

# Universal Development Application



This application is required for ALL applications submitted to the Planning, Zoning and Historic Preservation Division. If you have questions regarding this application, please make an appointment with planning staff.

## 1. Application Type (select all that apply)

- a. Site Plan: ☐ Minor ☒ Major ☒ Planned Development ☒ Sustainable Bonus
- b. Use: ☐ Administrative ☒ Conditional
- c. Proximity Waiver: ☐ Alcoholic Beverage ☐ Community Residence ☐ Gaming Establishment  
☐ Adult Use
- d. Approvals: ☐ Variance ☐ Mural ☐ Cert. of Appropriateness ☐ Adjustment
- e. Amendments: ☐ Rezoning / Map ☐ Text
- f. Other: ☐ Subdivision/Plat ☐ Annexation ☐ Zoning Letter  
☐ ABT Signoff ☒ TDR & DSI

## 2. Project Information

- a. Project Name: Deco Green
- b. Project Location / Address: 1715 N. Dixie Hwy., Lake Worth, Florida 33460
- c. Legal Description: Parcel 1- Lots 1,2 &3, Block D and Parcel 2- the east 110 ft of Lot 1, Block E and Parcel 3, the west 40 ft of Lot 1 and Lot 2, Block E, Parcel 4 - lot 3 and 1/2 of lot 4 Lake Worth Heights
- d. Property Control Number (PCN): 38-43-44-16-06-014-0010 and 16-06-015-0012 and 16-06-015-0013 and 16-06-015-0030
- e. Zoning: Existing: MU-DH Proposed: MU-DH
- f. Future Land Use: Existing: MU-E Proposed: MU-E
- g. Proposed Use: ☒ Residential; Units 126 ☒ Commercial; 7,838 S.F. ☐ Industrial; \_\_\_\_\_ S.F.
- h. Total Estimated Project Cost: \_\_\_\_\_
- i. Description of Work: The project is a mixed-use redevelopment, intended to enhance and revitalize Inspired by an array of architectural styles, the project will engage the community to promote art,

## 3. Contact Information

- a. Project Manager / Contact Person: Patricia F Ramudo, PE  
Company: IBI Group  
Address: 1100 Park Central Blvd S, Suite 3 City: Pompano Beach St: FL Zip: 33064  
Phone Number: 954-974-2200, x-52120 E-Mail Address: patricia.ramudo@ibigroup.com
- b. Applicant Name (if different from Project Manager): Ricardo Hernandez  
Company: OAG Investment 5 LLC  
Address: 1430 S. Dixie Highway, Suite 110 City: Coral Gables St: FL Zip: 33416  
Phone Number: 786-223-1568 E-Mail Address: rihernanp@gmail.com
- c. Owner Name: Lake Worth Beach Community Redevelopment Agency  
Company: Lake Worth Beach Community Redevelopment Agency  
Address: 1121 Lucerne Avenue City: Lake Worth Beach St: FL Zip: 33460  
Phone Number: 407-2550 E-Mail Address: joliva@lakeworthbeachfl.gov

#### 4. Owner's Consent

Lake Worth Beach Community Redevelopment ("Owner") certifies that it is the owner of the property located at 1715 North Dixie Highway, Lake Worth, FL ("Subject Property") and expressly consents to the use of the Subject Property as described in this application and to all conditions that may be agreed to as a part of the approval of this application, which may be imposed by the decision making board. Owner hereby authorizes, Patricia F Ramudo, PE as agent, to file this application and represent Owner at any and all meetings and hearings required for the approval of this application.

Owner's Signature: x [Signature] Date: 1/5/21

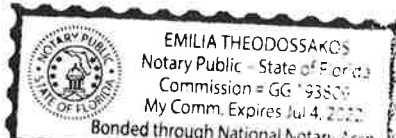
Name/Title of Signatory: JOAN OLIVA, EXECUTIVE DIRECTOR

STATE OF FL

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 5 day of January, 2021, by JOAN OLIVA who is personally known to me or who produced a \_\_\_\_\_ as identification. He/she did not take an oath.

(NOTARY SEAL)



x [Signature]  
(Signature of Notary Public)

EMILY THEODOSSAKOS  
(Name of Notary)

#### 5. Affidavit of Completeness and Accuracy

Instructions: To be completed by the individual submitting the application (owner or authorized agent)

Project Name: Deco Green Submittal Date: January 14, 2021

##### STATEMENT OF COMPLETENESS AND ACCURACY:

I hereby certify all property owners have full knowledge the property they own is the subject of this application. I hereby certify that all owners and petitioners have been provided a complete copy of all material, attachments and documents submitted to the City of Lake Worth relating to this application. I further certify the statements or information made in any paper or plans submitted herewith are true and correct to the best of my knowledge. I understand this application, related application material and all attachments become official records of the Planning, Zoning and Historic Preservation Division of Lake Worth, Florida, and will not be returned. I understand that any knowingly false, inaccurate or incomplete information provided by me will result in the denial, revocation or administrative withdrawal of this application, request, approval or permit. I further acknowledge that additional information may be required by Palm Beach County to process this application. I further acknowledge that any plans that I have prepared or had prepared comply with the Fair Housing Standards. I further consent to the City of Lake Worth to publish, copy or reproduce any copyrighted documents submitted as a part of this application for any third party. I further agree to all terms and conditions, which may be imposed as part of the approval of this application.

JOAN OLIVA  
(Name - type, stamp, or print clearly)

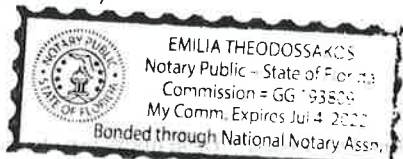
Lake Worth Beach Community Redevelopment  
(Name of Firm)

STATE OF FL

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 5 day of JANUARY, 2021, by JOAN OLIVA who is personally known to me or who produced a \_\_\_\_\_ as identification. He/she did not take an oath.

(NOTARY SEAL)



x [Signature]  
(Signature)

1121 Lucerne Avenue, Lake Worth, FL 33460  
(Address, City, State, Zip)

x [Signature]  
(Signature of Notary Public)

EMILY THEODOSSAKOS  
(Name of Notary)



# Sign Posting Agreement



This form is required for all Historic Applications and Public Hearing Items.

Ricardo Hernandez, OAG Investment 5 LLC, 1430 S Dixie Hwy. Coral Gables, FL 33146

1. Applicant: \_\_\_\_\_
2. Property Owner: Lake Worth Beach CRA 1121 Lucerne Ave., Lake Worth, FL 33460
3. Contact Phone Number: 786-223-1568
4. Property Location: 1715 N. Dixie Highway, Lake Worth, FL 33460
5. I, Ricardo Hernandez, hereby affirm that I will post the notification sign(s) provided to me

for a minimum of ten calendar days before the scheduled date of the hearing of Planning and Zoning Case No. \_\_\_\_\_

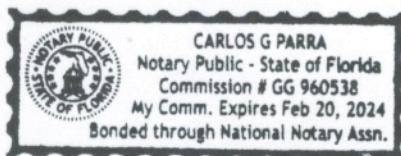
Signature: \_\_\_\_\_ Date: 01/04/2021

Name/Title of Signatory: Ricardo Hernandez, Manager

STATE OF FLORIDA )  
COUNTY OF MIAMI DADE )

The foregoing instrument was acknowledged before me this 04 day of January 2021, by RICARDO HERNANDEZ who is personally known to me or who produced a FL Dr. Lic. as identification. He/she did not take an oath.

(NOTARY SEAL)



\_\_\_\_\_  
Signature of Notary Public

CARLOS G. PARRA  
Name of Notary

This Instrument was Prepared By and Return to:  
**David N. Tolces, Esquire**  
GOREN, CHEROF, DOODY & EZROL, P.A.  
3099 East Commercial Boulevard, Suite 200  
Fort Lauderdale, Florida 33308

Property Identification No.: 38-43-44-16-06-014-0010

### WARRANTY DEED

THIS INDENTURE, made on this 26<sup>th</sup> day of January, 2018 by and between **Mauricio F. Neira and Paula C. Neira, husband and wife**, hereinafter referred to as "Grantor" and **Lake Worth Community Redevelopment Agency, a Florida public agency created pursuant to Chapter 163, F.S.**, whose post office address 1121 Lucerne Avenue, Lake Worth, FL 33460, hereinafter referred to as "Grantee."

### WITNESSETH:

That said Grantor, for and in consideration of the sum of TEN (\$10.00) DOLLARS, and other good and valuable considerations to Grantor in hand paid by Grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the Grantee, and Grantee's successors and assigns forever, the following described land, situate, lying and being in PALM BEACH County, Florida, to wit:

*See Exhibit "A" attached.*

SUBJECT TO: Taxes for the year 2018 and subsequent years, zoning and/or restrictions and prohibitions imposed by governmental authorities, and easements and restrictions and other matters appearing on the plat and/or common to the subdivision.

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

And the Grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever.

And the Grantors state that the above-referenced Property is not their homestead. Grantors, Mauricio F. Neira and Paula C. Neira reside at 10509 Vignon Court, Wellington, FL 33449.

[SIGNATURE PAGE TO FOLLOW]



IN WITNESS WHEREOF, Grantors have hereunto set Grantors' hands the day and year first above written.

Signed, sealed and delivered  
in our presence:

[Signature]

Name: Joan Silva

[Signature]

Name: DAVID N. TOLGES

[Signature]  
Mauricio F. Neira

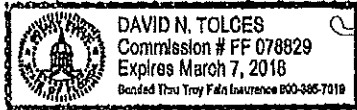
[Signature]  
Paula C. Neira

**STATE OF FLORIDA  
COUNTY OF PALM BEACH**

The foregoing instrument was acknowledged before me on this 26 day of January, 2018 by Mauricio F. Neira and Paula C. Neira, who [ ] are personally known to me or [X] have produced Florida driver's licenses as identification.

[Signature]

NOTARY PUBLIC



**Exhibit A**

**Parcel 1:**

Lots 1, 2 and 3, Block "D", Lake Worth Heights, according to the Plat thereof as recorded in Plat Book 7, Page 25, Public Records of Palm Beach County, Florida.

**Parcel 2:**

The East 140 feet of Lot 1, Block "E", Lake Worth Heights, according to the Plat thereof as recorded in Plat Book 7, Page 25, Public Records of Palm Beach County, Florida.

LESS from Parcels 1 and 2, that parcel described in the Stipulated Order of Taking in O.R. Book 9279, Page 1919, Public Records of Palm Beach County, Florida, more particularly described as follows:

A portion of Lot 1, Block E, Lake Worth Heights, as recorded in Plat Book 7, Page 25, Public Records of Palm Beach County, Florida, lying in Section 16, Township 44 South, Range 43 East, Palm Beach County, Florida, being more particularly described as follows:

Commence at the Southwest corner of said Lot 1; thence South 89°55'17" East along the Southerly boundary line of said Lot 1, a distance of 165.50 feet to the POINT OF BEGINNING; thence continue South 89°55'17" East along said Southerly boundary line, a distance of 7.00 feet to a point on the Westerly Existing Right of way line for State Road 805 (Dixie Highway), said point being on a line 2.50 feet Westerly of and parallel with the Easterly boundary line of said Lot 1; thence North 00°00'02" West along said Westerly Existing Right of way line and said parallel line, a distance of 9.00 feet; thence South 37°54'15" West, a distance of 11.39 feet to the POINT OF BEGINNING.

AND

A portion of Lot 1, Block D, Lake Worth Heights, as recorded in Plat Book 7, Page 25, Public Records of Palm Beach County, Florida, lying in Section 16, Township 44 South, Range 43 East, Palm Beach County, Florida, being more particularly described as follows:

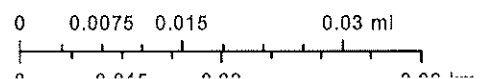
Commence at the Northwest corner of said Lot 1; thence South 89°55'10" East along the Northerly boundary line of said Lot 1, a distance of 167.50 feet to the POINT OF BEGINNING; thence continue South 89°55'10" East along said Northerly boundary line, a distance of 5.00 feet to a point on the Westerly Existing Right of Way line for State Road 805 (Dixie Highway), said point being on a line 2.50 feet Westerly of and parallel with the Easterly boundary line of said Lot 1; thence South 00°00'02" East along said Westerly Existing Right of Way line and said parallel line, a distance of 9.00 feet; thence North 29°02'10" West, a distance of 10.31 feet to the POINT OF BEGINNING.

38434416060140010



September 8, 2020

1:1,128







**IBI GROUP**  
1100 Park Central Boulevard North– Suite 3500  
Pompano Beach FL 33064 USA  
tel 954 974 2200 fax 954 973 2686  
[ibigroup.com](http://ibigroup.com)

January 21, 2021

Mr. William Waters, AIA  
Director of Community Sustainability Department  
City of Lake Worth Beach  
1900 2<sup>nd</sup> Avenue North  
Lake Worth Beach, FL 33461

**Re: Deco Green – Project Narrative  
Mixed Use Residential/Retail/Office Planned Development, 2.314 Acres  
Major Site Plan, Sustainable Bonus Incentive Program and Transfer Development Rights  
IBI Group Project Number 127192**

Dear Mr. Waters:

We hereby submit this Project Narrative, in support of the proposed development of the project called Deco Green, on behalf of OAG Investment 5 LLC. The subject properties incorporated into the overall project area are described as follows:

**Overall Unified Property**

**1715 N. Dixie Highway                      38-43-44-16-06-014-0010                      2.314 acres**

**MAJOR SITE PLAN APPLICATION:**

**Location:**                      1715 N. Dixie Highway, Lake Worth Beach, FL, Palm Beach County

FEMA Flood Zone: Zone X (0.2 % annual chance flood hazard)

As described in the Survey Legal Description: Refer to survey for full legal description.  
Parcel 1: Lots 1, 2 & 3, Block D, Lake Worth Heights;  
Parcel 2: The east 110 ft of Lot 1, Block E, Lake Worth Heights;  
Parcel 3: The west 40 ft of Lots 1 & 2, Block E, Lake Worth Heights;  
Parcel 4: Lots 3 and ½ of Lot 4, Block E, Lake Worth Heights;  
Parcel 5: The east 25 ft of the west 65 ft of Lot 1, Block E, Lake Worth Heights.

**Zoning:** No change is proposed.

Current: MU-DH

Proposed: MU-DH

**Land Use Designation:** No change is proposed.

Current: MU-E

Proposed: MU-E

**Existing Use:** Five (5) Parcels of vacant land, previously developed and unified as one parcel.

**Proposed Use:** Mixed Use development of residential, retail and office, comprised of:

**Residential:** 126 units (52-1BR, 64-2BR and 10-3BR); 114 units in Building 2 and 6 units each in Buildings 1 and 3. Building 2 will have surface parking below the building footprint.

**Retail:** 6,832 square feet

**Office:** 1,054 square feet

### **Project Background:**

As described in the Lake Worth Beach CRA's Request for Proposal (RFP #01-1920), the Lake Worth Beach CRA has undertaken both housing and commercial property development over the last decade. The goal of the CRA is to spur private investment and improve property values in the District. In 2010 the CRA was awarded \$23M from the Department of Housing and Urban Development for the development of at least 100 new or rehabilitated affordable housing units. The Lake Worth Beach CRA and its partners, far exceeded this goal and, to date, created over 175 residential units. Other projects associated with the purchase of formerly blighted properties has also led to the development of over 12,000 square feet of commercial space. With the development of commercial space, local jobs were created, meeting a NSP-2 National Objective. The CRA is seeking to continue the development of housing choices while also creating additional local job opportunities. In 2016, the CRA turned its focus to commercial and mixed-use development. To that end, in 2020, the CRA awarded and contracted for the redevelopment rights to the OAG Investment 5 LLC to the Deco Green project to address the CRA's vision of incentivizing development, thereby transforming and revitalizing the area. The concept behind this project is intended to provide a mixed-use development with an open plaza to serve the residents and businesses, as well as the community. The project will consist of three buildings, with the primary building of multi-family units (1, 2 and 3 Bedrooms), two accessory buildings providing retail and office space on the ground floor with multi-family units on the upper two floors. At grade, on-site and off-site parking are also provided.

The site is located 1.3 miles from Downtown Lake Worth Beach, 0.51 miles from the SFWMD C-51 canal and the Palm Beach border and a mile from an I-95 interchange. A Palm Tran bus stop is located one block south of the parcel. Palm Beach International Airport is less than 20 minutes away.

According to the Major Thoroughfare Design Guidelines, Dixie Highway, from the South City limit to the North City limit, is identified as Major Thoroughfare G, which is described as the principal north/south thoroughfare. It is business-centric, serving businesses, residents and visitors. It is also a transit thoroughfare for the public bus system. This area is also identified as Sub Area 3, which includes the west side of Dixie Highway, between 13<sup>th</sup> Avenue North and Wellesley Drive, where the City hopes to stimulate more development and redevelopment.

