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By Planning and Zoning at 12:02 pm, Oct 17, 2013



A Great Hometown... Let Us Show You!

Planning, Zoning & Building Department

12300 Forest Hill Blvd., Wellington, FL 33414 (561) 791-4000 pzapplications@wellingtonfl.gov

MASTER PLAN AMENDMENT APPLICATION

INSTRUCTIONS TO APPLICANTS:

- 1. Please complete all sections of this application. If not applicable, indicate with N/A.
- 2. Provide required attachments as shown on the attached checklist

| I. PROPER | RTY OWNER AND AGENT INFO | RMATION | | |
|--|----------------------------------|----------------------|------------------------|--|
| Property Owner(s) of Record: Owner: Is | la Verde, LLC | | | |
| Address: 7900 GLADES RD STE 600 | City: BOCA RATON | ST:_FL | Zip: 33434 | |
| Phone: | FAX. | | | |
| Applicant (if other than owner): WELLIN | NGTON ISLES, LLC | | | |
| Address: 601 BAYSHORE BLVD, Suite 50 | O City: TAMPA | ST:_FL | _{Zip:} 33606 | |
| Phone: | FAX: | | | |
| Phone: Agent & Company Name: COTLEUR & | HEARING | | | |
| Address: 1934 COMMERCE LANE, STE | 1 City: JUPITER | ST: FL | _{Zip:} 33458 | |
| Phone: 561-747-6336 EXT 110 | FAX: | | | |
| professional service provided. | II. PROPERTY LOCATION | | | |
| A. Is the subject property located within on If 'yes' please specify: ROYAL PALM | | ? ✓ yes | no | |
| B. Property Control Number (PCN): If add | litional PCNs, list on a separat | e sheet and atta | ch to the application. | |
| PCN: [73] f2] [44] 06] [19] 091 [0 | 900]-[][]-[][]-[] | 11 11 11 1 | | |
| C. Section: 44 Township: 42 Range: 73 Total Acreage of Subject Property: 53.57 | | | | |
| D. Project Name: ISLA VERDE (WELLIN | IGTON ISLES) | <u></u> | | |
| E. Project Address: N/A | | | | |
| F. General Location Description (proximity | y to closest major intersection | in miles or fraction | ons thereof): | |
| Northeast corner of Dillman Road and S | State Road 7 | . <u> </u> | | |

III. PROJECT HISTORY

以下,但是本种的对象的特别的。

(List in sequence from first application to most recent – attach additional page if necessary):

| Petition Number | Request | Action Date | Resolution Number |
|-----------------|---------|-------------|-------------------|
| SEE ATTACHED | | | |
| · | | | |
| | | | |
| | | | |

IV. ADJACENT PROPERTIES

| Adjacent Property to the: | Land Use Designation | Zoning Designation | Existing Use(s) of Property | Approved Use(s) of Property* | Petition & Resolution Number |
|------------------------------|-------------------------|--------------------|-----------------------------|------------------------------|------------------------------|
| SUBJECT SITE | MXD | MUPD | VACANT | RESIDENTIAL | R.2006-40 |
| NORTH | PBC - LR-2 | PBC - AR | VACANT | PBC | PBC |
| SOUTH | PBC - LR-2 | PBC - PUD | STONEHAVEN - RESIDENTIAL | RESIDENTIAL | PBC |
| EAST | PBC - LR-2 | PBC - RE | RESIDENTIAL | RESIDENTIAL | PBC |
| WEST | MXD | MUPD | COMMERCIAL | 210,000 SF COMMERCIAL | R.2006-40 |

 If adjacent land supports a previous approval by Wellington, please include a brief description of the approved use(s) and the approved square footage or number of dwelling units.

V. TABULAR DATA

| PROJECT DATA | LAST BCC OR VC APPROVAL | LAST DRC APPROVAL | REQUIRED PER CODE | PROPOSED | +/- CHANGE |
|-----------------------------|----------------------------|----------------------|---|-------------------|---|
| | VOAFFROVAL | APPROVAL | PER CODE | | |
| | | | | | |
| Total Occasion Assessment | | | | | |
| Total Gross Acreage | 53.57 | 53 57 | 53.57 | 53.57 | 0 |
| Lot Frontage (ROW feet) | | | | | 0 |
| Lot depth (maximum) | 1326 56 | 1326 56 | 1326.56 | 1326.56 | 0 |
| Lot Width (minimum) | | | | | 0 |
| Setbacks: Front/Rear | | gen was appeared to | 18 20 20 20 20 20 20 20 20 20 20 20 20 20 | La All La Colonia | The American Section is |
| Side Interior/Side Corner | | | | | |
| Total Dwelling Units (du's) | | | | | ang Lagueraine |
| # of Single Family (SF) | - | - | - | - | _ |
| # of Zero Lot Line (ZLL) | | Av | April 1 and 1 and 1 and 1 and 1 | 1 V 4 - 1 - 1 | |
| # of Townhouses (TH) | - | ~ | - | - | |
| # of Multi-Family (MF) | 230 | 230 | n/a | 360 | 0 |
| # of PODs | 1 | 1 | 1 | 1 | 1 |
| Total Gross Density | 4 29 | 4.29 | n/a | 6.72 | 2.43 |
| Gross Density by POD | 4.29 | 4.29 | n/a | 6.72 | 2.43 |
| # Dwelling Units by POD | 230 | 230 | 230 | 360 | 130 |
| # of Single Family (SF) | | <u> </u> | - | | - |
| # of Zero Lot Line (ZLL) | | | = 2 - 32 | | |
| # of Townhouses (TH) | - | - | - | _ | |
| # of Multi-Family (MF) | 230 | 230 | 230 | 360 | 130 |
| Total Sq. Footage | 210,000 | 210,000 | 210.000 | 210,000 | 0 |
| Commercial SF | 210,000 | 210,000 | 210,000 | 210,000 | 0 |
| Industrial SF | | | | 210,000 | * 1 det 1 2 1 |
| Other SF | - | _ | | - | |

| Total Acres & Percentage | | | | | A STATE OF THE STA |
|--|--|--|---|---|--|
| Lakes/Waterways | | | * | 0.00.40.440.0704 | |
| Right of Way Area | | | | 6.62 AC / 12.37% | 6.62 AC / 12.37% |
| Open Space Area | | | | 6.05 AC / 19.73% | 6.05 AC / 19.73% |
| Recreation Area | | | | 8.86 AC / 28.91% | 8.86 AC / 28.919 |
| Preserve Area | | | | 0.50.40.40.0404 | |
| Civic Area | 1 = 1 | | | 3.56 AC / 6.64% | 3.56 AC / 6.64% |
| # of Acres of Public | 0 | 0 | 0 | | |
| # of Acres of Private | 0 | 0 | 0 | 0 | |
| Impervious Area | | | U | 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0 |
| Pervious Area | | | | 13.41 AC / 43.73% 17.25 AC / 56.27% | 13.41 AC / 43.73% |
| 1 011100071100 | | | | 17.23 AC / 30:21% | 17.25 AC / 56 27% |
| A. Is property in comp | oliance with all pre | | ts, if necessary) | pplicable LDRS r | equirements? |
| | | e explanation. | oval: | | |
| 3. Report on the statu | s of all previous o | | oval: | | |
| B. Report on the statu Status report included he | orein. VIII. APPLIC/ | conditions of appro | NT OF JUSTIFICA | FION | |
| 3. Report on the statu Status report included he The applicant is to explain | VIII. APPLICA (Attac | ANT'S STATEME! h additional shee | NT OF JUSTIFICA ets if necessarv) | | |
| 3. Report on the status report included he had been | VIII. APPLICA (Attaction how the request is con Plan. | ANT'S STATEME! h additional shee est conforms to the | NT OF JUSTIFICA ets if necessarv) he following: ourposes, goals, o | bjectives and po | olicies of the |
| Report on the status report included he status report included he | VIII. APPLICA (Attaction how the request is con Plan.) | ANT'S STATEMEI h additional sheet est conforms to the sistent with the p | NT OF JUSTIFICA ets if necessary) the following: purposes, goals, of | bjectives and po | olicies of the nation. The |
| Report on the status report included he Status report included he The applicant is to explain the proposed Comprehensive For proposed community project will be built in acc | VIII. APPLICA (Attaction how the request is con Plan.) | ANT'S STATEMEI h additional sheet est conforms to the sistent with the p | NT OF JUSTIFICA ets if necessary) the following: purposes, goals, of | bjectives and po | olicies of the nation. The |
| Status report on the status report included here. The applicant is to explain the propose Comprehensive For The proposed community project will be built in acc | VIII. APPLICA (Attaction how the request is con Plan.) | ANT'S STATEMEI h additional sheet est conforms to the sistent with the p | NT OF JUSTIFICA ets if necessary) the following: purposes, goals, of | bjectives and po | olicies of the nation. The |
| B. Report on the statu Status report included he The applicant is to explain | VIII. APPLICA (Attaction how the request is con Plan.) | ANT'S STATEMEI h additional sheet est conforms to the sistent with the p | NT OF JUSTIFICA ets if necessary) the following: purposes, goals, of | bjectives and po | olicies of the nation. The |
| B. Report on the status report included he Status report included he The applicant is to explain A. That the propose Comprehensive For The proposed community project will be built in acc | VIII. APPLICA (Attaction how the request is con Plan.) | ANT'S STATEMEI h additional sheet est conforms to the sistent with the p | NT OF JUSTIFICA ets if necessary) the following: purposes, goals, of | bjectives and po | olicies of the nation. The |
| Report on the statu Status report included he The applicant is to explain That the propose Comprehensive For proposed community project will be built in acc | VIII. APPLICA (Attaction how the request is con Plan.) | ANT'S STATEMEI h additional sheet est conforms to the sistent with the p | NT OF JUSTIFICA ets if necessary) the following: purposes, goals, of | bjectives and po | olicies of the nation. The |
| Report on the statu Status report included he The applicant is to explain That the propose Comprehensive For proposed community project will be built in acc | VIII. APPLICA (Attaction how the request is con Plan.) | ANT'S STATEMEI h additional sheet est conforms to the sistent with the p | NT OF JUSTIFICA ets if necessary) the following: purposes, goals, of | bjectives and po | olicies of the nation. The |

| B. | That the proposed request is in compliance with Article 11 of the LDRS (Adequate Public Facility Standards). |
|--------|---|
| All re | equired public facility standards have been met for the project. |
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| C. | That the proposed request is in compliance with Article 9 of the LDRS (Environmental Standards) and minimizes environmental impacts, including but not limited to water, air, stormwater management, wildlife, vegetation, wetlands and the natural functioning of the environment. |
| The p | project is consistent with the Village's environmental standards. The previously approved plan established |
| | ignificant environmental areas requiring preservation. The proposed plan does not propose any changes |
| that v | would negatively impact the established natural areas. |
| | |
| | |
| | |
| D. | That the proposed request is in compliance with Article 6 of the LDRS (Zoning District, Use, Property Development and Planned Development District). |
| The p | project is in compliance with the Village's LDRS. The Applicant is proposing minor modifications to the |
| | ously approved site plan. |
| | |
| | |
| • | |
| | |
| E. | Provide the overall design concept and show that the design of the proposed request minimizes adverse effects, including visual impact and intensity of the proposed use on adjacent lands. |
| The s | subject project is existing and only minor modifications to the previously approved site plan are proposed. |
| | project does not negatively affect the surrounding community and will continue to operate in consideration |
| | neighbors. The proposed additional dwelling units will better suit the commercial, mixed-use environment |
| | project. |
| | |
| | |
| | |

| F. | That the proposed request is in compliance with the LDRS (Supplementary Regulations). |
|----------|---|
| The | project is in compliance with the Village's LDRS. The Applicant is proposing minor modifications to the |
| prev | iously approved site plan. |
| | |
| | |
| —— G. | That the proposed request is consistent with applicable with a |
| | That the proposed request is consistent with applicable neighborhood plans. |
| mer | e is no neighborhood plan for this area. |
| | |
| | |
| | |
| | |
| H. | That the proposed request will result in a logical, timely and orderly development pattern. |
| The s | subject project is approved for mixed-use, which is consistent with the surrounding uses along SR7. |
| The | project is located within an infill parcel, which is reflective of an orderly development pattern. |
| | pattern. |
| | |
| | |
| l. | That the proposed request complies with Wellington building standards and all other relevant and applicable provisions of the LDRS. |
| The p | project is in compliance with the Village's LDRS. The Applicant is proposing minor modifications to the |
| previ | ously approved site plan. |
| | |
| | |
| | |
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| | |

| OWNER ACKNOWLEDGEMENT |
|--|
| I/We:, do hereby swear/affirm that I/we am/are the owner(s) of the property referenced in this application |
| I/We certify that the above statements and the statements or showings made in any paper or plans submitted herewith are true to the best of my/our knowledge and belief. Further, I/we understand that this application, attachments and fee become part of the official record of the Planning & Zoning Department of Wellington and the fee is not refundable. I/We understand that any knowingly false information given by me/us will result in the denial, revocation or administrative withdrawal of the application or permit. I/We further acknowledge that additional information may be required by Wellington in order to process this application. |
| I/We further consent to the Wellington to publish, copy or reproduce any copyrighted document for any third party submitted as part of this application. |
| Signature(s) of Owner(s) |
| Print Name(s) Bruce WEINER |
| CONSENT STATEMENT |
| Owner to complete if using agent/representative |
| I/We, the aforementioned owner(s), do hereby give consent to COTLEUR & HEARING, INC. to act on my/our behalf to submit this application, all required material and documents, and attend and represent me/us at all meetings and public hearings pertaining to the request(s) and property I/we own described in the attached application. Furthermore, as owner(s) of the subject property, I/we hereby give consent to the party designated above to agree to all terms or conditions that may arise as part of the approval of this application for the proposed use. |
| Signature(s) of Owner(s) |
| Print Name(s) Reut WEINER |
| NOTARY |
| STATE OF FLORIDA Beach |
| The foregoing instrument was acknowledged before me this |

| OWNER ACKNOWLEDGEMENT |
|--|
| I/We:, do hereby swear/affirm that I/we am/are the owner(s) of the property referenced in this application |
| I/We certify that there is the necessity for site plan approval of individual development pods or parcels by Wellington, that there is a need to plat property, or phases thereof, prior to the issuance of building permit (excluding building permits for dry models), that there is a requirement for underground installation of all utilities and that Wellington may initiate a revocation of the master plan approval and a rezoning of the property to a zoning district consistent with the comprehensive plan if good faith efforts to initiate development have not occurred within four (4) years following the date the master plan is approved. Signature(s) of Owner(s) Signature(s) of Owner(s) |
| Print Name(s) |
| NOTARY |
| STATE OF FLORIDA COUNTY OF Yalm Beach |
| The foregoing instrument was acknowledged before me this |

NOTICE AFFIDAVIT

| STATE COUN | TY OF Walm Beach |
|------------------|---|
| Before sworn, | me this day personally appearedwho being duly deposes and says: |
| 1. | The accompanying Property Owners List is, to the best of his/her knowledge, a complete and accurate list of all property owners, mailing addresses and property control numbers as recorded in the latest official tax rolls of the Palm Beach County Property Appraiser for all property within five hundred (500) feet of the below described parcel of land. |
| 2. | The accompanying Property Owners List included, to the best of his/her knowledge, all affected municipalities and/or counties, in accordance with Wellington notice requirements and/or policies. |
| 3. | A tax map highlighting the properties located within five hundred feet of the parcel of land that is the subject of the request is attached as part of this application. The accompanying Property Owner's list contains the required information for all properties highlighted on the tax map. |
| 4. | Public notice, which is his/her obligation to provide, will be in accordance with Wellington requirements |
| The pro | perty in question is: [] legally described as follows [xsee attached legal description |
| Signat | White |
| Signate Print, t | thun DeWH ype or stamp name here |
| | NOTARY |
| STATE | TY OF The Beach |
| The fo | regoing instrument was acknowledged before me this day of day of, |
| Ву | , who is personally known to me or has produced as identification and who did/did not take an oath. |
| | BRITTANY LEE Notary Public - State of Florida Ny Comm. Expires Nov 20, 2015 Commission # EE 116251 Bonded Through National Notary Assn. |
| My Com | mission Expires: |

Planning, Zoning & Building Department
12300 Forest Hill Blvd., Wellington, FL 33414 (561) 791-4000 pzapplications@wellingtonfl.gov

MASTER PLAN AMENDMENT SUBMITTAL CHECKLIST

| | | | | I CENEDAL |
|------|--------|------|----|--|
| PLE/ | ASE CH | IECK | | I. GENERAL |
| YES | NO | N/A | a. | A completed application signed by owner, agent and/or applicant. Agent's authorization or power of attorney must be attached if applicant is other than owner. An electronic copy of application. |
| | | | b. | Required application fees. |
| | | | C. | Five (5) copies of a warranty deed including property control number or folio number and legal description of the property. |
| | | | d. | A recent aerial photograph of the site with a minimum scale of 1" =300. |
| | | | e. | Area location map. |
| | | | f. | A list of all property owners within a five hundred (500) foot radius of boundary lines of the subject property from the most recent tax roll information as provided by the Palm Beach County Property Appraiser's Office. |
| | | | g. | Executed affidavit signed by the person responsible for completing the property owner list. |
| | | | h. | Two (2) sets of POSTAGE PAID envelopes with the typed names of the owners within a five hundred (500) foot radius of the boundary lines of the subject property, Wellington's return address and completed certified mail cards required. |
| | | | i. | Executed acknowledgement of Wellington site plan approval for individual development pods or parcels; the need to plat property or phases |
| | | | | thereof prior to issuance of building permits (excluding building permits for dry models); the requirement for underground installation of all utilities, and Wellington's right to initiate a revocation of master plan approval or rezoning of the property. |
| | | П | j. | Five (5) copies of all Ordinances / Resolutions affecting the property. |
| | | | k. | Five (5) copies of the previously approved and certified Master Plan. |
| | | | l. | Legal description of property (8.5' X 14' with 1' margins) on disc (word format). |

| | | II. CURRENT CONDITIONS MAP (Five copies) |
|--------------|----|---|
| PLEASE CHECK | l | (and depicts) |
| YES NO N/A | a. | Provide number of acres, rounded to the nearest one-tenth (1/10) acre. |
| | b. | Comprehensive plan, existing land use and zoning designation of the site and of properties within 300' of the site. |
| | d. | Existing principal structures on the site and of properties within 300' of site. |
| | e. | Lakes or bodies of water on the site. |
| | f. | Principal vehicular access points. |
| | g. | Proposed alignment of State, County or Wellington roads. |
| PLEASE CHECK | ı | III. MASTER PLAN (No larger than 24" x 36" with scale not smaller than 100' to an inch) |
| YES NO N/A | а. | Scale (graphic and written), date, north arrow, vicinity sketch, project name, revision dates on each drawing, if multiple sheets provide page numbers and clearly identify match lines. |
| | b. | Five (5) hard copies each of the regular and reduced size copies of the proposed Master Plan and a computerized copy on disc. |
| | C. | Location Map- clearly showing the location of the property in relation to existing roads and landmarks, including at least one north-south and one east-west thoroughfare plan road. |
| | d. | Name, address and telephone number of the developer, along with the name and address of the engineer, surveyor, planner and/or other professional consultant(s) responsible for the plan, plat and supporting documents. |
| | e. | Written legal description, including Section, Township, Range and parcel, tract, plat name or number. |
| | f. | Tabular Project Data (total number acres, gross density for the entire project and for each separate pod, number of individual development pods, number and type of dwelling units (total and by each pod), civic sites by number of acres and whether private/public, percentage and number of acres of open space, percentage and number of total and minimum acres of common space required for the entire site and for each pod developed, percentage and number of acres of lakes and waterways, percentage and number of acres of recreation, percentage and number of acres of public right-of-way and whether private/public, Wellington zoning case number, existing and proposed zoning and land use designation, and type of use and ownership.) |
| | g. | Provide proposed individual development pods. |

| PLEASE CHECK YES NO N/A | | |
|-------------------------|----|--|
| | h. | Proposed vehicular and non-vehicular circulation including but not limited to major roadways, principal vehicular access points, and location (generalized) pedestrian and bicycle path detail, and signage, if applicable. |
| | i. | Location of sites to be dedicated for public use including but not limited to schools, parks, or other public facility. |
| | j. | Location of major private recreational amenities including but not limited to golf courses, tennis courts, private parks, club houses, swimming pools, and similar features. |
| | k. | Provide major easements, or right-of-way for public utilities, canals, and similar improvements, and any easements or rights-of-way proposed to be abandoned. |
| | l. | Location, size and orientation of development signs. |
| | m. | Provide estimated square footage of commercial or non-residential uses and dimensions and acreage of out parcels. |
| | n. | Location of lots including dimensions (size, width and depth), maximum building coverage, minimum open space per lot, maximum buildable area, building setbacks and/or separation (front, side, side corner, rear, garage and second floor), maximum building height (feet and number of stories), and minimum accessory setbacks (pools, screen enclosures, sheds, detached garages) |
| | 0. | Provide typical lake cross sections and slopes. |
| | p. | Location and acreage of institutional and other allowable nonresidential uses. |
| | 1 | IV. LANDSCAPE PLANS (Five Copies) |
| PLEASE CHECK YES NO N/A | | |
| | a. | Provide typical landscape standards, signed, sealed and prepared by a Florida Registered Professional, for single-family and multiple-family dwellings; street tree Plantings; open space plantings; median plantings; arterial/collector plantings (including but not limited to grade and size of landscape materials); maintenance of median, open space and arterial/collector plantings; irrigation; standard planting details and use of xeriscape or similar materials. |
| | b. | Provide perimeter buffer detail, prepared by a Florida Registered Professional, including but not limited to: width, general details (berm, fencing, wall etc.), and proposed cross section (dimensions, typical trees and plant material, typical spacing, fencing, berms and similar information) |

| | IV. OTHER (Five Copies) |
|----|--|
| | |
| a. | Provide environmental assessment. |
| b. | Provide tree survey. |
| C. | Provide proof of concurrency for all required services, including concurrency reservation for traffic issued By Palm Beach County Traffic Engineering Division. |
| d. | Provide conceptual architectural styles and conceptual colored building elevations, color palettes and typical materials to be utilized. |
| e. | Provide elevations of common elements, including walls, clubhouses, entry features and similar features. |
| f. | Provide master sign plan including but not limited to the following: location of signs, types of signs (entry feature, entrance and directional), architectural elevations (sign design, content, dimensions, materials and colors), statement of consistency with Wellington sign regulations, and typical landscaping (type of trees, shrubs and ground cover associated with the proposed sign. |
| g. | A survey (not more than a year old) including any and all easements of record (reference by OR Book and page, prepared by a surveyor registered in the State of Florida) including major public or private canals, rights-of-way, and overhead or underground easements. |
| h. | Overall phasing plan including residential and nonresidential parcels, number of dwelling units, and nonresidential uses and square feet. |
| i. | Conceptual drainage plan signed and sealed by a Florida Registered engineer. |
| | b.c.d.e.f.h. |

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Isla Verde

Project Approval History

| Petition No. | Request | Action | Date | Development Order |
|--------------|-------------------------|----------|---------|-------------------|
| | ANNEXATION | APPROVAL | 01/2004 | O. 2003-01 |
| | MXD FLU | APPROVAL | 10/2004 | O. 2001-17 |
| | MUPD ZONING | APPROVAL | 06/2006 | O. 2006-12 |
| | MP APPROVAL | APPROVAL | 06/2006 | R. 2006-40 |
| | MP AMENDMENT | APPROVAL | 10/2007 | R. 2007-86 |
| | Amend Zoning Conditions | APPROVAL | 05/2011 | O. 2011-06 |
| | MP AMENDMENT | APPROVAL | 05/2011 | R. 2011-35 |

Isla Verde

Status of Conditions of Approval

RESOLUTION No. 2011-35

Use Limitations

1. The project will be developed consistent with the use limitations presented below:

| PROPOSED USE | NUMBER OF ACRES | USE | SIZE LIMITATIONS | |
|--------------|-----------------|---------------------------------------|--|--|
| Conservation | 3.55 | Preserve Area | Not less than 3.23 acres* | |
| Open Space | 6.62 | Open Space | Not less than 6.60 acres* | |
| Commercial | 22.92 | Retail / Commercial | Not more than 210,000 square feet | |
| Residential | 20.48 | Townhouse Multi-family Dwelling Units | Not more than 230 townhouse <u>360</u> <u>multi-family dwellings</u> | |

^{*}Acres adjusted for consistency with previous approvals, Isla Verde at Wellington as recorded in Plat Book 100 Pages 132 through 138 and to reflect the 1.06-acre transfer.

RESPONSE: Amended to reflect the proposed 360 dwelling units. All remaining items remain as stated.

2. The commercial portion of the MUPD may contain restaurant, personal service, professional office and medical office uses, in addition to retail and commercial uses.

RESPONSE: Ongoing compliance.

3. The Isla Verde shall be constructed in substantial compliance with the master plan, included as Exhibit "B". Any amendment to the master plan shall be subject to the requirement of Policy 12.53.of the Land Use Element of the Comprehensive Plan.

RESPONSE: Ongoing compliance.

General Requirements

4. The Future Land Use Map shall be amended within 60 days after adoption of the compliance agreement to clearly identify Isla Verde parcel as subject to the specific requirements of Ordinance 2003 -17.

RESPONSE: Completed.

5. Any business operating more than 18 hours per day shall be located at least 200 feet from a dwelling unit, measured from the closest building points of each affected structure.

RESPONSE: Ongoing compliance.

6. Garbage and recycling pickup for the commercial portion of the MUPD shall not occur between the hours of 9:00 PM and 7:00 AM.

RESPONSE: Ongoing compliance.

7. Deliveries for the commercial portion of the MUPD shall not occur between the hours of 10:00 PM and 7:00 AM.

RESPONSE: Ongoing compliance.

8. There shall be no idling of delivery or similar vehicles on the commercial portion of the MUPD between the hours of 10:00 PM and 7:00 AM.

RESPONSE: Ongoing compliance.

9. Overnight storage or parking of delivery vehicles or trucks shall not be permitted on site, except in designated loading and delivery areas and subject to the requirements affecting idling vehicles.

RESPONSE: Ongoing compliance.

10. All delivery and loading areas built to accommodate semi-trucks, tractor trailers, moving vans, etc., shall be screened from view by a combined 30-foot internal (residential/commercial) landscape buffer consisting of a minimum four-foot high berm and eight-foot high concrete panel wall (overall height minimum 12 feet) with landscaping on both sides in accordance with an Alternative Landscape Plan. The concrete panel wall shall be constructed in a manner consistent with the color, character, and architectural style of the principal structure.

RESPONSE: Completed.

11. All roof-mounted air conditioning and mechanical equipment shall be screened from view on all sides in a manner consistent with the color, character, and architectural style of the principal structure.

RESPONSE: Completed for commercial portion of project. Residential buildings to comply as well.

12. All ground-mounted air conditioning and mechanical equipment shall be screened from view. The screening shall occur in a manner consistent with the color, character, and architectural style of the principal structure and may incorporate landscaping as one element of screening.

RESPONSE: Completed for commercial portion of project. Residential buildings to comply as well.

13. The condominium documents for the project shall be approved by the Village Attorney prior to DRC certification of the final site plan for the residential or commercial portion of the site, whichever occurs first.

RESPONSE: Completed.

14. All areas or receptacles for the storage and disposal of trash, garbage, recyclable material, or vegetation, such as dumpsters and trash compactors shall be screened from view and confined to the areas designated on the certified site plan.

RESPONSE: Completed for commercial portion of project. Residential buildings to comply as well.

15. Each dwelling unit shall incorporate a garbage can and recycling container storage area to comply with screening requirements.

RESPONSE: The proposed site plan contains designated garbage and recycling areas in compliance with screening requirements.

16. The project shall comply with all applicable architectural and signage requirements of the LDRs, including all applicable "big box" standards.

RESPONSE: Completed.

17. Building height of all structures shall not exceed 35 feet. The residential structures shall not exceed two three stories in height.

RESPONSE: Amended to accommodate the new building elevations. The proposed buildings are two and three stories. The varying building heights create visual interest and give character to the community. All structures will be well below the 35-foot maximum.

18. All roads, utilities, sidewalks and similar improvements shall be private, and shall not be the maintenance responsibility of the Village.

RESPONSE: Ongoing compliance.

19. Prior to issuance of any building permits, the project shall be platted.

RESPONSE: Completed.

20. The master plan shall be amended to reflect a revised alignment of the entry road to the residential portion of the project and the north-south vehicle access roadway located immediately in front of the principal commercial structures. The revision shall reflect a full

four way stop.

RESPONSE: Completed.

Vegetation and Landscaping

21. Prior to site plan approval for the residential or commercial portion of the site, whichever occurs first, the applicant shall submit a vegetation removal permit for removal and relocation onsite of at least 75% of the sabal palm trees currently located on the property.

The relocated sabal palms shall be included within the revised landscape plans for the site.

RESPONSE: Completed.

22. Prior to initial DRC site plan approval, the applicant shall provide for staff approval the method to be utilized to protect the vegetation and integrity of all preserve areas during

construction on either portion of the site.

RESPONSE: Completed.

23. The preserve areas indicated on the Isla Verde Master Plan shall be maintained, protected

and preserved in perpetuity or as otherwise permitted by the Village Council.

RESPONSE: Completed.

24. The property owner shall maintain the 40-foot Lake Worth Drainage District easement and the 25-foot E-1 Canal Right-of-Way easement that is located along the west side of the

property, east of State Road 7 / U.S. 441.

RESPONSE: Ongoing compliance.

Traffic

25. The proposed mixed use development will comply with the traffic limitations as outlined in

Exhibit "D".

RESPONSE: Ongoing compliance.

26. Vehicular access to Dillman Road is prohibited.

RESPONSE: Completed.

27. As required by Palm Beach County, the applicant shall fund installation of the traffic signal at the project's main entrance, including all necessary median and roadway improvements to

accommodate installation of the signal.

RESPONSE: Completed.

28. The traffic signal shall be installed and shall be operational within six (6) months after the issuance of any certificates of occupancy for any residential or commercial structure or by

June 30, 2008 whichever comes first."

RESPONSE: Completed.

29. Building permits for more than 95,500 square feet retail (the combined equivalent of 346 net PM peak hour trips) shall not be issued until the contract is let for an exclusive north

approach right turn lane at the at grade component of the intersection of Southern

Boulevard and State Road 7. (Palm Beach County Traffic Division)

RESPONSE: Completed.

30. Building permits for more than 189,500 square feet of retail (the combined equivalent of 565 net PM peak hour trips) shall not be issued until the contract is let for a second north

approach turn lane at the intersection of Forest Hill Boulevard and Lyons Road. (Palm Beach

County Traffic Division)

RESPONSE: Completed.

31. A development agreement with Palm Beach County shall be entered into by the developer

prior to or concurrent with the issuance of the first site specific development order in order to assure the road improvements in conditions #29 and #30, or the site specific development order must have as a condition the completion of the assured construction and timely

posting of performance security. (Palm Beach County Traffic Division)

RESPONSE: Completed.

32. No building permits shall be issued after December 31, 2007, unless a time extension has been approved by the County Engineer's Office based upon an approved traffic study, which

complies with the mandatory Traffic Performance Standards in place at the time of the

request. Palm Beach County Traffic Division)

RESPONSE: Ongoing.

33. The Property Owner shall fund the cost of signal installation if warranted as determined by the County Engineer and FDOT at the project entrance and State Road 7. Signalization shall be a mast arm structure installation. The cost of signalization shall also include all design costs and any required utility relocation and right of way or easement acquisition. Building Permits for more than 18,000 square feet of retail shall not be issued until the Property Owner provides acceptable surety in the form of a cash bond or escrow agreement to the Palm Beach County Traffic Division in an amount as determined by the Director of the Palm Beach County Traffic Division. (Palm Beach County Traffic Division)

RESPONSE: Completed.

34. In order to be relieved from this requirement and to have the surety posted for the traffic signal at the project entrance and State Road 7 returned, the Property Owner shall provide written notice to the Palm Beach County Traffic Division stating that the final certificate of occupancy has been issued for this development and requesting that a signal warrant study be conducted at the project entrance and State Road 7, OR the Property Owner shall provide written documentation to the Traffic Division that the property has been sold and that a replacement surety has been provided to the Palm Beach County Traffic Division by the new Property Owner. The Palm Beach County Traffic Division shall have 24 months from receipt of this notice to either draw upon the surety to construct the traffic signal or release the surety. (Palm Beach County Traffic Division)

RESPONSE: Completed.

35. Construct south approach right turn lanes on State Road 7 at both entrances to the development. Additional Right-of-Way may also be required for the construction of these turn lanes. (Palm Beach County Traffic Division)

RESPONSE: Completed.

36. Construct south approach and north approach left turn lanes at the project's north entrance on State Road 7. This is not an existing median opening, and although the south approach turn lane will not directly benefit this project, it will be required in order to provide a full median opening at this location. Palm Beach County Traffic Division)

RESPONSE: Completed.

Additional Conditions

37. Amend Conditions 10, 28, 29, 30, and 33 as contained in this staff report and in the draft resolution dated July 5, 2007 (as adopted in Resolution No. R2007-86).

RESPONSE: Noted.

38. The residential portion and related infrastructure are hereby designated as Phase 2 of the MUPD.

RESPONSE: Noted.

39. At least fifty (50) percent of the proposed laurel live oak trees in the internal residential commercial buffer shall be a minimum of eighteen (18) feet high and located alternatively on both sides of the concrete panel wall.

RESPONSE: Completed.

40. The residential portion of the property shall be seeded or sprigged to provide uniform grass coverage within sixty (60) days of the first commercial certificate of occupancy.

RESPONSE: Ongoing compliance.

41. Grass shall be maintained at a maximum twelve (12) inches in height.

RESPONSE: Ongoing compliance.

42. The perimeter of the residential portion and internal connections to the commercial vehicular areas shall be secured by a temporary six (6)-foot high chain link fence with top rail.

RESPONSE: Completed.

New Conditions - Master Plan Amendment (Petition Number 2002-024 MPA1):

43. This site shall be re-platted prior to the permit for the parking and detention area.

RESPONSE: Completed.

44. A recorded cross access agreement between this site (commercial portion) and the parcel to the north shall be provided at the time of re-plat.

RESPONSE: Completed.

45. A minimum eight-foot high wall with a berm and landscaping per Condition 10 above shall be provided on the northwest residential property line prior to the certificate of completion for the parking and detention area.

RESPONSE: Proposed as part of the subject request.

46. Prior to the first building permit for the residential units, an updated letter of compliance from the Palm Beach County Traffic Division is required.

RESPONSE: Noted. The applicant will comply with this requirement prior to the first building permit for the residential uses.

47. All the previous conditions of approval not amended by this request shall remain in effect.

RESPONSE: Noted.





Landscape Architects I Land Planners I Environmental Consultants

1934 Commerce Lane · Suite 1 · Jupiter, Florida · 33458 · Ph 561.747.6336 · Fax 561.747.1377 · www.cotleurhearing.com · Lic # LC-C000239

Wellington Isles Application Submittal Justification Statement

Introduction

On behalf of Wellington Isles, LLC, the Applicant, we are requesting approval of amendments to the Comprehensive Plan Map, Master Plan, Development Order, and Site Plan to allow the development of a 360-unit luxury multi-family community within Wellington Isles.

Project Contact:

Agent/Planner - Cotleur & Hearing, Inc.

Donaldson Hearing / Kathryn DeWitt / Daniel Sorrow 1934 Commerce Lane, Suite 1 Jupiter, FL 33458

Phone: (561) 747-6336 x 110

Fax: (561) 747-1377

E-mail: kdewitt@cotleur-hearing.com / dsorrow@cotleur-hearing.com

Background

The site is located at the northeast corner of Dillman Road and State Road 7. Wellington Isles is a 53.57-acre mixed-use project with nonresidential uses on the west half of the site and residential uses approved for the east half. The nonresidential uses have been constructed; however, the residential portion of the site is currently vacant. The residential portion of the project is 30.65 acres.

The project was annexed into the Village of Wellington in January 2004. Upon annexation, the parcel was given a Future Land Use designation of Mixed Use Development (MXD). In 2006, the Village adopted Ordinance 2006-12 approving a Mixed Use Planned Development (MUPD) zoning designation for the site. A companion Resolution was adopted, (Resolution 2006-40) approving the Master Plan, which included 245 townhome units and 210,000 square feet of nonresidential uses.

Most recently, in 2011, Ordinance 2011-06 and Resolution 2011-35 were adopted, amending the previous development orders to allow 230 townhome units.

Project Description

The subject request is to amend the previous development orders to allow a 360-unit luxury multi-family community. The buildings within the community will be two and three stories, and include one, two, three, and four bedroom units. The community will contain a resort-style clubhouse, pool, fitness center, and recreational courts for the enjoyment of all residents.

Wellington Isles CH# 04-1216.03 Application Submittal October 17, 2013

Numerous park and open space areas serve to provide residents a flourishing environment that engages the existing natural habitats on the property.

The community will be managed by a single management company, who will oversee the daily operations, resident application screening, and security measures. The average household income with the community will be approximately \$112,000. Each resident is required to submit for a background check and credit screening prior to approval. This process ensures the integrity and safety of the community remains intact. From a security standpoint, all units are accessed with a key fob, which also provides access to the community pool, fitness center, and gated recreation areas. The Applicant strives to produce a safe and flourishing environment for the residents.

Comprehensive Plan Map Amendment

The Applicant is required to submit a Comprehensive Plan Map Amendment, per Policy 1.3.25 (16)(f) based on "an increase in the maximum development threshold." Since the subject project was originally approved, the Comprehensive Plan has been amended to include five different "types" of Mixed Use Developments. The Applicant would like to take this opportunity to update the MXD designation of the property to include a Type I designation. The Type 1 designation means "a project that may utilize the complete range of uses permitted by the Mixed Use future land use map designation, including the use of 100 percent of project area for determining maximum residential density." The MXD Type I designation allows 12 units / acre for properties between 30-60 acres. The subject property, at 53.57 acres, would allow a maximum of 642 dwelling units. The Applicant is proposing 360 dwelling units, well below the maximum allowable threshold.

Development Order Amendment

In order to make the proposed changes to the site plan, the Applicant is requesting a Development Order Amendment. There is one condition of approval that specifically references the number of dwelling units, which will need to be updated to reflect the proposed number of units. The proposed Development Order modifications are housekeeping in nature and will not change the overall design of the community. The specific strike-through/underline language has been include in the Conditions of Approval status document.

Green Building / TEPP

The Applicant is committed to be a part of the Village's Go Green Initiative. All buildings will be constructed in accordance with the National Association of Home Builders (NAHB) standards for **Gold Rated Green Buildings**. NAHB requires all proposed buildings to address six core areas:

- Lot Design, Preparation, and Development
- Resource Efficiency
- Energy Efficiency
- Water Efficiency

Wellington Isles CH# 04-1216.03 Application Submittal October 17, 2013

- Indoor Environmental Quality
- Operation, Maintenance, and Building Owner Education

A minimum number of points must be obtained in all categories to achieve each level of certification. A Gold standard was achieved for a similar project the Applicant completed in Boynton Beach, FL. Seabourn Cove is a multifamily project with 456 units. The residents in this community enjoy lower operating costs through high-efficiency appliances and home features. Unlike the previous development plan, the Applicant is proposing a project with a myriad of energy efficient and sustainable measures, a few of which include:

- Solar powered roof vents
- Energy star appliances
- Low flow water fixtures
- Insulated plumbing pipes
- Energy efficient exterior building and walkway lighting
- WaterSense Irrigation system
- Kitchen USB outlets
- Native, Drought Tolerant landscaping
- Use of recycled building and construction materials
- Two electric car stations
- All garages are pre-wired for electric car chargers
- Low VOC construction

The Applicant is committed to using the right products, materials, and techniques to deliver homes designed to perform more efficiently, provide more durability and create an improved indoor environment. With years of experience, the Applicant will provide the Village of Wellington with a world-class community that will set a standard for quality development.

Section 5.1.17, Targeted Expedited Permitting Program, states "The TEPP program is also available to any building obtaining a Leadership in Environmental Engineering and Design (LEED) Silver or higher rating." In accordance with this provision, the Applicant requests the subject petition be considered for the program based on its dedication to meet the NAHB Gold Standard for development.

Vehicular & Pedestrian Circulation

Access into Wellington Isles will be provided from SR 7. A two-lane roadway will circulate throughout the entire community. The roadway will be lined with pedestrian sidewalks that meander around lakes and open space areas. A pedestrian boardwalk with gazebo and a viewing platform will be constructed in the preserve area to allow residents to experience the pristine natural features within their community.

Wellington Isles CH# 04-1216.03 Application Submittal October 17, 2013

Architecture

The community will include two- and three-story multi-family buildings with a maximum building height of 35 feet. The community will include one, two, three, and four bedroom units. The two, three, and four-bedroom units have direct access parking and the one-bedroom units will have covered parking. All units will have screened in balconies as well.

Neighborhood Amenities

The Applicant is proposing multiple large open space parks within the community. The parks will be integrated into the neighborhood framework to ensure all homes within the community are within walking distance to open space areas. Within the preserve area, a gazebo will be located where the three boardwalk paths intersect.

An 8,000-square-foot clubhouse will be centrally located within the community. The facility will include a resort style pool, a separate kiddie pool, a commercial grade fitness center with saunas, an indoor multi-purpose sports court, and multiple outdoor gazebo areas with accessible grills, a bar, and refrigerator. Wellington Isles will also include a dog park southwest of the main clubhouse area.

Conclusion

The Applicant is requesting approval of a 360-unit residential community in Wellington Isles. The proposed amendment is consistent with the City's Comprehensive Plan and zoning regulations. The Applicant looks forward to working with Staff to respond to any questions or issues that might arise as a result of your review.

LEGAL DESCRIPTION:

ALL OF ISLA VERDE OF WELLINGTON RESIDENTIAL REPLAT, according to the Plat thereof recorded in Plat Book 115, Page 69 of the Public Records of Palm Beach County, Florida.

| RE | CEI | /ED |
|----|-----|-----|
|----|-----|-----|

By Planning and Zoning at 12:01 pm, Oct 17, 2013

Return to: (enclose self-addressed stamped envelope)

Name: Deborah L. Fechik

Address:

P.O. Box 1900

Fort Lauderdale, Florida 33302

This Instrument Prepared by:

David K. Blattner, Esq. Ruden, McClosky, Smith Schuster & Russell, P.A.

200 East Broward Boulevard

15th Floor

Fort Lauderdale, Florida 33301

Grantee S.S. No. (Name) Grantee S.S. No._ (Name)

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR PROCESSING DATA

Property Appraiser's Parcel Identification No. 00-42-43-27-05-010-0323

Warranty Deed (STATUTORY FORM-SECTION 689.02, F.S.)

day of February, 2000, BETWEEN MOUNT This Indenture, Made this _ NEBO OF THE PALM BEACHES MEMORIAL GARDENS, INC., a Florida corporation ("Grantor"), and PEBB ENTERPRISES UNIVERSITY BANK BUILDING LTD., a Florida limited partnership and whose post office address is 1000 Corporate Drive, Suite 210, Fort Lauderdale,

Witnesseth, That said Grantor, for and in consideration of the sum of TEN 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 Palm Beach County, Florida, to wit:

The South Half of Tracts 32 and 33, and all of Tracts 44, 45, 46 and 47 in Block 10 of Palm Beach Farms Company Plat No. 3, as recorded in Plat Book 2, Page 45, of the Public Records of Palm Beach County, Florida, together with a 30 foot strip of land lying between Tracts 32 and 33 (on the North) and Tracts 44 and 45 (on the South).

Subject to: Taxes for the year 2000 and subsequent years; zoning, restrictions, prohibitions, limitations and conditions imposed or required by any governmental body, authority or agency, and, all matters appearing on the plat and/or common to the subdivision, including utility easements, without serving to reimpose same.

| Return to: (enclose self-addressed stamped enviry) | |
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| lame | 8 11611 Pn 355 |
| ddress; | DORUTHY H. WILKEN, CLERK PA COUNTY, FL |
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| | (I) Cliff respecting the warranty Deed |
| | made this sthe day of Following |
| * | Man Park Comment New 2007 |
| In Witness Whereof, first above written. | Grantor has hereunto set Grantor's hand and seat, the day and year |
| mst above written. | emorphises |
| Signed, sealed and delivered | University Sanc |
| in our presence: | MOUNT NEBO OF THE PALM BEACHES (12) |
| | MEMORIAL GARDENS INC., a Florida corporation |
| 9. marso | By: (IS) |
| Witness Signature | B. Douglas Bodie, Vice President (L. S.) |
| ELLIR NIRHOF | - sugate bodic, vice riesident |
| Printed Name | |
| 1 | Post Office Address: |
| Carold Day | on one Address, |
| Witness Signature | 4126 Norland Avenue |
| As a second | Burnaby, British Columbia, Canada V5G3S8 |
| CAROL R. BERRY | |
| Printed Name | |
| | |
| PROVINCE | |
| STATE OF ROLL ALL | |
|) GG: | |
| STATE OF British Columbia) COUNTY OF Brinaby | |
| All THEREBY CO. | · · · · · · · · · · · · · · · · · · · |
| the County aforesaid to take asknowly | s day, before me, an officer duly authorized in the State aforesaid and in |
| DOUGLAS BODIE the Vice President | EMOVED IN A MARKETINE WAS ACKNOWLEDGED before me by B |
| GARDENS, INC., a Florida corporation | THE FALM BEACHES MEMORIAL |
| corporation and that the seal affixed there | to is the continuity under authority duly vested in him by said |
| 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 February, 2000.

Notary Public

Notary Public

ATHERINE E. CARTER

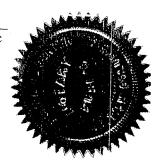
BARRISTER & SOLICITOR

4126 NORLAND AVENUE

Typed, printed or stamperkning of hotary Public

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My Commission Expires: NO FIXED DATE





CFN 20060199617
OR BK 20155 PG 1855
RECORDED 04/05/2006 13:06:08
Palm Beach County, Florida
AMT 10.00
Doc Stamp 0.70
Sharon R. Bock, CLERK & COMPTROLLER
Pgs 1855 - 1857; (3pgs)

DAY WEISMAN, ESQ. Greenspoon Marder P.A. Trade Centre South, Suite 700 100 West Cypress Creek Road Fort Landerdale, Florida 33309

This instrument was prepared by:



THIS INDENTURE, made as of the 20th day of November, 2005, between PEBB ENTERPRISES UNIVERSITY BANK BUILDING, LTD., a Florida limited partnership, whose post office address is 6400 North Andrews Avenue, Suite 500, Ft. Lauderdale, Florida 33334, (the GRANTOR*), and ISLA VERDE, LLC, a Florida limited liability company, whose post office address is 6400 North Andrews Avenue, Suite 500, Ft. Lauderdale, Florida 33334, (the GRANTEE*). "GRANTEE" are used for singular or plural, as context requires.

QUIT CLAIM DEED

WITNESSETH, that the GRANTOR, in consideration of the sum of Ten (\$10.00) Dollars, and other good and valuable considerations paid to GRANTOR, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the GRANTEE, and GRANTEE'S heirs and assigns forever, the following described land, situate, lying and being in Palm Beach County-Florida:

SEE EXHIBIT "A" ATTACHED HERETO, WHICH CONSISTS OF ONE PAGE

Folio number:

- N.B. This Deed represents the conveyance of unencumbered real estate from the Grantor to its wholly owned single member limited liability company, the Grantee.
- N.B. This Deed was prepared at the request of the Grantor without an examination of title.

TO HAVE AND TO HOLD the same together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right,

21B1792 **1**

title; interest, lien, equity and claim whatsoever of the said first party, either in law or equity; to the only proper use, benefit and behoof of the said second party forever.

IN-WITNESS WHEREOF, GRANTOR has hereunto set Grantor's hand and seal.

By:

WITNESSES AS TO ALL GRANTORS:

PRINTED NAME OF WITNESS

Katuy L. Fran

PRINTED NAME OF WITNESS

PEBB ENTERPRISES UNIVERSITY BANK BUILDING, LTD., a Florida limited partnership

By: PEBB MANAGEMENT COMPANY, INC. Its Géneral Partner

BRUCE WEINER
As: Vice President

STATE OF FLORIDA COUNTY OF BROWARD

The foregoing instrument was acknowledged before me this _/_ day of March, 2006, by BRUCE WEINER as Vice President of PEBB MANAGEMENT COMPANY, INC., General Partner of PEBB ENTERPRISES UNIVERSITY BANK BUILDING, LTD., a Florida limited partnership, who produced a Driver's License as identification or is personally known to me and who did not take an oath.

Notary Public, State of Florida
KONNIE KING

PRINTED NAME OF NOTARY PUBLIC

My Commission Expires:



EXHIBIT "A" LEGAL DESCRIPTION



DESCRIPTION:RESIDENTIAL

A PORTION OF TRACTS 33, 44, 46, 47 AND 48, BLOCK 10, THE PALM BEACH FARMS CO. PLAT NO.3, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGES 45 THROUGH 54, PALM BEACH COUNTY, FLORIDA, PUBLIC RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

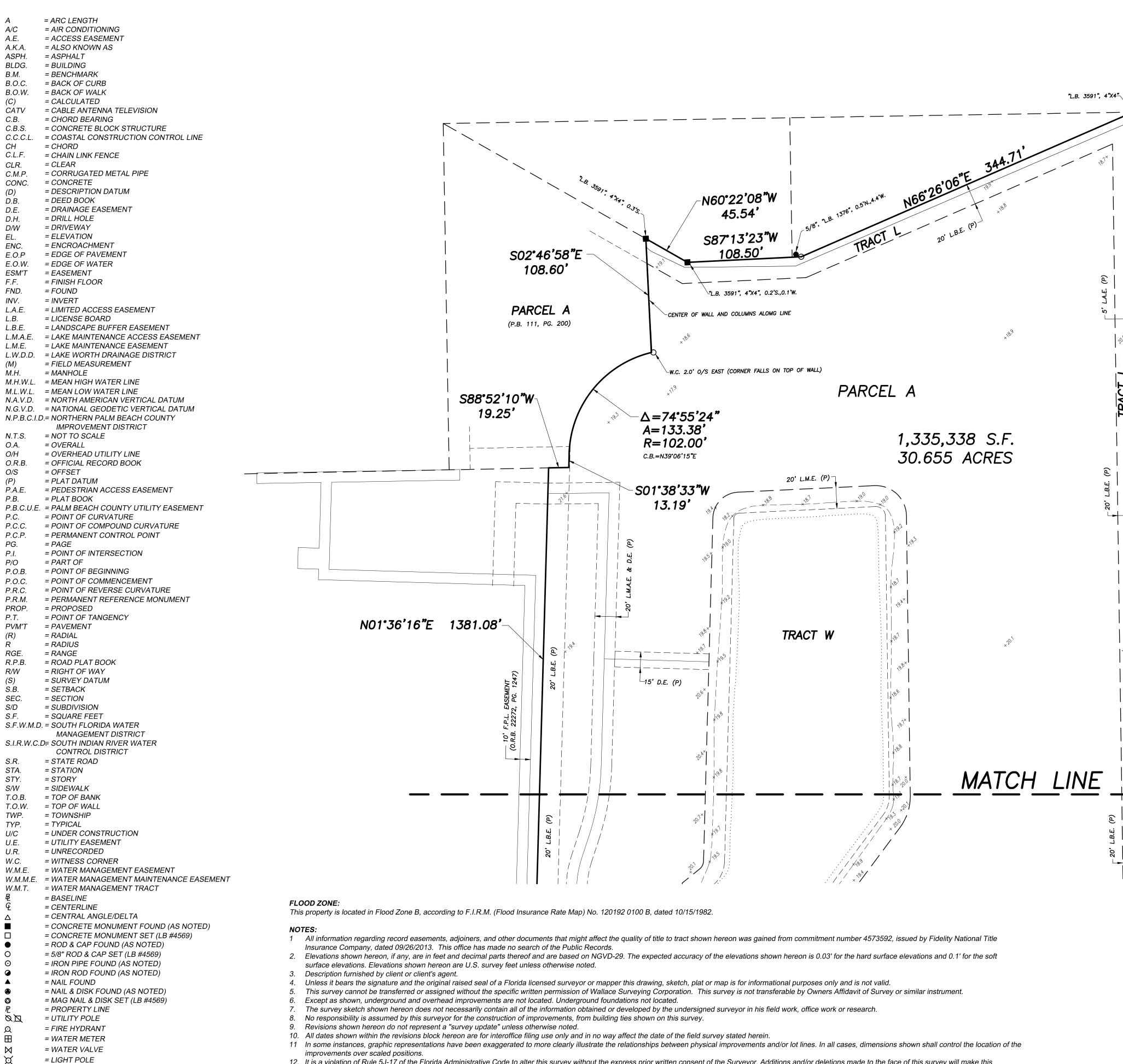
BEGINNING AT THE SOUTHWEST CORNER OF SAID TRACT 46; THENCE N.01°35'48"E. ALONG THE WEST LINE OF SAID TRACT 46, A DISTANCE OF 324.25 FEET; THENCE S.88°24'12"E., A DISTANCE OF 667.22 FEET TO A POINT OF CURVE TO THE RIGHT HAVING A RADIUS OF 21.00 FEET AND A CENTRAL ANGLE OF 38°51'47"; THENCE EASTERLY ALONG THE ARC A DISTANCE OF 14.24 FEET; THENCE N.52°34'34"E., A DISTANCE OF 17.43 FEET; THENCE N.01°36'16"E., A DISTANCE OF 1,381.08 FEET; THENCE S.88°52'10"W., A DISTANCE OF 94.69 FEET; THENCE N.00°58'38"W., A DISTANCE OF 329.95 FEET; THENCE S.60°22'08"E., A DISTANCE OF 267.48 FEET; THENCE N.86°26'06"E., A DISTANCE OF 344.71 FEET TO A POINT OF INTERSECTION WITH THE EAST LINE OF SAID TRACT 34; THENCE S.00°48'57"E. ALONG THE FAST LINE OF SAID TRACT 34 43 AND 48, A DISTANCE OF 2,008.75 FEET TO THE SOUTHEAST CORNER OF SAID TRACT 48; THENCE S.89°03'05"W. ALONG THE SOUTH LINE OF TRACTS 48, A DISTANCE OF 1,326.86 FEET TO THE POINT OF BEGINNING.

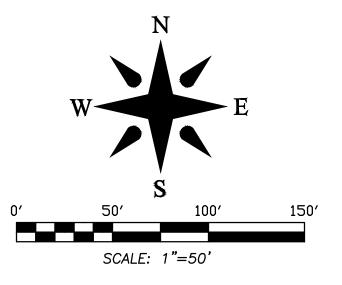
LANDS SITUATE IN PALM BEACH COUNTY, FLORIDA CONTAINING 1,381,461 SQUARE FEET/31.714 ACRES MORE OR LESS. SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY OF RECORD.

LEGEND

= PINE TREE

= SABAL PALM





BOUNDARY SURVEY FOR: HG ACQUISITIONS, LLC, A FLORIDA LIMITED LIABILITY COMPANY

This survey is made specifically and only for the following parties for the purpose of a closing on the surveyed property.

HG Acquisitions, LLC, a Florida limited liability company Proskauer Rose, LLP

Fidelity National Title Insurance Company

The undersigned surveyor assumes no responsibility or liability for any other purpose or to any other party other than stated

PROPERTY ADDRESS:

Isle Verde of Wellington (vacant land)

Wellington, Florida

LEGAL DESCRIPTION:

ALL OF ISLA VERDE OF WELLINGTON RESIDENTIAL REPLAT, according to the Plat thereof recorded in Plat Book 115, Page 69 of the Public Records of Palm Beach County, Florida.

RECEIVED

By Planning and Zoning at 12:03 pm, Oct 17, 2013

- 12. It is a violation of Rule 5J-17 of the Florida Administrative Code to alter this survey without the express prior written consent of the Surveyor. Additions and/or deletions made to the face of this survey will make this
- 13. The ownership of fences, perimeter walls and/or hedges shown hereon are not known and thus are not listed as encroachments. Fences, hedges and/or perimeter walls are shown in their relative position to the boundary. 14. The expected horizontal accuracy of the information shown hereon is +/- 0.10'.

CERTIFICATION:

,22,

48

I HEREBY ATTEST that the survey shown hereon meets the minimum technical standards set forth by the Florida Board of Professional Surveyors and Mappers adopted in Rule 5J-17, Florida Administrative Code pursuant to Section 472.027, Florida Statutes, effective September 1, 1981.

DATE OF LAST FIELD SURVEY: 10/15/2013

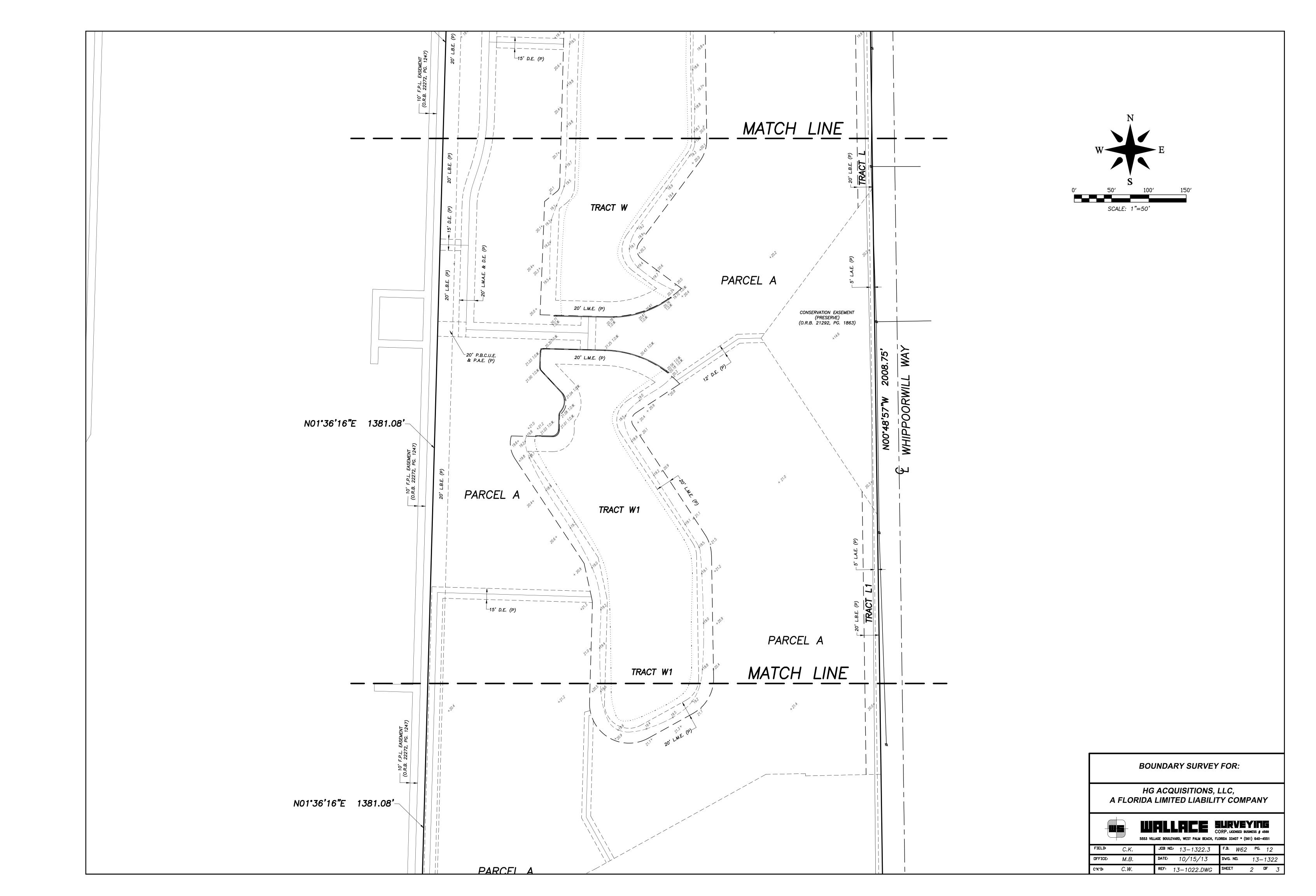
Craig L. Wallace Professional Surveyor and Mapper Florida Certificate No. 3357

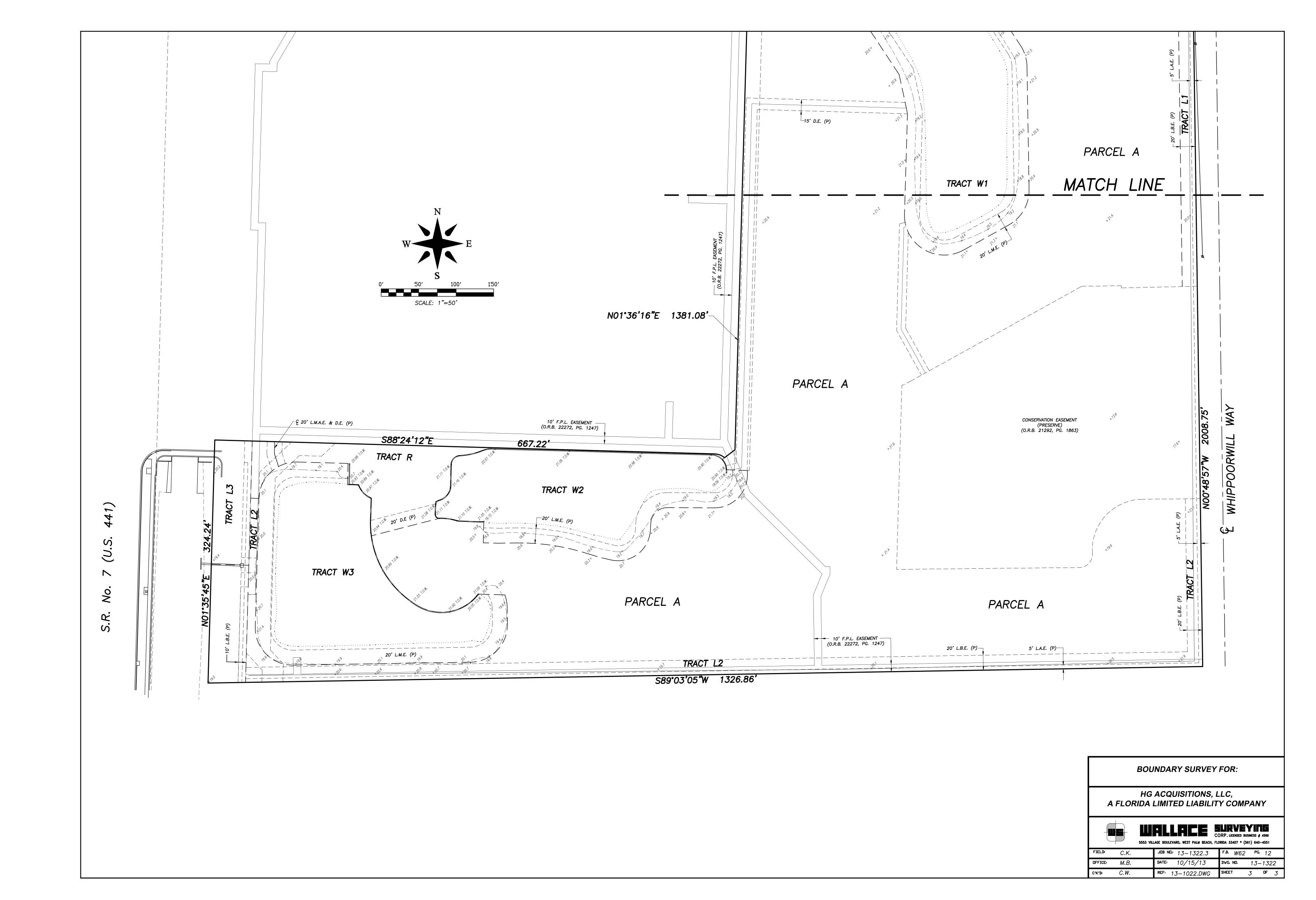
BOUNDARY SURVEY FOR:

HG ACQUISITIONS, LLC, A FLORIDA LIMITED LIABILITY COMPANY

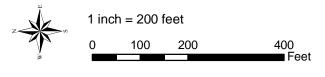


5553 VILLAGE BOULEYARD, WEST PALM BEACH, FLORIDA 33407 * (561) 640-4551 JOB NO. 13-1322.3 F.B. W62 PG. 12 OFFICE M.B. DATE: 10/15/13 DWG. ND. 13-1322 C'K'D: C.W. REF: 13-1022.DWG









Tree Survey Wellington Isles Wellington, FL





October 7, 2013 Job No. 13-107A

DRAINAGE STATEMENT

Wellington Isle F.K.A. Isla Verde Village of Wellington, Florida

SITE DATA

The subject parcel is located on the east side of State Road 7, approximately 4400 feet north of Forest Hill Boulevard in the Village of Wellington, Florida and contains approximately 31.5 acres. The Property Control Number for the subject parcel is 73-42-44-06-10-001-0000. The site is currently undeveloped with the exception of wetland preserves and water management lakes consistent with the approved Site Plan and South Florida Water Management District (SFWMD) Permit (Permit No. 50-07631-P) for a 240 unit townhome/condo development. Proposed site development consists of a 360 unit multifamily development with similar land use intensity to the existing approval. For additional information concerning site location and layout, please refer to the Site Plan prepared by Cotleur Hearing.

PROPOSED DRAINAGE

The site is located within the boundaries of the Lake Worth Drainage District (LWDD) and the SFWMD C-51 Basin. C-51 Compensating storage and storm attenuation requirements were previously addressed via the purchase of off-site compensating storage mitigation credits and the construction of the referenced on-site lakes and wetland mitigation areas. The proposed development will reconfigure portions of two (2) of the existing lakes to accommodate the revised plan of development while maintaining equivalent compensating storage and attenuation capacity.

It is proposed that runoff be directed to the existing on-site water management lakes through inlets and storm sewer pipes. Legal positive outfall is existing via a control structure along the west property line with outfall to the LWDD E-1 Canal (per SFWMD Permit No. 50-07631-P and LWDD Permit 2005-7984P.1).

Drainage Statement Job No. 13-107A October 7, 2013 – Page 2

Drainage design is to address the following:

- 1. Meet or exceed the C-51 compensating storage volume and attenuation capacity specified in the existing SFWMD Permit.
- 2. Land Use and Grading to be consistent with the existing SFWMD Permit.
- 3. Minimum road crown, finish floor and perimeter elevations to be consistent with the existing SFWMD Permit.

Required Drainage Permits/Approvals:

- 1. City of Wellington Plan Approval
- 2. Lake Worth Drainage District Drainage Permit Modification
- 3. South Florida Water Management District Environmental Resource Permit Modification

Gregory F. Bolen, P.E.

FL Reg. No. 36729



Isla Verde

Status of Conditions of Approval

RESOLUTION No. 2011-35

Use Limitations

1. The project will be developed consistent with the use limitations presented below:

| PROPOSED USE | NUMBER OF ACRES | USE | SIZE LIMITATIONS |
|--------------|--------------------|------------------------|---|
| Conservation | 3.55 | Preserve Area | Not less than 3.23 acres* |
| Open Space | 6.62 | Open Space | Not less than 6.60 acres* |
| Commercial | 22.92 | Retail / Commercial | Not more than 210,000 square feet |
| Residential | 20.48 | Townhouse Multi-family | Not more than 230 townhouse <u>360</u> |
| Residential | 20.48 | Dwelling Units | <u>multi-family</u> dwellings |

^{*}Acres adjusted for consistency with previous approvals, Isla Verde at Wellington as recorded in Plat Book 100 Pages 132 through 138 and to reflect the 1.06-acre transfer.

RESPONSE: Amended to reflect the proposed 360 dwelling units. All remaining items remain as stated.

2. The commercial portion of the MUPD may contain restaurant, personal service, professional office and medical office uses, in addition to retail and commercial uses.

RESPONSE: Ongoing compliance.

3. The Isla Verde shall be constructed in substantial compliance with the master plan, included as Exhibit "B". Any amendment to the master plan shall be subject to the requirement of Policy 12.53.of the Land Use Element of the Comprehensive Plan.

RESPONSE: Ongoing compliance.

General Requirements

4. The Future Land Use Map shall be amended within 60 days after adoption of the compliance agreement to clearly identify Isla Verde parcel as subject to the specific requirements of Ordinance 2003 -17.

RESPONSE: Completed.

5. Any business operating more than 18 hours per day shall be located at least 200 feet from a dwelling unit, measured from the closest building points of each affected structure.

RESPONSE: Ongoing compliance.

6. Garbage and recycling pickup for the commercial portion of the MUPD shall not occur between the hours of 9:00 PM and 7:00 AM.

RESPONSE: Ongoing compliance.

7. Deliveries for the commercial portion of the MUPD shall not occur between the hours of 10:00 PM and 7:00 AM.

RESPONSE: Ongoing compliance.

8. There shall be no idling of delivery or similar vehicles on the commercial portion of the MUPD between the hours of 10:00 PM and 7:00 AM.

RESPONSE: Ongoing compliance.

9. Overnight storage or parking of delivery vehicles or trucks shall not be permitted on site, except in designated loading and delivery areas and subject to the requirements affecting idling vehicles.

RESPONSE: Ongoing compliance.

10. All delivery and loading areas built to accommodate semi-trucks, tractor trailers, moving vans, etc., shall be screened from view by a combined 30-foot internal (residential/commercial) landscape buffer consisting of a minimum four-foot high berm and eight-foot high concrete panel wall (overall height minimum 12 feet) with landscaping on both sides in accordance with an Alternative Landscape Plan. The concrete panel wall shall be constructed in a manner consistent with the color, character, and architectural style of the principal structure.

RESPONSE: Completed.

11. All roof-mounted air conditioning and mechanical equipment shall be screened from view on all sides in a manner consistent with the color, character, and architectural style of the principal structure.

RESPONSE: Completed for commercial portion of project. Residential buildings to comply as well.

12. All ground-mounted air conditioning and mechanical equipment shall be screened from view. The screening shall occur in a manner consistent with the color, character, and architectural style of the principal structure and may incorporate landscaping as one element of screening.

RESPONSE: Completed for commercial portion of project. Residential buildings to comply as well.

13. The condominium documents for the project shall be approved by the Village Attorney prior to DRC certification of the final site plan for the residential or commercial portion of the site, whichever occurs first.

RESPONSE: Completed.

14. All areas or receptacles for the storage and disposal of trash, garbage, recyclable material, or vegetation, such as dumpsters and trash compactors shall be screened from view and confined to the areas designated on the certified site plan.

RESPONSE: Completed for commercial portion of project. Residential buildings to comply as well.

15. Each dwelling unit shall incorporate a garbage can and recycling container storage area to comply with screening requirements.

RESPONSE: The proposed site plan contains designated garbage and recycling areas in compliance with screening requirements.

16. The project shall comply with all applicable architectural and signage requirements of the LDRs, including all applicable "big box" standards.

RESPONSE: Completed.

17. Building height of all structures shall not exceed 35 feet. The residential structures shall not exceed two three stories in height.

RESPONSE: Amended to accommodate the new building elevations. The proposed buildings are two and three stories. The varying building heights create visual interest and give character to the community. All structures will be well below the 35-foot maximum.

18. All roads, utilities, sidewalks and similar improvements shall be private, and shall not be the maintenance responsibility of the Village.

RESPONSE: Ongoing compliance.

19. Prior to issuance of any building permits, the project shall be platted.

RESPONSE: Completed.

20. The master plan shall be amended to reflect a revised alignment of the entry road to the residential portion of the project and the north-south vehicle access roadway located immediately in front of the principal commercial structures. The revision shall reflect a full

four way stop.

RESPONSE: Completed.

Vegetation and Landscaping

21. Prior to site plan approval for the residential or commercial portion of the site, whichever occurs first, the applicant shall submit a vegetation removal permit for removal and relocation onsite of at least 75% of the sabal palm trees currently located on the property.

The relocated sabal palms shall be included within the revised landscape plans for the site.

RESPONSE: Completed.

22. Prior to initial DRC site plan approval, the applicant shall provide for staff approval the method to be utilized to protect the vegetation and integrity of all preserve areas during

construction on either portion of the site.

RESPONSE: Completed.

23. The preserve areas indicated on the Isla Verde Master Plan shall be maintained, protected

and preserved in perpetuity or as otherwise permitted by the Village Council.

RESPONSE: Completed.

24. The property owner shall maintain the 40-foot Lake Worth Drainage District easement and

the 25-foot E-1 Canal Right-of-Way easement that is located along the west side of the

property, east of State Road 7 / U.S. 441.

RESPONSE: Ongoing compliance.

Traffic

25. The proposed mixed use development will comply with the traffic limitations as outlined in

Exhibit "D".

RESPONSE: Ongoing compliance.

26. Vehicular access to Dillman Road is prohibited.

RESPONSE: Completed.

27. As required by Palm Beach County, the applicant shall fund installation of the traffic signal at the project's main entrance, including all necessary median and roadway improvements to

accommodate installation of the signal.

RESPONSE: Completed.

28. The traffic signal shall be installed and shall be operational within six (6) months after the

issuance of any certificates of occupancy for any residential or commercial structure or by

June 30, 2008 whichever comes first."

RESPONSE: Completed.

29. Building permits for more than 95,500 square feet retail (the combined equivalent of 346 net PM peak hour trips) shall not be issued until the contract is let for an exclusive north

approach right turn lane at the at grade component of the intersection of Southern

Boulevard and State Road 7. (Palm Beach County Traffic Division)

RESPONSE: Completed.

30. Building permits for more than 189,500 square feet of retail (the combined equivalent of 565

net PM peak hour trips) shall not be issued until the contract is let for a second north approach turn lane at the intersection of Forest Hill Boulevard and Lyons Road. (Palm Beach

County Traffic Division)

RESPONSE: Completed.

31. A development agreement with Palm Beach County shall be entered into by the developer

prior to or concurrent with the issuance of the first site specific development order in order to assure the road improvements in conditions #29 and #30, or the site specific development

order must have as a condition the completion of the assured construction and timely

posting of performance security. (Palm Beach County Traffic Division)

RESPONSE: Completed.

32. No building permits shall be issued after December 31, 2007, unless a time extension has

been approved by the County Engineer's Office based upon an approved traffic study, which complies with the mandatory Traffic Performance Standards in place at the time of the

request. Palm Beach County Traffic Division)

RESPONSE: Ongoing.

33. The Property Owner shall fund the cost of signal installation if warranted as determined by the County Engineer and FDOT at the project entrance and State Road 7. Signalization shall be a mast arm structure installation. The cost of signalization shall also include all design costs and any required utility relocation and right of way or easement acquisition. Building Permits for more than 18,000 square feet of retail shall not be issued until the Property Owner provides acceptable surety in the form of a cash bond or escrow agreement to the Palm Beach County Traffic Division in an amount as determined by the Director of the Palm Beach County Traffic Division. (Palm Beach County Traffic Division)

RESPONSE: Completed.

34. In order to be relieved from this requirement and to have the surety posted for the traffic signal at the project entrance and State Road 7 returned, the Property Owner shall provide written notice to the Palm Beach County Traffic Division stating that the final certificate of occupancy has been issued for this development and requesting that a signal warrant study be conducted at the project entrance and State Road 7, OR the Property Owner shall provide written documentation to the Traffic Division that the property has been sold and that a replacement surety has been provided to the Palm Beach County Traffic Division by the new Property Owner. The Palm Beach County Traffic Division shall have 24 months from receipt of this notice to either draw upon the surety to construct the traffic signal or release the surety. (Palm Beach County Traffic Division)

RESPONSE: Completed.

35. Construct south approach right turn lanes on State Road 7 at both entrances to the development. Additional Right-of-Way may also be required for the construction of these turn lanes. (Palm Beach County Traffic Division)

RESPONSE: Completed.

36. Construct south approach and north approach left turn lanes at the project's north entrance on State Road 7. This is not an existing median opening, and although the south approach turn lane will not directly benefit this project, it will be required in order to provide a full median opening at this location. Palm Beach County Traffic Division)

RESPONSE: Completed.

Additional Conditions

37. Amend Conditions 10, 28, 29, 30, and 33 as contained in this staff report and in the draft resolution dated July 5, 2007 (as adopted in Resolution No. R2007-86).

RESPONSE: Noted.

38. The residential portion and related infrastructure are hereby designated as Phase 2 of the MUPD.

RESPONSE: Noted.

39. At least fifty (50) percent of the proposed laurel live oak trees in the internal residential commercial buffer shall be a minimum of eighteen (18) feet high and located alternatively on both sides of the concrete panel wall.

RESPONSE: Completed.

40. The residential portion of the property shall be seeded or sprigged to provide uniform grass coverage within sixty (60) days of the first commercial certificate of occupancy.

RESPONSE: Ongoing compliance.

41. Grass shall be maintained at a maximum twelve (12) inches in height.

RESPONSE: Ongoing compliance.

42. The perimeter of the residential portion and internal connections to the commercial vehicular areas shall be secured by a temporary six (6)-foot high chain link fence with top rail.

RESPONSE: Completed.

New Conditions - Master Plan Amendment (Petition Number 2002-024 MPA1):

43. This site shall be re-platted prior to the permit for the parking and detention area.

RESPONSE: Completed.

44. A recorded cross access agreement between this site (commercial portion) and the parcel to the north shall be provided at the time of re-plat.

RESPONSE: Completed.

