VILLAGE OF NORTH PALM BEACH
PLANNING COMMISSION
AGENDA
TUESDAY SEPTEMBER 6, 2022
Council Chambers-501 US HWY 1
6:30 P.M.

Cory Cross, Chair
Donald Solodar, Vice Chair
Thomas Hogarth, Member
Jonathan Haigh, Member
Kathryn DeWitt, Member
Scott Hicks, Member
Nathan Kennedy, Member

Alex Ahrenholz, AICP, Acting Community Development Director
Len Rubin, Village Attorney

Meeting backup available for the current Planning Commission meeting at:
http://fl-northpalmbeach.civicplus.com/DocumentCenter/Index/195

Archived meeting backup can be found at:
http://www.npbweblink.com/WebLink/Browse.aspx?startid=147916&dbid=0

I. ROLL CALL

II. DECLARATION OF EX PARTE COMMUNICATIONS

III. QUASI JUDICIAL MATTERS / PUBLIC HEARING

Village Attorney to swear in all persons speaking.

A. APPROVAL OF THE MINUTES

1. June 7, 2022 Minutes
2. July 5, 2022 Minutes

B. SITE PLAN AND APPEARANCE REVIEW

1. 824 US Highway 1

   Application by Lissette Rivera for amendment to building paint colors
2. Super 8 Motel

   Application by S.B. Patel for the addition of a freestanding metal awning
3. 200 Yacht Club Drive

   Application by Robbins NPB LLC, for a 181 unit multifamily development with 1,578 square feet of commercial

V. ADMINISTRATION MATTERS

A. Staff Updates

B. Commission Member Comments

VI. ADJOURNMENT

All members of the public are invited to appear at the public hearing, which may be continued from time to time, and be heard with respect to this matter.

If a person decides to appeal any decision made with respect to any matter considered at the subject meeting, he or she will need to ensure that a verbatim record of the proceedings is made, which shall include the testimony and evidence upon which the appeal is to be based (F.S. 286.0105). In accordance with the Americans with Disabilities Act, any person who may require special accommodation to participate in this meeting should contact the Village Clerk's Office at 841-3355 at least 72 hours prior to the meeting date.

This agenda represents the tentative agenda for the scheduled meeting of the Planning Commission. Due to the nature of governmental duties and responsibilities, the Planning Commission reserves the right to make additions to, or deletions from, the items contained in this agenda.

VILLAGE OF NORTH PALM BEACH
PLANNING COMMISSION
REGULAR MEETING MINUTES
TUESDAY JUNE 7, 2022

Present:	Cory Cross, Chairman Donald Solodar, Vice Chair Jonathan Haigh, Member Nathan Kennedy, Member Kathryn DeWitt, Member Len Rubin, Village Attorney Alex Ahrenholz, Principal Planner
Not Present:	Thomas Hogarth, Member Scott Hicks, Member

I. CALL TO ORDER

Chairman Cross called the meeting to order at 6:30 PM.

A. ROLL CALL

All members of the Planning Commission were present except Mr. Hogarth and Mr. Hicks.

II. APPROVAL OF MINUTES

The Minutes of the April 5, 2022 Regular Meetings were approved as written.

III. DECLARATION OF EX PARTE COMMUNICATIONS

There were no Ex Parte Communications declared by the Board.

IV. QUASI JUDICIAL MATTERS / PUBLIC HEARING

Attorney Len Rubin swears in all persons speaking.

A. Presentation by the Town of Lake Park for amendment to the C3 land development regulations

Lake Park Town Manager, John D'Agostino, thanked the Village and the Planning Commission for their continued cooperation and support of joint projects between the municipalities. He introduced Nadia Di Tommaso, Lake Park Community Development Director, who briefly presented an update on the amendment to the C3 land development regulations and the proposed development project currently under review.

Members of the Planning Commission asked whether the increase demand in police and fire services have been addressed; and whether the land development regulations have been adopted.

The Chairman asked for questions from the public.

Deborah Cross, 2560 Pepperwood Circle South, North Palm Beach, asked how storm water drainage will be handled, the green area will be addressed and whether the increase demand for services and the traffic impact on Northlake and U.S. 1 have been addressed.

Chris Ryder, 118 Dory Rd. South, North Palm Beach, asked whether the project is expected be in compliance with the Village Comprehensive Plan.

Seeing there were no further questions, the Chairman closed the public comments.

B. SITE PLAN AND APPEARANCE REVIEW

1. Riveredge Condominium - Paint Colors

Application by the Riveredge Condominium Association for amendment to the building paint colors.

Mr. Ahrenholz presented the staff report and recommendations. The subject property is a condominium complex is located on Southwind Dr. The new building colors are neutral shades including PPG0998-1 Cotton Tail for exterior walls, PPG1021-4 Diversion for the decking, railings and landing and PPG1025-2 Silent Smoke for the siding and trim. Picture attachment to this staff report includes the building in its existing state and computer generated pictures of the proposed color scheme. Staff recommends approval with no conditions.

The Planning Commissions members had no discussion on the project application.

Motion: Mr. Solodar moved to approve the application as submitted. Ms. DeWitt seconded the motion, which passed 5-0.

2. Bioreset Signage

Application by Kemp Signs, on behalf of 630 US One LLC for the installation of a new building wall sign.

Mr. Ahrenholz presented the staff report and recommendations. Bioreset is locating in the old Unity Building. The new tenant, whose business's full legal name "BioReset South Florida, PA," is requesting approval for a wall sign of individual letters attached on a custom raceway painted to match (Sign Band-Light Beige). The new wall sign will display the business name "BioReset" which will be centrally located just below the roofline of the front facade. The sign will be composed of 36 in. Royal Blue channel letters consisting of white Plexi with perforated vinyl to reflect white light at night.

Staff recommends approval with no conditions.

Michael Grandinetti, Director of Sales, Kemp Signs, 1740 Hill Avenue, West Palm Beach, was present to represent the project.

The Planning Commissions members discussed whether the sign that is there now reset; whether the sign letters will sit outside of the columns, and would like to make a condition of approval that the sign be within the columns of the building facade.

There were no questions from the public.

Motion: Mr. Haigh moved to approve the application with the condition that the sign be within the columns of the building facade. Mr. Solodar seconded the motion, which passed 5-0.

3. Good Life Treatment Center signage
Application submitted by Signarama NPB, on behalf of Globe Property Offices, LLC for re-facing of an existing monument sign.

Mr. Ahrenholz presented the staff report and recommendations. The subject property is an office complex consisting of three separate two-story buildings. The existing monument sign is located at the SE corner of the parcel and is currently utilized as an "Offices For Lease" sign. The tenant, whose business's full legal name "The Good Life Treatment Center" is requesting approval for a sign face change-out on the existing monument sign with new navy blue vinyl lettering comprising the business name and graphic symbol on a white background for the north and south faces of the sign.

Staff recommends approval with the following conditions:

1. Shrubs shall be maintained at a minimum height of thirty (30) inches around the base of the monument sign.

There was no one present to represent the project.

There were no questions from the public.

The Planning Commissions members discussed whether the existing sign is vinyl; whether there are address numbers on the sign; whether the logo is the official business logo; and whether there are rust stains existing on the sign.

Motion: Ms. DeWitt moved to approve the application as submitted with Staff's recommendations. Dr. Kennedy seconded the motion, which passed 5-0.

4. North Palm Car Wash Signage
Application by Izquierdos, LLC for installation of a new sign at the existing carwash.

Mr. Ahrenholz presented the staff report and recommendations. The carwash building was approved with the rest of the structure in 1997 as an automatic carwash associated with the Citgo gas station. The ownership and name changed to Rocket Fuel in 2017. The automatic components of the carwash were removed at some point during this transition and the building has remained.

The proposal by the property owner is to provide a hand car wash service within the vacant building under the name "North Palm Car Wash". The car wash, as a use accessory to the gas station, does not change the previously approved site plan when it shifts from automatic to hand wash. As such, a Business Tax Receipt (BTR) has been

approved for its operation. The owner painted "car wash" as signage on the building but this is listed under the prohibited signs in Section 6-113. After code enforcement action, the owner has submitted a design for a permanent sign and the painting has been removed.

Staff recommends approval with no conditions.

There were no questions from the public.

The Planning Commissions members discussed whether the hand wash operation, will there be other components associated with hand washing, such as awnings, be added.

Motion: Ms. DeWitt moved to approve the application with the condition that any additional structures be brought back for site plan approval. Mr. Haigh seconded the motion, which passed 5-0.

5. 600 US Highway 1 Site Improvements
Application by Wayne Richards on behalf of JS 600 US One, LLC for amendment to the building façade, signage, landscaping, and site plan with one waiver.

Mr. Ahrenholz presented the staff report and recommendations. An application has been submitted to keep the existing use, with minor site improvements including façade updates, new signage, closing in the drive through and creating a rooftop amenity deck. The overall site configuration, parking spaces, and office square footage is not being amended. The proposed site plan encloses the drive through to provide two enclosed parking spaces for the owner in a garage bay. There are two driveways accessing the building for some show display vehicles to be placed in the center of the office spaces. Overall, parking will not be affected as the square footage of the use and total number of spaces is unchanged. The signage is proposed to be similar to what BBT utilized. A main, 122 square foot, sign is proposed along US Highway 1, which is seven (7) percent of the façade area. A twenty-nine (29) square foot sign is proposed along Ebbtide Drive, which is less than 50% of the main sign. Both signs are requested to be in the same location as the BBT signs, but those signs were not meeting the code requirement of maximum height.

Staff recommends the following conditions:

1. No amplified music shall be permitted on the rooftop terrace.
2. Additional shade tree or cluster of accent trees shall be provided at the eastern end of the three parking spaces along the southern façade of the building to meet the required planting for a terminal island.
3. Smaller shade trees or shorter palms shall replace the two royals at the western façade currently blocking the building signage.

The Chairman asked for questions from the public.

Deborah Cross, 2560 Pepperwood Circle South, North Palm Beach, asked expressed concern about the proposed roof top terrace, the metal proposed around the tower element, and whether the business can meet the parking requirements should the ancillary property behind the building to the north be sold.

Chris Ryder, 118 Dory Rd. South, North Palm Beach, asked what the purpose of the roof top terrace is under CMA District designations.

Seeing there were no further questions, the Chairman closed the public comments.

Wayne Richards, 721 US 1, Suite 214, North Palm Beach, was present to represent the project. He addressed the concerns of the public comments.

Brent Wood, Architect, 20 S.E. Ocean Blvd., Stuart, was present to represent the project.

The Planning Commissions members discussed whether a unity of title should be required for the two properties; whether the pre-existing lighting on the property will be replaced; whether the Royal Palms across the front of the property will be replaced; whether the applicant supports the conditions that staff has recommended; what was the roof top garden envisioned to be used for; what the height of the roof edges are; whether guard rails should be installed; whether lighting is proposed for the roof top; whether plantings should be required around the enclosed drive-thru area; and whether the fire department can maneuver around the building.

The Planning Commission recommends that the applicant address the following issues: Unity of title, lighting issues addressed, guardrail on the second floor, landscaping added to back area as applicable, recommendation the curve on the south have driveway access, handicapped parking, monument sign issues addressed, details on screen, and guardrails added on roof top.

Motion: Mr. Solodar moved to table the application to a future meeting. Dr. Kennedy seconded the motion, which passed 5-0.

6. Pelican Carwash

Application by PGA Wash LLC for site improvements to the existing carwash.

Mr. Ahrenholz presented the staff report and recommendations. Pelican Carwash has operated at this location since 1977. Little has changed with the site plan layout since the original approvals to include fuel service and additional retail to the site. The property has changed hands a few times over the decades until the most recent purchase in 2021 by the current property owner. Numerous projects were completed on site without a permit including, but not limited to, replacing the awnings, repainting the building, replacing the signage, replacing the pay stations and removing a fuel pump. There was also an unfortunate incident of a driver crashing into the fuel canopy, resulting in its demolition for safety. After code enforcement action was taken against the property owner, the Village Special Magistrate set a strict schedule to receive planning commission approval in June 2022 and building permits in July 2022 before being issued daily fines. The property owner has complied with the special magistrate requirements thus far and is on schedule. The numerous changes to the site plan, awnings, fuel pumps, pay stations, signage, paint colors, the green wall and proposed vacuums are detailed in the staff report for consideration by the planning commission.

Staff proposes the following conditions for aapproval:

1. The largest orange awning shall be replaced with smaller awning of similar size as before to not increase the nonconformity.
2. The blue awning in the front the building shall be removed.
3. A hedge shall be installed behind the vacuums at a minimum of three (3) feet high to screen from the right-of-way.
4. Paint colors shall be changed to something cohesive with the rest of the site.

The Chairman asked for questions from the public.

Deborah Cross, 2560 Pepperwood Circle South, North Palm Beach, asked expressed concern about the colors needing to be more cohesive, drainage from the carwash affecting the waterways and the environment, and whether the canopies are hurricane safe.

Seeing there were no further questions, the Chairman closed the public comments.

Laura Serrano, General Manager, Pelican Carwash, 11370 US 1, North Palm Beach was present to represent the project. She addressed the concerns expressed and answered the Planning Commission questions.

The Planning Commissions members discussed whether the orange canopy on the north side has been changed – larger than the previous one; what the signage colors will be once changes are made; whether the awnings will be replaced with blue; how will landscape plantings be addressed; whether there will continue to be the option for full service and paying the inside cashier; what the pole scanners are for; whether there is additional signage being added to the poles; whether the parking spaces displaced by the vacuums be relocated elsewhere; whether the fire department has reviewed the site; whether striping or curbing should be added to the lanes; whether a stop work order was issued by the Special Magistrate; whether the vacuums will be self-service; how is the building department going to inspect work that has already been done; and recommends that the application be table to allow the applicant to address the following issues: Canopies to be blue in color, arched canopy pole over pay stations to be blue, submit a striping plan, vacuum landscape, and directional signage.

Motion: Mr. Solodar moved to table the application to a future meeting. Ms. DeWitt seconded the motion, which passed 5-0.

V. ADMINISTRATION MATTERS

A. Staff Updates:
- July 5th meeting date change poll – Planning Commission agreed to keep the meeting on July 5th.
- Director Jeremy Hubsch resigned in May, and the Village Manager will be leaving at the end of July, and Chuck Huff will be the Interim Village Manager.

B. Commission Member Comments:
- Update on the Sign Code
- Update on the 200 Yacht Club Dr. project
- Update of the lane reduction plan for US 1

VI. ADJOURNMENT

With there being no further business to come before the Board, the meeting adjourned at 8:32 PM.

Minutes typed by Jane Lerner

VILLAGE OF NORTH PALM BEACH
PLANNING COMMISSION
REGULAR MEETING MINUTES
TUESDAY JULY 5, 2022

Present: Cory Cross, Chairman
Donald Solodar, Vice Chair
Jonathan Haigh, Member
Kathryn DeWitt, Member
Nathan Kennedy, Member
Scott Hicks, Member
Thomas Hogarth, Member

Len Rubin, Village Attorney
Alex Ahrenholz, Principal Planner

Council Member: Deborah Searcy, Mayor

I. CALL TO ORDER

Chairman Mr. Cross called the meeting to order at 6:34 PM.

A. ROLL CALL

All members of the Planning Commission were present. Mr. Haigh arrived at 6:35 PM.

II. DECLARATION OF EX PARTE COMMUNICATIONS

There were no Ex Parte Communications declared by the Board.

III. QUASI JUDICIAL MATTERS / PUBLIC HEARING

Attorney Len Rubin swears in all persons speaking.

A. SITE PLAN AND APPEARANCE REVIEW

1. **600 US Highway 1**
   Site improvements and appearance review. Application by Wayne Richards on behalf of JSJ 600 US Highway 1 LLC amendment to building façade, signage, landscaping and site plan one waiver.

Mr. Ahrenholz presented the Staff report and recommendation and recapped with pictures from previous presentation. Nothing changed regarding the waiver for sign height, has the detailed list of everything requested in a previous meeting. First site plan issues that were handicap spaces, some curbing, reference to one of the signs, landscaping issues on east side switching out royal palms adding shade tree needed more details. On landscape plan they added area to corner of Ebbtide and US Hwy 1 as requested, now meets 40% and tree meeting the one tree requirement. Picture of proposed pergola and railing needs to be raised to 6" minimum for building code. Add screening adjacent to neighbor on east side and with that reduced some previous condition of approval.

Motion: Remove item from table. This was an item that was tabled from last meeting. Mr. Solodar and Thomas Hogarth seconded the motion. Removed from table. Landscaping has plants that are on the invasive species list and need to be removed and replaced with something else.

Deborah Cross, 2560 Pepperwood Circle S. Building still looks industrial with grading. Would like no amplified sound coming from building not just music, needs to be clarified. Landscaping plants that are on invasive list need to be removed and replace with something else. Tibouchina Granulosa grows rampant and needs lots of maintenance and should use a dwarf variety.

Neil DeJesus, 1293 North University Drive, Sr. Rep. JSJ Auto Group. Assured no public speaker or microphone was discussed in previous meeting, he is willing to add language. No invasive plants on site and will meet necessary replacements.

The Planning Commissions members discussed the use of the property to be Corporate headquarters and all sounds will be indoor, no outside activities. Sign needs to be waiver 18' to 22' on wall; no monument sign. Lighting will remain the same, no rooftop lighting. Change language to include no sound or music.

Motion: Mr. Solodar moved to approve application with the change to no sound or music language. Ms. DeWitt seconded the motion, which passed 6-0

2. SIGNARAMA, 202 US Highway 1

Application by Signarama NPB for Master Sign Program.

Mr. Ahrenholz presented the Staff report and recommendation from previous meeting in February for change of color on existing building to blue with a silver roof, former vacuum store. Monument sign with 3 bays on sign need to update address to 202 one tenant sign with plaza name. No planting on backside of property suggested to put some shrubs on sides. This is non-conforming, keep in same configuration did not discuss color or font. Grandfather everything in as is. Keep sign same configuration with vinyl stickers. One condition for approval that address change from 202-206 just on monument sign.

No one from public was in attendance.

A representative Lisa Marter, owner of Signarama NPB was there to discuss signage. Only 2 tenants will be using sign cabinet, one using all blues and the other sign still in design and stay in the blues coloring.

The planning commission members discussed changing face of sign to be consistent in color palate of blues. Figure out some way to put plants around the base of monument and pick a style of lettering. Suggested that a sign plan be submitted and return at a later date for approval.

Motion: Mr. Haigh motion to table for future meeting. Dr. Kennedy seconded the motion. Item was tabled.

3. SITE IMPROVEMENT PLAN
120 US Highway 1

Site improvement application by Pure Nene LLC for site and façade improvements to existing retail building.