### Site Characteristics:

The site is currently vacant with residual pavement and utilities. The vacant parcels were previously developed with commercial and residential structures that were demolished.

The topography varies from 15.14 to 17.28 NAVD. The perimeter road crowns are:

17<sup>th</sup> Avenue North: average crown elevation varies from 15.32 to 16.26 NAVD

18<sup>th</sup> Avenue North: average crown elevation varies from 15.30 to 15.83 NAVD

North Dixie Highway: average crown elevation varies from 15.28 to 16.10 NAVD

### Surrounding Property Information: Uses, Architectural Style and Size

**East:** The N Dixie Highway (FDOT) right-of-way is a two-way, four lane undivided roadway. The properties are comprised of one and two-story commercial and residential structures, with architectural styles of art deco and mid-century modern.

**West:** Existing single-family and multi-family residential lots about the subject property, with one and two-story structures described as minimalistic style design.

**North:** The 18<sup>th</sup> Avenue N municipal right-of-way is a two-way, two-lane undivided roadway. Beyond the roadway are commercial (automobile service) and one-story single-family residential structures.

**South:** The 17<sup>th</sup> Avenue N municipal right-of-way is a two-way, two-lane undivided roadway, which was recently improved to serve the multi-story multi-family residential development, known as The Mid. This project is comprised of three three-story buildings, with architectural styles described as modern contemporary, urban infill.

Please refer to following exhibits for the pictures of the surrounding areas.

### Aerial photo of site – east to west view





**Aerial photo of site – north to south view**



**Adjacent property photo – west boundary along 17th Avenue North**





**Adjacent property photo – northwest corner of 18th Avenue North and N. Dixie Highway**



**Adjacent property photo – view from southeast corner across N. Dixie Highway**



**Adjacent property photo – view from center of site along N. Dixie Highway**



## **Justification of the Proposal:**

The project proposal was presented in response to the CRA's solicitation, RFP #01-1920 and was selected as the preferred design and consistent with the vision of the City of Lake Worth Beach and the CRA. The proposed mixed-use development is consistent with the intent of the Mixed-Use-East (MU-E) land use and the Mixed-Use-Dixie Highway Zoning. According to the City's Land Development Regulations (LDR), Section 23.3.17, the intent of this designation is "to provide the establishment and expansion of a broad range of office and commercial uses, including higher density residential uses.

## **Compliance with the Site Design Qualitative Standards in Section 23.2-31:**

### **1. Harmonious and efficient organization:**

Required: The site plan is designed to be harmoniously and efficiently organized in relation to topography, the size and type of plot, the character of adjoining property and the type and size of buildings. The site shall be developed so as to not impede the normal and orderly development or improvement of surrounding property for uses permitted in these LDRs.

Response: *The site plan has been designed to be harmoniously and efficiently organized in relation to topography, the size and type of plot, the character of adjoining property and the type and size of buildings. The character of the proposed development is consistent with the Vision for the Major Thoroughfare Design Guidelines, providing for a vibrant, diverse, safe, inviting and sustainable features. With an open plaza and event lawn, located at the N. Dixie Highway frontage, the project creates a park-like setting that invites community interaction, strolling and recreation, including a play area and dog park. The perimeter public sidewalks provide walkability and connectivity to the on-site pedestrian walkways. The three buildings are placed around the perimeter of the plaza, with surface parking under the center building, Building 2, which has been located such that it minimizes any adverse effects to its neighbors. Driveway access is placed on the north and south side streets, minimizing vehicular interaction with the pedestrian circulation. On-site parking is designed at the rear of the property, under and around Building 2, screening it such that the public view is focused on the open space and landscaping.*

### **2. Preservation of natural conditions:**

Required: The natural (refer to landscape code, Article 6 of these LDRs) landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal and by such other site planning approaches as are appropriate. Terrain and vegetation shall not be disturbed in a manner likely to significantly increase either wind or water erosion within or adjacent to a development site. Natural detention areas and other means of natural vegetative filtration of stormwater runoff shall be used to minimize ground and surface water pollution, particularly adjacent to major waterbodies as specified in Part II, Chapter 12, Health and Sanitation, Article VIII, Fertilizer Friendly Use Regulations. Fertilizer/pesticide conditions may be attached to development adjacent to waterbodies. Marinas shall be permitted only in water with a mean low tide depth of four (4) feet or more.

Response: *The subject property has been cleared of any pre-development buildings and therefore disturbance has already taken place. Proposed improvements will be provided in compliance with environmental jurisdictional agencies and enhancements will include water quality, water quantity and erosion control measures.*



### **3. Screening and buffering:**

Required: Fences, walls or vegetative screening shall be provided where needed and practical to protect residents and users from undesirable views, lighting, noise, odors or other adverse off-site effects, and to protect residents and users of off-site development from on-site adverse effects. This section may be interpreted to require screening and buffering in addition to that specifically required by other sections of these LDRs, but not less.

Response: *Screening of the on-site parking is provided by placing it at the rear of the property and will be screened by the buildings and landscape improvements. The solid waste dumpster will be located in an enclosed room, dedicated to the collection and storage of solid waste and recyclables. It will be brought out only during municipal collection schedules, after which it will be stored again. Site lighting will comply with the City's lighting design and illumination standards, such that it will not spill over to surrounding properties. Landscaping of the perimeter buffers and the public plaza will be designed in such a manner as to compliment the architectural style of the buildings.*

### **4. Enhancement of residential privacy:**

Required: The site plan shall provide reasonable, visual and acoustical privacy for all dwelling units located therein and adjacent thereto. Fences, walls, barriers and vegetation shall be arranged for the protection and enhancement of property and to enhance the privacy of the occupants.

Response: *The project will be consistent with Crime Prevention Through Environmental Design Principles (CPTED) to reinforce the privacy and safety of the residents. The buildings will be designed to provide acoustical and visual privacy for the residents, by means of building placement, impact windows and high rated insulation. Perimeter landscape plantings will provide visual screening. The primary building, Building 2, has been placed at 70.25' from the property line, in excess of the 15' required, thereby allowing for additional residential privacy for the abutting properties.*

### **5. Emergency access:**

Required: Structures and other site features shall be so arranged as to permit emergency vehicle access by some practical means to all sides of all buildings.

Response: *Emergency access is provided by means of the perimeter streets and interior private roadway. Fire truck access to the rear of the primary building, Building 2, will have access to a proposed fire hydrant and Fire Department Connection (FDC). Buildings 1 and 3 will have access to a proposed fire hydrant and FDC. A truck turning analysis was conducted, using an aerial fire truck template to access the rear drive aisle to maneuver from the side streets onto the property. In addition, emergency ambulance templates confirm that full access is available on all interior drives. All three buildings will be provided with a fire sprinkler system, connected to a Fire Alarm.*

### **6. Access to public ways:**

Required: All buildings, dwelling units and other facilities shall have safe and convenient access to a public street, walkway or other area dedicated to common use; curb cuts close to railroad crossings shall be avoided.

Response: *Vehicular access is provided by means of driveway connections at 17<sup>th</sup> Avenue N and 18<sup>th</sup> Avenue N. Pedestrian access is provided along the north, south and east perimeter public rights-of-way, as well as internal pedestrian pathways.*

## **7. Pedestrian circulation:**

Required: There shall be provided a pedestrian circulation system which is insulated as completely as reasonably possible from the vehicular circulation system.

Response: *The on-site pedestrian circulation system is complimentary to the perimeter public sidewalks along the three perimeter streets providing connectivity between the three buildings, the open plaza area and the external public sidewalks.*

## **8. Design of ingress and egress drives:**

Required: The location, size and numbers of ingress and egress drives to the site will be arranged to minimize the negative impacts on public and private ways and on adjacent private property. Merging and turnout lanes traffic dividers shall be provided where they would significantly improve safety for vehicles and pedestrians.

Response: *The proposed ingress and egress, are provided by means of two driveway connections located at the north and south side streets. The private roadway provides a 22' wide, two-way roadway to connect to the parking area circulation. Due to low traffic volumes and design of perimeter streets, turn lanes are not required.*

## **9. Coordination of on-site circulation with off-site circulation:**

Required: The arrangement of public or common ways for vehicular and pedestrian circulation shall be coordinated with the pattern of existing or planned streets and pedestrian or bicycle pathways in the area. Minor streets shall not be connected to major streets in such a way as to facilitate improper utilization.

Response: *The proposed vehicular and pedestrian improvements to the public rights-of-way adjacent to the site allow for ingress and egress, as well as on-street parking that will reinforce the desired development pattern. The connection of the existing minor roadways of 17<sup>th</sup> Avenue N and 18<sup>th</sup> Avenue N to N. Dixie Highway are not affected. In addition to emergency vehicle accessibility, a truck turning analysis confirmed that solid waste collection vehicles are able to enter the property without conflict. The return radius provided on the entrance drives allow for unrestricted access by emergency and solid waste collection vehicles.*

## **10. Design of on-site public right-of-way:**

Required: On-site public street and rights-of-way shall be designed for maximum efficiency. They shall occupy no more land than is required to provide access, nor shall they unnecessarily fragment development into small blocks. Large developments containing extensive public rights-of-way shall have said rights-of-way arranged in a hierarchy with local streets providing direct access to parcels and other streets providing no or limited direct access to parcels.

Response: *The project will provide on-street parking on the north and south rights-of-way, as well as adding or improving to the public sidewalks. On 17<sup>th</sup> Avenue N, there are 8 parallel parking spaces proposed, with two of these spaces to be considered as Temporary Loading spaces. On 18<sup>th</sup> Avenue N, there are 7 parallel parking spaces proposed, with two of these spaces to be considered as Temporary Loading spaces. The location of both sets of on-street parking were designed in*

*coordination with the City and FDOT. N. Dixie Highway improvements include removal of the existing curb cut and driveway apron, replacing it with new sidewalk to match the existing. Access to the off-street parking is provided by means of the proposed driveway connections and internal roadway, in compliance with City and FDOT standards.*

**11. Off-street parking, loading and vehicular circulation areas:**

Required: Off-street parking, loading and vehicular circulation areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property.

Response: *The site is designed so that the off-street parking, temporary loading and vehicular circulation are located, designed and screened to minimize the impact of noise, glare and odor on adjacent properties. Site lighting and landscaping improvements are designed to comply with the City's standards.*

**12. Refuse and service areas:**

Required: Refuse and service areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property.

Response: *Refuse and service areas will be provided by means of enclosed rooms, located on the first floor of the primary building, Building 2. Solid waste and recyclables will be collected in the "Compactor/Recycle Room." The containers will be wheeled to the collection point, located on the private roadway, by the concierge/custodian when the truck is scheduled for pickup.*

**13. Protection of property values:**

Required: The elements of the site plan shall be arranged so as to have minimum negative impact on the property values of adjoining property.

Response: *The proposed project will have a positive impact on the adjoining property values, as well as the overall community values, by means of the site plan elements related to the mixed-use buildings. The design character of the project is described as inspired by the Bauhaus Movement and reminiscent of the Art Deco style in South Beach, Florida and will integrate with the new multi-family development located immediately south of the site, providing community engagement, passive recreation and retail services.*

**14. Transitional development:**

Required: Where the property being developed is located on the edge of the zoning district, the site plan shall be designed to provide for a harmonious transition between districts. Building exteriors shall complement other buildings in the vicinity in size, scale, mass, bulk, rhythm of openings and character. Consideration shall be given to a harmonious transition in height and design style so that the change in zoning districts is not accentuated. Additional consideration shall be given to complementary setbacks between the existing and proposed development.

Response: *This project site is located in the Mixed-Use East land use and Mixed-Use-Dixie Highway zoning areas therefore this section does not apply. However, the site plan is designed with the principles of the new urbanism, an open concept that can integrate the surrounding buildings.*



## **15. Consideration of future development:**

Required: In finding whether or not the above standards are met, the review authority shall consider likely future development as well as existing development.

Response: *The project is a single-phase project that will compliment the City and CRA's Vision for the MU-DH area, City's Land Development Regulations, the Major Thoroughfares Design Guidelines and the Sustainability /Economic Development objectives, as well as, the design of the site and buildings that are consistent with urban design principles. Therefore, it is requested that the review authority consider that the above standards are met.*

### **Compliance with Community Appearance Criteria Section 23.2-31(l):**

The general requirements outlined in this section are minimum aesthetic standards for all site developments, buildings, structures, or alterations within the corporate limits of the city, except single-family residences. However, additions to existing buildings and sites shall be subject to review by the development review official for a determination regarding submission to the planning and zoning board or historic resources preservation board for review. All site development, structures, buildings or alterations to site development, structures or buildings shall demonstrate proper design concepts, express honest design construction, be appropriate to surroundings, and meet the following community appearance criteria:

#### **Required:**

1. The plan for the proposed structure or project is in conformity with good taste, good design, and in general contributes to the image of the city as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas and high quality.
2. The proposed structure or project is not, in its exterior design and appearance, of inferior quality such as to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.
3. The proposed structure or project is in harmony with the proposed developments in the general area, with code requirements pertaining to site plan, signage and landscaping, and the comprehensive plan for the city, and with the criteria set forth herein.
4. The proposed structure or project is in compliance with this section and 23.2-29, as applicable.

#### **Response:**

*The proposed Deco Green project will adhere to the Compliance with Community Appearance Criteria. The design and layout of the site are consistent with the Major Thoroughfare Design Guidelines. The elevations are inspired by the Bauhaus Movement and Art Deco architectural style, as well as the Design Guidelines. The project will enhance and embrace the City's Vision, creating a vibrant, safe, inviting and sustainable community asset.*

### **Major Thoroughfare Design Guidelines:**

- Encourage high-quality mixed-use infill development that is comprised of residential, office, entertainment, and commercial uses.
- Provide the residents living in the upper floors of a mixed-use development with high-quality standards of living.
- Protect the pedestrian and enhance the pedestrian environment and scale.
- Provide residents with entrances separate from office and commercial spaces.
- Create a base that distinctly grounds the building, and which enhances the streetwall along each thoroughfare.
- Developments should include open spaces accessible to the public, located on the ground floor, as well as private spaces for residents.
- Ensure that commercial/retail spaces on the lower floor are appropriately designed to promote uses that serve the community living in a mixed-use development.
- Ensure compatibility between adjacent uses, especially residential.

Response: *The site elements comply with the guidelines state above.*

### **MIXED USE PLANNED DEVELOPMENT:**

**1. Location:** Urban planned developments may be located in any mixed use district east of Interstate 95, such as Mixed Use — East, Mixed Use — West, Mixed Use — Dixie Highway, Mixed Use — Federal Highway, Transit Oriented Development — East, and Downtown with the exception of the neighborhood commercial district. Industrial planned developments are not allowed as a mixed use urban planned development.

Response: *The project site is located in the Mixed Use-Dixie Highway District, east of Interstate 95.*

**2. Minimum area required:** The minimum area required for an urban planned development district shall be one-half (.5) acres.

Response: *The project consists of a 2.314 acre site, to be developed in a single phase.*

**3. Permitted uses:** Permitted uses within a mixed use urban development are shown in Article 3 of these LDRs. An urban planned development may be residential alone or may be any mixture of residential, retail, commercial, office, personal services, institutional, and cultural and artisanal arts or other uses specifically listed with the use tables of section 23.3-6 for the districts where the planned development is to be located.

Response: *As noted in LDR Section 23.3-17, subsection c.1: Principal nonresidential uses permitted by right in the MU-DH district allow:*

- A. *Commercial – low intensity*
- B. *Office – low intensity*
- C. *Low intensity retail uses – low intensity*
- D. *Personal services uses – low intensity*

- E. Cultural and artisanal uses – low intensity
- F. Institutional uses – low intensity
- G. Automotive vehicular – low intensity
- H. Eating and drinking establishments without drive through facilities
- I. Essential services

The proposed development will provide for residential, retail and commercial uses. The project consists is to be developed in a single phase, consisting of three buildings. The primary building, Building 2, will provide 114 multi-family units. Buildings 1 and 3 will provide office/retail on the first floor and 12 multi-family units on the second and third floors. The open plaza will serve as passive recreation and community events. Parking is provided in excess of required. Also provided are scooter and bicycle parking, as well as and electric charging spaces. Refer to attached detailed information

**4. Required setbacks:** Required setbacks shall be as provided in these LDRs for the zoning district in which the planned development is to be located.