45. A minimum eight-foot high wall with a berm and landscaping per Condition 10 above shall be provided on the northwest residential property line prior to the certificate of completion for the parking and detention area.

RESPONSE: Proposed as part of the subject request.

46. Prior to the first building permit for the residential units, an updated letter of compliance from the Palm Beach County Traffic Division is required.

RESPONSE: Noted. The applicant will comply with this requirement prior to the first building permit for the residential uses.

47. All the previous conditions of approval not amended by this request shall remain in effect.

RESPONSE: Noted.

RECEIVED

By Planning and Zoning at 5:29 pm, Mar 20, 2014

TRAFFIC IMPACT ANALYSIS

ISLA VERDE RESIDENTIAL/ COMMERCIAL/ROYAL PALM TOYS/ ROYAL OFFICE

PALM BEACH COUNTY, FL

Prepared for: H. G. Acquisitions, LLC Tampa, Florida

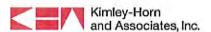
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TRAFFIC IMPACT ANALYSIS

ISLA VERDE RESIDENTIAL/ COMMERCIAL/ROYAL PALM TOYS/ ROYAL OFFICE PALM BEACH COUNTY, FL

Prepared for:

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> Christopher W. Heggen, P.E. Florida Registration Number 58636

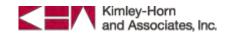
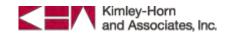


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INTRODUCTION

It is proposed to develop commercial and residential uses on a site on the east side of State Road 7 between Forest Hill Boulevard and Pioneer Road in Palm Beach County, Florida. The parcels have collectively have a current TPS approval for a mix of residential, retail, medical office, furniture store, and professional entitlements. It is proposed to allow the previously approved furniture store use to be converted to retail, increase overall retail square footage and develop apartments in place of the previously approved condos. The parcel control numbers (PCNs) for the project site are as follows:

72-42-44-06-07-001-0000 72-42-44-06-07-026-0000 72-42-43-27-05-010-0321 73-42-44-06-09-002-0000 73-42-44-06-10-001-0000 73-42-44-06-10-012-0000 73-42-44-06-10-023-0000 73-42-44-06-10-018-0000

Site access to the development will remain unchanged and is existing via three right-in, right-out driveway connections and a signalized full-access driveway connection to State Road 7. Additionally cross-access and interconnectivity throughout the development is provided.

Kimley-Horn and Associates, Inc. was retained to prepare a traffic impact analysis to evaluate the impact resulting from buildout of this site by 2018. This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements of the current Countywide Traffic Performance Standards Ordinance (TPSO) of Palm Beach County.



SITE LOCATION ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS

Kimley-Horn
and Associates, Inc.

144118005









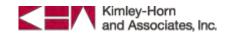






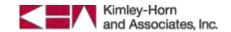






INVENTORY AND PLANNING DATA

Existing peak-hour traffic count data were obtained from Palm Beach County. The count data are provided in Appendix C. H.G. Acquisitions, LLC provided the project development information.



PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The existing site contains a mix of commercial retail, general office, and medical office uses. As previously mentioned, the site was approved for a mix of residential, retail, medical office, furniture store, and professional entitlements. It is proposed to replace the approved furniture store with additional retail space and the approved condominiums with apartments. Only 208,900 square feet of approved commercial retail has been in existence for more than five years. Therefore, trips associated with this portion of the development are not subject to traffic concurrency. Table 1 summarizes the existing, approved, and proposed land uses.

Year Built Existing > 5 Approved Proposed Parcel Existing Site (as reported **Land Use** Years Site Site by PAPA) Isla Verde Residential C2 Condo/TH 245 units **Apartments** 360 units Isla Verde Commercial **C1** Commercial Retail 208,900 s.f. 208,900 s.f. 209,326 s.f. 209,326 s.f. 2008 **Royal Office** General Office 24,500 s.f. 2009 24,500 s.f. 24,500 s.f. Α Medical Office 5,500 s.f 2009 5,500 s.f. 5,500 s.f. _ **Furniture Store** 13,532 s.f. Retail 13,532 s.f. **Royal Palm Toys** В Commercial Retail 55,962 s.f. 2012 55,962 s.f. 55,962 s.f.

Table 1: Land Use Area Summaries (Existing, Approved, & Proposed)

Trip Generation

The trip generation potential of the development was calculated based upon the trip generation rates and equations provided by Palm Beach County. As indicated in *Table 2*, 4,575 net new external daily trips, 258 net new external AM peak hour trips (107 in / 151 out), and 429 net new external PM peak hour trips (219 in / 211 out) are subject to traffic concurrency. Based on the trip generation potential the maximum radius of development influence is 2 miles.



Table 2: Trip Generation

| ISLA VERDI | | | | L/ROYAL OFFICE/R COMPARISON | ROYAL PAL | м точѕ | | | | |
|---|---|---|---------------|--|---|--|-------------------|--------------|------------|-----------|
| LAND USE | INTEN | SITY | | DAILY Trips | TOTAL | M PEAK HO | OUR | PN TOTAL | PEAK HO | UR OU1 |
| Existing Development | | | | | | | | | | |
| General Commercial (Retail) | 264,862 | | | 12,791 | 265 | 162 | 103 | 1,222 | 587 | 635 |
| General Office Medical Office | 24,500 | | | 452 199 | 61 13 | 54 10 | 7 | 66 22 | 11 6 | 55 16 |
| Medical Office | 5,500 | Subtotal | | 13,442 | 339 | 226 | 113 | 1.310 | 604 | 706 |
| | | Jubiolui | | 13,442 | 333 | 220 | 113 | 1,510 | 004 | 1 700 |
| Internal Capture | Daily | AM | PM | | | | | | | |
| General Commercial (Retail) | 0.2% | 1.1% | 0.3% | 26 | 3 | 2 | 1 | 4 | 2 | 2 |
| General Office | 7.1% | 6.8% | 8.0% | 32 | 4 | 4 | 0 | 5 | 1 | 4 |
| Medical Office | 7.1% 0.5% | 6.8% | 8.0% 0.8% | 72 | 8 | 7 | 1 | 2 11 | 3 | 2 8 |
| | 0.576 | 2.470 | 0.070 | /2 | 1 ° | l ′ | 1 | 111 | | " |
| Pass-By Traffic | | | | | | | | | | |
| General Commercial (Retail) | | 31.3% | | 3,995 | 82 | 50 | 32 | 381 | 183 | 198 |
| General Office | | 10.0% | | 42 | 6 | 5 | 1 | 6 | 1 | 5 |
| Medical Office | | 10.0% Subtotal | | 19 4,056 | 89 | 1 56 | 33 | 2 389 | 185 | 204 |
| | | Jubiolui | | 4,030 | 05 | 30 | 33 | 303 | 103 | 204 |
| Net New External Trips | | | | 9314 | 242 | 163 | 79 | 910 | 416 | 494 |
| Existing Development >5 Years | | | | | | | | | | |
| General Commercial (Retail) | 208,900 | SF | | 10,962 | 209 | 127 | 82 | 1,042 | 500 | 542 |
| Pass-By Traffic | | | | | | | | | | |
| General Commercial (Retail) | | 33.5% | | 3.672 | 70 | 43 | 27 | 349 | 168 | 182 |
| (netall) | | _3.3/0 | | 3,372 | 100 | 3 | | 3-13 | 100 | 102 |
| Net New External Trips (Concurrency) | | | | 7290 | 139 | 84 | 55 | 693 | 332 | 360 |
| | | | | | | | | | | |
| Approved Development General Commercial (Retail) | 265,288 | SF | | 12,804 | 265 | 162 | 103 | 1,223 | 587 | 636 |
| Furniture Store | 13,532 | SF | | 68 | 2 | 1 | 1 | 6 | 3 | 3 |
| General Office Medical Office | 24,500 5,500 | SF | | 452 199 | 61 13 | 54 10 | 7 | 66 22 | 11 6 | 55 16 |
| Condo/Townhomes | 245 | | | 1,715 | 106 | 18 | 88 | 125 | 84 | 41 |
| | | Subtotal | | 15,238 | 447 | 245 | 202 | 1,442 | 691 | 751 |
| Internal Capture | Daily | AM | PM | 1 | | | | | | |
| General Commercial (Retail) | 0.6% | 3.0% | 0.7% | 80 | 8 | 5 | 3 | 8 | 4 | 4 |
| General Office Medical Office | 7.0% 7.0% | 8.4% | 7.4% | 31 14 | 5 | 5 1 | 1 0 | 5 2 | 1 | 4 |
| Condo/Townhomes | 4.3% | 6.6% | 5.6% | 74 | 7 | 1 | 6 | 7 | 5 | 2 |
| | 1.3% | 4.8% | 1.5% | 199 | 21 | 12 | 10 | 22 | 10 | 11 |
| Pass-By Traffic | | | | | | | | | | |
| General Commercial (Retail) | | 31.3% | | 3,983 | 80 | 49 | 31 | 380 | 182 | 198 |
| Furniture Store | | 5.0% | | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| General Office Medical Office | | 10.0% | | 44 13 | 6 | 5 | 1 0 | 6 2 | 1 0 | 5 |
| Wester office | | Subtotal | | 4,043 | 87 | 55 | 32 | 388 | 183 | 204 |
| Approved Net New External Trips | | | | 10,996 | 339 | 178 | 160 | 1,032 | 498 | 536 |
| | | | | 10,556 | 333 | 1/6 | 160 | 1,052 | 430 | 330 |
| Proposed Development | 278,820 | SE | | 13,225 | 279 | 170 | 109 | 1,265 | 607 | 658 |
| General Commercial (Retail) General Office | | SF | | 452 | 61 | 54 | 7 | 66 | 11 | 55 |
| Medical Office | 5,500 | | | 199 | 13 | 10 | 3 | 22 | 6 | 16 |
| Apartments | 360 | DU Subtotal | | 2,520 16,396 | 180 533 | 36 270 | 144 263 | 223 1,576 | 145 769 | 78 807 |
| | | Jubiolui | | 10,330 | 333 | 270 | 203 | 1,570 | 703 | 307 |
| Internal Capture | Daily | AM | PM | 400 | | | 7 | | | |
| General Commercial (Retail) General Office | 1.5% 8.9% | 7.5% 9.5% | 2.2% 10.2% | 198 40 | 21 6 | 14 5 | 1 | 27 7 | 11 1 | 16 6 |
| Medical Office | 8.9% | 9.5% | 10.2% | 18 | 1 | 1 | 0 | 3 | 1 | 2 |
| Apartments | 11.9% 3.0% | 12.2% 9.4% | 12.6% | 204 460 | 22 50 | 5 25 | 17 25 | 28 65 | 19 32 | 33 |
| | 3.070 | 3.470 | 4.270 | 400 | 30 | 23 | 25 | 0.5 | 32 | " |
| Pass-By Traffic | | 30.8% | | 4,012 | 79 | 48 | 31 | 381 | 184 | 197 |
| General Commercial (Retail) General Office | | 10.0% | | 4,012 | 6 | 5 | 1 | 6 | 184 | 5 |
| Medical Office | | 10.0% | | 18 | 1 | 1 | ō | 2 | 1 | 1 |
| | | Subtotal | | 4,071 | 86 | 54 | 32 | 389 | 186 | 203 |
| Proposed Net New External Trips | | | | 11,865 | 397 | 191 | 206 | 1,122 | 551 | 571 |
| Driveway Volumes | | | | 15,936 | 483 | 245 | 238 | 1,511 | 737 | 774 |
| | (od) | | | | | | | | | |
| Trip Differential (Proposed - Approv | | | | 869 | 58 | 13 | 46 | 90 | 53 | 35 |
| Residential Trip Differential (Proposed - | Existing) | | | 2,316 | 158 | 31 | 127 | 195 | 126 | 69 |
| Commercial Trip Differential (Proposed - | Existing) | | | 235 | (3) | (3) | 0 | 17 | 9 | 8 |
| Produced at 21 at 11 | | | | 2000 | | | 40- | 467 | 400 | |
| Residential Trip Differential (Concurr | encyj | | | 2,316 | 158 | 31 | 127 | 195 | 126 | 69 |
| Commercial Trip Differential (Concurr | rency) | | | 2,259 | 100 | 76 | 24 | 234 | 93 | 142 |
| Note: Trip generation was calculated using the following of | data: | | | | - | | | | | |
| | | | | Ln(T) = 0.65*Ln(X) + | 5.83 | | | | | |
| Daily Traffic Generation | [PBC] | = | | | | | | | | |
| Daily Traffic Generation General Commercial (Retail) Furniture Store | [PBC] | = | | T = 5.06 (X) | | | | | | |
| Daily Traffic Generation General Commercial (Retail) Furniture Store General Office | [PBC] [PBC] | - | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + | | | | | | |
| Dally Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office | [PBC] [PBC] [PBC] | : | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + T = 36.13 (X) | | | | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment | [PBC] [PBC] | | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + | | | | | | |
| Daily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Reak Hour Traffic Generation | [PBC] [PBC] [PBC] [PBC] [PBC] | = | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + T = 36.13 (X) T = 7 (X) T = 7 (X) | 3.65 | | | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment | [PBC] [PBC] [PBC] [PBC] | = | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + T = 36.13 (X) T = 7 (X) T = 7 (X) T = 1.00(X); (61% in | 3.65 | | | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office General Commercial (Retail) Furniture Store General Office | [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] | : | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + T = 36.13 (X) T = 7 (X) T = 7 (X) T = 1.00(X); (61% in T = 0.17 (X); (69% ir Ln(T) = 0.80 Ln(X) + | 3.65 , 39% out) n, 31% out) 1.55; (88% | in, 12% out |) | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MM Peak Hour Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office | [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] | = | | $\begin{split} T &= 5.06 \text{ (X)} \\ Ln(T) &= 0.77 \text{*} Ln(X) + \\ T &= 36.13 \text{ (X)} \\ T &= 7 \text{ (X)} \\ T &= 7 \text{ (X)} \\ T &= 7 \text{ (X)} \\ T &= 0.17 \text{ (X)}; (61\% \text{ in} \\ Ln(T) &= 0.80 \text{ Ln}(X) + \\ T &= 2.30 \text{ (X)}; (79\% \text{ in} \text{ (III)}) \end{split}$ | 3.65 , 39% out) n, 31% out) 1.55; (88% n, 21% out) | | | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office General Commercial (Retail) Furniture Store General Office | [PBC] | = | | $\begin{split} T &= 5.06 \; (X) \\ Ln(T) &= 0.77 * Ln(X) + \\ T &= 36.13 \; (X) \\ T &= 7 \; (X) \\ T &= 7 \; (X) \\ \end{split}$ $T &= 1.00 (X); \; (61\% \; in \\ T &= 0.17 \; (X); \; (69\% \; ir \\ Ln(T) &= 0.80 \; Ln(X) + \\ Ln(T) &= 0.80 \; Ln(X) + \end{split}$ | 3.65 , 39% out) n, 31% out) 1.55; (88% n, 21% out) 0.26; (17% | in, 83% out | | | | |
| Jail y Taffi (Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment M/ Peak Hour Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment M/ Peak Hour Traffic Generation | [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] [PBC] | - | | $\begin{split} T &= 5.06 \; (X) \\ Ln(T) &= 0.77 ^*Ln(X) + \\ T &= 36.13 \; (X) \\ T &= 7 \; (X) \\ T &= 7 \; (X) \\ T &= 0.17 \; (X); \; (69\% in \\ T &= 0.17 \; (X); \; (69\% in \\ Ln(T) &= 0.80 \; Ln(X) + \\ T &= 2.30 \; (X); \; (79\% in \\ Ln(T) &= 0.89 \; Ln(X) + \\ T &= 0.49 \; Ln(X) + 3.73 \; (X) \end{split}$ | 3.65 , 39% out) n, 31% out) 1.55; (88% n, 21% out) 0.26; (17% 3; (20% in, 8 | in, 83% out 80% out) |) | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Besk hour Traffic Generation General Commercial (Retail) Furniture Store General Office Condo/Townhomes Apartment Medical Office Condo/Townhomes Apartment MP Besk Hour Traffic Generation General Commercial (Retail) | [PBC] | - | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + T = 36.13 (X) T = 7 (X) T = 7 (X) T = 1.00(X); (61% in T = 0.17 (X); (69% ir Ln(T) = 0.80 Ln(X) + T = 2.30 (X); (79% ir Ln(T) = 0.80 Ln(X) + T = 0.49 Ln(X) + 3.75 Ln(T) = 0.67 Ln(X) + | 3.65, 39% out) n, 31% out) 1.55; (88% n, 21% out) 0.26; (17% 3; (20% in, 8 | in, 83% out 80% out) |) | | | |
| Jail y Taffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment Mireak Hou 'Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment Mireak Hou 'Traffic Generation General Office Medical Office Condo/Townhomes Apartment Mireak Hou 'Traffic Generation General Commercial (Retail) Furniture Store | [PBC] | - | | $\begin{split} T &= 5.06 \; (X) \\ Ln(T) &= 0.77 * Ln(X) + \\ T &= 36.13 \; (X) \\ T &= 7 \; (X) \\ T &= 7 \; (X) \\ T &= 100(X); \; (61\% \text{ in} \\ T &= 0.17 \; (X); \; (69\% \text{ in} \\ Ln(T) &= 0.80 \; Ln(X) + \\ T &= 2.30 \; (X); \; (79\% \text{ in} \\ Ln(T) &= 0.80 \; Ln(X) + \\ T &= 0.49 \; Ln(X) + 3.75 \\ Ln(T) &= 0.67 \; Ln(X) + \\ T &= 0.45 \; (X); \; (48\% \text{ in} \\ (34\% \text{ in}); \; (48\% \text{ in}); \;$ | 3.65 , 39% out) n, 31% out) 1.55; (88% n, 21% out) 0.26; (17% 3; (20% in, 8 | in, 83% out 80% out) in, 52% out |) | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Reak Hour Traffic General Ion General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Reak Hour Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Reak Hour Traffic Generation General Commercial (Retail) Furniture Store General Office General Office | [PBC] | | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + T = 36.13 (X) T = 7 (X) T = 7 (X) T = 1.00(X); (61% in T = 0.17 (X); (69% ir Ln(T) = 0.80 ln(X) + T = 2.30 (X); (70 ln(X) + T = 0.49 (Ln(X) + T = 0.49 (Ln(X) + T = 0.49 (Ln(X) + T = 0.45 (X); (48% in Ln(T) = 0.74 in(X) + T = 0.45 (X); (48% in Ln(T) = 0.74 in(X) + T = 1.045 (X); (48% in Ln(T) = 0 | , 39% out) , 39% out) , 31% out) 1.55; (88% , 21% out) 0.26; (17% 3; (20% in, 8 3.37; (48% , 1.83; (17% 1.83; (17%) | in, 83% out 30% out) in, 52% out in, 83% out in, 73% out |))) ;) | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Besk hour Traffic Generation General Commercial (Retail) Furniture Store General Office Condo/Townhomes Apartment MP Besk hour Traffic Generation General Commercial (Retail) Furniture Store General Office Condo/Townhomes Apartment MP Besk hour Traffic Generation General Commercial (Retail) Furniture Store General Office Condo/Townhomes | [PBC] | | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + T = 36.13 (X) T = 7 (X) T = 7 (X) T = 1.00(X); (61% in T = 0.17 (X); (69% if Ln(T) = 0.80 Ln(X) + T = 2.30 (X); 70; 10; 10; 10; 10; 10; 10; 10; 10; 10; 1 | , 39% out) n, 31% out) 1.55; (88% n, 21% out) 0.26; (17% 3; (20% in, £ 3.37; (48% n, 52% out) 1.83; (17% +1.59; (27%) | in, 83% out 30% out) in, 52% out in, 83% out in, 73% out |))) ;) | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Peak Hour Traffic General Ion General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Beak Hour Traffic Generation General Office Medical Office Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Beak Hour Traffic Generation General Office General Office Condo/Townhomes Apartment | [PBC] | | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + T = 36.13 (X) T = 7 (X) T = 7 (X) T = 1.00(X); (61% in T = 0.17 (X); (69% ir Ln(T) = 0.80 ln(X) + T = 2.30 (X); (70 ln(X) + T = 0.49 (Ln(X) + T = 0.49 (Ln(X) + T = 0.49 (Ln(X) + T = 0.45 (X); (48% in Ln(T) = 0.74 in(X) + T = 0.45 (X); (48% in Ln(T) = 0.74 in(X) + T = 1.045 (X); (48% in Ln(T) = 0 | , 39% out) n, 31% out) 1.55; (88% n, 21% out) 0.26; (17% 3; (20% in, £ 3.37; (48% n, 52% out) 1.83; (17% +1.59; (27%) | in, 83% out 30% out) in, 52% out in, 83% out in, 73% out |))) ;) | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Beak Hour Traffic Generation General Commercial (Retail) Furniture Store General Office Condo/Townhomes Apartment M Peak Hour Traffic Generation General Office Condo/Townhomes Apartment M Peak Hour Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment | [PBC] | | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + T = 36.13 (X) T = 7 (X) T = 7 (X) T = 1.00(X); (61% in T = 0.17 (X); (69% if Ln(T) = 0.80 Ln(X) + T = 2.30 (X); 70; 10; 10; 10; 10; 10; 10; 10; 10; 10; 1 | , 39% out) ,, 39% out) ,, 31% out) 1.55; (88% ,, 21% out) 0.26; (17% 3; (20% in, 8 3.37; (48% ,, 52% out) 1.83; (17% -1.59; (27% 0.32; (67% n, 35% out) | in, 83% out 30% out) in, 52% out in, 83% out in, 73% out |))) ;) | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Beak Hour Traffic Generation General Commercial (Retail) Furniture Store General Office Condo/Townhomes Apartment MP Beak Hour Traffic Generation General Office Condo/Townhomes Apartment MP Beak Hour Traffic Generation General Commercial (Retail) Furniture Store General Office Condo/Townhomes Apartment Sas-By General Office Medical Office Condo/Townhomes Apartment Sas-By General Commercial (Retail) | [PBC] | | | $\begin{split} T = 5.06 & (X) \\ Ln(\Pi) = 0.77^* Ln(X) + \\ T = 36.13 & (X) \\ T = 7 & (X) \\ T = 7 & (X) \\ T = 7 & (X) \\ T = 1.00(X); (61\% in T = 0.17 (X); (69\% in T = 0.17 (X); (69\% in T = 0.18 (X); (79\% in T = 0.74 Ln(X) + Ln(T) = 0.28 Ln(X) + Ln(T) = 0.28 Ln(X) + T = 0.62 & (X); (65\% in T = 0.62$ | , 39% out) ,, 39% out) ,, 31% out) 1.55; (88% ,, 21% out) 0.26; (17% 3; (20% in, 8 3.37; (48% ,, 52% out) 1.83; (17% -1.59; (27% 0.32; (67% n, 35% out) | in, 83% out 30% out) in, 52% out in, 83% out in, 73% out |))) ;) | | | |
| Jaily Traffic Generation General Commercial (Retail) Furniture Store General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Peak Hour Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP Peak Hour Traffic Generation General Commercial (Retail) Furniture Store General Office Medical Office Condo/Townhomes Apartment MP beak Hour Traffic Generation General Office Condo/Townhomes Apartment Store General Office Condo/Townhomes Apartment Store General Office General Commercial (Retail) | [PBC] | | | T = 5.06 (X) Ln(T) = 0.77*Ln(X) + T = 36.13 (X) T = 7 (X) T = 7 (X) T = 1.00(X); (61% in Ln(T) = 0.30 Ln(X) + T = 2.00 (X); (96% in Ln(T) = 0.30 Ln(X) + T = 2.30 (X); (79% in Ln(T) = 0.30 Ln(X) + T = 0.45 (X); (48% in Ln(T) = 0.50 Ln(X) + T = 0.45 (X); (48% in Ln(T) = 0.32 Ln(X) + T = 0.45 (X); (48% in Ln(T) = 0.32 Ln(X) + T = 0.62 (X); (65% in % = 83.18 - 9.30*Ln(X) + % = 9.30*Ln(X) + % = 9.30*Ln(X) + % = 9.30*Ln(X) | , 39% out) ,, 39% out) ,, 31% out) 1.55; (88% ,, 21% out) 0.26; (17% 3; (20% in, 8 3.37; (48% ,, 52% out) 1.83; (17% -1.59; (27% 0.32; (67% n, 35% out) | in, 83% out 30% out) in, 52% out in, 83% out in, 73% out |))) ;) | | | |



Traffic Distribution

Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics. Because this site was previously approved for a mix of commercial and residential uses, the previously approved trip distribution was used.

The distribution according to cardinal directions is:

NORTH - 15 percent

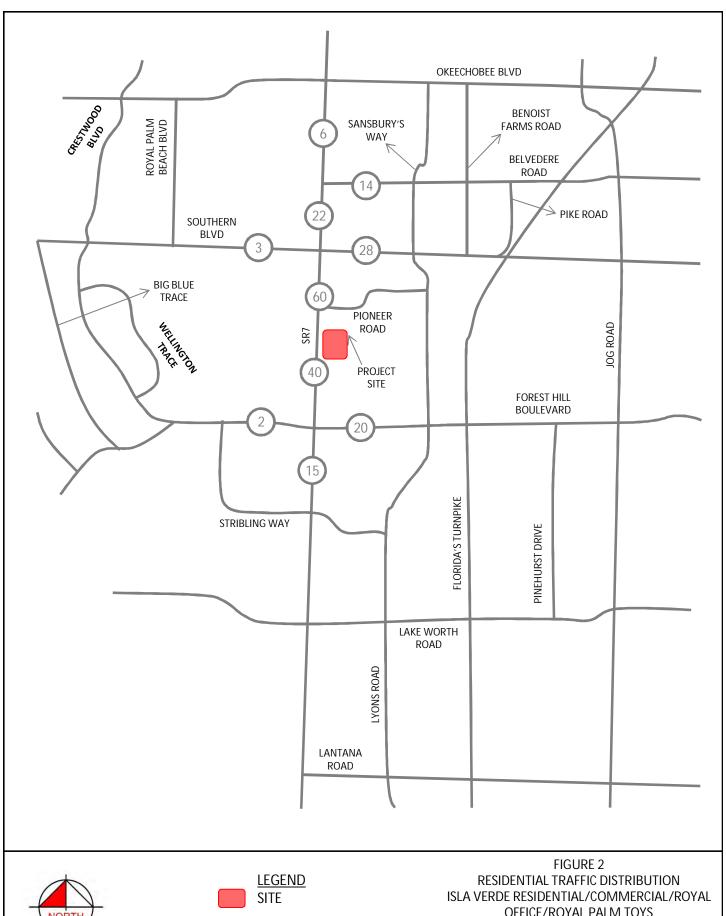
SOUTH - 15 percent

EAST - 25 percent

WEST - 32 percent

Traffic Assignment

The AM and PM peak hour trips for the project were assigned to the surrounding roadway network proposed to be in place by 2018. *Figure 2* illustrates the project traffic assignment for the residential uses on site. *Figure 3* illustrates the project traffic assignment of the commercial uses on site.



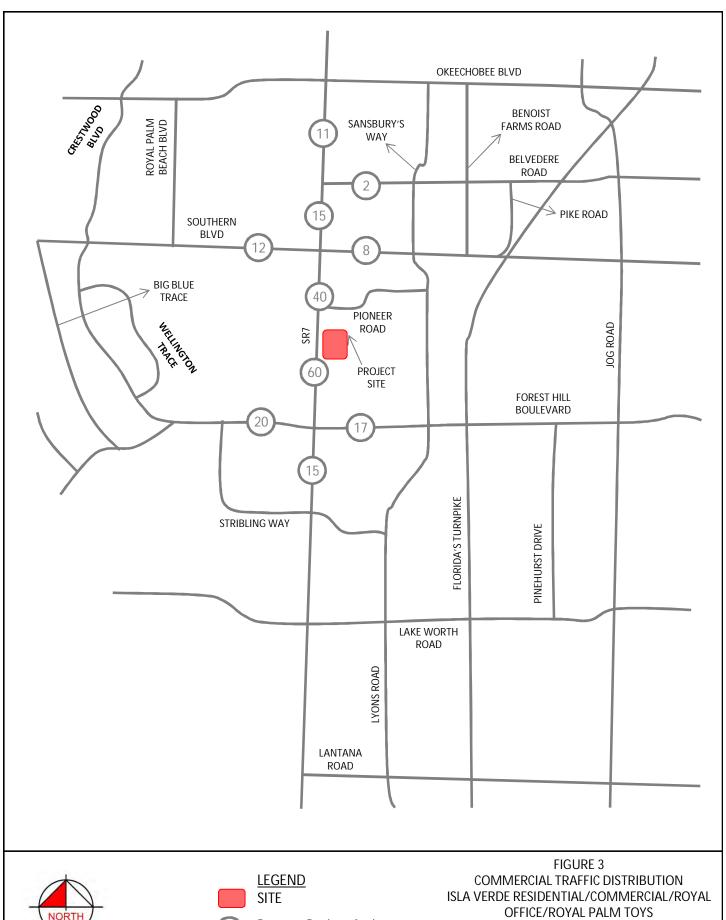




Percent Project Assignment

OFFICE/ROYAL PALM TOYS 144118006





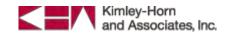




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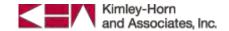


Kimley-Horn and Associates, Inc.



ROADWAY IMPROVEMENTS

A review was conducted of the Five-Year Plans of Palm Beach County and FDOT, as well as those improvements committed by the developers of projects in the area. Based on the review, there are no committed roadway improvements in the vicinity of the project.



TEST 1 SIGNIFICANCE ANALYSIS

An analysis was undertaken on all of the links included in the Palm Beach County Thoroughfare Map within the 2-mile radius of development influence to determine which roadway links would be significantly impacted under Test 1 criteria. The new external project traffic was assigned to all the thoroughfare roadway links within the radius of development influence. Per Palm Beach County standards, all the links on which the project traffic impact is greater than 1% of the level of service (LOS) D generalized service volume are considered significantly impacted links.

As indicated in *Table 3*, the following roadway segments are significantly impacted during the AM peak hour conditions under Test 1 criteria:

AM PEAK HOUR

 State Road 7, Forest Hill Boulevard to Southern Boulevard, Northbound and Southbound

PM PEAK HOUR

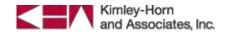
- State Road 7, Forest Hill Boulevard to Belvedere Road, Northbound and Southbound
- Forest Hill Boulevard, Stribling Way to State Road 7, Westbound
- Forest Hill Boulevard, State Road 7 to Lyons Road, Eastbound and Westbound
- Southern Boulevard, State Road 7 to Sansbury's Way, Westbound

Therefore, the identified significantly impacted roadway segments require a peak hour Test 1 Roadway Analysis.



Table 3: Test 1 – Significance Analysis

| | | | | | ISLA V | RDE RES | DENTIAL/0 | TABLE 3 ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS | : 3 L/ROYAL O | FFICE/ROYA | PALM TO | δυ | | | | | | | | | | | |
|-----------------------------------|----------|----------------|-----------|-------------------|------------------|-------------|-----------|---|------------------|-------------------|------------------|------------|-------|---------------|-------|-------------|-----------------|---------------|-------|----------|--------------|--------------|----------|
| | COMMITED | | TOS D | | | Residential | tial | | _ | | | Commerdal | - | | | ć | | | | | | | |
| | NUMBER | Classification | GEN. SVC. | | | | | TRIPS | | | | | TRIPS | | | ž | side milai + Co | mer cial | | | Significance | | |
| ROADWAY SEGMENT | ъ | | | | | Concurrency | rency | Project Trips | sd | | | Conarrency | enoy | Project Trips | sdi | Concurrency | ncy | Project Trips | sdi. | % IMPACT | _ | Significant? | П |
| | LANES | | VOLUME | % ASSIGN- MENT | NB/EB IN/OUT? | NB/EB | SB/WB | NB/EB | SB/WB | % ASSIGN- MENT | NB/EB IN/OUT? | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB SE | SB/WB NE | NB/EB SB/WB | NB |
| | | | | | | | | AM Peak Hour | Hour | | | | | | | | | | | | | | Γ |
| State Road 7 | | | | | | | | | | | | | | _ | | | | | | | | | Γ |
| Stribling Way Forest Hill Blvd | 8LD | Class I | 3,940 | 15% | - | 2 | 19 | 2 | 19 | 15% | - | 11 | 4 | 0 | 0 | 16 | 23 | 2 | | | | | _ |
| Forest Hill Blvd Project Driveway | 8LD | Class I | 3,940 | 40% | - | 17 | 51 | 12 | 51 | %09 | - | 46 | 14 | -5 | 0 | 5.8 | 65 | 10 | | 1.47% 1 | 1.65% | Yes | |
| Project Driveway Southern Blvd | d18 | Class II | 3,590 | %09 | 0 | 9/ | 19 | 76 | 19 | 40% | 0 | 10 | 30 | 0 | ÷ | 98 | 49 | 9/ | | 2.40% 1 | 1.36% | _ | |
| | 018 | Class II | 3,590 | 22% | 0 | 28 | 7 | 28 | 7 | 15% | 0 | 4 | 11 | 0 | 0 | 32 | 18 | 28 | 7 | | | No No | _ |
| Belvedere Road Okeechobee Blvd | 8LD | Class II | 3,590 | %9 | 0 | 00 | 2 | 80 | 2 | 11% | 0 | 3 | 80 | 0 | 0 | 11 | 10 | 80 | | 0.31% 0. | 0.28% | | ^ |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Stribling Way US 441/SR7 | QT9 | Class II | 2,680 | 5% | - | | 3 | 1 | 33 | 20% | - | 15 | 2 | 7 | 0 | 16 | 80 | 0 | 33 | | | No | No |
| US 441/SR 7 Lyons Road | QT9 | Class I | 2,940 | 20% | 0 | 25 | 9 | 25 | 9 | 17% | 0 | 4 | 13 | 0 | 7 | 59 | 19 | 25 | | | 0.65% | | _ |
| Southern Boulevard | | | | | | | | | | | | | | | | | | | | | | | |
| Seach Blvd | 018 | Class I | 3,590 | 3% | - | | 4 | - | 4 | 12% | - | 6 | 3 | 0 | 0 | 10 | 7 | 1 | | 0.28% 0 | | No No | _ |
| US 441/SR 7 Sansbury's Way | 8TD | Class I | 3,940 | 28% | 0 | 36 | 6 | 36 | 6 | 8% | 0 | 2 | 9 | 0 | 0 | 38 | 15 | 36 | 6 | - | 0.38% | - | ^ |
| Be he dere Road | | | | | | | _ | | | | | | | | | | | | | | | | |
| US 441/SR 7 Sansbury's Way | QT9 | Class I | 2,940 | 14% | 0 | 18 | 4 | 18 | 4 | 2% | 0 | 0 | 2 | 0 | 0 | 18 | 9 | 18 | 4 | 0.61% 0 | 0.20% | No No | |
| | | | | | | | | PM Peak Hour | Hour | | | | | | | | | | | | | | ٦ |
| State Road 7 | | | | | | | | | | | | | | | | | _ | | | | | | |
| | 018 | Class I | 3,940 | 15% | - | 19 | 10 | 19 | 10 | 15% | - | 17 | 21 | | 1 | 33 | 31 | 20 | 11 | 0.84% 0 | | No | _ |
| Forest Hill Blvd Project Driveway | 8LD | Class I | 3,940 | 40% | - | 20 | 28 | 20 | 28 | %09 | - | 26 | 82 | 2 | 2 | 106 | 113 | 22 | | | 2.87% | | <u>.</u> |
| ,ay | 018 | Class II | 3,590 | %09 | 0 | 41 | 92 | 41 | 92 | 40% | 0 | 57 | 37 | | 4 | 86 | 113 | 44 | 80 | 2.73% 3 | | Yes Yes | _ |
| | 8LD | Class II | 3,590 | 22% | 0 | 15 | 28 | 15 | 28 | 15% | 0 | 21 | 14 | | | 36 | 42 | 16 | | | | _ | |
| Belvedere Road Okeechobee Blvd | 8LD | Class II | 3,590 | %9 | 0 | 4 | 8 | 4 | 80 | 11% | 0 | 16 | 10 | 1 | 1 | 20 | 18 | 2 | 6 | 0.56% 0 | 0.50% | No N | _ |
| Forest Hill Blvd | | | | | | | | | | | | | | | | | | | | | | | |
| Stribling Way US 441/SR7 | Q19 | Class II | 2,680 | 2% | - | ю | | 3 | | 20% | - | 119 | 78 | 7 | 2 | 22 | 53 | 2 | 3 | 0.82% 1 | 1.08% | No | |
| US 441/SR 7 Lyons Road | Q19 | Class I | 2,940 | 20% | 0 | 14 | 25 | 14 | 25 | 17% | 0 | 54 | 16 | | 2 | 38 | 41 | 15 | 27 | 1.29% 1 | 1.39% | Yes Yes | |
| Southern Boulevard | | | | | | | | | | | | | | | | | | | | | | | |
| Royal Palm Beach Blvd US 441/5R7 | g18 | Class I | 3,940 | 3% | - | 4 | 2 | 4 | 2 | 12% | - | = | 17 | | 1 | 15 | 19 | 2 | 3 | 0.38% 0 | 0.48% | | _ |
| US 441/SR 7 Sansbury's Way | BLD | Class I | 3,940 | 28% | 0 | 19 | 35 | 19 | 3.5 | 8% | 0 | 11 | 7 | 1 | 1 | 30 | 42 | 20 | | 0.76% 1 | 1.07% | No Yes | |
| Be he dere Road | | | | | | | | | | | | | | | | | | | | | | | Г |
| US 441/SR 7 Sansbury's Way | QT9 | Class I | 2,940 | 14% | 0 | 10 | 18 | 10 | 18 | 5% | 0 | 3 | 2 | 0 | 0 | 13 | 20 | 10 | 18 | 0.44% 0 | 0.68% | No No | |
| | | | | | | | | | | | | | | | | | | | | | | Ì | ĺ |



TEST 1 LEVEL OF SERVICE D ANALYSIS

As determined in the previous section, a number of roadway segments were significantly impacted during the AM peak and PM peak hour conditions and therefore require further analysis. Intersection analyses are also required at the first significantly impacted major intersection in either direction from the site access point. Intersection analyses were performed at the following intersections:

- SR7 and Forest Hill Boulevard
- SR7 and Southern Boulevard
- SR7 and Old Hammock Way/Isla Verde Way

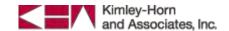
Intersection Analysis

To evaluate conditions at the intersections of SR 7 & Forest Hill Boulevard and SR 7 & Old Hammock Way the Critical Movement Analysis (CMA) method was utilized. The results are summarized in *Table 4*.

Table 4: Critical Movement Analysis Summary

| | AL MOVEMENT ANALYSIS SUI AL/COMMERCIAL/ROYAL OFF | |
|--------------------------------------|---|--------------|
| Intersection | Time Period | Critical Sum |
| State Road 7 & Forest Hill Boulevard | AM Peak Hour | 1,045 |
| boulevalu | PM Peak Hour | 1,379 |
| State Road 7 & Old Hammock | AM Peak Hour | 943 |
| Way/Isla Verde Way | PM Peak Hour | 1,485 |

Based on the critical movement analysis, the intersections are expected to meet the CMA threshold during buildout conditions with the exception of State Road 7 & Old Hammock Way during the PM Peak Hour. Therefore a level of service (LOS) analysis is required for this intersection during the PM Peak Hour. The detailed worksheets presenting the analysis are provided in Appendix C.



SR7 & Old Hammock Way Intersection Analysis

In order to analyze the intersection of Old Hammock Way & SR 7 for PM peak hour conditions, *Synchro V8.0* was used. *Table 5* summarizes the level of service and delay analysis for the existing laneage conditions with project traffic included.

Table 5: Level of Service Analysis (Old Hammock Way & SR7 - Existing Laneage)

| Proposed Lan | eage w/ Optim | nized Timing (20: | 18 Buildout) |
|--------------|---------------|-------------------|--------------|
| Peak Period | Approach | Delay (sec) | LOS |
| | NB | 48.0 | D |
| | SB | 36.1 | D |
| PM Peak Hour | EB | 71.8 | E |
| | WB | 69.5 | E |
| | Overall | 44.4 | D |

Under optimized signal timing with the existing geometry, the intersection of Southern Boulevard & Old Hammock Way is anticipated to operate acceptably through buildout in 2018. The detailed HCS output worksheets presenting the analysis are provided in Appendix D.

SR7 & Southern Boulevard Intersection Analysis

The intersection of Southern Boulevard & SR7 is a grade-separated urban interchange; therefore, a critical movement analysis was not utilized to evaluate LOS conditions. In order to analyze the intersection, *Synchro V8.0* was used. Intersection analyses were conducted for both the AM and PM peak hours. *Tables 6* and *7* summarize the level of service and delay analyses for both existing and proposed laneage conditions with project traffic included.

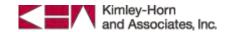


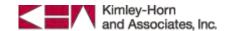
Table 6: Level of Service Analysis (Southern Boulevard & SR7 – Existing Laneage)

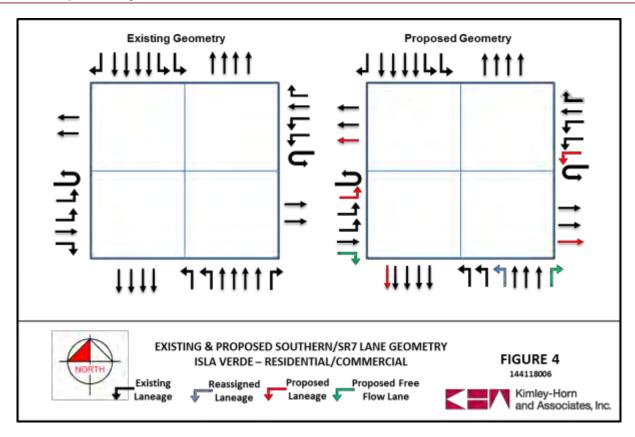
| Existing Lar | neage w/ Existi | ng Timing (2018 | Buildout) |
|--------------|-----------------|-----------------|-----------|
| Peak Period | Approach | Delay (sec) | LOS |
| | NB | 81.2 | F |
| | SB | 75.8 | E |
| AM Peak Hour | EB | 56.7 | E |
| | WB | 48.6 | D |
| | Overall | 70.5 | E |
| | NB | 57.9 | E |
| | SB | 89.6 | F |
| PM Peak Hour | EB | 71.4 | E |
| | WB | 66.7 | E |
| | Overall | 70.7 | E |

Table 7: Level of Service Analysis (Southern Boulevard & SR7 – Proposed Laneage)

| Proposed Lan | eage w/ Optin | nized Timing (20: | 18 Buildout) |
|--------------|---------------|-------------------|--------------|
| Peak Period | Approach | Delay (sec) | LOS |
| | NB | 39.1 | D |
| | SB | 60.9 | E |
| AM Peak Hour | EB | 59.8 | E |
| | WB | 46.9 | D |
| | Overall | 50.5 | D |
| | NB | 16.9 | В |
| | SB | 35.8 | D |
| PM Peak Hour | EB | 62.4 | E |
| | WB | 66.8 | E |
| | Overall | 39.4 | D |

Based on the analyses, the intersection of Southern Boulevard & SR7 will not meet the level of service guidelines under existing laneage. *Figure 4* illustrates the proposed geometry. Under optimized signal timing with the proposed geometry, the intersection of Southern Boulevard & SR7 is anticipated to operate acceptably through buildout in 2018. The detailed Synchro output worksheets presenting the analysis are provided in Appendix D.





To determine the development's proportionate share of these improvements, the net new residential and commercial peak hour trips were divided by the additional capacity provided by the proposed intersection improvements. These percentages were then applied to the total cost of the proposed improvements in order to determine the proportionate share calculations for both the proposed commercial and proposed residential developments. *Table 8* summarizes these calculations. Details on the proportionate share calculations are included in *Appendix E*.

Table 8: Proportionate Share Calculations

| | | ISLA VERDE RESIDENTIA | AL/COMMERCIAL/ROYA | L OFFICE/ROYAL PALM | TOYS | |
|-------------|---------------------|-------------------------|---------------------|---------------------|---------------|-----------|
| | | PROP | ORTIONATE SHARE CAL | CULATIONS | | |
| | Net Peak Hour Trips | Trips at SR7 & Southern | Additional Capacity | Proportionate Share | Total Cost | Payment |
| Commercial | 13 | 5 | 2790 | 0.18% | \$ 11,010,000 | \$ 19,731 |
| Residential | 77 | 41 | 2790 | 1.47% | \$ 11,010,000 | \$161,796 |



Roadway Link Analysis

The future traffic volume on each roadway segment was analyzed in comparison to its level of service D service volume. *Table 9* details these calculations for the AM and PM peak hours. As seen in *Table 9*, the significantly impacted roadway segments are projected to operate acceptably during the AM and PM peak hours through buildout of the project in 2018.

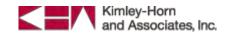


Table 9: Test 1 – Directional Capacity Analysis (AM Peak Hour and PM Peak Hour)

| | | | | | | | TARIFA | | | | | | | | | | |
|-----------------------|--------------------|-------|---------------|-------------|---------------|------------------|-------------------|--|----------------|--------------|---------------------------|-------------------------------|--------------------|-----------|---------|-------|----------------|
| | | | | ISI | A VER DE RESI | DENTIAL/COMIN | TERCIAL/R | ISIA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS | L PALM TO | ٨s | | | | | | | |
| | | | | TEST 1 - LE | VEL OF SERV | ICE D - DIRECTIO | NAL CAPA | TEST 1 - LEVEL OF SERVICE D - DIRECTIONAL CAPACITY ANALYSIS - AM & PM PEAK HOURS | & PM PE | K HOURS | | | | | | | |
| - Confede | | | Existing | | | | Year | Committed Traffic - Option #1 | raffic - Optic | ın #1 | Commit | Committed Traffic - Option #2 | 45 | Utilized | | | |
| Nodoway | | | | TOS D | Direction | Significantly | 2013 | Committed | 0.5% | Committed | Historic | Max | Max | (Maximum) | Project | 2018 | Meets |
| From | 안 | ranes | Facility Type | Service | | Impacted? | Traffic Volume | Traffic | Traffic | plus 0.5% | Growth Rate (from TPS) | Historic Growth or 0.50% | Historic Growth | Committed | Traffic | Total | Standard ?? |
| | | | | | | ¥ | AM PEAK HOUR | В | | | | | | | | | |
| State Road 7 | | | | | | | | | | | | | | | | | |
| Forest Hill Boulevard | Project Driveway | 8LD | Class I | 3,940 | NB | YES | 1,845 | 750 | 47 | 797 | 0.15% | 0.50% | 47 | 797 | 10 | 2,652 | Yes |
| | | | Class I | 3,940 | SB | YES | 1,740 | 758 | 4 | 802 | 0.15% | 0.50% | 44 | 802 | 51 | 2,593 | Yes |
| Project Driveway | Southern Boulevard | 8LD | Class II | 3,590 | a N | YES | 2,000 | 750 | 51 | 801 | 0.15% | 0.50% | 51 | 801 | 9/ | 2,877 | Yes |
| | | | Class II | 3,590 | SB | YES | 1,793 | 758 | 45 | 803 | 0.15% | 0.50% | 45 | 803 | 18 | 2,614 | Yes |
| | | | | | | Ы | PM PEAK HOUR | R | | | | | | | | | |
| State Road 7 | | | | | | | | | | | | | | | | | |
| Forest Hill Boulevard | Project Driveway | 8LD | Class I | 3,940 | NB | YES | 2,297 | 891 | 28 | 949 | 0.15% | 0.50% | 28 | 949 | 55 | 3,301 | Yes |
| | | | Class I | 3,940 | SB | YES | 5,009 | 952 | 51 | 1,003 | 0.15% | 0.50% | 51 | 1,003 | 33 | 3,045 | Yes |
| Project Driveway | Southern Boulevard | 8LD | Class I | 3,940 | NB NB | YES | 2,082 | 891 | 23 | 944 | 0.15% | 0.50% | 23 | 944 | 44 | 3,070 | Yes |
| | | | Class I | 3,940 | SB | YES | 2,193 | 952 | 22 | 1,007 | 0.15% | 0.50% | 22 | 1,007 | 80 | 3,280 | Yes |
| Southern Boulevard | Belvedere Road | SLD | Class II | 3,590 | NB NB | YES | 2,059 | 583 | 52 | 635 | -0.09% | 0.50% | 52 | 635 | 16 | 2,710 | Yes |
| | | | Class II | 3,590 | SB | YES | 1,874 | 555 | 47 | 602 | -0.09% | 0.50% | 47 | 602 | 29 | 2,505 | Yes |
| Forest Hill Boulevard | | | | | | | | | | | | | | | | | |
| Stribling Way | US 441/SR 7 | QT9 | Class III | 2,680 | EB | 00 | | | | | | | | | | | |
| | | | Class II | 2,680 | WB | YES | 2,241 | 273 | 22 | 330 | 1.99% | 1.99% | 232 | 330 | æ | 2,574 | Yes |
| US 441/SR 7 | Lyons Road | QT9 | Class I | 2,940 | EB | YES | 1,615 | 392 | 41 | 433 | 2.99% | 2.99% | 256 | 433 | 15 | 2,063 | Yes |
| | | | Class I | 2,940 | WB | YES | 1,578 | 350 | 40 | 390 | 2.99% | 2.99% | 250 | 390 | 27 | 1,995 | Yes |
| Southern Boulevard | | | | | | | | | | | | | | | | | |
| SR7 | Sansbury's Way | 8LD | Class I | 3,940 | 8 | 9 | | | | | , | | | | | | , |
| | | | Class I | 3,940 | WB | YES | 2,933 | 531 | 74 | 605 | 0.64% | 0.64% | 95 | 605 | 36 | 3,574 | Yes |



TEST 2 SIGNIFICANCE ANALYSIS

An analysis was undertaken on all of the links included in the Palm Beach County Thoroughfare Map within the 2-mile radius of development influence to determine the roadway links that are significantly impacted under Test 2 criteria. The net new external project traffic was assigned to all the thoroughfare roadway links within the radius of development influence. Per Palm Beach County standards, all the links on which the project traffic impact is greater than 3% of the level of service (LOS) E generalized service volume are considered significantly impacted links. As indicated in *Table 10*, none of the roadway segments are significantly impacted under Test 2 criteria.

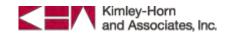
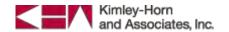


Table 10: Test 2 – Significance Analysis

| | COMMITED | | 0 SO1 | | | Residential | | | | | Commercial | | | | * | Residential + Commerdal | ommerdal | | | | |
|------------------------------------|----------|----------------|-----------|-------------------|------------------|-------------|---------|---------------|-----------------------|---------------------|------------|---|---------------|-------|-------------|-------------------------|---------------|-------|----------|--------------|--------------|
| | NUMBER | Classification | GEN. SVC. | | | | TRIPS | | | | | | TRIPS | | | | | | | Significance | 9 |
| ROADWAY SEGMENT | ņ | | | | | Concurrency | ency | Project Trips | | | Concr | Concurrency | Project Trips | Trips | Concurrency | ency | Project Trips | rips | % IMPACT | :1 | Significant? |
| | LANES | | VOLUME | % ASSIGN- MENT | NB/EB IN/OUT? | NB/EB | SB/WB N | NB/EB SB/ | SB/WB %ASSIGN MENT | N- NB/EB IN/OUT? | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB S | SB/WB NI | NB/EB SB/WB |
| | | | | | † | | | AM Peak Hour | 11 | | | | | | 1 | | | | | | |
| State Road 7 | | | | - | | | _ | | | | | | _ | | | | | | | | |
| Stribling Way Forest Hill Blvd | gus | Class I | 3,940 | 15% | - | s | 19 | | | - | 11 | 4 | 0 | 0 | 16 | 23 | S | | 0.41% | 0.58% | |
| Forest Hill Blvd Project Driveway | 8LD | Class I | 3,940 | 40% | - | 12 | 51 | 12 5 | 51 60% | - | 46 | 14 | -7 | 0 | 28 | 99 | 10 | 51 | 1.47% | 1.65% | No No |
| Project Driveway Southern Blvd | 8LD | Class II | 3,780 | %09 | 0 | 76 | 19 | | | 0 | 10 | 30 | 0 | ÷ | 98 | 49 | 76 | | 2.28% | | |
| Southern Blvd Belvedere Road | 8LD | Class II | 3,780 | 22% | 0 | 28 | 7 | | | 0 | 4 | ======================================= | 0 | 0 | 32 | 18 | 28 | | 0.85% | 0.48% | |
| Belvedere Road Okeechobee Blvd | 8LD | Class II | 3,780 | %9 | 0 | | 2 | | | 0 | 9 | 80 | 0 | 0 | 11 | 10 | 80 | | 0.29% | 0.26% | |
| Forest Hill Blvd | | | | | | | | | | | | | | | | | | | | | |
| Stribling Way US 441/SR7 | QT9 | Class II | 2,830 | 2% | - | | 3 | | 3 20% | - | 15 | 20 | 7 | 0 | 16 | 89 | 0 | 3 | 0.57% | 0.28% | No No |
| | QT9 | Class I | 2,940 | 20% | 0 | 25 | | 25 6 | | 0 | 4 | 13 | 0 | 7 | 59 | 19 | 25 | | %66'0 | | |
| Southern Boulevard | | | | | | | | | | | | | | | | | | | | | |
| Roya I Pa Im Beach Blvd US 441/SR7 | grb | Class I | 3,780 | 3% | - | - | 4 | | 4 12% | - | 6 | 3 | 0 | 0 | 10 | 7 | 1 | | | | |
| US 441/SR7 Sansbury's Way | grb | Class I | 3,940 | 28% | 0 | 36 | 6 | 36 | %8 6 | 0 | 2 | 9 | 0 | 0 | 38 | 15 | 36 | 6 | %96'0 | 0.38% | No No |
| Belve dere Road | | | | | | | | | | | | | | | | | | | | | |
| US 441/SR7 Sansbury's Way | QT9 | Class I | 2,940 | 14% | 0 | 18 | 4 | 18 4 | 4 2% | 0 | 0 | 2 | 0 | 0 | 18 | 9 | 18 | 4 | 0.61% (| 0.20% | No No |
| | | | | | | | | PM Peak Hour | | | | | | | | | | | | | |
| State Road 7 | | | | | | | | | | | | | | | | | | | | | |
| Stribling Way Forest Hill Blvd | g18 | Class I | 3,940 | 15% | - | 19 | | | | - | 41 | 21 | - | 1 | 33 | 31 | 20 | | 0.84% | 0.79% | |
| Forest Hill Blvd Project Driveway | 8LD | Class I | 3,940 | 40% | - | 20 | | | | - | 99 | 82 | 2 | 2 | 106 | 113 | 22 | | 2.69% | | oN oN |
| ay | 8LD | Class II | 3,780 | %09 | 0 | 4 | 92 | 41 7 | 76 40% | 0 | 57 | 37 | 6 | 4 | 86 | 113 | 44 | 80 | | | No No |
| Southern Blvd Belvedere Road | g18 | Class II | 3,780 | 22% | 0 | 15 | | | | 0 | 21 | 14 | | 1 | 36 | 42 | 16 | | 0.95% | 1.11% | |
| Belvedere Road Okeechobee Blvd | 8LD | Class II | 3,780 | %9 | 0 | 4 | | | | 0 | 16 | 10 | | 1 | 50 | 18 | 2 | | 0.53% (| 0.48% | |
| Forest Hill Blvd | | | | | | | | | | | | | | | | | | | | | |
| Stribling Way US 441/SR7 | Q19 | Class II | 2,830 | 2% | - | е | 1 | 3 | 1 20% | - | 19 | 28 | 2 | 2 | 22 | 59 | S | 8 | 0.78% | 1.02% | No |
| US 441/SR 7 Lyons Road | Q19 | Class I | 2,940 | 20% | 0 | 14 | 25 | 14 2 | 25 17% | ٥ | 24 | 16 | - | 2 | 38 | 41 | 15 | 27 | 1.29% | 1.39% | No No |
| Southern Boulevard | | | | | | | | _ | | | | | | | | | | | | | |
| Royal Palm Beach Blvd US 441/SR7 | 8LD | Class I | 3,940 | 3% | - | 4 | 2 | 4 | 2 12% | - | 11 | 17 | - | , | 15 | 19 | 2 | е | 0.38% | 0.48% | No |
| US 441/SR7 Sans bury's Way | gus | Class I | 3,940 | 28% | 0 | 19 | 35 | 19 3 | 35 8% | 0 | 11 | 7 | - | 1 | 30 | 42 | 20 | 36 | %94.0 | 1.07% | No No |
| Belve dere Road | | | | | | | | | | | | | | | | | | | | | |
| US 441/SR7 Sansbury's Way | QT9 | Class I | 2,940 | 14% | 0 | 10 | 18 | 10 1 | 18 2% | 0 | 3 | 2 | 0 | 0 | 13 | 20 | 10 | 18 | 0.44% (| %890 | No |



VEHICLE CIRCULATION AND QUEUING

Vehicular Circulation

The Isla Verde Commercial and Isla Verde Residential parcels are proposed to be accessed via two right-in/right-out driveways along State Road 7, and one full-access driveway along State Road 7. The Royal Office parcel is proposed to be accessed by one right-in/right-out driveway along State Road 7.

Driveway Classification

According to the Palm Beach County "Guide to Parking Lot and Street Access Design Criteria and Standards", it is necessary to classify project entrances as minor, intermediate, or major according to the two-way hourly volumes.

- 1. Minor Services a maximum daily volume of 500 vehicles.
- 2. Intermediate Services a maximum daily volume of 2,000 vehicles.
- 3. Major Services a maximum daily volume of more than 2,000 vehicles.

Using these criteria, the following driveway classifications apply:

| Driveway Number | Description/Location | Classification |
|--------------------|--|----------------|
| 1 | Right-In/Right-Out Driveway on SR 7 (Office) | Intermediate |
| 2 | Right-In/Right-Out Driveway of SR 7 (Commercial Retail | Major |
| 3 | Full-Access Driveway on SR 7 (Commercial Retail) | Major |
| 4 | Right-In/Right-Out Driveway on SR 7 (Retail/Residential) | Major |

Figure 5 illustrates the location and proposed volumes for the four site driveways.

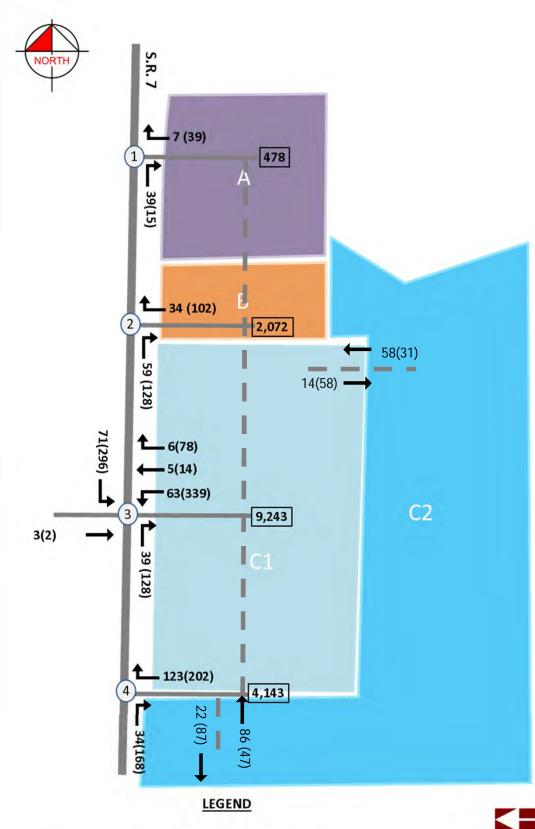


Turn Lane Requirements

The Palm Beach County "Guide to Parking Lot and Street Access Design Criteria and Standards" provides guidance on the provision of turn lanes at site driveways. According to the standards noted in this document, the volume thresholds for providing exclusive turn lanes are as follows:

- Right-turn Lane 75 peak hour right turns, with driveway volumes that exceed 1,000 trips per day, and average daily traffic volumes that exceed 10,000 vehicles per day.
- Left-turn Lane 30 peak hour left turns

Based on the Palm Beach County criteria stated above and the fact that right-turn lanes are existing at all four driveway connections in addition to a left-turn lane at Driveway 3, the project meets Palm Beach County Access Management Standards. No turn lanes or site access modifications are required or proposed.



2,035 WEEKDAY DAILY TRAFFIC VOLUMES

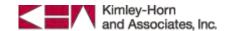
34 AM PEAK-HOUR VOLUME

(109) PM PEAK-HOUR VOLUME



FIGURE 5
FUTURE TOTAL DRIVEWAY VOLUMES
ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL
OFFICE/ROYAL PALM TOYS

144118005

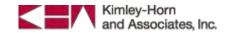


COMPARISON TO PREVIOUS RESIDENTIAL APPROVAL

The Isla Verde Residential portion of the site is currently approved for 245 townhomes. It is proposed to instead develop this parcel with 360 apartment units. The net difference in the trip generation potential of the proposed and approved uses is 805 net new daily trips, 74 net new AM peak hour trips (18 in, 56 out) and 98 net new PM peak hour trips (61 in, 37 out). The trip differential between the proposed and approved uses on site is summarized in *Table 11*.

As shown in *Table 11*, the proposed residential development is projected to add 45 net new driveway trips (11 in, 34 out) to Driveway 4 and 29 net new driveway trips (7 in, 22 out) to Driveway 3 (the signalized Isla Verde intersection) during the AM peak hour compared to the previous approval. The change in residential development is projected to add 59 net new driveway trips (37 in, 22 out) to Driveway 4 and 39 net new driveway trips (24 in, 15 out) to Driveway 3 (the signalized Isla Verde intersection during the PM peak hour).

Table 12 summarizes the level of service and delay at these driveways with the proposed project traffic. As shown in *Table 12*, both driveways will operate at a level of service (LOS) D or better with the proposed project traffic. The detailed HCS and Synchro output worksheets presenting the analysis are provided in Appendix D.



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1/15/2014

Table 11: Trip Generation – Proposed vs. Approved Residential Development

| ISLA VERDE RESID | ENTIAL/ISLA | | TABLE 11 DMMERCIAL/ROYAL | OFFICE/R | OYAL P | ALM TO | YS | | | | | |
|---|----------------|-----------|--|---------------------------------|----------|--------|--------------|-----|-----|--|--|--|
| | TR | IP GENERA | ATION COMPARISON | ı | | | | | | | | |
| LAND USE | INTENS | 177/ | DAILY | AM F | PEAK HO | OUR | PM PEAK HOUR | | | | | |
| LAND USE | INTENS | 11Y | Trips | TOTAL | IN | OUT | TOTAL | IN | OUT | | | |
| Approved Development | | | | | | | | | | | | |
| Condo/Townhomes | 245 | DU | 1,715 | 106 | 18 | 88 | 125 | 84 | 41 | | | |
| Proposed Development | | | | | | | | | | | | |
| Apartments | 360 DU | | 2,520 | 180 | 36 | 144 | 223 | 145 | 78 | | | |
| Trip Differential (Proposed - Ap | 805 | 74 | 18 | 56 | 98 | 61 | 37 | | | | | |
| Additional Volume at Drivev | vay 3 | | 322 | 30 | 7 | 22 | 39 | 24 | 15 | | | |
| Additional Volume at Drivev | vay 4 | | 483 | 44 | 11 | 34 | 59 | 37 | 22 | | | |
| Trip Differential (Proposed - Ex | cisting) | | 2,520 | 180 | 36 | 144 | 223 | 145 | 78 | | | |
| Note: Trip generation was calculated using th | ne following o | data: | | | | | | | | | | |
| Daily Traffic Generation | | | | | | | | | | | | |
| Condo/Townhomes | [PBC] | = | T = 7 (X) | | | | | | | | | |
| Apartments | [PBC] | = | T = 7 (X) | | | | | | | | | |
| AM Peak Hour Traffic Generation | | | | | | | | | | | | |
| Condo/Townhomes | [PBC] | = | Ln(T) = 0.80 Ln(X) + 0 |).26; (17% i | n, 83% d | out) | | | | | | |
| Apartments | [PBC] | = | T = 0.49 Ln(X) + 3.73 | ; (20% in, 8 | 0% out) | | | | | | | |
| PM Peak Hour Traffic Generation | | | | | | | | | | | | |
| Condo/Townhomes | [PBC] | = | Ln(T) = 0.82 Ln(X) + 0.32; (67% in, 33% out) | | | | | | | | | |
| Apartments | [PBC] | = | T = 0.62 (X); (65% in, | T = 0.62 (X); (65% in, 35% out) | | | | | | | | |

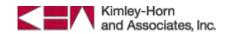


Table 12: Driveway Level of Service Summary

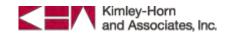
| Drivewa | y 3 (Old Ha | mmock Way |) | Driveway 4 | | | | | |
|--------------|-------------|-------------|-----|------------|-------------|-----|--|--|--|
| Peak Period | Approach | Delay (sec) | LOS | Approach | Delay (sec) | LOS | | | |
| | NB | 36.7 | D | NB | 1 | 1 | | | |
| | SB | 18.6 | В | SB | 1 | 1 | | | |
| AM Peak Hour | EB | 59.5 | Е | EB | - | - | | | |
| | WB | 52.2 | D | WB | 14.4 | В | | | |
| | Overall | 29.4 | С | Overall | - | - | | | |
| | NB | 48.0 | D | NB | 1 | 1 | | | |
| | SB | 36.1 | D | SB | 1 | 1 | | | |
| PM Peak Hour | EB | 71.8 | E | EB | - | - | | | |
| | WB | 69.5 | Е | WB | 19.1 | С | | | |
| | Overall | 44.4 | D | Overall | - | - | | | |



CONCLUSION

It is proposed to modify the commercial and residential approvals on a site on the east side of State Road 7 between Forest Hill Boulevard and Pioneer Road in Palm Beach County, Florida. The parcels collectively have a current TPS approval for a mix of residential, retail, medical office, furniture store, and professional entitlements. Of the approved development, only 208,900 square feet of approved commercial retail has been in existence for more than five years. Therefore, credit for this portion of the development is not included in the determination of project significance. Based on the analysis, the proposed development is expected to significantly impact several roadway segments under Test 1 and Test 2 criteria. All significantly impacted roadways meet capacity standards and are expected to operate acceptably through buildout in 2018. Intersection geometric improvements would be required at the intersection of SR7 & Southern Boulevard to meet LOS D criteria. Geometric improvements that would allow the intersection to meet adopted level of service criteria have been identified at this intersection and documented in this report for use in determining proportionate share contribution requirements as deemed applicable.

Based on the driveway analysis, Driveways 2, 3 and 4 are expected to exceed the 75 peak hour right turn threshold. Right-turn lanes are currently provided at these driveways. The full access driveway is expected to exceed the 30 vehicles hour left turn threshold during the peak hours. A left-turn lane currently exists at this driveway; therefore no changes are recommended to the current driveway configuration.