Mr. Ahrenholz presented the Staff report and recommendation. Pure Nene LLC purchased an existing retail with 4 tenant bays same configuration. Parking lot striping with no landscaping. Removing six front parking spaces to add decorative pavers and landscaping including the one tree requirement. Monument sign and façade updates. Sign will have lettering cut out indented on steel white plate with black background with landscaping. Simple sleek modern design mostly white and adding front hangover on building.

No one from public had comment.

Len swore in applicant over zoom.

Ms. Lucchesi was present via Zoom to represent the project. She was in agreement to change application with suggested parking and landscape designs.

The Planning Commissions members discussed several options to add landscaping and remove several parking spaces to allow more green space. They would like to see hedges around the monument sign and rear of building.

Motion: Mr. Hogarth moved to table item. Mr. Haigh seconded the motion to table. Unanimously agree to table.

4. 531 US Highway 1

Addition application by 531 NPB Group LLC for extension to existing retail store.

Mr. Ahrenholz presented the Staff report and recommendation. Retail business needs additional storage for tile and glass. The addition is not visible from the front Road. Proposed site plan adding landscaping. Deficiencies in ceiling heights, need 4 islands of landscaping only have 2 and buffer 5' wide. Over parked difficult for Fire department to get through and big issue with access door being blocked by parking spaces that need to be moved. Not meeting new intent of CMU code in 2020, all existing buildings should be non-conforming. They are not in compliance. Alex thinks it should be denied.

No one is present to represent the applicant.

Deborah Cross, 2560 Pepperwood Circle S. In agreement with denial. Need to comply with code.

The Planning Commissions members discussed several items that need to be addressed like the dumpster is not shown and needs a dumpster enclosure. More exterior lighting is needed as well as landscaping. Would like to see applicant present, moved to deny, doesn't meet code.

Motion: Mr. Solodar moved to deny. Ms. DeWitt seconded the motion to deny. Motion to deny passed 6-0.

V. ADMINISTRATION MATTERS

A. Staff Updates:
- Mixer for Community Development Director for both candidates went well. Position was offered to Chaz from Georgia and he declined. Position will be reposted as well as Planner position.
- July 14th council discussion on Twin City Mall will take place also including US 1 repurposing.
- Pelican Car Wash decided on other façade changes and landscaping plans.

B. Commission Member Comments:
- Zoom meeting are no longer available. Members do not think it's a good idea.

VI. ADJOURNMENT

With there being no further business to come before the Board, the meeting adjourned at 7:27 PM.

Minutes typed by Denise Werner

Village of North Palm Beach
Department of Community Development
420 U.S. HIGHWAY ONE, SUITE 21 • NORTH PALM BEACH, FLORIDA 33408
561-882-1156 • FAX 561.841.8242 • WWW.VILLAGE-NPB.ORG

DATE: September 6, 2022

TO: Planning Commission

FROM: Alex Ahrenholz, AICP, Community Development Director (Interim)

RE: 824 US Highway 1- Paint Colors

September 6, 2022 Meeting
P&Z# 2022-1611

I. APPLICATION

Location:	824 US Highway 1, 500 ft. north of Anchorage Drive North
PCN:	68-43-42-09-01-070-0050
Request:	Application by Lissette Rivera for an amendment to the building paint colors



II. SUMMARY OF REQUEST

The subject property is an office building. Work has been completed without a permit, so the pictures included are what is on site today. The walls were previously white with a pale yellow color painted on the banding that runs around the perimeter of the building immediately above the ground floor/garage and at the roofline of the top floor. The new building color is Sherwin-Williams Extra White (SW 7006) with banding painted in Benjamin Moore Marina Gray (BM 1599).

Pictures of the building before and after have been included as attachments to this staff report for reference. The new building color is similar to the existing while the gray banding offers more contrast from the previous existing pale yellow. New colors are generally consistent with the architectural guidelines that specify harmonious colors.

The current Future Land Use (FLU) and current Zoning designations for the property are summarized in the table below.

Future Land Use (FLU) Designation	Zoning Designation
Commercial	C-MU-US-1 Mixed-Use District

The following table summarizes the uses, FLU designations, and zoning districts of the surrounding properties:

	Existing Use	FLU	Zoning
North	Commercial	Commercial	C-MU-US-1 Mixed-Use District
East	Residential	Low Density Residential	R-1 Single Family Residential
South	Commercial	Commercial	C-MU-US-1 Mixed-Use District
West	Public	Recreation/Open Space	P-Public District

III. APPEARANCE CODE – PLANNING COMMISSION ROLE & RESPONSIBILITIES

Sec. 6-36. - Powers and duties of planning commission concerning the appearance code.

The planning commission shall have the following powers and duties:

(1) To hold public hearings on and make recommendations for amendments to the appearance plan.

(2) To consult with and cooperate with other committees and village departments, and any other municipal or governmental bodies on matters affecting the appearance of the village.

(3) To study exterior design drawings, landscape and site plans and materials for any proposed public buildings, public works or other public improvements and to make recommendations to the council or village manager as to the architectural or aesthetic aspects thereof.

(4) To study and review preliminary and final plats and make recommendations to the village council.

(5) To hold site plan and appearance review hearings, when required, and to issue or deny site plan and appearance approval for multiple-dwelling, commercial, mixed-use, and industrial buildings pursuant to the provisions of this division and the appearance plan in Appendix A of this code.

Sec. 6-58. - Action of planning commission.

Upon consideration of an application, the planning commission shall issue site plan and appearance approval upon a finding that the plan conforms to the village appearance plan and other applicable land development regulations. This approval may contain special conditions in response to unusual aspects of the application or to ensure that the approval carries out Village policies and code without undue permitting delays. If the planning commission determines that these criteria are not met, the planning commission may provide such advice,

counsel, suggestions and recommendations as it may deem necessary to guide the prospective applicant in the development of a plan which would comply with the requirements and purposes of the appearance plan and other village land development regulations.

Sec. 6-59. - Approval by planning commission.

No building or other permit, otherwise required under the ordinances of the village, shall be approved by the community development director except upon the granting of site plan and appearance approval by the planning commission, or on appeal, approval by the Village Council (see section 6-35). The foregoing requirements shall not preclude the issuance of permits without such approval if the community development director determine that any of the following apply: Permits for single-family dwellings, permits for a village-owned facility, no external architectural features as defined in section 6-31, and any deviation from valid site plan and appearance approval are minor and not substantial.

CODE OF ORDINANCES APPENDIX A, SECTION IV CRITERIA FOR APPEARANCE

The purpose of these criteria is to establish a checklist of those items which affect the physical aspect of the Village environment. Pertinent to appearance is the design of the site, building and structures, planting, signs, street hardware, and miscellaneous other objects which are observed by the public.

These criteria are not intended to restrict imagination, innovation, or variety, but rather to assist in focusing on design principles which can result in creative solutions that will develop a satisfactory visual appearance within the Village.

D **BUILDING DESIGN**

1. Specific architectural styles are not mandated or banned, but the village encourages new buildings to reflect or evolve the distinct local character exemplified by the North Palm Beach Country Club Clubhouse, Village Hall and the Public Safety Building. This character is derived from local and regional examples including Anglo-Caribbean architecture, Florida vernacular, and masonry modern.
2. Evaluation of appearance of a project shall be based on quality of its design and relationship to surroundings.
3. Buildings shall have good scale and be in harmonious conformance with permanent neighboring development.
4. Materials shall have good architectural character and shall be selected for harmony of the building with adjoining buildings.
    a. Materials shall be selected for suitability to the type of buildings and the design in which they are used. Buildings shall have the same materials, or those which are architecturally harmonious, used for all building walls and other exterior building components wholly or partly visible from public ways and adjoining properties.
    b. Inappropriate materials and methods, and those which will produce inconsistency with the structure of the building, shall be avoided.
    c. Materials shall be of durable quality.
    d. In any design in which the structural frame is exposed to view, the structural materials shall meet the other criteria for materials.
5. Building components—such as windows, doors, eaves, and parapets—shall have good proportions and relationship to one another.
6. The village discourages walls without windows or with too few windows; all-glass walls; and facades without visual interest or with entrances that are concealed or absent.
7. **Colors shall be harmonious, with bright or brilliant colors used only for accent.**

8. Mechanical equipment or other utility hardware on roof, ground, or buildings shall be screened from public view with materials harmonious with the building, or they shall be located so as not to be visible from any public ways, including waterways, service alleys, and adjoining properties.
9. Exterior lighting shall be part of the architectural concept. Fixtures, standards and all exposed accessories shall be harmonious with building design.
10. Refuse and waste removal areas, service yards, storage yards, and exterior work areas shall be screened from public ways, including waterways, service alleys, and adjoining properties, using materials as stated in criteria for equipment screening.
11. Monotony of design in single or multiple building projects shall be avoided. Variation of detail, form, and siting shall be used to provide visual interest. In multiple building projects, variable siting or individual buildings may be used to prevent a monotonous appearance.
12. Inappropriate, incompatible, bizarre, and exotic designs shall be avoided.
13. The provisions of the North Palm Beach Village Code in regard to bulk regulations and standards, and those portions of the Village Code which directly affect appearance, shall be part of the criteria of this subsection.

G **MAINTENANCE—PLANNING AND DESIGN FACTORS**

1. Continued good appearance depends upon the extent and quality of maintenance. The choice of materials and their use, together with the types of finishes and other protective measures, must be conducive to easy maintenance and upkeep.
2. Materials and finishes shall be selected for their durability and wear as well as for their beauty.

   Proper measures and devices shall be incorporated for protection against the elements, neglect, damage and abuse.
3. Provision for washing and cleaning of buildings and structures, and control of dirt and refuse, shall be included in the design. Such configurations that tend to catch and accumulate debris, leaves, trash, dirt, and rubbish shall be avoided.

H **FACTORS FOR EVALUATION**

The following factors and characteristics relating to a development, and which affect appearance, will govern the Appearance Board's evaluation of a design submission after the Board has been advised by the Office of the Building Official that the plan conforms to Village ordinances:

LOGIC OF DESIGN

EXTERIOR SPACE UTILIZATION

ARCHITECTURAL CHARACTER

ATTRACTIVENESS

MATERIAL SELECTION

HARMONY AND COMPATIBILITY

CIRCULATION—VEHICULAR AND PEDESTRIAN

MAINTENANCE ASPECTS

IV. CONCLUSION & FINDING OF FACT

In Staff’s analysis, the proposed application is consistent with the appearance plan and other code requirements. Should the Planning Commission determine that the Applicant has met the prerequisites for the granting of site plan and appearance approval, staff recommends approval with no conditions.

824 US Highway 1

EXISTING



PROPOSED



Benjamin Moore Marina Gray (#1599)- Banding

Sherwin Williams Extra White (SW 7006)- Building

Village of North Palm Beach
Department of Community Development
420 U.S. HIGHWAY ONE, SUITE 21 • NORTH PALM BEACH, FLORIDA 33408
561-882-1156 • FAX 561.841.8242 • WWW.VILLAGE-NPB.ORG

DATE: September 6, 2022

TO: Planning Commission

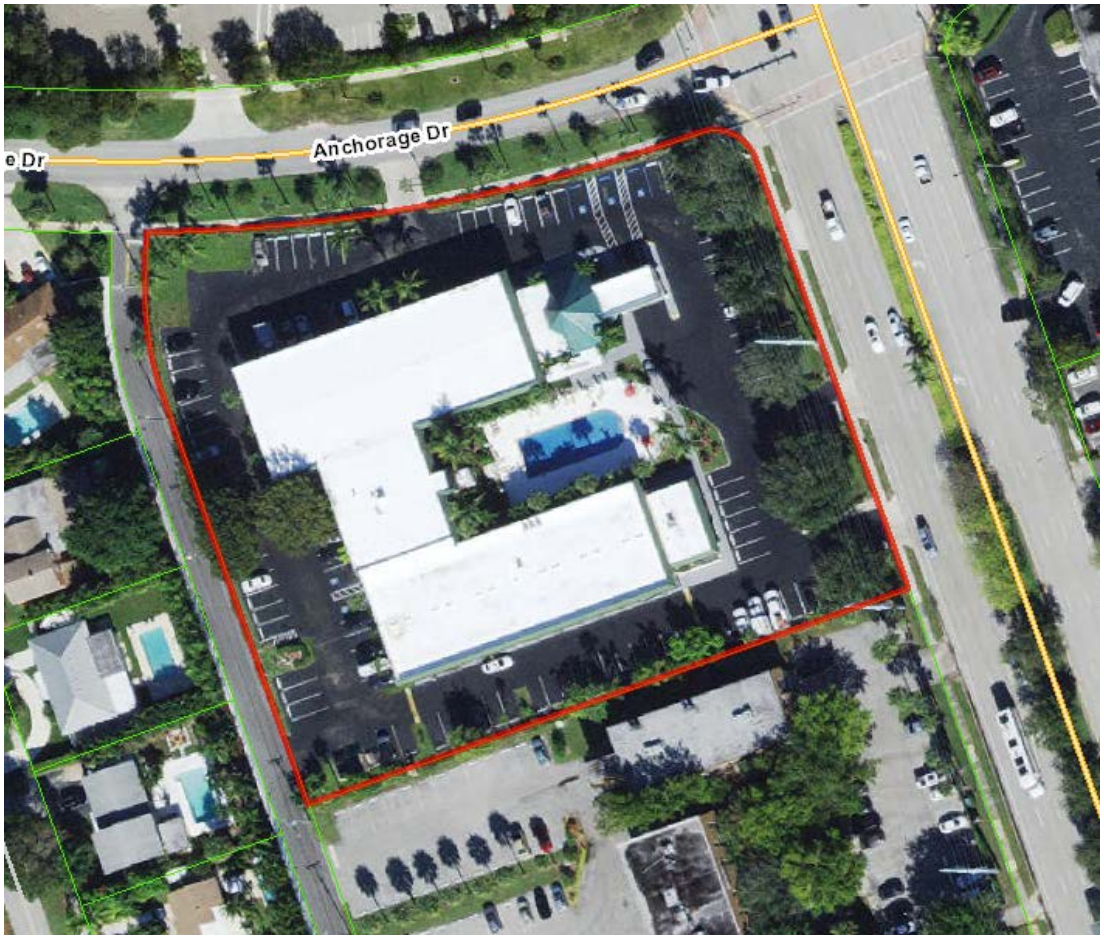
FROM: Alex Ahrenholz, AICP, Community Development Director (Interim)

RE: 757 US Highway 1- Freestanding Aluminum Roof

September 6, 2022 Meeting
P&Z# 2022-1601

I. APPLICATION

Location:	757 US Highway 1, SW corner of Anchorage Drive North and US Highway 1
PCN:	68-43-42-16-06-001-0010
Request:	Application by S. B. Patel for the addition of a freestanding metal roof over a walkway.



II. SUMMARY OF REQUEST

The subject property is the Super 8 Motel. The pictures included in the application reflect the location of an existing freestanding metal roof over the walkway immediately south of an entry to the motel lobby. It was installed a few years ago to protect customers from weather conditions. As indicated on the provided site plan, an aluminum metal roof is proposed to be duplicated like for like in material, color and dimensions and located over the walkway immediately north of motel lobby adjacent to an entry door, also to protect customers from weather conditions. Per the attached roof layout plan the 3 in. insulated aluminum roof will be attached to the CB structure through the fascia board and the existing concrete walkway with curb.

Pictures of the existing metal roof, the site plan with proposed location of new roof and the roof layout plan have been included as attachments to this staff report for reference. The new metal roof to be located on the north side of the lobby access door will exist same for same as the existing metal roof located on the opposite side creating a balanced appearance and serving as protection for customers. The new freestanding aluminum insulated roof is generally consistent with section F.2 and 3 in the architectural guidelines below.

The current Future Land Use (FLU) and current Zoning designations for the property are summarized in the table below.

Future Land Use (FLU) Designation	Zoning Designation
Commercial	C-MU-US-1 Mixed Use

The following table summarizes the uses, FLU designations, and zoning districts of the surrounding properties:

	Existing Use	FLU	Zoning
North	Commercial	Commercial	C-MU-US-1 Mixed Use
East	Commercial	Commercial	C-MU-US-1 Mixed Use
South	Commercial	Commercial	C-MU-US-1 Mixed Use
West	Residential	Low Density Residential	R-1-Single-Family Dwelling District

III. APPEARANCE CODE – PLANNING COMMISSION ROLE & RESPONSIBILITIES

Sec. 6-36. - Powers and duties of planning commission concerning the appearance code.

The planning commission shall have the following powers and duties:

(1) To hold public hearings on and make recommendations for amendments to the appearance plan.

(2) To consult with and cooperate with other committees and village departments, and any other municipal or governmental bodies on matters affecting the appearance of the village.

(3) To study exterior design drawings, landscape and site plans and materials for any proposed public buildings, public works or other public improvements and to make recommendations to the council or village manager as to the architectural or aesthetic aspects thereof.

(4) To study and review preliminary and final plats and make recommendations to the village council.

(5) To hold site plan and appearance review hearings, when required, and to issue or deny site plan and appearance approval for multiple-dwelling, commercial, mixed-use, and industrial buildings pursuant to the provisions of this division and the appearance plan in Appendix A of this code.

Sec. 6-58. - Action of planning commission.
Upon consideration of an application, the planning commission shall issue site plan and appearance approval upon a finding that the plan conforms to the village appearance plan and other applicable land development regulations. This approval may contain special conditions in response to unusual aspects of the application or to ensure that the approval carries out Village policies and code without undue permitting delays. If the planning commission determines that these criteria are not met, the planning commission may provide such advice, counsel, suggestions and recommendations as it may deem necessary to guide the prospective applicant in the development of a plan which would comply with the requirements and purposes of the appearance plan and other village land development regulations.

Sec. 6-59. - Approval by planning commission.
No building or other permit, otherwise required under the ordinances of the village, shall be approved by the community development director except upon the granting of site plan and appearance approval by the planning commission, or on appeal, approval by the Village Council (see section 6-35). The foregoing requirements shall not preclude the issuance of permits without such approval if the community development director determine that any of the following apply: Permits for single-family dwellings, permits for a village-owned facility, no external architectural features as defined in section 6-31, and any deviation from valid site plan and appearance approval are minor and not substantial.

CODE OF ORDINANCES APPENDIX A, SECTION IV CRITERIA FOR APPEARANCE

The purpose of these criteria is to establish a checklist of those items which affect the physical aspect of the Village environment. Pertinent to appearance is the design of the site, building and structures, planting, signs, street hardware, and miscellaneous other objects which are observed by the public.

These criteria are not intended to restrict imagination, innovation, or variety, but rather to assist in focusing on design principles which can result in creative solutions that will develop a satisfactory visual appearance within the Village.