Response: As noted in the Site Data Table and on the Site Plan, the proposed buildings will meet or exceed the required setbacks. Specifically:

<u>BUILDING SETBACKS</u>	<u>Required</u>	<u>Provided</u>
FRONT	10'	12'
REAR	15'	70.75'
SIDE STREET (17TH AVENUE N)	10'	14'
SIDE STREET (18TH AVENUE N)	10'	14'

**5. Parking and loading space requirements:** Parking and loading spaces shall be provided pursuant to Article 4 of these LDRs.

Response: As noted in the Site Data Table and on the Site Plan, the proposed parking and loading spaces meet or exceed the required parking. Specifically:

<u>PARKING REQUIREMENTS</u>	<u>Required</u>	<u>Proposed</u>
MB-1BR = 52 UNITS @ 1.5 PER UNIT	78	See below.
MF-2BR = 64 UNITS @1.75 PER UNIT	112	See below.
MF-3BR = 10 UNITS @ 2.0 PER UNIT	20	See below.
RETAIL = 6832 SF @ 1 PER 500 SF	8	See below.
OFFICE = 1054 SF @ 1 PER 400 SF	3	See below.
GROSS PARKING REQUIRED	221	See below.
SHARED PARKING CREDIT OF 25%	166	181

<u>PROVIDED PARKING WITH SHARED PARKING CREDIT OF 25%</u>	
Off-street Single Regular Parking Spaces	65
Off-street Single Compact Parking Spaces	23
On-site Tandem Regular Parking Spaces	58
On-site Tandem Compact Parking Spaces	16
On-site Handicap Parking Spaces	4
Side-street Parallel Parking Spaces	15
Total Parking Spaces	181

**6. Landscaping/buffering:** Landscaping and buffering shall be provided as required by section 23.6-1.

Sec. 23.6-1. - Landscape regulations.

- (a) *Purpose.* The objective of this section is to provide minimum standards for the installation and maintenance of landscaping within the city. This section shall apply to all real properties private or publicly owned within the city.

This section is further intended to fulfill objectives as contained within the conservation element of the city's comprehensive plan, by providing for:

- (1) Conservation of potable and nonpotable water.
- (2) Implementation of Florida Friendly Landscaping Principles™.
- (3) Maintenance of permeable land areas essential to surface water management and aquifer recharge.
- (4) Implementation of the preservation of existing plant communities.
- (5) Eradication of prohibited and controlled species referenced in subsection k).
- (6) Implementation of the planting of site-specific native and drought-resistant plant materials creating larger and more connected plant populations.
- (7) Establishment of guidelines for the installation and maintenance of landscape material and irrigation systems.
- (8) Reduction of air, noise, heat, and chemical pollution through the biological filtering capacities of trees.
- (9) Implementation of energy conservation through the creation of shade and promoting an aesthetic appearance for the community.
- (10) Provision of food, cover and creating habitat for birds, butterflies, and other wildlife.
- (11) Reduction of the financial costs of landscape maintenance.
- (12) Encouragement of creative landscaping designs.

Response: *The proposed landscape improvements will comply with the stated objectives.*

**7. Illumination:** Any source of illumination located within a commercial or industrial planned development district shall not exceed one (1) foot candle at or beyond the boundaries of such development.

Response: *The proposed illumination, as shown on the Photometric Site Plan, will not exceed one (1) foot candle at the property boundaries.*

**8. Outdoor storage:** All outdoor storage facilities are prohibited in any mixed use urban planned development district.

Response: *There are no outdoor storage facilities proposed for this project.*

**9. Sustainability:** All mixed use urban planned development districts shall include provisions for sustainability features such as those listed in section 23.2-33, City of Lake Worth Sustainable Bonus Incentive Program.

Required: Qualifying sustainability features or improvements. The following features or improvements may qualify for the incentive award of either bonus height or intensity, or both. In order to qualify for each incentive award under subsections 1.(d) through 1.(h), the total value of the qualifying features or improvements must equal at least the amount of the fee-in-lieu established by the city commission pursuant to subsection e) below.



1. On-site features or improvements provided:

(d) Higher quality or additional open space beyond the requirements of the code.

Response: *The proposed improvements include:*

- *Pervious concrete pavement for parking, which will provide enhance water quality treatment*
- *Rainwater harvesting to supplement irrigation pervious materials for recreation spaces*
- *Open plaza to serve as passive recreation (playground, dog park) and community engagement*

(e) Higher quality or additional landscaping beyond the requirements of the code.

Response: *The proposed landscape improvements exceed most of the requirements for trees/palms. For the interior landscape (exclusive of VUA and Buildings) we are exceeding the required landscape/trees (28,268 SF) by providing 83 trees/palms of different sizes (31,300 SF). We are also exceeding the minimum size of the proposed trees as follows:*

- *Small maturing trees minimum height of 6 feet - Proposed 12 feet*
- *Medium maturing trees minimum height of 6 feet - Proposed 14 feet*
- *Large maturing trees minimum height of 10 feet - Proposed 16 feet*

(f) Public amenity such as a law enforcement substation, cultural gallery, public plaza, community meeting space, library, or garden.

Response: *The project is designed with an open plaza, which will include a playground, dog park and event lawn. Low seat walls are provide on either side of the focal feature located at the N Dixie Highway frontage. The open public plaza will be an inviting community gathering space.*

(g) Public parking garage.

(h) Other project components open to the public, or offering a direct community benefit meeting the intent of the comprehensive plan, which are similar to those listed as part of the USGBC's LEED for neighborhood development program, or which include elements of sustainable design.

2. Off-site improvements. Improvements located offsite the parcel or lot, as described in subsection 1.(d) through 1.(h), above.

Response: *The existing overhead utilities and power poles located along the existing 18<sup>th</sup> Avenue N sidewalk are proposed to be replaced by the City with new concrete poles. Through a collaboration with the City, the project will provide the additional funding for the undergrounding of the utilities along the project frontage.*

SITE DATA		
EXISTING ZONING	MU-DH	MIXED-USE DIXIE HIGHWAY
PROPOSED ZONING	MU-DH	MIXED-USE DIXIE HIGHWAY
EXISTING FUTURE LAND USE	MU-E	MIXED-USE EAST
PROPOSED FUTURE LAND USE	MU-E	MIXED-USE EAST
	REQUIRED	PROVIDED
LOT AREA	13,000 SF ( 0.298 AC)	100,791sf (2.314 AC)
LOT WIDTH	100'	350.76'
BUILDING HEIGHT (PRIMARY STRUCTURE-Bldg 2) *	45	74
BUILDING HEIGHT (ACCESSORY STRUCTURE-Bldgs 1&3)	43.5	34
NUMBER OF STORIES (PRIMARY STRUCTURE-Bldg 2)	2	7
NUMBER OF STORIES (ACCESSORY STRUCTURES-Bldg 1&3)	2	3
BUILDING SETBACKS		
FRONT	10'	12'
REAR	15'	70.75'
SIDE STREET (17TH AVENUE N)	10'	14'
SIDE STREET (18TH AVENUE N)	10'	14'
RESIDENTIAL DENSITY (55 UNITS PER ACRE)	127	126
BUILDING AREA (SF)		
PRIMARY STRUCTURE - Bldg 2		149940
PRIMARY STRUCTURE - Bldg 1&3		20060
TOTAL BUILDING AREA		170000
FLOOR AREA RATIO (FAR)	1.55	1.687
BUILDING COVERAGE - GROUND FLOOR (SF)	45%	11%
PRIMARY STRUCTURE - Bldg 2		2472
PRIMARY STRUCTURE - Bldg 1&3		8576
TOTAL BUILDING COVERAGE AREA		11048
LIVING AREA - INCLUDING TERRACES (PRIMARY STRUCTURE-Bldg 2)		
		Unit-A=816 SF Unit- Ab=800 SF Unit- Ac=794 SF
1 Bedroom Unit	600 SF	
	750 SF	Unit B=1160 SF Unit- Ba=1302 SF
2 Bedroom Unit		
3 Bedroom Unit	900 SF	Unit C=1492 SF
LIVING AREA (ACCESSORY STRUCTURES- Bldgs 1&3)		
Unit D	600 SF	1310
Unit E	600 SF	947
Unit F	600 SF	830

IMPERMEABLE SURFACE (Lot Coverage)	65%	66.55%
CONCRETE PAVEMENT (35568sf=0.817ac)		35.31%
PERVIOUS CONCRETE PAVEMENT (10887sf=0.25ac)		5.40%
HARDSCAPE (ON-SITE PLAZA AND WALKWAYS) (14982sf=0.344ac)		14.87%
BUILDING (11048sf=0.254ac)		10.98%
PERMEABLE SURFACE (26756sf=0.614ac)	35%	33.45%
PARKING REQUIREMENTS		
MB-1BR = 52 UNITS @ 1.5 PER UNIT	78	See below.
MF-2BR = 64 UNITS @1.75 PER UNIT	112	See below.
MF-3BR = 10 UNITS @ 2.0 PER UNIT	20	See below.
RETAIL = 6832 SF @ 1 PER 500 SF	8	See below.
OFFICE = 1054 SF @ 1 PER 400 SF	3	See below.
GROSS PARKING REQUIRED	221	See below.
REQUIRED PARKING WITH SHARED PARKING CREDIT OF 25%	166	181
Off-street Single Regular Parking Spaces		65
Off-street Single Compact Parking Spaces		23
On-site Tandem Regular Parking Spaces		58
On-site Tandem Compact Parking Spaces		16
On-site Handicap Parking Spaces		4
Side-street Parallel Parking Spaces		15
Total Compact Spaces		39

## **Conditional Use:**

Justification Statement to address the Conditional Use Criteria in Section 23.2-29.d and Section 23.2-29-e, which are as follows:

- **General findings** relating to harmony with LDRs and protection of public interest. Prior to approving any Conditional Use permit, the decision making authority shall find based on competent and substantial evidence that:
  - The Conditional Use exactly as proposed at the location where proposed will be in harmony with the uses which, under these LDRs and the Future Land Use Element, are most likely to occur in the immediate area where located.
  - The Conditional Use exactly as proposed at the location where proposed will be in harmony with existing uses in the immediate area where located.
  - The conditional use exactly as proposed will not result in substantially less public benefit or greater harm than would result from use of the site for some use permitted by right or some other conditional use permitted on the site.
  - The Conditional Use exactly as proposed will not result in more intensive development in advance of when such development is approved by the Future Land use Element of the Comprehensive Plan.

- **Specific findings** for all conditional uses. Prior to approving any Conditional Use, the decision making authority shall find that:
  - The proposed Conditional Use will not generate traffic volumes or movements which will result in a significant adverse impact or reduce the level of service provided on any street to a level lower than would result from a development permitted by right.
  - The proposed conditional use will not result in a significantly greater amount of through traffic on local streets than would result from a development permitted by right and is appropriately located with respect to collector and arterial streets.
  - The proposed conditional use will not produce significant air pollution emissions or will appropriately mitigate anticipated emissions to a level compatible with that which would result from a development permitted by right.
  - The proposed conditional use will be so located in relation to the thoroughfare system that neither extension nor enlargement nor any other alteration of that system in a manner resulting in higher net public cost or earlier incursion of public cost than would result from development permitted by right.
  - The proposed Conditional Use will be so located in relation to water lines, sanitary sewers, storm sewers, surface drainage systems and other utility systems that neither extension nor enlargement nor any other alteration of such systems in a manner resulting in higher net public cost than would result from development permitted by right.
  - The proposed Conditional Use will not place a demand on municipal police or fire protection service beyond the capacity of those services, except that the proposed facility may place a demand on municipal police or fire protection services which does not exceed that likely to result from a development permitted by right.
  - The proposed Conditional Use will not generate significant noise or will appropriately mitigate anticipated noise to a level compatible with that which would result from a development permitted by right. Any proposed use must meet all the requirements and stipulations set forth in Section 15.24 – Noise Control.
  - The proposed Conditional Use will not generate light or glare which encroaches onto any residential property in excess of that allowed in Section 23.4-10 – Exterior Lighting.

Response: *The development proposal complies with the referenced sections above.*

### **SUSTAINABLE BONUS INCENTIVE PROGRAM:**

The Sustainable Bonus Incentive Program is outlined in City Code Section 23.2-33 and provides the following criteria, which apply to this project:

1. Any buildings seeking incentives must be over two stories, which allows for increases in height and intensity over baseline maximums. Once a year, the City Commission will establish baseline sustainable bonus values to participate in the program.
2. As part of a planned development, mixed-use planned development, residential planned development, or urban planned development, a project may receive a 25% bonus on density, intensity, and height over the baseline. For each project requesting the additional bonus, twice the baseline sustainable bonus value will apply to each square foot above the maximum base threshold.
3. For mixed-use urban planned developments located west of Dixie Highway, which include at least three (3) use categories, one being residential, an additional 50% bonus in density, intensity, and height over the baseline may be obtained. For each project requesting the additional bonus, twice the baseline sustainable bonus value will apply to each square foot above the maximum base threshold.

Response: *This project proposes use of the Sustainable Bonus Incentive Program for the following:*



- *Increase the height of Buildings 1 and 3 from 30 feet to 34 feet*
- *Increase the height of Building 2 from 30 feet to 74 feet*
- *Increase the number of stories of Buildings 1 and 3 from 2 to 3 stories*
- *Increase the number of stories of Building 2 from 2 to 7 stories*
- *Increase the density of the project from 30 du/acre to 55 du/acre*

*The project will incorporate sustainable design and development principles, including best practices, pervious concrete pavement, rainwater harvesting, native materials, etc.*

## **TRANSFER DEVELOPMENT RIGHTS PROGRAM:**

The Transfer Development Rights (TDR) Program was established to encourage the redevelopment of the City's stressed and blighted areas west of Dixie Highway and is outlined in City Code Section 23.2-25 and provides the following criteria, which apply to this project:

1. N/A
2. The additional story, height, density and/or floor area ratio available under the TDR program will be in addition to any maximums allowed under the city's sustainable bonus incentive program.
3. Projects incorporating transfer development rights may be located anywhere in the city predicated on the following:
  - A. For projects east of Dixie Highway transfer development rights may increase density by up to ten (10) units per acre.
  - B. For projects west of Dixie Highway transfer development rights may increase density by up to ten (10) units per acre, provide for one additional story of not more than fifteen (15) feet in height, and/or increase overall FAR by up to ten (10) percent.
4. Projects incorporating transfer development rights must be a mixed use urban planned development, planned development, mixed use planned development or residential planned development.
5. Projects must have incorporated all of the density, height and intensity bonuses available under the sustainable bonus program prior to being eligible for the transfer development rights program.

*Response:* *The project proposal hereby requests the following TDR allowances for the primary building, Building 2:*

- *Third and fourth floors @ \$5 per unit*
- *Fifth and sixth floors @ \$10 per unit*
- *Seventh floor @ \$22,000 per 10 units*

<b>DECO GREEN</b>				
<b>SUSTAINABLE BONUS &amp; TDR INCENTIVES</b>				
<b>Building 2 Areas &amp; FAR</b>				
Ground Floor	2,472 SF	Stair/Lobby/Services		
Second to Sixth (per floor)	25,052 SF	Overall Area - Stair&Elev Areas		
Seventh (13 units)	22,208 SF	Overall Area - Stair&Elev Areas		
<b>Total Area</b>	<b>149,940 SF</b>	<b>terrace not included</b>		
Lot Size	100,791 SF			
<b>F.A.R = Total Area/Lot</b>	<b>1.488</b>			
<b>Building 1 &amp; 3 Areas &amp; FAR</b>				
Ground Floor	4,288 SF			
Second Floor	3,468 SF	stair ground floor not included		
Third Floor	2,274 SF	unit stair & 2 story space not included		
<b>Total Area per building</b>	<b>10,030</b>			
<b>Total Buildings 1 &amp; 3</b>	<b>20,060</b>			
<b>F.A.R = Total Area/Lot</b>	<b>0.199</b>			
<b>Total Site Building Construction</b>				
<b>Total Construction Area</b>	<b>170,000</b>			
<b>Total Construction FAR</b>	<b>1.687</b>	1.55 per LDR criteria for MU-DH		13,808
<b>Sustainable Bonus Incentive</b>				
<b>Primary Building (#2)</b>	<b>Additional Area (sf)</b>	<b>Unit Cost (per sf)</b>		<b>Value</b>
Floors 3-4	50,104	\$5		\$250,520
Floors 5-6	50,104	\$10		\$501,040
<b>Accessory Structures (#1&amp;3)</b>	<b>Additional Area (sf)</b>	<b>Unit Cost (per sf)</b>		<b>Value</b>
Floor 3 (both buildings)	4,548	\$5		\$22,740
<b>Sustainable Value</b>				<b>\$774,300</b>
<b>Transfer Development Rights</b>				
<b>Primary Building</b>	<b>Additional Area (sf)</b>	<b>Unit Cost (per 10)</b>		<b>Value</b>
Floor 7 - first 10 units	22,208	\$22,000		<b>\$22,000</b>
Floor 7 - second 3 units				<b>\$6,600</b>
<b>Total Incentives Value</b>				<b>\$802,900</b>
<b>Incentives provided</b>				
On-site landscaping & plaza hardscaping		on-site		\$600,000
Pervious concrete parking		on-site		\$150,000
Rainwater harvesting (2000 gal Cistern)		on-site		\$50,000
Subtotal				
Utility undergrounding (to be confirmed)		off-site		\$25,000
<b>Total Incentives Provided</b>				<b>\$825,000</b>

## **LDR SECTION 23.2-33.C.2: Review/Decision**

**Review/decision:** The development review official shall review the application along with the zoning approvals otherwise required of the development proposal under these LDRs. Development applications that require further review or approval by a decision-making board shall also include the development review official's recommendation regarding the award of bonus height or intensity (the "incentive award") under the program. Any decision on the incentive award shall be made by the planning and zoning board, the historic resources planning board, or the city commission as applicable. A decision on an incentive award may be appealed under the procedures applicable to the development application with which it is associated. No waiver or variance may be granted regarding the incentive award. The award of bonus height or intensity under this program shall be based on the following criteria:

- (a) Is the award calculated correctly, consistent with the square footage and height requested and the value of the features and improvements included in the development proposal;

Response: *With the proposed improvements, the balance will be achieved.*

- (b) Do the proposed on-site features or improvements adequately provide sustainable project enhancements, beyond those otherwise required by these LDRs for the development proposal, that are attainable and reasonable in the context of the proposed project;

Response: *The proposed improvements include higher quality and additional open space, pervious concrete pavement and rainwater harvesting (for on-site irrigation).*

- (c) Do the proposed off-site improvements meet the priorities of the city for community sustainability; and

Response: *The proposed utility undergrounding along 18<sup>th</sup> Avenue N will allow for the City to remove the existing power poles and, instead of replacing the poles, the additional cost to install the franchise utilities will be incorporated. By means of utility undergrounding, the project will also provide increased resilience to the City and community.*

- (d) Do the proposed features, improvements or fees in-lieu meet the intent of the Sustainable Bonus Incentive Program?