APPENDIX A: TPS DATABASE INFORMATION

ROAD NAME: Forest Hill Blvd STA

CURRENT YEAR: 2013 ANALYSIS YEAR: 2018 GROWTH RATE: 1.99% STATION: 3407
FROM: Stribling Way
TO: MIDPOINT
COUNT DATE: 3/12/2013
PSF: 1

Report Created: 12/10/2013

Link Analysis

| | | Li | nk Analy | sis | | | | |
|---|-------|-------|----------|-------|-------|-------|------|------------|
| Time Period | | AM | | | PM | | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB | | |
| Existing Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 | | |
| Peak Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 | | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Volume after Diversion | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 | | |
| | | | | | | | | |
| Committed Developments | | | | | | | Туре | % Complete |
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 3 | 1 | 2 | 3 | 2 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Castellina | 4 | 3 | 1 | 5 | 2 | 3 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | 1 | NR | 88% |
| Oakmont Estates | 1 | 1 | 0 | 1 | 0 | 1 | Res | 73% |
| Palms West Hospital | 2 | 1 | 1 | 2 | 1 | 1 | NR | 95% |
| Rubin Commercial | 5 | 3 | 2 | 17 | 8 | 9 | NR | 0% |
| Western Plaza | 6 | 3 | 3 | 11 | 5 | 6 | NR | 88% |
| Isla Verde | 22 | 12 | 10 | 67 | 32 | 35 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 10 | 4 | 6 | 12 | 7 | 5 | Res | 70% |
| Olympia | 23 | 6 | 17 | 24 | 15 | 9 | Res | 90% |
| Village Professional Park | 71 | 27 | 44 | 123 | 65 | 58 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Wellington Mall | 12 | 6 | 6 | 45 | 23 | 21 | NR | 90% |
| Wellington Regional Medical Center | 74 | 22 | 52 | 87 | 59 | 29 | NR | 54% |
| Southern Center | 1 | 0 | 0 | 3 | 1 | 2 | NR | 90% |
| Wellington View | 9 | 4 | 5 | 6 | 3 | 2 | Res | 75% |
| Wellington Parc | 14 | 7 | 7 | 14 | 5 | 9 | NR | 0% |
| Pioneer Road Commercial / Residential | 19 | 7 | 12 | 63 | 33 | 30 | NR | 0% |
| Village Green | 4 | 1 | 2 | 7 | 4 | 3 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 5 | 18 | 28 | 18 | 10 | Res | 0% |
| Cheddar's Cafe | 8 | 5 | 3 | 9 | 4 | 5 | NR | 60% |
| Wellington Charter School | 129 | 71 | 58 | 35 | 17 | 19 | NR | 0% |
| Total Committed Developments | 442 | 190 | 250 | 565 | 305 | 259 | | 0.0 |
| Total Committed Residential | 70 | 23 | 47 | 76 | 45 | 30 | | |
| Total Committed Non-Residential | 372 | 167 | 203 | 489 | 260 | 229 | | |
| Double Count Reduction | 18 | 6 | 12 | 19 | 11 | 8 | | |
| | | _ | | | | _ | | |
| Total Discounted Committed Developments | 424 | 184 | 238 | 546 | 294 | 251 | | |
| | | | | | | | | |
| Historical Growth | 396 | 259 | 139 | 420 | 195 | 232 | | |
| Comm Dev+1% Growth | 619 | 312 | 306 | 753 | 390 | 365 | | |
| Growth Volume Used | 619 | 312 | 306 | 753 | 390 | 365 | | |
| Total Volume | 4435 | 2814 | 1645 | 4806 | 2266 | 2606 | | |
| Lanes | | | 6L | D | | | | |
| LOS D Capacity | 4880 | 2680 | 2680 | 4880 | 2680 | 2680 | | |
| Link Meets Test 1? | YES | NO | YES | YES | YES | YES | | |
| LOS E Capacity | 5150 | 2830 | 2830 | 5150 | 2830 | 2830 | | |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES | | |
| LITIK WIGGIS TOSEZ: | ILJ | ILJ | ILJ | ILJ | ILJ | ILJ | | |

ROAD NAME: Forest Hill Blvd STATION

CURRENT YEAR: 2013 ANALYSIS YEAR: 2018 GROWTH RATE: 1.99% STATION: 3407 FROM: MIDPOINT TO: S State Road 7 COUNT DATE: 3/12/2013 PSF: 1 Report Created: 12/10/2013

Link Analysis

| | | Li | ink Analy | sis | | | | |
|---|-------|-------|-----------|------|-------|-------|------|------------|
| Time Period | | AM | | | PM | | | |
| Direction | 2-way | NB/EB | | | NB/EB | SB/WB | _ | |
| Existing Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 | | |
| Peak Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 | | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Volume after Diversion | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 | | |
| | | | | | | | | |
| Committed Developments | | | | | | | Туре | % Complete |
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 3 | 1 | 2 | 3 | 2 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | 1 | NR | 88% |
| Palms West Hospital | 2 | 1 | 1 | 2 | 1 | 1 | NR | 95% |
| Rubin Commercial | 5 | 3 | 2 | 17 | 8 | 9 | NR | 0% |
| Western Plaza | 6 | 3 | 3 | 11 | 5 | 6 | NR | 88% |
| Isla Verde | 22 | 12 | 10 | 67 | 32 | 35 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 10 | 4 | 6 | 12 | 7 | 5 | Res | 70% |
| Olympia | 23 | 6 | 17 | 24 | 15 | 9 | Res | 90% |
| Village Professional Park | 71 | 27 | 44 | 123 | 65 | 58 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Wellington Mall | 25 | 12 | 14 | 94 | 45 | 49 | NR | 90% |
| Wellington Regional Medical Center | 74 | 22 | 52 | 87 | 59 | 29 | NR | 54% |
| Southern Center | 1 | 0 | 0 | 3 | 1 | 2 | NR | 90% |
| Wellington View | 9 | 4 | 5 | 6 | 3 | 2 | Res | 75% |
| Wellington Parc | 14 | 7 | 7 | 14 | 5 | 9 | NR | 0% |
| Pioneer Road Commercial / Residential | 19 | 7 | 12 | 63 | 33 | 30 | NR | 0% |
| Enclave at Royal Palm Beach | 23 | 5 | 18 | 28 | 18 | 10 | Res | 0% |
| Cheddar's Cafe | 8 | 5 | 3 | 9 | 4 | 5 | NR | 60% |
| Wellington Charter School | 129 | 71 | 58 | 35 | 17 | 19 | NR | 0% |
| Total Committed Developments | 446 | 191 | 255 | 601 | 321 | 280 | | |
| Total Committed Residential | 65 | 19 | 46 | 70 | 43 | 26 | | |
| Total Committed Non-Residential | 381 | 172 | 209 | 531 | 278 | 254 | | |
| Double Count Reduction | 16 | 5 | 12 | 18 | 11 | 7 | | |
| Total Discounted Committed Developments | 430 | 186 | 243 | 583 | 310 | 273 | | |
| Total Discounted Committed Developments | 430 | 100 | 243 | 505 | 310 | 213 | | |
| Historical Growth | 396 | 259 | 139 | 420 | 195 | 232 | | |
| Comm Dev+1% Growth | 625 | 314 | 311 | 790 | 406 | 387 | | |
| Growth Volume Used | 625 | 314 | 311 | 790 | 406 | 387 | | |
| Total Volume | 4441 | 2816 | 1650 | 4843 | 2282 | 2628 | | |
| Lanes | | | 6L | D | | | | |
| LOS D Capacity | 4880 | 2680 | 2680 | 4880 | 2680 | 2680 | | |
| Link Meets Test 1? | YES | NO | YES | YES | YES | YES | | |
| LOS E Capacity | 5150 | 2830 | 2830 | 5150 | 2830 | 2830 | | |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES | | |
| | | | | | | | | |

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|------|-----|------|------|

| ROAD NAME: CURRENT YEAR: ANALYSIS YEAR: GROWTH RATE: | 2013 FROM: Midpoint 2018 TO: Lyons Rd | | | | | | Report Created: 12/10/2013 | |
|---|--|-------|-----------|-------|-------|-------|----------------------------|-----------------|
| | | 11 | ink Analy | | ' | | | |
| Time Period | | AM | | 0.0 | PM | | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB | | |
| Existing Volume | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 | | |
| Peak Volume | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 | | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Volume after Diversion | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 | | |
| Committed Developments | | | | | | | Typo | % Complete |
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | Type NR | % Complete 100% |
| Palms West Medical | 1 | 0 | 1 | 1 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Castellina | 32 | 24 | 8 | 40 | 15 | 25 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 2 | 1 | 1 | NR | 88% |
| Oakmont Estates | 7 | 5 | 2 | 9 | 3 | 6 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Rubin Commercial | 9 | 4 | 5 | 29 | 15 | 14 | NR | 0% |
| Western Plaza | 3 | 1 | 2 | 5 | 3 | 3 | NR | 88% |
| Isla Verde | 19 | 9 | 10 | 57 | 30 | 28 | NR | 68% |
| Palomino Exec Park | 0 | Ó | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 14 | 9 | 5 | 17 | 7 | 11 | Res | 70% |
| Olympia | 34 | 25 | 8 | 35 | 13 | 22 | Res | 90% |
| Village Professional Park | 71 | 44 | 27 | 123 | 58 | 65 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Wellington Mall | 22 | 10 | 12 | 82 | 39 | 43 | NR | 90% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 119 | 35 | 83 | 140 | 94 | 46 | NR | 54% |
| Southern Center | 1 | 0 | 1 | 5 | 3 | 2 | NR | 90% |
| Wellington View | 23 | 11 | 12 | 15 | 9 | 6 | Res | 75% |
| Wellington Parc | 14 | 7 | 8 | 14 | 9 | 5 | NR | 0% |
| Pioneer Road Commercial / Residential | 12 | 8 | 4 | 39 | 19 | 20 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | 24 | NR | 35% |
| Enclave at Royal Palm Beach | 34 | 27 | 7 | 42 | 15 | 28 | Res | 0% |
| Cheddar's Cafe | 6 | 2 | 4 | 8 | 4 | 3 | NR | 60% |
| Wellington Charter School | 129 | 58 | 71 | 35 | 19 | 17 | NR | 0% |
| Total Committed Developments | 584 | 292 | 290 | 763 | 392 | 375 | | |
| Total Committed Residential | 144 | 101 | 42 | 158 | 62 | 98 | | |
| Total Committed Non-Residential | 440 | 191 | 248 | 605 | 330 | 277 | | |
| Double Count Reduction | 36 | 25 | 11 | 40 | 16 | 25 | | |
| Total Discounted Committed Developments | 548 | 267 | 279 | 723 | 376 | 350 | | |
| Historical Growth | 423 | 217 | 205 | 506 | 256 | 250 | | |
| Comm Dev+1% Growth | 684 | 337 | 345 | 886 | 458 | 430 | | |
| Growth Volume Used | 684 | 337 | 345 | 886 | 458 | 430 | | |
| Total Volume | 3349 | 1707 | 1640 | 4078 | 2073 | 2008 | | |
| Lanes | <u> </u> | | 6L | D | | | l | |
| LOS D Capacity | 4880 | 2940 | 2940 | 4880 | 2940 | 2940 | | |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES | | |
| LOS E Capacity | 5150 | 2940 | 2940 | 5150 | 2940 | 2940 | | |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES | | |
| | . 20 | . 20 | ·Lo | . 20 | . 20 | . 20 | | |

ROAD NAME: Forest Hill Blvd CURRENT YEAR: 2013

ANALYSIS YEAR: 2018 GROWTH RATE: 2.99% STATION: 3423 FROM: S State Road 7 Report Created: 12/10/2013

TO: Midpoint
COUNT DATE: 3/12/2013
PSF: 1

Link Analysis

| Time Period | | AM | rik / triary | 313 | PM | | | |
|--|---------|---------|--------------|----------|----------------|---------|----------|-------------|
| Direction | 2-way | NB/EB | SB/WB | 2-way | | SB/WB | | |
| Existing Volume | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 | 1 | |
| Peak Volume | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 | ł | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | ł | |
| Volume after Diversion | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 | ł | |
| | | | 1210 | | | | | |
| Committed Developments | | | | | | | Type | % Complete |
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 1 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Castellina | 32 | 24 | 8 | 40 | 15 | 25 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 2 | 1 | 1 | NR | 88% |
| Oakmont Estates | 7 | 5 | 2 | 9 | 3 | 6 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Rubin Commercial | 9 | 4 | 5 | 29 | 15 | 14 | NR | 0% |
| Western Plaza | 3 | 1 | 2 | 5 | 3 | 3 | NR | 88% |
| Isla Verde | 19 | 9 | 10 | 57 | 30 | 28 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 30 | 12 | 19 | 37 | 23 | 15 | Res | 70% |
| Olympia | 26 | 7 | 20 | 28 | 18 | 10 | Res | 90% |
| Village Professional Park | 71 | 44 | 27 | 123 | 58 | 65 | NR | 0% |
| Royal Palm Retail | 0 22 | 0 10 | 0 12 | 0 82 | 0 39 | 0 43 | NR NR | 100% 90% |
| Wellington Mall | 4 | 2 | 2 | o2 11 | 3 9 | 43 6 | NR | 72% |
| Shoppes At Southern Pines Wellington Regional Medical Center | 119 | 35 | 83 | 140 | 94 | 46 | NR | 72% 54% |
| Southern Center | 1 | 0 | 1 | 5 | 3 | 2 | NR | 90% |
| Wellington View | 23 | 11 | 12 | 15 | 9 | 6 | Res | 75% |
| Wellington Parc | 14 | 7 | 8 | 14 | 9 | 5 | NR | 0% |
| Pioneer Road Commercial / Residential | 12 | 8 | 4 | 39 | 19 | 20 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | 24 | NR | 35% |
| Enclave at Royal Palm Beach | 34 | 27 | 7 | 42 | 15 | 28 | Res | 0% |
| Cheddar's Cafe | 6 | 2 | 4 | 8 | 4 | 3 | NR | 60% |
| Wellington Charter School | 129 | 58 | 71 | 35 | 19 | 17 | NR | 0% |
| Total Committed Developments | 592 | 277 | 316 | 776 | 413 | 367 | | |
| Total Committed Residential | 152 | 86 | 68 | 171 | 83 | 90 | | |
| Total Committed Non-Residential | 440 | 191 | 248 | 605 | 330 | 277 | | |
| Double Count Reduction | 38 | 22 | 17 | 43 | 21 | 23 | | |
| | | | | | | | | |
| Total Discounted Committed Developments | 554 | 255 | 299 | 733 | 392 | 344 | | |
| | | | | | | | | |
| Historical Growth | 423 | 217 | 205 | 506 | 256 | 250 | | |
| Comm Dev+1% Growth | 690 | 325 | 365 | 896 | 474 | 424 | | |
| Growth Volume Used | 690 | 325 | 365 | 896 | 474 | 424 | | |
| Total Volume | 3355 | 1695 | 1660 | 4088 | 2089 | 2002 | | |

| Larros |
|--------------------|
| LOS D Capacity |
| Link Meets Test 1? |
| LOS E Capacity |
| Link Meets Test 2? |

| 6LD | | | | | | | | | | | | | |
|------|------|------|------|------|------|--|--|--|--|--|--|--|--|
| 4880 | 2940 | 2940 | 4880 | 2940 | 2940 | | | | | | | | |
| YES | YES | YES | YES | YES | YES | | | | | | | | |
| 5150 | 2940 | 2940 | 5150 | 2940 | 2940 | | | | | | | | |
| YES | YES | YES | YES | YES | YES | | | | | | | | |

ROAD NAME: Forest Hill Blvd

CURRENT YEAR: 2013 ANALYSIS YEAR: 2018 GROWTH RATE: 1.15% STATION: 3221 FROM: Midpoint

TO: Pinehurst Dr COUNT DATE: 1/16/2013

Report Created: 12/10/2013

PSF: 1

| | Link Analysis | | | | | | | | | |
|------------------------|---------------|-------|-------|-------|-------|-------|--|--|--|--|
| Time Period | | AM | | | PM | | | | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB | | | | |
| Existing Volume | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 | | | | |
| Peak Volume | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 | | | | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Volume after Diversion | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 | | | | |
| | | | • | • | • | | | | | |

| Committed Developments | | | | | | | Туре | % Complete |
|---|-----|-----|-----|-----|-----|-----|------|------------|
| Palms West Medical | 1 | 0 | 1 | 1 | 1 | 0 | NR | 92% |
| Castellina | 28 | 21 | 7 | 35 | 13 | 22 | Res | 0% |
| Oakmont Estates | 6 | 4 | 1 | 7 | 3 | 5 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Isla Verde | 17 | 8 | 9 | 50 | 26 | 24 | NR | 68% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 14 | 9 | 5 | 17 | 7 | 11 | Res | 70% |
| Olympia | 34 | 25 | 8 | 35 | 13 | 22 | Res | 90% |
| Village Professional Park | 53 | 33 | 21 | 92 | 44 | 49 | NR | 0% |
| Wellington Mall | 17 | 8 | 9 | 64 | 30 | 33 | NR | 90% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 74 | 22 | 52 | 87 | 59 | 29 | NR | 54% |
| Wellington View | 21 | 11 | 10 | 14 | 6 | 8 | Res | 75% |
| Pioneer Road Commercial / Residential | 7 | 5 | 3 | 24 | 12 | 13 | NR | 0% |
| Village Green | 13 | 5 | 8 | 25 | 13 | 11 | NR | 35% |
| Wellington Charter School | 59 | 26 | 32 | 16 | 9 | 8 | NR | 0% |
| Total Committed Developments | 349 | 179 | 168 | 479 | 242 | 241 | | |
| Total Committed Residential | 103 | 70 | 31 | 108 | 42 | 68 | | |
| Total Committed Non-Residential | 246 | 109 | 137 | 371 | 200 | 173 | | |
| Double Count Reduction | 26 | 18 | 8 | 27 | 11 | 17 | | |
| | | | | | | | | |
| Total Discounted Committed Developments | 323 | 161 | 160 | 452 | 231 | 224 | | |
| Historical Growth | 162 | 83 | 82 | 186 | 96 | 95 | | |

| Lanes | 6LD | | | | | | | | | |
|--------------------|------|------|------|------|------|------|--|--|--|--|
| LOS D Capacity | 4880 | 2940 | 2940 | 4880 | 2940 | 2940 | | | | |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES | | | | |
| LOS E Capacity | 5150 | 2940 | 2940 | 5150 | 2940 | 2940 | | | | |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES | | | | |

463

463

3205

Comm Dev+1% Growth

Growth Volume Used

Total Volume

233

233

1638

231

231

1626

613

613

3770 1943

314

314

306

306

1910

ROAD NAME: Forest Hill Blvd STATION: 3221

CURRENT YEAR: 2013 ANALYSIS YEAR: 2018 GROWTH RATE: 1.15% FROM: Lyons Rd TO: Midpoint COUNT DATE: 1/16/2013 Report Created: 12/10/2013

PSF: 1

| | | Li | nk Analy | PSF: | 1 | | | |
|---|-------|-------|--------------|-------|-------|-------|------|------------|
| Time Period | | AM | rik / triary | 313 | PM | | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB | | |
| Existing Volume | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 | 1 | |
| Peak Volume | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 | | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | ł | |
| Volume after Diversion | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 | ł | |
| | | | | | | | | |
| Committed Developments | | | | | | | Туре | % Complete |
| Palms West Medical | 1 | 0 | 1 | 1 | 1 | 0 | NR | 92% |
| Castellina | 28 | 21 | 7 | 35 | 13 | 22 | Res | 0% |
| Oakmont Estates | 6 | 4 | 1 | 7 | 3 | 5 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Isla Verde | 17 | 8 | 9 | 50 | 26 | 24 | NR | 68% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 14 | 9 | 5 | 17 | 7 | 11 | Res | 70% |
| Olympia | 34 | 25 | 8 | 35 | 13 | 22 | Res | 90% |
| Village Professional Park | 53 | 33 | 21 | 92 | 44 | 49 | NR | 0% |
| Wellington Mall | 17 | 8 | 9 | 64 | 30 | 33 | NR | 90% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 74 | 22 | 52 | 87 | 59 | 29 | NR | 54% |
| Wellington View | 21 | 11 | 10 | 14 | 6 | 8 | Res | 75% |
| Pioneer Road Commercial / Residential | 7 | 5 | 3 | 24 | 12 | 13 | NR | 0% |
| Village Green | 13 | 5 | 8 | 25 | 13 | 11 | NR | 35% |
| Wellington Charter School | 59 | 26 | 32 | 16 | 9 | 8 | NR | 0% |
| Total Committed Developments | 349 | 179 | 168 | 479 | 242 | 241 | | |
| Total Committed Residential | 103 | 70 | 31 | 108 | 42 | 68 | | |
| Total Committed Non-Residential | 246 | 109 | 137 | 371 | 200 | 173 | | |
| Double Count Reduction | 26 | 18 | 8 | 27 | 11 | 17 | | |
| | | | | | | | | |
| Total Discounted Committed Developments | 323 | 161 | 160 | 452 | 231 | 224 | | |
| Historical Growth | 162 | 83 | 82 | 104 | 96 | 95 | | |
| Comm Dev+1% Growth | | 233 | 231 | 186 | | 306 | | |
| | 463 | | | 613 | 314 | | | |
| Growth Volume Used | 463 | 233 | 231 | 613 | 314 | 306 | | |
| Total Volume | 3205 | 1638 | 1626 | 3770 | 1943 | 1910 | | |
| Lanes | | | 6L | n | | | 1 | |
| LOS D Capacity | 4880 | 2940 | 2940 | 4880 | 2940 | 2940 | J | |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES | | |
| LOS E Capacity | 5150 | 2940 | 2940 | 5150 | 2940 | 2940 | | |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES | | |
| THE MEETS LEST T. | IES | IES | IES | TES | IES | TES | | |

ROAD NAME: N State Road 7 CURRENT YEAR: 2013

ANALYSIS YEAR: 2018 GROWTH RATE: 2.42%

LOS E Capacity

Link Meets Test 2?

STATION: 3408 FROM: MIDPOINT

TO: Southern Blvd COUNT DATE: 3/20/2013

Report Created: 12/10/2013

PSF: 1

| | Link Analysis | |
|-------|---------------|--|
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| | | Li | nk Analy | sis | | | | |
|--|---------|---------|----------|---------|---------|----------|-----------|------------|
| Time Period | | AM | | | PM | | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | | SB/WB | | |
| Existing Volume | 3710 | 2000 | 1793 | 4274 | 2082 | 2193 | | |
| Peak Volume | 3710 | 2000 | 1793 | 4274 | 2082 | 2193 | | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Volume after Diversion | 3710 | 2000 | 1793 | 4274 | 2082 | 2193 | | |
| | | | | | | | | |
| Committed Developments | | | | | | | Type | % Complete |
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 1 | 0 | 1 | 0 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 23 | 15 | 8 | 9 | 4 | 5 | NR | 70% |
| Castellina | 46 | 34 | 12 | 58 | 21 | 37 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | 1 | NR | 88% |
| Martingale Meadows | 11 | 3 | 8 | 15 | 10 | 6 | Res | 0% |
| Oakmont Estates | 10 | 8 | 3 | 13 | 5 | 8 | Res | 73% |
| Palms West Hospital | 1 97 | 0 31 | 0 66 | 1 95 | 0 57 | 0 38 | NR Res | 95% 0% |
| Highland Dunes Rubin Commercial | 31 | 17 | 14 | 105 | 51 | 56 54 | NR | 0% |
| Western Plaza | 17 | 9 | 8 | 33 | 16 | 17 | NR | 88% |
| Isla Verde | 44 | 21 | 23 | 134 | 70 | 65 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 12 | 8 | 5 | 15 | 6 | 9 | Res | 70% |
| Olympia | 30 | 22 | 7 | 31 | 12 | 20 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Village Professional Park | 142 | 87 | 55 | 246 | 116 | 130 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 5 | 2 | 2 | 10 | 5 | 5 | NR | 94% |
| Wellington Mall | 13 | 6 | 7 | 47 | 22 | 25 | NR | 90% |
| Southern Mills | 14 | 11 | 2 | 15 | 3 | 12 | NR | 38% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 168 | 50 | 118 | 198 | 133 | 65 | NR | 54% |
| Pioneer Trail | 11 | 8 | 3 | 15 | 6 | 10 | Res | 69% |
| Cypress Point MUPD | 22 | 18 | 4 | 27 | 7 | 20 | NR | 0% |
| Southern Center | 4 | 2 | 1 | 18 | 9 | 9 | NR | 90% |
| Wellington View | 3 20 | 1 14 | 1 6 | 2 9 | 1 2 | 1 7 | Res NR | 75% 5% |
| Aldi / Royal Palm Industrial Wellington Parc | 22 | 10 | 12 | 22 | 14 | 8 | NR | 0% |
| Pioneer Road Commercial / Residential | 81 | 52 | 29 | 266 | 128 | 138 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | 24 | NR | 35% |
| Enclave at Royal Palm Beach | 54 | 43 | 11 | 67 | 24 | 44 | Res | 0% |
| Seven Eleven | 30 | 15 | 15 | 30 | 15 | 15 | NR | 0% |
| Palm Beach Auto Auction | 15 | 14 | 2 | 25 | 13 | 12 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Weldon RPB | 24 | 13 | 11 | 70 | 34 | 36 | NR | 0% |
| Cheddar's Cafe | 15 | 5 | 10 | 18 | 11 | 8 | NR | 60% |
| PBC Stockade | 37 | 35 | 2 | 40 | 7 | 33 | NR | 36% |
| Wellington Charter School | 492 | 222 | 270 | 135 | 71 | 63 | NR | 0% |
| Total Committed Developments | 1528 | 790 | 735 | 1837 | 909 | 932 | | |
| Total Committed Residential | 274 | 158 | 116 | 311 | 142 | 173 | | |
| Total Committed Non-Residential | 1254 | 632 | 619 | 1526 | 767 | 759 | | |
| Double Count Reduction | 69 | 40 | 29 | 78 | 36 | 43 | | |
| Total Discounted Committed Developments | 1459 | 750 | 706 | 1759 | 873 | 889 | | |
| | | | | _ | | | | |
| Historical Growth | 470 | 254 | 227 | 542 | 264 | 278 | | |
| Comm Dev+1% Growth | 1648 | 852 | 797 | 1977 | 979 | 1001 | | |
| Growth Volume Used | 1648 | 852 | 797 | 1977 | 979 | 1001 | | |
| Total Volume | 5358 | 2852 | 2590 | 6251 | 3061 | 3194 | | |
| Lanes | | | 8L | D | | | | |
| LOS D Capacity | 6530 | 3940 | 3940 | 6530 | 3940 | 3940 | | |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES | | |
| | | | | | | | | |

6880 3940 3940 6880 3940

YES

YES

3940

YES YES YES YES

ROAD NAME: N State Road 7 STATIO

CURRENT YEAR: 2013 ANALYSIS YEAR: 2018 GROWTH RATE: 0.15%

Link Meets Test 2?

STATION: 3452 FROM: Forest Hill Blvd TO: MIDPOINT COUNT DATE: 3/20/2013 PSF: 1 Report Created: 12/10/2013

Link Analysis

| | | | in / mary | 313 | | | | |
|---|-------|-------|-----------|-------|------|-------|------|------------|
| Time Period | _ | AM | | _ | PM | | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | | SB/WB | | |
| Existing Volume | 3585 | 1845 | 1740 | 4306 | 2297 | 2009 | | |
| Peak Volume | 3585 | 1845 | 1740 | 4306 | 2297 | 2009 | | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Volume after Diversion | 3585 | 1845 | 1740 | 4306 | 2297 | 2009 | | |
| | | | | | | | | |
| Committed Developments | | | | | | | Туре | % Complete |
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 1 | 0 | 1 | 0 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 23 | 15 | 8 | 9 | 4 | 5 | NR | 70% |
| Castellina | 46 | 34 | 12 | 58 | 21 | 37 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | 1 | NR | 88% |
| Martingale Meadows | 11 | 3 | 8 | 15 | 10 | 6 | Res | 0% |
| Oakmont Estates | 10 | 8 | 3 | 13 | 5 | 8 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Highland Dunes | 97 | 31 | 66 | 95 | 57 | 38 | Res | 0% |
| Rubin Commercial | 31 | 17 | 14 | 105 | 51 | 54 | NR | 0% |
| Western Plaza | 15 | 8 | 7 | 27 | 13 | 14 | NR | 88% |
| Isla Verde | 66 | 35 | 31 | 202 | 97 | 104 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 12 | 8 | 5 | 15 | 6 | 9 | Res | 70% |
| Olympia | 30 | 22 | 7 | 31 | 12 | 20 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Village Professional Park | 213 | 82 | 131 | 370 | 196 | 175 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 5 | 2 | 2 | 10 | 5 | 5 | NR | 94% |
| Wellington Mall | 13 | 6 | 7 | 47 | 22 | 25 | NR | 90% |
| Southern Mills | 14 | 11 | 2 | 15 | 3 | 12 | NR | 38% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 158 | 111 | 47 | 186 | 61 | 125 | NR | 54% |
| Pioneer Trail | 7 | 2 | 5 | 10 | 6 | 4 | Res | 69% |
| Cypress Point MUPD | 22 | 18 | 4 | 27 | 7 | 20 | NR | 0% |
| Southern Center | 4 | 2 | 1 | 18 | 9 | 9 | NR | 90% |
| Wellington View | 3 | 1 | 1 | 2 | 1 | 1 | Res | 75% |
| Wellington Parc | 22 | 10 | 12 | 22 | 14 | 8 | NR | 0% |
| Pioneer Road Commercial / Residential | 66 | 23 | 43 | 217 | 113 | 104 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | 24 | NR | 35% |
| Enclave at Royal Palm Beach | 87 | 18 | 69 | 110 | 71 | 38 | Res | 0% |
| Seven Eleven | 30 | 15 | 15 | 30 | 15 | 15 | NR | 0% |
| Palm Beach Auto Auction | 15 | 14 | 2 | 25 | 13 | 12 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Cheddar's Cafe | 23 | 15 | 8 | 27 | 12 | 16 | NR | 60% |
| PBC Stockade | 37 | 35 | 2 | 40 | 7 | 33 | NR | 36% |
| Wellington Charter School | 492 | 222 | 270 | 135 | 71 | 63 | NR | 0% |
| Total Committed Developments | 1587 | 782 | 802 | 1930 | 938 | 992 | | |
| Total Committed Residential | 303 | 127 | 176 | 349 | 189 | 161 | | |
| Total Committed Non-Residential | 1284 | 655 | 626 | 1581 | 749 | 831 | | |
| Double Count Reduction | 76 | 32 | 44 | 87 | 47 | 40 | | |
| Total Discounted Committed Developments | 1511 | 750 | 758 | 1843 | 891 | 952 | | |
| Historical Growth | 26 | 14 | 13 | 32 | 17 | 15 | | |
| Comm Dev+1% Growth | 1694 | 844 | 847 | 2063 | 1008 | 1054 | | |
| Growth Volume Used | 1694 | 844 | 847 | 2063 | 1008 | 1054 | | |
| Total Volume | 5279 | 2689 | 2587 | 6369 | 3305 | 3063 | | |
| | | | | | | | | |
| Lanes | | | 8L | .D | | | | |
| LOS D Capacity | 6530 | 3940 | 3940 | 6530 | 3940 | 3940 | | |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES | | |
| LOS E Capacity | 6880 | 3940 | 3940 | 6880 | 3940 | 3940 | | |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES | | |

YES YES YES YES YES

ROAD NAME: N State Road 7 CURRENT YEAR: 2013

CURRENT YEAR: 2013 ANALYSIS YEAR: 2018 GROWTH RATE: -0.09% STATION: 3406

FROM: Southern Blvd TO: Midpoint COUNT DATE: 3/20/2013 Report Created: 12/10/2013

PSF: 1

| | Link Analysis | | | | | | | |
|------------------------|---------------|-------|-------|-------|-------|-------|--|--|
| Time Period | | AM | | | PM | | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB | | |
| Existing Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 | | |
| Peak Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 | | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Volume after Diversion | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 | | |
| | | | | | | | | |

| Totalito artor Bivoroion | 2,00 | 1207 | 10.0 | 0,00 | 2007 | 1071 | | |
|---|--------|---------|------|--------|---------|---------|------|------------|
| Committed Developments | | | | | | | Type | % Complete |
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 2 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 28 | 19 | 9 | 11 | 5 | 6 | NR | 70% |
| Martingale Meadows | 9 | 7 | 2 | 13 | 5 | 8 | Res | 0% |
| Palms West Hospital | 1 | 0 | 1 | 1 | 1 | 0 | NR | 95% |
| Highland Dunes | 85 | 58 | 27 | 83 | 33 | 50 | Res | 0% |
| Rubin Commercial | 45 | 20 | 25 | 151 | 78 | 73 | NR | 0% |
| Western Plaza | 17 | 8 | 9 | 33 | 17 | 16 | NR | 88% |
| Isla Verde | 17 | 8 | 9 | 50 | 26 | 24 | NR | 68% |
| Lennar Commercial | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| S . | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| University Center | | | 0 | | | 0 | | |
| Ching SR 7 | 0 9 | 0 7 | 2 | 0 9 | 0 | | NR | 100% |
| Olympia | | 0 | 0 | | 3 | 6 0 | Res | 90% |
| United Auto Group | 0 | 0 29 | 9 | 0 | 0 11 | 0 29 | NR | 100% |
| Vista Center DRI | 37 | | - | 40 | | | NR | 65% |
| Village Professional Park | 71 | 44 | 27 | 123 | 58 | 65 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 9 | 4 | 4 | 17 | 9 | 8 | NR | 94% |
| Porto Sol | 24 | 6 | 18 | 29 | 18 | 11 | Res | 46% |
| Wellington Mall | 6 | 3 | 3 | 24 | 11 | 12 | NR | 90% |
| Southern Mills | 9 | 1 | 8 | 10 | 8 | 2 | NR | 38% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 64 | 19 | 45 | 76 | 51 | 25 | NR | 54% |
| Pioneer Trail | 4 | 3 | 1 | 6 | 2 | 4 | Res | 69% |
| Cypress Point MUPD | 7 | 1 | 6 | 9 | 7 | 2 | NR | 0% |
| Southern Center | 4 | 2 | 1 | 17 | 8 | 9 | NR | 90% |
| Aldi / Royal Palm Industrial | 91 | 62 | 29 | 39 | 10 | 29 | NR | 5% |
| Pioneer Road Commercial / Residential | 37 | 24 | 13 | 121 | 58 | 63 | NR | 0% |
| Village Green | 9 | 3 | 6 | 18 | 10 | 8 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 18 | 5 | 28 | 10 | 18 | Res | 0% |
| Seven Eleven | 5 | 3 | 3 | 6 | 3 | 3 | NR | 0% |
| Palm Beach Auto Auction | 20 | 2 | 18 | 34 | 16 | 18 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Weldon RPB | 45 | 25 | 20 | 130 | 63 | 67 | NR | 0% |
| Total Committed Developments | 681 | 378 | 303 | 1091 | 528 | 562 | | |
| Total Committed Residential | 154 | 99 | 55 | 168 | 71 | 97 | | |
| Total Committed Non-Residential | 527 | 279 | 248 | 923 | 457 | 465 | | |
| Double Count Reduction | 39 | 25 | 14 | 42 | 18 | 24 | | |
| Total Discounted Committed Developments | 642 | 353 | 289 | 1049 | 510 | 538 | | |
| Historical Growth | -13 | -6 | -7 | -18 | -10 | -9 | | |

| Lanes |
|--------------------|
| LOS D Capacity |
| Link Meets Test 1? |
| LOS E Capacity |
| Link Meets Test 2? |

Comm Dev+1% Growth

Growth Volume Used

Total Volume

| ń | | | | | | | | | | | | |
|---|------|------|------|------|------|------|--|--|--|--|--|--|
| | 8LD | | | | | | | | | | | |
| | 6530 | 3590 | 3590 | 6530 | 3590 | 3590 | | | | | | |
| | YES | YES | YES | YES | YES | YES | | | | | | |
| | 6880 | 3780 | 3780 | 6880 | 3780 | 3780 | | | | | | |
| | YES | YES | YES | YES | YES | YES | | | | | | |

366

366

1250 615

1250 615

1884 5183 2674

634

634

2508

783

783

3549

418

418

1687

ROAD NAME: N State Road 7 CURRENT YEAR: 2013

ANALYSIS YEAR: 2018 GROWTH RATE: -0.09% STATION: 3406 FROM: Midpoint

TO: Belvedere Rd COUNT DATE: 3/20/2013

Report Created: 12/10/2013

PSF: 1

| | | | | | • | |
|------------------------|-------|---|-------|-------|-------|-------|
| | | Link Analysis AM PM 2-way NB/EB SB/WB 2-way NB/EB SB/WB 2766 1269 1518 3933 2059 1874 2766 1269 1518 3933 2059 1874 0 0 0 0 0 0 0 0 2766 1269 1518 3933 2059 1874 | | | | |
| Time Period | | AM | | | PM | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |
| Peak Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |
| | | | | | | |
| Committed Developments | | | | | | |
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 |

| Committed Developments | | | | | | | Type | % Complete |
|---|-------|-----|-----|------|-----|-----------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 2 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 28 | 19 | 9 | 11 | 5 | 6 | NR | 70% |
| Martingale Meadows | 9 | 7 | 2 | 13 | 5 | 8 | Res | 0% |
| Palms West Hospital | 1 | 0 | 1 | 1 | 1 | 0 | NR | 95% |
| Highland Dunes | 85 | 58 | 27 | 83 | 33 | 50 | Res | 0% |
| Rubin Commercial | 45 | 20 | 25 | 151 | 78 | 73 | NR | 0% |
| Western Plaza | 17 | 8 | 9 | 33 | 17 | 16 | NR | 88% |
| Isla Verde | 17 | 8 | 9 | 50 | 26 | 24 | NR | 68% |
| Lennar Commercial | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| University Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Olympia | 9 | 7 | 2 | 9 | 3 | 6 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Vista Center DRI | 37 | 29 | 9 | 40 | 11 | 29 | NR | 65% |
| Village Professional Park | 71 | 44 | 27 | 123 | 58 | 65 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 9 | 4 | 4 | 17 | 9 | 8 | NR | 94% |
| Porto Sol | 24 | 6 | 18 | 29 | 18 | 11 | Res | 46% |
| Wellington Mall | 6 | 3 | 3 | 24 | 11 | 12 | NR | 90% |
| Southern Mills | 9 | 1 | 8 | 10 | 8 | 2 | NR | 38% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 64 | 19 | 45 | 76 | 51 | 25 | NR | 54% |
| Pioneer Trail | 4 | 3 | 1 | 6 | 2 | 4 | Res | 69% |
| Cypress Point MUPD | 7 | 1 | 6 | 9 | 7 | 2 | NR | 0% |
| Southern Center | 6 | 2 | 3 | 26 | 14 | 13 | NR | 90% |
| Aldi / Royal Palm Industrial | 91 | 62 | 29 | 39 | 10 | 29 | NR | 5% |
| Pioneer Road Commercial / Residential | 37 | 24 | 13 | 121 | 58 | 63 | NR | 0% |
| Village Green | 9 | 3 | 6 | 18 | 10 | 8 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 18 | 5 | 28 | 10 | 18 | Res | 0% |
| Seven Eleven | 5 | 3 | 3 | 6 | 3 | 3 | NR | 0% |
| Palm Beach Auto Auction | 20 | 2 | 18 | 34 | 16 | 18 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Weldon RPB | 45 | 25 | 20 | 130 | 63 | 67 | NR | 0% |
| PBC Stockade | 75 | 5 | 70 | 80 | 67 | 13 | NR | 36% |
| Total Committed Developments | 758 | 383 | 375 | 1180 | 601 | 579 | | |
| Total Committed Residential | 154 | 99 | 55 | 168 | 71 | 97 | | |
| Total Committed Non-Residential | 604 | 284 | 320 | 1012 | 530 | 482 | | |
| Double Count Reduction | 39 | 25 | 14 | 42 | 18 | 24 | | |
| | = 4 - | | | | = - | | | |
| Total Discounted Committed Developments | 719 | 358 | 361 | 1138 | 583 | 555 | | |
| Historical County | 10 | , | - | 10 | 10 | 0 | | |
| Historical Growth | -13 | -6 | -7 | -18 | -10 | -9 (51 | | |
| Comm Dev+1% Growth | 860 | 423 | 438 | 1339 | 688 | 651 | | |

| Lanes | |
|--------------------|--|
| LOS D Capacity | |
| Link Meets Test 1? | |
| LOS E Capacity | |
| Link Meets Test 2? | |
| | |

Growth Volume Used

Total Volume

| 8LD | | | | | | | | | | | |
|------|------|------|------|------|------|--|--|--|--|--|--|
| 6530 | 3590 | 3590 | 6530 | 3590 | 3590 | | | | | | |
| YES | YES | YES | YES | YES | YES | | | | | | |
| 6880 | 3780 | 3780 | 6880 | 3780 | 3780 | | | | | | |
| YES | YES | YES | YES | YES | YES | | | | | | |

438 1339 688

1956 5272 2747

651

2525

423

1692

860

3626

E-W Street: Forest Hill Blvd N-S STREET: N State Road 7 TIME PERIOD: AM GROWTH RATE: -0.87%

SIGNAL ID: 33400

Total Volume

Input Data COUNT DATE: 2/23/2011 CURRENT YEAR: 2011 ANALYSIS YEAR: 2018

PSF: 1

Report Created: 12/10/2013

1408

453

| SIGNAL ID: 33400 | | | | | | | | | | | | | | |
|---------------------------------------|------|--------|-------|------|---------|--------|------------|-------|-------|-----|------------|-------|------|------------|
| | | | | Inte | ersecti | on Vol | ume D | evelo | oment | | | | | |
| | E | astbou | ınd | W | 'estbou | und | Northbound | | | | Southbound | | | |
| | Left | Thru | Right | | Thru | • | | | Right | | Thru | Right | | |
| Existing Volume | 710 | 888 | 495 | 321 | 579 | 305 | 287 | 1230 | 235 | 266 | 1150 | 370 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Peak Season Volume | 710 | 888 | 495 | 321 | 579 | 305 | 287 | 1230 | 235 | 266 | 1150 | 370 | | |
| Committed Developments | | | | | | | | | | | | | Туре | % Complete |
| Pioneer Road Commercial / Residential | 9 | 0 | 0 | 0 | 0 | 6 | 0 | 15 | 0 | 5 | 13 | 7 | NR | 0% |
| Western Plaza | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 2 | NR | 89% |
| Enclave at Royal Palm Beach | 4 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 25 | 23 | 17 | Res | 0% |
| Wellington Mall | 0 | 0 | 5 | 5 | 0 | 0 | 4 | 4 | 4 | 0 | 5 | 0 | NR | 90% |
| Cheddar's Cafe | 12 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 0 | 6 | 5 | 7 | NR | 0% |
| Oakmont Estates | 1 | 1 | 0 | 4 | 1 | 0 | 0 | 18 | 12 | 0 | 6 | 1 | Res | 37% |
| Castellina | 3 | 3 | 0 | 8 | 1 | 0 | 0 | 34 | 24 | 0 | 12 | 1 | Res | 0% |
| Village Green | 2 | 2 | 0 | 31 | 4 | 0 | 0 | 18 | 18 | 0 | 31 | 4 | NR | 0% |
| Wellington Parc | 0 | 0 | 14 | 14 | 0 | 0 | 15 | 24 | 16 | 0 | 22 | 0 | NR | 0% |
| Lake Worth SR7 Commercial | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | NR | 88% |
| Buena Vida | 0 | 4 | 0 | 5 | 6 | 8 | 0 | 0 | 3 | 5 | 0 | 0 | Res | 70% |
| Wellington Regional Medical Center | 0 | 22 | 22 | 0 | 52 | 83 | 52 | 80 | 0 | 35 | 34 | 0 | NR | 54% |
| Village Professional Park | 39 | 0 | 0 | 0 | 0 | 39 | 0 | 39 | 0 | 9 | 9 | 9 | NR | 0% |
| Isla Verde | 12 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 0 | 9 | 8 | 11 | NR | 68% |
| Rubin Commercial | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 4 | 8 | 2 | NR | 0% |
| Southern Center | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | NR | 90% |
| Palms West Medical | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | NR | 92% |
| Wellington View | 0 | 6 | 0 | 5 | 7 | 2 | 0 | 0 | 5 | 2 | 0 | 0 | Res | 65% |
| Olympia | 0 | 6 | 6 | 0 | 17 | 20 | 17 | 20 | 0 | 7 | 7 | 0 | Res | 90% |
| Total Committed Developments | 88 | 44 | 48 | 73 | 89 | 192 | 90 | 292 | 83 | 108 | 187 | 61 | | |
| Total Committed Residential | 8 | 20 | 6 | 22 | 32 | 36 | 17 | 78 | 44 | 39 | 48 | 19 | | |
| Total Committed Non-Residential | 80 | 24 | 42 | 51 | 57 | 156 | 73 | 214 | 39 | 69 | 139 | 42 | | |
| Double Count Reduction | 2 | 5 | 2 | 6 | 8 | 9 | 4 | 20 | 8 | 10 | 12 | 5 | | |
| Total Discounted Committed | 86 | 39 | 46 | 67 | 81 | 183 | 86 | 272 | 75 | 98 | 175 | 56 | | |
| | | | | | | | | | | | | | | |
| Historical Growth | -42 | -53 | -29 | -19 | -34 | -18 | -17 | -73 | -14 | -16 | -68 | -22 | | |
| Comm Dev+1% Growth | 137 | 103 | 82 | 90 | 123 | 205 | 107 | 361 | 92 | 117 | 258 | 83 | | |
| Growth Volume Used | 137 | 103 | 82 | 90 | 123 | 205 | 107 | 361 | 92 | 117 | 258 | 83 | | |

847 991 577 411 702 510 394 1591 327 383

E-W Street: Forest Hill Blvd N-S STREET: N State Road 7 TIME PERIOD: PM GROWTH RATE: -0.87%

SIGNAL ID: 33400

Input Data COUNT DATE: 2/23/2011 CURRENT YEAR: 2011 ANALYSIS YEAR: 2018

PSF: 1

| Intersection | Volume | Develo | nment |
|----------------|----------|--------|----------|
| 11110130011011 | VOIGITIE | DCVCIO | PITICITE |

| | F | astbou | ınd | | estbou | | | orthbo | | | Southbound | | | |
|---------------------------------------|-----|--------|-------|-----|--------|-----|-----|--------|-----|------|------------|-------|------|------------|
| | | | Right | | | | | Thru | | Left | | Right | | |
| Existing Volume | 669 | | 360 | 340 | 985 | 365 | | 1583 | 406 | 346 | 1309 | 629 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Peak Season Volume | 669 | | 360 | 340 | 985 | 365 | 677 | 1583 | 406 | 346 | 1309 | 629 | | |
| Committed Developments | | | | | | | | | | | | | Tvpe | % Complete |
| Pioneer Road Commercial / Residential | 8 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 0 | 5 | 15 | | NR | 0% |
| Western Plaza | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 3 | 5 | | NR | 89% |
| Enclave at Royal Palm Beach | 16 | 0 | 0 | 0 | 0 | 24 | 0 | 22 | 0 | 13 | 12 | 9 | Res | 0% |
| Wellington Mall | 0 | 0 | 19 | 19 | 0 | 0 | 17 | 17 | 17 | 0 | 19 | 0 | NR | 90% |
| Cheddar's Cafe | 10 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 0 | 11 | 10 | 13 | NR | 0% |
| Oakmont Estates | 1 | 1 | 0 | 13 | 2 | 0 | 0 | 11 | 8 | 0 | 20 | 2 | Res | 37% |
| Castellina | 2 | 2 | 0 | 25 | 3 | 0 | 0 | 21 | 15 | 0 | 37 | 3 | Res | 0% |
| Village Green | 6 | 6 | 0 | 36 | 5 | 0 | 0 | 46 | 46 | 0 | 36 | 5 | NR | 0% |
| Wellington Parc | 0 | 0 | 19 | 20 | 0 | 0 | 21 | 34 | 22 | 0 | 30 | 0 | NR | 0% |
| Lake Worth SR7 Commercial | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | NR | 88% |
| Buena Vida | 0 | 7 | 0 | 4 | 5 | 6 | 0 | 0 | 6 | 9 | 0 | 0 | Res | 70% |
| Wellington Regional Medical Center | 0 | 59 | 59 | 0 | 29 | 46 | 29 | 44 | 0 | 94 | 90 | 0 | NR | 54% |
| Village Professional Park | 28 | 0 | 0 | 0 | 0 | 28 | 0 | 28 | 0 | 45 | 45 | 45 | NR | 0% |
| Isla Verde | 36 | 0 | 0 | 0 | 0 | 30 | 0 | 27 | 0 | 33 | 29 | 38 | NR | 68% |
| Rubin Commercial | 8 | 0 | 0 | 0 | 0 | 14 | 0 | 28 | 0 | 15 | 30 | 9 | NR | 0% |
| Southern Center | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 3 | 5 | 2 | NR | 90% |
| Palms West Medical | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | NR | 92% |
| Wellington View | 0 | 5 | 0 | 3 | 4 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | Res | 65% |
| Olympia | 0 | 15 | 15 | 0 | 9 | 10 | 9 | 10 | 0 | 18 | 18 | 0 | Res | 90% |
| Total Committed Developments | 121 | 96 | 114 | 121 | 57 | 176 | 77 | 319 | 119 | 251 | 403 | 140 | | |
| Total Committed Residential | 19 | 30 | 15 | 45 | 23 | 41 | 9 | 64 | 33 | 41 | 87 | 14 | | |
| Total Committed Non-Residential | 102 | 66 | 99 | 76 | 34 | 135 | 68 | 255 | 86 | 210 | 316 | 126 | | |
| Double Count Reduction | 5 | 8 | 4 | 11 | 6 | 10 | 2 | 16 | 8 | 10 | 22 | 4 | | |
| Total Discounted Committed | 116 | 88 | 110 | 110 | 51 | 166 | 75 | 303 | 111 | 241 | 381 | 136 | | |
| | | | | | | | | | | | | | | |
| Historical Growth | -40 | -71 | -21 | -20 | -58 | -22 | -40 | -94 | -24 | -21 | -78 | -37 | | |
| Comm Dev+1% Growth | 164 | 174 | 136 | 135 | 122 | 192 | 124 | 417 | 140 | 266 | 475 | 181 | | |
| Growth Volume Used | 164 | 174 | 136 | 135 | 122 | 192 | 124 | 417 | 140 | 266 | 475 | 181 | | |
| Total Volume | 833 | 1370 | 496 | 475 | 1107 | 557 | 801 | 2000 | 546 | 612 | 1784 | 810 | | |
| | | | | | | | | | | | | | | |

ROAD NAME: Southern Blvd CURRENT YEAR: 2013

ANALYSIS YEAR: 2018 GROWTH RATE: 0.64% Input Data STATION: 3415

FROM: Midpoint TO: Sansburys Way
COUNT DATE: 3/18/2013 Report Created: 12/10/2013

PSF: 1

Link Analysis

| | | L | ink Analy | /sis | | | | |
|---|--------------|-------|------------|--------|-------|------------|------|------------|
| Time Period | | AM | | | PM | | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB | | |
| Existing Volume | 5482 | 3647 | 1890 | 5142 | 2230 | 2933 | | |
| Peak Volume | 5482 | 3647 | 1890 | 5142 | 2230 | 2933 | | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Volume after Diversion | 5482 | 3647 | 1890 | 5142 | 2230 | 2933 | | |
| volume after biversion | 0 102 | 0017 | 1070 | 0112 | 2200 | 2700 | | |
| Committed Developments | | | | | | | Typo | % Complete |
| Committed Developments | 0 | 0 | 0 | 0 | 0 | 0 | NR | % Complete |
| Target Center | 0 | 0 | | | 0 | 0 | | 100% |
| Palms West Medical | 1 | 0 | 1 0 | 2 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | | | | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 12 | 8 | 4 | 4 | 2 | 2 | NR | 70% |
| Martingale Meadows | 24 | 18 | 6 | 34 | 13 | 22 | Res | 0% |
| Palms West Hospital | 1 | 0 | 1 | 1 | 1 | 0 | NR | 95% |
| Highland Dunes | 242 | 165 | 78 | 238 | 94 | 144 | Res | 0% |
| ProLogis Pike Road | 41 | 34 | 7 | 37 | 8 | 29 | NR | 0% |
| Rubin Commercial | 26 | 12 | 14 | 87 | 45 | 42 | NR | 0% |
| Western Plaza | 9 | 4 | 5 | 16 | 8 | 8 | NR | 88% |
| Belvedere Commerce Center | 11 | 6 | 5 | 27 | 13 | 14 | NR | 0% |
| Isla Verde | 9 | 4 | 5 | 27 | 14 | 13 | NR | 68% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Olympia | 6 | 5 | 2 | 6 | 2 | 4 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Village Professional Park | 32 | 20 | 12 | 55 | 26 | 29 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 2 | 1 | 1 | 5 | 2 | 2 | NR | 94% |
| Wellington Mall | 3 | 1 | 2 | 12 | 6 | 6 | NR | 90% |
| Southern Mills | 41 | 6 | 34 | 44 | 35 | 8 | NR | 38% |
| Shoppes At Southern Pines | 12 | 7 | 5 | 34 | 17 | 18 | NR | 72% |
| Wellington Regional Medical Center | 40 | 12 | 28 | 47 | 31 | 15 | NR | 54% |
| Pioneer Trail | 4 | 3 | 1 | 6 | 2 | 4 | Res | 69% |
| Cypress Point MUPD | 43 | 36 | 8 | 53 | 14 | 40 | NR | 0% |
| Southern Center | 3 | 1 | 2 | 15 | 8 | 7 | NR | 90% |
| Wellington View | 10 | 5 | 5 | 6 | 4 | 3 | Res | 75% |
| Aldi / Royal Palm Industrial | 30 | 10 | 21 | 13 | 10 | 3 | NR | 5% |
| Pioneer Road Commercial / Residential | 21 | 13 | 7 | 68 | 32 | 35 | NR | 0% |
| Village Green | 9 | 3 | 6 | 18 | 10 | 8 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 18 | 5 | 28 | 10 | 18 | Res | 0% |
| Seven Eleven | 49 | 24 | 25 | 50 | 25 | 25 | NR | 0% |
| Palm Beach Auto Auction | 42 | 38 | 4 | 70 | 37 | 34 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| PBC Stockade | 100 | 7 | 93 | 106 | 89 | 17 | NR | 36% |
| | | 461 | 387 | | | 550 | IVIX | 30% |
| Total Committed Developments | 846 | | | 1109 | 559 | | | |
| Total Committed Residential | 309 | 214 | 97 | 318 | 125 | 195 | | |
| Total Committed Non-Residential | 537 | 247 | 290 | 791 | 434 | 355 | | |
| Double Count Reduction | 77 | 49 | 24 | 80 | 31 | 49 | | |
| Total Discounted Committed Developments | 769 | 412 | 363 | 1029 | 528 | 501 | | |
| Total Discounted Confinition Developments | 707 | 412 | 303 | 1027 | 320 | 301 | | |
| Historical Growth | 179 | 119 | 62 | 167 | 73 | 96 | | |
| | | | | | | | | |
| Comm Dev+1% Growth | 1049 | 598 | 459 450 | 1291 | 642 | 651 451 | | |
| Growth Volume Used | 1049 | 598 | 459 | 1291 | 642 | 651 | | |
| Total Volume | 6531 | 4245 | 2349 | 6433 | 2872 | 3584 | | |
| Lanes | | | 01 | D | | | | |
| | / F30 | 20.40 | | _D(F30 | 20.40 | 20.40 | | |
| LOS D Capacity | 6530 | 3940 | 3940 | 6530 | 3940 | 3940 | | |
| Link Meets Test 1? | NO | NO | YES | YES | YES | YES | | |
| LOS E Capacity | 6880 | 3940 | 3940 | 6880 | 3940 | 3940 | | |
| Link Meets Test 2? | YES | NO | YES | YES | YES | YES | | |
| | | | | | | | | |

ROAD NAME: Southern Blvd

CURRENT YEAR: 2013 ANALYSIS YEAR: 2018 GROWTH RATE: 0.64%

LOS E Capacity

Link Meets Test 2?

STATION: 3415 FROM: N State Road 7 TO: Midpoint COUNT DATE: 3/18/2013

Report Created: 12/10/2013

| GROWIN RAIE | .: 0.04% | | COUN | | 3/10/20 |)13 | | | | | | | |
|--|----------|-------------|-----------|----------|-------------|---------|----------|------------|--|--|--|--|--|
| PSF: 1 Link Analysis | | | | | | | | | | | | | |
| Time Deried | | | ink Anaiy | /SIS | DM | | | | | | | | |
| Time Period Direction | 2-way | AM NB/EB | SB/WB | 2-14/21/ | PM NR/FR | SB/WB | | | | | | | |
| | 5482 | | 1890 | | | | | | | | | | |
| Existing Volume | | 3647 | | 5142 | 2230 | 2933 | | | | | | | |
| Peak Volume | 5482 | 3647 | 1890 | 5142 | 2230 | 2933 | | | | | | | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Volume after Diversion | 5482 | 3647 | 1890 | 5142 | 2230 | 2933 | | | | | | | |
| | | | | | | | | | | | | | |
| Committed Developments | | | | | | | | % Complete | | | | | |
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% | | | | | |
| Palms West Medical | 1 | 0 | 1 | 2 | 1 | 0 | NR | 92% | | | | | |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% | | | | | |
| Kings Academy | 12 | 8 | 4 | 4 | 2 | 2 | NR | 70% | | | | | |
| Martingale Meadows | 24 | 18 | 6 | 34 | 13 | 22 | Res | 0% | | | | | |
| Palms West Hospital | 1 | 0 | 1 | 1 | 1 | 0 | NR | 95% | | | | | |
| Highland Dunes | 242 | 165 | 78 | 238 | 94 | 144 | Res | 0% | | | | | |
| ProLogis Pike Road | 41 | 34 | 7 | 37 | 8 | 29 | NR | 0% | | | | | |
| Rubin Commercial | 26 | 12 | 14 | 87 | 45 | 42 | NR | 0% | | | | | |
| Western Plaza | 12 | 6 | 5 | 22 | 11 | 11 | NR | 88% | | | | | |
| Belvedere Commerce Center | 11 | 6 | 5 | 27 | 13 | 14 | NR | 0% | | | | | |
| Isla Verde | 9 | 4 | 5 | 27 | 14 | 13 | NR | 68% | | | | | |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% | | | | | |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% | | | | | |
| Olympia | 6 | 5 | 2 | 6 | 2 | 4 | Res | 90% | | | | | |
| United Auto Group | 0 32 | 0 | 0 | 0 55 | 0 | 0 | NR | 100% | | | | | |
| Village Professional Park | 0 | 20 0 | 12 0 | 0 | 26 0 | 29 0 | NR NR | 0% 100% | | | | | |
| Royal Palm Retail | 2 | 1 | 1 | 5 | 2 | 2 | | 94% | | | | | |
| Fox DRI Wellington Mall | 3 | 1 | 2 | 12 | 6 | 6 | NR NR | 90% | | | | | |
| Southern Mills | 41 | 6 | 34 | 44 | 35 | 8 | NR | 38% | | | | | |
| Shoppes At Southern Pines | 12 | 7 | 5 | 34 | 17 | 18 | NR | 72% | | | | | |
| Wellington Regional Medical Center | 40 | , 12 | 28 | 47 | 31 | 15 | NR | 54% | | | | | |
| Pioneer Trail | 4 | 3 | 1 | 6 | 2 | 4 | Res | 69% | | | | | |
| Cypress Point MUPD | 43 | 36 | 8 | 53 | 14 | 40 | NR | 0% | | | | | |
| Southern Center | 3 | 1 | 2 | 15 | 8 | 7 | NR | 90% | | | | | |
| Wellington View | 10 | 5 | 5 | 6 | 4 | 3 | Res | 75% | | | | | |
| Aldi / Royal Palm Industrial | 30 | 10 | 21 | 13 | 10 | 3 | NR | 5% | | | | | |
| Pioneer Road Commercial / Residential | 21 | 13 | 7 | 68 | 32 | 35 | NR | 0% | | | | | |
| Village Green | 9 | 3 | 6 | 18 | 10 | 8 | NR | 35% | | | | | |
| Enclave at Royal Palm Beach | 23 | 18 | 5 | 28 | 10 | 18 | Res | 0% | | | | | |
| Seven Eleven | 49 | 24 | 25 | 50 | 25 | 25 | NR | 0% | | | | | |
| Palm Beach Auto Auction | 42 | 38 | 4 | 70 | 37 | 34 | NR | 50% | | | | | |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% | | | | | |
| PBC Stockade | 50 | 47 | 3 | 53 | 9 | 44 | NR | 36% | | | | | |
| Total Committed Developments | 799 | 503 | 297 | 1062 | 482 | 580 | | | | | | | |
| Total Committed Residential | 309 | 214 | 97 | 318 | 125 | 195 | | | | | | | |
| Total Committed Non-Residential | 490 | 289 | 200 | 744 | 357 | 385 | | | | | | | |
| Double Count Reduction | 77 | 54 | 24 | 80 | 31 | 49 | | | | | | | |
| | | | | | | | | | | | | | |
| Total Discounted Committed Developments | 722 | 449 | 273 | 982 | 451 | 531 | | | | | | | |
| | | | | | | | | | | | | | |
| Historical Growth | 179 | 119 | 62 | 167 | 73 | 96 | | | | | | | |
| Comm Dev+1% Growth | 1002 | 635 | 369 | 1244 | 565 | 681 | | | | | | | |
| Growth Volume Used | 1002 | 635 | 369 | 1244 | 565 | 681 | | | | | | | |
| Total Volume | 6484 | 4282 | 2259 | 6386 | 2795 | 3614 | | | | | | | |
| | | | | | | | | | | | | | |
| Lanes | | | | _D | | | | | | | | | |
| LOS D Capacity | 6530 | 3940 | 3940 | 6530 | 3940 | 3940 | | | | | | | |
| Link Meets Test 1? | YES | NO | YES | YES | YES | YES | | | | | | | |
| LOS E Canacity | 6880 | 3940 | 3940 | 6880 | 3940 | 3940 | | | | | | | |

6880

YES

3940

NO

3940 6880

YES

YES

3940

YES

3940

YES

ROAD NAME: Southern Blvd CURRENT YEAR: 2013

ANALYSIS YEAR: 2018 GROWTH RATE: 0.91% STATION: 3105 FROM: MIDPOINT

TO: Pike Rd
COUNT DATE: 3/18/2013

Report Created: 12/10/2013

PSF: 1

Link Analysis

| | Link Analysis | | | | | | | | | | | |
|---------------------------------------|---------------|-------|-------|-------|-------|-------|------|------------|--|--|--|--|
| Time Period | | AM | | | PM | | | | | | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB | | | | | | |
| Existing Volume | 5474 | 3528 | 2036 | 5330 | 2125 | 3261 | | | | | | |
| Peak Volume | 5474 | 3528 | 2036 | 5330 | 2125 | 3261 | | | | | | |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Volume after Diversion | 5474 | 3528 | 2036 | 5330 | 2125 | 3261 | | | | | | |
| | | • | - | • | • | • | | | | | | |
| Committed Developments | | | | | | | Туре | % Complete | | | | |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% | | | | |
| MPC III Turnpike Business Park | 12 | 9 | 2 | 10 | 3 | 8 | NR | 0% | | | | |
| ProLogis Pike Road | 41 | 34 | 7 | 37 | 8 | 29 | NR | 0% | | | | |
| Rubin Commercial | 26 | 12 | 14 | 87 | 45 | 42 | NR | 0% | | | | |
| Whiteside Group | 25 | 22 | 3 | 26 | 3 | 23 | NR | 0% | | | | |
| Isla Verde | 4 | 2 | 2 | 13 | 7 | 6 | NR | 68% | | | | |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% | | | | |
| Olympia | 14 | 10 | 3 | 15 | 5 | 9 | Res | 90% | | | | |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% | | | | |
| Village Professional Park | 21 | 13 | 8 | 37 | 17 | 20 | NR | 0% | | | | |
| Shoppes At Southern Pines | 15 | 7 | 9 | 46 | 23 | 23 | NR | 72% | | | | |
| Wellington Regional Medical Center | 20 | 6 | 14 | 23 | 16 | 8 | NR | 54% | | | | |
| Cypress Point MUPD | 29 | 5 | 24 | 35 | 26 | 9 | NR | 0% | | | | |
| Pioneer Road Commercial / Residential | 13 | 9 | 5 | 43 | 21 | 23 | NR | 0% | | | | |
| Tidal Wave Industrial Park | 20 | 15 | 4 | 24 | 7 | 16 | NR | 0% | | | | |
| Palm Beach Auto Auction | 54 | 5 | 48 | 90 | 43 | 47 | NR | 50% | | | | |
| Southern Blvd. Industrial | 38 | 24 | 14 | 30 | 12 | 18 | NR | 0% | | | | |
| Total Committed Developments | 332 | 173 | 157 | 516 | 236 | 281 | | | | | | |
| Total Committed Residential | 14 | 10 | 3 | 15 | 5 | 9 | | | | | | |
| Total Committed Non-Residential | 318 | 163 | 154 | 501 | 231 | 272 | | | | | | |

Total Discounted Committed Developments Historical Growth Comm Dev+1% Growth Growth Volume Used Total Volume

| Lanes |
|--------------------|
| LOS D Capacity |
| Link Meets Test 1? |
| LOS E Capacity |
| Link Meets Test 2? |

Double Count Reduction

| 8LD | | | | | | | | | | |
|------|------|------|------|------|------|--|--|--|--|--|
| 6530 | 3590 | 3590 | 6530 | 3590 | 3590 | | | | | |
| YES | NO | YES | YES | YES | NO | | | | | |
| 6880 | 3780 | 3780 | 6880 | 3780 | 3780 | | | | | |
| YES | NO | YES | YES | YES | YES | | | | | |

ROAD NAME: Southern Blvd

CURRENT YEAR: 2013 ANALYSIS YEAR: 2018 GROWTH RATE: 0.91% STATION: 3105 FROM: Benoist Farms Rd Report Created: 12/10/2013

100%

0%

0%

0%

0%

68% 100%

90%

100%

0%

72% 54%

0%

0%

0%

50%

TO: Midpoint COUNT DATE: 3/18/2013

PSF: 1 Link Analysis

| Time Period |
|------------------------|
| Direction |
| Existing Volume |
| Peak Volume |
| Diversion(%) |
| Volume after Diversion |
| |

| | AM | - | | PM | |
|-------|-------|-------|-------|-------|-------|
| 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| 5474 | 3528 | 2036 | 5330 | 2125 | 3261 |
| 5474 | 3528 | 2036 | 5330 | 2125 | 3261 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 5474 | 3528 | 2036 | 5330 | 2125 | 3261 |

| Committed Developments | | | | | | | Туре | % Complete |
|---|------|------|------|------|------|------|------|------------|
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 1 |
| MPC III Turnpike Business Park | 12 | 9 | 2 | 10 | 3 | 8 | NR | |
| ProLogis Pike Road | 41 | 34 | 7 | 37 | 8 | 29 | NR | |
| Rubin Commercial | 26 | 12 | 14 | 87 | 45 | 42 | NR | |
| Whiteside Group | 25 | 22 | 3 | 26 | 3 | 23 | NR | |
| Isla Verde | 4 | 2 | 2 | 13 | 7 | 6 | NR | |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 1 |
| Olympia | 14 | 10 | 3 | 15 | 5 | 9 | Res | |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 1 |
| Village Professional Park | 21 | 13 | 8 | 37 | 17 | 20 | NR | |
| Shoppes At Southern Pines | 15 | 7 | 9 | 46 | 23 | 23 | NR | |
| Wellington Regional Medical Center | 20 | 6 | 14 | 23 | 16 | 8 | NR | |
| Cypress Point MUPD | 29 | 5 | 24 | 35 | 26 | 9 | NR | |
| Pioneer Road Commercial / Residential | 13 | 9 | 5 | 43 | 21 | 23 | NR | |
| Tidal Wave Industrial Park | 20 | 15 | 4 | 24 | 7 | 16 | NR | |
| Palm Beach Auto Auction | 54 | 5 | 48 | 90 | 43 | 47 | NR | |
| Southern Blvd. Industrial | 38 | 24 | 14 | 30 | 12 | 18 | NR | |
| Total Committed Developments | 332 | 173 | 157 | 516 | 236 | 281 | | |
| Total Committed Residential | 14 | 10 | 3 | 15 | 5 | 9 | | |
| Total Committed Non-Residential | 318 | 163 | 154 | 501 | 231 | 272 | | |
| Double Count Reduction | 4 | 3 | 1 | 4 | 1 | 2 | | |
| Total Discounted Committed Developments | 328 | 170 | 156 | 512 | 235 | 279 | | |
| Historical Growth | 252 | 163 | 94 | 246 | 98 | 150 | | |
| Comm Dev+1% Growth | 607 | 350 | 260 | 784 | 343 | 445 | | |
| Growth Volume Used | 607 | 350 | 260 | 784 | 343 | 445 | | |
| Total Volume | 6081 | 3878 | 2296 | 6114 | 2468 | 3706 | | |
| | | | | | | | | |

| Lanes | | |
|--------------------|------|---|
| LOS D Capacity | 6530 | 3 |
| Link Meets Test 1? | YES | |
| LOS E Capacity | 6880 | 3 |
| Link Meets Test 2? | YES | |

| | | 81 | .D | | |
|------|------|------|------|------|------|
| 6530 | 3590 | 3590 | 6530 | 3590 | 3590 |
| YES | NO | YES | YES | YES | NO |
| 6880 | 3780 | 3780 | 6880 | 3780 | 3780 |
| YES | NO | YES | YES | YES | YES |

E-W Street: Southern Blvd N-S STREET: Lyons Rd TIME PERIOD: AM GROWTH RATE: 1.47% SIGNAL ID: 30790 Input Data COUNT DATE: 2/5/2013 CURRENT YEAR: 2013 ANALYSIS YEAR: 2018

PSF: 1

| Intersection \ | /olume | Develo | pment |
|----------------|--------|--------|-------|
|----------------|--------|--------|-------|

| | Е | astbou | ınd | Westbound | | Northbound | | | Southbound | | | | | |
|---------------------------------------|------|--------|-------|-----------|------|------------|------|------|------------|------|------|-------|------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Existing Volume | 133 | 3260 | 178 | 91 | 1688 | 158 | 184 | 303 | 455 | 95 | 158 | 99 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Peak Season Volume | 133 | 3260 | 178 | 91 | 1688 | 158 | 184 | 303 | 455 | 95 | 158 | 99 | | |
| Committed Developments | | | | | | | | | | | | | Туре | % Complete |
| Western Plaza | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | NR | 88% |
| Pioneer Road Commercial / Residential | 0 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Belvedere Commerce Center | 6 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 5 | 3 | 5 | NR | 0% |
| Shoppes At Southern Pines | 4 | 4 | 0 | 6 | 3 | 0 | 0 | 12 | 9 | 0 | 8 | 3 | NR | 72% |
| Palm Beach Auto Auction | 38 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 2 | 1 | 5 | NR | 50% |
| ProLogis Pike Road | 0 | 34 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Vista Center DRI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 4 | 0 | NR | 65% |
| Isla Verde | 1 | 2 | 0 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | NR | 68% |
| Rubin Commercial | 0 | 12 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Wellington Regional Medical Center | 0 | 7 | 0 | 11 | 17 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | NR | 54% |
| Weldon RPB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 5 | 0 | NR | 0% |
| Village Professional Park | 0 | 3 | 1 | 0 | 12 | 4 | 4 | 4 | 0 | 1 | 1 | 0 | NR | 0% |
| PBC Stockade | 0 | 6 | 1 | 0 | 81 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | NR | 36% |
| Cypress Point MUPD | 18 | 0 | 0 | 0 | 0 | 18 | 0 | 6 | 0 | 4 | 1 | 4 | NR | 0% |
| Southern Center | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 90% |
| Olympia | 2 | 5 | 0 | 3 | 2 | 0 | 0 | 2 | 8 | 0 | 1 | 1 | Res | 90% |
| Wellington View | 0 | 0 | 5 | 12 | 0 | 0 | 5 | 5 | 14 | 0 | 4 | 0 | Res | 75% |
| Kings Academy | 8 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 6 | 0 | 4 | NR | 70% |
| Total Committed Developments | 77 | 81 | 8 | 33 | 149 | 51 | 23 | 61 | 37 | 18 | 29 | 24 | | |
| Total Committed Residential | 2 | 5 | 5 | 15 | 2 | 0 | 5 | 7 | 22 | 0 | 5 | 1 | | |
| Total Committed Non-Residential | 75 | 76 | 3 | 18 | 147 | 51 | 18 | 54 | 15 | 18 | 24 | 23 | | |
| Double Count Reduction | 1 | 1 | 1 | 4 | 1 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | | |
| Total Discounted Committed | 76 | 80 | 7 | 29 | 148 | 51 | 22 | 59 | 34 | 18 | 28 | 24 | | |
| | | | | | | | | | | | | | | |
| Historical Growth | 10 | 247 | 13 | 7 | 128 | 12 | 14 | 23 | 34 | 7 | 12 | 7 | | |
| Comm Dev+1% Growth | 83 | 246 | 16 | 34 | 234 | 59 | 31 | 74 | 57 | 23 | 36 | 29 | | |
| Growth Volume Used | 83 | 247 | 16 | 34 | 234 | 59 | 31 | 74 | 57 | 23 | 36 | 29 | | |
| Total Volume | 216 | 3507 | 194 | 125 | 1922 | 217 | 215 | 377 | 512 | 118 | 194 | 128 | | |

E-W Street: Southern Blvd N-S STREET: Lyons Rd TIME PERIOD: PM GROWTH RATE: 1.47%

SIGNAL ID: 30790

Input Data COUNT DATE: 2/5/2013 CURRENT YEAR: 2013 ANALYSIS YEAR: 2018 PSF: 1

| Intersection | Volume | Develo | nment |
|------------------|----------|--------|----------|
| IIII CI SCCIIOII | VUIUITIE | Develo | piliciii |

| | E | astbou | nd | Westbound | | No | orthbo | und | Southbound | | | | | |
|---------------------------------------|------|--------|-------|-----------|------|-------|--------|------|------------|------|------|-------|------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Existing Volume | 135 | 1939 | 180 | 365 | 2538 | 151 | 148 | 152 | 176 | 129 | 198 | 147 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Peak Season Volume | 135 | 1939 | 180 | 365 | 2538 | 151 | 148 | 152 | 176 | 129 | 198 | 147 | | |
| Committed Developments | | | | | | | | | | | | | Type | % Complete |
| Western Plaza | 1 | 3 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | NR | 88% |
| Pioneer Road Commercial / Residential | 0 | 7 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Belvedere Commerce Center | 13 | 0 | 0 | 0 | 0 | 11 | 0 | 7 | 0 | 12 | 7 | 14 | NR | 0% |
| Shoppes At Southern Pines | 18 | 18 | 0 | 38 | 19 | 0 | 0 | 48 | 36 | 0 | 51 | 19 | NR | 72% |
| Palm Beach Auto Auction | 37 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 11 | 7 | 34 | NR | 50% |
| ProLogis Pike Road | 0 | 8 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Vista Center DRI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 15 | 0 | NR | 65% |
| Isla Verde | 4 | 8 | 0 | 4 | 7 | 0 | 0 | 4 | 4 | 0 | 4 | 4 | NR | 68% |
| Rubin Commercial | 0 | 45 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Wellington Regional Medical Center | 0 | 20 | 0 | 6 | 10 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | NR | 54% |
| Weldon RPB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | NR | 0% |
| Village Professional Park | 0 | 14 | 5 | 0 | 8 | 3 | 3 | 3 | 0 | 5 | 5 | 0 | NR | 0% |
| PBC Stockade | 0 | 77 | 11 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | NR | 36% |
| Cypress Point MUPD | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 20 | 7 | 20 | NR | 0% |
| Southern Center | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | NR | 90% |
| Olympia | 1 | 2 | 0 | 7 | 4 | 0 | 0 | 1 | 4 | 0 | 2 | 2 | Res | 90% |
| Wellington View | 0 | 0 | 4 | 10 | 0 | 0 | 3 | 3 | 7 | 0 | 4 | 0 | Res | 75% |
| Kings Academy | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 2 | NR | 70% |
| Total Committed Developments | 83 | 206 | 23 | 65 | 147 | 37 | 11 | 96 | 63 | 53 | 117 | 96 | | |
| Total Committed Residential | 1 | 2 | 4 | 17 | 4 | 0 | 3 | 4 | 11 | 0 | 6 | 2 | | |
| Total Committed Non-Residential | 82 | 204 | 19 | 48 | 143 | 37 | 8 | 92 | 52 | 53 | 111 | 94 | | |
| Double Count Reduction | 0 | 1 | 1 | 4 | 1 | 0 | 1 | 1 | 3 | 0 | 2 | 1 | | |
| Total Discounted Committed | 83 | 205 | 22 | 61 | 146 | 37 | 10 | 95 | 60 | 53 | 115 | 95 | | |
| | | | | | | | | | | | | | | |
| Historical Growth | 10 | 147 | 14 | 28 | 192 | 11 | 11 | 12 | 13 | 10 | 15 | 11 | | |
| Comm Dev+1% Growth | 90 | 304 | 31 | 80 | 275 | 45 | 18 | 103 | 69 | 60 | 125 | 102 | | |
| Growth Volume Used | 90 | 304 | 31 | 80 | 275 | 45 | 18 | 103 | 69 | 60 | 125 | 102 | | |
| Total Volume | 225 | 2243 | 211 | 445 | 2813 | 196 | 166 | 255 | 245 | 189 | 323 | 249 | | |
| | | | | | | | | | | | | | | |

E-W Street: Southern Blvd N-S STREET: Benoist Farms Rd TIME PERIOD: AM

Eastbound

GROWTH RATE: 0.82% SIGNAL ID: 30800 Input Data COUNT DATE: 2/6/2013 CURRENT YEAR: 2013

ANALYSIS YEAR: 2018 PSF: 1

| Intersection Volume Development | Westbound | Northbound | Southbound | Left Thru Right | Ceft | | C

| Existing Volume | | Left | Thru | Right | | |
|---|---------------------------------------|------|------|-------|------|------|-------|------|------|-------|------|------|-------|------|------------|
| Peak Season Volume | Existing Volume | 46 | 3949 | 5 | 47 | 2038 | 135 | 15 | 16 | 141 | 64 | 22 | 57 | | |
| Committed Developments | Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Pioneer Road Commercial / Residential 0 5 0 0 6 0 0 0 0 0 0 0 0 0 NR 0% Shoppes At Southern Pines 1 4 0 0 6 6 0 0 0 0 0 0 0 0 0 1 NR 72% Tidal Wave Industrial Park 2 11 0 0 3 0 0 0 0 0 0 0 0 0 NR 0% Palm Beach Auto Auction 0 2 0 0 12 38 0 0 0 0 5 0 0 NR 50% ProLogis Pike Road 0 34 0 0 7 0 0 0 0 0 0 0 NR 0% Isla Verde 1 2 0 0 34 0 0 7 0 0 0 0 0 0 0 NR 0% Rubin Commercial 0 12 0 0 14 0 0 0 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 14 0 0 0 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 14 0 0 0 0 0 0 0 NR 0% Cypress Point MUPD 0 5 0 0 24 5 0 0 0 1 0 0 NR 0% Cypress Point MUPD 0 5 0 0 24 5 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Peak Season Volume | 46 | 3949 | 5 | 47 | 2038 | 135 | 15 | 16 | 141 | 64 | 22 | 57 | | |
| Shoppes At Southern Pines 1 4 0 0 6 0 0 0 0 1 NR 72% Tidal Wave Industrial Park 2 111 0 0 3 0 0 0 0 0 NR 0% Palm Beach Auto Auction 0 2 0 0 12 38 0 0 5 0 0 NR 50% ProLogis Pike Road 0 34 0 0 7 0 0 0 0 NR 0% Isla Verde 1 2 0 0 3 0 0 0 0 NR 0% Rubin Commercial 0 12 0 0 14 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 14 0 0 0 0 NR 0% Village Professional Park 0 | Committed Developments | | | | | | | | | | | | | Type | % Complete |
| Tidal Wave Industrial Park 2 11 0 0 3 0 0 0 0 0 NR 0% Palm Beach Auto Auction 0 2 0 0 12 38 0 0 5 0 0 NR 50% ProLogis Pike Road 0 34 0 0 7 0 0 0 0 NR 0% Isla Verde 1 2 0 0 3 0 0 0 0 NR 0% Rubin Commercial 0 12 0 0 14 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 14 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 0 0 0 0 NR 0% Village Professional Park 0 0 <td< td=""><td>Pioneer Road Commercial / Residential</td><td>0</td><td>5</td><td>0</td><td>0</td><td>6</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>NR</td><td>0%</td></td<> | Pioneer Road Commercial / Residential | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Palm Beach Auto Auction 0 2 0 0 12 38 0 0 5 0 0 NR 50% ProLogis Pike Road 0 34 0 0 7 0 0 0 0 NR 0% Isla Verde 1 2 0 0 3 0 0 0 0 0 1 NR 68% Rubin Commercial 0 12 0 0 14 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 14 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 14 0 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 0 0 0 0 0 NR 0 0 0 | Shoppes At Southern Pines | 1 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | NR | 72% |
| ProLogis Pike Road 0 34 0 0 7 0 0 0 0 NR 0% Isla Verde 1 2 0 0 3 0 0 0 0 0 1 NR 68% Rubin Commercial 0 12 0 0 14 0 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 14 0 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 14 0 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 14 0 0 0 0 0 0 NR 0% 0 0 0 0 0 NR 0% 0 0 0 NR 0% 0 0 <t< td=""><td>Tidal Wave Industrial Park</td><td>2</td><td>11</td><td>0</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>NR</td><td>0%</td></t<> | Tidal Wave Industrial Park | 2 | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Sila Verde | Palm Beach Auto Auction | 0 | 2 | 0 | 0 | 12 | 38 | 0 | 0 | 0 | 5 | 0 | 0 | NR | 50% |
| Rubin Commercial 0 12 0 0 14 0 0 0 0 0 NR 0% Wellington Regional Medical Center 0 6 0 0 14 0 0 0 0 0 NR 54% Village Professional Park 0 3 0 0 12 0 0 0 0 0 NR 0% Cypress Point MUPD 0 5 0 0 24 5 0 0 0 0 NR 0% Olympia 0 10 0 4 0 0 0 0 0 NR 0% Olympia 0 10 0 4 0 0 0 0 0 0 Res 90% Total Committed Developments 4 94 0 0 105 43 0 0 0 0 0 0 0 0 0 | ProLogis Pike Road | 0 | 34 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Wellington Regional Medical Center 0 6 0 0 14 0 0 0 0 0 NR 54% Village Professional Park 0 3 0 0 12 0 0 0 0 0 NR 0% Cypress Point MUPD 0 5 0 0 24 5 0 0 1 0 0 NR 0% Olympia 0 10 0 4 0 0 0 0 0 0 0 NR 0% Total Committed Developments 4 94 0 0 105 43 0 0 0 0 0 Res 90% Total Committed Residential 0 10 0 4 0 | Isla Verde | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | NR | 68% |
| Village Professional Park 0 3 0 0 12 0 0 0 0 0 0 NR 0% Cypress Point MUPD 0 5 0 0 24 5 0 0 0 1 0 0 NR 0% Olympia 0 10 0 0 4 0 0 0 0 0 0 0 Res 90% Total Committed Developments 4 94 0 0 105 43 0 0 0 0 0 0 Res 90% Total Committed Residential 0 10 0 4 0 | Rubin Commercial | 0 | 12 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Cypress Point MUPD 0 5 0 0 24 5 0 0 0 1 0 0 0 NR 0% Olympia 0 10 0 0 4 0 0 0 0 0 0 0 0 0 Res 90% Total Committed Developments 4 94 0 0 105 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Wellington Regional Medical Center | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 54% |
| Olympia 0 10 0 0 4 0 0 0 0 0 0 0 0 0 0 Res 90% Total Committed Developments 4 94 0 0 105 43 0 0 0 0 6 0 2 Total Committed Residential 0 10 0 0 4 0 0 0 0 0 0 0 0 0 Total Committed Non-Residential 4 84 0 0 101 43 0 0 0 6 0 2 Double Count Reduction 0 3 0 0 1 0 0 0 0 0 0 0 0 Total Discounted Committed 4 91 0 0 104 43 0 0 0 6 0 2 Historical Growth 2 165 0 2 85 6 1 1 6 3 1 2 Comm Dev+1% Growth 6 292 0 2 208 50 1 1 7 9 1 | Village Professional Park | 0 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Total Committed Developments 4 94 0 0 105 43 0 0 0 6 0 2 Total Committed Residential 0 10 0 4 0 | Cypress Point MUPD | 0 | 5 | 0 | 0 | 24 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | NR | 0% |
| Total Committed Residential 0 10 0 4 0 0 0 0 0 0 Total Committed Non-Residential 4 84 0 0 101 43 0 0 0 6 0 2 Double Count Reduction 0 3 0 1 0 0 0 0 0 Total Discounted Committed 4 91 0 104 43 0 0 0 0 0 Historical Growth 2 165 0 2 85 6 1 1 6 3 1 2 Comm Dev+1% Growth 6 292 0 2 208 50 1 1 7 9 1 5 | Olympia | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Res | 90% |
| Total Committed Non-Residential Double Count Reduction 4 84 0 0 101 43 0 | Total Committed Developments | 4 | 94 | 0 | 0 | 105 | 43 | 0 | 0 | 0 | 6 | 0 | 2 | | |
| Double Count Reduction 0 3 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 0 2 0 0 0 0 0 0 0 0 2 0 2 0 <td>Total Committed Residential</td> <td>0</td> <td>10</td> <td>0</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> | Total Committed Residential | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total Discounted Committed 4 91 0 0 104 43 0 0 0 6 0 2 Historical Growth 2 165 0 2 85 6 1 1 6 3 1 2 Comm Dev+1% Growth 6 292 0 2 208 50 1 1 7 9 1 5 | Total Committed Non-Residential | 4 | 84 | 0 | 0 | 101 | 43 | 0 | 0 | 0 | 6 | 0 | 2 | | |
| Historical Growth 2 165 0 2 85 6 1 1 6 3 1 2 Comm Dev+1% Growth 6 292 0 2 208 50 1 1 7 9 1 5 | Double Count Reduction | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Comm Dev+1% Growth 6 292 0 2 208 50 1 1 7 9 1 5 | Total Discounted Committed | 4 | 91 | 0 | 0 | 104 | 43 | 0 | 0 | 0 | 6 | 0 | 2 | | |
| Comm Dev+1% Growth 6 292 0 2 208 50 1 1 7 9 1 5 | | | | | | | | | | | | | | | |
| | Historical Growth | 2 | 165 | 0 | 2 | 85 | 6 | 1 | 1 | 6 | 3 | 1 | 2 | | |
| Growth Volume Used 6 292 0 2 208 50 1 1 7 9 1 5 | Comm Dev+1% Growth | 6 | 292 | 0 | 2 | 208 | 50 | 1 | 1 | 7 | 9 | 1 | 5 | | |
| | Growth Volume Used | 6 | 292 | 0 | 2 | 208 | 50 | 1 | 1 | 7 | 9 | 1 | 5 | | |
| Total Volume 52 4241 5 49 2246 185 16 17 148 73 23 62 | Total Volume | 52 | 4241 | 5 | 49 | 2246 | 185 | 16 | 17 | 148 | 73 | 23 | 62 | | |

