

## Allen, Jasmin

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**From:** John Miller, Jr. <euland1906@gmail.com>  
**Sent:** Sunday, October 14, 2018 9:20 PM  
**To:** Bird, Robin; Jacobson, Jay; Morrison, Christina; Osborn, Kevin  
**Cc:** Miller, Diane; Allen, Jasmin  
**Subject:** Banyan Cove Project  
**Attachments:** Bexley Park, Barwick Road Traffic.mp4

Good evening members of Delray Beach's Planning and Zoning Advisory Board.

As a former board member and chairperson of P&Z and HPB, I am very aware of the effectiveness and limitations that public comment can have on the board's decisions on any particular project or issue. I therefore, do not wish to waste your time with a long, emotional, or fact-challenged screed, but instead I just want to draw your attention to the traffic challenges that Delray residents face every school day on Barwick Road directly in front of the proposed project.

I've attached a video I downloaded from my dash-cam this past Friday morning as I was driving my son to school (my wife usually takes him), and I apologize for the NPR fund drive on the radio-- I thought I had the audio recording turned off. The video ends only when I get to the cross walk at the entrance of Sable Lakes and if it were to continue it would show a line of cars headed north to Banyan Creek Elementary stacked up all the way to the intersection of Lake Ida Road. You can experience this for yourself any Monday through Friday during the school year if there are any doubts.

I am not available to make it to the meeting Monday evening but just wanted you to understand what several neighborhoods in this area experience every school morning and afternoon. I am not opposed to the development of this parcel but a lower density use (single family) would be much more appropriate and would not add to the gridlock nearly as much as an 8 unit per acre townhouse development.

I understand the trend in multifamily zoning in Delray to maximize the development potential of available land, but some consideration must be paid to residents who have to live and access the neighborhoods in this area. If Banyan Creek had been planned properly with separate, direct access to Barwick Road, I would not have as much a problem with the density, but allowing this to proceed as proposed will only make a bad situation worse.

Diane, there are several new members who do not have their city emails set up yet and if you could forward this I would greatly appreciate it.

Thank you for your time.

John Miller

**Allen, Jasmin**

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**From:** Ingrid Lee <ingleefl@gmail.com>  
**Sent:** Saturday, October 13, 2018 11:11 AM  
**To:** Allen, Jasmin  
**Subject:** P&Z Monday issue

File #2018-162 & 2018-163

Ms. Allen,

I am a resident whose community shares the tiny 2 lane Barwick Road that is at the front of this land in question. Just AROUND THE CORNER from this property you literally have goats and llamas. This was agriculture zoned land and there still is agriculture next to it. There is also a nursery across the street. My point being that a high density community among single family homes and farm land is inappropriate.

Currently, the traffic on Barwick twice a day is insane because of those driving into Banyan Creek Elementary. What once was meant to be a walking distance school for surrounding homes and farms is now a choice program school attracting children throughout a much larger area.

I have major concerns about this being changed to a HIGH density residential plot. I understand the property owner has rights and should be allowed to improve on his land BUT he also knew how this land was zoned when it was purchased!

As it is, people fly through surrounding neighborhoods at top speeds to avoid Barwick school traffic. What will adding 100+ homes do to the safety of surrounding neighborhoods?

We pay taxes. We vote. We too deserve to have our property investments protected the same as this investor.

We will be the ones LIVING with this decision...not the land owner who is just looking to cash out and move on.

Please please please consider the families who have invested our personal lives and our money in this area, in this City. If you recommend it be annexed then please do not allow it to be more than medium or lower density single family homes only.

See you on Monday evening.

Regards,  
Ingrid Lee

## Allen, Jasmin

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**From:** Daryl Hall <daryl99@bellsouth.net>  
**Sent:** Friday, October 12, 2018 4:43 PM  
**To:** Allen, Jasmin  
**Subject:** Banyan Cove

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I am writing as a resident of Sabal Lakes to fight the proposed construction on North Barwick Rd. called Banyan Cove. It is multi-family housing that is being proposed.

As Delray loses its village by the sea charm, I hope you will understand that North Barwick Rd. is truly one of the last places in Delray that can be saved.

I understand it will be built up, but should only be single family homes.

The chaos and destruction multi-family will do to the neighborhood, the elementary school and the traffic will be horrendous.

I will be at the P and Z meeting Monday night.

