



Regular City Commission Meeting Agenda

150 NE 2nd 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
December 3, 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: November 6, 2024 , November 19, 2024

ACKNOWLEDGEMENT OF CITY BOARD MINUTES

Firefighter's Pension Fund Meeting Minutes

Attachment: July 17, 2024

Police Pension Fund Meeting Minutes

Attachment: September 4, 2024

Education Advisory Board Meeting Minutes

Attachment: October 7, 2024

Code Compliance Meeting Minutes

Attachment: October 8, 2024

Community Redevelopment Agency Meeting Minutes

Attachment: October 8, 2024

Hillsboro Inlet District Meeting Minutes

Attachment: October 21, 2024

Community Appearance Board Meeting Minutes

Attachment: October 23, 2024

APPROVAL OF THE AGENDA

December 3, 2024

ZOOM INFORMATION

Join Zoom Meeting by clicking the below link:

<https://deerfield-beach.zoom.us/j/85951476385?pwd=EGT3IT2aHdVoOBaMqkHWnGfwpHJcEj.1>

Join Zoom Meeting via telephone by dialing:

Call-in Number: (301) 715-8592

Meeting ID: 859 5147 6385#

Participant ID: #

Passcode: 861788#

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

QUASI-JUDICIAL PUBLIC HEARINGS

- 1. P.H. 2025-008: 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

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

Sponsor: Department of Planning & Development Services

Attachment: Application 24-R-200

- 2. P.H. 2025-009: APPLICATION 20-P-229**

Applicant: **CRD FEDERAL, LLC.**

Proposal: Request to plat a 4.2 acre site to be restricted to 237 mid-rise units and be known as “Centrum Deerfield Beach” Plat.

Location: 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 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, **and located at 201-299 N Federal Highway and 226-228 NE 9th Avenue.**

Suggested Action: Commission to vote on Resolution

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

Sponsor: Department of Planning & Development Services

Attachment: Application 20-P-229

- 3. P.H. 2025-010: APPLICATION 21-PDD-02**

Applicant: **CRD FEDERAL, LLC. Represented by Greenspoon Marder**

Proposal: Major site plan application seeking approval to construct 237 mid-rise units (apartments) with an attached parking garage and associated site improvements.

Location: 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, **and located at 201-299 N Federal Highway and 226-228 NE 9th Avenue.**

Suggested Action: Commission to vote on Resolution

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

Sponsor: Department of Planning & Development Services

Attachment: Application 21-PDD-02

- 4. Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a development agreement with the developer of the development located at 201, 221, 231 & 299 Federal Highway and 226-228 NE 9th Avenue and consisting of approximately 4.2 acres; authorizing execution of the Development Agreement; 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: Department of Planning & Development Services

Attachment: Development Agreement

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 an amendment to the Work Authorization with Hazen and Sawyer, P.C. to provide additional professional design and engineering services related to the Water Treatment Plant Chemical Systems Replacement Project in an amount not to exceed \$57,400.00, for a total aggregate work authorization cost of \$556,570.00; providing for implementation and an effective date. (Funds from Account #401-360-36002-503099 - Other Professional Services)**

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: Hazen and Sawyer, P.C.

- 6. Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the Special Event Permit Application submitted by Floating Frog, LLC dba MindTravel Foundation for a silent piano concert on Deerfield Beach north of the International Fishing Pier on January 4, 2025, from 4:30 pm to 6:30 pm; 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: Department of Parks & Recreation

Attachment: MindTravel Foundation

- 7. Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the Special Event Permit Application submitted by 2 Extreme Marketing and Promotion, LLC for an ultimate day party to be held at the Johnny L. Tigner Community Center on February 15, 2025, from 5:00 pm to 10:00 pm; 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: Department of Parks & Recreation

Attachment: 2 Extreme Marketing and Promotion, LLC

- 8. Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the Special Event Permit Application submitted by Flow Beach Tennis and Zendo Consulting, LLC, for a beach tennis tournament on Deerfield Beach north of the International Fishing Pier on February 22, 2025, and February 23, 2025, from 7:00 am to 7:00 pm each day; 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: Department of Parks & Recreation

Attachment: Flow Beach Tennis and Zendo Consulting, LLC

DEPARTMENTAL BUSINESS

- 9. Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, amending the 2024/2025 schedule of City Commission meetings; 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: Office of the City Clerk

Attachment: FY25 Schedule Amendment

COMMENTS BY ADMINISTRATION & LEGAL

COMMENTS BY MAYOR & CITY COMMISSION

ADJOURNMENT

FUTURE CITY COMMISSION MEETINGS

Regular City Commission Meeting - Tuesday, December 17, 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

Wednesday, November 6, 2024

7:00 PM

Commission Chambers

CALL TO ORDER AND ROLL CALL

The meeting was called to order on the above date by Mayor Bill Ganz at 7:00 p.m., in the City Commission Chambers, City Hall, Deerfield Beach.

Present:

Commissioner Michael Hudak
Commissioner Bernie Parness
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 - October 15, 2024

MOTION was made by Commissioner Parness, seconded by Commissioner Hudak 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

Education Advisory Board Meeting Minutes - April 3, 2024
Planning & Zoning Board Meeting Minutes - August 1, 2024
Community Redevelopment Agency Meeting Minutes - August 27, 2024
Code Compliance Meeting Minutes - August 30 & September 10, 2024
African American Heritage Board Meeting Minutes - September 12, 2024
Hillsboro Inlet District Meeting Minutes - September 16, (Regular Meeting Minutes), September 16 (First Reading Budget/Millage), & September 23, 2024 (Final Reading Budget/Millage)

MOTION was made by Commissioner Parness, seconded by Commissioner Hudak, 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

November 6, 2024

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

Captain Hofstein recognized various law enforcement staff for their ongoing efforts with keeping the community safe.

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.**

The Ordinance was read by title only.

Eric Power, Director of Planning & Development Services, provided a brief overview of the Item. He explained that all units will be townhomes or villas and must meet Broward County's affordable housing requirements. Lastly, upon state and county certification, the property will be available for property disposition.

Mayor Ganz opened the public hearing.

Bob DiChristopher, 517 NE 6th Avenue, Deerfield Beach, asked why open space is being rezoned too residential.

Katy Freitag, 418 SE 2nd Street, Deerfield Beach, said there is a good amount of open space near the proposed property, so she can see why the request is being made; however, she expressed concerns with a school being across the street from the proposed property, and there not being enough parking. Lastly, she asked that the City receive the best possible financial outcome during the property disposition process.

Mayor Ganz closed the public hearing.

Mr. Power provided a brief explanation as to why the change is being requested.

There was no discussion amongst the Commission.

MOTION was made by Commissioner Preston, seconded by Commissioner Parness, to approve Item 2 on first reading. Roll Call:

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

Nays: 0

3. ORDINANCE 2024/ - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, REZONING APPROXIMATELY 4.28 NET 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.

PUBLIC HEARINGS - FIRST READING - CONTINUED

The Ordinance was read by title only.

Anthony Soroka, City Attorney, stated that Deerfield Beach rezoning applications are required to be done by ordinance. The first reading will be heard this evening, whereby, the primary purpose is to hear the application and move it forward to second reading, where a quasi-judicial proceeding can occur. Thereafter, he advised that the public may speak this evening, but encouraged them to also speak during the second reading where the quasi-judicial proceeding will take place.

Dennis Mele, 200 E. Broward Boulevard, Fort Lauderdale, representing the applicant, highlighted a brief PowerPoint presentation. Thereafter, he displayed the location map. Further, he said upon denial of the 277-unit PDD plan, the applicant filed an application for a 248-unit Live Local Plan, which will be withdrawn should the revised 237-unit PDD plan be approved. He said the revised, 237-unit plan has the same footprint as the 277-unit plan, but there is a reduction to the building height. Furthermore, all the improvements, i.e. road, sidewalk, contributions, etc. are still being recommended in the revised plan. Thereafter, the elevations were displayed, whereby, the center was reduced by approximately 10 feet, and the east and west elevations were also reduced. Mr. Mele displayed the public benefits for the PDD plan, whereby, if denied, the only applicable public benefit for the Live Local Plan would be the affordable housing contribution.

Continuing, Mr. Mele said various community meetings have occurred, as well as public hearings. Thereafter, various photographs of the public benefits were displayed. The public art has not yet been decided, but there will be three public art plaza locations; streetscape improvements on NE 2nd Street/Eller Street; undergrounding of utility lines; and traffic calming options, if requested. Further, the residents expressed concerns with the traffic analysis, so the applicant redid one in October 2022, whereby, the traffic was significantly lower than originally projected. Mr. Mele stated that the trip generation summary showed fewer daily trips for the mid-rise apartments than that of a shopping plaza. Lastly, various photographs of the proposed property were displayed.

Heather Montemayor, City Clerk, outlined the campaign contributions pursuant to City Ordinance 2009/006.

Robert Sweetapple, 4800 N. Federal Highway, Boca Raton, is representing Richard George, who lives at 203 NE 8th Terrace, Deerfield Beach. Thereafter, he outlined various issues with the proposed application.

In response to various statements made by Mr. Sweetapple, Mr. Soroka, stated that the disclosure read by the City Clerk was not part of the quasi-judicial hearing ex parte disclosure, but pursuant to the City's ethics ordinance. Further, he stated that the quasi-judicial proceeding will be properly noticed, and instruction will be given regarding ex parte communication and the Commission will make the appropriate disclosures at that quasi-judicial public hearing. Mr. Soroka reiterated that tonight is not the quasi-judicial proceeding, whereby, if the item is moved forward, the proceeding will be scheduled for December 3, 2024.

Mayor Ganz opened the public hearing.

The following individuals spoke in opposition to Item 3:

- **Roger Freitag, 418 SE 2nd Street, Deerfield Beach.**
- **Christina DiChristopher, 517 NE 6th Avenue, Deerfield Beach.**
- **Rick George, 203 NE 8th Terrace, Deerfield Beach.**
- **Dan Herz, 330 NE 19th Avenue, Deerfield Beach.**
- **April Bolowich, 899 NE 4th Street, Deerfield Beach.**
- **Lucia Delgenio, 707 N. Shore Drive, Deerfield Beach.**
- **Bob DiChristopher, 517 NE 6th Avenue, Deerfield Beach.**
- **Sean Cronin, 869 NE 4th Street, Deerfield Beach.**
- **Chauncey Chapman, 191 NW 47th Avenue, Deerfield Beach.**
- **Katy Freitag, 418 SE 2nd Street, Deerfield Beach.**
- **Wilbur Smith, 227 NE 8th Terrace, Deerfield Beach.**

Mayor Ganz closed the public hearing. Thereafter, he thanked the community for coming out and

PUBLIC HEARINGS - FIRST READING - CONTINUED

encouraged everyone to come back on December 3rd.

Commissioner Parness said although many are opposed, building and bringing tax base to the City is extremely important. Thereafter, he asked everyone to bring their arguments forward on December 3rd, so the Commission can make their decision.

Commissioner Preston said this commission is here to serve and do what is right; nonetheless, this process unfolds, there will be a multiplicity of information that will be brought forward and aid in the decision making. Further, he spoke in opposition to the applicant coming forward, as he has already provided a thorough presentation; nevertheless, if Mr. Mele comes forward, Mr. Sweetapple should be given time as well. Lastly, he asked that the public have faith in their government.

Commissioner Hudak thanked the community for coming out. Further, he said this commission is going to do what's right for the community and city as a whole, whereas, these decisions are not always easy. Commissioner Hudak encouraged everyone to come out on December 3rd.

MOTION was made by Commissioner Preston, seconded by Commissioner Parness, to approve Item 3 on first reading. Roll Call:

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

There was a brief recess from 8:38 p.m. to 8:45 p.m.

PUBLIC HEARINGS - SECOND READING

- 4. P.H. 2025-004: ORDINANCE 2024/018 - 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.

Horace McHugh, Interim City Manager, provided a brief overview of the Item.

In response to Commissioner Preston's question, Mr. McHugh said there have been no changes since the first reading.

Mayor Ganz opened the public hearing.

Roger Freitag, 418 SE 2nd Street, Deerfield Beach, asked what capital improvements the money will be utilized for.

Mayor Ganz closed the public hearing. Further, he advised Mr. Freitag that the list is outlined online.

MOTION was made by Commissioner Hudak, seconded by Commissioner Parness, to approve Item 4 adopted Ordinance 2024/018. Roll Call:

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

PUBLIC COMMENT

Roger Freitag, 418 SE 2nd Street, Deerfield Beach, asked that the barricades at the Pier be relocated during the December event. Further, he asked for an update regarding Case #2614.

PUBLIC COMMENT - CONTINUED

Daniel Shanetzky, 34 Keswick B, Deerfield Beach, commented on the Veteran services being provided at Century Village.

Peggy Ross, 103 19th Avenue, Deerfield Beach, said the bushes near the Cove Beach Club need to be trimmed as they are growing over the lights.

Dan Herz, 330 SE 19th Avenue, Deerfield Beach, commented on what he will do during his campaign.

Philip Bradley, 4330 NW 12th Avenue, Deerfield Beach, commented on previous comments made during various commission meetings.

Willie Rosetta Graham Bracy, 501 NW 1st Terrace, Deerfield Beach, expressed concerns with the number of vehicles in driveways in Alwood Homes, and fences being installed without permits.

Katy Freitag, 418 SE 2nd Street, Deerfield Beach, said the parking code does not fit with the times, and asked that it be reevaluated. Further, she expressed frustration with a code violation her friend received.

Gwyndolen Clarke-Reed, 1430 SW 6th Way, Deerfield Beach, expressed concerns with the number of rats in the neighborhood and asked that it be investigated.

Thereafter, Mayor Ganz entertained questions/comments/concerns posed by the public.

CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

5. **Resolution 2024/168 - 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)**

The Resolution was read by title only.

Mayor Ganz opened the public hearing on Items 5 & 6.

Katy Freitag, 418 SE 2nd Street, Deerfield Beach, asked if this should be bid back out due to the additional scope of services.

Mayor Ganz closed the public hearing.

Anthony Soroka, City Attorney, said the original bid included the potential for additional services, whereby, the unit pricing that was bid was the basis for the additional services being proposed.

There was no discussion amongst the Commission.

MOTION was made by Commissioner Hudak, seconded by Commissioner Parness, to approve Item 5, adopted Resolution 2024/168. Roll Call:

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

CONSENT - AGREEMENTS & EXPENDITURE REQUESTS - CONTINUED

6. **Resolution 2024/169 - 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)**

The Resolution was read by title only.

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

There was no discussion amongst the Commission.

MOTION was made by Commissioner Hudak, seconded by Commissioner Parness, to approve Item 6, adopted Resolution 2024/169. Roll Call:

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

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

Eric Power, Director of Planning & Development Services, highlighted a brief PowerPoint presentation. Thereafter, he briefly defined property disposition. Per State Statute, the City has an affordable housing public land list, outlining the vacant land owned by the City, which is available on the City's website. The list consists of county deeded properties and remainder or donated lands; whereby, the list excludes city parks, city facilities, and city owned vacant land deemed necessary for other reasons, i.e. wells, lift stations, water access, etc. Mr. Power stated that many of the lots have particular and distinct issues that hinders their ability for development and explained that not all properties on the affordable housing vacant land list are designated residential or have an affordable requirement. Mr. Power said Broward County deeded the City over 10 properties several years ago, whereby, seven became Habitat for Humanity homes that were developed in the past 18 months.

Continuing, Mr. Power said the discussion items include 438 & 448 NW 4th Avenue, NW 4th Street Right-of-Way, 163 & 166 SE 2nd Court, and DBR Lots. Thereafter, he displayed the locations for each. Mr. Power said 438 & 448 NW 4th Avenue is zoned S Open Space, and there is no access due to the right-of-way not being completed; therefore, the cost to the City to install a new road, sidewalk, underground utilities would be upwards of \$200,000. The City has been approached by two separate developers to use a portion of the right-of-way to build three lots on the property and in return the developers would build the road, sidewalk, and underground utilities. The City paid to have the property appraised as three lots, which came back as \$199,500. The properties have had issues with illegal dumping, illegal activities, etc.; therefore, staff proposes donating the lots in lieu of the developer building the access.

In response to Mayor Ganz's comment, Mr. Power stated that these would be single-family homes built to code. Further, they would be consistent to the surrounding homes in the neighborhood.

Mr. Power said the obstacle with the NW 4th Street Right-of-Way is it's not a fee simple lot, and has always been right-of-way. Further, he said the City would have to pay for a survey, register the lot with the Broward County Property Appraiser's Office, and bring it forward to determine if there are any existing easements on the property. Mr. Power said there are also issues with illegal dumping on this lot, so having a single-family home would benefit this community. Mr. Power said there is an affordable housing requirement for 163 & 166 SE 2nd Court because they came from Broward County with the sole purpose of them being affordable housing lots. Further, the City's Code is looking for density, i.e. multifamily, in this neighborhood to meet the density requirements of Pioneer Grove. He stated that one developer made a request for a

DEPARTMENTAL BUSINESS - CONTINUED

duplex on 163 SE 2nd Court and another developer made a request for a triplex at 163 SE 2nd Court and at 166 SE 2nd Court. Lastly, it is very difficult to do anything with the DBR Lots unless there is land assembly along the parcel; however, the area has been widely successful, with uses including residential, laundry mat, storage, gas station, restaurant.

Commissioner Preston spoke in support of having developers incur the costs, but asked that the developers be local. Further, he said single-family homes are needed, especially in District 2.

Commissioner Hudak said this is an ideal opportunity to partner with the community to see what the residents would like in the area, especially along Dixie Highway and SW 10th Street. Further, he commented on a previous right-of-way issue, and asked that staff ensure the road is the first thing that is built.

Mr. Power said those requirements would be part of the agreement.

In response to Vice Mayor Drosky's questions, Mr. Power replied that due to the limited visibility from the roadway, 438 & 448 NW 4th Avenue would not be appropriate for a park. Further, he said without a survey NW 4th Street Right-of-Way cannot be appraised for sale. Mr. Power said based on the surrounding homes, triplexes could be built at 163 & 166 SE 2nd Court; however, triplexes require a service water license, so they would fall into the new 100-year flood map, which would reduce the ability to develop per the City's code.

Vice Mayor Drosky said the ULI mentioned the intersection at SW 10th Street and Dixie Highway as a node; therefore, he wants to ensure that the best and highest use is put there.

Commissioner Parness said these properties have been vacant for a long time, so he suggested that they be given to the developers.

Mayor Ganz provided a brief history of the development of Dixie Highway. Further, he suggested holding on to the properties along Dixie Highway; nevertheless, he spoke in opposition to a dry cleaner. Mayor Ganz expressed concerns with a developer bringing forward NW 4th Street Right-of-Way, and asked that staff stay abreast of city property; nonetheless, he spoke in support of a single-family home or pocket park. He spoke in support of donating the properties at 438 & 448 NW 4th Avenue to get it on the tax roll. Thereafter, he provided a brief history of properties that have been developed over the years, and asked that staff remain vigilant when it comes to city-owned property.

Commissioner Preston agreed with Mayor Ganz. Further, he said the properties located at Dixie Highway and SW 10th Street are difficult because they are owned by multiple property owners; nonetheless, this commission must work with the community on a vision.

Mayor Ganz said he would not support giving up small slivers along Pioneer Grove to add what's already there, whereas, the entire point of Pioneer Grove is to revitalize that area and add something different.

- 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.**

The Ordinance was read by title.

Horace McHugh, Interim City Manager, provided a brief overview of the item.

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

DEPARTMENTAL BUSINESS - CONTINUED

There was no discussion amongst the Commission.

MOTION was made by Commissioner Hudak, seconded by Commissioner Parness, to approve Item 8 on first reading. Roll Call:

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

- 9. Resolution 2024/170 - 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.**

The Resolution was read by title only.

Kris Mory, Director of Economic Development, provided a brief overview of the Item.

Mayor Ganz thanked Ms. Mory for her efforts. Thereafter, he opened the public hearing.

Dan Herz, 330 SE 19th Avenue, Deerfield Beach, asked what the money will go towards.

Mayor Ganz closed the public hearing.

Commissioner Preston thanked Ms. Mory for her efforts.

In response to Mayor Ganz's questions, Ms. Mory replied that vertical construction has not begun, so matching fund opportunities have not been lost. Further, she said the money will go to 50% of the main floor, which is the museum portion that FIND is interested in.

MOTION was made by Commissioner Hudak, seconded by Commissioner Parness, to approve Item 9, adopted Resolution 2024/170. Roll Call:

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

- 10. Resolution 2024/171 - 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)**

The Resolution was read by title only.

Priscilla Cygielnik, Director of Environmental Services, provided a brief background of the Item. Thereafter, she outlined the three options: Option A consists of what was provided on October 15th, which totaled \$892,600.80, and the revising the contract total to \$5,570,475.80; Option B consists of HDPE piping, reduction of fish cleaning stations from five to three, adding 8" fish cleaning tube, eliminating fish cleaning grinding/disposal and possibly the canopy, eliminating the public art from fish bait stations, and eliminating the welcome signage and wayfinding, totaling \$450,157.80 and revising the contract total to \$5,128,032.80; and Option C consists of Option B, with the addition of eliminating the louver system from pavilions and providing manufactured benches in lieu of lpe, totaling \$323,117.80 and revising the contract total to \$5,000,992.80. Thereafter, she outlined the schedule, as well as the next steps, whereby, staff anticipates opening the pier no later than August 2025. Lastly, she stated that staff recommends Option B.

DEPARTMENTAL BUSINESS - CONTINUED

Mayor Ganz opened the public hearing.

Dan Herz, 330 SE 19th Avenue, Deerfield Beach, spoke in opposition to the cost overrun.

Roger Freitag, 418 SE 2nd Street, Deerfield Beach, spoke in opposition to the cost increase. Thereafter, he expressed concerns with hurricanes and the potential of having to redo the pier.

Katy Freitag, 418 SE 2nd Street, Deerfield Beach, spoke on previous projects and the lack of accountability. Thereafter, she expressed concerns with the cost increase.

Mayor Ganz closed the public hearing.

In response to Mayor Ganz's question, Anthony Soroka, City Attorney, replied that the City is not contractually obligated to move forward with the enhancements, whereby, the City has the ability to terminate the agreement for convenience as well.

Mayor Ganz expressed concerns with the process, as there are many things that were foreseeable.

In response to Mayor Ganz's question, Horace McHugh, Interim City Manager, replied that staff works with the architect and engineer on concepts, which are then submitted to the various agencies for their approval. Unfortunately, staff was unaware of the expectations until the responses were received back from the agencies.

In response to Mayor Ganz's questions, Ms. Cygielnik replied that in her initial conversations with the Fire Chief it was stated that the fire line would not need to be extended; however, once the second structure was discovered, it was then indicated that it would need to be extended. Further, the project was originally a repair and rehabilitation project; whereby, when the enhancements were approved, the contractor advised staff that the laws recently changed.

Thereafter, discussion ensued regarding the pier enhancements.

Mayor Ganz asked that the fish stations remain, but eliminate the grinding mechanism. Additionally, he asked that the louvers, benches, and signage remain.

Commissioner Preston said the pier has been inoperable for quite some time due to damages incurred by a tropical storm. Thereafter, he agreed with the Mayor, as eliminating the enhancements is a disservice to the residents. Further, he said spoke in support of the Mayor's recommendations.

Commissioner Hudak said the pier attracts many people, whereby, the closure is not only affecting them, but the surrounding businesses. Thereafter, he agreed with keeping the louvers, and eliminating the grinding mechanism as it is not needed. Further, he expressed concerns with staff not being proactive, whereas, part of their job is to prepare for unforeseen circumstances. Lastly, Commissioner Hudak agreed with changing the pipe to HDPE and eliminating the grinding aspect.

Vice Mayor Drosky expressed concerns with eliminating the enhancements, as it's what the residents and this commission wanted. Further, he spoke in support of the signage and public art, and agreed with keeping the fishing stations, as that's what was promised to the residents.

Commissioner Parness agreed with eliminating the grinding mechanism, and moving forward with the remaining enhancements.

After a brief discussion, it was the consensus of the Commission to eliminate the fish grinding mechanism and use HDPE piping, for an anticipated change order cost of an amount not to exceed \$556,223.80.

DEPARTMENTAL BUSINESS - CONTINUED

MOTION was made by Commissioner Parness, seconded by Commissioner Hudak, to approve Item 10, as amended, adopted Resolution 2024/171. Roll Call:

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

COMMENTS BY ADMINISTRATION & LEGAL

CITY ATTORNEY - *None*

CITY MANAGER**11. Veterans Programs and Services Update.**

Horace McHugh, Interim City Manager, outlined Veterans Programs and Services that are provided or will be provided by the City.

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

Horace McHugh, Interim City Manager, said the Town of Hillsboro Beach requested access to SE 10th Street for a beach renourishment project, which will take place from January 2025 to March or April 2025. Further, he said they would need to access through 9th Street, along Ocean Way; nevertheless, staff is working with the consultant to ensure the impact to the City is mitigated.

Villages of Hillsboro - Mr. McHugh said the playground installation will occur in two weeks in lieu of February 2025.

Mayor Ganz asked that staff reach out to the pavilion rentals to ensure they are not being affected.

In response to Mayor Ganz's question, Mr. McHugh replied that the Town of Hillsboro is proposing 100 trips/day. Further, he stated that staff did advise that Hillsboro Boulevard would not be viable.

Mayor Ganz stated that he does not want them coming down Hillsboro Boulevard or A1A. Although, he is willing to work with them, he expressed concerns with the timing of the project, as well as the number of trucks coming in and out of the City in one day.

CITY COMMISSION BUSINESS**13. Discussion and potential action regarding the City Manager position.**

Mayor Ganz stated that there are many projects going on within the City, and there are issues surrounding the City, i.e. Monarch Hill expansion, that this city must be proactive on, and has not been. Thereafter, he commented on various projects, i.e. pier, drainage projects, etc., as well as comments made by staff to residents, and the lack of information being disseminated to the Elected Officials in a timely manner. Further, Mayor Ganz said he followed the chain of command, whereby, he agreed, at the time to put the Deputy City Manager in the Interim position; however, due to the current state of the City, he recommended appointing another Interim City Manager and recommended Rodney Brimlow, Director of Public Safety, as Assistant City Manager (s/b City Manager) in the interim, while continuing the nationwide search. Lastly, he said Mr. McHugh is an outstanding individual, but this city must get on track and be proactive, which is why he is making this recommendation.

Commissioner Preston said he initially wanted to vet internal staff, whereas, this city needs stability in management, guidance for staff, and an increase in employee morale. Further, he said Mr. McHugh has been able to provide him with what he's needed and answer his questions, as has Mr. Brimlow, who he believes would be able to perform the interim duties. Commissioner Preston said both candidates are good choices, and although he believes Mr. Brimlow can do the job, he is unsure if Mr. McHugh has been given enough time in the position; nonetheless, he said this decision should not be made without discussion.

CITY COMMISSION BUSINESS - CONTINUED

Vice Mayor Drosky said the Mayor's concerns are valid; however, he is concerned with changing leadership midstream, whereby, the City is in a national search for a city manager, and he does not want to scare any potential applicants away from applying for the position.

Commissioner Parness said he initially voted for Mr. Brimlow as Interim City Manager, as he is a man of action, takes charge, and is prepared for anything. Thereafter, he provided various examples of his interactions with Mr. Brimlow. Lastly, he recommended appointing Mr. Brimlow as Interim City Manager, effective immediately.

Commissioner Hudak said you don't know how someone will succeed in a position until they are in it. Further, he said if a national candidate looks at one commission meeting and decides they don't want to be in Deerfield Beach, then he does not want them as the City Manager. He does not believe switching city manager's is detrimental, whereas, it is not something that occurs often. Thereafter, he outlined both Mr. McHugh and Mr. Brimlow's experience and stated that he has a lot of respect for them both; however, this commission must look at what is needed now, which is more proactivity. Although he agreed with broadening the search and continuing to look nationwide, a consideration in making a change is needed, whereas, it will give them both a chance to showcase their skills.

Commissioner Preston stated that regardless of who is chosen internally as interim, he does not want the position to be taken away from them; therefore, he spoke in opposition to continuing the external search.

Mayor Ganz stated that he has nothing against Mr. McHugh and hopes that he stays with the organization; nonetheless, this city needs an immediate change in leadership style.

Commissioner Parness left the meeting temporarily at 11:29 p.m. and returned at 11:30 p.m.

Mr. McHugh thanked the Commission for their comments. Thereafter, he provided a brief overview of what he's done during his time as interim city manager, and reminded the Commission that he does not have a deputy city manager, so he's overseeing both positions. Lastly, he said making a change in such a short period of time sends the wrong message to staff, applicants, etc., and suggested that the City Commission take a more proactive approach on recruiting a permanent city manager.

Thereafter, discussion ensued regarding the Interim City Manager position.

In response to Anthony Soroka's, City Attorney, question, Commissioner Hudak stated that the motion would be to replace Mr. McHugh with Mr. Brimlow as the Interim City Manager, effective immediately, and have Mr. McHugh return to his position as Deputy City Manager pursuant to his contract.

Mr. Soroka stated that if the motion prevails, a contract for Mr. Brimlow would be brought back to the Commission for consideration.

Mayor Ganz opened the public hearing.

The following individuals spoke in opposition of the change, as Mr. McHugh has not been given enough time:

- ***Dan Herz, 330 SE 19th Avenue, Deerfield Beach.***
- ***Katy Freitag, 418 SE 2nd Street, Deerfield Beach.***
- ***Gwyndolen Clarke-Reed, 1430 SW 6th Way, Deerfield Beach,***

Mayor Ganz closed the public hearing. Further, he stated that he understands the public's comments; however, they do not see what he sees, and reiterated that a change in leadership style is needed due to various things that have occurred over the past few weeks.

Commissioner Preston said the City Manager represents the entire city, so he suggested tabling the item to allow more public involvement.

CITY COMMISSION BUSINESS - CONTINUED

Mayor Ganz spoke in opposition to that suggestion, as the item was on the agenda, and if the public wanted to be involved, they should have attended. Further, he said there is one person this commission gives orders too, which is the City Manager; whereby, the public is making suggestions that employees be fired, which is something this commission cannot do. Mayor Ganz said if the support for the change is there, then so be it, and if it's not, then this commission will make due until there is a permanent selection. Lastly, this is not something he wants to do, but unfortunately a change in leadership style is needed.

MOTION was made by Commissioner Parness, seconded by Commissioner Hudak, to appoint Rodney Brimlow as Interim City Manager, effective immediately. Roll Call:

Yeas: 3 - Commissioner Hudak, Commissioner Parness, and Mayor Ganz
Nays: 2 - Commissioner Preston and Vice Mayor Drosky

COMMENTS BY MAYOR & CITY COMMISSION**COMMISSIONER HUDAK****DISTRICT 1**

Accolades - Commissioner Hudak congratulated Ed Dietrich and David Clancy on receiving an award for their work on the Butler House and Pioneer Cottage. Further, he congratulated Xavier Restrepo, former Deerfield Beach Highschool student, on setting the University of Miami's all-time receiving record.

Ryan Owens Memorial Run - Commissioner Hudak urged everyone to come out to the event.

COMMISSIONER PRESTON**DISTRICT 2**

Tigner Center - Commissioner Preston said he continues to receive compliments about the center, and the possible programs that can come from it. Thereafter, he thanked everyone for their efforts.

COMMISSIONER PARNESS**DISTRICT 3**

Signage - Commissioner Parness commented on the improper posting of signage at Century Village during the election.

VICE MAYOR DROSKY**DISTRICT 4**

Monarch Hill - Vice Mayor Drosky stated that the item will go before the County Commission on November 12, 2024 at 1:30 p.m. He asked that it be added to their calendar. Thereafter, he urged all to attend, as the City is offering transportation.

MAYOR GANZ

Monarch Hill - Mayor Ganz provided a brief overview of the item going before the County Commission. Thereafter, he asked that staff be prepared for the item. Thereafter, he urged everyone to attend and express their opinions.

Out of Town - Mayor Ganz said he will unfortunately be out of town for the Veteran's Day event.

ADJOURNMENT

There was no additional business to discuss.

MOTION was made by Commissioner Preston, seconded by Commissioner Hudak, to adjourn the meeting at 12:00 a.m. Voice Vote:

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

Nays: 0

CITY OF DEERFIELD BEACH

BILL GANZ, MAYOR

Heather Montemayor, CMC, City Clerk



Meeting Minutes City Commission

Tuesday, November 19, 2024

7:00 PM

Commission Chambers

CALL TO ORDER AND ROLL CALL

The meeting was called to order on the above date by Mayor Bill Ganz at 7:00 p.m., in the City Commission Chambers, City Hall, Deerfield Beach.

Present:

Commissioner Michael Hudak
Commissioner Bernie Parness
Commissioner Ben Preston
Vice Mayor Todd Drosky
Mayor Bill Ganz

Also Present:

Interim City Manager Rodney Brimlow
City Attorney Anthony Soroka
City Clerk Heather Montemayor

MOMENT OF SILENCE AND PLEDGE OF ALLEGIANCE

Mayor Ganz asked that everyone keep Eric House, Deerfield Beach legend, in their thoughts and prayers. Thereafter, there was a moment of silence, followed by the Pledge of Allegiance.

ACKNOWLEDGEMENT OF CITY BOARD MINUTES

Affordable Housing Advisory Committee Meeting Minutes - August 5, 2024
Non-Uniformed Employees Retirement Fund Meeting Minutes - August 12, 2024

MOTION was made by Commissioner Preston, seconded by Commissioner Parness, 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

November 19, 2024

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. Certificates of Appreciation presented to Environmental Services staff for their efforts on the Main Switchgear Upgrade Project.

Joshua Niemann, Assistant Director of Environmental Services, recognized various employees for their efforts on the project.

Mayor Ganz thanked staff for their efforts on this project.

2. Proclamation presented to the United States Small Business Association and Women Impacting Public Policy (WIPP) in support and recognition of Small Business Saturday®.

Mayor Ganz presented a proclamation to Kaitlyn Collier, Business Development Manager, in recognition of Small Business Saturday®.

PUBLIC HEARINGS - SECOND READING

3. P.H. 2025-006: ORDINANCE 2024/019 - 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.

The Ordinance was read by title only.

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

There was no discussion amongst the Commission.

MOTION was made by Commissioner Hudak, seconded by Commissioner Parness, to approve Item 3 adopted Ordinance 2024/019. Roll Call:

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

Nays: 0

4. P.H. 2025-007: ORDINANCE 2024/020 - 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.

The Ordinance was read by title only.

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

There was no discussion amongst the Commission.

MOTION was made by Commissioner Preston, seconded by Commissioner Parness, to approve Item 4 adopted Ordinance 2024/020. Roll Call:

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

Nays: 0

PUBLIC COMMENT

Daniel Shanetzky, 34 Keswick B, Deerfield Beach, thanked the Elected Officials for their efforts on the fight against Monarch Hill.

Karen Shelly, 190 Durham D, Deerfield Beach, thanked the Elected Officials for their efforts on Monarch Hill; thereafter, she asked that everyone continue to fight. Further, she commented on pre-agenda meetings held by Fort Lauderdale City Commissioner Warren Sturman, and said if she's elected in Deerfield Beach, it would be something she implements.

Dan Herz, 330 SE 19th Avenue, Deerfield Beach, commented on misinformation given during the last city commission meeting.

Tonya Coleshafer, 817 S. Ocean Drive, Deerfield Beach, commented on previous comments made during various commission meetings.

Dean Kallan, 3250 SW 2nd Court, Deerfield Beach, expressed concerns with the new water meters.

Lucia Delgenio, 707 N. Shore Drive, Deerfield Beach, provided a brief overview of the work she's done over the years on various elections.

Thereafter, Mayor Ganz, Commissioner Parness, and Commissioner Preston entertained questions/comments/concerns posed by the public.

CONSENT - BOARD APPOINTMENTS

Mayor Ganz opened the public hearing on items 5-10 & 12-14.

Chauncey Chapman, 191 NW 47th Avenue, Deerfield Beach, commented on Item 6. Thereafter, he spoke in opposition to having the election in March.

Philip Bradley, 4330 NW 12th Avenue, Deerfield Beach, commented on Item 6. Thereafter, he spoke in opposition to having the election in March, and commented on Lauderdale-by-the-Sea's referendum.

Karen Shelly, 190 Durham D, Deerfield Beach, commented on Item 6. Thereafter, she spoke in support of having the election in March.

Dan Herz, 330 SE 19th Avenue, Deerfield Beach, commented on Items 5, 12, & 13. Thereafter, he asked if the reappointed members completed their background screening. Further, he asked for clarification on the piggyback agreement with the City of Boynton Beach and asked for clarification on ITBC #24-14-PEC.

Mayor Ganz closed the public hearing. Thereafter, he provided a brief history of the City's election, and stated that the option to change to November can be discussed by the Charter Review Board. Further, the board members completed their background screenings. Lastly, he briefly commented on piggyback agreements.

Rodney Brimlow, Interim City Manager, provided a brief explanation of the Invitation to Bid process.

MOTION was made by Commissioner Hudak, seconded by Commissioner Parness, to approve Items 5-10 & 12-14 in concert. Roll Call:

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

- 5. Resolution 2024/172 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the reappointment of members to the African American Heritage Board.**

CONSENT - AGREEMENTS & EXPENDITURE REQUESTS

6. **Resolution 2024/173 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving and authorizing execution of the Municipal Elections Agreement with the Broward County Supervisor of Elections in an amount not to exceed \$125,000.00 for the March 11, 2025 Municipal Election; providing for implementation and an effective date. (Funds from Account #001-0308-513-32-99 - Other Contractual Services)**
7. **Resolution 2024/174 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the settlement of all claims against the City in the litigation styled *Ciana Charite vs. City of Deerfield Beach*; authorizing execution of documents necessary to effectuate the settlement; providing for an effective date. (Funds from Account #606-0900-519-37-70 - Risk Management/General Liability Legal)**
8. **Resolution 2024/175 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, authorizing Interim City Manager Rodney Brimlow, Chief Financial Officer Oleg Gorokhovskiy, and Deputy City Manager Horace McHugh to execute checks on behalf of the City; providing for implementation and an effective date.**
9. **Resolution 2024/176 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the award of Request for Proposals 24-30-VP for pre/post-employment background screening and medical services; approving and authorizing execution of an agreement with First Choice Research and Investigations, LLC d/b/a First Choice Background Screening, the sole responsive and responsible firm, for a two-year term with three additional one-year renewal options in an annual amount not to exceed \$75,000.00; providing for implementation and an effective date. (Funds from Account #001-0800-513-32-21 - Recruiting)**
10. **Resolution 2024/177 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving an Interlocal Agreement with the City of Deerfield Beach Community Redevelopment Agency regarding administration of the FIND Grant for the Sawgrass to Seagrass Center at Sullivan Park Project; authorizing execution; providing for conflicts, severability, and an effective date.**
11. **Resolution 2024/178 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving and authorizing execution of a first amendment to the Contract renewal for fireworks display with Zambelli Fireworks Manufacturing Company related to the Pioneer Days Event in an amount not to exceed \$97,500.00; providing for implementation and an effective date. (Funds from Account #100-720-74000-0000-503569- Pioneer Days & Account #100-720-74000-0000-503574 - Parks and Recreation/Special Events)**

The Resolution was read by title only.

Commissioner Hudak said there is an option to do drones in lieu of fireworks, which is less expensive; however, he said there are challenges with the use of drones.

Rodney Brimlow, Interim City Manager, explained that the City's close proximity to Mar-a-Lago impacts whether a drone show can be held, whereby, should the President Elect be at that location, the City would be in a temporary flight restricted zone, and would be unable to fly drones, which is outlined in the contract.

Mayor Ganz opened the public hearing.

Dan Herz, 330 SE 19th Avenue, Deerfield Beach, commented on the issue that occurred in 2023 with the fireworks display, and asked if the City can obtain a quantitative monetary credit in lieu of the qualitative credit.

Daniel Shanetzky, 34 Keswick B, Deerfield Beach, said 2025 is Deerfield Beach's 100th Anniversary; therefore, he suggested that staff look into other things that can be done to showcase the City.

Mayor Ganz closed the public hearing.

CONSENT - AGREEMENTS & EXPENDITURE REQUESTS - CONTINUED

In response to Mayor Ganz's question, Mr. Brimlow replied that he will look into the contract to see if a quantitative factor can be established, as it is far better for the City.

In response to Mayor's Ganz's comment, Greg Warner, Director of Parks & Recreation, commented on the issue that occurred in 2023, whereby, the vendor did provide the City with a quantitative credit during the Pioneer Days event.

MOTION was made by Commissioner Preston, seconded by Commissioner Parness, to approve Item 11, adopted Resolution 2024/178. Roll Call:

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

Nays: 0

12. Resolution 2024/179 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving and authorizing execution of an agreement with Construction Hydraulics of Lake Worth, Inc. utilizing the City of Boynton Beach's Invitation to Bid No. 022-2516-21 to provide hydraulic cylinder and valve parts and repair services in an amount not to exceed \$80,000.00 for fiscal year 2025; providing for execution and an effective date. (Funds from Account #450-4551-534-38-06 - Material to Maintain Equipment)

13. Resolution 2024/180 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving the award of ITBC #24-14-PEC for the installation of monument signs at two locations within the City to Kenco Sign and Awning, LLC; authorizing execution of a contract with Kenco Sign and Awning, LLC, the sole responsive and responsible bidder, in an amount not to exceed \$175,284.00; providing for appropriation of funding, and providing an effective date. (Funds from Account #186-5010-536-60-43 - ARP-Utility Admin/Eng./Other Machinery & Equipment, Account #186-9100-581-90-45 - ARP Fund/Transfer-Out Utilities Capital Fund, Account #413-5030-536-65-30 - Utilities Capital-Util. Maintenance/CIP Infrastructure, & Account #413-0000-381-18-00 - Utilities Capital Fund/Transfer-In ARP Funds)

14. Resolution 2024/181 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving and authorizing execution of the Second Amendment to the Interlocal Agreement with Broward County for Surtax Funded Municipal Transportation Project Pioneer Grove Infrastructure Improvements and Complete Streets (DEER-005 and -006) to include the construction documents, deliverables for Phase 2, details on the appropriated surtax funding for Phase 2, and to extend the initial term of the Agreement; providing for implementation and an effective date.

COMMENTS BY ADMINISTRATION & LEGAL**CITY ATTORNEY**

1325 SE 7th Court Reasonable Accommodation - Anthony Soroka, City Attorney, said the order was received yesterday, whereby, the Special Magistrate did not approve seven, but did approve up to no more than six unrelated residents, and subject to 1) the reasonable accommodation should not run with the land but rather shall be personal to the applicant; 2) in the event that the applicant ceases to operate a certified recovery residence at the subject property, this reasonable accommodation shall terminate; and 3) in accordance with Section 98-103(k) of the Code, on an annual basis, the applicant must submit a recertification affidavit to the City certifying that there is not material changes to the underlying facts and circumstances that served as the basis for this final order and notice of determination.

In response to Commissioner Hudak's question, Mr. Soroka, replied that this order can be enforced through code enforcement. Further, he stated that if they violate, they will lose their reasonable accommodation.

COMMENTS BY ADMINISTRATION & LEGAL - CONTINUED**CITY MANAGER**

Lifeguard Towers & Staff - Rodney Brimlow, Interim City Manager, said Tower 0 has moved to its correct location. Further, the demolition of the old towers has begun. Lastly, the transition, which was approved during the budget, from eight part-time to four full-time positions has been completed, so 10-hour coverage days will begin in December.

Hurricane Milton - Mr. Brimlow said the request for public assistance for reimbursement was approved by FEMA, which was the first time the City ever received this type of reimbursement.

Main Switchgear Upgrade Project - Mr. Brimlow commended staff for a job well done. Further, he stated that the City received an inspection from the Department of Emergency Management on the water system, whereby, the lead inspector said his team was impressed with the thoroughness, organization, and implementation of the City's facilities program.

Enterprise Resource Planning - Mr. Brimlow said the first phase is scheduled to launch on January 2, 2025.

Internal Code Compliance Manger - Mr. Brimlow said a selection is awaiting to be finalized; nonetheless, this addition will allow the City to move forward with the code amnesty program and neighborhood improvement program. Thereafter, he provided a brief overview of both programs.

Villages of Hillsboro Park - Mr. Brimlow said the demolition of the old playground equipment has begun, and the new equipment should be completely installed by the end of January 2025.

CITY COMMISSION BUSINESS

15. Resolution 2024/182 - A Resolution of the City Commission of the City of Deerfield Beach, Florida, ratifying the appointment of Rodney Brimlow as Interim City Manager, effective November 6, 2024; approving and authorizing execution of an employment agreement with Mr. Brimlow for service as Interim City Manager; and providing for an effective date.

The Resolution was read by title only.

Anthony Soroka, City Attorney, provided a brief overview of the Item.

Mayor Ganz opened the public hearing.

Dan Herz, 330 SE 19th Avenue, Deerfield Beach, commented on comments made at the previous commission meeting, whereby, the appointment of Rodney Brimlow was a 3-2 vote. Lastly, he asked how many resumes the executive recruitment firm received.

Mayor Ganz closed the public hearing. Although, it was a 3-2 vote, the one descending vote was due to the lack of public comments, not the action itself. Lastly, he said staff will provide the number of resumes to Mr. Herz via a public records request.

Vice Mayor Drosky said he has nothing against Mr. Brimlow, whereby, he voted no because he did not want to change leadership midstream. Furthermore, he still stands on his previous decision, which is why he will be voting no this evening.

MOTION was made by Commissioner Hudak, seconded by Commissioner Parness, to approve Item 15, adopted Resolution 2024/182. Roll Call:

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

COMMENTS BY MAYOR & CITY COMMISSION**COMMISSIONER HUDAK****DISTRICT 1**

Happy Thanksgiving - Commissioner Hudak wished everyone a Happy Thanksgiving.

State of the City - Commissioner Hudak said he looks forward to the event, which will take place tomorrow evening at the Tigner Center.

Mandy's House - Commissioner Hudak thanked Anthony Soroka, City Attorney, for providing the update.

Accolades - Commissioner Hudak commended Ronnie Williams, Engineering Technician, for his efforts on the SE 8th Avenue Project.

COMMISSIONER PRESTON**DISTRICT 2**

Happy Thanksgiving - Commissioner Preston wished everyone a Happy Thanksgiving. Thereafter, he asked those that can help to assist those in need.

Tigner Center - Commissioner Preston said many events are occurring at the Center, and he continues to receive positive feedback. Thereafter, he urged those that have not seen the facility to stop by.

Deputy Harold Morrison - Commissioner Preston commented on the unveiling of the Harold Morrison Center. Thereafter, he briefly commented on everything Deputy Morrison did for Deerfield Beach.

COMMISSIONER PARNES**DISTRICT 3**

Voting - Commissioner Parnes reminded everyone that they have to re-register to vote by mail.

Happy Holidays - Commissioner Parnes wished everyone a happy holiday.

Waste Management - Commissioner Parnes said he will continue to fight for the City, as increasing the height does not benefit the City. Thereafter, he urged everyone to attend the January 28, 2025 County Commission Meeting.

VICE MAYOR DROSKY**DISTRICT 4**

Happy Thanksgiving - Vice Mayor Drosky wished everyone a Happy Thanksgiving. Further, he agreed with Commissioner Preston, as there are still people that are in need of help.

Waste Management - Vice Mayor Drosky briefly commented on the Coconut Creek meeting that occurred on Veteran's Day, as well as the County Commission meeting on November 12th. Further, he urged everyone to attend the January 28, 2025 County Commission meeting, and requested that the City provide transportation and remain vigilant.

MAYOR GANZ

Happy Thanksgiving - Mayor Ganz wished everyone a Happy Thanksgiving. Although the holiday can bring joy to many, for some it does not; therefore, he urged those that see something, say something.

Waste Management - Mayor Ganz thanked those who attended, as well as city staff for their efforts; nonetheless, he said the City must remain vigilant. Thereafter, he briefly commented on the November 12th County Commission meeting.

City Events - Mayor Ganz said the Harold Morrison dedication and Deerfield Beach Housing Authority events were both great events.

Ocean Rescue - Mayor Ganz said Lauderdale-by-the-Sea voted against the addition of lifeguards on their beach. Thereafter, he spoke in support of Ocean Rescue, and thanked Chief Michael Brown and staff for their efforts.

ADJOURNMENT

There was no additional business to discuss.

MOTION was made by Commissioner Preston, seconded by Commissioner Parness, to adjourn the meeting at 8:19 p.m. Voice Vote:

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

Nays: 0

CITY OF DEERFIELD BEACH

BILL GANZ, MAYOR

Heather Montemayor, CMC, City Clerk



City of Deerfield Beach Municipal Firefighters Pension Fund

Meetings at the

Doubletree Hotel, Hillsboro Blvd., Deerfield Beach, FL.

Minutes of the meeting held on July 17, 2024

Trustees Present:

Robert Weech, Chairman
Brian Baker, Trustee
Jonathan Campbell, Trustee
Stephen Hill, Secretary
Sharon Haynes, Trustee

Trustees Not Present:

Also in Attendance:

Burgess Chambers, Burgess Chambers & Associates
Chad Little, Freiman Little
Doug Falcon – FHA-TPA Benefit Administrators, Inc.
Richelle Levy, Lorium Law, Fund Counsel

The Chairman called the meeting to order at 8:42 a.m.

TRUSTEE COMMENTS

None.

INVESTMENT

Mr. Chambers discussed in detail the Deerfield Beach Municipal Firement's Pension Trust Fund Program Analysis for both quarters ending March 31, 2024 and June 30, 2024. He reported that at this time the economy is strong and no ressession forecast for the near future.

Mr. Chambers discussed the Deerfield Beach Municipal Firemen's Pension Trust Fund and advised the Board that the changes made as a result of the last meeting were that the International investment was lowered from 10% to 6% and the 4% was allocated to Infrastructure.

Mr. Chambers discussed the Deerfield Beach Municipal Firemen's Pension Trust Fund Program Analysis. The Board discussed the International investment underperforming results and requested Mr. Chambers opinion on getting out of the international; Mr. Chambers supported the action towards getting out of the International market due to its underperforming and investing those funds in the Large Cap Core market.

A motion made by Trustee Baker seconded by Trustee Hill to terminate International Investment and invest in the Large Cap market, motion passed unanimously.

The above motion would require amending the Investment Policy; Trustees further discussed that rather than eliminating the International investment, they would propose to reduce the investment from 6% to 4%. Mr. Chambers expressed that he had no objection to moving in that direction and this reduction would be within the limits of the investment policy. Therefore, he would ajusts the investment targets as follows: International Target 4%, Minimum 0% and Max 6%; Domestic Large Cap increased by 4%; Target from 17% to 21%; Minimum from 14%-18% to 18% - 24%.

Ms. Levy advised the Board that since there is a motion made to eliminate the International the Board would now require a motion withdrawing that action and a new motion confirming the new proposed plan of action for the International investment.

A motion made by Trustee Baker and seconded by Trustee Hill to withdraw the motion above to terminate International Investment in its entirety motion passed unanimously.

A motion made by Trustee Baker seconded by Trustee Hill to reduce the International Investment from 6% to 4% as discussed above motion passed unanimously.

The next items Mr. Chambers discussed was the Deerfield Beach Municipal Firefighters Pension Trust Fixed Income Analysis. The report illustrated how Garcia Hamilton compared to Sawgrass Asset Management, Integrity Fixed Income, National Investment Service (NIS) and Fidelity.

Mr. Chambers recommended to the Board to replace in its entirety Garcia Hamilton and replace with either NIS or Integrity Fixed Income Management, Mr. Chambers advised the Board that his firm has worked with Integrity and although NIS is a good firm he would be more comfortable working with Integrity.

A motion made by Trustee Baker seconded by Trustee Hill to terminate Garcia Hamilton investment and replace with Integrity as recommended by the Investment Consultant motion passed unanimously.

This concluded the Investment Report.

MINUTES

The Chairman asked if anyone had any questions regarding the amended meeting minutes held on April 11, 2024, there being no questions

A motion made by Trustee Hill seconded by Trustee Baker to approve the meeting minutes of April 11, 2024 motion passed unanimously.

ATTORNEY'S REPORT

Ms. Levy discussed with the Board the Administrative Services Agreement between Deerfield Beach Municipal Firefighters Pension Trust Fund and FHA-TPA, Inc. Ms. Levy distributed a copy of the agreement to all the Trustees for review and execute. Ms. Levy further advised the Board that Doug, and the assigned FHA representatives Ms. Odalys Hernandez, Yesenia Hernandez and Yolanda Shea had a conference call with Paula to discuss the member services process and transition.

Ms. Levy also distributed a draft copy of the Deerfield Beach Municipal Firefighters' Pension Trust Fund Summary Plan Description and briefly pointed out the updates made from the previous document. She asked the Board to review it and at the next pension meeting discuss any observations they have and or if further clarification is needed.

The next item Ms. Levy discussed was the letter authorizing the Chair to sign the letters to be sent to the members of the plan informing them of the change in administrative member services.

A motion made by Trustee Hill seconded by Trustee Baker to authorize the Chair to sign the letter in between meetings as stated above motion passed unanimously.

Ms. Levy advised the Board that an educational pension workshop with the Chair, Mr. Little and Mr. Falcon was held with members of the Plan and that the meeting went very well and received positive feedback.

Ms. Levy discussed the proposed ordinance change extending the DROP from five (5) years to eight (8) years which the Actuary has confirmed it will not have a cost impact on the City and or the Plan. The proposed ordinance will have to go through the process of the presenting it to the Union President and then it has to go through the City's readings accordingly.

A motion made by Trustee Hill seconded by Trustee Baker to authorize the proposed ordinance change as discussed above pertaining increasing the DROP from five years to eight years as stated above motion passed unanimously.

Ms. Levy discussed a legislature pertaining 1099 for members who are disabled and although it does not apply to this Plan she wanted to inform the Board.

This concluded the attorneys' report.

ACTUARY

Mr. Little advised the Board that the transition of member services has been going very smooth. Mr. Little had no further matters to discuss.

This concluded the actuary report.

ADMINISTRATOR

Mr. Falcon advised the Board that he will be working with Ms. Paula Freiman to obtain the records and will advise the Board accordingly. He informed the Board that he has already spoken to a few of the members who exit the DROP. He advised the Board that these members have asked for all the money in the DROP be distributed and he has been working with Mr. Chambers to ensure the funds are there and the account is funded accordingly.

Mr. Falcon asked if there were any questions regarding the City of Deerfield Beach Municipal Firefighters Pension Fund Disbursements Ratification for the period 4/10/2024-7/12/2024 in the amount of \$149,162.05.

Trustee Haynes asked the reason for having Auto Insurance, Mr. Falcon responded that the Auto Insurance has been in effect for coverage for the Trustees when they travel; and it protects the fund in the event the Trustee is involved in an auto accident while performing Fund matters.

Trustee Haynes advised the Board that when she submitted her travel request, inadvertently submitted the wrong amount by \$250 and she will be reimbursing the Plan a total of \$250.00 accordingly, there being no questions,

A motion made by Trustee Hill seconded by Trustee Campbell to ratify the disbursements as stated above motion passed unanimously.

Mr. Falcon advised the Board that he is in the process of working the Paula Freiman to obtain the member files and will advise the Board accordingly.

Mr. Falcon advised the Board that there have been significant amount of DROP distributions and he has worked with Mr. Chambers to ensure the funds are distributed.

This concluded the Administrator's report.

OLD BUSINESS

None

NEW BUSINESS

None

PUBLIC COMMENT

A member of the Public attended and asked the Board general questions regarding the investment portfolio; the Board addressed the questions accordingly.

This concluded the public comments.

ADJOURN

The Board scheduled the next meeting for November 11, 2024, there being no further business to discuss,

A motion made by Trustee Hill seconded by Trustee Baker and unanimously passed to adjourn the meeting at 10:48 a.m.

**DEERFIELD BEACH POLICE PENSION FUND
MINUTES OF MEETING
September 4, 2024**

The virtual meeting was called to order at 9:00 A.M. at. Those persons present were:

TRUSTEES

Richard Giuffrida, Chairman
Andy Gianino, Secretary
Joe Lapenna
Robert Schnakenberg
Robert Amante

OTHERS PRESENT

Adam Levinson, Board Attorney
Amanda Kish & Scott Baur Administrator
Dave West, Investment Consultant

PUBLIC COMMENTS

ADMINISTRATOR REPORT

SHARE DISTRIBUTION

Mrs. Kish presented the share distribution calculation completed by the actuary. The Board reviewed the calculation.

A motion was made, seconded, and carried 5-0 to approve the Share Distribution.

MINUTES:

The Board reviewed the minutes presented.

A motion was made, seconded, and carried 5-0 to approve minutes of the meetings of August 16, 2024.

KSDT ENGAGEMENT LETTERS

Mrs. Kish presented the engagement letter from KSDT for the plan audit and annual report filing. She briefly reviewed the letters, noting that the annual report filing had a substantial increase. The Board held a discussion regarding the price increase. Mr. Baur informed the Board that Resource Centers files the annual report for several plans. The Board continued the discussion.

A motion was made, seconded, and carried 5-0 to approve the audit engagement letter for KSDT.

A motion was made, seconded, and carried 5-0 to approve the Resource Center filing of the annual

FINANCIAL REPORTS

Mrs. Kish presented the warrant dated September 4th. The Board reviewed the warrant and invoices.

A motion was made, seconded, and carried 5-0 to approve the Warrant dated September 4th, 2024.

INVESTMENT MONITOR REPORT

Mr. West reviewed the market environment for the quarter ending June 30, 2024. He discussed the current asset allocation, each market sector, and the individual returns. The total portfolio return for the fiscal year was 17.07% compared to 14.70%. He continued to review the individual managers.

Mr. West did not recommend a portfolio rebalance and suggested retaining the cash.

A motion was made, seconded, and carried 5-0 to approved retaining the cash position.

Mr. West continued to review the investment report.

ATTORNEY REPORT

Mr. Levinson reported that the Board has a mediation scheduled for September 20th. He informed the Board about the mediation process, noting that mediation is confidential and only one trustee can participate. The City Manager is leaving, and Mr. Levinson would like to resolve this issue prior to his departure. The Board continued to discuss the mediation process.

Respectfully submitted,



Andrew Gianino, Secretary

Education Advisory Board (EAB)
Meeting Minutes
Wednesday, October 7, 2024
7:00 pm
Hillsboro Community Center

Call to Order and Roll Call

Chair Lubin called the meeting to order at 7:11 pm.

Members Present: Chair Michael Lubin, District 1
Dottie Plaut, Mayor
Karen Shelly, District 3
Brigitte Cook, District 4

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

Approval of Minutes

MOTION was made by Ms. Plaut and seconded by Ms. Cook to approve the April 3, 2024, meeting minutes. The MOTION was carried unanimously.

Presentation

Tina Linn, PTA Vice President presented a new playground proposal for Quite Waters Elementary.

- 2024 Playground Sponsorship Tiers
- 2024 Playground Corporate Request Letter
- Outreach efforts for playground
- Request to School Board
- Outreach to Professional Athletes

Ms. Linn wanted some feedback from the Board and potential funding opportunities.

Board Discussion

A. Board Voting

Mr. Salas asked the Board if they would like to vote for the Chair and Vice Chair of the Education Advisory Board since the Vice Chair position had been vacant.

Chair Lubin opened the floor for Board discussion.

MOTION was made by Ms. Plaut to nominate Mr. Lubin for Chair. The motion was CARRIED unanimously.

Yeas: 3 - Ms. Plaut, Ms. Shelly and Ms. Cook
Nays: 0

MOTION was made by Chair Lubin to vote Ms. Shelly for Vice Chair. The motion was CARRIED unanimously.

Yeas: 4 – Mr. Lubin, Ms. Cook and Ms. Plaut
Nays: 0

B. Tutoring Initiative

Mr. Salas reminded the board of the tutoring initiatives the City has and encouraged the Board Members to sign up for a program. (TutorMate, Reading Pals, ja Biztown, Read for the Record)

- Tutor Mate also known as Chapter One – Requires thirty minutes per week with one student for the remainder of the school year. Tutoring sessions is done via Chapter One online platform.
- ReadingPals – The United Way of Broward County Reading Pals program is an in-person school program. You are required to go to the school once a week for one (1) hour the remainder of the school year.

C. High School Scholarship

Mr. Salas asked the board to review the draft of the High School Scholarship Application.

Chair Lubin opened the floor for board discussion.

MOTION was made by Ms. Cook and seconded by Ms. Shelly to approve the High School Scholarship Application as is. The motion CARRIED unanimously.

D. Business Community

Mr. Salas asked the Board if they would like to contact the business community for potential partnership opportunities.

Chair Lubin stated he would like to reach out to the business community to ask for support for the High School Scholarship and other school initiatives and projects.

E. School Assignments

Mr. Salas informed the Board of their current school assignments and vacancies.

Chair Lubin stated he would like to be the EAB representative for Deerfield Beach Elementary.

Ms. Cook will represent Deerfield Park Elementary.

Mr. Salas stated he would wait until the EAB District 3 member came on board and they would be assigned to Park Ridge Elementary.

F. Back to School Block Party Recap

Mr. Salas provided a recap of the Back to School Block Party

- Gave out 1500 backpacks
- Condensed event
- Positive feedback from the public

G. School Grades

Mr. Salas provided the school grades report.

- Deerfield Beach Elementary – C
- Deerfield Beach High - C
- Deerfield Beach Middle – C
- Deerfield Park Elementary – B
- Park Ridge Elementary – C
- Quite Waters Elementary – B
- Tedder Elementary – C

H. Non-Profits Collaboration

Mr. Lubin stated that he participated in a meeting with area non-profits to contribute funding to assist Deerfield Beach area schools with small-scale initiatives for the students. He thanked JM Family, Deerfield Beach Community Cares, Kiwanis, Rotary Club, and CASA Board. The area non-profits collected funding and JM Family is matching the funding. Each school will get a check of about \$1,700 to assist the school with small-scale initiatives.

I. Teacher & Non-Instructional Employee of the Year

Mr. Salas asked the Board if they would like to present the Deerfield Beach area schools teacher and non-instructional employee of the year certificate of recognition at a City Commission meeting.

MOTION was made by Ms. Cook and seconded by Ms. Shelly to present a certificate of recognition to the teacher and non-instructional employee of the year at a City Commission meeting. The motion CARRIED unanimously.

Staff Updates

Mr. Salas provided the below updates.

- City of Deerfield Beach won the Municipal Partner of the Year Award from Broward County Public School.
- First Day Back to School Event was successful.
- Walk, Bike, or Roll to school event was scheduled for October 9, 2024, but was postponed due to inclement weather.
- Government Week will be October 21 – 27 but the City of Deerfield Beach will celebrate the entire month of October.
- Fall Festival will be on October 12, 2024, at the Main Beach Parking Lot.
- State of the City will be on November 20, 2024, at Oveta McKeithen Recreation Complex.

Board Updates

Deerfield Park Elementary – Ms. Cook is the EAB member representative for this school and will reach out to them this week.

Park Ridge Elementary - VACANT

Quiet Waters Elementary - Ms. Plaut hasn't spoken to Principal Henning this school year but will reach out to him this week.

Deerfield Beach Elementary – Chair Lubin is the EAB member representative for this school and will reach out to them this week.

Deerfield Beach Middle - Chair Lubin attending the SAC meeting they have 1100 students. The band has a lot of students and the track team is doing good.

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

Tedder Elementary - Ms. Wyatt didn't have any updates.

Comments from the Public

Chair Lubin opened the floor for public comment.

Tina Linn, a City resident, asked how we select students for TutorMate and ReadingPals.

Jan Muenenmaier, a City resident, Read for the Record will be on October 24, 2024. Deerfield Beach Middle School will be having a fundraiser at Chipotle on November 4, 2024. Deerfield each Middle Pep-Band bought them brand new T-Shirts. They will be doing BUG Awards for each elementary school.

Joel Smith, a City resident, stated that he has school supplies for schools that he would like to donate.

Raihaana Ali, City resident, Flippany food distribution started again in September at the Middle and High school.

Adjournment

MOTION was made by Karen Shelly and seconded by Brigitte Cook to adjourn the meeting at 8:10 pm. The motion was CARRIED unanimously.

Minutes approved

A handwritten signature in dark ink, consisting of several loops and a long horizontal stroke at the end, written over a horizontal line.

Date

11/18/2024

CODE COMPLIANCE OF DEERFIELD BEACH

MINUTES OF A CODE COMPLIANCE HEARING

October 8, 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
Winlett Jordan-Banton, Special Magistrate Clerk

For the record Laeasha Saddler, 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>
3	24020145	REYES,DAVID /permits	4320 NE 6 TER, DEERFIELD BEACH, FL 33064	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT- DAVID REYES EXTENDED TO 11-1-2024
4	24060064	EARL,RICHARD BLAKE RICHARD BLAKE EARL REV TR/landscape	3801 NE 4 AVE, DEERFIELD BEACH, FL 33064	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-81(d)(1) - Tree preservation. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(C)(3) - Landscape Requirements.	RESPONDENT NOT PRESENT VACATE ORDER ISSUED
5	24060084	TASCHNER,RICHARD K	4324 NW 6 AVE, DEERFIELD BEACH, FL 33064	Chapter 14 - BUILDINGS AND BUILDING REGULATIONSARTICLE IV. - PROPERTY EXTERIOR MAINTENANCE CODE; Section 14- 105(8) - Exterior building and structure standards.	RESPONDENT WAS PRESENT- RICHARD TASCHNER CONTINUED TO 11-5-2024

				Chapter34- ENVIRONMENT - ARTICLE III.- NUISANCES ARTICLE VI. - NUISANCE ABATEMENT PROPERTY CODE DIVISION 1. - GENERALLY Section 34-121 - Declaration of nuisance. FIRE PREVENTION CODE F-103.2.9.5 Hurricane Protection Devices - Shutters Up After Storms	
7	24070052	WILMINGTON SAVINGS FUND S TRSTEE %MCCALLA RAYMER LEIBERT P LLC	3851 NW 3 TER, DEERFIELD BEACH, FL 33064	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(4) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas.	RESPONDENT NOT PRESENT CONTINUED TO 11-5-2024
8	24090003	SAMVAS INVESTMENTS LLC	4609 NW 7 ST, DEERFIELD BEACH, FL 33442	Chapter 94 MIN HOUSE CHAPTER 94 HOUSING; Sec. 94-9 (c) (3) - Minimum standards for exterior of structures. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-74(a)(b)(c) - Swimming pools and spas require a fence or screen enclosure.	RESPONDENT WAS PRESENT- ROBERTA SAMPAIO FINAL ORDER ISSUED COMPLY BY 10-22-2024 \$500 PER DAY PER VIOLATION \$80 PROSECUTION COST
9	24080079	URBAN HOLDINGS GROUP 1 INC	357 SW 1 TER, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION ARTICLE IV. - SUPPLEMENTARY	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 11-1-2024 \$150 PER DAY

				REGULATIONS Section 98-81(L)(1)(a-g) - Tree preservation	\$80 PROSECUTION COST
11	24090027/post	LIPSKAR,CHAIM ZVI LIPSKAR,NECHAMA DEENA/permits	63 SE 5 AVE, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT- MOCHE ROUMANET FINAL ORDER ISSUED COMPLY BY 10-23-2024 \$150 PER DAY \$80 PROSECUTION COST
14	24090041	LAMAR,LATRICE & LAMAR,ROBERT	178 SW 3 ST, DEERFIELD BEACH, FL 33441	Chapter 14 - BUILDINGS AND BUILDING REGULATION ARTICLE IV. - PROPERTY EXTERIOR MAINTENANCE CODE; Section 14- 105(8) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas. Chapter 46 - OFFENSES Section 46-33(i) Littering Chapter 66 - TRAFFIC AND VEHICLE ARTICLE II. BSO ENFORCED- STOPPING, STANDING, PARKING; DIVISION 3. - REGULATIONS, GENERALLY Section 66-59.(b) - Parking on residentially zoned lots. Chapter 66 - TRAFFIC AND VEHICLES Section 66-117.(b) - Parking prohibitions; enforcement.	RESPONDENT WAS PRESENT- LATRICE LAMAR FINAL ORDER ISSUED COMPLY BY 11/1/2024 AND 1/10/2025 \$125 PER DAY PER VIOLATION \$80 PROSECUTION COST

				Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS 98-88 (j) PARKING LOT CRITERIA Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION ARTICLE IV. - SUPPLEMENTARY REGULATIONS Sec. 98-88.(b) - Off-street parking and loading.	
18	24050043	BMS DEERFIELD BEACH LLC % DEPT PT FL 25706	150 S POWERLINE RD, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION MARTICLE II. - DEERFIELD BEACH LAND DEVELOPMENT CODE Section 98-16 - Maintenance of development. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-75(1)(a,b,c.) - Residential walls, fences and hedges.	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 10-4-2024 FOR \$150 PER DAY PER VIOLATION
19	24080051	CORONADO, HATHAI H/E WONGSATIDKUL, HASADA/landscape	3931 NW 2 CT, 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 FINES IMPOSED AS OF 10-4-2024 FOR \$150 PER DAY
20	24080052	KRAMER, WILLIAM A /facia board repair	4701 NW 1 PL, DEERFIELD BEACH, FL 33442	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(1) - Exterior building and structure standards.	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 10-4-2024 FOR \$150 PER DAY

22	24040131	AF4 QUADRANT LLC.	402 SW 12 AVE, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION ARTICLE II. - DEERFIELD BEACH LAND DEVELOPMENT CODE Section 98-16 - Maintenance of development.	RESPONDENT WAS PRESENT- TRACY CONTINUED TO 1/14/2025
26	24080099	TRUSTED HOMES & MANAGEMENT ML LLC	4400 NW 12 DR, DEERFIELD BEACH, FL 33064	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONSARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT- MACILIA LOUISSANT CONTINUED TO 11-5-2024
27	24090001	PECARSKY, JACOB HOWARD H/E PARKS, CARLA MARIE	1007 SE 6 ST, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION ARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(A)(1)(a-i) - Landscape Requirements. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT- JACOB PECARSKY CONTINUED TO 11-5-2024
28	24090004	DC ASSET PROTECTION TR LETARTE,DIANE TRSTEE/	1420 SW 1 AVE, DEERFIELD BEACH, FL 33441	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas. FIRE PREVENTION CODE F- 103.2.9.5 Hurricane Protection Devices - Shutters Up After Storms	RESPONDENT WAS PRESENT- LUIS RODAS FINAL ORDER ISSUED COMPLY BY 10-15-2024 \$500 PER DAY \$80 PROSECUTION COST

29	24090006	Miranda, Giovanna Dacr/landscape & parking	469 NW 38 AVE, DEERFIELD BEACH, FL 33442	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas	RESPONDENT NOT PRESENT SECTION 14-106(b) CONTINUED TO 11/5/2024 FINDING OF FACT ORDER ISSUED FOR SECTION 66-59. (c)(1)(b) AND SEC. 98-88. (b)
30	24090009	FYR SFR BORROWER LLC %HAVENBROOK HOMES/landscape	225 SE 9 AVE, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(A)(7) - Landscape Requirements.	RESPONDENT WAS PRESENT- FERNANDO OLIVEIRA CONTINUED TO 11-5-2024
31	24080097	A ZUMAETA & K VALVERDE REV TR ZUMAETA, ALVARO H TRSTEE ETAL/landscape and permits	922 SE 15 CT, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONSARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(N)(1) - Landscape Requirements. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT- K. VALVERDE CONTINUED TO 11-5-2024
32	24080089/p ost	VICENTE, MAXIMILIANO/NAB	1409 SE 14 CT, DEERFIELD BEACH, FL 33441	Chapter 34 - ENVIRONMENT - ARTICLE III. – NUISANCES ARTICLE VII. - ABANDONED REAL PROPERTY Section 34-144 - Maintenance requirements.	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 10-23-2024 \$500 PER DAY \$80 PROSECUTION COST

34	24080078	VORTEX L L C /docking and mooring	580 N FEDERAL HWY, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS Article IV Supplementary Regulations Sec. 98-87(d)(2) - Docking and mooring facilities Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONSARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-87(d)(3)- Docking and mooring facilities.	RESPONDENT WAS PRESENT- ATTORNEY JACK SEILER CONTINUED TO 1-14-2025
35	24080084	VAKBNB LLC /parking prohb	262 SE 9 AVE, DEERFIELD BEACH, FL 33441	Chapter 66 - TRAFFIC AND VEHICLES Section 66-117.(b) - Parking prohibitions; enforcement.	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY \$150 PER DAY \$80 PROSECUTION COST
36	24070048	CHEN,ERIC /permits	362 SW 30 TER, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONSARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 11-1-2024 \$150 PER DAY \$80 PROSECUTION COST
37	24070004	FAUSTIN,MARIE ROSE /permits	1041 SW 11 CT, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONSARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENTS WERE PRESENT- ROSEMOND FAUSTIN MARIE FAUSTIN FINAL ORDER ISSUED COMPLY BY 11-29-2024 \$125 PER DAY \$80 PROSECUTION COST

38	24050089	MASO,GONZALO & ANA MARIA /ext. bldg structure and permits	73 SE 18 AVE, DEERFIELD BEACH, FL 33441	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(4) - Exterior building and structure standards.	RESPONDENT WAS PRESENT- GONZALO MASO FINAL ORDER ISSUED COMPLY BY 11-1-2024 \$150 PER DAY \$80 PROSECUTION COST
39	24050027	CAMERON,DONALD /permits	142 VENTNOR I, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONSARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 11-1-2024 \$150 PER DAY \$80 PROSECUTION COST
40	24050029	BRETSCHNEIDER,JOHN PATRICK BRETSCHNEIDER,PATRICIA X/permits	9 GRANTHAM D, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENTS WERE PRESENT- MIKE SEDA JACKSON CASTILHO FINAL ORDER ISSUED COMPLY BY 11-29-2024 \$150 PER DAY \$80 PROSECUTION COST
42	24070056	OLIVEIRA,LUCIENNE & GLEISSON	4326 NW 6 AVE, DEERFIELD BEACH, FL 33064	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 11-1-2024 \$150 PER DAY \$80 PROSECUTION COST

43	24070057	DE OLIVEIRA,LUCIENE MARIA	4322 NW 6 AVE, DEERFIELD BEACH, FL 33064	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 11-1-2024 \$150 PER DAY \$80 PROSECUTION COST
44	20100010	UNITED STATES POSTAL SERVICE	212 E HILLSBORO BLVD, DEERFIELD BEACH, FL 33441	Chapter 46 - OFFENSES Section 46-13 - Trees, bushes and shrubs— Encroaching on public right-of-way. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONSARTICLE II. - DEERFIELD BEACH LAND DEVELOPMENT CODE Section 98-16 - Maintenance of development.	RESPONDENT WAS PRESENT ATTORNEY STEVE PETRI CONTINUED TO 1-14-2025
46	24050027	UNTERBRINK,VICTOR A UNTERBRINK,MARY LANGLEY	4035 NW 7 PL, DEERFIELD BEACH, FL 33442	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONSARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98-81(L)(1)(a-g) - Tree preservation.	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 11-1- 2024 FOR \$150 PER DAY
47	24070051	KERNER,MARK	1408 SE 17 TER, DEERFIELD BEACH, FL 33441	Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATION ARTICLE IV. - SUPPLEMENTARY REGULATIONS; Sec 98-106 (d) (2) Vacation Rental Registration Requirement	RESPONDENT NOT PRESENT EXTENDED TO 10-23-2024

48	24040081	ROESCH,DOROTHY E & FREDERICK W FREDERICK W & D E ROESCH REV TR/permits	2400 DEER CREEK COUNTRY CLUB BLVD, UNIT 201-1,DEERFIELD BEACH, FL 33442 201-1	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONSARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT CERTIFIED WITH \$80 PROSECUTION COST
63	23110052	SEBREN E POITIER TR POITIER,SEBREN E TRSTEE	379 S DIXIE HWY, DEERFIELD BEACH, FL 33441	Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required. 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. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Sec. 98-88.(b) - Off- street parking and loading. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98 -88(j)(1) Off-street parking and loading.	RESPONDENT NOT PRESENT EXTENDED TO 10-23-2024
65	24080069	ST JUSTE,JEAN C LE ST JUSTE,CHRISTINA/parking and storage /landscape	1320 SW 11 AVE, UNIT A-B,DEERFIELD BEACH, FL 33441 A-B	Chapter 10 – ANIMALS Section 10-4(a) - Maintaining animals in general; limitation on number of pets; enforcement.	RESPONDENT NOT PRESENT

				Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas. 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.	FINES IMPOSED AS OF 10-4-2024 FOR \$150 PER DAY PER VIOLATION
67	24080019	EVOLUTION PREMIERE INVESTMENTS CORP	1019 SE 3 ST, DEERFIELD BEACH, FL 33441	Chapter 10 – ANIMALS Section 10-4(a) - Maintaining animals in general; limitation on number of pets; enforcement. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas. 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.	RESPONDENT NOT PRESENT CONTINUED TO 11-5-2024
70	23110052	VC 3901 DEERFIELD LLC	3901 NW 9 AVE, DEERFIELD BEACH, FL 33064	Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required. Chapter 66 - TRAFFIC AND VEHICLES	RESPONDENT NOT PRESENT FINAL ORDER ISSUED COMPLY BY 10-23-2024 \$150 PER DAY \$80 PROSECUTION COST

				DIVISION 3. BSO ENFORCED-REGULATIONS, GENERALLY Section 66-68. (a)- Parking of a vehicle, trailer, boat or boat trailer offered for sale. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Sec. 98-88.(b) - Off-street parking and loading. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98 -88(j)(1) Off-street parking and loading.	
71-78	24070091	NICK,PERICLES /building safety inspection	900 CRYSTAL LAKE DR, UNIT 1A,DEERFIELD BEACH, FL 33064 1A	40-50 Year Section 110.15 BUILDING SAFETY INSPECTIONS Sec 110.15 (B)(1) Building Safety Inspection 40 Year	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 10-4-2024 FOR \$250 PER DAY
79	24080001	4301 NE 6TH AVE LAND TR RED ESTATE LLC TRSTEE/landscape/permits	4301 NE 6 AVE, DEERFIELD BEACH, FL 33064	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT FINES IMPOSED AS OF 10-4-2024 FOR \$150 PER DAY

80	24090047	KARIA GLOBAL LLC / Maint of dev.	845 S FEDERAL HWY, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE II. - DEERFIELD BEACH LAND DEVELOPMENT CODE Section 98-16 - Maintenance of development.	RESPONDENT NOT PRESENT FINAL ORDER AND IMPOSITION OF FINE AND CLAIM OF LIEN IMPOSED \$250 PER DAY \$80 PROSECUTION COST
81	24090050	DEERFIELD BEACH, LLC C/O CAPITAL RESTAURANT GROUP,INC/maintenance	301 E SAMPLE RD, DEERFIELD BEACH, FL 33064	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(1) - Exterior building and structure standards.	RESPONDENTS WERE PRESENT- MASBAH CHOWDHURY JOSE JUAREZ FINAL ORDER ISSUED COMPLY BY 11-1-2024 \$125 PER DAY \$80 PROSECUTION COST
83	24090060	JACKSON,NICOLE & STEPHEN	746 NW 41 WAY, DEERFIELD BEACH, FL 33442	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS ARTICLE IV. - PROPERTY EXTERIOR MAINTENANCE CODE; Section 14- 105(8) - Exterior building and structure standards. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Sec. 98-88.(b) - Off- street parking and loading.	RESPONDENT NOT PRESENT FINDING OF FACT ORDER ISSUED
84	24090063	JACKSON, NICOLE & STEPHEN	746 NW 41 WAY, DEERFIELD BEACH, FL 33442	Chapter 66 - TRAFFIC AND VEHICLES Section 66-117. (b) - Parking prohibitions; enforcement.	RESPONDENT NOT PRESENT FINDING OF FACT ORDER ISSUED

86	24070105	H & N PROPERTY LP % COLOMBI FAMILY	244 S MILITARY TRL, UNIT 20, DEERFIELD BEACH, FL 33441	Chapter 38 - FINANCE AND TAXATION Section 38-263. - Local business tax receipt required.	RESPONDENT NOT PRESENT CONTINUED TO 11-5-2024
A	20100082	DIAZ, RAINEL OMAR MARTINEZ, TANIA	520 NE 40 ST, DEERFIELD BEACH, FL 33064	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-74 - Display of street numbers on buildings Chapter 66 - TRAFFIC AND VEHICLES Section 66-117.(b) - Parking prohibitions; enforcement. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(A)(1)(a-i) - Landscape Requirements. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. SUPPLEMENTARY REGULATIONS Sec. 98-80(N)(1) - Landscape Requirements.	RESPONDENTS WERE PRESENT- RANIEL DIAZ OMAR MARTINEZ FINES MITIGATED FOR \$5,000 TO BE PAID BY 11-6-2024
B	21030067	GENRIKH LEIBMAN	254 NE 41 CT, DEERFIELD BEACH, FL 33064	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS ARTICLE IV. - PROPERTY EXTERIOR MAINTENANCE CODE; Section 14-105(8) - Exterior building and structure standards.	RESPONDENT WAS PRESENT- OLENA ZHURARSKA THE CITY LIEN WAS FORECLOSED NO FINES AND NO FEES

				Chapter 34 - ENVIRONMENT - ARTICLE III. – NUISANCES ARTICLE IV. - JUNKED VEHICLES AND ABANDONED PROPERTY- Section 34-160 -Parking or storage for over 72 hours restricted Chapter 58 - SOLID WASTE DIVISION 3. - RESIDENTIAL COLLECTION Section 58-69.(g) - Preparation and storage of residential refuse Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Sec. 98-88.(b) - Off- street parking and loading.	
C	23040066	LE, BRIAN LE, MINH	4081 ROSA DR, DEERFIELD BEACH, FL 33064	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT WAS PRESENT- BRIAN LE MINH FINES MITIGATED FOR \$15,000 TO BE PAID BY 1-14-2024
D	17110012	PENDLETON, MARTHA RUTH	942 SE 6 ST, DEERFIELD BEACH, FL 33441	Chapter 34 - ENVIRONMENT - ARTICLE III. - NUISANCES ARTICLE VII. - ABANDONED REAL PROPERTY Section 34-144 - Maintenance requirements.	RESPONDENT WAS PRESENT- BRYAN TAKSERY FINES MITIGATED FOR \$15,000 TO BE PAID BY 11-5-2024
E	18070054	PENDLETON, MARTHA RUTH	942 SE 6 ST, DEERFIELD BEACH, FL 33441	Chapter 14 - BUILDINGS AND BUILDING REGULATIONS	RESPONDENT WAS PRESENT- BRYAN TAKSERY

				Section 14-105(3) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(4) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-105(7) - Exterior building and structure standards. Chapter 14 - BUILDINGS AND BUILDING REGULATIONS Section 14-106(b) - Minimum standards for yard and landscape areas. Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE IV. - SUPPLEMENTARY REGULATIONS Section 98 -88(j)(1) Off-street parking and loading.	FINES MITIGATED FOR \$15,000 TO BE PAID BY 11-5-2024
F	21040091	VAN HUYNH, TAM	501 SE 14 ST, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENTS WERE PRESENT- VAN HUYNH KLAUS GONCHE FINES MITIGATED FOR TO \$50,000 TO BE PAID BY 11-5-2024
G	21040103	VAN HUYNH, TAM	501 SE 14 ST, DEERFIELD BEACH, FL 33441	Chapter 10 - ANIMALS Section 10-4(a) - Maintaining animals in general; limitation on number of pets; enforcement.	RESPONDENTS WERE PRESENT- VAN HUYNH KLAUS GONCHE

					FINES MITIGATED FOR \$50,000 TO BE PAID BY 11-5-2024
I	20110018	VAN HUYNH, TAM	501 SE 14 ST, DEERFIELD BEACH, FL 33441	Chapter 10 - ANIMALS Section 10-4(a) - Maintaining animals in general; limitation on number of pets; enforcement.	RESPONDENTS WERE PRESENT- VAN HUYNH KLAUS GONCHE FINES MITIGATED FOR \$50,000 TO BE PAID BY 11-5-2024
J	23070085	MARKUS, DONALD	617 SE 13 AVE, DEERFIELD BEACH, FL 33441	Chapter 98 - LAND DEVELOPMENT REGULATIONS - ARTICLE IV. - SUPPLEMENTARY REGULATIONS ARTICLE V. - ADMINISTRATION AND ENFORCEMENT Section 98-113(a) Building permits	RESPONDENT NOT PRESENT VACATE ORDER ISSUED

SPECIAL MAGISTRATE MINUTES
CITY OF DEERFIELD BEACH, FLORIDA

Andrew Dunkiel, Special Magistrate

Date



Meeting Minutes

Community Redevelopment Agency

Tuesday, October 8, 2024

7:00 PM

Commission Chambers

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 2nd Avenue, Deerfield Beach, Florida.

Present:

Mr. Michael Hudak
Mr. Bernie Parness
Mr. Ben Preston
Vice Chair Todd Drosky
Chair Bill Ganz

Also Present:

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

PLEDGE OF ALLEGIANCE

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

APPROVAL OF MINUTES

Community Redevelopment Agency Meeting Minutes - August 27, 2024

MOTION was made by Mr. Parness, seconded by Mr. Preston, to approve the August 27, 2024 minutes as submitted.
Voice Vote:

Yeas: 5 - Mr. Hudak, Mr. Parness, Mr. Preston, Vice Chair Drosky, and Chair Ganz
Nays: 0

APPROVAL OF AGENDA

October 8, 2024

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

Yeas: 5 - Mr. Hudak, Mr. Parness, Mr. Preston, Vice Chair Drosky, and Chair Ganz
Nays: 0

GENERAL ITEMS

1. **CRA Resolution 2024/010 - A Resolution of the City of Deerfield Beach Community Redevelopment Agency (CRA), adopting the CRA regular meeting schedule for fiscal year 2025; providing for an effective date.**

The Resolution was read by title only.

Kris Mory, CRA Director, briefly outlined the item, which is a standard administrative item.

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

There was no discussion amongst the Board.

MOTION was made by Mr. Parness, seconded by Mr. Preston, to approve Item 1, adopted Resolution 2024/010. Voice Vote:

Yeas: 5 - Mr. Hudak, Mr. Parness, Mr. Preston, Vice Chair Drosky, and Chair Ganz
Nays: 0

2. **CRA Resolution 2024/011 - A Resolution of the City of Deerfield Beach Community Redevelopment Agency (CRA), approving the Commercial Facade Improvement Program Funding Agreement for Amante Italian Restaurant, LLC (d/b/a Amantes Italian Cuisine & Bob's Pizza) in an amount not to exceed \$100,000.00; waiving certain program guidelines; authorizing execution of the Agreement; authorizing a budget transfer within the CRA Fund in the amount of \$13,900.00 from the infrastructure and capital improvement account to the commercial facade loan account; and providing for an effective date. (Funds from Account #190-1500-552-39-59 - Commercial Facade Improvements & #190-1500-559-63-04 - Infrastructure and Capital Improvements)**

The Resolution was read by title only.

Kris Mory, CRA Director, explained that the owners would like to be reimbursed through the Commercial Façade Program due to some of the work that was required in order for them to close. Thereafter, designs of the proposed building were displayed.

Mr. Hudak spoke in support of the project, as the owners have been a key part of the community. Further, he said other businesses are looking to participate in the program, i.e. parking garage, so he hopes staff can make contact with them to explain the process.

Chair Ganz opened the public hearing.

Bob Amante, 1432 SE 8th Street, Deerfield Beach, provided a brief background of the time he's spent in the City. Thereafter, he thanked the Board for their support.

Chair Ganz closed the public hearing. Thereafter, he agreed with Mr. Hudak, as this will be a fabulous addition to the S-Curve.

MOTION was made by Mr. Hudak, seconded by Mr. Parness, to approve Item 2, adopted Resolution 2024/011. Roll Call:

Yeas: 5 - Mr. Hudak, Mr. Parness, Mr. Preston, Vice Chair Drosky, and Chair Ganz
Nays: 0

3. **CRA Resolution 2024/012 - A Resolution of the City of Deerfield Beach Community Redevelopment Agency (CRA), approving a Memorandum of Understanding ("MOU") with the New World Aquarium, Inc., an affiliated entity of the Museum of Discovery and Science, Inc., ("MODS") for consulting and exhibit design services related to the Marine Science Center at Sullivan Park; authorizing execution of the MOU with MODS in an amount not to exceed \$700,000.00 for a one-year term, with the option to extend the MOU for an additional six months; waiving the requirements for competitive solicitations set forth in Section 38-116 of the Procurement Code; providing for implementation and an effective date. (Funds from Account #190-1500-559-6304 -Programming Consulting Contracts)**

GENERAL ITEMS - CONTINUED

The Resolution was read by title only.

Kris Mory, CRA Director, highlighted a brief PowerPoint Presentation. Further, she outlined what the CRA currently has, i.e. a vision for Deerfield Beach as a nautical destination, location, facility, and existing partnerships; however, the CRA needs further refinement of the Sawgrass to Seagrass concept, interior design buildout, operational organization, marketing, and fundraising. Thereafter, she briefly outlined the MOU, and stated that a future management agreement will be a work product of the proposed MOU. Further, she outlined the pricing schedule, whereby, the center is 5,000 square feet, the budget staff created was \$500 per square foot, so the total interior buildout budget of \$2.5 million. The specialty design firm fee is 16% of the budget, which is \$400,000, and will be paid in four installations; the fundraising goal is \$2.1 million, which is manageable; and the MODS consulting fee is \$300,000, which will be paid monthly over 12 months.

Joe Cox, President & CEO, outlined the MODS staffing plan. The Advancement Team, who will collaborate with the City on fundraising and marketing; the Support Education & Exhibits Team, who will be responsible for the development of the education's interpretive place and exhibit experience; and the Support Services Team, who will be responsible for developing a business plan for operating the Center, including a staffing plan and operating budget. This team will also be responsible for developing the Guest Experience of the Center. Lastly, he said the team is putting all their weight on making this facility a huge success.

Mr. Hudak commented on his experience visiting the Museum of Discovery and Science in Fort Lauderdale. Thereafter, he expressed his excitement on the potential partnership with MODS. Lastly, he spoke in support of moving forward with the MOU, as MODS has the experience of running a museum, whereby, the City does not, and will take this center to another level.

Mr. Preston agreed with Mr. Hudak, whereas, the City does not have the experience in running a museum, so outsourcing the services will be a cost savings in the long run. Further, he stated that this project, along with other capital projects, will put the City on the map; therefore, he supports moving forward with the MOU.

Vice Chair Drosky said the original vision for this project is finally coming to fruition. Further, in addition to the approval of the design by the CRA and MODS, he asked that a public input process be sought along the way.

In response to Vice Chair Drosky's question, Mr. Cox replied that when MODS enters into an agreement, he must go back to his board of directors to get their stamp of approval; nonetheless, this project has been fully vetted, so he does not see there being an issue.

Vice Chair Drosky spoke in support of moving forward with the MOU.

In response to Chair Ganz's questions, Ms. Mory replied that the building envelope for the center is the first floor, above parking, which should be utilized as a community center to fulfill the promise made to the community, whereby, the museum will take up the entire second floor. Further, the Board will be regularly updated to ensure that the project is moving toward the overall design that's approved by the Board. Lastly, she is unsure of the dimensions of their sign, but it will come back to the Board for their consideration; nonetheless, she reminded the Board of the size and location of the City's logo.

Chair Ganz spoke in support of moving forward with the MOU.

In response to Mr. Preston's question, Mr. Cox replied that MODS has a great relationship with Broward County public schools. Thereafter, he briefly outlined the programming they provide. Further, he wants every child to see this center as an extension of their classroom.

Chair Ganz opened the public hearing.

Lisa Davis, 1405 SW 1st Avenue, Deerfield Beach, said she's representing JM Family Enterprises. Thereafter, she provided a brief overview of her background, whereby, JM Family has partnered with MODS for decades and has contributed millions of dollars throughout those decades. Further, she spoke in support of the City partnering with MODS.

GENERAL ITEMS - CONTINUED

Dan Herz, 330 SE 19th Avenue, Deerfield Beach, asked if the CRA will hire a consultant to help with the management operating agreement negotiations.

Chair Ganz closed the public hearing.

MOTION was made by Mr. Hudak, seconded by Mr. Parness, to approve Item 3, adopted Resolution 2024/012. Roll Call:

Yeas: 5 - Mr. Hudak, Mr. Parness, Mr. Preston, Vice Chair Drosky, and Chair Ganz

Nays: 0

4. CRA Resolution 2024/013 - A Resolution of the City of Deerfield Beach Community Redevelopment Agency (CRA), approving and authorizing execution of a settlement agreement with Florida Power & Light Company related to the S-Curve Undergrounding Project delays; and providing for an effective date.

The Resolution was read by title only.

Anthony Soroka, City Attorney, provided a brief overview of the item.

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

Mr. Preston thanked Mr. Soroka for his efforts; thereafter, he spoke in support of the item.

MOTION was made by Mr. Preston, seconded by Mr. Parness, to approve Item 4, adopted Resolution 2024/013. Roll Call:

Yeas: 5 - Mr. Hudak, Mr. Parness, Mr. Preston, Vice Chair Drosky, and Chair Ganz

Nays: 0

5. Discussion regarding the BSO hourly rate increase and the impact on CRA Community Policing detail for FY25.

Kris Mory, CRA Director, stated that she was recently informed of an hourly rate increase by the Broward Sheriff's Office (BSO) that will impact the community policing detail for the CRA. She explained that BSO had an issue with hiring deputy details for the CRA area due to a disparity between their rates here and elsewhere, specifically at the port. Although the deputy details have been leveled out throughout the County, the cost has significantly increased. Previously, CRA was paying \$45/hour and BSO provided 1,100 hours of community policing, whereby, the new rate is \$74/hour, and only 675 hours would be offered.

Continuing, Ms. Mory offered three options, 1) keep existing staffing level and monitor program; 2) reduce services; or 3) increase budget.

Mr. Hudak spoke in support of keeping the existing staffing level and monitoring the program, to see where the program falls.

In response to Mr. Preston's question, Ms. Mory replied that previously many of the shifts were left unfilled at the \$45/hour rate, so if desired by the Board, staff would monitor the current schedule at the new rate.

Chair Ganz expressed frustration with the new rate being provided after budgets were approved. Further, he spoke in support of monitoring the program, but suggested that alternatives be sought.

Vice Mayor Drosky spoke in support of monitoring the program prior to reducing services or increasing the budget. He is also interested to see how the shifts will play out, as he does not want shifts to fill up, and there be no results; whereby, the current issued citations are low, so he wants assurance the beach area will be monitored.

GENERAL ITEMS - CONTINUED

6. Freebee Rideshare monthly report.

Kris Mory, CRA Director, stated that Freebee was implemented six months ago, so she invited Claudia Miro, Freebee, to provide the Board with a brief overview of what has transpired thus far.

Mr. Hudak temporarily left the meeting at 7:56 p.m. and returned at 7:58 p.m.

Ms. Miro provided the Board with an overview of the Freebee pilot program since inception. Further, she explained that although the cost per rider is a critical metric for evaluating transit services, it cannot be accurately assessed with the current service due to the limited operating hours. Certain costs, such as insurance and vehicle leases remain constant, regardless of whether the service operates for one hour or 100 hours, leading to inflated costs per rider figures. She stated that the primary aim of the pilot program is to demonstrate demand and the effectiveness of the service while simultaneously focusing on long-term service planning; therefore, increasing operating hours per vehicle presents an opportunity for significant cost efficiencies. If operating hours are increased by 100%, the overall cost increase would only be 47%, making the service more economical. Furthermore, doubling the operating hours to align with other regions, could allow Deerfield Beach to achieve a cost per rider under \$8 in the first year, with the potential for further reductions year over year as ridership becomes more consistent. Lastly, Ms. Miro outlined opportunities for cost recovery, which included advertising partnerships, grant opportunities, developer/hotel fees, and partnerships with Broward County transit.

In response to Mr. Parness' question, Chair Ganz replied that although someone is requesting to be dropped off at a particular business within the CRA area, does not mean they'll actually go to that business; nevertheless, the heat map provides a general location.

Mr. Hudak said the parking issues occur on Friday, Saturday, and Sunday, whereby, all other days the beach area is pretty quiet. Although the CRA must continue to act as a conduit to help these businesses Monday - Thursday, they must also communicate with one another and get on board with Freebee.

Chair Ganz said Freebee is not there to resolve the parking challenges, but help alleviate them. Additionally, Freebee is not going to cure struggling businesses on the off days and hours; nevertheless, there has been steady growth in the program. Further, he requested benchmarks to see how the program is comparable to other cities, and agreed with expanding the hours and having them stay consistent. Chair Ganz said the use of Freebee during the last two hours on Thursday evening and Sunday evening are minimal; therefore, a future suggestion could be moving those hours to Wednesday during the day to see how successful a day shift is.

Mr. Preston said Freebee is not a marketing strategy for the businesses, but a way to get people to them; nevertheless, he believes all of the businesses will struggle in the upcoming year due to the pier construction. Further, once the beach sees foot traffic again, he believes businesses will benefit, but reiterated that Freebee is just there to get people to the businesses.

Mr. Hudak agreed that the foot traffic is not there, but stated the Freebee can be part of the solution now by bringing people to the beach now, so these businesses can stay in business until the pier opens.

Ms. Miro said benchmarks can be provided but will be difficult because Deerfield Beach is the only 28-hour operation; nevertheless, Boynton Beach just launched a similar program, seven days a week, with a different vendor, and month over month there was a decline in ridership due to the lack of marketing, which Deerfield Beach has. Further, she said the program has not entered into the season, so the data for a full year does not exist at this time.

In response to Mr. Hudak's question, Ms. Miro replied that there are 50 or more different businesses advertised on the mobile platform, and they've provided positive feedback. Thereafter, she briefly outlined Freebee's efforts. Further, she said the point of the pilot program is to test it for a couple of months, and revamp the program based on the data.

ADMINISTRATION COMMENTS

None.

BOARD COMMENTS

Tiara East - Vice Chair Drosky stated that he has always opinioned that the pavers on the S-Curve continue as far north as possible, as it will tie the businesses and community together; however, the cost for doing so is excessive. Thereafter, photographs of the current and proposed conditions were displayed, as well as various pricing options. Due to the excessive cost of paving the entire length of the sidewalks on the east and west side, Vice Chair Drosky recommended moving forward with Options 1 & 2, which adds pavers to the westside and eastside driveways of Tiara East, for a total cost of \$95,000. Lastly, he stated that this is being brought forward now, due to time constraints.

Mr. Preston spoke in support of moving forward.

Mr. Hudak spoke in support of moving forward.

In response to Mr. Parness' comment, Chair Ganz stated that it will be funded through the CRA, not City.

Mr. Parness spoke in support of moving forward.

In response to Chair Ganz's question, Kris Mory, CRA Director, replied that the CRA has \$30,000 left over in contingency from the project. Additionally, \$35,000 will be received from Florida Power & Light; for a total of \$65,000. If the Board desires to move forward with Options 1 & 2, a budget transfer would need to be completed to fund the remaining amount. Lastly, she said Tiara East would have to enter into a Hold Harmless in order to move forward, as they would be responsible for the ongoing maintenance and repairs in the future.

Chair Ganz opened the public hearing; however, there were none to speak and the public hearing was closed. Thereafter, he spoke in support of moving forward.

MOTION was made by Vice Chair Drosky, seconded by Mr. Hudak, to move forward with Options 1 & 2 along with the hold harmless component, and permit staff to take the necessary actions to effectuate the process. Roll Call:

Yeas: 5 - Mr. Hudak, Mr. Parness, Mr. Preston, Vice Chair Drosky, and Chair Ganz

Nays: 0

There were no other board comments.

PUBLIC COMMENT

There were no comments from the public.

ADJOURNMENT

MOTION was made by Mr. Preston, seconded by Mr. Parness, to adjourn the meeting at 8:58 p.m. Voice Vote:

Yeas: 5 - Mr. Hudak, Mr. Parness, Mr. Preston, Vice Chair Drosky, and Chair Ganz

Nays: 0

BILL GANZ, CHAIR

Heather Montemayor, City Clerk

HILLSBORO INLET DISTRICT
Minutes of Regular Monthly Meeting, Monday, October 21, 2024
Fletcher Hall, 2200 NE 38th Street, City of Lighthouse Point

MEMBERS PRESENT:

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

OTHERS PRESENT:

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

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 September 16, 2024 First Budget Meeting Minutes was made by Vice Chair Gore and seconded by Commissioner Campbell.

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

The Motion to approve the First Budget Meeting Minutes was approved unanimously. (7-0)

A Motion to approve the September 23, 2024 Second Budget Meeting Minutes was made by Vice Chair Gore and seconded by Commissioner Loesel.

Chair Denise Bryan
Vice Chair Laurence Gore
Commissioner Scott Loesel
Commissioner Tyler Chappell
Commissioner Randy Strauss

Commissioner Robert O'Neill
Commissioner Tom Campbell

The Motion to approve the Second Budget Meeting Minutes was approved unanimously. (7-0)

A Motion to approve the September 16, 2024 Regular Meeting Minutes was made by Commissioner O'Neill and seconded by Commissioner Loesel.

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

The Motion to approve the Regular Meeting Minutes was approved unanimously. (7-0)

APPROVAL OF OUTSTANDING BILLS: A Motion was made by Commissioner Loesel and seconded by Vice Chair Gore for approval of all outstanding bills in the amount of \$53,506.74. 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 Tom Campbell	Yes

The Motion to approve the outstanding bills in the amount of \$53,506.74 was approved unanimously. (7-0)

APPROVAL OF CURRENT MONTH'S EXPENSES: Motion was made by Vice Chair Gore and seconded by Commissioner Loesel 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 Tom Campbell	Yes

The Motion to approve the current month's expenses of approximately \$50,000.00 was approved unanimously. (7-0)

INLET STATUS REPORT: Captain Draughon advised there was 1 hour of dredging time of sand bypassed to Pompano Beach. Captain Draughon advised the Board no depth chart due to weather and advised that he will provide soundings when weather permits.

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

1. There was a breach in the discharge hose;
2. Moved the equipment inland because of the storms and moved the equipment back today;
and
3. Replaced two floating hoses that were worn out.

Captain Draughon advised that they are getting a bulldozer next week to push some sand to the base of the lighthouse.

Chair Bryan advised that the District received an e-mail from Ralph Krugler, a Lodge Host for the US Coast Guard at the Hillsboro Inlet Lighthouse, thanking the District's crew for offering their assistance in not only moving the pilings across to the site, but also lifting and placing the pilings in the holes.

PUBLIC COMMENTS: None.

OLD BUSINESS

UPDATE REGARDING DEP AND USACOE PERMIT APPLICATIONS: Zak Bedell of Foth Environment and Infrastructure, LLC advised since the last meeting they are still working on request from FDEP for additional information number 3 relating to the outstanding submerged lands easement for the pipeline the District will need. Mr. Bedell advised that he is inquiring with the state weekly for an update.

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 this week. They have completed the queen conch survey and have found no queen conch in the inlet area.

Commissioner Loesel asked about the issue with the easement with the discharge pipe if that is going to effect the District in getting the permit. Mr. Creed stated it is unclear what the State is going to do with that. The State has asked the owner for a legal opinion or court order regarding the ownership of that. Mr. Creed is not sure what will happen.

UPDATE REGARDING STATE OF FLORIDA LOCAL GOVERNMENT FUNDING REQUEST: District Accountant Andrews advised that he heard from Devon Witczak, Environmental Specialist III, FL DEP, and she has acknowledged that she has everything she needs from the District. The Agreement will be brought to the November meeting to be signed. Mr. Creed advised that they are working on the 2025-2026 application.

NEW BUSINESS

AUTHORIZE ISSUANCE OF RFP FOR INSURANCE BENEFIT BROKER SERVICES:

District Accountant Andrews advised that several months ago the Board authorized District Attorney Tolces to prepare a Request for Proposal for Insurance Benefits Broker Services ("RFP") and provide at the October meeting. A Motion to approve the RFP for Insurance Benefits Services was made by Commissioner Loesel and seconded by Commissioner Strauss.

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 Tom Campbell	Yes

The Motion to approve the RFP for Insurance Benefits Services was approved unanimously. (7-0)

RENEWAL OF POLLUTION LIABILITY INSURANCE POLICY: District Accountant Andrews discussed the Pollution Liability insurance renewal with Risk Strategies in the amount of \$2,811.50 with the Board. A motion was made by Vice Chair Gore and seconded by Commissioner Campbell to approve the renewal of the 2024-2025 Pollution Liability Insurance Policy with Risk Strategies in the amount of \$2,811.50.

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 Tom Campbell	Yes

The Motion to approve the renewal of the 2024-2025 Pollution Liability Police in the amount of \$2,811.50 was approved unanimously. (7-0)

AUTHORIZE DISPOSAL OF OLD BARGE STRUCTURE – EVERGREEN JUNK REMOVAL: Captain Draughon advised that the old barge needs to be removed. He advised that Assistant Captain Cuevas spoke to companies regarding the removal and rates. A motion was made by Commissioner Strauss and seconded by Commissioner Chappell for the removal of the barge by Evergreen Junk Removal in the amount of \$12,800.00.

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 Tom Campbell	Yes

The Motion to approve the removal of the barge by Evergreen Junk Removal in the amount of \$12,800.00 was approved unanimously. (7-0)

GENERAL COUNSEL COMMENTS: Assistant District Attorney Gonzalez discussed the lawsuit regarding Hillsboro Point, LLC v. The Board of Trustees of the Internal Improvement Trust Fund of the State of Florida with the Board. She advised that the Plaintiff is trying to quiet title to Lot 19 which is the area where the District's pipe is located. She inquired if the District Board wants to join in the lawsuit and provided an Estimated Budget Worksheet. She advised if the District intervenes in the lawsuit, the District will be able to have a Shade Session. A motion was made by Commissioner Chappell and seconded by Commissioner Strauss to initiate intervention in the lawsuit.

Chair Denise Bryan	Yes
Vice Chair Laurence Gore	Yes
Commissioner Scott Loesel	No
Commissioner Tyler Chappell	Yes
Commissioner Randy Strauss	Yes
Commissioner Robert O'Neill	Yes
Commissioner Tom Campbell	No

The Motion to approve the District to intervene in the lawsuit (Hillsboro Point, LLC v. The Board of Trustees of the Internal Improvement Trust Fund of the State of Florida) was approved. District Secretary called Roll. (5-2)

COMMISSIONER COMMENTS:

Chair Bryan advised that the next meeting will be on November 18, 2024.

ADJOURNMENT: Motion was made by Commissioner Loesel to adjourn the meeting and seconded by Commissioner Strauss. The meeting was adjourned at 7:03 PM by Chair Bryan.

Respectfully submitted,

Kimberly Longo, District Secretary

**COMMUNITY APPEARANCE BOARD
MEETING MINUTES
CITY OF DEERFIELD BEACH, FLORIDA
October 23, 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: Jack Hugentugler
Jason Leet
Janelle Richards, Alternate
Joseph Cummings, Vice Chair
Harry Belton, Chair

Also Present: Daniel Mantell, Planning and Zoning Manager
Emily Cortez, Planner I
Anthony Soroka, City Attorney
Samantha Charlemont, Assistant City Clerk

Absent: Tinka Ellington

APPROVAL OF MINUTES OF PREVIOUS MEETING

Vice Chair Cummings made a motion, seconded by Ms. Richards to approve the September 25, 2024 meeting minutes as submitted. The motion CARRIED by unanimous vote.

NEW & DEFERRED ITEMS

**#7093 Jimmy Johns
2531 W Sample Road
Minor Site Plan**

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

Daniel Alonso, representing the applicant, explained that the proposed changes include the addition of a drive-thru window and lane restriping.

In response to board member questions, Emily Cortez, Planner I, replied that several layouts were tested and this was the best option for the location.

Vice Chair Cummings made a motion, seconded by Mr. Leet to approve Item #7093 as submitted. The motion CARRIED by unanimous vote.

**#7159 Sharon Prashkovsky
550 NE 44th Street
Minor Site Plan**

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

Adi Karadi, representing the applicant, explained that the proposed changes include a landscape upgrade to the irrigation system, grass, trees, and shrubs.

Vice Chair Cummings made a motion, seconded by Mr. Leet to approve Item #7159 as submitted. The motion CARRIED by unanimous vote.

**#7157 Sprouts Farmers Market
3701 W Hillsboro Blvd
Minor Site Plan**

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

Eric Wilczek, representing the applicant, explained that the proposed changes include an interior and exterior remodel to a portion of an existing building with paint changes, signage, dumpster enclosure, and loading dock.

Mr. Mantell said the applicant is currently in the process of submitting a sign variance to determine the size and location. The application will be presented to the Board at a later date.

Vice Chair Cummings made a motion, seconded by Mr. Hugentugler to approve Item #7157 as submitted. The motion CARRIED by unanimous vote.

Comments by Deerfield Beach City Attorney

None.

Comments by Deerfield Beach Planning and Development Services Department

Next Meeting - Daniel Mantell, Planning and Zoning Manager, said the next meetings will be held on November 13, 2024 and December 11, 2024.

Vice Chair Cummings made a motion, seconded by Mr. Hugentugler to adjourn the meeting at 7:19 p.m. The motion CARRIED by unanimous vote.

Harry Belton, Chair
Community Appearance Board



Regular City Commission Meeting - December 3, 2024

DEERFIELD BEACH - YOU ARE HEREBY NOTIFIED that the **Regular City Commission** meeting will be held on **Tuesday, December 3, 2024, at 7:00 PM in the City Commission Chambers located at the City Hall Complex, 150 NE 2nd 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 December 3, 2024, Regular City Commission meeting will proceed utilizing communications media technology; **however, the City Commission Chambers located at the City Hall Complex, 150 NE 2nd 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 December 3, 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 December 3, 2024.
 - i. Use the following link below to access the meeting via Zoom:
<https://deerfield-beach.zoom.us/j/85951476385?pwd=EGT3IT2aHdVoOBaMgkHWnGfwpHJcEj.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: 859 5147 6385#, Participant ID: #, Passcode: 861788#

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 December 3, 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.



City of Deerfield Beach

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

Face Sheet File Number: I.D. 2024-624

Agenda Date: 12/3/2024

Status: QUASI-JUDICIAL PUBLIC
HEARINGS

In Control: City Commission

Title

P.H. 2025-008: 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

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 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.

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 2nd 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.

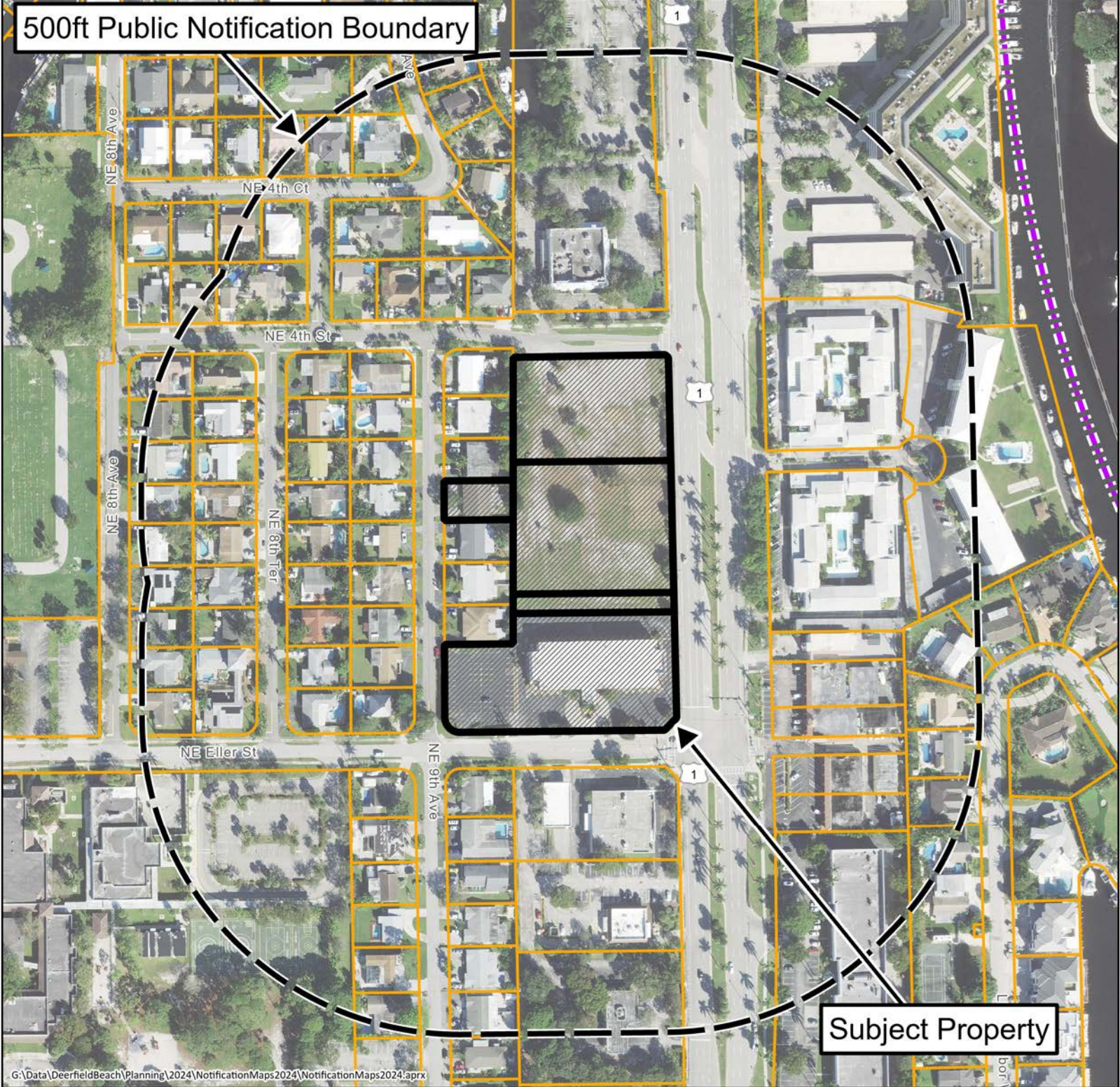
PASSED 1ST READING ON THIS ____ DAY OF _____, 2024

PASSED 2ND READING ON THIS ____ DAY OF _____, 2024

BILL GANZ, MAYOR

ATTEST:

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





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 9th 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 2nd 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 or you may contact the Planning Office during business hours in City Hall, 150 N.E. 2nd 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

Application No.	24-R-200
Project Name:	Centrum Deerfield aka Axis Deerfield Rezoning
Applicant:	CRD Federal, LLC
Agent:	Greenspoon Marder
Requested Action/Description:	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.
Location:	201-299 N Federal Highway and 226-228 NE 9 th Avenue.
Legal Description:	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,
Size:	4.2 net acres (185,968 square feet)
Existing Zoning:	B-2 (Highway Business, RM-10 Residence Multi Family)
Existing Land Use:	Vacant

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

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 4th 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)

- | | |
|--|---|
| ☐ New Site Plan / Site Plan Modification (See Attachment A) | ☐ Plat or Plat Note Amendment (See Attachment F) |
| ☐ Community Appearance Board (See Attachment B) | ☐ Conditional Use (See Attachment G) |
| ☐ Variance (See Attachment C) | ☐ Vacation & Abandonment (See Attachment H) |
| ☐ Technical Deviation (See Attachment D) | ☐ ROW Variance (See Attachment I) |
| ☒ Rezoning (See Attachment E) | ☐ 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

CRD FEDERAL LLC

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.

This image shows a full page of blank handwriting practice paper. It features 20 evenly spaced, horizontal black lines running across the entire width of the page. The lines are thin and consistent in thickness, providing a guide for letter height and placement. There are no margins, text, or other markings on the paper.

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.

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.

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 25TH 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)



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(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.
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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

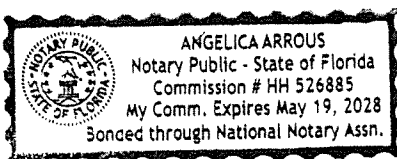
June 21, 2024
Date

SWORN TO AND SUBSCRIBED Before me by means of ☒ physical presence or ☐ online notarization, this 21ST 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 25th 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

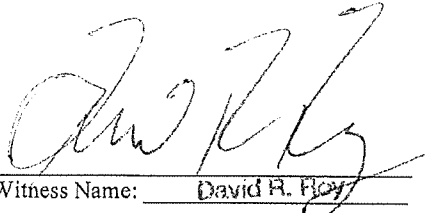
Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

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.

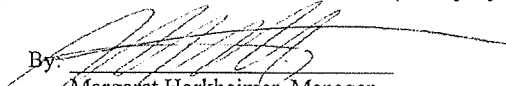
Signed, sealed and delivered in our presence:


Witness Name: David R. Roy


Witness Name: Teyvon Johnson

Sarbella, LLC, a Florida limited liability company

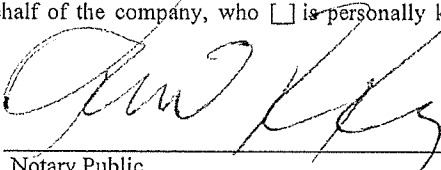
By: Modica, LLC, a Florida limited liability company

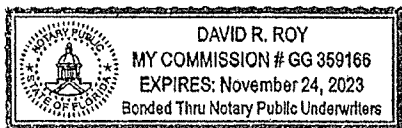
By: 
Margaret Horkheimer, Manager

State of Florida
County of Broward

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 8th 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 29th 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, 4th 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.

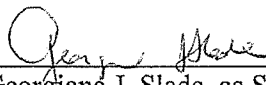
To Have and to Hold, the same in fee simple forever.

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.

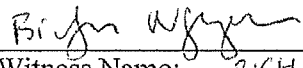
* "Grantor" and "Grantee" are used for singular or plural, as context requires.

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

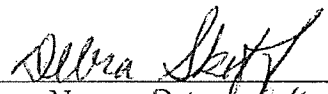
Signed, sealed and delivered in our presence:



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



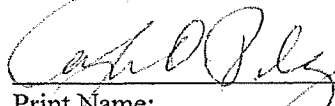
Witness Name: BICH-NGOC NGUYEN



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:

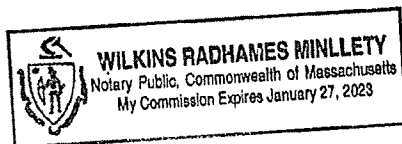
Philip N. Warburg
Philip N. Warburg, as Successor Trustee
of the Joan M. Warburg Revocable Trust
dated December 13, 2005

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: Raqi Bokeri

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 20th 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").

WITNESSETH:

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: 
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 7th 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

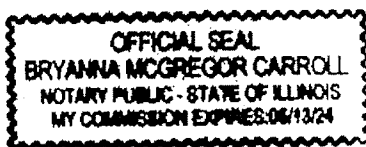


EXHIBIT A

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 20th 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: 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 7th 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

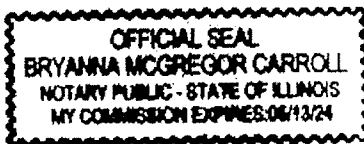


EXHIBIT A

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

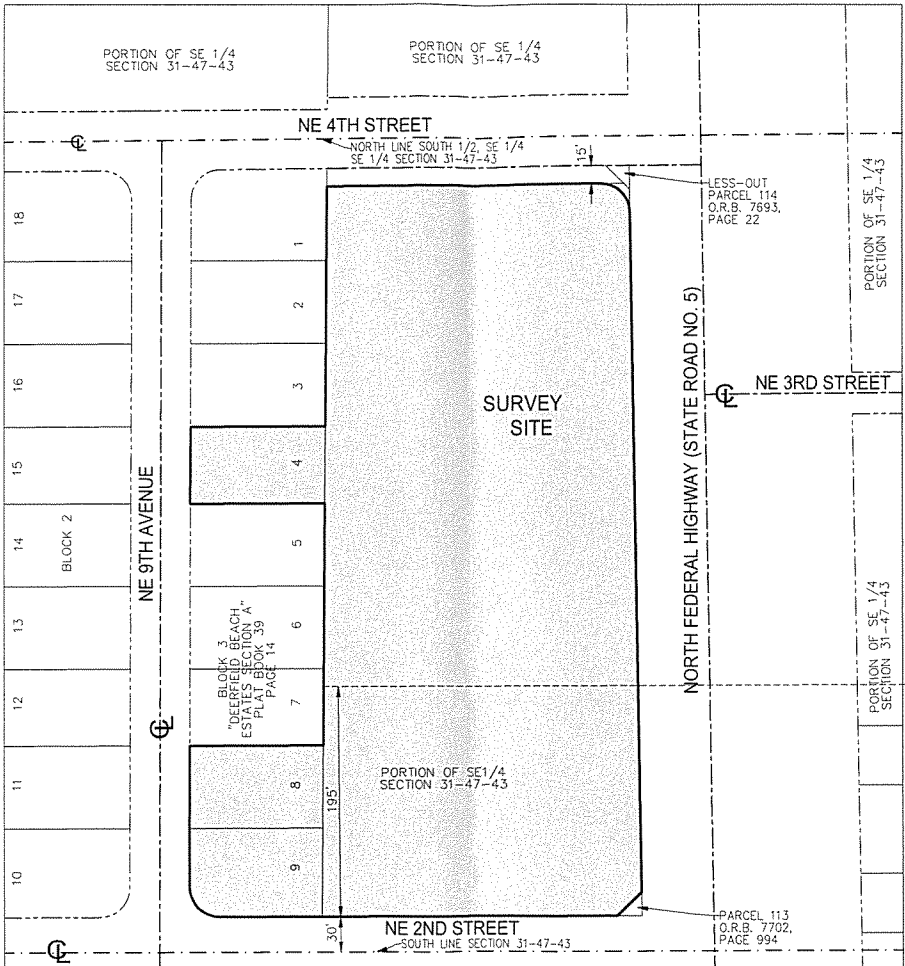
LOT 4, BLOCK 3, "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

SURVEYOR'S DESCRIPTION:

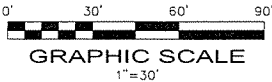
LOTS 4, 8, AND 9, BLOCK 3, OF "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, AND A PORTION OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 47 SOUTH, RANGE 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



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. Police, PSM

Date: 2024.06.25 13:36:24 -04'00'

☐ JOHN F. POLICE, 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:

- 1) 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.
- 2) ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. BROWARD COUNTY BENCHMARK NO. 1107; ELEVATION: 8.478 FEET.
- 3) FLOOD ZONE: X; BASE FLOOD ELEVATION: NONE; COMMUNITY: 125101; PANEL:12011C0179H; MAP DATE: 08/18/14.
- 4) THIS SITE LIES IN SECTION 31, TOWNSHIP 47 SOUTH, RANGE 41 EAST, BROWARD COUNTY, FLORIDA.
- 5) 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.
- 6) 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.
- 7) 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'.
- 8) THIS SITE CONTAINS A TOTAL OF 103 CLEARLY DELINEATED PARKING SPACES (102 REGULAR AND 1 DISABLED).
- 9) 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.
- 10) PAVEMENT AND SIDEWALK CONDITION: 1-GOOD, 2-FAIR OR ROUGH/NEEDS REPAIR OR CLEANING, 3-POOR, RATED BY SITE PHOTOGRAPHS ONLY.
- 11) THE SURVEYOR'S DESCRIPTION WAS CREATED FOR PLATTING PURPOSES AS REQUIRED BY BROWARD COUNTY, FLORIDA.
- 12) THE PROPERTY DESCRIBED IN THE ABOVEMENTIONED TITLE COMMITMENT LIES WHOLLY WITHIN THE PROPERTY DESCRIBED HEREON.
- 13) 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.