E-W Street: Southern Blvd N-S STREET: Benoist Farms Rd

TIME PERIOD: PM GROWTH RATE: 0.82% SIGNAL ID: 30800

Input Data COUNT DATE: 2/6/2013 CURRENT YEAR: 2013

ANALYSIS YEAR: 2018 PSF: 1

| | E | astbou | ınd | Westbound | | | No | orthbo | und | Southbound | | | | |
|---------------------------------------|------|--------|-------|-----------|------|-------|------|--------|-------|------------|------|-------|------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Existing Volume | 27 | 1981 | 6 | 69 | 3422 | 71 | 9 | 4 | 31 | 104 | 14 | 56 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Peak Season Volume | 27 | 1981 | 6 | 69 | 3422 | 71 | 9 | 4 | 31 | 104 | 14 | 56 | | |
| Committed Developments | | | | | | | | | | | | | Type | % Complete |
| Pioneer Road Commercial / Residential | 0 | 6 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Shoppes At Southern Pines | 6 | 25 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | NR | 72% |
| Tidal Wave Industrial Park | 1 | 5 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | NR | 0% |
| Palm Beach Auto Auction | 0 | 11 | 0 | 0 | 12 | 37 | 0 | 0 | 0 | 34 | 0 | 0 | NR | 50% |
| ProLogis Pike Road | 0 | 8 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Isla Verde | 2 | 8 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | NR | 68% |
| Rubin Commercial | 0 | 45 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Wellington Regional Medical Center | 0 | 16 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 54% |
| Village Professional Park | 0 | 14 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 0% |
| Cypress Point MUPD | 0 | 26 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | NR | 0% |
| Olympia | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Res | 90% |
| Total Committed Developments | 9 | 169 | 0 | 0 | 164 | 39 | 0 | 0 | 0 | 39 | 0 | 10 | | |
| Total Committed Residential | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total Committed Non-Residential | 9 | 164 | 0 | 0 | 155 | 39 | 0 | 0 | 0 | 39 | 0 | 10 | | |
| Double Count Reduction | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total Discounted Committed | 9 | 168 | 0 | 0 | 162 | 39 | 0 | 0 | 0 | 39 | 0 | 10 | | |
| | | | | | | | | | | | | | | |
| Historical Growth | 1 | 83 | 0 | 3 | 143 | 3 | 0 | 0 | 1 | 4 | 1 | 2 | | |
| Comm Dev+1% Growth | 10 | 269 | 0 | 4 | 337 | 43 | 0 | 0 | 2 | 44 | 1 | 13 | | |
| Growth Volume Used | 10 | 269 | 0 | 4 | 337 | 43 | 0 | 0 | 2 | 44 | 1 | 13 | | |
| Total Volume | 37 | 2250 | 6 | 73 | 3759 | 114 | 9 | 4 | 33 | 148 | 15 | 69 | | |

E-W Street: Southern Blvd COUNT DATE: 2/7/2013
N-S STREET: Pike Rd CURRENT YEAR: 2013

CURRENT YEAR: 2013 ANALYSIS YEAR: 2018 PSF: 1

TIME PERIOD: AM GROWTH RATE: 0.75% SIGNAL ID: 30808

Intersection Volume Development

| | E | astbou | ınd | W | Westbound | | | orthbo | und | Southbound | | | | |
|---------------------------------|------|--------|-------|------|-----------|-------|------|--------|-------|------------|------|-------|------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Existing Volume | 427 | 3392 | 0 | 0 | 1714 | 321 | 0 | 0 | 0 | 179 | 0 | 424 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Peak Season Volume | 427 | 3392 | 0 | 0 | 1714 | 321 | 0 | 0 | 0 | 179 | 0 | 424 | | |
| Committed Developments | | | | | | | | | | | | | Туре | % Complete |
| Shoppes At Southern Pines | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | NR | 72% |
| Palm Beach Auto Auction | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | NR | 50% |
| ProLogis Pike Road | 34 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 11 | 0 | 7 | NR | 0% |
| Cypress Point MUPD | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 12 | 0 | 12 | NR | 0% |
| Whiteside Group | 22 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 3 | 0 | 3 | NR | 0% |
| Olympia | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Res | 90% |
| Total Committed Developments | 62 | 13 | 0 | 0 | 8 | 77 | 0 | 0 | 0 | 26 | 0 | 38 | | |
| Total Committed Residential | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total Committed Non-Residential | 62 | 3 | 0 | 0 | 4 | 77 | 0 | 0 | 0 | 26 | 0 | 38 | | |
| Double Count Reduction | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total Discounted Committed | 62 | 12 | 0 | 0 | 7 | 77 | 0 | 0 | 0 | 26 | 0 | 38 | | |
| | | | | | | | | | | | | | | |
| Historical Growth | 16 | 129 | 0 | 0 | 65 | 12 | 0 | 0 | 0 | 7 | 0 | 16 | | |
| Comm Dev+1% Growth | 84 | 185 | 0 | 0 | 94 | 93 | 0 | 0 | 0 | 35 | 0 | 60 | | |
| Growth Volume Used | 84 | 185 | 0 | 0 | 94 | 93 | 0 | 0 | 0 | 35 | 0 | 60 | | |
| Total Volume | 511 | 3577 | 0 | 0 | 1808 | 414 | 0 | 0 | 0 | 214 | 0 | 484 | | |

E-W Street: Southern Blvd N-S STREET: Pike Rd

TIME PERIOD: PM GROWTH RATE: 0.75% SIGNAL ID: 30808

Input Data COUNT DATE: 2/7/2013 CURRENT YEAR: 2013 ANALYSIS YEAR: 2018 PSF: 1

| | E | astbou | ınd | W | /estbo | und | Northbound | | | Southbound | | | | |
|---------------------------------|------|--------|-------|------|--------|-------|------------|------|-------|------------|------|-------|------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Existing Volume | 311 | 2283 | 0 | 0 | 3401 | 404 | 0 | 0 | 0 | 306 | 0 | 555 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Peak Season Volume | 311 | 2283 | 0 | 0 | 3401 | 404 | 0 | 0 | 0 | 306 | 0 | 555 | | |
| Committed Developments | | | | | | | | | | | | | Туре | % Complete |
| Shoppes At Southern Pines | 6 | 19 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | NR | 72% |
| Palm Beach Auto Auction | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | NR | 50% |
| ProLogis Pike Road | 8 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 44 | 0 | 29 | NR | 0% |
| Cypress Point MUPD | 13 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 5 | NR | 0% |
| Whiteside Group | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 23 | 0 | 23 | NR | 0% |
| Olympia | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Res | 90% |
| Total Committed Developments | 44 | 24 | 0 | 0 | 27 | 28 | 0 | 0 | 0 | 72 | 0 | 78 | | |
| Total Committed Residential | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total Committed Non-Residential | 44 | 19 | 0 | 0 | 18 | 28 | 0 | 0 | 0 | 72 | 0 | 78 | | |
| Double Count Reduction | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total Discounted Committed | 44 | 23 | 0 | 0 | 25 | 28 | 0 | 0 | 0 | 72 | 0 | 78 | | |
| | | | | | | | | | | | | | | |
| Historical Growth | 12 | 87 | 0 | 0 | 129 | 15 | 0 | 0 | 0 | 12 | 0 | 21 | | |
| Comm Dev+1% Growth | 60 | 139 | 0 | 0 | 198 | 49 | 0 | 0 | 0 | 88 | 0 | 106 | | |
| Growth Volume Used | 60 | 139 | 0 | 0 | 198 | 49 | 0 | 0 | 0 | 88 | 0 | 106 | | |
| Total Volume | 371 | 2422 | 0 | 0 | 3599 | 453 | 0 | 0 | 0 | 394 | 0 | 661 | | |
| | | | | | | | | | | | | | | |

Input Data
E-W Street: Southern Blvd COUNT DATE: 2/5/2013
N-S STREET: N State Road 7 CURRENT YEAR: 2013
TIME PERIOD: AM ANALYSIS YEAR: 2018
COWTH RATE: 0.77% TIME PERIOD: AM

GROWTH RATE: 0.77% SIGNAL ID: 30775

PSF: 1

Report Created: 01/08/2014

| Intersection Vol | ume Development |
|------------------|-----------------------|
| \A/aatlaaad | N a while in a consul |

| | E | astbou | ınd | W | estbo | und | No | orthbo | und | | Southbound | | | |
|---------------------------------------|------|--------|-------|------|-------|-------|------|--------|-------|------|------------|------|------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru Ri | ight | | |
| Existing Volume | 530 | 95 | 420 | 479 | 40 | 171 | 406 | 1211 | 579 | 323 | 1104 2 | 289 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Peak Season Volume | 530 | 95 | 420 | 479 | 40 | 171 | 406 | 1211 | 579 | 323 | 1104 2 | 289 | | |
| Committed Developments | | | | | | | | | | | | | Туре | % Complete |
| Pioneer Road Commercial / Residential | 0 | 0 | 9 | 10 | 0 | 0 | 7 | 14 | 8 | 0 | 18 | 0 | NR | 0% |
| Palms West Hospital | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | NR | 95% |
| Western Plaza | 0 | 6 | 0 | 5 | 5 | 5 | 0 | 0 | 6 | 6 | 0 | 0 | NR | 88% |
| Shoppes At Southern Pines | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | NR | 72% |
| Aldi / Royal Palm Industrial | 21 | 0 | 0 | 0 | 0 | 21 | 0 | 14 | 0 | 10 | 7 | 10 | NR | 5% |
| Enclave at Royal Palm Beach | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 17 | 17 | 0 | 4 | 0 | Res | 0% |
| Southern Mills | 2 | 9 | 3 | 0 | 33 | 0 | 11 | 0 | 0 | 0 | 0 | 7 | NR | 38% |
| Palm Beach Auto Auction | 0 | 12 | 0 | 2 | 2 | 2 | 0 | 0 | 14 | 18 | 0 | 0 | NR | 50% |
| Wellington Mall | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 3 | 2 | 0 | 3 | 0 | NR | 90% |
| Martingale Meadows | 7 | 18 | 8 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | Res | 0% |
| Village Green | 0 | 0 | 7 | 7 | 0 | 0 | 4 | 4 | 4 | 0 | 7 | 0 | NR | 35% |
| Pioneer Trail | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | Res | 69% |
| Isla Verde | 0 | 0 | 7 | 5 | 0 | 0 | 6 | 8 | 4 | 0 | 9 | 0 | NR | 68% |
| Village Professional Park | 0 | 0 | 21 | 17 | 0 | 0 | 5 | 9 | 4 | 0 | 39 | 0 | NR | 0% |
| PBC Stockade | 0 | 12 | 0 | 3 | 1 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | NR | 36% |
| Fox DRI | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | NR | 94% |
| Rubin Commercial | 20 | 12 | 14 | 0 | 14 | 0 | 17 | 0 | 0 | 0 | 0 | 25 | NR | 0% |
| Highland Dunes | 6 | 18 | 7 | 0 | 18 | 0 | 7 | 0 | 0 | 0 | 0 | 6 | Res | 0% |
| Wellington Regional Medical Center | 0 | 0 | 28 | 28 | 0 | 0 | 12 | 19 | 12 | 0 | 45 | 0 | NR | 54% |
| Weldon RPB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 11 | 0 | NR | 0% |
| Cypress Point MUPD | 0 | 12 | 0 | 4 | 3 | 1 | 0 | 0 | 18 | 6 | 0 | 0 | NR | 0% |
| Olympia | 0 | 0 | 2 | 2 | 0 | 0 | 6 | 7 | 5 | 0 | 2 | 0 | Res | 90% |
| Palms West Medical | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | NR | 92% |
| Southern Center | 0 | 1 | 1 | 0 | 2 | 2 | 2 | 2 | 0 | 1 | 1 | 0 | NR | 90% |
| Kings Academy | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 16 | 8 | 0 | 8 | 0 | NR | 70% |
| Total Committed Developments | 56 | 101 | 111 | 95 | 87 | 33 | 91 | 131 | 141 | 43 | 157 | 52 | | |
| Total Committed Residential | 13 | 36 | 19 | 7 | 24 | 0 | 23 | 27 | 25 | 0 | 7 | 8 | | |
| Total Committed Non-Residential | 43 | 65 | 92 | 88 | 63 | 33 | 68 | 104 | 116 | 43 | 150 | 44 | | |
| Double Count Reduction | 3 | 9 | 5 | 2 | 6 | 0 | 6 | 7 | 6 | 0 | 2 | 2 | | |
| Total Discounted Committed | 53 | 92 | 106 | 93 | 81 | 33 | 85 | 124 | 135 | 43 | 155 | 50 | | |
| Historical Growth | 21 | 4 | 16 | 19 | 2 | 7 | 16 | 47 | 23 | 13 | 43 | 11 | | |
| Comm Dev+1% Growth | 80 | 97 | 127 | 117 | 83 | 42 | 106 | 186 | 165 | 59 | | 65 | | |
| Growth Volume Used | 80 | 97 | 127 | 117 | 83 | 42 | 106 | 186 | 165 | 59 | | 65 | | |
| Total Volume | 610 | 192 | 547 | 596 | 123 | 213 | | 1397 | 744 | 382 | | 354 | | |
| . o.c o.umo | 010 | 172 | 017 | 373 | 120 | 210 | 012 | .071 | , , , | 302 | 1010 | J 1 | | |

E-W Street: Southern Blvd N-S STREET: N State Road 7 TIME PERIOD: PM GROWTH RATE: 0.77%

SIGNAL ID: 30775

Input Data COUNT DATE: 2/5/2013 CURRENT YEAR: 2013 ANALYSIS YEAR: 2018

PSF: 1

Report Created: 01/08/2014

| Intersection | Voluma | ΠονοΙο | nmant |
|-----------------|---------|--------|--------|
| IIII GI SECTION | volunie | Develo | pineni |

| | Г | astbou | ınd | 100 | estbou | und | | orthbo | und | | Southbound | | | |
|---|-----|--------|----------|-----|--------|-------|-----|--------|-------|-------|------------|-------|------|----------|
| | | | | | | | | | | L oft | Thru | Diaht | | |
| Eviation Values | | Thru | Right | | | Right | | | Right | | | Right | | |
| Existing Volume | 732 | 74 | 419 | 753 | 158 | 306 | | 1633 | 493 | 224 | 1379 | 503 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Peak Season Volume | 732 | 74 | 419 | 753 | 158 | 306 | 577 | 1633 | 493 | 224 | 1379 | 503 | _ | 0/ 0 1 1 |
| Committed Developments | | | _ | _ | _ | | | | _ | _ | | | Туре | • |
| Pioneer Road Commercial / Residential | 0 | 0 | 8 | 8 | 0 | 0 | 9 | 17 | 9 | 0 | 15 | 0 | NR | 0% |
| Palms West Hospital | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 95% |
| Western Plaza | 0 | 11 | 0 | 11 | 11 | 11 | 0 | 0 | 11 | 11 | 0 | 0 | NR | 88% |
| Shoppes At Southern Pines | 0 | 6 | 0 | 6 | 6 | 6 | 0 | 0 | 6 | 6 | 0 | 0 | NR | 72% |
| Aldi / Royal Palm Industrial | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 10 | 7 | 10 | NR | 5% |
| Enclave at Royal Palm Beach | 0 | 0 | 6 | 16 | 0 | 0 | 3 | 9 | 9 | 0 | 16 | 0 | Res | 0% |
| Southern Mills | 6 | 25 | 8 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | NR | 38% |
| Palm Beach Auto Auction | 0 | 12 | 0 | 12 | 11 | 16 | 0 | 0 | 13 | 18 | 0 | 0 | NR | 50% |
| Wellington Mall | 0 | 0 | 6 | 6 | 0 | 0 | 6 | 11 | 6 | 0 | 12 | 0 | NR | 90% |
| Martingale Meadows | 5 | 13 | 6 | 0 | 22 | 0 | 10 | 0 | 0 | 0 | 0 | 8 | Res | 0% |
| Village Green | 0 | 0 | 8 | 8 | 0 | 0 | 10 | 10 | 10 | 0 | 8 | 0 | NR | 35% |
| Pioneer Trail | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | 0 | Res | 69% |
| Isla Verde | 0 | 0 | 21 | 14 | 0 | 0 | 23 | 29 | 15 | 0 | 27 | 0 | NR | 68% |
| Village Professional Park | 0 | 0 | 16 | 13 | 0 | 0 | 25 | 45 | 20 | 0 | 28 | 0 | NR | 0% |
| PBC Stockade | 0 | 2 | 0 | 33 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | NR | 36% |
| Fox DRI | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 2 | 5 | 0 | NR | 94% |
| Rubin Commercial | 78 | 45 | 54 | 0 | 42 | 0 | 51 | 0 | 0 | 0 | 0 | 73 | NR | 0% |
| Highland Dunes | 11 | 31 | 13 | 0 | 31 | 0 | 13 | 0 | 0 | 0 | 0 | 11 | Res | 0% |
| Wellington Regional Medical Center | 0 | 0 | 15 | 15 | 0 | 0 | 31 | 51 | 31 | 0 | 25 | 0 | NR | 54% |
| Weldon RPB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 36 | 0 | NR | 0% |
| Cypress Point MUPD | 0 | 5 | 0 | 20 | 13 | 7 | 0 | 0 | 7 | 2 | 0 | 0 | NR | 0% |
| Olympia | 0 | 0 | 5 | 4 | 0 | 0 | 3 | 3 | 2 | 0 | 6 | 0 | Res | 90% |
| Palms West Medical | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 92% |
| Southern Center | 0 | 8 | 9 | 0 | 7 | 7 | 8 | 8 | 0 | 8 | 9 | 0 | NR | 90% |
| Kings Academy | 0 | 0 | Ó | 2 | 0 | 0 | 0 | 4 | 2 | 0 | 5 | 0 | NR | 70% |
| Total Committed Developments | 105 | 160 | 179 | 172 | 163 | 52 | 196 | 230 | 149 | 57 | 203 | 104 | IVIX | 7070 |
| Total Committed Bevelopments Total Committed Residential | 16 | 44 | 32 | 24 | 53 | 0 | 30 | 14 | 13 | 0 | 26 | 19 | | |
| Total Committed Non-Residential | 89 | 116 | 147 | 148 | 110 | 52 | 166 | 216 | 136 | 57 | 177 | 85 | | |
| Double Count Reduction | 4 | 110 | 8 | 6 | 13 | 0 | 8 | 4 | 3 | 0 | 7 | 5 | | |
| Total Discounted Committed | - | | o 171 | | 150 | 52 | 188 | - | | 57 | 196 | 99 | | |
| Total discounted committed | 101 | 149 | 171 | 166 | 150 | 52 | 100 | 226 | 146 | 5/ | 190 | 99 | | |
| Historical Growth | 29 | 3 | 16 | 29 | 6 | 12 | 23 | 64 | 19 | 9 | 54 | 20 | | |
| Comm Dev+1% Growth | 138 | 153 | 192 | 204 | 158 | 68 | 217 | 309 | 171 | 68 | 266 | 125 | | |
| Growth Volume Used | 138 | 153 | 192 | 204 | 158 | 68 | 217 | 309 | 171 | 68 | 266 | 125 | | |
| Total Volume | 870 | 227 | 611 | 957 | 316 | 374 | 794 | 1942 | 664 | 292 | 1645 | 628 | | |
| | | | | | | | | | | | | | | |



APPENDIX B: PCN SHEETS



PAPA ▶

× CX

Location Address 420 S STATE ROAD 7 100

Municipality ROYAL PALM BEACH

Parcel Control Number 72-42-44-06-07-001-0000

Subdivision ROYAL OFFICE PARK

Official Records Book Page

Sale Date

Legal Description ROYAL OFFICE PARK PAR A

Owners

ROYAL OFFICE PARK LTD

Mailing address

7900 GLADES RD STE 600 BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

| Number of Units | *Total Square Feet 30329 | Acres 5.3935 |
|------------------------------|--------------------------|--------------|
| Use Code 1900 - PROF OFFICES | Zoning - | |

| Tax Year | 2012 | 2011 | 2010 | |
|--------------------|-------------|-------------|-------------|--|
| Improvement Value | \$0 | \$0 | \$0 | |
| Land Value | \$0 | \$0 | \$0 | |
| Total Market Value | \$3,870,000 | \$3,870,000 | \$3,870,000 | |

| Tax Year | 2012 | 2011 | 2010 |
|------------------|-------------|-------------|-------------|
| Assessed Value | \$3,870,000 | \$3,870,000 | \$3,870,000 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$3,870,000 | \$3,870,000 | \$3,870,000 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|----------|----------|----------|
| Ad Valorem | \$81,534 | \$83,213 | \$83,940 |
| Non Ad Valorem | \$6,647 | \$6,707 | \$228 |
| Total tax | \$88,181 | \$89,920 | \$84,168 |



PAPA >



Location Address S STATE ROAD 7

Municipality ROYAL PALM BEACH

Parcel Control Number 72-42-44-06-07-026-0000

Subdivision ROYAL OFFICE PARK

Official Records Book

Page

Sale Date

Legal Description ROYAL OFFICE PARK TR Z K/A WETLAND PRESERVE

Owners

ROYAL OFFICE PARK LTD

Mailing address

7900 GLADES RD STE 600

BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units *Total Square Feet 0 Acres 2.76

Use Code 9600 - SEWG/WASTE LAND

Zoning -

| Tax Year | 2012 | 2011 | 2010 | |
|--------------------|-------|-------|-------|--|
| Improvement Value | \$0 | \$0 | \$0 | |
| Land Value | \$828 | \$828 | \$828 | |
| Total Market Value | \$828 | \$828 | \$828 | |

| Tax Year | 2012 | 2011 | 2010 |
|------------------|-------|-------|-------|
| Assessed Value | \$828 | \$828 | \$828 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$828 | \$828 | \$828 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|-------|-------|-------|
| Ad Valorem | \$17 | \$18 | \$18 |
| Non Ad Valorem | \$114 | \$114 | \$114 |
| Total tax | \$131 | \$132 | \$132 |



PAPA >



Location Address S STATE ROAD 7

Municipality ROYAL PALM BEACH

Parcel Control Number 72-42-43-27-05-010-0321

Subdivision PALM BEACH FARMS CO PL 3 PB2P45-54

Official Records Book 24351

Page 1358

Sale Date FEB-2011

Legal Description PALM BEACH FARMS CO PL NO 3 N 1/2 OF TR 32 BLK 10

Owners

PEBB ENTERPRISES ROYAL PALM BCH PROP

Number of Units 0

Tax Year

Mailing address

7900 GLADES RD STE 600 BOCA RATON FL 33434 4105

Acres 4.09

2010

| Sales Date | Price | OR Book/Page | Sale Type | Owner |
|------------|-------------|--------------|---------------|--|
| FEB-2011 | \$1,975,000 | 24351 / 1358 | WARRANTY DEED | PEBB ENTERPRISES ROYAL PALM BCH PROP LLC |
| AUG-2005 | \$700,000 | 19185 / 0237 | WARRANTY DEED | RPB VENTURE LTD |
| JUN-1982 | \$50,000 | 03751 / 0269 | WARRANTY DEED | WASSER GEORGE K |
| MAY-1981 | \$100 | 03542 / 1517 | WARRANTY DEED | |

No Exemption Information Available.

*Total Square Feet 55962

| Use Code 1300 | - DEPARTMENT STORE | Zoning AR - (72-ROYAI | PALM BEACH) |
|--------------------|--------------------|------------------------|--------------|
| Tax Year | 2012 | 2011 | 2010 |
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$1,781,600 | \$1,781,600 | \$801,720 |
| Total Market Value | \$1,781,600 | \$1,781,600 | \$801,720 |

2012

All values are as of January 1st each year

2011

| Assessed Value | \$1,781,600 | \$881,892 | \$801,720 |
|------------------|-------------|-----------|-----------|
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$1,781,600 | \$881,892 | \$801,720 |
| Tax Year | 2012 | 2011 | 2010 |
| Ad Valorem | \$37,535 | \$26,322 | \$17,389 |
| Non Ad Valorem | \$190 | \$190 | \$190 |
| Total tax | \$37,725 | \$26,512 | \$17,579 |



PAPA ▶

X U X

Location Address 758 S STATE ROAD 7

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-09-002-0000

Subdivision ISLA VERDE OF WELLINGTON COMMERCIAL PL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON COMMERCIAL PL PAR B

Owners

PEBB ENTERPRISES ROYAL PALM BCH PROP

Mailing address

6400 N ANDREWS AVE STE 500 FORT LAUDERDALE FL 33309 9112

No Sales Information Available.

No Exemption Information Available.

| Number of Units | *Total Square Feet 0 | | Acres 1.06 |
|-----------------------------------|----------------------|----------|------------|
| Use Code 1000 - VACANT COMMERCIAL | | Zoning - | |

| Tax Year | 2012 | | 2011 | 201 | 0 |
|--------------------|------|-----|------|-----|-----|
| Improvement Value | | \$0 | | \$0 | \$0 |
| Land Value | | \$0 | | \$0 | \$0 |
| Total Market Value | | \$0 | | \$0 | \$0 |

| Tax Year | 2012 | | 2011 | 2010 | |
|-------------------------|------|-------------|------------|------|-----|
| Assessed Value | | \$ O | \$0 | | \$0 |
| Exemption Amount | | \$0 | \$0 | | \$0 |
| Taxable Value | | \$0 | \$0 | | \$0 |
| Taxable value | | ——— | ~~~ | | |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



Acres 21.86

Location Address 1000 S STATE ROAD 7 1

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-09-001-0000

Subdivision ISLA VERDE OF WELLINGTON COMMERCIAL PL

Official Records Book

Sale Date

Legal Description ISLA VERDE OF WELLINGTON COMMERCIAL PL PAR A

Owners

Number of Units

SHOPPES AT ISLA VERDE LTD

Mailing address

7900 GLADES RD STE 600 BOCA RATON FL 33434 4105

*Total Square Feet 210736

No Sales Information Available.

No Exemption Information Available.

Use Code 1600 - SHOPPING CENTER CMMITY Zoning -

| Tax Year | 2012 | | 2011 | | 2010 | |
|--------------------|------|-----|------|-----|------|-----|
| Improvement Value | | \$0 | | \$0 | | \$0 |
| Land Value | | \$0 | | \$0 | | \$0 |
| Total Market Value | | \$0 | | \$0 | | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|-------------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



PAPA ▶



Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-001-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL PAR A K/A RESIDENTIAL

Owners

ISLA VERDE LLC

Mailing address

7900 GLADES RD STE 600 BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

| Number of Units | *Total Square Feet 0 | | Acres 22.1501 |
|------------------------|----------------------|----------|---------------|
| Use Code 0000 - VACANT | | Zoning - | |

| Tax Year | 2012 | | 2011 | | 2010 | |
|--------------------|------|-----|------|-----|------|-----|
| Improvement Value | | \$0 | | \$0 | | \$0 |
| Land Value | | \$0 | | \$0 | | \$0 |
| Total Market Value | | \$0 | | \$0 | | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|---------|
| Assessed Value | : | 50 | \$0 \$0 |
| Exemption Amount | ; | 50 | \$0 \$0 |
| Taxable Value | : | 0 9 | \$0 \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|-------|------|
| Ad Valorem | \$ | 0 \$0 | \$0 |
| Non Ad Valorem | \$ | 0 \$0 | \$0 |
| Total tax | \$ | 0 \$0 | \$0 |



PAPA ▶



Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-012-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL TRS L, L1, L2 & L3 K/A LANDSCAPE, BUFFER & OPEN SPACE

Owners

ISLA VERDE LLC

Mailing address

ISLA VERDE WELLINGTON MASTER ASSN C/O 7900 GLADES RD STE 600

BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

| , | Number of Units | *Total Square Feet 0 | | | Acres 1.8433 | | |
|---|--------------------|----------------------|-----|----------|--------------|------|-----|
| | Use Code 9400 | | | Zoning - | | | |
| | Tax Year | 2012 | | 2011 | | 2010 | |
| | Improvement Value | | \$0 | | \$0 | | \$0 |
| | Land Value | | \$0 | | \$0 | | \$0 |
| | Total Market Value | | \$0 | | \$0 | | \$0 |

| Tax Year | 2012 | 2011 | | 2010 |
|-------------------------|------|------|-------------|------|
| Assessed Value | | 0 | \$ O | \$0 |
| Exemption Amount | | 0 | \$0 | \$0 |
| Taxable Value | Ç | 0 | \$0 | \$0 |
| Tax Year | 2012 | 2011 | | 2010 |
| Tax Teal | 2012 | 2011 | | 2010 |
| Ad Valorem | | 0 | \$ 0 | \$0 |
| | | | \$0 \$0 | |



Property Appraiser's Public Access

PAPA ▶



Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-023-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL TRS W, W1, W2 & W3 K/A STORMWATER MGMT & DRAINAGE

Owners

ISLA VERDE LLC

Mailing address

ISLA VERDE WELLINGTON MASTER ASSN C/O 7900 GLADES RD STE 600 BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

| Number of Units | , | *Total Square | e Feet O | | Acres 6.2464 | |
|--------------------|-------------|---------------|----------|----------|--------------|-----|
| Use Code 9500 - | RIVER/LAKES | | | Zoning - | | |
| Tax Year | 2012 | | 2011 | | 2010 | |
| Improvement Value | | \$0 | | \$0 | | \$0 |
| Land Value | | \$0 | | \$0 | | \$0 |
| Total Market Value | | \$0 | | \$0 | | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|-------|------------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |
| Tax Year | 2012 | 2011 | 2010 |
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | ¢. | \$0 | \$0 |
| Non Ad valorem | \$0 | J \$0 | 4 0 |



Property Appraiser's Public Access





Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-018-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Sale Date

Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL TR R K/A PRIVATE STREET

Owners

ISLA VERDE LLC

Mailing address

7900 GLADES RD STE 600

BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

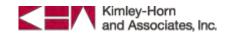
| Number of Units *Total | Square Feet 0 Acres 0.4056 |
|------------------------------|----------------------------|
| Use Code 9400 - R/W - BUFFER | Zoning - |

| Tax Year | 2012 | | 2011 | | 2010 | |
|--------------------|------|-----|------|-----|------|-----|
| Improvement Value | | \$0 | | \$0 | | \$0 |
| Land Value | | \$0 | | \$0 | | \$0 |
| Total Market Value | | \$0 | | \$0 | | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|---------|
| Assessed Value | : | 50 | \$0 \$0 |
| Exemption Amount | ; | 50 | \$0 \$0 |
| Taxable Value | : | 0 9 | \$0 \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



APPENDIX C: VOLUME DEVELOPMENT SHEETS

CRITICAL SUM INTERSECTION ANALYSIS SHEET ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS STATE ROAD 7 & FOREST HILL BOULEVARD Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%

Peak Season = 1 1 Buildout Year = 2018 2018 Years = 7 7

| | | | <u>AM</u> | Peak F | <u>lour</u> | | | | | | | |
|---|-----------|-------------|-----------|--------|-------------|-------|-------------|----------|-------|-----|----------|-------------|
| | Λ | lorthbour | nd | S | outhboun | ıd | | Eastbour | nd | | Westbour | nd |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 02/23/2011 | 287 | 1,230 | 235 | 266 | 1,150 | 370 | 710 | 888 | 495 | 321 | 579 | 305 |
| Peak Season Volume | 287 | 1,230 | 235 | 266 | 1,150 | 370 | 710 | 888 | 495 | 321 | 579 | 305 |
| Traffic Volume Growth | 10 | 44 | 8 | 9 | 41 | 13 | 25 | 32 | 18 | 11 | 21 | 11 |
| Committed Development | 86 | 272 | 75 | 98 | 175 | 56 | 86 | 39 | 46 | 67 | 81 | 183 |
| 0.5% Traffic Volume Growth | 10 | 44 | 8 | 9 | 41 | 13 | 25 | 32 | 18 | 11 | 21 | 11 |
| Committed + 0.5% Growth | 96 | 316 | 83 | 107 | 216 | 69 | 111 | 71 | 64 | 78 | 102 | 194 |
| Max (Committed + 0.5% or Historic Growth) | 96 | 316 | 83 | 107 | 216 | 69 | 111 | 71 | 64 | 78 | 102 | 194 |
| Background Traffic Volumes | 383 | 1,546 | 318 | 373 | 1,366 | 439 | 821 | 959 | 559 | 399 | 681 | 499 |
| Project Traffic (Residential) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | 15.0% | | | | | 2.0% | | | | | 20.0% |
| Inbound Traffic Volumes | | 5 | | | | | 1 | | | | | 6 |
| Outbound Traffic Assignment | | | | 20.0% | 15.0% | 2.0% | | | | | | |
| Outbound Traffic Volumes | | | | 25 | 19 | 3 | | | | | | |
| Project Traffic | | 5 | | 25 | 19 | 3 | 1 | | | | | 6 |
| Project Traffic (Retail) | | 15.00/ | | | | | 20.00/ | | | | | 17.00/ |
| Inbound Traffic Assignment | | 15.0% 11 | | | | | 20.0% 15 | | | | | 17.0% 13 |
| Inbound Traffic Volumes Outbound Traffic Assignment | | 11 | | 17.0% | 15.0% | 20.0% | 15 | | | | | 13 |
| Outbound Traffic Volumes | | | | 4 | 15.0% | 5 | | | | | | |
| Project Traffic | | 11 | | 4 | 4 | 5 | 15 | | | | | 13 |
| Project frame | | 11 | | 4 | 4 | 3 | 13 | | | | | 13 |
| RTOR Reduction | | | | | | (60) | | | (10) | | | (10) |
| TOTAL TRAFFIC | 383 | 1,562 | 318 | 402 | 1,389 | 387 | 837 | 959 | 549 | 399 | 681 | 508 |
| | | Cr | itical \ | /olume | Analys | sis | | | | | | |
| No. of Lanes | 3 | 4 | 1 | 3 | 4 | 2 | 3 | 3 | 2 | 2 | 3 | 1 |
| Approach Volume | | 2,263 | | | 2,178 | | <u> </u> | 2,345 | | | 1,588 | · · |
| Per Lane Volume | 128 | 391 | 318 | 134 | 347 | 194 | 279 | 320 | 275 | 200 | 227 | 508 |
| Overlap Reduction | 0 | 0 | (200) | 0 | 0 | (194) | 0 | 0 | (200) | 0 | 0 | (134) |
| Net Per Lane Volume | 128 | 391 | 118 | 134 | 347 | 0 | 279 | 320 | 75 | 200 | 227 | 374 |
| | NB LT+ | SB TH = | | 4 | 75 | | SB LT + I | NB TH = | | Ę | 525 | |
| | EB LT + \ | | | | 19 | | WB LT+ | | | | 520 | |
| East-West Critical | LD LI + | WD KI - | | J | 17 | | VVD LI T | LD III - | | | 120 | |

CRITICAL SUM INTERSECTION ANALYSIS SHEET ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS STATE ROAD 7 & FOREST HILL BOULEVARD Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%

Peak Season = 1 1 Buildout Year = 2018 2018 Years = 7 7

| | | | <u>PM</u> | Peak F | <u>lour</u> | | | | | | | |
|---|-----------|------------|-----------|-------------|-------------|-------|---------|----------|-------|-----|----------|------------|
| | N | lorthbour | nd | S | outhboun | ıd | | Eastbour | nd | , | Westbour | ıd |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 02/23/2011 | 677 | 1,583 | 406 | 346 | 1,309 | 629 | 669 | 1,196 | 360 | 340 | 985 | 365 |
| Peak Season Volume | 677 | 1,583 | 406 | 346 | 1,309 | 629 | 669 | 1,196 | 360 | 340 | 985 | 365 |
| Traffic Volume Growth | 24 | 56 | 14 | 12 | 47 | 22 | 24 | 42 | 13 | 12 | 35 | 13 |
| Committed Development | 75 | 303 | 111 | 241 | 381 | 136 | 116 | 88 | 110 | 110 | 51 | 166 |
| 0.5% Traffic Volume Growth | 49 | 56 | 14 | 12 | 47 | 22 | 24 | 42 | 13 | 12 | 35 | 13 |
| Committed + 0.5% Growth | 124 | 359 | 125 | 253 | 428 | 158 | 140 | 130 | 123 | 122 | 86 | 179 |
| Max (Committed + 0.5% or Historic Growth) | 124 | 359 | 125 | 253 | 428 | 158 | 140 | 130 | 123 | 122 | 86 | 179 |
| Background Traffic Volumes | 801 | 1,942 | 531 | 599 | 1,737 | 787 | 809 | 1,326 | 483 | 462 | 1,071 | 544 |
| Project Traffic (Residential) Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Assignment Outbound Traffic Volumes | | 15.0% 5 | | 20.0% 25 | 15.0% 19 | 2.0% | 2.0% | | | | | 20.0% 6 |
| Project Traffic | | 5 | | 25 | 19 | 3 | 1 | | | | | 6 |
| Project Traffic Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Assignment Outbound Traffic Volumes | | 15.0% 1 | | 17.0% 1 | 15.0% 1 | 20.0% | 20.0% | | | | | 17.0% 2 |
| Project Traffic | | 1 | | 1 | 1 | 2 | 2 | | | | | 2 |
| RTOR Reduction | | | | | | (60) | | | (10) | | | (10) |
| TOTAL TRAFFIC | 801 | 1,948 | 531 | 625 | 1,757 | 732 | 812 | 1,326 | 473 | 462 | 1,071 | 542 |
| | | Cr | itical V | olume/ | Analys | sis | | | | | | |
| No. of Lanes | 3 | 4 | 1 | 3 | 4 | 2 | 3 | 3 | 2 | 2 | 3 | 1 |
| Approach Volume | | 3,280 | | | 3,114 | | | 2,611 | | | 2,075 | |
| Per Lane Volume | 267 | 487 | 531 | 208 | 439 | 366 | 271 | 442 | 237 | 231 | 357 | 542 |
| Overlap Reduction | 0 | 0 | (231) | 0 | 0 | (271) | 0 | 0 | (237) | 0 | 0 | (208) |
| Net Per Lane Volume | 267 | 487 | 300 | 208 | 439 | 95 | 271 | 442 | 0 | 231 | 357 | 334 |
| | NB LT+ | | | | 06 | | SB LT + | | | | 595 | |
| | EB LT + \ | WB TH = | | | 28 | | WB LT+ | | | 6 | 573 | |
| Maximum Critical Sum | 706 | | | + | 673 | | | = | 1,379 | | | |
| STATUS? | | | | | | N | EAR | | | | | |

VOLUME DEVELOPMENT SHEET ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS STATE ROAD 7 & SOUTHERN BOULEVARD Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%

Peak Season = 1 1 Buildout Year = 2018 2018 Years = 5 5

| | | <u>.</u> | AM Pe | ak Ho | our_ | | | | | | | |
|---|--------|----------|-------|-------|----------|-----|-----|---------|-------|-------|----------|-----|
| | N | orthbou | nd | Sc | outhboui | nd | F | astbour | nd | W | /estbour | nd |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 02/05/2013 | 406 | 1,211 | 579 | 323 | 1,104 | 289 | 530 | 95 | 420 | 479 | 40 | 171 |
| Peak Season Volume | 406 | 1,211 | 579 | 323 | 1,104 | 289 | 530 | 95 | 420 | 479 | 40 | 171 |
| Traffic Volume Growth | 10 | 31 | 15 | 8 | 28 | 7 | 13 | 2 | 11 | 12 | 1 | 4 |
| Committed Development | 97 | 122 | 134 | 43 | 149 | 62 | 65 | 107 | 118 | 92 | 96 | 33 |
| 0.5% Traffic Volume Growth | 10 | 31 | 15 | 8 | 28 | 7 | 13 | 2 | 11 | 12 | 1 | 4 |
| Committed + 0.5% Growth | 107 | 153 | 149 | 51 | 177 | 69 | 78 | 109 | 129 | 104 | 97 | 37 |
| Max (Committed + 0.5% or Historic Growth) | 107 | 153 | 149 | 51 | 177 | 69 | 78 | 109 | 129 | 104 | 97 | 37 |
| Background Traffic Volumes | 513 | 1,364 | 728 | 374 | 1,281 | 358 | 608 | 204 | 549 | 583 | 137 | 208 |
| Project Traffic (Residential) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | 22.0% | | | | 3.0% | 28.0% | | |
| Inbound Traffic Volumes | | | | | 7 | | | | 1 | 9 | | |
| Outbound Traffic Assignment | 3.0% | 22.0% | 28.0% | | | | | | | | | |
| Outbound Traffic Volumes | 4 | 28 | 36 | | | | | | | | | |
| Project Traffic | 4 | 28 | 36 | | 7 | | | | 1 | 9 | | |
| Project Traffic Commercial | | | | | | | | | | | | |
| Inbound Traffic Assignment Inbound Traffic Volumes | | | | | 15.0% | | | | 12.0% | 8.0% | | |
| Outbound Traffic Assignment | 12 0% | 15.0% | 8.0% | | | | | | | | | |
| Outbound Traffic Volumes | .2.070 | 10.070 | 0.070 | | | | | | | | | ļ |
| Project Traffic | | | | | | | | | | | | 1 |
| RTOR Reduction | | | | | | | | | | | | |
| TOTAL TRAFFIC | 517 | 1,392 | 764 | 374 | 1,288 | 358 | 608 | 204 | 550 | 592 | 137 | 208 |

VOLUME DEVELOPMENT SHEET ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS STATE ROAD 7 & SOUTHERN BOULEVARD Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%

Peak Season = 1 1

Buildout Year = 2018 2018

Years = 5 5

PM Peak Hour Northbound Southbound Eastbound Westbound RT RT Thru RT LT RT LT LT Thru LT Thru Thru Existing Volume on 02/05/2013 1,379 1,633 Peak Season Volume 1.633 1.379 Traffic Volume Growth Committed Development 0.5% Traffic Volume Growth Committed + 0.5% Growth Max (Committed + 0.5% or Historic Growth) **Background Traffic Volumes** 1.893 1,606 Project Traffic (Residential) **Inbound Traffic Assignment** 22.0% 3.0% 28.0% **Inbound Traffic Volumes** Outbound Traffic Assignment 3.0% 22.0% 28.0% **Outbound Traffic Volumes Project Traffic** Project Traffic **Inbound Traffic Assignment** 15.0% 12.0% 8.0% **Inbound Traffic Volumes** Outbound Traffic Assignment 12.0% 15.0% 8.0% **Outbound Traffic Volumes Project Traffic RTOR Reduction** TOTAL TRAFFIC 1,909 1,635

CRITICAL SUM INTERSECTION ANALYSIS SHEET ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS STATE ROAD 7 & OLD HAMMOCK WAY/ISLA VERDE WAY Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%

Peak Season = 1.05 1.05 Buildout Year = 2018 2018 Years = 6 6

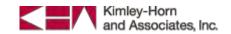
| | | <u> </u> | AM Pe | eak Ho | <u>ur</u> | | | | | | | |
|--|-----|-----------|--------|--------|-----------|------|--------|-----------|------|----|----------|------|
| | N | orthbou | nd | Sc | outhbour | nd | l E | astboun | d | V | /estbour | nd |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 10/03/2012 | 89 | 1,748 | 9 | 31 | 1,797 | 45 | 77 | 2 | 107 | 13 | 1 | 5 |
| Peak Season Volume | 93 | 1,835 | 9 | 33 | 1,887 | 47 | 81 | 2 | 112 | 14 | 1 | 5 |
| Traffic Volume Growth | 3 | 56 | 0 | 1 | 57 | 1 | 2 | 0 | 3 | 0 | 0 | 0 |
| Committed Development | 0 | 750 | 0 | 0 | 758 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0.5% Traffic Volume Growth | 3 | 56 | 0 | 1 | 57 | 1 | 2 | 0 | 3 | 0 | 0 | 0 |
| Committed + 0.5% Growth | 3 | 806 | 0 | 1 | 815 | 1 | 2 | 0 | 3 | 0 | 0 | 0 |
| Max (Committed + 0.5% or Historic Growth) | 3 | 806 | 0 | 1 | 815 | 1 | 2 | 0 | 3 | 0 | 0 | 0 |
| Background Traffic Volumes | 96 | 2,641 | 9 | 34 | 2,702 | 48 | 83 | 2 | 115 | 14 | 1 | 5 |
| Project Traffic (Residential) Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Assignment Outbound Traffic Volumes Project Traffic | | | | | | | | | | | | |
| Project Traffic Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Assignment Outbound Traffic Volumes | | | | | | | | | | | | |
| Project Traffic | | | 39 | 71 | | | | 3 | | 63 | 5 | 6 |
| RTOR Reduction | | | (60) | | | (60) | | | (10) | | | (10) |
| TOTAL TRAFFIC | 96 | 2,641 | 0 | 71 | 2,702 | 0 | 83 | 3 | 105 | 63 | 5 | 0 |
| | | Critic | al Vol | ume A | ınalysi | S | | | | | | |
| No. of Lanes | 1 | 4 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Approach Volume | | 2,737 | | | 2,773 | | ļ | 191 | • | | 68 | |
| Per Lane Volume | 96 | 660 | 0 | 71 | 676 | 0 | 83 | 108 | 0 | 63 | 5 | 0 |
| Overlap Reduction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Net Per Lane Volume | 96 | 660 | 0 | 71 | 676 | 0 | 83 | 108 | 0 | 63 | 5 | 0 |
| | | + SB TH = | | | 72 | | SB LT+ | | | | 31 | |
| | | · WB TH = | = | | 38 | | WB LT | + EB TH : | | 1 | 71 | |
| Maximum Critical Sum | 772 | | | + | 171 | | | = | 943 | | | |
| STATUS? | | | | | | UN | DER | | | | | |

CRITICAL SUM INTERSECTION ANALYSIS SHEET ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS STATE ROAD 7 & OLD HAMMOCK WAY/ISLA VERDE WAY Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%

Peak Season = 1.05 1.05 Buildout Year = 2018 2018 Years = 6 6

| | | <u> </u> | PM Pe | eak Ho | <u>ur</u> | | | | | | | |
|--|------|-----------|--------|--------|-----------|------|-------|-----------|-------|-----|----------|------|
| | N | orthbou | nd | So | outhbou | nd | F | astboun | d | l v | /estbour | nd |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 10/03/2012 | 141 | 1,976 | 73 | 159 | 1,801 | 95 | 55 | 2 | 91 | 135 | 10 | 143 |
| Peak Season Volume | 148 | 2,075 | 77 | 167 | 1,891 | 100 | 58 | 2 | 96 | 142 | 11 | 150 |
| Traffic Volume Growth | 4 | 63 | 2 | 5 | 57 | 3 | 2 | 0 | 3 | 4 | 0 | 5 |
| Committed Development | 0 | 891 | 0 | 0 | 952 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0.5% Traffic Volume Growth | 9 | 63 | 2 | 5 | 57 | 3 | 2 | 0 | 3 | 4 | 0 | 5 |
| Committed + 0.5% Growth | 9 | 954 | 2 | 5 | 1,009 | 3 | 2 | 0 | 3 | 4 | 0 | 5 |
| Max (Committed + 0.5% or Historic Growth) | 9 | 954 | 2 | 5 | 1,009 | 3 | 2 | 0 | 3 | 4 | 0 | 5 |
| Background Traffic Volumes | 157 | 3,029 | 79 | 172 | 2,900 | 103 | 60 | 2 | 99 | 146 | 11 | 155 |
| Project Traffic (Residential) Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Assignment Outbound Traffic Volumes Project Traffic | | | | | | | | | | | | |
| Project Traffic Inbound Traffic Assignment Inbound Traffic Volumes Outbound Traffic Assignment Outbound Traffic Volumes | | | | | | | | | | | | |
| Project Traffic | | | 128 | 296 | | | | 2 | | 339 | 14 | 78 |
| RTOR Reduction | | | (60) | | | (60) | | | (10) | | | (10) |
| TOTAL TRAFFIC | 157 | 3,029 | 68 | 296 | 2,900 | 43 | 60 | 4 | 89 | 339 | 14 | 68 |
| | | Critic | al Vol | ume A | nalysi | S | | | | | | |
| No. of Lanes | 1 | 4 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Approach Volume | | 3,254 | 1 | | 3,239 | | | 153 | 1 | | 421 | 1 |
| Per Lane Volume | 157 | 757 | 68 | 296 | 725 | 43 | 60 | 93 | 0 | 339 | 82 | 0 |
| Overlap Reduction | 0 | 0 | (68) | 0 | 0 | (43) | 0 | 0 | 0 | 0 | 0 | 0 |
| Net Per Lane Volume | 157 | 757 | 0 | 296 | 725 | 0 | 60 | 93 | 0 | 339 | 82 | 0 |
| North-South Critical | | + SB TH = | | | 82 | | | NB TH = | | | 53 | |
| East-West Critical | | · WB TH = | = | | 42 | | WB LT | + EB TH : | | 43 | 32 | |
| Maximum Critical Sum | 1053 | | | + | 432 | | | = | 1,485 | | | |
| STATUS? | | | | | | 0/ | /ER | | | | | |



APPENDIX D: HCS AND SYNCHRO OUTPUT

| | | O-WAY STOP | | | | | | |
|-------------------------------|--|--|--------------|----------|-----------|--|-----------|------|
| General Information | n | | Site In | forma | ition | | | |
| Analyst | KHA Ana | lyst | Intersed | ction | | SR7 & Di | riveway 4 | |
| Agency/Co. | KHA | | Jurisdic | ction | | PBC | | |
| Date Performed | 10/14/20 | | Analysi | s Year | | 2018 | | |
| Analysis Time Period | AM Peak | | | | | | | |
| Project Description | | | | | | | | |
| East/West Street: | | | North/S | | | | | |
| ntersection Orientation: | North-South | | Study P | eriod (h | rs): 0.25 | | | |
| Vehicle Volumes ar | nd Adjustme | nts | | | | | | |
| Major Street | | Northbound | | | | Southbou | ınd | |
| Movement | 1 | 2 | 3 | | 4 | 5 | | 6 |
| | L | T | R | | L | T | | R |
| /olume (veh/h) | 1.00 | 1117 | 34 | | | 0 | | |
| Peak-Hour Factor, PHF | 1.00 | 0.95 | 0.95 | | 1.00 | 0.95 | | 0.95 |
| Hourly Flow Rate, HFR (veh/h) | 0 | 1175 | 35 | | 0 | 0 | | 0 |
| Percent Heavy Vehicles | 0 | | | | 0 | | | |
| Median Type | | | | Raised | | | | |
| RT Channelized | | | 0 | laisea | ou i b | Τ | | 0 |
| _anes | 0 | 2 | 1 | | 0 | 2 | | 0 |
| Configuration | - | T | R | - | U | T | | U |
| Jpstream Signal | - | 0 | | | | 0 | | |
| - | | | | | | <u> </u> | | |
| Minor Street Movement | 7 | Eastbound | 9 | | 10 | Westbound 11 | | 12 |
| viovement | - / L | 8 T | R | | IU | '' | | R |
| /olume (veh/h) | | <u>'</u> | K | | L | ' | | 123 |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | - | 1.00 | 1.00 | | 0.95 |
| Hourly Flow Rate, HFR | | 1 | | - | | | | |
| (veh/h) | 0 | 0 | 0 | | 0 | 0 | | 129 |
| Percent Heavy Vehicles | 0 | 0 | 0 | | 0 | 0 | | 0 |
| Percent Grade (%) | | 0 | | | | 0 | | |
| Flared Approach | | N | | | | N | | |
| Storage | | 0 | | | | 0 | | |
| RT Channelized | 1 | | 0 | | | | | 0 |
| _anes | 0 | 0 | 0 | | 0 | 0 | | 1 |
| Configuration | | | + - | | U | | | R |
| Delay, Queue Length, a | and Lovel of Ca | - I | <u> </u> | | | <u> </u> | | /\ |
| | Northbound | Southbound | ١,٨ | Vestbou | ınd | T . | Eastbound | |
| Approach | | | | | | _ | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| ane Configuration | | | | | R | | | |
| / (veh/h) | | | | | 129 | | | 1 |
| C (m) (veh/h) | | | | | 513 | | | |
| //c | | | | | 0.25 | | | |
| 95% queue length | | | | | 0.99 | 1 | | |
| Control Delay (s/veh) | | | | | 14.4 | | | 1 |
| _OS | | | | | В | | | + |
| Approach Delay (s/veh) | | | | 14.4 | | + | | |
| | | | | | | + | | |
| Approach LOS | | | | В | | | | |

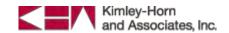
| 1 | | | | | | | |
|--|--|--|--|--------------|-----------------------------------|--|----------------------------|
| 1 | | Site In | <u>forma</u> | <u>ition</u> | | | |
| KHA Anal | yst | Intersed | ction | | SR7 & Dr | iveway 4 | |
| KHA | | Jurisdic | tion | | PBC | | |
| | 3 | Analysi | s Year | | 2018 | | |
| PM Peak | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| North-South | | Study P | eriod (h | rs): 0.25 | | | |
| d Adjustme | nts | | | | | | |
| | Northbound | | | | Southbou | ınd | |
| 1 | 2 | 3 | | 4 | 5 | | 6 |
| L | Т | | | L | | | R |
| | _ | - | | | | | |
| 1.00 | 0.95 | 0.95 | | 1.00 | 0.95 | | 0.95 |
| 0 | 1328 | 176 | | 0 | 1211 | | 0 |
| 0 | | | -+ | 0 | | - | |
| 1 | 1 | | Raised | | 1 | | |
| † | | 1 | | | | | 0 |
| 0 | 2 | + | | 0 | 2 | | 0 |
| | | | | <u> </u> | | | |
| + | | | | | 0 | | |
| + | | | | | Westhou | nd | |
| 7 | - i | 9 | - | 10 | 1 | Tiu I | 12 |
| 1 | | | | | | | R |
| + | ' | 1 | | | <u>'</u> | | 202 |
| 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.95 |
| | | | | | | | |
| 0 | U | 0 | | U | 0 | | 212 |
| 0 | 0 | 0 | | 0 | 0 | | 0 |
| | 0 | | | | 0 | | |
| | N | | | | N | | |
| | 0 | | | | 0 | | |
| 1 | 1 | 0 | | | | | 0 |
| 0 | 0 | 0 | $\neg \dagger$ | 0 | 0 | | 1 |
| 1 | | | | | | \neg | R |
| nd Level of Se | rvice | • | | | | | |
| Ti- | | V | Vesthou | ınd | F | astbound | 1 |
| | | | | _ | | | 12 |
| <u>'</u> | 7 | <u>'</u> | J | | 10 | - ' ' | 12 |
| | | | | | | | 1 |
| | | | | | | | 1 |
| | | | | | | | |
| | | | | | | | |
| | | | | 2.35 | | | |
| | | | | 19.1 | | | |
| | | | | С | | | |
| | | | 19.1 | • | | | • |
| | | | С | | + | | |
| | North-South North-South 1 L 1.00 0 0 1 1.00 0 0 0 1.00 0 0 1.00 0 1.00 1.00 0 1.00 | 10/14/2013 PM Peak PM Peak North-South | KHA 10/14/2013 PM Peak North/S North/S Study P | KHA | North Struction Analysis Year | North/South Street: North-South North/South Street: North-South Study Period (hrs): 0.25 | KHA 10/14/2013 PM Peak |

| | ۶ | → | • | • | • | • | 4 | † | / | > | ţ | ✓ |
|-------------------------------|-------------|-----------|----------|-------------|-------------|--------------|-----------|-------------|----------|-------------|-------------|------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 14/4/4 | † | 7 | ሻሻሻ | † | 7 | ሻሻሻ | ተተተ | 7 | 1,1 | 1111 | 7 |
| Volume (vph) | 608 | 204 | 550 | 592 | 137 | 208 | 517 | 1392 | 764 | 374 | 1288 | 358 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 0.0 | 4.0 | 4.0 | 8.0 | 9.0 | 6.0 | -1.0 | 8.0 | 6.0 | 3.0 |
| Lane Util. Factor | 0.94 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 0.94 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 4990 | 1863 | 1583 | 4990 | 1863 | 1583 | 4990 | 5085 | 1583 | 3433 | 6408 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 4990 | 1863 | 1583 | 4990 | 1863 | 1583 | 4990 | 5085 | 1583 | 3433 | 6408 | 1583 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 608 | 204 | 550 | 592 | 137 | 208 | 517 | 1392 | 764 | 374 | 1288 | 358 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 106 |
| Lane Group Flow (vph) | 608 | 204 | 550 | 592 | 137 | 72 | 517 | 1392 | 764 | 374 | 1288 | 252 |
| Turn Type | Split | NA | Free | Split | NA | pm+ov | Prot | NA | Free | Prot | NA | pm+ov |
| Protected Phases | 8 | 8 | _ | 4 | 4 | 5 | 1 | 6 | _ | 5 | 2 | 8 |
| Permitted Phases | | | Free | | | 4 | | | Free | | | 2 |
| Actuated Green, G (s) | 23.7 | 23.7 | 160.0 | 22.6 | 22.6 | 41.7 | 27.0 | 55.6 | 160.0 | 19.1 | 46.7 | 70.4 |
| Effective Green, g (s) | 27.7 | 27.7 | 160.0 | 26.6 | 26.6 | 49.7 | 31.0 | 60.6 | 160.0 | 23.1 | 51.7 | 80.4 |
| Actuated g/C Ratio | 0.17 | 0.17 | 1.00 | 0.17 | 0.17 | 0.31 | 0.19 | 0.38 | 1.00 | 0.14 | 0.32 | 0.50 |
| Clearance Time (s) | 8.0 | 8.0 | | 8.0 | 8.0 | 12.0 | 13.0 | 11.0 | | 12.0 | 11.0 | 8.0 |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 4.0 | | 2.0 | 4.0 | 2.0 |
| Lane Grp Cap (vph) | 863 | 322 | 1583 | 829 | 309 | 491 | 966 | 1925 | 1583 | 495 | 2070 | 825 |
| v/s Ratio Prot | c0.12 | 0.11 | 0.05 | c0.12 | 0.07 | 0.02 | 0.10 | c0.27 | 0.40 | 0.11 | c0.20 | 0.05 |
| v/s Ratio Perm | 0.70 | 0.70 | 0.35 | 0.71 | 0.44 | 0.02 | 0.54 | 0.70 | 0.48 | 0.7/ | 0.70 | 0.10 |
| v/c Ratio | 0.70 | 0.63 | 0.35 | 0.71 | 0.44 | 0.15 | 0.54 | 0.72 | 0.48 | 0.76 | 0.62 | 0.31 |
| Uniform Delay, d1 | 62.3 | 61.4 | 0.0 | 63.1 | 60.0 | 39.8 | 58.0 | 42.5 | 0.0 | 65.7 | 45.9 | 23.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.82 | 0.78 | 1.00 | 0.94 | 0.41 | 0.11 |
| Incremental Delay, d2 | 2.2 64.4 | 3.0 | 0.6 | 2.4 65.6 | 0.4 60.4 | 0.0 39.9 | 0.2 | 1.8 34.8 | 0.8 | 3.9 | 1.0 19.8 | 0.1 2.7 |
| Delay (s) Level of Service | 64.4 E | 64.4 E | 0.6 A | 03.0 E | 60.4 E | 39.9 D | 47.9 D | 34.8 C | 0.8 A | 66.0 E | 19.8 B | |
| Approach Delay (s) | E | 38.7 | A | | 59.1 | U | U | 27.6 | А | E | 25.3 | А |
| Approach LOS | | 30.7 D | | | 39.1 E | | | 27.0 C | | | 23.3 C | |
| • • | | U | | | С | | | C | | | C | |
| Intersection Summary | | | | | 011000 | 21 1 6 | <u> </u> | | | | | |
| HCM 2000 Control Delay | -11 | | 33.3 | Н | CM 2000 |) Level of : | Service | | С | | | |
| HCM 2000 Volume to Capa | icity ratio | | 0.73 | C | | . 1 1 | | | 22.0 | | | |
| Actuated Cycle Length (s) | tion | | 160.0 | | | st time (s) | | | 23.0 | | | |
| Intersection Capacity Utiliza | шоп | | 77.9% | IC | U Level | of Service | | | D | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

| | ۶ | → | • | • | • | • | 4 | † | / | > | ļ | 4 |
|-------------------------------|------------|----------|-------|-------|-----------|-------------|---------|----------|----------|-------------|-------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 14/4/4 | † | 7 | 444 | † | 7 | 444 | ተተተ | 7 | 1,1 | 1111 | 7 |
| Volume (vph) | 873 | 251 | 626 | 971 | 336 | 365 | 818 | 1909 | 668 | 286 | 1635 | 637 |
| Ideal Flow (vphpl) | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 8.0 | 9.0 | 6.0 | 6.0 | 8.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.94 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 0.94 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 5122 | 1912 | 1625 | 5122 | 1912 | 1625 | 5122 | 5219 | 1625 | 3523 | 6576 | 1625 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 5122 | 1912 | 1625 | 5122 | 1912 | 1625 | 5122 | 5219 | 1625 | 3523 | 6576 | 1625 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor (vph) | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% |
| Adj. Flow (vph) | 799 | 230 | 573 | 889 | 308 | 334 | 749 | 1748 | 612 | 262 | 1497 | 583 |
| RTOR Reduction (vph) | 0 | 0 | 242 | 0 | 0 | 62 | 0 | 0 | 315 | 0 | 0 | 322 |
| Lane Group Flow (vph) | 799 | 230 | 331 | 889 | 308 | 272 | 749 | 1748 | 297 | 262 | 1497 | 261 |
| Turn Type | Split | NA | Perm | Split | NA | pm+ov | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | . 8 | 8 | | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | | | 6 | | | 2 |
| Actuated Green, G (s) | 29.3 | 29.3 | 29.3 | 27.7 | 27.7 | 42.5 | 22.0 | 49.2 | 49.2 | 14.8 | 41.0 | 41.0 |
| Effective Green, g (s) | 33.3 | 33.3 | 33.3 | 31.7 | 31.7 | 50.5 | 26.0 | 54.2 | 54.2 | 18.8 | 46.0 | 46.0 |
| Actuated g/C Ratio | 0.21 | 0.21 | 0.21 | 0.20 | 0.20 | 0.32 | 0.16 | 0.34 | 0.34 | 0.12 | 0.29 | 0.29 |
| Clearance Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 12.0 | 13.0 | 11.0 | 11.0 | 12.0 | 11.0 | 11.0 |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 4.0 |
| Lane Grp Cap (vph) | 1066 | 397 | 338 | 1014 | 378 | 512 | 832 | 1767 | 550 | 413 | 1890 | 467 |
| v/s Ratio Prot | 0.16 | 0.12 | | c0.17 | 0.16 | 0.06 | 0.15 | c0.33 | | 0.07 | c0.23 | |
| v/s Ratio Perm | | | c0.20 | | | 0.10 | | | 0.18 | | | 0.16 |
| v/c Ratio | 0.75 | 0.58 | 0.98 | 0.88 | 0.81 | 0.53 | 0.90 | 0.99 | 0.54 | 0.63 | 0.79 | 0.56 |
| Uniform Delay, d1 | 59.4 | 57.0 | 63.0 | 62.3 | 61.3 | 45.0 | 65.7 | 52.6 | 42.8 | 67.3 | 52.6 | 48.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.73 | 0.59 | 0.46 | 0.76 | 0.64 | 0.72 |
| Incremental Delay, d2 | 2.6 | 1.3 | 43.5 | 8.4 | 12.0 | 0.5 | 8.6 | 14.8 | 2.4 | 2.1 | 3.1 | 4.2 |
| Delay (s) | 62.0 | 58.3 | 106.5 | 70.7 | 73.4 | 45.5 | 56.6 | 45.9 | 22.0 | 53.2 | 36.8 | 39.0 |
| Level of Service | E | Е | F | Е | Е | D | Е | D | С | D | D | D |
| Approach Delay (s) | | 77.4 | | | 65.7 | | | 43.8 | | | 39.2 | |
| Approach LOS | | Е | | | Е | | | D | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 52.7 | Н | CM 2000 |) Level of | Service | | D | | | |
| HCM 2000 Volume to Capa | city ratio | | 0.97 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 160.0 | S | um of los | st time (s) | | | 23.0 | | | |
| Intersection Capacity Utiliza | ation | | 85.6% | IC | CU Level | of Service | 9 | | Е | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| o Critical Lana Croup | | | | | | | | | | | | |

c Critical Lane Group

Proposed Volumes Synchro 8 Report 3/10/2014 Square Page 1



APPENDIX E: PROPORTIONATE SHARE CALCULATION INFORMATION

SR 7 & SR 80 Proportionate Share Calculation - PM Peak Hour

1.) Decrease existing capacity to achieve level of service (LOS) D:

Utilizing the Palm Beach County's existing 2012 PM peak hour turning movement counts and the existing Synchro file, the volumes on all movements were incrementally decreased until the intersection met the Level of Service (LOS) D standard. The volumes on all movements for the intersection were then summed to determine the capacity of the existing intersection.

2012 Existing PM Peak Hour Volumes (NOT MEETING LOS D CAPACITY)

|] | Eastbound | d | V | Vestboun | d | N | orthbour | | | | | | |
|------|-----------|-------|------|-------------|-------|------|----------|-------|------|------|-------|--|--|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| 807 | 84 | 497 | 719 | 719 187 320 | | | 1538 | 422 | 240 | 1422 | 552 | | |

2012 Existing PM Peak Hour Volumes + 0.95 PHF + 14% decrease (MEETING LOS D CAPACITY)

| l | Eastbound | d | V | Vestboun | d | N | orthboun | nd | outhbour | ıd | |
|------|-----------|-------|------|----------|-------|------|----------|-------|----------|------|-------|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 756 | 79 | 466 | 674 | 175 300 | | 556 | 1441 | 395 | 225 | 1332 | 517 |

2012 Existing Intersection Capacity (Meeting LOS D Capacity): 6916

2.) Increase proposed capacity to achieve level of service (LOS) D:

Utilizing the proposed volumes (including committed developments, project growth, and project traffic) and the modified Synchro file, the volumes on all movements, on all approaches were incrementally increased until the point before the intersection exceeded the Level of Service (LOS) D threshold. The volumes on all movements for the proposed intersection were then summed to determine the capacity of the intersection.

2016 Proposed PM Peak Hour Volumes + 0.95 PHF + 0% increase (MEETING LOS D CAPACITY Minimum)

|] | Eastbound | d | V | Vestboun | d | N | lorthbour | nd | S | outhboun | ıd | |
|------|-----------|-------|------|----------|---------------------------|-----|-----------|-----|------|-------------|-----|--|
| Left | Thru | Right | Left | Thru | hru Right Left Thru Right | | | | Left | Left Thru R | | |
| 764 | 101 | 745 | 952 | 253 523 | | 849 | 1918 | 681 | 317 | 1759 | 844 | |

2012 Existing Capacity (Meeting LOS D Capacity): 9706

3.) Determine the change in capacity between existing and proposed conditions:

The change in capacity was determined by taking the difference between the proposed capacity and the existing capacity.

Change in Capacity: Proposed Capacity - Existing Capacity

$$9706 - 6916 = 2790$$

4.) Determine the total project traffic:

The project traffic included in the proposed scenario was summed to determine the total PM project traffic added to the intersection.

Net new Project Traffic (Proposed – Approved) = 5 (commercial); 41 (residential)

5.) Determine the project traffic percentage of the added capacity:

The project traffic was then divided by the change in capacity to determine the project traffic percentage of the added capacity.

Project Traffic Percentage of the Added Capacity = $\frac{Project Traffic}{Change in Capacity}$

Project Traffic Percentage of the Added Capacity (residential) = $\frac{41}{2790}$ = 1.47%

Project Traffic Percentage of the Added Capacity (commercial) = $\frac{5}{2790}$ = **0.18%**

SR 7 & SR 80 Proportionate Share Calculation - AM Peak Hour

1.) Determine change in capacity between existing and proposed conditions:

The change in capacity was determined for the PM peak hour conditions by taking the difference between the proposed capacity and the existing capacity. It is assumed that this value represents the change in capacity for the intersection and was therefore used for the AM peak hour analysis.

Change in Capacity: Proposed Capacity - Existing Capacity

$$9706 - 6916 = 2790$$

2.) Determine the total project traffic:

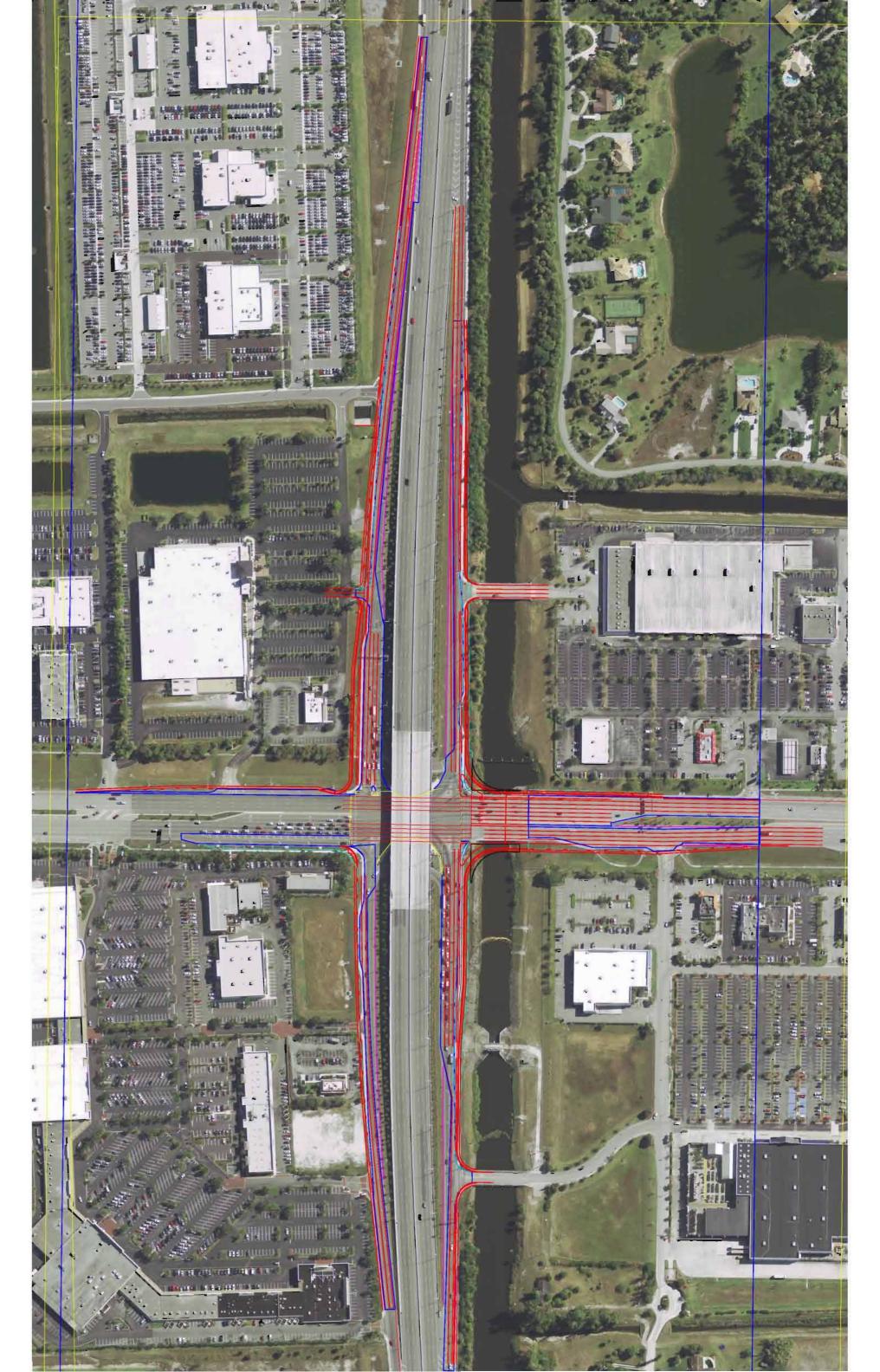
The project traffic included in the proposed scenario was summed to determine the total AM project traffic added to the intersection.

Net new Project Traffic (Proposed – Approved) = 2 (commercial); 56 (residential)

3.) Determine the project traffic percentage of the added capacity:

The project traffic was then divided by the change in capacity to determine the project traffic percentage of the added capacity.

| Project Traffic Percentage of the Added Capacity | = | | ect Traf e in Capo | <u> </u> |
|--|---|-------------------|-----------------------|----------|
| Project Traffic Percentage of the Added Capacity (residential) | = | $\frac{34}{2790}$ | = | 1.22% |
| Project Traffic Percentage of the Added Capacity (commercial) | = | $\frac{1}{2790}$ | = | 0.04% |



Opinion of Probable Cost for Modifications to the SR 7 and SR 80 (Southern Boulevard) Interchange

Rev. 03/05/2012

| Description | Quantity | Unit | Unit Cost | | Cost |
|--|----------|-----------|--------------|----|----------------|
| | | | | | |
| Clearing and Grubbing | 7.5 | | \$ 15,000.00 | \$ | 112,500 |
| Removal of Exist Conc Pavt (Sidewalk, Curb and Gutter) | 5460 | SY | \$ 12.50 | \$ | 68,250 |
| Earthwork | 8300 | 100 | \$ 8.50 | \$ | 70,550 |
| Stabilization | 19500 | 100 100 1 | \$ 3.00 | \$ | 58,500 |
| Milling and Resurfacing (Mill 1" RSF w/ 1"FC) | 36000 | SY | \$ 8.00 | \$ | 288,000 |
| Widening (OBG 10, 3.0"SP, 1" FC) | 19500 | SY | \$ 38.00 | \$ | 741,000 |
| Remove Existing Bridge | 3125 | | \$ 30.00 | \$ | 93,750 |
| Remove Existing Barrier Wall | 3020 | | \$ 30.00 | \$ | 90,600 |
| Widen Existing Bridge (Including Walls) | 7300 | SF | \$ 150.00 | \$ | 1,095,000 |
| Pipe (24" Avg Diameter) | 300 | LF | \$ 61.00 | \$ | 18,300 |
| Exfiltration Trench (24") | 625 | LF | \$ 80.00 | \$ | 50,000 |
| New Drainage Structure | 25 | EA | \$ 4,500.00 | \$ | 112,500 |
| Modify Drainage Structure | 25 | EA | \$ 3,500.00 | \$ | 87,500 |
| Concrete Curb (Type F) | 6765 | LF | \$ 19.50 | \$ | 131,918 |
| Concrete Sidewalk 4" Thick | 4050 | SY | \$ 33.50 | \$ | 135,675 |
| Remove Existing Guardrail | 810 | LF | \$ 2.05 | \$ | 1,661 |
| Guardrail | 100 | LF | \$ 17.00 | \$ | 1,700 |
| Guardrail End Treatment | 2 | EA | \$ 2,000.00 | \$ | 4,000 |
| Traffic Rail, F Shape | 400 | LF | \$ 80.00 | \$ | 32,000 |
| Concrete Traffic Railing | 2150 | LF | \$ 260.00 | \$ | 559,000 |
| MSE Wall | 17300 | SF | \$ 30.00 | \$ | 519,000 |
| Sodding | 5000 | | \$ 2.50 | \$ | 12,500 |
| Pavement Markings (Solid) | 2.6 | LM | | \$ | 2,210 |
| Pavement Markings (Skip) | 1.7 | GM | \$ 300.00 | \$ | 510 |
| Ohd Truss Span Sign, Remove | 4 | | | \$ | 34,000 |
| Ohd Truss Span Sign, F&I | 2 | AS | \$ 70,000.00 | \$ | 140,000 |
| Ohd Truss Span Sign, F&I | 2 | AS | \$125,000.00 | \$ | 250,000 |
| Modify ExistingTraffic Signal | 1 | | \$200,000.00 | | 200,000 |
| Remove Existing Street Lighting | 1 | LS | \$ 50,000.00 | \$ | 50,000 |
| New Street Lighting | 1 | LS | \$400,000.00 | _ | 400,000 |
| Unlisted Items (15%) | 1 | LS | | \$ | 804,093 |
| Contingency (10%) | 4 | LS | | \$ | 616,472 |
| Temporary Traffic Control (10%) | 1 | LS | | \$ | 678,119 |
| Mobilization (10%) | 1 | LS | | \$ | 745,931 |
| Survey And Engineering (18%) | | LS | | \$ | 1,476,943 |
| Subtotal | | | | \$ | 9,682,180.36 |
| Say | | | | 1 | \$9,680,000.00 |

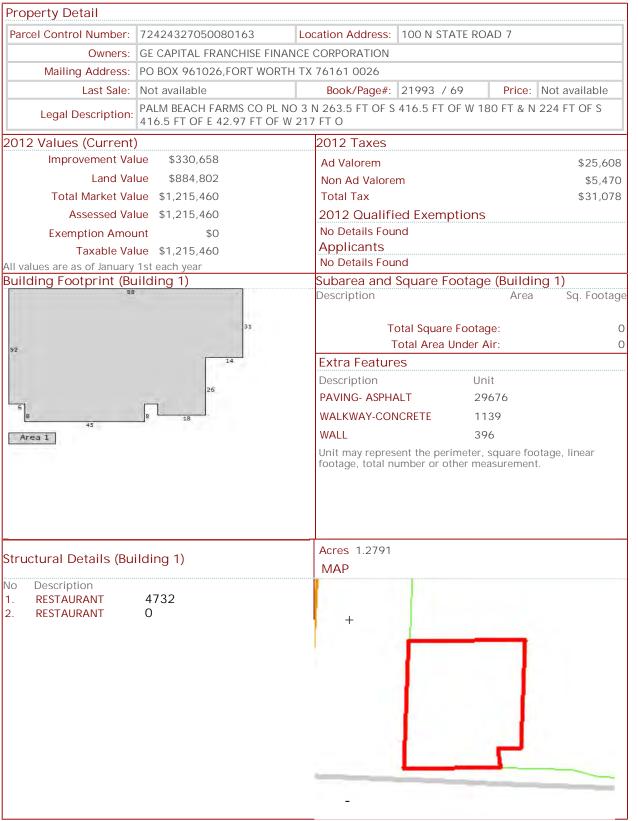
Note: This Opinion of Cost does not include cost associated with construction phase services, relocation of existing utilities, business damages, clean-up of contaminated soils, acquisition of right-of-way or construction easements.