Daryl Meyer Hall  
3760 Sabal Lakes Rd.  
Delray Beach FL 33445

SABAL LAKES PHASE 1, HOMEOWNER'S ASSOCIATION, INC.  
c/o Davenport Professional Property Management, LLC  
6620 Lake Worth Road, Suite F  
Lake Worth, FL 33467  
Telephone: (561) 642-5080 Fax: (561) 642-5481  
[info@davenportpro.net](mailto:info@davenportpro.net)

October 11, 2018

PLANNING & ZONING BOARD  
STAFF REPORT DEVELOPMENT SERVICES DEPT.  
100 NW 1ST AVENUE,  
DELRAY BEACH, FLORIDA 33444

Regular & Certified Mail  
70082810000110214179

File No.: 2018-162 & 2018-163  
Banyan Cove  
Application Type: Annexation, Future Land Use Map Amendment and Rezoning

With reference to the courtesy letter sent out by City of Delray Beach Planning & Zoning Board to Sabal Lakes Homeowners Assoc on October 2, 2018:

**We object to the following:**

Future Land Use Map amendment re-designating from Palm Beach County Medium Density Residential 5 units per acre (MR-5) to City **Medium Density Residential 5-12 du/ac (MD)**; and, rezoning and re-designating the zoning district from Palm Beach County Agricultural Residential (AR) in part and Residential High (RH) in part and establishing a City **zoning of Medium Density Residential (RM)** for three parcels of land located on the east side of Barwick Road.,

Sincerely,  
Sabal Lakes Homeowners Association

SABAL LAKES MASTER ASSOCIATION  
c/o Davenport Property Management, LLC  
6620 Lake Worth Rd., Suite F  
Lake Worth, FL 33467  
Telephone: (561) 642-5080 Fax: (561) 642-5481  
info@davenportpro.net

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Sincerely,  
Sabal Lakes Homeowners Association

October 15, 2018



To the members of Delray Beach's Planning and Zoning Advisory Board.

As a resident of Delray Beach for over 17 years, and a homeowner of Sabal Lakes I want to express my over whelming concern and frustration regarding Banyon Cove development proposed here tonight. Every morning I exit Sabal Lakes Road to Barwick Road, and every day I sit and wait to politely inch my way out to cross this unimaginable line of traffic trying to get to the school. Even with a sign that was put up by the City to ask that the entrance not be blocked we still sit and wait. At the beginning of the school year we had a police officer directing traffic, (which did help), but I guess that was just to show good faith. This morning leaving the community, we were 10 cars stacked, and waited almost 15 minutes till some sympathetic person in a car stopped to let us out. The people behind that person was not happy to have to wait more, but we all graciously waived. I wanted to say to all those people, "Well it's going to get worse".

And how about the people that live at Bexley Park development that is right across the street from this proposed project. They have cars stacked just as much as Sabal Lakes does now, can you just image (2) developments trying to get out at the same time. And please and foremost let's think of the emergency vehicles that are trying to maneuver down Barwick Road through all this traffic. Its only 2 lanes, tell me where are they going to go.

The thought of single-family homes which would cause lower density would be something that might be more receptive to the community then to add to the congestion with 8 unit per acre townhouse.

I think these developers, with deep pockets and No consideration to communities, that are already working against the tide, just want to open the flood gates. They need to come out in the morning or afternoon and experience firsthand the traffic on Barwick Road and maybe they would have a better outlook.

**I am strongly against this development and increase in density.**

Thank you.

Diane Miller  
Sabal Lakes  
4000 Majestic Palm Way  
Delray Beach, Florida 33444

**Allen, Jasmin**

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**From:** Kenneth Nordt <nordtkenneth@gmail.com>  
**Sent:** Friday, October 5, 2018 11:31 AM  
**To:** Allen, Jasmin  
**Subject:** Banyan Cove

Expressing our opposition to annexation in to the city limits Thank you.

Ken Nordt  
1310 E Lancewood Pl., Delray Beach, FL 3344t

Printed by: Julie (asa) E  
10/15/18

# Documents in Support of Opposition to Banyan Cove



# Officials to unveil plan for improving traffic outside Banyan Creek Elementary in Delray

1

Marisa Gottesman

AUGUST 4 2018, 2:31 PM

Parents have faced significant delays in dropping off their children at Delray's Banyan Creek Elementary School. But now, a proposed plan to change the car-pool line is aimed at easing traffic and improving arrival times.

It also should enable those who live in neighborhoods surrounding the school to leave their homes quicker, said Principal William Fay.