Response: *The proposed features and improvements meet the intent of the Sustainable Bonus Incentive Program.*

Based on the information provided and contained herein, we hereby request approval of the Major Site Plan, Planned Development District, Sustainable Bonus Incentive Program and Transfer Development Rights.

If you have any questions, please contact me at (954) 974-2200, EXT. 52120, or at [patricia.ramudo@ibigroup.com](mailto:patricia.ramudo@ibigroup.com).

Sincerely,

IBI Group Professional Services (USA) Inc.

A handwritten signature in blue ink, appearing to be 'P. Ramudo', with a stylized flourish extending to the right.

Patricia F. Ramudo, PE LEED AP  
Manager of Engineering



# MARKET ANALYSIS



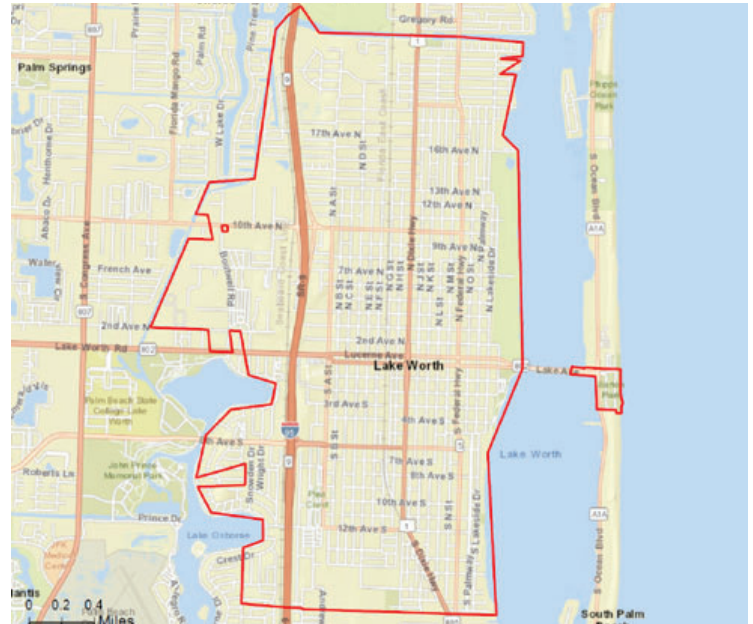
# LAKE WORTH DEMOGRAPHIC PROFILE

SOURCE: COSTAR, MLS

## DEMOGRAPHICS & INCOME PROFILE

Lake Worth is located within Palm Beach County which is part of the West Palm Beach-Boca Raton Metropolitan Area. The total estimated population in 2018 was 1,444,799 with an estimated median household income of \$75,400.

According to the U.S. Census Bureau, the estimated population of Lake Worth City by July 1, 2018 was 38,267 with a median household income of \$36,231. Population is expected to grow at an estimated annual rate of 2.3% for the next five years.



1.16%

Population



1.09%

Households



2.3%

Household  
Income  
(Median)



0.97%

Families

## EMPLOYMENT

Lake Worth has seen the job market increase by 1.4% over the 12 months. Future job growth over the next ten years is predicted to be 38.4%, which is higher than the US average of 33.5%; however, we would expect to see a decreased impact due to COVID-19.

Total Employment



89.4%

Employment:  
18,821

Unemployment:  
2,225



Within a one-mile ratio from the subject project, there is an estimated population of 13,191 that represents 36.40% of the Lake Worth City population, with an average median household income of \$58,535 that is 1.6 times greater than the city average. Population is expected to grow at an annual rate of 3.62% for the next five years.

Below is the 1,3, and 5 miles ratio demographic and income profile information



POPULATION



#  
HOUSEHOLDS



AVG Median  
INCOME

1MILE 13.19k

5.1K

58.5K

3 MILE 93.28K

35.7K

45.9K

5 MILE 227K

83.78K

46.4K

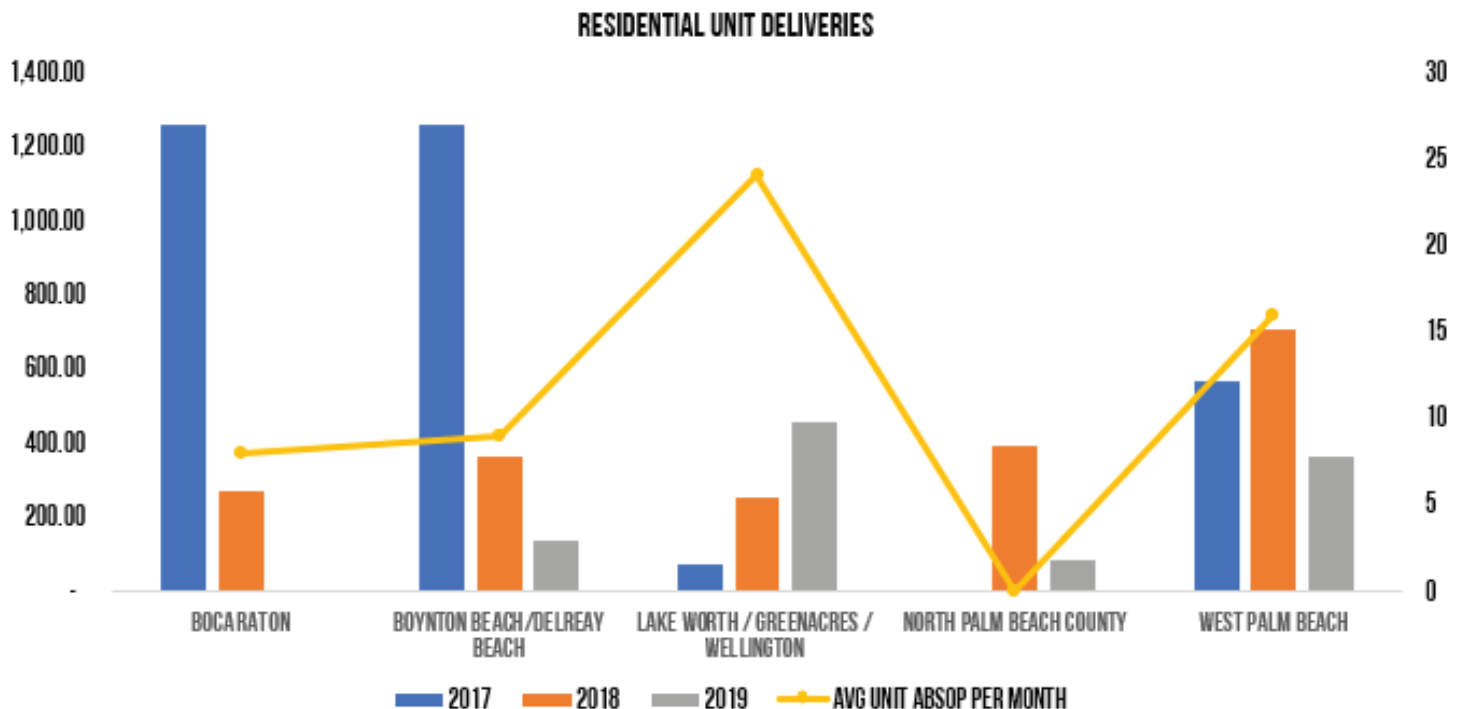
# DEMAND AND SUPPLY

SOURCE: COSTAR, MLS

As per the Bureau of Labor Statistics, work development in West Palm Beach-Boca Raton-Delray Beach, FL sub market was 0.7% in November 2019, reflecting 4,200 employments included during a year time frame. The metro work development figure was beneath the national number of 1.5%.

It was estimated that West Palm Beach-Boca Raton-Delray Beach, FL's job growth would be 1.7% in 2020, with 10,711 jobs added. However, due to COVID-19 we may see a decrease on job growth rate. The average forecast on job growth is expected to be 1.1% from 2021 to 2023, with an average of 7,225 new jobs each year.

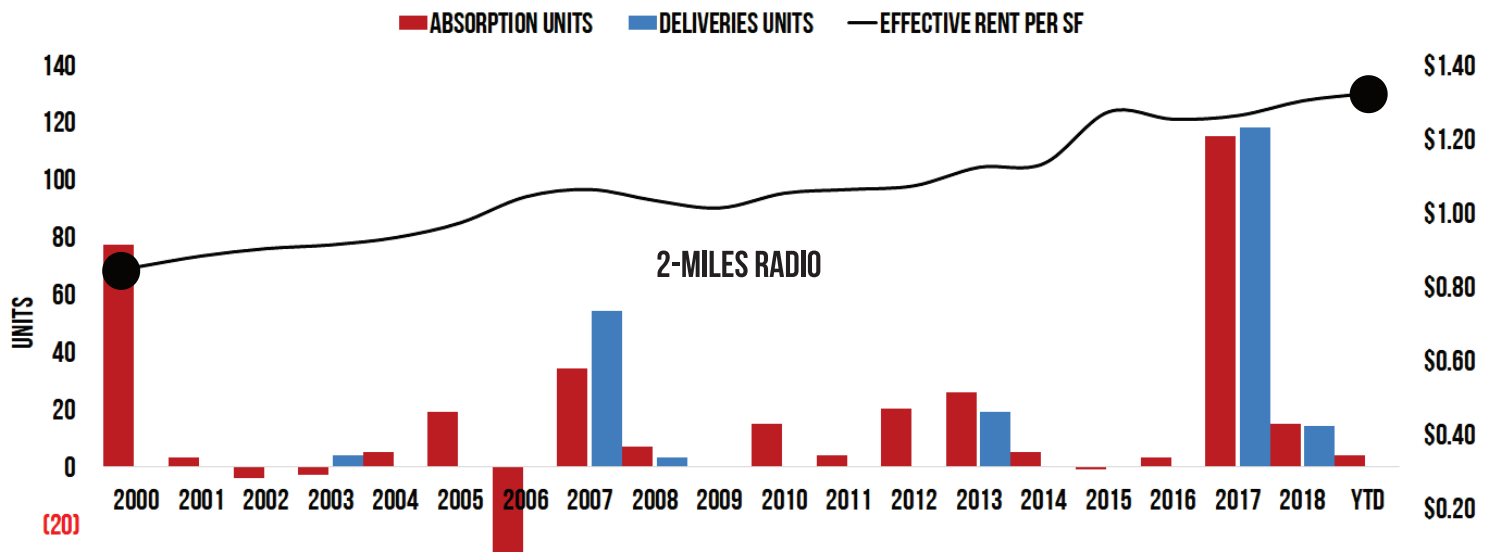
As of January 15, 2020, it was identified 1,036 apartment units scheduled for delivery in 2019 in the West Palm Beach-Boca Raton-Delray Beach. Lake Worth-Greenacres-Wellington area contributed below average deliveries during year 2017 and 2018 while in 2019 the unit deliveries represented approximately 44% of the total submarket. The average unit absorption per month across the sub-markets was 16 units in 2019, in which Lake Worth-Greenacres-Wellingtons outperformed the rest.



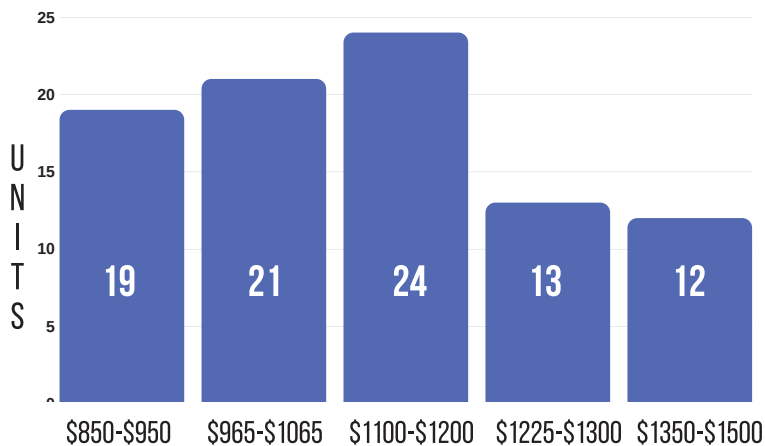
# LAKE WORTH MULTIFAMILY MARKET

SOURCE: COSTAR, MLS

A comprehensive examination of the Lake Worth City apartment market shows that supply of competitive apartment space is limited. According to Costar, there are 2,092 residential units built after year 2000 representing 20% of the total inventory. 212 or 10% of these units were delivered within 2 miles of the subject project. Vacancy rates has been declining from 9.2% to 5.4% showing an increasing demand in the area that has satisfied new deliveries without hesitation, suggesting that there is a market in place looking for new products.

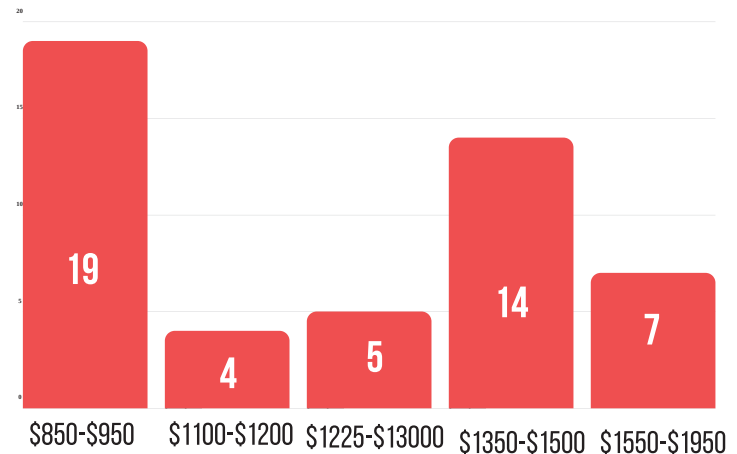


## CURRENT 1 BEDROOM MONTHLY RENT WITHIN 2 MILES



According to the MLS in the last 180 days 89 residential 1-bedroom units were rented at an average rent price per SF of \$1.89. 26% of these units were rented above \$1,225 at an average rent price per SF of \$2.24 and 90% of the units are in buildings constructed before 1980.

## CURRENT 2 BEDROOM MONTHLY RENT WITHIN 2 MILES



According to the MLS in the last 180 days 32 residential 2-bedroom units were rented at an average rent price per SF of \$1.45. 50% of these units have an average SF of 1,100 SF and are rented at \$1.36 SF.