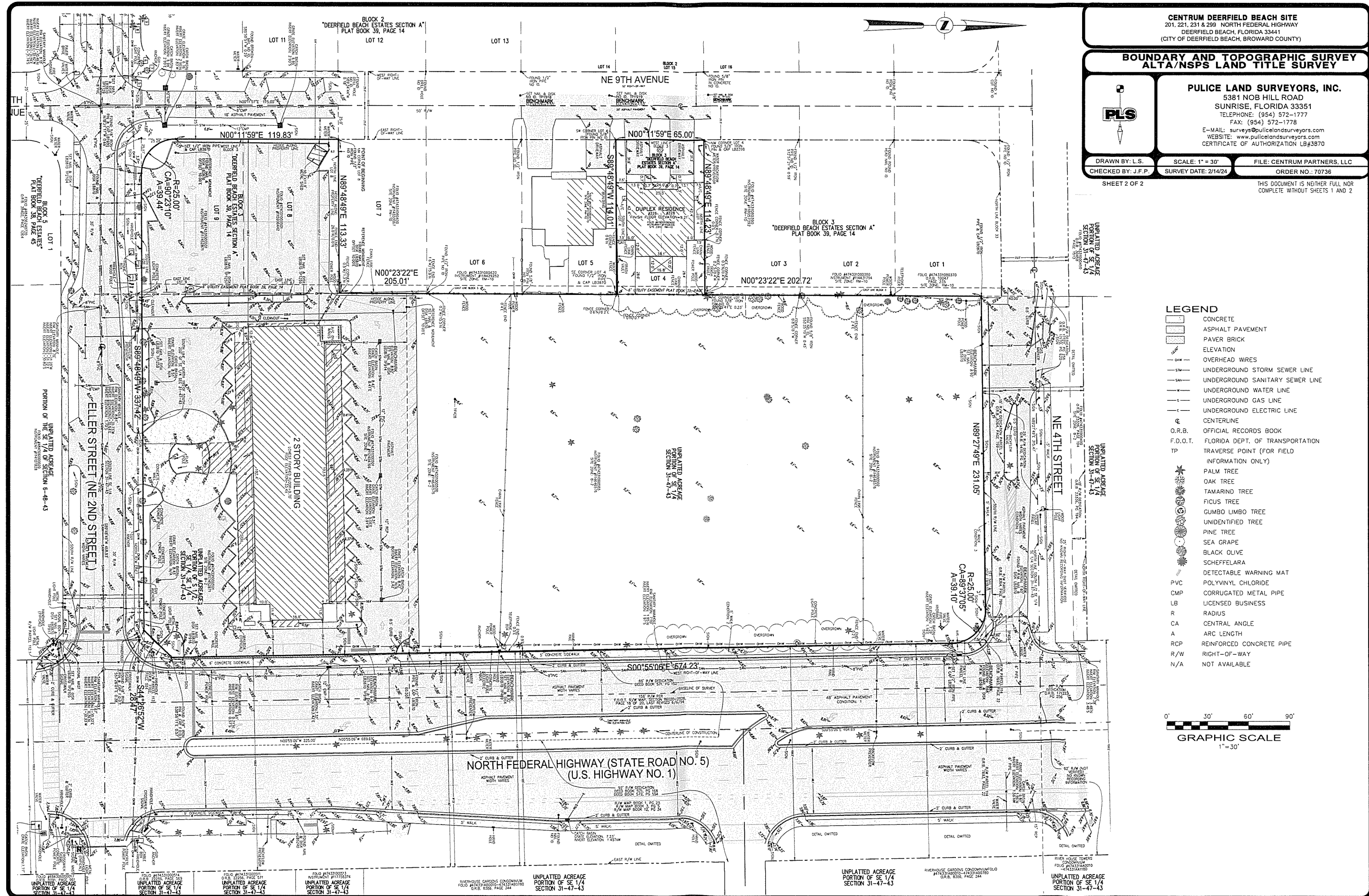
SCALE: 1" = 30'

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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DRAWN BY: L.S.
CHECKED BY: J.F.P.

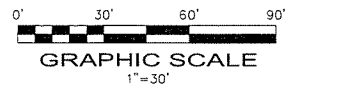
SCALE: 1" = 30'
SURVEY DATE: 2/14/24

FILE: CENTRUM PARTNERS, LLC
ORDER NO.: 70736

SHEET 2 OF 2

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

TABLE OF CONTENTS

	<u>Page</u>
SECTION 1 Introduction.....	1
SECTION 2 Property Development Requirements	8
SECTION 3 Evaluation Criteria	14
SECTION 4 Phasing	21
SECTION 5 Site Plan Approval and Amendments	22

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

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 2nd 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 9th 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 2nd 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 9th Avenue to NE 6th Avenue. As part of the development plan the Applicant will also construct pedestrian improvements on the north side of Eller Street from NE 9th Avenue to NE 6th Avenue and on the south side of Eller Street between Federal Highway and NE 9th 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 9th Avenue.

The Applicant will assist the City to implement improvements to Eller Street from NE 9th Avenue to NE 6th 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 9th Avenue to NE 6th Avenue. Finally, the Applicant will construct a sidewalk on the north side of Eller Street from NE 9th Avenue to NE 6th 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 (Existing Zoning)		Provided (PDD)	Justification
	B-2	RM-10		
Lot Area, Minimum	10,000 sf	7,000 sf	185,968 sf	
Lot Width, Minimum	100'	100'	574'	
Density, Maximum	N/A	10 DU/AC	40.37 DU/AC (237du/5.87 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.
Building Height, Maximum	75'	35'	55' to the 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 th 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.
Setbacks, Minimum	B-2	RM-10	PDD	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 4th Street and particularly NE 2nd Street to create pleasant and safe pedestrian ways 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
Front (Federal Hwy/NE 2 nd Ave)	50'	25'	10'	
Corner (NE 2 nd St/NE 9 th Ave)	25'	15'	37'/N/A	
Corner (NE 4 th 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.
Lot Coverage %, Maximum	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.
Minimum Floor Area for Multi-Family Units				
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	
Minimum Landscaped Area	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 nd Street that are joined by an enhanced pedestrian amenity. Parallel parking spaces, lush landscaping and seating areas are also provided along NE 2 nd Street to enhance pedestrian safety. A pedestrian plaza is also provided at the northeast corner of the property.
Number of Intermediate Landscape Islands	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 Maximum S.F. Light Source	Sec. 102-8(b)(1)a 100 S.F. Internal/Indirect/ Spotlight	2 signs each 100 sf. Internal/In direct/ 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 Height Max Size of Structure Max Size of Sign Face	Sec. 102-9 (2) 10’ 80 S.F. 40 S.F.	2 signs 10’ 80 S.F. 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 2nd 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 2nd 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 2nd Street to conform to FP&L's guidelines. A summary of the landscape materials is provided below.

98.80.f: TREES AND SHRUBS; REQUIRED MINIMUM QTY.				REQUIRED	PROVIDED
One (1) Tree for each interior and terminal parking island 3 Islands				3 TREES	3 TREES
One (1) Tree/40 l.f. of property periphery abutting residential 586.05.1 lf				15 TREES	15 TREES
One (1) Tree/3000 sq.ft. of NET parcel area 10 Shrubs/3000 sq.ft. 185,968 sf				62 TREES 619 Shrubs	121 TREES 619 SHRUBS
One (1) Tree/40 l.f. of R/O/W 1,369.51' US 1: 574.23 lf				15 TREES	13 TREES (subject to FPL 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 Require additional Large Canopy Trees and/or Speciment Palms & a Continuous 24" Hegde					
Three (3) Palms or one (1) Palm that quifies as a tree/40 lf of building facade that fronts public parking/vua 1.092 lf				28 TREES 280 SHRUBS	28 TREES 2536 SHRUBS
10 shrubs/40 lf				840 GR. COVERS	934 GR. COVERS
30 ground cover/40 lf					
TOTAL TREES				141 TREES	198 TREES
TOTAL SHRUBS				899 SHRUBS	3949 SHRUBS
98.80.i: VARIETY				840 GR. COVERS	2612 GR. COVERS
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
98.81 TREE PRESERVATION					
See Mitigation Requirements on Sheet L-1.0					

SECTION 3

Evaluation Criteria

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 9th 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 9th Avenue. In addition, the Applicant will reconstruct the sidewalk on the north side of Eller Street from NE 9th Avenue to NE 6th 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 9th 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 4th Street and particularly NE 2nd 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 2nd Street that are joined by an enhanced pedestrian amenity. Parallel parking spaces, lush landscaping and seating areas are also provided along NE 2nd 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 4th 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

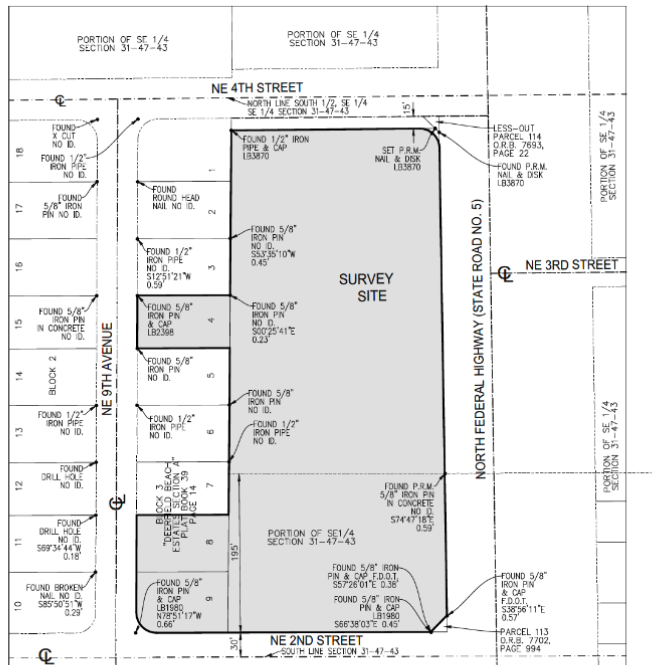
LOT 4, BLOCK 3, "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

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 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



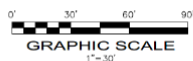
VICINITY MAP

NOT TO SCALE

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 WITH BENEFIT OF COMMITMENT FOR TITLE INSURANCE. COMMITMENT NUMBER: CH0120023270N1, 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 255,865 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 ORD. 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. 125101, CERTIFICATE OF AUTHORIZATION L53870

John F Pulice Date: 2021.07.28 13:05:17

SHEET 1 OF 2

THIS DOCUMENT IS NOTHER FILE NOR COMPLETE, WITHOUT SHEETS 1 AND 2

NO.	REVISIONS	BY
1	ADD LOT 10, PARCELS A AND B	PLS
2	ADD LOT 11, PARCELS A AND B	PLS
3	ADD LOT 12, PARCELS A AND B	PLS
4	ADD LOT 13, PARCELS A AND B	PLS
5	ADD LOT 14, PARCELS A AND B	PLS
6	ADD LOT 15, PARCELS A AND B	PLS
7	ADD LOT 16, PARCELS A AND B	PLS
8	ADD LOT 17, PARCELS A AND B	PLS
9	ADD LOT 18, PARCELS A AND B	PLS

CENTRUM DEERFIELD BEACH SITE
201, 221, 231 & 299 NORTH FEDERAL HIGHWAY
DEERFIELD BEACH, BROWARD COUNTY
FLORIDA 33441

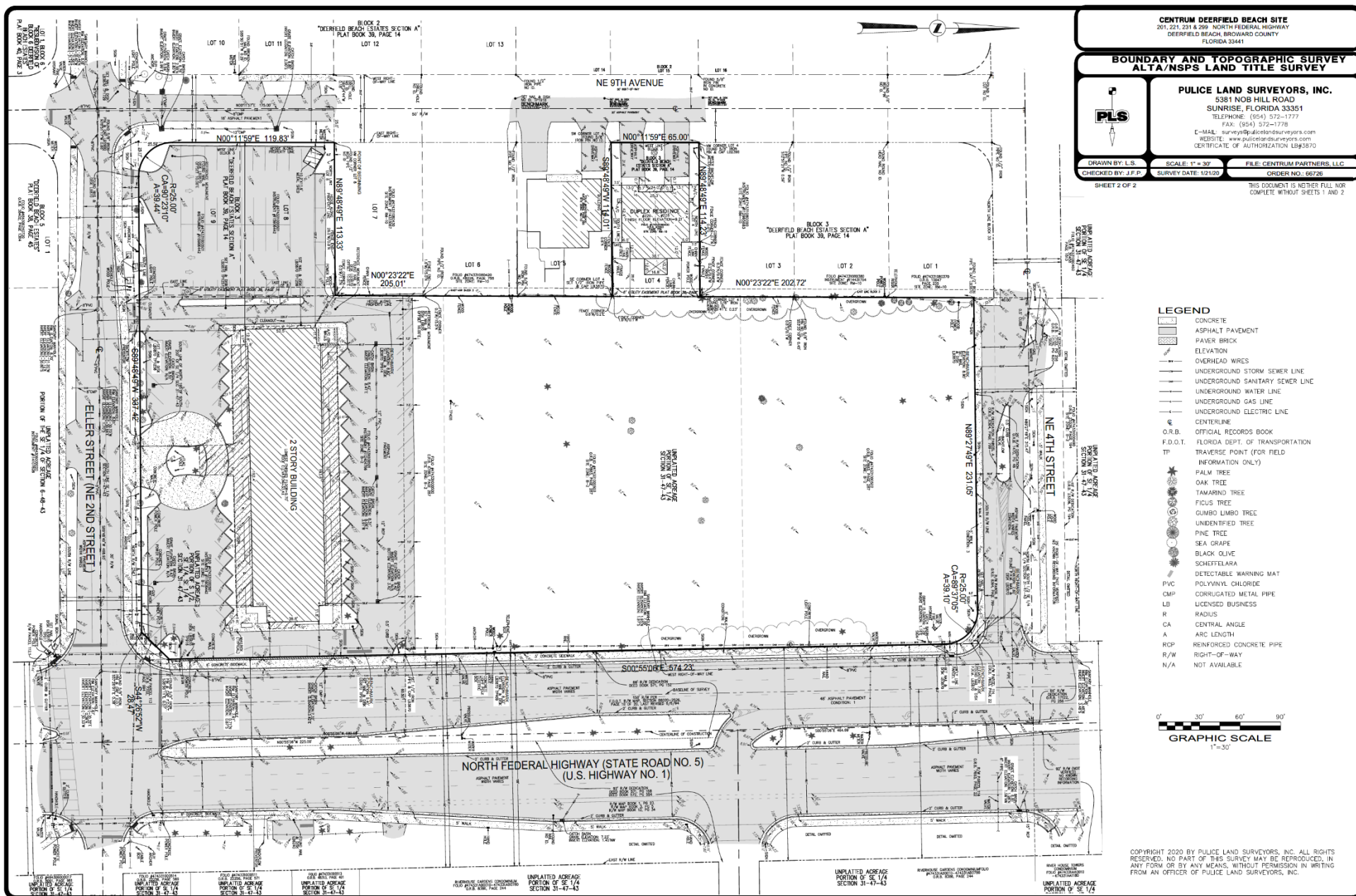
BOUNDARY AND TOPOGRAPHIC SURVEY ALTA/NSPS LAND TITLE SURVEY



PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
TEL: (954) 572-1777
FAX: (954) 572-1778
E-MAIL: survey@pulselandsurveyors.com
WEBSITE: www.pulselandsurveyors.com
CERTIFICATE OF AUTHORIZATION L53870

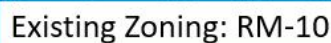
DRAWN BY: L.S.	SCALE: 1" = 30'	FILE: CENTRUM PARTNERS, LLC
CHECKED BY: J.F.P.	SURVEY DATE: 12/1/20	ORDER NO.: 66726

42200112v12
30556.0007



42200112v12
30556.0007

EXISTING ZONING



Existing Zoning: B-2

EXHIBIT C

Proposed Zoning

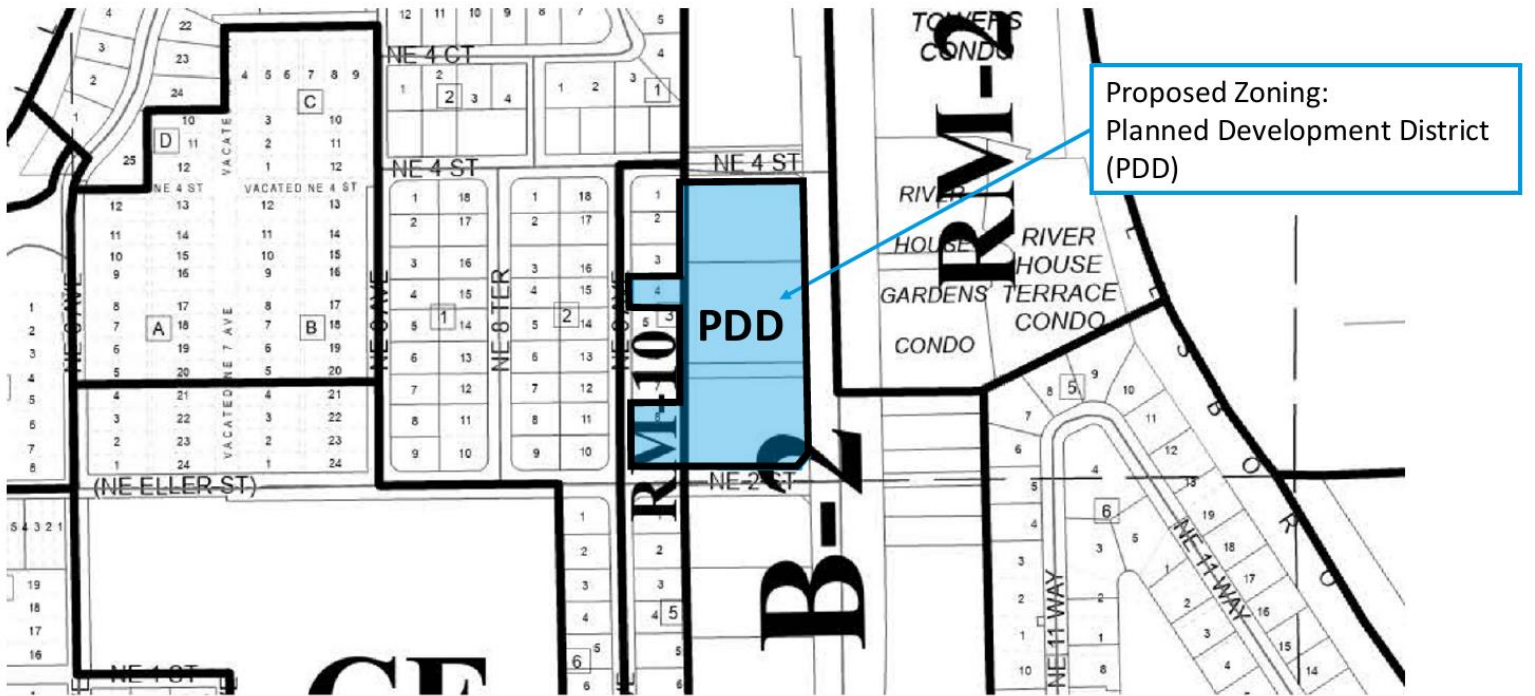


EXHIBIT D

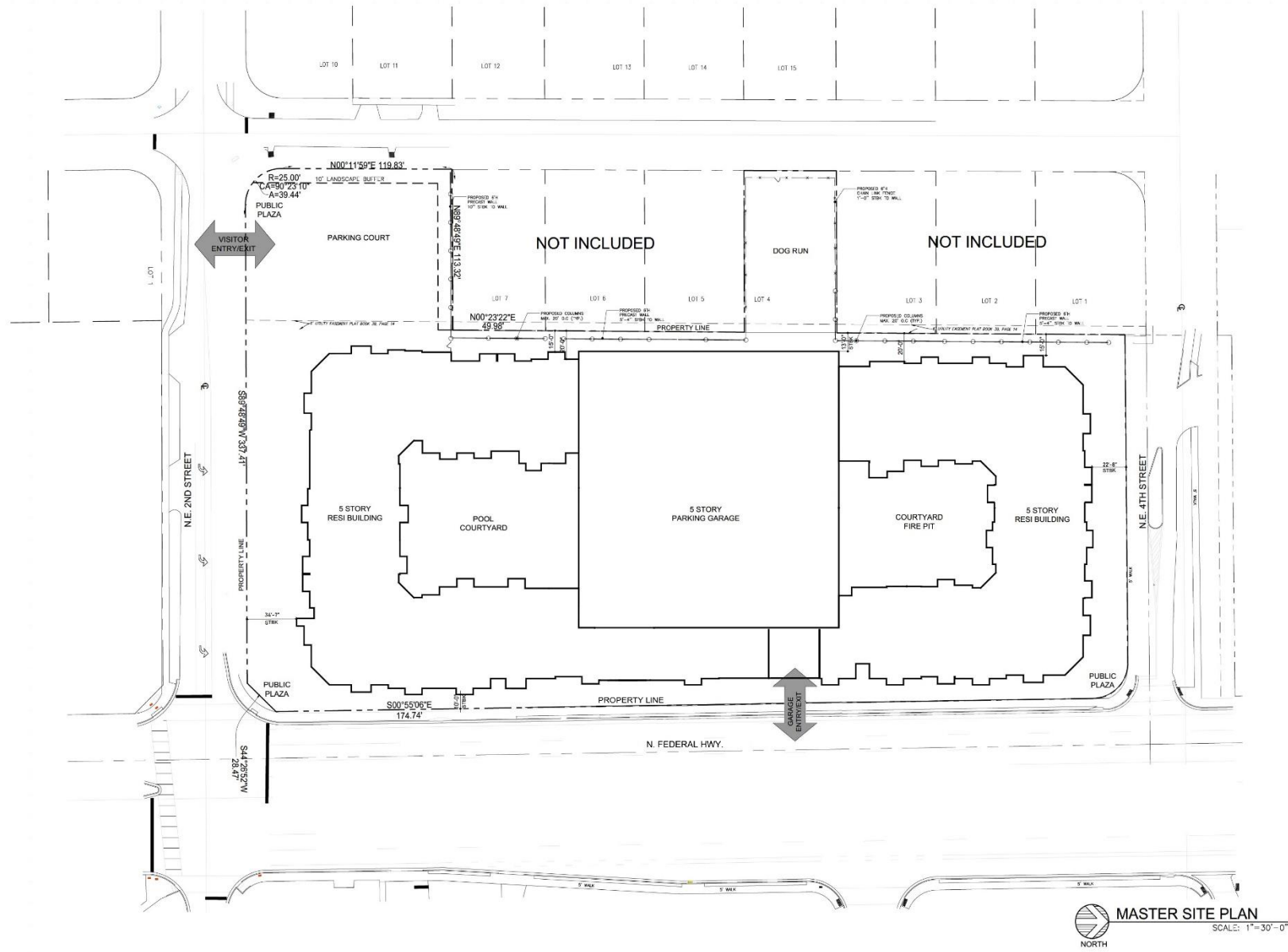
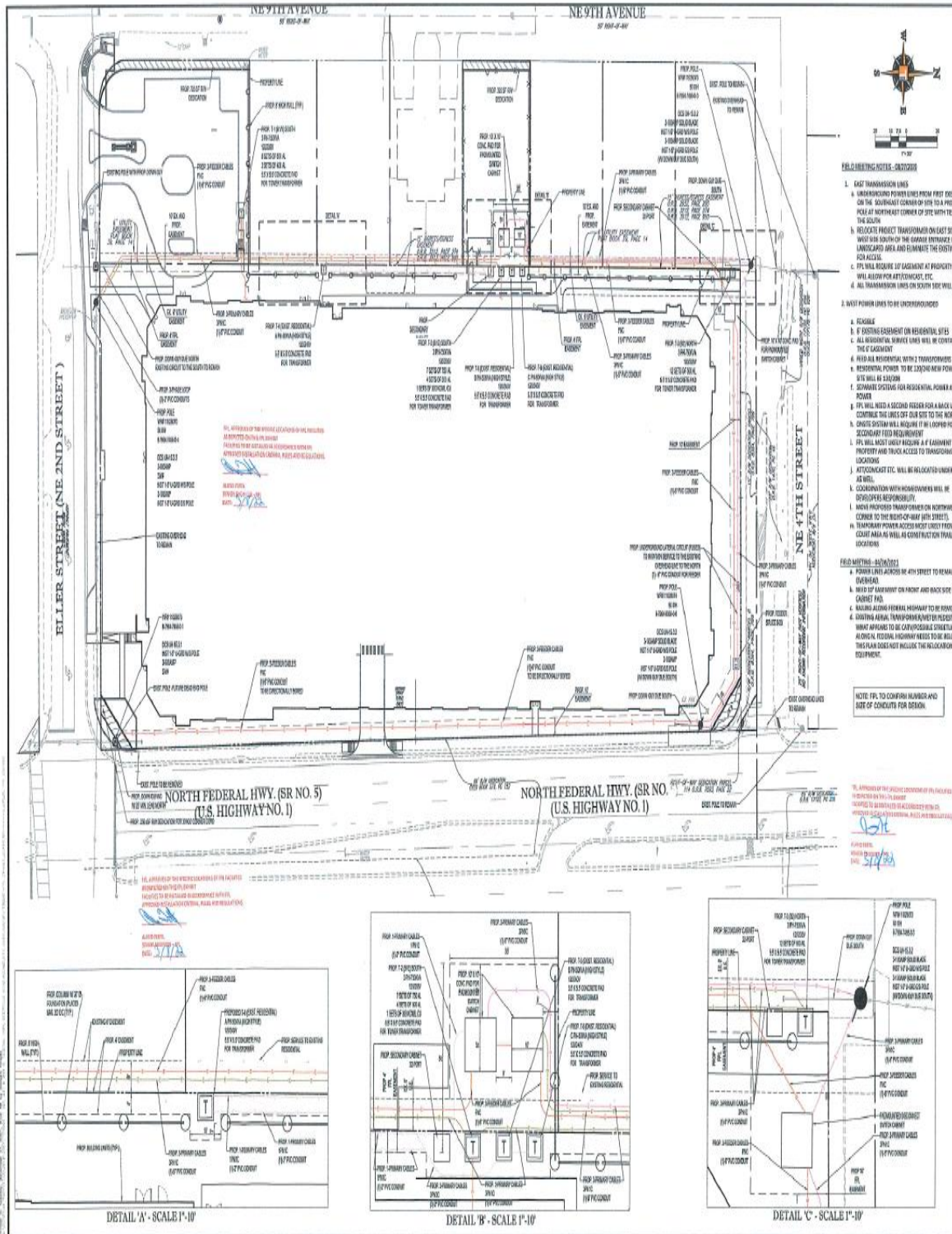


EXHIBIT E



- FIELD MEETING NOTES - 02/20/20**
1. EAST TRANSMISSION LINES
 - a. UNDERGROUND POWER LINES FROM FIRST EXISTING POLE ON THE SOUTHWEST CORNER OF SITE TO A PROPOSED POLE AT NORTHEAST CORNER OF SITE WITH THE BACK TO THE GROUND
 - b. RELOCATE EXISTING TRANSMISSION ON EAST SIDE TO THE WEST SIDE OF THE GROUND ENTRANCE TO LANDSCAPED AREA AND ELIMINATE THE EXISTING GROUND FOR ACCESS
 - c. ALL TRANSMISSION LINES ON EAST SIDE WILL REMAIN
 2. WEST POWER LINES TO BE UNDERGROUND
 - a. 10KV
 - b. EXISTING UNDERGROUND ON RESIDENTIAL SITES
 - c. ALL RESIDENTIAL SERVICES LINES WILL BE CONTAINED IN THE 10' EASEMENT
 - d. 10KV AND 10KV/20KV WITH 10' EASEMENT
 - e. RESIDENTIAL POWER TO BE 200V AND 10KV FOR SITES WITH 10' EASEMENT
 - f. 10KV WILL NEED A SECOND POLE FOR A BACK UP TO CONTINUE THE LINES OFF OUR SITE TO THE NORTH
 - g. 10KV SYSTEM WILL REQUIRE 10' EASEMENT FOR SECONDARY TIE-IN REQUIREMENT
 - h. 10KV WILL NEED UNDERGROUND A 10' EASEMENT ON OUR PROPERTY AND TRUCK ACCESS TO TRANSMISSION LOCATIONS
 - i. 10KV/20KV WITH 10' EASEMENT
 - j. COORDINATION WITH HOMEOWNERS WILL BE DEVELOPER RESPONSIBILITY
 - k. 10KV/20KV WITH 10' EASEMENT
 - l. 10KV/20KV WITH 10' EASEMENT
 - m. 10KV/20KV WITH 10' EASEMENT
 - n. 10KV/20KV WITH 10' EASEMENT
 - o. 10KV/20KV WITH 10' EASEMENT
 - p. 10KV/20KV WITH 10' EASEMENT
 - q. 10KV/20KV WITH 10' EASEMENT
 - r. 10KV/20KV WITH 10' EASEMENT
 - s. 10KV/20KV WITH 10' EASEMENT
 - t. 10KV/20KV WITH 10' EASEMENT
 - u. 10KV/20KV WITH 10' EASEMENT
 - v. 10KV/20KV WITH 10' EASEMENT
 - w. 10KV/20KV WITH 10' EASEMENT
 - x. 10KV/20KV WITH 10' EASEMENT
 - y. 10KV/20KV WITH 10' EASEMENT
 - z. 10KV/20KV WITH 10' EASEMENT
- NOTE: FPL TO CONFIRM HUBBARD AND SIZE OF CONDUITS FOR DESIGN.**

THOMAS
ENGINEERING & ARCHITECTURE

221, 231 & 299
N. FEDERAL HWY

FOR
CRD FEDERAL LLC

DESIGNED BY
FLORIDA

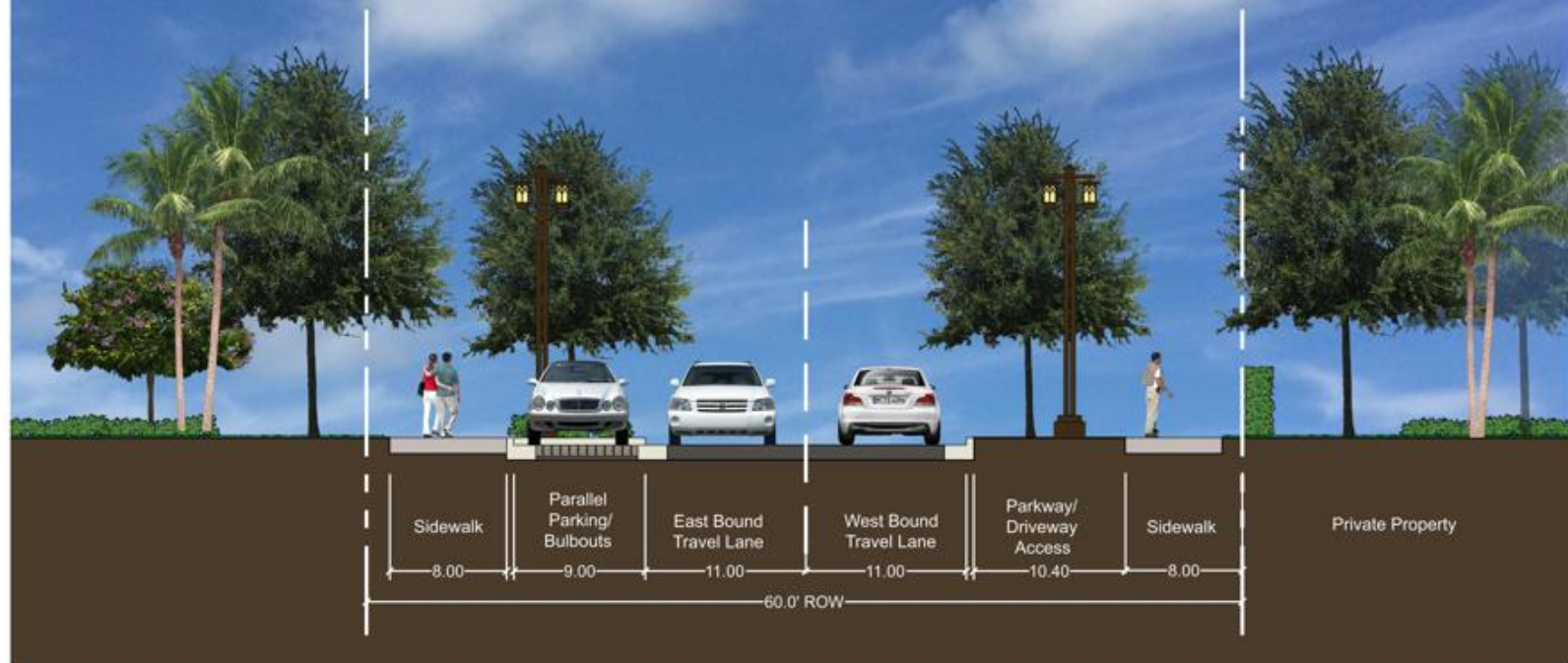
THOMAS
ENGINEERING & ARCHITECTURE

RYAN OSCAR THOMAS
PROFESSIONAL ENGINEER
EXPIRATION DATE 12/31/2024
FLORIDA LICENSE NO. 10000
P.O. BOX 10000
FORT WORTH, TEXAS 76101

FPL EXHIBIT

EXHIBIT F

PROPOSED SECTION NE ELLER STREET



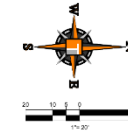
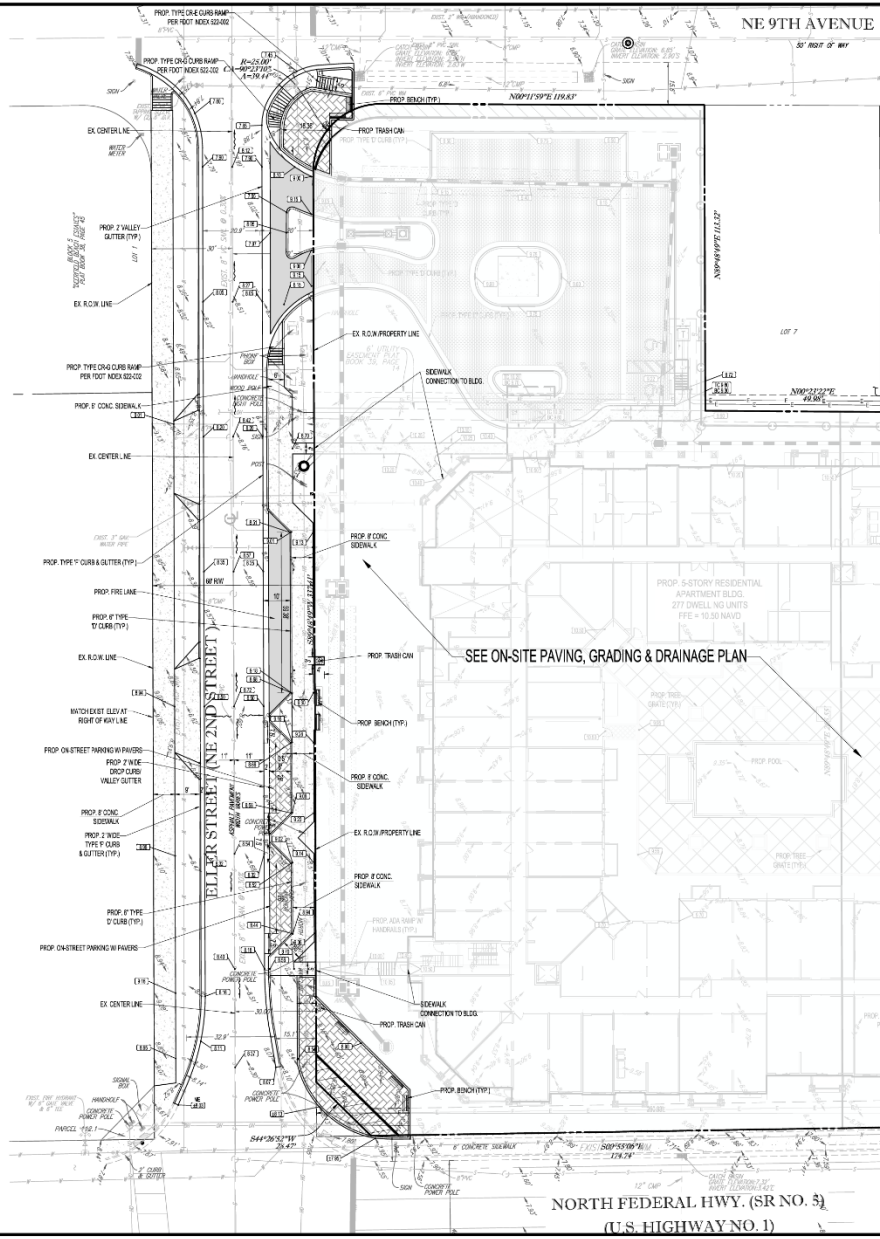
NE ELLER STREET STREETScape IMPROVEMENTS

CITY OF DEERFIELD BEACH



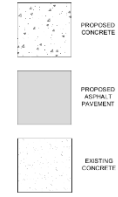
November 12, 2019

EXHIBIT G



PAVING, GRADING & DRAINAGE LEGEND		
EXISTING	NOTE	PROPOSED
	UNDERGROUND WATER LINE	
	GAS MAIN	
	SANITARY MAIN	
	STORM SEWER	
	UNDERGROUND ELECTRICAL LINE	
	OVERHEAD ELECTRICAL LINE	
	INFILTRATION TRENCH	
	SANITARY SEWER	
	SANITARY LATERAL	
	FIRE HYDRANT	
	TRANSFORMER PAD	
	CATCH BASIN	
	BACKFLOW PREVENTER	
	WATER METER	
	CLEAN OUT	
	GRADE SPOT	

HATCH LEGEND



CIVIL ENGINEERING PROJECT MANAGEMENT - LANDSCAPE ARCHITECTURE
 221, 231 & 299 N. FEDERAL HWY.
 DEERFIELD BEACH, FL 33442
 PHONE: 561-242-1000
 FAX: 561-242-1001
 WWW.THOMASENGINEERINGGROUP.COM

KNOW WHAT'S BELOW
 ALWAYS CALL 811
 BEFORE YOU DIG
 It's in the Public Interest
 www.call811.com

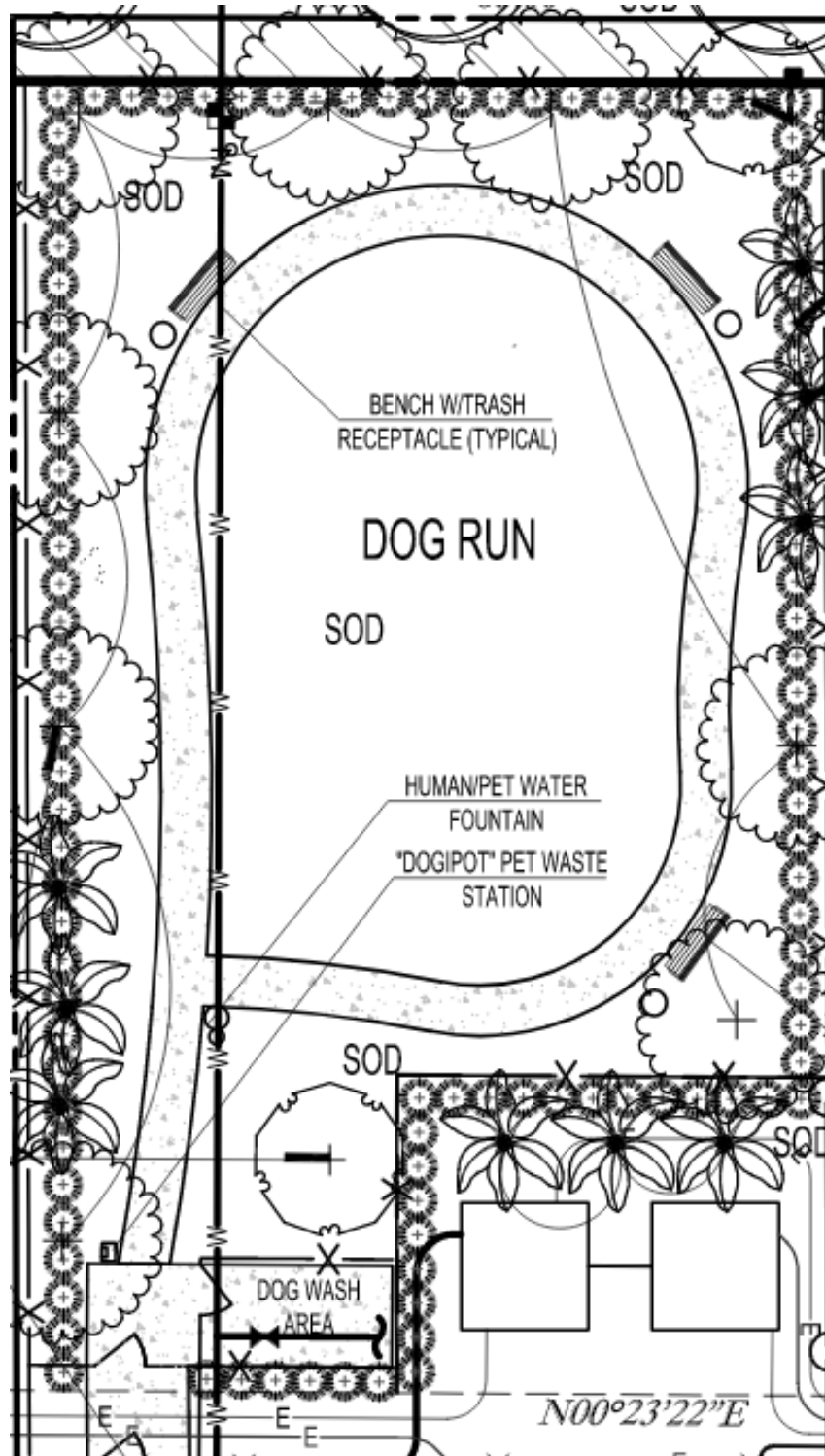
PROJECT NO.: P17006
 DRAWN BY: JLM
 CHECKED BY: JLM
 DATE: 11/10/2016
 PROJECT: 221, 231 & 299 N. FEDERAL HWY.
 FOR: CRD FEDERAL LLC
 DEERFIELD BEACH, FLORIDA

221, 231 & 299 N. FEDERAL HWY.
 DEERFIELD BEACH, FLORIDA
 PHONE: 561-242-1000
 FAX: 561-242-1001
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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 30th Street
Palm City, FL 34990
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137003
Revised April 2023
Revised March 2023
December 2022
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CA 29013

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 4th 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 4th 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 9th 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 6th Avenue to NE 9th Avenue (see Exhibits 3 and 4)
 - 5. Construct a new 8-foot concrete sidewalk on the north side of Eller Street from NE 6th Avenue to NE 9th 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

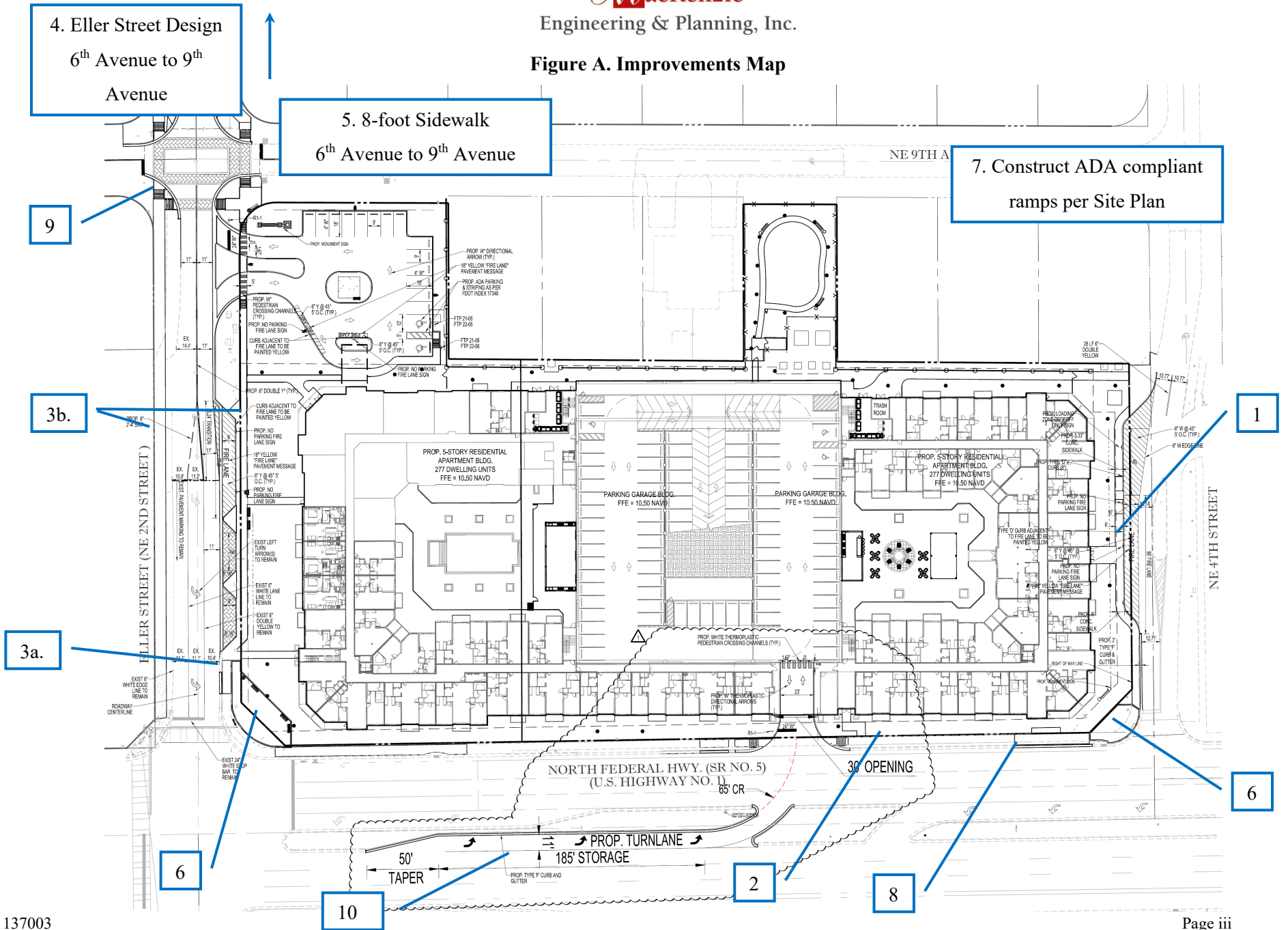


TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
TABLE OF CONTENTS.....	iv
LIST OF FIGURES	iv
LIST OF TABLES	v
INTRODUCTION	1
CURRENT DATA.....	1
PROJECT TRAFFIC	2
Trip Generation.....	2
Existing Use.....	2
Proposed Use	2
Internal Capture	3
Pass-by Rate.....	3
TRAFFIC ASSIGNMENT	3
SIGNIFICANCE.....	5
Significant Impact.....	5
BACKGROUND TRAFFIC	6
Historial Growth	6
ROADWAY ANALYSIS	7
Intersection Analysis.....	8
DRIVEWAYS	23
Proposed Access	23
CONCLUSION.....	29
APPENDIX.....	32

LIST OF FIGURES

Figure 1. Site Location.....	1
Figure 2. Trip Distribution.....	4
Figure 3. Intersection Location and Control	10
Figure 4. NE 4 th St & NE 9 th Ave Peak Hour Intersection Analysis Results	11
Figure 5. NE Eller St & NE 9 th Ave Peak Hour Intersection Analysis Results.....	12
Figure 6. US 1 & NE 4 th Street Peak Hour Intersection Analysis Results	13

Figure 7. US 1 & NE Eller St Peak Hour Intersection Analysis Results	14
Figure 8. US 1 & Hillsboro Blvd Peak Hour Intersection Analysis Results.....	16
Figure 9. US 1 & Duffy's Peak Hour Intersection Analysis Results	17
Figure 10. US 1 & Royal Palm Way Peak Hour Intersection Analysis Results	18
Figure 11. NE 4th St & NE 8th Ave Peak Hour Intersection Analysis Results.....	19
Figure 12. NE 4th St& NE 8th Ter Peak Hour Intersection Analysis Results.....	20
Figure 13. NE 8th Ave & Eller St Peak Hour Intersection Analysis Results	21
Figure 14. NE 8th Ter & Eller St Peak Hour Intersection Analysis Results	22
Figure 15. Project Driveway Volumes.....	24
Figure 16. US 1 & Driveway Peak Hour Intersection Analysis Results.....	26
Figure 17. Northbound Left-turn into Project.....	28
Figure 18. Improvements Map.....	31

LIST OF TABLES

Table 1. Trip Generation.....	2
Table 2A. Project Impacts – AM Peak Hour	5
Table 2B. Project Impacts – PM Peak Hour	6
Table 3. Growth Rate Calculation	7
Table 4A. AM Peak Hour Roadway Analysis	7
Table 4B. PM Peak Hour Roadway Analysis	8
Table 5. Counts Summary.....	9
Table 6. US 1 & NE Eller Street Storage Analysis.....	15

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 4th 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, 11th 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	
Proposed Site Traffic									
Multifamily Housing (Mid-Rise)	277 DU	1,275	110	25	85	108	66	42	
NET CHANGE IN TRIPS ON ROADWAY NETWORK (FOR THE PURPOSES OF CONCURRENCY)		1,275	110	25	85	108	66	42	
DRIVEWAY VOLUMES		1,275	110	25	85	108	66	42	
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

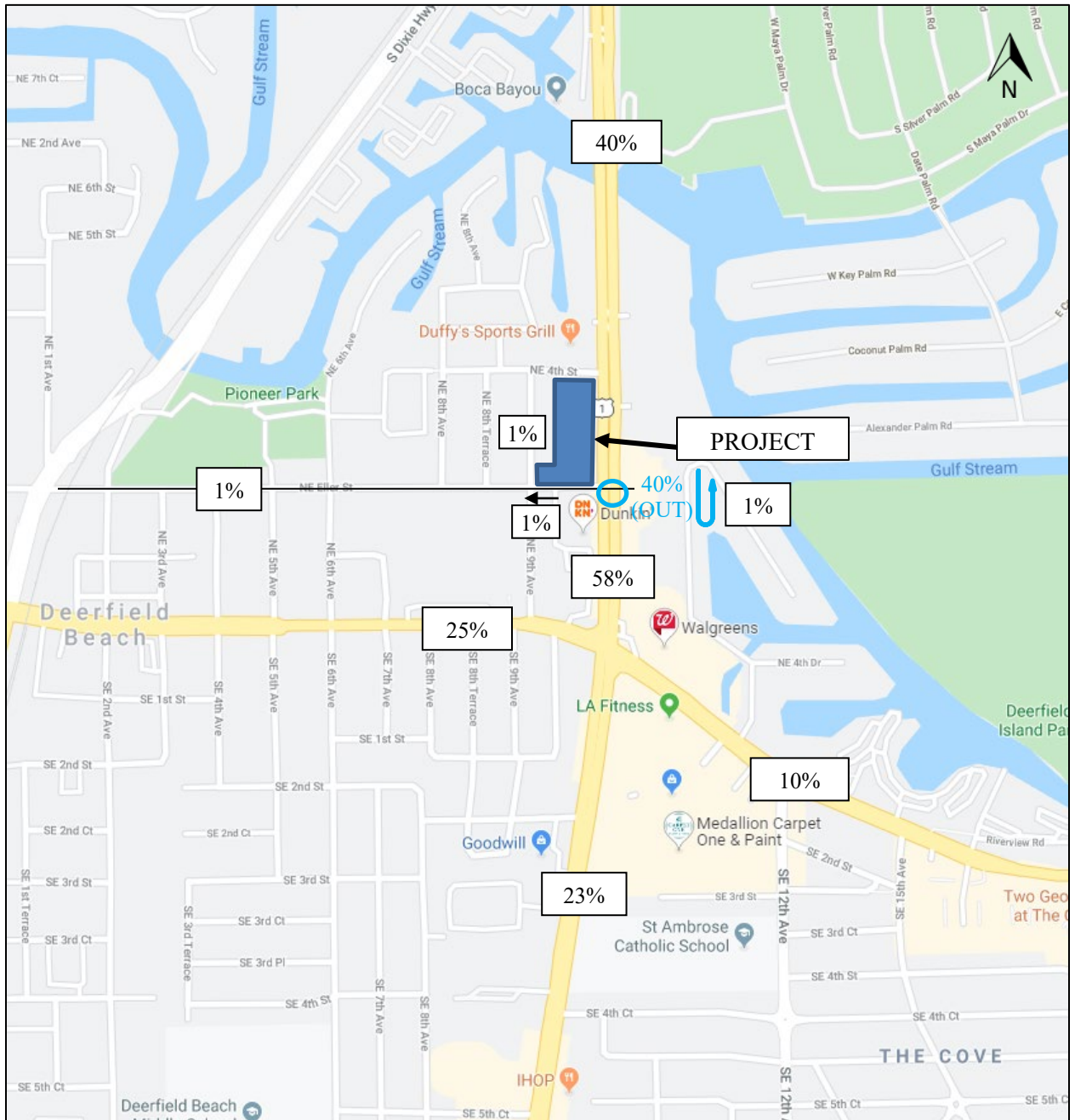
Pass-by rate is proposed at 0%.

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 FromTo		Existing + Committed			Percent Project Assignment	AM Peak Hour		AM Peak Hour		Significant	
		Number Of Lanes	One-way Service Volume	LOS 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		Existing + Committed			Percent	PM Peak Hour		PM Peak Hour		Significant	
		Number Of Lanes	One-way Service Volume	LOS Capacity		Project Assignment	Project Trips		Significance		Impact ?
From	To				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 Eller 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%
Growth Rate Used									2.0%

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 Background	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:

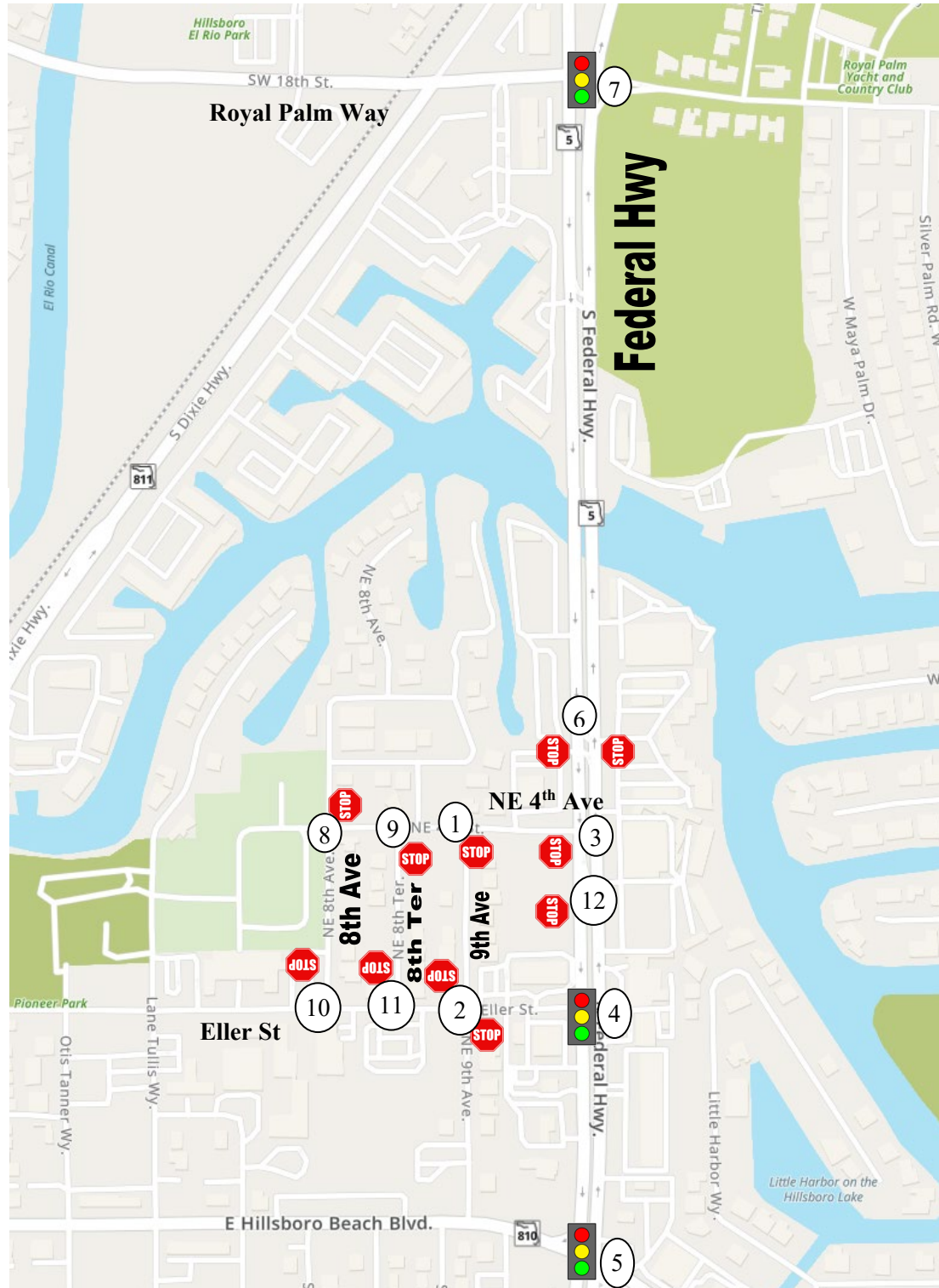
Table 5. Counts Summary

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.

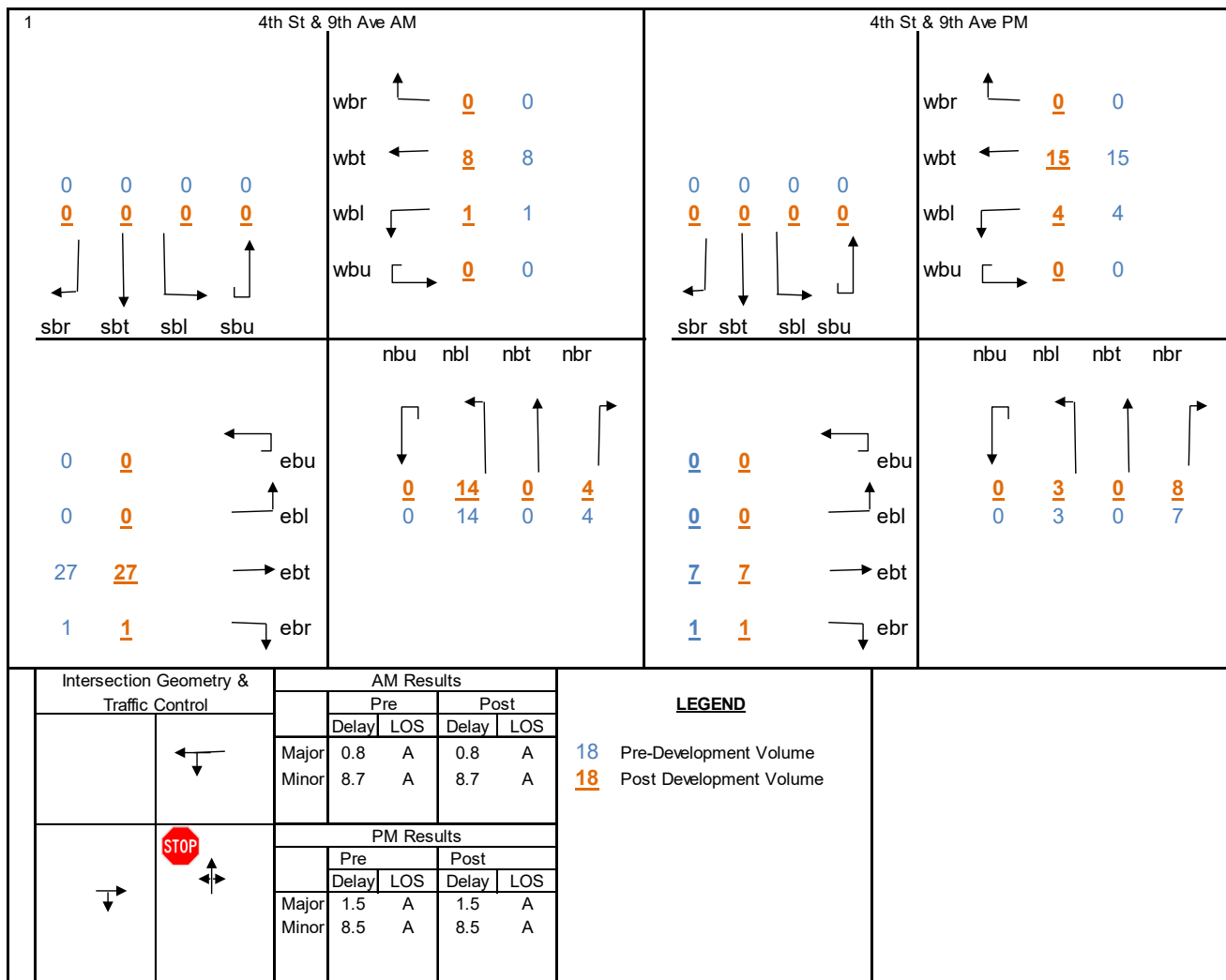
Figure 3. Intersection Location and Control



NE 4th Street & NE 9th Avenue

MEP evaluated the NE 4th Street & NE 9th 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.

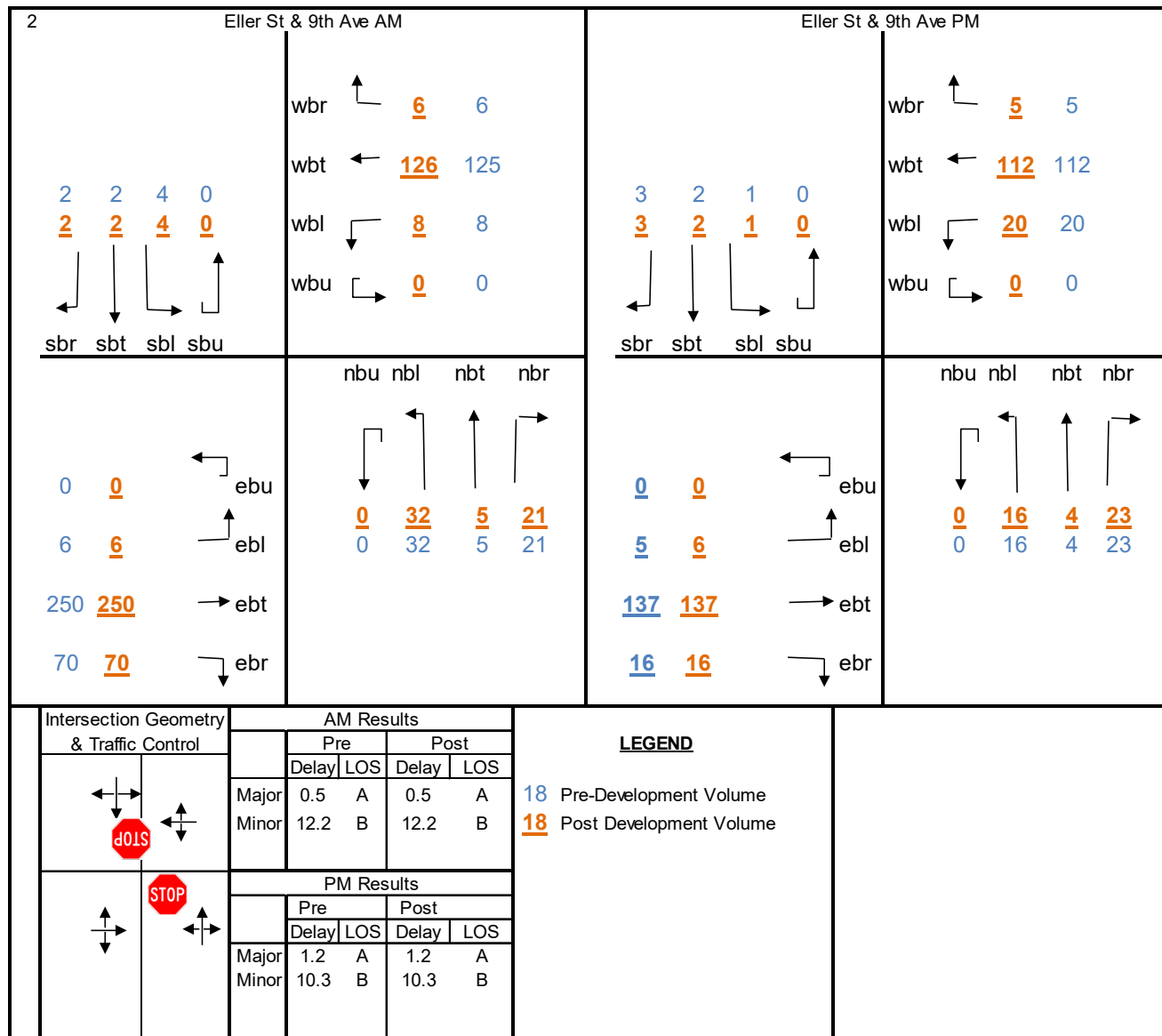
Figure 4. NE 4th St & NE 9th Ave Peak Hour Intersection Analysis Results



NE Eller Street & NE 9th Avenue

MEP evaluated the NE Eller Street & NE 9th 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.

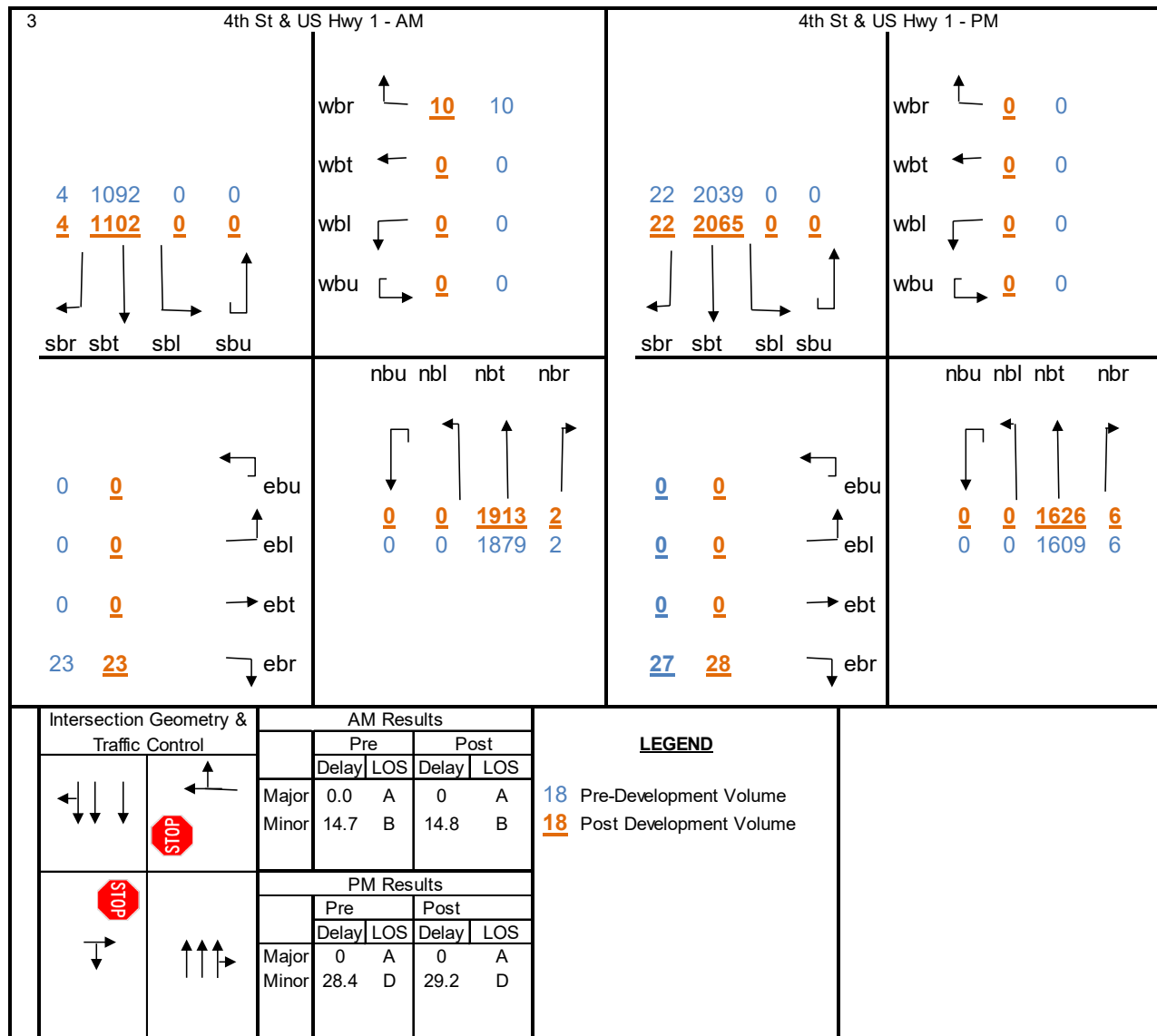
Figure 5. NE Eller St & NE 9th Ave Peak Hour Intersection Analysis Results



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 4th 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

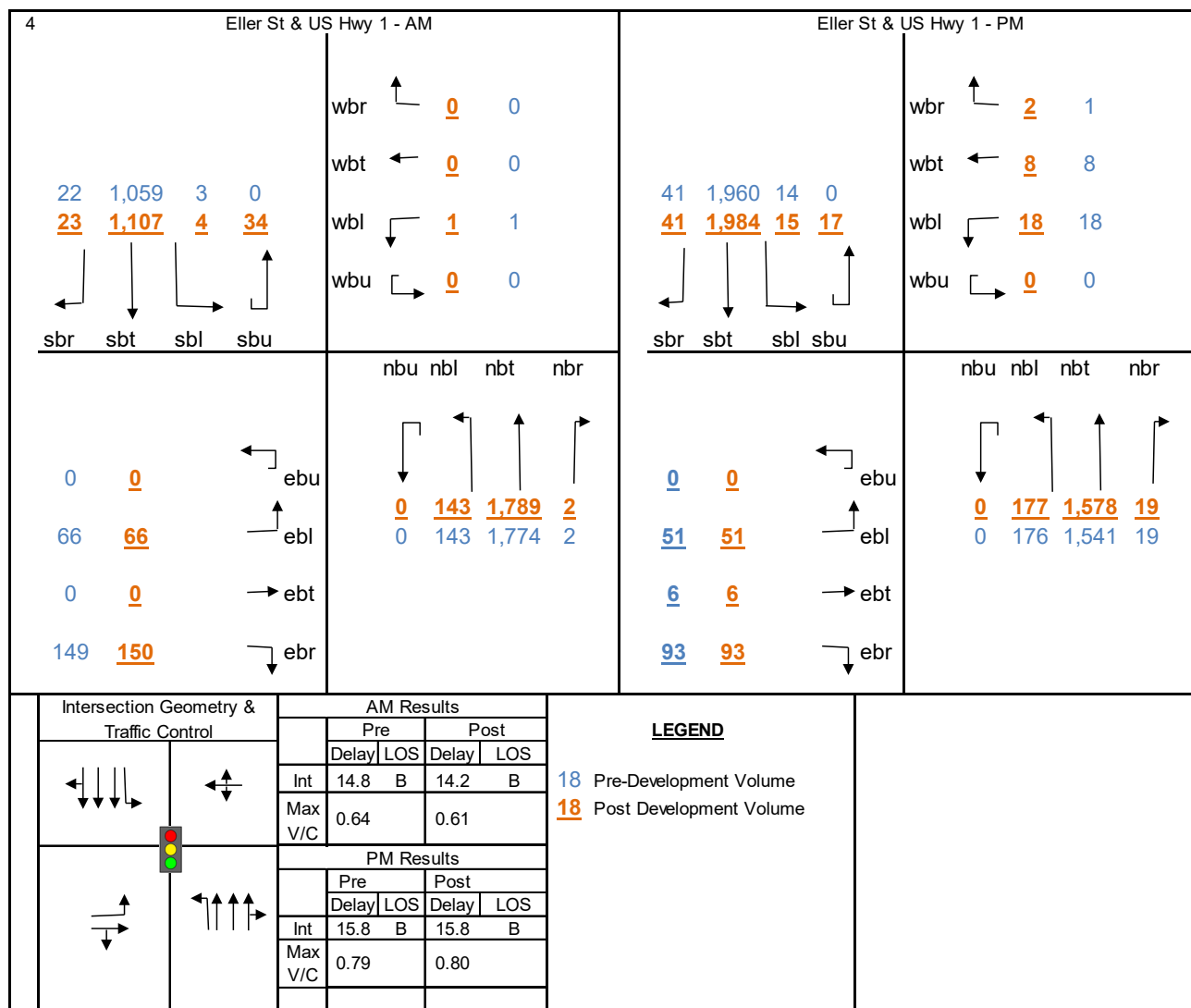


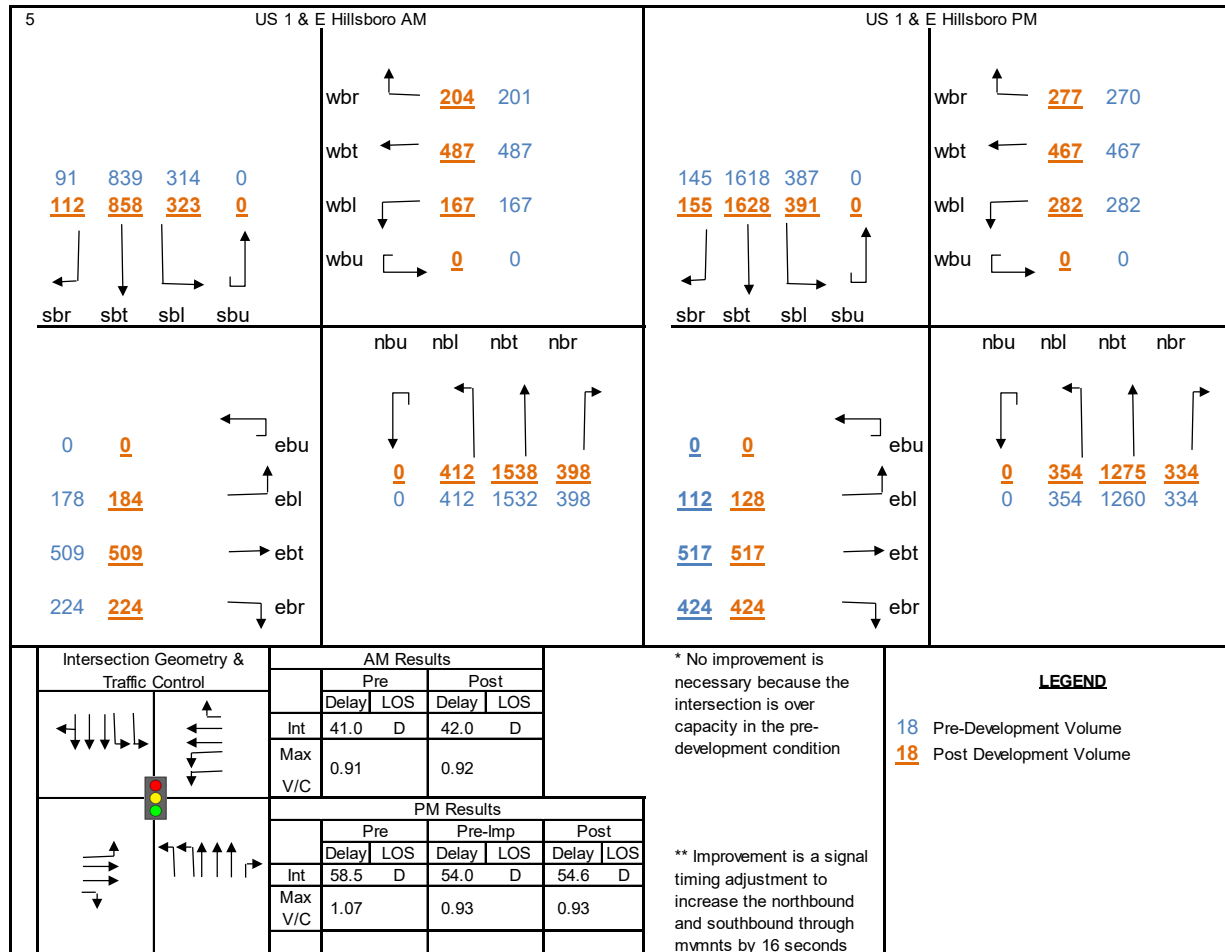
Table 6. US 1 & NE Eller Street Storage Analysis

Direction	Turn-Lane	AM Peak 95 th Queue (feet)	PM Peak 95 th Queue (feet)	Existing 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.

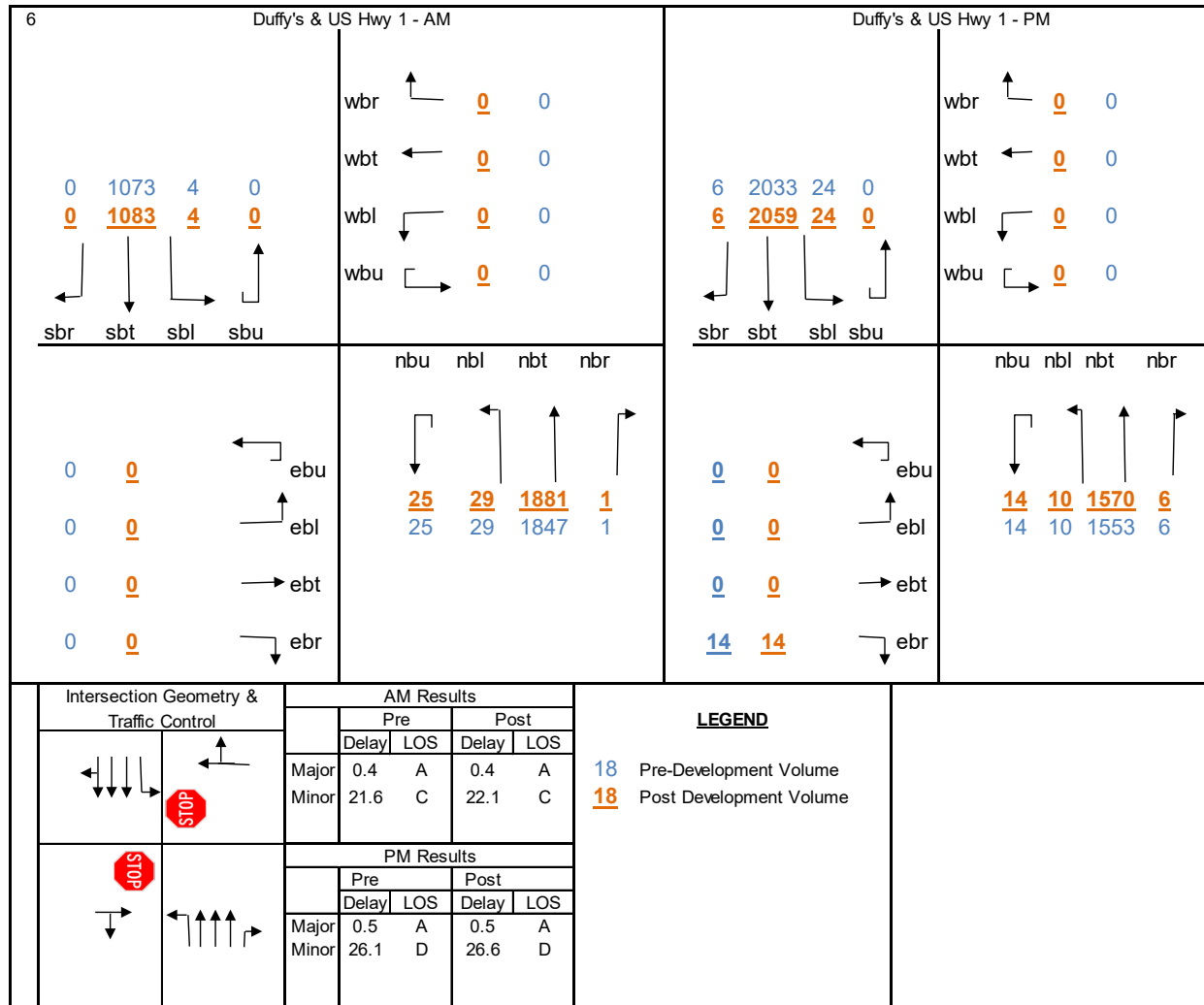
Figure 8. US 1 & Hillsboro Blvd Peak Hour Intersection Analysis Results



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.

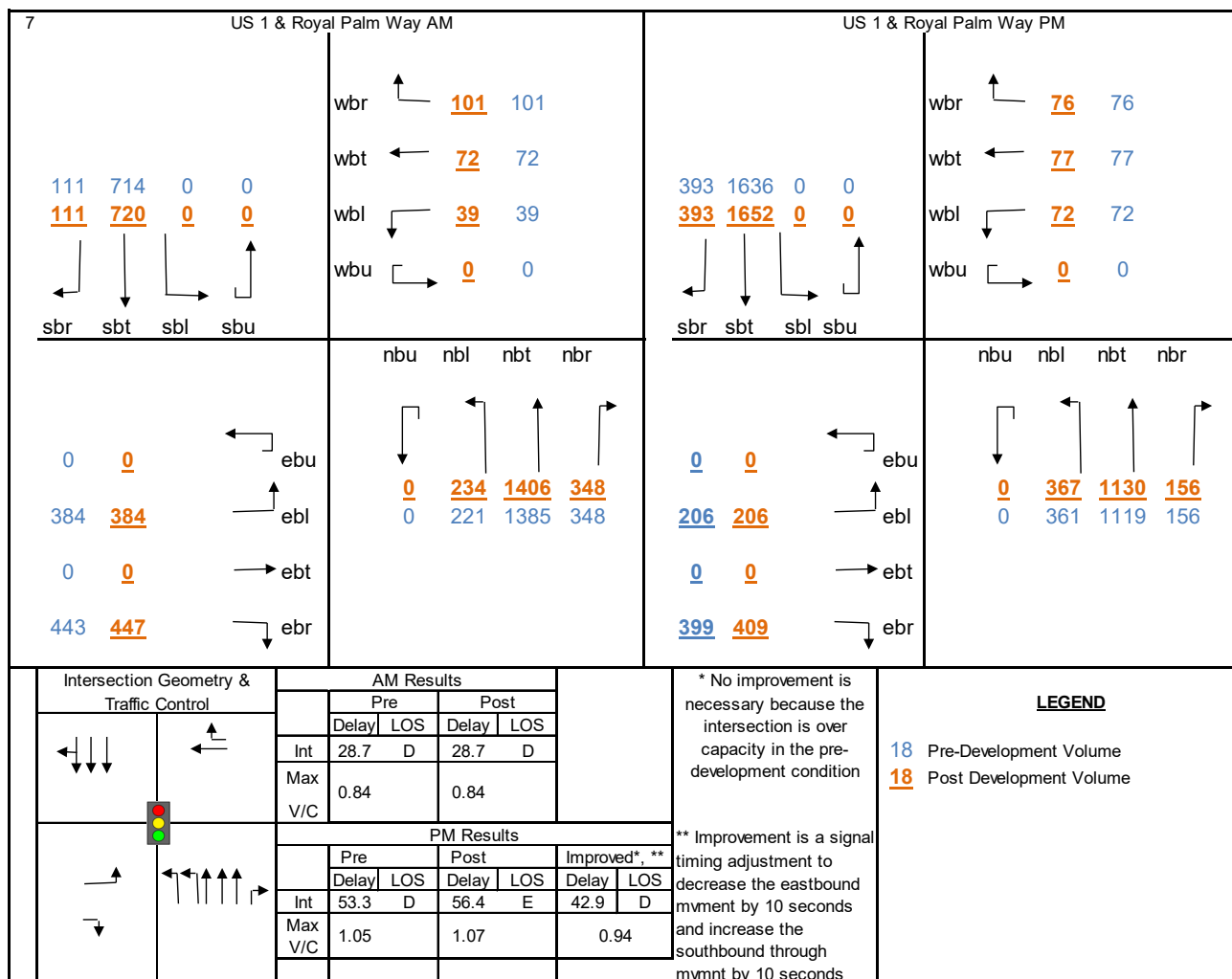
Figure 9. US 1 & Duffy's Peak Hour Intersection Analysis Results



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.

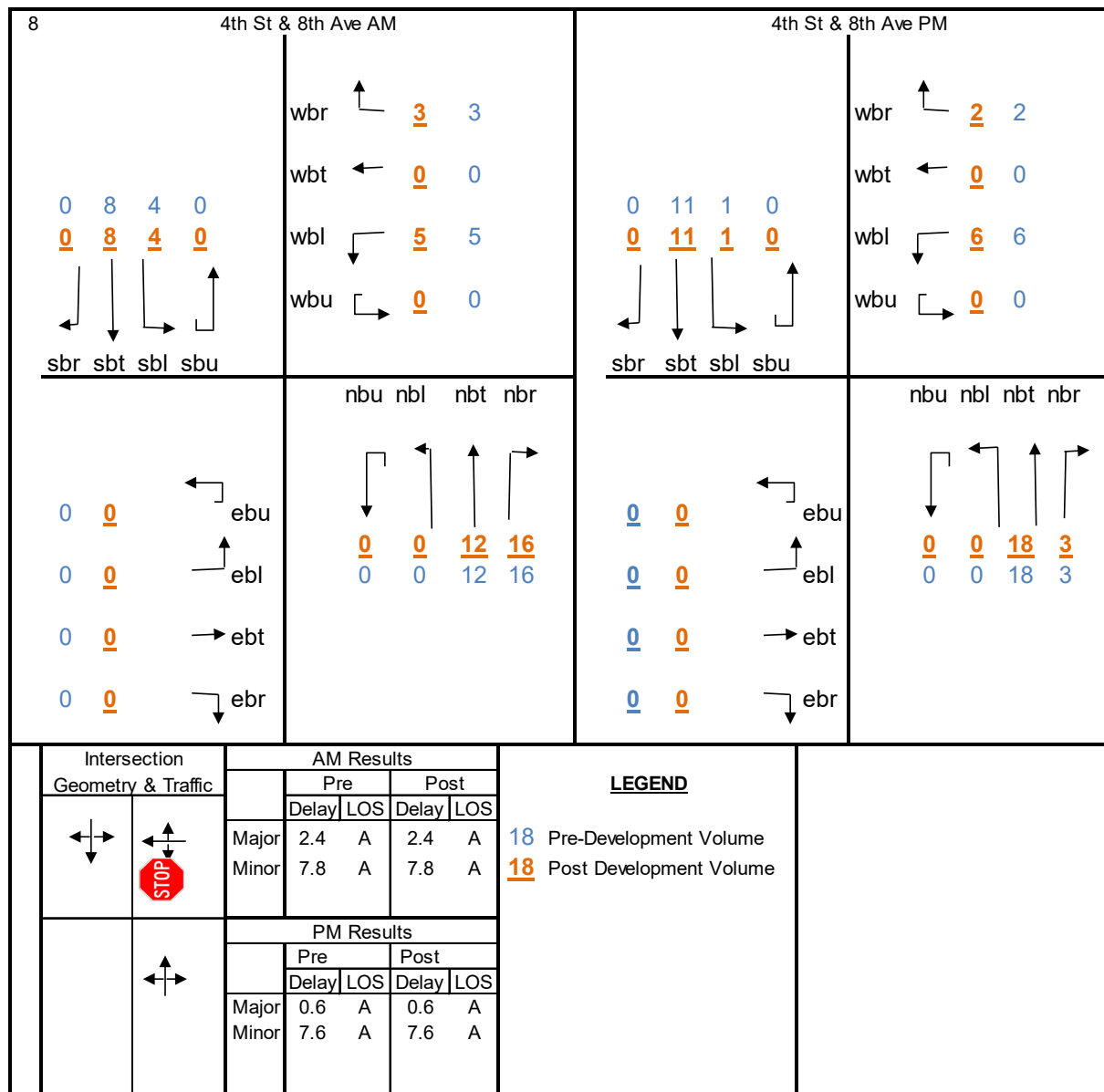
Figure 10. US 1 & Royal Palm Way Peak Hour Intersection Analysis Results



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.

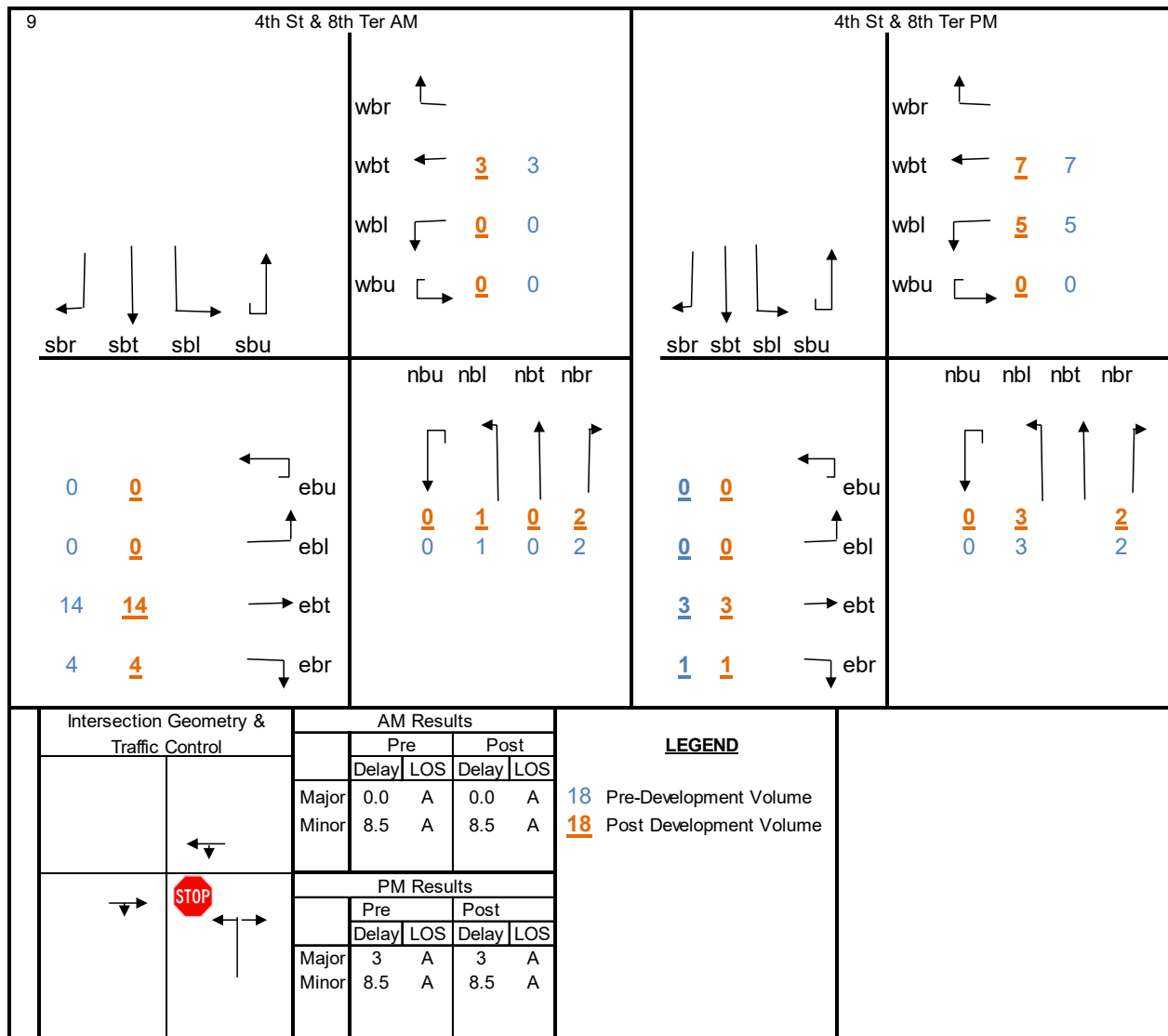
Figure 11. NE 4th St & NE 8th Ave Peak Hour Intersection Analysis Results



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.

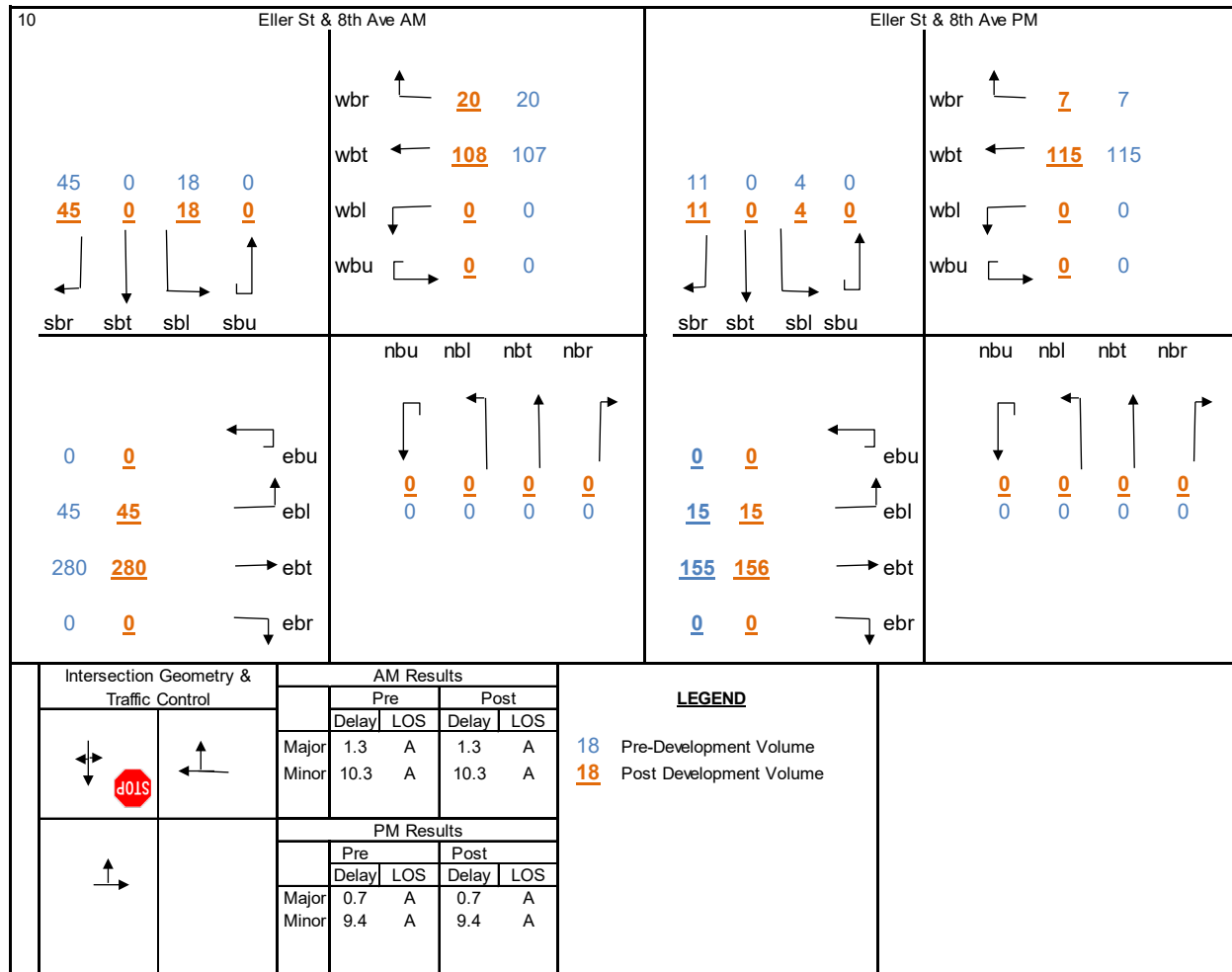
Figure 12. NE 4th St& NE 8th Ter Peak Hour Intersection Analysis Results



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.

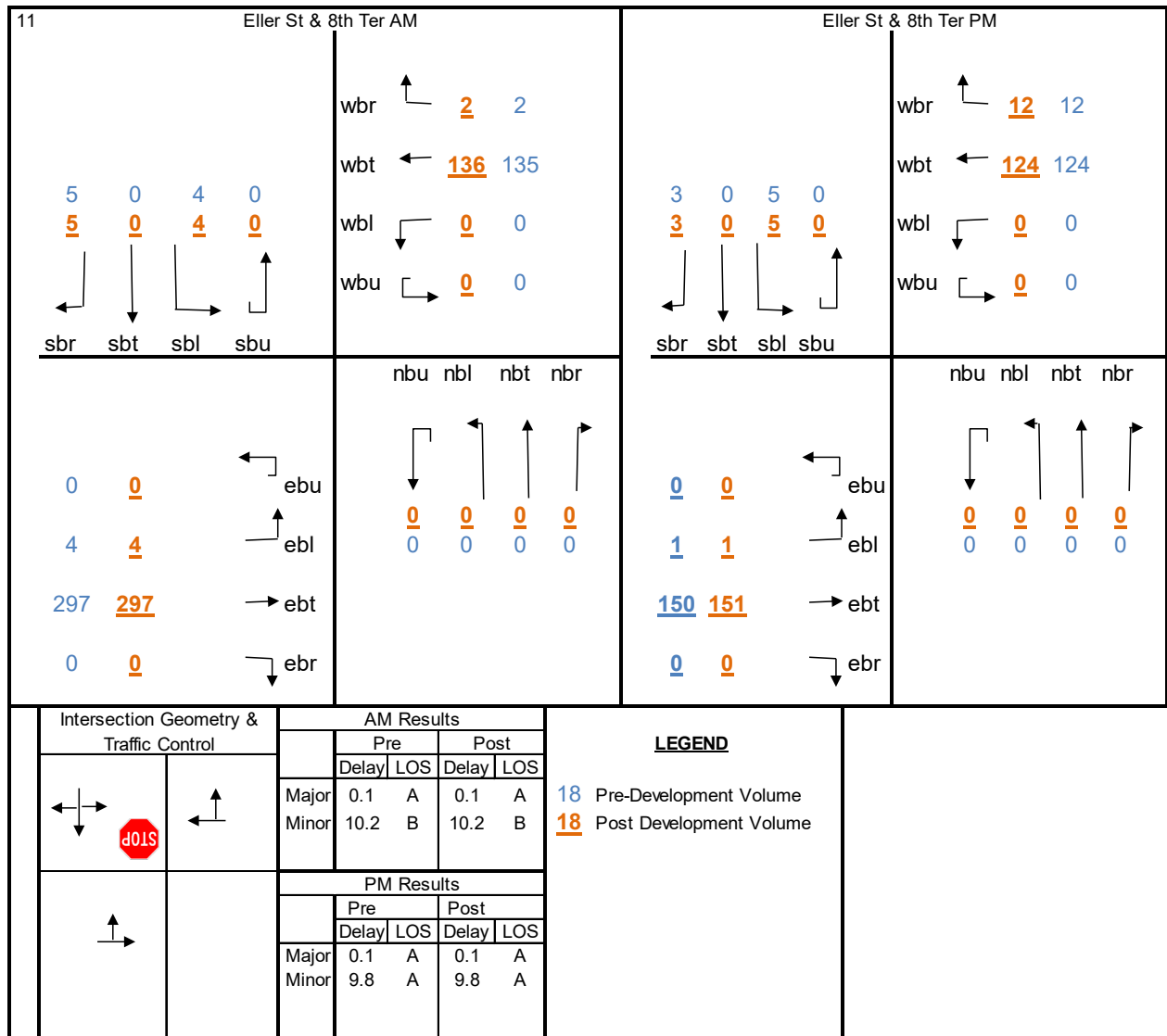
Figure 13. NE 8th Ave & Eller St Peak Hour Intersection Analysis Results



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:

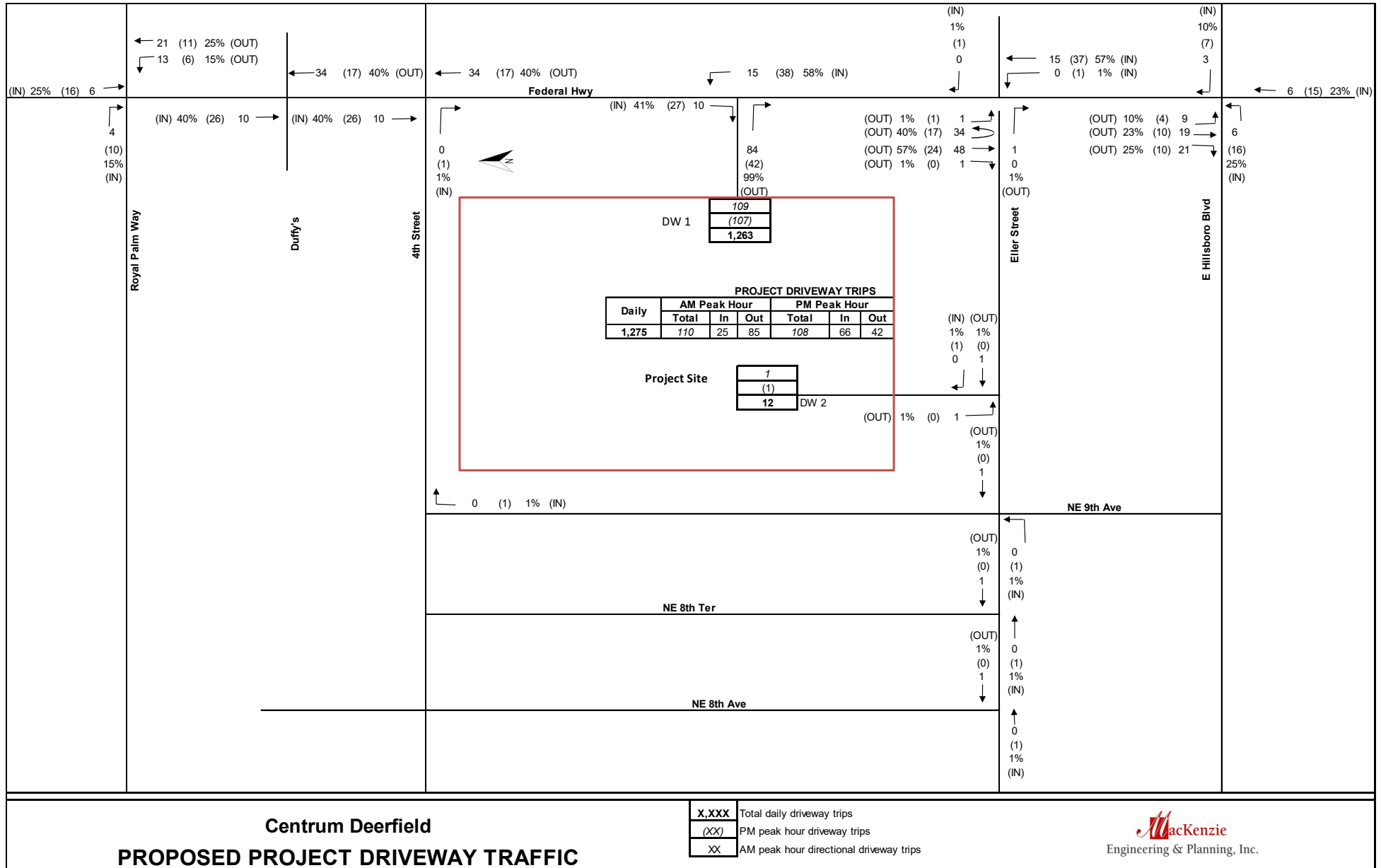
- Driveway 1 & US 1 -- Right-in/Left-in/Right-out
- Driveway 2 & NE Eller St -- Full opening

Figure 15 displays the driveway volumes.



Engineering & Planning, Inc.

Figure 15. Project Driveway Volumes

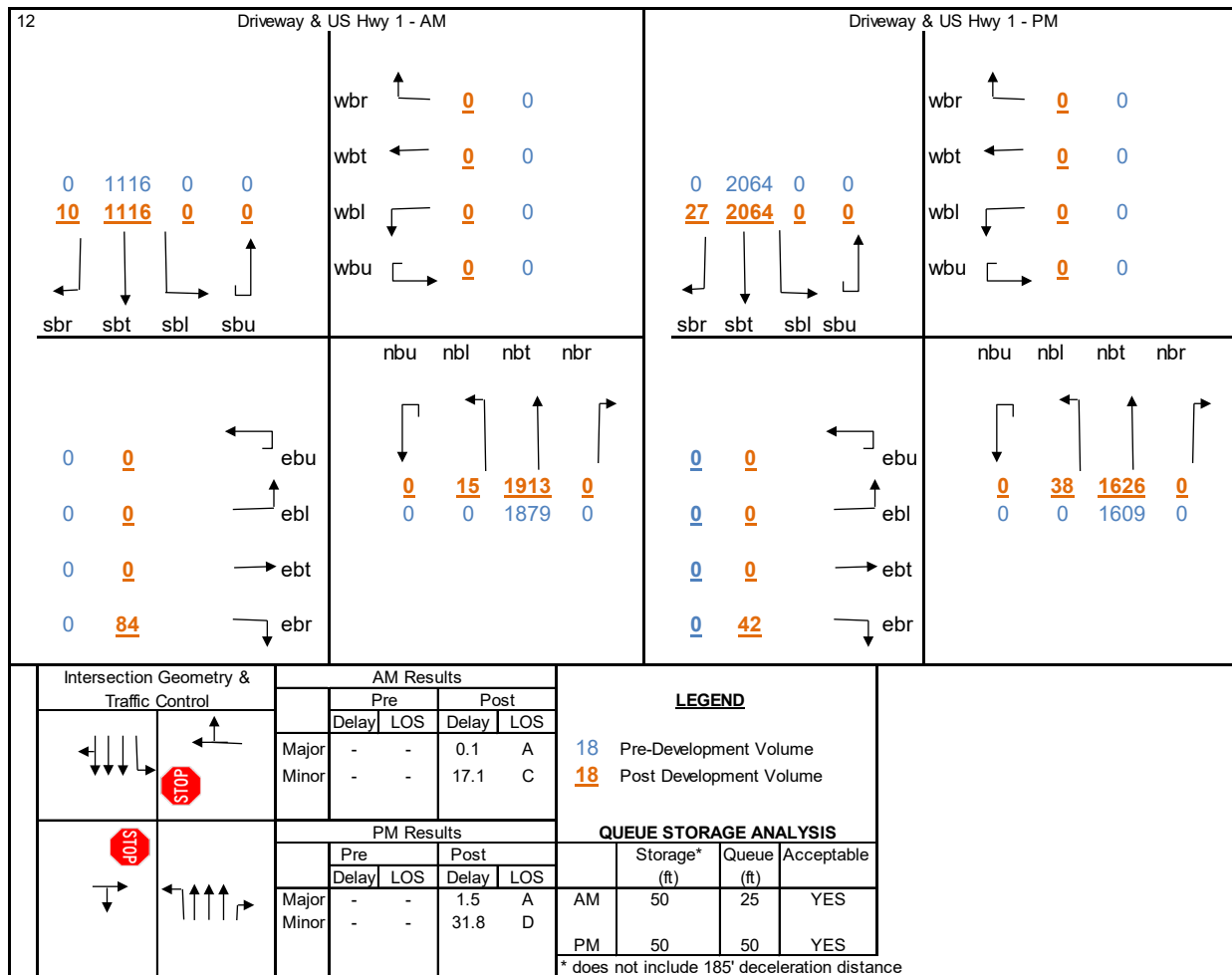


Driveway #1

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.

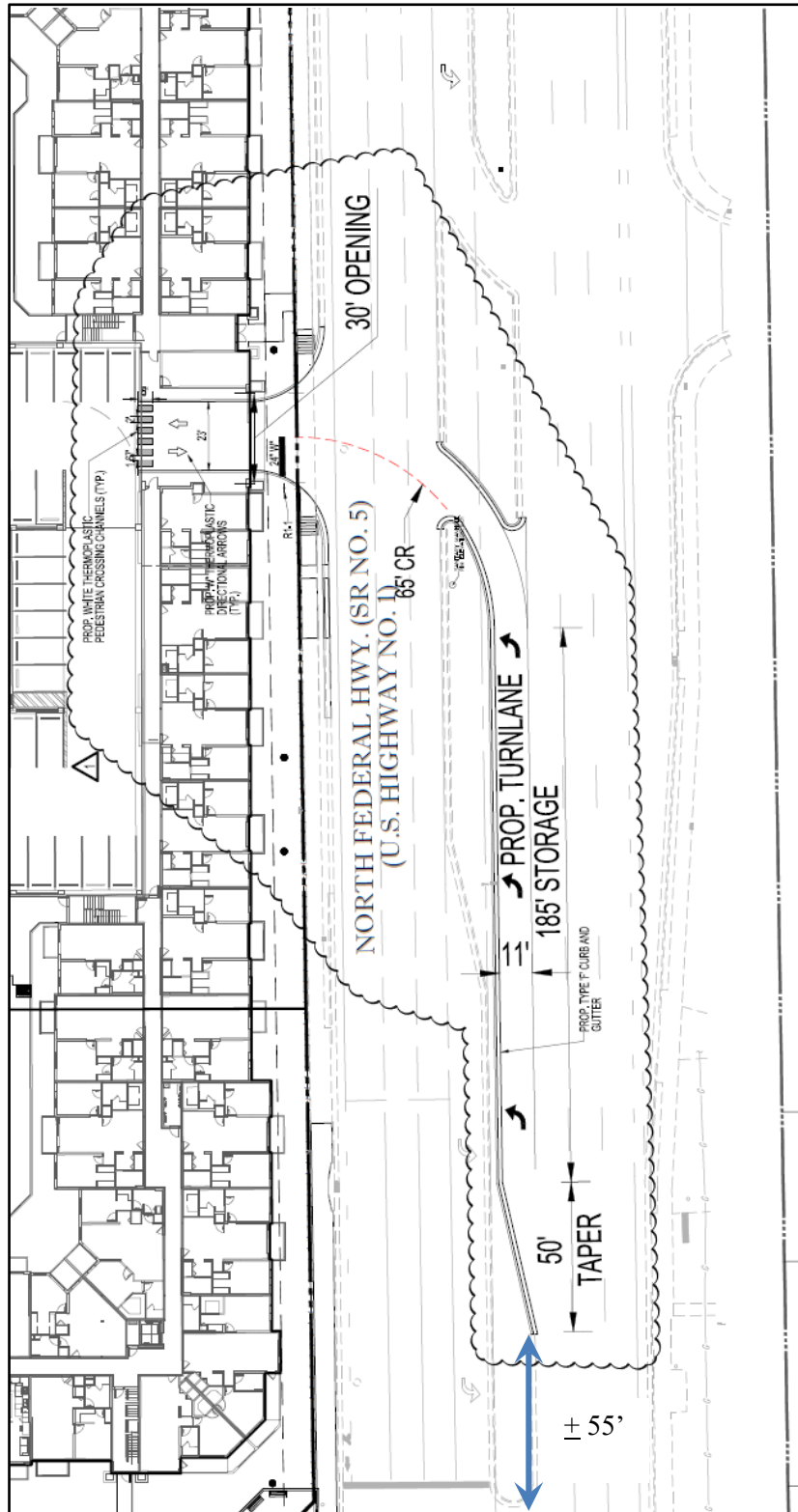
Driveway 1 is the access to the project's parking garage and serves residents, employees and guests.

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 4th 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 4th 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 9th 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 6th Avenue to NE 9th Avenue (see Exhibits 3 and 4)
- 5. Construct a new 8-foot concrete sidewalk on the north side of Eller Street from NE 6th Avenue to NE 9th 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

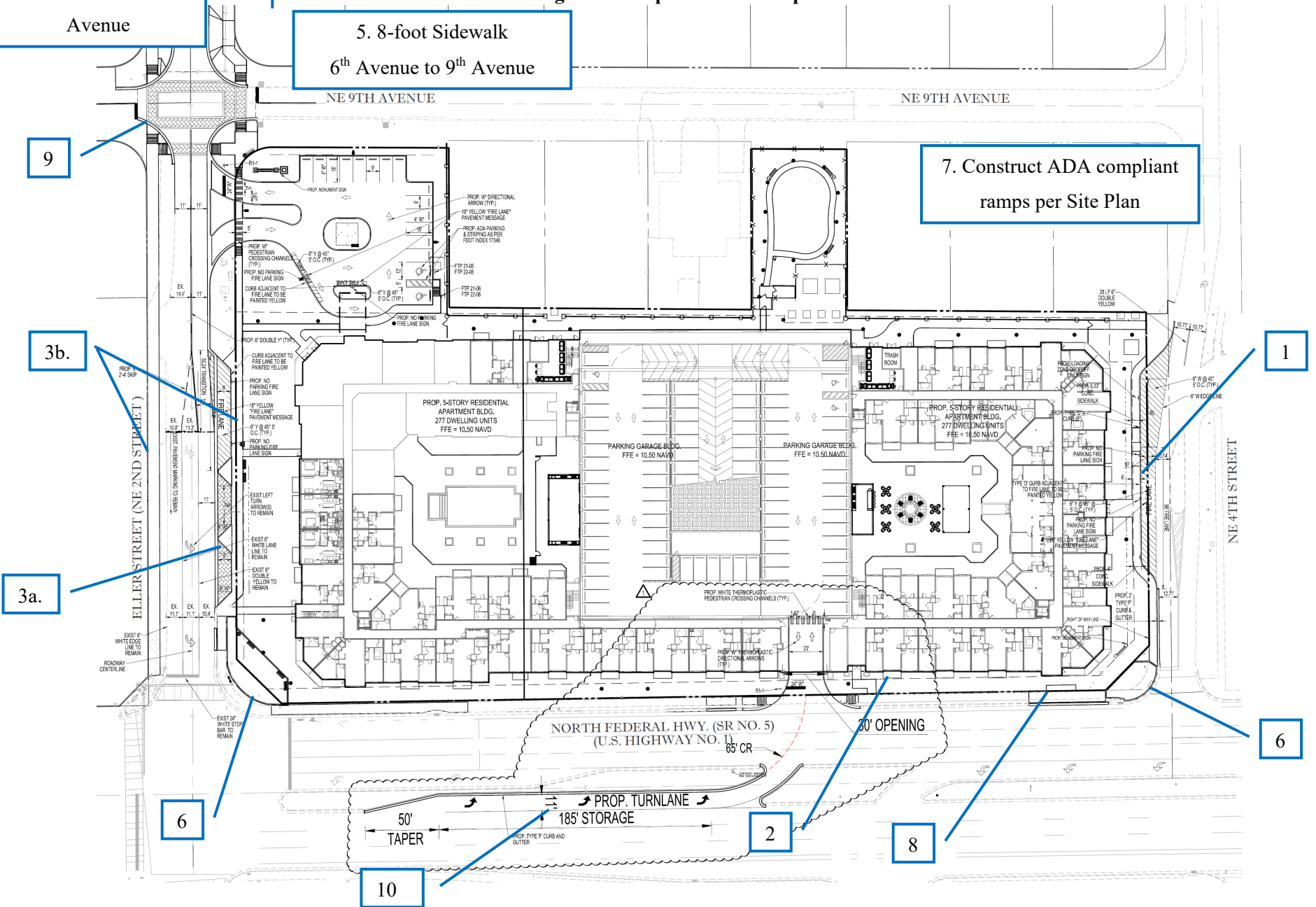
Construction of the improvements is projected to commence in early 2024 and last roughly 16 months. A figure showing the improvement locations is shown in Figure 18.

Figure 18. Improvements Map

4. Eller Street Design
6th Avenue to 9th
Avenue

5. 8-foot Sidewalk
6th Avenue to 9th 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 8th Terrace)
- Exhibit 6. NE Eller Street Design (NE 8th Terrace to 6th Avenue)

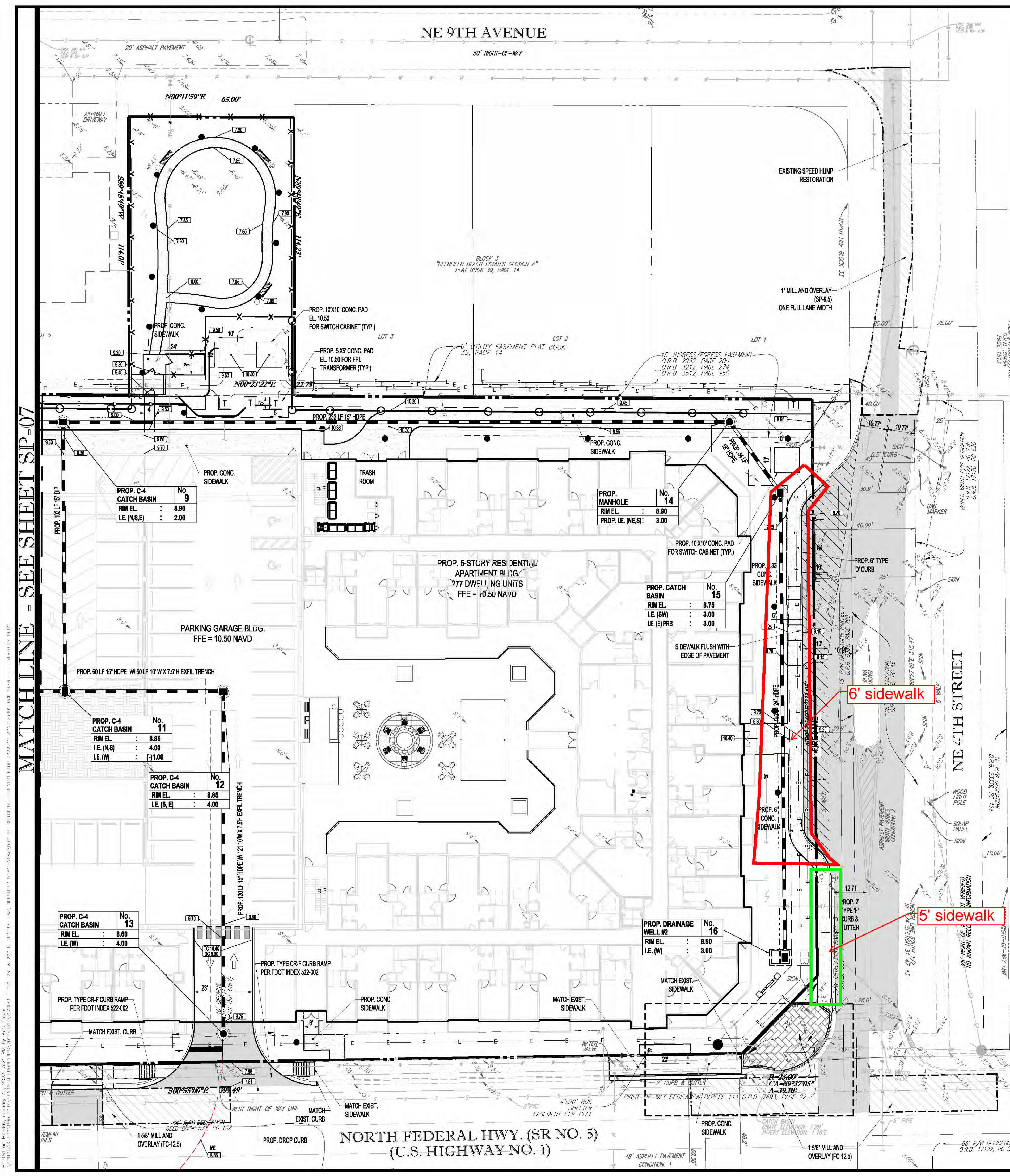
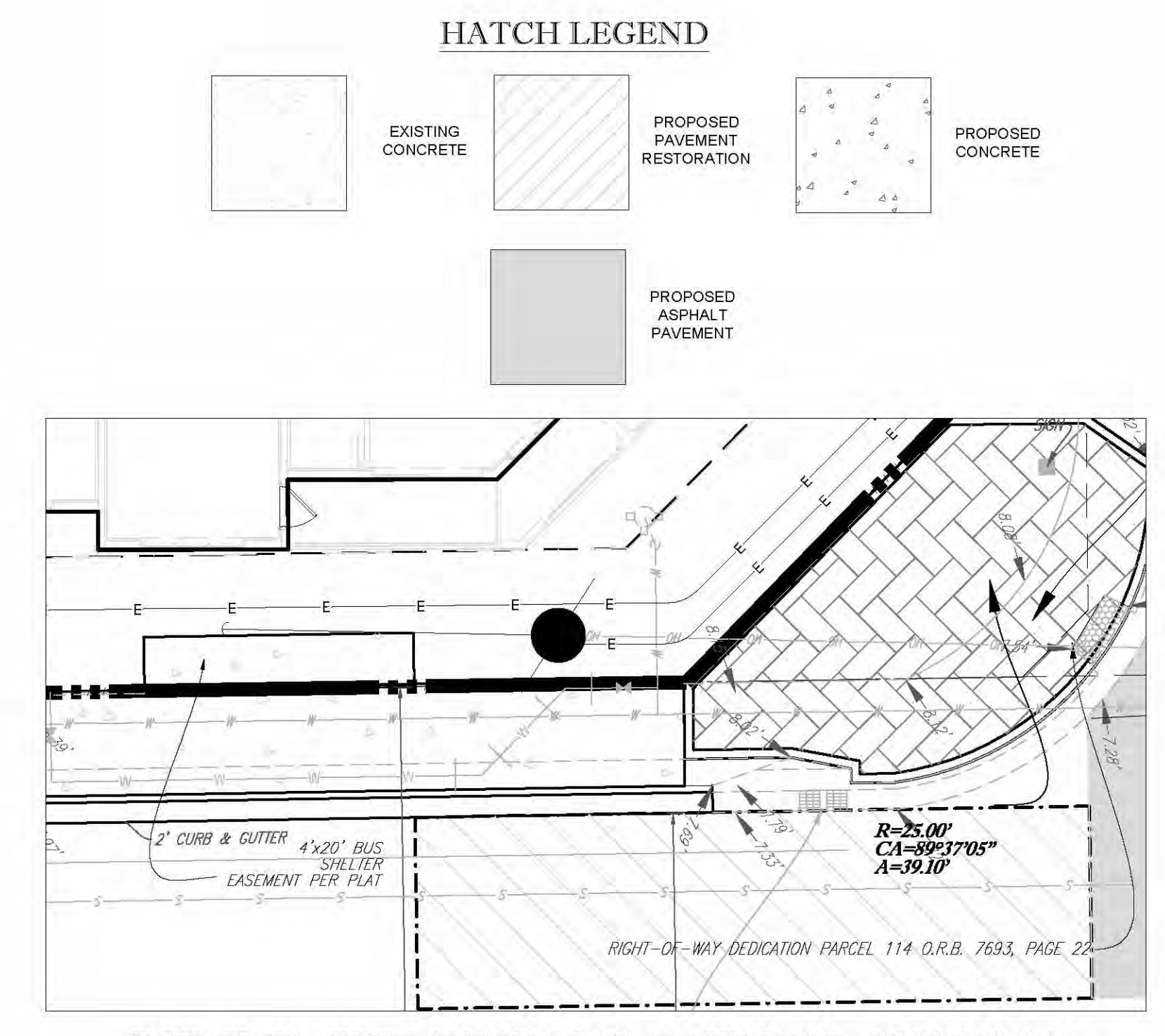
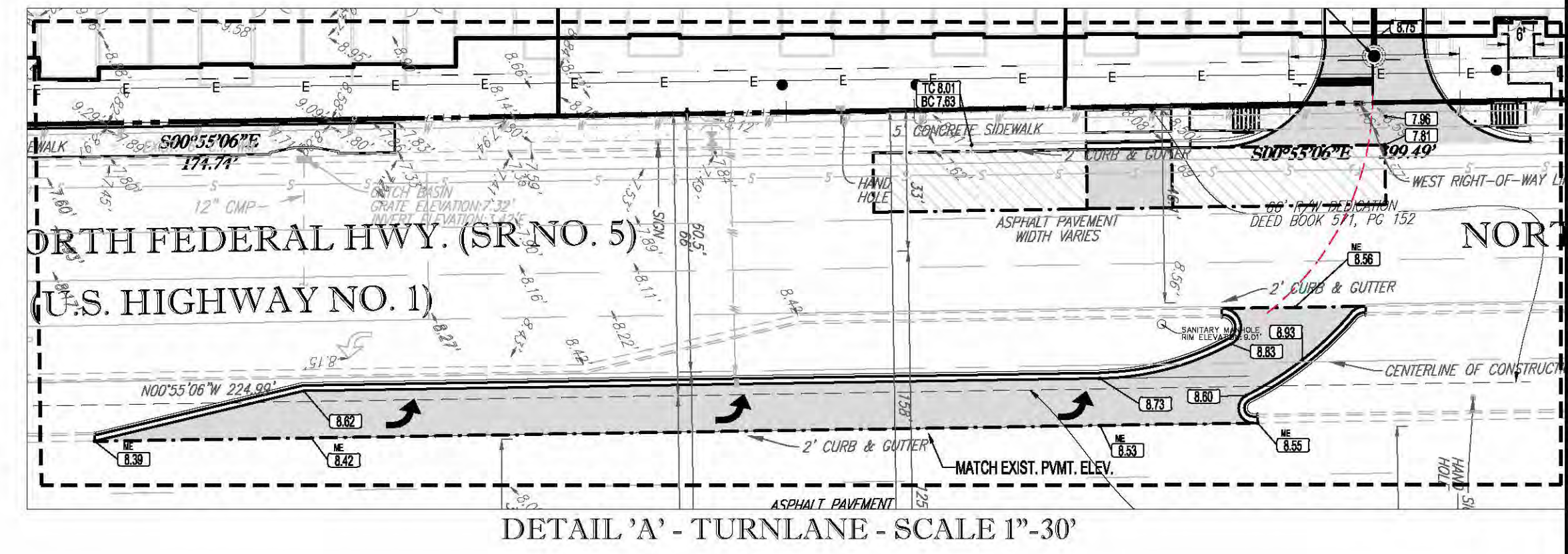
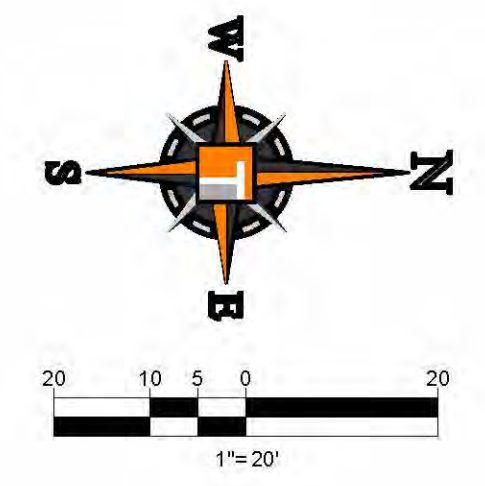
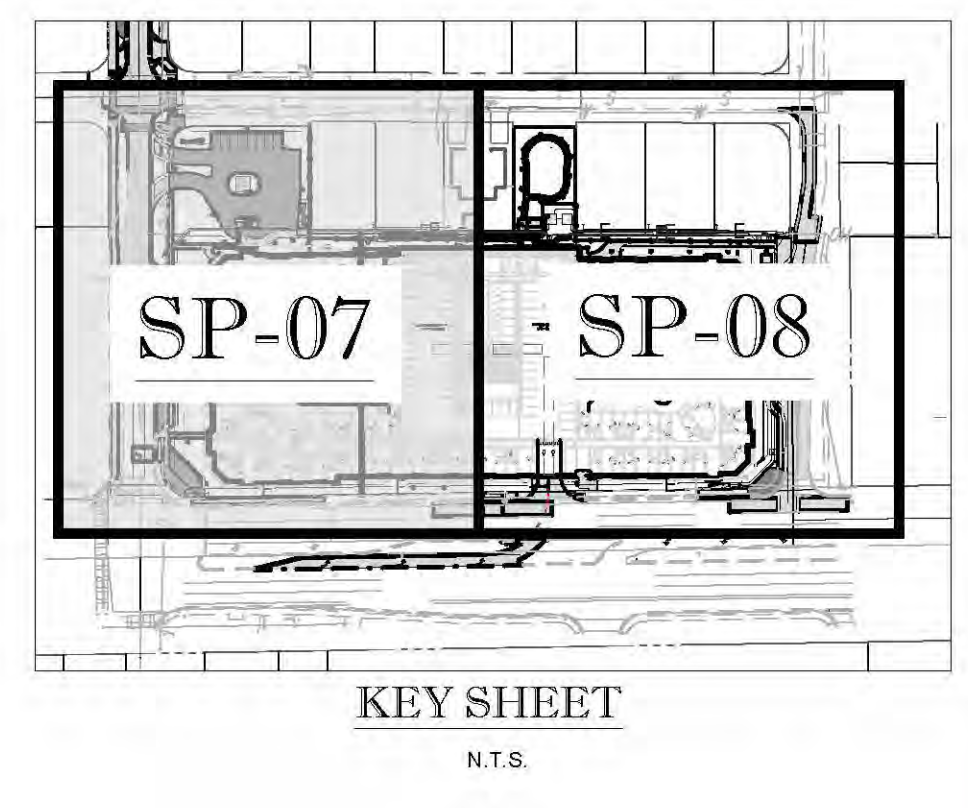


EXHIBIT 1

PAVING, GRADING & DRAINAGE LEGEND		
EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
	UNDERGROUND WATER LINE	
	GAS MAIN	
	SANITARY MAIN	
	STORM SEWER	
	UNDERGROUND ELECTRICAL LINE	
	OVERHEAD ELECTRICAL LINE	
	EXFILTRATION TRENCH	
	SANITARY SEWER	
	SANITARY LATERAL	
	FIRE HYDRANT	
	TRANSFORMER PAD	
	CATCH BASIN	
	BACKFLOW PREVENTER	
	WATER METER	
	CLEAN OUT	
	GRADE SPOT SHOT	



ALL ELEVATIONS ARE BASED ON NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD 88).

