



## **Regular City Commission Meeting Agenda**

150 NE 2<sup>nd</sup> Avenue | Deerfield Beach, FL, 33441 | 954-480-4200

Mayor Bill Ganz

Vice Mayor Todd Drosky

District 1 Commissioner Michael Hudak

District 2 Commissioner Ben Preston

District 3 Commissioner Bernie Parness

**Tuesday  
November 6, 2024  
7:00 PM**

**CALL TO ORDER & ROLL CALL**

**MOMENT OF SILENCE AND PLEDGE OF ALLEGIANCE**

**APPROVAL OF CITY COMMISSION MINUTES**

Regular City Commission Meeting Minutes

**Attachment:** October 15, 2024

**ACKNOWLEDGEMENT OF CITY BOARD MINUTES**

Education Advisory Board Meeting Minutes

**Attachment:** April 3, 2024

Planning & Zoning Board Meeting Minutes

**Attachment:** August 1, 2024

Community Redevelopment Agency Meeting Minutes

**Attachment:** August 27, 2024

Code Compliance Meeting Minutes

**Attachment:** August 30, 2024, September 10, 2024

African American Heritage Board Meeting Minutes



**Attachment:** September 12, 2024

Hillsboro Inlet District Meeting Minutes

**Attachment:** September 16, 2024 (Regular Meeting Minutes), September 16, 2024 (First Reading Budget/Millage), September 23, 2024 (Final Reading Budget/Millage)

Community Appearance Board Meeting Minutes

**Attachment:** September 25, 2024

## APPROVAL OF THE AGENDA

*November 6, 2024*

## ZOOM INFORMATION

Join Zoom Meeting by clicking the below link:

<https://deerfield-beach.zoom.us/j/84890946805?pwd=Kq1fjdKhRi2e97nzechExODV1CleAO.1>

**Join Zoom Meeting via telephone by dialing:**

**Call-in Number: (301) 715-8592**

**Meeting ID: 848 9094 6805#**

**Participant ID: #**

**Passcode: 474212#**

**For complete instructions on joining and/or participating during Public Comment, please click the following link or attend in person in the City Commission Chambers:**

**Attachment:** Zoom Instructions

## AWARDS & RECOGNITION

1. **Certificate of Recognition presented by Captain Hofstein to BSO Law Enforcement staff.**

**Sponsor:** BSO - Law Enforcement

## PUBLIC HEARINGS – FIRST READING

2. **ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 1.36 GROSS ACRES LOCATED AT 555 SW 3RD AVENUE FROM OPEN SPACE (S) TO RESIDENTIAL MULTI-FAMILY (RM-15) (APPLICATION 24-R-201); PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

*Suggested Action:* Commission to vote on Ordinance and set second public hearing for November 19, 2024

*Voting Requirement:* Adoption requires a 3/5 vote of the City Commission

*Sponsor:* Department of Planning & Development Services

***Attachment:*** Application 24-R-201

3. **ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 4.28 ACRES LOCATED AT 201, 221, 231 & 299 FEDERAL HIGHWAY, AND 226-228 NE 9TH AVENUE FROM HIGHWAY BUSINESS DISTRICT (B-2) AND RM-10 RESIDENCE, MULTIFAMILY TO PLANNED DEVELOPMENT DISTRICT (PDD) (APPLICATION 24-R-200); PROVIDING FOR A MAXIMUM OF 237 DWELLING UNITS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

*Suggested Action:* Commission to vote on Ordinance and set second public hearing for December 3, 2024

*Voting Requirement:* Adoption requires a 3/5 vote of the City Commission

*Sponsor:* Department of Planning & Development Services

***Attachment:*** Application 24-R-200

## PUBLIC HEARINGS – SECOND READING

- 4. P.H. 2025-004: ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, ADOPTING THE UPDATED FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS SET FORTH IN TABLES 10.2 AND 10.4 IN ORDER TO UPDATE THE CAPITAL IMPROVEMENTS ELEMENT ("CIE") IN CONFORMANCE WITH SECTION 163.3177, FLORIDA STATUTES, AS MORE SPECIFICALLY SET FORTH IN EXHIBIT "A"; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.**

*Suggested Action:* Commission to vote on Ordinance

*Voting Requirement:* Adoption requires a 3/5 vote of the City Commission

*Sponsor:* Department of Planning & Development Services

**Attachment:** CIE

## PUBLIC COMMENT

*Persons addressing the Commission shall state his/her name and address and may speak for three (3) minutes unless extended for one (1) additional minute by the Mayor. All remarks made by the public at a Commission meeting on an agenda item shall be addressed to the Commission as a body and limited to the subject matter before the Commission at that particular time. No comments shall be made related to the personal life or personal qualities of any person and no language which would offend persons of ordinary sensibilities shall be permitted. The public shall be given an opportunity to speak on any substantive agenda item, subject to the aforementioned restrictions, prior to a vote on the matter by the City Commission. The Commission shall determine the appropriate time, prior to the vote, for the public to speak. For consent agenda items, the public shall be given an opportunity to speak prior to the approval of the consent agenda. The Commission may, by majority vote, determine that public input on an agenda item be tabled to a future meeting so long as the vote on the agenda item take place at the future meeting and that the public input take place prior to the Commission making any decision.*

## CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

- 5. Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving and authorizing execution of a first amendment to the Contract with Landscape Service Professionals, LLC for citywide landscaping and irrigation**

**maintenance services to revise the scope of work and include additional services and locations for an increase in annual cost of \$122,313.04 and contingency costs of \$18,347.00 for a total annual contract price not to exceed \$1,242,592.04; providing for implementation and an effective date. (*Funds from Account #001-7020-539-32-16 - Parks Maintenance/Landscaping Services*)**

*Suggested Action:* Commission to vote on Resolution

*Voting Requirement:* Adoption requires a 3/5 vote of the City Commission

*Sponsor:* Department of Parks & Recreation

***Attachment:*** Landscape Service Professionals, LLC

- 6. Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the sale of surplus old water meters in the amount of \$55,075.00 through the auction process utilized by Bidera, LLC, the City's contracted auction firm; authorizing the City's Procurement Division to administer the disposal of additional non-real surplus property for various departments within the City utilizing the auction process and coordinating such auctions with Bidera, LLC; providing for implementation and an effective date. (*Fiscal Impact: Revenue*)**

*Suggested Action:* Commission to vote on Resolution

*Voting Requirement:* Adoption requires a 3/5 vote of the City Commission

*Sponsor:* Department of Environmental Services

***Attachment:*** Bidera, LLC

## DEPARTMENTAL BUSINESS

- 7. Discussion and possible action regarding disposition of City-owned property.**

*Sponsor:* Department of Planning & Development Services

***Attachment:*** City-Owned Property

- 8. ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, ADOPTING AN AMENDMENT TO THE CITY BUDGET FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2024; APPROVING SUPPLEMENTAL APPROPRIATIONS TO THE GENERAL FUND IN THE AMOUNT OF \$342,470, THE NUISANCE ABATEMENT ASSESSMENT FUND IN THE AMOUNT OF \$8,380, AND THE PAL**

**DONATIONS FUND IN THE AMOUNT OF \$15,000, AND A BUDGET TRANSFER FROM THE GENERAL FUND TO THE 2024 NON-AD VALOREM REVENUE BOND FUND IN THE AMOUNT OF \$332,470, AS SET FORTH IN EXHIBIT "A"; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.**

*Suggested Action:* Commission to vote on Ordinance and set public hearing for November 19, 2024

*Voting Requirement:* Adoption requires a 3/5 vote of the City Commission

*Sponsor:* Department of Financial Services

***Attachment:*** Budget Amendment

- 9. Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving and authorizing execution of a grant agreement with the Florida Inland Navigation District for the Sawgrass to Seagrass Center at Sullivan Park; authorizing acceptance of the grant in an amount not to exceed 35% of the total project costs; acknowledging the availability of matching funds in the amount of 50% of the total project cost; and providing for an effective date.**

*Suggested Action:* Commission to vote on Resolution

*Voting Requirement:* Adoption requires a 3/5 vote of the City Commission

*Sponsor:* Community Redevelopment Agency & Department of Economic Development

***Attachment:*** FIND Grant Agreement

- 10. Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a change order with BCI Construction, Inc. in an amount not to exceed \$450,157.80 due to unforeseen conditions requiring changes to the design, and compliance with code and jurisdictional agency requirements related to the International Fishing Pier Renovation Project; providing for execution, implementation and an effective date. (Funds from Account #399-100-360-1901-000-51900-506530 - General Capital/CIP Infrastructure)**

*Suggested Action:* Commission to vote on Resolution

*Voting Requirement:* Adoption requires a 3/5 vote of the City Commission

*Sponsor:* Department of Environmental Services

***Attachment:*** BCI Construction, Inc.

## COMMENTS BY ADMINISTRATION & LEGAL

### 11. Veterans Programs and Services Update.

**Sponsor:** Office of the City Manager

### 12. Update regarding the Town of Hillsboro Beach's beach renourishment plan.

*Sponsor:* Office of the City Manager

## CITY COMMISSION BUSINESS

### 13. Discussion and potential action regarding the City Manager position.

**Sponsor:** Mayor Bill Ganz

## COMMENTS BY MAYOR & CITY COMMISSION

## ADJOURNMENT

### FUTURE CITY COMMISSION MEETINGS

*Regular City Commission Meeting - Tuesday, November 19, 2024*

*Any person wishing to appeal any decision made by the City Commission with respect to any matter considered at such meetings or hearings will need a record of the proceedings, and for such purposes may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and the evidence upon which the appeal is made. The above notice is required by State Law (F.S. 286.0105). Anyone desiring a verbatim transcript shall have*

*the responsibility, at his/her own expense, to arrange for the presence of a certified court reporter at the hearing.*



## Meeting Minutes City Commission

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Tuesday, October 15, 2024

7:00 PM

Commission Chambers

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### **CALL TO ORDER AND ROLL CALL**

The meeting was called to order on the above date by Mayor Bill Ganz at 7:01 p.m., in the City Commission Chambers, City Hall, Deerfield Beach.

#### **Present:**

Commissioner Michael Hudak  
Commissioner Bernie Parness - *via Zoom*  
Commissioner Ben Preston  
Vice Mayor Todd Drosky  
Mayor Bill Ganz

#### **Also Present:**

Interim City Manager Horace McHugh  
City Attorney Anthony Soroka  
City Clerk Heather Montemayor

### **MOMENT OF SILENCE AND PLEDGE OF ALLEGIANCE**

There was a moment of silence, followed by the Pledge of Allegiance.

### **APPROVAL OF CITY COMMISSION MINUTES**

Regular City Commission Meeting Minutes - September 23 & October 1, 2024

**MOTION was made by Commissioner Hudak, seconded by Commissioner Parness to approve the meeting minutes as submitted. Voice Vote:**

**Yeas:** 5 - Commissioner Hudak, Commissioner Parness, Commissioner Preston, Vice Mayor Drosky, and Mayor Ganz

**Nays:** 0

### **ACKNOWLEDGEMENT OF CITY BOARD MINUTES**

Community Appearance Board Meeting Minutes - August 15 & 29, 2024  
African American Heritage Board Meeting Minutes - July 11, 2024

**MOTION was made by Commissioner Hudak, seconded by Commissioner Preston, to acknowledge the board minutes. Voice Vote:**

**Yeas:** 5 - Commissioner Hudak, Commissioner Parness, Commissioner Preston, Vice Mayor Drosky, and Mayor Ganz

**Nays:** 0

### **APPROVAL OF CITY COMMISSION AGENDA**

*October 15, 2024*



**APPROVAL OF CITY COMMISSION AGENDA - CONTINUED**

**MOTION was made by Commissioner Preston, seconded by Commissioner Parness, to approve the agenda as submitted. Voice Vote:**

**Yeas:** 5 - Commissioner Hudak, Commissioner Parness, Commissioner Preston, Vice Mayor Drosky, and Mayor Ganz  
**Nays:** 0

**AWARDS & RECOGNITION****1. Presentation by the Jim & Jan Moran Boys and Girls Club regarding the 25th Annual Lights on Afterschool Event.**

Nicole Carter, Director, Jessica Nicholas, Program Manager, and Daniel Ramirez, Youth Development Coordinator, introduced themselves. Thereafter, Ms. Carter provided a brief overview of the Annual Lights on Afterschool event, which will take place on October 24<sup>th</sup>.

Ms. Nicolas provided a brief overview of the Jim & Jan Moran Boys and Girls Club. Thereafter, she outlined the details of the Lights on Afterschool event.

Mr. Ramirez provided a brief overview of his background, and stated that it's his mission to give back to the Country that provided him with so many opportunities.

Mayor Ganz thanked the Jim & Jan Moran Boys and Girls Club for everything they do and have done for the community.

**2. Proclamation presented to the Department of Information Technology in recognition of Cybersecurity Awareness Month.**

Mayor Ganz presented a proclamation to Ron McKenzie, Director of Information Technology, and Ashley Brown, IT Security Analyst, in recognition of Cybersecurity Awareness Month.

**PRESENTATIONS****3. Presentation on the status of the FY2024 initiatives and considerations.**

Horace McHugh, Interim City Manager, provided a brief overview of the FY24 initiatives and considerations.

Commissioner Hudak said there are many projects that are underway, and all too often many of them see unforeseen delays and/or go over budget, which must be addressed. Thereafter, he recommended that the Deerfield Beach leaders read 'How Big Things Get Done' and have bi-weekly meetings regarding what they have learned from the book. Commissioner Hudak said there must be more oversight and diligence on these projects and the experience of the contractors must be looked at in the same way as the cost.

In response to Mayor Ganz's question, Greg Warner, Director of Parks & Recreation, replied that staff wants to add one additional directional bore to the median project on the west end of west Hillsboro Boulevard, so irrigation can be ran to that area; nevertheless, he will have staff clean it up and maintain the area while the City is awaiting the permit to complete the work.

**4. Presentation regarding the Downtown Deerfield Redevelopment Masterplan.**

Kris Mory, Director of Economic Development, highlighted a PowerPoint presentation. She outlined various projects and plans that are currently being implemented to Downtown Deerfield, i.e. Pioneer Park dock replacement, Pioneer Grove water line improvement, etc., as well as the strategic vision for the area, i.e. downtown walkability and connectivity, increase greenspace and activate waterfront, create a destination and distinct district, create an active community gathering space, etc. Thereafter, a map of Downtown Deerfield was displayed outlining private projects, public projects, commuter rail, and connectivity.

Continuing, Ms. Mory outlined the steps that staff has taken thus far. Further, she said the recommendations that came from the Urban Land Institute and Technical Assistance Panel Study consisted of engaging the

## **PRESENTATIONS - CONTINUED**

community; continuing with the infrastructure improvements; focusing on restaurants, entertainment, housing, and recreation; identifying sites for private development; establishing an EFP process; and engaging a master planner. Step 1 will consist of engaging the community on December 7<sup>th</sup> during the Ocean Way Holiday event, hosting a community meeting in November, providing online survey and questionnaires, and providing regular project updates to the Commission. Step 2 will consist of establishing criteria and Step 3 would involve selecting an evaluation committee, which would consist of staff and outside/third party experts. Lastly, she said if the Commission desires to move forward with a master planning process, staff has a well thought out, step by step process.

*Due to technical difficulties, the beginning portion of Commissioner Hudak's comments were inaudible.*

Commissioner Hudak stated that it's extremely important to attract organizations that share the City's values, i.e. JM Family, Bezos Academy, etc. Further, he said we, as a community, must think of ways we can beat the competition and how Deerfield's roadmap should be.

*Commissioner Parness temporarily left the meeting at 7:35 p.m. and returned at 7:42 p.m.*

## **PUBLIC HEARINGS - FIRST READING**

- 5. P.H. 2025-001: ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, ADOPTING THE UPDATED FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS SET FORTH IN TABLES 10.2 AND 10.4 IN ORDER TO UPDATE THE CAPITAL IMPROVEMENTS ELEMENT ("CIE") IN CONFORMANCE WITH SECTION 163.3177, FLORIDA STATUTES, AS MORE SPECIFICALLY SET FORTH IN EXHIBIT "A"; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.**

The Ordinance was read by title only.

Eric Power, Director of Planning & Development Services, explained that the CIE does not change the budget, only updates the five-year comprehensive plan amendment.

Mayor Ganz opened the public hearing; however, there was none to speak and the public hearing was closed.

**MOTION was made by Commissioner Hudak, seconded by Commissioner Preston, to approve Item 5 on first reading. Roll Call:**

**Yeas:** 4 - Commissioner Hudak, Commissioner Preston, Vice Mayor Drosky, and Mayor Ganz  
**Nays:** 0

*Commissioner Parness was not available for the vote.*

## **PUBLIC HEARINGS - SECOND READING**

- 6. P.H. 2024-002: ORDINANCE 2024/016 - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AMENDING CHAPTER 2 "ADMINISTRATION," ARTICLE II "BOARDS, COMMITTEES, COMMISSIONS," TO CREATE DIVISION 4 "CHARTER REVIEW BOARD;" ESTABLISHING THE CHARTER REVIEW BOARD MEMBERSHIP, POWERS, AND DUTIES; PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

The Ordinance was read by title only.

Anthony Soroka, City Attorney, explained that the Ordinance reflects the two changes that were approved during the first reading.

Commissioner Hudak said the last charter review was done in 2006, whereby, it's important for cities to stay relevant and for residents to see that the City is moving in a direction they want.

**PUBLIC HEARINGS - SECOND READING - CONTINUED**

Mayor Ganz opened the public hearing.

**Dan Herz, 330 SE 19<sup>th</sup> Avenue, Deerfield Beach**, commented on previous comments made regarding the establishment of a Charter Review Board.

**Daniel Shanetzky, 34 Keswick B, Deerfield Beach**, spoke in support of the Item.

Mayor Ganz closed the public hearing.

Commissioner Parness spoke in support of establishing a Charter Review Board.

Commissioner Preston said the Constitution has been amended a number of times; therefore, he spoke in support of establishing a Charter Review Board. Further, he agreed with each elected official appointing a regular member and alternate. Lastly, he said any recommended changes must go to the voters, who ultimately have the final say.

Vice Mayor Drosky said the Constitution is not changed every 10, 20, or 50 years, it's changed whenever needed. The City Commission has the ability, at any time, to request a change to the Charter, which has been done in the past. Furthermore, the Board will make recommendations to the Commission, and the Commission will decide what goes on the ballot. Vice Mayor Drosky said although he supports the makeup of the Board, he does not see the reasoning behind the establishment at this time, so he cannot support it.

Mayor Ganz said he is not opposed to the changes made, but expressed concerns with adding the item to an agenda every 10 years, as this commission will not be around to ensure it's done. Thereafter, he provided a brief history of the last Charter Review Board.

In response to Mayor Ganz's question, Mr. Soroka replied that the City cannot spend money or resources advocating on referendum items, whereas, the City can only educate.

Mayor Ganz said regardless of why something is placed on the ballot, the voters will have the final say, and although he fears the misinformation surrounding the ballot questions, he reiterated that ultimately, the voters will have the final say; therefore, he supports the item, as it's important to get the residents involved.

**MOTION was made by Commissioner Hudak, seconded by Commissioner Parness, to approve Item 6 adopted Ordinance 2024/016. Roll Call:**

**Yeas:** 4 - Commissioner Hudak, Commissioner Parness, Commissioner Preston, and Mayor Ganz  
**Nays:** 1 - Vice Mayor Drosky

- 7. P.H. 2024-114: ORDINANCE 2024/017 - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AMENDING THE CITY OF DEERFIELD BEACH LAND USE PLAN DESIGNATION FOR THE CITY-OWNED PARCEL CONSISTING OF APPROXIMATELY 1.52 GROSS ACRES LOCATED AT 555 SW 3RD AVENUE FROM CITY CONSERVATION TO RESIDENTIAL MEDIUM 16 DWELLING UNITS PER ACRE (LUPA #66A); PROVIDING FOR AMENDMENT OF THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN ACCORDINGLY; PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE. (First Reading - May 21, 2024)**

The Ordinance was read by title only.

Eric Power, Director of Planning & Development Services, provided a brief overview of the Item.

In response to Commissioner Hudak's question, Mr. Power replied that whoever submits an application to purchase the property must also submit an appraisal, whereby, the City conducts its own independent appraisal to ensure prices are similar.

Mayor Ganz opened the public hearing.

**PUBLIC HEARINGS - SECOND READING - CONTINUED**

**Dan Herz, 330 SE 19<sup>th</sup> Avenue, Deerfield Beach**, what will the City do with the money from the proceeds of the sale.

**Gwyndolen Clarke-Reed, 1430 SW 6<sup>th</sup> Way, Deerfield Beach**, asked what property value must be put out for referendum.

Mayor Ganz closed the public hearing. Further, he said \$750,000.

Mr. Power stated that staff anticipates this property will be less than the \$750,000.

**MOTION was made by Commissioner Preston, seconded by Commissioner Parness, to approve Item 7 adopted Ordinance 2024/017. Roll Call:**

**Yeas:** 5 - Commissioner Hudak, Commissioner Parness, Commissioner Preston, Vice Mayor Drosky, and Mayor Ganz

**Nays:** 0

**PUBLIC COMMENT**

**Sandra Jackson, 386 SW 35<sup>th</sup> Avenue, Deerfield Beach**, asked for clarification on a code violation she received on her rental property.

**Dan Herz, 330 SE 19<sup>th</sup> Avenue, Deerfield Beach**, commented on the pier restaurant lease.

**John Slattery, 1445 SE 5<sup>th</sup> Place, Deerfield Beach**, said the bridge on NE 15<sup>th</sup> Avenue is currently closed, and asked that directional signage be temporarily installed.

**Keith Williams, 129 NE 6<sup>th</sup> Court, Deerfield Beach**, expressed concerns with his water being shut off, as the bill was not due until October 17<sup>th</sup>. Thereafter, he commented on the length of time it took for his water to be turned back on, and asked if the City could adjust the timeframes or notify property owners prior to the water being shut off.

Thereafter, Mayor Ganz, Commissioner Preston, and Horace McHugh, Interim City Manager, entertained questions/comments/concerns posed by the public.

**CONSENT - BOARD APPOINTMENTS**

Mayor Ganz opened the public hearing.

Vice Mayor Drosky requested that Items 13 & 14 be pulled.

**Dan Herz, 330 SE 19<sup>th</sup> Avenue, Deerfield Beach**, commented on Items 12, 13, & 15. He suggested providing the Historical Society with \$300,000, not \$200,000. Further, he disagreed with the language outlined in Item 13's agreement, whereby, employees who are topped out should receive a COLA. Lastly, he asked if the vendor for Item 15 has been fully vetted.

Mayor Ganz closed the public hearing. Thereafter, he briefly commented on previous comments Mr. Herz made regarding the Historical Society. Further, he said Item 13 is a ratification of an agreement that was approved by the union.

In response to Mayor Ganz's question, Horace McHugh, Interim City Manager, replied that this contractor has been vetted and approved by staff, whereby, they oversaw the drainage projects for the aquatic center and 13<sup>th</sup> Avenue Bridge.

**CONSENT - BOARD APPOINTMENTS - CONTINUED**

**MOTION was made by Commissioner Hudak, seconded by Commissioner Preston, to approve Items 8 - 12 & 15 - 16 in concert. Roll Call:**

**Yeas:** 5 - Commissioner Hudak, Commissioner Parness, Commissioner Preston, Vice Mayor Drosky, and Mayor Ganz  
**Nays:** 0

- 8. Resolution 2024/158 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, reappointing Valerie Hackett to the City of Deerfield Beach Non-Uniformed Municipal Employee Retirement Committee; providing for an effective date.**

**CONSENT - AGREEMENTS & EXPENDITURE REQUESTS**

- 9. Resolution 2024/159 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the settlement of all claims against the City from Elenita De Oliveira; authorizing execution of documents necessary to effectuate the settlement; providing for an effective date. (*Funds from Account #606-0900-519-37-70 - General Liability*)**
- 10. Resolution 2024/160 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the submission of an application to the U.S. Department of Environmental Protection Agency for 2024 Region 4 Sustainable Materials Management Grant Program funding in the amount of \$100,000.00 to be utilized for the North Broward Recycling Drop Off Expansion Program at the City's Recycling Drop-Off Center; authorizing the execution of a grant agreement, if the grant is awarded to the City; and providing for an effective date.**
- 11. Resolution 2024/161 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the Memorandum of Understanding among the Broward Sheriff's Office and the participating agencies for the administration of the 2021 Edward Byrne Justice Assistance Grant by the Broward Sheriff's Office; authorizing execution of the Memorandum of Understanding; and providing for an effective date.**
- 12. Resolution 2024/162 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the Butler House Funding Agreement with the Deerfield Beach Historical Society, Inc. in the amount of \$200,000.00 for rehabilitation of the Butler House; ratifying execution of the funding agreement; providing for implementation and an effective date. (*Funds from Account #001-1702-569-8094 - Other Community Contributions*)**
- 13. Resolution 2024/163 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, ratifying the Collective Bargaining Agreement between the City of Deerfield Beach and the Local 1010/District Council 78 of the International Union of Painters and Allied Trades, AFL-CIO in effect from October 1, 2024 through September 30, 2027; authorizing the Interim City Manager to execute the Collective Bargaining Agreement; providing for implementation and an effective date.**
- 14. Resolution 2024/164 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, ratifying the Collective Bargaining Agreement between the City of Deerfield Beach and the Professional Managers and Supervisors Association in effect from October 1, 2024 through September 30, 2027; authorizing the Interim City Manager to execute the Collective Bargaining Agreement; providing for implementation and an effective date.**

Item 13 & 14 were discussed simultaneously but voted on separately. Thereafter, both resolutions were read by title only.

Vice Mayor Drosky said these items are always difficult because we want to ensure our employees are properly compensated and we remain competitive, but asking the taxpayers to fund these increases is difficult, as they may not receive a COLA; nonetheless, these are negotiated collective bargaining agreements, so he supports them both. Thereafter, he thanked the union for their efforts.

**CONSENT - AGREEMENTS & EXPENDITURE REQUESTS - CONTINUED**

Commissioner Preston agreed, as it is never easy when you're spending the people's money; however, properly compensating our employees is essentially saving the City money.

Mayor Ganz thanked all involved for their efforts. Thereafter, he opened the public hearing; however, there were none to speak and the public hearing was closed.

**MOTION was made by Commissioner Parness, seconded by Commissioner Preston, to approve Item 13, adopted Resolution 2024/163. Roll Call:**

**Yeas:** 5 - Commissioner Hudak, Commissioner Parness, Commissioner Preston, Vice Mayor Drosky and Mayor Ganz  
**Nays:** 0

**MOTION was made by Commissioner Preston, seconded by Commissioner Parness, to approve Item 14, adopted Resolution 2024/164. Roll Call:**

**Yeas:** 5 - Commissioner Hudak, Commissioner Parness, Commissioner Preston, Vice Mayor Drosky and Mayor Ganz  
**Nays:** 0

**15. Resolution 2024/165 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the award of ITBC #24-31-PC for the West Deerfield Drainage Improvement Project to FG Construction, LLC; authorizing execution of a contract with FG Construction, LLC, the lowest priced responsive and responsible bidder, in an amount not to exceed \$5,725,753.74; and providing an effective date. (Funds from Account #462-300-360-3800-000-53800-506530 - Stormwater Capital/CIP Infrastructure)**

**16. Resolution 2024/166 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a work authorization with Thompson & Associates, Inc. to provide professional engineering construction support services for the West Deerfield Drainage Improvement Project in an amount not to exceed \$365,481.35; providing for execution and an effective date. (Funds from Account #462-300-360-3800-000-53800-506530 - Stormwater Capital Fund/CIP - Infrastructure & #460-300-360-3800-000-53800-503099 - Stormwater Division/Professional Services)**

**DEPARTMENTAL BUSINESS**

**17. Resolution 2024/167 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, adopting the Sustainability Roadmap encompassing a comprehensive initiative to serve as a framework for the City's Sustainability Program relating to resiliency, sustainability and a low-carbon future within the City; and providing for an effective date.**

The Resolution was read by title.

Hillary Silverstone, Sustainability Coordinator, highlighted a brief PowerPoint presentation, which outlined the Sustainability Roadmap.

Mayor Ganz opened the public hearing.

**Joe Miller, 248 SE 18<sup>th</sup> Avenue, Deerfield Beach**, said many times he sees a city vehicle running without anyone inside, and suggested that they be shut off when not in use.

Mayor Ganz closed the public hearing. Further, he stated that suggestion is something we are looking to change.

*There was no discussion amongst the Commission.*

**DEPARTMENTAL BUSINESS - CONTINUED**

**MOTION was made by Commissioner Hudak, seconded by Commissioner Preston, to approve Item 17, adopted Resolution 2024/167. Voice Vote:**

**Yeas:** 5 - Commissioner Hudak, Commissioner Parness, Commissioner Preston, Vice Mayor Drosky and Mayor Ganz

**Nays:** 0

**18. Resolution 2024/168 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a change order with BCI Construction, Inc. in the amount of \$892,600.80 due to unforeseen conditions requiring changes to the design, and compliance with code and jurisdictional agency requirements related to the International Fishing Pier Renovation Project; providing for execution, implementation, and an effective date. (Funds from Account #399-100-360-1901-000-51900-506530 - General Capital/CIP Infrastructure)**

The Resolution was read by title only.

Horace McHugh, Interim City Manager, highlighted a brief PowerPoint presentation, which outlined the background of the project, as well as the proposed additional costs. Further, he stated that the approved contract amount was \$4,677,875. The additional scope costs are \$892,600.80, and includes new cable line for cameras and PA system - \$8,842.45; concrete pile repairs - \$211,348; additional fire line for code compliance - \$245,071.06; fish cleaning residue grinding/disposal system - \$316,377; replacement of additional deck boards - \$10,961.59; and contingency - \$100,000; for a revised contract total of \$5,584,196.48. Thereafter, the tentative timeline was displayed, as well as the next steps, whereby, the anticipated pier opening would be August 2025.

In response to Mayor Ganz's question, Mr. McHugh replied that he believes the fish stations will be an electric garbage disposal.

Mayor Ganz expressed concerns with some of the items being unforeseen, as he does not see that being the case.

In response to Mayor Ganz's question, Priscilla Cygielnik, Director of Environmental Services, replied that the original intent was to keep the existing underwater conduit and fiber optic cable in its current configuration; however, the addition of the pavilion enhancements changed the run and length of the pipe and splicing fiber optic cable would diminish the image quality.

Mayor Ganz agreed with the concrete pile repairs being an unforeseen condition, as its something that could not be anticipated; however, he expressed concerns with the additional fire line for code compliance, as staff knew about the additional pavilion.

Ms. Cygielnik said the current fire line runs to the bait shop and because we are doing an alteration, new building codes have been triggered, which she outlined.

In response to Mayor Ganz's questions, Ms. Cygielnik said as she understands it, the water pipe has to run to the end of the pier, which they were unaware of. When staff first approached the Fire Chief about the fire line, it was with regard to the base bid only, and consisted of putting back what was there, which would fall under the original building code; however, because of the alteration, she reiterated that it triggered new building codes. Further, she said that PVC cannot be used for a 6-inch fire main.

Mayor Ganz said staff should have anticipated this cost, as it is not unforeseen, but comes from a lack of planning. Thereafter, he expressed concerns with the fish cleaning residue grinding/disposal system, not only because of the absurd cost, but he believes they will be a maintenance nightmare.

In response to Mayor Ganz's comment, Ms. Cygielnik stated that staff contracted to do a 60/40 mix on the replacement and reuse of the deck boards; however, the ratio came in a little higher than anticipated.

*Commissioner Hudak left the meeting temporarily at 9:38 p.m. and returned at 9:41 p.m.*

**DEPARTMENTAL BUSINESS - CONTINUED**

Mayor Ganz expressed frustration with the oversight, as he believes the enhancements should have been considered when the estimates were brought forward to the Commission. Further, he recommended eliminating the fish cleaning stations and additional pavilion, as it will bring the cost down.

In response to Mayor Ganz's question, Ms. Cygielnik replied that staff has already contracted for the enhancements and begun work on them.

Mr. McHugh said staff will continue to work with the contractor on reducing the costs.

Mayor Ganz continued to express frustration with the overall project, and stated that the majority of this project is a project management and understanding failure.

Commissioner Hudak completely agreed with Mayor Ganz, as the planning of this project is completely lacking. He said Deerfield Beach is in competition with other cities, i.e. Pompano Beach, so we must keep up. Further, he said the contractors are the subject matter experts and when changes arise, they should be able to anticipate what the cost increases will be. He said this project is a complete failure, and city staff is to blame as it is their job to vet the contractor, project, etc.

Commissioner Preston agreed with both his colleagues, as he does not see how some of these items were not anticipated; nonetheless, he asked that the cleaning stations be reconsidered because of the mess and future potential costs down the road. Further, he agreed with Commissioner Hudak, as Deerfield Beach is in competition with other cities and needs to be a staple. Lastly, he reiterated the need for the fish cleaning stations and briefly commented on the NFPA.

Vice Mayor Drosky understands the challenge with this item, as these are not inexpensive changes. This commission voted in support of the enhancements because we wanted the best pier possible, and it should have been foreseen at that time that these particular changes were going to be made. Thereafter, he briefly outlined the timeline thus far, and stated that the contractor is not to blame, as they are building what is told to them. Furthermore, city staff should have known in March 2024 that these contingencies were possible and not unforeseen if vetted, with the exception of the concrete pile repairs, which could have transpired from the shift of the sand from the storms. Vice Mayor Drosky asked if the City is stuck with the numbers or can the enhancements be reduced, which he is opposed to.

Mr. McHugh said the Commission can either approve as is, not approve the NFPA requirement and fish macerator, which would not allow for the enhancements, or see if materials can be switched, i.e. HDPE pipe. Further, he suggested decreasing the number of fish stations, as well as other value engineering options.

Vice Mayor Drosky suggested that city staff sit down with the contractor to weigh out all potential options, and then come back to the Commission.

Mr. McHugh stated that the project is still in permitting, so city staff may receive other information regarding the requirements.

In response to Mayor Ganz's question, Ms. Cygielnik replied that if alterations were not made and the current fish cleaning stations were kept, a permit would not be needed. Furthermore, the existing pavilion would have just been repair and rehabilitation.

Mayor Ganz said city staff should have known that alterations would require new rules and regulations.

Commissioner Preston agreed with Vice Mayor Drosky, as city staff must weigh out all options and bring it back to the Commission, as this commission wants the best for our constituency.

In response to Commissioner Preston's question, Ms. Cygielnik replied that if this is put off too long, it will affect the permitting and timeline.

Thereafter, discussion continued regarding the additional contract scope.



**DEPARTMENTAL BUSINESS - CONTINUED**

Mayor Ganz opened the public hearing.

**Dan Herz, 330 SE 19<sup>th</sup> Avenue, Deerfield Beach**, said this is a huge contract, and should be re-evaluated. Thereafter, he commented on the closure of the pier parking lot.

Mayor Ganz closed the public hearing.

In response to Mayor Ganz's question, Anthony Soroka, City Attorney, replied that the City executed a change order for this work; however, there are mechanisms within the contract that allow the City to work with the contractor.

In response to Mayor Ganz's question, Mr. McHugh replied that per Vice Mayor Drosky's request, options were provided; nonetheless, if the Commission decides to disapprove the item, the enhancements would not be accomplished. Furthermore, staff will continue working with the contractor on reducing the costs.

*Commissioner Hudak made a motion to approve Item 18.*

Prior to a second and the vote, Vice Mayor Drosky asked if the item could be tabled until the next meeting to allow staff to renegotiate the numbers.

Thereafter, discussion ensued regarding tabling the item.

Martin Kenealy, Senior Project Manager/Vice President, provided a brief overview of the company's background. Thereafter, he provided a breakdown of the change order, and advised that there could be a cost savings on some of the items.

In response to Mayor's Ganz's comment, Ms. Cygielnik clarified that the cost savings mentioned by Mr. Kenealy will reduce enhancements, i.e. reduction of fish cleaning stations from five to three.

Mayor Ganz said if the motion on the table stands, he wants the project manager for this project to be replaced.

Mr. Soroka suggested that the motion include a not to exceed amount of \$892,600.80.

*Commissioner Hudak amended his motion to include the not to exceed amount.*

In response to Commissioner Preston's comment, Mr. Soroka suggested that the motion be to approve in an amount not to exceed \$892,600.80.

In response to Commissioner Preston's question, Ms. Cygielnik replied that the current costs were presented as worse case scenarios, whereby, staff will not know the exact amount until advised by the Army Corp.

Vice Mayor Drosky expressed concerns with approving the item with the full amount, since it was stated that savings could occur.

Thereafter, there was a brief discussion regarding the potential savings.

*Commissioner Hudak withdrew his motion.*

After a brief discussion, the Commission requested that the options be itemized, so there is a clear understanding as to what enhancements will be eliminated from the cost savings.

**MOTION was made by Commissioner Hudak, seconded by Commissioner Parness, to defer Item 18 to November 6, 2024. Voice Vote:**

**Yeas:** 5 - Commissioner Hudak, Commissioner Parness, Commissioner Preston, Vice Mayor Drosky and Mayor Ganz  
**Nays:** 0

**COMMENTS BY ADMINISTRATION & LEGAL****CITY ATTORNEY**

Monarch Hill Landfill - Anthony Soroka, City Attorney, said Broward County will be considering the zoning ordinance to increase the height on October 22, 2024, with the final public hearing on November 12, 2024.

In response to Mayor Ganz's question, Mr. Soroka replied that he is unsure of how the first hearing will be handled, but November 12<sup>th</sup> will be the public hearing.

**CITY MANAGER**

Hurricane Milton - Horace McHugh, Interim City Manager, said although there were no significant impacts, emergency management ensured that the City was properly prepared.

**CITY COMMISSION BUSINESS****19. Discussion regarding artificial turf.**

*Commissioner Hudak temporarily left the meeting at 10:08 p.m. and returned at 10:10 p.m.*

Eric Power, Director of Planning & Development Services, highlighted a brief PowerPoint presentation regarding the City's rules and regulations for artificial turf, as outlined in our Land Development Code. Further, he said Hillsboro Beach and Lighthouse Point are the only two cities in the County that allow artificial turf in the front yard with a permit. The minimum landscaped area allowed in Deerfield Beach is 15%, which is the least amount in Broward County. Lastly, he stated that artificial turf serves no purpose other than an aesthetic element that is not fit for the entirety of all housing types throughout the City and it does not last forever, as it must constantly be maintained.

In response to Commissioner Hudak's comment, Mr. Power provided clarification on the areas where artificial turf is allowed.

Commissioner Hudak stated that he does not consider artificial turf as landscape and does not want to change the Code.

Thereafter, discussion ensued between Commissioner Hudak and Mr. Power regarding the areas where artificial turf is allowed.

Commissioner Hudak said he understands that the 15% minimum landscape area must be maintained, and stated that he would be amendable to changing it to 25%; nevertheless, he understands the definition for artificial turf, as it's treated like a paver and is allowed in the front yard, but said clarification must be given to the residents.

Vice Mayor Drosky agreed with providing clarification to the residents, so they are better informed. Thereafter, he provided a brief overview as to why this code was enacted. Furthermore, he said the technology surrounding artificial turf has changed, but he has not researched the science behind it, so he would have to research prior to making a decision; nonetheless, the City's requirements are very liberal from the other cities.

Commissioner Hudak said he would like the residents to be provided with clarification on the installation of artificial turf, as well as guidelines to ensure the products will last 10 years.

Mayor Ganz agreed that the technology has changed, and if a revision is made, it should provide common sense flexibility, i.e. 25% in lieu of 15%, and standards should be given.

**COMMENTS BY MAYOR & CITY COMMISSION**

**COMMISSIONER HUDAK (DISTRICT 1)** - No comments.

**COMMENTS BY MAYOR & CITY COMMISSION - CONTINUED****COMMISSIONER PRESTON****DISTRICT 2**

Hurricane Milton - Commissioner Preston thanked Horace McHugh, Interim City Manager, and Rodney Brimlow, Director of Public Safety for their communication and efforts.

**COMMISSIONER PARNES****DISTRICT 3**

Voter Registration - Commissioner Parnes thanked staff for the use of City Hall.

**VICE MAYOR DROSKY****DISTRICT 4**

Monarch Hill - Vice Mayor Drosky requested that staff provide transportation to the hearing on November 12, 2024.

SE 8<sup>th</sup> Avenue Workshop - Vice Mayor Drosky wants to ensure that the comments made during the workshop be addressed.

**MAYOR GANZ**

Monarch Hill - Mayor Ganz asked that staff be prepared for the item.

Freebee - Mayor Ganz suggested shortening the contract and expanding the hours. Thereafter, he commented on his ride with Freebee over the weekend, whereby, the driver advised that his main drop off location was Publix, and the majority of people he picks up come from Century Village and Dixie Highway.

Projects - Mayor Ganz said project management is lagging on projects and stated that staff must be proactive. Further, he stated that the pier item should have been pulled and brought back when it was ready. Mayor Ganz asked that projects come before the Commission when they are ready.

**ADJOURNMENT**

There was no additional business to discuss.

**MOTION was made by Commissioner Preston, seconded by Commissioner Hudak, to adjourn the meeting at 10:43 p.m. Voice Vote:**

**Yeas:** 5 - Commissioner Hudak, Commissioner Parnes, Commissioner Preston, Vice Mayor Drosky, and Mayor Ganz

**Nays:** 0

CITY OF DEERFIELD BEACH

\_\_\_\_\_  
BILL GANZ, MAYOR

\_\_\_\_\_  
Heather Montemayor, CMC, City Clerk

## **Education Advisory Board (EAB)**

### **Meeting Minutes**

Wednesday, April 3, 2024

7:00 pm

Hillsboro Community Center

### **Call to Order and Roll Call**

Chair Lubin called the meeting to order at 7:02 pm.

Members Present:     Chair Michael Lubin, District 1  
                               Dottie Plaut, Mayor  
                               Karen Shelly, District 3

Also Present:           Jonathan Salas, City of Deerfield Beach  
                               Vennillia Wyatt, City of Deerfield Beach

### **Approval of Minutes**

MOTION was made by Ms. Shelly and seconded by Ms. Plaut to approve the March 6, 2024, meeting minutes. The MOTION was carried unanimously.

### **Board Discussion**

#### **A. Deerfield Beach School Grades**

Mr. Salas asked the board if they have any solutions to help our schools to improved their school grades.

Chair Lubin opened the floor for board discussion.

Ms. Shelly stated that it would help her to discuss with City Commission and clarify the boards mission as it relates to the schools.

Mr. Salas suggested the board discuss with the Principals and see what their needs are as it relates to assisting with student achievement and rewards. He also suggested that the board reach out to other Education Advisory Boards to get ideas on what they do to assist schools.

Mr. Lubin asked if they can task the Grants Writer for the City to write a grant for schools. He also stated that the Broward County School Board has a Grants Division and maybe they can help as well.

Mr. Lubin opened up the floor for public comment.

Joel Smith, a city resident, stated that he would support the EAB efforts. He is willing to help writing a grant to secure funds.

Debra Sullivan, a city resident, Kiwanis Club of Deerfield Beach stated they had a meeting with school Principals. Kiwanis currently has the BUGS Program at the elementary schools. They are discussing ways they can help all schools and offered to discuss with area no-profits on a collaborated effort.

MOTION was made by Ms. Shelly and seconded by Ms. Plaut to ask Chair Lubin to discuss efforts with Joel Smith and Debra Sullivan. The MOTION was carried unanimously.

### **B. Back-to-School Block Party**

Mr. Salas advised the board due to the early start to schools this year the Back-to-School Block Party will be on Saturday, July 27, 2024 from 10:00 am – 12:00 pm. If Oveta McKeithen construction is complete, then the Block Party will be indoors. Mr. Salas stated that at this time the event is scheduled to be outdoors rain or shine.

Chair Lubin opened the floor for board discussion and questions. No comments from the board.

Chair Lubin opened the floor for public comment.

Joel Smith, a city resident, asked if staff have a list of participates for the Back-to-School Block Party.

Mr. Salas replied and stated that the more resources we have the better.

### **C. High School Scholarship Award Ceremony**

Mr. Salas stated he hasn't received the date for the High School Scholarship Awards Ceremony but will advise the board once Deerfield Beach High School advises.

Mr. Salas advised there was an issue with one of the applicants and would like the board to institute a measure into the application reviewing process.

Chair Lubin agreed and added that he would like to discuss a communication issue with the High School Scholarship Application process we well.

Chair Lubin opened the floor for public comment.

Debra Sullivan, a city resident, advised that the High School Scholarship Awards Night is May 9, 2024



#### **D. District 4 Vacancy**

Mr. Salas urged the board to assist in the effort to find a District 4 vacancy.

#### **E. School Clean-up**

Mr. Salas advised the board that we use to choose a school and do a school/community clean-up on a Saturday. He encouraged the board to choose a school so we can plan a school clean-up event. It can be a community effort and it will also benefit high school students to receive service hours.

MOTION was made by Ms. Shelly and seconded by Ms. Plaut to proceed with organizing a school clean-up event. The MOTION was carried unanimously.

Chair Lubin opened the floor for public comment. No comments from the public.

#### **Staff Updates**

Mr. Salas provided the below updates.

- Grand Opening for the New NE Focal Point at Braithwaite Center for Active Aging will be on Saturday, May 11, 2024 from 9:00 am – 11:00 am.
- Volunteer Luncheon email was sent out from the Volunteer Coordinator.
- Bezos Academy is accepting applications for students and hiring teachers.

#### **Board Updates**

**Deerfield Park Elementary** – Ms. Shelly met with Annie Francis, Volunteer Coordinator for Deerfield Park Elementary. She is very excited about leading the efforts for volunteers.

**Park Ridge Elementary** - Ms. Isen was absent so no updates were provided at this time.

**Quiet Waters Elementary** - Ms. Plaut spoke to Principal Henning and said they are doing good and didn't need anything at the moment.

**Deerfield Beach Elementary** - VACANT due to not having an EAB District 4 member

**Deerfield Beach Middle** - Chair Lubin attending the SAC meeting today Wednesday, April 3, 2024. He advised the Band received a Superior Rating from the Florida Bandmasters Association for Music Performance Assessments 2024. They will have a Special Olympics Event at the end of May and need volunteers. They are on track for a B school grade.

**Deerfield Beach High School** – Ms. Shelly didn't have any updates.

**Tedder Elementary** - Ms. Wyatt attended the SAC meeting on Wednesday, March 20, 2024. She volunteered for the book fair along with other City staff. April 19, 2024 will be Career Day and City staff will be participating.

#### **Comments from the Public**

Chair Lubin opened the floor for public comment.

Joel Smith, a city resident, stated that Deerfield Park Elementary has a new Assisted Principal. Joel attended the IZONE Meeting and they are trying to put together before the end of school event for all schools. They want to be able to inform parents of resources and opportunities for students. United Way asked Joel to facilitate a conversation about the challenges that come with trying to afford to live in Broward County on Thursday, April 11, 2024.

### **Adjournment**

MOTION was made by Dottie Plaut and seconded by Karen Shelly to adjourn the meeting at 8:02 pm. The motion was CARRIED unanimously.

Minutes approved Muhl LSH Date 10/07/2024

**PLANNING AND ZONING BOARD  
CITY OF DEERFIELD BEACH, FLORIDA  
August 1, 2024  
MEETING MINUTES**

A regular meeting of the Planning and Zoning Board of the City of Deerfield Beach, a municipal corporation of Florida, was called to order on the above date at 7:00 p.m. in the City Commission Chambers by Chair Plaut.

**ROLL CALL**

Present: Thomas Plaut, Chair  
Brian Bennett, Vice Chair  
Michelle Balaun  
Bridget Beckford  
William Lane  
Daniel Shanetzky, Alternate

Also Present: Chris Suneson, Assistant Director of Planning & Development Services  
Bonnie Jacobson, Senior Planner  
Anthony Soroka, City Attorney  
Samantha Charlemont, Assistant City Clerk

Absent: Joe Chancy, Alternate  
Kanthiah Easwara Chandran, Alternate  
David Kurlander, Alternate

**PLEDGE OF ALLEGIANCE**

**SEATING OF ALTERNATES**

None.

**APPROVAL OF MINUTES**

Ms. Beckford made a motion, seconded by Ms. Balaun to approve the June 6, 2024 minutes as submitted. The motion CARRIED by unanimous vote.

**NEW BUSINESS**

**P.H. 2024-088: APPLICATION 21-B1-208**

Applicant: **ECJA Property LLC represented by Gallo Herbert Architects**

Proposal: Seeking Major Site Plan approval to construction of a 20,000 square foot retail building and a 2,400 square foot drive-thru restaurant building with associated site improvements on a 2.1acre site.

Location: The property is generally described as THE MACHLER PLAT 118-28B POR PAR A & PAR B, as more particularly described in the file and located at 1923-1925 W Hillsboro Boulevard.



**SUMMARY BACKGROUND/EXPLANATION**

The applicant is seeking approval for a major site plan on a 2.1-acre vacant site to construct a drive-thru restaurant and retail commercial building. The proposed commercial development is an expansion of the existing Trail Plaza Shopping Center to the north, and the new development will be connected via a driveway at the northern border of the site. The building orientation and the architecture of the new retail building will be incorporated into the existing shopping center, and the proposed drive-thru restaurant will be oriented towards Hillsboro Blvd. A recorded cross access easement with the adjacent shopping center will be required prior to obtaining a building permit.

The site plan also requires a plat note amendment to accommodate the proposed uses. Application #21-P-234, a request for approval of a plat note amendment, is a companion case to this application.

The proposed development is expected to generate 1258 additional daily trips and the site plan includes an exclusive westbound right-turn lane into the driveway off of W Hillsboro Blvd. to accommodate the increase in traffic. The driveway location on W Hillsboro Blvd. has been pre-approved by FDOT for the site.

The relocation of a water main and FPL infrastructure will also be required to effectuate the site plan. The applicant will be required to file an easement abandonment application with the City and record any new easements for the water main, prior to obtaining a building permit. Any FPL relocations will also need to be coordinated with FPL prior to obtaining a building permit.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the site.

The item was heard by the Community Appearance Board on July 24, 2024, and approved as submitted.

Ele Zachariades, representing the applicant, displayed renderings of the proposed project, which includes construction of a 20,000 square foot retail building, a 2,400 square foot drive-thru restaurant with associated site improvements on a 2.1-acre site. Furthermore, an exclusive westbound right-turn lane into the driveway off of W Hillsboro Blvd. will be constructed to accommodate the increase in traffic which has been pre-approved by FDOT for the site.

Brian Herbert, Gallo Herbert Architects, provided a brief overview of the project history. Thereafter, the renderings were displayed.

In response to a board member question, Chris Suneson, Assistant Director of Planning and Development Services, replied that there is a plat application.

Thereafter, there was a brief discussion regarding the new turning lane, the flow of traffic in the plaza, and the impact of current traffic on west Hillsboro Blvd.

Chair Plaut opened the public hearing.

Mr. Shanetzky, alternate, expressed concerns with moving forward due to other ongoing projects in the area that will cause major traffic issues.

After a brief discussion regarding the surrounding projects, Anthony Soroka, City Attorney, advised the Board to focus on the project before them.

Ms. Beckford made a motion, seconded by Vice Chair Bennett to close the public hearing. The motion CARRIED by unanimous vote.

Chair Plaut spoke in support of the project.

Vice Chair Bennett spoke in support of this project and stated that applicants are not responsible for fixing the traffic issues within the City.

Bonnie Jacobson, Senior Planner, stated that there are conditions with the approval of this project.

Mr. Soroka said the Board can make a motion to recommend approval of the application, subject to the conditions outlined in the staff report.

Ms. Beckford made a motion, seconded by Vice Chair Bennett to approve Application 21-B1-208 subject to the approval of the following conditions; 1) a queuing analysis shall be provided for the fast-food restaurant once an operator has been selected, and reviewed and approved by the City's traffic consultant; 2) an easement abandonment application shall be filed, and approved by the City Commission, and all new easements shall be appropriately determined, filed and recorded with Broward County; 3) an executed access agreement shall be recorded with Broward County between the subject site and shopping center property to the north, for the joint driveway located on the west side of the subject parcel; and 4) any changes to the electric line locations shall be coordinated with FPL and any resulting easements shall be recorded with Broward County. The motion CARRIED by unanimous vote.

#### **CHAIRMAN'S REPORT**

None.

#### **STAFF REPORT**

Next Meeting - Chris Suneson, Assistant Director of Planning & Development Services, said there are currently no applications; therefore, the September 5, 2024 meeting may be cancelled.

#### **MEMBERS' REPORTS**

None.

#### **ADJOURNMENT**

Ms. Beckford made a motion, seconded by Vice Chair Bennett to adjourn the meeting at 7:24 p.m. The motion CARRIED by unanimous vote.

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Thomas Plaut, Chair  
Planning and Zoning Board



## Meeting Minutes Community Redevelopment Agency

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Tuesday, August 27, 2024

7:00 PM

Commission Chambers

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### **CALL TO ORDER AND ROLL CALL**

The meeting was called to order on the above date by Chair Bill Ganz at 7:00 p.m., in the City Commission Chambers, 150 NE 2<sup>nd</sup> Avenue, Deerfield Beach, Florida.

#### **Present:**

Mr. Michael Hudak  
Mr. Bernie Parness - *via Zoom*  
Mr. Ben Preston  
Chair Bill Ganz

#### **Also Present:**

City Manager David Santucci  
Assistant City Attorney Debra Reese  
City Clerk Heather Montemayor

#### **Excused Absence:**

Vice Chair Todd Drosky

### **PLEDGE OF ALLEGIANCE**

There was a moment of silence, followed by the Pledge of Allegiance.

### **APPROVAL OF MINUTES**

*Community Redevelopment Agency Meeting Minutes - August 20, 2024*

**MOTION was made by Mr. Preston, seconded by Mr. Hudak, to approve the August 20, 2024 minutes as submitted.**  
**Voice Vote:**

**Yeas:** 4 - Mr. Hudak, Mr. Parness, Mr. Preston, and Chair Ganz  
**Nays:** 0

### **APPROVAL OF AGENDA**

*August 27, 2024*

**MOTION was made by Mr. Preston, seconded by Mr. Hudak, to approve the agenda as submitted. Voice Vote:**

**Yeas:** 4 - Mr. Hudak, Mr. Parness, Mr. Preston, and Chair Ganz  
**Nays:** 0

## **APPROVAL OF AGENDA**

**MOTION was made by Mr. Preston, seconded by Mr. Hudak, to excuse Vice Chair Drosky's absence. Voice Vote:**

**Yeas:** 4 - Mr. Hudak, Mr. Parness, Mr. Preston, and Chair Ganz  
**Nays:** 0

## **GENERAL ITEMS**

- 1. CRA Resolution 2024/009 - A Resolution of the City of Deerfield Beach Community Redevelopment Agency (CRA), adopting the Fiscal Year 2025 Budget; adopting the Capital Improvements Plan for Fiscal Years 2026-2029; providing for implementation and an effective date.**

The Resolution was read by title only.

Kris Mory, Community Redevelopment Agency Director, provided a brief overview of the item, which was discussed at lengths on August 20<sup>th</sup>.

Chair Ganz opened the public hearing.

The following individuals commented on Item 1:

1. Dan Herz, 330 SE 19<sup>th</sup> Avenue, Deerfield Beach.
2. Paula Cook, 62 Centennial Court, Deerfield Beach.
3. Dave March, 523 SE 12<sup>th</sup> Avenue, Deerfield Beach.
4. Karen Shelly, 190 Durham D, Deerfield Beach.
5. Greg Havlusch, 907 SE 13<sup>th</sup> Court (s/b Street), Deerfield Beach.

Chair Ganz closed the public hearing. Thereafter, he entertained questions/comments/concerns posed by the public. Further, in discussions with Ms. Mory, he advised that he wants Freebee expanded in Deerfield Beach, before it moves into the Town of Hillsboro Beach. He also asked Ms. Mory to put money aside for the advertisement of Beach Rides during special events.

In response to Mr. Parness' comment, Chair Ganz stated that polling the businesses would be tough to quantify; nonetheless, Freebee ridership numbers are the key factor of the program.

**MOTION was made by Mr. Hudak, seconded by Mr. Preston, to approve Item 1, adopted Resolution 2024/009. Roll Call:**

**Yeas:** 4 - Mr. Hudak, Mr. Parness, Mr. Preston, and Chair Ganz  
**Nays:** 0

## **ADMINISTRATION COMMENTS**

Kris Mory, Community Redevelopment Agency Director, asked if the newly provided CRA update is sufficient.

Mr. Hudak stated that he will not be in attendance for the September 10<sup>th</sup> meeting.

Chair Ganz said the update is adequate, but asked that the beach patrols be provided in the CRA update.

## **PUBLIC COMMENT**

*There were no comments from the public.*

## **BOARD COMMENTS**

*There were no board comments.*

## **ADJOURNMENT**

**MOTION was made by Mr. Parness, seconded by Mr. Hudak, to adjourn the meeting at 7:25 p.m. Voice Vote:**

**Yeas:** 4 - Mr. Hudak, Mr. Parness, Mr. Preston, and Chair Ganz

**Nays:** 0

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BILL GANZ, CHAIR

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Heather Montemayor, City Clerk

**CODE COMPLIANCE OF DEERFIELD BEACH**

**MINUTES OF A CODE COMPLIANCE HEARING**

**August 30, 2024**

Special Magistrate Douglas Gonzales, City Commission Room called the meeting to order at 9:00 AM.

**PRESENT:** Roy Davis, Code Compliance Manger  
Patesha Johnson, Code Compliance Inspector  
Victor Padilla, Code Compliance Inspector  
Thomas Braga, Code Compliance Inspector  
Katherine Delva, Code Compliance Inspector  
Laeasha Saddler, Magistrate Clerk

For the record, Douglas Gonzales, Special Magistrate swore the attendees.

| <b><u>Tab#</u></b> | <b><u>Case Nr.</u></b> | <b><u>Owner Name</u></b>            | <b><u>Property Address</u></b>                 | <b><u>Violation</u></b>                                                                                                                                                                                                  | <b><u>Disposition</u></b>                                                                                         |
|--------------------|------------------------|-------------------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| 7                  | 24060103               | DEERFIELD APARTMENTS LLC            | 110 NE 19 AVE,<br>DEERFIELD<br>BEACH, FL 33441 | ARTICLE IV. SUPPLEMENTARY<br>REGULATIONS Sec. 98-80(K)(14)(b) -<br>Landscape Requirements.<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                       | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-20-2024<br>\$200 PER DAY<br>\$80 PROSECUTION COST |
| 11                 | 24060120               | LATORTUE, AUREL & LUCIENNE E        | 1051 SW 11 CT,<br>DEERFIELD<br>BEACH, FL 33441 | Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS Section<br>14-105(4) - Exterior building and<br>structure standards.                                                                                                  | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-20-2024<br>\$225 PER DAY<br>\$80 PROSECUTION COST |
| 12                 | 24070005               | GUPTA, MAYURI PATNI GUPTA,<br>VIPIN | 903 SE 13 ST,<br>DEERFIELD<br>BEACH, FL 33441  | ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits<br>Section 14-105(4) - Exterior building and<br>structure standards.                                                                | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-20-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST |
| 15                 | 24050078               | AVALON CONDOMINIUM<br>ASSOCIATION   | 735 SE 20 AVE,<br>DEERFIELD<br>BEACH, FL 33441 | ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits<br>Section 14-105(4) - Exterior building and<br>structure standards.                                                                | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 8-23-2024<br>FOR \$175 PER DAY                                  |
| 16                 | 24050092               | MATAMORO, LUIS A                    | 911 NE 50 CT,<br>DEERFIELD<br>BEACH, FL 33064  | ARTICLE IV. - PROPERTY EXTERIOR<br>MAINTENANCE CODE; Section 14-105(8) -<br>Exterior building and structure standards<br>ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS Sec. 98-88. (b) - Off-street<br>parking and loading. | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 8-23-2024<br>FOR \$150 PER DAY                                  |

|    |               |                                              |                                                              |                                                                                                                                                                                 |                                                                                                                   |
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| 17 | 24050093      | JETLEY, AAYUSH                               | 300 SE 11 ST,<br>DEERFIELD<br>BEACH, FL 33441                | Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS Section<br>14-106(b) - Minimum standards for<br>yard and landscape areas                                                     | RESPONDENT WAS PRESENT-<br>AAYUSH JETLEY<br><br>EXTENDED TO 10-18-2024                                            |
| 18 | 24040072      | LIDIA H JUSKIN REV TR JUSKIN,<br>LIDIA H TRS | 665 SE 21 AVE,<br>UNIT 501<br>DEERFIELD,<br>BEACH, 33441     | ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                            | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-13-2024<br>\$250 PER DAY<br>\$80 PROSECUTION COST |
| 23 | 24070021/post | THE HOUSING HEROES LLC                       | 432 NW 2 TER,<br>DEERFIELD<br>BEACH, FL 33441                | ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                            | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-20-2024<br>\$135 PER DAY<br>\$80 PROSECUTION COST |
| 24 | 24060085      | STONE, WILLIAM M                             | 439 NE 1 AVE,<br>DEERFIELD<br>BEACH, FL 33441                | ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits<br>F-103.2.9.5 Hurricane Protection Devices<br>- Shutters Up After Storms                  | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 8-23-2024<br>FOR \$100 PER DAY                                  |
| 25 | 24050087      | CAMPIS PEREZ, ABEL ARCIRES                   | 280 NW 5 ST,<br>DEERFIELD<br>BEACH, FL 33441                 | ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS Section 98-81(d)(1) -<br>Tree preservation.<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits. | RESPONDENT WAS PRESENT-<br>ABEL ARCIRES<br><br>CONTINUED TO 10-25-2024                                            |
| 26 | 24030216      | DEERFIELD HOTEL TWO LLC                      | 1040 E NEWPORT<br>CENTER DR,<br>DEERFIELD<br>BEACH, FL 33442 | ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS Section 98-81(d)(1) -<br>Tree preservation.<br>Section 14-106(b) - Minimum<br>standards for yard and landscape<br>areas.             | RESPONDENT WAS PRESENT-<br>SACHM SHAR<br><br>EXTENDED TO 10-18-2024                                               |



|    |          |                                            |                                                        |                                                                                                                                                         |                                                                                                                                     |
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| 27 | 24030221 | DEERFIELD HOTEL ONE LLC                    | 1050 E NEWPORT CENTER DR,<br>DEERFIELD BEACH, FL 33442 | ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-81(d)(1) - Tree preservation.<br>Section 14-106(b) - Minimum standards for yard and landscape areas. | RESPONDENT WAS PRESENT-<br>SACHM SHAR<br><br>EXTENDED TO 10-18-2024                                                                 |
| 29 | 24060060 | CHILDREN'S WEST WAREHOUSE LTD %PARTNERSHIP | 158 NW ELLER ST,<br>DEERFIELD BEACH, FL 33441          | ARTICLE II. - DEERFIELD BEACH LAND DEVELOPMENT CODE Section 98-16 - Maintenance of development.                                                         | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 10-25-2024                                                                               |
| 30 | 24060061 | POWELL, REGINA                             | 301 NW 2 CT,<br>DEERFIELD BEACH, FL 33441              | ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-81(L)(1)(a-g) - Tree preservation.                                                                   | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 9-27-2024                                                                                |
| 32 | 24060071 | HEIGEL, DANNY F                            | 3967 NW 1 PL,<br>DEERFIELD BEACH, FL 33442             | 98-81(E) (8) Tree Removal; A description for the reason for removal.                                                                                    | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-20-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST                   |
| 33 | 24040112 | WILLIAMS, MELVIN                           | 541 SW 10 CT,<br>DEERFIELD BEACH, FL 33441             | ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits                                                                          | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 9-27-2024                                                                                |
| 35 | 23090019 | YING, SEM PO % RAE FRANKS PA               | 164 SW 3 CT,<br>DEERFIELD BEACH, FL 33441              | ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits                                                                          | RESPONDENT WAS PRESENT-<br>ALFRED SAM<br><br>EXTENDED TO 9-20-2024                                                                  |
| 38 | 24070115 | FLORES, STACEY                             | 1510 SW 3 TER,<br>DEERFIELD BEACH, FL 33441            | ARTICLE IV. - PROPERTY EXTERIOR MAINTENANCE CODE; Section 14-105(8) - Exterior building and structure standards.                                        | RESPONDENT WAS PRESENT-<br>STACEY FLORES<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-20-2024<br>\$125 PER DAY<br>\$80 PROSECUTION COST |

|    |               |                                                  |                                                        |                                                                                                                                                            |                                                                                               |
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| 42 | 24030004      | FARIAS DA ROSA, JERONIMO DA ROSA, MARIANA MORENA | 5321 NE 9 TER,<br>DEERFIELD<br>BEACH, FL 33064         | ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a)<br>Building permits<br>Section 14-106(b) - Minimum standards for yard and landscape areas.   | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 8-23-2024 FOR \$125 PER DAY                 |
| 49 | 24070009/post | SYSTEMS FOR SOLUTIONS LLC                        | 831 SW 14 CT,<br>DEERFIELD<br>BEACH, FL 33441          | Section 14-106(b) - Minimum standards for yard and landscape areas.                                                                                        | RESPONDENT WAS PRESENT - MILTON MALPARTIDA                                                    |
| 61 | 24050072      | B10 QUIET WATERS OWNER B LLC %LINK LOGISTICS     | 3155 SW 10 ST,<br>UNIT A, DEERFIELD<br>BEACH, FL 33442 | ARTICLE IX. - CERTIFICATES OF USE<br>Section 98-161(b) - Certificate of use permit requirements.                                                           | CONTINUED TO 9-20-2024<br>RESPONDENT NOT PRESENT                                              |
| 63 | 24030041      | SCAGLUISO, FRANK & ANN R                         | 89 TILFORD E,<br>DEERFIELD<br>BEACH, FL 33442          | Section 38-263. - Local business tax receipt required.<br>ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a)<br>Building permits                | CERTIFIED WITH \$80 PROSECUTION COST<br><br>RESPONDENT NOT PRESENT<br>CONTINUED TO 10-25-2024 |
| 64 | 24050065      | ACBERE LLC                                       | 5125 N DIXIE HWY,<br>DEERFIELD<br>BEACH, FL 33064      | ARTICLE IX. - CERTIFICATES OF USE<br>Section 98-161(b) - Certificate of use permit requirements.<br>Section 38-263. - Local business tax receipt required. | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 9-27-2024                                          |
| 67 | 24030128      | CHEVALIER, REYNALDO                              | 4011 NW 7 PL,<br>DEERFIELD<br>BEACH, FL 33442          | ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a)<br>Building permits                                                                          | RESPONDENT WAS PRESENT - REYNALDO CHEVALIER<br><br>CONTINUED TO 10-13-2024                    |
| 69 | 24080031/post | BLOCK TO BEACH LLC                               | 381 SE 20 AVE,<br>DEERFIELD<br>BEACH, FL 33441         | Section 46-28(a) - Storage of materials.<br>Section 66-117. (b) - Parking prohibitions; enforcement.                                                       | RESPONDENT NOT PRESENT<br><br>FINDING OF FACT ORDER ISSUED                                    |

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| 74 | 24080038/post | PUDGY PELICAN CO LLC                 | 2011 SE 7 ST,<br>DEERFIELD<br>BEACH, FL 33441 | ARTICLE VII. - ABANDONED REAL<br>PROPERTY Section 34-144 - Maintenance<br>requirements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 9-27-2024                                                                                                          |
| 75 | 24080040/post | HAYNES, ARRIS MCFADEN,<br>CONETHIA Y | 373 NW 4 CT,<br>DEERFIELD<br>BEACH, FL 33441  | ARTICLE IV. - PROPERTY EXTERIOR<br>MAINTENANCE CODE; Section 14-105(8) -<br>Exterior building and structure<br>standards.<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits<br>CHAPTER 94 HOUSING; Sec. 94-8 (e) (3) -<br>Minimum standards for interior of<br>structures.<br>CHAPTER 94 HOUSING; Sec. 94-9 (c) (3) -<br>Minimum standards for exterior of<br>structures.<br>F-103.2.9.5 Hurricane Protection Devices<br>- Shutters Up After Storms<br>Section 14-105(5) - Exterior building and<br>structure standard<br>Section 14-106(b) - Minimum standards<br>for yard and landscape areas. | RESPONDENTS WERE<br>PRESENT-<br>ARRIS HAYNES<br>CONETHIA Y MCFADEN<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-20-2024<br>\$250 PER DAY<br>\$80 PROSECUTION COST |

|           |               |                                              |                                                                 |                                                                                                                                                                                                                                                                                                                        |                                                                                                                                      |
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| 76        | 24080041/post | LEIBMAN, GENRIKH                             | 254 NE 41 CT,<br>DEERFIELD<br>BEACH, FL 33064                   | ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits<br>Section 14-106(b) - Minimum standards<br>for yard and landscape areas.                                                                                                                                                         | RESPONDENT WAS PRESENT-<br>OLENA ZHURARSKA<br><br>CONTINUED TO 10-25-2024                                                            |
| 77        | 24080037      | VEROLA, MARCUS VINICUS LIMA,<br>RONALDO LUIS | 263 SE 9 AVE,<br>DEERFIELD<br>BEACH, FL 33441                   | ARTICLE IV. - PROPERTY EXTERIOR<br>MAINTENANCE CODE; Section 14-105(8) -<br>Exterior building and structure<br>standards.<br>DIVISION 3. BSO ENFORCED -<br>REGULATIONS, GENERALLY Section 66-<br>59. (c)(1)(b)- Parking on residentially<br>zoned lots.<br>Section 66-117. (b) - Parking prohibitions;<br>enforcement. | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 9-27-2024                                                                                 |
| 79        | 24080002      | LUCAS, GUSTAVO M                             | 509 NE 6 AVE,<br>DEERFIELD<br>BEACH, FL 33441                   | ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                                                                                                                                                                   | RESPONDENT WAS PRESENT-<br>GUSTAVO LUCAS<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-18-2024<br>\$135 PER DAY<br>\$80 PROSECUTION COST |
| 83        | 24060024/post | BAYLISS, JOHN M /PERMITS                     | 1260 SE 3 ST, UNIT<br>1-2, DEERFIELD<br>BEACH, FL 33441         | ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                                                                                                                                                                   | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 8-27-2024<br>FOR \$1000 PER DAY                                                    |
| 84-<br>92 | 24060047/post | SIZOVA, POLINA /MAINT. OF DEV                | 41 DEER CREEK RD,<br>UNIT G111,<br>DEERFIELD BEACH,<br>FL 33442 | ARTICLE II. - DEERFIELD BEACH LAND<br>DEVELOPMENT CODE Section 98-16 -<br>Maintenance of development.                                                                                                                                                                                                                  | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 8-20-2024<br>FOR \$150 PER DAY                                                     |

|    |               |                                                                                 |                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                              |
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| 93 | 23110052      | SEBREN E POITIER TR POITIER,<br>SEBREN T TRSTEE/PARKING<br>PROHIBITIONS AND BTR | 379 S DIXIE HWY,<br>DEERFIELD BEACH,<br>FL 33441             | ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS Sec. 98-88. (b) - Off-street<br>parking and loading.<br>ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS Section 98 -88(j)(1) Off-<br>street parking and loading.<br>DIVISION 3. BSO ENFORCED-<br>REGULATIONS, GENERALLY Section 66-<br>68. (a)- Parking of a vehicle, trailer, boat<br>or boat trailer offered for sale.<br>Section 38-263. - Local business tax<br>receipt required. | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 9-10-2024                                                                         |
| 94 | 24080064/post | RED BARN REAL ESTATE LLC CORCOS,<br>MANASHE/SIGNS PROHIBITIONS                  | 204 S POWERLINE<br>ROAD, DEERFIELD<br>BEACH, FL 33441        | Chapter 102 – SIGNS - Certain sign or<br>sign structures prohibited - 102-7 (30)                                                                                                                                                                                                                                                                                                                                            | RESPONDENT NOT PRESENT<br><br>FINDING OF FACT ORDER<br>ISSUED                                                                |
| 97 | 24080072/post | ARON GROUP LLC                                                                  | 114 SE 9 ST,<br>DEERFILED BEACH,<br>FL 33441                 | ARTICLE VI. - NUISANCE ABATEMENT<br>PROPERTY CODE DIVISION 1. -<br>GENERALLY, Section 34-121 - Declaration<br>of nuisance.<br>ARTICLE II. - NOISE CONTROL Sec. 34-<br>35(14) - Specific noise prohibitions.                                                                                                                                                                                                                 | RESPONDENT NOT PRESENT<br><br>FINDING OF FACT ORDER<br>ISSUED                                                                |
| C  | 24010019      | MONTECRISTI COUNTRY CLUB APTS<br>CONDO UNIT                                     | 1101 CRYSTAL LAKE<br>DR, UNIT 204,<br>DEERFIELD BEACH,<br>FL | 40-50 Year Section 110.15 BUILDING<br>SAFETY INSPECTIONS Sec<br>110.15 (B)(1) Building Safety<br>Inspection 40 Year                                                                                                                                                                                                                                                                                                         | RESPONDENT WERE PRESENT-<br>ATTORNEY BRIAN ALBAUM<br>SU RAMOS<br><br>FINES MITIGATED FOR \$8,000<br>TO BE PAID BY 11-15-2024 |
| E  | 23090001      | COLONIAL SUITES, INC/Attorney<br>Andrew Atkins                                  | 1197 S MILITARY<br>TRAIL                                     | ARTICLE I. - IN GENERAL Section 58-3. -<br>Maintenance of area.<br>ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS Section 98-81(L)(1) (a-g) -<br>Tree preservation.                                                                                                                                                                                                                                                             | RESPONDENT WAS PRESENT-<br>ATTORNEY ANDREW ATKINS<br><br>FINES MITIGATED TO \$40,000<br>TO BE PAID BY 9-28-2024              |

|   |          |                      |                                               |                                                                                                                                                                                              |                                                                                                                                                   |
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| F | 18090045 | ALEXANDER THOMPSON   | 235 SW 3 CT,<br>DEERFIELD<br>BEACH, FL 33441  | Section 14-105(1) - Exterior building and<br>structure standards.<br>Section 14-105(3) - Exterior building and<br>structure standards.                                                       | RESPONDENT NOT PRESENT<br><br>FINES MITIGATED TO \$20,000<br>TO BE PAID BY 10-18-2024                                                             |
| G | 24020104 | ALEXANDER THOMPSON   | 235 SW 3 CT,<br>DEERFIELD<br>BEACH, FL 33441  | CHAPTER 94 HOUSING; Sec. 94-9 (c) (3) -<br>Minimum standards for exterior of<br>structures.                                                                                                  | RESPONDENT NOT PRESENT<br><br>FINES MITIGATED TO \$20,000<br>TO BE PAID BY 10-18-2024                                                             |
| H | 21080136 | PUDGY PELICAN CO LLC | 2011 SE 7 ST,<br>DEERFIELD<br>BEACH, FL 33441 | ARTICLE VII. - ABANDONED REAL<br>PROPERTY Section 34-144 -<br>Maintenance requirements.                                                                                                      | RESPONDENT WAS PRESENT-<br>MARK PERRY<br><br>FINES MITIGATED TO \$7,691<br>TO BE PAID BY 9-20-2024                                                |
| I | 17060087 | EIRE KITCHENS LLC    | 611 NE 42 ST,<br>DEERFIELD<br>BEACH, FL 33064 | ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits<br>Section 78-5. - Submission of plans<br>and specifications. Community<br>Appearance Board Requirement | RESPONDENT WAS PRESENT-<br>ATTORNEY SCOTT BACKMAN<br>BARRY HAWKINS<br>DION FLANNERY<br><br>FINES MITIGATED TO \$29,463<br>TO BE PAID BY 9-28-2024 |
| J | 17060090 | EIRE KITCHENS LLC    | 611 NE 42 ST,<br>DEERFIELD<br>BEACH, FL 33064 | ARTICLE IX. - CERTIFICATES OF<br>USE Section 98-167 - Penalty<br>provisions.<br>Section 38-263. - Local business tax<br>receipt required.                                                    | RESPONDENT WAS PRESENT-<br>ATTORNEY SCOTT BACKMAN<br>BARRY HAWKINS<br>DION FLANNERY<br><br>FINES MITIGATED TO \$29,463<br>TO BE PAID BY 9-28-2024 |
| K | 19010170 | EIRE KITCHENS LLC    | 611 NE 42 ST,<br>DEERFIELD<br>BEACH, FL 33064 | ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS Section 98-80. (u) -<br>Landscape requirements.                                                                                                   | RESPONDENT WAS PRESENT-<br>ATTORNEY SCOTT BACKMAN<br>BARRY HAWKINS<br>DION FLANNERY<br><br>FINES MITIGATED TO \$29,463<br>TO BE PAID BY 9-28-2024 |

SPECIAL MAGISTRATE MINUTES  
CITY OF DEERFIELD BEACH, FLORIDA

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Douglas Gonzales, Special Magistrate

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Date

**CODE COMPLIANCE OF DEERFIELD BEACH**

**MINUTES OF A CODE COMPLIANCE HEARING**

**September 10, 2024**

Special Magistrate Andrew Dunkiel, City Commission Room called the meeting to order at 10:00 AM.

**PRESENT:** Roy Davis, Code Compliance Manager  
Patesha Johnson, Senior Code Compliance Inspector  
Victor Padilla, Code Compliance Inspector  
Thomas Braga, Code Compliance Inspector  
Katherine Delva, Code Compliance Inspector  
Jamarr Campbell, Code Compliance inspector  
Jean Placide, Code Compliance Inspector  
Laeasha Saddler, Special Magistrate Clerk

For the record Winlett Jordan-Banton, Special Magistrate Clerk swore the attendees.



| <u>Tab#</u> | <u>Case Nr.</u> | <u>Owner Name</u>                                                    | <u>Property Address</u>                        | <u>Violation</u>                                                                                                                                                                                                                                                                                                                                                                                                                         | <u>Disposition</u>                                                                                |
|-------------|-----------------|----------------------------------------------------------------------|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| 9           | 24070052        | WILMINGTON SAVINGS FUND S<br>TRSTEE %MCCALLA RAYMER<br>LEIBERT P LLC | 3851 NW 3 TER,<br>DEERFIELD BEACH,<br>FL 33064 | Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS <ul style="list-style-type: none"> <li>Section 14-105(4) - Exterior building and structure standards.</li> <li>Section 14-106(b) - Minimum standards for yard and landscape areas.</li> </ul>                                                                                                                                                                                         | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 10-8-2024                                              |
| 11          | 24060081        | PADLAD, LEERON                                                       | 320 NW 4 AVE,<br>DEERFIELD BEACH,<br>FL 33441  | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS <ul style="list-style-type: none"> <li>Sec. 98-80(C)(2) - Landscape Requirements.</li> <li>Section 98-113(a) Building permits</li> </ul>                                                                                                                                                                                                       | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 9-6-<br>2024 FOR \$150 PER DAY PER<br>VIOLATION |
| 12          | 24060087        | IH6 PROPERTY FLORIDA LP %<br>INVITATION HOMES - TAX DEPT             | 3859 NW 2 CT,<br>DEERFIELD BEACH,<br>FL 33442  | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>Sec. 98-80(C)(3) - Landscape<br>Requirements.                                                                                                                                                                                                                                                                                               | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 9-6-<br>2024 FOR \$150 PER DAY                  |
| 13          | 24050096        | SEASON, MUKUL M                                                      | 579 NW 47 AVE,<br>DEERFIELD BEACH,<br>FL 33442 | Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS <ul style="list-style-type: none"> <li>Section 14-105(1) - Exterior building and structure standards.</li> <li>Section 14-105(7) - Exterior building and structure standards.</li> </ul> Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS <ul style="list-style-type: none"> <li>Sec. 98-88.(b) - Off-street parking and loading.</li> </ul> | RESPONDENT WAS PRESENT-<br>MUKUL SEASON<br><br>EXTENDED TO 11-1-2024                              |

|    |          |                                                 |                                                                 |                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                 |
|----|----------|-------------------------------------------------|-----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| 14 | 24050097 | RYAN,CATHERINE TORRES H/E<br>COGDILL,MATTHEW    | 627 NW 47 AVE,<br>DEERFIELD BEACH,<br>FL 33442                  | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>Sec. 98-88.(b) - Off-street parking and<br>loading.                                                                                                                                                                                                                           | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 9-6-<br>2024 FOR \$150 PER DAY                                                |
| 15 | 24050101 | DD DEERCREEK LLC % THE<br>DERMOT COMPANY LP     | 500 DEER CREEK<br>JEFFERSON DR,<br>DEERFIELD BEACH,<br>FL 33442 | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                                                                                                                          | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 9-6-<br>2024 FOR \$250 PER DAY                                                |
| 16 | 24060014 | SPITZER, GRETA & STANLEY H                      | 203 RICHMOND A,<br>DEERFIELD BEACH,<br>FL 33442                 | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                                                                                                                          | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 9-6-<br>2024 FOR \$150 PER DAY                                                |
| 17 | 24060063 | DEERFIELD LANDINGS HOMEOWNERS<br>ASSN INC       | NW 1 TER, DEERFIELD<br>BEACH, FL 33064                          | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS Section 98-81(L)(1)(a-g)<br>- Tree preservation.                                                                                                                                                                                   | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 10-8-2024                                                                            |
| 18 | 24060064 | EARL,RICHARD BLAKE RICHARD<br>BLAKE EARL REV TR | 3801 NE 4 AVE,<br>DEERFIELD BEACH,<br>FL 33064                  | Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS Section<br>14-106(b) - Minimum standards for yard<br>and landscape areas.<br><br>Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS<br>Section 98-81(d)(1) - Tree preservation.<br>• Sec. 98-80(C)(3) - Landscape<br>Requirements. | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY PER VIOLATION<br>\$80 PROSECUTION COST |

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| 19 | 24020145 | REYES, DAVID                               | 4320 NE 6 TER,<br>DEERFIELD BEACH,<br>FL 33064          | Chapter 66 - TRAFFIC AND VEHICLES<br>Section 66-117.(b) - Parking prohibitions;<br>enforcement.<br><br>Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits | RESPONDENT WAS PRESENT-<br>DAVID REYES<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY PER VIOLATION<br>\$80 PROSECUTION COST |
| 24 | 24070053 | WHOLEY,KATHLEEN M                          | 885 SE 19 AVE, UNIT<br>7,DEERFIELD BEACH,<br>FL 33441 7 | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                                        | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY 10-4-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST                                  |
| 28 | 24080051 | CORONADO,HATHAI H/E<br>WONGSATIDKUL,HASADA | 3931 NW 2 CT,<br>DEERFIELD BEACH, FL<br>33442           | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS Section 98-81(L)(1)(a-g)<br>- Tree preservation.                                                                                                 | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST                               |
| 29 | 24080052 | KRAMER,WILLIAM A.                          | 4701 NW 1 PL,<br>DEERFIELD BEACH, FL<br>33442           | Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS Section<br>14-105(1) - Exterior building and<br>structure standards.                                                                                                                                                                  | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST                               |
| 30 | 24080082 | DE OLIVERIRA HOLDINGS LLC                  | 700 SW 10 ST,<br>DEERFIELD BEACH, FL<br>33441           | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS                                                                                                                                                                                                | RESPONDENTS WERE<br>PRESENT-<br>ESLUCIA DE OLIVERA<br>TIFFANY DE OLIVERIA                                                                       |

|    |          |                             |                                                            |                                                                                                                                                                                                                                                                                                                         |                                                                       |
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|    |          |                             |                                                            | ARTICLE IX. - CERTIFICATES OF USE<br>Section 98-167 - Penalty provisions.<br><br>Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>Sec. 98-53(a) ARTICLE III. - ZONING<br>DISTRICT REGULATIONS B-1<br>business, community                                                    | CONTINUED TO 10-8-2024                                                |
| 31 | 24080032 | WISNIEWSKI,JOANNE M.        | 946 SE 4 CT,<br>DEERFIELD BEACH, FL<br>33441               | Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS Section<br>14-106(b) - Minimum standards for yard<br>and landscape areas.                                                                                                                                                                                            | RESPONDENT NOT PRESENT<br><br>CERTIFIED WITH \$80<br>PROSECUTION COST |
| 32 | 24070116 | ADVANCED SYSTEMS REALTY LLC | 708 SE 2 AVE, UNIT<br>327,DEERFIELD<br>BEACH, FL 33441 327 | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                                                                       | RESPONDENT NOT PRESENT<br><br>CERTIFIED WITH \$80<br>PROSECUTION COST |
| 33 | 24060095 | PEREIRA,SIONA               | E HILLSBORO BLVD,<br>DEERFIELD BEACH, FL<br>33441          | Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS Section<br>14-106(b) - Minimum standards for yard<br>and landscape areas.<br><br>Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE IV. SUPPLEMENTARY<br>REGULATIONS Sec. 98-80(N)(1) -<br>Landscape Requirements. | RESPONDENT NOT PRESENT<br><br>CERTIFIED WITH \$80<br>PROSECUTION COST |
| 34 | 24010212 | AMENO,THIAGO & SAMANTHA     | 1439 SW 24 TER,<br>DEERFIELD BEACH, FL<br>33442            | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE IV. SUPPLEMENTARY<br>REGULATIONS Sec. 98-80(C)(3) -<br>Landscape Requirements.                                                                                                                                     | RESPONDENT NOT PRESENT<br><br>EXTENDED 10-4-2024                      |

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| 35 | 24050099 | ATTIS,MARIE                                   | 1300 SW 9 AVE,<br>DEERFIELD BEACH, FL<br>33441      | <p>Chapter 14 - BUILDINGS AND BUILDING REGULATIONS ARTICLE IV. - PROPERTY EXTERIOR MAINTENANCE CODE; Section 14-105(8) - Exterior building and structure standards.</p> <p>Chapter 66 - TRAFFIC AND VEHICLES Section 66-117.(b) - Parking prohibitions; enforcement.</p>                                                                                                                                                                                                                                                                                                                                                                                                              | <p>RESPONDENT NOT PRESENT</p> <p>CERTIFIED WITH \$80 PROSECUTION COST</p>                                                                 |
| 36 | 24050043 | BMS DEERFIELD BEACH LLC % DEPT PT<br>FL 25706 | 150 S POWERLINE RD,<br>DEERFIELD BEACH, FL<br>33442 | <p>Chapter 14 - BUILDINGS AND BUILDING REGULATIONS ARTICLE IV. - PROPERTY EXTERIOR MAINTENANCE CODE; Section 14-105(8) - Exterior building and structure standards.</p> <p>Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas.</p> <p>Chapter 58 - SOLID WASTE ARTICLE I. - IN GENERAL Section 58-3. - Maintenance of area.</p> <p>Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE II. - DEERFIELD BEACH LAND DEVELOPMENT CODE Section 98-16 - Maintenance of development.</p> <p>Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS</p> | <p>RESPONDENT NOT PRESENT</p> <p>FINAL ORDER ISSUED<br/>COMPLY BY 10-4-2024<br/>\$150 PER DAY PER VIOLATION<br/>\$80 PROSECUTION COST</p> |

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|    |          |                                |                                                 | ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-75(1)(a,b,c.)<br>- Residential walls, fences and hedges.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                    |
| 39 | 24060114 | BANKS,JOHNNY L & CASSANDRA D   | 1051 SW 8 AVE,<br>DEERFIELD BEACH, FL<br>33441  | Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(4) - Exterior building and structure standards.                                                                                                                                                                                                                                                                                                                                                                                                                                                | RESPONDENT NOT PRESENT<br><br>CERTIFIED WITH \$80 PROSECUTION COST |
| 40 | 24040088 | ROMELUS,CHRISTINA L & DARREN L | 548 NW 2 WAY,<br>DEERFIELD BEACH, FL<br>33441   | Chapter 34 - ENVIRONMENT - ARTICLE III. – NUISANCES ARTICLE IV. - JUNKED VEHICLES AND ABANDONED PROPERTY- Section 34-160 (a) PRIVATE PROPERTY -Parking or storage for over 72 hours restricted.<br><br>Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Sec. 98-88.(b) - Off-street parking and loading.<br><br>Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits | RESPONDENT NOT PRESENT<br><br>CERTIFIED WITH \$80 PROSECUTION COST |
| 42 | 24070117 | TREJO,LUIS                     | 1312 SE 12 AVE,<br>DEERFIELD BEACH, FL<br>33441 | Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits                                                                                                                                                                                                                                                                                                                                                                                            | RESPONDENT WAS PRESENT- TREJO, LUIS<br><br>CONTNUED TO 11-5-2024   |
| 43 | 24070048 | CHEN,ERIC                      | 362 SW 30 TER,<br>DEERFIELD BEACH, FL<br>33442  | Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 10-8-2024               |

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|    |          |                              |                                                 | ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                 |
| 44 | 24070051 | KERNER,MARK                  | 1408 SE 17 TER,<br>DEERFIELD BEACH, FL<br>33441 | Chapter 38 - FINANCE AND TAXATION<br>Section 38-263. - Local business tax<br>receipt required<br><br>Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS; Sec 98-106 (d) (2)<br>Vacation Rental Registration<br>Requirement<br><br>Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE IX. - CERTIFICATES OF USE<br>Section 98-161(b) - Certificate of use<br>permit requirements | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$200 PER DAY PER VIOLATION<br>\$80 PROSECUTION COST |
| 45 | 24070056 | OLIVEIRA,LUCIENNE & GLEISSON | 4326 NW 6 AVE,<br>DEERFIELD BEACH, FL<br>33064  | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                                                                                                                                                                                                                                                                      | RESPONDENT WAS PRESENT-<br>LUCIENE OLIVEIRA<br><br>CONTINUED TO 10-8-2024                                                       |
| 46 | 24070057 | DE OLIVEIRA,LUCIENE MARIA    | 4322 NW 6 AVE,<br>DEERFIELD BEACH, FL<br>33064  | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                                                                                                                                                                                                                                                                      | RESPONDENT WAS PRESENT-<br>LUCIENE OLIVEIRA<br><br>CONTINUED TO 10-8-2024                                                       |
| 47 | 24080084 | VAKBNB LLC                   | 262 SE 9 AVE,<br>DEERFIELD BEACH, FL<br>33441   | Chapter 66 - TRAFFIC AND VEHICLES<br>Section 66-117.(b) - Parking prohibitions;<br>enforcement.                                                                                                                                                                                                                                                                                                                                                                                                                        | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 10-8-2024                                                                            |

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| 49 | 24080046 | LD DEERFIELD LLC % DIAMONDS & DOGGIES          | 196 SE 2 AVE,<br>DEERFIELD BEACH, FL<br>33441 | Chapter 34 - ENVIRONMENT -<br>ARTICLE III. – NUISANCES ARTICLE<br>VII. - ABANDONED REAL PROPERTY<br>Section 34-144 - Maintenance<br>requirements  | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-25-2024<br>\$500 PER DAY<br>\$80 PROSECUTION COST |
| 50 | 24080047 | LD DEERFIELD LLC % DIAMONDS & DOGGIES          | 180 SE 2 AVE,<br>DEERFIELD BEACH, FL<br>33441 | Chapter 34 - ENVIRONMENT -<br>ARTICLE III. – NUISANCES ARTICLE<br>VII. - ABANDONED REAL PROPERTY<br>Section 34-144 - Maintenance<br>requirements. | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-25-2024<br>\$500 PER DAY<br>COST WAIVED           |
| 51 | 24080048 | LD DEERFIELD LLC % DIAMONDS & DOGGIES          | 164 SE 2 AVE,<br>DEERFIELD BEACH, FL<br>33441 | Chapter 34 - ENVIRONMENT -<br>ARTICLE III. – NUISANCES ARTICLE<br>VII. - ABANDONED REAL PROPERTY<br>Section 34-144 - Maintenance<br>requirements. | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-25-2024<br>\$500 PER DAY<br>COST WAIVED           |
| 52 | 24080049 | LD DEERFIELD LLC % DIAMONDS & DOGGIES          | 206 SE 1 ST,<br>DEERFIELD BEACH, FL<br>33441  | Chapter 34 - ENVIRONMENT -<br>ARTICLE III. – NUISANCES ARTICLE<br>VII. - ABANDONED REAL PROPERTY<br>Section 34-144 - Maintenance<br>requirements. | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-25-2024<br>\$500 PER DAY<br>COST WAIVED           |
| 53 | 24080050 | LD DEERFIELD LLC % DIAMONDS & DOGGIES          | 197 SE 3 AVE,<br>DEERFIELD BEACH, FL<br>33441 | Chapter 34 - ENVIRONMENT -<br>ARTICLE III. – NUISANCES ARTICLE<br>VII. - ABANDONED REAL PROPERTY<br>Section 34-144 - Maintenance<br>requirements. | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-25-2024<br>\$500 PER DAY<br>COST WAIVED           |
| 54 | 24080055 | DEERFIELD BEACH TOWNHOUSES LLC<br>/PROP. MAINT | 1956 NE 2 ST,<br>DEERFIELD BEACH, FL<br>33441 | Chapter 34 - ENVIRONMENT -<br>ARTICLE III. – NUISANCES ARTICLE<br>VII. - ABANDONED REAL PROPERTY<br>Section 34-144 - Maintenance<br>requirements. | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-25-2024<br>\$500 PER DAY<br>\$80 PROSECUTION COST |



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| 55 | 24080056 | FMO OF BOCA RATON INC   | 2013 SE 3 ST,<br>DEERFIELD BEACH, FL<br>33441      | Chapter 34 - ENVIRONMENT -<br>ARTICLE III. – NUISANCES ARTICLE<br>VII. - ABANDONED REAL PROPERTY<br>Section 34-144 - Maintenance<br>requirements.                                                                                                                                                                                                                                                | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 9-25-2024<br>\$500 PER DAY<br>\$80 PROSECUTION COST |
| 56 | 24080078 | VORTEX L L C            | 580 N FEDERAL HWY,<br>DEERFIELD BEACH, FL<br>33441 | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>Article IV Supplementary Regulations<br>Sec. 98-87(d)(2) - Docking and mooring<br>facilities<br><br>Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE IV. - SUPPLEMENTARY<br>REGULATIONS Section 98-87(d)(3)-<br>Docking and mooring facilities. | RESPONDENTS WERE<br>PRESENT-<br>MICHELLE RUSSELL<br>SEBASTIAN MEJA<br><br>CONTINUED TO 10-8-2024                  |
| 57 | 24070064 | LALONDE, LOUISE         | 3159 CAMBRIDGE G,<br>DEERFIELD BEACH, FL<br>33442  | Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS Section<br>14-105(1) - Exterior building and<br>structure standards.<br><br>Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS Section<br>14-105(3) - Exterior building and<br>structure standards.                                                                                                                                           | RESPONDENT NOT PRESENT<br><br>FINE IMPOSED AS OF 9-6-2024<br>FOR \$250 PER DAY PER<br>VIOLATION                   |
| 58 | 24040028 | CASH ON CASH OFFERS LLC | 303 MARKHAM N,<br>DEERFIELD BEACH, FL<br>33442     | Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits                                                                                                                                                                                                                | RESPONDENT NOT PRESENT<br><br>CERTIFIED WITH \$80<br>PROSECUTION COST                                             |

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| 59 | 24060002 | LIVOTI,RANDI E H/E LIVOTI,DOMINICK J JR                        | 1418 SE 12 AVE,<br>DEERFIELD BEACH, FL 33441                                     | Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(K)(14)(b) - Landscape Requirements.      | RESPONDENT NOT PRESENT<br><br>VACATE ORDER ISSUED                                                                 |
| 60 | 24060022 | PRINCETON PLACE TOWNHOMES HOMEOWNERS ASSN INC                  | SE 2 AVE, DEERFIELD BEACH, FL 33441                                              | Chapter 46 - OFFENSES Section 46-13 - Trees, bushes and shrubs— Encroaching on public right-of-way.                                                                           | RESPONDENT NOT PRESENT<br><br>CERTIFIED WITH \$80 PROSECUTION COST                                                |
| 61 | 24030092 | CATHEDRAL CHURCH OF GOD                                        | 309 S DIXIE HWY,<br>DEERFIELD BEACH, FL 33441                                    | Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-88.(f) Off-street parking and loading. | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 11-5-2024                                                              |
| 62 | 24040045 | PINHO,MAURO AUGUSTO                                            | 4036 NW 7 PL,<br>DEERFIELD BEACH, FL 33442                                       | Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-81(L)(1)(a-g) - Tree preservation.     | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST |
| 63 | 24040081 | ROESCH,DOROTHY E & FREDERICK W FREDERICK W & D E ROESCH REV TR | 2400 DEER CREEK COUNTRY CLUB BLVD,<br>UNIT 201-1,DEERFIELD BEACH, FL 33442 201-1 | Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits            | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST |
| 66 | 24050040 | ESTES,DONNA M                                                  | 206 SE 14 PL,<br>DEERFIELD BEACH, FL 33441                                       | Chapter 14 - BUILDINGS AND BUILDING REGULATIONS ARTICLE IV. - PROPERTY EXTERIOR MAINTENANCE CODE; Section 14-105(8) - Exterior building and structure standards.              | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 9-6-2024 FOR \$150 PER DAY PER VIOLATION                        |

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|    |          |                                               |                                                      | Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas.<br><br>Chapter 66 - TRAFFIC AND VEHICLES Section 66-117.(b) - Parking prohibitions; enforcement. |                                                                                                                   |
| 78 | 24080007 | ROBERSON,TONY                                 | 208 SW 2 AVE,<br>DEERFIELD BEACH, FL<br>33441        | Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits                                                   | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 10-8-2024                                                              |
| 79 | 2408008  | KELLER,DENNIS EUGENE SARDON<br>KELLER,MARIA E | 2377 DEER CREEK TRL,<br>DEERFIELD BEACH, FL<br>33442 | Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits                                                   | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 10-8-2024                                                              |
| 85 | 24070107 | MANCINI & SONS FLORIDA LLC                    | 1900 NW 40 CT,<br>DEERFIELD BEACH, FL<br>33064       | Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required.                                                                                                                             | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST |
| 86 | 24070114 | GRANT,SHERNETTE DORETTE                       | 4161 MARINA WAY,<br>DEERFIELD BEACH, FL<br>33064     | Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required.                                                                                                                             | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST |
| 87 | 24070076 | EAST DEERFIELD BUSINESS PARK LLC              | 830 S DEERFIELD AVE,<br>DEERFIELD BEACH, FL<br>33441 | Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required.                                                                                                                             | RESPONDENT NOT PRESENT                                                                                            |

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|    |          |                                                          |                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST                               |
| 88 | 24080019 | EVOLUTION PREMIERE INVESTMENTS<br>CORP                   | 1019 SE 3 ST,<br>DEERFIELD BEACH, FL<br>33441                | Chapter 2 UNSAFE STRUCTURES Sec.<br>2-146(b) - Unsafe buildings: DIVISION 9.<br>- UNSAFE STRUCTURES AND<br>HOUSING APPEALS BOARD<br><br>Chapter 38 - FINANCE AND TAXATION<br>Section 38-263. - Local business tax<br>receipt required.                                                                                                                                                                                                                                                | RESPONDENT NOT PRESENT<br><br>CONTINUED TO 10-8-2024                                                              |
| 90 | 24080069 | ST JUSTE, JEAN C LE ST JUSTE,<br>CHRISTINA.              | 1320 SW 11 AVE,<br>UNIT A-B,DEERFIELD<br>BEACH, FL 33441 A-B | Chapter 10 - ANIMALS Section 10-4(a)<br>- Maintaining animals in general;<br>limitation on number of pets;<br>enforcement.<br><br>Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS Section<br>14-106(b) - Minimum standards for yard<br>and landscape areas.<br><br>Chapter 34 - ENVIRONMENT -<br>ARTICLE III. – NUISANCES ARTICLE<br>IV. - JUNKED VEHICLES AND<br>ABANDONED PROPERTY- Section 34-<br>160 (a) PRIVATE PROPERTY -Parking<br>or storage for over 72 hours restricted. | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST |
| 91 | 24070067 | TOP FIT CLINIC ADV AESTHETIC INC<br>MACHADO,BRUNA CAMPOS | 835 SE 9 ST,<br>DEERFIELD BEACH, FL<br>33441                 | Chapter 78 - COMMUNITY<br>APPEARANCE BOARD Chapter 78 -<br>COMMUNITY APPEARANCE BOARD;<br>Sec. 78-6.(a-c) - Submission of plans<br>and specifications.<br><br>Chapter 78 - COMMUNITY<br>APPEARANCE BOARD Chapter 78 -                                                                                                                                                                                                                                                                 | RESPONDENT NOT PRESENT<br><br>FINES IMPOSED AS OF 9-6-<br>2024 FOR \$150 PER DAY PER<br>VIOLATION                 |

|    |          |                            |                                                |                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                            |
|----|----------|----------------------------|------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
|    |          |                            |                                                | <p>COMMUNITY APPEARANCE BOARD;<br/>Sec. 78-7(b)(7) Evaluation criteria;<br/>minimum design criteria prerequisite to<br/>issuance of development permit.</p> <p>Chapter 98 - LAND DEVELOPMENT<br/>REGULATIONS - ARTICLE IV. -<br/>SUPPLEMENTARY REGULATIONS<br/>ARTICLE V. - ADMINISTRATION AND<br/>ENFORCEMENT Section 98-113(a)<br/>Building permits</p>                                             |                                                                                                            |
| 92 | 24060101 | MANCINI & SONS FLORIDA LLC | 1935 NW 40 CT,<br>DEERFIELD BEACH, FL<br>33064 | <p>Chapter 38 - FINANCE AND TAXATION<br/>Section 38-263. - Local business tax<br/>receipt required</p>                                                                                                                                                                                                                                                                                                | <p>RESPONDENT NOT PRESENT</p> <p>FINES IMPOSED AS OF 9-6-<br/>2024 FOR \$150 PER DAY</p>                   |
| 93 | 24060097 | HINK,ROBERT                | 903 SE 17 ST,<br>DEERFIELD BEACH, FL<br>33441  | <p>Chapter 38 - FINANCE AND TAXATION<br/>Section 38-263. - Local business tax<br/>receipt required.</p>                                                                                                                                                                                                                                                                                               | <p>RESPONDENT NOT PRESENT</p> <p>CERTIFIED WITH \$680 FINES</p>                                            |
| 94 | 24060027 | KARVELIS,KATHERINE J EST   | 222 SE 14 ST,<br>DEERFIELD BEACH, FL<br>33441  | <p>Chapter 14 - BUILDINGS AND<br/>BUILDING REGULATIONS Section<br/>14-105(1) - Exterior building and<br/>structure standards.</p> <p>Chapter 14 - BUILDINGS AND<br/>BUILDING REGULATIONS Section<br/>14-105(6) - Exterior building and<br/>structure standards.</p> <p>Chapter 14 - BUILDINGS AND<br/>BUILDING REGULATIONS Section<br/>14-105(7) - Exterior building and<br/>structure standards.</p> | <p>RESPONDENT NOT PRESENT</p> <p>FINES IMPOSED AS OF 9-6-<br/>2024 FOR \$150 PER DAY PER<br/>VIOLATION</p> |

|            |          |                            |                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                           |
|------------|----------|----------------------------|-----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| 97         | 24070041 | 216-218 SE 1ST TERRACE LLC | 155 SE 2 CT,<br>DEERFIELD BEACH, FL<br>33441                    | <p>Chapter 34 - ENVIRONMENT -<br/>ARTICLE III. – NUISANCES ARTICLE<br/>VI. - NUISANCE ABATEMENT<br/>PROPERTY CODE DIVISION 1. -<br/>GENERALLY Section 34-121 -<br/>Declaration of nuisance.</p> <p>Chapter 34 - ENVIRONMENT -<br/>ARTICLE III. – NUISANCES ARTICLE<br/>IV. - JUNKED VEHICLES AND<br/>ABANDONED PROPERTY- Section 34-<br/>160 (a) PRIVATE PROPERTY -Parking<br/>or storage for over 72 hours restricted.</p> <p>Chapter 34 - ENVIRONMENT -<br/>ARTICLE III. – NUISANCES ARTICLE<br/>VII. - ABANDONED REAL PROPERTY<br/>Section 34-144 - Maintenance<br/>requirements</p> <p>Chapter 98 - LAND DEVELOPMENT<br/>REGULATIONS - ARTICLE IV. -<br/>SUPPLEMENTARY REGULATIONS<br/>ARTICLE V. - ADMINISTRATION AND<br/>ENFORCEMENT Section 98-113(a)<br/>Building permits</p> | <p>RESPONDENT NOT PRESENT</p> <p>FINAL ORDER ISSUED<br/>COMPLY BY 10-4-2024<br/>\$150 PER DAY PER VIOLATION<br/>\$80 PROSECUTION COST</p> |
| 99-<br>100 | 24070102 | MEIRELLES,MARCIA R         | 900 CRYSTAL LAKE DR,<br>UNIT 2C,DEERFIELD<br>BEACH, FL 33064 2C | <p>40-50 Year Section 110.15 BUILDING<br/>SAFETY INSPECTIONS Sec<br/>110.15 (B)(1) Building Safety Inspection<br/>40 Year</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>RESPONDENT WAS<br/>PRESENT-<br/>JULIO JAMOZZI</p> <p>FINAL ORDER ISSUED<br/>COMPLY BY 10-4-2024<br/>\$250 PER DAY<br/>COST WAIVED</p>  |

|             |          |                                                  |                                                                 |                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                      |
|-------------|----------|--------------------------------------------------|-----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| 101         | 24070119 | TURNER,ROBERT & CAROLYN S                        | 1290 NW 45 CT,<br>DEERFIELD BEACH, FL<br>33064                  | Chapter 66 - TRAFFIC AND VEHICLES<br>DIVISION 3. BSO ENFORCED -<br>REGULATIONS, GENERALLY Section<br>66-59. (c)(1)(b)- Parking on residentially<br>zoned lots.                                                                                                                                                               |                                                                                                                                                      |
| 102         | 24080001 | 4301 NE 6TH AVE LAND TR RED ESTATE<br>LLC TRSTEE | 4301 NE 6 AVE,<br>DEERFIELD BEACH, FL<br>33064                  | Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS Section<br>14-106(b) - Minimum standards for yard<br>and landscape areas.<br><br>Chapter 98 - LAND DEVELOPMENT<br>REGULATIONS - ARTICLE IV. -<br>SUPPLEMENTARY REGULATIONS<br>ARTICLE V. - ADMINISTRATION AND<br>ENFORCEMENT Section 98-113(a)<br>Building permits        | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST                                    |
| 103-<br>108 | 24070094 | LIMA,GUILHERME OLIVEIRA                          | 900 CRYSTAL LAKE DR,<br>UNIT 1B,DEERFIELD<br>BEACH, FL 33064 1B | 40-50 Year Section 110.15 BUILDING<br>SAFETY INSPECTIONS Sec<br>110.15 (B)(1) Building Safety Inspection<br>40 Year                                                                                                                                                                                                          | RESPONDENT WAS<br>PRESENT-<br>JULIO JAMOZZI<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$250 PER DAY<br>\$80 PROSECUTION COST TO<br>THE HOA |
| 110         | 24080065 | MILLER,PATRICIA A H/E MILLER,STACY<br>DAWN       | 318 SW 34 AVE,<br>DEERFIELD BEACH, FL<br>33442                  | Chapter 14 - BUILDINGS AND<br>BUILDING REGULATIONS ARTICLE IV.<br>- PROPERTY EXTERIOR<br>MAINTENANCE CODE; Section 14-<br>105(8) - Exterior building and structure<br>standards<br><br>Chapter 66 - TRAFFIC AND VEHICLES<br>ARTICLE II. BSO ENFORCED -<br>STOPPING, STANDING, PARKING<br>DIVISION 1. - GENERALLY Section 66- | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY 9-24-2024<br>\$150 PER DAY<br>\$80 PROSECUTION COST                                       |

|     |          |                                                       |                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                 |
|-----|----------|-------------------------------------------------------|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
|     |          |                                                       |                                                  | 58.(a)(31) - Parking prohibited on certain streets.<br>Chapter 66 - TRAFFIC AND VEHICLES DIVISION 3. BSO ENFORCED - REGULATIONS, GENERALLY Section 66-59. (c)(1)(b)- Parking on residentially zoned lots.                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                 |
| 111 | 23110052 | SEBREN E POITIER TR POITIER,SEBREN E TRSTEE           | 379 S DIXIE HWY,<br>DEERFIELD BEACH, FL<br>33441 | Chapter 38 - FINANCE AND TAXATION<br>Section 38-263. - Local business tax receipt required.<br><br>Chapter 66 - TRAFFIC AND VEHICLES DIVISION 3. BSO ENFORCED- REGULATIONS, GENERALLY Section 66-68. (a)- Parking of a vehicle, trailer, boat or boat trailer offered for sale.<br><br>Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS<br>ARTICLE IV. - SUPPLEMENTARY REGULATIONS Sec. 98-88.(b) - Off-street parking and loading.<br><br>Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS<br>ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98 -88(j)(1) Off-street parking and loading. | RESPONDENT NOT PRESENT<br><br>FINAL ORDER ISSUED<br>COMPLY BY 10-4-2024<br>\$150 PER DAY PER VIOLATION<br>\$80 PROSECUTION COST |
| A   | 22090124 | FYR SFR BORROWER LLC/Attorney<br>Theodore A. Topouzis | 241 NE 45 ST,<br>DEERFIELD BEACH, FL<br>33064    | Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | RESPONDENT WAS PRESENT-<br>ATTORNEY TYLER MESMER<br><br>FINES MITIGATED FOR \$60,600<br>TO BE PAID BY 10-8-2024                 |



|   |          |                    |                                                |                                                                                                                                                                                                                                                                                            |                                                                                            |
|---|----------|--------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
|   |          |                    |                                                | Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS<br>ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-81(L)(1)(a-g)<br>- Tree preservation.                                                                                                            |                                                                                            |
| C | 24050063 | CSA ASSOCIATES LLC | 1074 SW 1 WAY,<br>DEERFIELD BEACH, FL<br>33441 | Chapter 38 - FINANCE AND TAXATION<br>Section 38-263. - Local business tax receipt required.<br><br>Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS<br>ARTICLE IX. - CERTIFICATES OF USE<br>Section 98-161(b) - Certificate of use permit requirements. | RESPONDENT NOT PRESENT<br><br>VACATED FINAL ORDER AND IMPOSITION OF FINE AND CLAIM OF LIEN |

SPECIAL MAGISTRATE MINUTES  
CITY OF DEERFIELD BEACH, FLORIDA

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Andrew Dunkiel, Special Magistrate

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Date



**City of Deerfield Beach**  
**African American Heritage Committee Meeting Minutes**  
**Thursday, September 12, 2024**  
**Hillsboro Technology Center | 50 Hillsboro Technology Drive**

**CALL TO ORDER/ROLL CALL**

Chair Strowbridge called the meeting to order on the above date at 6:35 p.m.

Present:                Chair Lawanna Strowbridge  
                             Barri McMillion  
                             Sandra Jackson  
                             Tavaris Hill

Also Present:        Lauren Goas, Administrator of Special Events & Athletics  
                             Carolyn Marshall, Manager I of Community Events  
                             Jessica King, Manager I of Community Events  
                             Bernard Jones, Redevelopment Project Coordinator  
                             Milton Collins, City Attorney's Office

Absent:                Annette Mitchell

**Approval of July 11, 2024, Minutes**

Mrs. Strowbridge confirmed that the previous meeting's minutes had been reviewed by all before calling for a motion of approval to be made. Ms. McMillion made a motion, seconded by Mr. Hill, to approve the minutes as submitted. The motion passed unanimously.

**MLK DAY DISCUSSION**

Mrs. Strowbridge started the discussion by confirming that Ms. Goas received the email with her suggestions for a speaker and Grand Marshal at the MLK Day event. Ms. Goas confirmed in the affirmative.

Ms. Jackson shared that she too, has a recommendation for a Grand Marshal. She stated that she will email the name to Ms. Goas, as she did not have the information on hand. Ms. Jackson also asked if City staff would reach out to Junkanoo to ask if they will participate in the parade this year. Mrs. Strowbridge shared that she had more recommendations: Tiffany Montgomery, Brandon Powell, Benjamin Crump. Ms. McMillion gave the recommendation of Valerie Wanza and it was mentioned that Ms. Mitchell mentioned Calvin Hughes as a speaker. Ms. Goas let the board know that the City would reach out about the availability for the aforementioned recommendations and a vote could take place at the next meeting.

The discussion then moved to marching bands for the parade, in which Ms. Jackson mentioned an invitation should be sent to all of the Deerfield Elementary Schools, Middle Schools, High Schools, as well as surrounding schools, including Coconut Creek and

Somerset. Ms. Goas replied that City staff will reach out and that she would also mention it at the next Principal's Round Table meeting.

Ms. Jackson mentioned reaching out to the Florida Memorial Marching Band to ask if they would be interested in joining us for the MLK Day Celebration. Ms. Goas said that she would look into that as an option and whether or not having the band join would fit into the budget. The Board also mentioned wanting to bring back the Jeeps for the parade.

Ms. Jackson made a motion to extend the event time as needed, based on the musical act(s) performing, and whether or not their performance will exceed 2pm. Motion was seconded by Mr. Hill. The motion passed unanimously.

The Board discussed the vision for the kid's zone and they would like it to mirror last years, excluding the popcorn station and adding Rita's Ice as a vendor along with Kona Ice. The Board would also like to keep the food station the same as last year.

City staff brought in MLK shirts that are in stock at the warehouse to show the Board and they agreed that they would like to use these shirts for staff and the remainder as giveaways, as the remaining quantities allow. Ms. McMillion made a motion, seconded by Ms. Jackson, to approve the kid's zone, food, and shirt distribution as discussed. The motion passed unanimously.

Discussion moved to MC options for MLK Day. Ms. Marshall stated that she would reach out to Quick the Poet as a first option. Ms. McMillion said she would reach out to Felicia the Comedian if Quick is unavailable. Mr. Hill mentioned reaching out to Stitches from 103.5 to host if all other options were unavailable.

Mr. Hill asked Ms. Goas if she would again send the sponsorship letter and packet to the Board. Mr. Hill stated that he thinks the sponsorship letter should be in the newspaper. Ms. Jackson mention informing Mr. George Bowles of the sponsorship as well. Mr. Hill mentioned getting student volunteers for help at MLK and Ms. Marshall reminded the Board that any new vendors or volunteers over the age of eighteen will need a background check.

Ms. Goas asked the Board if there was anything else to add? Mr. Hill said he is interested in hosting a flag football tournament to celebrate MLK and asked in what ways can the Board help. He asked if the Board is able to sponsor the tournament and Attorney Collins stated that he would need to look into the legal matters surrounding sponsorship. Ms. Goas asked Mr. Hill to send over a proposal for the football tournament which will need to include the following information, but not limited to: the day, the time, how many kids anticipated to participate & how they will sign up, who will be coaching.

Ms. Goas announced that the new Johnny L. Tigner Center Ribbon Cutting ceremony will be held on Saturday, September 21<sup>st</sup>, at 10:30am. She said it would be great to see the Board members there.

Mr. Jones stated that he would like to invite the Board members to join the discussion and get their feedback on the concept and ideas being proposed for the new project that

will impact District 2. He stated that the process will kick off sometime in November and a formal invitation will be sent out.

#### **CLOSING FROM THE STAFF**

Ms. Goas reminded the Board to bring with them to the next meeting any other ideas or proposals for MLK so that a vote can take place. She also asked that everyone bring their suggestions and ideas for the Black Heritage Banquet as it is quickly approaching.

#### **CLOSING FROM THE BOARD**

None.

#### **COMMENTS FROM THE PUBLIC**

None.

#### **COMMENTS FROM THE ATTORNEY**

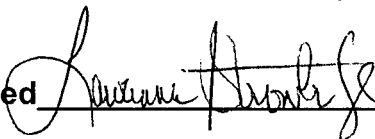
Mr. Collins will conduct a Sunshine training and go over the information packet at the next meeting, Thursday, October 24<sup>th</sup>, as Mrs. Mitchell was not present to do so at this meeting. He would also like to go over the bylaws with the Board.

#### **NEXT MEETING**

October 24th, 2024

#### **ADJOURNMENT**

Ms. Jackson made a motion, seconded by Ms. McMillion, to adjourn the meeting at 7:30p.m. The motion passed unanimously.

Minutes Approved  Date 10/24/2024

**HILLSBORO INLET DISTRICT**  
**Minutes of Regular Monthly Meeting, Monday, September 16, 2024**  
**Fletcher Hall, 2200 NE 38th Street, City of Lighthouse Point**

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**MEMBERS PRESENT:**

Chair Denise Bryan  
Vice Chair Laurence Gore  
Commissioner Scott Loesel  
Commissioner Tyler Chappell  
Commissioner Randy Strauss  
Commissioner Robert O'Neill  
Commissioner Max Turner  
Commissioner Tom Campbell

**OTHERS PRESENT:**

David N. Tolces, General Counsel, Weiss Serota Helfman  
Cole & Bierman, P.L.  
Assistant Captain, Alexander Cuevas  
District Accountant Robert Andrews  
Kimberly Longo, District Secretary  
Zak Bedell, Foth Environment and Infrastructure, LLC (Via  
Zoom)  
Alicia Gonzalez, Assistant General Counsel, Weiss Serota  
Helfman Cole & Bierman, P.L.

**QUORUM PRESENT:** The Secretary called the roll and established a quorum for the regular meeting. The meeting was called to order by Chair Bryan at 6:30 P.M.

**APPROVAL OF MINUTES:** A Motion to approve the August 19, 2024 Regular Meeting Minutes was made by Vice Chair Gore and seconded by Commissioner Loesel.

|                             |     |
|-----------------------------|-----|
| Chair Denise Bryan          | Yes |
| Vice Chair Laurence Gore    | Yes |
| Commissioner Scott Loesel   | Yes |
| Commissioner Tyler Chappell | Yes |
| Commissioner Randy Strauss  | Yes |
| Commissioner Robert O'Neill | Yes |
| Commissioner Max Turner     | Yes |
| Commissioner Tom Campbell   | Yes |

The Motion to approve the Regular Meeting Minutes was approved unanimously. (8-0)

**APPROVAL OF OUTSTANDING BILLS:** A Motion was made by Vice Chair Gore and seconded by Commissioner Chappell for approval of all outstanding bills in the amount of \$114,763.48. The bills were reviewed and discussed in detail.

|                          |     |
|--------------------------|-----|
| Chair Denise Bryan       | Yes |
| Vice Chair Laurence Gore | Yes |

|                             |     |
|-----------------------------|-----|
| Commissioner Scott Loesel   | Yes |
| Commissioner Tyler Chappell | Yes |
| Commissioner Randy Strauss  | Yes |
| Commissioner Robert O'Neill | Yes |
| Commissioner Max Turner     | Yes |
| Commissioner Tom Campbell   | Yes |

The Motion to approve the outstanding bills in the amount of \$114,763.48 was approved unanimously. (8-0)

**APPROVAL OF CURRENT MONTH'S EXPENSES:** Motion was made by Commissioner Loesel and seconded by Commissioner Strauss to approve current month's expenses of approximately \$50,000.00.

|                             |     |
|-----------------------------|-----|
| Chair Denise Bryan          | Yes |
| Vice Chair Laurence Gore    | Yes |
| Commissioner Scott Loesel   | Yes |
| Commissioner Tyler Chappell | Yes |
| Commissioner Randy Strauss  | Yes |
| Commissioner Robert O'Neill | Yes |
| Commissioner Max Turner     | Yes |
| Commissioner Tom Campbell   | Yes |

The Motion to approve the current month's expenses of approximately \$50,000.00 was approved unanimously. (8-0)

**INLET STATUS REPORT:** Assistant Captain Cuevas presented the Inlet depth chart, which depicted eight (8') feet controlling depth shoreward and eight (8') feet controlling depth seaward. There was 36.5 hours of dredging time, resulting in about 16,425<sup>3</sup> of sand bypassed to Pompano Beach.

Assistant Captain Cuevas advised the Board that the crew performed general maintenance. Assistant Captain Cuevas also advised that the crew also performed the following:

1. Rented a bulldozer for Coast Guard Beach for Lighthouse area due to erosion again. The crew may have to go outside to pump sand onto the Coast Guard Beach.

Assistant Captain Cuevas advised that the NE winds will bring in a lot of sand in the next few weeks. He also advised that the cost of the synthetic oil was \$8,600.00. The amount of the clean out box was \$4,600.00.

**PUBLIC COMMENTS:** None.

### **NEW BUSINESS**

**ENGAGEMENT LETTER FOR AUDITING SERVICES FOR 2023-2024 FISCAL YEAR AUDIT WITH CITRIN COOPERMAN:** District Accountant Andrews advised the Board that the District's auditing firm has merged with Citron Cooperman and that Citron Cooperman will

honor the District's proposal for several more years. He also advised that Ken Smith is retiring next year. A motion was made by Commissioner Loesel and seconded by Vice Chair Gore to approve the auditing assignment of Keefe McCullough to Citron Cooperman and to authorize the execution of the engagement letter for auditing services for 2023-2024 fiscal year audit.

|                             |     |
|-----------------------------|-----|
| Chair Denise Bryan          | Yes |
| Vice Chair Laurence Gore    | Yes |
| Commissioner Scott Loesel   | Yes |
| Commissioner Tyler Chappell | Yes |
| Commissioner Randy Strauss  | Yes |
| Commissioner Robert O'Neill | Yes |
| Commissioner Max Turner     | Yes |
| Commissioner Tom Campbell   | Yes |

The Motion to approve the auditing assignment of Keefe McCullough to Citron Cooperman and to authorize the execution of the engagement letter for auditing services for 2023-2024 fiscal year audit was approved unanimously. (8-0)

### **OLD BUSINESS**

**UPDATE REGARDING DEP AND USACOE PERMIT APPLICATIONS:** Zak Bedell of Foth Environment and Infrastructure, LLC advised since the last meeting he recalled that he mentioned that they a submerged land easement would need to be set with the State for the area of the pipeline that crosses the Hillsboro Inlet. Since that meeting, they provided to FDEP's a draft area for the pipeline. They are waiting on a response regarding the draft area of the location of the submerged pipeline. Mr. Bedell stated they will provide an update as soon as they get it.

Mr. Bedell advised that their biologist group (subcontractor - Coastal Eco Group) is working on the biological assessment and essential fish habitat assessment for the permit application. They anticipate having a draft available in October. Mr. Bedell advised that they aim to submit the application to ASACOE shortly after that. As apart of the assessment, they will have to provide a queen conch survey which Chris discussed at your last board meeting. They need to ask for use of contingency funds from task order number 7 to accommodate this survey. District Attorney Tolces stated he received an e-mail from Chris Creed today. The total cost to complete the queen conch survey and associated required tasks is \$13,500.00. He advised the Board that the District has the funds in the contingency line item funds in the amount of \$15,636.00 so it is within our continency that we have. A Motion was made by Vice Chair Gore and seconded by Commissioner Turner for the use of contingency funds from task order number 7 in the amount of \$13,500.00.

|                             |     |
|-----------------------------|-----|
| Chair Denise Bryan          | Yes |
| Vice Chair Laurence Gore    | Yes |
| Commissioner Scott Loesel   | Yes |
| Commissioner Tyler Chappell | Yes |
| Commissioner Randy Strauss  | Yes |
| Commissioner Robert O'Neill | Yes |
| Commissioner Max Turner     | Yes |



Commissioner Tom Campbell Yes

The Motion for use of the contingency funds from task order number 7 in the amount of \$13,500.00 was approved unanimously. (8-0)

**UPDATE REGARDING STATE OF FLORIDA LOCAL GOVERNMENT FUNDING**

**REQUEST:** Zak Bedell of Foth Environment and Infrastructure, LLC and District Accountant provided an update to the Government Funding Application that was submitted.

**GENERAL COUNSEL COMMENTS:** General Counsel Tolces brought up for discussion the current invoices submitted by Mr. Richard Douglas for legal work done on behalf of the owner of property where the District's discharge pipe is located. Originally, the intent was for the District to obtain an easement over the property to allow the District to utilize the land for the discharge pipe. After several months of discussion, it has become apparent that the District will not be able to obtain the easement on favorable terms. Based upon prior Agreement, the District is to pay Mr. Douglas' legal fees associated with his work performed on behalf of the property owner.

A Motion was made by Commissioner Strauss and seconded by Commissioner Campbell for the authorization of payment of \$16,500.00 to attorney Richard Douglas for fees relating to obtaining an Easement from property owner.

|                             |     |
|-----------------------------|-----|
| Chair Denise Bryan          | Yes |
| Vice Chair Laurence Gore    | Yes |
| Commissioner Scott Loesel   | Yes |
| Commissioner Tyler Chappell | Yes |
| Commissioner Randy Strauss  | Yes |
| Commissioner Robert O'Neill | Yes |
| Commissioner Max Turner     | Yes |
| Commissioner Tom Campbell   | Yes |

The Motion to approve the authorization of payment of \$16,500.00 to attorney Richard Douglas for fees relating to obtaining an Easement from property owner was approved unanimously. (8-0)

**COMMISSIONER COMMENTS:**

None.

**ADJOURNMENT:** Motion was made by Commissioner Loesel to adjourn the meeting and seconded by Commissioner Strauss. The meeting was adjourned at 7:48 PM by Chair Bryan.

Respectfully submitted,

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Kimberly Longo, District Secretary

**HILLSBORO INLET DISTRICT**  
**Minutes of First Reading Millage/Budget Meeting - September 16, 2024**  
**Fletcher Hall, 2200 NE 38<sup>th</sup> Street, City of Lighthouse Point**

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**MEMBERS PRESENT:**

Chairman Denise Bryan  
Vice-Chairman Laurence Gore  
Commissioner Scott Loesel  
Commissioner Tyler Chappell  
Commissioner Randy Strauss  
Commissioner Robert O'Neill  
Commissioner Max Turner  
Commissioner Thomas Campbell

**OTHERS PRESENT:**

David N. Tolces, Weiss Serota Helfman Cole & Bierman, P.L., General Counsel.  
Kimberly Longo, District Secretary  
Robert M. Andrews, District Accountant  
Assistant Captain, Alexander Cuevas  
Christopher Creed, P.E., D.C.E, Olsen Associates, Inc. (Via Zoom)  
Zak Bedell, Olsen Associates, Inc. (Via Zoom)  
Alicia Gonzalez, Weiss Serota Helfman Cole & Bierman, P.L., Assistant General Counsel

**QUORUM PRESENT:**

The meeting was called to order by Chairman Bryan at approximately 6:30 P.M. The Secretary called the roll and established a quorum for the First Public Hearing to adopt the Millage Rate and Budget for Fiscal Year 2024/2025.

Resolution No. 2024-02 was read into the record by General Counsel, David N. Tolces as follows:

**A RESOLUTION OF THE HILLSBORO INLET DISTRICT, AN INDEPENDENT SPECIAL DISTRICT OF THE STATE OF FLORIDA, ESTABLISHING THE ANNUAL MILLAGE FOR THE HILLSBORO INLET DISTRICT, FLORIDA, PURSUANT TO THE BUDGET SUMMARY FOR THE FISCAL YEAR 2024-2025, IN ACCORDANCE WITH CHAPTER 200, FLORIDA STATUTES, AS AMENDED; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.**

Chairman Bryan opened the public hearing. There being no public comment or discussion, the public meeting was closed. A motion to adopt Resolution No. 2024-02 and set the millage rate at 0.1024 mills was made by Commissioner Strauss and seconded by Commissioner Turner.

District Secretary Kimberly Longo called roll. The motion was passed 7 to 1.

|                       |     |
|-----------------------|-----|
| Chairman Bryan        | Yes |
| Vice-Chairman Gore    | Yes |
| Commissioner Loesel   | Yes |
| Commissioner Chappell | No  |
| Commissioner Strauss  | Yes |
| Commissioner O'Neill  | Yes |
| Commissioner Turner   | Yes |
| Commissioner Campbell | Yes |

Thereafter Resolution No. 2024-03 was read into the record by General Counsel, David N. Tolces as follows:

**A RESOLUTION OF THE HILLSBORO INLET DISTRICT, AN INDEPENDENT SPECIAL DISTRICT OF THE STATE OF FLORIDA, ADOPTING THE ANNUAL BUDGET FOR THE FISCAL YEAR 2024-2025 FOR THE HILLSBORO INLET DISTRICT, FLORIDA; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.**

Chairman Bryan opened the public hearing. There being no public comments, the Public Hearing was closed. Vice Chair Gore made a motion that Resolution No. 2024-03 be adopted. The motion was seconded by Commissioner Loesel.

District Secretary Kimberly Longo called roll. The motion was passed 7 to 1.

|                       |     |
|-----------------------|-----|
| Chairman Bryan        | Yes |
| Vice-Chairman Gore    | Yes |
| Commissioner Loesel   | Yes |
| Commissioner Chappell | No  |
| Commissioner Strauss  | Yes |
| Commissioner O'Neill  | Yes |
| Commissioner Turner   | Yes |
| Commissioner Campbell | Yes |

**ADJOURNMENT:** Motion was made by Commissioner Loesel to adjourn the meeting and seconded by Commissioner Strauss. The meeting was adjourned at 6:40 PM by Chairman Bryan.

Respectfully Submitted,

---

Kimberly Longo, District Secretary

**HILLSBORO INLET DISTRICT**  
**Minutes of the Final Reading Millage/Budget Meeting, September 23, 2024**  
**Sea Ranch Lakes Beach Club, 5300 North Ocean Blvd., Sea Ranch Lakes, FL 33308**

---

**MEMBERS PRESENT:**

Chairman Denise Bryan  
Vice-Chairman Laurence Gore  
Commissioner Scott Loesel  
Commissioner Tyler Chappell  
Commissioner Randy Strauss  
Commissioner Robert O'Neill  
Commissioner Max Turner  
Commissioner Tom Campbell

**OTHERS PRESENT:**

David N. Tolces, General Counsel, Weiss Serota  
Helfman  
Cole & Bierman, P.L.  
Robert M. Andrews, Accountant  
Kimberly Longo, District Secretary

**QUORUM PRESENT:** The meeting was called to order by Chairman Bryan at approximately 6:30 P.M. The Secretary called the roll and established a quorum for the Final Public Hearing to adopt the Millage Rate and Budget for Fiscal Year 2024/2025.

Resolution No. 2024-02 was read into the record by General Counsel, David Tolces as follows:

**A RESOLUTION OF THE HILLSBORO INLET DISTRICT, AN  
INDEPENDENT SPECIAL DISTRICT OF THE STATE OF  
FLORIDA, ESTABLISHING THE ANNUAL MILLAGE FOR THE  
HILLSBORO INLET DISTRICT, FLORIDA, PURSUANT TO THE  
BUDGET SUMMARY FOR THE FISCAL YEAR 2024-2025, IN  
ACCORDANCE WITH CHAPTER 200, FLORIDA STATUTES, AS  
AMENDED; PROVIDING FOR SEVERABILITY; PROVIDING  
FOR CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.**

Chairman Bryan opened the public hearing. There being no public comment or discussion, the public meeting was closed. A motion was made by Commissioner Strauss and seconded by Vice Chair Gore to approve Resolution No. 2024-02 and set the millage rate at 0.1024 mills. The Motion was passed 7-1. (District Secretary Kimberly Longo called roll.)

|                     |     |
|---------------------|-----|
| Chairman Bryan      | Yes |
| Vice-Chairman Gore  | Yes |
| Commissioner Loesel | Yes |

|                       |     |
|-----------------------|-----|
| Commissioner Chappell | No  |
| Commissioner Strauss  | Yes |
| Commissioner O'Neill  | Yes |
| Commissioner Turner   | Yes |
| Commissioner Campbell | Yes |

Resolution No. 2024-03 was read into the record by General Counsel, David Tolces as follows:

**A RESOLUTION OF THE HILLSBORO INLET DISTRICT, AN INDEPENDENT SPECIAL DISTRICT OF THE STATE OF FLORIDA, ADOPTING THE ANNUAL BUDGET FOR THE FISCAL YEAR 2024-2025 FOR THE HILLSBORO INLET DISTRICT, FLORIDA; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.**

Chairman Bryan opened the public hearing. There being no public comment or discussion, the public meeting was closed. A motion was made by Vice Chair Gore and seconded by Commissioner Loesel to approve Resolution No. 2024-03. The Motion was passed 7-1. (District Secretary Kimberly Longo called roll.)

|                       |     |
|-----------------------|-----|
| Chairman Bryan        | Yes |
| Vice-Chairman Gore    | Yes |
| Commissioner Loesel   | Yes |
| Commissioner Chappell | No  |
| Commissioner Strauss  | Yes |
| Commissioner O'Neill  | Yes |
| Commissioner Turner   | Yes |
| Commissioner Campbell | Yes |

**ADJOURNMENT:** Motion was made by Vice Chair Gore to adjourn the meeting and seconded by Commissioner Loesel. The meeting was adjourned at 6:40 PM by Chairman Bryan.

Respectfully Submitted:

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Kimberly Longo, District Secretary

**COMMUNITY APPEARANCE BOARD  
MEETING MINUTES  
CITY OF DEERFIELD BEACH, FLORIDA  
September 25, 2024**

A regular meeting of the Community Appearance Board of the City of Deerfield Beach, a municipal corporation of Florida, was called to order on the above date at 7:00 p.m. in the City Commission Chambers, Deerfield Beach, by Chair Belton.

**Roll Call:**

Present: Jason Leet  
Janelle Richards, Alternate  
Joseph Cummings, Vice Chair  
Harry Belton, Chair

Also Present: Daniel Mantell, Planning and Zoning Manager  
Bonnie Jacobson, Senior Planner  
Emily Cortez, Planner I  
Debra Reese, Assistant City Attorney  
Samantha Charlemont, Assistant City Clerk

Absent: Tinka Ellington  
Jack Hugentugler

**APPROVAL OF MINUTES OF PREVIOUS MEETING**

Vice Chair Cummings made a motion, seconded by Mr. Leet to approve the August 15, 2024 meeting minutes as submitted. The motion CARRIED by unanimous vote.

Vice Chair Cummings made a motion, seconded by Ms. Richards to approve the August 29, 2024 meeting minutes as submitted. The motion CARRIED by unanimous vote.

**NEW & DEFERRED ITEMS**

**#7156 Eastway Harbor New York Building  
1445 SE 15<sup>th</sup> Court  
Paint Change**

Daniel Mantell, Planning and Zoning Manager, displayed plans and images submitted by the applicant.

Bob Van Sise, representing the applicant, explained that the proposed changes include a paint change.

Thereafter, there was a brief discussion regarding the existing building paint color, which is very similar to the newly selected paint colors: Edgecomb Gray for the body; Beach Glass for the trim; and Skipping Stone for the accent.

Vice Chair Cummings suggested to use the anti-mold paint for the project.

Vice Chair Cummings made a motion, seconded by Mr. Leet to approve Item #7156 as submitted. The motion CARRIED by unanimous vote.

**#7108      Deerfield Corporate Park  
674-774 Military Trail  
Master Sign Plan**

Daniel Mantell, Planning and Zoning Manager, displayed plans and images submitted by the applicant.

Tatiana Acosta, representing the applicant, explained that the proposed changes include a master sign plan, which provides a uniform set of standards. She explained that logo symbols will be permitted, but must be trademarked or registered on the State or Federal level.

Thereafter, there was a brief discussion regarding the current tenant signage and the proposed options for new tenants.

Vice Chair Cummings made a motion, seconded by Mr. Leet to approve Item #7108 with the stipulation for signs above double archways to be centered and have a maximum letter size not to exceed 24 inches. The motion CARRIED by unanimous vote.

**#7118      Dolphin Carpet and Tile  
1471 W Hillsboro Blvd  
Master Sign Plan**

Daniel Mantell, Planning and Zoning Manager, displayed plans and images submitted by the applicant.

Tatiana Acosta, representing the applicant, explained that the proposed changes include a master sign plan, which provides a uniform set of standards. She explained that logo symbols will be permitted but must be trademarked or registered on the State or Federal level.

Thereafter, there was a brief discussion regarding the entire current tenant building signage, which occupies a total of three spaces and the proposed options for new tenants.

Vice Chair Cummings made a motion, seconded by Mr. Leet to approve Item #7118 as submitted. The motion CARRIED by unanimous vote.

**Comments by Deerfield Beach Assistant City Attorney**

None.

**Comments by Deerfield Beach Planning and Development Services Department**

Next Meeting - Daniel Mantell, Planning and Zoning Manager, said there will be a meeting on October 9, 2024.

Chair Belton asked for clarification on the upcoming holiday schedule.

Mr. Mantell replied that there may only be one meeting in November and December; nonetheless, he asked that the Board advise staff if they have any conflicts with future dates.

Vice Chair Cummings made a motion, seconded by Mr. Leet to adjourn the meeting at 7:40 p.m. The motion CARRIED by unanimous vote.

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Harry Belton, Chair  
Community Appearance Board



## Regular City Commission Meeting - November 6, 2024

**DEERFIELD BEACH - YOU ARE HEREBY NOTIFIED** that the **Regular City Commission** meeting will be held on **Wednesday, November 6, 2024, at 7:00 PM in the City Commission Chambers located at the City Hall Complex, 150 NE 2<sup>nd</sup> Avenue, Deerfield Beach, Florida.** A quorum of the City Commission will be physically present at the meeting and the City will be utilizing communications media technology with most City staff participating through video conferencing.

The November 6, 2024, Regular City Commission meeting will proceed utilizing communications media technology; **however, the City Commission Chambers located at the City Hall Complex, 150 NE 2<sup>nd</sup> Avenue, Deerfield Beach, will be open to the public as an additional method** for speakers wishing to speak on items. A copy of the agenda for the November 6, 2024 meeting will be available at <http://www.deerfield-beach.com/1554/Meetings-Agendas>.

### **Attending and Viewing the City Commission Meeting:**

This meeting will be broadcast live for members of the public. There are several options available to the public to attend/view the meeting:

**1. In Person Attendance.** Attend in person in the City Commission Chambers.

**2. Zoom**

**a. Via Zoom Online** - Access to the meeting will begin at 6:45 PM on November 6, 2024.

i. Use the following link below to access the meeting via Zoom:

<https://deerfield-beach.zoom.us/j/84890946805?pwd=Kq1fdKhRi2e97nzechExODV1CleAO.1>

ii. The video camera display feature is disabled for public use.

**b. Via Zoom Telephone** - Join the meeting via telephone (audio only) using the Call-in number below, followed by the Meeting ID when prompted. No computer or access code is required.

Call-in Number: (301) 715-8592, Meeting ID: 848 9094 6805#, Participant ID: #, Passcode: 474212#

For more information on using Zoom, please visit Zoom Support at the following link:  
<https://support.zoom.us/hc/en-us>.



### 3. YouTube

The meeting will also be available to the public via YouTube for audio and video access; however, public participation, i.e. comments are not possible. The link to watch the meeting via YouTube will be active no later than 6:45 PM on November 6, 2024, and can be found by clicking the camera icon in the Media column at <http://www.deerfield-beach.com/1554/Meetings-Agendas>.

#### **Providing Public Comment:**

Public participation is strongly encouraged. Your comments will be limited to three minutes per person. To participate, please choose the option best for you and remember to include your name and address for the record.

1. **In person** - Public comment may be given in the Commission Chambers during the applicable public comment portion of the meeting.
2. **Live Zoom Video Participation** - If attending via Zoom online, at the appropriate public comment period, click “raise hand” which is located at the bottom of the screen under the “reactions” tab, and your audio will be unmuted when you are recognized.
3. **Live Zoom Telephone Participation** - If attending via Zoom by telephone, at the appropriate public comment period, press \*9 to “raise your hand” and your audio will be unmuted when you are recognized.

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND FLORIDA STATUTE 286.26, PERSONS WITH DISABILITIES NEEDING SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE CITY CLERK NO LATER THAN 3 DAYS PRIOR TO THE MEETING AT (954) 480-4213 FOR ASSISTANCE.

***Should you have any questions, please feel free to contact the City Clerk’s Office at 954.480.4213. For additional information on the agenda items for the Commission meeting, please visit [www.dfb.city](http://www.dfb.city).***



# City of Deerfield Beach

150 NE 2nd Ave  
Deerfield Beach, FL  
33441  
954-480-4200

## Face Sheet File Number: I.D. 2024-551

**Agenda Date:** 11/6/2024

**Status:** PUBLIC HEARINGS – FIRST  
READING

**In Control:** City Commission

### Title

**ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 1.36 GROSS ACRES LOCATED AT 555 SW 3RD AVENUE FROM OPEN SPACE (S) TO RESIDENTIAL MULTI-FAMILY (RM-15) (APPLICATION 24-R-201); PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

### Recommended Action

Commission to vote on Ordinance and set second public hearing for November 19, 2024

### Voting Requirement

Adoption requires a 3/5 vote of the City Commission

### Background/History

The City of Deerfield Beach is the owner of this property and has identified this approximately 1.36-acre parcel as an area of opportunity for affordable housing development. The property is adjacent to, but not part of the Tivoli Sand Pine Preserve. This property was dedicated to the City in 1974 and has been maintained as open space since that time. In order for the City to be able to make this property available under the property disposition process, both the future land use and zoning maps must be amended. The land use map designated the site as Conservation, with the zoning as Open Space.

The City first had to amend the Land Use (LUPA #66A), via application to Broward County. This required City Commission approval to allow staff to process a Land Use Amendment Application to Broward County. The Planning & Zoning Board recommended approval of the submission of the application on December 6, 2022, which was then approved by the City Commission on January 10, 2023 (Resolution No. 2023/012). The application was deemed complete by the Broward County Planning Council after review by several Broward County agencies, including traffic, surface water management, historical resources, and the School Board. The City Commission was then required to pass an affirmative motion on the proposed amendment at a public hearing, in order to be heard by the Broward County Commission. The land use amendment (LUPA #66A) was heard by the Planning & Zoning Board on May 2, 2024, and heard and approved by the City Commission at First Reading on May 21, 2024. The Broward County Commission approved the land use amendment on September 5, 2024 (Ordinance No. 2024-24). Final adoption of LUPA #66A by the City Commission occurred at the October 15, 2024 Commission Meeting.

Upon the completion of the Land Use and Zoning amendments, the City will be able to offer this property as a developable property for affordable housing. The developer of the property, upon development permitting, will be required to provide evidence to Broward County for platting concurrency and pay regional park impact fees.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the site.

On October 17, 2024, the Planning and Zoning Board unanimously recommended approval of the item.

**ORDINANCE NO. 2024/**

**AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 1.36 GROSS ACRES LOCATED AT 555 SW 3RD AVENUE FROM OPEN SPACE (S) TO RESIDENTIAL MULTI-FAMILY (RM-15) (APPLICATION 24-R-201); PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

**WHEREAS**, the City Commission, as the governing body of the City of Deerfield Beach, Florida, pursuant to the authority in Chapter 163 and Chapter 166, Florida Statutes, and the City of Deerfield Beach Code of Ordinances, is authorized and empowered to consider applications related to zoning and land development orders; and

**WHEREAS**, the City of Deerfield Beach (the “City”) has applied for a rezoning of approximately 1.36 gross acres of land legally described as 1-48-42 N 177.70 OF S3/4 OF E1/2 OF E1/2 OF W1/2 OF SE1/4 K/A OPEN SPACE, as more particularly described in the file, and located at 555 SW 3<sup>rd</sup> Avenue, Deerfield Beach, Florida, (collectively, the “Property”) from Open Space (S) to Residential Multi-Family (RM-15) (the “Rezoning”); and

**WHEREAS**, on October 15, 2024, the City Commission approved a land use change on the Property from City Conservation to Residential Medium (16) (16 Dwelling Units/Acre); and

**WHEREAS**, the Deerfield Beach Planning and Zoning Board reviewed the Rezoning application on October 17, 2024, as required by Florida Statutes, and unanimously recommended approval; and

**WHEREAS**, the notice and hearing requirements have been satisfied; and

**WHEREAS**, the City Commission has determined that the proposed Rezoning is consistent with the City of Deerfield Beach Comprehensive Plan designation of Residential Medium (16) (16 Dwelling Units/Acre) for the Property; and

**WHEREAS**, the City Commission of the City of Deerfield Beach finds it in the best interest of the City to Rezone the Property to Residential Multi-Family (RM-15).

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:**

**Section 1.** The above “WHEREAS” clauses are true and correct and are incorporated herein.

**Section 2.** The Rezoning of the Property from Open Space (S) to Residential Multi-Family (RM-15) is hereby approved.

**Section 3.** All sections or parts of the City Code of Ordinances, all ordinances or parts of ordinances and all resolutions or parts of resolutions in conflict with this Ordinance are hereby repealed to the extent of such conflict.

**Section 4.** Should any section or provision of this ordinance or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder of this Ordinance.

**Section 5.** This Ordinance shall be in full force and effect immediately upon its passage and adoption on second reading.

PASSED 1ST READING ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024

PASSED 2ND READING ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024

\_\_\_\_\_  
BILL GANZ, MAYOR

ATTEST:

\_\_\_\_\_  
HEATHER MONTEMAYOR, CITY CLERK



500ft Public Notification Boundary



## Public Hearing Notice Map

Rezoning Application 24-R-201

**555 SW 3 Ave**



0 200 Feet

For additional information  
call the Planning Department at 954-480-4206  
or visit [www.deerfield-beach/boardagendas](http://www.deerfield-beach/boardagendas)







## PUBLIC NOTICE

### APPLICATION 24-R-201

September 20, 2024

Dear Property Owner:

This is to notify you that the **PLANNING AND ZONING BOARD** of the City of Deerfield Beach, a municipal corporation of Florida, shall hear an application for:

### The City of Deerfield Beach

Seeking Rezoning application approval to amend the City of Deerfield Beach Zoning Map on one parcel totaling 1.36 gross acres from S, Open Space to RM-15, Residence Multifamily. The property is generally described as a 1-48-42 N 177.70 OF S3/4 OF E1/2 OF E1/2 OF W1/2 OF SE1/4, and located at **555 SW 3rd Avenue**.

A public hearing will be held on **THURSDAY, October 10, 2024, at 7:00 P.M.** in the **City Hall Commission Chambers, located at 150 NE 2<sup>nd</sup> Avenue, Deerfield Beach, FL 33441**. All interested parties may appear in person to offer evidence in support of or against the proposal. Further information may be obtained at [www.deerfield-beach.com/boardagendas](http://www.deerfield-beach.com/boardagendas) or you may contact the Planning Office during business hours in City Hall, 150 N.E. 2<sup>nd</sup> Avenue, Deerfield Beach, FL 33441, phone: (954) 480-4206.

Any person wishing to appeal any decision made by the Planning and Zoning Board with respect to any of the above, will need a record of the proceedings and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based. The above notice is required by State Law (FS 286.0105.) **Anyone desiring a verbatim transcript shall have the responsibility, at his/her own expense, to arrange for the presence at the hearing of a certified court reporter.** A full transcript of the proceedings will be needed in order to appeal any decision of the Board. If anyone requires auxiliary aids for communication, please call (954) 480-4206.

Eric M. Power  
Director of Planning & Development Services



# DEVELOPMENT PLAN APPLICATION

PROVIDE IN FULL THE FOLLOWING INFORMATION (TYPE OR PRINT LEGIBLY)

One application may be submitted for multiple requests. Unless otherwise directed by staff, the following items with associated attachments are required for staff to determine the application is complete for processing by the City.

## PROJECT INFORMATION:

### TYPE OF REQUEST (check all that apply)

- |                                                                                               |                                                                         |
|-----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> New Site Plan / Site Plan Modification (See Attachment A) | <input type="checkbox"/> Plat or Plat Note Amendment (See Attachment F) |
| <input type="checkbox"/> Community Appearance Board (See Attachment B)                        | <input type="checkbox"/> Conditional Use (See Attachment G)             |
| <input type="checkbox"/> Variance (See Attachment C)                                          | <input type="checkbox"/> Vacation & Abandonment (See Attachment H)      |
| <input type="checkbox"/> Technical Deviation (See Attachment D)                               | <input type="checkbox"/> ROW Variance (See Attachment I)                |
| <input checked="" type="checkbox"/> Rezoning (See Attachment E)                               | <input type="checkbox"/> Sign Variance (See Attachment J)               |

Project Name: 555 SW 3rd Avenue Rezoning

Property Owner: City of Deerfield Beach

Applicant (if different from Owner): \_\_\_\_\_

Agent (if different from Owner/Applicant): \_\_\_\_\_

Address of Property: 555 SW 3rd Avenue, Deerfield Beach, FL 33065

Legal Description of Property (lot, block, tract, subdivision): \_\_\_\_\_

1-48-42 N 177.70 OF S3/4 OF E1/2 OF E1/2 OF W1/2 OF SE1/4 K/A OPEN SPACE

Description of Project: Rezone subject parcel from S, Open Space to RM-15, Residence Multi-family

|                                  |               |                                             |                    |
|----------------------------------|---------------|---------------------------------------------|--------------------|
| New Development (Y/N):           | <u>Yes</u>    | Modification to Existing Development (Y/N): | <u>No</u>          |
| Zoning District:                 | <u>S</u>      | Future Land Use Category:                   | <u>RM 16 du/ac</u> |
| Existing Use:                    | <u>Vacant</u> | Proposed Use:                               | <u>Housing</u>     |
| Lot Area (acres):                | <u>1.36</u>   | Number of Dwelling Units (proposed):        | <u>Unknown</u>     |
| Sq. Ft. of Structure (existing): | <u>N/A</u>    | Sq. Ft. of Structure (proposed):            | <u>Unknown</u>     |

Agent Signature: \_\_\_\_\_

Owner Signature: \_\_\_\_\_

Name Printed: \_\_\_\_\_

Name Printed: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

Email: \_\_\_\_\_



# INTERNAL USE ONLY:

SUBMITTAL DATE: 9/12/24

| REQUEST SUBMITTED                | APPLICATION NO: | FEES<br>Required Provided               |  | REQUEST SUBMITTED               | APPLICATION NO: | FEES<br>Required Provided                                                           |  |
|----------------------------------|-----------------|-----------------------------------------|--|---------------------------------|-----------------|-------------------------------------------------------------------------------------|--|
| Site Plan - Residential          |                 | \$2000 + \$10/unit + \$100 (Fire)       |  | Site Plan Modification - Major  |                 | \$2000 + \$100 (Fire)                                                               |  |
| Site Plan - Nonresidential       |                 | \$2000 + \$20 / 1000 GFA + \$100 (Fire) |  | Site Plan Modification - Minor  |                 | \$500 + \$100 (Fire)                                                                |  |
| Community Appearance Board (CAB) |                 | \$50                                    |  | Plat or Note Amendment          |                 | \$1000 + \$50/acre (Nonres)<br>\$1000 + \$40/acre + \$10/unit (Res)<br>\$550 (Note) |  |
| Variance (Site Plan)             |                 | \$1000                                  |  | Conditional Use                 |                 | \$1000 / \$300                                                                      |  |
| Variance (ZASM)                  |                 | \$300                                   |  |                                 |                 |                                                                                     |  |
| Sign Variance                    |                 | \$550                                   |  |                                 |                 |                                                                                     |  |
| Technical Deviation              |                 | \$500                                   |  | ROW Vacation / Abandonment      |                 | \$1,350                                                                             |  |
| Rezoning                         |                 | \$2000                                  |  | Easement Vacation / Abandonment |                 | \$1,350                                                                             |  |

Total Fees Paid: \_\_\_\_\_

## Cost Recovery

| Account No. | Project No. | Project Name | Service | Deposit Amount | Date Received | Check No. | Receipt No. |
|-------------|-------------|--------------|---------|----------------|---------------|-----------|-------------|
|             |             |              |         |                |               |           |             |
|             |             |              |         |                |               |           |             |
|             |             |              |         |                |               |           |             |



## ATTACHMENT E APPLICATION FOR REZONING

Pursuant to Code Section 98-12.

**COMPLETE ALL SECTIONS OF APPLICATION LEGIBLY.  
INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.**

***An application must be deemed complete and in compliance with the Land Development Code by Staff prior to the items being scheduled for public hearing.***

### REQUIRED SUBMITTALS

All of the following must be submitted to be deemed a complete application (*documentation may be provided with the development plan application requirements in Attachment A*):

- ☒ **Complete Application** (*Including Development Plan Application Form*)
- ☐ **Application Processing Fee** (*See fee schedule*)
- ☒ **Proof of Ownership** from the property owner. If the owner cannot be verified through the Broward County Tax Roll, a copy of either the recorded warranty deed, valid purchase contract, or a signed and notarized letter from the owner of record must be submitted with this application.
- ☒ **Disclosure Affidavit** for all owners, representatives, and applicants for the project that will be speaking on behalf of the application.
- ☐ **Agent Authorization Letter** if applicable, authorizing the applicant/agent to act on all property owners' behalf.
- ☒ **(2) 24"x 36" and (1) 11"x 17" Copies of Current & Up-to-Date Boundary Survey** meeting the requirements of Code Section 98-13(8)(b).
- ☒ **One (1) Digital CD** of required submittals listed above must be provided.

***If deemed necessary to complete a full review of the application, the Planning and Development Services Department reserves the right to request additional information.***

### **\*Public Notice and Advertising Requirements\***

*Pursuant to Code Section 98-35(1), prior to any public hearing of the city commission for a development permit as described in section 98-12 of this Code, the applicant shall provide proper notification to the public in compliance with this section and all applicable county, state and federal law.*

THIS APPLICATION WILL NOT BE ACCEPTED WITHOUT A SPECIFIC STATEMENT IN RESPONSE TO EACH OF THE REQUIREMENTS ON THE FOLLOWING PAGES

A. PROPOSED REZONING

Current Zoning District(s): S, Open Space Proposed Zoning District(s): RM-15 Residence, Multifamily

Site Area (Gross Acres): 1.36 Acres

Is this request in connection to a Development Plan Application? ☐ Yes ☒ No

Reason for the requested rezoning: This rezoning is in conjunction with a Land Use Plan Amendment to convert this property from Open Space/Conservation to Medium Multifamily in order to make the land available for affordable multi-family development. Upon completion of the Land Use Plan Amendment and Rezoning the property will be available for purchase under the cities property disposition process. The property can only be developed for affordable housing as defined by Broward County.

## B. DEMONSTRATION OF COMPLIANCE WITH REZONING CRITERIA

(Attach additional page(s) if more space is needed).

*The burden of proving that all of the requirements are met shall be on the applicant who shall be required to affirmatively demonstrate on the record, satisfaction of the necessary requirements set forth below.*

1. That the petition for a change of zoning will not result in spot zoning or contract zoning:  
The proposed zoning change for this site, is RM-15, Residence, Multi-family which is considered a medium residential density for Deerfield Beach. This zoning designation is consistent with the surrounding zoning and actual land uses that exist. The property to the north is zoned RM-15, and is expected to be developed at that density level. The properties to the east, although zoned RS-7 Single-Family, are actually four flats, that were developed prior to the current zoning classification. The properties to the west and south are zoned Planned Unit Development (PUD). The largest parcel to the west of the site, is developed with the office and maintenance facility for the Natura PUD which is a senior community of one-story single and multi-family units. The property south and southwest of the site are part of the Tivoli Park PUD which includes one to three-story apartments, and the Tivoli Sand Pine Nature Preserve. These developments are consistent with the proposed zoning designation. Therefore, the zoning change will not result in spot zoning.
2. That the proposed change is consistent with the Goals, Objectives and Policies of the City's Comprehensive Plan:  
The first goal in the City of Deerfield Beach Comprehensive Plan is to ensure that development and redevelopment occurring within the City achieves and maintains a functional mix of residential, commercial, industrial and recreational land uses. The Comprehensive Plan has an entire element devoted specifically to housing. The proposed rezoning is consistent with, and effectuates the goals, objectives, and policies of the Housing Element of the Comprehensive Plan which include:  
1) GOAL HS 1.0: Provide sufficient quantity of safe and adequate housing which is affordable to all income groups in Deerfield Beach.  
2) Objective HS 1.1: The City shall provide for adequate and affordable housing for the existing population, anticipated population growth, and households with special housing needs.  
3) Policy HS 1.1.4: The City shall continue to provide for a variety of dwelling unit densities and housing types in the permitted uses section of the Future Land Use Element and the land development regulations so as to allow for the development of housing affordable for all income levels over the planning timeframe.

3. That conditions have substantially changed from the date the present zoning district classification was placed on the property, which make the passage of the proposed change necessary:

The property was dedicated to the City in 1974 and designated as Open Space. In 1984, Tivoli Sand Pines Preserve, which is directly south of the subject property was dedicated as Open Space as part of the Tivoli Park PUD. Since that time, the subject City-owned property was left vacant and undeveloped. Currently, the demand for affordable housing in Deerfield Beach has grown significantly, due to a myriad of factors, including the community being primarily built-out, the significant migration of population to Deerfield Beach and South Florida, in general, and the overall increase in housing values relative to household income, over time. Therefore, there is a greater need for the subject property to be developed for affordable housing at this location, than open space.

4. That the proposed change will not adversely influence residential living conditions in the adjacent and neighboring (500 feet) communities:

The proposed rezoning will not adversely affect residential living in the neighboring but in fact will be consistent with the surrounding residential neighborhoods. The 500-foot radius include the already residential, single and multi-family communities west and east of the site. Although vacant, the property immediately north of the subject site, is already zoned RM-15 and will likely be developed with multi-family units, in the future. The other uses within 500 feet of the site include a residential maintenance facility, two houses of worship, a nature preserve, a cemetery and an elementary school, which will not be adversely impacted by the rezoning, as those uses are already surrounded by low and medium multi-family residential uses.

5. That the proposed change is compatible with the development(s) in the adjacent and neighboring (500 feet) uses and zoning:

As indicated above, the proposed change is compatible and consistent with the development, zoning and uses within 500 feet. The property to the north, although vacant, is zoned RM-15, the same zoning classification that is being proposed for the subject site. The properties to the west and southwest are zoned PUD and consist of two, already developed PUD's, that include low and medium multi-family residential uses. Although the zoning classification, east of the site is RS-7 Single, Family, the residences that are located within 500 feet of the subject site include non-conforming multi-family residences as well as single-family residences. The other uses within 500 feet of the subject site include a cemetery, a nature preserve, two houses of worship, and a school. Those uses are within the PUD, CF (Community Facilities) and S (Open Space) zoning districts which are compatible with the proposed RM-15 Multi-family Residence, zoning classification.

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# Development Review Committee

## Summary Report

### Development Plan Application Review

#### General Information

|                                          |                                                                                                                           |
|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| <b>Application No.</b>                   | 24-R-201                                                                                                                  |
| <b>Project Name:</b>                     | 555 SW 3 Ave. Rezoning                                                                                                    |
| <b>Applicant:</b>                        | City of Deerfield Beach                                                                                                   |
| <b>Agent:</b>                            | Eric M. Power, Director of Planning and Development Services                                                              |
| <b>Requested Action/Description:</b>     | Rezoning application seeking approval to rezone the subject parcel from S (Open Space) to RM-15 (Residence Multi-family). |
| <b>Location:</b>                         | 555 SW 3 Ave.                                                                                                             |
| <b>Legal Description:</b>                | Generally described as 1-48-42 N 177.70 OF S3/4 OF E1/2 OF E1/2 OF W1/2 OF SE1/4 K/A OPEN SPACE                           |
| <b>Size:</b>                             | 1.36 acres                                                                                                                |
| <b>Existing Zoning:</b>                  | S (Open Space)                                                                                                            |
| <b>Existing Land Use:</b>                | Conservation                                                                                                              |
| <b>Future Land Use Plan Designation:</b> | Residential, Medium (per LUPA #66A)                                                                                       |
| <b>Surrounding Land Use and Zoning:</b>  |                                                                                                                           |

#### Existing Land Use

#### Zoning

**North:** Vacant  
**East:** Four-Unit Multi-Family Residences/  
Deerfield Park Elementary School  
**South:** Tivoli Nature Preserve  
**West:** 1-3 story Multi-Family  
Residences/Natura Office and  
Maintenance facility

RM-15 Residence, Multi-family  
RS-7 Single-Family & CF Community  
Facilities  
PUD Planned Unit Development  
PUD Planned Unit Development

|                                |                                       |
|--------------------------------|---------------------------------------|
| <b>Applicable Regulations:</b> | Deerfield Beach Land Development Code |
| <b>Plat Restrictions:</b>      | N/A                                   |

## Department Comments & Requirements

**REQUEST:** The applicant, the City of Deerfield Beach, is requesting approval to rezone the subject parcel from S (Open Space) to RM-15 (Residence. Multi- Family) to allow for the construction of affordable housing on the site.

### **BACKGROUND:**

The City of Deerfield Beach is the owner of this property and has identified this approximately 1.36-acre parcel as an area of opportunity for affordable housing development. The property is adjacent to, but not part of the Tivoli Sand Pine Preserve. This property was dedicated to the City in 1974 and has been maintained as open space since that time. In order for the City to be able to make this property available under the property disposition process, both the future land use and zoning maps must be amended. The land use map designated the site as Conservation, with the zoning as Open Space.

The City first had to amend the Land Use (LUPA #66A), via application to Broward County. This required City Commission approval to allow for staff to process a Land Use Amendment Application to Broward County. The Planning & Zoning Board recommended approval of the application submittal on December 6, 2022, which was then approved by the City Commission on January 10, 2023 (Reso. 2023/012). The application was deemed complete by the Broward County Planning Council after review by several Broward County agencies, including traffic, surface water management, historical resources, and the school board. The City Commission was then required to pass an affirmative motion on the proposed amendment, at a public hearing, in order to be heard by the Broward County Commission. The land use amendment (LUPA #66A) was heard by the Planning & Zoning Board on May 2, 2024 and heard and approved by the City Commission on May 21, 2024. The Broward County Commission approved the land use amendment on September 5, 2024 (Ord. 2024-24). The application now requires final adoption of the LUPA #66A by the City Commission, which is a companion case to this rezoning application.

Upon the completion of the Land Use and Zoning amendments, the City will be able to offer this property as a developable property for affordable housing. The developer of the property, upon development permitting, will be required to provide evidence to Broward County for platting concurrency and pay regional park impact fees.

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the site.

### **COMMENTS:**

The Development Review Committee was notified of the LUPA and Rezoning, and no comments were received for this application.

### **Planning & Zoning**

### **PLANNING CONSIDERATIONS:**

The criteria below are required to be sufficiently met for a change of zoning:

1. That the petition for a change of zoning will not result in spot zoning or contract zoning.



The proposed zoning change for this site, is RM-15, Residence, Multi-family which is considered a medium residential density for Deerfield Beach. This zoning designation is consistent with the surrounding zoning and actual land uses that exist. The property to the north is zoned RM-15, and is expected to be developed at that density level. The properties to the east, although zoned RS-7 Single- Family, are actually four flats, that were developed prior to the current zoning classification. The properties to the west and south are zoned Planned Unit Development (PUD). The largest parcel to the west of the site, is developed with the office and maintenance facility for the Natura PUD which is a senior community of one-story single and multi-family units. The property south and southwest of the site are part of the Tivoli Park PUD which includes one to three-story apartments, and the Tivoli Sand Pine Nature Preserve. These developments are consistent with the proposed zoning designation. Therefore, the zoning change will not result in spot zoning.

2. That the proposed change is consistent with the Goals, Objectives and Policies of the City's Comprehensive Plan.

The first goal in the City of Deerfield Beach Comprehensive Plan is to ensure that development and redevelopment occurring within the City achieves and maintains a functional mix of residential, commercial, industrial and recreational land uses. The Comprehensive Plan has an entire element devoted specifically to housing. The proposed rezoning is consistent with, and effectuates the goals, objectives and policies of the Housing Element of the Comprehensive Plan which include:

- 1) GOAL HS 1.0: Provide sufficient quantity of safe and adequate housing which is affordable to all income groups in Deerfield Beach.
- 2) Objective HS 1.1: The City shall provide for adequate and affordable housing for the existing population, anticipated population growth, and households with special housing needs.
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4. That the proposed change will not adversely influence residential living conditions in the adjacent and neighboring (500 feet) communities.

The proposed rezoning will not adversely affect residential living in the neighboring area, but in fact will be consistent with the surrounding residential neighborhoods. The 500-foot radius include the already residential, single and multi-family communities west and east of the site. Although vacant, the property immediately north of the subject site, is already zoned RM-15 and will likely be developed with multi-family units, in the future. The other uses within 500 feet of the site include a residential maintenance facility, two houses of worship, a nature preserve, a cemetery and an elementary school, which will not be adversely impacted by the rezoning, as those uses are already surrounded by low and medium multi-family residential uses.

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As indicated above, the proposed change is compatible and consistent with the development, zoning and uses within 500 feet. The property to the north, although vacant, is zoned RM-15, the same zoning classification that is being proposed for the subject site. The properties to the west and southwest are zoned PUD and consist of two, already developed PUD's, that include low and medium multi-family residential uses. Although the zoning classification, east of the site is RS-7 Single-Family, the residences that are located within 500 feet of the subject site include non-conforming multi-family residences as well as single-family residences. The other uses within 500 feet of the subject site include a cemetery, a nature preserve, two houses of worship, and a school. Those uses are within the PUD, CF (Community Facilities) and S (Open Space) zoning districts which are compatible with the proposed RM-15 Multi-family Residence, zoning classification.

#### **SUMMARY:**

Staff's review of application 24-R-201 has found that the proposed rezoning is consistent with the goals, objectives and policies of the Future Land Use Element of the Deerfield Beach Comprehensive Plan, and the proposed property is consistent with the RM-15 Residence, Multi-family zoning district, per the Land Development Code.

**This report contains the requirements of the Deerfield Beach Development Review Committee members relative to this site development plan application. If there are any questions or issues regarding compliance with any of the requirements in this report, the respective department should be contacted directly.**

P:\Cities\_Villages\_Towns\Deerfield\_Beach\08-23-017-555-SW-3RD\PLANS\08-23-017-V-01-LEGEND.dwg, 5/22/2025 11:44:18 AM, T:\Martin, I-2

| GENERAL ABBREVIATIONS           |                           |
|---------------------------------|---------------------------|
| ABRV                            | DESCRIPTION               |
| A/C                             | AIR CONDITION PAD         |
| BCR                             | BROWARD COUNTY RECORDS    |
| BOTT                            | BOTTOM                    |
| (C)                             | CALCULATED                |
| CIP                             | CAST IRON PIPE            |
| CL                              | CENTER LINE               |
| CONC                            | CONCRETE                  |
| (D)                             | DEED/DESCRIPTION          |
| DIP                             | DUCTILE IRON PIPE         |
| ELEV                            | ELEVATION                 |
| EP                              | EDGE OF PAVEMENT          |
| EXIST                           | EXISTING                  |
| FF                              | FINISHED FLOOR            |
| FND                             | FOUND                     |
| FPL                             | FLORIDA POWER & LIGHT     |
| GE                              | GRATE ELEVATION           |
| HDPE                            | HIGH DENSITY POLYETHYLENE |
| IE                              | INVERT ELEVATION          |
| IR                              | IRON ROD                  |
| IRC                             | IRON ROD AND CAP          |
| IP                              | IRON PIPE                 |
| L                               | ARC LENGTH                |
| LB                              | LICENSED BUSINESS         |
| LF                              | LINEAR FEET               |
| (M)                             | MEASURED                  |
| MND                             | MAGNETIC NAIL AND DISC    |
| NTS                             | NOT TO SCALE              |
| ORB                             | OFFICIAL RECORDS BOOK     |
| (P)                             | PLAT                      |
| PB                              | PLAT BOOK                 |
| PC                              | POINT OF CURVATURE        |
| PG                              | PAGE                      |
| PI                              | POINT OF INTERSECTION     |
| PT                              | POINT OF TANGENCY         |
| PVC                             | POLYVINYL CHLORIDE        |
| R                               | RADIUS                    |
| RCP                             | REINFORCED CONCRETE PIPE  |
| RE                              | RIM ELEVATION             |
| R/W                             | RIGHT OF WAY              |
| TOB                             | TOP OF BANK               |
| TOE                             | TOE OF SLOPE              |
| TOP                             | TOP OF PIPE               |
| TYP                             | TYPICAL                   |
| Δ                               | DELTA                     |
| 34-03-69 SECTION-TOWNSHIP-RANGE |                           |

| GENERAL SYMBOL LEGEND    |                                       |
|--------------------------|---------------------------------------|
| SYM.                     | DESCRIPTION                           |
| <div>CONTROL</div>       | <div> AERIAL TARGET</div>             |
|                          | <div> BENCH MARK</div>                |
|                          | <div> IRON PIPE</div>                 |
|                          | <div> IRON ROD</div>                  |
| <div>ELECTRICAL</div>    | <div> ELECTRIC MANHOLE</div>          |
|                          | <div> ELECTRICAL OUTLET</div>         |
|                          | <div> GROUND LIGHT</div>              |
|                          | <div> ELECTRIC JUNCTION BOX</div>     |
| <div>POLES</div>         | <div> ELECTRIC METER</div>            |
|                          | <div> TRAFFIC CONTROL BOX</div>       |
|                          | <div> ELECTRICAL RISER</div>          |
|                          | <div> TRANSFORMER</div>               |
| <div>SAN SWR</div>       | <div> CROSSWALK POST</div>            |
|                          | <div> GUY WIRE</div>                  |
|                          | <div> LIGHT POLE</div>                |
|                          | <div> CONCRETE UTILITY POLE</div>     |
| <div>STORM</div>         | <div> WOOD UTILITY POLE</div>         |
|                          | <div> CLEAN OUT</div>                 |
|                          | <div> SANITARY MANHOLE</div>          |
|                          | <div> STUB OUT</div>                  |
| <div>GAS / FUEL</div>    | <div> STAND PIPE</div>                |
|                          | <div> SEWER VALVE</div>               |
|                          | <div> CATCH BASIN</div>               |
|                          | <div> STORM DRAIN MANHOLE</div>       |
| <div>TELE/ TV</div>      | <div> YARD DRAIN</div>                |
|                          | <div> CURB INLET</div>                |
|                          | <div> CURB INLET W/ MANHOLE</div>     |
|                          | <div> CURB INLET W/ GRATE</div>       |
| <div>WATER</div>         | <div> CI W/ MANHOLE &amp; GRATE</div> |
|                          | <div> GAS METER</div>                 |
|                          | <div> GAS MANHOLE</div>               |
|                          | <div> GAS VALVE</div>                 |
| <div>TREES</div>         | <div> MONITORING WELL</div>           |
|                          | <div> GAS MARKER</div>                |
|                          | <div> VENT PIPE</div>                 |
|                          |                                       |
| <div>MISCELLANEOUS</div> |                                       |
|                          |                                       |
|                          |                                       |
|                          |                                       |
| <div>HATCHES</div>       |                                       |
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**SURVEYOR'S NOTES:**

- REPRODUCTIONS OF THIS SURVEY ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
- NO SEARCH OF THE PUBLIC RECORDS WAS UNDERTAKEN FOR EASEMENTS, RIGHTS OF WAYS, RESTRICTIONS OR OTHER RECORDED OR EVIDENCE OF UNRECORDED DOCUMENTS BY THIS FIRM, THOUGH A LIMITED SEARCH OF THE PUBLIC RECORDS WAS CONDUCTED FOR THE LEGAL DESCRIPTION AND RIGHT OF WAY INFORMATION SHOWN HEREON.
- BEARINGS SHOWN HEREON ARE RELATIVE TO THE EAST LINE OF THE WEST ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA. (CALCULATED PER FIELD MEASUREMENTS TO BEAR NORTH 01° 13' 03" WEST) AND ALL OTHER BOUNDARY LINES ARE RELATIVE THERETO.
- THERE MAY BE UNDERGROUND 'FOOTINGS', DRAINAGE, UTILITIES, ETC. NOT SHOWN OR INDICATED HEREON.
- THE ACCURACY OF THIS SURVEY IS PREMISED ON THE EXPECTED USE OF THE SURVEY. THE EXPECTED USE/PREMISE OF THIS SURVEY IS TO DEFINE THE BOUNDARIES OF THE PARCEL DESCRIBED HEREIN FOR INCLUSION WITH ZONING CHANGE DOCUMENTS. A TRIMBLE R12 GNSS INSTRUMENT WITH TRIMBLE TSC-7 DATA COLLECTION WAS UTILIZED TO ESTABLISH HORIZONTAL SURVEY CONTROL AND LOCATE MISC. FEATURES. A TOPCON ES-102 INSTRUMENT WITH RANGER (TDS) DATA COLLECTION WAS UTILIZED TO COLLECT DATA IN THE HORIZONTAL PLANE AND ALSO RUN A GEOMETRICALLY CLOSED TRAVERSE.
- ALL SYMBOLS SHOWN HEREON ARE FOR REPRESENTATIONAL PURPOSES ONLY AND ARE NOT TO SCALE.
- THE DIGITAL DATA PROVIDED IS INTENDED TO BE VIEWED AT A SCALE OF 1" = 20' ON A STANDARD 24" X 36" SHEET.
- ALL DISTANCES AND ELEVATIONS SHOWN HEREON ARE IN ACCORD WITH THE UNITED STATES STANDARD USING FEET AND DECIMALS THEREOF.
- THE RECORDING INFORMATION FOR SW 3RD AVENUE ADJACENT TO THE SURVEYED PARCEL WAS TAKEN FROM THE BROWARD COUNTY HIGHWAY CONSTRUCTION AND ENGINEERING DIVISION MAP FOR SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA AND DESCRIBES AN AREA BOUNDED BY A LINE 35 FEET FROM THE EAST LINE OF THE WEST ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA. BASED ON THE BROWARD COUNTY PROPERTY APPRAISER WEBSITE AND CONSTRUCTED IMPROVEMENTS THE RIGHT OF WAY OCCUPIES AN AREA BOUNDED BY A LINE 40 FEET FROM THE EAST LINE OF THE WEST ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF SECTION 1. THE RIGHT OF WAY PER DESCRIPTION IS SHOWN HEREON.
- THE LANDS SHOWN HEREON CONTAIN A GROSS AREA OF 1.36 ACRES, MORE OR LESS (INCLUDING RIGHT OF WAY). GROSS LAND AREA EXCLUDING 40 FOOT RIGHT OF WAY CONTAINS 1.20 ACRES, MORE OR LESS.