**AVG RENT  
2.24 \$/SF**

AVG SIZE 445 SF

**AVG RENT  
1.99 \$/SF**

AVG SIZE 565 SF

**AVG RENT  
1.41 \$/SF**

AVG SIZE 808 SF

**AVG RENT  
1.64 \$/SF**

AVG SIZE 795 SF

**AVG RENT  
1.36 \$/SF**

AVG SIZE 1,100 SF

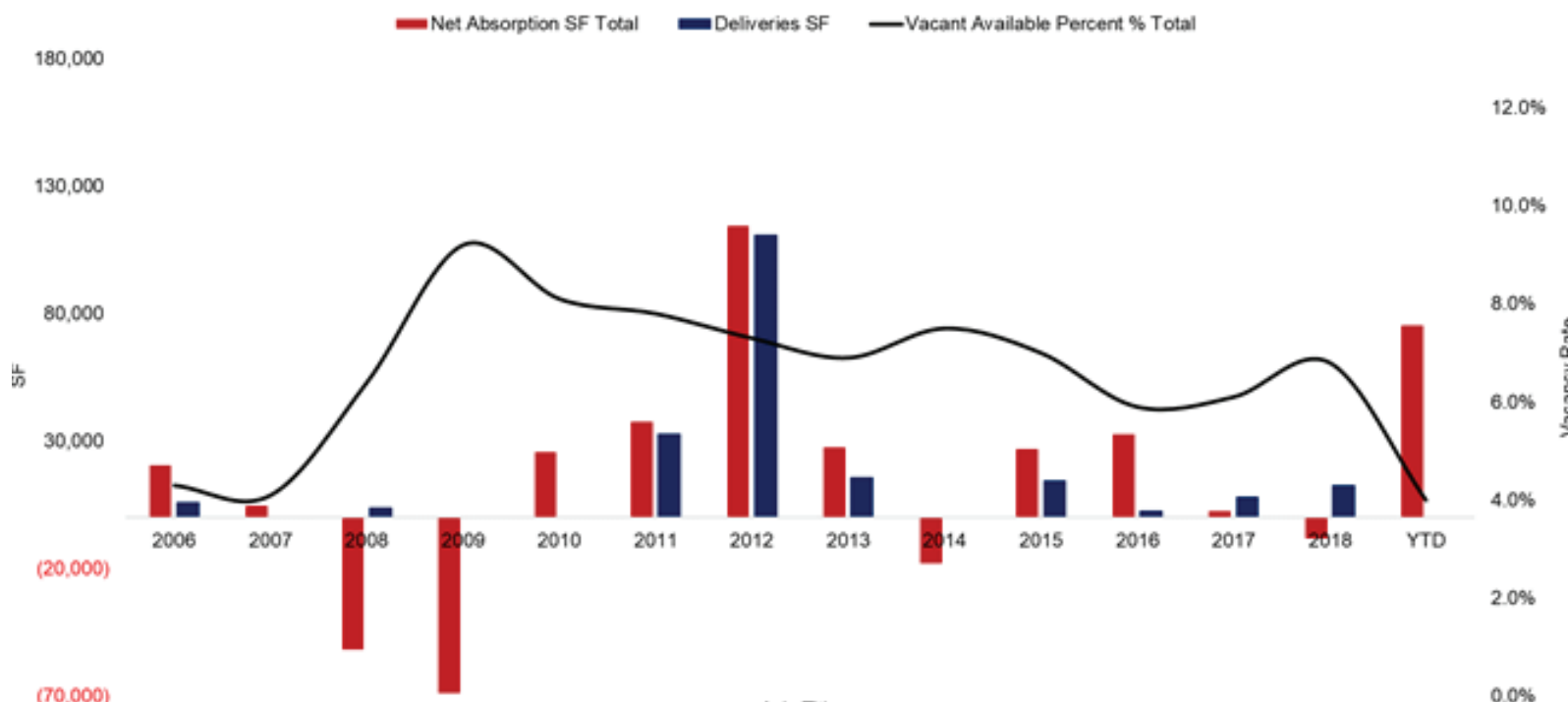


# LAKE WORTH RETAIL MARKET

SOURCE: COSTAR

According to Costar, the Lake Worth City inventory of retail is approximately 7.1M SF, with an overall vacancy rate of 4.9% and rent growths ranging from 4% to 6% year over year in the last 5 years. Within a 2 miles ratio from the subject project, there are two main retail corridors, Lucerne Avenue and Lake Avenue. These corridors consist of predominantly single-story, ground level commercial uses with some two- or three-story buildings. N Dixie Hwy where the project is located, is also a commercial corridor. It consists of neighborhood-oriented business that complements the surroundings as a traffic oriented area with a daily traffic volume of more than 18,000 TPD.

Within the 2-miles ratio the total of retail SF built after the year 2,000 is 326K, representing 4.5% of the total inventory. Vacancy rates are 50% lower than the average vacancy for the Lake Worth retail market -2.3%- and is expected to decrease due to the lack of new supply in the foreseeable future. Triple Net Lease is at \$21.22 SF/yr and is expected to growth at an annual growth rate of 3.9%.



**7.1M**

Inventory SF

**326K**

Inventory SF  
> Year 2,000

**2.3%**

Vacancy rate

**\$21.22**

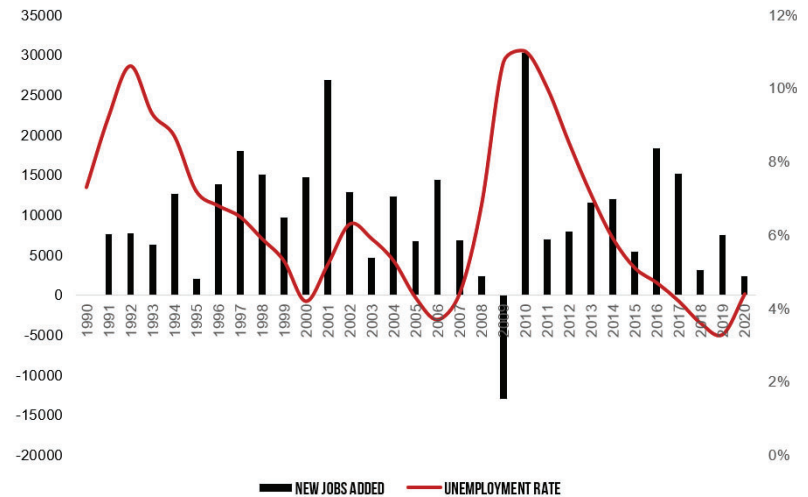
AVG Rent  
\$/SF/yr

# LAKE WORTH OFFICE MARKET

SOURCE: COSTAR

The coronavirus pandemic has had a significant operational impact on the nation office market and Palm Beach's is not the exception. According to Costar, construction has slowed down and the vast majority of companies have transitioned their employees to work from home.

When analyzing employment data from the Bureau of Labors of Statistic in the past 30 years in the specific area of West Palm Beach-Boca Raton-Delray Beach, we see the unemployment rate peaks formed in the recession times and the years it took to get back to reasonable unemployment rate. It is too early to evaluate the impact on office employment due to COVID but is clear that an increase on employment rate is coming.



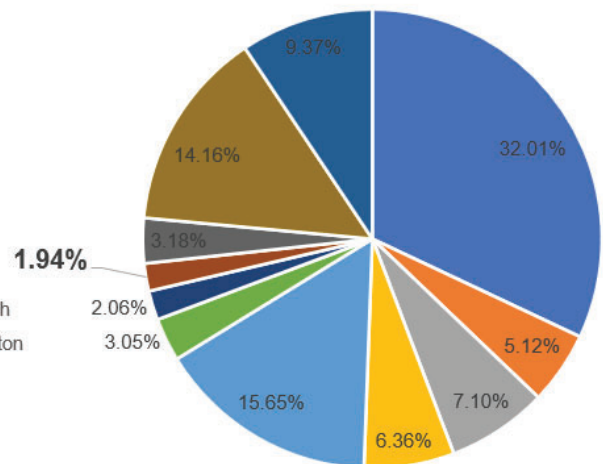
According to Costar the office submarket of Palm Springs/Lake Worth represents only 1.94% of the total office SF inventory in the area. The average sf per population in this submarket is 17.34 sf/habitant which is low in comparison with Boynton / Lantana that is 32.17 SF/habitant and the sub market area average of 124 SF/hab.

## OFFICE SUB MARKET INVENTORY

From the data analyzed, the office market average vacancy rate in the area of Lake Worth is 7.4% and the average market rent per sf per year is approx \$28.37

56.5M SF

- 1 Boca Raton
- 4 Boynton/Lantana
- 5 Delray Beach
- 6 Jupiter
- 7 North Palm Beach
- 8 Palm Bch Cty Outlying
- 9 Palm Beach
- 10 Palm Springs/Lake Worth
- 11 Royal Palm Bch/Wellington
- 12 West Palm Beach
- 13 West Palm Beach CBD



1.09M

Inventory SF

7.4%

Vacancy rate

\$28.37

AVG Rent  
\$/SF/yr

**SIMMONS & WHITE**  
2581 Metrocentre Blvd West, Suite 3, West Palm Beach, Florida 33407  
O 561.478.7848 | F 561.478.3738 www.simmonsandwhite.com  
Certificate of Authorization Number 3452



# TRAFFIC IMPACT STATEMENT

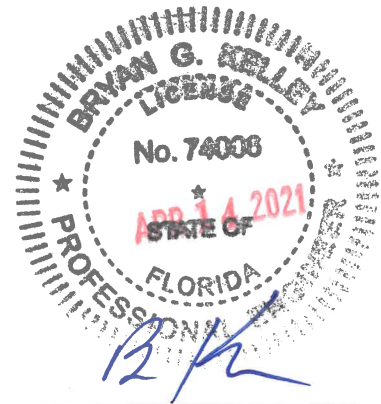
**DECO GREEN  
LAKE WORTH BEACH, FLORIDA**

**Prepared for:**

OAG Investment 5, LLC  
10135 SW 75<sup>th</sup> Place  
Miami, Florida 33156

Job No. 21-061

Date: April 14, 2021



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FL Reg. No. 74006

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## 1.0 SITE DATA

The subject parcel is located on the west side of Dixie Highway between 17<sup>th</sup> Avenue North and 18<sup>th</sup> Avenue North in the City of Lake Worth Beach, Florida and contains approximately 2.29 acres. The Property Control Number (PCN) for the subject parcel is 38-43-44-16-04-014-0010. The proposed site development on the currently unimproved parcel is to consist of 127 multifamily residential dwelling units, 6,910 S.F. retail, and 982 S.F. of office project build-out of 2026.

Site access is proposed via full access driveway connections to 17<sup>th</sup> Avenue North and 18<sup>th</sup> Avenue North. For additional information concerning site location and layout, please refer to the Site Plan prepared by IBI Group.

Note the residential portion of the proposed project is located within the Coastal Residential Exception Area. Therefore, only the retail and office development are subject to the Palm Beach County Traffic Performance Standards.

## 2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards. The Traffic Performance Standards state that a Site Specific Development Order for a proposed project shall meet the standards and guidelines outlined in two separate "Tests" with regard to traffic performance.

Test 1, or the Build-out Test, relates to the build-out period of the project and requires that a project not add traffic within the radius of development influence, which would have total traffic exceeding the adopted LOS at the end of the build-out period. This Test 1 analysis consists of two parts and no project shall be approved for a Site Specific Development Order unless it can be shown to satisfy the requirements of Parts One and Two of Test 1.

Part One – Intersections, requires the analysis of major intersections, within or beyond a project's radius of development influence, where a project's traffic is significant on a link within the radius of development influence. The intersections analyzed shall operate within the applicable threshold associated with the level of analysis addressed. Part Two – Links, compares the total traffic in the peak



## 2.0 PURPOSE OF STUDY (CONTINUED)

hour, peak direction on each link within a project's radius of development influence with the applicable LOS "D" link service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence, which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis period. This test requires analysis of links and major intersections as necessary within or beyond the radius of development influence, where a project's traffic is significant on a link within the radius of development influence. This analysis shall address the total traffic anticipated to be in place at the end of the fifth year of the Florida Department of Transportation Five Year Transportation Improvement Program in effect at the time of traffic analysis submittal.

The existing roadway network as well as both the State and Palm Beach County Five Year Road Program improvements, with construction scheduled to commence prior to the end of the Five Year Analysis Period shall be the Test 2 roadway network assumed in the analysis. The total traffic in the peak hour, peak direction on each link within a project's radius of development influence shall be compared with the applicable LOS "E" service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

This study will verify that the proposed development's traffic impact will meet the above Traffic Performance Standards.

## 3.0 TRAFFIC GENERATION

The traffic to be generated by the proposed site development has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 10<sup>th</sup> Edition* and provided by the Palm Beach County Engineering Traffic Division as shown in Table 1 shows the daily traffic generation associated with the proposed development in trips per day (tpd). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The traffic to be generated by the proposed development may be summarized as follows:

### **Proposed Plan of Development**

Daily Traffic Generation	=	966 tpd
AM Peak Hour Traffic Generation (In/Out)	=	48 pht (15 In/33 Out)
PM Peak Hour Traffic Generation (In/Out)	=	78 pht (44 In/34 Out)

#### **4.0 RADIUS OF DEVELOPMENT INFLUENCE**

Based on Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards, for a net trip generation of 78 peak hour trips, the radius of development influence shall be one (1) mile.

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

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

#### **5.0 EXISTING TRAFFIC**

Existing AM and PM peak hour traffic volumes for the links within the project's radius of development influence were available from the Palm Beach County Engineering Traffic Division. Background traffic data from the Palm Beach County Engineering Traffic Division consisting of historical growth rates, major project traffic, and anticipated development in the area was also considered.

#### **6.0 TRIP DISTRIBUTION**

The project trips were distributed based on the existing and proposed geometry of the roadway network, and on existing and anticipated traffic patterns. The distributed traffic for the project at full build-out of the development was assigned to the links within the project's radius of development influence.

#### **7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2**

Tables 4 and 5 (in Appendix A) show the project's AM and PM peak hour trip assignment, respectively, as well as the applicable Level of Service Standard for each of the links within the project's radius of development influence. Links with a project assignment greater than 1% of the applicable Level of Service “D” have been outlined as links with significant project assignment. As previously stated, the residential component of the project is exempt from Palm Beach County Traffic Concurrency due to being located in the Coastal Residential Exception area. The office and retail trips result in an insignificant impact to the surrounding roadway network.

## **7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2 (CONTINUED)**

Table 6 (in Appendix A) is provided for informational purposes only and shows the PM peak hour link analysis for Dixie Highway. For the links, the 2026 total traffic has been calculated using the higher value between the link historical growth rate and the combination of a 1.0% background growth rate and the approved committed development trips. The 2026 build-out link volume reports for the link from the Palm Beach County Engineering Traffic Division TPS Database are included in Appendix B. A review of Tables 4-7 indicates this project meets the applicable Peak Hour Traffic Volume Link Performance Standards listed under "Test One - Part Two" of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence.

## **8.0 INTERSECTION ANALYSIS TEST 1 – PART 1**

As a requirement of Part 1 of Test 1 of the Palm Beach County Traffic Performance Standards, all major intersections in each direction nearest to the point at which the project's traffic enters each project accessed link, and where the project traffic entering or exiting the intersection from/to the project accessed link is significant, must be analyzed. No intersections are required to be analyzed. However, for informational purposes following intersection was analyzed for the 2026 projected AM and PM peak hours:

### **Dixie Highway at 10<sup>th</sup> Avenue North**

The 2026 total traffic has been calculated using the higher value between the background growth rate and the combination of a 1.0% background growth rate and the approved committed development trips. The 2026 build-out volume reports from the Palm Beach County Engineering Traffic Division TPS Database are included in Appendix B.

The intersection has been analyzed using the adjusted turning movement volumes in accordance with the methodology set forth in the Transportation Research Board Special Report 209, Planning Analysis. The intersection analyses are included in Appendix C.

## 8.0 INTERSECTION ANALYSIS TEST 1 – PART 1 (CONTINUED)

The analysis results show the sum of the critical movements during the peak season, peak hours at project build-out is less than the adopted Level of Service volume of 1,400 vehicles per hours (vph) for the intersection:

Intersection	Conditions	Critical Sum	
		AM	PM
<b>Dixie Highway at 10<sup>th</sup> Avenue North</b>	Future traffic, with project, existing geometry	<b>1,022</b>	<b>1,029</b>

## 9.0 TEST 2 – FIVE YEAR ANALYSIS

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis Period.

Tables 7 and 8 (in Appendix D) show the project's AM and PM peak hour trip assignment, respectively, as well as the applicable Level of Service Standard for each of the links within the project's radius of development influence. Since the project's impact is considered insignificant on all roadway links, this project meets the applicable Peak Hour Traffic Volume Link Performance Standards listed under "Test Two" of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence.

