GPI Greenman-Pedersen, Inc.
Engineering and Construction Services

February 12, 2016

Mr. Tim Stillings, AICP
Planning & Zoning Director
City of Delray Beach
100 N.W. 1st Avenue
Delray Beach, FL 33444

Re: Atlantic Crossing, Class II Plan Modification Revisions
Final Site Circulation and Traffic Assessment

Dear Mr. Stillings:

Greenman-Pedersen, Inc. (GPI) is pleased to present the City of Delray Beach with this Final Site Circulation and Traffic Assessment for the Atlantic Crossing Class II Site Plan Modification. As you are aware, the Site Plan Review and Appearance Board (SPRAB) denied approval of the Class II Modification Site Plan at their January 27, 2016 meeting. However, since that time, the applicant submitted a revised Site Plan in response to prior comments that addresses the site circulation issues raised in GPI's January 22, 2016 traffic review letter. The latest revision of the Class II Modification Site Plan, which we received on February 10, 2016, addresses all comments made in our previous reviews and provides substantial site circulation improvements over their previously submitted plan. Of the multiple access alternatives considered for the currently approved site plan's building layout, the latest revision to the Class II Modification Site Plan provides the most reasonable on-site traffic circulation and site access. Key points relevant to this assessment include the following:

1. As part of GPI's assessment of access alternatives for the Class II Modification, several options were considered for the NE 6th Avenue site access connection including 2-way surface street access, 2-way garage only access, garage ingress with surface egress, and others. Our analysis revealed that all of the reviewed options had approximately the same off-site impacts on traffic operations and capacity. However, it was determined that options requiring an inbound surface street connection could not be accommodated within the confines of the currently approved building layout because of internal traffic conflicts and lack of available space for acceptable turn radii on site. A one-way surface egress to NE 6th Avenue could be accommodated, but would require a different on-site configured than presented in the original Class II Modification Site Plan. This was addressed in the applicant's latest plan revision, as discussed in item 2 below.

2. The original Class II Modification Site Plan featured a valet loop with a "D" shaped configuration that created offset intersections and turn movement conflicts along NE 7th Avenue. The new layout improves functionality in the central site area by providing a circular valet loop that aligns directly across from the outlet road to NE 6th Avenue. This configuration is a substantial improvement over the previously submitted design and provides the most reasonable site circulation and access possible without major modifications to the already approved building layout and/or impacts to other site amenities.

3. The proposed loading dock along NE 7th Avenue was previously shown as a wide stretch of asphalt at the NE 6th Avenue access road intersection with no clear delineation for the access road. This has been

addressed in the latest site plan revision by providing a flush colored and textured pavement treatment extending the curbline in front of the loading dock. This treatment will better delineate the roadway edge and turning location for the outlet road, thereby improving safety for motorists during loading occurrences. We would recommend time restrictions as to when the dock could be used (do not allow use while offices and shops are open), and we would recommend that a flagger, outside the truck, be present at the central intersection to direct traffic at times when a truck is backing into the dock.

4. The raised crosswalk proposed on the site plan was located too close to the Building VI-South parking garage access, which could have caused issues with vehicles being unbalanced and uneven on the crosswalk's ramp while turning into the garage. To avoid this condition, the latest site plan revision shows the raised crosswalk treatment moved to the crosswalk farther to the north, and the crosswalk near the garage as flush to the pavement. We feel the latest plan revision provides a better traffic condition.

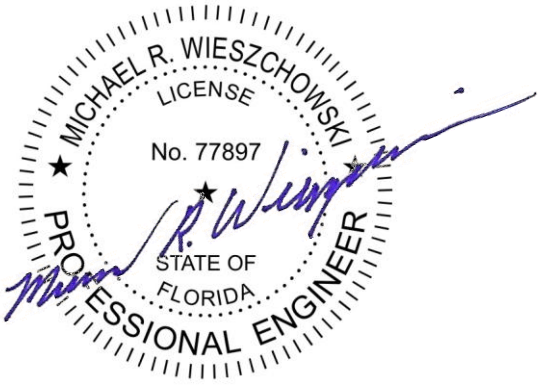
5. Radii have been verified through AutoTurn, and appear acceptable. Based on our analysis, a passenger vehicles exiting the garage via the access located in the southeast corner of Building VI- South will be able to adequately maneuver right onto the service road between NE 6th Avenue and NE 7th Avenue.

6. The valet queuing lane is now better defined and delineated, which will result in reduced driver confusion when entering the valet lanes. Additionally, the valet loop pavement has been changed to all textured and colored pavement instead of basic asphalt. This treatment will slow "self-parking" drivers and make them more aware that the loop is more of a driveway than a roadway such that they will be more expectant of stopped vehicles at the valet pick-up station.

7. Finally, regardless of the site's access configuration, it is recommended that extensive way-finding signage be placed both on-site and off-site on adjacent roadways to clearly define where patrons should turn for site access, garage access and for valet parking.

Based on our review of the latest revision of the Class II Modification Site Plan, we feel that the identified traffic circulation and site access issues have been addressed and the revised plan provides the best access option for the already approved building layout on-site.

Sincerely
Greenman-Pedersen, Inc.



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Senior Traffic Engineer