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent the Engineer's judgment as a design professional familiar with the construction industry. The Engineer can't and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

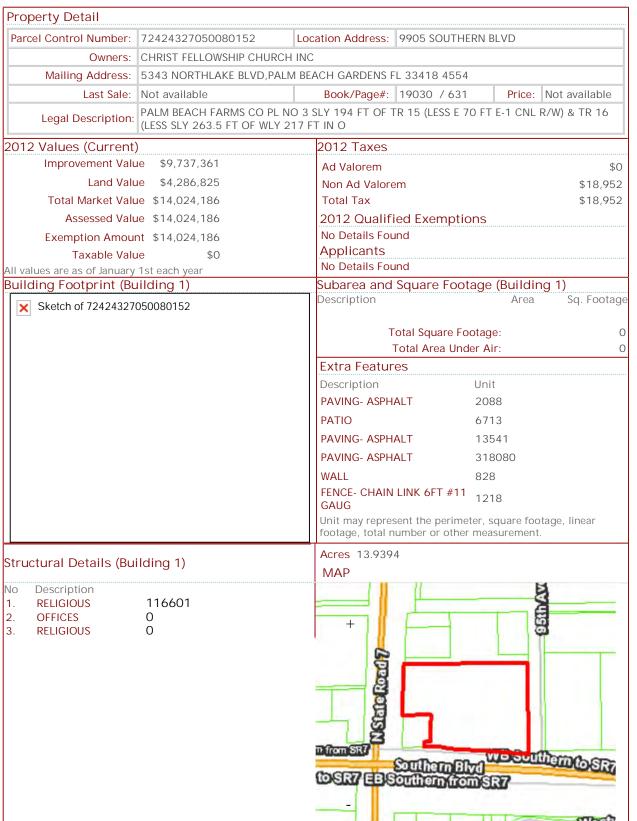
PIONEEL/SR7 COMMENCIAL/RES
THEORETICAL ROU ACQUISITION: SR 7 \$ SL BO
PROP SHARE CALLULATION



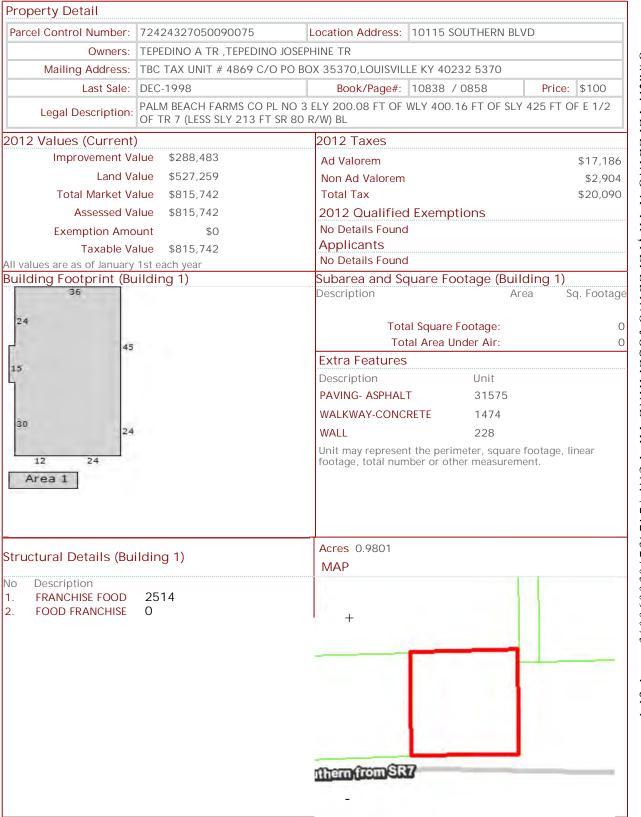
Rew ACQUISITION: SPT + SEBO Ploved / SP-7 commercialles CALCULATION THEORETION prop sitate



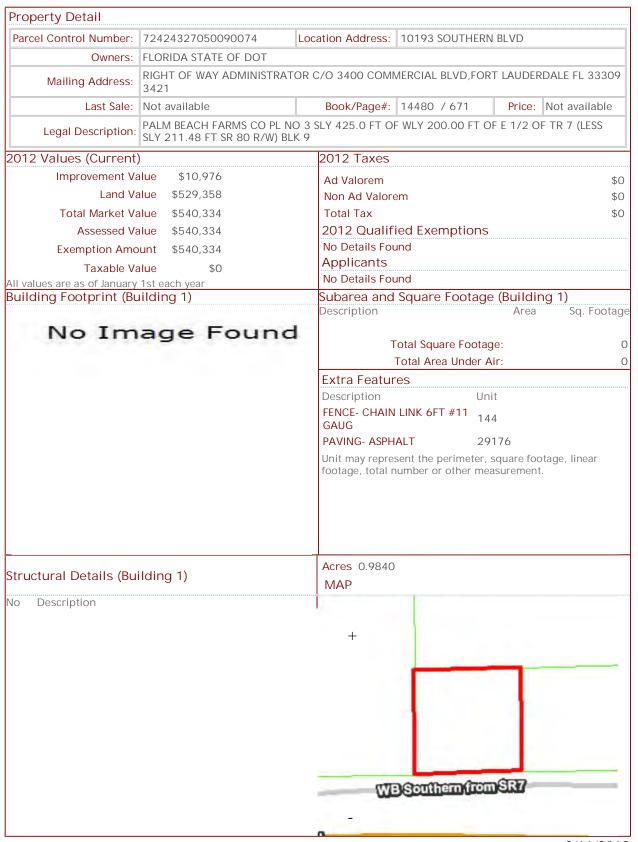
3/11/2013 GARY R. NIKOLITS, CFA PALM BEACH COUNTY PROPERTY APPRAISER www.pbcgov.org/PAPA



GARY R. NIKOLITS, CFA PALM BEACH COUNTY PROPERTY APPRAISER www.pbcgov.org/PAPA 3/11/2013



3/11/2013 GARY R. NIKOLITS, CFA PALM BEACH COUNTY PROPERTY APPRAISER www.pbcgov.org/PAPA



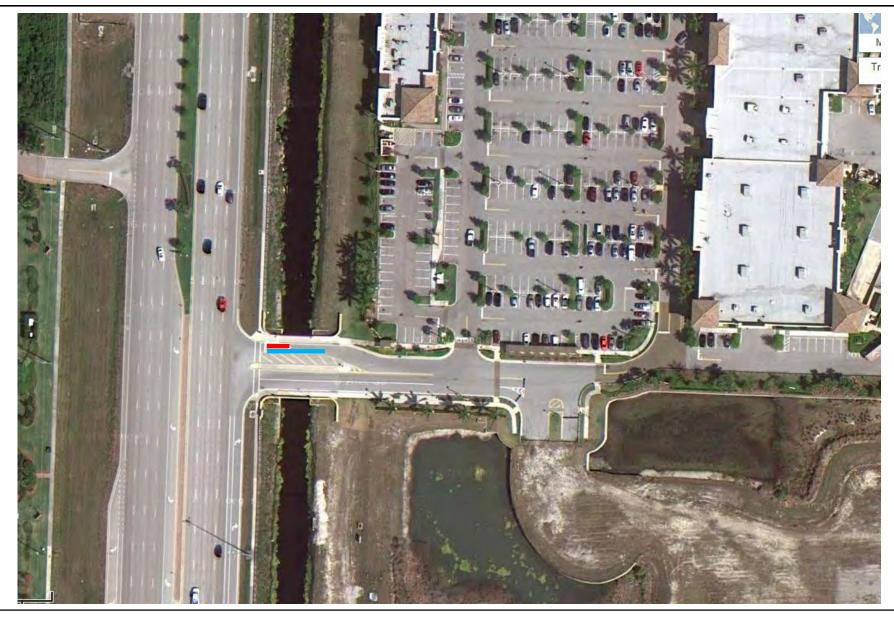
Gary R. Nikolits, cfa palm beach county property appraiser www.pbcgov.org/papa 3/11/2013

Pioneer/SR 7 Commercial/ Residential

Proportionate Share Cost determination: SR 7 & SR 80

Area A: parcel owner: FDOT

| Area B: | \$527,259 42,693 | _land value SF | = | \$12.35 | / SF | Х | 1973 | SF | = | \$ 24,367 |
|---------|------------------------|-------------------|---|---------|------|---|--------------------------|----|----------|--------------|
| Area C: | \$884,802 55,718 | _land value SF | = | \$15.88 | / SF | х | 4636 | SF | = | \$ 73,620 |
| Area D: | \$4,286,825 607,200 | _land value SF | = | \$7.06 | / SF | Х | 13878 | SF | = | \$ 97,979 |
| | | | | | | | ROW COST based on F | | nd value | \$195,966 |
| | | | | | | | multiplier: | | Х | 1.5 |
| | | | | | | | Anticipated share ROW | | | \$293,949 |





LEGEND

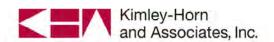
AM 95th PERCENTILE QUEUE (25 feet)

PM 95th PERCENTILE QUEUE (66 feet)

FIGURE A ISLA VERDE RESIDENTIAL PROJECTED WB RIGHT TURN QUEUE







RECEIVED

By Planning and Zoning at 5:29 pm, Mar 20, 2014

Memorandum

To: Masoud Atefi. MSCE

Damian Newell, Associate Planner

Rebecca Mulcahy, P.E.

From: Christopher W. Heggen, P.E.

Date: March 18, 2014

Re: SR 7 / SR 80 Proportionate Share Calculations

Isla Verde Residential KHA # 144843000

As discussed, we have updated the proportionate share calculations for improvements that would be required at the intersection of State Road 7 & State Road 80 (Southern Boulevard) from the calculations previously included in the traffic impact analysis dated March 11, 2014 for the above-referenced project. This memorandum summarizes the components of the proportionate share calculations and changes made, as appropriate.

Existing and Proposed Intersection Capacity - NO CHANGE

The net difference in the existing and proposed capacities at the intersection of State Road 7 & Southern Boulevard was previously determined to be 2790 vehicles per hour and there is no change in that calculation.

Total Project Traffic

Previously, the project traffic used in these calculations was the difference between the proposed project traffic and the previously- approved project traffic. Because the buildout date is being extended from the previous approval, the updated analysis utilizes the difference between the proposed project traffic and the existing project traffic. The net new project traffic assigned to the movements at the intersection of State Road 7 & Southern Boulevard is a total of 85 net new external AM peak hour trips (0 commercial, 85 residential) and a total of 109 net new external PM peak hour trips (6 commercial, 103 residential).

Project Traffic Percentage of Added Capacity

The project traffic was then divided by the change in capacity to determine the project traffic percentage of the added capacity. During the AM peak hour, the project traffic comprises a total of 3.05% of the added capacity (0% commercial, 3.05% residential). During the PM peak hour the project traffic comprises a total of 3.91% of the added capacity (0.22% commercial, 3.69% residential).

Proportionate Share Cost Determination

The cost of these intersection improvements was previously calculated to be \$11,010,000. The PM peak hour is the peak hour with the greatest project traffic impact; therefore, the updated proportionate share costs were determined to be:

Residential: \$11,010,000 x 3.69% = \$406,269 Commercial: \$11,010,000 x 0.22% = \$24,222

Summary calculations are attached to this letter. Should you have any comments or questions regarding these calculations, please contact me at (561) 845-0665.

Suite 200 1920 Wekiva Way West Palm Beach, Florida 33411

VOLUME DEVELOPMENT SHEET ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS STATE ROAD 7 & SOUTHERN BOULEVARD Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%

Peak Season = 1 1 Buildout Year = 2018 2018 Years = 5 5

AM Peak Hour

| | N | orthbou | nd | Sc | outhbou | nd | E | astbour | nd | W | /estbour | nd |
|---|-------|---------|-------|-----|---------|-----|-----|---------|-------|-------|----------|-----|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 02/05/2013 | 406 | 1,211 | 579 | 323 | 1,104 | 289 | 530 | 95 | 420 | 479 | 40 | 171 |
| Peak Season Volume | 406 | 1,211 | 579 | 323 | 1,104 | 289 | 530 | 95 | 420 | 479 | 40 | 171 |
| Traffic Volume Growth | 10 | 31 | 15 | 8 | 28 | 7 | 13 | 2 | 11 | 12 | 1 | 4 |
| Committed Development | 97 | 122 | 134 | 43 | 149 | 62 | 65 | 107 | 118 | 92 | 96 | 33 |
| 0.5% Traffic Volume Growth | 10 | 31 | 15 | 8 | 28 | 7 | 13 | 2 | 11 | 12 | 1 | 4 |
| Committed + 0.5% Growth | 107 | 153 | 149 | 51 | 177 | 69 | 78 | 109 | 129 | 104 | 97 | 37 |
| Max (Committed + 0.5% or Historic Growth) | 107 | 153 | 149 | 51 | 177 | 69 | 78 | 109 | 129 | 104 | 97 | 37 |
| Background Traffic Volumes | 513 | 1,364 | 728 | 374 | 1,281 | 358 | 608 | 204 | 549 | 583 | 137 | 208 |
| Project Traffic (Residential) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | 22.0% | | | | 3.0% | 28.0% | | |
| Inbound Traffic Volumes | | | | | 7 | | | | 1 | 9 | | |
| Outbound Traffic Assignment | 3.0% | 22.0% | 28.0% | | | | | | | | | |
| Outbound Traffic Volumes | 4 | 28 | 36 | | | | | | | | | |
| Project Traffic | 4 | 28 | 36 | | 7 | | | | 1 | 9 | | |
| Project Traffic Commercial | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | 15.0% | | | | 12.0% | 8.0% | | |
| Inbound Traffic Volumes | | | | | 0 | | | | 0 | 0 | | |
| Outbound Traffic Assignment | 12.0% | 15.0% | 8.0% | | | | | | | | | |
| Outbound Traffic Volumes | 0 | 0 | 0 | | | | | | | | | |
| Project Traffic | | | | | | | | | | | | |
| RTOR Reduction | | | | | | | | | | | | |
| TOTAL TRAFFIC | 517 | 1,392 | 764 | 374 | 1,288 | 358 | 608 | 204 | 550 | 592 | 137 | 208 |

VOLUME DEVELOPMENT SHEET ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS STATE ROAD 7 & SOUTHERN BOULEVARD Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%

Peak Season = 1 1 Buildout Year = 2018 2018 Years = 5 5

PM Peak Hour

| | N | orthbou | nd | Sc | outhbou | nd | E | astbour | ıd | V | /estbour | nd |
|---|------|---------|-------|-----|---------|-----|-----|---------|-------|-------|----------|-----|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 02/05/2013 | 577 | 1,633 | 493 | 224 | 1,379 | 503 | 732 | 74 | 419 | 753 | 158 | 306 |
| Peak Season Volume | 577 | 1,633 | 493 | 224 | 1,379 | 503 | 732 | 74 | 419 | 753 | 158 | 306 |
| Traffic Volume Growth | 15 | 41 | 12 | 6 | 35 | 13 | 18 | 2 | 11 | 19 | 4 | 8 |
| Committed Development | 209 | 219 | 143 | 56 | 192 | 121 | 123 | 175 | 191 | 163 | 174 | 51 |
| 0.5% Traffic Volume Growth | 29 | 41 | 12 | 6 | 35 | 13 | 18 | 2 | 11 | 19 | 4 | 8 |
| Committed + 0.5% Growth | 238 | 260 | 155 | 62 | 227 | 134 | 141 | 177 | 202 | 182 | 178 | 59 |
| Max (Committed + 0.5% or Historic Growth) | 238 | 260 | 155 | 62 | 227 | 134 | 141 | 177 | 202 | 182 | 178 | 59 |
| Background Traffic Volumes | 815 | 1,893 | 648 | 286 | 1,606 | 637 | 873 | 251 | 621 | 935 | 336 | 365 |
| Project Traffic (Residential) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | 22.0% | | | | 3.0% | 28.0% | | |
| Inbound Traffic Volumes | | | | | 28 | | | | 4 | 35 | | |
| Outbound Traffic Assignment | 3.0% | 22.0% | 28.0% | | | | | | | | | |
| Outbound Traffic Volumes | 2 | 15 | 19 | | | | | | | | | |
| Project Traffic | 2 | 15 | 19 | | 28 | | | | 4 | 35 | | |
| Project Traffic | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | 15.0% | | | | 12.0% | 8.0% | | |
| Inbound Traffic Volumes | | | | | 1 | | | | 1 | 1 | | |
| Outbound Traffic Assignment | | 15.0% | 8.0% | | | | | | | | | |
| Outbound Traffic Volumes | 1 | 1 | 1 | | | | | | | | | |
| Project Traffic | 1 | 1 | 1 | | 1 | | | | 1 | 1 | | |
| RTOR Reduction | | | | | | | | | | | | |
| TOTAL TRAFFIC | 818 | 1,909 | 668 | 286 | 1,635 | 637 | 873 | 251 | 626 | 971 | 336 | 365 |

SR 7 & SR 80 Proportionate Share Calculation - PM Peak Hour

1.) Decrease existing capacity to achieve level of service (LOS) D:

Utilizing the Palm Beach County's existing 2012 PM peak hour turning movement counts and the existing Synchro file, the volumes on all movements were incrementally decreased until the intersection met the Level of Service (LOS) D standard. The volumes on all movements for the intersection were then summed to determine the capacity of the existing intersection.

2012 Existing PM Peak Hour Volumes (NOT MEETING LOS D CAPACITY)

|] | Eastbound | d | V | Vestboun | d | N | orthbour | nd | S | outhboun | ıd |
|------|-----------|-------|------|------------|---|---|----------|-----|------|----------|-------|
| Left | Thru | Right | Left | Thru | | | | | Left | Thru | Right |
| 807 | 84 | 497 | 719 | 19 187 320 | | | 1538 | 422 | 240 | 1422 | 552 |

2012 Existing PM Peak Hour Volumes + 0.95 PHF + 14% decrease (MEETING LOS D CAPACITY)

| Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 756 | 79 | 466 | 674 | 175 | 300 | 556 | 1441 | 395 | 225 | 1332 | 517 |

2012 Existing Intersection Capacity (Meeting LOS D Capacity): 6916

2.) Increase proposed capacity to achieve level of service (LOS) D:

Utilizing the proposed volumes (including committed developments, project growth, and project traffic) and the modified Synchro file, the volumes on all movements, on all approaches were incrementally increased until the point before the intersection exceeded the Level of Service (LOS) D threshold. The volumes on all movements for the proposed intersection were then summed to determine the capacity of the intersection.

2016 Proposed PM Peak Hour Volumes + 0.95 PHF + 0% increase (MEETING LOS D CAPACITY Minimum)

| Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 764 | 101 | 745 | 952 | 253 | 523 | 849 | 1918 | 681 | 317 | 1759 | 844 |

2016 Existing Capacity (Meeting LOS D Capacity): 9706

3.) Determine the change in capacity between existing and proposed conditions:

The change in capacity was determined by taking the difference between the proposed capacity and the existing capacity.

Change in Capacity: Proposed Capacity - Existing Capacity

$$9706 - 6916 = 2790$$

4.) Determine the total project traffic:

The project traffic included in the proposed scenario was summed to determine the total PM project traffic added to the intersection

Net new Project Traffic (Proposed – Existing) = 6 (commercial); 103 (residential)

5.) Determine the project traffic percentage of the added capacity:

The project traffic was then divided by the change in capacity to determine the project traffic percentage of the added capacity.

Project Traffic Percentage of the Added Capacity = $\frac{Project Traffic}{Change in Capacity}$

Project Traffic Percentage of the Added Capacity (residential) = $\frac{103}{2790}$ = 3.69%

Project Traffic Percentage of the Added Capacity (commercial) = $\frac{6}{2790}$ = **0.22%**

SR 7 & SR 80 Proportionate Share Calculation - AM Peak Hour

1.) Determine change in capacity between existing and proposed conditions:

The change in capacity was determined for the PM peak hour conditions by taking the difference between the proposed capacity and the existing capacity. It is assumed that this value represents the change in capacity for the intersection and was therefore used for the AM peak hour analysis.

Change in Capacity: Proposed Capacity - Existing Capacity

$$9706 - 6916 = 2790$$

2.) Determine the total project traffic:

The project traffic included in the proposed scenario was summed to determine the total AM project traffic added to the intersection.

Net new Project Traffic (Proposed – Existing) = 0 (commercial); 85 (residential)

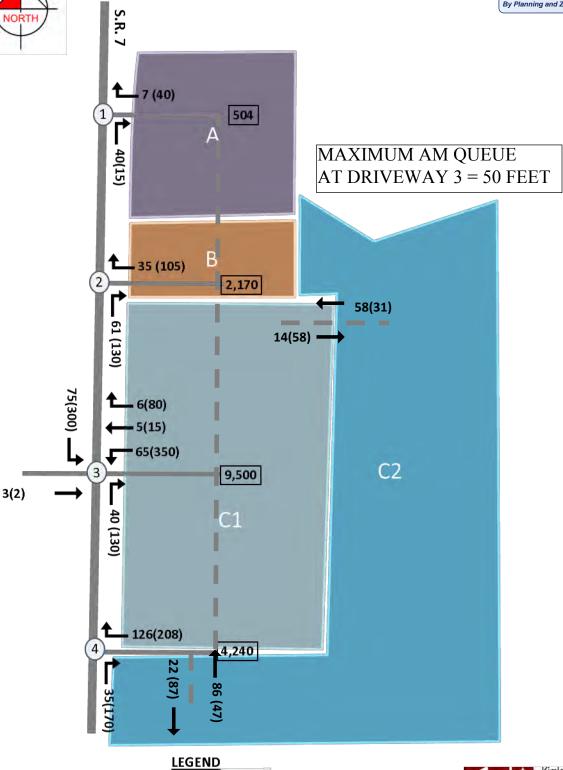
3.) Determine the project traffic percentage of the added capacity:

The project traffic was then divided by the change in capacity to determine the project traffic percentage of the added capacity.

Project Traffic Percentage of the Added Capacity = $\frac{Project Traffic}{Change in Capacity}$ Project Traffic Percentage of the Added Capacity (residential) = $\frac{85}{2790}$ = 3.05% Project Traffic Percentage of the Added Capacity (commercial) = $\frac{0}{2700}$ = 0.00%

By Planning and Zoning at 5:56 pm, Dec 16, 2013





2,035 WEEKDAY DAILY TRAFFIC VOLUMES

AM PEAK-HOUR VOLUME 34

(109) PM PEAK-HOUR VOLUME



EXHIBIT A FUTURE TOTAL DRIVEWAY VOLUMES ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS



Department of Engineering and Public Works

P.O. Box 21229 West Palm Beach, FL 33416-1229 (561) 684-4000 FAX: (561) 684-4050 www.pbcgov.com

Palm Beach County Board of County Commissioners

Priscilla A. Taylor, Mayor

Paulette Burdick, Vice Mayor

Hal R. Valeche

Shelley Vana

Steven L. Abrams

Mary Lou Berger

Jess R. Santamaria

County Administrator

Robert Weisman

March 21, 2014

Mr. Timothy Stillings Director of Planning and Development Village of Wellington 12300 Forrest Hill Boulevard Wellington, FL 33414

RE: Isla Verde MXD

PBC Project#: 140108

Traffic Performance Standards Review

Dear Tim:

The Palm Beach County Traffic Division has reviewed the traffic study for the proposed mixed use project entitled; Isla Verde MXD, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land

East side of SR-7, south of Pioneer Road. Location:

Municipality: Wellington/Royal Palm Beach

72-42-44-06-07-001-0000 - and 8 more on File. PCN #:

264,682 SF General Retail (55,962 SF in place **Existing Uses:** since 2012), 24,500 SF General Office, and 5,500

SF Medical Office.

275,400 SF General Retail, 13,532 SF Furniture Approved Uses:

Store, 24,500 SF General Office, 5,500 SF Medical Office and 245 MF Residential Units - PBC

Approval #130804. BO 2015.

294,473 SF General Retail, 24,500 SF General Proposed Uses:

Office, 5,500 SF Medical Office and 360 MF

Residential Units (Apartments).

11,865 - Vested not included. **New Daily Trips:**

397 AM and 1122 PM - Vested not included. **New PH Trips:**

End of Year 2018 **Build-Out Date:**

Based on our review, the Traffic Division has determined the revised development plan and build-out for the previously approved mixed use project meets the Traffic Performance Standards of Palm Beach County, under the following condition:

The developer shall pay a total of \$430,491 to Palm Beach County for the proportionate share (3.91% of added capacity) of optimal future improvements at the interchange of SR-7 with SR-80 (Southern Boulevard).



"An Equal Opportunity Affirmative Action Employer"



Mr. Timothy Stillings Isla Verde MXD March 21, 2014 Page 2

Also, note all previous conditions for this development (PBC Project # 30105) which may not be completed already, remain applicable.

No building permits are to be issued by the Village after the build-out date listed above. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

If you have any questions regarding this determination, please contact me at 684-4030 or e-mail me at materio@pbcgov.org.

Sincerely,

Masoud Atefi, MSCE

TPS Administrator, Municipalities, Traffic Engineering Division

MA:sf

ec: Chris W. Heggen PE., - Kimley-Horn & Associates, Inc. Steve Bohovsky, Technical Assistant III, Traffic Division Rebecca J. Mulcahy PE., - PTC

File: General - TPS - Mun - Traffic Study Review F:\Traffic\MA\Admin\Approvals\2014\140108.doc





RECEIVED

By Planning and Zoning at 5:56 pm, Dec 16, 2013

Fire Rescue

Chief Jeffrey P. Collins 405 Pike Road West Palm Beach, FL 33411 (561) 616-7000 www.pbcgov.com

> Palm Beach County Board of County Commissioners

Priscilla A. Taylor, Mayor

Paulette Burdick, Vice Mayor

Hal R. Valeche

Shelley Vana

Steven L. Abrams

Mary Lou Berger

Jess R. Santamaria

County Administrator

Robert Weisman

December 13, 2013

Re: Isla Verde

Dear Ms. Kate DeWitt:

Per your request for response time information to the subject property, located at the northeast corner of Dillman Road and SR7. This property is served currently by Palm Beach County Fire-Rescue station #29, which is located at 10055 Belvedere Road. The subject property is approximately 2.75 miles from the station. The estimated response time to the subject property is 8 minutes. For fiscal year 2013, the average response time (call received to on scene) for this stations zone is 6:04.

If you have any further questions, please feel free to contact me at 561-616-6909.

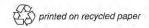
Sincerely,

Cheryl Allan, Planner

Cheryl allan

Palm Beach County Fire-Rescue

"An Equal Opportunity
Affirmative Action Employer"



BEACH COLUMN STREET

RECEIVED

By Planning and Zoning at 5:56 pm, Dec 16, 2013

Department of Planning, Zoning & Building

2300 North Jog Road West Palm Beach, FL 33411-2741 (561) 233-5000

Planning Division 233-5300
Zoning Division 233-5200
Building Division 233-5100
Code Enforcement 233-5500
Contractors Certification 233-5525
Administration Office 233-5005
Executive Office 233-5228
www.pbcgov.com/pzb

Palm Beach County Board of County Commissioners

Steven L. Abrams, Mayor

Priscilla A. Taylor, Vice Mayor

Hal R. Valeche

Paulette Burdick

Shelley Vana

Mary Lou Berger

Jess R. Santamaria

County Administrator

Robert Weisman

"An Equal Opportunity Affirmative Action Employer" December 3, 2013

Kate DeWitt, AICP Cotleur & Hearing 1934 Commerce Lane, Suite 1 Jupiter, FL 33458

RE: FLUA Historical and Archaeological Resource Review for: PCN#73-42-44-06-10-001-0000

Dear Ms. DeWitt.

This correspondence is in reply to your email requesting a review of the above referenced property in regard to the identification of any historical and archaeological resources located on or within 500 feet of this property.

Staff review of the County's survey of historic/architecturally significant structures, and of properties designated for inclusion in the National Register of Historic Places (NRHP), has not identified any historically significant resources within 500 feet of the above referenced property.

Staff review of the County's map of known archaeological sites has not identified any known archaeological resources located on or within 500 feet of the above referenced property.

Should artifacts be discovered during the construction phase of the project the developer should be required to stop and contact the Village of Wellington. In turn Wellington should contact the County Archaeologist for further direction.

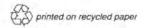
Should you have any questions or comments, please contact me at (561) 233-5331.

Sincerely,

Christian Davenport, MA, RPA Palm Beach County Archeologist

C: Isaac Hoyos, Principal Planner, Planning Division

T:\Planning\Archaeology\County Departments\Planning\Land Use Amendments and Development Review\Cotleur and Hearing\73-42-44-06-10-001-0000.doc





Board of Supervisors
James M. Alderman
C. David Goodlett
Joyce D. Haley
Harry Raucher
John I. Whitworth III
Executive Director/Secretary
Robert M. Brown
Attorney
Mark A. Perry, P.A.

13081 MILITARY TRAIL
DELRAY BEACH, FLORIDA 33484 -1105

RECEIVED

By Planning and Zoning at 5:57 pm, Dec 16, 2013

December 13, 2013

Kate DeWitt Cotleur & Hearing 1934 Commerce Lane Jupiter, FL 33458

Re: Isla Verde of Wellington Statement of Drainage Availability

LWDD Canal No. E-1

LWDD Project No. 06-7984D.03

Dear Ms. DeWitt:

The above referenced project has been permitted by the Lake Worth Drainage District. Therefore, proper drainage is available.

Should you have any questions, please feel free to contact me.

Sincerely,

Patrick A. Martin, P.E. District Engineer



Water Utilities Department Contract Management

P. O. Box 16097

West Palm Beach, Fl 33416-6097

(561) 493-6000

Fax: (561) 493-6060

www.pbcwater.com

Palm Beach County Board of County Commissioners

Steven L. Abrams, Mayor

Priscilla A. Taylor, Vice Mayor

Hal R. Valeche

Paulette Burdick

Shelley Vana

Mary Lou Berger

Jess R. Santamaria

County Administrator

Robert Weisman

"An Equal Opportunity Affirmative Action Employer" September 24, 2013

FM Contract Service, LLC 601 Bayshore Blvd. Suite 650 Tampa, FL 33606

ATTN: Mr. Matthew London

Re: Isla Verde Residential

(East side of US 441, North of LWDD Canal L-6)

Service Availability Letter SDA #01-01194-000

Dear Mr. London:

This is to confirm that the proposed development is located within Palm Beach County Water Utilities Department potable water, wastewater and reclaimed water service area. Potable water and wastewater system capacities are available, subject to a Reservation Agreement with PBCWUD.

Based on the information provided by your Engineer, the total number of Equivalent Residential Connections needed for the project is 295.6.

There is an existing Development Agreement with a reserved capacity of 258.5 ERC's, (SDA #01-01194-000). This Agreement will expire in 2014, and may be renewed for another five (5) years, subject to Mandatory Agreement Payment. The current Agreement may be assigned to a new property owner, (please contact Judy Provence at 561-493-6055 for assistance).

In any case, a new Development Agreement with Palm Beach County Water Utilities Department is required to reserve the balance of capacity (37.1 ERC's with Assignment, or 295.6 ERC's without the Assignment).

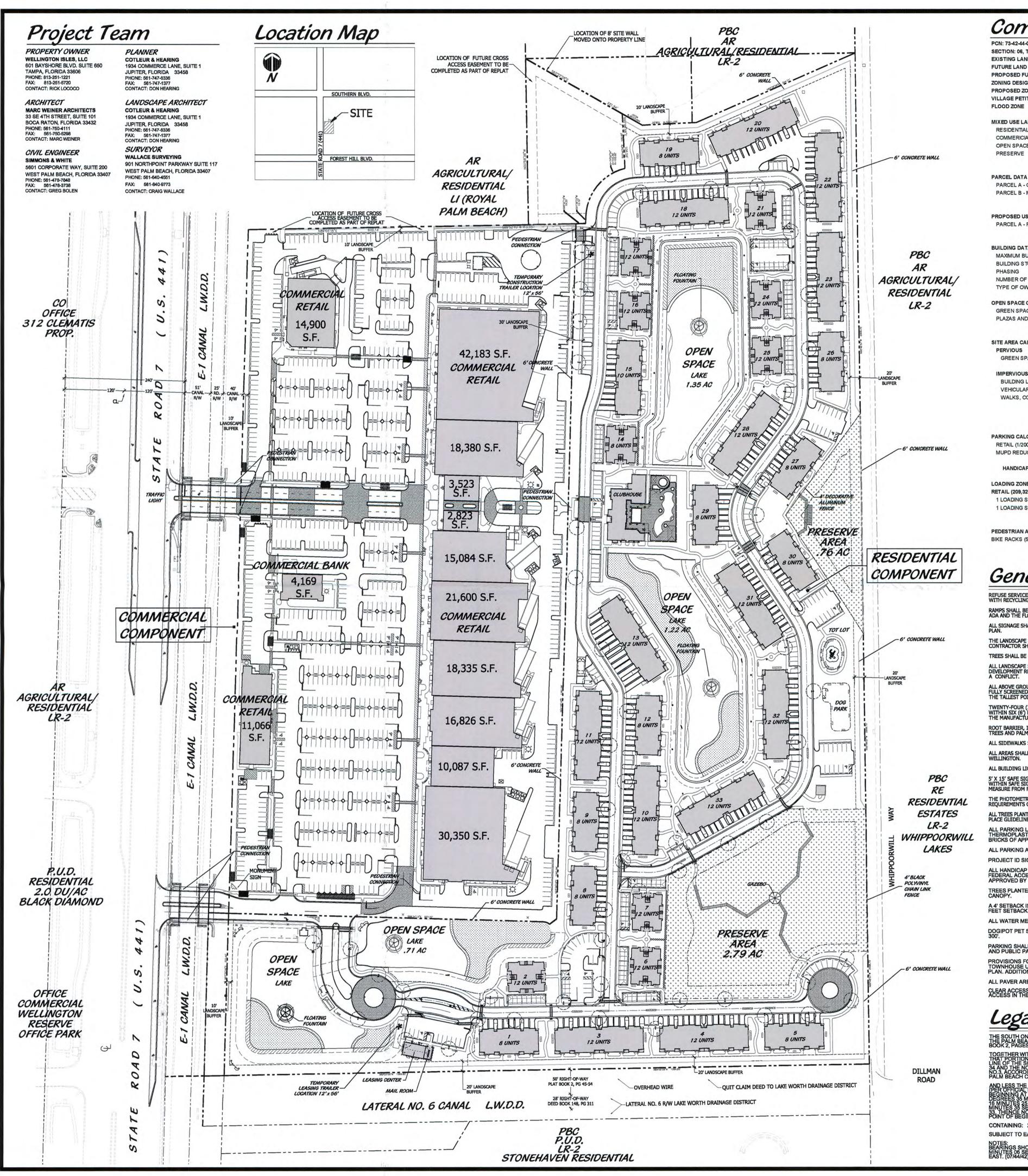
If you have any questions, please call me at (561) 493-6122.

Sincerely,

Adam Galicki,

Manager, Engineering Services

cc: Judy Provence, Contract Management



Commercial Site Data

| PCN: 73-42-44-06-06-005-0000 | | | |
|---------------------------------------|--------------|-----------|------------|
| SECTION: 06, TOWNSHIP: 44, RANGE: 42 | | | |
| EXISTING LAND USE DESIGNATION: | MIXED USE | | |
| FUTURE LAND USE DESIGNATION: | MIXED USE | | |
| PROPOSED FUTURE LAND USE DESIGNATION: | MIXED USE T | YPE 1 | |
| ZONING DESIGNATION: | MUPD | | |
| PROPOSED ZONING DESIGNATION: | MXPD | | |
| VILLAGE PETITION NUMBER: | 2002-024-SP1 | | |
| FLOOD ZONE | В | | |
| MIXED USE LAND AREA: | SQUARE FEET | ACRES | PERCENTAGE |
| RESIDENTIAL | 891,892.00 | 20.475 | 38.22% |
| COMMERICIAL | 998,143.00 | 22.914 | 42.77% |
| OPEN SPACE (LAKES AND TRACT L3) | 288,568.00 | 6.624 | 12.37% |
| PRESERVE | 154,879.00 | 3.556 | 6.64% |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 | 100.00% |
| PARCEL DATA | SQUARE FEET | ACRES | PERCENTAGE |
| PARCEL A - COMMERCIAL / OFFICE | 998,143.00 | 22.914 | 42.77% |
| PARCEL B - MULTI-FAMILY RESIDENTIAL | 1,335,339.00 | 30.655 | 57.23% |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 | 100.00% |
| PROPOSED USES | | | |
| PARCEL A - RETAIL | 209,326.00 | SQ.FT. | |
| TOTAL GROSS BUILDING AREA | 209,326.00 | MAXIMUM S | Q.FT. |
| | | | |

| AXMUM BUILDING HEIGHT | | 35 F | EET | |
|----------------------------|-----------|-------------|----------|------------|
| UILDING STORIES | | 1 5 | TORIES | |
| HASING | | 1 F | HASE | |
| UMBER OF BUILDINGS | | 4 E | UILDINGS | |
| YPE OF OWNERSHIP | | F | RIVATE | |
| EN SPACE CALCULATIONS | | SQUARE FEET | ACRES | PERCENTAGE |
| REEN SPACE | | 204,853.91 | 4.703 | 82.21% |
| LAZAS AND WALKWAYS | | 44,339.18 | 1.018 | 17.79% |
| | TOTAL | 249,193.09 | 5.721 | 100.00% |
| E AREA CALCULATIONS | | SQUARE FEET | ACRES | PERCENTAGE |
| ERVIOUS | | | | |
| GREEN SPACE | | 204,853.91 | 4.703 | 20.52% |
| | SUB-TOTAL | 204,853.91 | 4.703 | 20.52% |
| MPERVIOUS | | | | |
| BUILDING LOT COVERAGE | | 209,326.00 | 4.805 | 20.97% |
| VEHICULAR USE AREAS | | 539,623.91 | 12.388 | 54.06% |
| WALKS, COURTYARDS & PLAZAS | | 44,339.18 | 1.018 | 4.44% |
| | SUB-TOTAL | 793,289.09 | 18.211 | 79.48% |
| | | | | |

| SUB-TOTAL | 793,289.09 | 18.211 | 79.48 |
|---|------------|----------|-------|
| TOTAL | 998,143.00 | 22.914 | 100.0 |
| KING CALCULATIONS | REQUIRED | PROPOSED | |
| TAIL (1/200) FOR 163,142 SQ.FT. | 816 | 988 | |
| PD REDUCTION 45,000 SQ,FT, @ 1/500 SQ.FT. | 90 | | |
| TOTAL | 906 | 988 | |
| HANDICAP INCLUDED IN TOTAL (2% OF REQ.) | 21 | 21 | |
| | | | |

| MUPD REDUCTION 45,000 SQ,FT, @ 1/500 SQ.FT. | 90 | | |
|---|----------|----------|--|
| TOTAL | 906 | 988 | |
| HANDICAP INCLUDED IN TOTAL (2% OF REQ.) | 21 | 21 | |
| ADING ZONES | REQUIRED | PROPOSED | |
| TAIL (209,326 SQ.FT.) | | | |
| LOADING SPACE PER 1ST 10,000 SQ.FT. | 1 | 1 | |
| LOADING SPACE FACH ADD 400 000 CO ET | • | • | |

PEDESTRIAN AMENITIES

General Notes

RAMPS SHALL BE PROVIDED AT ALL PLAZA, SIDEWALK AND STREET INTERSECTIONS IN ACCORDANCE WITH ADA AND THE FLORIDA HANDICAP ACCESSIBILITY CODE. ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON AND MASTER SIGN PLAN. THE LANDSCAPE SHALL AVOID CONFLICTS WITH UNDERGROUND DRAINAGE AND UTILITIES. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WORK ALL LANDSCAPE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON LAND DEVELOPMENT REGULATIONS. THE VILLAGE OF WELLINGTON CODE (LDR'S) SHALL GOVERN IN THE EVENT OF A CONFLICT.

ROOT BARRIER, IN ACCORDANCE WITH THE LOCAL UTILITY AUTHORITY CRITERIA, SHALL BE PROVIDED FOR TREES AND PALMS ADJACENT TO UNDERGROUND UTILITIES. ALL SIDEWALKS SHALL BE A MINIMUM OF 5 FEET IN WIDTH PER THE LDR'S.

ALL AREAS SHALL BE FULLY IRRIGATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON.

5' X 15' SAFE SIGHT TRIANGLE SHALL BE PROVIDED AT THE PROJECTS ENTRY ROADS. ALL PLANT MATERIAL WITHIN SAFE SIGHT TRIANGLE SHALL BE MAINTENANCE BELOW 30" IN HEIGHT OR ABOVE 8'-0" IN HEIGHT AS MEASURE FROM FINISHED GRADE.

THE PHOTOMETRIC PLAN WILL REFLECT INITIAL LIGHTING VALUES IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON. ALL TREES PLANTED UNDER OR ADJACENT TO FP&L POWER LINES WILL COMPLY WITH THE FP&L RIGHT TREE PLACE GUIDELINES. ALL PARKING LOT STRIPING, EXCEPT FOR PARKING SPACES, SHALL BE CONSTRUCTED USING THERMOPLASTIC MATERIAL AND ALL STRIPING WITHIN PAVER BRICKS AREAS SHALL BE PAVER BRICKS OF APPROPRIATE COLOR IN ACCORDANCE WITH LDR.

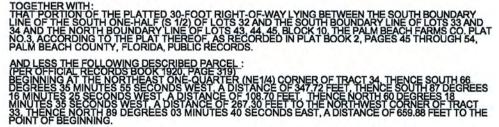
ALL PARKING AND STREET LIGHTS AND PEDESTRIAN LIGHTS SHALL BE METAL HALIDE. ALL HANDICAP ACCESSIBLE RAMPS SHALL MEET ALL APPLICABLE LOCAL, REGIONAL, STATE, AND FEDERAL ACCESSIBILITY GUIDELINES AND REGULATIONS. ANY MODIFICATIONS SHALL BE APPROVED BY THE ENGINEER-OF-RECORD.

TREES PLANTED A MINIMUM OF 15 FEET FROM LIGHT POLE UNLESS POLES ARE BELOW THE TREE CANOPY. A 4' SETBACK IS REQUIRED FOR TREES AND LIGHT POLES. IF PROPOSING CURB AND GUTTER, A 6 FEET SETBACK IS REQUIRED FOR VALLEY CURB.

ALL WATER METERS ARE CLEAR OF PLANTS. AT LEAST 5 FEET AROUND THE METER. DOGIPOT PET STATIONS SHALL BE DISTRIBUTED THROUGHOUT THE PLAN APPROXIMATELY EVERY 300'. PARKING SHALL BE ASSIGNED TO INDIVIDUAL UNIT OWNERS FOR PARKING MANAGEMENT. VISITOR AND PUBLIC PARKING SHALL BE CLEARLY IDENTIFIED.

PROVISIONS FOR ELECTRIC CAR CHARGING WILL BE PROVIDED WITHIN GARAGES OF EACH OF THE TOWNHOUSE UNITS. TWO COMMON ELECTRIC CHARGING STATIONS PROVIDED ON SITE PER SITE PLAN. ADDITIONAL STATIONS WILL BE PROVIDED IF DEMAND WARRANTS. CLEAR ACCESS WITH STEPPING STONES WILL BE PROVIDED FOR EMERGENCY AND PEDESTRIAN ACCESS IN THE REAR OF TYPE 1 BUILDINGS AT PRESERVE AREAS

Legal Description



NOTES: BEARINGS SHOWN HEREON ARE RELATIVE TO AN ASSUMED BEARING OF NORTH 01 DEGREES 37 MINUTES 06 SECONDS EAST ALONG THE WEST LINE OF SECTION 7, TOWNSHIP 44 SOUTH, RANGE 42 EAST. (07/44/42)

Residential Site Data

| DON: 70 40 44 00 00 004 0000 | | | |
|--------------------------------------|--------------|--------|-----------|
| PCN: 72-42-44-06-08-001-0000 | | | |
| SECTION: 06, TOWNSHIP: 44, RANGE: 42 | MINEDIUSE | | |
| EXISTING FLU DESIGNATION: | MIXED USE | | |
| PROPOSED FLU DESIGNATION: | MIXED USE T | YPE 1 | |
| EXISTING ZONING DESIGNATION: | MUPD | | |
| PROPOSED ZONING DESIGNTAION: | MXPD | | |
| VILLAGE PETITION NUMBERS: | 2013-64 | | |
| FUTURE LAND USE AMENDMENT | CPA 2 | | |
| DEVELOPMENT ORDER AMENDMENT | DOA 3 | | |
| MASTER PLAN | MPA 2 | | |
| SITE PLAN | SP 4 | | |
| FLOOD ZONE | В | | |
| MIXED USE LAND AREA: | SQUARE FEET | ACRES | PERCENTAC |
| RESIDENTIAL | 891,892.00 | 20.475 | 38.22% |
| COMMERICIAL | 998,143.00 | 22.914 | 42.77% |
| OPEN SPACE (LAKES) | 288,568.00 | 6.624 | 12.37% |
| PRESERVE | 154,879.00 | 3.556 | 6.64% |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 | 100.00% |
| SITE AREA: | SQUARE FEET | ACRES | PERCENTAC |
| PHASE I - COMMERCIAL PLAT AREA | 998,143.00 | 22.914 | 42.77% |
| PHASE II - RESIDENTIAL PLAT AREA | 1,335,339.00 | 30.655 | 57.23% |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 | 100.00% |
| PROPOSED BULIDING USES (FLOOR AREA) | | | |
| RESIDENTIAL | 596,928.00 | SQ.FT. | |
| CLUB HOUSE | 7.000.00 | | |
| LEASING OFFICE | 1,894.00 | | |
| MAINTENANCE BLDG. | 936.00 | | |
| TOTAL GROSS BUILDING AREA | | | |
| | | | |

| CLUB HOUSE | | 7,000.00 | SQ.FT. |
|--------------------------------------|--------|------------|-----------|
| LEASING OFFICE | | 1,894.00 | SQ.FT. |
| MAINTENANCE BLDG. | | 936.00 | SQ.FT. |
| TOTAL GROSS BUILDING | G AREA | 606,758.00 | SQ.FT. |
| RESIDENTIAL BUILDING DATA: | | | |
| MAXIMUM BUILDING HEIGHT | | 35 | FEET |
| BUILDING STORIES | | 1 & 3 | STORIES |
| PHASING | | | 1 PHASE |
| DWELLING UNITS (TYPE 1 MXD) | | 350 | DU |
| DWELLING UNITS PER ACRE (TYPE 1 MXD) | | 6.53 | B DU/ACRE |
| TYPE OF OWNERSHIP | | RENTAL | |
| RESIDENTIAL FAR | | 0.45 | 5 |
| TOTAL SITE FAR | REQ | 0.50 | 0 |
| 7 | PRO. | 0.35 | 5 |

| | , , | 0.00 | | |
|------------------------------------|-------|--------------|--------|-----------|
| * | PRO | 0.35 | | |
| ND USE ALLOCATION: | | SQUARE FEET | ACRES | PERCENTAG |
| BUILDING LOT COVERAGE | | 234,128.57 | 5.375 | 17.53% |
| VEHICULAR USE AREA | | 278,194.95 | 6.386 | 20.83% |
| OPENSPACE, BUFFERS & PLAZAS | | 379,568.48 | 8.714 | 28.43% |
| AKES (INCLUDING L.M.E.) & TRACT L3 | | 288,568.00 | 6.624 | 12.37% |
| PRESERVE | | 154,879.00 | 3.556 | 6.64% |
| | TOTAL | 1,335,339.00 | 30.655 | 85.80% |
| PEN SPACE CALCULATIONS: | | SQUARE FEET | ACRES | PERCENTAG |
| OPENSPACE & BUFFERS (GREENSPACE) | | 292 167 28 | 6 707 | 21 88% |

| OFENSFACE & BOFFERS (GREENSFACE) | 292, 107.20 | 0.707 | 21.0 |
|-------------------------------------|-------------|--------|------|
| LAKES (INCLUDING L.M.E.) & TRACT L3 | 288,568.00 | 6.624 | 21.6 |
| PRESERVE (GREEN SPACE) | 154,879.00 | 3.556 | 11.6 |
| SUB-TOTAL | 735,614.28 | 16.887 | 55.0 |
| IMPERVIOUS | | | |
| BUILDING LOT COVERAGE | 234,128.57 | 5.375 | 17.5 |
| VEHICULAR USE AREAS | 278,194.95 | 6.386 | 20.8 |
| WALKS, COURTYARDS & PLAZAS | 87,401.20 | 2.006 | 6.5 |
| | 599,724.72 | 13.768 | 44.9 |
| | | | |

TOTAL 1,335,339.00 30.655

| PARKING CALCULATIONS: | REQUIRED | PROPOSED |
|---|----------|----------|
| RESIDENTIAL - 1 BEDROOMS (1.75 SPACES EA. DU) | 182 | 182 |
| RESIDENTIAL - 2 BEDROOMS (1.75 SPACES EA. DU) | 261 | 261 |
| RESIDENTIAL - 3 BEDROOMS (2 SPACES EA. DU) | 150 | 150 |
| RESIDENTIAL - 4 BEDROOMS (2 SPACES EA. DU) | 44 | 44 |
| RESIDENTIAL - GUEST(.25 SPACES EA. DU) | 88 | 103 |
| CLUBHOUSE / POOL (1 SPACE EA. 250 SQ.FT.) | 28 | 28 |
| TOTAL | 752 | 768 |

| SETBACKS: | REQUIRED | PROPOSED |
|-------------------------|----------|----------|
| MF BUILDINGS | | |
| NORTH PROPERTY LINE | N/A | 26' MIN |
| SOUTH PROPERTY LINE | N/A | 25' MIN |
| WEST PROPERTY LINE | N/A | 191' MIN |
| EAST PROPERTY LINE | N/A | 30' MIN |
| BUILDING SEPARATION | 25' | 25' MIN |
| MONUMENT SIGN | | |
| FRONT | 5' | 9' |
| REAR | 5' | 9' |
| SIDE | 5' | 11' |
| LEASING CENTER BUILDING | | |
| FRONT | 20' | N/A |
| REAR | 20' | 20' |
| SIDE | 20' | N/A |
| TRASH COMPACTOR | | |
| FRONT | N/A | N/A |
| REAR | N/A | N/A |
| SIDE | 25' | 25' |

UNIT MIX

| | The second | | Unit Mi | x Per Build | ing | | | |
|----------------|---------------------|--------------------|--------------------|--------------------|---------------------|---------------------|---------------------|-------|
| Unit Type | Type I | Type I.1 | Type II.1 | Type II.2 | Type III.1 | Type III.2 | Type V.1 | |
| No. of Stories | 3 | 2 | 3* | 3 | 3* | 3 | 3 | |
| No. of Bldgs | 8 | 1 | 7 | 3 | 5 | 8 | 1 | Total |
| | (12 Units /Bldg) | (8 Units /Bldg) | (8 Units /Bldg) | (8 Units /Bldg) | (12 Units /Bldg) | (12 Units /Bldg) | (10 Units /Bldg) | |
| A - 1 BR | 96 | 8 | 0 | 0 | 0 | 0 | 0 | 104 |
| B - 2 BR | 0 | 0 | 14 | 6 | 20 | 32 | 3 | 75 |
| BE - 2 BR | 0 | 0 | 14 | 6 | 10 | 16 | 2 | 48 |
| C - 2 BR | 0 | 0 | 14 | 0 | 10 | 0 | 2 | 26 |
| D - 3 BR | 0 | 0 | 14 | 6 | 20 | 32 | 3 | 75 |
| E - 4 BR | 0 | 0 | 0 | 6 | 0 | 16 | 0 | 22 |
| Totals | 96 | 8 | 56 | 24 | 60 | 96 | 10 | 350 |

* 2 STORY FACADE FACING

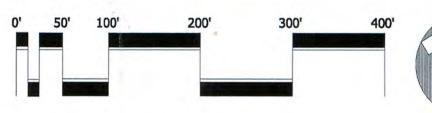
WHIPPOORWILL. SEE

ARCHITECTURAL PLANS.

| | 7.0 | | | | | |
|-----------|----------------------|-------------------|--|--|--|--|
| Unit Mix | | | | | | |
| Unit Type | Total Unit Number | Percentage of Mix | | | | |
| Bedroom | 104 | 29.71% | | | | |
| Bedroom | 149 | 42.57% | | | | |
| Bedroom | 75 | 21.43% | | | | |
| Bedroom | 22 | 6.29% | | | | |
| otolo | 250 | 100 000/ | | | | |

Scale: 1'' = 100'

Master Plan



North

Cotleur Hearing

> Landscape Architecture **Environmental Consulting** Graphic Design

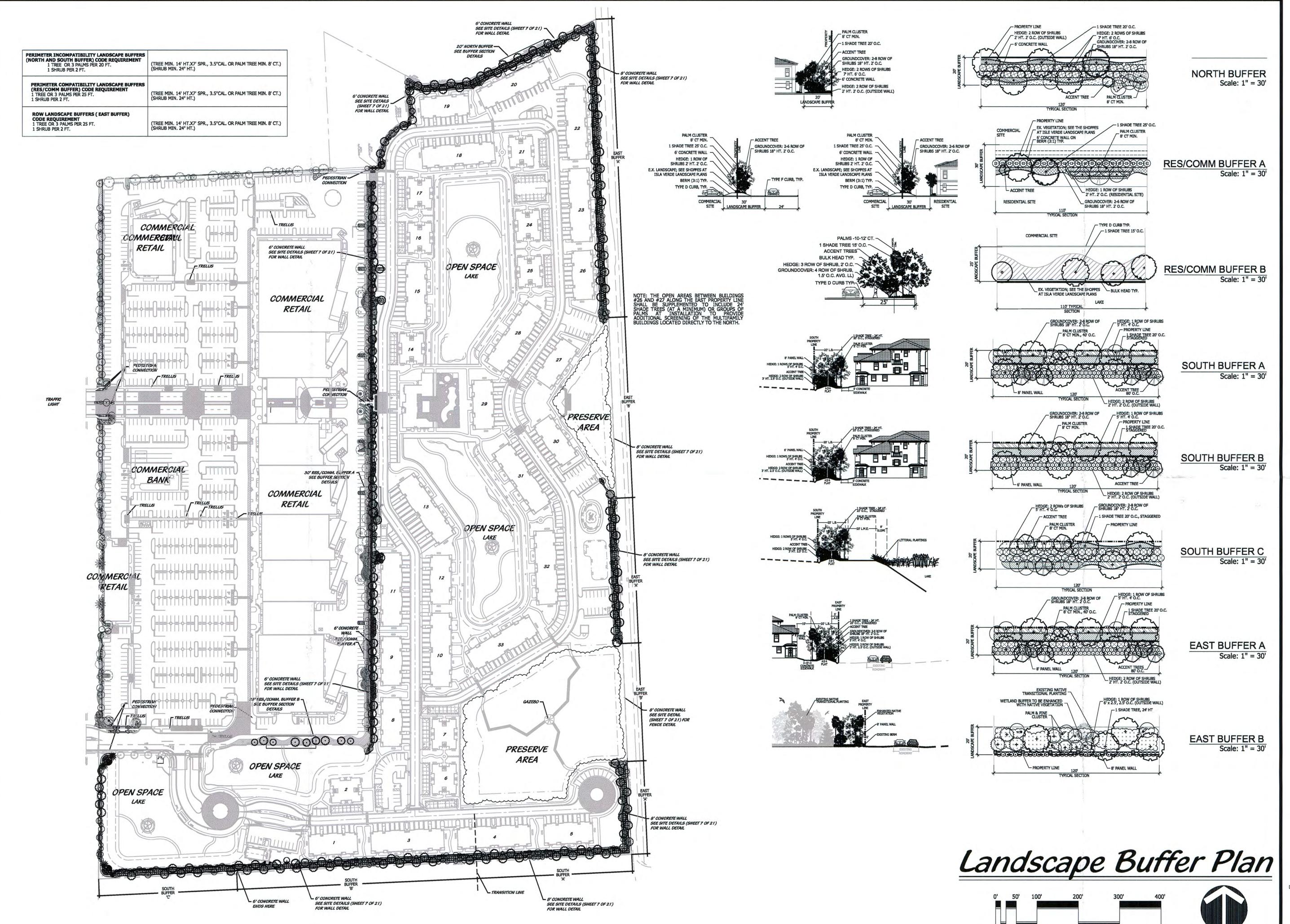
1934 Commerce Lane

Jupiter, Florida 33458 561-747-6336 Fax-747-1377

JUL 2 8 2014

DESIGNED_ APPROVED_ 04-1216.03 JOB NUMBER 10-17-13 12-16-13 02-13-14 03-20-14

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Landscape Architecture
Planning
Environmental Consulting
Graphic Design

1934 Commerce Lane Suite 1 Jupiter, Florida 33458 561-747-6336 Fax-747-1377

Isla Verde Residentia

RECEIVED

AUG - 7 2014

VILLAGE OF WELLINGTO
PZ & CODE DEPARTMEN

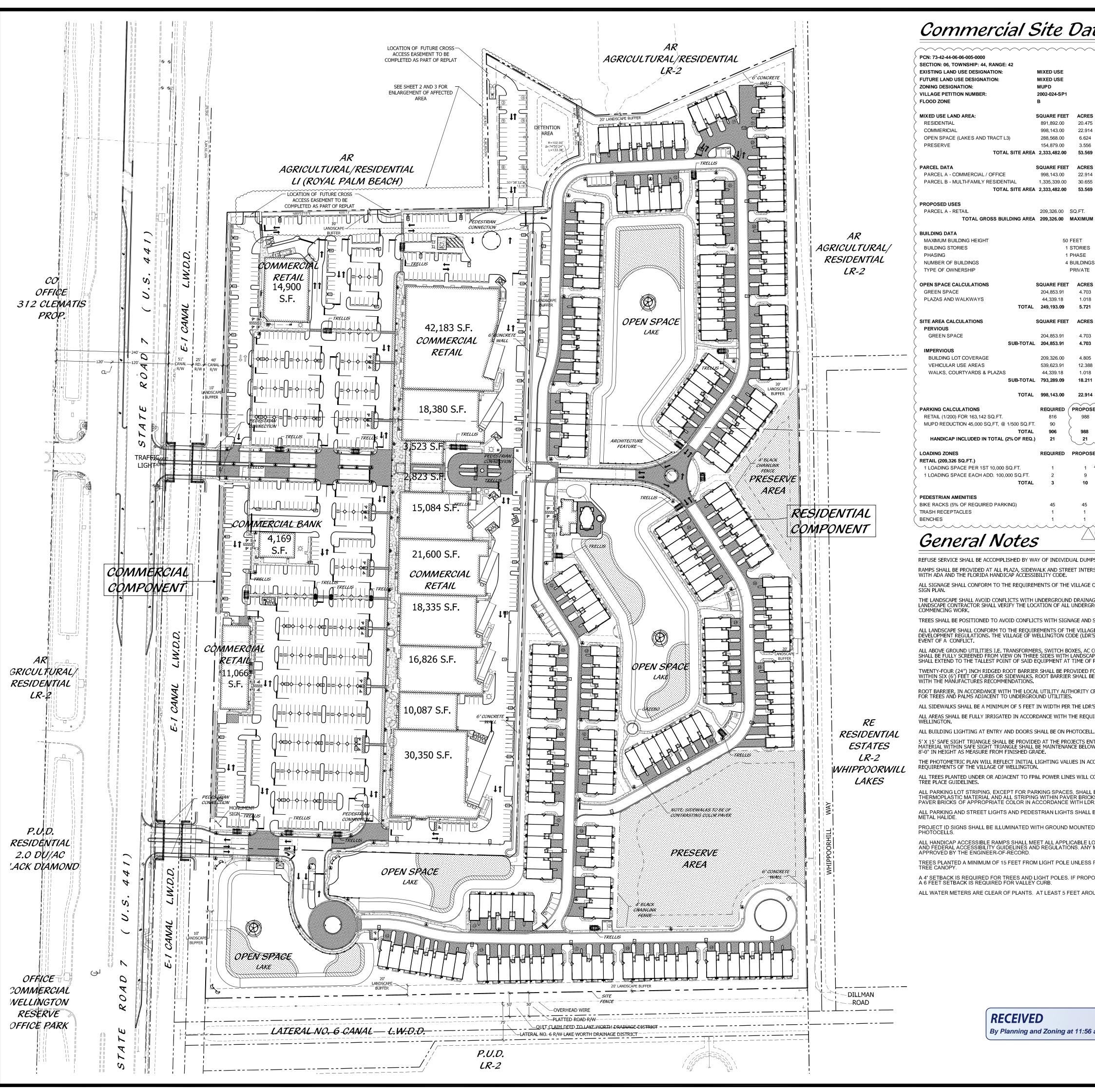
| DESIGNED | DEH |
|---------------|------------|
| DRAWN | RW |
| APPROVED | DEH |
| JOB NUMBER | 04-1216.03 |
| DATEREVISIONS | 10-17-13 |
| | 02-13-14 |
| | 03-20-14 |
| | 07-28-14 |

August 07, 2014 9:09:59 a.m : 041216.03 LANDSCAPE BUFFER.DWG

SHEET 2 OF 3

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Scale: 1" = 100'



Commercial Site Data

| SECTION: 06, TOWNSHIP: 44, RANGE: 42 EXISTING LAND USE DESIGNATION: MIXED USE CONTROL LAND USE DESIGNATION: MIXED USE CONTROL DESIGNATION: MIXED USE CONTRO | PCN: 73-42-44-06-06-005-0000 | ~~~ | | |
|--|--|--------------|-----------|------------|
| EXISTING LAND USE DESIGNATION: MIXED USE HUTURE LAND USE DESIGNATION: MIXED USE COUNTS DESIGNATION: MIXED USE COUNTS DESIGNATION: MIXED USE COUNTS DESIGNATION: MUP MULDING PETITION NUMBER: 2002-024-SP1 B | SECTION: 06, TOWNSHIP: 44, RANGE: 42 | | | |
| ZOUNING DESIGNATION: MUPD 2002-024-SP1 | EXISTING LAND USE DESIGNATION: | MIXED USE | | |
| VILLAGE PETITION NUMBER: 2002-024-SP1 B | FUTURE LAND USE DESIGNATION: | MIXED USE | | |
| MIXED USE LAND AREA: SQUARE FEET ACRES PERCENTAGE RESIDENTIAL 891,892.00 20.475 38.22% 22914 42.77% 22915 22914 42.77% 22915 22914 22916 22914 22916 229 | ZONING DESIGNATION: | MUPD | | |
| MIXED USE LAND AREA: RESIDENTIAL RESIDENTI | VILLAGE PETITION NUMBER: | 2002-024-SP1 | | |
| RESIDENTIAL COMMERCIAL OPEN SPACE (LAKES AND TRACT L3) PRESERVE TOTAL SITE AREA 2,333,482.00 53.569 100.00% PARCEL DATA PARCEL A - COMMERCIAL / OFFICE PARCEL B - MULTI-FAMILY RESIDENTIAL TOTAL SITE AREA 2,333,482.00 53.569 100.00% PROPOSED USES PARCEL A - COMMERCIAL / OFFICE PARCEL B - MULTI-FAMILY RESIDENTIAL TOTAL SITE AREA 2,333,482.00 53.569 100.00% PROPOSED USES PARCEL A - RETAIL 209,326.00 SQ.FT. TOTAL GROSS BUILDING AREA 2,333,482.00 53.569 100.00% PROPOSED USES PARCEL A - RETAIL 209,326.00 MAXIMUM SQ.FT. BUILDING STORIES 1 STORIES 1 STORIES PHASING 1 PHASE NUMBER OF BUILDINGS TYPE OF OWNERSHIP PRIVATE DEEN SPACE CALCULATIONS GREEN SPACE PLAZAS AND WALKWAYS 44,339.18 1.018 17.79% TOTAL 249,193.09 5.721 100.00% SUB-TOTAL 249,193.09 5.721 100.00% SUB-TOTAL 249,853.91 4.703 20.52% BUILDING LOT COVERAGE VEHICULIAR USE AREAS SUB-TOTAL 298,443.00 22.914 100.00% PARKING CALCULATIONS BUILDING LOT COVERAGE VEHICULAR USE AREAS SUB-TOTAL 998,143.00 22.914 100.00% PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. MUPP REDUCTION 45,000 SQ.FT. 1071AL 906 988 241 100.00% PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. 1071AL 100.00% PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. 1071AL 10.00 SQ.FT. 100.00% PARKING CALCULATIONS RECURRED PROPOSED 106/21/11 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 100.00% PROPOSED PROPOSED PROPOSED PROPOSED 106/21/11 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 2 9 1071AL 3 10 100.00% | FLOOD ZONE | В | | |
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| COMMERICIAL 998,143.00 22.914 42.77% OPEN SPACE (LAKES AND TRACT L3) 288,568.00 6.624 12.37% | | | | |
| OPEN SPACE (LAKES AND TRACT L3) | COMMERICIAL | | | |
| PRESERVE 154,879.00 3.556 6.64% TOTAL SITE AREA 2,333,482.00 53.569 100.00% PARCEL DATA 98R.143.00 22.914 42.77% PARCEL B - MULTI-FAMILY RESIDENTIAL 1,335.39.00 30.555 57.23% TOTAL SITE AREA 2,333,482.00 53.569 100.00% PROPOSED USES PARCEL A - RETAIL 209,326.00 SQ.FT. TOTAL GROSS BUILDING AREA 209,326.00 SQ.FT. BUILDING DATA MAXIMUM BUILDING HEIGHT 50 FEET SUILDING STORIES 1 STORIES PHASING 1 PHASE NUMBER OF BUILDINGS TYPE OF OWNERSHIP PHASE 204,853.91 4.703 82.21% DPEN SPACE CALCULATIONS QUARE FEET ACRES PERCENTAGE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS SQUARE FEET ACRES PERCENTAGE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS SQUARE FEET ACRES PERCENTAGE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS SQUARE FEET ACRES PERCENTAGE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS SQUARE FEET ACRES PERCENTAGE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS SQUARE FEET ACRES PERCENTAGE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS SQUARE FEET ACRES PERCENTAGE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS SQUARE FEET ACRES PERCENTAGE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS SQUARE FEET ACRES PERCENTAGE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS SQUARE FEET ACRES PERCENTAGE SUB-TOTAL 249,193.09 5.721 100.00% PARKING CALCULATIONS SQUARE FEET ACRES PERCENTAGE SUB-TOTAL 793,289.09 18.211 79.48% TOTAL 998,143.00 22.914 100.00% PARKING CALCULATIONS REQUIRED PROPOSED SUB-TOTAL 793,289.09 18.211 79.48% TOTAL 998,143.00 22.914 100.00% PROPOSED SUB-TOTAL 793,289.09 18.211 79.48% TOTAL 998,143.00 22.914 100.00% PROPOSED SUB-TOTAL 793,289.09 18.211 79.48% TOTAL 998,143.00 22.914 100.00% PROPOSED SUB-TOTAL 793,289.09 18.211 79.48% TOTAL 998,143.00 22.914 100.00% PROPOSED SUB-TOTAL 793,289.09 18.211 79.48% TOTAL 998,443.01 21 21 21 21 21 21 21 21 21 21 21 21 21 | OPEN SPACE (LAKES AND TRACT L3) | | | |
| TOTAL SITE AREA 2,333,482.00 53.569 100.00% | · | | | |
| PARCEL A - COMMERCIAL / OFFICE | TOTAL SITE AREA | | | |
| PARCEL A - COMMERCIAL / OFFICE | PARCEL DATA | SOLIARE FEET | ACRES | PERCENTAGE |
| PARCEL B - MULTI-FAMILY RESIDENTIAL TOTAL SITE AREA 2,333,482.00 53.569 100.00% PROPOSED USES PARCEL A - RETAIL TOTAL GROSS BUILDING AREA 209,326.00 SQ.FT. TOTAL GROSS BUILDING AREA 209,326.00 MAXIMUM SQ.FT. BUILDING DATA MAXIMUM BUILDING HEIGHT BUILDING STORIES PHASING 1 PHASE BUILDINGS PHASING 1 PHASE 1 STORIES PHASING 1 PHASE PRIVATE DPEN SPACE CALCULATIONS GREEN SPACE 204,853.91 TOTAL 20 | | | | |
| PROPOSED USES PARCEL A - RETAIL TOTAL GROSS BUILDING AREA 209,326.00 SQ.FT. TOTAL GROSS BUILDING AREA 209,326.00 MAXIMUM SQ.FT. BUILDING DATA MAXIMUM BUILDING HEIGHT BUILDING STORIES PHASING MUMBER OF BUILDINGS TYPE OF OWNERSHIP POPEN SPACE CALCULATIONS GREEN SPACE PLAZAS AND WALKWAYS TOTAL SITE AREA CALCULATIONS GREEN SPACE SUB-TOTAL BUILDING STORIES 1 STORIES 1 STORIES 1 PHASE MULDINGS PRIVATE PROPOSED PROPOSED SQUARE FEET ACRES PERCENTAGE 204,853.91 4.703 82.21% 100.00% SITE AREA CALCULATIONS GREEN SPACE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS PERVIOUS GREEN SPACE SUB-TOTAL 204,853.91 4.703 20.52% SUB-TOTAL 20 | | | | |
| PROPOSED USES PARCEL A - RETAIL TOTAL GROSS BUILDING AREA 209,326.00 MAXIMUM SQ.FT. BUILDING DATA MAXIMUM BUILDING HEIGHT BUILDING STORIES PHASING NUMBER OF BUILDINGS TYPE OF OWNERSHIP PLAZAS AND WALKWAYS GREEN SPACE PLAZAS AND WALKWAYS GREEN SPACE SUB-TOTAL BUILDING LOT COVERAGE VEHICULAR USE AREAS WALKS, COURTYARDS & PLAZAS RETAIL (1/200) FOR 163,142 SQ.FT. MUPD REDUCTION 45,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 209,326.00 REQUIRED PROPOSED 106/21/11 106/21/11 106/21/11 106/21/11 | | | | |
| ## PARCEL A - RETAIL ## TOTAL GROSS BUILDING AREA ## TOTAL GROSS BUILDING AREA ## MAXIMUM BUILDING HEIGHT ## BUILDING STORIES ## PHASING ## BUILDINGS STORIES ## BUILDINGS ## PHASING ## BUILDINGS ## ACRES ## PERCENTAGE # | . 5.7.2 5.7.2 AREA | _,, | 30.300 | |
| BUILDING DATA MAXIMUM BUILDING HEIGHT BUILDING STORIES NUMBER OF BUILDINGS TYPE OF OWNERSHIP DOPEN SPACE CALCULATIONS GREEN SPACE PLAZAS AND WALKWAYS SUB-TOTAL BUILDING LOT COVERAGE VEHICULAR USE AREAS WALKS, COURTYARDS & PLAZAS RETAIL (1/200) FOR 163, 142 SQ.FT. MUPD REDUCTION 45,000 SQ.FT. € 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 2 9 TOTAL 3 10 PERUSANAMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 1FRASH RECEPTACLES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 1FRASH RECEPTACLES 1 1 1 | PROPOSED USES | 200 220 22 | 60 ET | |
| BUILDING DATA MAXIMUM BUILDING HEIGHT BUILDING STORIES PHASING 1 PHASE NUMBER OF BUILDINGS TYPE OF OWNERSHIP OPEN SPACE CALCULATIONS GREEN SPACE PLAZAS AND WALKWAYS TOTAL SUB-TOTAL BUILDING LOT COVERAGE VEHICULAR USE AREAS WALKS, COURTYARDS & PLAZAS RETAIL (1/200) FOR 163,142 SQ.FT. MUPD REDUCTION 45,000 SQ.FT. 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE PER STURIOL OF REQUIRED PARKING) PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 1 | | | | O ET |
| MAXMUM BUILDING HEIGHT BUILDING STORIES PHASING NUMBER OF BUILDINGS TYPE OF OWNERSHIP OPEN SPACE CALCULATIONS GREEN SPACE PLAZAS AND WALKWAYS TOTAL SUB-TOTAL BUILDINGS TYPE OF OWNERSHIP OPEN SPACE CALCULATIONS GREEN SPACE PLAZAS AND WALKWAYS TOTAL SUB-TOTAL BUILDING LOT COVERAGE VEHICULAR USE AREAS WALKS, COURTYARDS & PLAZAS WALKS, COURTYARDS & PLAZAS WALKS, COURTYARDS & PLAZAS TOTAL | TOTAL GROSS BUILDING AREA | ∆ ∠∪9,3∠0.UU | WAAIWUW S | W.F1. |
| BUILDING STORIES PHASING NUMBER OF BUILDINGS TYPE OF OWNERSHIP PERCENTAGE REEN SPACE CALCULATIONS GREEN SPACE PLAZAS AND WALKWAYS GREEN SPACE SUB-TOTAL BUILDING STOY SUB-TOTAL SUB-T | BUILDING DATA | | | |
| PHASING NUMBER OF BUILDINGS TYPE OF OWNERSHIP PRIVATE OPEN SPACE CALCULATIONS GREEN SPACE PLAZAS AND WALKWAYS TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS GREEN SPACE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS GREEN SPACE SUB-TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS GREEN SPACE SUB-TOTAL 204,853.91 4.703 20.52% SUB-TOTAL 209,326.00 4.805 20.97% VEHICULAR USE AREAS 539,623.91 12.388 54.06% WALKS, COURTYARDS & PLAZAS WALKS, COURTYARDS & PLAZAS TOTAL 398,143.00 22.914 100.00% PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. MUPD REDUCTION 45,000 SQ.FT. 10TAL 906 988 PROPOSED 906/21/11 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 TOTAL 3 10 PEDESTRIAN AMENITIES BIKE RACKS (6% OF REQUIRED PARKING) 45 45 45 5TRASH RECEPTACLES 1 1 | | | | |
| NUMBER OF BUILDINGS TYPE OF OWNERSHIP PRIVATE PROPOSED P | | | | |
| ## COPEN SPACE CALCULATIONS SQUARE FEET ACRES PERCENTAGE | | | _ | |
| ### COPEN SPACE CALCULATIONS GREEN SPACE | | 4 | | |
| GREEN SPACE PLAZAS AND WALKWAYS PLAZAS AND WALKWAYS TOTAL 44,339.18 1.018 17.79% 100.00% SITE AREA CALCULATIONS GREEN SPACE PERVIOUS GREEN SPACE SUB-TOTAL 204,853.91 4.703 20.52% SUB-TOTAL 204,853.91 4.703 20.52% SUB-TOTAL 204,853.91 4.703 20.52% IMPERVIOUS BUILDING LOT COVERAGE VEHICULAR USE AREAS WALKS, COURTYARDS & PLAZAS WALKS, COURTYARDS & PLAZAS WALKS, COURTYARDS & PLAZAS TOTAL SUB-TOTAL 998,143.00 22.914 100.00% PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. MUPD REDUCTION 45,000 SQ.FT. 1 TOTAL 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 1 TOTAL 906 988 REQUIRED PROPOSED 988 988 988 988 988 988 988 9 | TYPE OF OWNERSHIP | | PRIVATE | |
| PLAZAS AND WALKWAYS TOTAL TO | OPEN SPACE CALCULATIONS | SQUARE FEET | ACRES | PERCENTAGE |
| TOTAL 249,193.09 5.721 100.00% SITE AREA CALCULATIONS GREEN SPACE SUB-TOTAL 204,853.91 4.703 20.52% IMPERVIOUS BUILDING LOT COVERAGE VEHICULAR USE AREAS WALKS, COURTYARDS & PLAZAS TOTAL 998,143.00 22.914 100.00% PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. MUPD REDUCTION 45,000 SQ.FT, @ 1/500 SQ.FT. 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. TOTAL 3 10 PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 1 | GREEN SPACE | 204,853.91 | 4.703 | 82.21% |
| SITE AREA CALCULATIONS PERVIOUS GREEN SPACE SUB-TOTAL 204,853.91 4.703 20.52% SUB-TOTAL 204,853.91 4.703 20.52% SUB-TOTAL 204,853.91 4.703 20.52% IMPERVIOUS BUILDING LOT COVERAGE VEHICULAR USE AREAS VEHICULAR USE AREAS WALKS, COURTYARDS & PLAZAS TOTAL SUB-TOTAL PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. MUPD REDUCTION 45,000 SQ.FT. @ 1/500 SQ.FT. TOTAL DOBE RETAIL (209,326 SQ.FT.) 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. TOTAL PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 1 A.703 20.52% 4.703 20.52% 4.703 20.52% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.52% 4.703 20.52% 4.703 20.52% 4.703 20.52% 4.703 20.52% 4.703 20.52% 4.703 20.52% 4.703 20.52% 4.703 20.52% 4.703 20.52% 4.703 20.52% 4.703 20.52% 4.703 20.97% 4.703 20.52% 4.703 20.97% 4.703 20.52% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.52% 4.703 20.97% 4.703 20.97% 4.703 20.52% 4.703 20.97% 4.703 20.97% 4.703 20.97% 4.703 20.52% 4.703 20.52% 4.703 20.97% 4.703 20.52% 4.703 20.97% 4.703 20.52% 4.703 20.52% 4.703 20.97% 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.909 4.805 4.805 4.805 4.805 4.805 4.805 4.805 4.806 4.805 4.805 4.805 4.806 4.805 4.805 4.806 4.805 4.805 4.806 4.805 4.805 4.806 4.805 4.806 4.805 4.806 4.805 4.806 4.805 4.909 4.806 4.806 4.805 4.806 4.805 4.909 4.806 4.805 4.806 4.805 4.806 4.805 4.806 4.805 4.806 4.806 4.805 4.806 | PLAZAS AND WALKWAYS | 44,339.18 | 1.018 | 17.79% |
| ### PERVIOUS GREEN SPACE 204,853.91 4.703 20.52% SUB-TOTAL 204,853.91 4.703 20.52% IMPERVIOUS BUILDING LOT COVERAGE 209,326.00 4.805 20.97% VEHICULAR USE AREAS 539,623.91 12.388 54.06% WALKS, COURTYARDS & PLAZAS 44,339.18 1.018 4.44% SUB-TOTAL 793,289.09 18.211 79.48% TOTAL 998,143.00 22.914 100.00% PARKING CALCULATIONS REQUIRED PROPOSED RETAIL (1/200) FOR 163,142 SQ.FT. 90 988 HANDICAP INCLUDED IN TOTAL (2% OF REQ.) 21 21 LOADING ZONES REQUIRED PROPOSED RETAIL (209,326 SQ.FT.) 1 1 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 2 9 TOTAL 3 10 PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 | TOTAL | 249,193.09 | 5.721 | 100.00% |
| ### PERVIOUS GREEN SPACE 204,853.91 4.703 20.52% SUB-TOTAL 204,853.91 4.703 20.52% IMPERVIOUS BUILDING LOT COVERAGE 209,326.00 4.805 20.97% VEHICULAR USE AREAS 539,623.91 12.388 54.06% WALKS, COURTYARDS & PLAZAS 44,339.18 1.018 4.44% SUB-TOTAL 793,289.09 18.211 79.48% TOTAL 998,143.00 22.914 100.00% PARKING CALCULATIONS REQUIRED PROPOSED RETAIL (1/200) FOR 163,142 SQ.FT. 90 988 HANDICAP INCLUDED IN TOTAL (2% OF REQ.) 21 21 LOADING ZONES REQUIRED PROPOSED RETAIL (209,326 SQ.FT.) 1 1 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 2 9 TOTAL 3 10 PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 | SITE AREA CALCULATIONS | SQUARE FEET | ACRES | PERCENTAGE |
| SUB-TOTAL 204,853.91 4.703 20.52% | | | | |
| MPERVIOUS | GREEN SPACE | 204,853.91 | 4.703 | 20.52% |
| BUILDING LOT COVERAGE VEHICULAR USE AREAS VEHICULAR USE AREAS S39,623.91 12.388 54.06% WALKS, COURTYARDS & PLAZAS **SUB-TOTAL** **SUB-TOTAL** **TOTAL** **SUB-TOTAL** **SUB-TOTAL** **TOTAL** **SUB-TOTAL** **SUB-TOTAL** **TOTAL** **SUB-TOTAL** **SUB-TOTAL** **SUB-TOTAL** **TOTAL** **SUB-TOTAL** **TOTAL** **SUB-TOTAL** **SUB-TOTAL** **TOTAL** **SUB-TOTAL** **TOTAL** **SUB-TOTAL** **TOTAL** **SUB-TOTAL** **TOTAL** **SUB-TOTAL** **SUB-TOTAL** **TOTAL** **SUB-TOTAL** **SUB-TOTAL | | 204,853.91 | 4.703 | 20.52% |
| VEHICULAR USE AREAS WALKS, COURTYARDS & PLAZAS WALKS, COURTYARDS & PLAZAS SUB-TOTAL SUB-TOTAL TOTAL PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. MUPD REDUCTION 45,000 SQ.FT. TOTAL HANDICAP INCLUDED IN TOTAL (2% OF REQ.) LOADING ZONES RETAIL (209,326 SQ.FT.) 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. TOTAL 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. TOT | | 300 33E 00 | 4 005 | 20.079/ |
| WALKS, COURTYARDS & PLAZAS SUB-TOTAL TOTAL PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. MUPD REDUCTION 45,000 SQ.FT. TOTAL PARKING CALCULATIONS REQUIRED PROPOSED 90 988 21 LOADING ZONES RETAIL (209,326 SQ.FT.) 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. TOTAL 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. TOTAL 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. TOTAL 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 1 COADING SPACE EACH ADD. 100,000 SQ.FT. 1 TOTAL 1 1 1 | | | | |
| SUB-TOTAL 793,289.09 18.211 79.48% | | | | |
| TOTAL 998,143.00 22.914 100.00% PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. 816 988 MUPD REDUCTION 45,000 SQ,FT, ⊚ 1/500 SQ.FT. 90 TOTAL 906 988 HANDICAP INCLUDED IN TOTAL (2% OF REQ.) 21 21 LOADING ZONES REQUIRED PROPOSED REQUIRED PROPOSED 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | |
| PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. MUPD REDUCTION 45,000 SQ.FT, @ 1/500 SQ.FT. TOTAL PROPOSED 988 HANDICAP INCLUDED IN TOTAL (2% OF REQ.) LOADING ZONES RETAIL (209,326 SQ.FT.) 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 1 TOTAL | TOTAL | · | | |
| RETAIL (1/200) FOR 163,142 SQ.FT. 816 MUPD REDUCTION 45,000 SQ,FT, @ 1/500 SQ.FT. 90 TOTAL 906 HANDICAP INCLUDED IN TOTAL (2% OF REQ.) 21 LOADING ZONES RETAIL (209,326 SQ.FT.) 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 2 TOTAL 3 10 PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 | | • | | |
| MUPD REDUCTION 45,000 SQ,FT, @ 1/500 SQ.FT. 90 TOTAL 906 HANDICAP INCLUDED IN TOTAL (2% OF REQ.) 21 LOADING ZONES RETAIL (209,326 SQ.FT.) 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 2 TOTAL 3 10 PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 | PARKING CALCULATIONS | (| |) \ |
| TOTAL 906 988 HANDICAP INCLUDED IN TOTAL (2% OF REQ.) 21 21 LOADING ZONES REQUIRED PROPOSED RETAIL (209,326 SQ.FT.) 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | • | | 988 | 2 |
| HANDICAP INCLUDED IN TOTAL (2% OF REQ.) LOADING ZONES RETAIL (209,326 SQ.FT.) 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 2 9 TOTAL 3 10 PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 | | | > 000 |) |
| REQUIRED PROPOSED 06/21/11 1 1 1 1 1 1 1 1 1 | | | | 5 |
| RETAIL (209,326 SQ.FT.) 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 2 9 TOTAL 3 10 PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 | HANDICAP INCLUDED IN TOTAL (2% OF REQ.) |) 21 | 21 | 4 |
| 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | LOADING ZONES | REQUIRED | PROPOSE | K |
| 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. 2 9 TOTAL 3 10 PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 1 | RETAIL (209,326 SQ.FT.) | | / | /\06/21/11 |
| TOTAL 3 10 PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 1 | 1 LOADING SPACE PER 1ST 10,000 SQ.FT. | 1 | 1 4 | |
| PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 | | 2 | 9 | |
| BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 | 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. | | | |
| BIKE RACKS (5% OF REQUIRED PARKING) 45 45 TRASH RECEPTACLES 1 1 | | 3 | 10 | |
| TRASH RECEPTACLES 1 1 | TOTAL | 3 | 10 | |
| | TOTAL PEDESTRIAN AMENITIES | | | |
| | | 45 | 45 | |

General Notes

REFUSE SERVICE SHALL BE ACCOMPLISHED BY WAY OF INDIVIDUAL DUMPSTER AND RECYCLING. WITH ADA AND THE FLORIDA HANDICAP ACCESSIBILITY CODE. ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON AND MASTER

THE LANDSCAPE SHALL AVOID CONFLICTS WITH UNDERGROUND DRAINAGE AND UTILITIES. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WORK. TREES SHALL BE POSITIONED TO AVOID CONFLICTS WITH SIGNAGE AND SITE LIGHTING.