D **BUILDING DESIGN**

1. Specific architectural styles are not mandated or banned, but the village encourages new buildings to reflect or evolve the distinct local character exemplified by the North Palm Beach Country Club Clubhouse, Village Hall and the Public Safety Building. This character is derived from local and regional examples including Anglo-Caribbean architecture, Florida vernacular, and masonry modern.
2. Evaluation of appearance of a project shall be based on quality of its design and relationship to surroundings.
3. Buildings shall have good scale and be in harmonious conformance with permanent neighboring development.
4. Materials shall have good architectural character and shall be selected for harmony of the building with adjoining buildings.
    a. Materials shall be selected for suitability to the type of buildings and the design in which they are used. Buildings shall have the same materials, or those which are architecturally harmonious, used for all building walls and other exterior building components wholly or partly visible from public ways and adjoining properties.
    b. Inappropriate materials and methods, and those which will produce inconsistency with the structure of the building, shall be avoided.
    c. Materials shall be of durable quality.
    d. In any design in which the structural frame is exposed to view, the structural materials shall meet the other criteria for materials.
5. Building components—such as windows, doors, eaves, and parapets—shall have good proportions and relationship to one another.

6. The village discourages walls without windows or with too few windows; all-glass walls; and facades without visual interest or with entrances that are concealed or absent.
7. Colors shall be harmonious, with bright or brilliant colors used only for accent.
8. Mechanical equipment or other utility hardware on roof, ground, or buildings shall be screened from public view with materials harmonious with the building, or they shall be located so as not to be visible from any public ways, including waterways, service alleys, and adjoining properties.
9. Exterior lighting shall be part of the architectural concept. Fixtures, standards and all exposed accessories shall be harmonious with building design.
10. Refuse and waste removal areas, service yards, storage yards, and exterior work areas shall be screened from public ways, including waterways, service alleys, and adjoining properties, using materials as stated in criteria for equipment screening.
11. Monotony of design in single or multiple building projects shall be avoided. Variation of detail, form, and siting shall be used to provide visual interest. In multiple building projects, variable siting or individual buildings may be used to prevent a monotonous appearance.
12. Inappropriate, incompatible, bizarre, and exotic designs shall be avoided.
13. The provisions of the North Palm Beach Village Code in regard to bulk regulations and standards, and those portions of the Village Code which directly affect appearance, shall be part of the criteria of this subsection.

G **MAINTENANCE—PLANNING AND DESIGN FACTORS**

1. Continued good appearance depends upon the extent and quality of maintenance. The choice of materials and their use, together with the types of finishes and other protective measures, must be conducive to easy maintenance and upkeep.
2. Materials and finishes shall be selected for their durability and wear as well as for their beauty.

   Proper measures and devices shall be incorporated for protection against the elements, neglect, damage and abuse.
3. Provision for washing and cleaning of buildings and structures, and control of dirt and refuse, shall be included in the design. Such configurations that tend to catch and accumulate debris, leaves, trash, dirt, and rubbish shall be avoided.

F **MISCELLANEOUS STRUCTURES AND STREET HARDWARE**

1. Miscellaneous structures include any structures, other than buildings, visible to view from any public way or ways. Street hardware includes all objects not commonly referred to as structures and located in streets and public ways and outside of buildings. (See Section VIII, DEFINITIONS)
2. **Miscellaneous structures and street hardware located on private property shall be designed to be part of the architectural concept of design and landscape. Materials shall be compatible with buildings, scale shall be good, colors shall be in harmony with buildings and surroundings, and proportions shall be attractive.**
3. **Miscellaneous structures and street hardware located in public ways and other public property shall be harmonious with design of adjacent buildings and other structures and Village landscape.**
4. Lighting in connection with miscellaneous structures and street hardware shall meet the criteria applicable to site, landscape, buildings, and signs.
5. The provisions of the Village of North Palm Beach Village Code in regard to bulk regulations and standards, and those portions of the Village Code which directly affect appearance, shall be part of the criteria of this subsection.

H **FACTORS FOR EVALUATION**

The following factors and characteristics relating to a development, and which affect appearance, will govern the Appearance Board's evaluation of a design submission after the Board has been advised by the Office of the Building Official that the plan conforms to Village ordinances:

LOGIC OF DESIGN

EXTERIOR SPACE UTILIZATION

ARCHITECTURAL CHARACTER

ATTRACTIVENESS

MATERIAL SELECTION

HARMONY AND COMPATIBILITY

CIRCULATION—VEHICULAR AND PEDESTRIAN

MAINTENANCE ASPECTS

IV. CONCLUSION

In Staff's analysis, the proposed application is consistent with the appearance plan and other code requirements. Should the Planning Commission determine that the Applicant has met the prerequisites for the granting of site plan and appearance approval, staff recommends approval with 1 condition of approval.

1. The awning shall match the existing awning in color and material

EXISTING AWNING TO MATCH- SOUTH SIDE OF OFFICE



PROPOSED LOCATION OF NEW AWNING



Palm Beach Aluminum, Inc.

1400 West 13th Street • Riviera Beach, Florida 33404 - 6625

Screen Enclosures • Custom Railings • Hurricane Protection • Aluminum Fence • Impact Windows
Fully Licensed, Insured & Bonded
License #U-18423
Bus: (561) 844-8285 • Fax: (561) 844-0939

Customer Name: SUPER 8 MOTEL

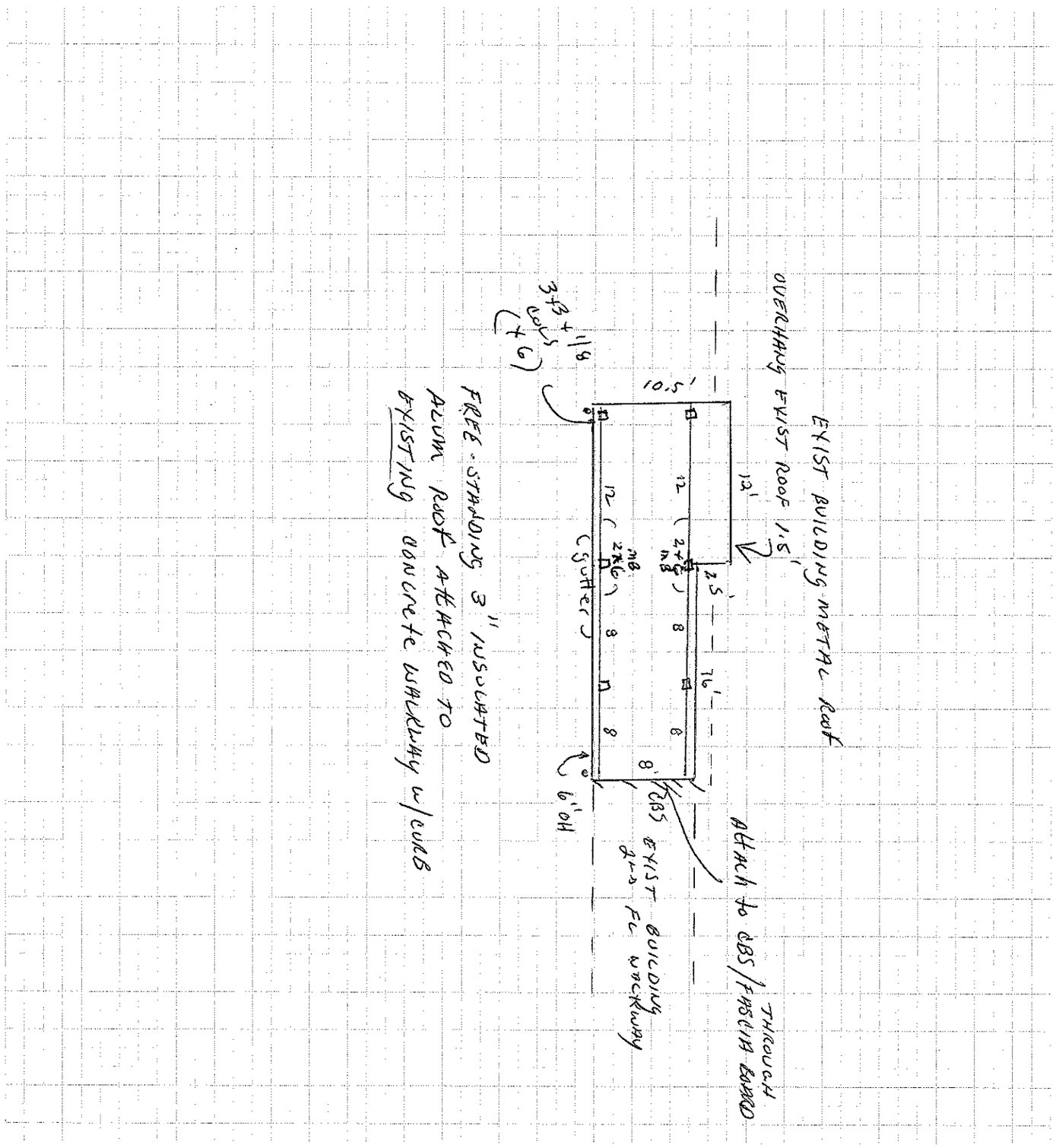
Address: 757 US HWY 1 Gated Community? ❑ Yes ❑ No

City/State: NPB 33408

Telephone #s: Home: _____ Work: _____

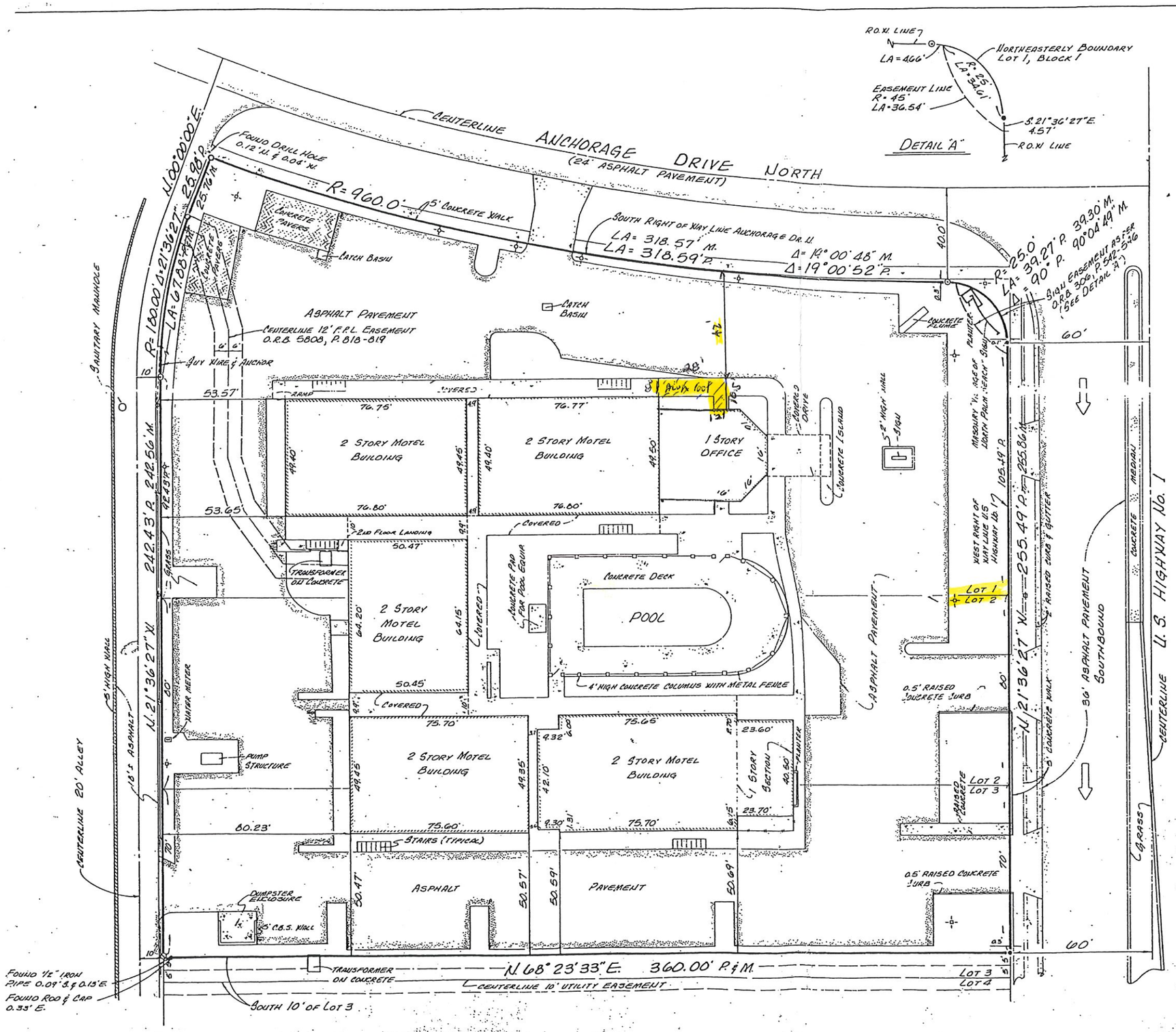
Job Color: Bronze White Ivory Other _____

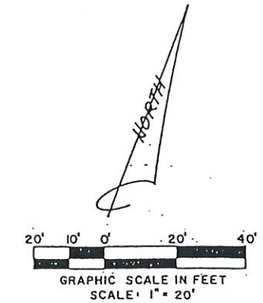
Comments: OPEN ALUM ROOF ATTACHED TO EXISTING SIDEWALK



PLEASE SIGN AND RETURN TO PALM BEACH ALUMINUM ASAP APPROVING DESIGN. ALSO IF REQUIRED, SUBMIT A COPY OF DRAWING ALONG WITH A COPY OF YOUR SURVEY, OCCUPATIONAL LICENSE & INSURANCE INFORMATION TO YOUR HOMEOWNERS ASSOC FOR APPROVAL. A SIGNED LAYOUT AND HOMEOWNERS ASSOC. APPROVAL MUST BE RECEIVED BY PALM BEACH ALUMINUM BEFORE COMMENCEMENT.

Customers Signature: X_____ Date_____





LEGEND:

- ○ = FND. ROD & CAP LB #4431
- ⊙ = FOUND IRON PIPE & CAP #3432
- ◉ = FOUND ROD & CAP #2947
- • = FOUND #5 IRON ROD
- ⊙ = FOUND "PK" NAIL & T.T.
- ▲ = FOUND "PK" NAIL
- = LIGHT POLE
- = UTILITY POLE & OVERHEAD LINES
- = CONCRETE
- ⊘ = FOUND 1/2" IRON PIPE
- P. = PLAT
- M. = MEASURED

LEGAL DESCRIPTION:

Lot 1, Block 1, according to the Plat of Country Club Addition to the Village of North Palm Beach, as recorded in Plat Book 25, at Pages 130 and 131, in and for the Public Records of Palm Beach County, Florida.

Together with:

The North 70 feet of Lot 3 and all of Lot 2, Block 1, of Country Club Addition to the Village of North Palm Beach, Florida, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court in and for Palm Beach County, Florida, in Plat Book 25, at Pages 130 and 131.

Containing in all 2.45 acres, more or less.

Subject to rights-of-way, easements and other matters of record.

6/17/97 VNPB VILLAGE COPY

VSBV

BOUNDARY SURVEY FOR: VSB CORPORATION

LIDBERG LAND SURVEYING INC.

675 West Indiantown Road, Suite 200, Jupiter, Florida 33458 407-746-8454

FLD. JP	JOB 93-107	FB. 138	PG. 64

Village of North Palm Beach
Department of Community Development
420 U.S. HIGHWAY ONE, SUITE 21 • NORTH PALM BEACH, FLORIDA 33408
561-882-1156 • FAX 561.841.8242 • WWW.VILLAGE-NPB.ORG

DATE: September 6, 2022

TO: Planning Commission

FROM: Alex Ahrenholz, AICP, Acting Community Development Director

RE: 200 Yacht Club
September 6, 2022 Meeting
P&Z# 2020-2238

Location:	200 Yacht Club Drive. SE corner of US-1 and Yacht Club Drive
PCN:	68342090200000010;68434209010700140; 68434209010700121
Request:	An application submitted by Urban Design Studio on behalf of Robbins NPB LLC for a Site Plan with waivers for 181 multi-family units and 1,578 SF of commercial.

I. PROJECT INTRODUCTION

The property is approximately 4.09 acres with a Commercial Future Land Use (FLU) designation and a C-MU US-1 Mixed-Use District zoning designation. The proposed project includes 181 residential units and 1,578 square feet of commercial space. Of the 181 residential units, six are townhomes adjacent to the rear alley and four (4) are currently shown as "live-work units". A proposed condition of approval requires those units to be constructed as commercial space for a total of 5,802 square feet of commercial, reducing the residential units to 177. Buildings on the site range from three to four stories with public courtyards adjacent to the commercial units. The project includes three separate lots, one of which contains an existing 11,060 square foot office building. The other two lots previously had a 250 seat restaurant and a 179 seat restaurant. These two lots have remained vacant for several years, with little redevelopment interest due to existing vacancy rates along the US-1 corridor.

II. UPDATE SINCE DECEMBER 2021 MEETING

The previous application included 206 residential units within 5 story buildings. The Planning Commission approved the request by a 5-1 vote on December 7, 2021. Village Council heard concerns from many adjacent residents regarding density, height, rental vs. ownership, storm water impacts, and traffic on the alley as well as potential traffic backups at the intersection of Yacht Club Drive and US-1. The applicant decided to redesign the project and eliminate the 5th floor waiver request. Without that request as part of the application, the project is no longer required to be approved by the Village Council. Because the project has been redesigned from the originally approved request, the application is back before the Planning Commission for final approval.

Through the adoption of Ordinance No. 2022-10 on May 12, 2022, the Village Council amended Section 45-2 *Definitions* of the Village Code of Ordinances. When the Village Council enacted Ordinance 2020-

06, providing for a form-based commercial zoning code along US-1, the definition of the term *Dwelling Unit* contained the following language:

> *For purposes of computing residential density in commercial zoning district that allow mixed uses, a dwelling unit that contains only one bedroom, or no separate bedroom, will be counted as one-half a dwelling unit.*

Although the Council subsequently repealed this language, the applicant submitted its development application when this provision was still in effect. Consequently, the Village is required to evaluate the application under the then-existing regulations, including the one-half dwelling unit calculation for one-bedroom units when computing residential density in the C-MU US-1 Mixed-Use District.

With the fifth floor eliminated, the difference in unit breakdown between the original request and the current request can be found in the table below. The number is parentheses is the effective number of units to calculate density.

	Original Request	**Current Request**	**Difference**
One-bedroom units (half unit density reduction)	118 (59)	97 (49)	-21 (-10)
Two-bedroom units	82	74	-8
Townhome	6	6	-
Live/work	4	4	-
Total units (half unit reduction)	206 (147)	181 (133)	-25 (-14)

Both requests have included 1,578 SF of commercial within Building A and four (4) live/work units between Buildings B and C. Staff believes there is a market for more commercial on the ground floor and seeks further activation along the US-1 corridor for the project to truly be a benefit to the community. Therefore, staff has added a condition of approval requiring the applicant to construct the live/work units as commercial. If they are not leased within two (2) years, they may be converted to live/work or residential units. The applicant has agreed to this condition.