THOMAS

ENGINEERING GROUP

CIVIL ENGINEERS - PROJECT MANAGERS - LAND PLANNING - LANDSCAPE ARCHITECTS

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4850 W. KENNEDY BLVD.
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TAMPA, FL 33609
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F: 813-279-4101

REVISIONS

REV.	DATE	REVISION	BY

811

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PROJECT No.: F170091
DRAWN BY: CAD
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
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c=US, postalCode=33409, serialNumber=1014,
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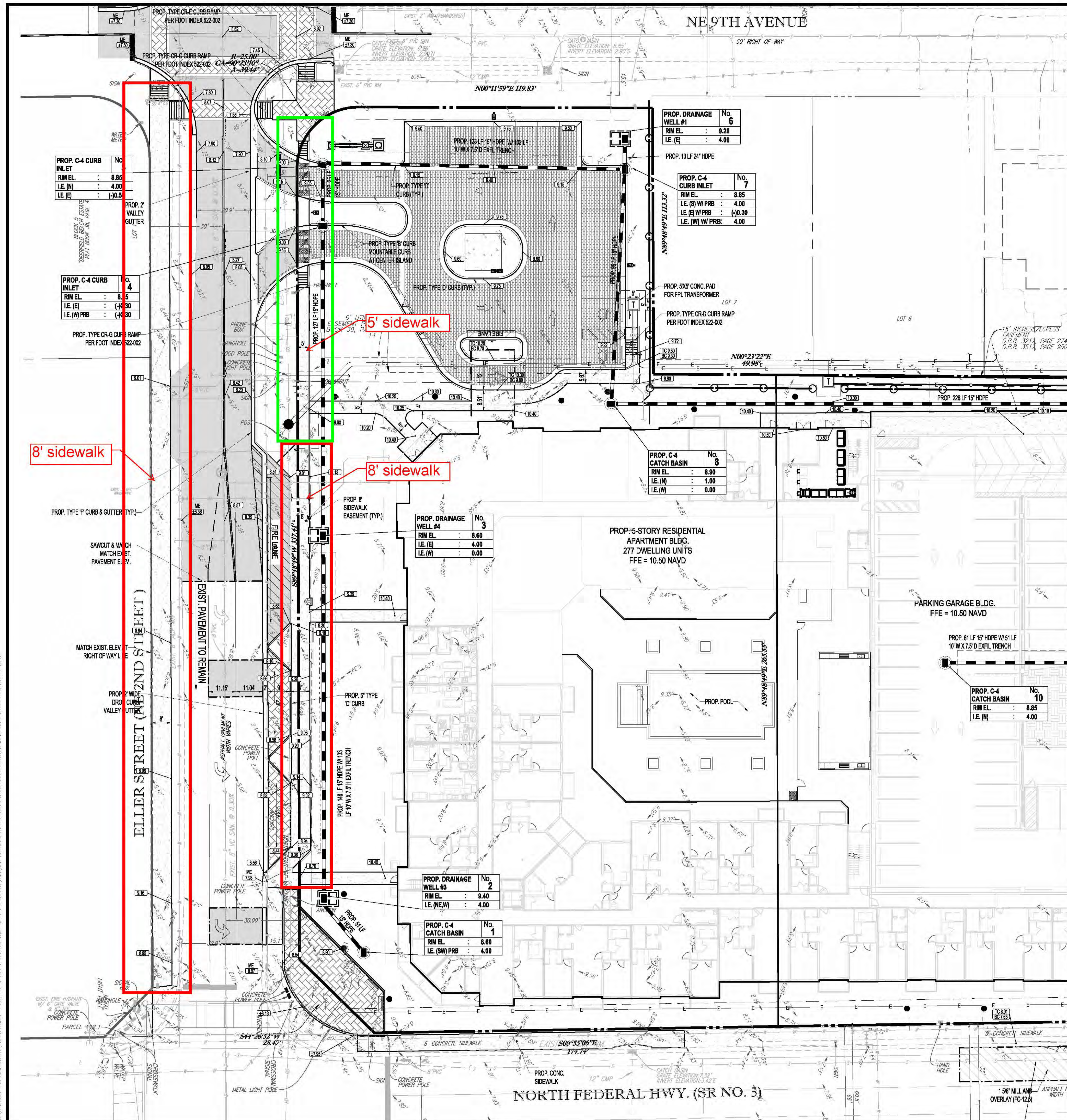
Matthew J. Cigale

SHEET TITLE:

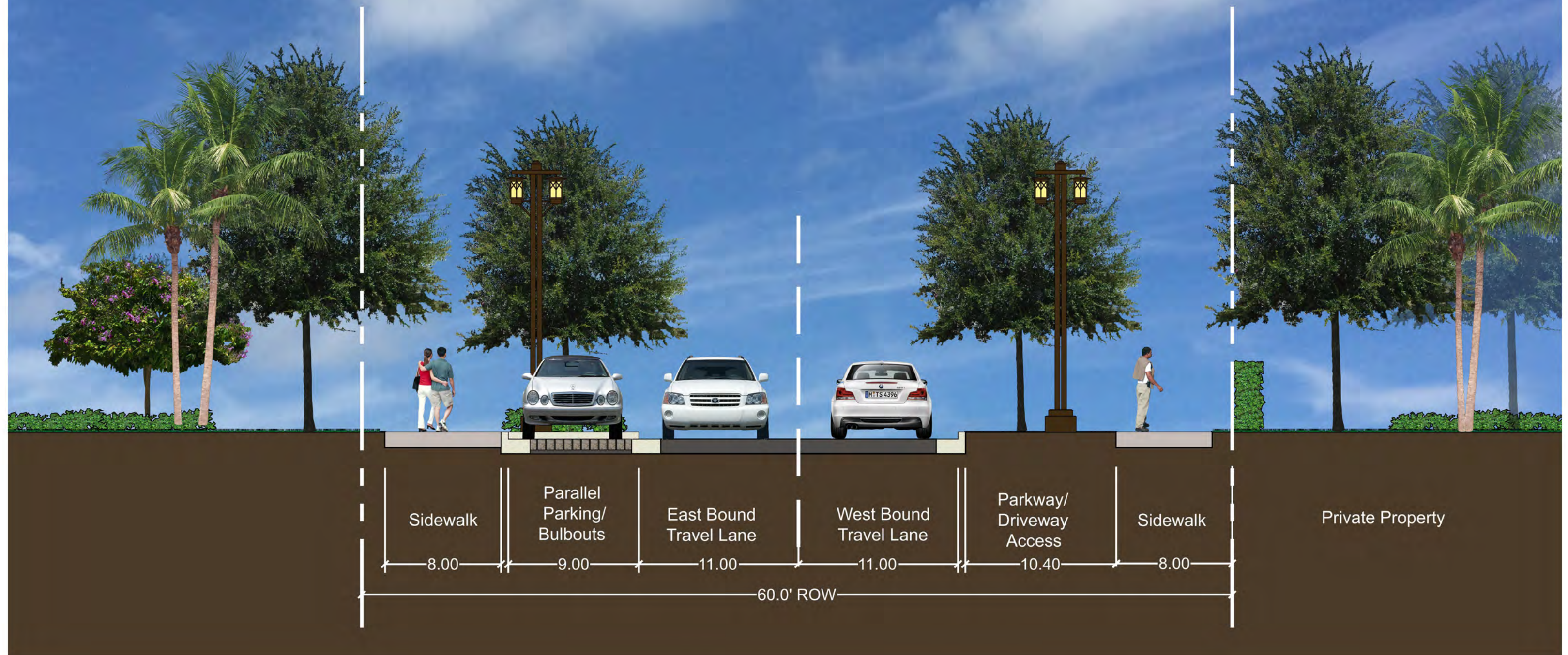
PAVING, GRADING
& DRAINAGE PLAN

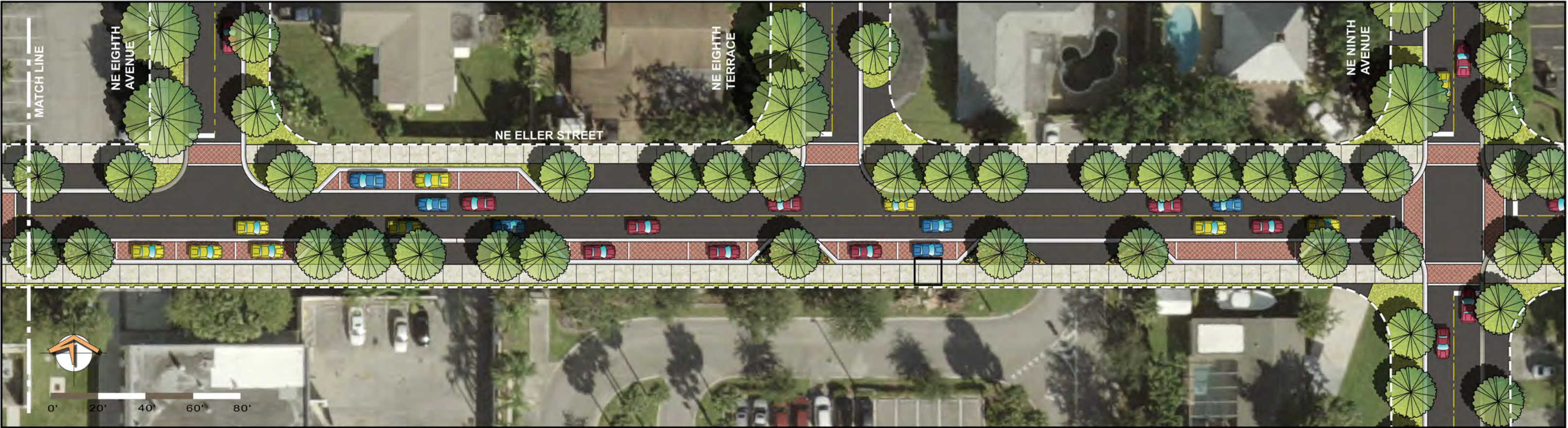
SHEET NUMBER:

SP-08



PROPOSED SECTION NE ELLER STREET





NE ELLER STREET STREETSCAPE IMPROVEMENTS

CITY OF DEERFIELD BEACH

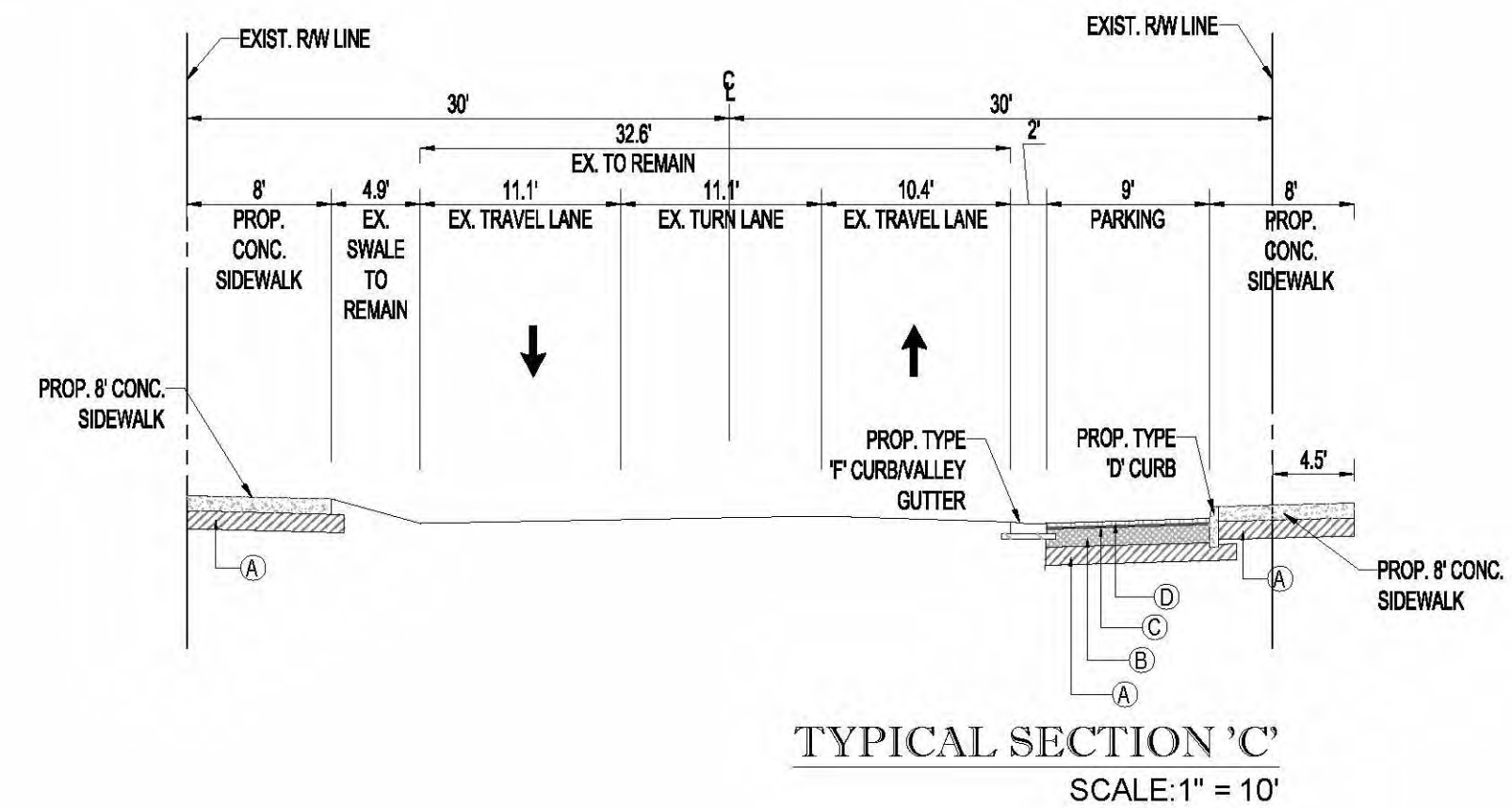
[illegible]

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 OWNERS RESPONSIBLE TO CONSTRUCT

- 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 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" ASPHALTIC 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.
- 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).

[illegible]

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY
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DRAWN BY:	CAD
CHECKED BY:	ROT
DATE:	
CAD I.D.:	F170091-OFFSITE ELLER PGD

PROJECT:

**221, 231 & 299
N. FEDERAL HWY**

FOR

CRD FEDERAL LLC

DEERFIELD BEACH
FLORIDA

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 08.58.2013.05.00

SHEET TITLE:
**OFFSITE ELLER
STREETSCAPE PAVING,
GRADING & DRAINAGE
PLAN**

SP-16

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
	UNDERGROUND WATER LINE	
	GAS MAIN	
	SANITARY MAIN	
	STORM SEWER	
	UNDERGROUND ELECTRICAL LINE	
	OVERHEAD ELECTRICAL LINE	
	EXFILTRATION TRENCH	
	SANITARY SEWER	
	SANITARY LATERAL	
	FIRE HYDRANT	
	TRANSFORMER PAD	
	CATCH BASIN	
	BACKFLOW PREVENTER	
	WATER METER	
	CLEAN OUT	
	GRADE SPOT SHOT	

- 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).

EXIST. R.W. LINE

30'

30'

EXIST. R.W. LINE

8' CONC. SIDEWALK

9' PARKING

2'

11' TRAVEL LANE

11' TRAVEL LANE

2'

9' LANDSCAPE

8' CONC. SIDEWALK

PROP. 8' CONC. SIDEWALK

PROP. TYPE 1' CURB

PROP. TYPE 1' CURBVALLEY' GUTTER

PROP. TYPE 1' CURB

PROP. 8' CONC. SIDEWALK

A

B

C

D

E

e

Page 195 of 669

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 30th Street, Suite 500 • Palm City • Florida • 34990

(772) 286-8030 • 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.

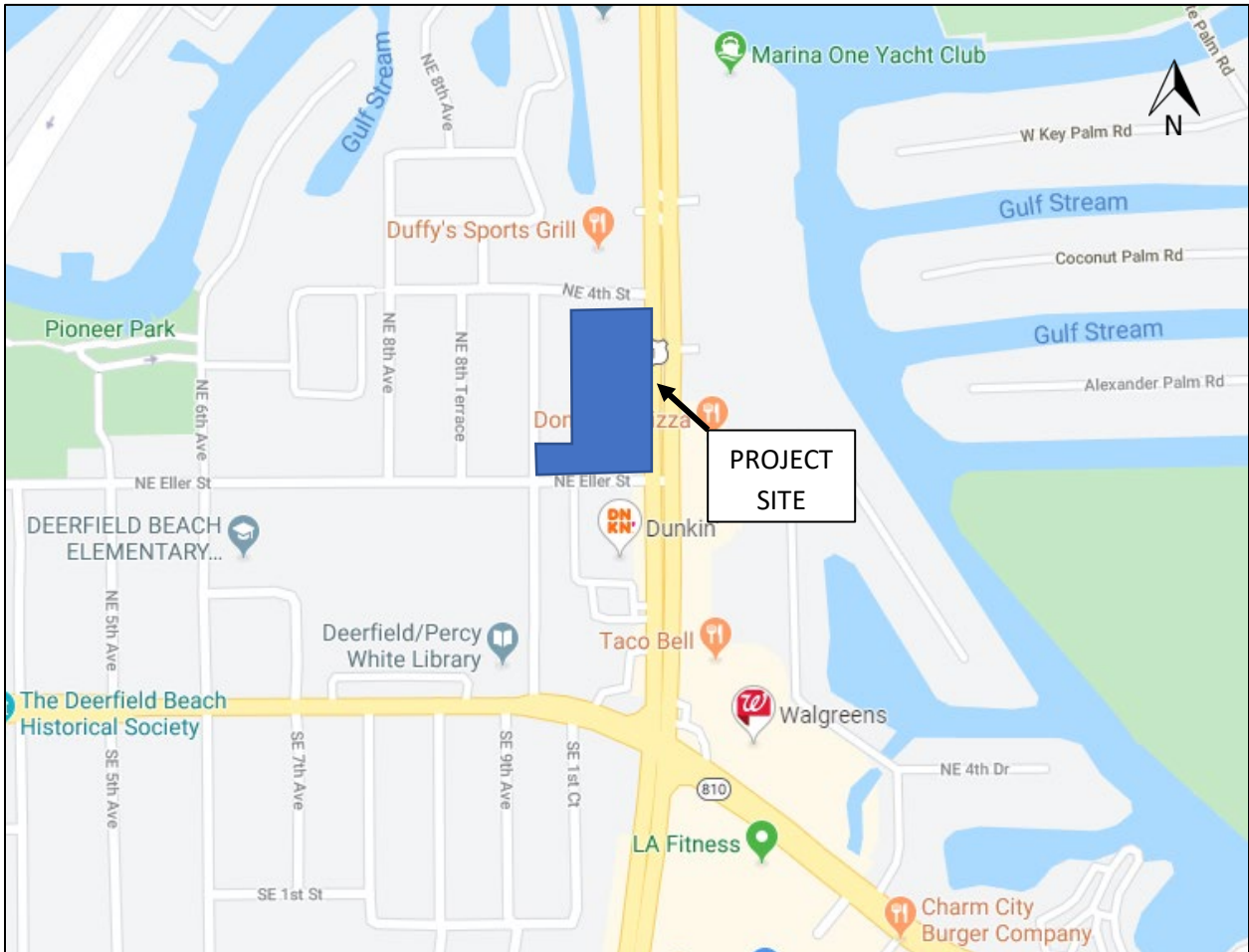
Inventory & Planning Data

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 4th St & NE 9th Ave – ~~2/25/2020 & 3/5/2020~~ Week of 10/10/2022
2. NE Eller St & NE 9th 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 4th St – Week of 10/10/2022
8. NE 4th Street & NE 8th Avenue – Week of 10/10/2022 or Week of 10/17/2022
9. NE 4th Street & NE 8th Terrace – Week of 10/10/2022 or Week of 10/17/2022
10. NE 8th Avenue & Eller Street – Week of 10/10/2022 or Week of 10/17/2022
11. NE 8th 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 100th 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, 10th 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* (11th 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 4th St & NE 9th Ave
2. NE Eller St & NE 9th 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 4th St
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

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 9th 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 2nd 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 10th Edition: Land Use – 710 – General Office Building~~

ITE 11th 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 Trip Generation								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed Site Traffic</u>								
Multifamily Housing (Mid-Rise)	277 DU	1,275	110	29	81	108	66	42
NET CHANGE IN TRIPS ON ROADWAY NETWORK (FOR THE PURPOSES OF		1,275	110	29	81	108	66	42
DRIVEWAY VOLUMES		1,275	110	29	81	108	66	42
Note: Trip generation was calculated using the following data from ITE' <i>Trip Generation, 10th Edition</i> :								
Land Use	ITE			Pass-by Rate	AM Peak Hour		PM Peak Hour	
	Code	Unit	Daily Rate		in/out	Rate	in/out	Equation
Multifamily Housing (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

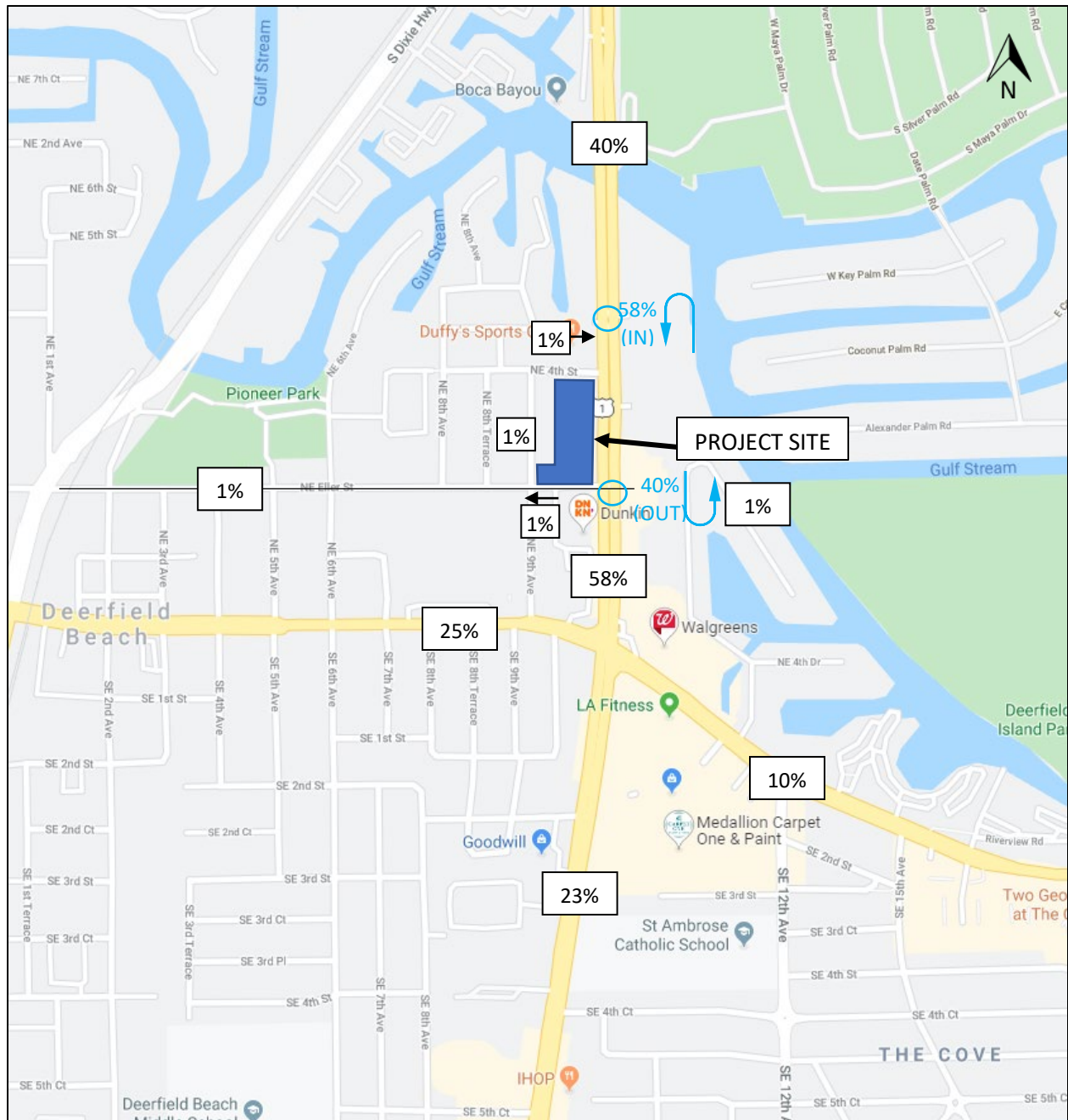


Exhibit 2B: Trip Distribution

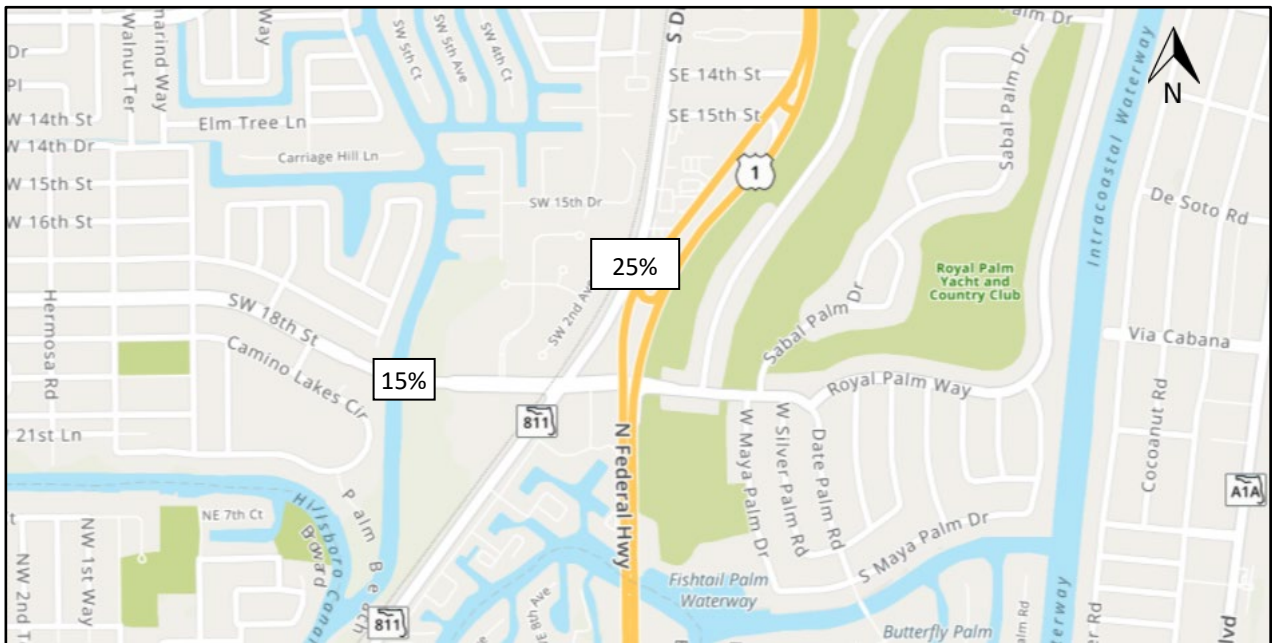


Exhibit 3: Growth Rate Calculation

Road Name	From	To	2015	2016	2017	2018	2019	Annual 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 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%	66%	853 Convenience Market with Gasoline Pumps	Weekday, AM Peak Period	F.15	F.11	
			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%	35%	912 Drive-In Bank	Weekday, AM Peak Period	F.25	—	
			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%	50%	934 Fast-Food Restaurant with Drive-Through Window	Weekday, AM Peak Period	F.31	—	
			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%	42%	944 Gasoline/Service Station	Weekday, AM Peak Period	F.35	—	
			Weekday, PM Peak Period	F.36	—	
62%	56%	945 Gasoline/Service Station with Convenience Market	Weekday, AM Peak Period	F.37	F.18	
			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

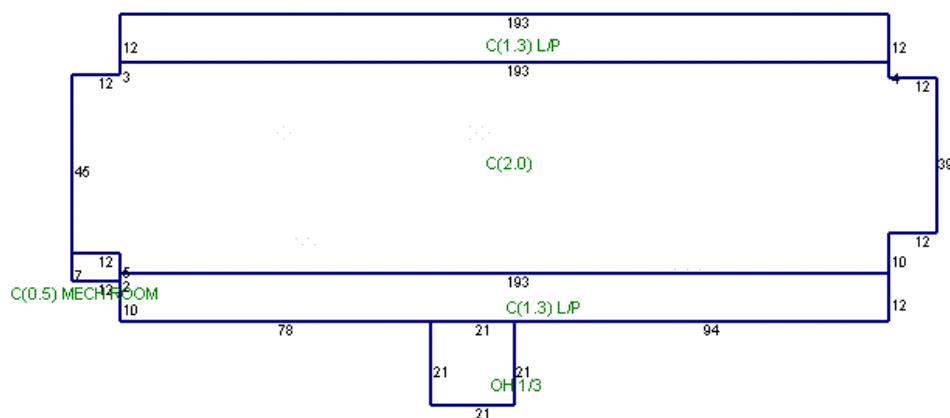
Sales History

Land Calculations

Special Assessments

Page 209 of 669

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%

Page : 1
File : 7331-00-0501.xml
Subject information :

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

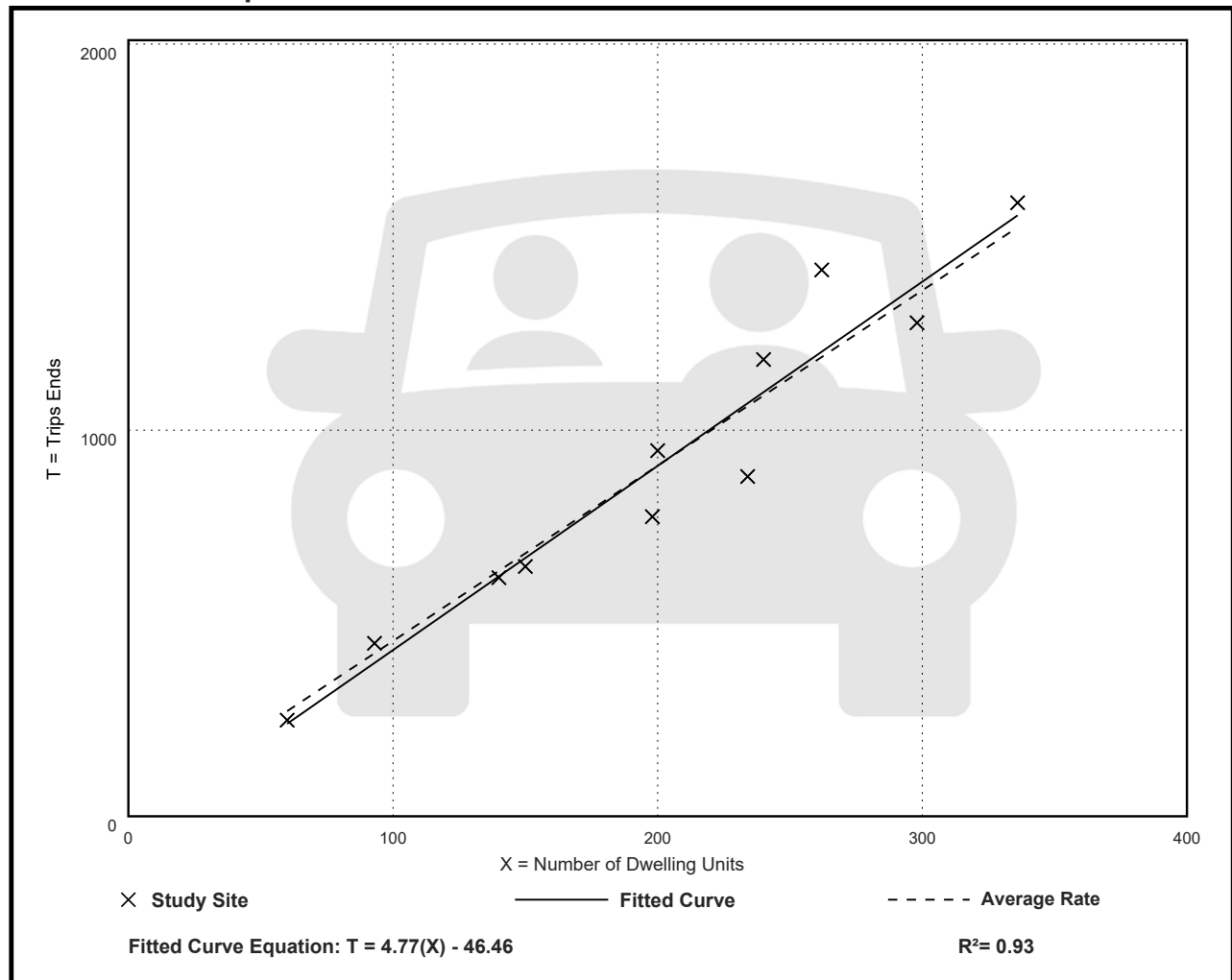
Avg. Num. of Dwelling Units: 201

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

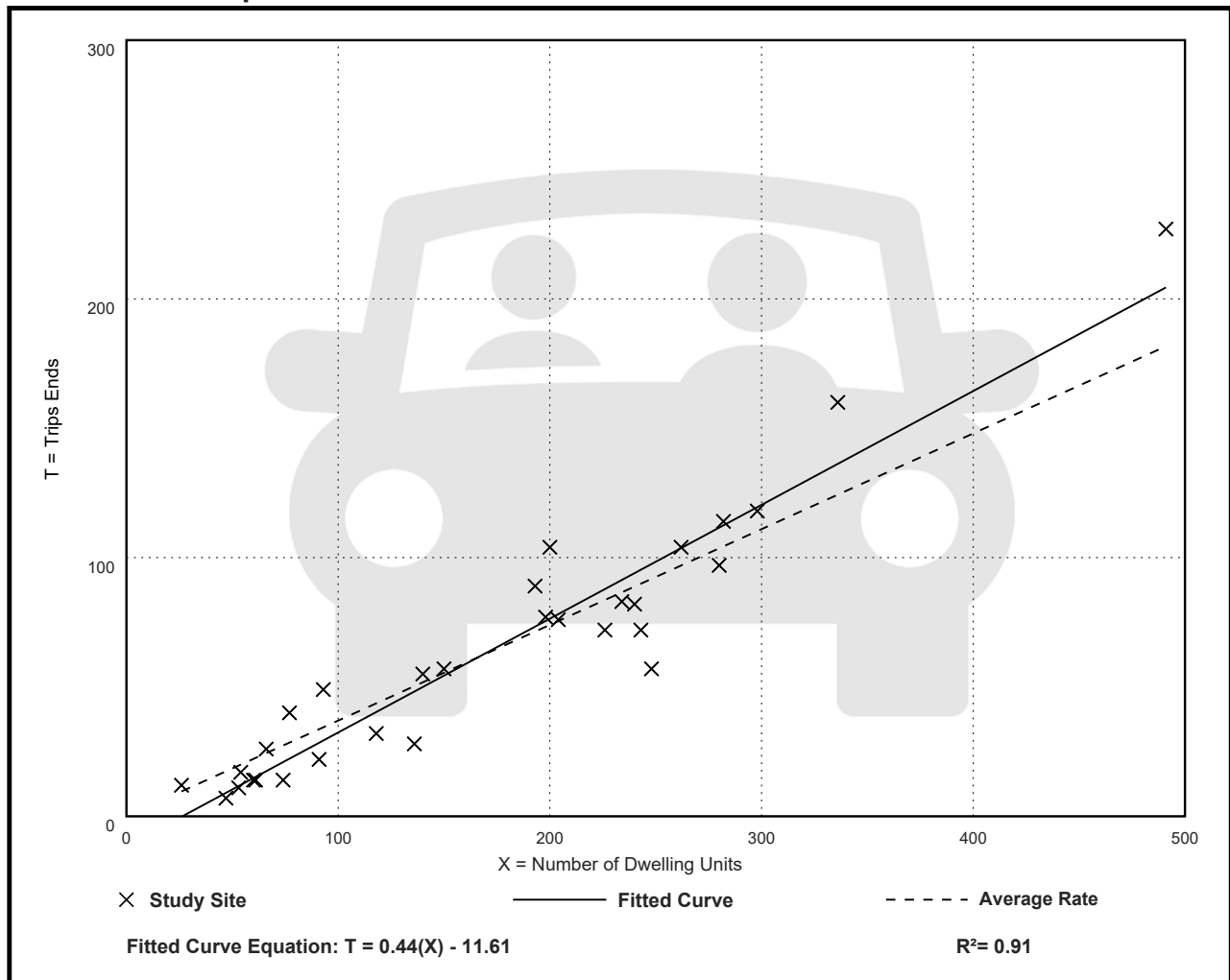
Avg. Num. of Dwelling Units: 173

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

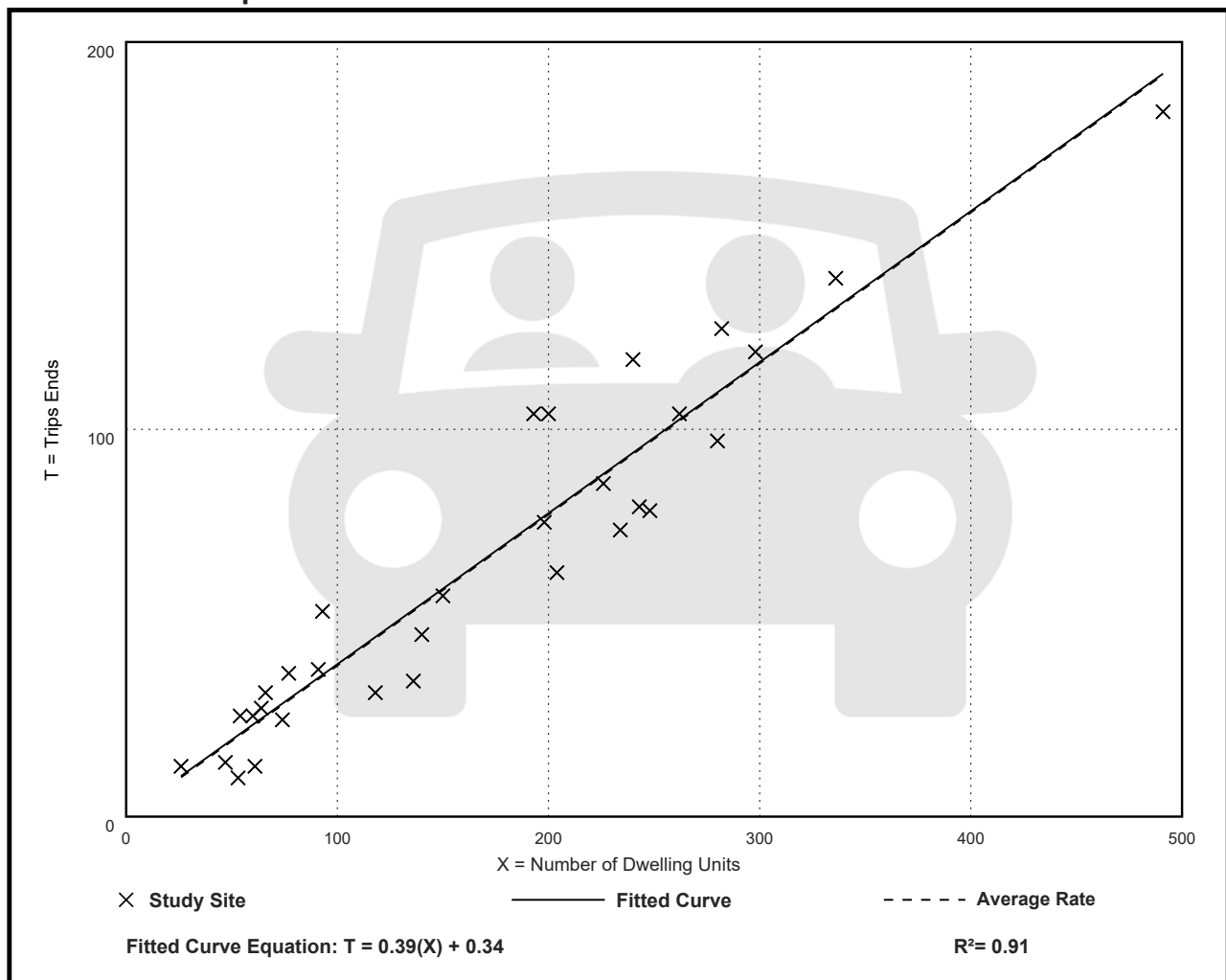
Avg. Num. of Dwelling Units: 169

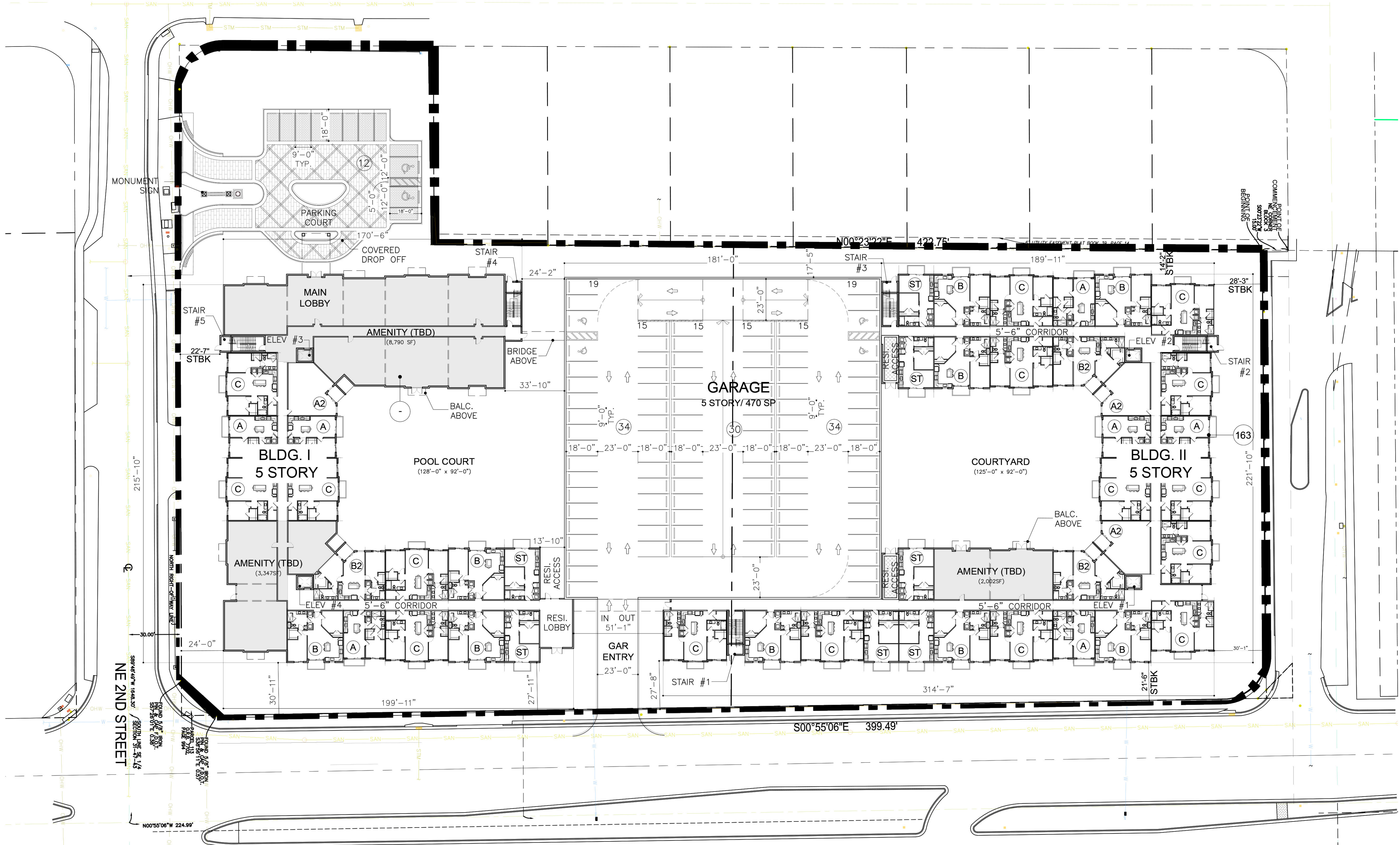
Directional Distribution: 61% entering, 39% exiting

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
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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																																		
10/13/2022																																																		
<u>Existing Volumes</u>	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																																		
Adjusted Volumes		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																																		
2025 Volumes		0	27	1		1	8	0		14	0	4		0	0	0																																		
<u>Pre Development Volumes</u>		0	27	1		1	8	0		14	0	4		0	0	0																																		
<u>Project Traffic</u>		0	0	0		0	0	0		0	0	0		0	0	0																																		
<u>Post Development Volumes</u>		0	27	1		1	8	0		14	0	4		0	0	0																																		
Project Traffic Assignment	<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></td><td>In</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%		
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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
Peak Hour Traffic Volume		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																																		
10/13/2022																																																		
<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																																		
Adjusted Volumes	0	0	7	1	0	4	14	0	0	3	0	7	0	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	0	0		0	1	0		0	0	0		0	0	0																																		
2025 Volumes	0	0	7	1	0	4	15	0	0	3	0	7	0	0	0	0																																		
<u>Pre Development Volumes</u>	0	0	7	1		4	15	0		3	0	7		0	0	0																																		
<u>Project Traffic</u>	0	0	0	0		0	0	0		0	0	1		0	0	0																																		
<u>Post Development Volumes</u>	0	0	7	1		4	15	0		3	0	8		0	0	0																																		
Project Traffic Assignment	<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></td><td>In</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
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
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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	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
Adjusted Volumes		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
2025 Volumes		6	250	70		8	125	6		32	5	21		4	2	2
<u>Pre Development Volumes</u>		6	250	70		8	125	6		32	5	21		4	2	2
<u>Project Traffic</u>		0	0	0		0	1	0		0	0	0		0	0	0
<u>Post Development Volumes</u>		6	250	70		8	126	6		32	5	21		4	2	2
Project Traffic Assignment	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
		1	6	252	23	0	28	183	9	0	20	5	35	0	3	3	5	573

Peak Hour Traffic Volume

4:45 PM	5:45 PM	1	4	122	14	0	18	100	5	0	14	4	21	0	1	2	3	309
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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>	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
Adjusted Volumes		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
2025 Volumes		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
Project Traffic Assignment																
		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
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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	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
Adjusted Volumes		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
2025 Volumes		0	0	0		5	0	3		0	12	16		4	8	0
<u>Pre Development Volumes</u>		0	0	0		5	0	3		0	12	16		4	8	0
<u>Project Traffic</u>		0	0	0		0	0	0		0	0	0		0	0	0
<u>Post Development Volumes</u>		0	0	0		5	0	3		0	12	16		4	8	0
Project Traffic Assignment		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
Peak Hour Traffic Volume		0	0	0	0	1	15	0	2	0	0	23	5	0	2	13	0	61
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
11/29/2022																
<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
Adjusted Volumes	0	0	0	0	6	6	0	2	0	0	17	3	0	1	10	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	0		0	1	0
2025 Volumes	0	0	0	0	6	6	0	2	0	0	18	3	0	1	11	0
<u>Pre Development Volumes</u>	0	0	0	0	6	6	0	2	0	0	18	3	0	1	11	0
<u>Project Traffic</u>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>Post Development Volumes</u>	0	0	0	0	6	6	0	2	0	0	18	3	0	1	11	0
Project Traffic Assignment	0.0%	0.0%	0.0%	0.0%	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
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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
11/30/2022																
<u>Existing Volumes</u>	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
Adjusted Volumes		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
2025 Volumes		0	14	4		0	3	6		1	0	2		8	0	1
<u>Pre Development Volumes</u>		0	14	4		0	3	6		1	0	2		8	0	1
<u>Project Traffic</u>		0	0	0		0	0	0		0	0	0		0	0	0
<u>Post Development Volumes</u>		0	14	4		0	3	6		1	0	2		8	0	1
Project Traffic Assignment																
	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
		0	0	7	2	0	9	10	9	1	2	2	4	0	10	0	0	56
Peak Hour Traffic Volume																		
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
11/30/2022																
<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
Adjusted Volumes		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
2025 Volumes		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
Project Traffic Assignment		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
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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
Peak Hour Traffic Volume		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																
		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
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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
Peak Hour Traffic Volume		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
Peak Hour Traffic Volume		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																																		
10/12/2022																																																		
<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																																		
Adjusted Volumes	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																																		
2025 Volumes	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																																		
Project Traffic Assignment	<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></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td>40.0%</td><td>0.0%</td><td></td><td></td><td>0.0%</td><td>40.0%</td><td>0.0%</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	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	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
Peak Hour Traffic Volume		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	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	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%	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
Peak Hour Traffic Volume		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				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
Peak Hour Traffic Volume																		
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
Adjusted Volumes		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
2025 Volumes		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
Post Development Volumes		51	6	93		18	8	2		177	1578	19	17	15	1984	41
Project Traffic Assignment				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	ebL	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	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
		0	238	793	308	1	236	770	339	11	583	2204	537	81	362	1293	136	7892

Peak Hour Traffic Volume

8:00 AM	9:00 AM	0	150	429	188	1	139	410	169	7	339	1289	335	50	214	706	77	4503
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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	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
Adjusted Volumes		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
2025 Volumes		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
Project Traffic Assignment	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
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
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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>	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
Adjusted Volumes		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
2025 Volumes		112	517	424		282	467	270		354	1260	334		387	1618	145
<u>Pre Development Volumes</u>		112	517	424		282	467	270		354	1260	334		387	1618	145
<u>Project Traffic</u>		17	0	0		0	0	7		0	15	0		4	10	10
<u>Post Development Volumes</u>		129	517	424		282	467	277		354	1275	334		391	1628	155
Project Traffic Assignment	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	nbu	nbf	nbt	nbr	sbu	sbf	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
Peak Hour Traffic Volume		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	nbu	nbf	nbt	nbr	sbu	sbf	sbt	sbr
10/12/2022																
<u>Existing Volumes</u>	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
Adjusted Volumes		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
2025 Volumes		0	0	0		0	0	0	25	29	1847	1		4	1073	0
<u>Pre Development Volumes</u>		0	0	0		0	0	0	25	29	1847	1		4	1073	0
<u>Project Traffic</u>		0	0	0		0	0	0	0	0	34	0		0	10	0
<u>Post Development Volumes</u>		0	0	0		0	0	0	25	29	1881	1		4	1083	0
Project Traffic Assignment		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	Out 40.0%	0.0%		0.0%	In 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	##
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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	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
Adjusted Volumes		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
2025 Volumes		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
Project Traffic Assignment											Out		In			
		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
Peak Hour Traffic Volume		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
10/12/2022																
<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
Adjusted Volumes		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
2025 Volumes		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
Project Traffic Assignment				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
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
Peak Hour Traffic Volume		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	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
10/12/2022																
<u>Existing Volumes</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
Adjusted Volumes		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
2025 Volumes		0	0	0		0	0	0		0	1879	0		0	1116	0
<u>Pre Development Volumes</u>		0	0	0		0	0	0		0	1879	0		0	1116	0
<u>Project Traffic</u>		0	0	84		0	0	0		15	34	0		0	0	10
<u>Post Development Volumes</u>		0	0	84		0	0	0		15	1913	0		0	1116	10
Project Traffic		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
10/12/2022																
<u>Existing Volumes</u>	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
Adjusted Volumes		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
2025 Volumes		0	0	0		0	0	0		0	1609	0		0	2064	0
<u>Pre Development Volumes</u>		0	0	0		0	0	0		0	1609	0		0	2064	0
<u>Project Traffic</u>		0	0	42		0	0	0		38	17	0		0	0	27
<u>Post Development Volumes</u>		0	0	42		0	0	0		38	1626	0		0	2064	27
Project Traffic		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

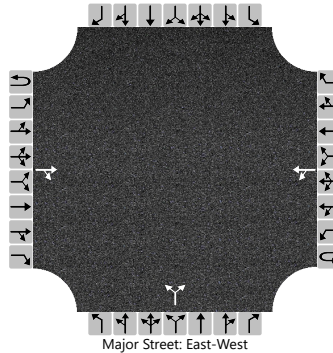
General Information

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 ₉₅ (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

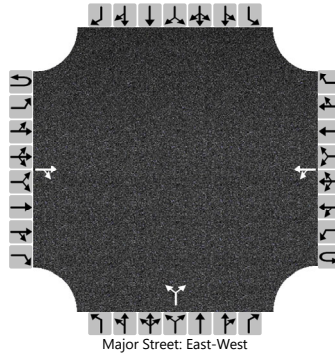
General Information

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 ₉₅ (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

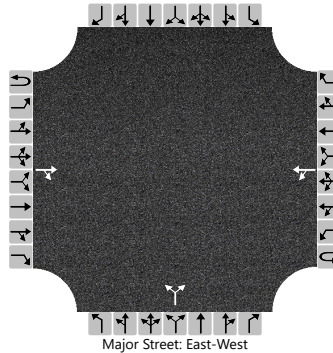
General Information

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 ₉₅ (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

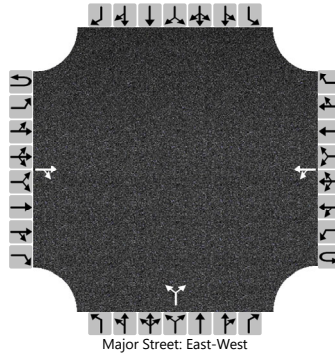
General Information

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 ₉₅ (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

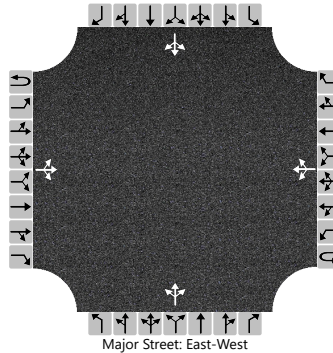
General Information

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 ₉₅ (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

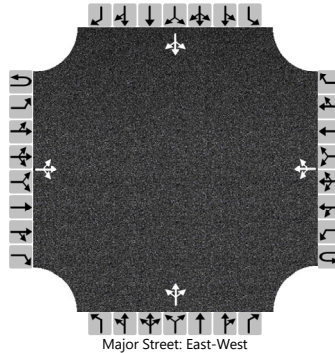
General Information

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 ₉₅ (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

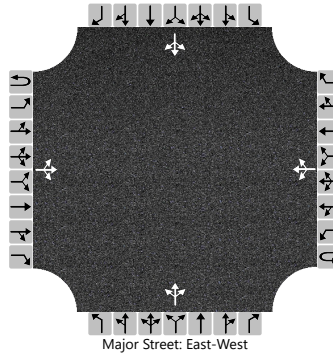
General Information

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 ₉₅ (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

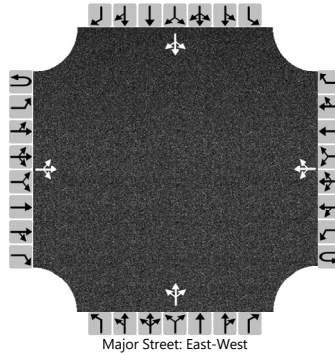
General Information

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 ₉₅ (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

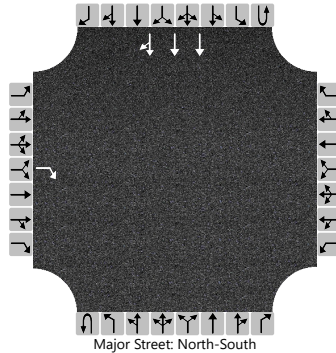
General Information

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 ₉₅ (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

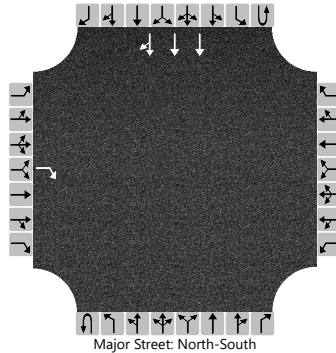
General Information

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 ₉₅ (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

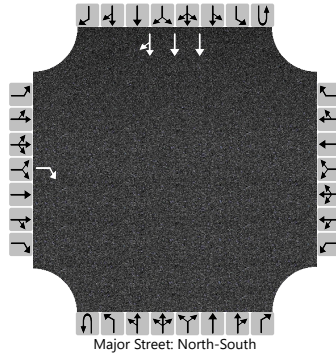
General Information

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 ₉₅ (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

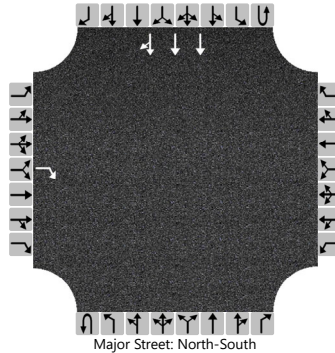
General Information

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															

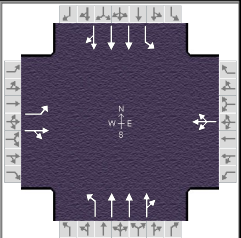
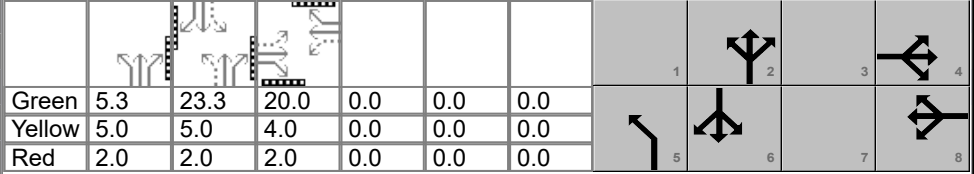
Critical and Follow-up Headways

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 ₉₅ (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 (v), 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 (v), 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	

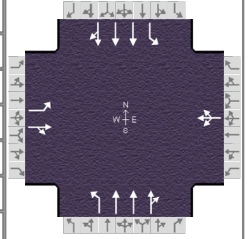
HCS7 Signalized Intersection Results Summary

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 _c), 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 _s), s		7.3		5.0	5.5	18.7		16.4
Green Extension Time (g _e), 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 _s), s	2.3	2.9			0.0		3.5	16.7	16.7	9.9	12.3	12.3
Cycle Queue Clearance Time (g _c), 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 ₁), s/veh	22.5	20.4			21.6		12.8	11.2	11.2	20.3	17.8	17.8
Incremental Delay (d ₂), s/veh	0.0	0.1			0.0		0.1	0.0	0.1	0.2	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	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	

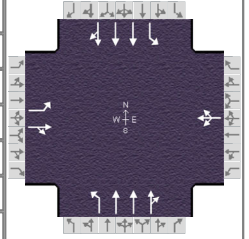
HCS7 Signalized Intersection Results Summary

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, ($Y+R_c$), 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		11.8
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

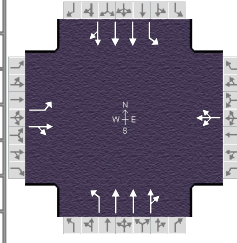
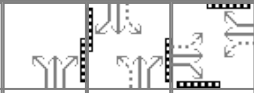
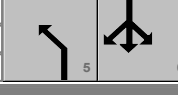
Movement Group Results

	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_s), s	2.9	2.6			0.0		4.4	14.2	14.2	6.1	28.6	28.7
Cycle Queue Clearance Time (g_c), 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_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		1.7	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	14.1	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	

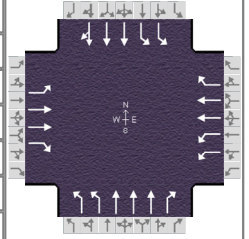
HCS7 Signalized Intersection Results Summary

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, ($Y+R_c$), 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	13.6	17.2	7.6	17.4	15.7	36.0	12.5	18.5
Green Extension Time (g_e), 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_s), 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_c), 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_1), 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_2), 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_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	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

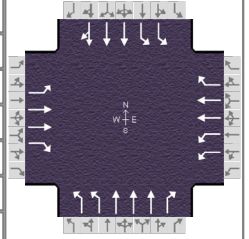
HCS7 Signalized Intersection Results Summary

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 _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	14.1	17.3	7.7	17.6	15.9	36.7	12.9	19.9
Green Extension Time (g _e), 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 _s), 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 _c), 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 ₁), 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 ₂), 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 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	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

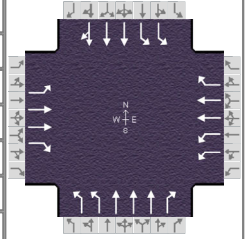
HCS7 Signalized Intersection Results Summary

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		
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

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 _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	10.3	29.0	12.4	15.9	15.0	29.2	16.2	42.0
Green Extension Time (g _e), 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

	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					

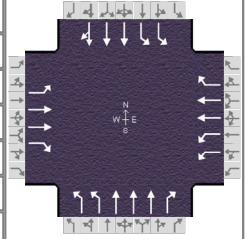
Multimodal Results

	L	T	R	L	T	R	L	T	R	L	T	R
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

Agency	MEP			Duration, h
Analyst	MEP	Analysis Date	Nov 21, 2022	Area Type
Jurisdiction		Time Period		PHF
Urban Street		Analysis Year	2025	Analysis Period
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	Green	18.0	1.4	53.4	11.8	2.9	36.8		
Force Mode	Fixed	Simult. Gap N/S	On	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	

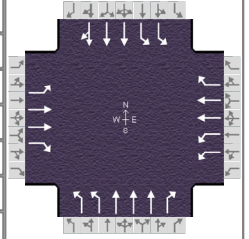
HCS7 Signalized Intersection Results Summary

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 _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	13.3	34.6	14.4	20.0	17.5	32.6	19.1	51.4
Green Extension Time (g _e), 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 _s), 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 _c), 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 ₁), 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 ₂), 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 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	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

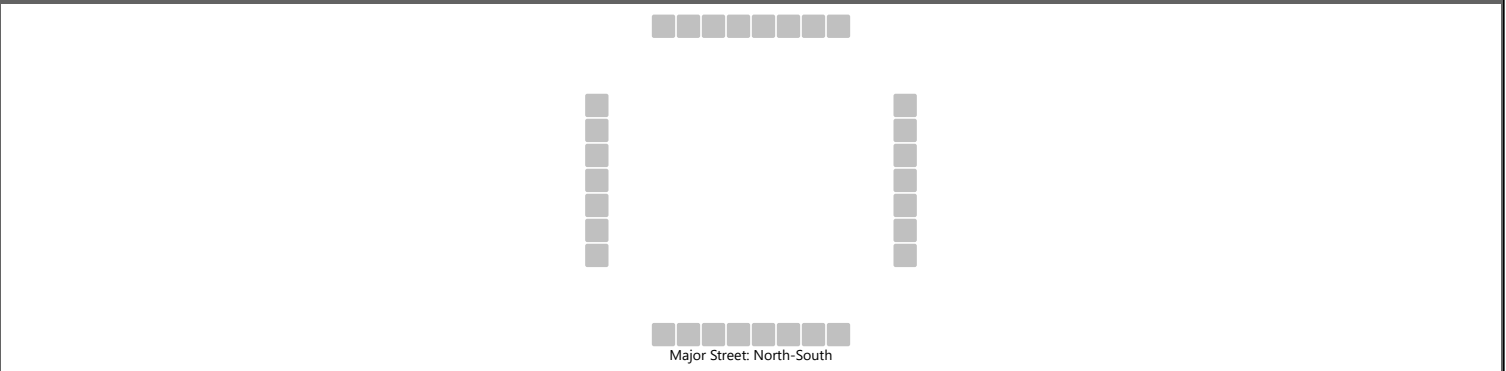
General Information

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 ₉₅ (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

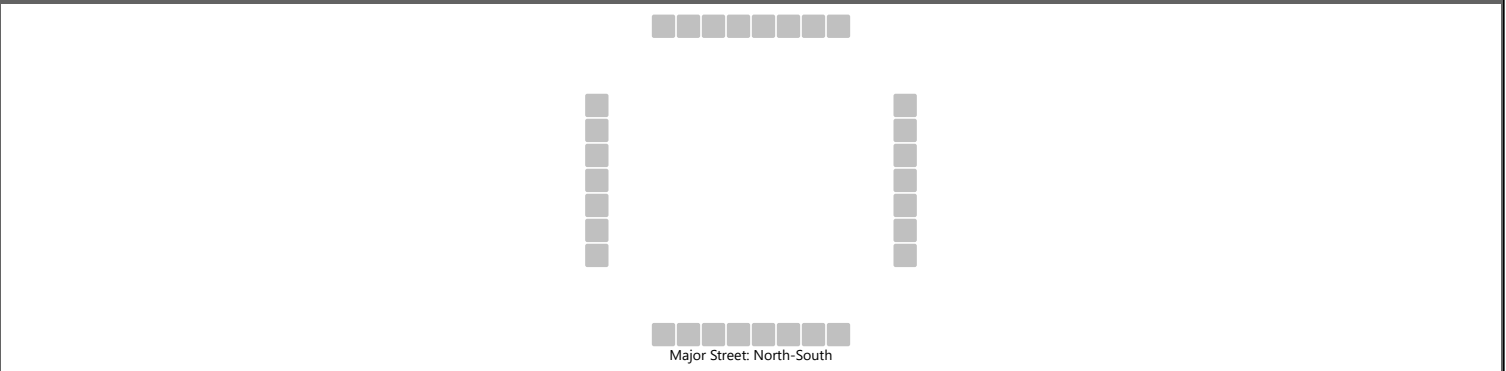
General Information

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 ₉₅ (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

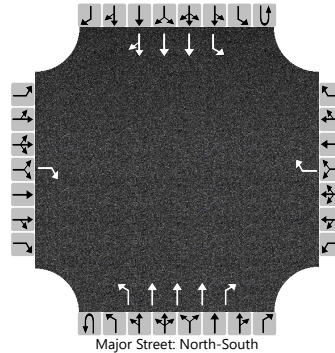
General Information

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 ₉₅ (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

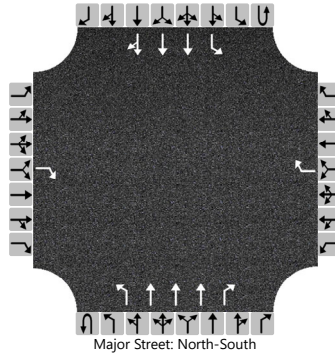
General Information

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

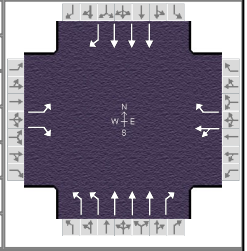
Base Critical Headway (sec)				7.1				7.1	5.6	5.3				5.3		
Critical Headway (sec)				7.14				7.14	5.64	5.34				5.34		
Base Follow-Up Headway (sec)				3.9				3.9	2.3	3.1				3.1		
Follow-Up Headway (sec)				3.92				3.92	2.32	3.12				3.12		

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 ₉₅ (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	Green	18.0	21.4	28.2	9.3	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	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

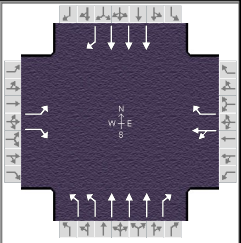
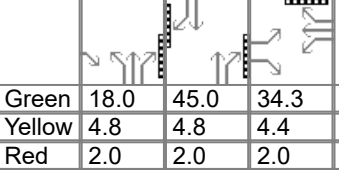
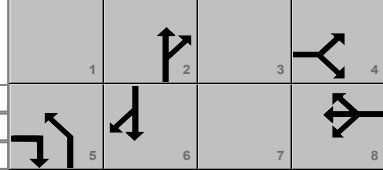
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14	3	8	18	5	2	12		6	16
Adjusted Flow Rate (v), veh/h	404		466		117	106	233	1458	328		752	16
Adjusted Saturation Flow Rate (s), veh/h/ln	1781		1585		1838	1585	1730	1698			1698	1585
Queue Service Time (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

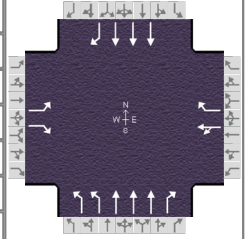
General Information						Intersection Information													
Agency		MEP				Duration, h		0.250											
Analyst		MEP		Analysis Date		Nov 21, 2022		Area Type						Other					
Jurisdiction				Time Period				PHF						0.95					
Urban Street				Analysis Year		2025		Analysis Period						1> 16:00					
Intersection		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	Duration, h	0.250
Analyst	MEP	Analysis Date	Nov 21, 2022
Jurisdiction		Time Period	
Urban Street		Analysis Year	2025
Intersection	US 1 & Royal Palm Way	File Name	7b. US 1 & Royal Palm Way PM.xus
Project Description	2025 PM Post-Development		

Intersection Information



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	Green	18.0	45.0	35.3	14.3	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	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		41.7		22.0	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		34.4		13.8	17.4	23.5		47.0
Green Extension Time (g_e), 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_s), s	14.6		32.4		11.8	6.7	15.4	21.5			45.0	22.7
Cycle Queue Clearance Time (g_c), 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_1), s/veh	44.7		37.0		61.9	59.6	60.0	23.1			47.7	40.1
Incremental Delay (d_2), s/veh	0.3		2.7		3.9	0.9	12.0	0.0			40.5	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	45.0		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

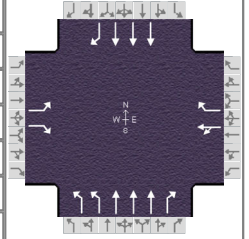
HCS7 Signalized Intersection Results Summary

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 _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		32.0		14.0	17.6	21.9		48.7
Green Extension Time (g _e), 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 _s), s	15.5		30.0		12.0	6.8	15.6	19.9			46.7	21.5
Cycle Queue Clearance Time (g _c), 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 ₁), s/veh	50.2		42.6		62.6	60.2	60.8	19.6			43.5	35.5
Incremental Delay (d ₂), s/veh	1.4		7.9		4.0	0.9	13.1	0.0			7.8	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
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

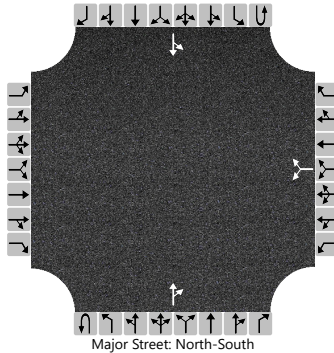
General Information

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 ₉₅ (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

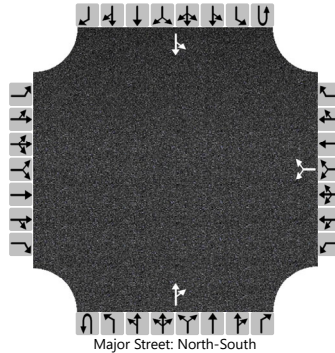
General Information

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 ₉₅ (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

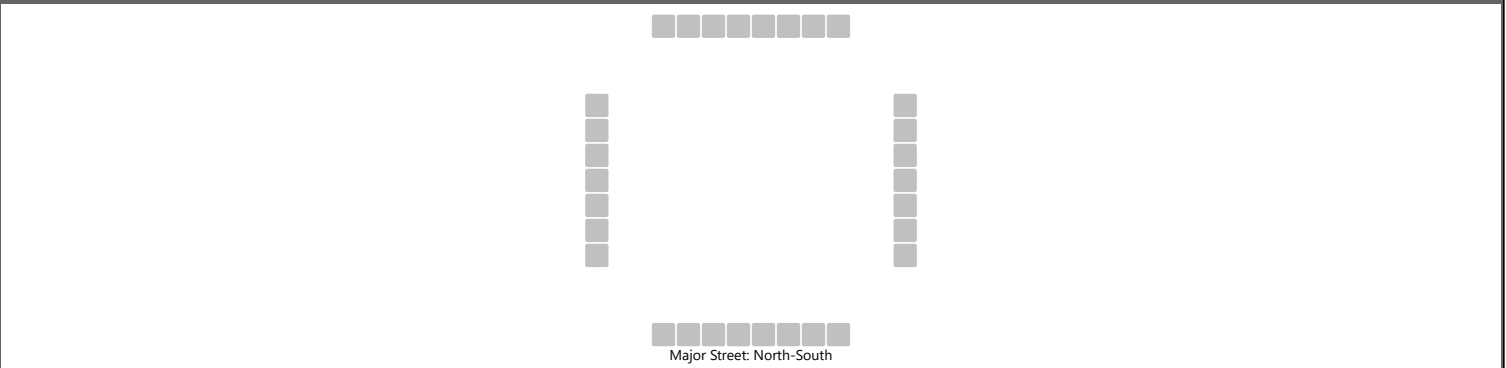
General Information

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 ₉₅ (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

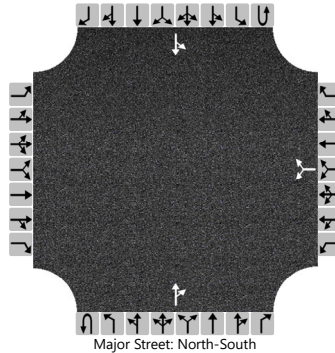
General Information

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 ₉₅ (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

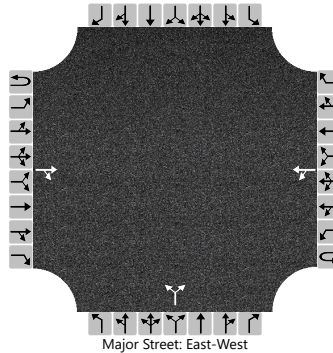
General Information

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 ₉₅ (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

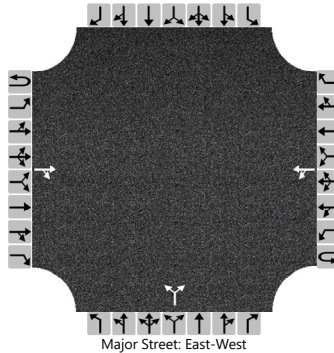
General Information

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 ₉₅ (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

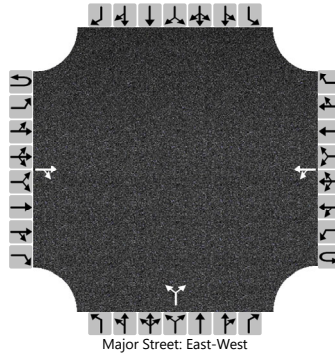
General Information

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 ₉₅ (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

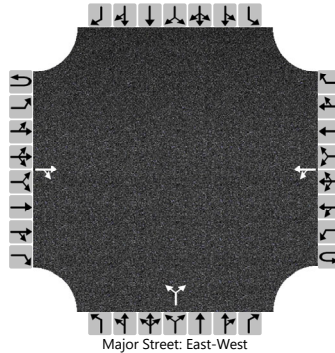
General Information

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 ₉₅ (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

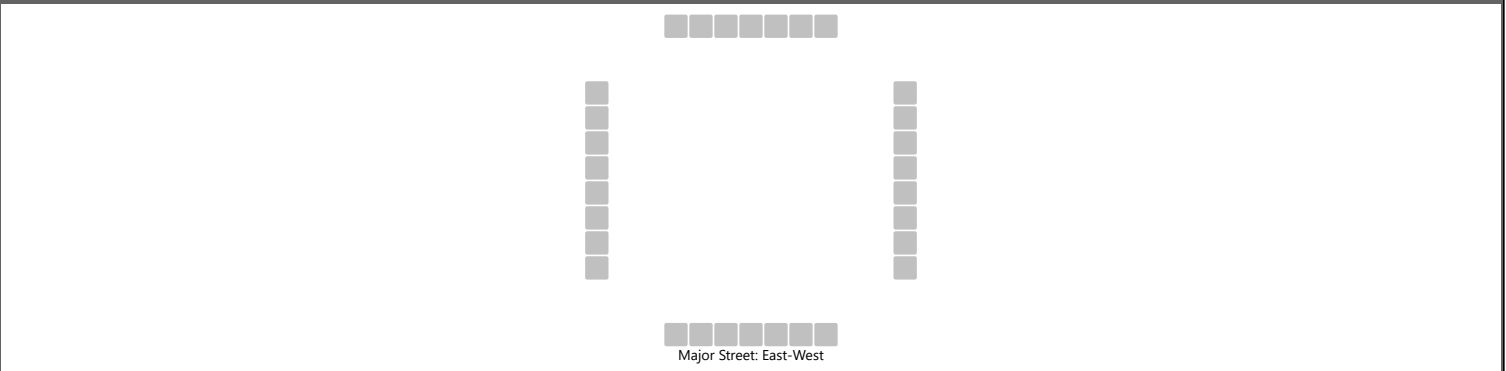
General Information

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 ₉₅ (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

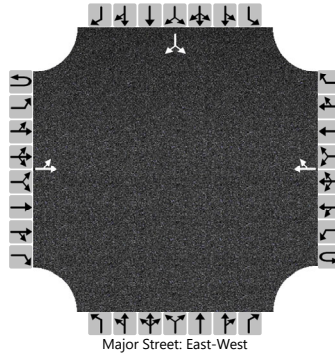
General Information

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 ₉₅ (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

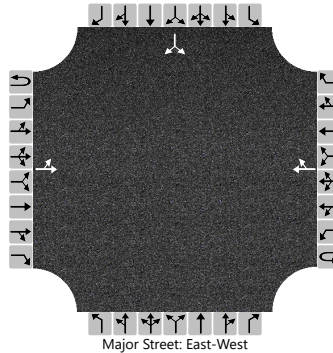
General Information

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 ₉₅ (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

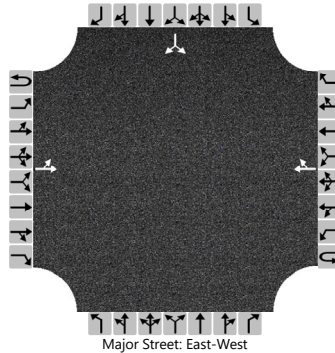
General Information

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 ₉₅ (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

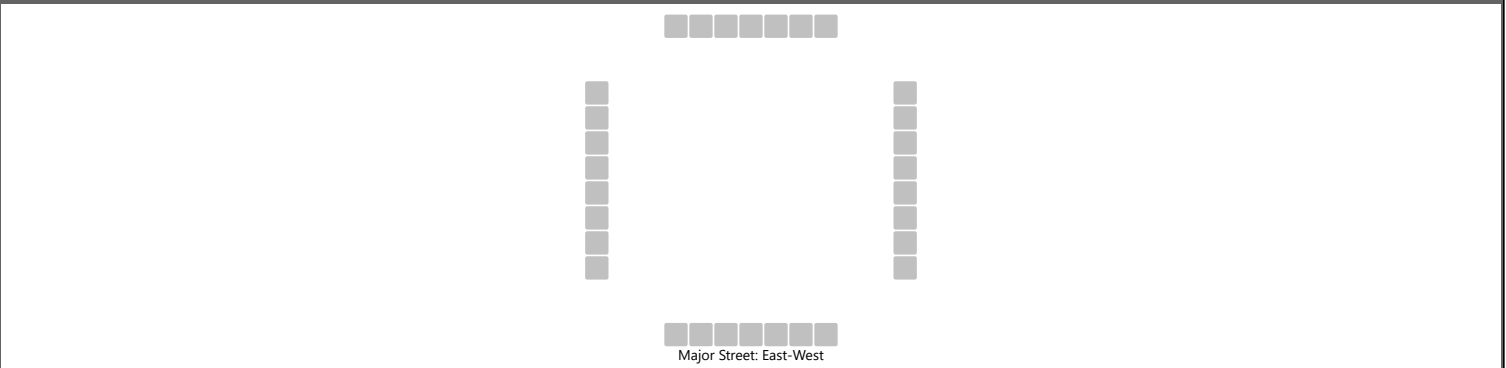
General Information

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 ₉₅ (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

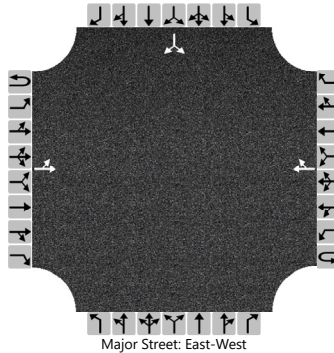
General Information

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 ₉₅ (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

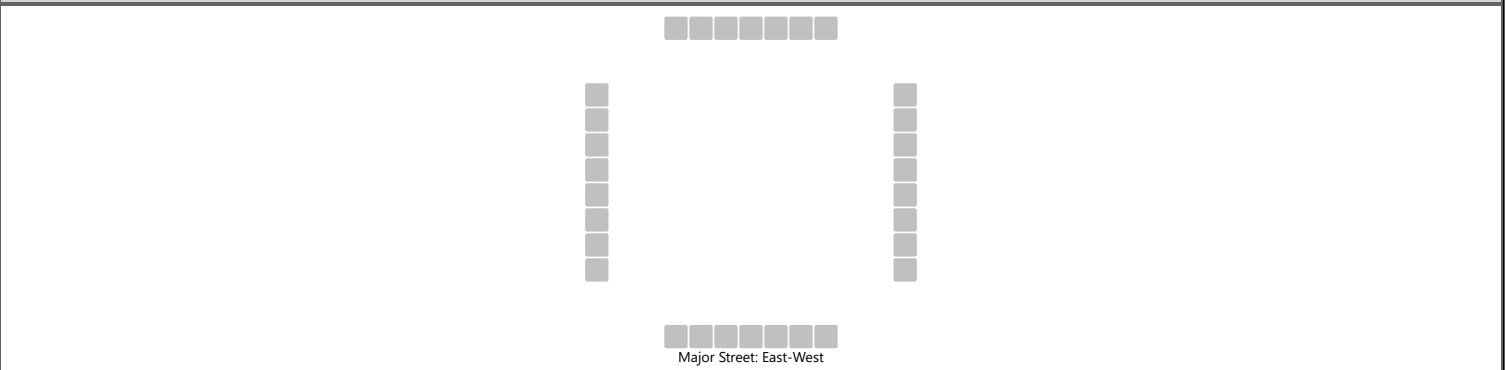
General Information

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 ₉₅ (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

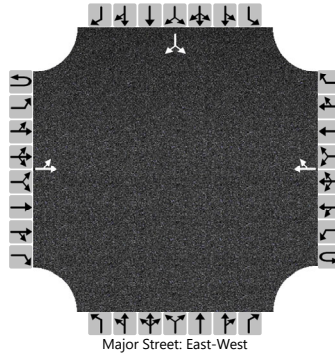
General Information

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 ₉₅ (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

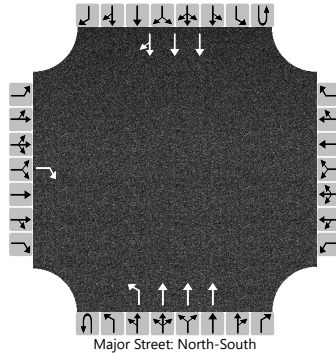
General Information

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 ₉₅ (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

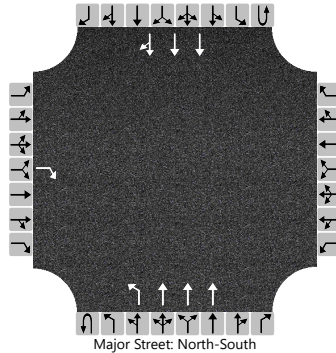
General Information

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 ₉₅ (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

Intersection Number	1167	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	
Modification Number	9	Modification Date	W.O.
Drawing/Project No	DSN GRP 2	FPL Grid Number	87994795504
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 2 STREET (DEERFIELD)		
Municipality	DEERFIELD BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		NB		EB	NBL	SB		WB
Initial Green(MIN)		10		6	4	10		6
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		2.0
Maximum Green I		55		20	12	55		20
Maximum Green II								
Yellow Clearance		5.0		4.0	5.0	5.0		4.0
All Red Clearance		2.0		2.0	2.0	2.0		2.0
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7		7		
Pedestrian Clearance		14		34		14		
Permissive					5-SECT			
Flash Operation		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 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

4_8600_PKSEASON.TXT

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.97 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
39	09/19/2021 - 09/25/2021	1.03	1.06
40	09/26/2021 - 10/02/2021	1.02	1.05
41	10/03/2021 - 10/09/2021	1.01	1.04
42	10/10/2021 - 10/16/2021	1.00	1.03
43	10/17/2021 - 10/23/2021	1.01	1.04
44	10/24/2021 - 10/30/2021	1.01	1.04
45	10/31/2021 - 11/06/2021	1.02	1.05
46	11/07/2021 - 11/13/2021	1.02	1.05
47	11/14/2021 - 11/20/2021	1.03	1.06
48	11/21/2021 - 11/27/2021	1.03	1.06
49	11/28/2021 - 12/04/2021	1.03	1.06
50	12/05/2021 - 12/11/2021	1.03	1.06
51	12/12/2021 - 12/18/2021	1.04	1.07
52	12/19/2021 - 12/25/2021	1.05	1.08
53	12/26/2021 - 12/31/2021	1.06	1.09

* PEAK SEASON

08-MAR-2022 12:36:26

830UPD

4_8601_PKSEASON.TXT



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 31st 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 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 31st 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.

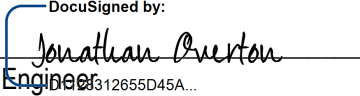
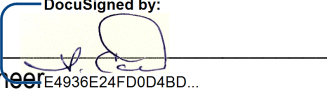
The purpose of this letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway system and to note any required improvements. Earlier Department decisions on this request shall be voided unless expressly approved herein. If the above concept is approved, 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.

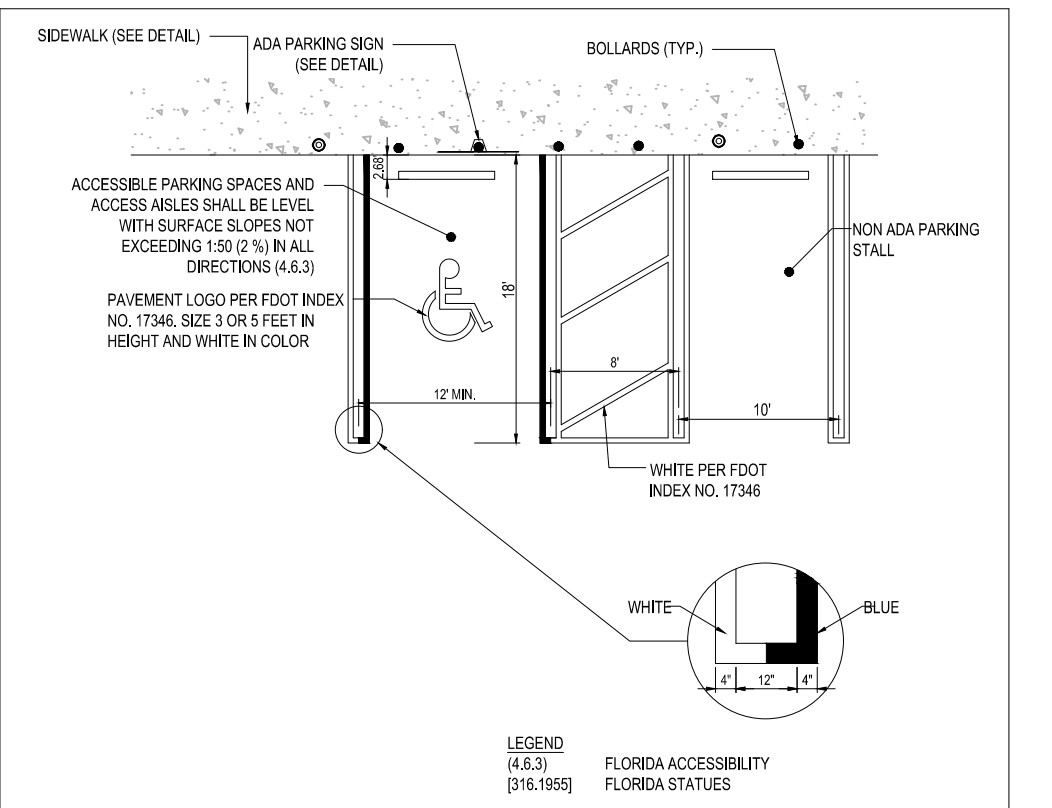
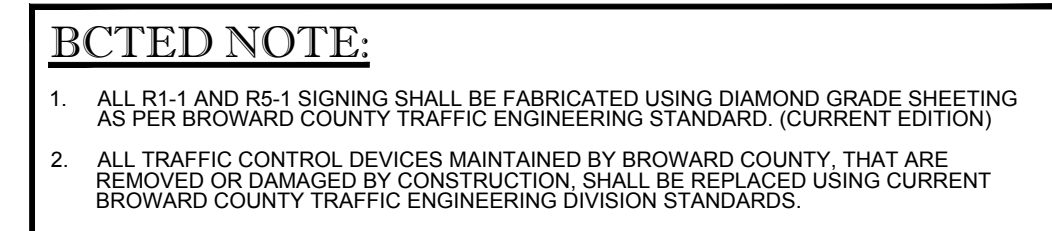
Committee approvals and conditions which are at variance with Department rules or standards are not binding in the permitting process for more than **12 months**.

Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter.

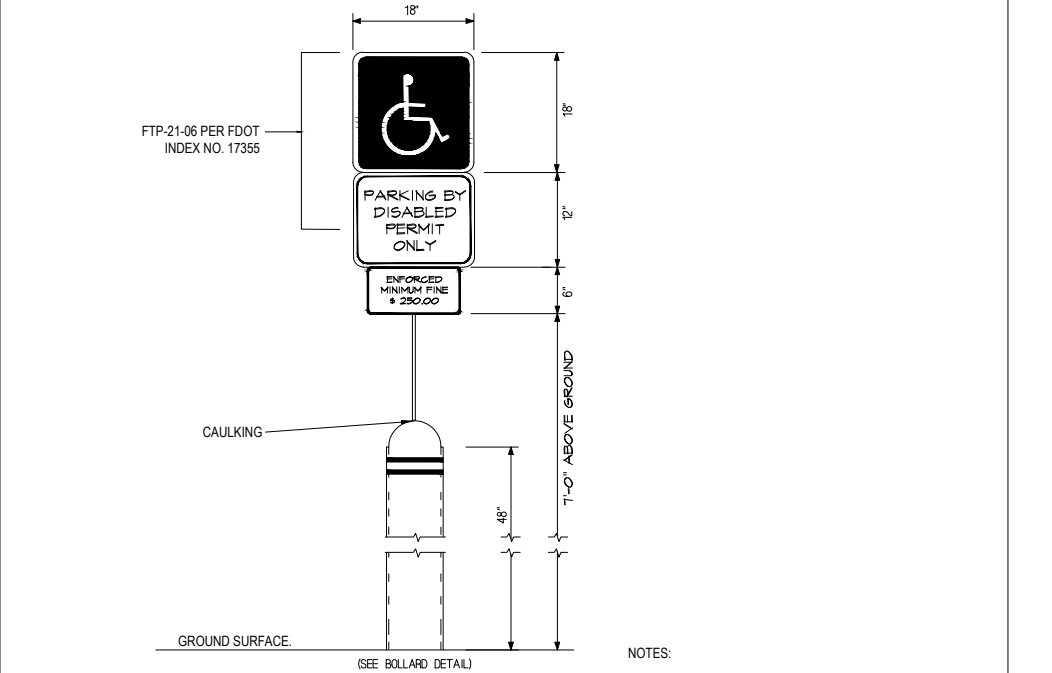
For right-of-way dedication requirements go to: <https://osp.fdot.gov>: Click on Statewide Permit News. Scroll down to District 4. Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

THE DISTRICT ACCESS MANAGEMENT REVIEW COMMITTEE

With the above ruling I		Agree	Disagree
John Olson, P.E. District Design Engineer	DocuSigned by:  D38BA4C842F840E...	☒	July 10, 2024
Jonathan Overton, P.E. District Traffic Operations Engineer	DocuSigned by:  D312655D45A...	☒	July 10, 2024
Antonio Castro, P.E. District Maintenance Engineer	DocuSigned by:  E4936E24FD0D4BD...	☒	July 10, 2024



1 ACCESSIBLE PARKING SPACE - ADA COMPLIANT
SCALE: NONE



2	<u>ACCESSIBLE PARKING SIGNS</u>	N.T.S.
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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.

LEGEND

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

[illegible]

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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

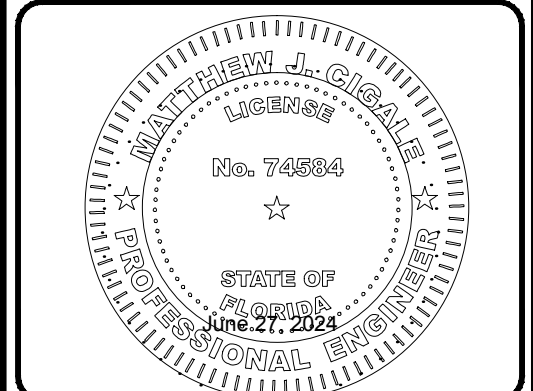
CRD FEDERAL LLC

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DEERFIELD BEACH
FLORIDA



6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
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 2nd 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 2nd Street, the corner of Federal Highway and NE 4th Street, and at the corner of NE 9th Avenue and NE 2nd 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 2nd STREET:**

A. DEVELOPER shall, at no cost to the CITY, construct that portion of NE 2nd 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 2nd Street from NE 9th Avenue to NE 6th 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 2nd 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 2nd 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 2nd 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 8th Ave; (ii) NE 8th Terrace; and (iii) NE 9th 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 8th Ave, NE 8th Terrace, and NE 9th 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"

Property Development Requirements				
	Required (Existing Zoning)		Provided (PDD)	Justification
	B-2	RM-10		
Lot Area, Minimum	10,000 sf	7,000 sf	185,968 sf	
Lot Width, Minimum	100'	100'	574'	
Density, Maximum	N/A	10 DU/AC	40.37 DU/AC (237du/5.8 7 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.
Building Height, Maximum	75'	35'	55' to the 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 th 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.
Setbacks, Minimum Front (Federal Hwy/NE 2 nd Ave) Corner (NE 2 nd St/NE 9 th Ave) Corner (NE 4 th St) Rear (west) Side	B-2 50' 25' 25' 15' 10'	RM-10 25' 15' 15' 15' 10'	PDD 10' 37'/N/A 22.8' 13'/NA N/A	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 4th Street and particularly NE 2nd Street to create pleasant and safe pedestrian ways 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.
Lot Coverage %, Maximum	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.
Minimum Floor Area for Multi-Family Units				
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	
Minimum Landscaped Area	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 nd Street that are joined by an enhanced pedestrian amenity. Parallel parking spaces, lush landscaping and seating areas are also provided along NE 2 nd Street to enhance pedestrian safety. A pedestrian plaza is also provided at the northeast corner of the property.
Number of Intermediate Landscape Islands	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
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.
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	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.
Building Signs Maximum S.F. Light Source	Sec. 102-8(b)(1)a 100 S.F. Internal/Indirect/Spotlight	2 signs each 100 sf. Internal/Indirect/Spotlight	
Monument Sign Height Max Size of Structure Max Size of Sign Face	Sec. 102-9 (2) 10' 80 S.F. 40 S.F.	2 signs 10' 80 S.F. 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

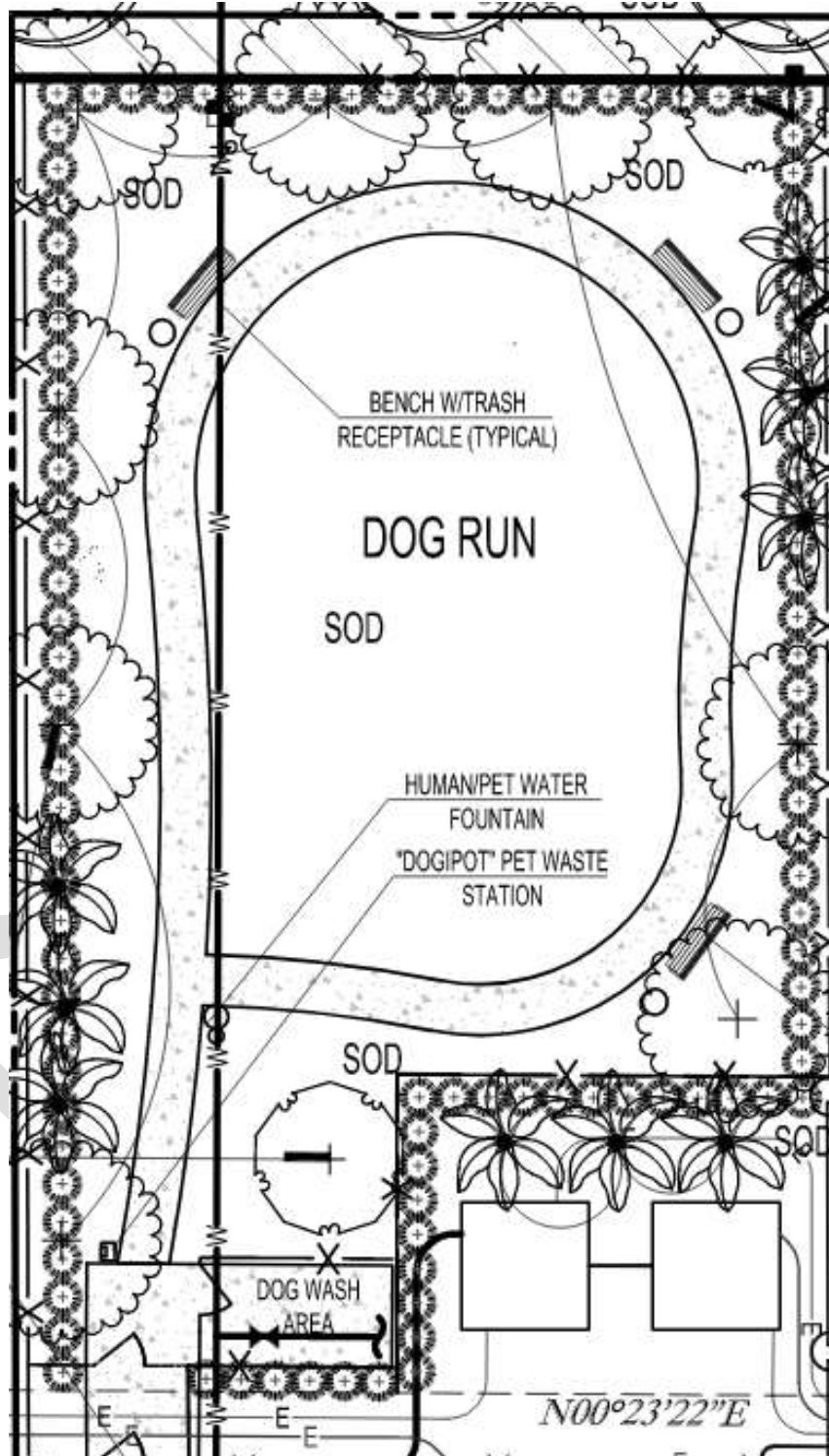


EXHIBIT “E”

NE 2ND STREET CROSS-SECTION



EXHIBIT "F"

FPL UNDERGROUND UTILITY LINES

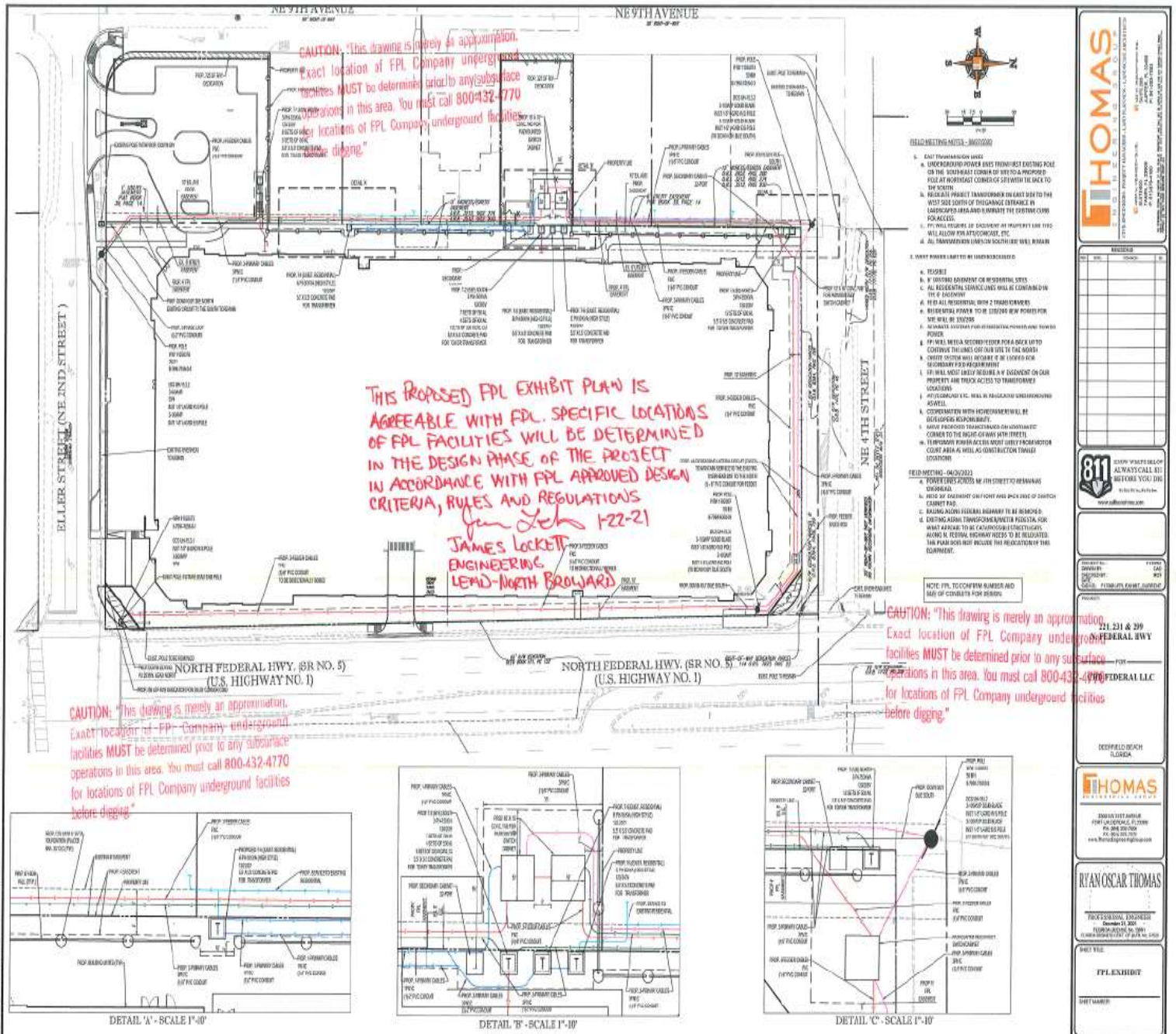
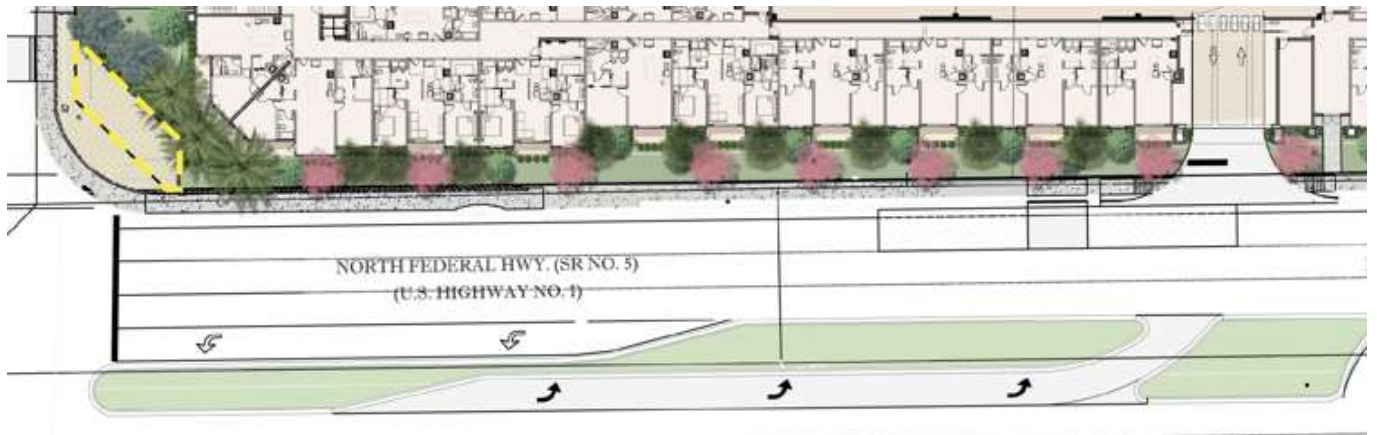


EXHIBIT "G"

TURN LANE IMPROVEMENTS





City of Deerfield Beach

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

Face Sheet File Number: I.D. 2024-613

Agenda Date: 12/3/2024

Status: QUASI-JUDICIAL PUBLIC
HEARINGS

In Control: City Commission

Title

P.H. 2025-009: APPLICATION 20-P-229

Recommended Action

Commission to vote on Resolution

Voting Requirement

Adoption requires a 3/5 vote of the City Commission

Background/History

The applicant, CRD, Federal, LLC., has submitted an application requesting approval to plat a 4.2 acre site to be restricted to 237 mid-rise units and be known as "Centrum Deerfield Beach" Plat, located at 201-299 N. Federal Highway and 226-228 NE 9th Avenue. The proposed plat includes a restrictive note to limit development to "237 mid-rise units". The proposed plat also includes a 1,625 sq. ft. Right-of-Way dedication to the City along NE 9th Avenue.

The applicant has also submitted a Rezoning Application (24-R-200) and a Major Site Plan Application (21-PDD-02) to redevelop the site and construct a new 237 mid-rise unit (apartments) with an attached parking garage and associated site improvements.

The approval of this plat is part of the required building approval process. Per Broward County platting requirements, no local government may grant an application for a building permit for the construction of a principal building on a parcel of land unless a plat, including the parcel for the permit, has been approved by the Broward County Commission and recorded in the public records. The County requires approval from the City as part of their approval process for the plat.

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

The Planning and Zoning Board unanimously approved the plat application on September 1, 2022.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE PLAT APPLICATION SUBMITTED BY CRD FEDERAL, LLC, TO PLAT THE APPROXIMATELY 4.2 ACRE SITE LOCATED AT 201, 221, 231 & 299 FEDERAL HIGHWAY AND 226-228 NE 9TH AVENUE TO BE RESTRICTED TO 237 MID-RISE UNITS (APPLICATION NO. 20-P-229); PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, Application No. 20-P-229 (the “Plat Application”) has been submitted to the City by CRD Federal, LLC (the “Applicant”) to plat the approximately 4.2 acre site located at located at 201, 221, 231 & 299 Federal Highway, and 226-228 NE 9th Avenue, to be known as “Centrum Deerfield Beach” and restricted to 237 mid-rise units (the “Development”); and

WHEREAS, the site for the Development is approximately 4.2 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”); and

WHEREAS, the Applicant is requesting to plat the Property to be restricted to 237 mid-rise residential units; and

WHEREAS, the Plat Application is being processed concurrently with a Rezoning (Application #24-R-200), and Site Plan (Application #21-PDD-02); and

WHEREAS, the Plat Application for the Development was reviewed by pertinent City staff and recommended for approval; and

WHEREAS, the City Commission has considered the evidence and testimony presented by the Applicant and other interested parties and the recommendations of the various City of Deerfield Beach review agencies and staff; and

WHEREAS, the City Commission has determined that the Plat Application meets all departmental and Land Development Code requirements and finds it in the best interest of the City to approve the Plat Application.

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 hereof.

Section 2. The Plat Application is hereby approved, subject to the conditions set forth in the Plat Application and the Development Review Comments, as amended and dated October 31, 2024, which conditions are hereby incorporated herein by this reference.

Section 3. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 4. Should any section or provision of this Resolution 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 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, DENYING THE PLAT APPLICATION SUBMITTED BY CRD FEDERAL, LLC, TO PLAT THE APPROXIMATELY 4.2 ACRE SITE LOCATED AT 201, 221, 231 & 299 FEDERAL HIGHWAY AND 226-228 NE 9TH AVENUE TO BE RESTRICTED TO 237 MID-RISE UNITS (APPLICATION NO. 20-P-229); PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, Application No. 20-P-229 (the “Plat Application”) has been submitted to the City by CRD Federal, LLC (the “Applicant”) to plat the approximately 4.2 acre site located at located at 201, 221, 231 & 299 Federal Highway, and 226-228 NE 9th Avenue, to be known as “Centrum Deerfield Beach” and restricted to 237 mid-rise units (the “Development”); and

WHEREAS, the site for the Development is approximately 4.2 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”); and

WHEREAS, the City Commission has reviewed the Plat Application and finds that the Plat Application fails to satisfy the requirements of _____.

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 hereof.

Section 2. The Plat Application is hereby denied based upon the failure to meet the requirements of _____.

Section 3. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 4. Should any section or provision of this Resolution 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.

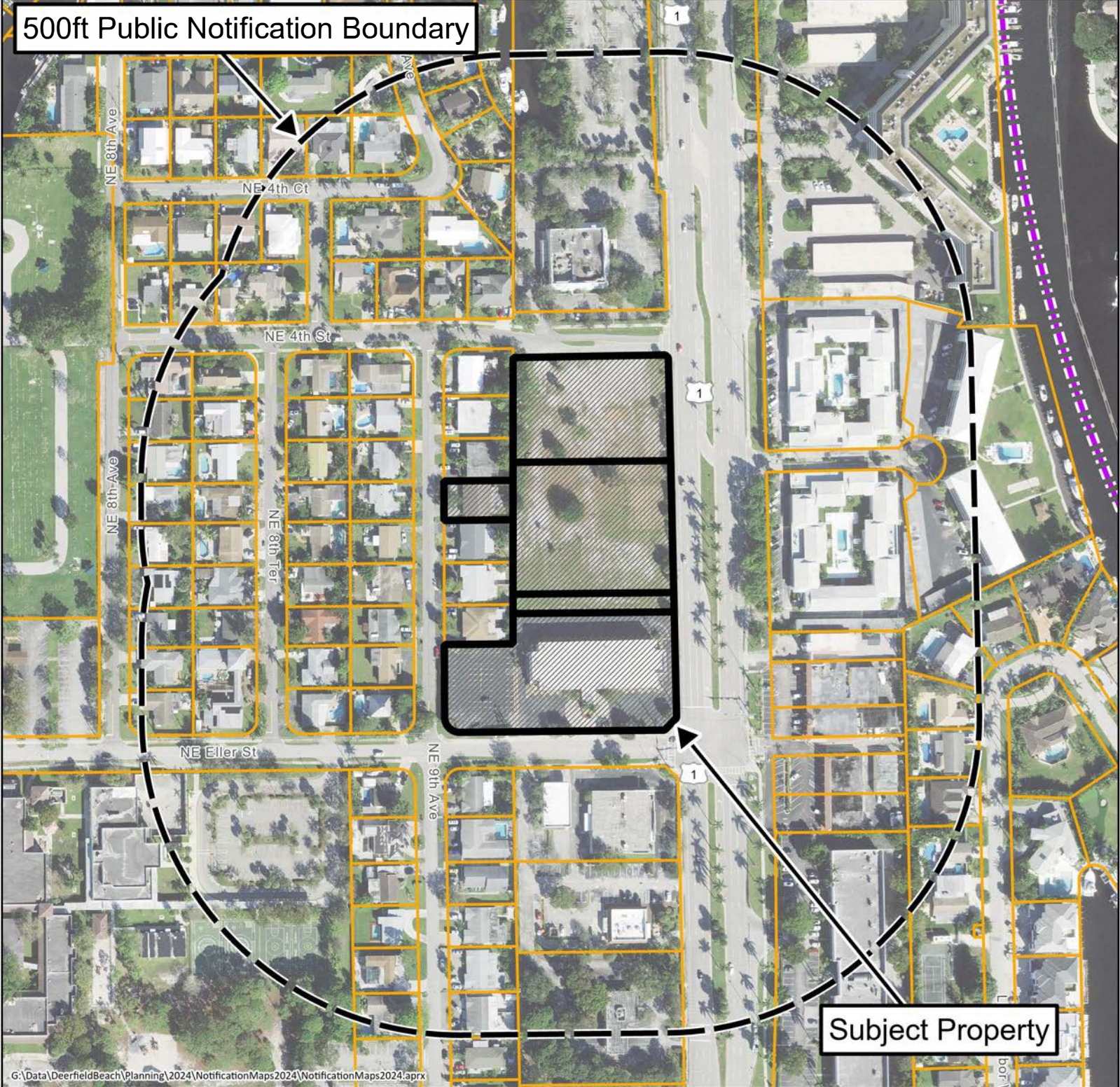
Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2024.

BILL GANZ, MAYOR

ATTEST:

HEATHER MONTEMAYOR, CITY CLERK



Public Hearing Notice Map

Rezoning Application 24-R-200

Plat Application 20-P-229

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



0 200
Feet





Development Review Committee Summary Report Development Plan Application Review

General Information

Application No.	20-P-229
Project Name:	Centrum Deerfield aka Axis Deerfield Plat
Applicant:	CRD Federal, LLC.
Agent:	Pulice Land Surveyors, Inc.
Requested Action/Description:	Request to plat a 4.2 acre site to be restricted to 237 mid-rise units and be known as "Centrum Deerfield Beach" Plat
Location:	201-299 N Federal Hwy. & 226-228 NE 9 th Ave.
Legal Description:	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 a 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.
Size:	4.2 net acres (185,657 square feet)
Existing Zoning:	B-2 (Highway Business, RM-10 Residence Multi Family)
Existing Use:	Vacant
Future Land Use Plan Designation:	Residential Irregular and Residential Moderate (10 DU/AC)
Surrounding Land Use and Zoning:	
North:	Existing Land Use: Commercial Zoning: B-2 (Highway Business)
East:	Multi-Family Residential RM-25 (Residence, Multi-Family)
South:	Commercial B-2 (Highway Business)
West:	Multi-Family Residential RM-10 (Residence, Multi-Family)
Applicable Regulations:	City of Deerfield Beach Land Development Code

Department Comments & Requirements

Plat Restrictions:

Proposed Plat is “restricted to 237 mid-rise units”.

REQUEST:

The applicant, CRD Federal LLC, has submitted an application requesting approval to plat a 4.2 acre site to be known as the “Centrum Deerfield Beach” Plat, located at 201-299 N Federal Hwy. & 226-228 NE 9th Ave. The proposed plat includes a restrictive note to limit development to “237 mid-rise units”. The proposed plat also includes 31,625 square feet Right-of-Way dedication.

The approval of this plat is part of the required building approval process. Per Broward County platting requirements, no local government may grant an application for a building permit for the construction of a principal building on a parcel of land unless a plat, including the parcel for the permit, has been approved by the Broward County Commission and recorded in the public records. The County requires approval from the City as part of their approval process for the plat.

BACKGROUND:

The applicant, CRD, Federal, LLC., has submitted an application requesting approval to plat a 4.2 acre site to be restricted to 237 mid-rise units and be known as “Centrum Deerfield Beach” Plat. located at 201-299 N. Federal Highway and 226-228 NE 9th Avenue. The proposed plat includes a restrictive note to limit development to “237 mid-rise units”. The proposed plat also includes a 1,625 sq. ft. Right-of-Way dedication to the City along NE 9th Avenue.

The applicant has also submitted a Rezoning Application (24-R-200) and a Major Site Plan Application (21-PDD-02) to redevelop the site and construct a new 237 mid-rise unit (apartments) with an attached parking garage and associated site improvements.

The approval of this plat is part of the required building approval process. Per Broward County platting requirements, no local government may grant an application for a building permit for the construction of a principal building on a parcel of land unless a plat, including the parcel for the permit, has been approved by the Broward County Commission and recorded in the public records. The County requires approval from the City as part of their approval process for the plat.

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

The Planning and Zoning Board approved the application unanimously on September 1, 2022.

PLANNING CONSIDERATIONS:

1. Compliance with the Comprehensive Plan: Per Section 98-9, no permit or approval for development of land shall be approved which does not comply with the goals, objectives and policies (GOPs) of the Deerfield Beach Comprehensive Plan. The Future Land Use (FLU) Map designation identifies the site as Residential Irregular –

48.6 (DU/AC) and Residential Moderate (10 DU/AC) . The proposal is consistent with the goals, objectives and policies of the Deerfield Beach Comprehensive Plan.

2. Land Development Requirements: The property is proposing to rezone the property to PDD (Planned Development District). This is a separate Application (No. 24-R-200) to be approved by the City Commission.
3. Transportation Concurrency Requirements: The plat is located within the Northeast Transportation Concurrency Management Area. Concurrency requirements for the parcel will be assessed by the County upon their review of the plat and findings of trip generation. County plat approval will be based on these finding and their recommendations must be implemented before a building permit may be issued for the parcel.

SUMMARY:

Staff's review of application 20-P-229 has found that the proposed plat is consistent with the goals, objectives and policies of the Future Land Use Element of the Deerfield Beach Comprehensive Plan and 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.

Development Plan Application Comments



DEVELOPMENT REVIEW COMMITTEE

Project Name:	Centrum Deerfield Beach Plat	Application No.:	20-P-229
Reviewer Name:	Chris Suneson	Project Address:	221, 231, 299 N Federal Hwy & 226-228 NE 9 Ave
Department/Division:	Planning & Zoning		
Position:	Asst Director		
Date of Review:	9/15/24		
Submittal No.:	4		

A. APPLICATION / GENERAL COMMENTS:

1.	The Project coordinator, Chris Suneson, shall be the primary point of contact between the applicant and the City during the DRC process. The applicant shall not contact a City consultant without first contacting the project coordinator. Furthermore, the applicant must notify or copy via email any conversation or contact the applicant has with a separate division or department of the City.
1.a.	Comment acknowledged.
2.	All resubmittals shall be provided with a written narrative responding to all comments.
2.a.	Comment acknowledged.
3.	Provide documentation that County staff has agreed to the proposed language for the restrictive note: <i>"This plat is restricted to 237 mid-rise units."</i>
3.a.	Comment addressed.
4.	Provide a conceptual plan of the proposed development that demonstrates compliance with the applicable provisions of the Deerfield Beach Land Development Code (<i>Schedule B.-Off-street Parking Requirements and Code Section 98-61.-Schedule of Dimensional Regulations</i>).
4.a.	Comment not addressed. There was only one 24x36 hard copy of the conceptual plan submitted to the City. The plan was not provided with the electronic copy. Upon resubmittal, ensure correct number of hard copies are provided in sets with the rest of the plat/plan sheets and provided with the electronic set of all submittal documents. Additional comments related to the conceptual plan are provided below in Table D.
4.b.	Comment addressed. Major site plan application submitted.
5.	Plat application is typically reviewed concurrently with the development plan application. Applicant must acknowledge in response sheet that additional City applications are required to proceed.
5.a.	Comment acknowledged.

Development Plan Application Comments

6.	Provide FDOT Pre-Application Letter showing approval of proposed 30 ft. access opening and confirmation if a turn lane will be required along N. Federal Hwy.
6.a.	Comment partially addressed. FDOT letter submitted states that no south bound right turn lane is required. However, the letter states that the driveway shall be "radial returned and will have a maximum width of 25 feet". It also states that a minimum driveway length of 50 ft. shall be provided, unless a gate is installed thereby requiring a length of 100 ft. Plat submitted to the City does not demonstrate the minimum driveway length and has a width of 30 feet, which exceeds the maximum permitted. The proposed conceptual plan conflicts with the plat as it demonstrates 23 ft. driveway width with "entry feature". It's unclear if the entry feature is a gate, if so the minimum 100 ft. driveway length must comply with FDOT letter.
6.b.	Comment addressed.
7.	County Development Review Report issued on April 17, 2020 states 273 mid-rise units are proposed. Clarify discrepancy in response sheet.
7.a.	Comment addressed. Applicant confirms the DRR is applicable to the previously submitted County Plat Application (006-MP-20). A new County Plat Application (009-MP-21) was submitted which states 277 mid-rise units are proposed. The City will receive copy of the County DRR once issued. As staff is in receipt of the County Plat Application, City staff comments will be sent to the County upon review of the application.
8.	Per Sec. 98-35, all applications proceeding to City Commission shall comply with requirements for public notice, including submittal of all required fees, documents, and labels for notice to property owners, on-site signage, and newspaper publishing. Applicants are only permitted to begin the public notification process upon determination by Planning & Zoning staff that the item has been scheduled for an upcoming public hearing. The Public Notice Checklist is attached and can be accessed at http://www.deerfield-beach.com/DocumentCenter/View/12586/Public-Notice-Checklist .
8.a.	Comment acknowledged.
9.	Prior to resubmittal, contact Tina Jou and Veronica Rodriguez at tjou@deerfield-beach.com and Vrodriguez@deerfield-beach.com to schedule a Development Review Committee meeting.
9.a.	Comment acknowledged.
10.	This property is subject to Broward County transportation concurrency approval, based on the level of development intensity shown on the plat for this site.
10.a.	Comment acknowledged.
NEW COMMENT 10/14/2021	
11.	The plat application will not be scheduled for City Commission until such time the rezoning and site plan applications are heard.
11.a.	Comment acknowledged.

B.

SURVEY:	
1.	Per Section 98-13(8)(b)(1) Survey shall provide both gross and net acreage and square footage.
1.a.	Comment addressed. Per Survey Note 12, net area is 185,968 square feet (4.2692

Development Plan Application Comments

	acres) and gross area is 255,865 square feet (5.8739 acres).
2.	Notation No. 8, Item 8 references ORB 2721, PG 627, which can't be plotted. Submit recorded agreement referenced on survey.
2.a.	Comment partially addressed. Recorded document is an Agreement between individuals and the City for signage on property. Applicant must confirm if agreement is still applicable or if an amendment to the agreement is required.
2.b.	Comment addressed.

PLAT:	
1.	Remove name and license number of City Engineer on Page 1.
1.a.	Comment addressed.
2.	Legal Description on Page 1 of proposed plat states the total area of the property is 185,968 square feet. Page 2 states total area of property is 185,657 square feet with 312 square feet of ROW dedication (totaling 185,969 square feet). Clarify discrepancy in response sheet and plat.
2.a.	Comment addressed.