ALL LANDSCAPE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON LAND DEVELOPMENT REGULATIONS. THE VILLAGE OF WELLINGTON CODE (LDR'S) SHALL GOVERN IN THE

ALL ABOVE GROUND UTILITIES I.E. TRANSFORMERS, SWITCH BOXES, AC CONDENSERS AND ALIKE SHALL BE FULLY SCREENED FROM VIEW ON THREE SIDES WITH LANDSCAPING. THE LANDSCAPING SHALL EXTEND TO THE TALLEST POINT OF SAID EQUIPMENT AT TIME OF PLANTING (24" MINIMUM).

TWENTY-FOUR (24") INCH RIDGED ROOT BARRIER SHALL BE PROVIDED FOR ALL SHADE TREES PLANTED WITHIN SIX (6') FEET OF CURBS OR SIDEWALKS. ROOT BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURES RECOMMENDATIONS. ROOT BARRIER, IN ACCORDANCE WITH THE LOCAL UTILITY AUTHORITY CRITERIA, SHALL BE PROVIDED FOR TREES AND PALMS ADJACENT TO UNDERGROUND UTILITIES.

ALL SIDEWALKS SHALL BE A MINIMUM OF 5 FEET IN WIDTH PER THE LDR'S. ALL AREAS SHALL BE FULLY IRRIGATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF

5' X 15' SAFE SIGHT TRIANGLE SHALL BE PROVIDED AT THE PROJECTS ENTRY ROADS. ALL PLANT MATERIAL WITHIN SAFE SIGHT TRIANGLE SHALL BE MAINTENANCE BELOW 30" IN HEIGHT OR ABOVE 8'-0" IN HEIGHT AS MEASURE FROM FINISHED GRADE.

THE PHOTOMETRIC PLAN WILL REFLECT INITIAL LIGHTING VALUES IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON. ALL TREES PLANTED UNDER OR ADJACENT TO FP&L POWER LINES WILL COMPLY WITH THE FP&L RIGHT TREE PLACE GUIDELINES.

ALL PARKING LOT STRIPING, EXCEPT FOR PARKING SPACES, SHALL BE CONSTRUCTED USING THERMOPLASTIC MATERIAL AND ALL STRIPING WITHIN PAVER BRICKS AREAS SHALL BE PAVER BRICKS OF APPROPRIATE COLOR IN ACCORDANCE WITH LDR. ALL PARKING AND STREET LIGHTS AND PEDESTRIAN LIGHTS SHALL BE METAL HALIDE.

PROJECT ID SIGNS SHALL BE ILLUMINATED WITH GROUND MOUNTED FIXTURES ON PHOTOCELLS.

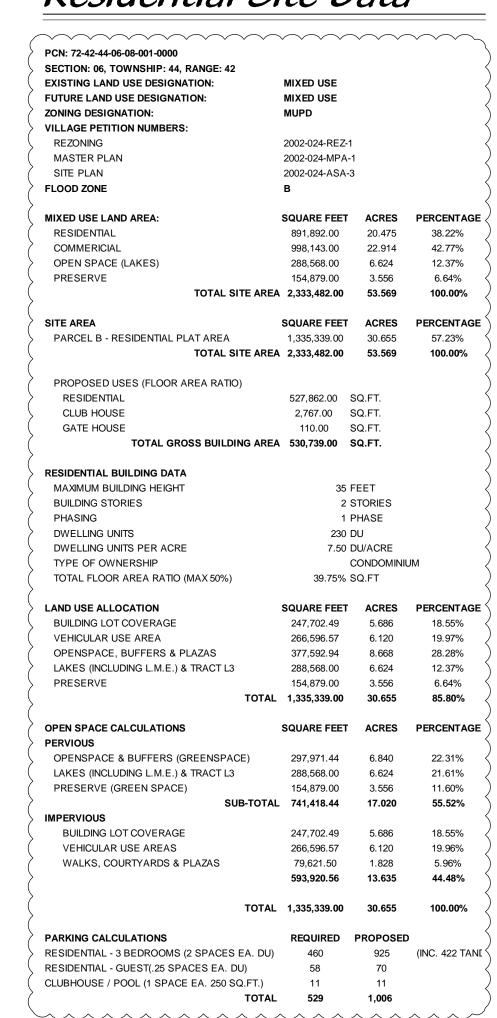
ALL HANDICAP ACCESSIBLE RAMPS SHALL MEET ALL APPLICABLE LOCAL, REGIONAL, STATE, AND FEDERAL ACCESSIBILITY GUIDELINES AND REGULATIONS. ANY MODIFICATIONS SHALL BE APPROVED BY THE ENGINEER-OF-RECORD. TREES PLANTED A MINIMUM OF 15 FEET FROM LIGHT POLE UNLESS POLES ARE BELOW THE TREE CANOPY.

A 4' SETBACK IS REQUIRED FOR TREES AND LIGHT POLES. IF PROPOSING CURB AND GUTTER, A 6 FEET SETBACK IS REQUIRED FOR VALLEY CURB. ALL WATER METERS ARE CLEAR OF PLANTS. AT LEAST 5 FEET AROUND THE METER.

RECEIVED

By Planning and Zoning at 11:56 am, Oct 17, 2013

Residential Site Data



THE SOUTH ONE-HALF (S 1/2) OF TRACT 32 AND ALL OF TRACTS 33 AND 34, 43 THROUGH 48, BLOCK 10, THE PALM BEACH FARMS CO. PLAT NO.3, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGES 45 THROUGH 54, PALM BEACH COUNTY, FLORIDA, PUBLIC RECORDS

THAT PORTION OF THE PLATTED 30-FOOT RIGHT-OF-WAY LYING BETWEEN THE SOUTH BOUNDARY LINE OF THE SOUTH ONE-HALF (S 1/2) OF LOTS 32 AND THE SOUTH BOUNDARY LINE OF LOTS 33 AND 34 AND THE NORTH BOUNDARY LINE OF LOTS 43, 44, 45, BLOCK 10, THE PALM BEACH FARMS CO. PLAT NO.3, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGES 45 THROUGH 54, PALM

(PER OFFICIAL RECORDS BOOK 1920, PAGE 319)

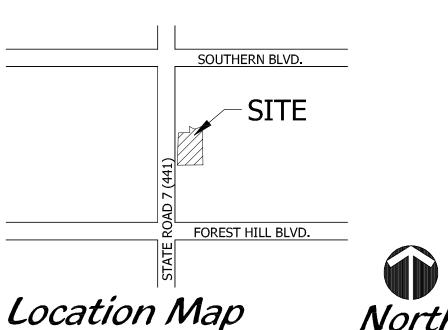
BEACH COUNTY, FLORIDA, PUBLIC RECORDS.

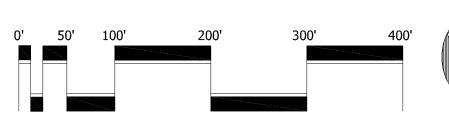
BEGINNING AT THE NORTHEAST ONE-QUARTER (NE1/4) CORNER OF TRACT 34, THENCE SOUTH 66 DEGREES 35 MINUTES 55 SECONDS WEST, A DISTANCE OF 347.72 FEET, THENCE SOUTH 87 DEGREES 16 MINUTES 25 SECONDS WEST, A DISTANCE OF 108.70 FEET. THENCE NORTH 60 DEGREES 18 MINUTES 35 SECONDS WEST, A DISTANCE OF 267.30 FEET TO THE NORTHWEST CORNER OF TRACT 33,

CONTAINING: 2,333,466 SQUARE FEET OR 53.569 ACRES MORE OR LESS.

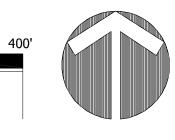
SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY OF RECORD.

BEARINGS SHOWN HEREON ARE RELATIVE TO AN ASSUMED BEARING OF NORTH 01 DEGREES 37 MINUTES 06 SECONDS EAST ALONG THE WEST LINE OF SECTION 7, TOWNSHIP 44 SOUTH, RANGE 42 EAST. (07/44/42)





Scale: 1" = 100'



North

June 21, 2011 9:51:23 a.n Drawing: 041216 BASE_FINALENG.DW

06-21-11 05-24-07 05-12-06

<u>JEEP</u>

04-1216

09-08-05 02-23-06

08-23-06 03-13-06

10-23-06 03-21-06

11-17-06 04-19-06

12-13-10 08-10-06

DESIGNED.

APPROVED_

REVISIONS.

01-27-11 03-07-11

03-28-11

JOB NUMBER

DRAWN_

Landscape Architecture

Environmental Consulting

1934 Commerce Lane

561-747-6336 Fax-747-137

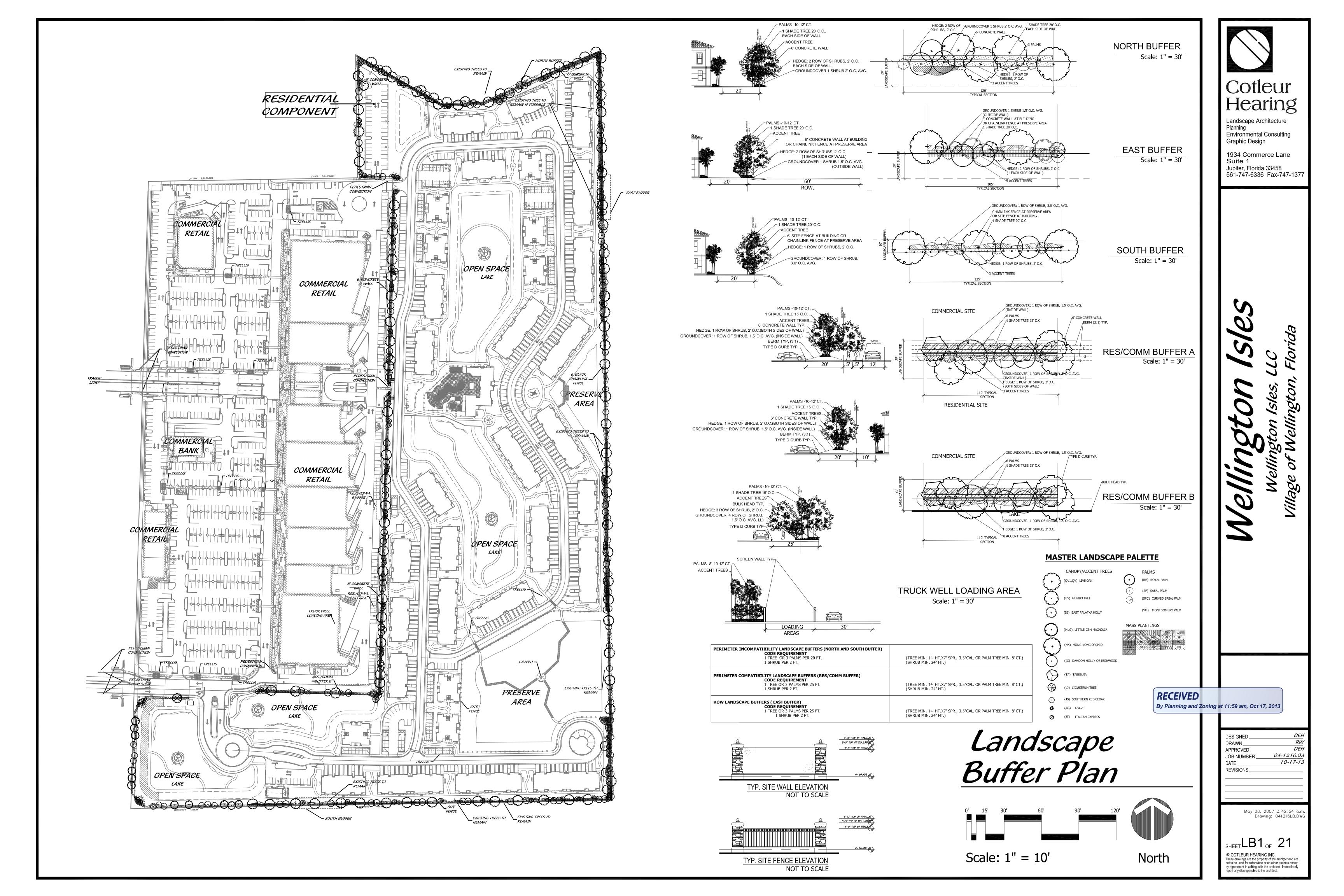
Jupiter, Florida 33458

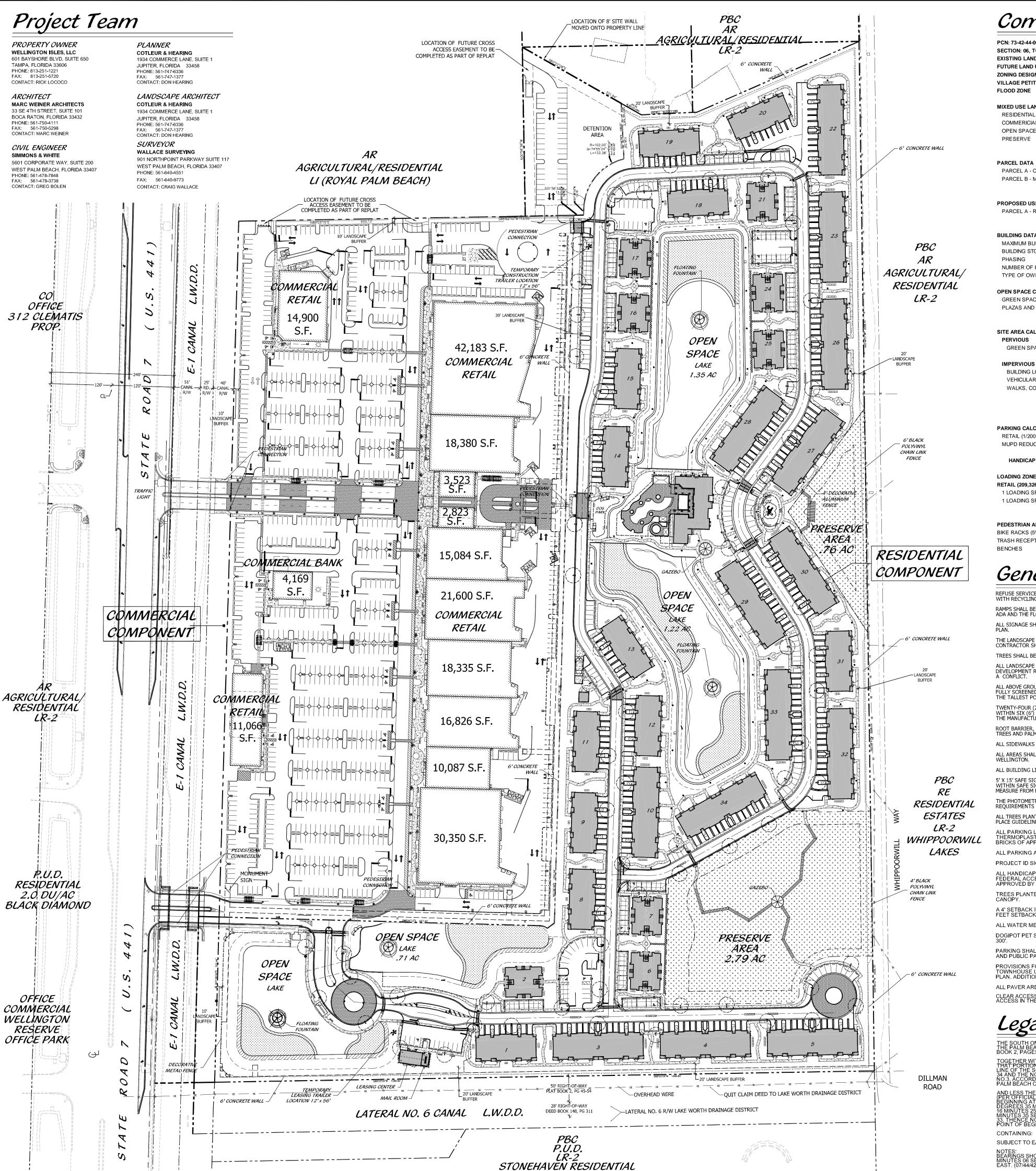
Graphic Design

Suite 1

SHEET M1 of 36© COTLEUR HEARING INC. These drawings are the property of the architect and are not to be used for extensions or on other projects except by agreement in writing with the architect. Immediately eport any discrepancies to the architect.

PETITION: 2002-024-MPA 1
Master Plan





Commercial Site Data

PCN: 73-42-44-06-06-005-0000 SECTION: 06, TOWNSHIP: 44, RANGE: 42 **EXISTING LAND USE DESIGNATION:** MIXED USE MIXED USE FUTURE LAND USE DESIGNATION ZONING DESIGNATION MUPD 2002-024-SP1 VILLAGE PETITION NUMBER FLOOD ZONE

MIXED USE LAND AREA: SQUARE FEET RESIDENTIAL 891.892.00 20.475 COMMERICIAL 22.914 998.143.00 OPEN SPACE (LAKES AND TRACT L3) 288.568.00 6.624 12.37% 154,879.00 3.556 TOTAL SITE AREA 2,333,482.00

PARCEL A - COMMERCIAL / OFFICE 22.914 998.143.00 PARCEL B - MULTI-FAMILY RESIDENTIAL 1,335,339.00 30.655 57.23% TOTAL SITE AREA 2,333,482.00

PROPOSED USES PARCEL A - RETAIL 209,326.00 SQ.FT. TOTAL GROSS BUILDING AREA 209,326.00 MAXIMUM SQ.FT

BUILDING DATA MAXIMUM BUILDING HEIGHT **BUILDING STORIES** PHASING NUMBER OF BUILDINGS TYPE OF OWNERSHIP **OPEN SPACE CALCULATIONS GREEN SPACE**

ACRES PERCENTAGE SQUARE FEET 4.703 PLAZAS AND WALKWAYS 1.018 17.79% 5.721 SITE AREA CALCULATIONS **GREEN SPACE** 204,853.91 **IMPERVIOUS** BUILDING LOT COVERAGE 209.326.00 VEHICULAR USE AREAS 539.623.91 12.388 54.06% WALKS, COURTYARDS & PLAZAS 44,339.18 1.018 4.44% 18.211

1 STORIES

4 BUILDINGS

PRIVATE

1 PHASE

PARKING CALCULATIONS RETAIL (1/200) FOR 163,142 SQ.FT. 816 MUPD REDUCTION 45,000 SQ,FT, @ 1/500 SQ.FT. HANDICAP INCLUDED IN TOTAL (2% OF REQ.)

LOADING ZONES RETAIL (209,326 SQ.FT.) 1 LOADING SPACE PER 1ST 10,000 SQ.FT. 1 LOADING SPACE EACH ADD. 100,000 SQ.FT.

PEDESTRIAN AMENITIES BIKE RACKS (5% OF REQUIRED PARKING) TRASH RECEPTACLES

General Notes

REFUSE SERVICE SHALL BE ACCOMPLISHED BY WAY OF INVISIBLE WASTE SYSTEMS AND TRASH CONPACTOR WITH RECYCLING. RAMPS SHALL BE PROVIDED AT ALL PLAZA, SIDEWALK AND STREET INTERSECTIONS IN ACCORDANCE WITH ADA AND THE FLORIDA HANDICAP ACCESSIBILITY CODE ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON AND MASTER SIGN PLAN. THE LANDSCAPE SHALL AVOID CONFLICTS WITH UNDERGROUND DRAINAGE AND UTILITIES. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WORK. TREES SHALL BE POSITIONED TO AVOID CONFLICTS WITH SIGNAGE AND SITE LIGHTING. ALL LANDSCAPE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON LAND DEVELOPMENT REGULATIONS. THE VILLAGE OF WELLINGTON CODE (LDR'S) SHALL GOVERN IN THE EVENT OF

ALL ABOVE GROUND UTILITIES I.E. TRANSFORMERS, SWITCH BOXES, AC CONDENSERS AND ALIKE SHALL BE FULLY SCREENED FROM VIEW ON THREE SIDES WITH LANDSCAPING. THE LANDSCAPING SHALL EXTEND TO THE TALLEST POINT OF SAID EQUIPMENT AT TIME OF PLANTING (24" MINIMUM). TWENTY-FOUR (24") INCH RIDGED ROOT BARRIER SHALL BE PROVIDED FOR ALL SHADE TREES PLANTED WITHIN SIX (6') FEET OF CURBS OR SIDEWALKS. ROOT BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURES RECOMMENDATIONS.

ROOT BARRIER, IN ACCORDANCE WITH THE LOCAL UTILITY AUTHORITY CRITERIA, SHALL BE PROVIDED FOR TREES AND PALMS ADJACENT TO UNDERGROUND UTILITIES. ALL SIDEWALKS SHALL BE A MINIMUM OF 5 FEET IN WIDTH PER THE LDR'S. ALL AREAS SHALL BE FULLY IRRIGATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON.

ALL BUILDING LIGHTING AT ENTRY AND DOORS SHALL BE ON PHOTOCELL. 5' X 15' SAFE SIGHT TRIANGLE SHALL BE PROVIDED AT THE PROJECTS ENTRY ROADS. ALL PLANT MATERIAL WITHIN SAFE SIGHT TRIANGLE SHALL BE MAINTENANCE BELOW 30" IN HEIGHT OR ABOVE 8'-0" IN HEIGHT AS MEASURE FROM FINISHED GRADE.

THE PHOTOMETRIC PLAN WILL REFLECT INITIAL LIGHTING VALUES IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON. ALL TREES PLANTED UNDER OR ADJACENT TO FP&L POWER LINES WILL COMPLY WITH THE FP&L RIGHT TREE PLACE GUIDELINES. ALL PARKING LOT STRIPING, EXCEPT FOR PARKING SPACES, SHALL BE CONSTRUCTED USING THERMOPLASTIC MATERIAL AND ALL STRIPING WITHIN PAVER BRICKS AREAS SHALL BE PAVER BRICKS OF APPROPRIATE COLOR IN ACCORDANCE WITH LDR. ALL PARKING AND STREET LIGHTS AND PEDESTRIAN LIGHTS SHALL BE METAL HALIDE.

PROJECT ID SIGNS SHALL BE ILLUMINATED WITH GROUND MOUNTED FIXTURES ON PHOTOCELLS. ALL HANDICAP ACCESSIBLE RAMPS SHALL MEET ALL APPLICABLE LOCAL, REGIONAL, STATE, AND FEDERAL ACCESSIBILITY GUIDELINES AND REGULATIONS. ANY MODIFICATIONS SHALL BE APPROVED BY THE ENGINEER-OF-RECORD. TREES PLANTED A MINIMUM OF 15 FEET FROM LIGHT POLE UNLESS POLES ARE BELOW THE TREE CANOPY.

A 4' SETBACK IS REQUIRED FOR TREES AND LIGHT POLES. IF PROPOSING CURB AND GUTTER, A 6 FEET SETBACK IS REQUIRED FOR VALLEY CURB. ALL WATER METERS ARE CLEAR OF PLANTS. AT LEAST 5 FEET AROUND THE METER. DOGIPOT PET STATIONS SHALL BE DISTRIBUTED THROUGHOUT THE PLAN APPROXIMATELY EVERY

PARKING SHALL BE ASSIGNED TO INDIVIDUAL UNIT OWNERS FOR PARKING MANAGEMENT. VISITOR AND PUBLIC PARKING SHALL BE CLEARLY IDENTIFIED. PROVISIONS FOR ELECTRIC CAR CHARGING WILL BE PROVIDED WITHIN GARAGES OF EACH OF THE TOWNHOUSE UNITS. TWO COMMON ELECTRIC CHARGING STATIONS PROVIDED ON SITE PER SITE PLAN. ADDITIONAL STATIONS WILL BE PROVIDED IF DEMAND WARRANTS. ALL PAVER AREAS TO BE EITHER ALL STAMPED CONCRETE OR ALL DECORATIVE PAVERS. CLEAR ACCESS WITH STEPPING STONES WILL BE PROVIDED FOR EMERGENCY AND PEDESTRIAN ACCESS IN THE REAR OF TYPE 1 BUILDINGS AT PRESERVE AREAS

Legal Description

THE SOUTH ONE-HALF (S 1/2) OF TRACT 32 AND ALL OF TRACTS 33 AND 34, 43 THROUGH 48, BLOCK 10, THE PALM BEACH FARMS CO. PLAT NO.3, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGES 45 THROUGH 54, PALM BEACH COUNTY, FLORIDA, PUBLIC RECORDS

CONTAINING: 2.333.466 SQUARE FEET OR 53.569 ACRES MORE OR LESS. SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY OF RECORD. NOTES: BEARINGS SHOWN HEREON ARE RELATIVE TO AN ASSUMED BEARING OF NORTH 01 DEGREES 37 MINUTES 06 SECONDS EAST ALONG THE WEST LINE OF SECTION 7, TOWNSHIP 44 SOUTH, RANGE 42 EAST. (07/44/42)

Residential Site Data

PCN: 72-42-44-06-08-001-0000 SECTION: 06, TOWNSHIP: 44, RANGE: 42 MIXED USE EXISTING FLU DESIGNATION: PROPOSED FLU DESIGNATION: MIXED USE TYPE 1 EXISTING ZONING DESIGNATION: MUPD PROPOSED ZONING DESIGNTAION MXPD VILLAGE PETITION NUMBERS: FUTURE LAND USE AMENDMENT DEVELOPMENT ORDER AMENDMENT MASTER PLAN SITE PLAN FLOOD ZONE MIXED USE LAND AREA: SQUARE FEET ACRES PERCENTAGE 891,892.00 20.475 RESIDENTIAL 38.22% 998,143.00 22.914 COMMERICIAL 42.77% OPEN SPACE (LAKES) 288,568.00 6.624 12.37% 154.879.00 3.556 PRESERVE 6.64% TOTAL SITE AREA 2,333,482.00 53.569 SITE AREA: PHASE I - COMMERCIAL PLAT AREA PHASE II - RESIDENTIAL PLAT AREA 1,335,339.00 30.655 TOTAL SITE AREA 2,333,482.00 53.569 PROPOSED BULIDING USES (FLOOR AREA) 596,928.00 SQ.FT. RESIDENTIAL CLUB HOUSE 7,000.00 SQ.FT. 1,894.00 SQ.FT. LEASING OFFICE MAINTENANCE BLDG. 936.00 SQ.FT. TOTAL GROSS BUILDING AREA 606,758.00 SQ.FT. RESIDENTIAL BUILDING DATA: 35 FEET MAXIMUM BUILDING HEIGHT 2 & 3 STORIES 6.72 DU/ACRE SQUARE FEET ACRES PERCENTAGE

BUILDING STORIES DWELLING UNITS (TYPE 1 MXD) DWELLING UNITS PER ACRE (TYPE 1 MXD) TYPE OF OWNERSHIP TOTAL FLOOR AREA RATIO LAND USE ALLOCATION: BUILDING LOT COVERAGE 242,314.00 5.563 18.15% VEHICULAR USE AREA 263,483.00 6.049 19.73% OPENSPACE, BUFFERS & PLAZAS 386.095.00 8.864 LAKES (INCLUDING L.M.E.) & TRACT L3 288,568.00 6.624 12.37% PRESERVE 154,879.00 3.556 6.64% TOTAL 1,335,339.00 30.655 OPEN SPACE CALCULATIONS: OPENSPACE & BUFFERS (GREENSPACE) LAKES (INCLUDING L.M.E.) & TRACT L3 288,568.00 6.624 21.61% PRESERVE (GREEN SPACE) 154,879.00 3.556 SUB-TOTAL 751,419.00 17.250 IMPERVIOUS BUILDING LOT COVERAGE 242,314.00 5.563 VEHICULAR USE AREAS 263,483.00 6.049 19.73% WALKS, COURTYARDS & PLAZAS 78,123.00 1.793 5.85% 583,920.00 13.405 PARKING CALCULATIONS: RESIDENTIAL - 1 BEDROOMS (1.75 SPACES EA. DU) RESIDENTIAL - 2 BEDROOMS (1.75 SPACES EA. DU) RESIDENTIAL - 3 BEDROOMS (2 SPACES EA. DU) RESIDENTIAL - 4 BEDROOMS (2 SPACES EA. DU)

RESIDENTIAL - GUEST(.25 SPACES EA. DU) CLUBHOUSE / POOL (1 SPACE EA. 250 SQ.FT.) MF BUILDINGS 26' MIN NORTH PROPERTY LINE 25' MIN SOUTH PROPERTY LINE 191' MIN WEST PROPERTY LINI 27' MIN EAST PROPERTY LINE 25' MIN BUILDING SEPARATION MONUMENT SIGN REAR LEASING CENTER BUILDING

UNIT MIX

TRASH COMPACTOR

| | | Unit Mix | Per Buildi | ng | · | | |
|----------------|---------------|------------|-------------------|------------|------------|--------|--|
| Unit Type | Type I | Type II.1 | Type II.2 | Type III.1 | Type III.2 | | |
| No. of Stories | 3 | 3* | 3 | 3* | 3 | | |
| No. of Bldgs | 8 | 3 | 9 | 10 | 4 | Totals | |
| | (12 Units | (8 Units | (8 Units | (12 Units | (12 Units | | |
| | /Bldg) | /Bldg) | /Bldg) | /Bldg) | /Bldg) | | |
| A - 1 BR | 96 | 0 | 0 | 0 | 0 | 96 | |
| B - 2 BR | 0 | 6 | 18 | 40 | 16 | 80 | |
| BE - 2 BR | BE - 2 BR 0 6 | | 18 | 20 | 8 | 52 | |
| C - 2 BR | 0 | 6 | 0 | 20 | 0 | 26 | |
| D - 3 BR | 0 | 6 | 18 | 40 | 16 | 80 | |
| E - 4 BR | 0 | 0 | 18 | 0 | 8 | 26 | |
| Totals | 96 | 24 | 72 | 72 120 48 | | 360 | |
| | Unit Mix | | , | | | | |
| Unit Type | Total Unit | Percentage | _ | | ACADE FA | CING | |
| | Number | of Mix | WHIPPOORWILL. SEE | | | | |

ARCHITECTURAL PLANS.

SOUTHERN BLVD. -SITE

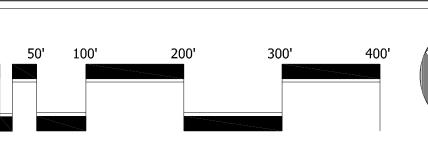
43.89%

Bedroom 80 22.22%

Location Map

FOREST HILL BLVD

Master Plan



Scale: 1'' = 100'

North

Landscape Architecture Planning **Environmental Consulting**

Graphic Design 1934 Commerce Lane Suite 1

Jupiter, Florida 33458 561-747-6336 Fax-747-1377

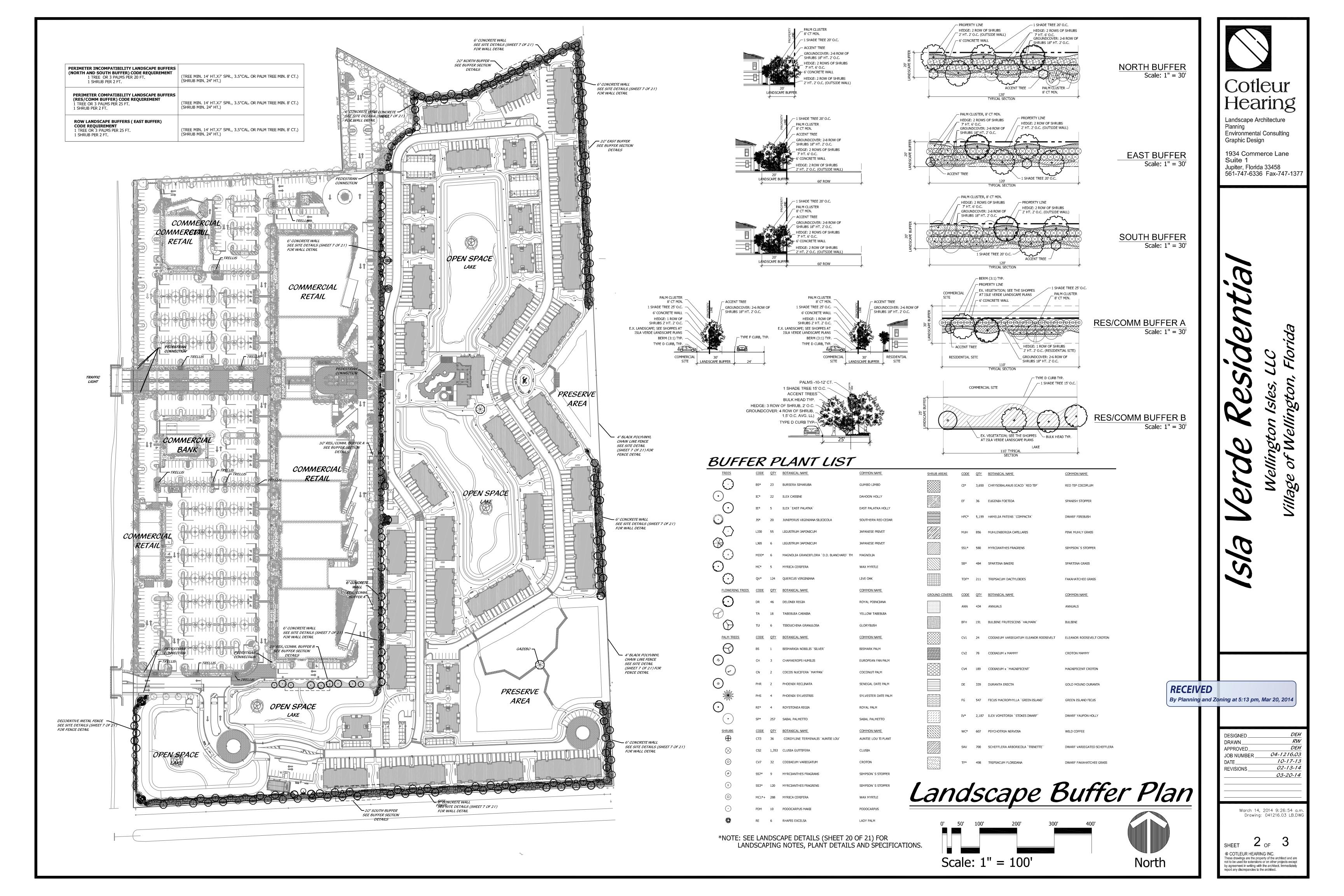
RECEIVED By Planning and Zoning at 5:12 pm, Mar 20, 2014

DESIGNED DRAWN APPROVED_ 04-1216.03 JOB NUMBER 10-17-13 12-16-13 REVISIONS 02-13-14 03-20-14

> March 20, 2014 2:09:53 p.m Drawing: 041216.03 MP DWG

OF SHEET not to be used for extensions or on other projects except by agreement in writing with the architect. Immediately

report any discrepancies to the architect.



RESOLUTION No. 2011-35

Use Limitations

1. The project will be developed consistent with the use limitations presented below:

| PROPOSED USE | NUMBER OF ACRES | USE | SIZE LIMITATIONS |
|--------------|--------------------|------------------------|---|
| Conservation | 3.55 | Preserve Area | Not less than 3.23 acres* |
| Open Space | 6.62 | Open Space | Not less than 6.60 acres* |
| Commercial | 22.92 | Retail / Commercial | Not more than 210,000 square feet |
| Residential | 20.48 | Townhouse Multi-family | Not more than 230 townhouse <u>360</u> |
| nesidefiliai | 20.48 | Dwelling Units | <u>multi-family</u> dwellings |

*Acres adjusted for consistency with previous approvals, Isla Verde at Wellington as recorded in Plat Book 100 Pages 132 through 138 and to reflect the 1.06-acre transfer.

- 2. The commercial portion of the MUPD may contain restaurant, personal service, professional office and medical office uses, in addition to retail and commercial uses.
- 3. The Isla Verde shall be constructed in substantial compliance with the master plan, included as Exhibit "B". Any amendment to the master plan shall be subject to the requirement of Policy 12.53.of the Land Use Element of the Comprehensive Plan.

General Requirements

- 4. The Future Land Use Map shall be amended within 60 days after adoption of the compliance agreement to clearly identify Isla Verde parcel as subject to the specific requirements of Ordinance 2003 -17.
- 5. Any business operating more than 18 hours per day shall be located at least 200 feet from a dwelling unit, measured from the closest building points of each affected structure.
- 6. Garbage and recycling pickup for the commercial portion of the MUPD shall not occur between the hours of 9:00 PM and 7:00 AM.
- 7. Deliveries for the commercial portion of the MUPD shall not occur between the hours of
- 8. There shall be no idling of delivery or similar vehicles on the commercial portion of the MUPD between the hours of 10:00 PM and 7:00 AM.
- 9. Overnight storage or parking of delivery vehicles or trucks shall not be permitted on site, except in designated loading and delivery areas and subject to the requirements affecting idling vehicles.

development order must have as a condition the completion of the assured construction

32. No building permits shall be issued after December 31, 2007, unless a time extension has

33. The Property Owner shall fund the cost of signal installation if warranted as determined by

Beach County Traffic Division. (Palm Beach County Traffic Division)

release the surety. (Palm Beach County Traffic Division)

turn lanes. (Palm Beach County Traffic Division)

Additional Conditions

the County Engineer and FDOT at the project entrance and State Road 7. Signalization shall be a mast arm structure installation. The cost of signalization shall also include all design

costs and any required utility relocation and right of way or easement acquisition. Building Permits for more than 18,000 square feet of retail shall not be issued until the Property Owner provides acceptable surety in the form of a cash bond or escrow agreement to the Palm Beach County Traffic Division in an amount as determined by the Director of the Palm

34. In order to be relieved from this requirement and to have the surety posted for the traffic

signal at the project entrance and State Road 7 returned, the Property Owner shall provide written notice to the Palm Beach County Traffic Division stating that the final certificate of occupancy has been issued for this development and requesting that a signal warrant study

be conducted at the project entrance and State Road 7, OR the Property Owner shall

provide written documentation to the Traffic Division that the property has been sold and

that a replacement surety has been provided to the Palm Beach County Traffic Division by

the new Property Owner. The Palm Beach County Traffic Division shall have 24 months from receipt of this notice to either draw upon the surety to construct the traffic signal or

35. Construct south approach right turn lanes on State Road 7 at both entrances to the development. Additional Right-of-Way may also be required for the construction of these

36. Construct south approach and north approach left turn lanes at the project's north

37. Amend Conditions 10, 28, 29, 30, and 33 as contained in this staff report and in the draft

38. The residential portion and related infrastructure are hereby designated as Phase 2 of the

provide a full median opening at this location. Palm Beach County Traffic Division)

resolution dated July 5, 2007 (as adopted in Resolution No. R2007-86).

entrance on State Road 7. This is not an existing median opening, and although the south

approach turn lane will not directly benefit this project, it will be required in order to

been approved by the County Engineer's Office based upon an approved traffic study, which complies with the mandatory Traffic Performance Standards in place at the time of

and timely posting of performance security. (Palm Beach County Traffic Division)

the request. Palm Beach County Traffic Division)

- 10. All delivery and loading areas built to accommodate semi-trucks, tractor trailers, moving vans, etc., shall be screened from view by a combined 30-foot internal (residential/commercial) landscape buffer consisting of a minimum four-foot high berm and eight-foot high concrete panel wall (overall height minimum 12 feet) with landscaping on both sides in accordance with an Alternative Landscape Plan. The concrete panel wall shall be constructed in a manner consistent with the color, character, and architectural style of the principal structure.
- 11. All roof-mounted air conditioning and mechanical equipment shall be screened from view on all sides in a manner consistent with the color, character, and architectural style of the principal structure.
- 12. All ground-mounted air conditioning and mechanical equipment shall be screened from view. The screening shall occur in a manner consistent with the color, character, and architectural style of the principal structure and may incorporate landscaping as one element of screening.
- 13. The condominium documents for the project shall be approved by the Village Attorney prior to DRC certification of the final site plan for the residential or commercial portion of the site, whichever occurs first.
- 14. All areas or receptacles for the storage and disposal of trash, garbage, recyclable material, or vegetation, such as dumpsters and trash compactors shall be screened from view and confined to the areas designated on the certified site plan.
- 15. Each dwelling unit shall incorporate a garbage can and recycling container storage area to comply with screening requirements.
- 16. The project shall comply with all applicable architectural and signage requirements of the LDRs, including all applicable "big box" standards.
- 17. Building height of all structures shall not exceed 35 feet. The residential structures shall not exceed two three stories in height.
- 18. All roads, utilities, sidewalks and similar improvements shall be private, and shall not be the maintenance responsibility of the Village.
- 19. Prior to issuance of any building permits, the project shall be platted.
- 20. The master plan shall be amended to reflect a revised alignment of the entry road to the residential portion of the project and the north-south vehicle access roadway located immediately in front of the principal commercial structures. The revision shall reflect a full four way stop.

39. At least fifty (50) percent of the proposed laurel live oak trees in the internal residential commercial buffer shall be a minimum of eighteen (18) feet high and located alternatively on both sides of the concrete panel wall.

40. The residential portion of the property shall be seeded or sprigged to provide uniform grass coverage within sixty (60) days of the first commercial certificate of occupancy.

41. Grass shall be maintained at a maximum twelve (12) inches in height.

42. The perimeter of the residential portion and internal connections to the commercial vehicular areas shall be secured by a temporary six (6)-foot high chain link fence with top

New Conditions - Master Plan Amendment (Petition Number 2002-024 MPA1): 43. This site shall be re-platted prior to the permit for the parking and detention area.

- 44. A recorded cross access agreement between this site (commercial portion) and the parcel to the north shall be provided at the time of re-plat.
- 45. A minimum eight-foot high wall with a berm and landscaping per Condition 10 above shall be provided on the northwest residential property line prior to the certificate of completion for the parking and detention area.
- 46. Prior to the first building permit for the residential units, an updated letter of compliance from the Palm Beach County Traffic Division is required.
- 47. All the previous conditions of approval not amended by this request shall remain in effect.

Vegetation and Landscaping

- 21. Prior to site plan approval for the residential or commercial portion of the site, whichever The relocated sabal palms shall be included within the revised landscape plans for the site.
- and preserved in perpetuity or as otherwise permitted by the Village Council.
- 24. The property owner shall maintain the 40-foot Lake Worth Drainage District easement and the 25-foot E-1 Canal Right-of-Way easement that is located along the west side of the

- 25. The proposed mixed use development will comply with the traffic limitations as outlined in
- 26. Vehicular access to Dillman Road is prohibited.
- 28. The traffic signal shall be installed and shall be operational within six (6) months after the issuance of any certificates of occupancy for any residential or commercial structure or by June 30, 2008 whichever comes first."
- Boulevard and State Road 7. (Palm Beach County Traffic Division)
- 30. Building permits for more than 189,500 square feet of retail (the combined equivalent of Beach County Traffic Division)
- to assure the road improvements in conditions #29 and #30, or the site specific

occurs first, the applicant shall submit a vegetation removal permit for removal and relocation onsite of at least 75% of the sabal palm trees currently located on the property.

22. Prior to initial DRC site plan approval, the applicant shall provide for staff approval the method to be utilized to protect the vegetation and integrity of all preserve areas during construction on either portion of the site.

23. The preserve areas indicated on the Isla Verde Master Plan shall be maintained, protected

property, east of State Road 7 / U.S. 441.

27. As required by Palm Beach County, the applicant shall fund installation of the traffic signal at the project's main entrance, including all necessary median and roadway improvements to accommodate installation of the signal.

29. Building permits for more than 95,500 square feet retail (the combined equivalent of 346 net PM peak hour trips) shall not be issued until the contract is let for an exclusive north approach right turn lane at the at grade component of the intersection of Southern

565 net PM peak hour trips) shall not be issued until the contract is let for a second north approach turn lane at the intersection of Forest Hill Boulevard and Lyons Road. (Palm

31. A development agreement with Palm Beach County shall be entered into by the developer prior to or concurrent with the issuance of the first site specific development order in order

> RECEIVED By Planning and Zoning at 5:13 pm, Mar 20, 2014

Conditions of Approval

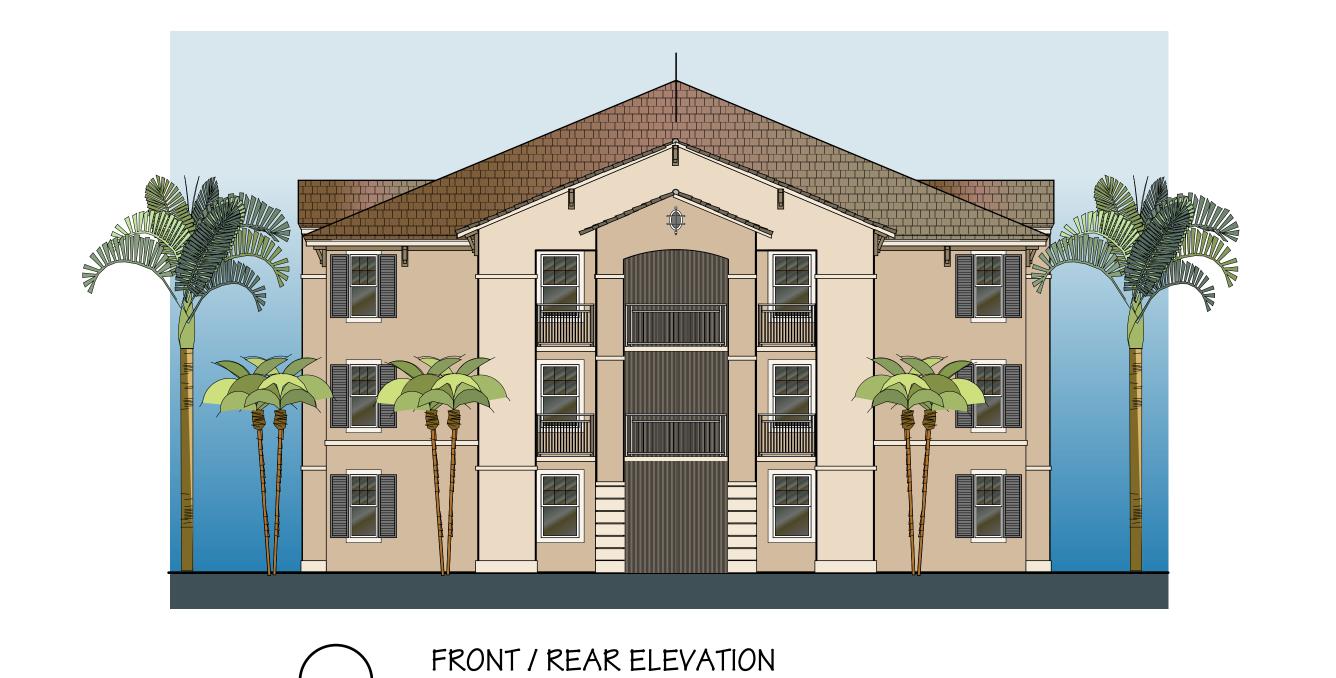
Landscape Architecture Environmental Consulting Graphic Design

1934 Commerce Lane Jupiter, Florida 33458 561-747-6336 Fax-747-1377

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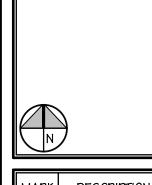
© COTLEUR HEARING INC. These drawings are the property of the architect and are not to be used for extensions or on other projects except by agreement in writing with the architect. Immediately report any discrepancies to the architect.



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| MARC WIENER, A.I.A. | ARCHITECTURE/PLANNING AR # 0010416 | 33 S.E. 4th STREET SUITE 101 BOCA RATON, FLORIDA 33432 | 561-750-4111 FAX: 561-750-5298 | |
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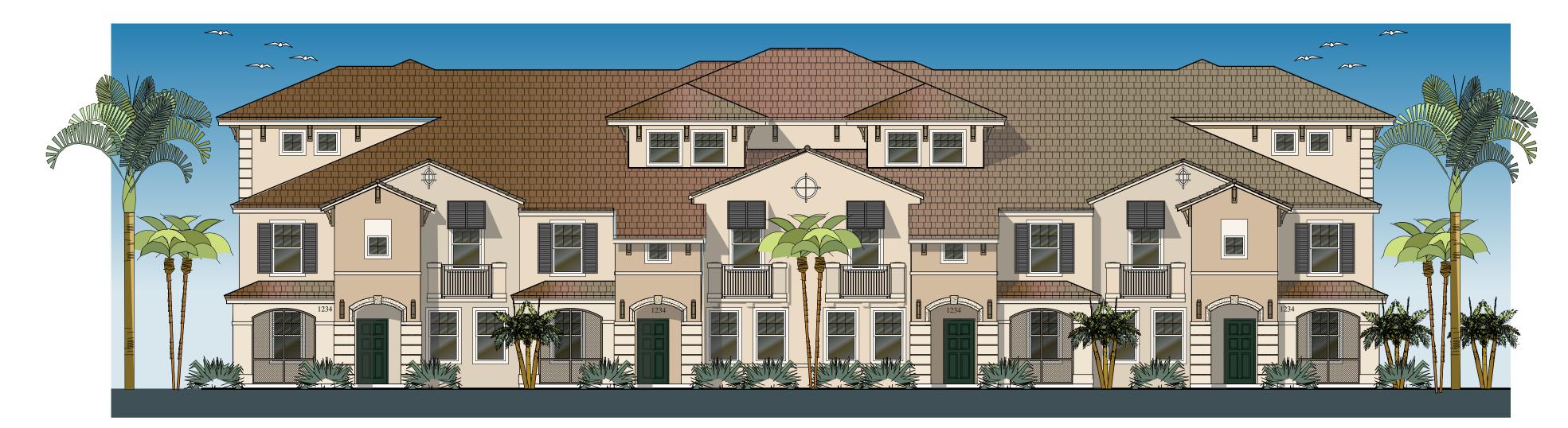


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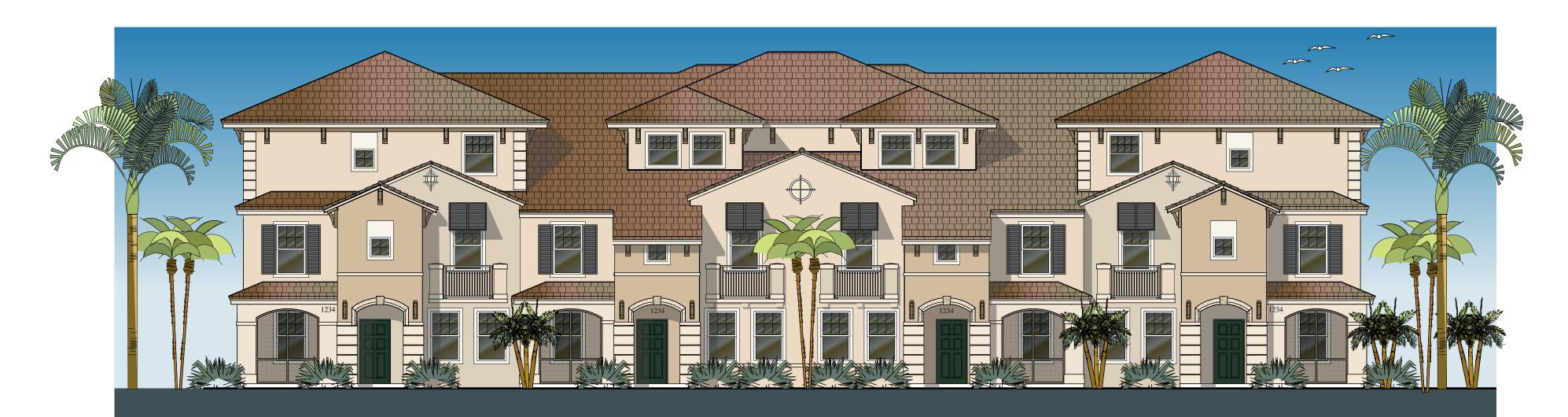


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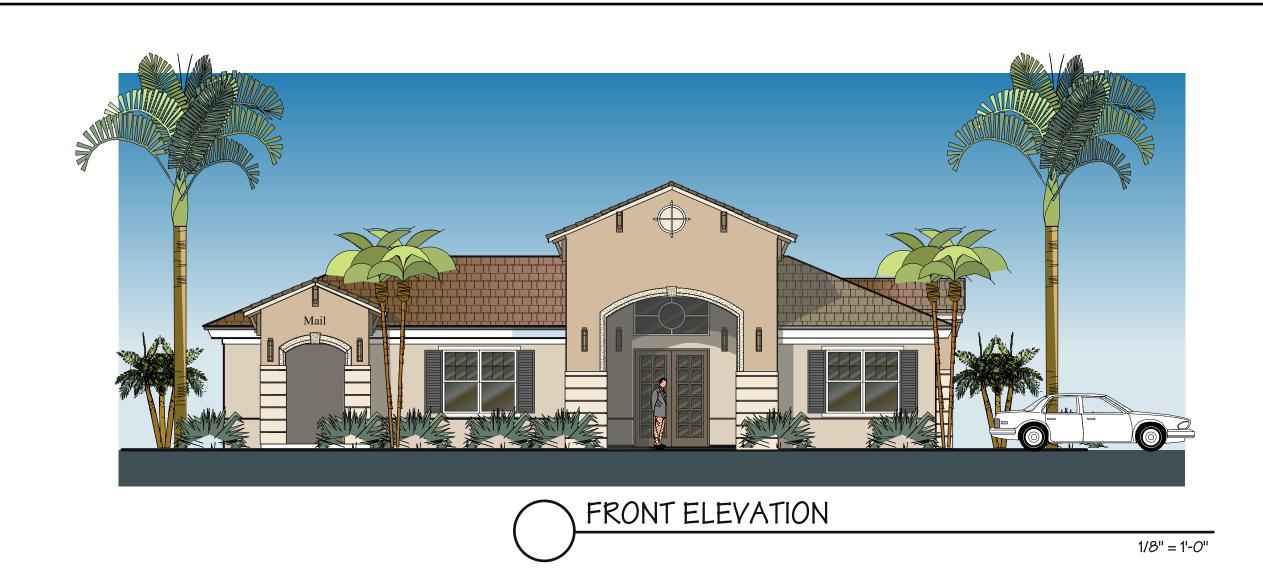
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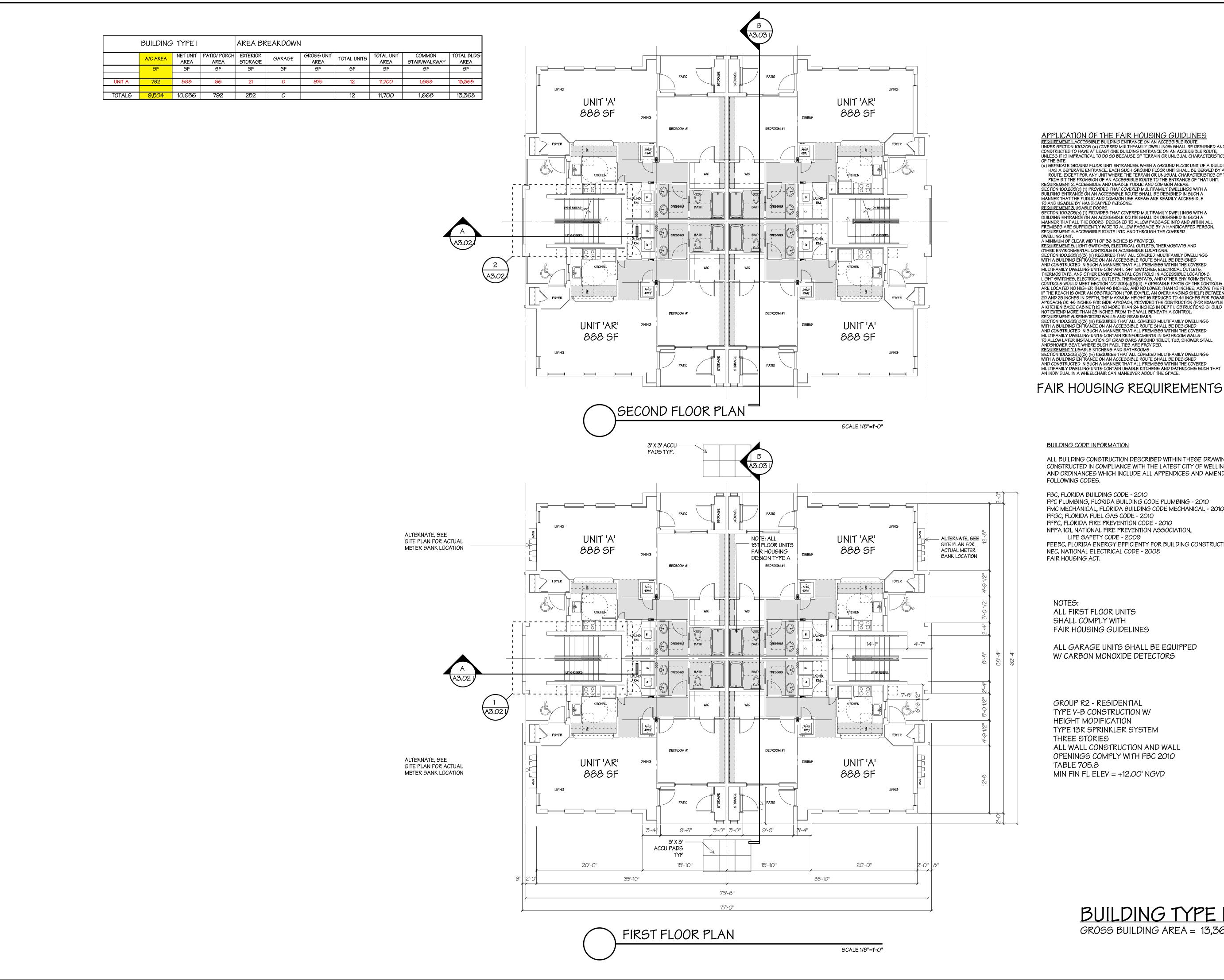
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(a) SEPERATE GROUND FLOOR UNIT ENTRANCES. WHEN A GROUND FLOOR UNIT OF A BUILDING HAS A SEPERATE ENTRANCE, EACH SUCH GROUND FLOOR UNIT SHALL BE SERVED BY AN ACCESSIBLE ROUTE, EXCEPT FOR ANY UNIT WHERE THE TERRAIN OR UNUSUAL CHARACTERISTICS OF THE SITE PROHIBIT THE PROVISION OF AN ACCESSIBLE ROUTE TO THE ENTRANCE OF THAT UNIT. REQUIREMENT 2. ACCESSIBLE AND USABLE PUBLIC AND COMMON AREAS. SECTION 100.205(c) (1) PROVIDES THAT COVERED MULTIFAMILY DWELLINGS WITH A BUILDING ENTRANCE ON AN ACCESSIBLE ROUTE SHALL BE DESIGNED IN SUCH A MANNER THAT THE PUBLIC AND COMMON USE AREAS ARE READILY ACCESSIBLE

TO AND USABLE BY HANDICAPPED PERSONS.

REQUIREMENT 3. USABLE DOORS.

SECTION 100.205(c) (1) PROVIDES THAT COVERED MULTIFAMILY DWELLINGS WITH A BUILDING ENTRANCE ON AN ACCESSIBLE ROUTE SHALL BE DESIGNED IN SUCH A MANNER THAT ALL THE DOORS DESIGNED TO ALLOW PASSAGE INTO AND WITHIN ALL PREMISES ARE SUFFICIENTLY WIDE TO ALLOW PASSAGE BY A HANDICAPPED PERSON. REQUIREMENT 4. ACCESSIBLE ROUTE INTO AND THROUGH THE COVERED

OTHER ENVIRONMENTAL CONTROLS IN ACCESSIBLE LOCATIONS.

SECTION 100.205(c)(3) (ii) REQUIRES THAT ALL COVERED MULTIFAMILY DWELLINGS
WITH A BUILDING ENTRANCE ON AN ACCESSIBLE ROUTE SHALL BE DESIGNED
AND CONSTRUCTED IN SUCH A MANNER THAT ALL PREMISES WITHIN THE COVERED
MULTIFAMILY DWELLING UNITS CONTAIN LIGHT SWITCHES, ELECTRICAL OUTLETS, THERMOSTATS, AND OTHER ENVIRONMENTAL CONTROLS IN ACCESSIBLE LOCATIONS. LIGHT SWITCHES, ELECTRICAL OUTLETS, THERMOSTATS, AND OTHER ENVIRONMENTAL CONTROLS WOULD MEET SECTION 100.205(c)(3)(ii) IF OPERABLE PARTS OF THE CONTROLS ARE LOCATED NO HIGHER THAN 48 INCHES, AND NO LOWER THAN 15 INCHES, ABOVE THE FLOOR. IF THE REACH IS OVER AN OBSTRUCTION (FOR EXAPLE, AN OVERHANGING SHELF) BETWEEN 20 AND 25 INCHES IN DEPTH, THE MAXIMUM HEIGHT IS REDUCED TO 44 INCHES FOR FOWARD APROACH; OR 46 INCHES FOR SIDE APROACH, PROVIDED THE OBSTRUCTION (FOR EXAMPLE A KITCHEN BASE CABINET) IS NO MORE THAN 24 INCHES IN DEPTH. OBTRUCTIONS SHOULD NOT EXTEND MORE THAN 25 INCHES FROM THE WALL BENEATH A CONTROL. REQUIREMENT 6. REINFORCED WALLS AND GRAB BARS.
SECTION 100.205(a)(3) (iii) REQUIRES THAT ALL COVERED MULTIFAMILY DWELLINGS WITH A BUILDING ENTRANCE ON AN ACCESSIBLE ROUTE SHALL BE DESIGNED AND CONSTRUCTED IN SUCH A MANUER THAT ALL PREMISES WITHIN THE COVERED MULTIFAMILY DWELLING UNITS CONTAIN REINFORCMENTS IN BATHROOM WALLS TO ALLOW LATER INSTALLATION OF GRAB BARS AROUND TOILET, TUB, SHOWER STALL ANDSHOWER SEAT, WHERE SUCH FACILITIES ARE PROVIDED. REQUIREMENT 7.USABLE KITCHENS AND BATHROOMS SECTION 100.205(c)(3) (iv) REQUIRES THAT ALL COVERED MULTIFAMILY DWELLINGS WITH A BUILDING ENTRANCE ON AN ACCESSIBLE ROUTE SHALL BE DESIGNED AND CONSTRUCTED IN SUCH A MANNER THAT ALL PREMISES WITHIN THE COVERED

FAIR HOUSING REQUIREMENTS

BUILDING CODE INFORMATION

ALL BUILDING CONSTRUCTION DESCRIBED WITHIN THESE DRAWINGS SHALL BE CONSTRUCTED IN COMPLIANCE WITH THE LATEST CITY OF WELLINGTON CODES AND ORDINANCES WHICH INCLUDE ALL APPENDICES AND AMENDMENTS TO THE FOLLOWING CODES.

FBC, FLORIDA BUILDING CODE - 2010 FPC PLUMBING, FLORIDA BUILDING CODE PLUMBING - 2010 FMC MECHANICAL, FLORIDA BUILDING CODE MECHANICAL - 2010 FFGC, FLORIDA FUEL GAS CODE - 2010 FFPC, FLORIDA FIRE PREVENTION CODE - 2010 NFPA 101, NATIONAL FIRE PREVENTION ASSOCIATION, LIFE SAFETY CODE - 2009

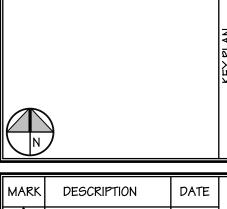
FEEBC, FLORIDA ENERGY EFFICIENTY FOR BUILDING CONSTRUCTION - 2010 NEC, NATIONAL ELECTRICAL CODE - 2008

ALL FIRST FLOOR UNITS SHALL COMPLY WITH FAIR HOUSING GUIDELINES

ALL GARAGE UNITS SHALL BE EQUIPPED W/ CARBON MONOXIDE DETECTORS

GROUP R2 - RESIDENTIAL TYPE V-B CONSTRUCTION W/ HEIGHT MODIFICATION TYPE 13R SPRINKLER SYSTEM THREE STORIES ALL WALL CONSTRUCTION AND WALL OPENINGS COMPLY WITH FBC 2010 MIN FIN FL ELEV = +12.00' NGVD

> BUILDING TYPE I GROSS BUILDING AREA = 13,368 SF



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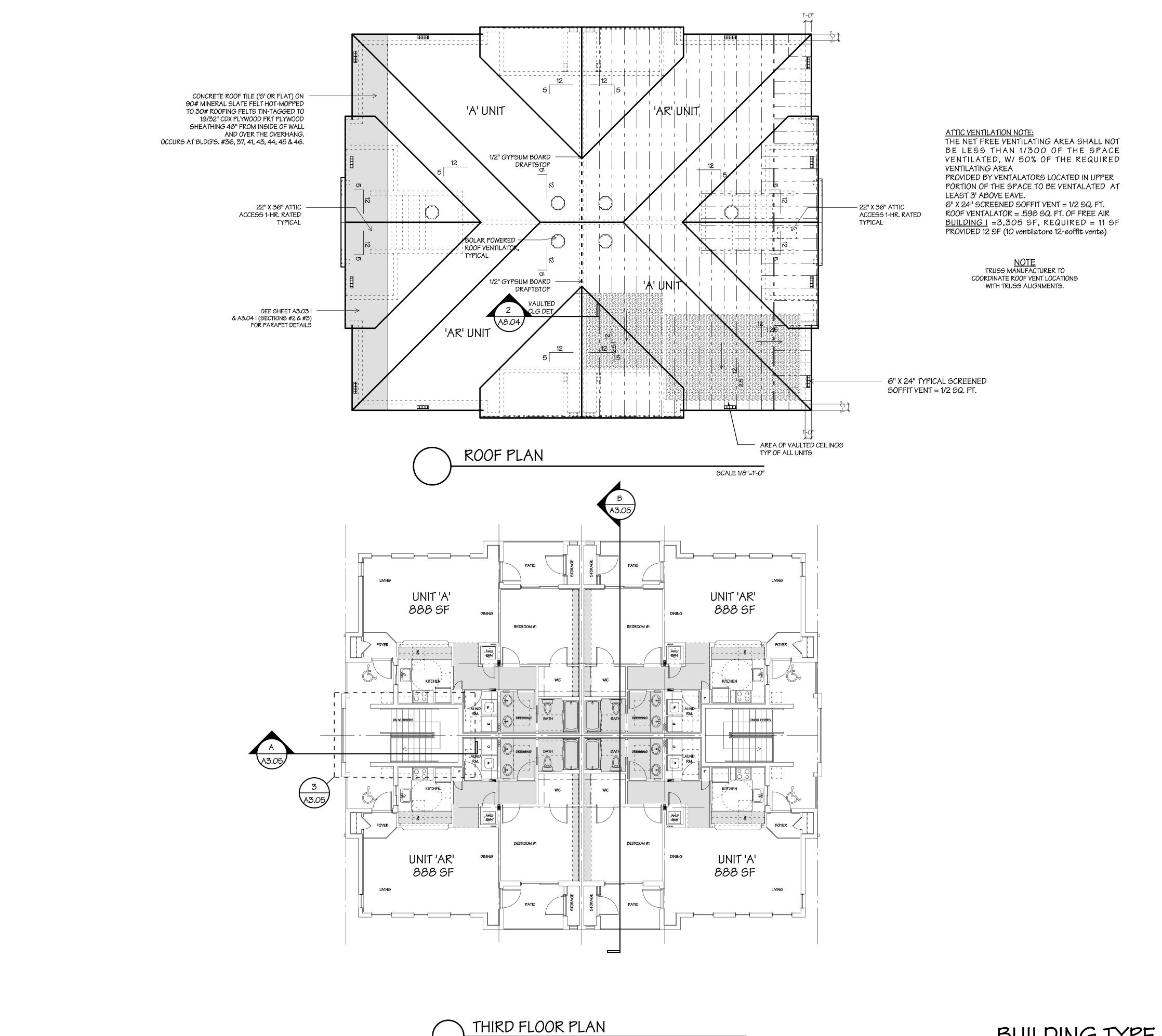
| 10/15/2013 | OF F (MENER, A.I.A. | ARCHI | | 33 S.E. 4th STREET SUITE 101 | BOCA RATON, FLORIDA 33432 | 561-750-4111 FAX: 561-750-5298 | ARC | | ARCHITECT |
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Wellington Isles, LLC. 601 BAYSHORE BLVD SUITE 650 TAMPA, FL 33606

BUILDING

Wellington 13096 JOB NUMBER SCALE AS NOTED PROJECT DATE PERMIT DATE BID DATE

PAC/DPB DRAWN BY MW ARCHITECTURE A2.01 SHEET NUMBER



1/8" = 1'-0"

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BUILDING

Wellington Isles, LLC.