## 10.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour turning movement volumes and directional distributions at the project entrances for the proposed development with no reduction for pass by credits are shown in Tables 2 and 3. The following summary applies:

**Directional  
Distribution  
(Trips IN/OUT)**

AM = 17 / 34  
PM = 63 / 53

As previously mentioned, site access is proposed via full access driveway connections to 17<sup>th</sup> Avenue North and 18<sup>th</sup> Avenue North. Based on the peak hour volumes shown above and the Palm Beach County Engineering Guideline used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, no turn lanes are warranted or proposed.

## 11.0 CONCLUSION

The proposed development has been estimated to generate 966 trips per day, 48 AM peak hour trips, and 78 PM peak hour trips at project build-out in 2026. A review of the links within the project's radius of development influence reveals that the project meets the requirements of the Palm Beach County Traffic Performance Standards.





FIGURE 1 – Site Location Map  
Deco Green  
Project # 21-061

PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

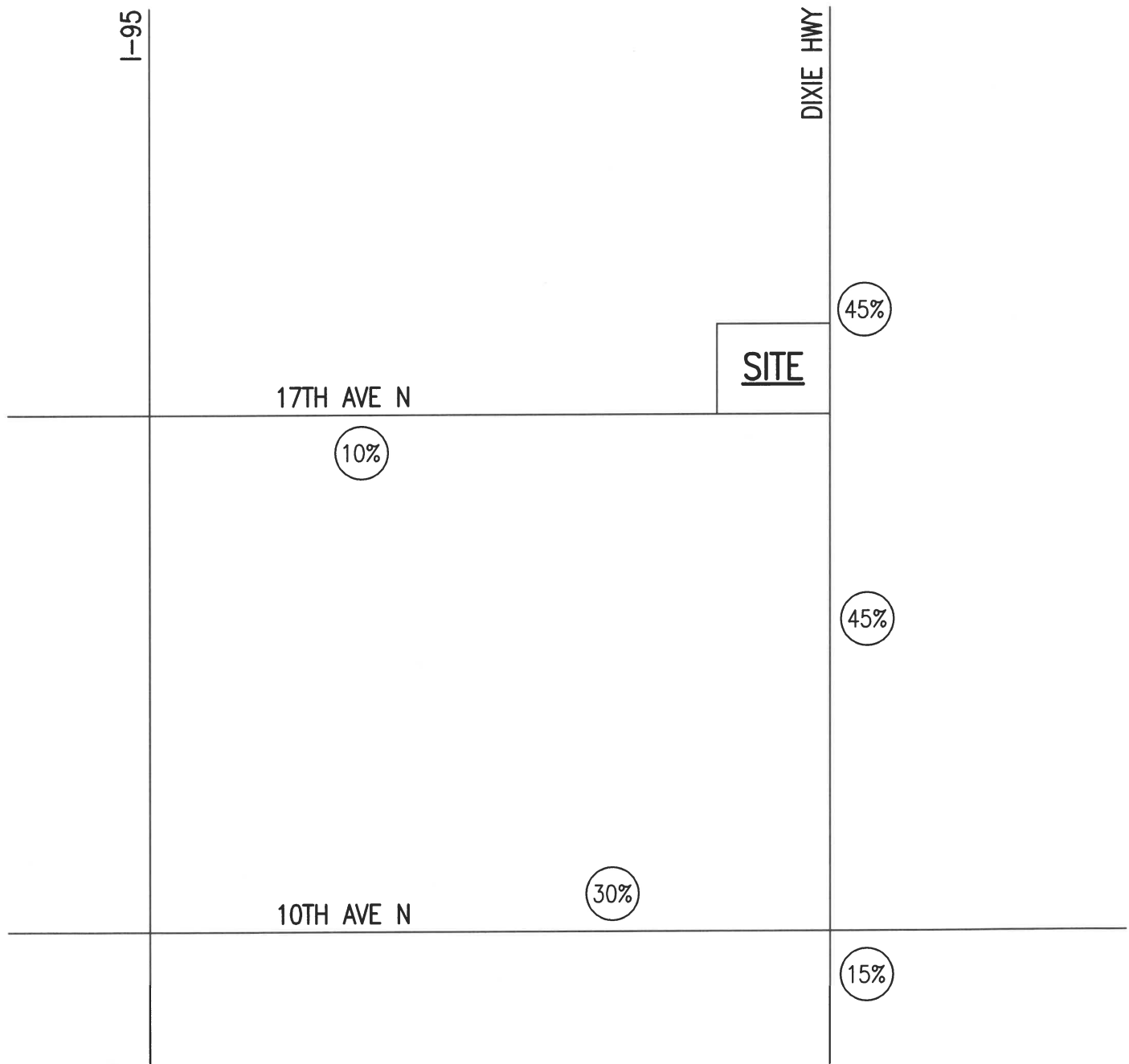
Landuse	ITE Code	Intensity	Rate/Equation	Dir In	Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Trips	Net Trips
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	127	Dwelling Units			691	5.0%	35	656	0%	0	656
Small Office Building (≤5,000 SF GFA)	712	982	S.F.			16	10.0%	2	14	10%	1	13
Gen. Commercial <sup>®</sup>	820	6,910	S.F.			868	10.0%	87	781	62%	484	297
Grand Totals:						1,575	7.9%	124	1,451	33%	485	966

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir In	Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	127	Dwelling Units	0.26	0.74	12	34	46	5.0%	1	1	2	11	33	44	0%	0	11	33	44
Small Office Building (≤5,000 SF GFA)	712	982	S.F.	0.83	0.18	2	0	2	10.0%	0	0	0	2	0	2	10%	0	2	0	2
Gen. Commercial <sup>®</sup>	820	6,910	S.F.	0.62	0.38	4	2	6	10.0%	0	1	1	4	1	5	62%	3	2	0	2
Grand Totals:						18	36	54	5.6%	1	2	3	17	34	51	6%	3	15	33	48

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir In	Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	127	Dwelling Units	0.61	0.39	34	22	56	5.0%	2	1	3	32	21	53	0%	0	32	21	53
Small Office Building (≤5,000 SF GFA)	712	982	S.F.	0.32	0.68	1	1	2	10.0%	0	0	0	1	1	2	10%	0	1	1	2
Gen. Commercial <sup>®</sup>	820	6,910	S.F.	0.48	0.52	33	35	68	10.0%	3	4	7	30	31	61	62%	38	11	12	23
Grand Totals:						68	58	126	7.9%	5	5	10	63	53	116	33%	38	44	34	78



**LEGEND**

(45%) PROJECT DISTRIBUTION

**FIGURE 2**  
**PROJECT DISTRIBUTION**

**DECO GREEN**

21-061 BK 04-14-21

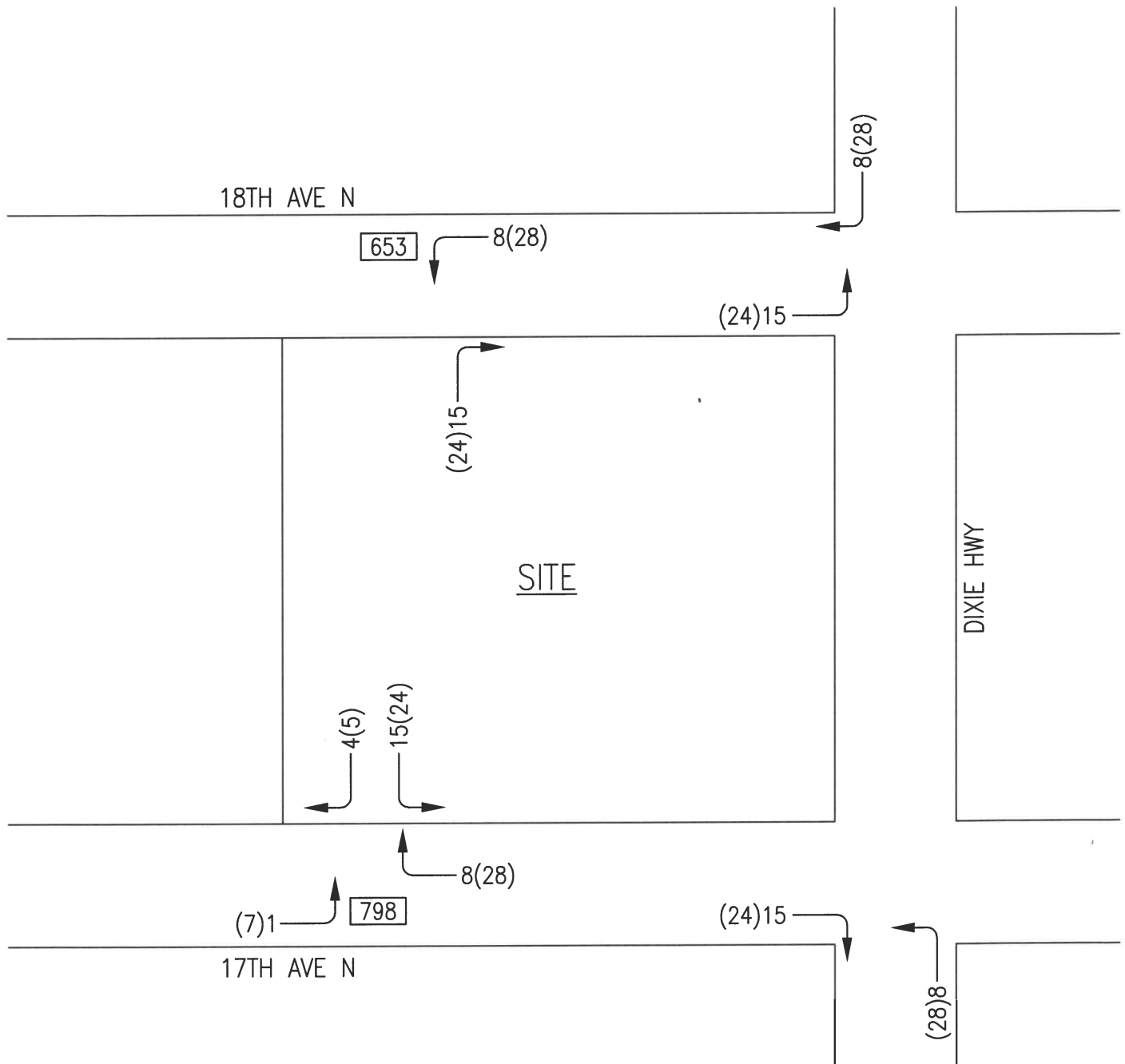


FIGURE 3  
DRIVEWAY VOLUMES

LEGEND

- 15 A.M. PEAK HOUR TURNING MOVEMENT
- (24) P.M. PEAK HOUR TURNING MOVEMENT
- 653 A.A.D.T.

**DECO GREEN**

21-061 BK 04-14-21

# **APPENDIX A**

## **TEST 1 PART 2: LINK ANALYSIS**



**TABLE 4**  
**TEST 1 - PROJECT SIGNIFICANCE CALCULATION**  
**AM PEAK HOUR**

2026 BUILD OUT  
 1 MILE RADIUS OF DEVELOPMENT INFLUENCE  
 TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 15  
 TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 33  
 OFFICE AND RETAIL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 4  
 OFFICE AND RETAIL AM PEAK HOUR PROJECT TRIPS (EXITING) = 0

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL TOTAL PROJECT TRIPS*	AM PEAK HOUR DIRECTIONAL OFFICE & RETAIL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT*	OFFICE & RETAIL PROJECT IMPACT	PROJECT SIGNIFICANT
3306	DIXIE HIGHWAY	FOREST HILL BOULEVARD	17TH AVENUE N	45%	15	2	4L	II	1680	0.89%	0.12%	NO
4822	DIXIE HIGHWAY	17TH AVENUE N	10TH AVENUE N	45%	15	2	4L	II	1680	0.89%	0.12%	NO
4822	DIXIE HIGHWAY	10TH AVENUE N	LUCERNE AVEUE	15%	5	1	4L	II	1680	0.30%	0.06%	NO
4301	17TH AVENUE N	PINE TREE LANE	DIXIE HIGHWAY	10%	3	0	2L	I	880	0.34%	0.00%	NO
N/A	10TH AVENUE N	I-95	DIXIE HIGHWAY	30%	10	1	4D	II	1770	0.56%	0.06%	NO

\* NOTE: THE RESIDENTIAL PROJECT DISTRIBUTION DETAILED IN THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY. THE PROPOSED PROJECT IS LOCATED IN A COASTAL RESIDENTIAL EXCEPTION AREA AND THE RESIDENTIAL PORTION IS THEREFORE NOT REQUIRED TO MEET THE PALM BEACH COUNTY TRAFFIC PERFORMANCE STANDARDS.



**TABLE 5**  
**TEST 1 - PROJECT SIGNIFICANCE CALCULATION**  
**PM PEAK HOUR**

2026 BUILD OUT  
 1 MILE RADIUS OF DEVELOPMENT INFLUENCE  
 TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 44  
 TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 34  
 OFFICE AND RETAIL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 12  
 OFFICE AND RETAIL PM PEAK HOUR PROJECT TRIPS (EXITING) = 13

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL TOTAL PROJECT TRIPS*	PM PEAK HOUR DIRECTIONAL OFFICE & RETAIL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT*	OFFICE & RETAIL PROJECT IMPACT	PROJECT SIGNIFICANT
3306	DIXIE HIGHWAY	FOREST HILL BOULEVARD	17TH AVENUE N	45%	20	6	4L	II	1680	1.19%	0.36%	NO
4822	DIXIE HIGHWAY	17TH AVENUE N	10TH AVENUE N	45%	20	6	4L	II	1680	1.19%	0.36%	NO
4822	DIXIE HIGHWAY	10TH AVENUE N	LUCERNE AVEUE	15%	7	2	4L	II	1680	0.42%	0.12%	NO
4301	17TH AVENUE N	PINE TREE LANE	DIXIE HIGHWAY	10%	4	1	2L	I	880	0.45%	0.11%	NO
N/A	10TH AVENUE N	I-95	DIXIE HIGHWAY	30%	13	4	4D	II	1770	0.73%	0.23%	NO

\* NOTE: THE RESIDENTIAL PROJECT DISTRIBUTION DETAILED IN THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY. THE PROPOSED PROJECT IS LOCATED IN A COASTAL RESIDENTIAL EXCEPTION AREA AND THE RESIDENTIAL PORTION IS THEREFORE NOT REQUIRED TO MEET THE PALM BEACH COUNTY TRAFFIC PERFORMANCE STANDARDS.