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)

- | | |
|--|--|
| ☐ New Site Plan / Site Plan Modification (See Attachment A) | ☒ Plat or Plat Note Amendment (See Attachment F) |
| ☐ Community Appearance Board (See Attachment B) | ☐ Conditional Use (See Attachment G) |
| ☐ Variance (See Attachment C) | ☐ Vacation & Abandonment (See Attachment H) |
| ☐ Technical Deviation (See Attachment D) | ☐ ROW Variance (See Attachment I) |
| ☐ Rezoning (See Attachment E) | ☐ Sign Variance (See Attachment J) |

Project Name: CENTRUM DEERFIELD BEACH

Property Owner: CRD FEDERAL, LLC.

Applicant (if different from Owner): PULICE LAND SURVEYORS, INC.

Agent (if different from Owner/Applicant): same as above

Address of Property: 221-231-299 N. Federal Hwy. & 226-228 NE 9th Ave.

Legal Description of Property (lot, block, tract, subdivision): see attached

Description of Project: This is the plat for a proposed development located at the northwest corner of Federal Highway and Eller Street (NE 2nd St.) which comprises one 4-story and one 5-story buildings plus a 5-story garage building for a total of 277 new residential units.

New Development (Y/N):	<u>Yes</u>	Modification to Existing Development (Y/N):	<u>No</u>
Zoning District:	<u>B-2 & RM-10 (proposed PDD)</u>	Future Land Use Category:	<u>Commercial</u>
Existing Use:	<u>Vacant, office building, SFR</u>	Proposed Use:	<u>Residential</u>
Lot Area (acres):	<u>4.27 acres</u>	Number of Dwelling Units (proposed):	<u>277</u>
Sq. Ft. of Structure (existing):		Sq. Ft. of Structure (proposed):	

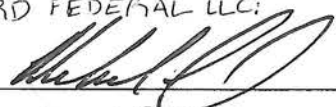
Agent Signature: 

Name Printed: Elizabeth Tsouroukdissian

Address: 5381 Nob Hill Road, Sunrise, FL 33351

Telephone: (954) 572-1777

Email: elizabeth@pulicelandsurveyors.com

Owner Signature: 

Name Printed: Michael Slaven

Address: 225 W. Hubbard St. Suite 501
Chicago IL 60654

Telephone: (312) 612-1161

Email: Mslaven@Centrumrd.com



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)

- | | |
|--|--|
| ☐ New Site Plan / Site Plan Modification (See Attachment A) | ☒ Plat or Plat Note Amendment (See Attachment F) |
| ☐ Community Appearance Board (See Attachment B) | ☐ Conditional Use (See Attachment G) |
| ☐ Variance (See Attachment C) | ☐ Vacation & Abandonment (See Attachment H) |
| ☐ Technical Deviation (See Attachment D) | ☐ ROW Variance (See Attachment I) |
| ☐ Rezoning (See Attachment E) | ☐ Sign Variance (See Attachment J) |

Project Name: CENTRUM DEERFIELD BEACH

Property Owner: OER PROPERTIES COMPANY

Applicant (if different from Owner): PULICE LAND SURVEYORS, INC.

Agent (if different from Owner/Applicant): same as above

Address of Property: 201 N. Federal Hwy.

Legal Description of Property (lot, block, tract, subdivision): see attached

Description of Project: This is the plat for a proposed development located at the northwest corner of Federal Highway and Eller Street (NE 2nd St.) which comprises one 4-story and one 5-story buildings plus a 5-story garage building for a total of 277 new residential units.

New Development (Y/N): Yes

Zoning District: B-2 & RM-10 (proposed PDD)

Existing Use: Vacant, office building, SFR

Lot Area (acres): 4.27 acres

Sq. Ft. of Structure (existing):

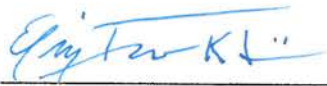
Modification to Existing Development (Y/N): No

Future Land Use Category: Commercial

Proposed Use: Residential

Number of Dwelling Units (proposed): 277

Sq. Ft. of Structure (proposed):

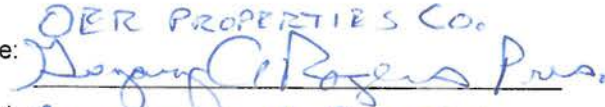
Agent Signature: 

Name Printed: Elizabeth Tsouroukdissian

Address: 5381 Nob Hill Road, Sunrise, FL 33351

Telephone: (954) 572-1777

Email: elizabeth@pulicelandsurveyors.com

Owner Signature: 

Name Printed: GREGORY A. ROGERS

Address: 663 SW KEATS AVE, PALM CITY, FLA. 34990

Telephone: 954-520-0727

Email: BASS 1237 @ AOL.COM



For Office Use Only
Application No. _____
Submittal Date: _____

ATTACHMENT F

APPLICATION FOR PLAT OR PLAT NOTE AMENDMENT

Pursuant to Code Section 98-12.
Application Type (Check applicable box)

☒ **Plat Approval** ☐ **Plat Note Amendment**

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 items 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.
- ☒ **Public Notice Requirements** (for applications requiring City Commission approval only) as required by the provisions set forth in Code Section 98-35(1).
- ☒ **(5) 24"x 36", (1) 11"x17", & (1) Electronic Copy of Current Boundary Survey** (*12 months or less*) signed and sealed by a Florida registered surveyor of the subject property, containing the information required by Code Section 98-13(b)(8)(b).
- ☒ **(5) 24"x 36", (1) 11"x17", & (1) Electronic Copy of Proposed Plat** consistent with requirements set forth in Article IX Division 3 of the Broward County Land Development Code.
- ☒ **One (1) Digital CD** of required submittals listed above must be provided.
- ☐ **Other Information** may be required as determined by staff.

Page 1 of 2

City of Deerfield Beach • Planning & Zoning Division
150 NE 2nd Avenue • Deerfield Beach, FL 33441
Office 954-480-4206 • **Questions?** Web.planning@deerfield-beach.com

PROPOSED NOTE AMENDMENT (To be completed for plat note amendment applications only.)

Existing Plat Note: _____

N/A

Proposed Plat Note: _____

N/A

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.

LETTER OF AUTHORIZATION

THIS IS TO CERTIFY that I am an authorized representative of CRD Federal, LLC, owner of the lands described in the attached petition for approval of a plat named "**CENTRUM DEERFIELD BEACH**", located at the corner of North Federal Highway and NE 2nd Street (Eller Street), in the City of Deerfield Beach, property that comprises five (5) parcels identified by Folio # 474331000500, 474331000501, 474331000502, 474331000503, and 474331080400, and that as such, I have authorized the firm of **Pulice Land Surveyors, Inc.** to act as the agent in all matters concerning said application process involving the subject property.



Signature

Michael Slaven

PRINT NAME

225 W. Hubbard St., Suite 501 Chicago, IL 60651

Street Address, City, State, Zip

(847) 612-1161

Telephone

State of: Illinois

County of: Cook

Sworn to and subscribed before me Michael Slaven,

this 3rd day of December, 2020, who is ☒ personally known to me

OR ☐ produced this identification: _____


Notary Public

Amy L Horan
Print name

My Commission expires: 10/04/2023

SEAL:



2020 FLORIDA LIMITED LIABILITY COMPANY ANNUAL REPORT

DOCUMENT# L17000179553

Entity Name: CRD FEDERAL LLC

Current Principal Place of Business:

225 WEST HUBBARD STREET
SUITE 501
CHICAGO, IL 60654

Current Mailing Address:

225 WEST HUBBARD STREET
SUITE 501
CHICAGO, IL 60654 US

FEI Number: 82-2571471

Certificate of Status Desired: No

Name and Address of Current Registered Agent:

SLAVEN, JANE
967 HILLSBORO MILE
HILLSBORO BEACH, FL 33062 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE:

Electronic Signature of Registered Agent

Date

Authorized Person(s) Detail :

Title MGR
Name CRD FEDERAL MANAGER LLC
Address 225 WEST HUBBARD STREET
SUITE 501
City-State-Zip: CHICAGO IL 60654

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am a managing member or manager of the limited liability company or the receiver or trustee empowered to execute this report as required by Chapter 605, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: MICHAEL SLAVEN

MGR. OF CRD FEDERAL 01/15/2020
MANAGER LLC

Electronic Signature of Signing Authorized Person(s) Detail

Date

LETTER OF AUTHORIZATION

THIS IS TO CERTIFY that I am an authorized representative of OER Properties Company, owner of the lands described in the attached petition for approval of a plat named "**CENTRUM DEERFIELD BEACH**", located at the corner of North Federal Highway and NE 2nd Street (Eller Street), in the City of Deerfield Beach, property that comprises five (5) parcels identified by Folio # 474331000500, 474331000501, 474331000502, 474331000503, and 474331080400, and that as such, I have authorized the firm of **Pulice Land Surveyors, Inc.** to act as the agent in all matters concerning said application process involving the subject property.



Signature

GREGORY A ROGERS PRES

PRINT NAME

663 S.W. KEATS AVE, PALM CITY, FLA. 34990

Street Address, City, State, Zip

(954) 520-0727

Telephone

State of: _____

County of: _____

Sworn to and subscribed before me _____,

this _____ day of _____, 20____, who is [] personally known to me

OR [] produced this identification: _____

Notary Public

SEAL:

Print name

My Commission expires: _____

See attached

Document Name: Letter Of Authorization

State of Florida Jurat Notary Certificate

STATE OF FLORIDA
COUNTY OF Martin

Sworn to (or affirmed) and subscribed by personally appearing before me by physical presence this 4th day of December, 2020, by, Gregory A Rogers (name of person making statement).




(Signature of notary public)
Jannette M. Perlmutter
(Name of notary public)

My commission expires: Nov 15, 2022

Official Seal

Personally known OR
Produced identification X Type of identification produced: FL Drivers License

2020 FLORIDA PROFIT CORPORATION ANNUAL REPORT

DOCUMENT# P14000057922

Entity Name: OER PROPERTIES COMPANY

Current Principal Place of Business:

663 SOUTHWEST KEATS AVENUE
PALM CITY, FL 34990

Current Mailing Address:

663 SOUTHWEST KEATS AVENUE
PALM CITY, FL 34990

FEI Number: 47-1280861

Certificate of Status Desired: No

Name and Address of Current Registered Agent:

ROGERS, GREG
663 SOUTHWEST KEATS AVENUE
PALM CITY, FL 34990 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE: _____

Electronic Signature of Registered Agent

_____ Date

Officer/Director Detail :

Title	P	Title	VP
Name	ROGERS, GREG	Name	BOURQUIN, LISA ANN
Address	663 SW KEATS AVE	Address	663 SOUTHWEST KEATS AVENUE
City-State-Zip:	PALM CITY FL 34990	City-State-Zip:	PALM CITY FL 34990

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am an officer or director of the corporation or the receiver or trustee empowered to execute this report as required by Chapter 607, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: GREGORY A. ROGERS

PRESIDENT

02/07/2020

Electronic Signature of Signing Officer/Director Detail

_____ Date



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.

NONE

- 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, Elizabeth Tsouroukdissian, have received a copy of the ordinance and understand the ordinance requirements.

Applicant

[Signature]
Signature

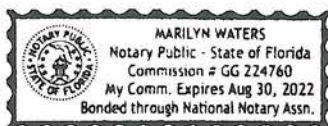
12-11-20
Date

SWORN TO AND SUBSCRIBED Before me by means of ☒ physical presence or ☐ online notarization, this 11 day of December, 2020 by

Elizabeth Tsouroukdissian (Affiant), who is personally known to me or has produced N/A identification.

My commission expires: August 30, 2022

Commission No.: GG 224760



[Signature]
(Signature of Notary Public - State of Florida)

Marilyn Waters
(Print, Type, or Stamp Commissioned Name of Notary Public)



DISCLOSURE AFFIDAVIT

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(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.

None

- 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.
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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, Michael Staven, have received a copy of the ordinance and understand the ordinance requirements.

Applicant

[Signature]
Signature

12/3/2020
Date

SWORN TO AND SUBSCRIBED Before me by means of ☒ physical presence or ☐ online notarization, this 3rd day of December, 202 by

Michael Staven (Affiant), who is personally known to me or has produced _____ identification.

My commission expires: 10/04/2023

Commission No.: _____



[Signature]
(Signature of Notary Public - State of Florida) Illinois
Amy L Horan
(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:

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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.

NONE

- 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, GREGORY A. ROGERS, PRES, have received a copy of the ordinance and understand the ordinance requirements.

Applicant

Gregory A. Rogers
Signature

12/4/20
Date

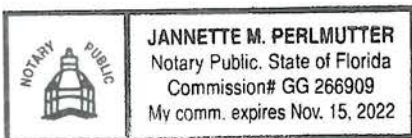
SWORN TO AND SUBSCRIBED Before me by means of ☒ physical presence or ☐ online

notarization, this 4th day of December, 2020 by

Gregory A. Rogers (Affiant), who is personally
known to me or has produced Florida Driver's License identification.

My commission expires: NOV 15, 2022

Commission No.: GG 266909



Jannette M. Perlmutter
(Signature of Notary Public - State of Florida)

Jannette M. Perlmutter
(Print, Type, or Stamp Commissioned Name of Notary Public)

"CENTRUM DEERFIELD BEACH"

A REPLAT OF LOTS 4, 8, AND 9, BLOCK 3, "DEERFIELD BEACH ESTATES SECTION A" (P.B. 39, PG. 14, B.C.R.) AND A PORTION OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 47 SOUTH, RANGE 43 EAST CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA

LEGAL 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 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.

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS: THAT CRD FEDERAL LLC, A FLORIDA LIMITED LIABILITY COMPANY, OWNER OF THE LANDS DESCRIBED HEREON, HAS CAUSED SAID LANDS TO BE PLATTED AS SHOWN HEREON, AND TO BE KNOWN AS "CENTRUM DEERFIELD BEACH", A REPLAT, AND DOES DEDICATE AS FOLLOWS:

- PARCELS "RW1" AND "RW4" (RIGHT-OF-WAY PARCELS) AS SHOWN HEREON ARE HEREBY DEDICATED AND GRANTED IN FEE SIMPLE TO THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION FOR THE PERPETUAL USE OF THE PUBLIC FOR ROADWAY PURPOSES.
- THE BUS SHELTER EASEMENT AS SHOWN HEREON IS HEREBY DEDICATED TO THE PUBLIC FOR PROPER PURPOSES.
- PARCELS "RW2" AND "RW3" ARE HEREBY DEDICATED TO THE PUBLIC FOR RIGHT-OF-WAY PURPOSES.

IN WITNESS WHEREOF: SAID CRD FEDERAL LLC, A FLORIDA LIMITED LIABILITY COMPANY, HAS CAUSED THESE PRESENTS TO BE SIGNED FOR AND ON ITS BEHALF BY GARY KOOLIK, VICE-PRESIDENT OF SUPREMA, INC., A FLORIDA CORPORATION, MANAGER OF CRD FEDERAL LLC, A FLORIDA LIMITED LIABILITY COMPANY, IN THE PRESENCE OF THESE TWO WITNESSES, THIS _____ DAY OF _____, 202__.

WITNESS: _____ CRD FEDERAL LLC,
A FLORIDA LIMITED LIABILITY COMPANY
PRINT NAME: _____
WITNESS: _____ BY: SUPREMA, INC.,
A FLORIDA CORPORATION,
ITS MANAGER
PRINT NAME: _____ BY: _____
GARY KOOLIK
VICE-PRESIDENT

ACKNOWLEDGMENT:

STATE OF FLORIDA } SS
COUNTY OF _____

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY MEANS OF [] PHYSICAL PRESENCE OR [] ONLINE NOTARIZATION, THIS _____ DAY OF _____, 202__, BY GARY KOOLIK, AS VICE-PRESIDENT OF SUPREMA, INC., A FLORIDA CORPORATION, MANAGER OF CRD FEDERAL LLC, A FLORIDA LIMITED LIABILITY COMPANY, ON BEHALF OF THE COMPANY, WHO IS [] PERSONALLY KNOWN TO ME OR [] HAS PRODUCED _____ AS IDENTIFICATION.

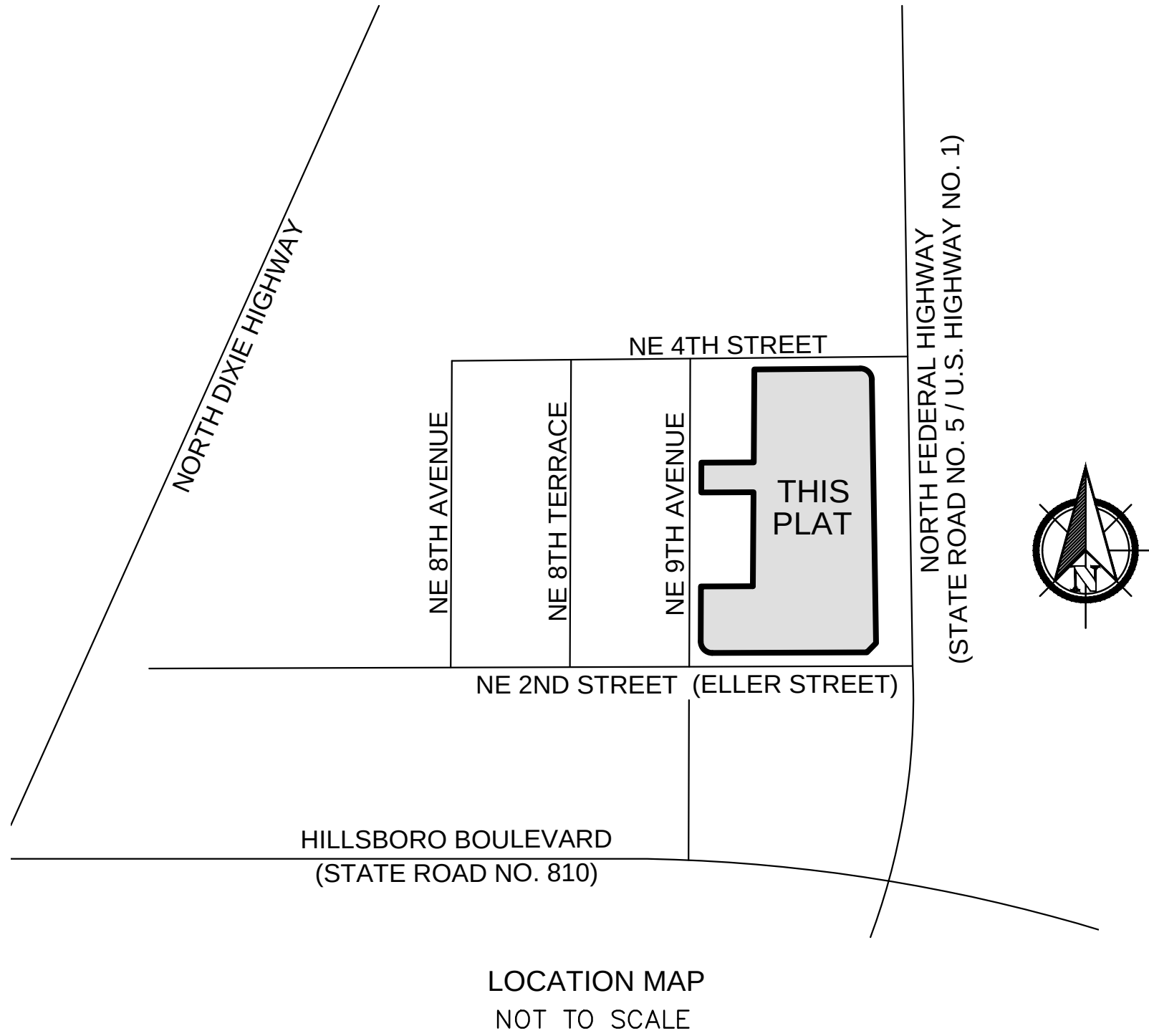
WITNESS: MY HAND AND OFFICIAL SEAL THIS _____ DAY OF _____, 202__.

MY COMMISSION EXPIRES: _____ NOTARY PUBLIC - STATE OF FLORIDA
COMMISSION NUMBER: _____ PRINT NAME: _____

PREPARED BY
PULICE LAND SURVEYORS, INC.

5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
954-572-1777
FAX NO. 954-572-1778

FEBRUARY 2023



CITY OF DEERFIELD BEACH CLERK'S CERTIFICATE:

THIS IS TO CERTIFY: THAT THIS PLAT HAS BEEN APPROVED BY THE CITY OF DEERFIELD BEACH, IN AND BY A MOTION DULY ADOPTED BY THE CITY COMMISSION ON THIS _____ DAY OF _____, 20__.

IN WITNESS WHEREOF: I HAVE EXECUTED THESE PRESENTS AND AFFIXED THE CORPORATE SEAL OF THE CITY OF DEERFIELD BEACH, FLORIDA, IN SAID CITY THIS _____ DAY OF _____, 20__.

CONCURRENCY/IMPACT FEES FOR THE CONSTRUCTION, EXPANSION, AND/OR CONVERSION OF A BUILDING WITHIN THIS PLAT SHALL BE PAID ON THE DATE OF BUILDING PERMIT ISSUANCE.

BY: _____
CITY CLERK

CITY OF DEERFIELD BEACH PLANNING AND ZONING BOARD:

THIS IS TO CERTIFY: THAT THE CITY OF DEERFIELD BEACH PLANNING AND ZONING BOARD HAS APPROVED AND ACCEPTED THIS PLAT FOR RECORD THIS _____ DAY OF _____, 20__.

DATED THIS _____ DAY OF _____, 20__.

BY: _____
CHAIRMAN

CITY OF DEERFIELD BEACH CITY ENGINEER:

THIS IS TO CERTIFY: THAT THE LAND DEVELOPER HAS COMPLIED WITH THE APPLICABLE PROVISIONS SET FORTH IN TITLE V, CHAPTER 7, OF THE CITY OF DEERFIELD BEACH CITY CODE.

DATED THIS _____ DAY OF _____, 20__.

BY: _____
CITY ENGINEER
LICENSE NO. _____
STATE OF FLORIDA

BROWARD COUNTY RESILIENT ENVIRONMENT DEPARTMENT:

THIS IS TO CERTIFY: THAT THIS PLAT HAS BEEN APPROVED AND ACCEPTED FOR RECORD.

BY: _____
DIRECTOR/DESIGNEE DATE

BROWARD COUNTY PLANNING COUNCIL:

THIS IS TO CERTIFY: THAT THE BROWARD COUNTY PLANNING COUNCIL HAS APPROVED THIS PLAT SUBJECT TO ITS COMPLIANCE WITH THE DEDICATION OF RIGHTS-OF-WAY FOR TRAFFICWAYS THIS _____ DAY OF _____, 202__.

BY: _____
CHAIRPERSON

THIS PLAT COMPLIES WITH THE APPROVAL OF THE BROWARD COUNTY PLANNING COUNCIL OF THE ABOVE DATE AND IS APPROVED AND ACCEPTED FOR RECORD THIS _____ DAY OF _____, 20__.

BY: _____
EXECUTIVE DIRECTOR OR DESIGNEE

BROWARD COUNTY FINANCE AND ADMINISTRATIVE SERVICES DEPARTMENT, COUNTY RECORDS DIVISION - MINUTES SECTION:

THIS IS TO CERTIFY: THAT THIS PLAT COMPLIES WITH THE PROVISIONS OF CHAPTER 177, FLORIDA STATUTES, AND WAS ACCEPTED FOR RECORD BY THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, THIS _____ DAY OF _____, 202__.

BY: _____
MAYOR, COUNTY COMMISSION

BROWARD COUNTY HIGHWAY CONSTRUCTION AND ENGINEERING DIVISION:

THIS IS TO CERTIFY: THAT THIS PLAT HAS BEEN REVIEWED FOR CONFORMITY WITH CHAPTER 177, FLORIDA STATUTES AND APPROVED AND ACCEPTED FOR RECORD.

BY: _____
ROBERTO CHAVEZ DATE
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION NO. LS7280

BY: _____
RICHARD TORNESE DATE
DIRECTOR
FLORIDA PROFESSIONAL ENGINEER
REGISTRATION NO. 40263

SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY: THAT THE ATTACHED PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LAND RECENTLY SURVEYED AND PLATTED UNDER MY DIRECTION AND SUPERVISION, THAT THE SURVEY DATA COMPLIES WITH ALL OF THE APPLICABLE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES, AND CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, AND THAT THE PERMANENT REFERENCE MONUMENTS (P.R.M.'S) WERE SET IN ACCORDANCE WITH SAID CHAPTER 177.

BY: _____
JOHN F. PULICE DATE
PROFESSIONAL SURVEYOR AND MAPPER NO. LS2691
STATE OF FLORIDA
PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FL 33351
CERTIFICATE OF AUTHORIZATION NO. LB3870

PLANNING FILE NO. 010-MP-23

CITY CLERK	CITY ENGINEER	COUNTY SURVEYOR	COUNTY ENGINEER	PLATTING SURVEYOR

"CENTRUM DEERFIELD BEACH"

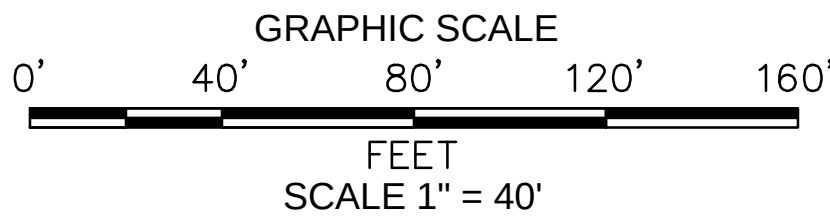
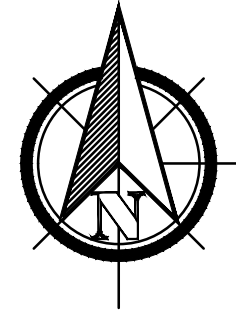
A REPLAT OF LOTS 4, 8, AND 9, BLOCK 3, "DEERFIELD BEACH ESTATES SECTION A" (P.B. 39, PG. 14, B.C.R.) AND A PORTION OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 47 SOUTH, RANGE 43 EAST
CITY OF DEERFIELD BEACH, BROWARD COUNTY, FLORIDA

PREPARED BY
PULICE LAND SURVEYORS, INC.

5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351

954-572-1777
FAX NO. 954-572-1778

FEBRUARY 2023



SURVEYOR'S NOTES:

1. THIS PLAT IS RESTRICTED TO 237 MID-RISE UNITS.

THIS NOTE IS REQUIRED BY CHAPTER 5, ARTICLE IX, BROWARD COUNTY CODE OF ORDINANCES, AND MAY BE AMENDED BY APPROVAL OF THE BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS. THE NOTATION AND ANY AMENDMENTS THERETO ARE SOLELY INDICATING THE APPROVED DEVELOPMENT LEVEL FOR PROPERTY LOCATED WITHIN THE PLAT AND DO NOT OPERATE AS A RESTRICTION IN FAVOR OF ANY PROPERTY OWNER INCLUDING AN OWNER OR OWNERS OF PROPERTY WITHIN THIS PLAT WHO TOOK TITLE TO THE PROPERTY WITH REFERENCE TO THIS PLAT.

2. BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED MERIDIAN OF N00°11'59"E FOR THE EAST RIGHT-OF-WAY LINE OF NE 9TH AVENUE.

3. ALL RECORDED DOCUMENTS DEPICTED HEREON ARE RECORDED IN THE PUBLIC RECORDS OF BROWARD COUNTY.

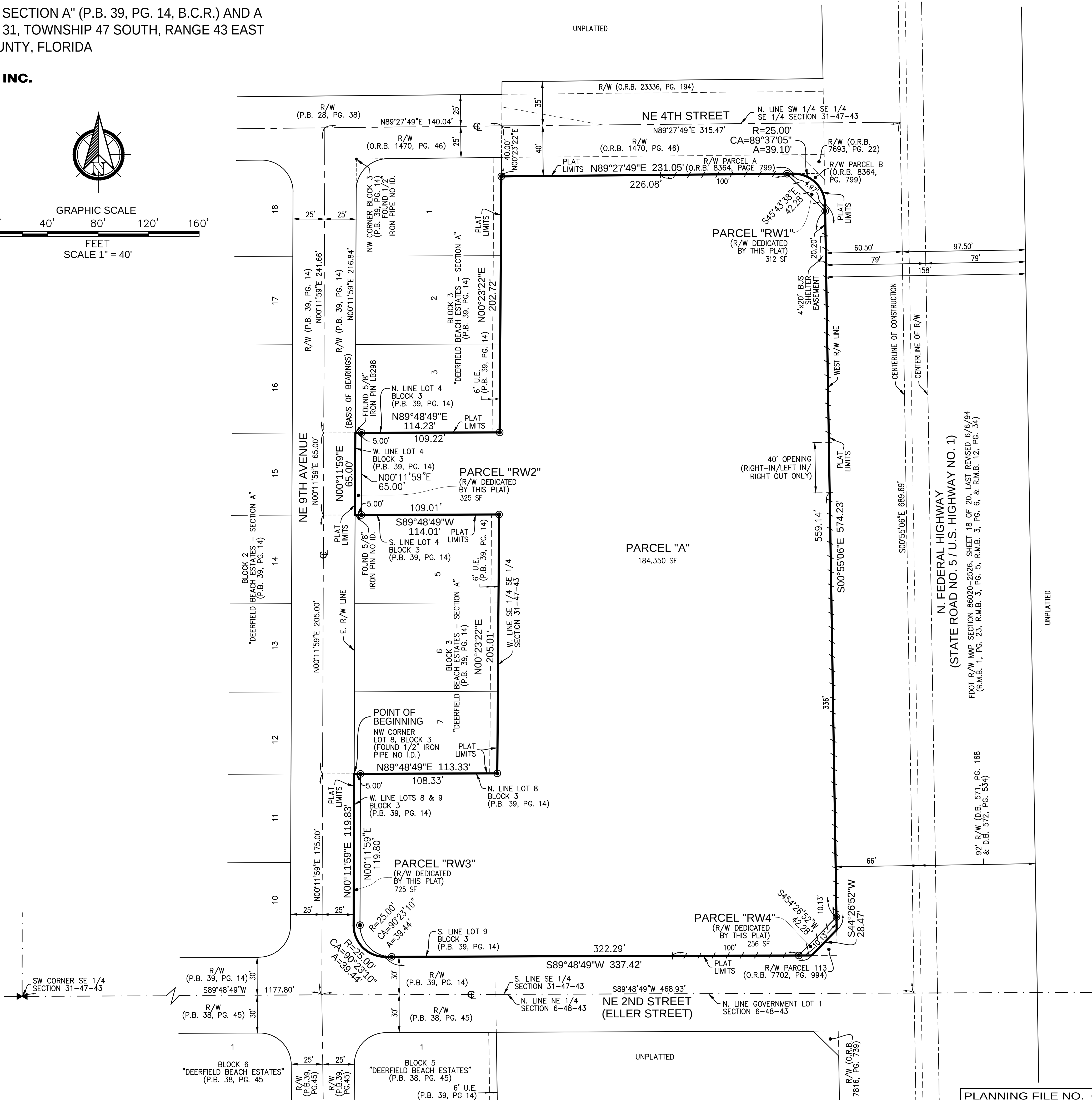
4. NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

5. THE FOLLOWING NOTE IS REQUIRED BY THE BROWARD COUNTY SURVEYOR PURSUANT TO CHAPTER 177.091, SUBSECTION (28), FLORIDA STATUTES. PLATTED UTILITY EASEMENTS ARE ALSO EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS NOTE DOES NOT APPLY TO PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRIC SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

6. A SEARCH OF THE PUBLIC RECORDS OF BROWARD COUNTY HAS NOT DISCLOSED ANY SOURCE OF PUBLIC RIGHT-OF-WAY FOR A PORTION OF THE SOUTH 25 FEET OF THE NORTH 1/2 OF NE 4TH STREET AS SHOWN HEREON BY PLAT DEDICATION OR CONVEYANCE BY OTHER RECORDED DOCUMENTS.

LEGEND & ABBREVIATIONS:

- = PERMANENT REFERENCE MONUMENT, PRM, (SET 4"x4"x24" CONCRETE MONUMENT WITH 2" ALUMINUM DISC "PRM LB3870" UNLESS OTHERWISE NOTED)
- ☒ = CENTERLINE
- ✱ = SECTION QUARTER CORNER
- /— = NON-VEHICULAR ACCESS LINE
- B.C.R. = BROWARD COUNTY RECORDS
- D.B. = DEED BOOK
- FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
- I.D. = IDENTIFICATION
- LB = LICENSED BUSINESS
- O.R.B. = OFFICIAL RECORDS BOOK
- P.B. = PLAT BOOK
- PG. = PAGE
- P.R.M. = PERMANENT REFERENCE MONUMENT
- R.M.B. = RIGHT-OF-WAY MAP BOOK
- R/W = RIGHT-OF-WAY
- SF = SQUARE FEET
- U.E. = UTILITY EASEMENT



PLAT BOOK _____ PAGE _____

SHEET 2 OF 2 SHEETS

N. FEDERAL HIGHWAY
(STATE ROAD NO. 5 / U.S. HIGHWAY NO. 1)

FDOT R/W MAP SECTION 86020-2926, SHEET 18 OF 20, LAST REVISED 6/6/94
(R.M.B. 1, PG. 23, R.M.B. 3, PG. 5, R.M.B. 3, PG. 6, & R.M.B. 12, PG. 34)

92' R/W (O.R.B. 571, PG. 168
& D.B. 572, PG. 534)

PLANNING FILE NO. 010-MP-23



City of Deerfield Beach

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

Face Sheet File Number: I.D. 2024-612

Agenda Date: 12/3/2024

Status: QUASI-JUDICIAL PUBLIC
HEARINGS

In Control: City Commission

Title

P.H. 2025-010: APPLICATION 21-PDD-02

Recommended Action

Commission to vote on Resolution

Voting Requirement

Adoption requires a 3/5 vote of the City Commission

Background/History

The Applicant is requesting approval of a major site plan application for the construction of 237 multifamily dwelling units with an attached garage and associated site improvements. The applicant is proposing both on and off-site improvements. On-site improvements include the removal and undergrounding of two above ground power lines, sidewalk construction and repair, three public nodes with artwork and residential amenities such as a pool, dog park, fitness center and courtyards. Offsite improvements include improvements to Eller Street and NE 4th Street, traffic-calming, creation of a left turn lane on Federal Highway, as well as survey and engineered plans for Eller drive for future City improvements.

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 from Commercial and Residential Moderate (10 DU/AC) to Residential Irregular – 48.6.

The Applicant has also submitted Plat Application No. 20-P-229 and Rezoning Application No. 24-R-200. These requests are reviewed concurrently with the site plan application. Approval of the site plan application is subject to approval of the rezoning application. As part of the rezoning request, the applicant is required to submit a statement of need and proposed property development requirements listing the required dimensional regulations and parking requirements that would regulate the property should the City Commission approve the rezoning. The site plan demonstrates compliance with the proposed property development requirements as detailed in the PDD report attached to the rezoning application.

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, and amended the existing plat application and site plan application. As the application was denied, a new application and application number (24-R-200) was provided. The applicant has removed 40 residential units from the originally submitted plan. These units were removed from the middle section of the proposed 5th floor of the apartment complex. The north and south side of the apartment complex are still five stories tall, and the maximum height is still 54'-6" as measured to the top of the parapet. This is the original height that was proposed on the original site plan. However, with the reduction of the forty units, the middle section of the apartment complex now has a height of 45 feet as measured to the top of the parapet.

With the removal of these units, there were minor changes to the elevations and required parking spaces. Since the last submittal, the applicant has revised certain aspects of the floor plans, such as locations of stairwells, garage entrance gate, and minor changes to residential apartment layouts. None of these revisions conflict with the rezoning application or the original intent of the first submittal.

The applicant has made requests to deviate from the Land Development Code through the 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; and
- Increase in the number of allowable building signs and monument signs.

A traffic impact analysis was submitted for the proposed development and all findings were approved by the City's traffic consultant.

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

The Community Appearance Board unanimously approved the application on June 8, 2022.

On October 17, 2024, the Planning and Zoning Board voted to recommend approval of the site plan application.

REQUESTED ACTION:

Recommendation to the City Commission on the proposed site plan with the following conditions:

1. Owner / applicant shall comply with the Development Agreement as provided in Rezoning Application No. 24-R-200, which includes the development requirements, and off-site improvements.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING A MAJOR SITE PLAN FROM CRD FEDERAL, LLC, TO CONSTRUCT 237 MID-RISE MULTI-FAMILY DWELLING UNITS WITH AN ATTACHED PARKING GARAGE AND ASSOCIATED SITE IMPROVEMENTS ON THE PROPERTY LOCATED AT 201, 221, 231 & 299 FEDERAL HIGHWAY AND 226-228 NE 9TH AVENUE (APPLICATION NO. 21-PDD-02); PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, Application No. 21-PDD-02 (the “Site Plan Application”) has been submitted to the City by CRD Federal, LLC (the “Applicant”) seeking site plan approval to construct 237 mid-rise multi-family dwelling units with an attached parking garage and associated site improvements on the property located at 201, 221, 231 & 299 Federal Highway, and 226-228 NE 9th Avenue, Deerfield Beach, Florida (the “Development”); and

WHEREAS, the Development site is approximately 4.2 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”); and

WHEREAS, the Site Plan Application is being considered concurrently with a separate Rezoning Application (Application #24-R-200) and Plat application (Application #20-P-229) for the proposed Development; and

WHEREAS, the Site Plan Application was previously reviewed by City staff, and on June 8, 2022, the Community Appearance Board approved the Site Plan Application; and

WHEREAS, the Planning and Zoning Board voted to recommend approval of the Site Plan Application on October 17, 2024; and

WHEREAS, based upon the evidence in the record and presented at the hearing before the City Commission, the City Commission finds that all applicable Land Development Code requirements have been met, the Site Plan Application is consistent with the City’s Comprehensive Plan and approval of the Site Plan Application is in the best interests of the City.

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 hereof.

Section 2. The Site Plan Application is hereby approved, subject to the following conditions all of which shall be satisfied by the Applicant (“Applicant” or “Developer”) prior to the issuance of any building permit: (i) the conditions set forth in the Site Plan Application and the DRC report, as amended and dated September 12, 2024, and (ii) execution, and the recording in 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 the following onsite and off-improvements to be constructed by the Applicant (with the timeframe for completion of the following items as specified in the Development Agreement):

- a. Developer shall underground the existing utility lines along Federal Highway and along the west side of the proposed building.
- b. 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.
- c. Developer shall complete a survey of existing right of way on NE 2nd Street from NE 9th Avenue to NE 6th Avenue.
- d. 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.
- e. Developer to install three public open space nodes at three corners of the Property.
- f. Developer shall contribute \$100,000 to the City’s Fire Rescue fund prior to the issuance of the first residential building permit.
- g. 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.
- h. 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.
- i. 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.
- j. 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.
- k. Developer shall install and pay for a new northbound left turn lane on Federal Highway into the Property, as approved by FDOT.
- l. 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 2nd Street, subject to approval by FDOT and Broward County.
- m. 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.
- n. Compliance with the PDD property development regulations approved as part of this Rezoning application and that are specific to this Property.

Section 3. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 4. Should any section or provision of this Resolution 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 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, DENYING A MAJOR SITE PLAN FROM CRD FEDERAL, LLC, TO CONSTRUCT 237 MID-RISE MULTI-FAMILY DWELLING UNITS WITH AN ATTACHED PARKING GARAGE AND ASSOCIATED SITE IMPROVEMENTS ON THE PROPERTY LOCATED AT 201, 221, 231 & 299 FEDERAL HIGHWAY AND 226-228 NE 9TH AVENUE (APPLICATION NO. 21-PDD-02); PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, Application No. 21-PDD-02 (the “Site Plan Application”) has been submitted to the City by CRD Federal, LLC (the “Applicant”) seeking site plan approval to construct 237 mid-rise multi-family dwelling units with an attached parking garage and associated site improvements on the property located at 201, 221, 231 & 299 Federal Highway, and 226-228 NE 9th Avenue, Deerfield Beach, Florida (the “Development”); and

WHEREAS, the Development site is approximately 4.2 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”); and

WHEREAS, based upon the evidence in the record and presented at the hearing before the City Commission, the City Commission finds that the Site Plan Application for the Property fails to satisfy the requirements of Section _____ of the City of Deerfield Beach Land Development Code.

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 Site Plan Application is hereby denied based upon the failure to meet the requirements of Section _____ of the City of Deerfield Beach Land Development Code.

Section 3. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed to the extent of such conflict.

Section 4. Should any section or provision of this Resolution 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.

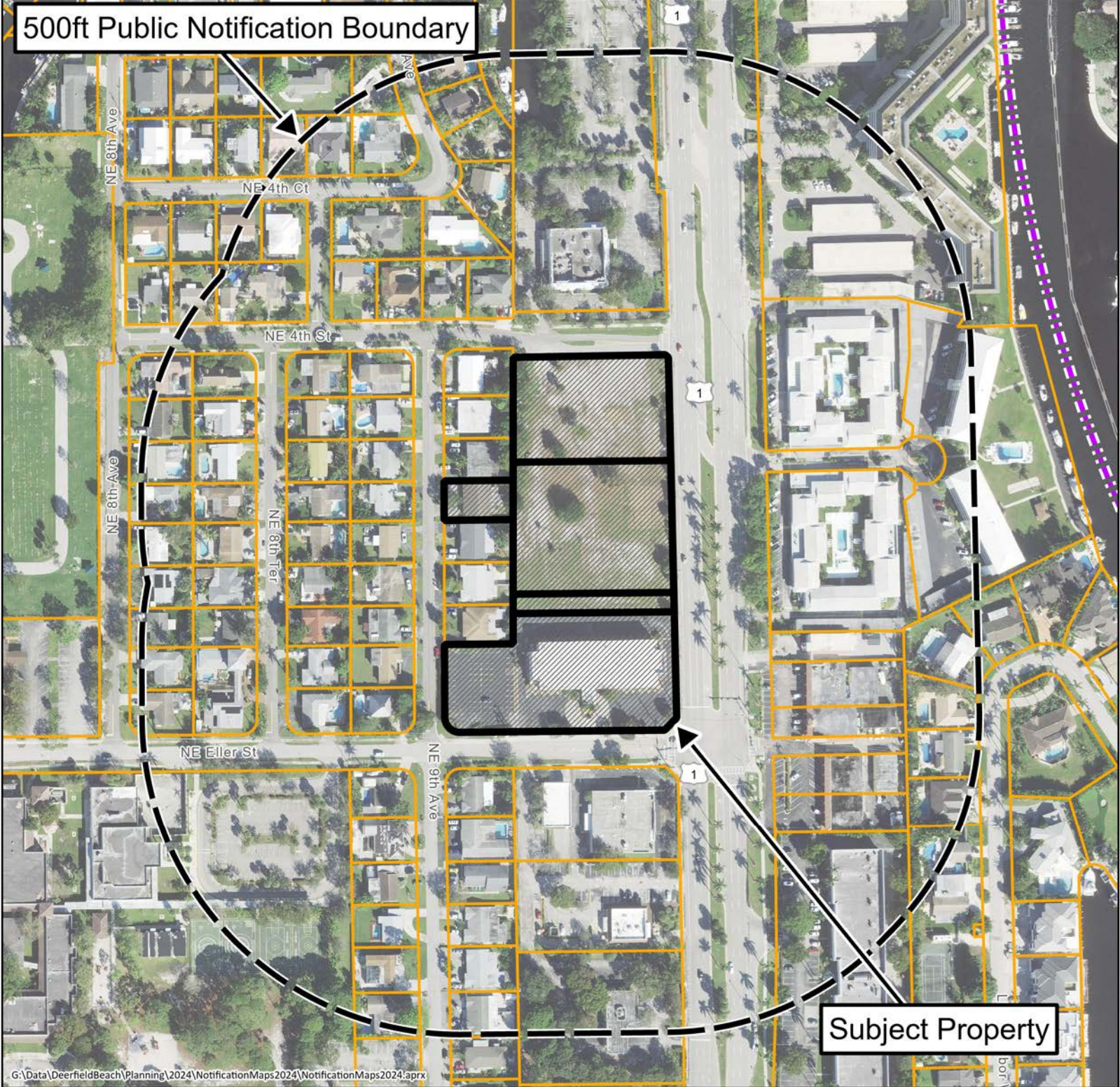
Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2024.

BILL GANZ, MAYOR

ATTEST:

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





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-02)

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 9th 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 2nd 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 or you may contact the Planning Office during business hours in City Hall, 150 N.E. 2nd 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

Application No.	21-PDD-02
Project Name:	Centrum Deerfield aka Axis Deerfield Site Plan
Applicant:	CRD Federal, LLC
Agent:	Greenspoon Marder
Requested Action/Description:	Major site plan application seeking approval for 237 multi-family dwelling units (apartments) with an attached parking garage and associated site improvements.
Location:	201-299 N Federal Highway and 226-228 NE 9 th Avenue.
Legal Description:	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,
Size:	4.2 net acres (185,968 square feet)
Existing Zoning:	B-2 (Highway Business, RM-10 Residence Multi Family)
Existing Land Use:	Vacant
Future Land Use Plan Designation:	Residential Irregular and Residential Moderate (10 DU/AC)

Surrounding Land Use and Zoning:

	<u>Existing Land Use</u>	<u>Zoning</u>
North:	Commercial	B-2 (Highway Business)
East:	Multi-Family Residential	RM-25 (Residence, Multi-Family)
South:	Commercial	B-2 (Highway Business)
West:	Multi-Family Residential	RM-10 (Residence, Multi-Family)

Applicable Regulations:

City of Deerfield Beach Land Development Code

Plat Restrictions:

Proposed Plat is "restricted to 237 mid-rise units".

Department Comments & Requirements

REQUEST:

The Applicant is requesting approval of a major site plan application for the construction of 237 multi-family dwelling units with an attached garage and associated site improvements. The applicant is proposing both on and off-site improvements. On site improvements include the removal and undergrounding of two above ground power lines, sidewalk construction and repair, three public nodes with artwork and residential amenities such as a pool, dog park, fitness center and courtyards. Offsite improvements include improvements to Eller Street and NE 4th Street, traffic calming, creation of a left turn lane on Federal Highway, as well as survey and engineered plans for Eller drive for future City improvements

BACKGROUND:

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 from Residential Moderate (10 DU/AC) Commercial to Residential Irregular – 48.6

The Applicant has also submitted a Plat Application No. 20-P-229 and a Rezoning Application No. 24-R-200. These requests are reviewed concurrently with the site plan application. Approval of the site plan application is subject to approval of the rezoning application. As part of the rezoning request, the applicant is required to submit a statement of need and proposed property development requirements listing the required dimensional regulations and parking requirements that would regulate the property should the City Commission approve the rezoning. The site plan demonstrates compliance with the proposed property development requirements as detailed in the PDD report attached to the rezoning application.

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, and amended the existing plat application and site plan application. As the application was denied, a new application and application number (24-R-200) was provided. The applicant has removed 40 residential units from the originally submitted plan. These units were removed from the middle section of the proposed 5th floor of the apartment complex. The north and south side of the apartment complex are still five stories tall and the maximum height is still 54'-6" as measured to the top of the parapet. This is the original height that was proposed on the original site plan. However, with the reduction of the forty units, the middle section of the apartment complex now has a height of 45 feet as measured to the top of the parapet. With the removal of these units, there were minor changes to the elevations and required parking spaces. Since the last submittal, the applicant has revised certain aspects of the floor plans, such as locations of stairwells, garage entrance gate and minor changes to residential apartment layouts. None of these revisions conflict with the rezoning application or the original intent of the first submittal.

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

The applicant has made requests to deviate from the Land Development Code through the 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

A traffic impact analysis was submitted for the proposed development and all findings were approved by the City's traffic consultant.

The Community Appearance Board approved the application unanimously on October 23, 2019.

On October 17, 2024, the Planning and Zoning Board voted to recommend approval of the rezoning application.

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 applicant has also submitted a request to rezone the parcels to PDD (Planned Development District), which is being reviewed concurrently and will facilitate residential uses in compliance with the proposed Deerfield Beach Comprehensive Plan FLU designation. 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. Land Development Requirements: The property is proposed to be rezoned to PDD (Planned Development District) and development thereon will be subject to the approved property development requirements for the PDD, development agreement, and site plan. The site plan demonstrates compliance with the proposed property development requirements as detailed in the PDD Rezoning Report submitted by the applicant for Rezoning Application No. 24-R-200.
3. Finding of compatibility of a proposed development with adjacent and neighboring (500 feet) uses and zoning. Per Section 98-17(15), there must be a finding of compatibility as defined in the Land Development Regulations, between adjacent and neighboring uses (500 feet) and the proposed development. By definition, compatibility is to be measured based on the following compatibility characteristics of the proposed development in relationship to the immediate surrounding area:

(a) *Permitted uses, structures and activities allowed within the zoning category;*

The proposed uses are permitted within the City PDD zoning district and the site plan is in compliance with the property development requirements as proposed in the PDD Rezoning Report.

(b) *Building location, dimensions, height and floor area;*

The proposed development will consist of one multi-family structure oriented towards Federal Highway, with an attached garage. The proposed multifamily property consists of two equal sized apartment buildings with a central garage to give an overall appearance of one structure. The elevations along the North and South of the building are higher than the center. The height along the north and south is 54'-6" as measured to the top of the parapet and the middle is 45 feet as measured from the top of the parapet. The applicant is proposing to remove two sets of powerlines which run north south and are on both the far east and far west of the property line. These power lines will be undergrounded in order to provide for landscape. Recreation is included inside the building and in two interior courtyards. There is also a resident only dog park located to the west of the building which is proposed to be separated from the two residential properties on the north and south of the dog park

(c) *Location and extent of parking, access drives and service areas;*

The parking garage is proposed in the center of the apartment complex and is only accessible from Federal Highway. A dedicated south bound turn lane is proposed as well as an extension for the left turn north bound lane on Eller

Drive. Guest parking is also located inside the garage, with the residential parking gate located to the back of the first floor of the garage, so as not to impede traffic entering the garage. To the southwest is a surface parking lot for employees, guests, drop off/pickup and delivery services. NE 4th Street is proposed to have a fire lane which will also serve as the loading of trash and refuse so as not to block traffic. The site plan demonstrates 452 parking spaces, with 434 being in the parking garage, 16 in the surface parking lot and 2 parallel spaces along Eller Drive. The proposed site requires 450 parking spaces. The City's traffic consultant reviewed the Traffic Study and concurred that internal roads and driveways are located to properly serve future residents.

(d) Traffic generation, hours of operation, noise levels and outdoor lighting;

The final traffic study submitted by the Applicant is dated April 2022. The applicant was not requested to submit a new traffic study, as the April 2022 traffic study reflects the original number of residential units which is more than what is currently proposed (277 - 237). Additionally, no new changes from this submittal have occurred that would impact the traffic analysis. The study estimates the proposed development will generate 1,312 daily trips, 50 AM peak hour trips (-13 in, 63 out) and 96 PM peak hour trips (68 in, 28 out). All residents and resident guests will park in the parking garage. The only entrance and exit to the garage is proposed on Federal Highway. The City's traffic consultant reviewed the traffic study and concurred that the proposed development is projected to have minimal traffic impacts to the surrounding roadways located within the area. However, in order to minimize any traffic impacts to the neighboring single family residential properties, the applicant has proposed additional off-site improvements such as a dedicated north bound left turn lane on Federal Highway and the installation of a left turn arrow for the north bound lane on Eller Drive. Additionally, there is a 16 space surface parking lot on the South-West of the property with access from Eller Drive. This parking lot is for potential new residents, employees, drop off/pick up and delivery. Two parallel parking spaces are also proposed on Eller Drive. The applicant has also proposed to install traffic calming if residents on NE 8th Avenue, NE 8th Terrace or NE 9th Avenue agree to such improvements. The residents will have one year after the issuance of the final Certificate of Occupancy to request traffic calming.

(e) Alteration of light and air;

The proposed uses are residential in character and as such, hours of operation, noise levels and outdoor lighting for future development are considered to be more compatible with the surrounding area than the previous land use of commercial. Minimal impacts to noise levels and outdoor lighting are expected.

- (f) Setbacks and buffers – Fences, walls, landscaping and open space treatment. To be compatible, design treatments must reflect consideration of adjoining and surrounding development and land use;*

The proposal meets the required building setbacks of the PDD Rezoning (Application No. 24-R-200). The site and landscape plans demonstrate perimeter landscape buffers to the west, providing separation to adjoining development. The proposed development will also be fenced and gated, with internal open space and recreation areas for use by residents. Particular attention has been given to those setback areas closest to single family residential properties to minimize impacts to adjacent parcels. Additional landscape buffers and architectural treatments have been proposed to soften hardscape and development impact along the western property line where the setback measures 13 feet.

- (g) Conditions, uses or activities which pose a significant risk to the safety or security to those under 18 years of age using schools, churches, parks, playgrounds or other facilities which cater to those under 18 years of age;*

The application is for residential uses and is not proposing any uses or activities which would pose a significant risk to the safety and security to those less than 18 years of age within 500 feet of this site.

- (h) Outside activities associated with the proposed use which could interfere with the peace and/or tranquility of residences or propose a significant risk to the safety or security of children in public or private schools, day care facilities, churches, parks, playgrounds and other places that cater to children under the age of 18 or places which regularly provide facilities for such children to gather; and*

The proposal provides for appropriately located spaces where outside activities may be undertaken on the subject property, including open space and recreational areas. These activities are internal to the subject property and will not pose a significant risk to adjoining uses or the safety and security of children.

- (i) Conditions, uses or activities which could pose a significant risk to the safety or security of single family residences within 500 feet of the lot upon which the use will occur.*

The proposed development is not anticipated to pose a significant risk to the safety or security of other residential uses within 500 feet of the subject property.

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 21-PDD-02 that the site plan meets the intent of *Section 98-68. - PDD, planned development district* and demonstrates compliance with the proposed property development requirements detailed in Rezoning Application No. 24-R-200.

1. Owner / applicant shall comply with the Development Agreement as provided in Rezoning Application No. 24-R-200, which includes the development requirements, and off-site improvements.

Development Plan Application Comments



DEVELOPMENT REVIEW COMMITTEE

Project Name:	Centrum Major Site Plan (Eller & Federal, DFB Apartments)	Application No.:	21-PDD-02
Reviewer Name:	Eric Power	Project Address:	201, 221, 231, 299 N. Federal Hwy & 226-228 NE 9 Ave.
Department/Division:	Planning & Zoning		
Position:	Planning Director		
Date of Review:	9/13/24		
Submittal No.:	9		

40 LESS UNIT SUBMITTAL

The applicant previously received a list of development comments from staff that were satisfied and now resubmitted a revised set of plans with 40 less units than was originally reviewed. Without provided comment or notice, the applicant has made multiple small changes to the entire plan set that were not requested by staff. Applicant must provide a narrative to all proposed changes. Any removal of items that are not related to the less 40 units is considered a downgrade and may require additional review. Below are comments related to this submittal only.

1.	Applicant has submitted civil plans in this review. Applicant was previously informed and as stated on the checklist that civil pages do not belong with the DRC submittal but as a separate one time conceptual engineering submittal. Pages SP-10, SP-11, SP-15 shall be removed from future submittals.
1a.	Comment addressed.
2.	Applicant did not submit the plans in the correct order as previously done and as required in the DRC checklist.
2a.	Comment not addressed. The order stated in the table of contents, is not the actual order of the plan submittal. Additionally, this order is still incorrect. Please follow the Attachment A Development Submittal Plan Checklist: https://www.deerfield-beach.com/DocumentCenter/View/13100/Attachment-A---Development-Plan-Submittal-Checklist
2.b.	Comment Addressed.
3.	SP-1 Applicant has provided color in the Site Plan (and other pages) which was not required or is permitted. Applicant has changed locations for data tables.
3a.	Comment addressed.
4.	SP-1 Applicant added new notes and did not include existing notes. Applicant cannot refer to other pages that are not supposed to be included in this plan set and must provide information to this plan set as required in the DRC checklist.

Development Plan Application Comments

4a.	Comment addressed.
5.	SP-1 Applicant appears to have removed the amenities from the north courtyard without explanation. This is a downgrade from the last submittal.
5a.	Comment addressed.
6.	SP-1. All tables are supposed to have RM-10, B-2 and proposed PDD data, this has been altered. Previous table items such as Max lot coverage, minimum landscape area have changed without explanation, items such as MAX FAR, RM-10 and B-2 requirements are missing. New calculations not previously requested are provided but required items such as leasable area are missing. No unit sq. ft. listed on this page or floor plans. Unit A-1 appears to have gone from 713 sq. ft. to 700 sq. ft. Has this occurred to other units? It is unclear. As the tables are completely new, this comment serves as a overarching comment as all changes which cannot all be listed.
6a.	Comment addressed.
7.	Previously it was indicated that residents would park on the garage floor that they live on. How will this change with the reduction of 5 th floor spaces?
7a.	Comment noted.
8.	SP-2 dog fence was silver, now proposed white. Wall was stucco, now appears to be faux exposed concrete block also painted white. Change this back or the item will need to be reviewed by Community Appearance Board.
8a.	Comment addressed.
9.	A-3.1/3.2/3.3 There are multiple changes to the elevations not detailed by the applicant including window size, window awnings, and roof awnings. Additionally, it appears that stone was removed from the garage entrance, one of the columns to the west garage is without decoration and additional openings have been provided. West elevation is missing protruded columns and metal roof. Multiple changes are noticed that cannot be all listed. Applicant is again asked to submit only changes related to the less 40 unit proposal.
9a.	Comment addressed.
10.	A-3.3 Why were the middle roof structures removed from the North and South elevations? These areas are not impacted by the removal of the 40 units?
10a.	Comment addressed
11.	A 2.1 Location of residential entrance gates have moved, providing no accessible spaces for guests. Arrow striping has been removed. NAVD notes removed. Details to amenities have been removed.
11a.	Comment addressed.
12.	A 4.1/4.2/4.3 previous pages provided the gross area and balcony size for each unit and the bedroom/bath count. Applicant has re-oriented most units. Notes such as W.E/AC have been removed.
12a.	Comment not addressed.
13.	EPH-1/EPH-2 have not been updated. Has the north courtyard changed? Update to new floor plan.
13a.	Comment addressed.
NEW COMMENTS FROM 8/23/24 SUBMITTAL	
14.	Site plan notes on SP-1 *Does not include parallel parking spaces and provides a total split of all units. The February 6, 2023 plan with 505 spaces provided with

Development Plan Application Comments

	498.5 needed and allocated 487 to the garage, 16 to the surface and 2 on-street spaces, the most recent plan provides for 450 spaces with 449.5 needed and allocates 432 to the garage, 16 to the surface and 2 on-street spaces, meaning that the new plan does include the parallel (on-street) spaces in the calculation and is using these spaces as required parking. Applicant is effectively removing 6 spaces from the parking garage from the previous plan and not meeting Exhibit C Development Requirements of the rezoning application. Applicant should provide additional spaces in the parking garage or adjust the unit count/bedroom ratio to comply.
14.a.	Comment addressed.

A. APPLICATION / GENERAL COMMENTS:

1.	Change Project Name from "Deerfield Beach Apartments". Add 226-228 NE 9 th Avenue to the plan sheets.
1a.	Comment Acknowledged.
2.	The Project coordinator shall be the primary point of contact between the applicant and the City during the DRC process. The applicant shall not contact a City consultant without first contacting the project coordinator. Furthermore, the applicant must notify or copy via email any conversation or contact the applicant has with a separate division or department of the City.
2a.	Comment Acknowledged.
3.	Cost recovery fees – pursuant to Chapter 98, Article VII of the Land Development Code, cost recovery fees will be payable by the Applicant for review of the application. A cost recovery account will need to be established with the City, with payment required prior to being scheduled for the first public hearing. This fee is payable to the City of Deerfield Beach. Should the City's consultant fees exceed the deposit amount, additional fees may be payable by the Applicant. The applicant submitted \$5,000.00 cost recovery fee upon initial submittal of the application.
3a.	Comment Acknowledged.
4.	Per Sec. 98-35 All applications proceeding to City Commission shall comply with requirements for public notice, including payment of all required public notification fees, submittal of all documents and labels for notice to property owners, on-site signage, and newspaper publishing. Applicants are only permitted to begin the public notification process upon determination by Planning & Zoning staff that the item has been scheduled for an upcoming public hearing. The Public Notice Checklist can be accessed at http://www.deerfield-beach.com/DocumentCenter/View/12586/Public-Notice-Checklist .
4a.	Comment Acknowledged.
5.	For items being heard by City Commission, a cost recovery fee shall be paid by check to the City of Deerfield Beach for electronic document remediation of the application in order to comply with Title III of the Americans with Disabilities Act. The fee will be payable by the Applicant once the City receives the invoice.
5a.	Comment Acknowledged.

Development Plan Application Comments

6.	Per Section 98-13(b)(4) The initial site plan application fee includes the first review plus two resubmittals. Any resubmittal after the 3rd site plan review requires a fee of 30% of the initial application fee to be submitted for each submittal thereafter.									
6a.	Comment Acknowledged.									
7.	Per the requirements of Chapter 98-17.1 the applicant is required to pay impact fees for Public Safety and Parks. Payment of these fees are due at the time of Building permit submittal. Please note that if the project changes in size or intensity, the below calculations may also change. An impact fee calculation sheet will be given to the applicant when the project is complete. <table><tr><td>1.</td><td>Fire Rescue</td><td>\$ <u>TBD</u></td></tr><tr><td>2.</td><td>Police</td><td>\$ <u>TBD</u></td></tr><tr><td>3.</td><td>Parks</td><td>\$ <u>TBD</u></td></tr></table>	1.	Fire Rescue	\$ <u>TBD</u>	2.	Police	\$ <u>TBD</u>	3.	Parks	\$ <u>TBD</u>
1.	Fire Rescue	\$ <u>TBD</u>								
2.	Police	\$ <u>TBD</u>								
3.	Parks	\$ <u>TBD</u>								
7a.	Comment Acknowledged.									
8.	According to the Broward County Property Appraiser, the subject property contains multiple separated parcels. As a part of this application, said parcels will need to be combined or unified together and recorded with Broward County.									
8a.	Comment Acknowledged.									
9.	Per Section 98-13(8)(j) The attached document titled Conceptual Engineering Plan are advisory comments and shall be addressed upon submittal of the engineering permit. Applicant must not resubmit conceptual engineering plan sets or address these comments during the DRC process.									
9a.	Comment Acknowledged.									
10.	Community Appearance Board approval is required prior to approval of site plan. Staff will notify the applicant once application submittal is to be scheduled as item on an agenda. The applicant shall provide both existing and proposed elevations to determine building facades will complement each other. Once staff has advised the item is ready to be scheduled for CAB, submit five (5) sets of revised plans in 11" x 17" with Community Appearance Board application, which include colored building elevations and complete site plan sets.									
10a.	Comment Acknowledged.									
11.	Community Meeting - Prior to being scheduled for a public hearing, the Applicant is encouraged to hold its own meeting with the surrounding community to explain the proposed project and seek feedback. At a minimum, the applicant should invite all properties within 500 feet of the subject site. If a meeting is held, please provide Planning and Development Services staff with the meeting details for record on the file.									
11a.	Comment Acknowledged.									
12.	Per Section 98-13(b)(8) The applicant is required to provide the development plan in the required sheet order. Revise the title of plan sheets and ensure they're bound in the following order: Coverpage, Survey, Site Plan, Site Plan Details (as needed), Elevations, Floor Plans, Landscape Plan, Irrigation Plan, Photometric Plan. Irrigation plans were not submitted and are required.									
12a.	Comment Acknowledged.									
13.	Prior to resubmittal, contact Veronica Rodriguez at vrodriguez@deerfield-beach.org to schedule a Development Review Committee meeting.									
13a.	Comment Acknowledged.									

Development Plan Application Comments

14.	Per Section 98-13(b)(8) Ensure all sheets included within submittal are signed and sealed (including 11x17 set). All sheets in plan set shall be consistently scaled using a measurement found on a civil engineer's scale. Location plans, master plans, elevations and floor plans are exempt from this scale requirement.
14a.	Comment Acknowledged.

B.

COVERPAGE:	
1.	Per Section 98-13(8)(a)(1) Provide the name of project, address and folio number. Project name and addresses must be revised.
1a.	Comment addressed.
2.	Per Section 98-13(8)(a)(2) Provide the project description and scope of work.
2a.	Comment addressed.
3.	Per Section 98-13(8)(a)(3) Provide a location map showing adjacent land use and zoning and all curbs and median cuts within 300 feet. Location map does not demonstrate adjacent land use and zoning.
3a.	Comment addressed.
4.	Revise table of contents to be consistent with sheet order required by Code and removal of conceptual engineering plan sets. Title of sheets should also be consistent with Code.
4a.	Comment addressed.

C.

SITE PLAN:	
1.	Per Section 98-13(8)(c)(2) Provide the proposed on- and off-street parking spaces, and driveways, including location, dimensions, setbacks, ADA compliance and location of loading zones. Clarify if the on-street parking is calculated in totals for the multi-family use.
1a.	NE 2 nd Avenue West Bound lane is not detailed correctly, and this appears to conflict with on street parking. Ensure there is sufficient length between the intersection and the first parallel parking space.
1b.	To further clarify this comment, the survey shows that NE 2 nd Avenue is 32.9 feet wide, SP1 appears to be approximately 25 feet. Ensure that this road is able to maintain the existing traffic configuration and width of one west bound lane and the two east bound lanes.
1c.	Applicant was not requested to submit Engineering plans into the sight plan set. Comment was related to SP1 and to ensure that this is correct on SP1. Submitting these additional plans does not address the comment and it is specifically stated in the DRC application to not include plans such as these in the site plan submittal.
1.d.	Comment addressed.
2.	Per Section 98-13(8)(c)(4) Provide existing and proposed ground mounted electrical and mechanical equipment and screening.
2a.	Comment addressed.
3.	Per Section 98-13(8)(c)(5) Provide proposed fences and walls, including location, construction material, dimensions, setbacks, and height. Setback and dimensions weren't provided.
3a.	Comment addressed.

Development Plan Application Comments

4.	Per Section 98-13(8)(c)(6) Provide existing and proposed utility lines, easements and adjacent rights-of-ways.
4a.	Comment addressed.
5.	Per Section 98-13(8)(c)(7) Provide existing and proposed light pole locations.
5a.	Comment addressed.
6.	Per Section 98-13(8)(c)(8) Provide traffic flow markings and signage, including fire lane striping and the location of all curb cuts.
6a.	NE 2 nd Avenue West Bound lane is not detailed correctly, and this appears to conflict with on street parking. Ensure there is sufficient length between the intersection and the first parallel parking space.
6b.	This comment was in error, the 2 nd submittal comment for 6a was On SP1, notes state to refer to a PMS sheet which is not part of the plan set.
6c.	Applicant was not requested to submit Engineering plans into the sight plan set. Comment was related to SP1 and to ensure that this is correct on SP1. Submitting these additional plans does not address the comment and it is specifically stated in the DRC application to not include plans such as these in the site plan submittal.
6.d.	Comment addressed.
7.	Per Section 98-13(8)(c)(13) Provide the location of all existing and proposed fire hydrants.
7a.	Comment addressed.
8.	Per Section 98-13(8)(c)(14) Provide the location of freestanding signs with setback measurements.
8a.	Comment addressed.
9.	Per Section 98-13(8)(c)(15) Provide the location of all existing and proposed above ground and below ground storage tanks.
9a.	Comment addressed.
10.	The following items need to be revised/corrected on the site data table: ▪ Property address consistent with the application and cover page. ▪ Gross area ▪ Existing land use ▪ There are two data tables with the same or similar information. Only one site data table should be provided consistent with the PDD requirements proposed in the rezoning, not the Code requirements for the existing zoning district. ▪ Do not include required and proposed data for items that aren't applicable to the scope of work (i.e. 3 bedroom units, parking data, etc.) ▪ Revise building height to comply with Code. Per Code Section 98-3 <i>Building height means the vertical distance from the finish grade at the center of the front of the building to the highest point of the roof surface for a flat roof, to the deck line for mansard roofs, and to the mean heights level between eaves and ridges for gable, hip and gambrel roofs.</i> ▪ The number of units within each unit type (1 bed and 2 bed) in site data table do not match the floor plans. Revise sheets to be consistent. ▪ Based on the number of 1 and 2 bedroom units demonstrated on floor plans, the number of required parking spaces is 508, not 503 as provided on site data table. Revise calculations to comply with Code.
10a.	▪ Do not include required and proposed data for items that aren't applicable to the scope of work (i.e. 3 bedroom units, parking data, etc.) ▪ The number of units within each unit type (1 bed and 2 bed) in site data table do not match the floor plans. Revise sheets to be consistent. B1- is

Development Plan Application Comments

	listed in the one-bedroom unit column, but is stated as a two-bedroom model.
10b.	Comment addressed.
11.	Ensure all proposed structures, features, and boxed areas are properly labeled, and provide legend for all hatching and shading. Remove any items labeled as "TBD". For example, there are structures or exterior amenities in the pool courtyard area that aren't labeled, and areas of building are labeled "Amenity TBD" or "Double height". Plans must clearly demonstrate all proposed structures and features.
11a.	Comment addressed.
12.	Ensure dimensions and setbacks are provided for all building overhang, including covered entries.
12a.	Comment addressed.
13.	The Master Conceptual Plan included within the LUPA and within rezoning propose sidewalk and pedestrian access/greenway within the property boundary along NE 2 nd Street, while only a portion is shown on the site plan. Revise plans to be consistent with what was previously proposed and approved.
13a.	Comment addressed.
14.	Ensure sidewalk continues along the full perimeter of the property. It appears to end at the northwestern most area of the property adjacent to the plaza.
14a.	Comment addressed.
15.	There are signs labeled on the northeast corner of the site on the landscape plan but not provided on the site plan. Clarify if existing to remain or proposed. All exterior existing and proposed structures and features are required on all sheets.
15a.	Comment addressed.
16.	Provide labels and use for the courtyard on the north side of building.
16a.	Comment addressed.
17.	Submit a site details sheet, which demonstrates details for walls/fences, parking spaces, signage, and other exterior accessory structures. Ensure compliance with Code or include request in the rezoning report.
17a.	Comment addressed.
18.	Per Section 98-75 Residential fences for multifamily dwelling units shall be setback a minimum of 5 feet from the front and corner yards for purposed of landscape beautification and may not exceed six feet in height. Additional details must be provided for the wall and the request must be included in the PDD rezoning if the plans propose a fence/wall exceeding the setbacks and/or height. Fence/wall demonstrated on the landscape plan isn't consistent with the site plan. Ensure consistency on all sheets.
18a.	Comment addressed.
	The following comments were issued by staff on the Plat Application must be addressed on the site plan application.
19.	Previous Conceptual Plan and Public Improvements: Confirm use of "TBD Amenity Place Holder L.S. to Design". The area along Eller Street was previously shown with public ROW improvements (parallel parking), additional sidewalk areas to meet Pioneer Grove Standards, etc., which are no longer demonstrated on this conceptual plan. Additionally, while a sidewalk is shown with a building setback of 41'6", the sidewalk meanders into the proposed multifamily building, not the public pedestrian pathway. The sidewalk must be continuous and demonstrate the intent of this area previously proposed to staff.
19a.	Comment addressed.
20.	Incompatible uses: Staff has concerns with the uses proposed along the rear of the

Development Plan Application Comments

	property abutting the single-family residential lots along NE 9th Avenue. The applicant has stated several times to staff that no impacts or uses would be proposed along the properties located on NE 9th Avenue, even after purchase of 226-228 NE 9th Ave. The maintenance, trash holding rooms and service courts are not acceptable uses for the multifamily residential building with a setback of approximately 13 feet. Additionally, the dog park, service court, and garage entry were not reviewed by staff for compliance with Code requirements or impacts to the neighborhood and abutting SFR. Remove the uses or relocate them to an area that would demonstrate compliance with code. Additional consideration must be provided to this area on the site plan and rezoning. The storm sewer line proposed in this area limits the landscaping and previously proposed considerations in this area.
20a.	Comment addressed.
21.	Submit waste/trash removal operations plan and apron along NE 4 th Street for sanitation trucks. This area must be landscaped.
21a.	Further explain the trash truck pick up location and trash truck waiting area. The proposed location for the trash truck to idle while waiting for trash would close east bound traffic on NE 4 th Street. The trash truck should be moved to the fire cut in.
22b.	Comment addressed.
22.	As a bus shelter is required on Federal Highway per County requirements, the applicant is required to demonstrate the location and details on the site plan and site details sheet.
22a.	Comment not addressed.
22b.	Comment addressed.
23.	Proposed plazas are not sufficient to address the public benefits as required in PDD. This will be discussed during the DRC meeting.
23a.	Why is a plaza not proposed at the NE corner of the property in symmetry with the SE corner?
23b.	Comment addressed.
24.	Additional comments may be forthcoming upon resubmittal of the site plan.
24a.	Comment standing per resubmittal.

D.

ELEVATIONS:	
1.	Architectural design features and colors must comply with Coastal Community Special Architectural District.
1a.	Comment addressed, with exception to comment 3.
2.	Ensure building height is measured per Code definition provided above.
2a.	Comment addressed.
3.	The roof plan and elevation sheets demonstrate inconsistent material for the roof (metal roof and cement tile roof). Clarify roof material and ensure consistency on all sheets and within legend.
3a.	The metal roof appears to be unpainted galvanized grey. How does this color meet the architectural design shown elsewhere in the building? Suggest proposing a color to this material that is compatible to the other roof materials.
3b.	Comment addressed.
4.	The white and grey paint colors are very similar in nature. Demonstrate greater

Development Plan Application Comments

	contrast with the primary and secondary colors by proposing a different color consistent with the Coastal Community Special Architectural District or consider switching the primary and accent colors so as to increase the areas of the blue throughout the elevations.
4a.	Comment addressed.
5.	The aluminum awnings should be placed consistently throughout all building elevations.
5a.	Comment addressed.
6.	Per Section 78-7 Exterior elevations shall be designed such that all building facades include substantial wall articulation (such as projecting ribs, columns, reveals and offsets) to avoid the effect of a single long or massive wall. This includes garage wall on west elevation. Additional architectural features must be added to comply or consider addition of green wall on the garage elevation.
6a.	Provide the metal mesh panel detail. Is this material free from rust? Suggest adding additional contrast with either a color behind the panel or a color to the mesh that is not grey.
6b.	Comment addressed.
7.	Although different and complimenting railings may be proposed, they should be consistently placed throughout elevations.
7a.	Comment addressed.
8.	Clarify label "BOH" and provide use of space. Is this a building opening to the garage and why is it proposed?
8a.	Comment addressed.
9.	Building entrance features should wrap around building along NE 2 nd Street. Per Section 78-7 The main entrances should be oriented to a public street or prominent public area and shall not be primarily constructed of tinted glass. Additional front facing features must be provided on the wrap of the northwest around the east to the wrap of the southeast elevations. Additional elevations must be provided for these corners.
9a.	Comment addressed.
10.	Per Section 98-13(8)(d)(3) Show the location of all mechanical equipment showing adequate concealment.
10a.	Comment addressed.
11.	Per Section 98-13(8)(d)(2) Provide the general location of building wall signs and conceptual monument sign.
11a.	Comment addressed however, are these signs lit? How will they be constructed?
11b.	Comment noted. Applicant shall be aware that by not proposing sign dimensions and details, permits for signs may be denied for not meeting the Land Development Code, when submitted.
12.	Remove building shading from colored elevations as it may confuse the proposed building colors. Shading may be provided upon submittal of the renderings.
12a.	Comment addressed.
13.	Additional comments may be forthcoming upon resubmittal of the elevations.
13a.	Comment addressed.

E.

FLOOR PLANS:	
1.	Ensure floor plans are provided in correct sheet order. Sheets A-2.1 – A-2.5 should be labeled as floor plans and located with unit plans.

Development Plan Application Comments

1a.	Comment addressed.
2.	All use areas must be labeled. There shouldn't be any labels for "TBD" etc. All boxes or hatchings must have appropriate references within legend.
2a.	Comment addressed.
3.	Corner units on building plans are not labeled. Ensure all units on building plan sheets are labeled.
3a.	Comment addressed.
4.	Ensure number of units for each unit type are consistent with the site data table on the site plan.
4a.	Comment addressed.
5.	The minimum floor area of the units must be consistent with the site data table and rezoning.
5a.	Comment addressed.
NEW COMMENT SECOND SUBMITTAL:	
6.	Relabel Unit B1 as a one-bedroom unit.
6a.	Comment addressed.

F.

LANDSCAPING PLAN:	
1.	The PDD rezoning report includes request from landscape requirements. The data should be provided on the landscape plan in the table with reference to the PDD rezoning.
1a.	Comment addressed.
2.	Ensure site and landscape plans are consistent. See Comment D. 14 above.
2a.	Comment addressed.
3.	Landscape plans demonstrate aboveground powerlines, while the applicant has stated that powerlines will be proposed underground. Revise landscape plans to comply with previous plans submitted to the applicant.
3a.	Comment addressed.

G.

IRRIGATION PLAN:	
1.	Submit Irrigation Plan. Ensure the sheet is added to the coverpage.
1a.	Comment addressed.

H.

PHOTOMETRIC PLAN:	
1.	Per Section 98-13(8)(h)(3) Provide a minimum foot candle taken at the property line.
1a.	Increase font weight, notes are very light and will not photocopy. In addition, readings do not appear accurate. Some readings show less than one reading when only a few feet away from a pole.
1b.	Font weight addressed. Comment response to shields and cut offs is not found in review of page EPH-2.
1c.	Comment noted. Designer has again chosen to not shield light poles from residential properties due to the style of light pole selected. Photometric readings are correct, public concern regarding lighting facing residential properties may be brought forward during public hearing.
2.	Per Section 98-13(8)(h)(4) Provide the location of all existing and proposed easements, notating any above ground utility lines.

Development Plan Application Comments

2a.	Comment addressed.
3.	Per Section 98-13(8)(h)(5) Provide the location of all existing off site lighting, including rights-of-way lighting.
3a.	Comment does not appear to be addressed.
3b.	In this submittal light readings to the west of the property along lots 1-3 and 5-7 are missing.
3c.	Comment addressed.
4.	Per Section 98-13(8)(h)(6) Provide the details of all proposed light fixtures and light poles, showing maximum height, building material and color.
4a.	Comment addressed. However, the location of ten foot poles adjacent to residential property and in the dog park can be viewed as excessive. Details do not show any shielding. Ensure that all illumination to the west of the property is properly shielded.
4b.	New lighting on EPH-1 for the dog park is different that what is shown on the site plan.
4c.	Comment addressed.
5.	Demonstrate compliance with Section 98-88 (j)(5) Lighting Standards and for parking garages.
5a.	Comment addressed.
NEW OVERALL COMMENT	
6.	In order to ensure that this next review is complete, please review Section 98-88(5) Lighting Standards <u>in its entirety</u>. Specifically, Section 98-88(5)(5) which states: <i>In order to minimize offensiveness to persons or neighboring property and to eliminate distractions to and temporary blinding of drivers of vehicles passing illuminated property, in addition to the lighting standard established herein, all artificial parking lot lighting shall either be shaded or screened in a manner that will limit spillover of lighting onto adjacent property and rights-of-way. Spillover shall not exceed three footcandles vertical and shall not exceed one footcandle horizontal illumination on adjacent properties or structures measured at grade. An outdoor lighting installation shall not be placed in permanent use until a letter of compliance signed and sealed by a registered engineer or architect is provided to the city stating that the lights have been field tested and meet the standards set forth above.</i> At this time, the proposed locations of the details provided regarding location, height and lack of shielding to the west, do not meet this section of code.
6a.	Comment addressed.

I. ADDITIONAL COMMENTS:

1.	All resubmittals shall be provided with a written narrative responding to all comments.
1a.	Comment Acknowledged.
2.	Prior to the issuance of a building permit, the applicant must receive a Certificate of Concurrence Letter from the Planning and Development Services Department. This letter will serve as the Development Permit as required under Section 98-18 of the Land Development Code of the City of Deerfield Beach for approval of the site plan.
2a.	Comment Acknowledged.
3.	A Building permit will not be issued until the applicant has also received approval of an Engineering permit for the Environmental Services Department.
3a.	Comment Acknowledged.
4.	As with all developments in Deerfield Beach, before a building permit can be issued, this development must receive approval from the Broward County Environmental Protection and Growth Management Department, Development and Environmental Regulation Division (954-357-6666).

Development Plan Application Comments

4a.	Comment Acknowledged.
5.	Per Section 98-14(f) An application for development plan shall be deemed to have been abandoned becoming null and void after six months of inactivity. If an application has no activity within this time frame, then a new application for development plan along with all applicable fees shall be submitted should the applicant wish to proceed with the project.
5a.	Comment Acknowledged.

Development Plan Application Comments



DEVELOPMENT REVIEW COMMITTEE

Project Name:	Deerfield Beach Apts.	Application No.:	21-PDD-02
Reviewer Name:	Harold Hoyte	Project Address:	299 N Federal Hwy.
Department/Division:	Landscape		
Position:	Landscape Architect		
Date of Review:	7/29/24		
Submittal No.:	7		

A. LANDSCAPING PLAN:

1.	Approved as submitted.
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DEVELOPMENT REVIEW COMMITTEE

Project Name:	AXIS APARTMENTS	Application No.:	21-PDD-02
Reviewer Name:	CAPT. MIKE HEFFERON		
Department / Division:	FIRE PREVENTION		
Position:	CAPTAIN		
Date of Review:	07/15/24		
Submittal No.:	7		

A. APPLICATION / GENERAL COMMENTS:

	A complete set of permitted plans must be submitted for review and approval prior to all construction. All permitted plans must document on plans that a certificate of occupancy shall not be issued until the AHJ determines that the building is in compliance with section 118 (TWO WAY RADIO ENHANCEMENT SYSTEM) with Broward County Local Amendments to the Florida Fire Prevention Code 8TH Ed., NFPA 1-Fire Code, Florida Edition 2021, NFPA 101-Life Safety Code, Florida Edition 2021.
1.	N/A
2.	PROVIDE A HYDRANT FLOW TEST TO DETERMINE THE AVAILABLE WATER SUPPLY TO THIS PROJECT AND SHALL BE PREPARED BY A PROFESSIONAL ENGINEER BASED ON THE FLORIDA FIRE PREVENTION CODE 8TH EDITION (NFPA 1 18.4.5.3 BUILDINGS OTHER THAN 1 AND 2 STORY RESIDENTIAL BUILDINGS) N/A

B. SITE PLAN:

	SITE PLAN IS APPROVED TO DECREASE THE NUMBER OF APARTMENTS TO 237 AND THE APPROVAL FOR THE NORTH BOUND LEFT TURN LANE ON FEDERAL
1.	

Development Plan Application Comments



DEVELOPMENT REVIEW COMMITTEE

Project Name:	Axis Apartments (Eller & Federal) Major Site Plan	Application No:	21-PDD-02
Reviewer Name:	Cesar E. Osegueda		
Department / Division:	Sustainable Management		
Position:	Code Compliance Spec.		
Date of Review:	07/23/2024		
Submittal No:	Submittal 7		

A. RECYCLING & SOLID WASTE DIVISION:

1.	The above Site Plan Application, located at 201, 221, 231, 299 N. Federal Hwy & 226-228 NE 9 th Ave. Deerfield Beach, FL 33441, has been reviewed by the Sustainable Management Dept. (Recycling and Solid Waste Division) and was found to be Acceptable as it relates to collection services and location of Recycling/Solid Waste Receptacles.
	The site will be served by a Front Loader Truck type. The dumpsters will need to have wheels and a capacity of no more than 4 cubic yards. The maintenance staff at Axis Apts. must roller out the dumpsters to NE 4th Street on the days of service schedule and must roller them into the building when serviced. For compactors dumpsters, the maintenance staff will be in charge of release and secure them to the compactor equipment.



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)

☒ New Site Plan / Site Plan Modification (See Attachment A)	☐ Plat or Plat Note Amendment (See Attachment F)
☐ Community Appearance Board (See Attachment B)	☐ Conditional Use (See Attachment G)
☐ Variance (See Attachment C)	☐ Vacation & Abandonment (See Attachment H)
☐ Technical Deviation (See Attachment D)	☐ ROW Variance (See Attachment I)
☒ Rezoning (See Attachment E)	☐ Sign Variance (See Attachment J)

Project Name: Deerfield Beach Apartments

Property Owner: CRD Federal LLC and CRD 201 N. Federal LLC

Applicant (if different from Owner): _____

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

Address of Property: 201, 221, 231 and 299 Federal Highway and 226-228 NE 9 Avenue

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 location 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-3 and RM-10</u>	Future Land Use Category:	<u>Irregular(48.6) Residential</u>
Existing Use:	<u>Office, vacant</u>	Proposed Use:	<u>Apartments</u>
Lot Area (acres):	<u>4.29 acres</u>	Number of Dwelling Units (proposed):	<u>277 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>485,907 sq. ft.</u>

Agent Signature: _____

Owner Signature: See attached for 2 owners

Name Printed: Dennis D. Mele

Name Printed: _____

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

Address: _____

Telephone: (954) 649-7711

Telephone: _____

Email: dennis.mele@gmlaw.com

Email: _____



DEVELOPMENT PLAN APPLICATION

DEERFIELD BEACH APARTMENTS

OWNER SIGNATURE:

CRD FEDERAL LLC By: CRD FEDERAL MANAGER LLC By: <u></u> Name: <u>MICHAEL SLAVEN</u> Title: <u>MANAGER</u> Address: 225 West Hubbard Street Chicago, IL 60610-4416 Telephone: (312) 832-2500 Email: mslaven@centrumrd.com	CRD 201 N. FEDERAL LLC By: CRD FEDERAL MANAGER LLC By: <u></u> Name: <u>MICHAEL SLAVEN</u> Title: <u>MANAGER</u> Address: 225 West Hubbard Street Chicago, IL 60610-4416 Telephone: (312) 832-2500 Email: mslaven@centrumrd.com
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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 25TH 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

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- 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

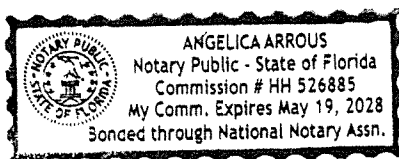
June 21, 2024
Date

SWORN TO AND SUBSCRIBED Before me by means of ☒ physical presence or ☐ online notarization, this 21ST 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 25th 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

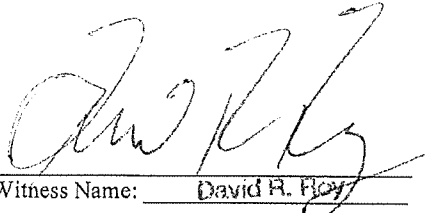
Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

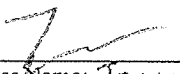
To Have and to Hold, the same in fee simple forever.

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.

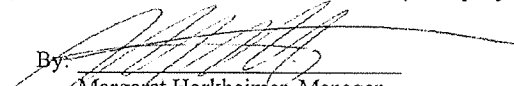
Signed, sealed and delivered in our presence:


Witness Name: David R. Roy


Witness Name: Teyvon Johnson

Sarbella, LLC, a Florida limited liability company

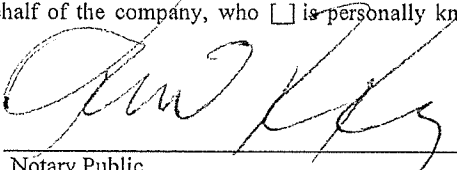
By: Modica, LLC, a Florida limited liability company

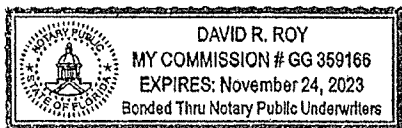
By: 
Margaret Horkheimer, Manager

State of Florida
County of Broward

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 8th 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 29th 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, 4th 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.

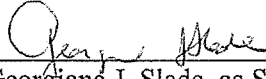
To Have and to Hold, the same in fee simple forever.

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.

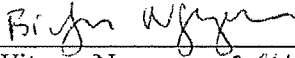
* "Grantor" and "Grantee" are used for singular or plural, as context requires.

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

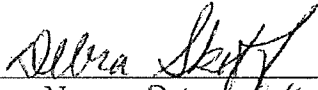
Signed, sealed and delivered in our presence:



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



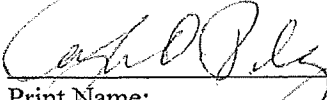
Witness Name: BICH-NGOC NGUYEN



Witness Name: Debra Skoff

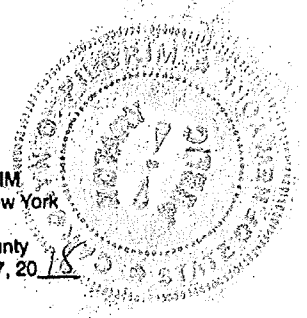
STATE OF New York
COUNTY OF New York

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, 20 18



Signed, sealed and delivered in our presence:

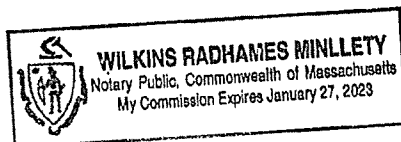
Philip N. Warburg
Philip N. Warburg, as Successor Trustee
of the Joan M. Warburg Revocable Trust
dated December 13, 2005

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: Raqi Booker

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 20th 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: 
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 7th 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

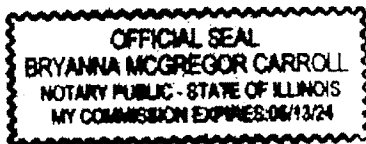


EXHIBIT A

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 20th 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 7th 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

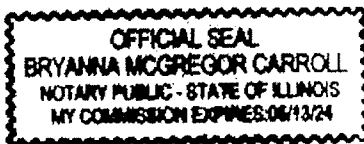


EXHIBIT A

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.

201, 221, 231 & 299 FEDERAL HIGHWAY AND 226-228 NE 9TH AVENUE, DEERFIELD BEACH, FL.
FOLIOS: 4743 31 00 0500 / 4743 31 00 0501 / 4743 31 00 0502 / 4743 31 00 0503 / 4743 31 08 0400

ISSUE FOR
DEVELOPMENT REVIEW COMMITTEE (DRC)



SHEET NUMBER	SHEET NAME
CS	COVER SHEET
S-1	SURVEY
S-2	SURVEY
SP-1	FLOOR PLAN - SITE
SP-2	SITE PLAN DETAILS
TD-1	TRASH DIAGRAM
A-3.1	BUILDING ELEVATIONS EAST
A-3.2	BUILDING ELEVATIONS WEST
A-3.3	BUILDING ELEVATIONS NORTH AND SOUTH
A-2.1	FLOOR PLAN - LEVEL 1
A-2.2	FLOOR PLAN - LEVEL 2
A-2.3	FLOOR PLAN - LEVEL 3
A-2.4	FLOOR PLAN - LEVEL 4
A-2.5	FLOOR PLAN - LEVEL 5
A-2.6	ROOF PLAN
A-4.1	UNIT PLANS
A-4.2	UNIT PLANS
A-4.3	UNIT PLANS

L-1.0	TREE DISPOSITION PLAN
L-1.1	TREE DISPOSITION CHARTS
L-1.1A	TREE DISPOSITION PLAN - US1 (SR5)
L-2.0	OVERALL LANDSCAPE PLAN
L-2.1	LANDSCAPE PLAN (SOUTH)
L-2.2	LANDSCAPE PLAN (NORTH)
L-2.3	POOL COURTYARD LANDSCAPE PLAN
L-2.4	COURTYARD LANDSCAPE PLAN
L-2.5	PLANTING SCHEDULE, CODE CHART & DETAILS
L-2.6	SITE AMENITY DETAIL
L-2.7	LANDSCAPE GENERAL NOTES
L-3.0	OVERALL IRRIGATION PLAN
L-3.1	IRRIGATION PLAN (SOUTH)
L-3.2	IRRIGATION PLAN (NORTH)
L-3.3	IRRIGATION SCHEDULE & NOTES
L-3.4	IRRIGATION DETAILS & NOTES

EPH-1	SITE PHOTOMETRIC STUDY PLAN
EPH-2	SITE LIGHTING CUT SHEETS

THE PROPERTY IS DEVELOPED WITH AN EXISTING OFFICE BUILDING ON FEDERAL HIGHWAY AND A DUPLEX ON N.E. 9TH AVENUE. BOTH OF THESE STRUCTURES WILL BE DEMOLISHED AND REPLACED WITH A 5-STORY 237-UNIT 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 N.E. 2ND STREET FOR DELIVERIES, RIDE SHARE VEHICLES AND THE LEASING OFFICE.

ENG. CA. NO. 28787 ARCH LICENSE NBR AA26001856

CANAL PARK

3323 NE 163rd Street, Suite 200 North Miami Beach, FL 33160

 305.792.0015 305.931.0279 info@absolute-idea.com

SEAL

TO THE BEST OF MY KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM BUILDING CODES AND THE APPLICABLE FIRE-SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY IN ACCORDANCE WITH THIS SECTION AND 633 FLORIDA STATUTES.

STEPHANE L'ECUYER
AR 93637

[illegible]

SITE PLAN APPROVAL
Not for construction

CRD FEDERAL LLC

225 W. Hubbard St. Suite 501,
Chicago, IL 60654

ARCHITECT
IDEA
ARCHITECT

3323 N 163rd St. Suite 200,
North Miami Beach, FL 33160

CIVIL

OMAS ENGINEERING GROUP

6300 NW 31st Avenue,
FORT LAUDERDALE,
FL 33309
TEL: 954.202.7000

LANDSCAPE

OMAS ENGINEERING GROUP

211 N Federal Hwy,
Deerfield Beach, FL 33441

<i>Drawn</i> IDEA Team <i>Verified</i> <i>Approved</i>	<i>Field</i> Architecture <i>Scale</i> 3/16" = 1'-0" <i>Date</i> 6-28-2024
<i>Project Manager</i> NMC	<i>Dwg. no. Page</i>
<i>Project</i> 22-817US	CS

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

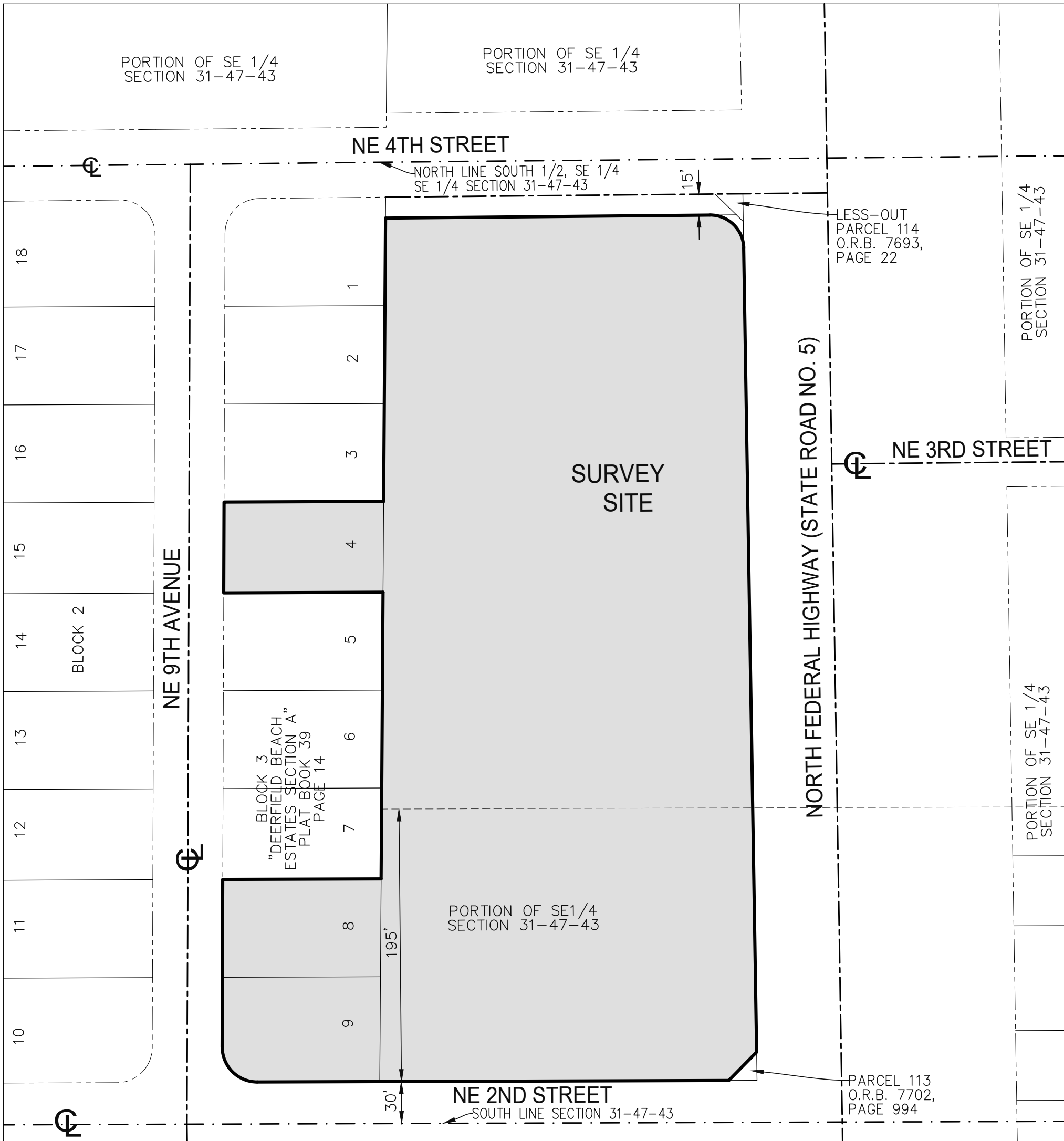
LOT 4, BLOCK 3, "DEERFIELD BEACH ESTATES SECTION A", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 39, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

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 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



VICINITY MAP
NOT TO SCALE

NOTES:

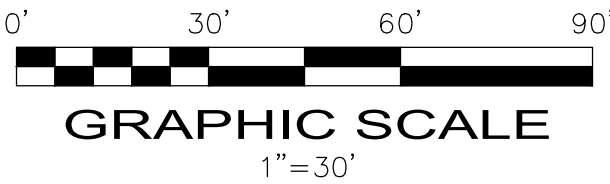
- 1) THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ELECTRONIC SIGNATURE AND ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
- 2) ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. BROWARD COUNTY BENCHMARK NO. 1107; ELEVATION: 8.478 FEET.
- 3) FLOOD ZONE: X; BASE FLOOD ELEVATION: NONE; COMMUNITY: 125101; PANEL: 12011C0179H; MAP DATE: 08/18/14.
- 4) THIS SITE LIES IN SECTION 31, TOWNSHIP 47 SOUTH, RANGE 41 EAST, BROWARD COUNTY, FLORIDA.
- 5) 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.
- 6) 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.
- 7) 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'.
- 8) THIS SITE CONTAINS A TOTAL OF 103 CLEARLY DELINEATED PARKING SPACES (102 REGULAR AND 1 DISABLED).
- 9) 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.
- 10) PAVEMENT AND SIDEWALK CONDITION: 1-GOOD, 2-FAIR OR ROUGH/NEEDS REPAIR OR CLEANING. 3-POOR, RATED BY SITE PHOTOGRAPHS ONLY.
- 11) THE SURVEYOR'S DESCRIPTION WAS CREATED FOR PLATTING PURPOSES AS REQUIRED BY BROWARD COUNTY, FLORIDA.
- 12) THE PROPERTY DESCRIBED IN THE ABOVEMENTIONED TITLE COMMITMENT LIES WHOLLY WITHIN THE PROPERTY DESCRIBED HEREON.
- 13) 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).

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



- 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

SHEET 1 OF 2

7	#70736 UPDATE SURVEY 12/2/22	J.F.P.
6	REVIEW SURVEY DISC & NEW TITLE 9/10/20	D.C.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	#6236-63491 ORIGINAL SURVEY 7/22/19	L.S./B.L.
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.
CHECKED BY: J.F.P.

SCALE: 1" = 30'
SURVEY DATE: 2/14/24

FILE: CENTRUM PARTNERS, LLC
ORDER NO.: 70736

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.
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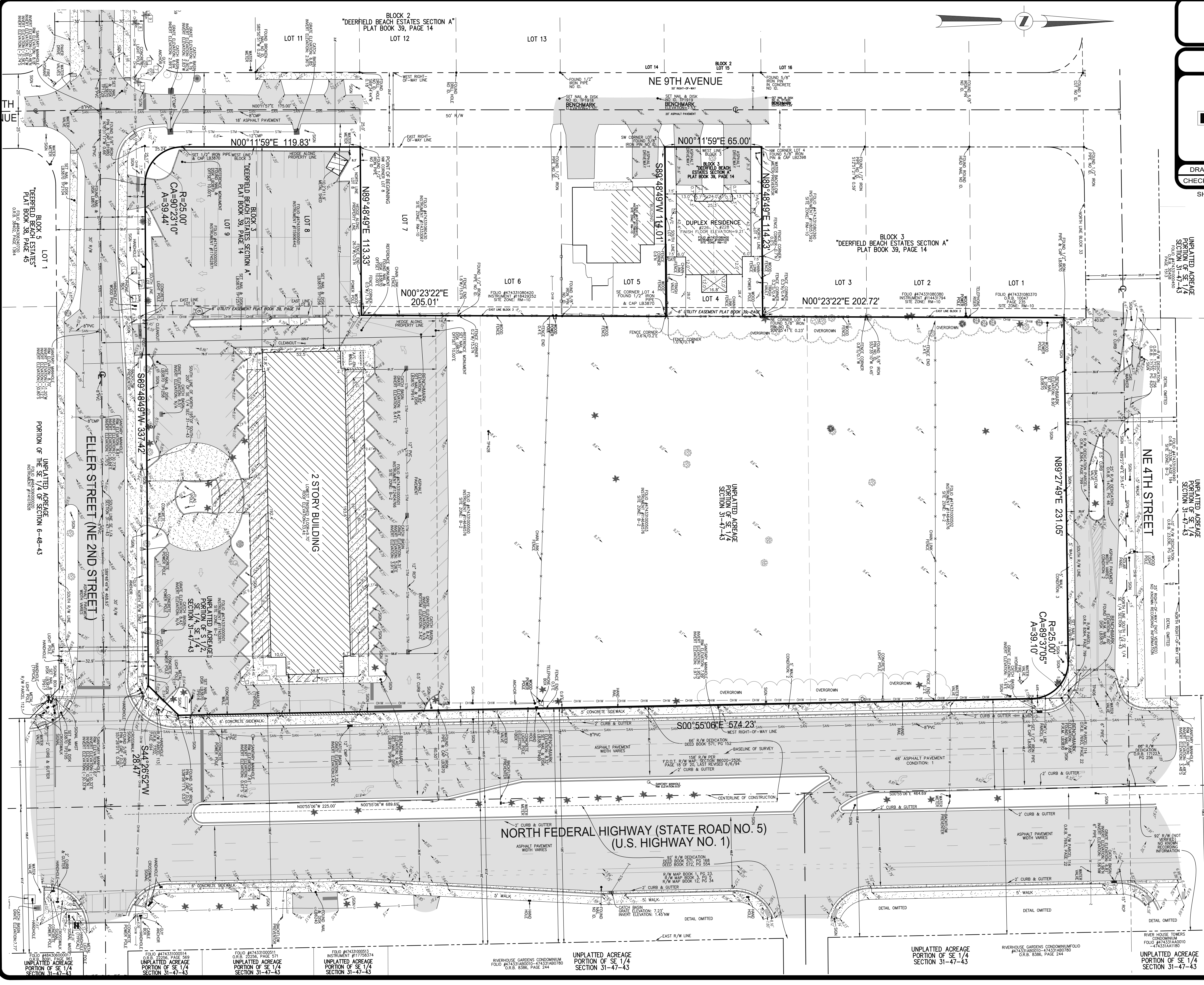
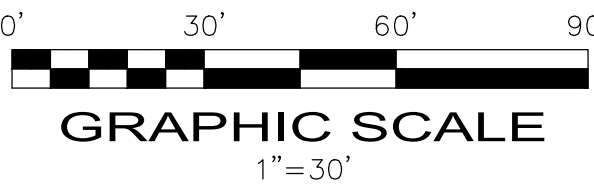
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ORDER NO.: 70736

SHEET 2 OF 2

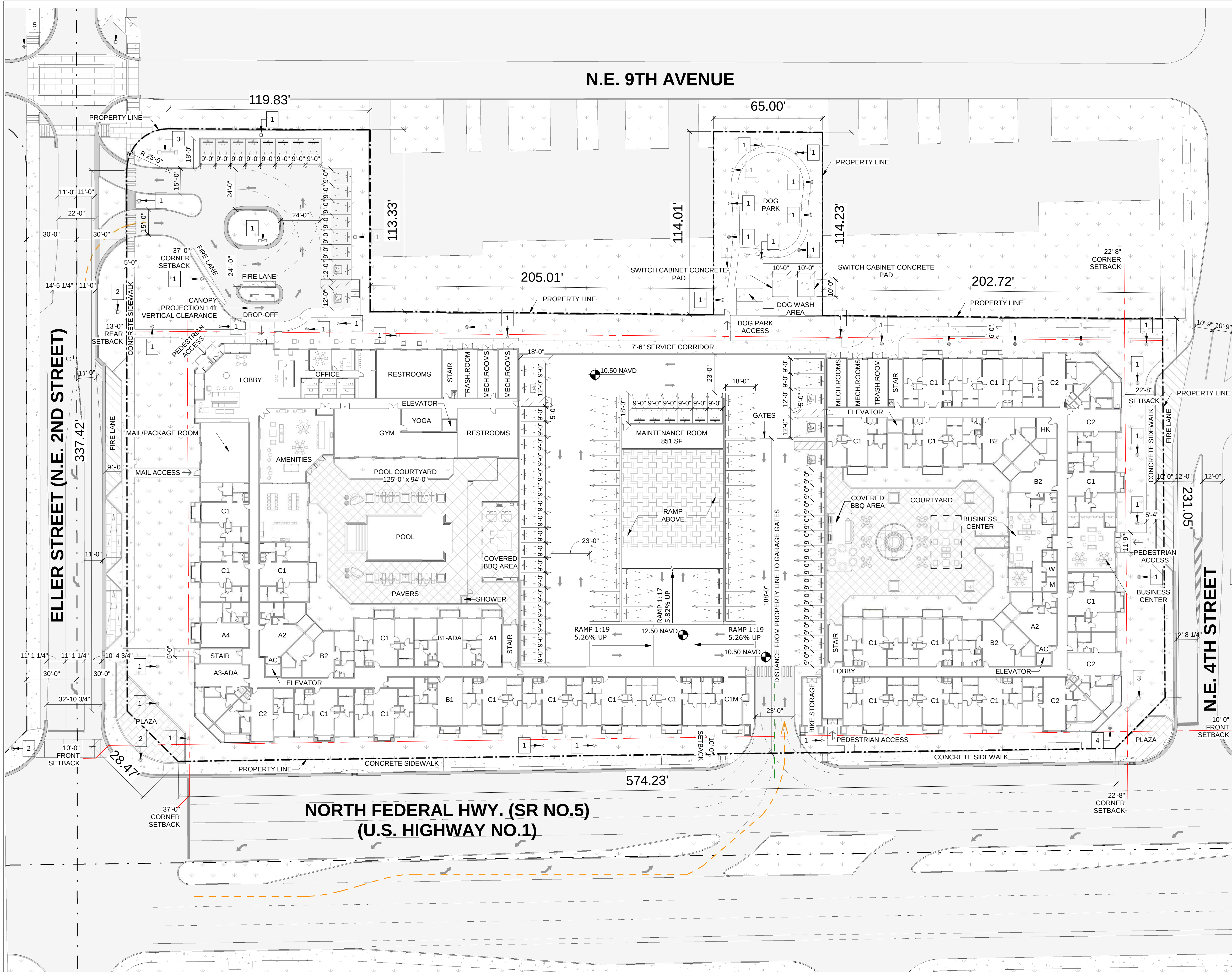
THIS DOCUMENT IS NEITHER FULL NOR
COMPLETE WITHOUT SHEETS 1 AND 2

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
- SCHFEFLARA
- 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



9/5/2024 2:23:03 PM
Autodesk Docs/22-817 Deerfield Beach AXIS/22-817 AXIS Deerfield R25.rvt
ARCH D 24"x36" (A1)



1 SITE PLAN
SP-1 SCALE: 1" = 30'-0"



SITE PLAN KEYNOTES

- 1 PROPOSED LIGHT POLE
- 2 EXISTING LIGHT POLE
- 3 MONUMENT SIGN
- 4 EXISTING FIRE HYDRANT
- 5 PROPOSED FIRE HYDRANT

SITE PLAN LEGEND

VEHICULAR ACCESS

NOTE

BDA SYSTEM TO BE IMPLEMENTED DURING BUILDING PERMIT

SITE INFORMATION	
Property Location	201, 221, 231 & 239 Federal HWY and 225-228 NE 9 Ave
Lot Gross Area	(255,865) (5.87 Acres)
Lot Net Area	(185,968SF) (4.27 Acres)
Zoning Designation	RM-10 & B-2 (Proposed PDD)
Existing Land Use District	Irregular 48.6 Residential

REGULATORY GUIDELINES	
Density (Based on Gross Area)	Proposed PDD
Max Density	237 DUS
Max Lot Coverage	55%
Building Height	Proposed PDD
	50'-6"

Setbacks	
Front (N. Federal HWY)	10'-0"
Corner (NE 2nd Street/NE 9th Ave)	37'-0"/N/A
Corner (NE 4th Street)	22'-8"
Rear (West/North)	13'-0"/N/A
Side (B-2 Properties)	N/A

Min. Landscape	26.22%
Max FAR (including Garages)	2.5

AXIS APTS UNIT MATRIX				
Unit designation	Area (SF)	# Units	% of Total	Leasable Area (NRSF)

1BD	702	8	2.4%	5,516
A1	731	14	4.4%	10,243
A3-ADA	774	5	1.7%	3,874
A4	797	13	4.4%	10,373
B1	840	4	1.4%	3,363
B1-ADA	840	4	1.4%	3,363
C1M	721	1	0.3%	721
C4	770	3	1.0%	2,311
Sub-Total		52	17%	39,866
2BD				
B2	1056	20	9.1%	21,135
B2-ADA	1047	3	1.3%	3,142
B4	1047	1	0.4%	1,047
C1	1024	128	55.1%	130,974
C1-ADA	1024	2	0.9%	2,049
C2	1127	26	12.6%	29,321
C2B	954	2	0.8%	1,929
Sub-Total		182	81.2%	185,597
3BD				
C3	1284	3	1.7%	3,853

#of Bldgs.	1 bldg.		
Total	237	100.0%	233,316
		Avg sf/unit	984.45

PARKING DATA		
Residential	# of units	# Spaces
1 BD@ 1.5 ps/du	52	78
2 BD@2 ps/du	182	364
3 BD@ 2.5 ps/du	3	7.5
Sub-Total	237 units	449.5
Total Required		450
OFF-STREET	STANDARD	HC
Garage - Level 1	85	4
Garage - Level 2 to 4	1023-308	23-6
Garage - Level 5	33	0
Sub-Total		434
Surface Parking	14	2
Sub-Total		16
TOTAL Off-street		450*
ON-STREET		
Parallel Parking	2	0
Sub-Total		2
Total Provided	452	1,907 ps/unit

Note: Min. provided ADA spaces meet ADA standards for Accessibility Design 4.1.2 (5)

Table 1 DEVELOPMENT REQUIREMENTS		PROPOSED	
	B-2	RM-10	PDD
Maximum Lot Coverage	35%	40%	55%
Minimum Floor Area/Unit			
1 Bedroom	N/A	700sf	700 sf
2 Bedroom	N/A	900sf	960 sf
3 Bedroom	N/A	1,050sf	1,280 sf
Minimum Landscape Area	20%	sf	26.22%
Max FAR	0.5	N/A	N/A (only for Retail)
Minimum Lot Area	10,000 sf	7,000sf	185,968 sf
Minimum Lot Width	100 Feet	100 Feet	574'
Maximum Building Height	75 Feet	35 Feet	50'-6"
Maximum Density	N/A	N/A	237 DUS
Minimum Setbacks			
Front (N. Federal HWY)	50 Feet	25 Feet	10'-0"
Corner (NE 2nd Street/NE 9th Ave)	10 Feet	15 Feet	37'-0"/N/A
Corner (NE 4th Street)	10 Feet	15 Feet	22'-8"
Rear (west/north)	25 Feet	25 Feet	13'-0"/N/A
Side (B-2 Property)	N/A	10 Feet	N/A

Parking Requirements			
Studio	N/A		N/A
1 BD	1 BD@ 1.5 ps/du		1 BD@ 1.5 ps/du
2 BD	2 BD@ 2 ps/du		2 BD@ 2 ps/du
3 BD	3 BD@ 2.5 ps/du		3 BD@ 2.5 ps/du
Parking Space Dimensions	CODE		PDD
Standard	10' X 20'		9' X 18'
Compact	9' X 18'		9' X 18'
ADA	12' X 18'		12' X 18'

Gross Building Square Footage Totals					
Type of SF	Level 1	Level 2	Level 3	Level 4	Level 5
Residential					
Leasable (NRSF)	37,449	52,378	54,269	54,106	35,114
Non Leasable circulation/trash & BOH	13,371	8,997	8,997	9,159	6,019
Amenity/ Leasing/ Mail/ Lobby	11,423	0	0	0	0
Sub-Total	64,353	63,406	65,413	65,413	291,282
Garage	28,073	35,946	35,946	35,946	18,097
Grand Total					154,008

idea

Architect

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ENG. CA No. 28787
ARCH LICENSE NBR AA2601856

CANAL PARK
3323 NE 163rd Street, Suite 200 North Miami Beach, FL 33160
305.792.0015 305.931.0279 info@absolute-idea.com

SEAL
TO THE BEST OF MY KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM BUILDING CODES AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY IN ACCORDANCE WITH THIS SECTION AND 633 FLORIDA STATUTES.
STEPHANE L'ECUYER
AR 93637

STATE OF FLORIDA
STEPHANE L'ECUYER
REGISTERED ARCHITECT
AR93637

Date Description
1 2024-6-28 SITE PLAN REVISION
2 2024-9-5 SITE PLAN REVISION

Notes

SITE PLAN APPROVAL
Not for construction

Professionals
CLIENT
CRD FEDERAL LLC
225 W. Hubbard St. Suite 501,
Chicago, IL 60654
ARCHITECT
IDEA
ARCHITECT
3323 NE 163rd St. Suite 200,
North Miami Beach, FL 33160
CIVIL
THOMAS ENGINEERING GROUP
6300 NW 31st AVENUE,
FORT LAUDERDALE,
FL 33309
TEL: 954.202.7000
LANDSCAPE
THOMAS ENGINEERING GROUP

AXIS APT BUILDING
211 N Federal Hwy,
Deerfield Beach, FL 33441

Title
FLOOR PLAN - SITE

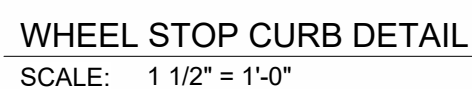
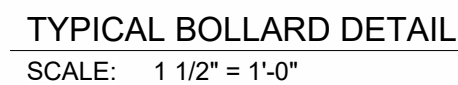
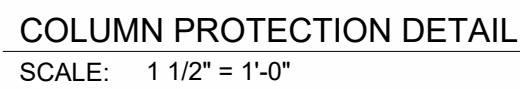
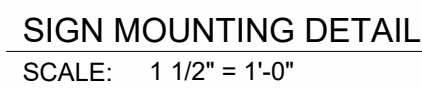
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IDEA Team
Field
Architecture

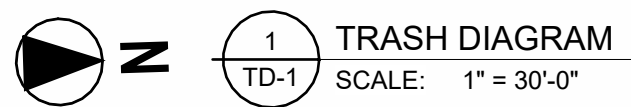
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Approved
Date
6-28-2024

Project Manager
NMC
Dwg. no. Page

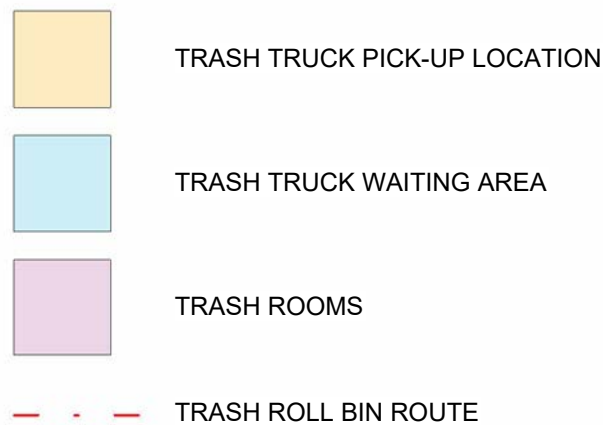
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All dimensions must be taken and checked before starting work. No dimension should be measured on printed plans. The content of this document is an intellectual property of IDEA Architects. No total or partial use can be made without the written permission of its author.

Page 408 of 6



STATEMENT

TWO TRASH ROOMS ARE PROVIDED AS SHOWN ON THE PLAN. EACH TRASH ROOM ALLOWS FOR AMPLE TRASH ALTERNATELY. TRASH CONTAINERS ARE TO BE STORED IN TRASH ROOMS AND TRASH HOLDING AREAS ARE INTERNAL TO THE BUILDING AND ARE NOT VISIBLE FROM THE EXTERIOR. ONLY ON TRASH PICK-UP DAYS, WHICH WILL BE DETERMINED BY THE TRASH SERVICE, WILL TRASH CONTAINERS BE ROLLED OUT AT THE APPROPRIATE TIME VIA A SERVICE CORRIDOR IN THE REAR OF THE BUILDING SHOWN WITH A RED DASHED LINE ON THIS DIAGRAM. THE BUILDING WILL BE MARKED WITH SIGNS OF THE CONTAINERS TO THE "TRASH-TRUCK WAITING AREA," HIGHLIGHTED IN BLUE ON THIS DIAGRAM. PICK-UP DAYS AND TIMES WILL BE COORDINATED SO THAT THE CONTAINERS WILL BE MOVED TO THE TRASH PICK-UP WAITING AREA FOR THE LEAST AMOUNT OF TIME POSSIBLE.

idea
Architect

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ENG. CA No. 28787 ARCH LICENSE NBR AA26001858

CANAL PARK

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 305.792.0015 305.931.0279 info@absolute-idea.com

SEAL

TO THE BEST OF MY KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM BUILDING CODES AND THE APPLICABLE FIRE-SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY IN ACCORDANCE WITH THIS SECTION AND 633 FLORIDA STATUTES.