The school, at 4243 Sabal Lakes Road, is situated by a two-lane road near several neighborhoods, a park and a fire station. Often people are coming and going from all those locations at the same time, resulting in many tardy students amid the gridlock.

"We walk because it's too much of a hassle to think about driving," said Commissioner Mitch Katz, whose two kids attend the school. "It's really bad there during pickup and drop-off."

In preparation for the upcoming school year, the police department has been working with the school to create a new traffic plan to help alleviate congestion.

The plan will be presented to parents at 6:30 p.m. Wednesday at the school.

The proposed route change involves routing cars through a second entrance on Sabal Lakes Road to help relieve Barwick Road of traffic and make it easier and faster for Sabal Lakes residents to exit their neighborhoods.

"This has been a problem for quite a while," Fay said of the congested car-loop process.

He said the amount of cars heading to and from the school in the mornings and afternoons was never anticipated to be so high when the school was built in 1987.

Now, Banyan Creek is the fourth-largest elementary school in Palm Beach County and the largest special-needs school in the county.

"No one anticipated the school would grow to 1,000-plus students," he said.

Delray Fire Rescue spokesman Kevin Saxton said Fire Rescue would look favorably upon a traffic change because cars cause significant gridlock outside Fire Station No. 4.

He said the congestion can hamper the department's response times to emergencies because the fire trucks can't quickly get out of the station.


Parents will be permitted to comment on the proposed changes during the meeting.

For more information, contact Delray Police Department at 561-243-7888.

## DELRAY BEACH POLICE DEPARTMENT

## MEMORANDUM

TO: Chief Jeffrey Goldman

FROM: Captain Rachel Saunders   
Community Response Division Commander

DATE: September 21, 2015

SUBJECT: **Banyan Creek Elementary Traffic Pattern Recommendation**

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In September 2014, the Delray Beach Police Department's Traffic unit completed a traffic study in reference to the volume of vehicles traveling to and from Banyan Creek Elementary School. The purpose of the study was to find solutions to reduce the amount of traffic congestion on Barwick Road and at the intersection of Barwick Road and Lake Ida Road, reduce the staging time for parental drop off and pick up, and to create a safer driving pattern for the students, pedestrians and drivers during morning arrival and afternoon dismissals. The standing traffic was also effecting Public Safety by blocking the entrance/exit to Delray Beach Fire Rescue Emergency vehicles located at Station #4.

In June 2015, Banyan Creek Elementary School Principal, Mr. Fay requested assistance from the police department in developing a new traffic pattern for student drop off and student pick up. In July 2015, the recommendation from the traffic unit was submitted. The recommended traffic pattern eliminated congestion at both the problem areas by having traffic enter the south entrance to Sabal Lakes Road; which is city owed. Traffic would travel 9/10<sup>th</sup> of a mile on Sabal Lakes Road (through the neighborhood) until entering the school entrance by making a right hand turn. The children would then be dropped off or picked up and the vehicle would exit onto Sabal Lakes Road by taking a right turn only; continuing west to Barwick Road. At the intersection of Barwick Road and Sabal Lakes Road the vehicle could turn north or south.

On August 05, 2015, members of the police department presented the new traffic pattern recommendation to members of the Sabal Lakes community at a meeting scheduled by Mr. Fay. The residents were not in agreement with the plan and it was not implemented. Sabal Lakes residents presented the following alternatives to having traffic flow through the neighborhood on Sabal Lakes Road:

- Parents drop off students at the Walmart Parking Lot (12700 S. Military Trail) and School Board provide transportation from the parking lot to the school for arrival and dismissal.
- The City of Delray Beach increase the lanes on Barwick Road from a two lane roadway to a four lane roadway, while keeping the turn lanes from Lake Ida Road north to the Lake Worth Drain.
- Banyan Creek Elementary stagger arrival and dismissal times for students.

- The Bus Loop and Parent Drop Off Loop be switched.
- The City of Delray Beach construct a Fly Over from Lake Ida Road to the School; thus removing vehicles from Barwick Road.
- The School District purchase the tract of land (approximately 9 acres) North West of the school and build a new parent drop off loop and parent parking lot which would have accesses from Barwick Road. Therefore, school parents and staff would not drive on Sabal Lakes Road.
- Change the exit point from the school onto Sabal Lakes Road to Barwick Road to a "right turn only" during school arrival and dismissal times.