**LEGAL DESCRIPTION:**

(OFFICIAL RECORDS BOOK 5816, PAGE 938, BROWARD COUNTY, FLORIDA)

THE NORTH 177.70 FEET OF THE SOUTH ¾ OF THE EAST ½ OF THE EAST ½ OF THE WEST ½ OF THE SOUTHEAST ¼ OF SECTION 1, TOWNSHIP 48 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA.

SAID LANDS CONTAINING 1.36 ACRES.



| STANDARD LINETYPES |                            |        |                            |
|--------------------|----------------------------|--------|----------------------------|
| SYMBOL             | DESCRIPTION                | SYMBOL | DESCRIPTION                |
|                    | BASELINE                   |        | BURIED TRAFFIC CONTROL     |
|                    | PARCEL LINE                |        | COMMUNICATIONS DUCTBANK CL |
|                    | BOUNDARY LINE              |        | FIBER OPTIC DUCTBANK CL    |
|                    | EASEMENT LINE              |        | OVERHEAD WIRE              |
|                    | LOT LINE                   |        | BURIED ELECTRIC            |
|                    | RIGHT OF WAY LINE          |        | BURIED STREET LIGHTING     |
|                    | CENTER LINE                |        | ELECTRICAL DUCTBANK        |
|                    | SECTION LINE               |        | FORCE MAIN                 |
|                    | LANDSCAPE/TREE LINE        |        | SANITARY SEWER             |
|                    | EDGE OF WATER              |        | SANITARY SERVICE           |
|                    | RAILROAD TRACKS            |        | VACUUM SEWER               |
|                    | PLAT LINE                  |        | STORM DRAIN                |
|                    | CURB & GUTTER              |        | FIRE LINE                  |
|                    | FENCE LINE                 |        | RAW WATER LINE             |
|                    | GUARD RAIL                 |        | WATER LINE MAIN            |
|                    | UNKNOWN UTILITY            |        | WATER LINE CHILLED         |
|                    | ABANDONED UTILITY          |        | WATER SERVICE              |
|                    | NON FIELD VERIFIED UTILITY |        | IRRIGATION LINE            |
|                    | BURIED CABLE TV            |        | GAS LINE ABOVE GROUND      |
|                    | BURIED COMMUNICATIONS LINE |        | BURIED GAS LINE            |
|                    | FIBER OPTIC CABLE          |        | BURIED GAS SERVICE LINE    |
|                    | BURIED TELEPHONE           |        | FUEL LINE                  |

**DIGITAL SIGNATURE**

IF THIS DOCUMENT WAS DIGITALLY SIGNED BY THE SURVEYOR ON THE DATE SHOWN, PRINTED COPIES OF THE DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE DIGITAL SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

**SURVEYORS CERTIFICATE:**

I HEREBY CERTIFY THAT THIS SURVEY IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF AND MEETS APPLICABLE SECTIONS OF THE STANDARDS OF PRACTICE 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, SUBJECT TO QUALIFICATIONS NOTED HEREON.

FOR THE FIRM BY: ROBERT D. KEENER  
PROFESSIONAL SURVEYOR & MAPPER  
FLORIDA REGISTRATION NO. 4846

FIELD DATE: 03/09/23

SIGNATURE DATE: \_\_\_\_\_

|     |          |         |     |                        |     |
|-----|----------|---------|-----|------------------------|-----|
| 2   | 03/21/23 | 1947/63 | JBF | ADD R/W PER CLIENT     | RDK |
| 1   | 03/10/23 | 1947/63 | JBF | MAP OF BOUNDARY SURVEY | RDK |
| NO. | DATE     | FB / PG | DWN | REVISION               | CKD |

PREPARED FOR

CITY OF DEERFIELD BEACH

**CRAIG A. SMITH & ASSOCIATES**  
CONSULTING ENGINEERS-PLANNERS-SURVEYORS

21045 COMMERCIAL TRAIL  
BOCA RATON, FLORIDA 33486  
(561) 314-4445  
CERTIFICATE. NO. LB00031110

MAP OF  
BOUNDARY SURVEY

555 SW 3RD AVENUE  
DEERFIELD BEACH, FLORIDA

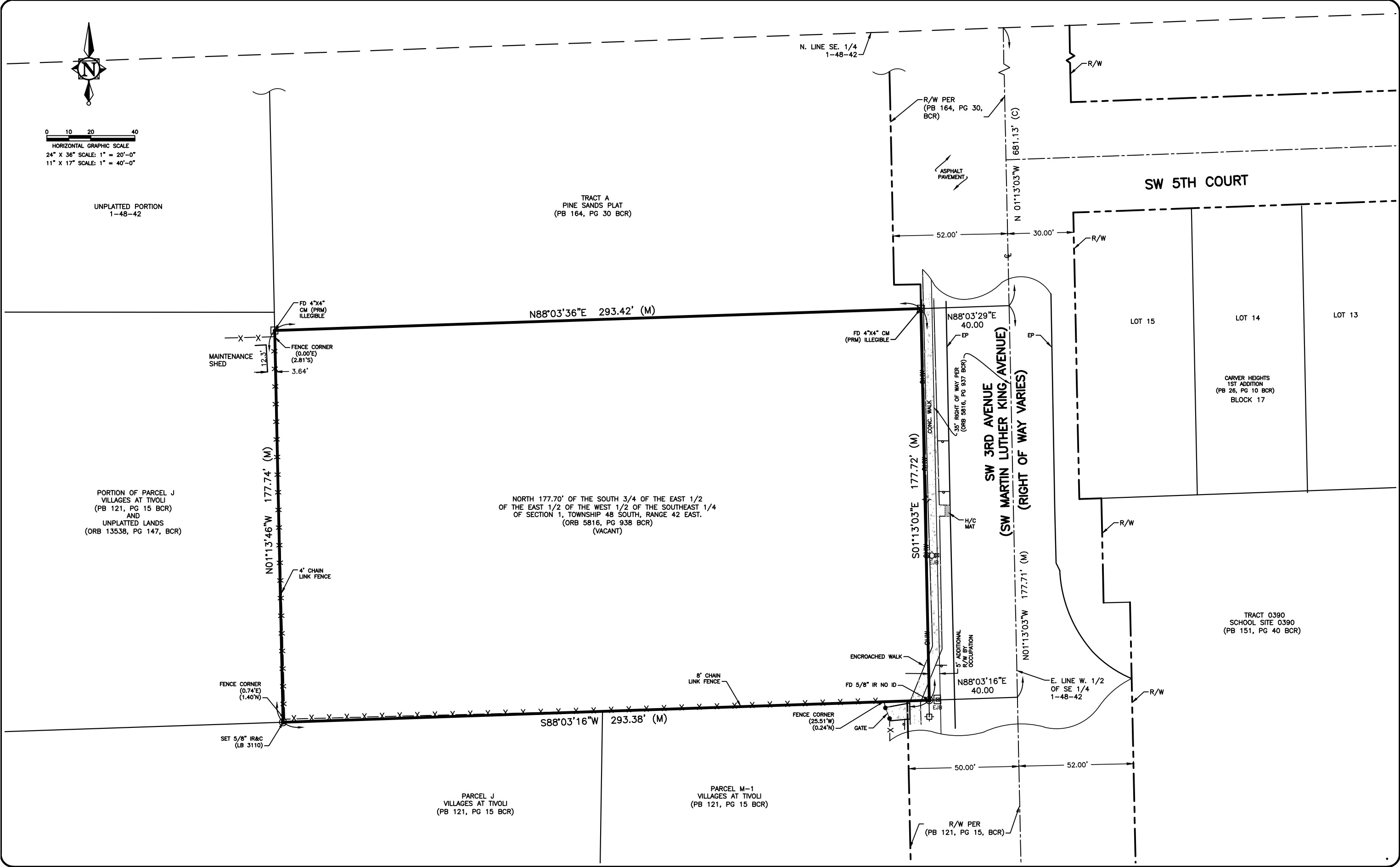
LEGEND

FILE NAME: 08-23-017-V-01-LEGEND.dwg  
LAST SAVED: 03/22/23 - 7:47am

CAS PROJECT NUMBER  
**08-23-017**

SHEET  
**V-01**  
OF  
02

\\cae-file\Projects\Cities\_Villages\_Towns\Deerfield\_Beach\08-23-017-555-SW-3RD\PLAN5\08-23-017-V-02-SRVY.dwg, 3/22/2025 12:59:34 PM, WkAbach, 1:2



|     |          |         |     |                        |     |
|-----|----------|---------|-----|------------------------|-----|
| NO. | DATE     | FB / PG | DWN | REVISION               | CKD |
| 2   | 03/21/23 | 1947/63 | JBF | ADD R/W PER CLIENT     | RDK |
| 1   | 03/10/23 | 1947/63 | JBF | MAP OF BOUNDARY SURVEY | RDK |

PREPARED FOR  
CITY OF DEERFIELD BEACH

CRAIG A. SMITH & ASSOCIATES  
CONSULTING ENGINEERS-PLANNERS-SURVEYORS  
21045 COMMERCIAL TRAIL  
BOCA RATON, FLORIDA 33486  
(561) 314-4445  
CERTIFICATE NO. LB0003110

MAP OF  
BOUNDARY SURVEY

555 SW 3RD AVENUE  
DEERFIELD BEACH, FLORIDA

FILE NAME: 08-23-017-V-02-SRVY.dwg  
LAST SAVED: 03/22/23 - 11:45am  
CAS PROJECT NUMBER  
08-23-017

SHEET  
V-02  
OF  
02





# City of Deerfield Beach

150 NE 2nd Ave  
Deerfield Beach, FL  
33441  
954-480-4200

## Face Sheet File Number: I.D. 2024-587

**Agenda Date:** 11/6/2024

**Status:** PUBLIC HEARINGS – FIRST  
READING

**In Control:** City Commission

### Title

**ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 4.28 ACRES LOCATED AT 201, 221, 231 & 299 FEDERAL HIGHWAY, AND 226-228 NE 9TH AVENUE FROM HIGHWAY BUSINESS DISTRICT (B-2) AND RM-10 RESIDENCE, MULTIFAMILY TO PLANNED DEVELOPMENT DISTRICT (PDD) (APPLICATION 24-R-200); PROVIDING FOR A MAXIMUM OF 237 DWELLING UNITS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

### Recommended Action

Commission to vote on Ordinance and set second public hearing for November 19, 2024

### Voting Requirement

Adoption requires a 3/5 vote of the City Commission

### Background/History

The Applicant is requesting approval to rezone the subject parcels from B-2 (Highway Business) and RM-10 (Residence Multi-Family) property to PDD (Planned Development District) under the Deerfield Beach Land Development Code. Pursuant to Section 98-68.-PDD, planned development district of the Land Development Code, the rezoning request includes a statement of need, conceptual master plan, as well as proposed property development requirements for which the site development plan shall be in compliance.

On April 6, 2021, the City Commission approved the 2nd reading of Land Use Plan Amendment Application No. #64A approving the change in land use on the subject parcels (excluding the dog park parcel) from Commercial and Residential Moderate (10 DU/AC) to Residential Irregular – 48.6.

On June 6, 2023 rezoning application 21-R-195 was heard by the City Commission and denied. Since then, the applicant has resubmitted the rezoning application. As the application was denied, a new application and application number (24-R-200) was provided. The applicant has also amended the existing plat application and site plan application, which were not heard by the City Commission, and therefore do not have new application numbers. The applicant has removed 40 residential units from the originally submitted plan.

The applicant has also submitted a Plat Application No. 20-P-229 and a Site Plan Application No. 21-PDD-02, seeking approval for the proposed development of the subject properties and is pending separate review and approval. The Applicant intends to develop the subject properties to 237 multi-family dwelling units with an attached parking garage and associated on and off-site improvements.

Applicants for rezoning to PDD district must demonstrate, through a statement of need, that there are unique property characteristics that impede the development of the properties under strict application of the Code, development is apparent and will enhance economic development strategies of the City.

The Applicant is required by Code to enter in to a Development Agreement with the City, which must be approved by City Commission as part of the rezoning. Although the Development Agreement is not within the purview of the Planning and Zoning Board, the following information from the agreement is related to the approval of the rezoning application:

Applicant agrees to the following:

- Open space improvements – development of 3 public nodes and artwork
- Improvements to Federal Highway, Eller Drive and NE 4th Street
- Survey and Engineered Plans for Eller Drive for future City improvements
- Sidewalk construction
- Undergrounding of power lines (East and West) of property
- Pet waste stations
- Traffic calming
- Voluntary contribution to the Fire Impact Fee Fund
- Dedication of Right-of-Way on NE 9th Avenue

A traffic impact analysis was submitted for the proposed development and all findings were approved by the City's traffic consultant. A more detailed explanation is found in the Site Plan Application Staff Report for application 21-PDD-02.

The applicant has made requests to deviate from the existing requirements of the current zoning for the Property under the Land Development Code through rezoning to PDD zoning, which is permitted with the approval of the rezoning application. Changes to this are:

- Increase density to 40.37 (237 du/5.87 gross acres) units per acre
- Decrease front setback (East) to 10 feet
- Decrease rear setback (West) to 13 feet
- Decrease corner side setback (North) to 22.8 feet
- Increase maximum lot coverage to 55%
- Decrease minimum landscape area to 26%
- Reduce required parking spaces to 9 x 18
- Increase in the number of allowable building signs and monument signs

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the sites.

On October 17, 2024 the Planning and Zoning Board voted to approve the item 4-1.

### **REQUESTED ACTION:**

Recommendation to the City Commission on the proposed rezoning with the following conditions:

1. Owner / applicant shall enter into a Development Agreement as approved by the City Commission.

2. Owner / Applicant submit proof of County recertification of Land Use Plan Amendment.

**REQUESTED ACTION:**

Recommendation to the City Commission on the proposed rezoning with the following conditions:

1. Owner / applicant shall enter into a Development Agreement as approved by the City Commission.
2. Owner / Applicant submit proof of County recertification of the subject Land Use Plan Amendment.

**ORDINANCE NO. 2024/**

**AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 4.28 ACRES LOCATED AT 201, 221, 231 & 299 FEDERAL HIGHWAY, AND 226-228 NE 9<sup>TH</sup> AVENUE FROM HIGHWAY BUSINESS DISTRICT (B-2) AND RM-10 RESIDENCE, MULTIFAMILY TO PLANNED DEVELOPMENT DISTRICT (PDD) (APPLICATION 24-R-200); PROVIDING FOR A MAXIMUM OF 237 DWELLING UNITS; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.**

**WHEREAS**, the City Commission, as the governing body of the City of Deerfield Beach, Florida, pursuant to the authority in Chapter 163 and Chapter 166, Florida Statutes, and the City of Deerfield Beach Code of Ordinances, is authorized and empowered to consider applications related to zoning and land development orders; and

**WHEREAS**, on April 6, 2021, the City Commission approved Land Use Plan Amendment Application #64A approving the change in land use of approximately 5.7 gross acres of land consisting of four parcels located at 201, 221, 231 & 299 N. Federal Highway from Commercial (5.1 Acres) and Residential Moderate (.6 Acres) to Residential Irregular (48.1 du/acre); and

**WHEREAS**, CRD Federal, LLC (the “Applicant”) has applied for a rezoning of approximately 4.28 acres of land consisting of five parcels generally described as portions of Lots 4, 8 and 9, block 3 of “DEERFIELD BEACH ESTATES SECTION A” to the plat thereof, as recorded in plat book 39, page 14, of the public records of Broward County, Florida and a portion of the southwest ¼ of the southeast ¼ of the southeast ¼ of section 31, township 47 south, range 43 east, Broward County, Florida, as more specifically described in the file, and located at 201, 221, 231 & 299 Federal Highway, and 226-228 NE 9th Avenue, Deerfield Beach, Florida (collectively, the “Property”) (Application #24-R-200) from Highway Business District (B-2) and RM-10 Residence, Multifamily to Planned Development District (PDD) (the “Rezoning”); and

**WHEREAS**, as required by Section 98-68 “PDD, planned development district” of the City’s Land Development Code (the “Code”), the Rezoning application includes a statement of need, conceptual master plan, and proposed property development requirements and is subject to execution of a Development Agreement in compliance with the Code; and

**WHEREAS**, the Applicant has submitted a master conceptual plan that demonstrates development of the Property into one midrise apartment building consisting of 237 multi-family residential units with an attached garage and associated on-site and off-site improvements (the “Development”); and

**WHEREAS**, the Rezoning application is being processed concurrently with a Plat Application (Application #20-P-229) and a Site Plan Application (Application #21-PDD-02), seeking plat and site plan approval of the proposed Development of the Property; and



**WHEREAS**, the Deerfield Beach Planning and Zoning Board reviewed the Rezoning application on October 17, 2024, as required by Florida Statutes, and recommended approval; and

**WHEREAS**, the notice and hearing requirements have been satisfied; and

**WHEREAS**, the City Commission has considered the evidence and testimony presented by the Applicant and other interested parties, and the criteria in Section 98-68(g) of the Code, and the recommendations of the various City of Deerfield Beach review agencies and staff; and

**WHEREAS**, the City Commission has determined that the proposed Rezoning is consistent with the City of Deerfield Beach Comprehensive Plan designation of Residential Irregular (48.1 dwelling units/acre); and

**WHEREAS**, the City Commission of the City of Deerfield Beach finds it in the best interest of the City to Rezone the Property to Planned Development District (PDD).

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:**

**Section 1.** The above “WHEREAS” clauses are true and correct and are incorporated herein.

**Section 2.** The Rezoning of the Property from Highway Business District (B-2) and RM-10 Residence, Multifamily, to Planned Development District (PDD) is hereby approved, subject to the following conditions all of which shall be satisfied by the Applicant prior to the issuance of any building permit: (i) the conditions set forth in the DRC report, dated September 12, 2024, and (ii) execution, and the recording in the public record, of a Development Agreement, in a form approved by the City Attorney, in compliance with Section 98-68 of the Code and providing at a minimum for all of the following:

1. Developer shall underground the existing utility lines along Federal Highway and along the west side of the proposed building.
2. Developer shall construct an eight (8) foot sidewalk along the north side of NE 2nd Street from NE 9th Avenue to NE 6th Avenue, with the total width subject to the existence of sufficient right-of-way.
3. Developer shall complete a survey of existing right of way on NE 2nd Street from NE 9th Avenue to NE 6th Avenue.
4. Developer shall, at no cost to the City, construct that portion of NE 2nd Street adjacent to the Property in accordance with the design approved by the City and such improvements shall include two on-street parallel parking spaces available to the public at no charge.
5. Developer to install three public open space nodes at three corners of the Property.
6. Developer shall contribute \$100,000 to the City’s Fire Rescue fund prior to the issuance of the first residential building permit.
7. Developer shall provide for public art at three locations on the Property in accordance with Sections 14-131 through 14-138 of the City Code.

8. Developer shall provide City with engineered construction plans for reconstruction of NE 2nd Street from NE 9th Avenue to NE 6th Avenue that are consistent with the cross-section provided and approved by the City.
9. Developer shall install three (3) pet waste elimination stations on the Property, with one waste station on each of the following streets: (i) NE 2nd Street; (ii) Federal Highway; and (iii) NE 4th Street.
10. If residents on: (i) NE 8th Ave, (ii) NE 8th Terrace, or (iii) NE 9th Ave, and the City Commission agree to traffic calming improvements in accordance with the applicable City Code provisions, Developer shall pay for the cost of material and installation related to the City approved traffic calming improvements.
11. Developer shall install and pay for a new northbound left turn lane on Federal Highway into the Property, as approved by FDOT.
12. Developer shall apply for, install, and pay for an extension of the existing Southbound left turn lane at the intersection of Federal Highway and NE 2<sup>nd</sup> Street, subject to approval by FDOT and Broward County.
13. Developer shall apply for, install, and pay for a left turn arrow signal on the southbound traffic signal at the intersection of Federal Highway and NE 2nd Street, subject to approval by FDOT and Broward County.
14. Compliance with the PDD property development regulations approved as part of this Rezoning application and that are specific to this Property.

**Section 3.** All sections or parts of the City Code of Ordinances, all ordinances or parts of ordinances and all resolutions or parts of resolutions in conflict with this Ordinance are hereby repealed to the extent of such conflict.

**Section 4.** Should any section or provision of this ordinance or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder of this Ordinance.

**Section 5.** This Ordinance shall be in full force and effect immediately upon its passage and adoption on second reading.

PASSED 1ST READING ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024

PASSED 2ND READING ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024

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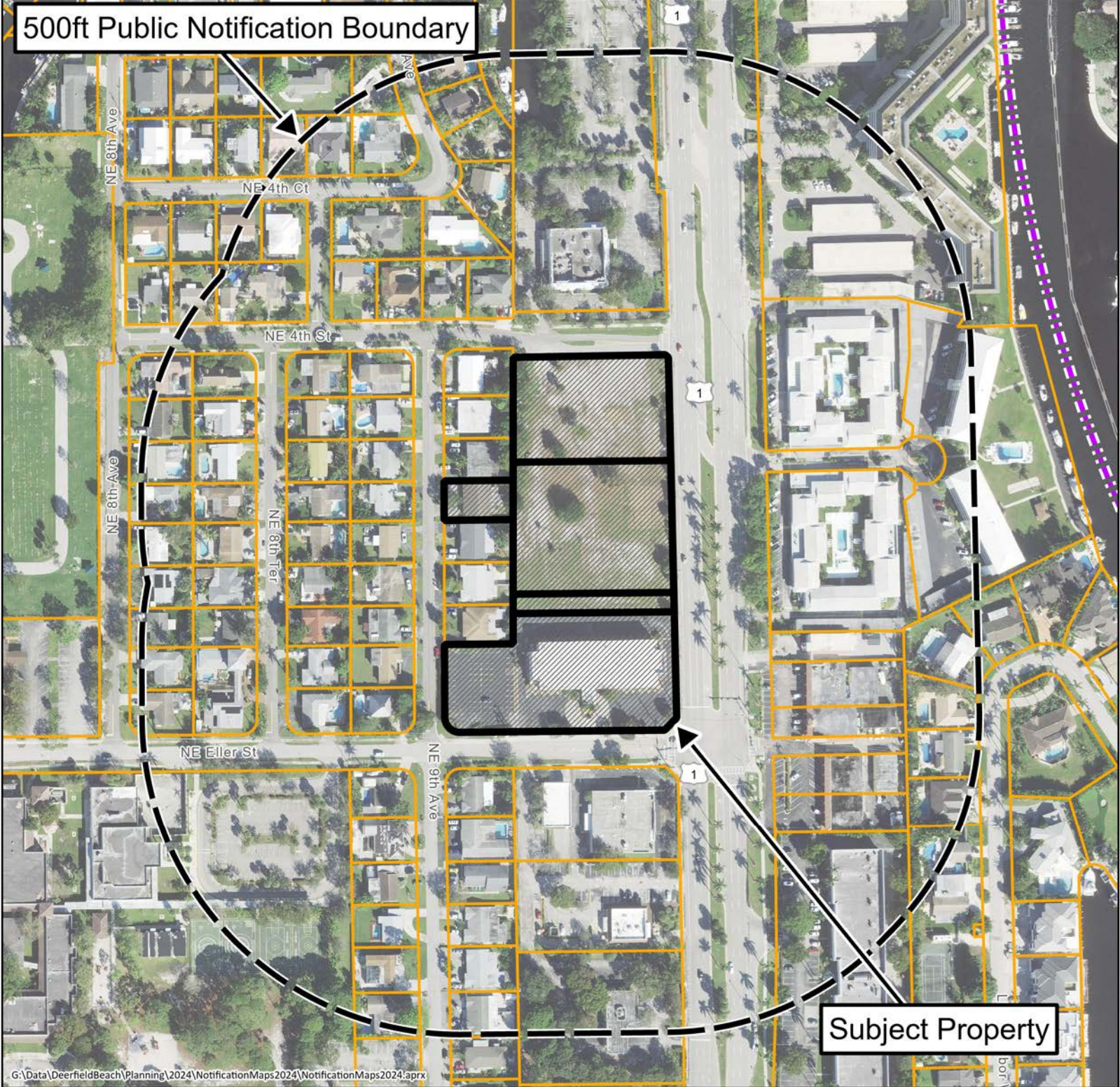
BILL GANZ, MAYOR

ATTEST:

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HEATHER MONTEMAYOR, CITY CLERK





## Public Hearing Notice Map

Rezoning Application 24-R-200  
Site Plan Application 21-PDD-02

**201, 221, 231, & 299 Federal Highway**  
**226-228 NE 9 Avenue**

For additional information  
call the Planning Department at 954-480-4206  
or visit [www.deerfield-beach/boardagendas](http://www.deerfield-beach/boardagendas)



0 200 Feet







## PUBLIC NOTICE

**APPLICATION NO.  
24-R-200, 22-PDD-04**

Dear Property Owner:

September 20, 2024

This is to notify you that the **PLANNING AND ZONING BOARD** of the City of Deerfield Beach, a municipal corporation of Florida, shall hear applications for:

**CRD Federal, LLC  
(Project Name: CENTRUM DEERFIELD AKA AXIS DEERFIELD)  
Represented by Greenspoon Marder, LLC**

Rezoning application seeking approval to rezone the subject parcels from B-2 (Highway Business) and RM-10 (Residence Multi-Family) property to PDD (Planned Development District). (Application 24-R-200)

Major Site Plan application seeking approval for 237 multi-family dwelling units (apartments) with an attached parking garage and associated site improvements. (Application 22-PDD-04)

The properties are generally described as portions of Lots 4, 8 and 9, block 3 of "DEERFIELD BEACH ESTATES SECTION A" to the plat thereof, as recorded in plat book 39, page 14, of the public records of Broward County, Florida and portion of the southwest  $\frac{1}{4}$  of the southeast  $\frac{1}{4}$  of the southeast  $\frac{1}{4}$  of section 31, township 47 south, range 43 east, Broward County, Florida, **and located at 201-299 N Federal Highway and 226-228 NE 9<sup>th</sup> Avenue.**

A public hearing will be held on **Thursday, October 10, 2024, at 7:00 P.M.** in the **City Hall Commission Chambers, located at 150 NE 2<sup>nd</sup> Avenue, Deerfield Beach, FL 33441.** All interested parties may appear in person, or online or by phone via Zoom, to offer evidence in support of or against the proposal. Instructions for attending via Zoom are attached. Further information may be obtained at [www.deerfield-beach.com/boardagendas](http://www.deerfield-beach.com/boardagendas) or you may contact the Planning Office during business hours in City Hall, 150 N.E. 2<sup>nd</sup> Avenue, Deerfield Beach, FL 33441, phone: (954) 480-4206.

Any person wishing to appeal any decision made by the Planning and Zoning Board with respect to any of the above, will need a record of the proceedings and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based. The above notice is required by State Law (FS 286.0105.) **Anyone desiring a verbatim transcript shall have the responsibility, at his/her own expense, to arrange for the presence at the hearing of a certified court reporter.** A full transcript of the proceedings will be needed in order to appeal any decision of the Board. If anyone requires auxiliary aids for communication, please call (954) 480-4206.

Eric M. Power, AICP, LIAF  
Director of Planning & Development Services



# Development Review Committee

## Summary Report

### Development Plan Application Review

#### General Information

|                                      |                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Application No.</b>               | 24-R-200                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Project Name:</b>                 | Centrum Deerfield aka Axis<br>Deerfield Rezoning                                                                                                                                                                                                                                                                                                                                 |
| <b>Applicant:</b>                    | CRD Federal, LLC                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Agent:</b>                        | Greenspoon Marder                                                                                                                                                                                                                                                                                                                                                                |
| <b>Requested Action/Description:</b> | Rezoning application seeking approval to rezone the subject parcels from B-2, Highway Business and RM-10, Residence Multi-Family property to PDD, Planned Development District.                                                                                                                                                                                                  |
| <b>Location:</b>                     | 201-299 N Federal Highway<br>and 226-228 NE 9 <sup>th</sup> Avenue.                                                                                                                                                                                                                                                                                                              |
| <b>Legal Description:</b>            | The properties are generally described as portions of Lots 4, 8 and 9, Block 3 of "DEERFIELD BEACH ESTATES SECTION A" to the plat thereof, as recorded in plat book 39, page 14, of the public records of Broward County, Florida and portion of the Southwest ¼ of the Southeast ¼ of the Southeast ¼ of Section 31, Township 47 South, Range 43 East, Broward County, Florida, |
| <b>Size:</b>                         | 4.2 net acres (185,968 square feet)                                                                                                                                                                                                                                                                                                                                              |
| <b>Existing Zoning:</b>              | B-2 (Highway Business, RM-10 Residence Multi Family)                                                                                                                                                                                                                                                                                                                             |
| <b>Existing Land Use:</b>            | Vacant                                                                                                                                                                                                                                                                                                                                                                           |

| <b>Future Land Use Plan Designation:</b> | Residential Irregular and<br>Residential Moderate (10 DU/AC)                                                                                                                                                                                                                                                                                                                                                                               |                          |               |                          |                        |                                       |                                 |                          |                        |                                       |                                 |
|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------|--------------------------|------------------------|---------------------------------------|---------------------------------|--------------------------|------------------------|---------------------------------------|---------------------------------|
| <b>Surrounding Land Use and Zoning:</b>  |                                                                                                                                                                                                                                                                                                                                                                                                                                            |                          |               |                          |                        |                                       |                                 |                          |                        |                                       |                                 |
|                                          | <table> <tr> <th><u>Existing Land Use</u></th><th><u>Zoning</u></th></tr> <tr> <td><b>North:</b> Commercial</td><td>B-2 (Highway Business)</td></tr> <tr> <td><b>East:</b> Multi-Family Residential</td><td>RM-25 (Residence, Multi-Family)</td></tr> <tr> <td><b>South:</b> Commercial</td><td>B-2 (Highway Business)</td></tr> <tr> <td><b>West:</b> Multi-Family Residential</td><td>RM-10 (Residence, Multi-Family)</td></tr> </table> | <u>Existing Land Use</u> | <u>Zoning</u> | <b>North:</b> Commercial | B-2 (Highway Business) | <b>East:</b> Multi-Family Residential | RM-25 (Residence, Multi-Family) | <b>South:</b> Commercial | B-2 (Highway Business) | <b>West:</b> Multi-Family Residential | RM-10 (Residence, Multi-Family) |
| <u>Existing Land Use</u>                 | <u>Zoning</u>                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |               |                          |                        |                                       |                                 |                          |                        |                                       |                                 |
| <b>North:</b> Commercial                 | B-2 (Highway Business)                                                                                                                                                                                                                                                                                                                                                                                                                     |                          |               |                          |                        |                                       |                                 |                          |                        |                                       |                                 |
| <b>East:</b> Multi-Family Residential    | RM-25 (Residence, Multi-Family)                                                                                                                                                                                                                                                                                                                                                                                                            |                          |               |                          |                        |                                       |                                 |                          |                        |                                       |                                 |
| <b>South:</b> Commercial                 | B-2 (Highway Business)                                                                                                                                                                                                                                                                                                                                                                                                                     |                          |               |                          |                        |                                       |                                 |                          |                        |                                       |                                 |
| <b>West:</b> Multi-Family Residential    | RM-10 (Residence, Multi-Family)                                                                                                                                                                                                                                                                                                                                                                                                            |                          |               |                          |                        |                                       |                                 |                          |                        |                                       |                                 |
| <b>Applicable Regulations:</b>           | City of Deerfield Beach Land<br>Development Code                                                                                                                                                                                                                                                                                                                                                                                           |                          |               |                          |                        |                                       |                                 |                          |                        |                                       |                                 |
| <b>Plat Restrictions:</b>                | Proposed Plat is “restricted to 237<br>mid-rise units”.                                                                                                                                                                                                                                                                                                                                                                                    |                          |               |                          |                        |                                       |                                 |                          |                        |                                       |                                 |

## Department Comments & Requirements

### REQUEST:

The Applicant is requesting approval to rezone the subject parcels from B-2 (Highway Business) and RM-10 (Residence Multi-Family) property to PDD (Planned Development District) under the Deerfield Beach Land Development Code. Pursuant to *Section 98-68.-PDD, planned development district* of the Land Development Code, the rezoning request includes a statement of need, conceptual master plan, as well as proposed property development requirements for which the site development plan shall be in compliance.

### BACKGROUND:

On April 6, 2021, the City Commission approved the 2<sup>nd</sup> reading of Land Use Plan Amendment Application No. #64A approving the change in land use on the subject parcels (excluding the dog park parcel) from Commercial and Residential Moderate (10 DU/AC) to Residential Irregular – 48.6.

On June 6, 2023 rezoning application 21-R-195 was heard by the City Commission and denied. Since then, the applicant has resubmitted the rezoning application. As the application was denied, a new application and application number (24-R-200) was provided. The applicant has also amended the existing plat application and site plan application, which were not heard by the City Commission, and therefore do not have new application numbers. The applicant has removed 40 residential units from the originally submitted plan.

The applicant has also submitted a Plat Application No. 20-P-229 and a Site Plan Application No. 21-PDD-02, seeking approval for the proposed development of the subject properties and is pending separate review and approval. The Applicant intends to develop the subject properties to 237 multi-family dwelling units with an attached parking garage and associated on and off-site improvements.

Applicants for rezoning to PDD district must demonstrate, through a statement of need, that there are unique property characteristics that impede the development of the properties under strict application of the Code, development is apparent and will enhance economic development strategies of the City.

The Applicant is required by Code to enter in to a Development Agreement with the City, which must be approved by City Commission as part of the rezoning. Although the Development Agreement is not within the purview of the Planning and Zoning Board, the following information from the agreement is related to the approval of the rezoning application:

Applicant agrees to the following:

- Open space improvements – development of 3 public nodes and artwork
- Improvements to Federal Highway, Eller Drive and NE 4<sup>th</sup> Street
- Survey and Engineered Plans for Eller Drive for future City improvements
- Sidewalk construction
- Undergrounding of power lines (East and West) of property
- Pet waste stations
- Traffic calming
- Voluntary contribution to the Fire Impact Fee Fund
- Dedication of Right-of-Way on NE 9<sup>th</sup> Avenue

A traffic impact analysis was submitted for the proposed development and all findings were approved by the City's traffic consultant. A more detailed explanation is found in the Site Plan Application Staff Report for application 21-PDD-02.

The applicant has made requests to deviate from the existing requirements of the current zoning for the Property under the Land Development Code through rezoning to PDD zoning, which is permitted with the approval of the rezoning application. Changes to this are:

- Increase density to 40.37 (237 du/5.87 gross acres) units per acre
- Decrease front setback (East) to 10 feet
- Decrease rear setback (West) to 13 feet
- Decrease corner side setback (North) to 22.8 feet
- Increase maximum lot coverage to 55%
- Decrease minimum landscape area to 26%
- Reduce required parking spaces to 9 x 18
- Increase in the number of allowable building signs and monument signs

The Planning and Zoning Division is unaware of any historical significance of the property or prior historical activities associated with the sites.

## **PLANNING CONSIDERATIONS:**

1. Compliance with the Comprehensive Plan.



The proposed Future Land Use (FLU) Map designation identifies the site as Residential Irregular (48.6 du/ac) and Residential Moderate (10 DU/AC). The rezoning to PDD (Planned Development District) will facilitate residential uses in compliance with the proposed Deerfield Beach Comprehensive Plan FLU designation. The request provides for additional housing opportunities within the City, consistent with the GOPs of the Deerfield Beach Comprehensive Plan.

2. Finding of compatibility of a proposed development with adjacent and neighboring (500 feet) uses and zoning.

The property is proposed to be rezoned to PDD (Planned Development District) and development thereon will be subject to the development requirements proposed within the rezoning report and development agreement which will accompany the rezoning. The site plan application must comply with the requirements as set forth in the development requirements in the rezoning report.

The predominant land uses of the surrounding area, specifically within 500 feet of this property, is single family residential to the west, multi-family to the east, commercial to the south, and north. The proposed PDD zoning is compatible with the adjacent and neighboring uses and zoning.

3. Compliance with Land Development Code Section 98-68. – PDD, planned development district.

*(1) The development and redevelopment of properties is apparent;*

The applicant is proposing to redevelop the subject parcels into a 237 multi-family residential apartment complex with a parking garage and residential amenities. The applicant has submitted additional applications to accommodate the proposed rezoning, including a site plan demonstrating improvements to Federal Highway, Eller Drive and NE 4<sup>th</sup> Street, undergrounding of powerlines and public space.

*(2) The development and redevelopment of properties shall enhance the economic development strategies of the City of Deerfield Beach; and*

The existing use is vacant land. The redevelopment of the parcels into multi-family will create additional housing options for existing residents. The mix of units and the proximity of the subject site to Pioneer Grove expands opportunities for a greater range of housing and neighborhood choices to attract new residents. The proposed undergrounding improvements benefit adjacent property owners. Improvements to Eller Drive benefit the surrounding community and Deerfield Beach Elementary.

*(3) The development of properties with unique property characteristics, natural or man-made, that impede the development of these properties under the strict application of the regulations of the Land Development Code.*

The existing zoning designations for the parcels are RM-10, and B-2. Rezoning the properties to PDD will unify the zoning district and permit a density consistent with the Residential Irregular (48.6) and Residential Moderate (10 DU/AC) land use designation. The PDD proposes alternatives to the standard development regulations of the existing zoning designations, such as maximum height and setbacks, to enable the development of 237 residential units.

## **SUMMARY & REQUIREMENTS**

The purpose of the PDD district is to enable quality development for properties that due to size or characteristics of the property, other implements of zoning regulation provided in the Code would result in under-utilized or undeveloped property. Staff's review of application 24-R-200 has determined that the rezoning of the subject properties to PDD (Planned Development District) will further the goal of the City to unify the zoning of all parcels and make the zoning on the property compatible with the land use designation. Additionally, the proposed rezoning complies with the rezoning qualifications as set forth in *Section 98-68.-PDD, planned development district* of the Code.

Should the City Commission decide to approve the rezoning application, Staff recommends the following Conditions of Approval:

1. Owner / applicant shall enter into a Development Agreement, which includes the development requirements.
2. Owner / Applicant submit proof of County recertification of Land Use Plan Amendment.



## DEVELOPMENT PLAN APPLICATION

PROVIDE IN FULL THE FOLLOWING INFORMATION (TYPE OR PRINT LEGIBLY)

One application may be submitted for multiple requests. Unless otherwise directed by staff, the following items with associated attachments are required for staff to determine the application is complete for processing by the City.

### PROJECT INFORMATION:

#### TYPE OF REQUEST (check all that apply)

- |                                                                                    |                                                                         |
|------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| <input type="checkbox"/> New Site Plan / Site Plan Modification (See Attachment A) | <input type="checkbox"/> Plat or Plat Note Amendment (See Attachment F) |
| <input type="checkbox"/> Community Appearance Board (See Attachment B)             | <input type="checkbox"/> Conditional Use (See Attachment G)             |
| <input type="checkbox"/> Variance (See Attachment C)                               | <input type="checkbox"/> Vacation & Abandonment (See Attachment H)      |
| <input type="checkbox"/> Technical Deviation (See Attachment D)                    | <input type="checkbox"/> ROW Variance (See Attachment I)                |
| <input checked="" type="checkbox"/> Rezoning (See Attachment E)                    | <input type="checkbox"/> Sign Variance (See Attachment J)               |

Project Name: Axis Apartments

Property Owner: CRD Federal LLC

Applicant (if different from Owner): \_\_\_\_\_

Agent (if different from Owner/Applicant): Greenspoon Marder LLP / Dennis D. Mele, Esq.

Address of Property: 201, 221, 231, and 299 N. Federal Hwy and 226-228 NE 9 Ave

Legal Description of Property (lot, block, tract, subdivision): See attached survey.

Description of Project: The applicant is requesting a rezoning to PDD and site plan approval for an apartment development located at the northwest corner of Federal Highway and NE 2nd Street.

|                                  |                                                  |                                             |                                                        |
|----------------------------------|--------------------------------------------------|---------------------------------------------|--------------------------------------------------------|
| New Development (Y/N):           | <u>Yes</u>                                       | Modification to Existing Development (Y/N): | <u>No</u>                                              |
| Zoning District:                 | <u>B-2 and RM-10</u>                             | Future Land Use Category:                   | <u>Regular (48.6) Residential and Residential (10)</u> |
| Existing Use:                    | <u>Office, Vacant</u>                            | Proposed Use:                               | <u>Apartments</u>                                      |
| Lot Area (acres):                | <u>4.27 acres</u>                                | Number of Dwelling Units (proposed):        | <u>237 dwelling units</u>                              |
| Sq. Ft. of Structure (existing): | <u>2,558 SF residential and 28,683 SF office</u> | Sq. Ft. of Structure (proposed):            | <u>288,310 sq. ft.</u>                                 |

Agent Signature: [Signature]

Name Printed: Dennis D. Mele, Esq.

Address: 200 E. Broward Blvd., Suite 1800  
Fort Lauderdale, FL 33301

Telephone: (954) 649-7711

Email: dennis.mele@gmlaw.com

Owner Signature: [Signature]

Name Printed: Peter Slaven, Authorized Representative

Address: 225 West Hubbard Street  
Chicago, IL 60610-4416

Telephone: (312) 832-2500

Email: pslaven@centrumrd.com



For Office Use Only  
Application No.: \_\_\_\_\_  
Submittal Date: \_\_\_\_\_

## ATTACHMENT E APPLICATION FOR REZONING

Pursuant to Code Section 98-12.

**COMPLETE ALL SECTIONS OF APPLICATION LEGIBLY.  
INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.**

***An application must be deemed complete and in compliance with the Land Development Code by Staff prior to the items being scheduled for public hearing.***

### REQUIRED SUBMITTALS

All of the following must be submitted to be deemed a complete application (*documentation may be provided with the development plan application requirements in Attachment A*):

- **Complete Application** (*Including Development Plan Application Form*)
- **Application Processing Fee** (*See fee schedule*)
- **Proof of Ownership** from the property owner. If the owner cannot be verified through the Broward County Tax Roll, a copy of either the recorded warranty deed, valid purchase contract, or a signed and notarized letter from the owner of record must be submitted with this application.
- **Disclosure Affidavit** for all owners, representatives, and applicants for the project that will be speaking on behalf of the application.
- **Agent Authorization Letter** if applicable, authorizing the applicant/agent to act on all property owners' behalf.
- **(2) 24"x 36" and (1) 11"x 17" Copies of Current & Up-to-Date Boundary Survey** meeting the requirements of Code Section 98-13(8)(b).
- **One (1) Digital CD** of required submittals listed above must be provided.

***If deemed necessary to complete a full review of the application, the Planning and Development Services Department reserves the right to request additional information.***

#### **\*Public Notice and Advertising Requirements\***

*Pursuant to Code Section 98-35(1), prior to any public hearing of the city commission for a development permit as described in section 98-12 of this Code, the applicant shall provide proper notification to the public in compliance with this section and all applicable county, state and federal law.*

Reason for the requested rezoning: This rezoning is necessary for the zoning on the property to be consistent with the Irregular (48.6) Residential land use designation on the property.

**B. DEMONSTRATION OF COMPLIANCE WITH REZONING CRITERIA**

(Attach additional page(s) if more space is needed).

*The burden of proving that all of the requirements are met shall be on the applicant who shall be required to affirmatively demonstrate on the record, satisfaction of the necessary requirements set forth below.*

1. That the petition for a change of zoning will not result in spot zoning or contract zoning:  
The proposed zoning change is consistent with the land use plan designation on the property.  
Properties in the surrounding area are also zoned for residential use. The City  
has not required any preconditions to the rezoning that would cause this rezoning  
to be considered contract zoning.  

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2. That the proposed change is consistent with the Goals, Objectives and Policies of the City's Comprehensive Plan:  
The PDD Design Guidelines that are included with this application demonstrate that the  
proposed rezoning is consistent with the Goals, Objectives and Policies of the  
City's Comprehensive Plan.  

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3. That conditions have substantially changed from the date the present zoning district classification was placed on the property, which make the passage of the proposed change necessary:

The PDD Design Guidelines that are included with this application demonstrate that the  
there is a need for this rezoning based on changes that have occurred in the City and the  
surrounding area.

4. That the proposed change will not adversely influence residential living conditions in the adjacent and neighboring (500 feet) communities:

The PDD Design Guidelines that are included with this application demonstrate that the  
proposed development plan will not adversely influence residential living conditions  
in the adjacent and surrounding communities.

- The PDD Design Guidelines that are included with this application demonstrate that the proposed zoning and resulting development is designed to be compatible with and enhance the surrounding area and the City as a whole.

[illegible]





## DISCLOSURE AFFIDAVIT

The City of Deerfield Beach requires all applicants, and persons and/or entities doing business with the City, to disclose any potential for or conflict of interest as stated below. Per Ordinance No. 2009/006 of the City of Deerfield Beach, the adopted Ethics Code contains the following:

**Section 5. Disclosure and Behavior Requirements of Applicants and Persons/Entity seeking a City contract or currently doing business with the City.**

Any applicant for a land use change or development permit requiring approval of the City Commission, or any person/entity seeking a City contract through a request for proposal, request for qualification, or sealed bid process (all referred to as applicant):

- A. Shall not induce, attempt to offer, solicit or knowing assist any person in violating the Ethics Code.
- B. All applicants shall include the following with their application, proposal, or bid:

(Attach additional sheets as needed for each item.)

- 1. A listing of all campaign contributions to sitting City Commissioners in the past four (4) years, as well as contributions of all officers, directors, shareholders of a corporation if the application is a corporation, or partners if the applicant is a partnership, or members, whether general or limited, if it is a limited liability company.

2/6/2023 \$500.00 to Ben Preston from Alsajo Inc.

2/8/2023 \$1000.00 to Ben Preston from Suprema Inc. and \$500 to Ben Preston from Tag LC

1/2023 \$500 from Arthur Salven and \$500 from Jane Slaven to Micahel Hudak

- 2. Disclose all those items that a regulated officer is required to disclose concerning any conflict, whether actionable or non-actionable.

None

- 3. Disclose any action that is a violation of the Ethics Code by a regulated office (in reference to the application) with the applicant and/or the applicant's agents, and what was done to rectify the violation (for example: if a gift was given, when demand was made for return of the gift.)

4. An applicant shall fully, completely, accurately, and not misleadingly report and file all disclosures required by this Ethics Code, and shall fully, completely, accurately, and not misleadingly make all disclosures referenced in this Ethics Code and not omit material information, and/or file misleading and/or deceitful information in the disclosure.
5. An applicant has a continuing duty to report any violation of this Ethics Code related to their application.
6. Failure to disclose in compliance with this Section shall be a violation of this Ethics Code and shall be grounds for the City Commission to void or rescind any approval or contract.

C. No applicant shall, directly or indirectly, induce, encourage, or aid anyone to violate any provision of this Code.

I, Peter Slaven, have received a copy of the ordinance and understand the ordinance requirements.

Applicant

P. Slaven

Signature

6/25/2024

Date

SWORN TO AND SUBSCRIBED Before me by means of ☒ physical presence or ☐ online

notarization, this 25<sup>TH</sup> day of JUNE, 2024 by

PETER SLAVEN

(Affiant), who is personally

known to me or has produced + DRIVER'S LICENSE identification.

My commission expires: 6-13-28

Commission No.: 699223



Bryanna McGregor Carroll  
(Signature of Notary Public - State of Florida)

Bryanna McGregor Carroll  
(Print, Type, or Stamp Commissioned Name of Notary Public)



## DISCLOSURE AFFIDAVIT

The City of Deerfield Beach requires all applicants, and persons and/or entities doing business with the City, to disclose any potential for or conflict of interest as stated below. Per Ordinance No. 2009/006 of the City of Deerfield Beach, the adopted Ethics Code contains the following:

**Section 5. Disclosure and Behavior Requirements of Applicants and Persons/Entity seeking a City contract or currently doing business with the City.**

Any applicant for a land use change or development permit requiring approval of the City Commission, or any person/entity seeking a City contract through a request for proposal, request for qualification, or sealed bid process (all referred to as applicant):

- A. Shall not induce, attempt to offer, solicit or knowing assist any person in violating the Ethics Code.
- B. All applicants shall include the following with their application, proposal, or bid:

(Attach additional sheets as needed for each item.)

1. A listing of all campaign contributions to sitting City Commissioners in the past four (4) years, as well as contributions of all officers, directors, shareholders of a corporation if the application is a corporation, or partners if the applicant is a partnership, or members, whether general or limited, if it is a limited liability company.

2/9/23 Ben Preston-\$500 Greenspoon Marder LLP \$500 Equity Land Title LLC

11/21/22 Michael Hudak-\$500 Greenspoon Marder LLP \$500 Equity Land Title LLC

12/30/20 Todd Drosky-\$500 Greenspoon Marder LLP \$500 Equity Land Title LLC

1/19/21 Bernie Parness-\$500 Greenspoon Marder LLP \$500 Equity Land Title LLC

2. Disclose all those items that a regulated officer is required to disclose concerning any conflict, whether actionable or non-actionable.

None

3. Disclose any action that is a violation of the Ethics Code by a regulated office (in reference to the application) with the applicant and/or the applicant's agents, and what was done to rectify the violation (for example: if a gift was given, when demand was made for return of the gift.)

None

4. An applicant shall fully, completely, accurately, and not misleadingly report and file all disclosures required by this Ethics Code, and shall fully, completely, accurately, and not misleadingly make all disclosures referenced in this Ethics Code and not omit material information, and/or file misleading and/or deceitful information in the disclosure.
5. An applicant has a continuing duty to report any violation of this Ethics Code related to their application.
6. Failure to disclose in compliance with this Section shall be a violation of this Ethics Code and shall be grounds for the City Commission to void or rescind any approval or contract.

C. No applicant shall, directly or indirectly, induce, encourage, or aid anyone to violate any provision of this Code.

I, Dennis D. Mele, have received a copy of the ordinance and understand the ordinance requirements.

Applicant

Dennis D. Mele  
Signature

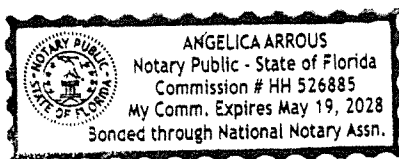
June 21, 2024  
Date

SWORN TO AND SUBSCRIBED Before me by means of ☒ physical presence or ☐ online notarization, this 21<sup>ST</sup> day of JUNE, 2024 by

Dennis D. Mele (Affiant), who is personally known to me or has produced \_\_\_\_\_ identification.

My commission expires: May 19, 2028

Commission No.: HH 526885



Angelica Arroos  
(Signature of Notary Public - State of Florida)  
Angelica Arroos  
(Print, Type, or Stamp Commissioned Name of Notary Public)

CENTRUM  
REALTY & DEVELOPMENT

June 25, 2024

Eric M. Power, Director  
Planning & Development Services  
City of Deerfield Beach  
150 NE Second Avenue  
Deerfield Beach, FL 33441

Dear Mr. Power:

We hereby authorize Greenspoon Marder LLP to act as agent in connection with all land development matters related to properties owned by CRD Federal LLC located in the City of Deerfield Beach, Florida.

Sincerely,

CRD FEDERAL LLC

By: Past  
Peter Slaven, Authorized Representative

STATE OF ILLINOIS       )  
                                          ) ss  
COUNTY OF COOK       )

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged before me by Peter Slaven, as Authorized Representative of CRD Federal LLC, who is personally known to me or who has produced DRIVER'S LICENSE as identification.

WITNESS my hand and official seal in the County and State last aforesaid this 25<sup>th</sup> day of JUNE, 2024.



My Commission Expires: 6/13/28

Bryanna McGregor Carroll  
Notary Public

Bryanna McGregor Carroll  
Typed, printed or stamped name of Notary Public

Prepared by:  
David R. Roy  
David R. Roy, P.A.  
4209 N. Federal Highway  
Pompano Beach, FL 33064  
954-784-2961  
File Number: 20-DR-072

Return to:  
Chicago Title Insurance Company  
10 South LaSalle Street, Suite 3100  
Chicago, IL 60603  
312-223-4627

\$375,000.00

[Space Above This Line For Recording Data]

## Warranty Deed

**This Warranty Deed** made this   //   day of May, 2020 between Sarbella, LLC, a Florida limited liability company whose post office address is 4209 N Federal Highway, Pompano Beach, FL 33064, grantor, and CRD Federal LLC, a Florida limited liability company whose post office address is 225 W Hubbard Street, Suite 501, Chicago, IL 60654, grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

**Witnesseth**, that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Broward County, Florida** to-wit:

**Lot 4, Block 3, Deerfield Beach Estates - Section A, according to the map or plat thereof, as recorded in Plat Book 39, Page 14, of the Public Records of Broward County, Florida.**

a/k/a: 226-228 NE 9th Avenue, Deerfield Beach, FL 33441

**Parcel Identification Number: 474331-08-0400**

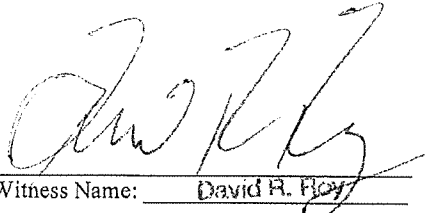
**Together** with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

**To Have and to Hold**, the same in fee simple forever.

**And** the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to **December 31, 2019**.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

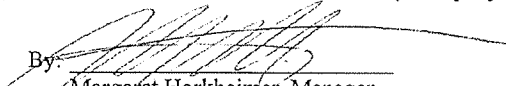
Signed, sealed and delivered in our presence:

  
Witness Name: David R. Roy

  
Witness Name: Teyvon Johnson

Sarbella, LLC, a Florida limited liability company

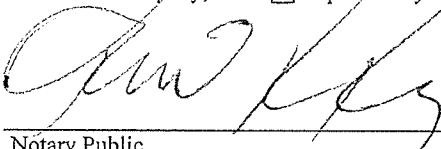
By: Modica, LLC, a Florida limited liability company

By:   
Margaret Horkheimer, Manager

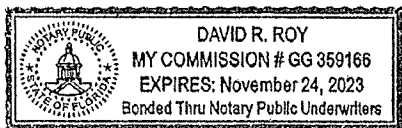
State of Florida  
County of Broward

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 8<sup>th</sup> day of May, 2020 by Margaret Horkheimer, Manager of Modica, LLC, a Florida limited liability company, manager of Sarbella, LLC, a Florida limited liability company, on behalf of the company, who ☐ is personally known to me or ☒ has produced a driver's license as identification.

[Notary Seal]

  
Notary Public  
Printed Name: David R. Roy

My Commission Expires: Nov 24 2023



Return to Brooke McCranie  
Chicago Title Insurance Company  
5690 W Cypress St., Ste A  
Tampa, FL 33607  
File # 0503680

Prepared by:

William L. Epstein, Esquire  
William L. Epstein, P.A.  
2000 Glades Road, Suite 300  
Boca Raton, FL 33431  
(561) 395-4350

Consideration : \$3,900,000.00

[Space Above This Line For Recording Data]

## Special Warranty Deed

This **Special Warranty Deed** made this 29<sup>th</sup> day of September, 2017 between **Georgiana J. Slade, Philip N. Warburg and Sarah W. Bliumis-Dunn, as Successor Trustees of the Joan M. Warburg Revocable Trust dated December 13, 2005**, whose post office address is c/o Rebecca Welsh, P.O. Box 72, Harriman, New York 10926, Grantor\*, and **CRD Federal LLC, a Florida limited liability company**, whose post office address is 225 W. Hubbard street, 4<sup>th</sup> Floor, Chicago, IL 60654 Grantee\*,

**Witnesseth** that said Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable considerations to said Grantor in hand paid by said Grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said Grantee, and Grantee's successors, successors in title and assigns forever, the following described land, situate, lying and being in **Broward** County, Florida, to-wit:

**See Exhibit "A" attached hereto.**

**Parcel Identification Nos. 4743-31-00-0500  
4743-31-00-0502  
4743-31-00-0503**

**Subject to taxes for 2017 and subsequent years; covenants, conditions, restrictions, easements, reservations and limitations of record, if any, and all encroachments, encumbrances, violations, variations or adverse circumstances, if any, that would be disclosed by a survey of the property.**

**The property is not the homestead, nor contiguous to the homestead, of any of the grantors.**

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.



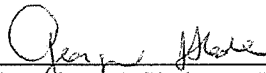
To Have and to Hold, the same in fee simple forever.

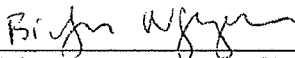
And the Grantor hereby covenants with said Grantee that the Grantor is lawfully seized of said land in fee simple; that the Grantor has good right and lawful authority to sell and convey said land; that the Grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons claiming by, through or under Grantor.

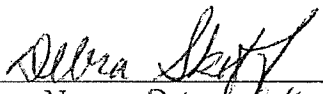
\* "Grantor" and "Grantee" are used for singular or plural, as context requires.

**In Witness Whereof**, Grantor has hereunto set Grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

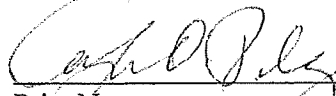
  
\_\_\_\_\_  
Georgiana J. Slade, as Successor Trustee  
of the Joan M. Warburg Revocable Trust  
dated December 13, 2005

  
\_\_\_\_\_  
Witness Name: BICH-NGOC NGUYEN

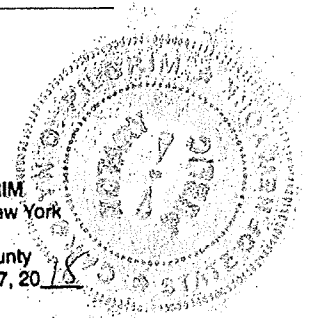
  
\_\_\_\_\_  
Witness Name: Debra Skoff

STATE OF New York  
COUNTY OF New York

I HEREBY CERTIFY that the foregoing instrument was acknowledged, sworn, and subscribed before me this 26 day of September, 2017, by Georgiana J. Slade, as Successor Trustee of the Joan M. Warburg Revocable Trust dated December 13, 2005, who is personally known to me or who produced \_\_\_\_\_ as identification.

  
\_\_\_\_\_  
Print Name:  
Notary Public, State of:  
Serial No:  
My Commission Expires:

CAROLYN O. PILGRIM  
Notary Public, State of New York  
No. 01TO4851321  
Qualified in Kings County  
Commission Expires Jan. 27, 2018



Signed, sealed and delivered in our presence:

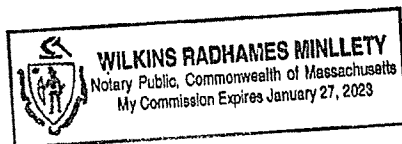
Philip N. Warburg  
Philip N. Warburg, as Successor Trustee  
of the Joan M. Warburg Revocable Trust  
dated December 13, 2005

Scott Phillips  
Witness Name: Scott Phillips

Monica Halse  
Witness Name: Monica Halse

STATE OF Massachusetts  
COUNTY OF Middlesex

I HEREBY CERTIFY that the foregoing instrument was acknowledged, sworn, and subscribed before me this 27th day of September, 2017, by Philip N. Warburg, as Successor Trustee of the Joan M. Warburg Revocable Trust dated December 13, 2005, who is personally known to me or who produced MA DL as identification.



Wilkins Radhames Minlety  
Print Name: Wilkins Radhames Minlety  
Notary Public, State of: MA  
Serial No:  
My Commission Expires: 01/27/2023

Signed, sealed and delivered in our presence:

Sarah W. Blumis-Dunn  
Sarah W. Blumis-Dunn, as Successor  
Trustee of the Joan M. Warburg  
Revocable Trust dated December 13, 2005

[Signature]  
Witness Name: Mahony Perez

[Signature]  
Witness Name: Raquel Bonheur

STATE OF New York  
COUNTY OF Manhattan

I HEREBY CERTIFY that the foregoing instrument was acknowledged, sworn, and subscribed before me this 27 day of September, 2017, by Sarah W. Blumis-Dunn, as Successor Trustee of the Joan M. Warburg Revocable Trust dated December 13, 2005, who is personally known to me or who produced NYS DL as identification.

[Signature]  
Print Name: Cheryl A Di Gangi  
Notary Public, State of: New York  
Serial No: 01 D15005206  
My Commission Expires: Nov 30 2018

**CHERYL A DIGANGI**  
Notary Public - State of New York  
No. 01D15005203  
Qualified in Suffolk County  
My Commission Expires Nov. 30, 2018

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

That portion of the South one-half (S 1/2) of the Southeast one-quarter (SE 1/4) of the Southeast one-quarter (SE 1/4) of Section 31, Township 47 South, Range 43 East, Broward County, Florida, lying West of U.S. #1, South of Northeast 4th Street, North of Northeast 2nd Street and East of Deerfield Beach Estates, Section A, According to the Plat thereof recorded in Plat Book 39, Page 14, of the Public Records of Broward County, Florida; LESS the South 195.0 feet thereof. LESS ALSO the North 15 feet thereof; and LESS ALSO that portion thereof conveyed to the State of Florida Department of Transportation as described in instrument recorded in Official Record Book 7693, Pages 22 and 23; and LESS ALSO that portion thereof conveyed to the City of Deerfield Beach as described in instrument recorded in Official Record 8364, Page 799, Public Records of Broward County, Florida.

THIS INSTRUMENT PREPARED BY  
AND RETURN TO:

*David Trilling, Esq.*

Ginsberg Jacobs LLC

300 S. Wacker Drive, Suite 2750

Chicago, IL 60606

Parcel ID No. 474331-00-0501

\*\*The Deed recorded 2/1/2023 as Instrument No. 118653788 is being re-recorded to correct the notary acknowledgment only.

**SPECIAL WARRANTY DEED**

THIS INDENTURE, made this 20<sup>th</sup> day of July, 2022, by **CRD 201 N. FEDERAL LLC**, a Florida limited liability company, whose address 225 West Hubbard Street, Suite 400, Chicago, IL 60654 ("Grantor"), in favor of **CRD FEDERAL LLC**, a Florida limited liability company, whose address 225 West Hubbard Street, Suite 400, Chicago, IL 60654 ("Grantee").

**W I T N E S S E T H :**

That the Grantor, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, to it in hand paid, the receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the Grantee, its successors and assigns forever, all of that certain parcel of land lying and being in the County of Broward, State of Florida, as more particularly described on Exhibit A attached hereto.

TOGETHER WITH all the tenements, hereditaments, and appurtenances thereto belonging or in anywise appertaining.

SUBJECT TO real estate taxes for 2022 and all subsequent years, and all easements, restrictions, and reservations of record.

TO HAVE AND TO HOLD the above described premises, with the appurtenances, unto the said Grantee, its successors and assigns, in fee simple forever.

AND GRANTOR HEREBY COVENANTS with Grantee that Grantor is lawfully seized of the Property in fee simple that Grantor has good right and lawful authority to sell and convey said land; and that Grantor hereby specially warrants that title to said land is free from all encumbrances subject to the matters referred to above and will defend the same against the lawful claims and demands of all persons claiming by, through, or under Grantor, but not otherwise.

Said land is not the homestead, nor contiguous to the homestead, of Grantor.

IN WITNESS WHEREOF, the Grantor has caused these presents to be duly authorized in its name and by those thereunto duly authorized, the day and year first above written.

WITNESSES:

Marilyn Langys  
Print Name: Marilyn Langys  
Barbara J Mohr  
Print Name: Barbara J Mohr

**CRD 201 N. FEDERAL LLC,**  
a Florida limited liability company

By: CRD Federal Manager, LLC,  
a Florida limited liability company,  
its Manager

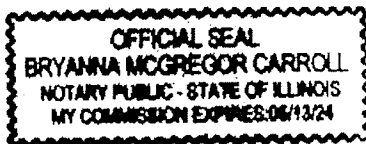
By: PAS  
Peter Slaven, Manager

STATE OF ILLINOIS )  
COUNTY OF COOK )

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 7<sup>th</sup> day of February, 2023, by Peter Slaven, as Manager of CRD Federal Manager, LLC, a Florida limited liability company, in its capacity as Manager of CRD 201 N. Federal LLC, a Florida limited liability company. He is personally known to me or has produced a valid driver's license as identification.

(Notary Seal)

Bryanna McGregor Carroll  
Notary Public  
Printed Name: BRYANNA MCGREGOR CARROLL  
My Commission Expires: 06/13/24



**EXHIBIT A**

**Legal Description of Property**

The South 225.00 feet of the South 1/2 of the Southeast 1/4 of the Southeast 1/4 of Section 31, Township 47 South, Range 43 East, lying West of State Road right-of-way; LESS the South 30 feet thereof for streets; LESS that portion deeded to the State of Florida and more fully described in that certain deed recorded in Official Records Book 7702, Page 994, Public Records of Broward County, Florida;

AND

Lots 8 and 9, Block 3, of DEERFIELD BEACH ESTATES SECTION "A", according to the plat thereof, as recorded in Plat Book 39, Page 14, Public Records of Broward County, Florida.

THIS INSTRUMENT PREPARED BY  
AND RETURN TO:

*David Trilling, Esq.*

Ginsberg Jacobs LLC

300 S. Wacker Drive, Suite 2750

Chicago, IL 60606

Parcel ID No. 474331-00-0501

\*\*The Deed recorded 2/1/2023 as Instrument No. 118653788 is being re-recorded to correct the notary acknowledgment only.

**SPECIAL WARRANTY DEED**

THIS INDENTURE, made this 20<sup>th</sup> day of July, 2022, by **CRD 201 N. FEDERAL LLC**, a Florida limited liability company, whose address 225 West Hubbard Street, Suite 400, Chicago, IL 60654 ("Grantor"), in favor of **CRD FEDERAL LLC**, a Florida limited liability company, whose address 225 West Hubbard Street, Suite 400, Chicago, IL 60654 ("Grantee").

**W I T N E S S E T H :**

That the Grantor, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, to it in hand paid, the receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the Grantee, its successors and assigns forever, all of that certain parcel of land lying and being in the County of Broward, State of Florida, as more particularly described on Exhibit A attached hereto.

TOGETHER WITH all the tenements, hereditaments, and appurtenances thereto belonging or in anywise appertaining.

SUBJECT TO real estate taxes for 2022 and all subsequent years, and all easements, restrictions, and reservations of record.

TO HAVE AND TO HOLD the above described premises, with the appurtenances, unto the said Grantee, its successors and assigns, in fee simple forever.

AND GRANTOR HEREBY COVENANTS with Grantee that Grantor is lawfully seized of the Property in fee simple that Grantor has good right and lawful authority to sell and convey said land; and that Grantor hereby specially warrants that title to said land is free from all encumbrances subject to the matters referred to above and will defend the same against the lawful claims and demands of all persons claiming by, through, or under Grantor, but not otherwise.

Said land is not the homestead, nor contiguous to the homestead, of Grantor.



IN WITNESS WHEREOF, the Grantor has caused these presents to be duly authorized in its name and by those thereunto duly authorized, the day and year first above written.

WITNESSES:

Marilyn Langer  
Print Name: Marilyn Langer  
Barbara J Mohr  
Print Name: Barbara J Mohr

**CRD 201 N. FEDERAL LLC,**  
a Florida limited liability company

By: CRD Federal Manager, LLC,  
a Florida limited liability company,  
its Manager

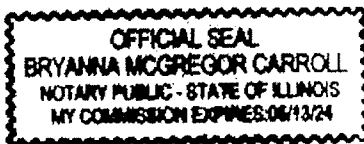
By:   
Peter Slaven, Manager

STATE OF ILLINOIS )  
COUNTY OF COOK )

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 7<sup>th</sup> day of February, 2023, by Peter Slaven, as Manager of CRD Federal Manager, LLC, a Florida limited liability company, in its capacity as Manager of CRD 201 N. Federal LLC, a Florida limited liability company. He is personally known to me or has produced a valid driver's license as identification.

(Notary Seal)

Bryanna McGregor Carroll  
Notary Public  
Printed Name: BRYANNA MCGREGOR CARROLL  
My Commission Expires: 06/13/24



**EXHIBIT A**

**Legal Description of Property**

The South 225.00 feet of the South 1/2 of the Southeast 1/4 of the Southeast 1/4 of Section 31, Township 47 South, Range 43 East, lying West of State Road right-of-way; LESS the South 30 feet thereof for streets; LESS that portion deeded to the State of Florida and more fully described in that certain deed recorded in Official Records Book 7702, Page 994, Public Records of Broward County, Florida;

AND

Lots 8 and 9, Block 3, of DEERFIELD BEACH ESTATES SECTION "A", according to the plat thereof, as recorded in Plat Book 39, Page 14, Public Records of Broward County, Florida.

LEGAL DESCRIPTION:

THE SOUTH 225.00 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 47 SOUTH, RANGE 43 EAST, LYING WEST OF STATE ROAD RIGHT-OF-WAY; LESS THE SOUTH 30 FEET THEREOF FOR STREETS; LESS THAT PORTION DEEDED TO THE STATE OF FLORIDA AND MORE FULLY DESCRIBED IN THAT CERTAIN DEED RECORDED IN OFFICIAL RECORDS BOOK 7702, PAGE 994, AND DEED BOOK 571, PAGE 152, BOTH OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA;

AND

LOTS 8 AND 9, BLOCK 3, OF "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

AND

THAT PORTION OF THE SOUTH ONE-HALF (S 1/2) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SECTION 31, TOWNSHIP 47 SOUTH, RANGE 43 EAST, BROWARD COUNTY, FLORIDA, LYING WEST OF U.S. #1, SOUTH OF NORTHEAST 4TH STREET, NORTH OF NORTHEAST 2ND STREET AND EAST OF "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; LESS THE SOUTH 195.0 FEET THEREOF, LESS ALSO THE NORTH 15 FEET THEREOF; AND LESS ALSO THAT PORTION THEREOF, CONVEYED TO THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AS DESCRIBED IN INSTRUMENT RECORDED IN OFFICIAL RECORD BOOK 7693, PAGES 22 AND 23; AND LESS ALSO THAT PORTION THEREOF CONVEYED TO THE CITY OF DEERFIELD BEACH AS DESCRIBED IN INSTRUMENT RECORDED IN OFFICIAL RECORD 8364, PAGE 799, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

AND

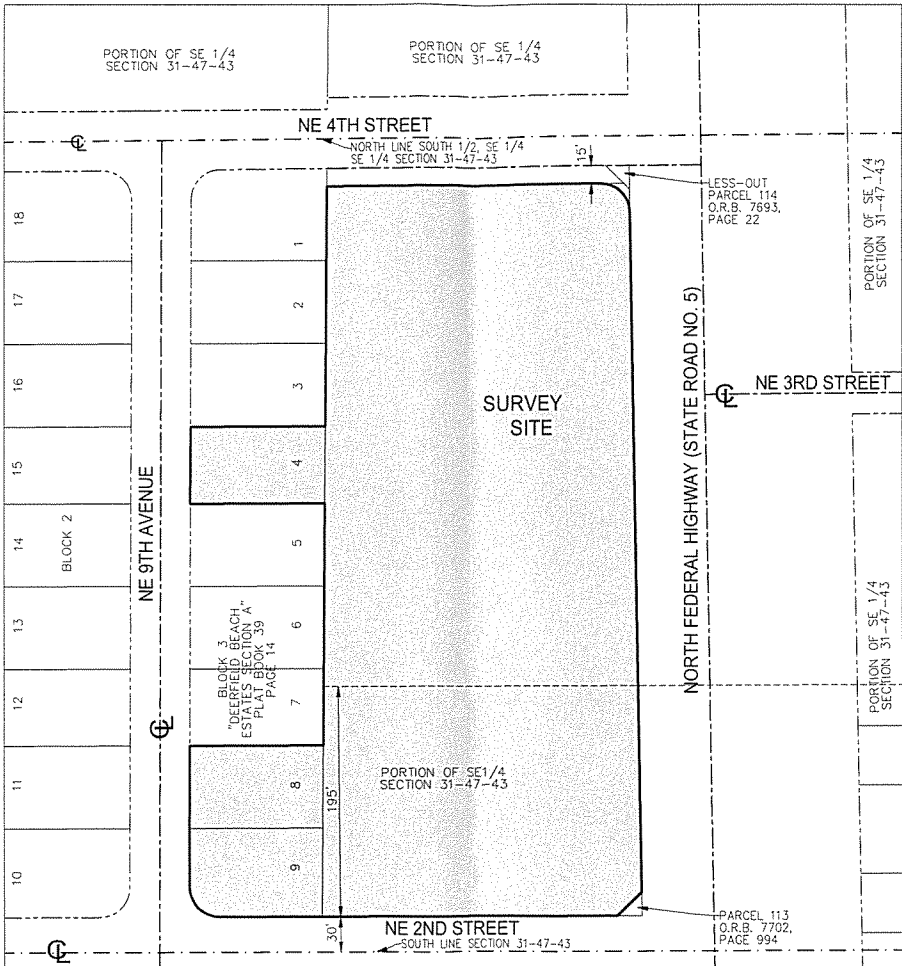
LOT 4, BLOCK 3, "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

SURVEYOR'S DESCRIPTION:

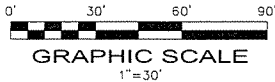
LOTS 4, 8, AND 9, BLOCK 3, OF "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, AND A PORTION OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 47 SOUTH, RANGE 43 EAST, BROWARD COUNTY, FLORIDA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 8; THENCE NORTH 89°48'49" EAST ON THE NORTH LINE OF SAID LOT 8 FOR 113.33 FEET TO THE NORTHEAST CORNER SAID LOT 8; THENCE NORTH 00°23'22" EAST ON THE EAST LINE OF SAID BLOCK 3 FOR 205.01 FEET TO THE SOUTHEAST CORNER OF SAID LOT 4; THENCE SOUTH 89°48'49" WEST ALONG THE SOUTH LINE OF SAID LOT 4 FOR 114.01 FEET TO THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTH 00°11'59" EAST ALONG THE WEST LINE OF SAID LOT 4 FOR 65.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 4; THENCE NORTH 89°48'49" EAST ALONG THE NORTH LINE OF SAID LOT 4 FOR 114.23 FEET TO THE NORTHEAST CORNER OF SAID LOT 4; THENCE NORTH 00°23'22" EAST ALONG SAID EAST LINE 202.72 FEET TO A POINT ON A LINE LYING 40.00 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31; THENCE NORTH 89°27'49" EAST ON SAID PARALLEL LINE 231.05 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY; THENCE SOUTHEASTERLY ON THE ARC OF SAID CURVE TO THE RIGHT, BEING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF RIGHT-OF-WAY PARCEL B, AS RECORDED IN OFFICIAL RECORDS BOOK 8364, PAGE 799 OF SAID PUBLIC RECORDS, HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 89°37'05", FOR 39.10 FEET TO A POINT OF TANGENCY ON THE WEST RIGHT-OF-WAY LINE OF NORTH FEDERAL HIGHWAY (STATE ROAD NO. 5)/U.S. HIGHWAY NO. 1); SAID LINE LYING 60.50 FEET WEST OF AND PARALLEL TO THE CENTERLINE OF CONSTRUCTION OF NORTH FEDERAL HIGHWAY (STATE ROAD NO. 5)/U.S. HIGHWAY NO. 1) AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, SECTION 86020-2526, SHEET 18 OF 20; THENCE SOUTH 00°55'06" EAST ON SAID WEST RIGHT-OF-WAY LINE 574.23 FEET; THENCE SOUTH 44°26'52" WEST ON THE NORTHWESTERLY LINE OF RIGHT-OF-WAY PARCEL 113, AS RECORDED IN OFFICIAL RECORDS BOOK 7702, PAGE 994, OF SAID PUBLIC RECORDS, 28.47 FEET TO A POINT ON A LINE LYING 30.00 FEET NORTH AND PARALLEL TO THE SOUTH LINE OF SAID SOUTHEAST 1/4 OF SECTION 31; THENCE SOUTH 89°48'49" WEST ON SAID PARALLEL LINE 337.42 FEET TO THE MOST SOUTHERLY SOUTHWEST CORNER OF SAID LOT 9 BEING A POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE NORTHEASTERLY; THENCE NORTHWESTERLY ON THE ARC OF SAID CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 90°23'10", FOR 39.44 FEET TO THE MOST WESTERLY SOUTHWEST CORNER OF SAID LOT 9, AND A POINT OF TANGENCY; THENCE NORTH 00°11'59" EAST ON THE WEST LINE OF SAID LOTS 9 AND 8 FOR 119.83 FEET TO THE POINT OF BEGINNING.

SAID LANDS LYING AND BEING IN THE CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA, AND CONTAINING 185,968 SQUARE FEET (4.2692 ACRES), MORE OR LESS



VICINITY MAP  
NOT TO SCALE



CERTIFICATION:

TO CRD FEDERAL LLC, CENTRUM REALTY AND DEVELOPMENT, LLC; OLD REPUBLIC 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 2022 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 8, 9, & 11 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 12/2/22.

DATE OF PLAT OR MAP: 2/14/24

Digitally signed by John F. Pulice, PSM

Date: 2024.06.25 13:36:24 -04'00'

☐ JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691  
☐ VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274  
☐ DONNA C. WEST, PROFESSIONAL SURVEYOR AND MAPPER LS4290  
STATE OF FLORIDA

NOTES:

- THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ELECTRONIC SIGNATURE AND ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
- ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. BROWARD COUNTY BENCHMARK NO. 1107; ELEVATION: 8.478 FEET.
- FLOOD ZONE: X; BASE FLOOD ELEVATION: NONE; COMMUNITY: 125101; PANEL:12011C0179H; MAP DATE: 08/18/14.
- THIS SITE LIES IN SECTION 31, TOWNSHIP 47 SOUTH, RANGE 41 EAST, BROWARD COUNTY, FLORIDA.
- BEARINGS ARE BASED ON AN ASSUMED MERIDIAN, WITH THE EAST LINE OF BLOCK 3, "DEERFIELD BEACH ESTATES SECTION A", PLAT BOOK 39, PAGE 14 BEING N00°23'22"E.
- REASONABLE EFFORTS WERE MADE REGARDING THE EXISTENCE AND THE LOCATION OF UNDERGROUND UTILITIES. THIS FIRM, HOWEVER, DOES NOT ACCEPT RESPONSIBILITY FOR THIS INFORMATION, BEFORE EXCAVATION OR CONSTRUCTION CONTACT THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION.
- THE HORIZONTAL POSITIONAL ACCURACY OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'. THE VERTICAL ACCURACY OF ELEVATIONS OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'.
- THIS SITE CONTAINS A TOTAL OF 103 CLEARLY DELINEATED PARKING SPACES (102 REGULAR AND 1 DISABLED).
- THIS SURVEY WAS PREPARED WITH BENEFIT OF COMMITMENT FOR TITLE INSURANCE. COMMITMENT NUMBER: CCH12002327NT, PREPARED BY CHICAGO TITLE INSURANCE COMPANY; COMMITMENT DATE: 8/31/20. THE FOLLOWING ITEMS ARE SCHEDULE B PART II EXCEPTIONS LISTED IN SAID COMMITMENT:  
ITEMS 1, 2, 3, 4 & 5: STANDARD EXCEPTIONS NOT ADDRESSED.  
ITEM 6: ALL MATTERS IN PLAT BOOK 39, PAGE 14 APPLY TO THIS SITE AS DEPICTED HEREON.  
ITEM 7: EASEMENT RESERVATIONS AND RESTRICTIONS IN O.R.B. 582, PAGE 133 APPLY TO THIS SITE BUT CANNOT BE PLOTTED.  
ITEM 8: AGREEMENT IN O.R.B. 2721, PAGE 627 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
- PAVEMENT AND SIDEWALK CONDITION: 1-GOOD, 2-FAIR OR ROUGH/NEEDS REPAIR OR CLEANING, 3-POOR, RATED BY SITE PHOTOGRAPHS ONLY.
- THE SURVEYOR'S DESCRIPTION WAS CREATED FOR PLATTING PURPOSES AS REQUIRED BY BROWARD COUNTY, FLORIDA.
- THE PROPERTY DESCRIBED IN THE ABOVEMENTIONED TITLE COMMITMENT LIES WHOLLY WITHIN THE PROPERTY DESCRIBED HEREON.
- FOR PLANNING PURPOSES THE NET AREA OF THIS SITE IS 185,968 SQUARE FEET (4.2692 ACRES) AND THE GROSS AREA INCLUDING TO CENTERLINE OF ADJACENT RIGHTS-OF-WAY IS 255,865 SQUARE FEET (5.8739 ACRES).

SHEET 1 OF 2

|     |                                         |           |
|-----|-----------------------------------------|-----------|
| 7   | #70736 UPDATE SURVEY 12/2/22            | J.S.      |
| 6   | REVIEW SURVEY DESK & NEW TITLE-07/10/20 | M.W.      |
| 5   | ADD LOT 4                               | L.S.      |
| 4   | ADD LAND USE PARCELS & AREA             | L.S.      |
| 3   | #66726 AMEND SURVEY 1/21/20             | M.D.      |
| 2   | REVIEW TITLE COMMITMENT                 | L.S.      |
| 1   | #66236-63491 ORIGINAL SURVEY 7/22/19    | L.S./B.E. |
| NO. | REVISIONS                               | BY        |

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 AND 2

**CENTRUM DEERFIELD BEACH SITE**  
201, 221, 231 & 299 NORTH FEDERAL HIGHWAY  
DEERFIELD BEACH, FLORIDA 33441  
(CITY OF DEERFIELD BEACH, BROWARD COUNTY)

BOUNDARY AND TOPOGRAPHIC SURVEY  
ALTA/NSPS LAND TITLE SURVEY



PULICE LAND SURVEYORS, INC.

5381 NOB HILL ROAD  
SUNRISE, FLORIDA 33351  
TELEPHONE: (954) 572-1777  
FAX: (954) 572-1778

E-MAIL: surveys@pulicelandsurveyors.com  
WEBSITE: www.pulicelandsurveyors.com  
CERTIFICATE OF AUTHORIZATION LB3870

DRAWN BY: L.S.

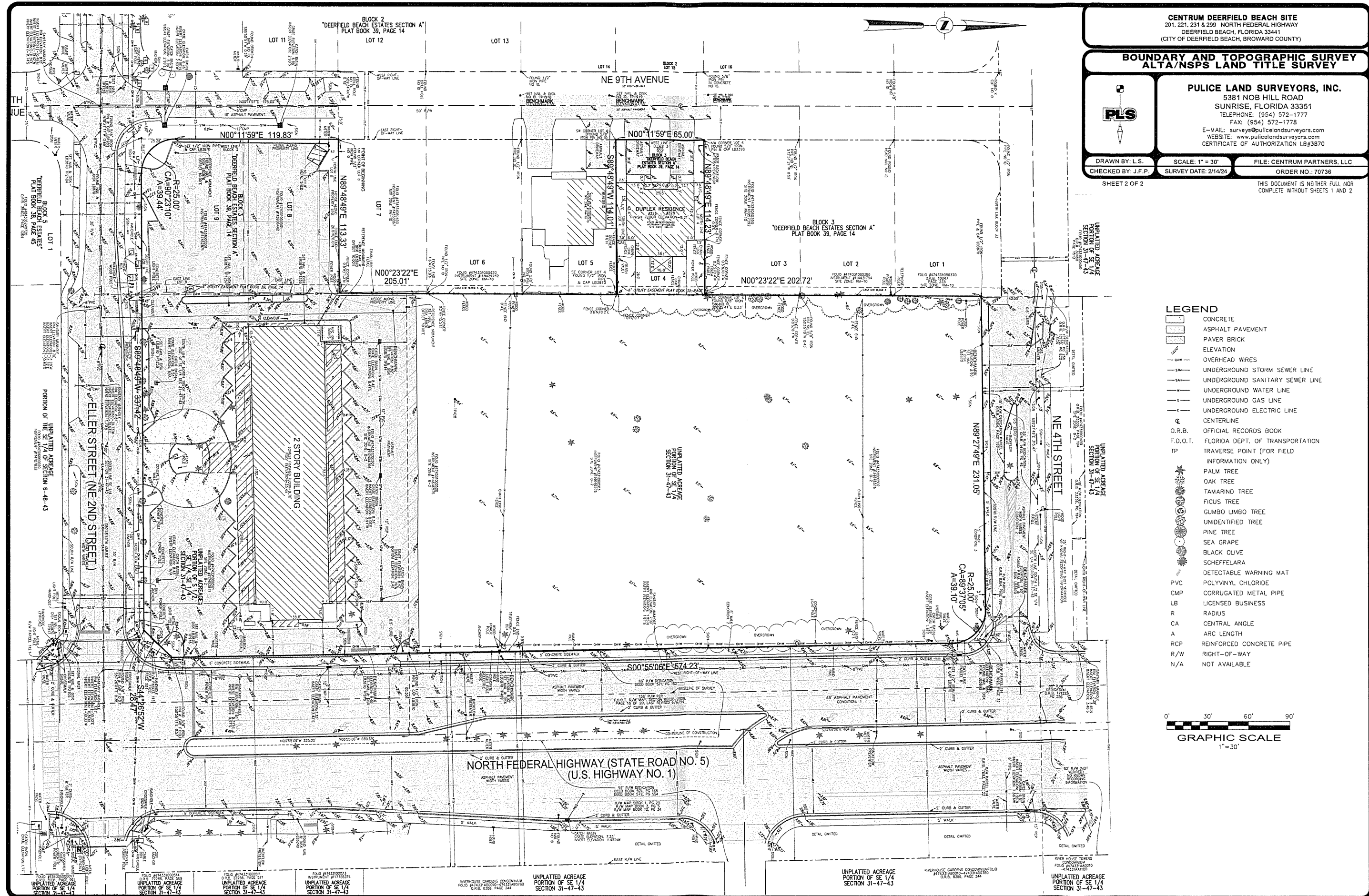
SCALE: 1" = 30'

FILE: CENTRUM PARTNERS, LLC

CHECKED BY: J.F.P.

SURVEY DATE: 2/14/24

ORDER NO.: 70736



**CENTRUM DEERFIELD BEACH SITE**  
201, 221, 231 & 239, NORTH FEDERAL HIGHWAY  
DEERFIELD BEACH, FLORIDA 33441  
(CITY OF DEERFIELD BEACH, BROWARD COUNTY)

**BOUNDARY AND TOPOGRAPHIC SURVEY  
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FAX: (954) 572-1778  
E-MAIL: surveys@pulicelandsurveyors.com  
WEBSITE: www.pulicelandsurveyors.com  
CERTIFICATE OF AUTHORIZATION LB#3870

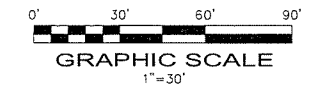
**DRAWN BY: L.S.**  
**CHECKED BY: J.F.P.**

**SCALE: 1" = 30'**  
**SURVEY DATE: 2/14/24**

**FILE: CENTRUM PARTNERS, LLC**  
**ORDER NO.: 70736**

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 AND 2

- LEGEND**
- CONCRETE
  - ASPHALT PAVEMENT
  - PAVER BRICK
  - ELEVATION
  - OVERHEAD WIRES
  - UNDERGROUND STORM SEWER LINE
  - UNDERGROUND SANITARY SEWER LINE
  - UNDERGROUND WATER LINE
  - UNDERGROUND GAS LINE
  - UNDERGROUND ELECTRIC LINE
  - CENTERLINE
  - O.R.B. OFFICIAL RECORDS BOOK
  - F.D.O.T. FLORIDA DEPT. OF TRANSPORTATION
  - TP TRAVERSE POINT (FOR FIELD INFORMATION ONLY)
  - PALM TREE
  - OAK TREE
  - TAMARIND TREE
  - FICUS TREE
  - GUMBO LIMBO TREE
  - UNIDENTIFIED TREE
  - PINE TREE
  - SEA GRAPE
  - BLACK OLIVE
  - SCHEFFELARA
  - DETECTABLE WARNING MAT
  - POLYVINYL CHLORIDE
  - CORRUGATED METAL PIPE
  - LICENSED BUSINESS
  - RADIUS
  - CA CENTRAL ANGLE
  - A ARC LENGTH
  - RCP REINFORCED CONCRETE PIPE
  - R/W RIGHT-OF-WAY
  - N/A NOT AVAILABLE





**PLANNED DEVELOPMENT  
DISTRICT  
DESIGN GUIDELINES**

August 2024

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# LIST OF EXHIBITS

|           |                                                  |
|-----------|--------------------------------------------------|
| EXHIBIT A | Survey                                           |
| EXHIBIT B | Existing Zoning Map                              |
| EXHIBIT C | Proposed Zoning Map                              |
| EXHIBIT D | Conceptual Master Plan                           |
| EXHIBIT E | Approved FPL Facilities Plan                     |
| EXHIBIT F | City Cross-section for Eller Street Improvements |
| EXHIBIT G | PDD Improvements - Eller Street                  |
| EXHIBIT H | Dog Park Detail                                  |

## SECTION 1

# Introduction

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### A. Property Description

The property that is the subject of this rezoning is comprised of 4.27+/- acres located at the northwest corner of Federal Highway and NE 2<sup>nd</sup> Street (also known as Eller Street) in the City of Deerfield Beach (“City”). A survey of the property is provided in **Exhibit A**. The majority of the property is vacant and the remainder is developed with an aging office building and a duplex.

### B. Project Description

The Applicant is requesting a rezoning from B-2 and RM-10 to Planned Development District (PDD) in order to redevelop the property with a 237-unit multi-family residential development. See existing and proposed zoning maps, **Exhibit B** and **Exhibit C**, respectively.

The property is developed with an existing office building at the corner of Federal Highway and a duplex on NE 9<sup>th</sup> Avenue. Both of these structures will be demolished and replaced with an apartment building and attached parking garage. The primary access to the property is from one (1) driveway on Federal Highway that leads directly to the gated parking garage. A secondary access to the property is provided on NE 2<sup>nd</sup> Street for deliveries, ride share vehicles and the leasing office. The Conceptual Master Plan is provided as **Exhibit D**.

Amenities in the development include but are not limited to a pool, exercise gym, cooperative working space, yoga studio and dog park. The development will provide for underground utility lines on the east and west sides of the building that will harden the utility grid in this area. The design also includes public plazas that anchor the southeast and southwest corners of the development. These plazas are linked by a public sidewalk and an expanded landscape buffer to enhance the pedestrian experience. A pedestrian plaza is also provided on the northeast corner of the property. The pedestrian improvements are consistent with the City’s preferred design for Eller Street and Pioneer Grove. The Applicant will also survey and prepare engineering plans needed for the City to implement the Eller Street cross-section from NE 9<sup>th</sup> Avenue to NE 6<sup>th</sup> Avenue. As part of the development plan the Applicant will also construct pedestrian improvements on the north side of Eller Street from NE 9<sup>th</sup> Avenue to NE 6<sup>th</sup> Avenue and on the south side of Eller Street between Federal Highway and NE 9<sup>th</sup> Avenue. The details of these commitments and others are discussed in subsequent sections of the PDD and will be outlined in a Developers Agreement between the City and the Applicant.

### C. Purpose and Intent

The purpose of the PDD zoning district as stated in Sec. 98-68 of the City's Land Development Code ("LDC") is as follows:

*The purpose of the planned development district ("PDD") is to enable quality development for properties that due to the size or characteristics of the property, other implements of zoning regulation provided in the Land Development Code would result in under-utilized or under-developed property. The sites must demonstrate that they have unique property considerations, and that rezoning of property to the PDD district would provide a public benefit that would not otherwise be permitted if all regulations governing the land use and development of the site had to be met. The PDD district is intended to provide the flexibility to enable innovative design, while requiring a design that ensures that the development is compatible with surrounding existing development and public infrastructure.*

If the property were to remain in its current state with an office building, duplex and vacant land, the property would be under-utilized and under-developed considering its location near the northern gateway to the City and the high land values along the Federal Highway corridor. The property currently has two zoning districts: B-2 and RM-10 which create obstacles to developing a unified residential development plan for the property. These two zoning districts have different setback, open space, height and lot coverage requirements that would need to be applied on the respective zoning parcels and would not allow for a cohesive development. These different standards would reduce the developable area on the property and result in a disjointed development and under-utilized property.

The property is one of the first few parcels that visitors see as they enter the City from the Federal Highway northern gateway. To the north, the City of Boca Raton is undergoing significant redevelopment along the Federal Highway corridor and in its downtown. The City of Deerfield Beach has an opportunity to provide housing options that are competitive with the Boca Raton residential market and this property is an obvious location. The existing B-2 and RM-10 zoning districts would not allow the density that is needed to support the investment in enhanced architectural design, the full complement of amenities that are provided in upscale urban apartment development, and the investment in public improvements proposed in this development. The PDD will provide for a residential development that has an iconic design and is competitive with the housing opportunities in Boca Raton.

The site plan provides several measures to ensure that the proposed development is compatible with the adjacent duplex lots west of the development. A precast concrete wall will separate the rear yards of these adjacent duplex lots from the proposed development. The aesthetics of these rear lots will be enhanced by the substantial investment that the Applicant will make to bury the FPL facilities on



the west side of the proposed building. The west elevation of the building is enhanced with architectural details that provide an interesting façade facing the neighbors to the west and not a blank wall. The west elevation of the building is further enhanced with green walls to soften the façade. The landscape buffer on the west side of the building includes staggered heights of native Cabbage Palms, along with flowering trees and native canopy trees interspersed with the palms to enhance the view of the building from the adjacent rear yards. The trees in this buffer are larger than the ones that could be installed if the overhead utility poles remained on the property. In addition, hedges are included on the west side of the wall in order to soften the appearance of the wall from the adjacent residential lots.

The proposed PDD incorporates a number of public benefits described below that would not be feasible and would not be required by Code if development on the property were restricted to the existing B-2 and RM-10 zoning districts.

Underground Utilities: The existing B-2 and RM-10 zoning districts do not require that utilities be placed underground. In conjunction with the PDD zoning, the FPL lines along Federal Highway and the western side of the building will be buried. This improvement will harden the electric grid for the proposed development, the adjacent residents and the area as a whole. Burying the lines will enhance the esthetics of the property along Federal Highway and will also enhance the rear yards of the adjacent residential lots to the west. The landscape buffer between the building and the adjacent residential lots is enhanced with larger trees and palms that would not be allowed if the utilities remained above ground. The proposed plans approved by FPL are provided in **Exhibit E**.

Enhanced Pedestrian and Eller Street Improvements: The City has invested in a number of planning activities that will help to enhance and promote redevelopment in the area known as Pioneer Grove. Eller Street is one of the main east/west roadways in Pioneer Grove. This property is not located in the Pioneer Grove district and would not be required to comply with any design guidelines or provide improvements consistent with the Pioneer Grove guidelines if it were developed under the current B-2 and RM-10 zoning districts. The City provided a desired cross-section for the reconstruction of Eller Street that includes a two-lane cross-section, on-street parking and pedestrian improvements. This cross-section is depicted in **Exhibit F**.

The proposed PDD site plan provides for upgraded pedestrian amenities in the public realm along the north side of Eller Street adjacent to the property. These pedestrian improvements are depicted in **Exhibit G**. Two plazas, on either end of the development, are designed with decorative pavers, lush landscaping and benches to create an attractive gathering place for residents and pedestrians. The Applicant will record a public pedestrian easement over any portion of the plazas that falls on private property. A sidewalk in the public right of way connects these two plazas. An expanded landscape buffer is also included between the sidewalk and building to enhance the pedestrian experience. The Applicant will

also construct an 8' wide sidewalk on the south side of Eller Street between Federal Highway and NE 9<sup>th</sup> Avenue.

The Applicant will assist the City to implement improvements to Eller Street from NE 9<sup>th</sup> Avenue to NE 6<sup>th</sup> Avenue by surveying the existing right-of-way. This survey will provide the City with the information needed to determine if any right-of-way needs to be acquired to reconstruct Eller Street according to the cross-section in **Exhibit F**. The Applicant will also provide the City with engineering plans needed for the City to construct the desired improvements from NE 9<sup>th</sup> Avenue to NE 6<sup>th</sup> Avenue. Finally, the Applicant will construct a sidewalk on the north side of Eller Street from NE 9<sup>th</sup> Avenue to NE 6<sup>th</sup> Avenue to the extent feasible without relocating utilities or acquiring right-of-way.

On Street Parking: The site plan provides for on street parking spaces on the north side of Eller Street that are not required by Code. This on street parking is consistent with the City's suggested roadway design for Eller Street and along with landscape medians provide for a safer pedestrian environment. These improvements are depicted in **Exhibit G**.

Sustainable Development Elements: The development will be designed to incorporate sustainable development elements to minimize the impact on public infrastructure systems and improve environmental quality. Examples of these elements include the following.

- **Lockable bike racks/storage**
- **Electric vehicle "EV" charging station**
- **SEER 14 AC equipment or better**
- **Energy Star rated appliances**
- **Energy Star rated exhaust fans**
- **CO2 detectors in each unit**
- **Non-HCFC refrigerants**
- **Exterior lighting to be Energy Star rated or LED bulbs**
- **Exterior light fixtures to be dark sky compliant**
- **Interior light fixtures to be Energy Star rated or fitted with fluorescent bulbs with Energy Star label or LED bulbs**
- **Energy Star qualified ceiling fans**
- **Low-flow toilets, shower fixtures and faucets**
- **No unvented combustion appliances**
- **Low VOC paint, adhesives and sealants**
- **Green Label Plus flooring**
- **Drought tolerant as well as native plant material**
- **Roof framing at 24" O.C. or greater**
- **All drop soffits and fascia to be framed with light gage framing at greater than 16" O.C.**
- **Using post-consumer recycled content or post-industrial content where feasible**

Affordable Housing Contribution: The Applicant will pay \$138,500.00 to the City prior to the issuance of the first residential building permit that will be earmarked for the City's affordable housing programs.

Use Restriction: The Applicant has agreed to prohibit the use of the property as a residential treatment facility. This restriction will be placed on the property through a declaration of restrictive covenants recorded in the public records prior to the issuance of the first residential building permit for the development.

#### **D. Statement of Need**

(1) The development and redevelopment of properties is apparent.

If the property were to remain in its current state with an aging office building, duplex and vacant land, the property would continue to be an under-utilized and under-developed parcel near the northern gateway to the City. Significant redevelopment is occurring in the City of Boca Raton immediately to the north and this property represents a logical location to capitalize on those redevelopment activities.

The City has identified Pioneer Grove as a location for significant development and redevelopment. Although this property isn't in that specific planning area, it does anchor the eastern end of Eller Street. The proposed development will provide for additional residents in walking distance of Pioneer Grove to support local businesses in the area.

As the City nears buildout but continues to face the pressures of continued population growth, it must find ways to accommodate residential development at higher densities in a responsible manner. There is limited vacant land in the City to accommodate the needed dwelling units and provide for a variety of dwelling unit types in the City. This rezoning will provide for a high-quality compact urban design at a primary gateway to the City and at a gateway to the Pioneer Grove area. The rezoning will also provide for a development with a range of unit sizes and urban elements such as structured parking, exceptional amenities, access to transit, and pedestrian connectivity to surrounding uses. This development will provide an attractive alternative to the residential units being constructed north of the City.

(2) The development and redevelopment of properties shall enhance the economic development strategies of the City of Deerfield Beach.

The Citywide Economic Development Strategy documents that many higher paid professionals working in the City choose to live outside the City. This may be due to the fact that the City has a relatively older housing supply and limited choices. The proposed PDD will support the City's economic development strategies by providing for a new residential complex with distinctive architectural design and on-site amenities in an area where this type of housing does not currently exist. This housing opportunity will be attractive to young higher paid

professionals who work but don't live in the City. The proposed amenities in the development and a location with easy access to the regional roadway and transit network will also provide a new and attractive housing opportunity for new employees in the City.

The Citywide Economic Development Strategy acknowledges the planning efforts related to Pioneer Grove as being "potentially transformative major development opportunities." This PDD is not located in the Pioneer Grove planning area but it is within walking distance and adjacent to Eller Street which is one of its main corridors. The PDD will improve the area's housing supply and diversity which will support the Pioneer Grove Plan and the Citywide Economic Development Strategy. The new residential units will help to provide a critical mass to support the existing and proposed businesses in Pioneer Grove.

The Citywide Economic Development Strategy emphasizes creating livable neighborhoods. The PDD meets the following typical elements of a livable neighborhood including:

- Compact
- Sustainable
- Accessible
- Diverse
- Healthy and Green

(3) The development of properties with unique property characteristics, natural or man-made, that impede the development of these properties under the strict application of the regulations of the Land Development Code.

The property currently has two (2) different zoning designations: B-2 and RM-10. These two zoning districts have different setback, open space, height and lot coverage requirements that would need to be applied on the respective zoning parcels and would not allow for a cohesive development. These different standards would reduce the developable area on the property and result in a disjointed development and under-utilized property. This PDD will create a unified development for the property and provide additional residential units needed to accommodate the City's future population growth. As the City nears buildout but continues to face the pressures of continued population growth, it must find ways to accommodate residential development at higher densities in a responsible manner. There is limited vacant land in the City to accommodate the needed dwelling units and provide for a variety of dwelling unit types in the City. The conventional zoning districts that are available in the Land Development Code do not allow sufficient density for a financially viable and high-quality development. This rezoning will provide for a high-quality, compact urban

design at a primary gateway to the City and at a gateway to the Pioneer Grove area. The rezoning will also provide for a development with a range of unit sizes and urban elements such as structured parking, exceptional amenities, access to transit, and pedestrian connectivity to surrounding uses.

#### **E. Development Agreement**

Section 98-68(c) of the City Land Development Code requires a development agreement, including a statement of need, to be considered by the city commission in conjunction with the rezoning application demonstrating that the development plan has provided for or complied with the following:

- (1) A higher level of connectivity via vehicular, pedestrian, and bicycle access to surrounding land uses, areas of public activity, mass transit, and the city as a whole.
- (2) Opportunities either regionally or on-site to provide for affordable or senior designated housing.
- (3) Energy efficient and green building design including, but not limited to, use of reclaimed water, solar energy systems, use of green roofs and green walls, and other measures that will relieve pressure on public and private utility systems, and reduce pollution and urban heat islands.
- (4) A high quality of design and materials that is integrated throughout the site and will be complimentary to and enhance the surrounding neighborhood and the city as a whole.
- (5) The preservation and enhancement of desirable site characteristics, natural or manmade, including, but not limited to, vegetation, geological features, and historical features.
- (6) More useable and suitably located public open space and amenities.

The Applicant will enter into a Development Agreement that outlines the Applicant's commitments that support the purpose of the PDD zoning district and create a high quality development that will enhance the surrounding neighborhood and the City as a whole. In addition, this Development Agreement will specify that all current and future owners agree to be jointly regulated and bound by the PDD regulations, as adopted by the City Commission.

## SECTION 2

# Property Development Requirements

### A. DEVELOPMENT REQUIREMENTS

The PDD zoning district does not provide for set dimensional regulations such as minimum lot size, height, setbacks, percentage of lot coverage, floor area ratio or lot width. The Property Development Requirements in the table below provide the development regulations that apply to the property. These development requirements are also part of the development agreement.

| Property Development Requirements |                               |             |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------|-------------------------------|-------------|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                   | Required<br>(Existing Zoning) |             | Provided<br>(PDD)                            | Justification                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                   | B-2                           | RM-10       |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Lot Area, Minimum</b>          | 10,000 sf                     | 7,000 sf    | 185,968 sf                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Lot Width, Minimum</b>         | 100'                          | 100'        | 574'                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Density, Maximum</b>           | N/A                           | 10<br>DU/AC | 40.37<br>DU/AC<br>(237du/5.87<br>gross acres | The proposed density is needed to provide for the significant improvements proposed in this development given the location at the northern gateway to the city and the land values on the Federal Highway corridor. This density is consistent with the adopted land use plan designation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Building Height, Maximum</b>   | 75'                           | 35'         | 55' to the<br>roof deck                      | The current allowable height on the B-2 portion of the property is 75'. The area of the property zone B-2 is adjacent to the rear yards of the adjacent residential lots. The proposed height is 20' less than the current allowable height on the majority of the property. That portion of the property zoned RM-10 is located adjacent to the southern lot line of one adjacent residential lot. The lot adjacent to NE 9 <sup>th</sup> Avenue is also zoning RM-10. No buildings are proposed on that portion of the property currently zoned RM-10. The site plan provides several measures to ensure that the height of the building is compatible with the adjacent duplex lots west of the building. A precast concrete wall will separate the rear yards of these adjacent duplex lots from the proposed development. The aesthetics of these rear lots will be enhanced by the substantial investment that the Applicant will make to bury the FPL facilities on the west side of the proposed building. The design of west elevation of the building is enhanced with architectural details |

|                                                       |            |              |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------|------------|--------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                       |            |              |            | that provide an interesting façade for the neighbors to the west and not a blank wall. The west elevation of the building is further enhanced with green walls to soften the façade. The landscape buffer on the west side of the building includes staggered heights of native Cabbage Palms, along with flowering trees and native canopy trees interspersed with the palms to enhance the view of the building from the adjacent rear yards. These trees are larger than those that would be allowed if the utility lines remained above ground. In addition, hedges are included on the west side of the wall in order to soften the appearance of the wall from the adjacent residential lots.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Setbacks, Minimum</b>                              | <b>B-2</b> | <b>RM-10</b> | <b>PDD</b> | <p>The Applicant is requesting a modification to building setbacks in order to develop the proposed 237-unit complex in a manner that provides for a high-quality living experience with compact urban design including structured parking and a focus on access to mass transit. This development provides residents with an opportunity to live in a walkable area of the city and be less dependent on a personal vehicle for transportation to work, shopping and recreation. For this reason, the building is placed as close to Federal Highway as possible to provide for easy access to mass transit. The building orientation also provides expanded setbacks along NE 4<sup>th</sup> Street and particularly NE 2<sup>nd</sup> Street to create pleasant and safe pedestrian ways for the gateway to Pioneer Grove.</p> <p>The rear setback on the west is reduced to provide a compact urban design but with enhanced landscaping and aesthetics adjacent to the rear of the building. The building design provides four-sided architectural design so that the building is aesthetically pleasing from all sides. The west elevation is enhanced with green walls to soften the façade. The landscape buffer on the west side of the building includes staggered heights of native Cabbage Palms, along with flowering trees and native canopy trees interspersed with the palms to enhance the view of the building from the adjacent rear yards. These trees are larger than those that would be allowed if the utility lines remained</p> |
| Front (Federal Hwy/NE 2 <sup>nd</sup> Ave)            | 50'        | 25'          | 10'        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Corner (NE 2 <sup>nd</sup> St/NE 9 <sup>th</sup> Ave) | 25'        | 15'          | 37'/N/A    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Corner (NE 4 <sup>th</sup> St)                        | 25'        | 15'          | 22.8'      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Rear (west/north)                                     | 15'        | 15'          | 13'/NA     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Side (B-2 Property)                                   | 10'        | 10'          | N/A        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

|                                                  |     |          |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------|-----|----------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                  |     |          |          | above ground. In addition, hedges are included on the west side of the wall in order soften the appearance of the wall from the adjacent residential lots.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Lot Coverage %, Maximum</b>                   | 35% | 40%      | 54%      | The maximum lot coverage is necessary to provide for a development with a range of unit sizes and urban elements such as structured parking, exceptional amenities, access to transit, and pedestrian connectivity to surrounding uses. The development is also making a substantial investment in community improvements such as underground utilities, community open spaces and enhanced pedestrian improvements. The proposed maximum lot coverage is necessary to provide for an economically viable development with a distinctive architectural design at an important gateway to the City. The development will convert an under-utilized property into a quality residential development that will enhance the City's image. |
| <b>Minimum Floor Area for Multi-Family Units</b> |     |          |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1 BR                                             | N/A | 700 sf   | 700 sf   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2 BR                                             | N/A | 900 sf   | 960 sf   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3BR                                              | N/A | 1,050 sf | 1,280 sf |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Minimum Landscaped Area</b>                   | 20% | 35%      | 24%      | The proposed development provides for a variety of public and private landscaped and open space areas on the property. The building contains recreation areas that provide for a pool, gym, dog park and private gathering spaces. Public spaces are also provided on the property along NE 2 <sup>nd</sup> Street that are joined by an enhanced pedestrian amenity. Parallel parking spaces, lush landscaping and seating areas are also provided along NE 2 <sup>nd</sup> Street to enhance pedestrian safety. A pedestrian plaza is also provided at the northeast corner of the property.                                                                                                                                        |
| <b>Number of Intermediate Landscape Islands</b>  | 2   | 2        | 0        | The site design does not meet the letter of staff's request. However, there are no more than 10 consecutive parking spaces in a row in the parking court. Each row of parking has a terminal island. In addition, a public plaza is provided in the southwest corner of the property as an amenity for the residents and the community.                                                                                                                                                                                                                                                                                                                                                                                               |



|                                                                           |                                                                      |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------|----------------------------------------------------------------------|-----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                           |                                                                      |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Parking Space Dimensions                                                  | Required                                                             | Provided                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Standard                                                                  | 10’x20’                                                              | 9’x18’                                                                | The site plan provides the required number of parking spaces to meet Code, including two (2) parallel on-street parking spaces on Eller Street. All compact spaces were used in the garage because 9’x18’ stalls meet industry standards for standard parking stall size and are appropriate especially in areas that do not experience a high turnover of vehicles such as a multi-family residential building. In order to minimize the mass of the parking garage and provide a compact building design, 9’x18’ parking spaces are proposed. |
| ADA                                                                       | 12’x18                                                               | 12x18’                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                           |                                                                      |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Parking Requirements                                                      | Multi-Family                                                         |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                           | Required                                                             | Provided                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1 BR                                                                      | 1.5 spaces/du                                                        | 1.5 spaces/du                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2 BR                                                                      | 2.0 spaces/du                                                        | 2.0 spaces/du                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 3BR                                                                       | 2.5 spaces/du                                                        | 2.5 spaces/du                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                           |                                                                      |                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Sign Code                                                                 | Required                                                             | Provided                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Building Signs<br>Maximum S.F.<br><br>Light Source                        | Sec. 102-8(b)(1)a<br>100 S.F.<br><br>Internal/Indirect/<br>Spotlight | 2 signs<br>each 100<br>sf.<br><br>Internal/In<br>direct/<br>Spotlight | The proposed development is located adjacent to three street frontages and is designed with four-sided architecture. The proposed wall signage is located at the top of an iconic 5-story building. The additional signage is needed for the scale of the building in light of the location along Federal Highway.                                                                                                                                                                                                                              |
| Monument Sign<br>Height<br>Max Size of Structure<br>Max Size of Sign Face | Sec. 102-9 (2)<br>10’<br>80 S.F.<br>40 S.F.                          | 2 signs<br>10’<br>80 S.F.<br>40 S.F.                                  | The proposed lighted monument signs are needed to provide street level signage at the visitor entrance and at the northern property corner.                                                                                                                                                                                                                                                                                                                                                                                                     |

## **B. LANDSCAPE REQUIREMENTS**

The landscape plan created for this property contributes greatly to the overall character and esthetics of the development. The plan meets all of the requirements of Section 98-80, Land Development Code except for the required large canopy trees and palms along Federal Highway and NE 2<sup>nd</sup> Street. The landscape plan does not meet the tree and palm requirements along Federal Highway due to the FP&L easement that must be maintained to underground the utility lines and due to placement of the building close to the street, that creates an urban character. Along NE 2<sup>nd</sup> Street, there are overhead utility lines and FP&L Right Tree/Right Place guidelines limit the height of trees in proximity to the lines and larger trees and palms would not comply with these guidelines. The plan does provide the required quantity of trees, but they are smaller species along NE 2<sup>nd</sup> Street to conform to FP&L's guidelines. A summary of the landscape materials is provided below.

| <b>98.80.f: TREES AND SHRUBS; REQUIRED MINIMUM QTY.</b>                                                                                                                |  |  |  | <b>REQUIRED</b>                          | <b>PROVIDED</b>                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|------------------------------------------|-------------------------------------------|
| One (1) Tree for each interior and terminal parking island<br>3 Islands                                                                                                |  |  |  | 3 TREES                                  | 3 TREES                                   |
| One (1) Tree/40 l.f. of property periphery abutting residential<br>586.05.1 lf                                                                                         |  |  |  | 15 TREES                                 | 15 TREES                                  |
| One (1) Tree/3000 sq.ft. of NET parcel area<br>10 Shrubs/3000 sq.ft.<br>185,968 sf                                                                                     |  |  |  | 62 TREES<br>619 Shrubs                   | 121 TREES<br>619 SHRUBS                   |
| One (1) Tree/40 l.f. of R/O/W<br>1,369.51'<br>US 1: 574.23 lf                                                                                                          |  |  |  | 15 TREES                                 | 13 TREES<br>(subject to FPL<br>approval)  |
| Eller Street 337.41 lf                                                                                                                                                 |  |  |  | 9 TREES                                  | 9 TREES                                   |
| NE 4th Street 231.05 lf                                                                                                                                                |  |  |  | 6 TREES                                  | 6 TREES                                   |
| NE 9th Ave 119.83 lf                                                                                                                                                   |  |  |  | 3 TREES                                  | 3 TREES                                   |
| US 1, Eller Street and NE 4th Street are "Arbor Streets and<br>Require additional Large Canopy Trees and/or Speciment Palms<br>& a Continuous 24" Hegde                |  |  |  |                                          |                                           |
| Three (3) Palms or one (1) Palm that quifies as a tree/40 lf of building facade<br>that fronts public parking/vua 1.092 lf<br>10 shrubs/40 lf<br>30 ground cover/40 lf |  |  |  | 28 TREES<br>280 SHRUBS<br>840 GR. COVERS | 28 TREES<br>2536 SHRUBS<br>934 GR. COVERS |
| <b>TOTAL TREES</b>                                                                                                                                                     |  |  |  | 141 TREES                                | 198 TREES                                 |
| <b>TOTAL SHRUBS</b>                                                                                                                                                    |  |  |  | 899 SHRUBS<br>840 GR. COVERS             | 3949 SHRUBS<br>2612 GR. COVERS            |
| <b>98.80.i: VARIETY</b>                                                                                                                                                |  |  |  |                                          |                                           |
| Minimum Tree Species                                                                                                                                                   |  |  |  | 6                                        | 20                                        |
| Minimum Shrub Species                                                                                                                                                  |  |  |  | 6                                        | 21                                        |
| Minimum 10% Flowering Species (10'x 5', 2.5" cal.)                                                                                                                     |  |  |  | 2                                        | 3                                         |
| Maximum 40% Palm Species 12-14' grey wood; Sabal Palms at 8' clear trunk)                                                                                              |  |  |  | 8                                        | 7                                         |
| Minimum 40% Native Trees                                                                                                                                               |  |  |  | 80                                       | 121                                       |
| Minimum 50% Trees at 16' height                                                                                                                                        |  |  |  | 99                                       | 72                                        |
| <b>98.81 TREE PRESERVATION</b>                                                                                                                                         |  |  |  |                                          |                                           |
| See Mitigation Requirements on Sheet L-1.0                                                                                                                             |  |  |  |                                          |                                           |

## SECTION 3

# Evaluation Criteria

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The proposed rezoning and resulting development complies with the PDD evaluation criteria contained in Section 98-68(g) of the Land Development Code as documented below.

**A. Conform to the City's Comprehensive Plan policies and land use map designations.**

This PDD is consistent with the Irregular (48.6) Residential land use plan designation on the property. The PDD is also consistent with the following policies of the City's Comprehensive Plan:

**Policy FLU 1.1.9:** The City shall continue to provide for a variety of housing densities in the Future Land Use Plan.

**Explanation:** The proposed development will provide for residential dwelling units at a density of 48.6 dwelling units per acre in order to increase the housing density and housing types available to residents in the City in support of this policy.

**Policy FLU 2.3.3:** In accordance with the South Florida Regional Planning Council's *Strategic Regional Policy Plan*, the City shall encourage increased density within appropriate urban areas that are served by adequate and planned facilities and services, including public transportation, and that are proximate to regional activity or employment centers. The City shall ensure that impacts of increased density are fully mitigated by increased investment in facilities and services.

**Explanation:** The proposed development provides for additional residential density in an area where all public facilities are available and have sufficient capacity. The property is served by public transit bus routes and is in close proximity to the TriRail station on Hillsboro Boulevard. The proposed development requires a significant financial investment to create a superior architectural design and construct the proposed public improvements.

**GOAL FLU 8.0:** Promote and implement appropriate land uses and development patterns consistent with smart growth principles, (as defined by the Smart Growth Network and listed below), to maximize natural and socioeconomic resources, and to preserve and improve the health, safety and welfare of the City's residents and visitors.

Ten Principles of Smart Growth:

- Mix land uses.
- Take advantage of compact building design.

- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost effective.
- Encourage community and stakeholder collaboration in development decisions.

**Explanation:** The proposed development meets the majority of the principles of smart growth in this Goal. The development includes a compact building design that will provide residential development in a walkable neighborhood. The iconic design and the amenities provided will foster a distinctive community with a strong sense of place. The property is served by a variety of transportation options including public bus service and proximity to the Hillsboro Boulevard TriRail station.

**Policy HS 1.1.7:** The City shall encourage infill development on vacant or underused sites within residential areas.

**Explanation:** The majority of the property is vacant and the remainder is underutilized. The proposed development provides for additional residential density on an infill parcel that is served by existing public facilities with sufficient capacity.

**Policy HS 1.1.8:** The City shall consider redevelopment of underutilized non-residential land to incorporate housing and mixed uses.

**Explanation:** The majority of the property is vacant and the remainder is underutilized. The proposed development provides for additional residential density on an infill parcel that is served by existing public facilities with sufficient capacity.

**B. Provide a land use or combination of land uses that are arranged and designed in such a manner as to be well integrated with other land uses, the immediate surrounding area, the planned thoroughfare system, and other public facilities such as water and sewer systems, parks, schools, transit routes and utilities.**

The proposed development is designed to be well integrated with the other land uses and the surrounding area by providing a superior architectural design in the coastal style. The development also provides a pedestrian and open space amenity along the north side of Eller Street with open space nodes on either end with benches placed periodically along the Eller Street frontage. The open space node at Federal Highway and Eller Street creates an entrance to the Pioneer Grove area of the City. On street parking spaces are provided along the north side of the

Eller Street frontage to create more safety for pedestrians. The Applicant will also construct an 8' sidewalk on the south side of Eller Street between Federal Highway and NE 9<sup>th</sup> Avenue. The development is integrated with the transportation network with a main entrance to the development on Federal Highway to limit traffic on local streets and a secondary entrance on Eller Street. This secondary access provides a motor court for delivery and ride share vehicles as well as the entrance for the leasing office. The proposed development will be served by centralized water and sewer facilities, and municipal trash collection. The property is located in walking distance of the public recreation facilities provided in Pioneer Park and private recreation facilities will be provided in the development including pool and gym. The property is located in the school zones Deerfield Beach Elementary, Deerfield Beach Middle and Deerfield Beach High and all of these schools have capacity to accommodate students from the development. Three transit routes serve the property and a bus shelter easement is provided on the proposed plat for these transit routes. The Applicant will underground all utilities on the east and west sides of the property to enhance the appearance of the development and harden the utility service for the development and the community as a whole. The proposed development is integrated with all of these infrastructure services and facilities at no cost to the City.

C. **Adequately, reasonably and conveniently integrate into existing and planned streets, transit systems, public services, utilities and public facilities.**

The proposed development is integrated with the existing and planned streets with primary access to Federal Highway and secondary access on Eller Street. The connectivity of the development with Eller Street is further enhanced with pedestrian and roadway improvements on the property and in the public realm that are consistent with the City's preferred cross-section for Eller Street.

The property is served by three transit routes. Pedestrian improvements are provided so that there is a direct connection between the development and transit stops. The proposed plat for the property also provides for a transit shelter easement as requested by Broward County.

The development will be served by public utilities and public facilities that have adequate capacity and no expansion is needed to accommodate the additional demand created by this development.

D. **Promote development that is appropriate to and well integrated with its environmental setting and surrounding neighborhood, including existing vegetation, soils, geology, topography and drainage patterns.**

The Applicant has designed the development with special consideration given to the environmental setting and the surrounding neighborhood. The building design includes elements of the Coastal Community Special Architectural District to reinforce the City's environmental setting as a coastal community. The development provides strong physical connections to the surrounding

neighborhood through enhanced pedestrian connections to the adjacent properties and Pioneer Grove to the west. The site plan includes two public plazas on the southeast and southwest corners of the property. These public plazas are connected with a pedestrian amenity that has extensive landscaping and seating areas along Eller Street. A third public plaza is provided at the northeast corner of the property. The Applicant will also construct an 8' sidewalk on the south side of Eller Street between Federal Highway and NE 9<sup>th</sup> Avenue. In addition, the Applicant will reconstruct the sidewalk on the north side of Eller Street from NE 9<sup>th</sup> Avenue to NE 6<sup>th</sup> Avenue consistent with the City's preferred design for Eller Street to the extent feasible without obtaining additional right-of-way or relocating large utility poles.

Any vegetation and trees on the property that can be maintained or relocated on the property will be located on the tree disposition plan for the property. Soil will be added to the property to increase the elevation and conform to base flood elevations. The drainage plan for the development takes into consideration the existing drainage patterns in the area. The drainage plan is designed to contain all drainage runoff on the property so as to not have a negative impact on the neighboring properties.

E. **Adequately justify any deviations from standard development requirements based upon the overall quality of the plan provided, the need to address specific concerns outlined in the statement of need, and the need to address other conditions that may affect the viability of reasonably developing the property in a manner consistent with stated objectives of the City's Comprehensive Plan.**

**To allow modified building height**

The current allowable height on the B-2 portion of the property is 75'. The area of the property zone B-2 is adjacent to the rear yards of the adjacent residential lots. The proposed height is 20' less than the current allowable height on the majority of the property. That portion of the property zoned RM-10 is located adjacent to the southern lot line of one adjacent residential lot and the lot adjacent to NE 9<sup>th</sup> Avenue. No buildings are proposed on that portion of the property zoned RM-10. The site plan provides several measures to ensure that the height of the building is compatible with the adjacent duplex lots west of the building. A precast concrete wall will separate the rear yards of these adjacent duplex lots from the proposed development. The aesthetics of these rear lots will be enhanced by the substantial investment that the Applicant will make to bury the FPL facilities on the west side of the proposed building. The design of west elevation of the building is enhanced with architectural details that provide an interesting façade for the neighbors to the west and not a blank wall. The west elevation of the building is further enhanced with green walls to soften the façade. The landscape buffer on the west side of the building includes staggered heights of native Cabbage Palms, along with flowering trees and native canopy trees interspersed with the palms to enhance the view of the building from the adjacent

rear yards. These trees are larger than those that would be allowed if the utility lines remained above ground. In addition, hedges are included on the west side of the wall in order to soften the appearance of the wall from the adjacent residential lots.

#### To allow modified building setbacks

The Applicant is requesting a modification to building setbacks in order to develop the proposed 237-unit complex in a manner that provides for a high-quality living experience with compact urban design including structured parking and a focus on mass transit. This development provides residents with an opportunity to live in a walkable area of the city and be less dependent on a personal vehicle for transportation to work, shopping and recreation. For this reason, the building is placed as close to Federal Highway as possible because it provides access to mass transit. The building orientation also provides expanded setbacks along NE 4<sup>th</sup> Street and particularly NE 2<sup>nd</sup> Street to create pleasant and safe pedestrian ways especially for the gateway to Pioneer Grove.

The rear setback on the west is reduced to provide a compact urban design but with enhanced landscaping and aesthetics adjacent to the rear of the building. The building design provides four-sided architectural design so that the building is aesthetically pleasing from all sides. The west elevation is enhanced with green walls to soften the façade. The landscape buffer on the west side of the building includes staggered heights of native Cabbage Palms, along with flowering trees and native canopy trees interspersed with the palms to enhance the view of the building from the adjacent rear yards. These trees are larger than those that would be allowed if the utility lines remained above ground. In addition, hedges are included on the west side of the wall in order to soften the appearance of the wall from the adjacent residential lots.

#### To allow modification of maximum lot coverage

The maximum lot coverage is necessary to provide for a development with a range of unit sizes and urban elements such as structured parking, exceptional amenities, access to transit, and pedestrian connectivity to surrounding uses. The development is also making a substantial investment in community improvements such as underground utilities, community open spaces and enhanced pedestrian improvements. The proposed maximum lot coverage is necessary to provide for an economically viable development with a distinctive architectural design at an important gateway to the City. The development will convert an under-utilized property into a quality residential development that will enhance the City's image.

#### To allow modification of minimum landscaped area

The proposed development provides for a variety of public and private landscaped and open space areas on the property. The building contains recreation areas that provide for a pool, gym, dog park and private gathering spaces. Public spaces are



also provided on the property along NE 2<sup>nd</sup> Street that are joined by an enhanced pedestrian amenity. Parallel parking spaces, lush landscaping and seating areas are also provided along NE 2<sup>nd</sup> Street to enhance pedestrian safety.

To allow all parking spaces 9'x18'

The site plan provides parking spaces that exceed the number of required spaces and also provides two (2) parallel on street parking spaces on Eller Street. All compact spaces were used in the garage because 9'x18' stalls meet industry standards for standard parking stall size and are appropriate especially in areas that do not experience a high turnover of vehicles such as a multi-family residential building. In order to minimize the mass of the parking garage and provide a compact building design, 9'x18' parking spaces are proposed.

**F. Provide innovative design in comparison with development reviewed under other base zoning district regulations and demonstrate how the objectives of the proposed PDD could not have been achieved by any other zoning category.**

The property is currently zoned B-2 and RM-10. Prior to this application, the property was owned by three (3) entities. The rezoning of the site to PDD will unify the property under one (1) zoning district with a common development plan. The PDD will also allow the Applicant to customize setbacks, buffers and building siting/orientation that is sensitive to and compatible with the surrounding area and that is not typical of a standard zoning district.

The PDD proposes alternatives to certain standard development regulations that allow for the construction of a financially feasible development in the Coastal Community Special Architectural design that the City has identified for the area. Due to the land and material costs, the proposed development and associated community improvements would not be financially feasible.

**G. For developments containing residential units, the PDD must provide for on-site open space and recreational amenities appropriate to the future residents and, to the extent practicable, provide for a variety of dwelling units and building types.**

The future residents of this development will have the benefit of being within walking distance of Sullivan Park which provides a variety of active recreation opportunities including ball fields, playground and tennis courts. The development plan incorporates a full complement of recreation opportunities for residents of the development. An outdoor pool and cabana are provided in a lushly landscaped courtyard. A second courtyard includes a cabana, fire pit, seating area and raised planters. An exercise room and yoga studio are provided in the building. A dog park is provided with a dog run, dog wash area, benches, trash receptacles, dual level pet water fountain and pet waste disposal station.

The dog park is fenced and the perimeter is landscaped. A detail of the dog park is provided in **Exhibit H**.

**H. For non-residential developments, the PDD shall provide for inviting, pedestrian-oriented public spaces.**

As stated in the PDD regulations, this requirement pertains to non-residential uses but the development plan does provide for inviting, pedestrian-oriented spaces. The proposed PDD site plan provides for upgraded pedestrian amenities in the public realm along the north side of Eller Street adjacent to the property. These pedestrian improvements are depicted in **Exhibit G**. Two public plazas, on either end of the development, are designed with decorative pavers, lush landscaping and benches to create an attractive gathering place for residents and pedestrians. A sidewalk in the public right of way connects these two plazas. An expanded landscape buffer is also included between the sidewalk and building to enhance the pedestrian experience. A public plaza is also provided at the corner of Federal Highway and NE 4<sup>th</sup> street with a sidewalk connection to the plaza at Federal Highway and Eller Street.

## SECTION 4

# Phasing

---

### A. PROJECT PHASING

The development will be constructed in one (1) phase.

## SECTION 5

# Site Plan Approval and Amendments

---

The Deerfield Beach Apartments site plan shall be approved in accordance with City Code. The unit mix and dimension may change in order to accommodate changing market demands. The Director of Planning & Development Services is authorized to approve minor modifications to the approved site plan administratively without review by the Planning and Zoning Board or approval by the City Commission provided that they are in substantial conformity with these Design Guidelines and the standards below. These modifications may include but are not limited to adjustments to the dwelling unit mix, dwelling unit size, amenities, and setbacks provided that all of the following are met:

1. The total number of units does not exceed 237.
2. The proposed modification does not modify a property development requirement listed in Section 2 of the Design Guidelines.

Any changes that meet the criteria above shall not require an amendment to the approved Master Plan.

## EXHIBIT A

# LEGAL DESCRIPTION:

THE SOUTH 225.00 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 47 SOUTH, RANGE 43 EAST, LYING WEST OF STATE ROAD RIGHT-OF-WAY, LESS THE SOUTH 30 FEET THEREOF FOR STRIPS, LESS THAT PORTION DECEDED TO THE STATE OF FLORIDA AND MORE FULLY DESCRIBED IN THAT CERTAIN DEED RECORDED IN OFFICIAL RECORDS BOOK 7702, PAGE 994, AND DEED BOOK 571, PAGE 152, BOTH OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

AND

LOTS 8 AND 9, BLOCK 3, OF "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

AND

THAT PORTION OF THE SOUTH ONE-HALF (S 1/2) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SECTION 31, TOWNSHIP 47 SOUTH, RANGE 43 EAST, BROWARD COUNTY, FLORIDA, LYING WEST OF U.S. 41, SOUTH OF NORTHEAST 4TH STREET, NORTH OF NORTHEAST 2ND STREET AND EAST OF "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, LESS THE SOUTH 185.0 FEET THEREOF, LESS ALSO THE NORTH 15 FEET THEREOF, AND LESS ALSO THAT PORTION THEREOF, CONVEYED TO THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AS DESCRIBED IN INSTRUMENT RECORDED IN OFFICIAL RECORD BOOK 7653, PAGES 22 AND 23, AND LESS ALSO THAT PORTION THEREOF CONVEYED TO THE CITY OF DEERFIELD BEACH AS DESCRIBED IN INSTRUMENT RECORDED IN OFFICIAL RECORD 8364, PAGE 799, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

AND

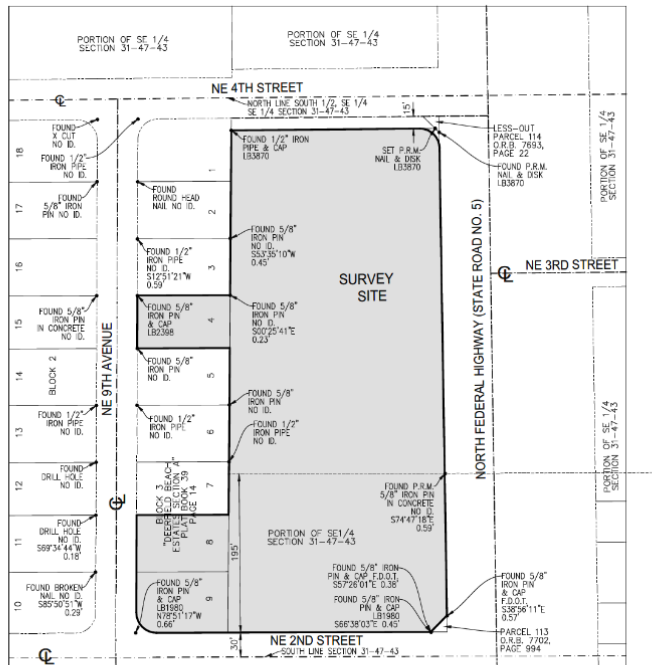
LOT 4, BLOCK 3, "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

# SURVEYOR'S DESCRIPTION:

LOTS 4, 8, AND 9, BLOCK 3, OF "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, AND A PORTION OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 47 SOUTH, RANGE 43 EAST, BROWARD COUNTY, FLORIDA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 8, THENCE NORTH 89°48'49" EAST ON THE NORTH LINE OF SAID LOT 8 FOR 113.33 FEET TO THE NORTHEAST CORNER SAID LOT 8, THENCE NORTH 00°23'22" EAST ON THE EAST LINE OF SAID BLOCK 3 FOR 205.01 FEET TO THE SOUTHEAST CORNER OF SAID LOT 4, THENCE SOUTH 89°48'49" WEST ALONG THE SOUTH LINE OF SAID LOT 4 FOR 114.01 FEET TO THE SOUTHWEST CORNER OF SAID LOT 4, THENCE NORTH 00°11'59" EAST ALONG THE WEST LINE OF SAID LOT 4 FOR 65.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 4, THENCE NORTH 89°48'49" EAST ALONG THE NORTH LINE OF SAID LOT 4 FOR 114.23 FEET TO THE NORTHEAST CORNER OF SAID LOT 4, THENCE NORTH 00°23'22" EAST ALONG SAID EAST LINE 202.72 FEET TO A POINT ON A LINE LYING 43.00 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, THENCE NORTH 89°27'49" EAST ON SAID PARALLEL LINE 231.00 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY, THENCE SOUTHEASTERLY ON THE ARC OF SAID CURVE TO THE RIGHT, BEING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF RIGHT-OF-WAY PARCEL B, AS RECORDED IN OFFICIAL RECORDS BOOK 8364, PAGE 799 OF SAID PUBLIC RECORDS, HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 89°37'05", FOR 39.10 FEET TO A POINT OF TANGENCY ON THE WEST RIGHT-OF-WAY LINE OF NORTH FEDERAL HIGHWAY (STATE ROAD NO. 5/U.S. HIGHWAY NO. 1), SAID LINE LYING 60.50 FEET WEST OF AND PARALLEL TO THE CENTERLINE OF CONSTRUCTION OF NORTH FEDERAL HIGHWAY (STATE ROAD NO. 5/U.S. HIGHWAY NO. 1) AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 86020-2526, SHEET 18 OF 20, THENCE SOUTH 00°55'06" EAST ON SAID WEST RIGHT-OF-WAY LINE 574.23 FEET, THENCE SOUTH 44°28'32" WEST ON THE NORTHWESTERLY LINE OF RIGHT-OF-WAY PARCEL 113, AS RECORDED IN OFFICIAL RECORDS BOOK 7702, PAGE 994, OF SAID PUBLIC RECORDS, 28.47 FEET TO A POINT ON A LINE LYING 30.00 FEET NORTH AND PARALLEL TO THE SOUTH LINE OF SAID SOUTHEAST 1/4 OF SECTION 31, THENCE SOUTH 89°48'49" WEST ON SAID PARALLEL LINE 337.42 FEET TO THE MOST SOUTHERLY SOUTHWEST CORNER OF SAID LOT 9 BEING A POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE NORTHEASTERLY, THENCE NORTHEASTERLY ON THE ARC OF SAID CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 90°23'10", FOR 38.44 FEET TO THE MOST SOUTHERLY SOUTHWEST CORNER OF SAID LOT 9, AND A POINT OF TANGENCY, THENCE NORTH 00°11'59" EAST ON THE WEST LINE OF SAID LOTS 9 AND 8 FOR 119.83 FEET TO THE POINT OF BEGINNING.

SAID LANDS LYING AND BEING IN THE CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA, AND CONTAINING 185,968 SQUARE FEET (4.2692 ACRES), MORE OR LESS



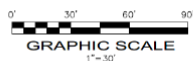
# VICINITY MAP

NOT TO SCALE

# NOTES:

- ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. BROWARD COUNTY BENCHMARK NO. 1107, ELEVATION: 8.478 FEET.
- FLOOD ZONE: X; BASE FLOOD ELEVATION: NONE; COMMUNITY: 125101; PANEL: 1201100179H; MAP DATE: 08/18/14.
- THIS SITE LIES IN SECTION 31, TOWNSHIP 47 SOUTH, RANGE 43 EAST, BROWARD COUNTY, FLORIDA.
- BEARINGS ARE BASED ON THE EAST LINE OF BLOCK 3, "DEERFIELD BEACH ESTATES SECTION A", PLAT BOOK 39, PAGE 14 BEING N00°23'22"E.
- REASONABLE EFFORTS WERE MADE REGARDING THE EXISTENCE AND THE LOCATION OF UNDERGROUND UTILITIES. THIS FIRM, HOWEVER, DOES NOT ACCEPT RESPONSIBILITY FOR THIS INFORMATION, BEFORE EXCAVATION OR CONSTRUCTION CONTACT THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION.
- THE HORIZONTAL POSITIONAL ACCURACY OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'. THE VERTICAL ACCURACY OF ELEVATIONS OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'.
- THIS SITE CONTAINS A TOTAL OF 103 PARKING SPACES (102 REGULAR AND 1 DISABLED).
- THIS SURVEY WAS PREPARED FOR THE BENEFIT OF COMMITMENT FOR TITLE INSURANCE. COMMITMENT NUMBER: CCH20023270N1, PREPARED BY CHICAGO TITLE INSURANCE COMPANY; COMMITMENT DATE: 8/21/20. THE FOLLOWING ITEMS ARE SCHEDULE B PART II EXCEPTIONS LISTED IN SAID COMMITMENT:
  - ITEM 1: 2, 3, 4 & 5: STANDARD EXCEPTIONS NOT ADDRESSED.
  - ITEM 6: ALL MATTERS IN PLAT BOOK 39, PAGE 14 APPLY TO THIS SITE AS DEPICTED HEREON.
  - ITEM 7: EASEMENT RESERVATIONS AND RESTRICTIONS IN O.R.B. 582, PAGE 133 APPLY TO THIS SITE BUT CANNOT BE PLOTTED.
  - ITEM 8: AGREEMENT IN O.R.B. 2721, PAGE 527 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
  - ITEM 9: PAVEMENT AND SIDEWALK CONDITION: 1-GOOD, 2-FAIR OR ROUGH/NEEDS REPAIR OR CLEANING, 3-POOR, RATED BY SITE PHOTOGRAPHS ONLY.
  - ITEM 10: THE SURVEYOR'S DESCRIPTION WAS CREATED FOR PLATTING PURPOSES AS REQUIRED BY BROWARD COUNTY, FLORIDA.
  - ITEM 11: THE PROPERTY DESCRIBED IN THE ABOVEMENTIONED TITLE COMMITMENT LIES WHOLLY WITHIN THE PROPERTY DESCRIBED HEREON.
  - ITEM 12: FOR PLANNING PURPOSES THE NET AREA OF THIS SITE IS 185,968 SQUARE FEET (4.2692 ACRES) AND THE GROSS AREA INCLUDING TO CENTERLINE OF ADJACENT RIGHTS-OF-WAY IS 255,965 SQUARE FEET (5.8739 ACRES).

COPYRIGHT 2020 BY PULICE LAND SURVEYORS, INC. ALL RIGHTS RESERVED. NO PART OF THIS SURVEY MAY BE REPRODUCED, IN ANY FORM OR BY ANY MEANS, WITHOUT PERMISSION IN WRITING FROM AN OFFICER OF PULICE LAND SURVEYORS, INC.



# CERTIFICATION:

TO OLD FEDERAL LLC, CENTRUM REALTY AND DEVELOPMENT, LLC; OLD REPUBLIC 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 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, CONTINUALLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 8, 9, AND 11 OF TABLE A THEREOF.

JOHN F. PULICE, PROFESSIONAL LAND SURVEYOR, STATE OF FLORIDA, LICENSE NO. 11511

John F Pulice Date: 2021.07.28 13:05:17

SHEET 1 OF 2

THIS DOCUMENT IS NOTHER FULL NOR COMPLETE, WITHOUT SHEETS 1 AND 2

|   |                                     |         |
|---|-------------------------------------|---------|
| 1 | REVIS. SURV. 12/21/72               | 15.8    |
| 2 | ADD LOT 4                           | 1.5     |
| 3 | ADD LAND USE PARCELS & AREA         | 1.5     |
| 4 | 347725 AVENUE SURVEY 7/21/72        | 15.0    |
| 5 | REVIS. B.T.E. COMMENT               | 1.5     |
| 6 | 34636-34691 ORIGINAL SURVEY 7/22/79 | 15.7/BE |

NO.

REVISIONS

BY

CENTRUM DEERFIELD BEACH SI

201, 221, 231 & 299 NORTH FEDERAL HIGH

DEERFIELD BEACH, BROWARD COUNTY

FLORIDA 33441



EXHIBIT B

EXISTING ZONING

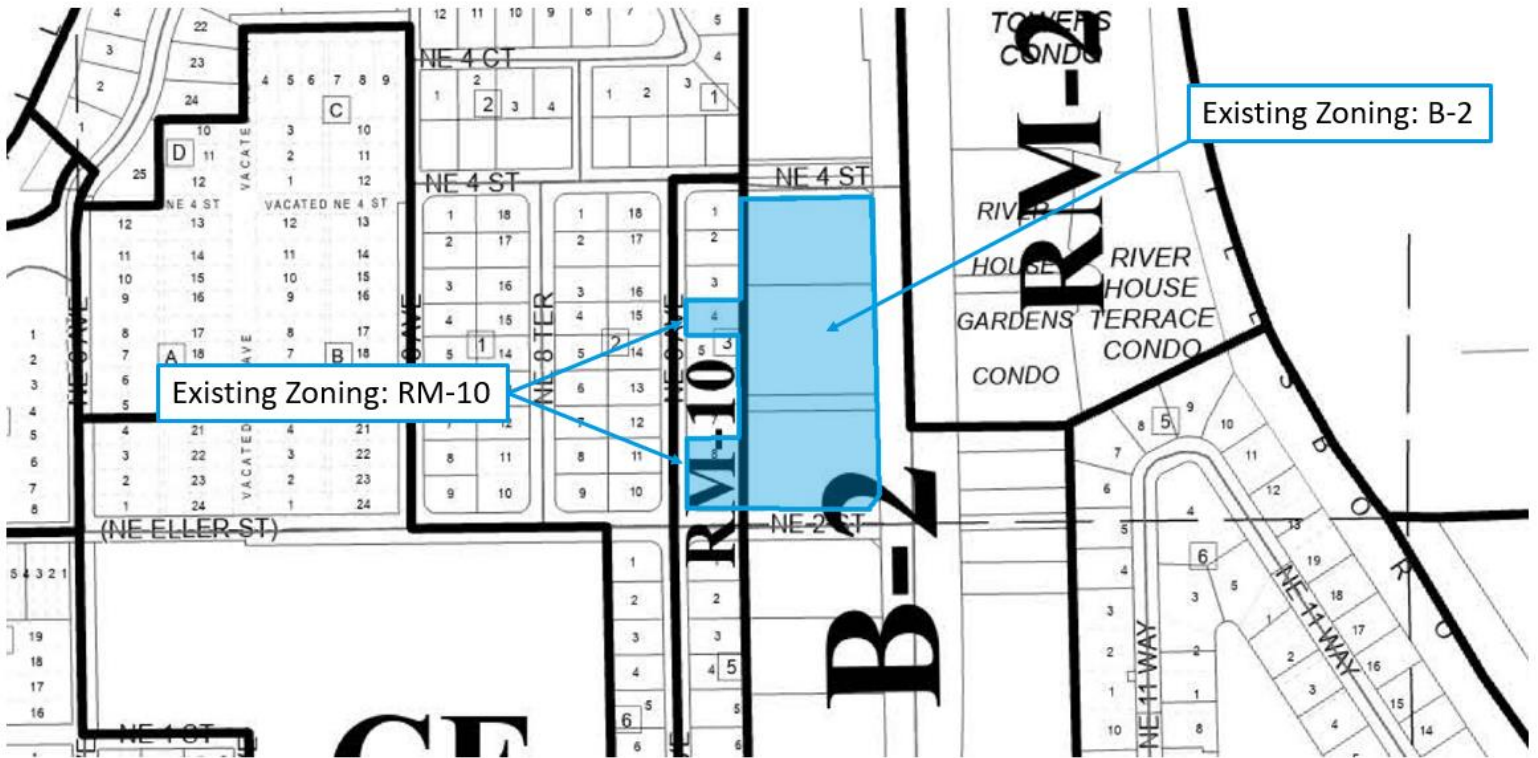
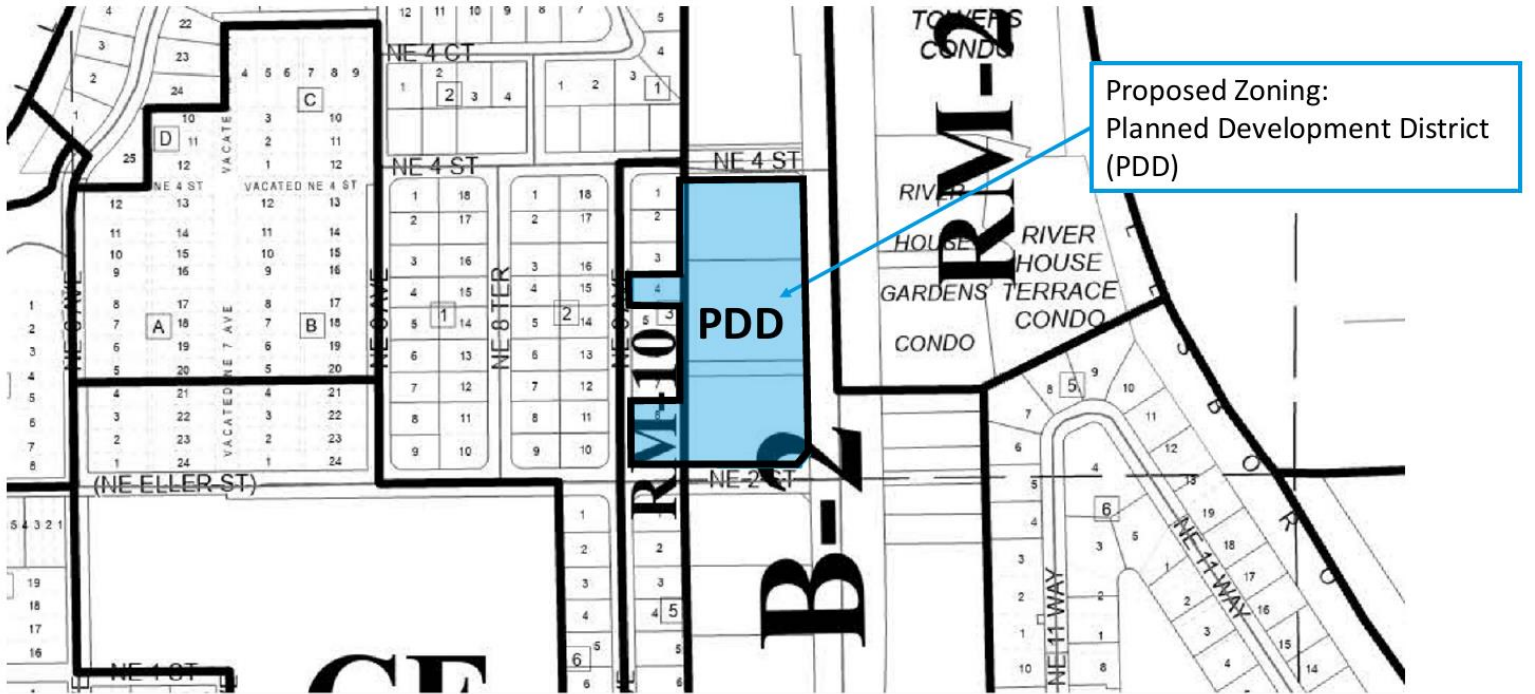


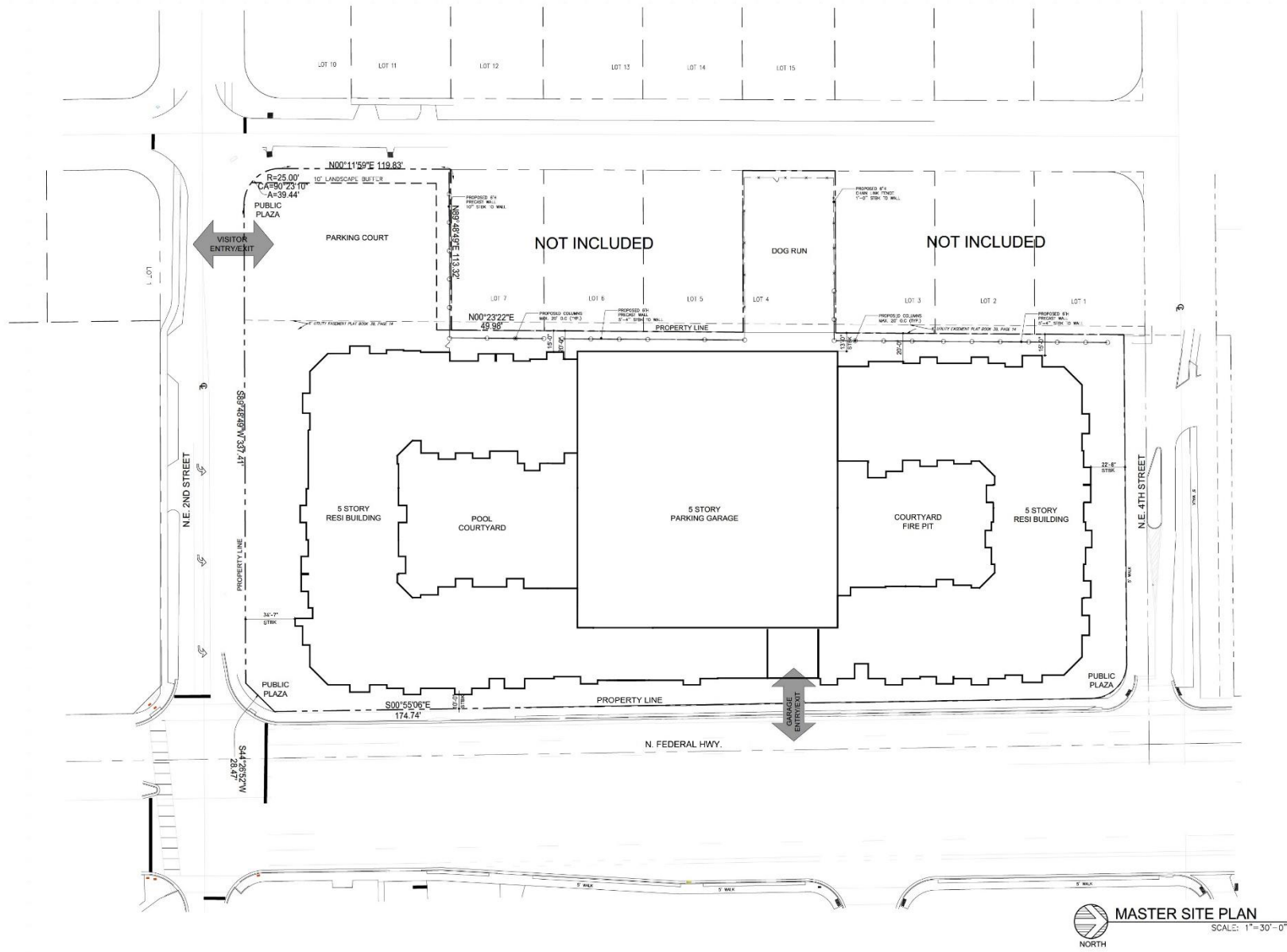


EXHIBIT C

# Proposed Zoning



## EXHIBIT D



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30556.0007

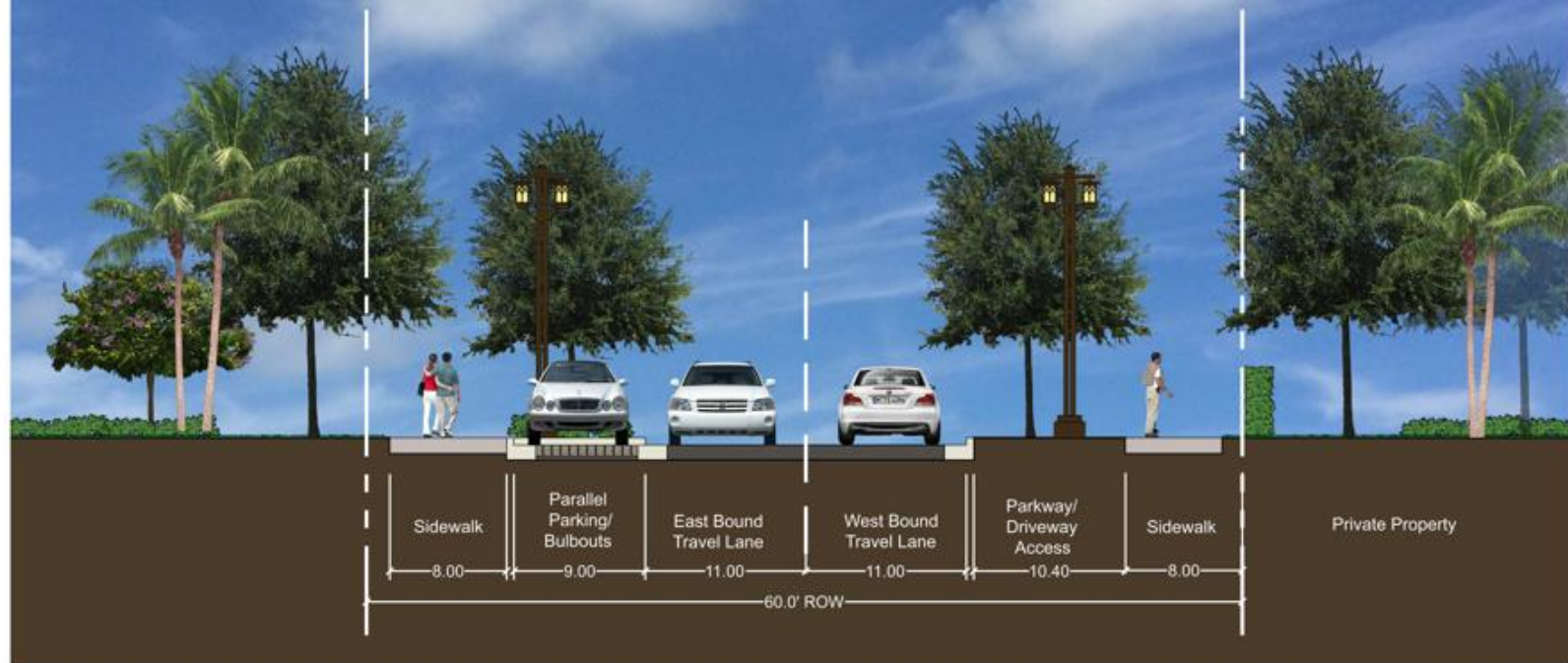
## **EXHIBIT E**



## **EXHIBIT F**



# PROPOSED SECTION NE ELLER STREET



## NE ELLER STREET STREETScape IMPROVEMENTS

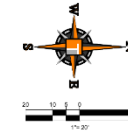
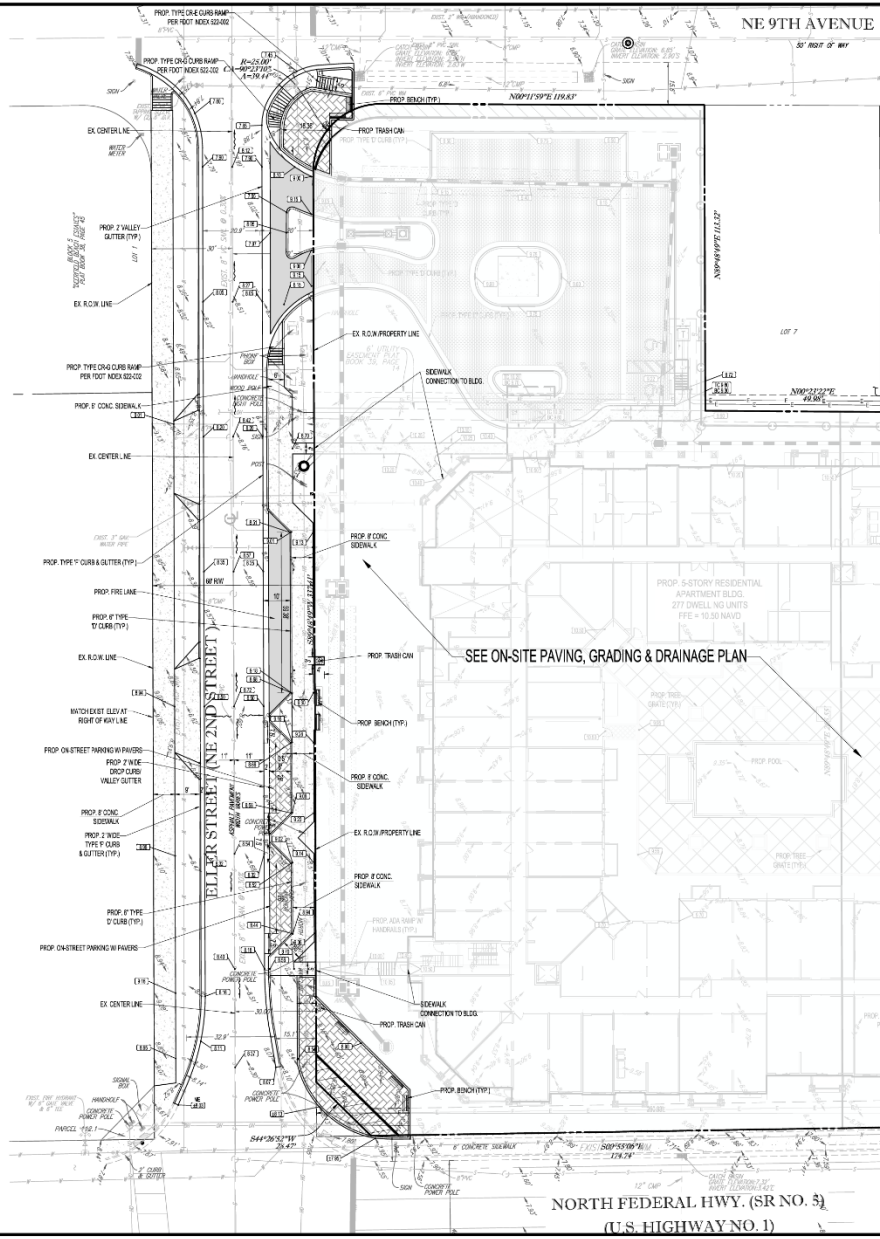
CITY OF DEERFIELD BEACH



November 12, 2019

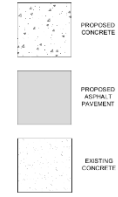
## EXHIBIT G





| PAVING, GRADING & DRAINAGE LEGEND |                             |          |
|-----------------------------------|-----------------------------|----------|
| EXISTING                          | NOTE                        | PROPOSED |
| ---                               | UNDERGROUND WATER LINE      | ---      |
| ---                               | GAS MAIN                    | ---      |
| ---                               | SANITARY MAIN               | ---      |
| ---                               | STORM SEWER                 | ---      |
| ---                               | UNDERGROUND ELECTRICAL LINE | ---      |
| ---                               | CUT/STREET ELECTRICAL LINE  | ---      |
| ---                               | EXFILTRATION TRENCH         | ---      |
| ---                               | SANITARY SEWER              | ---      |
| ---                               | SANITARY LATERAL            | ---      |
| ---                               | FIRE WYMAIN                 | ---      |
| ---                               | TRANSFORMER PAD             | ---      |
| ---                               | CASTIN BASIN                | ---      |
| ---                               | BACKFLOW PREVENTER          | ---      |
| ---                               | WATER METER                 | ---      |
| ---                               | CL LAMP                     | ---      |
| ---                               | GRADE SPOT                  | ---      |

HATCH LEGEND



ALL ELEVATIONS ARE BASED ON NORTH AMERICA VERTICAL DATUM OF 1985 (NAVD 83)

**THOMAS**  
ENGINEERING GROUP  
CIVIL ENGINEERING PROJECT MANAGEMENT - LANDSCAPE ARCHITECTURE  
221 N. FEDERAL HWY. SUITE 200  
DEERFIELD BEACH, FL 33442  
TEL: 561-242-1000  
WWW.THOMASENGINEERINGGROUP.COM

| REVISIONS |      |
|-----------|------|
| NO.       | DATE |
|           |      |
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PROJECT NO.: P17006  
DESIGNED BY: CRD  
CHECKED BY: P17006/OPPOSITE ALLER PDD  
DATE: 11/11/2011

PROJECT:  
**221, 231 & 299  
N. FEDERAL HWY**  
FOR:  
**CRD FEDERAL LLC**  
DEERFIELD BEACH  
FLORIDA

**THOMAS**  
ENGINEERING GROUP  
221 N. FEDERAL HWY. SUITE 200  
FORT LAUDERDALE, FL 33308  
TEL: 561-242-1000  
WWW.THOMASENGINEERINGGROUP.COM

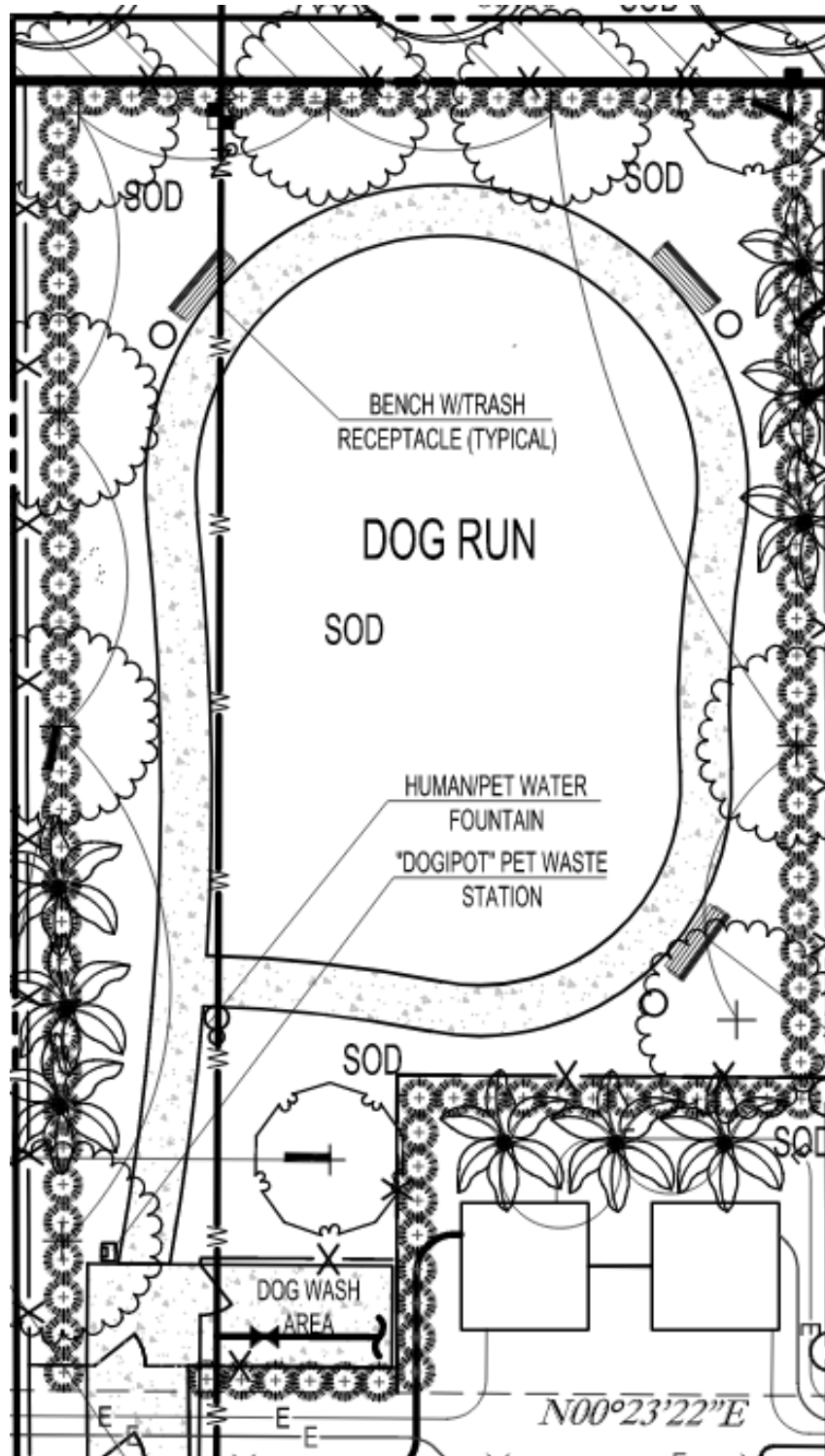


SHEET TITLE:  
**OFFSITE ELLER  
STREETSCAPE PAVING,  
GRADING & DRAINAGE  
PLAN**

SHEET NUMBER:  
**SP-16**

42200112v12  
30556.0007

## EXHIBIT H



# *TRAFFIC IMPACT STUDY*

## Centrum Deerfield Deerfield Beach, FL

*Prepared for:*  
CRD Federal LLC  
Chicago, IL

*Prepared by:*

  
Engineering & Planning, Inc.

1172 SW 30<sup>th</sup> Street  
Palm City, FL 34990  
(772) 286-8030

137003  
Revised April 2023  
Revised March 2023  
December 2022  
© MacKenzie Engineering and Planning, Inc.  
CA 29013

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Shaun G. MacKenzie P.E.  
PE Number 61751

## ***EXECUTIVE SUMMARY***

MacKenzie Engineering and Planning, Inc. (MEP) was retained to prepare a traffic study to determine the transportation impacts related to the demolition of 22,474 SF of office use (ITE Land Use Code 710) and replacing it with the construction of 277 multi-family mid-rise dwelling units (ITE Land Use Code 221) in Deerfield Beach. The site is located at the southwest corner of Federal Highway (US 1) & NE 4<sup>th</sup> Street, Deerfield Beach, Florida. The buildout year is 2025.

The proposed development will generate the following net new external trips and proposed driveway trips:

- 1,275 daily, 110 AM peak hour (29 in/81 out), and 108 PM peak hour (66 in/42 out) trips.

The following are recommendations for the site:

- A 235-foot northbound left-turn lane into the property on US 1 into the project is pre-approved by FDOT.
- The northbound left-turn lane will be approximately 235 feet long and begin about 55 feet north of the Eller Street intersection.
- The northbound left-turn lane will be installed in the US 1 median and require the removal of some palm trees.
- A right-turn lane into the site is not recommended or required.
- No other turn-lane extensions are needed or required.

## ***Improvements***

The applicant is constructing numerous improvements in the vicinity of the property to support multi-modal opportunities from the site.

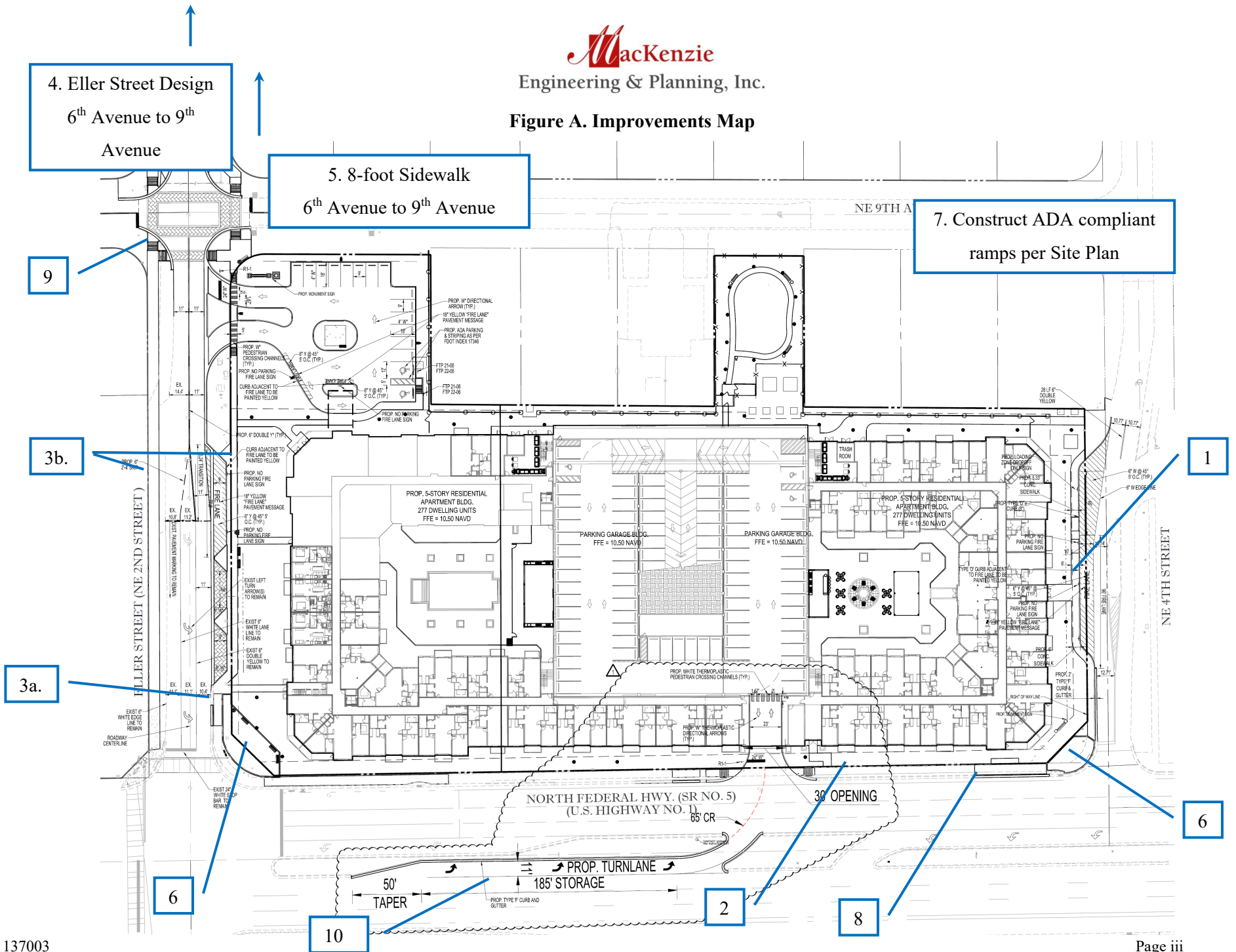
1. Construct a new 5-foot to 6-foot sidewalk along the NE 4<sup>th</sup> Street property frontage (see Exhibit 1)
2. Remove the pedestrian drop-off hazard and remove the pedestrian handrail along Federal Highway to allow pedestrians and bicyclists to fully utilize the sidewalk
3. Reconstruct Eller Street between NE 9<sup>th</sup> Avenue and Federal Highway with:
  - a. On-Street Parallel Parking (see Exhibit 2)

- b. 8-foot sidewalk south side of Eller Street and 8-foot/5-foot sidewalk on the north side of Eller Street (see Exhibit 2)
  - 4. Design NE Eller Street Improvements from NE 6<sup>th</sup> Avenue to NE 9<sup>th</sup> Avenue (see Exhibits 3 and 4)
  - 5. Construct a new 8-foot concrete sidewalk on the north side of Eller Street from NE 6<sup>th</sup> Avenue to NE 9<sup>th</sup> Avenue (See Depiction on Exhibit 4) (The south side sidewalk and other streetscape improvements will be constructed by the City at a future date).
  - 6. Construct pedestrian plazas at the northeast and southeast corners of the property (See Exhibits 1 and 2)
  - 7. Construct proposed and improved curb ramps to meet ADA compliant regulations (See Exhibits 1, 2, 5 and 6)
  - 8. Construct an 8' wide x 40' long expanded sidewalk for the bus landing pad (see Exhibit 1).
  - 9. Construct an enhanced crosswalk at 9th Avenue and Eller Street (See Exhibits 2, 4 and 5).
  - 10. Construct a 235-foot northbound left-turn lane into the project
- Construction of the improvements is projected to commence in early 2024 and last roughly 16 months. A figure showing the improvement locations is shown in Figure A.



Engineering & Planning, Inc.