STEPHANE L'ECUYER
AR 93637

[illegible]

Notes

SITE PLAN APPROVAL

Not for construction

Professionals

CLIENT

CRD FEDERAL LLC

225 W. Hubbard St. Suite 501,
Chicago, IL 60654

ARCHITECT
IDEA
ARCHITECT

3323 NE 163rd St. Suite 200,
North Miami Beach, FL 33160

CIVIL

THOMAS ENGINEERING GROUP

**6300 NW 31st AVENUE,
FORT LAUDERDALE,
FL 33309
TEL: 954.202.7000**

LANDSCAPE

THOMAS ENGINEERING GROUP

AXIS APT BUILDING

211 N Federal Hwy,
Deerfield Beach, FL 33441

Title

TRASH DIAGRAM

Drawn

IDEA Team

Verified

Approved

Field

Scale

As indicated

Date _____

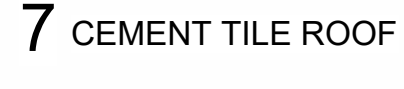
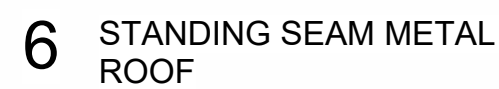
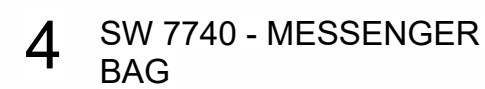
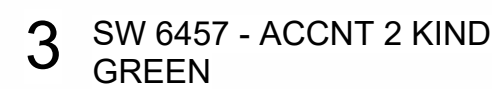
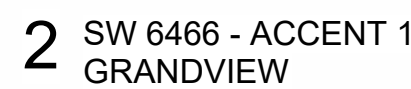
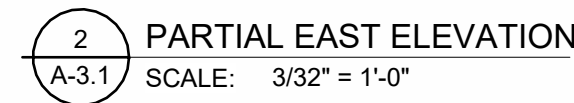
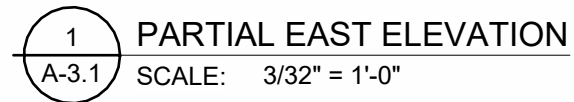
Project Manager

NMC

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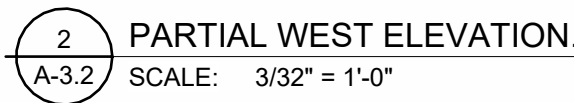
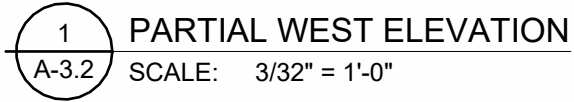
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Deerfield Beach, FL 33441

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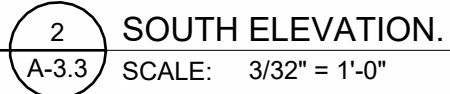
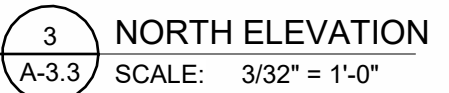
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IDEA Team	Architecture
<i>Verified</i>	<i>Scale</i>
	As indicated
<i>Approved</i>	<i>Date</i>
	6-28-2024

Project Manager NMC	Dwg. no. Page
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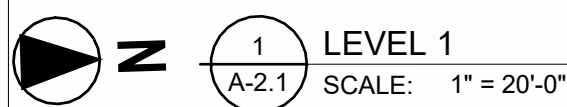
Project
22-817US



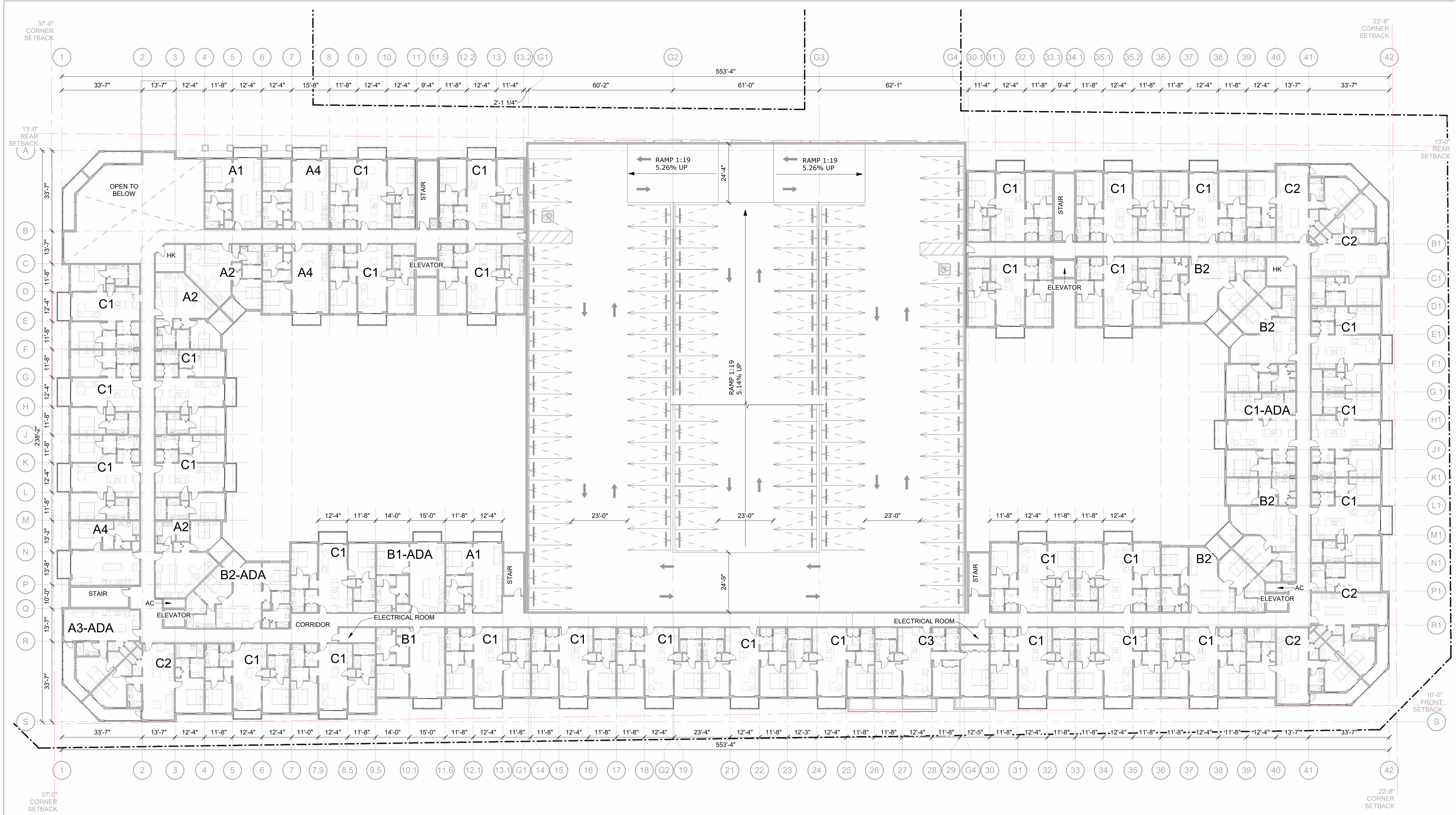
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EIDER WHITE
- 2 SW 6466 - ACCENT 1
GRANDVIEW
- 3 SW 6457 - ACCNT 2 KIND
GREEN
- 4 SW 7740 - MESSENGER
BAG
- 5 SMOOTH COQUINA
STONE
- 6 STANDING SEAM METAL
ROOF
- 7 CEMENT TILE ROOF



- 1 SW 7014 - MAIN STUCCO
EIDER WHITE
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GRANDVIEW
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GREEN
- 4 SW 7740 - MESSENGER
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- 5 SMOOTH COQUINA
STONE
- 6 STANDING SEAM METAL
ROOF
- 7 CEMENT TILE ROOF



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STEPHANE L'ECUYER
AR 93637

[illegible]

Notes

SITE PLAN REVISION

Professionals

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CRD FEDERAL LLC

225 W. Hubbard St. Suite 501,
Chicago, IL 60654

ARCHITECT

IDEA
ARCHITECT

3323 NE 163rd St. Suite 200,
North Miami Beach, FL 33160

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TEL.: 954.202.7000

LANDSCAPE

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AXIS APT BUILDING

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Deerfield Beach, FL 33441

Title

FLOOR PLAN - LEVEL 2

Drawn
IDEA Team

Verified

Approved

Field
Architecture

Scale

As indicated

6-28-2024

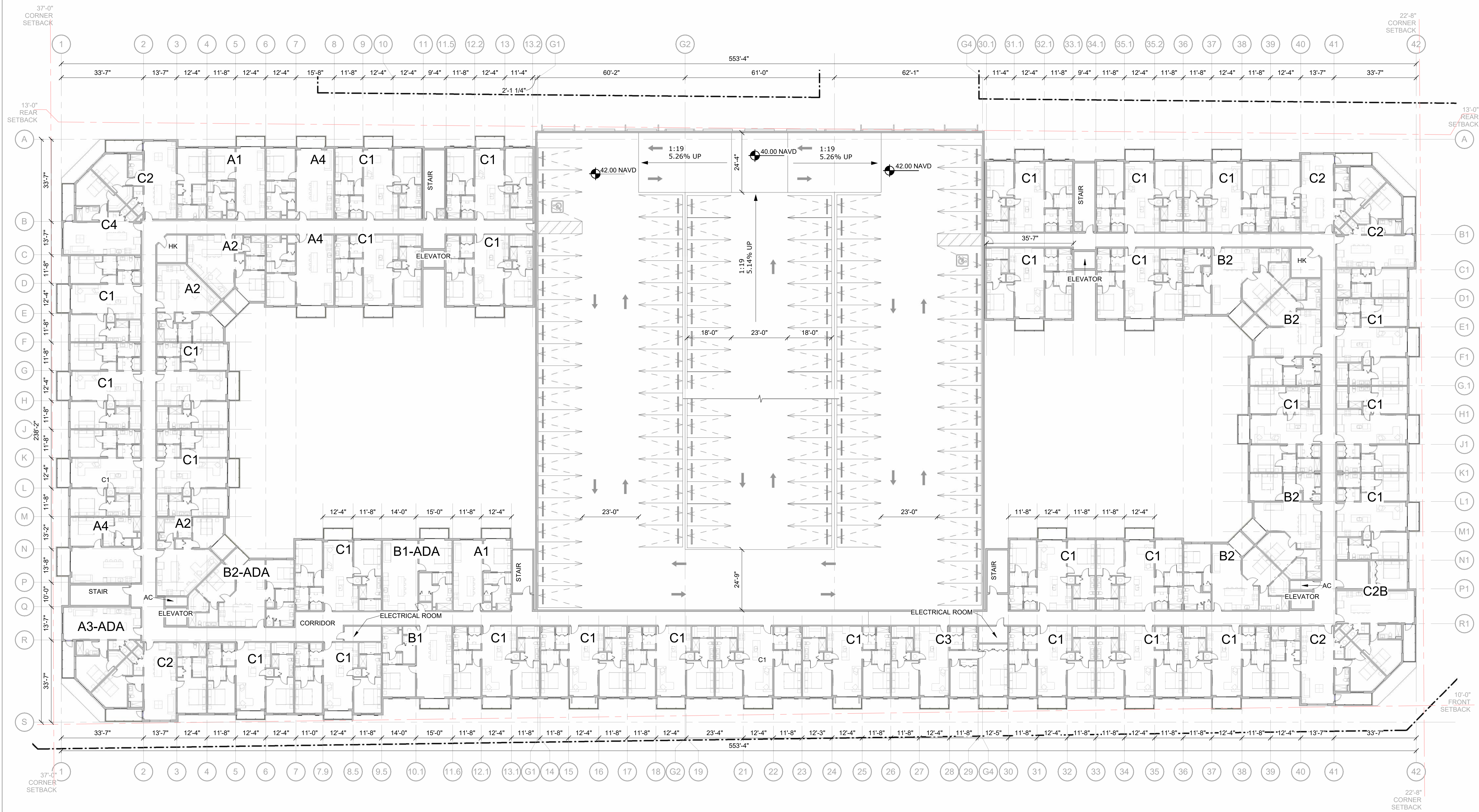
Project Manager
NMC

Dwg. no.	Page
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22-817US

A-2.2

Project Manager NMC	Dwg. no. Page Project 22-817US	 A-2.3
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Deerfield Beach, FL 33441

Title

FLOOR PLAN - LEVEL 4

Draw

IDEA Team

Verif

Approve

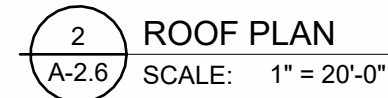
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NIM

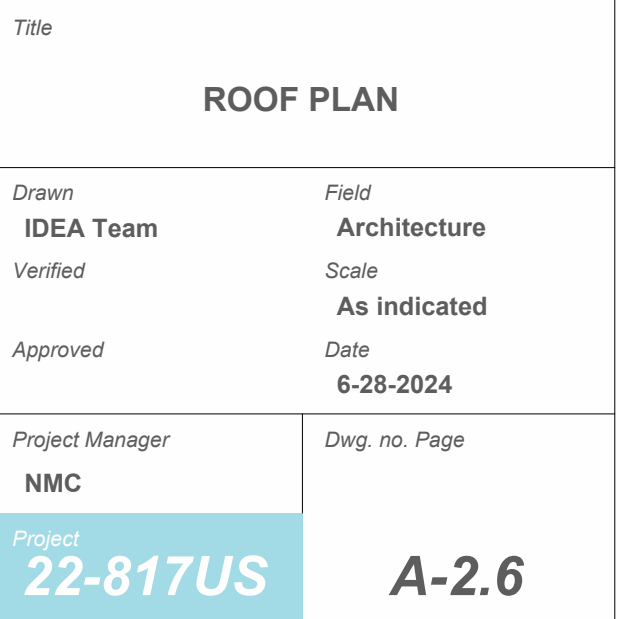
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22-817US

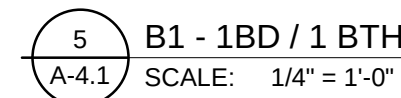
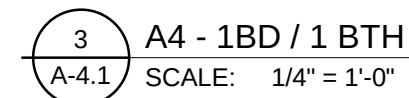
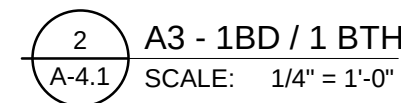
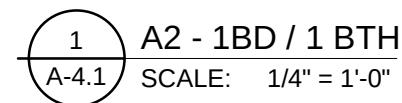
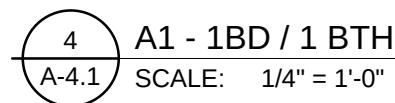
A-2.4





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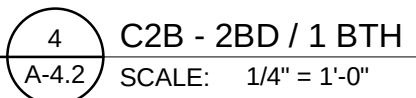
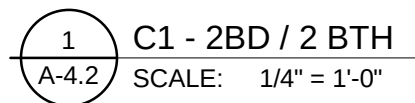
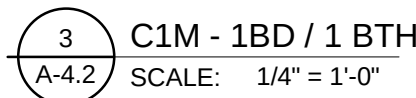
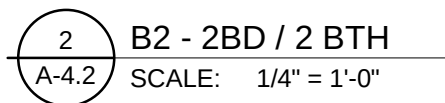
UNIT PLANS

<i>Drawn</i>	<i>Field</i>
IDEA Team	Architecture
<i>Verified</i>	<i>Scale</i>
	1/4" = 1'-0"
<i>Approved</i>	<i>Date</i>
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STEPHANE L'ECUYER
AR 93637

[illegible]

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Title

UNIT PLANS

Drawn

Verified

Approved _____

Project Manager
NMC

Field
Architecture

$$1/4" = 1'-0"$$

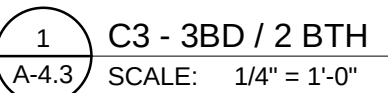
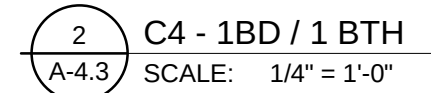
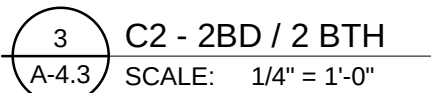
6-28-2024

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A-4.2

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UNIT PLANS

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IDEA Team	Architecture
<i>Verified</i>	<i>Scale</i>
	1/4" = 1'-0"
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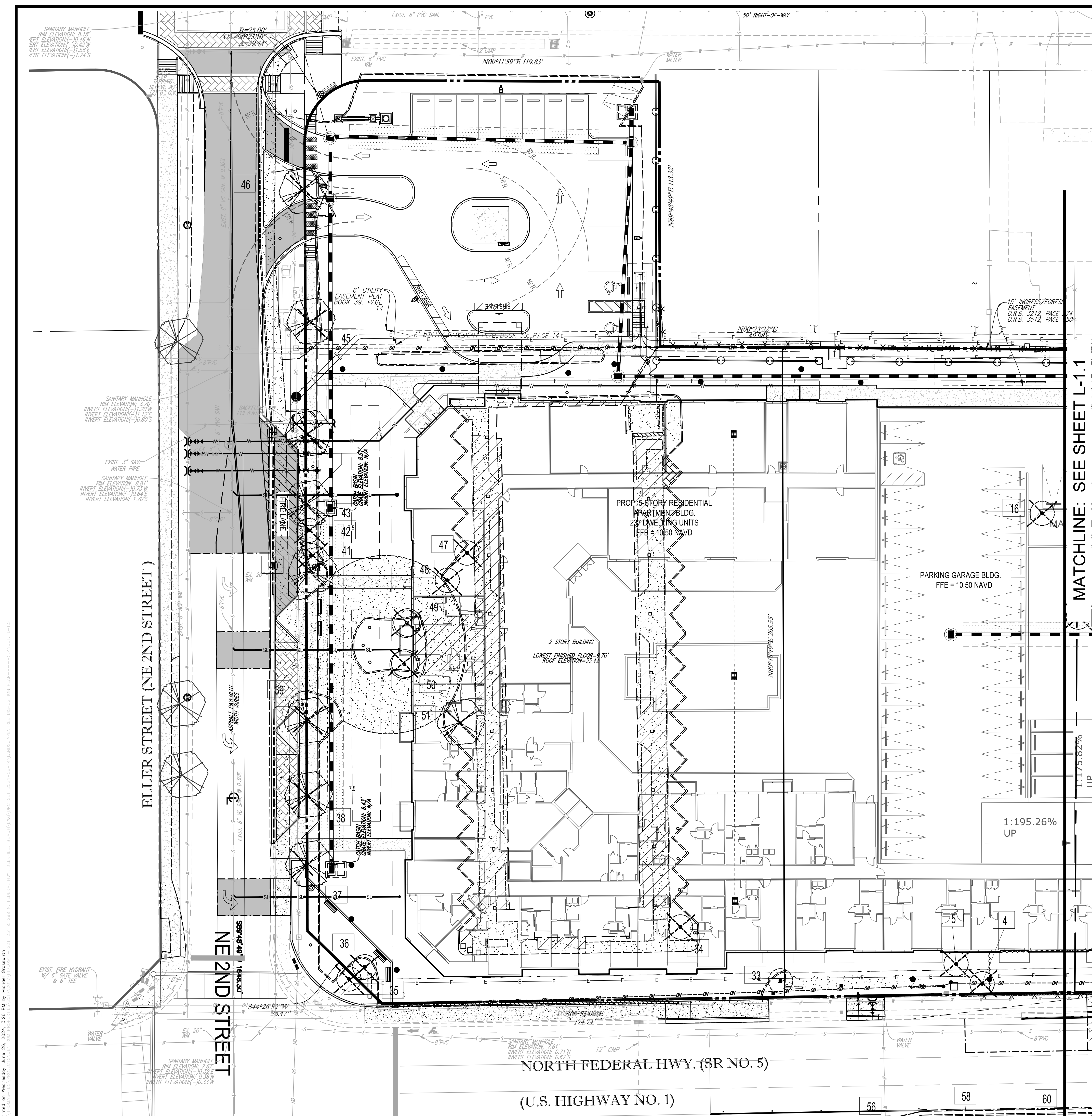
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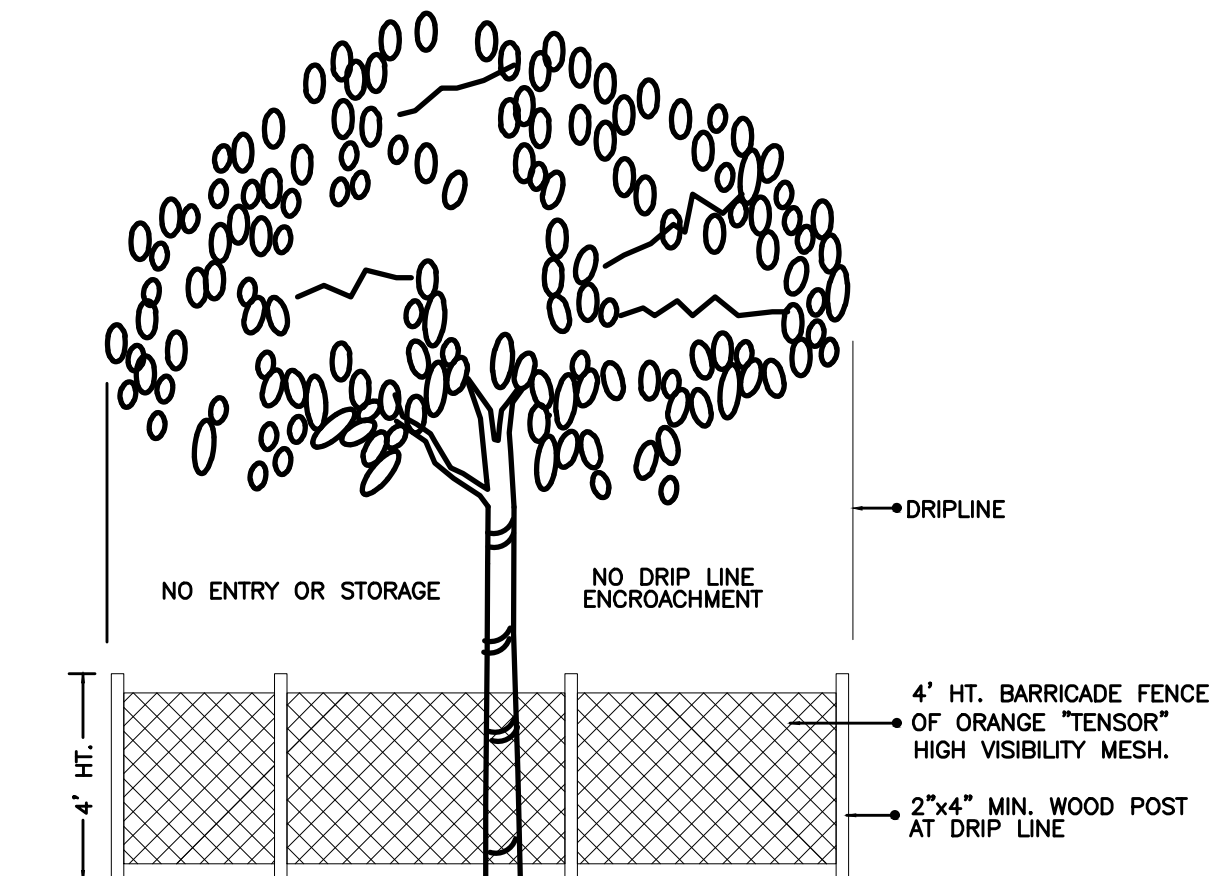
STEPHANE L'ECUYER
AR 93637





GENERAL NOTES:

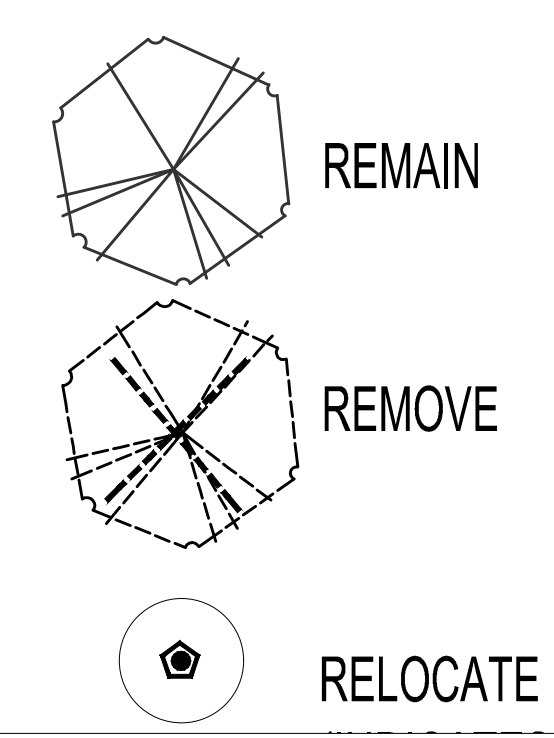
- Contractor is responsible for determining all utility locations and installing facilities so as to not conflict. All damage to existing utilities or improvements caused by Contractor shall be repaired at no additional cost to the Owner.
- Contractor to notify "Sunshine State One Call of Florida, Inc." at 1-800-432-4710 Two Full Business Days prior to digging for underground utility locations.
- Contractor shall be responsible for providing final grading of all associated planting areas.
- Tree protection barricades shall be provided by Landscape Contractor around existing trees that may be impacted by the proposed construction. Prior to any construction a tree protection barricade inspection shall be conducted by the landscape architect, owner or governing municipality. Refer to landscape detail for tree preservation barricade fencing.



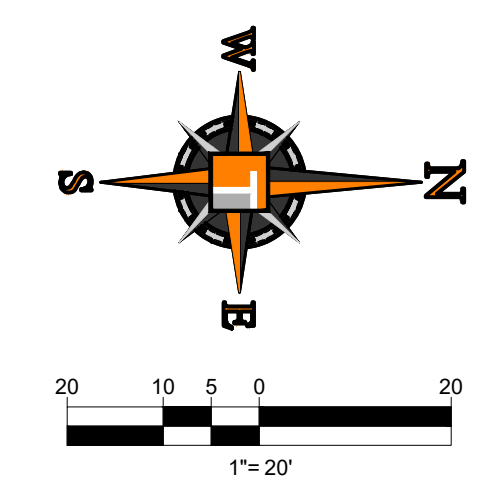
TREE PRESERVATION
BARRICADE FENCING DETAIL

NTS

TREE SYMBOLS



PLEASE REFER TO SHEET L-1.1 FOR EXISTING TREE
DISPOSITION CHART AND MITIGATION REQUIREMENTS



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REV.	DATE	COMMENT	BY
1	12/13/22	SITE PLAN REVISION	MDG

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DRAWN BY:	CAD
CHECKED BY:	ROT
DATE:	
CAD I.D.:	TREE DISPOSITION PLAN

PROJECT:
**AXIS
DEERFIELD BEACH**

FOR
CRD FEDERAL LLC

DEERFIELD BEACH
FLORIDA

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ENGINEERING GROUP

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FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
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MICHAEL D. GROSSWIRTH

REGISTERED LANDSCAPE ARCHITECT
FLORIDA LICENSE NO. 126871
FLORIDA BUSINESS AND PROFESSIONAL AUTH. NO. 27528

SHEET TITLE:
**TREE DISPOSITION
PLAN**

SHEET NUMBER:
L-1.0

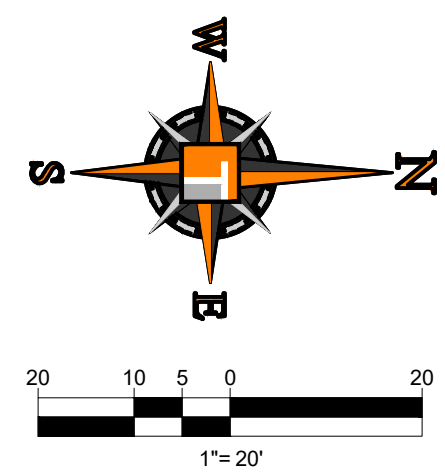
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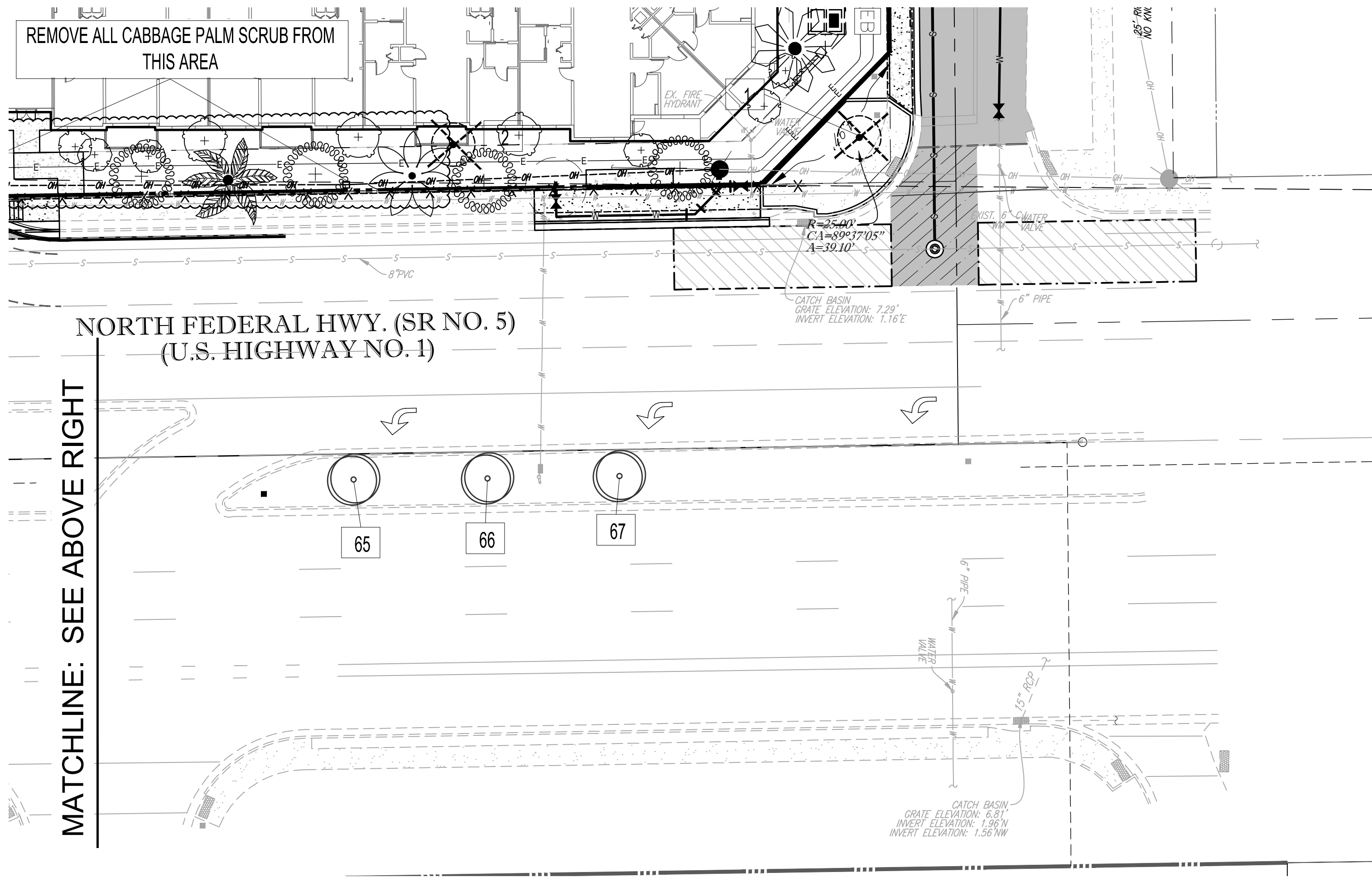
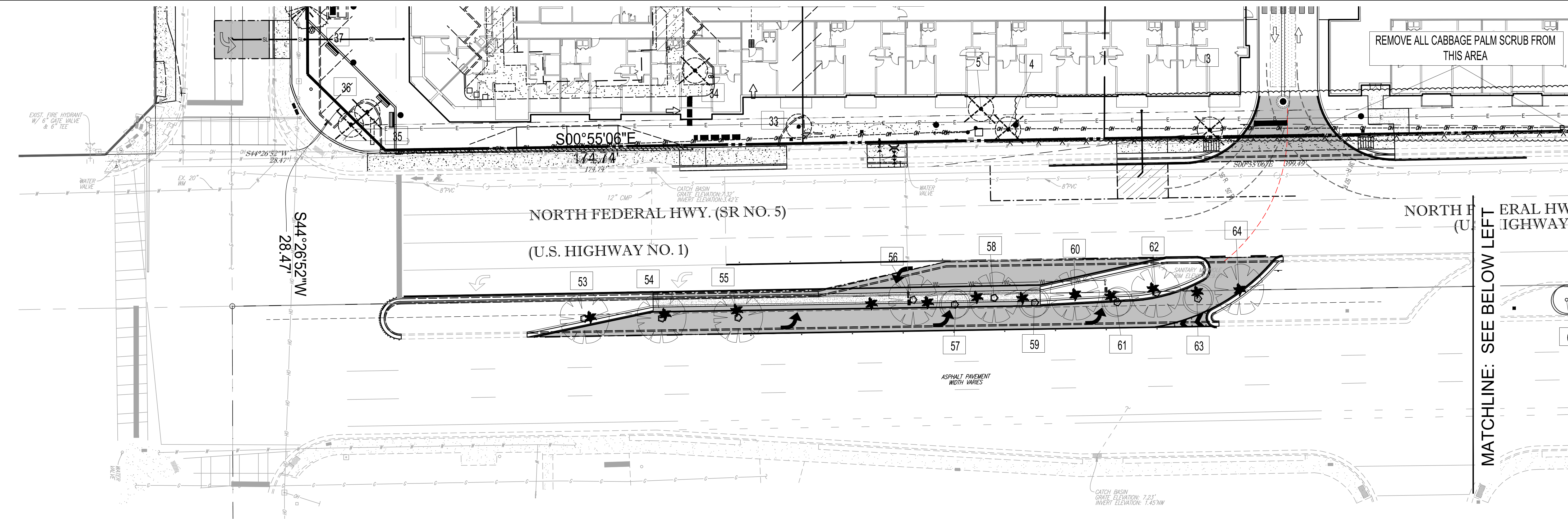
THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MICHAEL D. GROSSWIRTH, LA6666871 ON 2024-06-26
Page 421 of 669



TOTAL QUALIFYING CANOPY SF ON SITE	1,021
TOTAL CANOPY SF TO REMAIN/RELOCATE	
TOTAL TREES AT 1:1 REPLACEMENT:	26
TOTAL PALMS AT 1:1 REPLACEMENT:	13
TOTAL CANOPY SF TO BE REMOVED:	1,004
(11),39 SF CANOPY REMOVED X 1.5	1,532
1,532 SF CANOPY 300X30 SF	
= NUMBER OF CAT 1	29
MITIGATION TREES REQUIRED:	
OR	
29 TREES AT 2" CAL EACH:	
TREE VALUE @ \$200/3":	\$ 5,866.67
TREES OVER CODE PROVIDED (SEE SHEET 2.3):	57
TOTAL MITIGATION REQUIRED:	\$ -

1. Contractor is responsible for determining all utility locations and installing facilities so as to not conflict all damage to existing utilities or improvements caused by Contractor shall be repaired at no additional cost to the Owner.
2. Contractor to notify Sunshine State One Call of Florida, Inc. at 1-800-432-4170 Two Full Business Days prior to digging for underground utility locations.
3. Contractor shall be responsible for providing final grading or all associated planting areas.
4. Tree protection barricades shall be provided by Landscape Contractor around existing trees that may be impacted by the proposed construction. Prior to any construction a tree protection barricade inspection shall be conducted by the City of Cape Coral, project, owner or governing municipality. Refer to landscape data for tree preservation barricade locations.

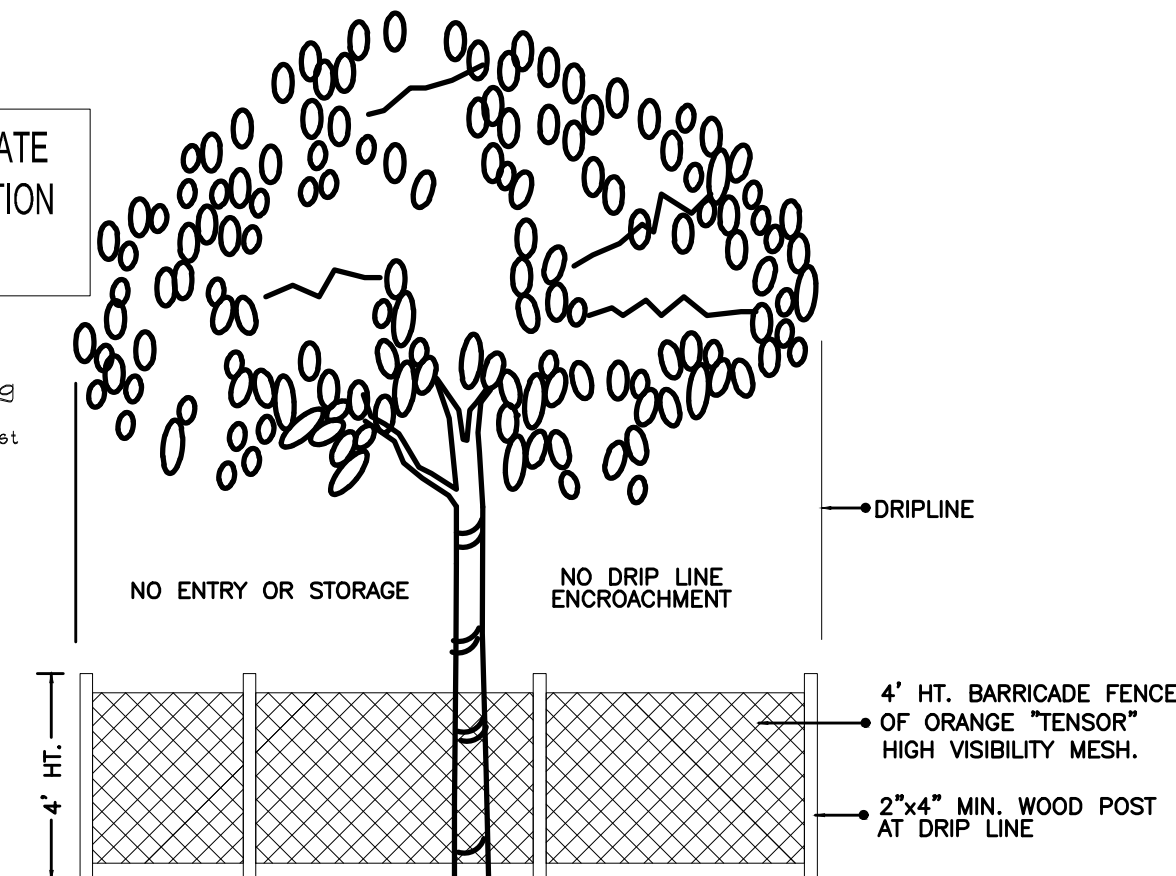
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PALMS WITHIN THE US 1/SR 5 MEDIAN WILL REQUIRE A SEPARATE PERMIT FROM THE FLORIDA DEPARTMENT OF TRANSPORTATION FOR REMOVAL OR RELOCATION.

GENERAL NOTES:

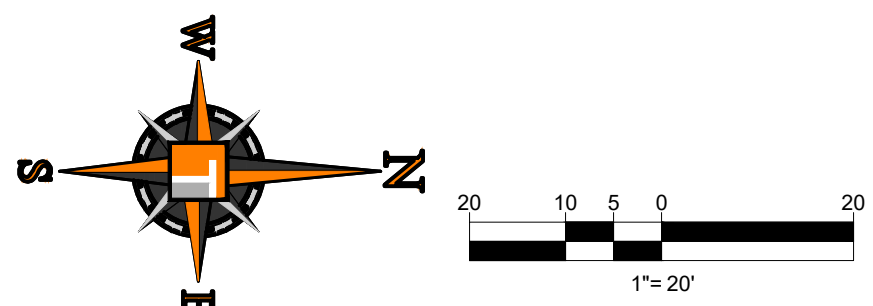
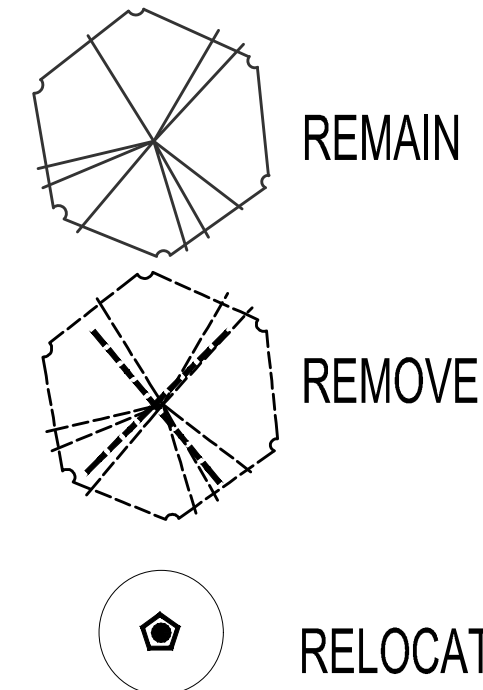
- Contractor is responsible for determining all utility locations and installing facilities so as to not conflict. All damage to existing utilities or improvements caused by Contractor shall be repaired at no additional cost to the Owner.
- Contractor to notify "Sunshine State One Call of Florida, Inc." at 1-800-432-4110 Two Full Business Days prior to digging for underground utility locations.
- Contractor shall be responsible for providing final grading of all associated planting areas.
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TREE PRESERVATION BARRICADE FENCING DETAIL

NT.S.

TREE SYMBOLS



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DRAWN BY:	CAD
CHECKED BY:	ROT
DATE:	
CAD I.D.:	TREE DISPOSITION PLAN

PROJECT:

AXIS
DEERFIELD BEACH

FOR

CRD FEDERAL LLC

DEERFIELD BEACH
FLORIDA

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LICENSE NO. 106871
FLORIDA BUSINESS REGISTRATION NO. 27528

SHEET TITLE:

TREE DISPOSITION
PLAN - US 1 (SR 5)

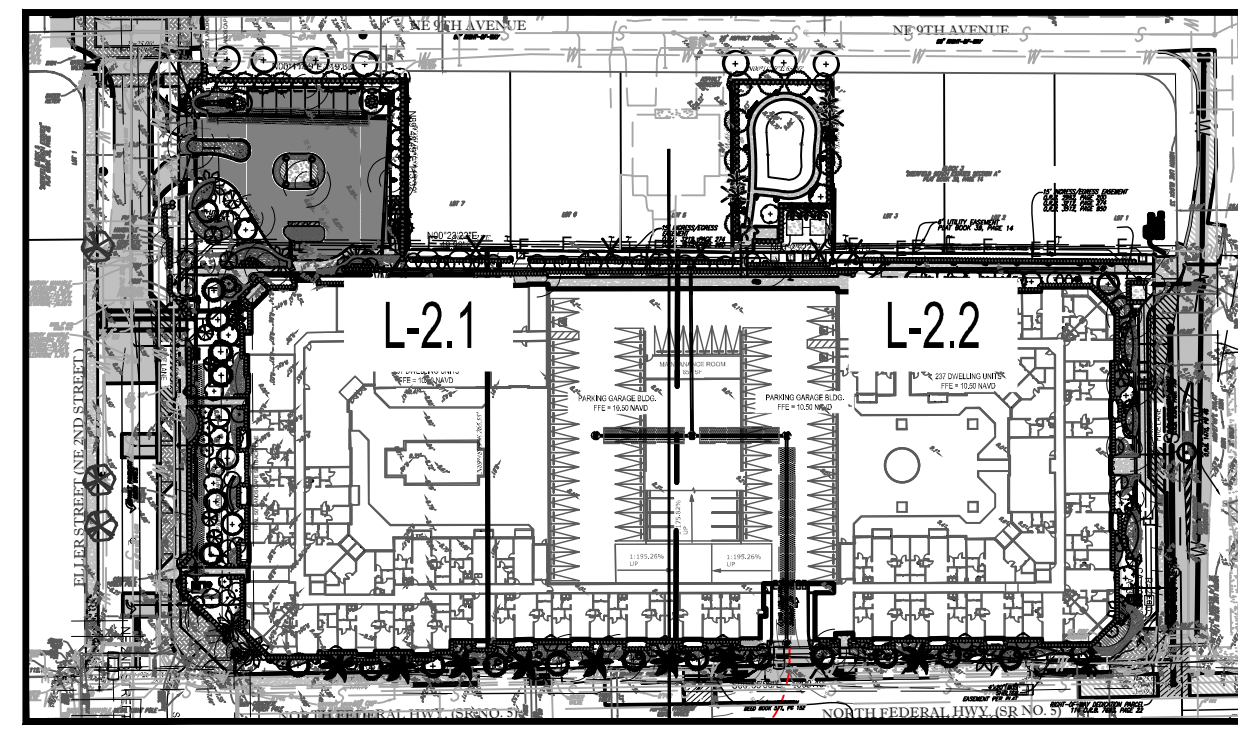
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L-1.1A

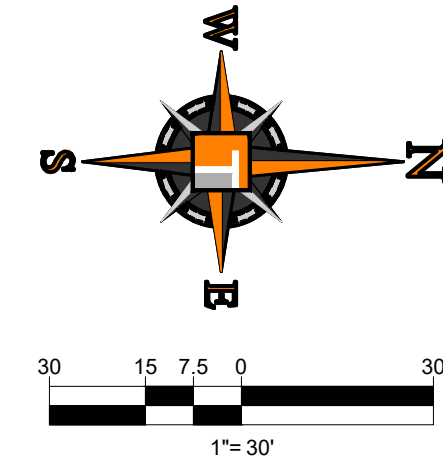
NOTE: LANDSCAPE AREAS TO BE MAINTAINED TO EDGE OF
PAVEMENT IN RIGHTS-OF WAY.

NOTE: ALL INSTALLATION AND SELECTION OF PLANT MATERIALS SHALL BE IN ACCORDANCE WITH FLORIDA DEPARTMENT OF TRANSPORTATION ENGINEERING SIGHT LINE DETAILS R-13 AND R-14 ACCORDINGLY.

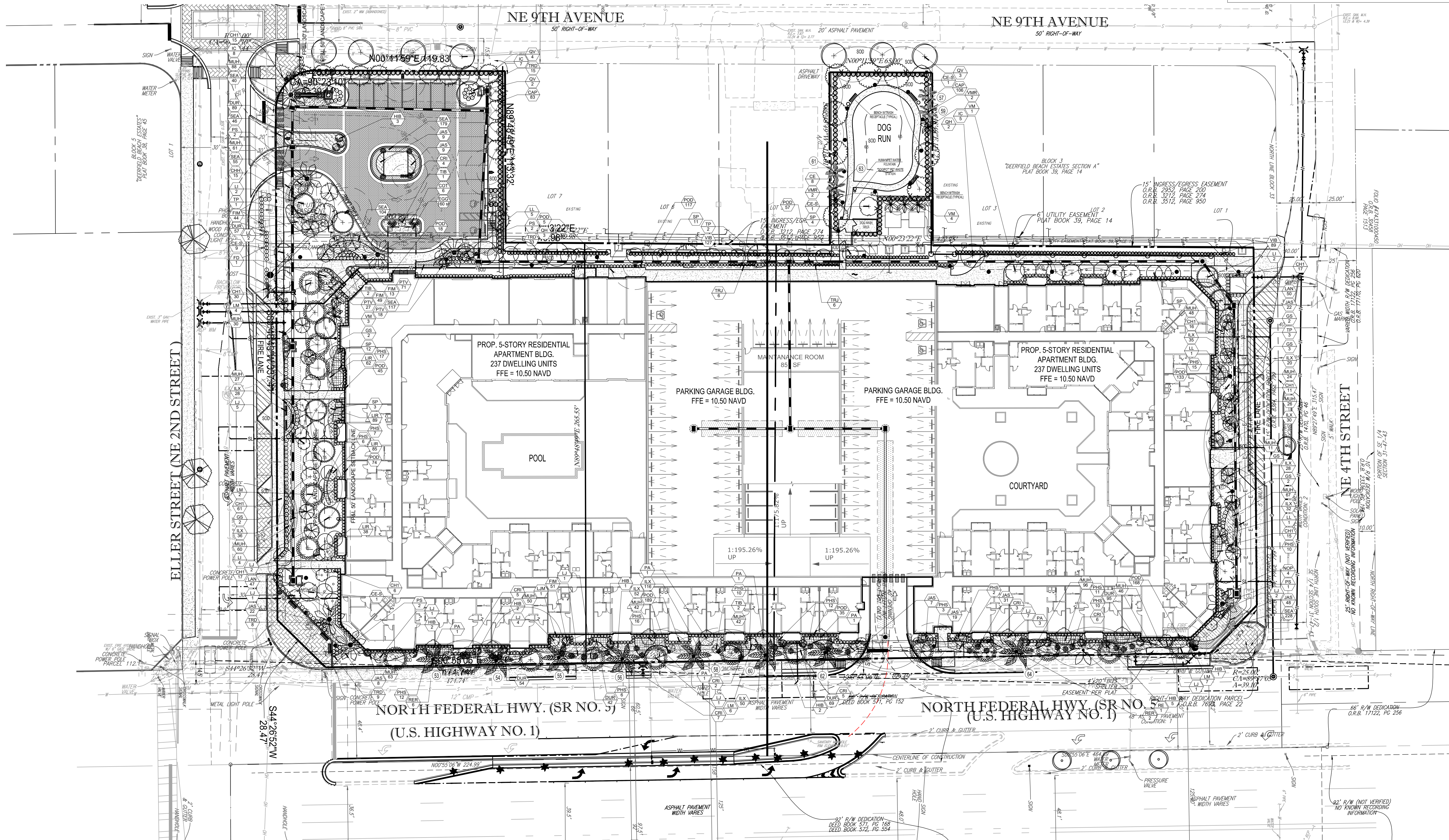
NOTE: ALL LANDSCAPE AREAS SHALL BE IRRIGATED AND SHALL HAVE A MINIMUM 50% OVERLAP. WATER TO BE FROM A NON-POTABLE SOURCE.



KEY PLAN
NTS



PLEASE REFER TO SHEET L-2.1 FOR SOUTH SIDE OF SITE,
SHEET L-2.2 FOR NORTH SIDE, SHEETS L-2.3 & L-2.4 FOR
COURTYARD ENLARGEMENTS, SHEET L-2.5 FOR PLANT LIST,
CODE REQUIREMENT CHART, PLANTING DETAILS AND
SHEET L-2.7 FOR GENERAL LANDSCAPE NOTES.



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*MEMBER, DESIGN COUNCIL OF THE AIA AND LEED ACREDITED FIRM
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PROJECT No.:	F170091
DRAWN BY:	CAD
CHECKED BY:	ROT
DATE:	
CAD I.D.:	TREE DISPOSITION PLAN

PROJECT:

AXIS
DEERFIELD BEACH

FOR

CRD FEDERAL LLC

DEERFIELD BEACH
FLORIDA

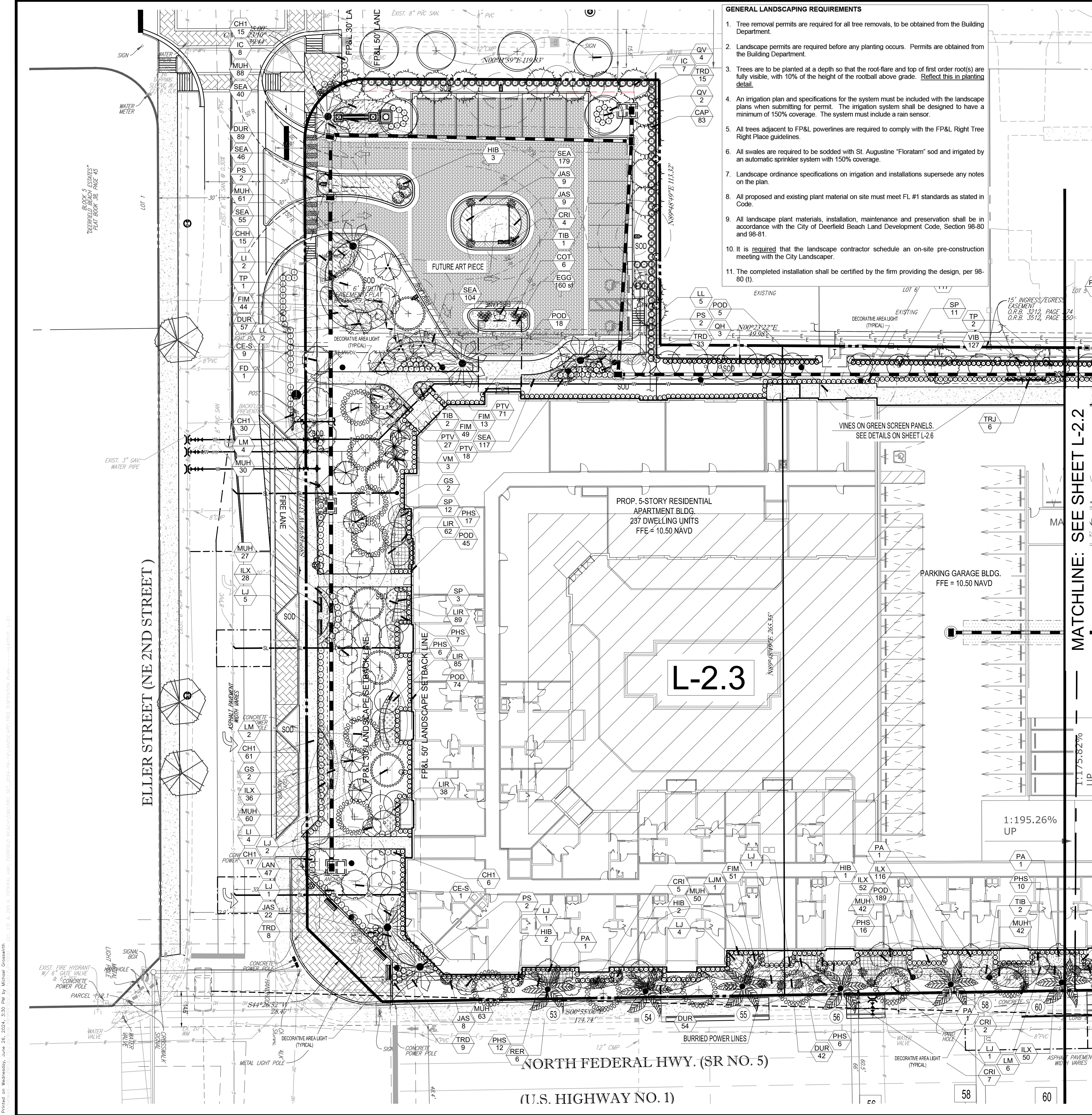
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FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
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SHEET TITLE:

OVERALL LANDSCAPE PLAN

L-2.0



- GENERAL LANDSCAPING REQUIREMENTS**
- Tree removal permits are required for all tree removals, to be obtained from the Building Department.
 - Landscape permits are required before any planting occurs. Permits are obtained from the Building Department.
 - Trees are to be planted at a depth so that the root-flare and top of first order root(s) are fully visible, with 10% of the height of the rootball above grade. Reflect this in planting detail.
 - An irrigation plan and specifications for the system must be included with the landscape plans when submitting for permit. The irrigation system shall be designed to have a minimum of 150% coverage. The system must include a rain sensor.
 - All trees adjacent to FP&L powerlines are required to comply with the FP&L Right Tree Right Place guidelines.
 - All swales are required to be sodded with St. Augustine "Floritam" sod and irrigated by an automatic sprinkler system with 150% coverage.
 - Landscape ordinance specifications on irrigation and installations supersede any notes on the plan.
 - All proposed and existing plant material on site must meet FL #1 standards as stated in Code.
 - All landscape plant materials, installation, maintenance and preservation shall be in accordance with the City of Deerfield Beach Land Development Code, Section 98-80 and 98-81.
 - It is required that the landscape contractor schedule an on-site pre-construction meeting with the City Landscaper.
 - The completed installation shall be certified by the firm providing the design, per 98-80 (f).

PLANT SCHEDULE

CODE	QTY	COMMON NAME	BOTANICAL NAME
TREES			
CE	8	Green Buttonwood	Conocarpus erectus
CE-S	12	Silver Button Wood	Conocarpus erectus sericeus
FD	1	Japanese Fern Tree	Filicium decipiens
GS	12	Lignum Vitae	Guaiaacum sanctum
IC	20	Dahoon Holly	Ilex cassine
LI	8	Crape Myrtle	Lagerstroemia indica 'Tuskegee'
LJ	25	Japanese Privet	Ligustrum japonicum
LL	9	Glossy Privet	Ligustrum lucidum
LM	19	Multi-Trunk Crape Myrtle	Lagerstroemia indica 'Muskogee'
PA	8	Ashok	Polyalthia longifolia
QH	5	Highrise Live Oak	Quercus virginiana 'QVITA'
QV	9	Southern Live Oak	Quercus virginiana
TP	6	Pink Tabebuia	Tabebuia pallida

RELOCATIONS			
RER	8	Florida Royal Palm	Roystonea elata
VMR	4	Montgomery Palm	Veitchia montgomeryana

PALMS			
PS	7	Sylvestre Date Palm	Phoenix sylvestri
RE	1	Matched wood to nut Florida Royal Palm	Roystonea elata
SP	37	Matched Full Heads Cabbage Palmetto	Sabal palmetto
VM	8	Staggered heights Montgomery Palm	Veitchia montgomeryana

SHRUBS			
CAP	189	Jamaica Caper	Capparis cynophallophora
CH1	187	Red Tip Cocoplum	Chrysobalanus icaco 'Red Tip'
CHH	15	Red Tip Cocoplum	Chrysobalanus icaco 'Red Tip'
COT	6	Black Magic Ti Plant	Cordyline terminalis 'Black Magic'
CRI	32	'Queen Emma' Crinum	Crinum augustum 'Queen Emma'
HIB	16	Chinese Hibiscus	Hibiscus rosa-sinensis 'Seminole'
LJM	1	Japanese Privet	Ligustrum japonicum
NOP	4	Shrubby Yew	Nerium oleander 'Hot Pink'
POD	837	Purple Glory Bush	Podocarpus macrophyllus maki
TIB	5	Fakahatchee Grass	Tibouchina grandifolia
TRD	65	Full to base	Tripsacum dactyloides
TRJ	12	Confederate Jasmine	Trachelospermum jasminoides 'Confederate'
VIB	216	Walters Viburnum	Viburnum obovatum

SHRUB AREAS			
DUR	406	Sky Flower	Duranta repens 'Dwarf Golden'
JAS	175	Southern Wax Jasmine	Jasminum simplicifolium
MUH	775	Pink Muhly Grass	Muhlenbergia capillaris
PHS	137	Split Leaf Philodendron	Philodendron selloum
PTV	116	Variegated Mock Orange	Pittosporum tobira 'Variegata'

GROUND COVERS			
FIM	157	Green Island Ficus	Ficus microcarpa 'Green Island'
ILX	427	Dwarf Schillings Holly	Ilex vomitoria 'Schillings Dwarf'
LAN	97	Gold Mound Lantana	Lantana camara 'Gold Mound'
LIR	274	Lily Turf	Liriope muscari
SEA	769	To Be Selected	Seasonal Annuals

MISCELLANEOUS			
EGG	160 sf	1/2 - 1" Stones	EGG ROCK

NOTE: THIS SITE MAY CONTAIN EXISTING TREES WHICH REQUIRE TRIMMING AND/OR PRUNING. THE LANDSCAPE COMPANY/CONTRACTOR MUST HAVE A CERTIFIED ARBORIST ON STAFF TO ENSURE PROPER ISA HORTICULTURAL PROCEDURES ARE FOLLOWED REGARDING THE TRIMMING, PRUNING, TRANSPLANTING, ETC. OF THESE TREES.

NOTE: ALL INSTALLATION AND SELECTION OF PLANT MATERIALS SHALL BE IN ACCORDANCE WITH FLORIDA DEPARTMENT OF TRANSPORTATION ENGINEERING SIGHT LINE DETAILS R-13 AND R-14 ACCORDINGLY.

NOTE: LANDSCAPE AREAS TO BE MAINTAINED TO EDGE OF PAVEMENT IN RIGHTS-OF WAY.

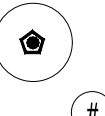
NOTE: ALL LANDSCAPE AREAS SHALL BE IRRIGATED AND SHALL HAVE A MINIMUM 50% OVERLAP. WATER TO BE FROM A NON-POTABLE SOURCE.

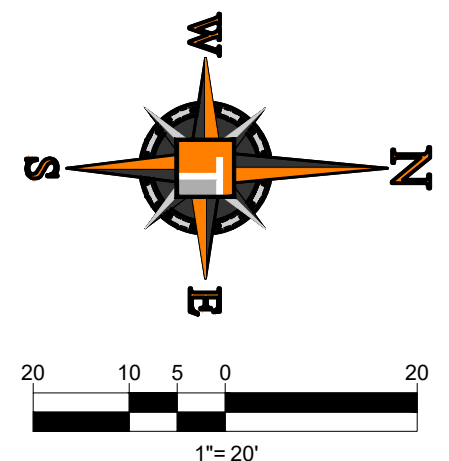
PLEASE REFER TO SHEET L-2.5 FOR PLANT LIST, CODE REQUIREMENT CHART, PLANTING DETAILS AND SHEET L-2.7 FOR GENERAL LANDSCAPE NOTES.

ALL SOD TO BE STENOTAPHRUM SECUNDATUM, V. 'ST. AUGUSTINE', UNLESS OTHERWISE NOTED.

TREE SYMBOLS

 REMAIN

 RELOCATE
(#) INDICATES NEW POSITION OF RELOCATED MATERIALS



THOMAS ENGINEERING GROUP

CIVIL ENGINEERS - PROJECT MANAGERS - LANDSCAPE ARCHITECTS

4650 W. KENNEDY RD.
SUITE 100
JUPITER, FL 33458
P: 561-203-7503
F: 561-203-7504

125 W. INDIANTOWN RD.
SUITE 100
TAMPA, FL 33609
P: 813-279-4100

REVISIONS

REV.	DATE	COMMENT	BY:
1	12/13/22	SITE PLAN REVISION	MDG

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PROJECT No.: F170091
DRAWN BY: CAD
CHECKED BY: ROT
DATE: TREE DISPOSITION PLAN
CAD I.D.: TREE DISPOSITION PLAN

PROJECT: **AXIS DEERFIELD BEACH**

FOR: **CRD FEDERAL LLC**

DEERFIELD BEACH FLORIDA

THOMAS ENGINEERING GROUP

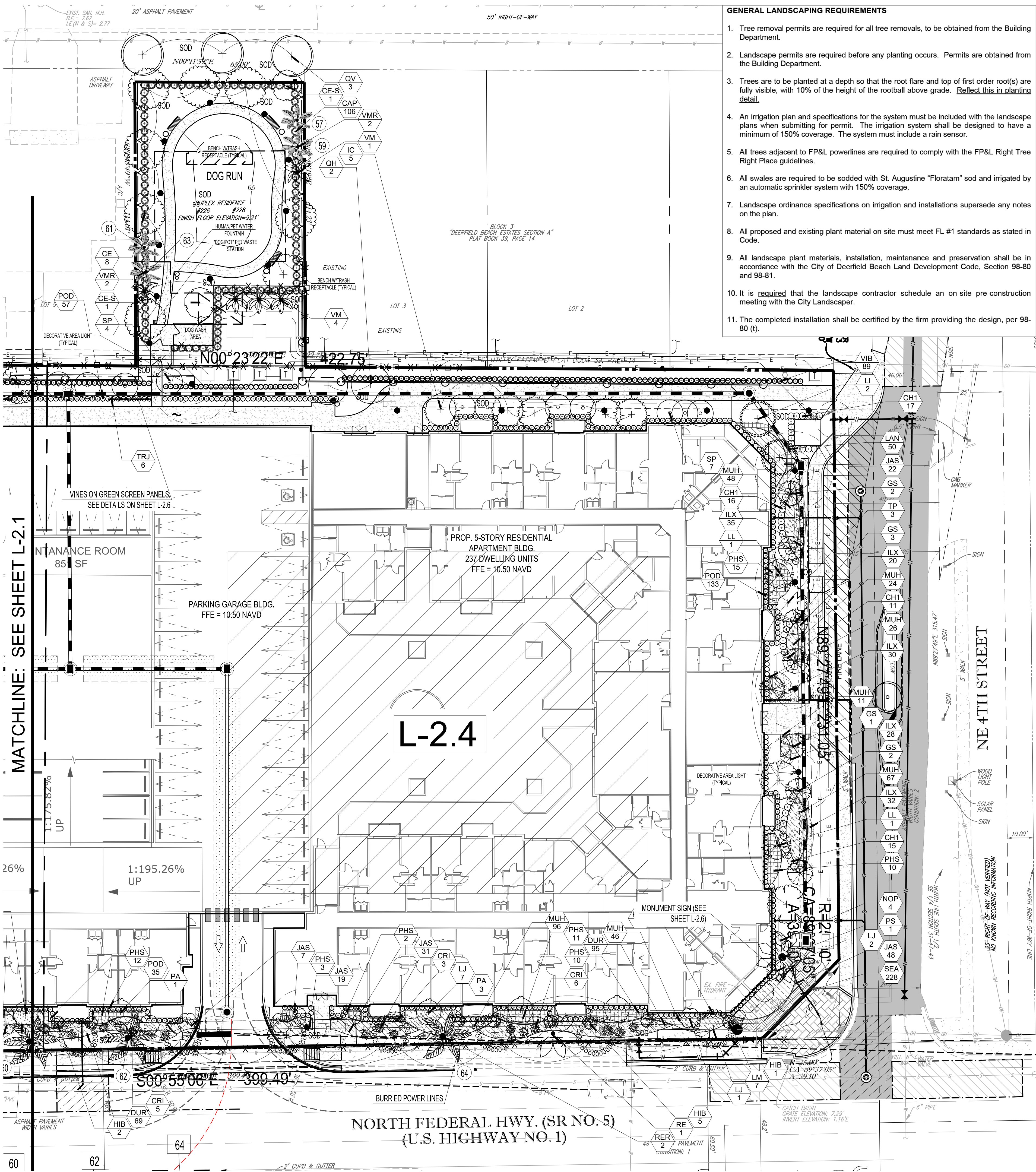
6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (561) 202-7000
FX: (561) 202-7070
www.ThomasEngineeringGroup.com

MICHAEL D. GROSSWIRTH

REGISTERED LANDSCAPE ARCHITECT
FLORIDA BUSINESS REGISTRATION NO. 27528

SHEET TITLE: **LANDSCAPE PLAN (SOUTH)**

SHEET NUMBER: **L-2.1**



GENERAL LANDSCAPING REQUIREMENTS

1. Tree removal permits are required for all tree removals, to be obtained from the Building Department.
2. Landscape permits are required before any planting occurs. Permits are obtained from the Building Department.
3. Trees are to be planted at a depth so that the root flare and top of first order root(s) are fully visible, with 10% of the height of the rootball above grade. Reflect this in planting detail.
4. An irrigation plan and specifications for the system must be included with the landscape plans when submitting for permit. The irrigation system shall be designed to have a minimum of 150% coverage. The system must include a rain sensor.
5. All trees adjacent to FP&L powerlines are required to comply with the FP&L Right Tree Right Place guidelines.
6. All swales are required to be sodded with St. Augustine "Floratum" sod and irrigated by an automatic sprinkler system with 150% coverage.
7. Landscape ordinance specifications on irrigation and installations supersede any notes on the plan.
8. All proposed and existing plant material on site must meet FL #1 standards as stated in Code.
9. All landscape plant materials, installation, maintenance and preservation shall be in accordance with the City of Deerfield Beach Land Development Code, Section 98-80 and 98-81.
10. It is required that the landscape contractor schedule an on-site pre-construction meeting with the City Landscaper.
11. The completed installation shall be certified by the firm providing the design, per 98-80 (1).

PLANT SCHEDULE

CODE	QTY	COMMON NAME	BOTANICAL NAME
TREES			
CE	8	Green Buttonwood 5' CT	Conocarpus erectus
CE-S	12	Silver Button Wood 4' CT	Conocarpus erectus sericeus
FD	1	Japanese Fern Tree 4' d	Filicium decipiens
GS	12	Lignum Vitae	Guaicum sanctum
IC	20	Dahoon Holly 6' CT	Ilex cassine
LI	8	Crape Myrtle 4' CT	Lagerstroemia indica 'Tuskegee'
LJ	25	Japanese Privet	Ligustrum japonicum
LL	9	Glossy Privet Multi-Trunk Crape Myrtle 4' CT	Ligustrum lucidum
LM	19	Ashok	Lagerstroemia indica 'Muskogee'
PA	8	Highrise Live Oak	Polyalthia longifolia
QH	5	Southern Live Oak 6' CT	Quercus virginiana 'QVTIA'
QV	9	Pink Tabebuia 6' CT	Quercus virginiana
TP	6	Pink Tabebuia 6' CT	Tabebuia pallida

RELOCATIONS

RER	8	Florida Royal Palm	Roystonea elata
VMR	4	Montgomery Palm	Veitchia montgomeryana

PALMS

PS	7	Sylvester Date Palm Matched wood to nut	Phoenix sylvestri
RE	1	Florida Royal Palm Matched Full Heads	Roystonea elata
SP	37	Cabbage Palmetto Staggered heights	Sabal palmetto
VM	8	Montgomery Palm	Veitchia montgomeryana

CODE	QTY	COMMON NAME	BOTANICAL NAME
SHRUBS			
CAP	189	Jamaica Caper	Capparis cynophallophora
CH1	187	Red Tip Cocoplum Full to base	Chrysobalanus icaco 'Red Tip'
CHH	15	Red Tip Cocoplum Full to base	Chrysobalanus icaco 'Red Tip'
COT	6	Black Magic TI Plant 3 ppp	Cordyline terminalis 'Black Magic'
CRI	32	'Queen Emma' Crinum Full to base	Crinum augustum 'Queen Emma'
HIB	16	Chinese Hibiscus Standards	Hibiscus rosa-sinensis 'Semindole'
LJM	1	Japanese Privet 3' clear multi-trunk	Ligustrum japonicum
NOP	4	Pink Oleander full to base	Nerium oleander 'Hot Pink'
POD	837	Shrubby Yew full to base	Podocarpus macrophyllus maki
TIB	5	Purple Glory Bush	Tibouchina grandifolia
TRD	65	Fakahatchee Grass Full to base	Tripsacum dactyloides
TRJ	12	Confederate Jasmine full to base	Trachelospermum jasminoides 'Confederate'
VIB	216	Walters Viburnum Full to base	Viburnum obovatum

CODE	QTY	COMMON NAME	BOTANICAL NAME
SHRUB AREAS			
DUR	406	Sky Flower Full	Duranta repens 'Dwarf Golden'
JAS	175	Southern Wax Jasmine Full to base	Jasminum simplicifolium
MUH	775	Pink Muhly Grass	Muhlenbergia capillaris
PHS	137	Split Leaf Philodendron Full to base	Philodendron selloum
PTV	116	Variegated Mock Orange	Pittosporum tobira 'Variegata'

GROUND COVERS			
FIM	157	Green Island Ficus	Ficus microcarpa 'Green Island'
ILX	427	Dwarf Schillings Holly	Ilex vomitoria 'Schillings Dwarf'
LAN	97	Gold Mound Lantana sterile species	Lantana camara 'Gold Mound'
LIR	274	Lily Turf Full clumps	Liriope muscari
SEA	769	To Be Selected	Seasonal Annuals

MISCELLANEOUS			
EGG	160 sf	1/2 - 1" Stones	EGG ROCK

NOTE: THIS SITE MAY CONTAIN EXISTING TREES WHICH REQUIRE TRIMMING AND/OR PRUNING. THE LANDSCAPE COMPANY/CONTRACTOR MUST HAVE A CERTIFIED ARBORIST ON STAFF TO ENSURE PROPER ISA HORTICULTURAL PROCEDURES ARE FOLLOWED REGARDING THE TRIMMING, PRUNING, TRANSPLANTING, ETC. OF THESE TREES.

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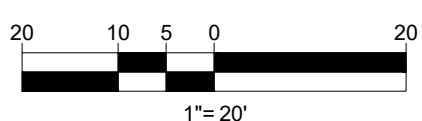
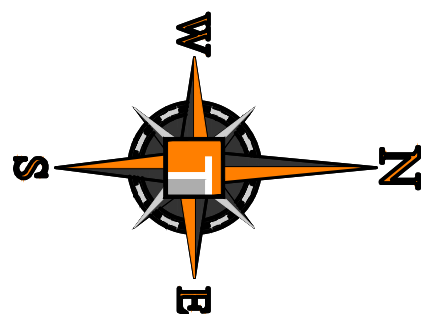
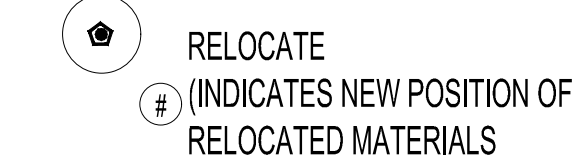
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NOTE: ALL LANDSCAPE AREAS SHALL BE IRRIGATED AND SHALL HAVE A MINIMUM 50% OVERLAP. WATER TO BE FROM A NON-POTABLE SOURCE.

PLEASE REFER TO SHEET L-2.5 FOR PLANT LIST, CODE REQUIREMENT CHART, PLANTING DETAILS AND SHEET L-2.7 FOR GENERAL LANDSCAPE NOTES.

ALL SOD TO BE STENOTAPHRUM SECUNDATUM, V. 'ST. AUGUSTINE', UNLESS OTHERWISE NOTED.

TREE SYMBOLS



125 W. INDIANTOWN RD.
SUITE 200
JUPITER, FL 33458
P: 561-203-7503
P: 813-379-4100

4650 W. KENNEDY BLVD.
SUITE 100
TAMPA, FL 33609
P: 813-379-4100

REVISIONS			
REV.	DATE	COMMENT	BY:
1	12/13/22	SITE PLAN REVISION	MDG



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PROJECT No.:	F170091
DRAWN BY:	CAD
CHECKED BY:	ROT
DATE:	
CAD I.D.:	TREE DISPOSITION PLAN

PROJECT: **AXIS DEERFIELD BEACH**
FOR **CRD FEDERAL LLC**

DEERFIELD BEACH FLORIDA

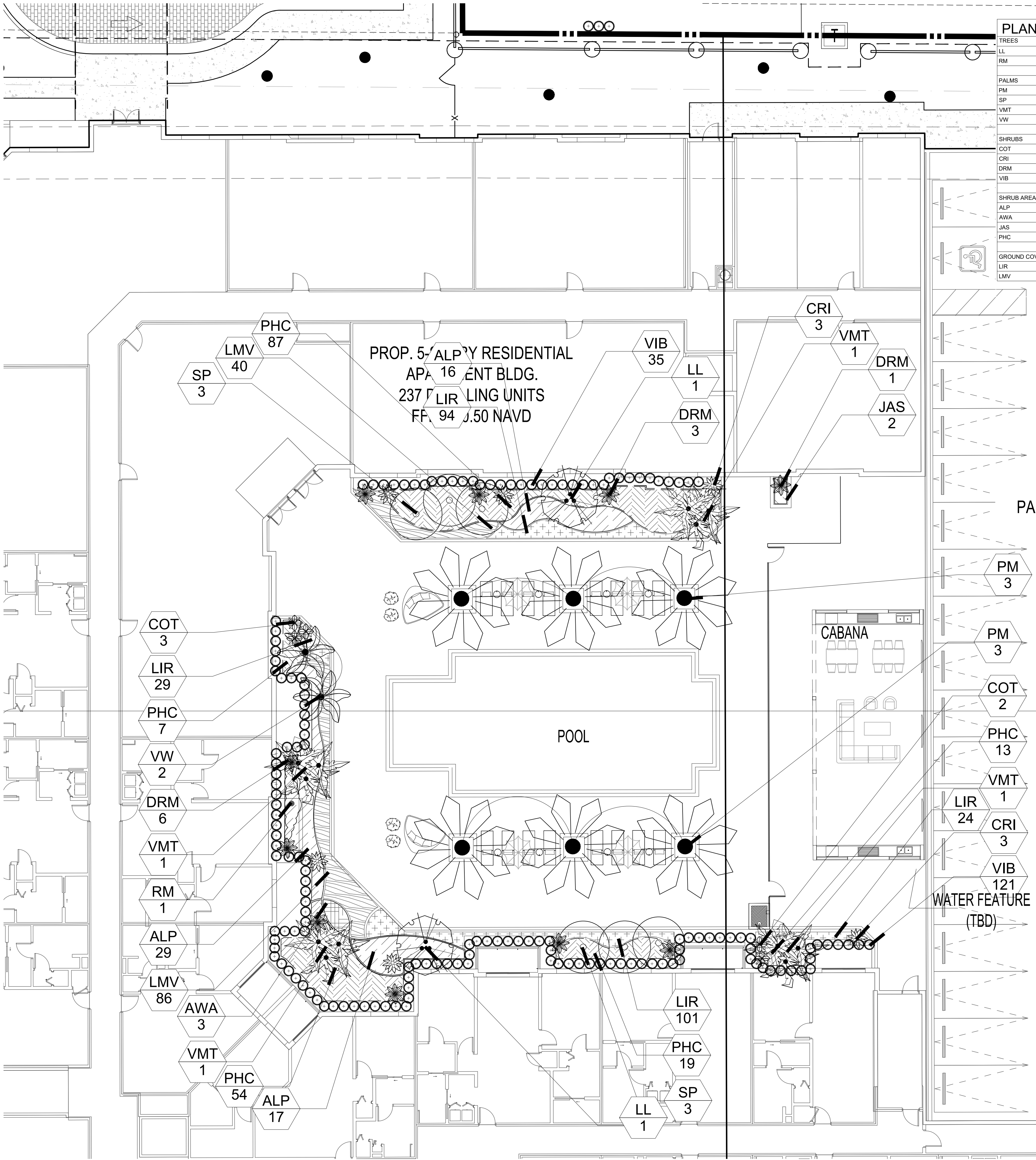


6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
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SHEET TITLE: **LANDSCAPE PLAN (NORTH)**

SHEET NUMBER: **L-2.2**



PLANT SCHEDULE POOL COURTYARD										
TREES	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	CAL/DBH	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
LL	2	Glossy Privet	Ligustrum lucidum	25 gal	multi-trunk	8-10' Ht	7-8'	No	High	Multi-Trunk
RM	1	Traveler's Tree	Ravenala madagascariensis	25 gal		10-12' Ht	6-8'	No	Medium	full fan spread
PALMS	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	CAL/DBH	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
PM	6	Date Palm	Phoenix dactylifera 'Medjool'	FG&B		20' ct	24"	No	Low	Matched wood to nut
SP	6	Cabbage Palmetto	Sabal palmetto	B & B		12-16' ct	10'	Yes	High	Staggered heights
VMT	4	Montgomery Palm	Veitchia montgomeryana	FG&B		18-22' oa	12"	No	High	triple trunk
VW	2	Winnin Palm	Veitchia winn	45 gal		14', 16' & 18' oa HTS		No	High	
SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
COT	5	Black Magic Ti Plant	Cordyline terminalis 'Black Magic'	7 gal	As Shown	30"	24"	No	Medium	3 ppp
CRI	6	'Queen Emma' Crinum	Crinum augustum 'Queen Emma'	15 gal	As Shown	48"	48"	No	Medium	Full to base
DRM	10	Red Edged Dracaena	Dracaena marginata	10 gal	As Shown	5-6' Ht	2-3'	No	High	5 canes min.
VIB	156	Walters Viburnum	Viburnum obovatum	-	24"	24"	24"	Yes	High	Full to base
SHRUB AREAS	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
ALP	62	Purple Ginger	Alpinia purpurata	-	30"	30-36"	24-30"	No	Medium	
AWA	3	Wilkes' Acalypha	Acalypha wilkesiana	n/a	36"	30"	36"	Yes	Medium	
JAS	2	Southern Wax Jasmine	Jasminum simplicifolium	n/a	24"	16"	18"	No	Medium	Full to base
PHC	180	Congo Philodendron	Philodendron x 'Congo'	n/a	24"	20"	24"	Yes	Medium	
GROUND COVERS	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
LIR	248	Lily Turf	Liriope muscari	n/a	16"	12-14"	10-12"	No	High	Full clumps
LMV	126	Variegated Lily Turf	Liriope muscari 'Variegata'	n/a	16"	14-16"	10-12"	No	High	

GENERAL LANDSCAPING REQUIREMENTS

1. Tree removal permits are required for all tree removals, to be obtained from the Building Department.
2. Landscape permits are required before any planting occurs. Permits are obtained from the Building Department.
3. Trees are to be planted at a depth so that the root-flare and top of first order root(s) are fully visible, with 10% of the height of the rootball above grade. Reflect this in planting detail.
4. An irrigation plan and specifications for the system must be included with the landscape plans when submitting for permit. The irrigation system shall be designed to have a minimum of 150% coverage. The system must include a rain sensor.
5. All trees adjacent to FP&L powerlines are required to comply with the FP&L Right Tree Right Place guidelines.
6. All swales are required to be sodded with St. Augustine "Floritam" sod and irrigated by an automatic sprinkler system with 150% coverage.
7. Landscape ordinance specifications on irrigation and installations supersede any notes on the plan.
8. All proposed and existing plant material on site must meet FL #1 standards as stated in Code.
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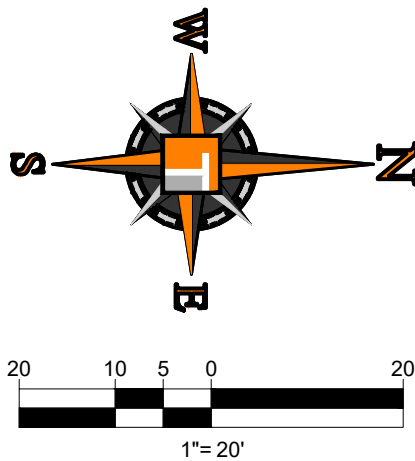
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NOTE: ALL LANDSCAPE AREAS SHALL BE IRRIGATED AND SHALL HAVE A MINIMUM 50% OVERLAP. WATER TO BE FROM A NON-POTABLE SOURCE.



THOMAS

ENGINEERING GROUP

CIVIL ENGINEERS - PROJECT MANAGERS - LAND PLANNING - LANDSCAPE ARCHITECTS
125 W. INDIANTOWN RD.
SUITE 200
JUPITER, FL 33458
P: 561-203-7503
F: 561-203-7504
4650 W. KENNEDY BLVD.
SUITE 100
TAMPA, FL 33609
P: 813-379-4100
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PROJECT No.: F170091
DRAWN BY: CAD
CHECKED BY: ROT
DATE: F170091-COURTYARD
CAD I.D.: LANDSCAPE PLAN

PROJECT:
AXIS
DEERFIELD BEACH
FOR
CRD FEDERAL LLC
DEERFIELD BEACH
FLORIDA

THOMAS
ENGINEERING GROUP
6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (561) 202-7000
FX: (561) 202-7070
www.ThomasEngineeringGroup.com

MICHAEL D. GROSSWIRTH
REGISTERED LANDSCAPE ARCHITECT
FLORIDA LICENSE NO. 146871
FLORIDA BUSINESS AND PROFESSIONAL AUTH. NO. 27528

SHEET TITLE:
POOL COURTYARD
LANDSCAPE PLAN
SHEET NUMBER:
L-2.3



TREES	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	CAL/DBH	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
FD	2	Japanese Fern Tree	Filicium decipiens	25 gal	2"Cal	8-10' Ht	4-5'	No	Medium	4' ct
LL	6	Glossy Privet	Ligustrum lucidum	25 gal	multi-trunk	8-10' Ht	7-8'	No	High	Multi-Trunk

PALMS	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	CAL/DBH	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
CG	10	Coconut Palm	Cocos nucifera 'Green Malayan'	B & B		6-7' ct		No	Medium	curved trunks
PM	4	Date Palm	Phoenix dactylifera 'Medjool'	FG/B&B		20' ct		No	Low	Matched wood to nut
SP	6	Cabbage Palmetto	Sabal palmetto	B & B		12-16' ct	10'	Yes	High	Staggered heights
VMT	2	Montgomery Palm	Veitchia montgomeryana	FG/B&B		18-22' oa	12'	No	High	triple trunk

SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
COT	8	Black Magic Ti Plant	Cordyline terminalis 'Black Magic'	7 gal	As Shown	30"	24"	No	Medium	3 ppp
CRI	2	'Queen Emma' Crinum	Crinum augustum 'Queen Emma'	15 gal	As Shown	48"	48"	No	Medium	Full to base
DRM	2	Red Edged Dracaena	Dracaena marginata	10 gal	As Shown	5-6' Ht	2-3'	No	High	5 canes min.
VIB	157	Walters Viburnum	Viburnum obovatum	-	24"	24"	24"	Yes	High	Full to base

SHRUB AREAS	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
ALP	31	Purple Ginger	Alpinia purpurata	-	30"	30-36"	24-30"	No	Medium	
JAS	27	Southern Wax Jasmine	Jasminum simplicifolium	n/a	24"	16"	18"	No	Medium	Full to base
PHC	146	Congo Philodendron	Philodendron x 'Congo'	n/a	24"	20"	24"	Yes	Medium	
PHX	122	Philodendron	Philodendron x xanadu	n/a	24"	20"	20"	No	Medium	

GROUND COVERS	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
LIR	566	Lily Turf	Liriope muscari	n/a	16"	12-14"	10-12"	No	High	Full clumps
LMV	67	Variegated Lily Turf	Liriope muscari 'Variegata'	n/a	16"	14-16"	10-12"	No	High	

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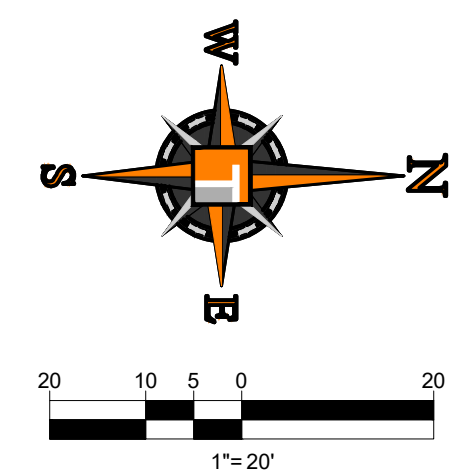
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CODE REQUIREMENT CHART, PLANTING DETAILS AND
SHEET L-2.7 FOR GENERAL LANDSCAPE NOTES.



REVISIONS:			
REV:	DATE:	COMMENT:	BY:
1	12/13/22	SITE PLAN REVISION	MDG



PROJECT No.:	F170091
DRAWN BY:	CAD
CHECKED BY:	ROT
DATE:	
CAD I.D.:	F170091-COURTYARD

PROJECT:

**AXIS
DEERFIELD BEACH**

FOR

CRD FEDERAL LLC

DEERFIELD BEACH
FLORIDA

6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
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SHEET TITLE:

**COURTYARD
LANDSCAPE PLAN**

SHEET NUMBER:

L-2.4

PLANT SCHEDULE

CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT/ROOTBALL SIZE	SIZE	HEIGHT	SPREAD	NATIVE	XERIC		REMARKS
TREES											
CE	8	Green Buttonwood 5' CT	Conocarpus erectus	B & B	3"Cal	12' Ht	6'	Yes	High		5' CT
CE-S	12	Silver Button Wood 4' CT	Conocarpus erectus sericeus	25 gal	2.5"Cal	10-12' Ht	4-5'	Yes	High		4' CT
FD	1	Japanese Fern Tree 4' ct	Filicium decipiens	25 gal	2"Cal	8-10' Ht	4-5'	No	Medium		4' ct
GS	20	Lignum Vitae	Gualiacum sanctum	25 gal	2"	8-10' Ht	3-4'	Yes	Low		
IC	12	Dahoon Holly 6' CT	Ilex cassine	25 gal	2" DBH	12' Ht	5-6'	Yes	High		6' CT
LI	8	Crape Myrtle 4' CT	Lagerstroemia indica 'Tuskegee'	25 gal	multi-trunk	10-12' Ht	6'	No	High		4' CT
LJ	25	Japanese Privet	Ligustrum japonicum	B & B		5-6' Ht	4'-5'	Yes	High		
LL	9	Glossy Privet Multi-Trunk	Ligustrum lucidum	25 gal		8-10' Ht	7-8'	No	High		Multi-Trunk
LM	19	Crape Myrtle 4' CT	Lagerstroemia indica 'Muskogee'	B & B		14-16' ht.	6'	No	High		4' CT
PA	8	Ashok	Polalthia longifolia	FG	4"Cal	20' Ht	3-4'	No			
QH	5	Highrise Live Oak	Quercus virginiana 'QVTIA'	B & B	2.5" DBH	14' Ht	5-6'	Yes	High		
QV	9	Southern Live Oak 6' CT	Quercus virginiana	B & B	2.5" DBH	14' Ht	5-6'	Yes	High		6' CT
TP	6	Pink Tabeuia 6' CT	Tabebuia pallida	25 gal	2" DBH	10-12' Ht	4-5'	No	High		6' CT

RELOCATIONS

RER	8	Florida Royal Palm	Roystonea elata	NA	See Sheet L-1.1A	See Sheet L-1.1A	See Sheet L-1.1A	Yes	High		
VMR	4	Montgomery Palm	Veitchia montgomeryana	NA		See Sheet L-1.1A	See Sheet L-1.1A	No	High		

PALMS

PS	7	Sylvester Date Palm Matched wood to nut	Phoenix sylvestri	FG/B&B		10' c.t.		No	Low		Matched wood to nut
RE	1	Florida Royal Palm Matched Full Heads	Roystonea elata	B & B		20' gw	18-20'	Yes	High		Matched Full Heads
SP	37	Cabbage Palmetto Staggered heights	Sabal palmetto	B & B			12-16' ct	Yes	High		Staggered heights
VM	8	Montgomery Palm	Veitchia montgomeryana	45 gal			14', 16' & 18' oa HTS	No	High		

CODE	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC		REMARKS
SHRUBS											
CAP	189	Jamaica Caper	Capparis cynophallophora	-	As Shown	4-5' Ht	2-3'	Yes	High		
CH1	187	Red Tip Cocoplum Full to base	Chrysobalanus icaco 'Red Tip'	NA	30"	36"	36"	Yes	High		Full to base
CHH	15	Red Tip Cocoplum Full to base	Chrysobalanus icaco 'Red Tip'	NA	24"	24"	24"	Yes	High		Full to base
COT	6	Black Magic Ti Plant 3 ppp	Cordyline terminalis 'Black Magic'	7 gal	As Shown	30"	24"	No	Medium		3 ppp
CRI	32	'Queen Emma' Crinum Full to base	Crinum augustum 'Queen Emma'	15 gal	As Shown	48"	48"	No	Medium		Full to base
HIB	16	Chinese Hibiscus Standards	Hibiscus rosa-sinensis 'Seminole'	NA	As Shown	60"	30-36"	No	Medium		Standards
LJM	1	Japanese Privet 3' clear multi-trunk	Ligustrum japonicum	15 gal		4-5' Ht	4-5'	No	High		3' clear multi-trunk
NOP	4	Pink Oleander full to base	Nerium oleander 'Hot Pink'	-		6-7' Ht	3-4'	No	High		full to base
POD	837	Shrubby Yew full to base	Podocarpus macrophyllus maki	-	24"	24"	18-24"	No	Medium		full to base
TIB	5	Purple Glory Bush	Tibouchina grandifolia	NA	As Shown	5-6' Ht	2-3'	No	Medium		
TRD	65	Fakahatchee Grass Full to base	Tripsacum dactyloides	n/a @	30"	30"	24"	Yes	High		Full to base
TRJ	12	Confederate Jasmine	Trachelospermum jasminoides 'Confederate'	-	As Shown	48"	48"	No	Medium		
VIB	216	Walters Viburnum Full to base	Viburnum obovatum	-	24"	24"	24"	Yes	High		Full to base

CODE	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	SPACING	REMARKS
SHRUB AREAS											
DUR	406	Sky Flower Full	Duranta repens 'Dwarf Golden'	n/a @	18"	16-18"	16-18"	Yes	High	24" o.c.	Full
JAS	175	Southern Wax Jasmine Full to base	Jasminum simplicifolium	n/a @	24"	16"	18"	No	Medium	30" o.c.	Full to base
MUH	775	Pink Muhly Grass Full to base	Muhlenbergia capillaris	n/a @	18"	14-16"	14-16"	Yes	High	18" o.c.	
PHS	137	Split Leaf Philodendron Full to base	Philodendron selloum	n/a @	36"	24"	36" o.c.	No	Medium	36" o.c.	Full to base
PTV	116	Variegated Mock Orange	Pittosporum tobira 'Variegata'	-	24"	18"	20"	No	High	24" o.c.	

GROUND COVERS

FIM	157	Green Island Ficus	Ficus microcarpa 'Green Island'	n/a @	18"	14-16"	14-16"	No	Medium	18" o.c.	
ILX	427	Dwarf Schillings Holly	Ilex vomitoria 'Schillings Dwarf'	n/a @	18"	12"	12"	Yes	High	18" o.c.	
LAN	97	Gold Mound Lantana sterile species	Lantana camara 'Gold Mound'	n/a @	16"	12-14' Ht	14-16"	Yes	High	16" o.c.	sterile species
LIR	274	Lily Turf Full clumps	Liriope muscari	n/a @	16"	12-14"	10-12"	No	High	12" o.c.	Full clumps
SEA	769	To Be Selected	Seasonal Annuals	4"pot@	12"	12"	8-10"	n/a	n/a	12" o.c.	

MISCELLANEOUS

EGG	160 sf	1/2 - 1" Stones	EGG ROCK	rock							
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CITY OF DEERFIELD BEACH, FLORIDA

LANDSCAPE CODE REQUIREMENTS - CHAPTER 98; ARTICLE IV; SEC. 98

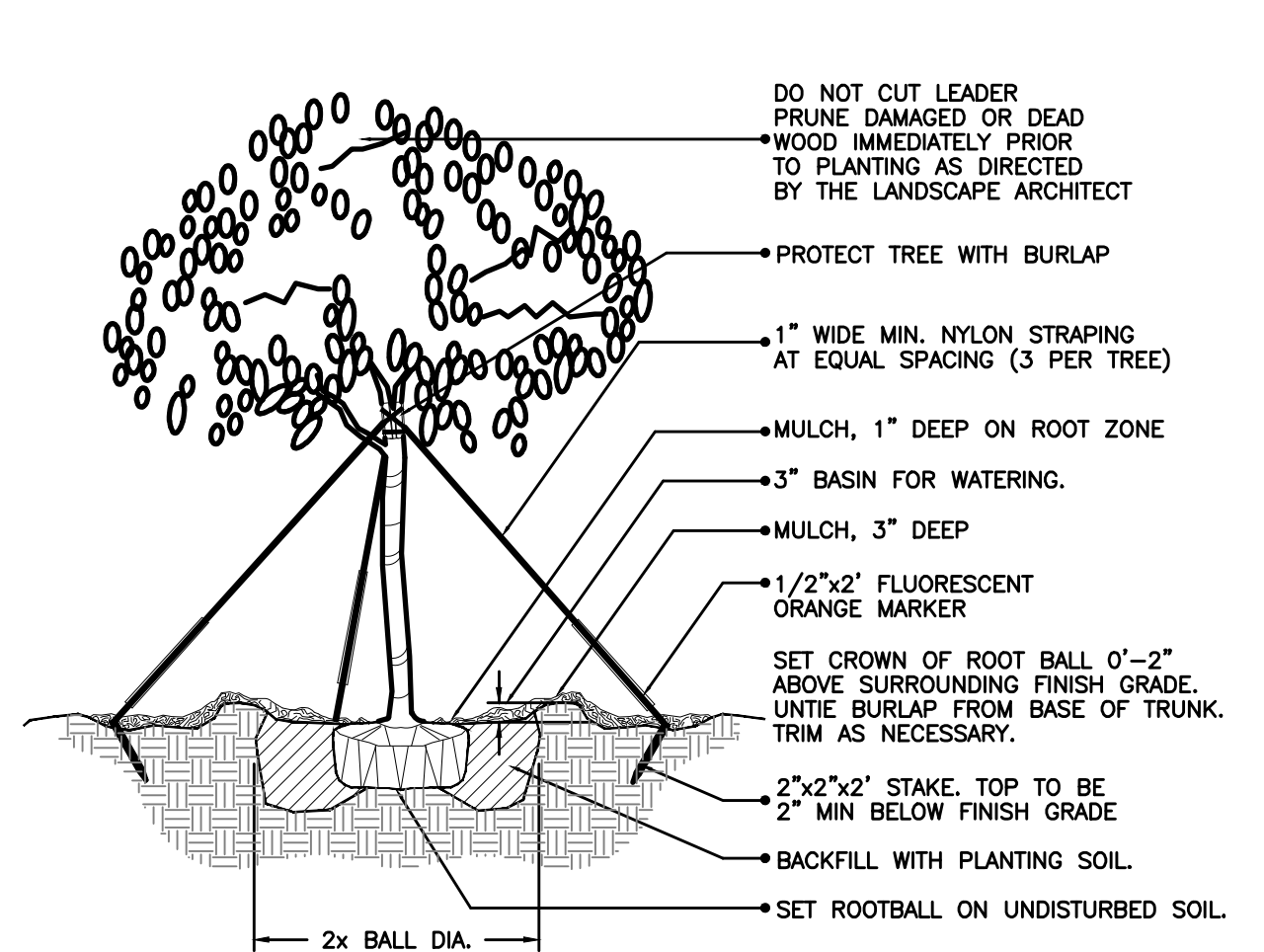
ZONING: RM-10 & B-2 (Proposed PPD)
PROPOSED USE: Multi-Family
TOTAL SITE AREA (NET): 185,968 sq.ft. (4.27 Acres)
PERMEABLE AREA: 67,087.8 sq.ft. (26.22%)

98.80.f: TREES AND SHRUBS: REQUIRED MINIMUM QTY.

	REQUIRED 3 TREES	PROVIDED 3 TREES
One (1) Tree for each interior and terminal parking island 3 Islands		
One (1) Tree/40 l.f. of property periphery abutting residential 586.05 l.f	15 TREES	15 TREES
One (1) Tree/3000 sq.ft. of NET parcel area 10 Shrubs/3000 sq.ft. 185,968 sf	62 TREES 619 Shrubs	121 TREES 619 SHRUBS
One (1) Tree/40 l.f. of R/O/W 1,369.51' US 1:	574.23 lf 15 TREES	13 TREES (subject to FPL approval) 9 TREES 6 TREES 3 TREES
Eller Street NE 4th Street NE 9th Ave US 1, Eller Street and NE 4th Street are "Arbor Streets and Require additional Large Canopy Trees and/or Specimen Palms & a Continuous 24" Hedge	337.41 lf 231.05 lf 119.83 lf 3 TREES	
Three (3) Palms or one (1) Palm that qualifies as a tree/40 lf of building facade that fronts public parking/vsua 10 shrubs/40 lf 30 ground cover/40 lf	28 TREES 280 SHRUBS 840 GR. COVERS	28 TREES 2536 SHRUBS 934 GR. COVERS
TOTAL TREES TOTAL SHRUBS	141 TREES 890 SHRUBS 840 GR. COVERS	198 TREES 3949 SHRUBS 2612 GR. COVERS
98.80.i: VARIETY		
Minimum Tree Species	6	20
Minimum Shrub Species	6	21
Minimum 10% Flowering Species (10x 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

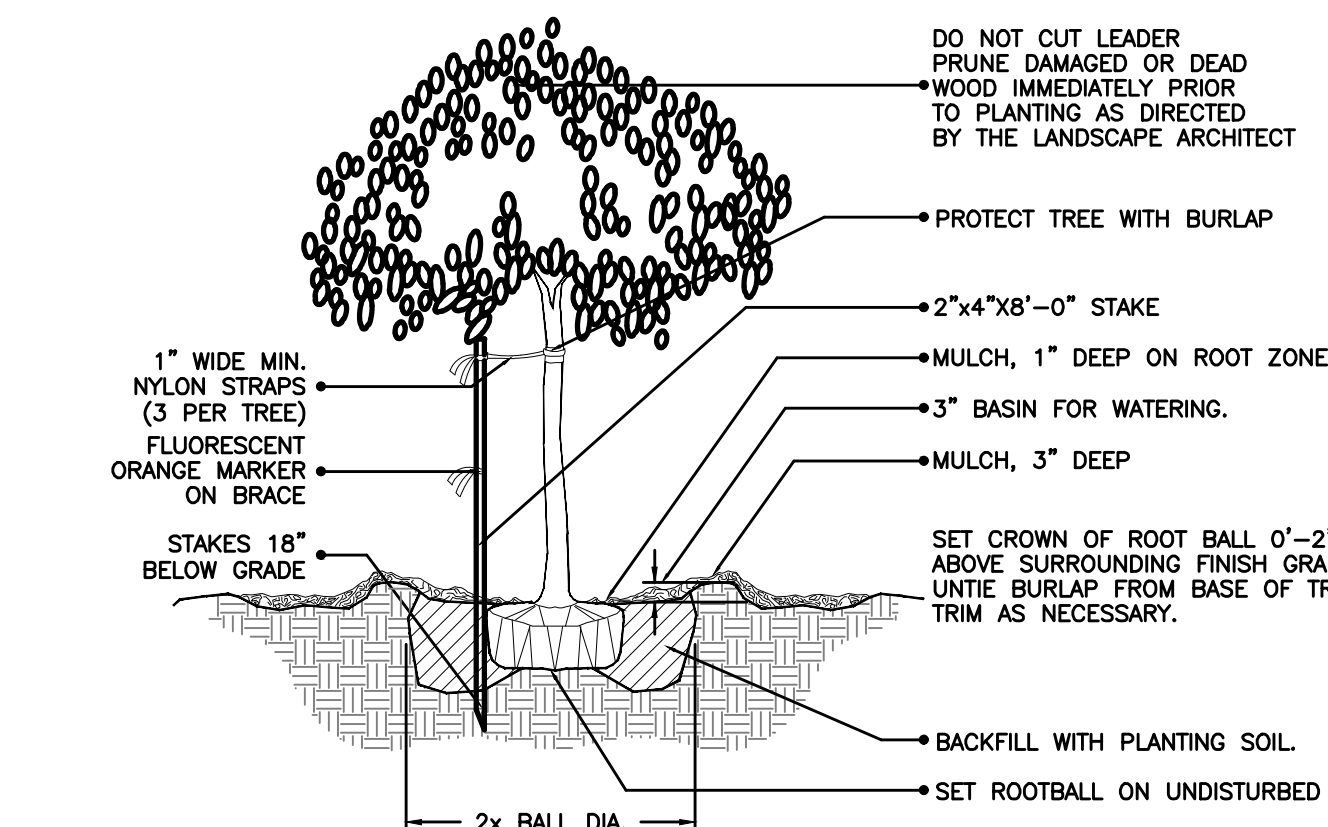
98.81 TREE PRESERVATION

See Mitigation Requirements on Sheet L-1.0



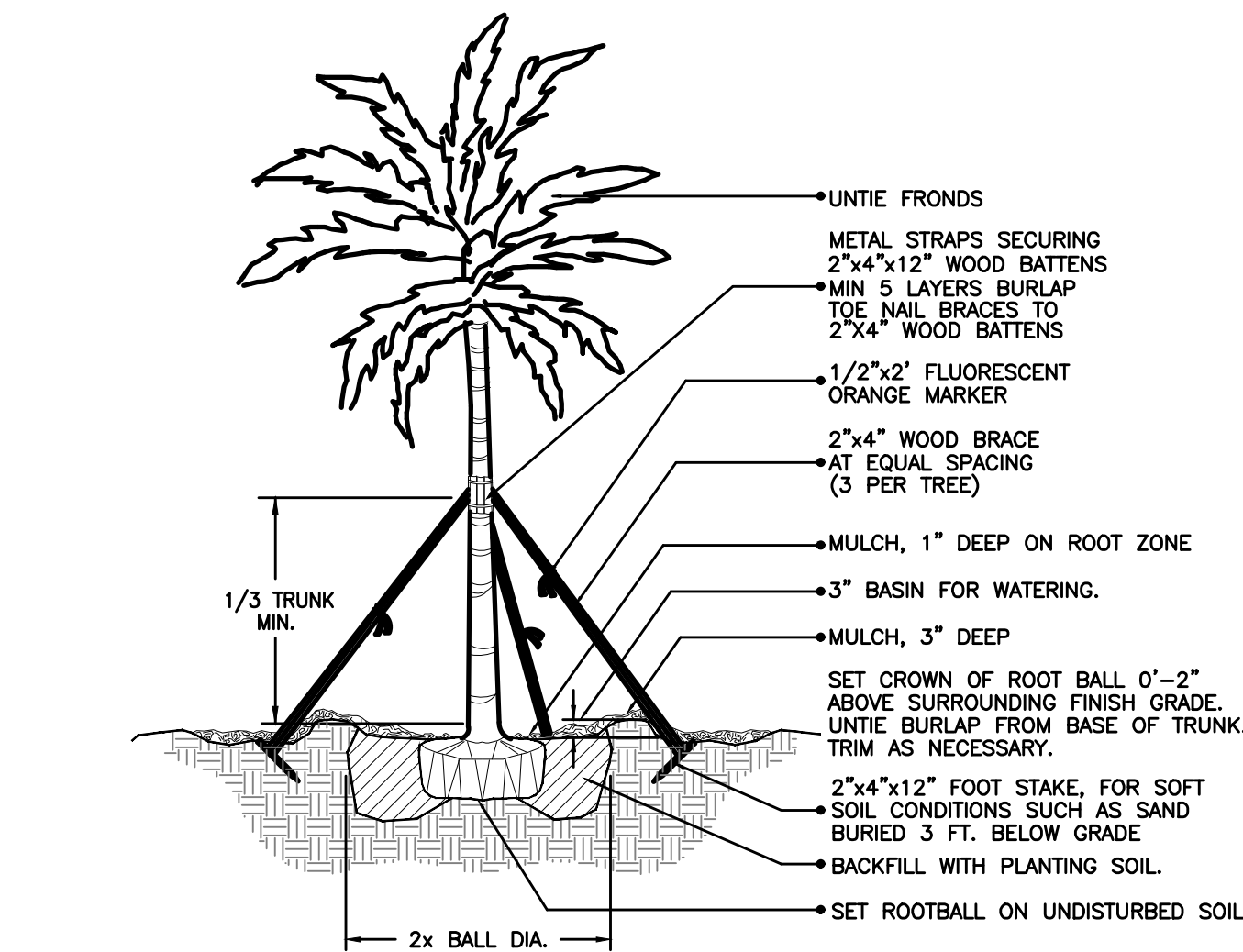
(2" cal. and over) LARGE TREE PLANTING DETAIL

NTS



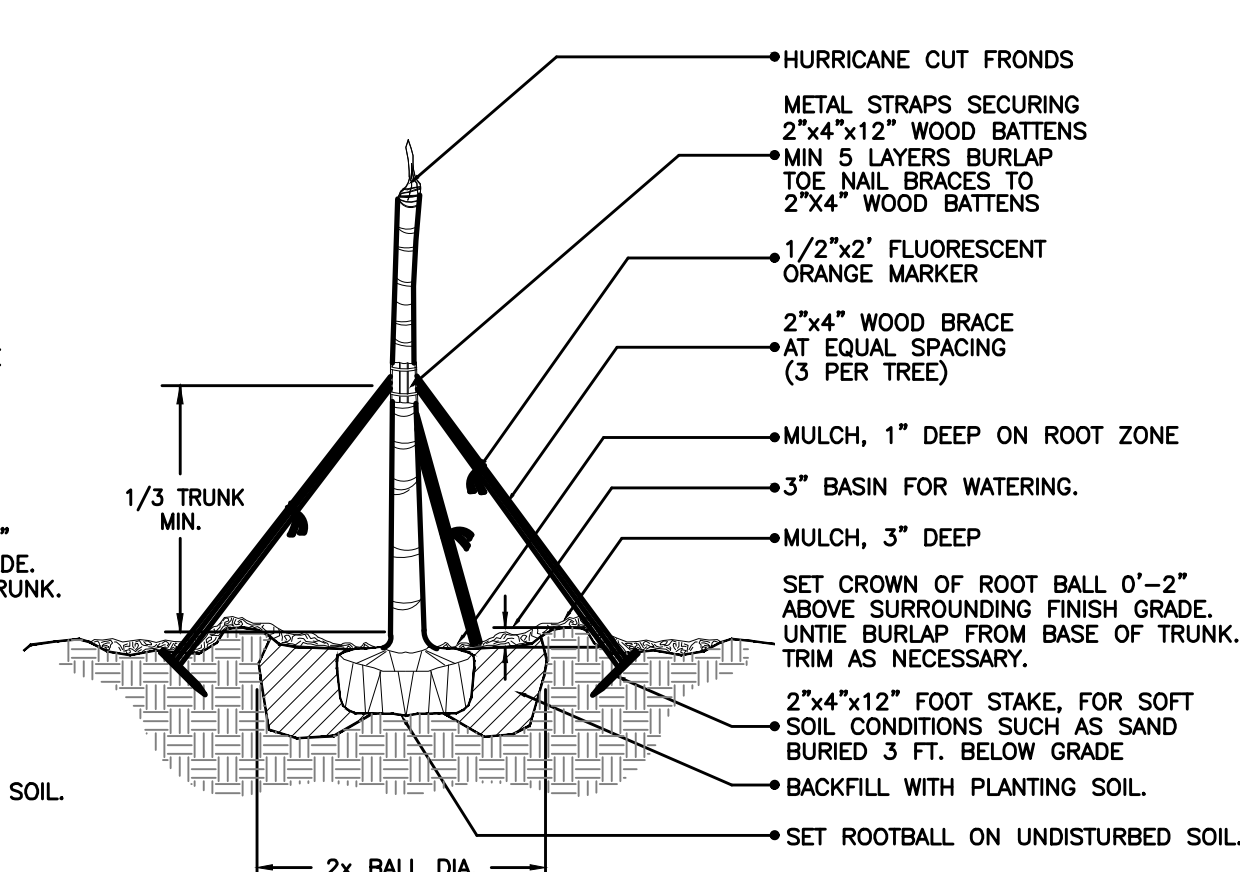
(2" cal. and under) SMALL TREE PLANTING DETAIL

NTS



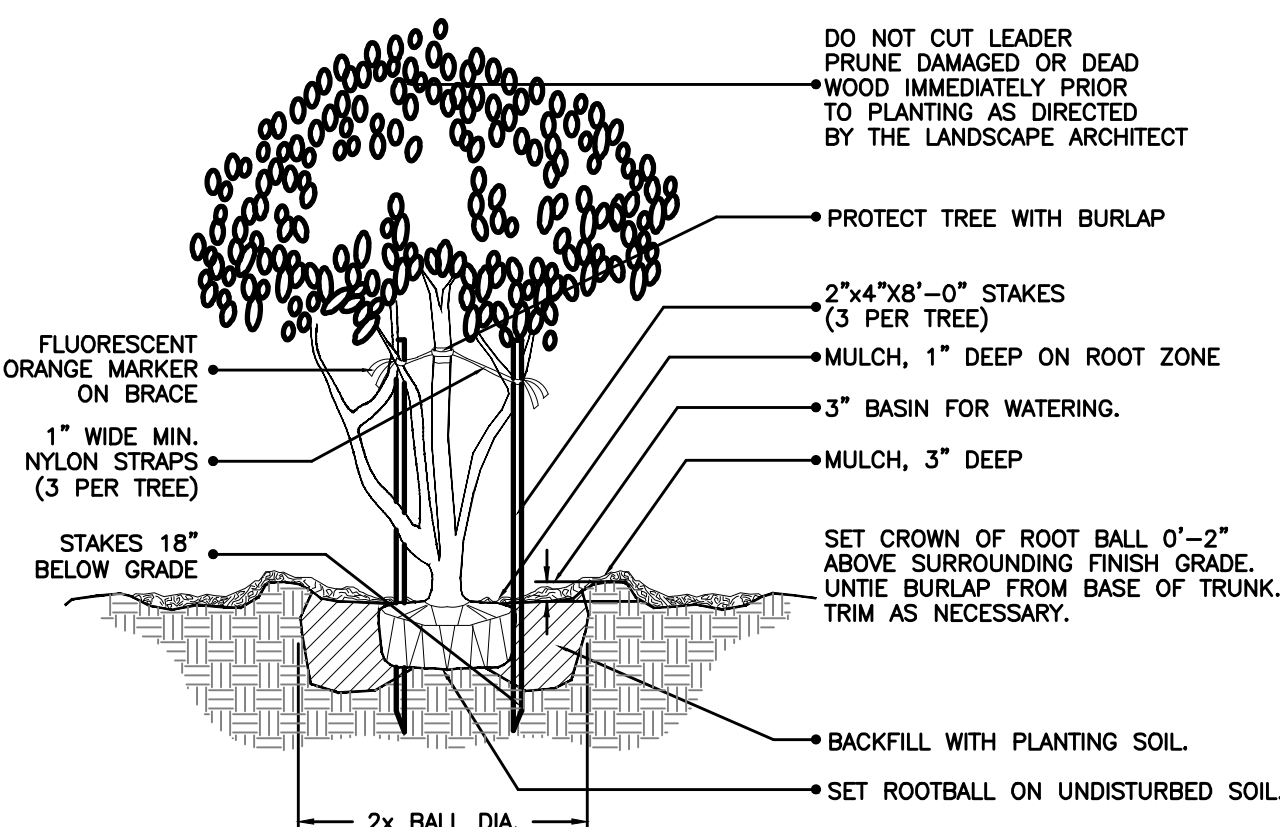
LARGE PALM PLANTING DETAIL

NTS



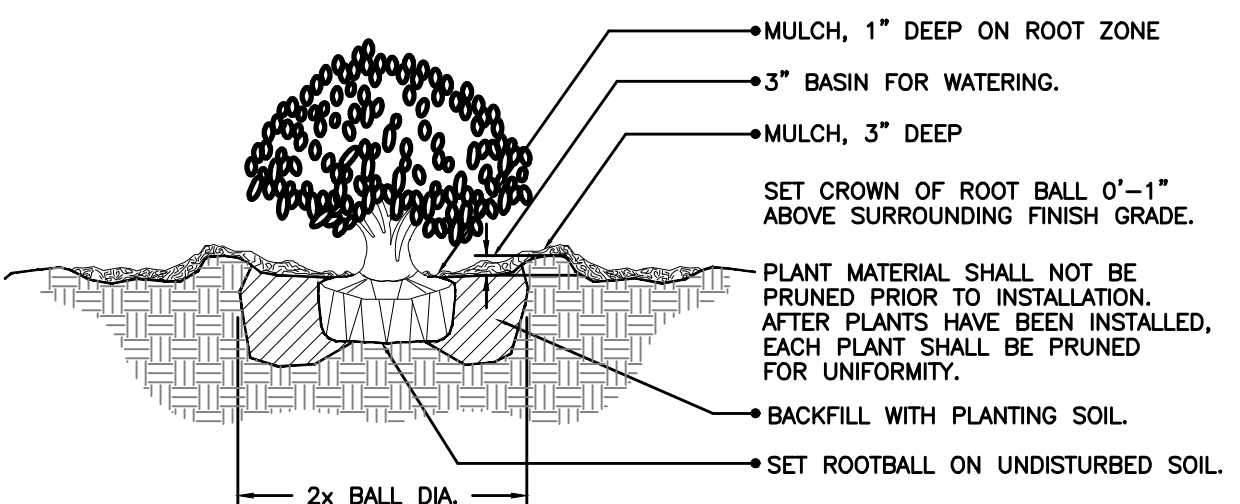
CIGARED SABAL PALM PLANTING DETAIL

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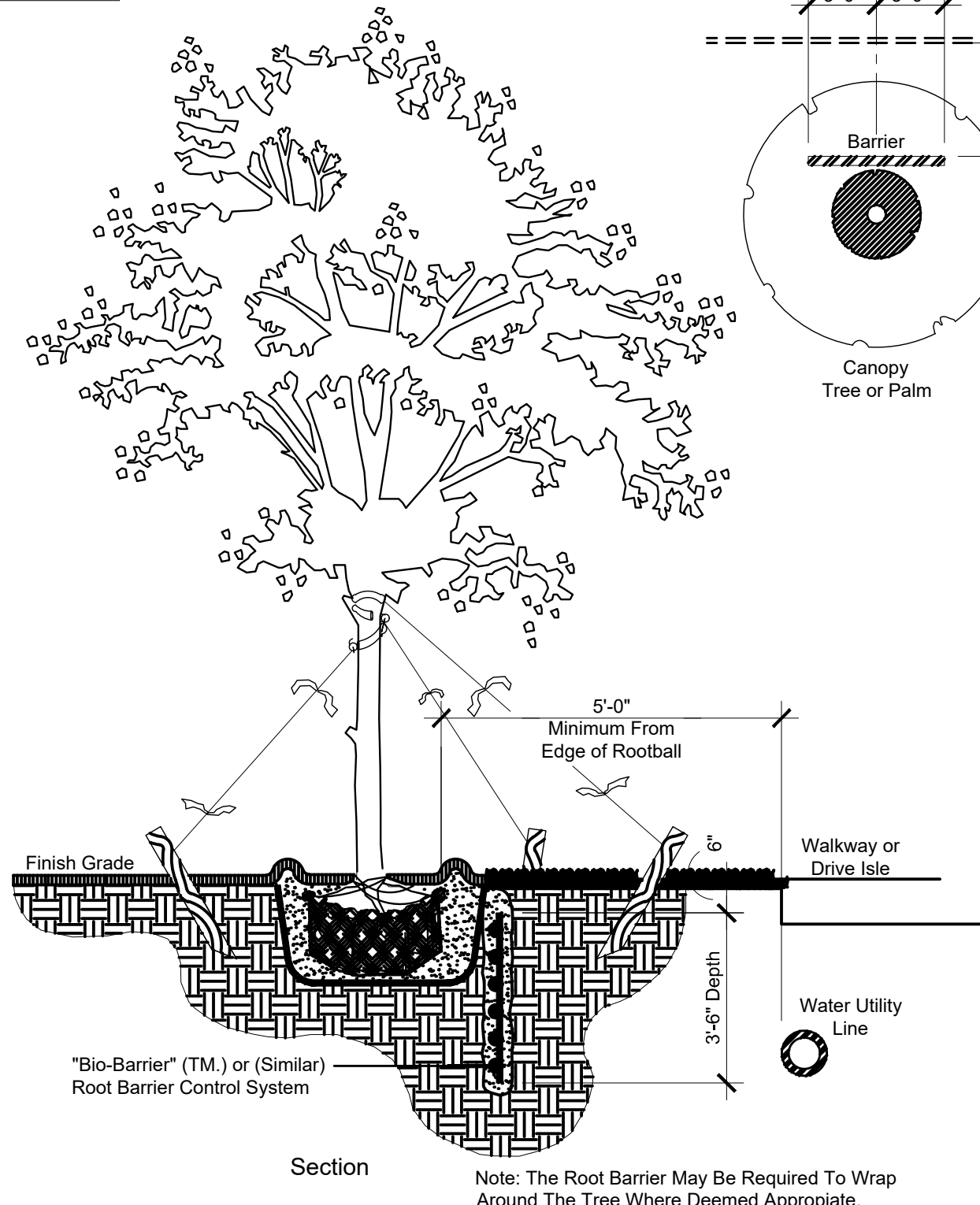
MULTI- TRUNK AND SMALL TREE (2" cal. and under) PLANTING DETAIL

NTS



SHRUB PLANTING DETAIL

NTS



Typical Root Barrier Application Detail

Section / Plan

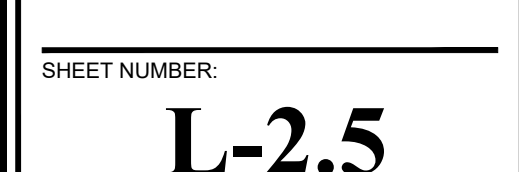
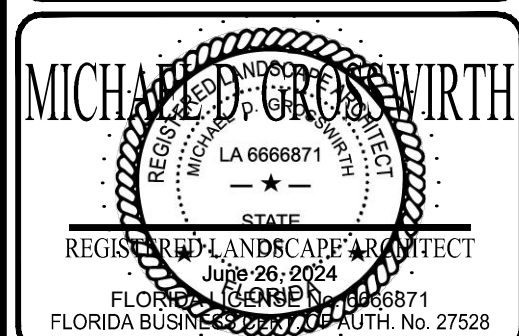
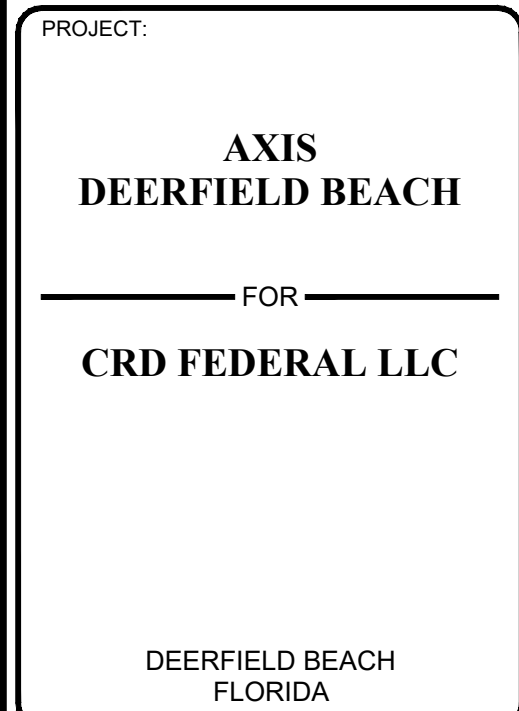
Not To Scale



REV.	DATE	REVISIONS	COMMENT	BY:
1	12/13/22	SITE PLAN REVISION		MDG



PROJECT No.:	F170091
DRAWN BY:	CAD
CHECKED BY:	ROT
DATE:	
CAD I.D.:	TREE DISPOSITION PLAN



Page 430 of 669

LANDSCAPE GENERAL NOTES

A. SCOPE OF WORK

1. THE WORK CONSISTS OF FURNISHING ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, AND ANY OTHER NECESSITIES NECESSARY FOR THE COMPLETION OF THIS PROJECT AS SHOWN ON THE DRAWINGS, AS INCLUDED IN THE PLANT LIST, AND AS HEREIN SPECIFIED.

2. WORK SHALL INCLUDE MAINTENANCE AND WATERING OF ALL PLANTING AREAS OF THIS CONTRACT UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER.

B. PROTECTION OF EXISTING STRUCTURES

1. ALL EXISTING BUILDINGS, WALKS, WALLS, PAVING, PIPING, AND OTHER ITEMS OF CONSTRUCTION AND PLANTING ALREADY COMPLETED OR ESTABLISHED SHALL BE PROTECTED FROM DAMAGE BY THIS CONTRACTOR. UNLESS OTHERWISE SPECIFIED, ALL DAMAGE RESULTING FROM NEGLIGENCE SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE OWNER.

C. PROTECTION OF EXISTING PLANT MATERIALS OUTSIDE LIMIT OF WORK

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UNAUTHORIZED CUTTING OR DAMAGE TO TREES AND SHRUBS, EXISTING OR OTHERWISE, CAUSED BY CARELESS OPERATION OF EQUIPMENT, STOCKPILING OF MATERIALS, ETC. THIS SHALL INCLUDE COMPENSATION FOR DRYING OR PARKING INSIDE THE DRIVE—LINE OR THE SPILLING OF OIL, GASOLINE, OR OTHER DELICIOUS MATERIALS WITHIN THE DRIVE—LINE.

2. NO MATERIALS SHALL BE BURIED WHERE THE HEAT WILL DAMAGE ANY PLANT. TREES KILLED OR DAMAGED SO THAT THEY ARE MISAPPROPRIATE OR UNSIGHTLY SHALL BE REPLACED AT THE COST TO THE CONTRACTOR OF ONE HUNDRED DOLLARS (\$100) PER CALIPER INCH OR AN EQUIVALENT GREATER CALIPER ADD AN ADDITIONAL TWENTY PERCENT (20%) PER INCH OVER FOUR INCHES (4") CALIPER AS FIXED AND AGREED. LIQUIDATED DAMAGES OR AS MAY BE REQUIRED BY THE REGULATING GOVERNMENT AGENCY, WHOSE VIEW IS THE FINAL AUTHORITY. SHALL BE MEASURED AT BREAST HEIGHT OR FOUR FEET (4') ABOVE SURROUNDING GROUND.

D. MATERIALS

1. SUBMITTALS: GENERAL SAMPLES OF PLANTING MATERIALS AS LISTED BELOW SHALL BE SUBMITTED FOR APPROVAL, ON THE SITE OR AS OTHERWISE DETERMINED BY THE OWNER. UPON APPROVAL OF SAMPLES, DELIVERY OF MATERIALS MAY BEGIN.

MATERIALS SAMPLE SUBMITTALS:
MULCH ONE (1) CUBIC FOOT
TORSOIL ONE (1) CUBIC FOOT
PLANTS ONE (1) REPRESENTATIVE SAMPLE OF EACH VARIETY

2. PLANT MATERIALS:
a) GENERAL PLANT SPECIES AND SIZE SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. NOMENCLATURE SHALL CONFORM TO STANDARDIZED PLANT NAMES, 1992 EDITION. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH "ORDERS AND STANDARDS FOR NURSERY PLANTS" PARTS I AND II, LATEST EDITION, PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES. ALL PLANTS SHALL BE FLORIDA NO. 1 AS AN ABSOLUTE MINIMUM STANDARD. UNLESS SUPERSEDED BY A FLORIDA FANCLY DESIGNATION, AS DETERMINED BY THE FLORIDA DIVISION OF PLANT INDUSTRY. ALL PLANTS SHALL BE FRESHLY DUG, SOUND, HEALTHY, VIGOROUS, WELL—BRANCHED AND FREE FROM DISEASE, INJURY, INSECT EGGS AND LARVAE, AND SHALL HAVE ADEQUATE ROOT SYSTEMS. TREES FOR PLANTING IN ROWS SHALL BE UNIFORM IN SIZE AND SHAPE. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE OWNER. WHERE ANY REQUIREMENTS ARE OMITTED FROM THE PLANT LIST, THE PLANTS FURNISHED SHALL BE NORMAL FOR THE VARIETY. PLANTS SHALL BE PRUNED PRIOR TO DELIVERY ONLY UPON THE APPROVAL OF THE OWNER.

b) MEASUREMENTS: THE HEIGHT AND/OR WIDTH OF TREES SHALL BE MEASURED FROM THE TOP OF ROOT BALL (TRUNK FLARE) AND/OR ACROSS THE AVERAGE SPREAD OF BRANCHES WITH THE PLANTS IN THEIR NORMAL POSITION. THE MEASUREMENT SHALL NOT INCLUDE THE INCOMPLETE TERMINAL GROWTH. PLANTS LARGER IN SIZE THAN THOSE SPECIFIED IN THE PLANT LIST MAY BE USED IF APPROVED BY THE OWNER. IF THE USE OF LARGER PLANTS IS APPROVED, THE BALL OF EARTH OR SPREAD OF ROOTS SHALL BE INCREASED IN PROPORTION TO THE SIZE OF THE PLANT.

c) INSPECTION: PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, OR UPON DELIVERY TO THE SITE, AS DETERMINED BY THE OWNER. FOR QUALITY, SIZE, AND VARIETY. SUCH PRELIMINARY APPROVAL SHALL NOT SUPERSEDE THE RIGHT OF INSPECTION AND REJECTION AT THE SITE DURING PROGRESS OF THE WORK AFTER COMPLETION FOR SIZE AND CONDITION OF BALLS OR ROOTS, LATENT DEFECTS OR INJURIES, PRESENCE OF INSECTS, AND OTHER CONDITIONS THAT MAY HAVE OCCURRED SINCE THE NURSERY INSPECTION. DEFECTIVE PLANTS SHALL BE REMOVED IMMEDIATELY FROM THE SITE. NOTICE REQUESTING INSPECTION SHALL BE SUBMITTED IN WRITING BY THE CONTRACTOR AT LEAST ONE (1) WEEK PRIOR TO ANY CROPPED DATE.

d) AMENDED PLANTING SOIL: PLANTING SOIL FOR USE IN BACK FILLING PLANTING HOLES SHALL BE FORTY PERCENT (40%) TORSOIL AND SIXTY PERCENT (60%) WASH SAND AND BE FERTILE, FRIABLE, AND OF A LOAMY CHARACTER, WITHOUT MIXTURE OF SUBSOIL MATERIALS, AND OBTAINED FROM A WELL—DRAINED, ARABLE SITE. IT SHALL CONTAIN THREE (3) TO FIVE (5) PERCENT DECOMPOSED ORGANIC MATTER AND SHALL BE FREE FROM HEAVY CLAY, COARSE SAND, STONES, LIME, LUMBS, PLANTS, ROOTS OR OTHER FOREIGN MATERIALS, OR NOXIOUS WEEDS. IT SHALL NOT CONTAIN TOXIC SUBSTANCES WHICH MAY BE HARMFUL TO PLANT GROWTH. PH RANGE SHALL BE 5.0 TO 7.0 INCLUSIVE.

e) SAND SHALL BE CLEAN, WELL DRAINING NATIVE SAND. IF REQUESTED, CONTRACTOR SHALL, AT ANY TIME AND AT NO COST TO OWNER, SUBMIT RESULTS OF SOIL TESTS FOR TORSOIL, AND SAND PROVIDED FOR USE UNDER THIS CONTRACT FOR APPROVAL BY OWNER.

E. WATER

1. WATER NECESSARY FOR PLANTING AND MAINTENANCE SHALL BE OF SATISFACTORY QUALITY TO SUSTAIN AN ADEQUATE GROWTH OF PLANTS AND SHALL NOT CONTAIN HARMFUL, NATURAL, OR MAN—MADE ELEMENTS DETRIMENTAL TO PLANTS. WATER MEETING THE ABOVE STANDARD SHALL BE OBTAINED ON THE SITE FROM THE OWNER, IF AVAILABLE, AND THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE ARRANGEMENTS FOR ITS USE BY HIS TRUCKS, HOSES, SPRINKLERS, ETC. IF SUCH WATER IS NOT AVAILABLE AT THE SITE, THE CONTRACTOR SHALL PROVIDE SUCH SATISFACTORY WATER FROM SOURCES OFF THE SITE AT NO ADDITIONAL COST TO THE OWNER.

F. COMMERCIAL FERTILIZER

1. COMMERCIAL FERTILIZER SHALL BE A COMPLETE FORMULA. IT SHALL BE UNIFORM IN COMPOSITION, DRY AND FREE FLOWING. THIS FERTILIZER SHALL BE DELIVERED TO THE SITE IN THE ORIGINAL, UNOPENED CONTAINERS, EACH BEARING THE MANUFACTURER'S GUARANTEED STATEMENT OF ANALYSIS.

FIFTY PERCENT (50%) OF THE NITROGEN SHALL BE DELIVERED FROM NATURAL ORGANIC SOURCES. THE FOLLOWING FERTILIZER SHALL BE USED AND APPLIED AT RATES AS SUGGESTED BY MANUFACTURER'S SPECIFICATIONS.

1. SHRUBS AND TREES — MILORGAHITE, OR APPROVED EQUAL
2. ANNUALS AND GROUNDCOVERS — OSMOCOTE/SERRA BLEND 14—14—14
3. SOO — 8—8—8

IN ADDITION TO SURFACE APPLIED FERTILIZERS, ALL CONTAINER GROWN AND FIELD GROWN PLANT MATERIAL SHALL RECEIVE AGRIFORM PLANTING TABLETS 24—10—15 FORMULA, 21 GRAM OR EQUAL, THESE TABLETS SHALL BE PLACED AT THE RATE AND DEPTH SPECIFIED BY MANUFACTURER.