In response to resident suggestions, the police department coordinated with the City of Delray Beach and installed a "Right Turn Only" sign at the intersection of Sabal Lakes Road and Barwick Road during school arrival and dismissal times. During the month of August, the traffic unit began monitoring the "Right Turn Only" sign and issuing warnings to violators in order to educate them about the newly installed traffic control device. After an education period, the traffic unit began issuing citations for the "Right Turn Only" violations and violations for blocking the intersection at Lake Ida Road and Barwick Road. After monitoring the traffic pattern, officers found that the "Right Turn Only" sign did not improve any of the traffic congestion conditions. The sign was removed on September 04, 2015. On this same day, officers conducted a vehicle count on parent vehicles using the current parent drop off loop. The total was 654.

On August 26, 2015, members of the Sabal Lakes HOA, Palm Beach County School District representative, Erika Whitfield, members of the Delray Beach Police Department Traffic Unit, and Commissioner Mitch Katz met at Banyan Creek Elementary. The HOA suggested that Palm Beach County School District switch the bus and parent pick up/ drop off loops in order to alleviate some traffic off of Barwick Road.

In addition to the traffic congestion issues, residents have experienced issues with parents parking on the small access road across from the school. Parents are utilizing this as a "waiting" area to pick up their children. By doing so, residents have been blocked from entering or exiting their driveways, obtained damage to their lawns and complained of unsafe driving as vehicles enter and exit the road. Members of the traffic unit were made aware of this issue and confirmed that this was a valid concern that needed to be addressed.

During a meeting with representatives of the Sabal Lakes Community and police department officials on September 02, 2015, all of the police department's efforts to solve the traffic issues were discussed. It was recommended that Sabal Lakes residents seek alternative recommendations from the Palm Beach County School District Officials.

From: "Fred Glass" <carnut2000@aol.com>  
Date: June 12, 2018 at 4:03:26 PM EDT  
To: "'Juli Casale'" <casalejuli@gmail.com>  
Subject: Banyan Creek Traffic

Dear Juli,

Per our conversation I was a supervisor for the Delray Beach Police Department for a number of years. For scheduling purposes and officer assignments at Banyan Creek Elementary School I completed vehicle counts during the morning drop off times. Over a five year period I noticed the traffic dropping off and picking up students steadily increased. I believe this increase was due to this school being a choice school and the student population increased. I believe the increase in traffic were parents that possibly had no option of school busing as well as parents opting to drive their children to school. The last year I did the count was on 08/29/2016 7:00 am to 8:15 am. The total of vehicles entering the student drop off lot was 511 vehicles. This total did not include the school busses or parent drop-offs for Don Estridge which use the east drop-off loop to the school.

As a result of this volume of traffic during both morning drop off and afternoon student pick-up, traffic on Barwick Rd. becomes backed up. Traffic traveling northbound backs up from Sabal Lakes Rd. (north entrance/exit) to Lake Ida Rd. Traffic traveling southbound backs up past the canal at the Boynton Beach line. Barwick Rd. is primarily a two lane roadway, and when traffic backs up with this volume of traffic in both directions the road becomes impassable. This congestion causes a public safety concern for emergency vehicle response to local addresses as well as an issue for local residents that use Barwick Rd. to commute to work.

As we discussed, I believe both projects (Banyan Cove and 133 Rd South) that are in the planning stages are detrimental to this area and would cause further traffic issues and safety concerns for commuters and school traffic. I also believe these projects are inconsistent with the primarily single family zoning in this area.

Supervisor Frederick Glass (Retired)  
Delray Beach Police Department  
300 W. Atlantic Ave.  
Delray Beach, FL 33444

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Input Data														
E-W Street: Lake Ida Rd					COUNT DATE: 5/20/2014					Report Created				
N-S STREET: Barwick Rd					CURRENT YEAR: 2014					7/25/2017				
TIME PERIOD: AM					ANALYSIS YEAR: 2022									
GROWTH RATE: 0.68%					PSF: 1.03									
SIGNAL ID: 51820														