Figure A. Improvements Map



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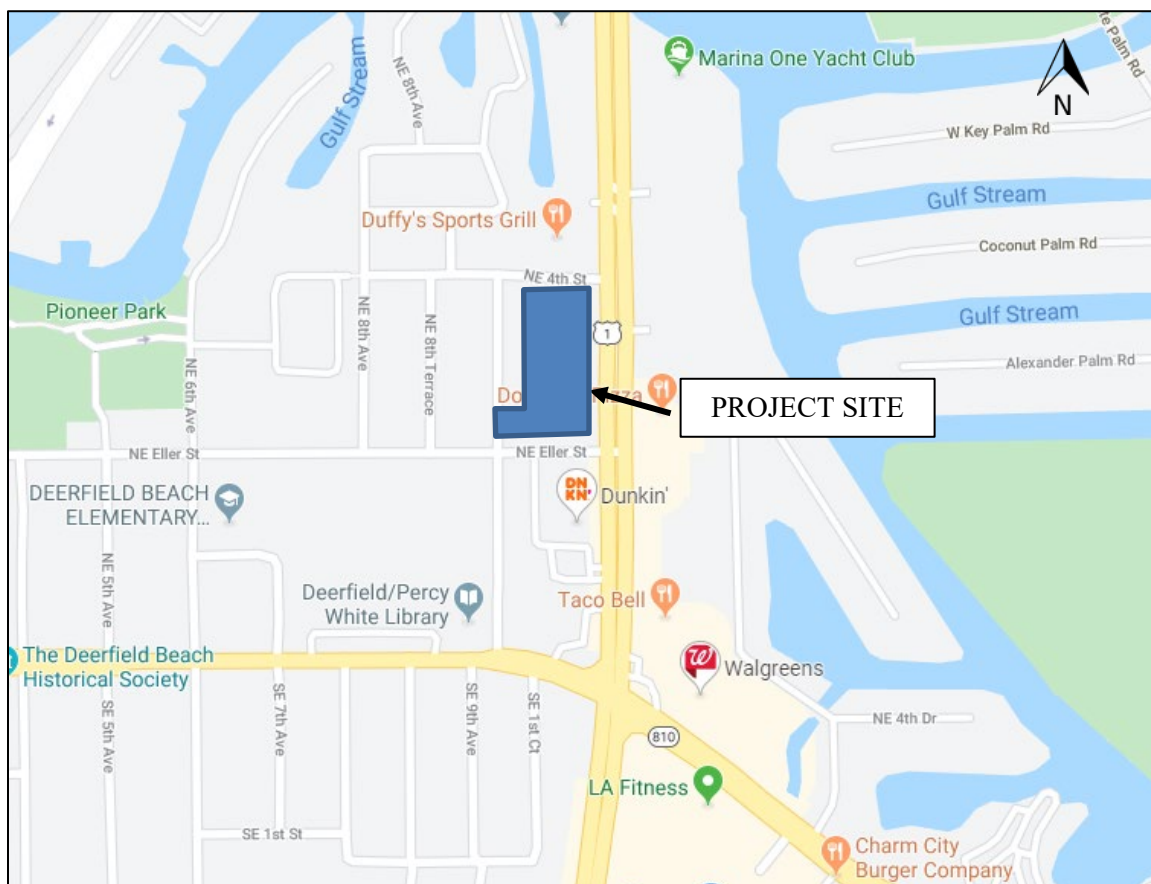
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## INTRODUCTION

MacKenzie Engineering and Planning, Inc. (MEP) was retained to prepare a traffic study for the development. The project proposes to demolish an existing 22,474 SF General Office Building and construct 277 multi-family mid-rise dwelling units (DU). The site is located at the southwest corner of Federal Highway (US 1) & NE 4<sup>th</sup> Street, Deerfield Beach, Florida as shown in Figure 1. The buildout year is 2025.

**Figure 1. Site Location**



## CURRENT DATA

The information contained below was used to develop the foregoing traffic analysis.

- Traffic Counts – MEP
- Broward County Signal Timing, City of Boca Raton Signal Timing
- *Trip Generation, 11<sup>th</sup> Edition* (ITE report)
- Comprehensive Plan

## PROJECT TRAFFIC

### Trip Generation

The study uses trip generation ratios for Multi-Family Mid-Rise Housing (ITE Land Use 221) published in the Institute of Traffic Engineers' (ITE) report, *Trip Generation (11th Edition)*.

### Existing Use

The existing office building is 22,474 SF. The existing building is vacant and no credit is applied for the existing use.

### Proposed Use

- 277 DU Multi-Family (Land-Use 221 Multi-Family Housing Mid-Rise)

The proposed site will generate the following new external trips and cumulative driveway trips:

- 1,275 daily, 110 AM peak hour (29 in/81 out), and 108 PM peak hour (66 in/42 out) trips.

Table 1 presents the project's trip generation.

Table 1. Trip Generation

| Land Use                                                                                                       | Intensity | Daily Trips  | AM Peak Hour |                      |           | PM Peak Hour |                      |              |                    |
|----------------------------------------------------------------------------------------------------------------|-----------|--------------|--------------|----------------------|-----------|--------------|----------------------|--------------|--------------------|
|                                                                                                                |           |              | Total        | In                   | Out       | Total        | In                   | Out          |                    |
| <b>Proposed Site Traffic</b>                                                                                   |           |              |              |                      |           |              |                      |              |                    |
| Multifamily Housing (Mid-Rise)                                                                                 | 277 DU    | 1,275        | 110          | 25                   | 85        | 108          | 66                   | 42           |                    |
| <b>NET CHANGE IN TRIPS ON ROADWAY NETWORK<br/>(FOR THE PURPOSES OF CONCURRENCY)</b>                            |           | <b>1,275</b> | <b>110</b>   | <b>25</b>            | <b>85</b> | <b>108</b>   | <b>66</b>            | <b>42</b>    |                    |
| <b>DRIVEWAY VOLUMES</b>                                                                                        |           | <b>1,275</b> | <b>110</b>   | <b>25</b>            | <b>85</b> | <b>108</b>   | <b>66</b>            | <b>42</b>    |                    |
| Note: Trip generation was calculated using the following data from ITE' <i>Trip Generation, 11th Edition</i> : |           |              |              |                      |           |              |                      |              |                    |
|                                                                                                                | ITE       |              | Daily        |                      | Pass-by   | AM Peak Hour |                      | PM Peak Hour |                    |
| Land Use                                                                                                       | Code      | Unit         | in/out       | Rate/Equation        | Rate      | in/out       | Rate/Equation        | in/out       | Rate/Equation      |
| Multifamily Housing (Mid-Rise)                                                                                 | 221       | DU           | 50/50        | T = 4.77 (X) - 46.46 | 0%        | 23/77        | T = 0.44 (X) - 11.61 | 61/39        | T = 0.39(X) + 0.34 |

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ITE 11th Edition

### *Internal Capture*

Internal capture is proposed at 0%.

### *Pass-by Rate*

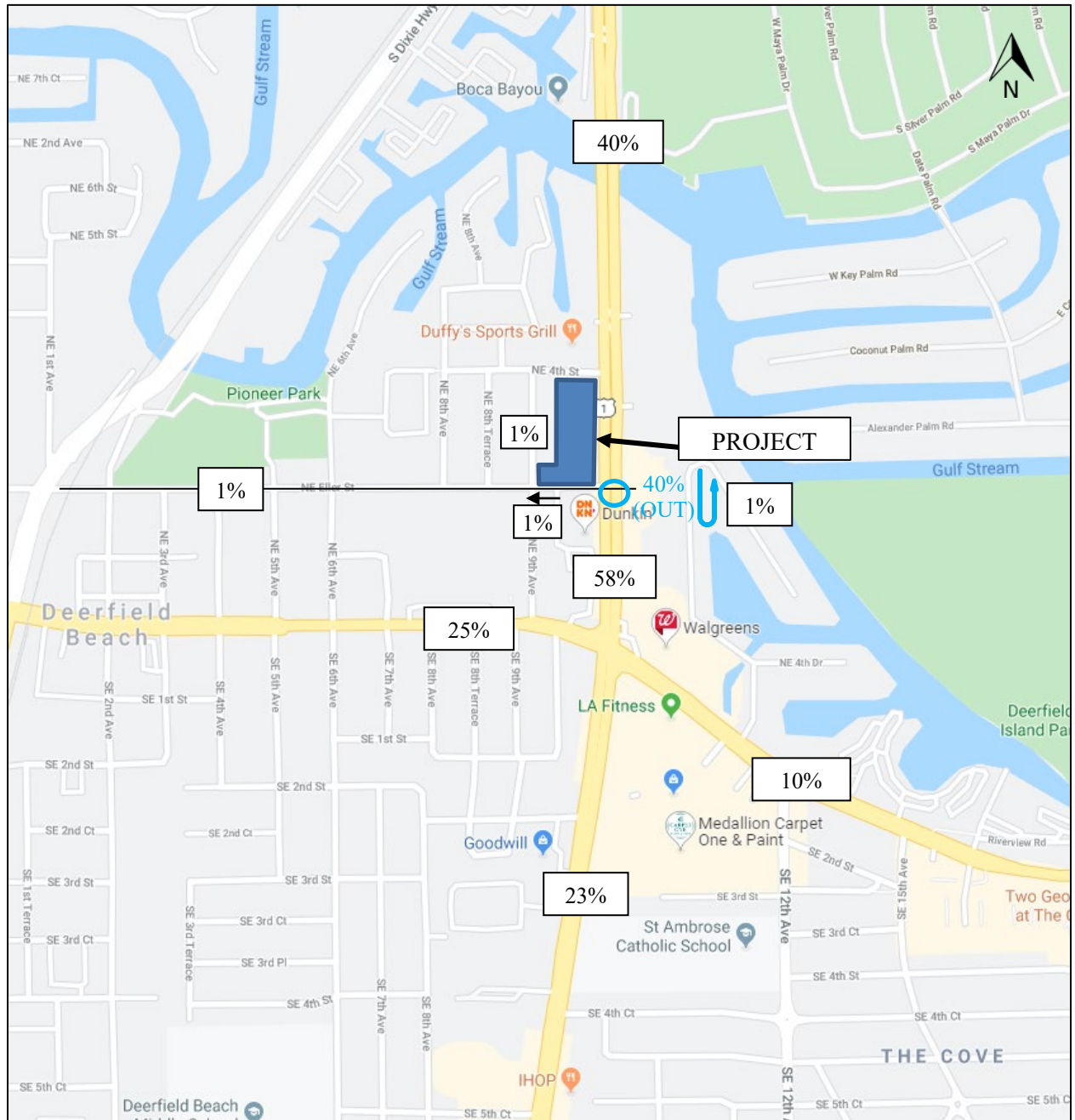
Pass-by rate is proposed at 0%.

## ***TRAFFIC ASSIGNMENT***

Traffic distribution and assignment was developed using traffic engineering rationale similar to the gravity model based upon production and attraction location, trip lengths based on the uses and from a review of the roadway network (see Figure 2). The site was treated as a production and was assigned to attractions within the local and regional area based on employment density and location, social/recreational locations and shopping locations. The downtown Boca Raton, FAU, and Boca Raton airport all lie to the north. The east offers numerous social recreational opportunities and employment opportunities with numerous commercial uses and hotels. To West are I-95, Florida's Turnpike and the Sawgrass expressway that lead to more regional employment and shopping opportunities to the north and south. South of the project are commercial areas that provide both shopping and employment opportunities and downtown Fort Lauderdale. The overall distribution is summarized by general directions and is depicted below:

|       |   |            |
|-------|---|------------|
| NORTH | – | 40 percent |
| SOUTH | – | 23 percent |
| WEST  | – | 26 percent |
| EAST  | – | 11 percent |

**Figure 2. Trip Distribution**



## ***SIGNIFICANCE***

### ***Significant Impact***

The study for the project was agreed upon with the Deerfield Beach based on the project's trip generation and anticipated impacts. The project's traffic assignment and net external trips were utilized to determine the number of project trips on each road segment. In order to determine the project impact, the project's trips were divided by the roadway segment one-way peak hour service volume. Roadway capacities use Table 7 from FDOT's *2013 Quality/Level of Service Handbook*. The roadway service volume and the project impact are shown in Table 2A and Table 2B.

Table 2A. Project Impacts – AM Peak Hour

| Roadway<br><br>FromTo  |                    | Existing + Committed |                              |                 | Percent<br><br>Project Assignment | AM Peak Hour  |       | AM Peak Hour |      | Significant |     |
|------------------------|--------------------|----------------------|------------------------------|-----------------|-----------------------------------|---------------|-------|--------------|------|-------------|-----|
|                        |                    | Number<br>Of Lanes   | One-way<br>Service<br>Volume | LOS<br>Capacity |                                   | Project Trips |       | Significance |      | Impact ?    |     |
| NB/EB                  | SB/WB              |                      |                              |                 | NB/EB                             | SB/WB         | NB/EB | SB/WB        |      |             |     |
| US 1 (Federal Highway) |                    |                      |                              |                 |                                   |               |       |              |      |             |     |
| SE 10th St             | E Hillsboro Blvd   | 6L                   | 3,020                        | D               | 23%                               | 6             | 19    | 0.2%         | 0.6% | no          | no  |
| E Hillsboro Blvd       | Project Site       | 6L                   | 3,020                        | D               | 58%                               | 15            | 49    | 0.5%         | 1.6% | no          | YES |
| Project Site           | Royal Palm Way     | 6L                   | 3,020                        | D               | 40%                               | 34            | 10    | 1.1%         | 0.3% | YES         | no  |
| Royal Palm Way         | E Camino Real      | 6L                   | 3,020                        | D               | 25%                               | 21            | 6     | 0.7%         | 0.2% | no          | no  |
| E Hillsboro Blvd       |                    |                      |                              |                 |                                   |               |       |              |      |             |     |
| Dixie Hwy              | US 1 (Federal Hwy) | 6L                   | 3,020                        | D               | 25%                               | 6             | 21    | 0.2%         | 0.7% | no          | no  |
| US 1 (Federal Hwy)     | S Ocean Dr         | 4L                   | 2,000                        | D               | 10%                               | 9             | 3     | 0.5%         | 0.2% | no          | no  |
| Royal Palm Way         |                    |                      |                              |                 |                                   |               |       |              |      |             |     |
| Dixie Hwy              | US 1 (Federal Hwy) | 6L                   | 3,020                        | D               | 15%                               | 4             | 13    | 0.1%         | 0.4% | no          | no  |
| NE Eller Street        |                    |                      |                              |                 |                                   |               |       |              |      |             |     |
| NE 9th Ave             | US 1 (Federal Hwy) | 2L                   | 525                          | D               | 1%                                | 0             | 1     | 0.0%         | 0.2% | no          | no  |

Table 2B. Project Impacts – PM Peak Hour

| Roadway<br><br>From                      To |                    | Existing + Committed |                              |                 | Percent<br><br>Project<br>Assignment | PM Peak Hour  |       | PM Peak Hour |       | Significant |       |
|---------------------------------------------|--------------------|----------------------|------------------------------|-----------------|--------------------------------------|---------------|-------|--------------|-------|-------------|-------|
|                                             |                    | Number<br>Of Lanes   | One-way<br>Service<br>Volume | LOS<br>Capacity |                                      | Project Trips |       | Significance |       | Impact ?    |       |
|                                             |                    |                      |                              |                 |                                      | NB/EB         | SB/WB | NB/EB        | SB/WB | NB/EB       | SB/WB |
| US 1 (Federal Highway)                      |                    |                      |                              |                 |                                      |               |       |              |       |             |       |
| SE 10th St                                  | E Hillsboro Blvd   | 6L                   | 3,020                        | D               | 23%                                  | 15            | 10    | 0.5%         | 0.3%  | no          | no    |
| E Hillsboro Blvd                            | Project Site       | 6L                   | 3,020                        | D               | 58%                                  | 38            | 24    | 1.3%         | 0.8%  | YES         | no    |
| Project Site                                | Royal Palm Way     | 6L                   | 3,020                        | D               | 40%                                  | 17            | 26    | 0.6%         | 0.9%  | no          | no    |
| Royal Palm Way                              | E Camino Real      | 6L                   | 3,020                        | D               | 25%                                  | 11            | 16    | 0.4%         | 0.5%  | no          | no    |
| E Hillsboro Blvd                            |                    |                      |                              |                 |                                      |               |       |              |       |             |       |
| Dixie Hwy                                   | US 1 (Federal Hwy) | 6L                   | 3,020                        | D               | 25%                                  | 17            | 11    | 0.6%         | 0.4%  | no          | no    |
| US 1 (Federal Hwy)                          | S Ocean Dr         | 4L                   | 2,000                        | D               | 10%                                  | 4             | 0     | 0.2%         | 0.0%  | no          | no    |
| Royal Palm Way                              |                    |                      |                              |                 |                                      |               |       |              |       |             |       |
| Dixie Hwy                                   | US 1 (Federal Hwy) | 6L                   | 3,020                        | D               | 15%                                  | 10            | 6     | 0.3%         | 0.2%  | no          | no    |
| NE Eler Street                              |                    |                      |                              |                 |                                      |               |       |              |       |             |       |
| NE 9th Ave                                  | US 1 (Federal Hwy) | 2L                   | 525                          | D               | 1%                                   | 1             | 0     | 0.2%         | 0.0%  | no          | no    |

US 1 from E Hillsboro Boulevard to Royal Palm Way has significant impact in the AM peak hour and in PM peak hour from the project site to E Hillsboro Boulevard because the 1 percent threshold is exceeded. The study examines US 1 from E Hillsboro Boulevard to Royal Palm Way in the proceeding sections to determine if the roadway is projected to operate acceptably.

## ***BACKGROUND TRAFFIC***

Background traffic identifies how the study area's transportation system is forecasted to operate in the buildout year. This includes traffic growth that is associated with the general (historic) growth in the area and the growth due to the development of unbuilt portions of approved major developments.

### ***Historical Growth***

Historic growth rates were developed based on available FDOT Traffic Online data as shown in Table 3. The historic annual growth on the surrounding facilities between 2015 and 2019 is 0.9%. A minimum growth rate of 2% will be used to provide a conservative analysis, provided that calculations show less than 2% growth.

Table 3. Growth Rate Calculation

| Road Name               | From             | To                 | 2015   | 2016   | 2017   | 2018   | 2019   | Annual Absolute Growth | Growth Rate |
|-------------------------|------------------|--------------------|--------|--------|--------|--------|--------|------------------------|-------------|
| US 1                    | SE 10th St       | E Hillsboro Blvd   | 40,500 | 42,000 | 45,500 | 42,500 | 45,000 | 950                    | 2.1%        |
| US 1                    | E Hillsboro Blvd | Palm Beach Co Line | 29,000 | 30,000 | 28,000 | 26,500 | 30,000 | -150                   | -0.5%       |
| US 1                    | Co Line          | N/A                | 26,500 | 28,500 | 28,000 | 31,500 | 33,000 | 1,600                  | 4.8%        |
| NE Eller St             | N/A              | US 1               | 3,100  | 3,100  | 3,100  | 3,100  | 3,100  | 0                      | 0.0%        |
| E Hillsboro Blvd        | Dixie Hwy        | US 1               | 29,000 | 31,000 | 31,000 | 31,000 | 28,500 | -100                   | -0.4%       |
| E Hillsboro Blvd        | US 1             | SR A1A             | 26,000 | 20,500 | 23,000 | 19,800 | 23,500 | -570                   | -2.4%       |
| Royal Palm Way          | N/A              | US 1               | 9,500  | 8,700  | 8,900  | 8,900  | 8,900  | -100                   | -1.1%       |
| Weighted Average        |                  |                    |        |        |        |        |        |                        | 0.9%        |
| <b>Growth Rate Used</b> |                  |                    |        |        |        |        |        |                        | <b>2.0%</b> |

## ROADWAY ANALYSIS

The 2022 PM peak hour traffic volumes were increased based on the annual compound growth rate to develop the projected year 2025 background growth traffic volumes. Background traffic volumes were developed by adding the existing traffic volumes, traffic growth trips. The post development 2025 traffic volumes were developed by adding background traffic volume plus project traffic. The post development traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably. Based on the analysis, all roadway segments are projected to operate acceptably in 2025 with the proposed development as shown in Table 4A and Table 4B.

Table 4A. AM Peak Hour Roadway Analysis

| Roadway  | Direction | From             | To             | Lanes | Assignment | Project Traffic | Existing Volume | Existing Peak Season Peak Hour Volume | 2025 Backround | 2025 Post-Development | One-Way Roadway Capacity | Acceptable? |
|----------|-----------|------------------|----------------|-------|------------|-----------------|-----------------|---------------------------------------|----------------|-----------------------|--------------------------|-------------|
| US 1     | North     | E Hillsboro Blvd | Project Site   | 6     | 58%        | 15              | 1,658           | 1,857                                 | 1,971          | 1,986                 | 3,020                    | YES         |
| US 1     | South     | E Hillsboro Blvd | Project Site   | 6     | 58%        | 49              | 1,047           | 1,173                                 | 1,244          | 1,293                 | 3,020                    | YES         |
| US 1     | North     | Project Site     | Royal Palm Way | 6     | 40%        | 34              | 1,658           | 1,857                                 | 1,971          | 2,005                 | 3,020                    | YES         |
| US 1     | South     | Project Site     | Royal Palm Way | 6     | 40%        | 10              | 1,047           | 1,173                                 | 1,244          | 1,254                 | 3,020                    | YES         |
| Eller St | East      | NE 9th Ave       | US 1           | 2     | 1%         | 0               | 180             | 202                                   | 214            | 214                   | 525                      | YES         |
| Eller St | West      | NE 9th Ave       | US 1           | 2     | 1%         | 1               | 98              | 110                                   | 116            | 117                   | 525                      | YES         |

Table 4B. PM Peak Hour Roadway Analysis

| Roadway  | Direction | From             | To             | Lanes | Assignment | Project Traffic | Existing Volume | Existing Peak Season Peak Hour Volume | 2025 Background | 2025 Post-Development | One-Way Roadway Capacity | Acceptable? |
|----------|-----------|------------------|----------------|-------|------------|-----------------|-----------------|---------------------------------------|-----------------|-----------------------|--------------------------|-------------|
| US 1     | North     | E Hillsboro Blvd | Project Site   | 6     | 58%        | 38              | 1,409           | 1,578                                 | 1,675           | 1,713                 | 3,020                    | YES         |
| US 1     | South     | E Hillsboro Blvd | Project Site   | 6     | 58%        | 24              | 1,810           | 2,027                                 | 2,151           | 2,175                 | 3,020                    | YES         |
| US 1     | North     | Project Site     | Royal Palm Way | 6     | 40%        | 17              | 1,409           | 1,578                                 | 1,675           | 1,692                 | 3,020                    | YES         |
| US 1     | South     | Project Site     | Royal Palm Way | 6     | 40%        | 26              | 1,810           | 2,027                                 | 2,151           | 2,177                 | 3,020                    | YES         |
| Eller St | East      | NE 9th Ave       | US 1           | 2     | 1%         | 1               | 122             | 137                                   | 151             | 152                   | 525                      | YES         |
| Eller St | West      | NE 9th Ave       | US 1           | 2     | 1%         | 0               | 123             | 138                                   | 152             | 152                   | 525                      | YES         |

### Intersection Analysis

The intersections within the study area were evaluated in 2025 total (existing traffic plus background plus project) traffic conditions. This study analyzes the impacts to the following intersections for the AM and PM peak hours:

1. NE 4th St & NE 9th Ave
2. NE Eller St & NE 9th Ave
3. US 1 & NE 4th St
4. US 1 & NE Eller St
5. US 1 & E Hillsboro Blvd
6. US 1 & Duffy's
7. US 1 & Royal Palm Way
8. NE 4th Street & NE 8th Avenue
9. NE 4th Street & NE 8th Terrace
10. NE 8th Avenue & Eller Street
11. NE 8th Terrace & Eller Street

Data from the existing facilities within the study area were collected based on aerial photography and site observations. MacKenzie Engineering and Planning, Inc. collected the following traffic count data:



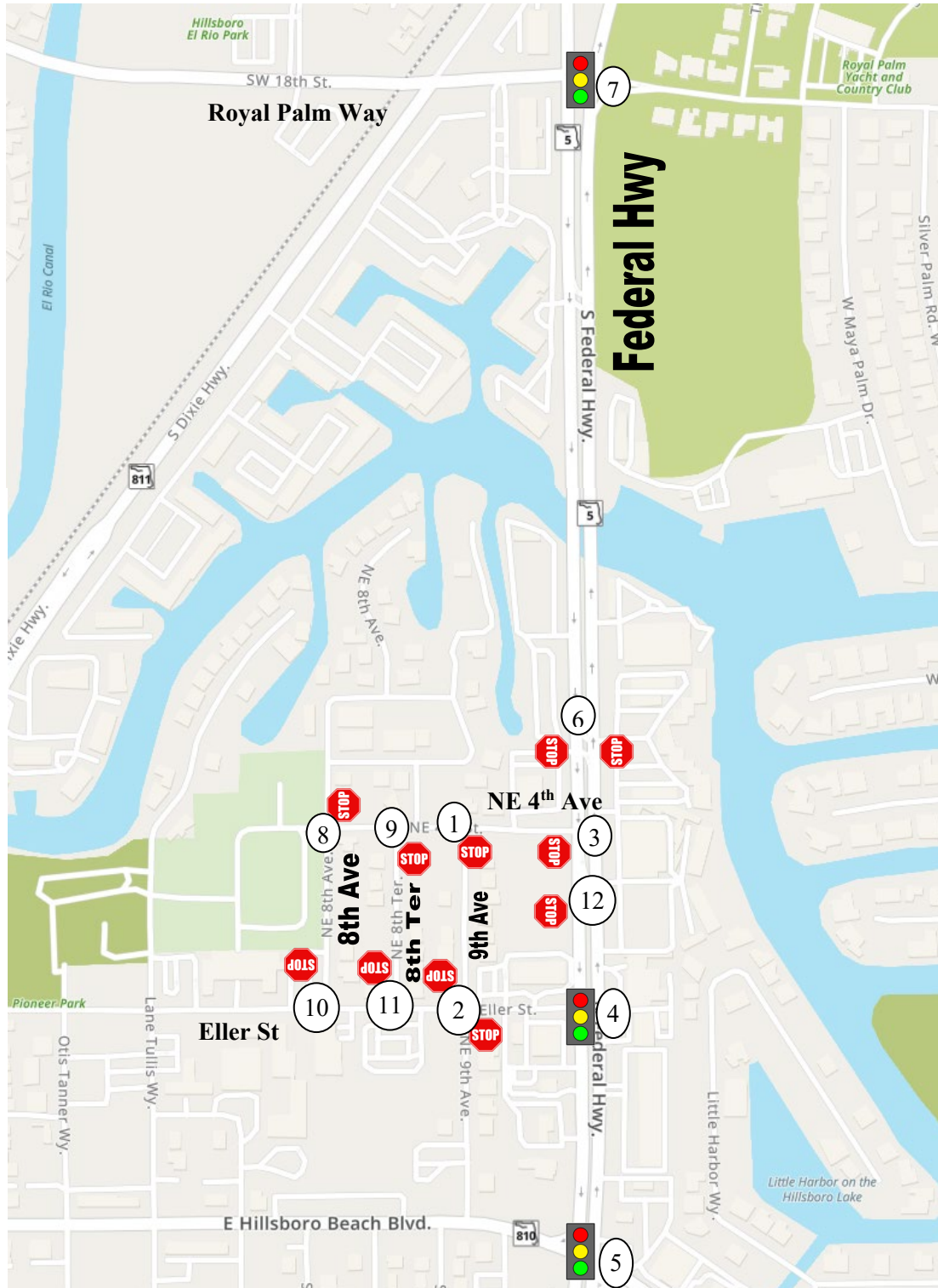
Table 5. Counts Summary

| Intersections                     | Period | Date       |
|-----------------------------------|--------|------------|
| 1. NE 4th St & NE 9th Ave         | AM/PM  | 10/13/2022 |
| 2. NE Eller St & NE 9th Ave       | AM/PM  | 11/29/2022 |
| 3. US 1 & NE 4th St               | AM/PM  | 10/12/2022 |
| 4. US 1 & NE Eller St             | AM/PM  | 10/12/2022 |
| 5. US 1 & E Hillsboro Blvd        | AM/PM  | 10/12/2022 |
| 6. US 1 & Duffy's                 | AM/PM  | 10/12/2022 |
| 7. US 1 & Royal Palm Way          | AM/PM  | 10/12/2022 |
| 8. NE 4th Street & NE 8th Avenue  | AM/PM  | 11/29/2022 |
| 9. NE 4th Street & NE 8th Terrace | AM/PM  | 11/29/2022 |
| 10. NE 8th Avenue & Eller Street  | AM/PM  | 11/29/2022 |
| 11. NE 8th Terrace & Eller Street | AM/PM  | 11/29/2022 |

The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors. Signal timings were obtained from Broward County and City of Boca Raton. Based on the City of Deerfield Beach Land Development Regulations Sec. 98-17. - Development permit requirements, the service capacity is LOS D on City Roads.

A map of the intersection count and analysis locations is shown in Figure 3.

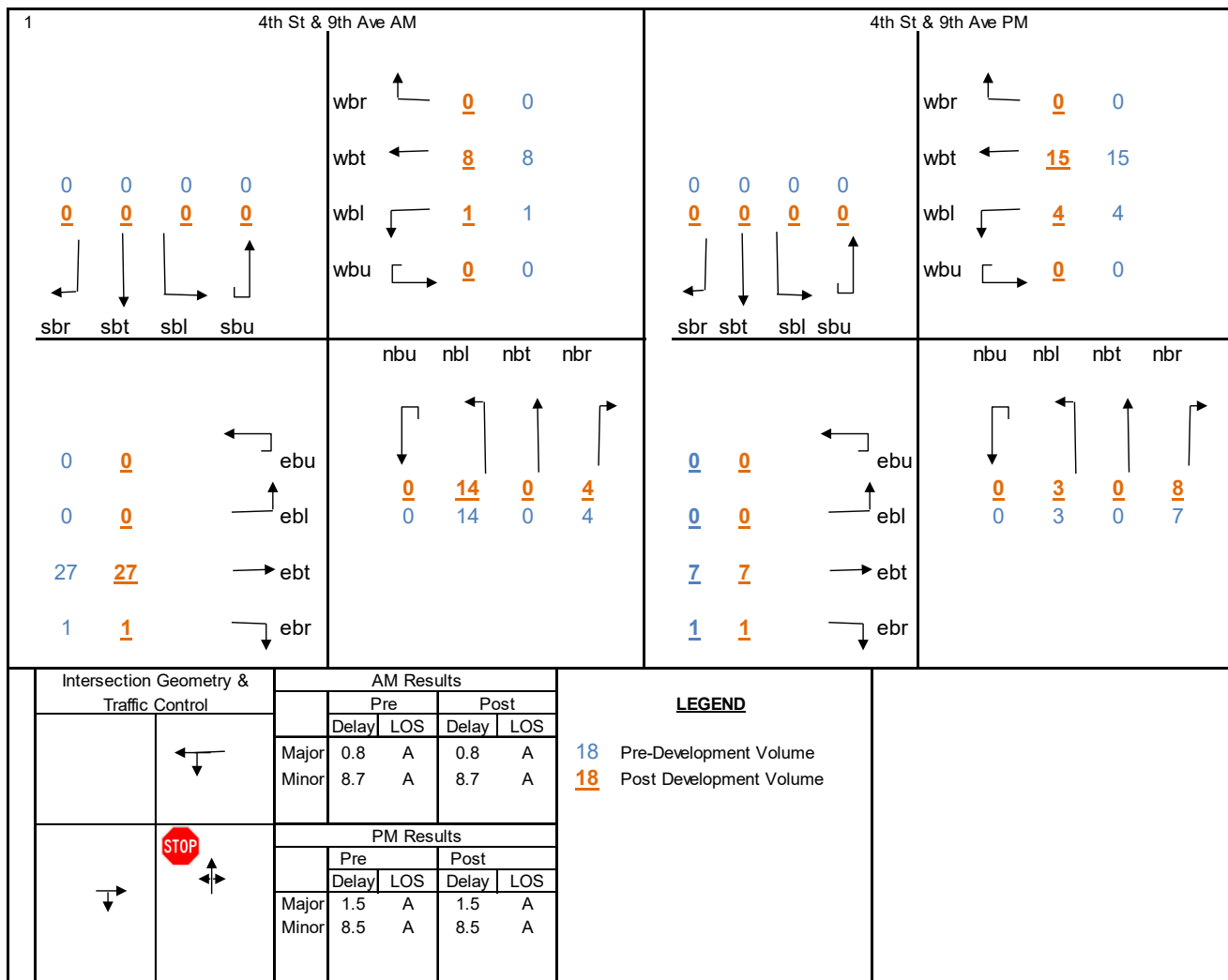
**Figure 3. Intersection Location and Control**



### NE 4th Street & NE 9th Avenue

MEP evaluated the NE 4<sup>th</sup> Street & NE 9<sup>th</sup> Avenue intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably and no improvements are needed. Figure 4 displays projected volumes, intersection results and intersection geometry.

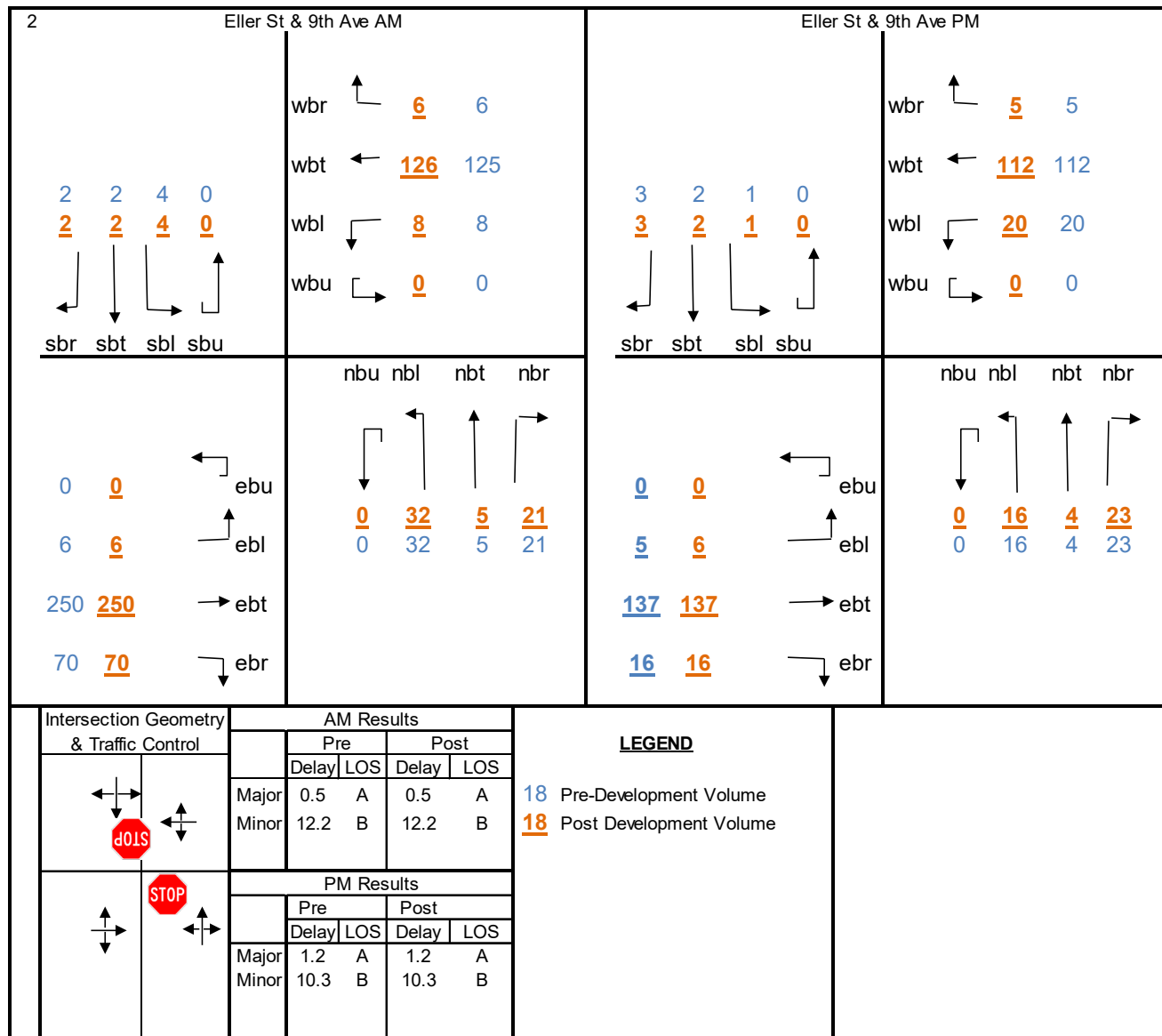
**Figure 4. NE 4<sup>th</sup> St & NE 9<sup>th</sup> Ave Peak Hour Intersection Analysis Results**



### NE Eller Street & NE 9th Avenue

MEP evaluated the NE Eller Street & NE 9<sup>th</sup> Avenue intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably and no improvements are needed. Figure 5 displays projected volumes, intersection results and intersection geometry.

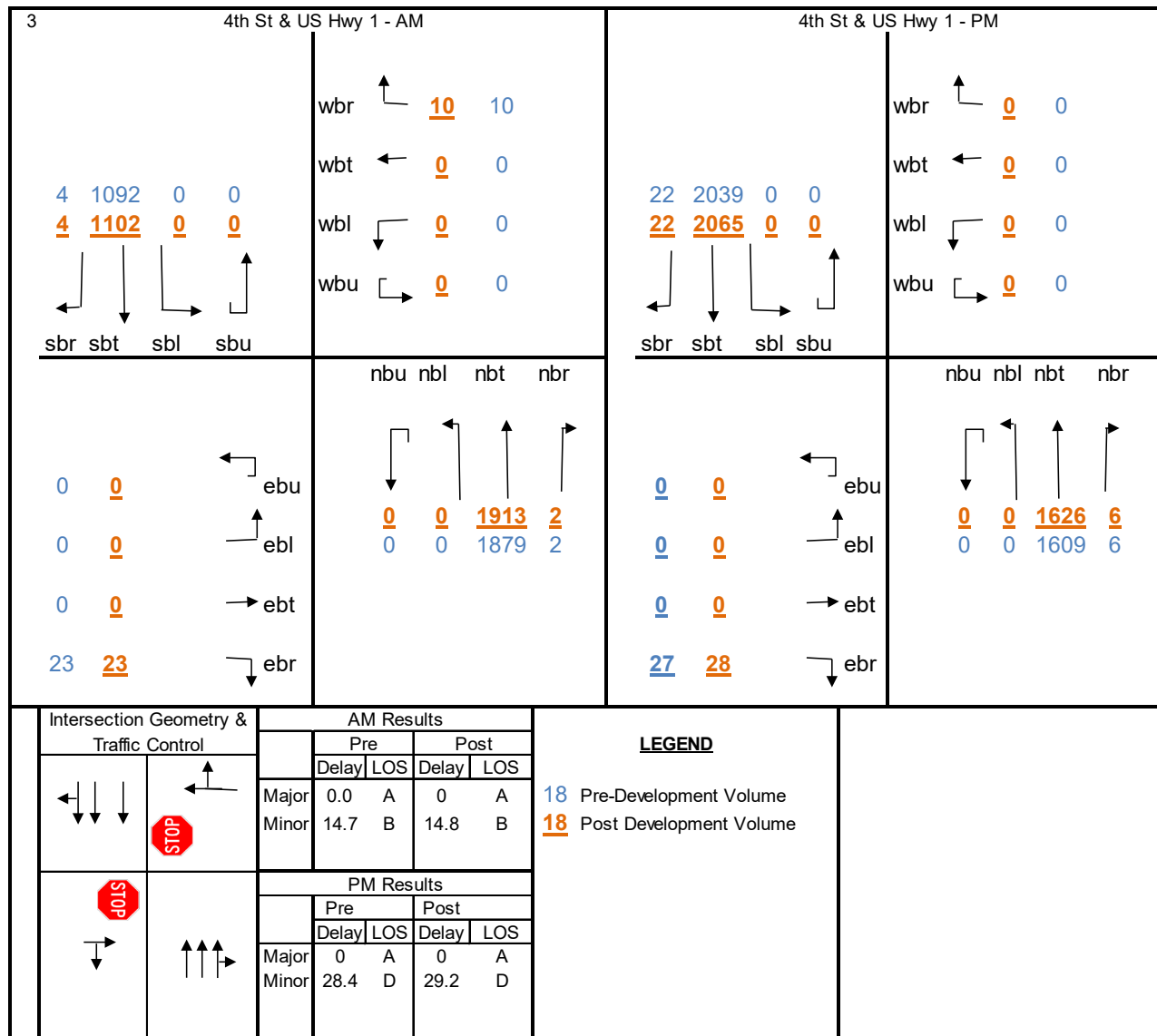
**Figure 5. NE Eller St & NE 9<sup>th</sup> Ave Peak Hour Intersection Analysis Results**



### US 1 & NE 4th Street

MEP evaluated the US 1 & NE 4th Street intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably and no improvements are needed. Figure 6 displays projected volumes, intersection results and intersection geometry.

**Figure 6. US 1 & NE 4<sup>th</sup> Street Peak Hour Intersection Analysis Results**



### US 1 & NE Eller Street

MEP evaluated the US 1 & NE Eller Street intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). MEP obtained the 95th percentile queue from HCS 7 for each turn-lane at the intersection and compared it to the existing turn-lane lane storage (turn-lane length minus any taper). The intersection is projected to operate acceptably and no improvements are needed. Figure 7 displays projected volumes, intersection results and intersection geometry. Table 6 shows adequate queue storage is available.

**Figure 7. US 1 & NE Eller St Peak Hour Intersection Analysis Results**

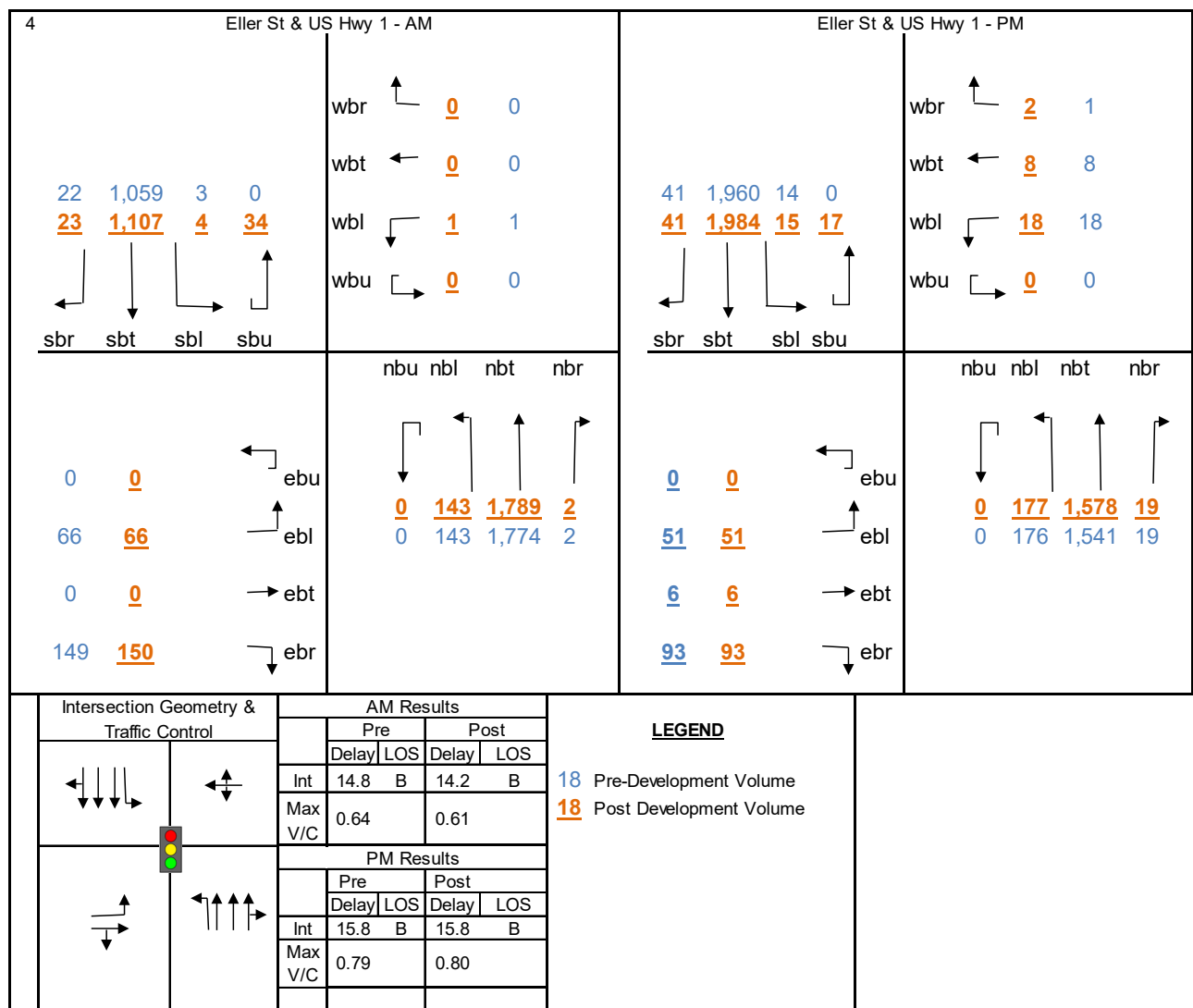


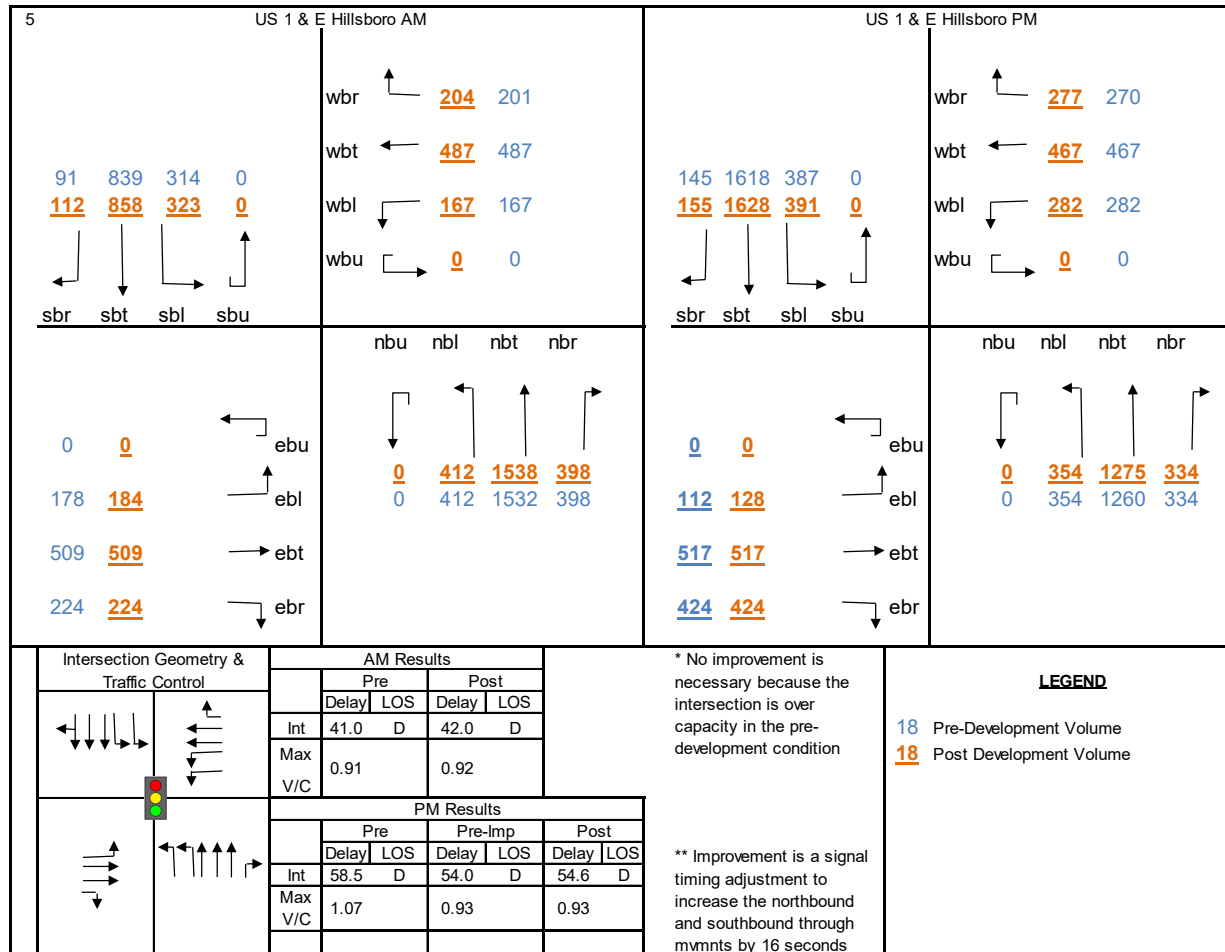
Table 6. US 1 & NE Eller Street Storage Analysis

| Direction  | Turn-Lane | AM Peak 95 <sup>th</sup><br>Queue (feet) | PM Peak 95 <sup>th</sup><br>Queue (feet) | Existing<br>Storage (feet) | Adequate |
|------------|-----------|------------------------------------------|------------------------------------------|----------------------------|----------|
| Southbound | Left      | 23                                       | 17                                       | 150                        | YES      |

### ***US 1 & Hillsboro Boulevard***

MEP evaluated the US 1 & Hillsboro Boulevard intersection. The intersection is projected to operate at LOS E during the PM peak hour prior to the development of the project. The southbound through movement is over-capacity in the PM peak hour with and without project traffic and is therefore not the applicant's responsibility in accordance with Ch. 163.3180 F.S. In addition, the City and County adopted a multi-modal transportation district (MMTD) for this area, the Northeast District. Satisfaction of concurrency on State and County roads is applied based on Comprehensive Plan Policy TE 1.2.2. The levels of service adopted on County and State roads is 75 percent above the LOS D capacity of Class II State Two-Way Arterials. Therefore, no improvements are necessary at the intersection. A minor adjustment of signal timing during the PM peak hour to increase the southbound through movements by 16 seconds provides an adequate level of service and resolves the over-capacity condition. Figure 8 displays projected volumes, intersection results and intersection geometry.

**Figure 8. US 1 & Hillsboro Blvd Peak Hour Intersection Analysis Results**

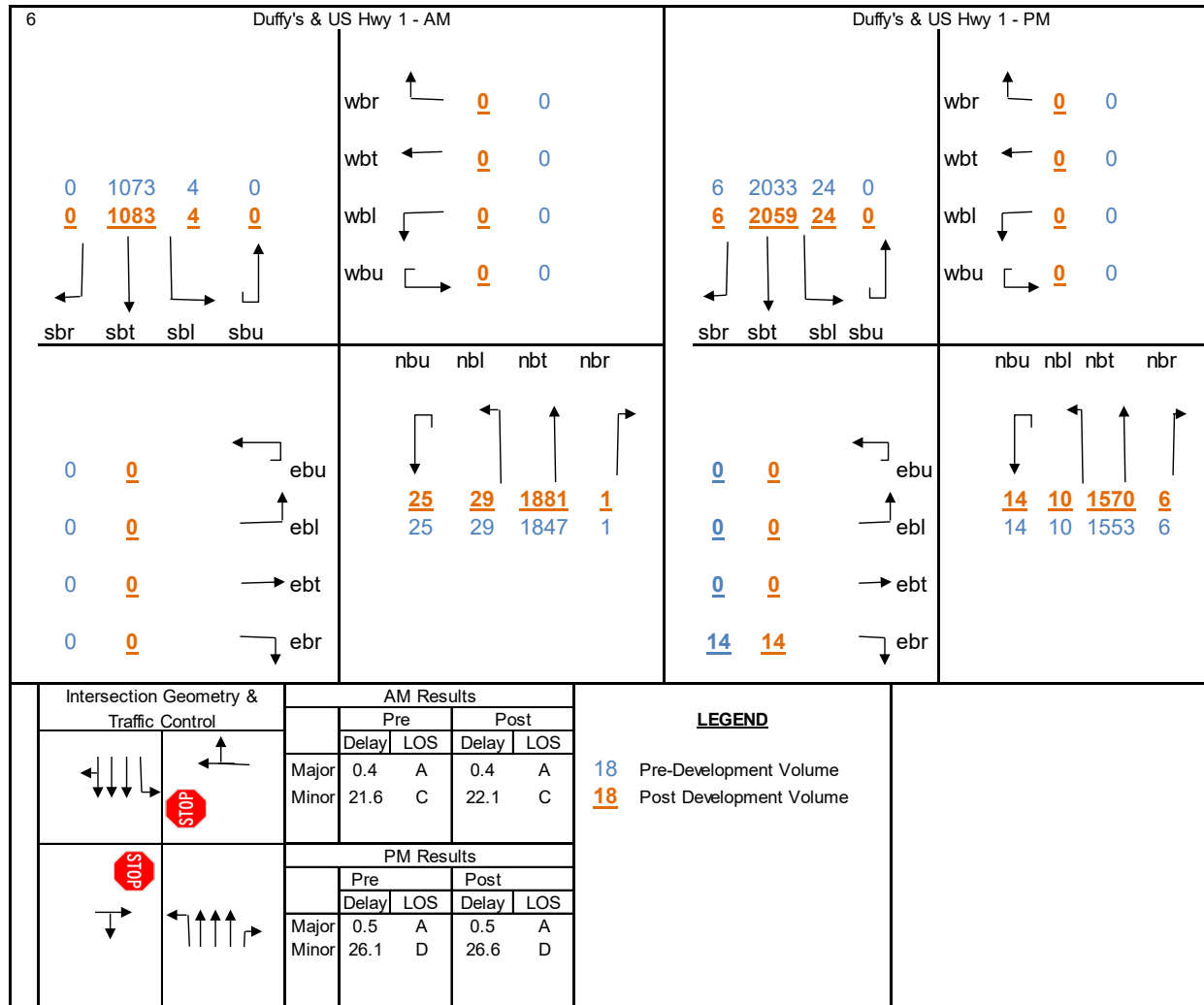


### US 1 & Duffy's

MEP evaluated the US 1 & Duffy's intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). Figure 9 displays projected volumes, intersection results and intersection geometry.



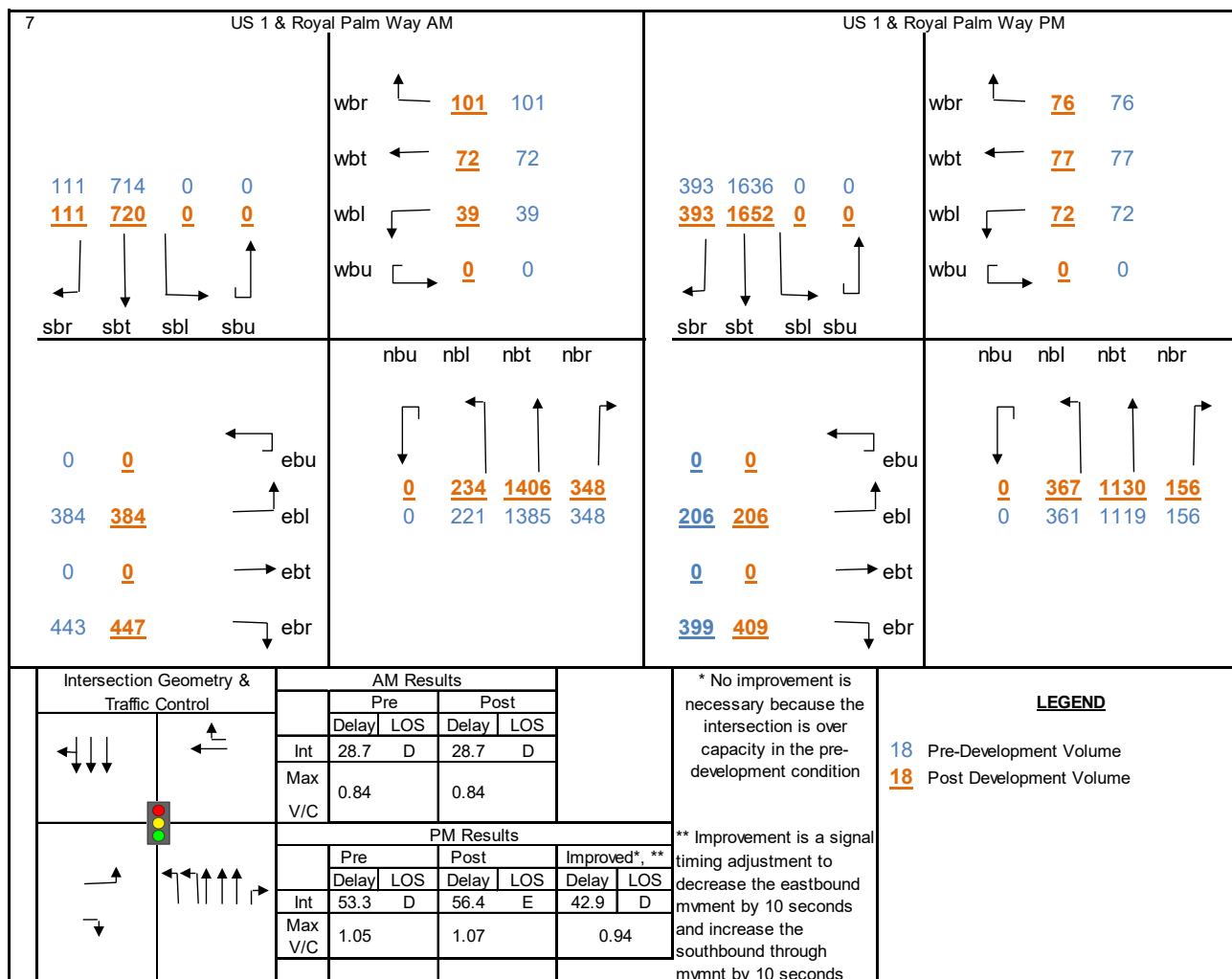
**Figure 9. US 1 & Duffy's Peak Hour Intersection Analysis Results**



### US 1 & Royal Palm Way

MEP evaluated the US 1 & Royal Palm Way intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0) in the AM peak hour. The southbound through movement is over-capacity in the PM peak hour with and without project traffic and is therefore not the applicant's responsibility in accordance with Ch. 163.3180 F.S. A minor adjustment of signal timing during the PM peak hour to increase the southbound through movement by 10 seconds and decrease the eastbound through movement by 10 seconds provides an adequate level of service and resolves the over-capacity condition without adjusting the cycle length. With the signal timing adjustment, the intersection is projected to operate acceptably. Figure 10 displays projected volumes, intersection results and intersection geometry.

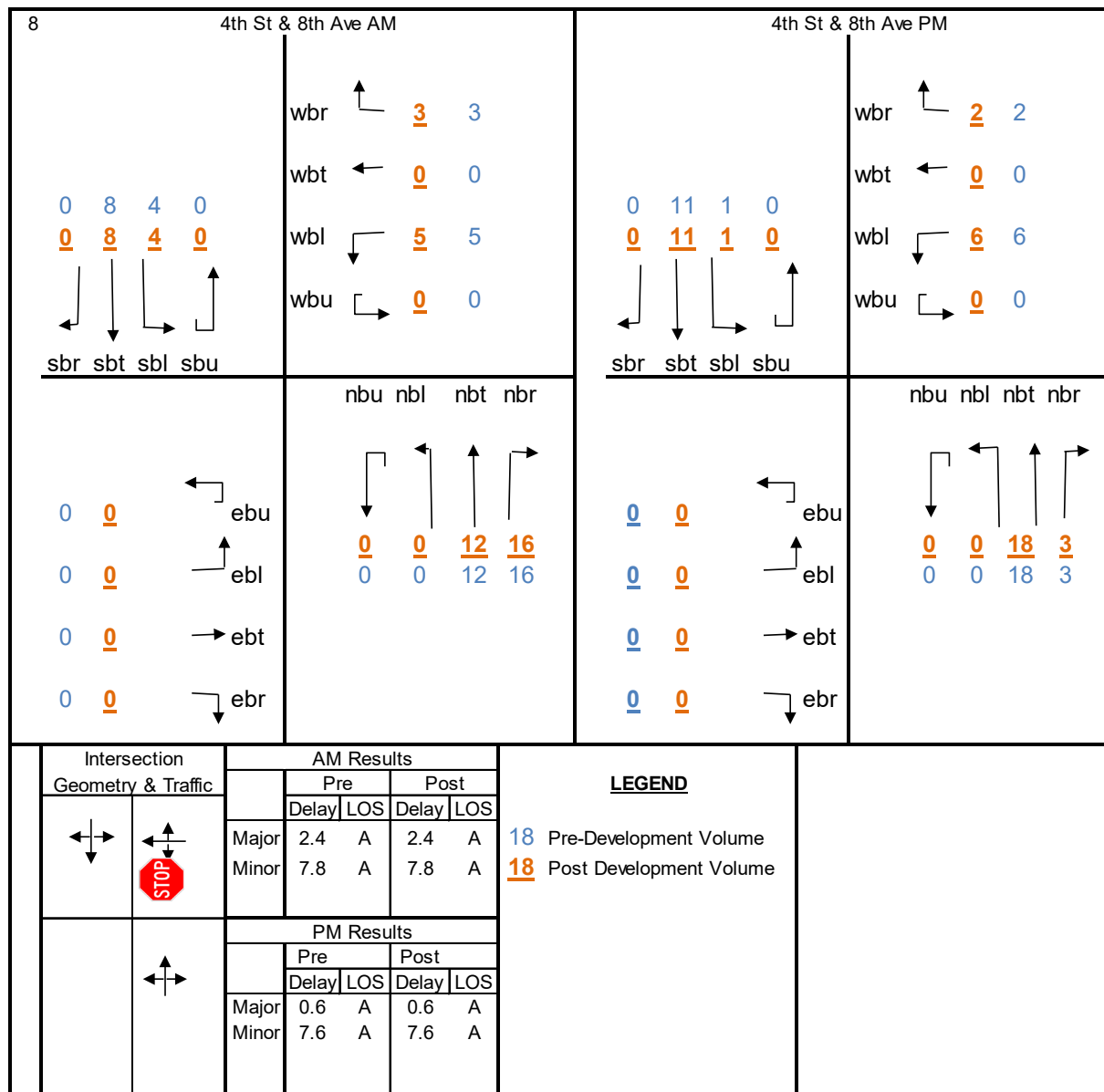
**Figure 10. US 1 & Royal Palm Way Peak Hour Intersection Analysis Results**



### NE 4th Street & NE 8th Avenue

MEP evaluated the NE 4th Street & NE 8th Avenue intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably and no improvements are needed. Figure 11 displays projected volumes, intersection results and intersection geometry.

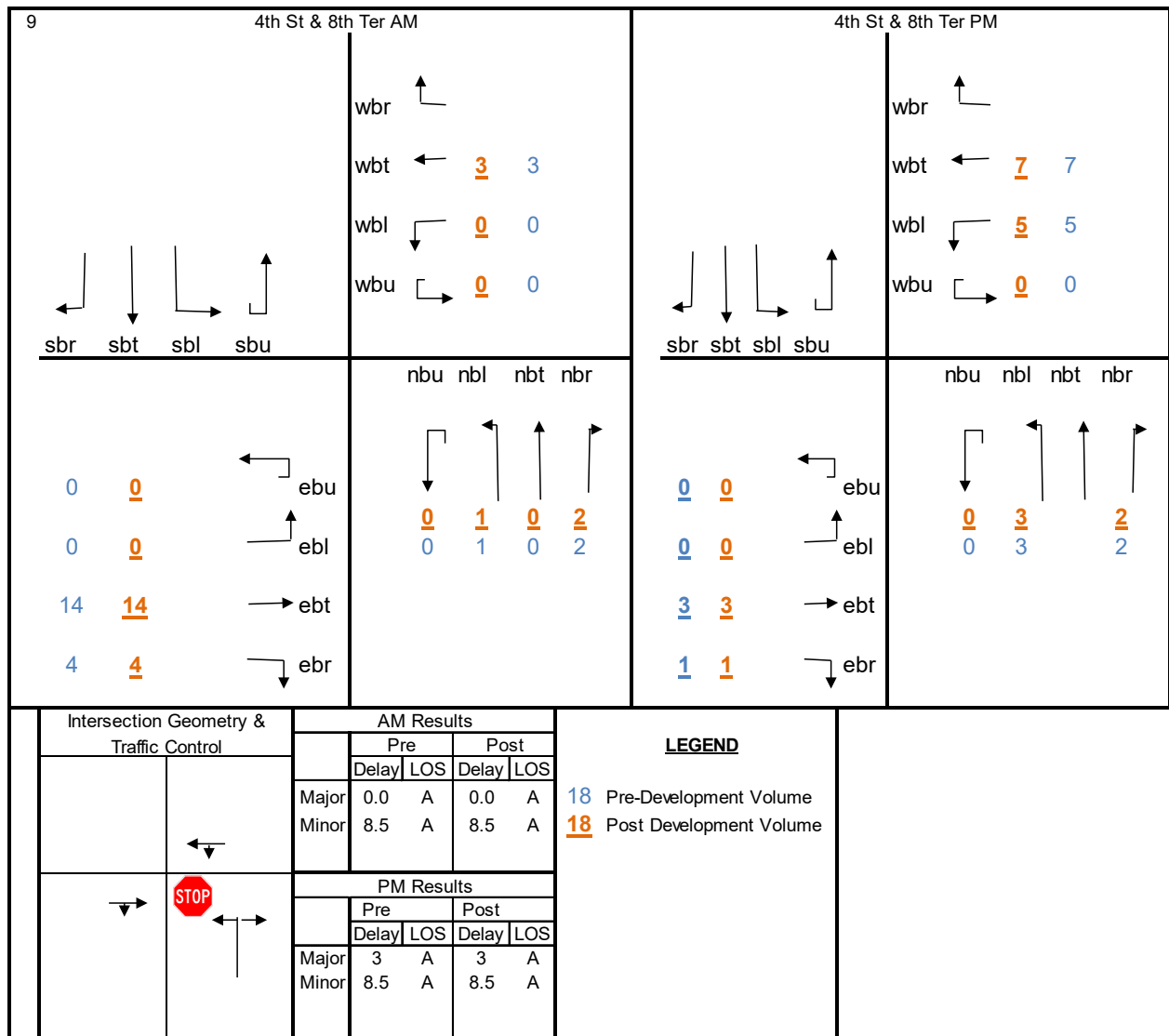
**Figure 11. NE 4th St & NE 8th Ave Peak Hour Intersection Analysis Results**



### NE 4th Street & NE 8th Terrace

MEP evaluated the NE 4th Street & NE 8th Terrace intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably and no improvements are needed. Figure 12 displays projected volumes, intersection results and intersection geometry.

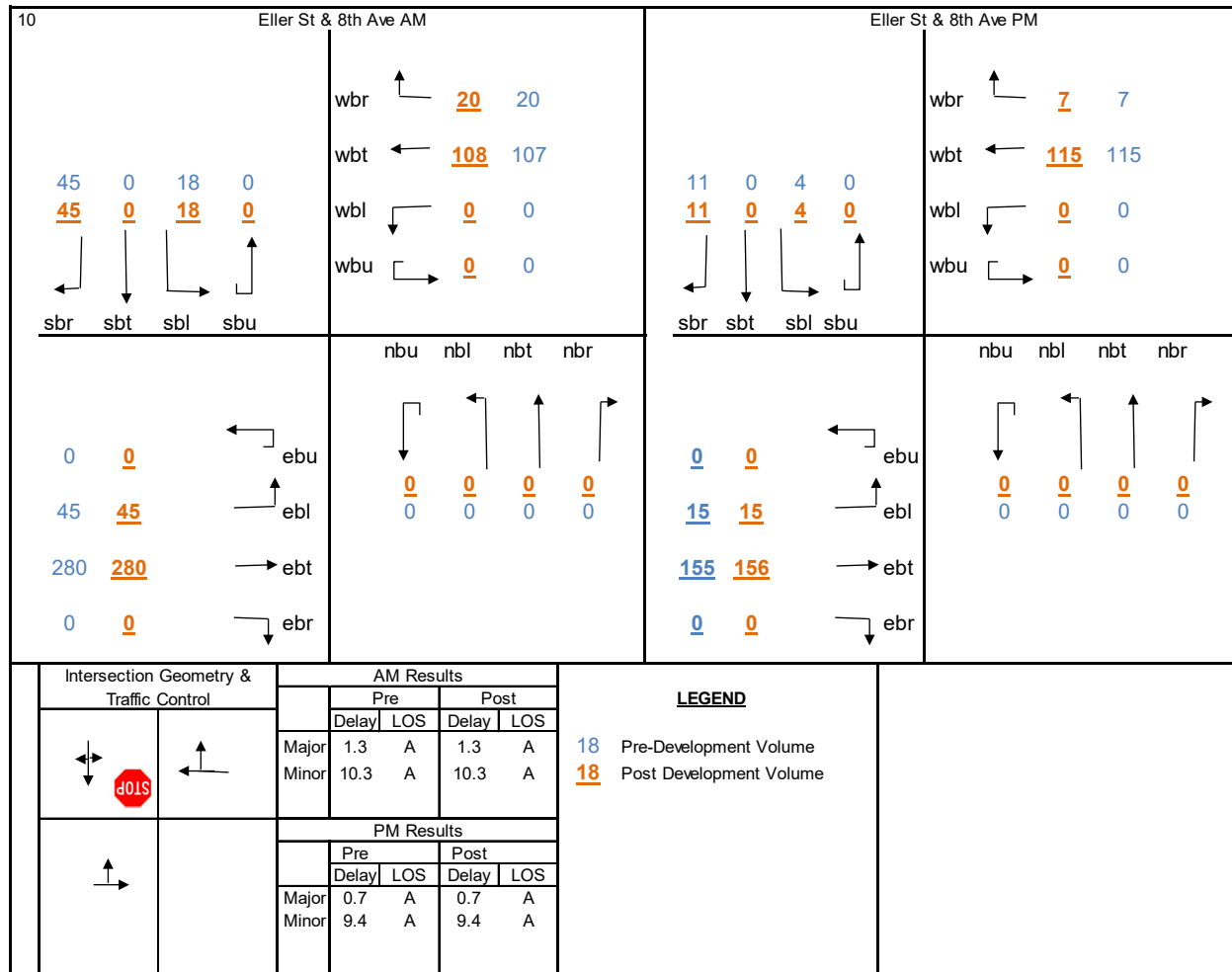
**Figure 12. NE 4th St& NE 8th Ter Peak Hour Intersection Analysis Results**



### NE 8th Avenue & Eller Street

MEP evaluated the NE 8th Avenue & Eller Street intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably and no improvements are needed. Figures 13 displays projected volumes, intersection results and intersection geometry.

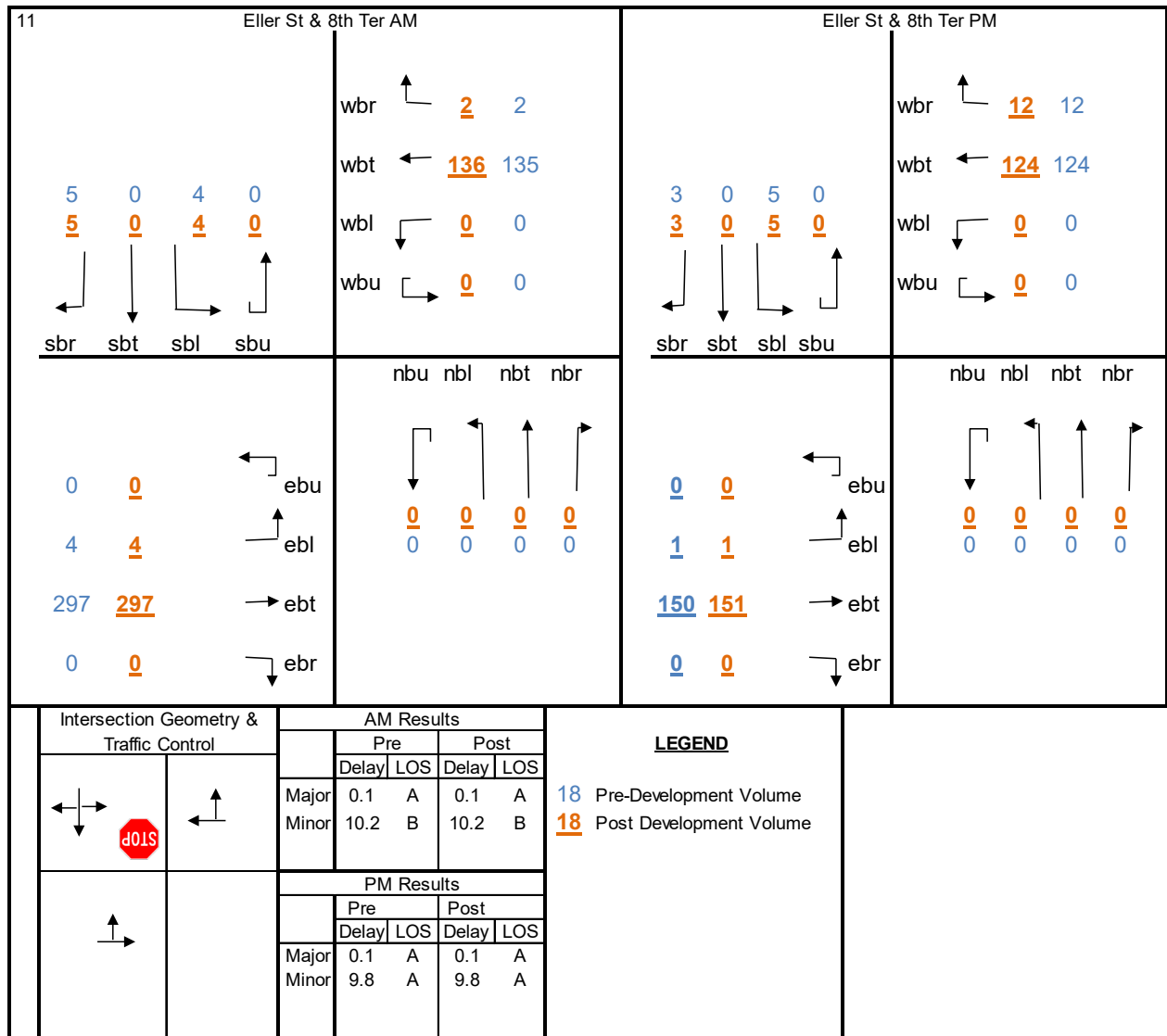
**Figure 13. NE 8th Ave & Eller St Peak Hour Intersection Analysis Results**



### NE 8th Terrace & Eller Street

MEP evaluated the NE 8th Terrace & Eller Street intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably and no improvements are needed. Figures 14 displays projected volumes, intersection results and intersection geometry.

**Figure 14. NE 8th Ter & Eller St Peak Hour Intersection Analysis Results**



## ***DRIVEWAYS***

### ***Proposed Access***

The applicant proposes two points of access. The accesses are as follows:

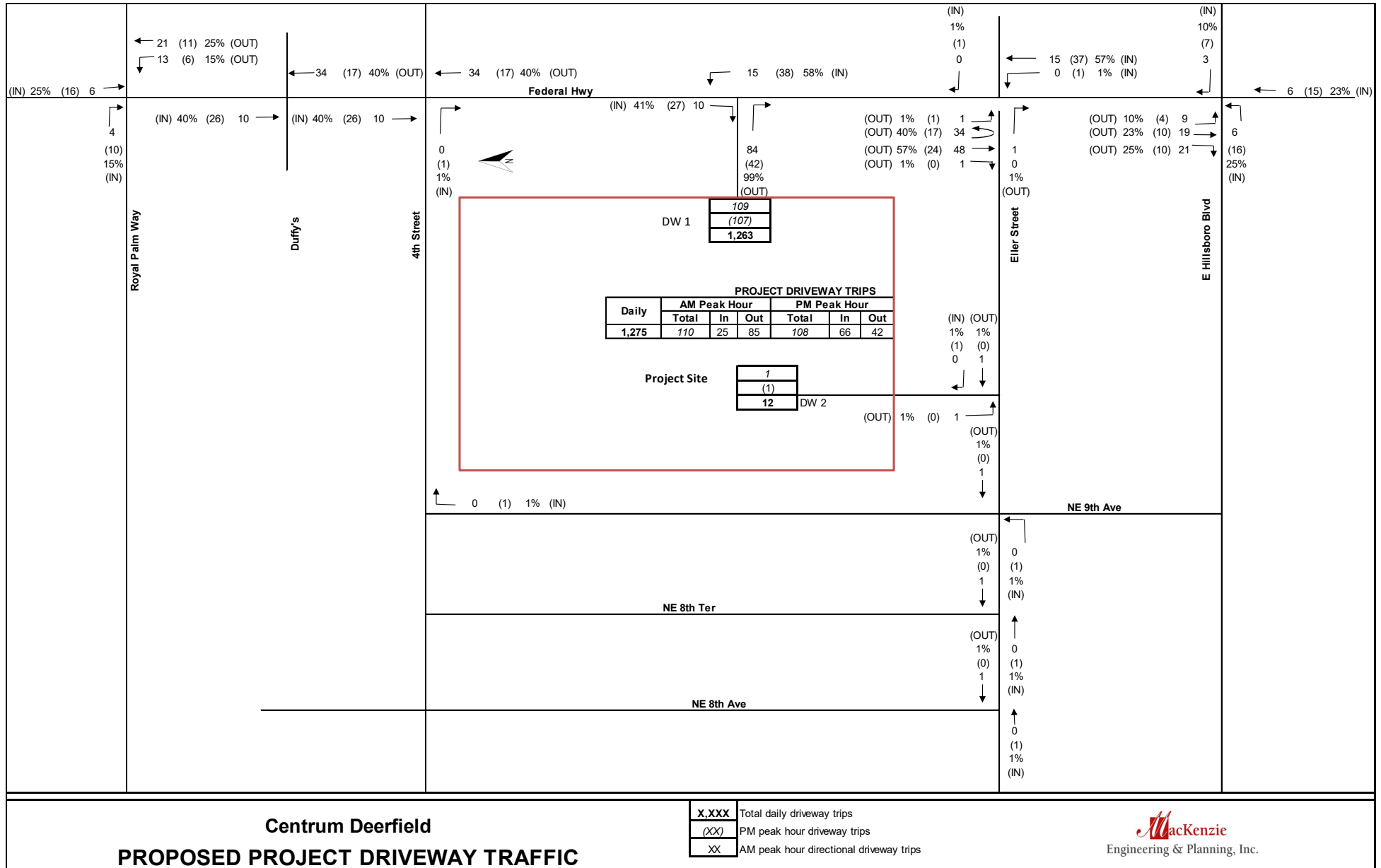
- Driveway 1 & US 1 -- Right-in/Left-in/Right-out
- Driveway 2 & NE Eller St -- Full opening

Figure 15 displays the driveway volumes.



Engineering & Planning, Inc.

Figure 15. Project Driveway Volumes



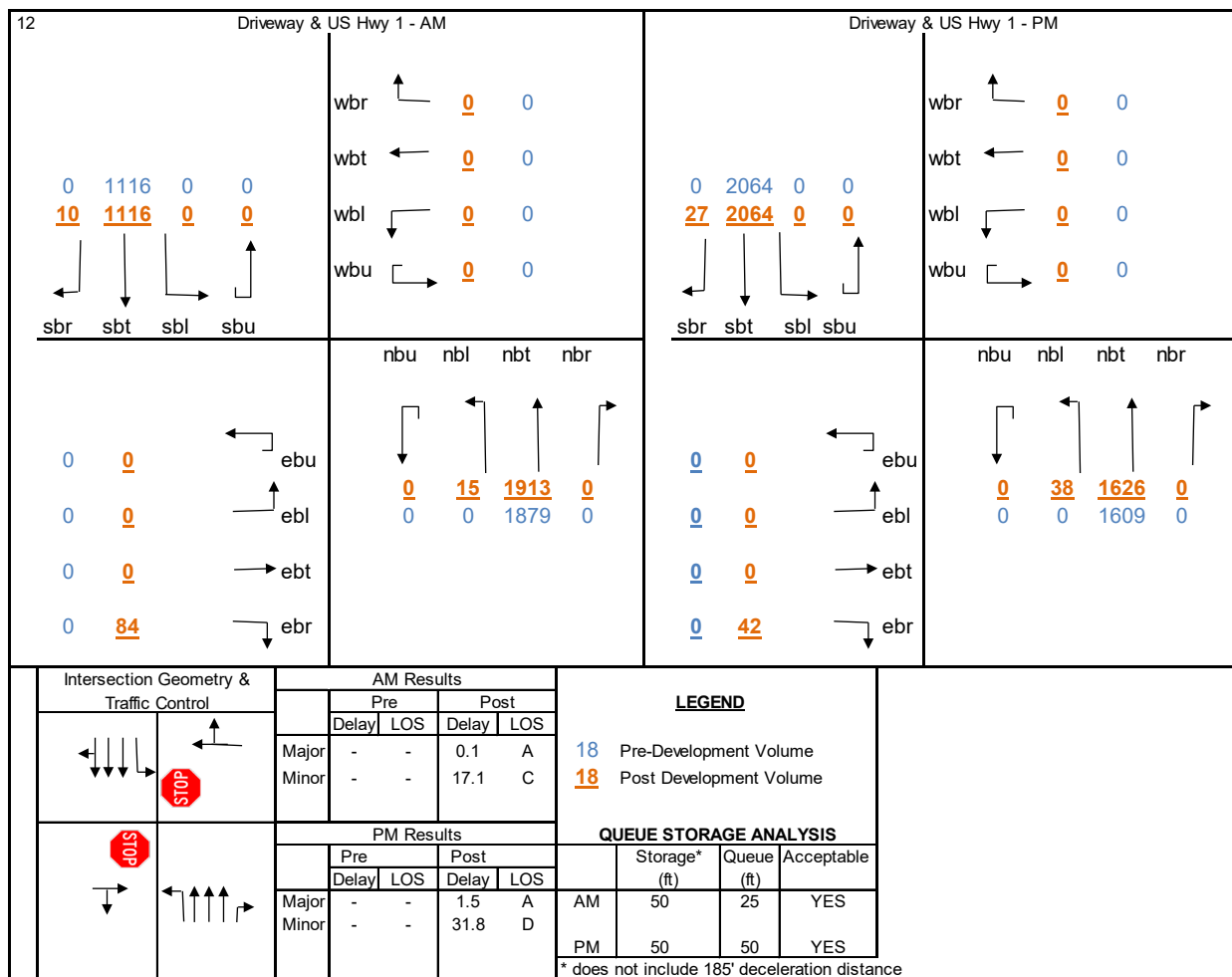


### ***Driveway #1***

The site's Driveway #1 is projected to have 27 peak hour right-turning vehicles. This is less than the FDOT's guideline of 80-125 right-turns for a right-turn lane. Therefore, a right-turn lane is not recommended. This standard is based on FDOT's *Access Management Guidebook*. In addition, FDOT is not requiring a right-turn into the property. The applicant will construct a 235-foot northbound left-turn into the project, which provides 50 feet of storage and 185 feet of deceleration in accordance with FDOT standards.

MEP evaluated the Driveway #1 intersection. With project traffic, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably and no improvements are needed as shown in Figure 16. Queue storage at the northbound left-turn is projected to be adequate in the AM and PM

**Figure 16. US 1 & Driveway Peak Hour Intersection Analysis Results**



FDOT's standards are contained within the Florida Administrative Code (F.A.C.) Chapter 14-97. This segment of Federal Highway is a class 5 roadway with a 45 MPH speed limit. On a 45 MPH roadway the standard spacing between driveways or driveways and a street is 245 feet per Code. The proposed Driveway 1 is approximately 230 feet from NE 4th Street and 389 feet from NE Eller Street.

The applicant attended an FDOT Driveway pre-application meeting with FDOT staff on November 9, 2022 and received pre-approval for the driveway location and left-turn concept including the non-standard spacing between 4th Street and the driveway. The location of the driveway results in preferable conditions because it is located further from the Eller Street traffic signal and provides sufficient distance from Eller Street to install a new left-turn lane in the median of Federal Highway.

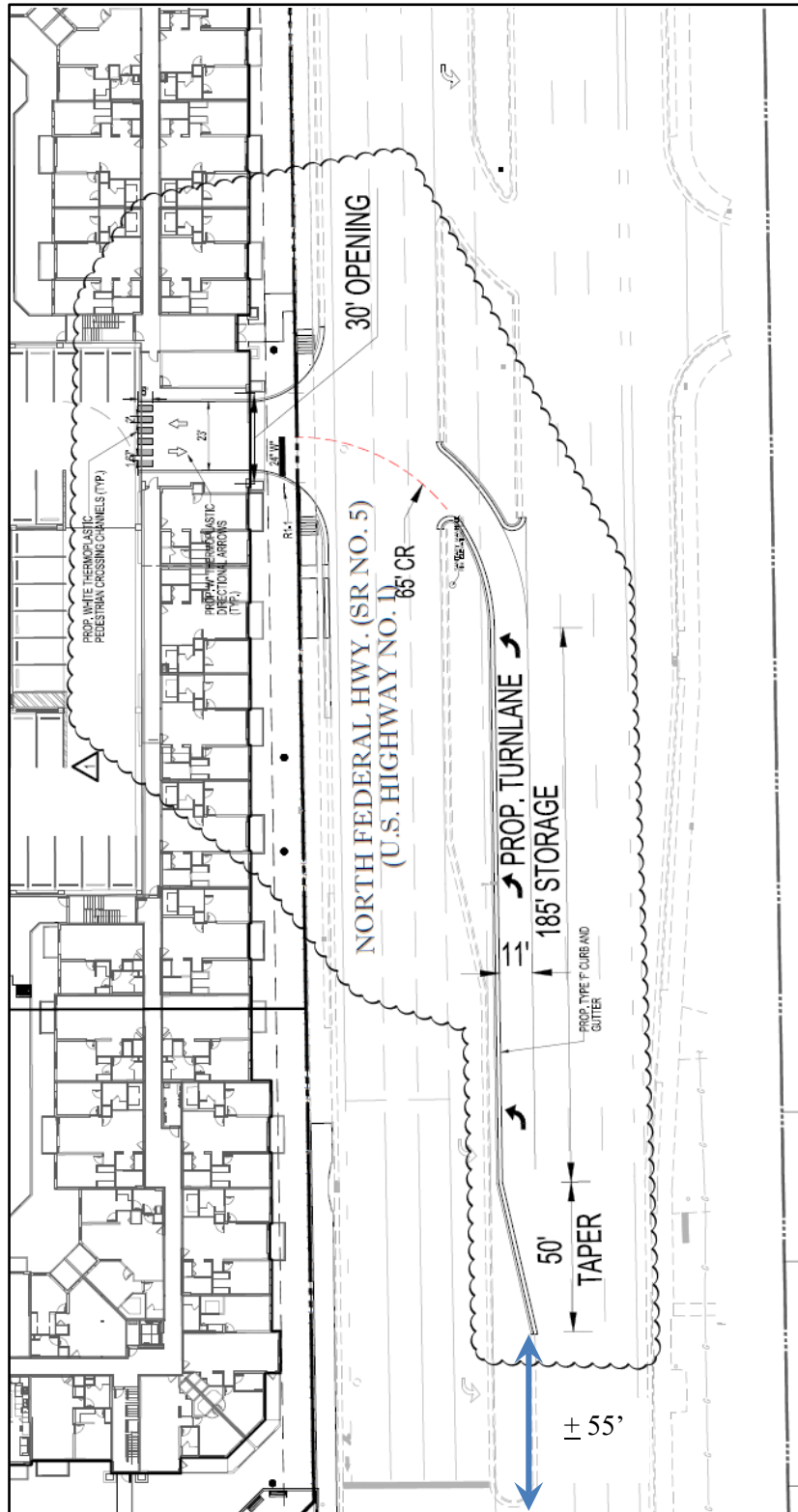
Driveway 1 is the access to the project's parking garage and serves residents, employees and guests.

***Driveway #2***

Driveway 2 is a small parking lot with access to Eller Street. Driveway 2 is the access for deliveries and the leasing office. The parking garage does not have a vehicular connection to driveway 2.

The site's Driveway #2 is projected to have 1 peak hour right-turning vehicle. This is significantly less than the FDOT's guideline of 80-125 right-turns for a right-turn lane. Therefore, a right-turn lane is not recommended.

**Figure 17. Northbound Left-turn into Project**



## **CONCLUSION**

MacKenzie Engineering and Planning, Inc. (MEP) was retained to prepare a traffic study to determine the transportation impacts related to the demolition of 22,474 SF of office use (ITE Land Use Code 710) and replacing it with the construction of 277 multi-family mid-rise dwelling units (ITE Land Use Code 221) in Deerfield Beach. The site is located at the southwest corner of Federal Highway (US 1) & NE 4<sup>th</sup> Street, Deerfield Beach, Florida. The buildout year is 2025.

The proposed development will generate the following net new external trips and proposed driveway trips:

- 1,275 daily, 110 AM peak hour (29 in/81 out), and 108 PM peak hour (66 in/42 out) trips.

The following are recommendations for the site:

- A 235-foot northbound left-turn lane into the property on US 1 into the project is pre-approved by FDOT.
- The northbound left-turn lane will be approximately 235 feet long and begin about 55 feet north of the Eller Street intersection.
- The northbound left-turn lane will be installed in the US 1 median and require the removal of some palm trees.
- A right-turn lane into the site is not recommended or required.
- No other turn-lane extensions are needed or required.

## **Improvements**

The applicant is constructing numerous improvements in the vicinity of the property to support multi-modal opportunities from the site.

1. Construct a new 5-foot to 6-foot sidewalk along the NE 4<sup>th</sup> Street property frontage (see Exhibit 1)
2. Remove the pedestrian drop-off hazard and remove the pedestrian handrail along Federal Highway to allow pedestrians and bicyclists to fully utilize the sidewalk
3. Reconstruct Eller Street between NE 9<sup>th</sup> Avenue and Federal Highway with:
  - a. On-Street Parallel Parking (see Exhibit 2)

- b. 8-foot sidewalk south side of Eller Street and 8-foot/5-foot sidewalk on the north side of Eller Street (see Exhibit 2)
- 4. Design NE Eller Street Improvements from NE 6<sup>th</sup> Avenue to NE 9<sup>th</sup> Avenue (see Exhibits 3 and 4)
- 5. Construct a new 8-foot concrete sidewalk on the north side of Eller Street from NE 6<sup>th</sup> Avenue to NE 9<sup>th</sup> Avenue (See Depiction on Exhibit 4) (The south side sidewalk and other streetscape improvements will be constructed by the City at a future date).
- 6. Construct pedestrian plazas at the northeast and southeast corners of the property (See Exhibits 1 and 2)
- 7. Construct proposed and improved curb ramps to meet ADA compliant regulations (See Exhibits 1, 2, 5 and 6)
- 8. Construct an 8' wide x 40' long expanded sidewalk for the bus landing pad (see Exhibit 1).
- 9. Construct an enhanced crosswalk at 9th Avenue and Eller Street (See Exhibits 2, 4 and 5).
- 10. Construct a 235-foot northbound left-turn lane into the project

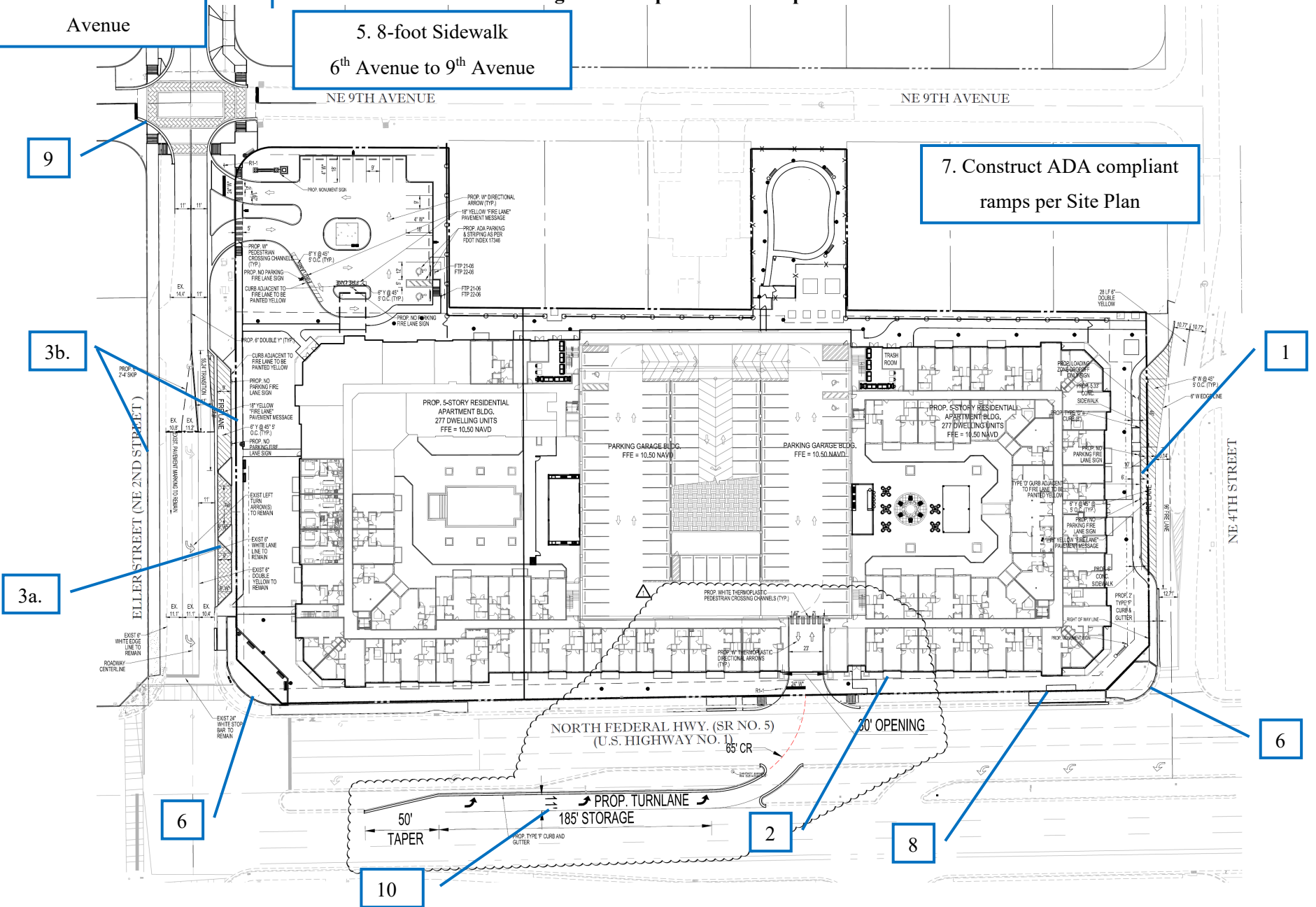
Construction of the improvements is projected to commence in early 2024 and last roughly 16 months. A figure showing the improvement locations is shown in Figure 18.

Figure 18. Improvements Map

4. Eller Street Design  
6<sup>th</sup> Avenue to 9<sup>th</sup>  
Avenue

5. 8-foot Sidewalk  
6<sup>th</sup> Avenue to 9<sup>th</sup> Avenue

7. Construct ADA compliant  
ramps per Site Plan



## ***EXHIBITS***

- Exhibit 1. Paving Grading and Drainage Plan (SP-08)
- Exhibit 2. Paving Grading and Drainage Plan (SP-07)
- Exhibit 3. NE Eller Street Proposed Section
- Exhibit 4. NE Eller Street Streetscape Improvements
- Exhibit 5. NE Eller Street Design (Federal Highway to NE 8<sup>th</sup> Terrace)
- Exhibit 6. NE Eller Street Design (NE 8<sup>th</sup> Terrace to 6<sup>th</sup> Avenue)



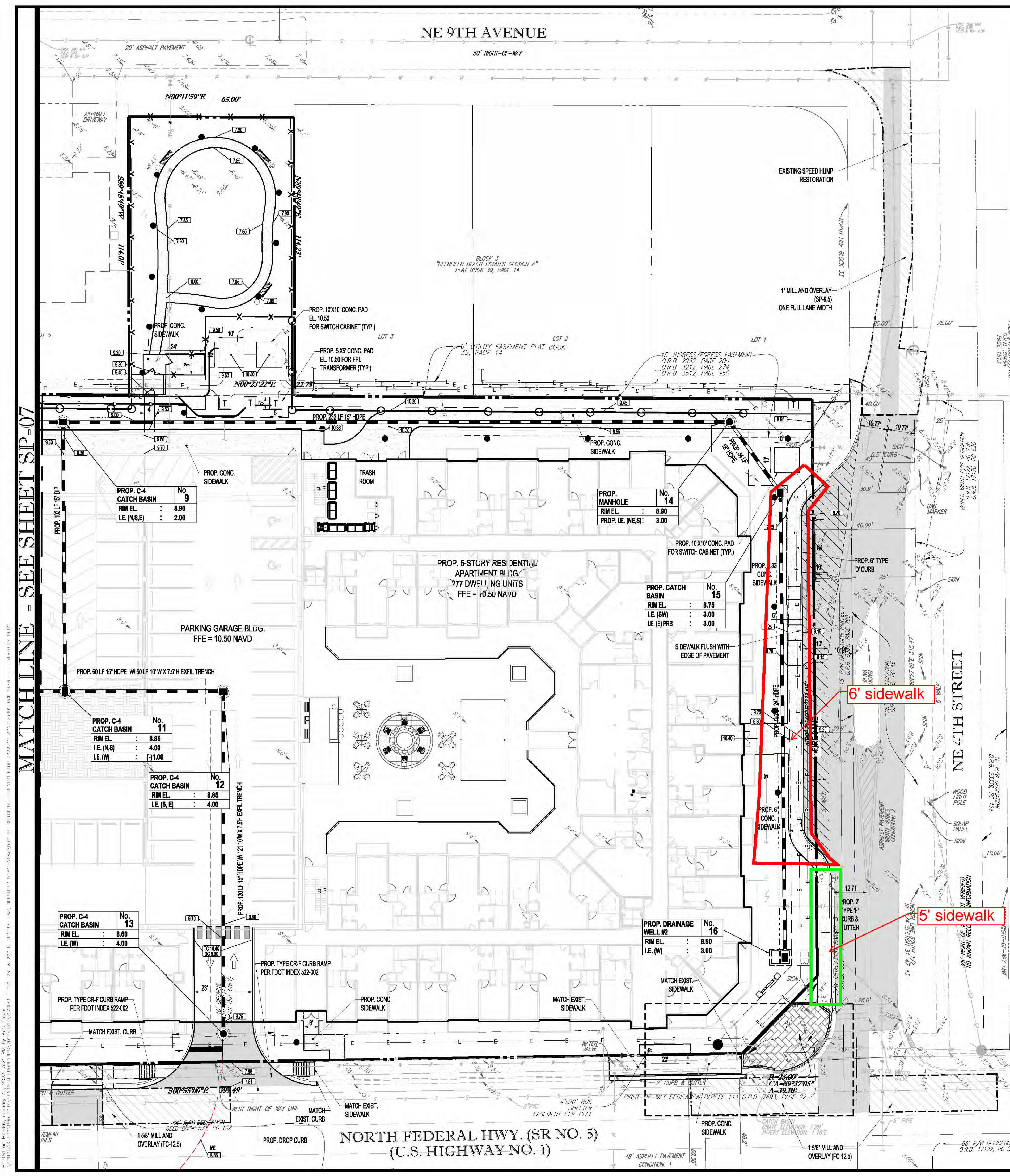
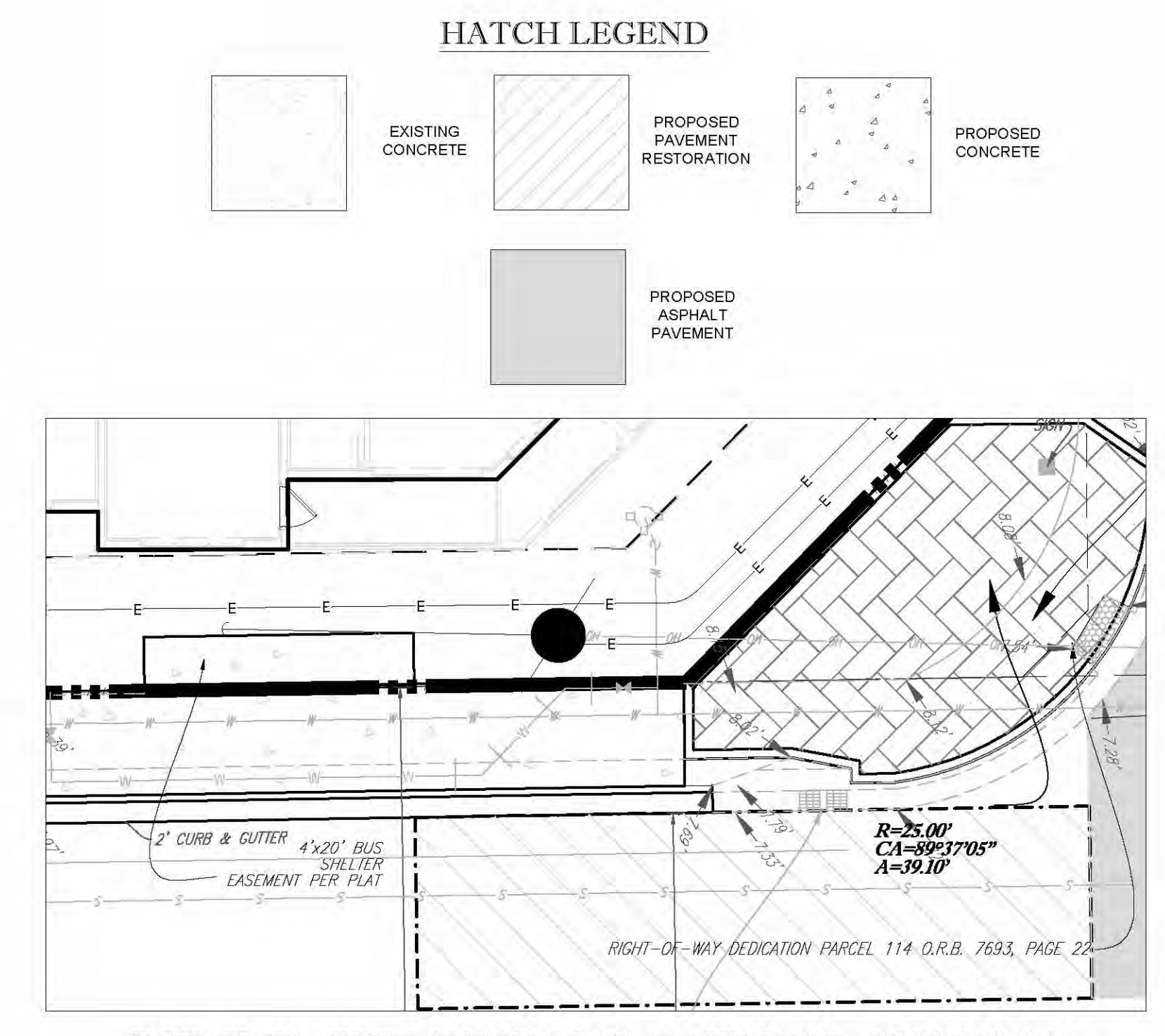
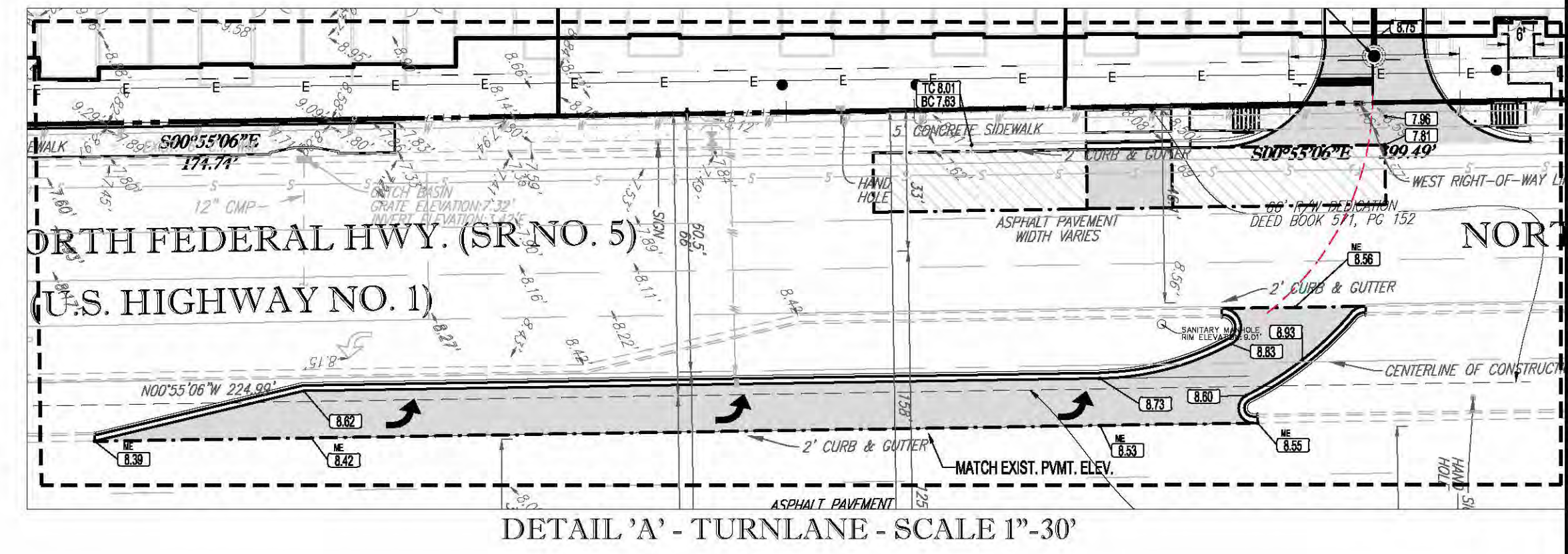
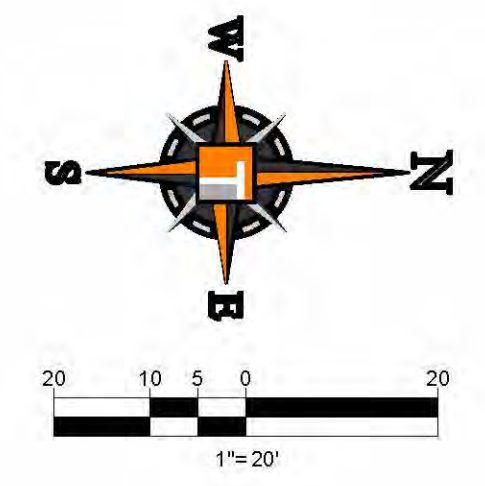
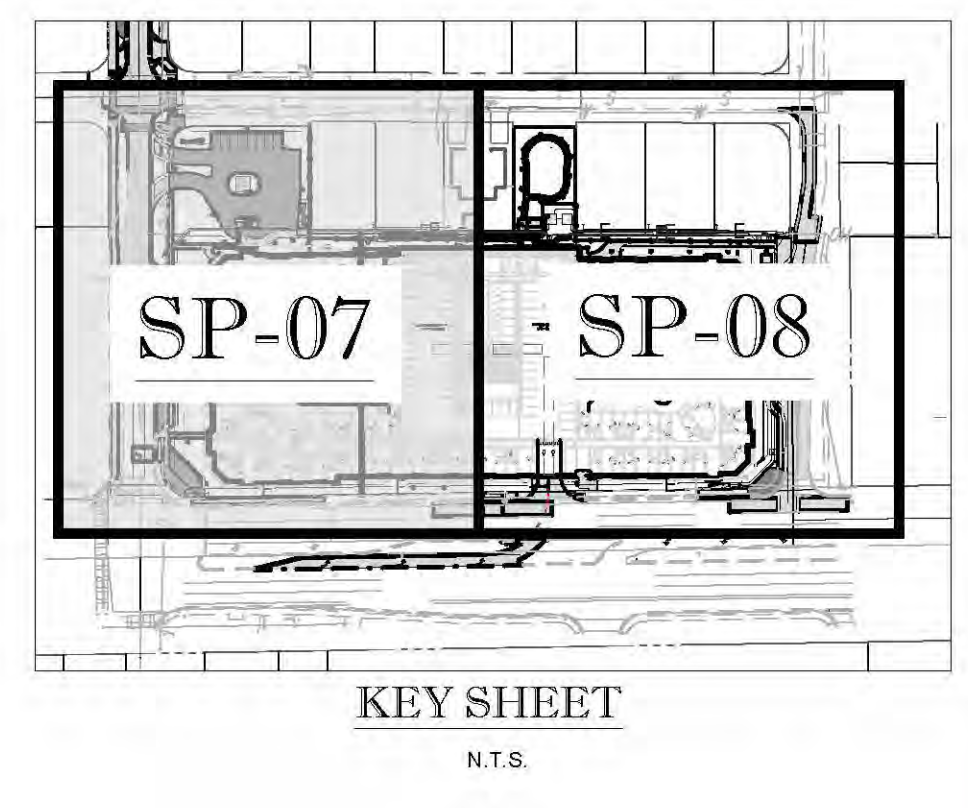


EXHIBIT 1

| PAVING, GRADING & DRAINAGE LEGEND |                             |               |
|-----------------------------------|-----------------------------|---------------|
| EXISTING NOTE                     | TYPICAL NOTE TEXT           | PROPOSED NOTE |
|                                   | UNDERGROUND WATER LINE      | —W—           |
|                                   | GAS MAIN                    | —G—           |
|                                   | SANITARY MAIN               | —S—           |
|                                   | STORM SEWER                 | —SS—          |
|                                   | UNDERGROUND ELECTRICAL LINE | —E—           |
|                                   | OVERHEAD ELECTRICAL LINE    | —OE—          |
|                                   | EXFILTRATION TRENCH         | —ET—          |
|                                   | SANITARY SEWER              | —S—           |
|                                   | SANITARY LATERAL            | —SL—          |
|                                   | FIRE HYDRANT                | *             |
|                                   | TRANSFORMER PAD             | T             |
|                                   | CATCH BASIN                 | CB            |
|                                   | BACKFLOW PREVENTER          | Z             |
|                                   | WATER METER                 | WM            |
|                                   | CLEAN OUT                   | CO            |
|                                   | GRADE SPOT SHOT             | XXX           |



ALL ELEVATIONS ARE BASED ON NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD 88).

THOMAS

ENGINEERING GROUP

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F: 561-203-7604

4850 W. KENNEDY BLVD.  
SUITE 200  
TAMPA, FL 33609  
P: 813-279-4100  
F: 813-279-4101

REVISIONS

| REV. | DATE | COMMENT | BY |
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CHECKED BY: ROT  
CAD D.I.: F170091-PGD PLAN

PROJECT:

221, 231 & 299  
N. FEDERAL HWY

FOR

CRD FEDERAL LLC

DEERFIELD BEACH  
FLORIDA

THOMAS

ENGINEERING GROUP

6300 NW 31ST AVENUE  
FORT LAUDERDALE, FL 33309  
PH: (954) 202-7000  
FX: (954) 202-7070  
www.ThomasEngineeringGroup.com

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o=Thomas Engineering Group,  
ou=Florida, email=mcigale@thomaseng.com,  
c=US, postalCode=33409, serialNumber=1014,  
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cn=Matthew J. Cigale

Matthew J. Cigale

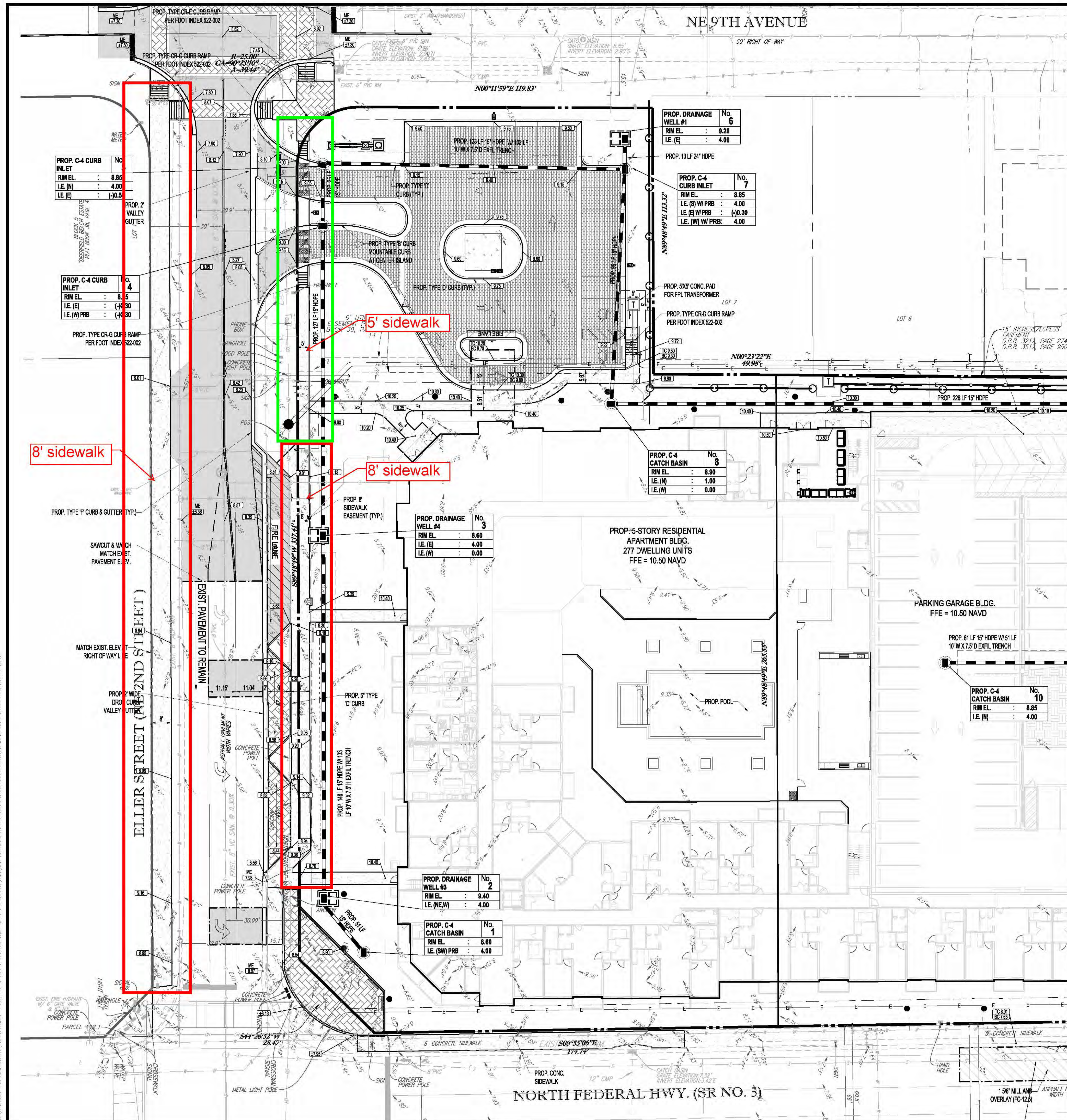
SHEET TITLE:

PAVING, GRADING  
& DRAINAGE PLAN

SHEET NUMBER:

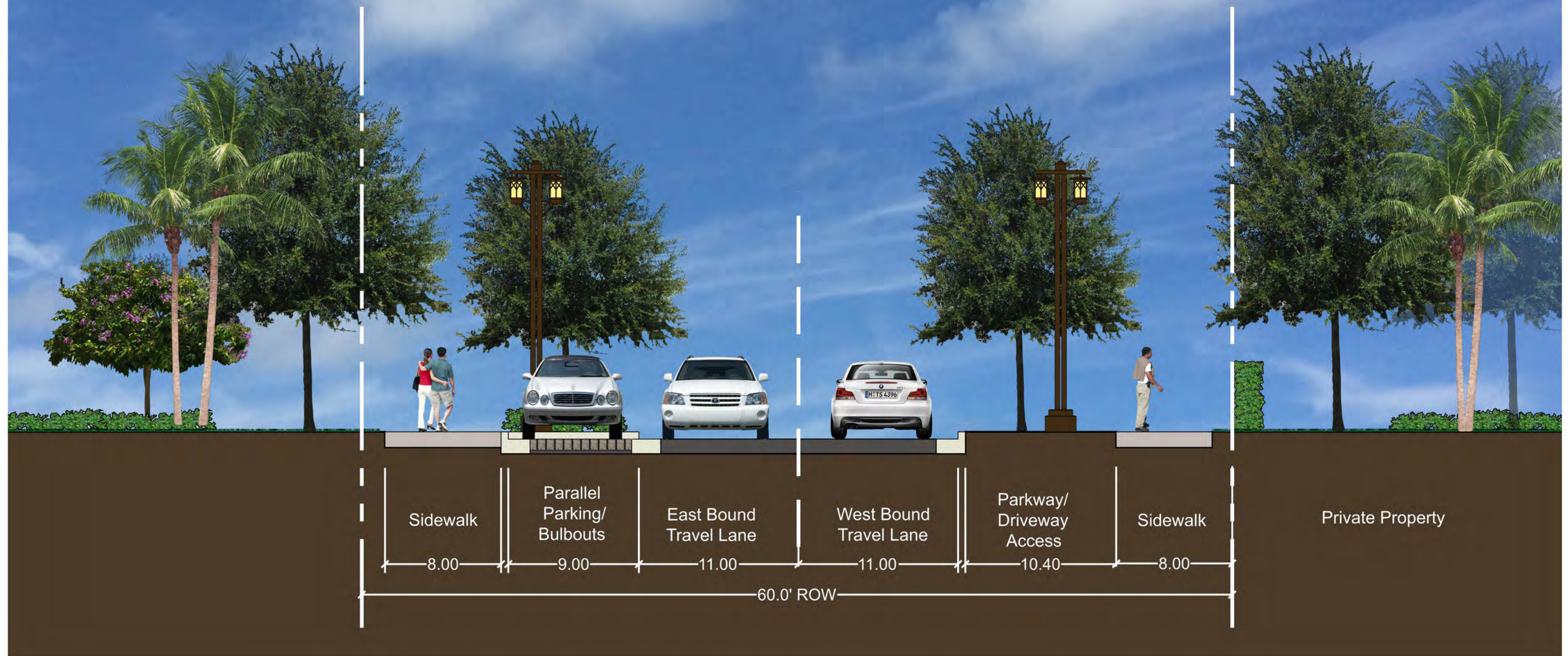
SP-08



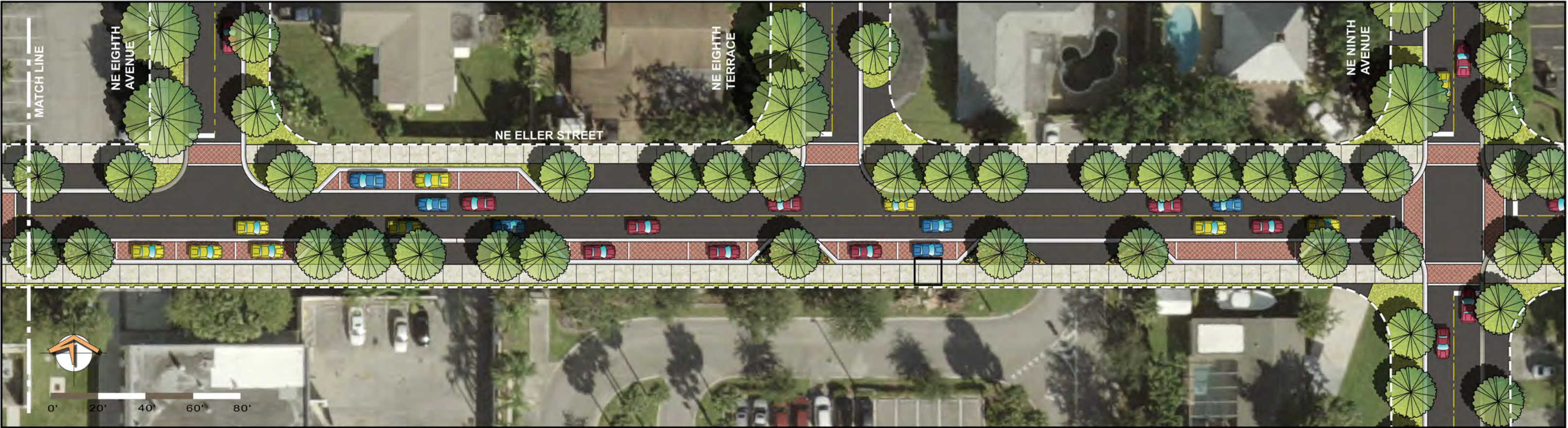




# PROPOSED SECTION NE ELLER STREET







**NE ELLER STREET STREETScape IMPROVEMENTS**

CITY OF DEERFIELD BEACH



ALL ELEVATIONS ARE BASED ON NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD 88).

## HATCH LEGEND

EXISTING  
CONCRETE

PROPOSED  
CONCRETE

PROPOSED  
ASPHALT  
PAVEMENT

CONFLICT  
AREAS

LIGHTPOLE/WOOD  
POLE  
LOCATION

AXIS PROPERTY  
OWNER'S  
RESPONSIBILITY TO  
CONSTRUCT

## PAVEMENT LEGEND

A

**SUB-BASE:**

12" STABILIZED SUB-BASE COMPACTED TO 98% OF MAX. DRY DENSITY PER AASHTO T-180 (MIN LBR 40).

B

**LIME ROCK BASE :**

LIME ROCK BASE COURSE MATERIAL FOR PAVED AREAS SHALL BE A MINIMUM 8" THICKNESS IN PARKING AREAS, 12" THICKNESS WITHIN DRIVE AISLES AND DRIVEWAYS, AND 4" IN PEDESTRIAN PAVEMENT AREAS. BASE SHALL BE COMPACTED TO 98% MAXIMUM DRY DENSITY PER AASHTO T-180 (LBR 100). OTHER SUBSTITUTES MAY BE ALLOWED PER FDOT SPECIFICATIONS AND PROVIDE EQUIVALENT STRUCTURAL NUMBER.

C

**SAND SETTING BED**

1" SAND SETTING BED

D

**PAVERS (VEHICULAR/PEDESTRIAN):**

CONCRETE PAVERS. REFER TO LANDSCAPE PLANS FOR DETAILS

E

**WEARING SURFACE: (ASPHALT AREAS ONLY)**

INSTALLATION OF THE 2" ASPHALT CONCRETE WEARING SURFACE COURSE SHALL CONFORM WITH THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR TYPE SP-9.5 ASPHALTIC CONCRETE, AND SHALL BE CONSTRUCTED WITH TACK COAT BETWEEN LIFTS.

| EXISTING NOTE | TYPICAL NOTE TEXT              | PROPOSED NOTE |
|---------------|--------------------------------|---------------|
|               | UNDERGROUND<br>WATER LINE      |               |
|               | GAS<br>MAIN                    |               |
|               | SANITARY<br>MAIN               |               |
|               | STORM<br>SEWER                 |               |
|               | UNDERGROUND<br>ELECTRICAL LINE |               |
|               | OVERHEAD<br>ELECTRICAL LINE    |               |
|               | EXFILTRATION<br>TRENCH         |               |
|               | SANITARY<br>SEWER              |               |
|               | SANITARY<br>LATERAL            |               |
|               | FIRE<br>HYDRANT                |               |
|               | TRANSFORMER<br>PAD             |               |
|               | CATCH<br>BASIN                 |               |
|               | BACKFLOW/<br>PREVENTER         |               |
|               | WATER<br>METER                 |               |
|               | CLEAN<br>OUT                   |               |
|               | GRADE SPOT<br>SHOT             |               |

EXIST. RW LINE

30'

32.6'

30'

2'

8'

4.9'

11.1'

11.1'

10.4'

9'

8'

PROP. CONC. SIDEWALK

EX. SWALE TO REMAIN

EX. TRAVEL LANE

EX. TURN LANE

EX. TRAVEL LANE

PARKING

PROP. CONC. SIDEWALK

PROP. 8' CONC. SIDEWALK

PROP. TYPE 'F' CURB/VALLEY GUTTER

PROP. TYPE 'D' CURB

4.5'

A

B

C

D

PROP. 8' CONC. SIDEWALK

TYPICAL SECTION 'C'

SCALE: 1" = 10'

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| CHECKED BY:  | ROT                       |
| DATE:        |                           |
| CAD I.D.:    | F170091-OFFSITE ELLER PGD |

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FLORIDA

6300 NW 31ST AVENUE  
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PH: (954) 202-7000  
FX: (954) 202-7070  
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**Matthew J Cigale**

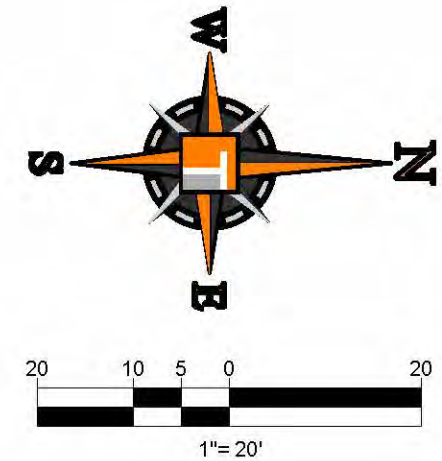
**SHEET TITLE:**  
**OFFSITE ELLER**  
**STREETSCAPE PAVING,**  
**GRADING & DRAINAGE**  
**PLAN**

**SP-16**





ALL ELEVATIONS ARE BASED ON NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD 88).



- A SUB-BASE:  
12" STABILIZED SUB-BASE COMPACTED TO 98% OF MAX. DRY DENSITY PER AASHTO T-180 (MIN LBR 40).
- B LIME ROCK BASE :  
LIME ROCK BASE COURSE MATERIAL FOR PAVED AREAS SHALL BE A MINIMUM 8" THICKNESS IN PARKING AREAS, 12" THICKNESS WITHIN DRIVE AISLES AND DRIVEWAYS, AND 4" IN PEDESTRIAN PAVED AREAS. BASE SHALL BE COMPACTED TO 98% MAXIMUM DRY DENSITY PER AASHTO T-180 (LBR 100). OTHER SUBSTITUTES MAY BE ALLOWED PER FOOT SPECIFICATIONS AND PROVIDE EQUIVALENT STRUCTURAL NUMBER.
- C SAND SETTING BED  
1" SAND SETTING BED
- D PAVERS (VEHICULAR/PEDESTRIAN):  
CONCRETE PAVERS. REFER TO HARDSCAPE PLANS FOR DETAILS
- E WEARING SURFACE: (ASPHALT AREAS ONLY)  
INSTALLATION OF THE 2" ASPHALT WEARING SURFACE COURSE SHALL CONFORM WITH THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR TYPE SP-9.5 ASPHALTIC CONCRETE, AND SHALL BE CONSTRUCTED WITH TACK COAT BETWEEN LIFTS.
- F LIME ROCK BASE:  
LIME ROCK BASE COURSE MATERIAL FOR PAVED AREAS SHALL BE A MINIMUM 12" THICKNESS AND COMPACTED TO 98% MINIMUM DRY DENSITY PER AASHTO T-180 (LBR 100).

| EXISTING NOTE | TYPICAL NOTE TEXT              | PROPOSED NOTE |
|---------------|--------------------------------|---------------|
|               | UNDERGROUND<br>WATER LINE      |               |
|               | GAS<br>MAIN                    |               |
|               | SANITARY<br>MAIN               |               |
|               | STORM<br>SEWER                 |               |
|               | UNDERGROUND<br>ELECTRICAL LINE |               |
|               | OVERHEAD<br>ELECTRICAL LINE    |               |
|               | EXFILTRATION<br>TRENCH         |               |
|               | SANITARY<br>SEWER              |               |
|               | SANITARY<br>LATERAL            |               |
|               | FIRE<br>HYDRANT                |               |
|               | TRANSFORMER<br>PAD             |               |
|               | CATCH<br>BASIN                 |               |
|               | BACKFLOW/<br>PREVENTER         |               |
|               | WATER<br>METER                 |               |
|               | CLEAN<br>OUT                   |               |
|               | GRADE SPOT<br>SHOT             |               |





## ***APPENDIX***

1. Approved Methodology
2. Intersection Analysis
  - a. Intersection Surrounding Worksheet
  - b. Intersection Analysis - Post-Development
  - c. Broward County Traffic Data
    - i. Traffic Counts
    - ii. Signal Timings
  - d. City of Boca Raton Traffic Data
    - i. Signal Timings
3. Roadway Analysis
  - a. FDOT's Florida Traffic Online Data
    - i. Peak Season Factor Category Report (2021)
4. Other Data
  - a. Site Plan
5. FDOT Documentation
  - a. FDOT Driveway Pre-Application Approval Letter



## Engineering & Planning, Inc.

1172 SW 30<sup>th</sup> Street, Suite 500 • Palm City • Florida • 34990

(772) 286-8030 • [www.mackenzieengineeringinc.com](http://www.mackenzieengineeringinc.com)

### ***Memorandum***

To: City of Deerfield Beach Public Works Department  
From: Shaun G. Mackenzie, P.E.  
Date: [April 8, 2021](#)  
[Revised March 4, 2021](#)  
Revised February 19, 2021  
[Revised October 5, 2022](#)  
[Revised October 7, 2022](#)  
[Revised October 10, 2022](#)  
Re: Centrum Deerfield – Traffic Study Methodology

---

### **City of Deerfield Beach Acceptance**

Centrum Deerfield, Traffic Study Methodology was

Approved on \_\_\_\_\_, 20\_\_ by \_\_\_\_\_

### **Introduction**

MacKenzie Engineering and Planning, Inc. (MEP) was retained by CRD Federal LLC to perform a traffic analysis for the development located at the southwest corner of Federal Highway (US 1) & NE 4th Street, City of Deerfield Beach, Florida. The applicant proposes to demolish an existing 22,474 SF General Office Building and construct a new 277 Dwelling Units (DU) Residential Irregular. [The buildout year is 20242025.](#)

The methodology that MEP shall use to perform the traffic study is based on the City of Deerfield Beach Comprehensive Plan. We are submitting this methodology to the City of Deerfield Beach Public Works department for review and upon approval will continue with the traffic analysis.

Figure 1 illustrates the general site location.

### **Inventory & Planning Data**

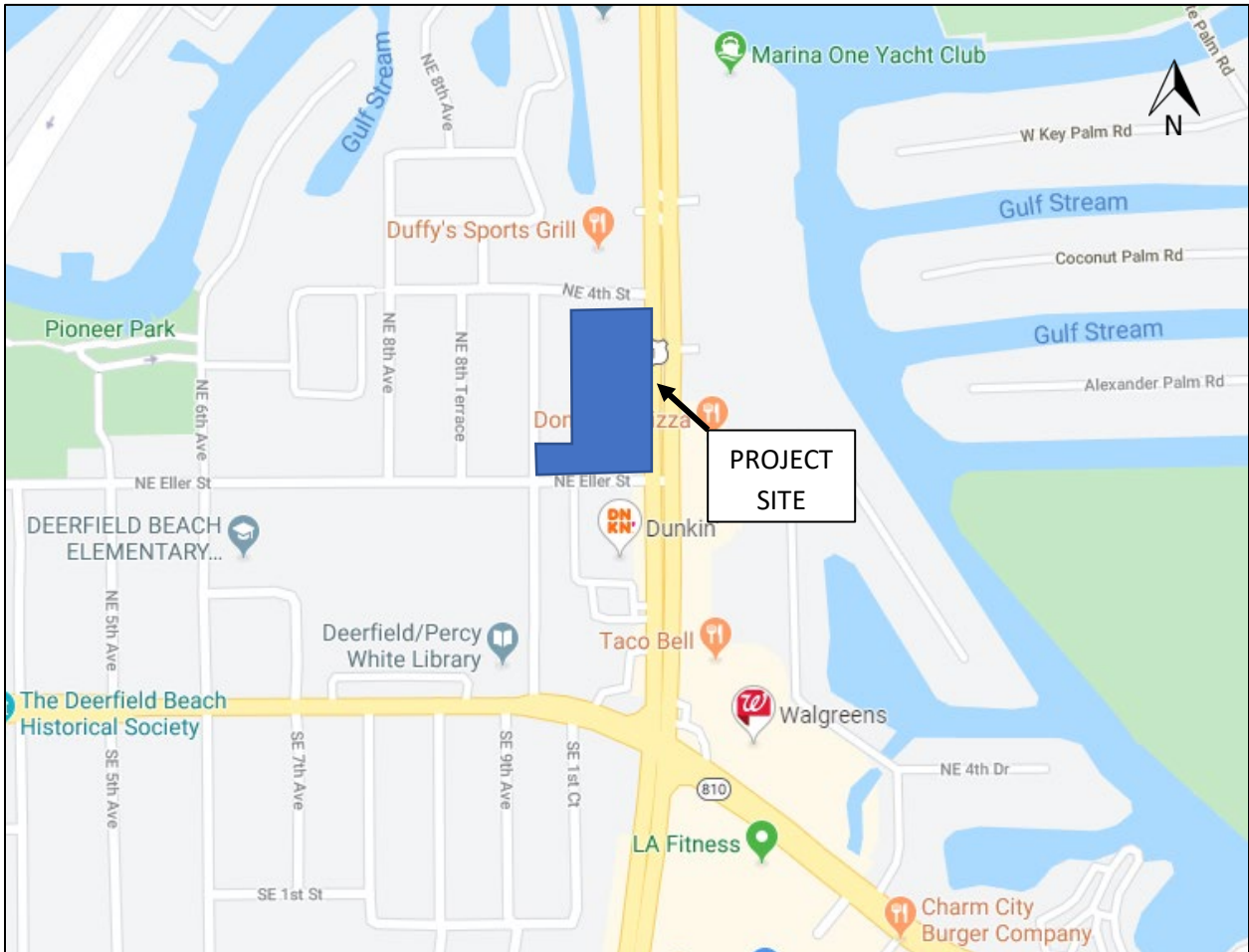
For your review, we accumulated required information and listed the methodology to complete the traffic analysis.

### **Availability / Use of County & State Data**

MEP will obtain count data, use FDOT's Florida Traffic Online traffic counts and supplement from the Broward County TPO Traffic Counts and Level of Service Report.



**Figure 1: Proposed Site Location**



**Procedures for traffic counts, location of count stations, identification of possible additional locations**

MEP identified ~~6 the following~~ intersections ~~which are listed on the concurrency determination network~~ for analysis. These intersections include the following along with ~~latest~~ date of data collection:

1. NE 4<sup>th</sup> St & NE 9<sup>th</sup> Ave – ~~2/25/2020 & 3/5/2020~~ Week of 10/10/2022
2. NE Eller St & NE 9<sup>th</sup> Ave – ~~2/25/2020 & 3/5/2020~~ Week of 10/10/2022
3. US 1 & NE Eller St – ~~12/6/2017~~ Week of 10/10/2022
4. US 1 & E Hillsboro Blvd – ~~2/27/2020~~ Week of 10/10/2022
5. US 1 & Duffy's – ~~12/5/2017 & 12/6/2017~~ Week of 10/10/2022
6. US 1 & Royal Palm Way – ~~2/27/2020~~ Week of 10/10/2022
7. US 1 & NE 4<sup>th</sup> St – Week of 10/10/2022
8. NE 4<sup>th</sup> Street & NE 8<sup>th</sup> Avenue – Week of 10/10/2022 or Week of 10/17/2022
9. NE 4<sup>th</sup> Street & NE 8<sup>th</sup> Terrace – Week of 10/10/2022 or Week of 10/17/2022
10. NE 8<sup>th</sup> Avenue & Eller Street – Week of 10/10/2022 or Week of 10/17/2022
11. NE 8<sup>th</sup> Terrace & Eller Street – Week of 10/10/2022 or Week of 10/17/2022

Should additional counts be required, MacKenzie Engineering & Planning, Inc. will obtain or collect AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak hour turning movement count data and determine the project impact.

## METHODS OF DATA COLLECTION

Data shall be collected at 15 minute intervals between 7 AM and 9 AM and from 4 PM to 6 PM. Data shall be collected at each location by manual observation or video recorded and manually counted in the office. Manual shall refer to tally sheets, handheld count boards or laptop computers. Raw data will be included in the study Appendix.

## TIMING

Traffic data shall be collected on Tuesday, Wednesday or Thursday during a typical school day.

### Study Area

#### *Traffic Distribution / Assignment Technique and Approach*

Traffic distribution and assignment was developed based upon engineering judgement, trip lengths based on the uses and from a review of the roadway network. These factors were applied using traffic engineering rationale similar to the gravity model (see Exhibit 2). The overall distribution is summarized by general directions and is depicted below:

|       |   |            |
|-------|---|------------|
| NORTH | – | 40 percent |
| SOUTH | – | 23 percent |
| WEST  | – | 26 percent |
| EAST  | – | 10 percent |

### Committed Traffic

The City shall provide MEP with committed project information.

### Peak Season Conversion Factors

MEP shall utilize the latest peak season adjustment factors published by FDOT (2021) for Broward County (<https://tdaappsprod.dot.state.fl.us/fto/>). The study will utilize the peak season conversion factor for East of A1A to US 1 in order to provide a conservative analysis. FDOT's peak season conversion factors are applied to counted volumes to convert the counted volumes to peak season conditions. This is current state of the practice in South Florida due to the seasonal nature of traffic in the area. This adjustment generally reflects an adjustment of the volume to the 100<sup>th</sup> highest hour of traffic. Additional detail regarding peak season conversion factors can be found in FDOT's *Project Traffic Forecasting Handbook (2014)*.

## **Project Traffic**

### **Existing Trip Generation**

The existing office building and is 22,474 SF.

~~The existing site trip generation will be based building occupancy as of March 2021 and estimated trips will be based on ITE's trip generation equation for the general office building use as shown in Table 1.~~

**Table 1. Existing Land Use Summary**

| Land Use                | ITE Code | Tenant        | Intensity (SF) | Total Intensity (SF) |
|-------------------------|----------|---------------|----------------|----------------------|
| General Office Building | 710      | Observer      | 1,222          | 17,545               |
|                         |          | Claims Adj.   | 2,317          |                      |
|                         |          | Doug Hill     | 1,061          |                      |
|                         |          | MWI           | 268            |                      |
|                         |          | Way           | 576            |                      |
|                         |          | Gracious Care | 11,233         |                      |
|                         |          | Senior Health | 868            |                      |

Trip generation is calculated utilizing the ITE's Trip Generation Manual, 10<sup>th</sup> Edition (see Exhibit's 1). The study used General Office Building (Land Use 710).

The existing site generates the following net new external trips and cumulative driveway trips:

- ~~249 daily, 48 AM peak hour (41 in/7 out), and 28 PM peak hour (4 in/24 out) trips.~~
- ~~196 daily, 43 AM peak hour (37 in/6 out), and 22 PM peak hour (4 in/18 out) trips.~~

**In order to provide a conservative analysis, no credit will be applied for the existing use.**

### **Proposed Trip Generation**

The proposed use is 277 mid-rise multi-family homes.

The trip generation was projected based on the formulas in the Institute of Transportation Engineers' (ITE) report, *Trip Generation* (11<sup>th</sup> Edition) for Land-Use 221 (Multi-Family Housing Mid-Rise).

The proposed site will generate the following net new external trips and cumulative driveway trips:

- 1,275 daily, 110 AM peak hour (29 in/81 out), and 108 PM peak hour (66 in/42 out)**

### **Net Impact**

The difference between the trip generation potential of the existing land use and the proposed use was examined to determine the maximum (worst case/conservative) impact to the existing and future roadway network.

The proposed development will generate the following net new external trips and cumulative driveway trips:

- ~~● 1,259 daily, 45 AM peak hour (17 in/62 out), and 90 PM peak hour (68 in/22 out)~~
- 1,312 daily, 50 AM peak hour (13 in/63 out), and 96 PM peak hour (68 in/28 out) trips.
- 1,275 daily, 110 AM peak hour (29 in/81 out), and 108 PM peak hour (66 in/42 out)

### **Internal Capture Factor**

Internal capture is proposed at 0%.

### **Pass-by Rate Factor**

Pass-by rate is proposed at 0%.

### **Analysis**

#### **Intersection Analysis**

~~If deemed necessary, MacKenzie Engineering & Planning, Inc. will provide the intersection counts. The analysis will be performed by applying HCM 2010 Methodology using Synchro or HCS 7. The existing traffic volumes will be adjusted using historical growth data. MEP will perform AM & PM peak hour analysis at the following intersections:~~

1. NE 4<sup>th</sup> St & NE 9<sup>th</sup> Ave
2. NE Eller St & NE 9<sup>th</sup> Ave
3. US 1 & NE Eller St
4. US 1 & E Hillsboro Blvd
5. US 1 & Duffy's
6. US 1 & Royal Palm Way
7. US 1 & NE 4<sup>th</sup> St
8. NE 4<sup>th</sup> Street & NE 8<sup>th</sup> Avenue
9. NE 4<sup>th</sup> Street & NE 8<sup>th</sup> Terrace
10. NE 8<sup>th</sup> Avenue & Eller Street
11. NE 8<sup>th</sup> Terrace & Eller Street

### **Background Traffic**

Background traffic identifies how the study area's transportation system is forecast to operate in the buildout year. This includes traffic growth that is associated with the general (historic) growth in the area and the growth due to the development of unbuilt portions of approved major developments.

The City will provide committed traffic information.

### **Historical Growth Rate**

Historic growth rates were developed based on available FDOT Traffic Online data. The historic annual growth on the surrounding facilities between 2015 and 2019 is 0.9%. A minimum growth rate of 2% will be used to provide a conservative analysis, provided that calculations show less than 2% growth. Data showing the growth calculations are contained within the Appendix.

### **Roadway Analysis**

MEP will perform roadway analysis on all roadway segments in which project traffic utilizes one percent or more of the capacity of the roadway at the adopted level of service **(D)** (i.e. 1% significance). At a minimum, MEP will study the adjacent road segments:

- Federal Highway from Hillsboro Boulevard to Royal Palm Way
- Eller Street from NE 9<sup>th</sup> Avenue to Federal Highway

### **Driveway Analysis**

#### **Site Access**

The proposed conceptual site plan has been provided by the owner and is located in the Appendix. The project proposed two points of access. The accesses are as follow:

- Driveway 1 & US 1 -- Right-in/Right-out
- Driveway 2 & NE 2<sup>nd</sup> St -- Full opening

All access will be analyzed during AM & PM peak hours. All driveways connections will be evaluated for turn-lanes. Need for left-turn lanes will be evaluated using NCHRP 279 and need for right-turn lanes will be evaluated based on FDOT's *Driveway Information Guide (2008)*.

The analysis will include a discussion of access management on State Roads and the access management process in FDOT District 4.



**Appendix**

Exhibit 1: Trip Generation

Exhibit 2A-2B: Trip Distribution

Exhibit 3: Growth Rate Calculation

Conceptual Site Plan

~~ITE 10<sup>th</sup> Edition: Land Use – 710 – General Office Building~~

ITE 11<sup>th</sup> Edition: Land Use – 221 – Multifamily Housing (Mid-Rise)

~~List of Leases and Licenses Affecting the Property (March 2021)~~

## Appendix

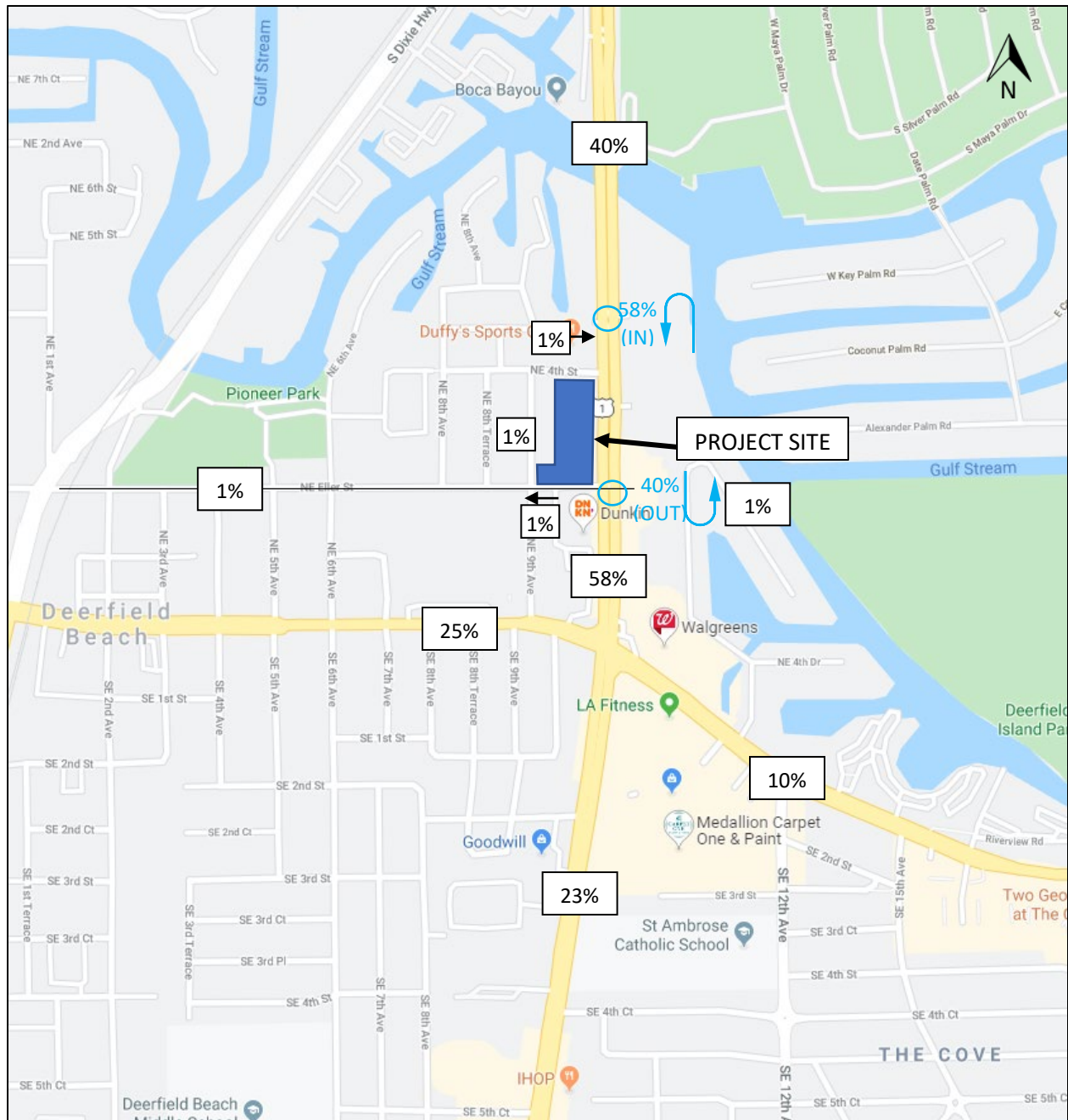
### Exhibit 1: Trip Generation

| Centrum Deerfield<br>Trip Generation                                                                           |           |                |                        |                 |              |                        |              |                      |
|----------------------------------------------------------------------------------------------------------------|-----------|----------------|------------------------|-----------------|--------------|------------------------|--------------|----------------------|
| Land Use                                                                                                       | Intensity | Daily<br>Trips | AM Peak Hour           |                 |              | PM Peak Hour           |              |                      |
|                                                                                                                |           |                | Total                  | In              | Out          | Total                  | In           | Out                  |
| <b><u>Proposed Site Traffic</u></b>                                                                            |           |                |                        |                 |              |                        |              |                      |
| Multifamily Housing (Mid-Rise)                                                                                 | 277 DU    | 1,275          | 110                    | 29              | 81           | 108                    | 66           | 42                   |
| <b>NET CHANGE IN TRIPS ON ROADWAY<br/>NETWORK (FOR THE PURPOSES OF</b>                                         |           | <b>1,275</b>   | <b>110</b>             | <b>29</b>       | <b>81</b>    | <b>108</b>             | <b>66</b>    | <b>42</b>            |
| <b>DRIVEWAY VOLUMES</b>                                                                                        |           | <b>1,275</b>   | <b>110</b>             | <b>29</b>       | <b>81</b>    | <b>108</b>             | <b>66</b>    | <b>42</b>            |
| Note: Trip generation was calculated using the following data from ITE' <i>Trip Generation, 10th Edition</i> : |           |                |                        |                 |              |                        |              |                      |
| Land Use                                                                                                       | ITE       |                |                        | Pass-by<br>Rate | AM Peak Hour |                        | PM Peak Hour |                      |
|                                                                                                                | Code      | Unit           | Daily Rate             |                 | in/out       | Rate                   | in/out       | Equation             |
| Multifamily Housing<br>(Mid-Rise)                                                                              | 221       | DU             | $T = 4.77 (X) - 46.46$ | 0%              | 26/74        | $T = 0.44 (X) - 11.61$ | 61/39        | $T = 0.39(X) + 0.34$ |

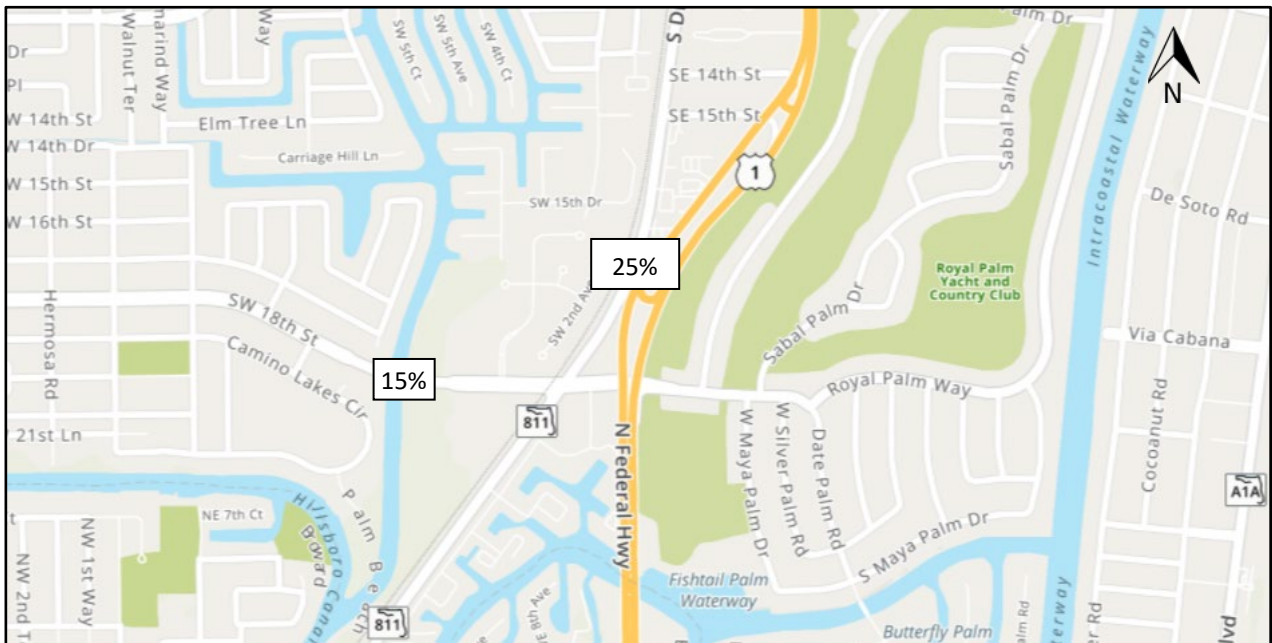
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ITE 11th Edition

## Exhibit 2A: Trip Distribution



### Exhibit 2B: Trip Distribution



### Exhibit 3: Growth Rate Calculation

| Road Name         | From             | To                 | 2015   | 2016   | 2017   | 2018   | 2019   | Annual<br>Absolute<br>Growth | Growth<br>Rate |
|-------------------|------------------|--------------------|--------|--------|--------|--------|--------|------------------------------|----------------|
| US 1              | SE 10th St       | E Hillsboro Blvd   | 40,500 | 42,000 | 45,500 | 42,500 | 45,000 | 950                          | 2.1%           |
| US 1              | E Hillsboro Blvd | Palm Beach Co Line | 29,000 | 30,000 | 28,000 | 26,500 | 30,000 | -150                         | -0.5%          |
| US 1              | Co Line          | N/A                | 26,500 | 28,500 | 28,000 | 31,500 | 33,000 | 1,600                        | 4.8%           |
| NE Eller St       | N/A              | US 1               | 3,100  | 3,100  | 3,100  | 3,100  | 3,100  | 0                            | 0.0%           |
| E Hillsbroro Blvd | Dixie Hwy        | US 1               | 29,000 | 31,000 | 31,000 | 31,000 | 28,500 | -100                         | -0.4%          |
| E Hillsbroro Blvd | US 1             | SR A1A             | 26,000 | 20,500 | 23,000 | 19,800 | 23,500 | -570                         | -2.4%          |
| Royal Palm Way    | N/A              | US 1               | 9,500  | 8,700  | 8,900  | 8,900  | 8,900  | -100                         | -1.1%          |

Weighted Average 0.9%

**Growth Rate Used 2.0%**

Source - FDOT Traffic Online



**Table E.1 Land Use Codes and Time Periods with Pass-By Data**

| AM | PM  | Land Use Code and Title                                                                        | Time Period                   | Table     | Figure    |             |
|----|-----|------------------------------------------------------------------------------------------------|-------------------------------|-----------|-----------|-------------|
|    | 0   | 565 Day Care Center                                                                            | Weekday, PM Peak Period       | F.2       | —         |             |
|    | 29% | 813 Free-Standing Discount Superstore                                                          | Weekday, PM Peak Period       | F.3       | F.1/F.2   |             |
|    |     |                                                                                                | Saturday, Mid-day Peak Period | F.4       | F.3       |             |
|    | 34% | 814 Variety Store                                                                              | Weekday, PM Peak Period       | F.5       | —         |             |
|    | 17% | 815 Free-Standing Discount Store                                                               | Weekday, PM Peak Period       | F.6       | F.4/F.5   |             |
|    |     |                                                                                                | Saturday, Mid-day Peak Period | F.7       | F.6       |             |
|    | 26% | 816 Hardware/Paint Store                                                                       | Weekday, PM Peak Period       | F.8       | —         |             |
|    | 34% | 820 Shopping Center                                                                            | Weekday, PM Peak Period       | F.9       | F.7/F.8   |             |
|    |     |                                                                                                | Saturday, Mid-day Peak Period | F.10      | F.9       |             |
|    |     | 843 Automobile Parts Sales                                                                     | Weekday, PM Peak Period       | F.11      | —         |             |
|    | 28% | 848 Tire Store                                                                                 | Weekday, PM Peak Period       | F.12      | —         |             |
|    | 36% | 850 Supermarket                                                                                | Weekday, PM Peak Period       | F.13      | F.10      |             |
|    | 51% | 851 Convenience Market (Open 24 Hours)                                                         | Weekday, PM Peak Period       | F.14      | —         |             |
|    | 63% | 853 Convenience Market with Gasoline Pumps                                                     | Weekday, AM Peak Period       | F.15      | F.11      |             |
|    | 66% |                                                                                                | Weekday, PM Peak Period       | F.16      | F.12/F.13 |             |
|    | 21% | 854 Discount Supermarket                                                                       | Weekday, PM Peak Period       | F.17      | F.14      |             |
|    | 37% | 857 Discount Club                                                                              | Weekday, PM Peak Period       | F.18      | —         |             |
|    |     |                                                                                                | Saturday, Mid-day Peak Period | F.19      | —         |             |
|    | 42% | 862 Home Improvement Superstore                                                                | Weekday, PM Peak Period       | F.20      | —         |             |
|    |     | 863 Electronics Superstore                                                                     | Weekday, PM Peak Period       | F.21      | —         |             |
|    | 53% | 880 Pharmacy/Drugstore without Drive-Through Window                                            | Weekday, PM Peak Period       | F.22      | —         |             |
|    | 49% | 881 Pharmacy/Drugstore with Drive-Through Window                                               | Weekday, PM Peak Period       | F.23      | —         |             |
|    | 53% | 890 Furniture Store                                                                            | Weekday, PM Peak Period       | F.24      | —         |             |
|    | 29% | 912 Drive-In Bank                                                                              | Weekday, AM Peak Period       | F.25      | —         |             |
|    | 35% |                                                                                                | Weekday, Mid-day Peak Period  | F.26      | —         |             |
|    |     |                                                                                                | Weekday, PM Peak Period       | F.27      | F.15      |             |
|    |     |                                                                                                | Saturday, Mid-day Peak Period | F.28      | —         |             |
|    | 44% | 931 Quality Restaurant                                                                         | Weekday, PM Peak Period       | F.29      | —         |             |
|    | 43% | 932 High-Turnover (Sit-Down) Restaurant                                                        | Weekday, PM Peak Period       | F.30      | F.16      |             |
|    | 49% | 934 Fast-Food Restaurant with Drive-Through Window                                             | Weekday, AM Peak Period       | F.31      | —         |             |
|    | 50% |                                                                                                | Weekday, PM Peak Period       | F.32      | F.17      |             |
|    |     | 938 Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (Coffee/Esspresso Stand) | Weekday                       | F.33/F.34 | —         | 89% Weekday |
|    | 58% | 944 Gasoline/Service Station                                                                   | Weekday, AM Peak Period       | F.35      | —         |             |
|    | 42% |                                                                                                | Weekday, PM Peak Period       | F.36      | —         |             |
|    | 62% | 945 Gasoline/Service Station with Convenience Market                                           | Weekday, AM Peak Period       | F.37      | F.18      |             |
|    | 56% |                                                                                                | Weekday, PM Peak Period       | F.38      | F.19      |             |



The just values displayed below were set in compliance with [Sec. 193.011](#), Fla. Stat., and include a reduction for costs of sale and other adjustments required by [Sec. 193.011\(8\)](#).