601 BAYSHORE BLVD

SUITE 650 TAMPA, FL 33606

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| CATEGORY | MARK | MATERIAL | FINISH | COLOR | MANUFACTURER # | | | |
| | | | | | SHERWIN WILLIAMS | | | |
| EXTERIOR WALLS | | | | | | | | |
| FIELD | 1 | CBS | PAINT | EAGLET BEIGE | SW #7573 | | | |
| ACCENT | 2 | CBS | PAINT | STUCCO | SW #7569 | | | |
| ACCENT | 3 | CBS | PAINT | ROWHOUSE TAN | SW #7689 | | | |
| TRIM | 4 | CBS | PAINT | SUMMER WHITE | SW #7557 | | | |
| TRIM | 1 | EIFS/STUCCO/WOOD | PAINT | SUMMER WHITE | SW #7557 | | | |
| RAILINGS | 2 | ALUMINUM | ESP | DARK BRONZE | | | | |
| ENTRY DOORS | 3 | METAL | ESP | ESSEX GREEN | BENJAMIN MOORE #4308 | | | |
| WINDOWS & SLDG DOORS | 4 | ALUMINUM & GLASS | ESP | DARK BRONZE | | | | |
| ROOF | 5 | CONCRETE TILE | | WELLINGTON #29510 | EAGLE MALIBU | | | |
| LIGHT FIXTURE | 6 | ALUMINUM | ESP | WHITE | | | | |
| SHUTTERS | 7 | | | DARK GRAY | HC-166 KENDALL CHARCOAL | | | |
| GARAGE DOORS | 8 | METAL | PAINT | ESSEX GREEN | BENJAMIN MOORE #4308 | | | |

| | | MATERIA | L SCHEDUL | E SCHEME ; | #2 |
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| 13096 | | WE | ELLINGTON ISLE | E 5 | 13.10. |
| CATEGORY | MARK | MATERIAL | FINISH | COLOR | MANUFACTURER # |
| EXTERIOR WALLS | + | | | | SHERWIN WILLIAMS |
| FIELD | 1 | CBS | PAINT | SUNDEW | SW #7688 |
| ACCENT | 2 | CBS | PAINT | STUCCO | SW #7569 |
| ACCENT | 3 | CBS | PAINT | SAND BEACH | SW #7529 |
| TRIM | 4 | CBS | PAINT | SUMMER WHITE | SW #7557 |
| TRIM | 1 | EIFS/STUCCO/WOOD | PAINT | OFF WHITE | OC-1 NATURAL WICKER |
| RAILINGS | 2 | ALUMINUM | ESP | DARK BRONZE | |
| ENTRY DOORS | 3 | METAL | ESP | ESSEX GREEN | BENJAMIN MOORE #4308 |
| WINDOWS & SLDG DOORS | 4 | ALUMINUM & GLASS | ESP | DARK BRONZE | |
| ROOF | 5 | CONCRETE TILE | | WELLINGTON #29510 | EAGLE MALIBU |
| LIGHT FIXTURE | 6 | ALUMINUM | ESP | WHITE | |
| SHUTTERS | 7 | | | DARK GRAY | HC-166 KENDALL CHARCOAL |
| GARAGE DOORS | 8 | METAL | PAINT | ESSEX GREEN | BENJAMIN MOORE #4308 |



ALL METERS AND EQUIPMENT ATTACHED TO THE BUILDING WILL BE PAINTED TO MATCH THE BUILDING.

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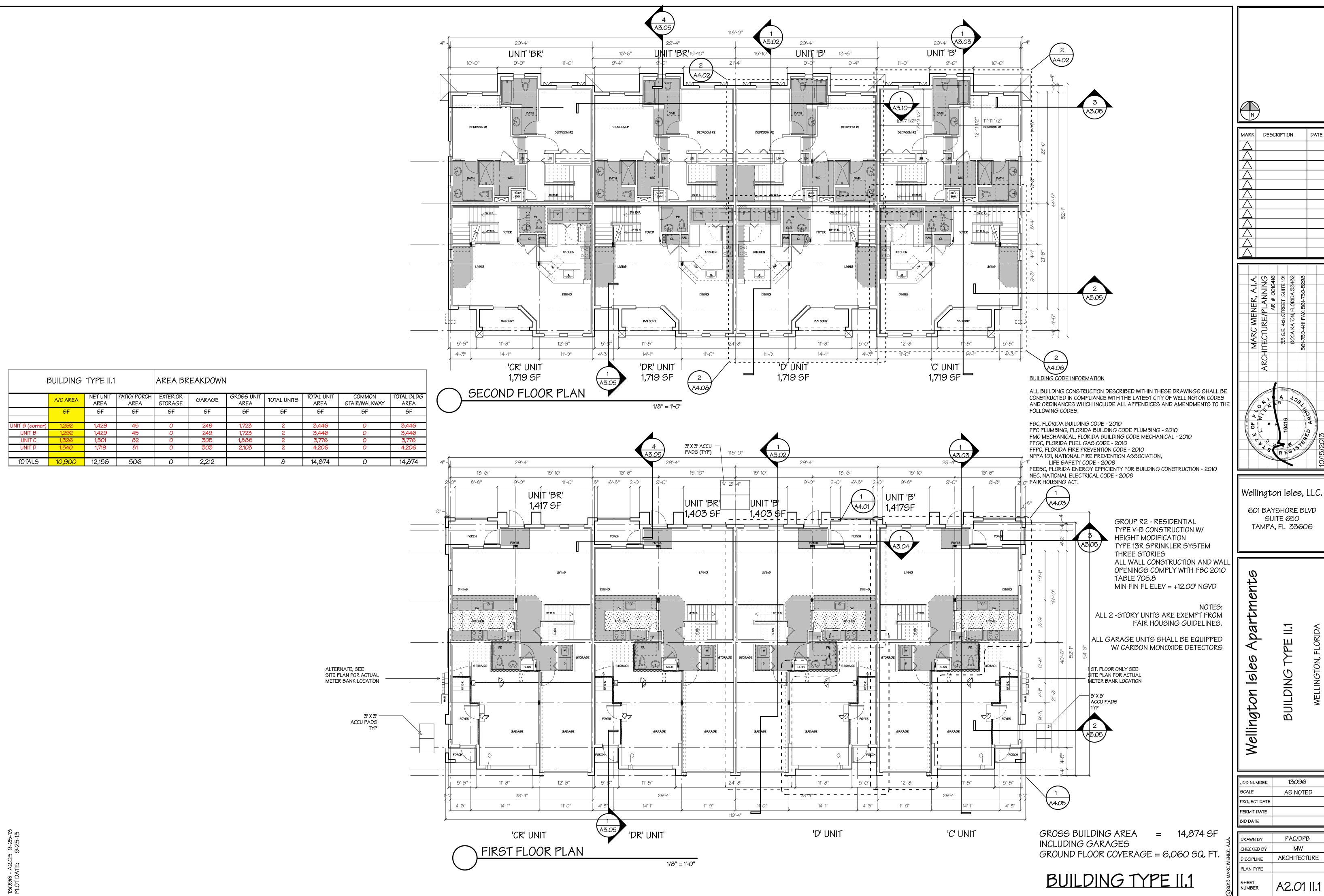
Wellington Isles, LLC.

601 BAYSHORE BLVD SUITE 650

TAMPA, FL 33606

Apartments

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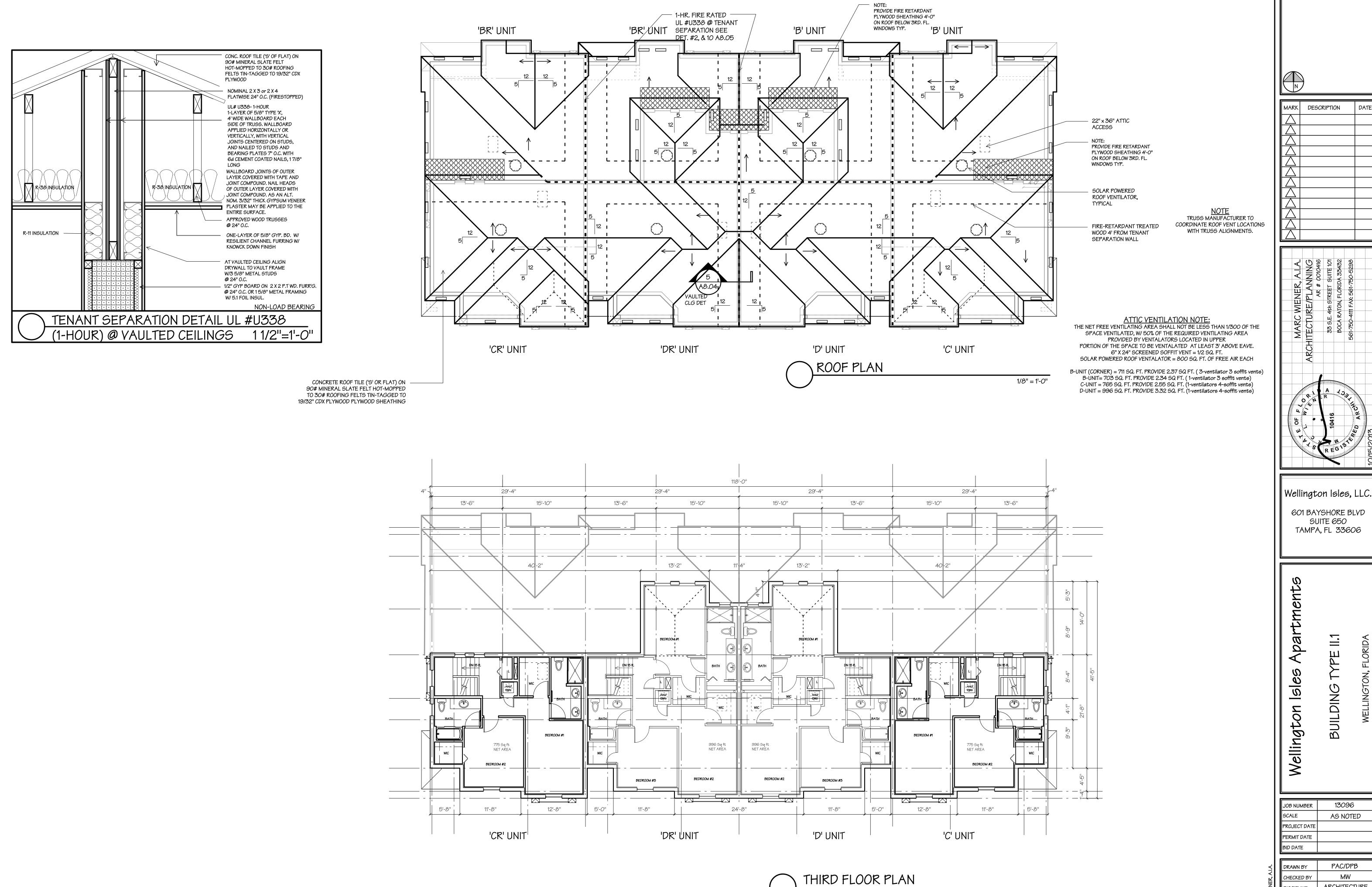


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| W. | BOCA RATON, FLORIDA 3 |
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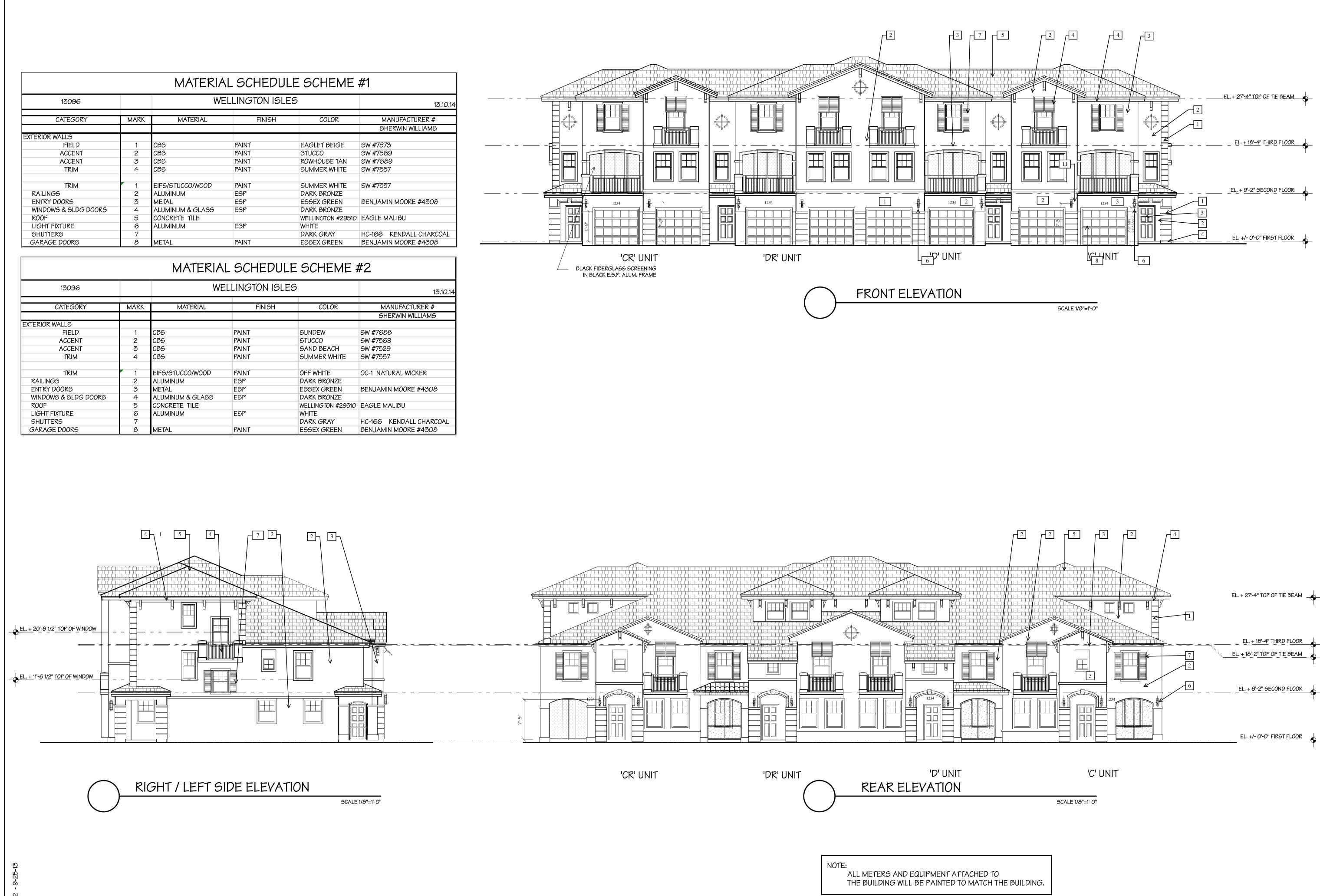
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BUILDING

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AR # 0000416

BOCA RATON, FLORIDA 33432

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Wellington Isles, LLC.

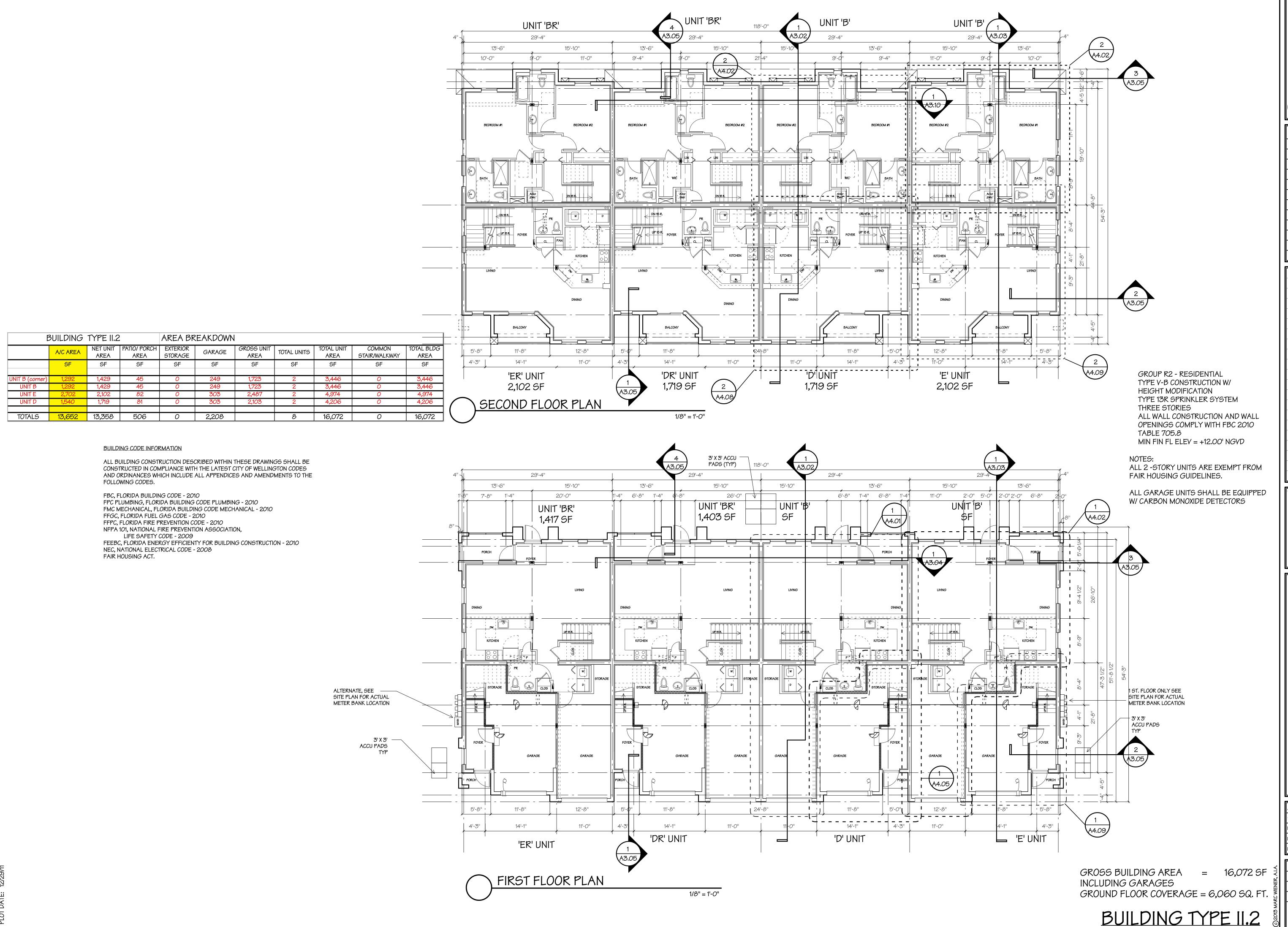
601 BAYSHORE BLVD
SUITE 650
TAMPA, FL 33606

Wellington Isles Apartments
BUILDING TYPE II.1
WELLINGTON, FLORIDA

| JOB NUMBER | 13096 | |
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| MARC WIENER, A.I.A. | ARCHITECTURE/PLANNING | AR # 0010416 | 33 S.E. 4th STREET SUITE 101 | BOCA RATON, FLORIDA 33432 | 561-750-4111 FAX: 561-750-5298 | | | Architect |
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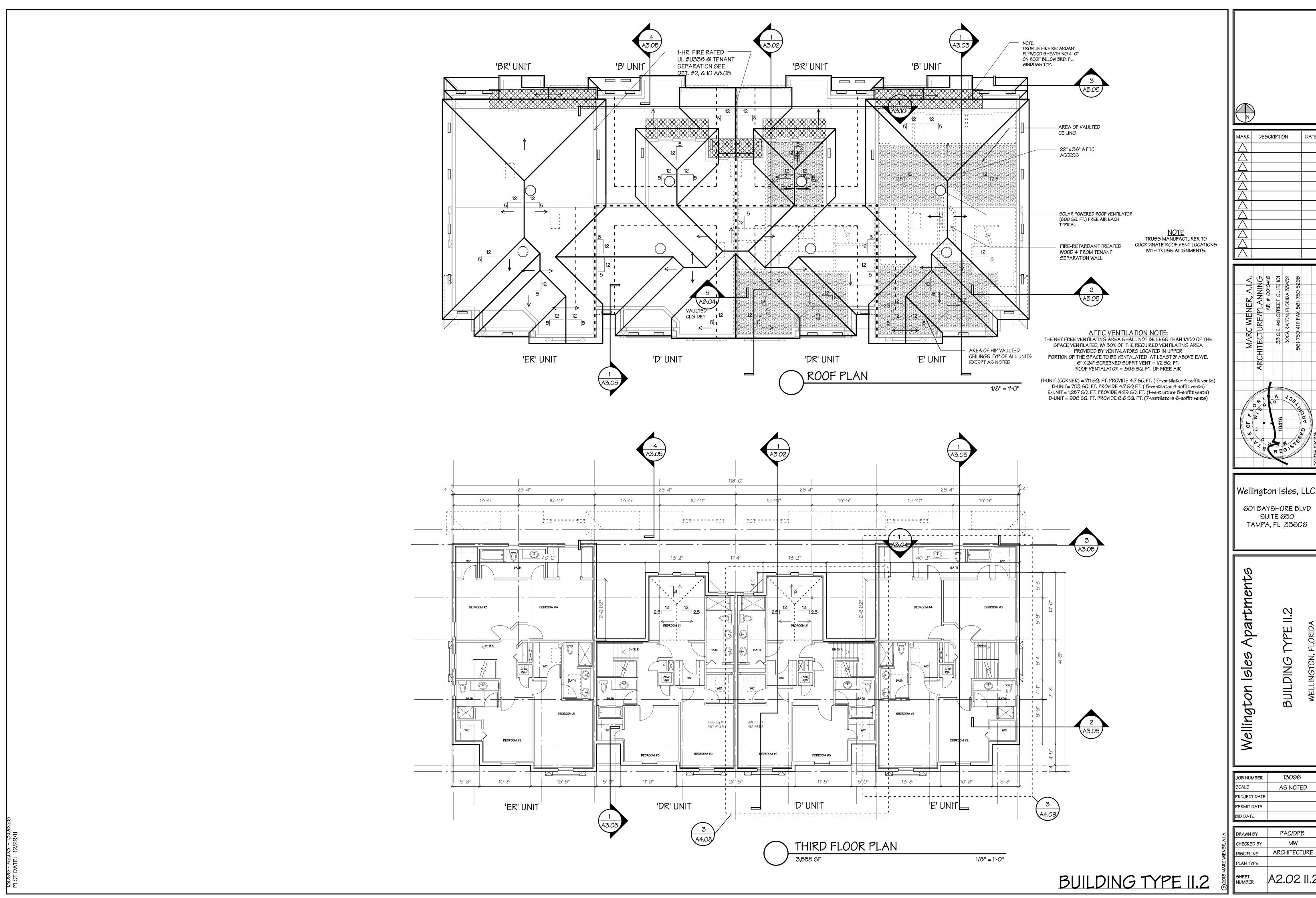
Wellington Isles, LLC.

601 BAYSHORE BLVD
SUITE 650
TAMPA, FL 33606

Wellington Isles Apartment BUILDING TYPE II.2

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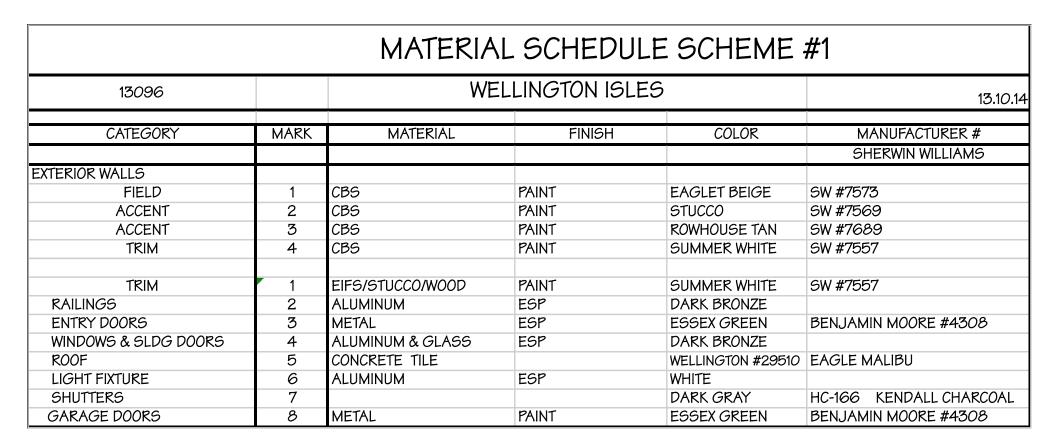


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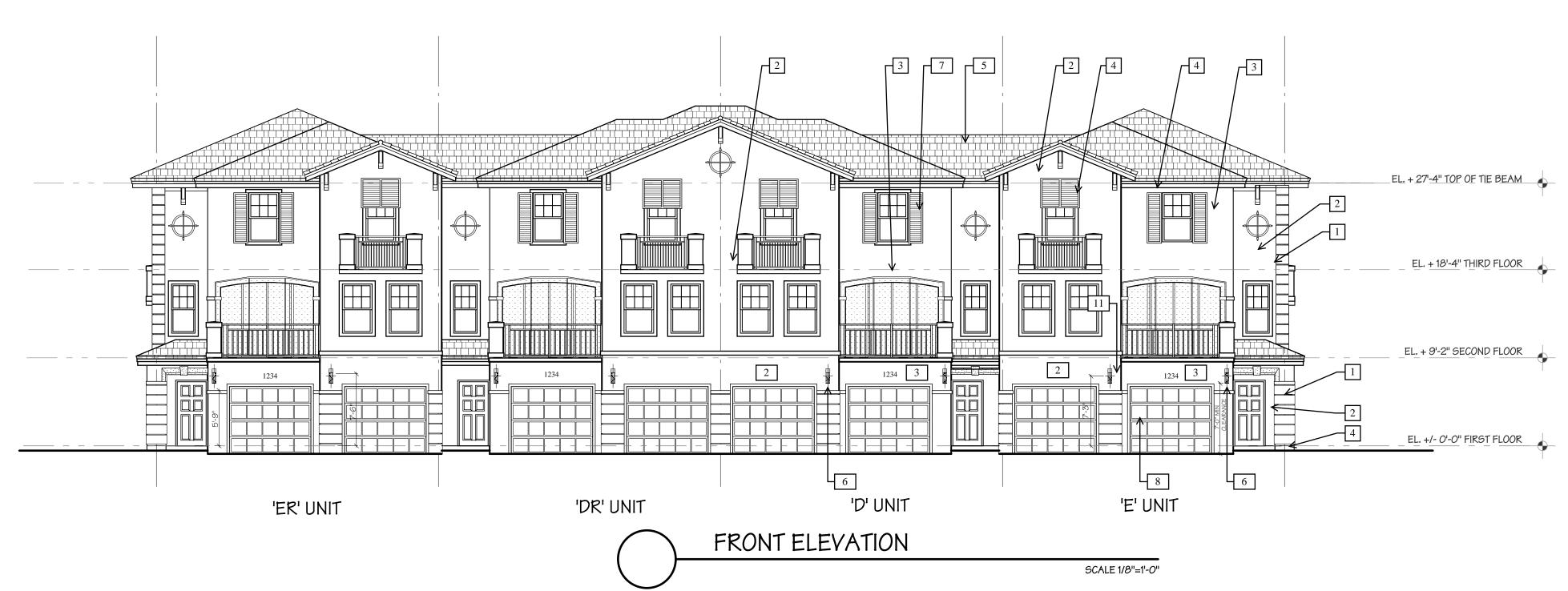
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| | | | | | SHERWIN WILLIAMS |
| EXTERIOR WALLS | | | | | |
| FIELD | 1 | CBS | PAINT | SUNDEW | SW #7688 |
| ACCENT | 2 | CBS | PAINT | STUCCO | SW #7569 |
| ACCENT | 3 | CBS | PAINT | SAND BEACH | SW #7529 |
| TRIM | 4 | CB5 | PAINT | SUMMER WHITE | SW #7557 |
| TRIM | 1 | EIFS/STUCCO/WOOD | PAINT | OFF WHITE | OC-1 NATURAL WICKER |
| RAILINGS | 2 | ALUMINUM | ESP | DARK BRONZE | |
| ENTRY DOORS | 3 | METAL | ESP | ESSEX GREEN | BENJAMIN MOORE #4308 |
| WINDOWS & SLDG DOORS | 4 | ALUMINUM & GLASS | ESP | DARK BRONZE | |
| ROOF | 5 | CONCRETE TILE | | WELLINGTON #29510 | EAGLE MALIBU |
| LIGHT FIXTURE | 6 | ALUMINUM | ESP | WHITE | |
| SHUTTERS | 7 | | | DARK GRAY | HC-166 KENDALL CHARCOAL |
| GARAGE DOORS | 8 | METAL | PAINT | ESSEX GREEN | BENJAMIN MOORE #4308 |



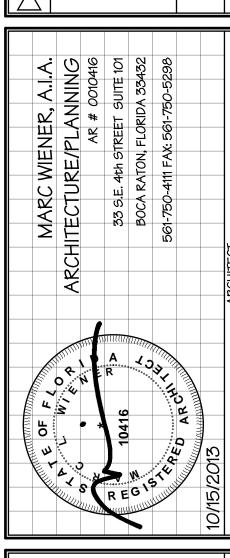
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BUILDING TYPE II.2

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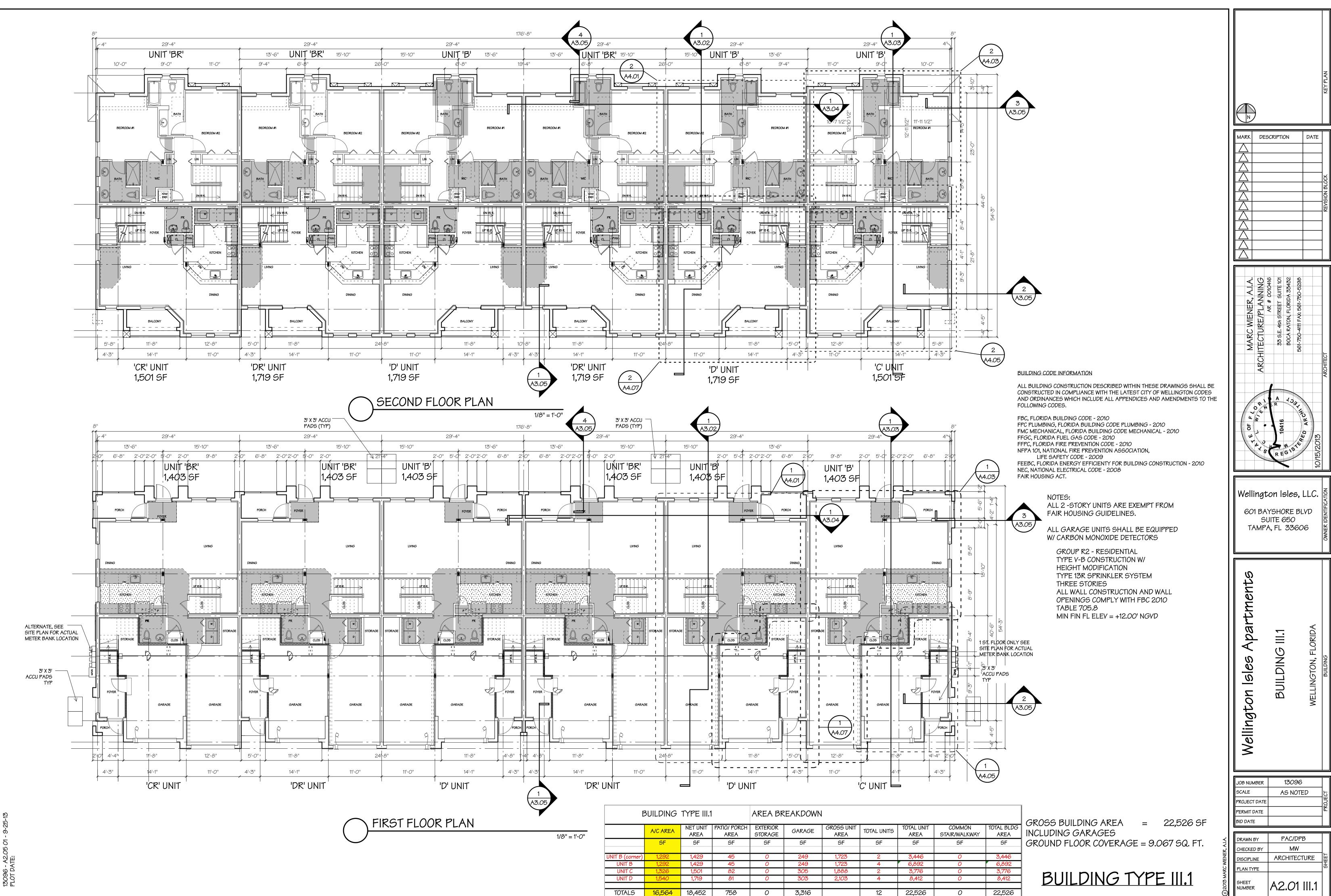


Wellington Isles, LLC. 601 BAYSHORE BLVD SUITE 650 TAMPA, FL 33606

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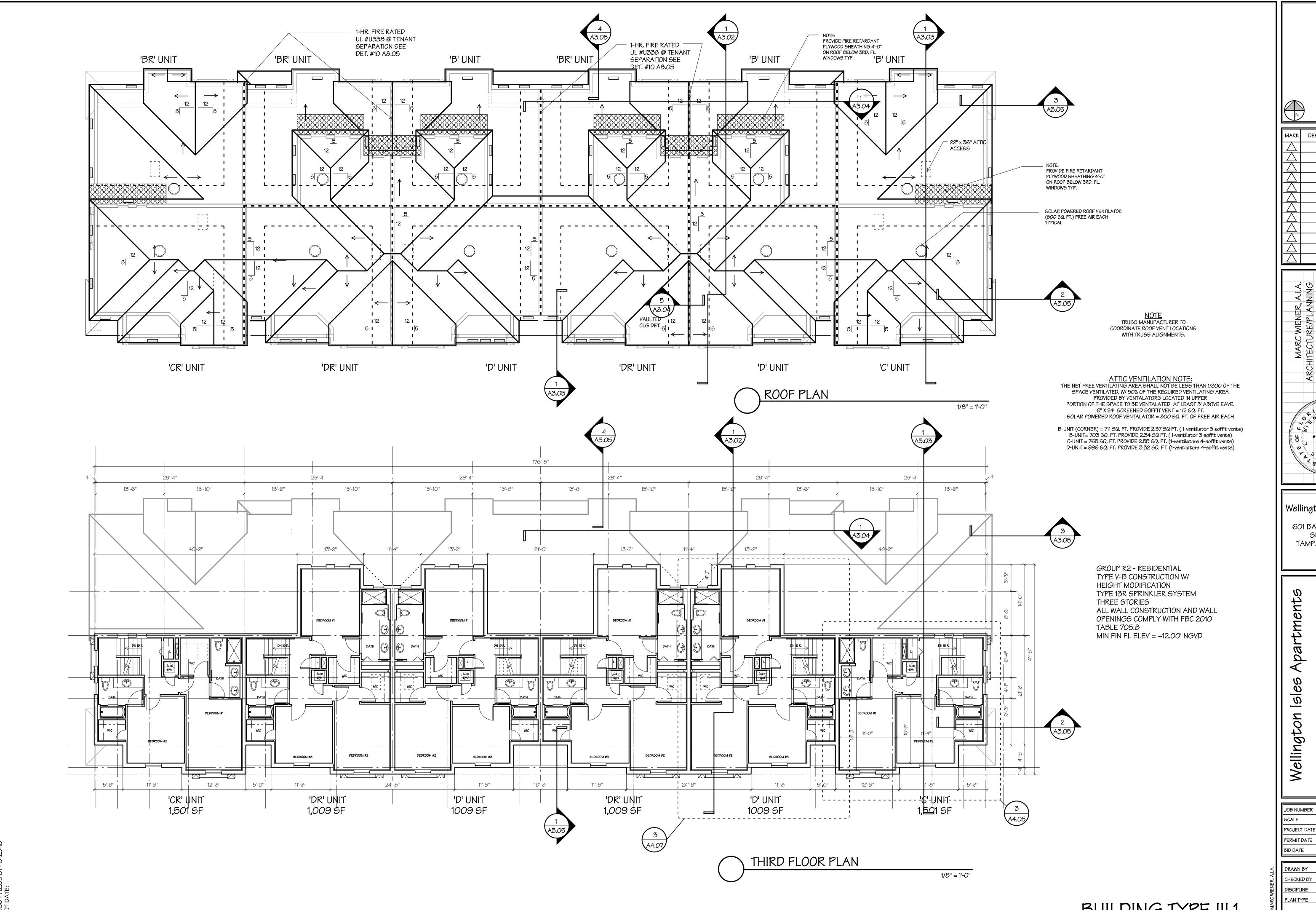
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| 37.45 | 561-750-4111 FAX: 561-750-5298 |
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Wellington Isles, LLC.

SUITE 650 TAMPA, FL 33606

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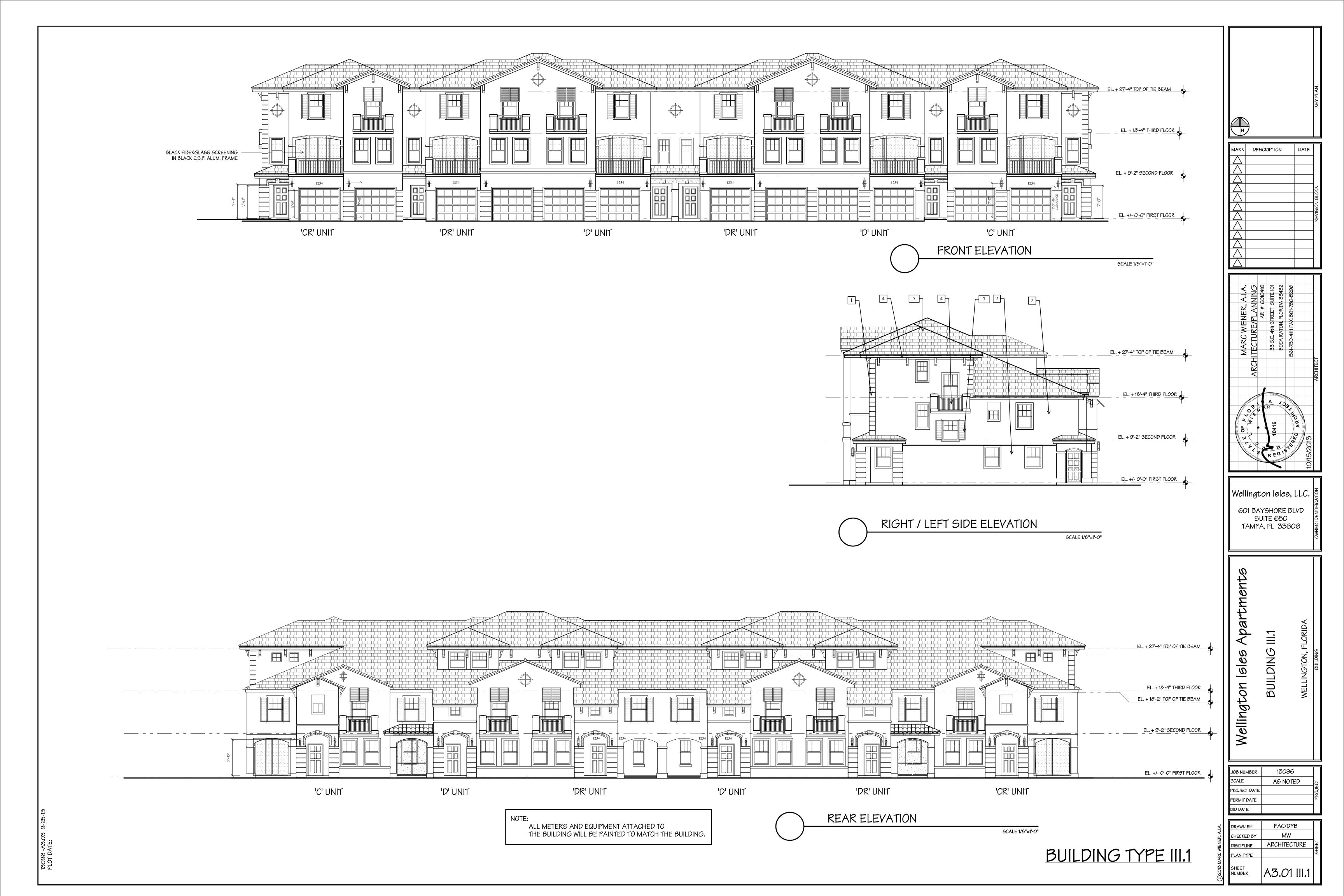
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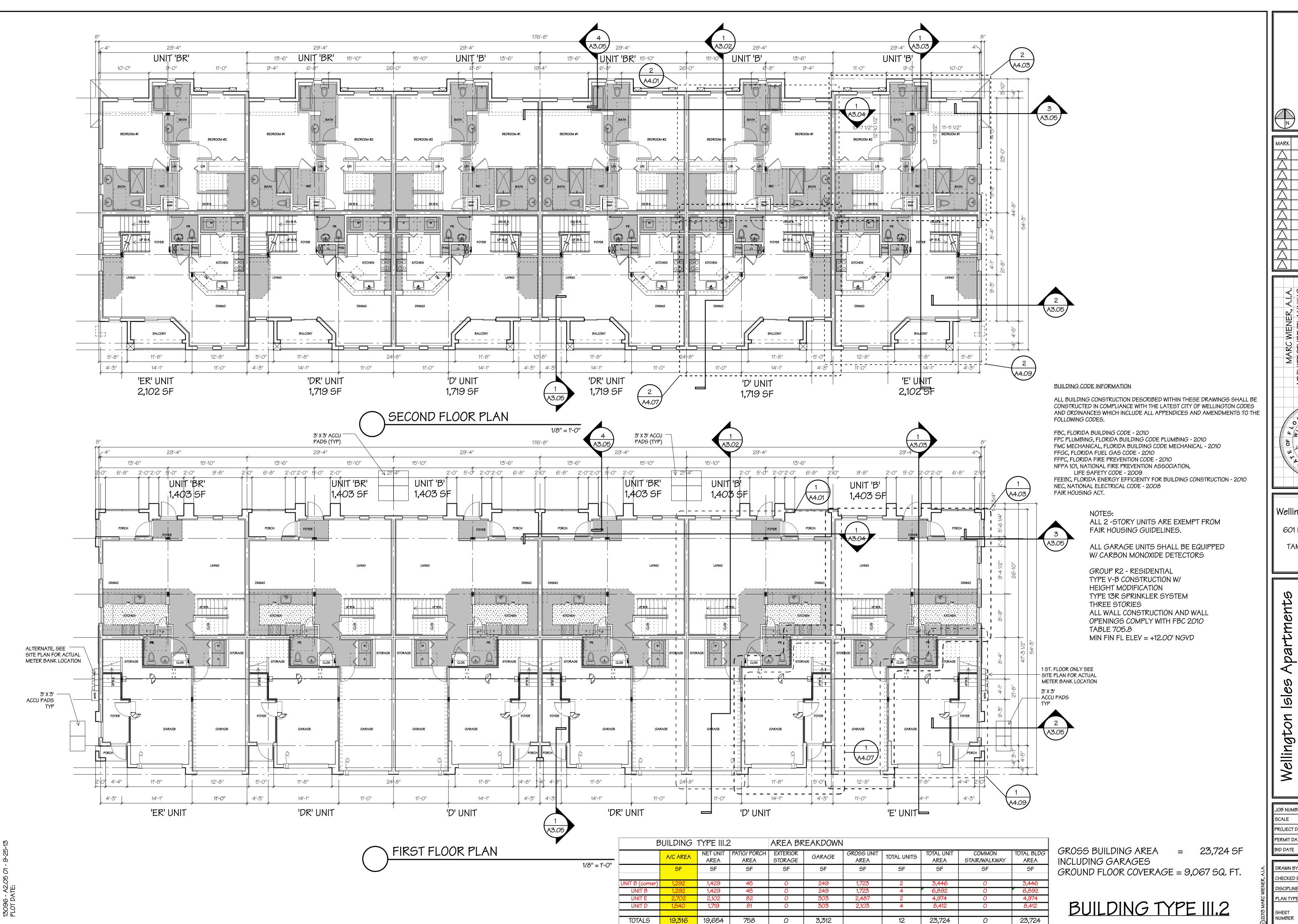
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601 BAYSHORE BLVD

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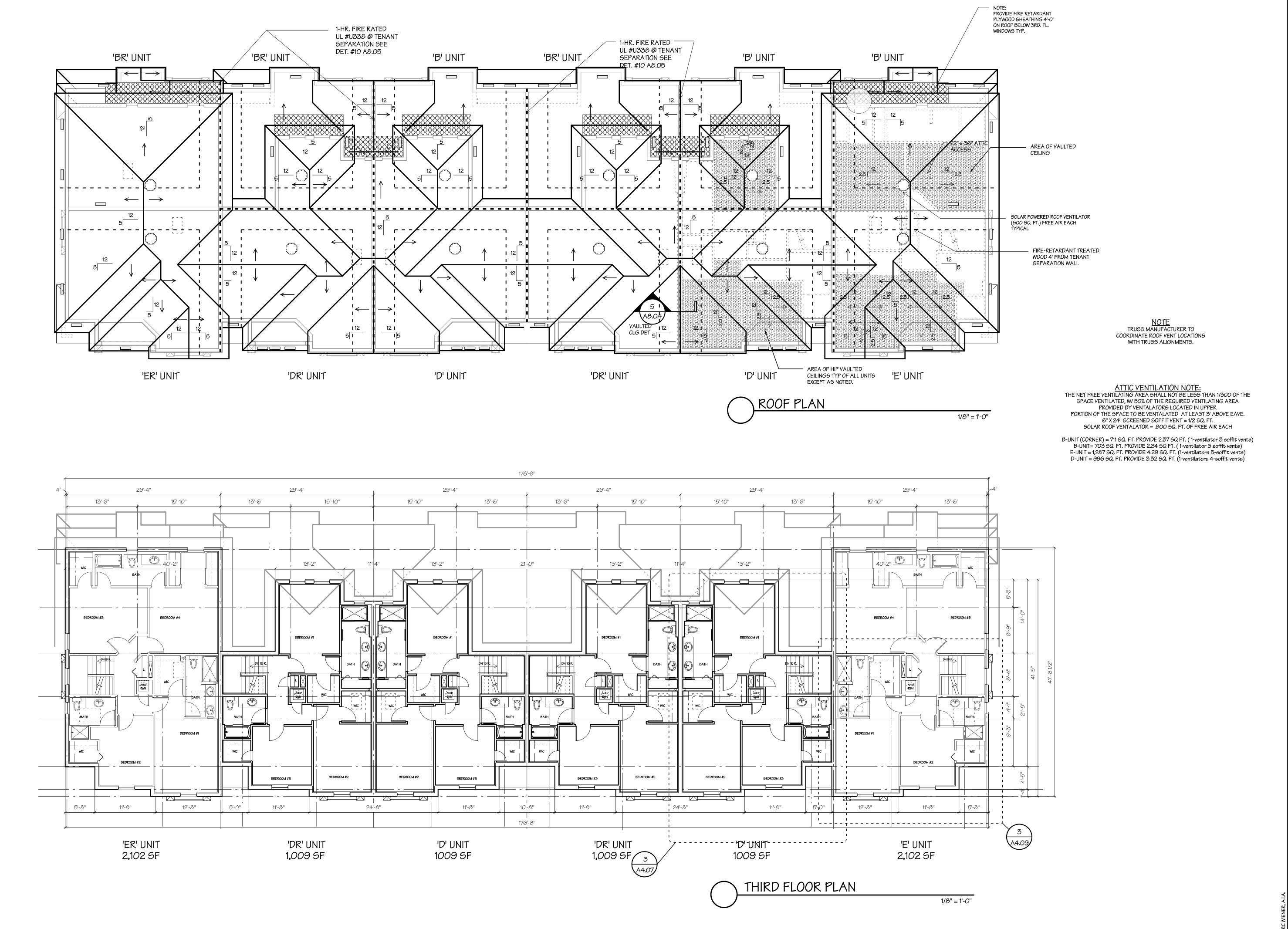
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601 BAYSHORE BLVD SUITE 650 TAMPA, FL 33606

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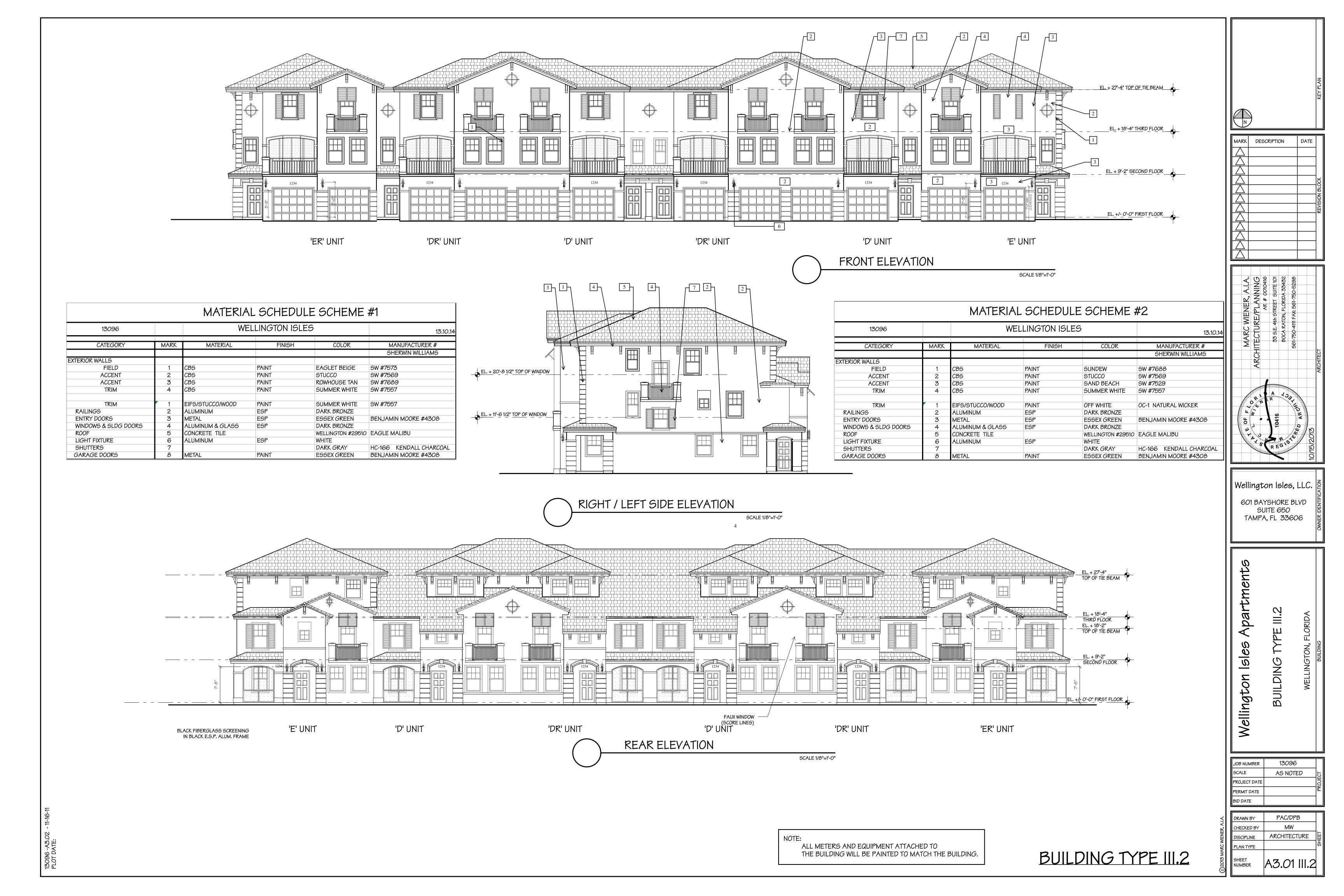
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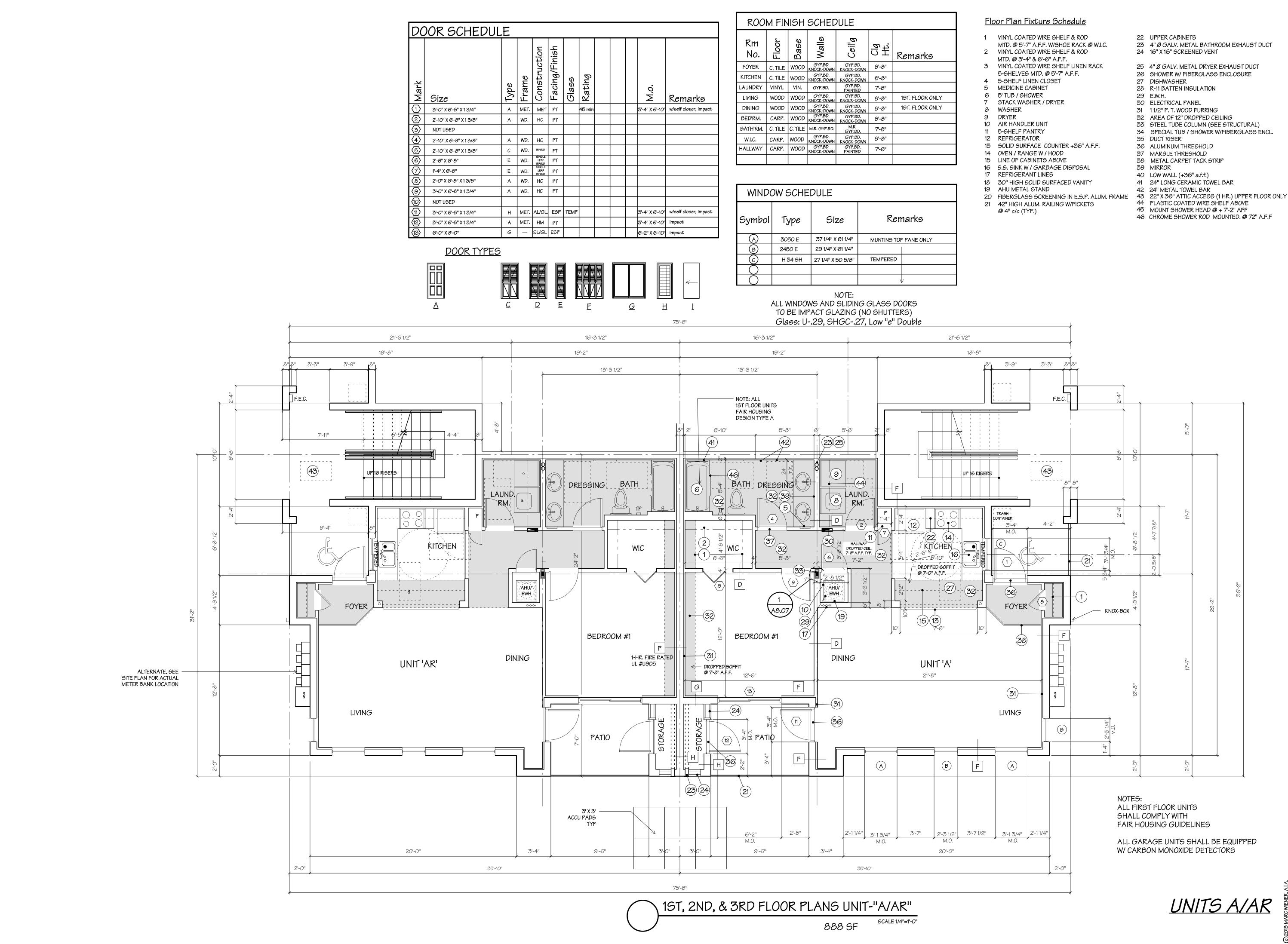
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AR # 0010416

BOCA RATON, FLORIDA 33432

561-750-4111 FAX: 561-750-5298

ARCHITECT

Wellington Isles, LLC.

601 BAYSHORE BLVD

SUITE 650

TAMPA, FL 33606

Wellington Isles Apartments
WELLINGTON, FLORIDA

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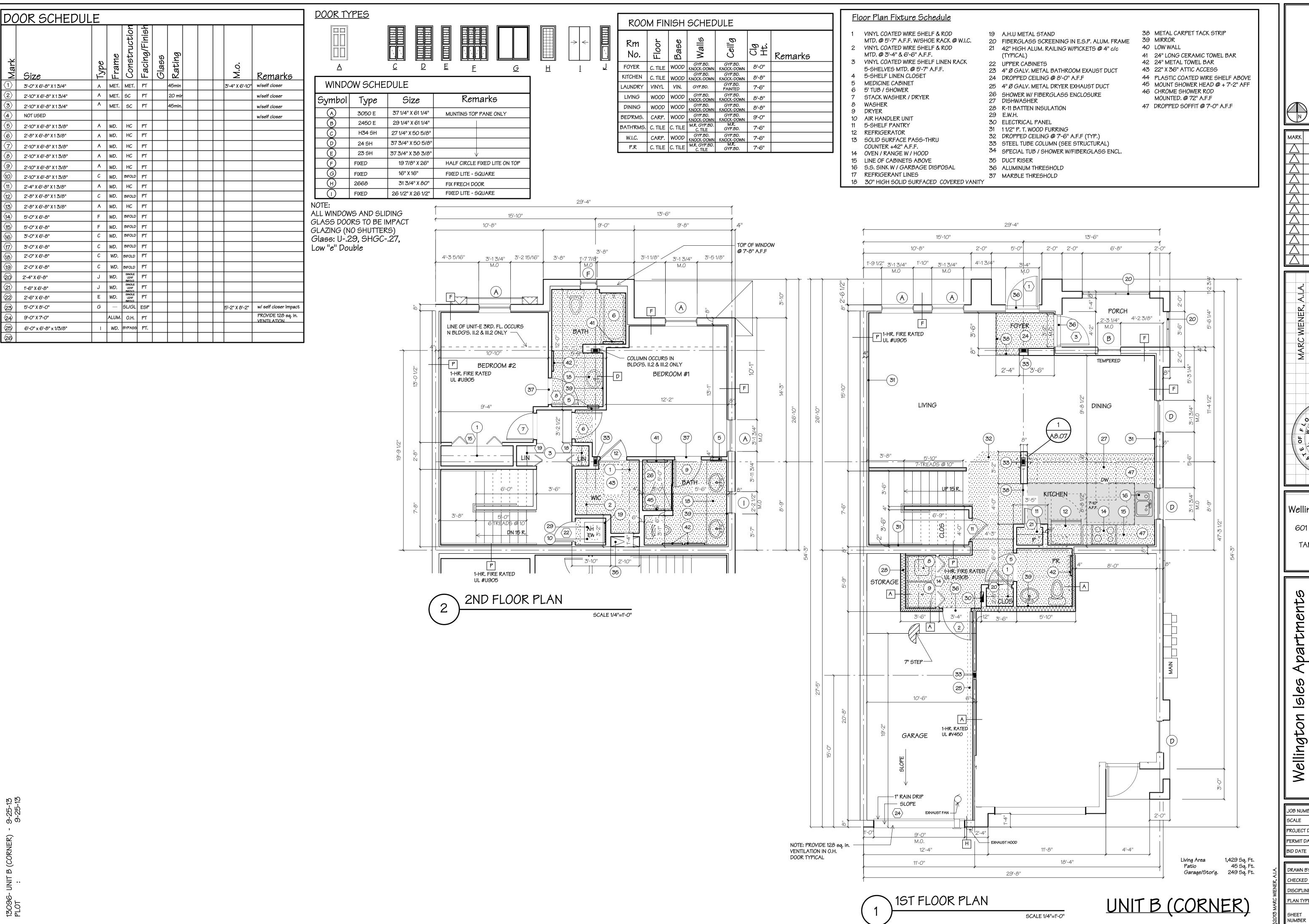
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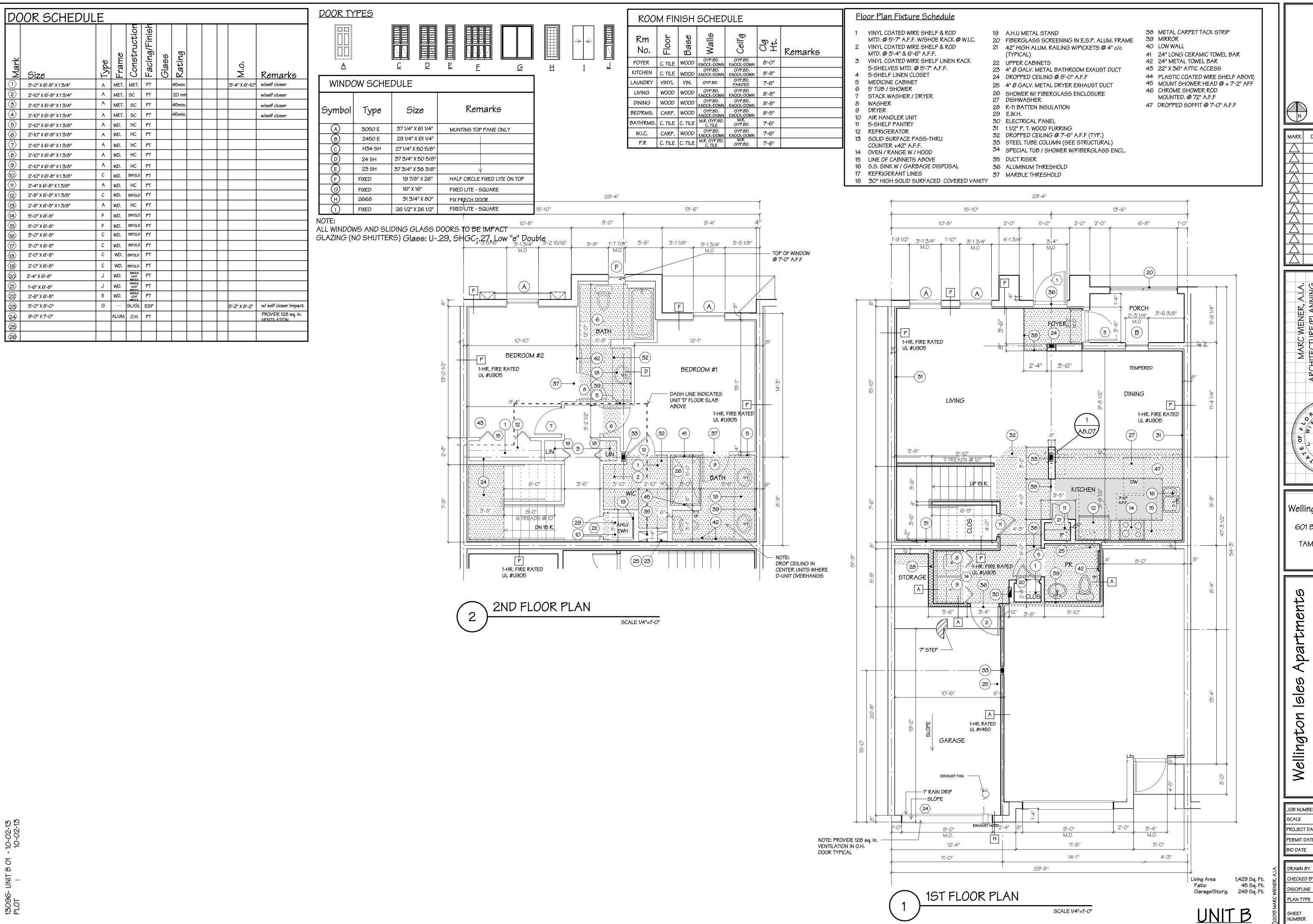
MARC WIENER, A.I.A.
HITECTURE/PLANNING
AR # 0010416
53 S.E. 4th STREET SUITE 101

Wellington Isles, LLC 601 BAYSHORE BLVD SUITE 650 TAMPA, FL 33606

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MARC WIENER, A.I.A.

ARCHITECTURE/PLANNING
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BOCA RATON, FLORIDA 33432
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Wellington Isles, LLC.

601 BAYSHORE BLVD

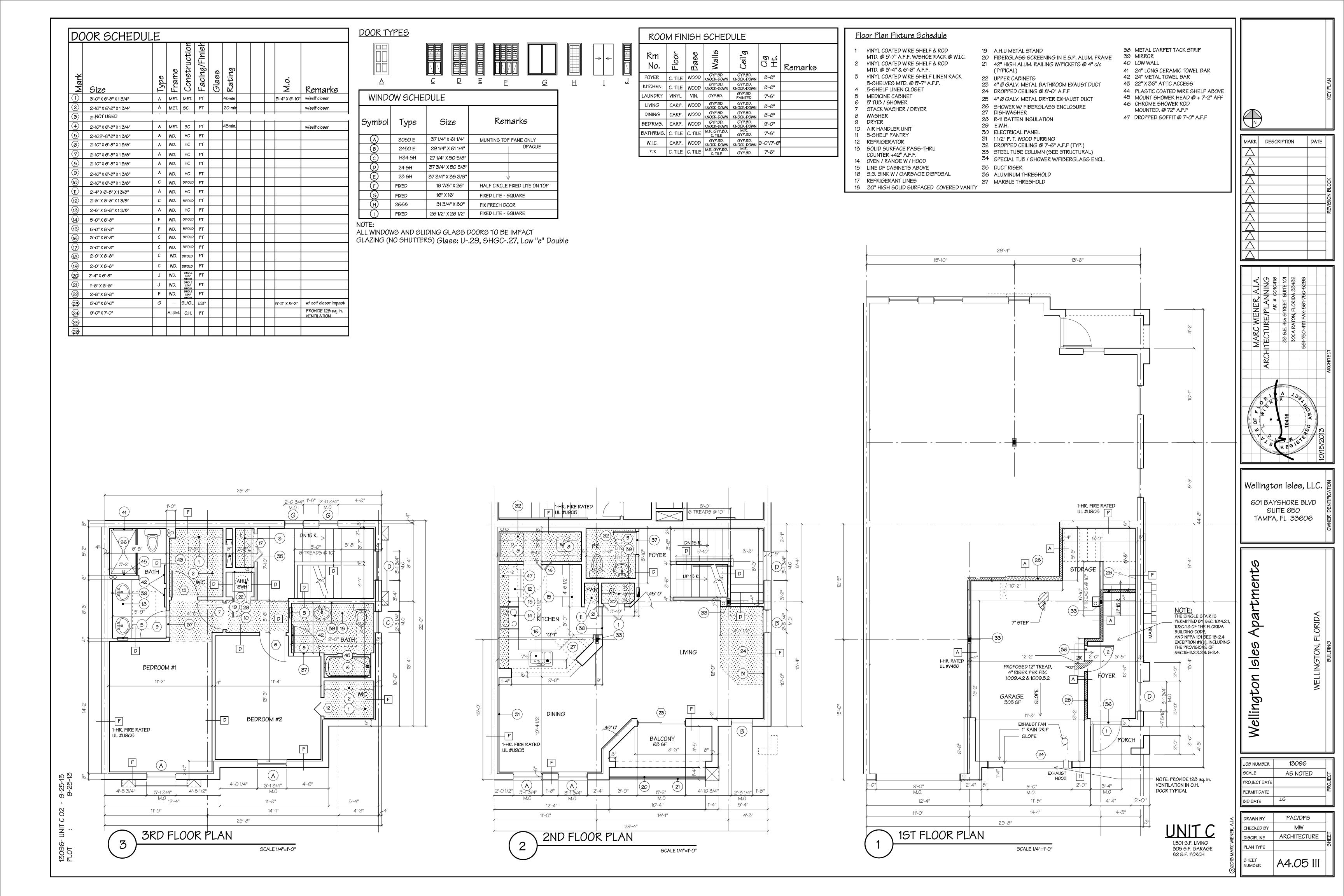
SUITE 650

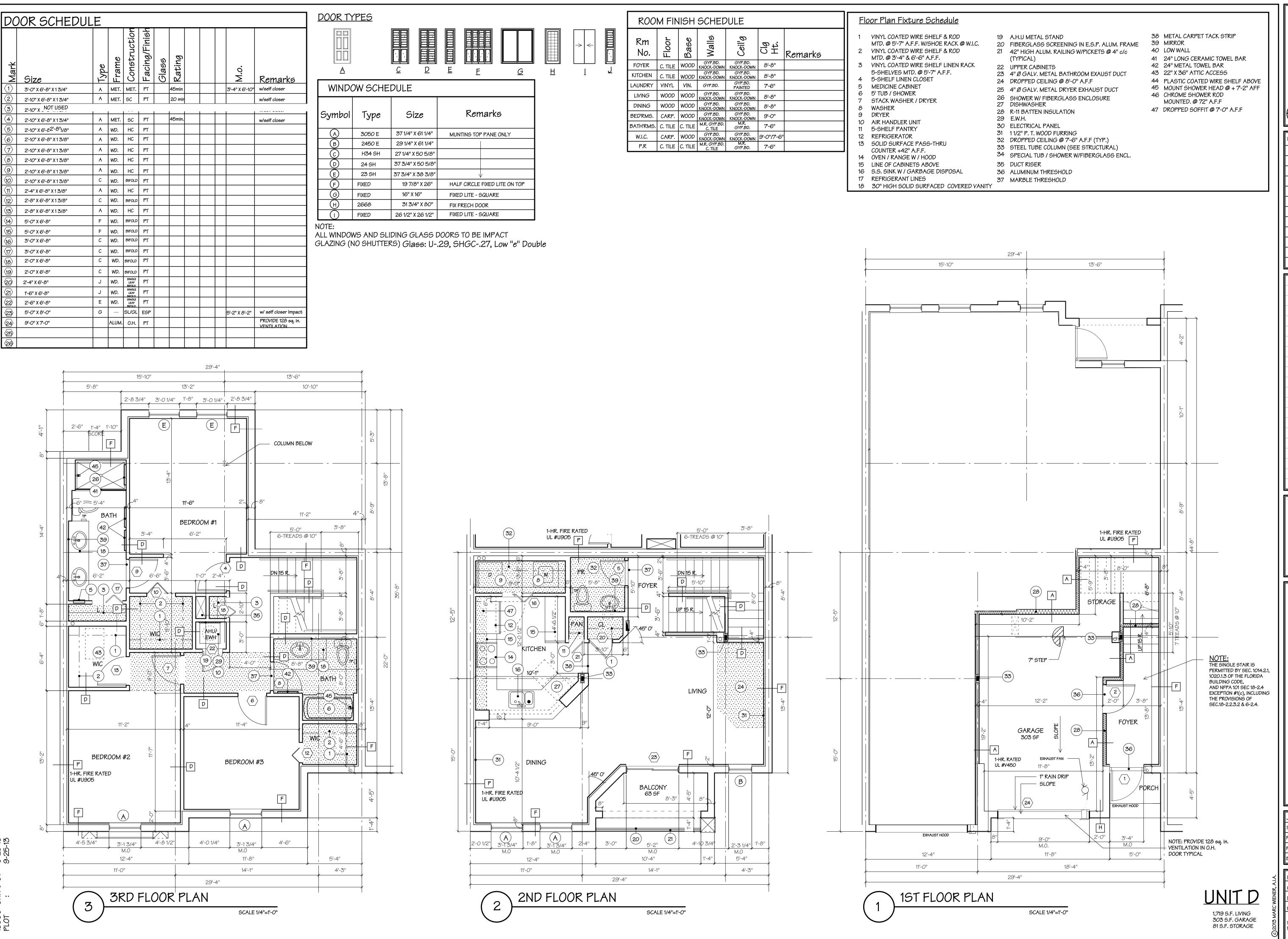
TAMPA, FL 33606

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WELLINGTON, FLORIDA

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MARC WIENER, A.I.A.