	Intersection Volume Development												Type % Complete	
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	142	553	56	93	424	162	69	136	52	341	225	151		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	146	570	58	96	437	167	71	140	54	351	232	156		
Committed Developments														
Walmart Market - Delray	0	3	1	0	3	2	1	1	0	2	1	0	NR	0%
Depot Square	0	6	0	4	18	2	0	0	1	1	0	0	Res	0%
Stonybrook on The Lake	1	1	1	0	0	0	0	0	0	0	0	0	Res	0%
Banyan Creek Elem.	19	0	0	0	0	12	0	37	0	10	30	15	NR	75.80%
Spaulding	0	0	0	0	1	0	0	0	0	0	0	0	NR	85%
Total Committed Developments	20	10	2	4	22	16	1	38	1	13	31	15		
Total Committed Residential	1	7	1	4	18	2	0	0	1	1	0	0		
Total Committed Non-Residential	19	3	1	0	4	14	1	38	0	12	31	15		
Double Count Reduction	0	1	0	0	1	1	0	0	0	0	0	0		
Total Discounted Committed	20	9	2	4	21	15	1	38	1	13	31	15		
Historical Growth	8	32	3	5	24	9	4	8	3	20	13	9		
Comm Dev+1% Growth	32	56	7	12	57	29	7	50	5	42	50	28		
Growth Volume Used	32	56	7	12	57	29	7	50	5	42	50	28		
Total Volume	178	626	65	108	494	196	78	190	59	393	282	184		

Input Data														
E-W Street: Lake Ida Rd					COUNT DATE: 5/20/2014					Report Created				
N-S STREET: Barwick Rd					CURRENT YEAR: 2014					7/25/2017				
TIME PERIOD: PM					ANALYSIS YEAR: 2022									
GROWTH RATE: 0.68%					PSF: 1.03									
SIGNAL ID: 51820														

	Intersection Volume Development												Type % Complete	
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	65	632	78	134	656	179	101	100	90	129	70	44		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	67	651	80	138	686	184	104	103	93	133	72	45		
Committed Developments														
Walmart Market - Delray	0	18	6	0	17	11	6	6	0	12	6	0	NR	0%
Depot Square	0	18	0	2	11	1	0	0	4	2	0	0	Res	0%
Stonybrook on The Lake	1	1	1	0	1	0	1	0	0	0	0	1	Res	0%
Banyan Creek Elem.	6	0	0	0	0	4	0	11	0	4	11	6	NR	75.80%
Spaulding	1	3	0	0	2	0	0	1	1	0	0	0	NR	85%
Total Committed Developments	8	40	7	2	31	16	7	13	5	18	17	7		
Total Committed Residential	1	19	1	2	12	1	1	0	4	2	0	1		
Total Committed Non-Residential	7	21	6	0	19	15	6	13	1	16	17	6		
Double Count Reduction	0	4	0	0	3	0	0	0	0	1	0	0		
Total Discounted Committed	8	36	7	2	28	16	7	13	5	17	17	7		
Historical Growth	4	36	4	8	38	10	6	6	5	7	4	3		
Comm Dev+1% Growth	14	90	14	13	85	31	16	27	13	28	23	11		
Growth Volume Used	14	90	14	13	85	31	16	27	13	28	23	11		
Total Volume	81	741	94	151	771	215	120	120	105	161	95	55		