## 2020 Exemptions and Taxable Values by Taxing Authority

### Sales History

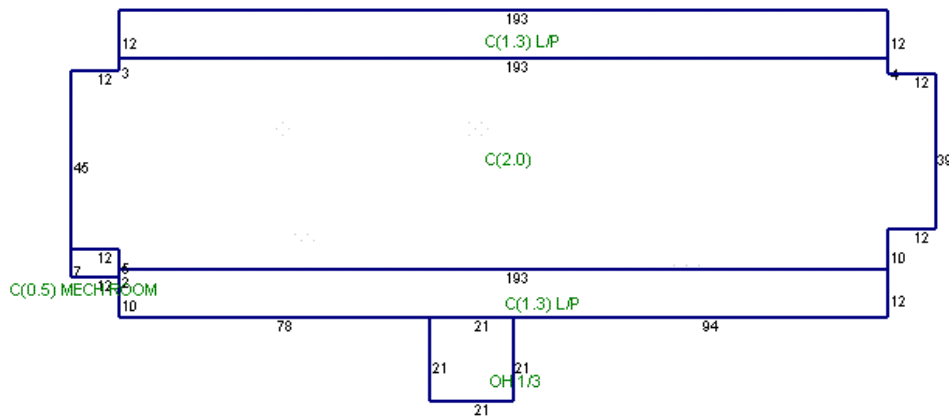
## Land Calculations

## Special Assessments

Page 230 of 578

BCPA Sketch : 474331000501

Building 1 of 1



| Code             | Description           | Long Description      |
|------------------|-----------------------|-----------------------|
| OH 1/3           | Overhang 1/3          | Overhang 1/3          |
| C(1.3) L/P       | Living/Porch .33      | Living/Porch .33      |
| C(2.0)           | Two Floors            | Two Floors            |
| C(0.5) MECH ROOM | Mechanical Room @ 50% | Mechanical Room @ 50% |

## Details :

Page : 1

File : 7331-00-0501.xml

Subject information :

## Area Summary :

| Code             | Description           | Area      | Perimeter | Adj. Area | Adj. Perim | Factor | Stories | Level |
|------------------|-----------------------|-----------|-----------|-----------|------------|--------|---------|-------|
| OH 1/3           | Overhang 1/3          | 441.00    | 84.00     | 145.53    | 84.00      | 0.33   | 1.00    | 1.00  |
| C(1.3) L/P       | Living/Porch .33      | 2,316.00  | 410.00    | 3,010.80  | 410.00     | 1.30   | 1.00    | 1.00  |
| C(2.0)           | Two Floors            | 11,237.00 | 540.00    | 22,474.00 | 540.00     | 2.00   | 1.00    | 1.00  |
| C(0.5) MECH ROOM | Mechanical Room @ 50% | 84.00     | 38.00     | 42.00     | 38.00      | 0.50   | 1.00    | 1.00  |
| C(1.3) L/P       | Living/Porch .33      | 2,316.00  | 410.00    | 3,010.80  | 410.00     | 1.30   | 1.00    | 1.00  |

# Land Use: 221

## Multifamily Housing (Mid-Rise)

---

### Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

### Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

### Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

***It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).***

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

### Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

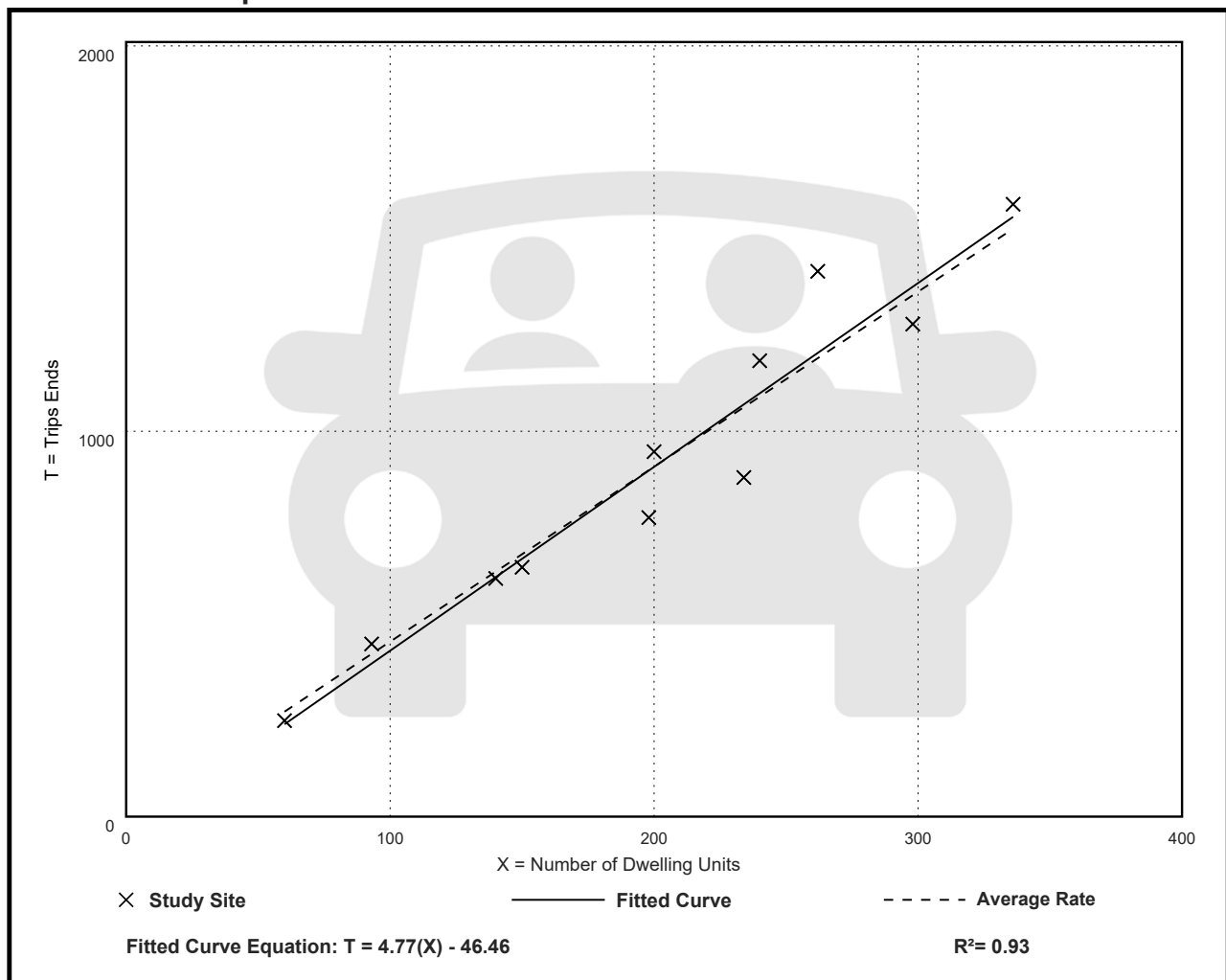
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.54         | 3.76 - 5.40    | 0.51               |

## Data Plot and Equation





# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

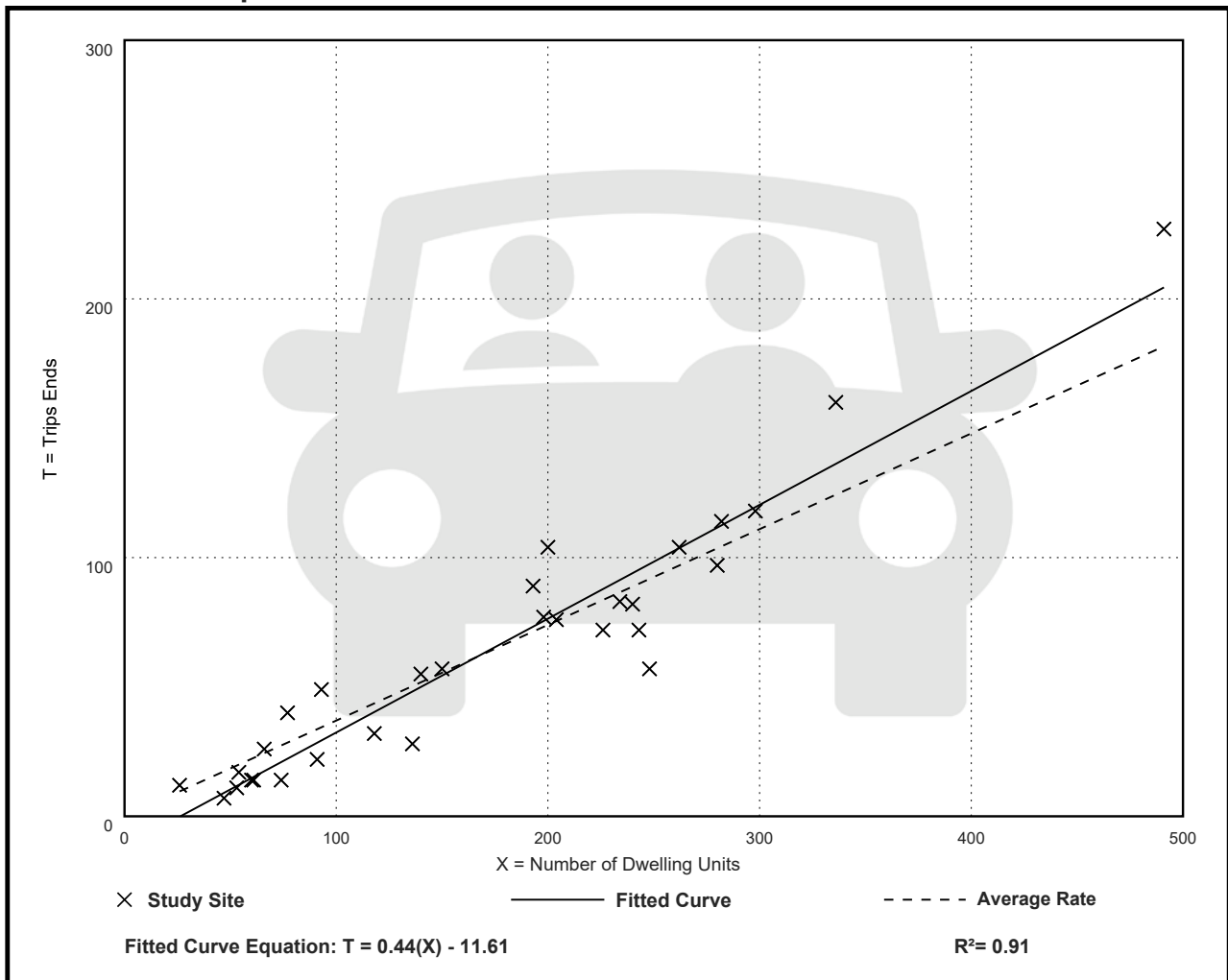
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.37         | 0.15 - 0.53    | 0.09               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

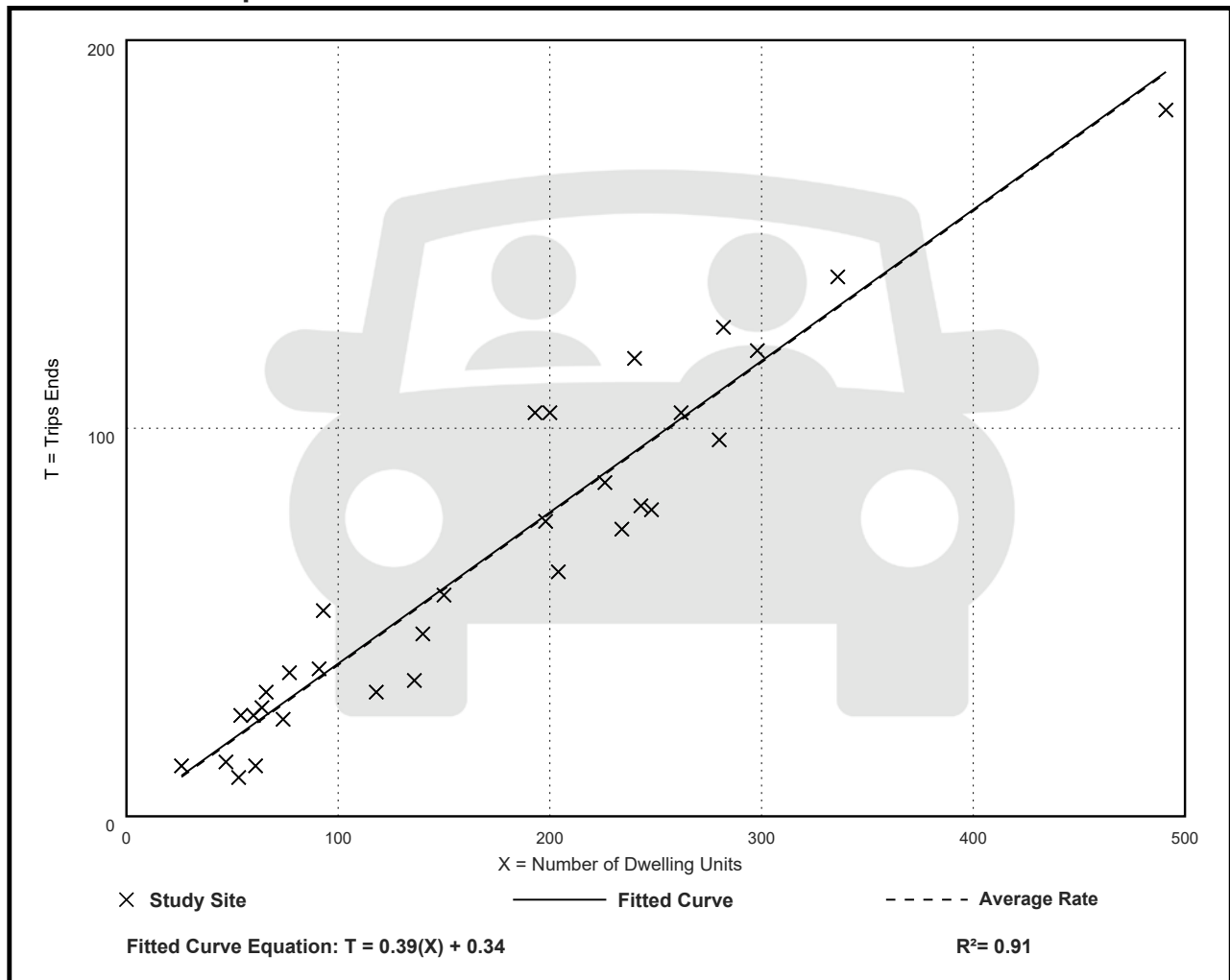
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

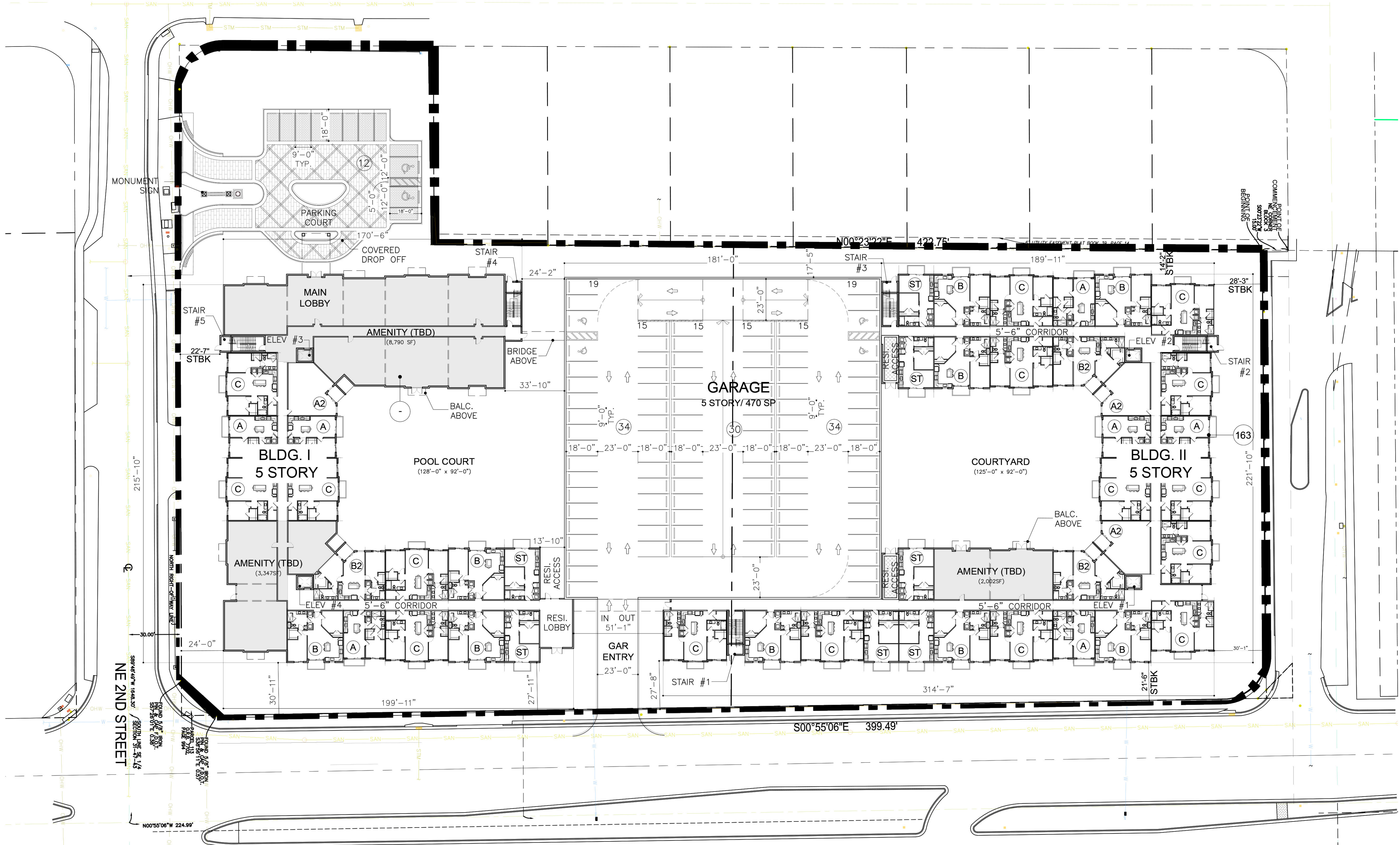
## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.39         | 0.19 - 0.57    | 0.08               |

## Data Plot and Equation







SITE PLAN

SCALE: 1" = 30'



Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
4th St & 9th Ave

|         |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 7:00 AM | 7:15 AM | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2      |
| 7:15 AM | 7:30 AM | 0   | 0   | 5   | 1   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 1   | 0   | 0   | 0   | 0   | 8      |
| 7:30 AM | 7:45 AM | 0   | 0   | 7   | 0   | 0   | 0   | 3   | 0   | 0   | 5   | 0   | 0   | 0   | 0   | 0   | 0   | 15     |
| 7:45 AM | 8:00 AM | 0   | 0   | 6   | 0   | 0   | 1   | 2   | 0   | 0   | 6   | 0   | 3   | 0   | 0   | 0   | 0   | 18     |
| 8:00 AM | 8:15 AM | 0   | 0   | 6   | 0   | 0   | 0   | 3   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 10     |
| 8:15 AM | 8:30 AM | 0   | 0   | 2   | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 5      |
| 8:30 AM | 8:45 AM | 0   | 0   | 4   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 5      |
| 8:45 AM | 9:00 AM | 0   | 0   | 1   | 0   | 0   | 1   | 3   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 5      |
|         |         | 0   | 0   | 33  | 1   | 0   | 2   | 13  | 0   | 0   | 14  | 0   | 5   | 0   | 0   | 0   | 0   | 68     |

**Peak Hour Traffic Volume**

|         |         |   |   |    |   |   |   |   |   |   |    |   |   |   |   |   |   |    |
|---------|---------|---|---|----|---|---|---|---|---|---|----|---|---|---|---|---|---|----|
| 7:15 AM | 8:15 AM | 0 | 0 | 24 | 1 | 0 | 1 | 8 | 0 | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 51 |
|---------|---------|---|---|----|---|---|---|---|---|---|----|---|---|---|---|---|---|----|

Count Taken: 10/13/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.03

|                                        | ebu                                                                                                                                                                                                                                                                                                                                                                                                        | ebl  | ebt  | ebr  | wbu  | wbl  | wbt  | wbr  | nbu  | nbl  | nbt  | nbr  | sbu  | sbl  | sbt  | sbr  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|--|--|--|--|--|--|--|--|--|--|----|--|--|--|--|--|------|------|------|--|------|------|------|--|------|------|------|--|------|------|------|--|--|
| <b>10/13/2022</b>                      |                                                                                                                                                                                                                                                                                                                                                                                                            |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
| <b><u>Existing Volumes</u></b>         | 0                                                                                                                                                                                                                                                                                                                                                                                                          | 0    | 24   | 1    | 0    | 1    | 8    | 0    | 0    | 13   | 0    | 4    | 0    | 0    | 0    | 0    |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
| Seasonal Factor                        | 0                                                                                                                                                                                                                                                                                                                                                                                                          | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
| <b>Adjusted Volumes</b>                |                                                                                                                                                                                                                                                                                                                                                                                                            | 0    | 25   | 1    |      | 1    | 8    | 0    |      | 13   | 0    | 4    |      | 0    | 0    | 0    |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
| Growth Rate                            |                                                                                                                                                                                                                                                                                                                                                                                                            | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
| Growth Volume                          |                                                                                                                                                                                                                                                                                                                                                                                                            | 0    | 2    | 0    |      | 0    | 0    | 0    |      | 1    | 0    | 0    |      | 0    | 0    | 0    |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
| <b>2025 Volumes</b>                    |                                                                                                                                                                                                                                                                                                                                                                                                            | 0    | 27   | 1    |      | 1    | 8    | 0    |      | 14   | 0    | 4    |      | 0    | 0    | 0    |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
| <b><u>Pre Development Volumes</u></b>  |                                                                                                                                                                                                                                                                                                                                                                                                            | 0    | 27   | 1    |      | 1    | 8    | 0    |      | 14   | 0    | 4    |      | 0    | 0    | 0    |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
| <b><u>Project Traffic</u></b>          |                                                                                                                                                                                                                                                                                                                                                                                                            | 0    | 0    | 0    |      | 0    | 0    | 0    |      | 0    | 0    | 0    |      | 0    | 0    | 0    |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
| <b><u>Post Development Volumes</u></b> |                                                                                                                                                                                                                                                                                                                                                                                                            | 0    | 27   | 1    |      | 1    | 8    | 0    |      | 14   | 0    | 4    |      | 0    | 0    | 0    |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
| <b>Project Traffic Assignment</b>      | <table> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>In</td><td></td><td></td><td></td><td></td><td></td></tr> <tr> <td>0.0%</td><td>0.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>1.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td></td><td></td></tr> </table> |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  |  |  |  |  |  |  |  |  |  |  | In |  |  |  |  |  | 0.0% | 0.0% | 0.0% |  | 0.0% | 0.0% | 0.0% |  | 0.0% | 0.0% | 1.0% |  | 0.0% | 0.0% | 0.0% |  |  |
|                                        |                                                                                                                                                                                                                                                                                                                                                                                                            |      |      |      |      |      |      |      |      |      | In   |      |      |      |      |      |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |
| 0.0%                                   | 0.0%                                                                                                                                                                                                                                                                                                                                                                                                       | 0.0% |      | 0.0% | 0.0% | 0.0% |      | 0.0% | 0.0% | 1.0% |      | 0.0% | 0.0% | 0.0% |      |      |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |  |

\*Left Turns include U-turns

Centrum Deerfield  
PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
4th St & 9th Ave

|                                 |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 4:00 PM                         | 4:15 PM | 0   | 0   | 2   | 0   | 0   | 1   | 2   | 0   | 0   | 2   | 0   | 1   | 0   | 0   | 0   | 0   | 8      |
| 4:15 PM                         | 4:30 PM | 0   | 0   | 4   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 6      |
| 4:30 PM                         | 4:45 PM | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2      |
| 4:45 PM                         | 5:00 PM | 0   | 0   | 2   | 0   | 0   | 1   | 0   | 0   | 0   | 1   | 0   | 2   | 0   | 0   | 0   | 0   | 6      |
| 5:00 PM                         | 5:15 PM | 0   | 0   | 2   | 1   | 0   | 1   | 4   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 9      |
| 5:15 PM                         | 5:30 PM | 0   | 0   | 1   | 0   | 0   | 1   | 2   | 0   | 0   | 2   | 0   | 1   | 0   | 0   | 0   | 0   | 7      |
| 5:30 PM                         | 5:45 PM | 0   | 0   | 2   | 0   | 0   | 0   | 5   | 0   | 0   | 1   | 0   | 1   | 0   | 0   | 0   | 0   | 9      |
| 5:45 PM                         | 6:00 PM | 0   | 0   | 2   | 0   | 0   | 2   | 3   | 0   | 0   | 0   | 0   | 4   | 0   | 0   | 0   | 0   | 11     |
| <b>Peak Hour Traffic Volume</b> |         | 0   | 0   | 15  | 1   | 0   | 6   | 19  | 0   | 0   | 6   | 0   | 11  | 0   | 0   | 0   | 0   | 58     |
| 5:00 PM                         | 6:00 PM | 0   | 0   | 7   | 1   | 0   | 4   | 14  | 0   | 0   | 3   | 0   | 7   | 0   | 0   | 0   | 0   | 36     |

Count Taken: 10/13/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.03

|                                   | ebu                                                                                        | ebl      | ebt      | ebr      | wbu      | wbl      | wbt       | wbr      | nbu      | nbl      | nbt      | nbr      | sbu      | sbl      | sbt      | sbr      |
|-----------------------------------|--------------------------------------------------------------------------------------------|----------|----------|----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| <b>10/13/2022</b>                 |                                                                                            |          |          |          |          |          |           |          |          |          |          |          |          |          |          |          |
| <u>Existing Volumes</u>           | 0                                                                                          | 0        | 7        | 1        | 0        | 4        | 14        | 0        | 0        | 3        | 0        | 7        | 0        | 0        | 0        | 0        |
| Seasonal Factor                   | 0                                                                                          | 0        | 0        | 0        | 0        | 0        | 0         | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Adjusted Volumes</b>           | <b>0</b>                                                                                   | <b>0</b> | <b>7</b> | <b>1</b> | <b>0</b> | <b>4</b> | <b>14</b> | <b>0</b> | <b>0</b> | <b>3</b> | <b>0</b> | <b>7</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| Growth Rate                       |                                                                                            | 2.0%     | 2.0%     | 2.0%     |          | 2.0%     | 2.0%      | 2.0%     |          | 2.0%     | 2.0%     | 2.0%     |          | 2.0%     | 2.0%     | 2.0%     |
| Growth Volume                     |                                                                                            | 0        | 0        | 0        |          | 0        | 1         | 0        |          | 0        | 0        | 0        |          | 0        | 0        | 0        |
| <b>2025 Volumes</b>               | <b>0</b>                                                                                   | <b>0</b> | <b>7</b> | <b>1</b> | <b>0</b> | <b>4</b> | <b>15</b> | <b>0</b> | <b>0</b> | <b>3</b> | <b>0</b> | <b>7</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <u>Pre Development Volumes</u>    | <b>0</b>                                                                                   | <b>0</b> | <b>7</b> | <b>1</b> |          | <b>4</b> | <b>15</b> | <b>0</b> |          | <b>3</b> | <b>0</b> | <b>7</b> |          | <b>0</b> | <b>0</b> | <b>0</b> |
| <u>Project Traffic</u>            | 0                                                                                          | 0        | 0        | 0        |          | 0        | 0         | 0        |          | 0        | 0        | 1        |          | 0        | 0        | 0        |
| <u>Post Development Volumes</u>   | <b>0</b>                                                                                   | <b>0</b> | <b>7</b> | <b>1</b> |          | <b>4</b> | <b>15</b> | <b>0</b> |          | <b>3</b> | <b>0</b> | <b>8</b> |          | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>Project Traffic Assignment</b> | <div> <div>In</div> <div>0.0%0.0%0.0%0.0%0.0%0.0%0.0%0.0%0.0%1.0%0.0%0.0%0.0%</div> </div> |          |          |          |          |          |           |          |          |          |          |          |          |          |          |          |

\*Left Turns include U-turns



Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 4  
9th Ave & Eller Street

|         |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 7:00 AM | 7:15 AM | 0   | 0   | 12  | 1   | 0   | 2   | 10  | 0   | 0   | 4   | 0   | 3   | 0   | 1   | 0   | 0   | 33     |
| 7:15 AM | 7:30 AM | 0   | 0   | 14  | 3   | 0   | 3   | 22  | 2   | 0   | 6   | 0   | 5   | 0   | 2   | 2   | 0   | 59     |
| 7:30 AM | 7:45 AM | 0   | 0   | 84  | 19  | 0   | 1   | 32  | 3   | 0   | 10  | 0   | 5   | 0   | 0   | 0   | 0   | 154    |
| 7:45 AM | 8:00 AM | 0   | 3   | 85  | 38  | 0   | 3   | 33  | 1   | 0   | 11  | 3   | 7   | 0   | 0   | 0   | 2   | 186    |
| 8:00 AM | 8:15 AM | 0   | 3   | 40  | 2   | 0   | 1   | 24  | 0   | 0   | 1   | 2   | 2   | 0   | 2   | 0   | 0   | 77     |
| 8:15 AM | 8:30 AM | 0   | 0   | 18  | 1   | 0   | 0   | 14  | 1   | 0   | 0   | 0   | 3   | 0   | 1   | 0   | 0   | 38     |
| 8:30 AM | 8:45 AM | 0   | 0   | 30  | 0   | 0   | 0   | 12  | 1   | 0   | 1   | 1   | 4   | 0   | 1   | 0   | 1   | 51     |
| 8:45 AM | 9:00 AM | 0   | 0   | 33  | 1   | 0   | 0   | 17  | 1   | 0   | 0   | 0   | 4   | 0   | 0   | 0   | 0   | 56     |
|         |         | 0   | 6   | 316 | 65  | 0   | 10  | 164 | 9   | 0   | 33  | 6   | 33  | 0   | 7   | 2   | 3   | 654    |

**Peak Hour Traffic Volume**

|         |         |   |   |     |    |   |   |     |   |   |    |   |    |   |   |   |   |     |
|---------|---------|---|---|-----|----|---|---|-----|---|---|----|---|----|---|---|---|---|-----|
| 7:15 AM | 8:15 AM | 0 | 6 | 223 | 62 | 0 | 8 | 111 | 6 | 0 | 28 | 5 | 19 | 0 | 4 | 2 | 2 | 476 |
|---------|---------|---|---|-----|----|---|---|-----|---|---|----|---|----|---|---|---|---|-----|

Count Taken: 11/29/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.06

|                                        | ebu  | ebl  | ebt  | ebr  | wbu  | wbl  | wbt  | wbr  | nbu  | nbl  | nbt  | nbr  | sbu | sbl  | sbt  | sbr  |
|----------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-----|------|------|------|
| <b>11/29/2022</b>                      |      |      |      |      |      |      |      |      |      |      |      |      |     |      |      |      |
| <b><u>Existing Volumes</u></b>         | 0    | 6    | 223  | 62   | 0    | 8    | 111  | 6    | 0    | 28   | 5    | 19   | 0   | 4    | 2    | 2    |
| Seasonal Factor                        | 0    | 0    | 13   | 4    | 0    | 0    | 7    | 0    | 0    | 2    | 0    | 1    | 0   | 0    | 0    | 0    |
| <b>Adjusted Volumes</b>                |      | 6    | 236  | 66   |      | 8    | 118  | 6    |      | 30   | 5    | 20   |     | 4    | 2    | 2    |
| Growth Rate                            |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |
| Growth Volume                          |      | 0    | 14   | 4    |      | 0    | 7    | 0    |      | 2    | 0    | 1    |     | 0    | 0    | 0    |
| <b>2025 Volumes</b>                    |      | 6    | 250  | 70   |      | 8    | 125  | 6    |      | 32   | 5    | 21   |     | 4    | 2    | 2    |
| <b><u>Pre Development Volumes</u></b>  |      | 6    | 250  | 70   |      | 8    | 125  | 6    |      | 32   | 5    | 21   |     | 4    | 2    | 2    |
| <b><u>Project Traffic</u></b>          |      | 0    | 0    | 0    |      | 0    | 1    | 0    |      | 0    | 0    | 0    |     | 0    | 0    | 0    |
| <b><u>Post Development Volumes</u></b> |      | 6    | 250  | 70   |      | 8    | 126  | 6    |      | 32   | 5    | 21   |     | 4    | 2    | 2    |
| <b>Project Traffic Assignment</b>      | In   | Out  |      |      |      |      |      |      |      |      |      |      |     |      |      |      |
|                                        | 1.0% | 0.0% | 0.0% |      | 0.0% | 1.0% | 0.0% |      | 0.0% | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |

\*Left Turns include U-turns

Centrum Deerfield  
PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 5  
9th Ave & Eller Street

|                                 |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 4:00 PM                         | 4:15 PM | 0   | 0   | 35  | 0   | 0   | 3   | 17  | 0   | 0   | 3   | 0   | 6   | 0   | 2   | 1   | 0   | 67     |
| 4:15 PM                         | 4:30 PM | 0   | 1   | 31  | 4   | 0   | 2   | 21  | 1   | 0   | 2   | 0   | 6   | 0   | 0   | 0   | 1   | 69     |
| 4:30 PM                         | 4:45 PM | 0   | 1   | 32  | 4   | 0   | 2   | 23  | 0   | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 64     |
| 4:45 PM                         | 5:00 PM | 0   | 1   | 25  | 3   | 0   | 4   | 26  | 0   | 0   | 5   | 1   | 3   | 0   | 0   | 0   | 1   | 69     |
| 5:00 PM                         | 5:15 PM | 0   | 1   | 23  | 2   | 0   | 3   | 29  | 1   | 0   | 4   | 0   | 11  | 0   | 1   | 0   | 0   | 75     |
| 5:15 PM                         | 5:30 PM | 1   | 0   | 31  | 3   | 0   | 8   | 24  | 3   | 0   | 3   | 1   | 3   | 0   | 0   | 1   | 1   | 79     |
| 5:30 PM                         | 5:45 PM | 0   | 2   | 43  | 6   | 0   | 3   | 21  | 1   | 0   | 2   | 2   | 4   | 0   | 0   | 1   | 1   | 86     |
| 5:45 PM                         | 6:00 PM | 0   | 0   | 32  | 1   | 0   | 3   | 22  | 3   | 0   | 1   | 1   | 0   | 0   | 0   | 0   | 1   | 64     |
| <b>Peak Hour Traffic Volume</b> |         | 1   | 6   | 252 | 23  | 0   | 28  | 183 | 9   | 0   | 20  | 5   | 35  | 0   | 3   | 3   | 5   | 573    |
| 4:45 PM                         | 5:45 PM | 1   | 4   | 122 | 14  | 0   | 18  | 100 | 5   | 0   | 14  | 4   | 21  | 0   | 1   | 2   | 3   | 309    |

Count Taken: 11/29/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.06

|                                   | ebu  | ebl  | ebt  | ebr  | wbu  | wbl  | wbt  | wbr  | nbu  | nbl  | nbt  | nbr  | sbu  | sbl  | sbt  | sbr  |
|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| <b>11/29/2022</b>                 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| <u>Existing Volumes</u>           | 1    | 4    | 122  | 14   | 0    | 18   | 100  | 5    | 0    | 14   | 4    | 21   | 0    | 1    | 2    | 3    |
| Seasonal Factor                   | 0    | 0    | 7    | 1    | 0    | 1    | 6    | 0    | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    |
| <b>Adjusted Volumes</b>           |      | 5    | 129  | 15   |      | 19   | 106  | 5    |      | 15   | 4    | 22   |      | 1    | 2    | 3    |
| Growth Rate                       |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |
| Growth Volume                     |      | 0    | 8    | 1    |      | 1    | 6    | 0    |      | 1    | 0    | 1    |      | 0    | 0    | 0    |
| <b>2025 Volumes</b>               |      | 5    | 137  | 16   |      | 20   | 112  | 5    |      | 16   | 4    | 23   |      | 1    | 2    | 3    |
| <u>Pre Development Volumes</u>    |      | 5    | 137  | 16   |      | 20   | 112  | 5    |      | 16   | 4    | 23   |      | 1    | 2    | 3    |
| <u>Project Traffic</u>            |      | 1    | 0    | 0    |      | 0    | 0    | 0    |      | 0    | 0    | 0    |      | 0    | 0    | 0    |
| <u>Post Development Volumes</u>   |      | 6    | 137  | 16   |      | 20   | 112  | 5    |      | 16   | 4    | 23   |      | 1    | 2    | 3    |
| <b>Project Traffic Assignment</b> | In   | Out  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|                                   | 1.0% | 0.0% | 0.0% |      | 0.0% | 1.0% | 0.0% |      | 0.0% | 0.0% | 0.0% |      | 0.0% | 0.0% | 0.0% |      |

\*Left Turns include U-turns

Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 4  
4th Street & 8th Avenue

|         |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 7:00 AM | 7:15 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 1   | 0   | 0   | 2      |
| 7:15 AM | 7:30 AM | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 0   | 1   | 0   | 0   | 2   | 0   | 1   | 0   | 0   | 6      |
| 7:30 AM | 7:45 AM | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 1   | 0   | 0   | 1   | 6   | 0   | 0   | 4   | 0   | 13     |
| 7:45 AM | 8:00 AM | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 1   | 0   | 0   | 3   | 5   | 0   | 3   | 1   | 0   | 14     |
| 8:00 AM | 8:15 AM | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 4   | 1   | 0   | 0   | 2   | 0   | 8      |
| 8:15 AM | 8:30 AM | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 1   | 0   | 0   | 2   | 2   | 0   | 1   | 1   | 0   | 9      |
| 8:30 AM | 8:45 AM | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 1   | 2   | 0   | 0   | 3   | 0   | 8      |
| 8:45 AM | 9:00 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 2   | 0   | 3      |
|         |         | 0   | 0   | 0   | 0   | 0   | 9   | 0   | 3   | 1   | 0   | 13  | 18  | 0   | 6   | 13  | 0   | 63     |

**Peak Hour Traffic Volume**

|         |         |   |   |   |   |   |   |   |   |   |   |    |    |   |   |   |   |    |
|---------|---------|---|---|---|---|---|---|---|---|---|---|----|----|---|---|---|---|----|
| 7:30 AM | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 10 | 14 | 0 | 4 | 8 | 0 | 44 |
|---------|---------|---|---|---|---|---|---|---|---|---|---|----|----|---|---|---|---|----|

Count Taken: 11/29/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.06

|                                        | ebu | ebl  | ebt  | ebr  | wbu | wbl  | wbt  | wbr  | nbu | nbl  | nbt  | nbr  | sbu | sbl  | sbt  | sbr  |
|----------------------------------------|-----|------|------|------|-----|------|------|------|-----|------|------|------|-----|------|------|------|
| <b>11/29/2022</b>                      |     |      |      |      |     |      |      |      |     |      |      |      |     |      |      |      |
| <b><u>Existing Volumes</u></b>         | 0   | 0    | 0    | 0    | 0   | 5    | 0    | 3    | 0   | 0    | 10   | 14   | 0   | 4    | 8    | 0    |
| Seasonal Factor                        | 0   | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 0   | 0    | 1    | 1    | 0   | 0    | 0    | 0    |
| <b>Adjusted Volumes</b>                |     | 0    | 0    | 0    |     | 5    | 0    | 3    |     | 0    | 11   | 15   |     | 4    | 8    | 0    |
| Growth Rate                            |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |
| Growth Volume                          |     | 0    | 0    | 0    |     | 0    | 0    | 0    |     | 0    | 1    | 1    |     | 0    | 0    | 0    |
| <b>2025 Volumes</b>                    |     | 0    | 0    | 0    |     | 5    | 0    | 3    |     | 0    | 12   | 16   |     | 4    | 8    | 0    |
| <b><u>Pre Development Volumes</u></b>  |     | 0    | 0    | 0    |     | 5    | 0    | 3    |     | 0    | 12   | 16   |     | 4    | 8    | 0    |
| <b><u>Project Traffic</u></b>          |     | 0    | 0    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |
| <b><u>Post Development Volumes</u></b> |     | 0    | 0    | 0    |     | 5    | 0    | 3    |     | 0    | 12   | 16   |     | 4    | 8    | 0    |
| <b>Project Traffic Assignment</b>      |     | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |

\*Left Turns include U-turns

Centrum Deerfield  
PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 5

4th Street & 8th Avenue

|                                 |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 4:00 PM                         | 4:15 PM | 0   | 0   | 0   | 0   | 0   | 5   | 0   | 0   | 0   | 0   | 2   | 1   | 0   | 1   | 2   | 0   | 11     |
| 4:15 PM                         | 4:30 PM | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 3      |
| 4:30 PM                         | 4:45 PM | 0   | 0   | 0   | 0   | 0   | 3   | 0   | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 2   | 0   | 7      |
| 4:45 PM                         | 5:00 PM | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 6   | 0   | 0   | 1   | 1   | 0   | 10     |
| 5:00 PM                         | 5:15 PM | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 3   | 0   | 0   | 0   | 2   | 0   | 6      |
| 5:15 PM                         | 5:30 PM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 5   | 1   | 0   | 0   | 5   | 0   | 12     |
| 5:30 PM                         | 5:45 PM | 0   | 0   | 0   | 0   | 1   | 2   | 0   | 1   | 0   | 0   | 2   | 2   | 0   | 0   | 1   | 0   | 9      |
| 5:45 PM                         | 6:00 PM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 1   | 0   | 0   | 0   | 0   | 3      |
|                                 |         | 0   | 0   | 0   | 0   | 1   | 15  | 0   | 2   | 0   | 0   | 23  | 5   | 0   | 2   | 13  | 0   | 61     |
| <b>Peak Hour Traffic Volume</b> |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |        |
| 4:45 PM                         | 5:45 PM | 0   | 0   | 0   | 0   | 1   | 5   | 0   | 2   | 0   | 0   | 16  | 3   | 0   | 1   | 9   | 0   | 37     |

Count Taken: 11/29/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.06

|                                   | ebu | ebl      | ebt      | ebr      | wbu | wbl      | wbt      | wbr      | nbu | nbl      | nbt       | nbr      | sbu | sbl      | sbt       | sbr      |
|-----------------------------------|-----|----------|----------|----------|-----|----------|----------|----------|-----|----------|-----------|----------|-----|----------|-----------|----------|
| <b>11/29/2022</b>                 |     |          |          |          |     |          |          |          |     |          |           |          |     |          |           |          |
| <u>Existing Volumes</u>           | 0   | 0        | 0        | 0        | 1   | 5        | 0        | 2        | 0   | 0        | 16        | 3        | 0   | 1        | 9         | 0        |
| Seasonal Factor                   | 0   | 0        | 0        | 0        | 0   | 0        | 0        | 0        | 0   | 0        | 1         | 0        | 0   | 0        | 1         | 0        |
| <b>Adjusted Volumes</b>           |     | <b>0</b> | <b>0</b> | <b>0</b> |     | <b>6</b> | <b>0</b> | <b>2</b> |     | <b>0</b> | <b>17</b> | <b>3</b> |     | <b>1</b> | <b>10</b> | <b>0</b> |
| Growth Rate                       |     | 2.0%     | 2.0%     | 2.0%     |     | 2.0%     | 2.0%     | 2.0%     |     | 2.0%     | 2.0%      | 2.0%     |     | 2.0%     | 2.0%      | 2.0%     |
| Growth Volume                     |     | 0        | 0        | 0        |     | 0        | 0        | 0        |     | 0        | 1         | 0        |     | 0        | 1         | 0        |
| <b>2025 Volumes</b>               |     | <b>0</b> | <b>0</b> | <b>0</b> |     | <b>6</b> | <b>0</b> | <b>2</b> |     | <b>0</b> | <b>18</b> | <b>3</b> |     | <b>1</b> | <b>11</b> | <b>0</b> |
| <u>Pre Development Volumes</u>    |     | <b>0</b> | <b>0</b> | <b>0</b> |     | <b>6</b> | <b>0</b> | <b>2</b> |     | <b>0</b> | <b>18</b> | <b>3</b> |     | <b>1</b> | <b>11</b> | <b>0</b> |
| <u>Project Traffic</u>            |     | 0        | 0        | 0        |     | 0        | 0        | 0        |     | 0        | 0         | 0        |     | 0        | 0         | 0        |
| <u>Post Development Volumes</u>   |     | <b>0</b> | <b>0</b> | <b>0</b> |     | <b>6</b> | <b>0</b> | <b>2</b> |     | <b>0</b> | <b>18</b> | <b>3</b> |     | <b>1</b> | <b>11</b> | <b>0</b> |
| <b>Project Traffic Assignment</b> |     | 0.0%     | 0.0%     | 0.0%     |     | 0.0%     | 0.0%     | 0.0%     |     | 0.0%     | 0.0%      | 0.0%     |     | 0.0%     | 0.0%      | 0.0%     |

\*Left Turns include U-turns

Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 4  
4th St & 8th Ter

|         |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 7:00 AM | 7:15 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0      |
| 7:15 AM | 7:30 AM | 0   | 0   | 5   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 1   | 0   | 4   | 0   | 1   | 12     |
| 7:30 AM | 7:45 AM | 0   | 0   | 3   | 1   | 0   | 0   | 2   | 1   | 0   | 0   | 0   | 1   | 0   | 2   | 0   | 0   | 10     |
| 7:45 AM | 8:00 AM | 0   | 0   | 3   | 2   | 0   | 0   | 1   | 3   | 0   | 1   | 0   | 0   | 0   | 2   | 0   | 0   | 12     |
| 8:00 AM | 8:15 AM | 0   | 0   | 1   | 1   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 3      |
| 8:15 AM | 8:30 AM | 0   | 0   | 4   | 0   | 0   | 1   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 3   | 0   | 0   | 9      |
| 8:30 AM | 8:45 AM | 0   | 0   | 2   | 1   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 4      |
| 8:45 AM | 9:00 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 1   | 1   | 0   | 2   | 0   | 0   | 5      |
|         |         | 0   | 0   | 18  | 5   | 0   | 1   | 3   | 9   | 0   | 1   | 1   | 3   | 0   | 13  | 0   | 1   | 55     |

**Peak Hour Traffic Volume**

|         |         |   |   |    |   |   |   |   |   |   |   |   |   |   |   |   |   |    |
|---------|---------|---|---|----|---|---|---|---|---|---|---|---|---|---|---|---|---|----|
| 7:15 AM | 8:15 AM | 0 | 0 | 12 | 4 | 0 | 0 | 3 | 6 | 0 | 1 | 0 | 2 | 0 | 8 | 0 | 1 | 37 |
|---------|---------|---|---|----|---|---|---|---|---|---|---|---|---|---|---|---|---|----|

Count Taken: 11/30/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.06

|                                        | ebu | ebl  | ebt  | ebr  | wbu | wbl  | wbt  | wbr  | nbu | nbl  | nbt  | nbr  | sbu | sbl  | sbt  | sbr  |
|----------------------------------------|-----|------|------|------|-----|------|------|------|-----|------|------|------|-----|------|------|------|
| <b>11/30/2022</b>                      |     |      |      |      |     |      |      |      |     |      |      |      |     |      |      |      |
| <b><u>Existing Volumes</u></b>         | 0   | 0    | 12   | 4    | 0   | 0    | 3    | 6    | 0   | 1    | 0    | 2    | 0   | 8    | 0    | 1    |
| Seasonal Factor                        | 0   | 0    | 1    | 0    | 0   | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 0   | 0    | 0    | 0    |
| <b>Adjusted Volumes</b>                |     | 0    | 13   | 4    |     | 0    | 3    | 6    |     | 1    | 0    | 2    |     | 8    | 0    | 1    |
| Growth Rate                            |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |
| Growth Volume                          |     | 0    | 1    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |
| <b>2025 Volumes</b>                    |     | 0    | 14   | 4    |     | 0    | 3    | 6    |     | 1    | 0    | 2    |     | 8    | 0    | 1    |
| <b><u>Pre Development Volumes</u></b>  |     | 0    | 14   | 4    |     | 0    | 3    | 6    |     | 1    | 0    | 2    |     | 8    | 0    | 1    |
| <b><u>Project Traffic</u></b>          |     | 0    | 0    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |
| <b><u>Post Development Volumes</u></b> |     | 0    | 14   | 4    |     | 0    | 3    | 6    |     | 1    | 0    | 2    |     | 8    | 0    | 1    |
| <b>Project Traffic Assignment</b>      |     | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |

\*Left Turns include U-turns



Centrum Deerfield  
PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 5  
4th St & 8th Ter

|                                 |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 4:00 PM                         | 4:15 PM | 0   | 0   | 1   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2      |
| 4:15 PM                         | 4:30 PM | 0   | 0   | 1   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2      |
| 4:30 PM                         | 4:45 PM | 0   | 0   | 2   | 0   | 0   | 1   | 3   | 2   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 9      |
| 4:45 PM                         | 5:00 PM | 0   | 0   | 0   | 1   | 0   | 2   | 1   | 0   | 1   | 1   | 0   | 0   | 0   | 3   | 0   | 0   | 9      |
| 5:00 PM                         | 5:15 PM | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 1   | 0   | 1   | 1   | 1   | 0   | 1   | 0   | 0   | 6      |
| 5:15 PM                         | 5:30 PM | 0   | 0   | 1   | 0   | 0   | 3   | 2   | 3   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 10     |
| 5:30 PM                         | 5:45 PM | 0   | 0   | 2   | 0   | 0   | 0   | 3   | 1   | 0   | 0   | 1   | 1   | 0   | 1   | 0   | 0   | 9      |
| 5:45 PM                         | 6:00 PM | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 2   | 0   | 0   | 0   | 2   | 0   | 3   | 0   | 0   | 9      |
| <b>Peak Hour Traffic Volume</b> |         | 0   | 0   | 7   | 2   | 0   | 9   | 10  | 9   | 1   | 2   | 2   | 4   | 0   | 10  | 0   | 0   | 56     |
| 4:45 PM                         | 5:45 PM | 0   | 0   | 3   | 1   | 0   | 5   | 7   | 5   | 1   | 2   | 2   | 2   | 0   | 6   | 0   | 0   | 34     |

Count Taken: 11/30/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.06

|                                   | ebu  | ebl  | ebt  | ebr | wbu  | wbl  | wbt  | wbr | nbu  | nbl  | nbt  | nbr | sbu  | sbl  | sbt  | sbr |
|-----------------------------------|------|------|------|-----|------|------|------|-----|------|------|------|-----|------|------|------|-----|
| <b>11/30/2022</b>                 |      |      |      |     |      |      |      |     |      |      |      |     |      |      |      |     |
| <u>Existing Volumes</u>           | 0    | 0    | 3    | 1   | 0    | 5    | 7    | 5   | 1    | 2    | 2    | 2   | 0    | 6    | 0    | 0   |
| Seasonal Factor                   | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 0   |
| <b>Adjusted Volumes</b>           | 0    | 3    | 1    |     | 5    | 7    | 5    |     | 3    | 2    | 2    |     | 6    | 0    | 0    |     |
| Growth Rate                       | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |     |
| Growth Volume                     | 0    | 0    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |     |
| <b>2025 Volumes</b>               | 0    | 3    | 1    |     | 5    | 7    | 5    |     | 3    | 2    | 2    |     | 6    | 0    | 0    |     |
| <u>Pre Development Volumes</u>    | 0    | 3    | 1    |     | 5    | 7    | 5    |     | 3    | 2    | 2    |     | 6    | 0    | 0    |     |
| <u>Project Traffic</u>            | 0    | 0    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |     |
| <u>Post Development Volumes</u>   | 0    | 3    | 1    |     | 5    | 7    | 5    |     | 3    | 2    | 2    |     | 6    | 0    | 0    |     |
| <b>Project Traffic Assignment</b> | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |     |

\*Left Turns include U-turns

Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 4  
8th Terrace & Eller Street

|         |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 7:00 AM | 7:15 AM | 0   | 0   | 30  | 0   | 0   | 0   | 8   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 39     |
| 7:15 AM | 7:30 AM | 0   | 0   | 22  | 0   | 0   | 0   | 24  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 46     |
| 7:30 AM | 7:45 AM | 2   | 1   | 102 | 0   | 0   | 0   | 27  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 134    |
| 7:45 AM | 8:00 AM | 0   | 0   | 100 | 0   | 0   | 0   | 46  | 1   | 0   | 0   | 0   | 0   | 0   | 3   | 0   | 0   | 150    |
| 8:00 AM | 8:15 AM | 0   | 1   | 40  | 0   | 0   | 0   | 23  | 1   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 3   | 69     |
| 8:15 AM | 8:30 AM | 0   | 1   | 20  | 0   | 0   | 0   | 14  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 37     |
| 8:30 AM | 8:45 AM | 0   | 1   | 29  | 0   | 0   | 0   | 14  | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 1   | 46     |
| 8:45 AM | 9:00 AM | 0   | 0   | 32  | 0   | 0   | 0   | 15  | 2   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 50     |
|         |         | 2   | 4   | 375 | 0   | 0   | 0   | 171 | 4   | 0   | 0   | 0   | 0   | 0   | 7   | 0   | 8   | 571    |

**Peak Hour Traffic Volume**

|         |         |   |   |     |   |   |   |     |   |   |   |   |   |   |   |   |   |     |
|---------|---------|---|---|-----|---|---|---|-----|---|---|---|---|---|---|---|---|---|-----|
| 7:15 AM | 8:15 AM | 2 | 2 | 264 | 0 | 0 | 0 | 120 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 399 |
|---------|---------|---|---|-----|---|---|---|-----|---|---|---|---|---|---|---|---|---|-----|

Count Taken: 11/29/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.06

|                                 | ebu                                                                                                                                                                                                                                                                              | ebl  | ebt  | ebr  | wbu  | wbl  | wbt  | wbr  | nbu  | nbl  | nbt  | nbr  | sbu  | sbl  | sbt  | sbr  |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|--|--|--|--|--|--|--|-----|--|--|--|--|--|--|--|------|------|------|--|------|------|------|--|------|------|------|--|------|------|------|--|
| 11/29/2022                      |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Existing Volumes</u>         | 2                                                                                                                                                                                                                                                                                | 2    | 264  | 0    | 0    | 0    | 120  | 2    | 0    | 0    | 0    | 0    | 0    | 4    | 0    | 5    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Seasonal Factor                 | 0                                                                                                                                                                                                                                                                                | 0    | 16   | 0    | 0    | 0    | 7    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Adjusted Volumes                |                                                                                                                                                                                                                                                                                  | 4    | 280  | 0    |      | 0    | 127  | 2    |      | 0    | 0    | 0    |      | 4    | 0    | 5    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|                                 |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Growth Rate                     |                                                                                                                                                                                                                                                                                  | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Growth Volume                   |                                                                                                                                                                                                                                                                                  | 0    | 17   | 0    |      | 0    | 8    | 0    |      | 0    | 0    | 0    |      | 0    | 0    | 0    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| 2025 Volumes                    |                                                                                                                                                                                                                                                                                  | 4    | 297  | 0    |      | 0    | 135  | 2    |      | 0    | 0    | 0    |      | 4    | 0    | 5    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|                                 |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Pre Development Volumes</u>  |                                                                                                                                                                                                                                                                                  | 4    | 297  | 0    |      | 0    | 135  | 2    |      | 0    | 0    | 0    |      | 4    | 0    | 5    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Project Traffic</u>          |                                                                                                                                                                                                                                                                                  | 0    | 0    | 0    |      | 0    | 1    | 0    |      | 0    | 0    | 0    |      | 0    | 0    | 0    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Post Development Volumes</u> |                                                                                                                                                                                                                                                                                  | 4    | 297  | 0    |      | 0    | 136  | 2    |      | 0    | 0    | 0    |      | 4    | 0    | 5    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|                                 |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Project Traffic Assignment      | <table><tr><td colspan="8">In</td><td colspan="8">Out</td></tr><tr><td>0.0%</td><td>1.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>1.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td></td></tr></table> |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      | In |  |  |  |  |  |  |  | Out |  |  |  |  |  |  |  | 0.0% | 1.0% | 0.0% |  | 0.0% | 1.0% | 0.0% |  | 0.0% | 0.0% | 0.0% |  | 0.0% | 0.0% | 0.0% |  |
| In                              |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      | Out  |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| 0.0%                            | 1.0%                                                                                                                                                                                                                                                                             | 0.0% |      | 0.0% | 1.0% | 0.0% |      | 0.0% | 0.0% | 0.0% |      | 0.0% | 0.0% | 0.0% |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |

\*Left Turns include U-turns

Centrum Deerfield  
PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 5

8th Terrace & Eller Street

|                                 |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 4:00 PM                         | 4:15 PM | 0   | 0   | 31  | 0   | 0   | 0   | 20  | 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 53     |
| 4:15 PM                         | 4:30 PM | 0   | 0   | 35  | 0   | 0   | 0   | 24  | 1   | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 0   | 62     |
| 4:30 PM                         | 4:45 PM | 0   | 1   | 37  | 0   | 0   | 0   | 21  | 2   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 62     |
| 4:45 PM                         | 5:00 PM | 0   | 1   | 26  | 0   | 0   | 0   | 30  | 2   | 0   | 0   | 0   | 0   | 0   | 3   | 0   | 0   | 62     |
| 5:00 PM                         | 5:15 PM | 0   | 0   | 26  | 0   | 0   | 0   | 29  | 4   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 59     |
| 5:15 PM                         | 5:30 PM | 0   | 0   | 35  | 0   | 0   | 0   | 27  | 2   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 1   | 66     |
| 5:30 PM                         | 5:45 PM | 0   | 0   | 46  | 0   | 0   | 0   | 24  | 2   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 2   | 75     |
| 5:45 PM                         | 6:00 PM | 0   | 2   | 33  | 0   | 0   | 0   | 23  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 60     |
| <b>Peak Hour Traffic Volume</b> |         | 0   | 4   | 269 | 0   | 0   | 0   | 198 | 15  | 0   | 0   | 0   | 0   | 0   | 8   | 0   | 5   | 499    |
| 4:45 PM                         | 5:45 PM | 0   | 1   | 133 | 0   | 0   | 0   | 110 | 10  | 0   | 0   | 0   | 0   | 0   | 5   | 0   | 3   | 262    |

Count Taken: 11/29/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.06

|                                 | ebu                                                                                                                                                                                                                                                                              | ebl  | ebt  | ebr  | wbu  | wbl  | wbt  | wbr  | nbu  | nbl  | nbt  | nbr  | sbu  | sbl  | sbt  | sbr  |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|--|--|--|--|--|--|--|-----|--|--|--|--|--|--|--|------|------|------|--|------|------|------|--|------|------|------|--|------|------|------|--|
| 11/29/2022                      |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Existing Volumes</u>         | 0                                                                                                                                                                                                                                                                                | 1    | 133  | 0    | 0    | 0    | 110  | 10   | 0    | 0    | 0    | 0    | 0    | 5    | 0    | 3    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Seasonal Factor                 | 0                                                                                                                                                                                                                                                                                | 0    | 8    | 0    | 0    | 0    | 7    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Adjusted Volumes                |                                                                                                                                                                                                                                                                                  | 1    | 141  | 0    |      | 0    | 117  | 11   |      | 0    | 0    | 0    |      | 5    | 0    | 3    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|                                 |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Growth Rate                     |                                                                                                                                                                                                                                                                                  | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Growth Volume                   |                                                                                                                                                                                                                                                                                  | 0    | 9    | 0    |      | 0    | 7    | 1    |      | 0    | 0    | 0    |      | 0    | 0    | 0    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| 2025 Volumes                    |                                                                                                                                                                                                                                                                                  | 1    | 150  | 0    |      | 0    | 124  | 12   |      | 0    | 0    | 0    |      | 5    | 0    | 3    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|                                 |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Pre Development Volumes</u>  |                                                                                                                                                                                                                                                                                  | 1    | 150  | 0    |      | 0    | 124  | 12   |      | 0    | 0    | 0    |      | 5    | 0    | 3    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Project Traffic</u>          |                                                                                                                                                                                                                                                                                  | 0    | 1    | 0    |      | 0    | 0    | 0    |      | 0    | 0    | 0    |      | 0    | 0    | 0    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Post Development Volumes</u> |                                                                                                                                                                                                                                                                                  | 1    | 151  | 0    |      | 0    | 124  | 12   |      | 0    | 0    | 0    |      | 5    | 0    | 3    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|                                 |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Project Traffic Assignment      | <table><tr><td colspan="8">In</td><td colspan="8">Out</td></tr><tr><td>0.0%</td><td>1.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>1.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td></td></tr></table> |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      | In |  |  |  |  |  |  |  | Out |  |  |  |  |  |  |  | 0.0% | 1.0% | 0.0% |  | 0.0% | 1.0% | 0.0% |  | 0.0% | 0.0% | 0.0% |  | 0.0% | 0.0% | 0.0% |  |
| In                              |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      | Out  |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| 0.0%                            | 1.0%                                                                                                                                                                                                                                                                             | 0.0% |      | 0.0% | 1.0% | 0.0% |      | 0.0% | 0.0% | 0.0% |      | 0.0% | 0.0% | 0.0% |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |

\*Left Turns include U-turns

Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 4  
8th Avenue & Eller Street

|         |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 7:00 AM | 7:15 AM | 0   | 3   | 34  | 0   | 0   | 0   | 7   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 45     |
| 7:15 AM | 7:30 AM | 0   | 7   | 26  | 0   | 0   | 0   | 14  | 8   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 3   | 58     |
| 7:30 AM | 7:45 AM | 0   | 19  | 92  | 0   | 0   | 0   | 23  | 6   | 0   | 0   | 0   | 0   | 0   | 8   | 0   | 20  | 168    |
| 7:45 AM | 8:00 AM | 0   | 10  | 94  | 0   | 0   | 0   | 33  | 3   | 0   | 0   | 0   | 0   | 0   | 4   | 0   | 12  | 156    |
| 8:00 AM | 8:15 AM | 0   | 4   | 37  | 0   | 0   | 0   | 25  | 1   | 0   | 0   | 0   | 0   | 0   | 4   | 0   | 5   | 76     |
| 8:15 AM | 8:30 AM | 0   | 1   | 18  | 0   | 0   | 0   | 16  | 1   | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 0   | 38     |
| 8:30 AM | 8:45 AM | 0   | 2   | 30  | 0   | 0   | 0   | 14  | 1   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 5   | 53     |
| 8:45 AM | 9:00 AM | 0   | 2   | 32  | 0   | 0   | 0   | 16  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 52     |
|         |         | 0   | 48  | 363 | 0   | 0   | 0   | 148 | 20  | 0   | 0   | 0   | 0   | 0   | 19  | 0   | 48  | 646    |

**Peak Hour Traffic Volume**

|         |         |   |    |     |   |   |   |    |    |   |   |   |   |   |    |   |    |     |
|---------|---------|---|----|-----|---|---|---|----|----|---|---|---|---|---|----|---|----|-----|
| 7:15 AM | 8:15 AM | 0 | 40 | 249 | 0 | 0 | 0 | 95 | 18 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 40 | 458 |
|---------|---------|---|----|-----|---|---|---|----|----|---|---|---|---|---|----|---|----|-----|

Count Taken: 11/29/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.06

|                                 | ebu                                                                                                                                                                                                                                                                              | ebl  | ebt  | ebr  | wbu  | wbl  | wbt  | wbr  | nbu  | nbl  | nbt  | nbr  | sbu  | sbl  | sbt  | sbr  |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|--|--|--|--|--|--|--|-----|--|--|--|--|--|--|--|------|------|------|--|------|------|------|--|------|------|------|--|------|------|------|--|
| 11/29/2022                      |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Existing Volumes</u>         | 0                                                                                                                                                                                                                                                                                | 40   | 249  | 0    | 0    | 0    | 95   | 18   | 0    | 0    | 0    | 0    | 0    | 16   | 0    | 40   |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Seasonal Factor                 | 0                                                                                                                                                                                                                                                                                | 2    | 15   | 0    | 0    | 0    | 6    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 2    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Adjusted Volumes                |                                                                                                                                                                                                                                                                                  | 42   | 264  | 0    |      | 0    | 101  | 19   |      | 0    | 0    | 0    |      | 17   | 0    | 42   |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|                                 |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Growth Rate                     |                                                                                                                                                                                                                                                                                  | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Growth Volume                   |                                                                                                                                                                                                                                                                                  | 3    | 16   | 0    |      | 0    | 6    | 1    |      | 0    | 0    | 0    |      | 1    | 0    | 3    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| 2025 Volumes                    |                                                                                                                                                                                                                                                                                  | 45   | 280  | 0    |      | 0    | 107  | 20   |      | 0    | 0    | 0    |      | 18   | 0    | 45   |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|                                 |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Pre Development Volumes</u>  |                                                                                                                                                                                                                                                                                  | 45   | 280  | 0    |      | 0    | 107  | 20   |      | 0    | 0    | 0    |      | 18   | 0    | 45   |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Project Traffic</u>          |                                                                                                                                                                                                                                                                                  | 0    | 0    | 0    |      | 0    | 1    | 0    |      | 0    | 0    | 0    |      | 0    | 0    | 0    |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| <u>Post Development Volumes</u> |                                                                                                                                                                                                                                                                                  | 45   | 280  | 0    |      | 0    | 108  | 20   |      | 0    | 0    | 0    |      | 18   | 0    | 45   |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
|                                 |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| Project Traffic Assignment      | <table><tr><td colspan="8">In</td><td colspan="8">Out</td></tr><tr><td>0.0%</td><td>1.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>1.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td></td></tr></table> |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      | In |  |  |  |  |  |  |  | Out |  |  |  |  |  |  |  | 0.0% | 1.0% | 0.0% |  | 0.0% | 1.0% | 0.0% |  | 0.0% | 0.0% | 0.0% |  | 0.0% | 0.0% | 0.0% |  |
| In                              |                                                                                                                                                                                                                                                                                  |      |      |      |      |      |      | Out  |      |      |      |      |      |      |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |
| 0.0%                            | 1.0%                                                                                                                                                                                                                                                                             | 0.0% |      | 0.0% | 1.0% | 0.0% |      | 0.0% | 0.0% | 0.0% |      | 0.0% | 0.0% | 0.0% |      |      |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |      |      |      |  |      |      |      |  |      |      |      |  |      |      |      |  |

\*Left Turns include U-turns

Centrum Deerfield  
PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 5

8th Avenue & Eller Street

|                                 |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt | nbr | sbu | sbl | sbt | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| 4:00 PM                         | 4:15 PM | 0   | 2   | 30  | 0   | 0   | 0   | 19  | 1   | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 5   | 59     |
| 4:15 PM                         | 4:30 PM | 0   | 1   | 34  | 0   | 0   | 0   | 24  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 61     |
| 4:30 PM                         | 4:45 PM | 0   | 2   | 37  | 0   | 0   | 0   | 21  | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 3   | 65     |
| 4:45 PM                         | 5:00 PM | 0   | 3   | 24  | 0   | 0   | 0   | 26  | 3   | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 1   | 59     |
| 5:00 PM                         | 5:15 PM | 0   | 4   | 24  | 0   | 0   | 0   | 29  | 1   | 0   | 0   | 0   | 0   | 0   | 2   | 0   | 2   | 62     |
| 5:15 PM                         | 5:30 PM | 0   | 4   | 34  | 0   | 0   | 0   | 26  | 2   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 5   | 72     |
| 5:30 PM                         | 5:45 PM | 0   | 4   | 45  | 0   | 0   | 0   | 25  | 1   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 2   | 78     |
| 5:45 PM                         | 6:00 PM | 0   | 1   | 35  | 0   | 0   | 0   | 22  | 3   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 61     |
| <b>Peak Hour Traffic Volume</b> |         | 0   | 21  | 263 | 0   | 0   | 0   | 192 | 11  | 0   | 0   | 0   | 0   | 0   | 10  | 0   | 20  | 517    |
| 5:00 PM                         | 6:00 PM | 0   | 13  | 138 | 0   | 0   | 0   | 102 | 7   | 0   | 0   | 0   | 0   | 0   | 4   | 0   | 9   | 273    |

Count Taken: 11/29/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.06

|                                 | ebu | ebl  | ebt  | ebr  | wbu | wbl  | wbt  | wbr  | nbu | nbl  | nbt  | nbr  | sbu | sbl  | sbt  | sbr  |
|---------------------------------|-----|------|------|------|-----|------|------|------|-----|------|------|------|-----|------|------|------|
| 11/29/2022                      |     |      |      |      |     |      |      |      |     |      |      |      |     |      |      |      |
| <u>Existing Volumes</u>         | 0   | 13   | 138  | 0    | 0   | 0    | 102  | 7    | 0   | 0    | 0    | 0    | 0   | 4    | 0    | 9    |
| Seasonal Factor                 | 0   | 1    | 8    | 0    | 0   | 0    | 6    | 0    | 0   | 0    | 0    | 0    | 0   | 0    | 0    | 1    |
| Adjusted Volumes                |     | 14   | 146  | 0    |     | 0    | 108  | 7    |     | 0    | 0    | 0    |     | 4    | 0    | 10   |
| Growth Rate                     |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |
| Growth Volume                   |     | 1    | 9    | 0    |     | 0    | 7    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 1    |
| 2025 Volumes                    |     | 15   | 155  | 0    |     | 0    | 115  | 7    |     | 0    | 0    | 0    |     | 4    | 0    | 11   |
| <u>Pre Development Volumes</u>  |     | 15   | 155  | 0    |     | 0    | 115  | 7    |     | 0    | 0    | 0    |     | 4    | 0    | 11   |
| <u>Project Traffic</u>          |     | 0    | 1    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |     | 0    | 0    | 0    |
| <u>Post Development Volumes</u> |     | 15   | 156  | 0    |     | 0    | 115  | 7    |     | 0    | 0    | 0    |     | 4    | 0    | 11   |
| Project Traffic Assignment      |     |      |      |      |     |      |      |      |     |      |      |      |     |      |      |      |
|                                 |     |      | In   |      |     |      | Out  |      |     |      |      |      |     |      |      |      |
|                                 |     | 0.0% | 1.0% | 0.0% |     | 0.0% | 1.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% |

\*Left Turns include U-turns



Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
US Hwy 1 & 4th Street

|                                 |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt  | nbr | sbu | sbl | sbt  | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|-----|--------|
| 7:00 AM                         | 7:15 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 151  | 1   | 0   | 0   | 106  | 0   | 258    |
| 7:15 AM                         | 7:30 AM | 0   | 0   | 0   | 4   | 0   | 0   | 0   | 0   | 0   | 0   | 232  | 0   | 0   | 0   | 147  | 1   | 384    |
| 7:30 AM                         | 7:45 AM | 0   | 0   | 0   | 6   | 0   | 0   | 0   | 0   | 0   | 0   | 378  | 0   | 0   | 0   | 176  | 2   | 562    |
| 7:45 AM                         | 8:00 AM | 0   | 0   | 0   | 3   | 0   | 0   | 0   | 0   | 0   | 0   | 350  | 1   | 0   | 0   | 238  | 2   | 594    |
| 8:00 AM                         | 8:15 AM | 0   | 0   | 0   | 6   | 0   | 0   | 0   | 2   | 0   | 0   | 412  | 1   | 0   | 0   | 238  | 0   | 659    |
| 8:15 AM                         | 8:30 AM | 0   | 0   | 0   | 4   | 0   | 0   | 0   | 1   | 0   | 0   | 375  | 0   | 0   | 0   | 207  | 3   | 590    |
| 8:30 AM                         | 8:45 AM | 0   | 0   | 0   | 4   | 0   | 0   | 0   | 2   | 0   | 0   | 426  | 1   | 0   | 0   | 229  | 0   | 662    |
| 8:45 AM                         | 9:00 AM | 0   | 0   | 0   | 6   | 0   | 0   | 0   | 3   | 0   | 0   | 368  | 0   | 0   | 0   | 245  | 1   | 623    |
| <b>Peak Hour Traffic Volume</b> |         | 0   | 0   | 0   | 33  | 0   | 0   | 0   | 8   | 0   | 0   | 2692 | 4   | 0   | 0   | 1586 | 9   | 4332   |
| 8:00 AM                         | 9:00 AM | 0   | 0   | 0   | 20  | 0   | 0   | 0   | 8   | 0   | 0   | 1581 | 2   | 0   | 0   | 919  | 4   | 2534   |

Count Taken: 10/12/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.12

|                                   | ebu                                                                                                                                                                                                                                                                                                         | ebl  | ebt  | ebr  | wbu  | wbl  | wbt  | wbr  | nbu   | nbl  | nbt  | nbr  | sbu   | sbl  | sbt  | sbr |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|------|------|------|------|------|-------|------|------|------|-------|------|------|-----|----|--|--|--|--|--|--|--|-----|--|--|--|--|--|--|--|----|------|------|------|--|------|------|------|--|------|-------|------|--|------|-------|------|--|--|
| <b>10/12/2022</b>                 |                                                                                                                                                                                                                                                                                                             |      |      |      |      |      |      |      |       |      |      |      |       |      |      |     |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
| <u>Existing Volumes</u>           | 0                                                                                                                                                                                                                                                                                                           | 0    | 0    | 20   | 0    | 0    | 0    | 8    | 0     | 0    | 1581 | 2    | 0     | 0    | 919  | 4   |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
| Seasonal Factor                   | 0                                                                                                                                                                                                                                                                                                           | 0    | 0    | 2    | 0    | 0    | 0    | 1    | 0     | 0    | 190  | 0    | 0     | 0    | 110  | 0   |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
| <b>Adjusted Volumes</b>           | 0                                                                                                                                                                                                                                                                                                           | 0    | 0    | 22   | 0    | 0    | 0    | 9    | 0     | 0    | 1771 | 2    | 0     | 0    | 1029 | 4   |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
| Growth Rate                       | 2.0%                                                                                                                                                                                                                                                                                                        | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0%  | 2.0% | 2.0% |      | 2.0%  | 2.0% | 2.0% |     |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
| Growth Volume                     | 0                                                                                                                                                                                                                                                                                                           | 0    | 1    |      | 0    | 0    | 1    |      | 0     | 108  | 0    |      | 0     | 63   | 0    |     |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
| <b>2025 Volumes</b>               | 0                                                                                                                                                                                                                                                                                                           | 0    | 23   |      | 0    | 0    | 10   |      | 0     | 1879 | 2    |      | 0     | 1092 | 4    |     |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
| <u>Pre Development Volumes</u>    | 0                                                                                                                                                                                                                                                                                                           | 0    | 23   |      | 0    | 0    | 10   |      | 0     | 1879 | 2    |      | 0     | 1092 | 4    |     |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
| <u>Project Traffic</u>            | 0                                                                                                                                                                                                                                                                                                           | 0    | 0    |      | 0    | 0    | 0    |      | 0     | 34   | 0    |      | 0     | 10   | 0    |     |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
| <u>Post Development Volumes</u>   | 0                                                                                                                                                                                                                                                                                                           | 0    | 23   |      | 0    | 0    | 10   |      | 0     | 1913 | 2    |      | 0     | 1102 | 4    |     |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
| <b>Project Traffic Assignment</b> | <table> <tr> <td colspan="8">In</td><td colspan="8">Out</td><td>In</td></tr> <tr> <td>0.0%</td><td>0.0%</td><td>1.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>40.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>40.0%</td><td>0.0%</td><td></td><td></td></tr> </table> |      |      |      |      |      |      |      |       |      |      |      |       |      |      |     | In |  |  |  |  |  |  |  | Out |  |  |  |  |  |  |  | In | 0.0% | 0.0% | 1.0% |  | 0.0% | 0.0% | 0.0% |  | 0.0% | 40.0% | 0.0% |  | 0.0% | 40.0% | 0.0% |  |  |
| In                                |                                                                                                                                                                                                                                                                                                             |      |      |      |      |      |      | Out  |       |      |      |      |       |      |      | In  |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |
| 0.0%                              | 0.0%                                                                                                                                                                                                                                                                                                        | 1.0% |      | 0.0% | 0.0% | 0.0% |      | 0.0% | 40.0% | 0.0% |      | 0.0% | 40.0% | 0.0% |      |     |    |  |  |  |  |  |  |  |     |  |  |  |  |  |  |  |    |      |      |      |  |      |      |      |  |      |       |      |  |      |       |      |  |  |

\*Left Turns include U-turns

Centrum Deerfield  
PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
US Hwy 1 & 4th Street

|                                 |         | ebu | ebf | ebt | ebr | wbu | wbf | wbt | wbr | nbu | nbf | nbt  | nbr | sbu | sbf | sbt  | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|-----|--------|
| 4:00 PM                         | 4:15 PM | 0   | 0   | 0   | 3   | 0   | 0   | 0   | 0   | 0   | 0   | 292  | 0   | 0   | 0   | 366  | 2   | 663    |
| 4:15 PM                         | 4:30 PM | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 335  | 0   | 0   | 0   | 343  | 3   | 682    |
| 4:30 PM                         | 4:45 PM | 0   | 0   | 0   | 7   | 0   | 0   | 0   | 0   | 0   | 0   | 319  | 1   | 0   | 0   | 388  | 4   | 719    |
| 4:45 PM                         | 5:00 PM | 0   | 0   | 0   | 4   | 0   | 0   | 0   | 0   | 0   | 0   | 328  | 4   | 0   | 0   | 368  | 6   | 710    |
| 5:00 PM                         | 5:15 PM | 0   | 0   | 0   | 4   | 0   | 0   | 0   | 0   | 0   | 0   | 353  | 0   | 0   | 0   | 456  | 1   | 814    |
| 5:15 PM                         | 5:30 PM | 0   | 0   | 0   | 8   | 0   | 0   | 0   | 0   | 0   | 0   | 347  | 0   | 0   | 0   | 448  | 5   | 808    |
| 5:30 PM                         | 5:45 PM | 0   | 0   | 0   | 6   | 0   | 0   | 0   | 0   | 0   | 0   | 326  | 1   | 0   | 0   | 443  | 7   | 783    |
| 5:45 PM                         | 6:00 PM | 0   | 0   | 0   | 6   | 0   | 0   | 0   | 0   | 0   | 0   | 326  | 1   | 0   | 0   | 348  | 4   | 685    |
| <b>Peak Hour Traffic Volume</b> |         | 0   | 0   | 0   | 39  | 0   | 0   | 0   | 0   | 0   | 0   | 2626 | 7   | 0   | 0   | 3160 | 32  | 5864   |
| 4:45 PM                         | 5:45 PM | 0   | 0   | 0   | 22  | 0   | 0   | 0   | 0   | 0   | 0   | 1354 | 5   | 0   | 0   | 1715 | 19  | 3115   |

Count Taken: 10/12/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.12

|                                 | ebu  | ebf  | ebt  | ebr  | wbu  | wbf  | wbt  | wbr  | nbu   | nbf  | nbt  | nbr  | sbu   | sbf  | sbt  | sbr  |  |  |
|---------------------------------|------|------|------|------|------|------|------|------|-------|------|------|------|-------|------|------|------|--|--|
| 10/12/2022                      |      |      |      |      |      |      |      |      |       |      |      |      |       |      |      |      |  |  |
| <u>Existing Volumes</u>         | 0    | 0    | 0    | 22   | 0    | 0    | 0    | 0    | 0     | 0    | 1354 | 5    | 0     | 0    | 1715 | 19   |  |  |
| Seasonal Factor                 | 0    | 0    | 0    | 3    | 0    | 0    | 0    | 0    | 0     | 0    | 162  | 1    | 0     | 0    | 206  | 2    |  |  |
| Adjusted Volumes                | 0    | 0    | 0    | 25   | 0    | 0    | 0    | 0    | 0     | 0    | 1516 | 6    | 0     | 0    | 1921 | 21   |  |  |
| Growth Rate                     | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |      | 2.0%  | 2.0% | 2.0% |      | 2.0%  | 2.0% | 2.0% |      |  |  |
| Growth Volume                   | 0    | 0    | 2    |      | 0    | 0    | 0    |      | 0     | 93   | 0    |      | 0     | 118  | 1    |      |  |  |
| 2025 Volumes                    | 0    | 0    | 27   |      | 0    | 0    | 0    |      | 0     | 1609 | 6    |      | 0     | 2039 | 22   |      |  |  |
| <u>Pre Development Volumes</u>  | 0    | 0    | 27   |      | 0    | 0    | 0    |      | 0     | 1609 | 6    |      | 0     | 2039 | 22   |      |  |  |
| <u>Project Traffic</u>          | 0    | 0    | 1    |      | 0    | 0    | 0    |      | 0     | 17   | 0    |      | 0     | 26   | 0    |      |  |  |
| <u>Post Development Volumes</u> | 0    | 0    | 28   |      | 0    | 0    | 0    |      | 0     | 1626 | 6    |      | 0     | 2065 | 22   |      |  |  |
| Project Traffic                 | In   |      |      | Out  |      |      | In   |      |       | Out  |      |      | In    |      |      | Out  |  |  |
|                                 | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 40.0% | 0.0% | 0.0% | 0.0% | 40.0% | 0.0% | 0.0% | 0.0% |  |  |

\*Left Turns include U-turns

Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
US Hwy 1      &      Eller Street

|                                 |         | ebu | ebf | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt  | nbr | sbu | sbl | sbt  | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|-----|--------|
| 7:00 AM                         | 7:15 AM | 0   | 5   | 0   | 8   | 0   | 0   | 0   | 0   | 12  | 9   | 147  | 0   | 0   | 1   | 86   | 1   | 269    |
| 7:15 AM                         | 7:30 AM | 0   | 7   | 0   | 13  | 0   | 0   | 0   | 0   | 15  | 18  | 219  | 0   | 0   | 0   | 155  | 2   | 429    |
| 7:30 AM                         | 7:45 AM | 0   | 18  | 0   | 56  | 0   | 0   | 0   | 0   | 8   | 39  | 358  | 0   | 0   | 0   | 179  | 5   | 663    |
| 7:45 AM                         | 8:00 AM | 0   | 13  | 0   | 60  | 0   | 0   | 0   | 0   | 15  | 37  | 334  | 0   | 0   | 1   | 233  | 1   | 694    |
| 8:00 AM                         | 8:15 AM | 0   | 15  | 0   | 32  | 0   | 0   | 0   | 0   | 13  | 10  | 408  | 1   | 0   | 0   | 238  | 5   | 722    |
| 8:15 AM                         | 8:30 AM | 0   | 13  | 0   | 16  | 0   | 0   | 0   | 0   | 9   | 22  | 356  | 0   | 0   | 0   | 208  | 3   | 627    |
| 8:30 AM                         | 8:45 AM | 0   | 14  | 0   | 17  | 0   | 1   | 0   | 0   | 5   | 10  | 395  | 1   | 0   | 2   | 212  | 10  | 667    |
| 8:45 AM                         | 9:00 AM | 0   | 10  | 0   | 17  | 0   | 2   | 0   | 0   | 12  | 15  | 361  | 0   | 0   | 1   | 237  | 9   | 664    |
| <b>Peak Hour Traffic Volume</b> |         | 0   | 95  | 0   | 219 | 0   | 3   | 0   | 0   | 89  | 160 | 2578 | 2   | 0   | 5   | 1548 | 36  | 4735   |
| 7:45 AM                         | 8:45 AM | 0   | 55  | 0   | 125 | 0   | 1   | 0   | 0   | 42  | 79  | 1493 | 2   | 0   | 3   | 891  | 19  | 2710   |

Count Taken: 10/12/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.12

|                                 | ebu                                                                                                                                                                                                                                                                                                                                                                       | ebl  | ebt  | ebr  | wbu  | wbl  | wbt  | wbr  | nbu   | nbl  | nbt   | nbr  | sbu   | sbl  | sbt  | sbr  |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|------|------|------|------|------|-------|------|-------|------|-------|------|------|------|-----|--|--|--|----|--|--|--|----|----|-----|--|--|--|-----|-----|-----|------|------|------|--|------|------|------|--|------|-------|------|-------|------|-------|------|--|
| 10/12/2022                      |                                                                                                                                                                                                                                                                                                                                                                           |      |      |      |      |      |      |      |       |      |       |      |       |      |      |      |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
| <u>Existing Volumes</u>         | 0                                                                                                                                                                                                                                                                                                                                                                         | 55   | 0    | 125  | 0    | 1    | 0    | 0    | 42    | 79   | 1493  | 2    | 0     | 3    | 891  | 19   |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
| Seasonal Factor                 | 0                                                                                                                                                                                                                                                                                                                                                                         | 7    | 0    | 15   | 0    | 0    | 0    | 0    | 5     | 9    | 179   | 0    | 0     | 0    | 107  | 2    |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
| Adjusted Volumes                |                                                                                                                                                                                                                                                                                                                                                                           | 62   | 0    | 140  |      | 1    | 0    | 0    |       | 135  | 1672  | 2    |       | 3    | 998  | 21   |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
|                                 |                                                                                                                                                                                                                                                                                                                                                                           |      |      |      |      |      |      |      |       |      |       |      |       |      |      |      |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
| Growth Rate                     |                                                                                                                                                                                                                                                                                                                                                                           | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0% |       | 2.0% | 2.0%  | 2.0% | 2.0%  | 2.0% | 2.0% | 2.0% |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
| Growth Volume                   |                                                                                                                                                                                                                                                                                                                                                                           | 4    | 0    | 9    |      | 0    | 0    | 0    |       | 8    | 102   | 0    | 0     | 0    | 61   | 1    |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
| 2025 Volumes                    |                                                                                                                                                                                                                                                                                                                                                                           | 66   | 0    | 149  |      | 1    | 0    | 0    |       | 143  | 1774  | 2    | 0     | 3    | 1059 | 22   |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
|                                 |                                                                                                                                                                                                                                                                                                                                                                           |      |      |      |      |      |      |      |       |      |       |      |       |      |      |      |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
| <u>Pre Development Volumes</u>  |                                                                                                                                                                                                                                                                                                                                                                           | 66   | 0    | 149  |      | 1    | 0    | 0    |       | 143  | 1774  | 2    | 0     | 3    | 1059 | 22   |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
| <u>Project Traffic</u>          |                                                                                                                                                                                                                                                                                                                                                                           | 0    | 0    | 1    |      | 0    | 0    | 0    |       | 0    | 15    | 0    | 34    | 1    | 48   | 1    |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
| <u>Post Development Volumes</u> |                                                                                                                                                                                                                                                                                                                                                                           | 66   | 0    | 150  |      | 1    | 0    | 0    |       | 143  | 1789  | 2    | 34    | 4    | 1107 | 23   |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
|                                 |                                                                                                                                                                                                                                                                                                                                                                           |      |      |      |      |      |      |      |       |      |       |      |       |      |      |      |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
| Project Traffic Assignment      | <table><tr><td colspan="4">Out</td><td colspan="4">In</td><td>In</td><td>In</td><td colspan="4">Out</td><td>Out</td><td>Out</td><td>Out</td></tr><tr><td>0.0%</td><td>0.0%</td><td>1.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>1.0%</td><td></td><td>1.0%</td><td>57.0%</td><td>0.0%</td><td>40.0%</td><td>1.0%</td><td>57.0%</td><td>1.0%</td><td></td></tr></table> |      |      |      |      |      |      |      |       |      |       |      |       |      |      |      | Out |  |  |  | In |  |  |  | In | In | Out |  |  |  | Out | Out | Out | 0.0% | 0.0% | 1.0% |  | 0.0% | 0.0% | 1.0% |  | 1.0% | 57.0% | 0.0% | 40.0% | 1.0% | 57.0% | 1.0% |  |
|                                 | Out                                                                                                                                                                                                                                                                                                                                                                       |      |      |      | In   |      |      |      | In    | In   | Out   |      |       |      | Out  | Out  | Out |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
| 0.0%                            | 0.0%                                                                                                                                                                                                                                                                                                                                                                      | 1.0% |      | 0.0% | 0.0% | 1.0% |      | 1.0% | 57.0% | 0.0% | 40.0% | 1.0% | 57.0% | 1.0% |      |      |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |
|                                 |                                                                                                                                                                                                                                                                                                                                                                           |      |      |      |      |      |      |      |       |      |       |      |       |      |      |      |     |  |  |  |    |  |  |  |    |    |     |  |  |  |     |     |     |      |      |      |  |      |      |      |  |      |       |      |       |      |       |      |  |

\*Left Turns include U-turns

Centrum Deerfield  
PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
US Hwy 1 & Eller Street

|                                 |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt  | nbr | sbu | sbl | sbt  | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|-----|--------|
| 4:00 PM                         | 4:15 PM | 0   | 13  | 0   | 21  | 0   | 5   | 1   | 1   | 15  | 25  | 274  | 1   | 0   | 4   | 337  | 11  | 708    |
| 4:15 PM                         | 4:30 PM | 0   | 14  | 3   | 27  | 0   | 0   | 3   | 0   | 11  | 19  | 312  | 2   | 0   | 3   | 345  | 8   | 747    |
| 4:30 PM                         | 4:45 PM | 0   | 10  | 1   | 26  | 0   | 5   | 0   | 1   | 9   | 11  | 304  | 6   | 2   | 5   | 374  | 8   | 762    |
| 4:45 PM                         | 5:00 PM | 0   | 14  | 2   | 20  | 0   | 2   | 1   | 2   | 5   | 14  | 314  | 3   | 0   | 3   | 360  | 8   | 748    |
| 5:00 PM                         | 5:15 PM | 0   | 10  | 0   | 22  | 0   | 1   | 0   | 0   | 12  | 23  | 342  | 3   | 0   | 5   | 416  | 8   | 842    |
| 5:15 PM                         | 5:30 PM | 0   | 11  | 0   | 20  | 0   | 5   | 5   | 0   | 14  | 18  | 333  | 5   | 0   | 4   | 451  | 12  | 878    |
| 5:30 PM                         | 5:45 PM | 0   | 10  | 2   | 17  | 0   | 6   | 2   | 0   | 14  | 22  | 309  | 6   | 0   | 2   | 425  | 9   | 824    |
| 5:45 PM                         | 6:00 PM | 0   | 12  | 3   | 20  | 0   | 3   | 0   | 1   | 20  | 25  | 312  | 2   | 0   | 1   | 357  | 6   | 762    |
|                                 |         | 0   | 94  | 11  | 173 | 0   | 27  | 12  | 5   | 100 | 157 | 2500 | 28  | 2   | 27  | 3065 | 70  | 6271   |
| <b>Peak Hour Traffic Volume</b> |         |     |     |     |     |     |     |     |     |     |     |      |     |     |     |      |     |        |
| 5:00 PM                         | 6:00 PM | 0   | 43  | 5   | 79  | 0   | 15  | 7   | 1   | 60  | 88  | 1296 | 16  | 0   | 12  | 1649 | 35  | 3306   |

Count Taken: 10/12/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.12

|                                   | ebu | ebl  | ebt  | ebr  | wbu | wbl  | wbt  | wbr  | nbu | nbl  | nbt   | nbr  | sbu   | sbl  | sbt   | sbr  |
|-----------------------------------|-----|------|------|------|-----|------|------|------|-----|------|-------|------|-------|------|-------|------|
| 10/12/2022                        |     |      |      |      |     |      |      |      |     |      |       |      |       |      |       |      |
| <u>Existing Volumes</u>           | 0   | 43   | 5    | 79   | 0   | 15   | 7    | 1    | 60  | 88   | 1296  | 16   | 0     | 12   | 1649  | 35   |
| Seasonal Factor                   | 0   | 5    | 1    | 9    | 0   | 2    | 1    | 0    | 7   | 11   | 156   | 2    | 0     | 1    | 198   | 4    |
| <b>Adjusted Volumes</b>           |     | 48   | 6    | 88   |     | 17   | 8    | 1    |     | 166  | 1452  | 18   | 0     | 13   | 1847  | 39   |
| Growth Rate                       |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0%  | 2.0% | 2.0%  | 2.0% | 2.0%  | 2.0% |
| Growth Volume                     |     | 3    | 0    | 5    |     | 1    | 0    | 0    |     | 10   | 89    | 1    | 0     | 1    | 113   | 2    |
| <b>2025 Volumes</b>               |     | 51   | 6    | 93   |     | 18   | 8    | 1    |     | 176  | 1541  | 19   | 0     | 14   | 1960  | 41   |
| <u>Pre Development Volumes</u>    |     | 51   | 6    | 93   |     | 18   | 8    | 1    |     | 176  | 1541  | 19   | 0     | 14   | 1960  | 41   |
| <u>Project Traffic</u>            |     | 0    | 0    | 0    |     | 0    | 0    | 1    |     | 1    | 37    | 0    | 17    | 1    | 24    | 0    |
| <b>Post Development Volumes</b>   |     | 51   | 6    | 93   |     | 18   | 8    | 2    |     | 177  | 1578  | 19   | 17    | 15   | 1984  | 41   |
| <b>Project Traffic Assignment</b> |     |      |      | Out  |     |      | In   |      | In  | In   |       | Out  | Out   | Out  | Out   |      |
|                                   |     | 0.0% | 0.0% | 1.0% |     | 0.0% | 0.0% | 1.0% |     | 1.0% | 57.0% | 0.0% | 40.0% | 1.0% | 57.0% | 1.0% |

\*Left Turns include U-turns

Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
US Hwy 1 & E Hillsboro

|                                 |         | ebu | ebf | ebt | ebr | wbu | wbf | wbt | wbr | nbu | nbf | nbt  | nbr | sbf | sbf | sbt  | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|-----|--------|
| 7:00 AM                         | 7:15 AM | 0   | 17  | 62  | 21  | 0   | 13  | 60  | 26  | 0   | 40  | 126  | 41  | 8   | 16  | 66   | 10  | 506    |
| 7:15 AM                         | 7:30 AM | 0   | 19  | 85  | 30  | 0   | 29  | 86  | 41  | 0   | 59  | 178  | 39  | 5   | 26  | 131  | 17  | 745    |
| 7:30 AM                         | 7:45 AM | 0   | 22  | 100 | 31  | 0   | 23  | 111 | 49  | 2   | 72  | 329  | 55  | 10  | 42  | 180  | 12  | 1038   |
| 7:45 AM                         | 8:00 AM | 0   | 30  | 117 | 38  | 0   | 32  | 103 | 54  | 2   | 73  | 282  | 67  | 8   | 64  | 210  | 20  | 1100   |
| 8:00 AM                         | 8:15 AM | 0   | 40  | 90  | 63  | 0   | 29  | 98  | 45  | 2   | 67  | 339  | 75  | 10  | 50  | 204  | 18  | 1130   |
| 8:15 AM                         | 8:30 AM | 0   | 26  | 120 | 46  | 1   | 31  | 115 | 36  | 1   | 97  | 328  | 68  | 11  | 60  | 173  | 18  | 1131   |
| 8:30 AM                         | 8:45 AM | 0   | 45  | 111 | 34  | 0   | 38  | 110 | 49  | 2   | 73  | 292  | 90  | 10  | 49  | 141  | 18  | 1062   |
| 8:45 AM                         | 9:00 AM | 0   | 39  | 108 | 45  | 0   | 41  | 87  | 39  | 2   | 102 | 330  | 102 | 19  | 55  | 188  | 23  | 1180   |
| <b>Peak Hour Traffic Volume</b> |         | 0   | 238 | 793 | 308 | 1   | 236 | 770 | 339 | 11  | 583 | 2204 | 537 | 81  | 362 | 1293 | 136 | 7892   |

|         |         |   |     |     |     |   |     |     |     |   |     |      |     |    |     |     |    |      |
|---------|---------|---|-----|-----|-----|---|-----|-----|-----|---|-----|------|-----|----|-----|-----|----|------|
| 8:00 AM | 9:00 AM | 0 | 150 | 429 | 188 | 1 | 139 | 410 | 169 | 7 | 339 | 1289 | 335 | 50 | 214 | 706 | 77 | 4503 |
|---------|---------|---|-----|-----|-----|---|-----|-----|-----|---|-----|------|-----|----|-----|-----|----|------|

Count Taken: 10/12/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.12

|                                   | ebu   | ebf  | ebt  | ebr  | wbu  | wbf  | wbt   | wbr  | nbu  | nbf   | nbt  | nbr  | sbf | sbf   | sbt   | sbr   |
|-----------------------------------|-------|------|------|------|------|------|-------|------|------|-------|------|------|-----|-------|-------|-------|
| <b>10/12/2022</b>                 |       |      |      |      |      |      |       |      |      |       |      |      |     |       |       |       |
| <u>Existing Volumes</u>           | 0     | 150  | 429  | 188  | 1    | 139  | 410   | 169  | 7    | 339   | 1289 | 335  | 50  | 214   | 706   | 77    |
| Seasonal Factor                   | 0     | 18   | 51   | 23   | 0    | 17   | 49    | 20   | 1    | 41    | 155  | 40   | 6   | 26    | 85    | 9     |
| <b>Adjusted Volumes</b>           |       | 168  | 480  | 211  |      | 157  | 459   | 189  |      | 388   | 1444 | 375  |     | 296   | 791   | 86    |
| Growth Rate                       |       | 2.0% | 2.0% | 2.0% |      | 2.0% | 2.0%  | 2.0% |      | 2.0%  | 2.0% | 2.0% |     | 2.0%  | 2.0%  | 2.0%  |
| Growth Volume                     |       | 10   | 29   | 13   |      | 10   | 28    | 12   |      | 24    | 88   | 23   |     | 18    | 48    | 5     |
| <b>2025 Volumes</b>               |       | 178  | 509  | 224  |      | 167  | 487   | 201  |      | 412   | 1532 | 398  |     | 314   | 839   | 91    |
| <u>Pre Development Volumes</u>    |       | 178  | 509  | 224  |      | 167  | 487   | 201  |      | 412   | 1532 | 398  |     | 314   | 839   | 91    |
| <u>Project Traffic</u>            |       | 6    | 0    | 0    |      | 0    | 0     | 3    |      | 0     | 6    | 0    |     | 9     | 19    | 21    |
| <u>Post Development Volumes</u>   |       | 184  | 509  | 224  |      | 167  | 487   | 204  |      | 412   | 1538 | 398  |     | 323   | 858   | 112   |
| <b>Project Traffic Assignment</b> | In    |      |      |      |      |      |       | In   |      |       |      |      |     | Out   | Out   | Out   |
|                                   | 25.0% | 0.0% | 0.0% |      | 0.0% | 0.0% | 10.0% |      | 0.0% | 23.0% | 0.0% |      |     | 10.0% | 23.0% | 25.0% |



Centrum Deerfield  
PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
US Hwy 1 & E Hillsboro

|         |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt  | nbr | sbu | sbl | sbt  | sbr | totals |
|---------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|-----|--------|
| 4:00 PM | 4:15 PM | 0   | 26  | 104 | 78  | 2   | 56  | 143 | 34  | 5   | 85  | 226  | 69  | 7   | 58  | 266  | 38  | 1197   |
| 4:15 PM | 4:30 PM | 0   | 24  | 98  | 83  | 1   | 69  | 149 | 62  | 3   | 74  | 249  | 54  | 9   | 76  | 282  | 27  | 1260   |
| 4:30 PM | 4:45 PM | 0   | 22  | 110 | 77  | 0   | 74  | 146 | 46  | 5   | 57  | 244  | 60  | 2   | 68  | 297  | 29  | 1237   |
| 4:45 PM | 5:00 PM | 1   | 18  | 111 | 97  | 0   | 47  | 105 | 71  | 8   | 85  | 233  | 73  | 6   | 82  | 313  | 23  | 1273   |
| 5:00 PM | 5:15 PM | 0   | 27  | 93  | 89  | 0   | 75  | 91  | 63  | 6   | 64  | 279  | 65  | 7   | 71  | 313  | 26  | 1269   |
| 5:15 PM | 5:30 PM | 0   | 23  | 127 | 85  | 2   | 58  | 108 | 48  | 8   | 50  | 283  | 63  | 7   | 70  | 377  | 40  | 1349   |
| 5:30 PM | 5:45 PM | 0   | 26  | 104 | 86  | 1   | 55  | 89  | 45  | 7   | 71  | 265  | 80  | 8   | 75  | 359  | 33  | 1304   |
| 5:45 PM | 6:00 PM | 1   | 19  | 94  | 70  | 1   | 49  | 84  | 63  | 1   | 64  | 260  | 53  | 7   | 62  | 303  | 31  | 1162   |
|         |         | 2   | 185 | 841 | 665 | 7   | 483 | 915 | 432 | 43  | 550 | 2039 | 517 | 53  | 562 | 2510 | 247 | 10051  |

**Peak Hour Traffic Volume**

|         |         |   |    |     |     |   |     |     |     |    |     |      |     |    |     |      |     |      |
|---------|---------|---|----|-----|-----|---|-----|-----|-----|----|-----|------|-----|----|-----|------|-----|------|
| 4:45 PM | 5:45 PM | 1 | 94 | 435 | 357 | 3 | 235 | 393 | 227 | 29 | 270 | 1060 | 281 | 28 | 298 | 1362 | 122 | 5195 |
|---------|---------|---|----|-----|-----|---|-----|-----|-----|----|-----|------|-----|----|-----|------|-----|------|

Count Taken: 10/12/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.12

|                                        | ebu   | ebl  | ebt  | ebr  | wbu | wbl  | wbt  | wbr   | nbu | nbl  | nbt   | nbr  | sbu | sbl   | sbt   | sbr   |
|----------------------------------------|-------|------|------|------|-----|------|------|-------|-----|------|-------|------|-----|-------|-------|-------|
| <b>10/12/2022</b>                      |       |      |      |      |     |      |      |       |     |      |       |      |     |       |       |       |
| <b><u>Existing Volumes</u></b>         | 1     | 94   | 435  | 357  | 3   | 235  | 393  | 227   | 29  | 270  | 1060  | 281  | 28  | 298   | 1362  | 122   |
| Seasonal Factor                        | 0     | 11   | 52   | 43   | 0   | 28   | 47   | 27    | 3   | 32   | 127   | 34   | 3   | 36    | 163   | 15    |
| <b>Adjusted Volumes</b>                |       | 106  | 487  | 400  |     | 266  | 440  | 254   |     | 334  | 1187  | 315  |     | 365   | 1525  | 137   |
| Growth Rate                            |       | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0%  |     | 2.0% | 2.0%  | 2.0% |     | 2.0%  | 2.0%  | 2.0%  |
| Growth Volume                          |       | 6    | 30   | 24   |     | 16   | 27   | 16    |     | 20   | 73    | 19   |     | 22    | 93    | 8     |
| <b>2025 Volumes</b>                    |       | 112  | 517  | 424  |     | 282  | 467  | 270   |     | 354  | 1260  | 334  |     | 387   | 1618  | 145   |
| <b><u>Pre Development Volumes</u></b>  |       | 112  | 517  | 424  |     | 282  | 467  | 270   |     | 354  | 1260  | 334  |     | 387   | 1618  | 145   |
| <b><u>Project Traffic</u></b>          |       | 17   | 0    | 0    |     | 0    | 0    | 7     |     | 0    | 15    | 0    |     | 4     | 10    | 10    |
| <b><u>Post Development Volumes</u></b> |       | 129  | 517  | 424  |     | 282  | 467  | 277   |     | 354  | 1275  | 334  |     | 391   | 1628  | 155   |
| <b>Project Traffic Assignment</b>      | In    |      |      |      |     |      | In   |       |     | In   |       |      |     | Out   | Out   | Out   |
|                                        | 25.0% | 0.0% | 0.0% |      |     | 0.0% | 0.0% | 10.0% |     | 0.0% | 23.0% | 0.0% |     | 10.0% | 23.0% | 25.0% |

Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2

US Hwy 1 & Duffy's

|                                 |         | ebu | ebf | ebt | ebr | wbu | wbf | wbt | wbr | nbf | nbl | nbt  | nbr | sfu | sbl | sbt  | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|-----|--------|
| 7:00 AM                         | 7:15 AM | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 2   | 1   | 146  | 1   | 1   | 0   | 102  | 0   | 255    |
| 7:15 AM                         | 7:30 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 6   | 2   | 224  | 0   | 0   | 0   | 143  | 0   | 375    |
| 7:30 AM                         | 7:45 AM | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 1   | 1   | 369  | 0   | 2   | 0   | 176  | 0   | 550    |
| 7:45 AM                         | 8:00 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2   | 3   | 349  | 2   | 2   | 0   | 238  | 0   | 596    |
| 8:00 AM                         | 8:15 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 6   | 0   | 394  | 1   | 1   | 0   | 234  | 0   | 636    |
| 8:15 AM                         | 8:30 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 7   | 1   | 373  | 0   | 0   | 1   | 205  | 0   | 587    |
| 8:30 AM                         | 8:45 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 4   | 1   | 423  | 0   | 1   | 0   | 224  | 0   | 653    |
| 8:45 AM                         | 9:00 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 4   | 1   | 364  | 0   | 1   | 0   | 240  | 0   | 610    |
| <b>Peak Hour Traffic Volume</b> |         | 0   | 0   | 0   | 3   | 0   | 0   | 0   | 0   | 32  | 10  | 2642 | 4   | 8   | 1   | 1562 | 0   | 4262   |
| 8:00 AM                         | 9:00 AM | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 21  | 3   | 1554 | 1   | 3   | 1   | 903  | 0   | 2486   |

Count Taken: 10/12/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.12

|                                        | ebu | ebf  | ebt  | ebr  | wbu | wbf  | wbt  | wbr  | nbf  | nbl  | nbt          | nbr  | sfu | sbl  | sbt         | sbr  |
|----------------------------------------|-----|------|------|------|-----|------|------|------|------|------|--------------|------|-----|------|-------------|------|
| <b>10/12/2022</b>                      |     |      |      |      |     |      |      |      |      |      |              |      |     |      |             |      |
| <b><u>Existing Volumes</u></b>         | 0   | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 21   | 3    | 1554         | 1    | 3   | 1    | 903         | 0    |
| Seasonal Factor                        | 0   | 0    | 0    | 0    | 0   | 0    | 0    | 0    | 3    | 0    | 186          | 0    | 0   | 0    | 108         | 0    |
| <b>Adjusted Volumes</b>                |     | 0    | 0    | 0    |     | 0    | 0    | 0    | 24   | 27   | 1740         | 1    |     | 4    | 1011        | 0    |
| Growth Rate                            |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0%         | 2.0% |     | 2.0% | 2.0%        | 2.0% |
| Growth Volume                          |     | 0    | 0    | 0    |     | 0    | 0    | 0    | 1    | 2    | 107          | 0    |     | 0    | 62          | 0    |
| <b>2025 Volumes</b>                    |     | 0    | 0    | 0    |     | 0    | 0    | 0    | 25   | 29   | 1847         | 1    |     | 4    | 1073        | 0    |
| <b><u>Pre Development Volumes</u></b>  |     | 0    | 0    | 0    |     | 0    | 0    | 0    | 25   | 29   | 1847         | 1    |     | 4    | 1073        | 0    |
| <b><u>Project Traffic</u></b>          |     | 0    | 0    | 0    |     | 0    | 0    | 0    | 0    | 0    | 34           | 0    |     | 0    | 10          | 0    |
| <b><u>Post Development Volumes</u></b> |     | 0    | 0    | 0    |     | 0    | 0    | 0    | 25   | 29   | 1881         | 1    |     | 4    | 1083        | 0    |
| <b>Project Traffic Assignment</b>      |     | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | Out<br>40.0% | 0.0% |     | 0.0% | In<br>40.0% | 0.0% |

Centrum Deerfield  
PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
US Hwy 1 & Duffy's

|         |         | ebu | ebl | ebt | ebr | wbu | wbl | wbt | wbr | nbu | nbl | nbt  | nbr | sbu | sbl | sbt  | sbr | totals |
|---------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|-----|--------|
| 4:00 PM | 4:15 PM | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 3   | 3   | 276  | 3   | 0   | 0   | 364  | 0   | 650    |
| 4:15 PM | 4:30 PM | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 5   | 8   | 317  | 2   | 1   | 0   | 342  | 3   | 679    |
| 4:30 PM | 4:45 PM | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 4   | 2   | 315  | 1   | 0   | 2   | 382  | 2   | 710    |
| 4:45 PM | 5:00 PM | 0   | 0   | 0   | 3   | 0   | 0   | 0   | 0   | 3   | 2   | 319  | 0   | 2   | 0   | 363  | 0   | 692    |
| 5:00 PM | 5:15 PM | 0   | 0   | 0   | 5   | 0   | 0   | 0   | 0   | 1   | 2   | 339  | 2   | 12  | 2   | 460  | 1   | 824    |
| 5:15 PM | 5:30 PM | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 2   | 2   | 340  | 1   | 0   | 2   | 443  | 3   | 795    |
| 5:30 PM | 5:45 PM | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 6   | 2   | 308  | 2   | 1   | 1   | 445  | 1   | 768    |
| 5:45 PM | 6:00 PM | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 0   | 6   | 2   | 310  | 2   | 0   | 1   | 342  | 1   | 666    |
|         |         | 0   | 0   | 0   | 18  | 0   | 0   | 0   | 0   | 30  | 23  | 2524 | 13  | 16  | 8   | 3141 | 11  | ##     |

**Peak Hour Traffic Volume**

|         |         |   |   |   |    |   |   |   |   |    |   |      |   |    |   |      |   |    |
|---------|---------|---|---|---|----|---|---|---|---|----|---|------|---|----|---|------|---|----|
| 4:45 PM | 5:45 PM | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 8 | 1306 | 5 | 15 | 5 | 1711 | 5 | ## |
|---------|---------|---|---|---|----|---|---|---|---|----|---|------|---|----|---|------|---|----|

Count Taken: 10/12/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.12

|                                   | ebu | ebl  | ebt  | ebr  | wbu | wbl  | wbt  | wbr  | nbu  | nbl  | nbt   | nbr  | sbu | sbl  | sbt   | sbr  |
|-----------------------------------|-----|------|------|------|-----|------|------|------|------|------|-------|------|-----|------|-------|------|
| <b>10/12/2022</b>                 |     |      |      |      |     |      |      |      |      |      |       |      |     |      |       |      |
| <u>Existing Volumes</u>           | 0   | 0    | 0    | 12   | 0   | 0    | 0    | 0    | 12   | 8    | 1306  | 5    | 15  | 5    | 1711  | 5    |
| Seasonal Factor                   | 0   | 0    | 0    | 1    | 0   | 0    | 0    | 0    | 1    | 1    | 157   | 1    | 2   | 1    | 205   | 1    |
| <b>Adjusted Volumes</b>           |     | 0    | 0    | 13   |     | 0    | 0    | 0    | 13   | 9    | 1463  | 6    |     | 23   | 1916  | 6    |
| Growth Rate                       |     | 2.0% | 2.0% | 2.0% |     | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0%  | 2.0% |     | 2.0% | 2.0%  | 2.0% |
| Growth Volume                     |     | 0    | 0    | 1    |     | 0    | 0    | 0    | 1    | 1    | 90    | 0    |     | 1    | 117   | 0    |
| <b>2025 Volumes</b>               |     | 0    | 0    | 14   |     | 0    | 0    | 0    | 14   | 10   | 1553  | 6    |     | 24   | 2033  | 6    |
| <u>Pre Development Volumes</u>    |     | 0    | 0    | 14   |     | 0    | 0    | 0    | 14   | 10   | 1553  | 6    |     | 24   | 2033  | 6    |
| <u>Project Traffic</u>            |     | 0    | 0    | 0    |     | 0    | 0    | 0    | 0    | 0    | 17    | 0    |     | 0    | 26    | 0    |
| <u>Post Development Volumes</u>   |     | 0    | 0    | 14   |     | 0    | 0    | 0    | 14   | 10   | 1570  | 6    |     | 24   | 2059  | 6    |
| <b>Project Traffic Assignment</b> |     | 0.0% | 0.0% | 0.0% |     | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 40.0% | 0.0% |     | 0.0% | 40.0% | 0.0% |

\*Left Turns include U-turns

Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
US Hwy 1 & Royal Palm Way

|                                 |         | ebu | ebf | ebt | ebr | wbu | wbf | wbt | wbr | nbu | nbf | nbt  | nbr | sbu | sbf | sbt  | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|-----|--------|
| 7:00 AM                         | 7:15 AM | 0   | 26  | 0   | 46  | 0   | 9   | 10  | 9   | 1   | 22  | 125  | 39  | 0   | 0   | 61   | 14  | 362    |
| 7:15 AM                         | 7:30 AM | 0   | 40  | 0   | 49  | 0   | 7   | 29  | 7   | 0   | 30  | 141  | 18  | 0   | 0   | 92   | 18  | 431    |
| 7:30 AM                         | 7:45 AM | 0   | 63  | 0   | 86  | 0   | 6   | 26  | 10  | 0   | 53  | 292  | 37  | 0   | 0   | 113  | 22  | 708    |
| 7:45 AM                         | 8:00 AM | 0   | 67  | 0   | 102 | 0   | 4   | 16  | 16  | 0   | 52  | 300  | 61  | 0   | 0   | 185  | 20  | 823    |
| 8:00 AM                         | 8:15 AM | 0   | 87  | 0   | 107 | 0   | 7   | 11  | 15  | 0   | 56  | 292  | 72  | 0   | 0   | 146  | 24  | 817    |
| 8:15 AM                         | 8:30 AM | 0   | 78  | 0   | 83  | 0   | 6   | 16  | 14  | 0   | 46  | 293  | 71  | 0   | 0   | 157  | 26  | 790    |
| 8:30 AM                         | 8:45 AM | 0   | 86  | 0   | 108 | 0   | 9   | 22  | 33  | 1   | 50  | 318  | 86  | 0   | 0   | 137  | 19  | 869    |
| 8:45 AM                         | 9:00 AM | 0   | 81  | 0   | 85  | 0   | 12  | 13  | 25  | 0   | 38  | 294  | 72  | 0   | 0   | 177  | 27  | 824    |
| <b>Peak Hour Traffic Volume</b> |         | 0   | 528 | 0   | 666 | 0   | 60  | 143 | 129 | 2   | 347 | 2055 | 456 | 0   | 0   | 1068 | 170 | 5624   |
| 8:00 AM                         | 9:00 AM | 0   | 332 | 0   | 383 | 0   | 34  | 62  | 87  | 1   | 190 | 1197 | 301 | 0   | 0   | 617  | 96  | 3300   |

Count Taken: 10/12/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.09

|                                   | ebu | ebf  | ebt  | ebr   | wbu | wbf  | wbt  | wbr  | nbu | nbf   | nbt   | nbr  | sbu | sbf  | sbt   | sbr  |
|-----------------------------------|-----|------|------|-------|-----|------|------|------|-----|-------|-------|------|-----|------|-------|------|
| <b>10/12/2022</b>                 |     |      |      |       |     |      |      |      |     |       |       |      |     |      |       |      |
| <u>Existing Volumes</u>           | 0   | 332  | 0    | 383   | 0   | 34   | 62   | 87   | 1   | 190   | 1197  | 301  | 0   | 0    | 617   | 96   |
| Seasonal Factor                   | 0   | 30   | 0    | 34    | 0   | 3    | 6    | 8    | 0   | 17    | 108   | 27   | 0   | 0    | 56    | 9    |
| <b>Adjusted Volumes</b>           |     | 362  | 0    | 417   |     | 37   | 68   | 95   |     | 208   | 1305  | 328  |     | 0    | 673   | 105  |
| Growth Rate                       |     | 2.0% | 2.0% | 2.0%  |     | 2.0% | 2.0% | 2.0% |     | 2.0%  | 2.0%  | 2.0% |     | 2.0% | 2.0%  | 2.0% |
| Growth Volume                     |     | 22   | 0    | 26    |     | 2    | 4    | 6    |     | 13    | 80    | 20   |     | 0    | 41    | 6    |
| <b>2025 Volumes</b>               |     | 384  | 0    | 443   |     | 39   | 72   | 101  |     | 221   | 1385  | 348  |     | 0    | 714   | 111  |
| <u>Pre Development Volumes</u>    |     | 384  | 0    | 443   |     | 39   | 72   | 101  |     | 221   | 1385  | 348  |     | 0    | 714   | 111  |
| <u>Project Traffic</u>            |     | 0    | 0    | 4     |     | 0    | 0    | 0    |     | 13    | 21    | 0    |     | 0    | 6     | 0    |
| <u>Post Development Volumes</u>   |     | 384  | 0    | 447   |     | 39   | 72   | 101  |     | 234   | 1406  | 348  |     | 0    | 720   | 111  |
| <b>Project Traffic Assignment</b> |     |      |      | In    |     |      |      |      |     | Out   | Out   |      |     |      | In    |      |
|                                   |     | 0.0% | 0.0% | 15.0% |     | 0.0% | 0.0% | 0.0% |     | 15.0% | 25.0% | 0.0% |     | 0.0% | 25.0% | 0.0% |

\*Left Turns include U-turns

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PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
US Hwy 1 & Royal Palm Way

|                                 |         | ebu | ebf | ebt | ebf | wbu | wbl | wbt | wbr | nbu | nbl | nbt  | nbr | sbu | sbl | sbt  | sbr | totals |
|---------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|-----|--------|
| 4:00 PM                         | 4:15 PM | 0   | 53  | 0   | 70  | 0   | 20  | 20  | 28  | 0   | 52  | 190  | 49  | 0   | 0   | 296  | 67  | 845    |
| 4:15 PM                         | 4:30 PM | 0   | 25  | 0   | 75  | 0   | 13  | 9   | 23  | 0   | 74  | 242  | 44  | 0   | 0   | 295  | 71  | 871    |
| 4:30 PM                         | 4:45 PM | 1   | 39  | 0   | 97  | 0   | 20  | 29  | 16  | 0   | 84  | 207  | 25  | 0   | 0   | 266  | 89  | 873    |
| 4:45 PM                         | 5:00 PM | 0   | 45  | 0   | 86  | 0   | 22  | 19  | 23  | 1   | 67  | 253  | 42  | 0   | 0   | 294  | 80  | 932    |
| 5:00 PM                         | 5:15 PM | 0   | 37  | 0   | 107 | 0   | 15  | 22  | 13  | 0   | 78  | 241  | 37  | 0   | 0   | 369  | 96  | 1015   |
| 5:15 PM                         | 5:30 PM | 1   | 49  | 0   | 73  | 0   | 12  | 15  | 17  | 1   | 81  | 255  | 25  | 0   | 0   | 391  | 90  | 1010   |
| 5:30 PM                         | 5:45 PM | 0   | 46  | 0   | 79  | 0   | 13  | 11  | 13  | 0   | 84  | 218  | 31  | 0   | 0   | 361  | 73  | 929    |
| 5:45 PM                         | 6:00 PM | 0   | 51  | 0   | 72  | 0   | 14  | 15  | 15  | 0   | 83  | 242  | 31  | 0   | 0   | 265  | 59  | 847    |
| <b>Peak Hour Traffic Volume</b> |         | 2   | 345 | 0   | 659 | 0   | 129 | 140 | 148 | 2   | 603 | 1848 | 284 | 0   | 0   | 2537 | 625 | 7322   |
| 4:45 PM                         | 5:45 PM | 1   | 177 | 0   | 345 | 0   | 62  | 67  | 66  | 2   | 310 | 967  | 135 | 0   | 0   | 1415 | 339 | 3886   |

Count Taken: 11/29/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.09

|                            | ebu                                                                                                                                                                                                                                                                                                                                 | ebf   | ebt  | ebf  | wbu  | wbl  | wbt  | wbr   | nbu   | nbl  | nbt  | nbr  | sbu   | sbl  | sbt  | sbr  |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------|------|------|------|------|-------|-------|------|------|------|-------|------|------|------|----|--|--|--|--|--|--|--|-----|--|-----|--|----|--|--|--|------|------|-------|--|------|------|------|--|-------|-------|------|--|------|-------|------|--|
| 11/29/2022                 |                                                                                                                                                                                                                                                                                                                                     |       |      |      |      |      |      |       |       |      |      |      |       |      |      |      |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
| Existing Volumes           | 1                                                                                                                                                                                                                                                                                                                                   | 177   | 0    | 345  | 0    | 62   | 67   | 66    | 2     | 310  | 967  | 135  | 0     | 0    | 1415 | 339  |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
| Seasonal Factor            | 0                                                                                                                                                                                                                                                                                                                                   | 16    | 0    | 31   | 0    | 6    | 6    | 6     | 0     | 28   | 87   | 12   | 0     | 0    | 127  | 31   |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
| Adjusted Volumes           |                                                                                                                                                                                                                                                                                                                                     | 194   | 0    | 376  |      | 68   | 73   | 72    |       | 340  | 1054 | 147  |       | 0    | 1542 | 370  |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
| Growth Rate                |                                                                                                                                                                                                                                                                                                                                     | 2.0%  | 2.0% | 2.0% |      | 2.0% | 2.0% | 2.0%  |       | 2.0% | 2.0% | 2.0% |       | 2.0% | 2.0% | 2.0% |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
| Growth Volume              |                                                                                                                                                                                                                                                                                                                                     | 12    | 0    | 23   |      | 4    | 4    | 4     |       | 21   | 65   | 9    |       | 0    | 94   | 23   |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
| 2025 Volumes               |                                                                                                                                                                                                                                                                                                                                     | 206   | 0    | 399  |      | 72   | 77   | 76    |       | 361  | 1119 | 156  |       | 0    | 1636 | 393  |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
| Pre Development Volumes    |                                                                                                                                                                                                                                                                                                                                     | 206   | 0    | 399  |      | 72   | 77   | 76    |       | 361  | 1119 | 156  |       | 0    | 1636 | 393  |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
| Project Traffic            |                                                                                                                                                                                                                                                                                                                                     | 0     | 0    | 10   |      | 0    | 0    | 0     |       | 6    | 11   | 0    |       | 0    | 16   | 0    |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
| Post Development Volumes   |                                                                                                                                                                                                                                                                                                                                     | 206   | 0    | 409  |      | 72   | 77   | 76    |       | 367  | 1130 | 156  |       | 0    | 1652 | 393  |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
| Project Traffic Assignment | <table><tr><td colspan="8">In</td><td colspan="2">Out</td><td colspan="2">Out</td><td colspan="4">In</td></tr><tr><td>0.0%</td><td>0.0%</td><td>15.0%</td><td></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td></td><td>15.0%</td><td>25.0%</td><td>0.0%</td><td></td><td>0.0%</td><td>25.0%</td><td>0.0%</td><td></td></tr></table> |       |      |      |      |      |      |       |       |      |      |      |       |      |      |      | In |  |  |  |  |  |  |  | Out |  | Out |  | In |  |  |  | 0.0% | 0.0% | 15.0% |  | 0.0% | 0.0% | 0.0% |  | 15.0% | 25.0% | 0.0% |  | 0.0% | 25.0% | 0.0% |  |
| In                         |                                                                                                                                                                                                                                                                                                                                     |       |      |      |      |      |      | Out   |       | Out  |      | In   |       |      |      |      |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |
| 0.0%                       | 0.0%                                                                                                                                                                                                                                                                                                                                | 15.0% |      | 0.0% | 0.0% | 0.0% |      | 15.0% | 25.0% | 0.0% |      | 0.0% | 25.0% | 0.0% |      |      |    |  |  |  |  |  |  |  |     |  |     |  |    |  |  |  |      |      |       |  |      |      |      |  |       |       |      |  |      |       |      |  |

\*Left Turns include U-turns



Centrum Deerfield  
AM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
US Hwy 1 & Driveway

Count Taken: 10/12/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.12

|                                        | ebu | ebf  | ebt  | ebr   | wbu | wbf  | wbt  | wbr  | nbu | nbf   | nbt   | nbr  | sbu | sbf  | sbt  | sbr   |
|----------------------------------------|-----|------|------|-------|-----|------|------|------|-----|-------|-------|------|-----|------|------|-------|
| <b>10/12/2022</b>                      |     |      |      |       |     |      |      |      |     |       |       |      |     |      |      |       |
| <u><b>Existing Volumes</b></u>         | 0   | 0    | 0    | 0     | 0   | 0    | 0    | 0    | 0   | 0     | 1581  | 0    | 0   | 0    | 939  | 0     |
| Seasonal Factor                        | 0   | 0    | 0    | 0     | 0   | 0    | 0    | 0    | 0   | 0     | 190   | 0    | 0   | 0    | 113  | 0     |
| <b>Adjusted Volumes</b>                |     | 0    | 0    | 0     |     | 0    | 0    | 0    |     | 0     | 1771  | 0    |     | 0    | 1052 | 0     |
| Growth Rate                            |     | 2.0% | 2.0% | 2.0%  |     | 2.0% | 2.0% | 2.0% |     | 2.0%  | 2.0%  | 2.0% |     | 2.0% | 2.0% | 2.0%  |
| Growth Volume                          |     | 0    | 0    | 0     |     | 0    | 0    | 0    |     | 0     | 108   | 0    |     | 0    | 64   | 0     |
| <b>2025 Volumes</b>                    |     | 0    | 0    | 0     |     | 0    | 0    | 0    |     | 0     | 1879  | 0    |     | 0    | 1116 | 0     |
| <u><b>Pre Development Volumes</b></u>  |     | 0    | 0    | 0     |     | 0    | 0    | 0    |     | 0     | 1879  | 0    |     | 0    | 1116 | 0     |
| <u><b>Project Traffic</b></u>          |     | 0    | 0    | 84    |     | 0    | 0    | 0    |     | 15    | 34    | 0    |     | 0    | 0    | 10    |
| <u><b>Post Development Volumes</b></u> |     | 0    | 0    | 84    |     | 0    | 0    | 0    |     | 15    | 1913  | 0    |     | 0    | 1116 | 10    |
| <b>Project Traffic</b>                 |     | 0.0% | 0.0% | 99.0% |     | 0.0% | 0.0% | 0.0% |     | 58.0% | 40.0% | 0.0% |     | 0.0% | 0.0% | 41.0% |

\*Left Turns include U-turns

Centrum Deerfield  
PM PEAK HOUR TURNING MOVEMENTS  
EXHIBIT 2  
US Hwy 1 & Driveway

Count Taken: 10/12/2022  
Buildout year: 2025  
Growth Rate: 2.0%  
Seasonal Factor: 1.12

|                                        | ebu | ebl  | ebt  | ebr   | wbu | wbl  | wbt  | wbr  | nbu | nbl   | nbt   | nbr  | sbu | sbl  | sbt  | sbr   |
|----------------------------------------|-----|------|------|-------|-----|------|------|------|-----|-------|-------|------|-----|------|------|-------|
| <b>10/12/2022</b>                      |     |      |      |       |     |      |      |      |     |       |       |      |     |      |      |       |
| <b><u>Existing Volumes</u></b>         | 0   | 0    | 0    | 0     | 0   | 0    | 0    | 0    | 0   | 0     | 1354  | 0    | 0   | 0    | 1737 | 0     |
| Seasonal Factor                        | 0   | 0    | 0    | 0     | 0   | 0    | 0    | 0    | 0   | 0     | 162   | 0    | 0   | 0    | 208  | 0     |
| <b>Adjusted Volumes</b>                |     | 0    | 0    | 0     |     | 0    | 0    | 0    |     | 0     | 1516  | 0    |     | 0    | 1945 | 0     |
| Growth Rate                            |     | 2.0% | 2.0% | 2.0%  |     | 2.0% | 2.0% | 2.0% |     | 2.0%  | 2.0%  | 2.0% |     | 2.0% | 2.0% | 2.0%  |
| Growth Volume                          |     | 0    | 0    | 0     |     | 0    | 0    | 0    |     | 0     | 93    | 0    |     | 0    | 119  | 0     |
| <b>2025 Volumes</b>                    |     | 0    | 0    | 0     |     | 0    | 0    | 0    |     | 0     | 1609  | 0    |     | 0    | 2064 | 0     |
| <b><u>Pre Development Volumes</u></b>  |     | 0    | 0    | 0     |     | 0    | 0    | 0    |     | 0     | 1609  | 0    |     | 0    | 2064 | 0     |
| <b><u>Project Traffic</u></b>          |     | 0    | 0    | 42    |     | 0    | 0    | 0    |     | 38    | 17    | 0    |     | 0    | 0    | 27    |
| <b><u>Post Development Volumes</u></b> |     | 0    | 0    | 42    |     | 0    | 0    | 0    |     | 38    | 1626  | 0    |     | 0    | 2064 | 27    |
| <b>Project Traffic</b>                 |     | 0.0% | 0.0% | 99.0% |     | 0.0% | 0.0% | 0.0% |     | 58.0% | 40.0% | 0.0% |     | 0.0% | 0.0% | 41.0% |

\*Left Turns include U-turns

# HCS7 Two-Way Stop-Control Report

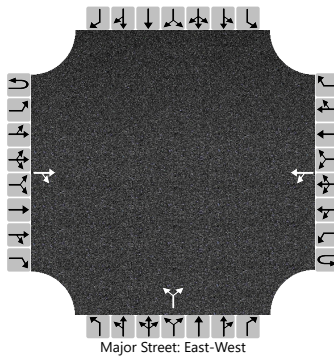
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 11/21/2022              |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | East-West               |
| Project Description      | 2025 AM Pre-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 9th Ave |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 9th Avenue       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |   |   | Northbound |    |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|---|---|------------|----|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T | R | U          | L  | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5 | 6 |            | 7  | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1 | 0 |            | 0  | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |   |   |            |    | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 27 | 1  |           | 1  | 8 |   |            | 14 |    | 4 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 2  |   |   |            | 2  |    | 2 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |   |   |            |    |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |   |   | 0          |    |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |   |   |            |    |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |   |   |            |    |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.12 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 1    |  |  |     |  | 19   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1582 |  |  |     |  | 987  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.02 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.1  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.7  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.8 |      |  |  | 8.7 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

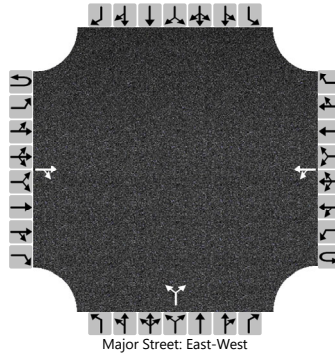
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 11/21/2022               |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | East-West                |
| Project Description      | 2025 AM Post-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 9th Ave |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 9th Avenue       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |   |   | Northbound |    |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|---|---|------------|----|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T | R | U          | L  | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5 | 6 |            | 7  | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1 | 0 |            | 0  | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |   |   |            |    | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 27 | 1  |           | 1  | 8 |   |            | 14 |    | 4 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 2  |   |   |            | 2  |    | 2 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |   |   |            |    |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |   |   | 0          |    |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |   |   |            |    |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |   |   |            |    |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.12 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 1    |  |  |     |  | 19   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1582 |  |  |     |  | 987  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.02 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.1  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.7  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.8 |      |  |  | 8.7 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

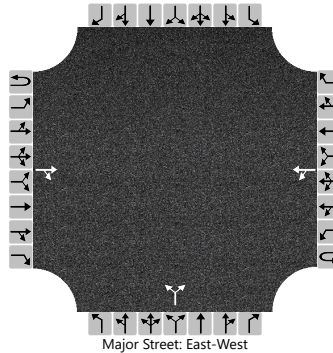
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 11/21/2022              |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | East-West               |
| Project Description      | 2025 PM PRE-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 9th Ave |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 9th Avenue       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |   |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|---|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2 | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1 | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |   | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 7 | 1  |           | 4  | 15 |   |            | 3 |    | 7 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |   |    |           | 2  |    |   |            | 2 |    | 2 |            |    |    |    |
| Proportion Time Blocked    |           |   |   |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |   |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |   |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      |           |   |   |    | Undivided |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.12 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 4    |  |  |     |  | 11   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1610 |  |  |     |  | 1043 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.2  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 1.5 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |



# HCS7 Two-Way Stop-Control Report

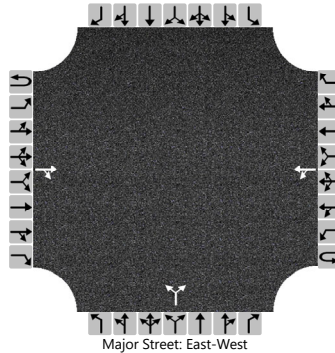
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 11/21/2022               |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | East-West                |
| Project Description      | 2025 PM Post-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 9th Ave |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 9th Avenue       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |   |    | Westbound |    |    |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|---|----|-----------|----|----|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T | R  | U         | L  | T  | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2 | 3  | 4U        | 4  | 5  | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1 | 0  | 0         | 0  | 1  | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |   | TR |           | LT |    |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 7 | 1  |           | 4  | 15 |   |            | 3 |    | 8 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |   |    |           | 2  |    |   |            | 2 |    | 2 |            |    |    |    |
| Proportion Time Blocked    |           |   |   |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |   |    |           |    |    |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |   |    |           |    |    |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |   |    |           |    |    |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.12 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 4    |  |  |     |  | 12   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1610 |  |  |     |  | 1046 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.2  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 1.5 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

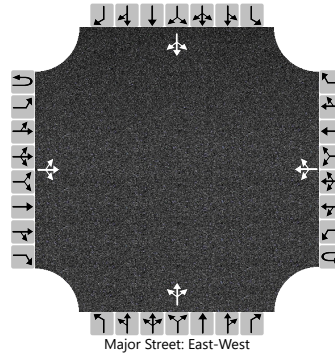
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 12/9/2022               |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | East-West               |
| Project Description      | 2025 AM PRE-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 9th Ave |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 9th Avenue         |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |   |     |   | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|---|-----|---|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L | T   | R | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4 | 5   | 6 |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0 | 1   | 0 |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |   | LTR |   |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 6 | 250 | 70 |           | 8 | 125 | 6 |            | 32 | 5   | 21 |            | 4  | 2   | 2  |
| Percent Heavy Vehicles (%) |           | 2 |     |    |           | 2 |     |   |            | 2  | 2   | 2  |            | 2  | 2   | 2  |
| Proportion Time Blocked    |           |   |     |    |           |   |     |   |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |   |     |   | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |   |     |   |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |   |     |   |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  | 4.12 |  |  |  | 7.12 | 6.52 | 6.22 |  | 7.12 | 6.52 | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  | 2.22 |  |  |  | 3.52 | 4.02 | 3.32 |  | 3.52 | 4.02 | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |      |  |  |      |      |  |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|------|--|--|------|------|--|--|
| Flow Rate, v (veh/h)                    |     | 6    |  |  |     | 8    |  |  |      | 61   |  |  |      | 8    |  |  |
| Capacity, c (veh/h)                     |     | 1445 |  |  |     | 1221 |  |  |      | 564  |  |  |      | 536  |  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.01 |  |  |      | 0.11 |  |  |      | 0.02 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      | 0.4  |  |  |      | 0.0  |  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |     | 8.0  |  |  |      | 12.2 |  |  |      | 11.8 |  |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      | B    |  |  |      | B    |  |  |
| Approach Delay (s/veh)                  | 0.2 |      |  |  | 0.5 |      |  |  | 12.2 |      |  |  | 11.8 |      |  |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |      |  |  | B    |      |  |  |

# HCS7 Two-Way Stop-Control Report

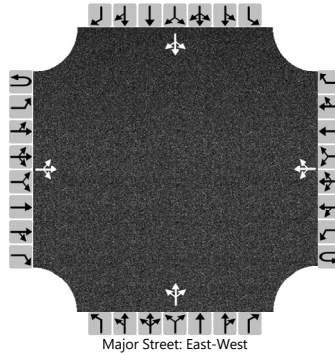
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 12/9/2022                |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | East-West                |
| Project Description      | 2025 AM Post-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 9th Ave |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 9th Avenue         |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |   |     |   | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|---|-----|---|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L | T   | R | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4 | 5   | 6 |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0 | 1   | 0 |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |   | LTR |   |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 6 | 250 | 70 |           | 8 | 126 | 6 |            | 32 | 5   | 21 |            | 4  | 2   | 2  |
| Percent Heavy Vehicles (%) |           | 2 |     |    |           | 2 |     |   |            | 2  | 2   | 2  |            | 2  | 2   | 2  |
| Proportion Time Blocked    |           |   |     |    |           |   |     |   |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |   |     |   | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |   |     |   |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |   |     |   |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  | 4.12 |  |  |  | 7.12 | 6.52 | 6.22 |  | 7.12 | 6.52 | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  | 2.22 |  |  |  | 3.52 | 4.02 | 3.32 |  | 3.52 | 4.02 | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 6    |  |  |     | 8    |  |  |      |  | 61   |  |      |  | 8    |  |
| Capacity, c (veh/h)                     |     | 1443 |  |  |     | 1221 |  |  |      |  | 563  |  |      |  | 535  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.01 |  |  |      |  | 0.11 |  |      |  | 0.02 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.4  |  |      |  | 0.0  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |     | 8.0  |  |  |      |  | 12.2 |  |      |  | 11.8 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.2 |      |  |  | 0.5 |      |  |  | 12.2 |  |      |  | 11.8 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

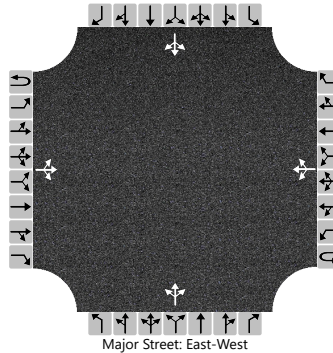
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 12/9/2022               |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | East-West               |
| Project Description      | 2025 PM PRE-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 9th Ave |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 9th Avenue         |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |    | LTR |   |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 5 | 137 | 16 |           | 20 | 112 | 5 |            | 16 | 4   | 23 |            | 1  | 2   | 3  |
| Percent Heavy Vehicles (%) |           | 2 |     |    |           | 2  |     |   |            | 2  | 2   | 2  |            | 2  | 2   | 2  |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  | 4.12 |  |  |  | 7.12 | 6.52 | 6.22 |  | 7.12 | 6.52 | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  | 2.22 |  |  |  | 3.52 | 4.02 | 3.32 |  | 3.52 | 4.02 | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 5    |  |  |     | 21   |  |  |      |  | 45   |  |      |  | 6    |  |
| Capacity, c (veh/h)                     |     | 1463 |  |  |     | 1417 |  |  |      |  | 731  |  |      |  | 713  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.01 |  |  |      |  | 0.06 |  |      |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.2  |  |      |  | 0.0  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |     | 7.6  |  |  |      |  | 10.3 |  |      |  | 10.1 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  | 1.2 |      |  |  | 10.3 |  |      |  | 10.1 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

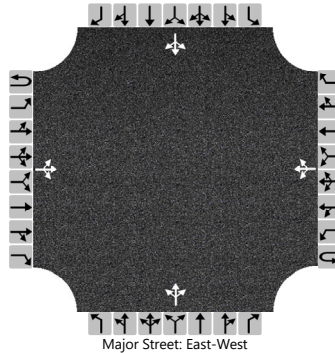
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 12/9/2022                |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | East-West                |
| Project Description      | 2025 PM Post-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 9th Ave |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 9th Avenue         |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |    |           |    | LTR |   |            |    | LTR |    |            |    | LTR |    |
| Volume (veh/h)             |           | 6 | 137 | 16 |           | 20 | 112 | 5 |            | 16 | 4   | 23 |            | 1  | 2   | 3  |
| Percent Heavy Vehicles (%) |           | 2 |     |    |           | 2  |     |   |            | 2  | 2   | 2  |            | 2  | 2   | 2  |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |      |  |  |  |      |      |      |  |      |      |      |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  | 4.1  |  |  |  | 7.1  | 6.5  | 6.2  |  | 7.1  | 6.5  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  | 4.12 |  |  |  | 7.12 | 6.52 | 6.22 |  | 7.12 | 6.52 | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  | 2.2  |  |  |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  | 2.22 |  |  |  | 3.52 | 4.02 | 3.32 |  | 3.52 | 4.02 | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 6    |  |  |     | 21   |  |  |      |  | 45   |  |      |  | 6    |  |
| Capacity, c (veh/h)                     |     | 1463 |  |  |     | 1417 |  |  |      |  | 729  |  |      |  | 711  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.01 |  |  |      |  | 0.06 |  |      |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.2  |  |      |  | 0.0  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |     | 7.6  |  |  |      |  | 10.3 |  |      |  | 10.1 |  |
| Level of Service (LOS)                  |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.3 |      |  |  | 1.2 |      |  |  | 10.3 |  |      |  | 10.1 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |



# HCS7 Two-Way Stop-Control Report

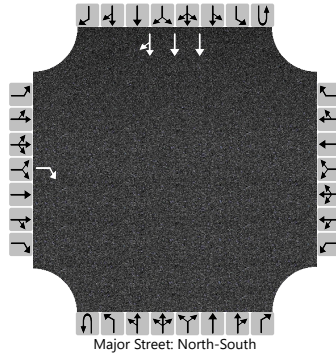
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 11/18/2022              |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | North-South             |
| Project Description      | 2025 AM PRE-Development |

## Site Information

|                            |               |
|----------------------------|---------------|
| Intersection               | 4th St & US 1 |
| Jurisdiction               |               |
| East/West Street           | 4th St        |
| North/South Street         | US 1          |
| Peak Hour Factor           | 0.95          |
| Analysis Time Period (hrs) | 0.25          |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |   |   |   | Southbound |   |      |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|---|---|---|------------|---|------|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L | T | R | U          | L | T    | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1 | 2 | 3 | 4U         | 4 | 5    | 6  |
| Number of Lanes            |           | 0  | 0  | 1  |           | 0 | 0 | 0 | 0          | 0 | 0 | 0 | 0          | 0 | 3    | 0  |
| Configuration              |           |    |    | R  |           |   |   |   |            |   |   |   |            |   | T    | TR |
| Volume (veh/h)             |           |    |    | 23 |           |   |   |   |            |   |   |   |            |   | 1092 | 4  |
| Percent Heavy Vehicles (%) |           |    |    | 2  |           |   |   |   |            |   |   |   |            |   |      |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Percent Grade (%)          | 0         |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Right Turn Channelized     | No        |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Median Type   Storage      | Undivided |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |

## Critical and Follow-up Headways

|                              |  |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|------|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  | 7.1  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  | 7.14 |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  | 3.9  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  | 3.92 |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |      |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------|------|--|--|------|--|--|--|--|--|--|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |      |  |  | 24   |  |  |  |  |  |  |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |      |  |  | 394  |  |  |  |  |  |  |  |  |  |  |  |  |
| v/c Ratio                               |      |  |  | 0.06 |  |  |  |  |  |  |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  |  | 0.2  |  |  |  |  |  |  |  |  |  |  |  |  |
| Control Delay (s/veh)                   |      |  |  | 14.7 |  |  |  |  |  |  |  |  |  |  |  |  |
| Level of Service (LOS)                  |      |  |  | B    |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach Delay (s/veh)                  | 14.7 |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach LOS                            | B    |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

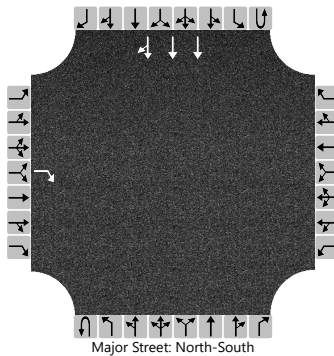
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 11/18/2022               |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | North-South              |
| Project Description      | 2025 AM Post-Development |

## Site Information

|                            |               |
|----------------------------|---------------|
| Intersection               | 4th St & US 1 |
| Jurisdiction               |               |
| East/West Street           | 4th St        |
| North/South Street         | US 1          |
| Peak Hour Factor           | 0.95          |
| Analysis Time Period (hrs) | 0.25          |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |   |   |   | Southbound |   |      |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|---|---|---|------------|---|------|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L | T | R | U          | L | T    | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1 | 2 | 3 | 4U         | 4 | 5    | 6  |
| Number of Lanes            |           | 0  | 0  | 1  |           | 0 | 0 | 0 | 0          | 0 | 0 | 0 | 0          | 0 | 3    | 0  |
| Configuration              |           |    |    | R  |           |   |   |   |            |   |   |   |            |   | T    | TR |
| Volume (veh/h)             |           |    |    | 23 |           |   |   |   |            |   |   |   |            |   | 1102 | 4  |
| Percent Heavy Vehicles (%) |           |    |    | 2  |           |   |   |   |            |   |   |   |            |   |      |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Percent Grade (%)          | 0         |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Right Turn Channelized     | No        |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Median Type   Storage      | Undivided |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |

## Critical and Follow-up Headways

|                              |  |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|------|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  | 7.1  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  | 7.14 |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  | 3.9  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  | 3.92 |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |      |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------|------|--|--|------|--|--|--|--|--|--|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |      |  |  | 24   |  |  |  |  |  |  |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |      |  |  | 391  |  |  |  |  |  |  |  |  |  |  |  |  |
| v/c Ratio                               |      |  |  | 0.06 |  |  |  |  |  |  |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  |  | 0.2  |  |  |  |  |  |  |  |  |  |  |  |  |
| Control Delay (s/veh)                   |      |  |  | 14.8 |  |  |  |  |  |  |  |  |  |  |  |  |
| Level of Service (LOS)                  |      |  |  | B    |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach Delay (s/veh)                  | 14.8 |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach LOS                            | B    |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

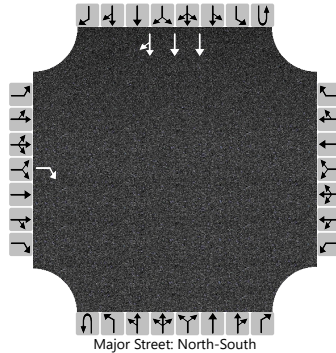
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 11/18/2022              |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | North-South             |
| Project Description      | 2025 PM PRE-Development |

## Site Information

|                            |               |
|----------------------------|---------------|
| Intersection               | 4th St & US 1 |
| Jurisdiction               |               |
| East/West Street           | Driveway      |
| North/South Street         | US 1          |
| Peak Hour Factor           | 0.95          |
| Analysis Time Period (hrs) | 0.25          |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |   |   |   | Southbound |   |      |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|---|---|---|------------|---|------|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L | T | R | U          | L | T    | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1 | 2 | 3 | 4U         | 4 | 5    | 6  |
| Number of Lanes            |           | 0  | 0  | 1  |           | 0 | 0 | 0 | 0          | 0 | 0 | 0 | 0          | 0 | 3    | 0  |
| Configuration              |           |    |    | R  |           |   |   |   |            |   |   |   |            |   | T    | TR |
| Volume (veh/h)             |           |    |    | 27 |           |   |   |   |            |   |   |   |            |   | 2039 | 22 |
| Percent Heavy Vehicles (%) |           |    |    | 2  |           |   |   |   |            |   |   |   |            |   |      |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Percent Grade (%)          | 0         |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Right Turn Channelized     | No        |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Median Type   Storage      | Undivided |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |

## Critical and Follow-up Headways

|                              |  |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|------|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  | 7.1  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  | 7.14 |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  | 3.9  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  | 3.92 |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |      |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------|------|--|--|------|--|--|--|--|--|--|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |      |  |  | 28   |  |  |  |  |  |  |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |      |  |  | 182  |  |  |  |  |  |  |  |  |  |  |  |  |
| v/c Ratio                               |      |  |  | 0.16 |  |  |  |  |  |  |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  |  | 0.5  |  |  |  |  |  |  |  |  |  |  |  |  |
| Control Delay (s/veh)                   |      |  |  | 28.4 |  |  |  |  |  |  |  |  |  |  |  |  |
| Level of Service (LOS)                  |      |  |  | D    |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach Delay (s/veh)                  | 28.4 |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach LOS                            | D    |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

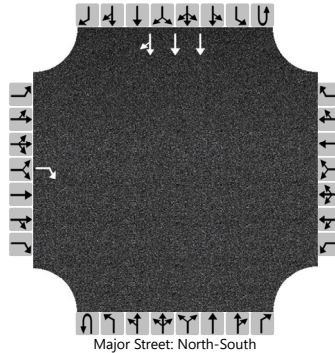
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 11/18/2022               |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | North-South              |
| Project Description      | 2025 PM Post-Development |

## Site Information

|                            |               |
|----------------------------|---------------|
| Intersection               | 4th St & US 1 |
| Jurisdiction               |               |
| East/West Street           | Driveway      |
| North/South Street         | US 1          |
| Peak Hour Factor           | 0.95          |
| Analysis Time Period (hrs) | 0.25          |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |   |   |   | Southbound |   |      |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|---|---|---|------------|---|------|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L | T | R | U          | L | T    | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1 | 2 | 3 | 4U         | 4 | 5    | 6  |
| Number of Lanes            |           | 0  | 0  | 1  |           | 0 | 0 | 0 | 0          | 0 | 0 | 0 | 0          | 0 | 3    | 0  |
| Configuration              |           |    |    | R  |           |   |   |   |            |   |   |   |            |   | T    | TR |
| Volume (veh/h)             |           |    |    | 28 |           |   |   |   |            |   |   |   |            |   | 2065 | 22 |
| Percent Heavy Vehicles (%) |           |    |    | 2  |           |   |   |   |            |   |   |   |            |   |      |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Percent Grade (%)          | 0         |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Right Turn Channelized     | No        |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |
| Median Type   Storage      | Undivided |    |    |    |           |   |   |   |            |   |   |   |            |   |      |    |

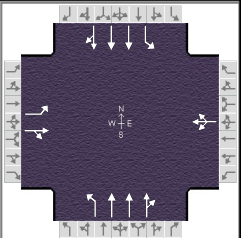
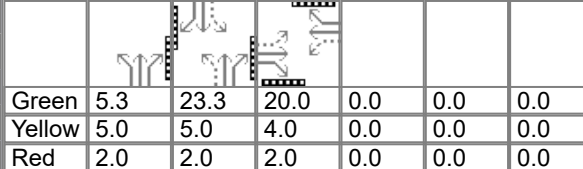
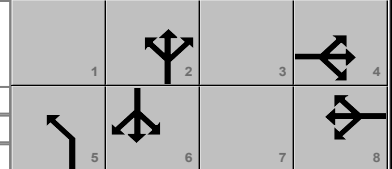
## Critical and Follow-up Headways

|                              |  |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|------|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  | 7.1  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  | 7.14 |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  | 3.9  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  | 3.92 |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |      |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------------|------|--|--|------|--|--|--|--|--|--|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |      |  |  | 29   |  |  |  |  |  |  |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |      |  |  | 178  |  |  |  |  |  |  |  |  |  |  |  |  |
| v/c Ratio                               |      |  |  | 0.17 |  |  |  |  |  |  |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  |  | 0.6  |  |  |  |  |  |  |  |  |  |  |  |  |
| Control Delay (s/veh)                   |      |  |  | 29.2 |  |  |  |  |  |  |  |  |  |  |  |  |
| Level of Service (LOS)                  |      |  |  | D    |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach Delay (s/veh)                  | 29.2 |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach LOS                            | D    |  |  |      |  |  |  |  |  |  |  |  |  |  |  |  |

# HCS7 Signalized Intersection Results Summary

| General Information                               |  |                         |                 |                                                                                    |       | Intersection Information   |      |                 |     |  |       |       |         |       |       |      |  |      |  |
|---------------------------------------------------|--|-------------------------|-----------------|------------------------------------------------------------------------------------|-------|----------------------------|------|-----------------|-----|-------------------------------------------------------------------------------------|-------|-------|---------|-------|-------|------|--|------|--|
| Agency                                            |  | MEP                     |                 |                                                                                    |       | Duration, h                |      | 0.250           |     |                                                                                     |       |       |         |       |       |      |  |      |  |
| Analyst                                           |  | MEP                     |                 | Analysis Date                                                                      |       | Nov 18, 2022               |      | Area Type       |     |                                                                                     |       |       | Other   |       |       |      |  |      |  |
| Jurisdiction                                      |  |                         |                 | Time Period                                                                        |       |                            |      | PHF             |     |                                                                                     |       |       | 0.95    |       |       |      |  |      |  |
| Urban Street                                      |  |                         |                 | Analysis Year                                                                      |       | 2025                       |      | Analysis Period |     |                                                                                     |       |       | 1> 7:00 |       |       |      |  |      |  |
| Intersection                                      |  | US 1 & Eller St         |                 | File Name                                                                          |       | 4a. Eller St & US 1 AM.xus |      |                 |     |                                                                                     |       |       |         |       |       |      |  |      |  |
| Project Description                               |  | 2025 AM Pre-Development |                 |                                                                                    |       |                            |      |                 |     |                                                                                     |       |       |         |       |       |      |  |      |  |
| Demand Information                                |  |                         |                 | EB                                                                                 |       |                            | WB   |                 |     | NB                                                                                  |       |       | SB      |       |       |      |  |      |  |
| Approach Movement                                 |  |                         |                 | L                                                                                  | T     | R                          | L    | T               | R   | L                                                                                   | T     | R     | L       | T     | R     |      |  |      |  |
| Demand ( $\nu$ ), veh/h                           |  |                         |                 | 66                                                                                 | 0     | 149                        | 1    | 0               | 0   | 143                                                                                 | 1774  | 2     | 3       | 1059  | 22    |      |  |      |  |
| Signal Information                                |  |                         |                 |  |       |                            |      |                 |     |  |       |       |         |       |       |      |  |      |  |
| Cycle, s                                          |  | 68.6                    | Reference Phase |                                                                                    |       |                            |      |                 |     |                                                                                     |       |       |         | 2     |       |      |  |      |  |
| Offset, s                                         |  | 0                       | Reference Point |                                                                                    |       |                            |      |                 |     |                                                                                     |       |       |         | End   |       |      |  |      |  |
| Uncoordinated                                     |  | Yes                     | Simult. Gap E/W |                                                                                    |       |                            |      |                 |     |                                                                                     |       |       |         | On    |       |      |  |      |  |
| Force Mode                                        |  | Fixed                   | Simult. Gap N/S |                                                                                    |       |                            |      |                 |     |                                                                                     |       |       |         | On    |       |      |  |      |  |
|                                                   |  |                         |                 | Green                                                                              | 5.3   | 23.3                       | 20.0 | 0.0             | 0.0 | 0.0                                                                                 |       |       |         |       |       |      |  |      |  |
|                                                   |  |                         |                 | Yellow                                                                             | 5.0   | 5.0                        | 4.0  | 0.0             | 0.0 | 0.0                                                                                 |       |       |         |       |       |      |  |      |  |
|                                                   |  |                         |                 | Red                                                                                | 2.0   | 2.0                        | 2.0  | 0.0             | 0.0 | 0.0                                                                                 |       |       |         |       |       |      |  |      |  |
| Timer Results                                     |  |                         |                 | EBL                                                                                |       | EBT                        |      | WBL             |     | WBT                                                                                 |       | NBL   |         | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                    |  |                         |                 |                                                                                    |       | 4                          |      |                 |     | 8                                                                                   |       | 5     |         | 2     |       |      |  | 6    |  |
| Case Number                                       |  |                         |                 |                                                                                    |       | 6.0                        |      |                 |     | 8.0                                                                                 |       | 1.0   |         | 4.0   |       |      |  | 6.3  |  |
| Phase Duration, s                                 |  |                         |                 |                                                                                    |       | 26.0                       |      |                 |     | 26.0                                                                                |       | 12.3  |         | 42.6  |       |      |  | 30.3 |  |
| Change Period, ( $Y+R_c$ ), s                     |  |                         |                 |                                                                                    |       | 6.0                        |      |                 |     | 6.0                                                                                 |       | 7.0   |         | 7.0   |       |      |  | 7.0  |  |
| Max Allow Headway ( $MAH$ ), s                    |  |                         |                 |                                                                                    |       | 3.2                        |      |                 |     | 3.2                                                                                 |       | 3.0   |         | 2.9   |       |      |  | 2.9  |  |
| Queue Clearance Time ( $g_s$ ), s                 |  |                         |                 |                                                                                    |       | 6.8                        |      |                 |     | 4.7                                                                                 |       | 5.5   |         | 18.5  |       |      |  | 13.6 |  |
| Green Extension Time ( $g_e$ ), s                 |  |                         |                 |                                                                                    |       | 0.2                        |      |                 |     | 0.2                                                                                 |       | 0.1   |         | 9.5   |       |      |  | 9.7  |  |
| Phase Call Probability                            |  |                         |                 |                                                                                    |       | 1.00                       |      |                 |     | 0.95                                                                                |       | 0.94  |         | 1.00  |       |      |  | 1.00 |  |
| Max Out Probability                               |  |                         |                 |                                                                                    |       | 0.00                       |      |                 |     | 0.00                                                                                |       | 0.02  |         | 0.07  |       |      |  | 0.05 |  |
| Movement Group Results                            |  |                         |                 | EB                                                                                 |       |                            | WB   |                 |     | NB                                                                                  |       |       | SB      |       |       |      |  |      |  |
| Approach Movement                                 |  |                         |                 | L                                                                                  | T     | R                          | L    | T               | R   | L                                                                                   | T     | R     | L       | T     | R     |      |  |      |  |
| Assigned Movement                                 |  |                         |                 | 7                                                                                  | 4     | 14                         | 3    | 8               | 18  | 5                                                                                   | 2     | 12    | 1       | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( $\nu$ ), veh/h               |  |                         |                 | 69                                                                                 | 82    |                            |      | 1               |     | 151                                                                                 | 1247  | 623   | 3       | 761   | 377   |      |  |      |  |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln   |  |                         |                 | 1781                                                                               | 1585  |                            |      | 1141            |     | 1781                                                                                | 1870  | 1869  | 245     | 1870  | 1850  |      |  |      |  |
| Queue Service Time ( $g_s$ ), s                   |  |                         |                 | 2.1                                                                                | 2.7   |                            |      | 0.0             |     | 3.5                                                                                 | 16.5  | 16.5  | 0.6     | 11.6  | 11.6  |      |  |      |  |
| Cycle Queue Clearance Time ( $g_c$ ), s           |  |                         |                 | 4.8                                                                                | 2.7   |                            |      | 2.7             |     | 3.5                                                                                 | 16.5  | 16.5  | 4.8     | 11.6  | 11.6  |      |  |      |  |
| Green Ratio ( $g/C$ )                             |  |                         |                 | 0.29                                                                               | 0.29  |                            |      | 0.29            |     | 0.45                                                                                | 0.52  | 0.52  | 0.34    | 0.34  | 0.34  |      |  |      |  |
| Capacity ( $c$ ), veh/h                           |  |                         |                 | 554                                                                                | 462   |                            |      | 438             |     | 327                                                                                 | 1940  | 970   | 173     | 1269  | 627   |      |  |      |  |
| Volume-to-Capacity Ratio ( $X$ )                  |  |                         |                 | 0.125                                                                              | 0.178 |                            |      | 0.002           |     | 0.460                                                                               | 0.642 | 0.642 | 0.018   | 0.600 | 0.600 |      |  |      |  |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)  |  |                         |                 | 37.1                                                                               | 41.5  |                            |      | 0.5             |     | 52.9                                                                                | 187.6 | 187.8 | 1.5     | 181.1 | 180.2 |      |  |      |  |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) |  |                         |                 | 1.5                                                                                | 1.6   |                            |      | 0.0             |     | 2.1                                                                                 | 7.4   | 7.4   | 0.1     | 7.1   | 7.1   |      |  |      |  |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)  |  |                         |                 | 0.17                                                                               | 0.00  |                            |      | 0.00            |     | 0.35                                                                                | 0.00  | 0.00  | 0.01    | 0.00  | 0.00  |      |  |      |  |
| Uniform Delay ( $d_1$ ), s/veh                    |  |                         |                 | 20.0                                                                               | 18.1  |                            |      | 19.1            |     | 13.4                                                                                | 11.9  | 11.9  | 18.1    | 18.8  | 18.8  |      |  |      |  |
| Incremental Delay ( $d_2$ ), s/veh                |  |                         |                 | 0.0                                                                                | 0.1   |                            |      | 0.0             |     | 0.1                                                                                 | 0.0   | 0.1   | 0.0     | 0.1   | 0.2   |      |  |      |  |
| Initial Queue Delay ( $d_3$ ), s/veh              |  |                         |                 | 0.0                                                                                | 0.0   |                            |      | 0.0             |     | 0.0                                                                                 | 0.0   | 0.0   | 0.0     | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( $d$ ), s/veh                      |  |                         |                 | 20.0                                                                               | 18.2  |                            |      | 19.1            |     | 13.6                                                                                | 12.0  | 12.0  | 18.1    | 18.9  | 19.0  |      |  |      |  |
| Level of Service (LOS)                            |  |                         |                 | B                                                                                  | B     |                            |      | B               |     | B                                                                                   | B     | B     | B       | B     | B     |      |  |      |  |
| Approach Delay, s/veh / LOS                       |  |                         |                 | 19.0                                                                               |       | B                          |      | 19.1            |     | B                                                                                   |       | 12.1  |         | B     |       | 18.9 |  | B    |  |
| Intersection Delay, s/veh / LOS                   |  |                         |                 | 14.8                                                                               |       |                            |      |                 |     | B                                                                                   |       |       |         |       |       |      |  |      |  |
| Multimodal Results                                |  |                         |                 | EB                                                                                 |       |                            | WB   |                 |     | NB                                                                                  |       |       | SB      |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                        |  |                         |                 | 2.57                                                                               |       | C                          |      | 2.57            |     | C                                                                                   |       | 1.66  |         | B     |       | 2.01 |  | B    |  |
| Bicycle LOS Score / LOS                           |  |                         |                 | 0.74                                                                               |       | A                          |      | 0.49            |     | A                                                                                   |       | 1.60  |         | B     |       | 1.12 |  | A    |  |



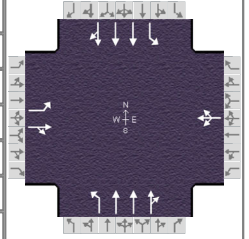
# HCS7 Signalized Intersection Results Summary

## General Information

|                     |                          |               |                            |
|---------------------|--------------------------|---------------|----------------------------|
| Agency              | MEP                      | Analysis Date | Nov 18, 2022               |
| Analyst             | MEP                      | Time Period   |                            |
| Jurisdiction        |                          | Analysis Year | 2025                       |
| Urban Street        | 1                        | File Name     | 4a. Eller St & US 1 AM.xus |
| Intersection        | US 1 & Eller St          |               |                            |
| Project Description | 2025 AM Post-Development |               |                            |

## Intersection Information

|                 |         |
|-----------------|---------|
| Duration, h     | 0.250   |
| Area Type       | Other   |
| PHF             | 0.95    |
| Analysis Period | 1> 7:00 |



## Demand Information

|                     | EB |   |     | WB |   |   | NB  |      |   | SB |      |    |
|---------------------|----|---|-----|----|---|---|-----|------|---|----|------|----|
| Approach Movement   | L  | T | R   | L  | T | R | L   | T    | R | L  | T    | R  |
| Demand ( v ), veh/h | 66 | 0 | 150 | 1  | 0 | 0 | 143 | 1789 | 2 | 38 | 1107 | 23 |

## Signal Information

|               |       |                 |     |
|---------------|-------|-----------------|-----|
| Cycle, s      | 73.3  | Reference Phase | 2   |
| Offset, s     | 0     | Reference Point | End |
| Uncoordinated | Yes   | Simult. Gap E/W | On  |
| Force Mode    | Fixed | Simult. Gap N/S | On  |

## Timer Results

|                                            | EBL | EBT  | WBL | WBT  | NBL  | NBT  | SBL | SBT  |
|--------------------------------------------|-----|------|-----|------|------|------|-----|------|
| Assigned Phase                             |     | 4    |     | 8    | 5    | 2    |     | 6    |
| Case Number                                |     | 6.0  |     | 8.0  | 1.0  | 4.0  |     | 6.3  |
| Phase Duration, s                          |     | 26.0 |     | 26.0 | 12.4 | 47.3 |     | 34.9 |
| Change Period, ( Y+R <sub>c</sub> ), s     |     | 6.0  |     | 6.0  | 7.0  | 7.0  |     | 7.0  |
| Max Allow Headway ( MAH ), s               |     | 3.2  |     | 3.2  | 3.0  | 3.1  |     | 3.1  |
| Queue Clearance Time ( g <sub>s</sub> ), s |     | 7.3  |     | 5.0  | 5.5  | 18.7 |     | 16.4 |
| Green Extension Time ( g <sub>e</sub> ), s |     | 0.2  |     | 0.2  | 0.1  | 11.4 |     | 11.5 |
| Phase Call Probability                     |     | 1.00 |     | 0.96 | 0.95 | 1.00 |     | 1.00 |
| Max Out Probability                        |     | 0.00 |     | 0.00 | 0.02 | 0.12 |     | 0.11 |

## Movement Group Results

|                                                  | EB    |       |    | WB   |       |    | NB    |       |       | SB    |       |       |
|--------------------------------------------------|-------|-------|----|------|-------|----|-------|-------|-------|-------|-------|-------|
| Approach Movement                                | L     | T     | R  | L    | T     | R  | L     | T     | R     | L     | T     | R     |
| Assigned Movement                                | 7     | 4     | 14 | 3    | 8     | 18 | 5     | 2     | 12    | 1     | 6     | 16    |
| Adjusted Flow Rate ( v ), veh/h                  | 69    | 83    |    |      | 1     |    | 151   | 1257  | 628   | 40    | 796   | 394   |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln    | 1781  | 1585  |    |      | 1122  |    | 1781  | 1870  | 1869  | 241   | 1870  | 1850  |
| Queue Service Time ( g <sub>s</sub> ), s         | 2.3   | 2.9   |    |      | 0.0   |    | 3.5   | 16.7  | 16.7  | 9.9   | 12.3  | 12.3  |
| Cycle Queue Clearance Time ( g <sub>c</sub> ), s | 5.3   | 2.9   |    |      | 3.0   |    | 3.5   | 16.7  | 16.7  | 14.4  | 12.3  | 12.3  |
| Green Ratio ( g/C )                              | 0.27  | 0.27  |    |      | 0.27  |    | 0.48  | 0.55  | 0.55  | 0.38  | 0.38  | 0.38  |
| Capacity ( c ), veh/h                            | 512   | 433   |    |      | 405   |    | 328   | 2055  | 1027  | 175   | 1424  | 704   |
| Volume-to-Capacity Ratio ( X )                   | 0.136 | 0.192 |    |      | 0.003 |    | 0.458 | 0.612 | 0.612 | 0.228 | 0.559 | 0.559 |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)   | 41.7  | 47.3  |    |      | 0.6   |    | 52.9  | 189.4 | 189.6 | 22.9  | 189.4 | 188.3 |
| Back of Queue ( Q ), veh/ln ( 95 th percentile)  | 1.6   | 1.9   |    |      | 0.0   |    | 2.1   | 7.5   | 7.5   | 0.9   | 7.5   | 7.4   |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)   | 0.19  | 0.00  |    |      | 0.00  |    | 0.35  | 0.00  | 0.00  | 0.15  | 0.00  | 0.00  |
| Uniform Delay ( d <sub>1</sub> ), s/veh          | 22.5  | 20.4  |    |      | 21.6  |    | 12.8  | 11.2  | 11.2  | 20.3  | 17.8  | 17.8  |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 0.0   | 0.1   |    |      | 0.0   |    | 0.1   | 0.0   | 0.1   | 0.2   | 0.1   | 0.2   |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   | 0.0   |    |      | 0.0   |    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay ( d ), s/veh                       | 22.5  | 20.5  |    |      | 21.6  |    | 13.0  | 11.2  | 11.3  | 20.5  | 17.9  | 18.0  |
| Level of Service ( LOS )                         | C     | C     |    |      | C     |    | B     | B     | B     | C     | B     | B     |
| Approach Delay, s/veh / LOS                      | 21.4  | C     |    | 21.6 | C     |    | 11.4  | B     |       | 18.0  | B     |       |
| Intersection Delay, s/veh / LOS                  | 14.2  |       |    |      |       |    | B     |       |       |       |       |       |

## Multimodal Results

|                            | EB   |   |  | WB   |   |  | NB   |   |  | SB   |   |  |
|----------------------------|------|---|--|------|---|--|------|---|--|------|---|--|
| Pedestrian LOS Score / LOS | 2.57 | C |  | 2.57 | C |  | 1.65 | B |  | 2.00 | B |  |
| Bicycle LOS Score / LOS    | 0.74 | A |  | 0.49 | A |  | 1.61 | B |  | 1.16 | A |  |

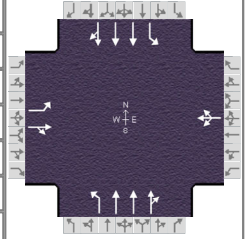
# HCS7 Signalized Intersection Results Summary

## General Information

|                     |                          |
|---------------------|--------------------------|
| Agency              | MEP                      |
| Analyst             | MEP                      |
| Jurisdiction        |                          |
| Urban Street        |                          |
| Intersection        | US 1 & Eller St          |
| Project Description | 2025 PM Post-Development |

## Intersection Information

|                 |          |
|-----------------|----------|
| Duration, h     | 0.250    |
| Area Type       | Other    |
| PHF             | 0.95     |
| Analysis Period | 1> 16:00 |



## Demand Information

|                     | EB |   |    | WB |   |   | NB  |      |    | SB |      |    |
|---------------------|----|---|----|----|---|---|-----|------|----|----|------|----|
| Approach Movement   | L  | T | R  | L  | T | R | L   | T    | R  | L  | T    | R  |
| Demand ( v ), veh/h | 51 | 6 | 93 | 18 | 8 | 2 | 177 | 1578 | 19 | 32 | 1984 | 41 |

## Signal Information

|               |       |                 |     |
|---------------|-------|-----------------|-----|
| Cycle, s      | 89.4  | Reference Phase | 2   |
| Offset, s     | 0     | Reference Point | End |
| Uncoordinated | Yes   | Simult. Gap E/W | On  |
| Force Mode    | Fixed | Simult. Gap N/S | On  |

## Timer Results

|                                            | EBL | EBT  | WBL | WBT  | NBL  | NBT  | SBL | SBT  |
|--------------------------------------------|-----|------|-----|------|------|------|-----|------|
| Assigned Phase                             |     | 4    |     | 8    | 5    | 2    |     | 6    |
| Case Number                                |     | 6.0  |     | 8.0  | 1.0  | 4.0  |     | 6.3  |
| Phase Duration, s                          |     | 26.0 |     | 26.0 | 13.5 | 63.4 |     | 49.9 |
| Change Period, ( Y+R <sub>c</sub> ), s     |     | 6.0  |     | 6.0  | 7.0  | 7.0  |     | 7.0  |
| Max Allow Headway ( MAH ), s               |     | 3.2  |     | 3.2  | 3.0  | 3.0  |     | 3.0  |
| Queue Clearance Time ( g <sub>s</sub> ), s |     | 7.5  |     | 4.6  | 6.4  | 16.2 |     | 30.7 |
| Green Extension Time ( g <sub>e</sub> ), s |     | 0.2  |     | 0.2  | 0.1  | 16.2 |     | 11.8 |
| Phase Call Probability                     |     | 1.00 |     | 0.97 | 0.99 | 1.00 |     | 1.00 |
| Max Out Probability                        |     | 0.00 |     | 0.00 | 0.06 | 0.26 |     | 0.45 |

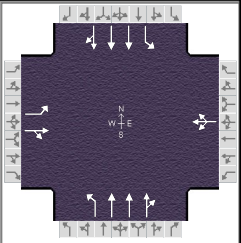
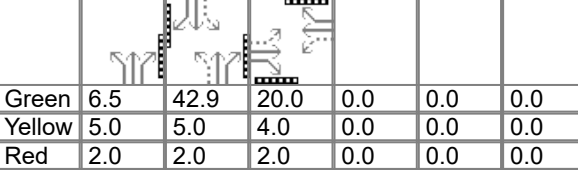
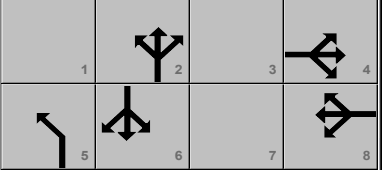
## Movement Group Results

|                                                  | EB    |       |    | WB   |       |    | NB    |       |       | SB    |       |       |
|--------------------------------------------------|-------|-------|----|------|-------|----|-------|-------|-------|-------|-------|-------|
| Approach Movement                                | L     | T     | R  | L    | T     | R  | L     | T     | R     | L     | T     | R     |
| Assigned Movement                                | 7     | 4     | 14 | 3    | 8     | 18 | 5     | 2     | 12    | 1     | 6     | 16    |
| Adjusted Flow Rate ( v ), veh/h                  | 54    | 58    |    |      | 29    |    | 186   | 1123  | 558   | 34    | 1425  | 706   |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln    | 1404  | 1612  |    |      | 1391  |    | 1781  | 1870  | 1858  | 294   | 1870  | 1850  |
| Queue Service Time ( g <sub>s</sub> ), s         | 2.9   | 2.6   |    |      | 0.0   |    | 4.4   | 14.2  | 14.2  | 6.1   | 28.6  | 28.7  |
| Cycle Queue Clearance Time ( g <sub>c</sub> ), s | 5.5   | 2.6   |    |      | 2.6   |    | 4.4   | 14.2  | 14.2  | 6.7   | 28.6  | 28.7  |
| Green Ratio ( g/C )                              | 0.22  | 0.22  |    |      | 0.22  |    | 0.58  | 0.63  | 0.63  | 0.48  | 0.48  | 0.48  |
| Capacity ( c ), veh/h                            | 353   | 360   |    |      | 377   |    | 240   | 2361  | 1173  | 219   | 1795  | 888   |
| Volume-to-Capacity Ratio ( X )                   | 0.152 | 0.161 |    |      | 0.078 |    | 0.775 | 0.476 | 0.476 | 0.154 | 0.794 | 0.796 |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)   | 43.5  | 44.8  |    |      | 22.3  |    | 81    | 174.8 | 174.1 | 16.7  | 355.4 | 355.5 |
| Back of Queue ( Q ), veh/ln ( 95 th percentile)  | 1.7   | 1.8   |    |      | 0.9   |    | 3.2   | 6.9   | 6.9   | 0.7   | 14.0  | 14.0  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)   | 0.20  | 0.00  |    |      | 0.00  |    | 0.54  | 0.00  | 0.00  | 0.11  | 0.00  | 0.00  |
| Uniform Delay ( d <sub>1</sub> ), s/veh          | 30.2  | 28.0  |    |      | 27.4  |    | 19.2  | 8.7   | 8.7   | 14.0  | 19.5  | 19.6  |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 0.1   | 0.1   |    |      | 0.0   |    | 1.7   | 0.0   | 0.1   | 0.0   | 0.4   | 0.8   |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   | 0.0   |    |      | 0.0   |    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay ( d ), s/veh                       | 30.3  | 28.0  |    |      | 27.5  |    | 20.8  | 8.7   | 8.8   | 14.1  | 19.9  | 20.4  |
| Level of Service ( LOS )                         | C     | C     |    |      | C     |    | C     | A     | A     | B     | B     | C     |
| Approach Delay, s/veh / LOS                      | 29.1  | C     |    | 27.5 | C     |    | 9.9   | A     |       | 20.0  | B     |       |
| Intersection Delay, s/veh / LOS                  | 15.8  |       |    |      |       |    | B     |       |       |       |       |       |

## Multimodal Results

|                            | EB   |   |  | WB   |   |  | NB   |   |  | SB   |   |  |
|----------------------------|------|---|--|------|---|--|------|---|--|------|---|--|
| Pedestrian LOS Score / LOS | 2.58 | C |  | 2.58 | C |  | 1.64 | B |  | 1.96 | B |  |
| Bicycle LOS Score / LOS    | 0.67 | A |  | 0.54 | A |  | 1.51 | B |  | 1.68 | B |  |

# HCS7 Signalized Intersection Results Summary

| General Information                               |       |                          |     |                                                                                    |       | Intersection Information   |      |                 |     |  |       |       |       |          |       |      |  |      |  |
|---------------------------------------------------|-------|--------------------------|-----|------------------------------------------------------------------------------------|-------|----------------------------|------|-----------------|-----|-------------------------------------------------------------------------------------|-------|-------|-------|----------|-------|------|--|------|--|
| Agency                                            |       | MEP                      |     |                                                                                    |       | Duration, h                |      | 0.250           |     |                                                                                     |       |       |       |          |       |      |  |      |  |
| Analyst                                           |       | MEP                      |     | Analysis Date                                                                      |       | Nov 18, 2022               |      | Area Type       |     |                                                                                     |       |       |       | Other    |       |      |  |      |  |
| Jurisdiction                                      |       |                          |     | Time Period                                                                        |       |                            |      | PHF             |     |                                                                                     |       |       |       | 0.95     |       |      |  |      |  |
| Urban Street                                      |       |                          |     | Analysis Year                                                                      |       | 2025                       |      | Analysis Period |     |                                                                                     |       |       |       | 1> 16:00 |       |      |  |      |  |
| Intersection                                      |       | US 1 & Eller St          |     | File Name                                                                          |       | 4b. Eller St & US 1 PM.xus |      |                 |     |                                                                                     |       |       |       |          |       |      |  |      |  |
| Project Description                               |       | 2025 PM Post-Development |     |                                                                                    |       |                            |      |                 |     |                                                                                     |       |       |       |          |       |      |  |      |  |
| Demand Information                                |       |                          |     | EB                                                                                 |       |                            | WB   |                 |     | NB                                                                                  |       |       | SB    |          |       |      |  |      |  |
| Approach Movement                                 |       |                          |     | L                                                                                  | T     | R                          | L    | T               | R   | L                                                                                   | T     | R     | L     | T        | R     |      |  |      |  |
| Demand ( $v$ ), veh/h                             |       |                          |     | 51                                                                                 | 6     | 93                         | 18   | 8               | 2   | 177                                                                                 | 1579  | 19    | 31    | 1984     | 41    |      |  |      |  |
| Signal Information                                |       |                          |     |  |       |                            |      |                 |     |  |       |       |       |          |       |      |  |      |  |
| Cycle, s                                          | 89.4  | Reference Phase          | 2   |                                                                                    |       |                            |      |                 |     |                                                                                     |       |       |       |          |       |      |  |      |  |
| Offset, s                                         | 0     | Reference Point          | End |                                                                                    |       |                            |      |                 |     |                                                                                     |       |       |       |          |       |      |  |      |  |
| Uncoordinated                                     | Yes   | Simult. Gap E/W          | On  |                                                                                    |       |                            |      |                 |     |                                                                                     |       |       |       |          |       |      |  |      |  |
| Force Mode                                        | Fixed | Simult. Gap N/S          | On  |                                                                                    |       |                            |      |                 |     |                                                                                     |       |       |       |          |       |      |  |      |  |
|                                                   |       |                          |     | Green                                                                              | 6.5   | 42.9                       | 20.0 | 0.0             | 0.0 | 0.0                                                                                 |       |       |       |          |       |      |  |      |  |
|                                                   |       |                          |     | Yellow                                                                             | 5.0   | 5.0                        | 4.0  | 0.0             | 0.0 | 0.0                                                                                 |       |       |       |          |       |      |  |      |  |
|                                                   |       |                          |     | Red                                                                                | 2.0   | 2.0                        | 2.0  | 0.0             | 0.0 | 0.0                                                                                 |       |       |       |          |       |      |  |      |  |
| Timer Results                                     |       |                          |     | EBL                                                                                |       | EBT                        |      | WBL             |     | WBT                                                                                 |       | NBL   |       | NBT      |       | SBL  |  | SBT  |  |
| Assigned Phase                                    |       |                          |     |                                                                                    |       | 4                          |      |                 |     | 8                                                                                   |       | 5     |       | 2        |       |      |  | 6    |  |
| Case Number                                       |       |                          |     |                                                                                    |       | 6.0                        |      |                 |     | 8.0                                                                                 |       | 1.0   |       | 4.0      |       |      |  | 6.3  |  |
| Phase Duration, s                                 |       |                          |     |                                                                                    |       | 26.0                       |      |                 |     | 26.0                                                                                |       | 13.5  |       | 63.4     |       |      |  | 49.9 |  |
| Change Period, ( $Y+R_c$ ), s                     |       |                          |     |                                                                                    |       | 6.0                        |      |                 |     | 6.0                                                                                 |       | 7.0   |       | 7.0      |       |      |  | 7.0  |  |
| Max Allow Headway ( $MAH$ ), s                    |       |                          |     |                                                                                    |       | 3.2                        |      |                 |     | 3.2                                                                                 |       | 3.0   |       | 3.0      |       |      |  | 3.0  |  |
| Queue Clearance Time ( $g_s$ ), s                 |       |                          |     |                                                                                    |       | 7.5                        |      |                 |     | 4.6                                                                                 |       | 6.4   |       | 16.2     |       |      |  | 30.7 |  |
| Green Extension Time ( $g_e$ ), s                 |       |                          |     |                                                                                    |       | 0.2                        |      |                 |     | 0.2                                                                                 |       | 0.1   |       | 16.2     |       |      |  | 11.7 |  |
| Phase Call Probability                            |       |                          |     |                                                                                    |       | 1.00                       |      |                 |     | 0.97                                                                                |       | 0.99  |       | 1.00     |       |      |  | 1.00 |  |
| Max Out Probability                               |       |                          |     |                                                                                    |       | 0.00                       |      |                 |     | 0.00                                                                                |       | 0.06  |       | 0.26     |       |      |  | 0.45 |  |
| Movement Group Results                            |       |                          |     | EB                                                                                 |       |                            | WB   |                 |     | NB                                                                                  |       |       | SB    |          |       |      |  |      |  |
| Approach Movement                                 |       |                          |     | L                                                                                  | T     | R                          | L    | T               | R   | L                                                                                   | T     | R     | L     | T        | R     |      |  |      |  |
| Assigned Movement                                 |       |                          |     | 7                                                                                  | 4     | 14                         | 3    | 8               | 18  | 5                                                                                   | 2     | 12    | 1     | 6        | 16    |      |  |      |  |
| Adjusted Flow Rate ( $v$ ), veh/h                 |       |                          |     | 54                                                                                 | 58    |                            |      | 29              |     | 186                                                                                 | 1124  | 558   | 33    | 1425     | 706   |      |  |      |  |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln   |       |                          |     | 1404                                                                               | 1612  |                            |      | 1391            |     | 1781                                                                                | 1870  | 1858  | 294   | 1870     | 1850  |      |  |      |  |
| Queue Service Time ( $g_s$ ), s                   |       |                          |     | 2.9                                                                                | 2.6   |                            |      | 0.0             |     | 4.4                                                                                 | 14.2  | 14.2  | 5.9   | 28.6     | 28.7  |      |  |      |  |
| Cycle Queue Clearance Time ( $g_c$ ), s           |       |                          |     | 5.5                                                                                | 2.6   |                            |      | 2.6             |     | 4.4                                                                                 | 14.2  | 14.2  | 6.5   | 28.6     | 28.7  |      |  |      |  |
| Green Ratio ( $g/C$ )                             |       |                          |     | 0.22                                                                               | 0.22  |                            |      | 0.22            |     | 0.58                                                                                | 0.63  | 0.63  | 0.48  | 0.48     | 0.48  |      |  |      |  |
| Capacity ( $c$ ), veh/h                           |       |                          |     | 353                                                                                | 360   |                            |      | 377             |     | 240                                                                                 | 2360  | 1173  | 219   | 1795     | 888   |      |  |      |  |
| Volume-to-Capacity Ratio ( $X$ )                  |       |                          |     | 0.152                                                                              | 0.161 |                            |      | 0.078           |     | 0.775                                                                               | 0.476 | 0.476 | 0.149 | 0.794    | 0.796 |      |  |      |  |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)  |       |                          |     | 43.5                                                                               | 44.8  |                            |      | 22.3            |     | 81                                                                                  | 174.8 | 174.2 | 16.1  | 355.4    | 355.5 |      |  |      |  |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) |       |                          |     | 1.7                                                                                | 1.8   |                            |      | 0.9             |     | 3.2                                                                                 | 6.9   | 6.9   | 0.6   | 14.0     | 14.0  |      |  |      |  |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)  |       |                          |     | 0.20                                                                               | 0.00  |                            |      | 0.00            |     | 0.54                                                                                | 0.00  | 0.00  | 0.11  | 0.00     | 0.00  |      |  |      |  |
| Uniform Delay ( $d_1$ ), s/veh                    |       |                          |     | 30.2                                                                               | 28.0  |                            |      | 27.4            |     | 19.2                                                                                | 8.7   | 8.7   | 14.0  | 19.5     | 19.6  |      |  |      |  |
| Incremental Delay ( $d_2$ ), s/veh                |       |                          |     | 0.1                                                                                | 0.1   |                            |      | 0.0             |     | 1.6                                                                                 | 0.0   | 0.1   | 0.0   | 0.4      | 0.8   |      |  |      |  |
| Initial Queue Delay ( $d_3$ ), s/veh              |       |                          |     | 0.0                                                                                | 0.0   |                            |      | 0.0             |     | 0.0                                                                                 | 0.0   | 0.0   | 0.0   | 0.0      | 0.0   |      |  |      |  |
| Control Delay ( $d$ ), s/veh                      |       |                          |     | 30.3                                                                               | 28.0  |                            |      | 27.5            |     | 20.8                                                                                | 8.7   | 8.8   | 14.0  | 19.9     | 20.4  |      |  |      |  |
| Level of Service (LOS)                            |       |                          |     | C                                                                                  | C     |                            |      | C               |     | C                                                                                   | A     | A     | B     | B        | C     |      |  |      |  |
| Approach Delay, s/veh / LOS                       |       |                          |     | 29.1                                                                               |       | C                          |      | 27.5            |     | C                                                                                   |       | 9.9   |       | A        |       | 20.0 |  | B    |  |
| Intersection Delay, s/veh / LOS                   |       |                          |     | 15.8                                                                               |       |                            |      |                 |     | B                                                                                   |       |       |       |          |       |      |  |      |  |
| Multimodal Results                                |       |                          |     | EB                                                                                 |       |                            | WB   |                 |     | NB                                                                                  |       |       | SB    |          |       |      |  |      |  |
| Pedestrian LOS Score / LOS                        |       |                          |     | 2.58                                                                               |       | C                          |      | 2.58            |     | C                                                                                   |       | 1.64  |       | B        |       | 1.96 |  | B    |  |
| Bicycle LOS Score / LOS                           |       |                          |     | 0.67                                                                               |       | A                          |      | 0.54            |     | A                                                                                   |       | 1.52  |       | B        |       | 1.68 |  | B    |  |

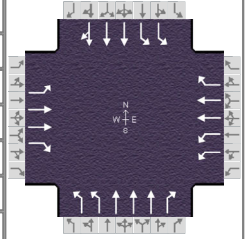
# HCS7 Signalized Intersection Results Summary

## General Information

|                     |                         |               |                                  |
|---------------------|-------------------------|---------------|----------------------------------|
| Agency              | MEP                     | Analysis Date | Nov 21, 2022                     |
| Analyst             | MEP                     | Time Period   |                                  |
| Jurisdiction        |                         | Analysis Year | 2025                             |
| Urban Street        |                         | File Name     | 5a. Hillsboro Blvd & US 1 AM.xus |
| Intersection        | US 1 & Hillsboro Blvd   |               |                                  |
| Project Description | 2025 AM PRE-Development |               |                                  |

## Intersection Information

|                 |         |
|-----------------|---------|
| Duration, h     | 0.250   |
| Area Type       | Other   |
| PHF             | 0.95    |
| Analysis Period | 1> 7:00 |



## Demand Information

|                     | EB  |     |     | WB  |     |     | NB  |      |     | SB  |     |    |
|---------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|----|
| Approach Movement   | L   | T   | R   | L   | T   | R   | L   | T    | R   | L   | T   | R  |
| Demand ( v ), veh/h | 178 | 509 | 224 | 167 | 487 | 201 | 412 | 1532 | 398 | 314 | 829 | 91 |

## Signal Information

|               |       |                 |     |
|---------------|-------|-----------------|-----|
| Cycle, s      | 112.2 | Reference Phase | 2   |
| Offset, s     | 0     | Reference Point | End |
| Uncoordinated | Yes   | Simult. Gap E/W | On  |
| Force Mode    | Fixed | Simult. Gap N/S | On  |

## Timer Results

|                                            | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|--------------------------------------------|------|------|------|------|------|------|------|------|
| Assigned Phase                             | 7    | 4    | 3    | 8    | 5    | 2    | 1    | 6    |
| Case Number                                | 2.0  | 3.0  | 2.0  | 3.0  | 2.0  | 3.0  | 2.0  | 4.0  |
| Phase Duration, s                          | 19.7 | 32.5 | 13.9 | 26.6 | 23.5 | 45.9 | 20.0 | 42.4 |
| Change Period, ( Y+R <sub>c</sub> ), s     | 6.0  | 6.0  | 6.0  | 6.0  | 7.0  | 7.0  | 7.0  | 7.0  |
| Max Allow Headway ( MAH ), s               | 3.1  | 3.1  | 3.1  | 3.1  | 3.0  | 3.0  | 3.0  | 3.0  |
| Queue Clearance Time ( g <sub>s</sub> ), s | 13.6 | 17.2 | 7.6  | 17.4 | 15.7 | 36.0 | 12.5 | 18.5 |
| Green Extension Time ( g <sub>e</sub> ), s | 0.2  | 3.2  | 0.3  | 3.2  | 0.7  | 2.9  | 0.5  | 8.6  |
| Phase Call Probability                     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability                        | 0.03 | 0.00 | 0.00 | 0.00 | 0.01 | 0.92 | 0.02 | 0.21 |