The site will have forty-four (44) parking spaces over code requirements, which will serve as parking for the commercial use, residential guests, and occasional events within the plazas. The surface parking areas between the garage and residential buildings have sixteen (16) spaces specifically reserved for these uses.

The proposed twenty (20) foot right-of-way was originally approved by the Planning Commission with a condition for $125,000 be paid to the Village for its eventual construction. Because there is a public concern of traffic back up at the intersection of Yacht Club Drive and US Highway 1, staff has added a condition of approval requiring the applicant to construct a westbound, one-way road within that twenty (20) foot area. Because US Highway 1 is a state road, this construction is pending approval of the access point by the Florida Department of Transportation (FDOT). The applicant has agreed to this condition.

III. IMPLEMENTATION OF THE CITIZEN'S MASTER PLAN AND FORM-BASED CODE*:*

This project is the first to be submitted and reviewed since the adoption of the new commercial zoning regulations. Because of this, it's important to provide background information and place the proposal in the appropriate context since the project represents a significant departure from the Village's existing development pattern. Additionally, it is important to highlight the components of the project that support the objectives of the Master Plan and the Code.

In 2016, the Citizen's Master Plan ("Master Plan") recommended creating a form-based code that will allow higher residential densities and mixed-use development as a means to stimulate redevelopment along the US-1 corridor. The Village hired renowned planning firm Dover, Kohl & Partners to develop a form-based code for the Village's commercial zoning districts. The Village and its consultants held eight public workshops between December 2018 and May 2019 at which public input was solicited and regulatory concepts were reviewed. Following several meetings with the Village Council and the Planning Commission, the new commercial code was adopted in late 2020. The CM-U US-1 Mixed Use District was created specifically for the portion of the US-1 Corridor between Yacht Club Drive and the Earman River.

The recommendations in the Citizen's Master Plan and the subsequent provisions in the new code were driven by regional economic influences. For instance, according to a market study conducted for the Village by economists at the consulting firm of WTL+, North Palm Beach had an office vacancy rate of 11.4% in 2020 (pre-Covid). The vacancy rate had increased from 6.9% in 2016 when the Citizen's Master Plan was adopted. Additionally, the retail vacancy rate along the US-1 corridor north of Northlake was 22% in 2020 (Attachment A). Due to competition from the PGA Corridor and Downtown West Palm Beach, filling the Village's existing office and retail buildings is challenging. The Village is a highly desirable place to live, and the creation of a walkable, mixed-use district with multi-family residential has been selected to be the best strategy to create a healthy US-1 corridor.

Objective 1.B of the Future Land Use Element of the Comprehensive Plan states, *"The Village desires to enhance certain aging commercial corridors that have a Commercial Future Land Use designation, into walkable and bikeable centers of vibrant activity. Current business uses along these corridors will be supplemented with new residential and mixed-use development".*

Additionally Policy 1.B.4 states "*Residential and mixed- use developments may be approved in areas with a Commercial Future Land Use designation in order to achieve a mixed- use development pattern… The mixed- use provisions in the C-MU zoning district along US. Highway No. 1 between Yacht Club Drive and the Earman River, which are intended to evolve that district into a mixed- use development pattern that remains predominately commercial along US Highway No. 1."* Though this project is not predominately commercial, the corridor currently has no residential uses, so this development is creating the mixed-use district in conjunction with the adjacent commercial uses.

Further, Section 45-31.A of the Village Code states, *"This mixed-use district will encourage the redevelopment of the US Highway 1 corridor into a vibrant mixed-use place for businesses, visitors, and residents of North Palm Beach. A Citizens Master Plan, adopted in 2016, envisioned the US Highway 1 corridor evolving into a better working and living environment with walkable and bikeable streets, compact mixed-use buildings, and convenient access to many forms of transportation. The C-MU zoning district is a form-based code that uses clear and predictable standards to guide redevelopment into this pattern."*

The applicant has designed a project that meets many of the overarching goals of the Citizen's Master Plan, the Village Comprehensive Plan, and the C-MU Code standards. For instance, the applicant's plan includes compact, mixed-use buildings that will allow residents in the new rental units as well as existing nearby residents to walk or ride bikes – or drive golf carts – to the commercial units adjacent to the pedestrian plazas.

The architecture is consistent with the Florida Vernacular style, one of the suggested architectural styles that is listed in the Village's new Architectural Guidelines. The site has been designed to have multiple

structures with varying rooflines and building heights. The buildings have been pushed closer to US-1, in order to conceal parking from US-1 and to create additional separation from single-family residential dwellings to the east. Public courtyards are located along US-1 that will be lined with commercial uses at a total of 5,802 square feet (with the live/work units converted). Adjacent to the courtyards is a pavered multi-use roadway that can hold special events, such as food truck night's or farmer's markets. The developer is also providing a 20-foot roadway easement on the southern portion of the property. A condition of approval is proposed for the construction of the westbound side to be completed with the project and the eastbound side would be completed with future redevelopment of the adjacent Gentry Building. This future roadway is consistent with the development pattern established in the C-MU zoning district and will assist in the distribution of traffic as this section of the corridor redevelops.

The project will introduce a multi-family residential product that is new to North Palm Beach, but is commonly found in other relatively affluent areas. North Palm Beach has a wide mix of housing types; from luxury high rise condos in Water Club and Old Port Cove, to moderately priced homes on smaller lots, to mansions on large waterfront lots, to reasonably priced condos in older buildings. However, the Village does not have a highly amenitized multi-family rental product that caters to young professionals and upwardly mobile renters. The project will have a rooftop pool, clubhouse, fitness center, yoga studio, bocce court, and coworking space, in addition to the adjacent commercial uses and public courtyards. These types of multifamily products can be found in other vibrant local communities and are essential to the creation of a healthy local economy.

The following table summarizes the FLU designation and zoning district of the subject property:

Future Land Use (FLU) Designation	**Zoning Designation**
Commercial	US-1 Mixed Use District (C-MU)

The following table summarizes the uses, FLU designations, and zoning districts of the surrounding properties:

	Zoning	**Future Land Use**	**Existing Use**
EAST	R-3 Apartment Dwelling; R1 Single Family	High Density Residential; Low Density Residential	Multi-family; Single Family Residential
NORTH	C-S Shopping Commercial D	Commercial	Gas Station with Car Wash
SOUTH	US-1 Mixed Use District (C-MU)	Commercial	Office
WEST	P-Public	Recreation/Open Space	North Palm Beach Country Club

IV. DEVELOPMENT REQUEST

The applicant is requesting 181 multi-family units on 4.09 acres. The standard density allowed within the C-MU zoning district is 24 dwelling units per acre, with the possibility of an additional 12 dwelling unit per acre density bonus for the provision of workforce housing. One bedroom units are each counted as 0.5 unit for density purposes under the previous zoning code provision that has since been modified. It's important to note that what is considered "workforce housing" in Palm Beach County may be considered expensive in other communities. The allowable rents for this program are generally around $1,882-$2,196 for one-bedroom units and $2,259-$2,635 for two-bedroom units. Essentially the workforce housing bonus ensures that some of the units cannot be luxury units.

The proposed height and scale of the buildings is consistent with renderings in the Master Plan for the Yacht Club Drive area. The Master Plan noted that buildings in the Yacht Club Drive area vary between two and six stories. This image was included in the Master Plan as an inspiration for the scale of new buildings in the Yacht Club Drive area:



Figure 1: Image of new development along Yacht Club Drive (Master Plan)

The project is proposed to have a mix of building heights, including three primary residential buildings along US-1 that are four (4) stories high. The interior of the project has a four-level parking structure that is screened from the alley by three (3) three-story townhomes. The parking structure has been treated architecturally to look like a building, not a parking garage. The new CM-U code requires buildings to be 2 stories or lower within the rear 25 feet and 3 stories or lower within the rear 50 feet of the property in order to protect residential properties in the adjacent R-1 zoning districts. The project design is consistent with this provision.

One of the most important aspects of the new CM-U code is the utilization of build-to-zones, versus minimum setbacks. The previous code had large setbacks that resulted in "a sea of asphalt" parking lots along the street, with buildings pushed back closer to single-family homes in the rear. The CM-U code pushes buildings closer to the street to provide greater separation from single-family homes in the rear. The proposed project has setbacks that are 83' feet and 50' from the rear property line. This is demonstrated in the image below.

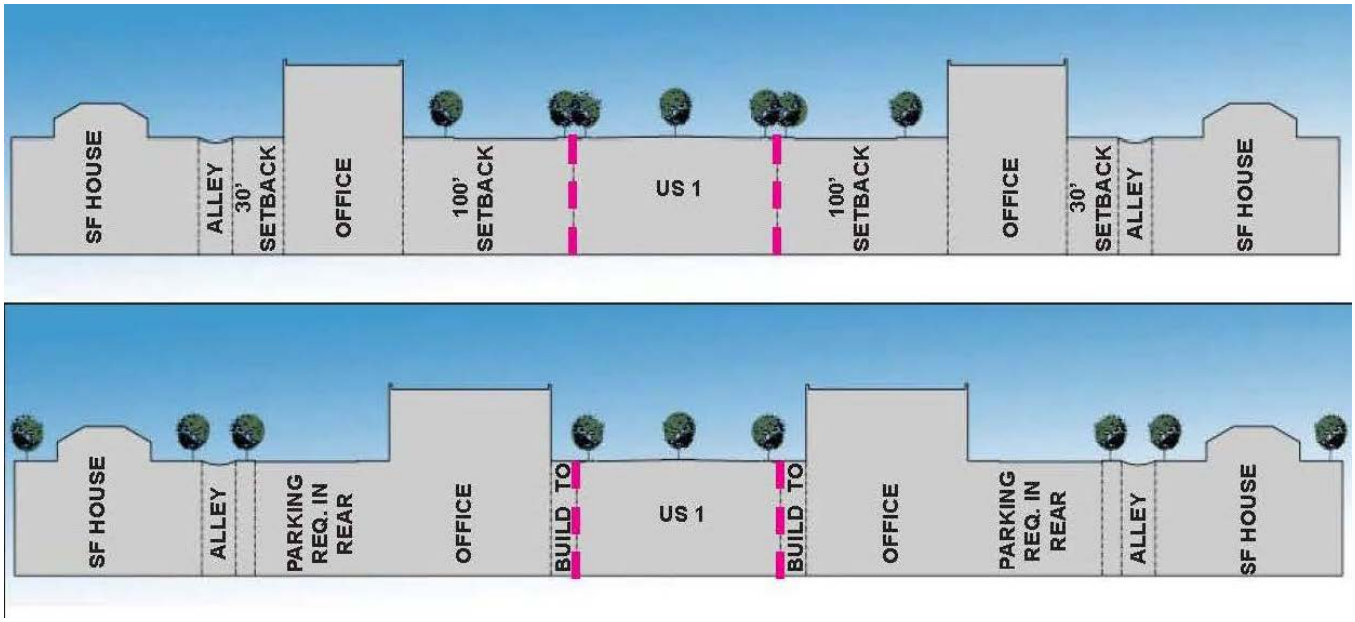


Figure 2: Image of setbacks compared to build-to-zones

V. PUBLIC INPUT AND NOTICES

Signs were posted on US-1 and Yacht Club Drive, an advertisement of the hearing was placed in the Palm Beach Post and courtesy notices were mailed to property owners within 500 feet of the subject site for the Planning Commission meeting on September 6, 2022

The applicant shared initial plans for the property at a well-attended Village open house in September 2020 and subsequently held another open house on September 16, 2021. The 2021 meeting was attended by several residents of multi-family units in the Yacht Club Drive corridor, who expressed concerns about traffic and impacts the project would have on them. Village staff has also coordinated conversations and smaller meetings with residents to address concerns and the applicant has contacted a few residents as requested.

VI. ANALYSIS OF APPLICANT'S REQUEST

A. Site Plan with Waivers

The new C-MU code allows the Planning Commission to grant waivers to certain development standards without the need for Village Council approval. The intent of allowing waivers in a site plan is similar to the same allowance within Planned Unit Developments and, namely to allow flexibility in design in exchange for better outcomes. Section 45-51.1 of the Village Code states as follows: "In the C-MU and C-NB zoning districts, waivers may be requested from certain regulations in this Code. An applicant requesting a waiver shall demonstrate that the waiver provides a public benefit, including, by way of example, high-quality architectural design, pedestrian amenities, no cost dedication of rights-of-way, construction of public parking, public art or other improvements adjacent to the property, preservation of environmentally-sensitive lands, provision of public parks and/or open spaces, or mixed uses which reduce impacts on village services."

The proposed project is providing several features which could be considered to be "public benefit". The project is providing a 20-foot access road at the south end of the property. The project also includes

significant pedestrian amenities, including a new bench and seating area for the Palm Tran bus stop at the US-1 and Yacht Club Drive intersection, an expanded sidewalk from 5 feet to 8 feet along US-1, and undergrounding of utilities. The applicant also intends to host community serving events such as farmer's markets and food truck nights. The Planning Commission and Village Council may also determine that the project provides public benefit by producing high-quality architectural design relative to the remainder of the US-1 corridor.

Analysis of Waivers Requested:
The applicant is requesting five waivers from code provisions in the table and further described in detail below:

WAIVER #	CODE SECTION	REQUIREMENT	PROPOSED	WAIVER
W.1	45-31.D.2, Table 4 Building Frontage: Storefront	Build-to zone: 5' max.	Bldg.A North: 12' max. Bldg. C west: 6' max.	Bldg.A North: 7' INCREASE of the build-to zone Bldg. C West: 1' INCREASE of the build-to zone
		Building Frontage: 60% min.	Bldg.A North: 56%	Bldg.A North: 4% REDUCTION
		Door Recess: 5' Max.	Bldg.A North: 6.5' Bldg.A West: 6.5' Bldg. B West: 6.5' Bldg. C West: 6.5'	Bldg.A North: 1.5' INCREASE Bldg.A West: 1.5' INCREASE Bldg.B West: 1.5' INCREASE Bldg.C West: 1.5' INCREASE
		Cumulative Storefront Width: 70% min.	Building A North: 40% Building B West: 42% Building C West: 39%	Bldg.A North: 30% REDUCTION Bldg.B West: 28% REDUCTION Bldg. C West: 31% REDUCTION
		Transparency Ground: 70% min./Upper: 40% min.	Bldg.A North: 36% /26% Bldg. A West:65%/ 31% Bldg. B West:30%/ 31% Bldg. C West: 29% / 30%	34%/ 14% REDUCTION 5% / 9% REDUCTION 40% /9% REDUCTION 41% /11% REDUCTION
W2.	6.115.C.2. Building Wall Signs	B. may display one (1) permanent accessory building wall identification sign facing each public street frontage on the principal building in which the complex is located, not to exceed a sign area of twenty (20) square feet.	**Sign Type 1–Building Identity Sign:** One (1) building identification sign each for Building A and Building C for up to a maximum of two (2) building identity signs.	Allow one building identification on a non-street frontage for Building C.
W3.	6.115.C.2. Building Wall Signs	C. Maximum sign area of five (5) percent of the facade area if the front building setback is twenty-five (25) feet minimum.	**Sign Type 2 – Tenant Sign:** Maximum sign area of five (5) percent of the façade area with a front building setback of 0' due to code-required build-to-zones.	Removal of 25' Setback requirement.

WAIVER #	CODE SECTION	REQUIREMENT	PROPOSED	WAIVER
W4.	45-31.G.3	A. A 7-foot perpetual sidewalk easement must be dedicated to the village along the US Highway 1 frontage	A 7-foot easement is proposed, however, landscaping encroaches into the easement.	Allowance of landscaping into sidewalk easement.

The Applicant has provided detailed explanations for why the requested waivers are consistent with the waiver standards enumerated within Section 45-51 of the Village Code of Ordinances. This information can be found on Page 12 of the applicant's justification statement.

Staff is supportive of the requested waivers. This is the first project to come forward utilizing the Village's new C-MU code. The new form-based code has many prescriptive code provisions that attempt to shape the form of buildings on a site. The applicant has come very close to meeting many of these provisions.

The design related aspects of Waiver 1 are intended to bring the building closer to the street and create a pedestrian friendly design at the street level. Due to the project not being entirely commercial on the first floor along US-1, minor deviations are needed from the storefront design standards. The code provisions in Waivers 2 and 3 relate to signage. When the C-MU code was adopted, a companion signage section to complement the new code was not created. The Village will eventually need to adopt new signage provisions within its code to accommodate the type of signage requests that are needed within the C-MU code. For instance, the building wall sign allowance in Section 6.115.C.2 requires a building to be setback 25 feet in order to be granted the allowable sign area, but the C-MU code requires building's to be located closer to the property line than 25 feet.

Waiver number 4 relates to a 7-foot perpetual sidewalk easement that is required to be dedicated to the Village along the US-1 Highway frontage. The code says that the easement must be paved at the time of development and shall be used to enhance non-vehicular travel along US-1. The applicant is proposing to dedicate the easement, but is seeking to allow landscaping within portions of the 7-foot easement. The applicant is proposing to expand the existing sidewalk an additional three feet westward, towards US-1, rather than use the entirety of the easement area as a navigable sidewalk. The applicant would like to create some separation utilizing landscaping between the public sidewalk and the entrances to the residents and businesses.

B. Site Plan Analysis

a. Traffic Analysis

The three parcels that comprise the site currently contain an 11,060 square foot office building. The site previously contained a 250 seat restaurant along Yacht Club Drive and 179 seat restaurant on the southern parcel. Both restaurants have been torn down for several years, and are no longer vested from a traffic concurrency perspective. However, the previous configuration of the property demonstrates that high intensity traffic generators have previously operated on the site. A trip generation analysis from the applicant's traffic engineer determined that the site in its previous configuration generated 209 AM peak hour trips and 189 PM peak hour trips. (See Exhibit B).

The applicant has provided a traffic study that notes the project will generate 83 new AM peak hour trips (31 in/52 out) and 101 PM peak hour trips (58 in/43 out). The proposed project will generate 126 fewer AM peak hour and 88 fewer PM hour trips than the previous configuration. The Village engaged traffic engineer Susan O'Rourke to review the proposed traffic study and has confirmed that the project meets the Village's traffic standards within Section 21-47.

At public workshops on the project, some residents suggested that the development will have negative impacts on the Yacht Club Drive intersection. The applicant's traffic study calculates that the largest impact to the intersection will be within the AM peak hour (8:00 am to 9:00 am). Existing counts at this intersection were conducted in February of 2020, before COVID disruptions and during peak population of seasonal residents. The intersection saw 80 westbound trips (55 left turns and 25 right turns). The proposed development will add 59 westbound trips (35 left turns and 24 right turns) for a total of 95 left turn vehicles over the course of that hour.