G. MULCH

1. MULCH SHALL BE FROM SHREDDED WOOD DERIVED FROM MELALUCA OR OTHER INVASIVE TREE SPECIES AND SHALL BE STERILIZED TO EFFECTIVELY ELIMINATE ALL SEEDS, SPORES, ETC. AND RENDER THEM BARREN.

2. MULCH MATERIAL SHALL BE MOISTENED AT THE TIME OF APPLICATION TO PREVENT WIND DISPLACEMENT, AND APPLIED AT A DEPTH OF THREE INCHES (3").

3. MULCH SHALL BE GRADE 'B' SHREDDED, AND SHALL BE APPLIED EVENLY AND SMOOTHLY TO PLANTED AREAS.

4. NO RED OR COLORED MULCH SHALL BE ACCEPTED UNLESS SPECIFIED ACCORDINGLY. NO CYPRUS MULCH SHALL BE USED.

H. DIGGING AND HANDLING

1. PROTECT ROOT SYSTEMS OR ROOTBALLS OF PLANTS AT ALL TIMES FROM SUN AND DRYING WINDS, WATER CROCKING, AND OTHER HARMFUL CONDITIONS. WHEN NECESSARY, UNTIL PLANTING, PLANT MATERIALS SHALL BE ADEQUATELY PACKED TO PREVENT BREAKING AND DRYING OUT DURING LOADING, TRANSIT, AND UNLOADING/PLANTING. TREES TRANSPORTED MORE THAN TEN (10) MILES OR WHICH ARE NOT PLANTED WITHIN THREE (3) DAYS OF DELIVERY TO SITE SHALL BE SPRAYED WITH AN

ANTI—TRANSPIRANT PRODUCT (WULTRUP OR EQUAL) TO MINIMIZE TRANSPIRATIONAL WATER LOSS.

2. BALLED AND BURLAPPED PLANTS (B&B) SHALL BE DUG WITH FIRM, NATURAL BALLS OF SOIL OF SUFFICIENT SIZE TO UNCOVER THE FIBERUS AND FEEDING ROOTS OF THE PLANTS, AND IN ACCORDANCE WITH "ORDERS AND STANDARDS FOR NURSERY PLANTS" FLORIDA PUBLICATION, PRUNING PRACTICES OTHER THAN MINIMAL PRUNING OF FRONDS, PRIMARILY TO REACH A "CLEAR TRUNK" SPECIFICATION, MAY CONSTITUTE REJECTION. ALL PALMS SUBJECT TO SUCH PRACTICE, LIKEWISE EXCESSIVE PRUNING OR "SHAVING" OF ROOTBALLS TO MEET "CLEAR TRUNK" CRITERIA MAY CONSTITUTE REJECTION. ON SITE, ALL PALMS SHALL BE BRANDED PER PALM PLANTING DETAIL ON THE PLANTING DETAILS SHEET.

3. PLANTS MARKED 'BR' IN THE PLANT LIST SHALL BE DUG WITH BARE ROOTS. THE ROOTS SHALL NOT BE CUT WITHIN THE MINIMUM SPREAD SPECIFIED IN THE PLANT LIST. CARE SHALL BE EXERCISED THAT THE ROOTS DO NOT DRY OUT IN MOVING AND PRIOR TO PLANTING.

4. PROTECTION OF PALMS (IF APPLICABLE): ONLY A MINIMUM OF FRONDS SHALL BE REMOVED FROM THE CROWN OF THE PALM TREES TO FACILITATE MOVING AND HANDLING. CLEAR TRUNK (CT) SHALL BE AS BY GRADERS AND STANDARDS FOR NURSERY PLANTS. FLORIDA PUBLICATION, PRUNING PRACTICES OTHER THAN MINIMAL PRUNING OF FRONDS, PRIMARILY TO REACH A "CLEAR TRUNK" SPECIFICATION, MAY CONSTITUTE REJECTION. ALL PALMS SUBJECT TO SUCH PRACTICE, LIKEWISE EXCESSIVE PRUNING OR "SHAVING" OF ROOTBALLS TO MEET "CLEAR TRUNK" CRITERIA MAY CONSTITUTE REJECTION. ON SITE, ALL PALMS SHALL BE BRANDED PER PALM PLANTING DETAIL ON THE PLANTING DETAILS SHEET.

5. EXCAVATION OF PLANTING HOLES SHALL BE DONE USING EXTREME CARE TO AVOID DAMAGE TO SURFACE AND SUBSURFACE ELEMENTS SUCH AS UTILITIES OR HARDCAPE ELEMENTS, FOOTERS, AND PREPARED SUB—BASES.

I. CONTAINER GROWN STOCK

1. ALL CONTAINER GROWN PLANT SHALL BE HEALTHY, VIGOROUS, WELL—ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE OF GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION, AND SHALL MEET MINIMUM SPECIFICATIONS IN THE PLANT LIST.

2. AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG FOR THE NEW FIBRILUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER. CONTAINER GROWN STOCK SHALL NOT BE HANDLED BY THEIR STEMS.

3. PLANT ROOTS BOUND IN CONTAINERS SHALL NOT BE ACCEPTABLE.

4. SUBSTITUTION OF NON—CONTAINER GROWN MATERIAL FOR MATERIAL EXPLICITLY SPECIFIED TO BE CONTAINER GROWN WILL NEED AUTHORIZATION FROM THE OWNER.

J. COLLECTED STOCK

1. WHEN THE USE OF COLLECTED STOCK IS PERMITTED AS INDICATED ON THE PLANT LIST SCHEDULE, THE MINIMUM SIZES OF ROOT BALLS SHALL BE EQUAL TO THAT SPECIFIED FOR THE NEXT LARGER SIZE OF NURSERY GROWN STOCK OF THE SAME VARIETY.

10. TREES AND SHRUBS SHALL BE SET STRAIGHT AND AT SUCH A LEVEL THAT, AFTER SETTLEMENT, THE TOP OF THE ROOT SYSTEM (FOR SHRUBS AND GROUNDCOVER) OR THE TRUNK FLARE (FOR TREES) AND/OR THE STANDING LINE (FOR PALMS) BE ENCLOSED BY THE FINAL GRADE. EACH PLANT SHALL BE SET IN THE CENTER OF THE PLANTING HOLE. PLANTING SOIL MIXTURE SHALL BE BACKFILLED AND THOROUGHLY TAMPED AROUND THE PLANT. PLANTING HOLES SHALL BE SETTLED BY WATER AFTER TAMPING.

11. FILL HOLE WITH SOIL MIXTURE, MAKING CERTAIN ALL SOIL IS SATURATED, TO DO THIS, FILL HOLE WITH WATER AND ALLOW TO SOAK MINIMUM TWENTY (20) MINUTES, TURNING SOIL IF NECESSARY TO GET SOIL THOROUGHLY WET. PACK LIGHTLY WITH FEET OR OTHER TAMING DEVICE. ADD MORE WET SOIL MIXTURE. DO NOT COVER TOP OF BALL WITH SOIL MIXTURE, ONLY WITH MULCH. ALL BURLAP, ROPE, WIRES, ETC. SHALL BE PULLED FROM UNDERNEATH.

12. PRUNING: FOR DAMAGED OR BROKEN LIMBS, EACH TREE SHALL BE PRUNED TO PRESERVE THE NATURAL CHARACTER OF THE SPECIES. ALL SUCKER GROWTH SHALL BE COMPLETELY REMOVED PRIOR TO DIGGING.

13. SHRUBS AND GROUNDCOVER PLANTS SHALL BE EVENLY SPACED IN ACCORDANCE WITH THE DRAWINGS AND AS INDICATED IN THE PLANT LIST. CULTIVATE ALL MASS PLANTING AREAS TO A MINIMUM DEPTH OF 6", REMOVE AND DISPOSED ALL DEBRIS, TILL OR PLANTING SOIL, MIX INTO THE NEWLY FILLED PLANTING BED FOR GENERAL NUTRIENT DISBURSEMENT. MASS PLANTING BED IS NOW READY TO RECEIVE HOLES FOR NEW PLANTS. THOROUGHLY WATER ALL PLANTS AFTER INSTALLATION.

14. TREE GUYING AND BRACING SHALL BE INSTALLED BY THE LANDSCAPE CONTRACTOR IN ACCORDANCE WITH THE PLANS TO INSURE STABILITY AND MAINTAIN TREES IN AN UPRIGHT POSITION. TREES SHALL USE ABCORSE AS PER DETAIL SHEET. PALMS SHALL USE WOOD BRACING PER DETAIL SHEET.

15. MULCHING: PROVIDE A THREE INCH (3") MINIMUM LAYER OF SPECIFIED MULCH OVER THE ENTIRE AREA OF EACH SHRUB BED, GROUNDCOVER AND VINE BED AND TREE PIT (FOR TREES AND PALMS, MIN. THREE INCH (3") FROM EDGE OF TRUNKS) — UNLESS OTHERWISE REQUIRED BY LOCAL CODES AND SPECIFIED AS SUCH.

16. SYSTEMIC HERBICIDE WEED CONTROL: ALL PLANT BEDS SHALL BE KEPT FREE OF NOXIOUS WEEDS UNTIL FINAL ACCEPTANCE OF WORK, IF DIRECTED BY THE OWNER OR THEIR DESIGNEE. A SYSTEMIC HERBICIDE SHALL BE APPLIED FOR WEED CONTROL. QUALIFIED PERSONNEL TO ALL PLANTING AREAS IN SPOT APPLICATIONS PER MANUFACTURER'S PRECAUTIONS AND SPECIFICATIONS. AFTER MULCH HAS BEEN APPLIED TO PLANTING BEDS AND TREE RINGS, TREAT ALL MULCHED AREAS WITH AN APPROVED TREE—EMERGENT HERBICIDE AT AN APPLICATION RATE RECOMMENDED BY THE MANUFACTURER.

17. SOIL SODDING: STENOPTERUM SEQUENTIUM, V. FLORITAN UNLESS OTHERWISE NOTED. (ST. AUGUSTINE SOLID SOO). THE WORK CONSISTS OF LAWN BED PREPARATION, SOIL PREPARATION, AND SODDING.

18. COMPLETE IN STRICT ACCORDANCE WITH THE SPECIFICATIONS AND THE APPLICABLE DRAWINGS TO PROVIDE A GRASS LAWN ACCEPTABLE TO THE OWNER AND GOVERNING AGENCIES.

19. LAWN BED PREPARATION: ALL AREAS THAT ARE TO BE SODDED SHALL BE CLEARED OF ANY EXISTING GRASS WEEDS AND DEBRIS. LAWN BEDS SHALL BE PREPARED TO AT LEAST PREPARED GRADE TO ALLOW FOR SOIL PREPARATION BELOW.

20. SOIL PREPARATION: PREPARE LOOSE BED FOUR INCHES (4") DEEP. APPLY FERTILIZER AT A RATE OF TWENTY (20) POUNDS PER ONE THOUSAND (1000) SQUARE FEET. APPLY MULCH AND INSECTICIDE. UTILIZING COMMERCIAL BROADCAST SPREADERS, MIX FERTILIZER THOROUGHLY WITH THE SOIL TO A DEPTH OF THREE INCHES (3"). HAND RAKE UNTIL ALL BUMPS AND DEPRESSIONS ARE REMOVED. WEED PREPARED AREA THOROUGHLY TO PREPARE FOR SOIL INSTALLATION.

21. SODDING: THE CONTRACTOR SHALL SOD ALL PREVIOUS AREAS THAT ARE NOT PAVED OR PLANTED AS DESIGNATED ON THE DRAWINGS WITHIN THE CONTRACT LIMITS TO CREATE A UNIFORM, NEW TURF BLANKET FOR THE SITE.

22. THE SOD SHALL BE CERTIFIED TO MEET FLORIDA STATE BOARD SPECIFICATIONS, ABSOLUTELY TRUE TO VARIETY TYPE, AND FREE FROM WEEDS, FUNGUS, INSECTS, AND DISEASE OF ANY KIND. SOD PANELS SHALL BE Laid THOUGHLY TO MAKE A SOO, SODDED LAWN AREA.

23. SOD SHALL BE Laid IN ROWS, WITH EVERY OTHER ROW STAGGERED HALFWAY BETWEEN THE NEXT TO INSURE NO CONTINUOUS STACKED JOINTS. SEW JOINTS OF SOD TO INSURE A TIGHT FIT AT JOINTS.

24. SOD SHALL BE Laid UNIFORMLY AGAINST THE EDGES OF ALL CURBS AND OTHER HARDSCAPE ELEMENTS. PAVED AND PLANTED AREAS ADJACENT TO BUILDINGS, FOUR INCH (4") MULCH STRIP SHALL BE PROVIDED. IMMEDIATELY FOLLOWING SOD LAYING, THE LAWNS SHALL BE ROLLED WITH A LAWN ROLLER, CUSTOMARILY USED FOR SUCH PURPOSES, AND THEN THOROUGHLY IRRIGATED TO THOROUGHLY MOISTEN THE SOIL BENEATH. IF, IN THE OPINION OF THE OWNER, THE DRESSING IS INSUFFICIENT AFTER ROLLING, IT SHALL BE REAPPLIED TO ALL THE JOINTS BETWEEN THE SOD PANELS AND TO EVEN OUT INCONSISTENCIES IN THE SOD. CLEAN SAND AS APPROVED BY THE LANDSCAPE ARCHITECT OR OWNER SHALL BE UNIFORM, SPREAD OVER THE TOP SURFACE OF THE SOD AND THOROUGHLY WATERED IN.

25. DURING DELIVERY, PRIOR TO AND DURING THE PLANTING OF THE SOD, THE SOD PANELS SHALL, AT ALL TIMES BE PROTECTED FROM EXCESSIVE DRYING AND UNNECESSARY EXPOSURE OF THE ROOTS TO THE SUN. ALL SOD SHALL BE INSTALLED DURING THE DAY OF ITS ARRIVAL.

26. LAWN MAINTENANCE:
a) WITHIN THE SITE, THE CONTRACTOR SHALL PRODUCE A DENSE, WELL ESTABLISHED LAWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR AND RE—SODDING OF ALL BROKEN, SUNKEN OR BARE SPOTS UNTIL CERTIFICATION OF ACCEPTABILITY BY OWNER OR AS IN THE ORIGINAL WORK SCOPE AND PROCEEDS (INCLUDING REPAIRS, IF NECESSARY).

b) WATER EVERY DAY FOR FOURTEEN (14) SUCCESSIVE DAYS, THEN WATER THREE (3) TIMES PER WEEK (AT EVEN INTERVALS) UNTIL FULLY ESTABLISHED OR UNTIL AUTOMATIC IRRIGATION SYSTEM IS FULLY OPERATIONAL AND PROGRAMMED ACCORDINGLY. COORDINATE WATERING SCHEDULE WITH NATURAL RAINFALL RAINFALL EVENTS IN DURATION OF TWENTY (20) MINUTES OR MORE THAT PRODUCE MORE THAN A HALF INCH (1/2") OF PRECIPITATION WILL NEGATE THE NEED FOR WATERING. THE FOLLOWING DAY (IF PREVIOUSLY) SCHEDULED A WATERING SHALL BE OF SUFFICIENT QUANTITY TO WET OR RESTORE WATER TO A DEPTH OF FOUR INCHES (4").

27. SPECIFY 1/8" S" WIDTH OPTION.

28. PRODUCT SHALL BE A BIOLOGICAL BARRIER PRODUCT. INTEGRATED INTO A TEXTILE FABRIC, ACTIVE HERBICIDE SHALL BE TRIFLURALIN, AND MINIMUM TIME RELEASE OF EFFECTIVE PRODUCT SHALL BE 1—5 YEARS IN THE MOST ADVERSE CONDITIONS FOR SUCH A PRODUCT.

29. PRODUCT SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND INSTRUCTIONS FOR ROOT CONTROL SYSTEMS.

30. USE PRODUCT WHERE TREES ARE WITHIN EIGHT FEET (8') OR LESS OF HARDCAPE SURFACES INCLUDING CURBS, SIDEWALKS, STEPS, AND ROADWAYS.

31. SPECIFY 1/8" S" WIDTH OPTION.

32. WHERE CONDITIONS REQUIRE PRODUCT AS SET FORTH IN NO. 4 ABOVE, USE PRODUCT AT LEAST TEN FEET (10') IN EITHER DIRECTION FROM THE CENTER OF TRUNK ALONG LINEAR FEATURES SUCH AS CURBS, WALKWAYS, ETC. THE INTENT OF THIS SPECIFICATION IS TO PROVIDE A ROOT CONTROL SYSTEM WHERE ROOTS WOULD NOT CAUSE PHYSICAL DAMAGE TO ADJACENT HARDCAPE SURFACES FOUNDATIONS OR OTHER ELEMENTS THAT MAY RECEIVE DAMAGE FROM ROOT SYSTEMS OF TREES.

33. SEE WWW.BIOBARRIER.COM FOR ADDITIONAL INFORMATION AND PRODUCT SPECIFICATION.

P. CLEANUP

1. UPON COMPLETION OF ALL PLANTING WORK AND BEFORE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL MATERIAL, EQUIPMENT, AND DEBRIS RESULTING FROM HIS WORK. ALL PAVED AREAS SHALL BE BROOM CLEANED, AND THE SITE LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE.

Q. PLANT MATERIAL MAINTENANCE

1. ALL PLANTS AND PLANTING MATERIALS INCLUDED UNDER THIS CONTRACT SHALL BE MAINTAINED BY WATERING, CULTIVATING, SPRAYING, AND ALL OTHER OPERATIONS (SUCH AS RE—STAKING OR REPAIRING GUY SUPPORTS) NECESSARY TO INSURE A HEALTHY CONDITION BY THE CONTRACTOR UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER OR OWNER'S DESIGNEE. MAINTENANCE AFTER THE CERTIFICATION OF ACCEPTABILITY SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS IN THIS SECTION. CONTRACTORS ARE REQUESTED TO PROVIDE A BID ESTIMATE TO COVER LANDSCAPE AND IRRIGATION MAINTENANCE FOR A PERIOD OF NINETY (90) CALENDAR DAYS COMMENCING AFTER ACCEPTANCE. (SEE NEXT SECTION).

2. THE WORK SHALL BE COORDINATED WITH OTHER TRADES TO PREVENT CONFLICTS COORDINATE THE PLANTING WITH THE IRRIGATION WORK TO ASSURE AVAILABLE OF WATER AND PROPER LOCATION OF IRRIGATION LINES AND PLANTS.

3. ALL PLANTING HOLES SHALL BE EXCAVATED TO SIZE AND DEPTH IN ACCORDANCE WITH THE USA STANDARD TO NURSERY STOCK 280.1. UNLESS SHOWN OTHERWISE ON THE DRAWINGS, AND BACKFILLED WITH THE PREPARED PLANTING SOIL AS SPECIFIED HEREIN BEFORE (SEE MATERIALS, SECTION D). TEST ALL TREE PITS WITH WATER BEFORE PLANTING TO ASSURE PROPER DRAINAGE PERCOLATION IS AVAILABLE. NO ALLOWANCE WILL BE MADE FOR LOST PLANTS DUE TO IMPROPER DRAINAGE. IF PROPER DRAINAGE EXISTS, UTILIZE PLANTING DETAIL THAT ADDRESSES THIS CONDITION. TREES SHALL BE SET PLUMB AND HELD IN POSITION UNTIL THE PLANTING MIXTURE HAS BEEN FLUSHED INTO PLACE WITH A SLOW, FULL HOSE STREAM. ALL PLANTING SHALL BE PERFORMED BY PERSONNEL FAMILIAR WITH PLANTING PROCEDURE AND UNDER THE SUPERVISION OF A QUALIFIED PLANTING FOREMAN. PROPER "JETING" IN SHALL BE ASSURED TO ELIMINATE AIR POCKETS AROUND THE ROOTS. "JET STACK" OR EQUAL IS RECOMMENDED.

4. TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO BUILDINGS, CURBS, PAVING, AND OTHER HARDCAPE MATERIALS WHILE INSTALLING TREES.

5. SOIL MIXTURE SHALL BE AS SPECIFIED IN SECTION D. MATERIALS OF THESE SPECIFICATIONS. IN ADDITION, EACH PLANTING HOLE SHALL RECEIVE 21—GRAM AGRIFORM PLANTING TABLETS IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS OR AS FOLLOWS:
— TWO (2) TABLETS PER 1 GAL. PLANT
— THREE (3) TABLETS PER 3 GAL. PLANT
— FOUR (4) TABLETS PER 10 GAL. PLANT
— FIVE (5) TABLETS PER 20 GAL. PLANT
— TWO (2) TABLETS PER HALF INCH (1/2") OF TRUNK CALIPER

6. THE LIFE AND SATISFACTORY CONDITION OF ALL PLANT MATERIAL INSTALLED BY THE CONTRACTOR SHALL BE GUARANTEED BY THE CONTRACTOR FOR A MINIMUM OF ONE (1) CALENDAR YEAR COMMENCING AT THE TIME OF CERTIFICATION OF ACCEPTABILITY BY THE OWNER OR OWNER'S DESIGNEE.

7. REPLACEMENT: ANY PLANT NOT IN A HEALTHY, THRIVING GROWING CONDITION SHALL BE REMOVED FROM THE SITE AND REPLACED AS SOON AS WEATHER CONDITIONS PERMIT. SHOULD THE OWNER ELECT TREES AND PALMS MAY BE GIVEN A PERIOD OF NINETY (90) DAYS BEFORE REMOVAL TO ALLOW THE CONTRACTOR TO RESURFACING THE TREE OR PALM IN QUESTION AND BRING IT TO A THRIVING, HEALTHY CONDITION. ALL REPLACEMENTS SHALL BE PLANTS OF LIKE KIND, CONDITION AND SIZE AS SPECIFIED IN THE PLANT LIST. THEY SHALL BE FURNISHED, PLANTED, AND MULCHED AS SPECIFIED WITHIN THESE SPECIFICATIONS, AT NO ADDITIONAL COST TO THE OWNER. ANY REPAIRS FROM THIS REPLACEMENT MATERIAL SHALL BE SOLELY THE CONTRACTOR'S RESPONSIBILITY. REPLACEMENT MATERIAL SHALL BE GUARANTEED TO A ONE (1) YEAR PERIOD FROM THE DAY OF REPLACEMENT ACCEPTANCE BY THE OWNER. SHOULD REPLACEMENT MATERIAL FAIL WITHIN THE GUARANTEE PERIOD, OWNER MAY OPT FOR A CREDIT OF THE MONETARY AMOUNT FOR THE REPLACEMENT.

MATERIALS, AT A RATE OF THE ORIGINAL CONTRACT BID RATE, IN LIEU OF AN ADDITIONAL REPLACEMENT.

4. IN THE EVENT THE OWNER ELECTS NOT TO CONTRACT WITH THE CONTRACTOR FOR LANDSCAPE MAINTENANCE, THE CONTRACTOR SHALL BE ENCOURAGED TO OWN THE PROJECT SITE PERIODICALLY DURING THE ONE (1) YEAR WARRANTY PERIOD TO EVALUATE MAINTENANCE PROCEDURES BEING PERFORMED BY THE OWNER OR THEIR DESIGNEE, AND SHALL NOTIFY THE OWNER IN WRITING OF MAINTENANCE PROCEDURES OR CONDITIONS WHICH THREATEN VIGOROUS AND HEALTHY PLANT GROWTH OF ITEMS UNDER REPLACEMENT WARRANTY. IT IS SUGGESTED SUCH SITE VISITS SHALL BE CONDUCTED A MINIMUM OF ONCE PER MONTH FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF ACCEPTANCE.

T. FINAL INSPECTION AND ACCEPTANCE OF WORK

1. FINAL INSPECTION BY OWNER OR THEIR DESIGNEE AT THE END OF THE GUARANTEE PERIOD SHALL INCLUDE PLANTING, CONSTRUCTION AND ALL OTHER INCIDENTAL WORK PERTAINING TO THIS CONTRACT. ANY PLANTS NOT MEETING THE CRITERIA OF HEALTHY, VIGOROUS, AND THRIVING AT THIS TIME, AND THAT HAVE NOT ALREADY BEEN REPLACED PREVIOUSLY UNDER SAID WARRANTY, SHALL BE SUBJECT TO THE SAME ONE (1) YEAR GUARANTEE (OR AS SPECIFIED BY THE OWNER IN WRITING) BEGINNING WITH THE TIME OF REPLACEMENT AND ENDING WITH THE SAME INSPECTION AND ACCEPTANCE HEREIN DESCRIBED.

U. GRADING & DRAINAGE NOTES

1. PRIOR TO COMMENCING ANY EXCAVATION WORK, THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES IN ACCORDANCE WITH THE "DIG SAFE" NOTIFICATION PROCEDURES PROVIDED BY THE RESPECTIVE UTILITY COMPANIES IN FLORIDA, CALL FLORIDA SUNSHINE AT 811.

2. CONTRACTOR SHALL BLEND NEW EARTHWORK SMOOTHLY INTO EXISTING, PROVIDING VERTICAL CURVES OR ROUNDINGS AT ALL TOP AND BOTTOM OF SLOPES.

3. FITCH VENTILY BETWEEN SPOT GRADES. ALL PAVED AREAS MUST FITCH TO DRAIN AT A MINIMUM SLOPE OF ONE—EIGHTH INCH (1/8") PER FOOT. ANY DISCREPANCIES NOT ALLOWED THIS TO OCCUR SHALL BE REPORTED TO THE OWNER PRIOR TO THE START OF ANY GRADING WORK.

4. WHERE NEW PAVING OR EARTHWORK MEETS EXISTING PAVING OR EARTHWORK, SMOOTHLY BLEND LINE AND GRADE OF EXISTING WITH NEW, WHERE EXISTING VEGETATION IS TO REMAIN, MEET EXISTING GRADES, DO NOT FILL ABOVE BASAL FLARE OF EXISTING TREES.

V. UTILITY PLAN NOTES

1. CONTRACTOR SHALL INSTALL 3/4" SCH. 40E, 40 PVC CONDUIT (8 FEET) FOR ALL IRRIGATION PIPING UNDER ALL PAVEMENT AREAS TO CONNECT ALL LANDSCAPE AREAS.

W. SITE PREPARATION

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL MEET THE OWNER AND IDENTIFY TREES AND SHRUBS WHICH ARE TO BE PROTECTED AS WELL AS THOSE WHICH ARE TO BE REMOVED. DO NOT CLIMB OR CLIMB WITH A CLEAR UNDERSTANDING OF EXISTING CONDITIONS TO BE PRESERVED.

2. TREES AND SHRUBS TO REMAIN SHALL BE PROTECTED BY THE INSTALLATION OF FENCING AT THE DRIP LINE OR AS DIRECTED BY THE OWNER (SEE LANDSCAPE DETAIL SHEET). PROTECTIVE FENCING SHALL BE INSTALLED PRIOR TO CONSTRUCTION. PROTECTIVE FENCING SHALL BE SUFFICIENT TO PREVENT CONSTRUCTION EQUIPMENT FROM COMPACTING SOIL AT THE ROOT ZONE AND DAMAGING TRUNKS AND BRANCHES.

3. IF, IN ORDER TO PERFORM EXCAVATION WORK, IT SHOULD BECOME NECESSARY TO CUT ROOTS OF PLANTS TO BE SAVED, SUCH ROOTS SHOULD BE CUT NEATLY WITH A SMOOTHLY CLEAN CUT BY A SHARP SAW, COVERED WITH BURLAP, AND KEPT MOIST UNTIL ROOTS ARE BACK FILLED. TEARS OR JAGGED CUTS TO ROOTS ARE UNACCEPTABLE.

4. TREE AND SHRUB REMOVAL: SHALL INCLUDE THE FILLING, CUTTING, GRUBBING OUT OF ENTIRE ROOT SYSTEMS AND SATISFACTORY OFF—SITE DISPOSAL OF ALL TREES, SHRUBS, STUMPS, VEGETATIVE AND EXTRANEOUS DEBRIS PRODUCED BY THE REMOVAL OPERATIONS.

5. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE INSIDE AND OUTSIDE THE LIMITS OF CONSTRUCTION DUE TO HIS CONTRACT OPERATIONS.

6. ALL REFUSE, DEBRIS, UNSUITABLE MATERIALS AND MISCELLANEOUS MATERIALS TO BE REMOVED SHALL BE LEGALLY DISPOSED OF OFF—SITE BY CONTRACTOR.

7. ALL INVASIVE EXOTIC VEGETATION SHALL BE DISPOSED OF OR TREATED AS PER THE LOCAL OR REGIONAL GOVERNING AUTHORITIES' REQUIREMENTS OR RECOMMENDATIONS.

X. ROOT CONTROL BARRIER

1. ROOT CONTROL PRODUCT SHALL BE A BIOLOGICAL BARRIER PRODUCT. PRODUCT SHALL BE 810—BARRIER ROOT CONTROL SYSTEM, AS MANUFACTURED BY BBA FIVEVEEDREEMAY, INC. AND DISTRIBUTED BY GIFT ENTERPRISES, INC. P.O. BOX 2468, POMPANO BEACH, FL 33061 1—800—886—4678

2. PRODUCT SHALL BE A BIOLOGICAL BARRIER UTILIZING LIME—RELEASE CAPSULES INTEGRATED INTO A TEXTILE FABRIC, ACTIVE HERBICIDE SHALL BE TRIFLURALIN, AND MINIMUM TIME RELEASE OF EFFECTIVE PRODUCT SHALL BE 1—5 YEARS IN THE MOST ADVERSE CONDITIONS FOR SUCH A PRODUCT.

3. PRODUCT SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND INSTRUCTIONS FOR ROOT CONTROL SYSTEMS.

4. USE PRODUCT WHERE TREES ARE WITHIN EIGHT FEET (8') OR LESS OF HARDCAPE SURFACES INCLUDING CURBS, SIDEWALKS, STEPS, AND ROADWAYS.

5. SPECIFY 1/8" S" WIDTH OPTION.

6. WHERE CONDITIONS REQUIRE PRODUCT AS SET FORTH IN NO. 4 ABOVE, USE PRODUCT AT LEAST TEN FEET (10') IN EITHER DIRECTION FROM THE CENTER OF TRUNK ALONG LINEAR FEATURES SUCH AS CURBS, WALKWAYS, ETC. THE INTENT OF THIS SPECIFICATION IS TO PROVIDE A ROOT CONTROL SYSTEM WHERE ROOTS WOULD NOT CAUSE PHYSICAL DAMAGE TO ADJACENT HARDCAPE SURFACES FOUNDATIONS OR OTHER ELEMENTS THAT MAY RECEIVE DAMAGE FROM ROOT SYSTEMS OF TREES.

7. SEE WWW.BIOBARRIER.COM FOR ADDITIONAL INFORMATION AND PRODUCT SPECIFICATION.

8. THE LIFE AND SATISFACTORY CONDITION OF ALL PLANT MATERIAL INSTALLED BY THE CONTRACTOR SHALL BE GUARANTEED BY THE CONTRACTOR FOR A MINIMUM OF ONE (1) CALENDAR YEAR COMMENCING AT THE TIME OF CERTIFICATION OF ACCEPTABILITY BY THE OWNER OR OWNER'S DESIGNEE.

9. REPLACEMENT: ANY PLANT NOT IN A HEALTHY, THRIVING GROWING CONDITION SHALL BE REMOVED FROM THE SITE AND REPLACED AS SOON AS WEATHER CONDITIONS PERMIT. SHOULD THE OWNER ELECT TREES AND PALMS MAY BE GIVEN A PERIOD OF NINETY (90) DAYS BEFORE REMOVAL TO ALLOW THE CONTRACTOR TO RESURFACING THE TREE OR PALM IN QUESTION AND BRING IT TO A THRIVING, HEALTHY CONDITION. ALL REPLACEMENTS SHALL BE PLANTS OF LIKE KIND, CONDITION AND SIZE AS SPECIFIED IN THE PLANT LIST. THEY SHALL BE FURNISHED, PLANTED, AND MULCHED AS SPECIFIED WITHIN THESE SPECIFICATIONS, AT NO ADDITIONAL COST TO THE OWNER. ANY REPAIRS FROM THIS REPLACEMENT MATERIAL SHALL BE SOLELY THE CONTRACTOR'S RESPONSIBILITY. REPLACEMENT MATERIAL SHALL BE GUARANTEED TO A ONE (1) YEAR PERIOD FROM THE DAY OF REPLACEMENT ACCEPTANCE BY THE OWNER. SHOULD REPLACEMENT MATERIAL FAIL WITHIN THE GUARANTEE PERIOD, OWNER MAY OPT FOR A CREDIT OF THE MONETARY AMOUNT FOR THE REPLACEMENT.

SITE NOTES

1. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD AND REPORT ANY DISCREPANCIES IN THE SITE SURVEY TO THE OWNER PRIOR TO STARTING WORK.

GENERAL PLANTING NOTES

1. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING SHOWN ON THIS DRAWING.

2. ALL BIODEGRADABLE BURLAP SHALL BE UNTIED AND PULLED DOWN TO EXPOSE THE TOP 1/8" OF THE BALL WIRE BASKETS AND OTHER NON—BIODEGRADABLE MATERIALS ATTACHED TO PLANTS SHALL BE REMOVED PRIOR TO PLANTING. CARE SHALL BE TAKEN NOT TO BREAK OR DISTURB ROOT BALL OF PLANTS.

3. ALL PLANTS SHALL BE WATERED BY HAND IN SUFFICIENT QUANTITIES TO THOROUGHLY WET ENTIRE ROOT SYSTEM IMMEDIATELY AFTER PLANTING.

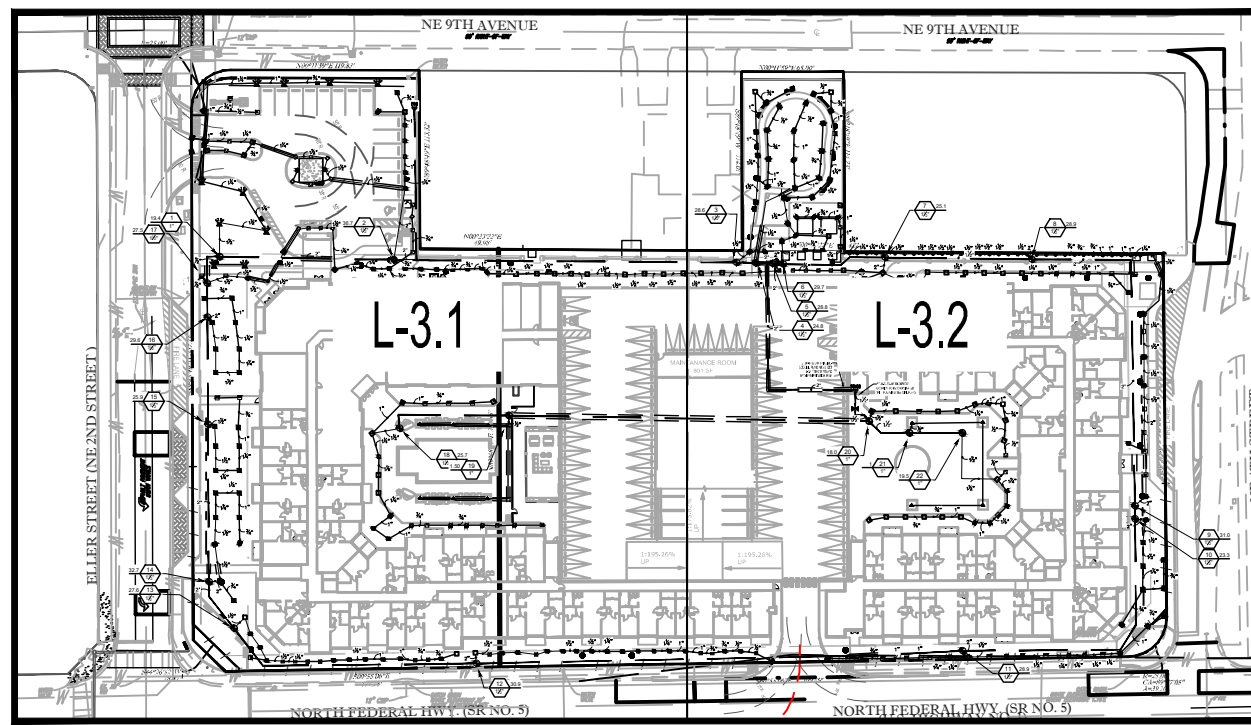
4. PLANTS SHALL BE GUARANTEED TO A PERIOD OF ONE (1) YEAR AFTER ACCEPTANCE OF THE PROJECT AND SHALL BE VIGOROUS AND THRIVING AT THE END OF THE GUARANTEE PERIOD. SEE SECTION S. GUARANTEE FOR MORE DETAILS.

5. CONTRACTOR SHALL LOCATE AND VERIFY ALL EXISTING UTILITY LINES PRIOR TO PLANTING AND SHALL REPORT ANY CONFLICTS TO THE OWNER.

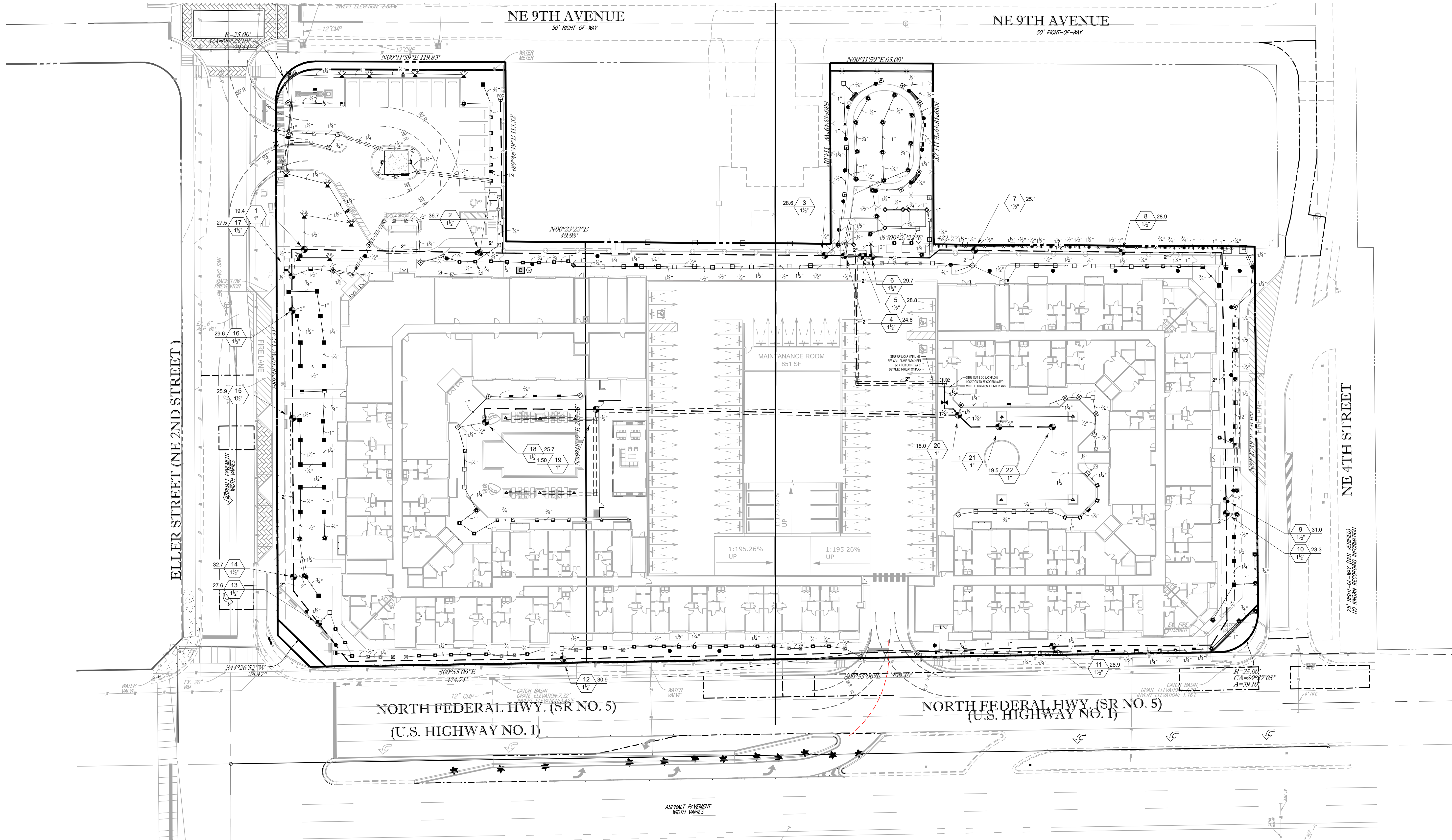
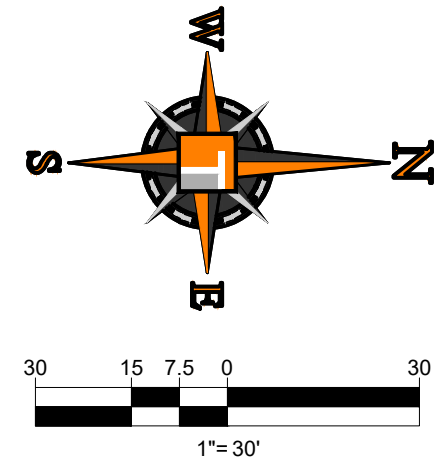
6. CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE LIMITS OF WORK AND EXISTING CONDITIONS AND VERIFY ALL INFORMATION. IF DISCREPANCIES EXIST, CONTRACTOR SHALL NOTIFY OWNER OR OWNER'S DESIGNEE IN WRITING WITHIN SEVEN (7) CALENDAR DAYS OF NOTICE TO PROCEED.

7. CONTRACTOR SHALL NOTIFY ALL NECESSARY UTILITY COMPANIES FORTY—EIGHT (48) HOURS MINIMUM PRIOR TO DIGGING FOR VERIFICATION OF ALL UNDERGROUND UTILITIES AND OTHER OBSTRUCTIONS AND COORDINATE WITH OWNER'S DESIGNEE IN WRITING PRIOR TO INITIATING OPERATIONS.

8. CONTRACTOR SHALL TAG AND NUMBER ALL PLANT MATERIAL TO BE RELOCATED. THE CONTRACTOR SHALL FULLY ASSIST AND COORDINATE THIS WORK WITH THE OWNER'S DESIGNEE PRIOR TO INITIATING FIELD DIGGING. THE TREES



KEY PLAN
NTS



THOMAS
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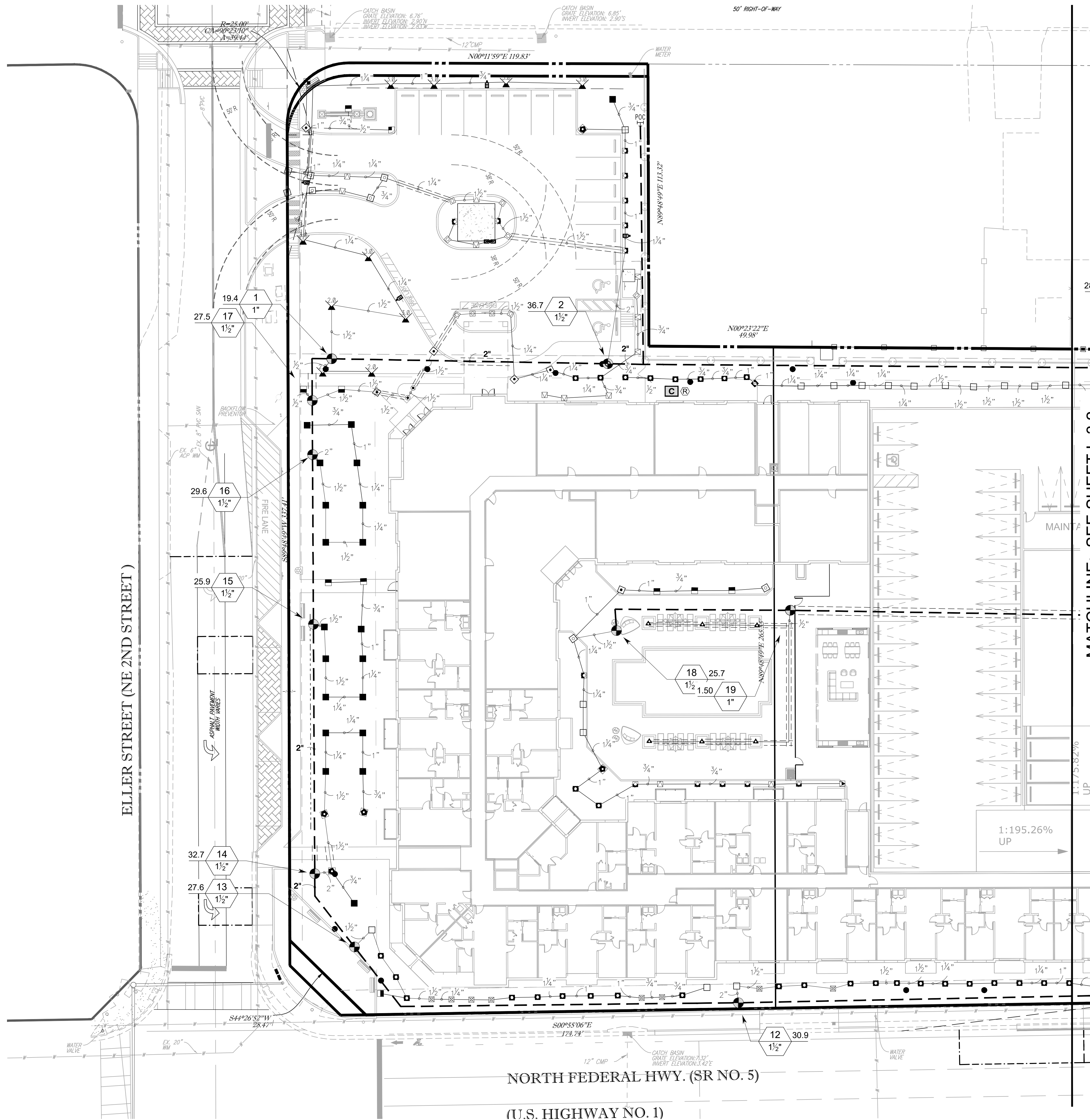
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REGISTERED LANDSCAPE ARCHITECT
FLORIDA LICENSE NO. 10871
FLORIDA BUSINESS AUTHORITY No. 27528

SEET TITLE: A

**OVERALL IRRIGATION
PLAN**

SEET NUMBER: A

L-3.0



GENERAL LANDSCAPING REQUIREMENTS

1. Tree removal permits are required for all tree removals, to be obtained from the Building Department.
2. Landscape permits are required before any planting occurs. Permits are obtained from the Building Department.
3. Trees are to be planted at a depth so that the root-flare and top of first order root(s) are fully visible, with 10% of the height of the rootball above grade. Reflect this in planting detail.
4. An irrigation plan and specifications for the system must be included with the landscape plans when submitting for permit. The irrigation system shall be designed to have a minimum of 150% coverage. The system must include a rain sensor.
5. All trees adjacent to FP&L powerlines are required to comply with the FP&L Right Tree Right Place guidelines.
6. All swales are required to be sodded with St. Augustine "Floratom" sod and irrigated by an automatic sprinkler system with 150% coverage.
7. Landscape ordinance specifications on irrigation and installations supersede any notes on the plan.
8. All proposed and existing plant material on site must meet FL #1 standards as stated in Code.
9. All landscape plant materials, installation, maintenance and preservation shall be in accordance with the City of Deerfield Beach Land Development Code, Section 98-80 and 98-81.
10. It is required that the landscape contractor schedule an on-site pre-construction meeting with the City Landscaper.
11. The completed installation shall be certified by the firm providing the design, per 98-80 (t).

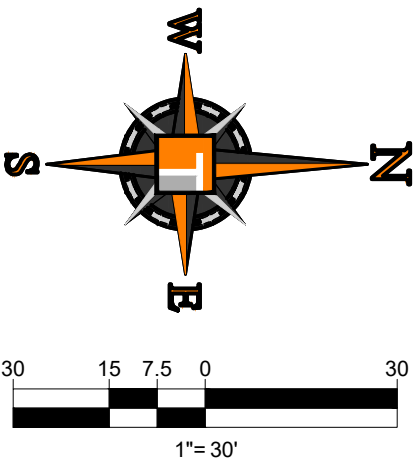
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NOTE: ALL INSTALLATION AND SELECTION OF PLANT MATERIALS SHALL BE IN ACCORDANCE WITH FLORIDA DEPARTMENT OF TRANSPORTATION ENGINEERING SIGHT LINE DETAILS R-13 AND R-14 ACCORDINGLY.

NOTE: LANDSCAPE AREAS TO BE MAINTAINED TO EDGE OF PAVEMENT IN RIGHTS-OF WAY.

NOTE: ALL LANDSCAPE AREAS SHALL BE IRRIGATED AND SHALL HAVE A MINIMUM 50% OVERLAP. WATER TO BE FROM A NON-POTABLE SOURCE.

PLEASE REFER TO SHEET L-3.3 FOR IRRIGATION SCHEDULES & NOTES AND SHEET L-3.4 FOR IRRIGATION DETAILS & NOTES.



THOMAS

ENGINEERING GROUP

CIVIL ENGINEERS - PROJECT MANAGERS - LAND PLANNING - LANDSCAPE ARCHITECTS

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F: 561-203-7504

4650 W. KENNEDY BLVD.
SUITE 100
TAMPA, FL 33609
P: 813-379-4100
F: 813-379-4101

THE INFORMATION, DESIGN AND CONTENT OF THIS PLAN ARE PREPARED AND SHALL BE USED FOR THE PROJECT PURPOSES WHATEVER. NO OTHER USES OR MODIFICATIONS SHALL BE MADE WITHOUT THE WRITTEN CONSENT OF THOMAS ENGINEERING GROUP, LLC.

REVISIONS			
REV.	DATE	COMMENT	BY
1	12/13/22	SITE PLAN REVISION	MDG

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PROJECT No.:	F170091
DRAWN BY:	CAD
CHECKED BY:	ROT
DATE:	
CAD I.D.:	F170091-IRRIGATION PLAN

PROJECT:
AXIS
DEERFIELD BEACH

FOR
CRD FEDERAL LLC

DEERFIELD BEACH
FLORIDA

THOMAS

ENGINEERING GROUP

6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
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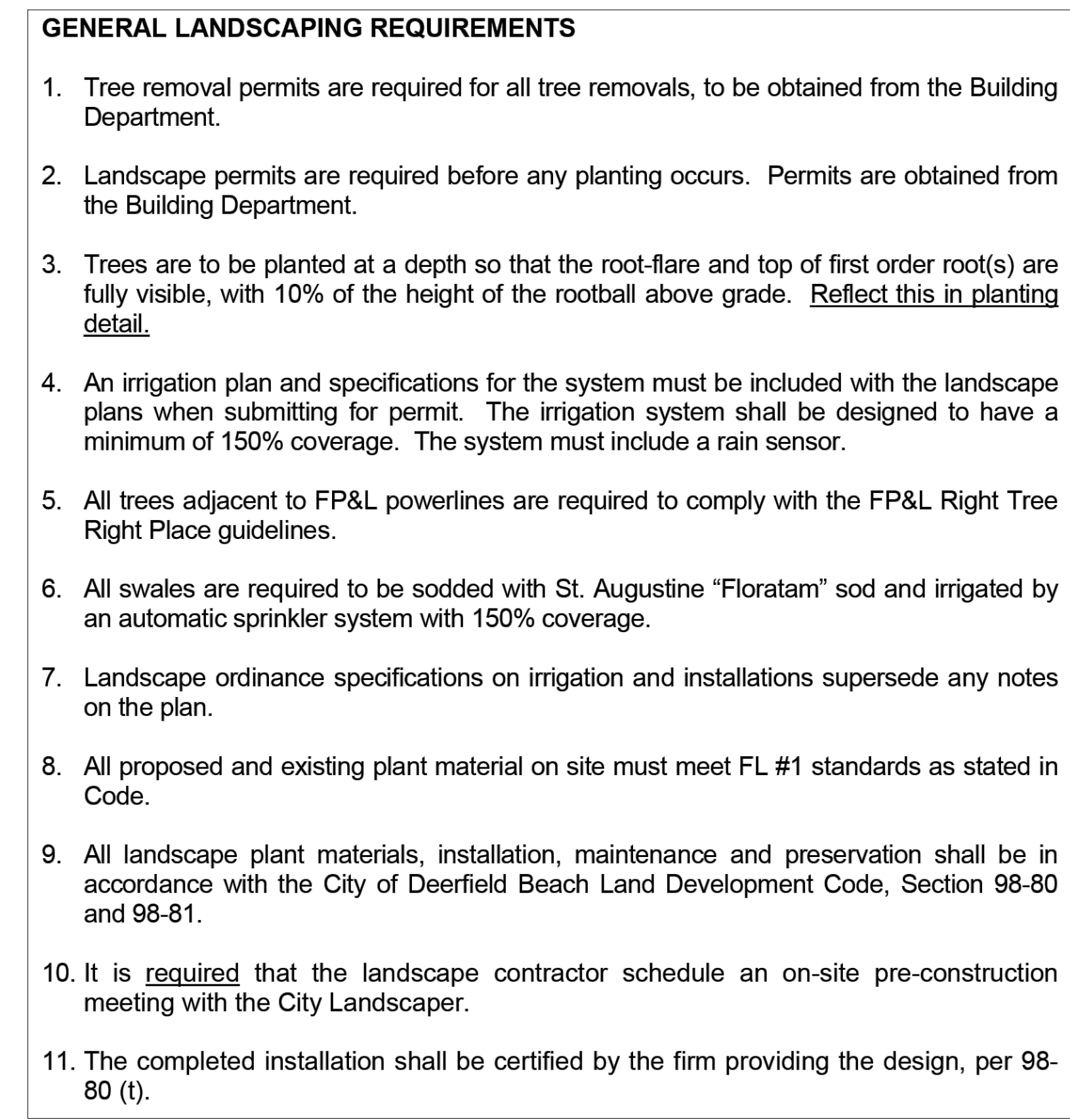
MICHAEL D. GROSSWIRTH

REGISTERED LANDSCAPE ARCHITECT
FLORIDA BUSINESS LICENSE NO. 27528
JULY 27, 2022

SHEET TITLE:
**IRRIGATION PLAN
(SOUTH)**

SHEET NUMBER:
L-3.1

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY MICHAEL D. GROSSWIRTH, LA6666871 ON 2024-06-14
Page 433 of 669



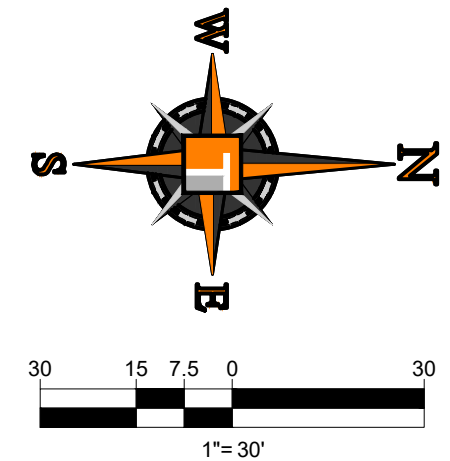
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PLEASE REFER TO SHEET L-3.3 FOR IRRIGATION SCHEDULES & NOTES AND SHEET L-3.4 FOR IRRIGATION DETAILS & NOTES.

[illegible]

PROJECT No.: F170091
DRAWN BY: CAD
CHECKED BY: ROT
DATE:
CAD I.D.: F170091-IRRIGATION PLAN

PROJECT: **AXIS**
DEERFIELD BEACH

FOR

CRD FEDERAL LLC

DEERFIELD BEACH
FLORIDA



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SHEET TITLE:

**IRRIGATION PLAN
(NORTH)**

SHEET NUMBER:

L-3.2

Generated: 2022-01-18 17:19

P.O.C. NUMBER: 01

Water Source Information: 5 HP, 4" Well

PRESSURE AVAILABLE	
Static Pressure at POC:	55.00 PSI
Pressure Available:	55.00 psi

Critical Station:	9
Design Pressure:	30 PSI
Friction Loss:	1.72 PSI
Fittings Loss:	0.17 PSI
Elevation Loss:	0 PSI
Loss through Valve:	3.59 PSI
Pressure Req. at Critical Station:	35.49 PSI
Loss for Fittings:	0.91 PSI
Loss for Main Line:	9.15 PSI
Loss for POC to Valve Elevation:	0 PSI
Loss for Backflow:	0 PSI
Critical Station Pressure at POC:	45.55 PSI
Pressure Available:	55 PSI
Residual Pressure Available:	9.45 PSI

MINIMUM PRESSURE REQUIRED	31.8 PSI
DESIGN WATER PRESSURE	55 PSI
MAXIMUM SYSTEM DEMAND	36.72 GPM

NOTE C:
MAINLINE AND RELATED EQUIPMENT SHOWN WITHIN PAVING FOR CLARITY ONLY, ACTUAL MAINLINE AND RELATED EQUIPMENT LOCATION TO BE WITHIN PLANTERS AND A MINIMUM OF 18" OFF ADJACENT HARDSCAPE AND OTHER OBSTACLES TYP.

NOTE E:
BUBBLERS AND LATERAL LINES ARE SHOWN WITHIN PAVING FOR CLARITY ONLY, ACTUAL LOCATION TO BE WITHIN
PLANTER. BUBBLERS SHALL BE ALIGNED WITH TREES AND AS DIRECTED BY OWNER'S AUTHORIZED REPRESENTATIVE
CONFIRM ALL LAYOUT IN FIELD WITH OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO STARTING WORK.

NUMBER	MODEL	SIZE	TYPE	GPM	HEADS	PIPE	WIRE	DESIGN PSI	FRICTION LOSS	PSI	PSI @ POC	PRECIP
1	Rain Bird PEB	1"	Shrub Rotor	19.39	10	304.1	144.4	25	2.61	30.4	31.8	0.5 in/h
2	Rain Bird PEB	1-1/2"	Turf Spray	36.72	29	442.7	33.5	30	3.01	36.5	39.9	1.06 in/h
3	Rain Bird PEB	1-1/2"	Turf Spray	28.57	13	213.8	214.7	30	2.21	35.8	36.7	0.81 in/h
4	Rain Bird PEB	1-1/2"	Turf Spray	24.76	7	171.6	227.0	30	1.98	35.7	36.4	1.15 in/h
5	Rain Bird PEB	1-1/2"	Turf Spray	28.8	21	245.1	237.8	30	3.59	37.2	38.0	0.85 in/h
6	Rain Bird PEB	1-1/2"	Turf Spray	29.73	14	194.2	244.4	30	2.03	35.6	36.5	0.86 in/h
7	Rain Bird PEB	1-1/2"	Turf Spray	25.11	21	268.9	1,377	30	1.51	35.3	43.7	0.84 in/h
8	Rain Bird PEB	1-1/2"	Turf Spray	28.95	27	183.1	1,283	30	2.32	36.0	45.3	1.5 in/h
9	Rain Bird PEB	1-1/2"	Turf Spray	31.04	24	257.2	1,064	30	1.86	35.5	44.7	0.98 in/h
10	Rain Bird PEB	1-1/2"	Turf Spray	23.32	7	111.7	1,056	30	0.68	34.5	39.9	0.93 in/h
11	Rain Bird PEB	1-1/2"	Turf Spray	28.89	18	231.2	869.3	30	0.91	34.5	41.5	0.81 in/h
12	Rain Bird PEB	1-1/2"	Turf Spray	30.89	21	198.8	560.0	30	2.97	36.6	42.4	0.79 in/h
13	Rain Bird PEB	1-1/2"	Turf Spray	27.57	18	174.0	394.1	30	2.44	36.1	40.0	0.81 in/h
14	Rain Bird PEB	1-1/2"	Turf Spray	32.73	8	126.5	359.2	30	1.8	35.4	40.4	0.85 in/h
15	Rain Bird PEB	1-1/2"	Turf Spray	25.9	8	106.9	259.1	30	1.25	35.0	37.8	0.86 in/h
16	Rain Bird PEB	1-1/2"	Turf Spray	29.6	8	116.7	190.9	30	1.32	34.9	38.1	0.87 in/h
17	Rain Bird PEB	1-1/2"	Turf Spray	27.46	21	259.1	169.2	30	2.74	36.4	39.1	1.01 in/h
18	Rain Bird PEB	1-1/2"	Turf Spray	25.73	20	283.5	704.6	30	3.33	37.1	41.6	0.85 in/h
19	Rain Bird PEB	1"	Bubbler	1.5	6	165.5	625.6	40	0.26	41.6	41.6	7.66 in/h
20	Rain Bird PEB	1"	Turf Spray	18.04	11	124.2	396.7	30	1.96	34.6	34.8	0.92 in/h
21	Rain Bird PEB	1"	Bubbler	1	4	149.1		40	0.24	41.5		7.66 in/h
22	Rain Bird PEB	1"	Turf Spray	19.49	13	170.1		30	2.28	35.1		1.1 in/h
	Common Wire						2,281					

NUMBER	MODEL	TYPE	PRECIP	IN/WEEK	MIN/WEEK	GAL/WEEK	GAL/DAY
1	Rain Bird PEB	Shrub Rotor	0.5 in/h	1	120	2,327	
2	Rain Bird PEB	Turf Spray	1.06 in/h	1	57	2,093	
3	Rain Bird PEB	Turf Spray	0.81 in/h	1	75	2,143	
4	Rain Bird PEB	Turf Spray	1.15 in/h	1	53	1,312	
5	Rain Bird PEB	Turf Spray	0.85 in/h	1	71	2,045	
6	Rain Bird PEB	Turf Spray	0.86 in/h	1	70	2,081	
7	Rain Bird PEB	Turf Spray	0.84 in/h	1	72	1,808	
8	Rain Bird PEB	Turf Spray	1.5 in/h	1	40	1,165	
9	Rain Bird PEB	Turf Spray	0.98 in/h	1	62	1,925	
10	Rain Bird PEB	Turf Spray	0.93 in/h	1	65	1,516	
11	Rain Bird PEB	Turf Spray	0.81 in/h	1	74	2,138	
12	Rain Bird PEB	Turf Spray	0.79 in/h	1	76	2,344	
13	Rain Bird PEB	Turf Spray	0.81 in/h	1	75	2,069	
14	Rain Bird PEB	Turf Spray	0.85 in/h	1	71	2,324	
15	Rain Bird PEB	Turf Spray	0.86 in/h	1	70	1,813	
16	Rain Bird PEB	Turf Spray	0.87 in/h	1	69	2,042	
17	Rain Bird PEB	Turf Spray	1.01 in/h	1	60	1,564	
18	Rain Bird PEB	Turf Spray	0.85 in/h	1	71	1,827	
19	Rain Bird PEB	Bubbler	7.66 in/h	0.75	6	9	
20	Rain Bird PEB	Turf Spray	0.92 in/h	1	65	1,173	
21	Rain Bird PEB	Bubbler	7.66 in/h	0.75	6	6	
22	Rain Bird PEB	Turf Spray	1.1 in/h	1	55	1,072	
TOTALS:					1,383	36,873	

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI		
 EST LCS RCS CST SST	Rain Bird 1806-PRS 15 Strip Series Turf Spray 6" popup with pressure regulator.	16	30		
 Q T H F	Rain Bird 1806-PRS 8 Series MPR Turf Spray 6" popup with pressure regulator.	19	30		
 SST	Rain Bird 1806-PRS 15 Strip Series Turf Spray 6" popup with pressure regulator.	1	30		
 Q T H F	Rain Bird 1806-PRS 10 Series MPR Turf Spray 6" popup with pressure regulator.	56	30		
 Q T H TT TQ F	Rain Bird 1806-PRS 12 Series MPR Turf Spray 6" popup with pressure regulator.	43	30		
 Q T H TT TQ F	Rain Bird 1806-PRS 15 Series MPR Turf Spray 6" popup with pressure regulator.	57	30		
 4 6 8 10 12 15 18	Rain Bird 1806-PRS ADJ Turf Spray 6" popup with pressure regulator.	118	30		
 1402 1408 1401 1404	Rain Bird 1804-1400 Flood Flood Bubbler 4" popup	10	40		

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI	GPM	RADIUS
	Rain Bird 3500-S 2.0 Shrub Rotor,adjustable and full circle	3	25	1.4	27'
	Rain Bird 3500-S 3.0 Shrub Rotor,adjustable and full circle	7	25	2.17	29'

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY			
	Rain Bird PEB Electric Remote Control Valve	22			

	Landscape Products Inc. BBV 1/2", 3/4", 1", 1-1/4", 1-1/2", 2", 2-1/2", 3" Full Port Brass Ball Valve. Suitable for a full range of liquids and gases in residential and commercial applications.	1			
---	--	----------	--	--	--

C	Rain Bird ESP8LXME w/ (1) ESPLXMSM12 20 Station, Traditionally-Wired, Commercial Controller. (1) ESP8LXME 8-Station, Indoor/Outdoor, Plastic Wall-Mount Enclosure w/ (1) ESPLXMSM12 - 12-Station Expansion Modules.	1															
---	---	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	Rain Bird RSD-BEx Rain Sensor, with bracket, extension wire	1			
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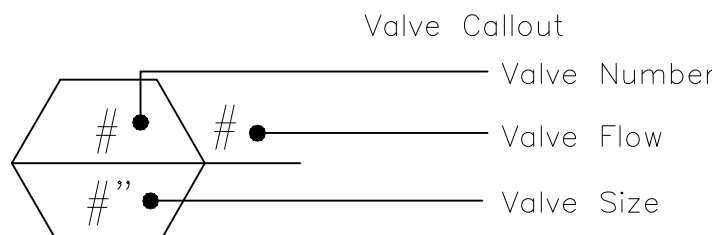
Point of Connection 5 HP, 4" Well	1			
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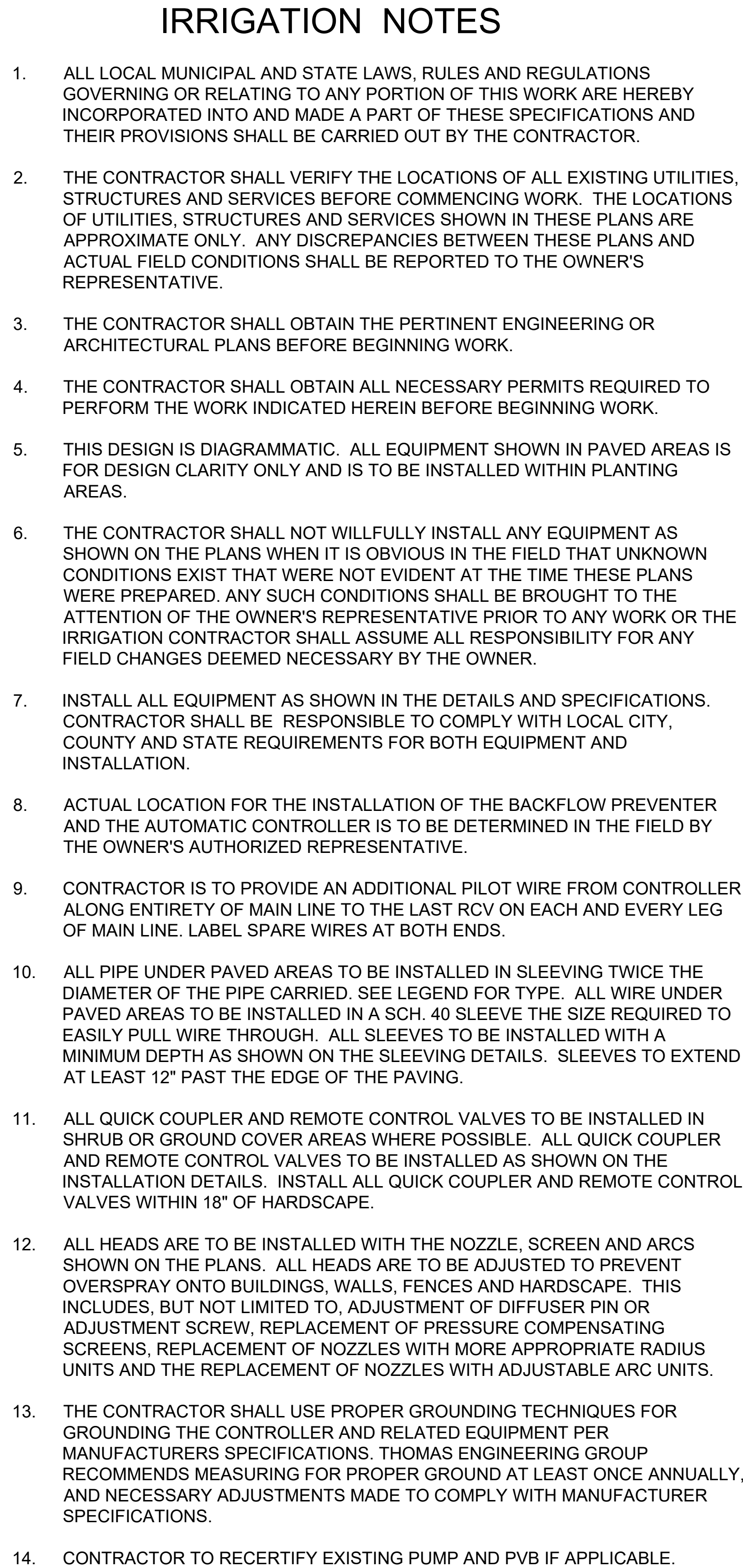
STUB2 	Point of Connection 3" New Stub Out from Building's Potable Water Service; See MEP plans	1			
--	---	---	--	--	--

	Irrigation Lateral Line: Polyethylene and PVC Class 160 Polyethylene SDR-7 up to 1-1/4", then PVC Class 160 SDR 26 for 1-1/2" and larger. Only lateral transition pipe sizes 3/4" and above are indicated on the plan, with all others being 1/2" in size.	4,498 l.f.			
--	--	------------	--	--	--

— — — — —	Irrigation Mainline: Polyethylene and PVC Class 200	2,281 l.f.		
-----------	---	------------	--	--

----- -----	Pipe Sleeve: PVC Schedule 80 Typical pipe sleeve for irrigation pipe. Pipe sleeve size shall allow for irrigation piping and their related couplings to easily slide through sleeving material. Extend sleeves 18 inches beyond edges of paving or construction.	736.4 l.f.				
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REV.	DATE	DESCRIPTION
1	12-13-2022	SITE PLAN REVISION

ALL MEASUREMENTS MUST BE VERIFIED BEFORE
BEGINNING THE WORKS. NO MEASUREMENTS ARE TO
BE SCALED DIRECTLY FROM THIS DRAWING.

Key section

Site Plan
Revision

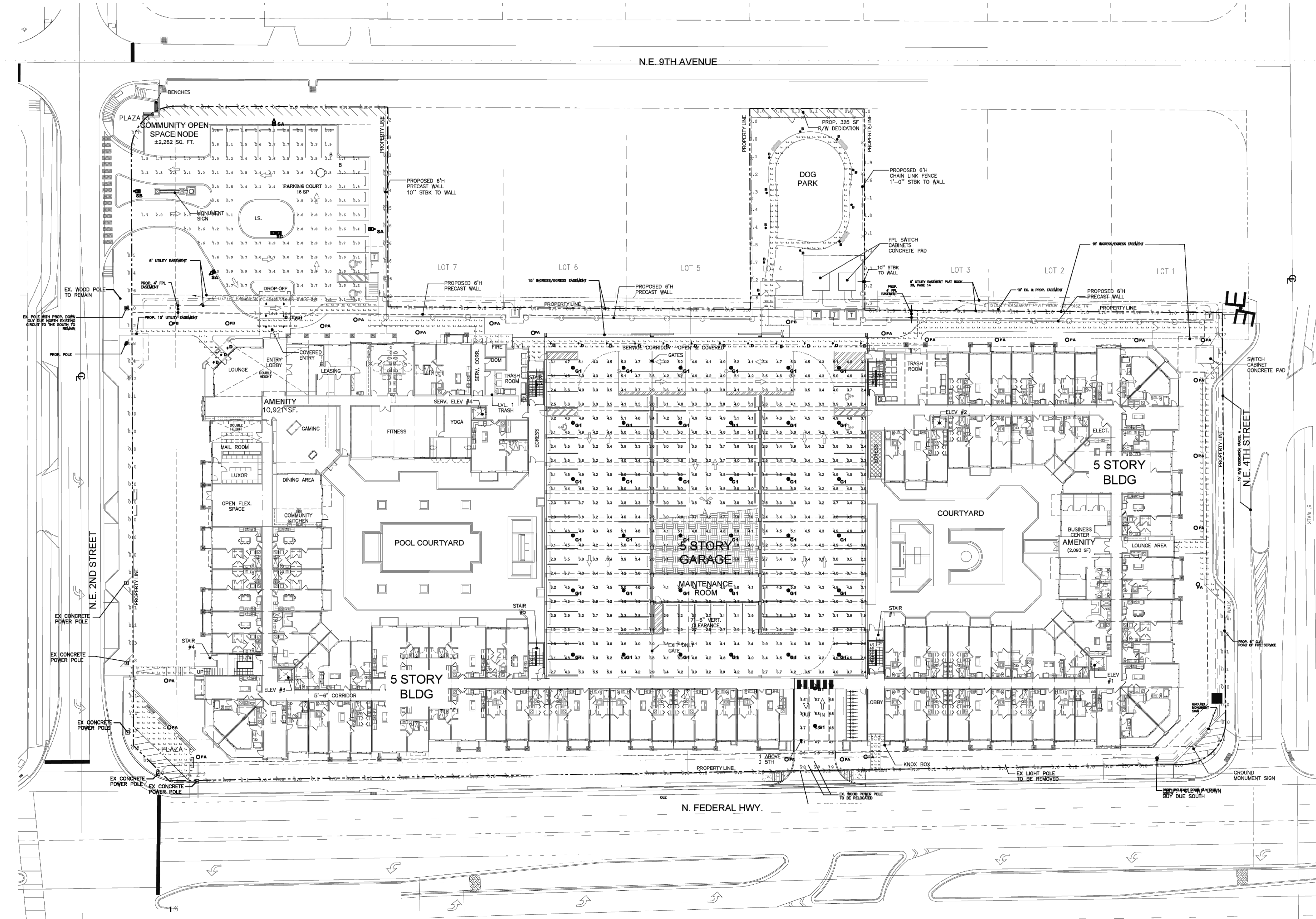
Project

Axis Apt building
211 N Federal Hwy,
Deerfield FL

Title

SITE PHOTOMETRIC
STUDY PLAN

Drawn IDEA TEAM	Field ARCHITECTURE
Verified J.F. Gervais	Scale as shown
Approved S. L'ecuyer	Date 12-13-2022
Project Manager MA Levesque	Dwg. no. EPH-1
Project 22-817US	



SYMBOL	LABEL	MANUFACTURER	CATALOG NUMBER	MOUNTING	LLF	LUMINAIRE LUMENS	LUMINAIRE WATTS	ARRANGEMENT WATTS
	D	Lithonia Lighting	LDN4 40/15 L04AR LD	RECESSED CEILING MOUNTED CALC AT 10FT HEIGHT	0.670	1356	17.5	17.5
	G1	Lithonia Lighting	VC6G LED P1 40K T5W MVOLT PM	PENDANT MOUNTED FLUSH WITH BOTTOM OF TEE	0.860	3826	26.57	26.57
	PA	Lithonia Lighting	RADPT P1 40K PATH HS	POLE MOUNTED: 12' A.F.G.	0.860	2379	25.4134	25.4134
	PB	Lithonia Lighting	RADPT P1 40K SYH	POLE MOUNTED: 12' A.F.G.	0.860	3343	25.4134	25.4134
	SA	Lithonia Lighting	DSX1 LED P2 40K T3M MVOLT HS	POLE MOUNTED: 20' A.F.G.	0.900	7002	70	70
	SB	Lithonia Lighting	DSX1 LED P2 40K T4M MVOLT HS	POLE MOUNTED: 20' A.F.G.	0.900	6758	70	70
	SC	Lithonia Lighting	DSX1 LED P2 40K T3M MVOLT HS	POLE MOUNTED: 20' A.F.G.	0.900	7002	70	140
	B	Lithonia Lighting	DSXB LED 12C 700 40K ASY	BOLLARD	0.860	2334	8	8

LABEL	CALC TYPE	UNITS	SPACING L-R (FT)	SPACING T-B (FT)	HEIGHT (FT)	AVG	MAX	MIN	AVGMIN	MAXMIN
DOG PARK	Illuminance	Fc	3	3	6	8.91	31.6	1.5	5.87	21.57
EAST WALKWAY	Illuminance	Fc	3	3	0	1.59	2.5	1.0	1.59	2.30
GARAGE - 1ST FLOOR, Floor	Illuminance	Fc	8	8	0	3.83	5.6	1.8	2.13	3.11
GARAGE 1ST FLOOR EGRESS	Illuminance	Fc	8	8	0	4.10	5.8	1.9	2.16	3.65
NORTH EAST WALKWAY	Illuminance	Fc	3	3	0	1.77	6.0	1.3	1.36	4.82
NORTH WALKWAY	Illuminance	Fc	3	3	0	5.55	15.6	1.3	4.27	6.15
NORTH WEST WALKWAY	Illuminance	Fc	3	3	0	3.88	17.7	1.0	3.88	17.70
PARKING, DROP OFF & DRIVE	Illuminance	Fc	8	8	0	2.98	16.1	1.4	2.13	11.55
PROPERTY LINE	Illuminance	Fc	10	N.A.	N.A.	6.42	2.8	0.5	N.A.	N.A.
SOUTH WALKWAY	Illuminance	Fc	2	2	0	1.90	1.9	1.0	1.90	1.90
SOUTH WEST WALKWAY	Illuminance	Fc	3	3	0	1.54	2.3	1.0	1.54	2.30
WEST WALKWAY	Illuminance	Fc	3	3	0	1.38	1.6	1.0	1.38	1.60

LABEL	AREA	TOTAL WATTS	LPS
GARAGE - 1ST FLOOR LPS	10473	586,5202	0.819



SITE PLAN

SCALE: 1" = 30'

TRAFFIC IMPACT STUDY

Centrum Deerfield Deerfield Beach, FL

Prepared for:
CRD Federal LLC
Chicago, IL

Prepared by:


Engineering & Planning, Inc.

1172 SW 30th Street
Palm City, FL 34990
(772) 286-8030

137003
Revised April 2023
Revised March 2023
December 2022
© MacKenzie Engineering and Planning, Inc.
CA 29013

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 4th 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 4th 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 9th 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 6th Avenue to NE 9th Avenue (see Exhibits 3 and 4)
 - 5. Construct a new 8-foot concrete sidewalk on the north side of Eller Street from NE 6th Avenue to NE 9th 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.

Figure A. Improvements Map

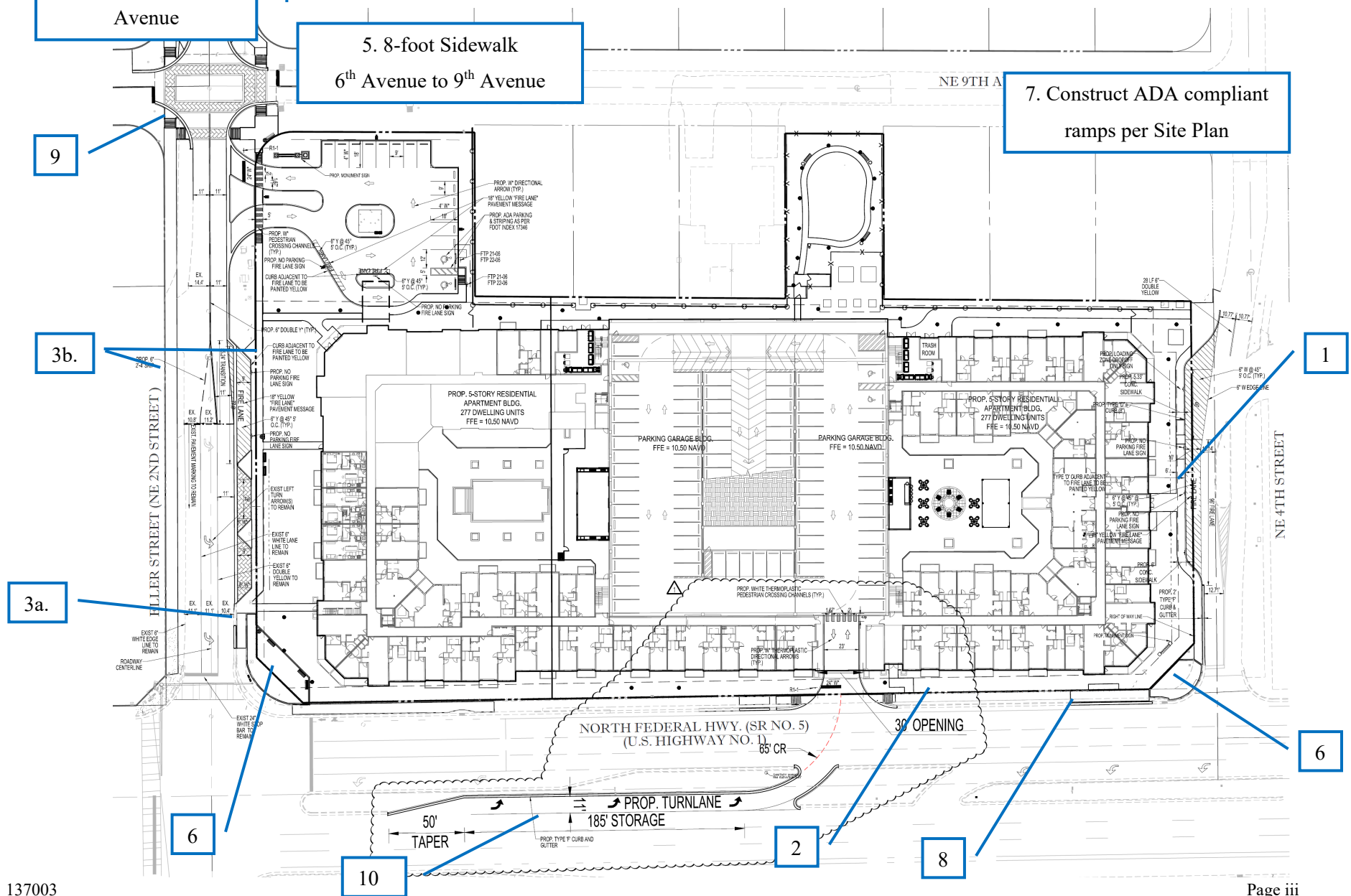


TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
TABLE OF CONTENTS.....	iv
LIST OF FIGURES	iv
LIST OF TABLES	v
INTRODUCTION	1
CURRENT DATA.....	1
PROJECT TRAFFIC	2
Trip Generation.....	2
Existing Use.....	2
Proposed Use	2
Internal Capture	3
Pass-by Rate.....	3
TRAFFIC ASSIGNMENT	3
SIGNIFICANCE.....	5
Significant Impact.....	5
BACKGROUND TRAFFIC	6
Historial Growth	6
ROADWAY ANALYSIS	7
Intersection Analysis.....	8
DRIVEWAYS	23
Proposed Access	23
CONCLUSION.....	29
APPENDIX.....	32

LIST OF FIGURES

Figure 1. Site Location.....	1
Figure 2. Trip Distribution.....	4
Figure 3. Intersection Location and Control	10
Figure 4. NE 4 th St & NE 9 th Ave Peak Hour Intersection Analysis Results	11
Figure 5. NE Eller St & NE 9 th Ave Peak Hour Intersection Analysis Results.....	12
Figure 6. US 1 & NE 4 th Street Peak Hour Intersection Analysis Results	13

Figure 7. US 1 & NE Eller St Peak Hour Intersection Analysis Results	14
Figure 8. US 1 & Hillsboro Blvd Peak Hour Intersection Analysis Results.....	16
Figure 9. US 1 & Duffy's Peak Hour Intersection Analysis Results	17
Figure 10. US 1 & Royal Palm Way Peak Hour Intersection Analysis Results	18
Figure 11. NE 4th St & NE 8th Ave Peak Hour Intersection Analysis Results.....	19
Figure 12. NE 4th St& NE 8th Ter Peak Hour Intersection Analysis Results.....	20
Figure 13. NE 8th Ave & Eller St Peak Hour Intersection Analysis Results	21
Figure 14. NE 8th Ter & Eller St Peak Hour Intersection Analysis Results	22
Figure 15. Project Driveway Volumes.....	24
Figure 16. US 1 & Driveway Peak Hour Intersection Analysis Results.....	26
Figure 17. Northbound Left-turn into Project.....	28
Figure 18. Improvements Map.....	31

LIST OF TABLES

Table 1. Trip Generation.....	2
Table 2A. Project Impacts – AM Peak Hour	5
Table 2B. Project Impacts – PM Peak Hour	6
Table 3. Growth Rate Calculation	7
Table 4A. AM Peak Hour Roadway Analysis	7
Table 4B. PM Peak Hour Roadway Analysis	8
Table 5. Counts Summary.....	9
Table 6. US 1 & NE Eller Street Storage Analysis.....	15

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 4th 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, 11th 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	
Proposed Site Traffic									
Multifamily Housing (Mid-Rise)	277 DU	1,275	110	25	85	108	66	42	
NET CHANGE IN TRIPS ON ROADWAY NETWORK (FOR THE PURPOSES OF CONCURRENCY)		1,275	110	25	85	108	66	42	
DRIVEWAY VOLUMES		1,275	110	25	85	108	66	42	
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

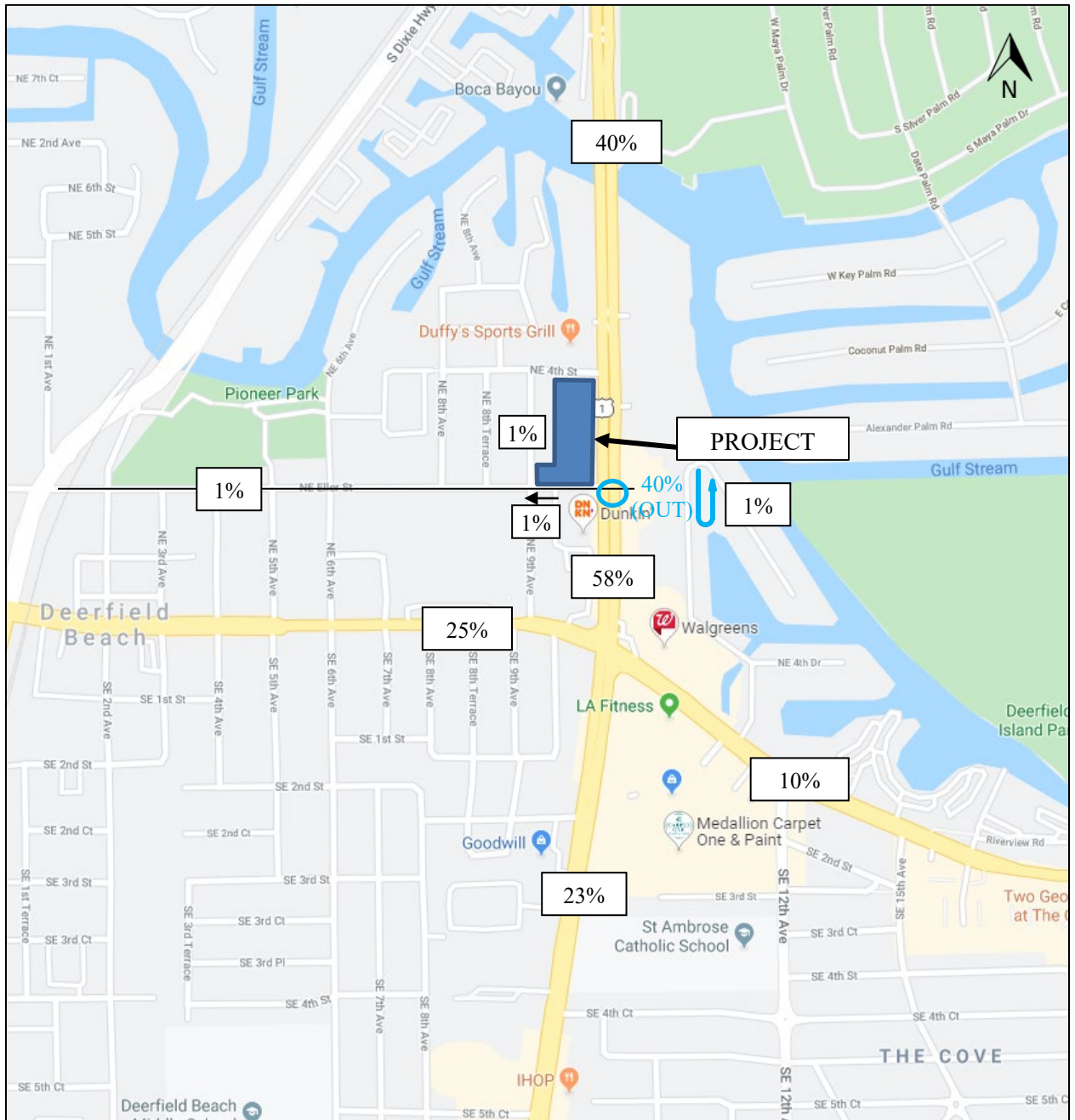
Pass-by rate is proposed at 0%.

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 FromTo		Existing + Committed			Percent Project Assignment	AM Peak Hour		AM Peak Hour		Significant	
		Number Of Lanes	One-way Service Volume	LOS 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 From To		Existing + Committed			Percent Project Assignment	PM Peak Hour		PM Peak Hour		Significant	
		Number Of Lanes	One-way Service Volume	LOS 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%
Growth Rate Used									2.0%

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:

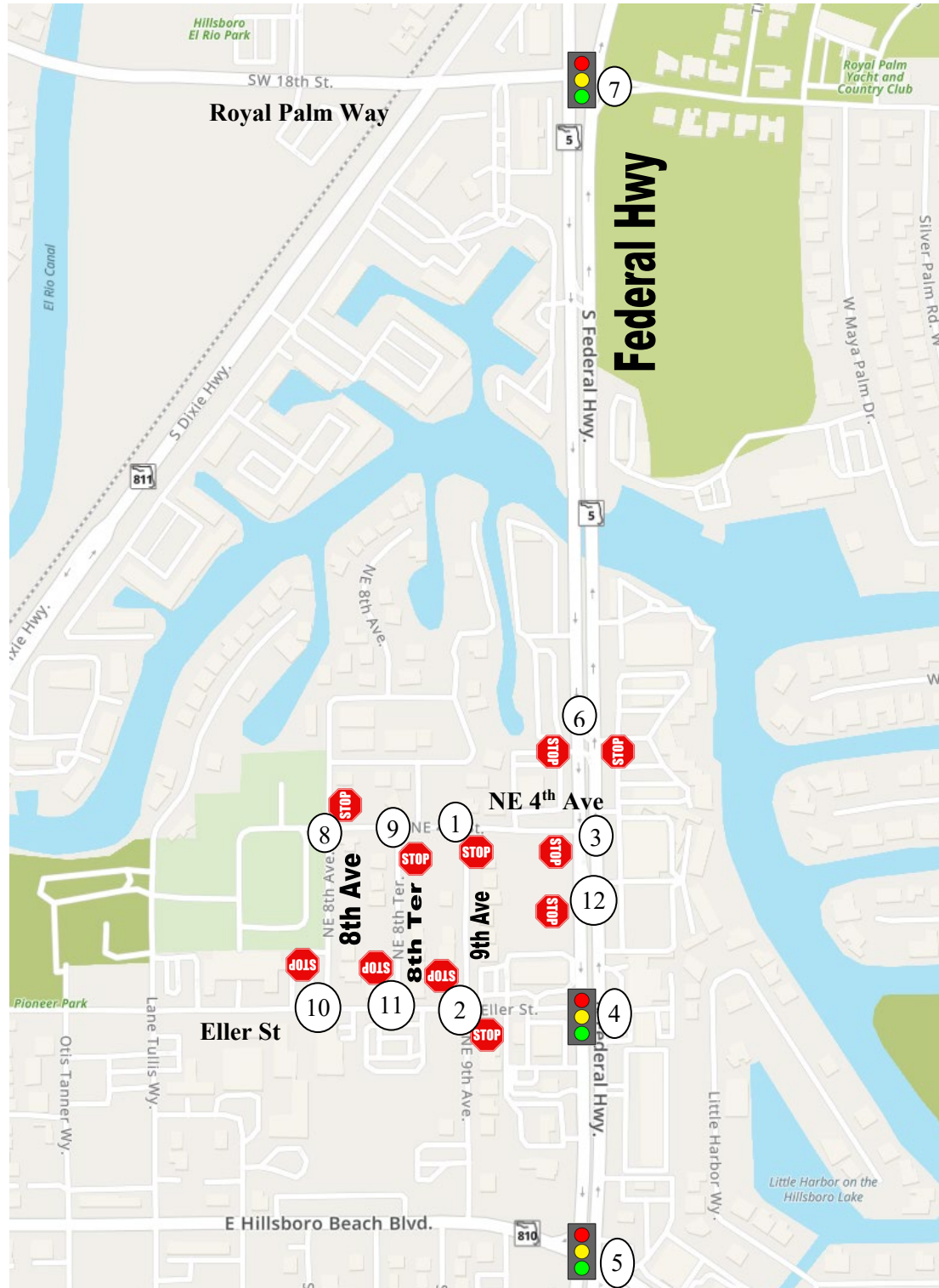
Table 5. Counts Summary

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.

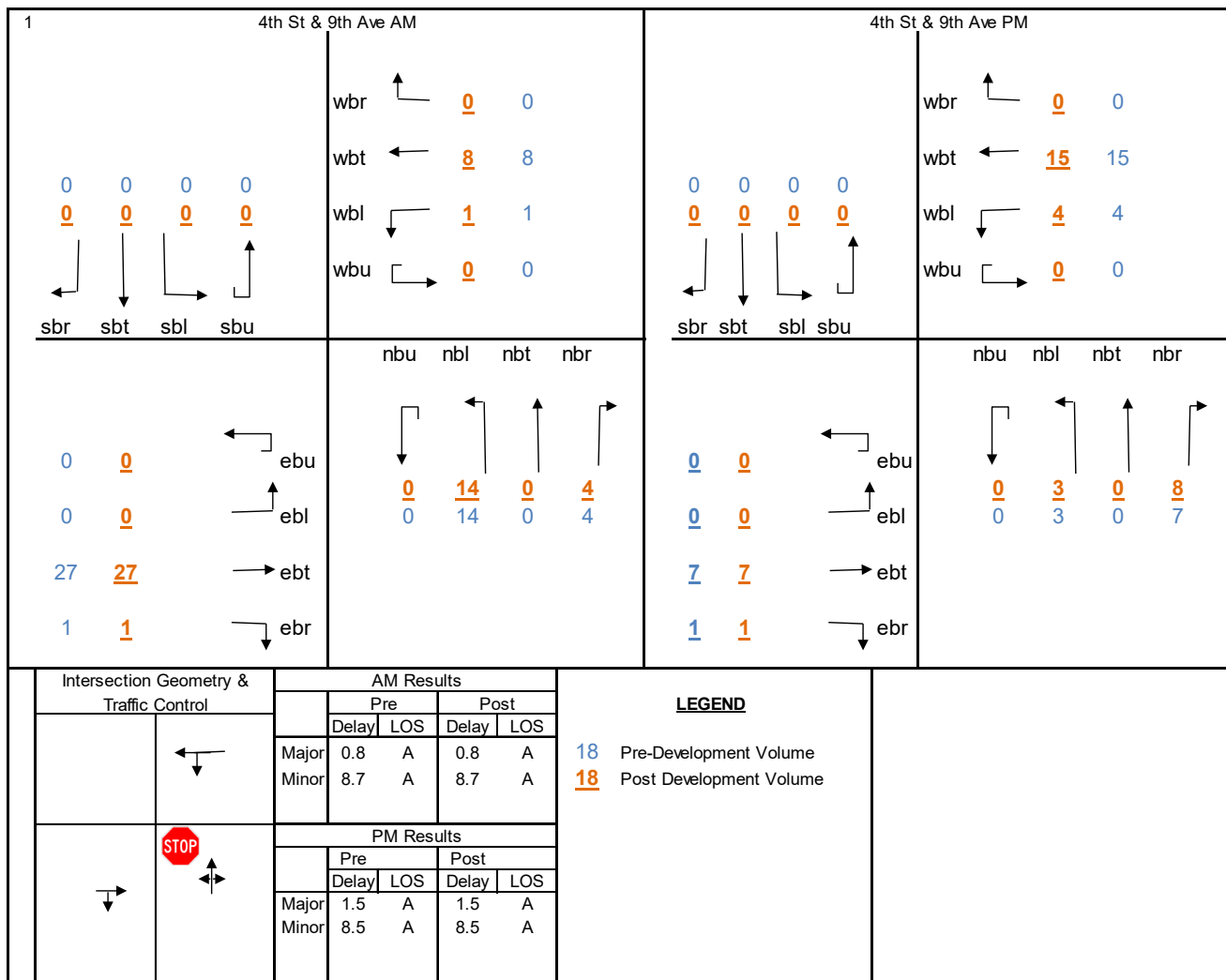
Figure 3. Intersection Location and Control



NE 4th Street & NE 9th Avenue

MEP evaluated the NE 4th Street & NE 9th 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.

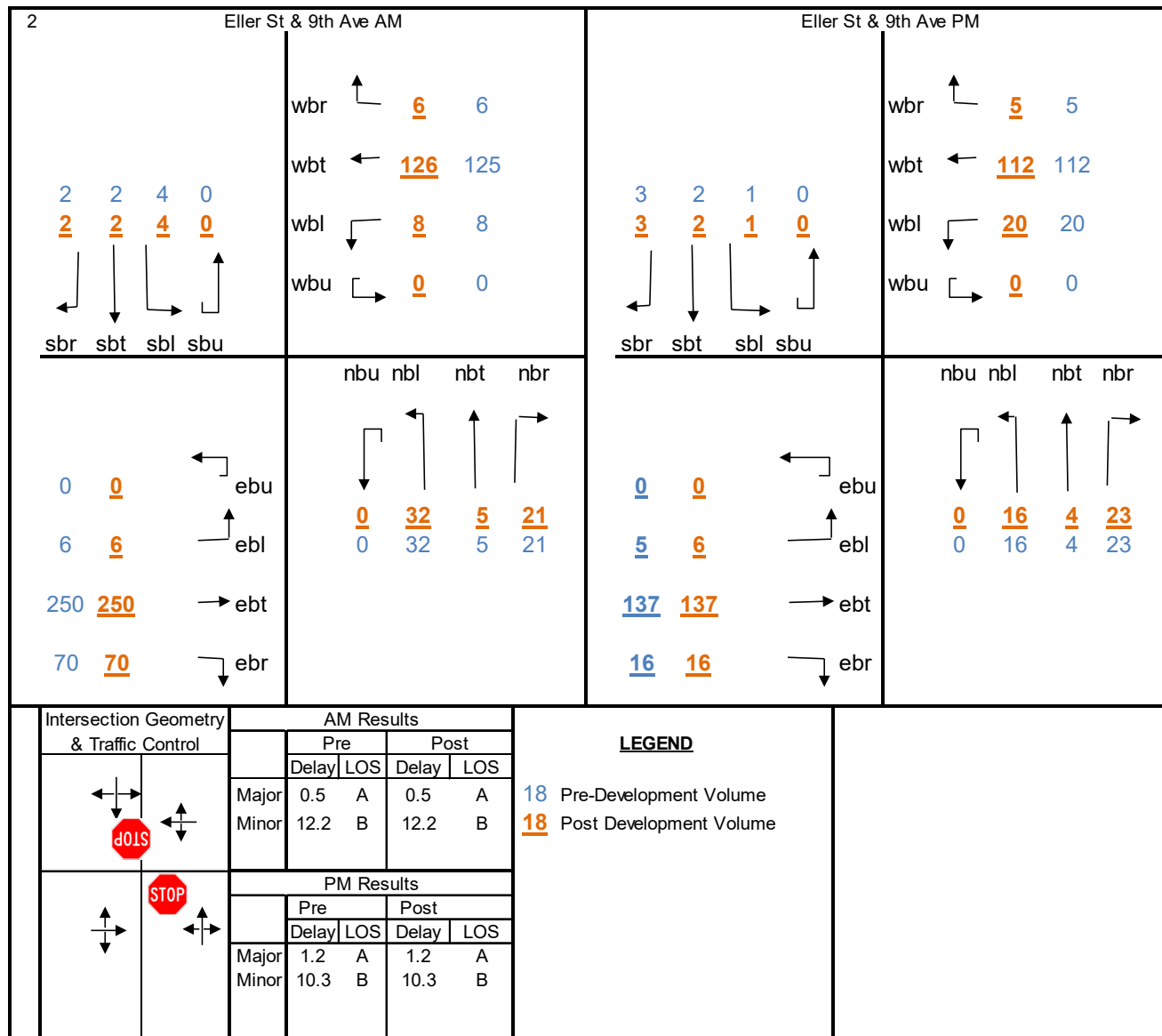
Figure 4. NE 4th St & NE 9th Ave Peak Hour Intersection Analysis Results



NE Eller Street & NE 9th Avenue

MEP evaluated the NE Eller Street & NE 9th 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.

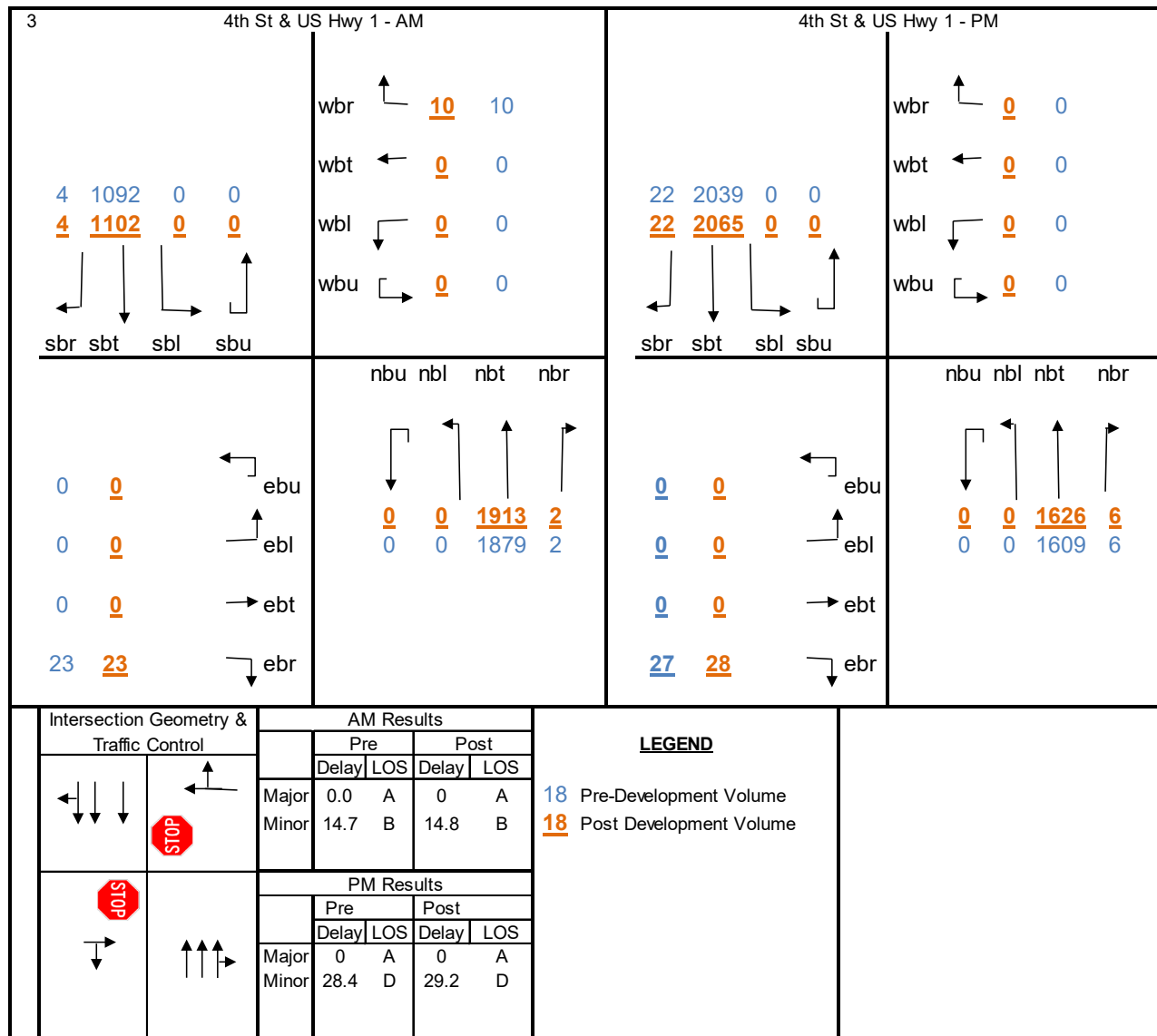
Figure 5. NE Eller St & NE 9th Ave Peak Hour Intersection Analysis Results



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 4th 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

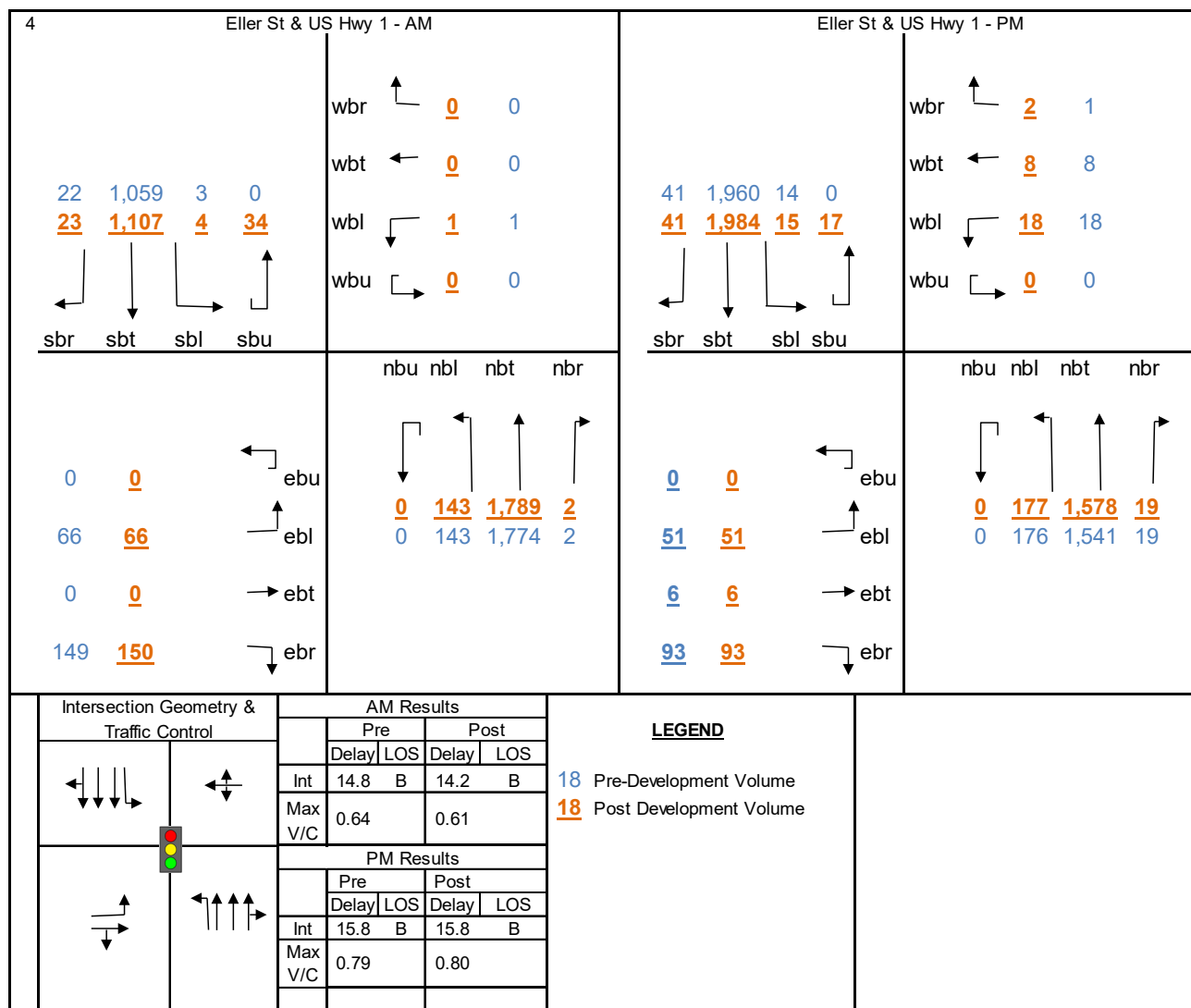


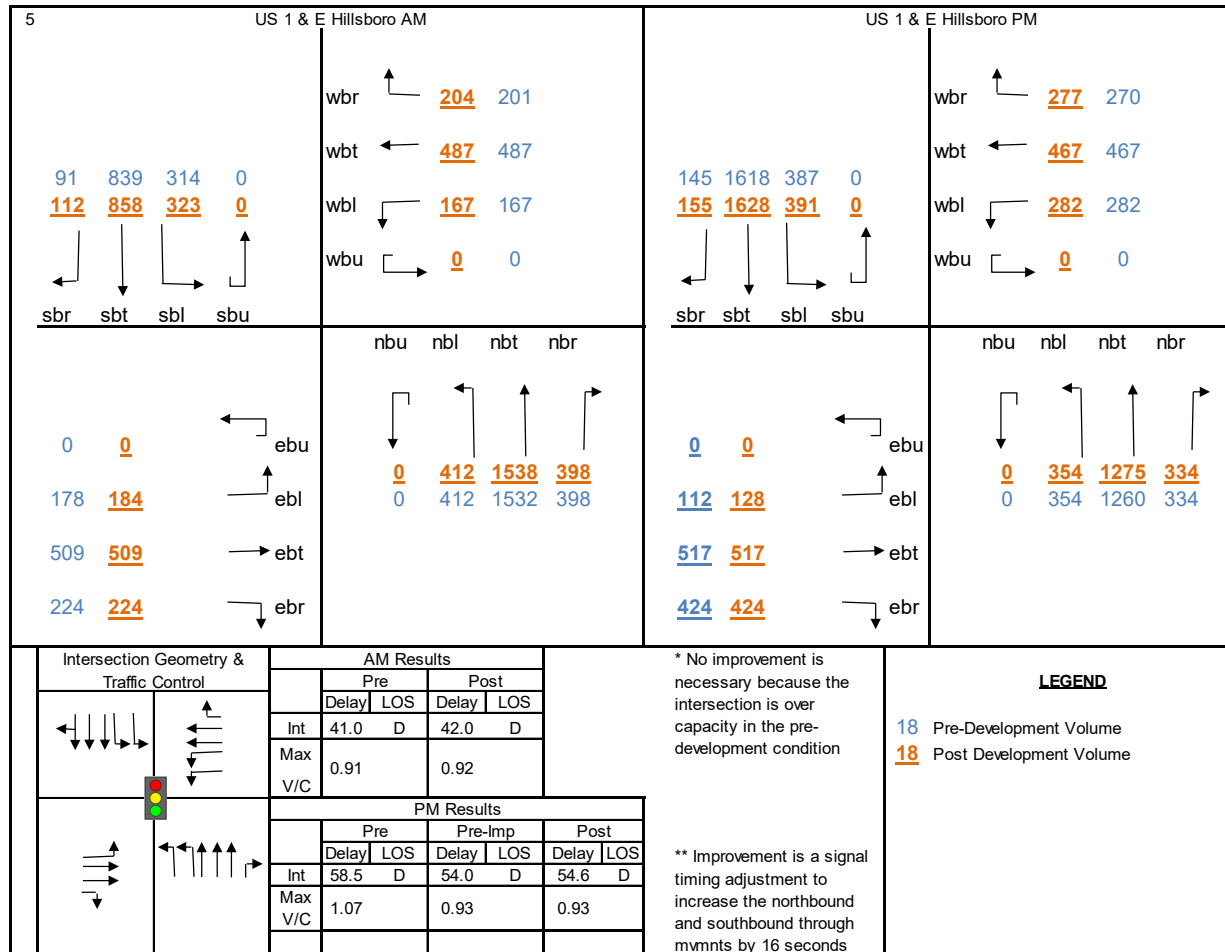
Table 6. US 1 & NE Eller Street Storage Analysis

Direction	Turn-Lane	AM Peak 95 th Queue (feet)	PM Peak 95 th Queue (feet)	Existing 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.

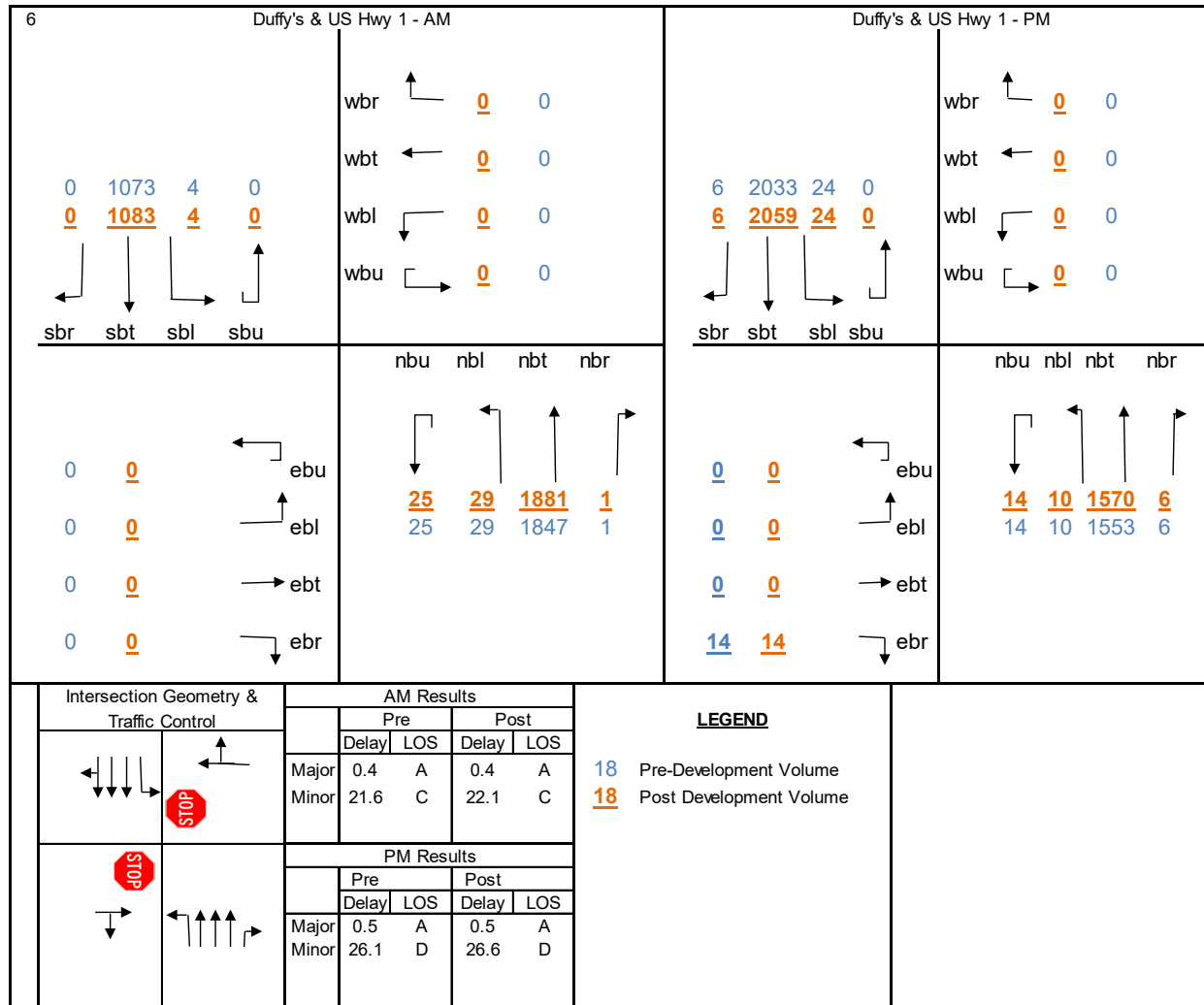
Figure 8. US 1 & Hillsboro Blvd Peak Hour Intersection Analysis Results



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.

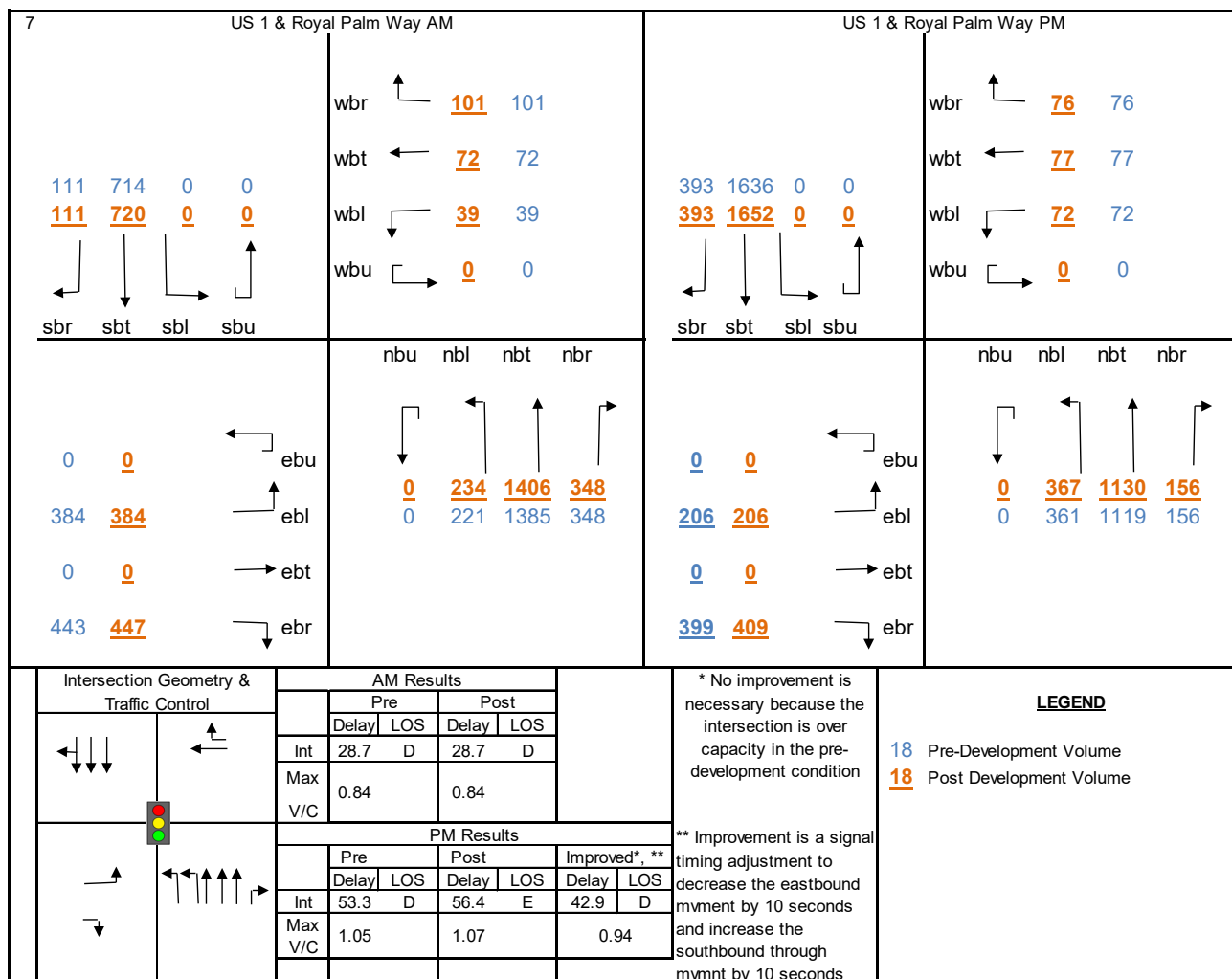
Figure 9. US 1 & Duffy's Peak Hour Intersection Analysis Results



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.

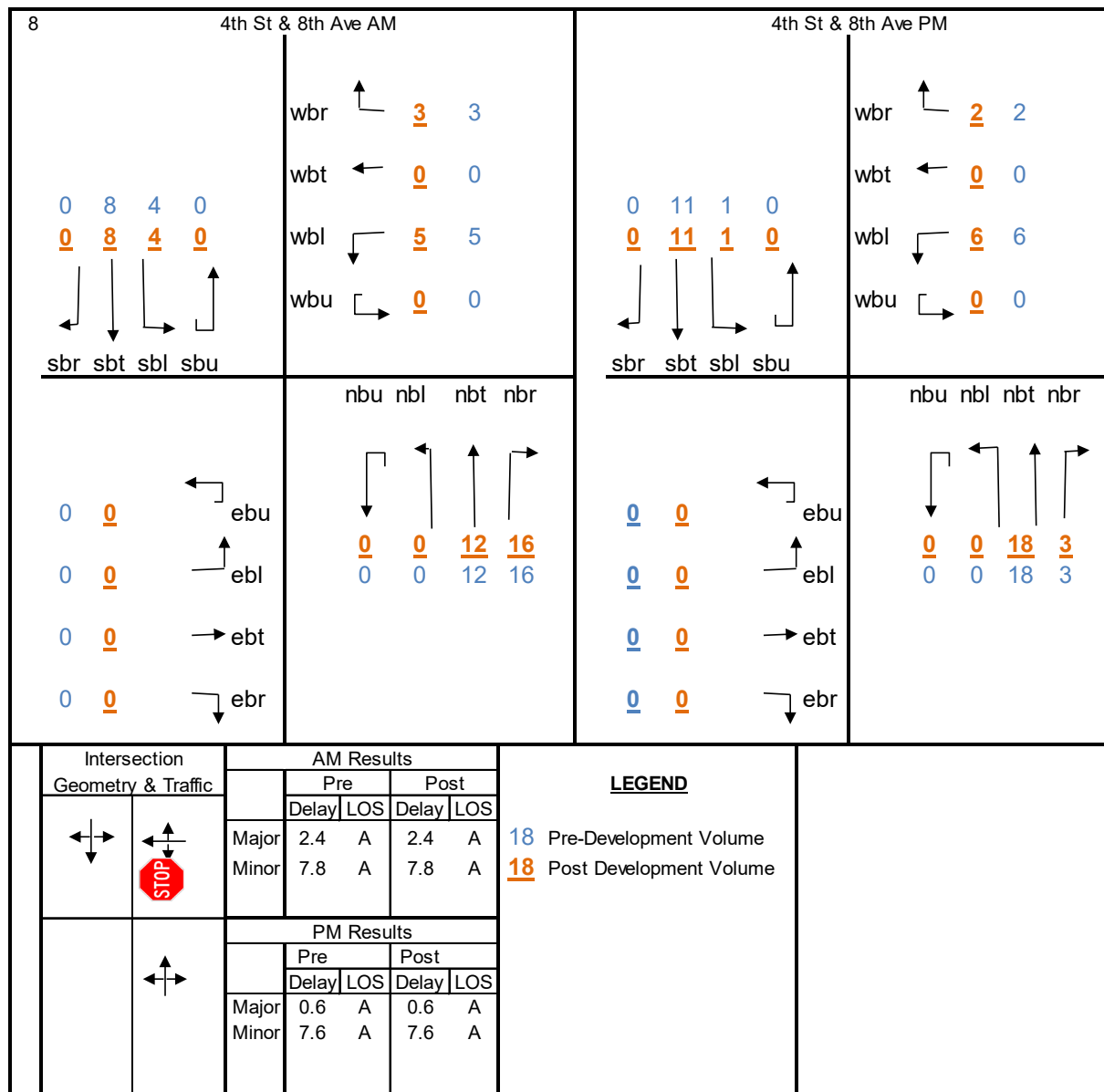
Figure 10. US 1 & Royal Palm Way Peak Hour Intersection Analysis Results



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.