## Movement Group Results

|                                                  | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|--------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Approach Movement                                | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Assigned Movement                                | 7     | 4     | 14    | 3     | 8     | 18    | 5     | 2     | 12    | 1     | 6     | 16    |
| Adjusted Flow Rate ( v ), veh/h                  | 187   | 536   | 127   | 176   | 513   | 126   | 434   | 1613  | 332   | 331   | 656   | 313   |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln    | 1781  | 1781  | 1585  | 1730  | 1781  | 1585  | 1730  | 1698  | 1585  | 1730  | 1870  | 1773  |
| Queue Service Time ( g <sub>s</sub> ), s         | 11.6  | 15.2  | 7.5   | 5.6   | 15.4  | 7.9   | 13.7  | 34.0  | 19.4  | 10.5  | 16.3  | 16.5  |
| Cycle Queue Clearance Time ( g <sub>c</sub> ), s | 11.6  | 15.2  | 7.5   | 5.6   | 15.4  | 7.9   | 13.7  | 34.0  | 19.4  | 10.5  | 16.3  | 16.5  |
| Green Ratio ( g/C )                              | 0.12  | 0.24  | 0.24  | 0.07  | 0.18  | 0.18  | 0.15  | 0.35  | 0.35  | 0.12  | 0.32  | 0.32  |
| Capacity ( c ), veh/h                            | 218   | 840   | 374   | 242   | 654   | 291   | 508   | 1767  | 550   | 400   | 1180  | 559   |
| Volume-to-Capacity Ratio ( X )                   | 0.859 | 0.638 | 0.341 | 0.725 | 0.784 | 0.434 | 0.853 | 0.913 | 0.603 | 0.826 | 0.556 | 0.559 |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)   | 230.7 | 262.4 | 132   | 111.5 | 268.3 | 141.3 | 241.3 | 500.8 | 282.7 | 194.3 | 279.5 | 269.8 |
| Back of Queue ( Q ), veh/ln ( 95 th percentile)  | 9.1   | 10.3  | 5.2   | 4.4   | 10.6  | 5.6   | 9.5   | 19.7  | 11.1  | 7.7   | 11.0  | 10.6  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)   | 0.69  | 0.00  | 0.00  | 0.59  | 0.00  | 1.13  | 0.98  | 0.00  | 3.33  | 0.72  | 0.00  | 0.00  |
| Uniform Delay ( d <sub>1</sub> ), s/veh          | 48.3  | 38.6  | 35.6  | 51.2  | 43.7  | 40.7  | 46.7  | 35.0  | 30.3  | 48.6  | 31.9  | 31.9  |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 8.7   | 0.2   | 0.2   | 1.2   | 0.6   | 0.3   | 3.1   | 5.9   | 1.0   | 2.4   | 0.1   | 0.3   |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay ( d ), s/veh                       | 57.1  | 38.8  | 35.8  | 52.4  | 44.4  | 41.0  | 49.8  | 40.9  | 31.2  | 51.0  | 32.0  | 32.2  |
| Level of Service ( LOS )                         | E     | D     | D     | D     | D     | D     | D     | D     | C     | D     | C     | C     |
| Approach Delay, s/veh / LOS                      | 42.4  |       | D     | 45.6  |       | D     | 41.2  |       | D     | 36.9  |       | D     |
| Intersection Delay, s/veh / LOS                  | 41.0  |       |       |       |       |       | D     |       |       |       |       |       |

## Multimodal Results

|                            | EB   |  |   | WB   |  |   | NB   |  |   | SB   |  |   |
|----------------------------|------|--|---|------|--|---|------|--|---|------|--|---|
| Pedestrian LOS Score / LOS | 2.96 |  | C | 2.73 |  | C | 2.69 |  | C | 2.59 |  | C |
| Bicycle LOS Score / LOS    | 1.19 |  | A | 1.16 |  | A | 1.80 |  | B | 1.20 |  | A |

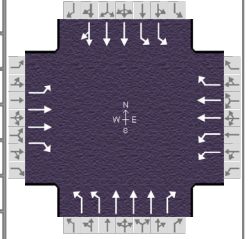
# HCS7 Signalized Intersection Results Summary

## General Information

|                     |                          |               |                                  |
|---------------------|--------------------------|---------------|----------------------------------|
| Agency              | MEP                      | Analysis Date | Nov 21, 2022                     |
| Analyst             | MEP                      | Time Period   |                                  |
| Jurisdiction        |                          | Analysis Year | 2025                             |
| Urban Street        |                          | File Name     | 5a. Hillsboro Blvd & US 1 AM.xus |
| Intersection        | US 1 & Hillsboro Blvd    |               |                                  |
| Project Description | 2025 AM Post-Development |               |                                  |

## Intersection Information

|                 |         |
|-----------------|---------|
| Duration, h     | 0.250   |
| Area Type       | Other   |
| PHF             | 0.95    |
| Analysis Period | 1> 7:00 |



## Demand Information

|                     | EB  |     |     | WB  |     |     | NB  |      |     | SB  |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|
| Approach Movement   | L   | T   | R   | L   | T   | R   | L   | T    | R   | L   | T   | R   |
| Demand ( v ), veh/h | 184 | 509 | 224 | 167 | 487 | 204 | 412 | 1538 | 398 | 323 | 859 | 112 |

## Signal Information

|               |       |                 |     |
|---------------|-------|-----------------|-----|
| Cycle, s      | 113.8 | Reference Phase | 2   |
| Offset, s     | 0     | Reference Point | End |
| Uncoordinated | Yes   | Simult. Gap E/W | On  |
| Force Mode    | Fixed | Simult. Gap N/S | On  |

## Timer Results

|                                            | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|--------------------------------------------|------|------|------|------|------|------|------|------|
| Assigned Phase                             | 7    | 4    | 3    | 8    | 5    | 2    | 1    | 6    |
| Case Number                                | 2.0  | 3.0  | 2.0  | 3.0  | 2.0  | 3.0  | 2.0  | 4.0  |
| Phase Duration, s                          | 20.3 | 33.2 | 13.9 | 26.8 | 23.7 | 46.2 | 20.4 | 43.0 |
| Change Period, ( Y+R <sub>c</sub> ), s     | 6.0  | 6.0  | 6.0  | 6.0  | 7.0  | 7.0  | 7.0  | 7.0  |
| Max Allow Headway ( MAH ), s               | 3.1  | 3.1  | 3.1  | 3.1  | 3.0  | 3.0  | 3.0  | 3.0  |
| Queue Clearance Time ( g <sub>s</sub> ), s | 14.1 | 17.3 | 7.7  | 17.6 | 15.9 | 36.7 | 12.9 | 19.9 |
| Green Extension Time ( g <sub>e</sub> ), s | 0.2  | 3.2  | 0.3  | 3.2  | 0.7  | 2.5  | 0.5  | 8.7  |
| Phase Call Probability                     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability                        | 0.06 | 0.00 | 0.00 | 0.00 | 0.01 | 0.98 | 0.03 | 0.26 |

## Movement Group Results

|                                                  | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|--------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Approach Movement                                | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Assigned Movement                                | 7     | 4     | 14    | 3     | 8     | 18    | 5     | 2     | 12    | 1     | 6     | 16    |
| Adjusted Flow Rate ( v ), veh/h                  | 194   | 536   | 127   | 176   | 513   | 129   | 434   | 1619  | 332   | 340   | 694   | 328   |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln    | 1781  | 1781  | 1585  | 1730  | 1781  | 1585  | 1730  | 1698  | 1585  | 1730  | 1870  | 1757  |
| Queue Service Time ( g <sub>s</sub> ), s         | 12.1  | 15.3  | 7.6   | 5.7   | 15.6  | 8.3   | 13.9  | 34.7  | 19.7  | 10.9  | 17.7  | 17.9  |
| Cycle Queue Clearance Time ( g <sub>c</sub> ), s | 12.1  | 15.3  | 7.6   | 5.7   | 15.6  | 8.3   | 13.9  | 34.7  | 19.7  | 10.9  | 17.7  | 17.9  |
| Green Ratio ( g/C )                              | 0.13  | 0.24  | 0.24  | 0.07  | 0.18  | 0.18  | 0.15  | 0.34  | 0.34  | 0.12  | 0.32  | 0.32  |
| Capacity ( c ), veh/h                            | 224   | 851   | 379   | 241   | 652   | 290   | 507   | 1757  | 547   | 408   | 1183  | 556   |
| Volume-to-Capacity Ratio ( X )                   | 0.865 | 0.630 | 0.336 | 0.728 | 0.787 | 0.446 | 0.855 | 0.921 | 0.607 | 0.833 | 0.587 | 0.590 |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)   | 243.2 | 264.5 | 133.2 | 113.2 | 271.8 | 147.5 | 244.9 | 514.3 | 287.6 | 202.2 | 300   | 287.9 |
| Back of Queue ( Q ), veh/ln ( 95 th percentile)  | 9.6   | 10.4  | 5.2   | 4.5   | 10.7  | 5.8   | 9.6   | 20.2  | 11.3  | 8.0   | 11.8  | 11.3  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)   | 0.73  | 0.00  | 0.00  | 0.60  | 0.00  | 1.18  | 1.00  | 0.00  | 3.38  | 0.75  | 0.00  | 0.00  |
| Uniform Delay ( d <sub>1</sub> ), s/veh          | 48.8  | 38.8  | 35.8  | 51.9  | 44.4  | 41.4  | 47.4  | 35.8  | 30.9  | 49.1  | 32.7  | 32.7  |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 10.5  | 0.2   | 0.2   | 1.3   | 0.6   | 0.3   | 3.4   | 6.7   | 1.0   | 3.2   | 0.2   | 0.5   |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay ( d ), s/veh                       | 59.3  | 39.0  | 36.0  | 53.2  | 45.0  | 41.7  | 50.8  | 42.5  | 31.9  | 52.3  | 32.9  | 33.2  |
| Level of Service ( LOS )                         | E     | D     | D     | D     | D     | D     | D     | D     | C     | D     | C     | C     |
| Approach Delay, s/veh / LOS                      | 43.2  | D     |       | 46.2  | D     |       | 42.5  | D     |       | 37.8  | D     |       |
| Intersection Delay, s/veh / LOS                  | 42.0  |       |       |       |       |       | D     |       |       |       |       |       |

## Multimodal Results

|                            | EB   |   |  | WB   |   |  | NB   |   |  | SB   |   |  |
|----------------------------|------|---|--|------|---|--|------|---|--|------|---|--|
| Pedestrian LOS Score / LOS | 2.96 | C |  | 2.73 | C |  | 2.69 | C |  | 2.59 | C |  |
| Bicycle LOS Score / LOS    | 1.19 | A |  | 1.16 | A |  | 1.80 | B |  | 1.24 | A |  |



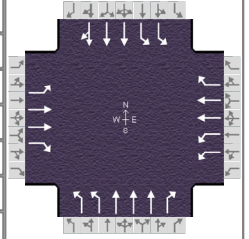
# HCS7 Signalized Intersection Results Summary

## General Information

|                     |                         |                 |                                  |
|---------------------|-------------------------|-----------------|----------------------------------|
| Agency              | MEP                     | Analysis Date   | Nov 21, 2022                     |
| Analyst             | MEP                     | Time Period     |                                  |
| Jurisdiction        |                         | Analysis Year   | 2025                             |
| Urban Street        |                         | File Name       | 5b. Hillsboro Blvd & US 1 PM.xus |
| Intersection        | US 1 & Hillsboro Blvd   | Analysis Period | 1> 16:00                         |
| Project Description | 2025 PM PRE-Development |                 |                                  |

## Intersection Information

|                 |          |
|-----------------|----------|
| Duration, h     | 0.250    |
| Area Type       | Other    |
| PHF             | 0.95     |
| Analysis Period | 1> 16:00 |



## Demand Information

|                     | EB  |     |     | WB  |     |     | NB  |      |     | SB  |      |     |
|---------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|------|-----|
| Approach Movement   | L   | T   | R   | L   | T   | R   | L   | T    | R   | L   | T    | R   |
| Demand ( v ), veh/h | 112 | 517 | 424 | 282 | 467 | 270 | 354 | 1260 | 334 | 387 | 1628 | 145 |

## Signal Information

|               |       |                 |     |
|---------------|-------|-----------------|-----|
| Cycle, s      | 126.8 | Reference Phase | 2   |
| Offset, s     | 0     | Reference Point | End |
| Uncoordinated | Yes   | Simult. Gap E/W | On  |
| Force Mode    | Fixed | Simult. Gap N/S | On  |

## Timer Results

|                                            | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|--------------------------------------------|------|------|------|------|------|------|------|------|
| Assigned Phase                             | 7    | 4    | 3    | 8    | 5    | 2    | 1    | 6    |
| Case Number                                | 2.0  | 3.0  | 2.0  | 3.0  | 2.0  | 3.0  | 2.0  | 4.0  |
| Phase Duration, s                          | 16.2 | 38.3 | 18.8 | 40.9 | 22.6 | 46.0 | 23.6 | 47.0 |
| Change Period, ( Y+R <sub>c</sub> ), s     | 6.0  | 6.0  | 6.0  | 6.0  | 7.0  | 7.0  | 7.0  | 7.0  |
| Max Allow Headway ( MAH ), s               | 3.1  | 3.1  | 3.1  | 3.1  | 3.0  | 3.0  | 3.0  | 3.0  |
| Queue Clearance Time ( g <sub>s</sub> ), s | 10.3 | 29.0 | 12.4 | 15.9 | 15.0 | 29.2 | 16.2 | 42.0 |
| Green Extension Time ( g <sub>e</sub> ), s | 0.1  | 3.3  | 0.4  | 4.0  | 0.6  | 7.2  | 0.4  | 0.0  |
| Phase Call Probability                     | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability                        | 0.00 | 0.18 | 0.01 | 0.01 | 0.00 | 0.65 | 0.54 | 1.00 |

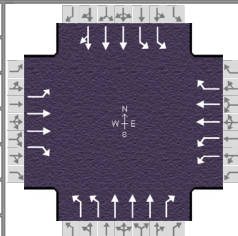
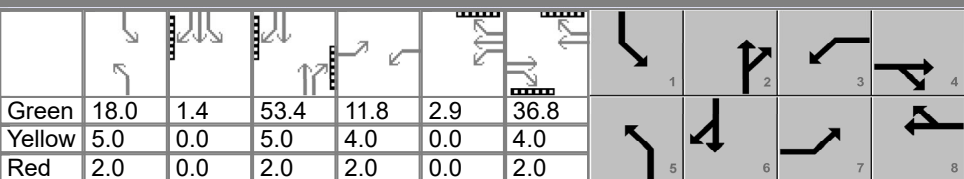
## Movement Group Results

| Approach Movement                                 | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
|---------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Assigned Movement                                 | 7     | 4     | 14    | 3     | 8     | 18    | 5     | 2     | 12    | 1     | 6     | 16    |
| Adjusted Flow Rate ( $v$ ), veh/h                 | 118   | 544   | 353   | 297   | 492   | 184   | 373   | 1326  | 277   | 407   | 1261  | 605   |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln   | 1781  | 1870  | 1585  | 1781  | 1870  | 1585  | 1781  | 1870  | 1585  | 1781  | 1870  | 1789  |
| Queue Service Time ( $g_s$ ), s                   | 8.3   | 16.1  | 27.0  | 10.4  | 13.9  | 12.1  | 13.0  | 27.2  | 18.6  | 14.2  | 40.0  | 40.0  |
| Cycle Queue Clearance Time ( $g_c$ ), s           | 8.3   | 16.1  | 27.0  | 10.4  | 13.9  | 12.1  | 13.0  | 27.2  | 18.6  | 14.2  | 40.0  | 40.0  |
| Green Ratio ( $g/C$ )                             | 0.08  | 0.26  | 0.26  | 0.10  | 0.28  | 0.28  | 0.12  | 0.31  | 0.31  | 0.13  | 0.32  | 0.32  |
| Capacity ( $c$ ), veh/h                           | 144   | 954   | 404   | 360   | 1030  | 437   | 439   | 1726  | 488   | 467   | 1180  | 565   |
| Volume-to-Capacity Ratio ( $X$ )                  | 0.821 | 0.570 | 0.872 | 0.825 | 0.477 | 0.422 | 0.848 | 0.768 | 0.568 | 0.872 | 1.068 | 1.072 |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)  | 170.4 | 288.8 | 420.2 | 201.6 | 255.4 | 200   | 238   | 442.8 | 278.7 | 247.1 | 806.5 | 817.6 |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) | 6.7   | 11.4  | 16.5  | 7.9   | 10.1  | 7.9   | 9.4   | 17.4  | 11.0  | 9.7   | 31.8  | 32.2  |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)  | 0.51  | 0.00  | 0.00  | 1.06  | 0.00  | 1.60  | 0.97  | 0.00  | 3.28  | 0.92  | 0.00  | 0.00  |
| Uniform Delay ( $d_1$ ), s/veh                    | 57.4  | 41.2  | 45.2  | 55.9  | 38.3  | 37.7  | 54.4  | 39.8  | 36.8  | 54.0  | 43.4  | 43.4  |
| Incremental Delay ( $d_2$ ), s/veh                | 3.5   | 0.2   | 9.5   | 2.4   | 0.1   | 0.2   | 2.4   | 1.5   | 0.7   | 6.3   | 40.6  | 49.3  |
| Initial Queue Delay ( $d_3$ ), s/veh              | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay ( $d$ ), s/veh                      | 60.9  | 41.3  | 54.8  | 58.3  | 38.4  | 37.8  | 56.8  | 41.3  | 37.5  | 60.3  | 83.9  | 92.7  |
| Level of Service (LOS)                            | E     | D     | D     | E     | D     | D     | E     | D     | D     | E     | F     | F     |
| Approach Delay, s/veh / LOS                       | 48.3  | D     |       | 44.4  | D     |       | 43.7  | D     |       | 82.0  | F     |       |
| Intersection Delay, s/veh / LOS                   | 58.5  |       |       |       |       |       | E     |       |       |       |       |       |

## Multimodal Results

|                            | EB   |   |  | WB   |   |  | NB   |   |  | SB   |   |  |
|----------------------------|------|---|--|------|---|--|------|---|--|------|---|--|
| Pedestrian LOS Score / LOS | 2.95 | C |  | 2.72 | C |  | 2.72 | C |  | 2.57 | C |  |
| Bicycle LOS Score / LOS    | 1.32 | A |  | 1.29 | A |  | 1.57 | B |  | 1.74 | B |  |

# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                             |     |                                                                                    |       | Intersection Information             |       |                 |       |          |  |       |       |       |       |      |  |      |  |
|-------------------------------------------------|-------|-----------------------------|-----|------------------------------------------------------------------------------------|-------|--------------------------------------|-------|-----------------|-------|----------|-------------------------------------------------------------------------------------|-------|-------|-------|-------|------|--|------|--|
| Agency                                          |       | MEP                         |     |                                                                                    |       | Duration, h                          |       | 0.250           |       |          |                                                                                     |       |       |       |       |      |  |      |  |
| Analyst                                         |       | MEP                         |     | Analysis Date                                                                      |       | Nov 21, 2022                         |       | Area Type       |       | Other    |                                                                                     |       |       |       |       |      |  |      |  |
| Jurisdiction                                    |       |                             |     | Time Period                                                                        |       |                                      |       | PHF             |       | 0.95     |                                                                                     |       |       |       |       |      |  |      |  |
| Urban Street                                    |       |                             |     | Analysis Year                                                                      |       | 2025                                 |       | Analysis Period |       | 1> 16:00 |                                                                                     |       |       |       |       |      |  |      |  |
| Intersection                                    |       | US 1 & Hillsboro Blvd       |     | File Name                                                                          |       | 5b. Hillsboro Blvd & US 1 PM-imp.xus |       |                 |       |          |                                                                                     |       |       |       |       |      |  |      |  |
| Project Description                             |       | 2025 PM PRE-Development-IMP |     |                                                                                    |       |                                      |       |                 |       |          |                                                                                     |       |       |       |       |      |  |      |  |
| Demand Information                              |       |                             |     | EB                                                                                 |       |                                      | WB    |                 |       | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                             |     | L                                                                                  | T     | R                                    | L     | T               | R     | L        | T                                                                                   | R     | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |       |                             |     | 112                                                                                | 517   | 424                                  | 282   | 467             | 270   | 354      | 1260                                                                                | 334   | 387   | 1628  | 145   |      |  |      |  |
| Signal Information                              |       |                             |     |  |       |                                      |       |                 |       |          |                                                                                     |       |       |       |       |      |  |      |  |
| Cycle, s                                        | 150.4 | Reference Phase             | 2   |                                                                                    |       |                                      |       |                 |       |          |                                                                                     |       |       |       |       |      |  |      |  |
| Offset, s                                       | 0     | Reference Point             | End |                                                                                    |       |                                      |       |                 |       |          |                                                                                     |       |       |       |       |      |  |      |  |
| Uncoordinated                                   | Yes   | Simult. Gap E/W             | On  |                                                                                    |       |                                      |       |                 |       |          |                                                                                     |       |       |       |       |      |  |      |  |
| Force Mode                                      | Fixed | Simult. Gap N/S             | On  |                                                                                    |       |                                      |       |                 |       |          |                                                                                     |       |       |       |       |      |  |      |  |
|                                                 |       |                             |     | Green                                                                              | 18.0  | 1.4                                  | 53.4  | 11.8            | 2.9   | 36.8     |                                                                                     |       |       |       |       |      |  |      |  |
|                                                 |       |                             |     | Yellow                                                                             | 5.0   | 0.0                                  | 5.0   | 4.0             | 0.0   | 4.0      |                                                                                     |       |       |       |       |      |  |      |  |
|                                                 |       |                             |     | Red                                                                                | 2.0   | 0.0                                  | 2.0   | 2.0             | 0.0   | 2.0      |                                                                                     |       |       |       |       |      |  |      |  |
| Timer Results                                   |       |                             |     | EBL                                                                                |       | EBT                                  |       | WBL             |       | WBT      |                                                                                     | NBL   |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |       |                             |     | 7                                                                                  |       | 4                                    |       | 3               |       | 8        |                                                                                     | 5     |       | 2     |       | 1    |  | 6    |  |
| Case Number                                     |       |                             |     | 2.0                                                                                |       | 3.0                                  |       | 2.0             |       | 3.0      |                                                                                     | 2.0   |       | 3.0   |       | 2.0  |  | 4.0  |  |
| Phase Duration, s                               |       |                             |     | 17.8                                                                               |       | 42.8                                 |       | 20.7            |       | 45.7     |                                                                                     | 25.0  |       | 60.4  |       | 26.5 |  | 61.9 |  |
| Change Period, ( Y+R c ), s                     |       |                             |     | 6.0                                                                                |       | 6.0                                  |       | 6.0             |       | 6.0      |                                                                                     | 7.0   |       | 7.0   |       | 7.0  |  | 7.0  |  |
| Max Allow Headway ( MAH ), s                    |       |                             |     | 3.1                                                                                |       | 3.1                                  |       | 3.1             |       | 3.1      |                                                                                     | 3.0   |       | 3.0   |       | 3.0  |  | 3.0  |  |
| Queue Clearance Time ( g s ), s                 |       |                             |     | 11.8                                                                               |       | 34.5                                 |       | 14.3            |       | 19.7     |                                                                                     | 17.5  |       | 32.0  |       | 18.9 |  | 50.8 |  |
| Green Extension Time ( g e ), s                 |       |                             |     | 0.1                                                                                |       | 2.3                                  |       | 0.4             |       | 3.9      |                                                                                     | 0.6   |       | 11.3  |       | 0.5  |  | 4.0  |  |
| Phase Call Probability                          |       |                             |     | 0.99                                                                               |       | 1.00                                 |       | 1.00            |       | 1.00     |                                                                                     | 1.00  |       | 1.00  |       | 1.00 |  | 1.00 |  |
| Max Out Probability                             |       |                             |     | 0.00                                                                               |       | 0.60                                 |       | 0.09            |       | 0.02     |                                                                                     | 0.02  |       | 0.32  |       | 0.08 |  | 0.89 |  |
| Movement Group Results                          |       |                             |     | EB                                                                                 |       |                                      | WB    |                 |       | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                             |     | L                                                                                  | T     | R                                    | L     | T               | R     | L        | T                                                                                   | R     | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |       |                             |     | 7                                                                                  | 4     | 14                                   | 3     | 8               | 18    | 5        | 2                                                                                   | 12    | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |       |                             |     | 118                                                                                | 544   | 353                                  | 297   | 492             | 184   | 373      | 1326                                                                                | 277   | 407   | 1261  | 605   |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                             |     | 1781                                                                               | 1870  | 1585                                 | 1781  | 1781            | 1585  | 1781     | 1870                                                                                | 1585  | 1781  | 1870  | 1789  |      |  |      |  |
| Queue Service Time ( g s ), s                   |       |                             |     | 9.8                                                                                | 19.3  | 32.5                                 | 12.3  | 17.7            | 14.6  | 15.5     | 30.0                                                                                | 20.5  | 16.9  | 48.6  | 48.8  |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |       |                             |     | 9.8                                                                                | 19.3  | 32.5                                 | 12.3  | 17.7            | 14.6  | 15.5     | 30.0                                                                                | 20.5  | 16.9  | 48.6  | 48.8  |      |  |      |  |
| Green Ratio ( g/C )                             |       |                             |     | 0.08                                                                               | 0.24  | 0.24                                 | 0.10  | 0.26            | 0.26  | 0.12     | 0.36                                                                                | 0.36  | 0.13  | 0.36  | 0.36  |      |  |      |  |
| Capacity ( c ), veh/h                           |       |                             |     | 140                                                                                | 915   | 388                                  | 348   | 939             | 418   | 427      | 1993                                                                                | 563   | 461   | 1365  | 653   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |       |                             |     | 0.840                                                                              | 0.595 | 0.909                                | 0.852 | 0.523           | 0.441 | 0.873    | 0.665                                                                               | 0.492 | 0.884 | 0.924 | 0.927 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                             |     | 197.7                                                                              | 343.9 | 520.6                                | 241.4 | 305.7           | 236.5 | 285.9    | 483.1                                                                               | 304.5 | 287.7 | 731.4 | 734.6 |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                             |     | 7.8                                                                                | 13.5  | 20.5                                 | 9.5   | 12.0            | 9.3   | 11.3     | 19.0                                                                                | 12.0  | 11.3  | 28.8  | 28.9  |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                             |     | 0.59                                                                               | 0.00  | 0.00                                 | 1.27  | 0.00            | 1.89  | 1.17     | 0.00                                                                                | 3.58  | 1.07  | 0.00  | 0.00  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |       |                             |     | 68.3                                                                               | 50.2  | 55.2                                 | 66.8  | 47.3            | 46.1  | 65.1     | 40.9                                                                                | 37.9  | 64.4  | 45.8  | 45.9  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |       |                             |     | 4.1                                                                                | 0.4   | 18.0                                 | 6.8   | 0.2             | 0.2   | 6.6      | 0.5                                                                                 | 0.2   | 6.1   | 6.1   | 11.6  |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |       |                             |     | 0.0                                                                                | 0.0   | 0.0                                  | 0.0   | 0.0             | 0.0   | 0.0      | 0.0                                                                                 | 0.0   | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |       |                             |     | 72.4                                                                               | 50.6  | 73.2                                 | 73.5  | 47.5            | 46.4  | 71.7     | 41.4                                                                                | 38.1  | 70.5  | 51.9  | 57.5  |      |  |      |  |
| Level of Service (LOS)                          |       |                             |     | E                                                                                  | D     | E                                    | E     | D               | D     | E        | D                                                                                   | D     | E     | D     | E     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |       |                             |     | 61.0                                                                               |       | E                                    |       | 55.2            |       | E        |                                                                                     | 46.6  |       | D     |       | 56.7 |  | E    |  |
| Intersection Delay, s/veh / LOS                 |       |                             |     | 54.0                                                                               |       |                                      |       |                 |       |          |                                                                                     |       | D     |       |       |      |  |      |  |
| Multimodal Results                              |       |                             |     | EB                                                                                 |       |                                      | WB    |                 |       | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |       |                             |     | 2.96                                                                               |       | C                                    |       | 2.73            |       | C        |                                                                                     | 2.72  |       | C     |       | 2.57 |  | C    |  |
| Bicycle LOS Score / LOS                         |       |                             |     | 1.32                                                                               |       | A                                    |       | 1.29            |       | A        |                                                                                     | 1.57  |       | B     |       | 1.74 |  | B    |  |

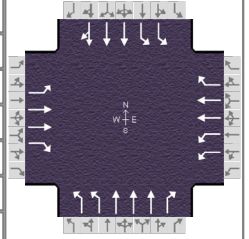
# HCS7 Signalized Intersection Results Summary

## General Information

|                     |                          |               |                                  |
|---------------------|--------------------------|---------------|----------------------------------|
| Agency              | MEP                      | Analysis Date | Nov 21, 2022                     |
| Analyst             | MEP                      | Time Period   |                                  |
| Jurisdiction        |                          | Analysis Year | 2025                             |
| Urban Street        |                          | File Name     | 5b. Hillsboro Blvd & US 1 PM.xus |
| Intersection        | US 1 & Hillsboro Blvd    |               |                                  |
| Project Description | 2025 PM Post-Development |               |                                  |

## Intersection Information

|                 |          |
|-----------------|----------|
| Duration, h     | 0.250    |
| Area Type       | Other    |
| PHF             | 0.95     |
| Analysis Period | 1> 16:00 |



## Demand Information

|                     | EB  |     |     | WB  |     |     | NB  |      |     | SB  |      |     |
|---------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|------|-----|
| Approach Movement   | L   | T   | R   | L   | T   | R   | L   | T    | R   | L   | T    | R   |
| Demand ( v ), veh/h | 129 | 517 | 424 | 282 | 467 | 277 | 354 | 1275 | 334 | 391 | 1628 | 155 |

## Signal Information

|               |       |                 |     |
|---------------|-------|-----------------|-----|
| Cycle, s      | 150.7 | Reference Phase | 2   |
| Offset, s     | 0     | Reference Point | End |
| Uncoordinated | Yes   | Simult. Gap E/W | On  |
| Force Mode    | Fixed | Simult. Gap N/S | On  |

## Timer Results

|                                            | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|--------------------------------------------|------|------|------|------|------|------|------|------|
| Assigned Phase                             | 7    | 4    | 3    | 8    | 5    | 2    | 1    | 6    |
| Case Number                                | 2.0  | 3.0  | 2.0  | 3.0  | 2.0  | 3.0  | 2.0  | 4.0  |
| Phase Duration, s                          | 19.4 | 42.9 | 20.7 | 44.2 | 25.1 | 60.5 | 26.7 | 62.1 |
| Change Period, ( Y+R <sub>c</sub> ), s     | 6.0  | 6.0  | 6.0  | 6.0  | 7.0  | 7.0  | 7.0  | 7.0  |
| Max Allow Headway ( MAH ), s               | 3.1  | 3.1  | 3.1  | 3.1  | 3.0  | 3.0  | 3.0  | 3.0  |
| Queue Clearance Time ( g <sub>s</sub> ), s | 13.3 | 34.6 | 14.4 | 20.0 | 17.5 | 32.6 | 19.1 | 51.4 |
| Green Extension Time ( g <sub>e</sub> ), s | 0.1  | 2.3  | 0.4  | 3.9  | 0.5  | 11.4 | 0.5  | 3.6  |
| Phase Call Probability                     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Max Out Probability                        | 0.01 | 0.61 | 0.09 | 0.03 | 0.02 | 0.34 | 0.10 | 0.92 |

## Movement Group Results

|                                                  | EB    |       |       | WB    |       |       | NB    |       |       | SB    |       |       |
|--------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Approach Movement                                | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
| Assigned Movement                                | 7     | 4     | 14    | 3     | 8     | 18    | 5     | 2     | 12    | 1     | 6     | 16    |
| Adjusted Flow Rate ( v ), veh/h                  | 136   | 544   | 353   | 297   | 492   | 192   | 373   | 1342  | 277   | 412   | 1269  | 608   |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln    | 1781  | 1870  | 1585  | 1781  | 1781  | 1585  | 1781  | 1870  | 1585  | 1781  | 1870  | 1784  |
| Queue Service Time ( g <sub>s</sub> ), s         | 11.3  | 19.4  | 32.6  | 12.4  | 18.0  | 15.5  | 15.5  | 30.6  | 20.6  | 17.1  | 49.1  | 49.4  |
| Cycle Queue Clearance Time ( g <sub>c</sub> ), s | 11.3  | 19.4  | 32.6  | 12.4  | 18.0  | 15.5  | 15.5  | 30.6  | 20.6  | 17.1  | 49.1  | 49.4  |
| Green Ratio ( g/C )                              | 0.09  | 0.24  | 0.24  | 0.10  | 0.25  | 0.25  | 0.12  | 0.35  | 0.35  | 0.13  | 0.37  | 0.37  |
| Capacity ( c ), veh/h                            | 158   | 915   | 388   | 348   | 902   | 402   | 427   | 1990  | 562   | 465   | 1367  | 652   |
| Volume-to-Capacity Ratio ( X )                   | 0.857 | 0.595 | 0.910 | 0.852 | 0.545 | 0.477 | 0.873 | 0.674 | 0.492 | 0.885 | 0.929 | 0.932 |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)   | 230.5 | 344.4 | 521.8 | 241.9 | 310.4 | 249   | 286.7 | 491.2 | 305.3 | 291.2 | 740.1 | 743.5 |
| Back of Queue ( Q ), veh/ln ( 95 th percentile)  | 9.1   | 13.6  | 20.5  | 9.5   | 12.2  | 9.8   | 11.3  | 19.3  | 12.0  | 11.5  | 29.1  | 29.3  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)   | 0.69  | 0.00  | 0.00  | 1.27  | 0.00  | 1.99  | 1.17  | 0.00  | 3.59  | 1.08  | 0.00  | 0.00  |
| Uniform Delay ( d <sub>1</sub> ), s/veh          | 67.7  | 50.3  | 55.3  | 66.9  | 48.7  | 47.8  | 65.2  | 41.3  | 38.0  | 64.4  | 45.9  | 46.0  |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 10.2  | 0.4   | 18.2  | 6.8   | 0.2   | 0.3   | 6.7   | 0.5   | 0.2   | 6.3   | 6.5   | 12.4  |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Control Delay ( d ), s/veh                       | 77.9  | 50.7  | 73.5  | 73.8  | 49.0  | 48.1  | 71.9  | 41.8  | 38.2  | 70.8  | 52.4  | 58.4  |
| Level of Service ( LOS )                         | E     | D     | E     | E     | D     | D     | E     | D     | D     | E     | D     | E     |
| Approach Delay, s/veh / LOS                      | 62.1  | E     |       | 56.3  | E     |       | 46.9  | D     |       | 57.3  | E     |       |
| Intersection Delay, s/veh / LOS                  | 54.6  |       |       |       |       |       | D     |       |       |       |       |       |

## Multimodal Results

|                            | EB   |   |  | WB   |   |  | NB   |   |  | SB   |   |  |
|----------------------------|------|---|--|------|---|--|------|---|--|------|---|--|
| Pedestrian LOS Score / LOS | 2.96 | C |  | 2.73 | C |  | 2.72 | C |  | 2.57 | C |  |
| Bicycle LOS Score / LOS    | 1.34 | A |  | 1.30 | A |  | 1.58 | B |  | 1.75 | B |  |

# HCS7 Two-Way Stop-Control Report

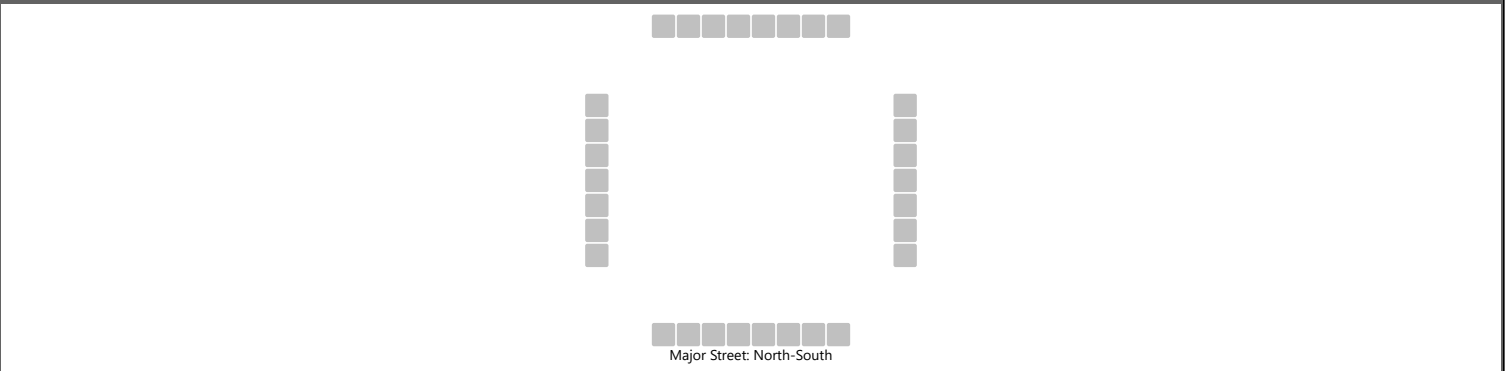
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 11/21/2022              |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | North-South             |
| Project Description      | 2025 AM PRE-Development |

## Site Information

|                            |                   |
|----------------------------|-------------------|
| Intersection               | Duffy's St & US 1 |
| Jurisdiction               |                   |
| East/West Street           | Duffy's           |
| North/South Street         | US 1              |
| Peak Hour Factor           | 0.95              |
| Analysis Time Period (hrs) | 0.25              |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |    |      |   | Southbound |   |      |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|------|---|------------|---|------|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L  | T    | R | U          | L | T    | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1  | 2    | 3 | 4U         | 4 | 5    | 6  |
| Number of Lanes            |           | 0  | 0  | 1  |           | 0 | 0 | 1 | 0          | 1  | 3    | 1 | 0          | 1 | 3    | 0  |
| Configuration              |           |    |    | R  |           |   |   | R |            | L  | T    | R |            | L | T    | TR |
| Volume (veh/h)             |           |    |    | 0  |           |   |   | 0 | 25         | 29 | 1847 | 1 | 0          | 4 | 1073 | 0  |
| Percent Heavy Vehicles (%) |           |    |    | 2  |           |   |   | 2 | 2          | 2  |      |   | 2          | 2 |      |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |    |      |   |            |   |      |    |
| Percent Grade (%)          | 0         |    |    |    | 0         |   |   |   |            |    |      |   |            |   |      |    |
| Right Turn Channelized     | No        |    |    |    | No        |   |   |   | No         |    |      |   |            |   |      |    |
| Median Type   Storage      | Left Only |    |    |    |           |   |   |   | 1          |    |      |   |            |   |      |    |

## Critical and Follow-up Headways

|                              |  |  |  |      |  |  |  |      |      |      |  |  |  |      |  |  |
|------------------------------|--|--|--|------|--|--|--|------|------|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  | 7.1  |  |  |  | 7.1  | 5.6  | 5.3  |  |  |  | 5.3  |  |  |
| Critical Headway (sec)       |  |  |  | 7.14 |  |  |  | 7.14 | 5.64 | 5.34 |  |  |  | 5.34 |  |  |
| Base Follow-Up Headway (sec) |  |  |  | 3.9  |  |  |  | 3.9  | 2.3  | 3.1  |  |  |  | 3.1  |  |  |
| Follow-Up Headway (sec)      |  |  |  | 3.92 |  |  |  | 3.92 | 2.32 | 3.12 |  |  |  | 3.12 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |      |  |  |  |      |     |      |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|------|--|--|--|------|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  | 0    |  |  |  | 0    |     | 57   |  |  |     | 4    |  |  |
| Capacity, c (veh/h)                     |  |  |  | 401  |  |  |  | 216  |     | 412  |  |  |     | 133  |  |  |
| v/c Ratio                               |  |  |  | 0.00 |  |  |  | 0.00 |     | 0.14 |  |  |     | 0.03 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  | 0.0  |  |  |  | 0.0  |     | 0.5  |  |  |     | 0.1  |  |  |
| Control Delay (s/veh)                   |  |  |  | 14.0 |  |  |  | 21.6 |     | 15.1 |  |  |     | 32.9 |  |  |
| Level of Service (LOS)                  |  |  |  | B    |  |  |  | C    |     | C    |  |  |     | D    |  |  |
| Approach Delay (s/veh)                  |  |  |  |      |  |  |  |      | 0.4 |      |  |  | 0.1 |      |  |  |
| Approach LOS                            |  |  |  |      |  |  |  |      |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

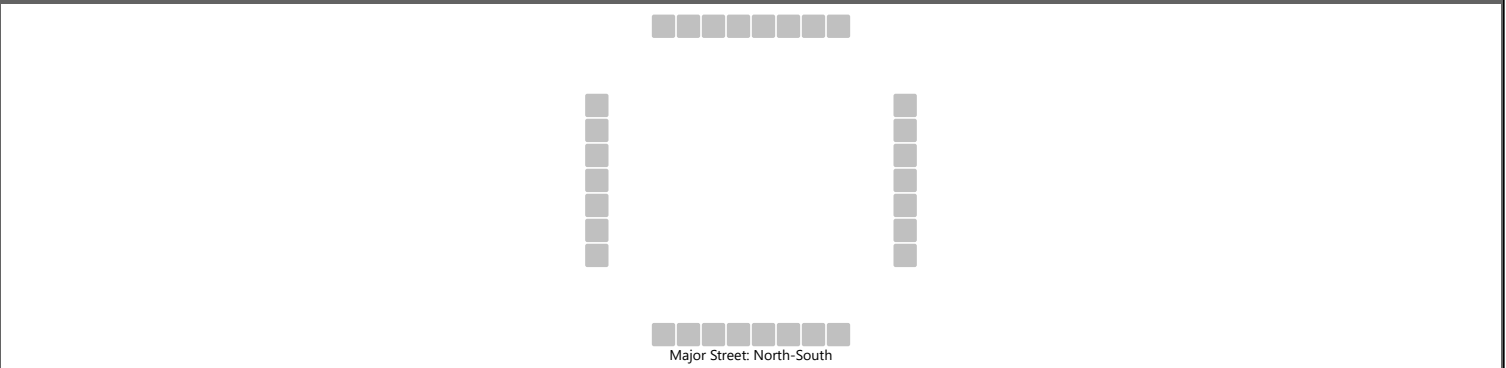
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 11/21/2022               |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | North-South              |
| Project Description      | 2025 AM Post-Development |

## Site Information

|                            |                   |
|----------------------------|-------------------|
| Intersection               | Duffy's St & US 1 |
| Jurisdiction               |                   |
| East/West Street           | Duffy's           |
| North/South Street         | US 1              |
| Peak Hour Factor           | 0.95              |
| Analysis Time Period (hrs) | 0.25              |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |    |      |   | Southbound |   |      |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|------|---|------------|---|------|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L  | T    | R | U          | L | T    | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1  | 2    | 3 | 4U         | 4 | 5    | 6  |
| Number of Lanes            |           | 0  | 0  | 1  |           | 0 | 0 | 1 | 0          | 1  | 3    | 1 | 0          | 1 | 3    | 0  |
| Configuration              |           |    |    | R  |           |   |   | R |            | L  | T    | R |            | L | T    | TR |
| Volume (veh/h)             |           |    |    | 0  |           |   |   | 0 | 25         | 29 | 1881 | 1 | 0          | 4 | 1083 | 0  |
| Percent Heavy Vehicles (%) |           |    |    | 2  |           |   |   | 2 | 2          | 2  |      |   | 2          | 2 |      |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |    |      |   |            |   |      |    |
| Percent Grade (%)          | 0         |    |    |    | 0         |   |   |   |            |    |      |   |            |   |      |    |
| Right Turn Channelized     | No        |    |    |    | No        |   |   |   | No         |    |      |   |            |   |      |    |
| Median Type   Storage      | Left Only |    |    |    |           |   |   |   | 1          |    |      |   |            |   |      |    |

## Critical and Follow-up Headways

|                              |  |  |  |      |  |  |  |      |      |      |  |  |  |      |  |  |
|------------------------------|--|--|--|------|--|--|--|------|------|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  | 7.1  |  |  |  | 7.1  | 5.6  | 5.3  |  |  |  | 5.3  |  |  |
| Critical Headway (sec)       |  |  |  | 7.14 |  |  |  | 7.14 | 5.64 | 5.34 |  |  |  | 5.34 |  |  |
| Base Follow-Up Headway (sec) |  |  |  | 3.9  |  |  |  | 3.9  | 2.3  | 3.1  |  |  |  | 3.1  |  |  |
| Follow-Up Headway (sec)      |  |  |  | 3.92 |  |  |  | 3.92 | 2.32 | 3.12 |  |  |  | 3.12 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |      |  |  |  |      |     |      |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|------|--|--|--|------|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  | 0    |  |  |  | 0    |     | 57   |  |  |     | 4    |  |  |
| Capacity, c (veh/h)                     |  |  |  | 398  |  |  |  | 211  |     | 407  |  |  |     | 128  |  |  |
| v/c Ratio                               |  |  |  | 0.00 |  |  |  | 0.00 |     | 0.14 |  |  |     | 0.03 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  | 0.0  |  |  |  | 0.0  |     | 0.5  |  |  |     | 0.1  |  |  |
| Control Delay (s/veh)                   |  |  |  | 14.0 |  |  |  | 22.1 |     | 15.3 |  |  |     | 34.1 |  |  |
| Level of Service (LOS)                  |  |  |  | B    |  |  |  | C    |     | C    |  |  |     | D    |  |  |
| Approach Delay (s/veh)                  |  |  |  |      |  |  |  |      | 0.4 |      |  |  | 0.1 |      |  |  |
| Approach LOS                            |  |  |  |      |  |  |  |      |     |      |  |  |     |      |  |  |



# HCS7 Two-Way Stop-Control Report

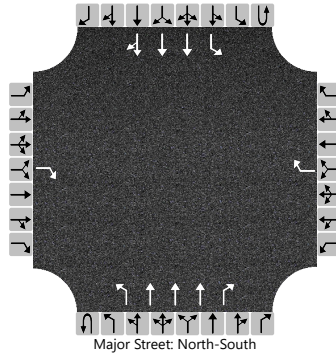
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 11/21/2022              |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | North-South             |
| Project Description      | 2025 PM PRE-Development |

## Site Information

|                            |                   |
|----------------------------|-------------------|
| Intersection               | Duffy's St & US 1 |
| Jurisdiction               |                   |
| East/West Street           | Duffy's           |
| North/South Street         | US 1              |
| Peak Hour Factor           | 0.95              |
| Analysis Time Period (hrs) | 0.25              |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |    |      |   | Southbound |    |      |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|------|---|------------|----|------|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L  | T    | R | U          | L  | T    | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1  | 2    | 3 | 4U         | 4  | 5    | 6  |
| Number of Lanes            |           | 0  | 0  | 1  |           | 0 | 0 | 1 | 0          | 1  | 3    | 1 | 0          | 1  | 3    | 0  |
| Configuration              |           |    |    | R  |           |   |   | R |            | L  | T    | R |            | L  | T    | TR |
| Volume (veh/h)             |           |    |    | 14 |           |   |   | 0 | 14         | 10 | 1553 | 6 | 0          | 24 | 2033 | 6  |
| Percent Heavy Vehicles (%) |           |    |    | 2  |           |   |   | 2 | 2          | 2  |      |   | 2          | 2  |      |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |    |      |   |            |    |      |    |
| Percent Grade (%)          | 0         |    |    |    | 0         |   |   |   |            |    |      |   |            |    |      |    |
| Right Turn Channelized     | No        |    |    |    | No        |   |   |   | No         |    |      |   |            |    |      |    |
| Median Type   Storage      | Left Only |    |    |    |           |   |   |   | 1          |    |      |   |            |    |      |    |

## Critical and Follow-up Headways

|                              |  |  |  |      |  |  |  |      |      |      |  |  |  |      |  |  |
|------------------------------|--|--|--|------|--|--|--|------|------|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  | 7.1  |  |  |  | 7.1  | 5.6  | 5.3  |  |  |  | 5.3  |  |  |
| Critical Headway (sec)       |  |  |  | 7.14 |  |  |  | 7.14 | 5.64 | 5.34 |  |  |  | 5.34 |  |  |
| Base Follow-Up Headway (sec) |  |  |  | 3.9  |  |  |  | 3.9  | 2.3  | 3.1  |  |  |  | 3.1  |  |  |
| Follow-Up Headway (sec)      |  |  |  | 3.92 |  |  |  | 3.92 | 2.32 | 3.12 |  |  |  | 3.12 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |      |  |  |      |  |  |  |      |     |      |  |  |     |      |  |  |
|-----------------------------------------|------|--|--|------|--|--|--|------|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |      |  |  | 15   |  |  |  | 0    |     | 25   |  |  |     | 25   |  |  |
| Capacity, c (veh/h)                     |      |  |  | 185  |  |  |  | 274  |     | 144  |  |  |     | 190  |  |  |
| v/c Ratio                               |      |  |  | 0.08 |  |  |  | 0.00 |     | 0.18 |  |  |     | 0.13 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  |  | 0.3  |  |  |  | 0.0  |     | 0.6  |  |  |     | 0.5  |  |  |
| Control Delay (s/veh)                   |      |  |  | 26.1 |  |  |  | 18.1 |     | 35.3 |  |  |     | 26.9 |  |  |
| Level of Service (LOS)                  |      |  |  | D    |  |  |  | C    |     | E    |  |  |     | D    |  |  |
| Approach Delay (s/veh)                  | 26.1 |  |  |      |  |  |  |      | 0.5 |      |  |  | 0.3 |      |  |  |
| Approach LOS                            | D    |  |  |      |  |  |  |      |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

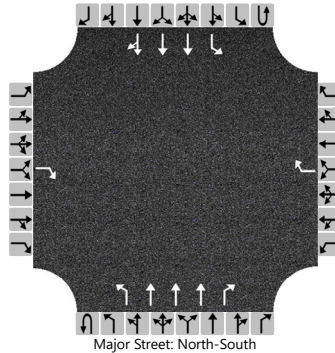
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 11/21/2022               |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | North-South              |
| Project Description      | 2025 PM Post-Development |

## Site Information

|                            |                   |
|----------------------------|-------------------|
| Intersection               | Duffy's St & US 1 |
| Jurisdiction               |                   |
| East/West Street           | Duffy's           |
| North/South Street         | US 1              |
| Peak Hour Factor           | 0.95              |
| Analysis Time Period (hrs) | 0.25              |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |    |      |   | Southbound |    |      |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|------|---|------------|----|------|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L  | T    | R | U          | L  | T    | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1  | 2    | 3 | 4U         | 4  | 5    | 6  |
| Number of Lanes            |           | 0  | 0  | 1  |           | 0 | 0 | 1 | 0          | 1  | 3    | 1 | 0          | 1  | 3    | 0  |
| Configuration              |           |    |    | R  |           |   |   | R |            | L  | T    | R |            | L  | T    | TR |
| Volume (veh/h)             |           |    |    | 14 |           |   |   | 0 | 14         | 10 | 1570 | 6 | 0          | 24 | 2059 | 6  |
| Percent Heavy Vehicles (%) |           |    |    | 2  |           |   |   | 2 | 2          | 2  |      |   | 2          | 2  |      |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |    |      |   |            |    |      |    |
| Percent Grade (%)          | 0         |    |    |    | 0         |   |   |   |            |    |      |   |            |    |      |    |
| Right Turn Channelized     | No        |    |    |    | No        |   |   |   | No         |    |      |   |            |    |      |    |
| Median Type   Storage      | Left Only |    |    |    |           |   |   |   | 1          |    |      |   |            |    |      |    |

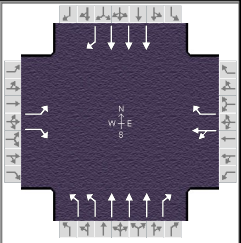
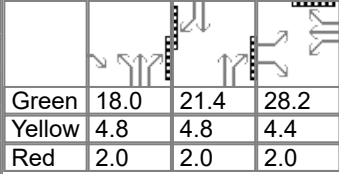
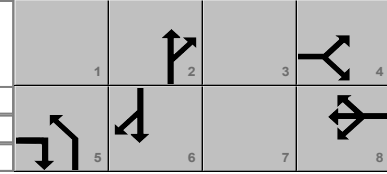
## Critical and Follow-up Headways

|                              |  |  |  |      |  |  |  |      |      |      |  |  |  |      |  |  |
|------------------------------|--|--|--|------|--|--|--|------|------|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  | 7.1  |  |  |  | 7.1  | 5.6  | 5.3  |  |  |  | 5.3  |  |  |
| Critical Headway (sec)       |  |  |  | 7.14 |  |  |  | 7.14 | 5.64 | 5.34 |  |  |  | 5.34 |  |  |
| Base Follow-Up Headway (sec) |  |  |  | 3.9  |  |  |  | 3.9  | 2.3  | 3.1  |  |  |  | 3.1  |  |  |
| Follow-Up Headway (sec)      |  |  |  | 3.92 |  |  |  | 3.92 | 2.32 | 3.12 |  |  |  | 3.12 |  |  |

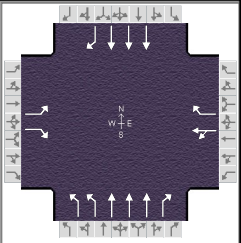
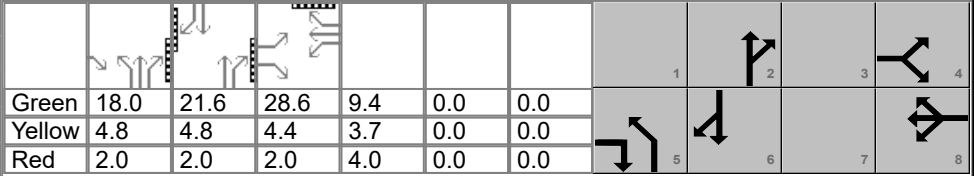
## Delay, Queue Length, and Level of Service

|                                         |      |  |  |      |  |  |  |      |     |      |  |  |     |      |  |  |
|-----------------------------------------|------|--|--|------|--|--|--|------|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |      |  |  | 15   |  |  |  | 0    |     | 25   |  |  |     | 25   |  |  |
| Capacity, c (veh/h)                     |      |  |  | 181  |  |  |  | 270  |     | 140  |  |  |     | 186  |  |  |
| v/c Ratio                               |      |  |  | 0.08 |  |  |  | 0.00 |     | 0.18 |  |  |     | 0.14 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  |  | 0.3  |  |  |  | 0.0  |     | 0.6  |  |  |     | 0.5  |  |  |
| Control Delay (s/veh)                   |      |  |  | 26.6 |  |  |  | 18.3 |     | 36.4 |  |  |     | 27.4 |  |  |
| Level of Service (LOS)                  |      |  |  | D    |  |  |  | C    |     | E    |  |  |     | D    |  |  |
| Approach Delay (s/veh)                  | 26.6 |  |  |      |  |  |  |      | 0.5 |      |  |  | 0.3 |      |  |  |
| Approach LOS                            | D    |  |  |      |  |  |  |      |     |      |  |  |     |      |  |  |

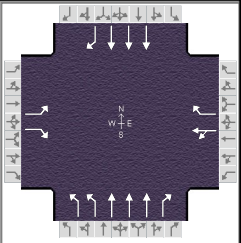
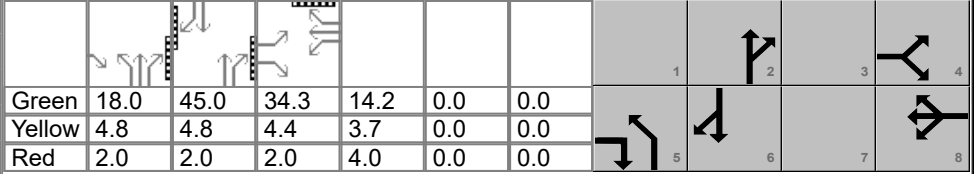
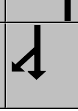
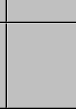
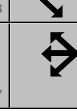
# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                         |     |                                                                                   |      | Intersection Information         |      |                 |       |  |       |      |      |         |       |     |  |      |  |
|-------------------------------------------------|-------|-------------------------|-----|-----------------------------------------------------------------------------------|------|----------------------------------|------|-----------------|-------|-------------------------------------------------------------------------------------|-------|------|------|---------|-------|-----|--|------|--|
| Agency                                          |       | MEP                     |     |                                                                                   |      | Duration, h                      |      | 0.250           |       |                                                                                     |       |      |      |         |       |     |  |      |  |
| Analyst                                         |       | MEP                     |     | Analysis Date                                                                     |      | Nov 21, 2022                     |      | Area Type       |       |                                                                                     |       |      |      | Other   |       |     |  |      |  |
| Jurisdiction                                    |       |                         |     | Time Period                                                                       |      |                                  |      | PHF             |       |                                                                                     |       |      |      | 0.95    |       |     |  |      |  |
| Urban Street                                    |       |                         |     | Analysis Year                                                                     |      | 2025                             |      | Analysis Period |       |                                                                                     |       |      |      | 1> 7:00 |       |     |  |      |  |
| Intersection                                    |       | US 1 & Royal Palm Way   |     | File Name                                                                         |      | 7a. US 1 & Royal Palm Way AM.xus |      |                 |       |                                                                                     |       |      |      |         |       |     |  |      |  |
| Project Description                             |       | 2025 AM pre-Development |     |                                                                                   |      |                                  |      |                 |       |                                                                                     |       |      |      |         |       |     |  |      |  |
| Demand Information                              |       |                         |     | EB                                                                                |      |                                  | WB   |                 |       | NB                                                                                  |       |      | SB   |         |       |     |  |      |  |
| Approach Movement                               |       |                         |     | L                                                                                 | T    | R                                | L    | T               | R     | L                                                                                   | T     | R    | L    | T       | R     |     |  |      |  |
| Demand ( v ), veh/h                             |       |                         |     | 384                                                                               |      | 443                              | 39   | 72              | 101   | 221                                                                                 | 1385  | 348  |      | 714     | 111   |     |  |      |  |
| Signal Information                              |       |                         |     |  |      |                                  |      |                 |       |  |       |      |      |         |       |     |  |      |  |
| Cycle, s                                        | 104.7 | Reference Phase         | 2   |                                                                                   |      |                                  |      |                 |       |                                                                                     |       |      |      |         |       |     |  |      |  |
| Offset, s                                       | 0     | Reference Point         | End |                                                                                   |      |                                  |      |                 |       |                                                                                     |       |      |      |         |       |     |  |      |  |
| Uncoordinated                                   | Yes   | Simult. Gap E/W         | On  |                                                                                   |      |                                  |      |                 |       |                                                                                     |       |      |      |         |       |     |  |      |  |
| Force Mode                                      | Fixed | Simult. Gap N/S         | On  |                                                                                   |      |                                  |      |                 |       |                                                                                     |       |      |      |         |       |     |  |      |  |
|                                                 |       |                         |     | Green                                                                             | 18.0 | 21.4                             | 28.2 | 9.3             | 0.0   | 0.0                                                                                 |       |      |      |         |       |     |  |      |  |
|                                                 |       |                         |     | Yellow                                                                            | 4.8  | 4.8                              | 4.4  | 3.7             | 0.0   | 0.0                                                                                 |       |      |      |         |       |     |  |      |  |
|                                                 |       |                         |     | Red                                                                               | 2.0  | 2.0                              | 2.0  | 4.0             | 0.0   | 0.0                                                                                 |       |      |      |         |       |     |  |      |  |
| Timer Results                                   |       |                         |     | EBL                                                                               |      | EBT                              |      | WBL             |       | WBT                                                                                 |       | NBL  |      | NBT     |       | SBL |  | SBT  |  |
| Assigned Phase                                  |       |                         |     |                                                                                   |      | 4                                |      |                 |       | 8                                                                                   |       | 5    |      | 2       |       |     |  | 6    |  |
| Case Number                                     |       |                         |     |                                                                                   |      | 9.0                              |      |                 |       | 11.0                                                                                |       | 2.0  |      | 3.0     |       |     |  | 7.3  |  |
| Phase Duration, s                               |       |                         |     |                                                                                   |      | 34.6                             |      |                 |       | 17.0                                                                                |       | 24.8 |      | 53.0    |       |     |  | 28.2 |  |
| Change Period, ( Y+R c ), s                     |       |                         |     |                                                                                   |      | 6.4                              |      |                 |       | 7.7                                                                                 |       | 6.8  |      | 6.8     |       |     |  | 6.8  |  |
| Max Allow Headway ( MAH ), s                    |       |                         |     |                                                                                   |      | 3.3                              |      |                 |       | 3.3                                                                                 |       | 3.0  |      | 3.0     |       |     |  | 3.0  |  |
| Queue Clearance Time ( g s ), s                 |       |                         |     |                                                                                   |      | 26.4                             |      |                 |       | 8.9                                                                                 |       | 8.3  |      | 25.4    |       |     |  | 16.4 |  |
| Green Extension Time ( g e ), s                 |       |                         |     |                                                                                   |      | 1.8                              |      |                 |       | 0.5                                                                                 |       | 0.4  |      | 7.3     |       |     |  | 4.3  |  |
| Phase Call Probability                          |       |                         |     |                                                                                   |      | 1.00                             |      |                 |       | 1.00                                                                                |       | 1.00 |      | 1.00    |       |     |  | 1.00 |  |
| Max Out Probability                             |       |                         |     |                                                                                   |      | 0.03                             |      |                 |       | 0.00                                                                                |       | 0.00 |      | 0.16    |       |     |  | 0.06 |  |
| Movement Group Results                          |       |                         |     | EB                                                                                |      |                                  | WB   |                 |       | NB                                                                                  |       |      | SB   |         |       |     |  |      |  |
| Approach Movement                               |       |                         |     | L                                                                                 | T    | R                                | L    | T               | R     | L                                                                                   | T     | R    | L    | T       | R     |     |  |      |  |
| Assigned Movement                               |       |                         |     | 7                                                                                 |      | 14                               | 3    | 8               | 18    | 5                                                                                   | 2     | 12   |      | 6       | 16    |     |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |       |                         |     | 404                                                                               |      | 466                              |      | 117             | 106   | 233                                                                                 | 1458  | 328  |      | 752     | 16    |     |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                         |     | 1781                                                                              |      | 1585                             |      | 1838            | 1585  | 1730                                                                                | 1698  |      |      | 1698    | 1585  |     |  |      |  |
| Queue Service Time ( g s ), s                   |       |                         |     | 22.4                                                                              |      | 24.4                             |      | 6.5             | 6.9   | 6.3                                                                                 | 23.4  |      |      | 14.4    | 0.8   |     |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |       |                         |     | 22.4                                                                              |      | 24.4                             |      | 6.5             | 6.9   | 6.3                                                                                 | 23.4  |      |      | 14.4    | 0.8   |     |  |      |  |
| Green Ratio ( g/C )                             |       |                         |     | 0.27                                                                              |      | 0.44                             |      | 0.09            | 0.09  | 0.17                                                                                | 0.44  |      |      | 0.20    | 0.20  |     |  |      |  |
| Capacity ( c ), veh/h                           |       |                         |     | 480                                                                               |      | 700                              |      | 164             | 141   | 595                                                                                 | 2251  |      |      | 1044    | 325   |     |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |       |                         |     | 0.842                                                                             |      | 0.666                            |      | 0.714           | 0.753 | 0.391                                                                               | 0.648 |      |      | 0.720   | 0.049 |     |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                         |     | 389.2                                                                             |      | 347.5                            |      | 140.4           | 129.5 | 117.5                                                                               | 329.8 |      |      | 234.9   | 14.3  |     |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                         |     | 15.3                                                                              |      | 13.7                             |      | 5.5             | 5.1   | 4.6                                                                                 | 13.0  |      |      | 9.2     | 0.6   |     |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                         |     | 0.00                                                                              |      | 0.00                             |      | 0.00            | 0.00  | 0.46                                                                                | 0.00  |      |      | 0.00    | 0.08  |     |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |       |                         |     | 36.1                                                                              |      | 23.1                             |      | 46.4            | 46.6  | 38.5                                                                                | 22.9  |      |      | 38.8    | 33.4  |     |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |       |                         |     | 4.7                                                                               |      | 0.7                              |      | 2.2             | 3.0   | 0.1                                                                                 | 0.4   |      |      | 0.3     | 0.0   |     |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |       |                         |     | 0.0                                                                               |      | 0.0                              |      | 0.0             | 0.0   | 0.0                                                                                 | 0.0   |      |      | 0.0     | 0.0   |     |  |      |  |
| Control Delay ( d ), s/veh                      |       |                         |     | 40.9                                                                              |      | 23.8                             |      | 48.6            | 49.6  | 38.6                                                                                | 23.3  | 0.0  |      | 39.1    | 33.4  |     |  |      |  |
| Level of Service (LOS)                          |       |                         |     | D                                                                                 |      | C                                |      | D               | D     | D                                                                                   | C     | A    |      | D       | C     |     |  |      |  |
| Approach Delay, s/veh / LOS                     |       |                         |     | 31.7                                                                              |      | C                                | 49.1 |                 | D     | 21.2                                                                                |       | C    | 39.0 |         | D     |     |  |      |  |
| Intersection Delay, s/veh / LOS                 |       |                         |     | 28.7                                                                              |      |                                  |      |                 |       | C                                                                                   |       |      |      |         |       |     |  |      |  |
| Multimodal Results                              |       |                         |     | EB                                                                                |      |                                  | WB   |                 |       | NB                                                                                  |       |      | SB   |         |       |     |  |      |  |
| Pedestrian LOS Score / LOS                      |       |                         |     | 2.91                                                                              |      | C                                | 2.75 |                 | C     | 1.91                                                                                |       | B    | 2.13 |         | B     |     |  |      |  |
| Bicycle LOS Score / LOS                         |       |                         |     |                                                                                   |      | F                                | 0.86 |                 | A     | 1.60                                                                                |       | B    | 0.91 |         | A     |     |  |      |  |

# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                          |     |                                                                                    |      | Intersection Information         |      |                 |       |  |       |      |    |         |       |      |  |      |  |
|-------------------------------------------------|-------|--------------------------|-----|------------------------------------------------------------------------------------|------|----------------------------------|------|-----------------|-------|-------------------------------------------------------------------------------------|-------|------|----|---------|-------|------|--|------|--|
| Agency                                          |       | MEP                      |     |                                                                                    |      | Duration, h                      |      | 0.250           |       |                                                                                     |       |      |    |         |       |      |  |      |  |
| Analyst                                         |       | MEP                      |     | Analysis Date                                                                      |      | Nov 21, 2022                     |      | Area Type       |       |                                                                                     |       |      |    | Other   |       |      |  |      |  |
| Jurisdiction                                    |       |                          |     | Time Period                                                                        |      |                                  |      | PHF             |       |                                                                                     |       |      |    | 0.95    |       |      |  |      |  |
| Urban Street                                    |       |                          |     | Analysis Year                                                                      |      | 2025                             |      | Analysis Period |       |                                                                                     |       |      |    | 1> 7:00 |       |      |  |      |  |
| Intersection                                    |       | US 1 & Royal Palm Way    |     | File Name                                                                          |      | 7a. US 1 & Royal Palm Way AM.xus |      |                 |       |                                                                                     |       |      |    |         |       |      |  |      |  |
| Project Description                             |       | 2025 AM Post-Development |     |                                                                                    |      |                                  |      |                 |       |                                                                                     |       |      |    |         |       |      |  |      |  |
| Demand Information                              |       |                          |     | EB                                                                                 |      |                                  | WB   |                 |       | NB                                                                                  |       |      | SB |         |       |      |  |      |  |
| Approach Movement                               |       |                          |     | L                                                                                  | T    | R                                | L    | T               | R     | L                                                                                   | T     | R    | L  | T       | R     |      |  |      |  |
| Demand ( v ), veh/h                             |       |                          |     | 384                                                                                |      | 447                              | 39   | 72              | 101   | 234                                                                                 | 1406  | 348  |    | 720     | 111   |      |  |      |  |
| Signal Information                              |       |                          |     |  |      |                                  |      |                 |       |                                                                                     |       |      |    |         |       |      |  |      |  |
| Cycle, s                                        | 105.2 | Reference Phase          | 2   |                                                                                    |      |                                  |      |                 |       |                                                                                     |       |      |    |         |       |      |  |      |  |
| Offset, s                                       | 0     | Reference Point          | End |                                                                                    |      |                                  |      |                 |       |                                                                                     |       |      |    |         |       |      |  |      |  |
| Uncoordinated                                   | Yes   | Simult. Gap E/W          | On  |                                                                                    |      |                                  |      |                 |       |                                                                                     |       |      |    |         |       |      |  |      |  |
| Force Mode                                      | Fixed | Simult. Gap N/S          | On  |                                                                                    |      |                                  |      |                 |       |                                                                                     |       |      |    |         |       |      |  |      |  |
|                                                 |       |                          |     | Green                                                                              | 18.0 | 21.6                             | 28.6 | 9.4             | 0.0   | 0.0                                                                                 |       |      |    |         |       |      |  |      |  |
|                                                 |       |                          |     | Yellow                                                                             | 4.8  | 4.8                              | 4.4  | 3.7             | 0.0   | 0.0                                                                                 |       |      |    |         |       |      |  |      |  |
|                                                 |       |                          |     | Red                                                                                | 2.0  | 2.0                              | 2.0  | 4.0             | 0.0   | 0.0                                                                                 |       |      |    |         |       |      |  |      |  |
| Timer Results                                   |       |                          |     | EBL                                                                                |      | EBT                              |      | WBL             |       | WBT                                                                                 |       | NBL  |    | NBT     |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |       |                          |     |                                                                                    |      | 4                                |      |                 |       | 8                                                                                   |       | 5    |    | 2       |       |      |  | 6    |  |
| Case Number                                     |       |                          |     |                                                                                    |      | 9.0                              |      |                 |       | 11.0                                                                                |       | 2.0  |    | 3.0     |       |      |  | 7.3  |  |
| Phase Duration, s                               |       |                          |     |                                                                                    |      | 35.0                             |      |                 |       | 17.1                                                                                |       | 24.8 |    | 53.2    |       |      |  | 28.4 |  |
| Change Period, ( Y+R c ), s                     |       |                          |     |                                                                                    |      | 6.4                              |      |                 |       | 7.7                                                                                 |       | 6.8  |    | 6.8     |       |      |  | 6.8  |  |
| Max Allow Headway ( MAH ), s                    |       |                          |     |                                                                                    |      | 3.3                              |      |                 |       | 3.3                                                                                 |       | 3.0  |    | 3.0     |       |      |  | 3.0  |  |
| Queue Clearance Time ( g s ), s                 |       |                          |     |                                                                                    |      | 26.8                             |      |                 |       | 8.9                                                                                 |       | 8.7  |    | 26.1    |       |      |  | 16.6 |  |
| Green Extension Time ( g e ), s                 |       |                          |     |                                                                                    |      | 1.8                              |      |                 |       | 0.5                                                                                 |       | 0.4  |    | 7.4     |       |      |  | 4.2  |  |
| Phase Call Probability                          |       |                          |     |                                                                                    |      | 1.00                             |      |                 |       | 1.00                                                                                |       | 1.00 |    | 1.00    |       |      |  | 1.00 |  |
| Max Out Probability                             |       |                          |     |                                                                                    |      | 0.03                             |      |                 |       | 0.00                                                                                |       | 0.00 |    | 0.19    |       |      |  | 0.07 |  |
| Movement Group Results                          |       |                          |     | EB                                                                                 |      |                                  | WB   |                 |       | NB                                                                                  |       |      | SB |         |       |      |  |      |  |
| Approach Movement                               |       |                          |     | L                                                                                  | T    | R                                | L    | T               | R     | L                                                                                   | T     | R    | L  | T       | R     |      |  |      |  |
| Assigned Movement                               |       |                          |     | 7                                                                                  |      | 14                               | 3    | 8               | 18    | 5                                                                                   | 2     | 12   |    | 6       | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |       |                          |     | 404                                                                                |      | 471                              |      | 117             | 106   | 246                                                                                 | 1480  | 366  |    | 758     | 16    |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                          |     | 1781                                                                               |      | 1585                             |      | 1838            | 1585  | 1730                                                                                | 1698  |      |    | 1698    | 1585  |      |  |      |  |
| Queue Service Time ( g s ), s                   |       |                          |     | 22.5                                                                               |      | 24.8                             |      | 6.5             | 6.9   | 6.7                                                                                 | 24.1  |      |    | 14.6    | 0.8   |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |       |                          |     | 22.5                                                                               |      | 24.8                             |      | 6.5             | 6.9   | 6.7                                                                                 | 24.1  |      |    | 14.6    | 0.8   |      |  |      |  |
| Green Ratio ( g/C )                             |       |                          |     | 0.27                                                                               |      | 0.44                             |      | 0.09            | 0.09  | 0.17                                                                                | 0.44  |      |    | 0.21    | 0.21  |      |  |      |  |
| Capacity ( c ), veh/h                           |       |                          |     | 484                                                                                |      | 702                              |      | 163             | 141   | 592                                                                                 | 2245  |      |    | 1045    | 325   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |       |                          |     | 0.835                                                                              |      | 0.670                            |      | 0.715           | 0.754 | 0.416                                                                               | 0.659 |      |    | 0.725   | 0.049 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                          |     | 389.8                                                                              |      | 352.5                            |      | 141.2           | 130.4 | 125.8                                                                               | 338.1 |      |    | 237.9   | 14.4  |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                          |     | 15.3                                                                               |      | 13.9                             |      | 5.6             | 5.1   | 5.0                                                                                 | 13.3  |      |    | 9.4     | 0.6   |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                          |     | 0.00                                                                               |      | 0.00                             |      | 0.00            | 0.00  | 0.49                                                                                | 0.00  |      |    | 0.00    | 0.08  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |       |                          |     | 36.1                                                                               |      | 23.2                             |      | 46.6            | 46.8  | 38.9                                                                                | 23.2  |      |    | 39.1    | 33.6  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |       |                          |     | 4.6                                                                                |      | 0.8                              |      | 2.2             | 3.1   | 0.1                                                                                 | 0.5   |      |    | 0.3     | 0.0   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |       |                          |     | 0.0                                                                                |      | 0.0                              |      | 0.0             | 0.0   | 0.0                                                                                 | 0.0   |      |    | 0.0     | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |       |                          |     | 40.7                                                                               |      | 24.0                             |      | 48.8            | 49.9  | 39.1                                                                                | 23.7  | 0.0  |    | 39.4    | 33.6  |      |  |      |  |
| Level of Service (LOS)                          |       |                          |     | D                                                                                  |      | C                                |      | D               | D     | D                                                                                   | C     | A    |    | D       | C     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |       |                          |     | 31.7                                                                               |      | C                                |      | 49.3            |       | D                                                                                   |       | 21.3 |    | C       |       | 39.2 |  | D    |  |
| Intersection Delay, s/veh / LOS                 |       |                          |     | 28.7                                                                               |      |                                  |      |                 |       |                                                                                     |       |      |    | C       |       |      |  |      |  |
| Multimodal Results                              |       |                          |     | EB                                                                                 |      |                                  | WB   |                 |       | NB                                                                                  |       |      | SB |         |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |       |                          |     | 2.86                                                                               |      | C                                |      | 2.75            |       | C                                                                                   |       | 1.91 |    | B       |       | 2.13 |  | B    |  |
| Bicycle LOS Score / LOS                         |       |                          |     |                                                                                    |      | F                                |      | 0.86            |       | A                                                                                   |       | 1.64 |    | B       |       | 0.91 |  | A    |  |

# HCS7 Signalized Intersection Results Summary

| General Information                             |  |                          |                 |                                                                                    |      | Intersection Information         |      |                 |       |  |       |                                                                                     |    |                                                                                     |       |                                                                                     |  |      |  |
|-------------------------------------------------|--|--------------------------|-----------------|------------------------------------------------------------------------------------|------|----------------------------------|------|-----------------|-------|-------------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|----|-------------------------------------------------------------------------------------|-------|-------------------------------------------------------------------------------------|--|------|--|
| Agency                                          |  | MEP                      |                 |                                                                                    |      | Duration, h                      |      | 0.250           |       |                                                                                     |       |                                                                                     |    |                                                                                     |       |                                                                                     |  |      |  |
| Analyst                                         |  | MEP                      |                 | Analysis Date                                                                      |      | Nov 21, 2022                     |      | Area Type       |       |                                                                                     |       |                                                                                     |    | Other                                                                               |       |                                                                                     |  |      |  |
| Jurisdiction                                    |  |                          |                 | Time Period                                                                        |      |                                  |      | PHF             |       |                                                                                     |       |                                                                                     |    | 0.95                                                                                |       |                                                                                     |  |      |  |
| Urban Street                                    |  |                          |                 | Analysis Year                                                                      |      | 2025                             |      | Analysis Period |       |                                                                                     |       |                                                                                     |    | 1> 16:00                                                                            |       |                                                                                     |  |      |  |
| Intersection                                    |  | US 1 & Royal Palm Way    |                 | File Name                                                                          |      | 7b. US 1 & Royal Palm Way PM.xus |      |                 |       |                                                                                     |       |                                                                                     |    |                                                                                     |       |                                                                                     |  |      |  |
| Project Description                             |  | 2025 PM Post-Development |                 |                                                                                    |      |                                  |      |                 |       |                                                                                     |       |                                                                                     |    |                                                                                     |       |                                                                                     |  |      |  |
| Demand Information                              |  |                          |                 | EB                                                                                 |      |                                  | WB   |                 |       | NB                                                                                  |       |                                                                                     | SB |                                                                                     |       |                                                                                     |  |      |  |
| Approach Movement                               |  |                          |                 | L                                                                                  | T    | R                                | L    | T               | R     | L                                                                                   | T     | R                                                                                   | L  | T                                                                                   | R     |                                                                                     |  |      |  |
| Demand ( v ), veh/h                             |  |                          |                 | 206                                                                                |      | 399                              | 72   | 77              | 76    | 361                                                                                 | 1119  | 156                                                                                 |    | 1636                                                                                | 393   |                                                                                     |  |      |  |
| Signal Information                              |  |                          |                 |  |      |                                  |      |                 |       |  |       |  |    |  |       |  |  |      |  |
| Cycle, s                                        |  | 139.2                    | Reference Phase |                                                                                    |      |                                  |      |                 |       |                                                                                     |       |                                                                                     |    |                                                                                     |       |                                                                                     |  | 2    |  |
| Offset, s                                       |  | 0                        | Reference Point |                                                                                    |      |                                  |      |                 |       |                                                                                     |       |                                                                                     |    |                                                                                     |       |                                                                                     |  | End  |  |
| Uncoordinated                                   |  | Yes                      | Simult. Gap E/W |                                                                                    |      |                                  |      |                 |       |                                                                                     |       |                                                                                     |    |                                                                                     |       |                                                                                     |  | On   |  |
| Force Mode                                      |  | Fixed                    | Simult. Gap N/S |                                                                                    |      |                                  |      |                 |       |                                                                                     |       |                                                                                     |    |                                                                                     |       |                                                                                     |  | On   |  |
|                                                 |  |                          |                 | Green                                                                              | 18.0 | 45.0                             | 34.3 | 14.2            | 0.0   | 0.0                                                                                 |       |                                                                                     |    |                                                                                     |       |                                                                                     |  |      |  |
|                                                 |  |                          |                 | Yellow                                                                             | 4.8  | 4.8                              | 4.4  | 3.7             | 0.0   | 0.0                                                                                 |       |                                                                                     |    |                                                                                     |       |                                                                                     |  |      |  |
|                                                 |  |                          |                 | Red                                                                                | 2.0  | 2.0                              | 2.0  | 4.0             | 0.0   | 0.0                                                                                 |       |                                                                                     |    |                                                                                     |       |                                                                                     |  |      |  |
| Timer Results                                   |  |                          |                 | EBL                                                                                |      | EBT                              |      | WBL             |       | WBT                                                                                 |       | NBL                                                                                 |    | NBT                                                                                 |       | SBL                                                                                 |  | SBT  |  |
| Assigned Phase                                  |  |                          |                 |                                                                                    |      | 4                                |      |                 |       | 8                                                                                   |       | 5                                                                                   |    | 2                                                                                   |       |                                                                                     |  | 6    |  |
| Case Number                                     |  |                          |                 |                                                                                    |      | 9.0                              |      |                 |       | 11.0                                                                                |       | 2.0                                                                                 |    | 3.0                                                                                 |       |                                                                                     |  | 7.3  |  |
| Phase Duration, s                               |  |                          |                 |                                                                                    |      | 40.7                             |      |                 |       | 21.9                                                                                |       | 24.8                                                                                |    | 76.6                                                                                |       |                                                                                     |  | 51.8 |  |
| Change Period, ( Y+R c ), s                     |  |                          |                 |                                                                                    |      | 6.4                              |      |                 |       | 7.7                                                                                 |       | 6.8                                                                                 |    | 6.8                                                                                 |       |                                                                                     |  | 6.8  |  |
| Max Allow Headway ( MAH ), s                    |  |                          |                 |                                                                                    |      | 3.3                              |      |                 |       | 3.3                                                                                 |       | 3.0                                                                                 |    | 3.0                                                                                 |       |                                                                                     |  | 3.0  |  |
| Queue Clearance Time ( g s ), s                 |  |                          |                 |                                                                                    |      | 33.3                             |      |                 |       | 13.7                                                                                |       | 17.0                                                                                |    | 22.9                                                                                |       |                                                                                     |  | 47.0 |  |
| Green Extension Time ( g e ), s                 |  |                          |                 |                                                                                    |      | 1.0                              |      |                 |       | 0.5                                                                                 |       | 0.3                                                                                 |    | 11.1                                                                                |       |                                                                                     |  | 0.0  |  |
| Phase Call Probability                          |  |                          |                 |                                                                                    |      | 1.00                             |      |                 |       | 1.00                                                                                |       | 1.00                                                                                |    | 1.00                                                                                |       |                                                                                     |  | 1.00 |  |
| Max Out Probability                             |  |                          |                 |                                                                                    |      | 0.21                             |      |                 |       | 0.00                                                                                |       | 0.98                                                                                |    | 0.33                                                                                |       |                                                                                     |  | 1.00 |  |
| Movement Group Results                          |  |                          |                 | EB                                                                                 |      |                                  | WB   |                 |       | NB                                                                                  |       |                                                                                     | SB |                                                                                     |       |                                                                                     |  |      |  |
| Approach Movement                               |  |                          |                 | L                                                                                  | T    | R                                | L    | T               | R     | L                                                                                   | T     | R                                                                                   | L  | T                                                                                   | R     |                                                                                     |  |      |  |
| Assigned Movement                               |  |                          |                 | 7                                                                                  |      | 14                               | 3    | 8               | 18    | 5                                                                                   | 2     | 12                                                                                  |    | 6                                                                                   | 16    |                                                                                     |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |  |                          |                 | 217                                                                                |      | 420                              |      | 157             | 80    | 380                                                                                 | 1178  | 164                                                                                 |    | 1722                                                                                | 305   |                                                                                     |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |  |                          |                 | 1781                                                                               |      | 1585                             |      | 1826            | 1585  | 1730                                                                                | 1698  |                                                                                     |    | 1698                                                                                | 1585  |                                                                                     |  |      |  |
| Queue Service Time ( g s ), s                   |  |                          |                 | 14.5                                                                               |      | 31.3                             |      | 11.7            | 6.6   | 15.0                                                                                | 20.9  |                                                                                     |    | 45.0                                                                                | 22.5  |                                                                                     |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |  |                          |                 | 14.5                                                                               |      | 31.3                             |      | 11.7            | 6.6   | 15.0                                                                                | 20.9  |                                                                                     |    | 45.0                                                                                | 22.5  |                                                                                     |  |      |  |
| Green Ratio ( g/C )                             |  |                          |                 | 0.25                                                                               |      | 0.38                             |      | 0.10            | 0.10  | 0.13                                                                                | 0.50  |                                                                                     |    | 0.32                                                                                | 0.32  |                                                                                     |  |      |  |
| Capacity ( c ), veh/h                           |  |                          |                 | 439                                                                                |      | 595                              |      | 187             | 162   | 447                                                                                 | 2554  |                                                                                     |    | 1647                                                                                | 512   |                                                                                     |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |  |                          |                 | 0.494                                                                              |      | 0.705                            |      | 0.841           | 0.494 | 0.850                                                                               | 0.461 |                                                                                     |    | 1.046                                                                               | 0.596 |                                                                                     |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |  |                          |                 | 270.4                                                                              |      | 461.5                            |      | 244.4           | 125.3 | 282.4                                                                               | 314.9 |                                                                                     |    | 811.1                                                                               | 336.6 |                                                                                     |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |  |                          |                 | 10.6                                                                               |      | 18.2                             |      | 9.6             | 4.9   | 11.1                                                                                | 12.4  |                                                                                     |    | 31.9                                                                                | 13.3  |                                                                                     |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |  |                          |                 | 0.00                                                                               |      | 0.00                             |      | 0.00            | 0.00  | 1.11                                                                                | 0.00  |                                                                                     |    | 0.00                                                                                | 1.77  |                                                                                     |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |  |                          |                 | 45.0                                                                               |      | 36.9                             |      | 61.4            | 59.1  | 59.3                                                                                | 22.5  |                                                                                     |    | 47.1                                                                                | 39.5  |                                                                                     |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |  |                          |                 | 0.3                                                                                |      | 2.3                              |      | 3.9             | 0.9   | 9.9                                                                                 | 0.0   |                                                                                     |    | 33.9                                                                                | 1.2   |                                                                                     |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |  |                          |                 | 0.0                                                                                |      | 0.0                              |      | 0.0             | 0.0   | 0.0                                                                                 | 0.0   |                                                                                     |    | 0.0                                                                                 | 0.0   |                                                                                     |  |      |  |
| Control Delay ( d ), s/veh                      |  |                          |                 | 45.3                                                                               |      | 39.3                             |      | 65.3            | 60.0  | 69.2                                                                                | 22.6  | 0.0                                                                                 |    | 81.0                                                                                | 40.7  |                                                                                     |  |      |  |
| Level of Service (LOS)                          |  |                          |                 | D                                                                                  |      | D                                |      | E               | E     | E                                                                                   | C     | A                                                                                   |    | F                                                                                   | D     |                                                                                     |  |      |  |
| Approach Delay, s/veh / LOS                     |  |                          |                 | 41.3                                                                               |      | D                                |      | 63.5            |       | E                                                                                   |       | 30.7                                                                                |    | C                                                                                   |       | 75.0                                                                                |  | E    |  |
| Intersection Delay, s/veh / LOS                 |  |                          |                 | 53.3                                                                               |      |                                  |      |                 |       | D                                                                                   |       |                                                                                     |    |                                                                                     |       |                                                                                     |  |      |  |
| Multimodal Results                              |  |                          |                 | EB                                                                                 |      |                                  | WB   |                 |       | NB                                                                                  |       |                                                                                     | SB |                                                                                     |       |                                                                                     |  |      |  |
| Pedestrian LOS Score / LOS                      |  |                          |                 | 2.87                                                                               |      | C                                |      | 2.77            |       | C                                                                                   |       | 1.91                                                                                |    | B                                                                                   |       | 2.13                                                                                |  | B    |  |
| Bicycle LOS Score / LOS                         |  |                          |                 |                                                                                    |      | F                                |      | 0.88            |       | A                                                                                   |       | 1.43                                                                                |    | A                                                                                   |       | 1.60                                                                                |  | B    |  |



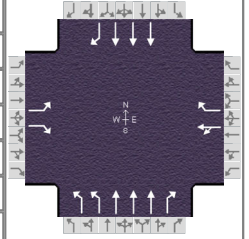
# HCS7 Signalized Intersection Results Summary

## General Information

|                     |                          |
|---------------------|--------------------------|
| Agency              | MEP                      |
| Analyst             | MEP                      |
| Jurisdiction        |                          |
| Urban Street        |                          |
| Intersection        | US 1 & Royal Palm Way    |
| Project Description | 2025 PM Post-Development |

## Intersection Information

|                 |          |
|-----------------|----------|
| Duration, h     | 0.250    |
| Area Type       | Other    |
| PHF             | 0.95     |
| Analysis Period | 1> 16:00 |



## Demand Information

|                     | EB  |   |     | WB |    |    | NB  |      |     | SB |      |     |
|---------------------|-----|---|-----|----|----|----|-----|------|-----|----|------|-----|
| Approach Movement   | L   | T | R   | L  | T  | R  | L   | T    | R   | L  | T    | R   |
| Demand ( v ), veh/h | 206 |   | 409 | 72 | 77 | 76 | 367 | 1130 | 156 |    | 1652 | 393 |

## Signal Information

|               |       |                 |     |
|---------------|-------|-----------------|-----|
| Cycle, s      | 140.4 | Reference Phase | 2   |
| Offset, s     | 0     | Reference Point | End |
| Uncoordinated | Yes   | Simult. Gap E/W | On  |
| Force Mode    | Fixed | Simult. Gap N/S | On  |

## Timer Results

|                                            | EBL | EBT  | WBL | WBT  | NBL  | NBT  | SBL | SBT  |
|--------------------------------------------|-----|------|-----|------|------|------|-----|------|
| Assigned Phase                             |     | 4    |     | 8    | 5    | 2    |     | 6    |
| Case Number                                |     | 9.0  |     | 11.0 | 2.0  | 3.0  |     | 7.3  |
| Phase Duration, s                          |     | 41.7 |     | 22.0 | 24.8 | 76.6 |     | 51.8 |
| Change Period, ( Y+R <sub>c</sub> ), s     |     | 6.4  |     | 7.7  | 6.8  | 6.8  |     | 6.8  |
| Max Allow Headway ( MAH ), s               |     | 3.3  |     | 3.3  | 3.0  | 3.0  |     | 3.0  |
| Queue Clearance Time ( g <sub>s</sub> ), s |     | 34.4 |     | 13.8 | 17.4 | 23.5 |     | 47.0 |
| Green Extension Time ( g <sub>e</sub> ), s |     | 0.9  |     | 0.5  | 0.3  | 11.1 |     | 0.0  |
| Phase Call Probability                     |     | 1.00 |     | 1.00 | 1.00 | 1.00 |     | 1.00 |
| Max Out Probability                        |     | 0.36 |     | 0.00 | 1.00 | 0.35 |     | 1.00 |

## Movement Group Results

|                                                  | EB    |   |       | WB |       |       | NB    |       |     | SB |       |       |
|--------------------------------------------------|-------|---|-------|----|-------|-------|-------|-------|-----|----|-------|-------|
| Approach Movement                                | L     | T | R     | L  | T     | R     | L     | T     | R   | L  | T     | R     |
| Assigned Movement                                | 7     |   | 14    | 3  | 8     | 18    | 5     | 2     | 12  |    | 6     | 16    |
| Adjusted Flow Rate ( v ), veh/h                  | 217   |   | 431   |    | 157   | 80    | 386   | 1189  | 164 |    | 1739  | 305   |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln    | 1781  |   | 1585  |    | 1826  | 1585  | 1730  | 1698  |     |    | 1698  | 1585  |
| Queue Service Time ( g <sub>s</sub> ), s         | 14.6  |   | 32.4  |    | 11.8  | 6.7   | 15.4  | 21.5  |     |    | 45.0  | 22.7  |
| Cycle Queue Clearance Time ( g <sub>c</sub> ), s | 14.6  |   | 32.4  |    | 11.8  | 6.7   | 15.4  | 21.5  |     |    | 45.0  | 22.7  |
| Green Ratio ( g/C )                              | 0.25  |   | 0.38  |    | 0.10  | 0.10  | 0.13  | 0.50  |     |    | 0.32  | 0.32  |
| Capacity ( c ), veh/h                            | 448   |   | 602   |    | 186   | 162   | 444   | 2534  |     |    | 1633  | 508   |
| Volume-to-Capacity Ratio ( X )                   | 0.483 |   | 0.715 |    | 0.842 | 0.495 | 0.871 | 0.469 |     |    | 1.065 | 0.601 |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)   | 270.5 |   | 477.1 |    | 246   | 126.4 | 292.6 | 323.5 |     |    | 850.4 | 340.7 |
| Back of Queue ( Q ), veh/ln ( 95 th percentile)  | 10.7  |   | 18.8  |    | 9.7   | 5.0   | 11.5  | 12.7  |     |    | 33.5  | 13.4  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)   | 0.00  |   | 0.00  |    | 0.00  | 0.00  | 1.15  | 0.00  |     |    | 0.00  | 1.79  |
| Uniform Delay ( d <sub>1</sub> ), s/veh          | 44.7  |   | 37.0  |    | 61.9  | 59.6  | 60.0  | 23.1  |     |    | 47.7  | 40.1  |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 0.3   |   | 2.7   |    | 3.9   | 0.9   | 12.0  | 0.0   |     |    | 40.5  | 1.2   |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   |   | 0.0   |    | 0.0   | 0.0   | 0.0   | 0.0   |     |    | 0.0   | 0.0   |
| Control Delay ( d ), s/veh                       | 45.0  |   | 39.7  |    | 65.8  | 60.5  | 72.0  | 23.2  | 0.0 |    | 88.2  | 41.4  |
| Level of Service ( LOS )                         | D     |   | D     |    | E     | E     | E     | C     | A   |    | F     | D     |
| Approach Delay, s/veh / LOS                      | 41.5  |   | D     |    | 64.0  | E     | 31.8  | C     |     |    | 81.2  | F     |
| Intersection Delay, s/veh / LOS                  | 56.4  |   |       |    |       |       | E     |       |     |    |       |       |

## Multimodal Results

|                            | EB   |  |   | WB |      |   | NB   |  |   | SB |      |   |
|----------------------------|------|--|---|----|------|---|------|--|---|----|------|---|
| Pedestrian LOS Score / LOS | 2.87 |  | C |    | 2.77 | C | 1.91 |  | B |    | 2.13 | B |
| Bicycle LOS Score / LOS    |      |  | F |    | 0.88 | A | 1.44 |  | A |    | 1.61 | B |

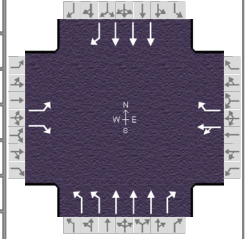
# HCS7 Signalized Intersection Results Summary

## General Information

|                     |                              |               |                                      |
|---------------------|------------------------------|---------------|--------------------------------------|
| Agency              | MEP                          | Analysis Date | Nov 21, 2022                         |
| Analyst             | MEP                          | Time Period   |                                      |
| Jurisdiction        |                              | Analysis Year | 2025                                 |
| Urban Street        |                              | File Name     | 7b. US 1 & Royal Palm Way PM-IMP.xus |
| Intersection        | US 1 & Royal Palm Way        |               |                                      |
| Project Description | 2025 PM Post-Development-IMP |               |                                      |

## Intersection Information

|                 |          |
|-----------------|----------|
| Duration, h     | 0.250    |
| Area Type       | Other    |
| PHF             | 0.95     |
| Analysis Period | 1> 16:00 |



## Demand Information

|                     | EB  |   |     | WB |    |    | NB  |      |     | SB |      |     |
|---------------------|-----|---|-----|----|----|----|-----|------|-----|----|------|-----|
| Approach Movement   | L   | T | R   | L  | T  | R  | L   | T    | R   | L  | T    | R   |
| Demand ( v ), veh/h | 206 |   | 409 | 72 | 77 | 76 | 367 | 1130 | 156 |    | 1652 | 393 |

## Signal Information

|               |       |                 |     |
|---------------|-------|-----------------|-----|
| Cycle, s      | 141.8 | Reference Phase | 2   |
| Offset, s     | 0     | Reference Point | End |
| Uncoordinated | Yes   | Simult. Gap E/W | On  |
| Force Mode    | Fixed | Simult. Gap N/S | On  |

## Timer Results

|                                            | EBL | EBT  | WBL | WBT  | NBL  | NBT  | SBL | SBT  |
|--------------------------------------------|-----|------|-----|------|------|------|-----|------|
| Assigned Phase                             |     | 4    |     | 8    | 5    | 2    |     | 6    |
| Case Number                                |     | 9.0  |     | 11.0 | 2.0  | 3.0  |     | 7.3  |
| Phase Duration, s                          |     | 36.4 |     | 22.1 | 24.8 | 83.2 |     | 58.4 |
| Change Period, ( Y+R <sub>c</sub> ), s     |     | 6.4  |     | 7.7  | 6.8  | 6.8  |     | 6.8  |
| Max Allow Headway ( MAH ), s               |     | 3.3  |     | 3.3  | 3.0  | 3.0  |     | 3.0  |
| Queue Clearance Time ( g <sub>s</sub> ), s |     | 32.0 |     | 14.0 | 17.6 | 21.9 |     | 48.7 |
| Green Extension Time ( g <sub>e</sub> ), s |     | 0.0  |     | 0.5  | 0.3  | 11.4 |     | 2.9  |
| Phase Call Probability                     |     | 1.00 |     | 1.00 | 1.00 | 1.00 |     | 1.00 |
| Max Out Probability                        |     | 1.00 |     | 0.00 | 1.00 | 0.32 |     | 0.83 |

## Movement Group Results

|                                                  | EB    |   |       | WB |       |       | NB    |       |     | SB |       |       |
|--------------------------------------------------|-------|---|-------|----|-------|-------|-------|-------|-----|----|-------|-------|
| Approach Movement                                | L     | T | R     | L  | T     | R     | L     | T     | R   | L  | T     | R     |
| Assigned Movement                                | 7     |   | 14    | 3  | 8     | 18    | 5     | 2     | 12  |    | 6     | 16    |
| Adjusted Flow Rate ( v ), veh/h                  | 217   |   | 431   |    | 157   | 80    | 386   | 1189  | 164 |    | 1739  | 305   |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln    | 1781  |   | 1585  |    | 1826  | 1585  | 1730  | 1698  |     |    | 1698  | 1585  |
| Queue Service Time ( g <sub>s</sub> ), s         | 15.5  |   | 30.0  |    | 12.0  | 6.8   | 15.6  | 19.9  |     |    | 46.7  | 21.5  |
| Cycle Queue Clearance Time ( g <sub>c</sub> ), s | 15.5  |   | 30.0  |    | 12.0  | 6.8   | 15.6  | 19.9  |     |    | 46.7  | 21.5  |
| Green Ratio ( g/C )                              | 0.21  |   | 0.34  |    | 0.10  | 0.10  | 0.13  | 0.54  |     |    | 0.36  | 0.36  |
| Capacity ( c ), veh/h                            | 377   |   | 537   |    | 186   | 161   | 439   | 2747  |     |    | 1855  | 577   |
| Volume-to-Capacity Ratio ( X )                   | 0.575 |   | 0.802 |    | 0.843 | 0.495 | 0.880 | 0.433 |     |    | 0.937 | 0.529 |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)   | 289.5 |   | 534.1 |    | 248.2 | 127.8 | 297.5 | 299.5 |     |    | 690.3 | 318.9 |
| Back of Queue ( Q ), veh/ln ( 95 th percentile)  | 11.4  |   | 21.0  |    | 9.8   | 5.0   | 11.7  | 11.8  |     |    | 27.2  | 12.6  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)   | 0.00  |   | 0.00  |    | 0.00  | 0.00  | 1.17  | 0.00  |     |    | 0.00  | 1.68  |
| Uniform Delay ( d <sub>1</sub> ), s/veh          | 50.2  |   | 42.6  |    | 62.6  | 60.2  | 60.8  | 19.6  |     |    | 43.5  | 35.5  |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 1.4   |   | 7.9   |    | 4.0   | 0.9   | 13.1  | 0.0   |     |    | 7.8   | 0.2   |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   |   | 0.0   |    | 0.0   | 0.0   | 0.0   | 0.0   |     |    | 0.0   | 0.0   |
| Control Delay ( d ), s/veh                       | 51.6  |   | 50.5  |    | 66.5  | 61.1  | 73.9  | 19.7  | 0.0 |    | 51.3  | 35.7  |
| Level of Service ( LOS )                         | D     |   | D     |    | E     | E     | E     | B     | A   |    | D     | D     |
| Approach Delay, s/veh / LOS                      | 50.9  |   | D     |    | 64.7  | E     | 29.9  | C     |     |    | 49.0  | D     |
| Intersection Delay, s/veh / LOS                  | 42.9  |   |       |    |       |       | D     |       |     |    |       |       |

## Multimodal Results

|                            | EB   |  |   | WB |      |   | NB |      |   | SB |      |   |
|----------------------------|------|--|---|----|------|---|----|------|---|----|------|---|
| Pedestrian LOS Score / LOS | 2.87 |  | C |    | 2.77 | C |    | 1.91 | B |    | 2.12 | B |
| Bicycle LOS Score / LOS    |      |  | F |    | 0.88 | A |    | 1.44 | A |    | 1.61 | B |

# HCS7 Two-Way Stop-Control Report

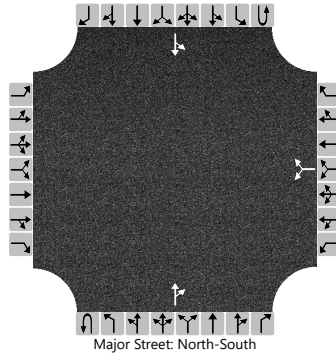
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 11/21/2022              |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | North-South             |
| Project Description      | 2025 AM PRE-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 8th Ave |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 8th Avenue       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |    |   | Northbound |   |    |    | Southbound |    |   |   |
|----------------------------|-----------|----|----|----|-----------|---|----|---|------------|---|----|----|------------|----|---|---|
| Movement                   | U         | L  | T  | R  | U         | L | T  | R | U          | L | T  | R  | U          | L  | T | R |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8  | 9 | 1U         | 1 | 2  | 3  | 4U         | 4  | 5 | 6 |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0 | 1  | 0 | 0          | 0 | 1  | 0  | 0          | 0  | 1 | 0 |
| Configuration              |           |    |    |    |           |   | LR |   |            |   |    | TR |            | LT |   |   |
| Volume (veh/h)             |           |    |    |    |           | 5 |    | 3 |            |   | 12 | 16 |            | 4  | 8 |   |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 2 |    | 2 |            |   |    |    |            | 2  |   |   |
| Proportion Time Blocked    |           |    |    |    |           |   |    |   |            |   |    |    |            |    |   |   |
| Percent Grade (%)          |           |    |    |    | 0         |   |    |   |            |   |    |    |            |    |   |   |
| Right Turn Channelized     |           |    |    |    |           |   |    |   |            |   |    |    |            |    |   |   |
| Median Type   Storage      |           |    |    |    | Undivided |   |    |   |            |   |    |    |            |    |   |   |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |      |  |  |  |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|--|------|--|--|--|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 6.42 |  | 6.22 |  |  |  |  |  |  | 4.12 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  | 3.32 |  |  |  |  |  |  | 2.22 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |  |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 8    |  |  |  |  |  |     | 4    |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1310 |  |  |  |  |  |     | 1584 |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.01 |  |  |  |  |  |     | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.8  |  |  |  |  |  |     | 7.3  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |  |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 7.8 |      |  |  |  |  |  | 2.4 |      |  |  |
| Approach LOS                            |  |  |  |  | A   |      |  |  |  |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

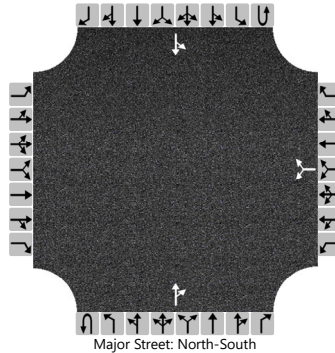
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 11/21/2022               |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | North-South              |
| Project Description      | 2025 AM Post-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 8th Ave |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 8th Avenue       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |    |   | Northbound |   |    |    | Southbound |    |   |   |
|----------------------------|-----------|----|----|----|-----------|---|----|---|------------|---|----|----|------------|----|---|---|
| Movement                   | U         | L  | T  | R  | U         | L | T  | R | U          | L | T  | R  | U          | L  | T | R |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8  | 9 | 1U         | 1 | 2  | 3  | 4U         | 4  | 5 | 6 |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0 | 1  | 0 | 0          | 0 | 1  | 0  | 0          | 0  | 1 | 0 |
| Configuration              |           |    |    |    |           |   | LR |   |            |   |    | TR |            | LT |   |   |
| Volume (veh/h)             |           |    |    |    |           | 5 |    | 3 |            |   | 12 | 16 |            | 4  | 8 |   |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 2 |    | 2 |            |   |    |    |            | 2  |   |   |
| Proportion Time Blocked    |           |    |    |    |           |   |    |   |            |   |    |    |            |    |   |   |
| Percent Grade (%)          |           |    |    |    | 0         |   |    |   |            |   |    |    |            |    |   |   |
| Right Turn Channelized     |           |    |    |    |           |   |    |   |            |   |    |    |            |    |   |   |
| Median Type   Storage      | Undivided |    |    |    |           |   |    |   |            |   |    |    |            |    |   |   |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |      |  |  |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|--|------|--|--|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 6.42 |  | 6.22 |  |  |  |  |  | 4.12 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  | 3.32 |  |  |  |  |  | 2.22 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |  |  |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 8    |  |  |  |  |  |  |     | 4    |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1310 |  |  |  |  |  |  |     | 1584 |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.01 |  |  |  |  |  |  |     | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |  |  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.8  |  |  |  |  |  |  |     | 7.3  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |  |  |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 7.8 |      |  |  |  |  |  |  | 2.4 |      |  |  |
| Approach LOS                            |  |  |  |  | A   |      |  |  |  |  |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

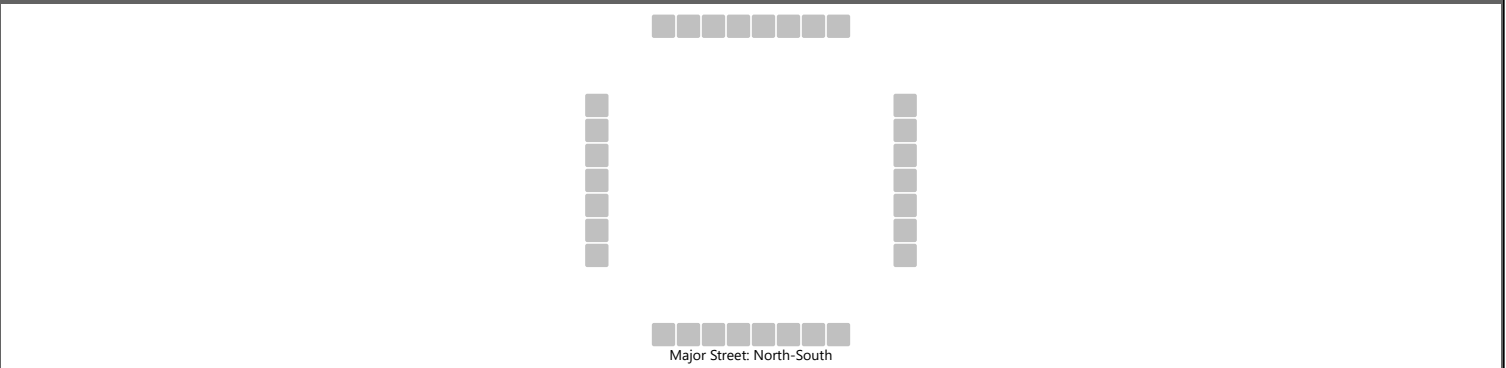
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 11/21/2022              |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | North-South             |
| Project Description      | 2025 PM PRE-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 8th Ave |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 8th Avenue       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |    |   | Northbound |   |    |    | Southbound |    |    |   |
|----------------------------|-----------|----|----|----|-----------|---|----|---|------------|---|----|----|------------|----|----|---|
| Movement                   | U         | L  | T  | R  | U         | L | T  | R | U          | L | T  | R  | U          | L  | T  | R |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8  | 9 | 1U         | 1 | 2  | 3  | 4U         | 4  | 5  | 6 |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0 | 1  | 0 | 0          | 0 | 1  | 0  | 0          | 0  | 1  | 0 |
| Configuration              |           |    |    |    |           |   | LR |   |            |   |    | TR |            | LT |    |   |
| Volume (veh/h)             |           |    |    |    |           | 6 |    | 2 |            |   | 18 | 3  |            | 1  | 11 |   |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 2 |    | 2 |            |   |    |    |            | 2  |    |   |
| Proportion Time Blocked    |           |    |    |    |           |   |    |   |            |   |    |    |            |    |    |   |
| Percent Grade (%)          |           |    |    |    | 0         |   |    |   |            |   |    |    |            |    |    |   |
| Right Turn Channelized     |           |    |    |    |           |   |    |   |            |   |    |    |            |    |    |   |
| Median Type   Storage      | Undivided |    |    |    |           |   |    |   |            |   |    |    |            |    |    |   |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |      |  |  |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|--|------|--|--|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 6.42 |  | 6.22 |  |  |  |  |  | 4.12 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  | 3.32 |  |  |  |  |  | 2.22 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |  |     |      |  |  |  |  |  |  |      |  |  |
|-----------------------------------------|--|--|--|--|--|-----|------|--|--|--|--|--|--|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |  |     | 8    |  |  |  |  |  |  | 1    |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |  |     | 1383 |  |  |  |  |  |  | 1593 |  |  |
| v/c Ratio                               |  |  |  |  |  |     | 0.01 |  |  |  |  |  |  | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |  |     | 0.0  |  |  |  |  |  |  | 0.0  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |  |     | 7.6  |  |  |  |  |  |  | 7.3  |  |  |
| Level of Service (LOS)                  |  |  |  |  |  |     | A    |  |  |  |  |  |  | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  |  | 7.6 |      |  |  |  |  |  |  | 0.6  |  |  |
| Approach LOS                            |  |  |  |  |  | A   |      |  |  |  |  |  |  |      |  |  |



# HCS7 Two-Way Stop-Control Report

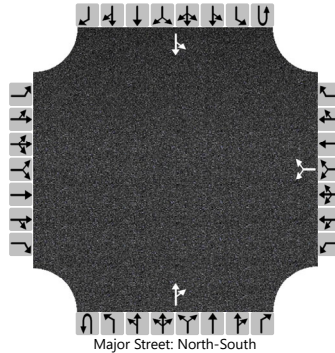
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 11/21/2022               |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | North-South              |
| Project Description      | 2025 PM Post-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 8th Ave |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 8th Avenue       |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |    |   | Northbound |   |    |    | Southbound |    |    |   |
|----------------------------|-----------|----|----|----|-----------|---|----|---|------------|---|----|----|------------|----|----|---|
| Movement                   | U         | L  | T  | R  | U         | L | T  | R | U          | L | T  | R  | U          | L  | T  | R |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8  | 9 | 1U         | 1 | 2  | 3  | 4U         | 4  | 5  | 6 |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0 | 1  | 0 | 0          | 0 | 1  | 0  | 0          | 0  | 1  | 0 |
| Configuration              |           |    |    |    |           |   | LR |   |            |   |    | TR |            | LT |    |   |
| Volume (veh/h)             |           |    |    |    |           | 6 |    | 2 |            |   | 18 | 3  |            | 1  | 11 |   |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 2 |    | 2 |            |   |    |    |            | 2  |    |   |
| Proportion Time Blocked    |           |    |    |    |           |   |    |   |            |   |    |    |            |    |    |   |
| Percent Grade (%)          |           |    |    |    | 0         |   |    |   |            |   |    |    |            |    |    |   |
| Right Turn Channelized     |           |    |    |    |           |   |    |   |            |   |    |    |            |    |    |   |
| Median Type   Storage      | Undivided |    |    |    |           |   |    |   |            |   |    |    |            |    |    |   |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |      |  |  |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|--|------|--|--|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 6.42 |  | 6.22 |  |  |  |  |  | 4.12 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  | 3.32 |  |  |  |  |  | 2.22 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |  |  |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|--|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 8    |  |  |  |  |  |  |     | 1    |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1383 |  |  |  |  |  |  |     | 1593 |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.01 |  |  |  |  |  |  |     | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |  |  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.6  |  |  |  |  |  |  |     | 7.3  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |  |  |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 7.6 |      |  |  |  |  |  |  | 0.6 |      |  |  |
| Approach LOS                            |  |  |  |  | A   |      |  |  |  |  |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

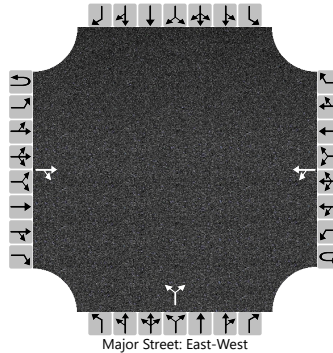
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 11/21/2022              |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | East-West               |
| Project Description      | 2025 AM PRE-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 8th Ter |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 8th Ter          |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |   |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|---|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5 | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1 | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |   |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 14 | 4  |           | 0  | 3 |   |            | 1 |    | 2 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 2  |   |   |            | 2 |    | 2 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |   |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |   |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |   |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |   |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.12 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 0    |  |  |     |  | 3    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1596 |  |  |     |  | 1039 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.00 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.0 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

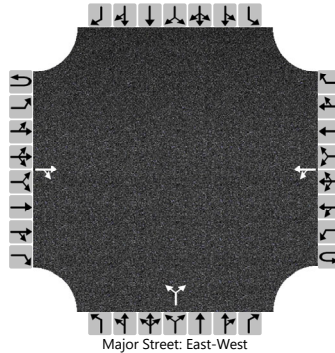
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 11/21/2022               |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | East-West                |
| Project Description      | 2025 AM Post-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 8th Ter |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 8th Ter          |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |    |    | Westbound |    |   |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|----|----|-----------|----|---|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T  | R  | U         | L  | T | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2  | 3  | 4U        | 4  | 5 | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1  | 0  | 0         | 0  | 1 | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |    | TR |           | LT |   |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 14 | 4  |           | 0  | 3 |   |            | 1 |    | 2 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |    |    |           | 2  |   |   |            | 2 |    | 2 |            |    |    |    |
| Proportion Time Blocked    |           |   |    |    |           |    |   |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |    |    |           |    |   |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |    |    |           |    |   |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |    |    |           |    |   |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.12 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 0    |  |  |     |  | 3    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1596 |  |  |     |  | 1039 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.00 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.3  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.0 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

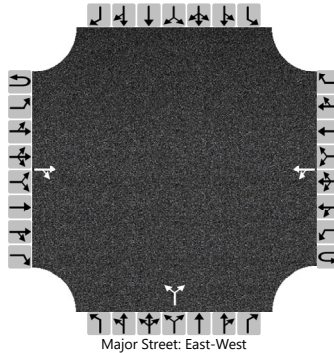
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 11/21/2022              |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | East-West               |
| Project Description      | 2025 PM PRE-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 8th Ter |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 8th Ter          |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |   |    | Westbound |    |   |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|---|----|-----------|----|---|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T | R  | U         | L  | T | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2 | 3  | 4U        | 4  | 5 | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1 | 0  | 0         | 0  | 1 | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |   | TR |           | LT |   |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 3 | 1  |           | 5  | 7 |   |            | 3 |    | 2 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |   |    |           | 2  |   |   |            | 2 |    | 2 |            |    |    |    |
| Proportion Time Blocked    |           |   |   |    |           |    |   |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |   |    |           |    |   |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |   |    |           |    |   |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |   |    |           |    |   |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.12 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 5    |  |  |     |  | 5    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1616 |  |  |     |  | 1025 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.2  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.0 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

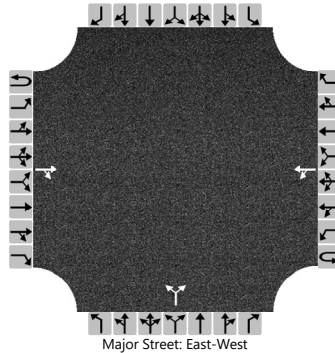
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 11/21/2022               |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | East-West                |
| Project Description      | 2025 PM Post-Development |

## Site Information

|                            |                  |
|----------------------------|------------------|
| Intersection               | 4th St & 8th Ter |
| Jurisdiction               |                  |
| East/West Street           | 4th Street       |
| North/South Street         | 8th Ter          |
| Peak Hour Factor           | 0.95             |
| Analysis Time Period (hrs) | 0.25             |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |   |    | Westbound |    |   |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|---|----|-----------|----|---|---|------------|---|----|---|------------|----|----|----|
| Movement                   | U         | L | T | R  | U         | L  | T | R | U          | L | T  | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2 | 3  | 4U        | 4  | 5 | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1 | 0  | 0         | 0  | 1 | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |   | TR |           | LT |   |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 3 | 1  |           | 5  | 7 |   |            | 3 |    | 2 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |   |    |           | 2  |   |   |            | 2 |    | 2 |            |    |    |    |
| Proportion Time Blocked    |           |   |   |    |           |    |   |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |   |    |           |    |   |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |   |    |           |    |   |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |   |    |           |    |   |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.12 |  |  |  | 6.42 |  | 6.22 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.22 |  |  |  | 3.52 |  | 3.32 |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |     |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|-----|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 5    |  |  |     |  | 5    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1616 |  |  |     |  | 1025 |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |     |  | 0.01 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |     |  | 0.0  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.2  |  |  |     |  | 8.5  |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |     |  | A    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 3.0 |      |  |  | 8.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | A   |  |      |  |  |  |  |  |



# HCS7 Two-Way Stop-Control Report

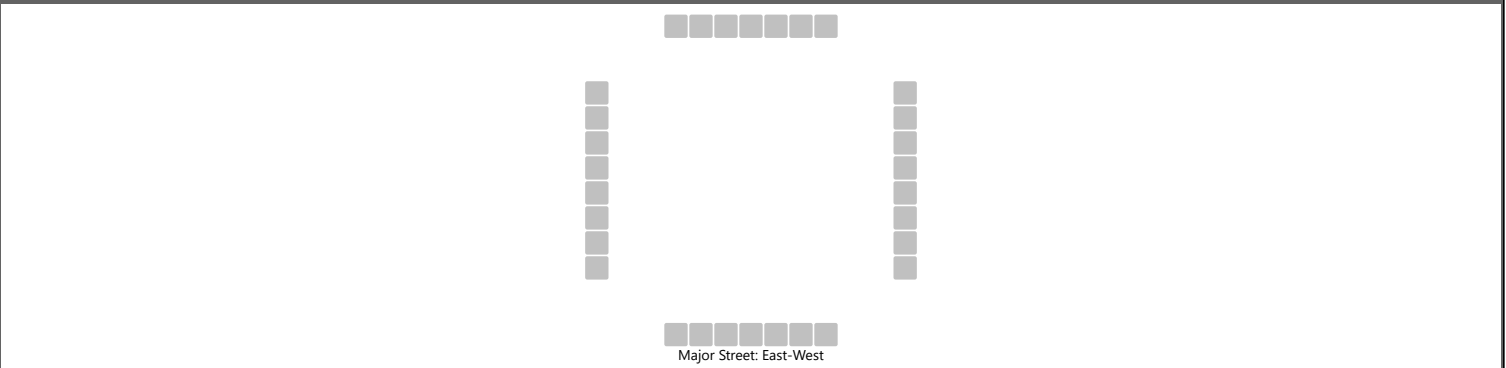
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 12/9/2022               |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | East-West               |
| Project Description      | 2025 AM PRE-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 8th Ave |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 8th Avenue         |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 45 | 280 |   |           |   | 107 | 20 |            |   |   |   |            | 18 |    | 45 |
| Percent Heavy Vehicles (%) |           | 2  |     |   |           |   |     |    |            |   |   |   |            | 2  |    | 2  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  |  |  |  |  |  |  |  |  | 6.42 |  | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  |  |  |  |  |  |  |  |  | 3.52 |  | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 47   |  |  |  |  |  |  |  |  |  |  |      |  | 66   |  |
| Capacity, c (veh/h)                     |     | 1450 |  |  |  |  |  |  |  |  |  |  |      |  | 746  |  |
| v/c Ratio                               |     | 0.03 |  |  |  |  |  |  |  |  |  |  |      |  | 0.09 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.1  |  |  |  |  |  |  |  |  |  |  |      |  | 0.3  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |  |  |  |  |  |  |  |  |      |  | 10.3 |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 1.3 |      |  |  |  |  |  |  |  |  |  |  | 10.3 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

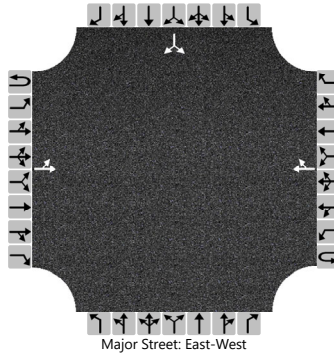
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 12/9/2022                |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | East-West                |
| Project Description      | 2025 AM Post-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 8th Ave |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 8th Avenue         |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 45 | 280 |   |           |   | 108 | 20 |            |   |   |   |            | 18 |    | 45 |
| Percent Heavy Vehicles (%) |           | 2  |     |   |           |   |     |    |            |   |   |   |            | 2  |    | 2  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  |  |  |  |  |  |  |  |  | 6.42 |  | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  |  |  |  |  |  |  |  |  | 3.52 |  | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 47   |  |  |  |  |  |  |  |  |  |  |      |  | 66   |  |
| Capacity, c (veh/h)                     |     | 1448 |  |  |  |  |  |  |  |  |  |  |      |  | 745  |  |
| v/c Ratio                               |     | 0.03 |  |  |  |  |  |  |  |  |  |  |      |  | 0.09 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.1  |  |  |  |  |  |  |  |  |  |  |      |  | 0.3  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |  |  |  |  |  |  |  |  |      |  | 10.3 |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 1.3 |      |  |  |  |  |  |  |  |  |  |  | 10.3 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

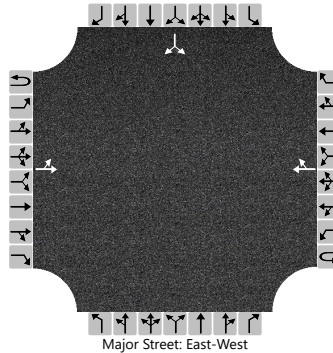
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 12/9/2022               |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | East-West               |
| Project Description      | 2025 PM PRE-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 8th Ave |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 8th Avenue         |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 15 | 155 |   |           |   | 115 | 7  |            |   |   |   |            | 4  |    | 11 |
| Percent Heavy Vehicles (%) |           | 2  |     |   |           |   |     |    |            |   |   |   |            | 2  |    | 2  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  |  |  |  |  |  |  |  |  | 6.42 |  | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  |  |  |  |  |  |  |  |  | 3.52 |  | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |     |  |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|-----|--|--|------|--|
| Flow Rate, v (veh/h)                    |     | 16   |  |  |  |  |  |  |  |     |  |  | 16   |  |
| Capacity, c (veh/h)                     |     | 1456 |  |  |  |  |  |  |  |     |  |  | 838  |  |
| v/c Ratio                               |     | 0.01 |  |  |  |  |  |  |  |     |  |  | 0.02 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |     |  |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |  |  |  |  |  |     |  |  | 9.4  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |     |  |  | A    |  |
| Approach Delay (s/veh)                  | 0.7 |      |  |  |  |  |  |  |  | 9.4 |  |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  | A   |  |  |      |  |

# HCS7 Two-Way Stop-Control Report

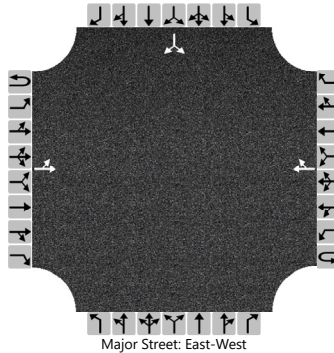
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 12/9/2022                |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | East-West                |
| Project Description      | 2025 PM Post-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 8th Ave |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 8th Avenue         |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 15 | 156 |   |           |   | 115 | 7  |            |   |   |   |            | 4  |    | 11 |
| Percent Heavy Vehicles (%) |           | 2  |     |   |           |   |     |    |            |   |   |   |            | 2  |    | 2  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  |  |  |  |  |  |  |  |  | 6.42 |  | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  |  |  |  |  |  |  |  |  | 3.52 |  | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 16   |  |  |  |  |  |  |  |  |  |  |     |  | 16   |  |
| Capacity, c (veh/h)                     |     | 1456 |  |  |  |  |  |  |  |  |  |  |     |  | 838  |  |
| v/c Ratio                               |     | 0.01 |  |  |  |  |  |  |  |  |  |  |     |  | 0.02 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |     |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |  |  |  |  |  |  |  |  |     |  | 9.4  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.7 |      |  |  |  |  |  |  |  |  |  |  | 9.4 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | A   |  |      |  |

# HCS7 Two-Way Stop-Control Report

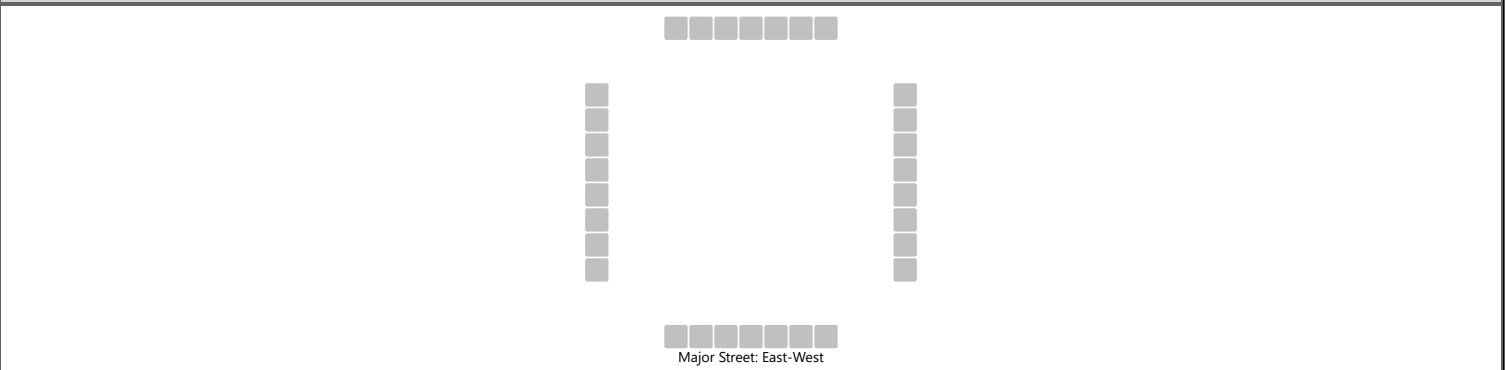
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 12/9/2022               |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | East-West               |
| Project Description      | 2025 AM PRE-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 8th Ter |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 8th Ter            |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 4  | 297 |   |           |   | 135 | 2  |            |   |   |   |            | 4  |    | 5  |
| Percent Heavy Vehicles (%) |           | 2  |     |   |           |   |     |    |            |   |   |   |            | 2  |    | 2  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  |  |  |  |  |  |  |  |  | 6.42 |  | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  |  |  |  |  |  |  |  |  | 3.52 |  | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 4    |  |  |  |  |  |  |  |  |  |  |      |  | 9    |  |
| Capacity, c (veh/h)                     |     | 1437 |  |  |  |  |  |  |  |  |  |  |      |  | 706  |  |
| v/c Ratio                               |     | 0.00 |  |  |  |  |  |  |  |  |  |  |      |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |      |  | 0.0  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |  |  |  |  |  |  |  |  |      |  | 10.2 |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.1 |      |  |  |  |  |  |  |  |  |  |  | 10.2 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | B    |  |      |  |



# HCS7 Two-Way Stop-Control Report

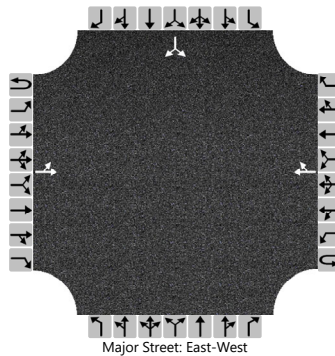
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 12/9/2022                |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | East-West                |
| Project Description      | 2025 AM Post-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 8th Ter |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 8th Ter            |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 4  | 297 |   |           |   | 136 | 2  |            |   |   |   |            | 4  |    | 5  |
| Percent Heavy Vehicles (%) |           | 2  |     |   |           |   |     |    |            |   |   |   |            | 2  |    | 2  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  |  |  |  |  |  |  |  |  | 6.42 |  | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  |  |  |  |  |  |  |  |  | 3.52 |  | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 4    |  |  |  |  |  |  |  |  |  |  |      |  | 9    |  |
| Capacity, c (veh/h)                     |     | 1436 |  |  |  |  |  |  |  |  |  |  |      |  | 705  |  |
| v/c Ratio                               |     | 0.00 |  |  |  |  |  |  |  |  |  |  |      |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |      |  | 0.0  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |  |  |  |  |  |  |  |  |      |  | 10.2 |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.1 |      |  |  |  |  |  |  |  |  |  |  | 10.2 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

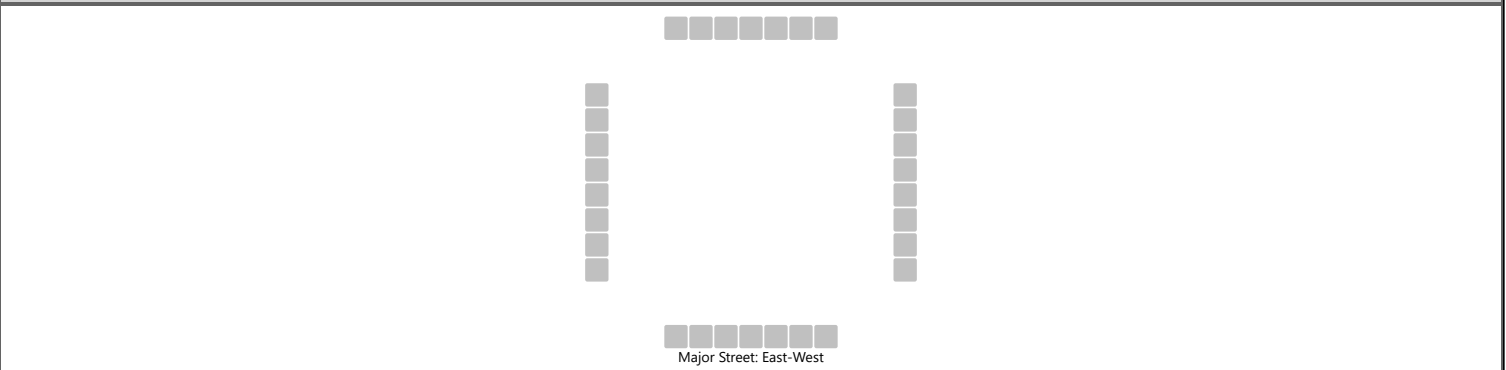
## General Information

|                          |                         |
|--------------------------|-------------------------|
| Analyst                  | MEP                     |
| Agency/Co.               | MEP                     |
| Date Performed           | 12/9/2022               |
| Analysis Year            | 2025                    |
| Time Analyzed            |                         |
| Intersection Orientation | East-West               |
| Project Description      | 2025 PM PRE-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 8th Ter |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 8th Ter            |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 1  | 150 |   |           |   | 124 | 12 |            |   |   |   |            | 5  |    | 3  |
| Percent Heavy Vehicles (%) |           | 2  |     |   |           |   |     |    |            |   |   |   |            | 2  |    | 2  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  |  |  |  |  |  |  |  |  | 6.42 |  | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  |  |  |  |  |  |  |  |  | 3.52 |  | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 1    |  |  |  |  |  |  |  |  |  |  |     |  | 8    |  |
| Capacity, c (veh/h)                     |     | 1438 |  |  |  |  |  |  |  |  |  |  |     |  | 762  |  |
| v/c Ratio                               |     | 0.00 |  |  |  |  |  |  |  |  |  |  |     |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |     |  | 0.0  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |  |  |  |  |  |  |  |  |     |  | 9.8  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.1 |      |  |  |  |  |  |  |  |  |  |  | 9.8 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | A   |  |      |  |

# HCS7 Two-Way Stop-Control Report

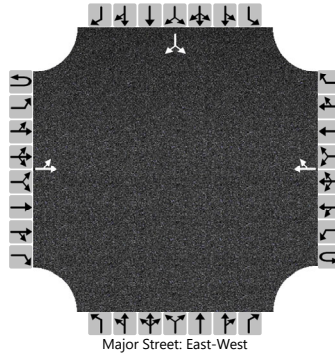
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 12/9/2022                |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | East-West                |
| Project Description      | 2025 PM Post-Development |

## Site Information

|                            |                    |
|----------------------------|--------------------|
| Intersection               | Eller St & 8th Ter |
| Jurisdiction               |                    |
| East/West Street           | Eller Street       |
| North/South Street         | 8th Ter            |
| Peak Hour Factor           | 0.95               |
| Analysis Time Period (hrs) | 0.25               |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 1  | 151 |   |           |   | 124 | 12 |            |   |   |   |            | 5  |    | 3  |
| Percent Heavy Vehicles (%) |           | 2  |     |   |           |   |     |    |            |   |   |   |            | 2  |    | 2  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.12 |  |  |  |  |  |  |  |  |  |  |  | 6.42 |  | 6.22 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.22 |  |  |  |  |  |  |  |  |  |  |  | 3.52 |  | 3.32 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 1    |  |  |  |  |  |  |  |  |  |  |     |  | 8    |  |
| Capacity, c (veh/h)                     |     | 1438 |  |  |  |  |  |  |  |  |  |  |     |  | 761  |  |
| v/c Ratio                               |     | 0.00 |  |  |  |  |  |  |  |  |  |  |     |  | 0.01 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |     |  | 0.0  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |  |  |  |  |  |  |  |  |     |  | 9.8  |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.1 |      |  |  |  |  |  |  |  |  |  |  | 9.8 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | A   |  |      |  |

# HCS7 Two-Way Stop-Control Report

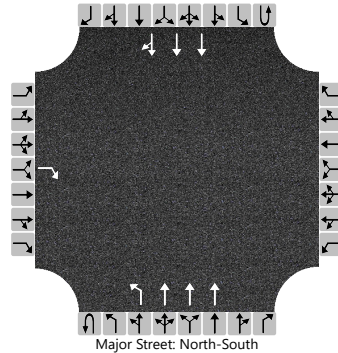
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 3/16/2023                |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | North-South              |
| Project Description      | 2025 AM Post-Development |

## Site Information

|                            |                 |
|----------------------------|-----------------|
| Intersection               | Driveway & US 1 |
| Jurisdiction               |                 |
| East/West Street           | Driveway        |
| North/South Street         | US 1            |
| Peak Hour Factor           | 0.95            |
| Analysis Time Period (hrs) | 0.25            |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |    |      |   | Southbound |   |      |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|------|---|------------|---|------|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L  | T    | R | U          | L | T    | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1  | 2    | 3 | 4U         | 4 | 5    | 6  |
| Number of Lanes            |           | 0  | 0  | 1  |           | 0 | 0 | 0 | 0          | 1  | 3    | 0 | 0          | 0 | 3    | 0  |
| Configuration              |           |    |    | R  |           |   |   |   |            | L  | T    |   |            |   | T    | TR |
| Volume (veh/h)             |           |    |    | 84 |           |   |   |   | 0          | 15 | 1913 |   |            |   | 1116 | 10 |
| Percent Heavy Vehicles (%) |           |    |    | 2  |           |   |   |   | 2          | 2  |      |   |            |   |      |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |    |      |   |            |   |      |    |
| Percent Grade (%)          | 0         |    |    |    |           |   |   |   |            |    |      |   |            |   |      |    |
| Right Turn Channelized     | No        |    |    |    |           |   |   |   |            |    |      |   |            |   |      |    |
| Median Type   Storage      | Left Only |    |    |    |           |   |   |   | 1          |    |      |   |            |   |      |    |

## Critical and Follow-up Headways

|                              |  |  |  |      |  |  |  |  |  |      |  |  |  |  |  |  |
|------------------------------|--|--|--|------|--|--|--|--|--|------|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  | 7.1  |  |  |  |  |  | 5.3  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  | 7.14 |  |  |  |  |  | 5.34 |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  | 3.9  |  |  |  |  |  | 3.1  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  | 3.92 |  |  |  |  |  | 3.12 |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |      |  |  |      |  |  |  |  |     |      |  |  |  |  |  |  |
|-----------------------------------------|------|--|--|------|--|--|--|--|-----|------|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |      |  |  | 88   |  |  |  |  |     | 16   |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |      |  |  | 385  |  |  |  |  |     | 318  |  |  |  |  |  |  |
| v/c Ratio                               |      |  |  | 0.23 |  |  |  |  |     | 0.05 |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  |  | 0.9  |  |  |  |  |     | 0.2  |  |  |  |  |  |  |
| Control Delay (s/veh)                   |      |  |  | 17.1 |  |  |  |  |     | 16.9 |  |  |  |  |  |  |
| Level of Service (LOS)                  |      |  |  | C    |  |  |  |  |     | C    |  |  |  |  |  |  |
| Approach Delay (s/veh)                  | 17.1 |  |  |      |  |  |  |  | 0.1 |      |  |  |  |  |  |  |
| Approach LOS                            | C    |  |  |      |  |  |  |  |     |      |  |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

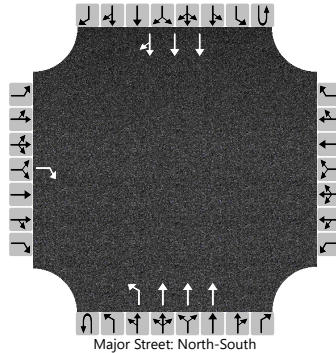
## General Information

|                          |                          |
|--------------------------|--------------------------|
| Analyst                  | MEP                      |
| Agency/Co.               | MEP                      |
| Date Performed           | 3/16/2023                |
| Analysis Year            | 2025                     |
| Time Analyzed            |                          |
| Intersection Orientation | North-South              |
| Project Description      | 2025 PM Post-Development |

## Site Information

|                            |                 |
|----------------------------|-----------------|
| Intersection               | Driveway & US 1 |
| Jurisdiction               |                 |
| East/West Street           | Driveway        |
| North/South Street         | US 1            |
| Peak Hour Factor           | 0.95            |
| Analysis Time Period (hrs) | 0.25            |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |    |      |   | Southbound |   |      |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|------|---|------------|---|------|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L  | T    | R | U          | L | T    | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1  | 2    | 3 | 4U         | 4 | 5    | 6  |
| Number of Lanes            |           | 0  | 0  | 1  |           | 0 | 0 | 0 | 0          | 1  | 3    | 0 | 0          | 0 | 3    | 0  |
| Configuration              |           |    |    | R  |           |   |   |   |            | L  | T    |   |            |   | T    | TR |
| Volume (veh/h)             |           |    |    | 42 |           |   |   |   | 0          | 38 | 1626 |   |            |   | 2064 | 27 |
| Percent Heavy Vehicles (%) |           |    |    | 2  |           |   |   |   | 2          | 2  |      |   |            |   |      |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |    |      |   |            |   |      |    |
| Percent Grade (%)          | 0         |    |    |    |           |   |   |   |            |    |      |   |            |   |      |    |
| Right Turn Channelized     | No        |    |    |    |           |   |   |   |            |    |      |   |            |   |      |    |
| Median Type   Storage      | Left Only |    |    |    |           |   |   |   | 1          |    |      |   |            |   |      |    |

## Critical and Follow-up Headways

|                              |  |  |  |      |  |  |  |  |  |      |  |  |  |  |  |  |
|------------------------------|--|--|--|------|--|--|--|--|--|------|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  | 7.1  |  |  |  |  |  | 5.3  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  | 7.14 |  |  |  |  |  | 5.34 |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  | 3.9  |  |  |  |  |  | 3.1  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  | 3.92 |  |  |  |  |  | 3.12 |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |      |  |  |      |  |  |  |  |     |      |  |  |  |  |  |  |
|-----------------------------------------|------|--|--|------|--|--|--|--|-----|------|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |      |  |  | 44   |  |  |  |  |     | 40   |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |      |  |  | 178  |  |  |  |  |     | 99   |  |  |  |  |  |  |
| v/c Ratio                               |      |  |  | 0.25 |  |  |  |  |     | 0.41 |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  |  | 0.9  |  |  |  |  |     | 1.7  |  |  |  |  |  |  |
| Control Delay (s/veh)                   |      |  |  | 31.8 |  |  |  |  |     | 64.3 |  |  |  |  |  |  |
| Level of Service (LOS)                  |      |  |  | D    |  |  |  |  |     | F    |  |  |  |  |  |  |
| Approach Delay (s/veh)                  | 31.8 |  |  |      |  |  |  |  | 1.5 |      |  |  |  |  |  |  |
| Approach LOS                            | D    |  |  |      |  |  |  |  |     |      |  |  |  |  |  |  |





**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

|                            |                                                      |                               |             |
|----------------------------|------------------------------------------------------|-------------------------------|-------------|
| <b>Intersection Number</b> | 1167                                                 | <b>Initial Operation Date</b> | UNKNOWN     |
| <b>Controller Type</b>     | 2070 LN                                              | <b>System Number</b>          |             |
| <b>Modification Number</b> | 9                                                    | <b>Modification Date</b>      | W.O.        |
| <b>Drawing/Project No</b>  | DSN GRP 2                                            | <b>FPL Grid Number</b>        | 87994795504 |
| <b>Intersection</b>        | FEDERAL HWY. (US 1/SR 5) and NE 2 STREET (DEERFIELD) |                               |             |
| <b>Municipality</b>        | DEERFIELD BEACH                                      |                               |             |

|                             |   |        |   |     |        |        |   |     |
|-----------------------------|---|--------|---|-----|--------|--------|---|-----|
| <b>Controller Phase</b>     | 1 | 2      | 3 | 4   | 5      | 6      | 7 | 8   |
| <b>Face Number</b>          |   | 2      |   | 4   | 5      | 6      |   | 8   |
| <b>Direction</b>            |   | NB     |   | EB  | NBL    | SB     |   | WB  |
| <b>Initial Green(MIN)</b>   |   | 10     |   | 6   | 4      | 10     |   | 6   |
| <b>Vehicle Ext.(GAP)</b>    |   | 3.0    |   | 2.0 | 1.5    | 3.0    |   | 2.0 |
| <b>Maximum Green I</b>      |   | 55     |   | 20  | 12     | 55     |   | 20  |
| <b>Maximum Green II</b>     |   |        |   |     |        |        |   |     |
| <b>Yellow Clearance</b>     |   | 5.0    |   | 4.0 | 5.0    | 5.0    |   | 4.0 |
| <b>All Red Clearance</b>    |   | 2.0    |   | 2.0 | 2.0    | 2.0    |   | 2.0 |
| <b>Phase Recall</b>         |   | MIN    |   | OFF | OFF    | MIN    |   | OFF |
| <b>Detector Delay</b>       |   |        |   |     |        |        |   |     |
| <b>Walk</b>                 |   | 7      |   | 7   |        | 7      |   |     |
| <b>Pedestrian Clearance</b> |   | 14     |   | 34  |        | 14     |   |     |
| <b>Permissive</b>           |   |        |   |     | 5-SECT |        |   |     |
| <b>Flash Operation</b>      |   | YELLOW |   | RED |        | YELLOW |   | RED |
|                             |   |        |   |     |        |        |   |     |
|                             |   |        |   |     |        |        |   |     |

**Attachment**

**NOTES:**

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. ANTI-BACKDOWN NORTHBOUND: PHASES 2+6 ON--->OMIT PHASE 5.
3. WITH WOIT2017041071 DATED 4/13/17, INSTALLS PHASE 5 (NBL) PER FDOT REQUEST.

**Submitted By** \_\_\_\_\_

**Approved By** \_\_\_\_\_



**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

|                     |                                                              |                        |             |
|---------------------|--------------------------------------------------------------|------------------------|-------------|
| Intersection Number | 1100                                                         | Initial Operation Date | UNKNOWN     |
| Controller Type     | 2070 LN                                                      | System Number          |             |
| Modification Number | 20                                                           | Modification Date      | 11/24/2014  |
| Drawing/Project No  | 228245-1-52-01                                               | FPL Grid Number        | 87994783603 |
| Intersection        | FEDERAL HIGHWAY (US 1/SR 5) and HILLSBORO BOULEVARD (SR 810) |                        |             |
| Municipality        | DEERFIELD BEACH                                              |                        |             |

|                      |      |     |      |     |      |     |     |     |
|----------------------|------|-----|------|-----|------|-----|-----|-----|
| Controller Phase     | 1    | 2   | 3    | 4   | 5    | 6   | 7   | 8   |
| Face Number          | 1    | 2   | 3    | 4   | 5    | 6   | 7   | 8   |
| Direction            | SBL  | NB  | WBL  | EB  | NBL  | SB  | EBL | WB  |
| Initial Green(MIN)   | 5    | 10  | 5    | 6   | 5    | 10  | 5   | 6   |
| Vehicle Ext.(GAP)    | 1.5  | 3.0 | 1.5  | 2.0 | 1.5  | 3.0 | 1.5 | 2.0 |
| Maximum Green I      | 20   | 40  | 20   | 40  | 25   | 40  | 20  | 40  |
| Maximum Green II     |      |     |      |     |      |     |     |     |
| Yellow Clearance     | 5.0  | 5.0 | 4.0  | 4.0 | 5.0  | 5.0 | 4.0 | 4.0 |
| All Red Clearance    | 2.0  | 2.0 | 2.0  | 2.0 | 2.0  | 2.0 | 2.0 | 2.0 |
| Phase Recall         | OFF  | MIN | OFF  | OFF | OFF  | MIN | OFF | OFF |
| Detector Delay       |      |     |      |     |      |     |     |     |
| Walk                 |      | 7   |      | 7   |      | 7   |     | 7   |
| Pedestrian Clearance |      | 32  |      | 40  |      | 32  |     | 30  |
| Permissive           | DUAL |     | DUAL |     | DUAL |     | NO  |     |
| Flash Operation      | RED  | RED | RED  | RED | RED  | RED | RED | RED |
|                      |      |     |      |     |      |     |     |     |
|                      |      |     |      |     |      |     |     |     |

**Attachment**

**NOTES:**

1. DUAL ENTRY HARDWIRED EAST/WEST.
2. FIREHOUSE PREEMPTION SEQUENCE (IN SECONDS):  
(A) TIME BEFORE PRE-EMPTION: 4.0  
(B) CYCLE TO PHASES 4 AND 7 (EB/EBL): 30.0  
(C) YELLOW CLEARANCE: 4.0  
(D) RETURN TO NORMAL OPERATION.
3. MOD. 19 REFLECTS INTERSECTION REBUILD UNDER FDOT CONTRACT WITH UPDATED INITIAL GREENS.
4. MOD 20 DEPLOYS SIGNAL ONTO ATMS.NOW AND UPDATES YELLOW CLEARANCE VALUES.

Submitted By \_\_\_\_\_

Approved By \_\_\_\_\_



## City of Boca Raton Traffic Engineering Intersection Timing Sheet

Name FEDERAL HWY & ROYAL PALM WAY Mod. No. 5 Initial Operation Date 12/26/97  
Intersection 19 Mod. Date 02/15/17

### Part I Actuated Timing Information

#### Non-coordinated Operation

| Phase       | 1 | 2    | 3 | 4    | 5    | 6    | 7 | 8    | Sp(A) | Sp(B) |
|-------------|---|------|---|------|------|------|---|------|-------|-------|
| Approach    |   | NB   |   | EB   | NBLT | SB   |   | WB   |       |       |
| Initial     |   | 18   |   | 7    | 7    | 18   |   | 7    |       |       |
| Passage     |   | 3.0  |   | 2.0  | 1.8  | 3.0  |   | 2.8  |       |       |
| Max1        |   | 45.0 |   | 40.0 | 20.0 | 45.0 |   | 40.0 |       |       |
| Max2        |   | 45.0 |   | 16.0 | 20.0 | 45.0 |   | 40.0 |       |       |
| Yellow      |   | 4.8  |   | 4.4  | 4.8  | 4.8  |   | 3.7  |       |       |
| Red         |   | 2.0  |   | 2.0  | 2.0  | 2.0  |   | 4.0  |       |       |
| Walk        |   | 4.0  |   | 4.0  |      | 4.0  |   |      |       |       |
| Ped Clear   |   | 27.0 |   | 44.0 |      | 27.0 |   |      |       |       |
| Recall      |   | Min  |   |      |      | Min  |   |      |       |       |
| LT Type     |   |      |   |      | Prot |      |   |      |       |       |
| Detect Type |   |      |   |      |      |      |   |      |       |       |

#### Pre-emption

3M Opticom ☒ Active Railroad Pre-emption ☐ Active Fire Station Pre-emption ☐ Active  
Bridge ☐ Active

### Part II Coordinated Timing Information

#### Pattern Tables

| PHASE       | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Cycle | Offset |
|-------------|---|---|---|---|---|---|---|---|-------|--------|
| Split Pat 1 |   |   |   |   |   |   |   |   |       |        |
| Split Pat 2 |   |   |   |   |   |   |   |   |       |        |
| Split Pat 3 |   |   |   |   |   |   |   |   |       |        |
| Split Pat 4 |   |   |   |   |   |   |   |   |       |        |
| Split Pat 5 |   |   |   |   |   |   |   |   |       |        |
| Split Pat 6 |   |   |   |   |   |   |   |   |       |        |

#### Schedule Implementation

| Schedule Notes | Day Plan 1 (WEEKDAYS) |       |       | Day Plan 2 (WEEKENDS) |       |       | Day Plan 3 (Special) |  |  |
|----------------|-----------------------|-------|-------|-----------------------|-------|-------|----------------------|--|--|
|                | Start                 | End   | Split | Start                 | End   | Split |                      |  |  |
|                | 0:00                  | 7:30  | 50    | 0:00                  | 7:30  | 50    |                      |  |  |
|                | 7:30                  | 18:00 | 100   | 7:30                  | 18:00 | 100   |                      |  |  |
|                | 18:00                 | 0:00  | 50    | 18:00                 | 0:00  | 50    |                      |  |  |
|                |                       |       |       |                       |       |       |                      |  |  |
|                |                       |       |       |                       |       |       |                      |  |  |
|                |                       |       |       |                       |       |       |                      |  |  |

### Part III Notes and Comments

1. Increased max time for phase 4 (EB) to 40 secs from 25.

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8600 EAST-A1A TO US1

| WEEK | DATES                   | SF   | MOCF: 0.94<br>PSCF |
|------|-------------------------|------|--------------------|
| 1    | 01/01/2021 - 01/02/2021 | 0.97 | 1.03               |
| 2    | 01/03/2021 - 01/09/2021 | 1.02 | 1.09               |
| 3    | 01/10/2021 - 01/16/2021 | 1.07 | 1.14               |
| 4    | 01/17/2021 - 01/23/2021 | 1.06 | 1.13               |
| 5    | 01/24/2021 - 01/30/2021 | 1.04 | 1.11               |
| 6    | 01/31/2021 - 02/06/2021 | 1.02 | 1.09               |
| 7    | 02/07/2021 - 02/13/2021 | 1.01 | 1.07               |
| 8    | 02/14/2021 - 02/20/2021 | 0.99 | 1.05               |
| 9    | 02/21/2021 - 02/27/2021 | 0.97 | 1.03               |
| *10  | 02/28/2021 - 03/06/2021 | 0.96 | 1.02               |
| *11  | 03/07/2021 - 03/13/2021 | 0.94 | 1.00               |
| *12  | 03/14/2021 - 03/20/2021 | 0.93 | 0.99               |
| *13  | 03/21/2021 - 03/27/2021 | 0.93 | 0.99               |
| *14  | 03/28/2021 - 04/03/2021 | 0.94 | 1.00               |
| *15  | 04/04/2021 - 04/10/2021 | 0.94 | 1.00               |
| *16  | 04/11/2021 - 04/17/2021 | 0.94 | 1.00               |
| *17  | 04/18/2021 - 04/24/2021 | 0.94 | 1.00               |
| *18  | 04/25/2021 - 05/01/2021 | 0.94 | 1.00               |
| *19  | 05/02/2021 - 05/08/2021 | 0.94 | 1.00               |
| *20  | 05/09/2021 - 05/15/2021 | 0.94 | 1.00               |
| *21  | 05/16/2021 - 05/22/2021 | 0.95 | 1.01               |
| *22  | 05/23/2021 - 05/29/2021 | 0.97 | 1.03               |
| 23   | 05/30/2021 - 06/05/2021 | 0.98 | 1.04               |
| 24   | 06/06/2021 - 06/12/2021 | 0.99 | 1.05               |
| 25   | 06/13/2021 - 06/19/2021 | 1.00 | 1.06               |
| 26   | 06/20/2021 - 06/26/2021 | 1.00 | 1.06               |
| 27   | 06/27/2021 - 07/03/2021 | 1.01 | 1.07               |
| 28   | 07/04/2021 - 07/10/2021 | 1.01 | 1.07               |
| 29   | 07/11/2021 - 07/17/2021 | 1.01 | 1.07               |
| 30   | 07/18/2021 - 07/24/2021 | 1.02 | 1.09               |
| 31   | 07/25/2021 - 07/31/2021 | 1.03 | 1.10               |
| 32   | 08/01/2021 - 08/07/2021 | 1.04 | 1.11               |
| 33   | 08/08/2021 - 08/14/2021 | 1.05 | 1.12               |
| 34   | 08/15/2021 - 08/21/2021 | 1.06 | 1.13               |
| 35   | 08/22/2021 - 08/28/2021 | 1.06 | 1.13               |
| 36   | 08/29/2021 - 09/04/2021 | 1.07 | 1.14               |
| 37   | 09/05/2021 - 09/11/2021 | 1.08 | 1.15               |
| 38   | 09/12/2021 - 09/18/2021 | 1.08 | 1.15               |
| 39   | 09/19/2021 - 09/25/2021 | 1.08 | 1.15               |
| 40   | 09/26/2021 - 10/02/2021 | 1.07 | 1.14               |
| 41   | 10/03/2021 - 10/09/2021 | 1.06 | 1.13               |
| 42   | 10/10/2021 - 10/16/2021 | 1.05 | 1.12               |
| 43   | 10/17/2021 - 10/23/2021 | 1.05 | 1.12               |
| 44   | 10/24/2021 - 10/30/2021 | 1.04 | 1.11               |
| 45   | 10/31/2021 - 11/06/2021 | 1.04 | 1.11               |
| 46   | 11/07/2021 - 11/13/2021 | 1.03 | 1.10               |
| 47   | 11/14/2021 - 11/20/2021 | 1.03 | 1.10               |
| 48   | 11/21/2021 - 11/27/2021 | 1.02 | 1.09               |
| 49   | 11/28/2021 - 12/04/2021 | 1.00 | 1.06               |
| 50   | 12/05/2021 - 12/11/2021 | 0.99 | 1.05               |
| 51   | 12/12/2021 - 12/18/2021 | 0.97 | 1.03               |
| 52   | 12/19/2021 - 12/25/2021 | 1.02 | 1.09               |
| 53   | 12/26/2021 - 12/31/2021 | 1.07 | 1.14               |

\* PEAK SEASON

08-MAR-2022 12:36:26

830UPD

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2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

| WEEK | DATES                   | SF   | MOCF: 0.97<br>PSCF |
|------|-------------------------|------|--------------------|
| 1    | 01/01/2021 - 01/02/2021 | 1.04 | 1.07               |
| 2    | 01/03/2021 - 01/09/2021 | 1.05 | 1.08               |
| 3    | 01/10/2021 - 01/16/2021 | 1.06 | 1.09               |
| 4    | 01/17/2021 - 01/23/2021 | 1.05 | 1.08               |
| 5    | 01/24/2021 - 01/30/2021 | 1.04 | 1.07               |
| 6    | 01/31/2021 - 02/06/2021 | 1.03 | 1.06               |
| 7    | 02/07/2021 - 02/13/2021 | 1.02 | 1.05               |
| 8    | 02/14/2021 - 02/20/2021 | 1.01 | 1.04               |
| 9    | 02/21/2021 - 02/27/2021 | 1.00 | 1.03               |
| 10   | 02/28/2021 - 03/06/2021 | 0.99 | 1.02               |
| *11  | 03/07/2021 - 03/13/2021 | 0.98 | 1.01               |
| *12  | 03/14/2021 - 03/20/2021 | 0.97 | 1.00               |
| *13  | 03/21/2021 - 03/27/2021 | 0.96 | 0.99               |
| *14  | 03/28/2021 - 04/03/2021 | 0.96 | 0.99               |
| *15  | 04/04/2021 - 04/10/2021 | 0.96 | 0.99               |
| *16  | 04/11/2021 - 04/17/2021 | 0.96 | 0.99               |
| *17  | 04/18/2021 - 04/24/2021 | 0.96 | 0.99               |
| *18  | 04/25/2021 - 05/01/2021 | 0.96 | 0.99               |
| *19  | 05/02/2021 - 05/08/2021 | 0.96 | 0.99               |
| *20  | 05/09/2021 - 05/15/2021 | 0.97 | 1.00               |
| *21  | 05/16/2021 - 05/22/2021 | 0.97 | 1.00               |
| *22  | 05/23/2021 - 05/29/2021 | 0.98 | 1.01               |
| *23  | 05/30/2021 - 06/05/2021 | 0.99 | 1.02               |
| 24   | 06/06/2021 - 06/12/2021 | 1.00 | 1.03               |
| 25   | 06/13/2021 - 06/19/2021 | 1.01 | 1.04               |
| 26   | 06/20/2021 - 06/26/2021 | 1.00 | 1.03               |
| 27   | 06/27/2021 - 07/03/2021 | 1.00 | 1.03               |
| 28   | 07/04/2021 - 07/10/2021 | 1.00 | 1.03               |
| 29   | 07/11/2021 - 07/17/2021 | 1.00 | 1.03               |
| 30   | 07/18/2021 - 07/24/2021 | 1.00 | 1.03               |
| 31   | 07/25/2021 - 07/31/2021 | 1.00 | 1.03               |
| 32   | 08/01/2021 - 08/07/2021 | 1.00 | 1.03               |
| 33   | 08/08/2021 - 08/14/2021 | 1.00 | 1.03               |
| 34   | 08/15/2021 - 08/21/2021 | 1.00 | 1.03               |
| 35   | 08/22/2021 - 08/28/2021 | 1.01 | 1.04               |
| 36   | 08/29/2021 - 09/04/2021 | 1.02 | 1.05               |
| 37   | 09/05/2021 - 09/11/2021 | 1.03 | 1.06               |
| 38   | 09/12/2021 - 09/18/2021 | 1.04 | 1.07               |
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| 45   | 10/31/2021 - 11/06/2021 | 1.02 | 1.05               |
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| 53   | 12/26/2021 - 12/31/2021 | 1.06 | 1.09               |

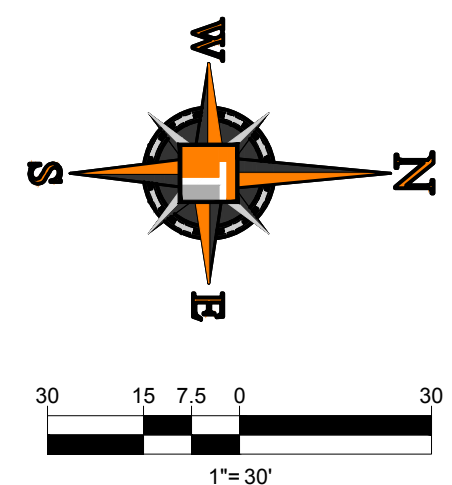
\* PEAK SEASON

08-MAR-2022 12:36:26

830UPD

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1. ALL R1-1 AND R5-1 SIGNING SHALL BE FABRICATED USING DIAMOND GRADE SHEETING AS PER BROWARD COUNTY TRAFFIC ENGINEERING STANDARD. (CURRENT EDITION)
2. ALL TRAFFIC CONTROL DEVICES MAINTAINED BY BROWARD COUNTY, THAT ARE REMOVED OR DAMAGED BY CONSTRUCTION, SHALL BE REPLACED USING CURRENT BROWARD COUNTY TRAFFIC ENGINEERING DIVISION STANDARDS.



PAVEMENT MARKINGS MUST MEET BROWARD COUNTY TRAFFIC ENGINEERING DIVISION STANDARDS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL TYPE XI SIGNING SHALL BE FABRICATED USING DIAMOND GRADE SHEETING AS PER BROWARD COUNTY TRAFFIC ENGINEERING STANDARD. (CURRENT EDITION)

**NOTE:**  
ALL STRIPING AND SIGNAGE SHALL MEET THE M.U.T.C.D. LATEST EDITION. ALL SIGNS REQUIRE A SEPARATE ZONING AND BUILDING PERMIT

|           |                                   |
|-----------|-----------------------------------|
| R1-1      | STOP SIGN (30" x 30") OR AS NOTED |
| FTP 21-06 | ACCESSIBLE PARKING (18" x 30")    |
| FTP 22-06 | FINE \$250 MAX (12" x 6")         |
| W         | WHITE                             |
| Y         | YELLOW                            |
| *         | THERMOPLASTIC                     |

| THERMOPLASTIC RETROREFLECTIVITY REQUIREMENTS |                   |
|----------------------------------------------|-------------------|
| WHITE                                        | 250 MILLICANDELAS |
| YELLOW                                       | 175 MILLICANDELAS |





## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

November 9, 2022

Ryan Thomas  
Thomas Engineering Group  
6300 NW 31<sup>st</sup> Avenue  
Fort Lauderdale, FL 33309

Dear Ryan Thomas,

RE: Variance Committee Review to allow for **Category D Driveway**

**Applicant/Property Owner:** Ryan Thomas

**Broward County City of Deerfield Beach State Road: 5 Section: 86020 MP: 15.1**

**Access Class: 5 Posted Speed: 45 mph SIS: Influence Area**

**Site Acreage: 2.54 Acres Development Size: 277 Multi-Family Residential DU**

**Project Name & Address:** Commercial Development aka Centrum Residential Development - 221, 231, 299 N. Federal Highway, Deerfield Beach **Pre-application Meeting Date:** October 31, 2019

**Request:** Right-in/left-in/right-out driveway located approximately 400 feet north of NE Eller Street, at the existing SR 5 southbound directional median opening.

This request is: **Approved with Conditions**

### Conditions / Comments:

- ☐ **A minimum driveway length of 50 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided.**
- ☐ **If a gate is proposed, a minimum driveway length of 100 feet to the call box and/or gate house to the gate are required.**
- ☐ **A left turn lane is required and shall meet the minimum requirements in the Florida Design Manual (FDM).**
- All existing driveways not approved in this letter must be fully removed and the area restored.
- 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 if there will be more than one acre of "disturbed area" (as defined by the Florida Department of Environmental Protection (FDEP))
- If additional right-of-way is required to implement the proposed improvements, the applicant shall donate the right-of-way to the Department.

**Ryan Thomas – Commercial Development Access Management Review Committee Letter****Comments:**

Please note that the dimensions between driveways are measured from the near edge of pavement to near edge of pavement and dimensions between median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway system and to note any required improvements. Earlier Department decisions on this request shall be voided unless expressly approved herein. If the above concept is approved, the applicant may submit engineering plans to the Department for permitting. The Department's personnel shall review these 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. **Please note that 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.

Committee approvals and conditions which are at variance with Department rules or standards are not binding in the permitting process for more than **12 months**.

Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: [D4AccessManagement@dot.state.fl.us](mailto:D4AccessManagement@dot.state.fl.us) with any questions regarding the Pre-Approval Letter.

For right-of-way dedication requirements go to: <https://osp.fdot.gov>. Click on Statewide Permit News. Scroll down to District 4. Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

**THE DISTRICT ACCESS MANAGEMENT REVIEW COMMITTEE**

With the above ruling I

Agree    Disagree

DocuSigned by:  
 Scott Peterson P.E. for:  
 John Olson, P.E. Scott Peterson  
 District Design Engineer

X    \_\_\_\_\_    November 9, 2022

DocuSigned by:  
 Brad Salisbury, P.E. Brad Salisbury, P.E.  
 District Traffic Operations Engineer

X    \_\_\_\_\_    November 9, 2022

DocuSigned by:  
 Antonio Castro, P.E. [Signature]  
 District Maintenance Engineer

X    \_\_\_\_\_    November 9, 2022



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.  
SECRETARY

July 10, 2024\*\*\*

Ryan Thomas  
Thomas Engineering Group  
6300 NW 31<sup>st</sup> Avenue  
Fort Lauderdale, FL 33309

Dear Ryan Thomas,

RE: Variance Committee Review to allow for **Category D Driveway**

**Applicant/Property Owner:** Ryan Thomas

**Broward County City of Deerfield Beach State Road: 5 Section: 86020 MP: 15.1**

**Access Class: 5 Posted Speed: 45 mph SIS: Influence Area**

**Site Acreage: 2.54 Acres Development Size: 237 Multi-Family Residential DU**

**Project Name & Address:** Commercial Development aka Centrum Residential Development - 221, 231, 299 N. Federal Highway, Deerfield Beach **Pre-application Meeting Date:** October 31, 2019

**Request:** Right-in/left-in/right-out driveway located approximately 400 feet north of NE Eller Street, at the existing SR 5 southbound directional median opening.

This request is: **Approved with Conditions**

### Conditions / Comments:

- ☐ A minimum driveway length of 50 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided.
- ☐ If a gate is proposed, a minimum driveway length of 100 feet to the call box and/or gate house to the gate are required.
- ☐ A left turn lane is required and shall meet the minimum requirements in the Florida Design Manual (FDM).
- ☐ \*\*\*Development size was reduced from 277 to 237 Multifamily Residential Dwelling Units.
- ☐ \*\*\*Time extension issued on July 10, 2024.
- All existing driveways not approved in this letter must be fully removed and the area restored.
- 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 if there will be more than one acre of "disturbed area" (as defined by the Florida Department of Environmental Protection (FDEP))
- If additional right-of-way is required to implement the proposed improvements, the applicant shall donate the right-of-way to the Department.

Ryan Thomas – Commercial Development Access Management Review Committee Letter

Comments:

Please note that the dimensions between driveways are measured from the near edge of pavement to near edge of pavement and dimensions between median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway system and to note any required improvements. Earlier Department decisions on this request shall be voided unless expressly approved herein. If the above concept is approved, the applicant may submit engineering plans to the Department for permitting. The Department's personnel shall review these 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. **Please note that 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.

Committee approvals and conditions which are at variance with Department rules or standards are not binding in the permitting process for more than **12 months**.

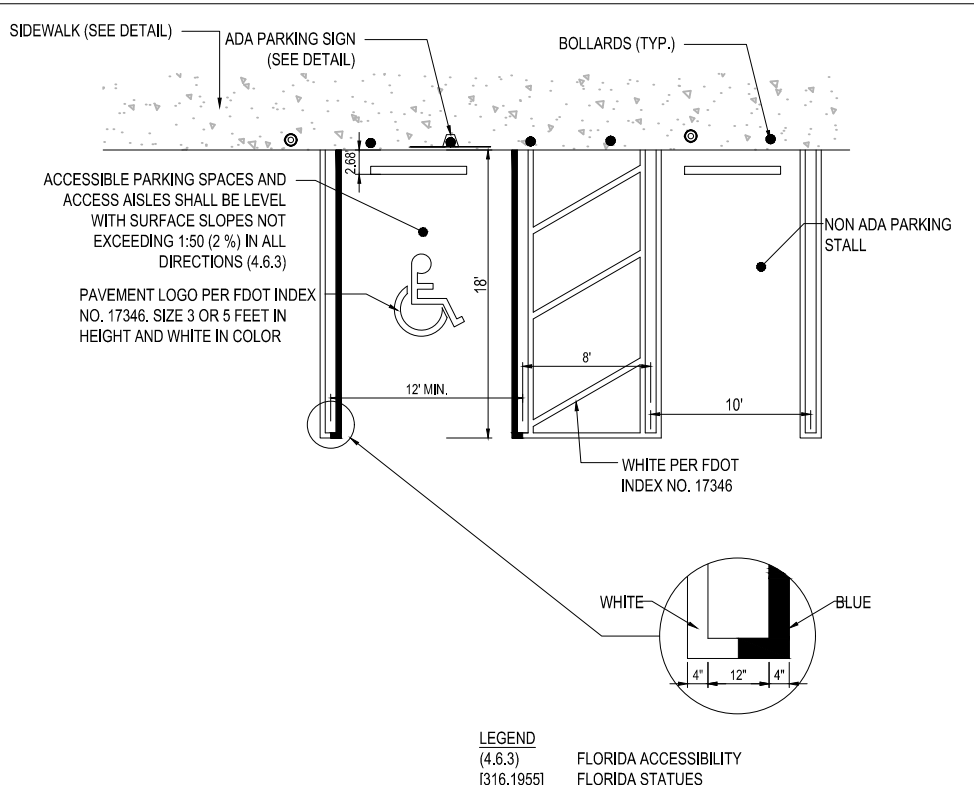
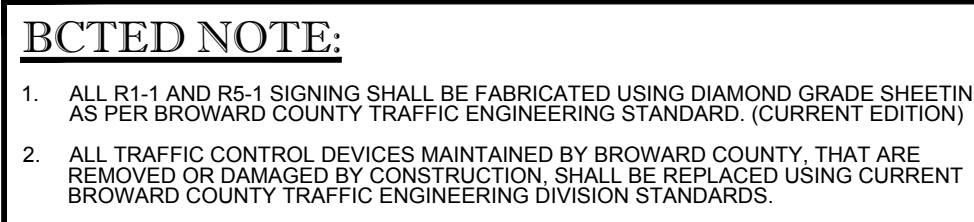
Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: [D4AccessManagement@dot.state.fl.us](mailto:D4AccessManagement@dot.state.fl.us) with any questions regarding the Pre-Approval Letter.

For right-of-way dedication requirements go to: <https://osp.fdot.gov>: Click on Statewide Permit News. Scroll down to District 4. Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

THE DISTRICT ACCESS MANAGEMENT REVIEW COMMITTEE

| With the above ruling I                                        |                                                                            | Agree                               | Disagree      |
|----------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------------------|---------------|
| John Olson, P.E.<br>District Design Engineer                   | <div>DocuSigned by:<br/><i>John Olson</i><br/>D38BA4C842F840E...</div>     | <input checked="" type="checkbox"/> | July 10, 2024 |
| Jonathan Overton, P.E.<br>District Traffic Operations Engineer | <div>DocuSigned by:<br/><i>Jonathan Overton</i><br/>312655D45A...</div>    | <input checked="" type="checkbox"/> | July 10, 2024 |
| Antonio Castro, P.E.<br>District Maintenance Engineer          | <div>DocuSigned by:<br/><i>Antonio Castro</i><br/>E4936E24FD0D4BD...</div> | <input checked="" type="checkbox"/> | July 10, 2024 |



[illegible]

ALL SIGNS MUST MEET MUTCD, BCTED, AND CITY STANDARDS.  
ALL SIGNS MUST BE MOUNTED ON BROWARD COUNTY TRAFFIC  
ENGINEERING SQUARE POSTS AND BE MOUNTED 7 FEET ABOVE  
GROUND.

