13
- 1 10-28-13 Site Pole Revision
- 1 11-14-13 Site Plan Modifications

A2.0

City of Greenacres

Department of Community Services
5985 Tenth Avenue North
Greenacres, FL 33463-2399

Engineering Division: (561) 642-2055
Planning Division: (561) 642-2054
Building Division: (561) 642-2059
Public Works Division: (561) 642-2071
Fax: (561) 642-2049

Samuel J. Ferreri
Mayor

Richard C. Olson
City Manager

April 24, 2001

Joe Carosella
Lake Worth Investors, LLC
4901 N. Federal Highway
Suite 400
Ft. Lauderdale, FL 33308

RE: 5770 Lake Worth Road (Old Bird Hospital)

Dear Joe:

This letter is being provided to you in response to your preliminary site plan for the property located at 5770 Lake Worth Road. This preliminary site plan proposes a commercial structure and vehicular parking area that includes a cross-access point connecting your parking area to the parking area of the Target property located immediately adjacent to the west. Pursuant to your inquiry about the City's policy on cross-access between commercial uses, please note that the City strongly supports cross-access when it can be provided properly and safely. Cross-access is to be encouraged because it reduces unnecessary vehicular trips on local roadways and enhances overall traffic movement and circulation. As such, the City strongly encourages you to discuss creating cross-access between your property and the adjacent property owners as part of your tentative site plan.

If you have any additional comments or questions concerning this issue, please feel to contact me at your earliest convenience at (561) 642-2040.

Sincerely,

William Morris, AICP
Planning Director

Cc: Case File.5770 Lake Worth Road

FILE:H:\ENGINEERING\PLANNING DIVISION\CASE FILES\5770 LAKE WORTH ROAD\LETTERS\CROSS-ACCESS.DOC

Michael Kirkbride - Pelican Harbor Home Owners Association
Pelican Harbor Board Vice President – 50 Bosun Way - Delray Beach, FL - 33483
Cell: 910 616-2421 - Email michael kirkbride michael@oceangrovecottages.com

Dear Mr. Carosella,

Thank you for going over the proposal of your Delray Place South redevelopment and cross access plans with our Pelican Harbor board members and sending us all the plans and visual aids and traffic reports to review and display for our residents.

We have reviewed your plans for combining the Delray Place North with the new Delray Place South, and determined such detailed plans provide our residents of Pelican Harbor who frequent both of your developments on a weekly basis, with the following significant benefits:

Pelican Harbor HOA residents frequenting Delray Place North have had to endure a traffic pattern to exit your development that directs us north onto Linton Blvd. east bound, where we proceed to make a U-turn across multiple lanes of east and west traffic, to head west bound on Linton to the turn lane heading south onto Federal Highway. There, we wait for a light, then once green we can head south on Federal Blvd. This new proposal will allow us to return from your combined developments with greater convenience, but particularly much improved safety for our vehicles. This is accomplished by exiting from the new Delray Place South portion onto Tropic Blvd. going west bound, to a new two lane left turn at the intersection with Federal Highway. We can then proceed through the light onto Federal Highway south bound.

Additionally, when we are in pedestrian mode or bike mode or walking our dogs, the access to get to your combined development and return, will be much more bike, pedestrian and dog friendly as compared with what is present today which is uninviting at best.

The other element to this development is Delray Place South being redeveloped to match Delray Place North with a combined plan that makes a strong case for being a pedestrian, bike, and dog friendly destination for our community within a 1-mile radius. The development's new design, that provides for outdoor seating and connected sidewalks for bikes and pedestrians, will go a long way to inviting new tenants that are more health and well being oriented establishments wishing to provide better alternatives to our residents to support all our health and exercise goals.

The Town of Delray Beach is known for its pedestrian, bike and dog friendly environment. These kinds of developments that offer a walking, biking, and dog friendly environment should be encouraged. Pelican Harbor attracted its residents for offering these same amenities for its residents along with boating.

The features mentioned above, in turn attract commercial tenants that are progressive minded enough to offer better food choices, outdoor eating, and socializing establishments that fit our town's core values. More of these bike and pedestrian friendly destinations encourage us to walk, bike, and walk our dogs which will relieve traffic congestion all over town while keeping us better fed, fit and healthy.

Per the Traffic Study Summary: "Even with the proposed traffic mitigation plans (dual left turns and signal timing adjustments), the average delay for the westbound left turn will increase by 10 to 15 seconds during the P.M. peak hour but will still be within acceptable capacity and delay thresholds. The calculated back of queue during the P.M. peak hour is approximately 150 feet, which is also the distance to the Delray Place South driveway connection. The queue should not extend past this driveway except in rare circumstances. Therefore, it is not anticipated that residents who reside in the properties immediately to the east and utilize Tropic Boulevard would re-route to a different location, as the vehicular delays and queues are within generally accepted thresholds."

In conclusion a majority of the Pelican Harbor HOA Board supports this project for all the above reasons.

Michael Kirkbride – Pelican Harbor Board Vice President

Alan Margolis
1911 Associates
(Former Owner of Tropic Square n/k/a Delray Place South)
1911 S. Federal Hwy, #800 Delray Beach, FL 33483
561.218.4256 (Office) 954.275.0287 (Mobile)

October 12, 2016

City of Delray Beach
Planning & Zoning Department
Attn: Candi Jefferson, Senior Planner
Attn: Tim Stillings, Director of Planning & Zoning
100 NW 1st Street
Delray Beach, Florida – 33444

Re: Prior property owner support for the redevelopment of Delray Place South, Delray Beach FL

As the Former Owner, the original developer and current tenant of Tropic Square n/k/a Delray Place South, I vigorously Support the proposed redevelopment & cross access from Delray Place North across Eve Street to Tropic Blvd. through Delray Place South, formally known as Tropic Square located at 1911 S. Federal Hwy (East side) of Federal Highway Between Eve Street and Tropic Blvd, (south of Linton Blvd) in the City of Delray Beach, Palm Beach County, Florida.

I am the original developer of the subject property. In 1976 the project was completed and was known as: "GATEWAY PLAZA". In the mid 1990's it was renamed "TROPIC SQUARE" as the prior name was dated and the center needed an updated image. In 1999 we commenced a complete renovation and facelift in order to match the design of the property with its new name.

I have almost forty years of history with this development and have been part of every facet from the original construction in the mid 1970's to the leasing and tenant improvements all the way through the sale to an affiliated company of Retail Property Group, Inc., in 2013 and I continue to operate my business from this location.

Throughout the 1980s and 1990s traffic and parking were never an issue and during those years the center ran between 90-95% occupancy and we had much higher traffic generating tenants ranging from 6000-9000 Square feet of sit down restaurants, a convenience store (Tram Pham), a pharmacy (Ben and Anna Dankberg) Anthony Roberts paint and wallpaper (Bob & Ellie Smela Ellies 50's Diner), Simply Delicious Bakery (Paul & Helene Miller), The Butchery (Meat Market) Johnny Nolan and Jack Siemens, Penny's Posters Art & Framing (Penny and George Griffin) amongst others.

Creating cross access between Delray Place and the proposed Delray Place South utilizing Eve Street as the conduit and eliminating the temptation of a hazardous path through the alley to the east of the property will be a significant improvement from an access/ingress/egress and safety perspective.

When exiting the alley on to Tropic Blvd there are visibility issues while looking both east and west. The proposed ingress and egress onto Tropic Blvd will offer expanded visibility as well creating a safer traffic situation and removing any site distance concerns.

There were many negative issues that were prevalent for many years that were generated by the HARBOR CENTRE office complex which is now known as Delray Place. Harbor Centre was designed as a professional office complex that became a dilapidated, poorly maintained eyesore and for the last several years prior to its demolition was home to a Social Security Office and a bevy of vagrants and homeless people.

In summary, I support the proposed Delray Place South redevelopment, overall design & cross access through Eve Street to Tropic Blvd.

Additionally, I applaud the property owner, Retail Property Group, Inc. as developer with Joe Carosella and his team for not only creating one of the nicest lifestyle centers in the area but also for eliminating the blight of the Harbor Center project which was a deterrent for potential tenants renting in Tropic Square, it was a safety issue and it significantly affected residential values in Tropic Isles primarily to the homes along Spanish Trail, Eve Street and McCleary Street.

Unfortunately, I am out of the country and will not be back until November 7th 2016 and will not be able to attend this scheduled 10/26/2016 SPRAB public hearing, however, I request that this support letter be read into and become part of this project's records.

Please feel free to contact me via e-mail: alanm@leases.net or at my office 561.218.4256 if I can be of any further help. My assistant Lorraine Simmons will also be available if necessary and she can be reached at lorraine@leases.net or at my office 561.218.4256.

Sincerely,

Alan Margolis

Alan Margolis

Margolis Enterprises
1911 S. Federal Hwy, #800
Delray Beach, FL 33483

Virginia Puroll - Property Owner
1902 & 1910 Spanish Trail
Delray Beach, FL 33483
Cell: 630-853-1166 Fax: 239-261-9467

January 13, 2016

City of Delray Beach
Planning & Zoning Department
Attn: Tim Stillings, Director of Planning & Zoning
Attn: Candi Jefferson, Senior Planner
100 NW 1st Street
Delray Beach, Florida – 33444

Sent Via Fax: 561-243-7221

Re: Adjacent Property Owner Support for proposed redevelopment & cross access through Eve Street to Tropic Blvd. between existing Delray Place North & planned redevelopment of Delray Place South, formally known as Tropic Square located at the Northeast Corner of Federal Highway & Tropic Blvd, in the City of Delray Beach, Palm Beach County, Florida.

Dear City of Delray Beach Planning & Zoning Department:

I own the two residential properties on the north end of the rear alleyway next to Eve Street & directly behind & adjacent to the proposed redevelopment and cross access of the proposed redevelopment of Delray Place South with the existing Delray Place North and I hereby outline my support for the proposed Delray Place South redevelopment overall design & cross access through Eve Street to Tropic Blvd.

From Federal Highway, Eve Street is an existing public street that closely separates Delray Place South & Delray Place North

So that no vehicular access from Eve Street can go into the Tropic Isle Neighborhood from Delray Place South & Delray Place North, Eve Street has been permanently closed on the east end of Delray Place South & Delray Place North.

Throughout the past few years, I have been working with Joe Carosella as the owner of Delray Place North & Delray Place South, to understand both the overall design and access configurations for Delray Place North & the proposed redevelopment & cross access through Eve Street to Tropic Blvd with the planned redevelopment of Delray Place South.

Because there are only 3 separate residential properties adjacent east and behind Delray Place South with a narrow alley way separating same, and I own the two residential properties on the north end of the rear alley next to Eve Street, I encounter most of the overall traffic burden that cuts through & goes south down the rear alleyway to connect into Tropic Blvd traffic light and then goes mostly south onto Federal Highway.

Currently, certain traffic heading southbound out of Delray Place North exiting onto Eve Street, turns left/westbound and around east of the restricted Eve Street curbing within Delray Place North and travels through the rear nearby Delray Place alleyway and then onto the Tropic Blvd westbound lanes in order to head southbound on Federal Highway.

This rear alleyway cut through access to Tropic Blvd adjacent to my two residential properties is putting undesired traffic onto the rear adjacent residential areas behind Delray Place South and is putting exiting traffic on Tropic Blvd in close proximity to the entrance of the Tropic Isle neighborhood.

The proposed Eve Street to Tropic Blvd Access Connection will alleviate this undesired rear alleyway traffic cut pass through to Tropic Boulevard situation by redirecting the traffic to the front and through Delray Place South, instead of using the rear alleyway to Tropic Blvd, and therefore push the existing traffic onto Tropic Blvd further away to the west from the front entrance of the nearby Tropic Isle neighborhood.

Within tha redevelopment plans that Delray Place South has recently resubmitted to the city planning department 12/2015, I understand that the owner of Delray Place South has committed to significant improvements to the overall enhancement of Tropic Blvd. and the traffic light which has been professionally supported by qualified 3rd party traffic engineering, civil engineering, and other consultants to enhance the overall cross access through Eve Street to Tropic Blvd and to "REMOVE" the burdensome traffic on the rear alleyway adjacent to my two residential properties.

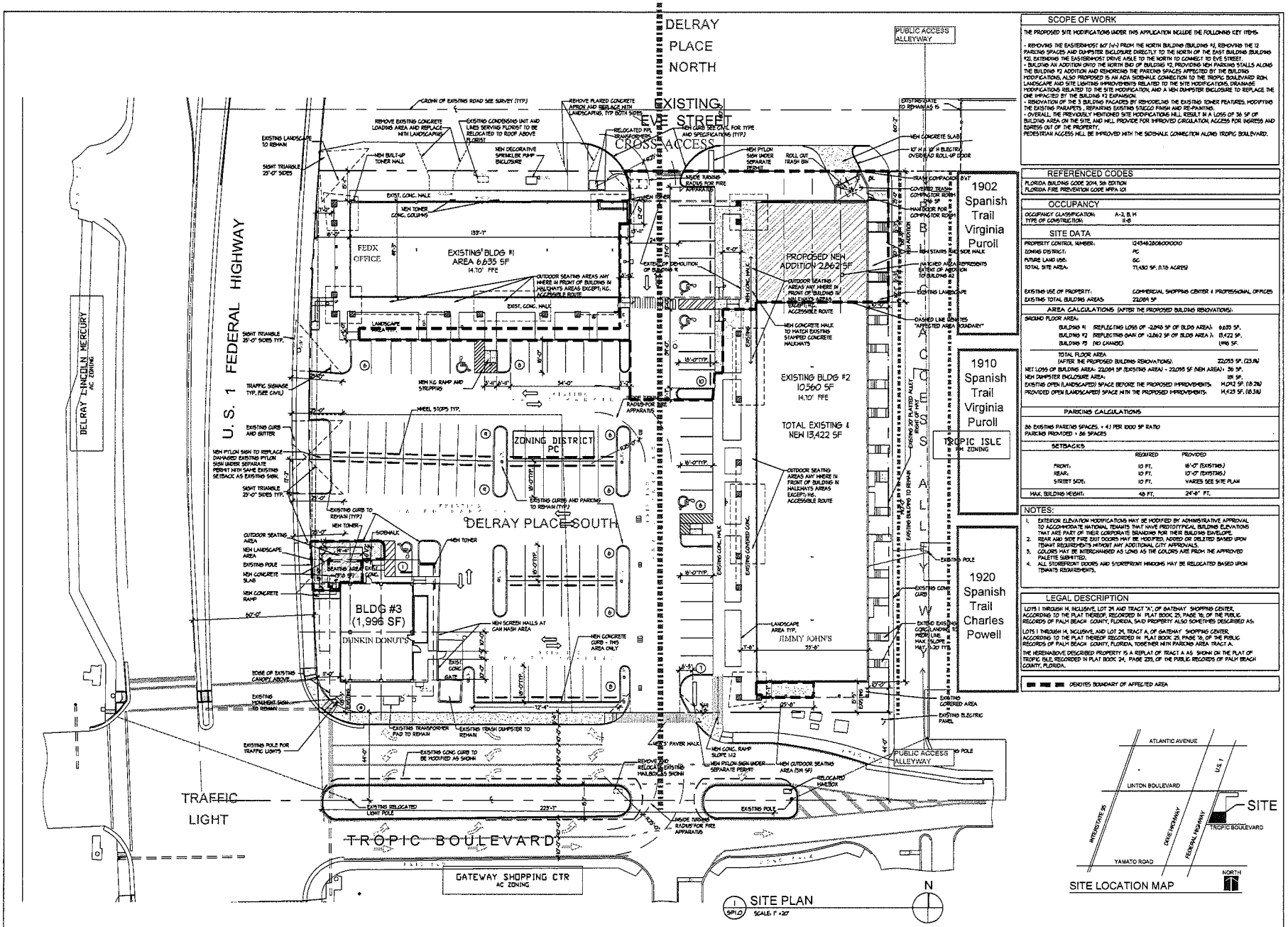
In summary, I supported the recent new redevelopment of Delray Place North and I now again support the proposed Delray Place South redevelopment overall design & cross access through Eve Street to Tropic Blvd.

Please feel free to call my above Cell number and/or Fax me with any additional comments

Sincerely,

Virginia Puroll

cc: Sent Via Fax 561-961-1744 to Delray Place South Property Owner, Joe Carosella



SCOPE OF WORK

THE PROPOSED SITE MODIFICATIONS UNDER THIS APPLICATION INCLUDE THE FOLLOWING KEY ITEMS:

- REMOVING THE EASTERMOST BAY (W-) FROM THE NORTH BUILDING (BUILDING #1), REMOVING THE 12 PARKING SPACES AND DUMPSTER ENCLOSURE DIRECTLY TO THE NORTH OF THE EAST BUILDING (BUILDING #2), EXTENDING THE EASTERMOST DRIVE AISLE TO THE NORTH TO CONNECT TO EVE STREET.
- BUILDING AN ADDITION ONTO THE NORTH END OF BUILDING #2, PROVIDING NEW PARKING STALLS ALONG THE BUILDING #2 ADDITION AND REMOVING THE PARKING SPACES AFFECTED BY THE BUILDING MODIFICATIONS. ALSO PROPOSED IS AN ADA SIDEWALK CONNECTION TO THE TROPIC BOULEVARD ROW. LANDSCAPE AND SITE LIGHTING IMPROVEMENTS RELATED TO THE SITE MODIFICATIONS, DRAINAGE MODIFICATIONS RELATED TO THE SITE MODIFICATION, AND A NEW DUMPSTER ENCLOSURE TO REPLACE THE ONE IMPACTED BY THE BUILDING #2 EXPANSION.
- RENOVATION OF THE 3 BUILDING FACADES BY REMODELING THE EXISTING TOWER FEATURES, MODIFYING THE EXISTING PARAPETS, REPAIRING EXISTING STUCCO FINISH AND RE-PAINTING.
- OVERALL, THE PREVIOUSLY MENTIONED SITE MODIFICATIONS WILL RESULT IN A LOSS OF 36 SF OF BUILDING AREA ON THE SITE, AND WILL PROVIDE FOR IMPROVED CIRCULATION, ACCESS FOR INGRESS AND EGRESS OUT OF THE PROPERTY.

PEDESTRIAN ACCESS WILL BE IMPROVED WITH THE SIDEWALK CONNECTION ALONG TROPIC BOULEVARD.

REFERENCED CODES

FLORIDA BUILDING CODE 2014, 5th EDITION
FLORIDA FIRE PREVENTION CODE NFPA 101

OCCUPANCY

OCCUPANCY CLASSIFICATION:	A-2, B, M
TYPE OF CONSTRUCTION:	II-B

SITE DATA

PROPERTY CONTROL NUMBER:	12434628060000010
ZONING DISTRICT:	PC
FUTURE LAND USE:	GC
TOTAL SITE AREA:	71,450 SF. (1.18 ACRES)
EXISTING USE OF PROPERTY:	COMMERCIAL SHOPPING CENTER & PROFESSIONAL OFFICES
EXISTING TOTAL BUILDING AREAS:	22,084 SF

AREA CALCULATIONS (AFTER THE PROPOSED BUILDING RENOVATIONS):

GROUND FLOOR AREA:

BUILDING #1	(REFLECTING LOSS OF -2,848 SF OF BLDG AREA):	6,635 SF.
BUILDING #2	(REFLECTING GAIN OF +2,862 SF OF BLDG AREA):	13,422 SF.
BUILDING #3	(NO CHANGE):	(1,996 SF.

TOTAL FLOOR AREA (AFTER THE PROPOSED BUILDING RENOVATIONS): 22,053 SF. (23.8%)

NET LOSS OF BUILDING AREA: 22,084 SF (EXISTING AREA) - 22,053 SF (NEW AREA) = 36 SF.

NEW DUMPSTER ENCLOSURE AREA: 181 SF.

EXISTING OPEN (LANDSCAPED) SPACE BEFORE THE PROPOSED IMPROVEMENTS: 14,242 SF. (19.7%)

PROVIDED OPEN (LANDSCAPED) SPACE WITH THE PROPOSED IMPROVEMENTS: 14,423 SF. (20.3%)

PARKING CALCULATIONS

86 EXISTING PARKING SPACES, + 43 PER 1000 SF RATIO
PARKING PROVIDED = 86 SPACES

SETBACKS

	REQUIRED	PROVIDED
FRONT:	10 FT.	16'-0" (EXISTING)
REAR:	10 FT.	10'-0" (EXISTING)
STREET SIDE:	10 FT.	VARIES SEE SITE PLAN
MAX. BUILDING HEIGHT:	48 FT.	24'-6" FT.

NOTES:

1. EXTERIOR ELEVATION MODIFICATIONS MAY BE MODIFIED BY ADMINISTRATIVE APPROVAL TO ACCOMMODATE NATIONAL TENANTS THAT HAVE PROTOTYPICAL BUILDING ELEVATIONS THAT ARE PART OF THEIR CORPORATE BRANDING FOR THEIR BUILDING ENVELOPE.
2. REAR AND SIDE FIRE EXIT DOORS MAY BE MODIFIED, ADDED OR DELETED BASED UPON TENANT REQUIREMENTS WITHOUT ANY ADDITIONAL CITY APPROVALS.
3. COLORS MAY BE INTERCHANGED AS LONG AS THE COLORS ARE FROM THE APPROVED PALETTE SUBMITTED.
4. ALL STOREFRONT DOORS AND STOREFRONT WINDOWS MAY BE RELOCATED BASED UPON TENANTS REQUIREMENTS.

LEGAL DESCRIPTION

LOTS 1 THROUGH 14, INCLUSIVE, LOT 24 AND TRACT "A", OF GATEWAY SHOPPING CENTER, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 25, PAGE 76, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, SAID PROPERTY ALSO SOMETIMES DESCRIBED AS:

LOTS 1 THROUGH 14, INCLUSIVE, AND LOT 24, TRACT A, OF GATEWAY SHOPPING CENTER, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 25, PAGE 76, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, TOGETHER WITH PARKING AREA TRACT A.

THE HEREINABOVE DESCRIBED PROPERTY IS A REPLAT OF TRACT A AS SHOWN ON THE PLAT OF TROPIC ISLE, RECORDED IN PLAT BOOK 24, PAGE 235, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

DENOTES BOUNDARY OF AFFECTED AREA

SITE LOCATION MAP

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH

(FORMERLY KNOWN AS TROPIC SQUARE)

DELRAY BEACH, FLORIDA

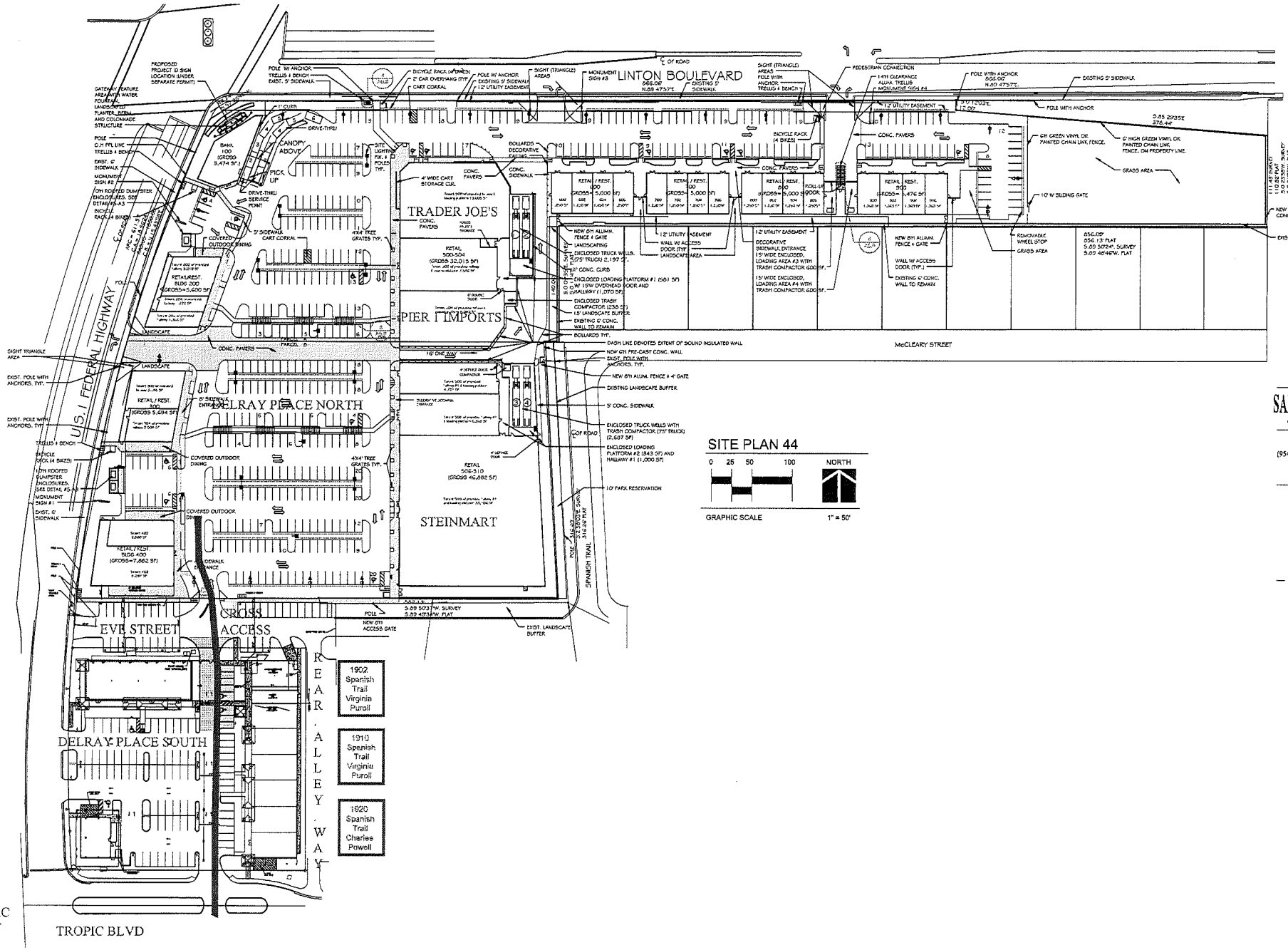
SALTZ MICHELSON ARCHITECTS
3501 GRIFFIN ROAD
Ft. Lauderdale, FL 33312
(954) 266-2700 Fax: (954) 266-2701
ama@saltzmichelson.com

AA-0002897

Mark L. Saltz, AR 007171

Project No.: 2013-214
Drawn By: NH-CR
Checked By: MA
Date: 10-19-15
REVISIONS:

SP1.0



DELRAY PLACE

DELRAY BEACH, FL

SALTZ MICHELSON
ARCHITECTS

3501 Griffin Road
Ft. Lauderdale, FL 33312
(954) 266-2700 Fx:(954) 266-2701
sma@saltzmichelson.com

AA-0002897

Mark L. Saltz AR 0007171

Project No. : 2012-166
Drawn By : GM
Checked By : MLS
Date: 09-06-12
SITE PLAN SUBMITTAL

REVISIONS

- 10-31-12 Site Plan Submittal
- 11-16-12 Site Plan Submittal
- 02-06-13 SPRAB
- 03-19-13 SPRAB
- 05-06-13 SPRAB
- 09-09-13 SPRAB
- 505-510 09-23-13
- 10-28-13 Lite Pole Revision
- 11-14-13 Site Plan Modifications

A2.0

Jefferson, Candi

Subject: Support from Harbours Edge for Delray Place North with Trader Joes Cross Access and Redevelopment with Delray Place South with Dunkin Donuts East Delray Beach Florida

From: Bob Scharmann [mailto:Bob.Scharmann@LifeSpaceCommunities.com]
Sent: Thursday, October 13, 2016 5:02 PM
To: Joe Carosella <JCarosella@rpg123.com>
Subject: RE: Support from Harbours Edge East Delray Beach for Delray Place North with Trader Joes Cross Access and Redevelopment with Delray Place South with Dunkin Donuts East Delray Beach Florida

Hi Joe,

I am familiar with this project and have spent time with local attorneys to make sure that we understood all of the nuances.

Harbour's Edge has no objection to the project.

It potentially could reduce some of the traffic opposite our entrance but nobody can quantify the impact that change will make.

Unfortunately, I will not be able to attend the 10/26/2016 public hearing.

Best wishes for an affirmative response from the City.

Have a good evening, Bob

Bob Scharmann | Executive Director
Harbour's Edge | A Lifespace Community
401 East Linton Boulevard | Delray Beach, FL 33483
561.272.7979 Main | 561.526.0122 Direct | 561.243.0038 Fax
bob.scharmann@lifespacecommunities.com
www.harboursedge.com
Vitality. Purpose. Freedom

CONFIDENTIALITY NOTICE: The document accompanying this message contains information belonging to the sender that is intended only for use of the individual or entity named above. Information representing protected health information is subject to the sender's current policies and procedures governing its use and disclosure. Any unauthorized dissemination, distribution or copying of this communication is strictly prohibited. If you are not the intended recipient or if you have received this message in error, please delete it from your system without copying or forwarding it and notify me immediately by reply email or by calling Lifespace Communities' home office, (515) 2885805.

Jefferson, Candi

From: Joe Carosella <JCarosella@rpg123.com>
Sent: Friday, September 02, 2016 11:12 AM
To: Jefferson, Candi
Cc: Stillings, Tim; Michele Burns (admin@rpg123.com); Louis Carosella (LCarosella@rpg123.com)
Subject: Cross Access Support Email from Nearby Pelican Harbor resident for redevelopment of Delray Place south

Follow Up Flag: Follow up
Flag Status: Flagged

As we discussed this morning, please let us know that you can include the below detailed Cross Access Support Email from Nearby Pelican Harbor resident within the appendix of your planning report to the SPRAB members

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790
Fax: 561-961-1744
Email: jcarosella@rpg123.com

This e-mail and any other communications with any files transmitted with it are confidential and the property of Retail Property Group, Inc and/or its affiliates, and are intended solely for the use of the individual or entity to whom this e-mail is addressed. If you are not one of the named recipients, permanently delete this email. Any other use, retention, dissemination, forwarding, printing or copying of this e-mail is strictly prohibited. This email and any other communications does not reflect an intention by the sender to conduct a transaction or make any agreement by electronic means. Nothing contained in this message or in any attachment shall satisfy the requirements for a writing, and nothing contained herein shall constitute a contract or an electronic signature under the electronic Signature in Global and National Commerce Act, any version of the Uniform Electronic Transmissions Act or any other statute governing electronic transactions.

-----Original Message-----
From: michael kirkbride [mailto:michael@oceangrovecottages.com]
Sent: Saturday, August 27, 2016 9:03 AM
To: Michele Burns (admin@rpg123.com) <admin@rpg123.com>
Subject: Delray Place south

Joe,

I live in Pelican Harbor south of your development and would really love better access to both the North and south portions of Delray Place for car access and bike friendly passage.

I frequent them a few times a week and bike down Federal Blvd to take Linton Blvd over the bridge to bike along A1A.

Going along Federal Blvd past the gauntlet of 4 right turns before Linton Blvd after Tropic Blvd on a bike is harrowing at best by your development.

Upon return is where going through your complex is not fun either to get back to Pelican Harbor on the back roads.

Coming south on Federal Blvd is not a good option compared with the back roads if their was better access.

So I would support anything that would make that whole bike and car ergonomic better and safer coming from Linton Blvd and Federal Blvd and returning on the back roads.

The chick fillet place on the opposite side of your development has added the additional feature of people making U-turns to access it as you go north on Federal Blvd. which binds with your exiting patrons onto Federal Blvd going north.

I also imagine you are dealing with some unreasonable/very influential neighbors who were able to fence off a public street on the South access road to Delray place North so rest of us have to fight to get back home if we live further south on the east side of Federal Blvd.

We appreciate your developing Delray Place south along with having done Delray Place North which is a great staple in our neighborhood already, since at least two of your tenant owners live in our development.

Thanks for your putting up with all of us, your update & your consideration,

Sent from my iPad
Michael Kirkbride
Pelican Harbor Board Vice President
50 Bosun Way
Delray Beach, Fl 33483
Cell: 910 616-2421

Traffic Justification Statements

Traf Tech
ENGINEERING, INC.

December 23, 2015

City of Delray Beach
Planning & Zoning Department
100 NW 1st Street
Delray Beach, Florida 33444

Re: Traffic Engineering Analyses for proposed redevelopment of the existing Delray Place South shopping center f/k/a Tropic Square with proposed Eve Street Access Connection to the existing adjacent Delray Place North shopping center within City of Delray Beach, Florida.

Traf Tech Engineering, Inc. has evaluated the proposed "Eve Street Access Connection" through the existing Eve Street between the existing Delray Place North shopping center located at the Southeast Corner of Linton Blvd & Federal Highway and the proposed redevelopment of the existing Delray Place South shopping center f/k/a Tropic Square located at the northeast corner of Tropic Boulevard & Federal Highway, both in the City of Delray Beach in Palm Beach County, Florida, as outlined within the attached Site Plan.

Eve Street from Federal Highway is an existing public street that closely separates Delray Place South & Delray Place North.

Eve Street has been permanently closed on the east end of Delray Place South & Delray Place North, so that no vehicular access from Eve Street can go into the Tropic Isle Neighborhood from Delray Place South & Delray Place North.

For this Traffic Engineering Analyses, the following tasks were undertaken:

1) Conducted AM and PM peak period intersection turning movement counts at the intersection of Federal Highway and Tropic Boulevard. The results of the existing traffic counts are attached to this Traffic Engineering Analyses.

2) Based on actual traffic counts conducted at all existing driveways of the Delray Place North, determined the amount of traffic that will use the proposed Eve Street Access Connection between the Delray Place North and Delray Place South shopping centers.

   It is important to note that in order to assess the impacts of this proposed Eve Street Access Connection with a conservative approach, all traffic wanting to head south on Federal Highway was "Only" assumed to use the proposed Eve Street Access Connection southbound to and through Tropic Boulevard, even though there are other routes available to access the southbound lanes of Federal Highway without impacting Tropic Boulevard, which is currently being

8400 North University Drive, Suite 309, Tamarac, Florida 33321
Tel: (954) 582-0988 Fax: (954) 582-0989

done and will continue to be done by some drivers even after this proposed Eve Street Access Connection is constructed.

3) Developed future anticipated traffic volumes for the intersection of Federal Highway and Tropic Boulevard with the proposed Eve Street Access Connection between Delray Place North & Delray Place South.

   In order to reflect peak season conditions, the traffic counts conducted on December 2, 2015 were adjusted to reflect average peak season conditions based on FDOT's peak season adjustment factors for Palm Beach County (the adjustment factors are attached).

   Additionally and consistent with Palm Beach County records, trips associated with approved developments plus a traffic growth factor was applied to develop future traffic conditions for the study intersection.

   The future traffic projects are presented in tabular format and are attached to this traffic report

4) Conducted SYNCHRO analyses for the intersection of Federal Highway and Tropic Boulevard with the proposed Eve Street Access Connection between Delray Place North & Delray Place South, using the future traffic volumes and the existing signal timing plan, as provided by Palm Beach County (timing data is attached).

   Four different Traffic Engineering Analyses were conducted for each peak period (AM and PM). The four Traffic Engineering Analyses included:

   a) Future traffic conditions without the proposed Eve Street Access Connection

   b) Future traffic conditions with the proposed Eve Street Access Connection reflecting the additional traffic volumes anticipated on Tropic Boulevard and Federal Highway intersection.

   c) Future traffic conditions with the proposed Eve Street Access Connection plus signal timing optimization and the addition of a westbound left-turn traffic indication (southbound arrow).

   d) Future traffic conditions with the proposed Eve Street Access Connection plus signal timing optimization with the addition of a westbound left-turn traffic indication (southbound arrow), plus 3 westbound lanes on Tropic Boulevard.

The results of the Traffic Engineering Analyses are summarized in Table A on the following page.

For explanation purposes on the Level of Service A-F designations below, designations A-D are acceptable traffic conditions in South Florida traffic designations. Additionally, it is not uncommon for side streets such as Topic Boulevard to experience level of service "E" or "F" conditions when they intersect major roadways such as Federal Highway when the traffic signal operates with long cycle lengths, such as this case.

TABLE A
Federal Highway and Tropic Boulevard
Level of Service Results

Scenario	Level of Service	
	At Intersection	**Along Tropic Boulevard**
Future Conditions without Connection	B (D)	F (F)
Future Conditions with Connection	B (D)	F (F)
Future Conditions with Connection and Signal Timing Optimization and WB Left-Turn Arrow	B (D)	E (E)
Future Conditions with Connection and Signal Timing Optimization and WB Left-Turn Arrow + 3 WB Lanes	B (D)	D (E)

Source: SYNCHRO. LEGEND: AM Peak Hour (PM Peak Hour)

As documented in the above table, the intersection of Federal Highway and Tropic Boulevard is projected to operate at an acceptable level of service with the proposed Eve Street Access Connection between Delray Place North and Delray Place South.

As indicated in Table A, with signal timing optimization and the introduction of a westbound left-turn phase (left-turn arrow), Tropic Boulevard is projected to operate better with the Eve Street Access Connection between the Delray Place South & Delray Place North shopping centers when compared against current Tropic Blvd traffic conditions.

By adding two adequately sized westbound lanes to an acceptable 10-foot standard, which will include the widening of the substandard/narrow two existing lanes, which at times do not allow for two cars to pass each other at the same time effectively acting as only one lane, Tropic Boulevard is projected to operate much more efficiently.

Pre-Application Letter of Approval from Florida Department of Transportation, ("FDOT").

As outlined within the attached, FDOT Pre-Application Letter, the FDOT has stated therein, "We Approve Your Request, as required within such FDOT Pre-Application Letter, which the Delray Place South property Owner has complied with such FDOT design requirements within the attached site plan.

Traffic Benefits Associated with Proposed Eve Street Access Connection

The proposed Eve Street Access Connection between Delray Place North and Delray Place South provides several traffic benefits, as outlined below:

1. Improves safety on Linton Boulevard by reducing the amount of westbound left-turns occurring at the first full movement median opening located east of Federal Highway on the north side of Delray Place North

2. Improves the operation of the intersection of Linton Boulevard and Federal Highway by reducing the amount of north-to-south U-turns.

3. Provides more convenient access to the residents of the Tropic Isles community entering & existing to and from Delray Place North by providing no need for the residents of the Tropic Isles community to get to and access Delray Place North by adding more traffic onto the Federal Highway & Linton Boulevard intersection area.

4. The proposed Eve Street Access Connection will primarily only serve access through the westbound direction of Tropic Boulevard away from the Tropic Isle community. Therefore, the proposed Eve Street Access Connection will have no impacts to residents of the Tropic Isles community as they return home on Tropic Blvd in the eastbound direction. In other words, with the proposed Eve Street Access Connection, the ingress movement into the Tropic Isles community will not be affected along Tropic Boulevard.

5. During the moming peak period when residents of the Tropic Isles residential community are exiting towards Federal Highway, the proposed Eve Street Access Connection from the Delray Place North shopping center will have little and negligible traffic and therefore, no-to-minimal traffic impacts are created by the proposed Eve Street Access Connection during the morning AM peak hour.

6. During the afternoon peak period when residents of the Tropic Isles residential community are entering their community from Federal Highway along Tropic Blvd, no inbound (eastbound) traffic associated with the Delray Place North will be encountered on Tropic Boulevard due to the proposed Eve Street Access Connection. Therefore, no traffic impacts are created by the proposed Eve Street

Access Connection to returning residents of the Tropic Isles residential community.

7. According to the property owner, certain traffic heading southbound out of Delray Place North exiting onto Eve Street, turns left and around east of the restricted Eve Street curbing within Delray Place North and travels through the rear nearby Delray Place alleyway and then onto the Tropic Blvd westbound lanes in order to head southbound on Federal Highway, (the, "Alley Access to Tropic Blvd."). This Alley Access to Tropic Blvd is putting undesired traffic onto the rear adjacent residential areas behind Delray Place South and putting exiting traffic onto Tropic Blvd in close proximity to the entrance of the Tropic Isle neighborhood. The proposed Eve Street Access Connection will alleviate this undesired Alley Access to Tropic Boulevard situation by redirecting the traffic to the front and through Delray Place South, instead of using the Alley Access to Tropic Blvd, and therefore push the existing traffic onto Tropic Blvd further away to the west from the front entrance of the nearby Tropic Isle neighborhood.

8. Many South Florida governmental entities encourage as part of their developmental site plan approvals, similar design to the Eve Street Access Connection, to provide better cross access between adjacent parcels and to minimize traffic onto the adjacent surrounding roadway network, such as Federal Highway & Linton Blvd in this case.

In Summary, the Proposed Eve Street Access Connection provides better access to both Delray Place South and Delray Place North, improves safety on Linton Boulevard, reduces traffic on both Federal Highway and Linton Boulevard, and with the recommended roadway and signalization improvements documented herein results in better operating conditions on Tropic Boulevard.

Please give me a call if you have any questions.

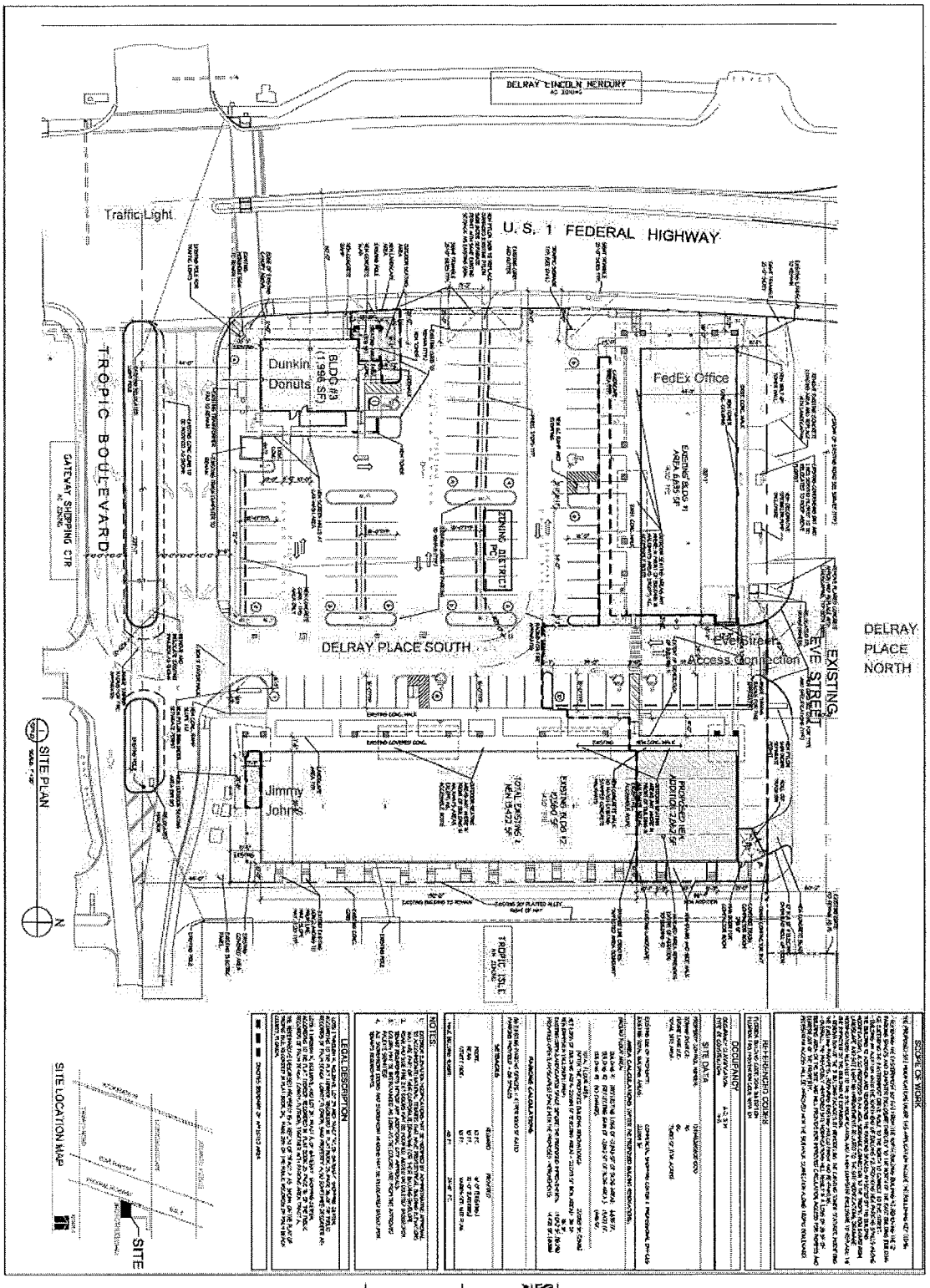
Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

ATTACHMENT A

Site Plan and FDOT Letter



SP1.0

SPRAB SUBMITTAL FOR EXTERIOR FACADE OF DELRAY PLACE SOUTH

(FORMERLY KNOWN AS TROPIC SQUARE)

DELRAY BEACH, FLORIDA

FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

September 22, 2014

THIS PRE-APPLICATION LETTER IS VALID UNTIL – **SEPTEMBER 11, 2015**
THIS LETTER IS NOT A PERMIT APPROVAL

Mr. Joaquin Vargas, P.E.
Traf-Tech Engineering Inc
8400 N. University Drive, Suite 309
Tamarac, Florida 33321

Dear Mr. Vargas:

RE: **September 11, 2014** - Pre-application Meeting for **Intersection Modifications**
Palm Beach County - **City of Delray Beach** (Urban) **SR 5** (NE corner at Tropic Blvd.) Sec. # **93010; MP – 8.1**
Access Class – 05 Posted Speed - 45 mph SIS – No

Request: **An additional westbound lane on Tropic Boulevard to provide dual left turn lanes and a single right/thru lane**

SITE SPECIFIC INFORMATION
Project Name & Address: **Delray Place - 1851 South Federal Highway 500, Delray Beach**
Applicant & Property Owner: **Delray Place LLC**
Parcel Size: **9.95 Acres** Max. Sq.ft: NA Proposed LU: **Shopping Center**

WE APPROVE YOUR REQUEST

This decision is based on your presentation of the facts, site plan and survey - please see the **conditions** and **comments** below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions: - **A minimum westbound left turn lane length of 120 feet and necessary deceleration length must be provided.**
- **The existing crosswalk on the south leg of the intersection should be relocated to the north leg.**
- **All necessary signal hardware modifications to accommodate the signal phasing, including pedestrian phase modifications must be provided and approved by the Palm Beach County Engineering Division.**

Comments: - **NONE**

- Drainage mitigation is required for any impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage). A Storm Water Pollution Prevention Plan must be submitted with the application for more than one acre of "disturbed area" as defined by the Florida Department of Environmental Protection (FDEP).
- The applicant shall donate the right-of-way to the Department if right-of-way dedication is required to implement the improvements.
- All driveways not approved in this letter must be fully removed and the area restored.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway system and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval.** The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://gis.dot.state.fl.us/OneStopPermitting; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

Please contact Christine Nabong Bacomo, P.E. at the District Permits Office with any questions regarding permits – Tel. # 954-777-4377, Fax # 954-677-7893 or e-mail: christine.bacomo@dot.state.fl.us

Sincerely,

Rajendran Shanmugam, P.E.
District Traffic Access Manager

CNB/myh
cc: Stan Williams
File: s:\Permits\Pre-app Letters\Palm Beach County\Delray Place LLC – SR 5

www.dot.state.fl.us

Centennial FDOT 1915★2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

JIM BOXOLD
SECRETARY

December 23, 2015

THIS PRE-APPLICATION LETTER IS EXTENDED UNTIL – **DECEMBER 23, 2016**
THIS LETTER IS NOT A PERMIT APPROVAL

Mr. Joaquin Vargas, P.E.
Traf-Tech Engineering Inc
8400 N. University Drive, Suite 309
Tamarac, Florida 33321

Dear Mr. Vargas:

RE: **December 24, 2015** - Pre-application Extension for **Intersection Modifications**
Palm Beach County - **City of Delray Beach** (Urban) **SR 5** (NE corner at Tropic Blvd.) Sec. # **93010; MP – 8.1**
Access Class – 05 Posted Speed - 45 mph SIS – No

Request: An additional westbound lane on Tropic Boulevard to provide dual left turn lanes and a single right/thru lane.

SITE SPECIFIC INFORMATION
Project Name & Address: **Delray Place - 1851 South Federal Highway 500, Delray Beach**
Applicant & Property Owner: **Delray Place LLC** Parcel Size: **9.95 Acres** Max. Sq.ft: NA Proposed LU: **Shopping Center**

WE APPROVE YOUR REQUEST

This decision is based on your presentation of the facts, site plan and survey - please see the **conditions** and **comments** below.. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:
- **A minimum westbound left turn lane length of 120 feet and necessary deceleration length must be provided.**
- **The existing crosswalk on the south leg of the intersection should be relocated to the north leg.**
- **All necessary signal hardware modifications to accommodate the signal phasing, including pedestrian phase modifications must be provided and approved by the Palm Beach County Engineering Division.**

Comments: - NONE

- Drainage mitigation is required for any impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage). A Storm Water Pollution Prevention Plan must be submitted with the application for more than one acre of "disturbed area" as defined by the Florida Department of Environmental Protection (FDEP).
- The applicant shall donate the right-of-way to the Department if right-of-way dedication is required to implement the improvements.
- All driveways not approved in this letter must be fully removed and the area restored.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway system and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval.** The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://gis.dot.state.fl.us/OneStopPermitting; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

Please contact Geysa Sosa, P.E. at the District Permits Office with any questions regarding permits – Tel. # 954-777-4377, Fax # 954-677-7893 or e-mail: geysa.sosa@dot.state.fl.us.

Sincerely,
Dalila Fernandez, P.E.
District Traffic Access Manager

GS/nyh
cc: Jerry Dean
File: s:\Permits\Pre-app Letters\Palm Beach County\Delray Place LLC – SR 5_Extension

ATTACHMENT B

Traffic Counts, Signal Timing Plan, Peak Season Adjustment Factors, Future Traffic Projections, Intersection Analyses

55167 : 5035 - Tropic Blvd and Federal HWY (Standard File)

Phase [1.1.1]

	1 (NL)	2 (ST)	3	4 (WT)	5 (SL)	6 (NT)	7	8 (ET)	9	10	11	12	13	14	15	16
Walk		7				7		7								
Ped Clearance		14				20		20								
Min Green	4	20		6	4	20		6	5	5	5	5	5	5	5	5
Passage	2	4		2	2	4		2	1	1	1	1	1	1	1	1
Max1	15	50		20	15	50		20	25	25	25	25	25	25	25	25
Max2									50	50	50	50	50	50	50	50
Yellow	4	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	3.5	3.5		3.5	3.5	3.5		3.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Phase Option [1.1.2]

	1 (NL)	2 (ST)	3	4 (WT)	5 (SL)	6 (NT)	7	8 (ET)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

	1 (NBL1)	2 (SBT1)	3 (SBT2)	4 (WBL1)	5 (WBR1)	6 (SBL1)	7 (NBT1)	8 (NBT2)	9 (NBR1)	10 (EBT1)	11	12	13	14	15	16
Call Phase	1	2	2	4	4	5	6	6	6	8						
Switch Phase	6					2										
Delay Time				5	10					5						

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase																
Switch Phase																
Delay Time																

Approved By: Stephen Shreve **Date:** _____

55167 : 5035 - Tropic Blvd and Federal HWY (Standard File)

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	7	10	15	20										
Minute																
Action	100	4	2	1	3	4										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	8	20												
Minute			30													
Action	100	4	5	4												

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	19												
Minute																
Action	100	4	5	4												

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	70	75	150	120	140											
Offset Time	27	1	47	24	10											
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt																
Ph Time Alt																

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	35		18	17	35		18								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	39		19	18	38		19								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	98		35	27	88		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	67		35	24	61		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	88		35	25	80		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 6	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:** _____

KMF Traffic Group, LLC
(772) 221-7971
www.kmftraffic.com

Manual Traffic Count - All Traffic
Federal Hwy and Tropic Blvd
Delray Beach, FL

File Name : FHTR
Site Code : TT1505
Start Date : 12/2/2015
Page No : 1

Groups Printed- All Traffic

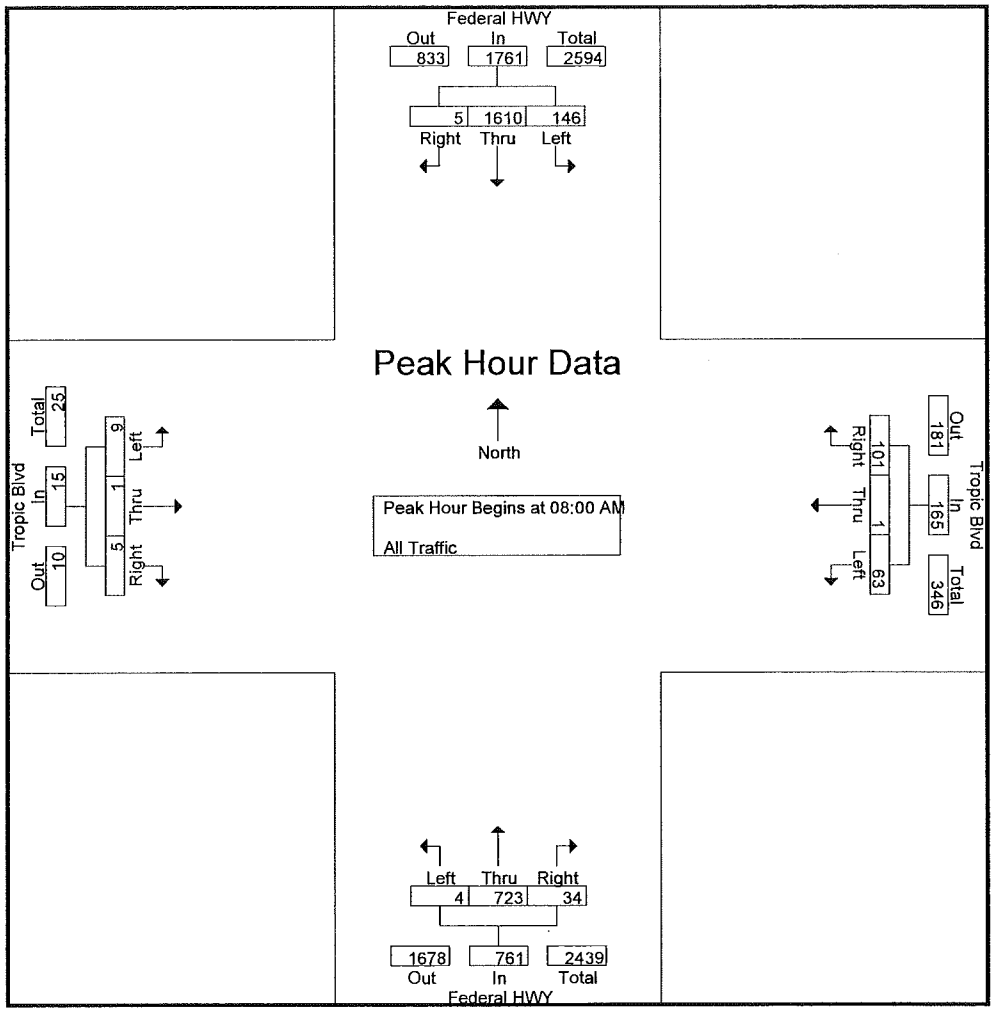
	Federal HWY Northbound			Federal HWY Southbound			Tropic Blvd Eastbound			Tropic Blvd Westbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	2	84	1	0	129	21	0	0	0	13	0	8	258
07:15 AM	7	90	1	1	195	28	0	0	2	13	0	12	349
07:30 AM	7	148	1	1	271	25	0	0	0	20	0	19	492
07:45 AM	7	178	2	5	381	38	0	0	2	9	1	14	637
Total	23	500	5	7	976	112	0	0	4	55	1	53	1736
08:00 AM	9	179	2	2	344	30	2	1	4	29	0	24	626
08:15 AM	5	160	0	0	439	39	0	0	1	25	0	11	680
08:30 AM	9	190	1	1	416	40	1	0	3	19	1	15	696
08:45 AM	11	194	1	2	411	37	2	0	1	28	0	13	700
Total	34	723	4	5	1610	146	5	1	9	101	1	63	2702
*** BREAK ***													
04:00 PM	8	345	1	1	322	34	1	0	0	0	0	7	719
04:15 PM	10	318	0	1	335	44	0	0	1	27	0	10	746
04:30 PM	7	370	1	2	320	32	1	0	3	31	1	10	778
04:45 PM	11	382	0	3	296	34	1	2	2	38	0	4	773
Total	36	1415	2	7	1273	144	3	2	6	96	1	31	3016
05:00 PM	10	402	3	1	346	34	3	0	3	22	1	11	836
05:15 PM	13	441	1	1	385	47	2	1	1	33	0	9	934
05:30 PM	18	443	1	1	339	55	2	0	1	33	0	14	907
05:45 PM	15	397	1	2	345	57	3	0	2	57	0	12	891
Total	56	1683	6	5	1415	193	10	1	7	145	1	46	3568
Grand Total	149	4321	17	24	5274	595	18	4	26	397	4	193	11022
Apprch %	3.3	96.3	0.4	0.4	89.5	10.1	37.5	8.3	54.2	66.8	0.7	32.5	
Total %	1.4	39.2	0.2	0.2	47.8	5.4	0.2	0	0.2	3.6	0	1.8	

KMF Traffic Group, LLC
(772) 221-7971
www.kmftraffic.com

Manual Traffic Count - All Traffic
Federal Hwy and Tropic Blvd
Delray Beach, FL

File Name : FHTR
Site Code : TT1505
Start Date : 12/2/2015
Page No : 2

	Federal HWY Northbound				Federal HWY Southbound				Tropic Blvd Eastbound				Tropic Blvd Westbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	9	179	2	190	2	344	30	376	2	1	4	7	29	0	24	53	626
08:15 AM	5	160	0	165	0	439	39	478	0	0	1	1	25	0	11	36	680
08:30 AM	9	190	1	200	1	416	40	457	1	0	3	4	19	1	15	35	696
08:45 AM	11	194	1	206	2	411	37	450	2	0	1	3	28	0	13	41	700
Total Volume	34	723	4	761	5	1610	146	1761	5	1	9	15	101	1	63	165	2702
% App. Total	4.5	95	0.5		0.3	91.4	8.3		33.3	6.7	60		61.2	0.6	38.2		
PHF	.773	.932	.500	.924	.625	.917	.913	.921	.625	.250	.563	.536	.871	.250	.656	.778	.965

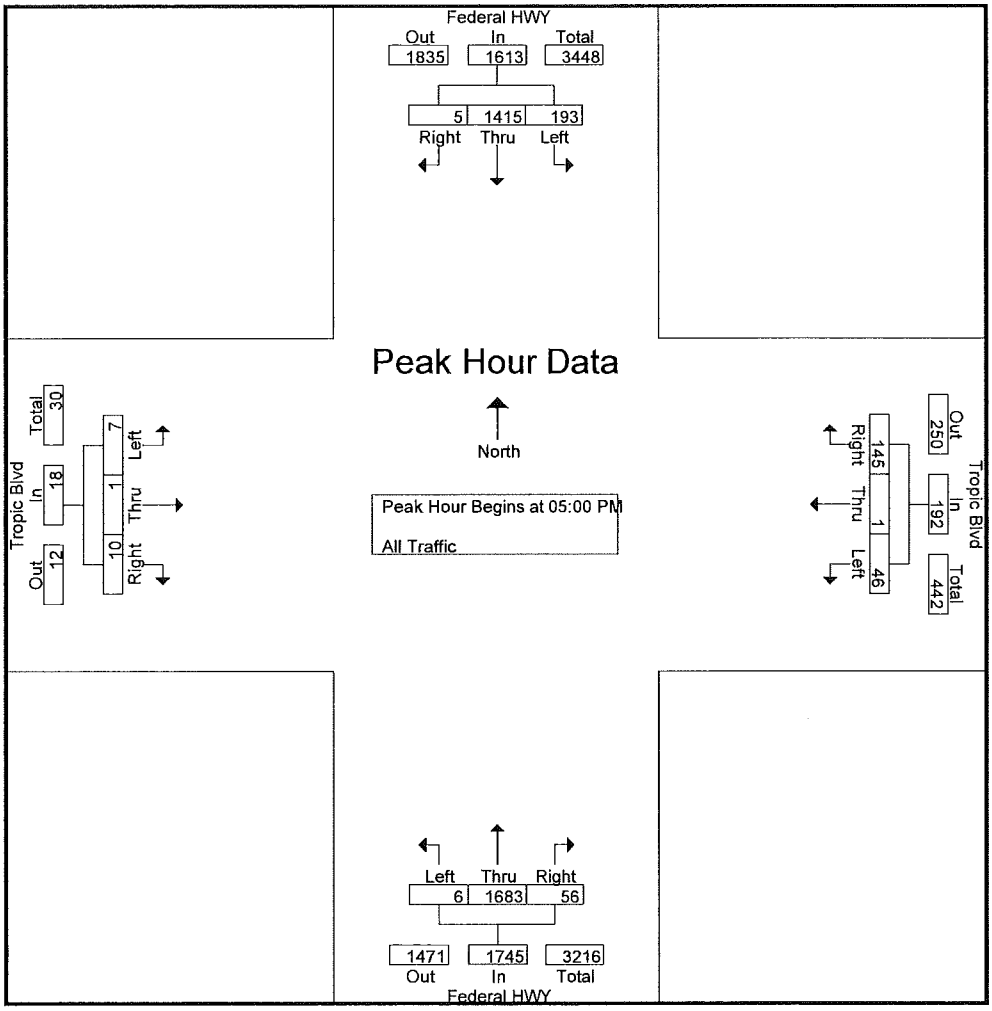


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Manual Traffic Count - All Traffic
Federal Hwy and Tropic Blvd
Delray Beach, FL