Per a memo from Susan O'Rourke, "there will be some delay with an expected queue of 5 to 6 vehicles. However, the overall intersection level of service is very good. If travel patterns change, the signal timing could be adjusted to give a little more time to the westbound movement." At most, the calculations show seven (7) cars stacked at the intersection between cycles for a total distance of 175 feet. The proposed driveway for this project will be located 225 feet from the intersection or a nine (9) car stacking distance.

The project will primarily utilize Yacht Club Drive for access, with secondary access from the service alley in the rear. The service alley runs from Yacht Club Drive to Anchorage Drive North, then continues south until it dead ends just south of Lighthouse Drive. The alley is currently used for a variety of modes of transportation, such as walking, biking, driving cars, golf carts, and delivery trucks. The project will have minimal impacts on the alley, per Susan O'Rourke, "the project anticipates a low level of usage of the alley with 5 to 6 vehicles using the alley in the peak hours." With the addition of the south road, there will be a few more cars redistributed to the alley and away from the Yacht Club intersection. Cars would only have to use the alley for approximately sixty (60) feet before exiting to the new road. Most cars would not go to the North Anchorage Drive intersection with this access added.

By design, alleys are intended for secondary use and very low speeds. The 20 foot width allows for two-way travel…widening of the alley would encourage additional volume at higher speeds. The applicant will be burying power lines along the portion of the alley adjacent to the proposed project. Long term, the Village intends to evaluate design techniques in the alley that will slow down traffic and make the alley more bicycle and pedestrian friendly.

b. Easements

The applicant is providing three different easements to the Village. Per section 45-31.G.3 of the Village Code, the property is required to provide a *"7-foot perpetual sidewalk easement must be dedicated to the village along the US Highway 1 frontage, in a form acceptable to the Village Attorney."* As previously stated, the applicant needs a waiver to encroach into this easement with landscaping. However, the applicant is proposing to expand the existing sidewalk in the right-of-way three feet to the west. This will result in an 8-foot wide sidewalk.

The second easement being provided is required by section 45-31.G.2, which states that *"a 7-foot perpetual transportation and utility easement must be dedicated to the village along the alley, in a form acceptable to the Village Attorney."* The applicant will be undergrounding the existing powerline that runs along the alley and will be providing landscaping within this easement area, along with an additional five-foot wide landscape buffer on the inside of the property. The Village has requested that the applicant provide grasses or groundcover immediately adjacent to the alley since narrowing the visual corridor of a street or alley tends to calm or slow down traffic. However, the apartment building to the immediate east of the property needs space for cars to back out and any vertical landscaping immediately next to the alley will limit the ability of those vehicles to turn around.

The third easement being provided is a twenty-foot wide easement on the south end of the property. This easement is not required by code, but is being granted to the Village for the creation of a new street to connect US-1 and the alley. The regulating plan that was adopted within the C-MU code encourages (but does not require) a new street to be created in this location. If the access is approved by FDOT, the applicant shall construct the westbound lane of the new street and it shall be completed as a two-way road when the property to the immediate south redevelops.

c. Landscaping

The applicant has proposed a significant amount of landscaping, exceeding the minimum requirements of the Village landscape code. Buffers are only required adjacent to parking areas and foundation plantings are required around 40% of the building facades, but the applicant has elected to add landscaping on all sides of the buildings. This will provide better visual separation to the right-of-ways and adjacent properties. Of the trees currently on site, 48 of 66 existing sabal palms are able to be relocated and utilized in the new landscaping. An additional six (6) live oak trees are healthy enough to be relocated as well.

All of the trees proposed for the site are drought tolerant and over half are native species to Florida. There is a healthy mixture of ornamental trees, shade trees and palms throughout the site, with no areas of simple repetition or monotony. Of the required 200 landscape points per section 45-87.D, 189 are provided from the relocated oak trees being well over the minimum 5-inch caliper at planting. An additional 100 points are achieved by creating the two public courtyards.

The courtyards were designed to have a pedestrian scale with ample shade provided by 8 large coconut palms in the Northern courtyard and a mixture of palm trees including coconut and date palms in the southern courtyard.

Along the alleyways, there will be various levels of hedging and shorter trees to greatly enhance the aesthetics of the corridor. The buffer adjacent to the northeast parking lot will provide coverage of headlights that would otherwise shine into the Corinthian condominium units to the East. The powerlines adjacent to the property will be undergrounded, so larger trees can be accommodated without interference.

Along Yacht Club Drive, utility work required by Seacoast Utility Authority (SUA) will eliminate the existing sabal palms in the right-of-way. Tall grasses are proposed to be planted to create a separation from the street to the sidewalk, but trees are not permitted by SUA as the roots

would interfere with the pipes over time. Foundation trees between the sidewalk and the building will provide some shade and visual interest.

C. Consistency With Comprehensive Plan

Staff has not identified any inconsistencies with the Comprehensive Plan. The project is consistent with several objectives, policies, and goals within the Comprehensive Plan. Notably, the project will meet the goals of Objective 1.B of the Future Land Use Element, which states, *"The Village desires to enhance certain aging commercial corridors that have a Commercial Future Land Use designation, into walkable and bikeable centers of vibrant activity. Current business uses along these corridors will be supplemented with new residential and mixed-use development."* Further Objective 6 states *"The Village shall encourage infill development and redevelopment along the Northlake Boulevard and U.S. Highway No.1 corridors."* Policy 1.B.4 states, "the mixed-use provisions in the C-MU zoning district along US. Highway No. 1 between Yacht Club Drive and the Earman River, which are intended to evolve that district into a mixed-use development pattern that remains predominately commercial along US Highway No. 1." Due to this being the first mixed-use project being proposed in the new C-MU district, the development pattern will remain primarily commercial through the corridor.

The project is consistent with the density allowed within commercial land use designations in the Comprehensive Plan. Policy 1.B.1.3 allows a maximum density of 24 units per acre, with a workforce housing bonus of an additional 12 units per acre for a total of 36 units per acre. The project is proposing 133 units for density calculations (utilizing the 0.5 dwelling unit provision for one bedroom units), which results in an overall density of 32.5 units per acre.

The applicant is proposing to construct all workforce units on site. A minimum of eighteen (18) units of workforce housing units must be provided, and a maximum of nine (9) units can be from the highest income bracket of 120-140% of median household income. Documentation of the construction and rental agreements of these workforce units has been included as a condition of approval.

The project is also consistent with Policy 1.A.1.b, which requires the provision of 5% of a site's land area for recreation and open space, through the creation of public plazas, which will be used for public events such as farmer's markets and food truck nights. The applicant is providing 7% of the site's area for this provision.

The project will also create a more walkable and pedestrian friendly environment and accomplish goals in the Comprehensive Plan and Citizen's Master Plan. The project is consistent with Policy 6.3, which states that *"Development and redevelopment activities shall be transit-ready by maintaining access to Palm Tran, pedestrian accessibility by sidewalks and bikeways, and connectivity with neighboring residential and commercial areas."* Additionally, Policy 4.5 states, *"The Village shall promote mixed-use development along its major transportation corridors, and cooperate with Palm Beach County to develop new and improved forms of transit as a means of reducing greenhouse gas emissions resulting from traffic congestion."*

D. Standards of Review

There are several relevant code sections that the Planning Commission shall consider during the review of this project, including, but not limited to:

Sec. 6-36. - Powers and duties of planning commission concerning the appearance code.

The planning commission shall have the following powers and duties:

1. To hold public hearings on and make recommendations for amendments to the appearance plan.
2. To consult with and cooperate with other committees and village departments, and any other municipal or governmental bodies, on matters affecting the appearance of the village.
3. To study exterior design drawings, landscape and site plans and materials for any proposed public works or public improvements and to make recommendations to the council or village manager as to the architectural or aesthetic aspects thereof.
4. To study and review preliminary and final plats and make recommendations to the village council.
5. To hold site plan and appearance review hearings, when required, and to issue or deny site plan and appearance approval for multiple-dwelling, commercial, mixed-use, and industrial buildings pursuant to the provisions of this division and the appearance plan in Appendix A of this Code.

Sec. 6-58. - Action of planning commission.

Upon consideration of an application, the planning commission shall issue site plan and appearance approval upon a finding that the plan conforms to the village appearance plan and other applicable land development regulations. This approval may contain special conditions in response to unusual aspects of the application or to ensure that the approval carries out village policies and codes without undue permitting delays. If the planning commission determines that these criteria are not met, the planning commission may provide such advice, counsel, suggestions and recommendations as it may deem necessary to guide the prospective applicant in the development of a plan which would comply with the requirements and purposes of the appearance plan and other village land development regulations.

Section 45-51- Waivers

1. In the C-MU and C-NB zoning districts, waivers may be requested from certain regulations in this Code. An applicant requesting a waiver shall demonstrate that the waiver provides a public benefit, including, by way of example, high-quality architectural design, pedestrian amenities, no cost dedication of rights-of-way, construction of public parking, public art or other improvements adjacent to the property, preservation of environmentally-sensitive lands, provision of public parks and/or open spaces, or mixed uses which reduce impacts on village services.

2. An application for such waiver may be made by any property owner or tenant or by a governmental office, department, board or bureau. Such applications shall be filed with the community development director of the village, using forms supplied by the director, who shall transmit the same, together with all the plans, specifications, application materials, and other papers pertaining to the application, to the planning commission. The applicant shall identify each waiver request in writing as part of the application, fully explaining the nature of the request, the extent to which it departs from a standard zoning regulation, and the basis for which it is sought.

3. The planning commission will hold a public hearing in conjunction with the site plan and appearance review hearing for the subject property (see sections 6-30—6-60). When evaluating waiver requests, the planning commission will consider the following factors and any additional criteria set forth in the relevant zoning district:

a. The extent to which the alternate standard proposed by the applicant differs from the code's standard that would be waived;

b. Whether the granting of the waiver will lead to innovative design in which other minimum standards are exceeded;

c. Whether the request clearly demonstrates the public benefits to be derived;

d. Whether the request furthers the goals of the village master plan, and exemplifies the architectural, building, and site design techniques desired within the Village's Appearance Plan;

e. Whether the requested waiver can be granted in the zoning district;

f. Any unusual circumstances regarding the property or immediate area, including the location of power lines, specimen trees, or shade trees;

g. The effect of approving or denying the waiver on the development project and on the surrounding area;

h. Consistency with the comprehensive plan;

i. Recommendations of village staff;

j. Testimony from the applicant; and

k. Testimony from the public.

4. At the end of the public hearing, the planning commission will make a decision on each requested waiver. Approval is contingent on the planning commission making these findings and any additional findings set forth in the relevant zoning district:

a. The alternate standard proposed by the applicant is acceptable for the specific site and building;

b. The proposed waiver does not detract from the design principles supporting these zoning districts and the broader intent of this Code;

c. The proposed waiver will not be injurious to surrounding properties or nearby neighborhoods; and

d. The proposed waiver is not inconsistent with the Comprehensive Plan.

5. The planning commission's action on waivers will be considered a recommendation to the village council instead of a decision if a special exception was requested along with one (1) or more waivers, or if a waiver was requested for an extra story pursuant to 45-31.E.4, or if the concurrent site plan and appearance decision is appealed in accordance with section 6-35. The village council will make a decision on such waivers at the same time that a decision is made on all other aspects of the application.

V. CONCLUSION

Staff has analyzed the application for compliance with the requirement of the Village's Comprehensive Plan and Code of Ordinances and concludes that it is generally consistent. If the Planning Commission decides to approve the application, staff recommends the addition of the following conditions of approval to the development order:

Proposed Conditions of Approval:

1. Prior to certificate of occupancy, owner shall provide rental rates and breakdown of workforce housing units for review and approval by the community development department and the Village Attorney. The workforce housing units shall be consistent with Policy 1.B.2 of the Comprehensive Plan. The owner shall submit the rental rates and a breakdown of workforce housing units for review and approval by the community development department on or before January 1st of each year subsequent to the year in which the Village issues the certificate of occupancy.
2. The property owner shall host a minimum of 6 farmers market or food truck events per year. If the required number of monthly events is not held by the property owner, the Village shall be granted

ability to provide one event, once per month, in coordination with the property owner. All such events shall be open to the public.

3. Live/ work units shall be constructed and leased as commercial spaces. They shall be maintained for a minimum of two (2) years. If there is no tenant occupancy after that time, the units can be converted to live/work or solely residential. Conversion construction shall be permitted through the Community Development Department and approved by the Community Development Director.
4. The commercial space adjacent to the two pedestrian plazas is intended to attract the general public to the area. They are appropriate if they provide services, entertainment, and/or retail sales for the general public. The commercial spaces adjacent to the pedestrian plazas shall not be used for non-service-related office space. Permitted uses will be reviewed and approved by the Village Manager and Community Development Director.
5. Commercial units are required to obtain a business tax receipt from the Village prior to operating the business
6. The owner shall not be permitted to utilize amplification of any kind on the amenity deck. The use of amplification shall require a special event permit from the Village.
7. Prior to the certificate of occupancy, if permitted by the Florida Department of Transportation (FDOT) and any other applicable governmental agencies, the Applicant shall construct a westbound one-way driveway, 10 feet in width, with a 3 -foot landscape area between the driveway and the adjacent property, within the 20 foot access easement as shown on the approved site plan. The applicant shall utilize its best efforts to obtain approval of the access point from FDOT. If FDOT does not grant approval, the property owner shall make a payment of $125,000 to the Village for improvements prior to certificate of occupancy.
8. Per 45-31.E.4, rooftop facilities shall be sufficiently screened from the street and adjacent properties. Adequate trees, shrubs, or greenspace shall be provided on any active rooftop facility. A rooftop planting plan and location plan for any speakers shall be provided prior to issuance of vertical building permit for the parking garage building.
9. The Applicant shall relocate and preserve existing native trees shown on the approved tree disposition plan. If the oak trees do not survive relocation or preservation, they shall be replaced with oaks that are the largest caliper that is reasonably available from local nurseries.
10. Approval shall be obtained from Florida Power and Light (FPL) for the undergrounding of powerlines and utilities and all work shall be completed prior to commencement of vertical construction.
11. Prior to issuance of the first building permit for vertical construction, the Applicant shall revise plans to provide details of lighting fixtures that utilize dark-sky friendly techniques where feasible.
12. There shall be no parking in the seven-foot transportation easement in the driveways of the townhomes.
13. Irrigation plans shall be provided prior to approval of the first infrastructure permit.
14. A permit shall be obtained from Seacoast Utility Authority prior to the first infrastructure permit.
15. All infrastructure, including but not limited to fire hydrants, street lights, storm drains, etc. proposed on the approved site plan shall be maintained by the property owner. Fire hydrants shall be installed, tested and in service prior to construction, and a stabilized fire department access road shall be installed and maintained prior to and throughout construction.
16. Prior to the issuance of the first infrastructure permit, Applicant shall provide the Village with a performance bond, letter of credit, escrow agreement or other acceptable surety agreement in a form and in an amount approved by the Village Attorney to assure completion of on-site roadways, drainage and utility improvements. As improvements are completed and accepted by the Village, the amount of the performance bond, letter of credit, escrow agreement or other acceptable surety may be reduced

by a proportionate amount as determined by the Village Manager in consultation with the Village Engineer.

17. The property shall be platted with the proposed access easements, utility easements and the dedication of right-of-way to the Village and the plat shall be approved by the Village Council and recorded in the public records prior to the issuance of a certificate of occupancy.
18. Prior to issuance of the first building permit for vertical construction, the Applicant shall revise plans to provide details of lighting fixtures that utilize dark-sky friendly techniques where feasible.
19. No parking signs shall be added along the alley in the transportation easement prior to certificate of occupancy.
20. Any deviations to the approved site plan shall be governed by Section 6-59(4) of the Village Code of Ordinances.
21. If any significant archeological resources are found on site during development and construction, the Applicant shall notify Village staff and following the procedures outlined in Section 21-104 of the Village Code of Ordinances.
22. The Applicant shall be bound by all oral and written representations made both on the record and as part of the application process irrespective of whether such representations are included as formal conditions.
23. The conditions of approval shall be binding on the Applicant and its successors in interest and assigns and a violation of such conditions shall constitute a violation of the Village Code of Ordinances and may be enforced by the Village as set forth in Article VI, Chapter 2 of the Village Code or as otherwise authorized by law.

Attachments:

Exhibit A: Market Study Materials
Exhibit B: Memo From Traffic Consultant Susan O'Rourke, P.E.

Table 27: Office Market Profile—Village of North Palm Beach, 2007—2020

			National Recession & Recovery												Change: 2007-2020		
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total	Ann'l Avg.	% CAGR
Office																	
Inventory	1,093,972	1,093,972	1,093,972	1,093,972	1,069,972	1,081,296	1,081,296	1,081,296	1,081,296	1,081,296	1,081,296	1,081,296	1,081,296	1,081,296	**(12,676)**		
As % of County	*2.0%*	*2.0%*	*1.9%*	*1.9%*	*1.9%*	*1.9%*	*1.9%*	*1.9%*	*1.9%*	*1.9%*	*1.9%*	*1.9%*	*1.9%*	*1.9%*			
No. of Buildings/Centers	68	68	68	68	67	68	68	68	68	68	68	68	68	68	-		
Vacant Stock	120,952	159,698	207,598	237,991	216,396	205,188	214,995	158,369	103,741	74,598	77,610	103,822	123,497	122,772	**1,820**		
Vacancy Rate	11.1%	14.6%	19.0%	21.8%	20.2%	19.0%	19.9%	14.6%	9.6%	6.9%	7.2%	9.6%	11.4%	11.4%			**0.2%**
Net Absorption:	**(62,539)**	**(38,746)**	**(47,900)**	**(30,393)**	**(2,405)**	**22,532**	**(9,807)**	**56,626**	**54,628**	**29,143**	**(3,012)**	**(26,212)**	**(19,675)**	**725**	**(77,035)**	**(5,503)**	
Past 5 Years															**(19,031)**	**(3,806)**	
Construction Deliveries	-	-	-	-	-	11,324	-	-	-	-	-	-	-	-	**11,324**		
Gross Rent/SF	$ 24.87	$ 23.42	$ 20.16	$ 19.14	$ 18.65	$ 18.31	$ 19.34	$ 21.17	$ 21.22	$ 21.69	$ 26.35	$ 24.02	$ 22.81	$ 24.89			**-0.7%**
Average Annual % Change	-	*-5.8%*	*-13.9%*	*-5.1%*	*-2.6%*	*-1.8%*	*5.6%*	*9.5%*	*0.2%*	*2.2%*	*21.5%*	*-8.8%*	*-5.0%*	*9.1%*			
Base Rent/SF (NNN)	$ 18.52	$ 17.34	$ 16.16	$ 14.66	$ 15.33	$ 15.17	$ 15.49	$ 17.13	$ 17.31	$ 18.21	$ 21.04	$ 18.39	$ 18.83	$ 20.50			**0.1%**

Source: CoStar, Inc.; WTL+a, May 2021.