PAVEMENT MARKINGS MUST MEET BROWARD COUNTY TRAFFIC ENGINEERING DIVISION STANDARDS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

BCTED NOTE:

ALL TYPE XI SIGNING SHALL BE FABRICATED  
USING DIAMOND GRADE SHEETING AS PER  
BROWARD COUNTY TRAFFIC ENGINEERING  
STANDARD. (CURRENT EDITION)

ALL PAVEMENT MARKINGS AND  
SIGNING DAMAGED DURING  
CONSTRUCTION, SHALL BE  
RESTORED TO BROWARD COUNTY  
TRAFFIC ENGINEERING STANDARD.  
(CURRENT EDITION)

NOTE:

ALL STRIPING AND SIGNAGE SHALL MEET THE M.U.T.C.D. LATEST EDITION. ALL SIGNS REQUIRE A SEPARATE ZONING AND BUILDING PERMIT.

|           |                                   |
|-----------|-----------------------------------|
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| W         | WHITE                             |
| Y         | YELLOW                            |
| *         | THERMOPLASTIC                     |

THERMOPLASTIC RETROREFLECTIVITY REQUIREMENTS

|        |                   |
|--------|-------------------|
| WHITE  | 250 MILLICANDELAS |
| YELLOW | 175 MILLICANDELAS |

**HOMAS**  
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TAMPA FL 33609  
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■ 125 W. INDIANTOWN RD.  
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PALM BEACH FL 33468  
P-561-203-7503

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BEFORE YOU DIG**

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY  
MATTHEW J. CIGALE, P.E.  
STATE OF FLORIDA PROFESSIONAL ENGINEER LICENSE NO. 74584  
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED  
SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON  
ANY ELECTRONIC COPIES.

|              |                  |
|--------------|------------------|
| PROJECT No.: | F170091          |
| DRAWN BY:    | CAD              |
| CHECKED BY:  | ROT              |
| DATE:        |                  |
| CAD I.D.:    | OVERALL PMS PLAN |

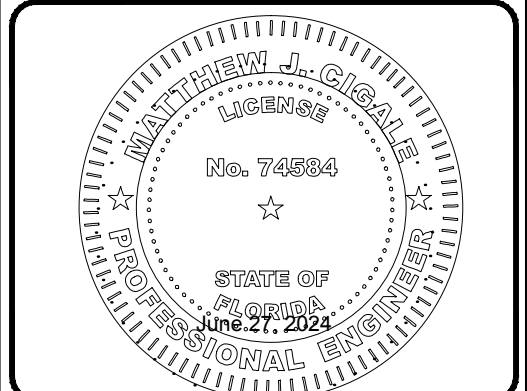
PROJECT:

**221, 231 & 299  
N. FEDERAL HWY**

- FOR

**CRD FEDERAL LLC**DEERFIELD BE  
FLORIDA

6300 NW 31ST AVENUE  
FORT LAUDERDALE, FL 33309  
PH: (954) 202-7000  
FX: (954) 202-7070  
[www.ThomasEngineeringGroup.com](http://www.ThomasEngineeringGroup.com)



SHEET TITLE:

**OVERALL PAVEMENT  
MARKING & SIGNAGE  
PLAN**

SHEET NUMBER

**SP-15**



Return to: (enclose self-addressed stamped envelope)

**Name:** Elizabeth S. Adler, Esq.

**Address:**

Greenspoon Marder LLP  
200 E. Broward Blvd.  
Suite 1800  
Fort Lauderdale, FL 33301

**This Instrument Prepared by:**

Elizabeth S. Adler, Esq.  
Greenspoon Marder LLP  
200 E. Broward Blvd.  
Suite 1800  
Fort Lauderdale, FL 33301

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR PROCESSING DATA

**DEVELOPMENT AGREEMENT**

THIS DEVELOPMENT AGREEMENT (“AGREEMENT”) is entered into as of this \_\_\_\_ day of \_\_\_\_\_, 2024 by and between the **CITY OF DEERFIELD BEACH, FLORIDA** (“CITY”), a municipal corporation organized and existing under the laws of the State of Florida, whose address is 150 N.E. 2nd Avenue, Deerfield Beach, Florida 33441 and **CRD FEDERAL LLC**, a Florida limited liability company (“DEVELOPER”), whose mailing address is 512 Lake Avenue, Lake Worth Beach, FL 33460.

(Whenever used herein, the term “CITY” shall also include and collectively refer to CITY’s respective successors in interest. Whenever used herein, the term “DEVELOPER” shall also include and collectively refer to DEVELOPER’s respective heirs, legal representatives, assigns, and successors in title.)

**W I T N E S S E T H:**

**WHEREAS**, DEVELOPER is the owner of multiple contiguous parcels, located on the west side of Federal Highway, between NE 4th Street and NE 2<sup>nd</sup> Street, within the municipal boundaries of the CITY (“PROPERTY”), as more particularly described in **Exhibit “A”** attached hereto; and

**WHEREAS**, DEVELOPER proposes to redevelop the PROPERTY with a maximum of 237 multi-family residential dwelling units, within a (4) and (5) five-story structure, a four (4)-story parking garage, and associated site improvements (the “PROPOSED DEVELOPMENT”); and

**WHEREAS**, to facilitate the construction of the PROPOSED DEVELOPMENT on the PROPERTY, DEVELOPER submitted applications to the CITY to amend the land use designation and rezone the PROPERTY, and for approval of a site plan for the PROPERTY (collectively the “APPLICATIONS”); and

**WHEREAS**, DEVELOPER submitted applications to amend the land use designations of the PROPERTY on the CITY Land Use Plan (“City LUPA”) and the Broward County Land Use Plan (“County LUPA”) from Commercial and Residential Moderate (10) (CITY)/Commerce and Low Medium (10) (County) to Irregular (48.6) Residential (collectively the CITY LUPA and County LUPA are referred to herein as “LUPA”); and

**WHEREAS**, On October 1, 2020 the CITY’S Planning and Zoning Board (“P&Z”) recommended approval of the LUPA; on November 10, 2020, the CITY Commission (“COMMISSION”) approved the LUPA on first reading; on January 28, 2021, the County’s Broward County Planning Council (“BCPC”) recommended approval of the LUPA; on March 9, 2021, the Broward County Commission (“COUNTY COMMISSION”) approved the LUPA on first reading; and, on April 6, 2021, the CITY Commission approved the LUPA on second reading; and

**WHEREAS**, DEVELOPER submitted an application to the CITY requesting to rezone the PROPERTY from B-2 and RM-10 to Planned Development District (“PDD”), CITY project number 24-R-200 (“REZONING”); and

**WHEREAS**, § 98-68(a) of the Deerfield Beach Land Development Code (“CODE”) provides the purpose and intent of the PDD is to enable quality development for properties that due to the size or characteristics of the property, other implements of zoning regulation provided in the CODE would result in under-utilized or under-developed property; and

**WHEREAS**, § 98-68(b) of the CODE provides qualifications that all applicants must meet to rezone property to PDD and requires that the applicant provide a statement detailing how the qualifications have been satisfied; and

**WHEREAS**, § 98-68(c) of the CODE provides that all applicants rezoning to the PDD district must submit a development agreement, including a statement of need, to be considered by the CITY COMMISSION in conjunction with the rezoning application; and

**WHEREAS**, § 98-68(e) of the CODE provides for creation of property development requirements through a PDD rezoning; and

**WHEREAS**, DEVELOPER submitted applications for plat approval to both the City (application no. 20-P-229) and County (application no. 009-MP-21) for the Centrum Deerfield Beach Plat (collectively, “PLAT APPLICATION”); and

**WHEREAS**, DEVELOPER and CITY are desirous of entering into this AGREEMENT in connection with the REZONING and site plan (CITY project number 21-PDD-02) (“SITE PLAN”) for the PROPOSED DEVELOPMENT as may be amended from time to time subject to an amendment to this AGREEMENT with terms acceptable to the CITY; and

**WHEREAS**, this AGREEMENT is for the express purpose of defining the responsibility, conditions, terms, restrictions, or other requirements determined to be necessary by the CITY.

**NOW, THEREFORE**, for and in consideration of the mutual terms and conditions contained in this AGREEMENT, the sufficiency and adequacy of which are hereby acknowledged by the parties hereto, the parties to this AGREEMENT do hereby agree as follows:

**ARTICLE I.**  
**RECITALS, EXHIBITS AND AGREEMENT**

1.1 RECITALS; EXHIBITS. The foregoing recitals are true and correct and are incorporated, in their entirety, into and made a part of this AGREEMENT as if specifically set forth herein. All exhibits to this AGREEMENT are hereby deemed a part hereof as if set forth herein verbatim.

1.2 RECORDING; COVENANTS RUN WITH THE LAND. This AGREEMENT shall not become effective and shall not be recorded in the Public Records of Broward County, Florida, until after approvals by the CITY and COUNTY of the requested APPLICATIONS, including amendments to the CITY and COUNTY land use plan, and the expiration of all appeal periods or, if an appeal is filed, the conclusion of such appeal in a manner that does not affect the approval of the APPLICATIONS. The rights, promises, covenants, restrictions, obligations, agreements, and other provisions herein contained which are enforceable by or against DEVELOPER (including their respective successors and assigns) in accordance with the terms of this AGREEMENT, are not personal and shall operate as a covenant running with the land, binding upon and inuring to the benefit of the owner(s) of the PROPERTY. The rights, promises, covenants, restrictions, obligations, agreements, and other provisions herein contained which are enforceable by or against CITY in accordance with the terms of this AGREEMENT, are personal, solely binding upon and inuring to the benefit of CITY (including its successors in interest).

1.3 DECLARATION OF RESTRICTIVE COVENANTS. In connection with approval of the LUPA, the DEVELOPER voluntarily agreed to place certain restrictions on the PROPERTY related to affordable housing. DEVELOPER agreed to pay Five Hundred Dollars (\$500.00) per dwelling unit for the maximum 277 dwelling units allowed on the Property per the Residential Irregular (48.6 du/ac) land use designation in the total amount of One Hundred and Thirty Eight Thousand Five Hundred Dollars (\$138,500.00) to be used by the City towards the City's affordable housing programs. Said affordable housing payment shall be made to the CITY prior to the issuance of the first residential building permit for the PROPERTY. DEVELOPER recorded a Declaration regarding this requirement.

1.4 UNIFIED CONTROL AND PERPETUAL MAINTENANCE. DEVELOPER agrees to abide by all conditions and provisions of the LUPA, REZONING, and SITE PLAN approvals granted by the CITY for the PROPERTY. The PROPERTY so planned shall not be developed in any other way except in substantial accord with the conditions, plans, specifications, and requirements approved as part of the LUPA, REZONING, and SITE PLAN

for the PROPERTY. DEVELOPER acknowledges that the DEVELOPER or its designee(s) will maintain all common SITE PLAN elements to be constructed on the PROPERTY, such as access drives, entry features, easements, landscaping, irrigation, lighting, drainage facilities, utilities, sidewalks, signage, and any other elements necessary to ensure the proper upkeep and maintenance of such elements to be constructed on the PROPERTY.

1.5 STATEMENT OF NEED. Pursuant to CODE § 98-68(b), DEVELOPER submitted the statement of need, attached as **Exhibit “B”**, in connection with the REZONING.

1.6 COMPLIANCE WITH PDD ELEMENTS. CODE § 98-68(e) Property development requirements state that there are no set dimensional regulations in a PDD zoning district. In conjunction with the REZONING, DEVELOPER proposed the property development requirements to be approved by the CITY COMMISSION as part of the REZONING (“DEVELOPMENT REQUIREMENTS”). The DEVELOPMENT REQUIREMENTS, attached as **Exhibit “C”**, provide dimensional regulations and any deviations from CODE requirements that apply to the PROPOSED DEVELOPMENT. The PROPOSED DEVELOPMENT will also meet all applicable CODE requirements not modified by the DEVELOPMENT REQUIREMENTS.

1.7 MODIFICATION TO PDD, MASTER PLAN, AND SITE PLAN. From time to time, DEVELOPER may have a need to request that the CITY approve amendments to the SITE PLAN and exhibits attached hereto. Provided that said SITE PLAN amendments and/or amendments to exhibits attached hereto meet the criteria in the CODE for administrative site plan amendments as determined by CITY’s Planning and Development Services Director or her/his designee and does not conflict with the terms of this AGREEMENT, no amendments to this AGREEMENT shall be required for such amendments to the SITE PLAN and/or amendments to any exhibits attached hereto. In the event a change or modification to the SITE PLAN or exhibits to this AGREEMENT is required by applicable governmental or quasi-governmental authorities, such change or modification will not require an amendment to this AGREEMENT.

1.8 USE RESTRICTION. Prior to the issuance of the first residential building permit for the PROPOSED DEVELOPMENT, DEVELOPER shall record a declaration of restrictions in a form acceptable to the City Attorney prohibiting the use of the PROPERTY for a residential alcohol and drug treatment center.

1.9 FIRE FUND CONTRIBUTION. In addition to all impacts fees required for the Development pursuant to the City’s Land Development Code, DEVELOPER shall contribute \$100,000.00 to the CITY’s Fire fund. Said contribution shall be made prior to issuance of the first residential building permit for the PROPOSED DEVELOPMENT.

1.10 PLAT. DEVELOPER shall diligently process and record the plat in the Public Records of Broward County, Florida upon approval of the PLAT APPLICATION by the City and the County.

## **ARTICLE II.**

### **REQUIRED IMPROVEMENTS**

2.1 All improvements listed below shall be completed prior to the issuance of the final certificate of occupancy for the PROPERTY, unless otherwise stated.

2.2 **OPEN SPACE IMPROVEMENTS.** DEVELOPER has agreed to install public open space nodes on the PROPERTY at the following locations: the corner of Federal Highway and NE 2<sup>nd</sup> Street, the corner of Federal Highway and NE 4<sup>th</sup> Street, and at the corner of NE 9<sup>th</sup> Avenue and NE 2<sup>nd</sup> Street depicted on the SITE PLAN (collectively, “PUBLIC SPACE IMPROVEMENTS”). DEVELOPER has agreed to install a private open space area on Lot 4 as depicted on the survey of the Property (“PRIVATE OPEN SPACE”). The PUBLIC AND PRIVATE OPEN SPACE IMPROVEMENTS will be constructed in substantial conformity as depicted and attached as **Exhibit “D.”** Said PUBLIC AND PRIVATE OPEN SPACE IMPROVEMENTS shall be constructed and maintained in compliance with all applicable laws and shall also comply with additional restrictions and requirements contained herein. These improvements shall be completed prior to the issuance of the temporary certificate of occupancy for the last floor of the PROPERTY. Prior to the issuance of the temporary certificate of occupancy for any floor of the PROPOSED DEVELOPMENT, DEVELOPER shall grant a public access easement over any portion of the PUBLIC SPACE IMPROVEMENTS that fall within the PROPERTY. Said easement shall be in a form acceptable to the City Attorney and shall not require City Commission approval.

2.3 **PUBLIC ART.** DEVELOPER shall provide for public art at three (3) locations on the PROPERTY. Said art shall conform to all requirements of Sec. 14-131 through Section 14-138 of the CODE pertaining to art on private property. DEVELOPER shall install and maintain public art improvements in conjunction with the PUBLIC SPACE IMPROVEMENTS. Said public art shall be chosen by the DEVELOPER. The public art chosen by the Developer for installation shall be subject to submission of an Artwork Permit Application to the City for review and approval by the Public Art Committee.

2.4 **NE 2<sup>nd</sup> STREET:**

A. DEVELOPER shall, at no cost to the CITY, construct that portion of NE 2<sup>nd</sup> Street adjacent to the PROPERTY in accordance with the design shown on the SITE PLAN, which design is attached as **Exhibit “D.”** Said improvements shall include two (2) on-street parallel parking spaces to be available to the public at no charge. This improvement shall be completed prior to the issuance of the final certificate of occupancy for the PROPERTY.

B. Prior to January 1, 2025, DEVELOPER shall complete a survey of existing right-of-way on NE 2<sup>nd</sup> Street from NE 9<sup>th</sup> Avenue to NE 6<sup>th</sup> Avenue.

C. Prior to January 1, 2025, DEVELOPER shall provide CITY with engineered construction plans for reconstruction of NE 2nd Street from NE 9th Avenue to NE 6th Avenue that are consistent with the cross-section provided in **Exhibit “E”**.

D. Prior to the issuance of a temporary certificate of occupancy for any floor of the PROPOSED DEVELOPMENT, DEVELOPER shall construct an eight (8) foot sidewalk



along the north side of NE 2nd Street from NE 9th Avenue to NE 6th Avenue. A lesser width may be constructed if sufficient right of way does not exist at the time the survey of NE 2<sup>nd</sup> Street is completed by the DEVELOPER or utility poles must be relocated to construct the eight (8) foot sidewalk. DEVELOPER shall not be required to pay any tree removal fees or be required to relocate any trees that must be removed associated with this construction.

2.5 UNDERGROUND UTILITY LINES: DEVELOPER shall, at no cost to the CITY, install underground utility lines along Federal Highway and along the west side of the proposed building as more fully depicted on **Exhibit “F”** hereto. This improvement shall be completed prior to the issuance of a temporary certificate of occupancy for any floor of the PROPOSED DEVELOPMENT.

2.6 TURN LANE IMPROVEMENTS: DEVELOPER shall install a northbound left turn lane on Federal Highway into the PROPERTY and shall extend the southbound left turn-lane at the intersection of Federal Highway and NE 2<sup>nd</sup> Street as depicted in **Exhibit “G”**. Said turn lane improvements are subject to approval by Florida Department of Transportation and Broward County.

2.7 TRAFFIC SIGNAL IMPROVEMENT: DEVELOPER shall install a left turn arrow signal on the southbound traffic signal at the intersection of Federal Highway and NE 2<sup>nd</sup> Street. Said improvement is subject to approval by Florida Department of Transportation and Broward County.

2.8 PET WASTE ELIMINATION STATION: DEVELOPER shall install three (3) pet waste elimination stations on the PROPERTY, at locations to be determined by the DEVELOPER along each of the following streets: (i) NE 2nd Street; (ii) Federal Highway; and (iii) NE 4th Street. This improvement shall be completed prior to the issuance of the final certificate of occupancy for the PROPERTY. Developer, and its successors and assigns, shall be responsible for cleanup, maintenance, repair and replacement of the pet waste elimination stations.

2.9 RESTORATION OF PUBLIC IMPROVEMENTS. Any public improvements damaged by the contractor during demolition and/or construction shall be replaced to the equal or better condition that existed prior to demolition and/or construction at the DEVELOPER’S expense, within 14 days of receipt of notice from CITY, unless further extension is granted by City Manager or his/her designee.

2.10 GREEN BUILDING ELEMENTS. The PROPOSED DEVELOPMENT will be designed to National Green Building Standards and incorporate sustainable development elements to minimize the impact on public infrastructure systems and improve environmental quality. These elements shall include the following:

- Lockable bike racks/storage
- Electric vehicle “EV” charging station
- SEER 14 AC equipment or better
- Energy Star rated appliances
- Energy Star rated exhaust fans

- Energy Star windows
- Non-HCFC refrigerants
- Exterior lighting to be Energy Star rated or LED bulbs
- Interior light fixtures to be Energy Star rated or fitted with fluorescent bulbs with Energy Star label or LED bulbs
- Energy Star qualified ceiling fans
- Low-flow toilets, shower fixtures and faucets
- No unvented combustion appliances
- Low VOC paint, adhesives and sealants
- Green Label Plus flooring
- Drought tolerant as well as native plant material
- Roof framing at 24" O.C. or greater
- Using post-consumer recycled content or post-industrial content where feasible

2.11 TRAFFIC CALMING. If residents on: (i) NE 8<sup>th</sup> Ave; (ii) NE 8<sup>th</sup> Terrace; and (iii) NE 9<sup>th</sup> Ave, and the CITY COMMISSION agree to traffic calming improvements in accordance with the applicable provisions of Section 98-88(j) of the CODE and the City's Neighborhood Traffic Calming Policy, DEVELOPER shall pay for the cost of material and installation related to the approved traffic calming improvements ("TRAFFIC CALMING CONTRIBUTIONS"). Said TRAFFIC CALMING CONTRIBUTIONS shall not include the acquisition of any right-of-way needed to install the CITY COMMISSION approved improvements. The CITY shall be responsible for the approval from the residents on NE 8<sup>th</sup> Ave, NE 8<sup>th</sup> Terrace, and NE 9<sup>th</sup> Ave for said improvements. This commitment shall be valid for a period of one year after the issuance of the final Certificate of Occupancy for the PROPOSED DEVELOPMENT.

### **ARTICLE III.** **MISCELLANEOUS**

3.1 AGREEMENT. This AGREEMENT sets forth all of the promises, covenants, agreements, conditions, and understandings between the parties hereto, and supersedes all prior and contemporaneous agreements, understandings, inducements, or conditions, express or implied, oral or written.

A. This AGREEMENT may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall, together, constitute the same instrument.

B. This AGREEMENT shall be construed in accordance with the laws of the State of Florida, without regard to its conflict of laws principles, and any proceeding arising between the parties in any manner pertaining to this AGREEMENT shall, to the extent permitted by law, be held in Broward County, Florida.

C. The parties agree to execute such documents and take such actions as are necessary to implement the spirit and intent of this AGREEMENT.

D. All pronouns and any variations thereof shall be deemed to refer to the masculine, feminine, and neuter, singular or plural, as the identity of the party or parties, personal representative(s), successor(s) or assign(s) may require. All captions or headings used in this AGREEMENT are for convenience only and do not define or limit the scope of this AGREEMENT. This AGREEMENT shall be construed without regard to any presumption or other rule that would require construction against the party causing this AGREEMENT to be drafted.

3.2 SEVERABILITY. If any court of competent jurisdiction shall declare any section, paragraph or part of this Declaration invalid or unenforceable, then such judgment or decree shall have no effect on the enforcement or validity of any other section, paragraph or part hereof, and the same shall remain in full force and effect. The agreed upon venue shall be Broward County, Florida.

3.3 DEFAULT. In the event of DEVELOPER's default under this AGREEMENT, CITY shall be entitled to any and all remedies available under Florida law, and CITY shall be entitled to deny the issuance of development related permits for the construction of the PROPOSED DEVELOPMENT while DEVELOPER's default is then-continuing and ongoing, including, but not limited to, denial of building permits and certificates of occupancy. In the event CITY defaults under this AGREEMENT, DEVELOPER shall be entitled to any and all remedies available under Florida law, including (without limitation) injunctive relief and specific performance. Except to the extent that CITY's acts or omissions constitute gross and/or criminal negligence, DEVELOPER shall not be entitled to recover monetary damages (excluding attorneys' fees and costs) from CITY in the event CITY defaults under this AGREEMENT. Nothing contained herein shall be construed as expanding, limiting, or otherwise altering the scope of the CITY's sovereign immunity, protection, and the recovery limits as set forth in Fla. Stat. § 768.28, as such may be amended from time to time.

3.4 NOTICE. All notices, demands, correspondence and communication in connection with this AGREEMENT must be in writing and shall be deemed to have been delivered on the date post-marked by mailing the same by certified mail, or on the date sent by overnight or the express courier, addressed to the respective parties at the following addresses:

If to CITY: CITY OF DEERFIELD BEACH  
City Manager  
150 N. E. 2nd Avenue  
Deerfield Beach, FL 33441

With a copy: Anthony Soroka, Esq.  
City Attorney  
2255 Glades Road  
Suite 200E  
Boca Raton, FL 33431

If to DEVELOPER: CRD FEDERAL LLC  
512 Lake Avenue  
Lake Worth Beach, FL 33460

With a copy: Greenspoon Marder LLP.  
Attn: Dennis Mele, Esq.  
200 E. Broward Boulevard  
Suite 1800  
Fort Lauderdale, FL 33301

3.5 AMENDMENTS; MODIFICATIONS. Except as otherwise provided herein, this AGREEMENT shall not be modified, amended, or released as to any portion of the PROPERTY except by written instrument, executed by the parties hereto. Any amendment, modification, or release of this AGREEMENT shall be recorded in the Public Records of Broward County, Florida.

3.6 FORCE MAJEURE. No party shall be liable or responsible to the other party, nor be deemed to have defaulted under or breached this AGREEMENT, for any failure or delay in fulfilling or performing any term of this AGREEMENT, when and to the extent such failure or delay is caused by or results from acts beyond the affected party's reasonable control, including, without limitation: (a) acts of God; (b) flood, fire, earthquake, or explosion; (c) war, invasion, hostilities (whether war is declared or not), terrorist threats or acts, riot, or other civil unrest; (d) government order or law; (e) actions, embargoes, or blockades in effect on or after the date of this AGREEMENT; (f) action by any governmental authority, excluding those actions which are taken as result of DEVELOPER's misconduct; (g) national or regional emergency; (h) a declared pandemic; (i) strikes, labor stoppages or slowdowns, or other industrial disturbances; and (j) shortage of adequate power or transportation facilities (individually and collectively, a "FORCE MAJEURE EVENT"). The party suffering a FORCE MAJEURE EVENT shall give notice to the other party within five (5) business days after the commencement of the continuing FORCE MAJEURE EVENT, stating the period of time the occurrence is expected to continue and such party shall use all commercially reasonable efforts to end the failure or delay and ensure the effects of such FORCE MAJEURE EVENT are minimized.

3.7 WAIVER. Nothing in this AGREEMENT shall waive any other lawful development requirement for the PROPERTY raised by the applicable governmental authorities or any other requirements under the CODE, or any other development agreements in effect relating to the PROPERTY.

3.8 INCONSISTENCIES WITH SITE PLAN; CONTROLLING DOCUMENTS. In the event of a specific inconsistency in the terms set forth in this AGREEMENT and the approved SITE PLAN, this AGREEMENT shall control.

3.9 ENTIRE AGREEMENT. Notwithstanding anything contained herein to the contrary, this AGREEMENT, together with any conditions of approvals related to the LUPA, REZONING, and SITE PLAN, including any related exhibits and schedules attached hereto, constitutes the sole and entire agreement of the parties hereto with respect to the subject matter contained herein, and supersedes all prior and contemporaneous understandings, promises,

inducements, conditions, agreements, representations, and warranties between the parties hereto with respect to such subject matter, regardless of whether such is written, oral, express, or implied.

IN WITNESS WHEREOF, the parties have made and executed this AGREEMENT on the respective dates under each signature.

**CITY:**

**CITY OF DEERFIELD BEACH, FLORIDA,**  
a Florida municipal corporation

By: \_\_\_\_\_  
Print name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Dated: \_\_\_\_\_

**ATTEST:**

\_\_\_\_\_  
Print name: \_\_\_\_\_  
Title: \_\_\_\_\_

(SEAL)

**APPROVED:**

\_\_\_\_\_  
\_\_\_\_\_  
CITY ATTORNEY

STATE OF FLORIDA       )  
                                      ) SS:  
COUNTY OF BROWARD    )

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, in the County and State last aforesaid this \_\_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_, as \_\_\_\_\_ of the **CITY OF DEERFIELD BEACH, FLORIDA**, a Florida municipal corporation, freely and voluntarily under authority duly vested in her/him by said municipal corporation, and who is personally known to me or has produced \_\_\_\_\_ as identification.

**NOTARY PUBLIC:**

(SEAL)

My commission expires:

\_\_\_\_\_  
Print name: \_\_\_\_\_



IN WITNESS WHEREOF, DEVELOPER has executed this Agreement on the day written below.

**DEVELOPER:**

CRD FEDERAL LLC, a Florida limited liability company

By: SUPREMA, INC., a Florida corporation,  
Manager

\_\_\_\_\_  
Printed Name:\_\_\_\_\_

By:\_\_\_\_\_  
Name:\_\_\_\_\_  
Title:\_\_\_\_\_

\_\_\_\_\_  
Printed Name:\_\_\_\_\_

STATE OF \_\_\_\_\_ )  
 ) SS  
COUNTY OF \_\_\_\_\_ )

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, by \_\_\_\_\_, as \_\_\_\_\_ of SUPREMA, INC., a Florida corporation, as Manager of CRD FEDERAL LLC, a Florida limited liability company, who is personally known to me or who has produced \_\_\_\_\_ as identification.

WITNESS my hand and official seal in the County and State last aforesaid this \_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
Typed, printed or stamped name of Notary Public

My Commission Expires:

## **EXHIBIT "A"**

### **LEGAL DESCRIPTION OF THE PROPERTY**

LOTS 4, 8, AND 9, BLOCK 3, OF "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, AND A PORTION OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 47 SOUTH, RANGE 43 EAST, BROWARD COUNTY, FLORIDA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 8; THENCE NORTH 89°48'49" EAST ON THE NORTH LINE OF SAID LOT 8 FOR 113.33 FEET TO THE NORTHEAST CORNER SAID LOT 8; THENCE NORTH 00°23'22" EAST ON THE EAST LINE OF SAID BLOCK 3 FOR 205.01 FEET TO THE SOUTHEAST CORNER OF SAID LOT 4; THENCE SOUTH 89°48'49" WEST ALONG THE SOUTH LINE OF SAID LOT 4 FOR 114.01 FEET TO THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTH 00°11'59" EAST ALONG THE WEST LINE OF SAID LOT 4 FOR 65.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 4; THENCE NORTH 89°48'49" EAST ALONG THE NORTH LINE OF SAID LOT 4 FOR 114.23 FEET TO THE NORTHEAST CORNER OF SAID LOT 4; THENCE NORTH 00°23'22" EAST ALONG SAID EAST LINE 202.72 FEET TO A POINT ON A LINE LYING 40.00 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SAID SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31; THENCE NORTH 89°27'49" EAST ON SAID PARALLEL LINE 231.05 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY; THENCE SOUTHEASTERLY ON THE ARC OF SAID CURVE TO THE RIGHT, BEING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF RIGHT-OF-WAY PARCEL B, AS RECORDED IN OFFICIAL RECORDS BOOK 8364, PAGE 799 OF SAID PUBLIC RECORDS, HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 89°37'05", FOR 39.10 FEET TO A POINT OF TANGENCY ON THE WEST RIGHT-OF-WAY LINE OF NORTH FEDERAL HIGHWAY (STATE ROAD NO. 5/U.S. HIGHWAY NO. 1), SAID LINE LYING 60.50 FEET WEST OF AND PARALLEL TO THE CENTERLINE OF CONSTRUCTION OF NORTH FEDERAL HIGHWAY (STATE ROAD NO. 5/U.S. HIGHWAY NO. 1) AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, SECTION 86020-2526, SHEET 18 OF 20; THENCE SOUTH 00°55'06" EAST ON SAID WEST RIGHT-OF-WAY LINE 574.23 FEET; THENCE SOUTH 44°26'52" WEST ON THE NORTHWESTERLY LINE OF RIGHT-OF-WAY PARCEL 113, AS RECORDED IN OFFICIAL RECORDS BOOK 7702, PAGE 994, OF SAID PUBLIC RECORDS, 28.47 FEET TO A POINT ON A LINE LYING 30.00 FEET NORTH AND PARALLEL TO THE SOUTH LINE OF SAID SOUTHEAST 1/4 OF SECTION 31; THENCE SOUTH 89°48'49" WEST ON SAID PARALLEL LINE 337.42 FEET TO THE MOST SOUTHERLY SOUTHWEST CORNER OF SAID LOT 9 BEING A POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE NORTHEASTERLY; THENCE NORTHWESTERLY ON THE ARC OF SAID CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 90°23'10", FOR 39.44 FEET TO THE MOST WESTERLY SOUTHWEST CORNER OF SAID LOT 9, AND A POINT OF TANGENCY; THENCE NORTH 00°11'59" EAST ON THE WEST LINE OF SAID LOTS 9 AND 8 FOR 119.83 FEET TO THE POINT OF BEGINNING.

SAID LANDS LYING AND BEING IN THE CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA, AND CONTAINING 185,968 SQUARE FEET (4.2692 ACRES), MORE OR LESS.

## **EXHIBIT “B”**

### **Statement of Need**

#### **3.10 Statement of Need**

##### **E. The development and redevelopment of properties is apparent.**

If the property were to remain in its current state with an aging office building, duplex and vacant land, the property would continue to be an under-utilized and under-developed parcel near the northern gateway to the City. Significant redevelopment is occurring in the City of Boca Raton immediately to the north and this property represents a logical location to capitalize on those redevelopment activities.

The City has identified Pioneer Grove as a location for significant development and redevelopment. Although this property isn't in that specific planning area, it does anchor the eastern end of Eller Street. The proposed development will provide for additional residents in walking distance of Pioneer Grove to support local businesses in the area.

As the City nears buildout but continues to face the pressures of continued population growth, it must find ways to accommodate residential development at higher densities in a responsible manner. There is limited vacant land in the City to accommodate the needed dwelling units and provide for a variety of dwelling unit types in the City. This rezoning will provide for a high-quality compact urban design at a primary gateway to the City and at a gateway to the Pioneer Grove area. The rezoning will also provide for a development with a range of unit sizes and urban elements such as structured parking, exceptional amenities, access to transit, and pedestrian connectivity to surrounding uses. This development will provide an attractive alternative to the residential units being constructed north of the City.

##### **F. The development and redevelopment of properties shall enhance the economic development strategies of the City of Deerfield Beach.**

The Citywide Economic Development Strategy documents that many higher paid professionals working in the City choose to live outside the City. This may be due to the fact that the City has a relatively older housing supply and limited choices. The proposed PDD will support the City's economic development strategies by providing for a new residential complex with distinctive architectural design and on-site amenities in an area where this type of housing does not currently exist. This housing opportunity will be attractive to young higher paid professionals who work but don't live in the City. The proposed amenities in the development and a location with easy access to the regional roadway and transit network will also provide a new and attractive housing opportunity for new employees in the City.

The Citywide Economic Development Strategy acknowledges the planning efforts related to Pioneer Grove as being “potentially transformative major development opportunities.” This PDD is not located in the Pioneer Grove planning area but it is within walking distance and adjacent to Eller Street which is one of its main corridors. The PDD will improve the area's housing supply and diversity which will support the Pioneer Grove Plan and the Citywide Economic Development Strategy. The new residential units will help to provide a critical mass to support the existing and proposed businesses in Pioneer Grove.

The Citywide Economic Development Strategy emphasizes creating livable neighborhoods. The PDD meets the following typical elements of a livable neighborhood including:

- Compact
- Sustainable
- Accessible
- Diverse

- Healthy and Green

G. The development of properties with unique property characteristics, natural or man-made, that impede the development of these properties under the strict application of the regulations of the Land Development Code.

The property currently has two (2) different zoning designations: B-2 and RM-10. These two zoning districts have different setback, open space, height and lot coverage requirements that would need to be applied on the respective zoning parcels and would not allow for a cohesive development. These different standards would reduce the developable area on the property and result in a disjointed development and under-utilized property. This PDD will create a unified development for the property and provide additional residential units needed to accommodate the City's future population growth. As the City nears buildout but continues to face the pressures of continued population growth, it must find ways to accommodate residential development at higher densities in a responsible manner. There is limited vacant land in the City to accommodate the needed dwelling units and provide for a variety of dwelling unit types in the City. The conventional zoning districts that are available in the Land Development Code do not allow sufficient density for a financially viable and high-quality development. This rezoning will provide for a high-quality, compact urban design at a primary gateway to the City and at a gateway to the Pioneer Grove area. The rezoning will also provide for a development with a range of unit sizes and urban elements such as structured parking, exceptional amenities, access to transit, and pedestrian connectivity to surrounding uses.

**EXHIBIT "C"**

| <b>Property Development Requirements</b> |                                       |              |                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------|---------------------------------------|--------------|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                          | <b>Required<br/>(Existing Zoning)</b> |              | <b>Provided<br/>(PDD)</b>                        | <b>Justification</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                          | <b>B-2</b>                            | <b>RM-10</b> |                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Lot Area, Minimum</b>                 | 10,000<br>sf                          | 7,000 sf     | 185,968 sf                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Lot Width, Minimum</b>                | 100'                                  | 100'         | 574'                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Density, Maximum</b>                  | N/A                                   | 10<br>DU/AC  | 40.37<br>DU/AC<br>(237du/5.8<br>7 gross<br>acres | The proposed density is needed to provide for the significant improvements proposed in this development given the location at the northern gateway to the city and the land values on the Federal Highway corridor. This density is consistent with the adopted land use plan designation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Building Height, Maximum</b>          | 75'                                   | 35'          | 55' to the<br>roof deck                          | The current allowable height on the B-2 portion of the property is 75'. The area of the property zone B-2 is adjacent to the rear yards of the adjacent residential lots. The proposed height is 20' less than the current allowable height on the majority of the property. That portion of the property zoned RM-10 is located adjacent to the southern lot line of one adjacent residential lot. The lot adjacent to NE 9 <sup>th</sup> Avenue is also zoning RM-10. No buildings are proposed on that portion of the property currently zoned RM-10. The site plan provides several measures to ensure that the height of the building is compatible with the adjacent duplex lots west of the building. A precast concrete wall will separate the rear yards of these adjacent duplex lots from the proposed development. The aesthetics of these rear lots will be enhanced by the substantial investment that the Applicant will make to bury the FPL facilities on the west side of the proposed building. The design of west elevation of the building is enhanced with architectural details that provide an interesting façade for the neighbors to the west and not a blank wall. The west elevation of the building is further enhanced with green walls to soften the façade. The landscape buffer on the west side of the building includes staggered heights of native Cabbage Palms, along with flowering trees and native canopy trees interspersed with the palms to enhance the view of the building from the adjacent rear yards. These trees are larger than those that would be allowed if the utility lines |



|                                                                                                                                                                                                              |                                                   |                                                 |                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-------------------------------------------------|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                              |                                                   |                                                 |                                                            | remained above ground. In addition, hedges are included on the west side of the wall in order to soften the appearance of the wall from the adjacent residential lots.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Setbacks, Minimum</b><br><br>Front (Federal Hwy/NE 2 <sup>nd</sup> Ave)<br><br>Corner (NE 2 <sup>nd</sup> St/NE 9 <sup>th</sup> Ave)<br><br>Corner (NE 4 <sup>th</sup> St)<br><br>Rear (west)<br><br>Side | <b>B-2</b><br>50'<br><br>25'<br>25'<br>15'<br>10' | <b>RM-10</b><br>25'<br>15'<br>15'<br>15'<br>10' | <b>PDD</b><br>10'<br><br>37'/N/A<br>22.8'<br>13'/NA<br>N/A | <p>The Applicant is requesting a modification to building setbacks in order to develop the proposed 237-unit complex in a manner that provides for a high-quality living experience with compact urban design including structured parking and a focus on access to mass transit. This development provides residents with an opportunity to live in a walkable area of the city and be less dependent on a personal vehicle for transportation to work, shopping and recreation. For this reason, the building is placed as close to Federal Highway as possible to provide for easy access to mass transit. The building orientation also provides expanded setbacks along NE 4<sup>th</sup> Street and particularly NE 2<sup>nd</sup> Street to create pleasant and safe pedestrian ways for the gateway to Pioneer Grove.</p> <p>The rear setback on the west is reduced to provide a compact urban design but with enhanced landscaping and aesthetics adjacent to the rear of the building. The building design provides four-sided architectural design so that the building is aesthetically pleasing from all sides. The west elevation is enhanced with green walls to soften the façade. The landscape buffer on the west side of the building includes staggered heights of native Cabbage Palms, along with flowering trees and native canopy trees interspersed with the palms to enhance the view of the building from the adjacent rear yards. These trees are larger than those that would be allowed if the utility lines remained above ground. In addition, hedges are included on the west side of the wall in order to soften the appearance of the wall from the adjacent residential lots.</p> |
| <b>Lot Coverage %, Maximum</b>                                                                                                                                                                               | 35%                                               | 40%                                             | 55%                                                        | The maximum lot coverage is necessary to provide for a development with a range of unit sizes and urban elements such as structured parking, exceptional amenities, access to transit, and pedestrian connectivity to surrounding uses. The development is also making a substantial investment in community improvements such as underground                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

|                                                  |                 |          |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------------|-----------------|----------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                  |                 |          |                 | utilities, community open spaces and enhanced pedestrian improvements. The proposed maximum lot coverage is necessary to provide for an economically viable development with a distinctive architectural design at an important gateway to the City. The development will convert an under-utilized property into a quality residential development that will enhance the City's image.                                                                                                                                                                                                        |
| <b>Minimum Floor Area for Multi-Family Units</b> |                 |          |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 1 BR                                             | N/A             | 700 sf   | 700 sf          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2 BR                                             | N/A             | 900 sf   | 960 sf          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 3BR                                              | N/A             | 1,050 sf | 1,280 sf        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Minimum Landscaped Area</b>                   | 20%             | 35%      | 24%             | The proposed development provides for a variety of public and private landscaped and open space areas on the property. The building contains recreation areas that provide for a pool, gym, dog park and private gathering spaces. Public spaces are also provided on the property along NE 2 <sup>nd</sup> Street that are joined by an enhanced pedestrian amenity. Parallel parking spaces, lush landscaping and seating areas are also provided along NE 2 <sup>nd</sup> Street to enhance pedestrian safety. A pedestrian plaza is also provided at the northeast corner of the property. |
| <b>Number of Intermediate Landscape Islands</b>  | 2               | 2        | 0               | The site design does not meet the letter of staff's request. However, there are no more than 10 consecutive parking spaces in a row in the parking court. Each row of parking has a terminal island. In addition, a public plaza is provided in the southwest corner of the property as an amenity for the residents and the community.                                                                                                                                                                                                                                                        |
|                                                  |                 |          |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Parking Space Dimensions</b>                  | <b>Required</b> |          | <b>Provided</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Standard                                         | 10'x20'         |          | 9'x18'          | The site plan provides the required number of parking spaces to meet Code, including two (2) parallel on-street parking spaces on Eller Street. All compact spaces were used in the garage because 9'x18' stalls meet industry standards for                                                                                                                                                                                                                                                                                                                                                   |
| ADA                                              | 12'x18          |          | 12x18'          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

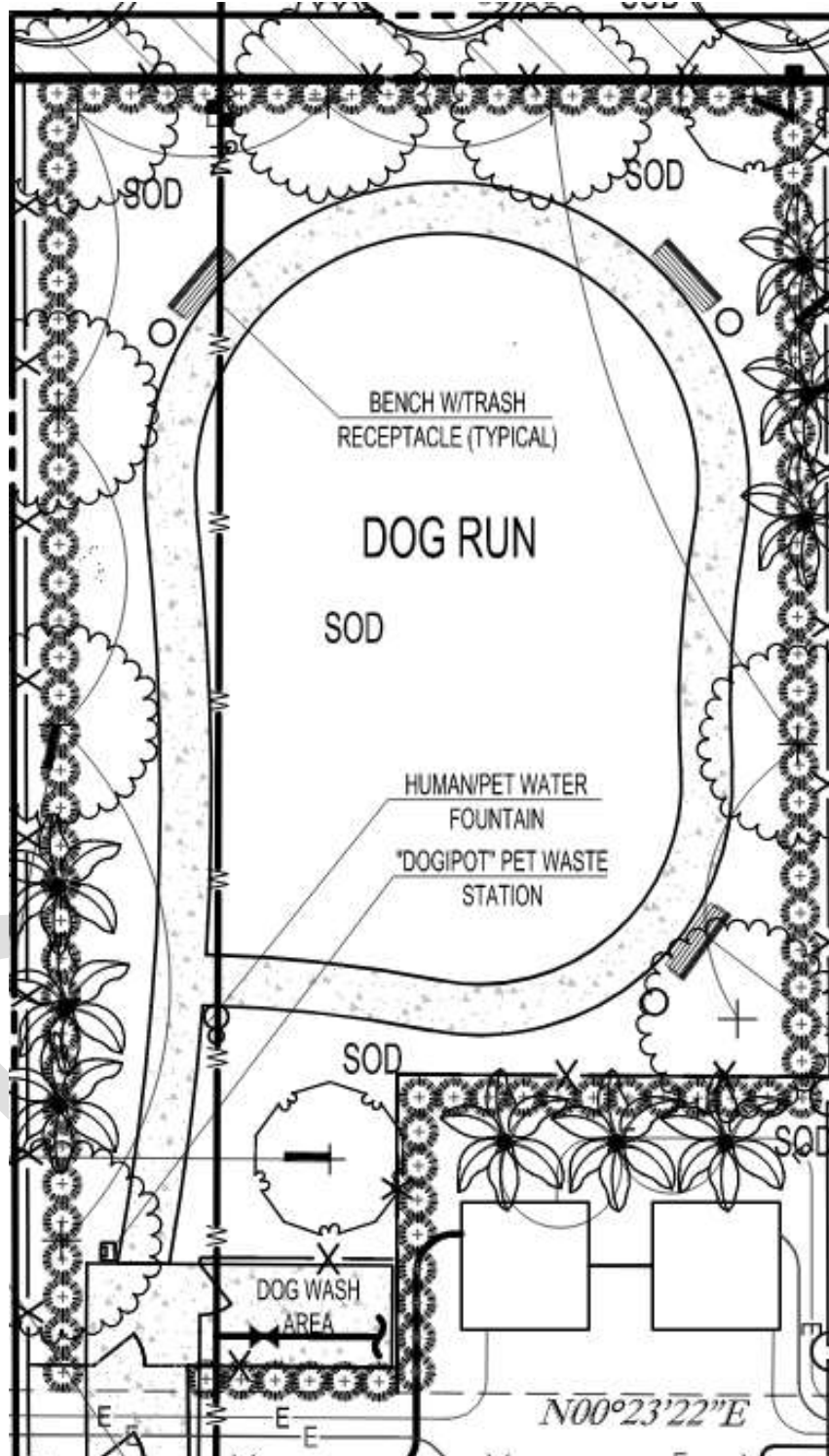
|                                                                                  |                                                                             |                                                             |                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                  |                                                                             |                                                             | standard parking stall size and are appropriate especially in areas that do not experience a high turnover of vehicles such as a multi-family residential building. In order to minimize the mass of the parking garage and provide a compact building design, 9'x18' parking spaces are proposed.                 |
|                                                                                  |                                                                             |                                                             |                                                                                                                                                                                                                                                                                                                    |
| <b>Parking Requirements</b>                                                      | <b>Multi-Family</b>                                                         |                                                             |                                                                                                                                                                                                                                                                                                                    |
|                                                                                  | <b>Required</b>                                                             | <b>Provided</b>                                             |                                                                                                                                                                                                                                                                                                                    |
| 1 BR                                                                             | 1.5 spaces/du                                                               | 1.5 spaces/du                                               |                                                                                                                                                                                                                                                                                                                    |
| 2 BR                                                                             | 2.0 spaces/du                                                               | 2.0 spaces/du                                               |                                                                                                                                                                                                                                                                                                                    |
| 3BR                                                                              | 2.5 spaces/du                                                               | 2.5 spaces/du                                               |                                                                                                                                                                                                                                                                                                                    |
|                                                                                  |                                                                             |                                                             |                                                                                                                                                                                                                                                                                                                    |
| <b>Sign Code</b>                                                                 | <b>Required</b>                                                             | <b>Provided</b>                                             | The proposed development is located adjacent to three street frontages and is designed with four-sided architecture. The proposed wall signage is located at the top of an iconic 5-story building. The additional signage is needed for the scale of the building in light of the location along Federal Highway. |
| <b>Building Signs</b><br>Maximum S.F.<br><br>Light Source                        | <b>Sec. 102-8(b)(1)a</b><br>100 S.F.<br><br><br>Internal/Indirect/Spotlight | 2 signs each 100 sf.<br><br><br>Internal/Indirect/Spotlight |                                                                                                                                                                                                                                                                                                                    |
| <b>Monument Sign</b><br>Height<br>Max Size of Structure<br>Max Size of Sign Face | <b>Sec. 102-9 (2)</b><br>10'<br>80 S.F.<br>40 S.F.                          | 2 signs<br>10'<br>80 S.F.<br>40 S.F.                        | The proposed lighted monument signs are needed to provide street level signage at the visitor entrance and at the northern property corner.                                                                                                                                                                        |

**EXHIBIT “D”**

**PUBLIC AND PRIVATE  
OPEN SPACE IMPROVEMENTS**

DRAFT





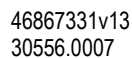


## EXHIBIT “E”

### NE 2<sup>ND</sup> STREET CROSS-SECTION

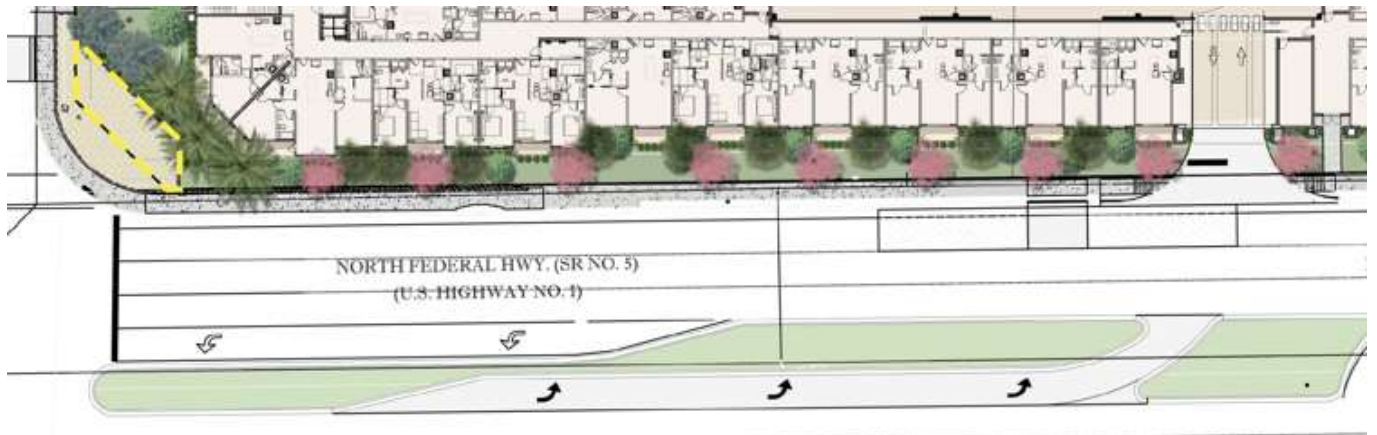


## FPL UNDERGROUND UTILITY LINES



## EXHIBIT "G"

### TURN LANE IMPROVEMENTS





# City of Deerfield Beach

150 NE 2nd Ave  
Deerfield Beach, FL  
33441  
954-480-4200

## Face Sheet File Number: I.D. 2024-575

**Agenda Date:** 11/6/2024

**Status:** PUBLIC HEARINGS –  
SECOND READING

**In Control:** City Commission

### Title

**P.H. 2025-004: ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, ADOPTING THE UPDATED FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS SET FORTH IN TABLES 10.2 AND 10.4 IN ORDER TO UPDATE THE CAPITAL IMPROVEMENTS ELEMENT ("CIE") IN CONFORMANCE WITH SECTION 163.3177, FLORIDA STATUTES, AS MORE SPECIFICALLY SET FORTH IN EXHIBIT "A"; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.**

### Recommended Action

Commission to vote on Ordinance

### Voting Requirement

Adoption requires a 3/5 vote of the City Commission

### Background/History

Attached is the annual update of the five-year schedule of Capital Improvements for the next five years (FY 2025 - FY 2029) for the City's Capital Improvement Element (CIE) of the Comprehensive Plan. Florida State Statutes requires that each municipality update their Capital Improvement Element to reflect changes made to the Capital Improvement Plan, which was adopted by the City Commission on September 23, 2024. This document shows planned capital improvement projects for the next five years, whether they are funded or not.

No new information is provided in this document. All data collected is from the adopted Capital Improvement Plan. Approving this item does not change the City Budget or Capital Improvement Plan. Each year, this document is updated to reflect the differences between last year's five-year plan and the current five-year plan. These changes are shown in Table 10.2 - Five Year Schedule for Capital Improvements for FY 2025-2029 and Table 10.4 - Five Year Schedule of Capital Improvements Summary by Functional Category 2025-2029. Additional changes in this section consist of numerical updates to each fund's revenue source.

Upon approval, the CIE will be sent to the Florida Department of Economic Opportunity for review.



**ORDINANCE NO. 2024/**

**AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, ADOPTING THE UPDATED FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS SET FORTH IN TABLES 10.2 AND 10.4 IN ORDER TO UPDATE THE CAPITAL IMPROVEMENTS ELEMENT (“CIE”) IN CONFORMANCE WITH SECTION 163.3177, FLORIDA STATUTES, AS MORE SPECIFICALLY SET FORTH IN EXHIBIT “A”; PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE.**

**WHEREAS**, Section 163.3177(3)(b), Florida Statutes, provides that the CIE must be reviewed on an annual basis and modified to update the five-year schedule of capital improvements, which may be accomplished by ordinance and may not be deemed to be amendments to the local comprehensive plan; and

**WHEREAS**, the purpose of the CIE and schedule is to identify capital improvements needed to implement the Comprehensive Plan and ensure adopted Level of Service Standards are achieved and maintained for concurrency related facilities; and

**WHEREAS**, Table 10.2 of the Capital Improvements Element of the City of Deerfield Beach’s Comprehensive Plan sets forth a “Five Year Schedule of Capital Improvements”; and

**WHEREAS**, Table 10.4 sets forth the Five-Year Schedule of Capital Improvements Summary by Functional Category for Fiscal Years 2025-2029; and

**WHEREAS**, the Department of Planning and Development Services has prepared the required five-year schedule in accordance with the standards and requirements set forth in Section 163.3177, Florida Statutes; and

**WHEREAS**, pursuant to state law, the Planning and Zoning Board, acting in its capacity as the Local Planning Agency, held a duly noticed public hearing on October 10, 2024, to review the proposed updated five-year schedule for Fiscal Years 2025-2029 and has forwarded a recommendation of approval to the City Commission; and

**WHEREAS**, the City Commission, after review of the recommendations of the staff, the Local Planning Agency, comments made at the public hearing, and careful consideration of the issues, finds that the proposed update to the five-year schedule of capital improvements and the associated tables for Fiscal Years 2025-2029 is in the best interest of the health, safety, and welfare of the citizens of the City of Deerfield Beach.

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, AS FOLLOWS:**

**Section 1.** The above “WHEREAS” clauses are true and correct and are made a part of this Ordinance.

**Section 2.** That Table 10.2 “Five Year Schedule of Capital Improvements” of the Capital Improvements Element of the City of Deerfield Beach’s Comprehensive Plan for Fiscal Years 2025-2029 is hereby updated and adopted in compliance with Section 163.3177, Florida Statutes, as more specifically set forth in the attached Exhibit “A.”

**Section 3.** All sections or parts of sections of the Code of Ordinances, all ordinances or parts of ordinances, and all resolutions, or parts of resolutions, in conflict with this Ordinance are repealed to the extent of such conflict.

**Section 4.** The provisions of this Ordinance are declared to be severable, and, if any section, sentence, clause and/or phrase of this Ordinance is, for any reason, held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance, which shall remain in effect, it being the legislative intent that this Ordinance shall stand despite the invalidity of any part.

**Section 5.** That this Ordinance shall take effect immediately upon adoption on second reading.

PASSED 1ST READING ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.

PASSED 2ND READING ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.

\_\_\_\_\_  
BILL GANZ, MAYOR

ATTEST:

\_\_\_\_\_  
HEATHER MONTEMAYOR, CITY CLERK





Deerfield Beach  
Florida

## **COMPREHENSIVE PLAN**

# **CAPITAL IMPROVEMENTS ELEMENT ANNUAL UPDATE FOR FY2025-FY2029**

**VOLUME 10.0**



**CAPITAL IMPROVEMENTS ELEMENT  
OF THE  
DEERFIELD BEACH COMPREHENSIVE PLAN**

**Adopted November 6, 2024  
Revised Capital Improvement Plan FY25-FY29**

Prepared by the  
City of Deerfield Beach

In compliance with the Local Government Comprehensive Planning and  
Land Development Regulation Act and Florida State Statute Chapter 163

## **CITY OF DEERFIELD BEACH**

### **City Commission**

Bill Ganz, Mayor  
Todd Drosky – Vice Mayor  
Michael Hudak – District 1  
Ben Preston – District 2  
Bernie Parness – District 3

### **Office of the City Manager**

Horace McHugh, Interim City Manager

### **Office of the City Attorney**

Anthony Soroka, City Attorney

### **Planning and Zoning Board**

Thomas Plaut, Chairman  
Brian Bennett, Vice Chairman  
Michelle Balaun  
William Lane  
Bridgette Beckford  
*Alternates:*  
David Kurlander  
Joe Chancy  
Kanthiah E. Chandran  
Daniel Shanetsky

### **Planning and Development Services**

Eric Power, Director  
Christopher Suneson, Assistant Director  
Daniel Mantell, Planning and Zoning Manager  
Bonnie Jacobson, Senior Planner  
Rafaela Thermidor, Planner II  
Emily Cortez, Planner I  
Melissa Torres, Assistant Planner

### **Financial Services**

Oleg Gorokhovskiy, Chief Financial Officer

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## **10.0 CAPITAL IMPROVEMENTS ELEMENT**

### **10.1 INTRODUCTION**

The Florida legislature mandated that local governments plan for the availability of public facilities and services to support development concurrent with the impact of such development. Consequently, the Capital Improvements Element (CIE) and Schedule of Improvements has become the “cornerstone” of achieving this mandate. The purpose of the CIE is to: 1) identify the capital improvements that are needed to implement the Plan; 2) ensure that adopted Level of Service (LOS) Standards are achieved and maintained for concurrency related facilities (sanitary sewer, solid waste, drainage, potable water, parks and recreation, schools and transportation facilities, including mass transit; 3) estimate the costs of improvements for which local government has fiscal responsibility; 4) analyze the fiscal capability of the local government to finance and construct improvements; and 5) adopt financial policies to guide the funding and construction of improvements. The CIE must demonstrate the economic feasibility and fiscal responsibility of the comprehensive plan.

### **10.2 GOALS, OBJECTIVES AND POLICIES**

Consistent with Florida Statute 163.3177 (3)(a), the purpose of the Capital Improvements Element (CIE) is to:

1. Consider the need for and the location of public facilities in order to encourage the efficient use of such facilities.
2. Outline principles for public facilities construction, extension, capacity increase, and deficiency correction over at least a 5-year period.
3. Estimate public facility costs, including the identification of when facilities will be needed, the general location of facilities, and projected funding sources.
4. Ensure the availability and adequacy of public facilities to meet established levels of service.
5. Establish a schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility.
6. Identify as funded or unfunded and prioritize, any projects required to achieve and maintain adopted level-of-service standards.
7. Identify transportation improvements included in the applicable metropolitan planning organization’s transportation improvement program to the extent that such improvements are relied upon to ensure concurrency and financial feasibility.
8. Coordinate the capital improvements schedule with the Broward Metropolitan Planning Organization’s Long-Range Transportation Plan.

Pursuant to Florida Statute, the CIE must be reviewed annually. Modifications that update the 5-year capital improvement schedule may be accomplished by ordinance and are not considered amendments to the comprehensive plan.

### **10.2.1      Capital Improvements Goals, Objectives and Policies**

**GOAL CIE 1.0:** The City will provide, in a timely and cost-effective manner, whatever public facilities are necessary within its jurisdiction to meet the adopted level of service standards established by the comprehensive plan.

**Objective CIE 1.1:** Capital improvements will be provided as a means to meet existing deficiencies, to accommodate desired future growth, and to replace worn out or obsolete facilities, as indicated in the Five-Year Schedule of Improvements.

**Policy CIE 1.1.1:** The City shall include all projects identified in the other elements of this plan and having a cost of at least \$25,000, as capital improvement projects within the Five-Year Schedule of Improvements of this element.

**Policy CIE 1.1.2:** The City shall, as a matter of priority, schedule and fund all capital improvement projects in the Five-Year Schedule of Improvements which are meant to correct existing deficiencies.

**Policy CIE 1.1.3:** The City Manager, in conjunction with the annual updating of the Five-Year Capital Improvement Program and the Five-Year Schedule of Improvements, shall evaluate proposed projects and make recommendations to the City Commission based on the following criteria.

- a) the project will maintain appropriate level of service standards,
- b) the project preserves and protects, public health and safety, fulfills the city's legal commitment to provide facilities and services, or achieves full use of existing facilities.
- c) the project increases efficiency of use of existing facilities, prevents or reduces future improvement costs, or provides service to developed areas lacking full service.
- d) the project is financially feasible, in terms of both capital and operational costs, and represents a logical extension of existing facilities and services.
- e) the project is consistent with County plans and the plans of other agencies.

**Policy CIE 1.1.4:** The Capital Improvements Element shall be updated on an annual basis per the requirements of Section 163.3177(3)(b), F.S.



**Policy CIE 1.1.5:** Continue implementation of approved master plans as outlined within the Transportation, Recreation and Utility Elements.

**Policy CIE 1.1.6:** The City shall continue to provide for the availability of public facilities and services needed to support previously approved and new development concurrent with the impact of such development.

**Objective CIE 1.2:** Public expenditures that subsidize development in coastal high hazard areas (CHHA) will be limited to those improvements, if any, included in the Coastal Management Element.

**Policy CIE 1.2.1:** The City shall expend funds in high hazard coastal areas for the replacement and renewal of existing public facilities, but will not encourage the development of additional public facilities, unless those facilities will increase public safety and the ability to evacuate the coastal area when necessary.

**Policy CIE 1.2.2:** The City shall continue to provide or require provision of public recreational facilities and parking within the high hazard coastal areas.

**Policy CIE 1.2.3:** Appropriations for infrastructure shall be made only to maintain existing infrastructure within CHHA unless LOS standards are not being met.

**Objective CIE 1.3:** Future development will bear a proportionate cost of facility improvements necessitated by the development in order to maintain adopted level of service standards.

**Policy CIE 1.3.1:** The City will explore various impact fees which have proven successful in other jurisdictions and will consider their adoption if they appear to be reasonable and can be administered in a cost effective and equitable manner. Such impact fees will be used to assess new developments a pro rata share of the costs necessary to finance public facility improvements necessitated by said developments in order to adequately maintain adopted level of service standards.

**Policy CIE 1.3.2:** Bond funding alternatives will be evaluated for all projects to ensure that the future population shares in construction costs.

**Objective CIE 1.4:** The City will manage its fiscal resources to ensure the provision of needed capital improvements for previously issued development orders and for future development and redevelopment.

**Policy CIE 1.4.1:** Prior to the issuance of certificates of occupancy, the City shall provide for all public facilities needed to serve development for which development orders were previously issued.

**Policy CIE 1.4.2:** General obligation bonds, backed by the full faith and credit of the City, shall be issued only if all general obligation bonds outstanding at the time together with the amounts of bonds proposed to be issued does not exceed two percent (2%) of the assessed valuation of taxable property.

**Policy CIE 1.4.3:** The annual adoption of a Five-Year Capital Improvement Program shall be an integral part of the City's annual budgeting process.

**Policy CIE 1.4.4:** The City shall account for its water and sewer and solid waste operations through the use of enterprise funds.

**Policy CIE 1.4.5:** The water and sewer and solid waste operations shall be fully supported by their respective rate structures.

**Policy CIE 1.4.6:** The City shall attempt to keep its year-end general fund balance at a level equal ten percent (10%) (for unassigned fund balance) and five percent (5%) (for committed fund balance) of the total general fund expenditures and transfers for that year.

**Policy CIE 1.4.7:** Efforts shall be made to secure grants or private funds whenever available to finance the provision of capital improvements.

**Policy CIE 1.4.8:** The City shall use its fiscal policies to direct its capital expenditures toward improvements which recognize the policies established within the other elements of this comprehensive plan.

**Objective CIE 1.5:** Decisions regarding the issuance of development orders and permits will be based upon coordination of the development requirements included in this plan, the land development regulations, and the availability of necessary public facilities needed to support such development at the time needed. Such land use decisions will be coordinated with the Five-Year Schedule of Capital Improvements which is designed to maintain the adopted level of service standards.

**Policy CIE 1.5.1:** The City shall use the following level of service standards in reviewing the impacts of new development and redevelopment upon public facilities:

- **Sanitary Sewer Wastewater Treatment:** The LOS standard for the City's service area shall be 126 gallons average annual daily flow per capita of permanent populations. Non-residential flows are included in this factor.

Wastewater treatment and disposal capacity for customers living in the-city, but served by the Broward County wastewater system are set by the county per their Comprehensive Plan.

- **Solid Waste:** The LOS for collection (including municipal solid waste and recyclables) is 5.4 lbs/capita/day. The LOS for solid waste disposal is 7.0 lbs/person/day.
  
- **Stormwater Management:** The level of service standards for drainage will be consistent with the regulations of the South Florida Water Management District (SFWMD), Broward County Water Resources Management Division (WRMD), and the Florida Building Code. The City has no additional drainage standards and abides by those of the WRMD and SFWMD. The application of level of service standards are based on regulatory systems set up by the SFWMD, Broward County and the City of Deerfield Beach. Together they assure that development orders are not issued unless necessary drainage facilities will be in place. These regulations include:
  - a) Drainage discharge quantity shall be determined from a three-day 25 year design storm. Peak runoff shall not exceed 35 cubic feet per second per square mile.
  - b) First floor elevations in high risk areas shall be set at or above the 100-year storm flood elevation per the most recent Flood Rate Insurance Map.
  - c) Street elevations shall be set at or above the 10-year design storm flood elevation per the County's Flood Criteria Map.
  - d) Water quality shall be considered preserved when ½ inch of stormwater runoff is retained on-site or as required.
  
- **Potable Water:** The LOS for the City's service area is 175 gallons per capita per day (gpcd) for average annual residential service.

Potable water needs for customers who are within the City limits but served by the Broward County system is set by the county according to the Broward County Comprehensive Plan. The County's Level of Service (LOS) standard is an average day flow demand. The potable water average day demand is multiplied by a factor for each particular water district to determine the maximum day demand available for supply that is being requested. An analysis of available potable water capacity is then included prior to commitments to serve permitted undeveloped projects, as well as current customer usage.

- **Recreation and Open Space:** The City shall provide a minimum LOS of three (3) acres of community and/or regional parks within the city limits for every 1,000 permanent residents, including those areas annexed from Broward County. Recreational LOS acreage shall comply with the requirements outlined in the Broward County Comprehensive Plan.
- **Transportation Concurrency:** LOS standards for roadways shall be as follows:
  - a.) City collector roadways: LOS D for peak hour travel.
  - b.) State and county arterial roadways: Shall comply with the County's transit-oriented concurrency (TOC) standards for the Northeast District. Within the Northeast Concurrency District, the transportation LOS standard for the purpose of issuing development orders and permits are to achieve and maintain the following.
    - Increase transit ridership 10%
    - Provide 1.4 million fixed-route revenue service hours
    - Construct bus shelters at 1/3 of stop locations
    - Maintain average fleet age of 6 years or less
    - Maximum vehicular traffic volume 75% above LOS standard\*
    - Ensure adequate transit maintenance infrastructure to accommodate fleet demand
    - Study and develop two additional intermodal transit centers
    - Increase fixed-route fleet by up to 15 vehicles to support new and expanded service
    - Procure up to 40 vehicles to support Community Bus operations."

The Northeast TCMA includes the following standards in addition to the Overall standards listed above.

- 30-minute peak hour headways on 70% of bus routes
- Maintain and enhance Northeast Transit Center

**\*Peak Hour Two-Way Maximum Service Volumes**

|                             | <b>State and County Roadways</b> |
|-----------------------------|----------------------------------|
| <b>Two-lane arterials</b>   | 2,800                            |
| <b>Four-lane arterials</b>  | 6,265                            |
| <b>Six-lane arterials</b>   | 9,433                            |
| <b>Eight-lane arterials</b> | 12,618                           |

*The Maximum Service Volumes are calculated from "Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas," published by the Florida Department of Transportation, as 75% above the volumes for Class IV State Two-Way Arterials, for Level of Service E, for the Eastern Core District; and as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D, for all other Districts.*

*[Note: Headway standards apply only to non-contract BCT routes].*

c.) The transportation LOS standards for the purpose of long-range transportation planning are per the policies of the Broward County Transportation Element as noted below:

For roadway facilities included in the Strategic Intermodal System (SIS) or the Florida Intrastate Highway System (FIHS), the Generalized Peak Hour Two-way Level of Service Standard, established by the Florida Department of Transportation shall be per Table 10.1.

**Table 10. 1 Long Range Transportation Planning LOS**

| Roadway                                 | Roadway Segment                                                      | LOS Target |
|-----------------------------------------|----------------------------------------------------------------------|------------|
| <b><i>SIS Corridors</i></b>             |                                                                      |            |
| Florida Turnpike & Homestead Ext.       | Miami-Dade County line to Palm Beach County line                     | D          |
| Interstate 95                           | Miami-Dade County Line to Palm Beach County line                     | D          |
| Sawgrass Expressway                     | Interstate 75 to east of I-95 ramps via S.W. 10 <sup>th</sup> Street | D          |
| <b><i>SIS Connectors</i></b>            |                                                                      |            |
| Deerfield Beach Amtrak/Tri-Rail Station | I-95 to Hillsboro Blvd Entrance                                      | D          |
| Pompano Beach Tri-Rail Station          | I-95 to Sample Rd. to 8 <sup>th</sup> Ave. Entrance                  | D          |

*The LOS letter designations are defined in FDOT's 2020 Quality/LOS handbook unless an alternative (as refined through identification mobility strategies) standard is agreed to in writing by FDOT*

State law requires FDOT to develop a five-year work program which list all transportation projects and planned expenditures over the next five years. As a component of that plan, SIS project funding shall be in accordance with the FDOT five-year work program. The SIS Cost Feasibility Plan will be the primary source of SIS projects that are selected for inclusion in the work program. The financial feasibility of SIS and FIHS roadway projects are subject to Federal guidelines for use of Federal funds and their eligibility.

Based on policies of the Broward County Transportation Element, the County shall adopt a five-year County Transit Program (CTP) that is projected to achieve the LOS standards for Transportation Concurrency as stated above. The County Commission shall ensure that the CTP is a financially feasible plan. The CTP shall be updated annually. Any change in the County's LOS standard will require an amendment to the County's Transportation Element. The City of Deerfield Beach will modify its Transportation and CIE in accordance with any County's transportation concurrency amendments.

- **School Concurrency:** Consistent with the adopted Third Amended and Restated Interlocal Agreement for Public School Facility Planning (“TRILA”), the uniform district-wide LOS is established for the following School Types for the purpose of establishing a uniform district-wide LOS for public schools of the same type:
  1. School Type A is a bounded elementary, middle, or high school that has the equivalent of at least 10% of its permanent Florida Inventory of School Houses (FISH) capacity available onsite in relocatables. The LOS for School Type A shall be 100% gross capacity (including relocatables).
  2. School Type B is a bounded elementary, middle, or high school that has less than the equivalent of 10% of its permanent FISH capacity available onsite in relocatables. The LOS for School Type B shall be 110% permanent FISH capacity.

The LOS shall be achieved and maintained within the period covered by the five-year schedule of capital improvements.

**Policy CIE 1.5.2:** Proposed plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines as to whether the proposed action would:

- a.) contribute to a condition of public hazard;
- b.) exacerbate any existing condition of public facility capacity deficits;
- c.) generate public facility demands that may be accommodated by capacity increases planned in the Five-Year Schedule of Improvements;
- d.) conform with future land uses as shown on the future land use map;
- e.) if public facilities are developer-provided, accommodate public facility demands based on adopted level of service standards;
- f.) if public facilities are provided, in part or in whole, by the City, demonstrate financial feasibility, subject to this element, and
- g.) affect State agencies’ and South Florida Water Management District’s facilities plans.



**Objective CIE 1.6:** The City, in coordination with the County and School Board shall ensure that public school facilities are available for current and future students consistent with available resources per the adopted level of service (LOS).

**Policy CIE 1.6.1:** Consistent with policies and procedures within the adopted Interlocal Agreement (ILA), the District Educational Facilities Plan (DEFP) shall contain a five (5) year financially feasible schedule of capital improvements to address existing deficiencies and achieve and maintain the adopted LOS in all Concurrency Service Areas (CSA). This financially feasible schedule shall be updated on an annual basis and adopted into the CIE.

**Policy CIE 1.6.2:** The adopted LOS shall be applied consistently by the City, County, and the School Board, district-wide to all schools of the same type.

**Policy CIE 1.6.3:** The School Board's DEFP, including the five-year schedule of capital improvements, as adopted and amended by the School Board is hereby adopted by reference into the CIE.

## **10.3     BASELINE DATA**

### **10.3.1        Public Facilities Inventory**

The analyses performed in the other comprehensive plan elements have identified facility improvements needed to meet the demands of existing and future development. The impacts of new or improved public educational and public health care systems and facilities on the provision of infrastructure were examined within these analyses.

#### **10.3.1.1        Consistency with Other Comprehensive Plan Elements**

The Utilities Element addresses sanitary sewer, solid waste, stormwater management, potable water, and natural groundwater aquifer recharge.

The Transportation Element describes streets, bikeways, pedestrian networks, and transit. The listed Broward County Transportation Improvement Program (TIP) projects are funded federal, state and county projects that support regional transit and long range transportation concurrency per LOS transportation standards.

The Recreation and Open Space explains that the City is meeting its level of service for parks.

The Future Land Use Element supports the facilities needs identified in the Utilities, Transportation, and Recreation and Open Space Elements. The other elements of the plan, Housing, Coastal Management, Conservation, Climate Resiliency, Property Rights, and Intergovernmental Coordination do not specifically identify any capital improvement needs.

#### **10.3.1.2        Five Year Schedule of Capital Improvements**

The Plan has identified facility improvements which are needed to meet the demands of existing and future development. Table 10.2 identifies those capital improvements which are required to meet level of service standards as defined in Policy CIE 1.5.1 and those projects that support the GOP's of the Plan for the next five fiscal years.

In 2020, the City performed an assessment of its Plan and its ability to meet the demands of growth on infrastructure, maintain level of service (LOS) standards, provide public services and facilities, concurrency management and financial feasibility throughout the 2040 planning period. The assessment concluded, that all LOS standards were being met and would continue to be met throughout the 2040 planning period. Potable LOS standards will be met throughout the planning period in concert with the regional water supply plan.

**Table 10.2 Five Year Schedule of Capital Improvements FY 2025 - FY2029**

**City of Deerfield Beach**  
**General Capital Fund**  
**Capital Expenditures by Category**

|                                                        | FY25                 | FY26                 | FY27                 | FY28                 | FY29                | Total Budget          |
|--------------------------------------------------------|----------------------|----------------------|----------------------|----------------------|---------------------|-----------------------|
| <b>REVENUES AND OTHER FINANCING SOURCES</b>            |                      |                      |                      |                      |                     |                       |
| Transfer In - General Unassigned Fund Balance          | \$ 6,563,500         | \$ 14,212,097        | \$ 9,504,000         | \$ 73,860,000        | \$ 1,310,000        | \$ 105,449,597        |
| Transfer In - General Assigned Fund Balance            | \$ 4,000,000         |                      |                      |                      |                     | 4,000,000             |
| Transfer In - Solid Waste Unassigned Fund Balance      | 100,000              | -                    | -                    | -                    | -                   | 100,000               |
| Transfer In-Road and Bridge Fund                       | 3,720,000            | 200,000              | 200,000              | 200,000              | -                   | 4,320,000             |
| Transfer In - Public Works Grants                      |                      | 2,773,090            | -                    | 1,500,000            | -                   | 4,273,090             |
| Transfer In - Federal Grant Funding                    | 3,617,460            | -                    | -                    | -                    | -                   | 3,617,460             |
| Transfer In - State Grant Funding                      | -                    | 3,800,000            | -                    | -                    | -                   | 3,800,000             |
| Debt/Loan Proceeds                                     | 9,743,947            | 4,950,000            | 1,700,000            | 1,700,000            | 1,500,000           | 19,593,947            |
| Lease/Purchase Proceeds                                | 3,818,692            | 2,894,576            | 1,545,560            | 1,511,635            | 1,318,986           | 11,089,449            |
| <b>Total Revenues &amp; Other Financing Sources</b>    | <b>\$ 31,563,599</b> | <b>\$ 28,829,763</b> | <b>\$ 12,949,560</b> | <b>\$ 78,771,635</b> | <b>\$ 4,128,986</b> | <b>\$ 156,243,543</b> |
| <b>EXPENDITURES AND OTHER FINANCING USES</b>           |                      |                      |                      |                      |                     |                       |
| <b>Infrastructure Projects</b>                         |                      |                      |                      |                      |                     |                       |
| Access Control Hardware                                | \$ 77,500            | \$ -                 | \$ -                 | \$ -                 | \$ -                | \$ 77,500             |
| Air Pavilion at Oveta McKeithen Outside Basketball Crt | -                    | 1,500,000            | -                    | -                    | -                   | 1,500,000             |
| Artificial Reef                                        | 100,000              | 900,000              | -                    | -                    | -                   | 1,000,000             |
| Beach Restrooms Renovation                             | 30,000               | 140,000              | 120,000              | 120,000              | 120,000             | 530,000               |
| CCC Building A - 2nd Floor                             | 200,000              | 1,000,000            | -                    | -                    | -                   | 1,200,000             |
| City Bridge Rehabilitation                             | -                    | 2,500,000            | -                    | -                    | -                   | 2,500,000             |
| City Hall Renovations - Hardening & Resiliency         | 150,000              | -                    | -                    | -                    | -                   | 150,000               |
| Citywide Fence Replacement                             | 60,000               | 30,000               | -                    | -                    | -                   | 90,000                |
| Citywide Fitness Courts                                | 160,000              | 160,000              | 160,000              | -                    | -                   | 480,000               |
| Citywide Median Improvements                           | 150,000              | 150,000              | 150,000              | 150,000              | 150,000             | 750,000               |
| Citywide Park Lighting                                 | 350,000              | 200,000              | 200,000              | -                    | -                   | 750,000               |
| Citywide Pavilions                                     | 440,000              | 350,000              | 200,000              | 200,000              | 250,000             | 1,440,000             |
| Citywide Playgrounds                                   | 750,000              | 800,000              | 350,000              | 500,000              | 450,000             | 2,850,000             |
| Citywide Restrooms                                     | 230,000              | 350,000              | 545,000              | -                    | -                   | 1,125,000             |
| Citywide Street Lighting                               | 400,000              | 400,000              | 400,000              | 400,000              | -                   | 1,600,000             |
| Citywide Street Resurfacing                            | 1,500,000            | 1,500,000            | 1,500,000            | 1,500,000            | 1,500,000           | 7,500,000             |
| Citywide Unified Key Management System                 | 125,000              | -                    | -                    | -                    | -                   | 125,000               |
| Constitution Park Community Center                     | -                    | 5,800,000            | 200,000              | -                    | -                   | 6,000,000             |
| Deerfield Beach Town Center                            | 400,000              | 100,000              | 3,250,000            | 71,250,000           | -                   | 75,000,000            |
| Demolition of SE 13 Ave Bridge Concrete Formwork       | 150,000              | -                    | -                    | -                    | -                   | 150,000               |
| Dixie Highway Streetscape Improvements                 | -                    | 564,000              | -                    | -                    | -                   | 564,000               |
| Electric Chargers Pilot Project                        | 58,000               | -                    | 99,000               | -                    | -                   | 157,000               |
| ERP Implementation                                     | 3,659,582            | -                    | -                    | -                    | -                   | 3,659,582             |
| FAU Research Park Blvd                                 | 10,000,000           | 1,000,000            | -                    | -                    | -                   | 11,000,000            |
| FEC Fence (SE 10th St to Sample Road)                  | 1,833,000            | -                    | -                    | -                    | -                   | 1,833,000             |
| Johnie McKeithen Masterplan & Park Improvement         | -                    | -                    | 1,600,000            | -                    | -                   | 1,600,000             |
| Joint Beach Renourishment                              | 200,000              | 150,000              | 150,000              | 3,000,000            | 200,000             | 3,700,000             |
| LAP Project 445529-1 City of Deerfield Beach           | -                    | 2,273,090            | -                    | -                    | -                   | 2,273,090             |
| Mayo Howard Park Renovation                            | -                    | 5,302,097            | -                    | -                    | -                   | 5,302,097             |
| NE 3 Ave Safe Streets 4 All                            | 4,521,825            | -                    | -                    | -                    | -                   | 4,521,825             |
| Old School House Exterior Envelope Weatherproofing     | 20,000               | 76,000               | -                    | -                    | -                   | 96,000                |
| Oveta McKeithen Football Field Lighting                | 275,000              | -                    | -                    | -                    | -                   | 275,000               |
| Parking Lot Resurfacing                                | 200,000              | 140,000              | 140,000              | 140,000              | 140,000             | 760,000               |
| Pier Bait Shop Improvement                             | 75,000               | -                    | -                    | -                    | -                   | 75,000                |
| Pioneer Grove Corridor                                 | 1,000,000            | -                    | -                    | -                    | -                   | 1,000,000             |
| Pioneer Park Dock, Rail and Piling                     | 600,000              | -                    | -                    | -                    | -                   | 600,000               |
| The Well   Cultural Arts District                      | 30,000               | 550,000              | 2,340,000            | -                    | -                   | 2,920,000             |
| <b>TOTAL INFRASTRUCTURE PROJECTS</b>                   | <b>\$ 27,744,907</b> | <b>\$ 25,935,187</b> | <b>\$ 11,404,000</b> | <b>\$ 77,260,000</b> | <b>\$ 2,810,000</b> | <b>\$ 145,154,094</b> |

**City of Deerfield Beach**  
**General Capital Fund**  
**Capital Expenditures by Category**

|                                                      | FY25                 | FY26                 | FY27                 | FY28                 | FY29                | Total Budget          |
|------------------------------------------------------|----------------------|----------------------|----------------------|----------------------|---------------------|-----------------------|
| <b>Equipment/Fleet</b>                               |                      |                      |                      |                      |                     |                       |
| <b>Information Technology</b>                        |                      |                      |                      |                      |                     |                       |
| SUV                                                  | \$ -                 | \$ -                 | \$ -                 | \$ 83,529.00         | \$ 43,017.00        | \$ 126,546            |
| <b>Office of Public Safety:</b>                      |                      |                      |                      |                      |                     |                       |
| Fire Engine                                          | -                    | 1,500,000            | -                    | -                    | -                   | 1,500,000             |
| Fire Platform                                        | 2,000,000            | -                    | -                    | -                    | -                   | 2,000,000             |
| Fire Rescue Ambulance                                | 350,000              | 350,000              | 350,000              | 350,000              | 350,000             | 1,750,000             |
| Pickup Truck (Park Rangers)                          | -                    | -                    | -                    | 140,967              | -                   | 140,967               |
| Pickup Truck (Parking Authority)                     | -                    | -                    | 46,989               | -                    | -                   | 46,989                |
| SUV (Public Safety, Admin.)                          | -                    | 40,548               | -                    | -                    | 47,593              | 88,141                |
| Utility Terrain Vehicle (Ocean Rescue)               | -                    | 6,942                | -                    | -                    | -                   | 6,942                 |
| <b>Sustainable Mangement:</b>                        |                      |                      |                      |                      |                     |                       |
| Auto - Car/Sedan                                     | -                    | 40,417               | -                    | -                    | -                   | 40,417                |
| Fork Lift                                            | -                    | -                    | -                    | 58,833               | 64,128              | 122,961               |
| Pickup Truck                                         | 59,764               | -                    | -                    | -                    | -                   | 59,764                |
| <b>Environmental Services:</b>                       |                      |                      |                      |                      |                     |                       |
| Cargo Van (Construction and Facilities Maint.)       | -                    | -                    | 112,270              | 57,819               | 59,553              | 229,642               |
| <b>Community Services:</b>                           |                      |                      |                      |                      |                     |                       |
| Auto - Car/Sedan                                     | -                    | -                    | -                    | -                    | 41,630              | 41,630                |
| Passenger Bus                                        | 160,000              | 348,800              | 336,810              | 190,096              | 385,866             | 1,421,572             |
| SUV                                                  | 45,000               | -                    | -                    | -                    | -                   | 45,000                |
| <b>Parks &amp; Recreation:</b>                       |                      |                      |                      |                      |                     |                       |
| All Terrain Vehicle                                  | 33,966               | -                    | -                    | -                    | -                   | 33,966                |
| Backhoe (Parks Maintenance)                          | 163,500              | -                    | -                    | -                    | -                   | 163,500               |
| Box Truck (Special Events)                           | -                    | 57,623               | -                    | -                    | -                   | 57,623                |
| Cargo Van (Parks Maintenance)                        | -                    | -                    | -                    | 57,819               | 59,553              | 117,372               |
| Cargo Van (Special Events)                           | -                    | 56,135               | -                    | -                    | -                   | 56,135                |
| Dump Truck                                           | -                    | -                    | -                    | -                    | 212,072             | 212,072               |
| Passenger Van (Aquatics)                             | 65,913               | -                    | -                    | -                    | -                   | 65,913                |
| Passenger Van (Parks Maintenance)                    | 51,898               | -                    | -                    | -                    | -                   | 51,898                |
| Passenger Van (Recreation)                           | -                    | 56,567               | -                    | -                    | -                   | 56,567                |
| Pickup Truck (Aquatics)                              | -                    | -                    | -                    | 51,993               | -                   | 51,993                |
| Pickup Truck (Cemetery)                              | -                    | 50,011               | -                    | -                    | -                   | 50,011                |
| Pickup Truck (Parks Maintenance)                     | 145,581              | 126,205              | 364,765              | 292,665              | 55,574              | 984,790               |
| Showmobile                                           | 500,000              | -                    | -                    | -                    | -                   | 500,000               |
| Skid Steer                                           | 112,270              | -                    | -                    | 109,000              | -                   | 221,270               |
| Surf Rake                                            | -                    | 73,924               | -                    | 76,142               | -                   | 150,066               |
| SUV (Park and Rec, Admin)                            | -                    | 40,548               | -                    | -                    | -                   | 40,548                |
| SUV (Parks Maintenance)                              | -                    | 39,240               | -                    | 42,772               | -                   | 82,012                |
| Sweeper                                              | -                    | -                    | 280,387              | -                    | -                   | 280,387               |
| Tractor                                              | 130,800              | -                    | -                    | -                    | -                   | 130,800               |
| Utility Terrain Vehicle (Parks Maintenance)          | -                    | 17,585               | 54,339               | -                    | -                   | 71,924                |
| <b>Planning and Development:</b>                     |                      |                      |                      |                      |                     |                       |
| Auto - Car/Sedan                                     | -                    | 40,417               | -                    | -                    | -                   | 40,417                |
| Pickup Truck                                         | -                    | 49,614               | -                    | -                    | -                   | 49,614                |
| <b>Total Equipment/Fleet</b>                         | <b>3,818,692</b>     | <b>2,894,576</b>     | <b>1,545,560</b>     | <b>1,511,635</b>     | <b>1,318,986</b>    | <b>11,089,449</b>     |
| <b>Total Expenditures &amp; Other Financing Uses</b> | <b>\$ 31,563,599</b> | <b>\$ 28,829,763</b> | <b>\$ 12,949,560</b> | <b>\$ 78,771,635</b> | <b>\$ 4,128,986</b> | <b>\$ 156,243,543</b> |

City of Deerfield Beach  
Utilities Capital Fund  
Capital Expenditures by Category

|                                                                  | FY25                | FY26                 | FY27                | FY28                | FY29                | Total Budget         |
|------------------------------------------------------------------|---------------------|----------------------|---------------------|---------------------|---------------------|----------------------|
| <b>REVENUES AND OTHER FINANCING SOURCES</b>                      |                     |                      |                     |                     |                     |                      |
| Transfer In - Utilities Unassigned Fund Balance                  | \$ 2,061,875        | \$ 1,084,993         | \$ 312,329          | \$ -                | \$ -                | \$ 3,459,197         |
| Transfer In - Federal CDBG Funding                               | 225,441             | -                    | -                   | -                   | -                   | 225,441              |
| Lease/Purchase Proceeds                                          | 51,993              | 531,746              | 1,931,207           | 398,414             | 1,223,171           | 4,136,531            |
| Loan Proceeds                                                    | 3,361,993           | 23,414,658           | 239,171             | 1,380,000           | -                   | 28,395,822           |
| <b>TOTAL REVENUES &amp; OTHER FINANCING SOURCES</b>              | <b>\$ 5,701,302</b> | <b>\$ 25,031,397</b> | <b>\$ 2,482,707</b> | <b>\$ 1,778,414</b> | <b>\$ 1,223,171</b> | <b>\$ 36,216,991</b> |
| <b>EXPENDITURES AND OTHER FINANCING USES</b>                     |                     |                      |                     |                     |                     |                      |
| <b>Infrastructure Projects</b>                                   |                     |                      |                     |                     |                     |                      |
| Advanced Metering Infrastructure (AMI)                           | \$ 850,000          | \$ -                 | \$ -                | \$ -                | \$ -                | \$ 850,000           |
| Chemical Line and Bulk Tank Replacement Project                  | -                   | 4,800,000            | -                   | 480,000             | -                   | 5,280,000            |
| East Water Treatment Plant Site Improvements                     | 65,000              | 168,398              | -                   | -                   | -                   | 233,398              |
| Infrastructure Rehabilitation and Replacement                    | 254,616             | 262,254              | 270,122             | -                   | -                   | 786,992              |
| Ion Exchange System                                              | -                   | 18,000,000           | -                   | 900,000             | -                   | 18,900,000           |
| Nanofiltration Degasifier Media Replacement                      | 42,436              | 546,364              | -                   | -                   | -                   | 588,800              |
| Reverse Osmosis and Nano Filtration Sand Strainer Project        | 1,731,389           | -                    | -                   | -                   | -                   | 1,731,389            |
| Reverse Osmosis- Degasifier & Scrubber Media Repl. & Sys. Rehab. | 514,537             | -                    | -                   | -                   | -                   | 514,537              |
| RO Element Replacement and Train Refurbishment                   | 884,791             | -                    | -                   | -                   | -                   | 884,791              |
| Transite Water Main Replacement Program                          | 265,225             | 273,181              | 281,378             | -                   | -                   | 819,784              |
| Water Main Replacement at East Water Treatment Plant             | 670,000             | 67,000               | -                   | -                   | -                   | 737,000              |
| Well Generators and Variable Frequency Drive Replacement         | 371,315             | 382,454              | -                   | -                   | -                   | 753,769              |
| <b>TOTAL INFRASTRUCTURE PROJECTS</b>                             | <b>\$ 5,649,309</b> | <b>\$ 24,499,651</b> | <b>\$ 551,500</b>   | <b>\$ 1,380,000</b> | <b>\$ -</b>         | <b>\$ 32,080,460</b> |
| <b>Equipment/Fleet</b>                                           |                     |                      |                     |                     |                     |                      |
| Backhoe                                                          | \$ -                | \$ -                 | \$ -                | \$ 179,850          | \$ -                | \$ 179,850           |
| Box Truck                                                        | -                   | -                    | 72,976              | -                   | -                   | 72,976               |
| Cargo Van (Utilities, Admin./Engineering)                        | -                   | -                    | -                   | -                   | 53,465              | 53,465               |
| Cargo Van (Water Plant)                                          | -                   | -                    | -                   | 56,135              | 119,006             | 175,141              |
| Dump Truck                                                       | -                   | -                    | 231,000             | -                   | -                   | 231,000              |
| Excavator                                                        | -                   | -                    | -                   | -                   | 65,347              | 65,347               |
| Forklift                                                         | -                   | -                    | -                   | -                   | 62,417              | 62,417               |
| Loader                                                           | -                   | -                    | -                   | -                   | 522,655             | 522,655              |
| Pickup Truck (Utilities Maintenance)                             | -                   | 488,974              | 197,794             | -                   | 53,958              | 740,726              |
| Pickup Truck (Utilities, Admin./Engineering)                     | -                   | -                    | -                   | -                   | 194,760             | 194,760              |
| Pickup Truck (Water Plant)                                       | 51,993              | -                    | -                   | 56,135              | 61,187              | 169,315              |
| Sewer Truck                                                      | -                   | -                    | 1,367,112           | -                   | -                   | 1,367,112            |
| SUV (Utilities Maintenance)                                      | -                   | -                    | 45,850              | -                   | -                   | 45,850               |
| SUV (Utilities, Admin./Engineering)                              | -                   | 42,772               | -                   | 62,239              | 45,000              | 150,011              |
| SUV (Water Plant)                                                | -                   | -                    | -                   | 44,055              | 45,376              | 89,431               |
| Utility Terrain Vehicle (Water Plant)                            | -                   | -                    | 16,475              | -                   | -                   | 16,475               |
| <b>TOTAL EQUIPMENT/FLEET</b>                                     | <b>\$51,993</b>     | <b>\$531,746</b>     | <b>\$1,931,207</b>  | <b>\$398,414</b>    | <b>\$1,223,171</b>  | <b>\$4,136,531</b>   |
| <b>TOTAL EXPENDITURES &amp; OTHER FINANCING USES</b>             | <b>\$ 5,701,302</b> | <b>\$ 25,031,397</b> | <b>\$ 2,482,707</b> | <b>\$ 1,778,414</b> | <b>\$ 1,223,171</b> | <b>\$ 36,216,991</b> |

**City of Deerfield Beach**  
**Solid Waste Capital Fund**  
**Capital Expenditures by Category**

|                                                      | FY25                | FY26                | FY27                | FY28                | FY29                | Total Budget         |
|------------------------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| <b>REVENUES AND OTHER FINANCING SOURCES</b>          |                     |                     |                     |                     |                     |                      |
| Transfer In - Solid Waste Unassigned Fund Balance    | \$ 350,000          | \$ 33,000           | \$ 209,000          | \$ -                | \$ -                | \$ 592,000           |
| Lease/Purchase Proceeds                              | 2,181,562           | 2,579,227           | 2,335,905           | 3,864,657           | 1,118,295           | 12,079,646           |
| <b>TOTAL REVENUES &amp; OTHER FINANCING SOURCES</b>  | <b>\$ 2,531,562</b> | <b>\$ 2,612,227</b> | <b>\$ 2,544,905</b> | <b>\$ 3,864,657</b> | <b>\$ 1,118,295</b> | <b>\$ 12,671,646</b> |
| <b>EXPENDITURES AND OTHER FINANCING USES</b>         |                     |                     |                     |                     |                     |                      |
| <u><b>Infrastructure Projects</b></u>                |                     |                     |                     |                     |                     |                      |
| Building Security                                    | \$ 100,000          | \$ -                | \$ -                | \$ -                | \$ -                | \$ 100,000           |
| CCC 1st Floor Office Renovation                      | 200,000             | -                   | -                   | -                   | -                   | 200,000              |
| CNG Station Expansion                                | -                   | 33,000              | 209,000             | -                   | -                   | 50,000               |
| Fleet Garage Ventilation and Gas Detection System    | 50,000              | -                   | -                   | -                   | -                   | 242,000              |
| <b>TOTAL INFRASTRUCTURE PROJECTS</b>                 | <b>\$ 350,000</b>   | <b>\$ 33,000</b>    | <b>\$ 209,000</b>   | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ 592,000</b>    |
| <u><b>Equipment/Fleet</b></u>                        |                     |                     |                     |                     |                     |                      |
| ASL Truck                                            | \$ 1,033,064        | \$ 920,156          | \$ 947,875          | \$ 1,562,391        | \$ 1,072,842        | \$ 5,536,328         |
| Container Truck                                      | -                   | -                   | -                   | 163,500             | -                   | 163,500              |
| Front Load Truck                                     | 552,870             | 569,456             | 586,540             | 1,208,274           | -                   | 2,917,140            |
| Grapple Truck                                        | -                   | 772,638             | -                   | 409,846             | -                   | 1,182,484            |
| Pickup Truck                                         | 49,763              | -                   | 54,242              | 45,453              | 45,453              | 194,911              |
| Rear Load Truck                                      | -                   | 316,977             | 326,383             | -                   | -                   | 643,360              |
| Roll Off Truck                                       | 420,865             | -                   | 420,865             | 433,493             | -                   | 1,275,223            |
| Shred Trailer                                        | 125,000             | -                   | -                   | -                   | -                   | 125,000              |
| SUV                                                  | -                   | -                   | -                   | 41,700              | -                   | 41,700               |
| <b>TOTAL EQUIPMENT/FLEET</b>                         | <b>\$ 2,181,562</b> | <b>\$ 2,579,227</b> | <b>\$ 2,335,905</b> | <b>\$ 3,864,657</b> | <b>\$ 1,118,295</b> | <b>\$ 12,079,646</b> |
| <b>TOTAL EXPENDITURES &amp; OTHER FINANCING USES</b> | <b>\$ 2,531,562</b> | <b>\$ 2,612,227</b> | <b>\$ 2,544,905</b> | <b>\$ 3,864,657</b> | <b>\$ 1,118,295</b> | <b>\$ 12,671,646</b> |

**City of Deerfield Beach**  
**Stormwater Capital Fund**  
**Capital Expenditures by Category**

|                                                      | FY25              | FY26                | FY27              | FY28              | FY29              | Total Budget        |
|------------------------------------------------------|-------------------|---------------------|-------------------|-------------------|-------------------|---------------------|
| <b>REVENUES AND OTHER FINANCING SOURCES</b>          |                   |                     |                   |                   |                   |                     |
| Transfer In - Stormwater Unassigned Fund Balance     | \$ 400,000        | \$ 400,000          | \$ 400,000        | \$ 400,000        | \$ 400,000        | \$ 2,000,000        |
| Transfer In - Community Housing Dev Grt              | -                 | 1,500,000           | -                 | -                 | -                 | 1,500,000           |
| Loan Proceeds                                        | -                 | 4,100,000           | -                 | -                 | -                 | 4,100,000           |
| <b>TOTAL REVENUES &amp; OTHER FINANCING SOURCES</b>  | <b>\$ 400,000</b> | <b>\$ 6,000,000</b> | <b>\$ 400,000</b> | <b>\$ 400,000</b> | <b>\$ 400,000</b> | <b>\$ 7,600,000</b> |
| <b>EXPENDITURES AND OTHER FINANCING USES</b>         |                   |                     |                   |                   |                   |                     |
| <u><b>Infrastructure Projects</b></u>                |                   |                     |                   |                   |                   |                     |
| Citywide Stormwater Improvements                     | \$ 400,000        | \$ 400,000          | \$ 400,000        | \$ 400,000        | \$ 400,000        | \$ 2,000,000        |
| College Park Stormwater Capital Improvement          | -                 | 1,800,000           | -                 | -                 | -                 | 1,800,000           |
| Martin Luther King Jr. Avenue Stormwater Improvement | -                 | 3,800,000           | -                 | -                 | -                 | 3,800,000           |
| <b>TOTAL INFRASTRUCTURE PROJECTS</b>                 | <b>\$ 400,000</b> | <b>\$ 6,000,000</b> | <b>\$ 400,000</b> | <b>\$ 400,000</b> | <b>\$ 400,000</b> | <b>\$ 7,600,000</b> |
| <b>TOTAL EXPENDITURES &amp; OTHER FINANCING USES</b> | <b>\$ 400,000</b> | <b>\$ 6,000,000</b> | <b>\$ 400,000</b> | <b>\$ 400,000</b> | <b>\$ 400,000</b> | <b>\$ 7,600,000</b> |



**City of Deerfield Beach**  
**Road and Bridge Fund**  
**Capital Expenditures by Category**

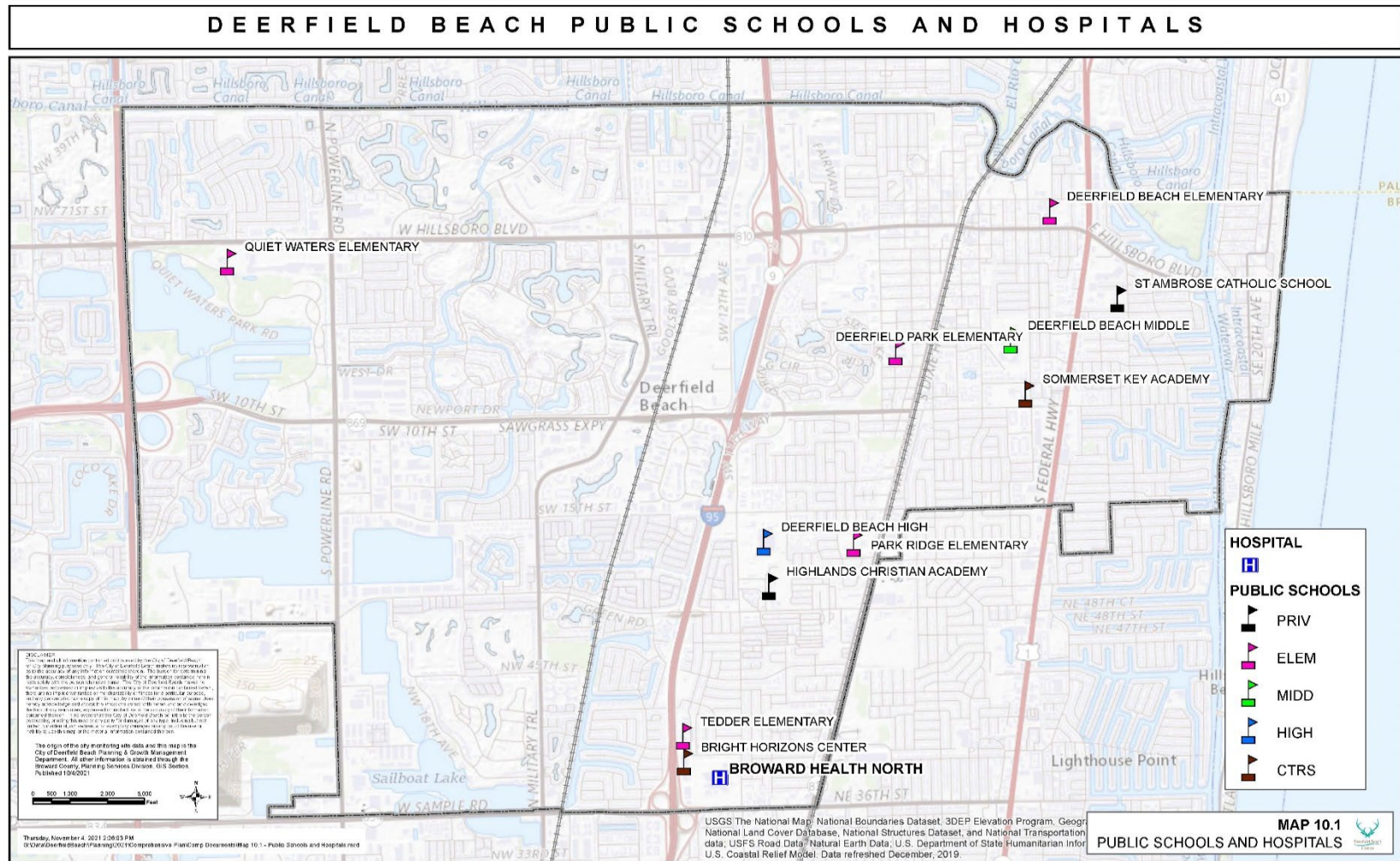
|                                                      | FY25              | FY26              | FY27              | FY28              | FY29              | Total Budget        |
|------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------------|
| <b>REVENUES AND OTHER FINANCING SOURCES</b>          |                   |                   |                   |                   |                   |                     |
| Lease/Purchase Proceeds                              | \$ 187,660        | \$ 459,893        | \$ 105,730        | \$ 109,000        | \$ 392,785        | \$ 1,255,068        |
| <b>TOTAL REVENUES &amp; OTHER FINANCING SOURCES</b>  | <b>\$ 187,660</b> | <b>\$ 459,893</b> | <b>\$ 105,730</b> | <b>\$ 109,000</b> | <b>\$ 392,785</b> | <b>\$ 1,255,068</b> |
| <b>EXPENDITURES AND OTHER FINANCING USES</b>         |                   |                   |                   |                   |                   |                     |
| <u>Equipment/Fleet</u>                               |                   |                   |                   |                   |                   |                     |
| Dump Truck (Infrastructure Maint.)                   | \$ 187,660        | \$ -              | \$ -              | \$ -              | \$ -              | \$ 187,660          |
| Pickup Truck (Infrastructure Maint.)                 | -                 | -                 | -                 | -                 | 103,986           | 103,986             |
| Sewer Truck (Infrastructure Maint.)                  | -                 | 459,893           | -                 | -                 | -                 | 459,893             |
| Skid Steer                                           | -                 | -                 | 105,730           | 109,000           | -                 | 214,730             |
| Sweeper                                              | -                 | -                 | -                 | -                 | 288,799           | 288,799             |
| <b>TOTAL EQUIPMENT/FLEET</b>                         | <b>\$ 187,660</b> | <b>\$ 459,893</b> | <b>\$ 105,730</b> | <b>\$ 109,000</b> | <b>\$ 392,785</b> | <b>\$ 1,255,068</b> |
| <b>TOTAL EXPENDITURES &amp; OTHER FINANCING USES</b> | <b>\$ 187,660</b> | <b>\$ 459,893</b> | <b>\$ 105,730</b> | <b>\$ 109,000</b> | <b>\$ 392,785</b> | <b>\$ 1,255,068</b> |

**City of Deerfield Beach**  
**Community Redevelopment Agency Fund**  
**Capital Expenditures by Category**

|                                                      | FY25                | FY26                | FY27        | FY28        | FY29        | Total Budget         |
|------------------------------------------------------|---------------------|---------------------|-------------|-------------|-------------|----------------------|
| <b>REVENUES AND OTHER FINANCING SOURCES</b>          |                     |                     |             |             |             |                      |
| Use of Fund Balance                                  | \$ 6,200,000        | \$ -                | \$ -        | \$ -        | \$ -        | \$ 6,200,000         |
| Tax Increment                                        | 1,730,481           | -                   | -           | -           | -           | 1,730,481            |
| State Grant Funding                                  | -                   | 3,000,000           | -           | -           | -           | 3,000,000            |
| Loan Proceed (Carryforward)                          | 2,000,000           | -                   | -           | -           | -           | 2,000,000            |
| <b>TOTAL REVENUES &amp; OTHER FINANCING SOURCES</b>  | <b>\$ 9,930,481</b> | <b>\$ 3,000,000</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 12,930,481</b> |
| <b>EXPENDITURES AND OTHER FINANCING USES</b>         |                     |                     |             |             |             |                      |
| <u>Infrastructure Projects</u>                       |                     |                     |             |             |             |                      |
| S-Curve Utility Undergrounding & Streetscape         | \$ 1,200,000        | \$ -                | \$ -        | \$ -        | \$ -        | \$ 1,200,000         |
| Sullivan Park (Sawgrass to Seagrass Center)          | 8,730,481           | 3,000,000           | -           | -           | -           | 11,730,481           |
| <b>TOTAL INFRASTRUCTURE PROJECTS</b>                 | <b>\$ 9,930,481</b> | <b>\$ 3,000,000</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 12,930,481</b> |
| <b>TOTAL EXPENDITURES &amp; OTHER FINANCING USES</b> | <b>\$ 9,930,481</b> | <b>\$ 3,000,000</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 12,930,481</b> |

### **10.3.1.3 Public Education and Public Health Systems Facilities**

The geographic locations of all public schools and hospitals within the City’s jurisdiction are depicted on Map 10.1. Since the City is considered “built-out”, the Broward County School Board has not proposed any new school facility within the City for the next 5 years. The North Broward Hospital District includes the entire City as the regional public health facility. No new hospitals are expected to be built in the City. Both public schools and hospitals operate under their own taxing district and thus fund their own infrastructure needs. The City does not fund or operate any public school or hospital. The existing infrastructure to support schools and the hospital meet level of service standards. Impact fees for future expansion of these public facilities may be waived by the County.



Map 10-1 Public Schools and Hospitals

### **10.3.2 Revenue Resources and Funding Mechanisms**

The City's five-year Capital Improvement Plan (CIP) is developed separately from the operating budget and is presented to the City Commission for approval on an annual basis. The Capital Projects Funds, which account for general capital improvements are financed from various governmental fund sources and are not accounted for in the operating budget. However, debt service on capital projects is included in the operating budget, (including debt service on new borrowings for capital projects based on the maximum amount authorized). Each year during the budgetary process the City Commission identifies priorities for the upcoming year, and approves funding based upon available levels of resources.

The City presently derives funds for capital improvements from the following primary sources: the general fund, road and bridge fund, solid waste enterprise fund, utilities enterprise fund, stormwater capital fund, general obligation/revenue bonds, Community Redevelopment Agency fund, and other sources of funding. These sources are described in greater detail below:

#### **General Capital Fund - \$156,246,543**

The General Fund represents 68.9% of the overall CIP funding over the next five years. A total of 37 General Fund projects have been identified. New infrastructure projects totaling \$27,744,907 and \$3,821,392 in Equipment/Fleet replacements have been scheduled in FY2025. \$2M (52%) of the Equipment/Fleet budget is for a new Fire Platform that is not expected for delivery until approximately 2028. Infrastructure improvements represent 63% of the costs estimated for total General Fund FY2025 CIP.

#### **Utilities Capital Fund - \$36,216,991**

The Utility Fund represents 16.0% of the FY25-FY29 CIP. The funding here is for ongoing rehabilitation of the City's water plant and laboratory facilities. The Utilities Fund has 12 infrastructure projects identified for FY25-29 totaling \$32M. \$5.6M is scheduled for FY2025. Equipment and fleet total \$4M for the 5 fiscal years, 11% of the total budget. The largest outlay is in FY27 for a new sewer truck totaling \$1.3M.

#### **Solid Waste Capital Fund - \$12,671,646**

The City of Deerfield Beach prides itself on providing quality, low costs solid waste and disposal services. Solid Waste improvements represent 5.6% of the FY25-29 CIP for regularly scheduled fleet replacements, which are funded by user fees from the Solid Waste Fund as well as lease purchase proceeds. Regular replacement of Solid Waste's fleet will invariably reduce the City's on-going maintenance costs for vehicles reaching their estimated useful life. The Solid Waste Fund has 4 projects identified for FY25-29 for a total of \$350K.

#### **Stormwater Capital Fund - \$7,600,000**

The Stormwater Fund represents 3.3% of the FY25-FY29 CIP. Major projects include Citywide Stormwater improvements, renovation costs for the Environmental Services

Building, and scheduled fleet replacements. Stormwater has 3 infrastructure projects identified. \$400K is budgeted for FY25.

#### **Road & Bridge Capital Fund - \$1,255,068**

The Road & Bridge Fund represents 0.6% of the FY25-29 CIP. The total budget is allocated for equipment and fleet replacements. The majority of the projects are reimbursable through the County's Surtax program and loan proceeds.

#### **Community Redevelopment Agency Fund - \$12,930,481**

The Community Redevelopment represents 5.7% of the FY25-29 CIP. There are two infrastructure projects included, the S-Curve Utility Undergrounding & Streetscape and Sullivan Park Facility (Sawgrass to Seagrass Center). The S-Curve Utility Underground & Streetscape project will include underground overhead utilities, installation of paver sidewalks, replacement of current pedestrian lighting with decorative street lighting and lighted bollards along the A1A S-curve and Ocean Way. The Sullivan Park Facility project is a major component of Phase II of the Sullivan Park Expansion. This includes improving pedestrian connections and walkability, activating the Cove Shopping Center and provide enhanced community facilities. The project will also house a scientific Exploratorium and marine education component.

### **10.3.3 Major Sources of Revenue**

#### **Property Taxes**

The five-year outlook for property tax appears optimistic. The rise in real estate assessments has enabled the city to lower the millage rate for the upcoming budget year (FY2023) while still projecting an increase in ad valorem taxes. However, it has been particularly challenging to develop a forward-thinking CIP amidst an uncertain economy and threats of inflation on the horizon. The potential for cost increase in goods and service were some of the economic factors that impacted the selection and priority of projects. For FY2023, the Capital Projects Fund is created to allow for more transparency in how projects of the General and other Special Revenue Fund types are being funded. The capital projects in this year's budget will be financed through transfers from utilization of excess resources in fund balance, loans, and grants.

#### **Public Service Tax**

The municipal public service tax is locally imposed and administered by municipalities and charter counties under Chapter 166, Florida Statutes. This tax is levied on six utility services: natural gas, liquefied petroleum, manufactured gas, electric, water, and fuel oil/kerosene. Pursuant to State law, the City Commission authorized this tax for the fiscal year beginning October 1, 2011. FY23 estimates were influenced by the pandemic shutdown. Projections expect some level of recovery.

### Franchise Fees

Franchise fees are charges to service providers which operate within the City. The charge is based upon a percentage of gross receipts, a flat fee or a combination of both. Revenue estimates are based on rate increase information received from the companies, anticipated growth and historical trends.

### Building Permits

Building permits are fees collected in the Building Fund for building additions, new construction and alterations. Building permit fees are further categorized by specific type of fee which include: building/structural, electrical, plumbing and mechanical.

### State Shared Revenues

The amounts distributed are determined by the State and are based upon receipts, population and municipal assessed value per capita. The half-cent sales tax makes up the greatest portion of this source of revenue. State shared revenues are monies collected by the State of Florida as shown in table 10.3 below:

**Table 10.3 State Shared Revenues**

| Source of Revenue           | Budgeted Revenue |               | Dollar Change | Percentage Change |
|-----------------------------|------------------|---------------|---------------|-------------------|
|                             | FY24             | FY25          |               |                   |
| Mobile home licenses        | \$ 14,000        | \$ 15,052     | \$ 1,052      | 7.5%              |
| Alcoholic beverage licenses | 50,000           | 47,684        | (2,316)       | -4.9%             |
| Half-cent sales tax         | 6,700,000        | 7,161,999     | 461,999       | 19.4%             |
| Motor fuel tax rebate       | 30,000           | 30,184        | 184           | 0.1%              |
| Public service taxes        | 9,305,000        | 10,949,530    | 1,644,530     | 17.7%             |
| Local option gas tax        | 1,177,419        | 1,575,645     | 398,226       | 33.8%             |
| State revenue sharing       | 2,800,000        | 3,242,891     | 442,891       | 15.8%             |
| Total                       | \$ 20,076,419    | \$ 23,022,985 | \$ 925,063    | 14.7%             |

## **10.4 ANALYSIS**

### **10.4.1 Local Practices Guiding Timing and Location of Public Facilities**

The City prepares and adopts annual operating budgets for its departments. Capital improvement needs, as well as related funding are identified during this process. Each department is responsible for determining their specific capital needs in accordance with the City's five-year capital improvement program. Projects that involve multi-jurisdictional facilities, such as the State of Florida or Broward County are coordinated in collaboration with the relevant agency. The City's five-year capital improvement program is supported by a projection of revenues to ensure its feasibility. There are a number of important factors that play a key role in the determination of the need for capital improvements. These include the need for specific capital enhancements due to demand resulting from growth, the coordination of projects with other governmental agencies to achieve economies of scale, the need for capital improvements due to facility deterioration and the need to continue an acceptable level of service. For these reasons the annual operating budget and the CIP are created each year as companion documents for the review by the City Commission, based upon the following funding policies:



- the City will develop and update a five-year CIP on an annual basis;
- the mission of the organization is to enhance the quality of life within our community through a proactive and effective government;
- continued maintenance and repair of city facilities;
- maximization of city resources, availability of funds and reflection of sound fiscal policies including infrastructure investments;
- capital improvements to include items/projects that have a life expectancy of over one year and a cost in excess of \$25,000, and;
- capital improvements to be ranked in order of priority by city staff based upon the proposed guidelines contained in Policy CIE 1.1.3 of this Element.

#### **10.4.2 Fiscal Implication of Deficiencies in Support of the Future Land Use Element**

Per the 2020 EAR analysis, the City meets and will continue to meet LOS standards throughout the current planning period. An analysis of the City's ability to meet the LOS requirement for recreation indicates that park acreage exceeds the LOS requirement. The recreation projects listed in the five-year schedule for capital improvement projects are included to meet the goals, objectives and policies of the recreation element, rather than meeting LOS standards. The funding for large recreation projects is generally listed in the fourth and fifth year of the capital improvement schedule. Water Supply projects generally have committed funding and are listed in the first three years of the five-year schedule of capital improvements

Table 10.4 summarizes the capital improvement expenditures by their functional category.

#### **10.4.3 Costs of Needed Capital Improvements and Basis of Cost Estimates**

The City of Deerfield Beach's CIP process begins with city departments submitting their five-year capital project needs and annual operating budget requests to the Budget and Performance Department. Department directors use a capital project development form as a guide in formulating new project requests. The City Manager's CIP Development Team will review the project requests, then rank and prioritize each project by considering the degree of urgency and the overall importance of each project in achieving the City's overall goals and objectives.

**Table 10. 4 Five-Year Schedule of Capital Improvements  
Summary by Functional Category FY 2025-2029**

| FUNDING SOURCE CODES                | TOTAL |               |
|-------------------------------------|-------|---------------|
| Road and Bridge Fund                |       | \$ 1,255,068  |
| General Capital Project Fund        |       | \$156,243,543 |
| Solid Waste Capital Project Fund    |       | \$ 12,671,646 |
| Utility Capital Project Fund        |       | \$ 36,216,991 |
| Stormwater Capital Project Fund     |       | \$ 7,600,000  |
| Community Redevelopment Agency Fund |       | \$ 12,930,481 |
| TOTAL                               |       | \$226,917,729 |

| FUNDING BY YEAR  | ESTIMATED COST |                      |
|------------------|----------------|----------------------|
| Fiscal Year 2025 |                | \$ 50,314,604        |
| Fiscal Year 2026 |                | \$ 65,933,280        |
| Fiscal Year 2027 |                | \$ 18,482,902        |
| Fiscal Year 2028 |                | \$ 84,923,706        |
| Fiscal Year 2029 |                | \$ 7,263,237         |
| <b>TOTAL</b>     |                | <b>\$226,917,729</b> |

#### **10.4.4 Impact of Public Educational and Health Care Systems on Infrastructure**

Based upon the Broward County School Board (BCSB) District Educational Facilities Plan No new elementary, middle, or high schools are proposed within the City. It has been determine that existing schools are adequately served by current roadways, sanitary sewer, solid waste, drainage, potable water and recreation facilities.

#### **10.4.5 Support of the Future Land Use Element and Plan**

The platting and concurrency process established by Broward County and discussed in the Plan ensures that future capital facilities are in place when needed by a new development or a significant redevelopment. Any major increase in density or intensity of use in the City would require a land use amendment which would be reviewed by the County's Planning Council.

Due to the nearly built-out nature of the City, the issue of timing and location of capital improvements to public facilities is insignificant. As of 2021, there were only 208.7 acres of vacant land, or .02% percent of total land remaining in the City. Public utilities and services either are available or are within close proximity to all of these parcels. The City has been able to provide a more accurate measure of vacant land due to work with the Broward County Property Appraiser's Office.

The most likely land use scenario in the future is to see redevelopment of underutilized residential parcels at higher densities, redevelopment of blighted commercial areas into new residential, commercial or mixed use projects, and development of vacant land at the highest density and intensity permitted or as mixed use. This combination of land uses will accommodate the projected population growth and land use needs. The resulting concern for public facilities and services is the ability to accommodate increased densities. This is analyzed in detail in the Utilities Element. The requirements and goals of the South Florida Water Management District have also been taken into consideration within the Utilities Element. The effect of increased density on transportation and transit has been addressed in the Transportation Element.

The five-year schedule of capital improvement is sufficient in its timing and location to support efficient land development and support the goals, objectives and policies of the Future Land Use Element.

#### **10.4.6 Ability to Finance Capital Improvements**

The City of Deerfield Beach utilizes debt to pay for essential capital expenditures. These non-recurring expenditures are of a magnitude which would have a tremendous impact if they were included in the operating budget. Debt financing distributes the costs of improvements to the project's users over its lifetime. The pay-as-you-go method of financing is employed for capital expenditures which are appropriately incorporated into the current budget.

The goal of the City of Deerfield Beach's debt policy is to maintain the ability to provide quality municipal services in a cost-efficient manner. The City uses the following guidelines before incurring any additional long-term debt:

- Borrowing is only considered for essential non-recurring capital expenditures.
- The length of financing of the improvement will not exceed its useful life.
- Efforts shall be made to maintain or improve the City's bond rating.

# **BUSINESS IMPACT ESTIMATE<sup>1</sup>**

Meeting Date: November 6, 2024

Agenda Item No. 4

## **Summary of Proposed Ordinance and Statement of Public Purpose to be Served**

Florida State Statutes require that each municipality update their Capital Improvement Element to reflect changes made to the Capital Improvement Plan which was adopted by the City Commission on September 23, 2024. This document shows planned capital improvement projects for the next 5 years, whether they are funded or not.

## **Estimate of Direct Economic Impact on Private/For Profit Businesses**

- a. Estimate of Direct Business Compliance Costs: none
  
- b. New Charges/Fees on Businesses Impacted: none
  
- c. Estimate of Regulatory Costs: none

**Good Faith Estimate of Number of Businesses Likely Impacted**: none

## **Any Additional Information:**

<sup>1</sup> Business Impact Estimate does not apply to the following:

- 1. Ordinances required for compliance with federal or state law or regulation;
- 2. Ordinances related to the issuance or refinancing of debt;
- 3. Ordinances relating to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- 4. Ordinances required to implement a contract/agreement;
- 5. Emergency ordinances;
- 6. Ordinances relating to procurement;
- 7. Ordinances enacted to implement the following:
  - a. ~~Part II of Chapter 163, F.S.;~~ Development Orders and Development Permits as defined in Section 163.3164, F.S.; Development Agreements pursuant to the Florida Local Government Development Act- SS. 163.322—163.3243
  - b. Sec. 190.005, F.S. and Sec. 190.046, F.S.;
  - c. Sec. 553.73, F.S. (Fla. Building Code);
  - d. Sec. 633.202, F.S. (Fla. Fire Prevention Code).
  - e. Comprehensive Plan Amendments and land development regulation amendments initiated by an application by a private party other than the municipality.



# City of Deerfield Beach

150 NE 2nd Ave  
Deerfield Beach, FL  
33441  
954-480-4200

## Face Sheet File Number: I.D. 2024-577

**Agenda Date:** 11/6/2024

**Status:** CONSENT - AGREEMENTS &  
EXPENDITURE REQUESTS

**In Control:** City Commission

### Title

**Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving and authorizing execution of a first amendment to the Contract with Landscape Service Professionals, LLC for citywide landscaping and irrigation maintenance services to revise the scope of work and include additional services and locations for an increase in annual cost of \$122,313.04 and contingency costs of \$18,347.00 for a total annual contract price not to exceed \$1,242,592.04; providing for implementation and an effective date. (Funds from Account #001-7020-539-32-16 - Parks Maintenance/Landscaping Services)**

### Recommended Action

Commission to vote on Resolution

### Voting Requirement

Adoption requires a 3/5 vote of the City Commission

### Fiscal Impact

Costs: \$140,660

Account Name: Parks Maintenance/Landscaping Services

Account Number: 001-7020-539-32-16

### Background/History

The City of Deerfield Beach solicited responses from qualified and experienced vendors to provide Citywide Landscaping and Irrigation Maintenance Services in accordance with the terms, conditions, and scope of services in a formal competitive solicitation. The first ranked company defaulted as a result of performance failure and the second ranked company was disqualified due to misrepresentations in its submittal. On June 19, 2023, Landscape Service Professionals, Inc., was awarded the contract for citywide median landscaping maintenance for a two-year term, with three additional one-year renewal options, for an annual amount of \$1,101,932.

### Current Activity

This contract was created over two years ago and, in the meantime, staff made extensive upgrades to The Cove that were not considered in the original agreement. The Cove parking medians had not been renovated in many years and the landscaping has deteriorated and is in need of refurbishment. Parks and Recreation staff removed all the old landscaping and replaced it with salt resistant beach grass called paspalum sod, which requires additional maintenance. They are also mowing the median in front of the Publix Warehouse, which was previously the responsibility of Publix.

In addition, there are several changes to the scope of work that were not addressed in the original Request for Proposal, such as a previously unidentified parcel (265 NW 2nd Ct.) recently added to the list of locations, routine Citywide Parks and median herbicide applications for weed control at plant mulch beds, exercise areas, playgrounds, and hard surfaces. The herbicide service was

excluded from the contract because the previous level of service was substandard, and the intention was to handle in-house, but we did not have staffing to do the work and weed conditions deteriorated. The cost to include these additional services is \$122,313.04.

Additionally, it is recommended to add a contingency of 15% (\$18,347) to cover as-needed services relating to circumstances that may occur related to emergency cleanup and debris removal, renovation of the Arboretum irrigation system, replacing inadequate irrigation zones and replacing broken systems throughout the year. Contingency funds will only be used at the request of the City.

It is recommended that an amendment in the amount of \$140,660 be approved to the contract (representing the enhanced scope of \$122,313 and \$18,347 contingency). This will bring the revised annual contract total to an amount not to exceed \$1,242,592.04.

**Recommendation**

Parks and Recreation is recommending the City Commission approve the amendment to the Landscape Service Professionals, Inc. contract.



**RESOLUTION NO. 2024/**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING AND AUTHORIZING EXECUTION OF A FIRST AMENDMENT TO THE CONTRACT WITH LANDSCAPE SERVICE PROFESSIONALS, LLC FOR CITYWIDE LANDSCAPING AND IRRIGATION MAINTENANCE SERVICES TO REVISE THE SCOPE OF WORK AND INCLUDE ADDITIONAL SERVICES AND LOCATIONS FOR AN INCREASE IN ANNUAL COST OF \$122,313.04 AND CONTINGENCY COSTS OF \$18,347.00 FOR A TOTAL ANNUAL CONTRACT PRICE NOT TO EXCEED \$1,242,592.04; PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE DATE**

**WHEREAS**, the City of Deerfield Beach (the “City”) and Landscape Service Professionals, LLC (the “Contractor”) entered into a Contract, dated June 11, 2023, (the “Contract”) for Citywide Landscaping and Irrigation Maintenance Services (the “Services”) pursuant to Invitation to RFP No. 23-01-PC (the “RFP”); and

**WHEREAS**, the Services were to be provided based upon the RFP and the Contractor’s bid line breakdown sheets for each service at the locations set forth on the Location Sheets attached as Exhibit “A” to the Contract; and

**WHEREAS**, the RFP allows the City to request additional services to be evaluated by the City and Contractor for determination of a fair unit cost based upon similar services rendered at similar sites; and

**WHEREAS**, in reviewing the current services, City staff determined that services were required at the following locations: (1) Parcel at 265 NW 2<sup>nd</sup> Court, and (2) the Publix Warehouse median and the swale located at SW 12<sup>th</sup> Avenue between the property lines of Publix to the North to SW 10<sup>th</sup> Street to the South (the “Additional Locations”); and

**WHEREAS**, City staff has also determined irrigation services were required at the Cove Shopping Center as well as changing the sod to Seashore Paspalum, and Turf Herbicide Services were necessary for parks citywide (the “Additional Services”); and

**WHEREAS**, due to the Additional Locations and Services, the estimate cost of the contract will increase by \$122,313.04 as indicated by the Contractor’s quote for the Additional Locations and Services; and

**WHEREAS**, as part of the landscaping Services, City staff is anticipating that throughout the year other landscaping services may be required on an as needed basis relating to emergency clean up and debris removal, renovation of the Arboretum irrigation system, replacement of inadequate irrigation zones and the replacement of broken systems (the “As-Needed-Services”); and

**WHEREAS,** City staff desires to have contingency funding built into the Contract in an amount not to exceed \$18,347.00 for the As-Needed-Services; and

**WHEREAS,** based upon the Additional Services, Additional Locations and the As-Needed-Services, the total annual contract price will be increased by a total of \$140,660.04 for a total annual contract price not to exceed \$1,242,592.04; and

**WHEREAS,** the parties desire to amend the current Contract to reflect the changes; and

**WHEREAS,** staff recommends that the City Commission approve and authorize the execution of the First Amendment to the Contract, attached as Exhibit “A”, (the “First Amendment”) in order to include the Additional Services, Additional Locations and the As-Needed-Services for total annual contract price not to exceed \$1,242,592.04; and

**WHEREAS,** the City Commission finds it is in the best interest of the City to approve and authorize the execution of the First Amendment, attached as Exhibit “A”.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:**

**Section 1.** The above referenced “Whereas” clauses are true and correct and made a part of this Resolution.

**Section 2.** The City Commission hereby approves the First Amendment to the Contract with Contractor, attached as Exhibit “A”, for the Additional Services, Additional Locations and the As-Needed-Services.

**Section 3.** The Interim City Manager is authorized to execute the First Amendment to the Contract, attached as Exhibit “A”, for a total annual Contract price not to exceed \$1,242,592.04, together with such non-substantial changes as are acceptable to the Interim City Manager and approved as to form and legal sufficiency by the City Attorney.

**Section 4.** The appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Resolution.

**Section 5.** This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.

CITY OF DEERFIELD BEACH

\_\_\_\_\_  
BILL GANZ, MAYOR

ATTEST:

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HEATHER MONTEMAYOR, CITY CLERK

## EXHIBIT A

### FIRST AMENDMENT TO CONTRACT BETWEEN THE CITY OF DEERFIELD BEACH AND LANDSCAPE SERVICE PROFESSIONALS, LLC FOR CITYWIDE LANDSCAPING AND IRRIGATION MAINTENANCE SERVICES

This First Amendment (the "Amendment") to the Contract, dated June 11, 2023, (the "Contract") is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2024, by and between the City of Deerfield Beach, Florida, a municipal corporation in the State of Florida (the "City") and Landscape Service Professionals, LLC (the "Contractor").

#### RECITALS

**WHEREAS**, City and Contractor entered into the Contract for Contractor to provide Citywide Landscaping and Irrigation Services as set forth in the Request for Proposal No. 23-01-PC (the "Services"); and

**WHEREAS**, the Services were to be provided based upon the RFP and Contractor's bid line breakdown sheets for each service at the locations set forth on the Location Sheets incorporated into Exhibit "A" of the Contract; and

**WHEREAS**, the RFP allows the City to request additional services to be evaluated by the City and Contractor for determination of a fair unit cost based upon similar services rendered at similar sites; and

**WHEREAS**, in reviewing the current Services, City staff determined that services were required at the following locations: (1) Parcel at 265 NW 2<sup>nd</sup> Court; (2) the Publix Warehouse median and swale located at SW 12th Ave between property lines of Publix from north to SW 10 St to the south; and

**WHEREAS**, City staff also determined irrigation services were required at the Cove Shopping Center as well as the changing the sod to Seashore Paspalum, and Turf Herbicide Services were necessary for parks citywide; and

**WHEREAS**, the City has discussed these changes with Contractor and Contractor has agreed with the change in Services; and

**WHEREAS**, the City has discussed these changes with Contractor and Contractor has agreed with the change in Services; and

**WHEREAS**, due to the additional services, the estimate cost of the contract will increase by \$122,313.04 as indicated by the Contractor's quote; and

**WHEREAS**, as part of the landscaping services, City staff has anticipated that throughout the year, other services may be required on an as needed basis, which may include emergency cleanup and debris removal, renovation of the Arboretum irrigation system, replacement of inadequate irrigation zones and the replacement of broken systems (the "As-Needed-Services"); and

**WHEREAS**, in order to plan for the As-Needed Services, contingency funding in an annual amount not to exceed \$18,347.00 is contemplated as part of the total Contract price; and

**WHEREAS**, the parties desire to amend the current Contract to reflect the changes.

**NOW, THEREFORE**, in consideration of the mutual covenants and other good and valuable consideration, the sufficiency and receipt of which is hereby acknowledged, City and Contractor do hereby agree as follows:

1. The above referenced "Whereas" clauses are true and correct and made a part of this Amendment.
2. The parties hereby agree that the Services to be provided by Contractor under the Contract shall now include the following:
  - a. The Cove Shopping Center listed as Location 28 on the Location Chart entitled "Locations for Turf Herbicide Applications" and stated as Exhibit III in the bid line items included in Exhibit "A" shall include the installation and maintenance of Seashore Paspalum Sod;
  - b. The parcel located at 265 NW 2<sup>nd</sup> Court and the Publix Warehouse median and swale located at SW 12th Ave between property lines of Publix from north to SW 10 St to the south are hereby added to the Location Chart entitled "Locations for Turf Herbicide Applications" and as referred to as Exhibit III in the bid line items included in Exhibit "A";
  - c. The Cove Shopping Center is hereby added to the Location Chart entitled "Irrigation Maintenance Locations and Zones Information" as ID #28 that is part of Exhibit "A" of the Contract.
  - d. The Location Chart for Turf Herbicide Applications is hereby revised to include Citywide Parks Weed Control Services at plant mulch beds, exercise areas, playgrounds and hard surfaces in the Parks.
  - e. Contingency As-Needed-Services. Contractor shall provide As-Needed Services, to include emergency cleanup and debris removal, renovation of the Arboretum irrigation system, replacement of inadequate irrigation zones and the replacement of broken systems upon written request of the City. Such services shall only commence upon written notification from the Director of Parks and Recreation and Contractor providing an estimate, acceptable to the City, for such requested services. In no

event shall the total contingency funding for As-Need Services exceed \$18,347.00 annually.

3. By virtue of this Amendment, Exhibit "A" of the Contract is only amended for the purposes as stated in this Amendment, and the Location Charts attached hereto as Attachment "A" shall replace the Location Charts included in the original Exhibit "A" of the Contract. All other documents included in Exhibit "A" of the Contract executed on July 11, 2023 shall continue in full force and effect.

4. Article 3 of the Contract entitled "Compensation" is hereby amended as follows:

3.1 CITY shall pay the CONTRACTOR which is based upon CONTRACTOR'S Response to the RFP and CONTRACTOR'S bid line breakdown sheet for each service delineated and attached hereto as Exhibit "A" for a total annual Contract amount not to exceed ~~\$1,101,932.00~~ \$1,242,592.04. It is acknowledged and agreed by CONTRACTOR that this amount is the maximum payable and constitutes a limitation upon CITY's obligation to compensate CONTRACTOR for its services related to this Contract. This amount, however, does not constitute a limitation, of any sort, upon CONTRACTOR's obligation to perform all items of work required by or which can be reasonably inferred from the Scope of Services and as set forth in Article 1. No amount shall be paid to CONTRACTOR to reimburse its expenses, except for those reimbursable expenses permitted in the RFP, contingent upon written authorization by the City's Representative prior to commencement of any reimbursable work (ie- Major irrigation repairs). Contractor shall invoice the City after each completed cycle for all work performed on the schedule for that cycle. Upon receipt of the invoices, the Department will review the invoices and make any adjustments, if required. Invoices will be processed pursuant to the Florida Prompt Payment Act. CONTRACTOR acknowledges that in accordance with the RFP, CONTRACTOR's pricing shall remain firm for the initial two (2) year Contract term. Prices for subsequent optional renewal terms shall be subject to an adjustment only if increases in the industry occur. However, unless very unusual and significant changes have occurred in the industry, such increases shall not exceed five percent (5%) per year, or whichever is less, the latest yearly percentage increase in the All Urban Consumers Price Index (CPI-U) (All Items), as more specifically set forth in the RFP, Section IV- Special Terms and Conditions, Paragraph 4.

5. All other provisions of the Contract not specifically amended herein shall remain in full force and effect.



**FIRST AMENDMENT TO CONTRACT BETWEEN THE CITY OF DEERFIELD BEACH  
AND LANDSCAPE SERVICE PROFESSIONALS, LLC FOR CITYWIDE  
LANDSCAPING AND IRRIGATION MAINTENANCE SERVICES**

**IN WITNESS WHEREOF**, the parties hereto have caused these presents to be executed by their duly authorized agents and representatives with all the formalities required by law on the day and year first written above.

**CITY**

**CITY OF DEERFIELD BEACH, a municipal  
corporation of the State of Florida.**

ATTEST:

\_\_\_\_\_  
Heather Montemayor, City Clerk

\_\_\_\_\_  
Horace McHugh, Interim City Manager

Approved As To Form and Legal  
Sufficiency for the use of and  
reliance by the City of Deerfield  
Beach, Florida, only.

Date: \_\_\_\_\_

\_\_\_\_\_  
Anthony C. Soroka, City Attorney

**CONTRACTOR**

**LANDSCAPE SERVICES PROFESSIONALS,  
LLC.**

WITNESSES:

By: \_\_\_\_\_  
(Signature)

By: \_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
(Type Name/Title Signed Above)

By: \_\_\_\_\_  
(Signature)

Date: \_\_\_\_\_

\_\_\_\_\_  
(Print Name)

**ATTACHMENT “A”**  
**LOCATION CHARTS**

| Public Works ID | Location Category | Location Description                                                                                      | Location Type    | Location Address            | Area In Acres | Park Name                                               | Shape_Length | Shape_Area  |
|-----------------|-------------------|-----------------------------------------------------------------------------------------------------------|------------------|-----------------------------|---------------|---------------------------------------------------------|--------------|-------------|
| 017             | Median            | SE 19 Ave median from SE 6 St to SE 10 St                                                                 | Median           |                             | 0.895230866   |                                                         | 1501.51778   | 50916.63191 |
| 018             | Park              | SE 19 Ave Park                                                                                            | Park             | 451 SE 19 Ave               | 1.168783059   | SE 19 Ave Park                                          | 1637.597784  | 65745.33212 |
| 025             | Median/Swale      | E Hillsboro Blvd Streetscape median & swale from A1A to Dixie Hwy (north, central & south side of street) | Median/Swale     |                             | 3.568422442   |                                                         | 3761.044917  | 212447.5931 |
| 026             | Park              | Sullivan Park                                                                                             | Park             | 1700 Riverview Rd           | 3.070685751   | Sullivan Park                                           | 1744.521834  | 19168.83127 |
| 027             | Swale             | Chamber of Commerce east of parking lot                                                                   | Swale            |                             | 0.369782203   |                                                         | 1699.8114    | 75880.616   |
| 028             | Median            | Cove Shopping Center, parking lot, maintenance                                                            | Median           |                             | 0.73893845    |                                                         | 14180.44492  | 760924.7657 |
| 030             | Median            | SE 15 Ave and SE 5 Ct Traffic Circle                                                                      | Median           |                             | 0.027483947   |                                                         | 470.224434   | 13763.61035 |
| 031             | Median            | SE 15 Ave median from SE 4 St to E Hillsboro                                                              | Median           |                             | 0.05478417    |                                                         | 2217.500774  | 133770.5228 |
| 032             | Median            | SE 3 St and SE 2 St median at SE 15 Ave                                                                   | Median           |                             | 0.020224594   |                                                         | 717.7965076  | 27921.13363 |
| 033             | Park              | SE 15 St Park                                                                                             | Park             | 1100 SE 15 St               | 0.440019299   | SE 15th St                                              | 420.4701338  | 9983.746383 |
| 034             | Median            | SE 12 Ave median between SE 12 St & SE 13 Ct                                                              | Median           |                             | 0.011956115   |                                                         | 425.9769139  | 10192.70114 |
| 035             | Median            | SE 12 Ave & SE 7 Ct median                                                                                | Median           |                             | 0.021539577   |                                                         | 419.2614963  | 9648.683137 |
| 036             | Median            | SE 12 Ave & SE 4 Ct traffic circle                                                                        | Median           |                             | 0.011697645   |                                                         | 3440.47548   | 120279.3987 |
| 037             | Median            | SE 12 Ave median and swale south of Hillsboro to SE 2 St                                                  | Median           |                             | 0.126890968   |                                                         | 442.5669705  | 10815.97342 |
| 038             | Median            | Little Harbor median                                                                                      | Median           |                             | 0.091943095   |                                                         | 1731.822566  | 100084.309  |
| 039             | Median            | SE 7 Ct East of US 1 median                                                                               | Median           |                             | 0.009287826   |                                                         | 7566.796519  | 400331.9877 |
| 040             | Median            | SE 10 St median east of S Fed.Hwy in front of Bank of America                                             | Median           |                             | 0.04299258    |                                                         | 5745.259025  | 327168.0337 |
| 041             | Swale             | SE 9 Ave Kingfisher Canal                                                                                 | Swale            |                             | 0.019527587   |                                                         | 1686.171161  | 20605.99675 |
| 042             | Median            | SE 13 Ct median from S Federal Hwy to SE 10 Ter                                                           | Median           |                             | 0.041964532   |                                                         | 682.8187571  | 26219.09188 |
| 043             | Median            | N/S Federal Hwy median from Boca Raton city limits to Lighthouse Point city limits                        | Median           |                             | 1.965331197   |                                                         | 1323.70342   | 44725.02652 |
| 044             | Median            | NE 4 St median at N Federal Hwy                                                                           | Median           |                             | 0.007408358   |                                                         | 16332.26968  | 471235.0914 |
| 046             | Parcel            | Palm Plaza 851 S Federal Hwy                                                                              | Parcel           |                             | 0.158351982   |                                                         | 11321.55382  | 427575.1888 |
| 047             | Swale             | SE 10 St & S Federal Hwy northeast corner swale                                                           | Swale            |                             | 0.031584234   |                                                         | 8512.037669  | 968266.0361 |
| 048             | Park              | Cornerstone Park                                                                                          | Undeveloped Park | 1420 SE 3 Ave               | 0.60186039    | Cornerstone Park                                        | 3478.737055  | 183166.0492 |
| 049             | Swale             | Robinson Rd east of SE 2 Ave swale                                                                        | Swale            |                             | 0.908888788   |                                                         | 2098.775221  | 163471.8774 |
| 050             | Park              | Middle School Athletic Complex                                                                            | Park             | 501 SE 6 Ave                | 10.81721546   | Middle School Athletic Complex                          | 4146.453711  | 63274.26107 |
| 053             | Park              | Pioneer Park                                                                                              | Park             | 217 NE 5 Ave                | 9.815002192   | Pioneer Park                                            | 1921.249624  | 217659.4693 |
| 056             | Swale             | SE 7 St & S Deerfield Ave guardrail                                                                       | Swale            |                             | 0.230883659   |                                                         | 1851.288861  | 150577.9645 |
| 059             | Median/Swale      | N Dixie Hwy flyover landscape maintenance swale & median                                                  | Median/Swale     |                             | 5.707549904   |                                                         | 1186.868726  | 16109.0893  |
| 060             | Median/Swale      | N/S Dixie Hwy median & swale from Hillsboro Blvd to E Sample Rd including retention ponds along Dixie Hwy | Median/Swale     |                             | 16.55444895   |                                                         | 6453.001698  | 32190.89266 |
| 061             | Parcel            | 133 S Dixie Hwy                                                                                           | Parcel           |                             | 0.183115582   |                                                         | 322.6785366  | 4861.492534 |
| 064             | Parcel            | 183 S Dixie Hwy                                                                                           | Parcel           |                             | 0.111595957   |                                                         | 229.5685573  | 3061.535139 |
| 067             | Parcel            | 249 S Dixie Hwy                                                                                           | Parcel           |                             | 0.070277798   |                                                         | 288.9603971  | 4137.041218 |
| 070             | Parcel            | 281 S Dixie Hwy                                                                                           | Parcel           |                             | 0.094966142   |                                                         | 360.8151145  | 7977.126498 |
| 071             | Parcel            | 287 S Dixie Hwy                                                                                           | Parcel           |                             | 0.102244872   |                                                         | 345.5808991  | 5991.725568 |
| 073             | Parcel            | 567 S Dixie Hwy                                                                                           | Parcel           |                             | 0.137540653   |                                                         | 262.8736029  | 3592.451307 |
| 077             | Parcel            | 825 S Dixie Hwy                                                                                           | Parcel           |                             | 0.082465108   |                                                         | 664.3693355  | 22354.7355  |
| 078             | Parcel            | 915 S Dixie Hwy                                                                                           | Parcel           |                             | 0.513155473   |                                                         | 1889.653519  | 14764.14931 |
| 079             | Right-of-way      | S Dixie Hwy & SW 10 St just south of SW 10 St Park                                                        | Right-of-way     |                             | 0.291110204   |                                                         | 283.4545334  | 4454.126895 |
| 080             | Alley             | Alley west of N Dixie Hwy between NE 51 St & NE 49 St                                                     | Alley            |                             | 0.338913273   |                                                         | 369.9970306  | 8249.511607 |
| 082             | Parcel            | 4575 NE 1 Ave                                                                                             | Parcel           |                             | 0.859009689   |                                                         | 300.0024903  | 5000.092324 |
| 083             | Median            | NE 48 St median from N Dixie Hwy to FAU Research Park Blvd                                                | Median           |                             | 0.439208472   |                                                         | 250.0023258  | 3750.057341 |
| 084             | Parcel            | NE 51 St & NE 5 Ter large lot next to ball field                                                          | Parcel           |                             | 0.478689953   |                                                         | 369.9986705  | 8249.937542 |
| 085             | Swale             | NE 5 Ter & NE 51 St easement                                                                              | Swale            |                             | 0.105008327   |                                                         | 371.9014834  | 8347.299568 |
| 089             | Park              | Mayo Howard Park                                                                                          | Park             | 1131 FAU Research Park Blvd | 4.876780606   | Mayo Howard Park                                        | 362.8518947  | 2764.432072 |
| 090             | Parcel            | FAU Research Park Blvd swale and parcel from SW 10 St to Teen Center fence                                | Parcel           |                             | 6.978945702   |                                                         | 941.0267959  | 52160.1566  |
| 091             | Median            | I95 & SW 10 St interchange (southeast corner)                                                             | Median           |                             | 4.220561506   |                                                         | 478.739954   | 13799.73238 |
| 092             | Swale             | SW 10 St south swale from 230 feet west of I95 southbound entrance ramp to I95 northbound exit            | Swale            |                             | 0.678918254   |                                                         | 399.9996691  | 7498.996812 |
| 094             | Park              | Tivoli Sand Pine Preserve parking lot and outside fence                                                   | Park             |                             | 1.848101261   | Tivoli Sand Pine Preserve parking lot and outside fence | 402.5008096  | 7119.775401 |
| 095             | Park              | Tivoli Sand Pine Preserve                                                                                 | Park             | 501 SW 10 St                | 22.22670171   | Tivoli Sand Pine Preserve                               | 1061.805843  | 68673.98435 |
| 096             | Swale             | SW 3 Ave from SW 5 Ct to SW 10 St west swale                                                              | Swale            |                             | 0.585309284   |                                                         | 531.9959652  | 18016.55049 |
| 100             | Median/Swale      | SW Natura Ave swale, berm & median                                                                        | Median/Swale     |                             | 1.907264681   |                                                         | 368.4090952  | 6687.114252 |

|     |                    |                                                                                                                                   |                    |                       |             |                                      |             |             |
|-----|--------------------|-----------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|-------------|--------------------------------------|-------------|-------------|
| 103 | Park               | Oveta McKeithen Recreational Complex                                                                                              | Park               | 445 SW 2 St           | 17.4671509  | Oveta McKeithen Recreational Complex | 1100.042509 | 37420.98359 |
| 105 | Median             | SW 3 Ave median from W Hillsboro Blvd to SW 2 St and median at SW 10 St                                                           | Median             |                       | 0.122056704 |                                      | 1812.816313 | 38999.65723 |
| 106 | Median             | W Hillsboro Blvd median from Dixie Hwy to I 95 bridge                                                                             | Median             |                       | 0.718615005 |                                      | 28467.35855 | 155453.4375 |
| 107 | Median             | NW 3 Ave median from W Hillsboro Blvd to NW 2 St                                                                                  | Median             |                       | 0.072643317 |                                      | 3910.023896 | 304024.2173 |
| 116 | Parcel             | 464 N Deerfield Ave                                                                                                               | Parcel             | 464 N Deerfield Ave   | 0.163434975 |                                      | 1108.076425 | 14546.09827 |
| 119 | Park               | Johnnie McKeithen Park - Northeast                                                                                                | Park               | 629 N Deerfield Ave   | 3.752510572 | Johnnie McKeithen Park - Northeast   | 3689.516871 | 21061.78815 |
| 120 | Parcel             | 595 N Deerfield Ave                                                                                                               | Parcel             | 595 N Deerfield Ave   | 1.576417019 |                                      | 4707.704073 | 183860.4081 |
| 121 | Park               | Johnnie McKeithen Park - Southwest                                                                                                | Park               | 550 NW 1 Ter          | 4.204593657 | Johnnie McKeithen Park - Southwest   | 1917.853778 | 34687.58576 |
| 123 | Swale              | NW 2 Ct Gibson Estate dry retention area                                                                                          | Swale              |                       | 0.528115879 |                                      | 7128.409492 | 399474.7833 |
| 124 | Alley/Right-of-way | From NW 2 Terr west to NW 2 Way just south of NW 3 Ct                                                                             | Alley/Right-of-way |                       | 0.333907522 |                                      | 676.1050463 | 4005.373398 |
| 125 | Parcel             | 401 NW 2 Way (ROW)                                                                                                                | Parcel             |                       | 0.153503604 |                                      | 5399.692446 | 248640.1491 |
| 127 | Swale              | NW 4 Ave Swale                                                                                                                    | Swale              |                       | 0.516321227 |                                      | 834.4860271 | 3113.685855 |
| 128 | Swale              | W Hillsboro Blvd swale east of I-95 & northeast I-95                                                                              | Swale              |                       | 4.738376784 |                                      | 5423.260913 | 40295.0291  |
| 129 | Swale              | W Hillsboro Blvd swale west of I-95                                                                                               | Swale              |                       | 1.392772321 |                                      | 44607.67998 | 721165.476  |
| 130 | Median             | SW 12 Ave median from Hillsboro Blvd to The Home Depot entrance                                                                   | Median             |                       | 0.015479026 |                                      | 17162.85553 | 85616.79368 |
| 131 | Median             | W Hillsboro Blvd median from Jim Moran Blvd/SW 12 Ave to Military Trail                                                           | Median             |                       | 0.302970336 |                                      | 9530.182731 | 53666.44219 |
| 132 | Median             | W Hillsboro Blvd & Goolsby Blvd/Lock Rd landscape triangle                                                                        | Median             |                       | 0.021948372 |                                      | 31321.90673 | 196731.6192 |
| 133 | Median/Swale       | Goolsby Blvd median & swale from W Hillsboro Blvd to lift station                                                                 | Median/Swale       |                       | 0.483480041 |                                      | 115.6750171 | 322.7343792 |
| 137 | Swale              | SW 10 St north swale just south of SW Natura Blvd                                                                                 | Swale              |                       | 1.894520775 |                                      | 1583.793964 | 9922.027333 |
| 138 | Median             | SW 10 St median from FAU Research Park Blvd to Military Trl                                                                       | Swale              |                       | 0.267734177 |                                      | 4158.192031 | 19133.28316 |
| 139 | Park               | Ecidar Park                                                                                                                       | Park               | 1901 SW 15 St         | 2.761055068 | Ecidar Park                          | 637.7304047 | 4574.487032 |
| 140 | Median/Swale       | NE/NW 48 St median from FAU Research Park Blvd to N Military Trl and Swales over bridge and south side from NE 2 Ave to NE 2 Terr | Median/Swale       |                       | 1.717419771 |                                      | 832.4324731 | 20853.21233 |
| 141 | Parcel             | NW 40 St end cap at I-95 barrier wall                                                                                             | Parcel             |                       | 0.017735251 |                                      | 168.733158  | 768.6061122 |
| 142 | Swale              | I-95 southbound entrance ramp from westbound W Sample Rd                                                                          | Swale              |                       | 0.7962647   |                                      | 616.0544911 | 23006.44403 |
| 143 | Median             | NW 3 Ave median between NW 36 St & NW 37 St                                                                                       | Median             |                       | 0.039302567 |                                      | 401.5802493 | 1712.132403 |
| 144 | Parcel             | NW 36 St & NW 3 Ave small green space, I-95 off-ramp                                                                              | Parcel             |                       | 0.155018038 |                                      | 1059.773042 | 3164.65215  |
| 145 | Swale              | W Sample Rd swale from I-95 northbound entrance west to tracks                                                                    | Swale              |                       | 1.088685549 |                                      | 599.654349  | 6753.030303 |
| 146 | Swale              | N Military Swale from NW 41 Ct to NW 42 Pl                                                                                        | Swale              |                       | 0.071475939 |                                      | 2265.42434  | 22492.59317 |
| 148 | Median             | N/S Military Trl median from SW 10 St to W Sample Rd                                                                              | Median             |                       | 1.231935052 |                                      | 14366.05449 | 68198.89852 |
| 149 | Swale              | S Military Trl swale between just south of W Hillsboro Blvd to SW 10 St                                                           | Swale              |                       | 1.101411791 |                                      | 786.9195781 | 6898.366105 |
| 150 | Median             | S Military Trail median from W Hillsboro Blvd to Goolsby Blvd                                                                     | Median             |                       | 0.761412958 |                                      | 465.7762007 | 12681.71371 |
| 151 | Median/Swale       | N Military Trl median & west swale from the Palm Beach County line to W Hillsboro Blvd                                            | Median/Swale       |                       | 0.924986223 |                                      | 4837.979178 | 33169.32193 |
| 152 | Park               | Constitution Park                                                                                                                 | Park               | 2841 W Hillsboro Blvd | 7.51029541  | Constitution Park                    | 4874.313524 | 47980.63396 |
| 153 | Median             | W Hillsboro Blvd median from Military Trl to Powerline Rd                                                                         | Median             |                       | 1.845209002 |                                      | 1788.448962 | 21782.15561 |
| 154 | Park               | Ada Graham-Johnson Park                                                                                                           | Park               | 155 SW 34 Ave         | 0.315951332 | Ada Graham-Johnson Park              | 237.9787807 | 1375.920251 |
| 155 | Parcel             | SW 2 Ct & SW 35 Ave dry retention area                                                                                            | Parcel             |                       | 0.121914375 |                                      | 484.7097916 | 1872.909225 |
| 156 | Park               | Deer Run Park - East                                                                                                              | Park               | 301 SW 31 Ave         | 0.640944038 | Deer Run Park                        | 355.0445269 | 938.3421249 |
| 160 | Swale              | SW 10 St north swale from S Military Trl to SW 31 Ave                                                                             | Swale              |                       | 3.975912669 |                                      | 83.38493013 | 509.5918199 |
| 161 | Swale              | SW 10 St south swale from S Military Trl to Powerline except West Wellfield Linear Park (extra details)                           | Swale              |                       | 16.22308336 |                                      | 970.0622218 | 5527.830418 |
| 162 | Undeveloped Park   | West Wellfield Linear Park (undeveloped)                                                                                          | Undeveloped Park   |                       | 8.360108216 |                                      | 680.8620244 | 1828.123877 |
| 164 | Swale              | SW 30 Ave east swale from south of SW 13 Dr right of way to SW 15 St                                                              | Swale              |                       | 0.535775752 |                                      | 242.0329542 | 520.8517878 |
| 165 | Park               | South Crystal Heights Park                                                                                                        | Park               | 1459 SW 28 Ave        | 2.297483368 | Crystal Heights Park South           | 124.6224713 | 1197.302015 |
| 166 | Park               | Crystal Heights Mini Park 4                                                                                                       | Park               | 2593 SW 14th Ct       | 0.248285493 | Crystal Heights Pocket Park South    | 891.4232277 | 2386.599237 |
| 167 | Park               | Crystal Heights Pocket Park West                                                                                                  | Park               | 1352 SW 26th Ave      | 0.221489898 | Crystal Heights Pocket Park West     | 147.3555255 | 881.057326  |
| 168 | Park               | North Crystal Heights Park                                                                                                        | Park               | 2601 SW 10 Dr         | 1.50921325  | Crystal Heights Park North           | 123.9818533 | 404.6105975 |
| 169 | Park               | Crystal Heights Pocket Park North                                                                                                 | Park               | 1220 SW 26th Ave      | 0.229181287 | Crystal Heights Pocket Park North    | 546.8467141 | 10058.05734 |
| 170 | Park               | Crystal Heights Pocket Park East                                                                                                  | Park               | 1301 SW 25th Ave      | 0.233977866 | Crystal Heights Pocket Park East     | 184.2725534 | 850.6910416 |
| 171 | Park               | Central Crystal Heights Park                                                                                                      | Park               | 1333 SW 24 Ter        | 1.741871808 | Crystal Heights Park Central         | 2993.798381 | 11663.2871  |
| 172 | Swale              | S Military Trl west swale from SW 24 Ave to SW 15 St                                                                              | Swale              |                       | 0.500018467 |                                      | 17451.2011  | 146621.6144 |
| 173 | Median             | NW 48 St median from N Military Trl to Florida's Turnpike                                                                         | Median             |                       | 1.565546931 |                                      | 4424.557306 | 82531.0231  |
| 174 | Swale              | W Sample Rd 5-6' strip of grass adjacent to sidewalk from N Military Trl to 1800 blk W Sample Rd                                  | Swale              |                       | 2.039699514 |                                      | 11094.55042 | 173201.5254 |
| 175 | Median             | N/S Powerline Rd median from the Palm Beach County line to W Sample Rd                                                            | Median             |                       | 4.516087652 |                                      | 1684.004831 | 29575.71696 |
| 176 | Park               | Independence Bay Linear Park                                                                                                      | Park               |                       | 9.170174569 | Independence Bay Linear Park         | 12936.34568 | 706719.4603 |

|        |              |                                                                                                |        |                               |             |                                   |             |             |
|--------|--------------|------------------------------------------------------------------------------------------------|--------|-------------------------------|-------------|-----------------------------------|-------------|-------------|
| 177    | Park         | Trailhead Park                                                                                 | Park   | 3700 American Way             | 0.47302284  | Trailhead Park                    | 306.6030234 | 5310.884866 |
| 178    | Median       | SW 10 St median from Military Trl to the Sawgrass Expressway                                   | Median |                               | 3.365784359 |                                   | 3985.186984 | 25497.96526 |
| 179    | Median       | W Hillsboro Blvd median from Deerfield Mall starting at pavers in median to Florida's Turnpike | Median |                               | 0.736103196 |                                   | 1852.387407 | 5317.219297 |
| 180    | Park         | Riverglen Park                                                                                 | Park   | 300 SW 45 Ave                 | 1.026694249 | Riverglen Park                    | 1981.949881 | 23339.75942 |
| 181    | Park         | Villages of Hillsboro Park                                                                     | Park   | 4111 NW 6 St                  | 9.189884243 | Villages of Hillsboro Park        | 13468.31603 | 83086.46692 |
| 182    | Park         | Highlands Park                                                                                 | Park   | 511 NE 44th Street            | 1.452474922 | Highlands Park                    | 9528.563993 | 80509.19404 |
| 185    | Park         | Quiet Waters Athletic Park                                                                     | Park   | 4200 W Hillsboro Blvd         | 4.996520233 | Quiet Waters Athletic Park        | 274.3252522 | 956.1344126 |
| 185    | Swale        | West Hillsboro Blvd south swale from Century Blvd to SW 32 Ave                                 | Swale  |                               | 1.385453699 |                                   | 5977.453244 | 32066.25421 |
| 186    | Park         | Marty Popelski Park (undeveloped)                                                              | Park   |                               | 49.81294616 | Marty Popelski Park (undeveloped) | 13124.07833 | 80382.1055  |
| 187    | Median       | NE 44 St Median from NE 7 Terr east to N Dixie Hwy                                             | Median |                               | 0.227761901 |                                   | 5625.404246 | 206418.3579 |
| 188    | Parcel       | 541 N Deerfield Ave                                                                            | Parcel | 541 N Deerfield Ave           | 0.189368193 |                                   | 2850.739877 | 60673.40744 |
| 189    | Parcel       | 446 N Deerfield Ave                                                                            | Parcel | 446 N Deerfield Ave           | 0.114777508 |                                   | 6977.048927 | 88854.56093 |
| 190    | Parcel       | 436 N Deerfield Ave                                                                            | Parcel | 436 N Deerfield Ave           | 0.086082849 |                                   | 4853.824868 | 47426.24908 |
| 191    | Parcel       | 448 NW 4th Ave                                                                                 | Parcel | 448 NE 4th Ave                | 0.189378669 |                                   | 9974.812327 | 60354.06268 |
| 192    | Parcel       | 438 NW 4th Ave                                                                                 | Parcel | 438 NW 4th Ave                | 0.19161363  |                                   | 3910.696072 | 364188.4932 |
| 193    | Parcel       | NW 38 Ct end cap at I95 barrier wall                                                           | Parcel |                               | 0.047076471 |                                   | 651.1296465 | 674.3128376 |
| 194    | Parcel       | NW 38 St end cap at I95 barrier wall                                                           | Parcel |                               | 0.05889934  |                                   | 146.0774202 | 772.5990006 |
| 195    | Parcel       | NW 37 St end cap at I95 barrier wall                                                           | Parcel |                               | 0.03399133  |                                   | 13732.74774 | 74815.73933 |
| 196    | Parcel       | 201 S Dixie Hwy                                                                                | Parcel | 201 S Dixie Hwy               | 0.063457767 |                                   | 7477.236176 | 31305.14865 |
| 197    | Parcel       | 942 SW 2nd Ave                                                                                 | Parcel | 942 SW 2nd Ave                | 0.316774461 |                                   | 4347.547818 | 13198.27409 |
| 198    | Median       | NE 51 St at Dixie Hwy                                                                          | Median |                               | 0.017643465 |                                   | 6070.949505 | 2169984.254 |
| 199    | Parcel       | 555 SW 3rd Ave                                                                                 | Parcel | 555 SW 3rd Ave                | 1.197343781 |                                   | 176.9279179 | 1480.759947 |
| 200    | Parcel       | 171 SW 3rd St                                                                                  | Parcel | 171 SW 3rd St                 | 0.172140253 |                                   | 256.2052252 | 2050.787352 |
| 201    | Parcel       | Broward County Fire Rescue Station #51                                                         | Parcel |                               | 0.413578168 |                                   | 256.1580746 | 2565.824916 |
| 202    | Swale        | CRA West Parking Lot                                                                           | Swale  |                               | 0.149678722 |                                   | 575.7311663 | 6520.556408 |
| 203    | Median       | 1177 SE 2nd Ave                                                                                | Median |                               | 0.031599123 |                                   | 157.8595569 | 1376.564366 |
| 204    | Median       | SE 4th Ct east of Federal Hwy                                                                  | Median |                               | 0.008678835 |                                   | 130.3026204 | 378.0809794 |
| 205(a) | Median/Swale | SW 12th Ave between property lines of Publix from north to SW 10 St to the south               | Median | SW 12 Ave                     | 0.628058498 |                                   | 4407.499625 | 27360.10887 |
| 205(b) | Median/Swale | SW 12 Ave between property lines of Publix from north to SW 10 St to the south                 | Swale  | SW 12 Ave                     | 0.206250948 |                                   | 2299.444686 | 8984.906624 |
| 206    | Parcel       | 265 NW 2 Ct                                                                                    | Parcel | 265 Nw 12 Ct                  | 0.146916639 |                                   | 400.0073934 | 6400.167346 |
| 207    | Park         | HTC Community Center                                                                           | Park   | 50 Hillsboro Technology Drive | 3.456542484 | HTC Community Center              | 2548.99728  | 26861.50296 |

| New Parks Herbicide Application Locations |      |                                     |                                          |                             |               |
|-------------------------------------------|------|-------------------------------------|------------------------------------------|-----------------------------|---------------|
| Category                                  | ID # | Location Description                | Location Type                            | Location Address            | Area in Acres |
| Park                                      | 18   | SE 19 Ave Park                      | Park                                     | 401 SE 19 Ave               | 1.02          |
| Park                                      | 026  | Sullivan Park                       | Park                                     | 1700 Riverview Rd           | 3.07          |
| Park                                      | 033  | SE 15 St Park                       | Intracoastal Waterway Public Access Site | 1100 SE 15 St               | 0.44          |
| Park                                      | 048  | Cornerstone Park                    | Undeveloped Park                         | 1420 SE 3 Ave               | 0.60          |
| Park                                      | 050  | Middle School Athletic Complex      | Park                                     | 501 SE 6 Ave                | 10.82         |
| Park                                      | 053  | Pioneer Park                        | Park                                     | 217 NE 5 Ave                | 9.82          |
| Park                                      | 089  | Mayo Howard Park                    | Park                                     | 1131 FAU Research Park Blvd | 4.88          |
| Park                                      | 095  | Tivoli Sand Pine Preserve           | Park                                     | 501 SW 10 St                | 22.23         |
| Park                                      | 103  | Oveta McKeithen Recrational Complex | Park                                     | 445 SW 2 St                 | 17.47         |
| Park                                      | 119  | Johnnie McKeithen Park - Northeast  | Park                                     | 629 N Deerfield Ave         | 3.75          |
| Park                                      | 121  | Johnnie McKeithen Park - Southwest  | Park                                     | 550 NW 1 Ter                | 4.20          |
| Park                                      | 139  | Ecidar Park                         | Park                                     | 1901 SW 15 St               | 2.76          |
| Park                                      | 152  | Constitution Park                   | Park                                     | 2841 W Hillsboro Blvd       | 7.51          |
| Park                                      | 154  | Ada Graham Johnson Park             | Park                                     | 155 SW 34 Ave               | 0.32          |
| Park                                      | 156  | Deer Run Park                       | Park                                     | 301 SW 31 Ave               | 0.64          |
| Park                                      | 165  | Crystal Heights Park South          | Park                                     | 1459 SW 28 Ave              | 2.30          |
| Park                                      | 166  | Crystal Heights Pocket Park South   | Park                                     | 2593 SW 14th Ct             | 0.25          |
| Park                                      | 167  | Crystal Heights Pocket Park West    | Park                                     | 1352 SW 26th Ave            | 0.22          |
| Park                                      | 168  | Crystal Heights Park North          | Park                                     | 2601 SW 10 Dr               | 1.51          |
| Park                                      | 169  | Crystal Heights Pocket Park North   | Park                                     | 1220 SW 26th Ave            | 0.23          |
| Park                                      | 170  | Crystal Heights Pocket Park East    | Park                                     | 1301 SW 25th Ave            | 0.23          |
| Park                                      | 171  | Crystal Heights Park Central        | Park                                     | 1333 SW 24 Ter              | 1.74          |
| Park                                      | 177  | Trailhead Park                      | Park                                     | 3700 American Way           | 0.47          |
| Park                                      | 180  | Riverglen Park                      | Park                                     | 300 SW 45 Ave               | 1.03          |
| Park                                      | 181  | Villages of Hillsboro Park          | Park                                     | 4111 NW 6 St                | 9.19          |
| Park                                      | 182  | Highlands Community Center          | Park                                     | 511 NE 44th Street          | 0.50          |
| Park                                      | 185  | Quiet Waters Athletic Complex       | Park                                     | 4200 W Hillsboro Blvd       | 5.00          |
|                                           |      | Hillsboro Community Center          | Park                                     | 50 Hillsboro Technology Dr  | 3.46          |
|                                           |      |                                     |                                          |                             | <b>115.66</b> |



Landscape Service Professionals  
11820 NW 37th Street  
Coral Springs, FL 33065  
usa

Voice: 954-721-6920  
Fax: 954-721-6923

QUOTATION  
Quote Number: 7767  
Quote Date: October 16,2024  
Page: 1

| Quoted To:                                                                |
|---------------------------------------------------------------------------|
| City of Deerfield Beach<br>150 NE 2nd Avenue<br>Deerfield Beach, FL 33441 |

| Customer ID          | Good Thru | Payment Terms | Sales Rep |
|----------------------|-----------|---------------|-----------|
| City of Deerfield Be | 6/27/24   | Net 10 Days   |           |

| Quantity | Item | Description                                                                                   | Unit Price   | Amount            |
|----------|------|-----------------------------------------------------------------------------------------------|--------------|-------------------|
|          |      | The Cove Shopping Center - maintenance of Seashore Paspalum sod                               |              |                   |
| 43.00    |      | Mowing cycles                                                                                 | 700.00       | 30,100.00         |
| 12.00    |      | Irrigation wet check                                                                          | 275.00       | 3,300.00          |
| 12.00    |      | IPM/ Pest & Weed control (excludes fertilization)                                             | 700.00       | 8,400.00          |
|          |      | 265 NW 2nd Ct                                                                                 |              |                   |
| 12.00    |      | Mowing services - one time per month                                                          | 125.00       | 1,500.00          |
|          |      | Publix Warehouse Median & Swale (12 mow cycles only (does not include irrigation, fert, etc.) |              |                   |
| 12.00    |      | Landscape & Irrigation Construction                                                           | 894.42       | 10,733.04         |
| 12.00    |      | Citywide Parks Weed Control at plant mulch beds, exercise areas, playgrounds & hard surfaces  | 5,690.00     | 68,280.00         |
|          |      | Plant beds & hardscapes when control                                                          |              |                   |
|          |      | Herbicide pest & pre-emergent mix                                                             |              |                   |
|          |      | <b>Irrigation T&amp;M for installation and modifications – not to exceed \$177,687</b>        |              |                   |
|          |      |                                                                                               | Subtotal     | 122,313.04        |
|          |      |                                                                                               | Sales Tax    |                   |
|          |      |                                                                                               | <b>TOTAL</b> | <b>122,313.04</b> |



# City of Deerfield Beach

150 NE 2nd Ave  
Deerfield Beach, FL  
33441  
954-480-4200

## Face Sheet File Number: I.D. 2024-560

**Agenda Date:** 11/6/2024

**Status:** CONSENT - AGREEMENTS &  
EXPENDITURE REQUESTS

**In Control:** City Commission

### Title

**Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the sale of surplus old water meters in the amount of \$55,075.00 through the auction process utilized by Bidera, LLC, the City's contracted auction firm; authorizing the City's Procurement Division to administer the disposal of additional non-real surplus property for various departments within the City utilizing the auction process and coordinating such auctions with Bidera, LLC; providing for implementation and an effective date. (Fiscal Impact: Revenue)**

### Recommended Action

Commission to vote on Resolution

### Voting Requirement

Adoption requires a 3/5 vote of the City Commission

### Fiscal Impact

Costs: \$55,075.00 (Revenue)

Account Name: Utilities Fund/Water Meter Inst.

Account Number:401-0000-343-35-01

### Background/History

The City of Deerfield Beach Environmental Services Department has been in the process of updating old and antiquated water meters throughout the City and replacing them with state of the art, remote reporting Sensus water meters. At this time, the City has replaced approximately 45 percent of the City water meters and needs to sell the old surplus meters. Due to the age of these meters, they will be sold for scrap, as a large portion of the meter body is made of brass and copper, which is highly sought out in the scrap metal recycling industry.

### Current Activity

On September 9, 2024, Environmental Services staff requested that Bidera, LLC auction the City's surplus of old water meters. Bidera and city staff inventoried the meters and came up with approximately 4,500 different sized water meters. On September 20, 2024, at 5:00 p.m., Bidera started the auction process. The auction was open for a total of 12 days and ended on October 1, 2024, at 5:00 p.m. The highest bid came in at \$55,075.00.

In addition to Environmental Services needs to auction the existing water meters, the Department also has an ongoing need to dispose of additional surplus equipment as set forth in Exhibit "A". Section 38-122 of the Code of Ordinances set forth the process for the disposal of non-real property and the City has the option to sell such property or utilize an auction process. As the disposal of such non-real property includes various departments within the City, and the City has currently retained Bidera for auction services, it has been determined that the auction process is expeditious in meeting

the various departmental needs for such disposal.

**Recommendation**

It is recommended that the City Commission approve the sale of old water meters in the amount \$55,075.00 using Bidera LLC. Further, it is recommended that the City Commission authorize the City's Procurement Division to administer the disposal of non-real surplus property consistent with the Code and auction process when necessary during the remainder of the Fiscal Year to assist the various departments on an as-needed basis.

**RESOLUTION NO. 2024/**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE SALE OF SURPLUS OLD WATER METERS IN THE AMOUNT OF \$55,075.00 THROUGH THE AUCTION PROCESS UTILIZED BY BIDERA, LLC, THE CITY'S CONTRACTED AUCTION FIRM; AUTHORIZING THE CITY'S PROCUREMENT DIVISION TO ADMINISTER THE DISPOSAL OF ADDITIONAL NON-REAL SURPLUS PROPERTY FOR VARIOUS DEPARTMENTS WITHIN THE CITY UTILIZING THE AUCTION PROCESS AND COORDINATING SUCH AUCTIONS WITH BIDERA, LLC; PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE DATE**

**WHEREAS**, Section 38-122 of the City's Code of Ordinances sets forth guidelines for the disposal of non-real property, which includes utilizing an auction process; and

**WHEREAS**, the City currently has an agreement with Bidera, LLC ("Bidera") for auction services; and

**WHEREAS**, recently, the Department of Environmental Services (the "Department") has been in the process of updating old and antiquated meters (the "Meters") throughout the City and implemented a replacement program, which is approximately 45% completed; and

**WHEREAS**, through the replacement program, the Department has retained the old meters that require disposal, and the Department coordinated with Bidera for the liquidation of the meters through an auction process; and

**WHEREAS**, Bidera implemented the auction process on September 20, 2024 with a closing auction bid date of October 1, 2024, and the auction of the Meters resulted in a bid of \$55,075.00, which was the highest bid; and

**WHEREAS**, the Department also accumulated other surplus equipment, as described in the attached Exhibit "A", (the "Surplus Equipment") that has the potential to be sold for scrap through the auction process; and

**WHEREAS**, from time to time, various departments within the City take inventory of equipment, vehicles and other non-real property to determine its useful life and/or if there is surplus non-real property that is no longer necessary and may be disposed of; and

**WHEREAS**, in order to effectuate the timeliness to dispose of non-real surplus property through the auction process, City staff is requesting that the City Commission authorize the utilization of this process on an as needed basis for the remainder of this Fiscal Year utilizing Bidera; and

**WHEREAS,** the City Commission finds it to be in the best interests of the City to approve the sale of the Meters in the amount of \$55,075.00, and authorize the City's Procurement Division to administer and utilize the auction process for the disposal of non-real property throughout the City for the remainder of the Fiscal Year, including the Surplus Equipment, consistent with Section 38-122 of the Code of Ordinances and based upon the Agreement with Bidera.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:**

**Section 1.** The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

**Section 2.** The City Commission hereby approves the sale of the Meters in the amount of \$55,075.00.

**Section 3.** The City Commission hereby approves and authorizes the City's Procurement Division to utilize the auction process with Bidera for the disposal of non-real surplus property for all Departments within the City, including the Surplus Equipment described in Exhibit "A", during the remainder of the Fiscal Year.

**Section 4.** The appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Resolution.

**Section 5.** This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.

CITY OF DEERFIELD BEACH

\_\_\_\_\_  
BILL GANZ, MAYOR

ATTEST:

\_\_\_\_\_  
HEATHER MONTEMAYOR, CITY CLERK

## EXHIBIT A

[illegible]



## **PIGGYBACK AGREEMENT FOR AUCTION SERVICES**

This Agreement is made this 5th day of August, 2024, between the City of Deerfield Beach, a municipal corporation organized and existing under the laws of the State of Florida, whose address is 150 N. E. 2<sup>nd</sup> Avenue, Deerfield Beach, Florida 33441 (the “City”) and Bidera, LLC, a Florida Limited Liability Company whose address is 4995 NW 72 Avenue, Suite 405, Miami, Florida 33166 (the “Contractor”).