File Name : FHTR
Site Code : TT1505
Start Date : 12/2/2015
Page No : 3

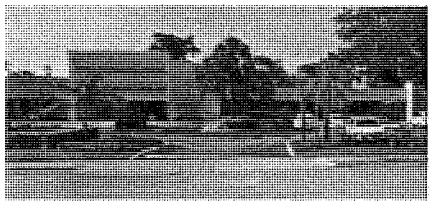
	Federal HWY Northbound				Federal HWY Southbound				Tropic Blvd Eastbound				Tropic Blvd Westbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	402	3	415	1	346	34	381	3	0	3	6	22	1	11	34	836
05:15 PM	13	441	1	455	1	385	47	433	2	1	1	4	33	0	9	42	934
05:30 PM	18	443	1	462	1	339	55	395	2	0	1	3	33	0	14	47	907
05:45 PM	15	397	1	413	2	345	57	404	3	0	2	5	57	0	12	69	891
Total Volume	56	1683	6	1745	5	1415	193	1613	10	1	7	18	145	1	46	192	3568
% App. Total	3.2	96.4	0.3		0.3	87.7	12		55.6	5.6	38.9		75.5	0.5	24		
PHF	.778	.950	.500	.944	.625	.919	.846	.931	.833	.250	.583	.750	.636	.250	.821	.696	.955



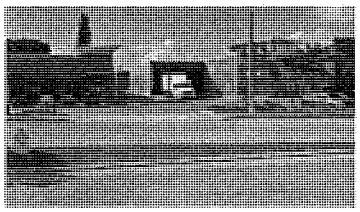
KMF Traffic Group, LLC
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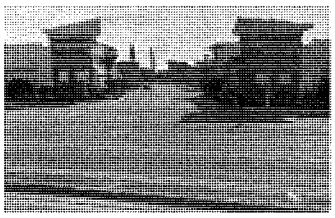
Linton Blvd and Driveway "A"



Linton Blvd and Driveway "B"



Federal and Driveway "C"



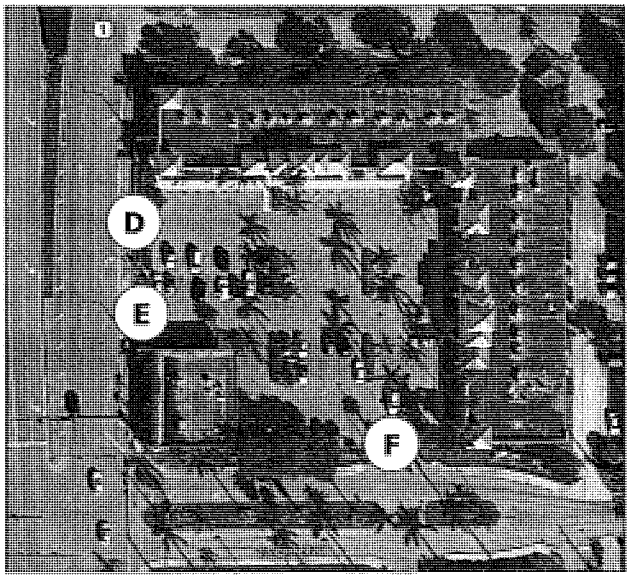
Delray Plaza, Delray Beach, FL

Start Time	Driveway "A"		Driveway "B"		Driveway "C"		TOTAL
	IN	OUT	IN	OUT	IN	OUT	
7:00 AM	2	0	6	2	2	0	12
7:15 AM	2	0	4	2	2	1	11
7:30 AM	2	0	5	1	1	2	11
7:45 AM	8	0	13	4	4	3	32
8:00 AM	6	2	23	4	4	3	42
8:15 AM	5	2	11	7	3	2	30
8:30 AM	6	4	28	9	3	3	53
8:45 AM	1	3	25	10	9	8	56
8:00-9:00 AM	**18**	**11**	**87**	**30**	**19**	**16**	**181**

4:00 PM	5	9	38	23	18	41	134
4:15 PM	4	8	36	22	22	41	133
4:30 PM	6	17	39	41	11	30	144
4:45 PM	6	7	33	38	17	26	127
5:00 PM	3	11	29	27	17	26	113
5:15 PM	11	7	35	39	18	29	139
5:30 PM	9	7	36	45	14	30	141
5:45 PM	6	6	33	40	20	32	137
4:00-5:00 PM	**21**	**41**	**146**	**124**	**68**	**138**	**530**

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12/1/2015



Tropic Square, Delray Beach, FL

Start Time	Driveway "D"		Driveway "E"		Driveway "F"		TOTAL
	IN	OUT	IN	OUT	IN	OUT	
7:00 AM	0	5	5	4	16	9	39
7:15 AM	0	9	6	0	14	14	43
7:30 AM	1	7	3	0	23	12	46
7:45 AM	0	10	7	3	23	11	54
8:00 AM	0	11	6	3	20	9	49
8:15 AM	0	14	2	1	28	20	65
8:30 AM	1	14	12	2	21	11	61
8:45 AM	1	9	10	5	25	12	62
8:00-9:00 AM	**2**	**48**	**30**	**11**	**94**	**52**	**237**

4:00 PM	3	3	1	7	15	7	36
4:15 PM	4	4	2	12	18	9	49
4:30 PM	5	5	5	14	9	12	50
4:45 PM	3	2	4	12	16	7	44
5:00 PM	5	4	1	8	22	6	46
5:15 PM	1	6	0	9	11	7	34
5:30 PM	1	7	1	13	16	6	44
5:45 PM	4	4	3	18	13	7	49
4:15-5:15 PM	**17**	**15**	**12**	**46**	**65**	**34**	**189**

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Manual Traffic Count - All Traffic
Federal HIghway and Eve St
Delray Beach, FL

File Name : Eve
Site Code : TT1505
Start Date : 12/2/2015
Page No : 1

Groups Printed- All Traffic

	Federal Hwy Northbound		Eve St Westbound	
Start Time	Right	Thru	Right	Int. Total
07:00 AM	0	97	0	97
07:15 AM	2	105	1	108
07:30 AM	0	168	0	168
07:45 AM	1	189	1	191
Total	3	559	2	564
08:00 AM	2	212	0	214
08:15 AM	0	186	2	188
08:30 AM	0	212	0	212
08:45 AM	1	223	1	225
Total	3	833	3	839

*** BREAK ***

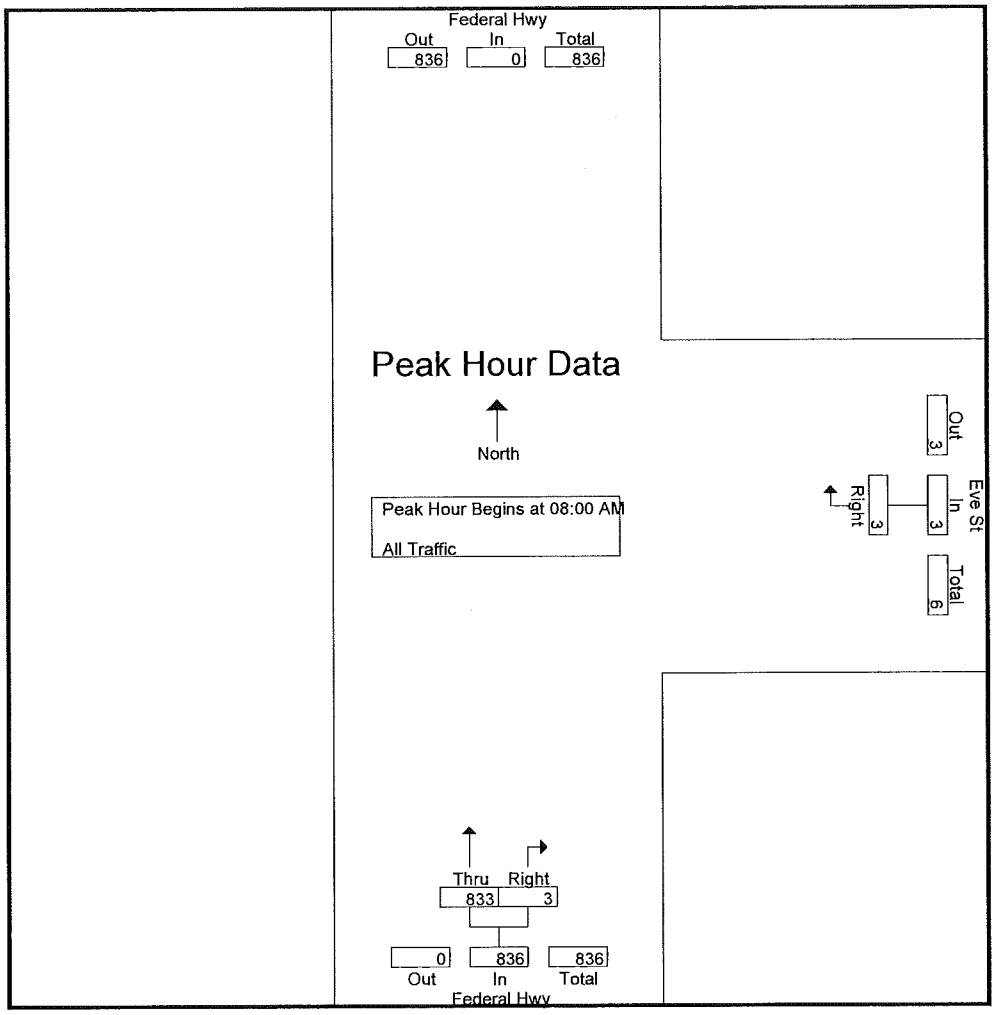
04:00 PM	13	345	21	379
04:15 PM	13	318	10	341
04:30 PM	10	370	15	395
04:45 PM	11	382	8	401
Total	47	1415	54	1516
05:00 PM	15	402	17	434
05:15 PM	15	441	17	473
05:30 PM	6	443	7	456
05:45 PM	10	397	20	427
Total	46	1683	61	1790
Grand Total	99	4490	120	4709
Apprch %	2.2	97.8	100	
Total %	2.1	95.3	2.5	

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Manual Traffic Count - All Traffic
Federal HIghway and Eve St
Delray Beach, FL

File Name : Eve
Site Code : TT1505
Start Date : 12/2/2015
Page No : 2

	Federal Hwy Northbound			Eve St Westbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 08:00 AM						
08:00 AM	2	212	214	0	0	214
08:15 AM	0	186	186	2	2	188
08:30 AM	0	212	212	0	0	212
08:45 AM	1	223	224	1	1	225
Total Volume	3	833	836	3	3	839
% App. Total	0.4	99.6		100		
PHF	.375	.934	.933	.375	.375	.932

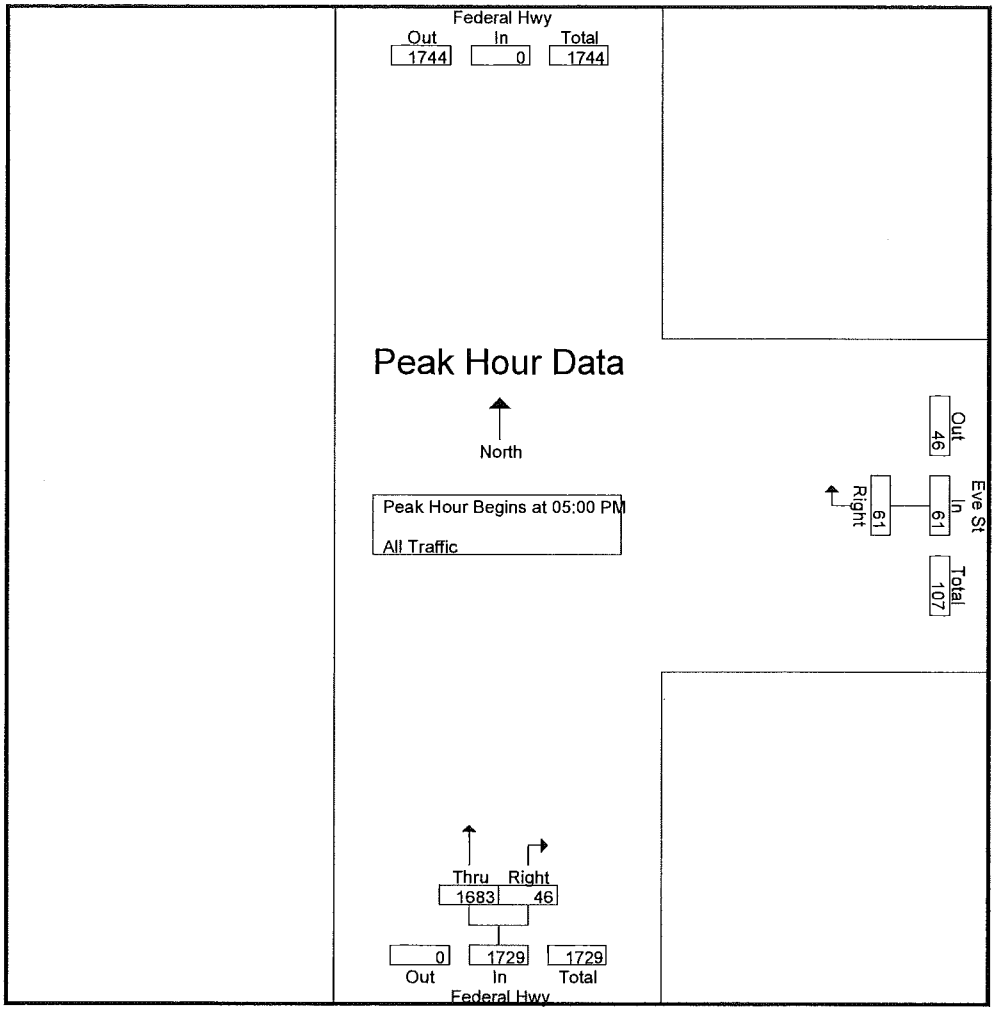


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Manual Traffic Count - All Traffic
Federal HIghway and Eve St
Delray Beach, FL

File Name : Eve
Site Code : TT1505
Start Date : 12/2/2015
Page No : 3

	Federal Hwy Northbound			Eve St Westbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 05:00 PM						
05:00 PM	15	402	417	17	17	434
05:15 PM	15	441	456	17	17	473
05:30 PM	6	443	449	7	7	456
05:45 PM	10	397	407	20	20	427
Total Volume	46	1683	1729	61	61	1790
% App. Total	2.7	97.3		100		
PHF	.767	.950	.948	.763	.763	.946



2014 Peak Season Factor Category Report - Report Type: ALL
Category: 9300 EAST- A1A TO US1

Week	Dates	SF	MOCF: 0.91 PSCF
1	01/01/2014 - 01/04/2014	0.97	1.07
2	01/05/2014 - 01/11/2014	0.96	1.05
3	01/12/2014 - 01/18/2014	0.96	1.05
* 4	01/19/2014 - 01/25/2014	0.94	1.03
* 5	01/26/2014 - 02/01/2014	0.93	1.02
* 6	02/02/2014 - 02/08/2014	0.91	1.00
* 7	02/09/2014 - 02/15/2014	0.90	0.99
* 8	02/16/2014 - 02/22/2014	0.89	0.98
* 9	02/23/2014 - 03/01/2014	0.88	0.97
*10	03/02/2014 - 03/08/2014	0.88	0.97
*11	03/09/2014 - 03/15/2014	0.88	0.97
*12	03/16/2014 - 03/22/2014	0.88	0.97
*13	03/23/2014 - 03/29/2014	0.90	0.99
*14	03/30/2014 - 04/05/2014	0.91	1.00
*15	04/06/2014 - 04/12/2014	0.93	1.02
*16	04/13/2014 - 04/19/2014	0.94	1.03
17	04/20/2014 - 04/26/2014	0.96	1.05
18	04/27/2014 - 05/03/2014	0.98	1.08
19	05/04/2014 - 05/10/2014	0.99	1.09
20	05/11/2014 - 05/17/2014	1.01	1.11
21	05/18/2014 - 05/24/2014	1.03	1.13
22	05/25/2014 - 05/31/2014	1.04	1.14
23	06/01/2014 - 06/07/2014	1.06	1.16
24	06/08/2014 - 06/14/2014	1.07	1.18
25	06/15/2014 - 06/21/2014	1.09	1.20
26	06/22/2014 - 06/28/2014	1.08	1.19
27	06/29/2014 - 07/05/2014	1.08	1.19
28	07/06/2014 - 07/12/2014	1.08	1.19
29	07/13/2014 - 07/19/2014	1.08	1.19
30	07/20/2014 - 07/26/2014	1.08	1.19
31	07/27/2014 - 08/02/2014	1.08	1.19
32	08/03/2014 - 08/09/2014	1.08	1.19
33	08/10/2014 - 08/16/2014	1.08	1.19
34	08/17/2014 - 08/23/2014	1.08	1.19
35	08/24/2014 - 08/30/2014	1.10	1.21
36	08/31/2014 - 09/06/2014	1.11	1.22
37	09/07/2014 - 09/13/2014	1.13	1.24
38	09/14/2014 - 09/20/2014	1.14	1.25
39	09/21/2014 - 09/27/2014	1.12	1.23
40	09/28/2014 - 10/04/2014	1.10	1.21
41	10/05/2014 - 10/11/2014	1.08	1.19
42	10/12/2014 - 10/18/2014	1.06	1.16
43	10/19/2014 - 10/25/2014	1.05	1.15
44	10/26/2014 - 11/01/2014	1.05	1.15
45	11/02/2014 - 11/08/2014	1.04	1.14
46	11/09/2014 - 11/15/2014	1.04	1.14
47	11/16/2014 - 11/22/2014	1.04	1.14
48	11/23/2014 - 11/29/2014	1.02	1.12
49	11/30/2014 - 12/06/2014	1.00	1.10
50	12/07/2014 - 12/13/2014	0.98	1.08
51	12/14/2014 - 12/20/2014	0.97	1.07
52	12/21/2014 - 12/27/2014	0.96	1.05
53	12/28/2014 - 12/31/2014	0.96	1.05

* Peak Season

2014 Peak Season Factor Category Report - Report Type: ALL
Category: 9301 CEN.-W OF US1 TO SR7

MOCF: 0.96

Week	Dates	SF	PSCF
1	01/01/2014 - 01/04/2014	0.97	1.01
2	01/05/2014 - 01/11/2014	0.99	1.03
3	01/12/2014 - 01/18/2014	1.00	1.04
4	01/19/2014 - 01/25/2014	0.99	1.03
* 5	01/26/2014 - 02/01/2014	0.98	1.02
* 6	02/02/2014 - 02/08/2014	0.97	1.01
* 7	02/09/2014 - 02/15/2014	0.96	1.00
* 8	02/16/2014 - 02/22/2014	0.95	0.99
* 9	02/23/2014 - 03/01/2014	0.95	0.99
*10	03/02/2014 - 03/08/2014	0.95	0.99
*11	03/09/2014 - 03/15/2014	0.95	0.99
*12	03/16/2014 - 03/22/2014	0.95	0.99
*13	03/23/2014 - 03/29/2014	0.96	1.00
*14	03/30/2014 - 04/05/2014	0.96	1.00
*15	04/06/2014 - 04/12/2014	0.97	1.01
*16	04/13/2014 - 04/19/2014	0.97	1.01
*17	04/20/2014 - 04/26/2014	0.98	1.02
18	04/27/2014 - 05/03/2014	0.99	1.03
19	05/04/2014 - 05/10/2014	0.99	1.03
20	05/11/2014 - 05/17/2014	1.00	1.04
21	05/18/2014 - 05/24/2014	1.01	1.05
22	05/25/2014 - 05/31/2014	1.02	1.06
23	06/01/2014 - 06/07/2014	1.03	1.07
24	06/08/2014 - 06/14/2014	1.04	1.08
25	06/15/2014 - 06/21/2014	1.05	1.09
26	06/22/2014 - 06/28/2014	1.06	1.10
27	06/29/2014 - 07/05/2014	1.07	1.11
28	07/06/2014 - 07/12/2014	1.07	1.11
29	07/13/2014 - 07/19/2014	1.08	1.13
30	07/20/2014 - 07/26/2014	1.07	1.11
31	07/27/2014 - 08/02/2014	1.06	1.10
32	08/03/2014 - 08/09/2014	1.05	1.09
33	08/10/2014 - 08/16/2014	1.04	1.08
34	08/17/2014 - 08/23/2014	1.03	1.07
35	08/24/2014 - 08/30/2014	1.04	1.08
36	08/31/2014 - 09/06/2014	1.04	1.08
37	09/07/2014 - 09/13/2014	1.04	1.08
38	09/14/2014 - 09/20/2014	1.04	1.08
39	09/21/2014 - 09/27/2014	1.03	1.07
40	09/28/2014 - 10/04/2014	1.01	1.05
41	10/05/2014 - 10/11/2014	1.00	1.04
42	10/12/2014 - 10/18/2014	0.98	1.02
43	10/19/2014 - 10/25/2014	0.99	1.03
44	10/26/2014 - 11/01/2014	1.00	1.04
45	11/02/2014 - 11/08/2014	1.00	1.04
46	11/09/2014 - 11/15/2014	1.01	1.05
47	11/16/2014 - 11/22/2014	1.01	1.05
48	11/23/2014 - 11/29/2014	1.00	1.04
49	11/30/2014 - 12/06/2014	0.99	1.03
50	12/07/2014 - 12/13/2014	0.98	1.02
51	12/14/2014 - 12/20/2014	0.97	1.01
52	12/21/2014 - 12/27/2014	0.99	1.03
53	12/28/2014 - 12/31/2014	1.00	1.04

* Peak Season

2014 Peak Season Factor Category Report - Report Type: ALL
Category: 9327 WEST-W OF SR7

MOCF: 0.94

Week	Dates	SF	PSCF
1	01/01/2014 - 01/04/2014	0.97	1.03
2	01/05/2014 - 01/11/2014	0.98	1.04
3	01/12/2014 - 01/18/2014	0.98	1.04
4	01/19/2014 - 01/25/2014	0.97	1.03
* 5	01/26/2014 - 02/01/2014	0.96	1.02
* 6	02/02/2014 - 02/08/2014	0.95	1.01
* 7	02/09/2014 - 02/15/2014	0.94	1.00
* 8	02/16/2014 - 02/22/2014	0.92	0.98
* 9	02/23/2014 - 03/01/2014	0.92	0.98
*10	03/02/2014 - 03/08/2014	0.92	0.98
*11	03/09/2014 - 03/15/2014	0.92	0.98
*12	03/16/2014 - 03/22/2014	0.92	0.98
*13	03/23/2014 - 03/29/2014	0.93	0.99
*14	03/30/2014 - 04/05/2014	0.94	1.00
*15	04/06/2014 - 04/12/2014	0.95	1.01
*16	04/13/2014 - 04/19/2014	0.96	1.02
*17	04/20/2014 - 04/26/2014	0.97	1.03
18	04/27/2014 - 05/03/2014	0.98	1.04
19	05/04/2014 - 05/10/2014	0.99	1.05
20	05/11/2014 - 05/17/2014	1.00	1.06
21	05/18/2014 - 05/24/2014	1.01	1.07
22	05/25/2014 - 05/31/2014	1.03	1.10
23	06/01/2014 - 06/07/2014	1.04	1.11
24	06/08/2014 - 06/14/2014	1.06	1.13
25	06/15/2014 - 06/21/2014	1.07	1.14
26	06/22/2014 - 06/28/2014	1.08	1.15
27	06/29/2014 - 07/05/2014	1.09	1.16
28	07/06/2014 - 07/12/2014	1.10	1.17
29	07/13/2014 - 07/19/2014	1.11	1.18
30	07/20/2014 - 07/26/2014	1.10	1.17
31	07/27/2014 - 08/02/2014	1.09	1.16
32	08/03/2014 - 08/09/2014	1.08	1.15
33	08/10/2014 - 08/16/2014	1.08	1.15
34	08/17/2014 - 08/23/2014	1.07	1.14
35	08/24/2014 - 08/30/2014	1.07	1.14
36	08/31/2014 - 09/06/2014	1.07	1.14
37	09/07/2014 - 09/13/2014	1.07	1.14
38	09/14/2014 - 09/20/2014	1.08	1.15
39	09/21/2014 - 09/27/2014	1.06	1.13
40	09/28/2014 - 10/04/2014	1.05	1.12
41	10/05/2014 - 10/11/2014	1.03	1.10
42	10/12/2014 - 10/18/2014	1.01	1.07
43	10/19/2014 - 10/25/2014	1.00	1.06
44	10/26/2014 - 11/01/2014	1.00	1.06
45	11/02/2014 - 11/08/2014	0.99	1.05
46	11/09/2014 - 11/15/2014	0.98	1.04
47	11/16/2014 - 11/22/2014	0.97	1.03
48	11/23/2014 - 11/29/2014	0.97	1.03
49	11/30/2014 - 12/06/2014	0.97	1.03
50	12/07/2014 - 12/13/2014	0.97	1.03
51	12/14/2014 - 12/20/2014	0.97	1.03
52	12/21/2014 - 12/27/2014	0.98	1.04
53	12/28/2014 - 12/31/2014	0.98	1.04

* Peak Season

2014 Peak Season Factor Category Report - Report Type: ALL
Category: 9395 PALM BEACH I95

MOCF: 0.96

Week	Dates	SF	PSCF
1	01/01/2014 - 01/04/2014	0.96	1.00
2	01/05/2014 - 01/11/2014	0.99	1.03
3	01/12/2014 - 01/18/2014	1.03	1.07
4	01/19/2014 - 01/25/2014	1.01	1.05
5	01/26/2014 - 02/01/2014	1.00	1.04
* 6	02/02/2014 - 02/08/2014	0.98	1.02
* 7	02/09/2014 - 02/15/2014	0.97	1.01
* 8	02/16/2014 - 02/22/2014	0.96	1.00
* 9	02/23/2014 - 03/01/2014	0.95	0.99
*10	03/02/2014 - 03/08/2014	0.94	0.98
*11	03/09/2014 - 03/15/2014	0.94	0.98
*12	03/16/2014 - 03/22/2014	0.93	0.97
*13	03/23/2014 - 03/29/2014	0.94	0.98
*14	03/30/2014 - 04/05/2014	0.95	0.99
*15	04/06/2014 - 04/12/2014	0.96	1.00
*16	04/13/2014 - 04/19/2014	0.97	1.01
*17	04/20/2014 - 04/26/2014	0.98	1.02
*18	04/27/2014 - 05/03/2014	0.99	1.03
19	05/04/2014 - 05/10/2014	1.00	1.04
20	05/11/2014 - 05/17/2014	1.01	1.05
21	05/18/2014 - 05/24/2014	1.02	1.06
22	05/25/2014 - 05/31/2014	1.02	1.06
23	06/01/2014 - 06/07/2014	1.03	1.07
24	06/08/2014 - 06/14/2014	1.03	1.07
25	06/15/2014 - 06/21/2014	1.04	1.08
26	06/22/2014 - 06/28/2014	1.04	1.08
27	06/29/2014 - 07/05/2014	1.05	1.09
28	07/06/2014 - 07/12/2014	1.05	1.09
29	07/13/2014 - 07/19/2014	1.05	1.09
30	07/20/2014 - 07/26/2014	1.05	1.09
31	07/27/2014 - 08/02/2014	1.04	1.08
32	08/03/2014 - 08/09/2014	1.04	1.08
33	08/10/2014 - 08/16/2014	1.03	1.07
34	08/17/2014 - 08/23/2014	1.03	1.07
35	08/24/2014 - 08/30/2014	1.04	1.08
36	08/31/2014 - 09/06/2014	1.05	1.09
37	09/07/2014 - 09/13/2014	1.06	1.10
38	09/14/2014 - 09/20/2014	1.07	1.11
39	09/21/2014 - 09/27/2014	1.05	1.09
40	09/28/2014 - 10/04/2014	1.04	1.08
41	10/05/2014 - 10/11/2014	1.02	1.06
42	10/12/2014 - 10/18/2014	1.01	1.05
43	10/19/2014 - 10/25/2014	1.01	1.05
44	10/26/2014 - 11/01/2014	1.00	1.04
45	11/02/2014 - 11/08/2014	1.00	1.04
46	11/09/2014 - 11/15/2014	0.99	1.03
47	11/16/2014 - 11/22/2014	0.99	1.03
48	11/23/2014 - 11/29/2014	0.98	1.02
49	11/30/2014 - 12/06/2014	0.98	1.02
50	12/07/2014 - 12/13/2014	0.97	1.01
51	12/14/2014 - 12/20/2014	0.96	1.00
52	12/21/2014 - 12/27/2014	0.99	1.03
53	12/28/2014 - 12/31/2014	1.03	1.07

* Peak Season

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Federal Highway and Tropic Boulevard
AM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			Tropic Boulevard Eastbound			Tropic Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/2/2015)	4	723	34	146	1,610	5	9	1	5	63	1	101
Season Adjustment Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
2015 Peak Season Traffic	4	795	37	161	1,771	6	10	1	6	69	1	111
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development		38			61							
2016 Background Traffic	4	841	38	162	1,850	6	10	1	6	70	1	112
New Project Trips		8								17		
2016 Total Traffic	**4**	**849**	**38**	**162**	**1,850**	**6**	**10**	**1**	**6**	**87**	**1**	**112**

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FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Federal Highway and Tropic Boulevard
PM Peak Hour

Description	Federal Highway Northbound			Federal Highway Southbound			Tropic Boulevard Eastbound			Tropic Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (12/2/2015)	6	1,683	56	193	1,415	5	7	1	10	46	1	145
Season Adjustment Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
2015 Peak Season Traffic	7	1,851	62	212	1,557	6	8	1	11	51	1	160
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Committed Development		95			73							
2016 Background Traffic	7	1,965	62	214	1,645	6	8	1	11	51	1	161
New Project Trips		18								94		
2016 Total Traffic	**7**	**1,983**	**62**	**214**	**1,645**	**6**	**8**	**1**	**11**	**145**	**1**	**161**

Traf Tech
ENGINEERING, INC.

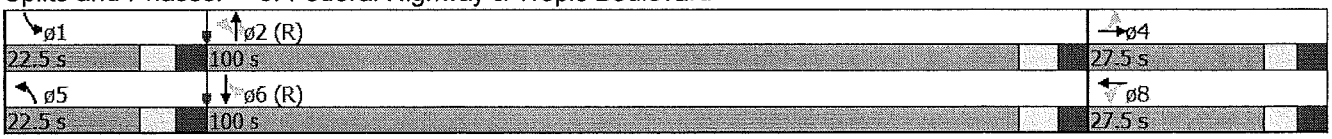
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	6	70	1	112	4	841	38	162	1850	6
Future Volume (vph)	10	1	6	70	1	112	4	841	38	162	1850	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	9	9	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.950			0.851				0.850		0.999	
Flt Protected		0.972		0.950			0.950			0.950		
Satd. Flow (prot)	0	1720	0	1593	1427	0	1770	3539	1583	1770	3536	0
Flt Permitted		0.789		0.745			0.058			0.262		
Satd. Flow (perm)	0	1396	0	1249	1427	0	108	3539	1583	488	3536	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		7							87			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		582			578			922			818	
Travel Time (s)		13.2			13.1			21.0			18.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	1	7	76	1	122	4	914	41	176	2011	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	76	123	0	4	914	41	176	2018	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			9			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.14	1.14	1.14	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		11.5	24.0	24.0	11.5	24.0	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	100.0	100.0	22.5	100.0	
Total Split (%)	18.3%	18.3%		18.3%	18.3%		15.0%	66.7%	66.7%	15.0%	66.7%	
Maximum Green (s)	20.0	20.0		20.0	20.0		15.0	92.0	92.0	15.0	92.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.5	4.0	4.5	
All-Red Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5		7.5	7.5		7.5	8.0	8.0	7.5	8.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)		16.9		16.9	16.9		107.1	101.0	101.0	117.7	115.0	
Actuated g/C Ratio		0.11		0.11	0.11		0.71	0.67	0.67	0.78	0.77	
v/c Ratio		0.12		0.54	0.77		0.03	0.38	0.04	0.38	0.74	
Control Delay		43.6		76.7	93.3		5.0	11.9	0.1	6.5	13.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		43.6		76.7	93.3		5.0	11.9	0.1	6.5	13.2	
LOS		D		E	F		A	B	A	A	B	
Approach Delay		43.6			87.0			11.3			12.6	
Approach LOS		D			F			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 40 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 16.8 Intersection LOS: B
Intersection Capacity Utilization 81.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Federal Highway & Tropic Boulevard



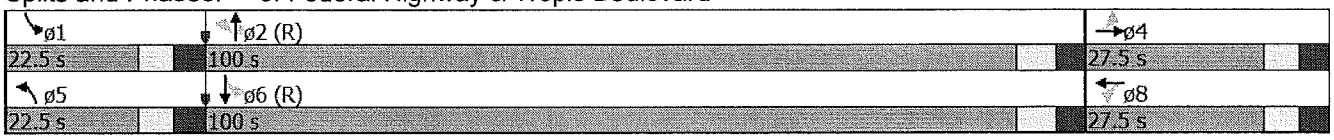
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	6	87	1	112	4	849	38	162	1850	6
Future Volume (vph)	10	1	6	87	1	112	4	849	38	162	1850	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	9	9	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.950			0.851				0.850		0.999	
Flt Protected		0.972		0.950			0.950			0.950		
Satd. Flow (prot)	0	1720	0	1593	1427	0	1770	3539	1583	1770	3536	0
Flt Permitted		0.789		0.745			0.058			0.259		
Satd. Flow (perm)	0	1396	0	1249	1427	0	108	3539	1583	482	3536	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		7							87			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		582			578			922			818	
Travel Time (s)		13.2			13.1			21.0			18.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	1	7	95	1	122	4	923	41	176	2011	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	95	123	0	4	923	41	176	2018	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			9			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.14	1.14	1.14	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		11.5	24.0	24.0	11.5	24.0	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	100.0	100.0	22.5	100.0	
Total Split (%)	18.3%	18.3%		18.3%	18.3%		15.0%	66.7%	66.7%	15.0%	66.7%	
Maximum Green (s)	20.0	20.0		20.0	20.0		15.0	92.0	92.0	15.0	92.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.5	4.0	4.5	
All-Red Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5		7.5	7.5		7.5	8.0	8.0	7.5	8.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)		16.9		16.9	16.9		107.1	101.0	101.0	117.7	115.0	
Actuated g/C Ratio		0.11		0.11	0.11		0.71	0.67	0.67	0.78	0.77	
v/c Ratio		0.12		0.68	0.77		0.03	0.39	0.04	0.39	0.74	
Control Delay		43.6		87.0	93.3		5.0	11.9	0.1	6.6	13.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		43.6		87.0	93.3		5.0	11.9	0.1	6.6	13.2	
LOS		D		F	F		A	B	A	A	B	
Approach Delay		43.6			90.6			11.4			12.6	
Approach LOS		D			F			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 40 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 81.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Federal Highway & Tropic Boulevard



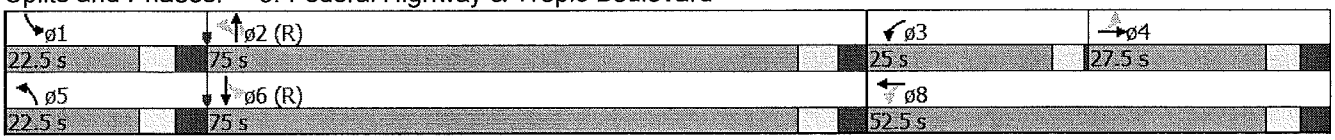
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	6	87	1	112	4	849	38	162	1850	6
Future Volume (vph)	10	1	6	87	1	112	4	849	38	162	1850	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	9	9	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.950			0.851				0.850		0.999	
Flt Protected		0.972		0.950			0.950			0.950		
Satd. Flow (prot)	0	1720	0	1593	1427	0	1770	3539	1583	1770	3536	0
Flt Permitted		0.753		0.726			0.043			0.245		
Satd. Flow (perm)	0	1333	0	1217	1427	0	80	3539	1583	456	3536	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		7							116			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		582			578			922			818	
Travel Time (s)		13.2			13.1			21.0			18.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	1	7	95	1	122	4	923	41	176	2011	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	95	123	0	4	923	41	176	2018	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			9			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.14	1.14	1.14	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		3	8		5	2	2	1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.5	23.5		8.0	23.5		11.5	24.0	24.0	11.5	24.0	
Total Split (s)	27.5	27.5		25.0	52.5		22.5	75.0	75.0	22.5	75.0	
Total Split (%)	18.3%	18.3%		16.7%	35.0%		15.0%	50.0%	50.0%	15.0%	50.0%	
Maximum Green (s)	20.0	20.0		21.0	45.0		15.0	67.0	67.0	15.0	67.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.5	4.5	4.0	4.5	
All-Red Time (s)	3.5	3.5		0.5	3.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5		4.0	7.5		7.5	8.0	8.0	7.5	8.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0			0	0		0	
Act Effct Green (s)		7.0		25.3	21.8		101.5	95.3	95.3	113.2	110.0	
Actuated g/C Ratio		0.05		0.17	0.15		0.68	0.64	0.64	0.75	0.73	
v/c Ratio		0.28		0.39	0.59		0.03	0.41	0.04	0.41	0.78	
Control Delay		59.5		57.5	70.1		8.0	15.5	0.1	8.9	17.6	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		59.5		57.5	70.1		8.0	15.5	0.1	8.9	17.6	
LOS		E		E	E		A	B	A	A	B	
Approach Delay		59.5			64.6			14.8			16.9	
Approach LOS		E			E			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 40 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 81.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Federal Highway & Tropic Boulevard



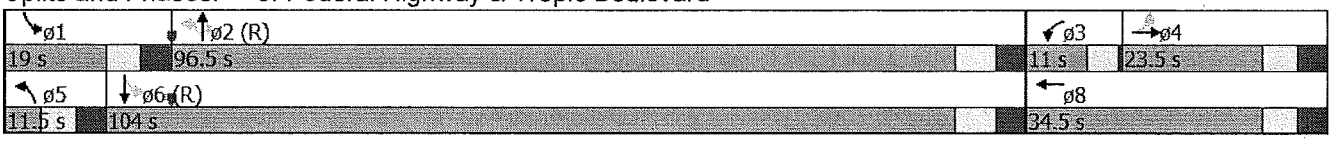
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	6	87	1	112	4	849	38	162	1850	6
Future Volume (vph)	10	1	6	87	1	112	4	849	38	162	1850	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.950			0.851				0.850		0.999	
Flt Protected		0.972		0.950			0.950			0.950		
Satd. Flow (prot)	0	1720	0	3204	1480	0	1770	3539	1583	1770	3536	0
Flt Permitted		0.753		0.950			0.059			0.260		
Satd. Flow (perm)	0	1333	0	3204	1480	0	110	3539	1583	484	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			122				116			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		582			578			922			818	
Travel Time (s)		13.2			13.1			21.0			18.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	1	7	95	1	122	4	923	41	176	2011	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	95	123	0	4	923	41	176	2018	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		3	8		5	2	2	1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.5	23.5		8.0	23.5		11.5	24.0	24.0	11.5	24.0	
Total Split (s)	23.5	23.5		11.0	34.5		11.5	96.5	96.5	19.0	104.0	
Total Split (%)	15.7%	15.7%		7.3%	23.0%		7.7%	64.3%	64.3%	12.7%	69.3%	
Maximum Green (s)	16.0	16.0		7.0	27.0		4.0	88.5	88.5	11.5	96.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.5	4.5	4.0	4.5	
All-Red Time (s)	3.5	3.5		0.5	3.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5		4.0	7.5		7.5	8.0	8.0	7.5	8.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0			0	0		0	
Act Effct Green (s)		7.1		7.8	13.6		110.5	104.5	104.5	121.0	118.2	
Actuated g/C Ratio		0.05		0.05	0.09		0.74	0.70	0.70	0.81	0.79	
v/c Ratio		0.28		0.57	0.50		0.03	0.37	0.04	0.38	0.72	
Control Delay		59.4		83.5	16.9		5.0	10.8	0.1	6.0	11.9	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		59.4		83.5	16.9		5.0	10.8	0.1	6.0	11.9	
LOS		E		F	B		A	B	A	A	B	
Approach Delay		59.4			45.9			10.3			11.4	
Approach LOS		E			D			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 40 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 81.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: Federal Highway & Tropic Boulevard



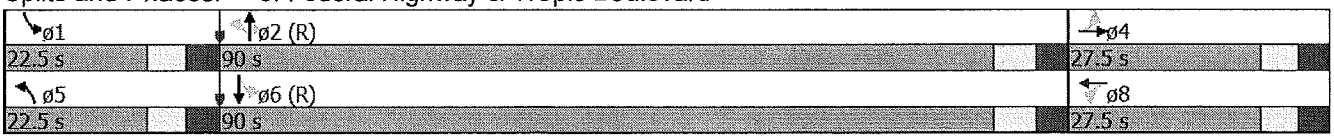
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	11	51	1	160	7	1946	62	212	1630	6
Future Volume (vph)	8	1	11	51	1	160	7	1946	62	212	1630	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	9	9	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.926			0.851				0.850		0.999	
Flt Protected		0.980		0.950			0.950			0.950		
Satd. Flow (prot)	0	1690	0	1593	1427	0	1770	3539	1583	1770	3536	0
Flt Permitted		0.813		0.743			0.091			0.044		
Satd. Flow (perm)	0	1402	0	1246	1427	0	170	3539	1583	82	3536	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		12							94			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		582			578			922			818	
Travel Time (s)		13.2			13.1			21.0			18.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	1	12	55	1	174	8	2115	67	230	1772	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	55	175	0	8	2115	67	230	1779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			9			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.14	1.14	1.14	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		11.5	24.0	24.0	11.5	24.0	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	90.0	90.0	22.5	90.0	
Total Split (%)	19.6%	19.6%		19.6%	19.6%		16.1%	64.3%	64.3%	16.1%	64.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		15.0	82.0	82.0	15.0	82.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.5	4.0	4.5	
All-Red Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5		7.5	7.5		7.5	8.0	8.0	7.5	8.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)		19.2		19.2	19.2		88.9	82.7	82.7	105.8	102.6	
Actuated g/C Ratio		0.14		0.14	0.14		0.64	0.59	0.59	0.76	0.73	
v/c Ratio		0.11		0.32	0.90		0.05	1.01	0.07	0.95	0.69	
Control Delay		33.1		59.7	101.1		6.0	51.4	1.1	86.7	12.7	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		33.1		59.7	101.1		6.0	51.4	1.1	86.7	12.7	
LOS		C		E	F		A	D	A	F	B	
Approach Delay		33.1			91.2			49.7			21.2	
Approach LOS		C			F			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 40 (29%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 38.9 Intersection LOS: D
Intersection Capacity Utilization 94.7% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Federal Highway & Tropic Boulevard



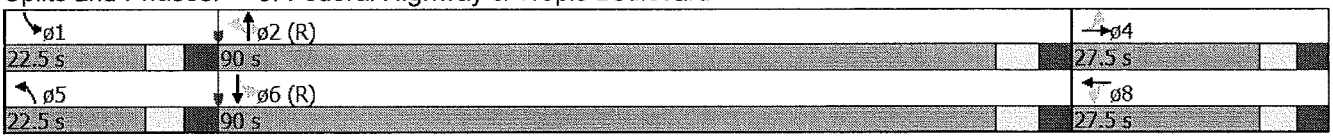
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	11	145	1	160	7	1964	62	212	1630	6
Future Volume (vph)	8	1	11	145	1	160	7	1964	62	212	1630	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	9	9	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.926			0.851				0.850		0.999	
Flt Protected		0.980		0.950			0.950			0.950		
Satd. Flow (prot)	0	1690	0	1593	1427	0	1770	3539	1583	1770	3536	0
Flt Permitted		0.820		0.743			0.090			0.044		
Satd. Flow (perm)	0	1414	0	1246	1427	0	168	3539	1583	82	3536	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		12							94			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		582			578			922			818	
Travel Time (s)		13.2			13.1			21.0			18.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	1	12	158	1	174	8	2135	67	230	1772	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	158	175	0	8	2135	67	230	1779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			9			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.14	1.14	1.14	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		11.5	24.0	24.0	11.5	24.0	
Total Split (s)	27.5	27.5		27.5	27.5		22.5	90.0	90.0	22.5	90.0	
Total Split (%)	19.6%	19.6%		19.6%	19.6%		16.1%	64.3%	64.3%	16.1%	64.3%	
Maximum Green (s)	20.0	20.0		20.0	20.0		15.0	82.0	82.0	15.0	82.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.5	4.5	4.0	4.5	
All-Red Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5		7.5	7.5		7.5	8.0	8.0	7.5	8.0	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)		19.4		19.4	19.4		88.7	82.6	82.6	105.6	102.4	
Actuated g/C Ratio		0.14		0.14	0.14		0.63	0.59	0.59	0.75	0.73	
v/c Ratio		0.11		0.92	0.89		0.05	1.02	0.07	0.95	0.69	
Control Delay		33.1		108.6	99.5		6.0	54.7	1.1	86.9	12.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		33.1		108.6	99.5		6.0	54.7	1.1	86.9	12.8	
LOS		C		F	F		A	D	A	F	B	
Approach Delay		33.1			103.8			52.9			21.3	
Approach LOS		C			F			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 40 (29%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 42.6 Intersection LOS: D
Intersection Capacity Utilization 99.9% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Federal Highway & Tropic Boulevard



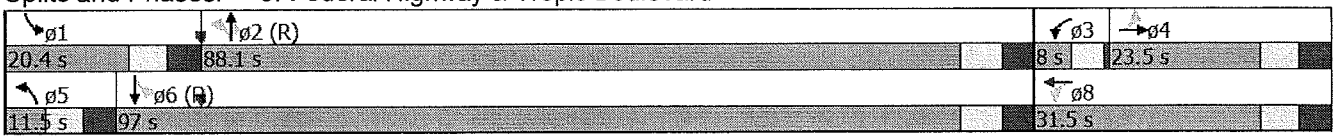
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	11	145	1	160	7	1964	62	212	1630	6
Future Volume (vph)	8	1	11	145	1	160	7	1964	62	212	1630	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	9	9	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.926			0.851				0.850		0.999	
Flt Protected		0.980		0.950			0.950			0.950		
Satd. Flow (prot)	0	1690	0	1593	1427	0	1770	3539	1583	1770	3536	0
Flt Permitted		0.789		0.701			0.099			0.046		
Satd. Flow (perm)	0	1361	0	1175	1427	0	184	3539	1583	86	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			75				183		1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		582			578			922			818	
Travel Time (s)		13.2			13.1			21.0			18.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	1	12	158	1	174	8	2135	67	230	1772	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	158	175	0	8	2135	67	230	1779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			9			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.14	1.14	1.14	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		3	8		5	2	2	1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.5	23.5		8.0	23.5		11.5	24.0	24.0	11.5	24.0	
Total Split (s)	23.5	23.5		8.0	31.5		11.5	88.1	88.1	20.4	97.0	
Total Split (%)	16.8%	16.8%		5.7%	22.5%		8.2%	62.9%	62.9%	14.6%	69.3%	
Maximum Green (s)	16.0	16.0		4.0	24.0		4.0	80.1	80.1	12.9	89.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.5	4.5	4.0	4.5	
All-Red Time (s)	3.5	3.5		0.5	3.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5		4.0	7.5		7.5	8.0	8.0	7.5	8.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0			0	0		0	
Act Effct Green (s)		9.2		19.1	15.6		87.7	81.9	81.9	109.4	106.6	
Actuated g/C Ratio		0.07		0.14	0.11		0.63	0.58	0.58	0.78	0.76	
v/c Ratio		0.22		0.87	0.78		0.05	1.03	0.07	0.76	0.66	
Control Delay		40.8		97.1	56.1		6.6	57.6	0.1	54.9	11.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		40.8		97.1	56.1		6.6	57.6	0.1	54.9	11.2	
LOS		D		F	E		A	E	A	D	B	
Approach Delay		40.8			75.6			55.6			16.2	
Approach LOS		D			E			E			B	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 40 (29%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 39.7 Intersection LOS: D
Intersection Capacity Utilization 99.9% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Federal Highway & Tropic Boulevard



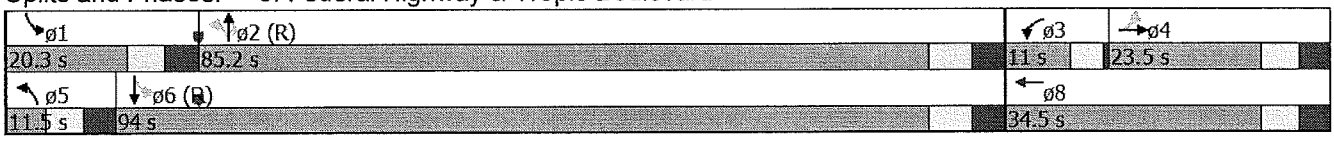
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	11	145	1	160	7	1964	62	212	1630	6
Future Volume (vph)	8	1	11	145	1	160	7	1964	62	212	1630	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.926			0.851				0.850		0.999	
Flt Protected		0.980		0.950			0.950			0.950		
Satd. Flow (prot)	0	1690	0	3204	1480	0	1770	3539	1583	1770	3536	0
Flt Permitted		0.789		0.950			0.099			0.047		
Satd. Flow (perm)	0	1361	0	3204	1480	0	184	3539	1583	88	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			75				183		1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		582			578			922			818	
Travel Time (s)		13.2			13.1			21.0			18.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	1	12	158	1	174	8	2135	67	230	1772	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	158	175	0	8	2135	67	230	1779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			20			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	4	4		3	8		5	2	2	1	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	23.5	23.5		8.0	23.5		11.5	24.0	24.0	11.5	24.0	
Total Split (s)	23.5	23.5		11.0	34.5		11.5	85.2	85.2	20.3	94.0	
Total Split (%)	16.8%	16.8%		7.9%	24.6%		8.2%	60.9%	60.9%	14.5%	67.1%	
Maximum Green (s)	16.0	16.0		7.0	27.0		4.0	77.2	77.2	12.8	86.0	
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.5	4.5	4.0	4.5	
All-Red Time (s)	3.5	3.5		0.5	3.5		3.5	3.5	3.5	3.5	3.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.5		4.0	7.5		7.5	8.0	8.0	7.5	8.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0			0			0	0		0	
Act Effct Green (s)		7.5		9.3	15.7		86.2	80.0	80.0	109.3	106.1	
Actuated g/C Ratio		0.05		0.07	0.11		0.62	0.57	0.57	0.78	0.76	
v/c Ratio		0.26		0.74	0.75		0.05	1.06	0.07	0.71	0.66	
Control Delay		45.0		84.3	53.3		6.9	66.4	0.1	49.5	11.7	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		45.0		84.3	53.3		6.9	66.4	0.1	49.5	11.7	
LOS		D		F	D		A	E	A	D	B	
Approach Delay		45.0			68.0			64.2			16.0	
Approach LOS		D			E			E			B	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 40 (29%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 43.2 Intersection LOS: D
Intersection Capacity Utilization 95.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Federal Highway & Tropic Boulevard



Department of Engineering and Public Works

P.O. Box 21229

West Palm Beach, FL 33416-1229

(561) 684-4000

FAX: (561) 684-4050

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August 23, 2016

Mr. Timothy Stillings
Director of Planning & Zoning
City of Delray Beach
100 N.W. 1st Avenue
Delray Beach, FL 33444

RE: Delray Place South
Project #: 160717
Traffic Performance Standards Review

Dear Timothy:

The Palm Beach County Traffic Division has reviewed the **Delray Place South** Traffic Statement prepared by Traf Tech Engineering, Inc., dated May 31, 2016, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	City of Delray Beach
Location:	NE corner of S Federal Highway and Tropic Boulevard
PCN #:	12-43-46-28-06-001-0010
Access:	Full access driveway connections to Tropic Boulevard and Eve Street; 2 right-in/right-out access driveway connections to S. Federal Highway
Existing Uses:	22,089 SF of General Commercial
Proposed Uses:	22,045 SF of General Commercial
New Daily Trips:	-2
New Peak Hour Trips:	0 AM; 0 PM
Build-out:	December 2018

Based on our review, the Traffic Division has determined the proposed development does not have significant peak hour traffic impact (as defined in PBC TPS) on the roadway network and therefore meets the Traffic Performance Standards of Palm Beach County.

Please note the receipt of a Traffic Performance Standards (TPS) approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

No building permits are to be issued by the City after the build-out date specified above.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-684-4030 or email at QBari@pbcgov.org.

Sincerely,

Quazi Bari, P.E.
Professional Engineer
Traffic Division

QB:DS:saf
ec: Addressee
Joaquin E. Vargas, P.E. – Traf Tech Engineering, Inc.
Dominique Simeus, E.I. – Project Coordinator II, Traffic Division
Steve Bohovsky - Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
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June 15, 2016

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

Attention: Mr. Tim Stillings
Director of Planning and Zoning

Reference: Delray Place South Traffic Review
City of Delray Beach, Florida

Dear Mr. Stillings:

Per your request, we have reviewed the Traffic Study prepared by Traf Tech Engineering, Inc. dated December 23, 2015 for Delray Place South at the northeast corner of Federal Highway and Tropic Boulevard. The traffic study evaluated the Eve Street access connection through the existing Delray Place North shopping center located at the southeast corner of Linton Boulevard and Federal Highway and the proposed redevelopment of Delray Place South. The proposed redevelopment of Delray Place South requests cross access between the two developments. The primary traffic benefit from the proposed configuration would be that it allows motorists departing the Delray Place (North) site and traveling south to utilize the traffic signal at Tropic Boulevard. Currently, these motorists need to exit onto Linton Boulevard and make a westbound left turn onto Federal Highway. Therefore, this connection would alleviate some traffic that currently travels through the aforementioned intersection.

The traffic analysis was developed utilizing existing and projected traffic counts at the intersection of Federal Highway and Tropic Boulevard. To mitigate the additional traffic, the applicant is proposing to construct an additional left turn lane on the westbound approach at the intersection of Tropic Boulevard and Federal Highway. This improvement would need to be accompanied by signal modifications and possibly reconfiguration of the south approach median.

In addition to reviewing the applicant's traffic study, our office obtained and collected several counts surrounding Delray Place (North) and conducted additional analysis as applicable.

2581 Metrocentre Boulevard West Suite 3 West Palm Beach Florida 33407
T: 561.478.7848 F: 561.478.3738 www.simmonsandwhite.com
Certificate of Authorization Number 3458

A summary of the findings based on our review of the submitted traffic analysis from the applicant and our own additional traffic counts and analysis is provided below:

1. Based on peak season traffic counts and existing signal timing obtained from the Palm Beach County Traffic Division and analysis from our office, the overall intersection of Linton Boulevard and Federal Highway is currently operating at Level of Service E with multiple failing movements. The proposed redevelopment of Delray Place South will not have a negative impact at this intersection since the overall building square footage will be reduced. Additionally, the proposed cross access connection would alleviate traffic at the intersection of Linton Boulevard and Federal Highway.

2. Motorists destined to travel south on Federal Highway from the Delray Place (North) shopping center are required to utilize the median opening on Linton Boulevard and then make a westbound left turn at the Federal Highway intersection. Motorists can exit the shopping center utilizing the westerly driveway connection to Linton Boulevard and then make a U-turn at the median opening or can make a northbound left turn onto Linton Boulevard from the easterly driveway connection. U-turns are prohibited from the northbound left turn lane on Federal Highway at Linton Boulevard. Additionally, the shopping center's southerly access to Eve Street is restricted to right out only.

3. The traffic study prepared by the applicant estimates that 30% of the Delray Place (North) trips will travel south on Federal Highway. To conservatively analyze the intersection of Tropic Boulevard and Federal Highway, the full 30% of southbound egress trips were assumed to be diverted by the applicant.

4. The existing and projected westbound left turn volumes on Tropic Boulevard and Federal Highway are shown on the attached exhibit. The increased traffic volumes will require at minimum signal timing enhancements at the intersection. If the full amount of projected diverted traffic volumes come to fruition, then the second westbound left turn lane proposed by the applicant will be required to mitigate the traffic impact. Even with the proposed traffic mitigation plans (dual left turns and signal timing adjustments), the average delay for the westbound left turn will increase by 10 to 15 seconds during the P.M. peak hour but will still be within acceptable capacity and delay thresholds. The calculated back of queue during the P.M. peak hour is approximately 150 feet, which is also the distance to the Delray Place South driveway connection. The queue should not extend past this driveway except in rare circumstances. Therefore, it is not anticipated that residents who reside in the properties immediately to the east and utilize Tropic Boulevard would re-route to a different location, as the vehicular delays and queues are within generally accepted thresholds.

5. It is recommended that the applicant be conditioned to perform a traffic study within 6 months after construction to re-evaluate the intersection impacts. Depending on the number of actual diverted vehicles, signal timing enhancements may be sufficient or dual left turns may be required. The northbound through traffic is also high at this intersection during the P.M. peak hour and sufficient green time for this approach will be necessary to ensure that the intersection remains within capacity limits.

6. The cross access connection between Delray Place (North) and Delray Place South will increase vehicular delay at the intersection of Tropic Boulevard and Federal Highway as previously discussed. However, it is important to recognize the benefits of the improvement:

    - Generally, cross access between adjacent properties is beneficial as it reduces vehicles on the major thoroughfares.
    - Cross access will help reduce traffic at the intersection of Linton Boulevard and Federal Highway reducing the amount of westbound left turns since currently that is the only legal route from the shopping center to southbound Federal Highway.
    - The cross access connection will reduce driveway trips on the two Linton Boulevard driveways which already have a limited driveway reservoir and where existing stacking and internal site circulation can be problematic.

7. The Delray Place North northern right in, right out driveway connection to Federal Highway meets FDOT driveway spacing requirements. However, motorists departing the site and destined to westbound Linton Boulevard have to weave across traffic and cut into the northbound left turn traffic. At times, this may lead to blocking of the northbound through lanes on Federal Highway as they are waiting on a gap or for a motorist to let them into the turn lane. This driveway connection could be reconfigured to an ingress only driveway connection without a negative impact to the shopping center. Motorists could still utilize the Eve Street driveway to access Federal Highway. While this does not resolve the concern of motorists exiting to southbound Federal Highway, it potentially improves safety in this area. This recommendation is proposed because the owner is the same for both shopping centers.

Conclusions

An extensive review and traffic analysis has been performed for the Delray Place North and South shopping centers addressing the potential impacts of modifying the Delray Place South configuration to allow for cross access between sites. The positive and negative ramifications of the proposed cross access connection are summarized below:

Benefits of cross access connection:

- ✓ Generally, cross access is encouraged and considered "good practice" by planners and engineers.
- ✓ Relieves traffic; particularly, the westbound left turn movement on Linton Boulevard at Federal Highway.
- ✓ Reduces traffic at the two Linton Boulevard driveways at Delray Place North which has limited driveway reservoir for stacking and circulation.

Disadvantages of cross access connection:

- Increase traffic and vehicular delay for Tropic Boulevard. The overall intersection operations will be impacted as well. The increase in traffic can be mitigated to acceptable Levels of Service through signal timing improvements and/or an additional westbound left turn lane.
- If dual left turn lanes are not constructed, increase vehicle queueing on Tropic Boulevard may at times queue past the Delray Place South driveway connection.

If you have any questions or require any additional information, please contact our office.

Sincerely,

SIMMONS & WHITE, INC.