Table 29: Summary of Area Retail Inventory—by Sub-district, 2020

No.	Subarea	Approximate Length (In Miles)	Total Retail Space		No. of Retail Businesses	Vacant Space		No. of Vacant Spaces
			In SF	As % of Total		In SF	% Vacant	
Town of Lake Park (Municipal Boundaries Only)								
1	Downtown Lake Park	0.62	139,432	7%	53	37,080	27%	9
2	Congress Avenue Corridor	0.86	514,195	26%	11	-	0%	-
3	Northlake Boulevard (South Side Only) *(1)*	1.64	942,717	48%	284	93,129	10%	25
4	U.S. Route 1	0.82	363,639	19%	388	186,306	51%	34
Subtotal:			**1,959,983**	**29%**	**736**	**316,515**	**16.1%**	**68**
North Palm Beach								
5	Northlake Boulevard (North Side Only) *(2)*	1.31	565,655	31%	128	16,458	3%	6
6	Old Dixie Highway/SR 811 (East/West Sides) *(3)*	0.58	285,656	16%	62	40,048	14%	9
7	U.S. Route 1 (North of Northlake) *(4)*	2.58	962,495	53%	194	216,352	22%	34
Subtotal:			**1,813,806**	**27%**	**384**	**272,858**	**15.0%**	**49**
Selected Nearby Retail Concentrations								
8	PGA Blvd (Mall Entrance East to U.S. 1)	1.51	419,967	15%	83	25,335	3%	4
9	Malls & Surrounding Areas *(5)*	-	2,193,966	76%	216	532,712	73%	TBD
10	U.S. Route 1 (NPB Boundary to PGA Blvd.)	0.30	279,415	10%	36	171,528	24%	15
Subtotal:			**2,893,348**	**43%**	**335**	**729,575**	**25.2%**	**19**
TOTAL:			**6,667,137**	**100%**	**1,455**	**1,318,948**	**19.8%**	**136**
								Plus Others

Field estimates may not exactly match properties & jurisdictions, but reflect total square footage of existing retail

(1) Includes the south side of Northlake Boulevard located in Lake Park.
(2) Includes the north side of Northlake Boulevard, from I-95 to U.S. 1, in North Palm Beach.
(3) Includes Prosperity Farms Road.
(4) Includes north of Northlake Boulevard to Juno Road in Juno Beach; includes retail properties located within North Palm Beach and selected adjacent retail in neighboring jurisdictions.
(5) All malls and retail locations from I-95 on the west to Kew Gardens Avenue on the east; PGA Boulevard on the south and Gardens Parkway on the north. Vacant spaces not verified.

Source: RDS LLC; Palm Beach County Property Appraiser; WTL+a, revised September 2021.

As noted above, within Lake Park, there are four retail subareas:

- **Downtown Lake Park**—Approximately 0.62 miles in length and containing approximately 140,000 sq. ft. of retail space (7% of the Town's total) along Park Avenue—from 5th Street to 10th Street—and northwest of the traditional downtown
- **Congress Avenue**—Northwest of downtown Lake Park, between Silver Beach Road on the south and N. Killian Drive on the north (approximately 0.86 miles in length), and containing multiple Big-Box stores (Target, Walmart, Kohl's, and Lowe's), with almost 514,000 sq. ft. of retail (26% of the Town's total)

O'ROURKE
ENGINEERING & PLANNING

July 20, 2021

To: Adam Swaney, Engenuity Group for North Palm Beach

From: Susan E. O' Rourke, P.E.

RE: 200 Yacht Club Drive

O'Rourke Engineering & Planning has reviewed the revised traffic study prepared by Simmons and White dated December 1, 2020, revised February 24, 2021, final revision July 8, 2021.

Our comments as previously presented remain addressed in the new submittal. The project complies with Section 21-47 of the Town of North Palm Beach Code of Ordinances affecting roadway concurrency.

The site plan has the AM and PM entering volumes on US 1 reversed on the site plan (ie 69 is PM and 39 is AM).

Thank you for the opportunity to assist with this review.

969 SE Federal Hwy, Suite 402 l Stuart, FL 34994 l 772-781-7918 l SEORourke@comcast.net

200 YACHT CLUB DRIVE
JUSTIFICATION STATEMENT

Site Plan& Waiver Application
Initial Submittal: December 2, 2020
Resubmittal: February 21,2021
Resubmittal: July 12, 2021
Resubmittal: September 17, 2021
Resubmittal: July 11, 2022
Resubmittal: August 19, 2022

urban design studio

Urban Planning and Design
Landscape Architecture
Communication Graphics

REQUEST SUMMARY

On behalf of the applicant, Robbins NPB LLC, Urban Design Studio (UDS) (hereinafter referred to as the agent) has prepared and hereby respectfully submits a Site Plan & Waiver application for the +/-4.09 acres of property that consists of three contiguous parcels located at the southeast corner of Yacht Club Drive and US Highway One. The subject property is located within the municipal boundaries of The Village of North Palm Beach.

The subject property is comprised of three (3) parcel control numbers (PCN) (as assigned by the Property Appraiser of PBC):

68-43-42-09-02-000-0010 – Parcel A
68-43-42-09-01-070-0140 – Parcel B
68-43-42-09-01-070-0121 – Parcel C

The Village of North Palm Beach recently went through the process of updating the Future Land Use Element of its Comprehensive Plan per Ordinance 2020-05 as well as updating its Land Development Regulations (LDR's) and Appearance Plan per Ordinance 2020-06. These changes were adopted and enacted after approval at the second reading of the Village Council on September 24, 2020.

The subject property is currently within the following FLU designations and Zoning districts based on the newly enacted Appearance Plan

FLU Designation: Commercial
Zoning Districts: US-1 Mixed Use District (C-MU)

The applicant is requesting approval of the following from the Village Council of North Palm Beach:

- To allow for a mixed-use development with 181 multi-family residential dwelling units and the following waivers:

WAIVER #	CODE	REQUIREMENT	PROPOSED	WAIVER
W.1	45-31.D.2, Table 4 Building Frontage: Storefront	Build-to zone: 5' max.	Bldg. A North: 12' max. Bldg. C west: 6' max.	Bldg. A North: 7' INCREASE Building C west: 1' INCREASE
		Building Frontage: 60% min.	Bldg. A North: 56%	Bldg. A North: 4% REDUCTION
		Door Recess: 5' Max.	Bldg. A North: 6.5' Bldg. A West: 6.5' Bldg. B West: 6.5' Bldg. C West: 6.5'	Bldg. A North: 1.5' INCREASE Bldg. A West: 1.5' INCREASE Bldg. B West: 1.5' INCREASE Bldg. C West: 1.5' INCREASE
		Cumulative Storefront Width: 70% min.	Building A North: 40% Building B West: 42% Building C west: 39%	Bldg. A North: 30% REDUCTION Bldg. B West: 28% REDUCTION Bldg. C west: 31% REDUCTION
		Transparency Ground: 70% min. / Upper: 40% min.	Bldg. A North: 36% / 26% Bldg. A West: 65% / 31% Bldg. B West: 30% / 31% Bldg. C West: 29% / 30%	34% / 14% REDUCTION 5% / 9% REDUCTION 40% / 9% REDUCTION 41% / 11% REDUCTION
W2.	6.115.C.2. Building Wall Signs	B. may display one (1) permanent accessory building wall identification sign facing each public street frontage on the principal building in which the complex is located, not to exceed a sign area	**Sign Type 1 – Building Identity Sign:** One (1) building identification sign each for Building A and Building C for up to a maximum of two (2) building identity signs.	Allow one building identification on a non-street frontage for Building C.

		of twenty (20) square feet.		
W3.	6.115.C.2. Building Wall Signs	C. Maximum sign area of five (5) percent of the facade area if the front building setback is twenty-five (25) feet minimum.	**Sign Type 2 – Tenant Sign:** Maximum sign area of five (5) percent of the façade area with a front building setback of 0' due to code-required build-to-zones.	Removal of 25' Setback requirement.
W4.	45-31.G.3	A. A 7-foot perpetual sidewalk easement must be dedicated to the village along the US Highway 1 frontage.	A 7-foot easement is proposed, however, landscaping encroaches into the easement	Allowance of landscaping in the sidewalk easement

BACKGROUND

The subject property is comprised of three parcels; two of which are vacant, and the middle parcel which contains a single-story corporate office building. The northern parcel shows the vacant shell of what used to be a restaurant and parking lot. The southernmost parcel is completely vacant.

In August of 2015 the Village of North Palm Beach engaged the Treasure Coast Regional Planning Council to develop a Master Plan for future/infill development and redevelopment in the Village. This resulted in a Master Plan being adopted by the Village Council in October 2016. The Village Master Plan identified the node of Yacht Club Drive and US-1 as a resort area with a waterfront village character. The Village Master Plan also included rendered schematic plans to denote potential new buildings that would fit the vision of the Village and its residents. The subject property was included on the schematic plans and rendered as apartments. Furthermore, street elevation renderings of the Yacht Club drive intersection were included to depict mixed-use development with varied rooflines and building facades.

The vision for the Yacht Club Drive and US-1 intersection is further specified in the C-MU regulating plan seen in Figure 1 of the Village's recently adopted LDR's. The LDR's include a list of regulating plans for key areas that define street frontages that will apply to redevelopment that include build-to-zones (BTZ) and defined setbacks. In lieu of setbacks where the building must be a minimum distance away from the property line, BTZ's are typically brought right up to the property line with buildings fronting the street where that BTZ is required. The inclusion of build-to-zones serve to integrate buildings and streetscapes to improve the public realm and define the streetscape on a pedestrian-scale. As the Village aims to make US-1 more pedestrian friendly, a 7-foot perpetual

sidewalk easement is now required for all properties that front US-1. The sidewalk easement is incorporated as part of the subject property site plan with an alternative design that includes a widened public sidewalk within US-1 with direct pedestrian connections to the site's private and public open space areas.

The proposed redevelopment of the subject property adheres to the recommendations of the Village Master Plan and is intended to implement the mixed-use district regulations from the LDR's with the exception of the waivers requested, which the applicant believes will meet the intent of the regulations, but provide an innovated design to foster a sense of community and interaction between the residents of the development and Village residents walking along the US 1 corridor.

Shortly after second round of comments in the Site Plan Review process, the development program of the subject site was updated to move forward with the inclusion of a separate structured parking garage located central to the site and the addition of six (6) townhomes to line the rear alley parallel to US-1. This concept remains consistent in architectural style and design for the 3 principal buildings fronting US Highway-1 (Building A, Building B, building C).

Furthermore, after receiving staff certification, the Applicant presented the proposed development at the December 7th, 2021 Planning Commission with a 5-story 206-unit concept which received 5-1 approval with the condition provide a conceptual cross section for the Right of Way for the alley way/street dedication on the south end of the property line and a condition to eliminate the residential courtyard encroachment in to the seven (7) foot US-1 easement with only landscape to be allowed. This development program did not end up going to council after some feedback from Village staff and concern from the Village residents in regard to height and density. As such, the Applicant has revised the development program to remove the prior 5th floor which was proposed and limit the proposal to four (4) floors and 181 units, a 25-unit reduction from the initially proposed 206.

The updated concept as provided and described herein serves to further the goals set forth in the 2016 Village Master Plan as the inclusion of the structured parking and rear-alley Townhomes will provide a variety of buildings that maintain the mid-rise scale and line the streets, while also providing a better alternative for surface parking.

SURROUNDING USES

Below is a description of the uses on the adjacent properties (or those on the other side of abutting R-O-W's) to the north, south, east and west of the overall property. Note that the acreages, uses, number of units, etc. listed below are from the Property Appraiser of Palm Beach County's web site.

North:

To the north of the subject property there are two parcels and the Yacht Club Drive R-O-W. The parcel fronting US-1 contains a gas station while the parcel directly east of the gas station contains Condominiums.

PCN	***Acreage per PAPA***	***Zoning***	***Use***
68434209020000230	.7 ac	C-S	Retail/Gas Station
6843420929(1010-4070)	~1.3 ac (Not shown on PAPA	R-3	Multi-Family - Condo

East:
To the east of the subject property there are five parcels. All but one of the parcels are within the R-1 Single-Family Dwelling District while the parcel furthest north consists of Multi-Family.

PCN	***Acreage per PAPA***	***Zoning***	***Use***
6843420917(0010-0140)	~.6 ac (Not shown on PAPA)	R-3	Multi-Family - Condo
68434209010670010	.47 ac	R-1	Single Family
68434209010660250	.39 ac	R-1	Single Family
68434209010660240	.25 ac	R-1	Single Family
68434209010660230	.25 ac	R-1	Single Family

West:
To the west of the subject property there is the US-1 R-O-W, the North Palm Beach Country Club and Village Swimming Pool.

PCN	***Acreage per PAPA***	***Zoning***	***Use***
68434208000001080	145.69 ac.	P -Public District	Golf/Recreation

South:
To the south, there is a single parcel which contains corporate office space.

PCN	***Acreage per PAPA***	***Zoning***	***Use***
68434209010700100	1.73 ac.	C-MU	Office

As shown above the majority of the land area surrounding the subject property supports residential uses with the exception of the North Palm Beach County Club parcel located to the west across US-1 and the commercial properties to the north and south for the gas station and office building.

DESIGN PROGRAM

The development program for the subject property consists of 181-rental units with amenity space and 1,578 SF of ground level commercial use(s) that is designed on the site plan as potential restaurant with direct frontage on US-1 and a public courtyard for outdoor seating. Four (4) of the rental units on the ground floor have been designed as live-work units with a separate work space that has direct access to the public courtyards. This configuration allows for the flexibility for those units to accommodate active or passive commercial uses such as an art gallery, florist, barber shop, yoga/dance studio, artisanal retail & bookstore. Ultimately, the market will determine the uses for commercial space and the live-work units. Typically, in form-based codes which promote a more urban form of development such as that envisioned by the Village's Master Plan, the uses within the building are not as of much concern as the form of development. The design proposed strives to create the urban environment desired by the Village and create a pleasant experience for the pedestrian.

Please note that in the traffic report prepared by Simmons & White included in this application, the 1,578 SF of ground-level commercial is classified as "restaurant" for its traffic generation rate. While the exact commercial use for the 1,578 SF commercial space isn't set yet, the restaurant traffic generation rate accounts for the highest traffic generation as opposed to retail uses which elicit a lower traffic generation rate to ensure that regardless of what is proposed, the highest possible traffic generation will be accounted for.

The Site Plan consists of 3 buildings that front US-1 and Yacht Club Drive as of a result of attempting to comply with the Build-To-Zones in the associated Regulating Plan to the greatest extent feasible. Also included in the site design are, a 4-level structured parking garage located central to the site, to the rear of the 3 buildings fronting US-1, and 6 townhomes that line the east facade of the structured parking garage... Each building fronting US-1 is separated by a 42'-45' wide public courtyard that has direct access to the US-1 public sidewalk. The 3 buildings that front US-1 and Yacht Club Drive are 4 stories.

The top level of the 3-story structured parking garage will contain an amenity level dedicated to a clubhouse, fitness area, and rooftop pool area for residents of the development. The depicted planters for landscaping on the rooftop deck are schematic at this time, but the intention is that planters provided with a final rooftop amenity deck plan will contain palms, shrubs & groundcovers species that are appropriate for a rooftop structure. Landscape specifications and the final rooftop amenity plan will be provided at time of permitting for the structure.

Building "A", as referred to on the site plan, is the northernmost building on the site and has an L-shaped orientation which fronts both Yacht Club Drive and US-1 due to the Build-To-Zones and frontage requirements. The Building A frontage is classified as "Storefront" per the form-based code in the Village Appearance Plan. Storefront

buildings are classified as flexible space at the sidewalk level that are directly accessible for pedestrians. The portion of the Building A ground floor that faces the intersection of Yacht Club Drive and US-1 is to be comprised of amenities and a 1,578 square foot restaurant/commercial use for peak pedestrian visibility and traffic and to offer the transparent street-level public benefit, or active use areas, associated with Storefront frontage. The entrances to the amenity space and commercial use open directly to the sidewalk and public courtyard which offers further public benefit by providing awning shading to pedestrians. Waivers from the CM-U building frontage criteria are being requested along the northern frontage of Building A due to the angled north property line of Yacht Club Drive that requires an increased build-to-zone from 5' to 12' due to Building A's orientation, as well as a waiver to the frontage requirement in order to allow for the main access point into the development along this frontage.

Building "B" is the rectangular shaped middle building on the site and fronts US-1 on the Build-to-Zone. Building "C" fronts US-1 and is the southern-most building on the site and has an L-shaped orientation similar to Building A. Both Building B and C frontage are classified as Storefront per the form-based code in the Village Appearance Plan. Building B and C consist of entirely of multi-family dwellings including live-work units that make up the corner units that front on the public courtyards. The ground floor units in both Building B and C that face US-1 include private terraces that are enclosed.

Six (6) 3-story Townhome units are also provided attached to the eastern facade of the structured parking garage. These units line the rear alley parallel to US-1 and contain a typical 3-bedroom model with a 2-car garage, private 2-car driveway, and rooftop deck and patio.

Buildings A & B, and Buildings B & C are separated by two courtyards that provide public open space and pedestrian access into the property. The northern courtyard is 42' wide and the southern courtyard is 45' wide. Both courtyards have been designed to be used in tandem with the one-way 18' special event alley located in between the structured parking garage and the three (3) principal buildings fronting US-1. Both courtyards and the special-event alley are designed with decorative pavement, lush landscaping, and seating to create a pedestrian friendly space with a flexible layout suitable for programming such as small farmer's markets, food trucks, small arts & crafts, fairs, and other community events which provide public benefit.

The collective 13,000 SF space as depicted by the dashed line on Site Plan, is designed to have a continuous "U" shaped layout with zero-grade pavers between the courtyards and special-event alley to provide an uninterrupted feel for pedestrians and Village programming to feasibly use and interact with the space when special-events are planned. This space also satisfies the public open space use requirement as set forth in Sec 36-23(b) which requires a minimum of 5% of the gross land area of shall be dedicated to public use. The 13,000 SF of public use area provided exceeds these requirements as 7% of the 178,413 SF of gross land area on the site is being dedicated as such. A continuous sidewalk system is provided throughout the project

with direct access from each frontage to the buildings, courtyards, structured parking garage, and to the internal parking area.