### **WITNESSETH**

**WHEREAS**, on April 23, 2021, the School Board of Miami-Dade County (“School Board”) issued Invitation to Bid No. 20-017-VF (“ITB”) to solicit bids from qualified firms to provide Auction Services for which it received a total of one (1) bid; and

**WHEREAS**, the School Board selected Bidera, LLC., (“Contractor”) as the most qualified entity with respect to the cost, expertise, and relevant experience to provide the scope of services requested, and awarded a three-year agreement with two additional one-year renewal options; and

**WHEREAS**, the City is seeking to contract with the Contractor to provide Auction Services (the “Services”) as provided in the ITB and as set forth in Contractor’s Proposal, attached as Exhibit “A” (collectively, the “Services”); and

**WHEREAS**, the parties wish to incorporate the School Board’s ITB and the Contractor’s Proposal, as set forth in the attached Office of Superintendent Schools Board Meeting Item dated July 14, 2021 and the Renewal thereto attached as Composite Exhibit “B,” the Auction Services (collectively the “School Board Agreement”); and

**WHEREAS**, Section 38-116(3)(b)10. of the City Code, provides authority for the City to acquire goods or services utilizing a contract from a government entity that was competitively procured as an exemption from the City’s otherwise required competitive selection process; and

**WHEREAS**, the City desires to enter into an agreement with Contractor for similar Auction Services based upon the ITB and the School Board’s Agreement

**WHEREAS**, the Contractor has provided the City with a proposal for Services, attached as Exhibit “A.”

**NOW THEREFORE**, in consideration of the mutual covenants set forth in this Agreement, the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

**Section 1.**     **Term** The term of this Agreement commences from the date of execution and will remain in effect until July 13, 2025 and may be renewed if the School Board of Miami-Dade County renews its Agreement (the “Term”). If the School Board Agreement expires or is terminated during the Term, this Agreement shall terminate six months after such expiration or termination of the School Board Agreement.

**Section 2.**     **Agreement Terms** The Contractor agrees to complete the Services, as provided in Contractor’s Bid attached as Exhibit “A” on the same terms and in the same manner

as set forth in the School Board Agreement, attached as Composite Exhibit “B,” except as otherwise provided herein. All recitals, representations, and warranties of Contractor made by Contractor in the School Board Agreement are restated as if set forth fully herein, made for the benefit of the City, and incorporated herein, except that all references to the “School Board of Miami-Dade County ” are hereby replaced with the “City of Deerfield Beach.”

## 2.1 PUBLIC RECORDS

**IF CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO CONTRACTOR’S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS.**

**Custodian of Public Records:** HEATHER MONTEMAYOR, CITY CLERK  
**Mailing address:** 150 N.E. 2ND AVE.,  
 DEERFIELD BEACH, FL 33441  
**Telephone number:** 954-480-4213  
**Email:** [WEB.CLERK@DEERFIELD-BEACH.COM](mailto:WEB.CLERK@DEERFIELD-BEACH.COM)

## 2.2 VERIFICATION OF EMPLOYMENT ELIGIBILITY

Contractor shall comply with Sections 448.09 and 448.095, Fla. Stat., “Employment Eligibility,” including the registration and use of the E-Verify system to verify the work authorization status of employees. Failure to comply with Section 448.095, Fla. Stat. shall result in termination of this Agreement. Any challenge to termination under this provision must be filed in the Circuit Court no later than 20 calendar days after the date of termination. All costs incurred to initiate and sustain the aforementioned program shall be the responsibility of the Contractor in accordance with Sections 448.09 and 448.095, Florida Statutes. Contractor is liable for additional costs incurred by the City as a result of termination of this Agreement. If this Agreement is terminated for a violation of the statute by Contractor, Contractor may not be awarded a public contract for a period of one (1) year after the date of termination.

## 2.3 SCRUTINIZED COMPANIES

a. Contractor certifies that it and its subconsultants are not on the Scrutinized Companies that Boycott Israel List. Pursuant to Section 287.135, F.S., the City may immediately terminate this Agreement at its sole option if the Contractor or its subconsultants are found to have submitted a false certification; or if Contractor, or its subconsultants are placed on the Scrutinized Companies that Boycott Israel List or is engaged in the boycott of Israel during the term of the Agreement.

b. If this Agreement is for more than one million dollars, Contractor certifies that it and its subconsultants are also not on the Scrutinized Companies with Activities in Sudan, Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or engaged with business operations in Cuba or Syria as identified in Section 287.135, F.S. Pursuant to Section 287.135, F.S., the City may immediately terminate this Agreement at its sole option if Contractor, its affiliates, or its subconsultants are found to have submitted a false certification; or if Contractor, its affiliates, or its subconsultants are placed on the Scrutinized Companies with Activities in Sudan List, or Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or engaged with business operations in Cuba or Syria during the term of the Agreement.

c. Contractor agrees to observe the above requirements for applicable subcontracts entered into for the performance of work under this Agreement.

d. As provided in Subsection 287.135(8), F.S., if federal law ceases to authorize the above-stated contracting prohibitions then they shall become inoperative.

**Section 3. Compensation.** The Contractor shall provide Services at no cost to the City, and instead will charge the highest bidder (i.e., purchaser) of the auctioned property the amount of four-point ninety-five (4.95) percent of the bid price.

**Section 4. Assignment.** Neither party may assign its rights or obligations under this Agreement without the written consent of the other.

**Section 5. Notice.** Notwithstanding anything to the contrary in the Master Agreement, notice hereunder shall be provided in writing by certified mail return receipt requested, or customarily used overnight transmission with proof of delivery, to the following parties, with mandatory copies, as provided below:

For City: David Santucci, City Manager  
City of Deerfield Beach  
150 N.E. 2<sup>nd</sup> Avenue  
Deerfield Beach, Florida 33441

Copy to: Anthony C. Soroka, City Attorney  
City of Deerfield Beach  
2255 Glades Road, Suite 200-E  
Boca Raton, Florida 33431

For Contractor: Armando Perera  
Bidera, LLC  
2962 Trivium Circle, Suite 205  
Fort Lauderdale, Florida 33312  
305-822-5000  
[ap@bidera.com](mailto:ap@bidera.com)

**Section 6. Severability.** If any provision of this Agreement or the application thereof to any person or situation shall to any extent, be held invalid or unenforceable, the remainder of this Agreement, and the application of such provisions to persons or situations other than those as to which it shall have been held invalid or unenforceable shall not be affected thereby, and shall continue in full force and effect, and be enforced to the fullest extent permitted by law.

**Section 7. Entire Agreement.** This Agreement, including the Master Agreement, sets forth the entire agreement between Contractor and City with respect to the subject matter of this Agreement. This Agreement supersedes all prior and contemporaneous negotiations, understandings and agreements, written or oral, between the parties. This Agreement may not be modified except by the parties' mutual agreement set forth in writing and signed by the parties.

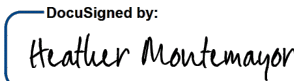
P2024-004

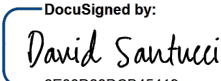
PIGGYBACK AGREEMENT FOR AUCTION SERVICES

IN WITNESS WHEREOF, the parties have made and executed this Agreement on the respective dates under each signature.

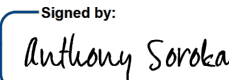
ATTEST:

CITY OF DEERFIELD BEACH,  
FLORIDA

By:   
5E72EBB3A1E04DD...  
Heather Montemayor, City Clerk

By:   
6E00D88DCB45419...  
David Santucci, City Manager  
Date: 9/5/2024

APPROVED AS TO FORM AND LEGAL SUFFICIENCY for the use and reliance of the City of Deerfield Beach, Florida, only.

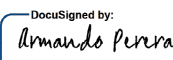
By:   
5CAA0437D58A4C4...  
Anthony C. Soroka, City Attorney

CONTRACTOR

WITNESS:

BIDERA, LLC.

By:   
1389565D719B460...  
Print Name: Grace Monaco

By:   
0E68552C10FC48E...  
Armando Perera  
Print Name:

By:   
Print Name:

Date: 9/4/2024

Attest:

  
5E142A89730D4B2...  
Corporate Secretary

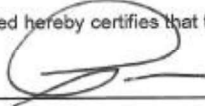
P2024-004

**EXHIBIT “A”**  
**PROPOSAL FROM BIDERA, LLC**

Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

**ATTACHMENT 1 – COVER PAGE**  
Cover Page for Bid

|                                                                                                                                                                                                                        |                                 |                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-----------------------------------------|
| <b>BIDDER'S NAME (Name of firm, entity or organization):</b>                                                                                                                                                           |                                 |                                         |
| BIDERA, LLC                                                                                                                                                                                                            |                                 |                                         |
| <b>FEDERAL EMPLOYER IDENTIFICATION NUMBER:</b>                                                                                                                                                                         |                                 |                                         |
| 46-3100185                                                                                                                                                                                                             |                                 |                                         |
| <b>NAME AND TITLE OF BIDDER'S CONTACT PERSON:</b>                                                                                                                                                                      |                                 |                                         |
| Name: Armando Perera                                                                                                                                                                                                   |                                 | Title: Presidente                       |
| <b>MAILING ADDRESS:</b>                                                                                                                                                                                                |                                 |                                         |
| Street Address: 4995 NW 72 Ave. Suite 405                                                                                                                                                                              |                                 |                                         |
| City, State, Zip: Miami, FL 33166                                                                                                                                                                                      |                                 |                                         |
| <b>TELEPHONE:</b><br>( 305 ) 822-5000                                                                                                                                                                                  | <b>FAX:</b><br>( 305 ) 822-5007 | <b>E-MAIL ADDRESS:</b><br>ap@bidera.com |
| <b>BIDDER'S ORGANIZATIONAL STRUCTURE:</b>                                                                                                                                                                              |                                 |                                         |
| <input checked="" type="checkbox"/> Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Proprietorship <input type="checkbox"/> Joint Venture<br><input type="checkbox"/> Other (Explain): _____ |                                 |                                         |
| <b>IF CORPORATION,</b>                                                                                                                                                                                                 |                                 |                                         |
| Date Incorporated/Organized: 06/24/2013                                                                                                                                                                                |                                 |                                         |
| State Incorporated/Organized: Florida                                                                                                                                                                                  |                                 |                                         |
| States registered in as foreign corporation: N/A                                                                                                                                                                       |                                 |                                         |
| <b>BIDDER'S SERVICE OR BUSINESS ACTIVITIES OTHER THAN WHAT THIS SOLICITATION REQUESTS FOR:</b>                                                                                                                         |                                 |                                         |
| -                                                                                                                                                                                                                      |                                 |                                         |
| <b>LIST NAMES OF BIDDER'S SUBCONTRACTORS OR SUBCONSULTANTS FOR THIS PROJECT:</b>                                                                                                                                       |                                 |                                         |
|                                                                                                                                                                                                                        |                                 |                                         |
| <b>BIDDER'S AUTHORIZED SIGNATURE</b>                                                                                                                                                                                   |                                 |                                         |
| The undersigned hereby certifies that this bid is submitted in response to this solicitation.                                                                                                                          |                                 |                                         |
| Signed By:                                                                                                                          |                                 | Date: 05/13/2021                        |
| Print Name: Armando Perera                                                                                                                                                                                             |                                 | Title: President                        |





## SECTION 1

### Bidder Acknowledgement



## SECTION 1

### Bidder Acknowledgement

Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                  |                                                                                                                                                   |                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                   | The School Board of Miami-Dade County, Florida<br>PROCUREMENT MANAGEMENT SERVICES<br>1450 NE 2 <sup>nd</sup> Avenue, Ste. 650, Miami, Florida 33132<br>305-995-4288<br>Bidder Qualification Form | <b>INVITATION TO BID<br/>(ITB)</b>                                                                                                                |                                 |
| DUE DATE: Bids due at or before Tuesday, May 18, 2021 at 1:00 p.m. Eastern Time (ET) at the School Board Administration Building.<br><b>"DUE TO SOCIAL DISTANCING GUIDELINES PLEASE REFER TO ATTACHMENT 16"</b><br>Check Addenda for any revised opening dates before submitting your bid. Bid(s) received after the date and time stated above shall not be considered for award. Faxed and/or emailed bids are not allowed and will not be considered for award. |                                                                                                                                                                                                  | ITB NO.:<br><b>ITB-20-017-VF</b>                                                                                                                  | RELEASE DATE:<br>April 23, 2021 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                  | PURCHASING AGENT:<br>Vanessa Flores, CPSM<br>Phone: (305) 995-2848<br>Email: <a href="mailto:vflores@dadeschools.net">vflores@dadeschools.net</a> |                                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                  | BID TITLE:<br>Auction Services                                                                                                                    |                                 |

## SECTION 1 - BIDDER ACKNOWLEDGEMENT

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| THIS SECTION MUST BE COMPLETED IN ITS ENTIRETY INCLUDING THE SIGNATURE OF AN AUTHORIZED REPRESENTATIVE WHERE INDICATED BELOW AND SUBMITTED WITH THE BID. FAILURE TO PROVIDE THIS DOCUMENT, WITH THE BID, WILL RESULT IN BID BEING CONSIDERED NON-RESPONSIVE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                               |
| Bidder's Name and state "Doing Business As", where applicable:<br><b>BIDERA, LLC</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | "REMIT TO" ADDRESS FOR PAYMENT: If payment(s) is/are to be mailed to address other than as stated on left, please complete section below.<br><input checked="" type="checkbox"/> Check this box if address is the same as stated on the left. |
| Address: <b>4995 NW 72 Ave Suite 405</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | P.O. Box:                                                                                                                                                                                                                                     |
| City: <b>Miami</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | City:                                                                                                                                                                                                                                         |
| State: <b>Florida</b> Zip Code: <b>33166</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | State: Zip Code:                                                                                                                                                                                                                              |
| Telephone Number: <b>(305)822-5000</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Sales Contact: <b>Amando Perera</b>                                                                                                                                                                                                           |
| Sales E-Mail Address: <b>ap@bidera.com</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                               |
| E-mail Address to Send Purchase Orders: <b>ap@bidera.com</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                               |
| Federal Tax Identification Number: <b>46-3100185</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                               |
| A. I hereby certify that I am submitting the following information as my firm's (Bidder) bid and I am authorized by Bidder to do so. Bidder agrees to complete an unconditional acceptance of the contents of all pages in this invitation to bid (ITB), and all appendices and the contents of any Addenda released hereon. Bidder agrees to be bound to any and all specifications, terms and conditions contained in the ITB, and any released Addenda and understand that the following are requirements of this ITB and failure to comply will result in disqualification of bid submitted; Bidder has not divulged, discussed, or compared the bid with other Bidders and has not colluded with any other Bidder or party to any other bid. | <br>Signature of Authorized Representative (Manual)                                                                                                       |
| B. I certify that this bid is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a bid for the same materials, supplies, or equipment, and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of this bid, and I certify that I am authorized to sign this bid for the Bidder.                                                                                                                                                                                                                                                                                                                                                                   | <b>Amando Perera</b><br>Name of Authorized Representative (Typed or Printed)                                                                                                                                                                  |
| C. I certify that my Bidder satisfies all necessary legal requirements as an entity to do business with The School Board of Miami-Dade County, Florida.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>President</b><br>Title of Authorized Representative                                                                                                                                                                                        |
| D. I certify agreement with the School Board of Miami-Dade County Business Code of Ethics and agree to comply with this Code and all applicable School Board contracting and procurement policies and procedures. (School Board Rule 65x10 - SP-1.205)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                               |
| E. I certify that neither I, my company, its principals, or any wholly owned subsidiary are currently delinquent or in default of any bid, purchase order, or contract with the School Board or any other private or governmental entity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>ap@bidera.com</b><br>E-Mail Address of Authorized Representative                                                                                                                                                                           |
| F. I agree that this bid cannot be withdrawn within 90 days from date due.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                               |



SECTION 2

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## SECTION 3

### Calendar

| Miami-Dade County Public Schools                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                     | Bid ITB-20-017-VF  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| <b>SECTION 3 - CALENDAR</b>                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                     |                    |
| ITB Release Date                                                                                                                                                                                          | Friday, April 23, 2021                                                                                                                                                                                                                                                                                                              |                    |
| Pre-Bid Conference*                                                                                                                                                                                       | Tuesday, May 4, 2021 at 2:00 pm EST                                                                                                                                                                                                                                                                                                 |                    |
| Pre-Bid Conference Location                                                                                                                                                                               | Via Zoom at:<br><a href="https://zoom.us/j/92986876228?pwd=UkRNRHkra3RYRTBuYWh2MEM0S3lUdz09">https://zoom.us/j/92986876228?pwd=UkRNRHkra3RYRTBuYWh2MEM0S3lUdz09</a><br>Meeting ID: 929 8687 6228<br>Passcode: 619714<br>One tap mobile<br>+16468769923,,92986876228# US (New York)<br>+13017158592,,92986876228# US (Washington DC) |                    |
| Deadline for Questions                                                                                                                                                                                    | Tuesday, May 4, 2021 at 5:00 p.m. EST                                                                                                                                                                                                                                                                                               |                    |
| Bid Due Date/Time                                                                                                                                                                                         | Tuesday, May 18, 2021 at 1:00 p.m. EST                                                                                                                                                                                                                                                                                              |                    |
| Virtual Bid Opening Meeting:                                                                                                                                                                              | Tuesday, May 18, 2021 at 2:00pm EST                                                                                                                                                                                                                                                                                                 |                    |
| Bid Opening Location                                                                                                                                                                                      | Via Zoom at:<br><br>Meeting ID: 963 8325 8347<br>Passcode: 978824<br>One tap mobile<br>+16468769923,,96383258347# US (New York)<br>+13017158592,,96383258347# US (Germantown)<br><b>(See instructions on Attachment 16)</b>                                                                                                         |                    |
| Projected Board Approval of Contract                                                                                                                                                                      | Anticipated July 2021                                                                                                                                                                                                                                                                                                               |                    |
| The contact person for this ITB is:                                                                                                                                                                       | Vanessa Flores                                                                                                                                                                                                                                                                                                                      |                    |
| Email Address:                                                                                                                                                                                            | <a href="mailto:vflores@dadeschools.net">vflores@dadeschools.net</a>                                                                                                                                                                                                                                                                |                    |
| Telephone:                                                                                                                                                                                                | (305) 995-2646                                                                                                                                                                                                                                                                                                                      |                    |
| Fax:                                                                                                                                                                                                      | (305) 995-2307                                                                                                                                                                                                                                                                                                                      |                    |
| <p><i>*Pre-Bid Conference attendance is not required. In compliance with Florida Statutes, Chapter 119, commonly known as the Florida Sunshine law this meeting will be recorded in its entirety.</i></p> |                                                                                                                                                                                                                                                                                                                                     |                    |
| 5/18/2021 12:48 PM 021                                                                                                                                                                                    | Page 3                                                                                                                                                                                                                                                                                                                              | ITB-20-017-VF p. 6 |



## SECTION 4

### *Instructions to Bidders*

## SECTION 5

### *Special Conditions*

#### *5.1 General Information*

#### *5.2 Method of Award*

#### *5.3 Bid Submission*

#### *5.4 Insurance Requirements*

##### *5.4.A. Workers' Compensation/Employer's Liability Insurance*



JIMMY PATRONIS  
CHIEF FINANCIAL OFFICER

**STATE OF FLORIDA  
DEPARTMENT OF FINANCIAL SERVICES  
DIVISION OF WORKERS' COMPENSATION**

**\*\* CERTIFICATE OF ELECTION TO BE EXEMPT FROM FLORIDA WORKERS' COMPENSATION LAW \*\***

**NON-CONSTRUCTION INDUSTRY EXEMPTION**

This certifies that the individual listed below has elected to be exempt from Florida Workers' Compensation law.

**EFFECTIVE DATE:** 3/16/2020

**EXPIRATION DATE:** 3/16/2022

**PERSON:** ARMANDO PERERA

**EMAIL:** AP@BIDERA.COM

**FEIN:** 463100185

**BUSINESS NAME AND ADDRESS:**

BIDERA LLC

4995 NW 72 AVE SUITE 405

MIAMI, FL 33166

**SCOPE OF BUSINESS OR TRADE:**

Salespersons or Collectors  
Outside

IMPORTANT: Pursuant to subsection 440.05(14), F.S., an officer of a corporation who elects exemption from this chapter by filing a certificate of election under this section may not recover benefits or compensation under this chapter. Pursuant to subsection 440.05(12), F.S., Certificates of election to be exempt issued under subsection (3) shall apply only to the corporate officer named on the notice of election to be exempt and apply only within the scope of the business or trade listed on the notice of election to be exempt. Pursuant to subsection 440.05(13), F.S., notices of election to be exempt and certificates of election to be exempt shall be subject to revocation if, at any time after the filing of the notice or the issuance of the certificate, the person named on the notice or certificate no longer meets the requirements of this section for issuance of a certificate. The department shall revoke a certificate at any time for failure of the person named on the certificate to meet the requirements of this section.

DFS-F2-DWC-252 CERTIFICATE OF ELECTION TO BE EXEMPT REVISED 08-13

E01115437

QUESTIONS? (850) 413-1609

BIDERA LLC 4995 NW 72 AVE SUITE 405 MIAMI, FLORIDA 33166 T. 305-822-5000 F. 305-822-5007

[WWW.BIDERA.COM](http://WWW.BIDERA.COM)

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5.4.B. General Liability Insurance

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                 |                                           |                                                                                                                                                             |                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                 | <b>CERTIFICATE OF LIABILITY INSURANCE</b> |                                                                                                                                                             | DATE (MM/DD/YYYY)<br>02/24/2021                                                                                                                                                                                            |                                                                                                                                                                                                                                                                 |
| <p>THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.</p> <p>IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).</p> |                                                                                                                                                                                                                                                                                 |                                           |                                                                                                                                                             |                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                 |
| <b>PRODUCER</b><br>Fortun Insurance, LLC<br>365 Palermo Ave<br><br>Coral Gables FL 33134-6617                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                 |                                           | <b>CONTACT</b><br>NAME: Judith Grave de peralta<br>PHONE (A/C, No, Ext): (305) 445-3535 FAX (A/C, No):<br>E-MAIL: Judith.gravedeperalta@fortuninsurance.com |                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                 |
| <b>INSURED</b><br>Bidera LLC<br>4995 NW 72 Ave., #405<br><br>Miami FL 33166                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                 |                                           | <b>INSURER(S) AFFORDING COVERAGE</b><br>INSURER A: Scottsdale Insurance Company<br>INSURER B:<br>INSURER C:<br>INSURER D:<br>INSURER E:<br>INSURER F:       |                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                 |
| <b>COVERAGES</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                 | <b>CERTIFICATE NUMBER:</b> 21/22 Master   |                                                                                                                                                             | <b>REVISION NUMBER:</b>                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                 |
| <p>THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.</p>                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                 |                                           |                                                                                                                                                             |                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                 |
| INSR LTR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | TYPE OF INSURANCE                                                                                                                                                                                                                                                               | INDC                                      | WVD                                                                                                                                                         | POLICY NUMBER                                                                                                                                                                                                              | POLICY EFF (MM/DD/YYYY) POLICY EXP (MM/DD/YYYY) LIMITS                                                                                                                                                                                                          |
| A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY<br>CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR<br><br>GEN'L AGGREGATE LIMIT APPLIES PER:<br><input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC<br>OTHER: |                                           |                                                                                                                                                             | CPS7312512                                                                                                                                                                                                                 | 03/05/2021 03/05/2022<br>EACH OCCURRENCE \$ 1,000,000<br>DAMAGE TO RENTED PREMISES (EA accident) \$ 100,000<br>MED EXP (Any one person) \$ 5,000<br>PERSONAL & ADV INJURY \$ 1,000,000<br>GENERAL AGGREGATE \$ 2,000,000<br>PRODUCTS - COMP/OP AGG \$ 2,000,000 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>AUTOMOBILE LIABILITY</b><br><input type="checkbox"/> ANY AUTO<br><input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS<br><input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY                               |                                           |                                                                                                                                                             |                                                                                                                                                                                                                            | COMBINED SINGLE LIMIT (EA accident) \$<br>BODILY INJURY (Per person) \$<br>BODILY INJURY (Per accident) \$<br>PROPERTY DAMAGE (Per accident) \$                                                                                                                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>UMBRELLA LIAB</b><br><input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> OCCUR<br>DED <input type="checkbox"/> RETENTION \$                                                                                                                                        |                                           |                                                                                                                                                             |                                                                                                                                                                                                                            | EACH OCCURRENCE \$<br>AGGREGATE \$                                                                                                                                                                                                                              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b><br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below                                                                                   | Y/N                                       | N/A                                                                                                                                                         |                                                                                                                                                                                                                            | PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/><br>E.L. EACH ACCIDENT \$<br>E.L. DISEASE - EA EMPLOYEE \$<br>E.L. DISEASE - POLICY LIMIT \$                                                                                                |
| DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                 |                                           |                                                                                                                                                             |                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                 |
| <b>CERTIFICATE HOLDER</b><br><br>Miami-Dade County Public Schools<br>1450 N.E. 2nd Avenue<br>Suite 650<br>Miami FL 33132                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                 |                                           |                                                                                                                                                             | <b>CANCELLATION</b><br><br>SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.<br><br>AUTHORIZED REPRESENTATIVE |                                                                                                                                                                                                                                                                 |

ACORD 25 (2016/03)

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5.5 Small/Micro, Minority/Women-Owned, and Veteran Business Enterprise Programs.

5.6 Required Subcontractor Information to Be Submitted By the Bidder.

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## SECTION 6

### *Scope of Work*

#### *6.1 BACKGROUND*

Bidera Government Auction Services is pleased to present our response to the M-DCPS's Request for Proposals for Auction Services (ITB-20-017-VF). Bidera is responding to the call for services of On-Line Auctions.

Bidera's president, Mr. Armando Perera, will be the point of contact for all questions and issues regarding this submission. He may be contacted directly by phone at (305) 345-7490 (cell) or by email at [AP@bidera.com](mailto:AP@bidera.com).

Since our founding in 2007, Bidera has enjoyed organic growth as a business. Our reputation for excellence has spread by word of mouth from one municipality and department to another and today, we serve the auction needs of 37 towns and cities across the State of Florida. Among our more prominent clients are the City of North Miami, the City of Margate and the Broward Sheriff's Office. Our expansion is built upon our success as evidenced by our growing list of municipal clients and the development of a registered bidders list. Bidera has developed a long reach and the M-DCPS can leverage our long-standing contacts with buyers from across the United States, the Caribbean, Central and South America and Europe.

Bidera provides comprehensive auction management services from the initial assessment and organization of inventory into lots (these are designed to gain maximum revenues), through the development of the catalog, effective multi-channel marketing advertising and promotion of the auction event to the final sale, collection and processing of payment and the transfer of inventory and reporting.

Mr. Perera brings over 25 years' experience in providing surplus inventory auction services to government clients. He will be supported by a trained experience staff including Mrs. Ismelba Ramirez, charged with all accounting functions. Mrs. Grace Monaco, charged with administrative operations Mr. Julio Sacco, as the field operations assistant. Bidera is fully staffed and will arrive on the scene fully prepared to start work on Day One of the contract.

In the first quarter of 2021 alone, Bidera sold over 600 motor vehicles totaling \$1,600,000.00 in revenues for our client cities. In many instances, our auctions have doubled and, in some cases, tripled their expected revenues.

Our company has a highly qualified and bilingual staff to effectively communicate with our buyers throughout the auction process. Every auction is personally coordinated and managed by the founder and auctioneer Armando Perera who takes care of the process with honesty, trust and efficiency. We believe that our online auction method is the one that benefits our clients the most.

Our auctions will provide your agency with a full-service platform: with onsite cataloging, video and photography, a deeply developed online marketing / advertisement strategy, payment collection, same day/next day auction reports and payment disbursement within 10 business days.





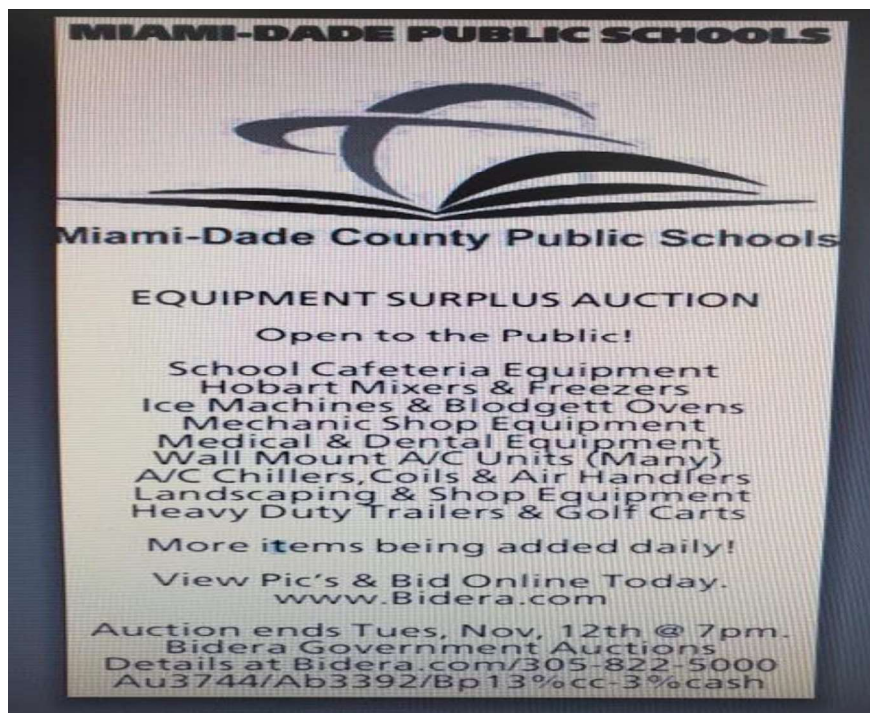
If Bidera enjoys the benefits of organic growth, it's built upon our experience and lessons learned. Municipal clients turn to Bidera because of our comprehensive services, the management of successful auctions, our integrity and our ability to generate interest among an ever-growing range of buyers. In turn, our buyers have come to depend on Bidera for our honest appraisal of government surplus and our transparency. We built our business on the firm knowledge that trust is not an emotion. It's a product.

For a full review of our firm, our auctions and platform, please visit our website at [www.Bidera.com](http://www.Bidera.com).

## *6.2 Scope of Services*

## *6.3 Bidder Requirements*

### *6.3.3. Sample Advertisement.*



**BIDERA**

6.3.4. Advertise Bidera's website (sample)

**BIDERA**<sup>SM</sup>

HOME AUCTIONS OUR SERVICES ABOUT US SELLER

305.822.5008

Enter Email for Auction Alerts

PUBLIC AUCTIONS OF LOCAL GOVERNMENT SURPLUS

Upcoming Auctions

Online, Broward Sheriff's Office Surplus Vehicle Auction ends 2-16-2021

Online, City of Hialeah Surplus Auction ends 2-23-2021

Online, Multi City Surplus Auction ends 3-9-2021

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[www.Bidera.com](http://www.Bidera.com)



#### *6.4 Compensation*

#### *6.5 Labor, Equipment and Service to Be Provided By the Awarded Bidder(S)*

#### *6.6 District Requirements*

#### *6.7 Internet Auction*

##### *6.7.1 Years of experience with the Internet auctioning Site reference:*

Bidera has been providing auction services for government agencies since 2007, and full service surplus online auctions since 2013 Bidera has successfully completed projects of the scope and size that M-DCPS requires. Bidera has staged and managed over 450 successful on-line auctions since our founding in 2013. In the first quarter of 2021 alone, Bidera sold over 600 motor vehicles totaling \$1,600,000.00 in revenues for our client cities. In many instances, our auctions have doubled and, in some cases, tripled their expected revenues.

|                                          |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| Company:                                 | <b>CITY OF DORAL</b>                                              |
| Description of work:                     | <b>Surplus Auction Services Online, Prime Contractor</b>          |
| Total dollar value of the contact:       | <b>\$227,000.00</b>                                               |
| Dates covering the term of the contract: | <b>7/20/2016 Annual renewal.</b>                                  |
| Client contact person and phone number:  | <b>ADAM N. TEMPLE, Director of code compliance (305)593-6380.</b> |

|                                          |                                                             |
|------------------------------------------|-------------------------------------------------------------|
| Company:                                 | <b>THE CITY OF NORTH MIAMI</b>                              |
| Description of work:                     | <b>Surplus Auction Services Online, Prime Contractor</b>    |
| Total dollar value of the contact:       | <b>\$600,000.00</b>                                         |
| Dates covering the term of the contract: | <b>12/23/2015 to 12/23/2018</b>                             |
| Client contact person and phone number:  | <b>ALBERTO DESTRADE, Purchasing Director (305)895-9886.</b> |

|                                          |                                                              |
|------------------------------------------|--------------------------------------------------------------|
| Company:                                 | <b>CITY OF DEERFIELD BEACH</b>                               |
| Description of work:                     | <b>Surplus Auction Services Online, Prime Contractor</b>     |
| Total dollar value of the contact:       | <b>\$1,213,000.00</b>                                        |
| Dates covering the term of the contract: | <b>8/14/2015 Annual renewal.</b>                             |
| Client contact person and phone number:  | <b>DAVID SANTUCCI, Assistant City Manager (954)480-4200.</b> |



Company: **CITY OF SOUTH MIAMI**  
 Description of work: **Surplus Auction Services Online, Prime Contractor**  
 Total dollar value of the contact: **\$166,000.00**  
 Dates covering the term of the contract: **6/16/2014 Annual renewal.**  
 Client contact person and phone number: **STEVE SKULICK, Chief Procurement Officer (305)633-6339**

Company: **BROWARD SHERIFF'S OFFICE**  
 Description of work: **Surplus Auction Services, Prime Contractor**  
 Total dollar value of the contact: **\$1,600,000.00**  
 Dates covering the term of the contract: **6/30/2015 Annual renewal.**  
 Client contact person and phone number: **VICTOR GOIZUETA, (954)359-1602**

### *6.7.2 Method of contacting buyers (buyer database)*

Our platform supports buyer notification by email blasts and “push” notifications to social media to reach all of them. Digital notices are placed on professional auctioneer's association database platforms including: [www.Auctionflex.com](http://www.Auctionflex.com) [www.AuctionZip.com](http://www.AuctionZip.com) [www.Auctioneers.org](http://www.Auctioneers.org) and [www.craigslist.com](http://www.craigslist.com) and the Google advertising platform. Our municipal clients reach local, national and international buyers.

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| Roger Davis        | rogerdavis1985@gmail.com             |
| Roger Swift        | miamicraft@gmail.com                 |
| Rolanda Benjamin   | info@lovelysrestaurant.com           |
| Rolando Matos      | rolando6077@yahoo.com                |
| Rolando Palma      | RPALMA@S1SECURITY.COM                |
| Romario Thomas     | browncovenant@gmail.com              |
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[WWW.BIDERA.COM](http://WWW.BIDERA.COM)



|                     |                                  |
|---------------------|----------------------------------|
| Ron Haibi           | ronhaibi41@gmail.com             |
| Ronald Patrick Webb | cw_7859@yahoo.com                |
| Ronnie Williams     | Ronniehogwilliams@gmail.com      |
| Rory Miller         | rorymiller95@aol.com             |
| Rosa Levy           | Rosa_levy@yahoo.com              |
| Roselin Percinthe   | peroselin1@yahoo.com             |
| Roy Dupree          | roylindon@yahoo.com              |
| Ruben Lagru         | ruben.lagru@gmail.com            |
| Ruben Mora          | Ruben.mora001@mymdc.net          |
| Ruben Santana       | R.santana03@yahoo.com            |
| Rubiel Casas        | casas727@yahoo.com               |
| Rudy Gonzalez       | Corvettespecialist@gmail.com     |
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| Ruvain Millet       | rumi08@comcast.net               |
| Ryan Hickman        | ryan@innovative-fl.com           |
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| Salomon Haddad      | Salomontruck@aol.com             |
| Salvador Andrade    | texassequipsales@gmail.com       |
| Sam Requenez        | Requenezsam4@gmail.com           |
| Samuel Garcia       | Samueldanielg@yahoo.com          |
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| Sandra Giraldo      | darren.jr@me.com                 |
| Sandra Mascorro     | mascorros@hotmail.com            |
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| Santiago Jimenez    | santiago1881131@yahoo.com        |
| Santos Ajucum       | santos@plantationshuttersfla.com |
| Saul Campos         | scampos@globalpapersource.com    |
| Saverio Scalzo      | Samskremodeling@gmail.com        |
| Scott Bartlett      | mp.dc@me.com                     |
| Scott Piloian       | saabmc67@aol.com                 |
| Scott Sheer         | venture40@yahoo.com              |
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| Sean Lyons          | Sean.lyons1127@gmail.com         |
| Sebastian Rudolph   | rudolphseb@gmail.com             |
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| Sergio Calleja      | coraltwinhomes@yahoo.com         |
| Sergio Torres       | Equipdepot@yahoo.com             |
| Shaheed Khan        | shad@executivefoam.com           |
| Shammil Scott       | Shammilscott@gmail.com           |
| Shand Prosper       | shandprosper@gmail.com           |
| Shane Tillman       | Cumminscarryall@aol.com          |
| Shannon Belanger    | seanra2000@gmail.com             |
| Shaun Wood          | swood2525@gmail.com              |



|                     |                               |
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| Shayna Tylek        | Marcus.shayna@gmail.com       |
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| Silverio Maza       | abcschoolbus@gmail.com        |
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| Stanley Swiderski   | Swidski@aol.com               |
| Stephan Lorenzo     | stephanlorenzo@me.com         |
| Stephano Smith      | fanomilan@yahoo.com           |
| Stephen Drimalas    | pepsiholic1966@aol.com        |
| Stephen Mohammed    | Stephenmohammed89@yahoo.com   |
| Stephen Teaster     | teaster@att.net               |
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| Sy Wilkerson        | Svw99999@gmail.com            |
| Tangela Moore       | moxeytangela@yahoo.com        |
| Taylor Brooks       | taylorbrooks954@gmail.com     |
| Taylor Williamson   | Taylor@wiltco.com             |
| Ted Suarez          | Tedsuarez@me.com              |
| Ted Svaighert       | Willgetback2u@yahoo.com       |
| Terrell Mcdougale   | terrellmolb@yahoo.com         |
| Thierry Isambert    | Thierry@thierrisambert.com    |
| Thomas Carr         | edwintcarr@gmail.com          |
| Thomas Carr         | Rracthomas@gmail.com          |
| Thomas Delay        | thomasdelay@yahoo.com         |
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| Tim Furney          | wcoastequip@hotmail.com       |
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| Tom Wilde           | twilde@townofpembrokepark.com |
| Tomas Cruz          | tampaauto@yahoo.com           |
| Tomas Lorentz       | lorentzt@yahoo.com            |
| Tomas Reto          | servicios@usreto.com          |
| Toney Small         | Tsmall1049@aol.com            |
| Tony Casasnovas     | run290sell@gmail.com          |
| Tony Woolley        | mrlc4u@gmail.com              |

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|                     |                                          |
|---------------------|------------------------------------------|
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| Troy Peterson       | troy42@ymail.com                         |
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| Ulises Delavega     | udelavega@gmail.com                      |
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| Victor Salazar      | Victor17salazar@gmail.com                |
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| Wendy Trujillo      | pablo6202@yahoo.com                      |
| Widni Pinchinat     | widnipp@yahoo.com                        |
| Wilhelmina Ford     | heverylp@aol.com                         |
| William Carter      | billycarter@billycarter.net              |
| William Cintron     | gabyyarab@yahoo.com                      |

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| Yoleida Calderon    | Plutarcovales@gmail.com           |
| Yordanka Jorge      | jorge.yordy@yahoo.com             |
| Youssef Eri         | Youssef@6degree.io                |
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| Yuliya Kharytonchuk | yuliyakhary4@gmail.com            |
| Yunior Lopez        | Yuniorlopez11@yahoo.com           |
| Zacarias Gonzalez   | gzacarias@bellsouth.net           |

#### *6.7.3 Information available to potential buyers (data, photos, etc.)*

On [www.bidera.com](http://www.bidera.com) the general public can view current and past auctions. Bidera will develop a customized webpage for the M-DCPS with all digital marketing directed there by active link. The page will have the M-DCPS Logo and present the auction catalog with descriptions, images and videos when present, along with the terms and conditions of the auction

#### *6.7.4 Method of collection of data and photo of sale items*

Bidera staff will organize all merchandise into lots structured to bring maximum profit from the sale and tag all items to be sold online though items might be resident in different locations. Each lot and its associated details will be photographed onsite to create the online catalog. Where appropriate, Bidera also employs video files in the creation of our online catalogs. This is particularly useful in vehicle auctions.

Bidera is meticulous with the preparation of vehicles, checking all V.I.N. numbers, recording mileage, jump starting vehicles when needed, engaging transmission, reporting on engine apparent condition, applying brakes, checking A/C, steering wheel, tires, paint, body and interior condition, reporting missing parts and noting auctioneer's overall vehicle condition opinion. Similar preparation method is applied to each type of heavy equipment, vessel, and specialty equipment.

\*Please note that where present, Bidera can add the M-DCPS's internal property reference numbers into our system. We understand that these identifiers are essential in reporting the disposition of the M-DCPS's "fixed assets," and as the selected vendor, we will support that effort.





#### *6.7.5 Method of Auctioning (set minimums, deadline date and time, modified deadlines, etc)*

Bidera has a complete and comprehensive understanding of the Scope of Work and all of its requirements. This has been our stock and trade for over 25 years. We will meet and exceed all requirements with experience and deeply established management processes that have evolved to deliver results.

Bidera proposes to free the M-DCPS of all the work involved in setting up their auction. This means that we will take care of the auction process completely from the moment we have an inventory list from you or when you show us the items that you want to auction off.

When Bidera is contracted by the M-DCPS to set up an auction (online) we will provide a schedule of the work to be done from initial assessment through closing. Bidera will assign experienced personnel to assess, inventory and organize, optimize (by lot) and stage all items available for sale.

We will arrive on site to begin work on a date selected by the M-DCPS. Once there, Bidera will organize items into lots that we feel will bring the highest revenue. Then it will be photographed and cataloged and uploaded to the M-DCPS's customized page at [www.bidera.com](http://www.bidera.com). Dates for the beginning of the auction, possible preview, end of auction and pick up dates will be agreed upon between the M-DCPS and Bidera in advance. This timeline will then be posted on the auction website for the general public. The M-DCPS has the option to offer a preview day, where the prospective bidders can physically view and inspect the items. Our staff will be onsite logging attending viewers. This can be arranged for both on-site and online auctions.

Bidera agrees to provide the following services to the M-DCPS regarding the sale of their Surplus:

- Bidera will advertise and conduct all administrative functions related to the sale of their items under the provisions of Chapter 468 F.S.
- All bidders will be notified by Bidera that all vehicles sold by the M-DCPS are Sold As-Is, Where-Is, with no warranty expressed or implied.

#### *6.7.6 Description of internet site structure (dedicated page, shared, as well as security protocols)*

Bidera will develop a customized webpage for the M-DCPS with all digital marketing directed there by active link. The page will have the M-DCPS's Logo and present the auction catalog with descriptions, images and videos when present, along with the terms and conditions of the auction.

On [www.bidera.com](http://www.bidera.com) the general public can view current and past auctions. Bidders may register and login with the provision of a valid credit card. Bidera employs TLS1.2 in our SSL cert for the secure transmission of information.



Sensitive data is stored using high-level encryption. We do not store buyer payment information. It is securely redirected to our PCI compliant First Data merchant service. Servers are located in a restricted access level 4 data center.

*6.7.7 Location of sale items (District location(s) or bidder's, pick up method, etc.)*

Following the auction, Bidera will deploy staff for 3 business days for check out to support the transfer and dispatch of the sold vehicles. Bidders must show proof of payment and transfer of ownership prior to retrieving their purchases. After the checkout period day, the M-DCPS will assist with any remaining out of State buyers pending pick-up. Out of State buyers may take up to 7 days to pick up and local buyers have 3 days to pick up.

Property Transfer: The buyer will receive an "Unpaid" invoice with their total balance including itemized purchases, buyer's premium and sales taxes when applicable. They then can make their payment with a credit card or can wire the payment to a Bidera account, or by bringing the payment to our offices. Once paid, the buyer will receive a "Paid in Full" invoice.

Winning bidders will be instructed to provide a "Paid in Full" invoice, photo ID and proof of registration (where title transfer is required) prior to retrieving their purchases at the M-DCPS's location. We will also take care of issues such as checking V.I.N numbers making sure all vehicle titles are transferable and ordering duplicate titles when the M-DCPS does not provide one. We have found this method to work very well. Bidera assures that all vehicles, vessels & trailers baring a title shall be transferred to a new owner using a local DMV, relieving the M-DCPS from any future liabilities.

*6.7.8 Method of payment for sale items (directly to District or to awarded bidder for payment to District within ten (10) days of the completion of the auction)*

Buyers can make their payment with a credit card or can wire the payment to a Bidera account. Payment will be issued to the M-DCPS within 10 business days following auction close.



6.8 EXAMPLES

Miami Dade County Schools 0" X

https://bidera.hibid.com/catalog/266578/miami-dade-county-schools-03-08-2021/

Search

Lot 136 | 2004 Blue Bird All American (72 Passenger)



41 Image(s)  


Appears to have a bad alternator or batteries. Only ran while on our jump box.

Hours 4,224

Air Brakes

Unit 34034

Year 2004

Make Blue Bird

Model All American (72 Passenger)

Vin # 1BABK0A54F214891

Engine Cat 3126

Transmission Auto / Engages

Price Realized:  
1,675.00 USD



Lot 137 | 2004 Blue Bird All American School Bus 72 pass.



33 Image(s)  


BPC# 989414

Appears to have developed an air leak during our inspection. As I drove it back to its spot I can hear air leaking and the brakes locking up.

Air Brakes

Unit 34033

Year 2004

Make Blue Bird

Model All American

Vin # 1BABK0A34F214890

Engine CAT 3126 / Sounds Good

Price Realized:  
1,775.00 USD





SECTION 7  
Bid Summary Excel Spreadsheet

Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

SECTION 7 - BID SUMMARY EXCEL SPREADSHEET

Bidder **MUST** complete the form included below with the corresponding prices as requested.

Bidders can provide on-site auction services, internet auction services and/or both. Bidders must provide firm fixed pricing for the entire term of the contract. Please note that prices quoted may not include sales tax, as The School Board of Miami Dade County, Florida, is a non-profit organization and as such does not pay sales tax on any materials, equipment, services, etc.

The information contained in this ITB is to be utilized solely for preparing the proposal response to this ITB and does not constitute a commitment by the District to procure any product in any volume.

|      |                                                                                                                                                                                                                                                                                    |                              | Auctioneer Firm Name and Address(es):                       |                                                                          |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-------------------------------------------------------------|--------------------------------------------------------------------------|
|      |                                                                                                                                                                                                                                                                                    |                              | BIDERA, LLC<br>4995 NW 72 Ave. Suite 405<br>Miami, FL 33166 |                                                                          |
| Item | Description                                                                                                                                                                                                                                                                        | Estimated Quantity           | Unit                                                        | Price per Unit                                                           |
| 1    | Provide all necessary labor, material and equipment to conduct <b>online auctions</b> for M-DCPS for the sale of all supplies and/or equipment deemed surplus or obsolete, in accordance with this ITB. To include all expenses associated with the auction including advertising. | Approximately 4 – 7 per year | Each                                                        | % <u>4.95</u><br>(Percentage to be paid in the form of a buyers premium) |

The Remainder of this page was left intentionally blank.



**SECTION 8**  
*Forms and Attachments*

Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

**SECTION 8 - FORMS AND ATTACHMENTS**

Please fill out all attachments. Some attachments must be notarized.

- ATTACHMENT 1 COVER PAGE
- ATTACHMENT 2 MAILING LABEL
- ATTACHMENT 3 STATEMENT OF "NO BID"
- ATTACHMENT 4 ACKNOWLEDGEMENT OF AMENDMENTS
- ATTACHMENT 5 CONFLICT OF INTEREST
- ATTACHMENT 6 DEBARMENT
- ATTACHMENT 7 INSTRUCTIONS
- ATTACHMENT 8 BIDDER'S PREFERENCE
- ATTACHMENT 9 DRUG-FREE WORKPLACE (must be notarized)
- ATTACHMENT 10 LOCAL BUSINESS AFFIDAVIT OF ELIGIBILITY (must be notarized)
- ATTACHMENT 11 ANTI-COLLUSION STATEMENT
- ATTACHMENT 12 BIDDER EXPERIENCE
- ATTACHMENT 13 SUBMITTED BID DOCUMENT VERIFICATION FORM
- ATTACHMENT 14 PROPOSAL SUBMITTAL RECEIPT FORM
- ATTACHMENT 15 FLORIDA STATUTES ON PUBLIC ENTITY CRIMES
- ATTACHMENT 16 BID OPENING INSTRUCTIONS
- ATTACHMENT 17 REGISTRATION INSTRUCTIONS FOR PERISCOPE S2G AND DEMANDSTAR

Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

### ATTACHMENT 1 – COVER PAGE

Cover Page for Bid

|                                                                                                                                                                                                                                                                                                         |                                 |                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-----------------------------------------|
| <b>BIDDER'S NAME (Name of firm, entity or organization):</b><br>BIDERA, LLC                                                                                                                                                                                                                             |                                 |                                         |
| <b>FEDERAL EMPLOYER IDENTIFICATION NUMBER:</b><br>46-3100185                                                                                                                                                                                                                                            |                                 |                                         |
| <b>NAME AND TITLE OF BIDDER'S CONTACT PERSON:</b><br>Name: Armando Perera Title: Presidente                                                                                                                                                                                                             |                                 |                                         |
| <b>MAILING ADDRESS:</b><br>Street Address: 4995 NW 72 Ave. Suite 405<br>City, State, Zip: Miami, FL 33166                                                                                                                                                                                               |                                 |                                         |
| <b>TELEPHONE:</b><br>( 305 ) 822-5000                                                                                                                                                                                                                                                                   | <b>FAX:</b><br>( 305 ) 822-5007 | <b>E-MAIL ADDRESS:</b><br>ap@bidera.com |
| <b>BIDDER'S ORGANIZATIONAL STRUCTURE:</b><br><input checked="" type="checkbox"/> Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Proprietorship <input type="checkbox"/> Joint Venture<br><input type="checkbox"/> Other (Explain):                                           |                                 |                                         |
| <b>IF CORPORATION,</b><br>Date Incorporated/Organized: 06/24/2013<br>State Incorporated/Organized: Florida<br>States registered in as foreign corporation: N/A                                                                                                                                          |                                 |                                         |
| <b>BIDDER'S SERVICE OR BUSINESS ACTIVITIES OTHER THAN WHAT THIS SOLICITATION REQUESTS FOR:</b><br>—                                                                                                                                                                                                     |                                 |                                         |
| <b>LIST NAMES OF BIDDER'S SUBCONTRACTORS OR SUBCONSULTANTS FOR THIS PROJECT:</b><br>—                                                                                                                                                                                                                   |                                 |                                         |
| <b>BIDDER'S AUTHORIZED SIGNATURE</b><br>The undersigned hereby certifies that this bid is submitted in response to this solicitation.<br>Signed By:  Date: 05/13/2021<br>Print Name: Armando Perera Title: President |                                 |                                         |

5/13/2021 12:18 PM 021

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Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

ATTACHMENT 2 - MAILING LABEL

Please print the mailing label below and affix to your bid package to ease identification when MDCPS receives your bid. Affix the mailing label below on the outside of your package even if you are utilizing UPS, FedEx or another carrier who prints the address information.



**SEALED PROPOSAL ENCLOSED**  
(To be opened by the Contact Person noted below)

Bidder's Name: **BIDERA, LLC.**  
Bidder's Address: 4995 NW 72 Ave, Suite 405 Miami, FL 33166  
Bidder's Telephone Number: (305)822-5000

**BID BOX**  
Miami-Dade County Public Schools  
Procurement Management Services  
Attn: Vanessa Flores  
1450 NE 2<sup>nd</sup> Ave  
Miami, FL 33132

ITB No.: ITB-20-017-VF  
ITB Title: Auction Services  
Proposal Due Date: Tuesday, May 18, 2021 by 1 p.m. EST



Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

### ATTACHMENT 3 - STATEMENT OF "NO BID"

If your company shall not be submitting a bid in response to this Invitation to Bid, please complete this Statement of "No Bid" sheet and return, prior to the Bid Due Date established within, to [vflores@dadeschools.net](mailto:vflores@dadeschools.net) or mail to:

The School Board of Miami-Dade County, Florida  
Procurement Management Services  
1450 NE 2<sup>nd</sup> Avenue, Miami, Florida 33132  
Attn: Vanessa Flores, Director

This information shall help MDCPS in the preparation of future Bids.

Company Name: \_\_\_\_\_

Contact: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ Email: \_\_\_\_\_

|   |                                                                     |
|---|---------------------------------------------------------------------|
| ✓ | <b>Reasons for "No Bid":</b>                                        |
|   | Unable to comply with product or service specifications.            |
|   | Unable to comply with scope of work.                                |
|   | Unable to quote on all items in the group.                          |
|   | Insufficient time to respond to the Invitation to Bid.              |
|   | Unable to hold prices firm through the term of the contract period. |
|   | Our schedule would not permit us to perform.                        |
|   | Unable to meet delivery requirements.                               |
|   | Unable to meet bond requirements.                                   |
|   | Unable to meet insurance requirements.                              |
|   | Other (Specify below)                                               |

Comments:

---

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---

Signature: \_\_\_\_\_

Miami-Dade County Public  
Schools

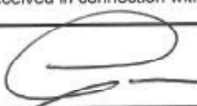
Bid ITB-20-017-VF

**ATTACHMENT 4 - ACKNOWLEDGEMENT OF AMENDMENTS**

Instructions: Complete Part I or Part II, whichever is applicable.

**PART I:** Listed below are the dates of issue for each addendum received in connection with this solicitation.Please include a signed copy of each addendum.

|                    |             |                |
|--------------------|-------------|----------------|
| Addendum #1, Dated | <u>5/11</u> | <u>2021</u>    |
| Addendum #2, Dated | _____       | <u>20</u> ____ |
| Addendum #3, Dated | _____       | <u>20</u> ____ |
| Addendum #4, Dated | _____       | <u>20</u> ____ |
| Addendum #5, Dated | _____       | <u>20</u> ____ |
| Addendum #6, Dated | _____       | <u>20</u> ____ |
| Addendum #7, Dated | _____       | <u>20</u> ____ |
| Addendum #8, Dated | _____       | <u>20</u> ____ |

**PART II:**☐ No Addendum was received in connection with this solicitation.Authorized Signature:  Date: 5/13/2021Print Name: Armando Perera Title: PresidentFederal Employer Identification Number: 46-3100185Firm Name: BIDERA, LLC.Address: 4995 NW 72 Ave. Suite 405City/State/Zip: Miami, FL 33166Telephone: (305)822-5000 Fax: (305)822-5007



Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

### ATTACHMENT 5 - CONFLICT OF INTEREST

#### DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST AND CONFLICTING EMPLOYMENT OR CONTRACTUAL RELATIONSHIP

MUST BE COMPLETED BY ALL BIDDERS AND SUBMITTED WITH THEIR BID TO BE CONSIDERED FOR AWARD

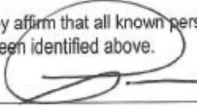
VENDOR NAME: BIDERA, LLC.

In accordance with General Condition 11, each Bidder must disclose in its Bid, the names of any employees who are employed by Bidder who are also an employee of MDCPS. Persons identified below may have obligations and restrictions applicable to them under Chapter 112, Florida Statutes.

| Name of Bidder's Employee | MDCPS Title or Position of Employee | MDCPS Department/School of Bidder's Employee |
|---------------------------|-------------------------------------|----------------------------------------------|
| <hr/>                     | <hr/>                               | <hr/>                                        |
| <hr/>                     | <hr/>                               | <hr/>                                        |
| <hr/>                     | <hr/>                               | <hr/>                                        |
| <hr/>                     | <hr/>                               | <hr/>                                        |

Check one of the following and sign:

- ☒ I hereby affirm that there are no known persons employed by Bidder who are also an employee of MDCPS.
- ☐ I hereby affirm that all known persons who are employed by Bidder who are also an employee of MDCPS have been identified above.

  
\_\_\_\_\_  
Signature

Armando Perera  
\_\_\_\_\_  
Printed Name



Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

## ATTACHMENT 6 - DEBARMENT

### CERTIFICATION OF DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION LOWER TIER TRANSACTIONS

**MUST BE COMPLETED BY ALL BIDDERS AND SUBMITTED WITH THEIR BID TO BE CONSIDERED FOR AWARD**

This certification is required by the regulations implementing Executive Order 12549, Debarment and Suspension, 45 CFR 1183.35, Participants' responsibilities. The regulations were published as Part VII of the May 26, 1988 Federal Register (pages 19160-19211). Copies of the regulations may be obtained by going to this link: <http://www.gpo.gov/fdsys/granule/CFR-2011-title45-vol3/CFR-2011-title45-vol3-sec1183-35>

**(BEFORE COMPLETING CERTIFICATION, READ INSTRUCTIONS ON THE NEXT PAGE)**

(1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

(2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BIDERA, LLC.

Organization Name

Armando Perera

Name(s)

President.

Title(s) of Authorized Representative(s)

Signature(s)

5/13/2021

Date



Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

## ATTACHMENT 7 - INSTRUCTIONS

### INSTRUCTIONS FOR CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion-Lower Tier Covered Transactions," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-procurement List (Telephone Number).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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Miami-Dade County Public  
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## ATTACHMENT 8 - BIDDER'S PREFERENCE

### LEGAL OPINION OF BIDDER'S PREFERENCE

MUST BE COMPLETED BY ALL BIDDERS AND SUBMITTED WITH THEIR BID TO BE CONSIDERED FOR AWARD

VENDOR NAME: BIDERA, LLC.

Section 1: Attorney for an Out-of-State Bidder must complete and sign Section 1

Section 2: Florida Bidder must complete and sign Section 2 and have it notarized

**NOTICE:** The State of Florida provides a Bidder's preference for Bidders whose principal place of business is within the State of Florida for the purchase of personal property. The local preference is five (5) percent. Bidders whose principal place of business is outside the State of Florida must have an Attorney, licensed to practice law in the out-of-state jurisdiction, as required by Florida Statute 287.084(2), execute the "Opinion of Out-of-State Bidder's Attorney on Bidding Preferences" form and must submit this form with submitted bid. Such opinion should permit MDCPS's reliance on such attorney's opinion for purposes of complying with Florida Statute 287.084.

Florida Bidders are not required to have an Attorney render an opinion but the Florida Bidder must complete its portion of this form.

Failure to submit and execute this form, with bid, shall result in bid being considered "non-responsive" and bid rejected.

#### SECTION 1 LEGAL OPINION ABOUT OUT-OF-STATE BIDDING PREFERENCES (Must Select One)

The Bidder's principal place of business is in the State of \_\_\_\_\_ and it is my legal opinion that the laws of that state do not grant a preference in the letting of any or all public contracts to business entities whose principal places of business are in that state.

The Bidder's principal place of business is in the State of \_\_\_\_\_ and it is my legal opinion that the laws of that state grant the following preference(s) in the letting of any or all public contracts to business entities whose principal places of business are in that state: [Please describe applicable preference(s) and identify applicable state law(s)].

The undersigned attorney submits the foregoing opinions with the intention that they be relied upon by The School Board of Miami-Dade County, Florida in the letting of public contracts

Signature of out-of-state Bidder's attorney: \_\_\_\_\_

Printed name of out-of-state Bidder's attorney: \_\_\_\_\_

Address out-of-state Bidder's attorney: \_\_\_\_\_

Telephone number out-of-state Bidder's attorney: \_\_\_\_\_

E-Mail address out-of-state Bidder's attorney: \_\_\_\_\_

Attorney's state(s) of bar admission: \_\_\_\_\_

#### SECTION 2 LEGAL OPINION ABOUT POLITICAL SUBDIVISION BIDDING PREFERENCES FOR A FLORIDA BIDDER ONLY - FLORIDA BIDDER MUST COMPLETE AND SIGN THIS SECTION AND HAVE IT NOTARIZED ATTORNEY'S OPINION AND SIGNATURE NOT REQUIRED FOR FLORIDA BIDDERS

(Must Select One)

☒ The Bidder's principal place of business is in the political subdivision of Miami-Dade County, Florida.

The Bidder's principal place of business is in the political subdivision of \_\_\_\_\_ and it is my legal opinion that the laws of that political subdivision do not grant a preference in the letting of any or all public contracts to business entities whose principal places of business are in that political division.

The Bidder's principal place of business is in the political subdivision of \_\_\_\_\_ and it is my legal opinion that the laws of that political subdivision grant the following preference(s) in the letting of any or all public contracts to business entities whose principal places of business are in that political subdivision: [Please describe applicable preference(s) and identify applicable authority granting the preference(s)].

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Miami-Dade County Public  
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STATE OF FLORIDA  
COUNTY OF Miami-Dade

BEFORE ME; the undersigned authority, in and for the State of Florida, personally appeared Armando Perera who, after being sworn according to law, stated that he or she was authorized to represent BIDERA, LLC. and to execute this affidavit on behalf of the said Business Entity and attests, under penalty of perjury, to the above.

SIGNATURE OF AFFIANT

DATE

PRINTED NAME OF AFFIANT

TITLE

COMPANY NAME

## SWORN AND SUBSCRIBED BEFORE ME

SIGNATURE OF NOTARY PUBLIC

THIS 17th DAY OF May, 20 21My Commission Expires: 09/06/2021

NOTARY SEAL



Mercedes Scheuerle  
State of Florida  
My Commission Expires 09/06/2021  
Commission No. GG 142048

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### ATTACHMENT 9 - DRUG-FREE WORKPLACE

VENDOR NAME: BIDERA, LLC.

SWORN STATEMENT PURSUANT TO SECTION 287.087, FLORIDA STATUTES, AS CURRENTLY ENACTED OR AS AMENDED FROM TIME TO TIME, ON PREFERENCE TO BUSINESSES WITH DRUG-FREE WORKPLACE PROGRAMS.

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

This sworn statement is submitted to The School Board of Miami-Dade County, Florida,

by Armando Perera  
(Print individual's name and title)

for BIDERA, LLC.  
(Print name of entity submitting sworn statement)

whose business address is 4995 NW 72 Ave Suite 405 Miami, FL 33166

and (if applicable) its Federal Employer Identification Number (FEIN) is 46-3100185  
(If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement: \_\_\_\_\_.)

I certify that I have established a drug-free workplace program and have complied with the following:

1. Published a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that shall be taken against employees for violations of such prohibition.
2. Informed employees about the dangers of drug abuse in the workplace, the business' policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3. Given each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).
4. In the statement specified in subsection (1), notified the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee shall abide by the terms of the statement and shall notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five days after such conviction.
5. Shall impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.
6. Am making a good faith effort to continue to maintain a drug free workplace through implementation of this section.

Sworn to and subscribed before me this 17th day of May, 2021

Personally known [Signature] or  
Produced Identification FLDL  
FLDL-002-66-246-0  
Florida Driver License  
(Type of Identification)

Form #4530 3/93

(Printed, typed, or stamped commissioned name of notary public)

Notary Public - State of Florida  
My commission expires: 09/06/2021  
Mercedes Scheuere  
Mercedes Scheuere  
State of Florida  
My Commission Expires 09/06/2021  
Commission No. GG 142048

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## ATTACHMENT 10 - LOCAL BUSINESS AFFIDAVIT OF ELIGIBILITY



Miami-Dade County Public Schools  
Local Business Affidavit of Eligibility

This declaration is executed under penalty of perjury of the laws of the United States and State of Florida.

THIS AFFIDAVIT IS SUBMITTED IN REFERENCE TO THE FOLLOWING SOLICITATION:

RFQ/RFP/BID/CONTRACT/PROJECT # (as applicable): ITB-20-017-VF

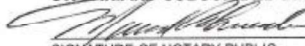
|                                                   |                                                                                                                                                                                                             |                                                                             |                  |
|---------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------|
| BUSINESS NAME:                                    | BIDERA, LLC                                                                                                                                                                                                 |                                                                             |                  |
| CONTACT PERSON:                                   | Armando Perera                                                                                                                                                                                              |                                                                             |                  |
| LOCAL ADDRESS:<br>(Include City State & Zip Code) | 4995 NW 72 Ave Suite 405 Miami, FL 33166                                                                                                                                                                    |                                                                             |                  |
| FEIN (Federal Employer<br>Identification Number): | 46-3100185                                                                                                                                                                                                  | Length of Time at Address Provided:                                         | 6 years          |
|                                                   |                                                                                                                                                                                                             | Length of Time Located within the legal<br>boundaries of Miami-Dade County: | 8 years          |
| BUSINESS<br>STRUCTURE:                            | <input type="checkbox"/> Corporation <input checked="" type="checkbox"/> LLC <input type="checkbox"/> Partnership <input type="checkbox"/> Sole Proprietorship<br><input type="checkbox"/> Other (Specify): |                                                                             |                  |
| PHONE:                                            | ( 305 ) 822-5000                                                                                                                                                                                            | FAX:                                                                        | ( 305 ) 822-5007 |
| E-MAIL ADDRESS:                                   | ap@bidera.com                                                                                                                                                                                               |                                                                             |                  |

### ATTESTATION - I understand that:

- In accordance with School Board Policy [6320.05](#), local business means the Bidder has a valid business license, issued by a jurisdiction located in Miami-Dade County, with its headquarters, manufacturing facility, or locally-owned franchise located within the legal boundaries of Miami-Dade County, for at least twelve (12) months (or having a street address for at least twenty-four (24) months), prior to the bid or proposal opening date. Post office boxes are not verifiable and shall not be used for the purpose of establishing said physical address.
- To be considered for local preference, a Bidder must attach a copy of its business license (Local Business Tax Receipt) to this affidavit of eligibility with a bid or proposal.
- The preference does not apply to goods or services exempted by statute as reflected in Policy [6320](#), or prohibited by Federal or State law, or other funding source restrictions.
- The application of local preference to a particular purchase, contract, or category of contracts for which the Board is awarding authority may be waived upon written justification and recommendation by the Superintendent.
- The preference established in this policy does not prohibit the right of the Board, or other authorized purchasing authority, from giving preference permitted by law in addition to the preference authorized in this policy.
- The preference established in this policy does not prohibit the right of the Board, or other authorized purchasing authority, to compare quality or fitness for use of supplies, materials, equipment and services proposed for purchase and compare qualifications, character, responsibility and fitness of all persons, firms or corporations submitting bids or proposals.
- The above information may be subject to verification.
- A Bidder who misrepresents the local preference status of its firm in a proposal or bid submitted to the School Board will lose the privilege to claim local preference status, and shall lose eligibility to claim local preference status for a period of one (1) year. The Superintendent may also recommend that the firm be referred for debarment in accordance with Policy [6320.04](#).

BEFORE ME, the undersigned authority, in and for the State of Florida and Miami-Dade County personally appeared Armando Perera who, after being sworn according to law, stated that he or she was authorized to represent BIDERA, LLC and to execute this affidavit on behalf of the said Business Entity and attests, under penalty of perjury, to the above.

### SWORN AND SUBSCRIBED BEFORE ME

  
SIGNATURE OF NOTARY PUBLIC  
THIS 17th DAY OF May, 2021  
My Commission Expires: 09/06/2021  
NOTARY SEAL



Mercedes Scheuerle  
State of Florida  
My Commission Expires 09/06/2021  
Commission No. GG 142048

Armando Perera  
PRINTED NAME OF AFFIANT  
SIGNATURE OF AFFIANT DATE  
President  
TITLE  
BIDERA LLC.  
COMPANY NAME

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Miami-Dade County Public  
Schools

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### ATTACHMENT 11 - ANTI-COLLUSION STATEMENT

THE UNDERSIGNED BIDDER HAS NOT DIVULGED TO, DISCUSSED, OR COMPARED HIS/HER PROPOSAL WITH OTHER BIDDERS AND HAS NOT COLLUDED WITH ANY OTHER BIDDER OR PARTIES TO THE PROPOSAL WHATSOEVER. BIDDER ACKNOWLEDGES THAT ALL INFORMATION CONTAINED HEREIN IS PART OF THE PUBLIC DOMAIN AS DEFINED BY THE STATE OF FLORIDA SUNSHINE LAW.

#### CERTIFICATION AND IDENTIFICATION FOR BIDDERS SUBMITTING PROPOSALS

I certify that this proposal is made without prior understanding, agreement or connection with any corporation, firm or person submitting a proposal for the same service, and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of these proposal specifications and I certify that I am authorized to sign this proposal. I certify agreement with The School Board of Miami-Dade County, Florida Business Code of Ethics and agree to comply with this Code and all applicable School Board contracting and procurement policies and procedures (School Board Policy 6460). I certify that I, nor my company or its principals, or any wholly-owned subsidiary are currently debarred or in default of any bid, purchase order or contract with the School Board or any other private or governmental entity and that the company satisfies all necessary requirements as an entity to do business with The School Board of Miami-Dade County, Florida.

#### **Type of Business Organization and Authority of Signatory:**

Indicate type of business organization Bidder is registered as with the Florida Department of State Division of Corporations. For example, Partnership, Limited Partnership, Limited Liability Company, Corporation, etc. If a proposal is submitted by a corporation, provide documentation that the corporation is active and authorized to do business in the State of Florida, and that its corporate status shall remain active and unchanged at the time of award or proposal. As to other types of business organizations, please provide any and all documentation relating thereto, including without limitation, verification that the party signing this proposal is fully authorized and empowered to do so, on behalf of Bidder. In addition, set forth name(s) and title of any and all parties who are authorized to contract on behalf of Bidder.

LEGAL NAME OF AGENCY OR

BIDDER SUBMITTING PROPOSAL: BIDERA, LLC

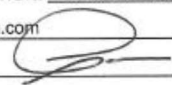
MAILING ADDRESS: 4995 NW 72 Ave Suite 405

CITY STATE, ZIP CODE: Miami, FL 33166

TELEPHONE NUMBER: (305)822-5000

TYPE OF BUSINESS ORGANIZATION: Auction Services

EMAIL ADDRESS: ap@bidera.com

BY: SIGNATURE (ORIGINAL) 

BY: NAME TYPED Armando Perera

TITLE: President

Revised 11/19/20



## ATTACHMENT 12 – BIDDER EXPERIENCE

Submit three (3) forms, one for each client reference. Understand that each client may be contacted to verify the validity of the partnership between the Bidder and the client.

### BIDDER REFERENCE EVALUATION FORM

|                                                               |  |                                    |
|---------------------------------------------------------------|--|------------------------------------|
| <b>Bidder Name:</b>                                           |  | <b>Bid Title:</b> Auction Services |
| <b>Bid Number:</b>                                            |  |                                    |
| <b>Name of Organization Providing Reference:</b> Town of Dade |  |                                    |
| <b>Contact Person:</b> Brian K. Connor                        |  | <b>Date of Evaluation:</b> 5/17/21 |
| <b>Email:</b> bconnor@dade.fl.gov                             |  |                                    |

PLEASE CHECK THE APPROPRIATE STATEMENT THAT BEST DESCRIBES YOUR CLIENT EXPERIENCE WITH THE ABOVE REFERENCE BIDDER.

|                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>I. DELIVERY</b><br><input checked="" type="checkbox"/> Vendor was always on time<br><input type="checkbox"/> Vendor was usually on time<br><input type="checkbox"/> Vendor was never on time<br><input type="checkbox"/> Vendor never delivered product/service as ordered<br><input type="checkbox"/> Vendor defaulted<br><br>                                                        | <b>II. PRODUCT QUALITY</b><br><input checked="" type="checkbox"/> Vendor's product/service always performed as expected<br><input type="checkbox"/> Vendor's product/service usually performed as expected<br><input type="checkbox"/> Vendor's product/service never performed as expected<br><input type="checkbox"/> Vendor's product had to be replaced<br><input type="checkbox"/> OTHER: COMMENTS<br><br> |
| <b>III. PRODUCT SUBSTITUTION</b><br><input type="checkbox"/> Vendor always substituted product/service<br><input type="checkbox"/> Vendor never substituted product/service<br><input checked="" type="checkbox"/> OTHER: COMMENTS<br><br>                                                                                                                                                | <b>IV. PACKAGING</b><br><input type="checkbox"/> Vendor's packaging was always satisfactory<br><input type="checkbox"/> Vendor's packaging was usually satisfactory<br><input type="checkbox"/> Vendor's packaging was sometimes satisfactory<br><input checked="" type="checkbox"/> Vendor's packaging was never satisfactory<br><input type="checkbox"/> OTHER: COMMENTS<br><br>                              |
| <b>V. INVOICING</b><br><input checked="" type="checkbox"/> Vendor always invoiced correctly and on time<br><input type="checkbox"/> Vendor usually invoiced correctly and on time<br><input type="checkbox"/> Vendor sometimes invoiced correctly and on time<br><input type="checkbox"/> Vendor never invoiced correctly and on time<br><input type="checkbox"/> OTHER: COMMENTS<br><br> | <b>VI. PROFESSIONALISM</b><br><input checked="" type="checkbox"/> Vendor was always professional<br><input type="checkbox"/> Vendor was usually professional<br><input type="checkbox"/> Vendor was sometimes professional<br><input type="checkbox"/> Vendor's product had to be replaced<br><input type="checkbox"/> OTHER: COMMENTS<br><br>                                                                  |
| <b>VII. ACCESSIBILITY</b><br><input checked="" type="checkbox"/> Vendor was always accessible<br><input type="checkbox"/> Vendor was usually accessible<br><input type="checkbox"/> Vendor was sometimes accessible<br><input type="checkbox"/> Vendor never accessible<br><input type="checkbox"/> OTHER: COMMENTS<br><br>                                                               | <b>VIII. OVERALL RATING</b><br><input checked="" type="checkbox"/> Recommend for new business<br><input type="checkbox"/> Does not recommend for new business<br><br><b>OVERALL STATEMENT OF VENDOR'S PERFORMANCE</b><br><br>                                                                                                                                                                                   |

CLIENT'S NAME: Brian K. Connor, Procurement Mgr Town of Dade  
 SIGNATURE: [Signature] DATE: 5/17/21

VERIFIED BY: (PRINT NAME) \_\_\_\_\_ SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

Revised 01/19/20





## ATTACHMENT 12 – BIDDER EXPERIENCE

Submit three (3) forms; one for each client reference. Understand that each client may be contacted to verify the validity of the partnership between the Bidder and the client.

### BIDDER REFERENCE EVALUATION FORM

|                                           |                              |                             |
|-------------------------------------------|------------------------------|-----------------------------|
| Bidder Name:                              |                              |                             |
| Bid Number:                               |                              |                             |
| Name of Organization Providing Reference: | City of Deerfield Beach      | Bid Title: Auction Services |
| Contact Person:                           | German Cardona               | Date of Evaluation: 5/4/21  |
| Email:                                    | Gcardona@deerfield-beach.com |                             |

PLEASE CHECK THE APPROPRIATE STATEMENT THAT BEST DESCRIBES YOUR CLIENT EXPERIENCE WITH THE ABOVE REFERENCE BIDDER.

|                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>I. DELIVERY</b> <input type="checkbox"/><br><input checked="" type="checkbox"/> Vendor was always on time<br><input type="checkbox"/> Vendor was usually on time<br><input type="checkbox"/> Vendor was never on time<br><input type="checkbox"/> Vendor never delivered product/service as ordered<br><input type="checkbox"/> Vendor defaulted<br><br>                                                        | <b>II. PRODUCT QUALITY</b> <input type="checkbox"/><br><input checked="" type="checkbox"/> Vendor's product/service always performed as expected<br><input type="checkbox"/> Vendor's product/service usually performed as expected<br><input type="checkbox"/> Vendor's product/service never performed as expected<br><input type="checkbox"/> Vendor's product had to be replaced<br><input type="checkbox"/> OTHER: COMMENTS<br><br> |
| <b>III. PRODUCT SUBSTITUTION</b> <input type="checkbox"/><br><input checked="" type="checkbox"/> Vendor always substituted product/service<br><input type="checkbox"/> Vendor never substituted product/service<br><input type="checkbox"/> OTHER: COMMENTS<br><br>                                                                                                                                                | <b>IV. PACKAGING</b> <input type="checkbox"/><br><input checked="" type="checkbox"/> Vendor's packaging was always satisfactory<br><input type="checkbox"/> Vendor's packaging was usually satisfactory<br><input type="checkbox"/> Vendor's packaging was sometimes satisfactory<br><input type="checkbox"/> Vendor's packaging was never satisfactory<br><input type="checkbox"/> OTHER: COMMENTS<br><br>                              |
| <b>V. INVOICING</b> <input type="checkbox"/><br><input checked="" type="checkbox"/> Vendor always invoiced correctly and on time<br><input type="checkbox"/> Vendor usually invoiced correctly and on time<br><input type="checkbox"/> Vendor sometimes invoiced correctly and on time<br><input type="checkbox"/> Vendor never invoiced correctly and on time<br><input type="checkbox"/> OTHER: COMMENTS<br><br> | <b>VI. PROFESSIONALISM</b> <input type="checkbox"/><br><input checked="" type="checkbox"/> Vendor was always professional<br><input type="checkbox"/> Vendor was usually professional<br><input type="checkbox"/> Vendor was sometimes professional<br><input type="checkbox"/> Vendor's product had to be replaced<br><input type="checkbox"/> OTHER: COMMENTS<br><br>                                                                  |
| <b>VII. ACCESSIBILITY</b> <input type="checkbox"/><br><input checked="" type="checkbox"/> Vendor was always accessible<br><input type="checkbox"/> Vendor was usually accessible<br><input type="checkbox"/> Vendor was sometimes accessible<br><input type="checkbox"/> Vendor never accessible<br><input type="checkbox"/> OTHER: COMMENTS<br><br>                                                               | <b>VIII. OVERALL RATING</b><br>Recommend for new business <input checked="" type="checkbox"/><br>Does not recommend for new business <input type="checkbox"/><br>OVERALL STATEMENT OF VENDOR'S PERFORMANCE<br><br>                                                                                                                                                                                                                       |

CLIENT'S NAME: CITY OF DEERFIELD BEACH  
 SIGNATURE: *German Cardona* DATE: 5-4-21

VERIFIED BY: (PRINT NAME) \_\_\_\_\_ SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

Revised 11/19/20

Submit three (3) forms; one for each client reference. Understand that each client may be contacted to verify the validity of the partnership between the Bidder and the client.

**BIDDER REFERENCE EVALUATION FORM**

Date of Evaluation: 5/17/21

DATE: 5/17/21

Revised 11/19/20

ITB-20-017-VF



## ATTACHMENT 12 – BIDDER EXPERIENCE

Submit three (3) forms; one for each client reference. Understand that each client may be contacted to verify the validity of the partnership between the Bidder and the client.

### BIDDER REFERENCE EVALUATION FORM

Bidder Name: Bidera, LLC

Bid Number: \_\_\_\_\_

Bid Title: \_\_\_\_\_

Name of Organization Providing Reference: City of Deerfield Beach

Contact Person: \_\_\_\_\_

Email: \_\_\_\_\_

Date of Evaluation: \_\_\_\_\_

PLEASE CHECK THE APPROPRIATE STATEMENT THAT BEST DESCRIBES YOUR CLIENT EXPERIENCE WITH THE ABOVE REFERENCE BIDDER.

#### I. DELIVERY ☐

- ☒ Vendor was always on time  
☐ Vendor was usually on time  
☐ Vendor was never on time  
☐ Vendor never delivered product/service as ordered  
☐ Vendor defaulted

#### II. PRODUCT QUALITY ☐

- ☒ Vendor's product/service always performed as expected  
☐ Vendor's product/service usually performed as expected  
☐ Vendor's product/service never performed as expected  
☐ Vendor's product had to be replaced  
 OTHER: COMMENTS \_\_\_\_\_

#### III. PRODUCT SUBSTITUTION ☐

- ☒ Vendor always substituted product/service  
☐ Vendor never substituted product/service  
 OTHER: COMMENTS \_\_\_\_\_

#### IV. PACKAGING ☐

- ☒ Vendor's packaging was always satisfactory  
☐ Vendor's packaging was usually satisfactory  
☐ Vendor's packaging was sometimes satisfactory  
☐ Vendor's packaging was never satisfactory  
 OTHER: COMMENTS \_\_\_\_\_

#### V. INVOICING ☐

- ☒ Vendor always invoiced correctly and on time  
☐ Vendor usually invoiced correctly and on time  
☐ Vendor sometimes invoiced correctly and on time  
☐ Vendor never invoiced correctly and on time  
 OTHER: COMMENTS \_\_\_\_\_

#### VI. PROFESSIONALISM ☐

- ☒ Vendor was always professional  
☐ Vendor was usually professional  
☐ Vendor was sometimes professional  
☐ Vendor's product had to be replaced  
 OTHER: COMMENTS \_\_\_\_\_

#### VII. ACCESSIBILITY ☐

- ☒ Vendor was always accessible  
☐ Vendor was usually accessible  
☐ Vendor was sometimes accessible  
☐ Vendor never accessible  
 OTHER: COMMENTS \_\_\_\_\_

#### VIII. OVERALL RATING

Recommend for new business ☒

Does not recommend for new business ☐

OVERALL STATEMENT OF VENDOR'S PERFORMANCE \_\_\_\_\_

CLIENT'S NAME: CITY OF DEERFIELD BEACH

SIGNATURE: [Signature]

DATE: 5-4-21

VERIFIED BY: (PRINT NAME) \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_

Revised 11/19/20

Revised March 2021

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### ATTACHMENT 13 - SUBMITTED BID DOCUMENT VERIFICATION FORM

All bidders are required to submit the following information to be considered for award. Failure to submit any of the required documents with the bid will cause the bidder to be considered nonresponsive and ineligible for further consideration. Each bidder must include the following information within their submittal:

| REQUIREMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | YES | NO |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| a. Provide a Local Business Tax Receipt. Any person, firm, corporation or joint venture, with a business location in Miami-Dade County, Florida, which is submitting a bid, shall meet the County's Local Business Tax Receipt requirements in accordance with Miami-Dade County, Florida, code. Bidders with a location outside Miami-Dade County shall meet their local Occupational Tax requirements. A copy of the license must be submitted. Noncompliance with this condition may cause the bidder not to be considered for award. | ✓   |    |
| b. Copy of current registration with the Florida Dept. of State, Division of Corporations to conduct business in the State of Florida or applicable home state.                                                                                                                                                                                                                                                                                                                                                                          | ✓   |    |
| c. Three (3) references from organizations of comparable size and complexity to M-DCPS. <b>This must be documented on Attachment 12, Bidder Experience form, whereby each bidder uses one form per reference.</b>                                                                                                                                                                                                                                                                                                                        | ✓   |    |
| d. Submission of all documentation/information stated in this ITB, including, without limitation, the documentation, information and/or plans stated in Sections 5, 6, and 7 of this ITB, as well as the required forms and attachments, as stated in Section 8 of this ITB.                                                                                                                                                                                                                                                             | ✓   |    |
| e. Provide a plan to cover all aspects of Auction Services, as noted in Section 6. A copy of the plan is required.                                                                                                                                                                                                                                                                                                                                                                                                                       | ✓   |    |
| f. Demonstrate no less than five (5) years of auction services for both on-site and internet. A sample auction record for services rendered to a public entity must be submitted.                                                                                                                                                                                                                                                                                                                                                        | ✓   |    |
| g. Provide a copy of current and active auctioneer license with the State of Florida and/or the auctioneer's applicable state.                                                                                                                                                                                                                                                                                                                                                                                                           | ✓   |    |
| h. Provide a current and up to date list of registered buyers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ✓   |    |
| i. Provide a copy of the buyer registration form with the bid response.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ✓   |    |
| j. Provide a description of internet auction services, if applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ✓   |    |

Please sign below confirming all items noted above are included in your submission.

Name of Bidder: BIDERA, LLC.

ARMANDO PERERA

Printed Name

Signature of Bidder's Authorized Representative

President.

Title

5/13/2021

Date

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Miami-Dade County Public  
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For Internal Use Only:

Signature of Originating Department (as applicable)

Date

Printed Name

Title

Procurement Staff Name/Signature

Date

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Miami-Dade County Public  
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Bid ITB-20-017-VF

**ATTACHMENT 14 - PROPOSAL SUBMITTAL RECEIPT FORM**

All Bidders MUST adhere to the guidelines stated in the Instructions to Bidders. As such, all bidders will sign and acknowledge timely submittal of this ITB, as well as Procurement Management Services Staff. This form must be included within the timely bid package. Please complete the following form and attach the form to the outside of your firm's bid response.

|                                                         |                                                                                     |
|---------------------------------------------------------|-------------------------------------------------------------------------------------|
| <b>ITB Name and Number:</b>                             | ITB-20-017-VF Auction Services                                                      |
| <b>ITB Due Date:</b>                                    | Tuesday, May 18, 2021 by 1:00 p.m. EST                                              |
| <b>Bidder's Name</b>                                    | BIDERA, LLC.                                                                        |
| <b>Business Address</b>                                 | 4995 NW 72 Ave Suite 405 Miami, FL 33166                                            |
|                                                         |                                                                                     |
|                                                         |                                                                                     |
| <b>Bidder's Date and Time of Submission:</b>            |                                                                                     |
| <b>Authorized Bidder's Signature:</b>                   |  |
| <b>Procurement Management Staff Name and Signature:</b> |                                                                                     |
| <b>Verify Date and Time of Bidder's Submission:</b>     |                                                                                     |

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## ATTACHMENT 15 - FLORIDA STATUTES ON PUBLIC ENTITY CRIMES AFFIDAVIT

The State of Florida has enacted a law that requires proposers or contractors to submit a sworn document stating whether or not a corporation, its officers, predecessors or successors have been convicted of a public entity crime. Neither the Proposer, the contractor nor any officer, director, executive, partner, shareholder, employee, member nor agent who is active in the management of the Proposer or contractor nor any affiliate of the Proposer or contractor shall have been convicted of a public entity crime subsequent to July 1, 1989.

**All Proposers must read and complete in its entirety, sign and have notarized the attached "Sworn Statement under Section 287.133 (3) (a), Florida Statutes, on Public Entity Crimes."**

**Failure to do so will result in the proposal submitted being considered non-responsive and therefore not considered for award.**

ITB or Contract No. 20-017-VF

SWORN STATEMENT UNDER SECTION 287.133 (3) (A),  
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

STATE OF Florida  
COUNTY OF Miami-Dade

**Before me, the undersigned authority, personally appeared Armando Perera who, being by me first duly sworn, made the following statement:**

1. The business addresses of BIDERA, LLC (name of proposer or contractor) is 4995 NW 72 Ave Suite 405 Miami, FL 33166.
2. My relationship to BIDERA, LLC (name of proposer or contractor) is President (relationship such as sole proprietor, partner, president, vice president).
3. I understand that a public entity as defined in Section 287.133 of the Florida Statutes includes a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity in Florida or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or such an agency or political subdivision and involving antitrust, fraud, theft, bribery, collusion, racketeering conspiracy, or material misrepresentation.
4. I understand that "convicted" or "conviction" is defined by the statute to mean a finding or a conviction of a public entity crime with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July, 1989, as a result of a jury verdict, non-jury trial, or entry plea of guilty or nolo contendere.

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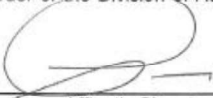
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5. I understand that "affiliate" is defined by the statute to mean (1) a predecessor or successor of a person or a corporation convicted of a public entity crime, or (2) an entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime, or (3) those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate, or (4) a person or corporation who knowingly entered into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months.
6. Neither the Proposer, contractor nor any officer, director, executive, partner, shareholder, employee, member nor agent who is active in the management of the Proposer or contractor nor any affiliate of the Proposer or contractor has been convicted of a public entity crime.

(Draw a line through paragraph 6 if paragraph 7 below applies)

7. There has been a conviction of a public entity crime by the Proposer or contractor, or an officer, director, executive, partner, shareholder, employee, member or agent of the Proposer or contractor, or an officer, director, executive, partner, shareholder, employee, member or agent of the Proposer or contractor who is active in the management of the Proposer or contractor or an affiliate of the Proposer or contractor. A determination has been made pursuant to Section 287.133 (3) by order of the Division or Administrative Hearings that it is not in the public interest for the name of the convicted person or affiliate to appear on the convicted Proposer list. The name of the convicted person or affiliate is \_\_\_\_\_. A copy of the order of the Division of Administrative Hearing is attached to this statement.

  
Affiant's Signature

Sworn to and subscribed before me in the state and county first mentioned above on the 17th day of May, 2021.

NOTARY PUBLIC

  
Mercedes Scheuerle

MY COMMISSION EXPIRES

09/06/2021



Mercedes Scheuerle  
State of Florida

My Commission Expires 09/06/2021  
Commission No. GG 142048

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## ATTACHMENT 16 - BID OPENING INSTRUCTIONS

### ITB-20-017-VF AUCTION SERVICES

**BIDS DUE:** Sealed bids will be received by The School Board of Miami-Dade County, Florida until **1:00 P.M. EST, on Tuesday, May 18, 2021 at the MDCPS School Administration Building located at 1450 NE 2<sup>nd</sup> Ave, Miami, FL 33132, in a main sealed envelope or container (box), and via the e-bidding platforms Periscope S2G or DemandStar.**

For bid submittal requirements or instructions, please refer to Section 5.3 of this ITB.

**INSTRUCTIONS:** Bidders can drop off their bids at the bid box at the 2<sup>nd</sup> Avenue entrance to the MDCPS School Board Administration Building. Bidders should place security badge on the outside of their bid submissions. A picture ID is required to enter the premises.

**The bid opening will take place virtually at 2:00pm via zoom.**

Tuesday, May 18, 2021 EST 2:00pm via Zoom  
Meeting ID: 963 8325 8347  
Passcode: 978824  
One tap mobile  
+18468769923,,96383258347# US (New York)  
+13017158592,,96383258347# US (Germantown)

**SPECIAL INSTRUCTIONS:** Bidders are required to practice social distancing guidelines when visiting the School Board Administration Building or any other MDCPS site.

- ❖ Bidders will not be allowed on site without a face mask.
- ❖ Bidders will not be allowed to congregate.
- ❖ Bidders must stay 6 feet apart from others.
- ❖ Please only have 1 representative from your firm drop off the bid.

Should you have any trouble locating the site please call (305) 995-4288.

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## ATTACHMENT 17 –REGISTRATION INSTRUCTIONS

### PERISCOPE S2G REGISTRATION INSTRUCTIONS:

To register for free as a vendor in the Periscope S2G system (previously known as BidSync), you must complete the registration form. Once your application has been submitted, the activation process may take up to 24 hours.

1. Navigate to the Periscope S2G page by going to:  
<https://prod.bidsync.com/miami-dade-county-public-schools>
2. Click on **Register For Free**.
3. On the **Account Information** page, fill in your **E-mail address**. The system will determine if this email address is already associated with an existing account.
4. Once your email address is confirmed as **not** already registered, enter in the rest of your user information.
5. Enter in demographic information and check the box indicating agreement and understanding to the Terms and Conditions of use.
6. An email is sent with a link to verify your email address and begin setting up your business profile.
7. If you need to have your account confirmed immediately, or if you need further assistance, please contact Periscope S2G Support at (800) 990-9339.

### DEMANDSTAR REGISTRATION INSTRUCTIONS:

To register for free as a vendor in the DemandStar Platform, you must complete the registration form.

1. Navigate to the DemandStar page by going to:  
<https://www.demandstar.com/app/registration>.
2. On the **Get Started! Create your free DemandStar account** page, fill in your **E-mail address** and your **Company Name**.
3. Read and accept the Terms of Use and Privacy Policy.
4. Choose your Free Agency: Please type **Miami-Dade County Public Schools** and select it, click next.
5. Input your Company Contact Information and click Submit.
6. Input your Contact Information and click Submit.
7. An email will be sent for you to confirm your account.
8. If you need further assistance, please contact DemandStar Support at [support@demandstar.com](mailto:support@demandstar.com) or call (206) 940-0305

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Miami-Dade County Public  
THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA  
SCHOOL BOARD ADMINISTRATION BUILDING  
Procurement Management Services  
1450 N.E. 2nd Avenue, Room 650  
Miami, FL 33132

Bid ITB-20-017-VF

Direct All Inquiries To  
Procurement Management Services

Buyer Name: Vanessa Flores

PHONE: (305) 995-2646

Email: [vflores@dadeschools.net](mailto:vflores@dadeschools.net)

TDD PHONE: (305) 995-2400

### BID/RFP ADDENDUM

Date: 5/11/2021

Addendum No. 1

BID/RFP# ITB-20-017-VF BID/RFP TITLE: Auction Services

#### **This addendum modifies the conditions of the above referenced BID/RFP as follows:**

The addendum provides answers to questions received regarding this ITB.

A revised Attachment 13 is also being provided herewith.

All other terms and conditions of the ITB will remain the same.

All information, specifications terms, and conditions for the above referenced BID/RFP, is included on the document posted on the Procurement Management website at <http://procurement.dadeschools.net>

The attached pages containing clarifications, additional information and requirements constitutes an integral part of the referenced bid.

1. If your bid/proposal has not been submitted, substitute the pages marked REVISED and mail your entire bid/proposal package. **REMEMBER TO SIGN THE BIDDER QUALIFICATION FORM.**

OR

2. If your bid/proposal has been submitted, sign and return this addendum form with the revised pages by the time and date indicated on the Bidder Qualification Form. BY SIGNING THIS ADDENDUM, THE VENDOR AGREES TO THE TERMS AND CONDITIONS CONTAINED IN THE BIDDER QUALIFICATION FORM AND ALL RELATED BID DOCUMENTS.

I acknowledge receipt of Addendum Number 1

PLEASE NOTE: If your firm has forwarded a copy of this bid/proposal to another vendor, it is your responsibility to forward them a copy of this addendum.

(PLEASE TYPE OR PRINT BELOW)

LEGAL NAME OF BIDDER: BIDERA, LLC.

MAILING ADDRESS: 4995 NW 72 Ave Suite 405

CITY, STATE ZIP CODE: Miami, FL 33166

TELEPHONE NUMBER: (305)822-5000

E-MAIL I.D. [ap@bidera.com](mailto:ap@bidera.com)

FAX # (305)822-5007

BY: SIGNATURE (Manual):  
OF AUTHORIZED REPRESENTATIVE

NAME (Typed): Armando Perera

TITLE: President.

OF AUTHORIZED REPRESENTATIVE

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Schools

Bid ITB-20-017-VF

***Request for Proposals  
ITB-20-017-VF  
Auction Services***

***ADDENDUM NO. 1  
Questions and Answers***

The following changes, additions, clarifications, and/or deletions amend the ITB document of the above captioned solicitation and shall become an integral part of the Contract Documents.

**QUESTIONS AND ANSWERS:**

**Q1: Does M-DCPS require that the vendor is on-site during asset removal by winning bidders?**

**A1:** For anything that is auctioned outside of the surplus warehouse (vehicles, trailers, containers), yes.

**Q2: 6.6 Item 3 states: District staff shall provide the Certificate(s) of Ownership and all other documents necessary to effect transfer of title for motor vehicles and/or vehicle equipment. Bidder will make sure transfer of title is made. Is M-DCPS amenable to a plan wherein M-DCPS hands the title to the winning bidder at time of asset pickup, and the vendor uses online tools to ensure the title is transferred out of M-DCPS's responsibility?**

**A2:** M-DCPS will hand over all titles to the vendor. The vendor will be responsible to hand over the title to the winning bidder and make sure it is transferred.

**Q3: Attachment 13, Item h states the proposer must: h. Provide a current and up to date list of registered buyers. Our company currently has over 1 million registered buyers. This list is not feasible to provide in a proposal. Is there an alternative way that M-DCPS would like vendors to showcase the strength of their buyer audience?**

**A3:** Please refer to Revised Attachment 13 published with this addendum.

**Q4: Will the assets be sold onsite, or will they be hauled away to the vendors location?**

**A4:** Sold on site.

**Q5: Can the assets be mixed into the vendors regular online sale or will Miami-Dade need a separate standalone sale?**

**A5:** Separate standalone sale.

**Q6: What day of the week is the current sale?**

**A6:** There is not a set day of the week an auction takes place.

**Q7: Can you provide sales volume and details for 2019 and 2020?**

**A7:** Seven auctions in 2019 for \$335,340.80; One auction in 2020 for \$126,573.13.

**Q8: Will the assets need to be offered to the public or can it be dealer only?**

**A8:** The assets must be offered to the public.

**Q9: Are out of the country buyers eligible to bid?**

**A9:** M-DCPS does not have any restrictions on the buyers. This is the vendor's responsibility.





Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

**Q10: Will the vendors "buy fee" schedule need to be modified for Miami-Dade buyers?**

**A10:** No.

**Q11: Will Miami-Dade have anyone onsite to assist buyers or is it up to the vendor to staff the location before and during the sale?**

**A11:** It is up to the vendor to staff the location during preview day and when handing out purchased assets.

**Q12: Is the vendor responsible for staffing security on preview and sale days?**

**A12:** This must be coordinated with M-DCPS Police depending on the anticipated number of people.



Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

### REVISED ATTACHMENT 13 - SUBMITTED BID DOCUMENT VERIFICATION FORM

All bidders are required to submit the following information to be considered for award. Failure to submit any of the required documents with the bid will cause the bidder to be considered nonresponsive and ineligible for further consideration. Each bidder must include the following information within their submittal:

| REQUIREMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | YES | NO |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| a. Provide a Local Business Tax Receipt. Any person, firm, corporation or joint venture, with a business location in Miami-Dade County, Florida, which is submitting a bid, shall meet the County's Local Business Tax Receipt requirements in accordance with Miami-Dade County, Florida, code. Bidders with a location outside Miami-Dade County shall meet their local Occupational Tax requirements. A copy of the license must be submitted. Noncompliance with this condition may cause the bidder not to be considered for award. | ✓   |    |
| b. Copy of current registration with the Florida Dept. of State, Division of Corporations to conduct business in the State of Florida or applicable home state.                                                                                                                                                                                                                                                                                                                                                                          | ✓   |    |
| c. Three (3) references from organizations of comparable size and complexity to M-DCPS. <b>This must be documented on Attachment 12, Bidder Experience form, whereby each bidder uses one form per reference.</b>                                                                                                                                                                                                                                                                                                                        | ✓   |    |
| d. Submission of all documentation/information stated in this ITB, including, without limitation, the documentation, information and/or plans stated in Sections 5, 6, and 7 of this ITB, as well as the required forms and attachments, as stated in Section 8 of this ITB.                                                                                                                                                                                                                                                             | ✓   |    |
| e. Provide a plan to cover all aspects of Auction Services, as noted in Section 6. A copy of the plan is required.                                                                                                                                                                                                                                                                                                                                                                                                                       | ✓   |    |
| f. Demonstrate no less than five (5) years of auction services for both on-site and internet. A sample auction record for services rendered to a public entity must be submitted.                                                                                                                                                                                                                                                                                                                                                        | ✓   |    |
| g. Provide a copy of current and active auctioneer license with the State of Florida and/or the auctioneer's applicable state.                                                                                                                                                                                                                                                                                                                                                                                                           | ✓   |    |
| h. <b>Provide a summary of the number of registered bidders by category. The information provided should give an indication of participation.</b>                                                                                                                                                                                                                                                                                                                                                                                        | ✓   |    |
| i. Provide a copy of the buyer registration form with the bid response.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ✓   |    |
| j. Provide a description of internet auction services, if applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ✓   |    |

Please sign below confirming all items noted above are included in your submission.

Name of Bidder: BIDERA, LLC.

Armando Perera

Printed Name

Signature of Bidder's Authorized Representative

President.

Title

5/13/2021

Date

5/11/2021 12:19 PM

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Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

*For Internal Use Only:*

\_\_\_\_\_  
*Signature of Originating Department (as applicable)*

\_\_\_\_\_  
*Date*

\_\_\_\_\_  
*Printed Name*

\_\_\_\_\_  
*Title*

\_\_\_\_\_  
*Procurement Staff Name/Signature*

\_\_\_\_\_  
*Date*

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Miami-Dade County Public  
Schools

Bid ITB-20-017-VF

Question and Answers for Bid #ITB-20-017-VF - Auction Services

Overall Bid Questions

There are no questions associated with this bid.

Question Deadline: May 4, 2021 5:00:00 PM EDT

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**EXHIBIT “B”**

**MIAMI-DADE COUNTY PUBLIC SCHOOLS AGREEMENT INCLUDING FIRST  
AMENDMENT**

Office of Superintendent of Schools  
Board Meeting of July 14, 2021

July 1, 2021

Financial Services  
Mr. Ron Y. Steiger, Chief Financial Officer

**SUBJECT: AWARD INVITATION TO BID NO. ITB-20-017-VF – AUCTION SERVICES**

**COMMITTEE: FISCAL ACCOUNTABILITY & GOVERNMENT RELATIONS**

**LINK TO STRATEGIC BLUEPRINT: EFFECTIVE AND SUSTAINABLE BUSINESS PRACTICES**

Procurement Management Services released the above-referenced solicitation. The purpose of this Invitation to Bid (ITB) is to establish a contract, for auction services. This is a term bid which states that the Board may purchase services, as may be needed, but is not obligated to purchase any guaranteed amount. This ITB was advertised on the Procurement Management Services website, as well as Periscope and DemandStar. The solicitation was shared with the District's Office of Economic Opportunity (OEO) for additional community outreach.

The initial term of the bid shall be for a period of three (3) years, commencing July 14, 2021, through July 13, 2024, and may, by mutual agreement between The School Board of Miami-Dade County, Florida, and the successful bidders, be extended for two (2) additional one (1) year periods.

The Goal Setting Committee recommended that this solicitation be open.

One (1) vendor responded to this advertised bid. Based on the criteria listed in the solicitation, the contract will be awarded to one (1) vendor.

M-DCPS OEO staff verified the Small, Micro, Veteran and/or M/WBE certification status of the firm(s).

In Fiscal Year 2019-2020, the District generated \$147,874 in revenue from auction services.

Fund Source  
Revenue Generating

**E-143**



**RECOMMENDED:** That The School Board of Miami-Dade County, Florida:

1. **AWARD** INVITATION TO BID NO. ITB-20-017-VF – AUCTION SERVICES, to establish a contract, for auction services, for Miami-Dade County Public Schools, during the term of the bid, with an effective date of July 14, 2021, through July 13, 2024, and may, by mutual agreement between The School Board of Miami-Dade County, Florida, and the successful bidders, be extended for two (2) additional one (1) year extension periods thereto, as follows:

BIDERA LLC  
4995 NW 72 AVE, SUITE 405  
MIAMI, FL 33166  
OWNER/OFFICER: ARMANDO PERERA

Buyer's Premium for Online Auction Services – 4.95%

2. **AUTHORIZE** Procurement Management Services to purchase these services at a maximum 4.95% Buyer's Premium Fee for the initial contract term and each subsequent one (1) year extension period.

MEMORANDUM

March 13, 2024  
M1483-CM  
CM/995-1434

TO: Dr. Jose L. Dotres, Superintendent of Schools

THROUGH: Ron Y. Steiger, Chief Financial Officer

FROM: Charisma Montfort, Chief Procurement Officer *CM*  
Procurement Management Services

SUBJECT: SUPERINTENDENT'S EXTENSION OF CONTRACTS

The following contracts are requested to be approved as Superintendent's Extension of Contracts, as authorized by School Board Policy 6320, Purchasing. It is the District's established practice, for Procurement Management Services to apply the contract amount for each approved extension, during the term of the contracts. There is no obligation to purchase any amount within the contract period as set forth in the bid solicitation. It is requested that you review and approve the extensions listed below:

| Contract Number | Contract Title   | Board Approval Date | # of Extensions Granted | Board Approved Contract Amount       | Board Approved Term | # of Extensions Used | Total Contract Expenditures                                                                                        | New Total Contract Amount | New Contract Term                        | Reason for Contract Extension vs. Re-Bid                                      |
|-----------------|------------------|---------------------|-------------------------|--------------------------------------|---------------------|----------------------|--------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------------|-------------------------------------------------------------------------------|
| ITB-20-017-VF   | Auction Services | July 14, 2021       | 2 1-year                | Maximum Buyer's Premium Fee of 4.95% | 3 years             | 0                    | N/A<br>(revenue generating)<br>Profits:<br>FY 21-22 \$338,393.17<br>FY 22-23 \$125,474.58<br>FY 23-24 \$121,466.11 | N/A                       | July 14, 2024 – July 13, 2025 (One Year) | Originating department has requested to utilize the first contract extension. |

REVIEWED: *Atili Graupera*  
Atili Graupera  
Office of General Counsel  
2024.04.03 17:08:03 -0400

School Board Attorney

RECOMMENDED: *Ron Y. Steiger*  
Ron Y. Steiger, Chief Financial Officer

APPROVED: *Dr. Jose L. Dotres*  
Dr. Jose L. Dotres  
Superintendent of Schools

CM:vf

**CONTRACT EXTENSION SUMMARY**

Contract No.: ITB-20-017-VF

Contract Title: Auction Services

Board Meeting Date: July 14, 2021                      Agenda Item: E-143

Purpose of Contract: The purpose of this Invitation to Bid (ITB) is to establish a contract, for auction services.

Initial Award Amount: Maximum Buyer’s Premium Fee of 4.95%

Initial Contract Award Period and Extension: July 14, 2021 – July 13, 2024  
Three (3) years, with an option to extend for two (2) additional one (1) year periods.

Required Licenses and/or Certifications: Yes, see attached.                      ☐      No      ☒

Current Extension Amount: N/A

Current Extension Period: N/A

Recommended Extension Award Amount: N/A

Recommended Extension Period: July 14, 2024 – July 13, 2025  
This is the first extension of the contract. The awardee has agreed to extend for an additional one-year period, by letter on file.

Vendors Recommended for Contract Extension: One (1)

- 1. Bidera LLC

Additional certified firms available: Yes, see attached.                      ☐      No      ☒

OEO Verified Yes, see attached.                      ☒      No      ☐

Cost Savings: No      ☒

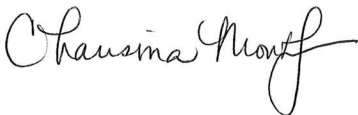
Justification: It is considered to be in the best interest of the District to extend this contract for an additional one-year period, to benefit from fixed prices and continuity of service, inasmuch as the Consumer Price Index (CPI), as of January 2024, indicated an increase of 0.3%. Staff has indicated satisfactory performance from the vendor and recommends extension. This extension is based on the terms and conditions contained in the original contract approved by the School Board.

Benchmark: N/A

Authorization to proceed with extension: ☒ Approved  
☐ Denied

  
\_\_\_\_\_  
Vanessa Flores, Procurement Director

Date: 2/29/2024

  
\_\_\_\_\_  
Charisma Montfort, Chief Procurement Officer

3/19/2024  
Date: \_\_\_\_\_

# INVITATION TO BID (ITB)

**PURCHASING AGENT:**  
**Vanessa Flores, CPSM**  
**Phone: (305) 995-2646**  
**Email:**  
**[vflores@dadeschools.net](mailto:vflores@dadeschools.net)**

BID TITLE:  
**Auction Services**

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### SECTIONS

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## SECTION 3 - CALENDAR

|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ITB Release Date                     | Friday, April 23, 2021                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Pre-Bid Conference*                  | Tuesday, May 4, 2021 at 2:00 pm EST                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Pre-Bid Conference Location          | <p>Via Zoom at:<br/> <a href="https://zoom.us/j/92986876228?pwd=UkRNRHkra3RYRTBuYWh2MEM0S3Iudz09">https://zoom.us/j/92986876228?pwd=UkRNRHkra3RYRTBuYWh2MEM0S3Iudz09</a><br/>                     Meeting ID: 929 8687 6228<br/>                     Passcode: 619714<br/>                     One tap mobile<br/>                     +16468769923,,92986876228# US (New York)<br/>                     +13017158592,,92986876228# US (Washington DC)</p> |
| Deadline for Questions               | Tuesday, May 4, 2021 at 5:00 p.m. EST                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Bid Due Date/Time                    | Tuesday, May 18, 2021 at 1:00 p.m. EST                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Virtual Bid Opening Meeting:         | Tuesday, May 18, 2021 at 2:00pm EST                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Bid Opening Location                 | <p>Via Zoom at:</p> <p>Meeting ID: 963 8325 8347<br/>                     Passcode: 978824<br/>                     One tap mobile<br/>                     +16468769923,,96383258347# US (New York)<br/>                     +13017158592,,96383258347# US (Germantown)<br/> <b>(See instructions on Attachment 16)</b></p>                                                                                                                               |
| Projected Board Approval of Contract | Anticipated July 2021                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| The contact person for this ITB is:  | Vanessa Flores                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Email Address:                       | <a href="mailto:vflores@dadeschools.net">vflores@dadeschools.net</a>                                                                                                                                                                                                                                                                                                                                                                                       |
| Telephone:                           | (305) 995-2646                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Fax:                                 | (305) 995-2307                                                                                                                                                                                                                                                                                                                                                                                                                                             |

*\*Pre-Bid Conference attendance is not required. In compliance with Florida Statutes, Chapter 119, commonly known as the Florida Sunshine law this meeting will be recorded in its entirety.*

## SECTION 4 - INSTRUCTIONS TO BIDDERS

Board policies may be accessed at: <http://www.dadeschools.net/schoolboard/rules/>

### CONE OF SILENCE

The School Board of Miami-Dade County, Florida ("Board") enacts a Cone of Silence from issuance of a solicitation and shall terminate at the time the item is presented by the Superintendent to the appropriate Board committee immediately prior to the Board meeting at which the Board will award or approve a contract, reject all bids or responses, or take any other action that ends the solicitation and review process. All provisions of School Board Policy 6325 apply.

- A.** "Cone of silence" means a prohibition on any communication regarding a particular Request for Proposals (RFP), bid, invitation to bid, or other competitive solicitation between:
1. any person who seeks an award, including a potential vendor or vendor's representative, an employee, partner, director, or officer of a potential vendor, or consultant, lobbyist, or actual or potential subcontractor or sub-consultant of a vendor, or any other individual acting through or on behalf of any person seeking an award; and
  2. any School Board member or the member's staff, the Superintendent, deputy superintendent and their respective support staff, or any person appointed by the Board to evaluate or recommend selection in the competitive procurement process.
- B.** A cone of silence shall be applicable to each RFP, bid, invitation to bid, or other competitive solicitation during the solicitation, review, and Board action of bid proposals as appropriate. At the time of issuance of the solicitation, the Superintendent shall provide public notice of the cone of silence and written notice, including electronic communication, to the Board, District staff and any other person involved in the review, evaluation, recommendation, approval, rejection, or award of the responses as appropriate. The Superintendent shall include in any advertisement and public solicitation for goods and services a statement disclosing the requirements of this section.
- C.** For unsolicited public-private partnership proposals, the cone of silence shall be imposed from the time the proposal is received in accordance with Policy 6327, Public-Private Partnerships and Unsolicited Proposals.
- D.** The cone of silence shall terminate at the time the item is presented by the Superintendent to the appropriate Board committee immediately prior to the Board meeting at which the Board will award or approve a contract, reject all bids or responses, or take any other action that ends the solicitation and review process

### I. PREPARATION OF BIDS

- A. BIDDER QUALIFICATION FORM** qualifies the Bidder and the bid and must be completed and submitted as page 1 of the bid.
1. **PERFORMANCE SECURITY** shall not be submitted with the bid. The form of performance security the Bidder will submit when required to do so, must be furnished and shall be made to The School Board of Miami-Dade County, Florida.
  2. **BIDDER CERTIFICATION AND IDENTIFICATION:** Bid must contain an original manual signature from an authorized representative. An unsigned bid will be considered non-responsive.
- B. INSTRUCTIONS TO BIDDERS:** Defines conditions of the bid.
1. **ORDER OF PRECEDENCE:** Any inconsistency in this bid shall be resolved by giving precedence in the following order:
    - A. Specifications
    - B. Special Conditions
    - C. Instructions to Bidders
  2. **BID PROPOSAL FORM:** Defines requirement of items to be purchased, and must be completed and submitted. The Bidder should indicate his/her name in the appropriate space on each page.

1. **ITEM SPECIFICATIONS:** Describes technical, performance, and packaging requirements for every bid line item. Specifying a certain brand, make or manufacturer is to denote the quality, type, and standard of the article desired. Articles offered must be new merchandise only, of equal or superior grade. On blank lines provided, the Bidder is requested to insert the brand name, manufacturer's number and other information necessary to sufficiently identify article offered. Failure to do so may prevent consideration of the item. Also, refer to paragraph X. Packaging.
2. **PRICES** are requested in units of quantity specified in the bid specifications. In case of a discrepancy in computing the total amount of bid, UNIT PRICE quoted will govern. All prices bid shall include delivery F.O.B. destination, freight prepaid (Bidder pays and freight charges. Bidder own goods in transit and files any claims) and shall include all cartage, drayage, packing, etc., delivered to and unloaded at the receiving station at the site designated in bid and there received by the designated agent of the Board.
3. **TAXES:** The Board does not pay Federal Excise and State taxes on direct purchases of tangible personal property. The applicable tax exemption number is shown on the purchase order. This exemption does not apply to purchases of tangible personal property made by Bidder who use the tangible personal property in the performance of contracts for the improvement of Board-owned real property as defined in Chapter 192 of the Florida Statutes.

### II.

### SUBMITTING OF BIDS

- A.** Bids must be submitted on forms furnished by the Board, in compliance with the bid submission requirements set forth under Section 5.3. Bid submissions must be clearly marked with bid number, bid title and bid opening date.
- B. ERASURES OR CORRECTIONS:** When filling out the bid proposal form, Bidders are required to complete bid proposal in ink.
1. Use of pencil is prohibited.
  2. All changes must be crossed out and initialed in ink.
- Those bids for individual items that do not comply with items 1 and 2 above will be considered non-responsive for that item(s).
- C. PLACE, DATE AND HOUR:** Electronic submission, U.S. Mail, Courier/Express Service, or deposited in the BID BOX in accordance with the bid submittal requirements set forth under Section 5.3 and Attachment 16. Bids received after the date and hour specified in the BIDDER QUALIFICATION FORM will not be considered.
- D. PUBLIC ENTITY CRIMES:** Section 287.133(2)(a) Florida Statute, as currently enacted or as amended from time to time, states that a person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, for CATEGORY TWO [currently \$25,000] for a period of 36 months from the date of being placed on the convicted vendor list.
- E. SUBMITTING A "NO BID":** If not submitting a bid at this time, return the form entitled statement of "No Bid". Failure to respond, either by submitting a bid or the statement of "No Bid" form for three consecutive times, may result in the company being removed from the School Board's bid list.
- F. AVAILABILITY OF BID INFORMATION:** Immediately following the public opening, bids may be read, upon request, and then

compiled in a tabular form, a copy of which will be available for examination in Procurement Management Services.

- G. TYPE OF BUSINESS ORGANIZATION AND AUTHORITY OF SIGNATORY:** Indicate type of business organization: For example, Partnership, Limited Partnership, Limited Liability Company, Corporation, etc. If a bid is submitted by a corporation, provide documentation that the corporation is active and authorized to do business in the State of Florida, and that its corporate status shall remain active and unchanged at the time of award of bid. As to other types of business organizations, please provide any and all documentation relating thereto, including without limitation, verification that the party signing this Bid is fully authorized and empowered to do so on behalf of Bidder. In addition, set forth name(s) and title of any and all parties who are authorized to contract on behalf of Bidder.
- H. MISSING INFORMATION.** Respondents who do not meet all the documentation requirements for the ITB may be contacted to submit the missing information within 2 business days. If the District requests missing documentation and does not receive the documents within the stated deadline, incomplete or noncompliant bids may be disqualified.

### III. CANCELLATION OF BIDS OR REQUEST FOR PROPOSALS

An invitation for bids may be canceled, in whole or in part, as may be specified in the solicitation, when it is in the best interest of the Board. The reasons shall be made a part of the master bid file.

- A.** Prior to opening, a solicitation may be canceled in whole or in part, prior to the date and hour specified in the Bidder Qualification Form for receipt of bids, when the Chief Procurement Officer, Procurement Management Services, determines in writing, that such action is in the best interest of the Board for reasons including, but not limited to:
1. The Board no longer requires the supplies, services, or construction;
  2. The Board no longer can reasonably expect to fund the procurement;
  3. A review of a valid protest filed by a Bidder as may be determined by the administrative staff; or
  4. Proposed amendments to the solicitation would be of such magnitude that a new solicitation is desirable.
- B.** When a solicitation is canceled prior to opening, notice of cancellation shall be posted on the Board's website. Any bids or proposals received for the canceled solicitation shall be returned to the Bidder unopened.

The notice of cancellation shall:

1. Identify the solicitation;
2. Briefly explain the reason for cancellation; and
3. Where appropriate, explain that an opportunity will be given to compete on any future re-solicitation for procurements of similar supplies, services, or construction.

### IV. CHANGE OR WITHDRAWAL OF BIDS

- A. PRIOR TO BID OPENING:** Should the Bidder desire to change or withdraw his/her bid, he/she shall do so in writing. This communication is to be received by the District Director, of Procurement Management, Room 650, School Board Administration Building, prior to date and hour of bid opening. The Bidders name, the bid number, the bid title and the date the bid is due must appear on the envelope.
- B. AFTER BID OPENING:** After bids are opened, they may not be changed, nor withdrawn, for 90 days after the determined opening date, unless otherwise specified on the "BIDDER QUALIFICATION FORM."

### V. PROTESTS

A Bidder, who wishes to file a bid protest, must file such notice and follow procedures prescribed by F.S. 120.57(3) and Bylaw 0133, for resolution.

#### Protest of Specifications

Any notice of protest of the specifications contained in an Invitation to Bid (ITB) or Request for Proposal (RFP) or Invitation to Negotiate (ITN) shall be filed accordance with Board Rule 6320, Bylaw 0133.

For a protest of the specifications contained in an Invitation to Bid (ITB) or in a Request for Proposals (RFP) or Invitation to Negotiate (ITN), the Notice of Protest shall be filed in writing within seventy-two (72) hours after the posting of a solicitation. The Formal Written Protest shall be filed within ten (10) calendar days after the date the notice of protest is filed. Failure to file a Notice of Protest or failure to file a Formal Written Protest shall constitute a waiver of proceedings under this rule. The Formal Written Protest shall state with particularity the facts and law upon which the protest is based. Saturdays, Sundays, and legal holidays shall be excluded in the computation of the seventy-two (72) hour time period provided by this paragraph.

#### Posting the Bond

The protesting party shall post a bond in a form consistent with F.A.C. Rule 28-110.005(2). A notice of decision or intended decision shall contain this statement: "Failure to file a protest within the time prescribed in F.S. 120.57(3), or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceeding under F.S. Chapter 120."

- A. Bond:** Commodities (Other than Lease of Space) and Contractual Services (Including Professional Services and Insurance) – Pursuant to F.S. 287.042(2)(c), any person who files an action protesting a decision or intended decision pertaining to a solicitation or contract award shall post with the Board, at the time of filing the formal written protest, a bond secured by an acceptable surety company in Florida, payable to The School Board of Miami-Dade County, Florida, in an amount equal to one percent (1%) of the Board's estimate of the dollar value of the proposed contract.

1. The Board shall provide the estimated contract amount to the protestor within seventy-two (72) hours (excluding Saturdays, Sundays, and holidays when the Board administrative office is closed) after the filing of the Notice of Protest. The estimated contract amount is not subject to protest under this policy or F.S. 120.57(3). In lieu of a bond, the Board may accept a cashier's check or money order in the amount of the bond.

2. The bond shall be conditioned upon the payment of all costs and charges which may be levied against the protestor in the administrative hearing in which the action is brought and in any subsequent appellate court proceeding.

3. Pursuant to F.S. 287.042(2)(c), if, the Board prevails in the administrative hearing process and any appellate court proceedings, it shall be entitled to recover all costs and charges which are included in the final order or judgment, excluding attorneys' fees. Upon payment of such costs and charges by the person protesting the decision or intended decision or contract award, the bond, cashier's check, or money order shall be returned to the protestor. If the protestor prevails, the protestor may recover from the Board the costs and charges which are included in the final order or judgment, excluding attorneys' fees.

- B. Bond:** Competitive Bids for Lease of Space – Pursuant to F.S. 255.25(3)(c), any person who files an action protesting a decision or intended decision pertaining to a competitive bid for space to be leased by the Board shall post with the Board, at the time of filing the formal written protest, a bond payable to the Board in an amount equal to one percent (1%) of the estimated total rental of the basic lease period or \$5,000, whichever is greater. The bond shall be conditioned upon the payment of all costs which may be levied against him/her in the administrative hearing in which the action is brought and in any subsequent appellate court

proceeding. If the Board prevails in the administrative hearing process and any appellate court proceedings, it shall recover all costs and charges, which are included in the final order or judgment, excluding attorneys' fees. Upon payment of such costs and charges by the person protesting the award, the bond shall be returned to him/her. If the person protesting the award prevails, the bond shall be returned to that person and she/he shall recover from the Board the costs and charges which are included in the final order or judgment, excluding attorneys' fees.

- C. **Bond:** Construction Purchasing – Construction purchasing is separately governed by Board policy, and persons protesting competitive procurement related to educational facilities shall be required to post a bond in the amount specified in F.S. 255.0516, which also governs recovery of fees and costs including attorneys' fees.
- D. **Staying the Procurement Process** – Upon timely receipt of the formal written protest petition, and posting of the bond, the solicitation or contract award process shall be stayed until the protest is resolved by final agency action, unless the Board sets forth, in writing, particular facts and circumstances which require the continuance of the solicitation or contract award process in order to avoid an immediate and serious danger to the public health, safety, and welfare.

#### Protest of Bid Award

Any person who is adversely affected by the Board's decision or intended decision, shall file a Notice of Protest in writing with the Clerk of the Board, who shall maintain an office in the Board Administration building, within seventy-two (72) hours after the posting of the bid tabulation or after receipt of the notice of the Board's decision or intended decision and shall file a Formal Written Protest within ten (10) calendar days after filing the Notice of Protest. The protesting Bidder shall also be required to post a bond, consistent with this rule. Failure to file a Notice of Protest or failure to file a Formal Written Protest shall constitute a waiver of proceedings under F.S. Chapter 120.57. The formal written protest shall state with particularity the facts and law upon which the protest is based. Saturdays, Sundays, and legal holidays shall be excluded in the computation of the seventy-two (72) hour time period provided by this paragraph.

The Formal Written Protest will be reviewed by Procurement Management Services, who will offer the protesting Bidder the opportunity to meet and discuss the merits of the protest. If the protest is not resolved, the matter may be referred for proceedings, pursuant to F.S. 120.569 and 120.57. Petitions for hearing on protests pursuant to F.S. 120.569 and 120.57 must be filed in accordance with Board Bylaw 0133 on quasi-judicial proceedings.

The "Notice of and/or formal written Protest" shall be filed with:

The Office of the School Board Clerk Miami-Dade County Public Schools  
1450 N.E. Second Avenue, Suite #311 Miami, Florida 33132  
Phone: (305) 995-1440  
Fax: (305) 995-1448  
E-Mail: [DLopez@dadeschools.net](mailto:DLopez@dadeschools.net)  
[celiarubio@dadeschools.net](mailto:celiarubio@dadeschools.net)

#### VI. AWARDS

- A. **RESERVATION FOR REJECTION OR AWARD:** The Board reserves the right to reject any or all bids, to waive irregularities or technicalities, and to request rebids. The Board reserves the right to award on an individual item basis, any combination of items, total low bid or, if an alternate bid is accepted, on such terms as are specified for the alternate bid, whichever manner is in the best interest of the Board.  
  
The Board reserves the right to utilize other governmental contracts, if in the best interest of the Board.
- B. **NOTIFICATION OF INTENDED ACTION** will be posted on the Board's website no later than the Friday preceding a regularly scheduled Board meeting.

- C. **OFFICIAL AWARD DATE:** Awards become official upon the Board's formal approval of the award.
- D. **TERMINATION FOR CONVENIENCE:** The Board reserves the right to terminate this Agreement at any time and for any reason upon giving thirty (30) days' notice to the other party. If said Agreement should be terminated for convenience as provided herein, the Board will be relieved of all obligations under said Agreement. The Board will only be required to pay that amount of the Agreement actually performed to the date of termination. Upon such payment, both parties shall be relieved of any further obligations under this Agreement.
- E. **TERMINATION OF AGREEMENT:** In addition to the above, the Board may terminate this Agreement upon thirty (30) days advance written notice to the Awarded Bidder, for default of Awarded Bidder, or due to lack of, or cancellation of, grant funds made available to the Board by a Federal grantor agency. Upon receipt of a notice of termination, the Awarded Bidder shall cease incurring additional obligations under this Agreement. However, the Board shall allow the Awarded Bidder to incur all necessary and proper costs, which the Awarded Bidder cannot reasonably avoid during the termination process. Each payment obligation of the Board created by this Agreement is conditioned upon the availability of funds that are appropriate or allocated for the payment of services or goods. If such funds are not allocated and available, this Agreement may be terminated by the Board at the end of the period for which funds are available. The Board shall notify the Awarded Bidder at the earliest possible time before such termination. No penalty shall accrue to the Board in the event this provision is exercised, and the Board shall not be obligated or liable for any future payments due or for any damages as a result of termination under this section. Any individual or corporation or other entity that attempts to meet its contractual obligations with the Board through fraud, misrepresentation or material misstatement, shall have its Agreement with the Board terminated upon receiving notice of the attempted fraud as determined by the Board.
- F. **PURCHASE ORDERS** sent to Awarded Bidders are the official notification to deliver materials described therein; and the time allowed for delivery begins with the date of the purchase order. In the event that the Awarded Bidder fails to deliver the materials in accordance with the terms and conditions of the bid and purchase order, the Bidder shall be considered to be in default of the Agreement and subject to the default provisions stated in Section VI. G.
- G. **DEFAULT:** A Bidder who fails to perform according to the terms of the Agreement (bid) shall be considered in default. In the event of default, which may include, but is not limited to poor performance and/or non-performance, the contractor Disciplinary Review Committee may recommend disbarment or suspension pursuant to Board Policy 6320.04.
- H. **BID DOCUMENTS:** The intent of the bid documents is to include only the written requirements for materials, equipment, systems, standards and workmanship necessary for the proper execution and completion of the work by the Bidder. The bid documents shall not be construed to create an entitlement to any other scope of work except as specified herein.
- I. **DEBARMENT:** Pursuant to Board Policy 6320.04 Contractor Debarment Procedures – Debarred contractors are excluded from conducting business with the Board as agents, representatives, partners, and associates of other contractors, subcontractors or individual sureties.
- J. **IDENTICAL PRICES:** When identical prices are received from two or more Bidders and all other factors are equal, priority for award shall be given to the vendor that has preference for businesses implementing a drug-free workplace in accordance with School Board Policy 6320.

#### VII. PERFORMANCE SECURITY (FOR SUCCESSFUL BIDDERS ONLY)

- A. **PURPOSE:** A performance bond or check may be required to guarantee performance.
- B. **BONDING COMPANY:** Performance Bonds shall be written through a reputable and responsible surety bond agency licensed to do business in the State of Florida and with a surety company or corporation and shall be made to The School Board of Miami-Dade County, Florida, meeting both of the following specifications:

1. **Awards Greater than \$500,000**

A minimum rating in the latest revision of Best's Insurance Reports of:

| <u>Contract Amount</u>         | <u>Minimum Rating by A.M. Best</u> |
|--------------------------------|------------------------------------|
| \$500,000.01 to \$2,500,000    | None                               |
| \$2,500,000.01 to \$5,000,000  | B+ or NA-3                         |
| No Minimum Class               |                                    |
| \$5,000,000.01 to \$10,000,000 | A- Class IV                        |
| \$10,000,000.01 or more        | A- Class V                         |

Current certificate of authority as acceptable surety on Federal Bonds in accordance with the latest edition of the United States Treasury Department Circular 570 entitled "Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies" shall be accepted for an amount not exceeding the underwriting limitation thereon.

2. **Awards of \$500,000 or Less**

Bonds shall be written with a surety company or corporation meeting the qualifications as set forth in Paragraph VII.B. above or the qualifications set forth in section 287.0935, Florida Statutes.

- C. **AMOUNT:** When required as defined herein, the firm or individual(s) to whom an award has been made shall execute and deliver to The School Board of Miami-Dade County, Florida, a Performance Bond, Cashier's/Certified Check, or equal.
1. Awards less than \$200,000 shall be exempt from performance security.
2. Performance security shall not be required, unless otherwise defined in the bid specifications. If performance security is required, it shall equal 100% of the award amount.
- D. **RELEASE OF PERFORMANCE SECURITY:** Return to the Awarded Bidder of his/her cash security, or notification to the Awarded Bidder and the bonding company to cancel the performance bond, will be made when all goods/services have been accepted and invoices have been approved for payment.

VIII. **SAMPLES TESTING AND EVALUATION**

In order to be considered for award, brands bid "As Equal" or "Equivalent" to the specified brands need to be tested/evaluated to determine compliance with bid specifications at no cost to Board. Bidder must pay for the testing/evaluation of these samples.

When bid samples are required, the Board will notify Bidder to submit samples of the items bid in accordance with the following procedures:

- A. All samples must be identified with the Bidder's name, bid number, item number, and manufacturer's product name and number. When non-compliance with this requirement is noted, said item may be considered as being unidentifiable and may not be eligible for consideration in the award recommendation.
- B. Samples, product technical specification sheets, and a check made payable to "School Board of Miami-Dade County, Florida" in the amount to cover the testing/evaluation fees as established by the

Board Materials Testing and Evaluation Department (<http://materials.dadeschools.net>) are to be delivered to the Materials Testing and Evaluation Department within 7 calendar days of the bid opening date between 8:30 a.m. and 3:00 p.m. from Monday through Friday, unless otherwise stated in the Special Conditions of the bid. If the Bidder does not submit samples and associated documents by the indicated date and time, the bid submitted for that item will not be considered for award.

- C. The Materials Testing and Evaluation Department is located at:

MIAMI-DADE COUNTY PUBLIC SCHOOLS  
MATERIALS TESTING AND EVALUATION  
7040 West Flagler Street  
Miami, Florida 33144  
Telephone Number: 786-275-0780

Board will not be responsible for samples sent to a location other than the location mentioned in the bid.

- D. Bidder must obtain, from Materials Testing and Evaluation, a signed receipt acknowledging delivery of samples. Bidder shall include a self-addressed, stamped envelope for return of sample receipt when submitting samples by mail or delivery service. The Bidder will receive the original copy of the receipt and the duplicate copy will remain with the Board receiving department as the file copy. Bidder shall be solely responsible for delivery of samples and for retaining sample delivery receipts, which must be presented in any dispute regarding receipt of bid samples.
- E. **PAYMENT FOR SAMPLES:** The Board will buy no samples and will assume no cost incidental thereto.
- F. **RETURN OF SAMPLES:** Samples not destroyed in testing may be claimed by unsuccessful bidders 14 days after bid award date and by Awarded Bidders 14 days after final payment; but the Board will assume no responsibility for samples not claimed within the time specified, and it will pay for no samples damaged in testing. No perishable samples submitted for testing and evaluation will be returned.
- G. **TESTING AND EVALUATION RESULTS:** The Materials Testing and Evaluation Department will report to the Board the bid specification compliance evaluation results corresponding to submitted samples of brands bid "As Equal" or "Equivalent" to the listed specified brands.

IX. **SUBSTITUTIONS**

Should the Bidder find it necessary to use a material, equipment, product or system other than specified, the Bidder shall secure from the Board, through Procurement Management Services, written approval for the use of the alternate materials, equipment, product or system. The Board is not obligated to approve requests for substitutions and has the discretion to require the Bidder to provide the materials as specified in the bid documents. In no case shall the Bidder be entitled to additional time and/or money arising out of the Board's failure to approve requests for substitutions.

X. **PACKAGING**

- A. If packaging is different from that specified, the Bidder must note the manner and amounts in which packaging is to be made; otherwise the Awarded Bidder shall furnish packaging as specified. All packaging, wrapping and bundling shall be adequate to ensure that materials will be received in undamaged condition. The Board assumes no responsibility for damages of any kind incurred in transit.
- B. The following identification shall be printed, stenciled or legibly written in a conspicuous location on each shipping container:
1. Bid Number and/or Purchase Order Number
  2. Bidder's Name and/or Trademark
  3. Name(s) of Item(s) Contained
  4. Item Number (s) With Quantity(ies)

**XI. PURCHASES BY OTHER PUBLIC AGENCIES**

With the consent and agreement of the Awarded Bidder(s), purchases may be made under this bid by Miami-Dade County, Florida, and other governmental agencies or political subdivisions within the State of Florida. Such purchases shall be governed by the same terms and conditions stated herein. This agreement in no way restricts or interferes with the right of any State of Florida Agency or political subdivision to rebid any or all of these items.

**XII. RECYCLING REQUIREMENTS**

Board supports recycling and recommends the use of recycled products where possible upon notification by the Board. Bidders are requested to submit a letter, along with their bid, indicating whether each item bid and/or its packaging contains pre-consumer or post-consumer waste, and if the product and/or packaging may be recycled.

**XIII. ENVIRONMENTAL PRODUCTS**

Board encourages the use of environmentally safe products.

**XIV. DELIVERY AND BILLING**

**A. DELIVERY:** Saturdays, Sundays, and holidays excepted, deliveries shall be made as follows: Schools and Departments – 8:00 A.M. to 3:00 P.M. Merchandise shall be unloaded at the receiving station of the designated delivery point and received there by a designated agent of the Board. A delivery ticket, or one copy of the invoice, prepared as indicated below, shall accompany each delivery.

**B. RECEIVING INSPECTION AND TESTING:** Delivered items which do not fulfill all requirements will be rejected. Rejected items shall be removed and replaced promptly by the Bidder, at no cost to the Board.

**C. INVOICES:** Each invoice shall be issued by the Awarded Bidder and shall be submitted in DUPLICATE to the Accounts Payable Section, P.O. Box 01-2570, Miami, Florida 33101. Invoice delivery may also be via a PDF or WORD document email to: [mdcpsvendorsstatements@dadeschools.net](mailto:mdcpsvendorsstatements@dadeschools.net). To be considered for payment, each invoice must show the following information, which appears on the Purchase Order:

1. Purchase Order Number
2. Item Descriptions
3. Quantities and Units
4. Price Extensions
5. Total price of all items on invoice

**D. PAYMENT:** Unless otherwise specified by Board, payment will be made only after delivery, authorized inspection, and acceptance. Payment will be made only to the Awarded Bidder, unless otherwise requested, in writing, by the Awarded Bidder and accepted by Board Administration. The Bidder expressly agrees that it will properly invoice for any goods or services within one year and that the failure to do so shall constitute a waiver of any right to payment.

**XV. NO GRATUITY POLICY**

It is the policy of Procurement Management Services not to accept gifts, gratuities, or favors of any kind, or of any value whatsoever, from vendors, members of their staffs, or families.

**XVI. COMPLIANCE WITH STATE/FEDERAL REGULATIONS**

**A.** All Agreements involving federal funds will contain certain provisions required by applicable sections of CFR 34, Part 80.36(l) and Part 85.510, Florida Statute 257.36, or Florida Administrative Code Chapter 1B. The Bidder certifies by signing the bid that the Bidder and his/her principals are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in federally funded

transactions and may, in certain instances, be required to provide a separate written certification to this effect.

**B.** By signing the bid, the Bidder shall comply with all applicable laws, ordinances, codes, rules and regulations of federal, state and local governments, if required, for performance of any work under this Bid. Bidders awarded contracts involving Federal Funds and are cost reimbursable must be in compliance with 7 CFR 210.21. Bidders awarded contracts involving Federal Funds must be in compliance with the Energy and Policy Conservation Act (42 USC 6201). Bidders awarded contracts involving the employment of mechanics, laborers, or construction work must be in compliance with 40 USC Chapter 37.

**C.** During the term of any Agreement with the Board, in the event of debarment, suspension, proposed debarment, declared ineligible or voluntarily excluded from participation in federally funded transactions, the Bidder shall immediately notify the Chief Procurement Officer, Procurement Management Services, in writing. Bidders will also be required to provide access to records, which are directly pertinent to the Agreement and retain all required records for three years after the Board, makes final payment.

**D.** For all contracts involving Federal funds in excess of \$10,000, the Board reserves the right to terminate the contract for cause, as well as for convenience, by issuing a certified notice to the Bidder.

**E. CERTIFY REGISTRATION AND USE OF EMPLOYMENT "STATUS VERIFICATION SYSTEM":** The Status Verification System, also referred to as "E-verify", only applies to construction and Professional Service Contracts using federal funds.

**STATUS VERIFICATION SYSTEM**

1. Each Bidder and each person signing on behalf of any Bidder certifies as to its own entity, under penalty of perjury, that the named Bidder has registered and is participating in the Status Verification System to verify the work eligibility status of the contractor's new employees that are employed in the State of Florida in accordance with Executive Order 13465.

2. The Bidder shall require that the following provision be placed in each subcontract at every tier: "The subcontractor shall certify to the main (prime or general) contractor by affidavit that the subcontractor has verified through the Status Verification System the employment status of each new employee of the respective subcontractor, all in accordance with and to comply with all applicable employee status verification laws. Such affidavit must be provided prior to the notice to proceed for the subcontractor to perform the work."

3. The Board will not consider a proposal for award, nor will it make any award where there has not been compliance with this Section.

4. Manually or electronically signing the Proposal is deemed the Bidder's certification of compliance with all provisions of this employment status verification certification required by all applicable status verification laws.

**XVII. COMPLIANCE WITH LAWS**

Bidders shall comply with all federal, State of Florida and local laws applicable to it and the performance of its obligations under this bid.

**XVIII. BACKGROUND SCREENING REQUIREMENTS**

In accordance with the requirements of Sections, 1012.465, 1012.32, and 1012.467, Florida Statutes, School Board Policies 6320 and 8475 as amended from time to time Bidder agrees that, if Bidder receives remuneration for services, Bidder and all of its employees who provide or may provide services under this Agreement will complete criminal history checks, and all background screening requirements, including level 2 screening requirements as outlined in the above-referenced statutes and School Board Policies prior to providing services to the School Board of Miami-Dade County.



Additionally, Bidder agrees that each of its employees, representatives, agents, subcontractors or suppliers who are permitted access on school grounds when students are present, who have direct contact with students or who have access to or control of school funds must meet level 2 screening requirements as described in the above-referenced statutes, and School Board Policies.

Pursuant to the 2007 amendments to the JLA enacted by the Florida Legislature, requirements for certain fingerprinting and criminal history checks shall be inapplicable to non-instructional contracted personnel who qualify for exemption from level 2 screening requirements as provided under §1012.468, Fla. Stat. (2007). In addition, the provisions of §1012.467, Fla. Stat. (2007) are incorporated herein by reference, and any provisions of this section that may be inconsistent with, contrary to, or determined to be in conflict with §1012.467, will be superseded by said statute.

A noninstructional contractor who is exempt from the screening requirements set forth in §1012.465, §1012.468 or §1012.467, Florida Statutes, is subject to a search of his or her name or other identifying information against the registration information regarding sexual predators and sexual offenders maintained by the Department of Law Enforcement under § 943.043 and the national sex offender public registry maintained by the United States Department of Justice. Bidder will not be charged for this search. Further, upon obtaining clearance by Board, if Board deems necessary, Board will issue a Florida Public Schools Contractor Badge which shall be worn by the individual at all times while on Board property when students are present.

Bidder agrees to bear any and all costs associated with acquiring the required background screening – including any costs associated with fingerprinting and obtaining the required photo identification badge. Bidder agrees to require all its affected employees to sign a statement, as a condition of employment with Bidder in relation to performance under this Bid/RFP, agreeing that the employee will abide by the heretofore described background screening requirements, and also agreeing that the employee will notify the Contractor/Employer of any arrest(s) or conviction(s) of any offense enumerated in School Board Policies 6320 and 8475 within 48 hours of its occurrence. Bidder agrees to provide the Board with a list of all of its employees who have completed background screening as required by the above-referenced statutes and who meet the statutory requirements contained therein. Bidder agrees that it has an ongoing duty to maintain and update these lists as new employees are hired and in the event that any previously screened employee fails to meet the statutory standards. Bidder further agrees to notify the Board immediately upon becoming aware that one of its employees who were previously certified as completing the background check and meeting the statutory standards is subsequently arrested or convicted of any disqualifying offense. Failure by Bidder to notify the Board of such arrest or conviction within 48 hours of being put on notice and within 5 business days of the occurrence of qualifying arrest or conviction, shall constitute a material breach of the Agreement entitling the Board to terminate this Agreement immediately with no further responsibility to make payment or perform any other duties under this Agreement.

**XIX. COMPLIANCE WITH SCHOOL CODE**

Bidder agrees to comply with all sections of the Florida K-20 Education Code, Title XLVIII, Florida Statutes as it presently exists, and further as it may be amended from time to time. Further Bidder agrees that failure to comply with the Florida K-20 Education Code shall constitute a material breach of this Agreement and may result in the termination of this Agreement by the Board.

**XX. CHARTER SCHOOLS**

Items or Services awarded under this Agreement shall be made available to Charter Schools approved by the Board. Board is not responsible or liable for purchases that may be made by Charter Schools.

**XXI. CONFLICT OF INTEREST**

Former Miami-Dade County Public Schools employees, classified as Managerial Exempt Personnel, Pay Grade 22 and above, Dade County School Administrators Association, Pay Grade 47 and above, and other

equivalent positions, are prohibited from personally representing another person or entity or acting as an agent or attorney for compensation in connection with any matter in which The School Board of Miami-Dade County, Florida, is interested, for two years after the Board employees' service terminates. This provision is pursuant to School Board Policies 1129, 3129, 4129 and Florida Statute § 112.313(9).

**XXII. PUBLIC RECORDS LAW**

Pursuant to Florida Statute, it is the practice of Board to make available for public inspection 119 and copying any information received in response to an Invitation to Bid or Request for Proposals (RFP). No action on the part of the respondent to a Bid or RFP will create an obligation of confidentiality on the part of the Board, including but not limited to, making a reference in the response to the trade secret statutes. It is recommended that potential suppliers exclude from their response any information that, in their judgment, may be considered a trade secret.

Bidder understands the broad nature of these laws and agrees to comply with Florida's Public Records Laws and laws relating to records retention. The Bidder shall keep and maintain public records required by the School Board to perform the service. The Bidder shall keep records to show its compliance with program requirements. Bidders and subcontractors must make available, upon request of the School Board, a Federal grantor agency, the Comptroller General of the United States, or any of their duly authorized representatives, any books, documents, papers, and records of the Bidder which are directly pertinent to this specific Agreement for the purpose of making audit, examination, excerpts, and transcriptions. Upon request from the School Board's custodian of public records, provide the School Board with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law. Bidder shall ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the Bidder does not transfer the records to the public agency. The Bidder shall retain all records for five (5) years after final payment is made or received and all pending matters are completed pursuant to Title 34, Sections 80.36(b)(1). Upon completion of the contract, transfer, at no cost, to the School Board all public records in possession of the Bidder or keep and maintain public records required by the School Board to perform the service. If the Bidder transfers all public records to the School Board upon completion of the contract, the Bidder shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Bidder keeps and maintains public records upon completion of the contract, the Bidder shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the School Board, upon request from the School Board's custodian of public records, in a format that is compatible with the information technology systems of the School Board.

IF THE BIDDER HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE PROVIDER'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 305-995-1128, prr@dadeschools.net, and 1450 NE 2 Avenue, Miami, Florida 33132.

**XXIII. ASSIGNMENT**

This Agreement may not be assigned nor may any assignment of monies due, or to become due to Bidder, be assigned without the prior written agreement of Board. If Bidder attempts to make such an assignment, such attempt shall constitute a condition of default.

**XXIV. DAVIS-BACON ACT LABOR STANDARDS**

This project may be funded in whole or in part under the provisions of the American Recovery and Reinvestment Act of 2009. Therefore, the Bidder shall comply with all applicable provisions of 40 U.S.C. §276a-§276a-7, the Davis-Bacon Act, as supplemented by the Department of Labor regulations (29 C.F.R., PART 5 "Labor Standards Provisions Applicable to Contracts Governing Federally Financed and Assisted Construction").

**XXV. LOBBYISTS**

A. "Lobbyist" means a person, firm or corporation who is employed and receives payment from, or who contracts for economic consideration with, any principal, person or organization for the purpose of lobbying, or a person who is principally employed for governmental affairs by another person or governmental entity to lobby on behalf of that other person or governmental entity. For purposes of this rule, the term "Lobbyist" specifically includes the principal as well as any agent, officer, or employee of a principal regardless of whether they are employees of the principal whose normal scope of employment does not include lobbying activities.

B. One who is not an employee of a principal is a "lobbyist" if s/he is retained as an independent contractor or otherwise for payment or economic consideration by a person or governmental entity to lobby an agency on behalf of that person or governmental entity.

If a corporation, partnership, firm, or other business organization is retained for payment or economic consideration to lobby on behalf of another person or governmental entity, only the members, partners, associates, or employees of the entity who personally lobby on behalf of that person or governmental entity are "lobbyists."

C. The terms "payment" or "economic consideration" do not include receiving only reimbursement for actual travel, lodging, and meal expenses.

D. "Lobbying" means any oral or written communication, direct or indirect, with the Board, members of the Board, Board Committees, Board administrative assistants, Board Attorneys, or members of the District administrative staff, including site administrators and instructional staff for the purpose of doing business with the School District, the Board and/or schools, influencing any official action, non-action, or decision or attempting to obtain the good will of a Board member or employee of the School District.

#### XXVI. LOCAL-AND STATE VENDOR PREFERENCE

A. The School Board of Miami-Dade County, Florida adopted School Board Policy 6320.05 which gives local preference to businesses located in Miami-Dade County, Florida when evaluating the lowest responsible, responsive bid or submittal for the purchase of goods and services, professional and construction-related services, in excess of \$50,000 dollars or the current formal bidding threshold set by statute.

B. Bidders claiming local vendor preference for any bid or submittal must submit an Affidavit of Eligibility for Local Preference and a copy of its business license with their bid, quote, proposal, reply or response. Bids which fail to include the approved affidavit at the time of bid submittal will not be considered for local vendor preference. The preference status does not apply to goods or services exempted by statute, Federal laws, or procurements with funding source restrictions. Exemptions by statute are listed in Board Policy 6320.

#### XXVII. DISCLOSURE OF CONFLICT OF INTEREST (AFFILIATION DISTRICT COMMITTEES, TASK FORCE, ASSOCIATIONS)

The School Board of Miami-Dade County, Florida approved item H-13 at the July 2013 School Board meeting. This item will ensure that current procurement processes establish a procedure aimed at requiring offices/director of contracted vendors to make full disclosure of their relationship with any Board committees, task force, or associations. The Bidder Qualification Form will now include the clause titled "Disclosure of Conflict of Interest.

Board policies may be accessed at:  
<http://www.dadeschools.net/schoolboard/rules/>

#### XXVIII. UNDERWRITERS' LABORATORIES

Unless otherwise stipulated in the bid, all manufactured items and fabricated assemblies shall be UL listed where such has been established by UL for the item(s) offered and furnished. In lieu of the UL listing, Bidder may substitute a listing by an independent testing **laboratory recognized**

**by OSHA under the Nationally Recognized Testing Laboratories (NRTL) Recognition Program.**

#### XXIX. DISPUTES

In case of any doubt or difference of opinion as to the items to be furnished hereunder, the decision of the Board shall be final and binding on both parties.

#### XXX. PATENTS & ROYALTIES

The Awarded Bidder, without exception, shall indemnify and save harmless The School Board of Miami-Dade County, Florida and its employees from liability of any nature or kind, including cost and expenses for any copyrighted, patented, or unpatented invention, process, or article manufactured or used in the performance of the Agreement, including its use by The School Board of Miami-Dade patent, or copyright, it is mutually understood and agreed without exception that the bid prices shall include all royalties or cost arising from the use of such design, device or materials in any way involved in the work.

All books, manuals, films or other materials suitable for copyright or patent, regardless of means of transmission, produced as a result of the work or services performed under or in connection with this Agreement, are hereby reserved as the exclusive property of and sole ownership by The School Board of Miami-Dade County, Florida, unless and to the extent that the parties agree otherwise, as evidenced in writing and included as a part of this Agreement. Bidder shall defend, indemnify and hold the School Board and its successors and assigns harmless from and against all third-party claims, suits and proceedings and any and all damages, liabilities, costs and expenses (including reasonable attorneys' fees and court costs) incurred as a result of (i) infringement by Bidder of any third-party patent, copyright or trademark or (ii) misappropriation by Bidder of any third-party trade secret in connection with any of the foregoing. Bidder will indemnify and hold harmless the School Board from liability of any nature or kind, including costs and expenses for or on account of any copyrighted, service marked, trademarked, patented or unpatented invention, process, article or work manufactured or used in the performance of the Agreement, including its use by the School Board. If Bidder uses any design, device, materials or works covered by letters, service mark, trademark, patent, copyright or any other intellectual property right, it is mutually agreed and understood without exception that the proposal prices will include all royalties or costs arising from the use of such design, device or materials in any way involved in the work. In addition, Bidders awarded contracts involving Federal Funds are subject Rights to Invention as set forth in 37 CFR 401.

#### XXXI. OSHA

The Awarded Bidder warrants that the product supplied to The School Board of Miami-Dade County, Florida shall conform in all respects to the standards set forth in the Occupational Safety and Health Act of 1970, as amended, and the failure to comply with this condition will be considered as a breach of contract.

#### XXXII. QUALITY

All materials used for the manufacture or construction of any supplies, materials or equipment covered by this bid shall be new unless otherwise specified. The items bid must be new, the latest model, of the best quality and highest workmanship.

#### XXXIII. FACILITIES

Board reserves the right to inspect the Awarded Bidder's facilities at any time with prior notice", Board may use the information obtained from this in determining whether a Bidder is a responsible Bidder.

#### XXXIV. ASBESTOS AND FORMALDEHYDE STATEMENT

All building materials, pressed boards, and furniture supplied to Board shall be 100% asbestos free. It is desirable that all building materials, pressed boards and furniture supplied to the School Board also be 100% formaldehyde free. Bidder, by virtue of bidding, certifies by signing bid that, if awarded this bid, only building materials, pressed boards, and/or furniture that is 100% asbestos free will be supplied.

XXXV. EXTENSION

In addition to any extension options contained herein, Board is granted the right to extend any award resulting from this bid. The extension period shall not be in excess of 90 days from (a) the termination date of an Agreement entered into as a result of this bid or (b) the termination date under any applicable period of extension under an Agreement entered into as a result of this bid. Such extension shall be upon the same price, terms and conditions as existing at the time of Board's exercise of this extension right.

XXXVI. OMISSION FROM THE SPECIFICATIONS

The apparent silence of this specification and any Addendum regarding any details or the omission from the specification of a detailed description concerning any point shall be regarded as meaning that only the best available units shall be provided and the best commercial practices are to prevail, and that only materials and workmanship of first quality are to be used. All interpretations of this specification shall be made upon the basis of this agreement.

XXXVII. PURCHASE AGREEMENT

This bid, and the corresponding Purchase Orders, will constitute the complete agreement. Board will not accept proposed terms and conditions that are different than those contained in this Invitation to Bid, including pre-printed text contained on catalogs, price lists, other descriptive information submitted or any other materials. By virtue of submitting a bid, vendor agrees to not submit to any Board employee, for signature, any document that contains terms and conditions that are different than those contained herein and that in the event any document containing any term or condition that differs from those contained herein is executed, said document shall not be binding on Board.

XXXVIII. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY OR VOLUNTARY EXCLUSION; Lower Tier Covered Transactions

Executive Order 12549, as currently enacted or as amended from time to time, provides that, to the extent permitted by law, Executive departments and agencies shall participate in a government-wide system for non-procurement debarment and suspension. A person who is debarred or suspended shall be excluded from Federal financial and non-financial assistance and benefits under Federal programs and activities. Except as provided in 85.200, Debarment or Suspension, 85.201, Treatment of Title IVHEA participation, and 85.215, Exception Provision, debarment or suspension of a participant in a program by one agency shall have government-wide effect. A lower tier covered transaction is, in part, any transaction between a participant [Board] and a person other than a procurement contract for goods or service, regardless of type, under a primary covered transaction; and any procurement contract for goods or services between a participant and a person, regardless of type, expected to equal or exceed the Federal procurement small purchase threshold fixed at 10 U.S.C.23049g) and 41 U.S.C.253(g) (currently \$100,000) under a primary covered transaction; or any procurement contract for goods or services between a participant and a person under a covered transaction, regardless of amount, under which that person will have a critical influence on or substantive control over that covered transaction. (The Board) may rely upon the certification of a prospective participant in a tier covered transaction that it and its principals are not debarred, suspended, for debarment under 48 CFR part 9, subpart 9.4, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. The Board shall require participants in lower tier covered transactions, to include the certification for it and its principals in any bid submitted in connection with such lower tier covered transactions.

CERTIFICATION

- a) The prospective lower tier participant certifies, by submission of this bid, that neither it nor its principals is presently debarred, Suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

- b) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this bid.

XXXIX. SEVERABILITY

In case of any one or more of the provisions contained in this Bid shall be for any reason be held to be invalid; illegal, unlawful, unenforceable or void in any respect; the invalidity, illegality, unenforceability or unlawful or void nature of that provision shall not affect any other provision of this Bid shall be considered as if such invalid, unlawful, unenforceable or valid provision had herein.

XL. DISTRIBUTION

. It is the responsibility of all interested parties to assure they have received all necessary documents, including Addenda and have included all necessary information within their response. Board is not responsible for Bidder's failure to obtain complete bidding documents. Board reserves the right to reject any bid as non-responsive for failure to include all necessary documents or required Addenda. For information regarding the above referenced solicitation, contact the designated Purchasing Agent as stated herein.

XLI. CONFIDENTIAL RECORDS

Notwithstanding any provision to the contrary within this Agreement, any party contracting with Board under this Agreement shall fully comply with the requirements of Sections 1002.22 and 1002.221, Florida Statutes; Family Educational Rights and Privacy Act (FERPA), and any other state or federal law or regulation regarding the confidentiality of student information and records. Each such party agrees, for itself, its officers, employees, agents, representatives, contractors or subcontractors, to fully indemnify and hold harmless Board and its officers and employees for any violation of this section, including, without limitation, defending Board and its officers and employees against any complaint, administrative or judicial proceeding, payment of any penalty imposed upon Board, or payment of any and all costs, damages, judgments or losses incurred by or imposed upon Board arising out of a breach of this covenant by the party, or an officer, employee, agent, representative, contractor, or sub-contractor of the party to the extent that the party or an officer, employee, agent, representative, contractor, or sub-contractor of the party shall either intentionally or negligently violate the provisions of this section or of Sections 1002.22 and/or 1002.221, Florida Statutes.

Awarded Bidder agrees that it may create, receive from or on behalf of Board, or have access to, records or record systems that are subject to FERPA and/or HIPAA (collectively, the "Confidential Records"). Awarded Bidder represents, warrants, and agrees that it shall: (1) hold the Confidential Records in strict confidence and shall not use or disclose the Confidential Records except as (a) permitted or required by this Agreement, (b) required by law, or (c) otherwise authorized by the Board in writing; (2) safeguard the Confidential Records according to commercially reasonable administrative, physical and technical standards as required by law; and (3) continually monitor its operations and take any and all action necessary to assure that the Confidential Records are safeguarded in accordance with the terms of this Agreement. At the request of the Board, Awarded Bidder agrees to provide Board with a written summary of the procedures Awarded Bidder uses to safeguard the Confidential Records. A breach of these confidentiality requirements shall constitute grounds for the Board to terminate any Agreement with Awarded Bidder.

All confidential records must remain within the continental United States.

XLII. PROPRIETARY INFORMATION

Pursuant to Chapter 119, Florida Statutes, bids received as a result of this ITB shall not become public record until thirty (30) days after the date of opening or until posting of the recommendation for award, whichever occurs first. Thereafter, all bid documents or other materials submitted by all Bidders in response to this ITB shall be open for inspection by any person and in accordance with Chapter 119, Florida Statutes. To the extent a Bidder asserts any portion of its bid is confidential and exempt, long with specific citations of the Florida Statutes establishing the confidentiality or exemption. Failure to identify the portions of the bid

claimed to be exempt or the specific statutory authority establishing the exemption shall be deemed a waiver by the Bidder that any unidentified portion of the bid is confidential or exempt from disclosure under Chapter 119, Florida Statutes.

**XLIII.** Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as amended-Contracts and subgrants of amounts in excess of \$150,000 Bidder agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q), pursuant to the Clean Water Act (33 U.S.C. 1368), Executive Order 11738, Environmental Protection Agency regulations (40 CFR part 15) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387).

**XLIV.** For all Bids for the purchase of food for Child Nutrition the following Buy American clause is applicable:

- a) Federal regulations require that all foods purchased for Child Nutrition Program be of domestic origin to the maximum extent practicable. While rare, two (2) exceptions may exist when the product is not produced or manufactured in the US in sufficient, reasonable and available quantities of a satisfactory quality, such as bananas and pineapple or competitive proposals reveal the cost of a domestic product is significantly higher than a non-domestic product.
- b) All products that are normally purchased by Bidder as non-domestic and proposed as part of this ITB must be identified with the country of origin. Bidder shall outline their procedures to notify the School Board when products are purchased as non-domestic.
- c) Any substitution of a non-domestic product for a domestic product (which was originally a part of the bid), must be approved, in writing, by the School Board, prior to the delivery of the product.
- d) Any non-domestic product delivered to the School Board, without the prior, written approval of the School Board, will be rejected.

**XLV.** Debarment and Suspension (Executive Orders 12549 and 12689) – A contract award (see 2 CFR 180.220) must not be made to parties listed on the governmentwide Excluded Parties List System in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR Part 1986 Comp., p. 189) and 12689 (3 CFR Part 1989 Comp., p. 235) "Debarment and Suspension." The Excluded Parties List System in SAM contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

**XLVI.** Byrd Anti-Lobbying Amendment (31 U.S.C. 1352) Board for an award greater than 100,000 must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. § 1352.

**XLVII. LICENSES, CERTIFICATIONS AND REGISTRATIONS**

Bidder must have all Licenses, Certifications and Registrations required when performing the services as described herein, in order for Bid to be considered a responsive and responsible Bid. Licenses, Certifications and Registrations required for this Bid shall be as required by Chapter 489, Florida Statutes, as currently enacted or as amended from time to time; by the State Requirements for Educational Facilities (SREF), latest version; and by Miami-Dade County, Florida. Bidder must submit a copy of all its current Licenses, Certifications and Registrations required as described herein, either with its Bid or within five working days of notification.

An Awarded Bidder who has any License, Certification or Registration either suspended, revoked or expired after the date of the Bid Opening, shall provide notice to the Chief Procurement Officer of Procurement Management Services within five working days of such suspension, revocation or expiration. However, such suspension, revocation or

expiration after the date of the Bid Opening shall not relieve the Awarded Bidder of its responsibilities under this ITB.

**XLVIII. EXPENDITURE**

No guarantee is given or implied as to any sums payable or the quantity or scope of any award under this ITB. Board is not obligated to place any order for goods/services as a result of this award. Order placement shall be based upon the needs and best interest of Board.

**XLIX. POTENTIAL INTERNSHIP OPPORTUNITIES FOR M-DCPS STUDENTS WITH AWARDED VENDORS**

The District has several initiatives to prepare and increase student participation in appropriate internship opportunities. The District's Office of Community Engagement facilitates the student internship program where organizations may participate as Business Mentors. For more information about how to be an internship provider, please visit <http://www.engagemiamidade.net/#/community-internships/c7pc> or email us at [internships@dadeschools.net](mailto:internships@dadeschools.net). As an awarded vendor, District staff may contact your organization regarding current and upcoming Business Mentor opportunities for M-DCPS students and seek your organization's participation, if eligible.

**L. COMPLIANCE WITH SCHOOL BOARD POLICIES**

Bidder agrees to comply with the following School Board Policies: 6465 Commercial Anti-Discrimination, Diversity, and Inclusion; 6460 Business Code of Ethics; 6325 Code of Silence; 6320 Purchasing; 6320.01 Outside Vendors Selling; 620.02 Minority/Women Business Enterprise Certification Procedures, and agree to comply with all applicable School Board contracting and procurement policies and procedures.

**LI. INDEMNIFICATION**

To the fullest extent permitted by law, the Awarded Bidder shall indemnify and hold harmless the Board, and its employees ("Indemnitees") from and against all claims, liabilities, damages, losses, and costs including, but not limited to, reasonable costs and attorneys' fees at the pre-trial, trial and appellate levels, arising out of, resulting from or incidental to the Awarded Bidder's performance under this Agreement or to the extent caused by negligence, recklessness, or intentional wrongful conduct of the Awarded Bidder or other persons employed or utilized by the Awarded Bidder in the performance of this Agreement. The remedy provided to the Indemnitees by this indemnification shall be in addition to and not in lieu of any other remedy available under this Agreement or otherwise. This indemnification obligation shall not be diminished or limited in any way to any insurance maintained pursuant to this Agreement otherwise available to the Awarded Bidder. The provisions of this Section are intended to require the Awarded Bidder to furnish the greatest amount of indemnification allowed under Florida law. To the extent any indemnification requirement contained in this Agreement is deemed to be in violation of any law, that provision shall be deemed modified so that the Awarded Bidder shall be required to furnish the greatest level of indemnification to the Indemnitees as was intended by the parties hereto.

**DUTY TO DEFEND:** The Awarded Bidder agrees, at its own expense, and upon written request by the Board, to defend any suit, action or demand brought against the Board on any claim or demand arising out of, resulting from or incidental to the Awarded Bidder's performance under this Agreement.

**LII. ADA COMPLIANCE**

Awarded Bidder agrees and warrants that its services and/or products comply with the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973, along with the its implementing regulations, to ensure that individuals with disabilities have an equal opportunity to participate in the School Board's programs and activities. Awarded Bidder agrees to promptly respond and resolve any complaints regarding the accessibility of its services and/or products. Awarded Bidder further agrees to defend, hold harmless and indemnify the School Board, including reasonable attorneys' fees, for any claims or actions arising out of the Awarded Bidder's failure to comply with this requirement.

## SECTION 5 - SPECIAL CONDITIONS

### 5.1 GENERAL INFORMATION

The purpose of this Invitation to Bid is to establish a contract at firm unit prices, for Auction Services. The District is seeking the services of a qualified auctioneer firm, who will, schedule public auctions (either Live or On-Line as directed) offer for sale to the highest bidder (with the option for the District to set a reserve price) surplus property and equipment that, by way of example, but without limitation, may include: motor vehicles, motor vehicle and equipment parts, machinery, heavy equipment, miscellaneous/other equipment and certain personal property owned by the District in accordance with the terms, conditions, and specifications contained in this solicitation.

The term of the resulting agreement shall be for a period of three (3) years with two (2) successive options to renew of one-year each, all at the discretion of the District. Options to renew will be evidenced in writing as a contract amendment to the resulting agreement, negotiated, executed and signed by the District prior to the expiration date of the resulting agreement or any valid extension thereof.

### 5.2 METHOD OF AWARD

The Procurement staff assigned to this ITB will evaluate all responsive and responsible bids. The contract may be awarded to a Primary Vendor, based on lowest cost, submission of all required documentation, and compliance with the conditions stated herein. Additionally, a second bidder may be recommended as an Alternate Vendor. In the event of a Default or significant delivery delays by the Primary Vendor, the entire Contract may be assigned or transferred to the Alternate Vendor, all at the discretion of the District. The District reserves the right to award only a portion of the requirements and/or award separate or multiple contracts for the elements covered by this ITB in any combination it may deem appropriate.

The recommendation for award, for a Primary and Alternate vendor, will be submitted through Procurement staff to the School Board. The award decision will be made by the School Board, whose decision shall be final.

The agreement between the successful bidder(s) and the Board will be non-exclusive. Procurement staff may apply scoring incentives for registered SBE/MBE/VBE bidders, at the recommendation of the Goal Setting Committee, and/or vendors claiming local preference, in accordance with School Board Policy 6320.05. The Goal Setting Committee did not assign an SBE/MBE preference for this ITB.

### 5.3 BID SUBMISSION

The entire bid packet must be submitted either: (1) electronically via the e-bidding platforms Periscope S2G (previously known as BidSync) or DemandStar, or (2) an unbound original bid in a main sealed envelope or container (box), **along with an electronic submittal via Periscope S2G or DemandStar**. All bids must be submitted on 8 1/2" X 11" paper, neatly typed, with normal margins and spacing.

**Bids must be received by the deadline for receipt of proposals specified in this ITB Timetable (Section 3).**

For more information on how to submit an electronic bid via Periscope S2G or DemandStar, please refer to the instructions set forth in **Attachment 17**.

If submitting an unbound original bid, bids must be submitted in the following format:

- **One (1) unbound original proposal with all attachments and original signatures.**
- **One (1) electronic version via the e-bidding platforms Periscope S2G or DemandStar.**

The unbound original bid must be submitted in a sealed envelope or container clearly labeled on the outside with the Bidder's name, address, telephone number, the bid number, bid title, and bid Due Date to:

Miami-Dade County Public Schools  
 School Board Administration Building  
 Procurement Management Services  
 Attn: Vanessa Flores, CPSM, Director  
 1450 N.E. 2nd Avenue, Suite 650  
 Miami, FL 33132

Hand-carried bids may be delivered to the above address ONLY between the hours of 8:00 a.m. and 1:00 p.m., Mondays through Fridays. However, please note that bids are due on the date and at the time indicated in Section 3. Additionally, M-DCPS is closed on holidays observed by the District. Bids are responsible for informing any commercial delivery service, if used, of all delivery requirements and for ensuring that the required address information appears on the outer wrapper or envelope used by such service. Bid response submission to the Procurement Management Services on or before the stated time and date will be solely and strictly the Bidder's responsibility. M-DCPS will not in any way be responsible for delays caused by the United States mail delivery system or by any other occurrence.

Bids must be signed by an authorized officer of the Proposer who is legally authorized to enter into a contractual relationship in the name of the Proposer. The submittal of a bid by a Bidder will be considered by the District as constituting an offer by the Bidder to perform the required services at the stated prices.

#### **5.4 INSURANCE REQUIREMENTS**

Bidders shall be required to provide, at the time of submittal of their bid, evidence of insurance coverages and limits meeting, at a minimum, the following requirements:

##### **A. Workers' Compensation/Employer's Liability Insurance**

Such insurance shall be no more restrictive than that provided by the Standard Workers' Compensation Policy, as filed for use in Florida by the National Board on Compensation Insurance, without restrictive endorsements. The minimum amount of coverage (inclusive of any amount provided by an umbrella or excess policy) shall be:

Part One: "Statutory"

Part Two:       \$100,000 Each Accident  
                   \$500,000 Disease - Policy Limit  
                   \$100,000 Disease - Each Employee

##### **B. General Liability Insurance**

Such insurance shall be no more restrictive than that provided by the most recent version of standard Commercial General Liability Form (ISO Form CG 00 01) without any restrictive endorsements.

The minimum limits (inclusive of amounts provided by an umbrella or excess policy) shall be:

    \$ 1,000,000 General Aggregate  
     \$ 1,000,000 Products/Completed Operations Aggregate  
     \$ 1,000,000 Personal and Advertising Injury  
     \$ 1,000,000 Each Occurrence

##### **C. Automobile Liability Insurance**

Such insurance shall be no more restrictive than that provided by Section II (Liability Coverage) of the most recent version of standard Business Auto Policy (ISO Form CA 00 01) without any restrictive endorsements, including coverage for liability contractually assumed, and shall cover all owned, non-owned, and hired autos used in connection with the performance of the Contract. The minimum limits (inclusive of any amounts provided by an umbrella or excess policy) shall be \$ 1,000,000

Each Occurrence - Bodily Injury and Property Damage Combined

**Professional Liability:** If the contract requires professional services, the bidder shall provide evidence of the following professional liability coverage. Such insurance shall be on a form acceptable to the Board and shall cover bidder or those sources of liability arising out of the rendering or failure to render professional services in the performance of the services required in the contract including any hold harmless and/or indemnification agreement. Coverage must either be on an occurrence basis; or, if on a claims-made basis, the coverage must respond to all claims reported within three years following the period for which coverage



is required and which would have been covered had the coverage been on an occurrence basis. The minimum limits (inclusive of any amounts provided by an umbrella or excess policy) shall be \$ 1,000,000 Each Claim/Annual Aggregate

**Cyber Liability Insurance:** If the contract requires the transfer of electronic records containing personal identifiable information of student or employee records between the bidder and the Board, the bidder shall provide evidence of the following insurance. Bidder shall maintain Cyber Liability insurance with limits of not less than \$1,000,000 for each wrongful act, and Liability for security or privacy breaches, including loss or unauthorized access to the Board's data; Costs associated with a privacy breach, including consumer notification, customer support/crises management, and costs of providing credit monitoring services; Expenses related to regulatory compliance, government investigations, fines, fees assessments and penalties; Costs of restoring, updating or replacing data; Privacy liability losses connected to network security, privacy, and media liability "Insured versus insured" exclusion prohibited. The insurance provided by the bidder shall apply on a primary basis. Any insurance, or self-insurance, maintained by the Board shall be excess of, and shall not contribute with, the insurance provided by the bidder.

Failure to submit evidence of insurance, as outlined above, may cause the bidder to be considered non-responsive and ineligible for award.

In addition, upon award, the successful bidder shall provide a fully completed certificate of insurance signed by an authorized representative of the insurer providing the insurance coverages set forth hereinabove, and naming "The School Board of Miami-Dade County, Florida and its members, officers and employees" as an additional insured and certificate holder. Failure by the successful bidder to provide a fully completed certificate of insurance providing the insurance coverages outlined above, or to maintain such insurance coverages throughout the contractual period, including any extension periods, may cause the bidder to be in default, which may result in the termination of the award.

Neither approval nor failure to approve the insurance furnished by the bidder shall relieve the bidder of the bidder's full responsibility to provide insurance as required herein.

The insurance provided by the bidder shall apply on a primary basis. Any insurance, or self- insurance, maintained by the Board shall be in excess of, and shall not contribute with, the insurance provided by the bidder.

Compliance with these insurance requirements shall not limit the liability of the bidder. Any remedy provided to the Board by the insurance provided by the Board shall be in addition to and not in lieu of any other remedy (including, but not limited to, as an indemnitee of the bidder) available to the Board under this contract or otherwise.

The bidder shall be responsible for assuring that the insurance remains in full force and effect for the duration of the contractual period, including any and all extension periods that may be granted to the bidder. The certificate of insurance shall contain the provision that the School Board be given no less than (30) days written notice of cancellation. If the insurance is scheduled to expire during the contractual period, the bidder shall be responsible for submitting new or renewed certificates of insurance to the School Board at a minimum of fifteen (15) calendar days in advance of such expiration.

Unless otherwise notified, the certificate of insurance shall be delivered to:

Miami-Dade County Public Schools  
Office of Risk and Benefits Management  
1501 N.E. 2nd Avenue, Suite 335  
Miami, Florida 33132

The above insurance requirements may only be amended or waived via written approval of the Office of Risk and Benefits Management.

## **5.5 SMALL/MICRO, MINORITY/WOMEN-OWNED, AND VETERAN BUSINESS ENTERPRISE PROGRAMS**

The School Board of Miami-Dade County, Florida, has a strong commitment to small/micro, minority/women and veteran participation, as part of all District contracting. The School Board has active Small/Micro, Minority/Women and Veteran Certification Programs to increase contracting opportunities for local businesses. Pursuant to School Board Policy 6320.02, the Goal Setting Committee may apply scoring incentives and/or other affirmative procurement initiatives for firms. The application may be accessed through the following link: <https://miamidadeschools.diversitycompliance.com/?TN=miamidadeschools>

All small/micro, minority/women and veteran certifications must be completed online using the following link: <http://oeo.dadeschools.net/certification.asp> Furthermore, vendors certified as a small/micro, minority/women and veteran with any entity or agency other than The School Board of Miami-Dade County, Florida, should contact the Office Of Economic Opportunity (OEO). Proposers with certifications from other entities or agencies must contact the OEO for additional information on the M-DCPS shortened interlocal certification agreement. A current list of certified small, micro, veteran and minority/women firms can be found online at: <https://miamidadeschools.diversitycompliance.com/?TN=miamidadeschools>.

All vendors must comply with Board Policy 6320.02 and the procedures described in the OEO Administrative Procedures Manual in effect at the time the vendors enter into an agreement with the Board. All vendors will be required to submit a monthly report via the Online Diversity Compliance System for compliance with Small/Micro, Minority/Women and/or Veteran subcontractors utilized and/or any affirmative procurement initiatives. All vendors will be required to submit monthly compliance reports online at: <http://miamidadeschools.diversitycompliance.com>. Please contact the Office of Economic Opportunity at 305 995-1307 or via email at [OEO@dadeschools.net](mailto:OEO@dadeschools.net) for additional information on getting certified as a Small/Micro, Minority/Women and/or Veteran firm.