Bryan G. Kelley, P.E.
FL Reg. No. 74006

Enclosures
BGK/kh/sa x:/docs/miscltr/Kelley/16005.stillings_06.15.16

N

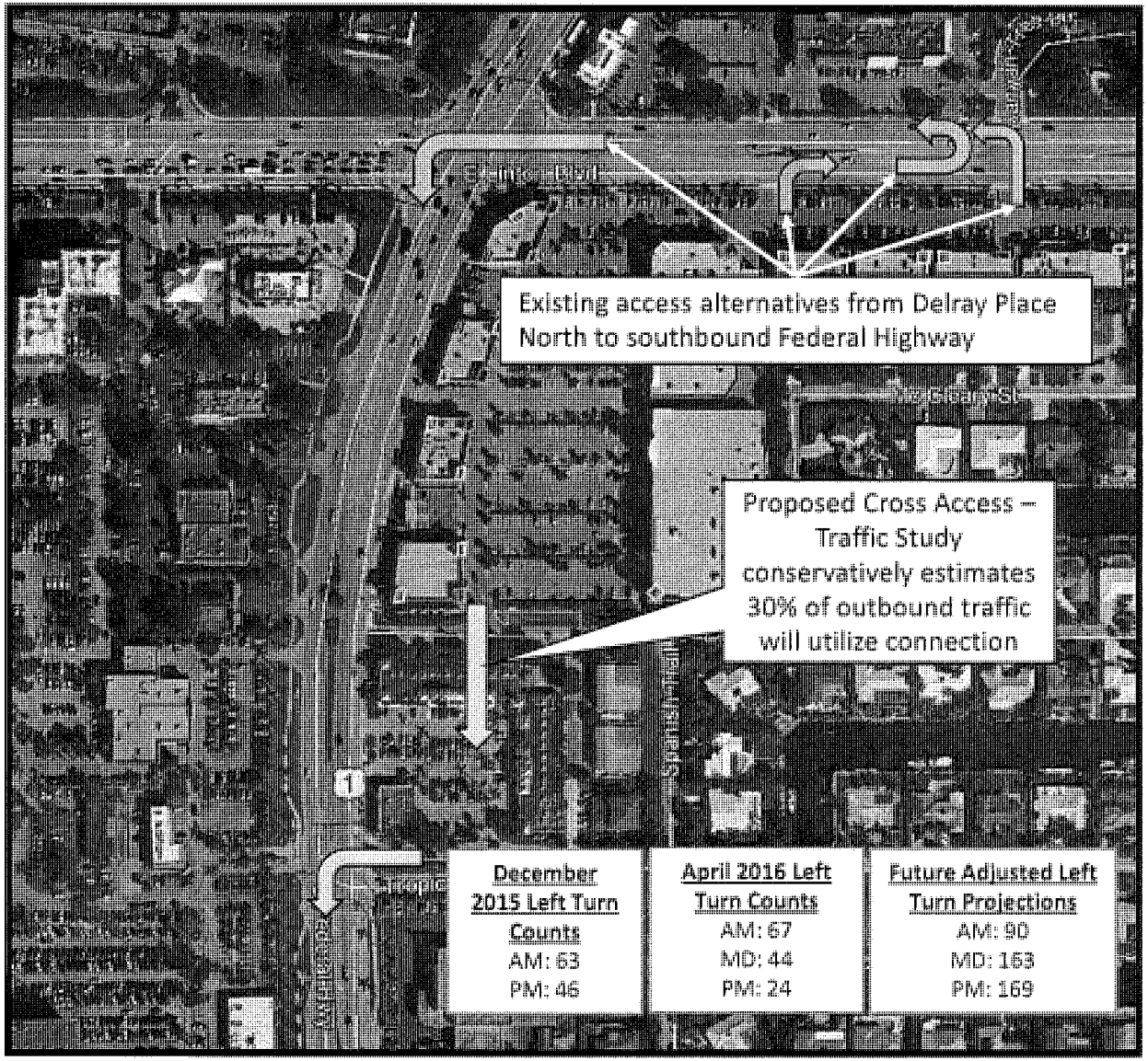


Exhibit 1 – Traffic Diversion Volumes
Delray Place South
Project # 16-005

SIMMONS & WHITE

Waiver Justification Statements

BEIGHLEY
MYRICK
UDELL
LYNNE

May 31, 2016
REVISED September 1, 2016

VIA HAND DELIVERY

Mr. Tim Stillings
Director of Planning and Zoning
City of Delray Beach
100 NW 1st Avenue
Delray Beach, Florida 33444

PROJECT: **DELRAY PLACE SOUTH**
WAIVER REQUEST: **LANDSCAPE ISLANDS**
1911 S FEDERAL HIGHWAY

Dear Tim:

This written request for a Waiver pursuant to Section 2.4.7(B)(2) of the Delray Beach Land Development Regulations ("LDRs"), seeking relief from LDR Section 4.6.16(H)(3)(i) which requires one shade tree shall be planted in every landscape island. We are requesting a waiver to allow Royal Palms to be planted in the landscape islands in-lieu of "shade trees."

To support a waiver, LDR Section 2.4.7(B)(5) requires that the City make a finding that granting 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.

For the reasons set forth below, the Project meets or exceeds the requirements of LDR Section 2.4.7(B)(5) and therefore, we respectfully request the waiver be granted.

A. Approval of the waiver will not adversely affect the neighboring area.

Royal Palms and other palms are currently planted in the existing landscape islands. The current design seeks to stay consistent with the existing conditions by utilizing ~~five~~ six (~~5~~6) new Royal Palms in the redeveloped parking lot landscape islands rather than "shade trees" since the remainder of the parking lot utilizes Royal Palms, and other palms in the landscape islands. By supplementing Royal Palms in the ~~four~~ five (4~~5~~) landscape islands that will be modified, a

consistent landscape design theme will be maintained throughout the property. The proposed waiver serves to improve and enhance the overall landscape plan for the center; therefore, approval of this waiver will not adversely affect the neighboring area.

B. Approval of the waiver will not significantly diminish the provision of public facilities.

The alternative landscape design of using the Royal Palms in-lieu of "shade trees" in the landscape islands is not an aspect of public facilities such as water, sewer and drainage; therefore, approval of this waiver will not significantly diminish the provision of public facilities.

C. Approval of the waiver will not create an unsafe situation.

As stated above, the proposed alternative design to the standard code provision is intended to take into consideration the overall landscape design of the center. Using Royal Palms in-lieu of "shade trees" in the landscape islands does not diminish the security or safety of the center; therefore, approval of this waiver will not create an unsafe situation.

D. Approval of the waiver will not result in the grant of a special privilege in that the same waiver has been granted under similar circumstances on other property for other applicants or owners.

The City, through adoption of LDR Section 2.4.7(B), has consistently recognized that waivers are a viable tool to assist in the orderly development of parcels in the City. As such, approval of this specific waiver request will not grant the developer or the Project a special privilege not already granted to similarly situated parcels and projects.

Thus, we respectfully request that a positive finding be made with respect to LDR Section 2.4.7(B)(5), Waiver Findings, based upon the justifications set forth herein and the this waiver be approved.

Very truly yours,

JEFFREY C. LYNNE
JCL:alc

BEIGHLEY
MYRICK
UDELL
LYNNE

May 31, 2016

VIA HAND DELIVERY

Mr. Tim Stillings
Director of Planning and Zoning
City of Delray Beach
100 NW 1st Avenue
Delray Beach, Florida 33444

PROJECT: **DELRAY PLACE SOUTH**
WAIVER REQUEST: **SPECIAL LANDSCAPE SETBACK**
1911 S FEDERAL HIGHWAY

Dear Tim:

This written request for a Waiver pursuant to Section 2.4.7(B)(2) of the Delray Beach Land Development Regulations ("LDRs"), seeking relief from LDR Section 4.3.4(H)(6)(b)(1) which requires a twenty foot (20') Special Landscape Setback along South Federal Highway. We are requesting a waiver to allow 275 SQ FT of additional outdoor dining area for BLDG #3 in the Special Landscape Setback along South Federal Highway in order to create the desired "urban edge" as set forth in the City's adopted South Federal Highway Redevelopment Plan.

A waiver from this provision is authorized by LDR Section 4.3.4(H)(6)(b), which provides:

> **Special Landscape Setbacks:** Within the following special landscape setbacks, no structures shall be altered, erected, or reconstructed; nor shall any paving be allowed except for driveways and sidewalks which lead to structures on, or provide access to, the site and then only when generally perpendicular to the frontage. However, waivers may be granted to these restrictions at the time of site plan review in order to accommodate landscape features, decorative walls, meandering sidewalks, and other decorative pedestrian ways. (Emphasis added).

The intent is to provide a community context to this redevelopment project. The direction of discussion for the corridor, and as permitted by current code, is an ability to provide interaction along the public right of way to activate the area. This can be accomplished by providing the additional outdoor dining area as indicated on the site plan. Therefore, the project is eligible for this waiver consideration.

To support a waiver, LDR Section 2.4.7(B)(5) requires that the City make a finding that granting 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.

For the reasons set forth below, the Project meets or exceeds the requirements of LDR Section 2.4.7(B)(5) and therefore, we respectfully request the waiver be granted.

A. Approval of the waiver will not adversely affect the neighboring area.

The reduction of the Special Landscape Setback along South Federal Highway is to enhance and reinforce the idea of bringing the urban edge and character of the Project closer to Federal Highway, consistent with the South Federal Highway Redevelopment Plan. This is also consistent with Ordinance 17-99 which eliminated the special setback for the North Federal Highway corridor "to hasten the revitalization of the area." More specifically, the staff report to Ordinance 17-99 justified the elimination of the special landscape setback as follows:

> *The typical strip center development scenario with parking up front and buildings set towards the back of the lot is designed for the automobile. This arrangement is destination-oriented and does not promote pedestrian movement between businesses along the corridor. Future development of this type is discouraged in the North Federal Highway area. Instead a neo-traditional approach consisting of buildings located closer to the roadway's edge with wide, shade-covered sidewalks, and pedestrian scaled lighting and other street furniture is recommended. Although on-street parking will be located in the front of business for convenience, the bulk of the required parking will be located in the rear. This arrangement will promote rather than inhibit pedestrian flow between adjacent businesses.*
>
> *The current regulations require that a special landscape setback be provided along the entire Federal Highway frontage. This requirement makes it impossible to move storefronts close to the roadway's edge. In order to implement the Redevelopment Plan, this setback must be eliminated except where off-street parking directly abuts the roadway.*

Therefore, approval of this waiver is actually encouraged for this area so as to "provide a more urban feel at the street front" and to be consistent with "principles of new urbanism." As such, it will not adversely affect the neighboring area.

B. Approval of the waiver will not significantly diminish the provision of public facilities.

Since the special landscape setback itself is not an aspect of public facilities such as water, sewer and drainage, granting this waiver will not significantly diminish the existing utilities.

C. Approval of the waiver will not create an unsafe situation.

Allowing additional outdoor seating in the special landscape waiver does not create an unsafe situation. In fact, the waiver provides for additional considerations that promote and improve the pedestrian experience. Therefore, this criteria is also inapplicable to the analysis.

D. Approval of the waiver will not result in the grant of a special privilege in that the same waiver has been granted under similar circumstances on other property for other applicants or owners.

This waiver is supported by the recently adopted "South Federal Highway Redevelopment Plan" which recognized this corner as being "a catalyst for economic development in the City." Consistent with the anticipated land development regulations to implement the South Federal Highway Redevelopment Plan, future redevelopment in this corridor will not need to seek such a similar waiver. While not currently subject to the South Federal Highway Redevelopment Plan, the design is in keeping with the intent of its provisions. Therefore, approval of this specific waiver request will not grant the developer or the project a special privilege.

Likewise, the City readily acknowledged the reality that "[t]he private sector will be the driving force behind the revitalization of the Redevelopment Area." More specifically, the Plan itself states:

> It is the intent of this [P]lan to make South Federal Highway a unique place that will encourage the development of commercial, office and residential uses in an urban setting. It is our hope that it will also serve as a catalyst to increase property values and increase the City's employment. The private sector will be the driving force behind the revitalization of the Redevelopment Area. This Plan will give property owners and developers a clear understanding of what the future could hold if they develop in the prescribed manner as suggested by the Plan.

The Applicant is seeking to continue with the proven success they have had with Delray Place North and continue its redevelopment for the area. This framework for Delray Place North was utilized to redevelop Delray Place South, an additional neighborhood commercial center that could accommodate all of these needs and remain economically feasible for years to come. The Applicant has worked very hard to design an optimized site plan that intended to meet both the needs and desires of the City, the adjacent community, as well as the reasonable requirements of the types of quality retail and dining tenant the Applicant seeks to place, who themselves seek to protect and promote their own business models, trade dress, and goodwill. Such design requires needed relief from the existing land development regulations to allow for the "urban edge"

design.

The City, through adoption of LDR Section 2.4.7(B), has consistently recognized that waivers are a viable tool to assist in the orderly development of parcels in the City. As such, approval of this specific waiver request will not grant the developer or the Project a special privilege not already granted to similarly situated parcels and projects.

Thus, we respectfully request that a positive finding be made with respect to LDR Section 2.4.7(B)(5), Waiver Findings, based upon the justifications set forth herein and the this waiver be approved.

Very truly yours,

JEFFREY C. LYNNE
JCL:alc

Rebuttals Developer Comments

Jefferson, Candi

From: Louis Carosella (LCarosella@rpg123.com) <LCarosella@rpg123.com>
Sent: Wednesday, October 12, 2016 4:52 PM
To: Ballestero, Rafael
Cc: Jefferson, Candi; Majtenyi, Victor; Solomon, Scott; Lutchmansingh, Tracie; Lara, Mauricio; Joe Carosella; Rebecca Yates (RYates@rpg123.com); Eddie Laureano (Maintenance@rpg123.com); Michele Burns (admin@rpg123.com)
Subject: RE: Delray Place - flooding/water lines
Attachments: Plants Damage Water Line Eve St.pdf

I will have my landscape company replace the damaged plants.

Louis Carosella, V.P.
Retail Property Group, Inc.
101 Plaza Real South, Ste 200
Boca Raton, FL 33432
954-873-4597 Cell
Direct: 561-961-1736
Lcarosella@rpg123.com

From: Ballestero, Rafael [mailto:Ballestero@mydelraybeach.com]
Sent: Wednesday, October 12, 2016 4:22 PM
To: Louis Carosella (LCarosella@rpg123.com) <LCarosella@rpg123.com>
Cc: Jefferson, Candi <jefferson@mydelraybeach.com>; Majtenyi, Victor <Majtenyi@mydelraybeach.com>; Solomon, Scott <Solomon@mydelraybeach.com>; Lutchmansingh, Tracie <lutchmansingh@mydelraybeach.com>; Lara, Mauricio <LaraM@mydelraybeach.com>; Joe Carosella <JCarosella@rpg123.com>; Rebecca Yates (RYates@rpg123.com) <RYates@rpg123.com>; Eddie Laureano (Maintenance@rpg123.com) <Maintenance@rpg123.com>; Michele Burns (admin@rpg123.com) <admin@rpg123.com>
Subject: RE: Delray Place - flooding/water lines

Louis:
If you can replace the damaged plants, we will appreciate it.
Thanks,

Rafael C. Ballestero
Chief Project Manager
City of Delray Beach
561-243-7297
Ballestero@mydelraybeach.com

From: Louis Carosella (LCarosella@rpg123.com) [mailto:LCarosella@rpg123.com]
Sent: Tuesday, October 11, 2016 7:04 PM
To: Ballestero, Rafael
Cc: Jefferson, Candi; Majtenyi, Victor; Solomon, Scott; Lutchmansingh, Tracie; Lara, Mauricio; Joe Carosella; Rebecca Yates (RYates@rpg123.com); Eddie Laureano (Maintenance@rpg123.com); Michele Burns (admin@rpg123.com)
Subject: Delray Place - flooding/water lines

I need to defer the question to my landscape maintenance company.
Do you want me have the damage plant material replaced?
If so, I will have my landscape maintenance company replace the damaged plant material.

Louis Carosella, V.P.

FYI... (see attached photos)

From: Stillings, Tim
Sent: Tuesday, October 11, 2016 12:51 PM
To: Jefferson, Candi
Subject: Fwd: Delray Place

Candi,
Please include the portion of the email below from Mr. Francis's with the DB South report. I can't seem to locate his original email to me Thanks.

Timothy R. Stillings, AICP
City of Delray Beach
Planning, Zoning and Building Director
100 NW 1st Avenue
Delray Beach, Florida 33444
561-243-7043
stillings@mydelraybeach.com

Begin forwarded message:

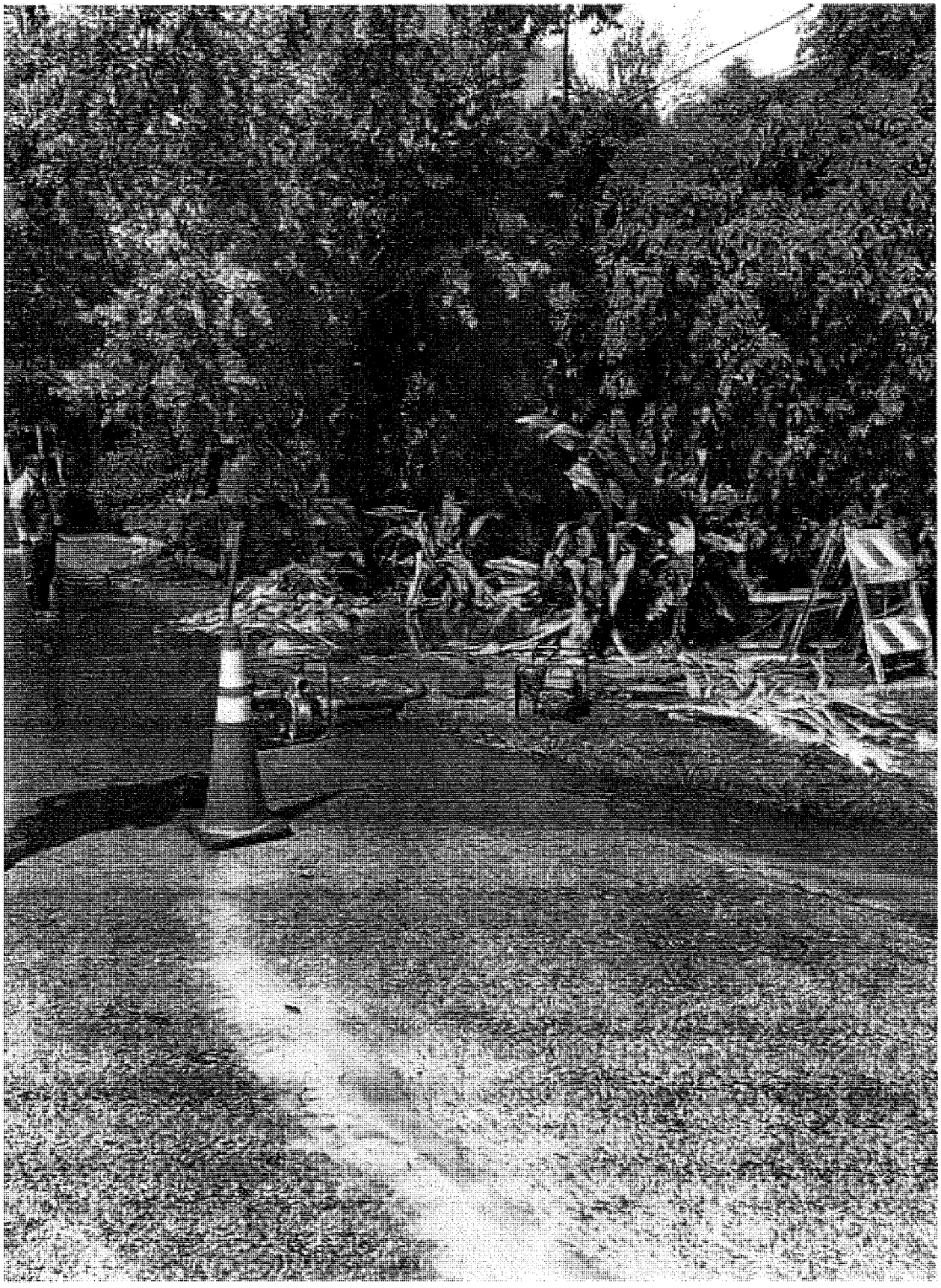
> **From:** "Petrolia, Shelly" <petrolia@mydelraybeach.com>
> **Date:** October 11, 2016 at 10:49:35 AM EDT
> **To:** "Cooper, Donald" <cooperd@mydelraybeach.com>, "Stillings, Tim" <stillings@mydelraybeach.com>
> **Subject: Fwd: Delray Place**
>
> Good Morning Gentlemen,
>
> The below email was just brought to my attention. If what Mr. Franciosa claims is true, I expect any work being done will be billed to the developer? Please advise.
>
> And while on the subject, please advise on what will occur when the final tenant (dentist) vacates the easternmost space (dental office) in the plaza in 2017. The space, as it exists, was not approved according to plans and adds an additional (if my memory serves me correctly), 1500 sq. ft. to the center, square footage not accounted for in the centers parking formula. (Parking is already short on supply in this center and it's not close to being fully leased.)
>
> Thank You,
>
> **Shelly Petrolia**
> City Commissioner
> City of Delray Beach
> 100 N.W. 1st Avenue
> Delray Beach, FL 33444
>
> **Petrolia@mydelraybeach.com**
> **Phone: (561) 243-7010**
>
> **Note to Mayor & Commissioners. This message is for your information only. To comply with the Sunshine Law, please do not reply to this message.**

After I complained, the city came and put steel plates over the hole. So I ask why do I need to write to the city to get this done, it's very much a no brainer...it's just shoddy workmanship with no supervision.The area stayed that way until the city engineer advised that the developer was responsible for the repairs.The city did a patch job and the gushing water stopped...however while waiting for the developers contractor to arrive to fix the problem the city's patch job broke and the water began gushing again. The city workers came back and decided it needed to be fixed...so the city workers spent a good part of a day fixing the problem. Residents had their water shut off for four hours plus a four day boil water advisory. This was the day before hurricane Mathew. Then again the day after Mathew the area began leaking water. The city had only one person on duty and he shut the water off.
...I've live here for 20 years and it's always been a struggle. It seems that Tropic Isle needs an attorney on retainer because all we seem to do is hire attorneys to protect our interests...dredging our canals, fighting the scope of Delray Place, getting a section of Eve Streets right of way dedicated a city park, closing upper Eve Street from traffic, getting a traffic light at Tropic Blvd and Federal Hwy. Now I ask why was the developer allowed to place water meters (4) on city park property...when a city worker explained to me what had happened that the contractor did not space the water lines at 18" I asked myself where was the city inspector who approved the job. Over the years I've found many instances where the city has approved shoddy workmanship, take the gazebo at the beach, where was the city inspector when the project was approved? Now I need to ask who will pay for all this work? Who will replace all the vegetation that was destroyed?
And now at your doorstep this same developer has plans for reconfiguring a shopping center south of Delray Place...to be named Delray Place South...to make the two shopping centers contiguous with a vehicular pass thru from one center to the other emptying onto Tropic Blvd which the developer plans to reconfigure the Tropic Blvd entranceway to Tropic Isle.
Is there no end to this developer invading the quality of life for nearby residents. And our Planning and Zoning department is recommending approval.
Mayor Glickstein this is at your doorstep, your deciding vote allowed this developer to build a center with quite a number of parking spaces missing from what was actually required
This developers plan which he has already suggested is to try and ask the city to abandon the portion of Eve Street from the enclosure west to Federal Hwy.
Gerry Franciosa...





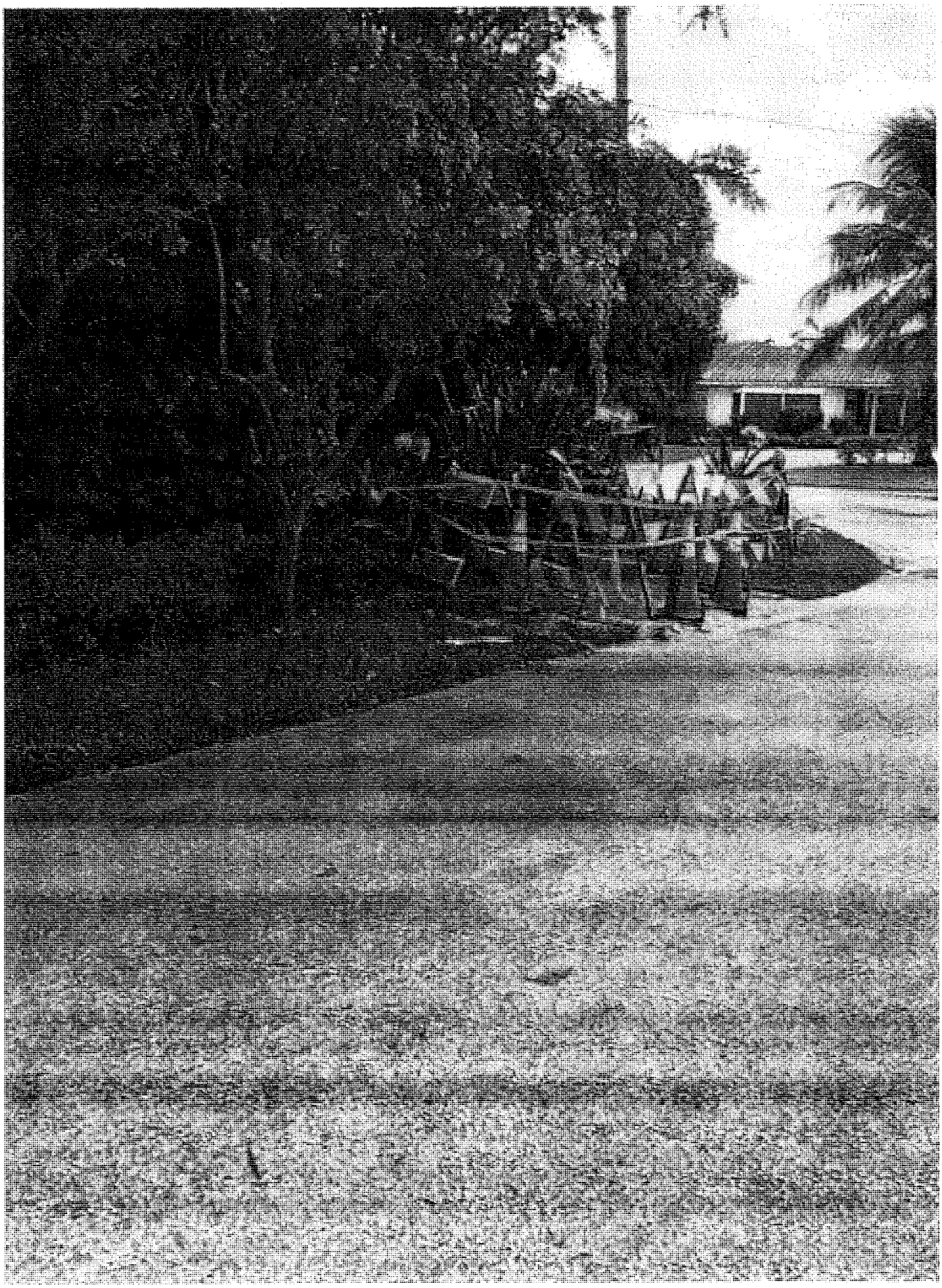









STREET



Jefferson, Candi

From:	Joe Carosella <JCarosella@rpg123.com>
Sent:	Wednesday, October 12, 2016 12:50 PM
To:	Jefferson, Candi
Cc:	Louis Carosella (LCarosella@rpg123.com); Michele Burns (admin@rpg123.com); Stillings, Tim; Falconi, Xavier; 'Joaquin Vargas (joaquin@traftech.biz)'; Dennis Shultz
Subject:	property owners response to Letter of Opposition dated 7/12/2016 from Tropic Isle Civic Association Land Use Legal Counsel opposing our access to eve street for planned redevelopment of delray place south
Attachments:	doc20161011165951.pdf; Conditions of Approval Exhibit-A Final Delray Place Certified by City of....pdf

We have reviewed the attached 3-month old letter of opposition that you emailed us yesterday, and the purpose of this email is to formally advice the planning department and other city members that items therein are NOT correct and for this response with attached conditions of approval exhibit to be included as an exhibit in our planning report, so please confirm same this week

The attached opposing counsel was NOT at all our many long delray place north public hearings as our group was and for the opposing counsel to try and selectively look back at the written transcript and make interpretations to the contrary is NOT accurate

The bottom line is, that delray place north always wanted unrestricted access to eve street as an allowable public street, and notwithstanding anything to the contrary, it is predetermined and agreed to and clear that as outlined as outlined within item 12 within the attached exhibit A delray place north sprab motions with conditions of approvals, as follows

12. Delray Place shall, by the date the first major tenant opens, install an island that restricts Delray Place internal southbound exiting traffic to right-turn only onto Eve Street.

In the event that, at some point in the future, and after all applicable City of Delray Beach process, and after all applicable public hearings, including but not limited to those before the Planning & Zoning Commission and the City Commission, a final development approval is issued by the City for the adjacent (on the south) Tropic Square shopping Center, which approval allows a cross-access across Eve Street with Delray Place, then the aforesaid island, upon the completion of said Tropic Square cross-access, may be removed.

Removal of the island shall not be considered an amendment to the Delray Place Ordinance and/or amendment to the Site Plan Approvals such as would otherwise require compliance with public notice and hearing procedures for site plan approval and/or rezoning ordinances and shall control in all instances to the extent of any inconsistency with any other approval granted by the City.

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790

From: Joe Carosella [mailto:JCarosella@rpg123.com]
Sent: Tuesday, October 11, 2016 6:41 PM
To: Jefferson, Candi
Cc: Stillings, Tim; Louis Carosella (LCarosella@rpg123.com); Michele Burns (admin@rpg123.com); Falconi, Xavier
Subject: Letter of Opposition dated 7/12/2016 from Tropic Isle Civic Association Land Use Legal Counsel opposing opposing our access to eve street for planned redevelopment of delray place south

Candi & Tim

We appreciate your involvement with us on this project and understand that your planning staff has been trying to provide us all the opposing parties written notices as soon as you receive same

We just today received from Candide attached letter of Opposition dated 7/12/2016 from Tropic Isle Civic Association Land Use Legal Counsel opposing our access to eve street for our planned redevelopment of delray place south

If we would have received via email the attached opposing letter about 3 months ago when the planning dept received same we would have responded back to you shortly thereafter, because items outlined within the attached letter are NOT CORRECT and we are only a short 2 weeks away from our 10/26/2016 sprab hearing

Can you please check you files and let us know what other written notices of opposition and/or support you have received, other than our documentation, and please email us such by this Friday

We are working daily on our presentation materials for our 10/26/2016 sprab hearing and need to get all these documents to make sure we understand same so that we can respond with the corrected facts

Thank you very much

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790
Fax: 561-961-1744
Email: jcarosella@rpg123.com

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MASTRIANA & CHRISTIANSEN, P. A.
ATTORNEYS AT LAW
1500 North Federal Highway, Suite 200
Fort Lauderdale, Florida 33304
www.m-c-law.com
954-566-1234

Edwin J. Stacker, Esq.
EJS@m-c-law.com

SENT VIA U.S. MAIL AND EMAIL

July 12, 2016

Mr. Tim Stillings,
Director, AICP
Planning, Zoning and Building
City of Delray Beach
City Hall
100 NW 1st Avenue
Delray Beach, FL 33444

RE: Delray Place South, f/k/a Tropic Square ("Project")

Dear Mr. Stillings:

As you are aware, the undersigned Firm has been engaged by Tropic Isle Civic Association ("Tropic Isle") to represent the interests of the residents of Tropic Isle in the City's review and consideration of the the above-referenced Project.

The purpose of this letter is to formally advise the City Staff that any attempt to incorporate a "cut-through" driveway connection between Delray Place North across Eve St. into Delray Place South, with an ultimate connection to Tropic Blvd. will be arduously opposed throughout the review process for this Project.

Based upon our review of the permitting chronology, several years ago the Developer initially proposed to connect both properties to Tropic Blvd., but they subsequently elected not to proceed with this "cut-through scheme" at the time that the Delray Place North project was reviewed and approved.

Delray Place North was initially opposed by the City until the application was modified, at the suggestion of the Planning and Zoning Board, due primarily to concerns from adjacent residential property owners. The amended application requested a rezoning to the Special Activities District ("SAD"), for the primary reason that SAD requires a site plan to be incorporated, thereby providing for better safeguards for the surrounding residents.

The 2012-13 public hearing process resulted in extensive legitimate debate regarding the adequacy of parking for Delray Place North, as well as traffic circulation and ingress/egress issues, particularly for truck traffic. There were absolutely no concerns "publicly" raised by the Developer relating to parking, traffic circulation and ingress/egress during that process. Yet now, the Developer, utilizing the same traffic consultants, has identified significant traffic circulation concerns related to southbound vehicular traffic exiting Delray Place North. The Developer is asking the City to sanction a solution that effectively requires residents of Tropic Isle to solve their problem, by eroding the residential ambiance of Tropic Isle, specifically, its northernmost entrance road, Tropic Blvd.

The present Project proposal should be recognized as an affront to the Tropic Isle neighborhood, and to the City and the integrity of its permitting process. The Project application has designed/concocted a site plan that reconfigures the building structure layout of the non-conforming Tropic Square center by demolishing an existing building so as to "carve out" an opening for a driveway connection between Eve St, where no driveway connection exists, and Tropic Blvd.

Remember the public record statements of the Developer's spokesperson at the hearing on July 9, 2013, that Delray Place North had gone through a protracted process and was being approved as a "...regulating plan..." and through that approval process, the City was "...doing it the Delray way....".

Stated simply, the Developer is now trying to do indirectly, what they could not have done directly. When Delray Place North was approved, had Tropic Square been a part of the SAD rezoning and site plan process, with a proposed "cut-through" between the two phases, we are convinced that the project would have been deemed unsuitable and incompatible with the residential neighborhood to the east, and that the project would have been denied.

In summary, please recognize that the Tropic Isle Civic Association is resolved in their commitment to oppose the Delray Place South application to the extent that its ultimate approval facilitates the "cut-through" connection between Delray Place North and Tropic Blvd. We trust you appreciate our position, and we look forward to further clarifying our position, as necessary, going forward.

Very Truly Yours,

MASTRIANA & CHRISTIANSEN, P.A.

EDWIN J. STACKER

CC: Mayor Cary Glickstein
Vice-Mayor Al Jacquet
Deputy Vice-Mayor Jordana L. Jarjura
Commissioner Shelly Petrolia
Commissioner Mitch Katz
City Manager Donald B. Cooper
Senior Planner Candi Jefferson
CC Electronically Only:
All SPRAB Board Members
Kelli Freeman, President, Tropic Isle Civic Association

EXHIBIT "A"
DELRAY PLACE "NORTH"
SPRAB MOTIONS WITH CONDITIONS OF APPROVAL

The Board approved the Class V Site Plan, Landscape Plan and Architectural Elevations with the following motions:

Site Plan:

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

1. -11. REDACTED

12. Delray Place shall, by the date the first major tenant opens, install an island that restricts Delray Place internal southbound exiting traffic to right-turn only onto Eve Street. In the event that, at some point in the future, and after all applicable City of Delray Beach process, and after all applicable public hearings, including but not limited to those before the Planning & Zoning Commission and the City Commission, a final development approval is issued by the City for the adjacent (on the south) Tropic Square shopping Center, which approval allows a cross-access across Eve Street with Delray Place, then the aforesaid island, upon the completion of said Tropic Square cross-access, may be removed. Removal of the island shall not be considered an amendment to the Delray Place Ordinance and/or amendment to the Site Plan Approvals such as would otherwise require compliance with public notice and hearing procedures for site plan approval and/or rezoning ordinances and shall control in all instances to the extent of any inconsistency with any other approval granted by the City.

Jefferson, Candi

From:	Joe Carosella <JCarosella@rpg123.com>
Sent:	Wednesday, October 12, 2016 12:28 PM
To:	Falconi, Xavier
Cc:	Michele Burns (admin@rpg123.com); Moe Azar; Louis Carosella (LCarosella@rpg123.com); Dennis Shultz; 'Joaquin Vargas (joaquin@traftech.biz)'; 'Moe Azar (mazar@saltzmichelson.com)'; Jefferson, Candi; Stillings, Tim; Dennis Shultz
Subject:	Civil Engineer Responses to Site Plan Design by City Transportation Engineer XAVIER FALCONI for planned redevelopment of Delray Place South
Attachments:	Conditions of Approval Exhibit-A Final Delray Place Certified by City of....pdf

As your below 10/4 email requested, please see our below Dennis Shultz civil engineer's redlined responses under each of your questions together with the attached file

It is predetermined and agreed to and clear that as outlined as outlined within item 12 within the attached exhibit A delray place north sprab motions with conditions of approvals, as follows

12. Delray Place shall, by the date the first major tenant opens, install an island that restricts Delray Place internal southbound exiting traffic to right-turn only onto Eve Street.

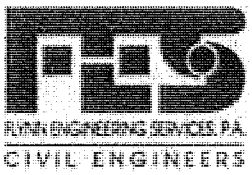
In the event that, at some point in the future, and after all applicable City of Delray Beach process, and after all applicable public hearings, including but not limited to those before the Planning & Zoning Commission and the City Commission, a final development approval is issued by the City for the adjacent (on the south) Tropic Square shopping Center, which approval allows a cross-access across Eve Street with Delray Place, then the aforesaid island, upon the completion of said Tropic Square cross-access, may be removed.

Removal of the island shall not be considered an amendment to the Delray Place Ordinance and/or amendment to the Site Plan Approvals such as would otherwise require compliance with public notice and hearing procedures for site plan approval and/or rezoning ordinances and shall control in all instances to the extent of any inconsistency with any other approval granted by the City.

Please feel free to email Dennis Shultz as our civil engineer and Joaquin Vargas as our traffic engineer and copy the rest of us

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790
Fax: 561-961-1744
Email: jcarosella@rpg123.com

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From: Joe Carosella [mailto:JCarosella@rpg123.com]
Sent: Tuesday, October 04, 2016 6:12 PM
To: Dennis Shultz
Cc: Louis Carosella (LCarosella@rpg123.com); Jefferson, Candi; Xavier R. Falconi (Falconix@mydelraybeach.com); 'Moe Azar (mazar@saltzmichelson.com)'; Michele Burns (admin@rpg123.com); 'Joaquin Vargas (joaquin@traftech.biz)'
Subject: Comments to Site Plan Design by City Transportation Engineer XAVIER FALCONI for planned redevelopment of Delray Place South

As our project civil engineer that has done both our recently completed delray place north and that is doing this planned delray place south redevelopment, please review the last below today Xavier Falconi, PE City Transportation Engineer comments and call louis carosella tomorrow morning to discuss same and then respond back this week to Xavier Falconi and copy the rest of us

Joe Carosella, President

Retail Property Group, Inc.

Royal Palm Place

101 Plaza Real South

Suite 200

Boca Raton, FL 33432

Direct: 561-961-1732

Cell: 954-647-6790

Fax: 561-961-1744

Email: jcarosella@rpg123.com

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- Would be beneficial to have designated pedestrian crossing areas on the parking lot for Delray Place South. Often pedestrians are at the whim of cars when crossing traffic areas within a parking lot.

  Having designated areas for pedestrian crossing increases the chances of pedestrian visibility.

- The site plans should include provisions for bicycle parking.

Hope this helps. I'll be out of the office tomorrow attending meetings but I can be reached at my cell 305-965-4494 if you have any questions.

Xavier R. Falconi, PE



Principal Transportation Professional

City of Delray Beach

434 S. Swinton Avenue

Delray Beach, FL 33444

FalconiX@mydelraybeach.com

EXHIBIT "A"
DELRAY PLACE "NORTH"
SPRAB MOTIONS WITH CONDITIONS OF APPROVAL

The Board approved the Class V Site Plan, Landscape Plan and Architectural Elevations with the following motions:

Site Plan:

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

1. -11. REDACTED

12. Delray Place shall, by the date the first major tenant opens, install an island that restricts Delray Place internal southbound exiting traffic to right-turn only onto Eve Street. In the event that, at some point in the future, and after all applicable City of Delray Beach process, and after all applicable public hearings, including but not limited to those before the Planning & Zoning Commission and the City Commission, a final development approval is issued by the City for the adjacent (on the south) Tropic Square shopping Center, which approval allows a cross-access across Eve Street with Delray Place, then the aforesaid island, upon the completion of said Tropic Square cross-access, may be removed. Removal of the island shall not be considered an amendment to the Delray Place Ordinance and/or amendment to the Site Plan Approvals such as would otherwise require compliance with public notice and hearing procedures for site plan approval and/or rezoning ordinances and shall control in all instances to the extent of any inconsistency with any other approval granted by the City.

Jefferson, Candi

From: Stillings, Tim
Sent: Tuesday, October 11, 2016 2:51 PM
To: Jefferson, Candi
Subject: FW: Delray Place

fyi

From: Jeffrey Lynne [mailto:jlynne@bmulaw.com]
Sent: Tuesday, October 11, 2016 2:42 PM
To: Petrolia, Shelly <petrolia@mydelraybeach.com>; cooperd@mydelraybeach.comim
Cc: Stillings, Tim <stillings@mydelraybeach.com>
Subject: Delray Place

Dear Commissioner Petrolia, City Manager Cooper, and Director Stillings:

I have represented and continue to represent Retail Property Group, the owner of the Delray Place project (Trader Joe's) as well as the owner of Tropic Square, which is current in application for redevelopment as Delray Place "South."

I grow increasingly concerned by allegations by Mr. Gerald Franciosa and other residents who seek to impede smart economic development and growth in our city. Most recently, I understand there was a water main break on Eve Street and Mr. Franciosa is using this as another opportunity to slander my client and the quality of his projects.

These things happen, and the current cause is unknown. But Mr. Carosella and his team were entirely responsive in tandem with the city.

The reality is that persons bought homes adjacent to a federal highway, next to car dealerships, and adjacent to a major city intersection. They fought the redevelopment of Delray Place which they now love, as the dining, shopping and entertaining destination for the city's residents (while downtown Atlantic Avenue is overwhelmingly used and patronized by non-residents).

It only makes sense to connect Delray Place "north" and Delray Place "south" for efficient traffic flow and to ensure safe southbound turn movements.

The efforts by a small group and select group of homeowners to oppose this project is, candidly, selfish, and is not look to the best interests of the city.

My client and his entire development team remain available to discuss any and all aspects of this project, at your convenience.

Best regards,

Jeffrey Lynne, Esq.

Jefferson, Candi

From: Joe Carosella <JCarosella@rpg123.com>
Sent: Monday, October 10, 2016 1:54 PM
To: Jefferson, Candi
Cc: Simmons, Kelly Ann; Michele Burns (admin@rpg123.com); Stillings, Tim; Louis Carosella (LCarosella@rpg123.com); Falconi, Xavier; 'Joaquin Vargas (joaquin@traftech.biz)'; Dennis Shultz
Subject: Traffic Overview of Eve Street & Tropic Blvd for planned Redevelopment of Delray Place South
Attachments: Eve Street Access Restriction Over Time-1991 to 2007.pdf; Jim Knight Fax 7-14-00.pdf; Memorandum-No Benefit to close Eve St-City Engineer 6-27-95.pdf; Margolis Ent. Letter showing need for alley 9-27-95.pdf; Tropic Bay Resident Letter questioning the closure of Eve St. no date.pdf; Tropic Bay Resident Letter questioning the closure of Eve St. 4-4-00.pdf; Linton Partners oposition letter to Eve Street closing 7-11-95.pdf; Memorandum-No Justification to Close Eve Street-Deputy Dir of Public Wor....pdf; Conditions of Approval Exhibit-A Final Delray Place Certified by City of....pdf

We have entensively reserached my last below 10/5/2016 Email outline with attached supporting files, so can you please conmfirm early this week, that you will be including my last below email with attached supppporting files in your staff repot

From: Joe Carosella
Sent: Wednesday, October 05, 2016 3:35 PM
To: 'Jefferson, Candi' <jefferson@mydelraybeach.com>
Cc: Simmons, Kelly Ann <simmonsk@mydelraybeach.com>; Michele Burns (admin@rpg123.com) <admin@rpg123.com>; Stillings, Tim <stillings@mydelraybeach.com>; Louis Carosella (LCarosella@rpg123.com) <LCarosella@rpg123.com>; Falconi, Xavier <FalconiX@mydelraybeach.com>; 'Joaquin Vargas (joaquin@traftech.biz)' <joaquin@traftech.biz>; Dennis Shultz <dshultz@flynnengineering.com>
Subject: Traffic Overview of Eve Street $ Tropic Blvd for planned Redevelopment of Delray Place South

We have had our weekly traffic engineering call today and I am providing the attached 2 historical aerial photos with other supporting backup documents with the following explanation for inclusion with your SPRAB report, so please confirm same

When delray place north was redeveloped a few years ago, this same eve street south bound access was requested and opposed by the rear tropic isle community, and in compromise, both the delray place north property owner and the city agreed within the attached conditions of approval, exhibit A, that if delray place south was ever governmentally approved with eve street access that delray place north was pre-approved to remove the eve street restrictive concrete barrier, without any other required governmental approvals, and be able to have full unobstructed access to eve street

as outlined on page 1 of 2 within the attached eve street access, during the years thru approx 1995, "Eve Street" was unobstructed and "Both" delray place north and delray place south had full unobstructed access at federal highway from both southbound in and out and northbound in and out and there was No light at tropic blvd and all seemed to work very well

as outlined on page 2 of 2 within the attached eve street access, over the years with continuing political pressure from the rear tropic isle community, the city agreed to permanently "close off" and put a gate on eve street so that the delray place north and delray place south customers could Not

We have worked this project thru in detail the past few years and we are enthusiastic about your planning departments support to make our redevelopment plans a betterment for all

Best regards

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790
Fax: 561-961-1744
Email: jcarosella@rpg123.com

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FULL ACCESS TO FEDERAL HWY SOUTHBOUND FROM EVE ST AND TO EVE ST EAST BOUND-UNTIL APPROX. 1995



EVE ST EAST BOUND BLOCKED APPROX.1996-SOUTHBOUND FEDERAL HWY TURN FROM EVE ST BLOCKED APPROX. 2001-SIGNAL TROPIC BLVD APPROX. 2006



DEPARTMENT OF ENVIRONMENTAL SERVICES

M E M O R A N D U M

TO: Steve Taylor
Planning

FROM: Dan Beatty, P.E.
City Engineer

DATE: June 27, 1995

SUBJECT: EVE STREET CLOSURE

As requested, I have reviewed the proposed closure at Eve Street and have the following comments/concerns:

1.) A fire hydrant will be required west of the proposed closure.

2.) Direct north bound access from Eve Street will obviously be eliminated, which will further impact Tropic Blvd.

3.) Traditional traffic patterns for McCleary Street and Eve Street will be altered to Tropic Blvd.

I can see no benefit to the City, or the surrounding area of this closure, and will not support it.

DB:mm

File: TAC
DBEVE627.MRM

RECEIVED
JUN 28 1995
PLANNING & ZONING

Dear Planning + Zoning:

I live in Tropic Bay and use 7 Patterson park on Sexton + Federal - I always traveled Florida Blvd to Spencer Trail to Eve and back.

Since Eve is been blocked off I'm forced to turn left onto Federal Highway to return home. I always have a hard time no matter what time of day. I wish some of your members would try it. Cars are turning off Federal into the area and the back up at the Sexton light is terrible during peak times. I've seen one very bad accident there and many close calls. I'm sure the neighborhood is glad to be rid of the traffic created by the Food Stamps office but it has created unsafe ingress + egress for neighbors and patrons of the complex on the corner.

I called and was told you'd be having a hearing on the matter in April. The only solution I can see is if a light was installed to help patrons turn left and was used only during week days flashing only on weekends + evenings

Thankyou, Planning

1801 South Federal Highway, #238
Delray Beach, Florida 33483
Phone: 561.279.8601
Fax: 561.279.8697

Calco Development Corp., Inc.

Fax

	Jeff Costello	**From:**	Jim Knight
Fax:	561.243.7221	**Date:**	July 14, 2000
Phone:	561.243.7000	**Pages:**	5
Re:	Eve Street Permanent Closure	**CC:**	Tropic Isle Homeowners Association

☐ **Urgent** ☑ **For Review** ☐ **Please Comment** ☑ **Please Reply** ☐ **Please Recycle**

Per our conversation, I represent Linton Partners, Ltd., the owners of the Bank of America Linton Center office park located at the SE/C of Linton Blvd. & US-1. I want to clarify that Linton Partners, Ltd. Is in support of the closure of Eve Street conditioned upon the following.

1. Tropic Isle Homeowners Association will split the expense 50% / 50% with Linton Partners, Ltd to remove the Australian Pines and replace the trees with flowering trees on Eve Street East of the closure. (See attached letter from Tropic Isle Homeowners Association).

2. That any closure which is on the right of way or property belonging to Linton Partners, Ltd. will only be temporary. Linton Partner, Ltd. will specifically be able to remove anything , which is placed on its property including right of way.

3. If it is necessary to relocate the existing fire hydrant, Linton Partners, Ltd. will not required to pay for this expense.

4. That both Tropic Isle Homeowners Association and the City of Delray Beach will support the leaving of a left turn lane open from South-bound US-1 to Eve Street. This will enable clients coming to Bank of America Linton Center and the Consignment Shop to access our projects without being forced to make a U-Turn at Tropic Blvd. We are concerned these clients will make a left onto Tropic Blvd and park on the right of way and walk to the 1845 building.

If you have any questions please give me a call. Thank you and have a nice weekend.

RECEIVED
JUL 14 2000
PLANNING & ZONING

Alan 407 338-3426
(305) 523-0605
(407) 338-3426
FAX (407) 750-1685

Margolis
ENTERPRISES
~~3850 N.W. Boca Raton Blvd., Suite B14~~
Boca Raton, FL 33431

September 27th, 1995

Ms. Diane Dominguez
Planning Director
City of Delray Beach
100 N.W. First Ave.
Delray Beach, Fla. 33444

Dear Diane:

Re: Tropic Square - 1911 S. Federal Hway, Delray Beach

With reference to the temporary closure of Eve Street, please be advised that in order for the tenants in our shopping center to conduct business as usual, the closure must be EAST OF THE ALLEY, as well as to Eve Street, in order to handle trash removal and minimal deliveries.

In the event you need any assistance from me, please do not hesitate to contact me. In the meantime, I do appreciate your attention to this matter.

With kind regards, I am

Very truly yours,

ALAN MARGOLIS

RECEIVED
SEP 28 1995
PLANNING & ZONING

Eleanor Watson
2525 Florida Blvd.
Delray Beach FL 33483

April 4, 2000

To:

Mayor David Schmidt,

Why are the streets behind Nations Bank, Delray Beach blocked off?

The bank is on the corner of Linton and Federal Highway. A very busy corner! The blocked off street N. E. 1st. STreet, the corner of Dunking Donuts. One would make a left going south on Federal there.

This street used to be a nice short cut from the bank for people living at Tropic Bay Condominiums and other homes, To Florida Blvd. going south. Going from the bank now

the busy corner and turn left to go south on Federal. Are these streets private; owned by the people who live there? If not, then they are public. I am a tax payer and have a right to use any public street.

I would appreciate someone looking into this situation. I would hate to see a bad accident on this corner for someone coming from the bank.

I would also appreciate hearing from you.

Thank you.

Sincerely,

Eleanor C. Watson

Ms. Eleanor Watson
429 2525 Florida Blvd.
Delray Beach FL 33483

M E M O R A N D U M

MEMO TO: Diane Dominguez, Director of Planning & Zoning

FROM: Richard Corwin, Deputy Director of Public Works

DATE: July 25, 1995

SUBJECT: EVE STREET CLOSURE

Upon reviewing the counts I feel also that the counts are too low for concern. I do not feel we can justify closing a road because of a possible traffic problem that occurs maybe once a month for a week.

For traffic leaving that center wishing to continue southbound on Federal Highway, the only route to a safe crossing is to use Spanish Trail to either Tropic Boulevard, Avenue "E", or Florida Boulevard to Avenue "L" to use the traffic signal. There is no other safe route for this traffic. If southbound traffic is forced to exit Eve Street onto Federal Highway, they would have to make a right turn, drive north to S.W. 10th Street then return to the southbound lanes of Federal Highway. I do not see any value to closing Eve Street and producing this kind of traffic pattern.

We will be happy to do another count during the first of the month but I cannot recommend closing this road.

RC/sdl

cc: David T. Harden, City Manager
Robert A. Barcinski, Assistant City Manager
Scott Solomon, Superintendent of Streets and Traffic

REF: RC 72595A.MEM

RECEIVED
JUL 27 1995
PLANNING & ZONING

EXHIBIT "A"
DELRAY PLACE
SPRAB MOTIONS WITH CONDITIONS OF APPROVAL

The Board approved the Class V Site Plan, Landscape Plan and Architectural Elevations with the following motions:

Site Plan:

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

1. -11. REDACTED

12. Delray Place shall, by the date the first major tenant opens, install an island that restricts Delray Place internal southbound exiting traffic to right-turn only onto Eve Street. In the event that, at some point in the future, and after all applicable City of Delray Beach process, and after all applicable public hearings, including but not limited to those before the Planning & Zoning Commission and the City Commission, a final development approval is issued by the City for the adjacent (on the south) Tropic Square shopping Center, which approval allows a cross-access across Eve Street with Delray Place, then the aforesaid island, upon the completion of said Tropic Square cross-access, may be removed. Removal of the island shall not be considered an amendment to the Delray Place Ordinance and/or amendment to the Site Plan Approvals such as would otherwise require compliance with public notice and hearing procedures for site plan approval and/or rezoning ordinances and shall control in all instances to the extent of any inconsistency with any other approval granted by the City.

LIN ON CENTER PARTNERS, TD.

1801 SOUTH FEDERAL HWY. • 1845 SOUTH FEDERAL HWY. • 400 EAST LINTON BLVD.
DELRAY BEACH, FLORIDA 33483
(407) 272-2387 FAX (407) 272-1731

July 11, 1995

Steven Taylor
City of Delray Beach
100 N.W. 1st Avenue
Delray Beach, Florida 33444

RE: Closure of Eve Street

Dear Mr. Taylor,

Thank you for your "Special Courtesy Notice". According to your letter the proposed street closure is being examined for a reported problem of the volume of traffic. We agree, due to our lease with the State of Florida, the traffic along the south side of our property (Eve Street) has increased. However, all the increased traffic flows into our parking lot, and does not effect Eve Street east of the entrance to our parking lot, which in turn has no impact on traffic into Tropic Isles.

We have been contacted and we are aware that the Tropic Isle Civic Association is not pleased to have HRS as a neighboring Tenant in our complex. Some of the Planning and Zoning Board Members may remember that four years ago the Tropic Isle Civic Association insisted Linton Center's General Commercial Zoning be changed to a Planned Office Center. For that reason we were unable to lease the then empty building, 1845 S. Federal Highway to a very desirable tenant who was interested at that time. Now having complied with our imposed new zoning, the Tropic Isle Civic Association is not happy with our Tenant. Is this a valid reason for the City to close Eve Street? What would be the outcome if everyone in Delray Beach had such continued personal preferences and demands with regard to their neighbors?

If Eve Street is closed, there would not be access for Fire or Emergency vehicles to enter this portion of Tropic Isles in a timely manner. Additionally the fire hydrant on Eve Street is located beyond the proposed closure of the street.

RECEIVED
JUL 13 1995
PLANNING & ZONING

We have experienced numerous episodes of vandalism along our fence which boarders the Memorial Park on Eve Street, by Tropic Isle people who create a shortcut through our grounds.
A closure of Eve Street would undoubtedly add to the vandalism of our property with the creation of added shortcuts by people pulling sections of our fence down to gain access to NationsBank, Doctors Offices, the Intracoastal Bridge and Tenants in our buildings.

Sincerely,

Erich W. Wittmann
General Partner

Rebuttals Developer Comments

Jefferson, Candi

From:	Joe Carosella <JCarosella@rpg123.com>
Sent:	Wednesday, October 05, 2016 1:05 PM
To:	Jefferson, Candi
Cc:	Simmons, Kelly Ann; Michele Burns (admin@rpg123.com); Skyler Carosella (OfficeAssistant@rpg123.com); Stillings, Tim; Louis Carosella (LCarosella@rpg123.com); Falconi, Xavier
Subject:	Code LDR Support together with South Federal Highway Redevelopment Plan for planned Redevelopment of Delray Place South
Attachments:	South Federal Highway Redevelopment Plan Final Adopted 9.20.12.pdf; P&Z Staff Report South Federal Highway Redevelopment Plan 7.16.12.pdf; Public Workshop South Federal Highway Redevelopment Plan June 2011 Delray Beach Florida.pdf; Special Action Parking Reduction Request supported by Parking Utilizatio....pdf; Parking @ 4 per 1000sf for all uses within Delray Place South prior Marg....pdf; Parking Utilization Study Delray Place South Final 12.22.2015.pdf

We understand that the storm preparation is priority

When you get a chance, please consider that over the past recent years, the applicable business community and the city have put substantial effort in getting the attached "South Federal Highway Redevelopment Plan" approved and adopted by the city commission on 9/20/2012

Within the attached, South Federal Highway Redevelopment Plan", pdf page 15/37, figure 2.5, it specifically has a color photo of our tropic square now known as delray place south as one of the targeted properties for redevelopment within the South Federal Highway Redevelopment Plan"

Your below 10/3/2016 email suggests that,

We will be meeting this week internally to discuss staff's position and determine a consensus on the following associated items:

- Parking Reduction Request
- Landscape Buffer Waiver
- Landscape Island/Shade Tree Waiver

We cannot guarantee staff support for these items, but may recommend conditional approval with some recommended accommodations.

I would like to highlight that is not a complicated project but more of a straight forward clean redevelopment for the betterment of the community, city, and property owner

As outlined within the attached South Federal Highway Redevelopment Plan, there are many sections and items that justify and allow our 3 above requested waives which might be allowable under the South Federal Highway Redevelopment Plan "without" as waivers

We want to be on the same page with your planning department report recommendations and would appreciate only any reasonable conditions of approval that we can live and operate with

One of our most important matters is our vested existing parking rights, so please work with us to support our parking reduction request as outlined within the attached parking justification

Tim; Louis Carosella (LCarosella@rpg123.com); Falconi, Xavier
Subject: meeting overview prior to staff report drafting for redevelopment of delray place south

Good morning Candi

As we have been working thru the past few weeks, our group would like to today schedule this meeting for early next week with your team, so please provide us today a few suggested meeting times for early next week and let us know which of your team members will be attending

Best regards

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790
Fax: 561-961-1744
Email: jcarosella@rpg123.com

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From: Jefferson, Candi [mailto:jefferson@mydelraybeach.com]
Sent: Monday, October 03, 2016 2:21 PM
To: Louis Carosella (LCarosella@rpg123.com) <LCarosella@rpg123.com>
Cc: Joe Carosella <JCarosella@rpg123.com>; Simmons, Kelly Ann <simmonsk@mydelraybeach.com>; Michele Burns (admin@rpg123.com) <admin@rpg123.com>; Skyler Carosella (OfficeAssistant@rpg123.com) <officeassistant@rpg123.com>; Stillings, Tim <stillings@mydelraybeach.com>
Subject: RE: Meeting Request Response/Suggested and/or available dates

Ok. Yes, we will accommodate your schedule. Thanks for letting us know.

(561) 243-7221 fax

PUBLIC RECORDS NOTE: Florida has a very broad public records law. Most written communications to or from local officials, employees, or the general public regarding city business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

From: Joe Carosella [mailto:JCarosella@rpg123.com]
Sent: Monday, October 03, 2016 1:04 PM
To: Jefferson, Candi
Cc: Louis Carosella (LCarosella@rpg123.com); Simmons, Kelly Ann; Michele Burns (admin@rpg123.com); Skyler Carosella (OfficeAssistant@rpg123.com); Stillings, Tim
Subject: RE: Meeting with Planning Staff to overview Delray Place South Planned redevelopment prior to scheduled 10/26/2016 SPRAB public Hearing

Hi Candi

I am leaving my schedule open this week to meet with you and Tim, so can you please respond today, to my last below 9/30/2016 email request

Thank you very much

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790
Fax: 561-961-1744
Email: jcarosella@rpg123.com

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Traf Tech
ENGINEERING, INC.

December 22, 2015

City of Delray Beach
Planning & Zoning Department
100 NW 1st Street
Delray Beach, Florida - 33444

Re: Parking Utilization Study to determine Shopping Center Classification for Parking Calculations for proposed redevelopment of Delray Place South f/k/a Tropic Square located at the Northeast Corner of Federal Highway & Tropic Blvd, in the City of Delray Beach, Palm Beach County, Florida.

The purpose of this memorandum is to provide a professional analysis and opinion on how the existing and proposed redevelopment of Delray Place South falls within LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required.

The existing Delray Place South has approximately 22,089 leasable square feet and the proposed redevelopment of Delray Place South will have approximately 36 leasable square feet less for a future total of approximately 22,053 leasable square feet.

Delray Place South has and will have with the planned redevelopment an adequately sized surface parking lot with a current and future mix of commercial establishments including retail, restaurants, personal service providers, medical & dental offices and business & professional offices.

The existing and proposed redevelopment of Delray Place South satisfies the Purpose and Intent of LDR Section 4.6.9 (A) Off-Street Parking, by providing adequate off-street parking to meet the needs of users of structures and usage of land, with parking areas designed to ensure their usefulness.

The existing approx 30 year old Delray Place South has been occupied by a diverse mix of commercial tenants and has been operating as a Shopping Center under LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required.