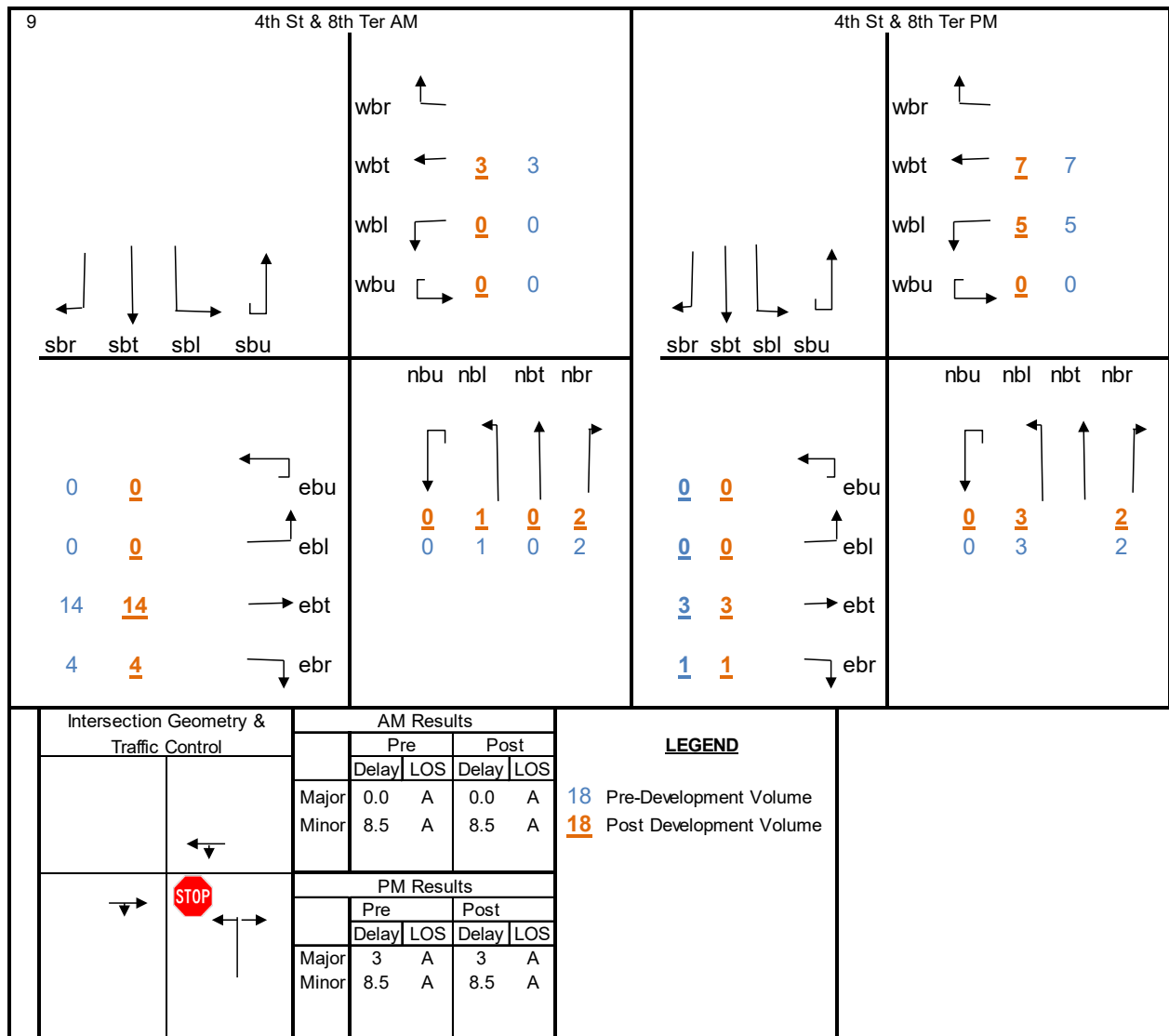
Figure 11. NE 4th St & NE 8th Ave Peak Hour Intersection Analysis Results



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.

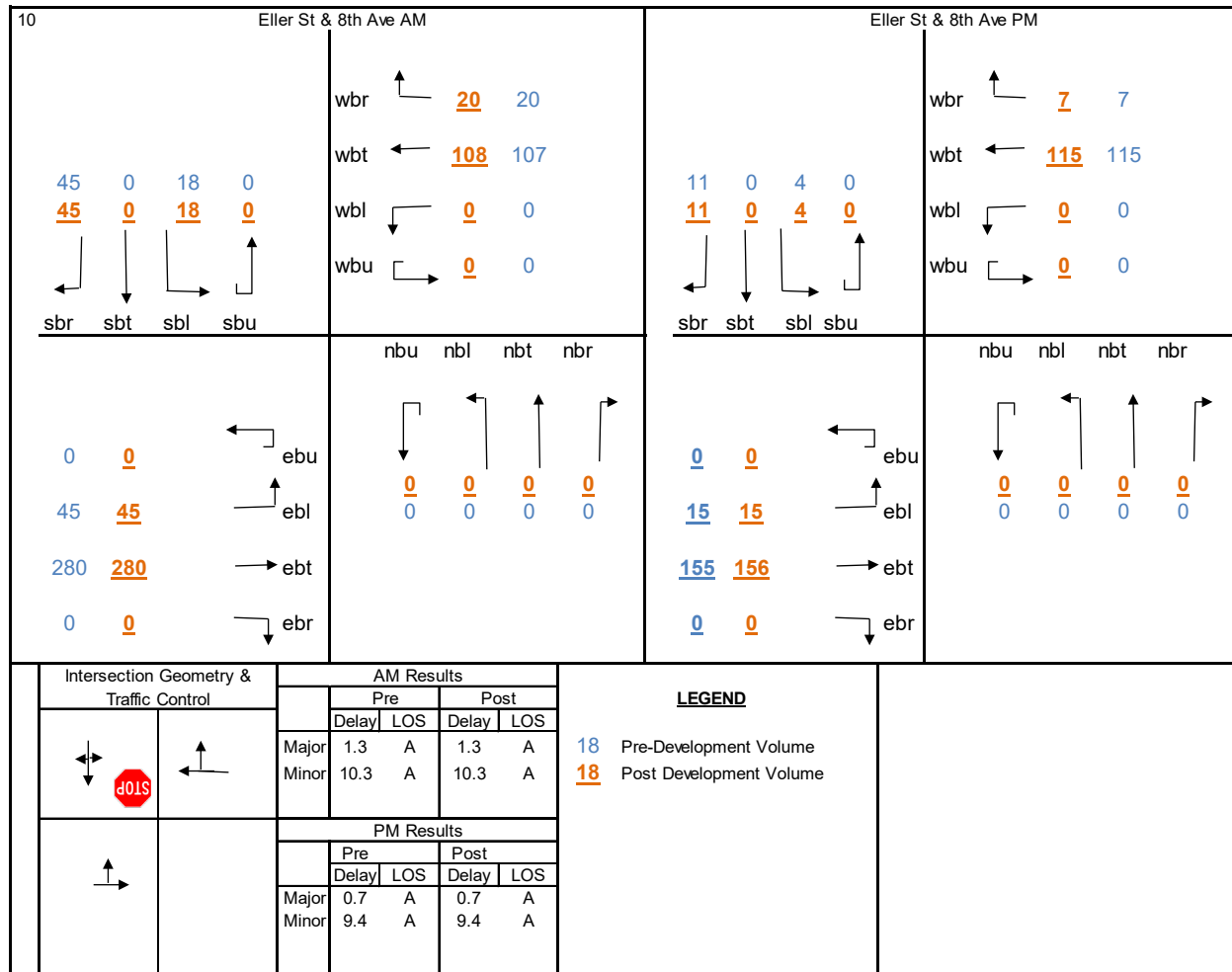
Figure 12. NE 4th St& NE 8th Ter Peak Hour Intersection Analysis Results



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.

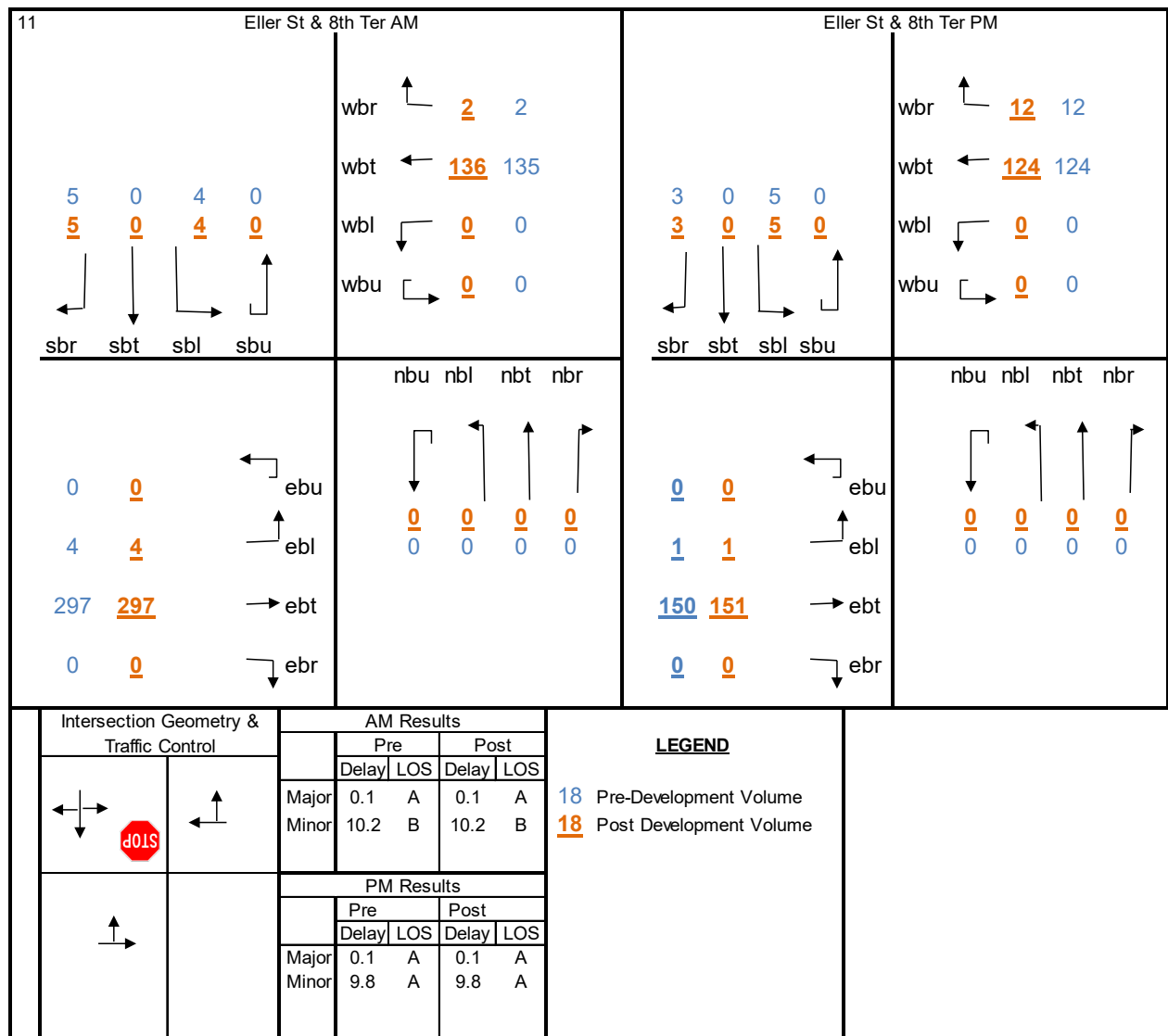
Figure 13. NE 8th Ave & Eller St Peak Hour Intersection Analysis Results



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

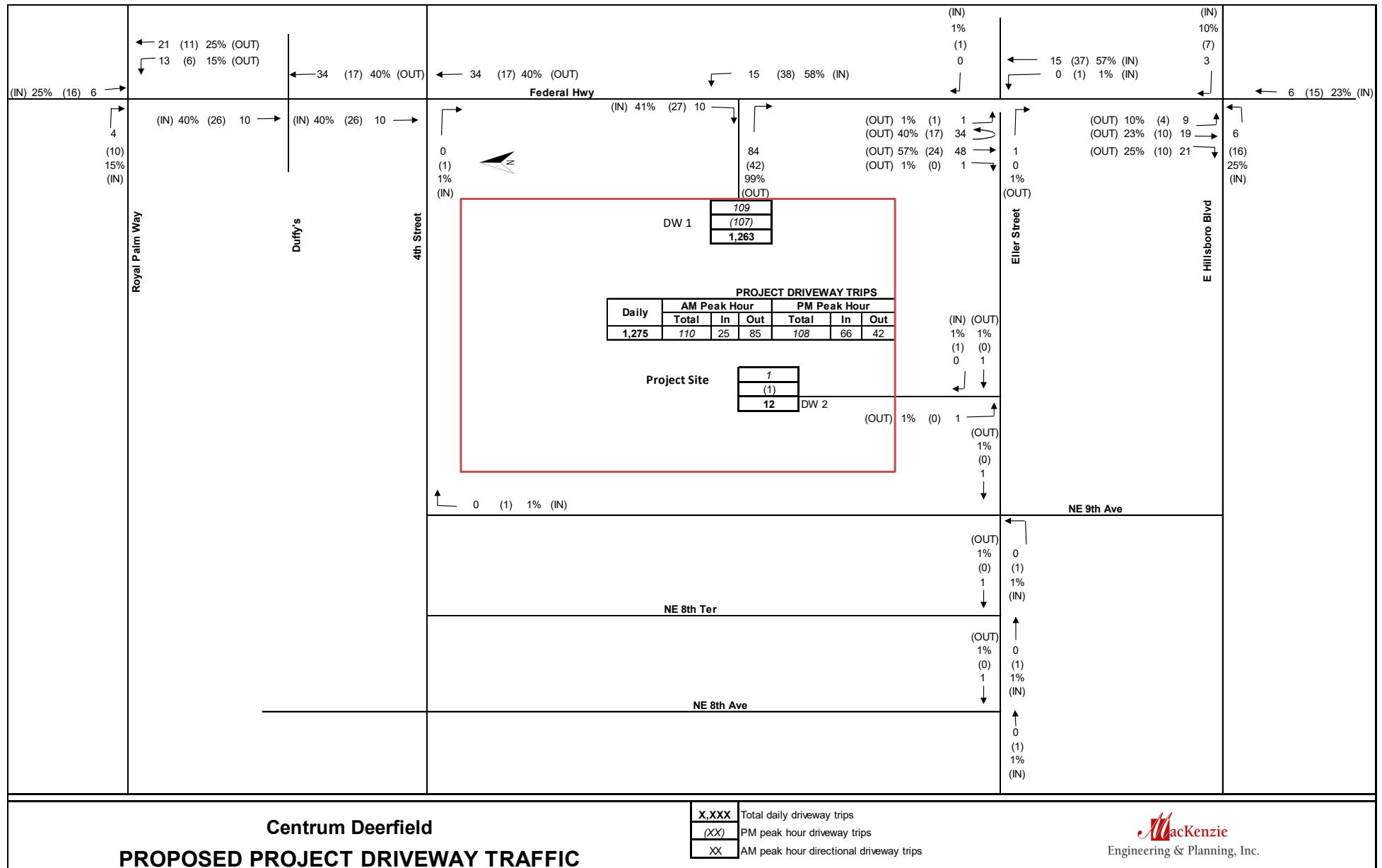
Proposed Access

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.

Figure 15. Project Driveway Volumes

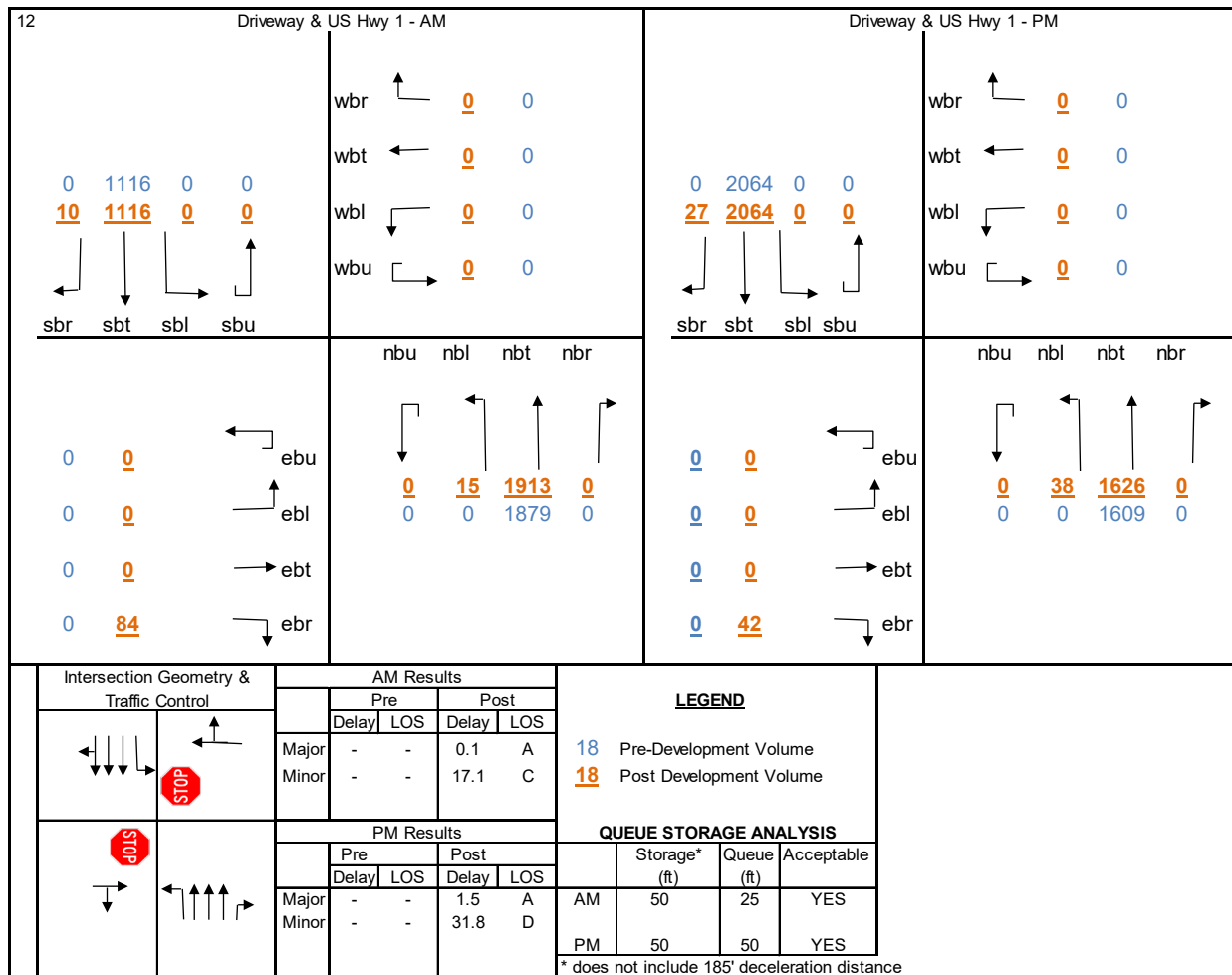


Driveway #1

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.

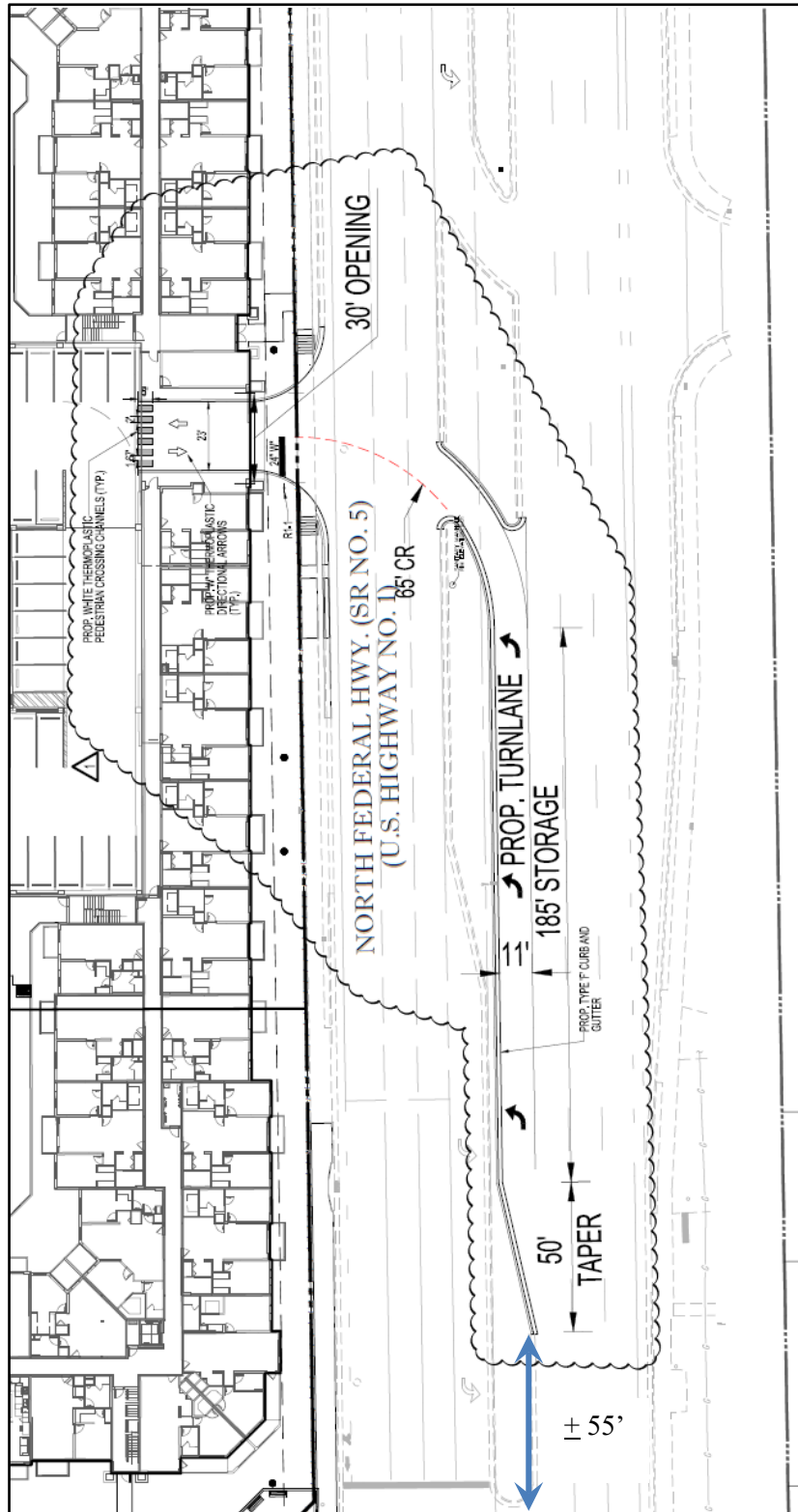
Driveway 1 is the access to the project's parking garage and serves residents, employees and guests.

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 4th 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 4th 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 9th 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 6th Avenue to NE 9th Avenue (see Exhibits 3 and 4)
- 5. Construct a new 8-foot concrete sidewalk on the north side of Eller Street from NE 6th Avenue to NE 9th 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

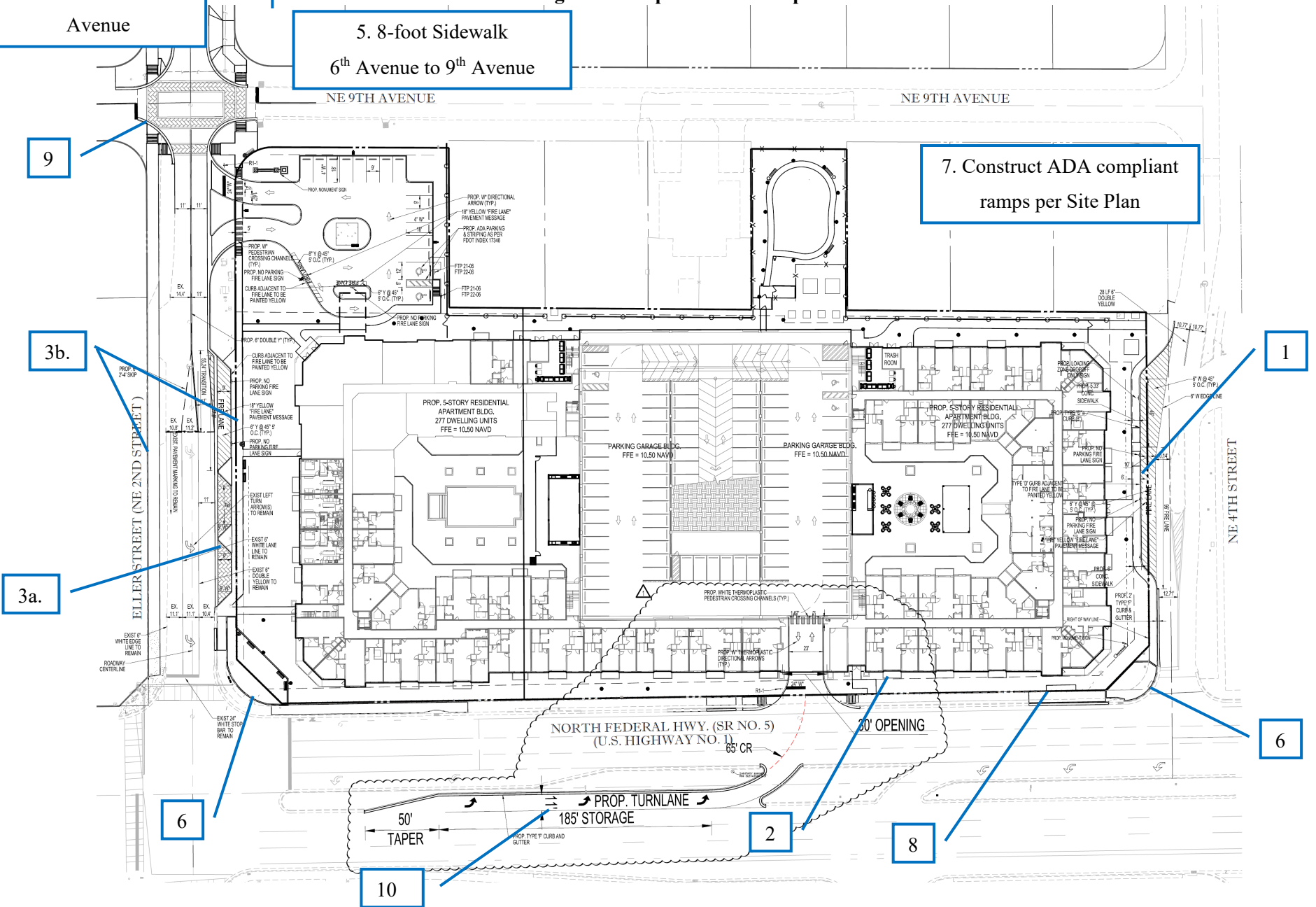
Construction of the improvements is projected to commence in early 2024 and last roughly 16 months. A figure showing the improvement locations is shown in Figure 18.

Figure 18. Improvements Map

4. Eller Street Design
6th Avenue to 9th
Avenue

5. 8-foot Sidewalk
6th Avenue to 9th 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 8th Terrace)
- Exhibit 6. NE Eller Street Design (NE 8th Terrace to 6th Avenue)

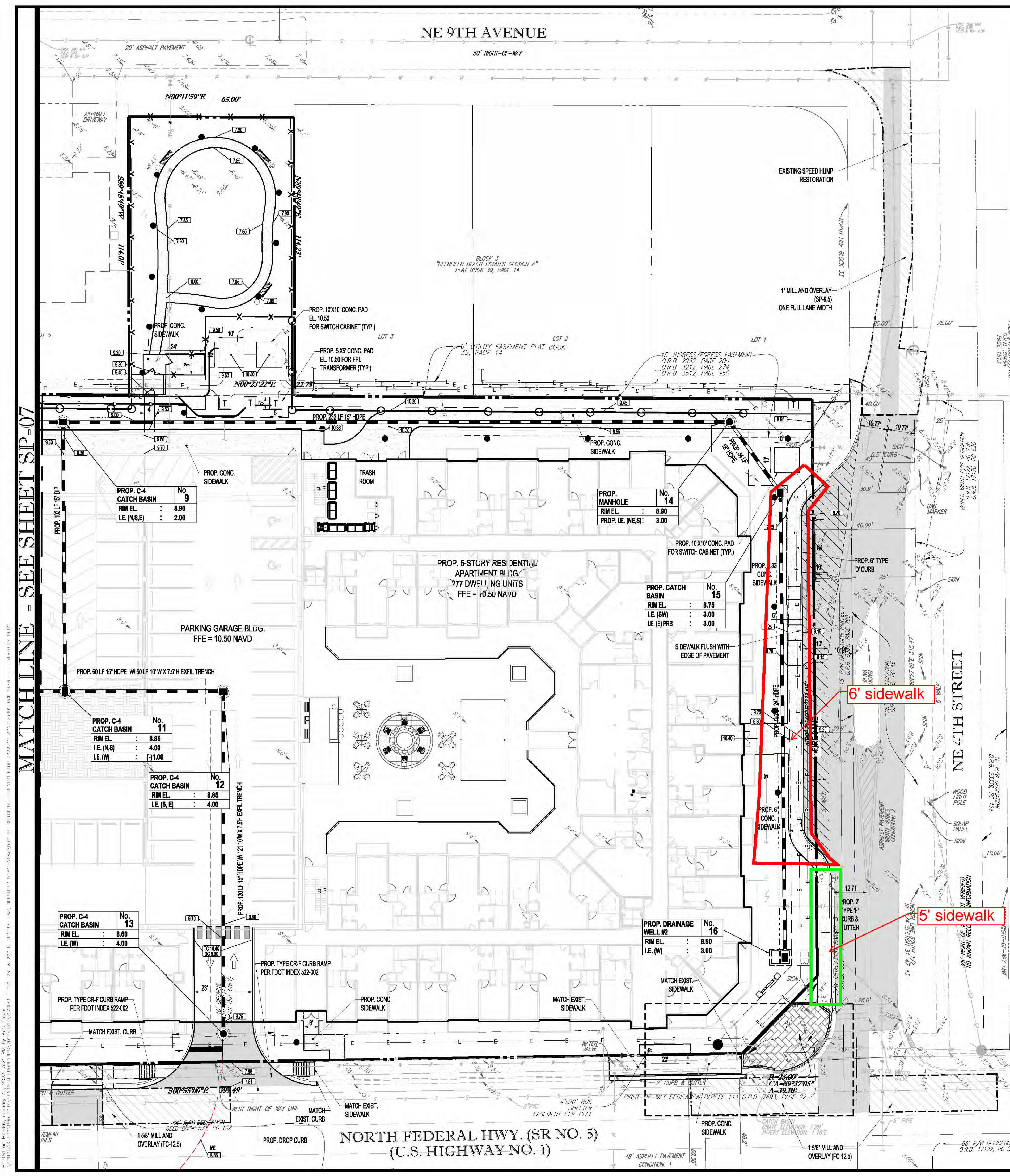
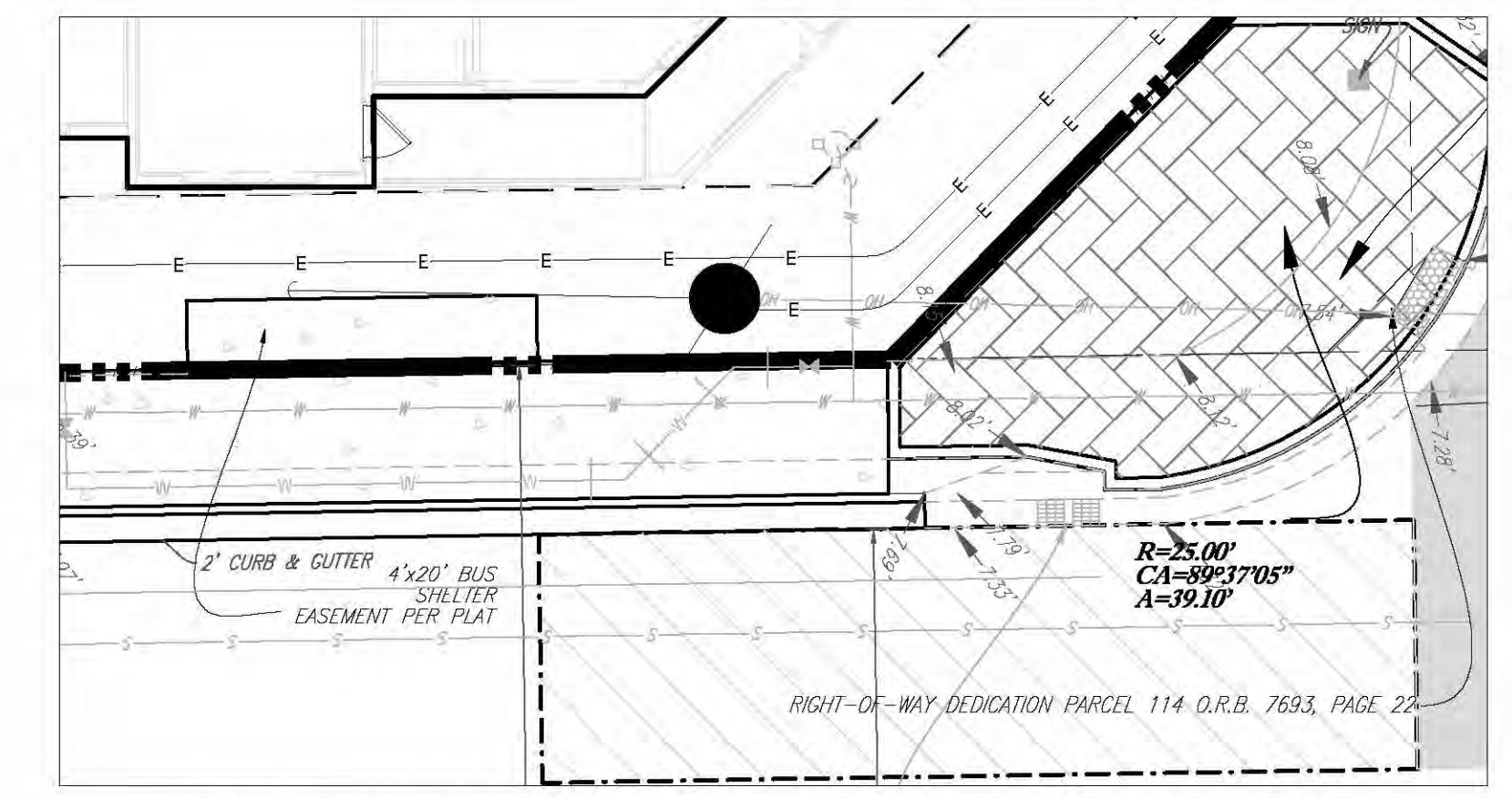
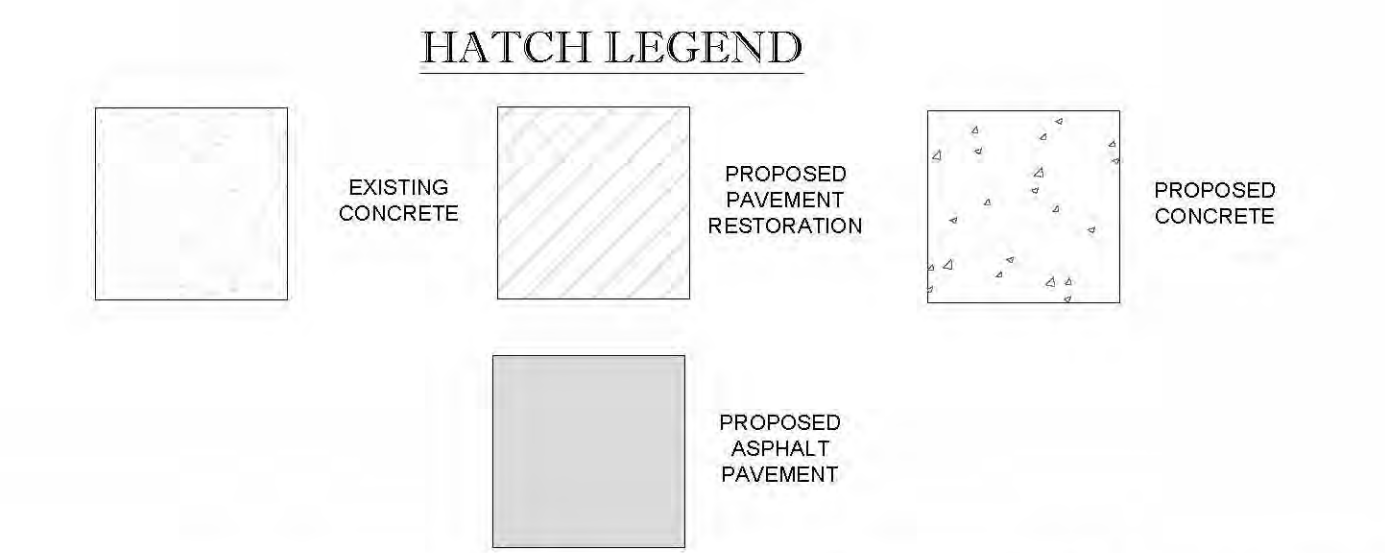
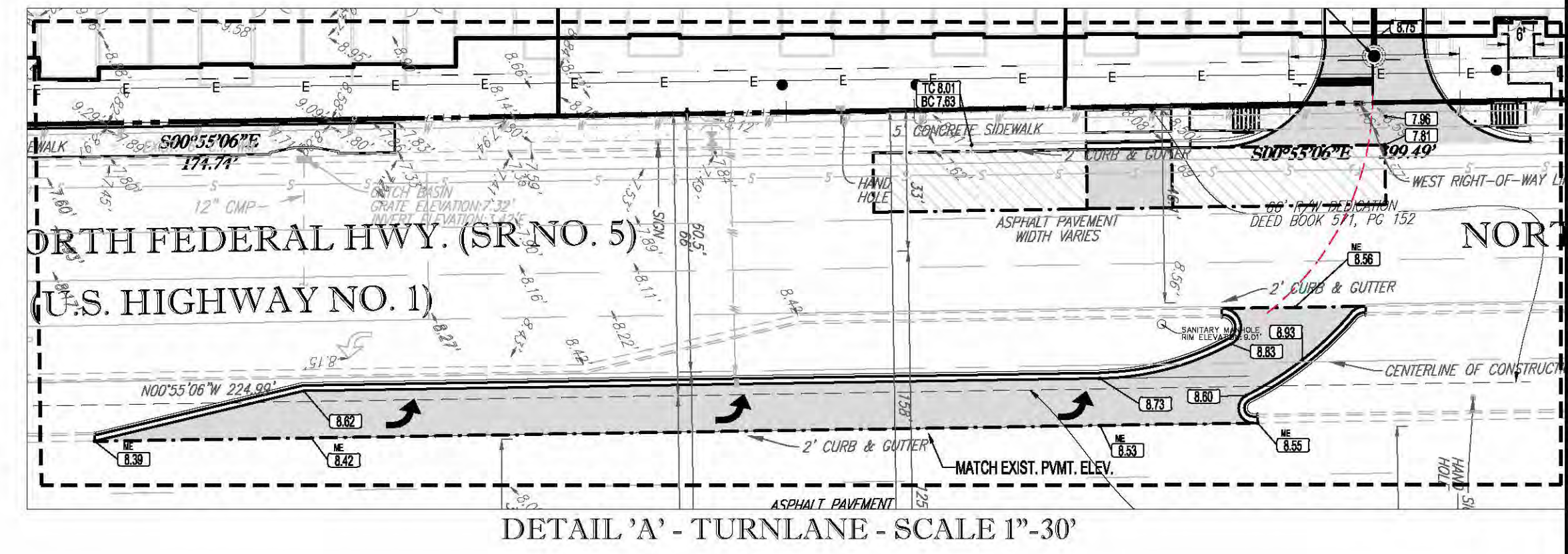
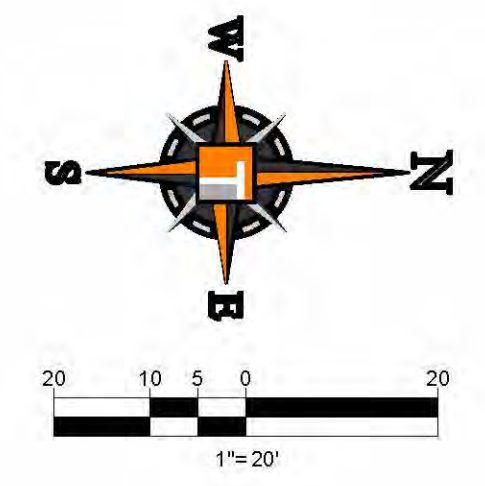
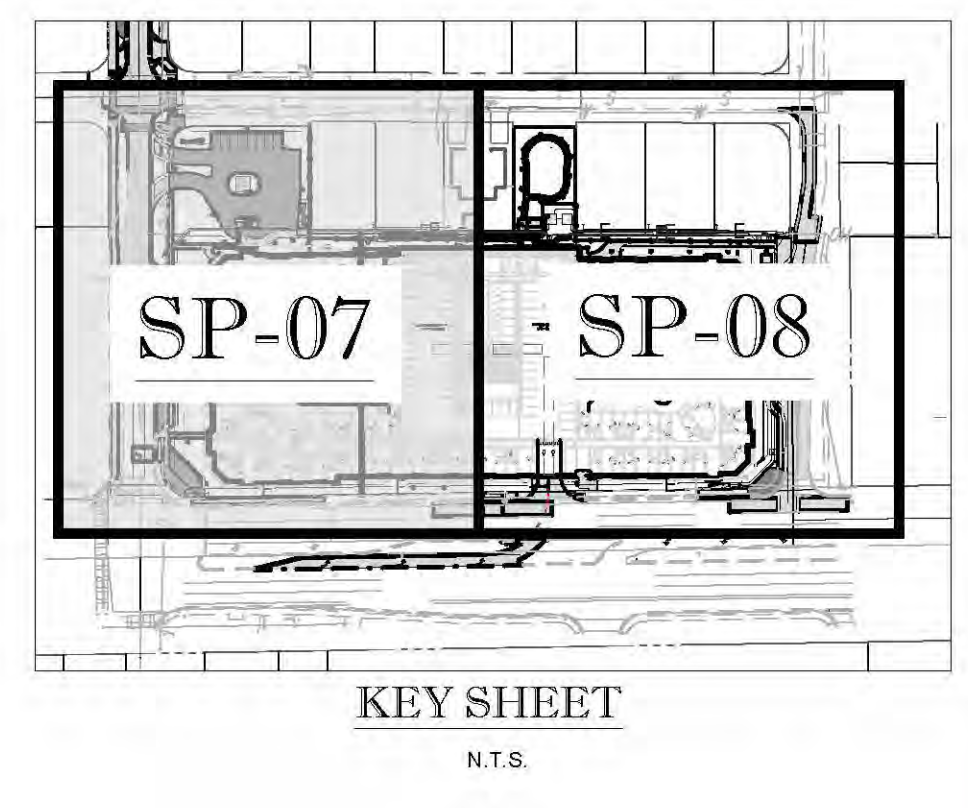


EXHIBIT 1

PAVING, GRADING & DRAINAGE LEGEND		
EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
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	GAS MAIN	
	SANITARY MAIN	
	STORM SEWER	
	UNDERGROUND ELECTRICAL LINE	
	OVERHEAD ELECTRICAL LINE	
	EXFILTRATION TRENCH	
	SANITARY SEWER	
	SANITARY LATERAL	
	FIRE HYDRANT	*
	TRANSFORMER PAD	T
	CATCH BASIN	
	BACKFLOW PREVENTER	Z
	WATER METER	
	CLEAN OUT	
	GRADE SPOT SHOT	



ALL ELEVATIONS ARE BASED ON NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD 88).

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CIVIL ENGINEERS - PROJECT MANAGERS - LAND PLANNING - LANDSCAPE ARCHITECTS

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F: 561-203-7604

4850 W. KENNEDY BLVD.
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F: 813-279-4101

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REV.	DATE	REVISION	BY

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PROJECT No.: F170091
DRAWN BY: CAD
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

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FORT LAUDERDALE, FL 33309
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Matthew J. Cigale

SHEET TITLE:

PAVING, GRADING
& DRAINAGE PLAN

SHEET NUMBER:

SP-08

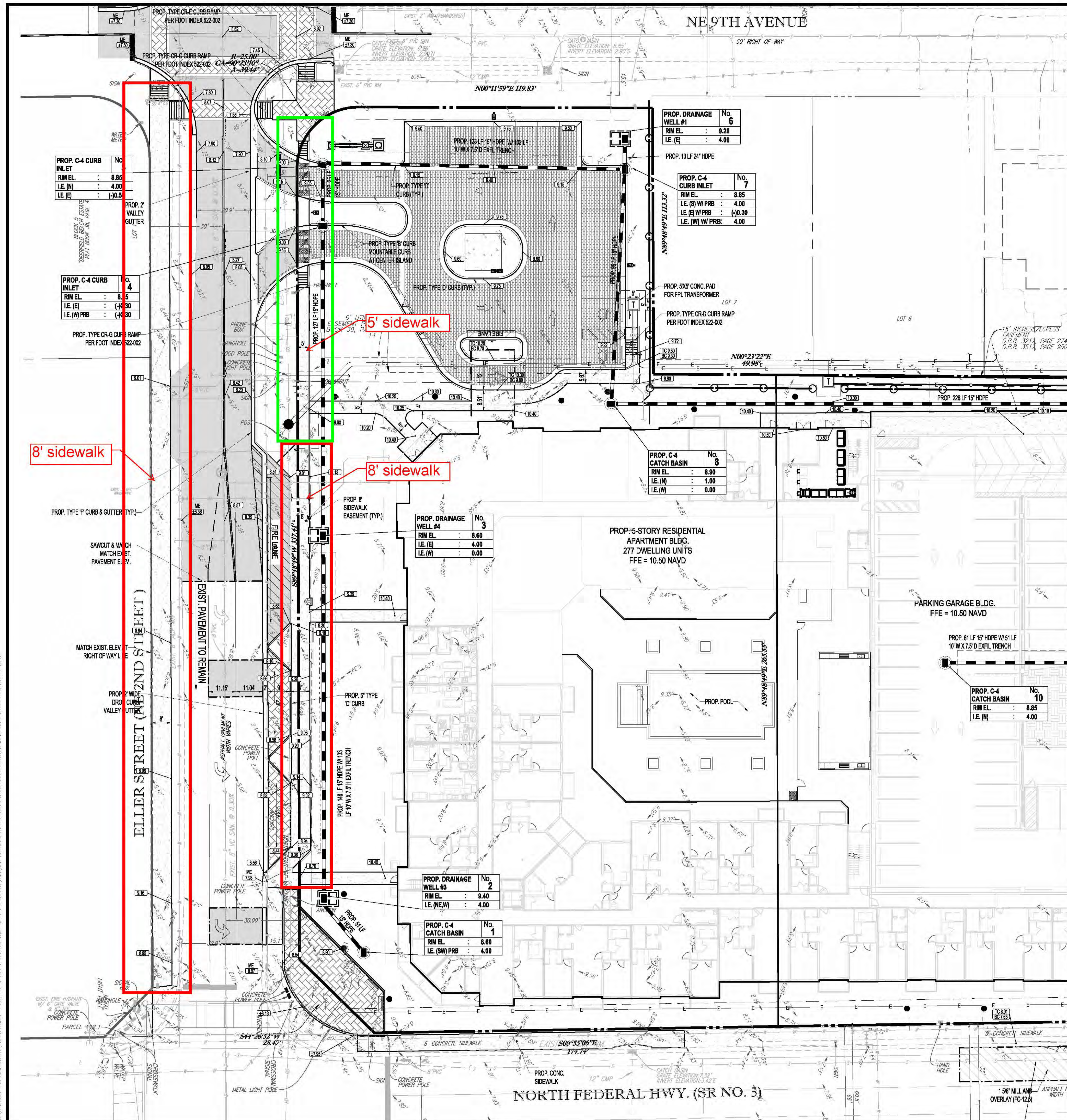
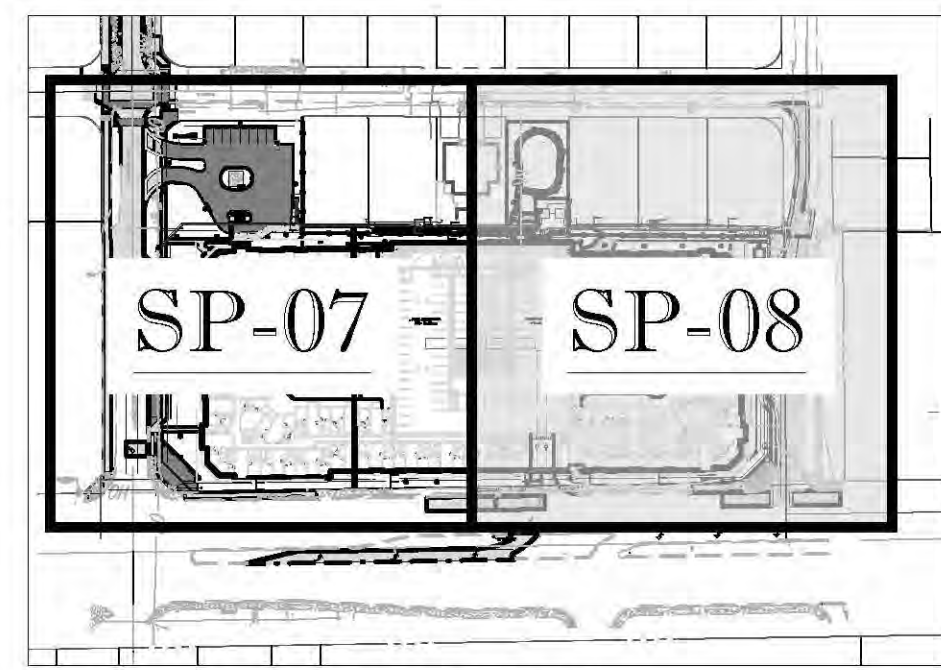
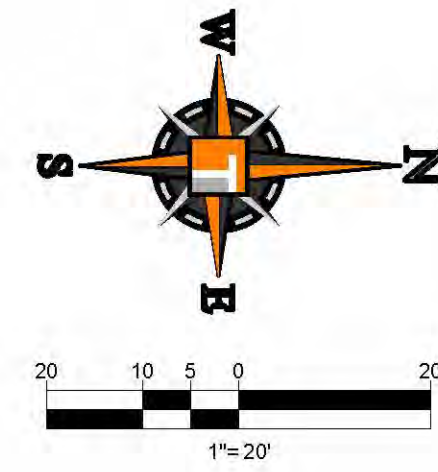
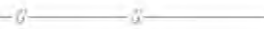
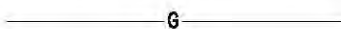
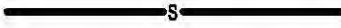
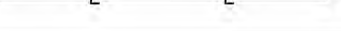
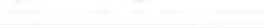
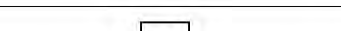


EXHIBIT 2



KEY SHEET
N.T.S.

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
	UNDERGROUND WATER LINE	
	GAS MAIN	
	SANITARY MAIN	
	STORM SEWER	
	UNDERGROUND ELECTRICAL LINE	
	OVERHEAD ELECTRICAL LINE	
	INFILTRATION TRENCH	
	SANITARY SEWER	
	SANITARY LATERAL	
	FIRE HYDRANT	
	TRANSFORMER PAD	
	CATCH BASIN	
	BACKFLOW PREVENTER	
	WATER METER	
	CLEAN OUT	
	GRADE SPOT SHOT	

HATCH LEGEND

	PROPOSED CONCRETE
	PROPOSED ASPHALT PAVEMENT
	PROPOSED PAVEMENT RESTORATION
	EXISTING CONCRETE

ALL ELEVATIONS ARE BASED ON NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD 88).

[illegible]

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CHECKED BY:	ROT
DATE:	
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PROJECT: _____

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FOR

CRD FEDERAL LLC

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FLORIDA



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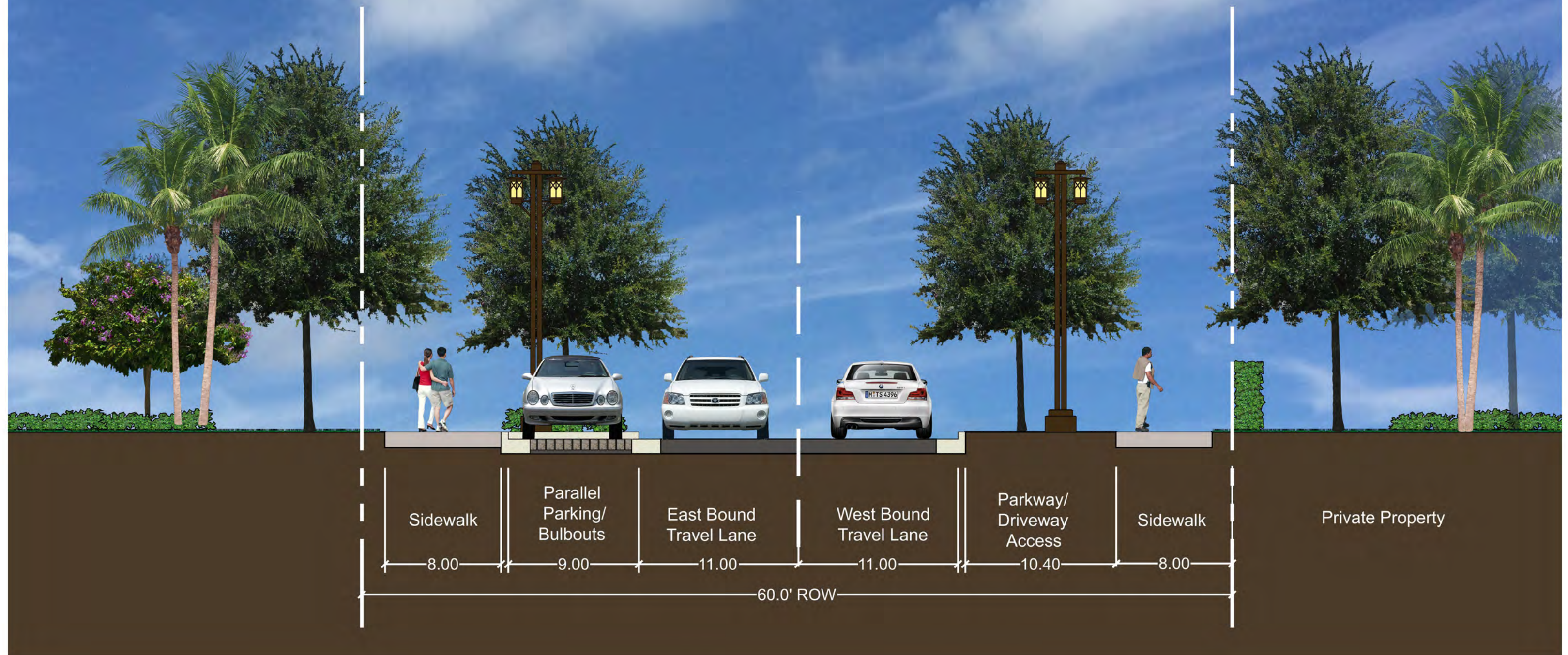
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ew J
Cigale

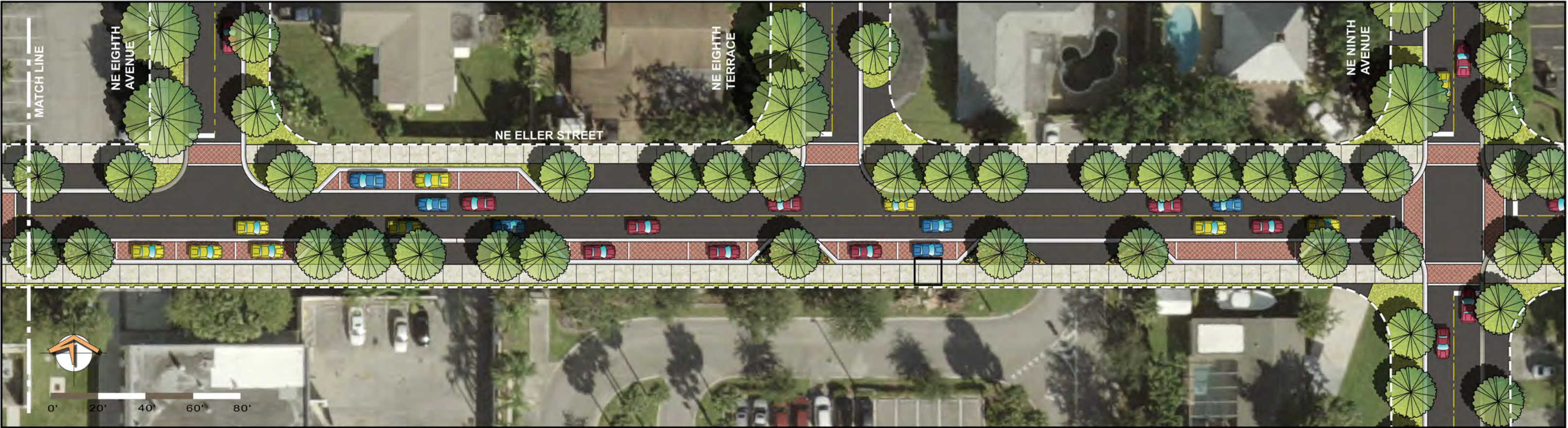
PAVING, GRADING & DRAINAGE PLAN

SET NUMBER: _____

SP-07

PROPOSED SECTION NE ELLER STREET





NE ELLER STREET STREETSCAPE IMPROVEMENTS

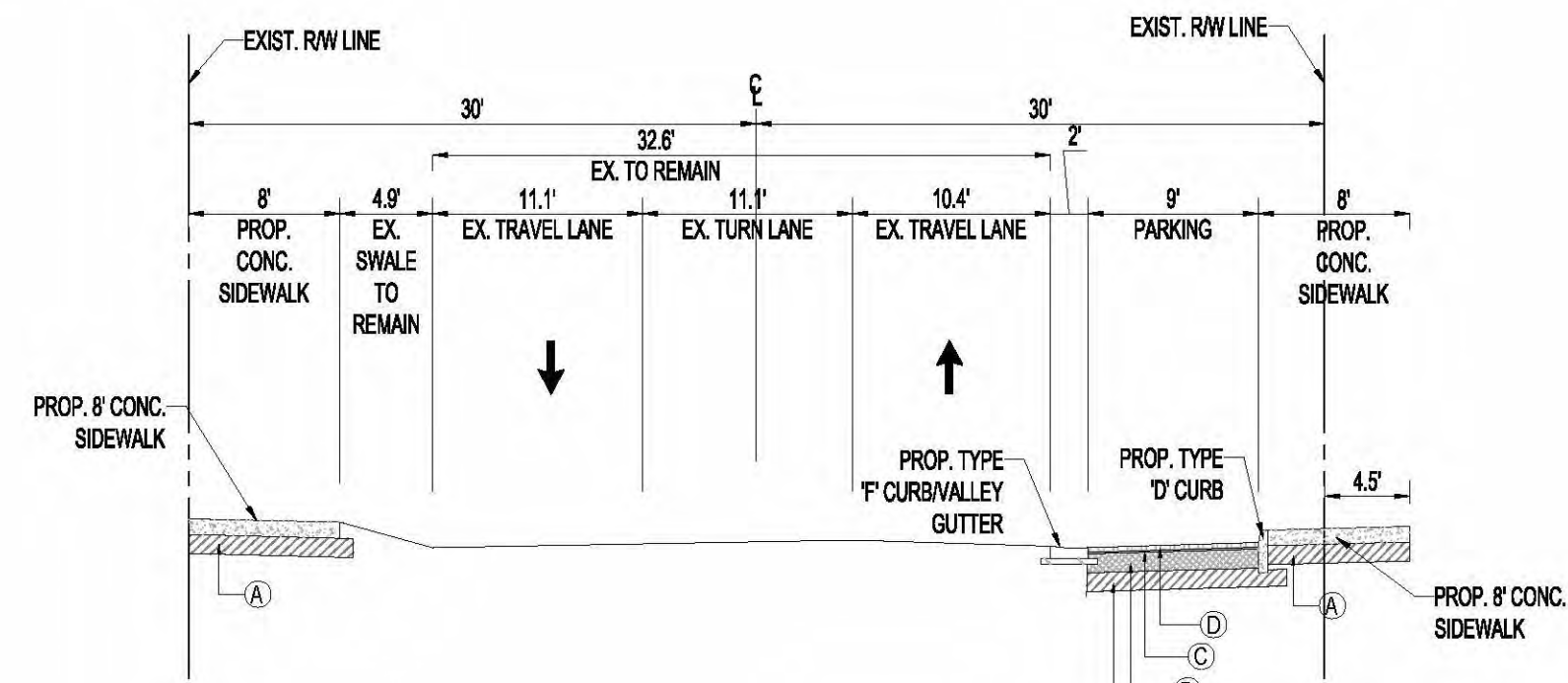
CITY OF DEERFIELD BEACH

ALL ELEVATIONS ARE BASED ON NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD 88).

HATCH LEGEND

	EXISTING CONCRETE		PROPOSED CONCRETE
	CONFLICT AREAS		LIGHTPOLE/WOOD POLE LOCATION
	PROPOSED ASPHALT PAVEMENT		AXIS PROPERTY OWNERS RESPONSIBLE TO CONSTRUCT

- (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 HARDSCAPE PLANS FOR DETAILS
- (E) WEARING SURFACE: (ASPHALT AREAS ONLY)
INSTALLATION OF THE 2" ASPHALTIC CONCOURSE WEARING SURFACE COURSE SHALL CONFORM WITH THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR TYPE SP-8.5 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).



TYPICAL SECTION 'C'

[illegible]

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DRAWN BY: CAD
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DATE:
CAD I.D.: F170091-OFFSITE ELLER PGD

PROJECT:

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N. FEDERAL HWY

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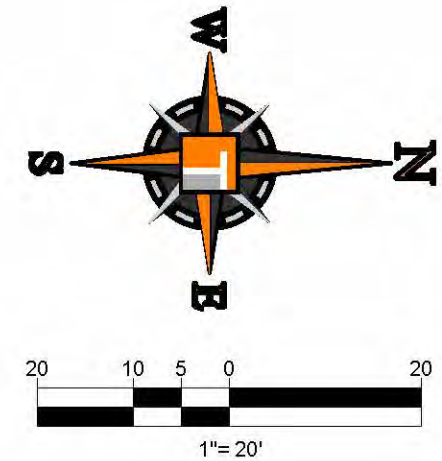
SHEET TITLE:
**OFFSITE ELLER
STREETSCAPE PAVING,
GRADING & DRAINAGE
PLAN**

SHEET NUMBER:

SP-16



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- 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 WATER LINE	
	GAS MAIN	
	SANITARY MAIN	
	STORM SEWER	
	UNDERGROUND ELECTRICAL LINE	
	OVERHEAD ELECTRICAL LINE	
	EXFILTRATION TRENCH	
	SANITARY SEWER	
	SANITARY LATERAL	
	FIRE HYDRANT	
	TRANSFORMER PAD	
	CATCH BASIN	
	BACKFLOW/ PREVENTER	
	WATER METER	
	CLEAN OUT	
	GRADE SPOT SHOT	



Page 482 of 66

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 30th Street, Suite 500 • Palm City • Florida • 34990

(772) 286-8030 • 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.

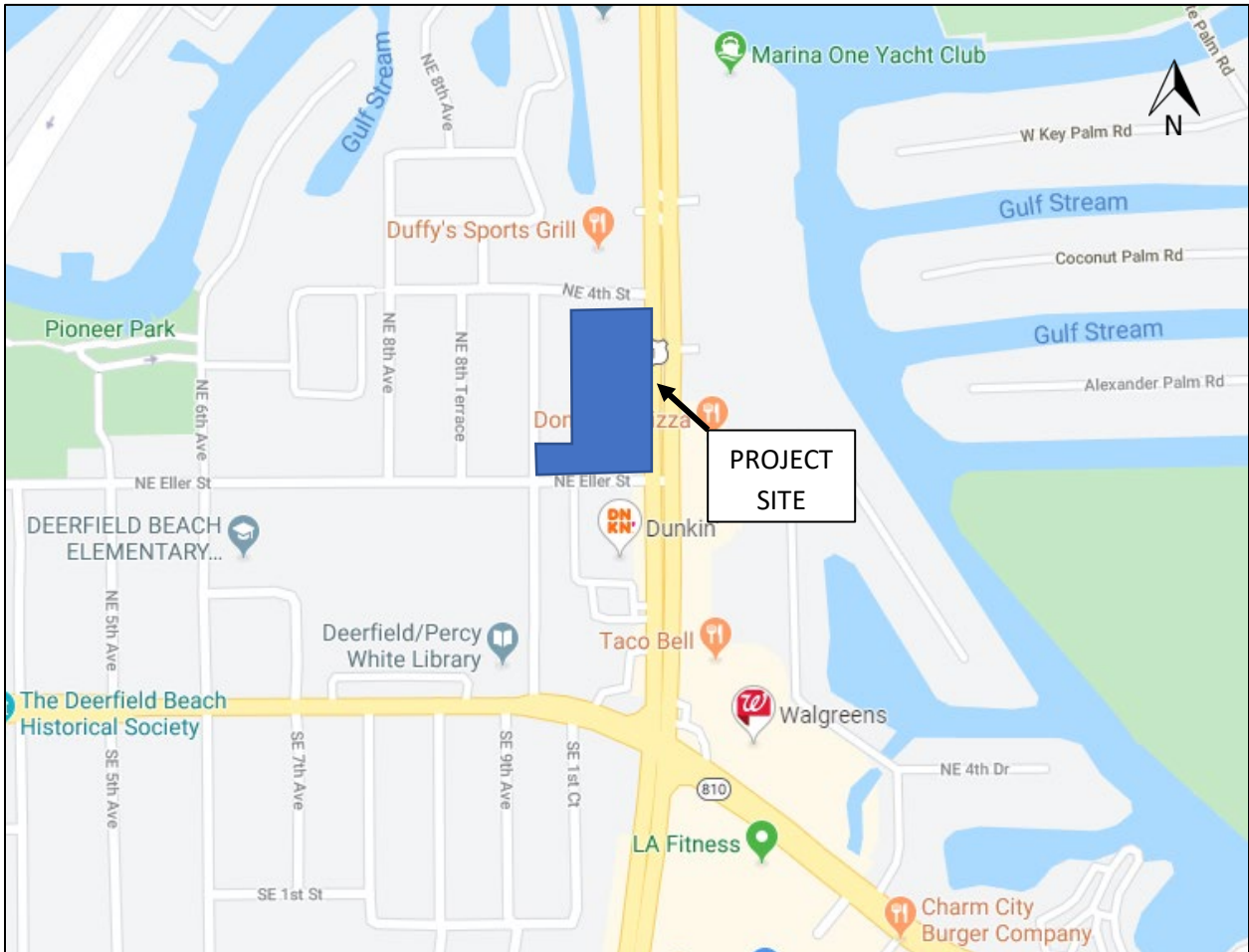
Inventory & Planning Data

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 4th St & NE 9th Ave – ~~2/25/2020 & 3/5/2020~~ Week of 10/10/2022
2. NE Eller St & NE 9th 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 4th St – Week of 10/10/2022
8. NE 4th Street & NE 8th Avenue – Week of 10/10/2022 or Week of 10/17/2022
9. NE 4th Street & NE 8th Terrace – Week of 10/10/2022 or Week of 10/17/2022
10. NE 8th Avenue & Eller Street – Week of 10/10/2022 or Week of 10/17/2022
11. NE 8th 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 100th 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, 10th 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* (11th 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 4th St & NE 9th Ave
2. NE Eller St & NE 9th 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 4th St
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

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 9th 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 2nd 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 10th Edition: Land Use – 710 – General Office Building~~

ITE 11th 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 Trip Generation								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed Site Traffic</u>								
Multifamily Housing (Mid-Rise)	277 DU	1,275	110	29	81	108	66	42
NET CHANGE IN TRIPS ON ROADWAY NETWORK (FOR THE PURPOSES OF		1,275	110	29	81	108	66	42
DRIVEWAY VOLUMES		1,275	110	29	81	108	66	42
Note: Trip generation was calculated using the following data from ITE' <i>Trip Generation, 10th Edition</i> :								
Land Use	ITE	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
	Code				in/out	Rate	in/out	Equation
Multifamily Housing (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

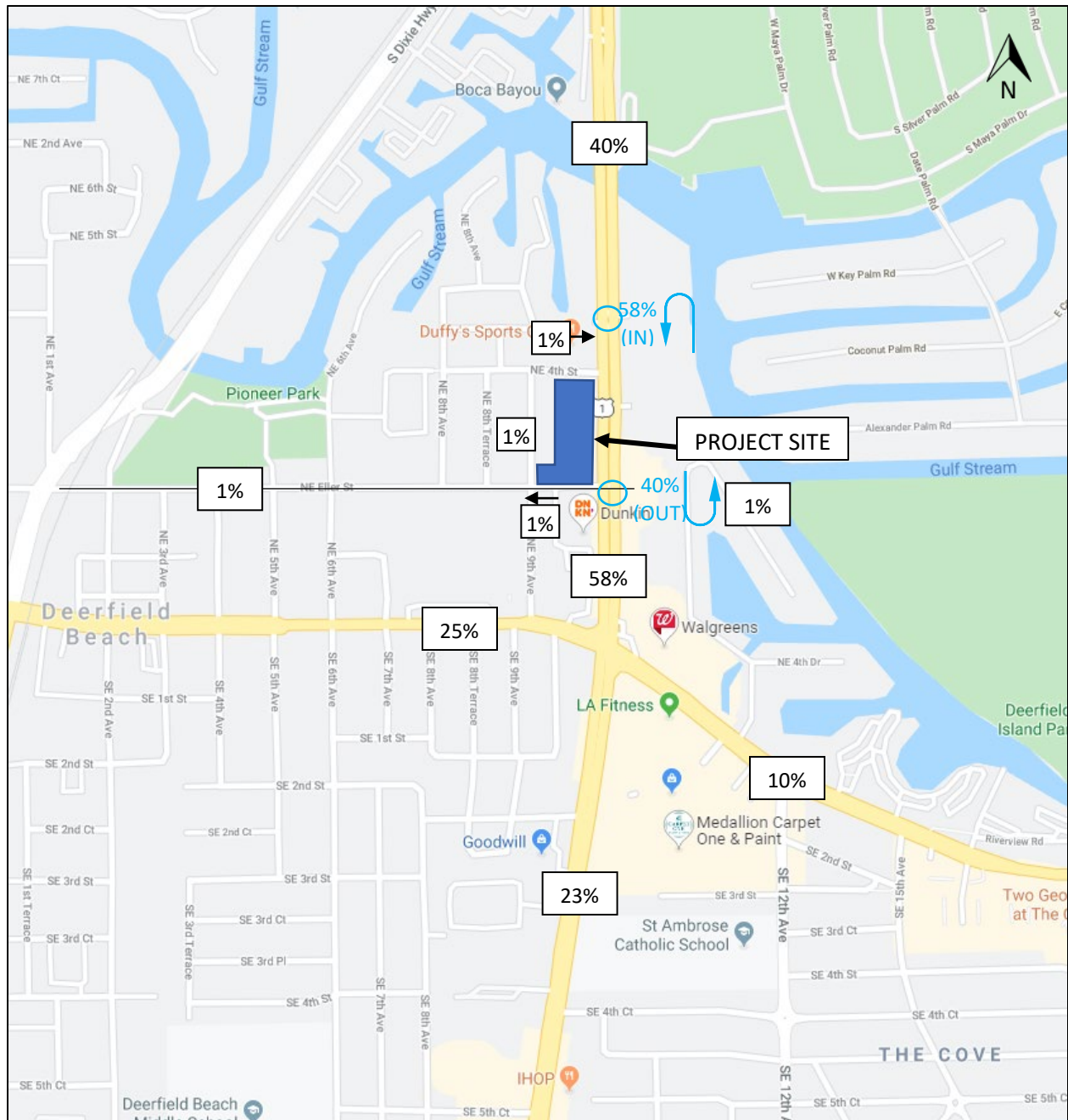


Exhibit 2B: Trip Distribution

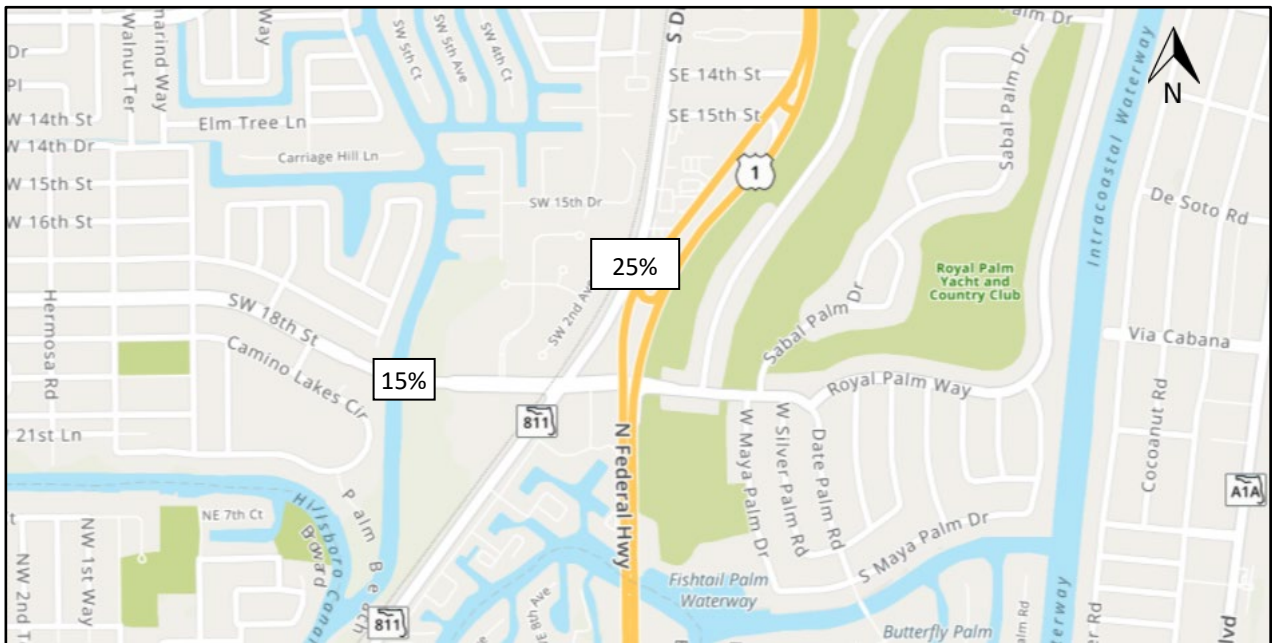


Exhibit 3: Growth Rate Calculation

Road Name	From	To	2015	2016	2017	2018	2019	Annual 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 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%	66%	853 Convenience Market with Gasoline Pumps	Weekday, AM Peak Period	F.15	F.11	
			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%	35%	912 Drive-In Bank	Weekday, AM Peak Period	F.25	—	
			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%	50%	934 Fast-Food Restaurant with Drive-Through Window	Weekday, AM Peak Period	F.31	—	
			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%	42%	944 Gasoline/Service Station	Weekday, AM Peak Period	F.35	—	
			Weekday, PM Peak Period	F.36	—	
62%	56%	945 Gasoline/Service Station with Convenience Market	Weekday, AM Peak Period	F.37	F.18	
			Weekday, PM Peak Period	F.38	F.19	



MARTY KIAR
BROWARD
COUNTY
PROPERTY APPRAISER

Site Address	201 N FEDERAL HIGHWAY, DEERFIELD BEACH FL 33441	ID #	4743 31 00 0501
Property Owner	OER PROPERTIES COMPANY	Millage	1111
Mailing Address	663 SW KEATS AVE PALM CITY FL 34990	Use	18
Abbr Legal Description	31-47-43 S 225 OF S1/2 OF SE1/4 OF SE1/4 W OF ST RD R/W LESS S 30 FOR ST & LESS COMM AT SW COR OF SE1/4, ELY ALG S/L OF SEC 1587.08 TO PT ON W R/W/L OF ST RD S,NLY 30 TO POB,CONT NLY 20.26,SWLY 28.46 TO PT ON N R/W/L OF NE 2 ST,ELY 20.26 TO POB & DEERFIELD BEACH ESTATES SEC A 39-14 B LOTS 8,9 BLK 3		

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\(8\)](#).

Property Assessment Values					
Year	Land	Building / Improvement	Just / Market Value	Assessed / SOH Value	Tax
2020	\$1,002,360	\$2,155,600	\$3,157,960	\$3,157,960	
2019	\$1,002,360	\$2,155,600	\$3,157,960	\$3,157,960	\$74,089.66
2018	\$1,002,360	\$1,966,920	\$2,969,280	\$2,969,280	\$70,564.17

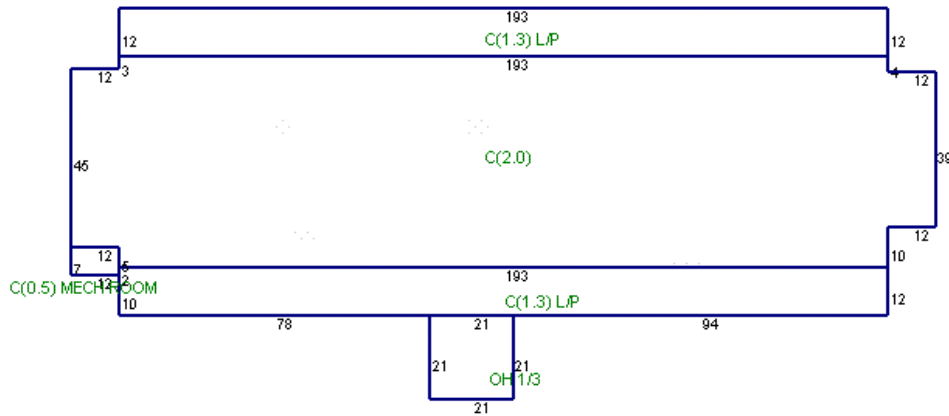
2020 Exemptions and Taxable Values by Taxing Authority				
	County	School Board	Municipal	Independent
Just Value	\$3,157,960	\$3,157,960	\$3,157,960	\$3,157,960
Portability	0	0	0	0
Assessed/SOH	\$3,157,960	\$3,157,960	\$3,157,960	\$3,157,960
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	\$3,157,960	\$3,157,960	\$3,157,960	\$3,157,960

Sales History				Land Calculations		
Date	Type	Price	Book/Page or CIN	Price	Factor	Type
6/20/2019	WD-T	\$100	115906442	\$18.00	52,055	SF
6/12/2014	WD-Q	\$2,350,000	112404766	\$4.00	16,343	SF
4/1/1974	WD	\$750,000	9608 / 110			
				Adj. Bldg. S.F. (Card, Sketch)		28683
				Eff./Act. Year Built: 1970/1962		

Special Assessments								
Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
11								
C								
28683								

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

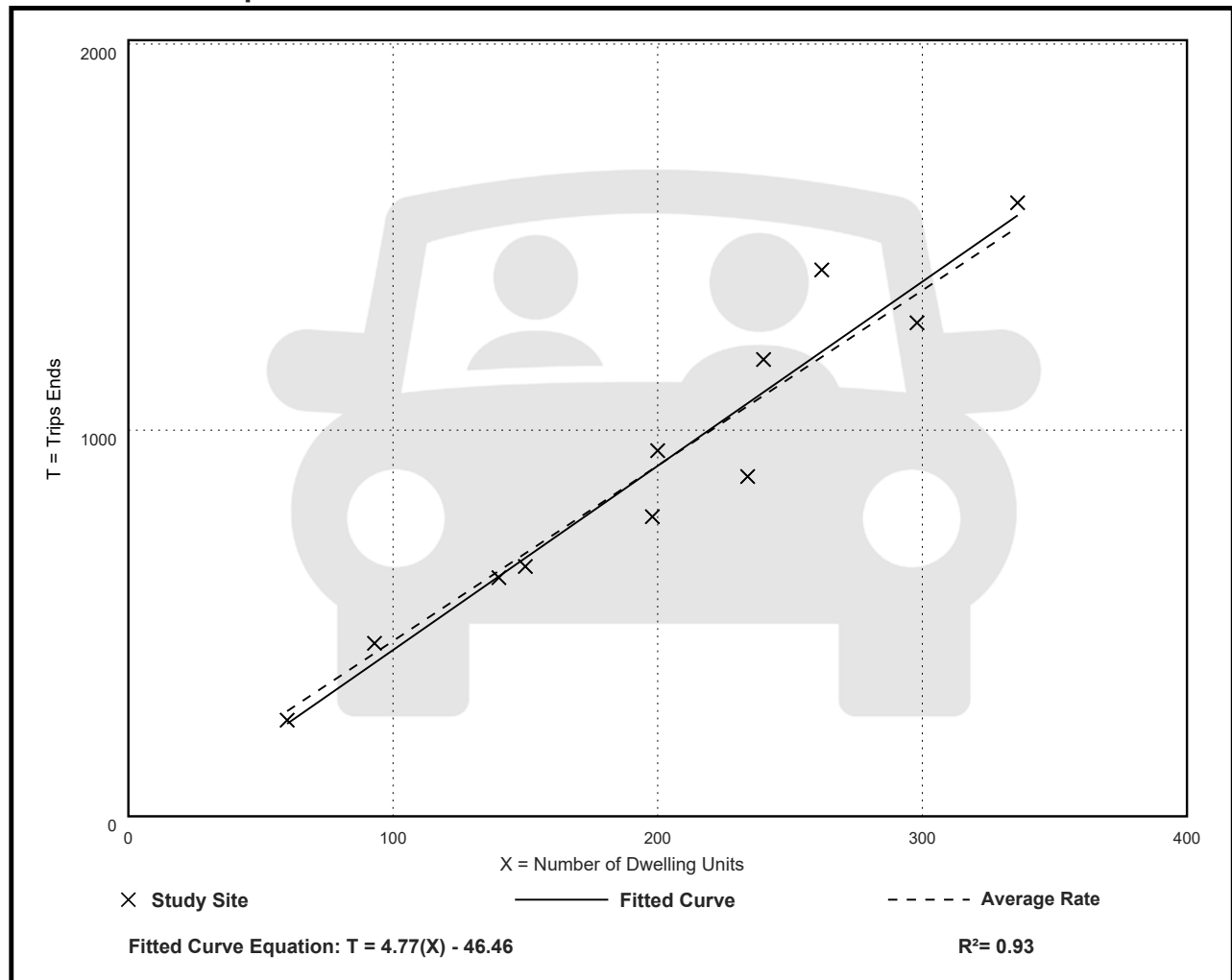
Avg. Num. of Dwelling Units: 201

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

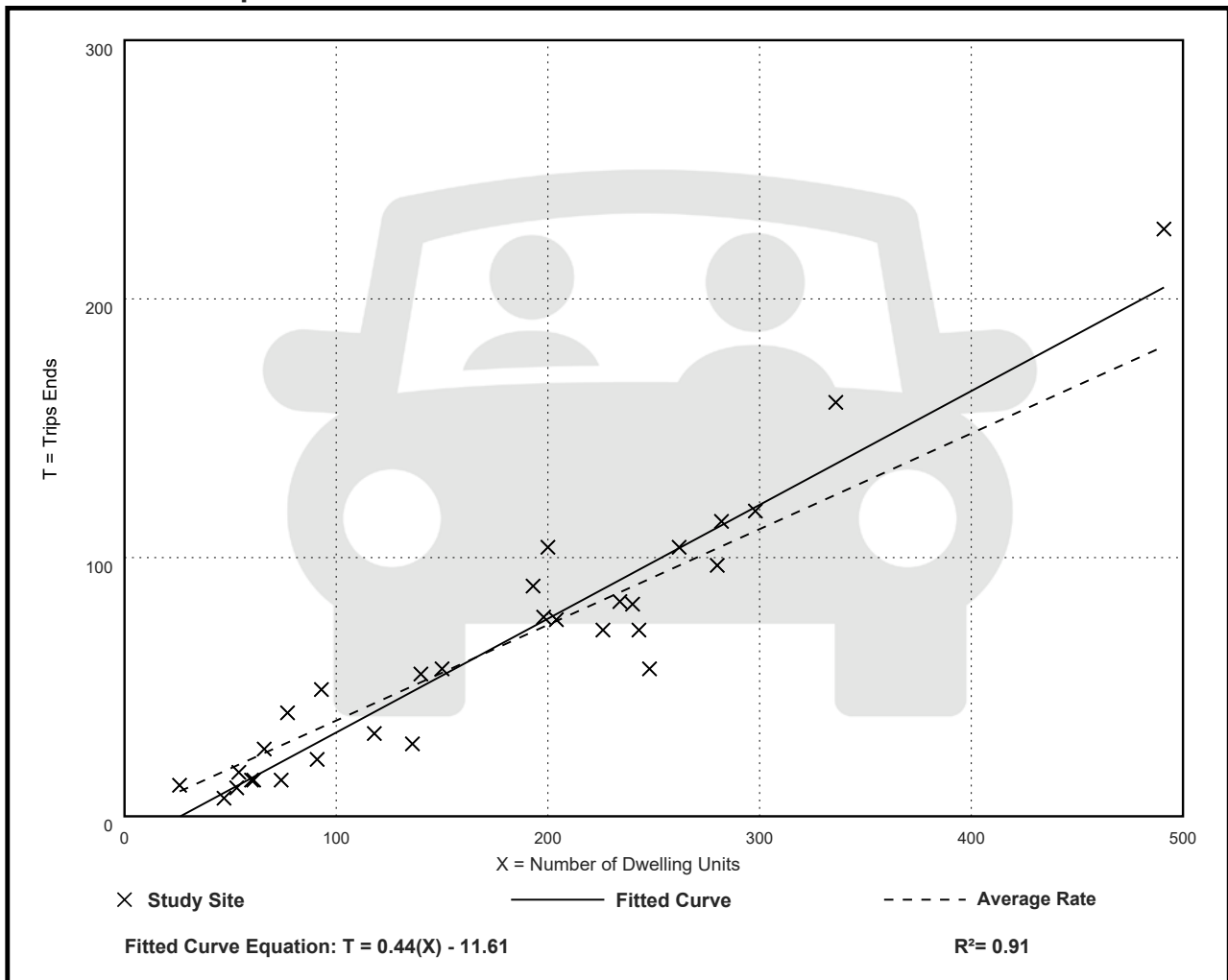
Avg. Num. of Dwelling Units: 173

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

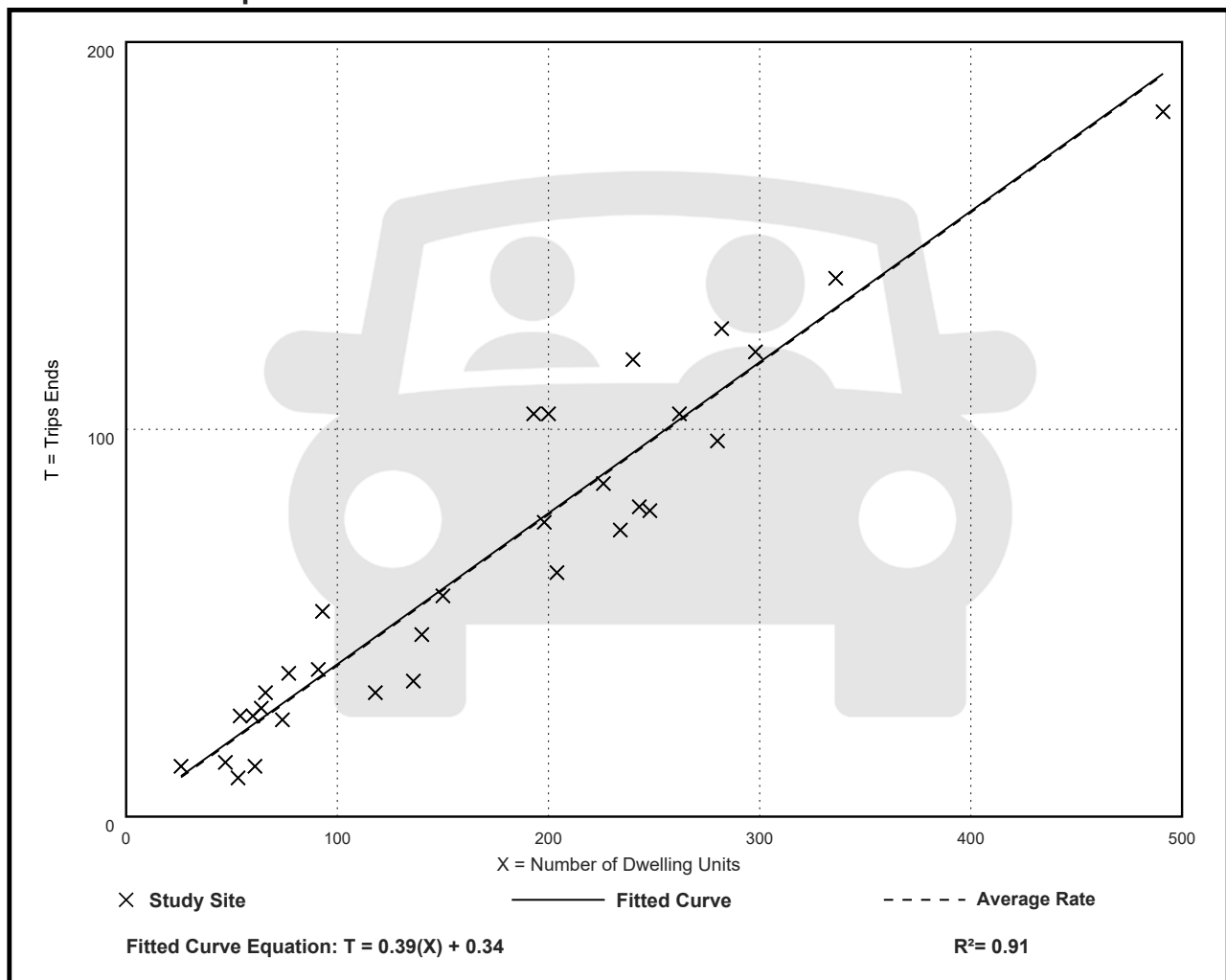
Avg. Num. of Dwelling Units: 169

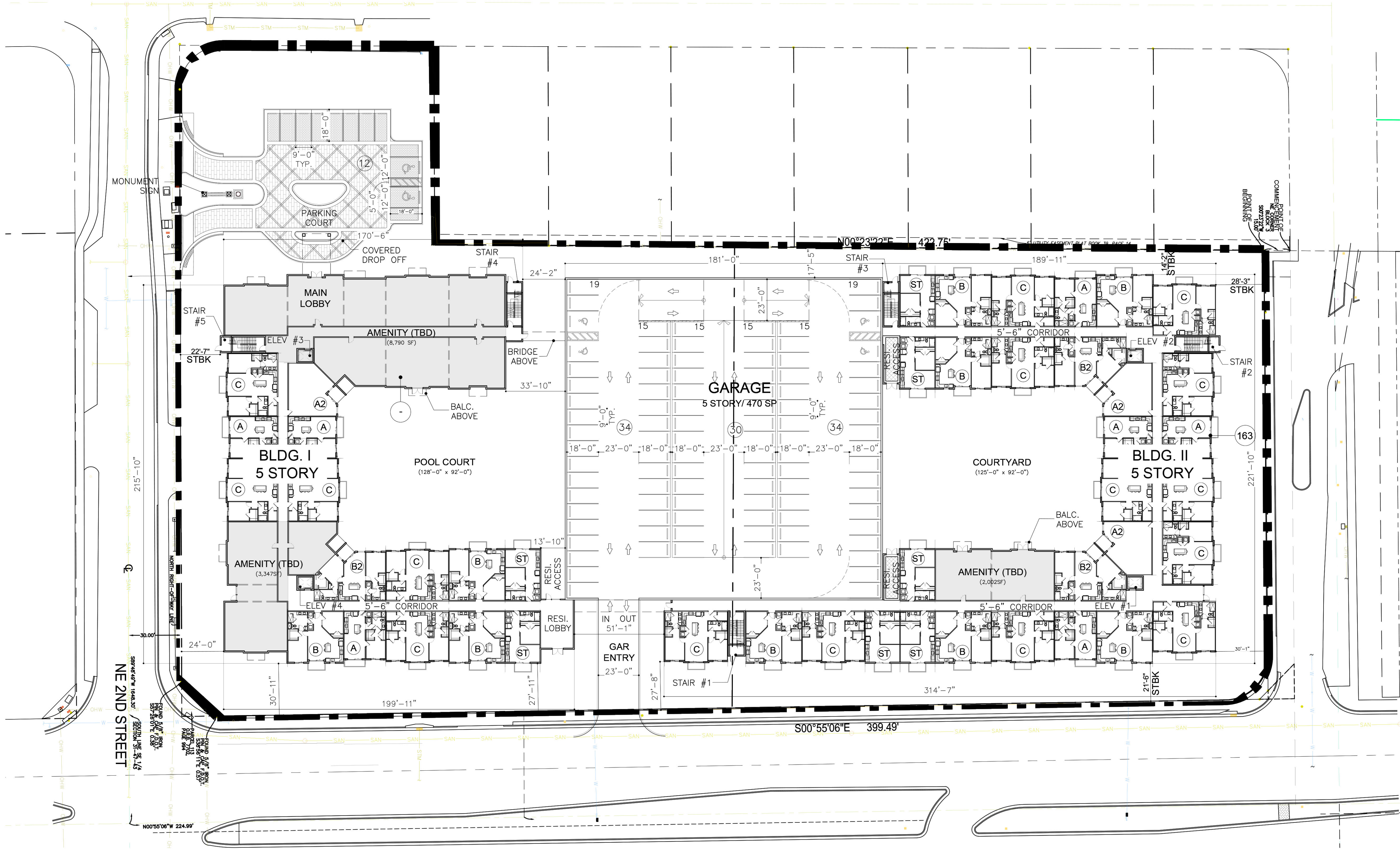
Directional Distribution: 61% entering, 39% exiting

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
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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																																		
10/13/2022																																																		
<u>Existing Volumes</u>	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																																		
Adjusted Volumes		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																																		
2025 Volumes		0	27	1		1	8	0		14	0	4		0	0	0																																		
<u>Pre Development Volumes</u>		0	27	1		1	8	0		14	0	4		0	0	0																																		
<u>Project Traffic</u>		0	0	0		0	0	0		0	0	0		0	0	0																																		
<u>Post Development Volumes</u>		0	27	1		1	8	0		14	0	4		0	0	0																																		
Project Traffic Assignment	<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></td><td>In</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%		
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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
Peak Hour Traffic Volume		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																																		
10/13/2022																																																		
<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																																		
Adjusted Volumes	0	0	7	1	0	4	14	0	0	3	0	7	0	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	0	0			0	1	0		0	0	0		0	0	0																																		
2025 Volumes	0	0	7	1	0	4	15	0	0	3	0	7	0	0	0	0																																		
<u>Pre Development Volumes</u>	0	0	7	1		4	15	0		3	0	7		0	0	0																																		
<u>Project Traffic</u>	0	0	0			0	0	0		0	0	1		0	0	0																																		
<u>Post Development Volumes</u>	0	0	7	1		4	15	0		3	0	8		0	0	0																																		
Project Traffic Assignment	<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></td><td>In</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></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></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
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
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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	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
Adjusted Volumes		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
2025 Volumes		6	250	70		8	125	6		32	5	21		4	2	2
<u>Pre Development Volumes</u>		6	250	70		8	125	6		32	5	21		4	2	2
<u>Project Traffic</u>		0	0	0		0	1	0		0	0	0		0	0	0
<u>Post Development Volumes</u>		6	250	70		8	126	6		32	5	21		4	2	2
Project Traffic Assignment	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
Peak Hour Traffic Volume		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
11/29/2022																
<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
Adjusted Volumes		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
2025 Volumes		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
Project Traffic Assignment																
		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
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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	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
Adjusted Volumes		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
2025 Volumes		0	0	0		5	0	3		0	12	16		4	8	0
<u>Pre Development Volumes</u>		0	0	0		5	0	3		0	12	16		4	8	0
<u>Project Traffic</u>		0	0	0		0	0	0		0	0	0		0	0	0
<u>Post Development Volumes</u>		0	0	0		5	0	3		0	12	16		4	8	0
Project Traffic Assignment		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
Peak Hour Traffic Volume																		
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
11/29/2022																
<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
Adjusted Volumes	0	0	0	0	6	0	2	0	0	0	17	3	0	1	10	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	0		0	1	0	
2025 Volumes	0	0	0		6	0	2		0	18	3		1	11	0	
<u>Pre Development Volumes</u>	0	0	0		6	0	2		0	18	3		1	11	0	
<u>Project Traffic</u>	0	0	0		0	0	0		0	0	0		0	0	0	
<u>Post Development Volumes</u>	0	0	0		6	0	2		0	18	3		1	11	0	
Project Traffic Assignment	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
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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
11/30/2022																
<u>Existing Volumes</u>	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
Adjusted Volumes		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
2025 Volumes		0	14	4		0	3	6		1	0	2		8	0	1
<u>Pre Development Volumes</u>		0	14	4		0	3	6		1	0	2		8	0	1
<u>Project Traffic</u>		0	0	0		0	0	0		0	0	0		0	0	0
<u>Post Development Volumes</u>		0	14	4		0	3	6		1	0	2		8	0	1
Project Traffic Assignment		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
Peak Hour Traffic Volume		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
11/30/2022																
<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
Adjusted Volumes	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	
2025 Volumes	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	
Project Traffic Assignment	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
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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
Peak Hour Traffic Volume		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																
		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
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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
Peak Hour Traffic Volume		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
Peak Hour Traffic Volume		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																																		
10/12/2022																																																		
<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																																		
Adjusted Volumes	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																																		
2025 Volumes	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																																		
Project Traffic Assignment	<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></td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td>40.0%</td><td>0.0%</td><td></td><td></td><td>0.0%</td><td>40.0%</td><td>0.0%</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
Peak Hour Traffic Volume		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
Peak Hour Traffic Volume		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																	
Existing Volumes	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	
Pre Development Volumes		66	0	149		1	0	0		143	1774	2	0	3	1059	22	
Project Traffic		0	0	1		0	0	0		0	15	0	34	1	48	1	
Post Development Volumes		66	0	150		1	0	0		143	1789	2	34	4	1107	23	
Project Traffic Assignment				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
Peak Hour Traffic Volume																		
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
Adjusted Volumes		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
2025 Volumes		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
<u>Post Development Volumes</u>		51	6	93		18	8	2		177	1578	19	17	15	1984	41
Project Traffic Assignment				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	ebL	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	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
		0	238	793	308	1	236	770	339	11	583	2204	537	81	362	1293	136	7892

Peak Hour Traffic Volume

8:00 AM	9:00 AM	0	150	429	188	1	139	410	169	7	339	1289	335	50	214	706	77	4503
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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	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
Adjusted Volumes		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
2025 Volumes		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
Project Traffic Assignment	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
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
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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>	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
Adjusted Volumes		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
2025 Volumes		112	517	424		282	467	270		354	1260	334		387	1618	145
<u>Pre Development Volumes</u>		112	517	424		282	467	270		354	1260	334		387	1618	145
<u>Project Traffic</u>		17	0	0		0	0	7		0	15	0		4	10	10
<u>Post Development Volumes</u>		129	517	424		282	467	277		354	1275	334		391	1628	155
Project Traffic Assignment	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	nbu	nbf	nbt	nbr	sbu	sbf	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
Peak Hour Traffic Volume		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	nbu	nbf	nbt	nbr	sbu	sbf	sbt	sbr
10/12/2022																
<u>Existing Volumes</u>	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
Adjusted Volumes		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
2025 Volumes		0	0	0		0	0	0	25	29	1847	1		4	1073	0
<u>Pre Development Volumes</u>		0	0	0		0	0	0	25	29	1847	1		4	1073	0
<u>Project Traffic</u>		0	0	0		0	0	0	0	0	34	0		0	10	0
<u>Post Development Volumes</u>		0	0	0		0	0	0	25	29	1881	1		4	1083	0
Project Traffic Assignment		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	Out 40.0%	0.0%		0.0%	In 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	##
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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	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
Adjusted Volumes		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
2025 Volumes		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
Project Traffic Assignment		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
Peak Hour Traffic Volume		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
10/12/2022																
<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
Adjusted Volumes		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
2025 Volumes		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
Project Traffic Assignment				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
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
Peak Hour Traffic Volume		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	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr																																
11/29/2022																																																
<u>Existing Volumes</u>	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																																
<u>Pre Development Volumes</u>		206	0	399		72	77	76		361	1119	156		0	1636	393																																
<u>Project Traffic</u>		0	0	10		0	0	0		6	11	0		0	16	0																																
<u>Post Development Volumes</u>		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
10/12/2022																
<u>Existing Volumes</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
Adjusted Volumes		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
2025 Volumes		0	0	0		0	0	0		0	1879	0		0	1116	0
<u>Pre Development Volumes</u>		0	0	0		0	0	0		0	1879	0		0	1116	0
<u>Project Traffic</u>		0	0	84		0	0	0		15	34	0		0	0	10
<u>Post Development Volumes</u>		0	0	84		0	0	0		15	1913	0		0	1116	10
Project Traffic		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
10/12/2022																
<u>Existing Volumes</u>	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
Adjusted Volumes		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
2025 Volumes		0	0	0		0	0	0		0	1609	0		0	2064	0
<u>Pre Development Volumes</u>		0	0	0		0	0	0		0	1609	0		0	2064	0
<u>Project Traffic</u>		0	0	42		0	0	0		38	17	0		0	0	27
<u>Post Development Volumes</u>		0	0	42		0	0	0		38	1626	0		0	2064	27
Project Traffic		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

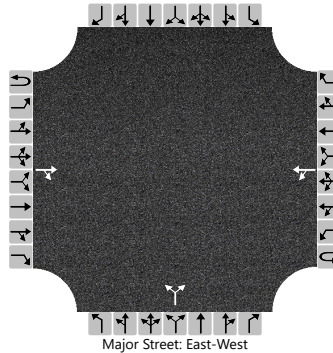
General Information

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 ₉₅ (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

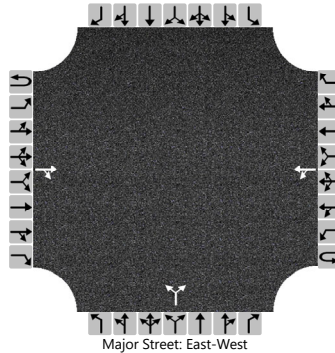
General Information

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 ₉₅ (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

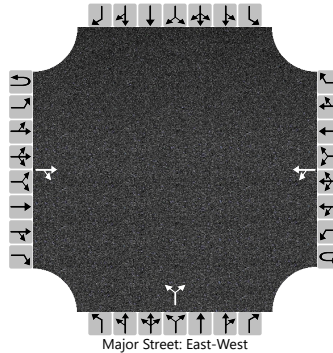
General Information

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 ₉₅ (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

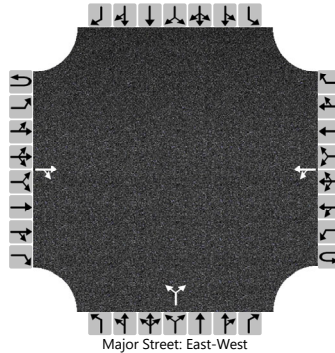
General Information

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 ₉₅ (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

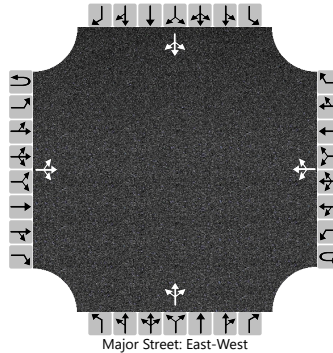
General Information

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 ₉₅ (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

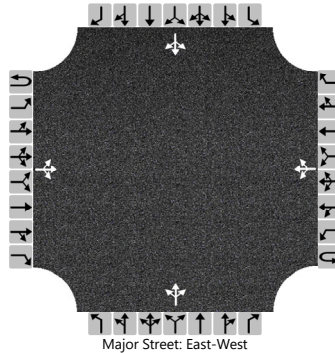
General Information

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 ₉₅ (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

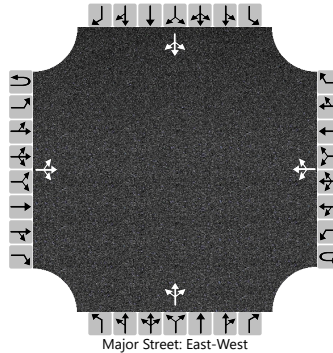
General Information

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 ₉₅ (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

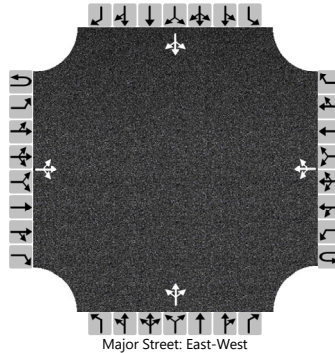
General Information

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 ₉₅ (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

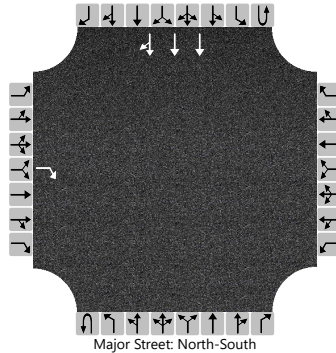
General Information

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 ₉₅ (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

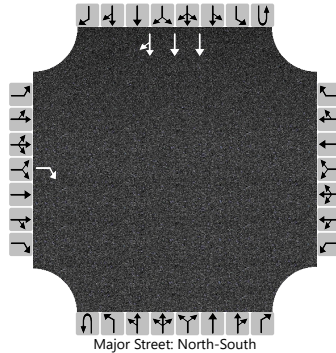
General Information

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 ₉₅ (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

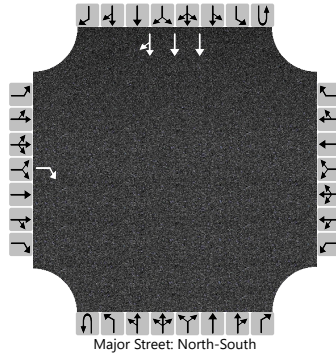
General Information

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 ₉₅ (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

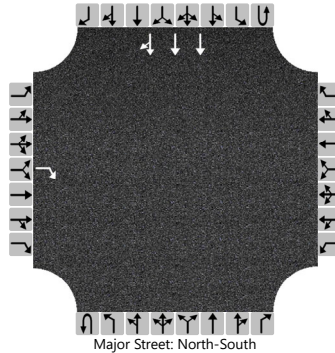
General Information

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															

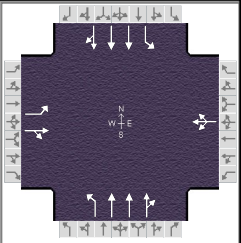
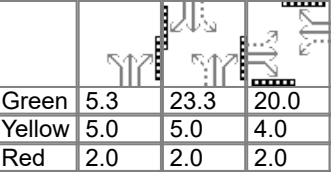
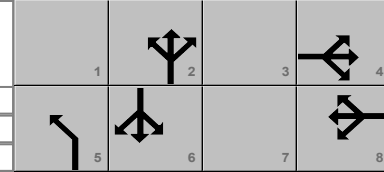
Critical and Follow-up Headways

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 ₉₅ (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 (v), 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	0.0	0.0	0.0	0.0	0.0				
				Yellow	5.0	5.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
				Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	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 (v), 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	

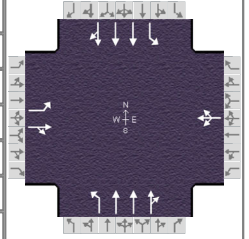
HCS7 Signalized Intersection Results Summary

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 _c), 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 _s), s		7.3		5.0	5.5	18.7		16.4
Green Extension Time (g _e), 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 _s), s	2.3	2.9			0.0		3.5	16.7	16.7	9.9	12.3	12.3
Cycle Queue Clearance Time (g _c), 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 ₁), s/veh	22.5	20.4			21.6		12.8	11.2	11.2	20.3	17.8	17.8
Incremental Delay (d ₂), s/veh	0.0	0.1			0.0		0.1	0.0	0.1	0.2	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	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	

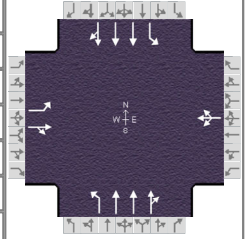
HCS7 Signalized Intersection Results Summary

General Information

Agency	MEP	Analysis Date	Nov 18, 2022
Analyst	MEP	Time Period	
Jurisdiction		Analysis Year	2025
Urban Street		File Name	4b. Eller St & US 1 PM.xus
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 _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		11.8
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 _s), s	2.9	2.6			0.0		4.4	14.2	14.2	6.1	28.6	28.7
Cycle Queue Clearance Time (g _c), 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 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		1.7	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	14.1	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					

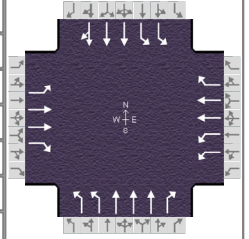
HCS7 Signalized Intersection Results Summary

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, ($Y+R_c$), 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	13.6	17.2	7.6	17.4	15.7	36.0	12.5	18.5
Green Extension Time (g_e), 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_s), 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_c), 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_1), 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_2), 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_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	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

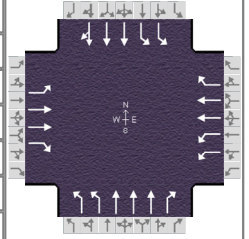
HCS7 Signalized Intersection Results Summary

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, ($Y+R_c$), 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	14.1	17.3	7.7	17.6	15.9	36.7	12.9	19.9
Green Extension Time (g_e), 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

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_s), 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_c), 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_1), 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_2), 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_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	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	

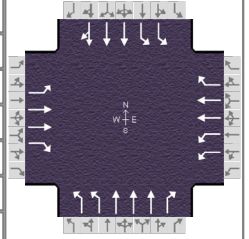
HCS7 Signalized Intersection Results Summary

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		
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 _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	10.3	29.0	12.4	15.9	15.0	29.2	16.2	42.0
Green Extension Time (g _e), 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

	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	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					

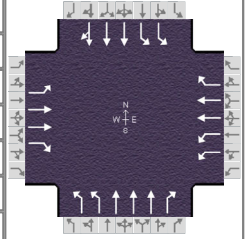
Multimodal Results

	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

Agency	MEP			Duration, h
Analyst	MEP	Analysis Date	Nov 21, 2022	Area Type
Jurisdiction		Time Period		PHF
Urban Street		Analysis Year	2025	Analysis Period
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

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

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

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

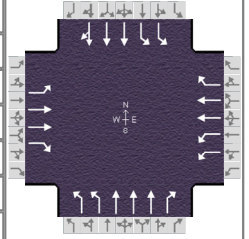
HCS7 Signalized Intersection Results Summary

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 _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	13.3	34.6	14.4	20.0	17.5	32.6	19.1	51.4
Green Extension Time (g _e), 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 _s), 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 _c), 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 ₁), 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 ₂), 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 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	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

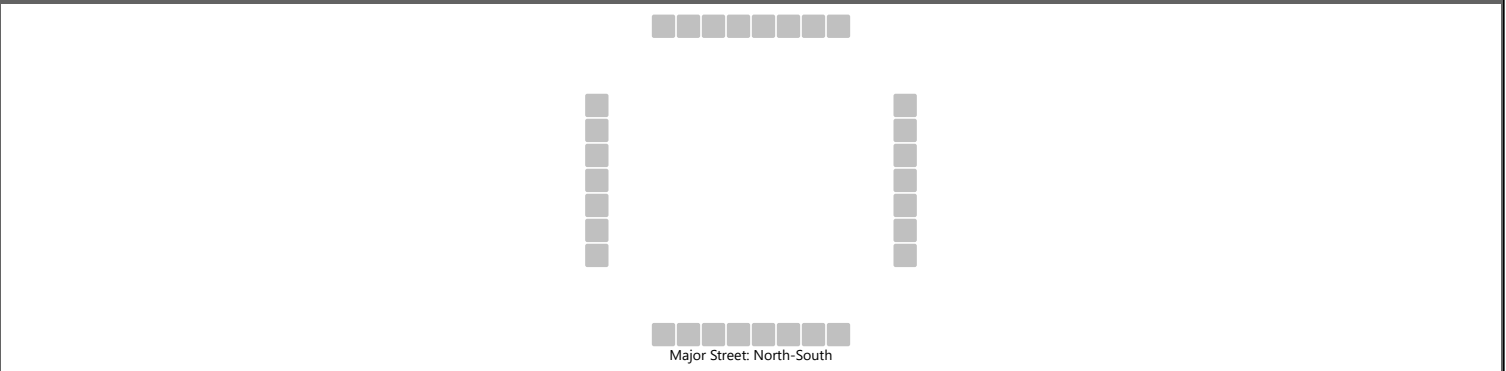
General Information

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 ₉₅ (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

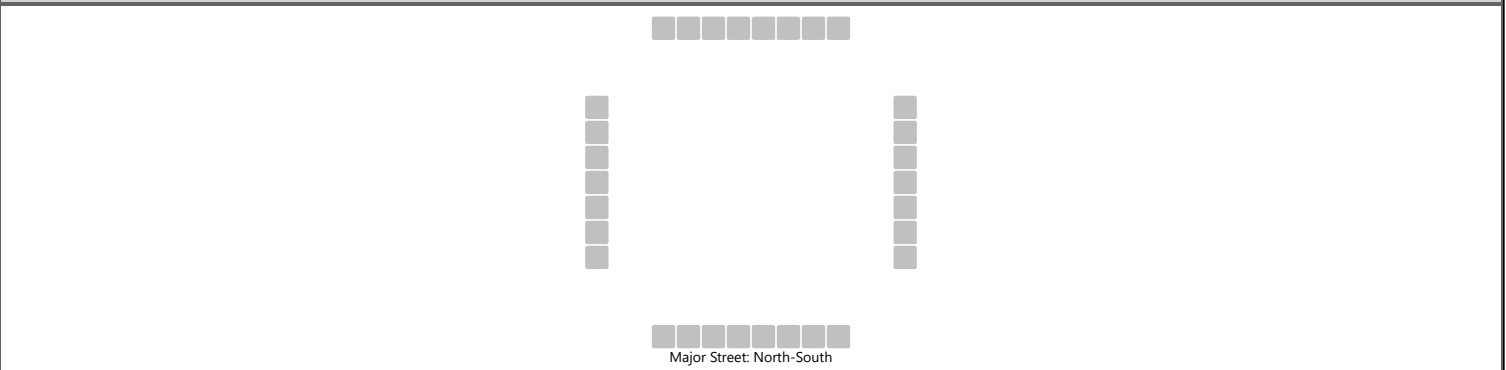
General Information

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 ₉₅ (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

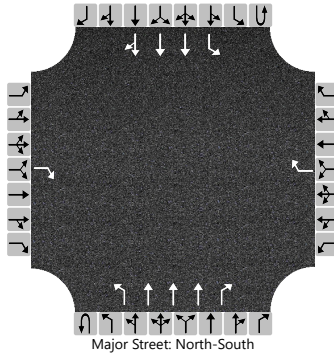
General Information

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 ₉₅ (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

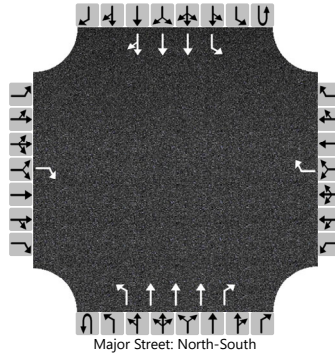
General Information

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							

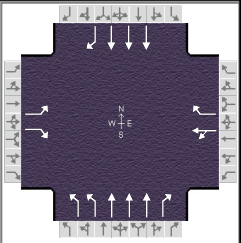
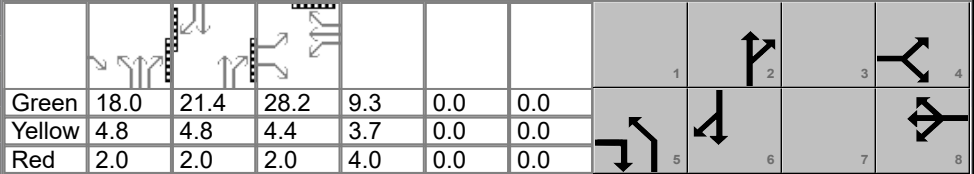
Critical and Follow-up Headways

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		

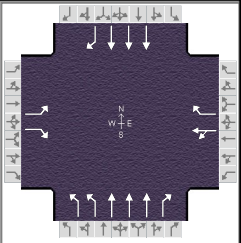
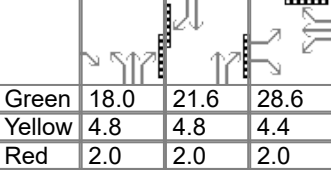
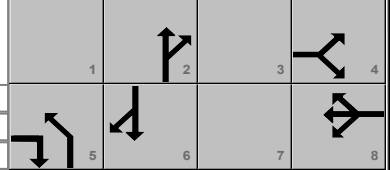
Delay, Queue Length, and Level of Service

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 ₉₅ (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	

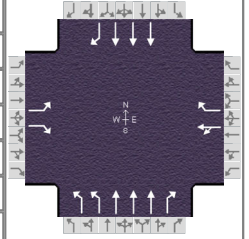
HCS7 Signalized Intersection Results Summary

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, ($Y+R_c$), 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		34.4		13.8	17.4	23.5		47.0
Green Extension Time (g_e), 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_s), s	14.6		32.4		11.8	6.7	15.4	21.5			45.0	22.7
Cycle Queue Clearance Time (g_c), 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_1), s/veh	44.7		37.0		61.9	59.6	60.0	23.1			47.7	40.1
Incremental Delay (d_2), s/veh	0.3		2.7		3.9	0.9	12.0	0.0			40.5	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	45.0		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

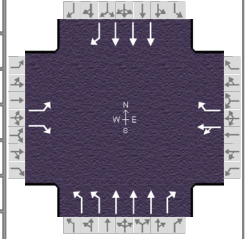
HCS7 Signalized Intersection Results Summary

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 _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		32.0		14.0	17.6	21.9		48.7
Green Extension Time (g _e), 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 _s), s	15.5		30.0		12.0	6.8	15.6	19.9			46.7	21.5
Cycle Queue Clearance Time (g _c), 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 ₁), s/veh	50.2		42.6		62.6	60.2	60.8	19.6			43.5	35.5
Incremental Delay (d ₂), s/veh	1.4		7.9		4.0	0.9	13.1	0.0			7.8	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
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

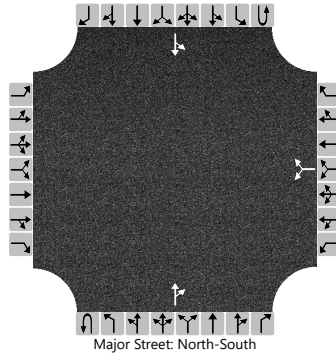
General Information

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 ₉₅ (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

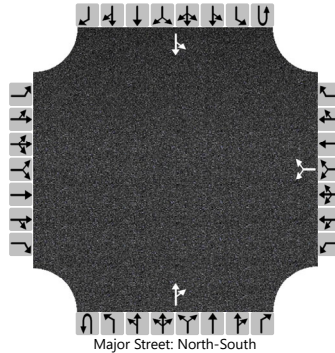
General Information

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 ₉₅ (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

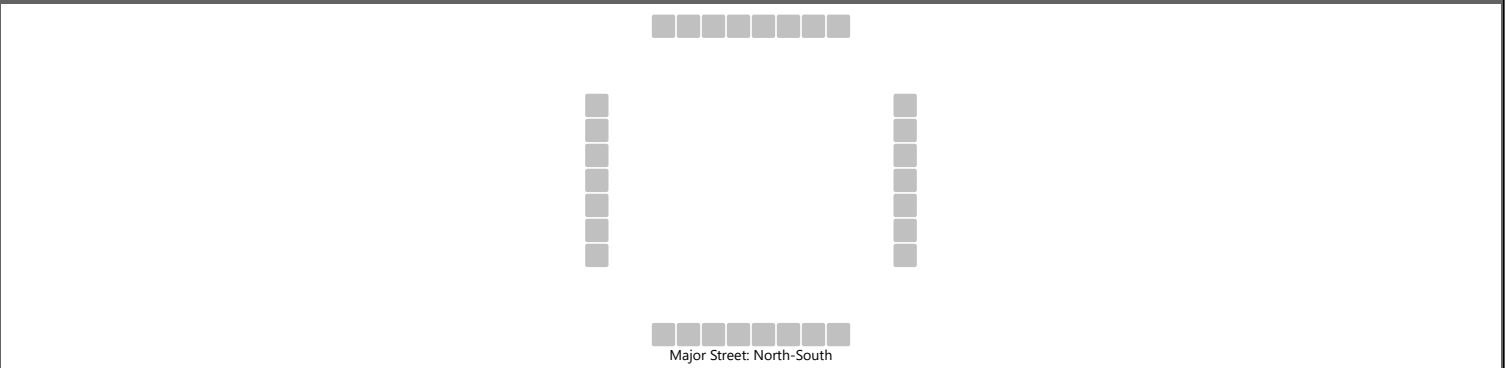
General Information

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 ₉₅ (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

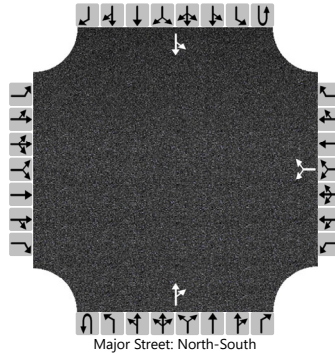
General Information

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 ₉₅ (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

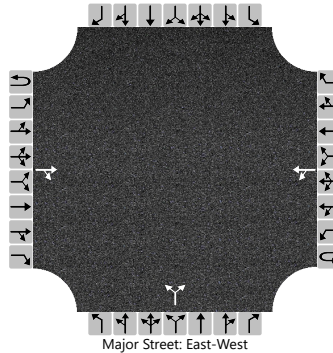
General Information

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 ₉₅ (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

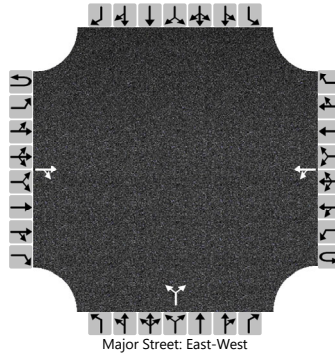
General Information

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 ₉₅ (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

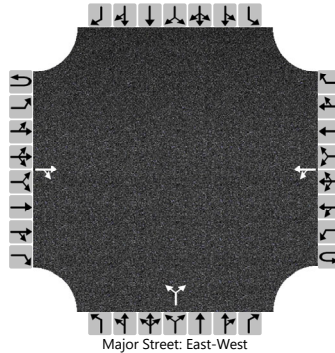
General Information

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 ₉₅ (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

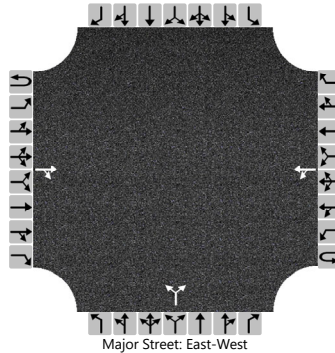
General Information

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 ₉₅ (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

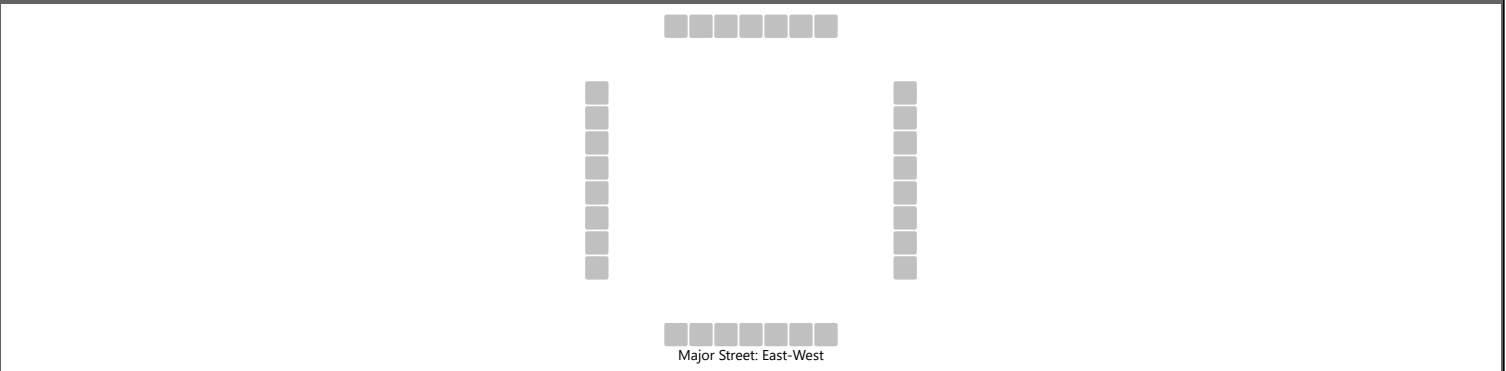
General Information

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 ₉₅ (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

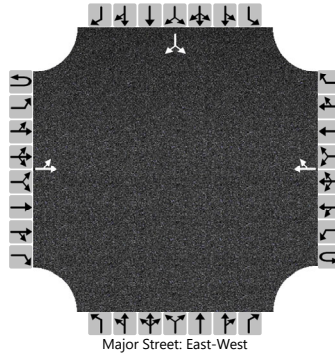
General Information

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 ₉₅ (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

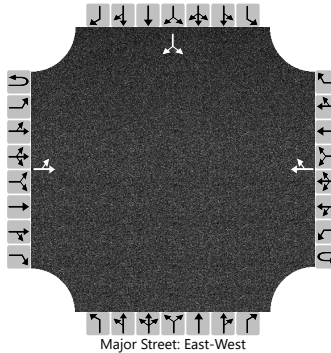
General Information

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 ₉₅ (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

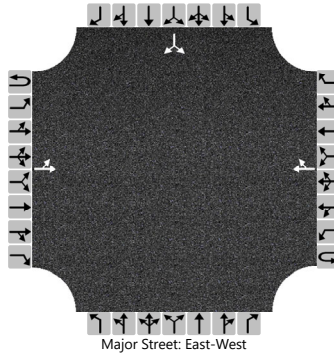
General Information

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 ₉₅ (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

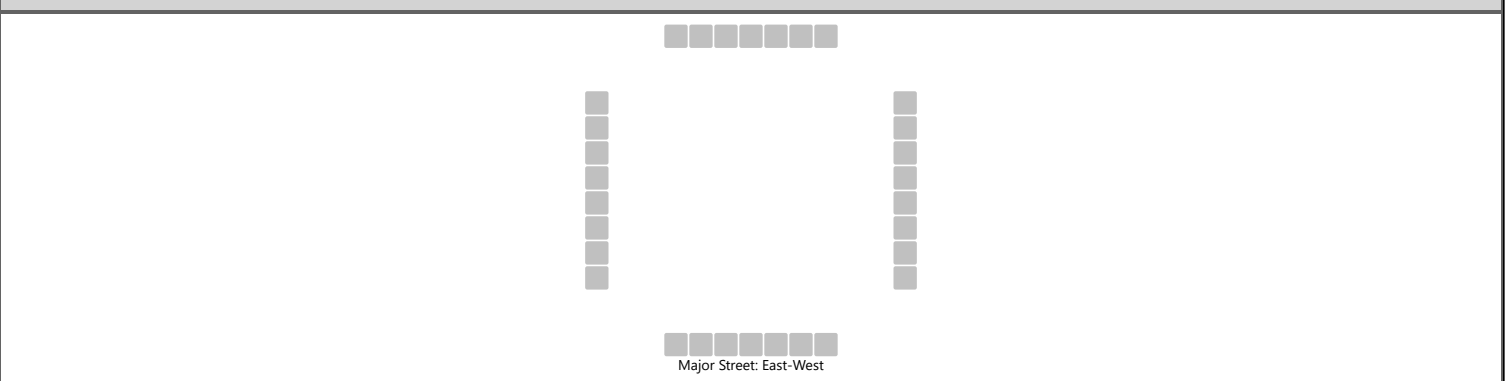
General Information

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 ₉₅ (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

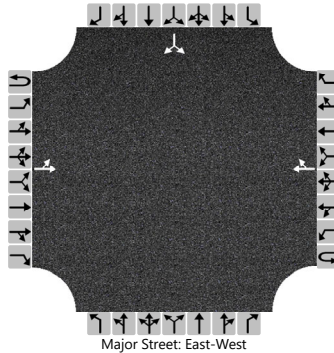
General Information

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 ₉₅ (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

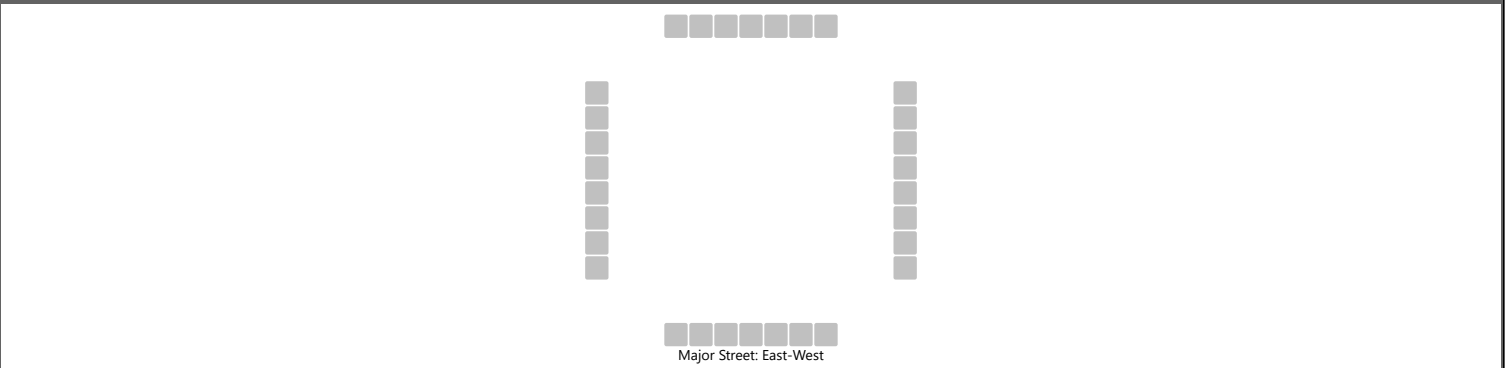
General Information

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 ₉₅ (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

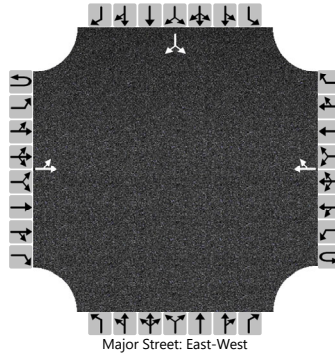
General Information

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 ₉₅ (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

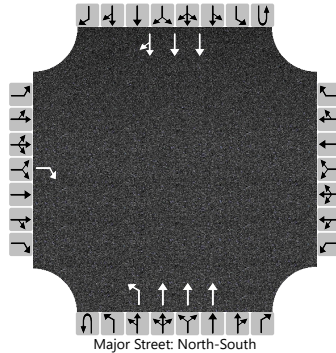
General Information

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 ₉₅ (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

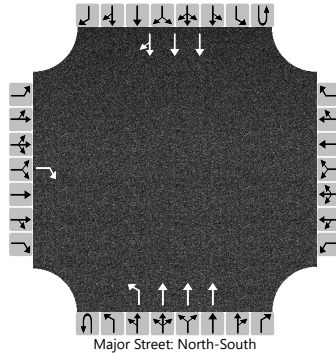
General Information

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 ₉₅ (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

Intersection Number	1167	Initial Operation Date	UNKNOWN
Controller Type	2070 LN	System Number	
Modification Number	9	Modification Date	W.O.
Drawing/Project No	DSN GRP 2	FPL Grid Number	87994795504
Intersection	FEDERAL HWY. (US 1/SR 5) and NE 2 STREET (DEERFIELD)		
Municipality	DEERFIELD BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		8
Direction		NB		EB	NBL	SB		WB
Initial Green(MIN)		10		6	4	10		6
Vehicle Ext.(GAP)		3.0		2.0	1.5	3.0		2.0
Maximum Green I		55		20	12	55		20
Maximum Green II								
Yellow Clearance		5.0		4.0	5.0	5.0		4.0
All Red Clearance		2.0		2.0	2.0	2.0		2.0
Phase Recall		MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7		7		
Pedestrian Clearance		14		34		14		
Permissive					5-SECT			
Flash Operation		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 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

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2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

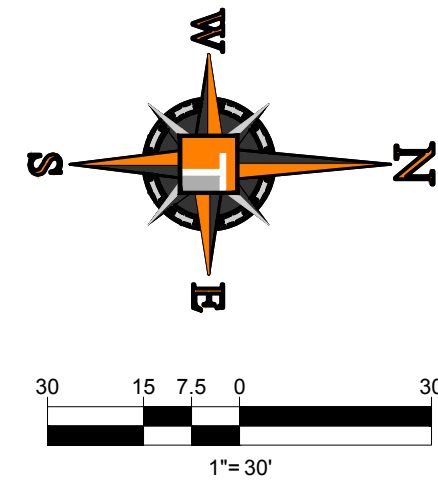
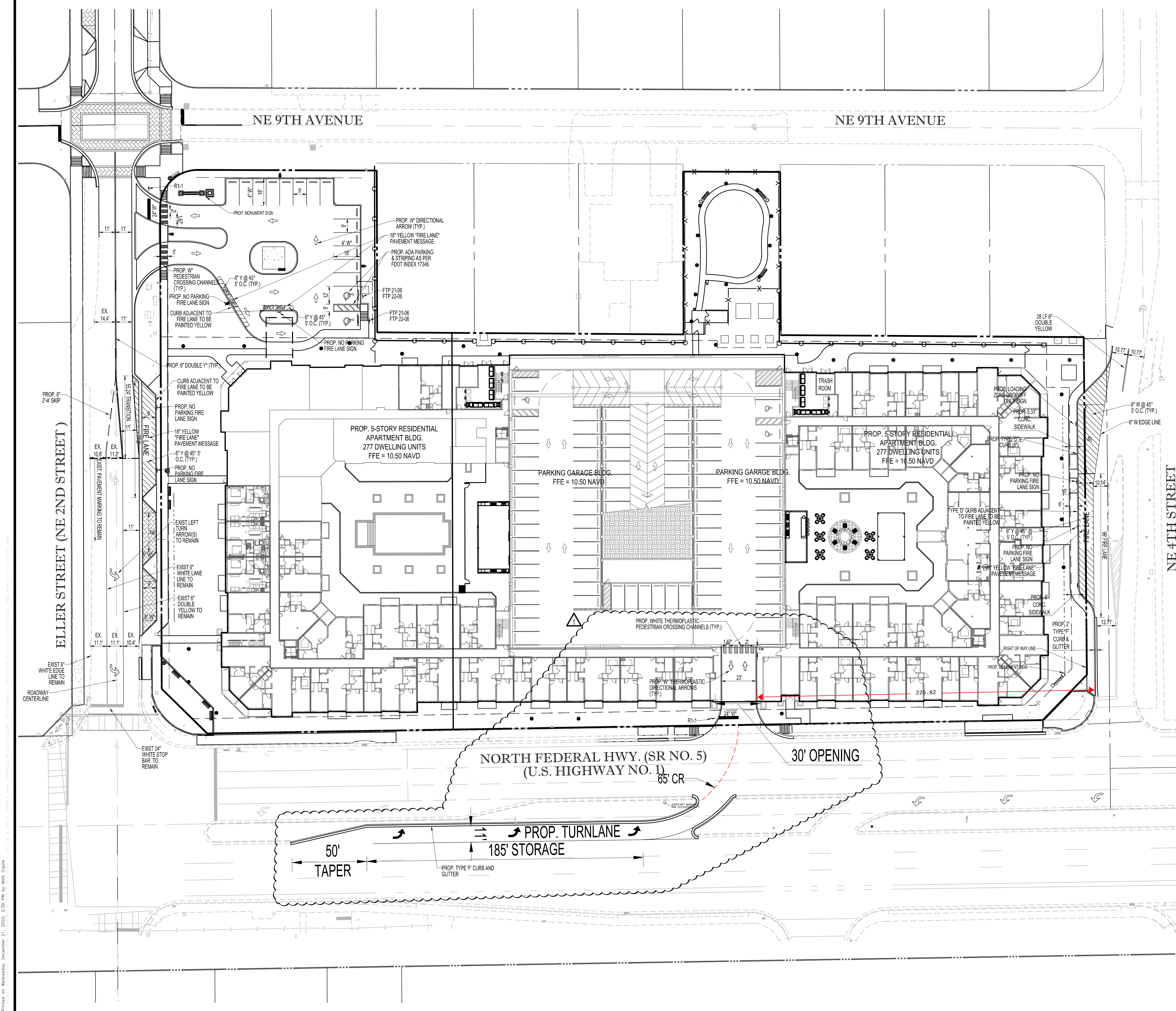
WEEK	DATES	SF	MOCF: 0.97
			PSCF
1	01/01/2021 - 01/02/2021	1.04	1.07
2	01/03/2021 - 01/09/2021	1.05	1.08
3	01/10/2021 - 01/16/2021	1.06	1.09
4	01/17/2021 - 01/23/2021	1.05	1.08
5	01/24/2021 - 01/30/2021	1.04	1.07
6	01/31/2021 - 02/06/2021	1.03	1.06
7	02/07/2021 - 02/13/2021	1.02	1.05
8	02/14/2021 - 02/20/2021	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
39	09/19/2021 - 09/25/2021	1.03	1.06
40	09/26/2021 - 10/02/2021	1.02	1.05
41	10/03/2021 - 10/09/2021	1.01	1.04
42	10/10/2021 - 10/16/2021	1.00	1.03
43	10/17/2021 - 10/23/2021	1.01	1.04
44	10/24/2021 - 10/30/2021	1.01	1.04
45	10/31/2021 - 11/06/2021	1.02	1.05
46	11/07/2021 - 11/13/2021	1.02	1.05
47	11/14/2021 - 11/20/2021	1.03	1.06
48	11/21/2021 - 11/27/2021	1.03	1.06
49	11/28/2021 - 12/04/2021	1.03	1.06
50	12/05/2021 - 12/11/2021	1.03	1.06
51	12/12/2021 - 12/18/2021	1.04	1.07
52	12/19/2021 - 12/25/2021	1.05	1.08
53	12/26/2021 - 12/31/2021	1.06	1.09

* PEAK SEASON

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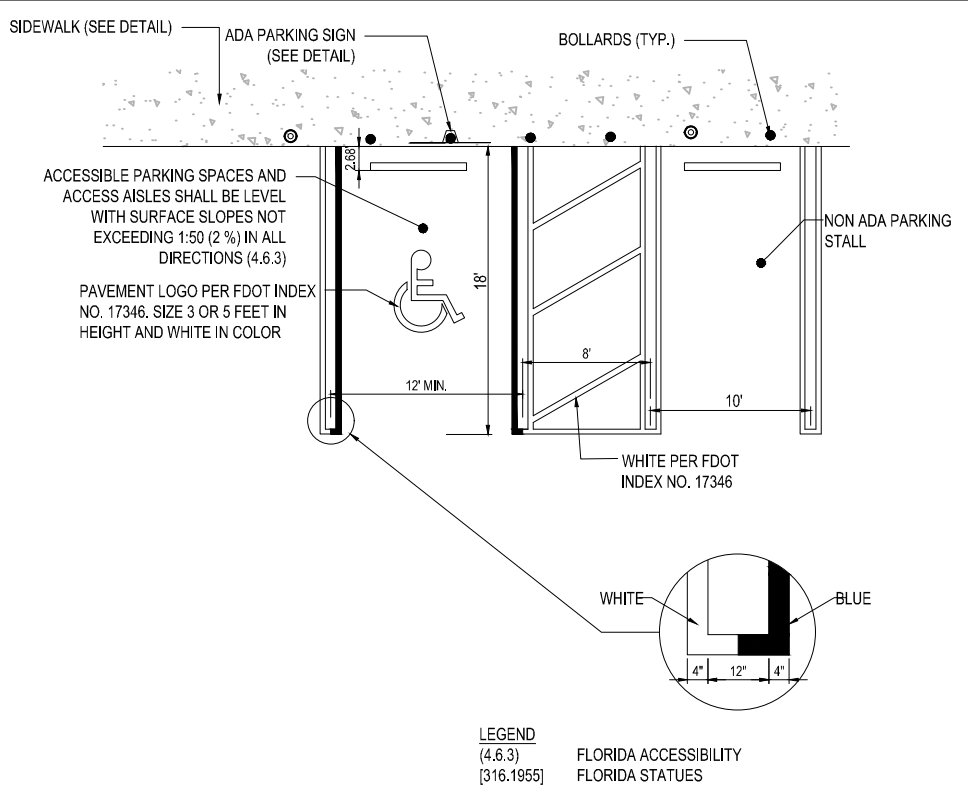
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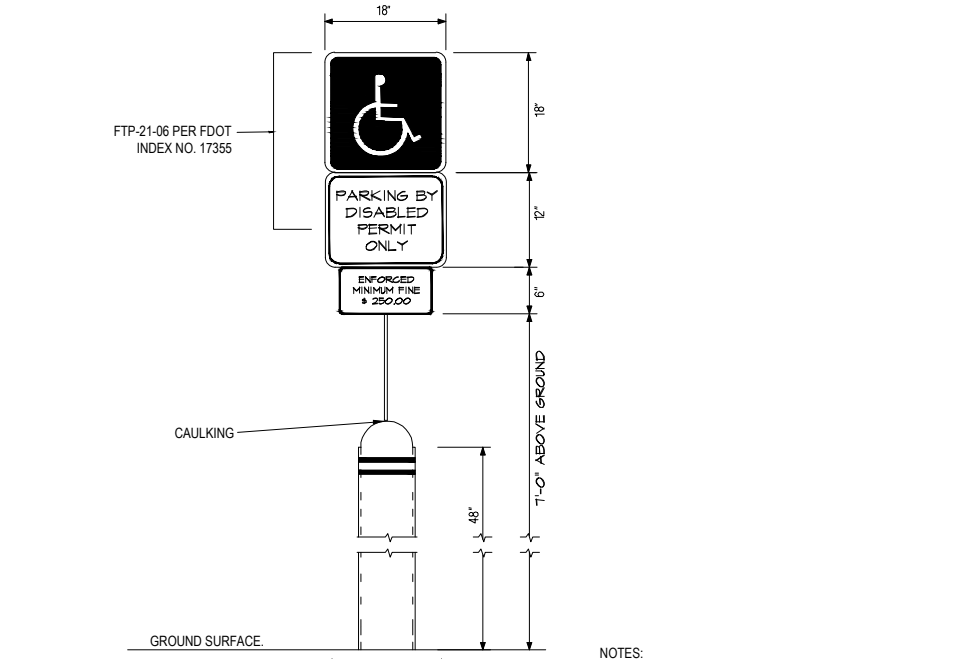
BCTED NOTE:

- ALL R1-1 AND R5-1 SIGNING SHALL BE FABRICATED USING DIAMOND GRADE SHEETING AS PER BROWARD COUNTY TRAFFIC ENGINEERING STANDARD, (CURRENT EDITION)
- 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.