**TABLE 6**  
**PM PEAK HOUR - TEST 1**

**TEST 1**

1 MILE RADIUS OF DEVELOPMENT INFLUENCE

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 44

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 34

ROADWAY	FROM	TO	DIRECTION	COUNT YEAR	PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS	LINK GROWTH RATE	LINK GROWTH	MAJOR PROJECT	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2026 BACKGROUND TRAFFIC	2026 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS D	MEETS LOS STD.
DIXIE HIGHWAY	FOREST HILL BOULEVARD	17TH AVENUE N	NB	2020	891	45%	15	1.00%	55	81	55	136	1027	1042	4	II	1680	YES
			SB	2020	1050	45%	20	1.00%	65	63	65	128	1178	1198	4	II	1680	YES
DIXIE HIGHWAY	17TH AVENUE N	10TH AVENUE N	NB	2020	891	45%	20	1.00%	55	57	55	112	1003	1023	4	II	1680	YES
			SB	2020	1050	45%	15	1.00%	65	81	65	146	1196	1211	4	II	1680	YES

## Note:

Roadway analysis shown for informational purposes only as residential portion of the proposed development is located in the Coastal Residential Exception area and is exempt from Palm Beach County Traffic Concurrency

# **APPENDIX B**

**PBC TPS DATABASE**  
**2026 BUILD-OUT**  
**LINK & INTERSECTION VOLUME SHEETS**  
**(WITH APPROVED COMMITTED TRIPS)**

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>	<b>O</b>
						Input Data								
E-W Street: 10th Ave N						COUNT DATE: 5/17/2016			Report Created					
N-S STREET: N Dixie Hwy						CURRENT YEAR: 2016			4/14/2021					
TIME PERIOD: AM						ANALYSIS YEAR: 2026								
GROWTH RATE: 16.91%						PSF: 1.03								
SIGNAL ID: 35870														

	Intersection Volume Development												Type	% Complete
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	141	182	227	1	357	22	291	485	16	63	413	145		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	145	187	234	1	368	23	300	500	16	65	425	149		
Committed Developments														
Boutwell Road Apartments	5	10	5	0	5	0	3	0	0	0	0	3	Res	0%
Lake Worth Middle School	13	27	13	0	34	0	16	0	0	0	0	16	NR	77.20%
Walmart-Palm Springs	1	1	1	0	1	0	1	0	0	0	0	1	NR	75%
Commons At College Park	1	0	0	0	0	0	0	0	0	0	0	0	NR	0%
Total Committed Developments	20	38	19	0	40	0	20	0	0	0	0	20		
Total Committed Residential	5	10	5	0	5	0	3	0	0	0	0	3		
Total Committed Non-Residential	15	28	14	0	35	0	17	0	0	0	0	17		
Double Count Reduction	1	3	1	0	1	0	1	0	0	0	0	1		
Total Discounted Committed	19	35	18	0	39	0	19	0	0	0	0	19		
Historical Growth	547	705	882	4	1387	87	1131	1885	60	245	1602	562		
Comm Dev+1% Growth	34	55	42	0	78	2	50	52	2	7	44	35		
Growth Volume Used	547	705	882	4	1387	87	1131	1885	60	245	1602	562		
Total Volume	692	892	1116	5	1755	110	1431	2385	76	310	2027	711		

						Input Data								
E-W Street: 10th Ave N						COUNT DATE: 5/17/2016			Report Created					
N-S STREET: N Dixie Hwy						CURRENT YEAR: 2016			4/14/2021					
TIME PERIOD: PM						ANALYSIS YEAR: 2026								
GROWTH RATE: 16.91%						PSF: 1.03								
SIGNAL ID: 35870														

Intersection Volume Development														
Eastbound			Westbound			Northbound			Southbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	222	244	267	3	251	20	314	516	26	64	613	167		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	229	251	275	3	259	21	323	531	27	66	631	172		
Committed Developments												Type	% Complete	
Boutwell Road Apartments	4	7	4	0	11	0	6	0	0	0	0	6	Res	0%
Lake Worth Middle School	4	9	4	0	9	0	4	0	0	0	0	4	NR	77.20%
Walmart-Palm Springs	2	6	2	0	5	0	2	0	0	0	0	2	NR	75%
Dollar General Lake Worth	0	11	0	0	10	0	0	0	0	0	0	0	NR	0%
Commons At College Park	7	0	0	0	0	2	0	2	0	3	3	8	NR	0%
Total Committed Developments	17	33	10	0	35	2	12	2	0	3	3	20		
Total Committed Residential	4	7	4	0	11	0	6	0	0	0	0	6		
Total Committed Non-Residential	13	26	6	0	24	2	6	2	0	3	3	14		
Double Count Reduction	1	2	1	0	3	0	1	0	0	0	0	2		
Total Discounted Committed	16	31	9	0	32	2	11	2	0	3	3	18		
Historical Growth	863	946	1037	11	976	79	1218	2002	102	249	2379	648		
Comm Dev+1% Growth	40	57	38	0	59	4	45	58	3	10	69	36		
Growth Volume Used	863	946	1037	11	976	79	1218	2002	102	249	2379	648		
Total Volume	1092	1197	1312	14	1235	100	1541	2533	129	315	3010	820		

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## Input Data

ROAD NAME: S Dixie Hwy

STATION: 4822

Report Created

CURRENT YEAR: 2020

FROM: Midpoint

4/13/2021

ANALYSIS YEAR: 2026

TO: 17th Ave N

GROWTH RATE: 0%

COUNT DATE: NA

PSF: 0

## Link Analysis

Time Period

AM

PM

Direction

2-way

NB/EB

SB/WB

2-way

NB/EB

SB/WB

Existing Volume

0

0

0

0

0

0

Peak Volume

0

0

0

0

0

0

Diversion(%)

0

0

0

0

0

0

Volume after Diversion

0

0

0

0

0

0

## Committed Developments

Type % Complete

Marathon/Joggers Gas Station Foodmart

0

0

0

0

0

0

NR

100%

The Promenade at Lake Worth

0

0

0

0

0

0

NR

100%

16th Avenue Self Storage

0

0

0

0

0

0

NR

100%

Autozone #1261 Expansion

0

0

0

0

0

0

NR

100%

Commons At College Park

2

1

1

24

12

13

NR

0%

Lake Worth Middle School

29

13

16

8

4

4

NR

77.20%

Walmart-Palm Springs

1

0

0

4

2

2

NR

75%

Boutwell Road Apartments

8

5

3

9

4

6

Res

0%

Golden Roads Apartments

12

9

2

14

5

9

Res

0%

Lake Cove

2

1

2

3

2

1

Res

50%

Mid-Lake Worth Apartments

68

50

18

77

29

47

Res

0%

7-Eleven - 1900 10th Ave

7

4

4

7

3

3

NR

10%

Total Committed Developments

129

83

46

146

61

85

Total Committed Residential

90

65

25

103

40

63

Total Committed Non-Residential

39

18

21

43

21

22

Double Count Reduction

8

4

4

9

4

4

Total Discounted Committed Developments

121

79

42

137

57

81

Historical Growth

0

0

0

0

0

0

Comm Dev+1% Growth

121

79

42

137

57

81

Growth Volume Used

121

79

42

137

57

81

Total Volume

121

79

42

137

57

81

Lanes

4L

LOS D Capacity

3060

1860

1860

3060

1860

1860

Link Meets Test 1?

YES

YES

YES

YES

YES

YES

LOS E Capacity

3230

1860

1860

3230

1860

1860

Link Meets Test 2?

YES

YES

YES

YES

YES

YES

### Input Data

ROAD NAME: S Dixie Hwy STATION: 4822  
 CURRENT YEAR: 2020 FROM: 10th Ave N  
 ANALYSIS YEAR: 2026 TO: Midpoint  
 GROWTH RATE: 0% COUNT DATE: NA  
 PSF: 0

Report Created  
 4/13/2021

### Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

### Committed Developments

Type % Complete

Marathon/Joggers Gas Station Foodmart	0	0	0	0	0	0	NR	100%
The Promenade at Lake Worth	0	0	0	0	0	0	NR	100%
16th Avenue Self Storage	0	0	0	0	0	0	NR	100%
Autozone #1261 Expansion	0	0	0	0	0	0	NR	100%
Commons At College Park	2	1	1	24	12	13	NR	0%
Lake Worth Middle School	29	13	16	8	4	4	NR	77.20%
Walmart-Palm Springs	1	0	0	4	2	2	NR	75%
Boutwell Road Apartments	8	5	3	9	4	6	Res	0%
Golden Roads Apartments	12	9	2	14	5	9	Res	0%
Lake Cove	2	1	2	3	2	1	Res	50%
Mid-Lake Worth Apartments	68	50	18	77	29	47	Res	0%
7-Eleven - 1900 10th Ave	7	4	4	7	3	3	NR	10%
Total Committed Developments	129	83	46	146	61	85		
Total Committed Residential	90	65	25	103	40	63		
Total Committed Non-Residential	39	18	21	43	21	22		
Double Count Reduction	8	4	4	9	4	4		
Total Discounted Committed Developments	121	79	42	137	57	81		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	121	79	42	137	57	81		
Growth Volume Used	121	79	42	137	57	81		
Total Volume	121	79	42	137	57	81		

### Lanes

	4L					
LOS D Capacity	3060	1860	1860	3060	1860	1860
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3230	1860	1860	3230	1860	1860
Link Meets Test 2?	YES	YES	YES	YES	YES	YES



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## Input Data

ROAD NAME: S Dixie Hwy

STATION: 3922

Report Created

CURRENT YEAR: 2020

FROM: Midpoint

4/13/2021

ANALYSIS YEAR: 2026

TO: Forest Hill Blvd

GROWTH RATE: 0%

COUNT DATE: NA

PSF: 0

## Link Analysis

Time Period

AM

PM

Direction

2-way

NB/EB

SB/WB

2-way

NB/EB

SB/WB

Existing Volume

0

0

0

0

0

0

Peak Volume

0

0

0

0

0

0

Diversion(%)

0

0

0

0

0

0

Volume after Diversion

0

0

0

0

0

0

## Committed Developments

Type % Complete

Marathon/Joggers Gas Station Foodmart

0

0

0

0

0

0

NR

100%

Pollo Tropical Shops at Palm Coast

0

0

0

0

0

0

NR

100%

16th Avenue Self Storage

0

0

0

0

0

0

NR

100%

Autozone #1261 Expansion

0

0

0

0

0

0

NR

100%

Commons At College Park

2

1

1

34

18

16

NR

0%

Lake Worth Middle School

19

9

10

6

3

3

NR

77.20%

Golden Roads Apartments

12

9

2

14

5

9

Res

0%

Lake Cove

5

4

1

7

3

5

Res

50%

Mid-Lake Worth Apartments

81

21

59

90

56

34

Res

0%

Total Committed Developments

119

44

73

151

85

67

Total Committed Residential

98

34

62

111

64

48

Total Committed Non-Residential

21

10

11

40

21

19

Double Count Reduction

4

2

2

8

4

4

Total Discounted Committed Developments

115

42

71

143

81

63

Historical Growth

0

0

0

0

0

0

Comm Dev+1% Growth

115

42

71

143

81

63

Growth Volume Used

115

42

71

143

81

63

Total Volume

115

42

71

143

81

63

Lanes

4L

LOS D Capacity

3060

1680

1680

3060

1680

1680

Link Meets Test 1?

YES

YES

YES

YES

YES

YES

LOS E Capacity

3230

1780

1780

3230

1780

1780

Link Meets Test 2?

YES

YES

YES

YES

YES

YES

Input Data

ROAD NAME: S Dixie Hwy	STATION: 3306
CURRENT YEAR: 2020	FROM: 17th Ave N
ANALYSIS YEAR: 2026	TO: Midpoint
GROWTH RATE: 0%	COUNT DATE: 3/9/2020
	PSF: 1

Report Created  
4/13/2021

Time Period Direction	Link Analysis					
	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1763	992	771	1932	891	1050
Peak Volume	1763	992	771	1932	891	1050
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1763	992	771	1932	891	1050

Committed Developments Type % Complete

Marathon/Joggers Gas Station Foodmart	0	0	0	0	0	0	NR	100%
Pollo Tropical Shops at Palm Coast	0	0	0	0	0	0	NR	100%
16th Avenue Self Storage	0	0	0	0	0	0	NR	100%
Autozone #1261 Expansion	0	0	0	0	0	0	NR	100%
Commons At College Park	2	1	1	24	12	13	NR	0%
Lake Worth Middle School	19	9	10	6	3	3	NR	77.20%
Golden Roads Apartments	12	9	2	14	5	9	Res	0%
Lake Cove	7	5	2	10	4	6	Res	50%
Mid-Lake Worth Apartments	81	21	59	90	56	34	Res	0%
Total Committed Developments	121	45	74	144	80	65		
Total Committed Residential	100	35	63	114	65	49		
Total Committed Non-Residential	21	10	11	30	15	16		
Double Count Reduction	4	2	2	6	3	3		
 Total Discounted Committed Developments	 117	 43	 72	 138	 77	 62		
 Historical Growth	 0	 0	 0	 0	 0	 0		
Comm Dev+1% Growth	225	104	119	257	132	127		
Growth Volume Used	225	104	119	257	132	127		
Total Volume	1988	1096	890	2189	1023	1177		

Lanes	4L					
LOS D Capacity	3060	1680	1680	3060	1680	1680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3230	1780	1780	3230	1780	1780
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

# **APPENDIX C**

## **TEST 1 PART 1: INTERSECTION ANALYSIS**

**CMA INTERSECTION ANALYSIS**  
**DECO GREEN**  
**DIXIE HIGHWAY AT 10TH AVENUE N.**

**INPUT DATA**

Comments:

Area Wide Growth Rate = 1.00%    Peak Season = 1.00    Current Year = 2018    Buildout Year = 2026

**AM Peak Hour**

**INTERSECTION VOLUME DEVELOPMENT**

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	165	430	18	69	591	125	162	153	93	0	370	19
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	14	36	1	6	49	10	13	13	8	0	31	2
1.0% Background Growth	14	36	1	6	49	10	13	13	8	0	31	2
Major Projects Traffic	19	0	0	0	0	19	19	35	18	0	39	0
1% BGR + Major Projects	33	36	1	6	49	29	32	48	26	0	70	2
Project Traffic	0	2	0	0	5	10	5	0	0	0	0	0
<b>Total</b>	<b>198</b>	<b>468</b>	<b>19</b>	<b>75</b>	<b>645</b>	<b>164</b>	<b>199</b>	<b>201</b>	<b>119</b>	<b>0</b>	<b>440</b>	<b>21</b>
<b>Approach Total</b>	<b>685</b>			<b>884</b>			<b>519</b>			<b>460</b>		

**CRITICAL VOLUME ANALYSIS**

No. of Lanes	1	2	<	1	2	<	1	1	1	>	2	<
Per Lane Volume	198	239	0	75	400	0	199	201	119	0	225	0
Right on Red	0			0			60			0		
Overlaps Left	0			0			198			0		
Adj. Per Lane Volume	198	239	0	75	400	0	199	201	0	0	225	0
Through/Right Volume	239			400			201			225		
Opposing Left Turns	75			198			0			199		
Critical Volume for Approach	313			597			201			425		
Critical Volume for Direction	597						425					
Intersection Critical Volume	1,022											
STATUS?	UNDER											

**PM Peak Hour**

**INTERSECTION VOLUME DEVELOPMENT**

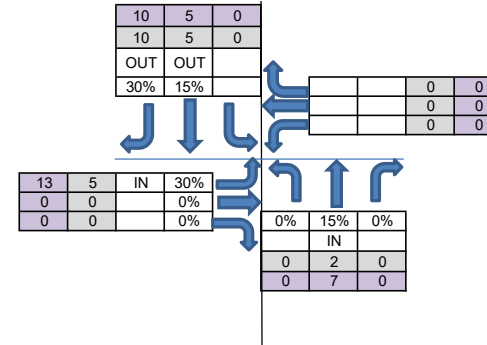
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	217	510	32	65	556	121	206	285	102	0	242	15
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	18	42	3	5	46	10	17	24	8	0	20	1
1.0% Background Growth	18	42	3	5	46	10	17	24	8	0	20	1
Major Projects Traffic	11	2	0	3	3	18	16	31	9	0	32	2
1% BGR + Major Projects	29	44	3	8	49	28	33	55	17	0	52	3
Project Traffic	0	7	0	0	5	10	13	0	0	0	0	0
<b>Total</b>	<b>246</b>	<b>561</b>	<b>35</b>	<b>73</b>	<b>610</b>	<b>159</b>	<b>252</b>	<b>340</b>	<b>119</b>	<b>0</b>	<b>294</b>	<b>18</b>
<b>Approach Total</b>	<b>842</b>			<b>842</b>			<b>711</b>			<b>312</b>		

**CRITICAL VOLUME ANALYSIS**

No. of Lanes	1	2	<	1	2	<	1	1	1	>	2	<
Per Lane Volume	246	293	0	73	380	0	252	340	119	0	151	0
Right on Red	0			0			60			0		
Overlaps Left	0			0			246			0		
Adj. Per Lane Volume	246	293	0	73	380	0	252	340	0	0	151	0
Through/Right Volume	293			380			340			151		
Opposing Left Turns	73			246			0			252		
Critical Volume for Approach	366			626			340			403		
Critical Volume for Direction	626						403					
Intersection Critical Volume	1,029											
STATUS?	UNDER											

**TRIPS**

	IN	OUT
AM	15	33
PM	44	34



Note: CMA showed for informational purposes only. The non-residential portion of the project is insignificant on Dixie Highway and does not require an intersection analysis.

## **APPENDIX D**

### **TEST 2 ANALYSIS: LINK ANALYSIS**

**TABLE 7**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**AM PEAK HOUR**

## FIVE YEAR ANALYSIS

1 MILE RADIUS OF DEVELOPMENT INFLUENCE

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 15

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 33

OFFICE AND RETAIL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 4

OFFICE AND RETAIL AM PEAK HOUR PROJECT TRIPS (EXITING) = 0

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL TOTAL PROJECT TRIPS*	AM PEAK HOUR DIRECTIONAL OFFICE & RETAIL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT*	OFFICE & RETAIL PROJECT IMPACT	PROJECT SIGNIFICANT
3306	DIXIE HIGHWAY	FOREST HILL BOULEVARD	17TH AVENUE N	45%	15	2	4L	II	1780	0.84%	0.11%	NO
4822	DIXIE HIGHWAY	17TH AVENUE N	10TH AVENUE N	45%	15	2	4L	II	1780	0.84%	0.11%	NO
4822	DIXIE HIGHWAY	10TH AVENUE N	LUCERNE AVEUE	15%	5	1	4L	II	1780	0.28%	0.06%	NO
4301	17TH AVENUE N	PINE TREE LANE	DIXIE HIGHWAY	10%	3	0	2L	I	880	0.34%	0.00%	NO
N/A	10TH AVENUE N	I-95	DIXIE HIGHWAY	30%	10	1	4D	II	1870	0.53%	0.05%	NO

\* NOTE: THE RESIDENTIAL PROJECT DISTRIBUTION DETAILED IN THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY. THE PROPOSED PROJECT IS LOCATED IN A COASTAL RESIDENTIAL EXCEPTION AREA AND THE RESIDENTIAL PORTION IS THEREFORE NOT REQUIRED TO MEET THE PALM BEACH COUNTY TRAFFIC PERFORMANCE STANDARDS.