According to the property owner, throughout the past years, other tenants with higher parking requirements other than retail have been allowed to occupied Delray Place South, such as the existing restaurants with Dunkin Donuts, IL Girasole Italian, and Jimmy Johns Sub Shop and past restaurant tenants such as Last Resort Restaurant & Bar with 3,516sf, Cuccina Romano Restaurant with 3,516sf, Middle Eastern Delights with 925sf, Little Italy Restaurant with 7475sf, with Dental Offices and personal service providers which all have been allowed to fall within LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required, and Delray Place South has never had a parking problem.

8400 North University Drive, Suite 309, Tamarac, Florida 33321
Tel: (954) 582-0988 Fax: (954) 582-0989

According to the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition), a shopping center is defined as an integrated group of commercial establishments that are planned, developed, owned and managed as a unit, such as how the existing and proposed redevelopment of Delray Place South operate. ITE defines Shopping Centers to include a mix of uses other than retail such as restaurants, banks, offices, etc.. As such, internal trips occur within the shopping centers due to the mix-use nature of the development, thereby reducing the amount of parking required. Moreover, the size of the existing and proposed redevelopment of Delray Place South as outlined above, both adequately fall within the range of shopping centers as defined by ITE.

In Summary, based on the above parking analysis, the existing and proposed redevelopment of Delray Place South shopping center has sufficient parking and meets the requirements to continue and be treated as a shopping center, according to City of Delray Beach LDR Section 4.6.9(C)(3)(e) Shopping Centers, "irrespective of uses", for purposes of determining the amount of parking spaces required.

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

PLANNING AND ZONING BOARD

STAFF REPORT

MEETING OF: JULY 16, 2012

AGENDA NO: V. A.

AGENDA ITEM: SOUTH FEDERAL HIGHWAY REDEVELOPMENT PLAN

ITEM BEFORE THE BOARD

The item before the Board is that of making a recommendation to the City Commission regarding the proposed South Federal Highway Redevelopment Plan.

BACKGROUND AND ANALYSIS

The Future Land Use Element of the City's Comprehensive Plan identifies areas of the City that, due to substandard infrastructure, obsolete or inappropriate uses of land, vacant and dilapidated structures, and other similarly blighting conditions are in need of special attention in the form of a "Redevelopment Plan." Goal Area "C" of the Future Land Use Element represents the starting block upon which its implementation strategy has been built. It is stated as follows:

> *BLIGHTED AREAS OF THE CITY SHALL BE REDEVELOPED AND RENEWED AND SHALL BE THE MAJOR CONTRIBUTING AREAS TO THE RENAISSANCE OF DELRAY BEACH.*

The purpose of a Redevelopment Plan is to identify the specific deficiencies and assets of an area, evaluate the existing and potential uses, and identify specific measures for arresting decline, facilitating new development, and enhancing the quality of life for residents of the area. Six of these areas were originally depicted on the 1989 Future Land Use Map as Redevelopment Areas #1 through #6. Additional areas have been added since to address changes in conditions.

A Policy dealing with South Federal Highway was initially added to the Comprehensive Plan in Amendment 2008-1, adopted on December 9, 2008. This amendment was based on the City's 2006 Evaluation and Appraisal Report which reviewed the entire Comprehensive Plan and made recommendations based on changed conditions and priorities since the last EAR was completed in 1996. As the Plan Amendment was being written in 2008, a recession was beginning to take its toll on the national, state and local economies. While the residential housing meltdown and resulting financial crisis affected all sectors of the economy, the automotive industry was especially hard hit by the downturn. In 2008, a series of damaging blows drove the Big Three to the verge of bankruptcy. The Big Three had in recent years manufactured SUVs and large pickups, which were much more profitable than smaller, fuel-efficient cars. When gasoline prices rose above $4 per gallon in 2008, Americans stopped buying the big vehicles and Big Three sales and profitability plummeted. This forced automakers to continue offering heavy incentives to help clear excess inventory. Sales fell further as consumer credit tightened and it became much harder for people with average or poor credit to obtain a bank loan to buy a car. The instability of the job market and individual consumers' finances also discouraged consumers who already had a working vehicle from taking on a new

loan and payments, which affected almost all major manufacturers. The overall effect of these conditions was that the industry experienced an 18% drop in new car sales from 2007 levels.

As this situation was playing out, City leaders saw how volatile the automotive industry had become and became concerned that the large amount of automotive dealerships on South Federal Highway would not be sustainable in the long term. If the industry imploded and dealers began to withdraw from the area, there would be a major economic impact on the corridor and the City as a whole. The City Commission wanted the area to be evaluated and a Plan prepared that would help the area to become more sustainable. Policy C-1.12 was added to the Future Land Use Element of the Comprehensive Plan which states:

> ***Policy C-1.12*** *The following pertains to the South Federal Highway area, south of Linton Boulevard.*
>
> *In FY 2010/11, the City's Planning & Zoning Department shall review existing land uses in this area and shall create a redevelopment plan, overlay district or other development tool to promote and guide future redevelopment of the area.*

In 2010, an attempt by Walmart to rezone the former Ralph Buick property on the east side of South Federal Highway from AC (Automotive Commercial) to PC (Planned Commercial) met considerable opposition from the residents of the adjacent neighborhood based on compatibility. The rezoning ultimately failed and the property is still vacant. Although properly designed shopping centers can and do exist adjacent to residential development throughout the City and elsewhere, the level of concern by residents in this area was extreme. It became evident that any redevelopment on this side of South Federal Highway would have to address compatibility with the adjacent residential neighborhoods to the east.

The reality of the situation is that commercial property directly abuts residential property in this area. South Federal Highway is a commercial corridor with nearly all of the property having a General Commercial Future Land Use Map designation. With this Future Land Use designation already in place, compatibility with adjacent uses is normally dealt with during the site plan review process. Since the "No Big Box" mantra espoused during the Walmart hearings did not adequately identify what the specific issues were with the use, a series of public workshops were set in 2011 to engage residents in a discussion of exactly what their objections were and how they might be addressed in the upcoming Redevelopment Plan for the area. Staff's goal was to separate the use issues from the site planning issues and strike a balance between the residents' needs and the needs of the commercial property owners.

Initially, the primary intent of the Redevelopment Plan was to deal with land use issues and sustainability. However, to increase the comfort level of the adjacent neighborhoods and ensure compatibility, the Plan was expanded to include a number of buffering and setback provisions, as well as a limitation on maximum tenant size. Although some compromise will be necessary, with these provisions in place, staff is confident that the residents' concerns can be addressed while ensuring that the commercial corridor remains viable for commercial development and this redevelopment area becomes a catalyst for economic development in the City.

HIGHLIGHTS OF THE PLAN

The South Federal Highway Redevelopment Area includes the commercial property along both sides of the South Federal Highway corridor, between Linton Boulevard on the north and the City Limits to the south. Nearly two-thirds of the area (64.76%) is located on the west side of Federal Highway, which runs diagonally from northeast to southwest.

The purpose of this Redevelopment Plan is to meet the intent in Future Land Use Element Policy C-1.12, which requires that a development tool to promote and guide future redevelopment of the area be developed.

The Plan is divided into three sections:

- The Introduction describes the Study Area and a brief history of the area. This section also discusses the Future Land Use Element Policy in the Comprehensive and includes the purpose of the Redevelopment Plan and a summary of the planning process that guided it.

- The Existing Conditions section discusses the Redevelopment Area in terms which reflect on its marketability for commercial development. This includes a brief description of the existing land uses, zoning, future land use, housing, ownership, and vacant land.

- The Plan Implementation section outlines the potential plan for redevelopment of the properties within the Redevelopment Area. The section establishes recommendations for Future Land Use Map amendments, zoning changes and amendments to the Land Development Regulations. These recommendations work toward making the area more marketable for commercial development while protecting the surrounding residential uses from the impacts of redevelopment.

It is the intent of this plan to make the South Federal Highway Redevelopment Area a unique place that will encourage the development of commercial, office, and residential uses in an urban setting that will be sustainable into the future. This in turn, should serve as a catalyst to stabilize the area and increase property values. The private sector will be the driving force behind the revitalization of the Redevelopment Area. This plan will give private property owners and developers a clear understanding of what the future could hold if they develop in the prescribed manner as suggested by this plan.

Recommendations for the Redevelopment Area will require the City to initiate several changes to the Future Land Use Map and corresponding Zoning designations. Recommended designations are discussed below:

FUTURE LAND USE MAP AMENDMENTS

Over 92 percent of the South Federal Highway Redevelopment Area is currently designated as GC (General Commercial) on the Future Land Use Map (FLUM). The remaining 8% is designated TRN (Transitional). Three Future Land Use Map modifications are recommended for the Redevelopment Area. All three change the FLUM designation from TRN to GC. With these modifications, the entire redevelopment area will have a GC FLUM designation, which is appropriate given the nature of this highly commercialized corridor. Following adoption of the Redevelopment Plan, these modifications will be processed as small scale comprehensive plan amendments. The proposed amendments are as follows:

- Area 1: The Old Harbor Office and Bank parcel located at the southeast corner of Linton Boulevard and South Federal Highway – Change the FLUM designation from TRN (Transitional) to GC (General Commercial) – approximately 9.95 acres. The property is currently zoned POC (Planned Office Center). A concurrent rezoning to PC (Planned Commercial) will allow development of a commercial center on the property. While an alternative rezoning to SAD is also possible, this district is usually reserved for uses that cannot be properly accommodated within more conventional zoning districts. If this alternative is selected, the Future Land Use Map amendment will not be required; since SAD zoning is consistent will all FLUM designations.

- Area 2: Undeveloped parcels located on the north side of Le Mat Avenue - Change the FLUM designation from TRN (Transitional) to GC (General Commercial) - approximately 0.23 acres. A concurrent rezoning to GC (General Commercial) will be processed with the FLUM amendment.

- Area 3: "Quality Lighting and Accessories", located at the southeast corner of South Federal Highway and Le Mat Avenue - Change the FLUM designation of the rear portion of the property (Lot 30) from TRN (Transitional) to GC (General Commercial) - approximately 0.10 acres. A concurrent rezoning to PC (Planned Commercial) will be processed with the FLUM amendment.

ZONING

Eighty-four percent of the property within the redevelopment area will retain its current zoning. However, implementation of the redevelopment plan will require rezoning of six parcels in the area. The first three of these were discussed above with the Future Land Use Map amendments.

- Area 1: The Old Harbor Office and Bank parcel located at the southeast corner of Linton Boulevard and South Federal Highway – Rezone from POC (Planned Office District) to PC (Planned Commercial) or SAD (Special Activities District) – approximately 9.95 acres.

- Area 2: Undeveloped parcels located on the north side of Le Mat Avenue – Rezone from NC (Neighborhood Commercial) to GC (General Commercial) – approximately 0.23 acres.

- Area 3: "Quality Lighting and Accessories" located at the southeast corner of South Federal Highway and Le Mat Avenue – Rezone from RM (Multiple Family Residential) to PC (Planned Commercial) – approximately 0.10 acres.

- Area 4: Former Ralph Buick Dealership located on the east side of South Federal Highway, north of Fladell Way – Rezone from AC (Automotive Commercial) to PC (Planned Commercial) – approximately 6.5 acres.

- Area 5: Pelican Pointe Condo on Tropic Isle Drive – Rezone a portion of a parcel from GC (General Commercial) to RM (Multiple Family Residential) – approximately 0.5 acres.

- Area 6: Del Raton RV Park – Rezone from PC (Planned Commercial) to AC (Automotive Commercial) – approximately 4.59 acres.

AMENDMENTS TO THE LAND DEVELOPMENT REGULATIONS

LDR text amendments will be necessary to create an overlay district and amend the development standards for the PC and AC zoning districts within the Redevelopment Area/Overlay District to increase redevelopment flexibility and address compatibility issues. The proposed text amendments include the following:

- All AC zoned properties in the redevelopment area will be allowed the alternative of developing under the PC zoning regulations.

- Mixed-use residential/commercial development will continue to be encouraged, but conditional uses for free-standing multiple-family residential development will not be permitted within the overlay district.

- Individual tenants will be limited to a maximum floor area of 50,000 square feet.

- The special landscape setback along South Federal Highway will be eliminated where new development seeks to create an urban edge at the street front by moving storefronts closer to the street and providing parking behind the buildings. The special landscape setback must be provided along portions of the parcel where off-street parking directly abuts the roadway.

- Façade and exterior walls must be designed to include projections and recessions, so as to reduce the massive scale and uniform appearance of large buildings. Similarly, street frontage must be designed to include windows, arcades, or awnings for at least 50% of the façade. The regulations should also address the number and variation in rooflines, appropriate building materials, the clear indication of entryways, and the inclusion of pedestrian scale amenities and spaces.

- Parking areas must be distributed around large buildings and shopping centers in an attempt to balance the parking and shorten the distance to all buildings, public sidewalks, and transit stops. Parking located at unrealistic distances from the buildings that it services should be prohibited. Sidewalks must be provided along the full length of any building where it adjoins a parking lot. Sidewalks must also connect store entrances to the adjacent roadway, bus stops and adjacent neighborhoods.

- On the east side of South Federal Highway, special setbacks and building offsets based on building length will be required to reduce the massive scale and uniform appearance of large buildings when the rear of a commercially zoned property is adjacent to a residential zoning district.

- Machinery equipment, service areas, and trash collection must be screened from the adjacent neighborhood in a manner consistent with the overall design of the building and landscaping. Delivery and loading areas must be designed so as to minimize visual and noise impacts. On the east side of South Federal Highway, a landscape buffer, which includes canopy trees, is required for all sites that adjoin residential uses or zoning districts. The landscape buffer shall be 25 feet in depth, and shall include a wall placed 10 feet from the rear or side property line when abutting an adjacent right-of-way, trees spaced on 25 foot centers and a hedge planted outside of the wall. An additional row of trees on 25' centers shall also be placed inside of the wall. Where the rear property line immediately adjoins residential property with no roadway or alley between, the wall shall be placed against the property line and the 25 foot buffer provided inside the walled area.

- Street access shall be primarily from South Federal Highway. No vehicular access is permitted to the rear of the commercial districts onto residential streets.

- No deliveries, loading or unloading operations in the rear of the commercial buildings are permitted before 7:00 AM or after 7:00 PM.

A copy of the plan is included with this report for review.

REVIEW BY OTHERS

The Redevelopment area is not within a geographical area requiring review by the Community Redevelopment Agency (CRA), the Downtown Development Authority (DDA) or the Historic Preservation Board (HPB). A public workshop was held on July 10, 2012 to discuss the Plan

with the property owners, business owners and residents within the area and surrounding neighborhoods.

Notices

Notices were provided to all property and business owners within the affected area.

Courtesy Notices:

Courtesy notices were provided to the following homeowner and civic associations:

- Neighborhood Advisory Council
- Delray Citizens Coalition
- Chamber of Commerce
- Tropic Bay Homeowners Association
- Tropic Harbor Homeowners Association
- Pelican Harbor Homeowners Association
- Pelican Pointe Homeowners Association
- Tropic Isle Civic Association

Press Release:

A press release was issued on July 2, 2012 to invite all property owners, residents and business owners to participate in the Public Workshop on July 12, 2012 to review and discuss the draft Redevelopment Plan. The dates of the Planning and Zoning Board and City Commission meetings when the Plan would be considered were also noted in the press release.

Two emails were received concerning preparation of the Redevelopment Plan and are attached. Additional letters of objection or support, if any, will be provided at the Planning and Zoning Board meeting.

RECOMMENDED ACTION

By motion, recommend to the City Commission adoption of the proposed South Federal Highway Redevelopment Plan.

Attachments:

- South Federal Highway Redevelopment Plan Draft
- Emails

MARGOLIS ENTERPRISES
1911 South Federal Highway, Suite 800 | Delray Beach, FL 33483
Cell: 954-275-0287 | Fax: 561-218-4733 | Email: alanm@leases.net

May 20th, 2016

Sent Via Email: stillings@mydelraybeach.com

Timothy Stillings
Director of Planning and Zoning
City of Delray Beach
100 NW 1st Avenue
Delray Beach, FL 33444

RE: Prior property owner's confirmation of City of Delray Beach application and allowance for vested Shopping Center Classification for Parking Calculations for Delray Place South f/k/a Tropic Square located at: 1911 S. Federal Highway Delray Beach, Florida.

In all the years that the Margolis family developed, managed, and owned Delray Place South f/k/a Tropic Square, there has been a mix of retail, medical, service, & restaurant uses.

The tenant mix of different uses has varied over the years, sometimes with significantly more restaurant square footage than is currently in the center.

Since the Margolis family first acquired and developed the property in 1976 thru the recent sale to the new property owner, the shopping center has been defined by the city as a "Shopping Center" for code required parking requirements, and the city has always applied the Shopping Center parking requirements of 4 per 1000/sf, irrespective of different uses, and without additional parking requirements for outdoor seating, and there has never been an issue with the parking.

Throughout the past years, other tenants with higher parking requirements other than retail have been allowed to occupy Delray Place South, such as the existing restaurants which include: Dunkin Donuts, IL Girasole Italian, and Jimmy Johns Sub Shop and past restaurant tenants such as Last Resort Restaurant & Bar with 3,516sf, Cuccina Romano Restaurant with 3,516sf, Middle Eastern Delights with 925sf, Little Italy Restaurant with 7475sf, with Dental Offices and personal service providers which all have been allowed to fall within LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required, and Delray Place South has never had a parking problem.

If you have any questions regarding the information provided, please contact me.

Sincerely,

Alan Margolis

Alan Margolis, President

S. Federal Highway Redevelopment Plan

South Federal Highway Redevelopment Plan

Public Workshops

Tuesday, June 28, 2011

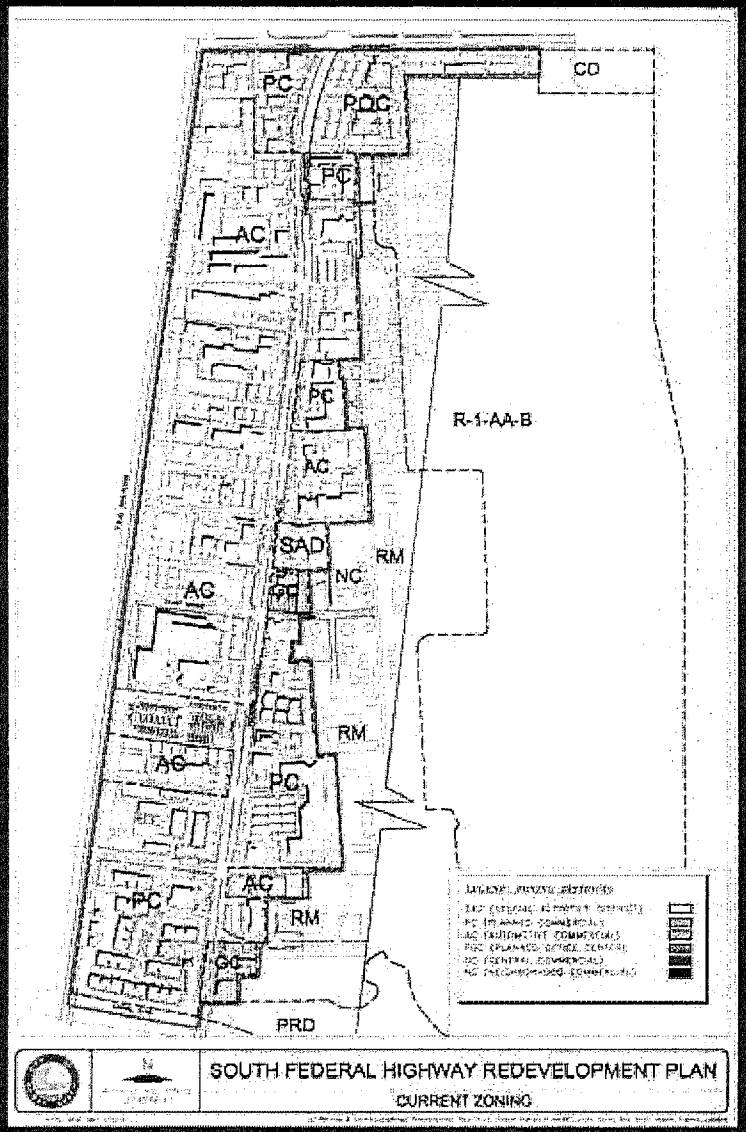
and

Wednesday, June 29, 2011

City of Delray Beach

S. Federal Highway Redevelopment Plan

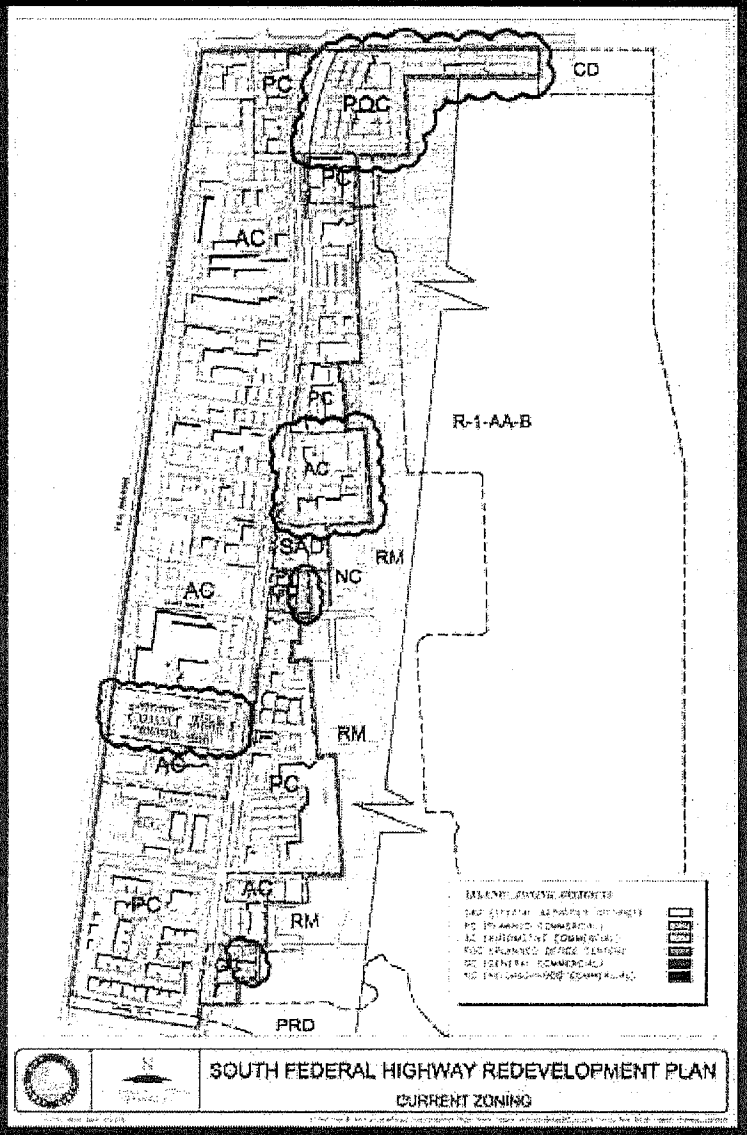
Current Zoning



Zoning District	Land Area (Acres)	Land Area (%)
Automotive Commercial (AC)	53.90	44%
General Commercial (GC)	8.06	7%
Planned Commercial (PC)	49.20	40%
Planned Office Center (POC)	9.94	8%
Special Activities District (SAD)	0.68	1%
TOTALS	121.78	100%

S. Federal Highway Redevelopment Plan

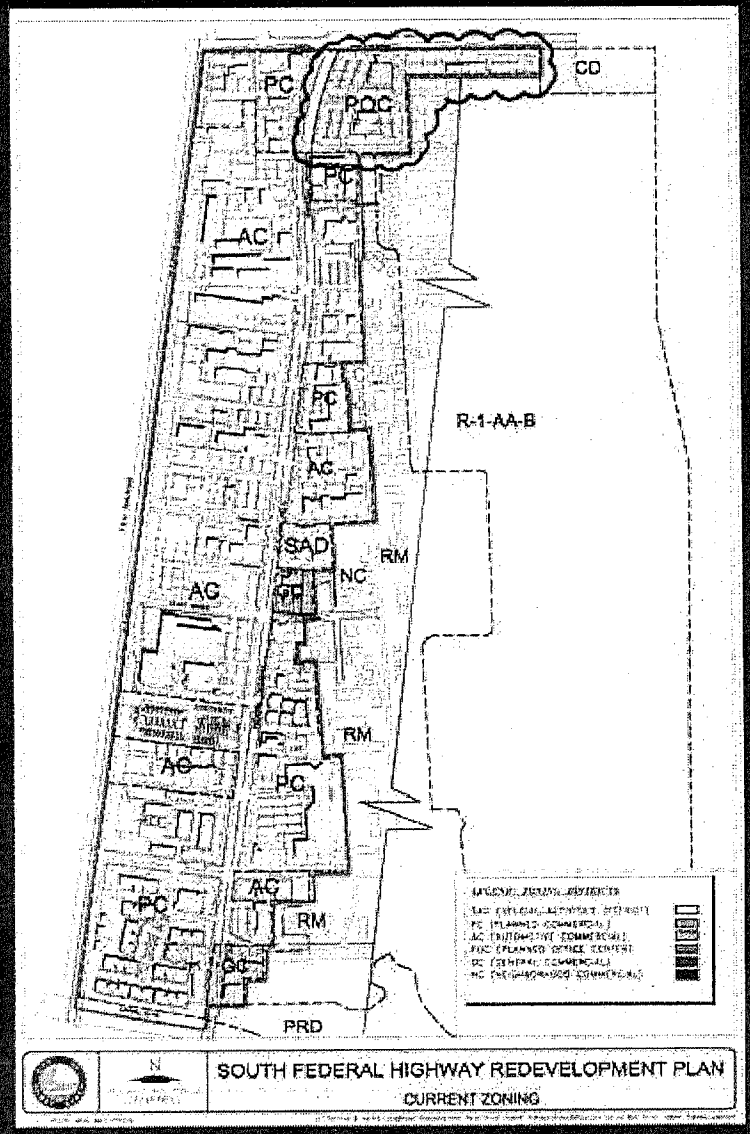
Current Zoning

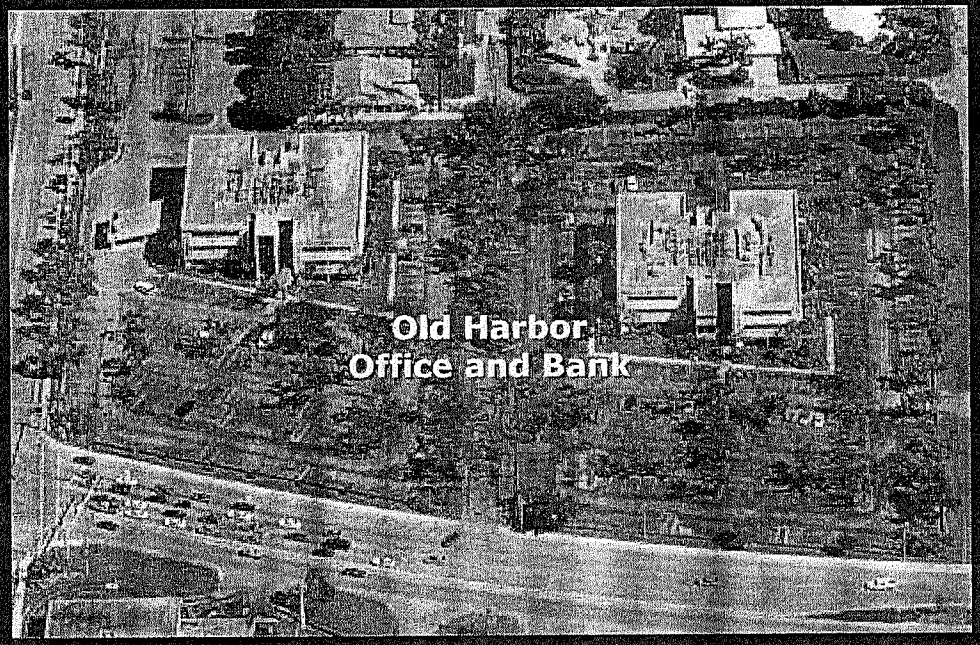


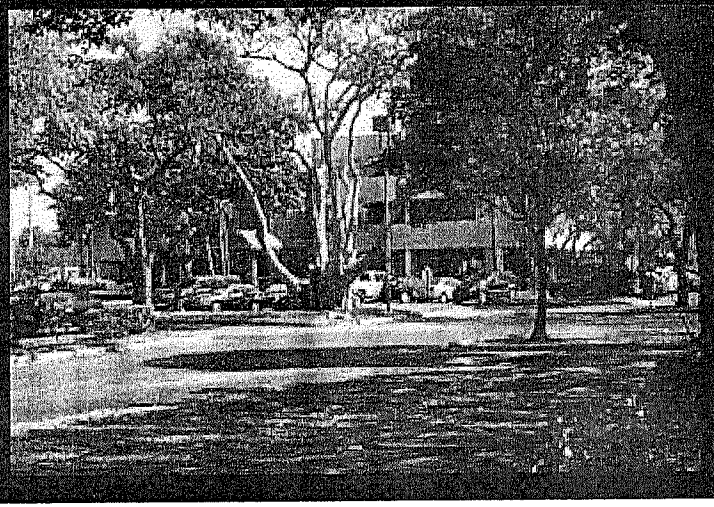
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TOTALS	121.78	100%

S. Federal Highway Redevelopment Plan

Parcel 1

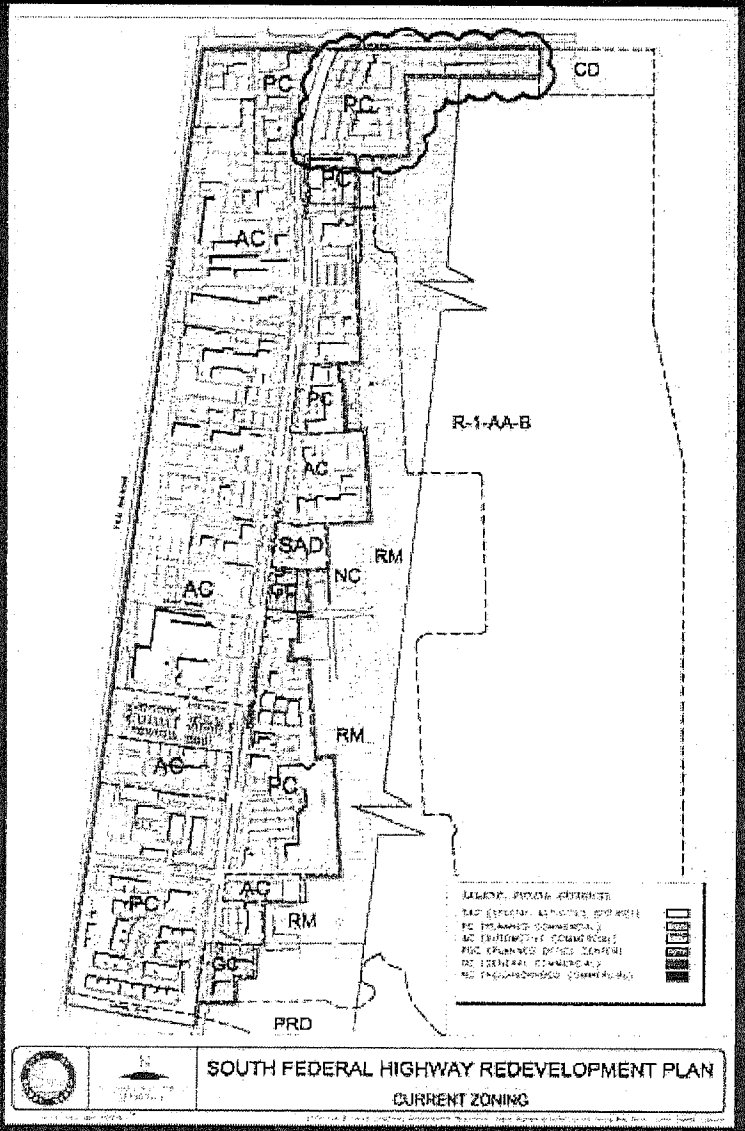






S. Federal Highway Redevelopment Plan

Parcel 1



Option 1

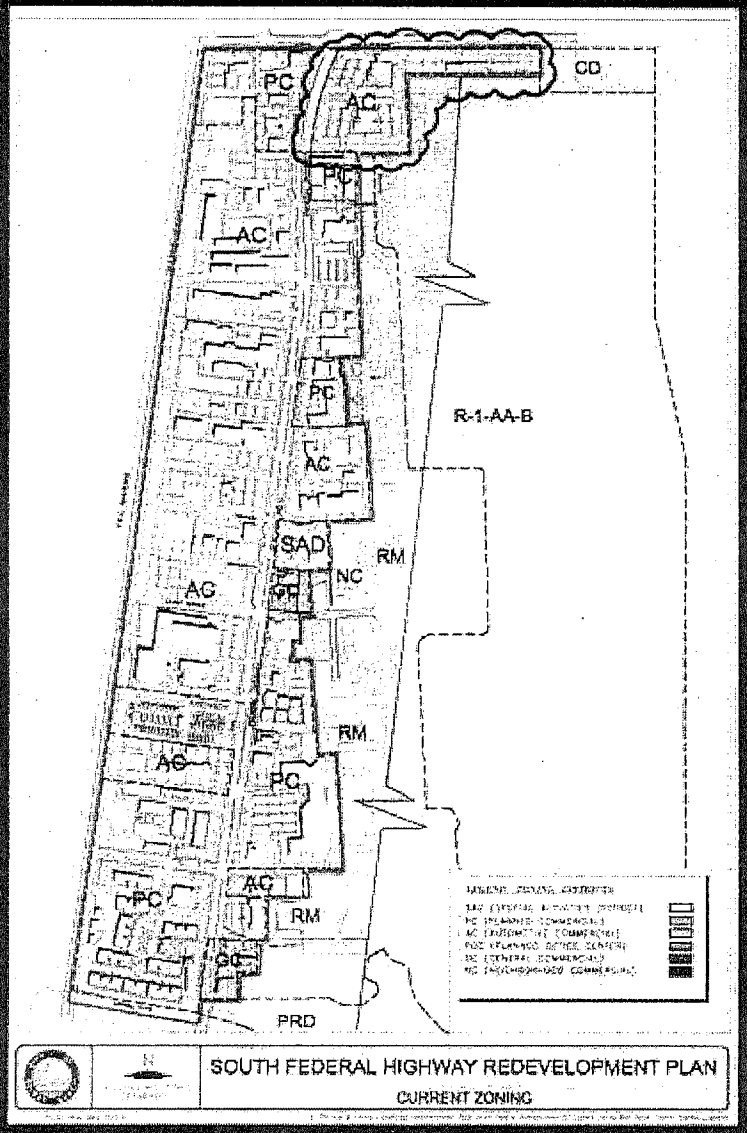
Rezone from POC (Planned Office Center)

to

PC (Planned Commercial)

S. Federal Highway Redevelopment Plan

Parcel 1



Option 2

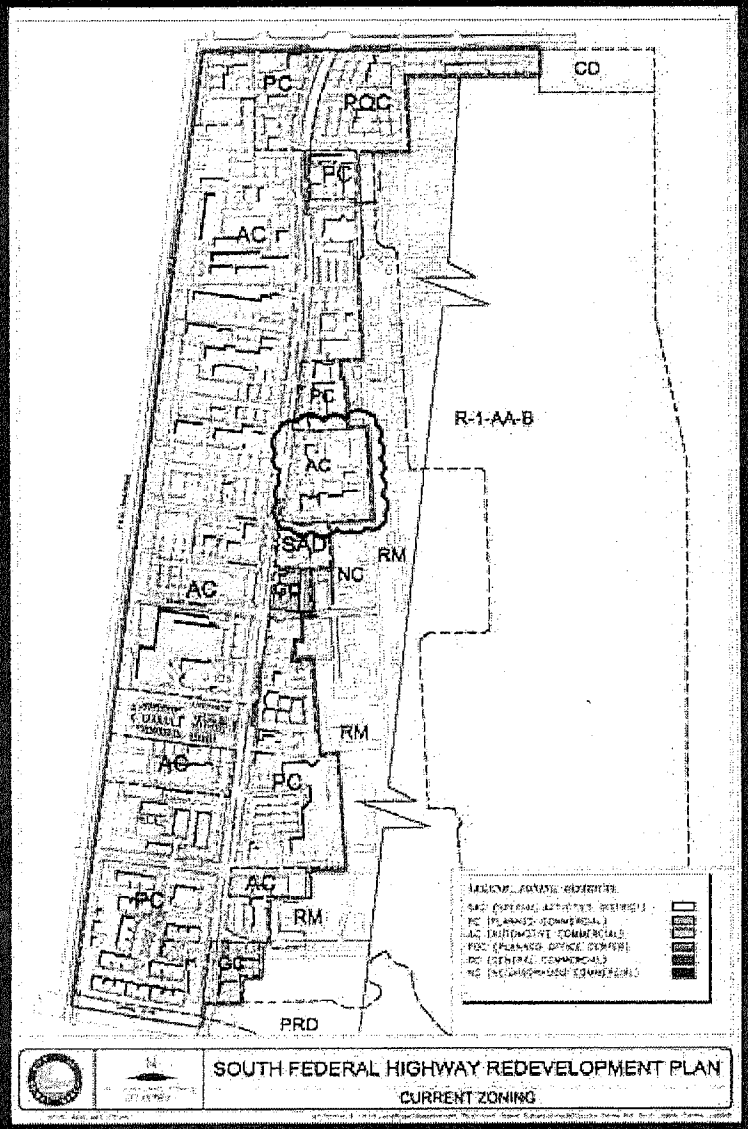
Rezone from POC (Planned Office Center)

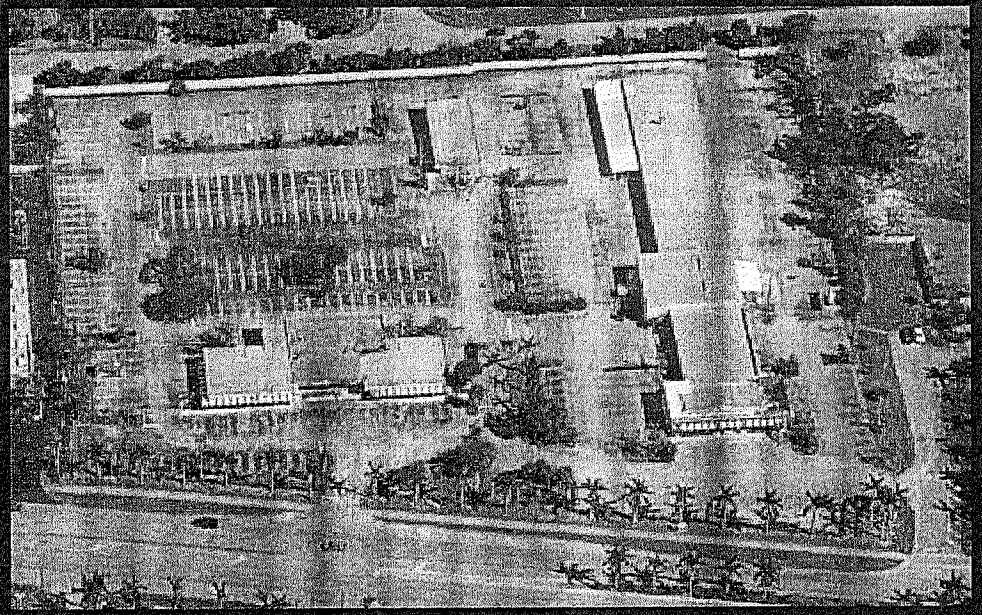
to

AC (Automotive Commercial)

S. Federal Highway Redevelopment Plan

Parcel 2



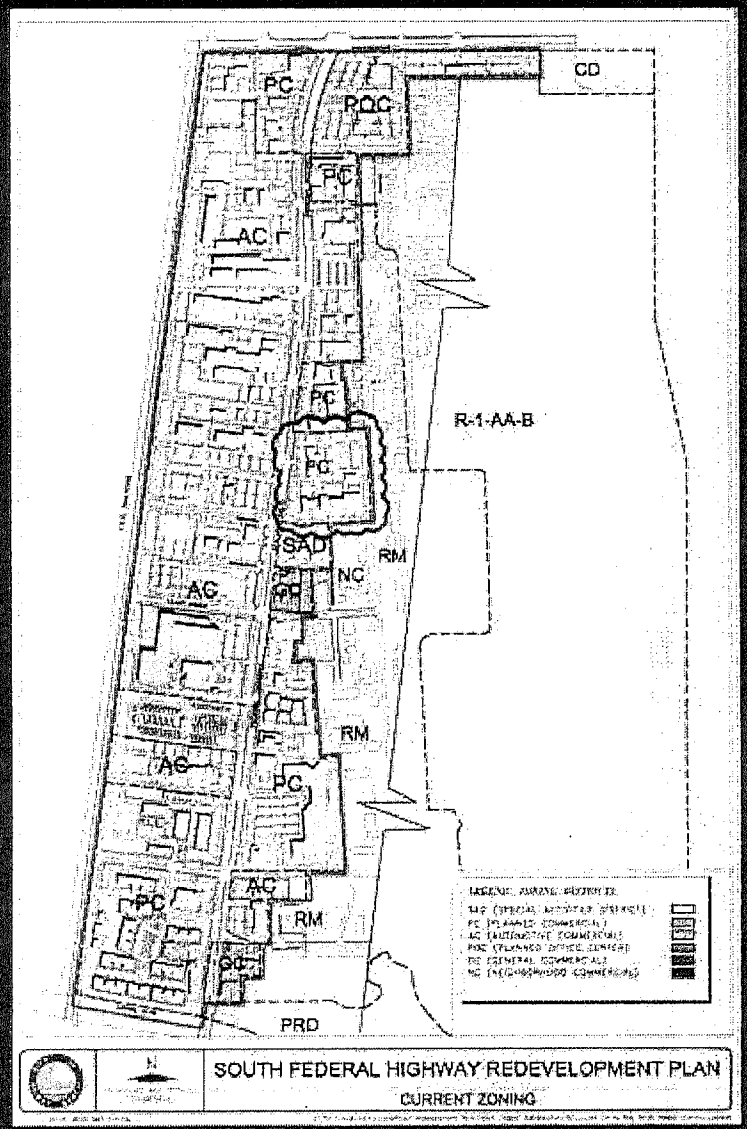




Ralph Buick

S. Federal Highway Redevelopment Plan

Parcel 2



Option 1

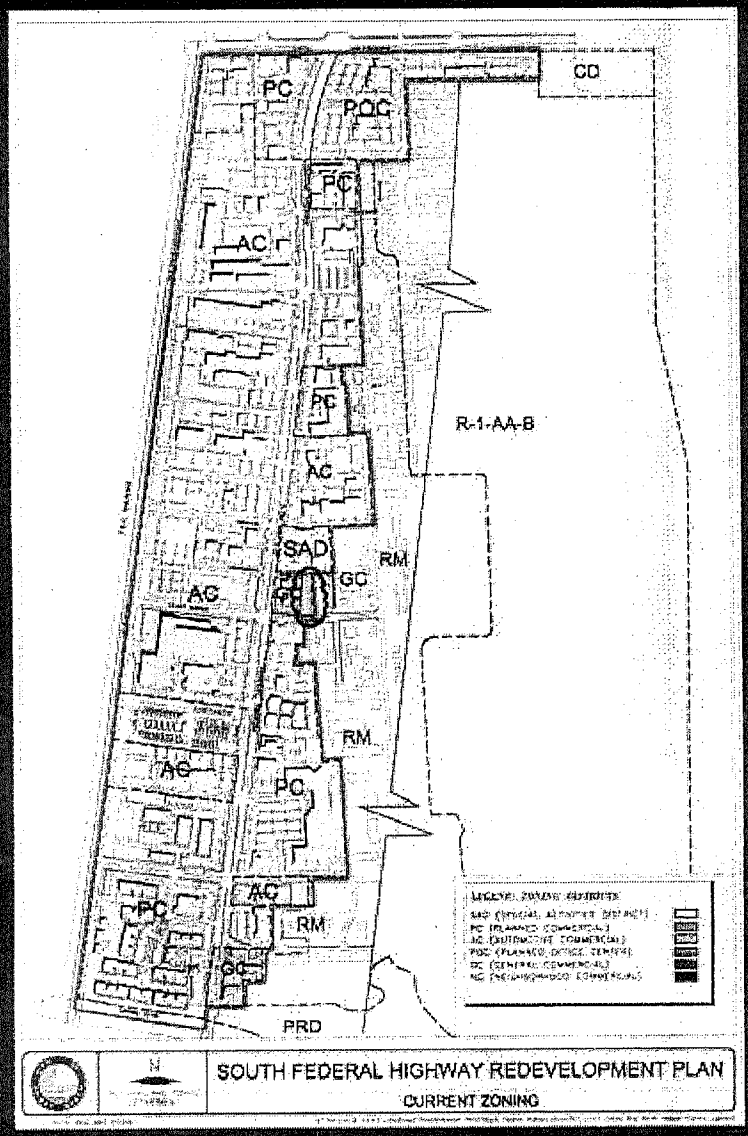
Rezone from AC (Automotive Commercial)

to

PC (Planned Commercial)

S. Federal Highway Redevelopment Plan

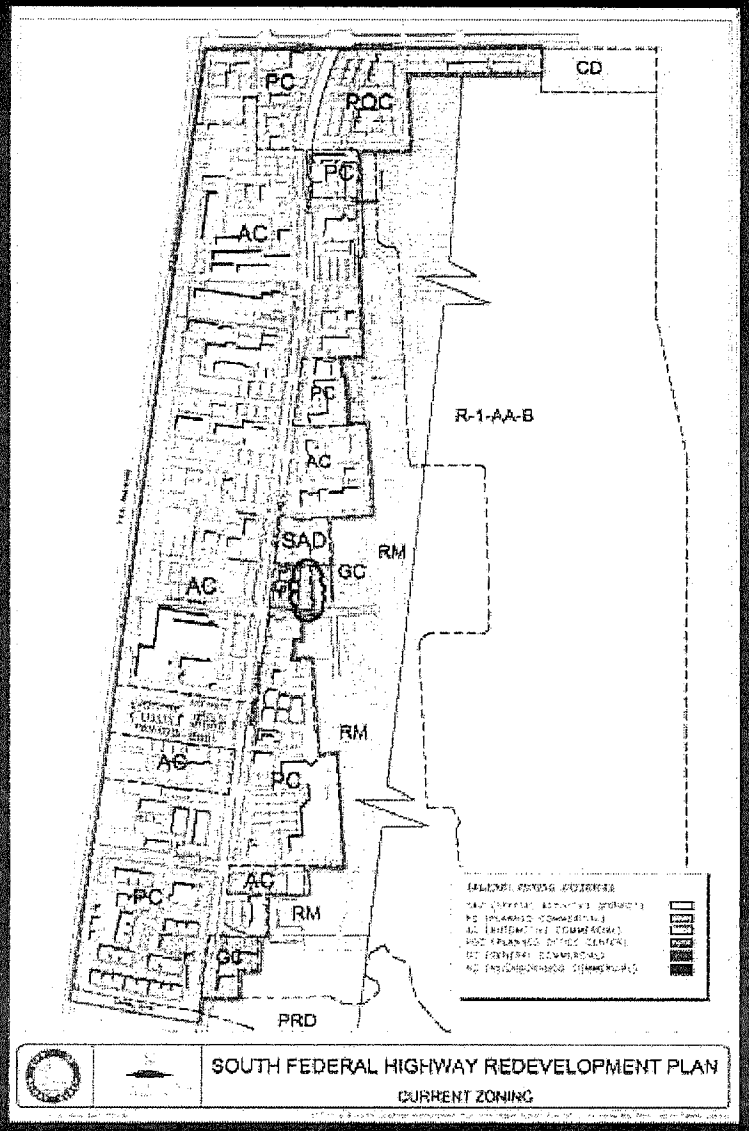
Parcel 3





S. Federal Highway Redevelopment Plan

Parcel 3



Option 1

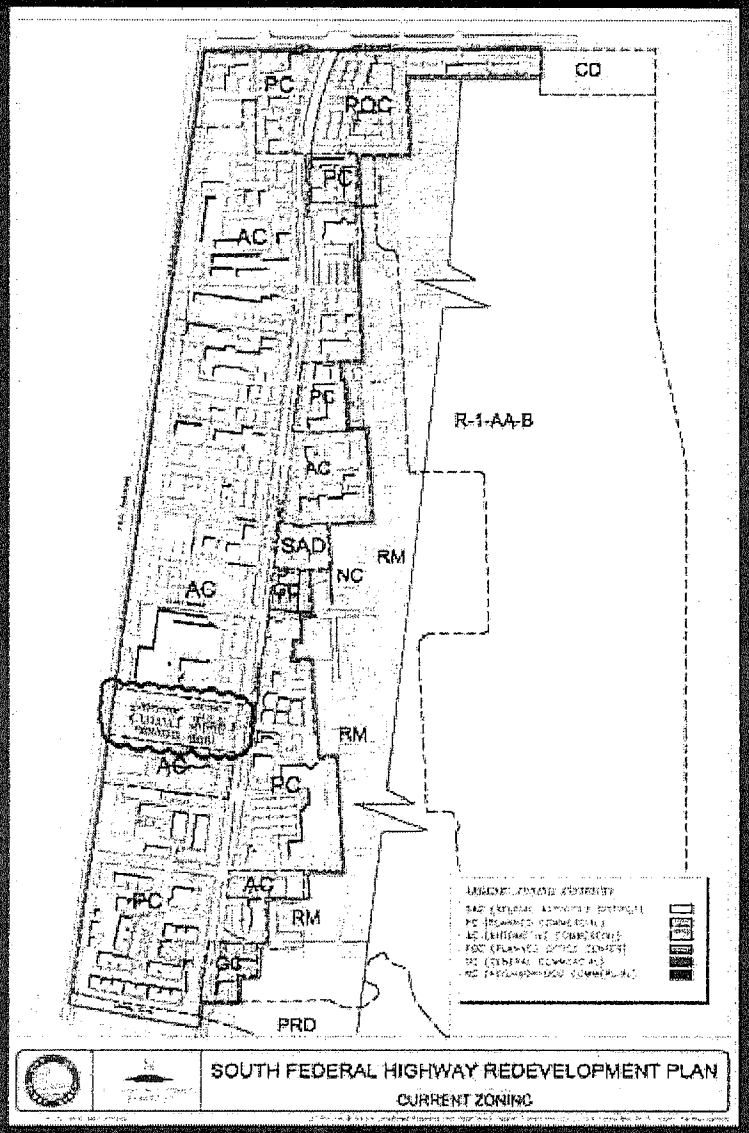
Rezone from NC (Neighborhood Commercial)

to

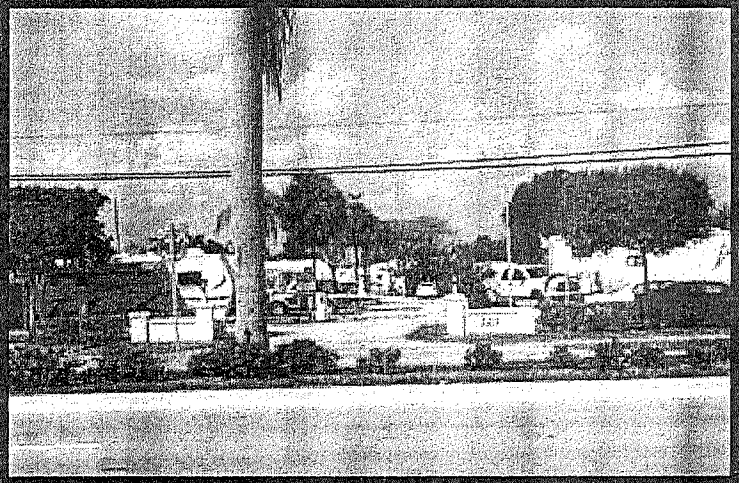
GC (General Commercial)

S. Federal Highway Redevelopment Plan

Parcel 4



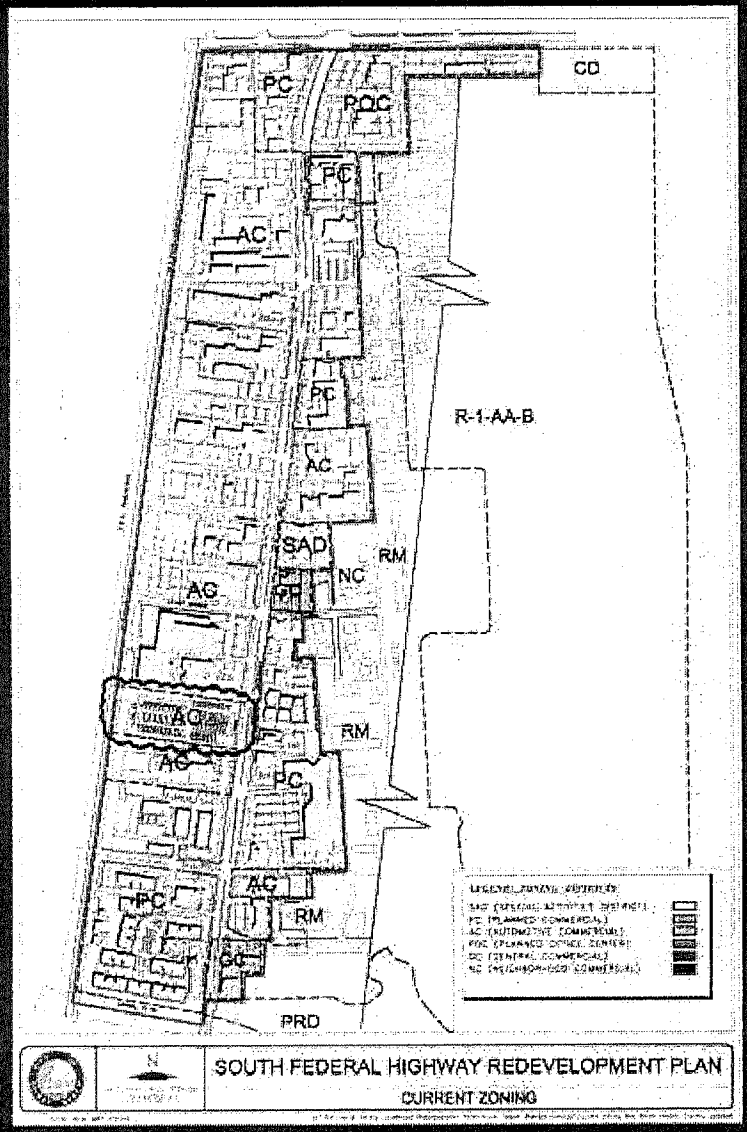




Del Raton
RV Park

S. Federal Highway Redevelopment Plan

Parcel 4



Option 1

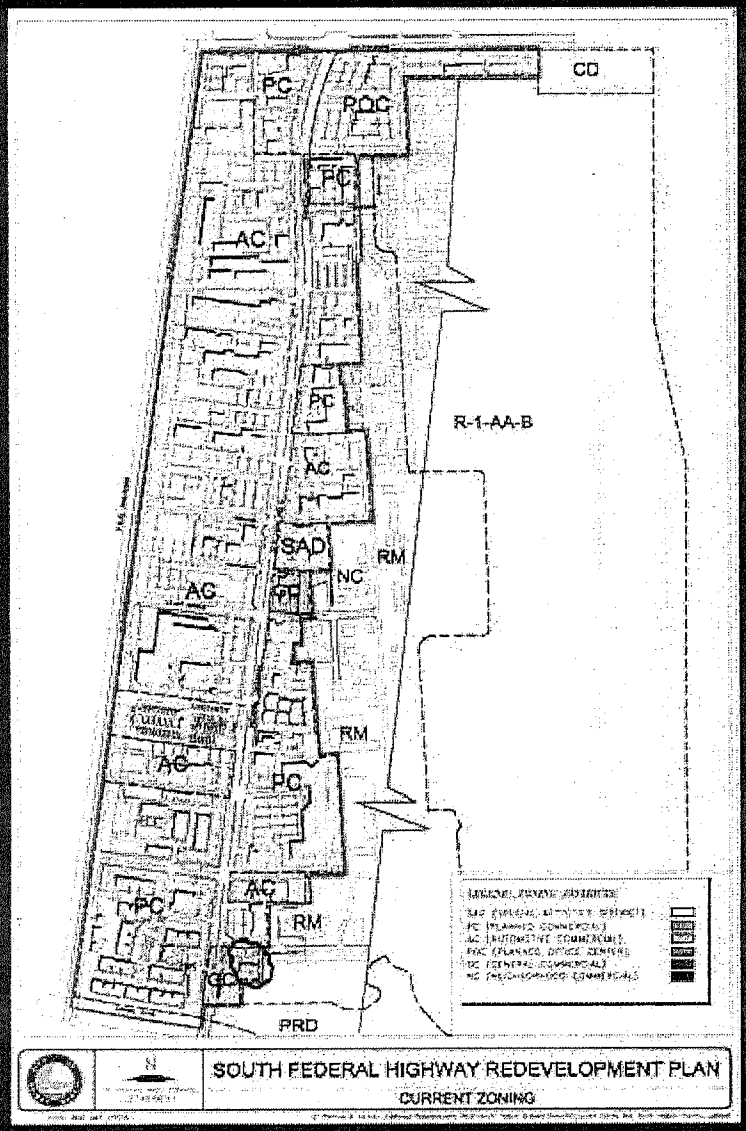
Rezone from PC (Planned Commercial)

to

AC (Automotive Commercial)

S. Federal Highway Redevelopment Plan

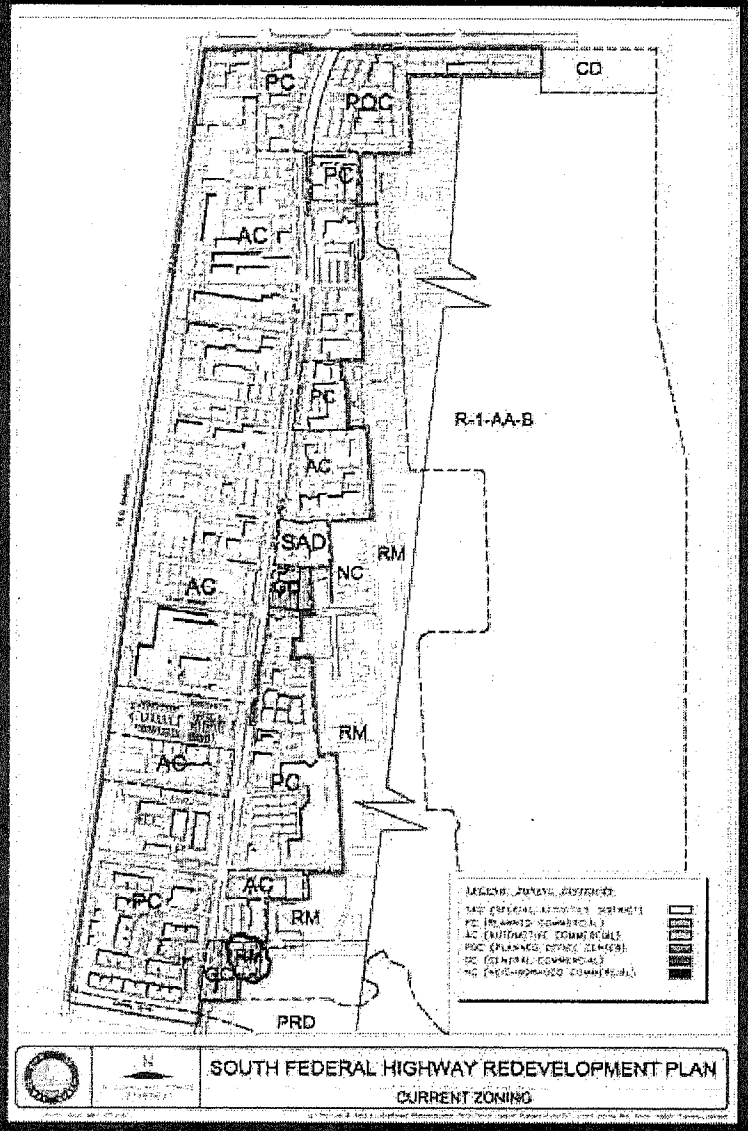
Parcel 5





S. Federal Highway Redevelopment Plan

Parcel 5



Corrective Action

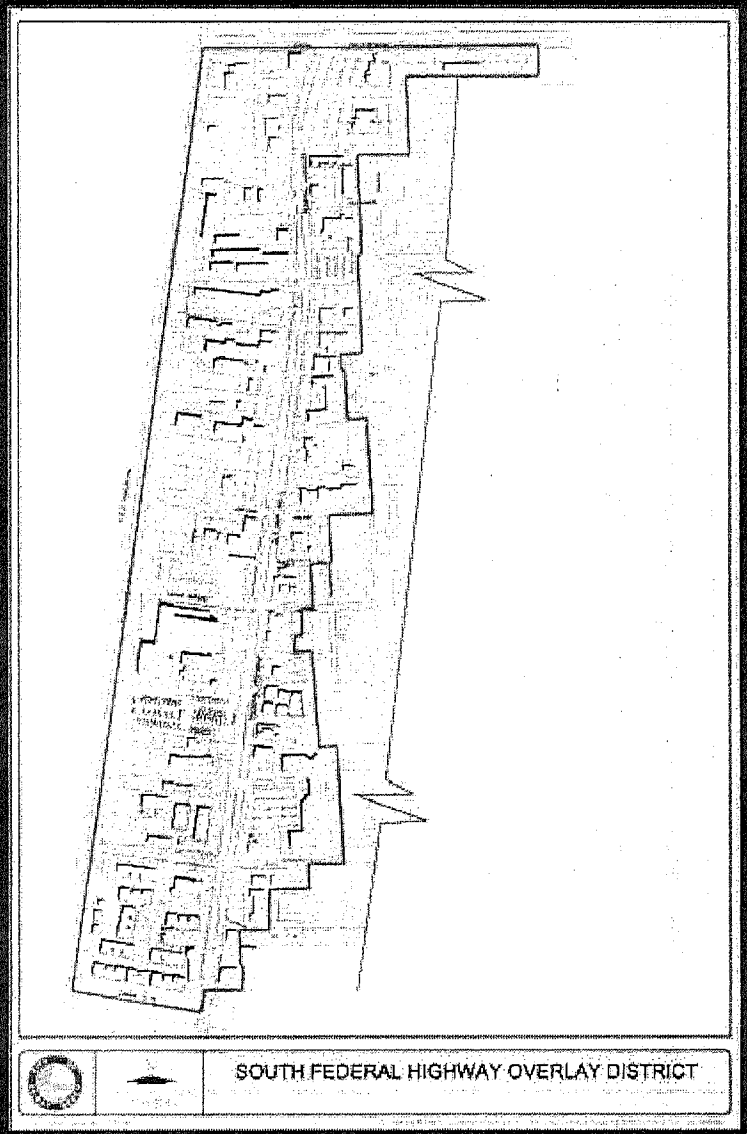
Rezone from GC (General Commercial)

to

RM (Residential – Multiple Family)

S. Federal Highway Redevelopment Plan

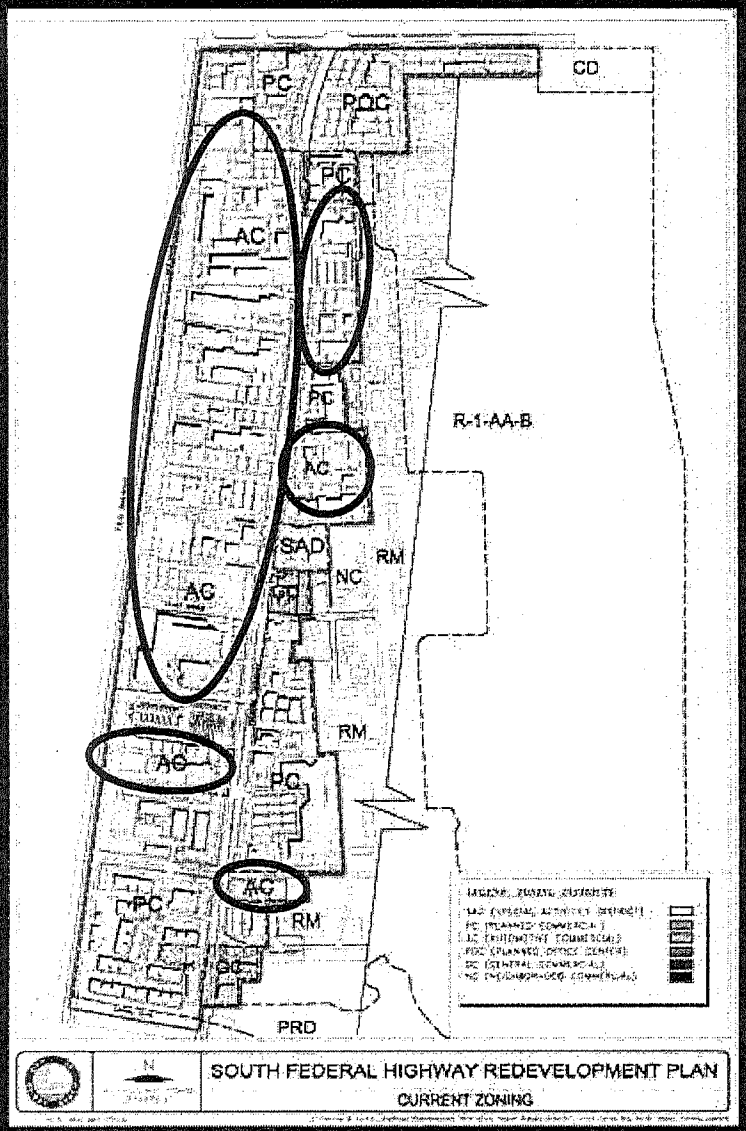
South Federal Highway Overlay District



Includes all of the Commercial Zoning

S. Federal Highway Redevelopment Plan

Overlay District Regulations - Use



- Within the Overlay District, Properties Zoned AC May Also Be Developed Under the PC (Planned Commercial) Zoning District Regulations.