## **5.6 REQUIRED SUBCONTRACTOR INFORMATION TO BE SUBMITTED BY THE BIDDER**

Please indicate in your bid response the proposed percentage or dollar amount of the work to be assigned to the certified subcontractor, along with the scope of work the subcontractor will provide related to this solicitation. Bidder(s) are required to provide notification of certified subcontractor substitution within five (5) business days of any change. Please note that the substitution of subcontractor must have prior approval by the Office of Economic Opportunity. All substitution requests should be submitted on the Substitution Form.

## SECTION 6 – SCOPE OF WORK

### 6.1 BACKGROUND

M-DCPS periodically holds scheduled auctions of surplus cars, buses, computers, furniture, and other equipment. Public participation in these open auctions is invited and encouraged. Items to be auctioned are identified by District Administrators who have determined that certain tangible personal property are no longer serviceable or usable, pursuant to School Board Policy 7310 – Disposition of Surplus Property, based upon the following criteria:

1. repair parts for the equipment no longer readily available;
2. repair records indicate equipment has no usable life remaining;
3. obsolete and/or no longer contributing to the educational program;
4. some potential for sale at a District auction; and
5. creates a safety or environmental hazard.

Once property has been determined to meet the above criteria and enough property is amassed to merit an auction, District staff will coordinate an auction event, 4 times a year at a minimum. The awarded bidder(s) will work with District staff to facilitate all scheduled auction events.

**The agreement between the successful proposer(s) and the Board will be nonexclusive.**

### 6.2 SCOPE OF SERVICES

As mentioned above, M-DCPS holds auctions for various items throughout the fiscal year with an average gross receipt of approximately \$200,000 annually. **M-DCPS, however, does not guarantee the bidder(s) any minimum number of auctions to be held.**

The intent of this ITB is to obtain the services of a professional On-Line / Virtual auctioneering firm to provide internet auction services. **Bidders may submit a bid response only for internet auction services. M-DCPS is seeking potential bidders who have an extensive and up to date participant list and also promotes its auctions extensively. Bidder must provide the quantity of local registered bidders they have.**

### 6.3 BIDDER REQUIREMENTS

Bidder shall complete auctions of property in accordance with the following requirements:

1. Sale will be open to the general public and there will be a reasonable refundable registration fee to participate as a potential buyer, as discussed further below;
2. Auctions shall be advertised in the newspaper of general circulation or the equivalent online marketing tool, in the District's local area at least ten (10) days prior to the auction date. Cost of this advertising is assumed by the awarded bidder;
3. Bidders **MUST** provide a sample advertisement (newspaper or flyer) in response to this Bid. Advertisements placed in the printed media shall be no less than 2" X 3" in size and should include all information necessary to maximize attendance at all auctions;
4. The bidder shall be required to advertise any auction on the bidder's internet website, a minimum of 10 to 15 days prior to the auction date at the Contractor's expense;
5. Contractor shall provide all necessary labor to register bidders; and
6. It is anticipated that the net proceeds, deducting the auctioneer's premium, due the District will be paid within ten (10) working days after the auction is completed. Procurement Management staff will

provide the District address and contact information for the all auction proceeds submittals to the awarded bidder(s).

#### 6.4 COMPENSATION

All Bidders will be paid a buyer premium, based on a percentage of the total auction proceeds collected for all items sold. **No additional fees to the awarded bidder(s) will be allowed.**

#### 6.5 LABOR, EQUIPMENT AND SERVICES TO BE PROVIDED BY THE AWARDED BIDDER(S)

The awarded Bidder(s) shall provide sufficient and complete staff of experienced, licensed auctioneers, registration and administrative personnel to:

1. Enter buyer's data and auction sales as they occur;
2. Lot equipment; and
3. Secure sale items during auction and throughout checkout process.

Awarded Bidder(s) shall utilize a computer system to:

1. Promptly and accurately record the activities of the auction;
2. Auction Software shall save each transaction as it is entered; and

In addition, awarded bidder(s) shall provide computer generated reports which shall include the following:

1. Entry of each lot with lot number and description (with pictures);
2. Entry of each registered buyer containing name, address, telephone number and dealer/tax status;
3. Entry of each lot sold including lot number and price;
4. Produce and print a buyer's invoice (Bill of Sale), name, address, telephone number, lot numbers purchased with description and selling price. Tax due (if applicable) and invoice total;
5. List of buyers registered;
6. List of active buyers only;
7. Lots sold; and
8. Overall summary, including sales tax.

Awarded Bidders shall retain records via a computer file(s) of all of the entries of the sale on secure electronic media for the term of the contract, and five (5) years after termination of contract.

Awarded Bidders shall be responsible for coordination of all auction activities including:

1. Offer suggestions, on a timely basis, for maximizing sale value of items;
2. Auctioneer or project manager shall attend at a minimum, one Auction meeting quarterly with District Staff;
3. District staff will provide the awarded bidder an inventory list(s). The District reserves the right to add/delete items from the list up to the day of the auction;
4. Awarded bidder shall tag all items for sale the day before the auction; and
5. Awarded Bidder shall handle any disputes that arise during the auction and shall ask for the assistance of the District staff, including Procurement Management Staff if required for resolution.

The awarded bidder shall be responsible for providing sufficient staff for the protection of property received by the bidder (during the auction and checkout process) as well as for the protection of its firm's equipment, supplies, materials and work, against any damage resulting from the elements (such as flooding, rainstorms, wind damage, or other natural disasters) or vandalism.

## 6.6 DISTRICT REQUIREMENTS

During the term of this contract, District staff shall provide to the awarded bidder the following:

1. Submit to bidder a list of property. It is understood that minor changes in said list may be submitted to awarded bidder at any time prior to one (1) week in advance of the auction;
2. Maintain any records considered necessary by the District, other than those provided by the awarded bidder, such as the buyer registration form;
3. District staff shall provide the Certificate(s) of Ownership and all other documents necessary to effect transfer of title for motor vehicles and/or vehicle equipment. Bidder will make sure transfer of title is made. Vehicles may not be offered at auction unless the Certificate of Ownership and all other documents necessary to do a transfer of title for motor vehicles and/or vehicle equipment are submitted at least five (5) days prior to sale; and
4. District staff will be present to assist and monitor all auction activities.

## 6.7 INTERNET AUCTION

All auctions will be online auctions only. As mentioned previously, the potential bidder may include in their bid response their methodology (if any) for auctioning through the use of the Internet. The bid response shall include the following:

1. Years of experience with Internet auctioning Site references;
2. Method of contacting buyers (buyer database);
3. Information available to potential buyers (data, photos, etc.);
4. Method of collection of data and photo of sale items;
5. Method of auctioning (set minimums, deadline date and time, modified deadlines, etc.);
6. Description of internet site structure (dedicated page, shared, as well as security protocols);
7. Location of sale items (District location(s) or bidder's, pickup method, etc.); and
8. Method of payment for sale items (directly to District or to awarded bidder for payment to District within ten (10) days of the completion of the auction).

6.8 EXAMPLES

Bidder shall provide example(s) and final sale price of past sales that most closely resembles the items below.

Vehicle example 1:

2004 BLUE BIRD ALL AMERICAN BUS 72 Passengers



Click Main Image For Fullscreen Mode

|             |                                                                                                                                                                                                                            |
|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lot #       | 138                                                                                                                                                                                                                        |
| Quantity    | 1                                                                                                                                                                                                                          |
| Estimate    |                                                                                                                                                                                                                            |
| Description | Unit 34046PC# 989418<br>Year 2004<br>Make BLUE BIRD<br>Model ALL AMERICAN<br>Vin # 1BABKB0A84F214903<br>Engine CAT 3126 / Sounds Good<br>Transmission Auto / Engages<br>Miles 6,877<br>A/C Dual AC. Both blow but not cold |



Kitchen Equipment example 2:

Lot 103 | Hobart Mixer  
H600T



Price Realized:  
4,025.00 USD

Air Conditioners example 3:

Lot 181 | (132) Friedrich  
Wall Air/Heat 35,000 BTU



Price Realized:  
9,150.00 USD

Electronics (computers) example 4:

(14) Assorted Lot of Computer Towers



Click Main Image For Fullscreen Mode

Lot #1116

Quantity1

Estimate

Description(Dell, HP, LenovoThink Center) No Hard Drives!  
Everything is being Sold As-Is & Where Is conditions. All items are used and may have exceeded its life expectancy. Operational conditions are unknown. No returns, No exchanges and No credits towards any other

SECTION 7 - BID SUMMARY EXCEL SPREADSHEET

Bidder **MUST** complete the form included below with the corresponding prices as requested.

Bidders can provide on-site auction services, internet auction services and/or both. Bidders must provide firm fixed pricing for the entire term of the contract. Please note that prices quoted may not include sales tax, as The School Board of Miami Dade County, Florida, is a non-profit organization and as such does not pay sales tax on any materials, equipment, services, etc.

The information contained in this ITB is to be utilized solely for preparing the proposal response to this ITB and does not constitute a commitment by the District to procure any product in any volume.

|      |                                                                                                                                                                                                                                                                                    |                              | Auctioneer Firm Name and Address(es): |                                                                |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------------------|----------------------------------------------------------------|
|      |                                                                                                                                                                                                                                                                                    |                              |                                       |                                                                |
| Item | Description                                                                                                                                                                                                                                                                        | Estimated Quantity           | Unit                                  | Price per Unit                                                 |
| 1    | Provide all necessary labor, material and equipment to conduct <b>online auctions</b> for M-DCPS for the sale of all supplies and/or equipment deemed surplus or obsolete, in accordance with this ITB. To include all expenses associated with the auction including advertising. | Approximately 4 – 7 per year | Each                                  | %_____ (Percentage to be paid in the form of a buyers premium) |

**The Remainder of this page was left intentionally blank.**

## **SECTION 8 - FORMS AND ATTACHMENTS**

Please fill out all attachments. Some attachments must be notarized.

|               |                                                               |
|---------------|---------------------------------------------------------------|
| ATTACHMENT 1  | COVER PAGE                                                    |
| ATTACHMENT 2  | MAILING LABEL                                                 |
| ATTACHMENT 3  | STATEMENT OF "NO BID"                                         |
| ATTACHMENT 4  | ACKNOWLEDGEMENT OF AMENDMENTS                                 |
| ATTACHMENT 5  | CONFLICT OF INTEREST                                          |
| ATTACHMENT 6  | DEBARMENT                                                     |
| ATTACHMENT 7  | INSTRUCTIONS                                                  |
| ATTACHMENT 8  | BIDDER'S PREFERENCE                                           |
| ATTACHMENT 9  | DRUG-FREE WORKPLACE (must be notarized)                       |
| ATTACHMENT 10 | LOCAL BUSINESS AFFIDAVIT OF ELIGIBILITY (must be notarized)   |
| ATTACHMENT 11 | ANTI-COLLUSION STATEMENT                                      |
| ATTACHMENT 12 | BIDDER EXPERIENCE                                             |
| ATTACHMENT 13 | SUBMITTED BID DOCUMENT VERIFICATION FORM                      |
| ATTACHMENT 14 | PROPOSAL SUBMITTAL RECEIPT FORM                               |
| ATTACHMENT 15 | FLORIDA STATUTES ON PUBLIC ENTITY CRIMES                      |
| ATTACHMENT 16 | BID OPENING INSTRUCTIONS                                      |
| ATTACHMENT 17 | REGISTRATION INSTRUCTIONS FOR PERISCOPE S2G AND<br>DEMANDSTAR |

**ATTACHMENT 1 – COVER PAGE****Cover Page for Bid**

|                                                                                                                  |                             |                                 |
|------------------------------------------------------------------------------------------------------------------|-----------------------------|---------------------------------|
| <b>BIDDER'S NAME (Name of firm, entity or organization):</b>                                                     |                             |                                 |
| <b>FEDERAL EMPLOYER IDENTIFICATION NUMBER:</b>                                                                   |                             |                                 |
| <b>NAME AND TITLE OF BIDDER'S CONTACT PERSON:</b>                                                                |                             |                                 |
| Name: _____                                                                                                      |                             | Title: _____                    |
| <b>MAILING ADDRESS:</b>                                                                                          |                             |                                 |
| Street Address: _____                                                                                            |                             |                                 |
| City, State, Zip: _____                                                                                          |                             |                                 |
| <b>TELEPHONE:</b><br>(____) _____                                                                                | <b>FAX:</b><br>(____) _____ | <b>E-MAIL ADDRESS:</b><br>_____ |
| <b>BIDDER'S ORGANIZATIONAL STRUCTURE:</b>                                                                        |                             |                                 |
| ____ Corporation    ____ Partnership    ____ Proprietorship    ____ Joint Venture<br>____ Other (Explain): _____ |                             |                                 |
| <b>IF CORPORATION,</b>                                                                                           |                             |                                 |
| Date Incorporated/Organized: _____                                                                               |                             |                                 |
| State Incorporated/Organized: _____                                                                              |                             |                                 |
| States registered in as foreign corporation: _____                                                               |                             |                                 |
| <b>BIDDER'S SERVICE OR BUSINESS ACTIVITIES OTHER THAN WHAT THIS SOLICITATION REQUESTS FOR:</b>                   |                             |                                 |
| <b>LIST NAMES OF BIDDER'S SUBCONTRACTORS OR SUBCONSULTANTS FOR THIS PROJECT:</b>                                 |                             |                                 |
| <b>BIDDER'S AUTHORIZED SIGNATURE</b>                                                                             |                             |                                 |
| The undersigned hereby certifies that this bid is submitted in response to this solicitation.                    |                             |                                 |
| Signed By: _____                                                                                                 |                             | Date: _____                     |
| Print Name: _____                                                                                                |                             | Title: _____                    |

## ATTACHMENT 2 - MAILING LABEL

Please print the mailing label below and affix to your bid package to ease identification when MDCPS receives your bid. Affix the mailing label below on the outside of your package even if you are utilizing UPS, FedEx or another carrier who prints the address information.



### SEALED PROPOSAL ENCLOSED

(To be opened by the Contact Person noted below)

Bidder's Name:  
Bidder's Address:  
Bidder's Telephone Number:

#### **BID BOX**

Miami-Dade County Public Schools  
Procurement Management Services  
Attn: Vanessa Flores  
1450 NE 2<sup>nd</sup> Ave  
Miami, FL 33132

ITB No.: ITB-20-017-VF  
ITB Title: Auction Services  
Proposal Due Date: Tuesday, May 18, 2021 by 1 p.m. EST

ATTACHMENT 3 - STATEMENT OF “NO BID”

If your company shall not be submitting a bid in response to this Invitation to Bid, please complete this Statement of “No Bid” sheet and return, prior to the Bid Due Date established within, to [vflores@dadeschools.net](mailto:vflores@dadeschools.net) or mail to:

The School Board of Miami-Dade County, Florida  
Procurement Management Services  
1450 NE 2<sup>nd</sup> Avenue, Miami, Florida 33132  
Attn: Vanessa Flores, Director

This information shall help MDCPS in the preparation of future Bids.

Company Name: \_\_\_\_\_

Contact: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Telephone: \_\_\_\_\_ Email: \_\_\_\_\_

|   |                                                                     |
|---|---------------------------------------------------------------------|
| √ | Reasons for “No Bid”:                                               |
|   | Unable to comply with product or service specifications.            |
|   | Unable to comply with scope of work.                                |
|   | Unable to quote on all items in the group.                          |
|   | Insufficient time to respond to the Invitation to Bid.              |
|   | Unable to hold prices firm through the term of the contract period. |
|   | Our schedule would not permit us to perform.                        |
|   | Unable to meet delivery requirements.                               |
|   | Unable to meet bond requirements.                                   |
|   | Unable to meet insurance requirements.                              |
|   | Other (Specify below)                                               |

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature: \_\_\_\_\_



ATTACHMENT 4 - ACKNOWLEDGEMENT OF AMENDMENTS

Instructions: Complete Part I or Part II, whichever is applicable.

**PART I:** Listed below are the dates of issue for each addendum received in connection with this solicitation.  
Please include a signed copy of each addendum.

|                           |      |
|---------------------------|------|
| Addendum #1, Dated _____, | 20__ |
| Addendum #2, Dated _____, | 20__ |
| Addendum #3, Dated _____, | 20__ |
| Addendum #4, Dated _____, | 20__ |
| Addendum #5, Dated _____, | 20__ |
| Addendum #6, Dated _____, | 20__ |
| Addendum #7, Dated _____, | 20__ |
| Addendum #8, Dated _____, | 20__ |

**PART II:**

☐ No Addendum was received in connection with this solicitation.

Authorized Signature: \_\_\_\_\_Date: \_\_\_\_\_

Print Name: \_\_\_\_\_Title: \_\_\_\_\_

Federal Employer Identification Number: \_\_\_\_\_

Firm Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_Fax: \_\_\_\_\_

ATTACHMENT 5 - CONFLICT OF INTEREST

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST AND CONFLICTING EMPLOYMENT OR CONTRACTUAL RELATIONSHIP

MUST BE COMPLETED BY ALL BIDDERS AND SUBMITTED WITH THEIR BID TO BE CONSIDERED FOR AWARD

VENDOR NAME:

In accordance with General Condition 11, each Bidder must disclose in its Bid, the names of any employees who are employed by Bidder who are also an employee of MDCPS. Persons identified below may have obligations and restrictions applicable to them under Chapter 112, Florida Statutes.

| Name of Bidder's Employee | MDCPS Title or Position of Employee | MDCPS Department/School of Bidder's Employee |
|---------------------------|-------------------------------------|----------------------------------------------|
| <hr/>                     | <hr/>                               | <hr/>                                        |
| <hr/>                     | <hr/>                               | <hr/>                                        |
| <hr/>                     | <hr/>                               | <hr/>                                        |
| <hr/>                     | <hr/>                               | <hr/>                                        |

Check one of the following and sign:

- ☐ I hereby affirm that there are no known persons employed by Bidder who are also an employee of MDCPS.
- ☐ I hereby affirm that all known persons who are employed by Bidder who are also an employee of MDCPS have been identified above.

---

Signature

---

Printed Name

ATTACHMENT 6 - DEBARMENT

CERTIFICATION OF DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION  
LOWER TIER TRANSACTIONS

MUST BE COMPLETED BY ALL BIDDERS AND SUBMITTED WITH THEIR BID TO BE CONSIDERED FOR AWARD

This certification is required by the regulations implementing Executive Order 12549, Debarment and Suspension, 45 CFR 1183.35, Participants' responsibilities. The regulations were published as Part VII of the May 26, 1988 Federal Register (pages 19160-19211). Copies of the regulations may be obtained by going to this link: <http://www.gpo.gov/fdsys/granule/CFR-2011-title45-vol3/CFR-2011-title45-vol3-sec1183-35>

(BEFORE COMPLETING CERTIFICATION, READ INSTRUCTIONS ON THE NEXT PAGE)

- (1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.
- (2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

\_\_\_\_\_  
Organization Name

\_\_\_\_\_  
Name(s)

\_\_\_\_\_  
Title(s) of Authorized Representative(s)

\_\_\_\_\_  
Signature(s)

\_\_\_\_\_  
Date

## **ATTACHMENT 7 - INSTRUCTIONS**

### **INSTRUCTIONS FOR CERTIFICATION**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion-Lower Tier Covered Transactions," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-procurement List (Telephone Number).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

## ATTACHMENT 8 - BIDDER'S PREFERENCE

### LEGAL OPINION OF BIDDER'S PREFERENCE

**MUST BE COMPLETED BY ALL BIDDERS AND SUBMITTED WITH THEIR BID TO BE CONSIDERED FOR AWARD**

VENDOR NAME:

**Section 1: Attorney for an Out-of-State Bidder must complete and sign Section 1**

**Section 2: Florida Bidder must complete and sign Section 2 and have it notarized**

**NOTICE:** The State of Florida provides a Bidder's preference for Bidders whose principal place of business is within the State of Florida for the purchase of personal property. The local preference is five (5) percent. Bidders whose principal place of business is outside the State of Florida must have an Attorney, licensed to practice law in the out-of-state jurisdiction, as required by Florida Statute 287.084(2), execute the "Opinion of Out-of-State Bidder's Attorney on Bidding Preferences" form and must submit this form with submitted bid. Such opinion should permit MDCPS's reliance on such attorney's opinion for purposes of complying with Florida Statute 287.084.

Florida Bidders are not required to have an Attorney render an opinion but the Florida Bidder must complete its portion of this form.

Failure to submit and execute this form, with bid, shall result in bid being considered "non-responsive" and bid rejected.

#### **SECTION 1**

#### **LEGAL OPINION ABOUT OUT-OF-STATE BIDDING PREFERENCES**

***(Must Select One)***

\_\_\_\_\_ The Bidder's principal place of business is in the State of \_\_\_\_\_ and it is my legal opinion that the laws of that state **do not grant a preference** in the letting of any or all public contracts to business entities whose principal places of business are in that state.

\_\_\_\_\_ The Bidder's principal place of business is in the State of \_\_\_\_\_ and it is my legal opinion that the laws of that state **grant the following preference(s)** in the letting of any or all public contracts to business entities whose principal places of business are in that state: [Please describe applicable preference(s) and identify applicable state law(s)]:

The undersigned attorney submits the foregoing opinions with the intention that they be relied upon by The School Board of Miami-Dade County, Florida in the letting of public contracts

Signature of out-of-state Bidder's attorney: \_\_\_\_\_

Printed name of out-of-state Bidder's attorney: \_\_\_\_\_

Address out-of-state Bidder's attorney: \_\_\_\_\_

Telephone number out-of-state Bidder's attorney: \_\_\_\_\_

E-Mail address out-of-state Bidder's attorney: \_\_\_\_\_

Attorney's state(s) of bar admission: \_\_\_\_\_

#### **SECTION 2**

#### **LEGAL OPINION ABOUT POLITICAL SUBDIVISION BIDDING PREFERENCES FOR A FLORIDA BIDDER ONLY – FLORIDA BIDDER MUST COMPLETE AND SIGN THIS SECTION AND HAVE IT NOTARIZED ATTORNEY'S OPINION AND SIGNATURE NOT REQUIRED FOR FLORIDA BIDDERS T**

***(Must Select One)***

\_\_\_\_\_ The Bidder's principal place of business is in the political subdivision of Miami-Dade County, Florida.

\_\_\_\_\_ The Bidder's principal place of business is in the political subdivision of \_\_\_\_\_ and it is my legal opinion that the laws of that political subdivision **do not grant a preference** in the letting of any or all public contracts to business entities whose principal places of business are in that political division.

\_\_\_\_\_ The Bidder's principal place of business is in the political subdivision of \_\_\_\_\_ and it is my legal opinion that the laws of that political subdivision **grant the following preference(s)** in the letting of any or all public contracts to business entities whose principal places of business are in that political subdivision: [Please describe applicable preference(s) and identify applicable authority granting the preference(s)]:

STATE OF FLORIDA  
COUNTY OF \_\_\_\_\_

BEFORE ME; the undersigned authority, in and for the State of Florida, personally appeared \_\_\_\_\_ who, after being sworn according to law, stated that he or she was authorized to represent \_\_\_\_\_ and to execute this affidavit on behalf of the said Business Entity and attests, under penalty of perjury, to the above.

|                                  |               |
|----------------------------------|---------------|
| _____<br>SIGNATURE OF AFFIANT    | _____<br>DATE |
| _____<br>PRINTED NAME OF AFFIANT |               |
| _____<br>TITLE                   |               |
| _____<br>COMPANY NAME            |               |

**SWORN AND SUBSCRIBED BEFORE ME**

\_\_\_\_\_  
SIGNATURE OF NOTARY PUBLIC  
THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_  
  
My Commission Expires: \_\_\_\_\_  
NOTARY SEAL



## ATTACHMENT 9 - DRUG-FREE WORKPLACE

**VENDOR NAME:**

SWORN STATEMENT PURSUANT TO SECTION 287.087, FLORIDA STATUTES, AS CURRENTLY ENACTED OR AS AMENDED  
FROM TIME TO TIME, ON PREFERENCE TO BUSINESSES WITH DRUG-FREE WORKPLACE PROGRAMS.

**THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.**

This sworn statement is submitted to The School Board of Miami-Dade County, Florida,

by \_\_\_\_\_  
(Print individual's name and title)

for \_\_\_\_\_  
(Print name of entity submitting sworn statement)

whose business address is \_\_\_\_\_  
\_\_\_\_\_

and (if applicable) its Federal Employer Identification Number (FEIN) is \_\_\_\_\_  
(If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement: \_\_\_\_\_.)

I certify that I have established a drug-free workplace program and have complied with the following:

1. Published a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that shall be taken against employees for violations of such prohibition.
2. Informed employees about the dangers of drug abuse in the workplace, the business' policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3. Given each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).
4. In the statement specified in subsection (1), notified the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee shall abide by the terms of the statement and shall notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five days after such conviction.
5. Shall impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.
6. Am making a good faith effort to continue to maintain a drug free workplace through implementation of this section.

\_\_\_\_\_  
(Signature)

Sworn to and subscribed before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Personally known \_\_\_\_\_ or \_\_\_\_\_

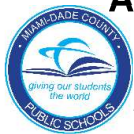
Produced Identification \_\_\_\_\_ Notary Public – State of \_\_\_\_\_

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
(Type of Identification)

Form #4530 3/93

\_\_\_\_\_  
(Printed, typed, or stamped commissioned name of notary public)



# ATTACHMENT 10 - LOCAL BUSINESS AFFIDAVIT OF ELIGIBILITY

## Miami-Dade County Public Schools Local Business Affidavit of Eligibility

*This declaration is executed under penalty of perjury of the laws of the United States and State of Florida.*

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>THIS AFFIDAVIT IS SUBMITTED IN REFERENCE TO THE FOLLOWING SOLICITATION:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                        |
| RFQ/RFP/BID/CONTRACT/PROJECT # (as applicable): _____                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                        |
| <b>BUSINESS NAME:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | _____                                                                                                                                                                                                  |
| <b>CONTACT PERSON:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | _____                                                                                                                                                                                                  |
| <b>LOCAL ADDRESS:</b><br>(Include City State & Zip Code)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | _____                                                                                                                                                                                                  |
| <b>FEIN</b> (Federal Employer Identification Number):                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | _____                                                                                                                                                                                                  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Length of Time at Address Provided: _____                                                                                                                                                              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Length of Time Located within the legal boundaries of Miami-Dade County: _____                                                                                                                         |
| <b>BUSINESS STRUCTURE:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <input type="checkbox"/> Corporation <input type="checkbox"/> LLC <input type="checkbox"/> Partnership <input type="checkbox"/> Sole Proprietorship<br><input type="checkbox"/> Other (Specify): _____ |
| <b>PHONE:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | (    ) <b>FAX:</b> (    )                                                                                                                                                                              |
| <b>E-MAIL ADDRESS:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | _____                                                                                                                                                                                                  |
| <b>ATTESTATION</b> - I understand that: <ul style="list-style-type: none"> <li>• In accordance with School Board Policy <a href="#">6320.05</a>, local business means the Bidder has a valid business license, issued by a jurisdiction located in Miami-Dade County, with its headquarters, manufacturing facility, or locally-owned franchise located within the legal boundaries of Miami-Dade County, for at least twelve (12) months (or having a street address for at least twenty-four (24) months), prior to the bid or proposal opening date. Post office boxes are not verifiable and shall not be used for the purpose of establishing said physical address.</li> <li>• To be considered for local preference, <b>a Bidder must attach a copy of its business license (Local Business Tax Receipt) to this affidavit of eligibility with a bid or proposal.</b></li> <li>• The preference does not apply to goods or services exempted by statute as reflected in Policy <a href="#">6320</a>, or prohibited by Federal or State law, or other funding source restrictions.</li> <li>• The application of local preference to a particular purchase, contract, or category of contracts for which the Board is awarding authority may be waived upon written justification and recommendation by the Superintendent.</li> <li>• The preference established in this policy does not prohibit the right of the Board, or other authorized purchasing authority, from giving preference permitted by law in addition to the preference authorized in this policy.</li> <li>• The preference established in this policy does not prohibit the right of the Board, or other authorized purchasing authority, to compare quality or fitness for use of supplies, materials, equipment and services proposed for purchase and compare qualifications, character, responsibility and fitness of all persons, firms or corporations submitting bids or proposals.</li> <li>• The above information may be subject to verification.</li> <li>• A Bidder who misrepresents the local preference status of its firm in a proposal or bid submitted to the School Board will lose the privilege to claim local preference status, and shall lose eligibility to claim local preference status for a period of one (1) year. The Superintendent may also recommend that the firm be referred for debarment in accordance with Policy <a href="#">6320.04</a>.</li> </ul> |                                                                                                                                                                                                        |

BEFORE ME; the undersigned authority, in and for the State of Florida and Miami-Dade County personally appeared \_\_\_\_\_ who, after being sworn according to law, stated that he or she was authorized to represent \_\_\_\_\_ and to execute this affidavit on behalf of the said Business Entity and attests, under penalty of perjury, to the above.

### SWORN AND SUBSCRIBED BEFORE ME

SIGNATURE OF NOTARY PUBLIC  
THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_

My Commission Expires: \_\_\_\_\_  
NOTARY SEAL

PRINTED NAME OF AFFIANT

SIGNATURE OF AFFIANT \_\_\_\_\_ DATE \_\_\_\_\_

TITLE \_\_\_\_\_

COMPANY NAME \_\_\_\_\_

ATTACHMENT 11 - ANTI-COLLUSION STATEMENT

THE UNDERSIGNED BIDDER HAS NOT DIVULGED TO, DISCUSSED, OR COMPARED HIS/HER PROPOSAL WITH OTHER BIDDERS AND HAS NOT COLLUDED WITH ANY OTHER BIDDER OR PARTIES TO THE PROPOSAL WHATSOEVER. BIDDER ACKNOWLEDGES THAT ALL INFORMATION CONTAINED HEREIN IS PART OF THE PUBLIC DOMAIN AS DEFINED BY THE STATE OF FLORIDA SUNSHINE LAW.

CERTIFICATION AND IDENTIFICATION FOR BIDDERS SUBMITTING PROPOSALS

I certify that this proposal is made without prior understanding, agreement or connection with any corporation, firm or person submitting a proposal for the same service, and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of these proposal specifications and I certify that I am authorized to sign this proposal. I certify agreement with The School Board of Miami-Dade County, Florida Business Code of Ethics and agree to comply with this Code and all applicable School Board contracting and procurement policies and procedures (School Board Policy 6460). I certify that I, nor my company or its principals, or any wholly-owned subsidiary are currently debarred or in default of any bid, purchase order or contract with the School Board or any other private or governmental entity and that the company satisfies all necessary requirements as an entity to do business with The School Board of Miami-Dade County, Florida.

Type of Business Organization and Authority of Signatory:

Indicate type of business organization Bidder is registered as with the Florida Department of State Division of Corporations. For example, Partnership, Limited Partnership, Limited Liability Company, Corporation, etc. If a proposal is submitted by a corporation, provide documentation that the corporation is active and authorized to do business in the State of Florida, and that its corporate status shall remain active and unchanged at the time of award or proposal. As to other types of business organizations, please provide any and all documentation relating thereto, including without limitation, verification that the party signing this proposal is fully authorized and empowered to do so, on behalf of Bidder. In addition, set forth name(s) and title of any and all parties who are authorized to contract on behalf of Bidder.

LEGAL NAME OF AGENCY OR  
BIDDER SUBMITTING PROPOSAL: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

CITY STATE, ZIP CODE: \_\_\_\_\_

TELEPHONE NUMBER: \_\_\_\_\_

TYPE OF BUSINESS ORGANIZATION: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

BY: SIGNATURE (ORIGINAL) \_\_\_\_\_

BY: NAME TYPED \_\_\_\_\_

TITLE: \_\_\_\_\_

Revised 11/19/20

## ATTACHMENT 12 – BIDDER EXPERIENCE

Submit three (3) forms; one for each client reference. Understand that each client may be contacted to verify the validity of the partnership between the Bidder and the client.

### BIDDER REFERENCE EVALUATION FORM

**Bidder Name:**

**Bid Number:**

**Bid Title:**

**Name of Organization  
Providing Reference:**

**Contact Person:**

**Date of Evaluation:**

**Email:**

**PLEASE CHECK THE APPROPRIATE STATEMENT THAT BEST DESCRIBES YOUR CLIENT  
EXPERIENCE WITH THE ABOVE REFERENCE BIDDER.**

**I. DELIVERY**

☐

- \_\_\_\_ Vendor was always on time  
 \_\_\_\_ Vendor was usually on time  
 \_\_\_\_ Vendor was never on time  
 \_\_\_\_ Vendor never delivered product/service as ordered  
 \_\_\_\_ Vendor defaulted  
 \_\_\_\_\_  
 \_\_\_\_\_

**II. PRODUCT QUALITY**

☐

- \_\_\_\_ Vendor's product/service always performed as expected  
 \_\_\_\_ Vendor's product/service usually performed as expected  
 \_\_\_\_ Vendor's product/service never performed as expected  
 \_\_\_\_ Vendor's product had to be replaced  
 \_\_\_\_ OTHER: COMMENTS \_\_\_\_\_  
 \_\_\_\_\_

**III. PRODUCT SUBSTITUTION**

☐

- \_\_\_\_ Vendor always substituted product/service  
 \_\_\_\_ Vendor never substituted product/service  
 \_\_\_\_ OTHER: COMMENTS \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**IV. PACKAGING**

☐

- \_\_\_\_ Vendor's packaging was always satisfactory  
 \_\_\_\_ Vendor's packaging was usually satisfactory  
 \_\_\_\_ Vendor's packaging was sometimes satisfactory  
 \_\_\_\_ Vendor's packaging was never satisfactory  
 \_\_\_\_ OTHER: COMMENTS \_\_\_\_\_  
 \_\_\_\_\_

**V. INVOICING**

☐

- \_\_\_\_ Vendor always invoiced correctly and on time  
 \_\_\_\_ Vendor usually invoiced correctly and on time  
 \_\_\_\_ Vendor sometimes invoiced correctly and on time  
 \_\_\_\_ Vendor never invoiced correctly and on time  
 \_\_\_\_ OTHER: COMMENTS \_\_\_\_\_  
 \_\_\_\_\_

**VI. PROFESSIONALISM**

☐

- \_\_\_\_ Vendor was always professional  
 \_\_\_\_ Vendor was usually professional  
 \_\_\_\_ Vendor was sometimes professional  
 \_\_\_\_ Vendor's product had to be replaced  
 \_\_\_\_ OTHER: COMMENTS \_\_\_\_\_  
 \_\_\_\_\_

**VII. ACCESSIBILITY**

☐

- \_\_\_\_ Vendor was always accessible  
 \_\_\_\_ Vendor was usually accessible  
 \_\_\_\_ Vendor was sometimes accessible  
 \_\_\_\_ Vendor never accessible  
 \_\_\_\_ OTHER: COMMENTS \_\_\_\_\_  
 \_\_\_\_\_

**VIII. OVERALL RATING**

- Recommend for new business ☐  
 Does not recommend for new business ☐

OVERALL STATEMENT OF VENDOR'S PERFORMANCE

CLIENT'S NAME: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

VERIFIED BY: (PRINT NAME) \_\_\_\_\_ SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

Revised 11/19/20

## ATTACHMENT 13 - SUBMITTED BID DOCUMENT VERIFICATION FORM

All bidders are required to submit the following information to be considered for award. Failure to submit any of the required documents with the bid will cause the bidder to be considered nonresponsive and ineligible for further consideration. Each bidder must include the following information within their submittal:

| REQUIREMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | YES | NO |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| a. Provide a Local Business Tax Receipt. Any person, firm, corporation or joint venture, with a business location in Miami-Dade County, Florida, which is submitting a bid, shall meet the County's Local Business Tax Receipt requirements in accordance with Miami-Dade County, Florida, code. Bidders with a location outside Miami-Dade County shall meet their local Occupational Tax requirements. A copy of the license must be submitted. Noncompliance with this condition may cause the bidder not to be considered for award. |     |    |
| b. Copy of current registration with the Florida Dept. of State, Division of Corporations to conduct business in the State of Florida or applicable home state.                                                                                                                                                                                                                                                                                                                                                                          |     |    |
| c. Three (3) references from organizations of comparable size and complexity to M-DCPS. <b>This must be documented on Attachment 12, Bidder Experience form, whereby each bidder uses one form per reference.</b>                                                                                                                                                                                                                                                                                                                        |     |    |
| d. Submission of all documentation/information stated in this ITB, including, without limitation, the documentation, information and/or plans stated in Sections 5, 6, and 7 of this ITB, as well as the required forms and attachments, as stated in Section 8 of this ITB.                                                                                                                                                                                                                                                             |     |    |
| e. Provide a plan to cover all aspects of Auction Services, as noted in Section 6. A copy of the plan is required.                                                                                                                                                                                                                                                                                                                                                                                                                       |     |    |
| f. Demonstrate no less than five (5) years of auction services for both on-site and internet. A sample auction record for services rendered to a public entity must be submitted.                                                                                                                                                                                                                                                                                                                                                        |     |    |
| g. Provide a copy of current and active auctioneer license with the State of Florida and/or the auctioneer's applicable state.                                                                                                                                                                                                                                                                                                                                                                                                           |     |    |
| h. Provide a current and up to date list of registered buyers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |     |    |
| i. Provide a copy of the buyer registration form with the bid response.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |     |    |
| j. Provide a description of internet auction services, if applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |     |    |

Please sign below confirming all items noted above are included in your submission.

Name of Bidder: \_\_\_\_\_

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature of Bidder's Authorized Representative

\_\_\_\_\_  
Date

*For Internal Use Only:*

\_\_\_\_\_  
*Signature of Originating Department (as applicable)*

\_\_\_\_\_  
*Date*

\_\_\_\_\_  
*Printed Name*

\_\_\_\_\_  
*Title*

\_\_\_\_\_  
*Procurement Staff Name/Signature*

\_\_\_\_\_  
*Date*



## ATTACHMENT 14 - PROPOSAL SUBMITTAL RECEIPT FORM

All Bidders MUST adhere to the guidelines stated in the Instructions to Bidders. As such, all bidders will sign and acknowledge timely submittal of this ITB, as well as Procurement Management Services Staff. This form must be included within the timely bid package. **Please complete the following form and attach the form to the outside of your firm's bid response.**

|                                                         |                                        |
|---------------------------------------------------------|----------------------------------------|
| <b>ITB Name and Number:</b>                             | ITB-20-017-VF Auction Services         |
| <b>ITB Due Date:</b>                                    | Tuesday, May 18, 2021 by 1:00 p.m. EST |
| <b>Bidder's Name</b>                                    |                                        |
| <b>Business Address</b>                                 |                                        |
|                                                         |                                        |
|                                                         |                                        |
| <b>Bidder's Date and Time of Submission:</b>            |                                        |
| <b>Authorized Bidder's Signature:</b>                   |                                        |
|                                                         |                                        |
| <b>Procurement Management Staff Name and Signature:</b> |                                        |
| <b>Verify Date and Time of Bidder's Submission:</b>     |                                        |

## ATTACHMENT 15 - FLORIDA STATUTES ON PUBLIC ENTITY CRIMES AFFIDAVIT

The State of Florida has enacted a law that requires proposers or contractors to submit a sworn document stating whether or not a corporation, its officers, predecessors or successors have been convicted of a public entity crime. Neither the Proposer, the contractor nor any officer, director, executive, partner, shareholder, employee, member nor agent who is active in the management of the Proposer or contractor nor any affiliate of the Proposer or contractor shall have been convicted of a public entity crime subsequent to July 1, 1989.

**All Proposers must read and complete in its entirety, sign and have notarized the attached "Sworn Statement under Section 287.133 (3) (a), Florida Statutes, on Public Entity Crimes."**

**Failure to do so will result in the proposal submitted being considered non-responsive and therefore not considered for award.**

ITB or Contract No. \_\_\_\_\_

SWORN STATEMENT UNDER SECTION 287.133 (3) (A),  
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

**Before me, the undersigned authority, personally appeared \_\_\_\_\_ who, being by me first duly sworn, made the following statement:**

1. The business addresses of \_\_\_\_\_ (name of proposer or contractor) is \_\_\_\_\_.
2. My relationship to \_\_\_\_\_ (name of proposer or contractor) is \_\_\_\_\_ (relationship such as sole proprietor, partner, president, vice president).
3. I understand that a public entity as defined in Section 287.133 of the Florida Statutes includes a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity in Florida or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or such an agency or political subdivision and involving antitrust, fraud, theft, bribery, collusion, racketeering conspiracy, or material misrepresentation.
4. I understand that "convicted" or "conviction" is defined by the statute to mean a finding or a conviction of a public entity crime with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July, 1989, as a result of a jury verdict, non-jury trial, or entry plea of guilty or nolo contendere.

5. I understand that "affiliate" is defined by the statute to mean (1) a predecessor or successor of a person or a corporation convicted of a public entity crime, or (2) an entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime, or (3) those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate, or (4) a person or corporation who knowingly entered into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months.
6. Neither the Proposer, contractor nor any officer, director, executive, partner, shareholder, employee, member nor agent who is active in the management of the Proposer or contractor nor any affiliate of the Proposer or contractor has been convicted of a public entity crime.

(Draw a line through paragraph 6 if paragraph 7 below applies)

7. There has been a conviction of a public entity crime by the Proposer or contractor, or an officer, director, executive, partner, shareholder, employee, member or agent of the Proposer or contractor, or an officer, director, executive, partner, shareholder, employee, member or agent of the Proposer or contractor who is active in the management of the Proposer or contractor or an affiliate of the Proposer or contractor. A determination has been made pursuant to Section 287.133 (3) by order of the Division or Administrative Hearings that it is not in the public interest for the name of the convicted person or affiliate to appear on the convicted Proposer list. The name of the convicted person or affiliate is\_\_\_\_\_. A copy of the order of the Division of Administrative Hearing is attached to this statement.

\_\_\_\_\_  
Affiant's Signature

Sworn to and subscribed before me in the state and county first mentioned above on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

NOTARY PUBLIC

MY COMMISSION EXPIRES

Page 2 of 2

## ATTACHMENT 16 - BID OPENING INSTRUCTIONS

### ITB-20-017-VF AUCTION SERVICES

**BIDS DUE:** Sealed bids will be received by The School Board of Miami-Dade County, Florida until **1:00 P.M. EST, on Tuesday, May 18, 2021 at the MDCPS School Administration Building located at 1450 NE 2<sup>nd</sup> Ave, Miami, FL 33132, in a main sealed envelope or container (box), and via the e-bidding platforms Periscope S2G or DemandStar.**

For bid submittal requirements or instructions, please refer to Section 5.3 of this ITB.

**INSTRUCTIONS:** Bidders can drop off their bids at the bid box at the 2<sup>nd</sup> Avenue entrance to the MDCPS School Board Administration Building. Bidders should place security badge on the outside of their bid submissions. A picture ID is required to enter the premises.

**The bid opening will take place virtually at 2:00pm via zoom.**

Tuesday, May 18, 2021 EST 2:00pm via Zoom

Meeting ID: 963 8325 8347

Passcode: 978824

One tap mobile

+16468769923,,96383258347# US (New York)

+13017158592,,96383258347# US (Germantown)

**SPECIAL INSTRUCTIONS:** Bidders are required to practice social distancing guidelines when visiting the School Board Administration Building or any other MDCPS site.

- ❖ Bidders will not be allowed on site without a face mask.
- ❖ Bidders will not be allowed to congregate.
- ❖ Bidders must stay 6 feet apart from others.
- ❖ Please only have 1 representative from your firm drop off the bid.

Should you have any trouble locating the site please call (305) 995-4288.

## ATTACHMENT 17 –REGISTRATION INSTRUCTIONS

### PERISCOPE S2G REGISTRATION INSTRUCTIONS:

To register for free as a vendor in the Periscope S2G system (previously known as BidSync), you must complete the registration form. Once your application has been submitted, the activation process may take up to 24 hours.

1. Navigate to the Periscope S2G page by going to:  
  
<https://prod.bidsync.com/miami-dade-county-public-schools>
2. Click on **Register For Free**.
3. On the **Account Information** page, fill in your **E-mail address**. The system will determine if this email address is already associated with an existing account.
4. Once your email address is confirmed as **not** already registered, enter in the rest of your user information.
5. Enter in demographic information and check the box indicating agreement and understanding to the Terms and Conditions of use.
6. An email is sent with a link to verify your email address and begin setting up your business profile.
7. If you need to have your account confirmed immediately, or if you need further assistance, please contact Periscope S2G Support at (800) 990-9339.

### DEMANDSTAR REGISTRATION INSTRUCTIONS:

To register for free as a vendor in the DemandStar Platform, you must complete the registration form.

1. Navigate to the DemandStar page by going to:  
  
<https://www.demandstar.com/app/registration>.
2. On the **Get Started! Create your free DemandStar account** page, fill in your **E-mail address** and your **Company Name**.
3. Read and accept the Terms of Use and Privacy Policy.
4. Choose your Free Agency: Please type **Miami-Dade County Public Schools** and select it, click next.
5. Input your Company Contact Information and click Submit.
6. Input your Contact Information and click Submit.
7. An email will be sent for you to confirm your account.
8. If you need further assistance, please contact DemandStar Support at [support@demandstar.com](mailto:support@demandstar.com) or call (206) 940-0305



THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA  
SCHOOL BOARD ADMINISTRATION BUILDING  
Procurement Management Services  
1450 N.E. 2nd Avenue, Room 650  
Miami, FL 33132

Direct All Inquiries To  
Procurement Management Services

Buyer Name: Vanessa Flores

PHONE: (305) 995- 2646

Email: vflores@dadeschools.net

TDD PHONE: (305) 995-2400

**BID/RFP ADDENDUM**

Date: 5/12/2021

Addendum No. 1

BID/RFP# ITB-20-017-VF BID/RFP TITLE: Auction Services

**This addendum modifies the conditions of the above referenced BID/RFP as follows:**

The addendum provides answers to questions received regarding this ITB.

A revised Attachment 13 is also being provided herewith.

All other terms and conditions of the ITB will remain the same.

*All information, specifications terms, and conditions for the above referenced BID/RFP, is included on the document posted on the Procurement Management website at <http://procurement.dadeschools.net>*

*The attached pages containing clarifications, additional information and requirements constitutes an integral part of the referenced bid.*

1. If your bid/proposal has not been submitted, substitute the pages marked REVISED and mail your entire bid/proposal package. **REMEMBER TO SIGN THE BIDDER QUALIFICATION FORM.**

OR

2. If your bid/proposal has been submitted, sign and return this addendum form with the revised pages by the time and date indicated on the Bidder Qualification Form. BY SIGNING THIS ADDENDUM, THE VENDOR AGREES TO THE TERMS AND CONDITIONS CONTAINED IN THE BIDDER QUALIFICATION FORM AND ALL RELATED BID DOCUMENTS.

**I acknowledge receipt of Addendum Number 1**

PLEASE NOTE: If your firm has forwarded a copy of this bid/proposal to another vendor, it is your responsibility to forward them a copy of this addendum.

**(PLEASE TYPE OR PRINT BELOW)**

LEGAL NAME OF BIDDER: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

CITY, STATE ZIP CODE: \_\_\_\_\_

TELEPHONE NUMBER: \_\_\_\_\_ E-MAIL I.D. \_\_\_\_\_ FAX # \_\_\_\_\_

BY: SIGNATURE (Manual): \_\_\_\_\_  
OF AUTHORIZED REPRESENTATIVE

NAME (Typed): \_\_\_\_\_ TITLE: \_\_\_\_\_  
OF AUTHORIZED REPRESENTATIVE

FM-4254 Rev. (06-14)



***Request for Proposals  
ITB-20-017-VF  
Auction Services***

***ADDENDUM NO. 1  
Questions and Answers***

The following changes, additions, clarifications, and/or deletions amend the ITB document of the above captioned solicitation and shall become an integral part of the Contract Documents.

**QUESTIONS AND ANSWERS:**

**Q1: Does M-DCPS require that the vendor is on-site during asset removal by winning bidders?**

A1: For anything that is auctioned outside of the surplus warehouse (vehicles, trailers, containers), yes.

**Q2: 6.6 Item 3 states: District staff shall provide the Certificate(s) of Ownership and all other documents necessary to effect transfer of title for motor vehicles and/or vehicle equipment. Bidder will make sure transfer of title is made. Is M-DCPS amenable to a plan wherein M-DCPS hands the title to the winning bidder at time of asset pickup, and the vendor uses online tools to ensure the title is transferred out of M-DCPS's responsibility?**

A2: M-DCPS will hand over all titles to the vendor. The vendor will be responsible to hand over the title to the winning bidder and make sure it is transferred.

**Q3: Attachment 13, Item h states the proposer must: h. Provide a current and up to date list of registered buyers. Our company currently has over 1 million registered buyers. This list is not feasible to provide in a proposal. Is there an alternative way that M-DCPS would like vendors to showcase the strength of their buyer audience?**

A3: Please refer to Revised Attachment 13 published with this addendum.

**Q4: Will the assets be sold onsite, or will they be hauled away to the vendors location?**

A4: Sold on site.

**Q5: Can the assets be mixed into the vendors regular online sale or will Miami-Dade need a separate standalone sale?**

A5: Separate standalone sale.

**Q6: What day of the week is the current sale?**

A6: There is not a set day of the week an auction takes place.

**Q7: Can you provide sales volume and details for 2019 and 2020?**

A7: Seven auctions in 2019 for \$335,340.80; One auction in 2020 for \$126,573.13.

**Q8: Will the assets need to be offered to the public or can it be dealer only?**

A8: The assets must be offered to the public.

**Q9: Are out of the country buyers eligible to bid?**

A9: M-DCPS does not have any restrictions on the buyers. This is the vendor's responsibility.

**Q10: Will the vendors “buy fee” schedule need to be modified for Miami-Dade buyers?**

A10: No.

**Q11: Will Miami-Dade have anyone onsite to assist buyers or is it up to the vendor to staff the location before and during the sale?**

A11: It is up to the vendor to staff the location during preview day and when handing out purchased assets.

**Q12: Is the vendor responsible for staffing security on preview and sale days?**

A12: This must be coordinated with M-DCPS Police depending on the anticipated number of people.

## REVISED ATTACHMENT 13 - SUBMITTED BID DOCUMENT VERIFICATION FORM

All bidders are required to submit the following information to be considered for award. Failure to submit any of the required documents with the bid will cause the bidder to be considered nonresponsive and ineligible for further consideration. Each bidder must include the following information within their submittal:

| REQUIREMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | YES | NO |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|
| a. Provide a Local Business Tax Receipt. Any person, firm, corporation or joint venture, with a business location in Miami-Dade County, Florida, which is submitting a bid, shall meet the County's Local Business Tax Receipt requirements in accordance with Miami-Dade County, Florida, code. Bidders with a location outside Miami-Dade County shall meet their local Occupational Tax requirements. A copy of the license must be submitted. Noncompliance with this condition may cause the bidder not to be considered for award. |     |    |
| b. Copy of current registration with the Florida Dept. of State, Division of Corporations to conduct business in the State of Florida or applicable home state.                                                                                                                                                                                                                                                                                                                                                                          |     |    |
| c. Three (3) references from organizations of comparable size and complexity to M-DCPS. <b>This must be documented on Attachment 12, Bidder Experience form, whereby each bidder uses one form per reference.</b>                                                                                                                                                                                                                                                                                                                        |     |    |
| d. Submission of all documentation/information stated in this ITB, including, without limitation, the documentation, information and/or plans stated in Sections 5, 6, and 7 of this ITB, as well as the required forms and attachments, as stated in Section 8 of this ITB.                                                                                                                                                                                                                                                             |     |    |
| e. Provide a plan to cover all aspects of Auction Services, as noted in Section 6. A copy of the plan is required.                                                                                                                                                                                                                                                                                                                                                                                                                       |     |    |
| f. Demonstrate no less than five (5) years of auction services for both on-site and internet. A sample auction record for services rendered to a public entity must be submitted.                                                                                                                                                                                                                                                                                                                                                        |     |    |
| g. Provide a copy of current and active auctioneer license with the State of Florida and/or the auctioneer's applicable state.                                                                                                                                                                                                                                                                                                                                                                                                           |     |    |
| h. <span style="color: red;">Provide a summary of the number of registered bidders by category. The information provided should give an indication of participation.</span>                                                                                                                                                                                                                                                                                                                                                              |     |    |
| i. Provide a copy of the buyer registration form with the bid response.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |     |    |
| j. Provide a description of internet auction services, if applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |     |    |

Please sign below confirming all items noted above are included in your submission.

Name of Bidder: \_\_\_\_\_

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature of Bidder's Authorized Representative

\_\_\_\_\_  
Date

*For Internal Use Only:*

\_\_\_\_\_  
*Signature of Originating Department (as applicable)*

\_\_\_\_\_  
*Date*

\_\_\_\_\_  
*Printed Name*

\_\_\_\_\_  
*Title*

\_\_\_\_\_  
*Procurement Staff Name/Signature*

\_\_\_\_\_  
*Date*



# Acknowledgement by Individual

State of Florida

County of Palm Beach

The foregoing instrument was acknowledged before me this 16 day of August, 20 24, by means of ☒ physical presence or ☐ online notarization  
Armando Perera (name of person acknowledging).

☐ Personally known to me

☒ Produced Identification

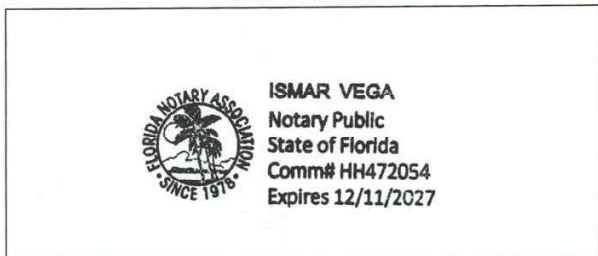
Type of Identification Produced FL DL exp 08/16/2030

Notary Signature [Signature]

Notary name (typed or printed) Ismar Vega

Title (e.g., Notary Public) Notary Public

Place Seal Here



## For Bank Purposes Only Description of Attached Document

Type or Title of Document  
Compliance Verification Form

Document Date \_\_\_\_\_ Number of Pages 1

Signer(s) Other Than Named Above \_\_\_\_\_

Account Number (if applicable) \_\_\_\_\_



FO01-000DSG5350FL-01



**ATTACHMENT A  
E-VERIFY COMPLIANCE VERIFICATION FORM**

**Solicitation No:** P2024-004

**Solicitation Title:** Auction Services

**Company/Firm:** BIDERA LLC ("Contractor")

Contractor and any sub-contractors shall comply with Section 448.095, Fla. Stat., "Employment Eligibility," including registration and use of the E-Verify system to verify the work authorization status of employees. Failure to comply with Section 448.095, Fla. Stat. shall result in termination of the resulting Contract/Purchase Order, if awarded. Any challenge to termination under this provision must be filed in the Circuit Court no later than 20 calendar days after the date of termination. If the contract is terminated for a violation of the statute by the Contractor, the Contractor may not be awarded a public contract for a period of 1 year after the date of termination.

Contractor acknowledges and agrees to utilize the U.S. Department of Homeland Security's E-Verify System to verify the employment eligibility of:

- (a) All persons employed by Contractor to perform duties within Florida during the term of the contract; and
- (b) All persons (including SUBCONTRACTORS/SUBVENDORS) assigned by Contractor to perform work pursuant to the contract with the City. The Contractor acknowledges and agrees that use of the U.S. Department of Homeland Security's E-Verify System during the term of the contract/agreement is a condition of the contract with the City of Deerfield Beach.

By executing this form, I, Armando Perera, being duly authorized by and on behalf of, Contractor, verify Contractor's compliance with Section 448.095, Fla. Stat. I hereby declare under penalty of perjury that the foregoing is true and correct.

**Authorized Signature:** [Signature] **Date:** 8/16/2024

**Print Name:** Armando Perera **Title:** President

SWORN TO AND SUBSCRIBED Before me this 16 day of August, 2024 by Armando Perera (Affiant), who is personally known to me or X has produced FL DL 08/16/2030 identification.

My commission expires: 12/11/2027

Commission No.: HH472054



**ISMAR VEGA**  
Notary Public  
State of Florida  
Comm# HH472054  
Expires 12/11/2027

[Signature]  
(Signature of Notary Public - State of Florida)



**ISMAR VEGA**  
Notary Public  
State of Florida  
Comm# HH472054  
Expires 12/11/2027

Ismar Vega  
(Print, Type, or Stamp Commissioned Name of Notary Public)

12/4/2020





## Attachment B - Affidavit Attesting to Noncoercive Conduct for Labor or Services

Nongovernment Entity name: BIDERA LLC. ("Vendor")  
 Vendor FEIN: 46-3100185  
 Address: 2962 TRIVIAM CIRCLE suite 205  
 City: State: Zip: FT LAUDERDALE, FL. 33312  
 Phone number: 305-822-5000  
 Email Address: AP@Bidera.com

As a nongovernmental entity executing, renewing, or extending a contract with a government entity, **Vendor** is required to provide an affidavit under penalty of perjury attesting that **Vendor** does not use coercion for labor or services in accordance with Section 787.06, Florida Statutes.

As defined in Section 787.06(2)(a), coercion means:

1. Using or threatening to use physical force against any person;
2. Restraining, isolating, or confining or threatening to restrain, isolate, or confine any person without lawful authority and against her or his will;
3. Using lending or other credit methods to establish a debt by any person when labor or services are pledged as a security for the debt, if the value of the labor or services as reasonably assessed is not applied toward the liquidation of the debt, the length and nature of the labor or service are not respectively limited and defined;
4. Destroying, concealing, removing, confiscating, withholding, or possessing any actual or purported passport, visa, or other immigration document, or any other actual or purported government identification document, of any person;
5. Causing or threatening to cause financial harm to any person;
6. Enticing or luring any person by fraud or deceit; or
7. Providing a controlled substance as outlined in Schedule I or Schedule II of Section 893.03 to any person for the purpose of exploitation of that person.

As a person authorized to sign on behalf of **Vendor**, I certify that **Vendor** does not use coercion for labor or services in accordance with Section 787.06.

### Written Declaration

**Under penalties of perjury, I declare that I have read the foregoing Affidavit and that the facts stated in it are true.**

By: 

Authorized Signature / Date

Print Name and Title: Armando Perera



# City of Deerfield Beach

150 NE 2nd Ave  
Deerfield Beach, FL  
33441  
954-480-4200

## Face Sheet File Number: I.D. 2024-576

---

**Agenda Date:** 11/6/2024

**Status:** DEPARTMENTAL BUSINESS

**In Control:** City Commission

### **Title**

**Discussion and possible action regarding disposition of City-owned property.**

### **Background/History**

Per State Statute, the City maintains a list of public land. As of October 1, 2023, and every three years thereafter, all cities are required to create an inventory of real property that can be used for affordable housing. The Affordable Housing Public Land Inventory is currently available on the City website. However, some of the properties on the list have hindrances to development due to current zoning for the property, size or proposed use. As applicants have inquired to the availability of these lands, the City must consider what steps should be taken for these properties to be prepared to be sold or leased based upon the requirements of Section 38-126. Staff will provide a presentation on the current state of real property available and particular issues with said lands for commission input.



# City of Deerfield Beach

150 NE 2nd Ave  
Deerfield Beach, FL  
33441  
954-480-4200

## Face Sheet File Number: I.D. 2024-588

**Agenda Date:** 11/6/2024

**Status:** DEPARTMENTAL BUSINESS

**In Control:** City Commission

### Title

**ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, ADOPTING AN AMENDMENT TO THE CITY BUDGET FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2024; APPROVING SUPPLEMENTAL APPROPRIATIONS TO THE GENERAL FUND IN THE AMOUNT OF \$342,470, THE NUISANCE ABATEMENT ASSESSMENT FUND IN THE AMOUNT OF \$8,380, AND THE PAL DONATIONS FUND IN THE AMOUNT OF \$15,000, AND A BUDGET TRANSFER FROM THE GENERAL FUND TO THE 2024 NON-AD VALOREM REVENUE BOND FUND IN THE AMOUNT OF \$332,470, AS SET FORTH IN EXHIBIT "A"; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.**

### Recommended Action

Commission to vote on Ordinance and set public hearing for November 19, 2024

### Voting Requirement

Adoption requires a 3/5 vote of the City Commission

### Background/History

In accordance with Florida Statute Section 166.241(8)(c), the governing body of each municipality at any time within a fiscal year or within 60 days thereafter, may amend the budget for a purpose not specifically authorized in Section 166.241(8)(a) or (8)(b), by adopting the budget amendment in the same manner as the original budget. This proposed amendment to the FY 2024 budget meets this requirement.

Article 5 of the City Charter provides that if there are revenues in excess of those estimated in the budget, the Commission by ordinance may make supplemental appropriations for the year up to the amount of such excess revenues.

### Current Activity

As outlined in Exhibit A, supplemental budget appropriations and budget transfers are requested primarily for revenue recognition, interfund transfers between operating funds and capital project funds, and carryforward adjustments for construction projects:

#### General Fund

- General Fund revenue recognition in the amount of \$10,000 from JM Family partnership support towards public awareness for litter-free beach cleanup programs and volunteer giveaways.
- General Fund revenue recognition in the amount of \$332,470 for investment interest earned from debt proceeds.
- The Sustainable Management Department budget increased by \$10,000 for public awareness for litter-free beach cleanup programs and volunteer giveaways.
- Interfund transfer from the General Fund to the 2024 Non-Ad Valorem Revenue Bond debt service fund in the amount of \$332,470.

#### Nuisance Abatement Assessment Fund

- Use of Fund Balance of \$8,380 for additional appropriation needed for nuisance abatement expenditures.
- Nuisance Abatement expenditure budget increased by \$8,380 for related costs.
- 

#### 2024 Non-Ad Valorem Revenue Bond Fund

- Interfund transfer from the General Fund to the 2024 Non-Ad Valorem Revenue Bond debt service fund in the amount of \$332,470.
- Debt Service expenditure budget increased by \$332,470 for debt service interest and costs related to the issuance of the 2024 Non-Ad Valorem Revenue Bond.

#### PAL Donation Fund

- Deerfield Beach PAL Donation revenue recognition in the amount of \$15,000.
- PAL Donation expenditure budget increased by \$15,000 for PAL program reimbursements.

#### **Recommendation:**

Staff recommends approval of the Ordinance on first reading and set public hearing for November 19, 2024.

**ORDINANCE NO. 2024/**

**AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, ADOPTING AN AMENDMENT TO THE CITY BUDGET FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2024; APPROVING SUPPLEMENTAL APPROPRIATIONS TO THE GENERAL FUND IN THE AMOUNT OF \$342,470, THE NUISANCE ABATEMENT ASSESSMENT FUND IN THE AMOUNT OF \$8,380, AND THE PAL DONATIONS FUND IN THE AMOUNT OF \$15,000, AND A BUDGET TRANSFER FROM THE GENERAL FUND TO THE 2024 NON-AD VALOREM REVENUE BOND FUND IN THE AMOUNT OF \$332,470, AS SET FORTH IN EXHIBIT "A"; PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE**

**WHEREAS**, pursuant to Section 166.241(8), Florida Statutes, "the governing body of each municipality at any time within the fiscal year or within 60 days following the end of the fiscal year may amend a budget for that year"; and

**WHEREAS**, the City Manager has certified that there are revenues or unappropriated fund balance available for appropriation in excess of those originally estimated in the budget for the fiscal year ending September 30, 2024; and

**WHEREAS**, pursuant to Section 5.05(1) of the City Charter, the City Commission may, by Ordinance, make supplemental appropriations for the fiscal year, up to the amount of such excess revenues and unappropriated fund balance; and

**WHEREAS**, pursuant to Section 5.05(3) of the City Charter, upon written request approved by the City Commission, the City Manager may transfer part or all of any unencumbered appropriation balance from one department, office or agency to another; and

**WHEREAS**, the proposed budget amendment, attached and incorporated herein as Exhibit "A", authorizes Fiscal Year 2024 budget transfers and appropriations as follows: (i) a supplemental revenue and appropriation to the General Fund in the amount of \$342,470, (ii) a supplemental appropriation to the Nuisance Abatement Assessment Fund in the amount of \$8,380, (iii) a budget transfer from the General Fund to the 2024 Non-Ad Valorem Revenue Bond Fund and appropriation in the amount of \$332,470, and (iv) a supplemental revenue and appropriation to the PAL Donations Fund in the amount of \$15,000 (collectively, the "Amendments"); and

**WHEREAS**, City staff recommends approving the Amendments to the City's budget for the fiscal year ending September 30, 2024, as set forth in the attached Exhibit "A", (the "Budget Amendment").

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:**

**Section 1.** That the above “WHEREAS” clauses are true and correct and are made a part of this Ordinance.

**Section 2.** That the Budget Amendment, as set forth in the attached Exhibit “A”, is hereby approved.

**Section 3.** That the appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Ordinance.

**Section 4.** All ordinances or parts of ordinances and all resolutions or parts of resolutions in conflict with this Ordinance are hereby repealed to the extent of such conflict.

**Section 5.** Should any section or provision of this ordinance or any portion thereof, any paragraph, sentence or word be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder hereof as a whole or part thereof other than the part declared to be invalid.

**Section 6.** This Ordinance shall take effect immediately upon its passage and adoption on Second Reading.

PASSED 1ST READING ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.

PASSED 2ND READING ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.

\_\_\_\_\_  
BILL GANZ, MAYOR

ATTEST:

\_\_\_\_\_  
HEATHER MONTEMAYOR, CITY CLERK



"EXHIBIT A"  
CITY OF DEERFIELD BEACH, FLORIDA  
BUDGET AMENDMENT  
FISCAL YEAR ENDING SEPTEMBER 30, 2024

| <b>GENERAL FUND</b>                             | <b>AMENDED</b>     | <b>BUDGET</b>    | <b>FINAL</b>       |
|-------------------------------------------------|--------------------|------------------|--------------------|
| <b>REVENUES:</b>                                | <b>BUDGET</b>      | <b>AMENDMENT</b> | <b>BUDGET</b>      |
| Property Taxes                                  | 60,318,310         | -                | 60,318,310         |
| Sales and Use Taxes                             | 410,164            | -                | 410,164            |
| Communication Service Taxes                     | 2,400,000          | -                | 2,400,000          |
| Public Service Taxes                            | 9,305,000          | -                | 9,305,000          |
| Licenses and Permits                            | 770,000            | -                | 770,000            |
| Franchise Fees                                  | 6,170,000          | -                | 6,170,000          |
| Local Option Gas Tax                            | 6,700,000          | -                | 6,700,000          |
| Fire Assessment Fees                            | 17,462,511         | -                | 17,462,511         |
| Intergovernmental                               | 2,894,000          | -                | 2,894,000          |
| Charges for Services                            | 10,537,338         | -                | 10,537,338         |
| Fines and Forfeits                              | 1,477,500          | -                | 1,477,500          |
| Grants and Contributions                        | 1,055,380          | -                | 1,055,380          |
| Administration Fees                             | 8,079,662          | -                | 8,079,662          |
| Other Financing Sources                         | 5,082,418          | 342,470          | 5,424,888          |
| <b>TOTAL SOURCES</b>                            | <b>132,662,283</b> | <b>342,470</b>   | <b>133,004,753</b> |
| Transfers In                                    | 9,673,289          | -                | 9,673,289          |
| Fund Balances/Reserves                          | 17,139,049         | -                | 17,139,049         |
| <b>TOTAL REVENUES, TRANSFERS &amp; BALANCES</b> | <b>159,474,621</b> | <b>342,470</b>   | <b>159,817,091</b> |
| <b>EXPENDITURES:</b>                            |                    |                  |                    |
| City Commission                                 | 564,241            | -                | 564,241            |
| City Manager                                    | 892,629            | -                | 892,629            |
| City Clerk                                      | 623,103            | -                | 623,103            |
| City Attorney                                   | 585,500            | -                | 585,500            |
| Financial Services                              | 3,958,325          | -                | 3,958,325          |
| Human Resources                                 | 12,571,025         | -                | 12,571,025         |
| Planning & Development Services                 | 1,793,460          | -                | 1,793,460          |
| Information Technology Services                 | 3,568,944          | -                | 3,568,944          |
| Economic Development                            | 747,122            | -                | 747,122            |
| Community Services                              | 5,058,563          | -                | 5,058,563          |
| Public Affairs & Marketing                      | 692,314            | -                | 692,314            |
| Office of Public Safety                         | 80,207,540         | -                | 80,207,540         |
| Sustainable Management                          | 1,826,832          | 10,000           | 1,836,832          |
| Environmental Services                          | 5,277,770          | -                | 5,277,770          |
| Parks & Recreation                              | 18,417,494         | -                | 18,417,494         |
| Debt Service                                    | 6,460,257          | -                | 6,460,257          |
| Additional Considerations                       | (679,440)          | -                | (679,440)          |
| <b>TOTAL EXPENDITURES</b>                       | <b>142,565,679</b> | <b>10,000</b>    | <b>142,575,679</b> |
| Transfers Out                                   | 16,908,942         | 332,470          | 17,241,412         |
| <b>TOTAL APPROPRIATED EXPENDITURES</b>          |                    |                  |                    |
| <b>TRANSFERS, RESERVES &amp; BALANCES</b>       | <b>159,474,621</b> | <b>342,470</b>   | <b>159,817,091</b> |

| <b>NUISANCE ABATEMENT ASSESSMENT FUND</b>       | <b>AMENDED</b> | <b>BUDGET</b>    | <b>FINAL</b>   |
|-------------------------------------------------|----------------|------------------|----------------|
| <b>REVENUES:</b>                                | <b>BUDGET</b>  | <b>AMENDMENT</b> | <b>BUDGET</b>  |
| Nuisance Abatement Assessment                   | 20,000         | -                | 20,000         |
| <b>TOTAL SOURCES</b>                            | <b>20,000</b>  | <b>-</b>         | <b>20,000</b>  |
| Fund Balances/Reserves                          | -              | 8,380            | 8,380          |
| <b>TOTAL REVENUES, TRANSFERS &amp; BALANCES</b> | <b>20,000</b>  | <b>8,380</b>     | <b>28,380</b>  |
| <b>EXPENDITURES:</b>                            |                |                  |                |
| Nuisance Abatement                              | 20,000         | 8,380            | 28,380         |
| <b>TOTAL APPROPRIATED EXPENDITURES</b>          |                |                  |                |
| <b>TRANSFERS, RESERVES &amp; BALANCES</b>       | <b>20,000</b>  | <b>8,380</b>     | <b>28,380</b>  |
| <b>2024 NON-AD VALOREM REVENUE BOND FUND</b>    | <b>AMENDED</b> | <b>BUDGET</b>    | <b>FINAL</b>   |
| <b>REVENUES:</b>                                | <b>BUDGET</b>  | <b>AMENDMENT</b> | <b>BUDGET</b>  |
| Transfers In                                    | -              | 332,470          | 332,470        |
| <b>TOTAL REVENUES, TRANSFERS &amp; BALANCES</b> | <b>-</b>       | <b>332,470</b>   | <b>332,470</b> |
| <b>EXPENDITURES:</b>                            |                |                  |                |
| Debt Service                                    | -              | 332,470          | 332,470        |
| <b>TOTAL APPROPRIATED EXPENDITURES</b>          |                |                  |                |
| <b>TRANSFERS, RESERVES &amp; BALANCES</b>       | <b>-</b>       | <b>332,470</b>   | <b>332,470</b> |
| <b>PAL DONATIONS FUND</b>                       | <b>AMENDED</b> | <b>BUDGET</b>    | <b>FINAL</b>   |
| <b>REVENUES:</b>                                | <b>BUDGET</b>  | <b>AMENDMENT</b> | <b>BUDGET</b>  |
| Deerfield Beach PAL Donations                   | 2,500          | 15,000           | 17,500         |
|                                                 | -              |                  | -              |
| <b>TOTAL SOURCES</b>                            | <b>2,500</b>   | <b>15,000</b>    | <b>17,500</b>  |
| <b>EXPENDITURES:</b>                            |                |                  |                |
| PAL Reimbursements                              | 2,500          | 15,000           | 17,500         |
| <b>TOTAL APPROPRIATED EXPENDITURES</b>          |                |                  |                |
| <b>TRANSFERS, RESERVES &amp; BALANCES</b>       | <b>2,500</b>   | <b>15,000</b>    | <b>17,500</b>  |



# City of Deerfield Beach

150 NE 2nd Ave  
Deerfield Beach, FL  
33441  
954-480-4200

## Face Sheet File Number: I.D. 2024-553

**Agenda Date:** 11/6/2024

**Status:** DEPARTMENTAL BUSINESS

**In Control:** City Commission

### Title

**Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving and authorizing execution of a grant agreement with the Florida Inland Navigation District for the Sawgrass to Seagrass Center at Sullivan Park; authorizing acceptance of the grant in an amount not to exceed 35% of the total project costs; acknowledging the availability of matching funds in the amount of 50% of the total project cost; and providing for an effective date.**

### Recommended Action

Commission to vote on Resolution

### Voting Requirement

Adoption requires a 3/5 vote of the City Commission

### Fiscal Impact

Costs: Estimated Matching Funds of \$3,460,165.00 to be paid by the Deerfield Beach CRA

Account Name: DBCRA - Sawgrass to Seagrass Center at Sullivan Park Infrastructure and Capital Improvement

Account Number: 190-1500-552-36-04

### Background/History

Florida Inland Navigation District (FIND) is a special taxing district charged with the maintenance and operations of the United States East Coast Intracoastal Waterway. The Waterways Assistance Program is a grant that FIND offers to communities to increase the public's access to and enjoyment of the Intracoastal Waterway. In 2015 and 2016, the Deerfield Beach Community Redevelopment Agency ("CRA") submitted grant applications to FIND to fund Phase 1 Planning, Design and Engineering of Sullivan Park and Phase 2 Sullivan Park Construction. Together, the grants totaled \$2.2 million and were used to supplement CRA Tax Increment Revenue to fund the \$3.6 million project.

In March of this year, CRA staff submitted a grant application to FIND requesting funding for 35% of the Phase 3 construction cost of the Sawgrass to Seagrass Center at Sullivan Park. Staff were invited to present the project to the FIND Board of Directors at their annual meeting in Cocoa Beach, FL in June. In September, the CRA was notified that the grant was fully awarded for 35% of project costs requested (in an amount not to exceed \$3,360,804.00). Because the CRA is a special dependent district of the City of Deerfield Beach, the City is the actual applicant.

### Current Activity

The Sawgrass to Seagrass Center at Sullivan Park is the realization of the community's vision to have a marine science center for children in the community in reinforcement of Deerfield Beach's reputation as a nautical destination. The approximately \$8.1 million facility was planned to be paid for

using CRA Tax Increment Revenue. Receipt of the grant will allow the CRA Tax Increment Revenues to go further and have a greater impact within the community. At the last CRA meeting, the Board approved a partnership agreement with the highly esteemed Museum of Discovery and Science (MODS) to provide expertise in the design of the exhibit space and create a business plan for the future management of the facility.

The CRA has completed the design of the Sawgrass to Seagrass Center and is currently in the final phases of permitting. Approval of the grant agreement is a condition for commencement of construction activities that the City will seek reimbursement for. If approved, CRA staff will document project progress and submit reimbursement requests and required reporting to FIND on a quarterly basis until the project is complete and closed out.

The City Commission is asked to approve this resolution to enter into the FIND Waterways Assistance Grant agreement. The Grant Agreement requires that the Marine Science Project site be dedicated for public use for a minimum of 35 years from the completion of the Project via a document recorded in the public records of Broward County. The enclosed Resolution also acknowledges the availability of the required 50% funds for the Project.

The City and CRA will enter into an Interlocal Agreement under which the CRA will administer the grant and oversee the expenditure of the grant proceeds in furtherance of the Sawgrass to Seagrass Center at Sullivan Park Construction Project.

**Recommendation**

Commission approval is recommended to approve and authorize execution of the FIND Waterways Assistance Grant agreement.

**RESOLUTION NO. 2024/**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING AND AUTHORIZING EXECUTION OF A GRANT AGREEMENT WITH THE FLORIDA INLAND NAVIGATION DISTRICT FOR THE SAWGRASS TO SEAGRASS CENTER AT SULLIVAN PARK; AUTHORIZING ACCEPTANCE OF THE GRANT IN AN AMOUNT NOT TO EXCEED 35% OF THE TOTAL PROJECT COSTS; ACKNOWLEDGING THE AVAILABILITY OF MATCHING FUNDS IN THE AMOUNT OF 50% OF THE TOTAL PROJECT COST; AND PROVIDING FOR AN EFFECTIVE DATE**

**WHEREAS**, on March 19, 2024, the City Commission passed and adopted Resolution No. 2024/044, approving the submission of a grant application to the Florida Inland Navigation District (“FIND”) for consideration under the FIND Waterways Assistance Program to obtain grant funding for the construction of the marine science welcome center portion of the Sawgrass to Seagrass Center to be located at Sullivan Park (the “Marine Science Project”); and

**WHEREAS**, the Marine Science Project will be a marine science welcome center to educate visitors and children through a series of interactive exhibits about the interconnectivity of the Florida Everglades and the Atlantic Ocean through a system of canals and the Intracoastal Waterway; and

**WHEREAS**, the Deerfield Beach Community Redevelopment Agency (the “CRA”) was notified in September 2024 that the City was awarded 35% of the Project costs (an amount not to exceed \$3,360,804.00) under the FIND grant program (the “Grant”); and

**WHEREAS**, in order to receive the Grant, a 50% matching fund contribution based upon the total project cost is required, along with execution of the FIND Project Agreement, attached and incorporated herein as Exhibit “A” (the “Grant Agreement”); and

**WHEREAS**, the Grant Agreement requires that the Marine Science Project site be dedicated for public use for a minimum of 35 years from the completion of the Project via a document recorded in the public records of Broward County; and

**WHEREAS**, the CRA will oversee the Marine Science Project and be responsible for the matching fund requirement, and the City and CRA will enter into an Interlocal Agreement related to the Project; and

**WHEREAS**, the City Commission deems it to be in the best interests of the City to approve and authorize the execution of the Grant Agreement with FIND, attached as Exhibit “A”, and accept the Grant in an amount not to exceed \$3,360,804.00, and hereby acknowledges availability of the required 50% matching funds for the total Project costs.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:**

**Section 1.** The above referenced “Whereas” clauses are true and correct and made a part of this Resolution.

**Section 2.** The Grant Agreement with FIND, attached as Exhibit “A”, for the Marine Science Project is hereby approved. The City is authorized to accept the Grant and hereby acknowledges the availability of the required 50% matching funds for the total Project costs.

**Section 3.** The appropriate City officials are hereby authorized to execute the Grant Agreement, attached as Exhibit “A”, together with such non-substantial changes as are acceptable to the Interim City Manager and approved as to form and legal sufficiency by the City Attorney.

**Section 4.** The appropriate City officials are authorized to do all things necessary and expedient to carry out the aims of this Resolution, including, but not limited to, execution and recording of the required project site dedication for public use.

**Section 5.** This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.

CITY OF DEERFIELD BEACH

\_\_\_\_\_  
BILL GANZ, MAYOR

ATTEST:

\_\_\_\_\_  
HEATHER MONTEMAYOR, CITY CLERK



**FLORIDA INLAND NAVIGATION DISTRICT  
PROJECT AGREEMENT**

PROJECT NO. BR-DB-24-163

This PROJECT AGREEMENT ("AGREEMENT") made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by and between the Florida Inland Navigation District (hereinafter the "DISTRICT"), and the City of Deerfield Beach, (hereinafter the "PROJECT SPONSOR").

In consideration of the mutual promises and covenants contained herein, the parties agree as follows:

1. **PROJECT** - Subject to the provisions of this AGREEMENT and Rule 66B-2 of the Florida Administrative Code (a current copy of which is attached as Exhibit "B"), the DISTRICT has approved assistance funding to the PROJECT SPONSOR in furtherance of an approved project ("PROJECT") consisting of the Sawgrass to Seagrass Center at Sullivan Park. Said PROJECT is more specifically described in the PROJECT SPONSOR'S Waterways Assistance Application, which is on file at the DISTRICT's headquarters.

Any modifications to the PROJECT'S scope of work shall require written advance notice and justification from the PROJECT SPONSOR and the prior written approval of the DISTRICT.

2. **TERM** - The PROJECT SPONSOR shall not commence work on the PROJECT prior to the execution of this AGREEMENT unless specifically authorized by the DISTRICT Board and **shall complete the PROJECT and submit all required payment reimbursement information on or before September 30, 2026 ("PROJECT PERIOD")**, unless the PROJECT PERIOD has been extended with the prior written approval of the DISTRICT. Any request for an extension of the PROJECT PERIOD shall require submittal by the PROJECT SPONSOR of a request for extension to the DISTRICT no later than 60 days prior to the original expiration date of the PROJECT PERIOD. This request will then be considered by the DISTRICT Board, whose decision shall be final. In no event other than a declared state of emergency that affects the project completion shall the PROJECT be extended beyond September 30, 2027. The PROJECT SPONSOR acknowledges this is the only provision to carry over the DISTRICT assistance funding under this AGREEMENT beyond September 30, 2026, and that any extension of funding beyond this date shall be at the sole discretion of the DISTRICT.

3. **ASSISTANCE AMOUNT** - The DISTRICT shall contribute (“ASSISTANCE AMOUNT”) no more than thirty-five percent (35%) (“MATCHING PERCENTAGE”) of the PROJECT SPONSOR'S eligible out-of-pocket costs for completion of this PROJECT ("PROJECT AMOUNT"). Payment of funds by the DISTRICT to the PROJECT SPONSOR (the "ASSISTANCE AMOUNT") will be on a reimbursement basis only, and only for those authorized out of pocket costs as shown in Exhibit A, Project Cost Estimate (“PROJECT COSTS”) and meeting the requirements of Section 5 below and shall not, in any event, exceed \$ 3,360,804.00.

Any modifications to the PROJECT’s Cost Estimate (Exhibit A) shall require written advance notice and justification from the PROJECT SPONSOR and the prior written approval of the DISTRICT.

4. **MATCHING FUNDS** - The PROJECT SPONSOR warrants and represents that it has the PROJECT SPONSOR Match Amount (the PROJECT AMOUNT less the ASSISTANCE AMOUNT) available for the completion of the PROJECT and shall, prior to the execution of this AGREEMENT, have provided the DISTRICT with suitable evidence of the availability of such funds using the DISTRICT’s Form #95-01 (Exhibit C, Matching Funds Certification) and, upon request, providing the DISTRICT with access to applicable books and records, financial statements, and bank statements.

5. **PROJECT COSTS** - To be eligible for reimbursement under this AGREEMENT, PROJECT COSTS must be necessary and reasonable for the effective and efficient accomplishment of the PROJECT and must be directly allocable thereto. PROJECT COSTS are generally described in Exhibit B, Chapter 66B-2, F.A.C.. PROJECT COSTS must be incurred, and work performed within the PROJECT PERIOD, with the exception of pre-AGREEMENT costs, if any, consistent with Section 6 below, which are also eligible for reimbursement by the DISTRICT.

If the PROJECT SPONSOR receives additional funding for the PROJECT COSTS from another source that was not identified in the original application and that changes the AGREEMENT MATCHING PERCENTAGE, the PROJECT SPONSOR shall proportionately reimburse the DISTRICT’s program funds equal to the MATCHING PERCENTAGE in this AGREEMENT. The PROJECT SPONSOR shall promptly notify the DISTRICT of any project payments it receives from a source other than the DISTRICT.

6. **PRE-AGREEMENT COSTS** - The DISTRICT and the PROJECT SPONSOR fully understand and agree that there shall be no reimbursement of funds by the DISTRICT for any

obligation or expenditure made prior to the execution of this AGREEMENT unless previously delineated in Exhibit A, consistent with Exhibit B, and previously approved by the DISTRICT Board during the grant review process.

7. **REIMBURSEMENT PROCEDURES** - PROJECT COSTS shall be reported to the DISTRICT and summarized on the Payment Reimbursement Request Form (Form #90-14) attached as Exhibit D. Supporting documentation including bills and canceled payment vouchers for expenditures shall be provided to the DISTRICT by the PROJECT SPONSOR or LIAISON AGENT with any payment request. All records in support of the PROJECT COSTS included in payment requests shall be subject to review and approval by the DISTRICT or by an auditor selected by the DISTRICT. Audit expenses shall be borne by the PROJECT SPONSOR.

Project funds may be released in installments, at the discretion of the DISTRICT, upon submittal of a payment request by the PROJECT SPONSOR or LIAISON AGENT. The DISTRICT shall retain ten percent (10%) of each installment payment until the completion of the PROJECT.

The following costs, if authorized in the attached Exhibit B, shall be reimbursed only upon completion of the PROJECT to the reasonable satisfaction of the DISTRICT and in accordance with Exhibit B: personnel, equipment, project management, administration, inspection, and design, permitting, planning, engineering, and/or surveying costs. Assuming the PROJECT SPONSOR has otherwise fully complied with the requirements of this AGREEMENT, reimbursement for a PROJECT approved as Phase I project will be made only upon commencement of construction of the PROJECT for which the Phase I planning, designing, engineering and/or permitting were directed, which may or may not involve further DISTRICT funding. Procedures set forth below with respect to reimbursement by the DISTRICT are subject to this requirement of commencement of construction.

The DISTRICT shall have the right to withhold any payment hereunder, either in whole or part, for non-compliance with the terms of this AGREEMENT.

8. **FINAL REIMBURSEMENT** - The PROJECT SPONSOR, upon completion of the PROJECT, shall submit to the DISTRICT a request for final reimbursement of the ASSISTANCE AMOUNT less any prior installment payments. The payment amounts previously retained by the DISTRICT shall be paid upon (1) receipt of the Final Audit report of expenses incurred on the PROJECT by the DISTRICT, (2) full completion of the PROJECT to the reasonable satisfaction of the DISTRICT, (3) submission of Project Completion Certification Form No. 90-13 (Exhibit E), (4) submission of a photograph of the PROJECT showing the sign required by Section 18, and (5) a Final

Project Report as described in Exhibit G, Assistance Project Schedule. As part of the documentation accompanying the request for final reimbursement, PROJECT SPONSOR shall provide proof of payment of all contractors, material suppliers, engineers, architects, and surveyors with whom PROJECT SPONSOR has directly contracted (each a “DIRECT PROVIDER”) to provide services or materials for the PROJECT. The final reimbursement amount shall be adjusted as necessary such that neither the total ASSISTANCE AMOUNT nor the MATCHING PERCENTAGE is exceeded. Unless otherwise determined by the DISTRICT, the final reimbursement check shall be presented by a DISTRICT representative to the PROJECT SPONSOR during a public commission meeting or public dedication ceremony for the PROJECT.

9. **RECORDS RETENTION** - The PROJECT SPONSOR shall retain all records supporting the PROJECT COSTS for three (3) years after the end of the fiscal year in which the Final Payment is released by the DISTRICT, except that such records shall be retained by the PROJECT SPONSOR until final resolution of matters resulting from any litigation, claim, or special audit that starts prior to the expiration of the three-year retention period.

10. **DEFAULT AND REMEDIES** – In the event of a breach of any of the terms of this AGREEMENT by the PROJECT SPONSOR, the DISTRICT shall provide written notice to the PROJECT SPONSOR, which shall have sixty (60) days in which to cure the breach. If the PROJECT SPONSOR fails to cure the breach within the cure period, the DISTRICT shall have the right, but not the obligation, to demand that the PROJECT SPONSOR immediately refund the ASSISTANCE AMOUNT to the extent paid. PROJECT SPONSOR shall refund to the DISTRICT the full amount of the ASSISTANCE AMOUNT paid to PROJECT SPONSOR, whereupon this AGREEMENT, and all further rights thereunder, shall be terminated. If the DISTRICT does not demand reimbursement as aforesaid, the DISTRICT may exercise any and all other remedies available at law or in equity. With respect to the PROJECT SPONSOR’s obligations under Sections 15, 17, and 20, PROJECT SPONSOR acknowledges that breach by the PROJECT SPONSOR of one or more of its obligations under said sections might cause the DISTRICT to suffer irreparable harm, namely harm for which damages would be an inadequate remedy. PROJECT SPONSOR further acknowledges that the DISTRICT might suffer irreparable harm due to delay if, as a condition to obtaining an injunction, restraining order, or other equitable remedy with respect to such a breach, the DISTRICT was required to demonstrate that it would suffer irreparable harm. The parties therefore intend that if the PROJECT SPONSOR breaches one or more of its obligations under Sections 15, 17, or 20, the DISTRICT, in addition to such other remedies which may be available, shall have the right to seek specific

performance and injunctive relief, and for purposes of determining whether to grant an equitable remedy any court will assume that the breach would cause the DISTRICT irreparable harm. The provisions of this section shall survive completion of the PROJECT.

11. **DISTRICT PROJECT MANAGER** - The Executive Director, or his designee, is hereby designated as the DISTRICT's Project Manager for the purpose of this AGREEMENT and shall be responsible for monitoring performance of its terms and conditions and for approving all reimbursement requests prior to payment.

12. **PROJECT SPONSOR'S LIAISON AGENT** - The PROJECT SPONSOR shall appoint a LIAISON AGENT, whose name and title shall be submitted to the DISTRICT upon execution of this AGREEMENT, to act on behalf of the PROJECT SPONSOR relative to the provisions of this AGREEMENT.

13. **STATUS REPORTS** - The PROJECT SPONSOR or LIAISON AGENT shall submit to the DISTRICT project status reports during the PROJECT term. These Quarterly Reports are to be on Form #95-02 (Exhibit F, Assistance Program Project Quarterly Status Report). Project design drawings, engineering drawings, and a copy of the Project bid award construction item cost list will be submitted as available. Photographs shall be submitted when appropriate to reflect the work accomplished. NON-COMPLIANCE by the PROJECT SPONSOR with the reporting schedule in Exhibit G, Assistance Project Schedule, may result in revocation of this AGREEMENT.

14. **LAWS** - The PROJECT SPONSOR agrees to obtain and to abide by all federal, state, and local permits and proprietary authorizations, and all applicable laws and regulations in the development of the PROJECT. The PROJECT SPONSOR agrees that all PROJECT facilities shall be designed and constructed in compliance with applicable state and federal statutory requirements for accessibility by handicapped persons, as well as all other federal, state and local laws, rules, and requirements.

15. **NON-DISCRIMINATION** - The PROJECT SPONSOR agrees that when completed, the PROJECT shall be readily accessible, on a non-exclusive basis, to the general public without regard to age, sex, race, physical handicap, or other condition, and without regard to residency of the user in another political subdivision.

16. **PARKING FACILITIES** - Adequate parking shall be made available by the PROJECT SPONSOR to accommodate vehicles for the number of persons for which the PROJECT is being developed.

17. **SITE DEDICATION** - The PROJECT SPONSOR also agrees that the PROJECT site shall be dedicated for the public use for a minimum period of thirty-five (35) years from the completion of the PROJECT, such dedication to be in the form of a deed, lease, management AGREEMENT or other legally binding document. Any change in such dedication shall require the prior approval of the DISTRICT. The PROJECT SPONSOR shall record evidence of such dedication within the Public Records of the County in which the PROJECT is located.

18. **ACKNOWLEDGMENT** – For construction projects, the PROJECT SPONSOR shall erect a permanent sign, approved by the DISTRICT, in a prominent location such as the PROJECT entrance of the completed PROJECT, which shall indicate that the DISTRICT contributed funds for the PROJECT. The wording of the sign required by this section shall be approved by the DISTRICT's staff before construction and installation of said sign. This sign shall contain the DISTRICT logo (Exhibit H) unless otherwise stipulated by the DISTRICT. In the event that the PROJECT SPONSOR erects a temporary construction sign, it shall also indicate the DISTRICT's participation. For all other types of projects, the PROJECT SPONSOR shall acknowledge the DISTRICT where feasible, in concurrence with the DISTRICT staff's recommendations.

19. **PROJECT MAINTENANCE** - When and as applicable, the PROJECT SPONSOR agrees to operate, maintain, and manage the PROJECT for the life of the PROJECT improvements and will pay all expenses required for such purposes. The PROJECT improvements shall be maintained in accordance with the standards of maintenance for other local facilities owned and operated by the PROJECT SPONSOR, and in accordance with applicable health standards. PROJECT facilities and improvements shall be kept reasonably safe and in reasonable repair to prevent undue deterioration and to encourage public use. The PROJECT SPONSOR warrants and represents that it has full legal authority and financial ability to operate and maintain said PROJECT facilities and improvements.

20. **FEES** – Any fees charged for this PROJECT shall be reasonable and the same for the general public of all member counties. The PROJECT SPONSOR must demonstrate that a minimum of fifty percent (50%) of the PROJECT fees will be utilized for project maintenance and improvements throughout the anticipated life of a development project or the design life of other project types, as applicable.

21. **SOVEREIGN IMMUNITY** - Each party hereto agrees that it shall be solely responsible for the wrongful acts of its employees, contractors, and agents. However, nothing contained herein shall constitute a waiver by either party of its sovereign immunity under Section



768.28, Florida Statutes. The PROJECT SPONSOR acknowledges that the DISTRICT, its employees, commissioners, and agents are solely providing funding assistance for the PROJECT and are not involved in the design, construction, operation, or maintenance of the PROJECT.

22. **INSPECTIONS** - The DISTRICT reserves the right, upon reasonable request, to inspect said PROJECT and any and all records related thereto at any time.

23. **RIGHTS AND DUTIES** - The rights and duties arising under this AGREEMENT shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns, and shall, unless the context clearly requires otherwise, survive completion of the PROJECT. The PROJECT SPONSOR may not assign this AGREEMENT nor any interest hereunder without the express prior written consent of the DISTRICT.

24. **WAIVERS** - Waiver of a breach of any provisions of this AGREEMENT shall not be deemed a waiver of any other breach of the same or different provision.

25. **NOTICE** - Any notice required to be given pursuant to the terms and provisions of this AGREEMENT shall be in writing, postage paid, and shall be sent by certified mail, return receipt requested, to the DISTRICT or PROJECT SPONSOR at the addresses below. The notice shall be effective on the date indicated on the return receipt.

To the DISTRICT at:

Florida Inland Navigation District  
1314 Marcinski Road  
Jupiter, Florida 33477-9498

To the PROJECT SPONSOR at:

City of Deerfield Beach  
Attention: Director of Economic Development, Office of the City Manager  
150 NE 2nd Avenue  
Deerfield Beach, FL 33441

26. **NO JOINT VENTURE** - The DISTRICT's role with respect to the PROJECT is that of a funding assistance authority only and the DISTRICT is not, and shall not be considered to be, an agent, partner, or joint venturer with the PROJECT SPONSOR.

27. **GOVERNING LAW** - The validity, interpretation, and performance of this AGREEMENT shall be controlled and construed according to the laws of the State of Florida.

28. **TRANSFERENCE** - It is the intent of the DISTRICT to issue this funding assistance to the PROJECT SPONSOR who has made application for this assistance. In the event the PROJECT SPONSOR transfers ownership or management of the PROJECT to a party or parties not now a part of this AGREEMENT, other than another governmental entity that agrees to assume, in writing, PROJECT SPONSOR'S obligation hereunder, the DISTRICT retains the right to full reimbursement from the PROJECT SPONSOR to the full extent of the funding assistance provided by the DISTRICT including, but not limited to, any costs and reasonable attorney's fees (regardless of whether litigation ensues) incurred by the DISTRICT in collecting said reimbursement.

29. **ENTIRE UNDERSTANDING** - This AGREEMENT, including any exhibits made a part hereof, embodies the entire AGREEMENT and understanding of the parties and supersedes all prior oral and written communications between them. The terms hereof may be modified only by a written amendment signed by both parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed the day, month and year aforesaid.

FLORIDA INLAND NAVIGATION DISTRICT

By: \_\_\_\_\_  
Executive Director

Date: \_\_\_\_\_

City of Deerfield Beach

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**Exhibit A****PROJECT COST ESTIMATE**

WATERWAY ASSISTANCE PROGRAM FY 2024

[See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios]

|                       |                                              |
|-----------------------|----------------------------------------------|
| <b>Project Title:</b> | Sawgrass to Seagrass Center at Sullivan Park |
| <b>Applicant:</b>     | City of Deerfield Beach                      |

| <b>Project Elements</b><br><i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i> | <b>Total Estimated Cost</b> | <b>Applicant's Cost</b><br><i>(To the nearest \$50)</i> | <b>FIND Cost</b><br><i>(To the nearest \$50)</i> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|---------------------------------------------------------|--------------------------------------------------|
| General conditions*                                                                                                                                                                           | 933,714.00                  | 608,900.00                                              | 324,800.00                                       |
| Civil/Site Work*                                                                                                                                                                              | 1,149,359.00                | 750,100.00                                              | 399,300.00                                       |
| Shell*                                                                                                                                                                                        | 2,707,300.00                | 1,761,800.00                                            | 945,600.00                                       |
| Mechanical Electrical Plumbing*                                                                                                                                                               | 1,660,100.00                | 1,082,100.00                                            | 578,000.00                                       |
| Thermal and Moisture Protection*                                                                                                                                                              | 1,075,400.00                | 701,000.00                                              | 374,400.00                                       |
| Openings (Windows and Doors)*                                                                                                                                                                 | 612,500.00                  | 401,100.00                                              | 211,400.00                                       |
| Finishes, Fixtures, and Equipment*                                                                                                                                                            | 1,144,800.00                | 747,100.00                                              | 397,700.00                                       |
| Fire Suppression*                                                                                                                                                                             | 136,600.00                  | 91,800.00                                               | 44,800.00                                        |
| Insurance and Bonding*                                                                                                                                                                        | 251,900.00                  | 167,000.00                                              | 84,804.00                                        |
|                                                                                                                                                                                               |                             |                                                         |                                                  |

|                   |                        |                        |                        |
|-------------------|------------------------|------------------------|------------------------|
| <b>**TOTALS =</b> | <b>\$ 9,671,673.00</b> | <b>\$ 6,310,900.00</b> | <b>\$ 3,360,804.00</b> |
|-------------------|------------------------|------------------------|------------------------|

\* FIND funds will only be used to fund 50% of the 2nd Floor Exhibit Space. In compliance with Rule 66B-2.008.(1)(b) FIND funds will not be used for 1st Floor Administrative Office Space.

**Exhibit B 2024**  
**CHAPTER 66B-2**  
**WATERWAYS ASSISTANCE PROGRAM**

|            |                                                               |
|------------|---------------------------------------------------------------|
| 66B-2.001  | Purpose                                                       |
| 66B-2.002  | Forms                                                         |
| 66B-2.003  | Definitions                                                   |
| 66B-2.004  | Policy                                                        |
| 66B-2.005  | Funds Allocation                                              |
| 66B-2.006  | Application Process                                           |
| 66B-2.0061 | Emergency Applications                                        |
| 66B-2.007  | Application Form (Repealed)                                   |
| 66B-2.008  | Project Eligibility                                           |
| 66B-2.009  | Project Administration                                        |
| 66B-2.010  | Project Agreement (Repealed)                                  |
| 66B-2.011  | Reimbursement                                                 |
| 66B-2.012  | Accountability                                                |
| 66B-2.013  | Acknowledgement                                               |
| 66B-2.014  | Small-Scale Spoil Island Restoration and Enhancement Projects |
| 66B-2.015  | Small-Scale Derelict Vessel Removal Projects                  |
| 66B-2.016  | Waterways Cleanup Events                                      |

**66B-2.001 Purpose.**

Recognizing the importance and benefits of inland navigation channels and waterways, as well as noting problems associated with the construction, continued maintenance and use of these waterways, the Florida Legislature created Section 374.976, F.S. This law authorizes and empowers each inland navigation district to undertake programs intended to alleviate the problems associated with its waterways. The purpose of this rule is to set forth the District's policy and procedures for the implementation of an assistance program under Section 374.976, F.S., for local governments, member counties and navigation related districts within the District. This program will be known hereafter as the Florida Inland Navigation District's Waterways Assistance Program.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History--New 12-17-90, Formerly 16T-2.001.*

**66B-2.002 Forms.**

All forms for the administration of this program are available from the District office located at 1314 Marcinski Road, Jupiter, Florida 33477.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History--New 12-17-90, Formerly 16T-2.002.*

**66B-2.003 Definitions.**

The basic terms utilized in this rule are defined as follows:

- (1) "APPLICANT" means an eligible governmental agency submitting an application through this program.
- (2) "APPLICATION" means a project proposal with the required documentation.
- (3) "AUTHORIZED SUBMISSION PERIOD" means the established period for submitting applications to the District.
- (4) "BEACH RENOURISHMENT" means the placement of sand on a beach for the nourishment, renourishment or restoration of a beach.
- (5) "BOARD" means the Board of Commissioners of the Florida Inland Navigation District.
- (6) "DISTRICT" means the Florida Inland Navigation District (FIND).
- (7) "ELIGIBLE GOVERNMENTAL AGENCY" means member counties, local governments and navigation related districts within the taxing boundaries of the District.
- (8) "ENVIRONMENTAL PERMITS" means those permits, proprietary authorizations, exemptions, or general

permits for construction below mean high water line of a navigable waterway required and issued by or on behalf of the U.S. Army Corps of Engineers, the Florida Department of Environmental Protection, and the South Florida or the St. Johns River Water Management Districts or their successors.

(9) “EXECUTIVE DIRECTOR” means the Executive Director of the Florida Inland Navigation District.

(10) “LIAISON AGENT” means the contact person officially designated to act on behalf of the applicant or the project sponsor.

(11) “LOCAL GOVERNMENTS” means municipalities, cities, or consolidated county governments, which are located within the member counties.

(12) “MARITIME MANAGEMENT PLAN” means a written plan containing a systematic arrangement of elements specifically formulated to identify, evaluate and promote the benefits of eligible waterway accessibility and enjoyment, with consideration and respect to the physical, environmental and economic parameters of the planning area.

(13) “MATCHING FUNDS” means those funds provided by the local sponsor to the project.

(14) “MEMBER COUNTY” means a county located within the taxing boundaries of the District which includes Nassau, Duval, St. Johns, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin, Palm Beach, Broward and Miami-Dade Counties.

(15) “NAVIGATION RELATED DISTRICTS” means port authorities, inlet districts or any other agency having legally authorized navigation related duties in waterways of the District.

(16) “PRE-AGREEMENT COSTS” means project costs approved by the District Board which have occurred prior to the execution of the project agreement.

(17) “PROGRAM” means the Florida Inland Navigation District Waterways Assistance Program.

(18) “PROGRAM FUNDS” means financial assistance awarded by the Board to a project for release to the project sponsor pursuant to the terms of the project agreement.

(19) “PROJECT” means a planned undertaking consisting of eligible program facilities, improvements or expenses for the use and benefit of the general public.

(20) “PROJECT AGREEMENT” means an executed contract between the District and a project sponsor setting forth mutual obligations regarding an approved project.

(21) “PROJECT MAINTENANCE” means any usual action, activity, expense, replacement, adjustment or repair taken to retain a project or grant item in a serviceable, operational or normal condition, or the routine efforts and expenses necessary to restore it to serviceable or normal condition, including the routine recurring work required to keep the project or grant item in such condition that it may be continuously used at its original or designed capacity and efficiency for its intended purpose.

(22) “PROJECT MANAGER” means the District employee who is responsible for monitoring the performance of the Project and compliance with the project agreement.

(23) “PROJECT PERIOD” means the approved time during which costs may be incurred and charged to the funded project.

(24) “PROJECT SPONSOR” means an eligible governmental agency receiving program funds pursuant to an approved application.

(25) “PUBLIC BUILDING” means a building or facility on government owned property that is owned or operated by a governmental entity, or operated by a third party operator. The building or facility must provide waterway related information, public meeting space, or educational services and be open to members of the public on a continual basis without discrimination.

(26) “PUBLIC MARINA” means a harbor complex used primarily for recreational boat mooring or storage, the services of which are open to the general public on a first come, first served basis without any qualifying requirements such as club membership, stock ownership, or differential in price.

(27) “PUBLICLY OWNED COMMERCIAL OR INDUSTRIAL WATERWAY ACCESS” means any publicly owned area specifically designed to be used for staging, launching, or off-loading by commercial or industrial waterway users on a first come, first served, short-term basis, to gain entry to or from the District’s waterways to serve the infrastructure needs of the District’s waterway users.

(28) “WATERWAYS” means the Atlantic Intracoastal Waterway, the Okeechobee Waterway, the Barge Canal in Brevard County west of the Port Canaveral Locks, those portions of the Dania Cut-Off Canal and the Hillsboro Canal

east of the water control structures, all navigable natural rivers, bays, creeks or lagoons intersected by said waterways and all navigable natural creeks, rivers, bays or lagoons entering or extending from said waterways.

(29) “WATERWAY RELATED ENVIRONMENTAL EDUCATION” means an interdisciplinary holistic process by which the learner: develops an awareness of the natural and manmade environments of waterways; develops knowledge about how the environment of the waterways works; acquires knowledge about the technological, social, cultural, political, and economic relationships occurring in waterway related environmental issues; and, becomes motivated to apply action strategies to maintain balance between quality of life and quality of the environment of waterways.

*Rulemaking Authority 374.976(2) F.S. Law Implemented 374.976(1) F.S. History—New 12-17-90, Amended 9-2-92, 2-6-97, Formerly 16T-2.003, Amended 5-17-98, 3-21-01, 3-20-03, 3-3-04, 4-21-05, 4-24-06, 4-15-07, 3-25-08, 3-7-11, 3-25-21.*

#### **66B-2.004 Policy.**

The following constitutes the policy of the District regarding the administration of the program:

(1) Financial Assistance Eligibility: Financial assistance, support and cooperation may be provided to eligible governmental agencies for approved projects as follows:

(a) Member counties may be provided financial assistance, support or cooperation in planning, acquisition, development, construction, reconstruction, extension, improvement, operation or the maintenance of public navigation, local and regional anchorage management, beach renourishment, public recreation, inlet management, environmental education, maritime management plans, and boating safety projects directly related to the waterways.

(b) Eligible local governments may also be provided financial assistance, support and cooperation in planning and carrying out public navigation, local and regional anchorage management, beach renourishment, public recreation, inlet management, environmental education, and boating safety projects directly related to the waterways.

(c) Navigation related districts may be provided with financial assistance to pay part of the costs of the planning and acquisition of dredge material management sites if the Board finds that the site is required for the long-range maintenance of the Atlantic Intracoastal Waterway channel. All such sites must meet the development and operational criteria established by the District through a long-range dredge material management plan for that county. Navigation related districts may also be provided with assistance for waterway related access projects, environmental mitigation projects associated with waterway improvement related activities, and inlet management projects if the Board finds that the project benefits public navigation in the Atlantic Intracoastal Waterway. All navigation related districts shall contribute at least equal matching funds to any District financial assistance provided. Seaports may also be furnished assistance and support in planning and carrying out environmental mitigation projects. All seaport projects shall benefit publicly maintained channels and harbors. Each seaport shall contribute matching funds for funded projects.

(d) Eligible projects shall include the acquisition and development of public boat ramps and launching facilities, including those in man-made, navigable waterways contiguous to “waterways” as defined in Rule 66B-2.003, F.A.C.

(2) Notification: The District will notify by direct mail, email and/or advertised public notice all eligible governmental agencies of the program and the upcoming authorized submission period.

(3) Project Approval: Approval of projects by the District shall be in accordance with these rules.

(4) Project Accessibility: Facilities or programs funded in whole or in part by program funds shall be made available to the general public of all of the member counties on a non-exclusive basis without regard to race, color, religion, age, sex or similar condition. Additionally, facilities funded in whole or in part by program funds, shall not require a paid membership for the general public of all of the member counties as a condition to use the facilities. User or entrance fees may be charged for the use of facilities funded in whole or in part by program funds, however such fees shall be reasonable and shall be the same for the general public of all of the member counties.

(5) Waterway Impacts: All development projects must be designed so as not to impact navigation along the District’s waterways through the placement of structures, attendant uses, or the necessity of a boating speed zone for safety purposes. Before applying for boating speed zone designation in District waterways because of a project funded by this program, the sponsor shall first receive approval from the Board. The Board will use the criteria found in Section 327.46(1), F.S., in determining whether to approve the proposed boating speed zone.

(6) Project Maintenance: The project sponsor shall be responsible for the operation, maintenance, and management of the project for the anticipated life of the project and shall be responsible for all expenses required for such purposes.



The project shall be maintained in accordance with the standards of maintenance for other similar local facilities and in accordance with applicable health standards. Project facilities and improvements shall be kept reasonably safe and in reasonable repair to prevent undue deterioration and to encourage public use. The project sponsor shall have full legal authority and financial ability to operate and maintain the project facilities.

(7) Education Facilities and Programs: Waterways related environmental education facilities and programs sponsored by the District shall occur at specially designated environmental education facilities located adjacent and contiguous to the waterways. It is the District's intent to consolidate its environmental education efforts in the least number of facilities within an area that will adequately serve the education needs of that area of the District.

(8) Public Information Availability: Public information produced with assistance from this program shall not be copyrighted and shall be provided free of cost, except for the cost of reproduction, to the public.

(9) Third-Party Project Operators: Projects that are being operated by a third party shall have sufficient oversight by the eligible project sponsor as determined by the Board. Such oversight, at a minimum, will include a project liaison that is a staff member of the eligible project sponsor, and oversight of the operating hours and admission fees of the facility by the eligible project sponsor through a legal agreement. All third party projects shall be open to the public in accordance with this rule.

(10) Non-compliance: The District shall terminate a project agreement and demand return of program funds disbursed to the project sponsor for non-compliance with any of the terms of the project agreement or this rule, if such non-compliance calls into question the ability of the applicant to complete the project. Failure of a project sponsor to comply with the provisions of this rule or the project agreement shall result in the District declaring the project sponsor ineligible for further participation in the program until such time as compliance has been met to the satisfaction of the District.

(11) Fees: Any public project eligible for District program funds that charges a fee or will charge a fee must create and maintain an enterprise fund for the public project that shall plan for and retain at all times sufficient funds for the ongoing maintenance of the facility during its project life. Accounting records of the previous five years of the public project's enterprise fund will be submitted as part of any subsequent assistance program application to the District.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1), (2) FS. History—New 12-17-90, Amended 2-3-94, 2-6-97, Formerly 16T-2.004, Amended 5-18-98, 3-31-99, 5-25-00, 3-21-01, 7-30-02, 3-3-04, 4-21-05, 4-1-09, 2-22-10, 3-7-11, 3-7-12, 1-27-14, 2-17-15.*

#### **66B-2.005 Funds Allocation.**

The Board will allocate funding for this program based upon the District's overall goals, management policies, fiscal responsibilities and operational needs for the upcoming year. Funding allocations to navigation related districts, member counties and local governments shall be based upon the proportional share of the District's ad valorem tax collections from each county. If funds are determined to be available for the program, the District will notify potential eligible governmental agencies of the availability of program funding. Applications will be reviewed by the Board utilizing District Forms No. 91-25 and 91-25 (A) through (F) Waterways Assistance Program Application and Evaluation Worksheet (effective date 1/2014), hereby incorporated by reference and available at: <http://www.flrules.org/Gateway/reference.asp?No=Ref-03568>, and available from the District office or by download from the District's webpage at: [www.aicw.org](http://www.aicw.org).

(1) Funding Assistance Availability: In as much as the District has other fiscal responsibilities and operational needs, financial assistance to eligible government agencies shall not exceed an amount equal to eighty (80) percent of the proportional share of the District's ad valorem tax collections from each county in which such agencies are located. The District may make an exception to this funding limitation, if funds are determined to be available based upon the District's overall goals, management policies, fiscal responsibilities and operational needs, or in counties that are recovering from a state of emergency declared under Chapter 252, F.S.

(2) Project Funding Ratio: All financial assistance and support to eligible governmental agencies shall require, at a minimum, equal matching funds from the project sponsor, with the exception of public navigation projects that meet the provisions of subsection 66B-2.005(6), F.A.C., land acquisition projects in accordance with subsection 66B-2.005(7), and Rule 66B-2.008, F.A.C., small-scale spoil island restoration and enhancement projects that meet the provisions of Rule 66B-2.014, F.A.C., derelict vessel projects consistent with Rule 66B-2.0015, F.A.C., and Waterway Cleanup Projects approved under Rule 66B-2.0016, F.A.C., and projects approved in counties recovering from a state of emergency.

Applicant's in-house costs are limited pursuant to paragraph 66B-2.008(1)(c), F.A.C. All financial assistance to seaports shall require equal matching funds. The District shall contribute no more than fifty percent (50%) of the local share of the cost of an inlet management or beach renourishment project. The District shall not contribute funding to both the state and local shares of an inlet management or beach renourishment project.

(3) Pre-agreement Expenses: The project sponsor shall not commence work on an approved project element prior to the execution of the project agreement unless authorized by the Board during the review and funding approval process. Board authorization of pre-agreement expenses will be given for the commencement of work prior to the execution of a project agreement if the Board determines that there is a benefit to the District, its waterways or its constituents. All project costs must be incurred and work performed within the project period as stipulated in the project agreement unless pre-agreement costs are approved by the Board. Pre-agreement expenses will be approved if they are consistent with the provisions of Rule 66B-2.008, F.A.C., and occur within the fiscal year of the grant application submission (October 1st to September 30th). Pre-agreement expenses, except for projects approved by the Board as multi-year projects, will be limited to fifty (50) percent of the project's total cost and if the expenses are eligible project expenses in accordance with this rule. Only one-half (1/2) or less of the approved pre-agreement expenses will be eligible for reimbursement funding from the District, except for projects approved by the Board as multi-year projects. The Board shall consider a waiver of the limitation on pre-agreement expenses for Small-Scale Derelict Vessel grants and land acquisition projects when the applicant demonstrates a direct need and benefit and the project is in accordance with the applicable provisions of Chapter 66B-2, F.A.C.

(4) Multi-Year Funding: The construction phase of projects that are large scale, involve multiple phases, have a construction time line of one year or longer, or are requesting a significant amount of assistance funding in relation to the total assistance available for the county where the project is located, will be reviewed and approved by the District Board for a multiple year period subject to budgeting and allocation pursuant to the provisions of Chapter 200, F.S. The determination by the Board to provide assistance funding on a multi-year basis can be made at any time during the application review process. All approved multi-year projects are limited to a maximum of two (2) additional funding requests.

(5) Inlet Management and Beach Renourishment: Projects and project elements in the categories of inlet management and beach renourishment shall be subject to the following provisions. The District shall contribute no more than fifty percent of the local share of the cost of the project. The District shall not contribute funding to both the state and local shares of an inlet management or beach renourishment project. Funding for the construction phase of an inlet management or beach renourishment project may be approved by the District Board for a multiple year period subject to budgeting and allocation pursuant to the provisions of Chapter 200, F.S. Additionally the following provisions shall be met for inlet management or beach renourishment projects:

(a) Inlet Management: Inlet management projects shall benefit public navigation within the District and shall be consistent with Department of Environmental Protection approved inlet management plans and the statewide beach management plan pursuant to Section 161.161, F.S. Prior to funding any inlet management project, the Board shall make a finding that the project is a benefit to public navigation in the District. Inlet management projects that are determined to be consistent with Department of Environmental Protection approved inlet management plans are declared to be a benefit to public navigation.

(b) Beach Renourishment: All projects in this category shall be consistent with the statewide beach management plan. Beach renourishment projects shall only include those beaches that have been adversely impacted by navigation inlets, navigation structures, navigation dredging, or a navigation project. Prior to funding any beach renourishment project, the Board shall make a finding that the beaches to be nourished have been adversely impacted by navigation inlets, navigation structures, navigation dredging or a navigation project. The determination of beach areas that are adversely impacted by navigation for the purposes of this program shall be made by Department of Environmental Protection approved inlet management plans. If state funding is not provided for a beach project, public access with adequate parking must be available in accordance with Chapter 161, F.S.

(6) Public Navigation: Projects or project elements in the category of public navigation that will qualify for up to seventy-five percent (75%) program funds must be within the Intracoastal Right-of-Way (ROW), or provide public navigation channel access to two or more publicly accessible launching, mooring or docking facilities. In addition, the following shall apply:

(a) Navigation channel dredging: The project sponsor must demonstrate that the source of channel sedimentation has been identified and is in the process of, or has been controlled, or that the frequency and amount of shoaling is such that dredging will provide an improvement to the channel that will last for twenty (20) years or more and therefore is more cost effective than identifying and correcting the cause of shoaling, or that the cost of identifying the source of channel sedimentation exceeds the cost of the dredging project.

(b) Navigation channel lighting and markers must be located on primary or secondary public navigation channels. Navigation projects or project elements that have one facility open to the public will qualify for up to fifty percent (50%) program funding. Dredging that is associated or ancillary to another use (such as a boat ramp, marina or pier) will be prioritized according to the associated use.

(7) Land Acquisition: Land acquisition projects shall qualify for a maximum of fifty (50) percent funding. All pre-agreement expenses for land acquisition must be completed within one-year of the date of application for funding. Except for acquisition of publicly owned spoil disposal site, all funded land acquisition projects must construct the required boating access facility within 7 years of completion of the land acquisition, or the District may require the applicant to refund the program funding. Immediately upon acquiring title to the land, the applicant shall record a declaration of covenants in favor of the District stating that if the required boating access facility is not constructed within 7 years and dedicated for the public use as a boating access facility in perpetuity after completion of construction, the District shall require the applicant to refund the program funding.

(8) Seaport Funding Eligibility: Financial assistance to seaports may exceed the proportional share of the District's ad valorem tax collections as set forth in subsection 66B-2.005(1), F.A.C., from the county in which such seaport is located if the seaport can demonstrate that a regional benefit occurs from the port's activities. Financial assistance to a seaport project that demonstrates a regional benefit shall not exceed an amount equal to (i) the proportional share of the District's ad valorem tax collections as set forth in subsection 66B-2.005(1), F.A.C., from the counties where the benefit is demonstrated less (ii) funding allocated in the same fiscal year to all other local government projects funded in those counties.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1), (3) FS. History--New 12-17-90, Amended 6-24-93, 9-5-96, 2-6-97, Formerly 16T-2.005, Amended 5-17-98, 8-26-99, 3-21-01, 7-30-02, 3-3-04, 4-21-05, 4-24-06, 4-15-07, 3-25-08, 4-1-09, 3-7-11, 3-7-12, 4-10-13, 1-27-14, 5-15-16, 3-25-21.*

#### **66B-2.006 Application Process.**

(1) Application Period: With the exception of eligible Disaster Relief Projects, eligible Small-Scale Spoil Island Restoration and Enhancement Projects eligible Small-Scale Derelict Vessel Applications and Waterway Cleanup Events, all applications for assistance through this program will be submitted during the authorized submission period that shall be established by vote of the Board at a scheduled meeting.

(2) Application Forms: Florida Inland Navigation District Waterways Assistance Program Project Application FIND Form Number 90-22 (effective date 4-24-06) and the Waterway Assistance Program Application and Evaluation Worksheet No. 91-25 and 91-25 (A) through (F) (effective date 1/2014) are hereby incorporated by reference and available from the District office. With the exception of projects eligible under the Small-Scale Spoil Island Restoration and Enhancement program, the Small-Scale Derelict Vessel program, and eligible Waterway Cleanup Events, all applications for financial assistance and support through this program from member counties and local governments shall be made on Form Number FIND 90-22 and the Waterway Assistance Program Project Application and Evaluation Worksheet No. 91-25 and 91-25 (A) through (F) and shall include a detailed cost estimate submitted on FIND Form No. 90-25, Florida Inland Navigation District Assistance Program Project Cost Estimate, (effective date 4-24-06), hereby incorporated by reference and available from the District office. In addition, all applicants shall submit a complete and detailed Project Timeline (FIND FORM No. 96-10) (effective date 4-15-07).

(3) Sponsor Resolution: The project sponsor shall approve the submission of an application by official resolution from its governing board or commission. Said resolution shall be made on FIND Form No. 90-21, Resolution for Assistance Under the Florida Inland Navigation District Waterways Assistance Program (effective date 10-14-92), hereby incorporated by reference and available from the District office.

(4) Attorney's Certification: If the application is for a project that is a land based development project the applicant shall submit an Attorney's Certification of Title, FIND Form Number 94-26 (effective date 5-25-00), hereby incorporated

by reference and available from the District office.

(5) Maps and Geographic Information: All applicants shall be required to submit, at minimum, the following geographic information: A County location map, a project location map, a project boundary map, and a clear and detailed site development map for land development projects.

(6) Application Review: Applicants shall obtain the local FIND Commissioner's initials on Form No. 90-26 prior to submitting the application to the District office. It is the applicant's responsibility to make timely arrangements for the local FIND Commissioner's review. In the absence of extenuating circumstances outside of the applicant's control as determined by the Board of Commissioners, an application shall not be considered complete if it does not include the local FIND commissioner's initials on Form No. 90-26. Upon receipt in the District office, staff will review the applications for completeness of the informational requirements identified in the Application Checklist, FIND Form Number 90-26 (effective date 7-30-02), and for compliance with the eligibility requirements of this rule. When an application is determined by staff to be incomplete or ineligible, staff will immediately inform the applicant by mail. The applicant will then have until the date established by the Board in the application package to bring the application into compliance. If the applicant fails to provide a complete application in compliance with these rules, the application will not be considered for funding. In order to have a complete application, the applicant shall not only submit the forms required under Rule 66B-2.006, F.A.C., and any other information requirements identified in the Application Checklist (FIND Form Number 90-26), but such forms and other submitted information must be completely filled out, executed as applicable, and also establish compliance with Chapter 66B-2, F.A.C.

(7) Interlocal Agreements: Applications that the Board determines will directly benefit the maintenance of the Atlantic Intracoastal Waterway channel as documented by the District's long range dredged material management plans, will directly benefit the maintenance of the Okeechobee Waterway channel as documented by the District's long range dredged material management plan, will directly benefit the maintenance or improvement of District property, right-of-way or navigation interests, or have multiple funding partners including the Corps of Engineers as the project manager can qualify for project assistance through an interlocal agreement pursuant to Chapter 163 or Section 374.984(6)(a), F.S. District staff will identify these applications and present them to the Board for their determination as to funding. Interlocal agreement projects shall comply with all other provisions of this rule, except for pre-agreement expenses, permitting and property control requirements.

(8) Application Presentations: Applications determined to be complete and in compliance with this rule will be forwarded to the Board for review and then scheduled for presentation to the Board at a scheduled meeting of the Board. Applicants can decline to make a presentation to the Board by submitting a written request.

(9) Application Evaluation and Rating Score: Following the presentations, the Board will review the applications and evaluate them using the Waterways Assistance Program Application and Evaluation Worksheets No. 91-25 (A) through (F) for Waterways Assistance Program applications. The total points awarded to each application by the Commissioners will be averaged to determine an application's final rating score. The final rating score for each application must equal or exceed 35 points for the application to be considered for funding assistance. Reconsideration of any application with a final rating score of less than 35 points will only occur if the majority of the Commissioners evaluating the project rated the project equal to or exceeding 35 points and two-thirds of the Commissioners vote for reconsideration of the application. Only Applicants that are eligible under Rule 66B-2.0061, F.A.C., "Disaster Relief Applications," shall complete FIND Form No. 91-25F Emergency Re-Construction (effective date 4-24-06, 1/2014).

(10) Funding Determination: The Board will hold a funding allocation meeting at which time the Board will determine the allocation of funds, if any, to each project and the projects will be ranked by overall average score to facilitate final funding decisions by the Board. Allocations will be based in part upon the cumulative score of the applications as calculated from the Project Evaluation and Rating Form. Allocations will also be based upon the specific needs of the individual counties.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History—New 12-17-90, Amended 9-2-92, 6-24-93, 4-12-95, Formerly 16T-2.006, Amended 5-25-00, 3-21-01, 7-30-02, 3-20-03, 4-21-05, 4-24-06, 4-15-07, 3-25-08, 3-7-11, 1-27-14.*

#### **66B-2.0061 Disaster Relief Applications.**

Disaster Relief applications may be submitted to the District and considered by the Board at any time during the year to provide assistance to an eligible applicant for the removal of navigation obstructions and repair or replacement of

waterway facilities damaged by a declared natural disaster. Applicants for Disaster Relief shall use the same forms listed in subsection 66B-2.006(2), F.A.C. The District shall consider these applications in accordance with these rules.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History—New 6-24-93, Amended 2-6-97, Formerly 16T-2.0061, Amended 4-24-06, 3-25-21.*

#### **66B-2.007 Application Form.**

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History—New 12-17-90, Amended 6-24-93, 2-3-94, 4-12-95, Formerly 16T-2.007, Repealed 7-30-02.*

#### **66B-2.008 Project Eligibility.**

(1) Eligible Projects: Financial assistance and support through this program shall be used to plan or carry out public navigation and anchorage management, public recreation, environmental education, boating safety, acquisition and development of spoil sites and publicly owned commercial/industrial waterway access directly related to the waterways, acquisition and development of public boat ramps, launching facilities and boat docking and mooring facilities, inlet management, maritime management planning, environmental mitigation and beach renourishment.

(a) Program funds may be used for projects such as acquisition, planning, development, construction, reconstruction, extension, or improvement, of the following types of projects for public use on land and water. These project types will be arranged into a priority list each year by vote of the Board. The priority list will be distributed to applicants with the project application.

1. Public navigation channel dredging,
2. Public navigation aids and markers,
3. Inlet management projects that are a benefit to public navigation in the District,
4. Public shoreline stabilization directly benefiting the District's waterway channels,
5. Acquisition and development of publicly owned spoil disposal site and public commercial/industrial waterway access,
6. Waterway signs and buoys for safety, regulation or information,
7. Acquisition, dredging, shoreline stabilization and development of public boat ramps and launching facilities,
8. Acquisition, dredging, shoreline stabilization and development of public boat docking and mooring facilities,
9. Derelict Vessel Removal,
10. Waterways related environmental education programs and facilities,
11. Public fishing and viewing piers,
12. Public waterfront parks and boardwalks and associated improvements,
13. Maritime Management Planning,
14. Waterways boating safety programs and equipment,
15. Beach renourishment on beaches adversely impacted by navigation inlets, navigation structures, navigation dredging, or a navigation project; and,
16. Environmental restoration, enhancement or mitigation projects; and,
17. Other waterway related projects. Waterway projects that do not meet specific criteria in subsection 66B-2.005(5) or (6) or subparagraphs 66B-2.008(1)(a)1.-16., F.A.C., but are located on eligible waterways shall be considered for funding under the priority listing of "other waterway related project" and eligible for 25% funding.

(b) Ineligible Projects or Project Elements. Project costs ineligible for program funding or matching funds will include: contingencies, miscellaneous, reoccurring personnel related costs, irrigation equipment, ball-courts, park and playground equipment, and any extraneous recreational amenities not directly related to the waterway such as the following:

1. Landscaping that does not provide shoreline stabilization or aquatic habitat,
2. Restrooms for non-waterway users,
3. Roadways providing access to non-waterway users,
4. Parking areas for non-waterway users,
5. Utilities for non-waterway related facilities,
6. Lighting for non-waterway related facilities,

7. Project maintenance and maintenance equipment,
8. Picnic shelters and furniture for non-waterway related facilities,
9. Vehicles to transport vessels; and,
10. Operational items such as fuel, oil, etc.
11. Office space that is not incidental and necessary to the operation of the main eligible public building; and,
12. Conceptual project planning, including: public surveys, opinion polls, public meetings, organizational conferences; and,
13. Inlet maintenance.

(c) Project Elements with Eligibility Limits: Subject to approval by the Board of an itemized expense list:

1. The following project costs will be eligible for program funding or as matching funding if they are performed by an independent contractor:
  - a. Project management, administration and inspection,
  - b. Design, permitting, planning, engineering or surveying costs for completed construction project,
  - c. Restoration of sites disturbed during the construction of an approved project,
  - d. Equipment costs.

Before reimbursement is made by the District on any of the costs listed in subparagraph 1., above, a construction contract for the project, approved and executed by the project sponsor and project contractor must be submitted to the District.

2. Marine fire-fighting, Marine law enforcement and other vessels are eligible for a maximum of \$125,000 in initial District funding. All future replacement and maintenance costs of the vessel and related equipment will be the responsibility of the applicant.

3. Waterway related environmental education facility funding will be limited to those project elements directly related to the District's waterways.

(d) Phasing of Projects: Applications for eligible waterway projects may be submitted as a phased project where Phase I will include the design, engineering and permitting elements and Phase II will include the construction of the project. A description and cost estimate of the Phase II work shall be submitted along with the Phase I application for Board review.

(2) Property Control: The site of a new proposed land-based development project, with the exception of those projects requesting Small-Scale Spoil Island Restoration and Enhancement funding, shall be dedicated for the public use for which the project was intended for a minimum period of 35 years after project completion. Such dedication shall be in the form of a deed, lease, management agreement or other legally binding document and shall be recorded in the public property records of the county in which the property is located. This property control requirement also applies to a project site owned by another governmental entity. The governmental entity that owns the project site may be joined as a co-applicant to meet this property control requirement. Existing land based development projects that are being repaired, replaced or modified must demonstrate that the project site has been dedicated for public use for at least 25 years with at least 10 years remaining on the dedication document. Property shall also be deemed dedicated for public use if:

(a) The property has been designated for the use for which the project is intended (even though there may have been no formal dedication) in a plat or map recorded prior to 1940, or

(b) The project sponsor demonstrates that it has had exclusive control over the property for the public use for which the project is intended for a period of at least 30 years prior to submission of the application, or

(c) There is no ongoing litigation challenging the designated use of the property as shown on the plat or map, nor has there been any judicial determination contrary to the use by the public for the use shown on the plat or map.

(3) Permits: The project sponsor is responsible for obtaining and abiding by any and all federal, state and local permits, laws, proprietary authorizations and regulations in the development and operation of the project. Applicants for construction projects that include elements that require state or federal environmental permits or proprietary authorizations will demonstrate that all required environmental permitting and authorizations will be completed by the third Monday in September. This demonstration will be by submission of the required environmental permit(s) and authorizations, or by submission of a letter from the agency(s) stating that a permit or authorization is not required. Failure to timely submit the required environmental permits and authorizations or letters stating such permits or authorizations are not required shall result in the application not being considered for funding.

(4) Public Marina Qualifications: All public marina projects funded through this program shall include sewage



pumpout facilities for vessels, unless the applicant can demonstrate that inclusion of such a facility is physically, operationally or economically impracticable. All public marina projects funded through this program shall have at least ten percent (10%) of their slips or mooring areas available for transient vessels. Public marina dockage rates shall be within market comparison of the dockage rates of other area marinas. The public marina will be required to establish and maintain an accounting of the funds for the facility and shall plan for and retain at all times sufficient funds for the ongoing maintenance of the facility during its project life.

(5) The District may assist eligible local governments with efforts to prepare and implement a comprehensive maritime management plan. The plan shall be utilized by the eligible government to promote and maximize the public benefit and enjoyment of eligible waterways, while identifying and prioritizing the waterway access needs of the community. The plan should not duplicate any existing or ongoing efforts for the same waterway or water shed, nor shall the District participate in any effort that does not address the basic maritime needs of the community.

(a) Existing plans may be updated at reasonable intervals or amended to include waterway areas previously not included in the original effort. Public, government, environmental, industry and other pertinent interest groups shall be solicited and included for input in the planning process.

(b) The plan shall be utilized as a tool to provide a minimum 5-year planning analysis and forecast for the maritime needs of the community, and shall include, at minimum, the following:

1. Public boat ramp and ramp parking inventory and analysis.
2. Public mooring and docking facility analysis, including day docks and transient slips.
3. Commercial and working waterfront identification and needs analysis.
4. The identification, location, condition and analysis of existing and potential navigation channels.
5. An inventory and assessment of accessible public shorelines.
6. Public Waterway transportation needs.

7. Environmental conditions that affect boat facility siting, a current resource inventory survey, and restoration opportunities.

8. Economic conditions affecting the boating community and boating facilities.

9. Acknowledgment and coordination with existing data and information, including an emphasis on the Intracoastal Waterway.

(c) Projects requested for assistance program funding shall be consistent with the applicant's maritime management plan. The applicant should utilize the plan to assist in prioritizing waterway improvement projects.

(6) All eligible environmental restoration, enhancement or mitigation projects as well as the environmental restoration, enhancement or mitigation components of other types of projects shall be required to pursue and assign any available mitigation credits to the District for that share of the project funded through the District's Assistance Program. All eligible environmental restoration, enhancement or mitigation projects shall provide public access where possible.

(7) Final Decisions: The Board will make all final decisions on the eligibility of a Project or specific project costs.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1)-(3) FS. History--New 12-17-90, Amended 9-2-92, 6-24-93, 2-3-94, 4-12-95, 9-5-96, 2-6-97, Formerly 16T-2.008, Amended 5-17-98, 3-31-99, 5-25-00, 3-21-01, 7-30-02, 3-20-03, 3-3-04, 4-15-07, 3-25-08, 4-1-09, 2-22-10, 3-7-11, 3-7-12, 1-27-14, 2-17-15, 2-21-16, 3-25-21, 3-9-23, 3-11-24.*

#### **66B-2.009 Project Administration.**

The District will appoint a project manager who shall be responsible for monitoring the project and the project agreement. The project manager shall also be responsible for approving all reimbursement requests. The project sponsor shall appoint a liaison agent, who will be a member of the eligible applicant's staff, to act on its behalf in carrying out the terms of the project agreement. Administration of the project will be as follows:

(1) Project Agreement: For each funded project, the District and the project sponsor will enter into a project agreement. The project agreement shall be executed and returned by the project sponsor within six (6) months of the approval of the project funding and prior to the release of program funds, setting forth the mutual obligations of the parties concerning the project. The project agreement shall incorporate the applicable policies and procedures of the program as outlined in this rule. Project agreements will be for a two-year period with the possibility for one, one-year extension. Any request for a one-year extension of funding shall require submittal by the PROJECT SPONSOR of a request for extension to the DISTRICT no later than July of fiscal year two of the approved project. This request will then be

considered by the DISTRICT Board, whose decision shall be final. In review of these requests, the Board will take into consideration the current status and progress of the project and the ability of the applicant to complete the project within one additional year.

(2) Matching Funds: The project sponsor shall clearly identify and enumerate the amount and source of the matching funds it will be using to match the program funds supplied by the District for an approved project. The project sponsor shall provide suitable evidence that it has the matching funds available at the time the project agreement is executed.

(3) Agreement Modification: All proposed changes to the project agreement must be submitted to the District in writing by the project sponsor accompanied by a statement of justification for the proposed changes. All project agreement amendments shall be approved by the District Board, except that the Executive Director may approve a minor project agreement amendment for a project within a county with the local District commissioner's concurrence. A minor project amendment shall not change the approved project's category, result in a reallocation of more than 35% of the approved funding of the project among project elements, nor allow for a greater than 35% change in the project scale or scope of work. Project agreement amendments will not include a change to the approved project's location or a change in the approved project's purpose or project type. Agreed changes shall be evidenced by a formal amendment to the project agreement and shall be in compliance with these rules.

(4) Project Reporting: The liaison agent will submit quarterly reports to the project manager summarizing the work accomplished since the last report, problems encountered, percentage of project completion and other appropriate information. These reports shall continue throughout the length of the project period until completion of the project. The report shall be submitted on Form 95-02, "Assistance Program Project Quarterly Status Report," dated 7-30-02, hereby incorporated by reference and available at the District office. A Final Project Report shall be submitted at the completion of the project and shall at minimum include: project summary, photo of completed project, final cost, project benefits to the waterway and location address.

(5) Reimbursement Requests: The liaison agent may submit periodic reimbursement requests during the project period in accordance with Rule 66B-2.011, F.A.C. The project manager will approve or disapprove all reimbursement requests. The final payment of program funds will be made upon certified completion of the project by the District.

(6) Project Inspection: Upon reasonable request, the project manager shall have the right to inspect the project and any and all records relating to the project.

(7) Project Completion: The project shall be completed within three (3) years of the date of the beginning of the District's first fiscal year for which the project was approved. If the completion of a project is impacted by a declared state of emergency and the Board waives this rule section, the extension of time granted shall not exceed one additional three (3) year period.

(8) Project Completion Requirements: Upon completion of the project, the liaison agent shall provide the following to the project manager:

(a) A Project Completion Certificate, FIND Form No. 90-13 (effective date 7-30-02), hereby incorporated by reference and available from the District office, which certifies that the project was completed in accordance with the project agreement and the final project plans.

(b) A final reimbursement request accompanied by all required billing statements and vouchers.

(c) Photograph(s) showing the installation of the sign required by Rule 66B-2.013, F.A.C.

(d) Photograph(s) of the completed project clearly showing the program improvements.

(9) Project Completion Review: The project manager will review the project completion package and will authorize or reject the final reimbursement payment which will include all retained funds from previous requests.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History--New 12-17-90, Formerly 16T-2.009, Amended 3-21-01, 7-30-02, 3-7-11, 1-27-14, 3-25-21.*

#### **66B-2.010 Project Agreement.**

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History--New 12-17-90, Amended 9-5-96, Formerly 16T-2.010, Amended 3-21-01, Repealed 7-30-02.*

#### **66B-2.011 Reimbursement.**

The District shall release program funds in accordance with the terms and conditions set forth in the project agreement.

This release of program funds shall be on a reimbursement only basis. The District shall reimburse the project sponsor for project costs expended on the project in accordance with the project agreement. Project funds to be reimbursed will require the submission of a Reimbursement Request Form and required supporting documents, FIND Form No. 90-14 (effective date 7-30-02) hereby incorporated by reference and available from the District office.

(1) Authorized Expenditures: Project funds shall not be spent except as consistent with the project agreement cost estimate that was approved by the Board, which shall be an attachment to the project agreement. This cost estimate will establish the maximum funding assistance provided by the District and the percentage of funding provided by each party to the project. The District will pay the lesser of:

- (a) The percentage total of project funding that the Board has agreed to fund, or
- (b) The maximum application funding assistance amount.

(2) Phase I Reimbursement: In accordance with these rules, reimbursement cannot be made on a Phase I application until a construction contract is executed by the applicant for the construction phase of the project. If the Phase I project is completed but a construction contract is not executed by the three (3) year project deadline, then the District shall only allow one (1) year from the Phase I project deadline to enter into the required construction contract before the Phase I funding is cancelled.

(3) Reimbursement Requests: All project costs shall be reported to the District and summarized on the Reimbursement Request Form. All requests for reimbursement shall include supporting documentation such as billing statements for work performed and cancelled payment vouchers for expenditures made.

(4) Retainage: The District shall retain ten percent (10%) of all reimbursement payments until final certification of completion of the project. The District shall withhold any reimbursement payment, either in whole or part, for non-compliance with the terms of this agreement.

(5) Check Presentations: A District representative shall present the final reimbursement check to the project sponsor during a public commission meeting or public dedication ceremony for the project facility.

(6) Recovery of Additional Project Funding: If the project sponsor receives additional funding for the project costs from another source that was not identified in the original application and that changes the agreement cost-share percentage, the project sponsor shall proportionately reimburse the District's program funds equal to the cost-share percentage in the approved project agreement. The project sponsor shall promptly notify the District of any project payments it receives from a source other than the District.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History--New 12-17-90, Amended 6-24-93, Formerly 16T-2.011, Amended 3-31-99, 7-30-02, 3-7-11.*

#### **66B-2.012 Accountability.**

The following procedures shall govern the accountability of program funds:

(1) Accounting: Each project sponsor is responsible for maintaining an accounting system which meets generally accepted accounting principles and for maintaining such financial records as necessary to properly account for all program funds.

(2) Quarterly Reports: The project sponsor shall submit quarterly project status reports to FIND in accordance with subsection 66B-2.009(4), F.A.C.

(3) Completion Certification: All required final completion certification documents and materials as outlined in subsection 66B-2.009(8), F.A.C., of this rule shall be submitted to the District prior to final reimbursement of program funds.

(4) Auditing: All project records including project costs shall be available for review by the District or by an auditor selected by the District for 3 years after completion of the project. Any such audit expenses incurred shall be borne entirely by the project sponsor.

(5) Project Records: The project sponsor shall retain all records supporting project costs for three years after either the completion of the project or the final reimbursement payment, whichever is later, except that should any litigation, claim, or special audit arise before the expiration of the three year period, the project sponsor shall retain all records until the final resolution of such matters.

(6) Repayment: If it is found by any State, County, FIND, or independent audit that program funds have not been used in accordance with this rule and applicable laws, the project sponsor shall repay the misused program funds to the

District.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History--New 12-17-90, Formerly 16T-2.012, Amended 7-30-02.*

#### **66B-2.013 Acknowledgement.**

The project sponsor shall erect a permanent sign, approved by the District, at the entrance to the project site which indicates the District's participation in the project. This sign shall contain the FIND logo. In the event that the project sponsor erects a temporary construction sign, this sign shall also recognize the District's participation. If the final product of the project is a report, study or other publication, the District's sponsorship of that publication shall be prominently indicated at the beginning of the publication. If the project results in an educational display, the District's logo and a statement of the District's participation in the project shall be contained in the display.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History--New 12-17-90, Formerly 16T-2.013, Amended 2-22-10.*

#### **66B-2.014 Small-Scale Spoil Island Restoration and Enhancement Projects.**

Proposals shall be accepted for the restoration or enhancement of spoil islands and natural islands within the District's waterways for recreational, navigational, educational, and environmental purposes. The applicable provisions of this rule apply to these applications with the following additions or exceptions:

(1) Application Procedure – A Request for Proposals procedure will be used to request proposals for consideration. Proposals shall follow the format described in FIND Document #03-02, Call for Proposals – Small-Scale Spoil Island Restoration and Enhancement Program (effective date 7-30-02), hereby incorporated by reference and available from the District office. Proposals may be submitted to the District and considered by the Board at any time during the year.

(2) Matching Funds: Small-scale spoil island restoration and enhancement may qualify for up to ninety percent (90%) program funds. The applicant's ten percent (10%) matching funds may include in-kind contribution pursuant to paragraph 66B-2.014(4)(b), F.A.C.

(3) Eligibility: All proposals must meet the following eligibility criteria to be considered for funding:

(a) Management Plan Compliance: Projects shall be in compliance with the provisions of any Spoil Island Management Plans or other management plans that govern the Project site.

(b) Property Control: The Project Sponsor must have written property rights on the Project site to construct and maintain the Project for a minimum of five years. Such property rights can be in the form of a lease, interlocal agreement, use agreement or other legal form approved by the District. The applicant shall include a map clearly delineating the location of all proposed work included in the application.

(4) Funds Allocation: Funds shall be allocated pursuant to Rule 66B-2.005, F.A.C., subject to the exceptions identified in this rule, and with the following additions:

(a) The District shall fund a maximum of up to \$10,000 per project, not to exceed \$30,000 per County, per fiscal year.

(b) The Project Sponsor may contribute in-kind construction labor; such in-kind construction labor costs will be valued at the Independent Sector estimated national value of each volunteer hour. No administrative costs can be incorporated into the Project as Project costs.

(c) The funding provided by the District shall only be allocated for specific Project expenses such as construction materials, trash removal and management, sign installation, plant materials, herbicides, etc. The funding provided by the District shall not be allocated for parties, food or beverages.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History--New 7-30-02, Amended 4-24-06, 3-7-11, 3-25-21, 3-11-24.*

#### **66B-2.015 Small-Scale Derelict Vessel Removal Projects.**

Proposals shall be accepted for financial assistance for the removal of derelict vessels within the District's waterways. The applicable provisions of this rule apply to these applications with the following additions or exceptions:

(1) Application Procedure – Applications shall be submitted on a completed FIND Form No. 05-01 (Small-Scale

Derelict Vessel Removal Program) (effective date 4-24-06), and FIND Form No. 01-06 (Small-Scale Derelict Vessel Removal Program – Project Cost Estimate), (effective date 4-24-06), hereby incorporated by reference and available from the District office. Applications may be submitted to the District and considered by the Board at any time during the year.

(2) The District shall only fund applicants that have identified derelict vessels to be removed and have a current bid for removal for such vessels, or have completed the removal of such vessels within the 6 months preceding the application, subject to eligibility under these program rules.

(3) The program must be sponsored by an eligible government agency or not-for-profit organization.

(4) District funding shall be limited to \$150,000.00 per county, per year, provided on a reimbursement basis only. The limitation on pre-agreement expenses may be waived by the Board in accordance with subsection 66B-2.005(3), F.A.C.

(5) The eligible applicant must provide the remaining matching funds for project completion. In no case shall the District's cost-share contribution exceed 75% of the total project costs. In-house project management or administration costs are not eligible costs or matching costs.

(6) The derelict vessel must be located in the District's Waterways, as defined in Rule 66B-2.003, F.A.C. The applicant shall include a map clearly delineating the location of all vessels included in the application.

(7) The District shall be recognized when possible in all written, audio or video advertising and promotions as a participating sponsor of the program.

(8) The funding provided by the District shall only be allocated for removal of derelict vessels. The District is providing program reimbursement funds only and shall be held harmless with regards to the activities initiated by the applicant.

(9) The applicant shall be responsible for all maintenance, management, disposal and operating expenses associated with the program.

(10) Funds derived from the sale of any derelict vessels or vessel parts removed through this grant program must be reinvested into the applicant's derelict vessel removal program.

(11) The District Board shall make all final decisions concerning the provision of funding for this program.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History--New 4-24-06, Amended 4-15-07, 3-25-08, 3-7-11, 1-27-14, 3-25-21, 3-9-23, 3-11-24.*

#### **66B-2.016 Waterways Cleanup Events.**

Proposals shall be accepted for financial assistance for the organized removal of refuse within the District's waterways. The applicable provisions of this rule apply to these applications with the following additions or exceptions:

(1) Application Procedure: Prior to the event, a request for funding shall be submitted to the District by means of a cover letter detailing the occurrence of the cleanup, contact information, a map of the cleanup locations and the general parameters of the event. In addition, the Applicant will submit a detailed budget clearly delineating the expenditure of all District funds, as well as the overall general budget of the event. Proposals may be submitted to the District and considered by the Board at any time during the year.

(2) Availability: The District shall fund a maximum of one clean-up program per waterway, per year within a county, with exception to the provisions of subsections (8) through (10), below.

(3) Applicant Eligibility: The clean-up program must be sponsored by a government agency or a registered not-for-profit corporation.

(4) Funding: District funding shall be limited to \$5,000 per waterway, per county, except for the provisions of subsections (8) through (10), below.

(5) The District shall be recognized in all written, online, audio or video advertising and promotions as a participating sponsor of the clean-up program.

(6) Funding Eligibility: The funding provided by the District shall only be allocated to reimburse the applicant for out of pocket expenditures related to specific cleanup program expenses such as trash bags, trash collection, haul and landfill fees, gloves, advertising, T-shirts, and related expenses. The funding provided by the District shall not be allocated for parties, meetings, food or beverages.

(7) The District Board shall make all final decisions concerning the provision of funding for a clean-up program. In addition to the requirements stated above, a cleanup program implementing all of the following additional incentives

will qualify for up to additional \$5,000 in clean up funds.

(8) The clean-up program budget must provide equal or greater matching funds for all Navigation District funding.

(9) The applicant shall tally and report the composition and location of the waterway-related debris, with the goal to show definitive progress in the amount of refuse collected, a reduction in the overall debris in the waterway, or an increase in the number of additional waterway areas included in the clean up.

(10) For each additional \$1,000 in Navigation District funding, the applicant shall coordinate a minimum of one waterway collection point or clean up area, or an applicant can conduct an additional waterway cleanup program for the waterway areas.

*Rulemaking Authority 374.976(2) FS. Law Implemented 374.976(1) FS. History—New 3-7-11.*



**EXHIBIT C**  
**FLORIDA INLAND NAVIGATION DISTRICT**  
**ASSISTANCE PROGRAM**

**Matching Funds Certification**

Sponsor: \_\_\_\_\_

Project Title: \_\_\_\_\_ Project #: \_\_\_\_\_

Source of Matching Funds: \_\_\_\_\_  
\_\_\_\_\_

Amount of Matching Funds: \_\_\_\_\_  
\_\_\_\_\_

I hereby certify that the above referenced project Sponsor, as of  
October 01, 2023, has the required matching funds for the accomplishment of the  
referenced project in accordance with the Waterways Assistance Program Project  
Agreement between the Florida Inland Navigation District and  
the Sponsor, dated

\_\_\_\_\_.\*

Project Liaison Name: \_\_\_\_\_

Project Liaison Signature: \_\_\_\_\_

Date: \_\_\_\_\_

\*S. 837.06 Florida Statutes, False official statements. - Whoever knowingly makes a false statement in writing with the intent to mislead a public servant in the performance of his or her official duty shall be guilty of a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083 F.S.

**EXHIBIT D**

**FLORIDA INLAND NAVIGATION DISTRICT  
ASSISTANCE PROGRAM  
PAYMENT REIMBURSEMENT REQUEST FORM**

PROJECT NAME: \_\_\_\_\_ PROJECT #: \_\_\_\_\_

PROJECT SPONSOR: \_\_\_\_\_ BILLING #: \_\_\_\_\_

|                                   |    |       |
|-----------------------------------|----|-------|
| Amount of Assistance              | A. | _____ |
| Less Previous Total Disbursements | B. | _____ |
| and Less Previous Total Retainage |    |       |
| Held Balance Available            | =  | _____ |

Funds Requested This Disbursement

|                                    |    |       |
|------------------------------------|----|-------|
| Funds Requested                    | C. | _____ |
| Less Retainage (-10% unless final) | D. | _____ |
| Check Amount                       | =  | _____ |

|                                  |   |       |
|----------------------------------|---|-------|
| Amount of Assistance             |   | _____ |
| Less Total Prior and Current     |   |       |
| Payments Including all retainage |   |       |
| held (B+C)                       | = | _____ |
| = Balance Remaining              |   |       |

**SCHEDULE OF EXPENDITURES**

| Expense Description<br>(Should correspond to<br>Cost Estimate Sheet<br>Categories in Exhibit "A") | Vendor Name | Check No.<br>and Date | Total<br>Cost | Applicant<br>Cost | FIND<br>Cost |
|---------------------------------------------------------------------------------------------------|-------------|-----------------------|---------------|-------------------|--------------|
|---------------------------------------------------------------------------------------------------|-------------|-----------------------|---------------|-------------------|--------------|

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**EXHIBIT D (CONTINUED)**

**SCHEDULE OF EXPENDITURES**

| Expense Description<br>(Should correspond to<br>Cost Estimate Sheet<br>Categories in Exhibit "A") | Vendor Name | Check No.<br>and Date | Total<br>Cost | Applicant<br>Cost | FIND<br>Cost |
|---------------------------------------------------------------------------------------------------|-------------|-----------------------|---------------|-------------------|--------------|
|---------------------------------------------------------------------------------------------------|-------------|-----------------------|---------------|-------------------|--------------|

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Certification for Reimbursement: I certify that the above expenses were necessary and reasonable for the accomplishment of the approved project and that these expenses are in accordance with Exhibit "A" of the Project Agreement. \*

\_\_\_\_\_  
Project Liaison

\_\_\_\_\_  
Date

\*S. 837.06 Florida Statutes, False official statements. - Whoever knowingly makes a false statement in writing with the intent to mislead a public servant in the performance of his or her official duty shall be guilty of a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083 F.S.

**EXHIBIT E**  
**FLORIDA INLAND NAVIGATION DISTRICT ASSISTANCE PROGRAM**  
**Project Completion Certification**

Sponsor: \_\_\_\_\_

Project Title: \_\_\_\_\_ Project #: \_\_\_\_\_

I hereby certify that the above referenced project was completed in accordance with the Assistance Program Project Agreement between the Florida Inland Navigation District and \_\_\_\_\_, dated \_\_\_\_\_, 20\_\_\_\_, and that all funds were expended in accordance with Exhibit "A" and Paragraph 1 of the Project Agreement. \*

Project Liaison Name: \_\_\_\_\_

Project Liaison Signature: \_\_\_\_\_

Date: \_\_\_\_\_

\*S. 837.06 Florida Statutes, False official statements. - Whoever knowingly makes a false statement in writing with the intent to mislead a public servant in the performance of his or her official duty shall be guilty of a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083 F.S.

FIND Form No. 90-13  
(Effective Date: 12-17-90, Revised 7-30-02)

**EXHIBIT F**

**ASSISTANCE PROGRAM PROJECT  
QUARTERLY STATUS REPORT**

**PROJECT NO.** \_\_\_\_\_

**PROJECT TITLE:** \_\_\_\_\_

**PROJECT SPONSOR:** \_\_\_\_\_

**REPORT PERIOD** (Please place an " X " in front of the report period and complete the year in the table below.)

|                      |                  |                     |                    |
|----------------------|------------------|---------------------|--------------------|
| ___ Oct-Dec 20__     | ___ Jan-Mar 20__ | ___ April-June 20__ | ___ July-Sept 20__ |
| Report Due: (Dec 30) | (March 30)       | (June 30)           | (Sept 30)          |

**WORK ACCOMPLISHED:**

**PROBLEMS ENCOUNTERED:**

**PERCENTAGE COMPLETION:**

**OTHER NOTABLE ITEMS:**

Form No. 95-02  
(Effective Date: 7-30-02)

**EXHIBIT G**  
**ASSISTANCE PROJECT SCHEDULE**

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|                            |                                                                                                                                                                                                                                                         |
|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>OCTOBER 2024-</b>       | Project Agreement Executed, Project Initiates.                                                                                                                                                                                                          |
| <b>DECEMBER 30, 2024-</b>  | First Quarterly Report Due. - Use Quarterly Status Report Form Exhibit F<br><a href="http://www.aicw.org/assistance_programs/waterway_assistance_programs/index.php">http://www.aicw.org/assistance_programs/waterway_assistance_programs/index.php</a> |
| <b>MARCH 30, 2025-</b>     | Second Quarterly Report Due.                                                                                                                                                                                                                            |
| <b>JUNE 30, 2025-</b>      | Third Quarterly Report Due.                                                                                                                                                                                                                             |
| <b>SEPTEMBER 30, 2025-</b> | Fourth Quarterly Report Due.                                                                                                                                                                                                                            |
| <b>DECEMBER 30, 2025-</b>  | Fifth Quarterly Report Due.                                                                                                                                                                                                                             |
| <b>MARCH 30, 2026-</b>     | Sixth Quarterly Report Due.                                                                                                                                                                                                                             |
| <b>JUNE 30, 2026-</b>      | Seventh Quarterly Report Due.                                                                                                                                                                                                                           |

**NOTE:** *If the project will not be completed and all close out paperwork submitted by September 30th, a request for a 1-year extension of the completion date of the project should be submitted with the June 2026 quarterly report.*

**SEPTEMBER 1-30, 2026-** Work on Closeout paperwork  
Closeout paperwork consists of :

1. Project Completion Certificate, FIND Form No. 90-13 (effective date 7-30-02), which certifies that the project was completed in accordance with the project agreement and the final project plans.
2. A final reimbursement request accompanied by all required supporting documentation including bills and canceled payment vouchers for expenditures.
3. Photograph(s) showing the installation of the sign required by Rule 66B-2.013, F.A.C.
4. Photograph(s) of the completed project clearly showing the program improvements. (jpg or tif format)
5. A Final Project Report (1-2 pages) that shall at minimum include: project name and address, project summary, final cost, and project benefits to the waterway.

**SEPTEMBER 30, 2026 -** End of Grant. All work must be complete closeout paperwork submitted.  
**October 2026-** finish processing closeout paperwork, perform project inspection and submit final reimbursement check and coordinates check presentation with sponsor.

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**NOTE: ANY MODIFICATIONS to the PROJECT shall require advance notice and prior written approval of the District. The appropriate timing for modifications to the project cost estimate, Exhibit A, would be after receipt of bids.**

**\*NON-COMPLIANCE by the PROJECT SPONSOR with the reporting schedule in Exhibit G may result in revocation of this agreement pursuant to Section 13 of the project agreement.**



## EXHIBIT H

[http://www.aicw.org/studies\\_and\\_information/bids\\_files\\_plans\\_logos/logos.php#revize\\_document\\_center\\_rz617](http://www.aicw.org/studies_and_information/bids_files_plans_logos/logos.php#revize_document_center_rz617)





# City of Deerfield Beach

150 NE 2nd Ave  
Deerfield Beach, FL  
33441  
954-480-4200

## Face Sheet File Number: I.D. 2024-579

**Agenda Date:** 11/6/2024

**Status:** DEPARTMENTAL BUSINESS

**In Control:** City Commission

### Title

**Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a change order with BCI Construction, Inc. in an amount not to exceed \$450,157.80 due to unforeseen conditions requiring changes to the design, and compliance with code and jurisdictional agency requirements related to the International Fishing Pier Renovation Project; providing for execution, implementation and an effective date. (Funds from Account #399-100-360-1901-000-51900-506530 - General Capital/CIP Infrastructure)**

### Recommended Action

Commission to vote on Resolution

### Voting Requirement

Adoption requires a 3/5 vote of the City Commission

### Fiscal Impact

Costs: \$450,157.80 (if Option B approved)

Account Name: General Capital/CIP Infrastructure

Account Number: 399-100-360-1901-000-51900-506530

### Background/History

On December 12, 2023, the City Commission passed and adopted Resolution No. 2023/215 awarding RFP #24-03-BA for the Deerfield Beach International Fishing Pier Repairs and Renovations to Brothers' Construction, Inc. Notice to Proceed was given on June 3, 2024, pursuant to receipt of a Letter of Exemption by the Army Corps of Engineers, which permitted framing and re-decking of the original pier at that time only. All references to in-water work were removed, and such work will be permitted separately for full review by the federal commenting agencies National Marine Fisheries Service and US Fish and Wildlife Service, which would take several months to a year. This work could be completed at a later time, after permits are received, and not impact opening the pier for public use. Additional days will be added for performance under the contract to account for the duration of the underwater activities once the underwater activity is permitted by the Army Corps of Engineers.

On March 5, 2024, the City Commission passed and adopted Resolution No. 2024/039, for additional enhancements to the pier to consist of: (1) demolition of the existing pavilion structure; (2) construction of two new 20ft by 20ft Ipe hardwood pavilion structures; (3) all electrical and lighting associated with the new structures; (4) six new custom fish cleaning stations and water infrastructure; (5) 15 new benches and furnishings; (6) replacement of existing fences and gates; and (7) a new place making welcome sign at the pier. These enhancements would also require a separate permit through the Army Corps of Engineers.

During the course of design for these enhancements, a number of unforeseen conditions arose. Due

to changes in design, the camera and PA systems would require a new cable length. The original in-water-work proposal accounted for repair of two concrete piles at Bent 21 via 24" stay-in-place jackets. The contractor's investigation of existing conditions identified additional repairs with updated pricing reflecting repair to three concrete piles at Bent 21 via 42" diameter stay-in-place jackets made necessary by an existing 30" concrete pile discovered through an underwater inspection. As the permit process is lengthy for this underwater work, it is recommended all deficiencies be addressed at this time. Additionally, due to the additional structure being added to the pier, this has triggered a code requirement to incorporate a fire standpipe system into the pier renovation. Finally, the City's consultant is anticipating the Army Corps of Engineers will require a fish grinding and disposal system should the fish bait stations be constructed with sinks. This is currently the design intent per the approved enhancements and would only be constructed if it becomes a requirement of the Army Corps of Engineer's permit.

On October 15, 2024, City staff presented the expected contractual changes referenced above in the magnitude of \$892,600.80, to account for these unforeseen conditions related to Code and Jurisdictional Agency requirements. At the direction of the City Commission, the City and the Contractor reevaluated elements of the design, to include the fish cleaning stations, benches, height of the louvered pavilions, and signage to present value engineered solutions and updated cost figures at the November 6, 2024 meeting.

**Current Activity**

Based upon a review of recent plans prepared for the City of Naples and the precedent set at the Pompano Beach Pier, staff believes it is in the City's interest to reevaluate the fish cleaning stations to consider an option without a sink, which would remove the requirement for a sewer/macération system. These cleaning stations would be placed at the perimeter of the pier constructed of lpe wood with water spigots and a starboard top. Additionally, staff proposes consideration of some reduction in the enhancements to include a reduction in the number of cleaning stations to three; rehabilitation of existing fences and gates in lieu of replacement; and removal of a place making welcome sign. This Option B, would reduce the overall anticipated cost for a change order from \$892,600.80 to approximately \$450,000.

Should the Commission want to explore further adjustments, there is a potential to further reduce architectural components to remove louvers from the proposed pavilion and replace lpe wood benches with manufactured benches for an additional savings of \$127,000 in Option C. Option C, however, may detract too much from the intended purpose of the enhancements. The louvers were proposed to compliment the architectural features in the city parking lot and, when illuminated, further add to the design aesthetic. Additionally, manufactured benches would not have the resiliency to vandalism as lpe wood.

Work on the framing and re-decking continues to be ongoing. It is anticipated that the pending Army Corps of Engineers permits for enhancements will be received in January 2025. Pavilion construction will be permitted to begin after this date and all work is anticipated to be complete by August 2025. Should permits go beyond January, there will likely be a change to schedule.

Because of the location of the pier, repairs and/or construction involve oversight, permitting and authorization from multiple agencies. In some cases, this is a lengthy process in which the City has very little influence. In addition, the harsh conditions create an environment where there may be damage to pillars and underground structures that are not readily visible and require attention once they are observed as part of the renovation process. The proposed change order addresses the regulatory and structural changes that are currently anticipated.

Below is a summary of the alternatives being offered for Commission consideration, which includes eliminating (or keeping) certain features that could significantly impact the costs. Staff recommends Option B.

|  |  |             |           |  |                 |         |
|--|--|-------------|-----------|--|-----------------|---------|
|  |  | Adjustments | Credit to |  | Revised Maximum | Revised |
|--|--|-------------|-----------|--|-----------------|---------|

|                 |                                                                                                                                                                                                                                                     |                          | Change<br>order<br>request |  | Change Order<br>Request<br>(with contingency) | Contract Cost         |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------------------------|--|-----------------------------------------------|-----------------------|
|                 |                                                                                                                                                                                                                                                     |                          |                            |  |                                               | <b>\$4,677,875.00</b> |
| <b>Option A</b> | No change to<br>enhancements                                                                                                                                                                                                                        |                          |                            |  | <b>\$892,600.80</b>                           | <b>\$5,570,475.80</b> |
| <b>Option B</b> |                                                                                                                                                                                                                                                     |                          |                            |  |                                               |                       |
|                 | Change Stainless<br>Steel fireline pipes<br>to HDPE                                                                                                                                                                                                 | (\$50,000)               |                            |  |                                               |                       |
|                 | Alternative Fish<br>Cleaning/Sink <ul style="list-style-type: none"> <li>• Change<br/>from sinks to<br/>fish cleaning<br/>stations;<br/>reduce from<br/>5 to 3<br/>stations;</li> <li>• remove<br/>public art on<br/>cleaning<br/>stands</li> </ul> | (\$45,000)<br>(\$20,000) |                            |  |                                               |                       |
|                 | Remove grinding<br>disposal<br>Alternative<br>drainage below<br>water line                                                                                                                                                                          | (\$316,377)<br>\$30,000  |                            |  |                                               |                       |
|                 | Signage,<br>Wayfinding &<br>Illuminated signage                                                                                                                                                                                                     | (\$41,066)               |                            |  |                                               |                       |
|                 | Net Savings                                                                                                                                                                                                                                         |                          | \$442,443                  |  | <b>\$450,157.80</b>                           | <b>\$5,128,032.80</b> |
|                 |                                                                                                                                                                                                                                                     |                          |                            |  |                                               |                       |
|                 |                                                                                                                                                                                                                                                     |                          |                            |  |                                               |                       |
| <b>Option C</b> |                                                                                                                                                                                                                                                     |                          |                            |  |                                               |                       |
|                 | <ul style="list-style-type: none"> <li>• remove<br/>louvre<br/>system from<br/>pavilion</li> <li>• reduce<br/>quality/style<br/>of benches</li> </ul>                                                                                               | (\$97,040)<br>(\$30,000) |                            |  |                                               |                       |
|                 | Net Additional<br>Savings                                                                                                                                                                                                                           |                          | \$127,040                  |  | <b>\$323,117.80</b>                           | <b>\$5,000,992.80</b> |

### Recommendation

It is recommended that the City Commission of the City of Deerfield Beach approve a change order in the amount of \$450,157.80 (Option B), to account for the requested adjustments to scope of service and the unforeseen conditions related to code and jurisdictional agency requirements to complete the Pier Repairs and Renovations in consideration of the proposed value engineered options.

**RESOLUTION NO. 2024/**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING A CHANGE ORDER WITH BCI CONSTRUCTION, INC. IN AN AMOUNT NOT TO EXCEED \$450,157.80 DUE TO UNFORSEEN CONDITIONS REQUIRING CHANGES TO THE DESIGN, AND COMPLIANCE WITH CODE AND JURISDICTIONAL AGENCY REQUIREMENTS RELATED TO THE INTERNATIONAL FISHING PIER RENOVATION PROJECT; PROVIDING FOR EXECUTION, IMPLEMENTATION AND AN EFFECTIVE DATE**

**WHEREAS**, the City issued Request for Proposals No. 24-03-BA (the “RFP”) for the Deerfield Beach International Pier repairs and renovations (the “Project”); and

**WHEREAS**, on December 12, 2023, the City Commission approved the Evaluation Committee ranking with BCI Construction, Inc. (“BCI”) as the top ranked firm, and authorized execution of an agreement with BCI for the Project; and

**WHEREAS**, on January 8, 2024, the City entered into an agreement with BCI for the Project (the “Agreement”); and

**WHEREAS**, subsequent to the December 12, 2023 City Commission Meeting, City staff met with BCI to discuss a change order to the base bid of the Agreement to include further enhancements to the Project, consistent with the presentation provided to the City Commission on December 12, 2023; and

**WHEREAS**, the additional enhancements and improvements consist of: (1) demolition of the existing pavilion structure; (2) construction of two new 20ft by 20ft lpe hardwood pavilion structures; (3) all electrical and lighting associated with the new structures; (4) six new custom fish cleaning stations and water infrastructure; (5) 15 new benches and furnishings; (6) replacement of existing fences and gates; and (7) a new place making welcome sign at the pier (collectively the “Enhancements”); and

**WHEREAS**, on March 5, 2024, pursuant to Resolution No. 2024/039, the City Commission approved a Change Order with BCI for design-build modifications for the Enhancements in the amount of \$1,517,500.00, for a total Project cost at that time of \$4,577,875.00; and

**WHEREAS**, during the design phase for the Enhancements, unforeseen conditions arose, which resulted in design changes involving the camera and PA system, along with additional repair work to three concrete piles; and

**WHEREAS**, due to the additional structure being added to the pier, a code requirement

to incorporate a fire standpipe system into the pier renovation has been triggered; and

**WHEREAS**, the City's Consultant has advised that it is anticipated that the Army Corps of Engineer will require a fish grinding and disposal system if sinks are included in the fishing cleaning stations, which would be included in the updated design in the event the Army Corps of Engineer includes this requirement in the City's permit, and only if such requirement is applied would the City construct such system; and

**WHEREAS**, BCI provided City staff with an updated proposal related to the unforeseen conditions and necessary additional work for the Enhancements, which would increase the Project cost by \$892,600.80; and

**WHEREAS**, at the November 6, 2024 City Commission Meeting, staff presented options to reduce the cost of the proposed change order and related work, including an option that would: (i) remove the sinks from the fish cleaning stations, which would remove the requirement for a sewer/macération system, (ii) reduce the number of cleaning stations to three, (iii) provide for rehabilitation of existing fences and gates in lieu of replacement, and (iv) remove a place making welcome sign ("Option B"), which would reduce the overall anticipated cost for the change order from \$892,600.80 to an amount not to exceed \$450,157.80; and

**WHEREAS**, Section 38-120 of the City Code requires City Commission approval for change orders to construction contracts that increase the contract amount more than \$30,000 or ten percent of the original construction contract amount, whichever is greater; and

**WHEREAS**, City staff recommends that the City Commission approve a change order to the Agreement in an amount not to exceed \$450,157.80, to provide for Option B as to the additional changes due to the unforeseen conditions, code and jurisdictional agency requirements (the "Change Order"), which will result in an updated Project Cost not to exceed \$5,128,032.80.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:**

**Section 1.** The above referenced "Whereas" clauses are true and correct and made a part of this Resolution.

**Section 2.** The City Commission hereby approves the Change Order with BCI in an amount not to exceed \$450,157.80 pursuant to the terms of the Agreement, to provide for the required changes due to the unforeseen conditions and jurisdictional agency requirements based on Option B, resulting in a total Project cost not to exceed \$5,128,032.80.

**Section 3.** The appropriate City officials are authorized to execute the Change Order with BCI in an amount not to exceed \$450,157.80.

**Section 4.** The appropriate City officials are authorized to do all things necessary to carry out the aims of this Resolution.

**Section 5.** This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.

\_\_\_\_\_  
BILL GANZ, MAYOR

ATTEST:

\_\_\_\_\_  
HEATHER MONTEMAYOR, CITY CLERK



**RESOLUTION NO. 2024/**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING A CHANGE ORDER WITH BCI CONSTRUCTION, INC. IN AN AMOUNT NOT TO EXCEED \$892,600.80 DUE TO UNFORSEEN CONDITIONS REQUIRING CHANGES TO THE DESIGN, AND COMPLIANCE WITH CODE AND JURISDICTIONAL AGENCY REQUIREMENTS RELATED TO THE INTERNATIONAL FISHING PIER RENOVATION PROJECT; PROVIDING FOR EXECUTION, IMPLEMENTATION AND AN EFFECTIVE DATE**

**WHEREAS**, the City issued Request for Proposals No. 24-03-BA (the “RFP”) for the Deerfield Beach International Pier repairs and renovations (the “Project”); and

**WHEREAS**, on December 12, 2023, the City Commission approved the Evaluation Committee ranking with BCI Construction, Inc. (“BCI”) as the top ranked firm, and authorized execution of an agreement with BCI for the Project; and

**WHEREAS**, on January 8, 2024, the City entered into an agreement with BCI for the Project (the “Agreement”); and

**WHEREAS**, subsequent to the December 12, 2023 City Commission, City staff met with BCI to discuss a change order to the base bid of the Agreement to include further enhancements to the Project, consistent with the presentation provided to the City Commission on December 12, 2023; and

**WHEREAS**, the additional enhancements and improvements consist of: (1) demolition of the existing pavilion structure; (2) construction of two new 20ft by 20ft lpe hardwood pavilion structures; (3) all electrical and lighting associated with the new structures; (4) six new custom fish cleaning stations and water infrastructure; (5) 15 new benches and furnishings; (6) replacement of existing fences and gates; and (7) a new place making welcome sign at the pier (collectively the “Enhancements”); and

**WHEREAS**, on March 5, 2024, pursuant to Resolution No. 2024/039, the City Commission approved a Change Order with BCI for design-build modifications for the Enhancements in the amount of \$1,517,500.00, for a total Project cost at that time of \$4,577,875.00; and

**WHEREAS**, during the design phase for the Enhancements, unforeseen conditions arose, which resulted in design changes involving the camera and PA system, along with additional repair work to three concrete piles; and

**WHEREAS**, due to the additional structure being added to the pier, a code requirement

to incorporate a fire standpipe system into the pier renovation has been triggered; and

**WHEREAS**, the City’s Consultant has advised that it is anticipated that the Army Corps of Engineer will require a fish grinding and disposal system, which staff is including in the updated design in the event the Army Corps of Engineer includes this requirement in the City’s permit, and only if such requirement is applied would the City construct such system; and

**WHEREAS**, BCI provided City staff with an updated proposal related to the unforeseen conditions and necessary additional work, which would increase the Project cost by \$892,600.80; and

**WHEREAS**, Section 38-120 of the City Code requires City Commission approval for change orders to construction contracts that increase the contract amount more than \$30,000 or ten percent of the original construction contract amount, whichever is greater; and

**WHEREAS**, City staff recommends that the City Commission approve a change order to the Agreement in an amount not to exceed \$892,600.00, to provide for the additional changes due to the unforeseen conditions, code and jurisdictional agency requirements (the “Change Order”), which will result in an updated Project Cost not to exceed \$5,570,475.80.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, AS FOLLOWS:**

**Section 1.** The above referenced “Whereas” clauses are true and correct and made a part of this Resolution.

**Section 2.** The City Commission hereby approves the Change Order with BCI in an amount not to exceed \$892,600.80 pursuant to the terms of the Agreement, to provide for the required changes due to the unforeseen conditions and jurisdictional agency requirements, resulting in a total Project cost not to exceed \$5,570,475.80.

**Section 3.** The appropriate City officials are authorized to execute the Change Order with BCI in an amount not to exceed \$892,600.80.

**Section 4.** The appropriate City officials are authorized to do all things necessary to carry out the aims of this Resolution.

**Section 5.** This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.

\_\_\_\_\_  
BILL GANZ, MAYOR

ATTEST:

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HEATHER MONTEMAYOR, CITY CLERK

Option A