The main access to the 4.09-acre property will be provided from the north via a single ingress/egress points from/to Yacht Club Drive (a R-O-W which varies and is 90' at its maximum). The main access will provide access to the structured parking garage which will have its access point located at the northeastern portion of the structure. Primary egress from the site will also be provided to Yacht Club Drive to await the turn signal to exit on US-1. A secondary ingress/egress is provided from the east through an existing 20-foot service road alley. This access point however, will not burden the existing 20-foot service alley as it will only be used for Fire access, and secondary egress point for those utilizing the limited number of parking surface parking spaces at the southern portion of the site. Ingress to the access point on the 20' service alley will be limited to the 18 surface parking spaces on the southern portion of the site due to the one-way configuration of the special-event alley which prevents circulation to the Yacht Club Drive egress point and the remainder of the surface parking spaces and parking spaces provided in the structured parking garage. The 20' service road alley also triggers a 7' perpetual transportation & utility easement per section 45.31.G.2 in the Appearance Plan. A 5'+ wide landscaped buffer is situated directly inside of the 7' perpetual transportation & utility easement creating a 12' wide buffer strip between the alley and the site. The Townhouse private driveways encroach into this 12' buffer area, however, there is ample landscaping area provided in between the units designed in groups of 2.

EASEMENTS

There are several existing easements which encumber the site which have been incorporated into the site plan:

- 6' easement that runs north-south on the east edge of Parcel A and a 12' easement that lines the south edge of Parcel A. Both easements were recorded in the Marina Addition to Village of North Palm Beach Plat (P.B. 27 Pg 98). The easements recorded in this plat are for the current overhead powerlines that run through the south edge of Parcel A and along the 20' service road. The 6' easement coincides with the new 7'-foot perpetual transportation and utility easement discussed above. The 12' easement is proposed to be modified to accommodate the proposed undergrounding of the existing overhead powerlines that extend east into the site from US-1.
- 12' x 25' Seacoast Utility Authority (SUA) easement located at the southwest corner of Parcel B (ORB 9617 PG 768). This easement is anticipated to be released based on the proposed conceptual engineering plan and utility connections for the project.
- 3' Bellsouth Easement (ORB 24036 PG 13) located along the south property line is anticpated to remain while a 10'x20 portion of the same recorded easement is proposed to be abandoned with the ATT and FPL facilities located

within that easement to be relocated as deemed needed upon final engineering and coordination with those providers.

The applicant intends to underground the overhead power lines that run through the south edge of Parcel A to beautify and allow an uninterrupted view of the proposed mixed-use development fronting US-1. To facilitate this, a 10' FPL easement is proposed in the courtyard between Building A and Building B. This will extend into the drive-aisle north of the structured parking garage which will contain a 25' utility easement which will cover both the underground power line and the proposed internal SUA water main routing for the project. An existing SUA sanitary force main which occurs near the same location as the existing overhead powerlines is being proposed to be relocated from its current location to the southern boundary of the site within a 12' SUA easement. Conversations with FPL and SUA regarding possibility of relocating the force main to the south and an underground power line within the north courtyard took place. It was concluded that a 10' utility easement could accommodate the placement of the FPL underground powerline within the north courtyard and the relocated SUA force main would be accommodated in a 12' easement along the south property line. The proposed development plans also include a new water main that extends into the site from US1 through the south courtyard which is accommodated within a 20' SUA easement. The proposed landscaping and hardscape within this courtyard are designed to coordinate with the SUA easement and the setbacks required between trees/palms and the SUA facilities. The conceptual engineering plans for the project identify the location utility easements which circulates through the site to complete the proposed water main and sanitary sewer routing for the project.

In addition to proposed utility easements for this development, the applicant has coordinated with staff to provide a 20' easement along the south property line to be dedicated to the Village of North Palm Beach. This easement is provided to allow the creation of the potential new street depicted in the C-MU regulating plan if/when the property to the south of the subject site redevelops.

ARCHITECTURE

The project's architectural design is a coastal vernacular, which means that it reverences both Florida and overall historic seaside orchestral style. This look is complementary for the area, as there the project is near the water and there are some projects in the area that have referenced this style in the Village. This style relies on scalable elements that make the architecture human in scale. The use of a siding looking finish with mixed wall finishes breaks up the building massing into scalable multi building look for the project. This style of architecture is outstanding in its ability to break buildings into smaller segments. Uses of tower elements and varied roofing lines help to carry this coastal look further. The architecture is further enhanced by the use of several different colors and metal roofing which calls out coastal design. The detailing in varied different railings and window shutters and trim treatments, as well as, the use of brackets further compliments the varied massing and roof lines. This concept is excellent for making the project feel like multiple

buildings, which is a look that the Village's design guidelines encourage. The project's look and feel is further enhanced by breaking up the buildings and adding courtyards between them. These vias serve to humanize the project further. The overall design is created to be an exciting, pleasant and visually pleasing project which will be an asset to the Village of North Palm Beach.

SIGNAGE

A Master Sign Program has been included with this request to establish guidelines for all future signage. The Master Sign Program will act as the regulatory framework for all signage for the project. Where the Sign Program is silent, signs will be required to be consistent with the Village Sign Code requirements. Three sign types are being proposed as part of the Master Sign Program: Building Identity Signage, Tenant Signage, and Directional Signage. Sign variances have been included to implement the Master Sign Plan for the 200 Yacht Club Development as follows:

Sign Type / Waiver	Code Section	Code Requirements	Proposed	Variance
W2.	6.115.C.2. Building Wall Signs	B. may display one (1) permanent accessory building wall identification sign facing each public street frontage on the principal building in which the complex is located, not to exceed a sign area of twenty (20) square feet.	**Sign Type 1 – Building Identity Sign** one (1) building identification sign each for Building Elevation A and Building Elevation C for up to a maximum of two (2) building identity signs.	Allow one building identification on a non-street frontage for Building C.
W3.	6.115.C.2. Building Wall Signs	C. Maximum sign area of five (5) percent of the facade area if the front building setback is twenty-five (25) feet minimum.	**Sign Type 2 – Tenant Sign:** Maximum sign area of five (5) percent of the façade area with a front building setback of 0' due to code-required build-to-zones.	Removal of 25' Setback requirement.

DENSITY

The allowable residential density for mixed-use projects in commercial zoning districts as defined by the Village of North Palm Beach's Comprehensive Plan is 24 dwelling units per acre with the opportunity to receive up to 36 dwelling units per acre with a Workforce Housing Density Bonus. The proposed unit mix for the subject development comprises of 97 one-bedroom units, 74 two-bedroom units, 4 live-work units and 6

Townhome units for a total unit count of 181 units. For the purposes of calculating residential density however, the Village Appearance Plan defines units that have only one bedroom or no separate bedrooms as one-half of a dwelling unit.

- 97 one-bedroom units at 50% density equivalency turns out to be **49** units for the purpose of calculating residential density.
- 74 two-bedroom units, four (4) live-work, and six (6) 3-bedroom Townhouse units are calculated at 100% density in which **84** units are considered a whole dwelling unit.
- While 181 units are proposed, **133 units** are calculated for residential density by calculating the total of the 84 two-bedroom and three-bedroom units that are counted whole (100%) and the 49-one-bedroom units that were calculated at 50% density equivalency.

As of a result, the proposed 133 units divided by the 4.09 acres of the subject property provides a density of **32.52** dwelling units/acre which is achievable in the C-MU district through the Workforce Housing (WFH) Bonus. This amounts to 35 bonus units being credited to the WFH bonus above the 24 du/ac allowed by right.

Of the 35 bonus units, 50% must fall in any of the 4 WFH income categories (Low, Mod1, Mod2, Middle). That 50% rate provides a total of **18 WFH units** needed for the development. Further, no more than 50% of the WFH bonus units provided can be in the Middle (120%-140%) category, which means a maximum of **9 units** can be placed in the 120%-140% category while the rest must be placed in the other income categories. The applicant will be pursing alternative “A” of Policy 1.B.2 of the Village Comprehensive Plan in which bonus units will be constructed on-site.

PARKING

Adequate parking on site is provided as there are 234 required parking spots and 8 required townhouse parking spots based on the mix of uses and intensity, and 302 provided (278 of which are provided for the principal residential units, live-work units, and restaurant located in Buildings A, B, and C, and 24 provided via private driveways and garages for the 6 Townhouse units lining the rear alley.) The parking provided on site consists of 225 parking spots offered in the garage structured parking and 49 standard surface spaces offered; 41 of which are at 9’ x 18’ for 90-degree parking, and eight (8) of which are stalls at 8’ x 22’ for parallel parking. There are also four (4) golf cart parking spaces at 6’ x 12’ and 7 ADA accessible spaces at 12’ x 18’ which are dispersed between the surface parking lot and the parking garage. New code provisions provide the opportunity to use golf cart spaces and have them count as up to 10% of the parking requirement to further encourage less automobile usage and also try to adhere to the waterfront resort demographic of residents in the area. There is also sufficient parking provided for the 6 townhouse units with each unit being provided 2 spaces in each respective private garage, and 2 spaces in each unit’s private driveway for a total of 24 spaces provided. Commercial and guest parking is provided with 16 spaces (8 at the south side of Building A and the 8 parallel parking

spaces west of the garage). The reservation of these spaces will be regulated and monitored by internal building and management operations.

CONCURRENCY

Included with this application are the following documents related to the impact of the proposed project on public facilities:

- **Drainage:** Please see enclosed Conceptual Engineering Plans and Drainage Statement prepared by Simmons & White in which the details of the proposed drainage system are provided.

- **Traffic:** Please see enclosed Traffic Impact Statement prepared by Simmons & White discussing the proposed project for compliance with the Traffic Performance Standards (TPS) set by the Palm Beach County Traffic Division.

- **Water/Wastewater:** Please see enclosed Conceptual Engineering Plans and prepared by Simmons & White in which the details of the proposed water/wastewater system are provided. A service letter has also been requested from Seacoast Utility Authority.

- **Palm Tran:** A statement of agreement to keep the existing Palm Tran Bus Stop Pole has been reached with Palm Tran representatives. The existing bus stop is located near the intersection where the project proposes to have a small pedestrian plaza in front of the restaurant/amenity space in Building A.
  Typically, a 10' x 30' easement is needed for a new sheltered bus stop with this type of development; however, the applicant proved the transit-friendliness and pedestrian connectivity of the current development. The existing sidewalk within the US1 right of way will potentially be widened within the right of way (subject to FDOT permitting) and there exists a traffic signal and pedestrian crosswalks across both US1 and Yacht Club Drive. Also, the development will provide shade and overhangs/galleries as part of the waterfront-resort style development and will provide benches if needed pending coordination with Palm Tran and The Village of North Palm Beach.

WAIVER STANDARDS SEC. 45-51

A. The extent to which the alternate standard proposed by the applicant differs from the code's standard that would be waived;

W.1: The granting of the requested waivers and deviations in the building frontages will be the minimum waivers requested to allow the site programming to meet code with proper site circulation, landscaping, buffering, and placement of utilities. The subject site was designed with constraints of 7' easements on the east and west border of the site as well as an additional 5' landscape buffer on the east. Building

frontage waivers were the minimum waivers requested to fit the building design and parking circulation on the site.

W.2. The requested waiver for Sign Type 1 to allow a building identification sign on a non-street frontage differs from the code's standard by the minimum extent, as the waiver requested will provide adequate visibility and identification of the 200 Yacht Club development for individuals traversing north along US-Highway 1. There will be a total of two building identity signs as part of the proposed development which would not differ from the 2 signs that would be allowed by code, which permits a sign facing each public street frontage. There are two public street frontages as part of this development, Yacht Club Drive, and US Highway-1. The only difference from what is allowed by code is the location of the signs provided. The sign located on Building A is situated on the corner of both Yacht Club Drive, and US Highway-1 allowing visibility from both street frontages. The sign located on Building C faces the south property line which does not have a street frontage. However, the intent will still be met as the applicant is proposing a 20' easement to allow for the creation of the future side street located along the south property line subject to future permitting and redevelopment of the adjacent parcel to the south. Should the property to the south of the subject development ever redevelop and the Village constructs the future side street, the proposed building identity sign on Building C will meet the intent of facing a street frontage.

W.3. The requested waiver for Sign Type 2 to remove the minimum 25' setback requirement is the minimum waiver requested due to compliance with the C-MU district regulating plan build-to-zones which require storefront building frontage to be within 0' to 5' of the property line in order to orient building frontage to the public streets. The existing code requirement for signage setbacks as seen in Sec. 6-115.B..2.C also does not account for signage included in the newly formed C-MU district.

W.4. The requested waiver to allow landscaping in the 7' US-1 Sidewalk easement is the minimum waiver requested due to the allowance of only landscaping in the sidewalk easement. As part of the proposed site design, the Applicant is widening the US-1 sidewalk to 8' for a wider pedestrian thoroughfare, in accordance with the overall intent of the 7' sidewalk easement for US-1. The landscaping provided also improves the pedestrian experience by providing greenery along the sidewalk, while also softening the edge of the building architecture along the ground floor. The Applicant has also agreed to minimize impacts to the 7' US-1 sidewalk easement by agreeing to the condition imposed at the first Planning Commission meeting. The initial concept proposed included a waiver request to allow both private courtyard and landscaping in the easement. In agreeing to the condition, the Applicant has further minimized the waiver request.

B. Whether the granting of the waiver will lead to innovative design in which other minimum standards are exceeded;

W.1. The granting of the building frontage waivers for the subject site contribute to innovative design as the project's look and feel is further enhanced by breaking up the buildings and adding courtyards between them. These vias serve to humanize the project further. The deviations in build-to-zones and building frontages allow the site design to function while having adequate space for parking and utilities.

W.2. The granting of the requested waiver for Sign Type 2 to allow sign placement on non-street frontage leads to innovative design as the proposed identity sign will contribute to current visibility of the development as well as future visibility if the proposed side street south of the subject development is ever completed. The applicant is proposing a 20' easement as part of the proposed design to facilitate the development of a future side street for better connectivity throughout the area.

W.3. The granting of the requested waiver for Sign Type 2 to remove the minimum 25' setback requirement will contribute to innovative design with compliance to the build-to-zone setbacks. This will encourage pedestrian activity and interaction with proper visibility provided by the signage in the public street frontage and courtyards which would otherwise be isolated if the signage had to adhere to the minimum 25' requirement. The existing code requirement for signage setbacks as seen in Sec. 6-115.B..2.C also does not account for signage included in the newly formed C-MU district.

W.4. Granting the requested waiver to allow the landscaping in the 7' Sidewalk Easement contributes to innovative design as the proposed improves the pedestrian experience by providing greenery along the sidewalk, while also softening the edge of the building architecture along the ground floor. As previously mentioned, the Applicant is also providing additional innovative design by widening the US-1 sidewalk to 8' for a wider pedestrian thoroughfare, in accordance with the overall intent of the 7' sidewalk easement for US-1.

C. Whether the request clearly demonstrates the public benefits to be derived;

W.1. The granting of the building frontage waivers for the subject site demonstrates public benefits to derived as the building frontage reduction allow the development to be oriented closer to US Highway-1 to further the human-scale for pedestrians interacting with the space.

W.2. The granting of the requested waiver for Sign Type 2 to allow sign placement on non-street frontage demonstrates public benefits to be derived as the sign is oriented to the south towards the potential side street as seen in the C-MU regulating plan. This will provide proper visibility and building identification for pedestrians not only traveling north on US-Highway 1, but also for potential pedestrians that would be traversing and interacting with the potential side street in the future.

W.3. The granting of the requested waiver for Sign Type 2 to remove the minimum 25' setback requirement clearly demonstrates the public benefits to be derived as there will be proper visibility for the individual tenants within this development. Considering the ground-floor location of the live-work units and retail, proper signage will invite and encourage pedestrians to interact with and activate the sidewalk and courtyards.

W.4. The public benefit for the requested waiver to allow landscaping in the sidewalk easement is provided via the beatification and increase of green space of the pedestrian realm through the provision of the landscaping which softens the transition between the building frontage and pedestrian sidewalk space. The Applicant is also proposing widening the exiting sidewalk to 8' for a wider pedestrian throughfare along US-1.

D. Whether the request furthers the goals of the village master plan, and exemplifies the architectural, building, and site design techniques desired within the Village's Appearance Plan;

W.1. The granting of the building frontage waivers will further the goals of the Village Master Plan by incorporating contemporary architectural building design practices that will beautify the US-1 corridor as the various door recesses, street frontages, and building façade elements will still be beneficial despite the minor deviations. The techniques described in the Village Appearance Plan will be exemplified through the adherence to form-based code building forms. The minor waivers requested will be due to the nature of the orientation of the buildings and the site however, the required design elements of the storefront frontage will remain.

W2.-W3. The granting of the requested signage waivers furthers the goals of the village master plan, and exemplifies the architectural, building, and site design techniques desired within the Village's Appearance Plan as the signs will generate interest and visibility for the subject development and associated retail & live/work tenants. Each sign proposed will be consistent with the size, color, lettering, location, and arrangement of the building design, and will be scaled properly as there are no size deviations from the building wall sign regulations depicted in Sec. 6-115.C.2.

W.4. Granting the requested waiver to allow landscaping in the 7' Sidewalk easement furthers the goals of the village master plan and the Village appearance plan by protecting and to stabilizing the appearance of the proposed building through landscaping, and promoting acceptability, attractiveness, cohesiveness of the new development through the additional green space offered in the shrubbery proposed on US-1.

E. Whether the requested waiver can be granted in the zoning district;

W.1.-W.4. The requested waivers are consistent with the goals and vision of the C-MU district and the vision for the US-1 corridor. Goals for the C-MU district depict a reimagined US-1 corridor with livable/walkable streets and active building frontages to allow placemaking for pedestrians. The requested waivers are not adding new uses that are not allowable under this district and are not increasing allowable residential density. The minimum waivers requested to door building frontage design criteria enable site programming that ultimately comply with the goals set out in the Village Master Plan. The requested waivers for signage comply with the build-to-zone requirements in the C-MU district and goals set out in the Village's appearance plan.

F. Any unusual circumstances regarding the property or immediate area, including the location of power lines, specimen trees, or shade trees;

W.1. There are unusual circumstances for the Building A frontage and build-to zones considering the placement of the SUA force main. Since SUA requires buildings to be set back a minimum 15' from the SUA force main, Building A is pushed as far north as it can be leaves it in a fixed location. Additionally, the property lines along the US 1 Yacht Club Drive frontage is curved which makes it prohibitive for Building A and C to be within the 0'-5' BTZ. This creates the extension of the maximum build-to-zone for which the waiver is being requested.

W.2. The unusual circumstance that exists for the subject development in regard to the request to allow the building identity sign on a non-street frontage is the existence of the potential side street located south of the subject property on the C-MU regulating plan. Locating the second building identity sign on the South End of Building C allows proper visibility from the future potential construction of that side street. The granting of this waiver would also not deviate from the total amount of building identity signs that would otherwise be allowed by code as 2 signs are permitted in each situation.

W.3. The unusual circumstance that exists for the subject development in regard to the request to remove the 25' minimum setback for wall signage is the creation of the new C-MU district. The C-MU district was created in accordance with goals from the 2016 Village Master Plan in order to activate the public realm for US Highway-1 by creating a regulating plan with build-to-zones to bring building towards the public street frontages and line the sidewalks with active uses. The existing sign regulations in Sec. 6-115.C.2. do not account for the build-to-zones with the 25' minimum setback requirement. The waiver in question is requested to better comply with the C-MU district and its build-to-zone setbacks.