S. Federal Highway Redevelopment Plan

Overlay District Regulations

Maximum Tenant Size

- The maximum area devoted to a single tenant shall not exceed 30,000 sq. ft. in floor area.

S. Federal Highway Redevelopment Plan

Overlay District Regulations

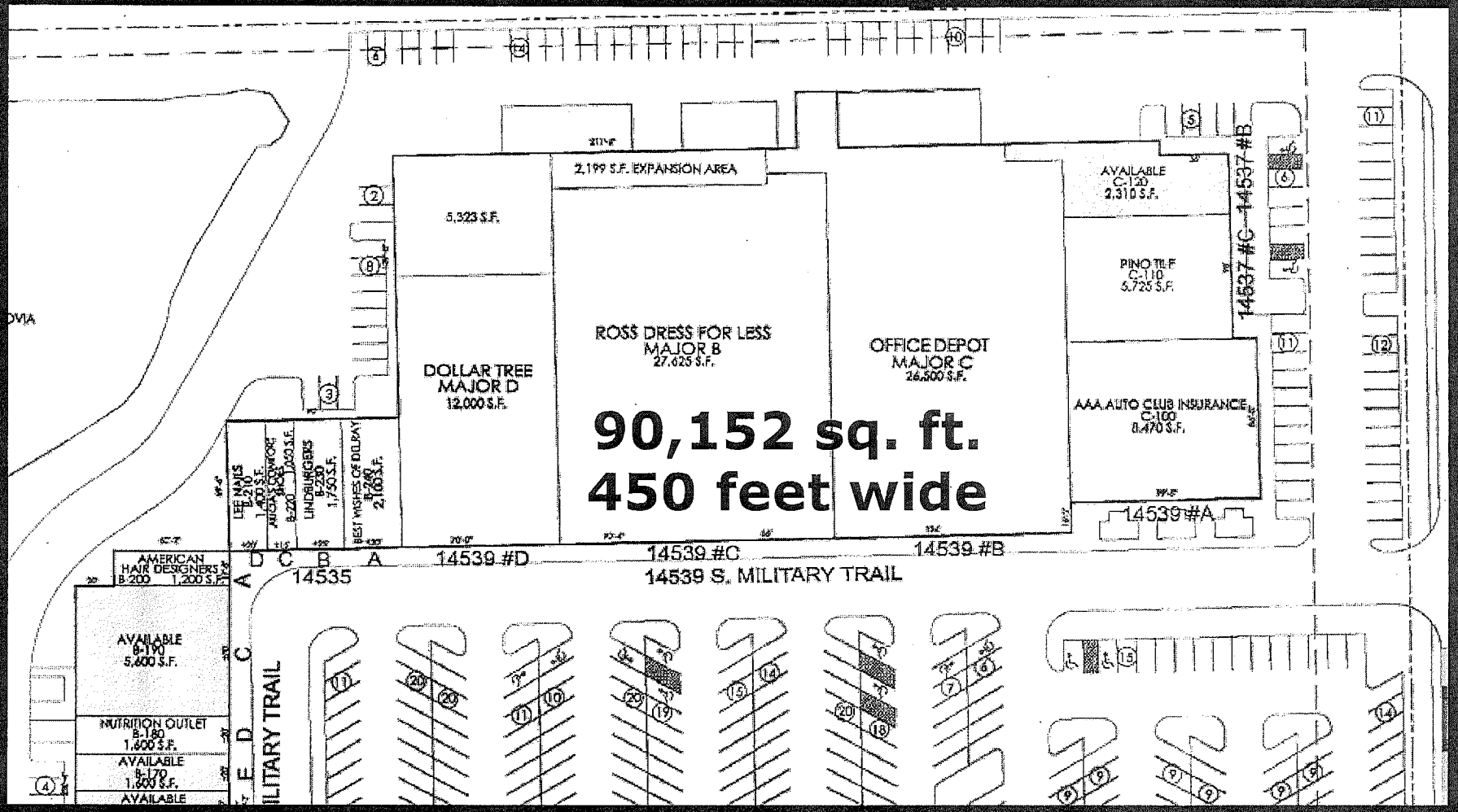
Maximum Tenant Size



S. Federal Highway Redevelopment Plan

Overlay District Regulations

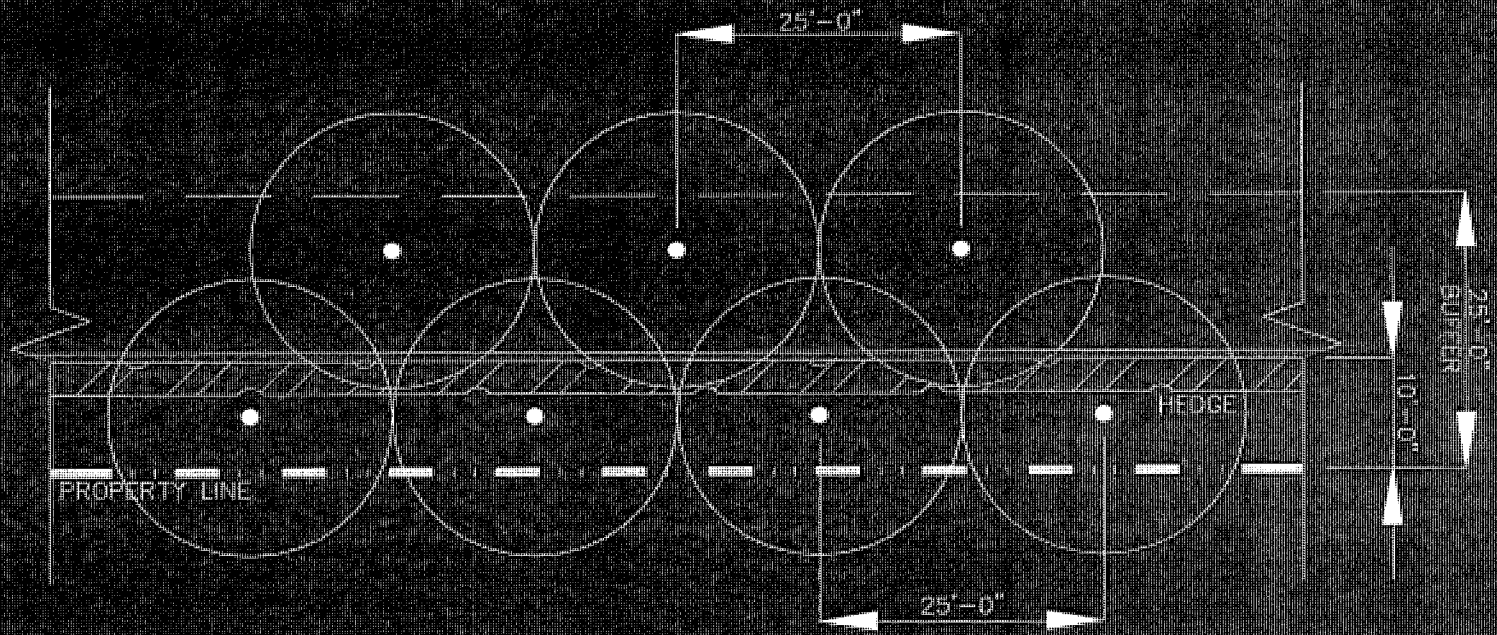
Maximum Tenant Size



S. Federal Highway Redevelopment Plan

Overlay District Regulations - Buffer

- When the rear property line is adjacent to residential zoning, a 25' landscape buffer is required. A wall shall be placed 10 feet from the rear property line with trees spaced on 25 foot centers and a hedge planted outside of the wall. An additional row of trees on 25' centers shall also be placed inside of the wall.



S. Federal Highway Redevelopment Plan

Overlay District Regulations – Setbacks

For Buildings Up To 100 Feet Wide

- For buildings up to 100 feet wide, as measured along the rear property line adjacent to a residential zoning district, the minimum building setback is 25 feet from the rear property line for buildings up to 25 feet in height. Buildings greater than 25 feet in height shall be setback a minimum of 50 feet.

S. Federal Highway Redevelopment Plan

Overlay District Regulations – Setbacks

For Buildings Between 100 and 200 Feet Wide

- For buildings between 100 and 200 feet wide, as measured along the rear property line adjacent to the residential district, the minimum rear building setback is 25 feet for buildings up to 25 feet in height and at least 30% of the building width must be setback a minimum of 50 feet. For buildings greater than 25 feet in height, the minimum building setback is 50 feet and at least 30% of the building width must be setback a minimum of 75 feet.

S. Federal Highway Redevelopment Plan

Overlay District Regulations – Setbacks

For Buildings Between 200 and 300 Feet Wide

- For buildings between 200 and 300 feet wide, as measured along the rear property line adjacent to the residential district, the minimum rear building setback is 25 feet for buildings up to 25 feet in height and at least 50% of the building width must be setback a minimum of 50 feet. For buildings greater than 25 feet in height, the minimum building setback is 50 feet and at least 50% of the building width must be setback a minimum of 75 feet.

S. Federal Highway Redevelopment Plan

Overlay District Regulations – Setbacks

For Buildings Greater Than 300 Feet Wide

- For buildings greater than 300 wide, as measured along the rear property line adjacent to the residential district, the minimum rear building setback is 25 feet for buildings up to 25 feet in height and at least 70% of the building width must be setback a minimum of 50 feet. For buildings greater than 25 feet in height, the minimum building setback is 50 feet and at least 70% of the building width must be setback a minimum of 75 feet.

S. Federal Highway Redevelopment Plan

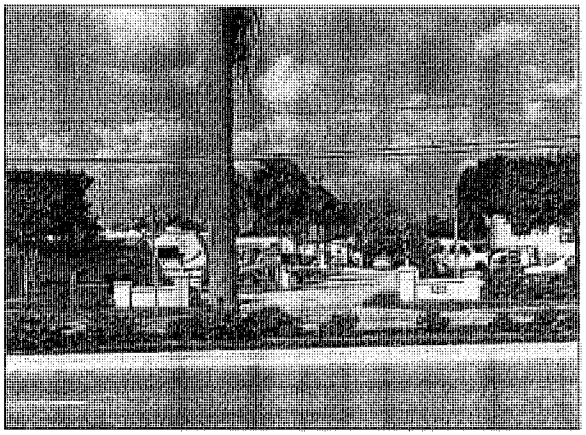
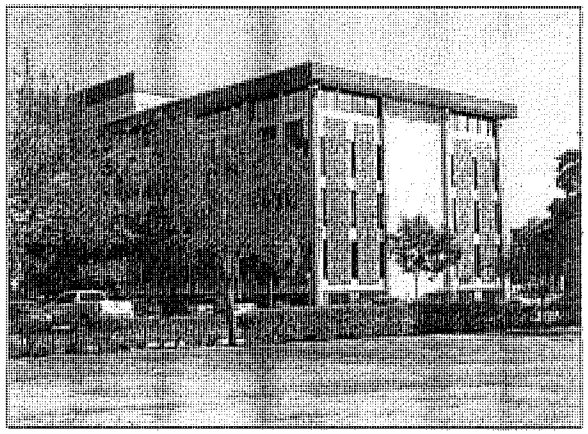
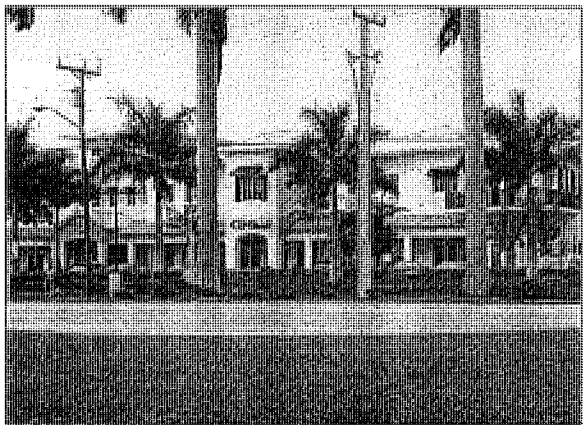
Overlay District Regulations

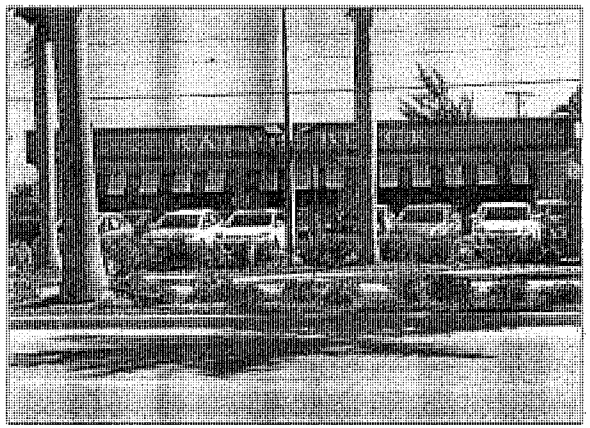
Other Regulations

- No vehicular access is permitted to residential streets to the rear of the commercial districts
- No deliveries, loading or unloading operations in the rear of the buildings are permitted between 7:00 PM and 7:00 AM.
- No change to operating hours – Note that properties within 300' of residential zoning require a conditional use to operate after 12:00 midnight.

Rebuttals Developer Comments

South Federal Highway Redevelopment Plan

Adopted by the City Commission on September 20, 2012

CITY OF DELRAY BEACH, FLORIDA
100 NW 1ST AVENUE DELRAY BEACH, FLORIDA 33444

EXECUTIVE SUMMARY

THE STUDY AREA

The South Federal Highway Redevelopment Plan creates the framework for the future redevelopment of an important roadway corridor in Delray Beach. The Redevelopment Area includes the commercial property along both sides of South Federal Highway, between Linton Boulevard on the north and the City Limits to the south. Nearly two-thirds of the area (64.76%) is located on the west side of Federal Highway, which runs diagonally from northeast to southwest.

PURPOSE OF THE PLAN

The purpose of this Redevelopment Plan is to meet the intent of Future Land Use Element Policy C-1.12, which requires that a development tool to promote and guide future redevelopment of the area be developed. Initially, the primary intent of the Redevelopment Plan was to deal with land use issues and sustainability. However, to increase the comfort level of the adjacent neighborhoods and ensure compatibility, the Plan was expanded to include a number of buffering and setback provisions, as well as a limitation on maximum tenant size. Although some compromise will be necessary, with these provisions in place, staff is confident that the residents' concerns can be addressed while ensuring that the commercial corridor remains viable for redevelopment and this area becomes a catalyst for economic development in the City. The plan was developed by the City of Delray Beach Planning and Zoning Department.

The Redevelopment plan is divided into three sections:

- The **Introduction** describes the Study Area and a brief history of the area. This section also discusses the Future Land Use Element Policy in the Comprehensive and includes the purpose of the Redevelopment Plan and a summary of the planning process that guided it.

- The **Existing Conditions** discusses the Redevelopment Area in terms which reflect on its marketability for commercial development. This includes a brief description of the existing land uses, zoning, future land use, housing, ownership, and vacant land.

- The **Plan Implementation** section outlines the potential plan for redevelopment of the properties within the Redevelopment Area. The section establishes recommendations for Future Land Use Map amendments, zoning changes and amendments to the Land Development Regulations. These recommendations work toward making the area more marketable for commercial development while protecting the surrounding residential uses from the impacts of redevelopment.

It is the intent of this plan to make South Federal Highway a unique place that will encourage the development of commercial, office and residential uses in an urban setting. It is our hope that it will also serve as a catalyst to increase property values and increase the City's employment. The private sector will be the driving force behind the revitalization of the Redevelopment Area. This Plan will give private property owners and developers a clear understanding of what the future could hold if they develop in the prescribed manner as suggested by the Plan.

Recommendations for the Redevelopment Area will require the City to initiate several changes to the Future Land Use Map and corresponding Zoning designations. Recommended designations are discussed below.

FUTURE LAND USE MAP

Nearly 93 percent of the South Federal Highway Redevelopment Area is currently designated as GC (General Commercial) on the Future Land Use Map (FLUM). The remaining 7% is designated TRN (Transitional). Two Future Land Use Map modifications are recommended for the Redevelopment Area. Both change the FLUM designation from TRN to GC. Following adoption of the Redevelopment Plan, these modifications will be processed as small scale comprehensive plan amendments. The proposed amendments are as follows:

- Area 1: Undeveloped parcels located on the north side of Le Mat Avenue - Change the FLUM designation from TRN (Transitional) to GC (General Commercial) - approximately 0.23 acres. A concurrent rezoning to GC (General Commercial) will be processed with the FLUM amendment.

- Area 2: "Quality Lighting and Accessories", located at the southeast corner of South Federal Highway and Le Mat Avenue - Change the FLUM

designation of the rear portion of the property (Lot 30) from TRN (Transitional) to GC (General Commercial) - approximately 0.10 acres. A concurrent rezoning to PC (Planned Commercial) will be processed with the FLUM amendment.

ZONING

Eighty-four percent of the property within the redevelopment area will retain its current zoning. However, implementation of the redevelopment plan will require rezoning of five parcels in the area and allow an alternative rezoning of a sixth parcel. The first two of these were discussed above with the Future Land Use Map amendments.

- Area 1: Undeveloped parcels located on the north side of Le Mat Avenue - Rezone from NC (Neighborhood Commercial) to GC (General Commercial) - approximately 0.23 acres.

- Area 2: "Quality Lighting and Accessories" located at the southeast corner of South Federal Highway and Le Mat Avenue - Rezone from RM (Multiple Family Residential) to PC (Planned Commercial) - approximately 0.10 acres.

- Area 3: Former Ralph Buick Dealership located on the east side of South Federal Highway, north of Fladell Way - Rezone from AC (Automotive Commercial) to PC (Planned Commercial) - approximately 6.5 acres.

- Area 4: Pelican Pointe Condo on Tropic Isle Drive - Rezone a portion of a parcel from GC (General Commercial) to RM (Multiple Family Residential) - approximately 0.5 acres.

- Area 5: Del Raton RV Park - Rezone from PC (Planned Commercial) to AC (Automotive Commercial) - approximately 4.59 acres.

- Area 6: The Old Harbor Office and Bank parcel located at the southeast corner of Linton Boulevard and South Federal Highway - Retain the original POC (Planned Office District) with the option for a privately-initiated rezoning by the property owners to SAD (Special Activities District) - approximately 9.95 acres.

LAND DEVELOPMENT REGULATIONS

LDR text amendments will be necessary to create an overlay district and amend the development standards for the PC and AC zoning districts within the Redevelopment Area/Overlay District to increase redevelopment flexibility and address compatibility issues. The proposed text amendments include the following:

- All AC zoned properties in the redevelopment area will be allowed the alternative of developing under the PC zoning regulations.

- Mixed-use residential/commercial development will continue to be encouraged, but conditional uses for free-standing multiple-family residential development will not be permitted within the overlay district.

- Individual tenants on the east side of South Federal Highway will be limited to a maximum floor area of 50,000 square feet.

- The special landscape setback along South Federal Highway will be eliminated where new development seeks to create an urban edge at the street front by moving storefronts closer to the street and providing parking behind the buildings. The special landscape setback must be provided along portions of the parcel where off-street parking directly abuts the roadway.

- Façade and exterior walls must be designed to include projections and recessions, so as to reduce the massive scale and uniform appearance of large buildings. Similarly, street frontage must be designed to include windows, arcades, or awnings for at least 50% of the façade. The regulations should also address the number and variation in rooflines, appropriate building materials, the clear indication of entryways, and the inclusion of pedestrian scale amenities and spaces.

- Parking areas must be distributed around large buildings and shopping centers in an attempt to balance the parking and shorten the distance to all buildings, public sidewalks, and transit stops. Parking located at unrealistic distances from the buildings that it services should be prohibited. Sidewalks must be provided along the full length of any building where it adjoins a

parking lot. Sidewalks must also connect store entrances to the adjacent roadway, bus stops and adjacent neighborhoods.

- On the east side of South Federal Highway, special setbacks and building offsets based on building length will be required to reduce the massive scale and uniform appearance of large buildings when the rear or side of a commercially zoned property is adjacent to a residential zoning district.

- Machinery equipment, service areas, and trash collection must be screened from the adjacent neighborhood in a manner consistent with the overall design of the building and landscaping. Delivery and loading areas must be designed so as to minimize visual and noise impacts. On the east side of South Federal Highway, a landscape buffer, which includes canopy trees, is required for all sites that adjoin residential uses or zoning districts. The landscape buffer shall be 25 feet in depth, and shall include a wall placed 10 feet from the rear or side property line when abutting an adjacent right-of-way, trees spaced on 25 foot centers and a hedge planted outside of the wall. An additional row of trees on 25' centers shall also be placed inside of the wall. Where the rear property line immediately adjoins residential property with no roadway or alley between, the wall shall be placed against the property line and the 25 foot buffer provided inside the walled area. In order to more effectively screen the commercial development, shade trees with a minimum height of 18 feet and a spread of 8 feet at the time of planting shall be used.

- Street access shall be primarily from South Federal Highway. No vehicular access is permitted to the rear of the commercial districts onto residential streets on the east side of South Federal Highway.

- No deliveries, loading or unloading operations in the rear of the commercial buildings will be permitted before 7:00 AM or after 7:00 PM on the east side of South Federal Highway.

DILAPIDATED STRUCTURES AND BLIGHTED PROPERTIES

Dilapidated structures can give an area a blighted appearance, which discourages investment in adjacent properties. Therefore, the City will continue to evaluate poorly maintained and abandoned structures to determine if they should be demolished.

AESTHETIC IMPROVEMENTS/DESIGN

The Planning Department and Senior Landscape Planner will continue to work with developers during the Site Plan Review process to develop a consistent landscape theme for redevelopment of properties within the corridor. Since the redevelopment area is also the entrance to the City from the south, coordinated landscape improvements will help to establish an identity for the area as part of the City of Delray Beach and differentiate it from the City of Boca Raton.

It is also noted that there are a number of properties within the redevelopment area which do not comply with the landscape provisions in the Land Development Regulations or even with their own approved landscape plans. Damaged hedging materials and missing trees are common problems on a number of properties. One extreme case, the South Delray Shopping Center has almost no trees on the entire 9 acre site. A recommendation of this redevelopment plan is to perform a comprehensive evaluation of all properties in the corridor and take code enforcement action to require the replacement missing or dead landscape materials.

IMPLEMENTATION STEPS

- Adoption of the Redevelopment Plan
- Future Land Use Map Amendments and Rezonings
- Amendments to the Land Development Regulations
- Enhanced code enforcement – landscape enhancements
- Monitor implementation and make strategy adjustments as required

Part One
Introduction



Figure 1.1 - 2010 Aerial Photograph of Redevelopment Area

THE STUDY AREA

The South Federal Highway Redevelopment Area (shown on the aerial photo to the left), includes the commercial property along both sides of the South Federal Highway corridor, between Linton Boulevard on the north and the City Limits to the south. Nearly two-thirds of the area (64.76%) is located on the west side of Federal Highway, which runs diagonally from northeast to southwest.

PURPOSE OF THE PLAN

In preparing its vision for the future in the 1989 Comprehensive Plan, the City of Delray Beach realized that build-out was rapidly approaching. It was also evident that future increases in ad-valorem tax revenues would become more and more dependent upon the value of existing properties and less dependent on new development. This fact and a growing realization of the importance of neighborhood stability, led the City to refocus its attention toward redevelopment and revitalization of the older sections of Delray Beach. Recognizing that some of these areas were becoming increasingly blighted and that property values were declining, the City adopted a pro-active approach to stop the decline.

The Future Land Use Element of the City's Comprehensive Plan identifies areas of the City that, due to substandard infrastructure, obsolete or inappropriate uses of land, vacant and dilapidated structures, and other similarly blighting conditions are in need of special attention in the form of a "Redevelopment Plan." Goal Area "C" of the Future Land Use Element represents the starting block upon which its implementation strategy has been built. It is stated as follows:

> *BLIGHTED AREAS OF THE CITY SHALL BE REDEVELOPED AND RENEWED AND SHALL BE THE MAJOR CONTRIBUTING AREAS TO THE RENAISSANCE OF DELRAY BEACH.*

The purpose of a Redevelopment Plan is to identify the specific deficiencies and assets of an area, evaluate the existing and potential uses, and identify specific measures for arresting decline, facilitating new development, and enhancing the quality of life for residents of the area. Six of these areas were

originally depicted on the 1989 Future Land Use Map as Redevelopment Areas #1 through #6. Additional areas have been added since to address changes in conditions.

A Policy dealing with South Federal Highway was initially added to the Comprehensive Plan in Amendment 2008-1, adopted on December 9, 2008. This amendment was based on the City's 2006 Evaluation and Appraisal Report which reviewed the entire Comprehensive Plan and made recommendations based on changed conditions and priorities since the last EAR was completed in 1996. In addition to updating all data and analysis sections of the Plan Elements, this EAR-based amendment also took a comprehensive approach to updating the goals, objectives and policies of the Plan. Earlier, during a series of public workshops on the EAR, the public and staff had reviewed the wording of each existing goal and objective of the Plan, made suggestions for changes, and added a number of new goals and objectives to address problems or take advantage of opportunities.

As the Plan Amendment was being written in 2008, a recession was beginning to take its toll on the national, state and local economies. While the residential housing meltdown and resulting financial crisis affected all sectors of the economy, the automotive industry was especially hard hit by the downturn. In 2008, a series of damaging blows drove the Big Three to the verge of bankruptcy. The Big Three had in recent years manufactured SUVs and large pickups, which were much more profitable than smaller, fuel-efficient cars. When gasoline prices rose above $4 per gallon in 2008, Americans stopped buying the big vehicles and Big Three sales and profitability plummeted. This forced automakers to continue offering heavy incentives to help clear excess inventory. Sales fell further as consumer credit tightened and it became much harder for people with average or poor credit to obtain a bank loan to buy a car. The instability of the job market and individual consumers' finances also discouraged consumers who already had a working vehicle from taking on a new loan and payments, which affected almost all major manufacturers. The overall effect of these conditions was that the industry experienced an 18% drop in new car sales from 2007 levels.

As this situation was playing out, City leaders saw how volatile the automotive industry had become and became concerned that the large amount of automotive dealerships on South Federal Highway would not be sustainable in the long term. If the industry imploded and dealers began to withdraw from the area, there would be a major economic impact on the corridor and the City as a whole. The City Commission wanted the area to be evaluated and a Plan prepared that would help the area to become more sustainable. Policy C-1.12 of the Future Land Use Element states:

Policy C-1.12 *The following pertains to the South Federal Highway area, south of Linton Boulevard.*

In FY 2010/11, the City's Planning & Zoning Department shall review existing land uses in this area and shall create a redevelopment plan, overlay district or other development tool to promote and guide future redevelopment of the area.

In 2010, an attempt by Walmart to rezone the former Ralph Buick property on the east side of South Federal Highway from AC (Automotive Commercial) to GC (General Commercial) met considerable opposition from the residents of the adjacent neighborhood based on compatibility. The rezoning ultimately failed and the property is still vacant. Although properly designed shopping centers can and do exist adjacent to residential development throughout the City and elsewhere, the level of concern by residents in this area was such that it became evident that any redevelopment on this side of South Federal Highway would have to address compatibility with the adjacent residential neighborhoods to the east.

The reality of the situation is that commercial property directly abuts residential property in this area. South Federal Highway is a commercial corridor with nearly all of the property having a General Commercial Future Land Use Map designation. With this Future Land Use designation already in place, compatibility with adjacent uses is normally dealt with during the site plan review process. Since the *"No Big Box"* mantra espoused during the Walmart hearings did not adequately identify what the specific issues were with the use, a series of public workshops were set in 2011 to engage residents in a discussion of exactly what their objections were and how they might be addressed in the upcoming Redevelopment Plan for the area. Staff's goal was to separate the use issues from the site planning issues and strike a balance between the residents' needs and the needs of the commercial property owners.

Initially, the primary intent of the Redevelopment Plan was to deal with land use issues and sustainability. However, to increase the comfort level of the adjacent neighborhoods and ensure compatibility, the Plan was expanded to

include a number of buffering and setback provisions, as well as a limitation on maximum tenant size. Although some compromise will be necessary, with these provisions in place, staff is confident that the residents' concerns can be addressed while ensuring that the commercial corridor remains viable for commercial development and this redevelopment area becomes a catalyst for economic development in the City.

BACKGROUND AND HISTORY OF THE AREA

The Redevelopment area lies within Sections 28, 29 and 32 of Township 46 South, Range 43 East. A map showing subdivisions within this Township was recorded in Dade County, Florida in 1896. Palm Beach County was not created until 1909. It was carved out of what was then the northern portion of Dade County, comprising part of the areas now occupied by Palm Beach, Okeechobee and Broward counties, part of Martin and initially including all of Lake Okeechobee. Following the creation of Palm Beach County, existing subdivisions were rerecorded in the new County. The subdivision map for Township 46 South, one of the oldest, was recorded on March 25, 1910 in Plat Book 1, Page 4, a portion of which is shown below. For reference, Linton Boulevard is now located along the north line of Sections 28 and 29. The FEC Railroad is clearly shown on the map. Note the swamp areas.

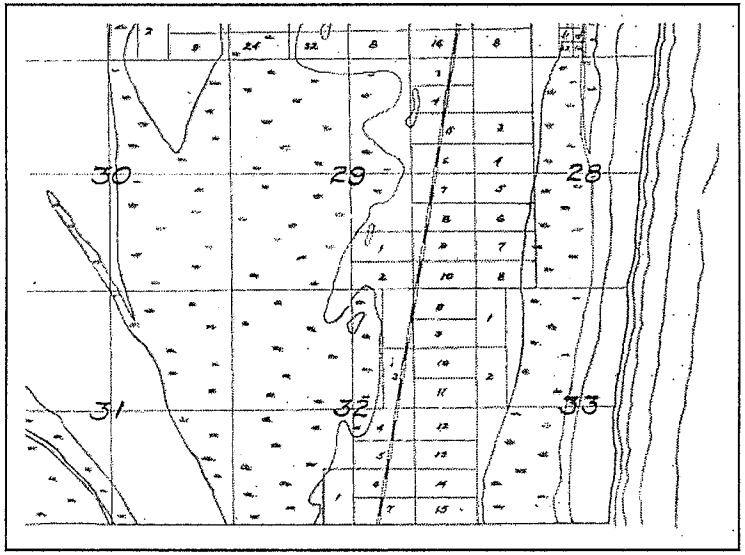


Figure 1.2 – Subdivision Map - Township 45 South, Range 43 East

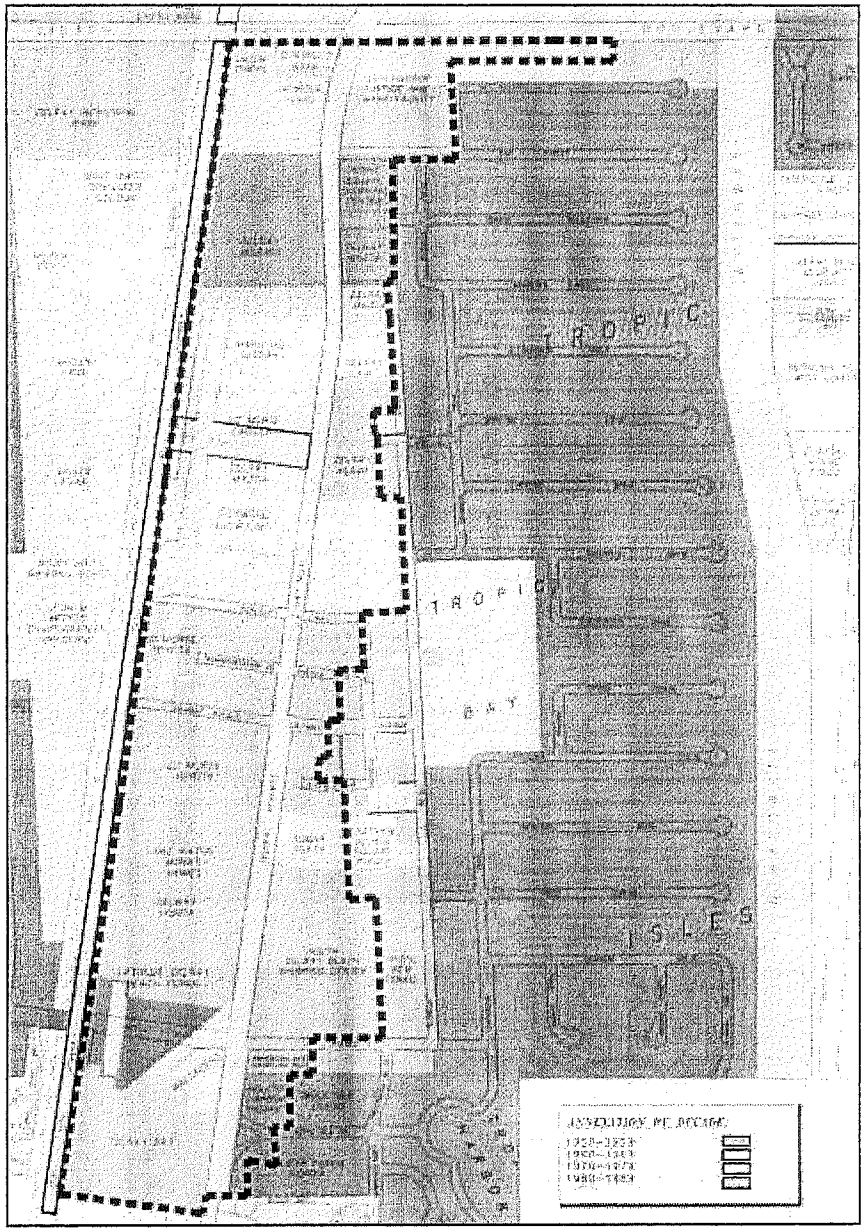


Figure 1.3 – Annexation by Decade

Prior to 1950, the entire redevelopment area was located on the fringe of the City of Delray Beach in unincorporated Palm Beach County. Although some scattered development had occurred in the County, most of those buildings have since been replaced. By the late 1980's, most of the area had been annexed into the City, but a number of enclaves still remained. These properties were ultimately annexed under the Enclave Act. See annexation map on the previous page.

Almost all of the buildings in the area today were constructed after annexation into the City. Eighty percent of the buildings within the redevelopment area were constructed after 1970. The oldest remaining building in the area, which is located in the Del Raton RV Park, was constructed in 1940. This and several other structures, also constructed in the 1940s are located within the "Del Raton Park Plat", one of the oldest subdivisions in the area, recorded in 1926. Automotive dealerships started to settle in the area in the 1960s, but most of the current dealerships did not locate here until much later. As shown on the aerial photograph to the right, there were still major parcels within the redevelopment area left undeveloped as late as 1981.

THE PLANNING PROCESS

Following a series of visits to the area to collect land use and environmental data, staff attended two public workshops with property owners, residents and business owners in the area to discuss existing conditions, identify problems and listen to what the attendees had to say about how the area should be redeveloped. These workshops occurred in March of 2011, and those people who attended the workshops were enthusiastic and generally supportive of the planning effort.

After the initial workshops, staff prepared a series of recommendations for the area and held a second set of two workshops in June of 2011 to discuss the recommendations and get feedback from the attendees. Not everyone agreed with every solution and the groups were divided on what to do with several parcels.

On July 10, 2012, the Planning and Zoning department held a public workshop with property owners, residents and business owners to review and discuss the Redevelopment Plan. A presentation was given by City staff that included the following:

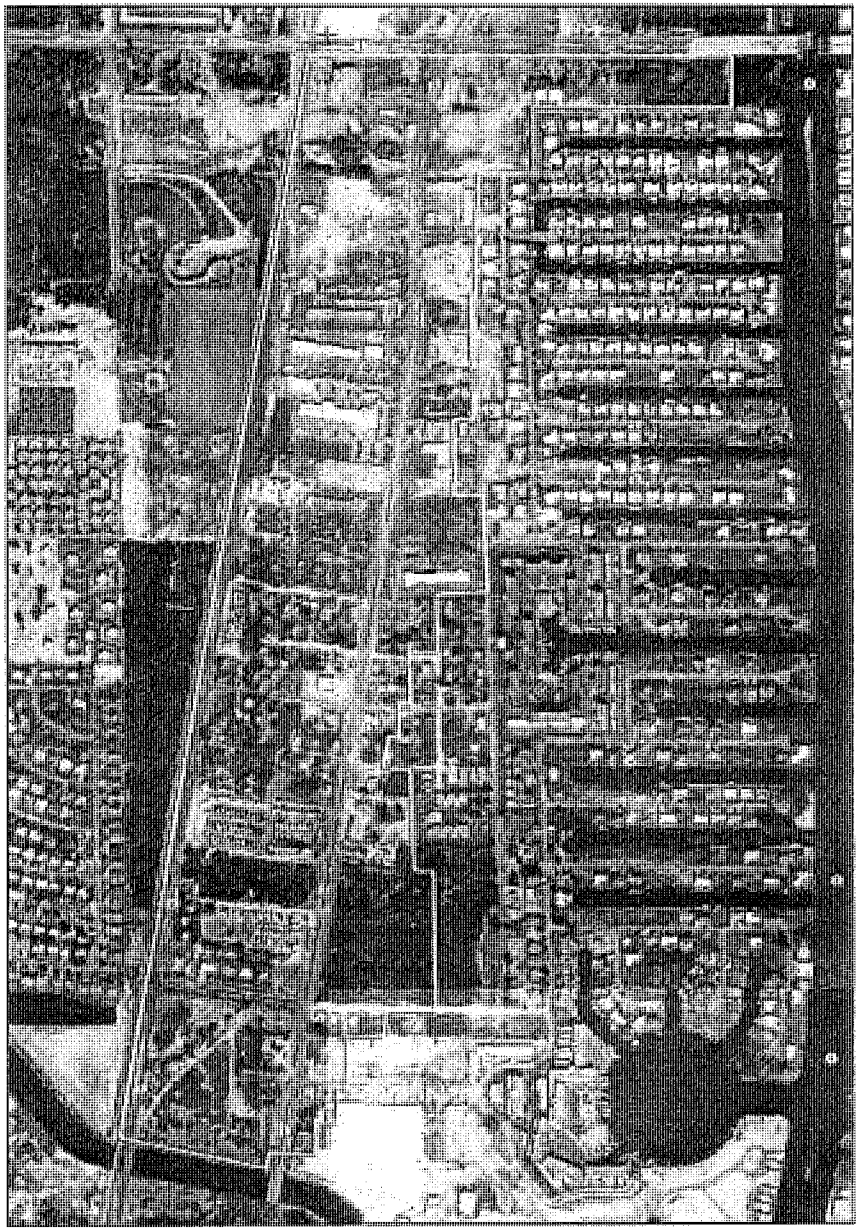


Figure 1.4 – 1981 Aerial Photograph of Redevelopment Area

- An overview of existing conditions;
- A review of proposed Future Land Use Map Amendments;
- A review of proposed rezonings;
- A review of boundaries of the proposed South Federal Highway Overlay District; and
- A review of proposed regulations for properties within the overlay district, including permitted uses, buffering, setbacks, building size, access, etc.

Notices were sent to all property owners and business owners in the affected area to invite them to the workshop. Courtesy notices were also sent to the adjacent homeowners associations. The Plan Implementation Section of the report (Part Three of the Plan) was made available earlier on the City's website to give the public time to review the proposals prior to the July 10th workshop. This section of the Plan provides all the recommendations for the redevelopment area, including Future Land Use Map amendments, rezonings and amendments to the Land Development Regulations.

A press release was issued on July 2, 2012 to invite all property owners, residents and business owners to participate in the Public Workshop on July 12, 2012 to review and discuss the draft Redevelopment Plan. The dates of the Planning and Zoning Board and City Commission meetings when the Plan would be considered were also noted in the press release.

The draft of the competed Plan was presented to the Planning and Zoning Board on July 16, 2012. The Plan was revised to incorporate changes recommended by the Planning and Zoning Board. The Plan was adopted by the City Commission on September 20, 2012.

Part Two
Existing Conditions

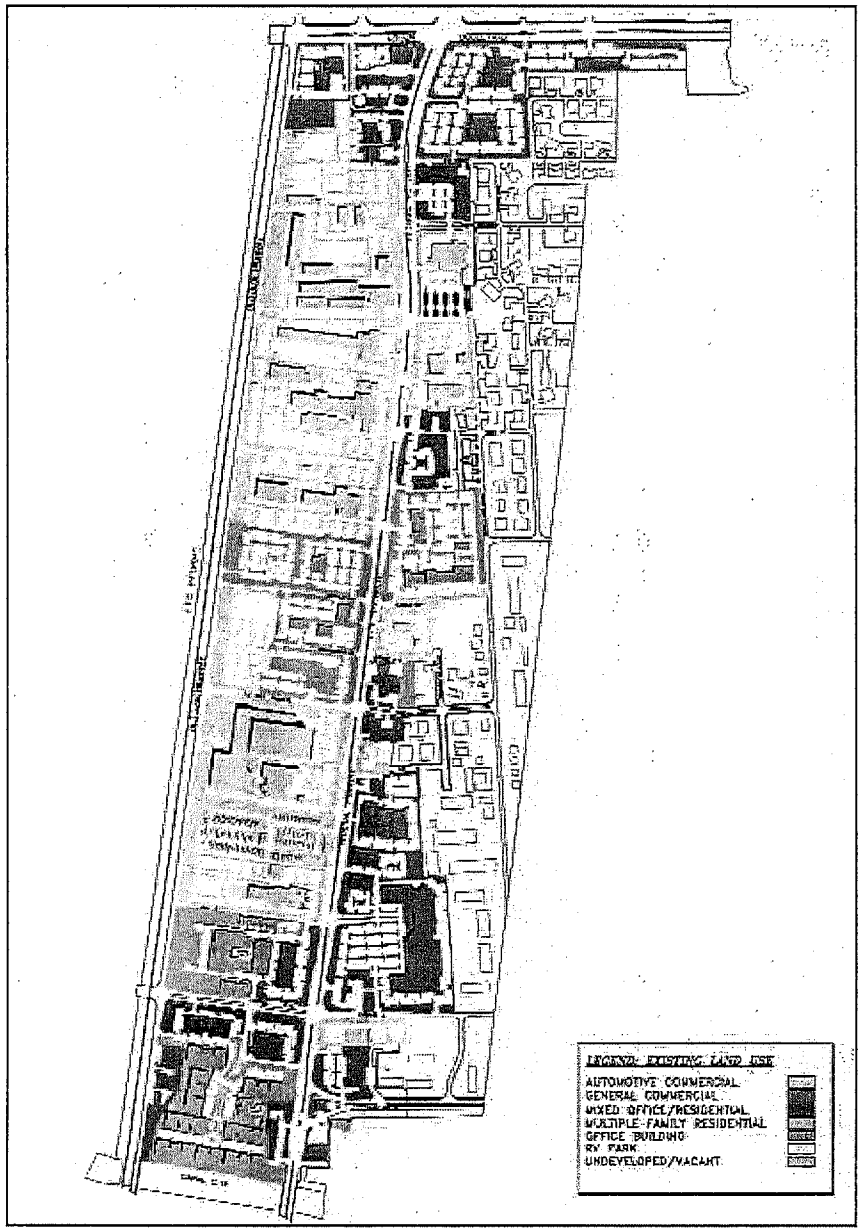


Figure 2.1 – Existing Land Uses

DATA COLLECTION

In the preparation of this Plan, City staff compiled a database of all properties within the Study Area. The primary source of data was the Palm Beach County Property Appraiser's 2010 tax roll, but the data has since been updated with the 2011 tax roll. Additional information was obtained from field surveys conducted in the spring of 2011 and from review of recorded documents. The information in the database includes the property control number, property area, ownership, building area, existing land use, and assessed value. The following existing land use data and other property information in this report are based on this database.

EXISTING LAND USES

There are approximately 141 acres (not including road rights-of-way) in the Redevelopment Area. The *"Existing Land Use Map,"* at left, shows the distribution of the various land uses in the area, and Table 1 below gives a complete breakdown of these uses by type.

Table 1
Existing Land Uses
South Federal Highway Redevelopment Area

Land Use	Land Area (Sq. Ft.)	Land Area Acres	% of Total Land Area
Automotive Commercial/Service	2,554,839	58.65	41.72%
General Commercial	1,108,681	25.45	18.10%
Office	809,521	18.58	13.22%
Multi-Family	754,643	17.32	12.32%
RV Park	200,113	4.59	3.27%
Undeveloped/Vacant	696,253	15.98	11.37%
TOTALS	6,124,050	140.59	100%

The redevelopment area contains a mix of automotive commercial (sales/rental/service), general commercial, office, and residential land uses. Automotive commercial is the largest existing land use category representing nearly 42 percent of the total land area. This is more than twice that of all other commercial uses with only 18 percent of total land area. Office uses, representing 13% of total land area are scattered throughout the area; however,

the bulk of the office use is located at the north end of the redevelopment area in the Linton Towers and the Old Harbor Office and Bank projects. Multiple-family residential uses, located at the south end of the redevelopment area, account for 12% of the total land area. An RV park, which is located near the center of the redevelopment area on the west side of Federal Highway, accounts for about 3% of the total land area. While undeveloped/vacant property currently makes up over 11% of the total land area, it is important to note that the bulk of this property was developed for automotive uses within automotive dealerships and still contains unoccupied buildings and parking lots.

Automotive Commercial

While automotive commercial uses exist on both sides of South Federal Highway, the majority of the land devoted to this use is located on the west side of the roadway. This is also where most of the full-service dealerships are located, which pursuant to Future Land Use Element Policy A-2.4 of the Comprehensive Plan, is one of only four areas where automobile dealerships are to be directed to within the City of Delray Beach. The largest, dealership, Delray Motors, covers 14 acres of property and has over 175,000 square feet of building area, including multiple showrooms, 68 mechanical repair bays and body shop. This full service dealership has both new and used cars and covers multiple car lines, including Lincoln, Dodge, Chrysler, Jeep, Mitsubishi and Subaru.



Figure 2.2 – Delray Motors - 2102 South Federal Highway

Other full service dealerships on the west side of South Federal Highway (from north to south) include: Maroone Nissan, Ed Morse Cadillac, Delray Mazda, Sherwood Buick/GMC, Ed Morse Toyota and Delray Honda. Full service dealerships on the east side of South Federal Highway include Delray Mazda and Delray Kia. Smaller dealers include "Thrifty Car Sales" and "Presidential Auto Leasing and Sales". Enterprise Rental Car is also located on the east side.



Figure 2.3 – Presidential Auto Leasing and Sales - 3201 South Federal Highway

Mazda recently expanded its facilities through the purchase of a 2.4 acre parcel on the west side of Federal Highway for $975,000 in 2011.

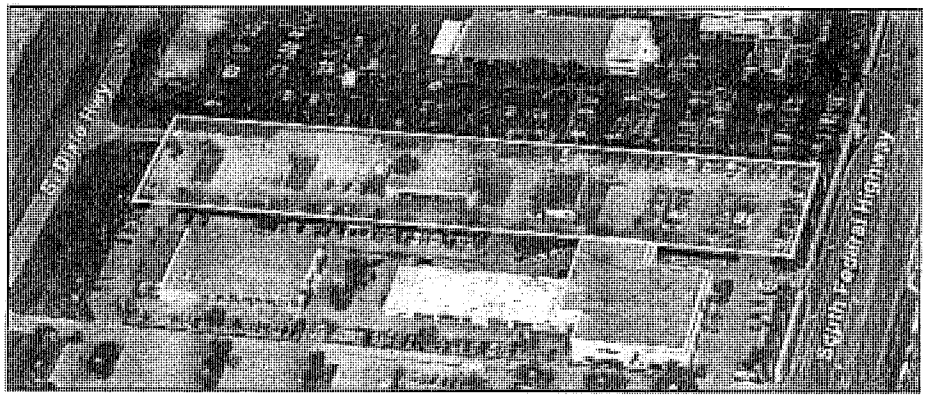


Figure 2.4 – Property Acquired my Mazda in 2011 - 2350 South Federal Highway

General Commercial

While smaller general commercial uses are scattered throughout the redevelopment area, most of the land area in this use category is located in shopping centers on the east side of South Federal Highway. These include: Tropic Square Shopping Center (1.82 acres), Delray Plaza (2.82 acres), Pelican Harbor Shoppes (1.48 acres) and South Delray Beach Shopping Center (8.89 acres).



Figure 2.5 – Tropic Square - 1911 South Federal Highway

Individual free-standing commercial uses in the redevelopment area include, Walgreens, Collado's Market, Casual Patio, Pier One Imports and Kwik Stop.



Figure 2.6 – Kwik Stop - 2881 South Federal Highway

Office Development

Although office development is scattered throughout the redevelopment area, most of the land area in this use category is located in four projects. The Old Harbor Office and Bank complex, with 96,702 square feet of office space on 9.95 acres, is the largest office complex in the redevelopment area. It is located on the east side of South Federal Highway at the extreme north end of the redevelopment area at Linton Boulevard. Much of the office space in this project is currently vacant and the demand for office space has been marginal in this area. The property was recently acquired by a developer who wishes to redevelop it as a high-end shopping center.

The second office development is "Linton Towers", a multi-story 60,000 square feet office building constructed in 1973. It is located at the southeast corner of Linton Boulevard and South Dixie Highway. The building is outdated and in need of updating. Additionally, the adjacent parking lot to the south is in poor condition. With the parking lot parcel, this site is approximately 3 acres in size.

Adjacent to Linton Towers, but fronting on South Federal Highway, is the SunTrust Bank. This parcel contains a 5,000 bank on 1.58 acres of land. Planning and Zoning has received inquiries involving demolition of the existing bank and redevelopment of the site with a new bank and a fast food restaurant.

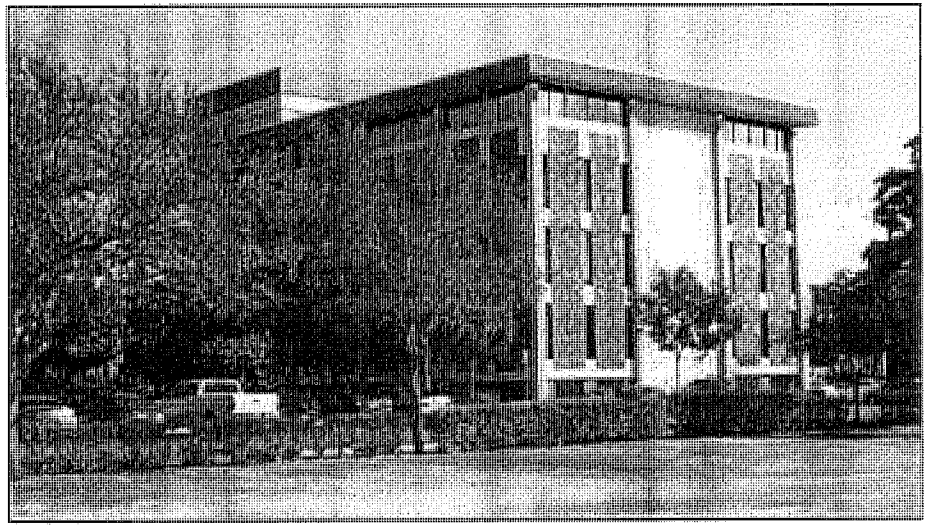


Figure 2.7 – Linton Towers - 100 East Linton Boulevard

The fourth major office development is Dumar Plaza with 2.93 acres of land. This development is a mixed commercial/office development with a restaurant in the front facing South Federal Highway. 19,984 square feet of offices are located in the rear of the parcel.

Del Raton RV Park

The RV Park was constructed in 1940 under Palm Beach County Jurisdiction. The property was annexed into the City, under the Enclave Act, on July 25, 1989, as a part of Enclave #50. In addition to 36 RV and 24 mobile home sites, the facility sells trailers, trailer parts and accessories; and refills propane tanks. This gated RV Park contains an office building with an 8,000 sq. ft. patio, restroom and showering facilities, and six (6) individual utility buildings totaling 2,668 square feet. On February 23, 2011, the Site Plan review and Appearance Board approved a Class III Site Plan Modification to construct a 4,940 square foot metal storage building on the northern part of the site. This building will be used for general storage of maintenance equipment and supplies for the existing business.

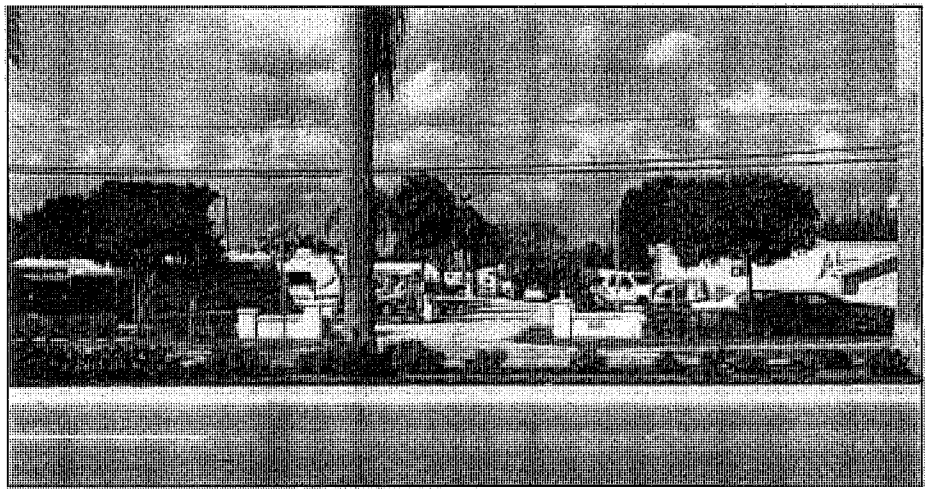


Figure 2.8 – Del Raton RV Park - 2998 South Federal Highway

Residential Development

Multiple-family residential development within the redevelopment area consists of townhouses, condominiums and rental apartments located within two projects at the south end of the redevelopment area. Originally included within Redevelopment Area #6, these two properties were developed following adoption of the *"Lindell/Federal Highway Redevelopment Plan"*. The Delray Bay Apartment Complex, located on the south side of Lindell Boulevard contains 166 rental apartment units. Latitude Delray is located on the north side of Lindell Boulevard. Although only 14 townhouses and 42 condominiums have been constructed, the project is approved for 30 townhouse units and 84 condominiums. Both of these projects also contain nonresidential components consisting of commercial and/or office uses.



Figure 2.9 – Residential Development within the Redevelopment Area

Undeveloped/Vacant Property

The existence of vacant properties indicates unproductive land use, which limits tax revenues. These properties often become dumping grounds for trash and unsightly or unsafe debris and overgrowth or lack of vegetation often becomes an ongoing problem for the city's code enforcement program. Seven parcels within the redevelopment area are currently vacant or undeveloped. These parcels include nearly 16 acres of land and represent over 11% of the total redevelopment area. Most of this property was part of automotive dealerships which have either closed or no longer need portions of their property. A complete discussion of these properties and the redevelopment opportunities which they represent can be found in the "Plan Implementation" section of this Plan.

FUTURE LAND USE AND ZONING MAPS

The Future Land Use Map (FLUM) specifies the permitted land uses on each parcel of land within the City. While FLUM designations represent broad categories of use, zoning districts are much more specific, establishing individual permitted uses and providing detailed regulations for development within the district. One or more zoning districts may be permitted within each FLUM designation. The *"Future Land Use Map,"* currently in effect for the South Federal Highway Redevelopment Area, is shown to the right. Nearly 93 percent of the area is currently designated as GC (General Commercial). The remaining 7% is designated TRN (Transitional). These designations were originally established with adoption of the Future Land Use Map in the City's 1989 Comprehensive Plan. Although minor changes on individual properties have occurred since then, most of the area retains its original designation set in 1989. The following paragraphs briefly describe the Future Land Use Map Designations that are applied within the redevelopment area.