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	ESU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
37325	Lake Ave	Dixie Hwy	8/27/2015	12:15 PM	0	0	582	118	8	207	568	0	0	132	209	102	0	0	0	0	1922
37325	Lake Ave	Dixie Hwy	8/27/2015	4:30 PM	0	0	710	87	0	168	711	0	0	217	211	171	0	0	0	0	2275
37450	Lake Ave	Federal Hwy	8/27/2015	7:30 AM	0	0	200	89	0	114	171	0	0	37	340	40	0	0	0	0	1000
37450	Lake Ave	Federal Hwy	8/27/2015	12:15 PM	0	0	187	74	0	72	203	0	0	83	309	44	0	0	0	0	932
37450	Lake Ave	Federal Hwy	8/27/2015	4:30 PM	0	0	255	86	0	86	363	0	0	61	271	54	0	0	0	0	1138
37475	Lake Ave	Ocean Bl/A1A	10/28/2017	7:45 AM	0	90	186	13	0	4	90	103	8	446	53	292	0	5	47	14	1351
37475	Lake Ave	Ocean Bl/A1A	10/28/2017	12:00 PM	2	171	182	20	0	18	136	248	7	174	88	149	0	22	58	28	1302
37475	Lake Ave	Ocean Bl/A1A	10/28/2017	3:45 PM	1	322	155	17	0	20	189	423	10	160	97	138	1	20	108	20	1676
37475	Lake Ave	Ocean Bl/A1A	9/29/2014	7:45 AM	0	76	179	7	0	4	50	88	8	411	55	191	0	8	23	5	1101
37475	Lake Ave	Ocean Bl/A1A	9/29/2014	3:45 PM	0	197	135	9	3	5	130	288	3	143	114	100	0	13	81	8	1227
53500	Lake Bl	Military Tr	11/9/2015	8:00 AM	2	31	959	0	38	0	2152	29	0	112	0	80	0	0	0	0	3403
53500	Lake Bl	Military Tr	11/9/2015	4:45 PM	5	88	2110	0	18	0	1114	127	0	79	0	44	0	0	0	0	3585
53500	Lake Bl	Military Tr	8/22/2013	7:45 AM	0	40	922	0	26	0	2203	58	0	110	0	108	0	0	0	0	3485
53500	Lake Bl	Military Tr	8/22/2013	5:00 PM	0	98	1778	0	23	0	917	108	0	81	0	35	0	0	0	0	3040
41820	Lake Charleston Bl/Weste	Jog Rd	9/10/2015	7:30 AM	5	75	1038	16	1	32	1919	200	0	372	3	185	0	50	22	24	3942
41820	Lake Charleston Bl/Weste	Jog Rd	9/10/2015	5:00 PM	2	151	1653	19	6	27	1151	298	0	222	11	105	0	17	3	32	3697
41820	Lake Charleston Bl/Weste	Jog Rd	10/1/2013	7:15 AM	7	112	999	22	5	38	1509	195	0	328	5	202	0	27	8	21	3474
41820	Lake Charleston Bl/Weste	Jog Rd	10/1/2013	5:00 PM	5	121	1854	7	2	20	1152	292	0	114	2	74	0	11	2	27	3483
51820	Lake Ida Rd	Barwick Rd	11/14/2016	7:15 AM	0	89	111	65	0	285	200	145	2	178	897	97	1	135	418	158	2582
51820	Lake Ida Rd	Barwick Rd	11/14/2016	12:30 PM	0	59	68	81	0	98	81	46	4	83	484	86	5	94	398	127	1871
51820	Lake Ida Rd	Barwick Rd	11/14/2016	4:45 PM	0	133	134	125	0	150	81	83	2	120	678	118	9	84	684	218	2817
51820	Lake Ida Rd	Barwick Rd	5/20/2014	7:15 AM	0	89	136	52	0	341	225	151	0	142	553	58	0	83	424	162	2404
51820	Lake Ida Rd	Barwick Rd	5/20/2014	4:45 PM	0	101	100	90	0	120	70	44	0	65	832	78	3	131	668	179	2288
51850	Lake Ida Rd	Congress Ave	11/9/2016	7:30 AM	2	218	517	151	3	389	1083	138	7	288	577	459	0	175	499	111	4575
51850	Lake Ida Rd	Congress Ave	11/9/2016	12:30 PM	6	243	573	121	1	135	648	155	10	253	328	214	0	132	462	88	3375
51850	Lake Ida Rd	Congress Ave	11/9/2016	4:45 PM	2	474	872	188	0	191	804	175	11	282	533	202	6	178	821	140	4461
51850	Lake Ida Rd	Congress Ave	5/20/2014	7:30 AM	1	183	527	129	1	343	985	238	7	188	509	408	0	238	438	151	4353
51850	Lake Ida Rd	Congress Ave	5/20/2014	4:45 PM	4	403	758	198	0	223	551	244	10	235	468	215	3	224	834	208	4379
52999	Lake Ida Rd	Hagen Ranch Rd	12/7/2016	8:00 AM	0	0	228	105	0	180	494	0	0	0	0	0	0	217	0	75	1297
52999	Lake Ida Rd	Hagen Ranch Rd	12/7/2016	12:00 PM	0	0	351	102	0	146	297	0	0	0	0	0	0	137	0	111	1144
52999	Lake Ida Rd	Hagen Ranch Rd	12/7/2016	4:00 PM	0	0	488	128	0	102	485	0	0	0	0	0	0	215	0	152	1570
52999	Lake Ida Rd	Hagen Ranch Rd	1/8/2015	8:00 AM	0	0	228	118	0	180	515	0	0	0	0	0	0	186	0	85	1320
52999	Lake Ida Rd	Hagen Ranch Rd	1/8/2015	3:15 PM	0	0	473	189	1	137	482	0	0	0	0	0	0	207	0	181	1670

June 10, 2018

Mrs. Casale  
3717 Satin Leaf Court  
Delray Beach, FL 33445

Mrs. Casale,

In answer to your questions, the student population at Banyan Creek Elementary School totals approximately 1000 students, and we have 130 employees. The school is an open enrollment school with a gifted program and many ESE programs for students with special needs. In the morning, approximately 80% of the students commute to school by vehicle. In the afternoon, approximately 70% of the students leave via a vehicle.