IITECTURE/PLANNING

AR # 0010416

33 S.E. 4th STREET SUITE 101

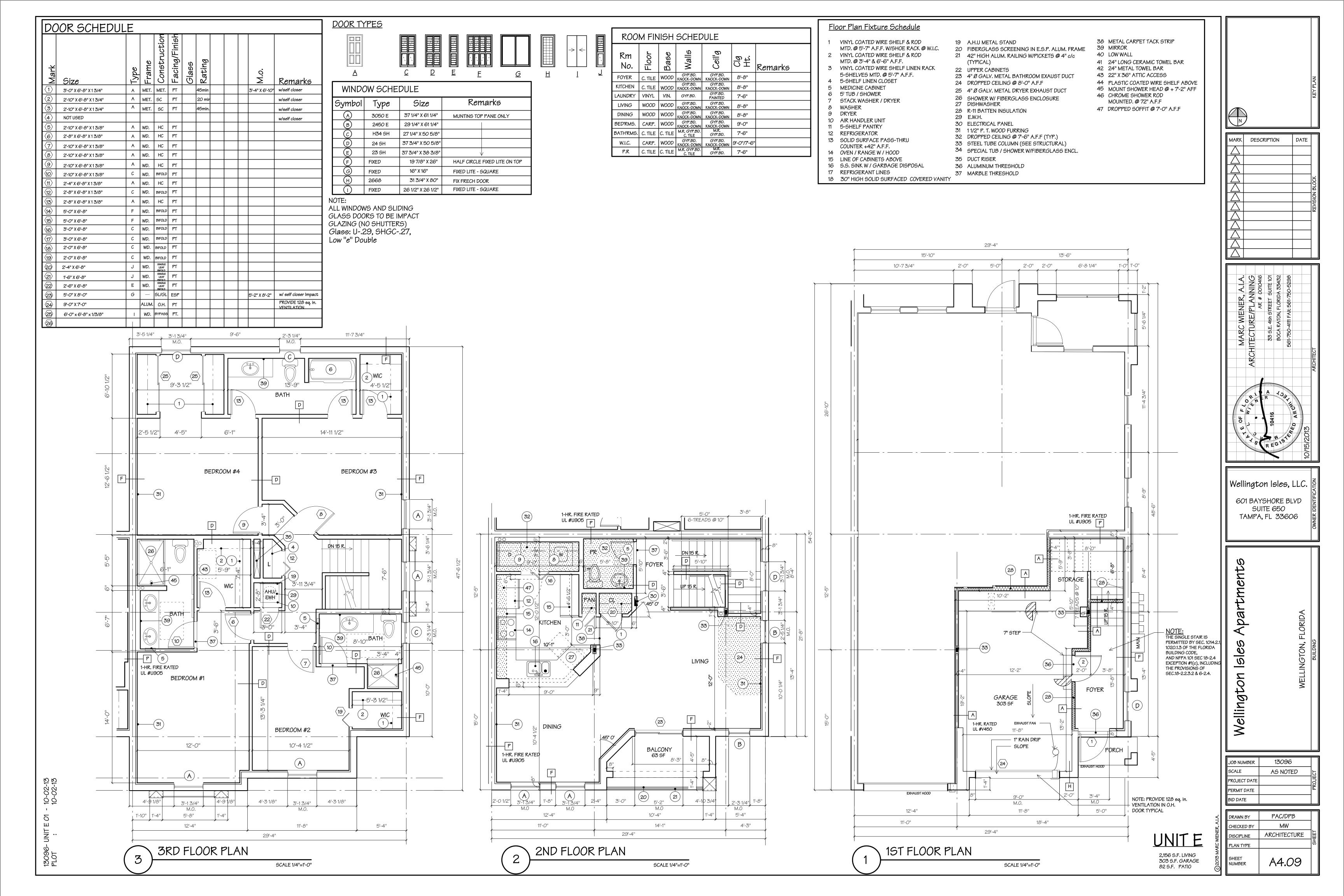
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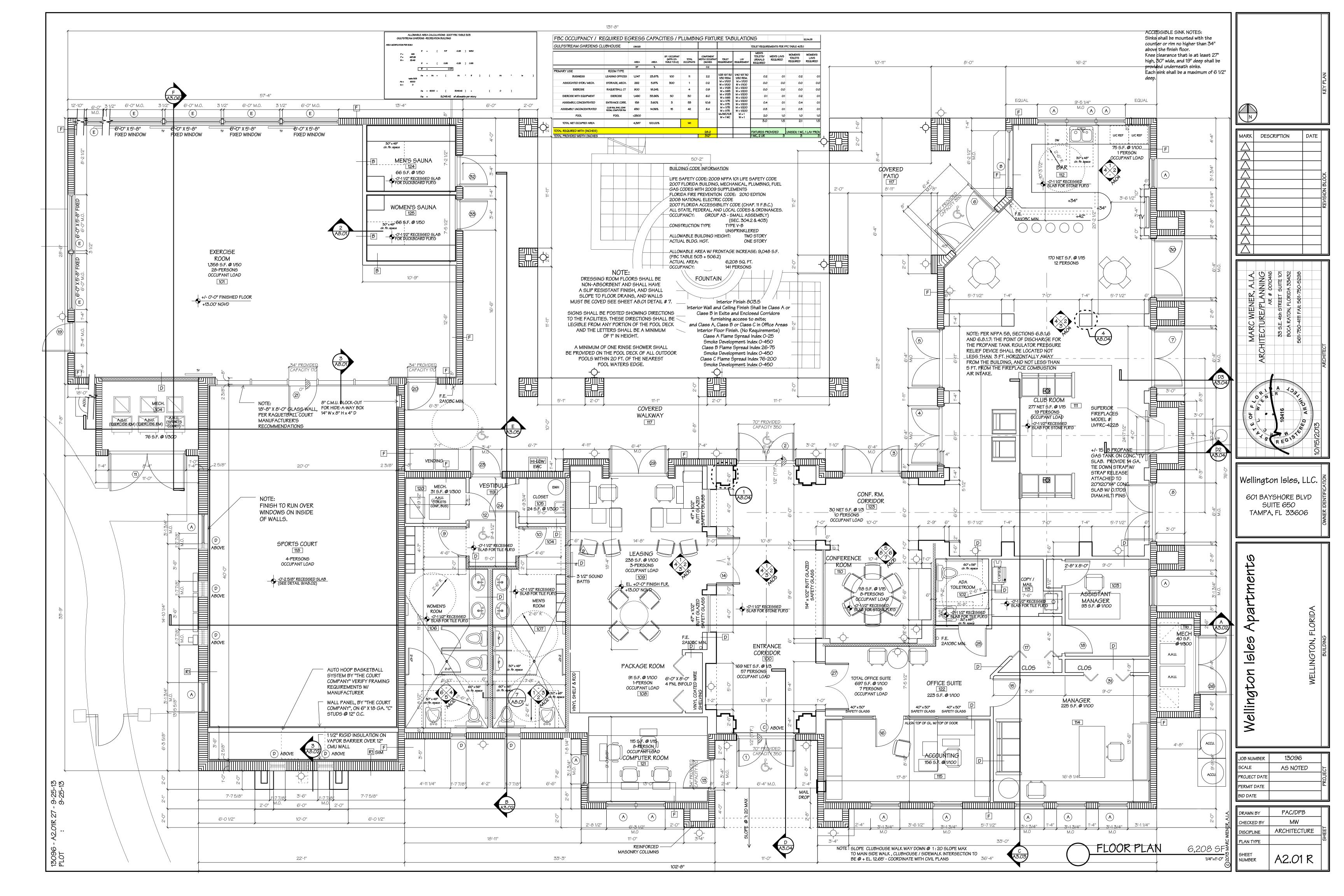
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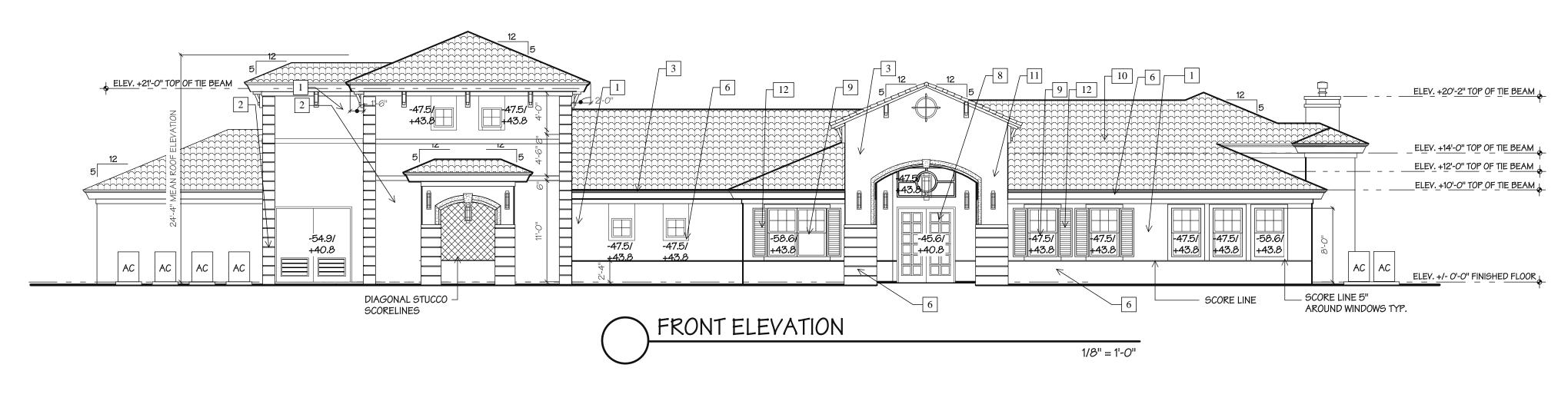
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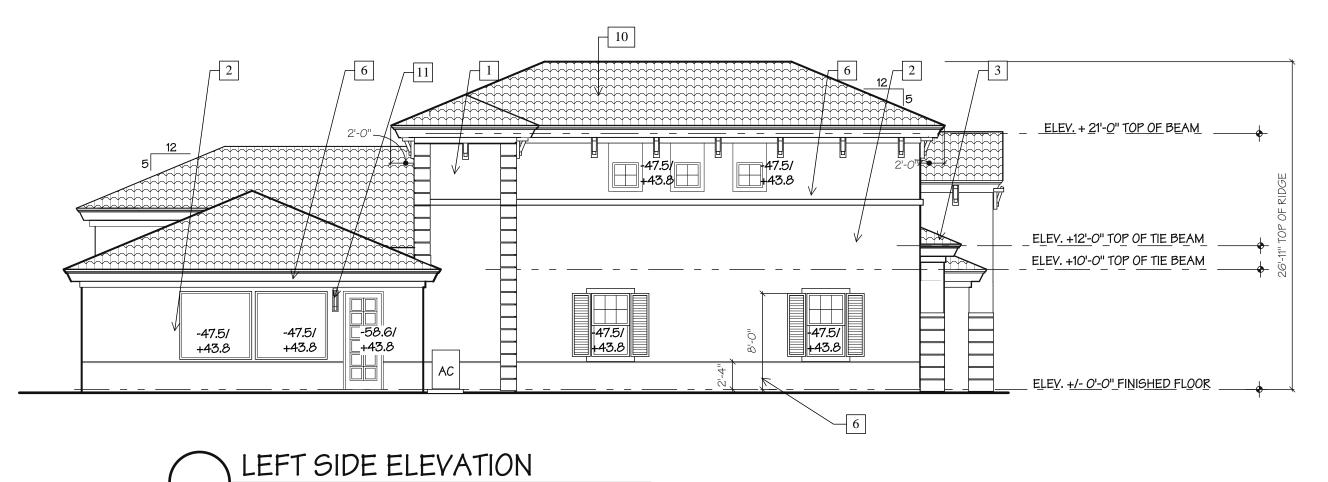
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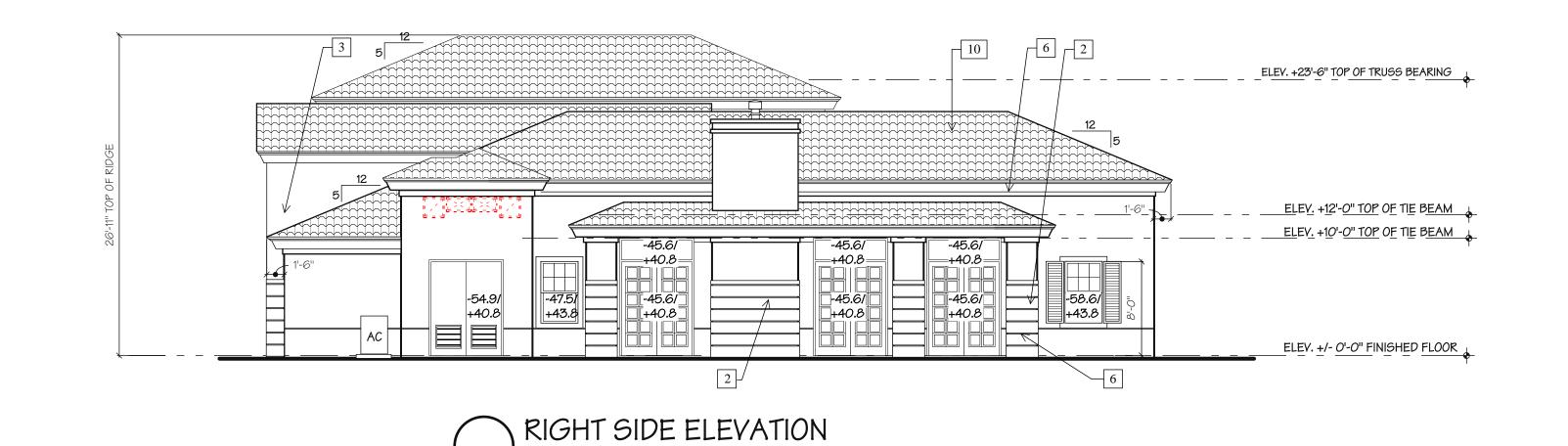




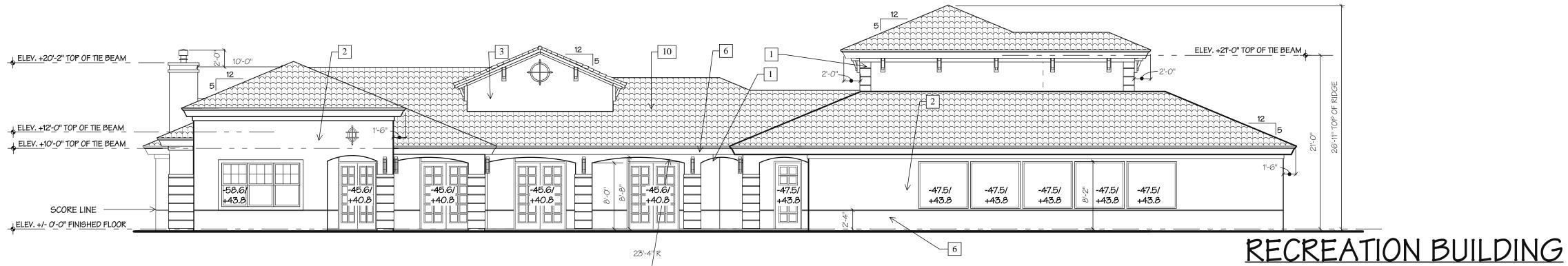




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| | | | | | SHERWIN WILLIAMS |
| EXTERIOR WALLS | | | | | |
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| ACCENT | 2 | CBS | PAINT | STUCCO | SW #7569 |
| ACCENT | 3 | CBS | PAINT | ROWHOUSE TAN | SW #7689 |
| TRIM | 4 | CBS | PAINT | SUMMER WHITE | SW #7557 |
| TRIM | 1 | EIFS/STUCCO/WOOD | PAINT | SUMMER WHITE | SW #7557 |
| RAILINGS | 2 | ALUMINUM | ESP | DARK BRONZE | |
| ENTRY DOORS | 3 | METAL | ESP | ESSEX GREEN | BENJAMINE MOORE #4308 |
| WINDOWS & SLDG DOORS | 4 | ALUMINUM & GLASS | ESP | DARK BRONZE | |
| ROOF | 5 | CONCRETE TILE | | WELLINGTON #29510 | EAGLE MALIBU |
| LIGHT FIXTURE | 6 | ALUMINUM | ESP | WHITE | |
| SHUTTERS | 7 | | | DARK GRAY | HC-166 KENDALL CHARCOAL |
| GARAGE DOORS | 8 | METAL | PAINT | ESSEX GREEN | BENJAMINE MOORE #4308 |



1/8" = 1'-0"



1/8" = 1'-0"

REAR ELEVATION

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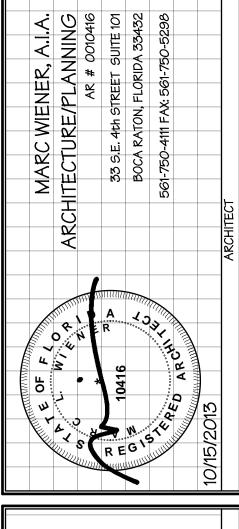
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THE BUILDING WILL BE PAINTED TO MATCH THE BUILDING.

1/8" = 1'-0"

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Wellington Isles, LLC. 601 BAYSHORE BLVD SUITE 650

TAMPA, FL 33606

les Apartments

JOB NUMBER 13096

SCALE AS NOTED

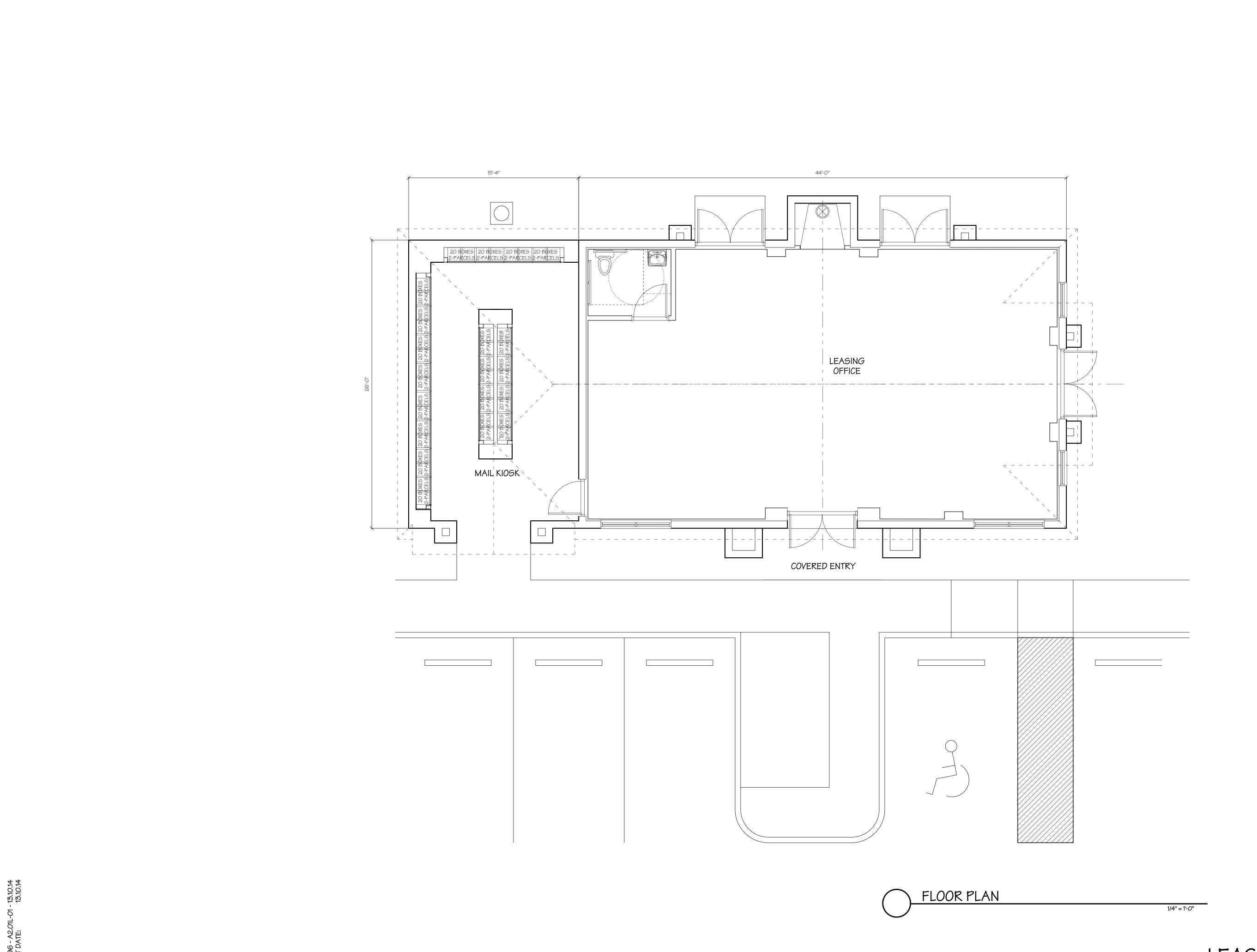
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| MARC WIENER, A.I.A. | ARCHITECTURE/PLANNING | AR # 0010416 | 33 S.E. 4th STREET SUITE 101 | BOCA RATON, FLORIDA 33432 | 561-750-4111 FAX: 561-750-5298 | | | ARCHITECT |
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Wellington Isles, LLC.

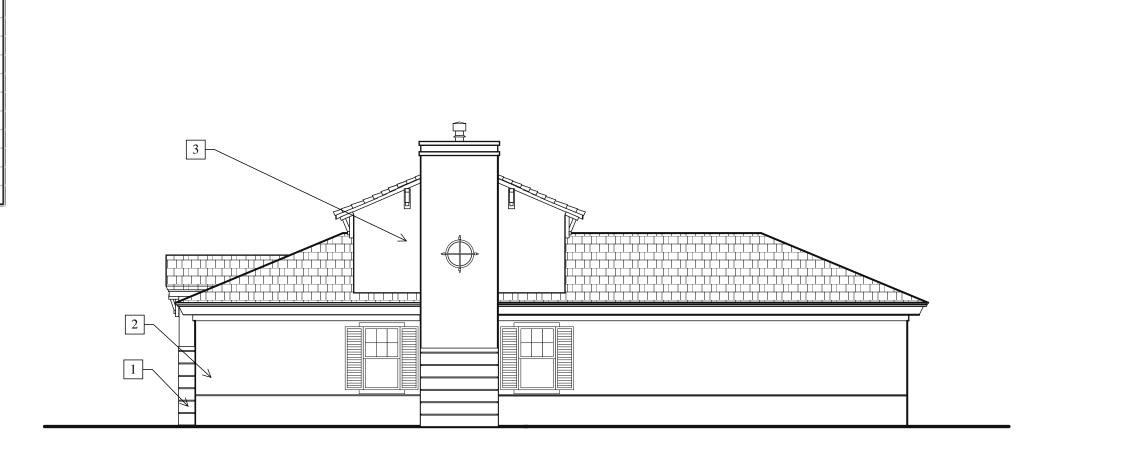
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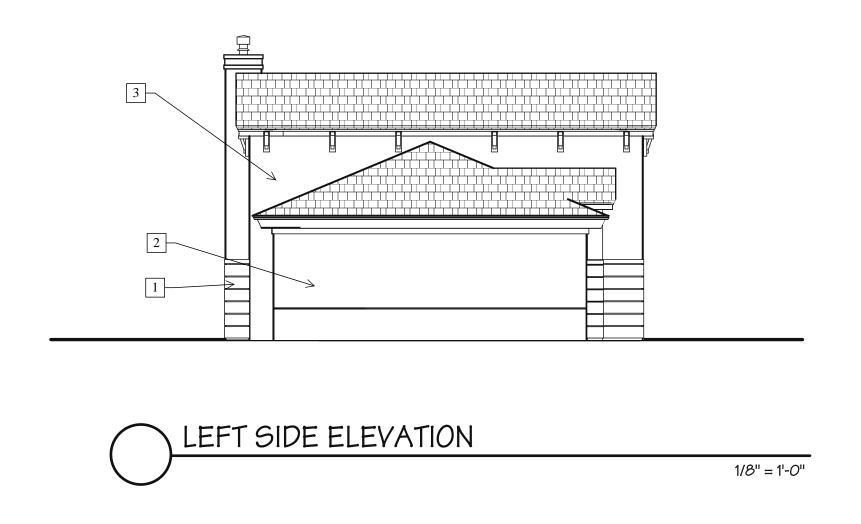


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| EXTERIOR WALLS | | | | | |
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| RAILINGS | 2 | ALUMINUM | ESP | DARK BRONZE | |
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| WINDOWS & SLDG DOORS | 4 | ALUMINUM & GLASS | ESP | DARK BRONZE | |
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| LIGHT FIXTURE | 6 | ALUMINUM | ESP | WHITE | |
| SHUTTERS | 7 | | | DARK GRAY | HC-166 KENDALL CHARCOA |
| GARAGE DOORS | 8 | METAL | PAINT | ESSEX GREEN | BENJAMIN MOORE #4308 |



REAR ELEVATION

FRONT ELEVATION





1/8" = 1'-0"

1/8" = 1'-0"

1/8" = 1'-0"

RIGHT SIDE ELEVATION

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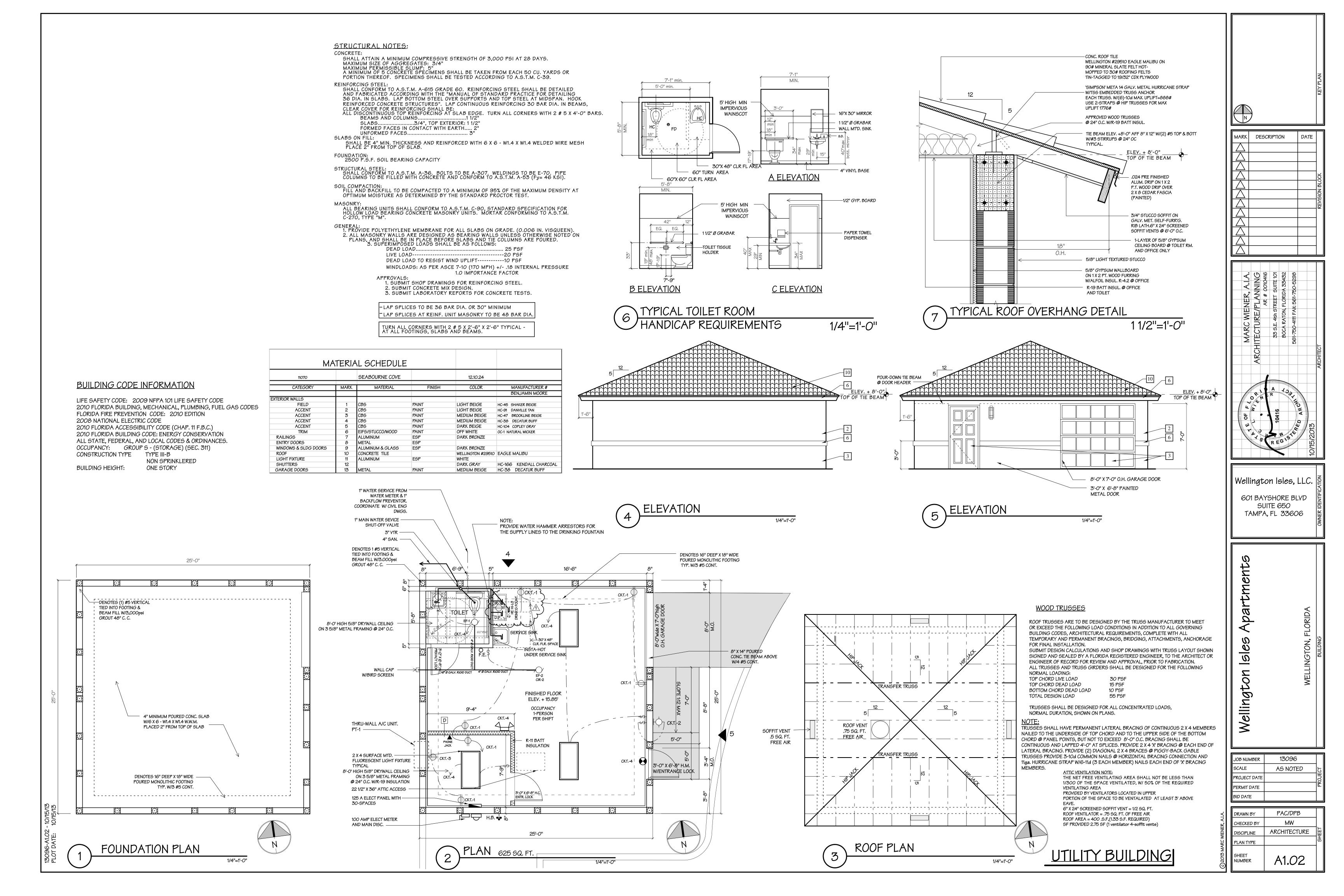
| MARC WIENER, A.I.A. | ARCHITECTURE/PLANNING | AR # 0010416 | 33 S.E. 4th STREET SUITE 101 | BOCA RATON, FLORIDA 33432 | 561-750-4111 FAX: 561-750-5298 | | | ARCHITECT |
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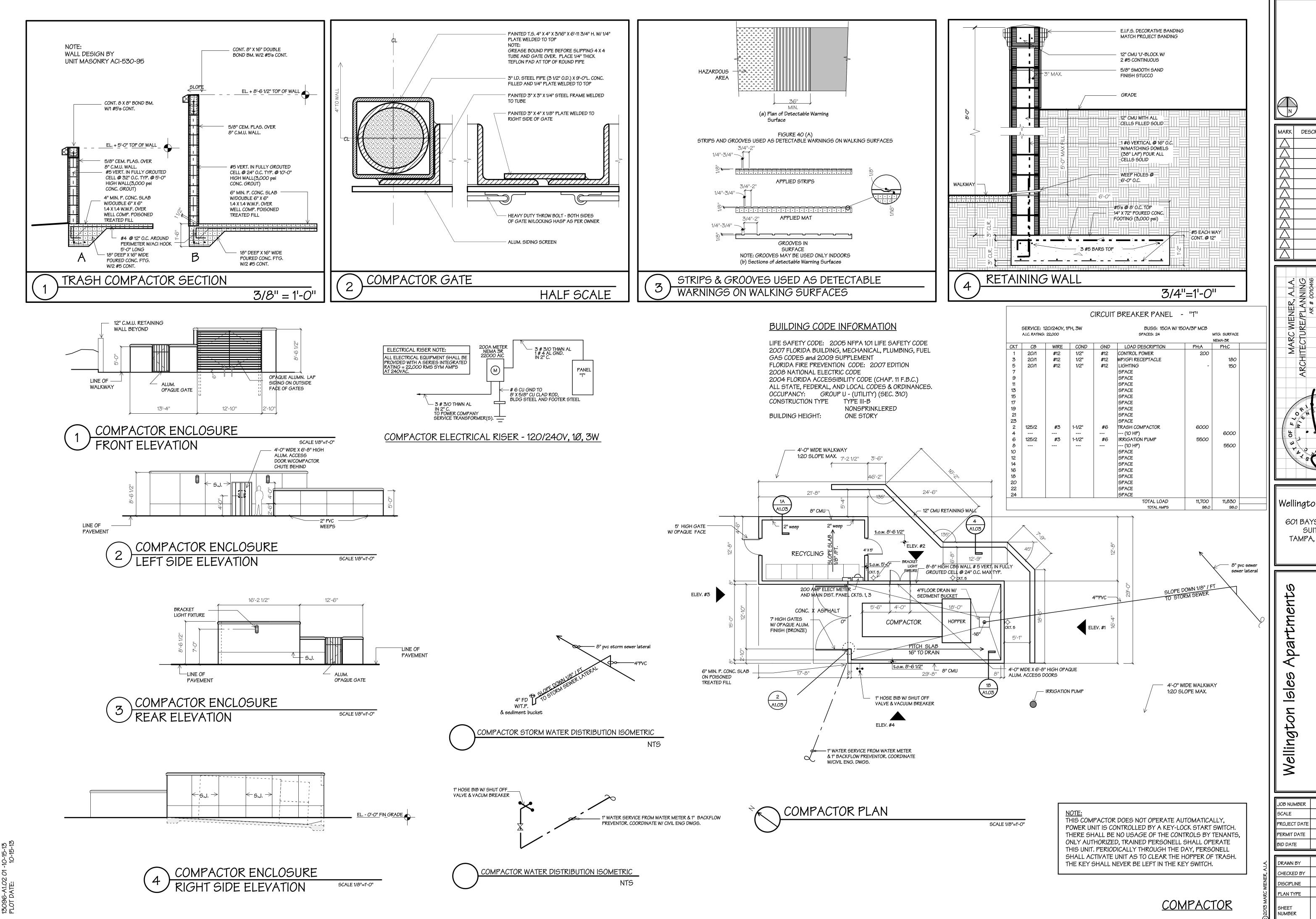
Wellington Isles, LLC.

601 BAYSHORE BLVD
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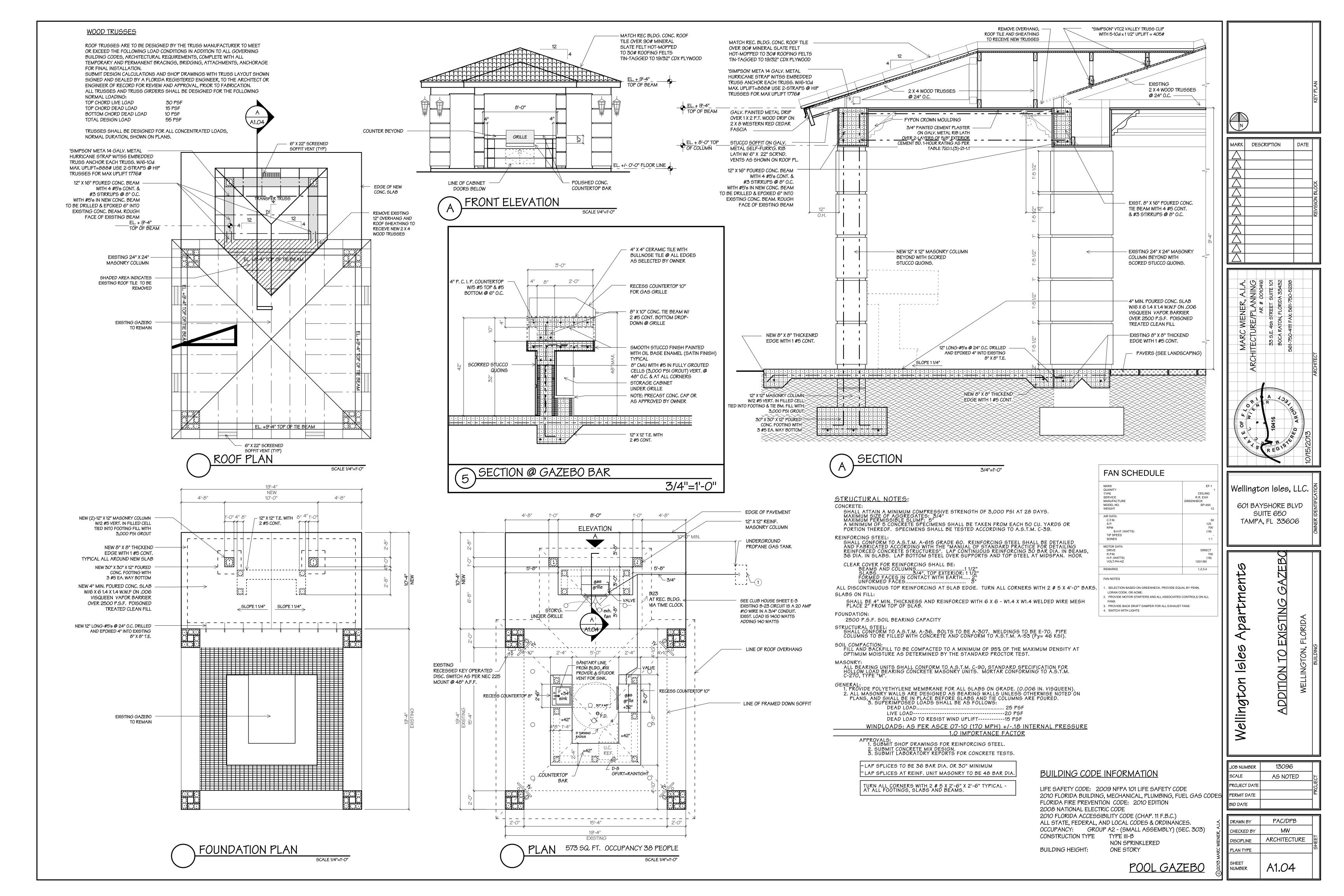


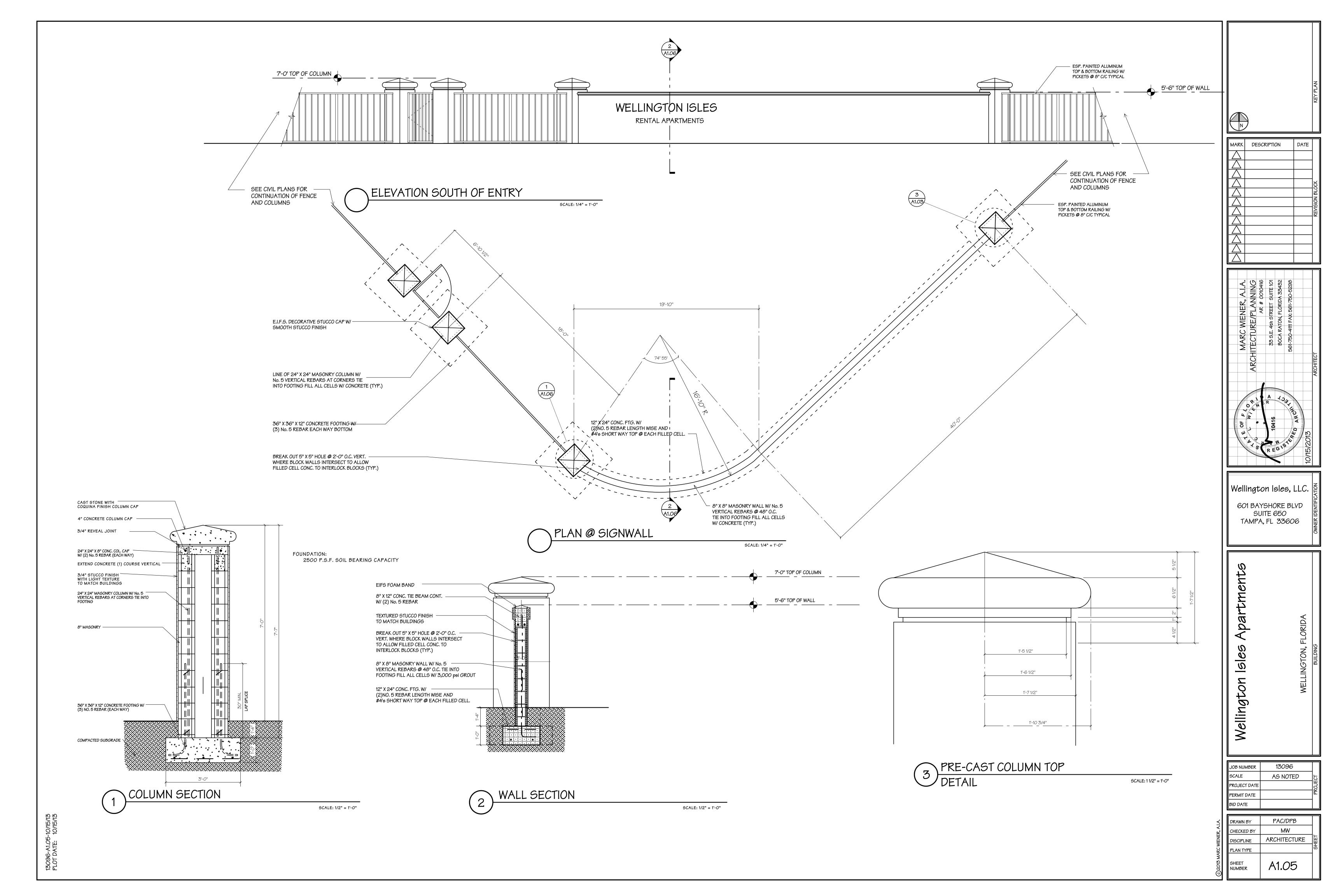
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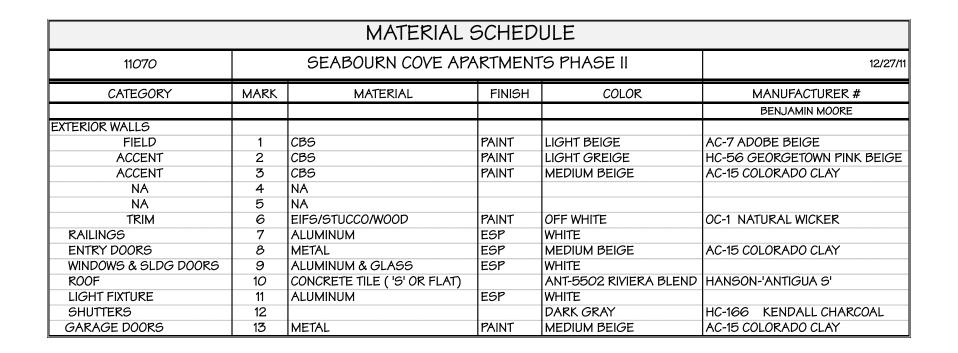
Wellington Isles, LLC. 601 BAYSHORE BLVD SUITE 650 TAMPA, FL 33606

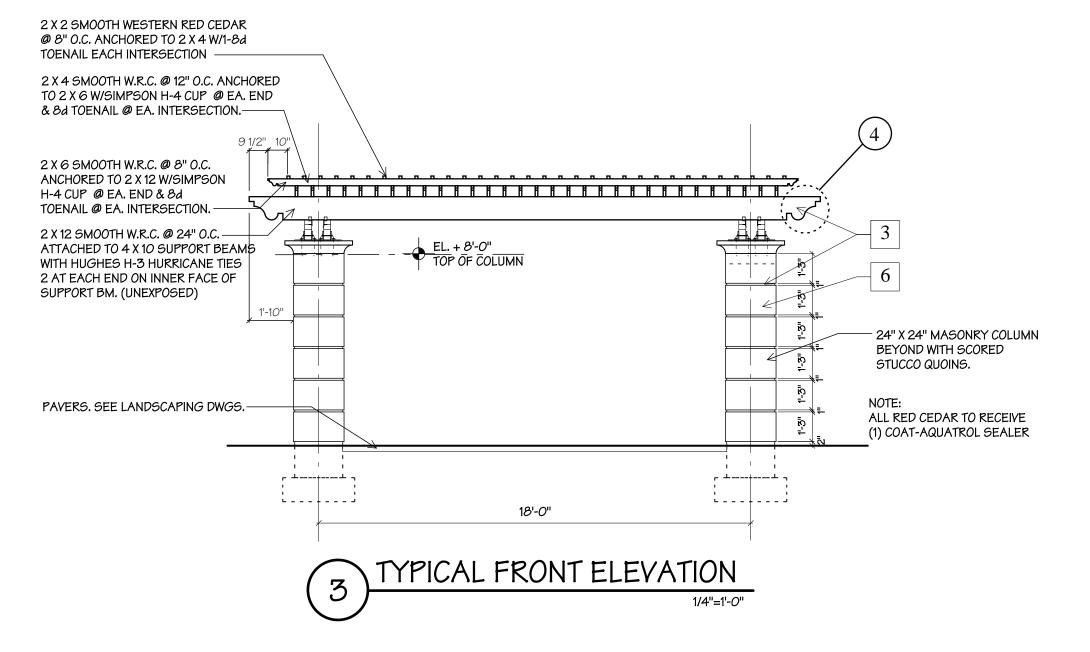
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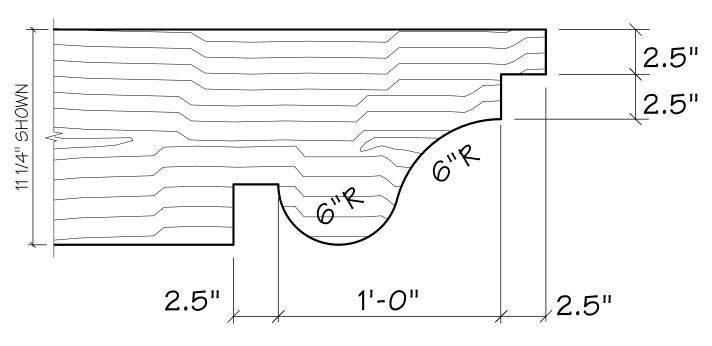
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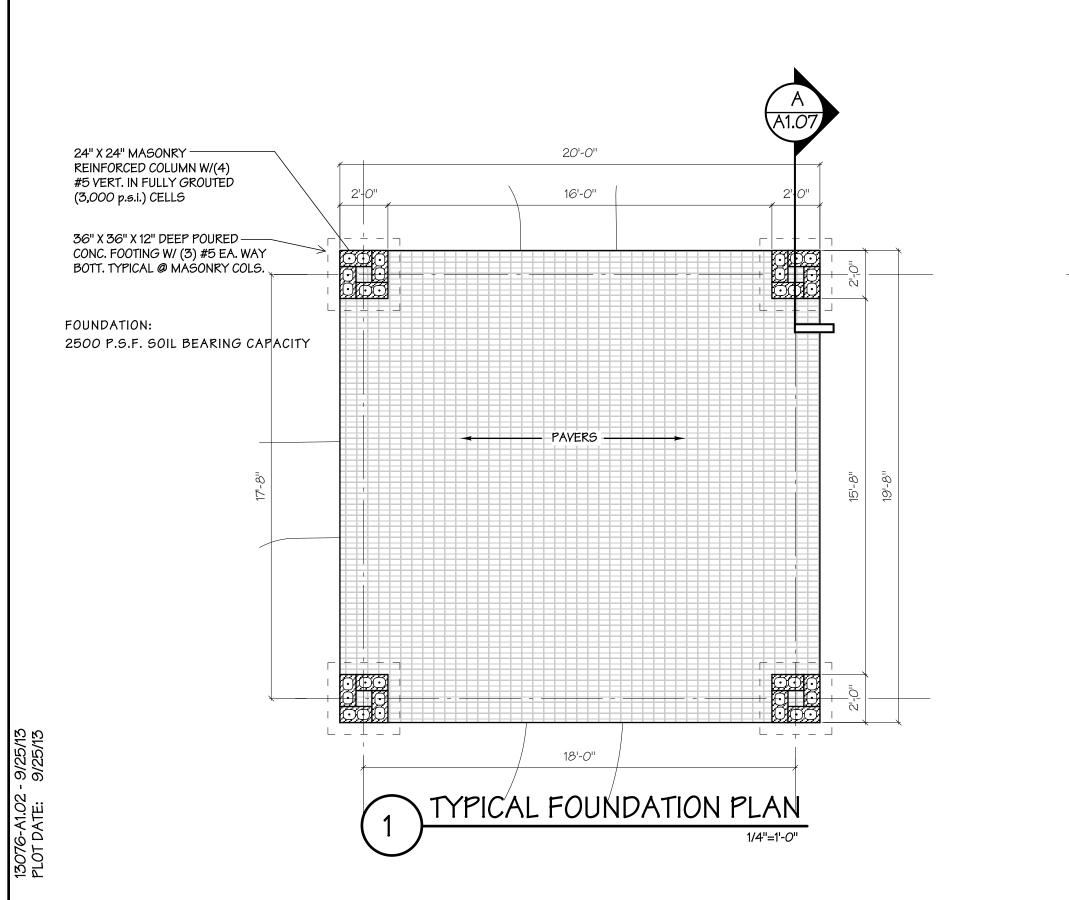


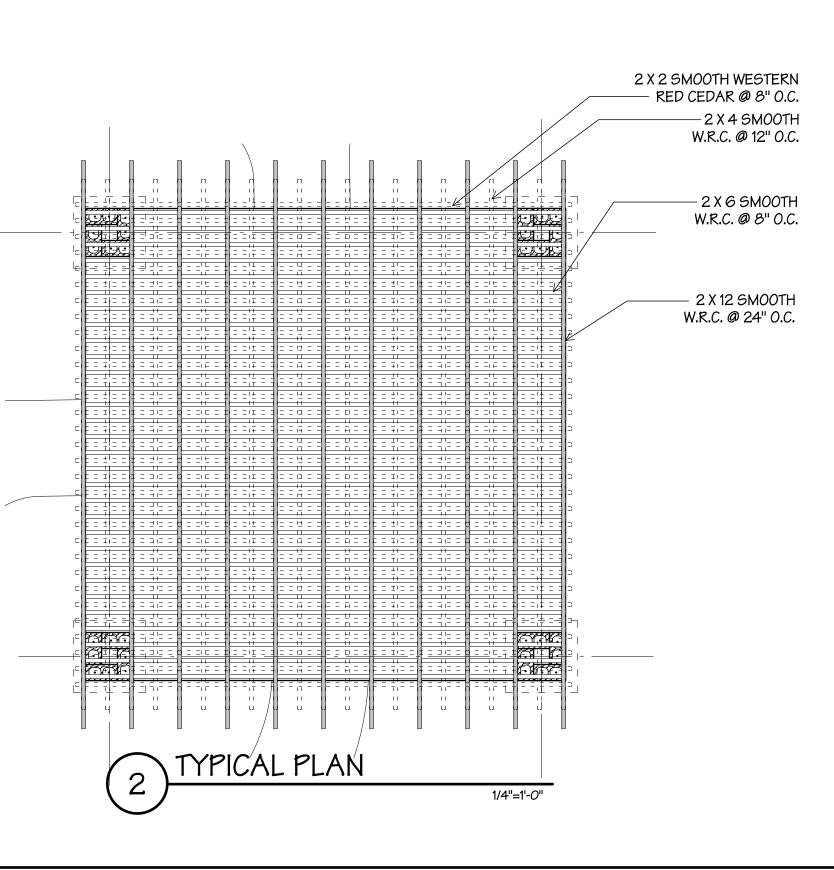


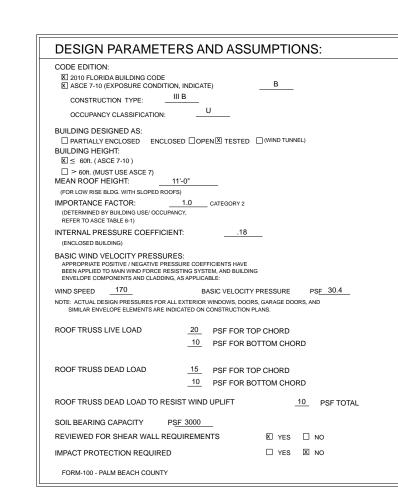




2 X 12 TRELLIS END DETAIL







STATEMENT:

I CERTIFY THAT, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THESE PLANS AND SPECIFICATIONS HAVE BEEN DESIGNED TO COMPLY WITH THE APPLICABLE STRUCTURAL PORTIONS OF THE BUILDING CODES.

I ALSO CERTIFY THAT THE STRUCTURAL COMPONENTS, SYSTEMS, & RELATED ELEMENTS PROVIDE ADEQUATE RESISTANCE TO WIND LOADS AND FORCES SPECIFIED BY THE CODES LISTED ABOVE.

STRUCTURAL NOTES:

- CONCRETE:

 SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AT 28 DAYS.

 MAXIMUM SIZE OF AGGREGATES: 3/4"

 MAXIMUM PERMISSIBLE SLUMP: 5"

 A MINIMUM OF 5 CONCRETE SPECIMENS SHALL BE TAKEN FROM EACH 50 CU. YARDS OR PORTION THEREOF. SPECIMENS SHALL BE TESTED ACCORDING TO A.S.T.M. C-39.
- SLABS ON FILL:

 SHALL BE 4" MIN. THICKNESS AND REINFORCED WITH 6 X 6 W1.4 X W1.4 WELDED WIRE MESH
 PLACE 2" FROM TOP OF SLAB.
- FOUNDATION: 2500 P.S.F. SOIL BEARING CAPACITY
- STRUCTURAL STEEL:
 SHALL CONFORM TO A.S.T.M. A-36. BOLTS TO BE A-307. WELDINGS TO BE E-70. PIPE
 COLUMNS TO BE FILLED WITH CONCRETE AND CONFORM TO A.S.T.M. A-53 (Fy= 46 KSI).
- SOIL COMPACTION:

 FILL AND BACKFILL TO BE COMPACTED TO A MINIMUM OF 95% OF THE MAXIMUM DENSITY AT

 OPTIMUM MOISTURE AS DETERMINED BY THE STANDARD PROCTOR TEST.
- MASONRY:
- ALL BEARING UNITS SHALL CONFORM TO A.S.T.M. C-90, STANDARD SPECIFICATION FOR HOLLOW LOAD BEARING CONCRETE MASONRY UNITS. MORTAR CONFORMING TO A.S.T.M. C-270, TYPE "M".
- GENERAL:

 1. PROVIDE POLYETHYLENE MEMBRANE FOR ALL SLABS ON GRADE. (0.006 IN. VISQUEEN).

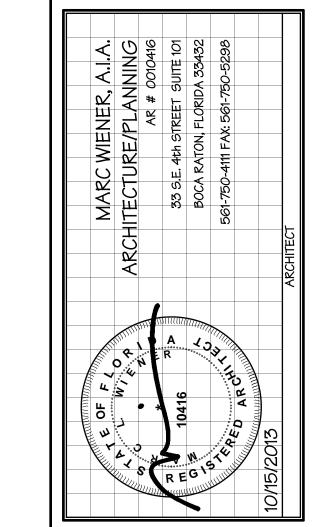
 2. ALL MASONRY WALLS ARE DESIGNED AS BEARING WALLS UNLESS OTHERWISE NOTED ON PLANS, AND SHALL BE IN PLACE BEFORE SLABS AND TIE COLUMNS ARE POURED.

 3. SUPERIMPOSED LOADS SHALL BE AS FOLLOWS:

1.0 IMPORTANCE FACTOR

APPROVALS:
1. SUBMIT SHOP DRAWINGS FOR REINFORCING STEEL.
2. SUBMIT CONCRETE MIX DESIGN.
3. SUBMIT LABORATORY REPORTS FOR CONCRETE TESTS.

TURN ALL CORNERS WITH 2 # 5 X 2'-6" X 2'-6" TYPICAL - AT ALL FOOTINGS, SLABS AND BEAMS.



MARK DESCRIPTION

Wellington Isles, LLC.

601 BAYSHORE BLYD
SUITE 650
TAMPA, FL 33606

Wellington Isles Apartments

WELLINGTON, FLORIDA

BUILDING

| JOB NUMBER | 13096 | |
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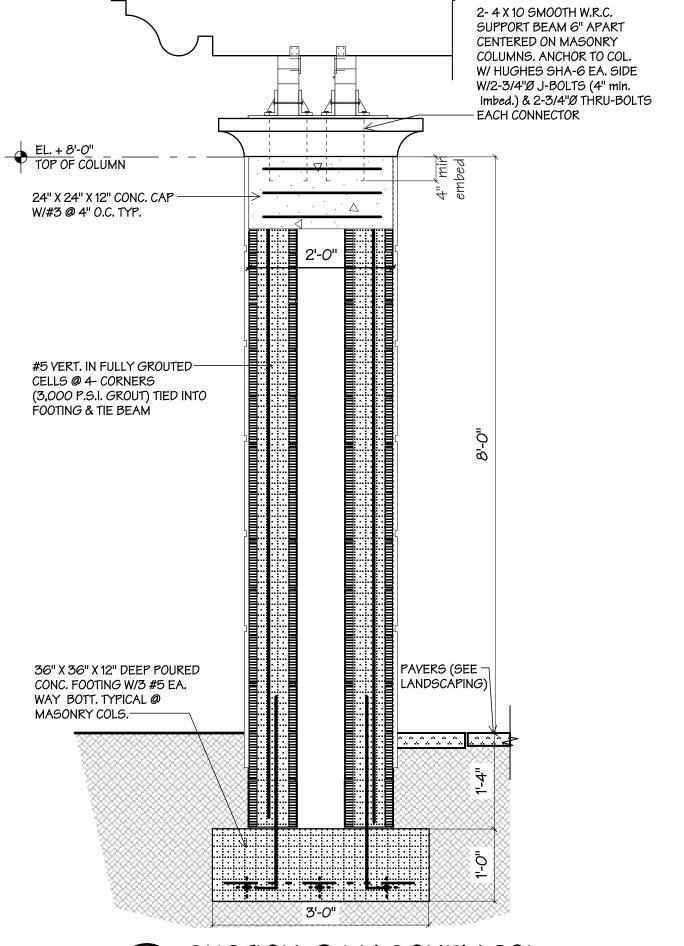
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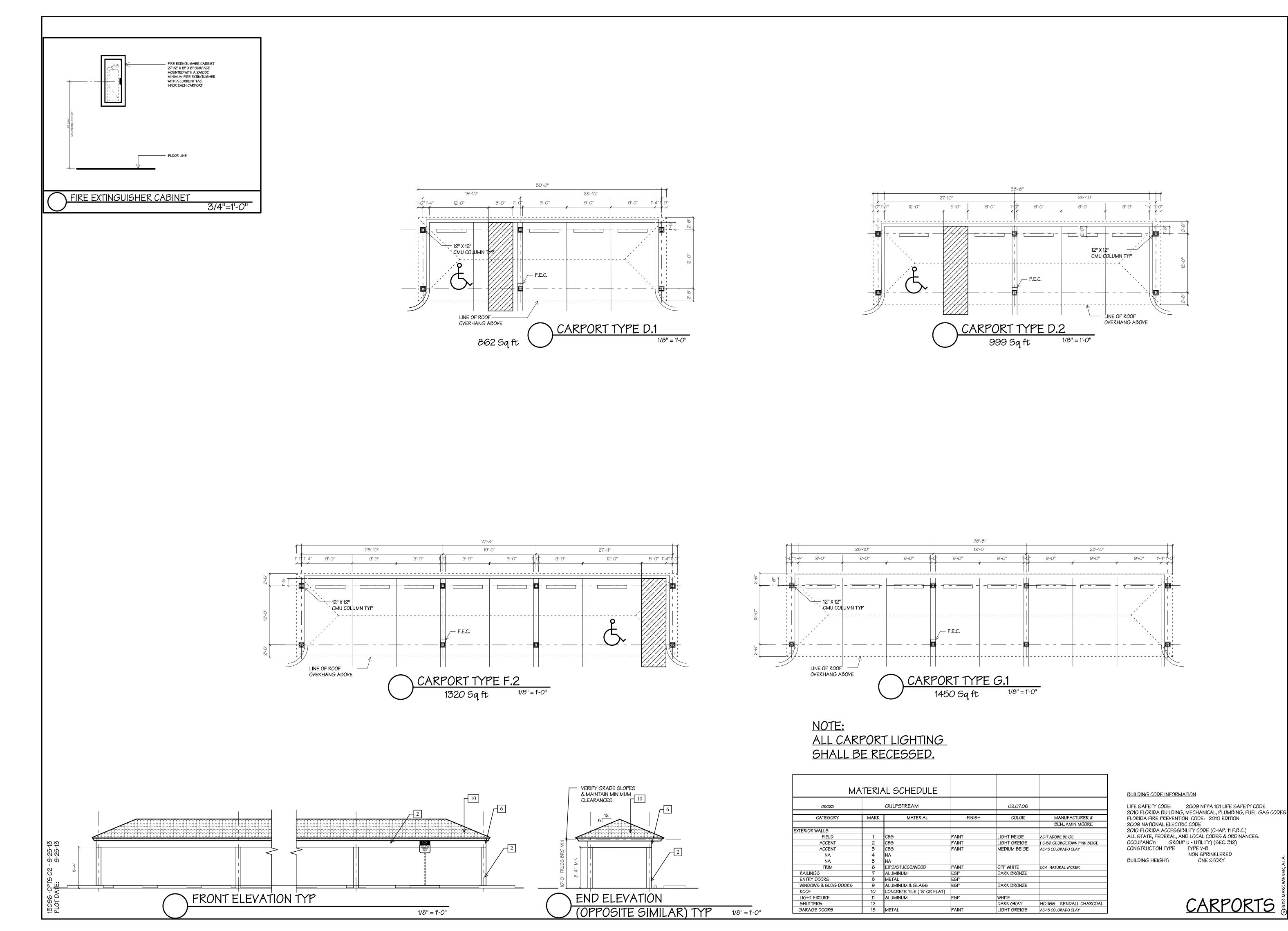
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| \bigcap | SECTION @ MASONRY COL. |
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TYPICAL TRELLIS

SEE SITE PLAN FOR LOCATIONS



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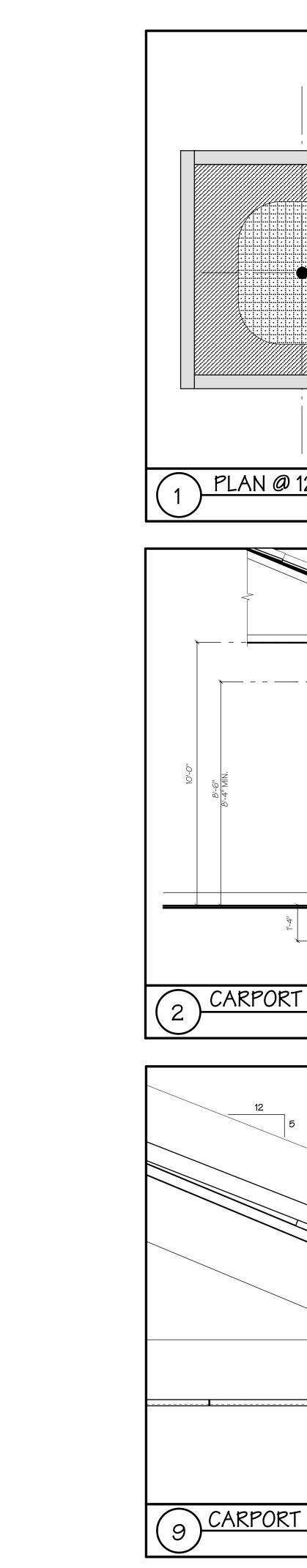
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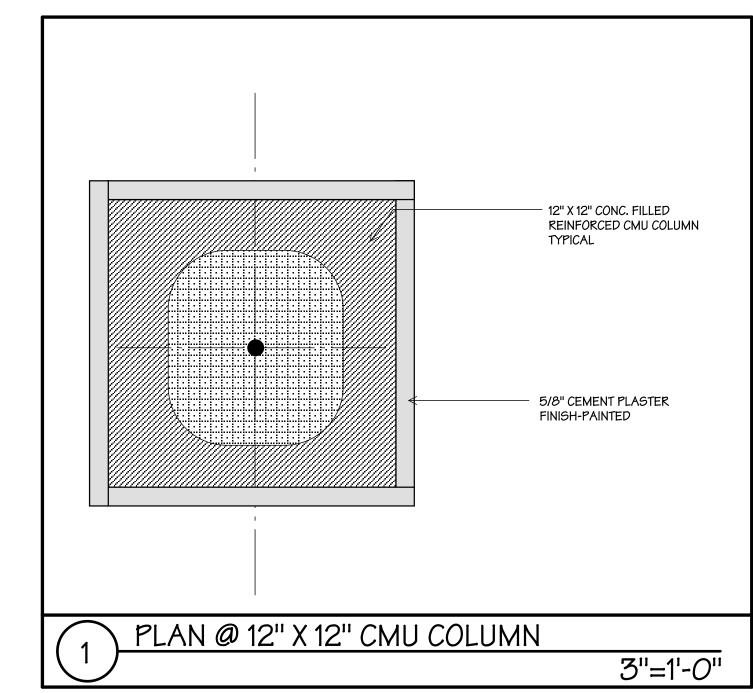
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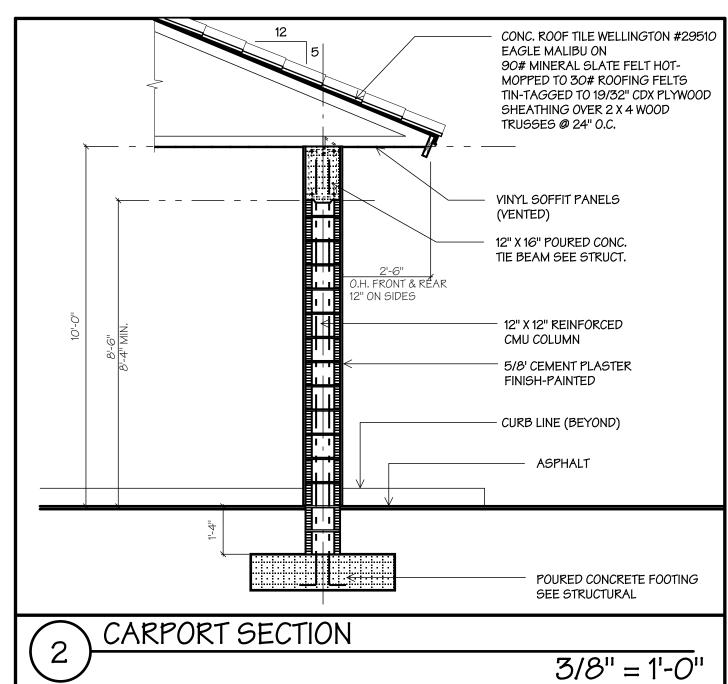
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SUITE 650
TAMPA, FL 33606

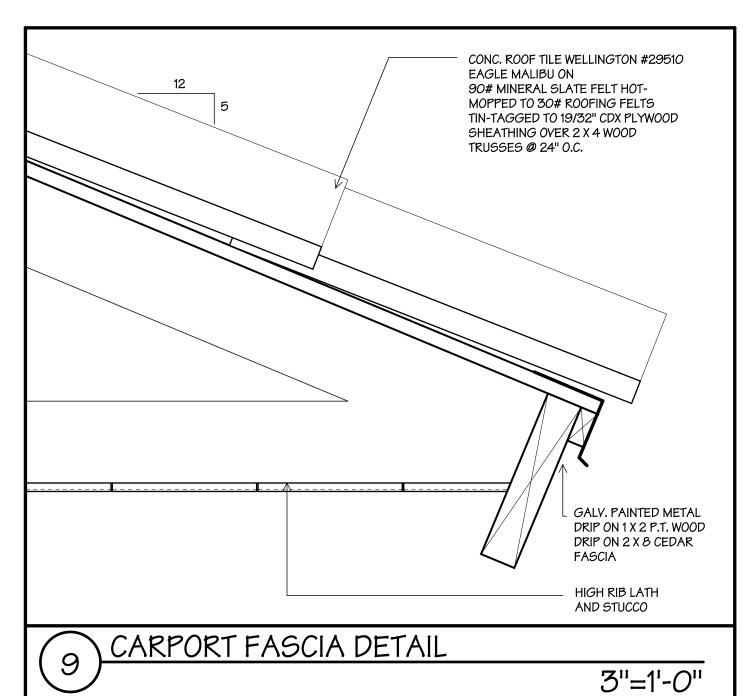
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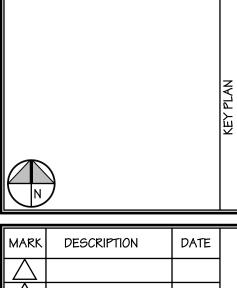
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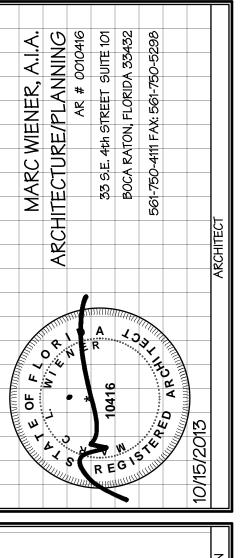








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Wellington Isles, LLC.

601 BAYSHORE BLVD
SUITE 650
TAMPA, FL 33606

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AT&T Palm Beach



Robert Matrafajlo 2021 S. Military Trail WPB FL 33415 561-357-6559

9/25/13 Isla Verde of Wellington Attn: Matt London 3501 S. Federal Highway Boynton Beach, FL 33435

RE: Isla Verde of Wellington

Dear Mr. London

This letter is in response to your request for information on the availability of service at the above Isla Verde. This letter acknowledges that the above referenced Isla Verde is located in an area served by AT&T. Any service arrangements for the Isla Verde will be subject to later discussions and agreements between the developer and AT&T. Please be advised that this letter is not a commitment by AT&T to provide service to Isla Verde. Please contact me at the phone number included in this letter with any questions.

Thank you for contacting AT&T.

Sincerely,

Robert Matrafajlo OSPE-AT&T



Engineering Department

10435 Ironwood Road Palm Beach Gardens, Florida 33410

September 21, 2013

RE: Letter of Service Availability

Dear Mr London,

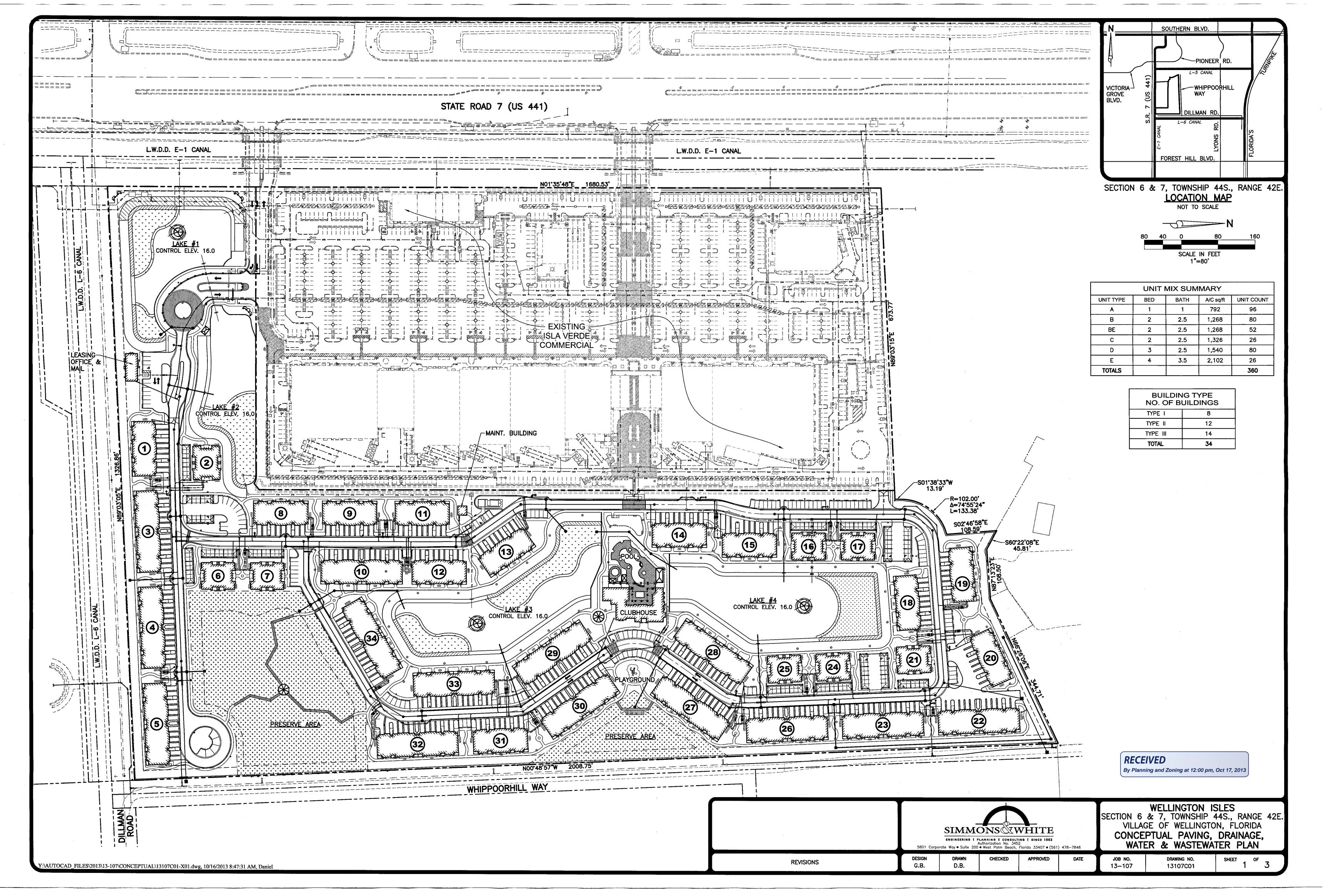
Please consider this Comcast Cable Communications Letter of Service Availability for the proposed development, Isla Verde to be built in the Village of Wellington.

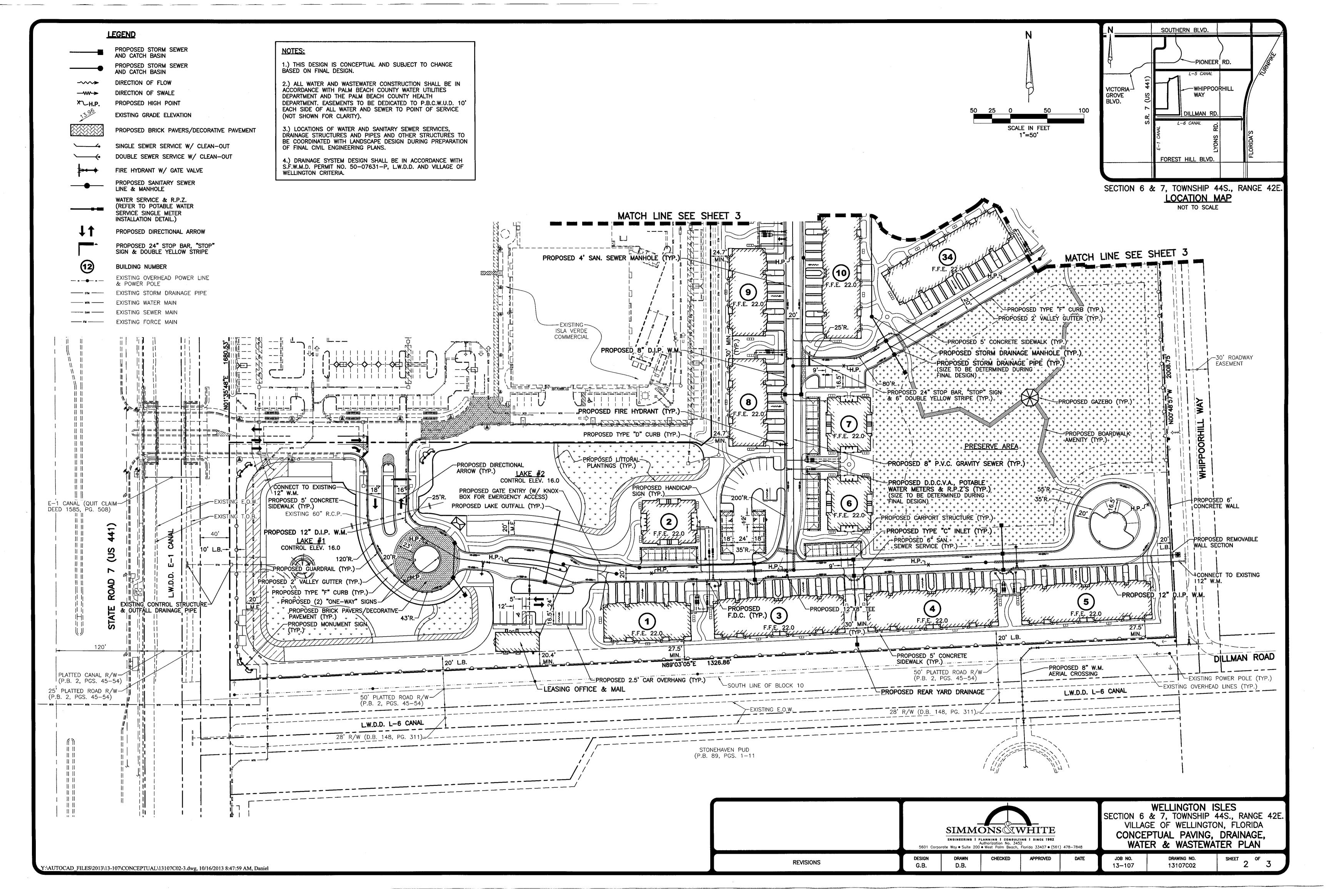
If you need additional information, please call me 561-662-6103 or e-mail <u>archie_griggs@cable.comcast.com</u>.

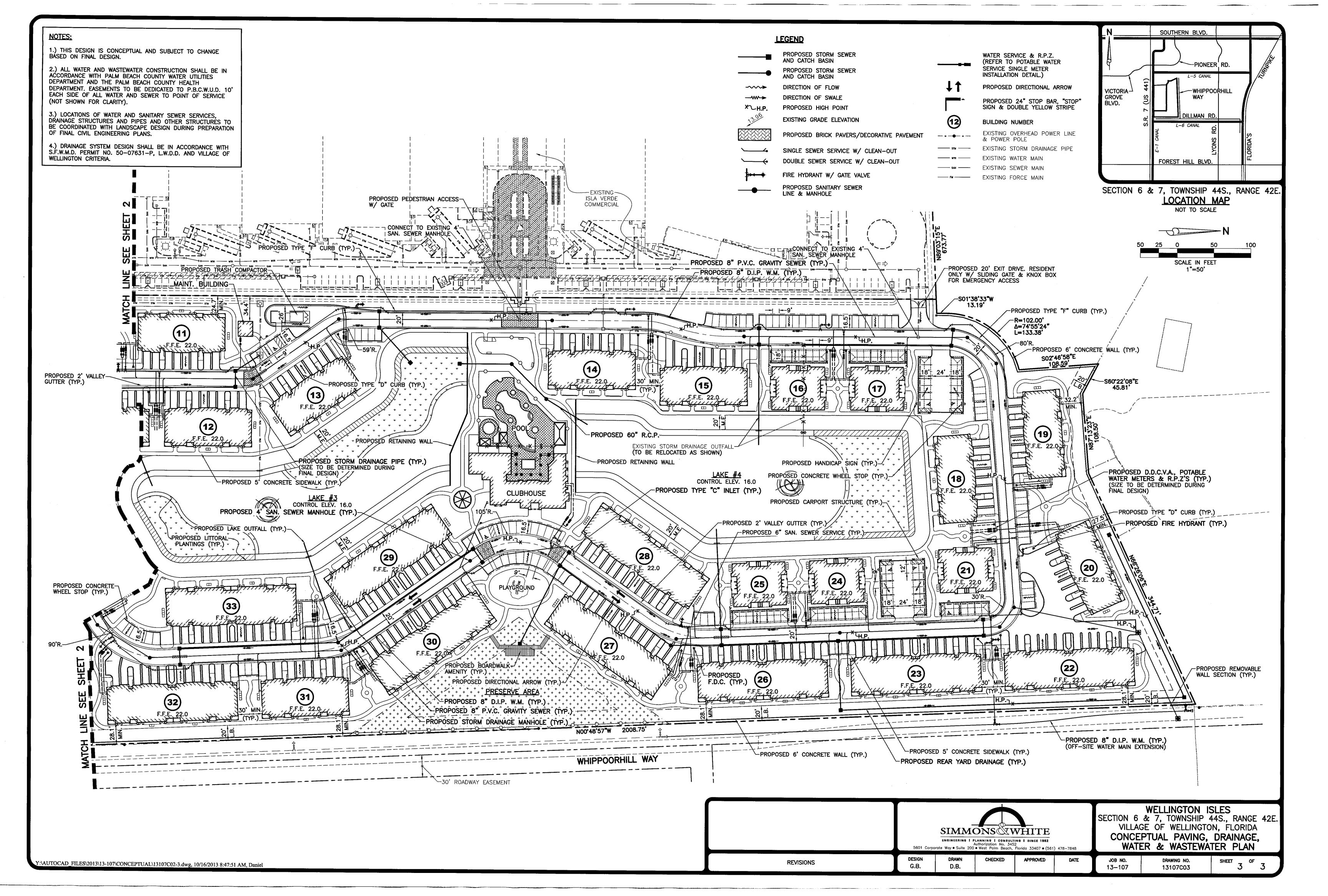
Sincerely,

Archie Griggs

Senior Field Coordinator









RECEIVED

By Planning and Zoning at 11:57 am, Oct 17, 2013

Sept. 23, 2013

FM Contract Service, LLC Matthew London 601 Bayshore Blvd, STE 650 Tampa, FL 33606

RE: ISLA VERDE RESIDENTIAL DEVELOPMENT

Dear Matthew,

This is to confirm that, at the present time, FPL has sufficient capacity to provide electric service to the above referenced project. This service will be furnished in accordance with applicable rates, rules and regulations.

Please provide the final site plan, site survey and electrical load data as soon as possible so the necessary engineering can begin.

Early contact with FPL is essential so that resources may be scheduled to facilitate availability of service when required.

If you have any questions please call me at 561-616-1628.

Sincerely,

William Thomas

Senior Technical Specialist



September 25, 2013

HG Acquisitions Attn. Matthew London 601 Bayshore Blvd, Ste. 650 Tampa, FL-33606

Re: Property located at State Road 7, north of Forest Hill Blvd, Wellington, FL-33411

Dear Mr. London,

Florida Public Utilities would like to take this opportunity to offer our assistance with the reference project and future projects in our service area where we recommend natural gas as your energy choice.

Natural gas would be available to the project site provided adequate revenues are received from the customer. Tap charges, gas service and connection fees are determined by the Rules and Regulations of the Florida Public Service Commission. A "no-cost Natural Gas Main extension" would require the applicant located within the service area to have estimated five and one half year revenues equal to the estimated cost of construction.

Installation of gas supply facilities is dependent on Florida Public Utilities receiving a signed Service Agreement from the tenant with the appropriate signatures. A copy of corporation papers with Tax ID will also be required together with a gas account deposit or surety bond which will be determined at a later date.

We currently have natural gas supply in the vicinity of the proposed site. Florida Public Utilities gas service means that we will run the needed gas lines from the street (main gas line extension if needed plus dedicated service line and gas meter). No interior gas line work is performed by Florida Public Utilities.

In order to start the estimate process we will need:

Desired delivery pressure at the meter. List of equipment with related BTU's. Gas Riser Diagram.

If you need any additional information or have any questions please do not hesitate to contact me at (561) 602-4150 or e-mail: mruini@fpuc.com.

Sincerely,

Mauro Ruini Commercial Sales Account Manager



Water Utilities Department Contract Management

P.O. Box 16097

West Palm Beach, Fl 33416-6097

(561) 493-6000

Fax: (561) 493-6060

www.pbcwater.com

Palm Beach County Board of County Commissioners

Steven L. Abrams, Mayor

Priscilla A. Taylor, Vice Mayor

Hal R. Valeche

Paulette Burdick

Shelley Vana

Mary Lou Berger

Jess R. Santamaria

County Administrator

Robert Weisman

"An Equal Opportunity
Affirmative Action Employer"

September 24, 2013

FM Contract Service, LLC 601 Bayshore Blvd. Suite 650 Tampa, FL 33606

ATTN: Mr. Matthew London

Re: Isla Verde Residential

(East side of US 441, North of LWDD Canal L-6)

Service Availability Letter SDA #01-01194-000

Dear Mr. London:

This is to confirm that the proposed development is located within Palm Beach County Water Utilities Department potable water, wastewater and reclaimed water service area. Potable water and wastewater system capacities are available, subject to a Reservation Agreement with PBCWUD.

Based on the information provided by your Engineer, the total number of Equivalent Residential Connections needed for the project is 295.6.

There is an existing Development Agreement with a reserved capacity of 258.5 ERC's, (SDA #01-01194-000). This Agreement will expire in 2014, and may be renewed for another five (5) years, subject to Mandatory Agreement Payment. The current Agreement may be assigned to a new property owner, (please contact Judy Provence at 561-493-6055 for assistance).

In any case, a new Development Agreement with Palm Beach County Water Utilities Department is required to reserve the balance of capacity (37.1 ERC's with Assignment, or 295.6 ERC's without the Assignment).

If you have any questions, please call me at (561) 493-6122.

Sincerely,

Adam Galicki,

Manager, Engineering Services

cc: Judy Provence, Contract Management