1 ACCESSIBLE PARKING SPACE - ADA COMPLIANT

SCALE: NONE



2 ACCESSIBLE PARKING SIGNS

N.T.S.

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

LEGEND

- 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
T THERMOPLASTIC

THERMOPLASTIC RETROREFLECTIVITY REQUIREMENTS

WHITE 250 MILLICANDELAS
YELLOW 175 MILLICANDELAS

THOMAS
ENGINEERING GROUP

CIVIL ENGINEERS - PROJECT MANAGERS - LANDSCAPE ARCHITECTS

4850 W. KENNEDY BLVD.
SUITE 200
JUPITER, FL 33469
P: 561-203-7503
P: 813-379-4100

REV:	DATE:	COMMENT:	BY:
1	12/13/22	SITE PLAN REVISION	MJC

811 KNOW WHAT'S BELOW
ALWAYS CALL 811 BEFORE YOU DIG
It's fast. It's free. It's the law.
www.callsunshine.com

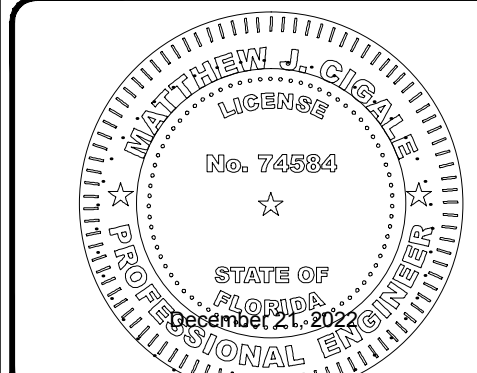
PROJECT No.: F170091
DRAWN BY: CAD
CHECKED BY: ROT
DATE: CAD I.D.: OVERALL PMS PLAN

PROJECT:
**221, 231 & 299
N. FEDERAL HWY**
FOR
CRD FEDERAL LLC

DEERFIELD BEACH
FLORIDA

THOMAS
ENGINEERING GROUP

6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
www.ThomasEngineeringGroup.com



SHEET TITLE:
**OVERALL PAVEMENT
MARKING & SIGNAGE
PLAN**

SHEET NUMBER:
SP-15



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 31st 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 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

Scott Peterson P.E. for:
John Olson, P.E.
District Design Engineer

DocuSigned by:
Scott Peterson
F5E32F761167428...

 X _____ November 9, 2022

Brad Salisbury, P.E.
District Traffic Operations Engineer

DocuSigned by:
Brad Salisbury, P.E.
56D7F94A85ED4FD...

 X _____ November 9, 2022

Antonio Castro, P.E.
District Maintenance Engineer

DocuSigned by:
[Signature]
E4938E24FD0D4BD...

 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 31st 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 with any questions regarding the Pre-Approval Letter.

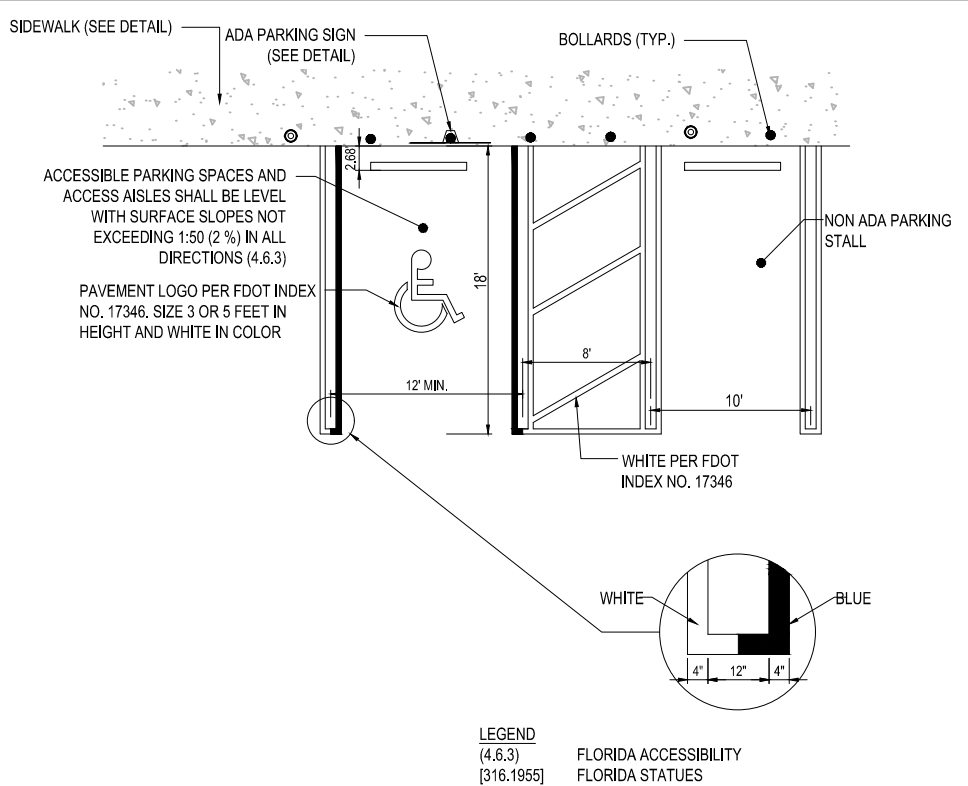
For right-of-way dedication requirements go to: <https://osp.fdot.gov>: Click on Statewide Permit News. Scroll down to District 4. Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

THE DISTRICT ACCESS MANAGEMENT REVIEW COMMITTEE

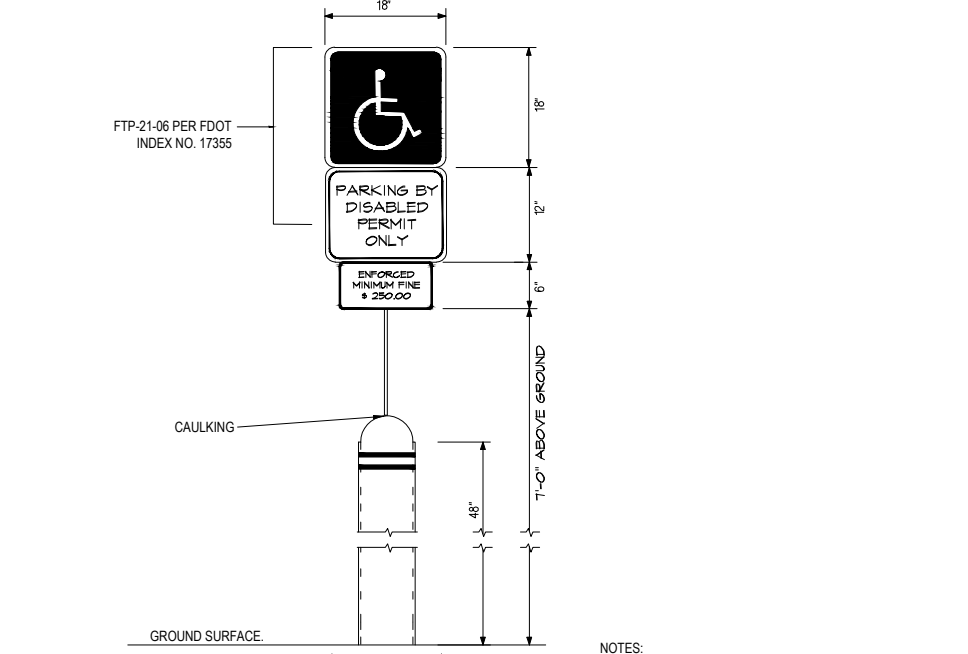
With the above ruling I		Agree	Disagree
John Olson, P.E. District Design Engineer	DocuSigned by: <i>John Olson</i> D38BA4C842F840E...	☒	July 10, 2024
Jonathan Overton, P.E. District Traffic Operations Engineer	DocuSigned by: <i>Jonathan Overton</i> E4936E24FD0D4BD...	☒	July 10, 2024
Antonio Castro, P.E. District Maintenance Engineer	DocuSigned by: <i>Antonio Castro</i> E4936E24FD0D4BD...	☒	July 10, 2024



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.



ACCESSIBLE PARKING SPACE - ADA COMPLIANT



2 ACCESSIBLE PARKING SIGNS

N.T.S.

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.

LEGEND

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

[illegible]

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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

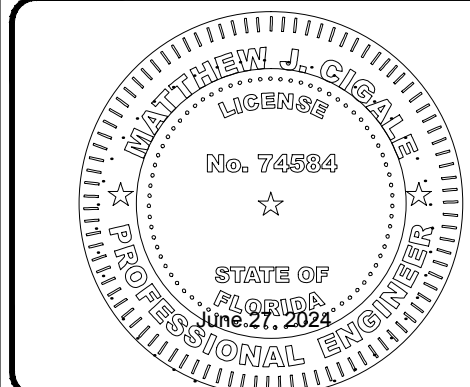
PROJECT:

**221, 231 & 299
N. FEDERAL HWY**

FOR

CRD FEDERAL LLC

6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
www.ThomasEngineeringGroup.com



SHEET TITLE:

**OVERALL PAVEMENT
MARKING & SIGNAGE
PLAN**

SHEET NUMBER

SP-15



City of Deerfield Beach

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

Face Sheet File Number: I.D. 2024-614

Agenda Date: 12/3/2024

Status: QUASI-JUDICIAL PUBLIC
HEARINGS

In Control: City Commission

Title

Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, approving a development agreement with the developer of the development located at 201, 221, 231 & 299 Federal Highway and 226-228 NE 9th Avenue and consisting of approximately 4.2 acres; authorizing execution of the Development Agreement; providing for an effective date.

Recommended Action

Commission to vote on Resolution

Voting Requirement

Adoption requires a 3/5 vote of the City Commission

Background/History

The Applicant, CRD Federal LLC, has submitted a Development Agreement to comply with the rezoning requirements for the PDD (Planned Development District) for the proposed Axis development. Pursuant to Section 98-68, PDD, planned development district, applicants for 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 demonstrating that the applicant 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 proposed Development Agreement consists of the following sections:

1. Article I: Recitals, Exhibits, and Agreement
2. Article II: Required Improvements
3. Article III: Green Building Elements
4. Article IV: Miscellaneous

It should be noted that the Ordinance for the Rezoning (Application 24-R-200) and the Resolution for the Site Plan (Application 21-PDD-02) include conditions that the Applicant will be required to satisfy, including the execution and recording of a Development Agreement in compliance with Section 98-68 of the Land Development Code. The enclosed Development Agreement provides for the following onsite and off-improvements to be constructed by the Applicant/Developer:

- a. Developer shall underground the existing utility lines along Federal Highway and along the west side of the proposed building.
- b. 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.
- c. Developer shall complete a survey of existing right of way on NE 2nd Street from NE 9th Avenue to NE 6th Avenue.
- d. 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.
- e. Developer to install three public open space nodes at three corners of the Property.
- f. Developer shall contribute \$100,000 to the City's Fire Rescue fund prior to the issuance of the first residential building permit.
- g. 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.
- h. 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.
- i. 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.
- j. 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.
- k. Developer shall install and pay for a new northbound left turn lane on Federal Highway into the Property, as approved by FDOT.
- l. 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 2nd Street, subject to approval by FDOT and Broward County.
- m. 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.
- n. Compliance with the PDD property development regulations approved as part of this Rezoning application and that are specific to the Property.

REQUESTED ACTION:

Consideration of the proposed Development Agreement.

RESOLUTION NO. 2024/

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF
DEERFIELD BEACH, FLORIDA, APPROVING A DEVELOPMENT
AGREEMENT WITH THE DEVELOPER OF THE DEVELOPMENT
LOCATED AT 201, 221, 231 & 299 FEDERAL HIGHWAY AND 226-228 NE
9TH AVENUE AND CONSISTING OF APPROXIMATELY 4.2 ACRES;
AUTHORIZING EXECUTION OF THE DEVELOPMENT AGREEMENT;
PROVIDING FOR AN EFFECTIVE DATE**

WHEREAS, Rezoning Application No. 24-R-200 (the “Rezoning Application”) was submitted to the City by CRD Federal, LLC (the “Applicant”) seeking a rezoning for the parcels located at 201, 221, 231 & 299 Federal Highway, and 226-228 NE 9th Avenue, to a Planned Development District (“PDD”) to redevelop the Property with 237 multi-family dwelling units with an attached parking garage, and associated on and off-site improvements (the “PDD Development”); and

WHEREAS, the PDD Development site is approximately 4.2 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”); and

WHEREAS, pursuant to Section 98-68 of the City’s Land Development Code (the “Code”), the Rezoning Application must include 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 Rezoning Application was reviewed by pertinent City staff, and the Planning and Zoning Board voted to recommend approval of the Rezoning Application on October 17, 2024; and

WHEREAS, on December 3, 2024, the Rezoning Application, which includes a statement of need, conceptual master plan, and proposed property development requirements for the Property, was approved by the City Commission; and

WHEREAS, the City and Applicant have negotiated a development agreement, attached as Exhibit “1” (the “Development Agreement”), which memorializes the Applicant’s obligations regarding the PDD Development; and

WHEREAS, City Staff recommends that the City Commission approve, and authorize execution of, the Development Agreement, attached as Exhibit “1.”

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 Development Agreement, attached as Exhibit “1,” is hereby approved.

Section 3. The Mayor and the Interim City Manager are authorized to execute the Development Agreement, attached as Exhibit “1,” 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 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

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 2nd 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 2nd Street, the corner of Federal Highway and NE 4th Street, and at the corner of NE 9th Avenue and NE 2nd 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 2nd STREET:**

A. DEVELOPER shall, at no cost to the CITY, construct that portion of NE 2nd 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 2nd Street from NE 9th Avenue to NE 6th 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 2nd 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 2nd 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 2nd 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 8th Ave; (ii) NE 8th Terrace; and (iii) NE 9th 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 8th Ave, NE 8th Terrace, and NE 9th 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.

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"

Property Development Requirements				
	Required (Existing Zoning)		Provided (PDD)	Justification
	B-2	RM-10		
Lot Area, Minimum	10,000 sf	7,000 sf	185,968 sf	
Lot Width, Minimum	100'	100'	574'	
Density, Maximum	N/A	10 DU/AC	40.37 DU/AC (237du/5.8 7 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.
Building Height, Maximum	75'	35'	55' to the 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 th 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.
Setbacks, Minimum Front (Federal Hwy/NE 2 nd Ave) Corner (NE 2 nd St/NE 9 th Ave) Corner (NE 4 th St) Rear (west) Side	B-2 50' 25' 25' 15' 10'	RM-10 25' 15' 15' 15' 10'	PDD 10' 37'/N/A 22.8' 13'/NA N/A	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 4th Street and particularly NE 2nd Street to create pleasant and safe pedestrian ways 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.
Lot Coverage %, Maximum	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

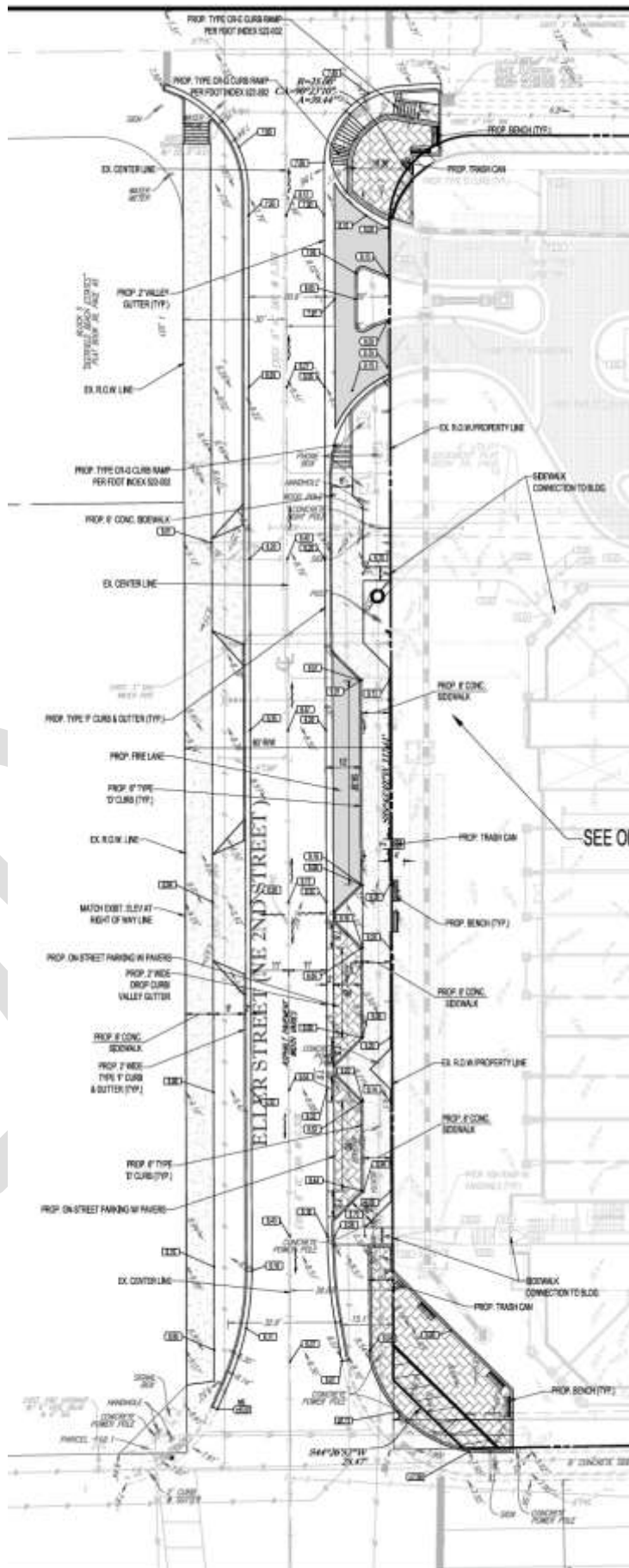
				utilities, community open spaces and enhanced pedestrian improvements. The proposed maximum lot coverage is necessary to provide for an economically viable development with a distinctive architectural design at an important gateway to the City. The development will convert an under-utilized property into a quality residential development that will enhance the City's image.
Minimum Floor Area for Multi-Family Units				
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	
Minimum Landscaped Area	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 nd Street that are joined by an enhanced pedestrian amenity. Parallel parking spaces, lush landscaping and seating areas are also provided along NE 2 nd Street to enhance pedestrian safety. A pedestrian plaza is also provided at the northeast corner of the property.
Number of Intermediate Landscape Islands	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
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.
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	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.
Building Signs Maximum S.F. Light Source	Sec. 102-8(b)(1)a 100 S.F. Internal/Indirect/Spotlight	2 signs each 100 sf. Internal/Indirect/Spotlight	
Monument Sign Height Max Size of Structure Max Size of Sign Face	Sec. 102-9 (2) 10' 80 S.F. 40 S.F.	2 signs 10' 80 S.F. 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



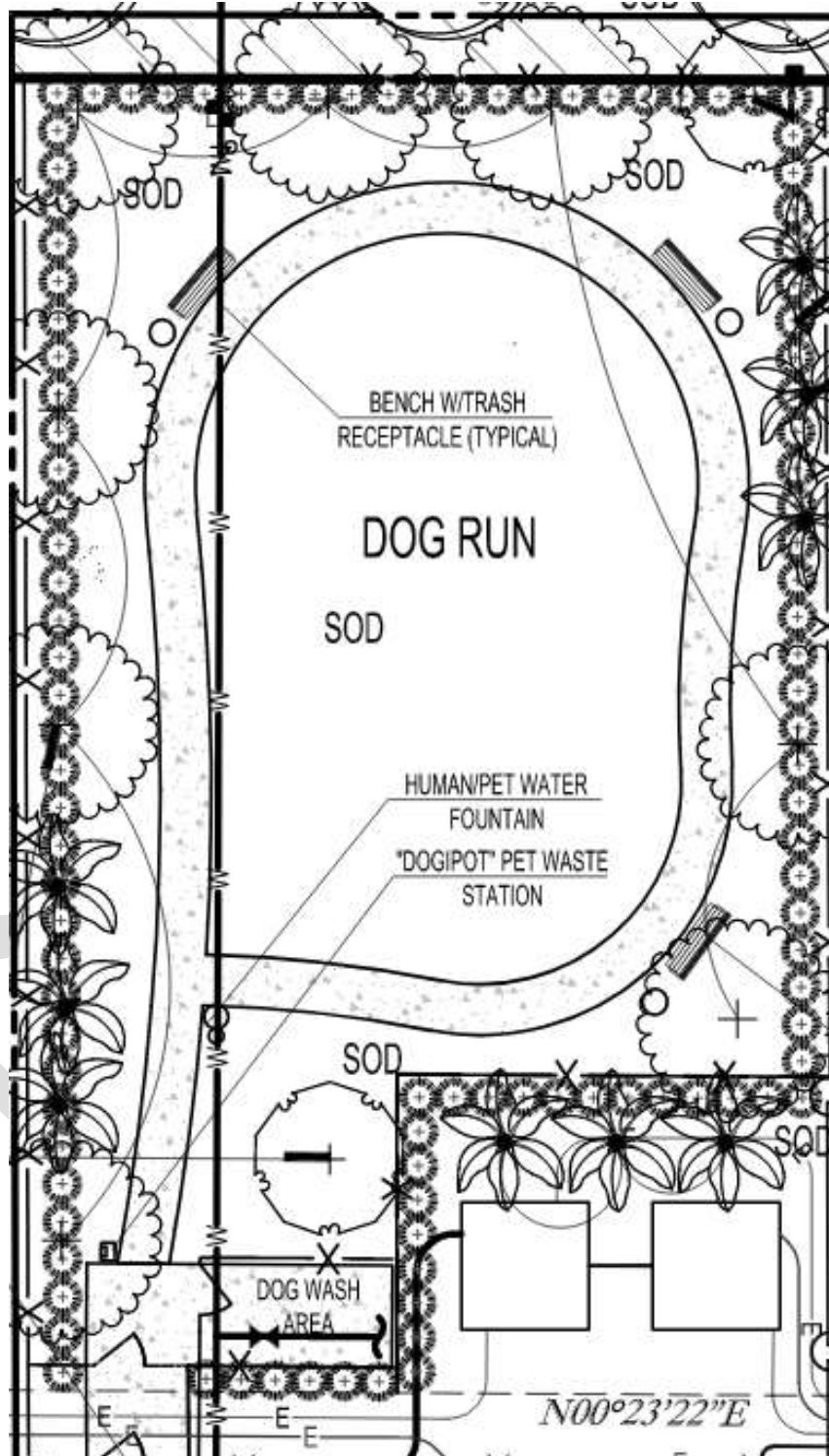


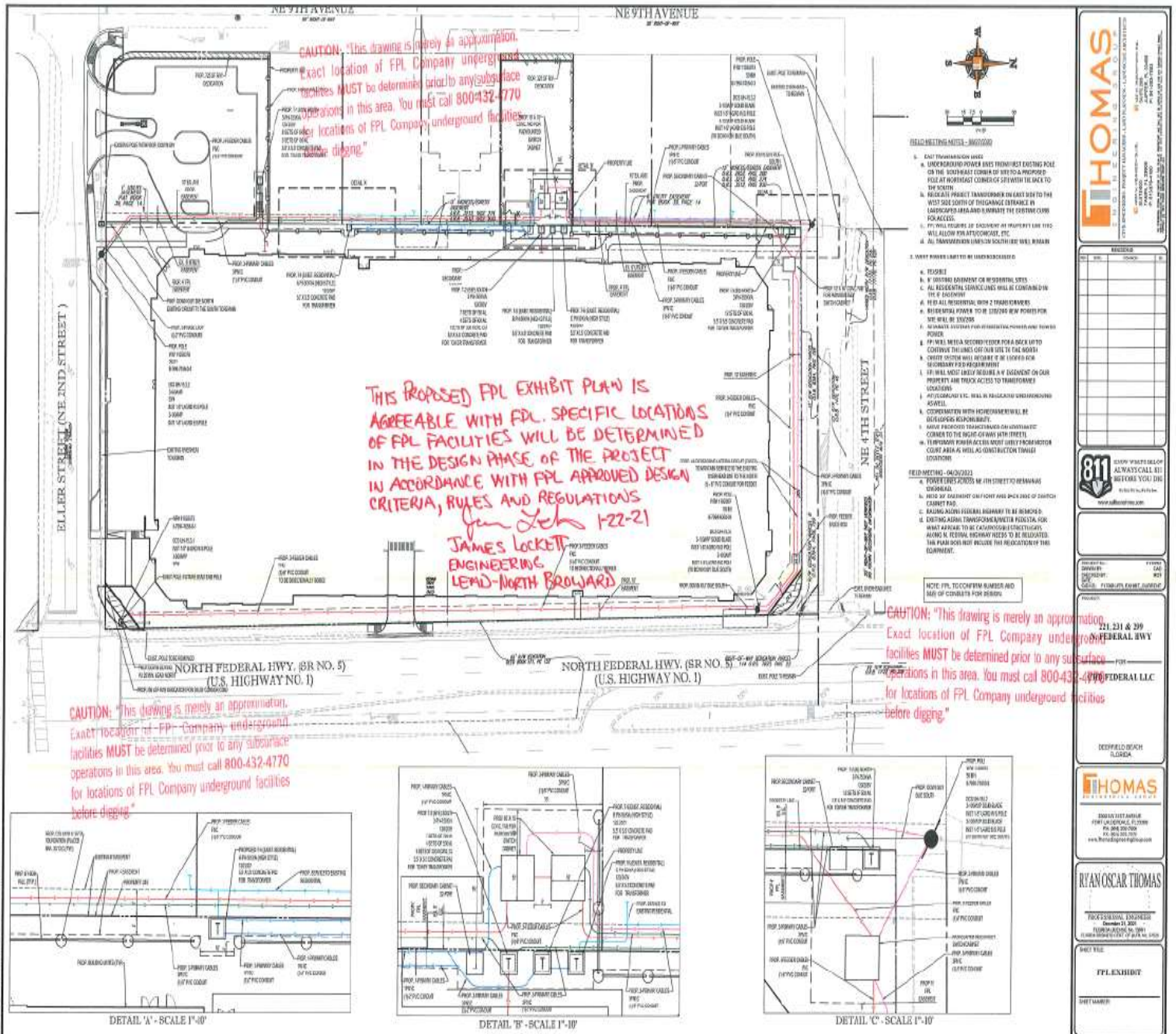
EXHIBIT “E”

NE 2ND STREET CROSS-SECTION



EXHIBIT "F"

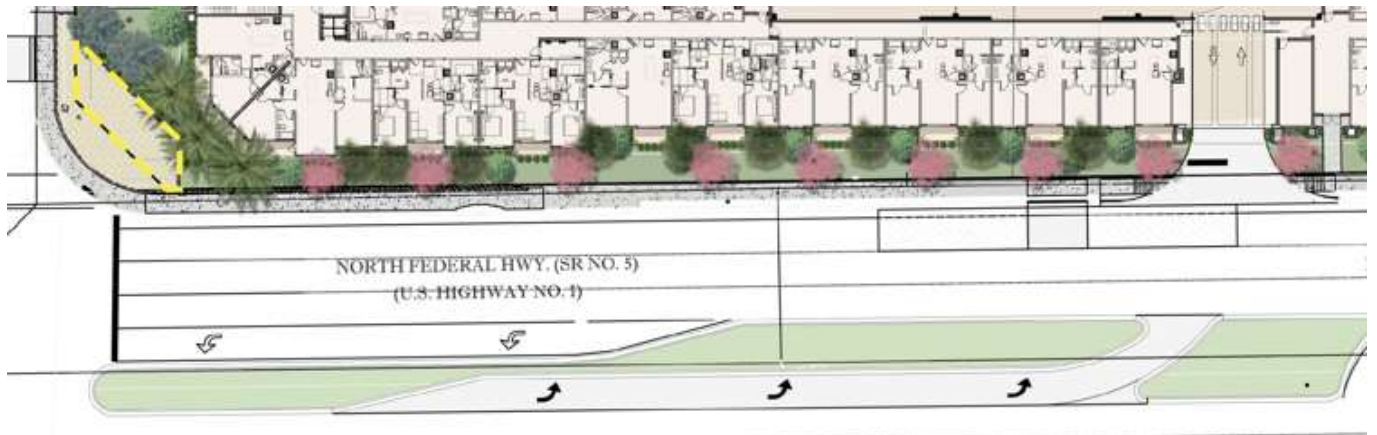
FPL UNDERGROUND UTILITY LINES



46867331v13
30556.0007

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. 2024-590

Agenda Date: 12/3/2024

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 an amendment to the Work Authorization with Hazen and Sawyer, P.C. to provide additional professional design and engineering services related to the Water Treatment Plant Chemical Systems Replacement Project in an amount not to exceed \$57,400.00, for a total aggregate work authorization cost of \$556,570.00; providing for implementation and an effective date. (Funds from Account #401-360-36002-503099 - Other Professional Services)

Recommended Action

Commission to vote on Resolution

Voting Requirement

Adoption requires a 3/5 vote of the City Commission

Fiscal Impact

Costs: \$57,400.00

Account Name: Other Professional Services

Account Number: 401-360-36002-503099

Background/History

On May 3, 2022, the City Commission of the City of Deerfield Beach approved Resolution No. 2022/015 authorizing the execution of a work authorization in the amount of \$499,170.00 with Hazen and Sawyer, P.C. to improve the chemical feed systems for the nano-filtration and reverse osmosis treatment plants. The original chemical systems were installed in 2001 and 2010, respectively, and are nearing the end of their service life. The project was to encompass the sulfuric acid bulk and day tank feed systems, sodium hydroxide bulk and day tank feed systems, anti-scalant bulk and day tank feed systems, orthophosphate bulk and day tank feed systems, and updated as-builts for the grant funded hydrofluoric acid feed system. Within each of these systems there is an assortment of equipment, instrumentation, tanks, and chemical piping that is used to ensure system effectiveness and ability to reliably treat the city's drinking water. Under the original design, chemical piping for these chemical storage and feed systems were installed underground. This has created operational and maintenance challenges for the City, specifically with regard to detection of leaks within the system.

Current Activity

After reviewing 90% of the design and specifications developed by Hazen and Sawyer, City staff determined that additional design tasks and services were necessary. The additional Task 2 Design services include creation of base AutoCad drawings for the RO Building chemical systems from the conversion of existing PDF drawings (City of Deerfield Beach West R.O. improvements, April 2007) and the required formatting and multiple field verification site visits to ensure accuracy of information

when applying the topographic survey information to the contract plans.

The additional services also include the following:
Evaluation of the chemical systems to accommodate the build out capacity of the nano-filtration plant.
The initial preliminary design and sizing of the proposed chemical tanks and chemical metering pumps were based on this criterion.

Reevaluation of the sizing and accommodation of the day tank within the existing containment area based on new information regarding future upgrades.

Replacement of all existing lighting in all chemical rooms requiring electrical design efforts.

Repair of existing RO sulfuric acid injection vault and interior coating of all existing concrete injection vaults as well as the floor of the nano-filtration membrane building.

The City also requested replacement of all chemical vault sump pumps and additional system evaluations to determine the need for double walled day tanks in the reverse osmosis chemical rooms.

In evaluating the additional Task 2 Design Services, Hazen and Sawyer advised that the time of performance would need to be revised and provided the City with a proposal for the additional services at a cost of \$57,400.00.

Recommendation

It is recommended that the City Commission approve the amendment to the work authorization for the additional professional design and engineering services with Hazen and Sawyer for services related to the City of Deerfield Beach Chemical Systems Replacement along with the revised time schedule.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING AND AUTHORIZING EXECUTION OF AN AMENDMENT TO THE WORK AUTHORIZATION WITH HAZEN AND SAWYER, P.C. TO PROVIDE ADDITIONAL PROFESSIONAL DESIGN AND ENGINEERING SERVICES RELATED TO THE WATER TREATMENT PLANT CHEMICAL SYSTEMS REPLACEMENT PROJECT IN AN AMOUNT NOT TO EXCEED \$57,400.00, FOR A TOTAL AGGREGATE WORK AUTHORIZATION COST OF \$556,570.00; PROVIDING FOR IMPLEMENTATION AND AN EFFECTIVE DATE

WHEREAS, the City of Deerfield Beach (the “City”) and Hazen and Sawyer, P.C. (the “Consultant”) entered into a master CCNA continuing services contract, dated April 12, 2021, pursuant to RFQ #21-11-IG (the “Continuing Contract”), which was recently renewed for a one-year period; and

WHEREAS, on May 3, 2022, the City and Consultant entered into a Work Authorization (the “Work Authorization”) for Consultant to provide professional design and engineering services related to the City’s Water Treatment Plant Chemical Systems replacement project (the “Project”); and

WHEREAS, subsequent to entering into the Work Authorization, City staff reviewed the design and specifications that were 90% completed by the Consultant and determined additional design tasks and services are necessary; and

WHEREAS, due to the additional design tasks and services, the time for performance of the Project also needs to be revised; and

WHEREAS, the City and Consultant desire to amend the Work Authorization for the Consultant to perform the additional professional design and engineering services and extend the time for performance of the Project, as more specifically set forth in Exhibit “A-1” of the Amendment to the Work Authorization, attached as Exhibit “1” (the “Amendment”); and

WHEREAS, staff recommends that the City Commission approve and authorize execution of the Amendment, attached as Exhibit “1”, in order for Consultant to provide the additional services in accordance with the new time performance schedule in an amount not to exceed \$57,400.00 for a total aggregate Work Authorization cost not to exceed \$556,570.00, as more specifically set forth in Exhibit “B-1” of the Amendment; and

WHEREAS, the City Commission finds it is in the best interest of the City to approve and authorize execution of the Amendment, attached as Exhibit “1.

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 Amendment to the Work Authorization with Consultant, attached as Exhibit “1, for the provision of the additional services and adjustment of the time for performance of the Project in an amount not to exceed \$57,400, for a total aggregate Work Authorization cost not to exceed \$556,570.00.

Section 3. The Interim City Manager is authorized to execute the Amendment to the Work Authorization, attached as Exhibit “1”, 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:

HEATHER MONTEMAYOR, CITY CLERK

AMENDMENT TO THE WORK AUTHORIZATION BETWEEN CITY OF DEERFIELD BEACH AND HAZEN AND SAWYER FOR PROFESSIONAL ENGINEERING SERVICES RELATED TO THE DEERFIELD BEACH CHEMICAL SYSTEMS REPLACEMENT PROJECT

This Amendment to the Work Authorization dated May 3, 2022 (the "Amendment") is entered into this ____ day of _____, 2024, by and between City of Deerfield Beach, Florida, a municipal corporation of the State of Florida, (the "City") and Keith and Associates, Inc, a Florida corporation authorized to do business in the State of Florida, (the "Consultant").

RECITALS

WHEREAS, the City and the Consultant entered into a master CCNA continuing services contract dated April 12, 2021 pursuant to RFQ #21-11-IG, (the "Continuing Contract") and Consultant has been approved to provide the services contemplated herein; and

WHEREAS, the Continuing Contract was renewed by the parties for a one-year period; and

WHEREAS, on May 3, 2022, the City and Consultant entered into a Work Authorization ("Work Authorization") for Consultant to provide design and engineering services for the West Water Treatment Plant Chemical System Improvement Project; and

WHEREAS, subsequent to the Work Authorization being entered into, and the project being implemented by Consultant, City staffed reviewed the design and specifications that were 90% completed and determined additional design tasks and services are necessary; and

WHEREAS, as Consultant is familiar with the project, the City and the Consultant desire to enter into this Amendment to the Work Authorization for the Consultant to perform the additional professional design/engineering services as more specficially set forth in Exhibit "A-1" of this Work Authorization; and

WHEREAS, due to the additional services, the time for performance of the project is being revised as set forth in Exhibit A-1 and the fee estimate cost for the entire project is being updated as set forth in Exhibit B-1, which reflects the additional cost for the additional services.

NOW, THEREFORE, in consideration of the mutual terms and conditions, promises, and covenants, hereinafter set forth, City and Consultant agree as follows:

SECTION 1
RECITALS

The above recitals are acknowledged and incorporated herein to this Work Authorization.

SECTION 2
SCOPE OF SERVICES

Consultant agrees to continue to perform certain professional engineering services for the City, as more specifically described in the Scope of Services attached as Exhibit "A" to the Work Authorization dated May 3, 2022 (the "Work Authorization") and the additional services set forth in Exhibit "A-1" of this Amendment (the "Additional Services"), and in accordance with the terms and conditions set forth herein and in the Continuing Contract, of which by this reference were incorporated into the Work Authorization in its entirety during the Term and within the timeline provided for in the Work Authorization and this Amendment. All other terms and conditions set

forth in the Work Authorization dated May 3, 2022 and the Continuing Services Agreement remain in full force and effect, unless expressly amended herein.

SECTION 3

COMPENSATION

In consideration for the Services to be performed by Consultant, the City agrees to pay Consultant an amount not-to-exceed \$556,570.00, which includes the initial scope of services as set forth in Exhibit "A" of the Work Authorization and the additional scope of services set forth in Exhibit "A-1" of this Amendment. Cost for both the initial services and for the additional services are detailed in the attached Exhibit "B-1" of this Amendment. Compensation due to the Consultant shall be payable within 30 calendar days following submission of a proper invoice by the Consultant to the City. In the event of City's termination of this Work Authorization prior to the end of the Work Authorization Term pursuant to Section 5, City shall pay Consultant on a pro-rata basis for the Services performed by Consultant prior to the City's termination of this Work Authorization.

SECTION 4

TERM OF WORK AUTHORIZATION

The term of this Work Authorization shall commence upon the date of execution hereof and shall remain in effect until the Services are completed to the City's satisfaction (the "Term"), unless terminated earlier pursuant to Section 5 of this Work Authorization.

SECTION 5

TERMINATION OF WORK AUTHORIZATION

City may terminate this Work Authorization for convenience by giving the Consultant 30 days' advance written notice. The termination of this Work Authorization shall not relieve either party of any liability that accrued prior to such termination and any such accrued liability shall survive the termination of this Work Authorization.

SECTION 6

CONTINUING CONTRACT

The Services to be provided by Consultant pursuant to this Work Authorization shall comply with all of the terms and conditions set forth in the Continuing Contract between City and Consultant, which by this reference is incorporated into this Work Authorization in its entirety. In the event there is a conflict between the terms of this Work Authorization and the Continuing Contract, the terms of the Continuing Contract shall prevail.

SECTION 7

INDEPENDENT CONSULTANT

Consultant is an independent Consultant under this Work Authorization. Services provided by Consultant shall be by employees or sub-consultants of Consultant and subject to supervision by Consultant, and not as officers, employees or agents of the City. Personnel policies, tax responsibilities, social security, health insurance, employee benefits, travel, per diem policy, and purchasing policies under the Work Authorization shall be the sole responsibility of Consultant. Consultant shall have no rights under the City's worker's compensation, employment, insurance benefits or similar laws or benefits.

SECTION 8
INDEMNIFICATION / HOLD HARMLESS CLAUSE

Consultant shall indemnify and hold harmless City, its officers and employees from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness or intentionally wrongful conduct of Consultant, and other persons employed or utilized by Consultant in the performance of this Work Authorization. The provisions of this section shall survive the expiration or earlier termination of this Work Authorization. To the extent considered necessary by Contract Administrator and City Manager, any sums due Consultant under this Work Authorization may be retained by City until all of City's claims for indemnification pursuant to this Work Authorization and the Services provided have been settled or otherwise resolved, and any amount withheld shall not be subject to payment of interest by City. Nothing in this Work Authorization or the Continuing Contract shall be deemed or treated as a waiver by the City of any immunity which it is entitled by law, including but not limited to the City's sovereign immunity as set forth in Section 768.28, Florida Statutes.

SECTION 9
INSURANCE

- 9.1 The CONSULTANT shall satisfy the insurance requirements stated herein. The CONSULTANT shall not commence the work or otherwise perform the work as required by the applicable Work Authorization and/or Notice to Proceed until the requirements stated herein are met and the Certificate(s) of Insurance is approved by the CITY. The CONSULTANT shall assume full responsibility and expense to obtain all necessary insurance.
- 9.2 General
- 9.2.1 The CONSULTANT shall furnish to the Contract Administrator a Certificate of Insurance or endorsements evidencing the insurance coverage specified herein within fifteen (15) calendar days after the effective date of this Agreement. The required Certificates of Insurance shall name the types of policies provided, refer specifically to the Agreement, and state that such insurance is as required by this Contract. CONSULTANT's failure to provide to CITY the Certificates of Insurance or endorsements evidencing the insurance coverage within fifteen (15) calendar days shall provide the basis for the termination of the Agreement.
- 9.2.2 Such policy or policies shall be without any deductible amount unless otherwise noted in this Agreement and shall be issued by approved companies authorized to do business in the State of Florida, and having agents upon whom service of process may be made in Broward County, Florida. CONSULTANT shall pay all deductible amounts, if any. CONSULTANT shall specifically protect CITY and the Deerfield Beach City Commission by naming CITY and the Deerfield Beach City Commission as additional insured under the Commercial Liability Policy, Business Automobile Liability policy as well as on any Excess Liability Policy coverage.

9.2.3 Coverage is not to cease and is to remain in force (subject to cancellation notice) until all performance required of CONSULTANT is complete including all renewal terms. All policies must be endorsed to provide CITY with at least thirty (30) days' notice of expiration, cancellation and/or restriction. If any of the insurance coverages will expire prior to the completion of any Project, copies of renewal policies shall be furnished at least thirty (30) days prior to the date of their expiration.

9.2.4 CITY reserves the right to review and revise any insurance requirements at the time of renewal or amendment of this Contract, including, but not limited to, deductibles, limits, coverage, and endorsements based on insurance market conditions affecting the availability or affordability of coverage, or changes in the scope of work or specifications that affect the applicability of coverage. If CONSULTANT uses a Subconsultant, CONSULTANT shall ensure that Subconsultant names CITY and the Deerfield Beach City Commission as additional insured under the Commercial Liability Policy as well as on any Excess Liability Policy coverage.

9.3 CONSULTANT shall, at a minimum, provide, pay for, and maintain in force at all times during the term of this Agreement the following insurance:

Commercial Liability Insurance - A Commercial Liability Insurance Policy shall be provided which shall contain limits of no less than One Million Dollars (\$1,000,000.00) per occurrence for bodily injury liability, personal injury liability and property damage liability on a per project basis, and shall contain limits of no less than a Two Million Dollars (\$2,000,000.00) aggregate. Coverage must be afforded on a form no more restrictive than CG 20 10 10 01 and CG 20 37 10 01 Commercial Liability Policy, without restrictive endorsements, as filed by the Insurance Services Office and must include: premises and operations, independent contractors, products and/or completed operations for contracts, broad form contractual coverage applicable to this specific Contract including any hold harmless and/or indemnification Contract, personal injury coverage with employee and contractual exclusions removed and policy limits shall be applied on a primary and non-contributory basis.

Professional Liability (Errors & Omissions) Insurance - Professional Liability Insurance with the limits of liability provided by such policy for each claim and on a claim made basis or on an occurrence basis to be no less than one million Dollars (\$1,000,000) per occurrence with a limit of no less than two million dollars (\$2,000,000) aggregate with a deductible per claim not to exceed ten percent (10%) of the limit of liability. CONSULTANT shall notify the CITY in writing within thirty (30) days of any claim filed or made against its Professional Liability Insurance Policy. CONSULTANT acknowledges that the CITY is relying on the competence of the CONSULTANT to design a project to meet its functional intent. If it is determined during construction of a project that changes must be made due to CONSULTANT's negligent errors and omissions, CONSULTANT shall promptly rectify them at no cost to CITY and shall be responsible for additional costs, if any, of a project to the proportional extent caused by such negligent errors or omissions.

Business Automobile Liability - Business Automobile Liability shall be provided with minimum limits of One Million Dollars (\$1,000,000.00) per occurrence or combined single limit for Bodily Injury Liability and Property Damage Liability. Coverage must be afforded on a form no more restrictive than the latest edition of the Business Automobile Liability policy, without restrictive endorsements, as filed by the Insurance Services Office, and must at a minimum include liability coverage symbols: 2 (owned vehicles), 8 (hired vehicles) and 9 (non-owned vehicles).

Workers Compensation Insurance - Workers' Compensation insurance to apply for all employees in compliance with Chapter 440, Florida Statutes, as may be amended from time to time, the "Workers' Compensation Law" of the State of Florida, and all applicable Federal laws. In addition, the policy(ies) must include employers' liability with a limit of One Million Dollars (\$1,000,000.00) each accident, One Million Dollars (\$1,000,000.00) aggregate limit by disease and One Million Dollars (\$1,000,000.00) each employee by disease. Additionally, if there will be operations undertaken on, about or over navigable waterways, evidence of a coverage endorsement for U.S. Longshoremen and Harbor Workers Act (USL&H), and/or Jones Act, for maritime laws coverage shall be included. The Policy shall include a waiver of subrogation for all liability arising out of this contract. If exempt for Worker's Compensation, proper documentation shall be provided.

SECTION 10

NON-APPROPRIATION OF FUNDS

In the event no funds or insufficient funds are appropriated and budgeted or are otherwise unavailable in any fiscal year for payments due under this Work Authorization, then the City, upon written notice to Consultant of such occurrence, shall have the unqualified right to terminate this Work Authorization without any penalty or expense to the City.

SECTION 11

MISCELLANEOUS

Consultant shall, without additional expense to the City, be responsible for paying any taxes, obtaining any necessary licenses and for complying with all applicable federal, state, county, and municipal laws, ordinances and regulations in connection with the performance of the Services specified herein.

SECTION 12

AUDIT AND INSPECTION RIGHTS

- 12.1 The City may, at reasonable times, and for a period of up to three (3) years following the date of final performance of Services by Consultant under this Work Authorization, audit, or cause to be audited, those books and records of Consultant that are related to Consultant's performance under this Work Authorization. Consultant agrees to maintain all such books and records at its principal place of business for a period of three (3) years after final payment is made under this Work Authorization.
- 12.2 The City may, at reasonable times during the term hereof, perform such inspections, as the City deems reasonably necessary, to determine whether the services required to be provided by Consultant under this Work Authorization conform to the terms of this Work Authorization. Consultant shall make available to the City all reasonable assistance to facilitate the performance of inspections by the City's representatives.

SECTION 13
AMENDMENTS AND ASSIGNMENT

- 13.1 This Work Authorization together with Exhibit "A" and all negotiations and oral understandings between the parties are merged herein. The terms and conditions set forth in this Work Authorization supersede any and all previous agreements, promises, negotiations or representations, except as otherwise provided in Section 6. Any other agreements, promises, negotiations or representations not expressly set forth in this Work Authorization are of no force and effect.
- 13.2 No modification, amendment or alteration of the terms and conditions contained herein shall be effective unless contained in a written document executed with the same formality as this Work Authorization.
- 13.3 Consultant shall not transfer or assign the performance of Services called for in the Work Authorization without the prior written consent of the City, which may be withheld or conditioned in the City's sole discretion.

SECTION 14
NOTICES

Whenever either party desires to give notice to the other, it must be given by written notice in accordance with the requirements of Notices section of the Continuing Contract.

SECTION 15
GOVERNING LAW AND VENUE

This Work Authorization shall be construed in accordance with, and governed by, the laws of the State of Florida. Venue for any action arising out of, or relating to this Work Authorization shall be in Broward County, Florida.

SECTION 16
HEADINGS, CONFLICT OF PROVISIONS, WAIVER OR BREACH OF PROVISIONS

Headings are for convenience of reference only and shall not be considered in any interpretation of this Work Authorization. In the event of conflict between the terms of this Work Authorization and any terms or conditions contained in any attached documents, the terms in this Work Authorization shall prevail. No waiver or breach of any provision of this Work Authorization shall constitute a waiver of any subsequent breach of the same or any other provision, and no waiver shall be effective unless made in writing.

SECTION 17
NON-DISCRIMINATION

Consultant represents and warrants to the City that Consultant does not and will not engage in discriminatory practices and that there shall be no discrimination in connection with Consultant's performance under this Work Authorization on account of race, age, religion, color, gender, sexual orientation, national origin, marital status, physical or mental disability, political affiliation or any other factor which cannot be lawfully used as a basis for delivery of services. Consultant further covenants that no otherwise qualified individual shall, solely by reason of his/her race, age, religion, color, gender, sexual orientation, national origin, marital status, physical or mental disability, political affiliation or any other factor which cannot be lawfully used as a basis for delivery of services, be excluded from participation in, be denied services, or be subject to discrimination under any provision of this Work Authorization.

SECTION 18
PUBLIC RECORDS

Consultant understands that the public shall have access, at all reasonable times, to all documents and information pertaining to City contracts, subject to the provisions of Chapter 119, Florida Statutes, and agrees to allow access by the City and the public to all documents subject to disclosure under applicable law. Consultant's failure or refusal to comply with the provisions of this section shall result in the immediate termination of this Work Authorization by the City.

SECTION 19
SEVERABILITY

If any provision of this Work Authorization or the application thereof to any person or situation shall to any extent, be held invalid or unenforceable, the remainder of this Work Authorization, 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 20
SURVIVAL

All representations and other relevant provisions herein shall survive and thereby continue in full force and effect, upon termination of this Work Authorization.

SECTION 21
JOINT PREPARATION

The parties hereto acknowledge that they have sought and received whatever competent advice and counsel as was necessary for them to form a full and complete understanding of all rights and obligations herein, including the Continuing Contract, and that the preparation of this Work Authorization has been a joint effort of the parties, the language has been agreed to by parties to express their mutual intent and the resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the parties than the other.

IN WITNESS WHEREOF, the parties hereto have made and executed this Work Authorization on the respective dates under each signature.

CITY

CITY OF DEERFIELD BEACH, a municipal
corporation of the State of Florida

ATTEST:

Heather Montemayor, City Clerk

By: _____
Rodney Brimlow, Interim City Manager

This ____ day of _____, 20__.

Approved as to form and legal sufficiency
for the use of and reliance by the City of
Deerfield Beach only:

Anthony C. Soroka, City Attorney

AMENDMENT TO THE WORK AUTHORIZATION BETWEEN CITY OF DEERFIELD BEACH
AND HAZEN AND SAWYER FOR PROFESSIONAL ENGINEERING SERVICES RELATED
TO THE DEERFIELD BEACH CHEMICAL SYSTEMS REPLACEMENT PROJECT

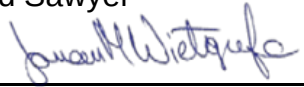
ATTEST:



Corporate Secretary

CONSULTANT

Hazen and Sawyer

By: 

Signature

Print Name: Janeen M. Wietgreffe, PE, PMP

Title: Vice President

Date: 11/14/2024

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EXHIBIT “A-1”
SCOPE OF SERVICES FOR ADDITIONAL SERVICES

DESCRIPTION OF ADDITIONAL SERVICES

This Work Authorization Amendment will provide professional services to perform additional Task 2 – Design services tasks as follows:

- Creation of base AutoCAD drawings for the RO Building chemical systems from the conversion of existing PDF drawings (City of Deerfield Beach West R.O. Improvements, April 2007) required formatting and multiple field verification site visits to ensure accuracy of information when applying the topographic survey information into the contract plans.
- City requested Consultant perform evaluation of the chemical systems to accommodate buildout capacity of the nanofiltration plant (i.e include the addition of two future skids). The initial preliminary design and sizing of the proposed chemical day tanks and chemical metering pumps were based on this criterion. Consultant later reevaluated the sizing and accommodation of the day tank within the existing containment area based on new information provided by City, regarding CITY’s plans for a future Ion Exchange Facility in lieu of membrane expansion.
- CITY requested that the existing lighting in all the chemical rooms be replaced. Additional electrical design efforts required.
- City requested concrete repair of existing RO sulfuric acid injection vaults, coating of the interior of all existing concrete injection vaults and the floor of NF membrane building. Additional site visits were required to properly assess the condition of existing concrete structures and incorporate information into the design documents.
- City requested replacement of all chemical vault sump pumps be included in the design.
- Required additional system evaluations to determine whether double walled day tanks would be appropriate in the RO Chemical Rooms, as requested by City. Significant mechanical and structural design evaluations required to assess feasibility of accommodating days tanks sized for 24-hour storage capacity.

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Due to the additional Task 2- Design Services Task, the time of performance shall now be as follows:

TIME OF PERFORMANCE:

The estimated schedule for activities to be performed under this scope of services is presented below.

Task	Task Duration (Calendar Days)	Estimated Total Days from NTP
Task 1 – Site Visit and Information Review	30	30
Task 2 – Design	360 <u>911</u>	300 <u>941</u>
Prepare Preliminary Design Report Preliminary Design Detailed Design • 50% Design • 90% Design • 100% Design Preparation of Cost Estimate		
Task 3 – Pre-Bid Permitting	60 <u>90</u>	360 <u>1031</u>
Task 4 – Project Management	360 <u>1031</u>	360 <u>1031</u>
Task 5 – Record Drawings for Existing Fluoride System	15	375 <u>1046</u>
Task 6 – Bidding and Construction Oversight Services	TBD	
Total (all Tasks Complete)		375 <u>1046 days</u>

EXHIBIT B-1 COMPREHENSIVE FEE ESTIMATE

CITY OF DEERFIELD BEACH WEST WATER TREATMENT PLANT CHEMICAL SYSTEMS REPLACEMENT FEE ESTIMATE - AMENDMENT 1

Work Element	Associate Vice President	Senior Associate	Associate	Principal Engineer	Assista nt Engine er	CADD	Total Hours	Total Fee
Task 1 - Site Visit and Information Review	1	12	20	0	2	40	75	\$12,340
Task 2 - Design								
Subtask 2.1 - Prepare Preliminary Design Report	4	40	60	0	20	40	164	\$29,760
Subtask 2.2 - Preliminary Design	0	6	0	12	12	0	30	\$4,230
Subtask 2.3 - Detailed Design	6	430	680	212	160	912	2400	\$399,030
Subtask 2.4 - Preparation of Probable Construction Cost Estimate	0	0	0	20	20	0	40	\$4,400
Task 2 - Additional Design	—	68	80	30	144	52	378	\$57,400
Task 3 - Pre-Bid Permitting	0	8	12	0	32	32	84	\$11,170
Task 4- Project Management	4	12	52	12	0	0	80	\$15,700
Task 5- Record Drawings for Existing Fluoride Chemical System	0	0	0	20	0	32	52	\$6,540
Task 6- Bidding and Construction Oversight Services (TBD)								
Total Labor							3,303	\$540,570
Direct Costs Subconsultants								
Sub-Consultant - Geotechnical Investigation								\$4,000
Sub-Consultant - Topographical Survey								\$8,000
Sub-Consultant - Underground Utility (Potholing)								\$4,000
Total Subconsultants								\$16,000
TOTAL FEE								\$556,570
HOURLY RATE	\$254.75	\$265.49	\$190.71	\$130.90	\$88.66	\$122.49		



City of Deerfield Beach

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

Face Sheet File Number: I.D. 2024-636

Agenda Date: 12/3/2024

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 Special Event Permit Application submitted by Floating Frog, LLC dba MindTravel Foundation for a silent piano concert on Deerfield Beach north of the International Fishing Pier on January 4, 2025, from 4:30 pm to 6:30 pm; providing for an effective date.

Recommended Action

Commission to vote on Resolution

Voting Requirement

Adoption requires a 3/5 vote of the City Commission

Background/History

Floating Frog, LLC dba Mindtravel Foundation (the "Applicant") is requesting to hold a silent piano concert on the beach just north of the Pier on Saturday, January 4, 2025, from 4:30 pm to 6:30 pm (the "Event"). This Event is ticketed, with ticket sales ranging from \$15/youth to \$50/adult, and the Applicant anticipates approximately 250 participants will attend the Event. The Applicant is not requesting any fee waivers but does need approval because of the ticket sales. The piano is lightweight and designed as a faux piano around a keyboard, which will not cause any disturbance to the beach. This will be the third time the applicant has hosted the event in Deerfield Beach.

Current Activity

Mindtravel offers an immersive musical experience known as the "Silent Piano Concert," curated by composer and pianist Murray Hidary. Held in iconic theaters and scenic outdoor venues, Mindtravel's live performances take audiences on transformative journeys. With over 400 nationwide performances, local venues include Miami Beach Botanical Gardens, Fort Lauderdale Beach, Doheny State Beach, Playa Largo Resort & Spa, and Siesta Beach in Sarasota.

Recommendation

The Parks and Recreation Department recommends approval of this application.

RESOLUTION NO. 2024/___

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE SPECIAL EVENT PERMIT APPLICATION SUBMITTED BY FLOATING FROG, LLC DBA MINDTRAVEL FOUNDATION FOR A SILENT PIANO CONCERT ON DEERFIELD BEACH NORTH OF THE INTERNATIONAL FISHING PIER ON JANUARY 4, 2025, FROM 4:30 PM TO 6:30 PM; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, Floating Frog, LLC, dba Mindtravel Foundation (the “Applicant”) intends to hold a silent piano concert event on Saturday, January 4, 2025 from 4:30 p.m. to 6:30 p.m. just north of the International Fishing Pier on the beach (the “Event”) in the City of Deerfield Beach (the “City”); and

WHEREAS, according to the Special Event Permit Application submitted by the Applicant (the “Application”), approximately 250 individuals will be participating in the Event, and the Applicant will be selling tickets ranging from \$15 for youths to \$50 for adults; and

WHEREAS, the City Commission finds that it is in the best interest of the City to approve the Application, including the Applicant’s ticket sales for the Event, subject to the Applicant’s compliance with all applicable federal, state, and local laws in connection with the Event.

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 Event Application, subject to the Applicant’s compliance with all applicable federal, state, and local laws, including compliance with the City’s special event regulations and submission of the required proof of insurance and agreement to indemnify, defend and hold the City harmless from claims related to the Event.

Section 3. The appropriate City Officials are authorized to do all things necessary to carry out the aims of this Resolution.

Section 4. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED THIS ____ DAY OF DECEMBER, 2024.

BILL GANZ, MAYOR

ATTEST:

HEATHER MONTEMAYOR, CITY CLERK



City of Deerfield Beach

Special Event Application

The City of Deerfield Beach reserves the right to evaluate and consider all applications based on suitability and alignment with our community's standards. We prioritize maintaining the integrity of our City by ensuring safety, cleanliness of our beaches and community, optimal utilization of resources, and adherence to ethical principles. We maintain the right to approve or deny applications as deemed necessary.

Application #	Complete Application Received:
---------------	--------------------------------

**Above is for City use only*

A **non-refundable application processing fee** (based on below timeline) is **required** with this application but does not guarantee approval. A Permit Application will be determined complete on the date which all required documentation, including fee, is submitted. The non-refundable application fee must be submitted with enough time to get the application approved. **Please allow time for processing applications; depending on the scope of event, applicant may be required to attend the Special Events Review Committee meeting and/or require City Commission approval. This may take up to 60 days.**

Days Until Event	Resident Fee	Non-Resident Fee
90+ days before event	\$200	\$300
45 to 89 days before event	\$250	\$350
30 to 44 days before event	\$300	\$400
14 to 29 days before event	\$350	\$450
Non-Profit Rate	\$100	\$100
Beach Deposit on City Property	\$2,500-\$5,000	\$2,500-\$10,000

**Non-profits must show proof of non-profit status to receive non-profit rates.*

APPLICANT INFORMATION	
Organization Name: The MindTravel Foundation	
Contact Name: Erin Zapcic	Contact Phone: 732-539-3282
Email Address: info@mindtravel.com	
Address: 303 South Broadway, Suite 105	City, State, ZIP: Tarrytown, NY 10591
Organization Status:	
☐ For Profit	
☒ Non-Profit (must include IRS 501(c) tax exempt letter)	
☐ Other:	

EVENT INFORMATION

Event Name: MindTravel Live-to-Headphones 'Silent' Piano Concert	Proposed Date: January 4, 2025	Alternative Date:
Event Address: 240 N Ocean Drive (on the beach)	City, State, ZIP: Deerfield Beach, FL 33441	
Venue/Location Name (if applicable):		
Type of Event: passive recreation / entertainment		
Description of Event: Live-piano concert broadcast to silent disco headphones (NO amplified sound, NO generators).		

	Date	Day	Start Time	End Time
Setup	1/4/25	Saturday	12:00pm	4:00pm
Event Start	1/4/25	Saturday	4:30pm	6:30pm
Event End	1/4/25	Saturday	6:30pm	6:30pm
Breakdown	1/4/25	Saturday	6:30pm	8:30pm

of years this event has taken place (including previous locations & attendance if applicable):
10+ years -- Miami Beach, Fort Lauderdale, Deerfield Beach, Jacksonville Beach, etc.

Anticipated Attendance: 250

Property Owner Permission

I, the undersigned as owner of the property where the event will be located, do hereby grant permission for use of my property for the event described above. **City property is exempt (no signature necessary).*

Name:

Signature:

Phone:

Date:

**Additional documentation may be requested depending on location of event*

Will you require the use of a City park? If yes, please specify park:

***City park must have a park rental permit**

Will your event require use of the beach?

☐ No

☒ Yes (Any events taking place on the beach during sea turtle nesting season, March 1st – October 31st, must contact the Florida Department of Environmental Protection and obtain a field permit.

Will you require parking spaces in the Main Beach Parking Lot?

☒ No

☐ Yes, _____ spaces

Will you require parking spaces along Ocean Way?

☒ No

☐ Yes, _____ spaces

Will you require parking spaces in the Pier Parking Lot?

☒ No

☐ Yes, _____ spaces

***City parking spaces require fees (fees start at \$25 per day, per space)**

VENDOR INFORMATION

Will your event be serving food?

- ☒ No
☐ Yes, food will be prepared:
 ☐ Off-Site
 ☐ On-Site

If prepared on-site, method used for cooking:

- ☒ N/A
☐ Gas
☐ Propane
☐ Charcoal
☐ Fryer
☐ Food truck
☐ Other, please list:

*Food vendors require proper licensing & insurance

*Food vendors may require inspection(s), at the cost of the Organizer

List other vendors:

ADDITIONAL BSO/BUILDING/PERMIT REQUIREMENTS

Will there be alcohol at this Event?

- ☒ No
☐ Yes (requires City Commission approval)
If yes, a State of Florida alcohol license is required

Will you be using tents for your Event?

Tent Size	# of Tents
10x10	2

*If on City property, tents must be weighted; no stakes allowed

*Tents over 10x10 require a permit (Building Department)

Will there be a stage at your Event?

- ☒ No
☐ Yes
If yes, an additional permit may be required (Building Department)

Will your event have bounce houses or inflatables?

- ☒ No
☐ Yes

If yes, provide name of company & phone number:

*Vendor must provide a copy of the company's Certificate of Insurance to the City

Will your event have amusement ride(s)?

- ☒ No
☐ Yes

If yes, ride(s) will require State and City inspections, at the cost of the Organizer; a Certificate of Insurance is required

Will your event require electricity? (NOTE: The City does not provide POWER or WATER)

- ☒ No
☐ Yes

Will a generator be used?

- ☒ No
☐ Yes, generator will be:
☐ Over 5,000 Watts
☐ Under 5,000 Watts

*Generator over 5,000 Watts require a permit (Building Department)

Will your event include the use of fireworks or pyrotechnics?

- ☒ No
☐ Yes

If yes, please describe (additional information may be required):

Will your event require road closures?

- ☒ No
☐ Yes

If yes, please attach map with closures clearly marked. Identify all barricades, blockades, fencing, etc.

***If closing FDOT roads, City Commission is required**

Will your event be using a licensed security company?

- ☒ No
☐ Yes

If yes, provide name of company and phone number:

*Vendor must provide a copy of the company's Certificate of Insurance to the City

The applicant will be responsible for traffic and crowd control and may be required to hire off-duty detail Broward Sheriff Office deputies for traffic, safety and crowd control at the discretion of the BSO.

Initial: eZ

*Request forms available through Special_Details@sheriff.org

PROMOTIONAL INFORMATION

Website/Social Media: www.mindtravel.com // @mindtravelmusic on social

How do you plan on advertising your event? Please list. Facebook/Instagram digital ads, emails to mailing list

Promotional & Event Signs/Banners

Sign/Banner Size	Location	Description

ADDITIONAL EVENT INFORMATION

Will the event have entertainment?

- ☐ No
☒ Yes

Will amplified sound be used?

- ☒ No
☐ Yes

Will musical entertainment be used?

- ☐ No
☒ Yes

If this is a ticketed event, you are charging for space or an entry fee, please describe (requires City Commission approval):

ticketed admission -- average ticket price \$45 with a "pay what you can" option

Will this event create an impact on parking?

- ☒ No
☐ Yes

If yes, please list where additional parking will be located:

The applicant shall be responsible for maintaining all areas encompassed by the event in a safe, clean and orderly condition. The applicant will be responsible for the removal of trash or debris, restoration of damaged shrubs, plants, turf, underground utilities, structures, irrigation, trees, and paved surfaces on any portion of City or other public property.

Initial: eZ

Completed Application Packet Checklist

	Special Event Permit Application completed.
	A map/site plan for event location including parking, traffic flow, rides, location of signage, tents, staging, generators, fences, pyrotechnic materials, emergency access routes, etc. Must be legible and dimensioned.
	Non-refundable application fee.
	Certification of State of Florida not-for-profit status (if applicable).
	Property owner permission as a notarized letter from event site landowner authorizing the event on their property (if not on applicant's property).
	Certificates of insurance from the individual or organization naming the City of Deerfield Beach (150 NE 2nd Ave) and Broward Sheriff's Office (2601 W Broward Blvd) as additionally insured.
	Any applicable Certificates of Insurance and/or licensing for vendors
	Signed Hold Harmless Agreement.
	Approved rental permit from the Parks and Recreation Department, if the event location is at a City of Deerfield Beach public park.

Contact Numbers

Broward Sheriff's Office	954-480-4300
BSO Special Detail Office	954-831-8199
Building Department	954-480-4250
Code Enforcement	954-480-4238
Risk Management	954-480-4255
Special Events	954-480-4429
Parks & Recreation	954-480-4433

**The City of Deerfield Beach is now 100% digital.
Be sure to have an account created on our online
platform CIVIC REC for all payments.**





HOLD HARMLESS AND INDEMNIFICATION AGREEMENT

The MindTravel Foundation _____ (insert official name of vendor), hereinafter referred to as 'Vendor', agrees through the signing of this document by an authorized party, intending to be legally bound for themselves and their heirs, executors and administrators, covenants and agrees to Indemnify and Hold Harmless and defend the City of Deerfield Beach, the elected and appointed officials of the City of Deerfield Beach, the City Manager, department heads, division heads, supervisors and employees of the foregoing, and their heirs, representatives, successors, executors, administrators and assigns from and against any and all suits and actions including attorneys fees and all costs of litigation and judgments, claims for damages or injuries, including death, to persons or property of whatever kind or character, whether real, personal or mixed, asserted or occurring from every name and description arising out of or incidental to the Vendor's activity at the City of Deerfield Beach, Florida, (describe activity) whether or not due to or caused by the negligence of the City of Deerfield Beach, excluding only the sole negligence of the City of Deerfield Beach. This provision shall also pertain to any claims against the City of Deerfield Beach by any employee of Vendor or anyone directly or indirectly employed by Vendor.

This 9 day of October, of 2024

Erin Zapcic Digitally signed by Erin Zapcic
Date: 2024.10.09 16:03:14 -07'00'

Erin Zapcic

Administrator

Applicant Signature

Print Name

Title

Witnesses

Murray Hidary Digitally signed by Murray Hidary
Date: 2024.10.09 16:03:41
-07'00'

Murray Hidary

10/9/2024

Signature

Print Name

Date

Please submit completed application to the Community Events and Outreach Division located at the City of Deerfield Beach, 401A SW 4th St., Deerfield Beach, FL 33441 or email dffbspecialchars@deerfield-beach.com.



FLOAT-1

OP ID: TT

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

07/11/2024

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.

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).

PRODUCER
Mauser & Tobin Co., Inc.
1325 Franklin Avenue
Garden City, NY 11530
Mauser & Tobin Co., Inc.

516-747-0171

CONTACT NAME: Mauser & Tobin Co., Inc.

PHONE (A/C, No, Ext): 516-747-0171

FAX (A/C, No): 516-747-0313

E-MAIL ADDRESS: tim@mausertobin.com

INSURED
FLOATING FROG LLC
MIND TRAVEL FOUNDATION
303 SOUTH BROADWAY 105
TARRYTOWN, NY 10591

INSURER(S) AFFORDING COVERAGE

NAIC #

INSURER A: Philadelphia Insurance Company

18058

INSURER B:

INSURER C:

INSURER D:

INSURER E:

INSURER F:

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

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.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PROJECT ☐ LOC OTHER:	X	PHPK2393319	04/18/2024	04/18/2025	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 4,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTS - COMP/OP AGG \$ 4,000,000
A	AUTOMOBILE LIABILITY ☐ ANY AUTO OWNED AUTOS ONLY ☒ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS ☒ NON-OWNED AUTOS ONLY		PHPK2393319	04/18/2024	04/18/2025	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	UMBRELLA LIAB EXCESS LIAB DED \$ RETENTION \$					EACH OCCURRENCE \$ AGGREGATE \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A				PER STATUTE OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	Commercial Applica		PHPK2393319	04/18/2024	04/18/2025	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Certificate holder added as additional insured

CERTIFICATE HOLDER

CANCELLATION

City of Deerfield Beach
150 NE 2nd Ave
Deerfield Beach, FL 33441

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

ACORD 25 (2016/03)

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FLOAT-1

QP ID: TT

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

07/15/2024

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.

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E-MAIL ADDRESS: tim@mausertobin.com

INSURER(S) AFFORDING COVERAGE

NAIC #

INSURER A: Philadelphia Insurance Company

18058

INSURER B:

INSURER C:

INSURER D:

INSURER E:

INSURER F:

INSURED
FLOATING FROG LLC
MIND TRAVEL FOUNDATION
303 SOUTH BROADWAY 105
TARRYTOWN, NY 10591

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

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	UMBRELLA LIAB EXCESS LIAB DED RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$
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A	Commercial Applica			PHPK2393319	04/18/2024	04/18/2025	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Certificate holder is listed as an additional insured with respects to
General Liability - Music Event - September 13th, 2024.

CERTIFICATE HOLDER

CANCELLATION

City of Deerfield Beach
150 NE 2nd Ave
Deerfield Beach, FL 33441
Broward Sheriff's Office 2601
W Broward Bl Ft Laude, FL 33312

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

ACORD 25 (2016/03)

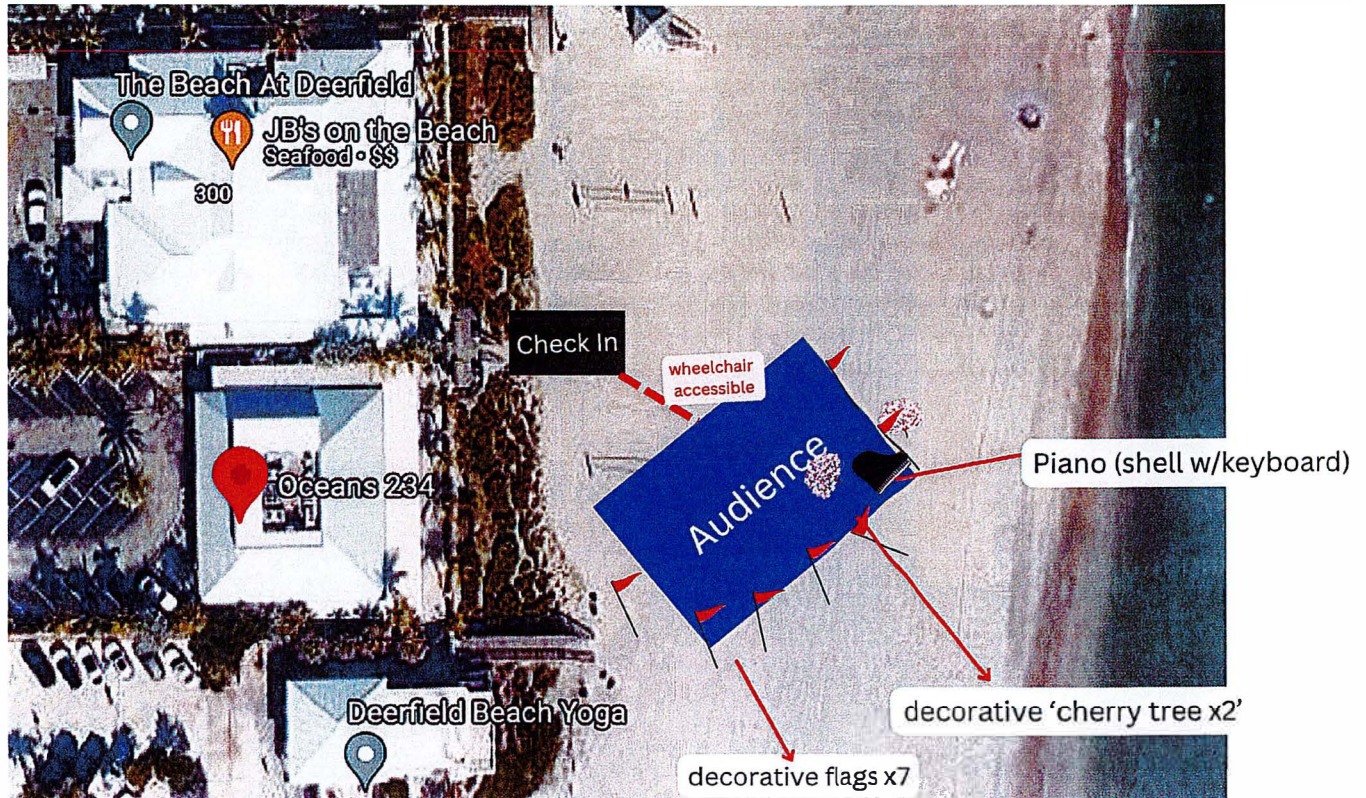
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SITE PLAN: MINDTRAVEL EXPERIENCE

Deerfield Beach, FL

<https://maps.app.goo.gl/vSU3NaiZ4seWiSHf6>



EVENT DETAILS

Set-up: 4 hrs prior with 4-6 team members

Event Program:

10 min intro

45-60 min piano performance via headphones (non-amplified)

10-15 min Audience Q&A

Break-down: 2 hrs post-show. All lights out by 9pm; no vehicles on the beach. **Technical:** This is NOT amplified (silent headphones provided). No power needs, team will supply batteries (NO generator).

No food or beverage. Audience will arrive and bring their own beach towels/beach chairs

Footprint: Our team is committed to a "leave no trace" production footprint, and will return the site to its previous state immediately following event. All trash will be removed and disposed of properly.



Consumer's Certificate of Exemption

Issued Pursuant to Chapter 212, Florida Statutes

DR-14
R. 01/18

85-8019382544C-1	02/01/2024	02/28/2029	501(C)(3) ORGANIZATION
Certificate Number	Effective Date	Expiration Date	Exemption Category

This certifies that

THE MINDTRAVEL FOUNDATION
303 S BROADWAY STE 105
TARRYTOWN NY 10591-5410

is exempt from the payment of Florida sales and use tax on real property rented, transient rental property rented, tangible personal property purchased or rented, or services purchased.



Important Information for Exempt Organizations

DR-14
R. 01/18

1. You must provide all vendors and suppliers with an exemption certificate before making tax-exempt purchases. See Rule 12A-1.038, Florida Administrative Code (F.A.C.).
2. Your *Consumer's Certificate of Exemption* is to be used solely by your organization for your organization's customary nonprofit activities.
3. Purchases made by an individual on behalf of the organization are taxable, even if the individual will be reimbursed by the organization.
4. This exemption applies only to purchases your organization makes. The sale or lease to others of tangible personal property, sleeping accommodations, or other real property is taxable. Your organization must register, and collect and remit sales and use tax on such taxable transactions. Note: Churches are exempt from this requirement except when they are the lessor of real property (Rule 12A-1.070, F.A.C.).
5. It is a criminal offense to fraudulently present this certificate to evade the payment of sales tax. Under no circumstances should this certificate be used for the personal benefit of any individual. Violators will be liable for payment of the sales tax plus a penalty of 200% of the tax, and may be subject to conviction of a third-degree felony. Any violation will require the revocation of this certificate.
6. If you have questions about your exemption certificate, please call Taxpayer Services at 850-488-6800. The mailing address is PO Box 6480, Tallahassee, FL 32314-6480.

THE MINDTRAVEL FOUNDATION
303 S BROADWAY STE 105
TARRYTOWN NY 10591-5410



City of Deerfield Beach

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

Face Sheet File Number: I.D. 2024-633

Agenda Date: 12/3/2024

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 Special Event Permit Application submitted by 2 Extreme Marketing and Promotion, LLC for an ultimate day party to be held at the Johnny L. Tigner Community Center on February 15, 2025, from 5:00 pm to 10:00 pm; 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

Background/History

2 Extreme Marketing and Promotions is requesting approval to host its first daytime party in the Johnny L. Tigner Ballroom. The proposed event is scheduled for Saturday, February 15, 2025, from 5 pm to 10 pm, with an anticipated attendance of approximately 330 guests. Since tickets will be sold for this event, the application is being submitted to the Commission for final approval.

The applicant has appeared before the review committee and received preliminary approval, contingent upon providing the following required documentation: a certificate of insurance, a liquor license, and proof that BSO (Broward Sheriff's Office) security details have been booked to manage alcohol service and safety at the event, along with a floor plan for BSO Fire.

Current Activity

The proposed daytime party will feature live entertainment, food prepared offsite, and alcohol service. As a ticketed event, guests will need to purchase tickets in advance to attend.

Recommendation

The Parks and Recreation Department recommends approval of this event.

RESOLUTION NO. 2024/

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE SPECIAL EVENT PERMIT APPLICATION SUBMITTED BY 2 EXTREME MARKETING AND PROMOTION, LLC FOR AN ULTIMATE DAY PARTY TO BE HELD AT THE JOHNNY L. TIGNER COMMUNITY CENTER ON FEBRUARY 15, 2025, FROM 5:00 PM TO 10:00 PM; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, 2 Extreme Marketing and Promotion, LLC (the “Applicant”) intends to hold an Ultimate Day Party on February 15, 2025, from 5:00 p.m. to 10:00 p.m. at the Johnny L. Tigner Community Center within the Ballroom (the “Event”) in the City of Deerfield Beach (the “City”); and

WHEREAS, according to the Special Event Permit Application submitted by the Applicant (the “Application”), approximately 330 individuals are anticipated to attend the Event; and

WHEREAS, the Applicant intends on selling tickets for the Event and participants will be required to purchase tickets in advance in order to attend the Event; and

WHEREAS, the Event will include live entertainment, food prepared off-site, and alcohol service; and

WHEREAS, the review staff for special event permit applications is recommending approval; and

WHEREAS, the City Commission finds that it is in the best interest of the City to approve the Application, subject to the Applicant complying with all applicable federal, state, and local laws in connection with the Event.

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 of the City of Deerfield Beach hereby approves the Event Application, subject to the Applicant’s compliance with all applicable federal, state, and local laws, including compliance with the City’s special event regulations and submission of the required proof of insurance, liquor license, the provision of BSO (or authorized private) security detail and agreement to indemnify, defend and hold the City harmless from claims related to the Event.

Section 3. The appropriate City Officials are authorized to do all things necessary to carry out the aims of this Resolution.

Section 4. This Resolution shall take effect immediately upon its passage and adoption.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2024.

BILL GANZ, MAYOR

ATTEST:

HEATHER MONTEMAYOR, CITY CLERK



City of Deerfield Beach

Special Event Application

The City of Deerfield Beach reserves the right to evaluate and consider all applications based on suitability and alignment with our community's standards. We prioritize maintaining the integrity of our City by ensuring safety, cleanliness of our beaches and community, optimal utilization of resources, and adherence to ethical principles. We maintain the right to approve or deny applications as deemed necessary.

Application #		Complete Application Received:	
----------------------	--	---------------------------------------	--

**Above is for City use only*

A **non-refundable application processing fee** (based on below timeline) is **required** with this application but does not guarantee approval. A Permit Application will be determined complete on the date which all required documentation, including fee, is submitted. The non-refundable application fee must be submitted with enough time to get the application approved. **Please allow time for processing applications; depending on the scope of event, applicant may be required to attend the Special Events Review Committee meeting and/or require City Commission approval. This may take up to 60 days.**

Days Until Event	Resident Fee	Non-Resident Fee
90+ days before event	\$200	\$300
45 to 89 days before event	\$250	\$350
30 to 44 days before event	\$300	\$400
14 to 29 days before event	\$350	\$450
Non-Profit Rate	\$100	\$100
Beach Deposit on City Property	\$2,500-\$5,000	\$2,500-\$10,000

**Non-profits must show proof of non-profit status to receive non-profit rates.*

APPLICANT INFORMATION	
Organization Name: Extreme Marketing and Promotion	
Contact Name: TRAVIS Gammage	Contact Phone: 561-703 2998
Email Address: TravisGammage@gmail.com	
Address: 280 SW 8th Ct	City, State, ZIP: Deerfield Bch FL 33441
Organization Status: ☐ For Profit ☒ Non-Profit (must include IRS 501(c) tax exempt letter) ☐ Other:	

EVENT INFORMATION																													
Event Name: Ultimate Day Party	Proposed Date: Feb 15, 2025		Alternative Date: _____																										
Event Address: Ultimate Day Party / 435 SW 2nd St Deerfield Beach FL			City, State, ZIP:																										
Venue/Location Name (if applicable): 435 SW 2nd St / Johnny L. Tyner Community Center																													
Type of Event: DAY PARTY																													
Description of Event:																													
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 20%;"></th> <th style="width: 20%;">Date</th> <th style="width: 20%;">Day</th> <th style="width: 20%;">Start Time</th> <th style="width: 20%;">End Time</th> </tr> </thead> <tbody> <tr> <td>Setup</td> <td>Feb 15</td> <td>SAT</td> <td>3pm</td> <td>4:30</td> </tr> <tr> <td>Event Start</td> <td>Feb 15</td> <td>SAT</td> <td>5pm</td> <td>10pm</td> </tr> <tr> <td>Event End</td> <td>Feb 15</td> <td>SAT</td> <td>10pm</td> <td></td> </tr> <tr> <td>Breakdown</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Date	Day	Start Time	End Time	Setup	Feb 15	SAT	3pm	4:30	Event Start	Feb 15	SAT	5pm	10pm	Event End	Feb 15	SAT	10pm		Breakdown				
	Date	Day	Start Time	End Time																									
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Event End	Feb 15	SAT	10pm																										
Breakdown																													
# of years this event has taken place (including previous locations & attendance if applicable):																													
Anticipated Attendance: 330																													
Property Owner Permission I, the undersigned as owner of the property where the event will be located, do hereby grant permission for use of my property for the event described above. <i>*City property is exempt (no signature necessary).</i>																													
Name:		Signature:																											
Phone:		Date:																											
<i>*Additional documentation may be requested depending on location of event</i>																													
Will you require the use of a City park? If yes, please specify park:																													
*City park must have a <u>park rental permit</u>																													
Will your event require use of the beach?																													
☒ No ☐ Yes (Any events taking place on the beach during sea turtle nesting season, March 1 st – October 31 st , must contact the Florida Department of Environmental Protection and obtain a <u>field permit</u> .																													
Will you require parking spaces in the Main Beach Parking Lot?																													
☒ No ☐ Yes, _____ spaces																													
Will you require parking spaces along Ocean Way?																													
☒ No ☐ Yes, _____ spaces																													
Will you require parking spaces in the Pier Parking Lot?																													
☒ No ☐ Yes, _____ spaces																													
*City parking spaces require fees (fees start at \$25 per day, per space)																													

VENDOR INFORMATION

Will your event be serving food?

- ☐ No
☒ Yes, food will be prepared:
☒ Off-Site
☐ On-Site

If prepared on-site, method used for cooking:

- ☐ N/A
☐ Gas
☐ Propane
☐ Charcoal
☐ Fryer
☐ Food truck
☐ Other, please list:

*Food vendors require proper licensing & insurance

*Food vendors may require inspection(s), at the cost of the Organizer

List other vendors:

ADDITIONAL BSO/BUILDING/PERMIT REQUIREMENTS

Will there be alcohol at this Event?

- ☐ No
☒ Yes (requires City Commission approval)
If yes, a State of Florida alcohol license is required

Will you be using tents for your Event?

Tent Size	# of Tents

*If on City property, tents must be weighted; no stakes allowed

*Tents over 10x10 require a permit (Building Department)

Will there be a stage at your Event?

- ☒ No
☐ Yes
If yes, an additional permit may be required (Building Department)

Will your event have bounce houses or inflatables?

- ☒ No
☐ Yes

If yes, provide name of company & phone number:

*Vendor must provide a copy of the company's Certificate of Insurance to the City

Will your event have amusement ride(s)?

- ☒ No
☐ Yes

If yes, ride(s) will require State and City inspections, at the cost of the Organizer; a Certificate of Insurance is required

Will your event require electricity? (NOTE: The City does not provide POWER or WATER)

- ☐ No
☒ Yes

Will a generator be used?

- ☒ No
☐ Yes, generator will be:
☐ Over 5,000 Watts
☐ Under 5,000 Watts

*Generator over 5,000 Watts require a permit (Building Department)

Will your event include the use of fireworks or pyrotechnics?

- ☒ No
☐ Yes

If yes, please describe (additional information may be required):

Will your event require road closures?

- ☒ No
☐ Yes

If yes, please attach map with closures clearly marked. Identify all barricades, blockades, fencing, etc.

***If closing FDOT roads, City Commission is required**

Will your event be using a licensed security company?

- ☐ No
☒ Yes

If yes, provide name of company and phone number:

*Vendor must provide a copy of the company's Certificate of Insurance to the City

The applicant will be responsible for traffic and crowd control and may be required to hire off-duty detail Broward Sheriff Office deputies for traffic, safety and crowd control at the discretion of the BSO.

Initial: TG

*Request forms available through Special_Details@sherrif.org

PROMOTIONAL INFORMATION

Website/Social Media:

2 Extreme Marketing

How do you plan on advertising your event? Please list.

Social media

Promotional & Event Signs/Banners

Sign/Banner Size	Location	Description

ADDITIONAL EVENT INFORMATION

Will the event have entertainment?

- ☐ No
☒ Yes

Will amplified sound be used?

- ☐ No
☒ Yes

Will musical entertainment be used?

- ☐ No
☒ Yes

If this is a ticketed event, you are charging for space or an entry fee, please describe (requires City Commission approval):

Will this event create an impact on parking?

- ☒ No
☐ Yes

If yes, please list where additional parking will be located:

The applicant shall be responsible for maintaining all areas encompassed by the event in a safe, clean and orderly condition. The applicant will be responsible for the removal of trash or debris, restoration of damaged shrubs, plants, turf, underground utilities, structures, irrigation, trees, and paved surfaces on any portion of City or other public property.

Initial: TA

Completed Application Packet Checklist

	Special Event Permit Application completed.
	A map/site plan for event location including parking, traffic flow, rides, location of signage, tents, staging, generators, fences, pyrotechnic materials, emergency access routes, etc. Must be legible and dimensioned.
	Non-refundable application fee.
	Certification of State of Florida not-for-profit status (if applicable).
	Property owner permission as a notarized letter from event site landowner authorizing the event on their property (if not on applicant's property).
	Certificates of insurance from the individual or organization naming the City of Deerfield Beach (150 NE 2nd Ave) and Broward Sheriff's Office (2601 W Broward Blvd) as additionally insured.
	Any applicable Certificates of Insurance and/or licensing for vendors
	Signed Hold Harmless Agreement.
	Approved rental permit from the Parks and Recreation Department, if the event location is at a City of Deerfield Beach public park.

Contact Numbers

Broward Sheriff's Office	954-480-4300
BSO Special Detail Office	954-831-8199
Building Department	954-480-4250
Code Enforcement	954-480-4238
Risk Management	954-480-4255
Special Events	954-480-4429
Parks & Recreation	954-480-4433

**The City of Deerfield Beach is now 100% digital.
Be sure to have an account created on our online
platform CIVIC REC for all payments.**



HOLD HARMLESS AND INDEMNIFICATION AGREEMENT

_____(insert official name of vendor), hereinafter referred to as 'Vendor', agrees through the signing of this document by an authorized party, intending to be legally bound for themselves and their heirs, executors and administrators, covenants and agrees to Indemnify and Hold Harmless and defend the City of Deerfield Beach, the elected and appointed officials of the City of Deerfield Beach, the City Manager, department heads, division heads, supervisors and employees of the foregoing, and their heirs, representatives, successors, executors, administrators and assigns from and against any and all suits and actions including attorney's fees and all costs of litigation and judgments, claims for damages or injuries, including death, to persons or property of whatever kind or character, whether real, personal or mixed, asserted or occurring from every name and description arising out of or incidental to the Vendor's activity at the City of Deerfield Beach, Florida, whether or not due to or caused by the negligence of the City of Deerfield Beach, excluding only the sole negligence of the City of Deerfield Beach. This provision shall also pertain to any claims against the City of Deerfield Beach by any employee of Vendor or anyone directly or indirectly employed by Vendor.

This 17 day of Oct, 2024.



Applicant Signature

TRAVIS Gammage

Print Name

Owner

Title

Witness Signature

Print Name

Date

**Please submit completed application to
dfbspecialevents@deerfield-beach.com.**





City of Deerfield Beach

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

Face Sheet File Number: I.D. 2024-634

Agenda Date: 12/3/2024

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 Special Event Permit Application submitted by Flow Beach Tennis and Zendo Consulting, LLC, for a beach tennis tournament on Deerfield Beach north of the International Fishing Pier on February 22, 2025, and February 23, 2025, from 7:00 am to 7:00 pm each day; providing for an effective date.

Recommended Action

Commission to vote on Resolution

Voting Requirement

Adoption requires a 3/5 vote of the City Commission

Background/History

The Flow Beach Tennis has requested approval to host a beach tennis tournament from February 22 to February 23, 2025, from 7 am to 7 pm each day. The event will utilize six volleyball courts, which have been rented by Flow Beach Tennis for the tournament. Preliminary approval was granted by the review staff, contingent on providing proof that BSO (Broward Sheriff's Office) security details have been booked and an updated site map is submitted.

Current Activity

This would be the first time that the Flow Beach Tennis hosts a tournament in the City of Deerfield Beach. The event is expected to attract visitors, provide increased exposure to our local businesses and showcase our beautiful beach to participants and spectators alike.

Recommendation

The Parks and Recreation Department recommends approval of this application.

RESOLUTION NO. 2024/____

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DEERFIELD BEACH, FLORIDA, APPROVING THE SPECIAL EVENT PERMIT APPLICATION SUBMITTED BY FLOW BEACH TENNIS AND ZENDO CONSULTING, LLC, FOR A BEACH TENNIS TOURNAMENT ON DEERFIELD BEACH NORTH OF THE INTERNATIONAL FISHING PIER ON FEBRUARY 22, 2025, AND FEBRUARY 23, 2025, FROM 7:00 AM TO 7:00 PM EACH DAY; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, Flow Beach Tennis in conjunction with Zendon Consulting, LLC (collectively, the “Applicant”) intends to hold a beach tennis event on February 22, 2025, and February 23, 2025, from 7:00 a.m. to 7:00 p.m. just north of the International Fishing Pier on the beach (the “Event”) in the City of Deerfield Beach (the “City”); and

WHEREAS, according to the Special Event Permit Application submitted by the Applicant (the “Application”), the Applicants will rent six volleyball courts to be utilized during the Event, approximately 250 individuals will be participating in the Event, and the Applicant will be charging a participation fee; and

WHEREAS, the City Commission finds that it is in the best interest of the City to approve the Application, subject to the Applicant’s compliance with all applicable federal, state, and local laws in connection with the Event.

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 Event Application, subject to the Applicant’s compliance with all applicable federal, state, and local laws, including compliance with the City’s special event regulations and submission of the required proof of insurance and agreement to indemnify, defend, and hold the City harmless from claims related to the Event.

Section 3. The appropriate City Officials are authorized to do all things necessary to carry out the aims of this Resolution.

Section 4. This Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED THIS ____ DAY OF DECEMBER, 2024.

BILL GANZ, MAYOR

ATTEST:

HEATHER MONTEMAYOR, CITY CLERK



City of Deerfield Beach Special Event Application

The City of Deerfield Beach reserves the right to evaluate and consider all applications based on suitability and alignment with our community's standards. We prioritize maintaining the integrity of our City by ensuring safety, cleanliness of our beaches and community, optimal utilization of resources, and adherence to ethical principles. We maintain the right to approve or deny applications as deemed necessary.

Application #		Complete Application Received:	
---------------	--	--------------------------------	--

**Above is for City use only*

A non-refundable application processing fee (based on below timeline) is required with this application but does not guarantee approval. A Permit Application will be determined complete on the date which all required documentation, including fee, is submitted. The non-refundable application fee must be submitted with enough time to get the application approved. Please allow time for processing applications; depending on the scope of event, applicant may be required to attend the Special Events Review Committee meeting and/or require City Commission approval. This may take up to 60 days.

Days Until Event	Resident Fee	Non-Resident Fee
90+ days before event	\$200	\$300
45 to 89 days before event	\$250	\$350
30 to 44 days before event	\$300	\$400
14 to 29 days before event	\$350	\$450
Non-Profit Rate	\$100	\$100
Beach Deposit on City Property	\$2,500-\$5,000	\$2,500-\$10,000

**Non-profits must show proof of non-profit status to receive non-profit rates.*

APPLICANT INFORMATION	
Organization Name: FLOW BEACH TENNIS	
Contact Name: ELIANE	Contact Phone: 561 405 1003
Email Address: FLOW.BEACHTENNIS@GMAIL.COM	
Address: 4 SE 10TH CT City, State, ZIP: 33441	
Organization Status:	
☒ For Profit	
☐ Non-Profit (must include IRS 501(c) tax exempt letter)	
☐ Other:	

EVENT INFORMATION

Event Name:

US BEACH TENNIS EXPERIENCE

Proposed Date:

22 AND 23 Feb

Alternative Date:

Event Address:

DEERFIELD BEACH

VOURYMAN WOODS

City, State, ZIP:

DEERFIELD

Venue/Location Name (if applicable):

Type of Event:

TOURNAMENT

Description of Event:

	Date	Day	Start Time	End Time
Setup	02/21		05:00	06:00
Event Start	02/22		09:00	06:00
Event End	02/23		09:00	06:00
Breakdown				

of years this event has taken place (including previous locations & attendance if applicable):

4 YEAR - POMPAHO BEACH / COLAN SPRINGS

Anticipated Attendance: 250.

Property Owner Permission

I, the undersigned as owner of the property where the event will be located, do hereby grant permission for use of my property for the event described above. *City property is exempt (no signature necessary).

Name:

Signature:

Phone:

Date:

*Additional documentation may be requested depending on location of event

Will you require the use of a City park? If yes, please specify park:

*City park must have a park rental permit

Will your event require use of the beach?

☐ No☒ Yes (Any events taking place on the beach during sea turtle nesting season, March 1st – October 31st, must contact the Florida Department of Environmental Protection and obtain a field permit.

Will you require parking spaces in the Main Beach Parking Lot?

☒ No☐ Yes, _____ spaces

Will you require parking spaces along Ocean Way?

☒ No☐ Yes, _____ spaces

Will you require parking spaces in the Pier Parking Lot?

☒ No☐ Yes, _____ spaces

*City parking spaces require fees (fees start at \$25 per day, per space)

VENDOR INFORMATION

Will your event be serving food?

- ☐ No
☒ Yes, food will be prepared:
☒ Off-Site
☐ On-Site

If prepared on-site, method used for cooking:

- ☐ N/A
☐ Gas
☐ Propane
☐ Charcoal
☐ Fryer
☐ Food truck
☐ Other, please list:

*Food vendors require proper licensing & insurance

*Food vendors may require inspection(s), at the cost of the Organizer

List other vendors:

ACAI
SAGRADO CAFE

ADDITIONAL BSO/BUILDING/PERMIT REQUIREMENTS

Will there be alcohol at this Event?

- ☒ No
☐ Yes (requires City Commission approval)
If yes, a State of Florida alcohol license is required

Will you be using tents for your Event?

Tent Size	# of Tents
10 x 10	4

*If on City property, tents must be weighted; no stakes allowed

*Tents over 10x10 require a permit (Building Department)

Will there be a stage at your Event?

- ☒ No
☐ Yes
If yes, an additional permit may be required (Building Department)

Will your event have bounce houses or inflatables?

- ☒ No
☐ Yes

If yes, provide name of company & phone number:

*Vendor must provide a copy of the company's Certificate of Insurance to the City

Will your event have amusement ride(s)?

- ☒ No
☐ Yes

If yes, ride(s) will require State and City inspections, at the cost of the Organizer; a Certificate of Insurance is required

Will your event require electricity? (NOTE: The City does not provide POWER or WATER)

- ☐ No
☒ Yes

Will a generator be used?

- ☐ No
☐ Yes, generator will be:
☐ Over 5,000 Watts
☒ Under 5,000 Watts

*Generator over 5,000 Watts require a permit (Building Department)

Will your event include the use of fireworks or pyrotechnics?

- ☒ No
☐ Yes

If yes, please describe (additional information may be required):

Will your event require road closures?

- ☒ No
☐ Yes

If yes, please attach map with closures clearly marked. Identify all barricades, blockades, fencing, etc.

*If closing FDOT roads, City Commission is required

Will your event be using a licensed security company?

- ☒ No
☐ Yes

If yes, provide name of company and phone number:

*Vendor must provide a copy of the company's Certificate of Insurance to the City

The applicant will be responsible for traffic and crowd control and may be required to hire off-duty detail Broward Sheriff Office deputies for traffic, safety and crowd control at the discretion of the BSO.

Initial: EL

*Request forms available through Special_Details@sherrif.org

PROMOTIONAL INFORMATION

Website/Social Media: FLOW BEACH TENNIS INSTAGRAM

How do you plan on advertising your event? Please list.

Promotional & Event Signs/Banners

Sign/Banner Size	Location	Description
FLAG	IN THE COURTS	JUST REGULAR FLAGS

ADDITIONAL EVENT INFORMATION

Will the event have entertainment?

- ☒ No
☐ Yes

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☒ Yes

Will musical entertainment be used?

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The City of Deerfield Beach is now 100% digital. Be sure to have an account created on our online platform CIVIC REC for all payments.



HOLD HARMLESS AND INDEMNIFICATION AGREEMENT

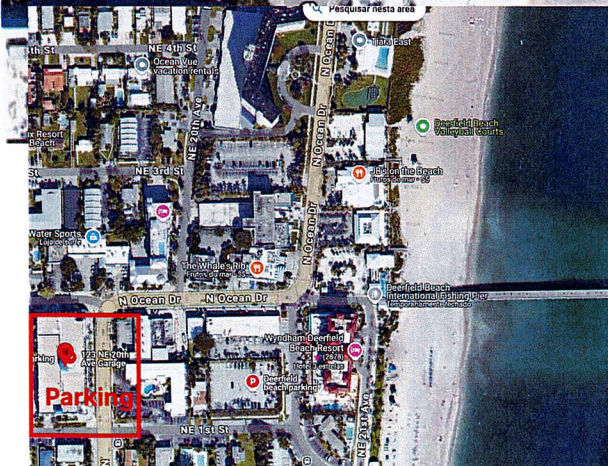
BENDO CONSULTING LLC
FLOW BEACH TENNIS (insert official name of vendor), hereinafter referred to as 'Vendor', agrees through the signing of this document by an authorized party, intending to be legally bound for themselves and their heirs, executors and administrators, covenants and agrees to Indemnify and Hold Harmless and defend the City of Deerfield Beach, the elected and appointed officials of the City of Deerfield Beach, the City Manager, department heads, division heads, supervisors and employees of the foregoing, and their heirs, representatives, successors, executors, administrators and assigns from and against any and all suits and actions including attorney's fees and all costs of litigation and judgments, claims for damages or injuries, including death, to persons or property of whatever kind or character, whether real, personal or mixed, asserted or occurring from every name and description arising out of or incidental to the Vendor's activity at the City of Deerfield Beach, Florida, whether or not due to or caused by the negligence of the City of Deerfield Beach, excluding only the sole negligence of the City of Deerfield Beach. This provision shall also pertain to any claims against the City of Deerfield Beach by any employee of Vendor or anyone directly or indirectly employed by Vendor.

This 19 day of November, 2024.

 _____ Applicant Signature	<u>CHRISTIANE REBER</u> _____ Print Name	<u>OWNER</u> _____ Title
_____ Witness Signature	_____ Print Name	_____ Date

Please submit completed application to
dfbspecialevents@deerfield-beach.com





- Parking lot for public
- Staff Parking
- Courts will be set on the beach
- 4 tent 10×10 (organizer, sponsors and 1 for food)
- X Generator
- Spotlight Towers



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
11/19/2024

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.

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).

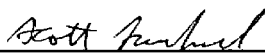
PRODUCER K&K Insurance Group, Inc. 1712 Magnavox Way Fort Wayne IN 46804	CONTACT NAME: Mass Merchandising Underwriting PHONE (A/C, No, Ext): 1-800-426-2889 FAX (A/C, No): 1-260-459-5105 E-MAIL: info@sportsinsurance-kk.com ADDRESS: PRODUCER CUSTOMER ID:														
INSURED Zendo Consulting LLC flow.beachtennis@gmail.com Boca Raton, FL 33434 A Member of the Sports, Leisure & Entertainment RPG	<table border="1"><thead><tr><th>INSURER(S) AFFORDING COVERAGE</th><th>NAIC #</th></tr></thead><tbody><tr><td>INSURER A: AIG Specialty Insurance Company</td><td>26883</td></tr><tr><td>INSURER B:</td><td></td></tr><tr><td>INSURER C:</td><td></td></tr><tr><td>INSURER D:</td><td></td></tr><tr><td>INSURER E:</td><td></td></tr><tr><td>INSURER F:</td><td></td></tr></tbody></table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A: AIG Specialty Insurance Company	26883	INSURER B:		INSURER C:		INSURER D:		INSURER E:		INSURER F:	
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COVERAGES **CERTIFICATE NUMBER:** W02875171 **REVISION NUMBER:**

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.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PROJECT ☐ LOC OTHER:	X		9YAPG0001334486200	02/22/2025 12:01 AM EDT	02/24/2025 12:01 AM	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea Occurrence) \$1,000,000 MED EXP (Any one person) \$5,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$5,000,000 PRODUCTS - COMP/OP AGG \$1,000,000 PROFESSIONAL LIABILITY LEGAL LIAB TO PARTICIPANTS \$1,000,000
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ OWNED AUTOS ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY ☐ NOT PROVIDED WHILE IN HAWAII						COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)
	UMBRELLA LIAB ☐ OCCUR EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☐ RETENTION						EACH OCCURRENCE AGGREGATE
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) ☐ Y / N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A					☐ PER STATUTE ☐ OTHER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT
A	MEDICAL PAYMENTS FOR PARTICIPANTS			9YAPG0001334486200	02/22/2025 12:01 AM EDT	02/24/2025 12:01 AM	PRIMARY MEDICAL EXCESS MEDICAL \$25,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Legal Liability to Participants (LLP) limit is a per occurrence limit.
Event Name: US BEACH TENNIS EXPERIENCE, Event Type: Event Date: 02/22/2025 to 02/23/2025
Event Location: City of Deerfield Beach, 150 NE 2nd Ave., Deerfield Beach, Florida 33441
Event Location: Broward Sheriff's Office, 2601 W Broward Blvd, Fort Lauderdale, Florida 33312
The certificate holder is added as an additional insured, but only for liability caused, in whole or in part, by the acts or omissions of the named insured.

CERTIFICATE HOLDER City of Deerfield Beach, 150 NE 2nd Ave Deerfield Beach, FL 33441 (Owner/Lessor of Premises)	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
--	---

Coverage is only extended to U.S. events and activities.

** NOTICE TO TEXAS INSUREDS: The Insurer for the purchasing group may not be subject to all the insurance laws and regulations of the State of Texas

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s) City of Deerfield Beach, 150 NE 2nd Ave Deerfield Beach, FL 33441
Named Insured: Zendo Consulting LLC
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

- A. Section II – Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:
1. In the performance of your ongoing operations; or
 2. In connection with your premises owned by or rented to you.
- However:
1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
 2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.
- B.** With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance**:
- If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:
1. Required by the contract or agreement; or
 2. Available under the applicable Limits of Insurance shown in the Declarations;
- whichever is less.
- This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.



City of Deerfield Beach Parks and Recreation

401A SW 4th Street
Deerfield Beach, FL 33441

954-480-4433
registration@deerfield-beach.com
www.dfb.city

Registration/Payment Receipt 79000861

10/21/2024 05:44 PM

Account Information

Eduardo Souza
20323 Whistling Straits Way
Boca Raton, FL 33434

Payment

Credit/Debit \$50.00
Ending in 4669
Merchant Code
50402504-3504-4524-89bd-c68d26f65825

Item	Amount Paid
(0010000-3474325) Resident Application (60)	\$50.00
FOR BALANCE DUE BY: 10/24/2024	
Subtotal	\$50.00
Total Payment	\$50.00
Change in Balance	(\$50.00)
Account Balance (As of 10/21/2024 05:44 PM)	\$0.00

Prompt(s)

Organizations Name Flow Experience

Check Date () 10/16/2024



City of Deerfield Beach

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

Face Sheet File Number: I.D. 2024-650

Agenda Date: 12/3/2024

Status: DEPARTMENTAL BUSINESS

In Control: City Commission

Title

Resolution 2024/ - A Resolution of the City Commission of the City of Deerfield Beach, Florida, amending the 2024/2025 schedule of City Commission meetings; providing for an effective date.

Recommended Action

Commission to vote on Resolution

Voting Requirement

Adoption requires a 3/5 vote of the City Commission

Background/History

City staff will not receive the certified election results from the Supervisor of Elections Office until March 14, 2025, latest March 17, 2025; therefore, staff is requesting to reschedule the March 18, 2025 Regular City Commission meeting to March 25, 2025 to ensure that the certified election results are received, and added to the agenda backup in a timely manner.

Recommendation

Approval is recommended.

RESOLUTION NO. 2024/

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF
DEERFIELD BEACH, FLORIDA, AMENDING THE 2024/2025
SCHEDULE OF CITY COMMISSION MEETINGS; PROVIDING FOR AN
EFFECTIVE DATE**

WHEREAS, the City Commission wishes to amend the City Commission Meetings Schedule for 2024/2025; and

WHEREAS, due to the possibility of not receiving the official election results in a timely manner, a request has been made to reschedule the March 18, 2025 Regular City Commission Meeting to March 25, 2025.

**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 amends the 2024/2025 City Commission Meetings Schedule to reschedule the March 18, 2025 Regular City Commission Meeting to March 25, 2025 at 7 pm.

Section 3. The City Commission reserves the right to further reschedule meetings, schedule special meetings or take such other actions as it deems appropriate.

Section 4. The appropriate City officials are authorized to do all things necessary and expedient to accomplish the aims of this Resolution.

Section 5. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2024.

BILL GANZ, MAYOR

ATTEST:

HEATHER MONTEMAYOR, CITY CLERK



FY25 City Commission Meeting Schedule

Tuesday, October 1, 2024

Tuesday, October 15, 2024

Wednesday, November 6, 2024

Tuesday, November 19, 2024

Tuesday, December 3, 2024

Tuesday, December 17, 2024

Tuesday, January 14, 2025

Tuesday, January 28, 2025

Tuesday, February 4, 2025

Tuesday, February 18, 2025

Tuesday, March 4, 2025

Tuesday, March ~~18~~ 25, 2025

Tuesday, April 1, 2025

Tuesday, April 22, 2025

Tuesday, May 6, 2025

Tuesday, May 20, 2025

Tuesday, June 3, 2025

Tuesday, June 17, 2025

Tuesday, July 8, 2025

Tuesday, August 5, 2025

Tuesday, August 19, 2025

Tuesday, September 2, 2025*

Tuesday, September 16, 2025*

Tuesday, October 7, 2025

*subject to change based on budget hearing scheduling requirements