Best,

Allison Castellano, Principal  
Banyan Creek Elementary School

#### 4.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards, for a net trip generation of 63 peak hour trips, the radius of development influence shall be one mile.

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than one percent of the LOS "D" of the link affected on a peak hour, peak direction basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS "D" of the link affected on a peak hour, peak direction basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS "D" Link Service Volumes.

For Test 2, a project must address those links within the radius of development influence on which its net trips are greater than three percent of the LOS "E" of the link affected on a peak hour, peak direction basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS "E" of the link affected on a peak hour, peak direction basis up to the limits set forth in Table 12.B.2.C-4 2A: LOS "E" Link Service Volumes.

#### 5.0 INTERSECTION ANALYSIS TEST 1 – PART 1

As a requirement of Part 1 of Test 1 of the Palm Beach County Traffic Performance Standards, the following directly accessed intersections must be analyzed:

1. Lake Ida Road and Barwick Road
2. Flavor Pict Road and Military Trail

The development of the subject parcel is not anticipated to result in excess of ten percent of total traffic on an average peak hour total traffic basis leading to any signalized intersection other than the intersection mentioned above. A detailed analysis of these intersections has been performed and can be seen in Appendix "A" attached with this report.

The above referenced intersections has been analyzed using the adjusted turning movement volumes attached with this report in accordance with the methodology set forth in the Transportation Research Board Special Report 209, Planning Analysis. As the results in the Intersection Analysis (attached as Appendix "A") show, the sum of the critical movements during the peak-season, peak-hours at project build-out is less than the adopted Level of Service volume for intersections of 1400 vph for the subject intersections.



Banyan Cove  
Job No. 17-063

#### 5.0 INTERSECTION ANALYSIS TEST 1 – PART 1

As a requirement of Part 1 of Test 1 of the Palm Beach County Traffic Performance Standards, the following intersection must be analyzed:

1. Lake Ida Road and Barwick Road

The development of the subject parcel is not anticipated to result in excess of ten percent of total traffic on an average peak hour total traffic basis leading to any signalized intersection other than the intersection mentioned above. A detailed analysis of these intersections has been performed and can be seen in Appendix "B" attached with this report.

The above referenced intersection has been analyzed using the adjusted turning movement volumes attached with this report in accordance with the methodology set forth in the Transportation Research Board Special Report 209, Planning Analysis. As the results in the Intersection Analysis (attached as Appendix "B") show, the sum of the critical movements during the peak-season, peak-hours at project build-out is less than the adopted Level of Service volume for intersections of 1400 vph for the subject intersection.

<u>INTERSECTION</u>	<u>CRITICAL SUM</u>	
	<u>AM</u>	<u>PM</u>
Lake Ida Road at Barwick road	1237	1148



requirements for the specific development will be evaluated and confirmed at time of a Site Plan application. Likewise, fire and police services are available to the property and will also be confirmed at time of Site Plan application. Adequate services are available to serve the subject site as proposed."

Staff Comments:

Streets and Traffic: The property can be accessed via Barwick Road. Barwick Road extends from West Atlantic Avenue on the south and terminates at Coconut Lane in the City of Boynton Beach to the north. The segment of Barwick Road that is located within the City's Planning Area is under the jurisdiction of the City of Delray Beach for associated maintenance responsibility and will not change upon annexation. Barwick Road extending from the LWDD L-30 Canal to Lake Ida Road accommodates two-lanes (with turn lanes at intersections). The right-of-way of Barwick Road that abuts the subject property is 80 feet wide.

With respect to traffic study the applicant states "...the current traffic conditions at the peak hour times of the school, both morning and afternoon, create stacking and turning movement issues along Barwick Road and more particularly at the intersection with Sabal Lakes Road which is the only road to access the school. Although, the County has reviewed and approved a traffic study for the proposed applications for the subject site, the traffic concerns of the surrounding residents during the peak times of school traffic are real and need to be addressed by the School District, County and City."

A comparative traffic analysis was submitted by the Applicant, which addressed the most intense development potential of the site at both the existing and proposed zoning classifications. The study was prepared in accordance with Palm Beach County Unified Land Development Code, Traffic Performance Ordinance. The comparative traffic study reveals that under the maximum development potential of 12 units per acre (80 units) the daily traffic generation would be 532 tpd (trips per day) with 43 AM Peak and 50 PM peak hour trips would be anticipated.