**TABLE 8**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**PM PEAK HOUR**

## FIVE YEAR ANALYSIS

1 MILE RADIUS OF DEVELOPMENT INFLUENCE

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 44

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 34

OFFICE AND RETAIL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 12

OFFICE AND RETAIL PM PEAK HOUR PROJECT TRIPS (EXITING) = 13

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL TOTAL PROJECT TRIPS*	PM PEAK HOUR DIRECTIONAL OFFICE & RETAIL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT*	OFFICE & RETAIL PROJECT IMPACT	PROJECT SIGNIFICANT
3306	DIXIE HIGHWAY	FOREST HILL BOULEVARD	17TH AVENUE N	45%	20	6	4L	II	1780	1.12%	0.34%	NO
4822	DIXIE HIGHWAY	17TH AVENUE N	10TH AVENUE N	45%	20	6	4L	II	1780	1.12%	0.34%	NO
4822	DIXIE HIGHWAY	10TH AVENUE N	LUCERNE AVEUE	15%	7	2	4L	II	1780	0.39%	0.11%	NO
4301	17TH AVENUE N	PINE TREE LANE	DIXIE HIGHWAY	10%	4	1	2L	I	880	0.45%	0.11%	NO
N/A	10TH AVENUE N	I-95	DIXIE HIGHWAY	30%	13	4	4D	II	1870	0.70%	0.21%	NO

\* NOTE: THE RESIDENTIAL PROJECT DISTRIBUTION DETAILED IN THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY. THE PROPOSED PROJECT IS LOCATED IN A COASTAL RESIDENTIAL EXCEPTION AREA AND THE RESIDENTIAL PORTION IS THEREFORE NOT REQUIRED TO MEET THE PALM BEACH COUNTY TRAFFIC PERFORMANCE STANDARDS.



**PROPOSED DECO GREEN PROJECT  
CITY OF LAKE WORTH, FLORIDA  
VEHICULAR TRIPS GENERATION REPORT**

November 25<sup>th</sup>, 2020

**Prepared by:** Rafael De Arazoza, PE, PTOE, CPM, [rdearazoza@rjbehar.com](mailto:rdearazoza@rjbehar.com)

*RDA*

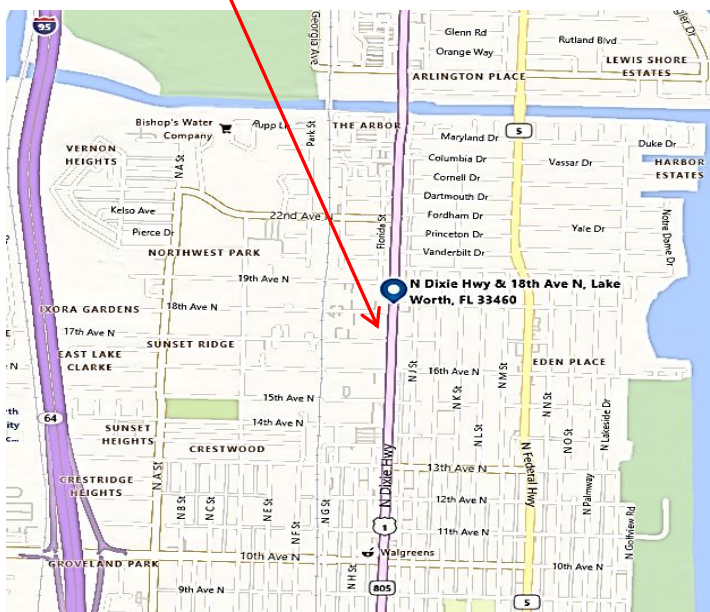
R. J. Behar & Company, Inc. 6861 SW 196<sup>th</sup> Avenue, Suite 302, Pembroke Pines, FL 33332  
Tel: (954) 680-7781

**Introduction / Purpose**

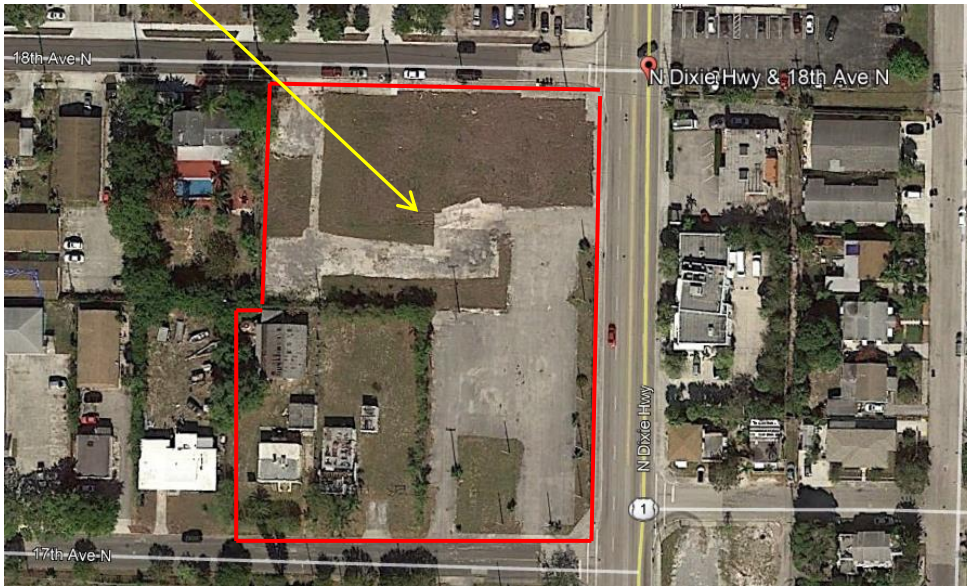
The proposed Deco Green Project consists of 126 residential apartment units; 6,938 square feet (SF) retail and 858 SF offices. It is located immediately west of N. Dixie Hwy between north 17<sup>th</sup> and 18<sup>th</sup> Avenues in the City of Lake Worth, Florida.

During Phase 1, a trip generation analysis will be performed to determine the proposed project's generated vehicular traffic during the peak hours and on a daily basis. Phase 1 includes the coordination with the City of Lake Worth and if applicable, with Palm Beach Traffic Engineering Division (PBTE) for the review and approval of the trip generation analysis and, if required, the Methodology to guide the development of the Traffic Impact Study (TIS) to be conducted under Phase 2.

**Project Location**



## Project Site



## TRIP GENERATION ANALYSIS

**Table 1**

Land Use Code / Description	Units		Daily			Peak Hour of Adjacent Street AM			Peak Hour of Adjacent Street PM		
			In (vpd)	Out (vpd)	Total (vpd)	In (vph)	Out (vph)	Total (vph)	In (vph)	Out (vph)	Total (vph)
221 /Multifamily Housing (Mid-Rise)	126	per dwelling unit	342	343	685	12	33	45	34	21	55
820 /Retail General Commercial *	6,938	per 1,000 S.F.	165	166	331	2	1	3	12	14	26
712 /Small Office *	858	per 1,000 S.F.	6	7	13	1	1	2	1	1	2
<b>Total</b>			<b>513</b>	<b>516</b>	<b>1029</b>	<b>15</b>	<b>35</b>	<b>50</b>	<b>47</b>	<b>36</b>	<b>83</b>

\* Trips reduced by % of pass-by as per table below.

## Trip Generation formulas

Sources: ITE Trip Generation Manual, 10th Edition and Palm Beach County Trip Generation Rates (3/2/2020)

Land Use	ITE Code	Unit	Daily Rate / Equation	Pass-By %	Adjacent Street Traffic			
					AM Peak Hour		PM Peak Hour	
					% In / Out	Rate / Equation	% In / Out	Rate / Equation
Multifamily Housing (High-Rise)	221	Dwelling units	5.44	0	26 / 74	0.36	61 / 39	0.44
Retail General Commercial	820	1,000 S.F.	125.61	62	62 / 38	0.94	48 / 52	9.9
Small Office	712	1,000 S.F.	16.19	10	83 / 18	1.92	32 / 68	2.45

## Impact to Roadway Segment (Link) Capacity

This is intended to be a preliminary limited assessment. Two traffic impact scenarios are provided – one including all the Land Uses (residential + retail + office) and the second one with ONLY the retail and office Land Uses.

**Table 2A**

Roadway Segment Capacity Analysis - ALL LAND USES				Daily Vehicular Volumes			LOS D		
Roadway	Limits	Number of Lanes	Capacity LOS D Vpd	2019 * Vehicular Volume Vpd	Roadway Capacity		Project Trips Vpd	Roadway Capacity	
					Surplus Vpd	Deficit Vpd		Surplus Vpd	Deficit Vpd
N. Dixie Hwy	North of N 18 Ave	4LU	24300	21500	2800	n / a	515	2285	n / a
N. Dixie Hwy	South of N 18 Ave	4LU	24300	19800	4500	n / a	515	3985	n / a

\* FDOT Traffic Volumes On-Line.

FDOT Quality/Level of Service Handbook / Jan 2020 Generalized Volume / LOS Tables (Tables 1, 4 & 7)

Class II State Road 35 mph posted. No turn lanes; therefore, reduction factor of 25%. LOS Volume x 0.75.

Assume Trip Distribution 50% north of 18 Ave and 50% south of 18 Ave 1029 trips x 0.50 = 515 vpd in each direction.

% Impact of proposed project = (Project veh trips) / (Veh Volume LOS D Threshold)

515 / 24300 = 0.021 or 2.1%

**Table 2B**

Roadway Segment Capacity Analysis - RETAIL & OFFICE ONLY				Daily Vehicular Volumes			LOS D		
Roadway	Limits	Number of Lanes	Capacity LOS D Vpd	2019 * Vehicular Volume Vpd	Roadway Capacity		Project Trips Vpd	Roadway Capacity	
					Surplus Vpd	Deficit Vpd		Surplus Vpd	Deficit Vpd
N. Dixie Hwy	North of N 18 Ave	4LU	24300	21500	2800	n / a	172	2628	n / a
N. Dixie Hwy	South of N 18 Ave	4LU	24300	19800	4500	n / a	172	4328	n / a

\* FDOT Traffic Volumes On-Line.

FDOT Quality/Level of Service Handbook / Jan 2020 Generalized Volume / LOS Tables (Tables 1, 4 & 7)

Class II State Road 35 mph posted. No turn lanes; therefore, reduction factor of 25%. LOS Volume x 0.75.

Assume Trip Distribution 50% north of 18 Ave and 50% south of 18 Ave.344 trips x 0.50 = 172 vpd in each direction.

% Impact of proposed project = (Project veh trips) / (Veh Volume LOS D Threshold)

172 / 24300 = 0.007 or 0.7%. Excluding Residential Land Uses.

**Table 3A**

Roadway Segment Capacity Analysis - ALL LAND USES				Peak Hour Bi-Directional			LOS D		
Roadway	Limits	Number of Lanes	Capacity LOS D Vph	2019 Vehicular Volume Vph (*)	Roadway Capacity		Project Trips Vph	Roadway Capacity	
					Surplus Vph	Deficit Vph		Surplus Vph	Deficit Vph
N. Dixie Hwy	North of N 18 Ave	4LU	2190	1935	255	n / a	42	213	n / a
N. Dixie Hwy	South of N 18 Ave	4LU	2190	1782	408	n / a	42	366	n / a

\* FDOT Traffic Volumes On-Line. Peak Hour Bi-Directional Vol = AADT x K factor.

FDOT Quality/Level of Service Handbook / Jan 2020 Generalized Volume / LOS Tables (Tables 1, 4 & 7)

Class II State Road 35 mph posted. No turn lanes; therefore, reduction factor of 25%. LOS Volume x 0.75.

Assume Trip Distribution 50% north of 18 Ave and 50% south of 18 Ave.83 trips x 0.50 = 42 vph in each direction.

% Impact of proposed project = (Project veh trips) / (Veh Volume LOS D Threshold)

42 / 2190 = 0.019 or 1.9%

**Table 3B****Roadway Segment Capacity Analysis - RETAIL & OFFICE ONLY Peak Hour Bi-Directional****LOS D**

Roadway	Limits	Number of Lanes	Capacity LOS D Vph	2019 Vehicular Volume Vph (*)	Roadway Capacity		Project Trips Vph	Roadway Capacity	
					Surplus Vph	Deficit Vph		Surplus Vph	Deficit Vph
N. Dixie Hwy	North of N 18 Ave	4LU	2190	1935	255	n / a	14	241	n / a
N. Dixie Hwy	South of N 18 Ave	4LU	2190	1782	408	n / a	14	394	n / a

\* FDOT Traffic Volumes On-Line. Peak Hour Bi-Directional Vol = AADT x K factor.

FDOT Quality/Level of Service Handbook / Jan 2020 Generalized Volume / LOS Tables (Tables 1, 4 & 7)

Class II State Road 35 mph posted. No turn lanes; therefore, reduction factor of 25%. LOS Volume x 0.75.

Assume Trip Distribution 50% north of 18 Ave and 50% south of 18 Ave. 28 trips x 0.50 = 14 vph in each direction.

% Impact of proposed project = (Project veh trips) / (Veh Volume LOS D Threshold)

14 / 2190 = 0.0064 or 0.64%. Excluding Residential Land Uses.

**Table 4A****Roadway Segment Capacity Analysis - ALL LAND USES Peak Hour Peak-Direction****LOS D**

Roadway	Limits	Number of Lanes	Capacity LOS D Vph	2019 Vehicular Volume Vph (*)	Roadway Capacity		Project Trips Vph	Roadway Capacity	
					Surplus Vph	Deficit Vph		Surplus Vph	Deficit Vph
N. Dixie Hwy	North of N 18 Ave	4LU	1225	1138	87	n / a	24	63	n / a
N. Dixie Hwy	South of N 18 Ave	4LU	1225	1048	177	n / a	24	153	n / a

\* FDOT Traffic Volumes On-Line. Peak Hour Peak-Direction Vol = AADT x K x D factors

FDOT Quality/Level of Service Handbook / Jan 2020 Generalized Volume / LOS Tables (Tables 1, 4 & 7)

Class II State Road 35 mph posted. No turn lanes; therefore, reduction factor of 25%. LOS Volume x 0.75.

Assume Trip Distribution 50% north of 18 Ave and 50% south of 18 Ave. 47 trips x 0.50 = 24 vph in each direction.

% Impact of proposed project = (Project veh trips) / (Veh Volume LOS D Threshold)

24 / 1225 = 0.0196 or 1.96%

**Table 4B****Roadway Segment Capacity Analysis - RETAIL & OFFICE ONLY Peak Hour Peak-Direction****LOS D**

Roadway	Limits	Number of Lanes	Capacity LOS D Vph	2019 Vehicular Volume Vph (*)	Roadway Capacity		Project Trips Vph	Roadway Capacity	
					Surplus Vph	Deficit Vph		Surplus Vph	Deficit Vph
N. Dixie Hwy	North of N 18 Ave	4LU	1225	1138	87	n / a	8	79	n / a
N. Dixie Hwy	South of N 18 Ave	4LU	1225	1048	177	n / a	8	169	n / a

\* FDOT Traffic Volumes On-Line. Peak Hour Peak-Direction Vol = AADT x K x D factors

FDOT Quality/Level of Service Handbook / Jan 2020 Generalized Volume / LOS Tables (Tables 1, 4 & 7)

Class II State Road 35 mph posted. No turn lanes; therefore, reduction factor of 25%. LOS Volume x 0.75.

Assume Trip Distribution 50% north of 18 Ave and 50% south of 18 Ave. 15 trips x 0.50 = 8 vph in each direction.

% Impact of proposed project = (Project veh trips) / (Veh Volume LOS D Threshold)

8 / 1225 = 0.0065 or 0.65%. Excluding Residential Land Uses.

## **FINDINGS / CONCLUSION**

1. The proposed Deco Green project will generate vehicular trips as indicated below.

a. Residential + Retail + Office Land Uses:

1029 vehicles per day (vpd)

83 vehicles per hour (vph) both directions PM peak Hr.

47 vph peak direction PM peak Hr.

AM trip generation lower than PM.

b. Excluding Residential Land Use:

344 vpd

28 vph both directions PM peak Hr.

15 vph peak direction PM peak Hr.

AM trip generation lower than PM.

2. Under all trip generation scenarios, there will be surplus roadway capacity on N. Dixie Hwy.

**3. The proposed Deco Green project's generated vehicular traffic impact on N. Dixie Hwy. is considered minor.**