General Commercial (GC)

The General Commercial FLUM designation is applied to land which is, or should be, developed for general commercial purposes e.g. retail, office, services. A maximum Floor Area Ratio of 3.0 is permitted for nonresidential uses, except in certain areas identified in the Comprehensive Plan where the maximum has been reduced to achieve traffic concurrency. None of these areas are located within the South Federal Highway Redevelopment Area.

Residential uses, which may comprise up to 15% of the total floor area of the General Commercial FLUM designation, are permitted either in conjunction with a commercial use, or as a stand alone use subject to Conditional Use approval. Residential density is limited to a maximum of 12 dwelling units per acre, except in specific areas identified in the Comprehensive Plan. Within the South Federal Highway Redevelopment Area, there is only one such area—Lindell/Federal Highway (former Redevelopment Area #6). Residential densities in this area may be allowed up to a maximum of 16 units per acre subject to Conditional Use approval and the criteria outlined in the Redevelopment Plan for that area. Although most of properties within have already been redeveloped (Delray Bay Apartments and Latitude Delray), there is still one property within the former redevelopment area that might take advantage of this higher density if it were to be redeveloped—the Del Raton RV Park.

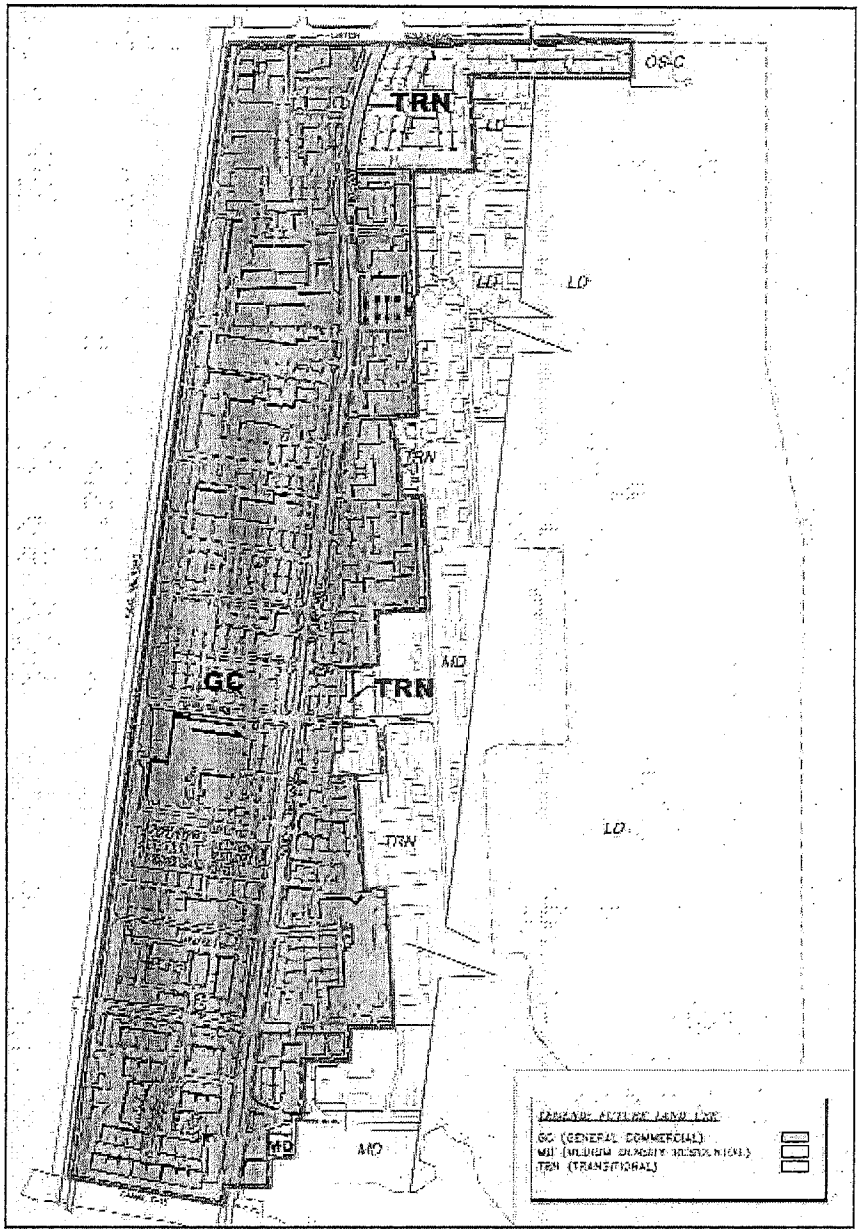


Figure 2.10 – Existing Future Land Use Map Designations

Transitional (TRN)

The Transitional FLUM designation is applied to land which is developed, or is to be developed, for either residential or nonresidential uses. In some instances this designation provides for a transition between less intensive residential use and commercial uses. In other instances, it allows the establishment of uses which are compatible with adjacent residential use or provides for uses which are not as intensive as general commercial in areas where residential use is not desirable and/or appropriate. Residential development at a density between five and twelve units per acre, mobile home parks and apartment development in addition to condominiums, Continuing Care Facilities, A.C.L.F., and various types of group homes are appropriate under this designation. Nonresidential development at an intensity equivalent to that associated with medium density residential land uses is also appropriate at a maximum FAR of 1.0.

ZONING DESIGNATIONS

Together with the Future Land Use Map, zoning is one of the primary tools by which the City regulates development within its boundaries. There are seven zoning designations currently applied within the redevelopment area. They include: PC (Planned Residential); AC (Automotive Commercial); GC (General Commercial); NC (Neighborhood Commercial), POC (Planned Office Center); RM (Medium Density Residential); and SAD (Special Activities District). Zoning District locations are shown on the *"Existing Zoning Map"* to the right and a breakdown is given in the table below:

Table 2
Existing Zoning
South Federal Highway Redevelopment Area

Land Use	Land Area (Sq. Ft.)	Land Area Acres	% of Total Land Area
Automotive Commercial (AC)	3,145,163	72.20	51.36%
General Commercial (GC)	67,678	1.55	1.11%
Planned Commercial (PC)	2,391,632	54.90	39.05%
Neighborhood Commercial (NC)	12,683	0.29	0.21%
Planned Office Center (POC)	432,916	9.94	7.07%
Special Activities District (SAD)	69,728	1.60	1.14%
Multiple-Family Residential (RM)	4,250	0.10	0.07%
TOTALS	6,124,050	140.59	100%

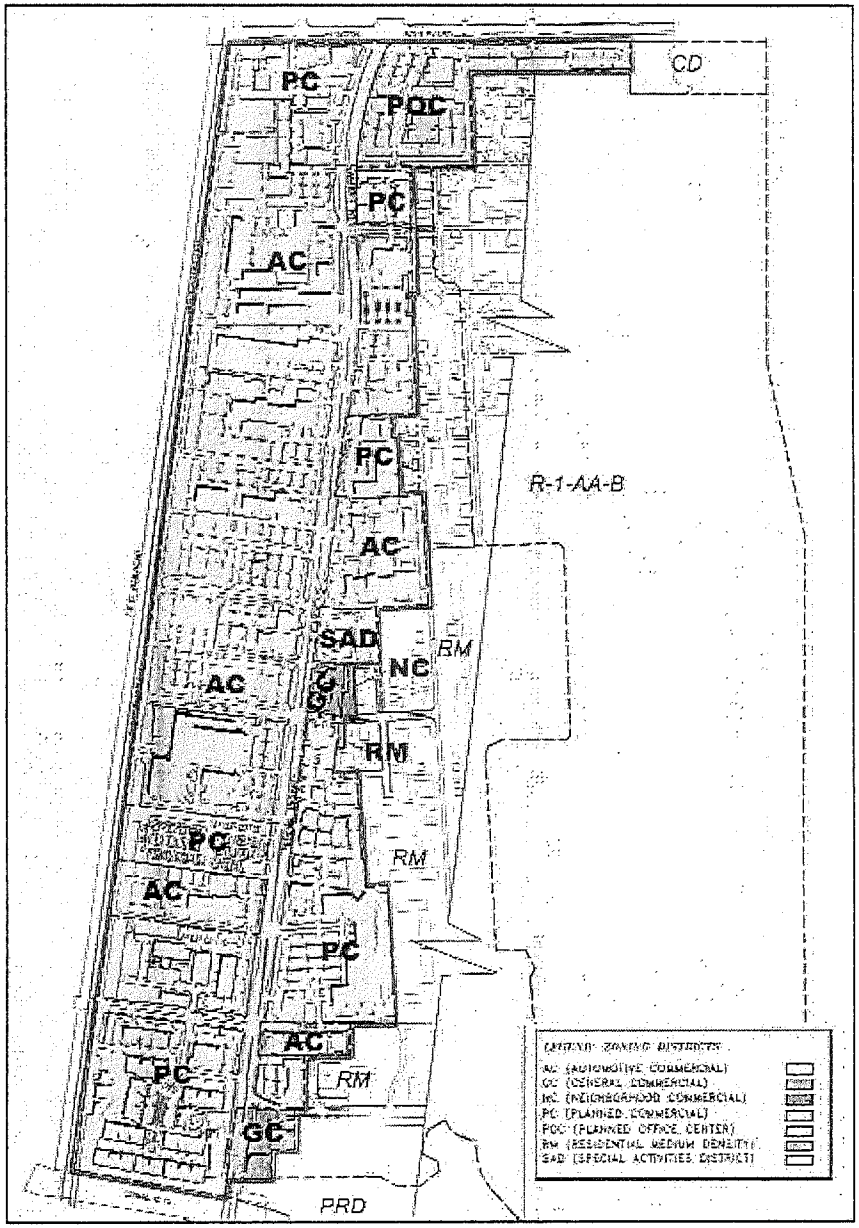


Figure 2.11 – Existing Zoning Map

The existing zoning designations occurred as part of a citywide rezoning, following adoption of the City's 1989 Comprehensive Plan. The new zoning map was adopted in September 1990. As with the Future Land Use Map designations, zoning within the redevelopment area has been essentially static, with most of the area retaining its original designation set in 1990. While 10 rezonings on individual properties have occurred since 1990, most of these have been minor. One notable exception involves the former Ralph Buick dealership. This property was rezoned from AC to GC in 2006, and a mixed-use development was proposed on the property. When the project did not go forward, the property owner rezoned the property back to AC in 2008, under the assumption that AC zoning would be more marketable. This has proven not to be the case. In 2010, with Walmart interested in the property, the owner again sought to rezone the property to GC. However when residents in the area objected to a Walmart bordering their neighborhood, the rezoning was denied.

The following paragraphs briefly describe the zoning districts that are applied within the study area.

Automotive Commercial (AC)

The Automotive Commercial District was created to provide specific regulations for the sale, lease or rental of motor vehicles, including automobiles, trucks, motorcycles, boats and recreational vehicles. It also allows for the service of these vehicles when part of a full service dealership. Service outside of a dealership is possible, but requires Conditional Use approval. The sale of vehicular parts, equipment and accessories without installation is a permitted use.

General Commercial (GC)

The General Commercial District provides basic regulations for small parcels which are best suited for general retail and offices uses. The GC designation is to be applied primarily along arterial and collector streets. Uses may be conducted singularly or in combination within the same structure. Mixed-use development is permitted within the GC district with residential units within the same structure as commercial uses, provided that residential units are not located on the ground floor and commercial uses occupy at least 25% of the building. Although free-standing multiple-family residential development is usually included as a conditional use, they will not be permitted in this area.

Planned Commercial (PC)

The Planned Commercial District provides for retail, office and other commercial activities to be established on large sites in a well planned, functional, and aesthetically pleasing manner. The PC district shall be applied to properties designated as General Commercial on the Future Land Use Map where the unified development is, or will be, in excess of five (5) acres; or where it is appropriate to preserve the character of certain specialty retail and office centers; or to ensure that certain high visibility areas are attractively developed. With few exceptions, all of the permitted and conditional uses allowed within the GC District are also allowed within the PC District.

Neighborhood Commercial (NC)

The Neighborhood Commercial (NC) District provides the opportunity to locate limited retail and service uses in a manner convenient to and yet not disruptive to residential areas. The NC District may be located in areas designated as Transitional on the Future Land Use Map when a nonresidential use is appropriate for the location. While a wide range of retail, service and office uses are permitted within this district, development regulations for the district restrict the parcel size to 2 acres and the maximum floor area is capped at 10,000 square feet.

Planned Office Center (POC)

The Planned Office Center (POC) District provides for the concentration of office and support uses in a well planned and managed environment. A POC is to be planned and developed on land under unified control and as a single development, or in a programmed series of development phases. Unified control may be achieved through single ownership or the existence of binding agreements among owners of individual parcels therein. The minimum site area for a POC is to be three (3) acres with individual development parcels allowed to be one acre in size. The approving body may grant a waiver to the three acre requirement upon a determination that the development is consistent with the purpose and intent of the POC District and there exists good cause for not combining properties or aggregating additional property.

Business, professional and medical offices are all permitted within the district, as are banks and financial institutions. It is not intended that the district be for commercial activities in which goods and merchandise are stored, displayed, or sold except as appropriate to meet the needs of users of the POC.

Special Activities District (SAD)

The Special Activities District (SAD) is established in order to provide a zone district which is appropriate for projects which are not otherwise classified or categorized in other zone districts; or, which for some other good reason, cannot be properly accommodated in the other zone districts. Also, the SAD is to be used for large scale and mixed projects for which conventional zoning is not applicable.

While SAD zoning is deemed consistent with any land use designation on the Future Land Use Map, the uses allowed within a specific SAD shall be consistent with the land use category shown on the Future Land Use Map. The uses, activities, and characteristics of a SAD are to be consistent with the Comprehensive Plan, suitable and compatible with surrounding existing development, and with the proposed character of the area.

Residential Multi-Family (RM)

The Medium Density Residential (RM) District provides a residential zoning district with flexible densities having a base of six (6) units per acre and a maximum of twelve (12) units per acre. The actual density of a particular RM development is based upon its ability to achieve certain performance standards which are intended to mitigate the impacts of the increased density and ensure that the project is compatible with surrounding land uses. Within designated Workforce Housing Areas, density can be increased to 18 or 24 units per acre; however, the actual density is also based upon the development's ability to comply with Article 4.7 (Family/Workforce Housing). No workforce housing areas exists within the Redevelopment Area.

PROPERTY VALUES

The total assessed value of the 146 properties within the redevelopment area was $129 million in 2011. Given a total acreage (excluding rights-of-way) of 140.59 acres, the average assessed value of all property in the area, including structures, is $21.04 per square foot of land. A breakdown of assessed values for different land uses within the Redevelopment Area is given in Table 3. Automotive commercial, general commercial and office development are all near $20 per square foot of land area. Residential development has the highest value at nearly $35 per square foot of land area.

Table 3

2011 Property Assessments
South Federal Highway Redevelopment Area

Land Use	# of Parcels	Land Area (Sq. Ft.)	Assessed Value	Value per Square Foot
Automotive Commercial	25	2,554,839	$53,443,516	$20.92
General Commercial	24	1,108,681	$24,680,833	$22.26
Office	16	809,521	$15,888,894	$19.63
Multi-Family	73	754,643	$26,331,786	$34.89
RV Park	1	200,113	$1,198,786	$5.99
Undeveloped/Vacant	7	696,253	$7,283,503	$10.46
TOTALS	**146**	**6,124,050**	**$128,827,449**	**$21.04**

DILAPIDATED STRUCTURES AND BLIGHTED PROPERTIES

Dilapidated structures give an area a blighted appearance, which discourages investment in adjacent properties. At least one structure (pictured below) in the area has deteriorated to the point where it has become a hazard and should be removed.

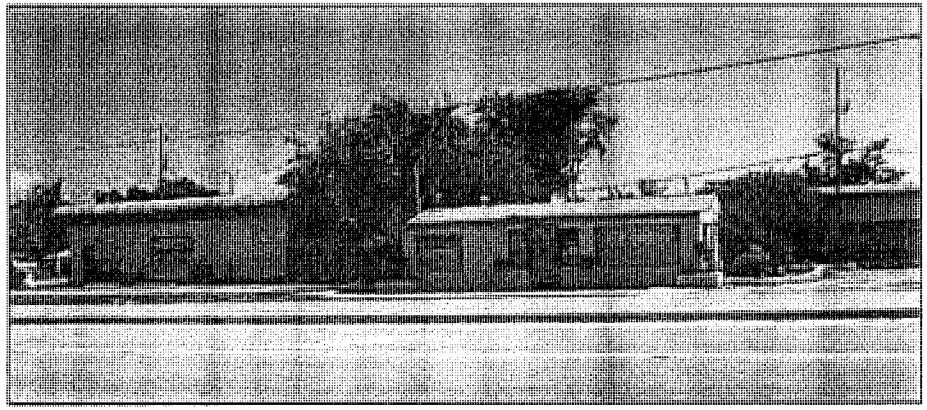


Figure 2.12 – These Dilapidated Buildings in the 2700 Block Should Be Redeveloped.

INFRASTRUCTURE

All streets within the redevelopment area are paved and are generally in good condition. Sidewalks exists on both sides of South Federal Highway and on a least one side of connecting side streets. Typical cobra head street lights,

attached to Florida Power and Light poles are located on South Federal Highway and at the intersections with the side streets. According to the City's Water and Sewer Atlases water and sewer mains service the entire redevelopment area. No major deficiencies are noted with any of the infrastructure in the area.

STREETSCAPE AND LANDSCAPING

Although the Redevelopment Area is the entrance to the City from the south, there is no entry feature to signal entrance into the City of Delray Beach.

It is also noted that there are a number of properties within the Redevelopment Area which do not comply with the landscape provisions in the Land Development Regulations or even with their own approved landscape plans. Damaged hedging materials and missing trees are common problems on a number of properties. One extreme case, the South Delray Shopping Center has almost no trees on the entire 9 acre site.

Part Three
Plan Implementation

GUIDELINES FOR REDEVELOPMENT OF THE AREA

The following discussion provides a basis for a plan for future redevelopment within the South Federal Highway Redevelopment Area. It is the intent of the Redevelopment Plan to provide for the type and intensity of uses that are appropriate based upon the location of the property, the configuration of the particular parcels, and the nature of the surrounding uses. It is also important to promote uses that will be sustainable over time, enhance the economic vitality of the area and the city as a whole, and at the same time be compatible with adjacent residential uses.

Potential Uses

Due to its close proximity to Interstate 95 and the Linton Boulevard Interchange, the redevelopment area is a prime location for destination shopping for goods and services, including automotive sales. Commercial development supporting residents living east of Interstate 95 is primarily located downtown and along the three major collectors, Federal Highway, Linton Boulevard and Atlantic Avenue. Federal Highway also connects the redevelopment area with Downtown Delray Beach, which is a destination zone itself.

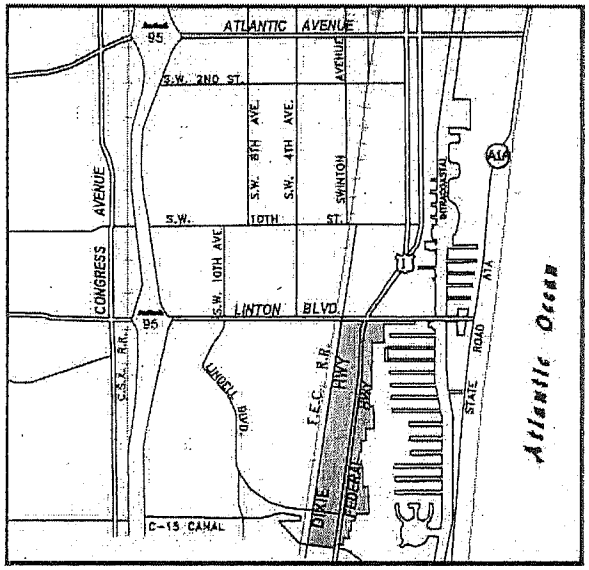


Figure 3-1 – Redevelopment Area in Context

Over 90% of the properties within the Redevelopment Area are currently zoned PC (Planned Commercial) or AC (Automotive Commercial). The uses allowed within these zoning districts are primarily intended to provide consumers access to goods and services. The Planned Commercial district provides for a variety of retail and service uses, as well as office and residential development. This zoning district is appropriate within the entire redevelopment area.

In 2010, an attempt by Walmart to rezone the former Ralph Buick property on the east side of South Federal Highway from AC to GC met considerable opposition from the residents of the adjacent neighborhood based on compatibility. The rezoning ultimately failed and the property is still vacant. Although properly designed shopping centers can and do exist adjacent to residential development throughout the City, the level of opposition to that project has led to a number of buffering and setback provisions being included in this Plan to assure compatibility.

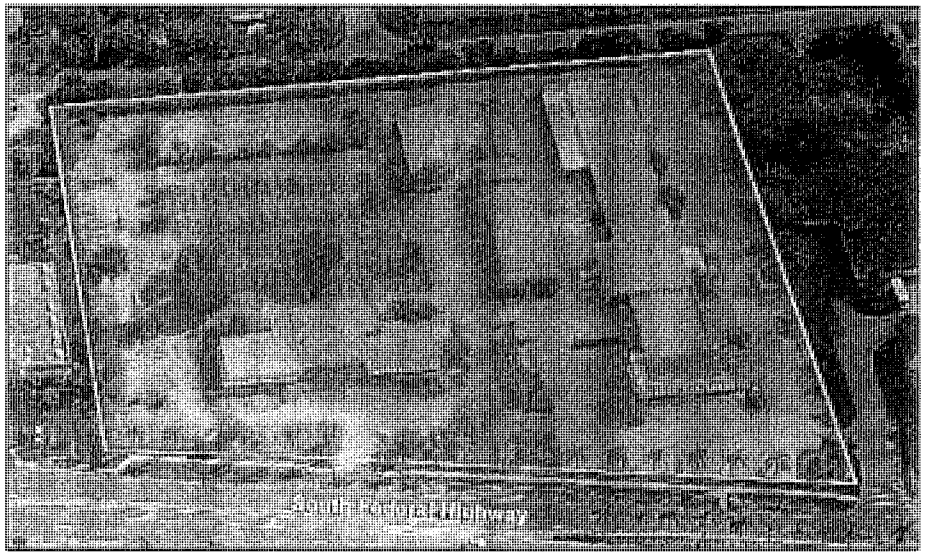


Figure 3-2 – Ralph Buick Property at 2501 South Federal Highway

The Automotive Commercial District provides for the sale, lease and rental of automobiles, trucks, boats, recreational vehicles and motorcycles. Vehicle repair, paint and body shops are allowed as accessory uses in full-service

dealerships and full-service vehicle repair not associated with dealerships as a conditional use. These automotive uses have a number of potential impacts on adjacent residential development, such as test-driving on residential streets; offloading vehicles on adjacent streets, noise impacts from car alarms, music, loud speakers and mechanical equipment; and nighttime glare from higher levels of lighting and lighting during later hours of the evening. For this reason, AC zoning is more appropriate on the west side of South Federal Highway.

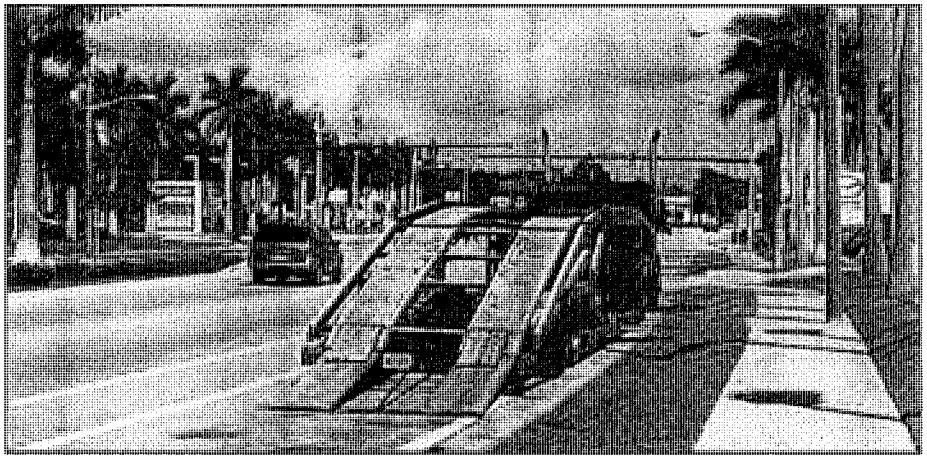


Figure 3-3 – Delivery of vehicles on South Federal Highway

Major dealerships in the redevelopment area include Lincoln, Cadillac, Buick, Toyota, Honda, Mazda, Nissan, and Kia. In recent years, the long-term sustainability of automobile dealerships in this area has come into question. In fact, this was the original impetus for the decision to prepare a redevelopment plan for the corridor. There are currently over 15 acres of vacant/unused AC zoned property for sale within the redevelopment area. One of the major sites, the 6.5 acre former Ralph Buick dealership, has been vacant since 2005. Two other vacant properties on the west side of South Federal Highway were subdivided from larger dealership sites. Whether this situation is a result of the current economic downturn or a long-term trend is uncertain, but in any event the City must take steps to stabilize the area.

RECOMMENDED DEVELOPMENT SCENARIOS BY SECTION

The following provides the guidelines and parameters for development within the Redevelopment Area. The area has been divided into two sections— one on the east side and one on the west side of South Federal Highway. While some of the development guidelines will apply to both sides of the corridor, others are unique to one side or the other.

East of South Federal Highway

This area contains the Old Harbor Office and Bank complex at the extreme north end of the redevelopment area. Much of the office space in this project is currently vacant and the demand for office space has been marginal in this area. The property was recently acquired by a developer who wishes to redevelop it as a high-end shopping center. Staff supports this proposal, subject to the site plan adequately addressing the development's compatibility with adjacent residential development, and feels that a major retail center at this corner will anchor the redevelopment area and encourage additional redevelopment. The City is currently promoting office development in the downtown area and in the "Innovation Corridor" along Congress Avenue in the MROC (Mixed Residential, Office and Commercial) zoning district. It would be better if this site did not compete with those initiatives.

The rest of the area on the east side of South Federal Highway consists of a mix of general commercial shopping centers, automotive dealerships and auto rental facilities. Redevelopment in this area should consist of general retail and service uses and not additional automotive commercial uses. While the existing automotive uses will retain their AC zoning designation, one of the recommendations of this Plan is to allow alternative development of all AC zoned property under the PC zoning district regulations. This will maximize flexibility for future redevelopment of the area while allowing the automotive commercial uses to remain conforming. Since efforts to attract additional dealerships to the area have been failing, this change will also help to stabilize the area by providing an alternative development option for the large vacant automotive tracts in the area.

Another proposed change to promote long-term sustainability and economic stability of the corridor involves residential development. The redevelopment area is primarily a commercial corridor and should remain as such. While mixed-use residential/commercial development will continue to be encouraged throughout the area, conditional uses for free-standing multiple-family residential development will not be permitted.

A major redevelopment opportunity on the east side of the corridor is the former Ralph Buick dealership property. As previously discussed, an attempt to

rezone this property by Walmart failed in 2010; due in part to the objections of adjacent residents. Any redevelopment on this side of South Federal Highway must address compatibility with the adjacent residential neighborhoods to the east. Although commercial development immediately adjacent to residential neighborhoods is not unique in Delray or elsewhere, to increase the comfort level of these neighborhoods and ensure compatibility, this Plan includes a number of special buffering and setback provisions, as well as a limitation on maximum tenant size. These provisions are meant to address issues specifically mentioned by the residents during the Walmart rezoning action. Staff is confident that the residents' concerns can be addressed while ensuring that the commercial corridor remains viable for commercial development and this redevelopment area becomes a catalyst for economic development in the City. Staff still feels that the best zoning for this parcel is PC (Planned Commercial) and that recommendation has been included as a component of this Plan.

West of South Federal Highway

At the extreme north end of the redevelopment area, this area contains "Linton Towers", a multi-story 60,000 square feet office building constructed in 1973. The building is outdated and in need of updating. Additionally, the adjacent parking lot to the south is in poor condition. With the parking lot parcel, this site is approximately 3 acres in size. While redevelopment for a variety of uses is certainly possible within the existing PC zoning district, without Federal Highway frontage, the redevelopment of this parcel may not be economically feasible. Accordingly, the site is better suited to remain office development and should be rehabilitated instead of redeveloped. Of course, this is dependent on the market for office space in this area. If the market continues to decline, redevelopment may be necessary.

Other existing development at the north end of the area includes a bank and a number of restaurants, including a Burger King. These types of uses are appropriate in this area and should remain. It is noted, however, that there has been interest in redevelopment of the bank site for a new bank, a restaurant or both. If this parcel were to be combined with the adjacent office parcel to the west, redevelopment of that parcel, which is otherwise unlikely, may be possible.

The center of the redevelopment area on this side of South Federal Highway consists entirely of automotive dealerships. These uses should remain as long as they remain economically viable, and this plan does not propose that they be replaced. However, it is noted that there is a trend toward larger multi-line automotive dealerships that may ultimately affect the long-term potential for dealerships in this area. One advantage of this area is that South Federal Highway has become an auto dealership corridor with a large variety of car lines available. This gives buyers the ability to comparison shop in a limited area.

The large amount of vacant/unoccupied AC zoned property still gives pause and necessitates action being taken by the City to ensure long-term stability of the area. For this reason, as stated earlier, one of the recommendations of this Plan is to allow alternative development of all AC zoned property under the PC zoning district regulations.

The south end of the redevelopment area contains two large multi-family residential developments, "Latitude Delray", a townhouse and condominium development, and "Delray Bay", a rental apartment complex. These are the only residential development in the corridor and both projects have a nonresidential component. Construction of Latitude Delray was underway during the recent recession and has been struggling as a result of the downturn on residential development. Accordingly, only half of the approved residential units have been constructed in the project and there has been a substantial reduction in unit value with units sold in 2008 having lost half their value compared to units resold in 2011 and 2012.



Figure 3.4 – Townhouse Units at Latitude Delray

As on the east side of Federal Highway, mixed-use residential/commercial development will continue to be encouraged, but conditional uses for free-standing multiple-family residential development will not be permitted.

Aggregation of Properties

Compared to the other redevelopment areas in the City, considerable property aggregation has already taken place in this area. Most of the development parcels within the redevelopment area are over 1 acre in size. The smaller shopping centers are generally between 1 and 3 acres in size and one, "South Delray Shopping Center" is 9 acres. Automobile dealerships are generally over 3 acres in size, with the largest, "Delray Motors", which includes the Lincoln dealership, is 14 acres.

While aggregation of property is generally not needed to provide redevelopment opportunities in the corridor, there are three areas where aggregation could help. The first area concerns automotive commercial property between 2500 and 2700 South Federal Highway, on the west side of the South Federal Hwy.

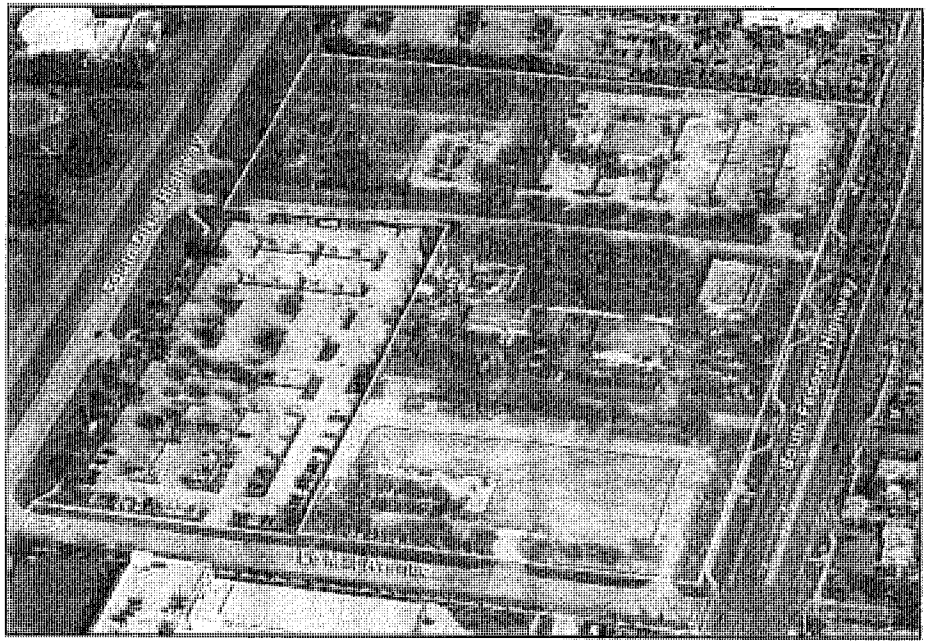


Figure 3-5 –Vacant/Unoccupied Automotive Commercial Property

This area involves 4 properties which include vacant land, unoccupied structures and improved parking areas. The properties are currently being marketed separately or together with a potential fifth parcel at the northeast corner of Dixie Highway and Le Mar Avenue for a total of 12 acres. This size site would allow for a major mixed-use development site that would have a major impact on the surrounding area. Its close proximity to the FEC Railroad also makes this a potential site for a high density mixed-use Transit Oriented Development. The South Florida Regional Transportation Authority (SFRTA) and the FDOT are moving forward with their programs to provide commuter passenger service on the FEC Railroad. The redevelopment area is over 2 miles away from the planned downtown station, which is far enough to permit an additional station (Employment Center Station) to be provided in this area if it were economically feasible. Although this is definitely a long-term scenario with a lot of ifs, it is one which may be worth considering in the future if the right developer could secure the property.

The second area where aggregation is needed is across the street from the first area in the 2700 block along the east side of South Federal Highway. The potential site includes three parcels fronting on South Federal Highway and a fourth parcel facing Le Mat Avenue. The property is already under common ownership, but the rear portion of the site is vacant. With its small size and current zoning of NC (Neighborhood Commercial), freestanding commercial development of this vacant portion of the property is unlikely. One of the recommendations of this Plan is to rezone the rear property from NC to GC (General Commercial) to match the frontage properties. The existing structures in the front are among the oldest in the area and are in poor condition. Unified redevelopment of the entire one acre property would improve the area.

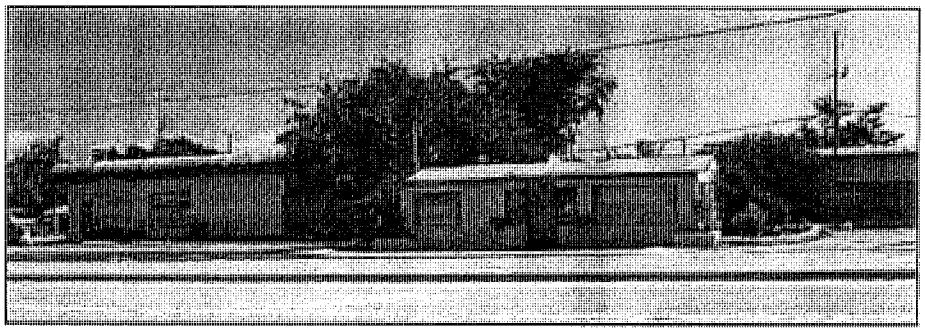


Figure 3.6 – 2700 Block of South Federal Highway

The third area involves the Honda Dealership. The property is 4.69 acres and the dealer has expressed a need to expand operations, which would necessitate relocation to a new site or acquisition of additional adjacent property. The dealer has also indicated that he wishes to stay in the South Federal Highway corridor. The property to the south has been recently redeveloped for a mixed-use project, "Latitude Delray", and so it is unavailable. The property to the north of the dealership is an RV Park that is a nonconforming use in the existing PC (Planned Commercial) zoning district. Although the owner of the RV Park is not interested in selling his property at this time, this may change in the future. To at least make this a possibility, the Plan is recommending a change in zoning of the RV Park from PC to AC (Automotive Commercial). Since the Plan is also recommending that all AC zoned properties in the redevelopment area be allowed the alternative to develop under the PC zoning regulations, this change will result in additional flexibility in potential redevelopment options for the property. The total site area with the combination of the two properties is 9.29 acres.

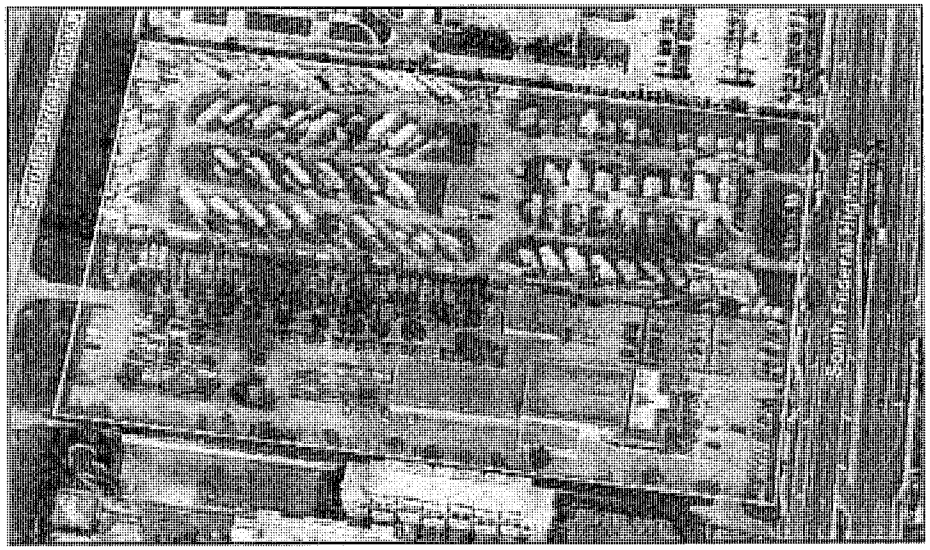


Figure 3.7 – Honda Dealership and adjacent RV Park

Unifying Elements

All new development and redevelopment should include a consistent pattern of perimeter landscaping. The Land Development Regulations contain provisions for special landscape setbacks along South Federal Highway and Linton Boulevard. The size of the setback varies based on the depth of property but the minimum along both roadways is 10 feet. The maximum required landscape setback along South Federal Highway is 25 feet.

This special landscape setback may be inappropriate where new development seeks to provide a more urban feel at the street front. The creation of an urban edge along South Federal Highway with the storefronts moved closer to the street and the parking provided behind is an alternative that should be considered. This concept reflected in the principals of new urbanism directly conflicts with the requirement for the special landscape setback on deeper parcels where the setback would be 25 feet. While the special setback provides an additional buffer for off-street parking lots, it does little in front of building faces. The Land Development Regulations should be amended to allow this alternative development scenario. The minimum front setback of 10 feet in the PC zoning district and 15 feet in the AC zoning district is adequate to provide enhanced sidewalks, street trees and foundation planting. Elimination of the special landscape setback in the front will also help to offset the loss of buildable area in the rear with the provision of the larger landscape buffers proposed by this plan adjacent to the residential neighborhood.

The Planning Department and Senior Landscape Planner will continue to work with developers during the Site Plan Review process to develop a consistent landscape theme for redevelopment of properties within the corridor. Since the redevelopment area is also the entrance to the City from the south, coordinated landscape improvements will help to establish an identity for the area as part of the City of Delray Beach and differentiate it from the City of Boca Raton.

It is also noted that there are a number of properties within the redevelopment area which do not comply with the landscape provisions in the Land Development Regulations or even with their own approved landscape plans. Damaged hedging materials and missing trees are common problems on a number of properties. One extreme case, the South Delray Shopping Center has almost no trees on the entire 9 acre site. A recommendation of this redevelopment plan is to perform a comprehensive evaluation of all properties in the corridor and take code enforcement action to require the replacement missing or dead landscape materials.

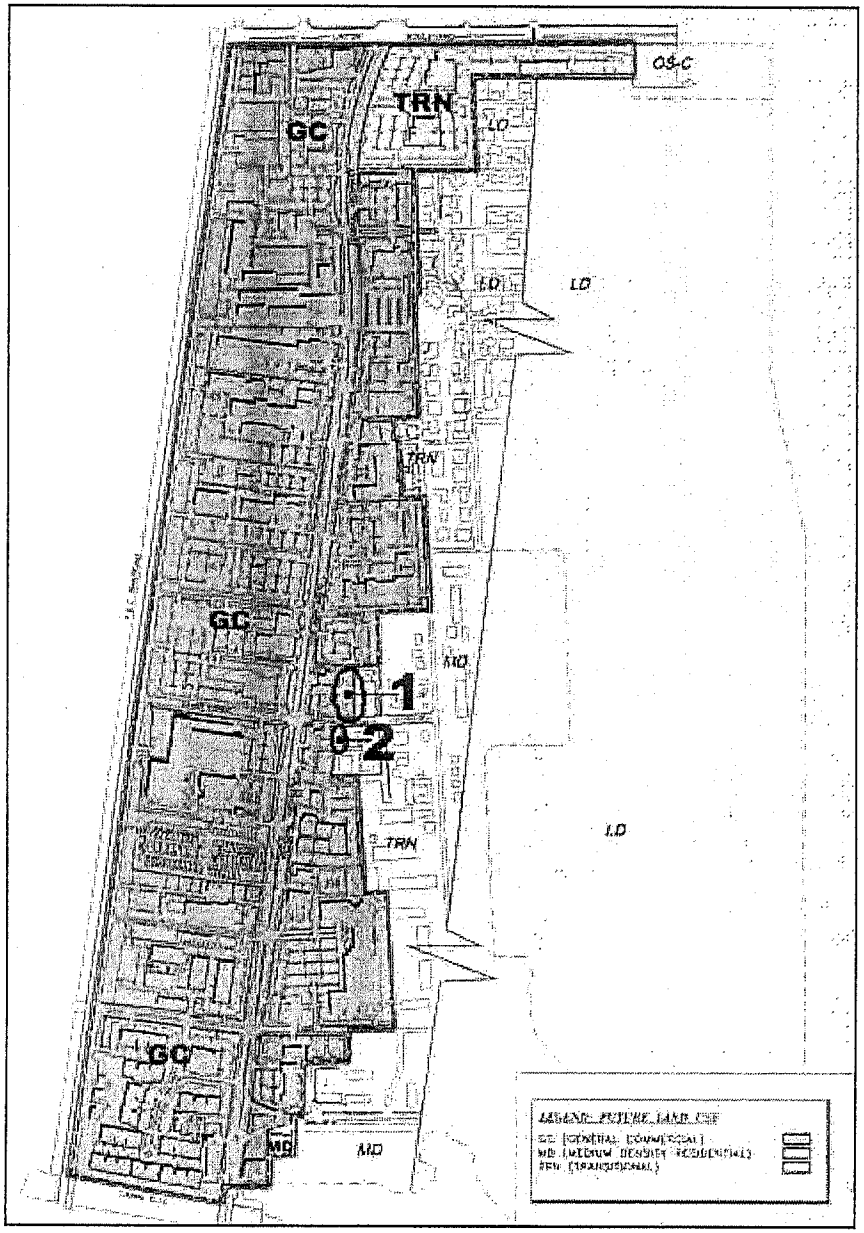


Figure 3.8 – Proposed Future Land Use Map

FUTURE LAND USE

Nearly 93 percent of the South Federal Highway Redevelopment Area is currently designated as GC (General Commercial) on the Future Land Use Map (FLUM). The remaining 7% is designated TRN (Transitional). Two Future Land Use Map modifications are recommended for the Redevelopment Area. Both change the FLUM designation from TRN to GC. Following adoption of the Redevelopment Plan, these modifications will be processed as small scale comprehensive plan amendments. The *"Proposed Future Land Use Map"* for the Redevelopment Area with the amendment areas indicated is shown to the left. The proposed amendments are as follows.

- Area 1: Undeveloped parcels located on the north side of Le Mat Avenue – Change the FLUM designation from TRN (Transitional) to GC (General Commercial) – approximately 0.23 acres. The current zoning of these two parcels is NC (Neighborhood Commercial), but they do not meet the minimum 1 acre size requirement in the NC zoning district, even when combined. Given the limited size of the property, freestanding development for commercial use is unlikely. However, since these parcels are under common ownership with the adjacent property fronting on South Federal Highway, they could be aggregated into a single general commercial development site. The existing structures on the property along Federal Highway are among the oldest in the redevelopment area and in the worst condition. This change will support a long term strategy for future redevelopment of the entire site. A concurrent rezoning to GC will be processed with the FLUM amendment.

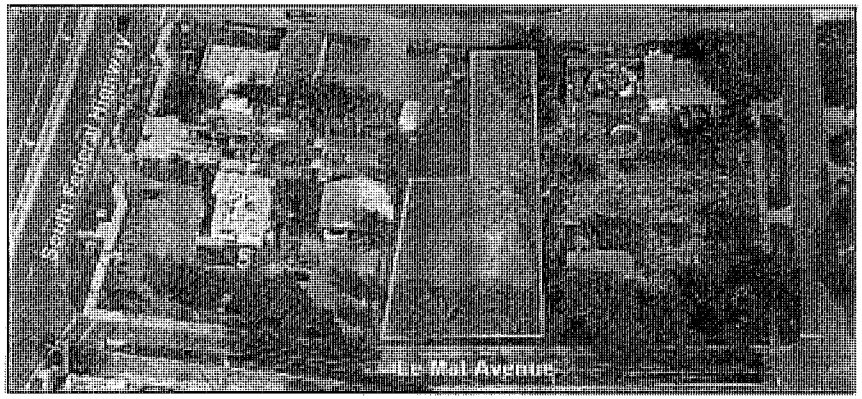


Figure 3.9 – Aerial of Area 1 FLUM Amendment

- Area 2: "Quality Lighting and Accessories", located at the southeast corner of South Federal Highway and Le Mat Avenue – Change the FLUM designation of the rear portion of the property (Lot 30) from TRN (Transitional) to GC (General Commercial) – approximately 0.10 acres. Although zoned RM (Multiple Family Residential), the small size of the lot makes it undevelopable for residential purposes. This lot is part of the commercial site fronting on South Federal Highway and is being used by the business for storage and truck parking. This change is required to support the existing use of the property. A concurrent rezoning to PC (Planned Commercial) will be processed with the FLUM amendment.

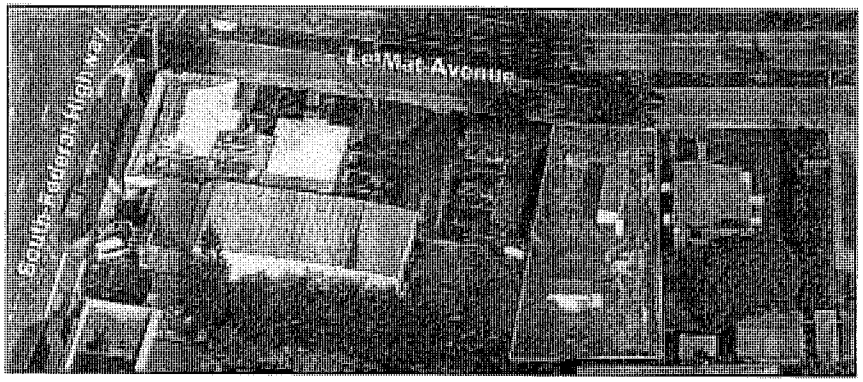


Figure 3.10 – Aerial of Area 2 FLUM Amendment

In addition to the above changes, modification of Future Land Use Element Policy C-1.12 is required to reflect adoption of this Redevelopment Plan for the "South Federal Highway Area", and to require that all future development be in compliance with the adopted Plan. Processing of this text amendment will be undertaken concurrent with consideration of the FLUM amendments.

ZONING MAP AMENDMENTS

Eighty-four percent of the property within the redevelopment area will retain its current zoning. However, implementation of the redevelopment plan will require rezoning of some parcels in the area. The first two of these were discussed above with the Future Land Use Map amendments. Additional recommended rezonings, which do not require a concurrent FLUM amendment, are discussed in detail below. The *"Proposed Zoning Map"* for the Redevelopment Area is shown to the right.

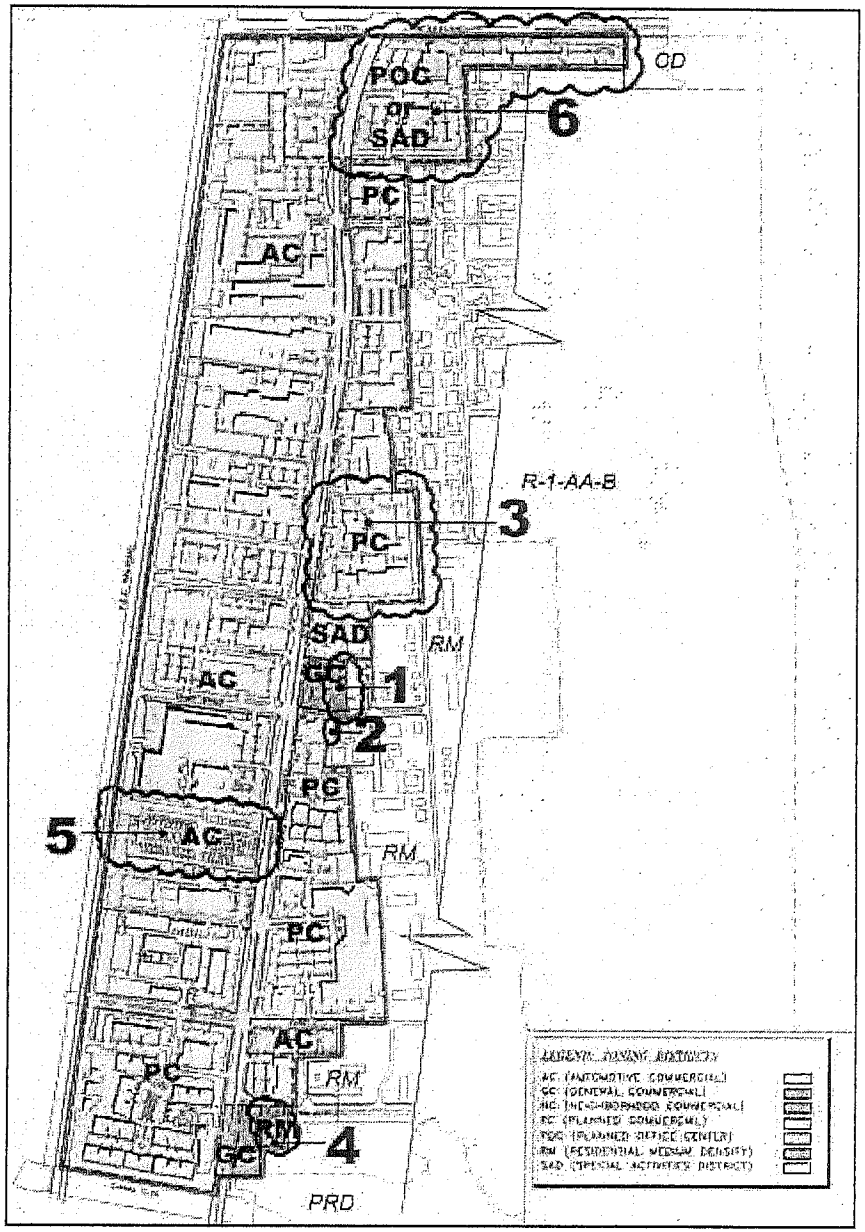


Figure 3.11 – Proposed Zoning Map

- Area 1: Undeveloped parcels located on the north side of Le Mat Avenue – Rezone from NC (Neighborhood Commercial) to GC (General Commercial) – approximately 0.23 acres.

- Area 2: "Quality Lighting and Accessories" located at the southeast corner of South Federal Highway and Le Mat Avenue – Rezone from RM (Multiple Family Residential) to PC (Planned Commercial) – approximately 0.10 acres.

- Area 3: Former Ralph Buick Dealership located on the east side of South Federal Highway, north of Fladell Way – Rezone from AC (Automotive Commercial) to PC (Planned Commercial) – approximately 6.5 acres. A commercial shopping center or mixed-use development would be appropriate for this site. Since the property backs up to Florida Boulevard, the rear of the property is highly visible to the adjacent neighborhood. Appropriate building setbacks and buffering will be essential to getting the support of the neighborhood for any project at this location. The initial compatibility issues associated with the previous application for Walmart are addressed in the Plan with individual tenant size maximums, increased setbacks, buffering requirements and proposed operational restrictions on loading times, etc.

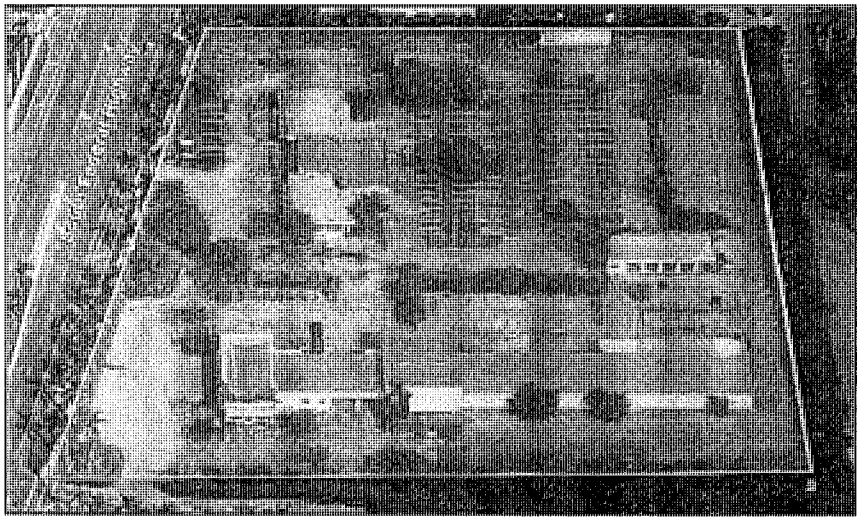


Figure 3.12 – Aerial of Area 3 Rezoning - Former Ralph Buick Site

- Area 4: Pelican Pointe Condo on Tropic Isle Drive – Rezone a portion of a parcel from GC (General Commercial) to RM (Multiple Family Residential) – approximately 0.5 acres. The existing zoning does not properly reflect the use of the property. The existing GC zoning extends eastward from the Casual Patio Store to include this property. The zoning line incorrectly splits a parcel which contains a residential condominium. The remaining area of the condominium is correctly zoned Multiple Family Residential. While this designation has existed on the zoning map since 1991, it is unclear why the property was so designated. Since the Future Land Use Map correctly depicts the property as MD (Medium Density Residential), it is assumed that this was simply an error. Since the existing zoning is not consistent with the FLUM designation, this corrective rezoning is necessary to address this issue and bring the property's zoning into compliance with its FLUM designation.

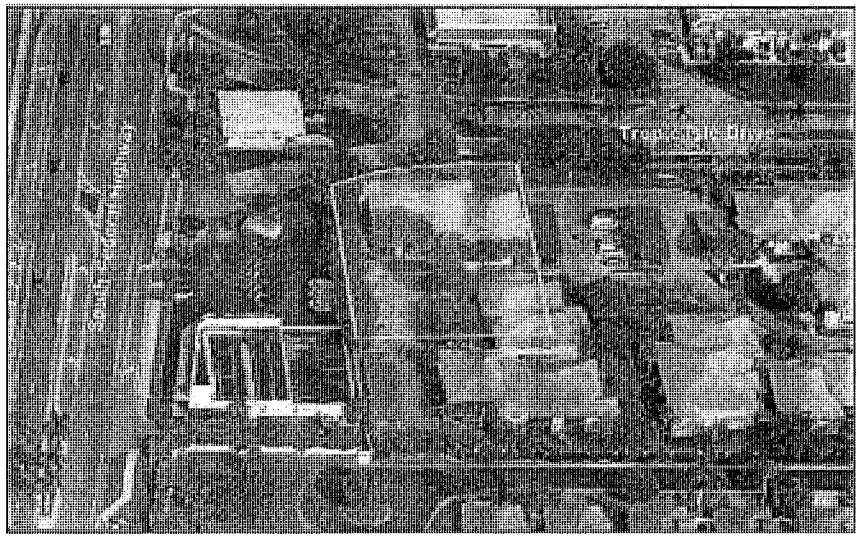


Figure 3.13 – Aerial of Area 4 Rezoning - Pelican Pointe

- Area 5: Del Raton RV Park – Rezone from PC (Planned Commercial) to AC (Automotive Commercial) – approximately 4.59 acres. As stated earlier in this report, the rezoning of this property will increase its redevelopment potential by adding the option for automotive sales. The Del Raton RV Park is an attractive, well-managed facility that provides accommodations for visitors on a short-term and seasonal basis. While it

is probably not the highest and best use for the land, it creates no problems for the City or adjacent properties. It is a lawfully nonconforming use, and can continue to operate as such indefinitely subject to certain restrictions. There is currently no zoning designation that specifically permits RV parks. If the owners wished to make the use conforming, they could apply to have the property zoned SAD (Special Activities District), which is intended for uses that are not specifically accommodated in any of the standard zoning districts. However, the most appropriate use for the property in the long term would be for commercial purposes, most likely automotive related. A rezoning to AC (Automotive Commercial) or development under the existing PC zoning district regulations is generally acceptable for this property. Any redevelopment of the site should occur in a unified fashion.

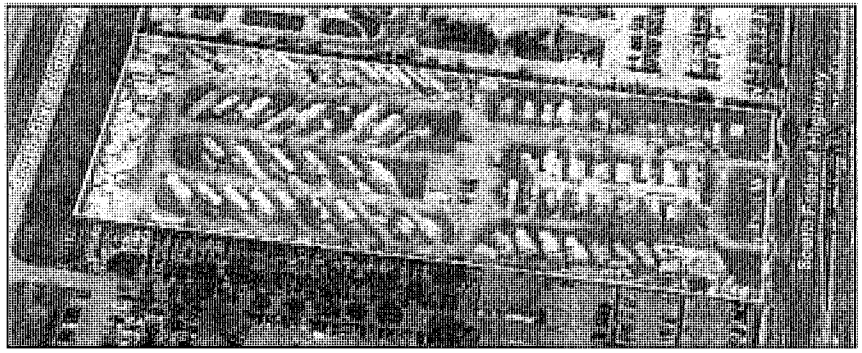


Figure 3.14 – Aerial of Area 6 - Del Raton RV Park

- Area 6: The Old Harbor Office and Bank parcel located at the southeast corner of Linton Boulevard and South Federal Highway – Although a rezoning of this property is not required by the Plan and will not be initiated by the City, a privately-initiated rezoning by the property owners to SAD (Special Activities District) is recommended as an option to retaining the existing POC (Planned Office Center) zoning – approximately 9.95 acres.

Staff presented alternatives for the redevelopment of this property at two workshops on the Redevelopment Plan in June of 2011. One alternative was to rezone the property to PC (Planned Commercial) to allow development of a commercial shopping center. The second alternative was to rezone the property to AC (Automotive Commercial) to allow development of an automobile dealership. The Future Land Use Map amendment would be required in either case. Staff's recommendation was for the Planned Commercial alternative and the response from residents was generally favorable, although some residents felt that the area was better suited for automobile sales, which they also felt would be less impacting to the adjacent neighborhood

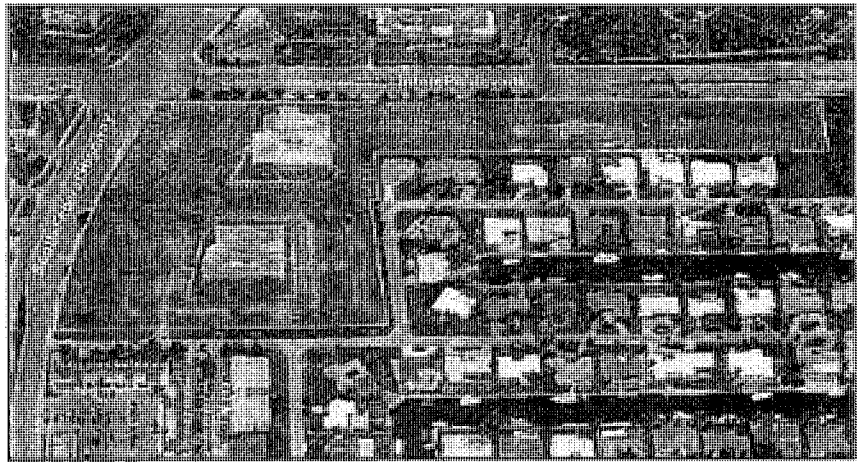


Figure 3.15 – Aerial of Area 6 Rezoning - Old Harbor Office and Bank Site

The property was acquired by the current owner in September, 2011 and an application to privately-initiate a change to PC was submitted on January 6, 2012. Since the proposal was in keeping with staff's recommendation, the application was supported by staff. However, residents were concerned that the redevelopment of the property would not have to comply with buffering and setback provisions which had been previously presented for inclusion in the redevelopment plan, and felt that action on the proposal should be delayed until the Plan was completed. Ultimately, the application was continued for a period of up to six months at the public hearing on the ordinance by the City Commission on April 3, 2012. This continuance was to give the applicant time to address the concerns of the residents of the adjacent neighborhood to the east. Since the residents' concerns were mostly site development issues related to building size, setbacks, location of service areas, and buffering, an alternative rezoning to SAD (Special Activities District) was also discussed. This zoning district requires that the site plan

be included as part of the rezoning action and would provide a higher level of comfort to the adjacent residents.