With the requested density of eight units per acre, the trips generated by the proposed 53 units would be 352 tpd, with 30 AM peak hour trips and 33 peak hour trips.

The traffic study concludes that the estimated 352 trips per day and 30 AM peak hour trips and 33 PM peak hour trips at project build-out in 2022 and in conjunction with the required link analysis meets the requirements of Palm Beach County Traffic Performance Standards. A traffic concurrency determination has not yet been provided from Palm Beach County Traffic Division for the current proposal. However, a traffic approval letter was provided with the application for the 2017 Palm Beach County Land Use application request, which sought approval of 102 residential units. As the proposed density and corresponding units (53) is much less, staff does not anticipate a negative letter from Palm Beach County Traffic Division.

The City's consultant's reviewed the submitted traffic study and indicates that the proposed development will have a "significant" impact on Barwick Road between the site and Lake Ida Road, with "significant" defined as adding more than one percent of the adopted level of service volume to the roadway. It should be noted that the project will add 17 peak hour trips to the road (i.e. one trip approximately every four minutes). The impact will not reduce the level of service, as Barwick has excess capacity allowing for additional growth of over 200 peak hour trips in the morning peak hour and over 300 peak hour trips in the evening peak hour. The project will not significantly impact any other roads in the area. Furthermore, consistent with County requirements, the intersection of Lake Ida Road and Barwick Road was analyzed and was determined to operate at an acceptable level of service with the project.

Traffic congestion created during school drop off and pick up times is regularly mentioned by residents of the area as a concern.

To the west, across Barwick Road, is single-family residential known as Golf Club Estates located within unincorporated Palm Beach County with the MR-5 FLU, and Bexley Park, single-family and multi-family development located within the City of Delray Beach with The City designation of Low Density Residential (LD) developed at approximately 5 units per acre.

### **Annexation History**

This site and other surrounding unincorporated properties are located within the future annexation area of the City of Delray Beach. There is a history of attempted annexation of these properties. The following is a brief description of those attempts.

2013-2014: The site could not develop in unincorporated County unless it received water and sewer from the City. At that time, the City required the property be within the city limits prior to service provision. The annexation of these parcels would have created an unincorporated enclave (the neighborhood to the south/west) inconsistent with State Statutes regarding annexation.

2015-2016: The City and the County entered into negotiations for an Interlocal Service Boundary Agreement for a larger area. After a year-long negotiation process the City withdrew from the negotiation process due to vehement opposition from nearly 100% of the property owners of the area due to the high density residential allowed with the City land use code (MD, Medium Density 5-12 du/acre) higher taxes and water service extension. The agreement and future annexation of the entire unincorporated pocket could not move forward.

2017: The City agreed to provide the services to the subject site if the development is limited to residential. The City prefers single-family development consistent with surrounding residential housing types. In order for the property to develop a rezoning is required and when that application is submitted it will undergo a review by both County and City staff to ensure the City's water/sewer requirements are met. This is one of the Conditions that the City agreed to in order to extend services along Barwick Road

## **D. Consistency and Compatibility**

### **I. Data and Analysis Summary**

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This section of the report examines the consistency of the amendment with the County's Comprehensive Plan, Tier Requirements, applicable Neighborhood or Special Area Plans, and the impacts on public facilities and services.

#### **A. Consistency with the Comprehensive Plan - General**

1. **Justification: FLUE Policy 2.1-f:** *Before approval of a future land use amendment, the applicant shall provide an adequate justification for the proposed future land use and for residential density increases demonstrate that the current land use is inappropriate. In addition, and the County shall review and make a determination that the proposed future land use is compatible with existing and planned development in the immediate vicinity and shall evaluate its impacts on:*

1. *The natural environment, including topography, soils and other natural resources; (see Public Facilities Section)*



Zillow App

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**13038 Barwick Rd,  
Delray Beach, FL 33445**

6.67 acres

• LOT/LAND

**\$3,495,000**

Est. Mortgage: \$14,018/mo

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Dunes Road

Delray

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Infill Residential or Commercial Development Opportunity in the Prestigious City of Delray Beach. 6.67 Acre Lot Prime for Townhome, Single Family, or Assisted Living Facility Development. No other opportunities like this available in the city of Delray Beach. Property newly annexed and entitled. Do not miss this opportunity!