Staff continues to support the property owner's proposal to redevelop the site as a high end shopping center, subject to the site plan adequately addressing the development's compatibility with adjacent residential development, and feels that a major retail center at this corner will anchor the redevelopment area and encourage additional redevelopment. Since a rezoning of the property is required to realize this objective, it is now recommended that the property owner amend his rezoning application to request a zoning of SAD (Special Activities District) instead of PC (Planned Commercial). If a rezoning to SAD is not approved then the property should remain zoned POC (Planned Office Center).

AMENDMENTS TO THE LAND DEVELOPMENT REGULATIONS

Processing of LDR text amendments made necessary by the Redevelopment Plan will be initiated immediately following the adoption of the plan. An LDR text amendment will be necessary to create an overlay district and amend the development standards within the Redevelopment Area/Overlay District. The boundaries of the proposed Overlay District are shown on the exhibit to the right. This area replicates the boundaries of the study area for this redevelopment plan with the exception of one parcel which is being rezoned to RM (see rezoning area 4).

Increasing Redevelopment Flexibility

As noted earlier, one of the recommendations of this Plan is for all AC zoned properties in the redevelopment area be allowed the alternative of developing under the PC zoning regulations, this change will result in additional flexibility in potential redevelopment options for these properties. This may also help to reduce the inventory of vacant/unoccupied AC zoned property in the redevelopment area. Market conditions will play a major role in how this plays out, but since these two zoning districts are compatible with each other, and the option is strictly voluntary, there is no real downside to this proposal.

Residential Development

As noted earlier, mixed-use residential/commercial development will continue to be encouraged, but conditional uses for free-standing multiple-family residential development will not be permitted within the overlay district.



Figure 3.16 – Map of Overlay District Boundaries

Tenant Size Limitations

This amendment to the Land Development Regulations is an attempt to address concerns raised by residents of the adjacent residential neighborhoods during the attempted Walmart rezoning. Walmart became a symbol for big box retailers in general and the residents stated that they did not want big box retailers in this area. The Plan proposes that tenants be limited to a maximum floor area of 50,000 square feet. This figure represents a compromise between the current regulations where there is no limit on maximum tenant size and the 30,000 square feet that some of the residents are proposing as the maximum.

Since typical big box developments today far exceed this cap, the proposal will limit this type of development, but still provide reasonable redevelopment opportunities on parcels in the area. The cap will also allow for reasonable division of the space into smaller units should a tenant abandon a store. Larger vacant stores are more difficult to subdivide if the vacant space cannot be leased, which can then have a serious impact on the shopping center and the tenants that remain. This often results in leasing the space to marginal uses which have no place in the shopping center and do not support the smaller tenants who relied on the previous anchor to bring in customers.

A further problem is presented when the former retailer continues to lease the abandoned space to prevent a competitor from moving in, effectively prohibiting the center's redevelopment. Since surrounding business owners and the community are often hurt by this practice, empty stores should be maintained as if they are occupied, including such activities as cleaning the windows regularly. This would be an incentive for old tenants to give up their lease on the empty property. Also, consideration should be given to enacting regulations that forbid tenants of large stores from continuing to lease the space after vacating it.

Discussions with the neighborhood residents at a series of workshops on the Plan revealed that many of the concerns with big box retailers were related to issues of building mass, noise and traffic. By itself, a limit on individual tenant size would not address the residents' concerns. Since the total area of retail space is the same whether there are nine small stores or one large store, there is no difference in the noise and traffic generated by the larger store. Given the size of some of the parcels in the redevelopment area, a cap on individual tenant size will have no real impact on the total building mass without also seriously restricting the overall development potential of these properties. That type of restriction could bring challenges that it may represent a taking of property rights and this type of limitation should be avoided. For this reason, the Plan proposes other regulations to address the real issues of building mass and buffering.

Urban Edge

As previously noted in this Plan, the Land Development Regulations should be amended to allow that the special landscape setback along South Federal Highway be eliminated where new development seeks to create an urban edge at the street front by moving storefronts closer to the street and providing parking behind the buildings. The special landscape setback must be provided along portions of the parcel where off-street parking directly abuts the roadway.

Building and Site Design Requirements

The Plan proposed that the Land Development regulations be amended to require that the façade and exterior walls be designed to include projections and recessions, so as to reduce the massive scale and uniform appearance of large buildings. Similarly, street frontage must be designed to include windows, arcades, or awnings for at least 50% of the façade. The regulations should also address the number and variation in rooflines, appropriate building materials, the clear indication of entryways, and the inclusion of pedestrian scale amenities and spaces.

Additional requirements should specify that parking areas be distributed around large buildings and shopping centers in an attempt to balance the parking and shorten the distance to all buildings, public sidewalks, and transit stops. Parking located at unrealistic distances from the buildings that it services should be prohibited. Use of this technique to maximize building area on the site at the expense of customers should be discouraged. Sidewalks must be provided along the full length of any building where it adjoins a parking lot. Sidewalks must also connect store entrances to the adjacent roadway, bus stops and adjacent neighborhoods.

Access

Street access shall be primarily from South Federal Highway. No vehicular access will be permitted to the rear of the commercial districts onto residential streets on the east side of South Federal Highway.

Deliveries

No deliveries, loading or unloading operations in the rear of the commercial buildings will be permitted before 7:00 AM or after 7:00 PM on the east side of South Federal Highway.

Setbacks to Mitigate Building Mass

As noted above, façade and exterior walls must be designed to include projections and recessions, so as to reduce the massive scale and uniform appearance of large buildings. On the east side of South Federal Highway, the following setbacks will be required when the rear of a commercially zoned property is adjacent to a residential zoning district:

- For buildings up to 100 feet wide, as measured along the rear property line adjacent to the residential district, the minimum building setback is 25 feet from the rear property line for buildings up to 25 feet in height. Buildings greater than 25 feet in height shall be setback a minimum of 50 feet.

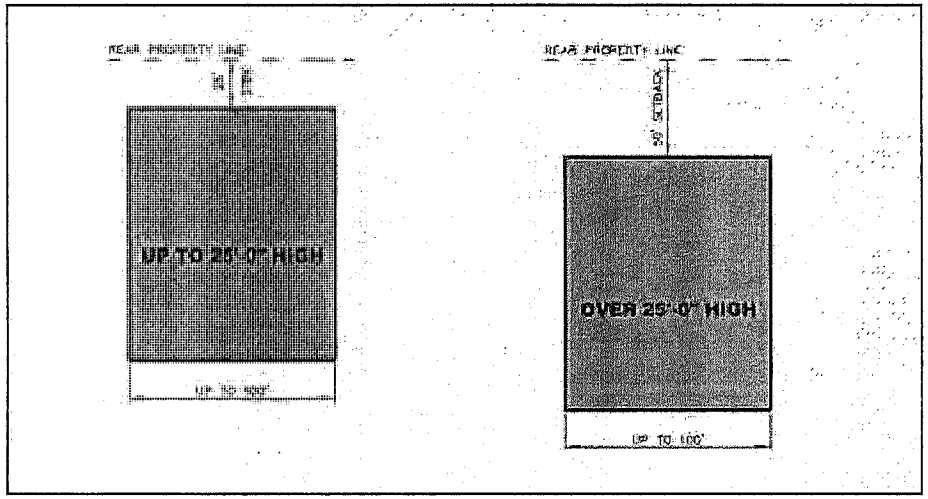


Figure 3.17 – Setbacks for Buildings up to 100' wide on East side of Federal Highway

- For buildings between 100 and 200 feet wide, as measured along the rear property line adjacent to the residential district, the minimum rear building setback is 25 feet for buildings up to 25 feet in height and at least 30% of the building must be setback a minimum of 50 feet. For buildings greater than 25 feet in height, the minimum building setback is 50 feet and at least 30% of the building must be setback a minimum of 75 feet.

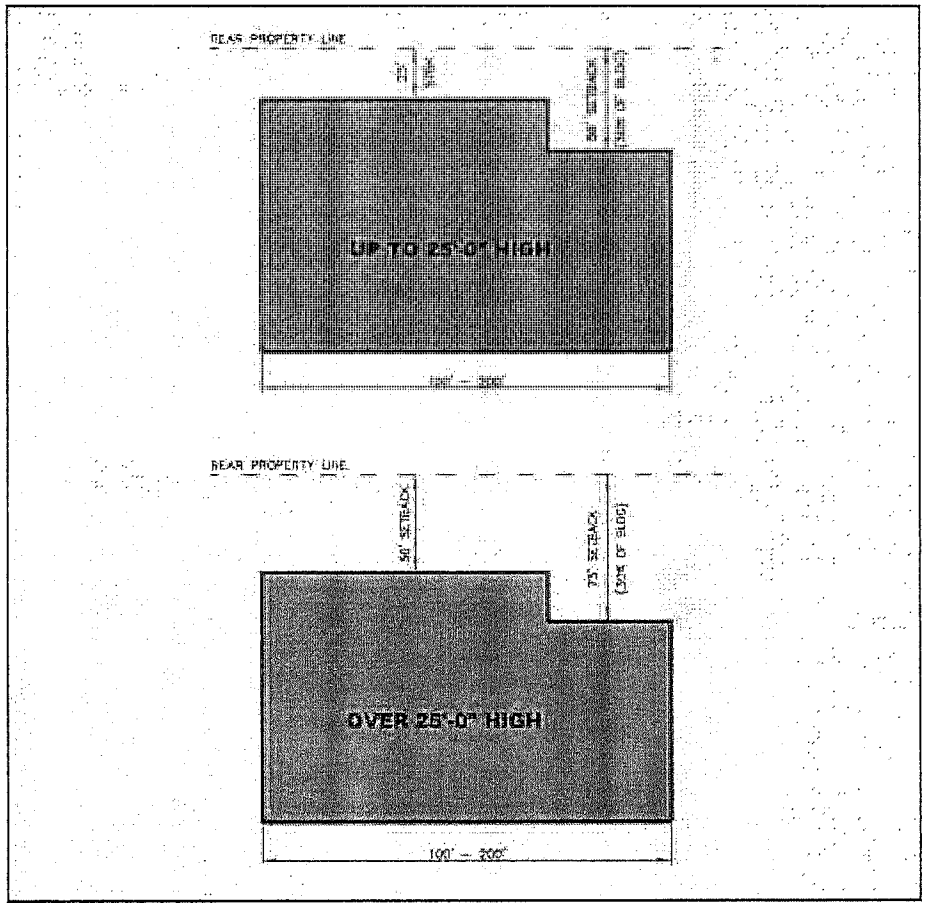


Figure 3.18 – Setbacks for Buildings 100' to 200' wide on East side of Federal Highway

- For buildings between 200 and 300 feet wide, as measured along the rear property line adjacent to the residential district, the minimum rear building setback is 25 feet for buildings up to 25 feet in height and at least 50% of the building must be setback a minimum of 50 feet. For buildings greater than 25 feet in height, the minimum building setback is 50 feet and at least 50% of the building must be setback a minimum of 75 feet.

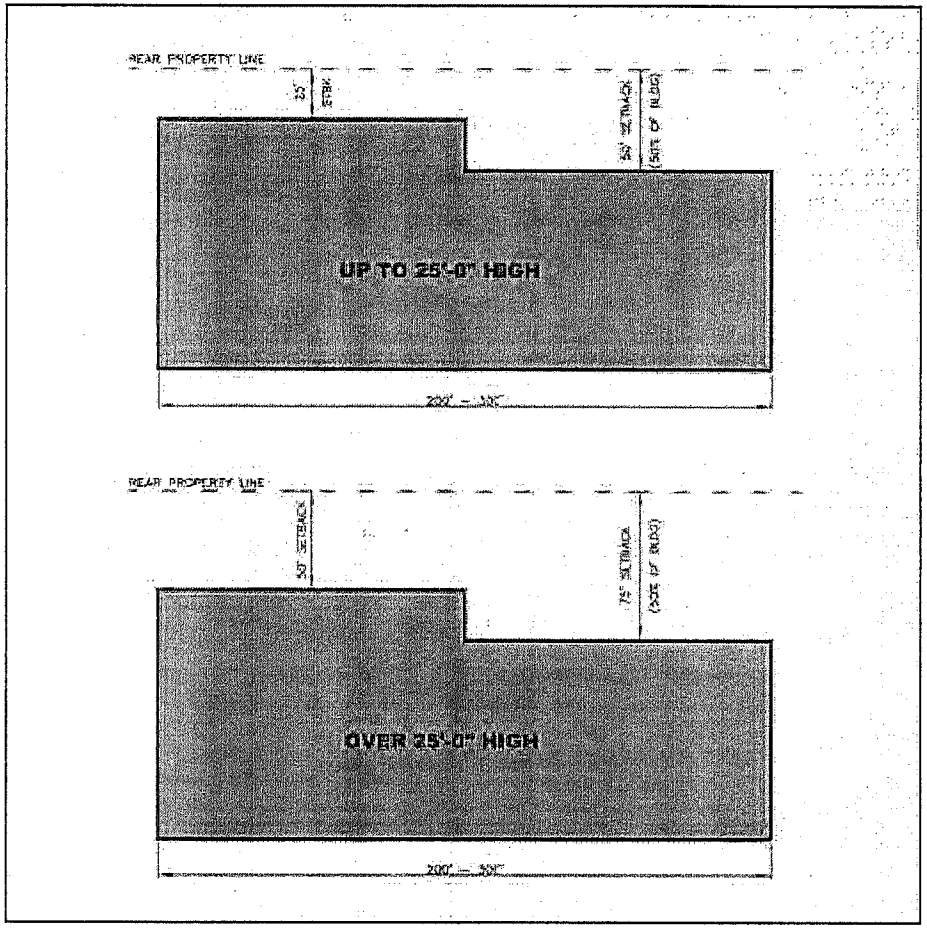


Figure 3.19 – Setbacks for Buildings 200' to 300' wide on East side of Federal Highway

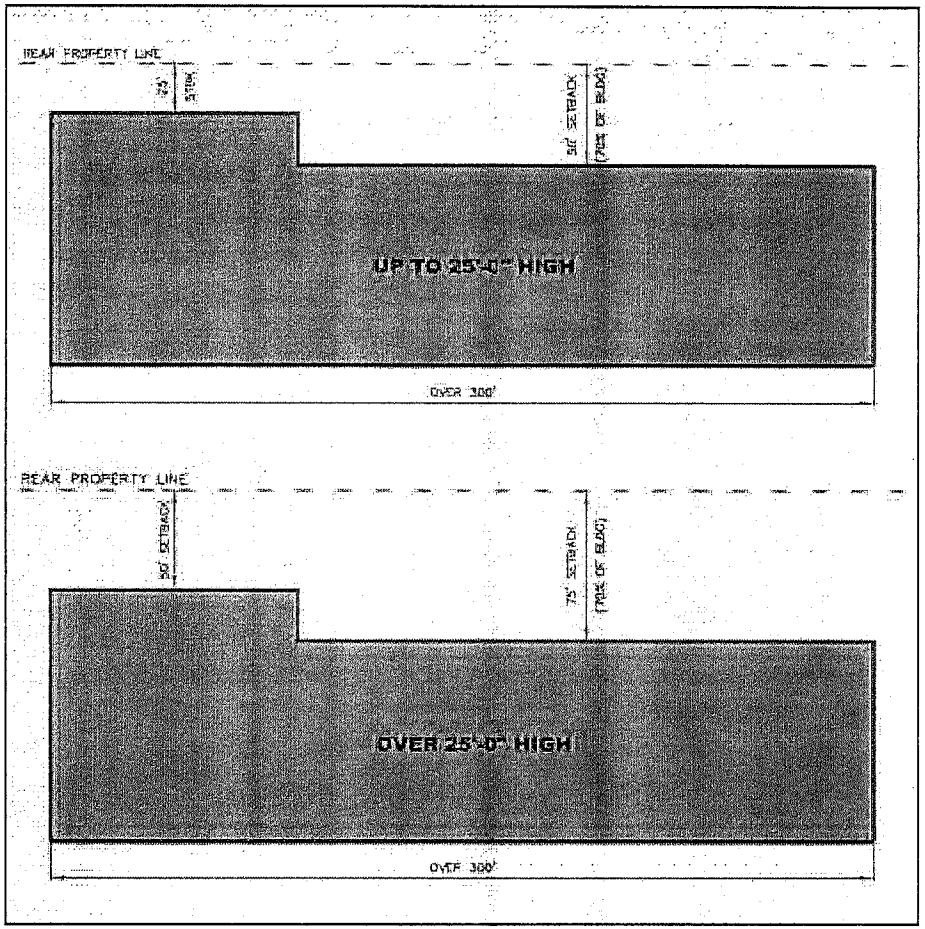


Figure 3.20 – Setbacks for Buildings over 300' wide on East side of Federal Highway

- For buildings greater than 300 wide, as measured along the rear property line adjacent to the residential district, the minimum rear building setback is 25 feet for buildings up to 25 feet in height and at least 70% of the building must be setback a minimum of 50 feet. For buildings greater than 25 feet in height, the minimum building setback is 50 feet and at least 70% of the building must be setback a minimum of 75 feet.

Landscape Buffers

Machinery equipment, service areas, and trash collection must be screened from the adjacent neighborhood in a manner consistent with the overall design of the building and landscaping. Delivery and loading areas must be designed so as to minimize visual and noise impacts. On the east side of South Federal Highway, a landscape buffer, which includes canopy trees, is required for all sites that adjoin residential uses or zoning districts. In order to more effectively screen the commercial development, shade trees with a minimum height of 18 feet and

a spread of 8 feet at the time of planting shall be used. The landscape buffer shall be 25 feet in depth, and shall include a wall placed 10 feet from the rear or side property line when abutting an adjacent right-of-way, trees spaced on 25 foot centers and a hedge planted outside of the wall. An additional row of trees on 25' centers shall also be placed inside of the wall. A detail illustrating this requirement is provided in Figure 3.21 below. Where the rear property line immediately adjoins residential property with no roadway or alley between, the wall shall be placed against the property line and the 25 foot buffer provided inside the walled area. A detail illustrating this requirement is provided in Figure 3.22.

This buffer requirement may be reduced or modified by the Site Plan Review and Appearance Board for small parcels or where buffers already exist on adjacent properties, upon a finding by the Board that compliance would result in a substantial and unreasonable hardship, and that a finding of compatibility can be made.

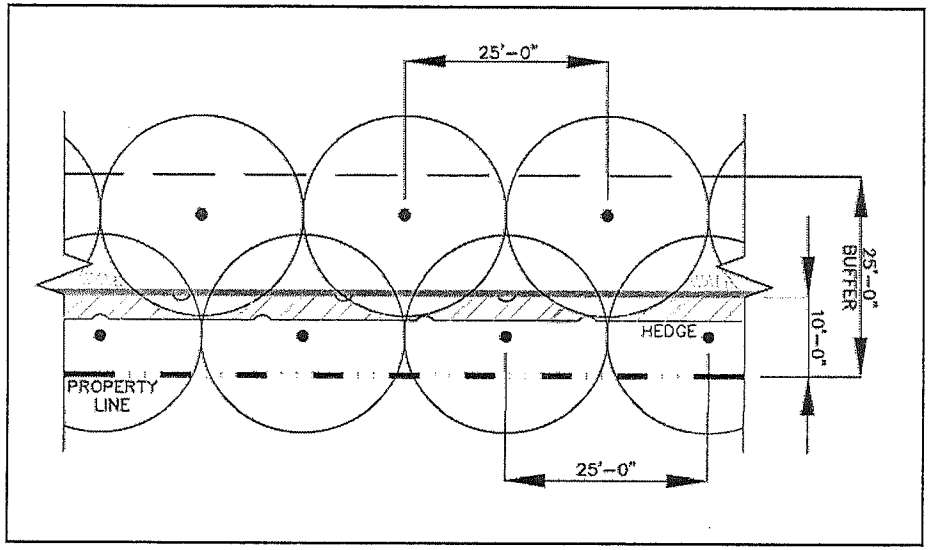


Figure 3.21 – Landscape Buffer Detail - Commercial Property separated from Residential by Street or Alley

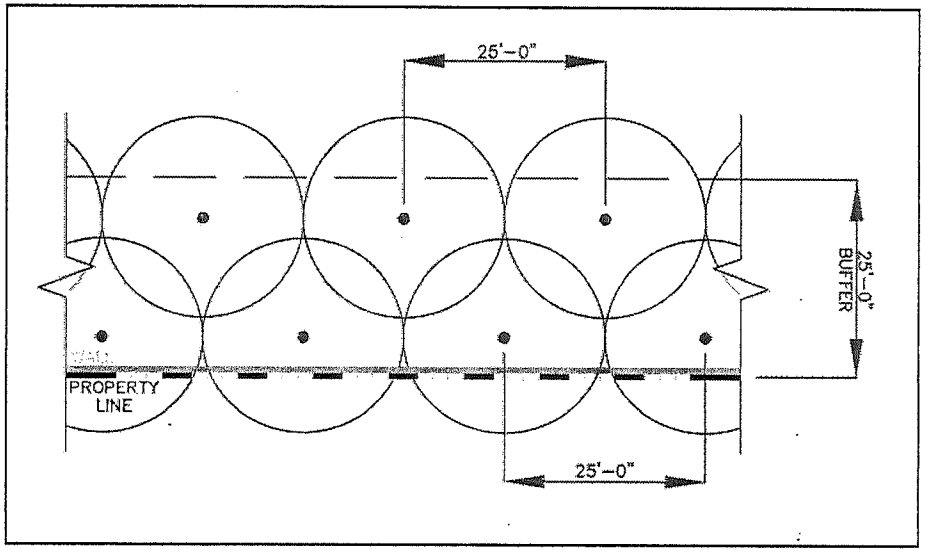


Figure 3.22 – Landscape Buffer Detail - Commercial Property Directly Abuts Residential

DILAPIDATED STRUCTURES AND BLIGHTED PROPERTIES

Dilapidated structures can give an area a blighted appearance, which discourages investment in adjacent properties. Therefore, the City will continue to evaluate poorly maintained and abandoned structures to determine if they should be demolished.

LINDELL/FEDERAL HIGHWAY REDEVELOPMENT PLAN

In addition to this Redevelopment Plan, properties within the former Redevelopment Area #6 shall continue to comply with the provisions in the Lindell/Federal Highway Redevelopment Plan, adopted on April 4, 2000. If any conflicts exist between provisions in the two Plans, the provisions of the South Federal Highway Redevelopment Plan shall prevail.

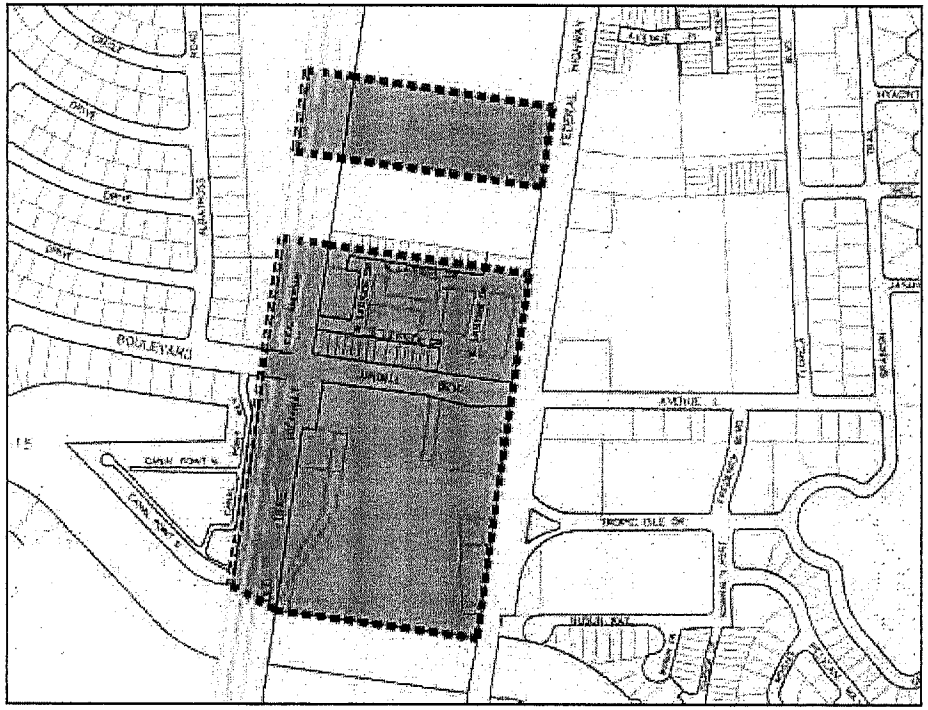


Figure 3.23 – Redevelopment Area #6

IMPLEMENTATION STEPS

- Adoption of the Redevelopment Plan
- Future Land Use Map Amendments and Rezonings
- Amendments to the Land Development Regulations
- Enhanced code enforcement – landscape enhancements
- Monitor implementation and make strategy adjustments as required

City of Greenacres

Department of Community Services
5985 Tenth Avenue North
Greenacres, FL 33463-2399

Engineering Division: (561) 642-2055
Planning Division: (561) 642-2054
Building Division: (561) 642-2059
Public Works Division: (561) 642-2071
Fax: (561) 642-2049

Samuel J. Ferreri
Mayor

Richard C. Olson
City Manager

April 24, 2001

Joe Carosella
Lake Worth Investors, LLC
4901 N. Federal Highway
Suite 400
Ft. Lauderdale, FL 33308

RE: 5770 Lake Worth Road (Old Bird Hospital)

Dear Joe:

This letter is being provided to you in response to your preliminary site plan for the property located at 5770 Lake Worth Road. This preliminary site plan proposes a commercial structure and vehicular parking area that includes a cross-access point connecting your parking area to the parking area of the Target property located immediately adjacent to the west. Pursuant to your inquiry about the City's policy on cross-access between commercial uses, please note that the City strongly supports cross-access when it can be provided properly and safely. Cross-access is to be encouraged because it reduces unnecessary vehicular trips on local roadways and enhances overall traffic movement and circulation. As such, the City strongly encourages you to discuss creating cross-access between your property and the adjacent property owners as part of your tentative site plan.

If you have any additional comments or questions concerning this issue, please feel to contact me at your earliest convenience at (561) 642-2040.

Sincerely,

William Morris, AICP
Planning Director

Cc: Case File.5770 Lake Worth Road

FILE:H:\ENGINEERING\PLANNING DIVISION\CASE FILES\5770 LAKE WORTH ROAD\LETTERS\CROSS-ACCESS.DOC

JOE CAROSELLA
1911 SOUTH FEDERAL HIGHWAY, SUITE 900
DELRAY BEACH, FL 33483

August 12, 2016

Dear Tropic Isle Neighbor,

As owners of Tropic Square, we are preparing to revitalize the outdated retail center with Dunkin Donuts among other tenants. Renamed Delray Place South, the center will be substantially upgraded, and we want to share our proposed plans with you.

As you've seen with Delray Place North, we delivered a high quality product and experience with Trader Joe's and a carefully chosen mix of upscale tenants. After a long search for a polished, casual dining restaurant on par with Houston's, Seasons 52 and J Alexander's, we are proud to announce the latest addition to Delray Place. Renowned Harvest Seasonal Grill and Wine Bar recently signed a 6,500 sf lease and is scheduled to open this November. More tenant announcements will soon follow.

We plan to redevelop Delray Place South as an equally distinctive, upscale center. As a local, family-owned business and long term owners, we have the solid financial capacity to be patient and highly selective in choosing outstanding tenants for you to enjoy.

We know you may have questions about our proposed plans for Delray Place South, including a cross-access connection between the centers. We're aware, too, that misinformation has some Tropic Isle neighbors concerned. Sometimes, though, good people just get the facts wrong, and that is why we are reaching out to clarify and provide some context on our plans.

Here are a few key points:

- For Tropic Isle residents, the cross-connection proposal provides direct access to both Delray Place North and Delray Place South. That means you won't have to deal with Federal Highway, the frustrating U-turns at several locations along Linton Blvd. or the unsafe crossing of six high-volume traffic lanes to get back home.

- Delray Place South will be better – not bigger. Our focus is on delivering a higher caliber dining and shopping experience for the neighborhood. Delray Place South will have less square footage than currently exists and less development than is allowed.

- With our investment in added turn lanes and other roadway improvements along Tropic Blvd., the fact is that future traffic conditions on Tropic Blvd. will be measurably better than if the center is redeveloped without the cross-connection to Delray Place North.

- Overall, the Delray Place South redevelopment Plan will *reduce* congestion and smooth the traffic flow along Tropic Blvd. at the Federal Highway and Linton Blvd. intersection and along Linton Blvd.

As a business with strong local roots, it's important we serve the best interests of our neighbors and the city, as well as our existing and future tenants. Today, Tropic Square does not reflect Tropic Isle's stature as a premier neighborhood. Transforming the center will bring a fresh, visually appealing entry point and a destination for Tropic Isle residents to enjoy.

We'll keep you updated and appreciate the opportunity to answer your questions and provide the facts. Just email us at delrayplace@RPG123.com.

Sincerely,

Joe Carosella

Managing Member
Delray Place, LLC

Jefferson, Candi

From:	Joe Carosella <JCarosella@rpg123.com>
Sent:	Thursday, August 18, 2016 10:33 AM
To:	Stillings, Tim
Cc:	Jefferson, Candi; Pape, Scott; Louis Carosella (LCarosella@rpg123.com); Michele Burns (admin@rpg123.com); 'Joaquin Vargas (joaquin@traftech.biz)'; 'Mark Saltz (Msaltz@saltzmichelson.com)'; Jeff Lynne (jlynne@bmulaw.com); 'Ashlee Coosaia (acoosaia@bmulaw.com)'; Dennis Shultz (Dshultz@flynnengineering.com)
Subject:	Access to Eve Street & Tropic Blvd Required for Delray Place South Redevelopment
Attachments:	Mailer to Tropic Isle Residents for Delray Place South Redevelopment 8.1....pdf; Proposed Tropic Square Cross Acess with adjacent North planned Delray Place

Good morning Tim

We would like this email and attachments as part of your staff report going to SPRAB members, so please confirm that you can do such

As we have discussed, over the past 3 years, we communicated our redevelopment plans extensively with our traffic engineering and other professionals and have met 4 times with the concerned nearby tropic isle residents group and Kelli Freeman as the Tropic Isle Civic Association President

Based on our 4 meetings we have made significant revisions to our site plans to accommodate these tropic isle residents cross access concerns, such as adding a second westbound tropic blvd traffic lane and adding a second east bound tropic blvd traffic lane

With our revised site plan, tropic blvd will have proper designed capacity with

1.. two west bound dedicated south turn lanes

2..one west bound dedicated north turn lane

3..one east bound dedicated straight thru lane for tropic isle residents

4..one east bound dedicated lane into delray place south

We are greatly improving this tropic blvd traffic capacity design and intersection for the mutual benefit of tropic isles residents

After our 3 years of extensive open commination and site plan tropic isle blvd redesign with the nearby residents group, we are ready to secure our required governmental approvals, even though the tropic isle civic association stated in their 7/20/2016 letter to residents that "Just as we successfully opposed and stopped the planned 24 hour Walmart Super Store immediately adjacent to our community to the west, we must unite and prevail over this plan"

Tropic Blvd and Eve street is a public street and we are the adjacent commercial property owners have the same legal rights to both their use as the tropic isle neighbors, and such politically charged tropic isle neighbors should not have the undue political influence without proper documented 3rd party professional traffic engineering facts to the contrary to negate our last 3 years of dedicated communication and final revised code compliant site plan design

Over the years, tropic isle has secured traffic way restrictions in and out of our adjacent eve street public owned road for the benefit of only tropic isle residents. Years ago, eve street had a full movement federal highway southbound left in and westbound left out for the benefit of the delray place north property owner, however, from our FDOT research, we understand that once tropic isle was able to install the eve street close off gate and secure a traffic light on tropic blvd, such eve street movement with federal highway southbound left in and westbound left out, was closed for ONLY the Benefit of Tropic Isle Residents, which is making southbound in and out traffic very difficult as well as making south bound U-turns at both the tropic blvd and the federal and linton blvd intersection very difficult

Most southbound traffic is cutting around east of the eve street median and going behind the public alley closer to the tropic isle neighbors and even hitting some parked cars and the exiting out onto tropic blvd to go southbound on federal highway, so our cross acess from eve street thru our private property to tropic blvd further away from the tropic isle entrance will elevate these problems

There are many nearby tropic isle residents that have taken the time to understand and support of cross access such as the attached detailed support letter from tropic isle resident Peggy Paterra

In summary, we have met with the nearby the tropic isle opposing residents 4 times over the past 3 years, and keep openly communicating with them as outlined within our attached mailer, and our legal rights to use tropic blvd and eve street as the adjacent property owner, should not be politically negated by the tropic isle residents without documented traffic engineering facts to the contrary

Best regards

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790
Fax: 561-961-1744
Email: jcarosella@rpg123.com

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Commerce Act, any version of the Uniform Electronic Transmissions Act or any other statute governing electronic transactions.

Jefferson, Candi

From:	Joe Carosella <JCarosella@rpg123.com>
Sent:	Tuesday, June 07, 2016 5:22 PM
To:	Jefferson, Candi
Cc:	Louis Carosella (LCarosella@rpg123.com); Mark Saltz; 'Joaquin Vargas; Moe Azar; Pape, Scott; Michele Burns (admin@rpg123.com); Ashlee Coosaia (acoosaia@bmulaw.com); Jeff Lynne (jlynne@bmulaw.com); Skyler Carosella (OfficeAssistant@rpg123.com); Stillings, Tim
Subject:	RE: Special Action Parking Reduction Request pursuant to LDR Section 4.6.9(F)(1), supported by Parking Utilization Study for Delray Place South Delray Beach, Florida
Attachments:	Special Action Parking Reduction Request supported by Parking Utilization Study Delray Place South 6.6.2016.pdf

Hi Candi

As you requested 6/3/2016, we have had extensive further discussions with our traffic & parking engineer, and attached is our additional detailed Special Action Parking Reduction Request pursuant to LDR Section 4.6.9(F)(1), for the Shopping Center to continue and be allowed to be parked under LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required.

Under LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required, the parking requirements would continue to be calculated as 4 per 1000/sf, irrespective of different uses, and without additional parking requirements for outdoor seating.

After so much of our joint efforts the past year, we need to continue working with your planning team and get this scheduled for the next 7/13/2016 SPRAB public hearing

I would appreciate, that since we have resubmitted properly last Friday, that you please work with Tim Stillings to accept our attached Special Action Parking Reduction Request documentation, and confirm that our last 6/3/2016 submittal is sufficient and complete.

As we have requested a few times, if we have any details to clean up, please allow us to email and/or overnight you such documentation, within this 3rd re-submittal request, so we do not have any delays that prevent us from being scheduled on the next 7/13/2016 SPRAB public hearing

We have provided a high quality redevelopment plan and worked thru all our issues together and we look forward to your planning department's positive recommendations of approval for our required cross access to eve street and overall re-development plans.

Best regards

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790

Fax: 561-961-1744
Email: jcarosella@rpg123.com

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From: Joe Carosella
Sent: Friday, June 03, 2016 4:26 PM
To: 'Jefferson, Candi' <jefferson@mydelraybeach.com>
Cc: Louis Carosella (LCarosella@rpg123.com) <LCarosella@rpg123.com>; Mark Saltz <msaltz@saltzmichelson.com>; 'Joaquin Vargas <joaquin@traftech.biz>; Moe Azar <mazar@saltzmichelson.com>; Pape, Scott <Pape@mydelraybeach.com>; Michele Burns (admin@rpg123.com) <admin@rpg123.com>; Ashlee Coosaia (acoosaia@bmulaw.com) <acoosaia@bmulaw.com>; Jeff Lynne (jlynne@bmulaw.com) <jlynne@bmulaw.com>; Skyler Carosella (OfficeAssistant@rpg123.com) <officeassistant@rpg123.com>; Stillings, Tim <stillings@mydelraybeach.com>
Subject: RE: Special Action Parking Reduction Request pursuant to LDR Section 4.6.9(F)(1), supported by Parking Utilization Study for Delray Place South Delray Beach, Florida

Thanks for your support

I spoke to Diane Miller in the planning dept. which is waiting for Skylar Carosella to drop off our resubmittal package by about 5:15pm or prior today and we have Diane's 561-243-7041 number to call and get inside to the planning department, if the main doors are closed at 5pm today

As you requested, attached is our Excel detailed line item parking required spread sheet, that we will be including in our 3rd separate parking reduction study documentation

Have a nice weekend

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
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Direct: 561-961-1732
Cell: 954-647-6790

Fax: 561-961-1744
Email: jcarosella@rpg123.com

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From: Jefferson, Candi [mailto:jefferson@mydelraybeach.com]
Sent: Friday, June 03, 2016 4:11 PM
To: Joe Carosella <JCarosella@rpg123.com>
Cc: Louis Carosella (LCarosella@rpg123.com) <LCarosella@rpg123.com>; Mark Saltz <msaltz@saltzmichelson.com>; 'Joaquin Vargas <joaquin@traftech.biz>; Moe Azar <mazar@saltzmichelson.com>; Pape, Scott <Pape@mydelraybeach.com>; Michele Burns (admin@rpg123.com) <admin@rpg123.com>; Ashlee Coosaia (acoosaia@bmulaw.com) <acoosaia@bmulaw.com>; Jeff Lynne (jlynne@bmulaw.com) <jlynne@bmulaw.com>; Skyler Carosella (OfficeAssistant@rpg123.com) <officeassistant@rpg123.com>; Stillings, Tim <stillings@mydelraybeach.com>
Subject: RE: Special Action Parking Reduction Request pursuant to LDR Section 4.6.9(F)(1), supported by Parking Utilization Study for Delray Place South Delray Beach, Florida

No problem. Thank you for your efforts! ☺

From: Joe Carosella [mailto:JCarosella@rpg123.com]
Sent: Friday, June 03, 2016 4:07 PM
To: Stillings, Tim
Cc: Louis Carosella (LCarosella@rpg123.com); Mark Saltz; 'Joaquin Vargas; Moe Azar; Pape, Scott; Michele Burns (admin@rpg123.com); Ashlee Coosaia (acoosaia@bmulaw.com); Jeff Lynne (jlynne@bmulaw.com); Jefferson, Candi; Skyler Carosella (OfficeAssistant@rpg123.com)
Subject: Special Action Parking Reduction Request pursuant to LDR Section 4.6.9(F)(1), supported by Parking Utilization Study for Delray Place South Delray Beach, Florida

Hi Tim

It takes much to put together this entire many sets of resubmittal packages again for the 3rd time and we have been preparing same the last 2 weeks and we will be hand delivering same by 5pm to your planning dept., so same can be checked in today

We have had extensive discussions about the scope of acceptable documentation to support our Special Action Parking Reduction Request pursuant to LDR Section 4.6.9(F)(1), and we have emailed your planning group all our creating specific parking documentation for same

We were not expecting a few hours ago that Candi would be emailing us another suggested parking reduction request format to be used instead of all our other adequate provided documentation

Even thought our parking documentation submitted is very detailed and should be adequate, we have emailed this afternoon Candi's suggested parking study format to our parking engineer to further use parts of same for our 3rd separate parking reduction study documentation to send to your planning department by mid-next week

Our parking engineer will make a priority for us to complete this city requested 3rd separate parking reduction study which we will email to your planning group by 6:00pm
next Wednesday 6/8/2015

The Shopping Center Owner is requesting a Special Action Parking Reduction Request pursuant to LDR Section 4.6.9(F)(1), for the Shopping Center to continue and be allowed to be parked under LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required.

Within our report, as candi requewsted, we will be including the attached detailed parking required calulations, which your group can now get a prior review

Please confirm upon receipt of this email that you will be able to accept all our completed resubmitted plans by 5pm this afternoon, and then we can email your planning group our 3rd separate parking reduction study documentation by 6:00pm next Wednesday 6/8/2015

We have worked to provide all our resubmittal details, however, if certain details need to be supplemented, please allow us to provide same quickly, without missing the next scheduled 7/13/2016 SPRAB hearing

We appreciate your planning departments cooperation to work thru this redevelopment with us

Best regards

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790
Fax: 561-961-1744
Email: jcarosella@rpg123.com

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From: Jefferson, Candi [mailto: jefferson@mydelraybeach.com]
Sent: Friday, June 03, 2016 11:25 AM
To: Joe Carosella <JCarosella@rpg123.com>
Cc: Louis Carosella (LCarosella@rpg123.com) <LCarosella@rpg123.com>; Mark Saltz <msaltz@saltzmichelson.com>; 'Joaquin Vargas <joaquin@traftech.biz>; Moe Azar <mazar@saltzmichelson.com>; Pape, Scott <Pape@mydelraybeach.com>; Michele Burns (admin@rpg123.com) <admin@rpg123.com>; Ashlee Coosaia (acoosaia@bmulaw.com) <acoosaia@bmulaw.com>; Jeff Lynne (jlynne@bmulaw.com) <jlynne@bmulaw.com>; Stillings, Tim <stillings@mydelraybeach.com>
Subject: RE: vested 4/1000sf shopping center parking requirements for all uses within Delray place south delray beach florida

Joe,

The level of analysis does not appear to be adequate. Also, the documentation provided to date does not make a specific request for consideration under the provisions of LDR Section 4.6.9(F)(1).

See an example of a request for parking relief and the associated analysis which was supported by staff and the approving bodies.

Sincerely,

Candi N. Jefferson, Senior Planner
City of Delray Beach
Planning, Zoning & Building Dept.
100 NW 1st Avenue
Delray Beach, FL 33444
jefferson@mydelraybeach.com
(561) 243-7049 phone
(561) 243-7221 fax

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From: Joe Carosella [mailto:JCarosella@rpg123.com]
Sent: Thursday, June 02, 2016 8:48 PM
To: Stillings, Tim
Cc: Louis Carosella (LCarosella@rpg123.com); Mark Saltz; 'Joaquin Vargas; Moe Azar; Pape, Scott; Michele Burns (admin@rpg123.com); Ashlee Coosaia (acoosaia@bmulaw.com); Jeff Lynne (jlynne@bmulaw.com); Jefferson, Candi
Subject: RE: vested 4/1000sf shopping center parking requirements for all uses within delray place south delray beach florida

Good Evening Tim

We have worked the past few months to prepare our 3rd sprab resubmittal and we are resubmitting to your planning department by this Friday 6/3/2016 at 5pm, so that we can get on the next scheduled 7/13/2016 SPRAB hearing

Can you please reply tomorrow morning how our attached excel spread sheet is sufficient for us to include in our sprab resubmittal package tomorrow afternoon to satisfy the existing tenant and parking information city planning dept. request

Our attached parking determination excel spread sheet shows both our existing tenant store locations, sizes and uses and well as our planned tenants store locations, sizes and uses

We have worked to provide all our resubmittal details, however, if certain details need to be supplemented, please allow us to provide same quickly, without missing the next scheduled 7/13/2016 SPRAB hearing

Working thru this parking analysis is a material point for us to do at this same time as we go thru SPRAB so that we will be able to lease up our approx 39% or 8,509sf of vacant space, without future issues and/or further required public hearings.

As we discussed this morning, attached is our detailed line item tenant by tenant use and sf size excel spreadsheet for your groups review to do your own analysis and parking required calculations from same.

Also attached is

1...the prior 30 year property owners certification that this shopping center has been allowed to be parked at the 4/1000sf uses as a shopping center, and

2..our traffic engineers parking utilization study certifying that this shopping center operates and a shopping center under industry norm standards and falls under the intent of the shopping center definition under the city code

The Shopping Center Owner is requesting a Special Action Parking Reduction Request pursuant to LDR Section 4.6.9(F)(1), for the Shopping Center to continue and be allowed to be parked under LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required.

Under LDR Section 4.6.9 (C) (3) (e) Shopping Centers, for purposes of determining the amount of parking spaces required, the parking requirements would continue to be calculated as 4 per 1000/sf, irrespective of different uses, and without additional parking requirements for outdoor seating.

Currently 89 parking spaces or approx 4/1000sf without additional outdoor dining parking required exists and with the redevelopment, 90 parking spaces or approx 4/1000sf without additional outdoor dining required parking, will be provided.

We look forward to your group's support of our overall redevelopment plans

Best regards

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790
Fax: 561-961-1744
Email: jcarosella@rpg123.com

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From: Jefferson, Candi [mailto:jefferson@mydelraybeach.com]
Sent: Thursday, June 02, 2016 3:06 PM
To: Ashlee Coosaia
Subject: RE: Waiver Fees for Delray Place South

Ashlee:

The options for parking relief (if needed) are as follows:

- Special Action Parking Reduction Request [See LDR Section 4.6.9(F)(1)]
- Off-Site Parking Agreement [See LDR Section 4.6.9(E)(5)]
- On-Street Parking [See LDR Section 4.6.9(E)(2)]

Alternatives for accommodating parking on-site include the following:

- Restriping the existing spaces to accommodate the maximum allowed compact spaces [See LDR Section 4.6.9(C)(1)(g)]
- Construction of an additional +/- 3,000 sq. ft. of use area within a new building or building addition to qualify for the shopping center parking rate

It has not been definitively determined that parking relief is needed with the current proposal. In fact, it may not have been deemed necessary for any prior approvals. However, if currently vacant retail bays are converted to restaurant use in the future, this matter will have to be revisited. At this time, we cannot apply the shopping center rate to any site that has less than 25,000 square feet. [See LDR Section 4.6.9(C)(3)(e), Amd. Ord. 01-09, 01/20/09].

An assessment of the current uses on-site (based upon square footage by tenant bay) will provide staff with the means to establish the existing or prior-approved uses necessary for determining the actual parking requirement. Any current parking deficiency is considered a preexisting nonconformity.

Sincerely,

Candi N. Jefferson, Senior Planner
City of Delray Beach
Planning & Zoning Dept.
100 NW 1st Avenue
Delray Beach, FL 33444
jefferson@mydelraybeach.com
(561) 243-7049 phone
(561) 243-7221 fax

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From: Ashlee Coosaia [mailto:acoosaia@bmulaw.com]
Sent: Thursday, June 02, 2016 1:20 PM
To: Jefferson, Candi
Subject: RE: Waiver Fees for Delray Place South

Hey Candi – I have another quick question. Joe Carosella mentioned that when he met with you and staff awhile back – you indicated a provision in the code that would maybe allow the site (maybe via a waiver) to be grandfathered for parking due to the age of the site or something like that. Do you recall this? If so, can you point me in the right direction in the LDRs. Joe didn't write the code section down that you referenced that day – and I am having a hard time locating it.

Thanks as always!

ASHLEE L. COOSAIA
Project Manager
Beighley, Myrick, Udell & Lynne, P.A. | 2255 Glades Road, Suite 335W | Boca Raton, FL 33431
Tel 561.549.9036 | Fax 561.549.9040
acoosaia@bmulaw.com | www.bmulaw.com

BEIGHLEY
MYRICK
UDELL
&LYNNE

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Jefferson, Candi

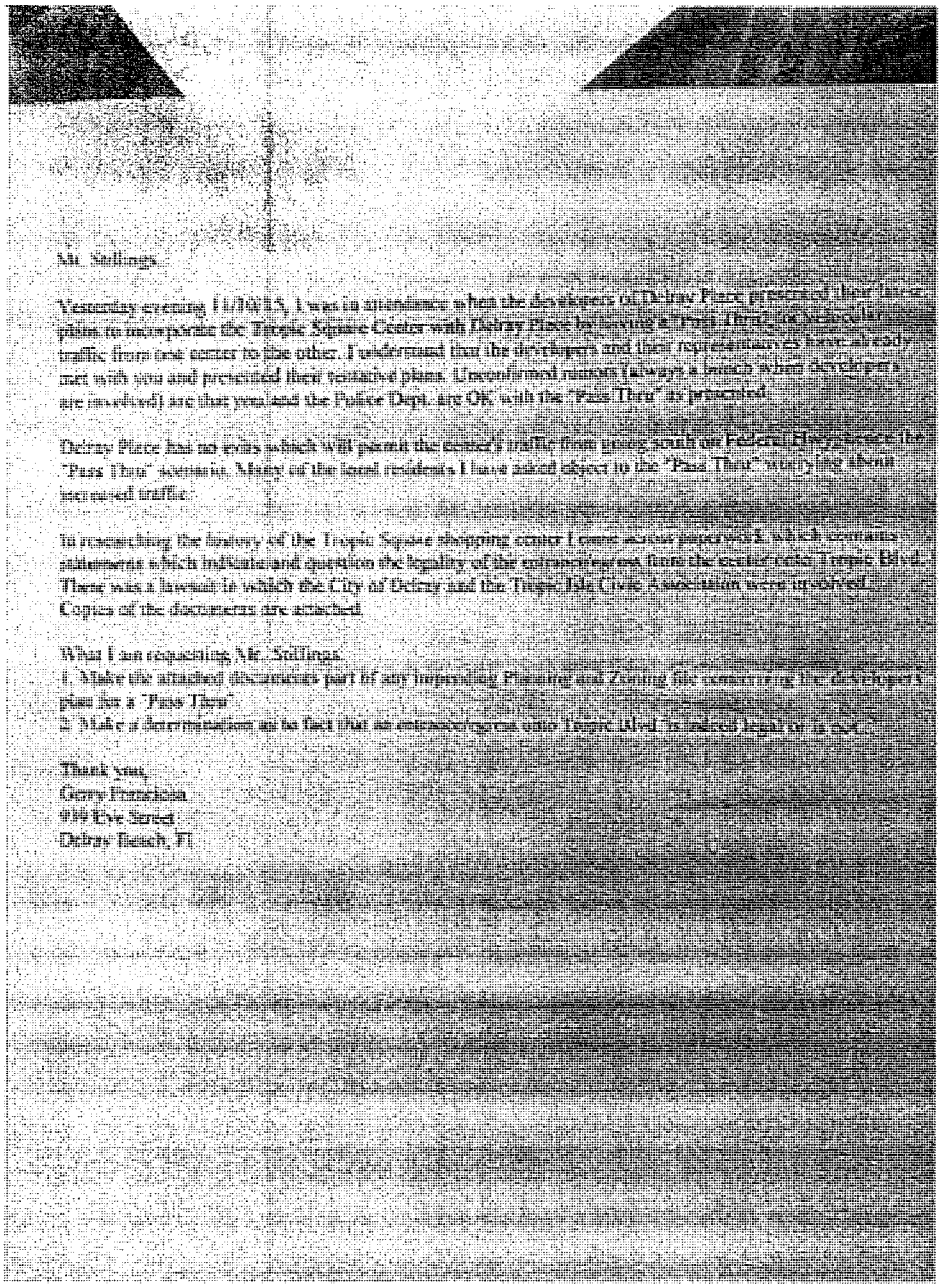
From: Stillings, Tim
Sent: Monday, March 28, 2016 10:54 AM
To: Jefferson, Candi
Subject: FW: Delray Place

Please make sure to include the attached letters, etc. in the project file.
Tim

From: Gerald Francios [mailto:franciosa4delray@aol.com]
Sent: Saturday, March 26, 2016 2:44 PM
To: Glickstein, Cary; shellypetrolia@aol.com; al jacquet; Katz, Mitchell; Jarjura, Jordana; CityManager@MyDelrayBeach.com; CityAttorney@MyDelrayBeach.com; Stillings, Tim
Cc: Dick Van Gemert; Bo A Lou
Subject: Delray Place

Hello Mayor and Commissioners...I have tried to stay away from taking your time at commission meetings at public speaking and instead have resorted to email questions to various staff members and am truly disappointment...my suggestion, and I have made this suggestion perviously, that when a citizen requests information from the city, especially through the City Manager...there should be a process in effect that responses to an email...for instance...thank you for contacting the city...we will attempt to get an answer[s] to you shortly...lest say two weeks since that's the length of time the city Manager has to response to questions to the Commission at Commission meetings...I have sent a number of requests for simple information to the City Manager over the past several months without any response...I do not want to take your time sending you each individual request and asking for an explanation...all I'm asking is a response within a reasonable length of time...I know everyone is busy but it's part of staffs duty to response to citizens request for information...

In the interim...I sent the attached request to the Director of Planning & Zoning Mr. Stillings 11-11-15...



Mr. Stillings

Yesterday evening [illegible], I was in attendance when the developers of Delray Place presented their latest plans to incorporate the Tropic Square Center with Delray Place by having a "Pass Thru" for vehicular traffic from one center to the other. I understand that the developers and their representatives have already met with you and presented their tentative plans. Unconfirmed rumors (always a bunch when developers are involved) are that you and the Police Dept. are OK with the "Pass Thru" as presented.

Delray Place has no exits which will permit the center's traffic from going south on Federal Hwy except the "Pass Thru" scenario. Many of the local residents I have asked object to the "Pass Thru" mainly about increased traffic.

In researching the history of the Tropic Square shopping center I came across paperwork which contains statements which indicate and question the legality of the entrance/exit from the center onto Tropic Blvd. There was a lawsuit in which the City of Delray and the Tropic Isle Civic Association were involved. Copies of the documents are attached.

What I am requesting Mr. Stillings:
1. Make the attached documents part of any impending Planning and Zoning file concerning the developer's plan for a "Pass Thru"
2. Make a determination as to fact that an entrance/egress onto Tropic Blvd. is indeed legal or is not.

Thank you,
Gerry Francioni
999 Eve Street
Delray Beach, Fl

And as yet to receive an answer...
Also the following documents where attached to the aforementioned letter...

Tropic Isle

CIVIC ASSOCIATION

DELRAY BEACH, FLORIDA

October 11, 1977

TO MEMBERS AND PROPERTY OWNERS OF TROPIC ISLES:

I'd like to apologize for not getting this letter out sooner.

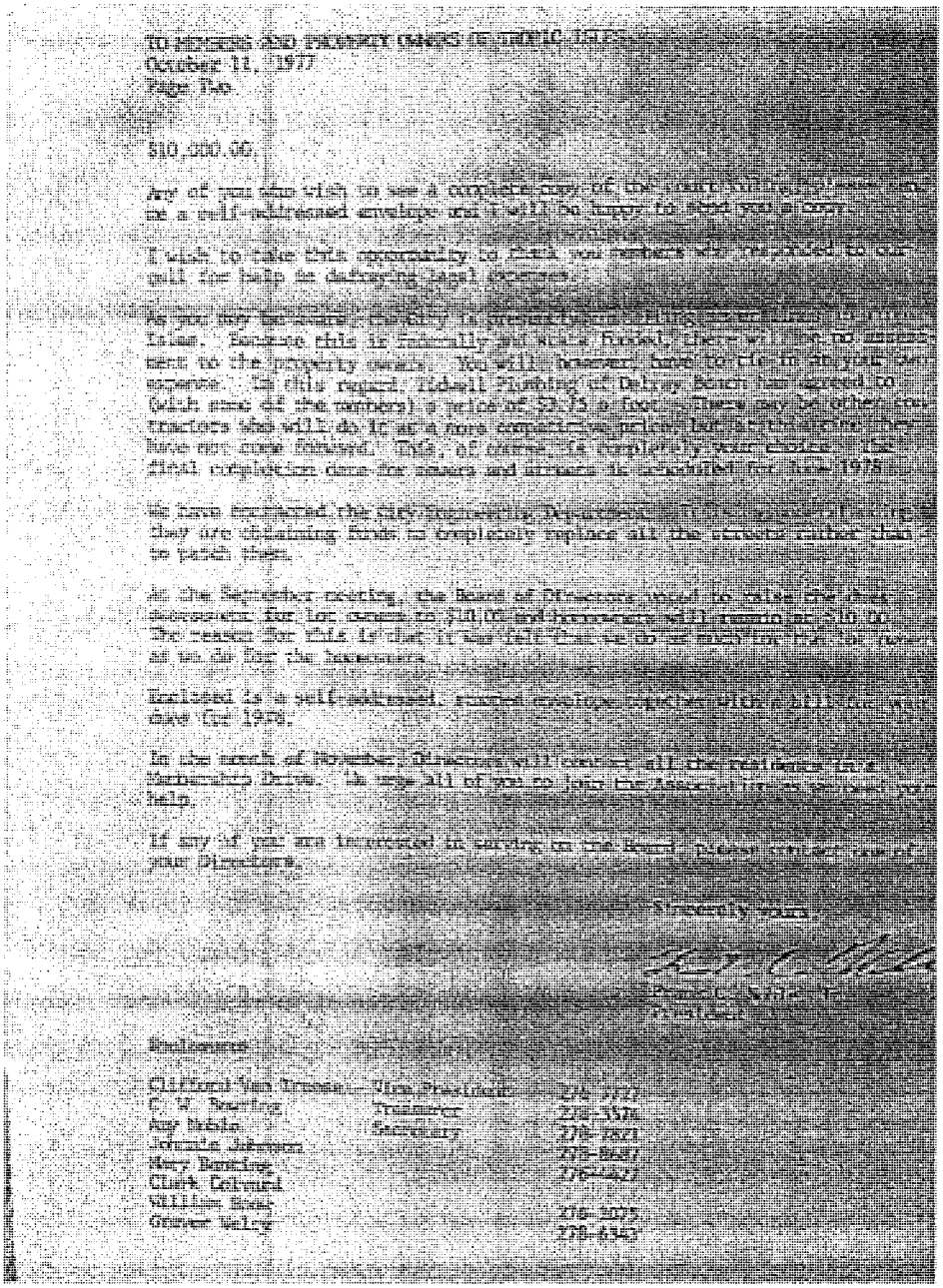
As many of you know, we have been very busy trying to settle the dispute over the Gate-Way Shopping Center.

You may recall that at the Annual Meeting, all the Directors had been sued by the Developer for a total of approximately $9 000 000.00. The final outcome of the disagreement stemmed from the fact that the City backed down at the last minute. They, in fact, changed the zoning setback requirements. We, therefore, were not able to [illegible] as mentioned. Additional deed restrictions which were tentatively agreed to by Gate-Way Shopping Center prior to the time that the City changed the zoning.

The deed restrictions (which are deed restrictions that last 20 years) are as follows:

1. No store there can remain which may close at later than 11:00 P.M.
2. They may have a cash [illegible] Tropic Boulevard until such time as the Department of Transportation widens [illegible] Tropic Boulevard to [illegible] from the corner of Tropic Isle [illegible] to [illegible]
3. They must [illegible] Landscaping [illegible] the Shopping Center.
4. Pay $4 500.00 of our legal fees.
5. The City and Tropic Isle Civic Association, its officers, Directors and members are enjoined from "harassing, interfering, picketing, or otherwise hindering" the development of the property.

We were also able to negotiate a settlement with the City for $3 500.00 for the purpose of helping defray our legal fees which amounted to approximately



TO OWNERS AND PROPERTY OWNERS IN TRITIC HILLS
October 11, 1977
Page Two

$10,000.00.

Any of you who wish to see a complete copy of the report will please send me a self-addressed envelope and I will be happy to send you a copy.

I wish to take this opportunity to thank you members who contributed to our call for help in defraying legal expenses.

As you may be aware, the City is presently installing sewer facilities in Tritic Isles. Because this is federally and state funded, there will be no assessment to the property owners. You will, however, have to tie in at your own expense. In this regard, Tidwell Plumbing of Delray Beach has agreed to (which some of the members) a price of $21.75 a foot. There may be other contractors who will do it at a more competitive price, but as of this time they have not come forward. This, of course, is completely your choice. The final completion date for sewers and streets is scheduled for June 1978.

We have contacted the City Engineering Department [illegible] they are obtaining funds to completely replace all the culverts rather than to patch them.

At the September meeting, the Board of Directors voted to raise the dues assessment for lot owners to $10.00 and homeowners will remain at $10.00. The reason for this is due to the fact that we do as much for lot owners as we do for the homeowners.

Enclosed is a self-addressed, stamped envelope together with a billing for dues for 1978.

In the month of November, Directors will contact all the residents in Timberwalk Drive. We urge all of you to join the Association [illegible] help.

If any of you are interested in serving on the Board, please contact one of your Directors.

Sincerely yours,

[illegible]
President

Enclosures

Clifford Van Brunen	Vice President	276-7777
C. W. Bowring	Treasurer	278-3378
Amy Noble	Secretary	278-7871
Johnnie Johnson		278-8687
Mary Bowring		276-4427
Clark Leonard		
William Noble		276-2075
Grover Haley		278-6343

Last week I spoke to the planner handling the Delray Place pass thru and she advised me that the attached document was not part of the file...
Thank you for time...regards Gerry Franciosa
Sent from my iPad

EXHIBIT "A"
DELRAY PLACE
SPRAB MOTIONS WITH CONDITIONS OF APPROVAL

The Board approved the Class V Site Plan, Landscape Plan and Architectural Elevations with the following motions:

Site Plan:

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

1. Add sight visibility triangles where missing and modify the Site, Landscape and Engineering plans as required to depict the correct site visibility triangles.
2. A note shall be placed on the site plan that all existing and proposed utilities associated with the development must be located underground except around perimeter where if affects mature trees.
3. The signs depicted on the site plan are not included with this site plan approval.
4. The developer shall work with the Engineering Department to determine if a mass transmit easement should be provided along South Federal Highway. If so, this must be depicted on the site plan, landscape plan, and civil engineering plans. If the project is not adjacent to a bus stop, a contribution of approximately one-half the cost of a bus shelter must be paid in-lieu of providing the bus shelter on site.
5. The property must be replatted and the plat must be recorded prior to the issuance of a building permit.
6. Satisfy the Preliminary Engineering Technical Items identified in "Appendix C" of the staff report prior to site plan certification.
7. CCTV technology should be incorporated into the project.
8. Consider the use of LED light fixtures in the parking lot. If so, the photometric plan and other plans that may be affected must be revised accordingly.
9. The developer will pay for the manufacture and installation of "no parking" signs along Eve Street.
10. If any of the uses in the Delray Place project requires an auxiliary power generator pursuant to the Specific Requirements for Specific Uses in LDR Section 4.3.3, the generator(s) shall not be located outside the building on the ground in the rear of the development adjacent to the residential neighborhood, unless located on the roof, appropriately screened and no closer than 16 ft to the rear of the buildings.
11. The exhaust ports for any restaurant ventilation hood system in the 600 to 900 and 500-504 and 506-510 buildings must be located on the roof and not in the rear wall facing the residential neighborhood and no closer than 16 ft from the rear of the buildings.
12. Delray Place shall, by the date the first major tenant opens, install an island that restricts Delray Place internal southbound exiting traffic to right-turn only onto Eve Street. In the event that, at some point in the future, and after all applicable City of Delray Beach process, and after all applicable public hearings, including but not limited to those before the Planning & Zoning Commission and the City Commission, a final development approval is issued by the City for the adjacent (on the south) Tropic Square shopping Center, which approval allows a cross-access across Eve Street with Delray Place, then the aforesaid island, upon the completion of said Tropic Square cross-access, may be removed. Removal of the island

shall not be considered an amendment to the Delray Place Ordinance and/or amendment to the Site Plan Approvals such as would otherwise require compliance with public notice and hearing procedures for site plan approval and/or rezoning ordinances and shall control in all instances to the extent of any inconsistency with any other approval granted by the City.

13. A Parking Utilization must be prepared during the first peak season when the shopping center is at least 89% occupied outlining that all parking spaces are not being consistently used and a regular parking shortage problem is not occurring, to justify the adequacy of the provided parking.
14. If the Parking Utilization Study condition 13 above provides that all parking spaces are being consistently used and a regular parking shortage problem is occurring, then developer shall provide to alleviate the parking shortage any of the following: (a) on-site valet parking, (b) off-site valet parking, (c) off-site private property employee parking, (d) off-site public property employee parking, (e) off-site nearby customer shuttle parking (f) South Florida Commuter Services Transportation Demand Management "TDM" Programs such as, car & van & bus pooling, bicycling and bicycling parking, preferential car & van pooling parking programs, South Florida vanpools, transportation partnerships, shuttle shared system, ride sharing & matching, other TDM programs (e) any other reasonable programs.
15. An assessment must be made during the first peak season budgeted to be approx. 12/1-5/1/2014 after receipt of the first certificate of occupancy to determine if the number of bike racks is adequate for the project.
16. The developer shall meet with SFCS and SAFE to explore TDM initiatives that could alleviate over capacity parking shortage demand at the shopping center.
17. Provide a traffic concurrency equivalency letter from project traffic engineer that demonstrates the mix of proposed uses falls within the approved 2/13/2013 Palm Beach County project number 1200911 Traffic Performance Standards Review Letter proposed uses and other allowed allocations.
18. The developer shall provide sound mitigation for the nearby rear neighbors by providing Sound Wall Absorption Material up to 14 feet high on the south wall elevation of building 500-504 and the north wall elevation of building 506-510 and on the east wall elevation of building 500-504 as shown in detail within the Development Plans on architectural sheet A-10 building 500-504 Elevation Plans prepared by Saltz Michelson Architects.
19. The Linton Boulevard buildings 600-900 adjacent to the south residential area are to have (a) a rear height of no more than 18' as measured from grade level of Delray Place, (b) air conditioning and other mechanical equipment placed on the roof no closer than 16ft to the rear of the buildings, (c) a parapet or screening wall installed no closer than 16' to the rear of the buildings and such parapet or screening wall shall have a height no lower than the height of the tallest element of mechanical equipment and shall run parallel to the east & west width of the buildings to screen said equipment visually and from noise from the residential community to the south thereof.
20. The exhaust fans integral to the loading bays shown on the site plan for the buildings parallel to Federal Highway and adjacent to Spanish Trail to the east thereof along the rear of buildings 500-510 are to be located only on the roof.
21. The existing landscaping, including the root systems thereof, lying within City owned easements located along Spanish Trail and east of the Eve Street gate, will not be disturbed by any construction nor the operation of Delray Place. Should any of the existing landscaping located along Spanish Trail and east of the Eve Street gate, die due to developer's disturbance, the developer will replace the dead plant material with that of like density and size based on the current availability of plant materials and code requirements.

22. The two large Banyan trees located proximate to the north corner intersection of Spanish Trail and McCleary Street which are partially located on Delray Place property and the adjacent neighbor's property, are not to be disturbed other than the right of the owner of the Delray Place property to care for and to trim and modify branches that overhang onto the Delray Place property. In the event the activities of the developer during constructing Delray Place injure either one or both of the two Banyan trees to an extent causing the death of either or both of the two Banyan trees, the developer will fully remove the dead tree(s), including the root systems thereof as reasonably possible and replace in the same general area either on the Delray Place property and/or the adjacent residential property with tree(s) based on current availability which can reasonable fit in the same general place and as are allowed by code.
23. The Developer shall incorporate mature Areca Palms that are approx. 14' in height based on reasonable availability into the landscape plans which are to be planted within the boundary of the Delray Place rear landscape buffers behind building 500-504 & building 506-510, on the south side of building 506-510, and behind Linton Blvd. buildings 600-900 and all the way to the east property line near and next to the Tropic Isle residential community as shown on the landscaping plans.
24. The existing wood fence running along the rear of the Delray Place property parallel to Spanish Trail and Eve Street, and just outside the City easement, is to be removed as shown on the plans.
25. There is to be no construction access for the construction of Delray Place from Eve Street east of the Eve Street gate, or from within any other portion of the Tropic Isle residential community.
26. All trash areas are to be air-conditioned and enclosed as shown on plans.
27. A southbound Federal Highway No U-turn sign shall be placed at the intersection of Federal Highway and Tropic Isle Boulevard, if approved by FDOT and other required approval parties.
28. There are to be no rear doors, except for emergency, fire access, and/or code required rear doors, for the Linton Boulevard buildings 600-900 adjacent to the residential area.
29. All mops, grease carts, buckets, and like equipment are to be internally stored within the Linton Boulevard buildings 600-900 adjacent to the residential area.
30. The Developer shall provide a provision in all restaurant leases that all outdoor seating areas are subject to the City of Delray governmental regulations.

Landscape Plan:

Move approval of the landscape plan for **Delray Place**, by adopting the findings of fact and law contained in the staff report, and finding that the request is consistent with Section 4.6.16 of the Land Development Regulations, subject to the following conditions:

1. That all Landscape Plan Technical Items be addressed prior to certification of the site plan.

The landscape plan technical items are as follows:

- There is still a deficiency of approximately 640 inches in caliper between the trees that are required to be mitigated for and the new mitigation trees that have been provided. The difference in caliper inches will either have to be made up in the form of money ($100/caliper

inch) or donated trees (equal to the number of caliper inches deficient). The other alternatives are to plant larger trees or relocate additional existing trees that are currently proposed for removal and mitigation.

- There are several instances where light poles are proposed on top of or immediately adjacent to required trees. Coordinate with the Engineer to move these light poles away from the trees, so that there will be minimal conflict between light pole and tree canopy.

Architectural Elevations:

Move approval of the architectural elevations for **Delray Place**, by adopting the findings of fact and law contained in the staff report, and finding that the request meets the criteria set forth in Section 4.6.18(E) of the Land Development Regulations, subject to the following condition:

1. That the canopy over the clock tower be proportionate with said clock tower in relation to the other canopies in the project.

MEMORANDUM

TO: MAYOR AND CITY COMMISSIONERS

FROM: RONALD HOGGARD, AICP, PRINCIPAL PLANNER
PAUL DORLING, AICP, DIRECTOR PLANNING AND ZONING

THROUGH: LOUIE CHAPMAN, JR., CITY MANAGER

DATE: JUNE 30, 2013

SUBJECT: **AGENDA ITEM # - REGULAR MEETING – JULY 9, 2013**
ORDINANCE NO. 41-12 - REZONING / DELRAY PLACE

ITEM BEFORE COMMISSION

The item before the City Commission is adoption of Ordinance No. 41-12 to approve a privately-initiated rezoning from POC (Planned Office Center) to SAD (Special Activities District) for **Delray Place**, located at the southeast corner of Linton Boulevard and South Federal Highway (1801 and 1845 South Federal Highway).

BACKGROUND

The 9.95 acre property was acquired by the current owner in September, 2011, and an application to initiate a Future Land Use Map amendment and a zoning change to PC (Planned Commercial) was submitted on January 6, 2012. The application was continued for a period of up to six months at the public hearing on the ordinance by the City Commission on April 3, 2012. This continuance was to give the applicant time to address the concerns of the residents of the adjacent neighborhood to the east. Since the residents' concerns were mostly site development issues related to building size, setbacks, location of service areas, and buffering, an alternative rezoning to SAD (Special Activities District) was also discussed. This zoning district requires that a site plan be included as part of the rezoning action which would provide a higher level of comfort to the adjacent residents.

On August 21, 2012, the City Commission approved the applicant's request for up to an additional 6 months to submit a privately sponsored rezoning from POC (Planned Office Center) to SAD (Special Activities District) for the subject property. The applicant amended the rezoning application on September 7, 2012 to request SAD zoning.

On October 15, 2012, the Planning and Zoning Board held a public hearing associated with the rezoning from POC (Planned Office Center) to SAD (Special Activities District). Although the Board recommended approval of the rezoning on a 4-3 vote, it is noted that the Board did not endorse the related site development plan. It was anticipated that modifications of the site plan would be made to ensure compatibility with adjacent properties. Actions on the site plan as it relates to this compatibility were deferred to SPRAB.

On November 6, 2012, the City Commission passed the SAD Rezoning Ordinance on 1st Reading, but did not endorse the related site development plan, which was to be reviewed by the Site Plan Review and Appearance Board prior to second reading of the Ordinance.

On December 12, 2012, the site plan was reviewed by SPRAB and received denials on the Class V Site Plan, Landscape Plan, Architectural Elevations and six of the associated waivers.

On December 14, 2012, the applicant submitted an appeal of the SPRAB decisions to the City Commission. This appeal was to be scheduled for January 3, 2013, in conjunction with the second reading of the SAD rezoning ordinance.

On December 17, 2012, the applicant submitted a letter requesting that SPRAB reconsider its denial of the Delray Place Site Plan, subject to the conditions that the appeal to the City Commission be withdrawn; and that the revised Site Plan, Landscape Plan and Architectural Elevations be brought back before SPRAB no later than March 13, 2013. At its meeting of December 19, 2012, SPRAB moved to reconsider denial of the project subject to the two conditions.

On March 13, 2013, the site plan for Delray Place was reviewed again by SPRAB. The Board tabled the Class V Site Plan, Landscape Plan and Architectural Elevations with direction that the applicant address an issue the board had with the building at the corner of Linton Boulevard and South Federal Highway. The Board approved the following five associated waivers:

- A waiver to LDR Section 4.3.4(H)(6)(b)(1), to reduce the required 25 foot special landscape buffer along South Federal Highway to 15 feet.
- A waiver to LDR Section 4.3.4(H)(6)(b)(4), to reduce the required special landscape buffer along Linton Boulevard from the required 15.5 and 30 feet to 9 feet.
- A waiver to LDR Section 4.6.16(H)(3)(i), requiring landscape islands to be placed at intervals of no less than one landscaped island for every thirteen (13) standard parking spaces or fifteen (15) compact parking spaces. Five (5) required landscape islands are not being provided.
- A waiver to LDR Section 4.6.16(H)(3)(i), requiring landscape islands which contain a minimum of one hundred thirty-five (135) square feet of planting area, with a minimum dimension of nine (9) feet, exclusive of the required curb. Eight (8) islands are being reduced from 9 feet to 8 feet, and four (4) islands are being reduced in size from a minimum of 135 square feet to a minimum 100 square feet.
- A waiver to LDR Section 4.6.16(H)(3)(k), requiring a 5' landscape strip with a two foot hedge to be placed between abutting parking tiers, to allow sidewalks to be placed in two required landscape strips.

The Board also recommended approval to the City Commission of the following two waivers:

- A waiver to LDR Section 4.4.25(D)(1), for pavement encroachment into the required 15' perimeter setback for the SAD zoning district, for the driveway/parking aisle along Linton Boulevard and the outdoor dining area along the south side of the 400 building.
- A waiver to LDR Section 4.6.9(D)(3)(c), Stacking Distance, to reduce the required 50 foot stacking distance between a right-of-way and the first parking space or aisle way in a parking lot to twenty-seven (27) feet for the two entrances on Linton Boulevard and thirty-three (33) feet for the entrance on Eve Street.

The site plans were subsequently modified to reduce the size of the building at the corner of Linton Boulevard and South Federal Highway, by approximately 500 square feet and to add a decorative landscape entry feature with a fountain. The revised plans were reviewed again by SPRAB on June 12, 2013. The Board approved the Class V Site Plan, Landscape Plan and Architectural Elevations with conditions as shown in the attached Exhibit "A":

Development Proposal & Site Plan Issues

A complete analysis of the required findings for the rezoning and the site plan can be found in the attached Planning and Zoning Board and SPRAB Staff Reports. A synopsis of the major issues is included below:

Staff continues to support the property owner's proposal to redevelop the site as a high end shopping center, subject to the site plan adequately addressing the development's compatibility with adjacent residential development, and feels that a major retail center at this corner will anchor the South Federal Highway Redevelopment Area and encourage additional redevelopment. The POC zoning designation currently assigned to the property may have been adequate in the past, but office use at this location now represents an economically infeasible use of the property and current market trends indicate that a zoning designation which permits commercial development is more appropriate. Much of the office space in this project is currently vacant and the demand for office space has been marginal in this area. The City is currently promoting office development in the downtown area and in the "Innovation Corridor" along Congress Avenue in the MROC (Mixed Residential, Office and Commercial) zoning district. It would be better if this site did not compete with those initiatives.

Properly designed shopping centers can and do exist adjacent to residential development throughout the City. Residential and general commercial uses can be compatible and complimentary in that the commercial uses provide necessary goods and services for residential neighborhoods and the residents provide the market base to support the commercial uses. Since the site plan for the project will be included in the rezoning ordinance, compatibility with the adjacent Tropic Isles single-family residential development to the east can be assured at the time of rezoning. Key issues that need to be addressed to ensure compatibility include the mix of uses, the level of intensity and appropriate buffering. After multiple revisions of the site plan and three reviews by the Site Plan Review and Appearance Board, the current site plan for Delray Place does address these issues. Some of the major changes that have occurred since first reading of the ordinance by the City Commission include:

- The total building area was reduced by 14.8 % (20,241 square feet);
- The FAR (floor area ratio) was reduced from 0.32 to 0.27;
- The maximum percentage of restaurants was reduced form 50% to 31% *(see parking section below)*;
- Open space was increased from 16.2% to 25.3%;
- The parking deficit (based on standard shopping center requirements) was reduced from 109 spaces to 54 spaces *(See parking section below)*
- The landscape setback along Linton Boulevard was increased from 8' to 9';
- Sound absorption material was added to 14 feet in height on the south and east walls of Buildings 500-504, and the north wall of Buildings 506-510;
- Truck traffic is now forced to exit onto Federal Highway instead of Linton Boulevard;
- Screen walls and roofs were added between buildings 600-900 to minimize sounds from the outdoor seating to the adjacent residents;
- The height of buildings 600-900 was decreased by lowering parapet adjacent to neighbors from 22' to 18' and mechanical equipment was moved 16' north further away from the neighbors and provided with addition screening;
- Rear doors and rear sidewalks were eliminated from buildings 600-900;
- The depth of buildings 600-900 was reduced from 60' to 50' to allow raised planters along the sidewalk facing Linton Boulevard and was designed to encourage outdoor seating between the north face of these buildings and the raised planters.
- The loading docks were enclosed;

- All trash enclosures were enclosed and air conditioned;
- The daycare center with outdoor play area was eliminated;
- Pedestrian amenities were added in six locations along the public streets which include trellises, benches, trash receptacles and bicycle racks;
- Areca Palms were added to increase screening along all property lines abutting Tropic Isles;
- Green walls were added on three sides of all free standing dumpster enclosures and on numerous building walls visible to the public streets;
- A pedestrian connection was added on Eve Street to facilitate neighborhood access; and
- The Gateway Feature was added at the Linton/Federal corner to include a water feature with fountain jets and a colonnade. Also, a clock tower was incorporated in the building behind.

Parking:

Parking requirements for SAD zoned properties are established on the site and development plan. While there are no standard parking requirements for SAD zoned properties, the parking requirement for shopping centers of this size in other zoning districts is typically 4 spaces per 1,000 square feet in the City. This would result in a requirement of 455 spaces for the 113,907 square foot shopping center. The proposed site plan shows 403 spaces, a reduction (11.4%) from this requirement with a deficit of 52 spaces. An alternative plan for the 100 building would require 464 spaces for the 116,089 square foot shopping center, while 410 have been provided, a deficit of 54 spaces or (11.6%).

The overall parking ratio for the project as designed is 3.53 per 1,000 square feet of commercial space. A parking study has been provided by TrafTech to support this figure. The Parking Needs Analysis in the Study, which is based on a Shared Parking Analysis Matrix and information published by the Institute of Transportation Engineers (ITE) in their Parking Generation (4th Edition) manual, sets the maximum parking required for the center at 397 spaces. Staff reviewed the ITE report and notes that the figure presented represents the "average peak period parking demand" of 2.94 vehicles per 1,000 sq. ft. The applicant also provided additional supporting data, including information on 2 shopping centers with comparable parking to support the reduced number.

The actual parking requirements of the shopping center will ultimately be determined by the mix of uses in the center. A balance must be struck between uses with higher and lower parking demand. This is where a successful shopping center developer and management company is needed. Retail Property Group, Inc. "RPG" is a locally based shopping center developer with significant long term successful shopping center industry experience. RPG currently owns and operates 7 quality shopping centers averaging about 175,000 sf each for a total of approximately 1,200,000 sf throughout southeast Florida. RPG will be the developer and operator of Delray Place. Based on their experience and their current leasing efforts, they insist that the parking provided in this project is adequate.

It is also noted that the applicant has committed to meeting with South Florida Commuter Services (SFCS) and SAFE to explore TDM initiatives that could alleviate parking demand, especially for employees at the shopping center. To ensure that this does occur, this was added as a condition of approval to occur prior to site plan certification.

The proposed shopping center at this location is a highway-oriented development. Due to the major perimeter roadways, walls around the rear of the property and the vehicular gate on Eve Street, overflow parking is highly unlikely to impact the surrounding residential neighborhood or the adjacent commercial properties. Eve Street itself is the only logical overflow parking area if

the parking lot at the shopping center is full. To negate this possibility, no-parking signs must be placed on Eve Street and the applicant must pay for these signs. This was added as a condition of approval.

The attached SAD Rezoning Ordinance includes a "Shared Parking Analysis Matrix" which provides a method to calculate the total parking demand for the shopping center based on uses. To minimize the potential impact of higher parking generators, such as restaurants, the ordinance initially allows only 20% (23,218 square feet) of the total leasable building area to be utilized for restaurants. For comparison purposes, Palm Beach County uses 25% restaurants as the standard figure for shopping centers to determine traffic concurrency.

A parking utilization study must be prepared during the first peak season when the shopping center is at least 89% occupied. If supported by the study and approved by the City, the developer may then lease the remaining 11% of building area for restaurants (bringing the total to approximately 31% (36,147 square feet), which is the maximum restaurant area shown in the Matrix. If the study indicates that all parking spaces are being consistently used and a regular parking shortage problem is occurring, then the developer shall alleviate the parking shortage through any of the following: (a) on-site valet parking, (b) off-site valet parking, (c) off-site private property employee parking, (d) off-site public property employee parking, (e) off-site nearby customer shuttle parking (f) South Florida Commuter Services Transportation Demand Management "TDM" Programs such as, car & van & bus pooling, bicycling and bicycling parking, preferential car & van pooling parking programs, South Florida vanpools, transportation partnerships, shuttle shared system, ride sharing & matching, other TDM programs (e) any other reasonable programs.

There is approximately 4,900 square feet of potential outdoor dining area (sidewalk cafes) around the buildings in the shopping center. Sidewalk cafes create a vibrant atmosphere that enhances the area and adds to the overall shopping experience of the customers. While additional parking is not required for areas designated as sidewalk cafés, an annual permit fee is required. If the parking study mentioned above shows that parking at the shopping center is not adequate, the permits for some or all of the outdoor café areas may not be renewed until some mechanism is employed to reduce the parking deficit.

REVIEW BY OTHERS

At its meeting of October 15, 2012, the Planning and Zoning Board held a public hearing associated with the rezoning from POC (Planned Office Center) to SAD (Special Activities District). Staff presented its analysis of the applicant's submittal, including the proposed site plan for the project, and recommended that the Board move a recommendation of denial based on a failure to make positive findings with respect to LDR Section 3.1.1 (Required Findings), LDR Section 3.2.2 (Standards for Rezoning Actions) and LDR Section 2.4.5(D)(5)(Rezoning Findings), and the Goals, Objectives, and Policies of the Comprehensive Plan, due to the inability to make positive findings with respect to compatibility with surrounding development. *Note: the complete analysis is included in the attached Planning and Zoning Board Staff Report.*

The applicant made a presentation of the proposal and members of the public spoke on this agenda item—both in favor of and in opposition to the proposed rezoning. After a discussion, the Board recommended approval of the proposal on a 4-3 vote.

The development proposal is not within a geographical area requiring review by the DDA (Downtown Development Authority) or CRA (Community Redevelopment Agency).

Courtesy Notices:

A special courtesy notice was provided to the following homeowners and/or civic organizations:

- Neighborhood Advisory Council
- Delray Citizen's Coalition
- Tropic Isle Civic Association
- Banyan Tree Village
- Domain Delray
- Harbour's Edge
- Harbourside
- Linton Woods
- Pelican Pointe
- Pelican Harbor
- Spanish Trail Condo
- Tropic Bay
- Tropic Harbor

Public Notices:

Formal public notice has been provided to property owners within a 500' radius of the subject property.

The letters and emails received to date are attached to this staff report. Other letters of objection and/or support, if any, will be presented at the City Commission meeting.

RECOMMENDATION

Staff recommends that the City Commission approve Ordinance No. 41-12 for rezoning from POC (Planned Office Center) to SAD (Special Activities District) for Delray Place, 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 the criteria set forth in Sections 2.4.5(D)(5), 3.1.1 and 3.2.2 of the Land Development Regulations.

Attachments:
1. *Location Map*
2. *Aerial*
3. *Existing Zoning Map*
4. *Proposed Zoning Map*
5. *Architectural Plans*
6. *Landscape Plan*
7. *Planning & Zoning Board Staff Report of October 15, 2012*
8. *Site Plan Review and Appearance Board Staff Report of June 12, 2012*
9. *Exhibit "A" - SPRAB approvals with conditions*
10. *SAD rezoning Ordinance - Ordinance 41-12*
11. *Public comments on the project via letters and email*

\\rpg2011\Shared\All\Delray Place North\Site Plan Certification & Conditions of Approval\Conditions of Approval Exhibit-A Final Delray Place Certified by City of Delray 11-20-13.docx

Jefferson, Candi

From:	Joe Carosella <JCarosella@rpg123.com>
Sent:	Wednesday, March 16, 2016 5:47 PM
To:	Stillings, Tim
Cc:	Jeff Lynne (jlynne@bmulaw.com); Ashlee Coosaia (acoosaia@bmulaw.com); Jefferson, Candi; Louis Carosella (LCarosella@rpg123.com); Michele Burns (admin@rpg123.com)
Subject:	Cross Access Allowed with Delray Place South fka Tropic Square under Condition 12 within Conditions of Approval Exhibit A Final Delray Place Certified by City of Delray 11.20.2013
Attachments:	Conditions of Approval Exhibit-A Final Delray Place Certified by City of Delray 11-20-13.pdf

as we discussed today, contrary to what others are suggesting, please see our attached yellow highlighted Condition 12 allowable cross access condition of approval, as follows

12. Delray Place shall, by the date the first major tenant opens, install an island that restricts Delray Place internal southbound exiting traffic to right-turn only onto Eve Street. In the event that, at some point in the future, and after all applicable City of Delray Beach process, and after all applicable public hearings, including but not limited to those before the Planning & Zoning Commission and the City Commission, a final development approval is issued by the City for the adjacent (on the south) Tropic Square shopping Center, which approval allows a cross-access across Eve Street with Delray Place, then the aforesaid island, upon the completion of said Tropic Square cross-access, may be removed. Removal of the island shall not be considered an amendment to the Delray Place Ordinance and/or amendment to the Site Plan Approvals such as would otherwise require compliance with public notice and hearing procedures for site plan approval and/or rezoning ordinances and shall control in all instances to the extent of any inconsistency with any other approval granted by the City.

Jeff Lynne was our legal counsel that worked thru all our detailed delay place north approvals and is also working thru our delay place south redevelopment and cross access approvals

Please feel free to email and/or contact jeff lynee and myself with any questions or comments

We look forward to continuing to work thru our delay place south redevelopment and cross access approvals with the city

Best Regards

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790
Fax: 561-961-1744
Email: jcarosella@rpg123.com

This e-mail and any other communications with any files transmitted with it are confidential and the property of Retail Property Group, Inc and/or its affiliates, and are intended solely for the use of the individual or entity to whom this e-mail is addressed. If you are not one of the named recipients, permanently delete this email. Any other use, retention, dissemination, forwarding, printing or copying of this e-mail is strictly prohibited. This email and any other communications does not reflect an intention by the sender to conduct a transaction or make any agreement by electronic means. Nothing contained in this message or in any attachment shall satisfy the requirements for a writing, and nothing contained herein shall constitute a contract or an electronic signature under the electronic Signature in Global and National Commerce Act, any version of the Uniform Electronic Transmissions Act or any other statute governing electronic transactions.

EXHIBIT "A"
DELRAY PLACE
SPRAB MOTIONS WITH CONDITIONS OF APPROVAL

The Board approved the Class V Site Plan, Landscape Plan and Architectural Elevations with the following motions:

Site Plan:

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

1. Add sight visibility triangles where missing and modify the Site, Landscape and Engineering plans as required to depict the correct site visibility triangles.
2. A note shall be placed on the site plan that all existing and proposed utilities associated with the development must be located underground except around perimeter where if affects mature trees.
3. The signs depicted on the site plan are not included with this site plan approval.
4. The developer shall work with the Engineering Department to determine if a mass transmit easement should be provided along South Federal Highway. If so, this must be depicted on the site plan, landscape plan, and civil engineering plans. If the project is not adjacent to a bus stop, a contribution of approximately one-half the cost of a bus shelter must be paid in-lieu of providing the bus shelter on site.
5. The property must be replatted and the plat must be recorded prior to the issuance of a building permit.
6. Satisfy the Preliminary Engineering Technical Items identified in "Appendix C" of the staff report prior to site plan certification.
7. CCTV technology should be incorporated into the project.
8. Consider the use of LED light fixtures in the parking lot. If so, the photometric plan and other plans that may be affected must be revised accordingly.
9. The developer will pay for the manufacture and installation of "no parking" signs along Eve Street.
10. If any of the uses in the Delray Place project requires an auxiliary power generator pursuant to the Specific Requirements for Specific Uses in LDR Section 4.3.3, the generator(s) shall not be located outside the building on the ground in the rear of the development adjacent to the residential neighborhood, unless located on the roof, appropriately screened and no closer than 16 ft to the rear of the buildings.
11. The exhaust ports for any restaurant ventilation hood system in the 600 to 900 and 500-504 and 506-510 buildings must be located on the roof and not in the rear wall facing the residential neighborhood and no closer than 16 ft from the rear of the buildings.
12. Delray Place shall, by the date the first major tenant opens, install an island that restricts Delray Place internal southbound exiting traffic to right-turn only onto Eve Street. In the event that, at some point in the future, and after all applicable City of Delray Beach process, and after all applicable public hearings, including but not limited to those before the Planning & Zoning Commission and the City Commission, a final development approval is issued by the City for the adjacent (on the south) Tropic Square shopping Center, which approval allows a cross-access across Eve Street with Delray Place, then the aforesaid island, upon the completion of said Tropic Square cross-access, may be removed. Removal of the island

shall not be considered an amendment to the Delray Place Ordinance and/or amendment to the Site Plan Approvals such as would otherwise require compliance with public notice and hearing procedures for site plan approval and/or rezoning ordinances and shall control in all instances to the extent of any inconsistency with any other approval granted by the City.

13. A Parking Utilization must be prepared during the first peak season when the shopping center is at least 89% occupied outlining that all parking spaces are not being consistently used and a regular parking shortage problem is not occurring, to justify the adequacy of the provided parking.
14. If the Parking Utilization Study condition 13 above provides that all parking spaces are being consistently used and a regular parking shortage problem is occurring, then developer shall provide to alleviate the parking shortage any of the following: (a) on-site valet parking, (b) off-site valet parking, (c) off-site private property employee parking, (d) off-site public property employee parking, (e) off-site nearby customer shuttle parking (f) South Florida Commuter Services Transportation Demand Management "TDM" Programs such as, car & van & bus pooling, bicycling and bicycling parking, preferential car & van pooling parking programs, South Florida vanpools, transportation partnerships, shuttle shared system, ride sharing & matching, other TDM programs (e) any other reasonable programs.
15. An assessment must be made during the first peak season budgeted to be approx. 12/1-5/1/2014 after receipt of the first certificate of occupancy to determine if the number of bike racks is adequate for the project.
16. The developer shall meet with SFCS and SAFE to explore TDM initiatives that could alleviate over capacity parking shortage demand at the shopping center.
17. Provide a traffic concurrency equivalency letter from project traffic engineer that demonstrates the mix of proposed uses falls within the approved 2/13/2013 Palm Beach County project number 1200911 Traffic Performance Standards Review Letter proposed uses and other allowed allocations.
18. The developer shall provide sound mitigation for the nearby rear neighbors by providing Sound Wall Absorption Material up to 14 feet high on the south wall elevation of building 500-504 and the north wall elevation of building 506-510 and on the east wall elevation of building 500-504 as shown in detail within the Development Plans on architectural sheet A-10 building 500-504 Elevation Plans prepared by Saltz Michelson Architects.
19. The Linton Boulevard buildings 600-900 adjacent to the south residential area are to have (a) a rear height of no more than 18' as measured from grade level of Delray Place, (b) air conditioning and other mechanical equipment placed on the roof no closer than 16ft to the rear of the buildings, (c) a parapet or screening wall installed no closer than 16' to the rear of the buildings and such parapet or screening wall shall have a height no lower than the height of the tallest element of mechanical equipment and shall run parallel to the east & west width of the buildings to screen said equipment visually and from noise from the residential community to the south thereof.
20. The exhaust fans integral to the loading bays shown on the site plan for the buildings parallel to Federal Highway and adjacent to Spanish Trail to the east thereof along the rear of buildings 500-510 are to be located only on the roof.
21. The existing landscaping, including the root systems thereof, lying within City owned easements located along Spanish Trail and east of the Eve Street gate, will not be disturbed by any construction nor the operation of Delray Place. Should any of the existing landscaping located along Spanish Trail and east of the Eve Street gate, die due to developer's disturbance, the developer will replace the dead plant material with that of like density and size based on the current availability of plant materials and code requirements.

22. The two large Banyan trees located proximate to the north corner intersection of Spanish Trail and McCleary Street which are partially located on Delray Place property and the adjacent neighbor's property, are not to be disturbed other than the right of the owner of the Delray Place property to care for and to trim and modify branches that overhang onto the Delray Place property. In the event the activities of the developer during constructing Delray Place injure either one or both of the two Banyan trees to an extent causing the death of either or both of the two Banyan trees, the developer will fully remove the dead tree(s), including the root systems thereof as reasonably possible and replace in the same general area either on the Delray Place property and/or the adjacent residential property with tree(s) based on current availability which can reasonable fit in the same general place and as are allowed by code.
23. The Developer shall incorporate mature Areca Palms that are approx. 14' in height based on reasonable availability into the landscape plans which are to be planted within the boundary of the Delray Place rear landscape buffers behind building 500-504 & building 506-510, on the south side of building 506-510, and behind Linton Blvd. buildings 600-900 and all the way to the east property line near and next to the Tropic Isle residential community as shown on the landscaping plans.
24. The existing wood fence running along the rear of the Delray Place property parallel to Spanish Trail and Eve Street, and just outside the City easement, is to be removed as shown on the plans.
25. There is to be no construction access for the construction of Delray Place from Eve Street east of the Eve Street gate, or from within any other portion of the Tropic Isle residential community.
26. All trash areas are to be air-conditioned and enclosed as shown on plans.
27. A southbound Federal Highway No U-turn sign shall be placed at the intersection of Federal Highway and Tropic Isle Boulevard, if approved by FDOT and other required approval parties.
28. There are to be no rear doors, except for emergency, fire access, and/or code required rear doors, for the Linton Boulevard buildings 600-900 adjacent to the residential area.
29. All mops, grease carts, buckets, and like equipment are to be internally stored within the Linton Boulevard buildings 600-900 adjacent to the residential area.
30. The Developer shall provide a provision in all restaurant leases that all outdoor seating areas are subject to the City of Delray governmental regulations.

Landscape Plan:

Move approval of the landscape plan for **Delray Place**, by adopting the findings of fact and law contained in the staff report, and finding that the request is consistent with Section 4.6.16 of the Land Development Regulations, subject to the following conditions:

1. That all Landscape Plan Technical Items be addressed prior to certification of the site plan.

The landscape plan technical items are as follows:

- There is still a deficiency of approximately 640 inches in caliper between the trees that are required to be mitigated for and the new mitigation trees that have been provided. The difference in caliper inches will either have to be made up in the form of money ($100/caliper

inch) or donated trees (equal to the number of caliper inches deficient). The other alternatives are to plant larger trees or relocate additional existing trees that are currently proposed for removal and mitigation.

- There are several instances where light poles are proposed on top of or immediately adjacent to required trees. Coordinate with the Engineer to move these light poles away from the trees, so that there will be minimal conflict between light pole and tree canopy.

Architectural Elevations:

Move approval of the architectural elevations for **Delray Place**, by adopting the findings of fact and law contained in the staff report, and finding that the request meets the criteria set forth in Section 4.6.18(E) of the Land Development Regulations, subject to the following condition:

1. That the canopy over the clock tower be proportionate with said clock tower in relation to the other canopies in the project.

MEMORANDUM

TO: MAYOR AND CITY COMMISSIONERS

FROM: RONALD HOGGARD, AICP, PRINCIPAL PLANNER
PAUL DORLING, AICP, DIRECTOR PLANNING AND ZONING

THROUGH: LOUIE CHAPMAN, JR., CITY MANAGER

DATE: JUNE 30, 2013

SUBJECT: **AGENDA ITEM # - REGULAR MEETING – JULY 9, 2013**
ORDINANCE NO. 41-12 - REZONING / DELRAY PLACE

ITEM BEFORE COMMISSION

The item before the City Commission is adoption of Ordinance No. 41-12 to approve a privately-initiated rezoning from POC (Planned Office Center) to SAD (Special Activities District) for **Delray Place**, located at the southeast corner of Linton Boulevard and South Federal Highway (1801 and 1845 South Federal Highway).

BACKGROUND

The 9.95 acre property was acquired by the current owner in September, 2011, and an application to initiate a Future Land Use Map amendment and a zoning change to PC (Planned Commercial) was submitted on January 6, 2012. The application was continued for a period of up to six months at the public hearing on the ordinance by the City Commission on April 3, 2012. This continuance was to give the applicant time to address the concerns of the residents of the adjacent neighborhood to the east. Since the residents' concerns were mostly site development issues related to building size, setbacks, location of service areas, and buffering, an alternative rezoning to SAD (Special Activities District) was also discussed. This zoning district requires that a site plan be included as part of the rezoning action which would provide a higher level of comfort to the adjacent residents.

On August 21, 2012, the City Commission approved the applicant's request for up to an additional 6 months to submit a privately sponsored rezoning from POC (Planned Office Center) to SAD (Special Activities District) for the subject property. The applicant amended the rezoning application on September 7, 2012 to request SAD zoning.

On October 15, 2012, the Planning and Zoning Board held a public hearing associated with the rezoning from POC (Planned Office Center) to SAD (Special Activities District). Although the Board recommended approval of the rezoning on a 4-3 vote, it is noted that the Board did not endorse the related site development plan. It was anticipated that modifications of the site plan would be made to ensure compatibility with adjacent properties. Actions on the site plan as it relates to this compatibility were deferred to SPRAB.

On November 6, 2012, the City Commission passed the SAD Rezoning Ordinance on 1st Reading, but did not endorse the related site development plan, which was to be reviewed by the Site Plan Review and Appearance Board prior to second reading of the Ordinance.

On December 12, 2012, the site plan was reviewed by SPRAB and received denials on the Class V Site Plan, Landscape Plan, Architectural Elevations and six of the associated waivers.

On December 14, 2012, the applicant submitted an appeal of the SPRAB decisions to the City Commission. This appeal was to be scheduled for January 3, 2013, in conjunction with the second reading of the SAD rezoning ordinance.

On December 17, 2012, the applicant submitted a letter requesting that SPRAB reconsider its denial of the Delray Place Site Plan, subject to the conditions that the appeal to the City Commission be withdrawn; and that the revised Site Plan, Landscape Plan and Architectural Elevations be brought back before SPRAB no later than March 13, 2013. At its meeting of December 19, 2012, SPRAB moved to reconsider denial of the project subject to the two conditions.

On March 13, 2013, the site plan for Delray Place was reviewed again by SPRAB. The Board tabled the Class V Site Plan, Landscape Plan and Architectural Elevations with direction that the applicant address an issue the board had with the building at the corner of Linton Boulevard and South Federal Highway. The Board approved the following five associated waivers:

- A waiver to LDR Section 4.3.4(H)(6)(b)(1), to reduce the required 25 foot special landscape buffer along South Federal Highway to 15 feet.
- A waiver to LDR Section 4.3.4(H)(6)(b)(4), to reduce the required special landscape buffer along Linton Boulevard from the required 15.5 and 30 feet to 9 feet.
- A waiver to LDR Section 4.6.16(H)(3)(i), requiring landscape islands to be placed at intervals of no less than one landscaped island for every thirteen (13) standard parking spaces or fifteen (15) compact parking spaces. Five (5) required landscape islands are not being provided.
- A waiver to LDR Section 4.6.16(H)(3)(i), requiring landscape islands which contain a minimum of one hundred thirty-five (135) square feet of planting area, with a minimum dimension of nine (9) feet, exclusive of the required curb. Eight (8) islands are being reduced from 9 feet to 8 feet, and four (4) islands are being reduced in size from a minimum of 135 square feet to a minimum 100 square feet.
- A waiver to LDR Section 4.6.16(H)(3)(k), requiring a 5' landscape strip with a two foot hedge to be placed between abutting parking tiers, to allow sidewalks to be placed in two required landscape strips.

The Board also recommended approval to the City Commission of the following two waivers:

- A waiver to LDR Section 4.4.25(D)(1), for pavement encroachment into the required 15' perimeter setback for the SAD zoning district, for the driveway/parking aisle along Linton Boulevard and the outdoor dining area along the south side of the 400 building.
- A waiver to LDR Section 4.6.9(D)(3)(c), Stacking Distance, to reduce the required 50 foot stacking distance between a right-of-way and the first parking space or aisle way in a parking lot to twenty-seven (27) feet for the two entrances on Linton Boulevard and thirty-three (33) feet for the entrance on Eve Street.

The site plans were subsequently modified to reduce the size of the building at the corner of Linton Boulevard and South Federal Highway, by approximately 500 square feet and to add a decorative landscape entry feature with a fountain. The revised plans were reviewed again by SPRAB on June 12, 2013. The Board approved the Class V Site Plan, Landscape Plan and Architectural Elevations with conditions as shown in the attached Exhibit "A":

Development Proposal & Site Plan Issues

A complete analysis of the required findings for the rezoning and the site plan can be found in the attached Planning and Zoning Board and SPRAB Staff Reports. A synopsis of the major issues is included below:

Staff continues to support the property owner's proposal to redevelop the site as a high end shopping center, subject to the site plan adequately addressing the development's compatibility with adjacent residential development, and feels that a major retail center at this corner will anchor the South Federal Highway Redevelopment Area and encourage additional redevelopment. The POC zoning designation currently assigned to the property may have been adequate in the past, but office use at this location now represents an economically infeasible use of the property and current market trends indicate that a zoning designation which permits commercial development is more appropriate. Much of the office space in this project is currently vacant and the demand for office space has been marginal in this area. The City is currently promoting office development in the downtown area and in the "Innovation Corridor" along Congress Avenue in the MROC (Mixed Residential, Office and Commercial) zoning district. It would be better if this site did not compete with those initiatives.

Properly designed shopping centers can and do exist adjacent to residential development throughout the City. Residential and general commercial uses can be compatible and complimentary in that the commercial uses provide necessary goods and services for residential neighborhoods and the residents provide the market base to support the commercial uses. Since the site plan for the project will be included in the rezoning ordinance, compatibility with the adjacent Tropic Isles single-family residential development to the east can be assured at the time of rezoning. Key issues that need to be addressed to ensure compatibility include the mix of uses, the level of intensity and appropriate buffering. After multiple revisions of the site plan and three reviews by the Site Plan Review and Appearance Board, the current site plan for Delray Place does address these issues. Some of the major changes that have occurred since first reading of the ordinance by the City Commission include:

- The total building area was reduced by 14.8 % (20,241 square feet);
- The FAR (floor area ratio) was reduced from 0.32 to 0.27;
- The maximum percentage of restaurants was reduced form 50% to 31% *(see parking section below)*;
- Open space was increased from 16.2% to 25.3%;
- The parking deficit (based on standard shopping center requirements) was reduced from 109 spaces to 54 spaces *(See parking section below)*
- The landscape setback along Linton Boulevard was increased from 8' to 9';
- Sound absorption material was added to 14 feet in height on the south and east walls of Buildings 500-504, and the north wall of Buildings 506-510;
- Truck traffic is now forced to exit onto Federal Highway instead of Linton Boulevard;
- Screen walls and roofs were added between buildings 600-900 to minimize sounds from the outdoor seating to the adjacent residents;
- The height of buildings 600-900 was decreased by lowering parapet adjacent to neighbors from 22' to 18' and mechanical equipment was moved 16' north further away from the neighbors and provided with addition screening;
- Rear doors and rear sidewalks were eliminated from buildings 600-900;
- The depth of buildings 600-900 was reduced from 60' to 50' to allow raised planters along the sidewalk facing Linton Boulevard and was designed to encourage outdoor seating between the north face of these buildings and the raised planters.
- The loading docks were enclosed;

- All trash enclosures were enclosed and air conditioned;
- The daycare center with outdoor play area was eliminated;
- Pedestrian amenities were added in six locations along the public streets which include trellises, benches, trash receptacles and bicycle racks;
- Areca Palms were added to increase screening along all property lines abutting Tropic Isles;
- Green walls were added on three sides of all free standing dumpster enclosures and on numerous building walls visible to the public streets;
- A pedestrian connection was added on Eve Street to facilitate neighborhood access; and
- The Gateway Feature was added at the Linton/Federal corner to include a water feature with fountain jets and a colonnade. Also, a clock tower was incorporated in the building behind.

Parking:

Parking requirements for SAD zoned properties are established on the site and development plan. While there are no standard parking requirements for SAD zoned properties, the parking requirement for shopping centers of this size in other zoning districts is typically 4 spaces per 1,000 square feet in the City. This would result in a requirement of 455 spaces for the 113,907 square foot shopping center. The proposed site plan shows 403 spaces, a reduction (11.4%) from this requirement with a deficit of 52 spaces. An alternative plan for the 100 building would require 464 spaces for the 116,089 square foot shopping center, while 410 have been provided, a deficit of 54 spaces or (11.6%).

The overall parking ratio for the project as designed is 3.53 per 1,000 square feet of commercial space. A parking study has been provided by TrafTech to support this figure. The Parking Needs Analysis in the Study, which is based on a Shared Parking Analysis Matrix and information published by the Institute of Transportation Engineers (ITE) in their Parking Generation (4th Edition) manual, sets the maximum parking required for the center at 397 spaces. Staff reviewed the ITE report and notes that the figure presented represents the "average peak period parking demand" of 2.94 vehicles per 1,000 sq. ft. The applicant also provided additional supporting data, including information on 2 shopping centers with comparable parking to support the reduced number.

The actual parking requirements of the shopping center will ultimately be determined by the mix of uses in the center. A balance must be struck between uses with higher and lower parking demand. This is where a successful shopping center developer and management company is needed. Retail Property Group, Inc. "RPG" is a locally based shopping center developer with significant long term successful shopping center industry experience. RPG currently owns and operates 7 quality shopping centers averaging about 175,000 sf each for a total of approximately 1,200,000 sf throughout southeast Florida. RPG will be the developer and operator of Delray Place. Based on their experience and their current leasing efforts, they insist that the parking provided in this project is adequate.

It is also noted that the applicant has committed to meeting with South Florida Commuter Services (SFCS) and SAFE to explore TDM initiatives that could alleviate parking demand, especially for employees at the shopping center. To ensure that this does occur, this was added as a condition of approval to occur prior to site plan certification.

The proposed shopping center at this location is a highway-oriented development. Due to the major perimeter roadways, walls around the rear of the property and the vehicular gate on Eve Street, overflow parking is highly unlikely to impact the surrounding residential neighborhood or the adjacent commercial properties. Eve Street itself is the only logical overflow parking area if

the parking lot at the shopping center is full. To negate this possibility, no-parking signs must be placed on Eve Street and the applicant must pay for these signs. This was added as a condition of approval.

The attached SAD Rezoning Ordinance includes a "Shared Parking Analysis Matrix" which provides a method to calculate the total parking demand for the shopping center based on uses. To minimize the potential impact of higher parking generators, such as restaurants, the ordinance initially allows only 20% (23,218 square feet) of the total leasable building area to be utilized for restaurants. For comparison purposes, Palm Beach County uses 25% restaurants as the standard figure for shopping centers to determine traffic concurrency.

A parking utilization study must be prepared during the first peak season when the shopping center is at least 89% occupied. If supported by the study and approved by the City, the developer may then lease the remaining 11% of building area for restaurants (bringing the total to approximately 31% (36,147 square feet), which is the maximum restaurant area shown in the Matrix. If the study indicates that all parking spaces are being consistently used and a regular parking shortage problem is occurring, then the developer shall alleviate the parking shortage through any of the following: (a) on-site valet parking, (b) off-site valet parking, (c) off-site private property employee parking, (d) off-site public property employee parking, (e) off-site nearby customer shuttle parking (f) South Florida Commuter Services Transportation Demand Management "TDM" Programs such as, car & van & bus pooling, bicycling and bicycling parking, preferential car & van pooling parking programs, South Florida vanpools, transportation partnerships, shuttle shared system, ride sharing & matching, other TDM programs (e) any other reasonable programs.

There is approximately 4,900 square feet of potential outdoor dining area (sidewalk cafes) around the buildings in the shopping center. Sidewalk cafes create a vibrant atmosphere that enhances the area and adds to the overall shopping experience of the customers. While additional parking is not required for areas designated as sidewalk cafés, an annual permit fee is required. If the parking study mentioned above shows that parking at the shopping center is not adequate, the permits for some or all of the outdoor café areas may not be renewed until some mechanism is employed to reduce the parking deficit.

REVIEW BY OTHERS

At its meeting of October 15, 2012, the Planning and Zoning Board held a public hearing associated with the rezoning from POC (Planned Office Center) to SAD (Special Activities District). Staff presented its analysis of the applicant's submittal, including the proposed site plan for the project, and recommended that the Board move a recommendation of denial based on a failure to make positive findings with respect to LDR Section 3.1.1 (Required Findings), LDR Section 3.2.2 (Standards for Rezoning Actions) and LDR Section 2.4.5(D)(5)(Rezoning Findings), and the Goals, Objectives, and Policies of the Comprehensive Plan, due to the inability to make positive findings with respect to compatibility with surrounding development. *Note: the complete analysis is included in the attached Planning and Zoning Board Staff Report.*

The applicant made a presentation of the proposal and members of the public spoke on this agenda item—both in favor of and in opposition to the proposed rezoning. After a discussion, the Board recommended approval of the proposal on a 4-3 vote.

The development proposal is not within a geographical area requiring review by the DDA (Downtown Development Authority) or CRA (Community Redevelopment Agency).

Courtesy Notices:

A special courtesy notice was provided to the following homeowners and/or civic organizations:

- Neighborhood Advisory Council
- Delray Citizen's Coalition
- Tropic Isle Civic Association
- Banyan Tree Village
- Domain Delray
- Harbour's Edge
- Harbourside
- Linton Woods
- Pelican Pointe
- Pelican Harbor
- Spanish Trail Condo
- Tropic Bay
- Tropic Harbor

Public Notices:

Formal public notice has been provided to property owners within a 500' radius of the subject property.

The letters and emails received to date are attached to this staff report. Other letters of objection and/or support, if any, will be presented at the City Commission meeting.

RECOMMENDATION

Staff recommends that the City Commission approve Ordinance No. 41-12 for rezoning from POC (Planned Office Center) to SAD (Special Activities District) for Delray Place, 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 the criteria set forth in Sections 2.4.5(D)(5), 3.1.1 and 3.2.2 of the Land Development Regulations.

Attachments:
1. *Location Map*
2. *Aerial*
3. *Existing Zoning Map*
4. *Proposed Zoning Map*
5. *Architectural Plans*
6. *Landscape Plan*
7. *Planning & Zoning Board Staff Report of October 15, 2012*
8. *Site Plan Review and Appearance Board Staff Report of June 12, 2012*
9. *Exbibit "A" - SPRAB approvals with conditions*
10. *SAD rezoning Ordinance - Ordinance 41-12*
11. *Public comments on the project via letters and email*

\\rpg2011\Shared\All\Delray Place North\Site Plan Certification & Conditions of Approval\Conditions of Approval Exhibit-A Final Delray Place Certified by City of Delray 11-20-13.docx

Jefferson, Candi

From: Stillings, Tim
Sent: Sunday, October 16, 2016 12:43 PM
To: Jefferson, Candi
Subject: Fwd: Investigation

FYI

Timothy R. Stillings, AICP
City of Delray Beach
Planning, Zoning and Building Director
100 NW 1st Avenue
Delray Beach, Florida 33444
561-243-7043
stillings@mydelraybeach.com

Begin forwarded message:

From: Jeffrey Lynne <jlynne@bmulaw.com>
Date: October 16, 2016 at 12:20:49 PM EDT
To: "franciosa4delray@aol.com" <franciosa4delray@aol.com>
Cc: Donald Cooper <cooperd@mydelraybeach.com>, Tim Stillings <stillings@mydelraybeach.com>, Cary Glickstein <Glickstein@mydelraybeach.com>, "katz@mydelraybeach.com" <katz@mydelraybeach.com>, Jordana Jarjura <jarjura@mydelraybeach.com>, "Shelly Petrolia" <shellypetrolia@aol.com>, Joe Carosella <JCarosella@rpg123.com>, Louis Carosella <Lcarosella@rpg123.com>, "admin@rpg123.com" <admin@rpg123.com>
Subject: Re: Investigation

Gerry -

Always good to hear from you.

Your email to Mr. Stillings was forwarded to Candi Jefferson as the Planner assigned to this project and asked to be made a part of the case file as it is a public record.

All correspondence relating to the file is sent to the applicant. As it should be.

The only investigation I'm aware of worth discussion is when there was an ethics investigation against you when you asked Michael Weiner for free tickets to the chamber gala when you were a P&Z board member.

Please keep me out of your dirty Delray Beach politics. I prefer to take the high road and let any given project be decided on whether it meets the zoning code, rather than promised future votes to potential commission or mayoral candidates.

I had thought the City eliminated this form of pandering.

Perhaps not.

Good day.

JEFFREY C. LYNNE, ESQ.
Beighley, Myrick, Udell & Lynne, P.A. | 2255 Glades Road, Suite 335W | Boca Raton, FL 33431
Tel 561.549.9036 | Fax 561.549.9040
jlynne@bmulaw.com | www.bmulaw.com

On Oct 16, 2016, at 12:01 PM, "franciosa4delray@aol.com" <franciosa4delray@aol.com> wrote:

> Mr.Stillings...please place a copy of this email in the Tropic Square/Delray Place South project file...
> Mayor, Commissioners and Mr. Cooper and Mr. Stillings...
> On Oct. 11, 2016, Commissioner Petrolia, Mr. Cooper and Mr. Stillings were recipients of the attached email from attorney Jeffery Lynne who represents the Developers of Delray Place...Mr Lynne's email was based on what I believe was an email I sent to Mr. Cooper, Mr. Stillings, the Mayor and Commissioners Petrolia, Jarjura and Katz on Oct. 11, 2016, regarding a water break on Eve Street...my email was sent at 9:15am and Mr Lynne's email was sent at 2:42pm both on Oct. 11, 2016...what I would like Mr Cooper, Mayor and Commissioners is for an inquiry to be conduct on how Mr. Lynne got my email so quickly...was it a public record request or did someone forward that email to Mr Lynne...why am asking for this...well if someone is that close to Mr Lynne that they found if important to forward my email to an interested party then maybe that person should not be involved in this project file...its obvious that within five hours of sending the email Mr. Lynne is making reference to it by saying I'm slandering his client...please advised me if this inquiry will be placed under investigation and determine how Mr. Lynne received my email...I'm forwarding this email to Mr. Lynne hoping for a comment such as..."I never received said email" then case closed...I await your advice ladies and gentleman...you want transparency in government now is your opportunely to prove it...
> Thank you Gerry Franciosa
> ++++++++++=+++
> Per your request, please find the correspondence sent by Attorney Lynn below. Please let me know if I can be of further assistance.

Best,

Shelly Petrolia
City Commissioner
City of Delray Beach
100 N.W. 1st Avenue
Delray Beach, FL 33444

Petrolia@mydelraybeach.com
Phone: (561) 243-7010

Note to Mayor & Commissioners. This message is for your information only. To comply with the Sunshine Law, please do not reply to this message.

PUBLIC RECORDS NOTE: Florida has a very broad public records law. Most written communications to or from local officials, employees, or the general public regarding city business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

PLEASE NOTE: Pursuant to Florida's Government in the Sunshine Act (a.k.a. "Sunshine Law"), e-mails containing city business should be directed to either: **all City Commissioners or only 1 City Commissioner at a time and should not include prior responses from the other Commissioners** in order to avoid the perception that a third party is acting as a liaison between Commissioners.

Begin forwarded message:

From: Jeffrey Lynne <jlynne@bmulaw.com>
Date: October 11, 2016 at 2:42:21 PM EDT
To:"petrolia@mydelraybeach.com"
<petrolia@mydelraybeach.com>,
"cooperd@mydelraybeach.comim"
<cooperd@mydelraybeach.comim>
Cc: "Stillings, Tim" <stillings@mydelraybeach.com>
Subject: Delray Place

Dear Commissioner Petrolia, City Manager Cooper, and Director Stillings:

I have represented and continue to represent Retail Property Group, the owner of the Delray Place project (Trader Joe's) as well as the owner of Tropic Square, which is current in application for redevelopment as Delray Place "South."

I grow increasingly concerned by allegations by Mr. Gerald Franciosa and other residents who seek to impede smart economic development and growth in our city. Most recently, I understand there was a water main break on Eve Street and Mr. Franciosa is using this as another opportunity to slander my client and the quality of his projects.

These things happen, and the current cause is unknown. But Mr. Carosella and his team were entirely responsive in tandem with the city.

The reality is that persons bought homes adjacent to a federal highway, next to car dealerships, and adjacent to a major city intersection. They fought the redevelopment of Delray Place which they now love, as the dining, shopping and entertaining destination for the city's residents (while downtown Atlantic Avenue is overwhelmingly used and patronized by non-residents).

It only makes sense to connect Delray Place "north" and Delray Place "south" for efficient traffic flow and to ensure safe southbound turn movements.

The efforts by a small group and select group of homeowners to oppose this project is, candidly, selfish, and is not look to the best interests of the city.

My client and his entire development team remain available to discuss any and all aspects of this project, at your convenience.

Best regards,

Jeffrey Lynne, Esq.

Sent from my iPad

Jefferson, Candi

From: Joe Carosella <JCarosella@rpg123.com>
Sent: Monday, October 17, 2016 5:00 PM
To: Jefferson, Candi
Cc: Louis Carosella (LCarosella@rpg123.com); Michele Burns (admin@rpg123.com); Stillings, Tim
Subject: Landscaping Repairs for Eve Street Water break at Delray Place North

We are working quickly to reinstall this small landscaping area very soon

Joe Carosella, President
Retail Property Group, Inc.
Royal Palm Place
101 Plaza Real South
Suite 200
Boca Raton, FL 33432
Direct: 561-961-1732
Cell: 954-647-6790
Fax: 561-961-1744
Email: jcarosella@rpg123.com

This e-mail and any other communications with any files transmitted with it are confidential and the property of Retail Property Group, Inc and/or its affiliates, and are intended solely for the use of the individual or entity to whom this e-mail is addressed. If you are not one of the named recipients, permanently delete this email. Any other use, retention, dissemination, forwarding, printing or copying of this e-mail is strictly prohibited. This email and any other communications does not reflect an intention by the sender to conduct a transaction or make any agreement by electronic means. Nothing contained in this message or in any attachment shall satisfy the requirements for a writing, and nothing contained herein shall constitute a contract or an electronic signature under the electronic Signature in Global and National Commerce Act, any version of the Uniform Electronic Transmissions Act or any other statute governing electronic transactions.

From: Jefferson, Candi [mailto:jefferson@mydelraybeach.com]
Sent: Monday, October 17, 2016 4:33 PM
To: Joe Carosella <JCarosella@rpg123.com>
Cc: Louis Carosella (LCarosella@rpg123.com) <LCarosella@rpg123.com>; Michele Burns (admin@rpg123.com) <admin@rpg123.com>
Subject: FW: Water break

FYI...

From: Stillings, Tim
Sent: Sunday, October 16, 2016 11:23 AM

To: Jefferson, Candi
Subject: Fwd: Water break

Timothy R. Stillings, AICP
City of Delray Beach
Planning, Zoning and Building Director
100 NW 1st Avenue
Delray Beach, Florida 33444
561-243-7043
stillings@mydelraybeach.com

Begin forwarded message:

From: "franciosa4delray@aol.com" <franciosa4delray@aol.com>
To: "Cooper, Donald" <cooperd@mydelraybeach.com>, "Glickstein, Cary" <Glickstein@mydelraybeach.com>, "Shelly Petrolia" <shellypetrolia@aol.com>, "Katz, Mitchell" <katz@mydelraybeach.com>, "Jarjura, Jordana" <jarjura@mydelraybeach.com>, "Stillings, Tim" <stillings@mydelraybeach.com>
Cc: "jlynne@bmulaw.com" <jlynne@bmulaw.com>
Subject: Water break

Mr. Stillings...please make this email part of the Tropic Square/Delray Place South project file...thank you

Hi Mr. Cooper...can you determine a reasonable time when this area (see photos) will be returned to its original state...its been over a week since the water break was repaired...please advise...the area is located on north side of Eve Street just west of Spanish Blvd.
On another note I would like to be advised when it is determined who is paying for the repair...and the exact cause of the water break...although I was advised by a supervisor at the site that the cause was an installation by the developers sub contractor that was not done properly...water pipes were not place 18" apart as required...
Also I would like to be advised who the city official was who approved the installation and if anyone on city staff will be held accountable...
The developers attorney Jeffery Lynne emailed a City Commissioner and you Mr. Cooper on October 11, 2016....an email I obtained through public records...Mr. Lynne states in that email referring to the water break..."these things happen, and the current cause is unknown..." it now makes it more important to know the cause and who is footing the bill...of course will there be any compensation to the
residents of 85 residences who went without water for hours and were subject to a boil water order for four days...all prior to the impeding hurricane Mathew...more on Mr. Lynne's email later...
Hope you all enjoyed your weekend...
Thank you Gerry Franciosa

Sent from my iPad

Begin forwarded message:

From: Gerry <gersan2@aol.com>
Date: October 16, 2016 at 10:33:58 AM EDT

To: franciosa4delray@aol.com
Subject: Photos







Sent from my iPhone