W.4. The unusual circumstances that exist for the site in regard to the waiver to allow the landscape area in the US-1 sidewalk easement, are the lack of landscaping along the eastern US-1 frontage of the site. Existing conditions today show a 5' sidewalk and a 5' grass strip separating the sidewalk and the US-1 Travel

lanes. With the requirement of the build-to-lines and the orientation of the building frontage to face US-1, this leaves little landscape available to soften and screen the impact of the travel lanes and the developed buildings. The inclusion of the landscape in the sidewalk easement as well as the widened sidewalk allow the intent of a stronger pedestrian throughfare for the sidewalk to be met.

G. The effect of approving or denying the waiver on the development project and on the surrounding area;

W.1. The approval of the requested waivers to building frontage design criteria will not have a negative effect on the subject development and surrounding areas as the various door recesses, street frontages, and building façade elements will still be beneficial despite the minor deviations. The techniques described in the Village Appearance Plan will be exemplified through the adherence to form-based code building forms for storefronts. The minor waivers requested will be due to the nature of the orientation of the buildings and the site however, the elements of the storefront frontage will remain.

W.2.-W.3. The approval of the requested waivers to the signage will have no negative impact on the surrounding area. The approval of the requested waiver to allow signage on non-street frontage will actually positively encourage potential future pedestrian activity with the proposed side street if constructed, and the approval for the requested waiver to remove the minimum signage setback requirement for visibility will invite and encourage pedestrians to interact with and activate the sidewalk and courtyards for retail & live/work tenants.

W.4. The approval of the requested waiver for the landscape in the US-1 sidewalk easement does not have a negative impact on the surrounding area. The proposed landscaping will improve the appearance of the US-1 sidewalk with proper greenery to soften the building edge.

H. Consistency with the comprehensive plan;

W.1 & W.4. The requested waiver to allow the deviations from the storefront building frontage, and the requested waiver to allow landscape in the sidewalk easement, will be consistent with Objective 1.B in the comprehensive plan as the redevelopment of the aging US-1 corridor will be supported by predictable building types and infill development that follows contemporary and pedestrian-friendly building forms despite minor deviations due to site orientation.

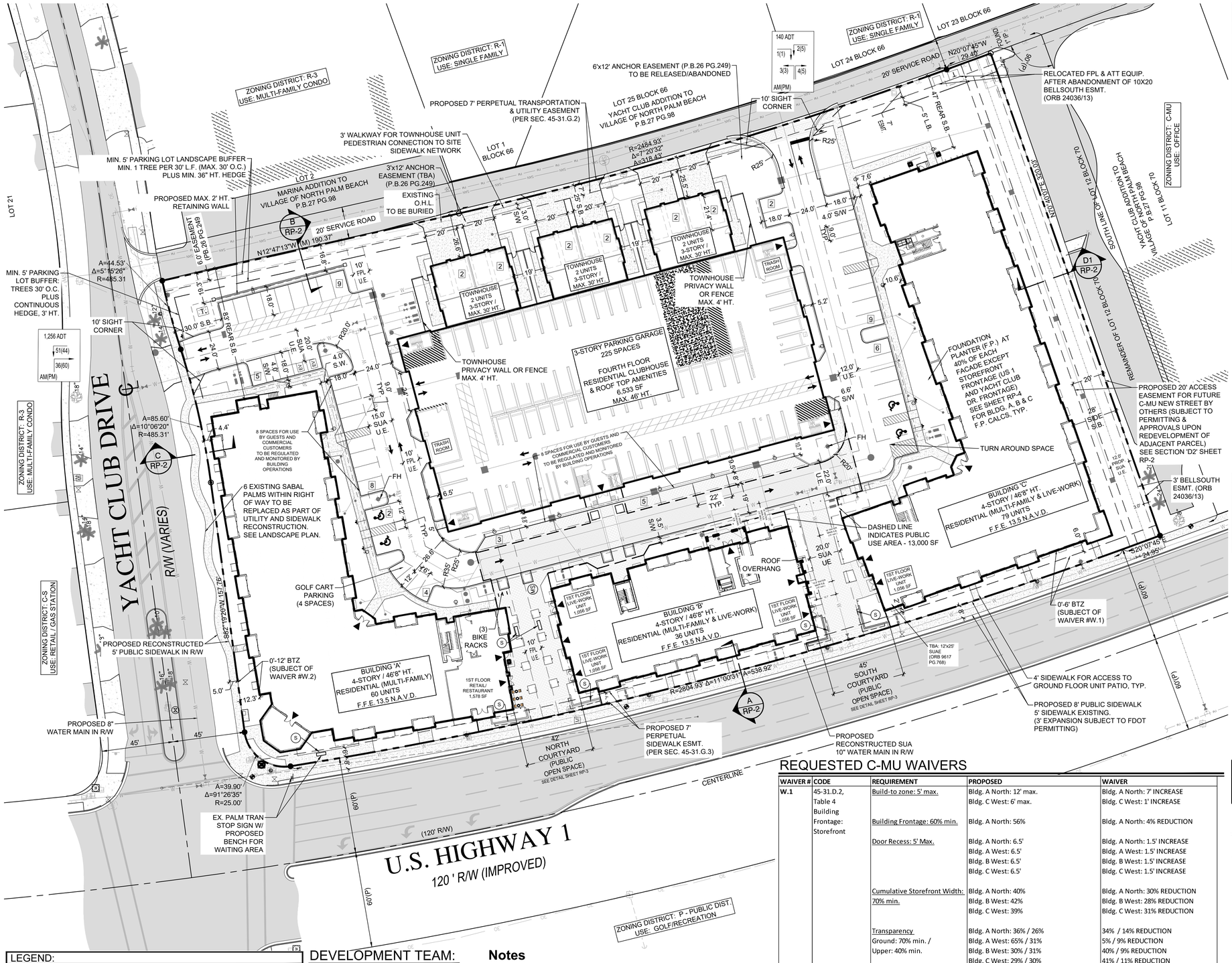
W.3.-W.4. The requested waivers to signage are consistent with the Comprehensive Plan and Policy 1.A.1.e. as the proposed signage will be consistent with the intent of the Village to regulate signage. As mentioned in the Village Appearance Plan, the proposed signage will be consistent with the size, color, lettering, location, and arrangement of the building design, and will be scaled

properly as there are no size deviations from the building wall sign regulations depicted in Sec. 6-115.C.2.

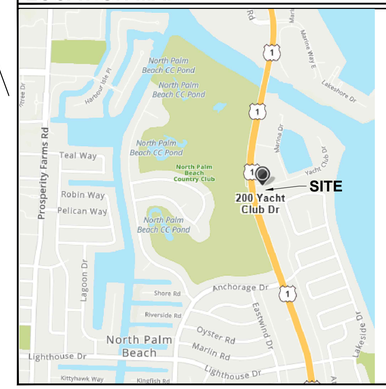
CONCLUSION

On behalf of the applicant and property owners, UDS respectfully requests favorable review and consideration of this application for the approval of the Site Plan & Waiver application for 200 Yacht Club Drive.

The project managers at Urban Design Studio are Michelle Cuetara who can be reached at (561) 366-1100 or via email at mcuetara@udsflorida.com & Lentzy Jean-Louis who can be reached via email at ljean-louis@udsflorida.com . Please contact the agent with any questions or for additional information in support of the requested application.



LOCATION MAP



SITE DATA:

LAND USE DESIGNATION:	COMMERCIAL
ZONING DISTRICT:	C-MU / US-1 MIXED USE DISTRICT
PROPERTY CONTROL NUMBER(S):	68-43-42-09-02-000-0010 68-43-42-09-01-070-0140 68-43-42-09-01-070-0121
EXISTING USE:	VACANT COMMERCIAL
PROPOSED USES:	RESIDENTIAL, DWELLING - MULTI-FAMILY RENTAL (PERMITTED) LIVE/WORK UNIT (PERMITTED) BUSINESS STORES & SERVICES, GENERAL (PERMITTED) RESTAURANT (PERMITTED)
GROSS SITE AREA:	4.09 AC. / 178,413 SF
GROSS FLOOR AREA:	TOTAL 227,975 SF

	USABLE SQUARE FOOTAGE (USF)					
	Building A	Building B	Building C	CLUBHOUSE	TOWNHOUSE OVERALL	TOWNHOUSE PER UNIT
1st FLOOR	18,988	9,832	21,601	AT GARAGE		984
2nd FLOOR	19,197	9,817	21,601	STRUCTURE	3,196	983
3rd FLOOR	19,197	9,817	21,601	FORTH FLOOR	PER UNIT	983
4th FLOOR	19,197	9,817	21,601	ROOFTOP	AT 6 UNITS	246
TOTAL	76,579	39,283	86,404	6,533	19,176	

MAX. DENSITY PERMITTED: 24 DU/AC BY RIGHT, UP TO 36 DU/AC WITH WORKFORCE HOUSING DENSITY BONUS

DENSITY PROPOSED: 32.52 DU/AC / 133 UNITS EQUIVALENT DENSITY * WITH WORKFORCE HOUSING DENSITY BONUS

1-BEDROOM =	97 UNITS (50% EQUIV. DENSITY *)
2-BEDROOM =	74 UNITS (100% EQUIV. DENSITY)
TOWNHOUSE 3-BR =	6 UNITS (100% EQUIV. DENSITY)
LIVE-WORK =	4 UNITS (100% EQUIV. DENSITY)
TOTAL =	181 UNITS (133 UNITS EQUIVALENT DENSITY)

* PER SEC. 45-2, FOR PURPOSES OF COMPUTING RESIDENTIAL DENSITY A DWELLING UNIT THAT CONTAINS ONLY ONE BEDROOM, OR NO SEPARATE BEDROOM, COUNTS AS ONE-HALF A DWELLING UNIT.

BUILDING HEIGHT (SEC. 45-31): 4 STORIES / MAX. 46'8" HT.
Note: The maximum height of a building in feet is controlled by the maximum ceiling heights for individual stories, as provided in subsection 45-31.E.5. Refer to Building Elevations for proposed height.

PUBLIC USE AREA PROPOSED: 13,000 SF (7% OF GROSS SITE AREA)

Concurrency Summary

MULTI-FAMILY RESIDENTIAL	181 UNITS
RESTAURANT	1,578 SF

PARKING DATA:

PARKING REQUIRED	**234 SPACES plus 8 SPS (TOWNHOUSE)**
RESIDENTIAL	
BLDG. A, B, C UNITS:	1.25 / UNIT @ 171 UNITS = 214 SPACES
LIVE-WORK:	1 PER 1,000 SF @ 4,224 SF / 4 LIVE-WORK UNITS = 4 SPACES
RESTAURANT:	10 PER 1,000 SF @ 1,578 SF = 16 SPACES
TOWNHOUSE:	1.25 / UNIT @ 6 UNITS = 8 SPACES
PARKING PROVIDED	**278 SPACES ***
GARAGE PARKING:	225 SPS
SURFACE PARKING:	
STANDARD:	49 SPS. (9' x 18' -90d) (8'x22' -parallel)
GOLF CART :	4 SPS. (6' X 12')
ACCESSIBLE PARKING :	*7 SPS. (12' x 18')*
(INCLUDED IN TOTAL PARKING COUNT ABOVE, FOR 201-300 SPACES PROVIDED)	
TOWNHOUSE PARKING PROVIDED	**24 SPACES (TOWNHOUSE)**
PRIVATE GARAGE:	2 SPS. PER UNIT X 6 UNITS
PRIVATE DRIVEWAY:	2 SPS PER UNIT X 6 UNITS

* *NOTE: A MINIMUM OF SIX (6) OF THE PROVIDED PARKING SPACES SHALL BE FOR ELECTRIC VEHICLE (EV) CHARGING STATIONS. 2 EV SPACES ARE PROVIDED IN THE SURFACE PARKING AREA AND 4 EV SPACES WILL BE PROVIDED IN THE GARAGE.*

LEGEND:

AC. =	ACRE(S)
BTZ =	BUILD TO ZONE SEE SHEET RP-1 BUILDING FRONTAGE DIAGRAM
EX. =	EXISTING
FH =	FIRE HYDRANT (REFER TO CIVIL PLAN)
PKG. =	PARKING
R/W =	RIGHT OF WAY
S.B. =	SETBACK
S/W =	SIDEWALK
T =	POSSIBLE ELEC. TRANSFORMER LOCATION
T.B.A. =	TO BE ABANDONED OR RELEASED
U.E. =	UTILITY EASEMENT
EV	= PROPOSED ELECTRIC VEHICLE CHARGING SPACE
D	= REFUSE (DUMPSTER) ENCLOSURE (MIN. 6' HT. SCREEN WALL W/ OPAQUE GATE AT OPENING - SEE SHEET RP-2)
	= EXISTING CONCRETE POWER OR LIGHT POLE
	= PROPOSED SITE LIGHTING SEE PHOTOMETRIC PLAN
	= INDICATES PRIMARY PEDESTRIAN ENTRANCE
S	= PRELIMINARY BENCH / PUBLIC SEATING LOCATION.
	= PROPOSED STOP SIGN/BAR

REQUESTED C-MU WAIVERS

WAIVER #	CODE	REQUIREMENT	PROPOSED	WAIVER
W.1	45-31.D.2, Table 4 Building Frontage: Storefront	Build-to zone: 5' max. Building Frontage: 60% min. Door Recess: 5' Max. Cumulative Storefront Width: 70% min. Transparency Ground: 70% min. / Upper: 40% min.	Bldg. A North: 12' max. Bldg. C West: 6' max. Bldg. A North: 56% Bldg. A North: 6.5' Bldg. A West: 6.5' Bldg. B West: 6.5' Bldg. C West: 6.5' Bldg. A North: 40% Bldg. B West: 42% Bldg. C West: 39% Bldg. A North: 36% / 26% Bldg. A West: 65% / 31% Bldg. B West: 30% / 31% Bldg. C West: 29% / 30%	Bldg. A North: 7' INCREASE Bldg. C West: 1' INCREASE Bldg. A North: 4% REDUCTION Bldg. A North: 1.5' INCREASE Bldg. A West: 1.5' INCREASE Bldg. B West: 1.5' INCREASE Bldg. C West: 1.5' INCREASE Bldg. A North: 30% REDUCTION Bldg. B West: 28% REDUCTION Bldg. C West: 31% REDUCTION 34% / 14% REDUCTION 5% / 9% REDUCTION 40% / 9% REDUCTION 41% / 11% REDUCTION
W.2	6.115.C.2 Building Wall Signs	B. (1) permanent accessory building wall identification sign facing each public street frontage on the principal building... not to exceed a sign area of 20 SF.	**Sign Type 1 – Building Identity Sign**: 1 building identification sign each for Building A and Building C for up to a maximum of two (2) building identity signs.	Allow one building identification on a non-street frontage for Building C.
W.3	6.115.C.2 Building Wall Signs	C. Maximum sign area of five (5) percent of the facade area if the front building setback is twenty-five (25) feet minimum.	**Sign Type 2 – Tenant Sign**: Maximum sign area of five (5) percent of the façade area with a front building setback of 0' due to code-required build-to-zones.	Removal of 25' Setback requirement.
W.4	45-31.G.3	A. A 7-foot perpetual sidewalk easement must be dedicated to the village along the US Highway 1 frontage.	A 7-foot easement is proposed, however, landscaping encroaches into the easement	Allowance of landscaping in the sidewalk easement.

DEVELOPMENT TEAM:

ARCHITECT:	SpinaOrourke + Partners 285 Banyan Blvd. West Palm Beach, FL 33401 561.684.6844
LANDSCAPE ARCHITECT/ PLANNER:	Urban Design Studio 610 Clematis St. Ste. CU02 West Palm Beach, Florida 33401 561.366.1100
CIVIL & TRAFFIC ENGINEER:	Simmons & White, Inc. 2581 Metrocentre Blvd., Suite 3 West Palm Beach, FL 33407 561.478.7848
SURVEYOR:	Brown & Phillips, Inc. 1800 Old Okeechobee Rd., Ste. 509 West Palm Beach, FL 33409 561.615.3988

Notes

1. Base information based on survey prepared by Brown & Phillips, Inc. with title commitment dated October 2020.
2. Prior to construction, all utility locations to be verified to ensure that landscape material does not conflict with utilities.
3. All stop bars shall be setback 4' in advance of pedestrian crosswalks.
4. All accessible paved routes shall not exceed a 20:1 slope.
5. Locations of all proposed traffic signage shall be established by the engineer of record.
6. Curbing details to be shown on engineering construction plans.
7. Surrounding property information shown for informational purposes only.
8. Handicap parking signs shall be placed behind the sidewalk in areas where sidewalk abuts the stall.

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610 Clematis Street, Suite CU02
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200 YACHT CLUB DRIVE
MIXED-USE RESIDENTIAL
North Palm Beach, Florida
SITE PLAN

NORTH
0 15' 30' 60'
Scale: 1" = 30'-0"

Date:	OCTOBER 2020
Project No.:	20-013.000
Designed By:	MLC
Drawn By:	MLC
Checked By:	KT

Revision Dates:
2020-12-01: Site Plan Review Submittal
2021-02-16: DRC Response Resubmittal
2021-07-09: DRC Resubmittal #2
2021-09-15: DRC Resubmittal #3
2021-10-29: DRC Resubmittal #4 (Fire & SUA)
2021-11-19: DRC Resub. (EV parking & Fire Lane)
2022-07-11: Remand Submittal (Height Rev)

SP-1
of 1

Drawing name: H:\JOBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_000\Drawings\Site Plan\2022-08-19_FSP_Resubmittal_Remand to PB.dwg

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YACHT CLUB DRIVE
LOT FRONTAGE 314.5'
REQUIRED BUILDING FRONTAGE = MIN. 188.7' (60%)
PROPOSED BUILDING FRONTAGE = 176.9' (56%) *

STOREFRONT BUILDING FRONTAGE: 176.9'
CUMULATIVE STOREFRONT WIDTH (COVER): REQUIRED MIN. 70% | PROPOSED 40% (71.75)*

TH TH TH TH TH TH

EV EV

7.3'

COVER

PARKING GARAGE

BLDG. 'A'

BLDG. 'B'

BLDG. 'C'

0' - 12' BTZ *

12'

+ INDICATES COVER (STOREFRONT) (MIN. 4' DEPTH)

6.5' DOOR RECESS *

0'-5' BTZ

7.0'

6.5' DEPTH *

0'-5' BTZ

0' -6' BTZ *

14'

16.6'

9'

STOREFRONT BUILDING FRONTAGE: 157'
CUMULATIVE STOREFRONT WIDTH (COVER): REQUIRED MIN. 70% | PROPOSED 100% (157')

STOREFRONT BUILDING FRONTAGE 153.33'
CUMULATIVE STOREFRONT WIDTH (COVER): REQUIRED MIN. 70% | PROPOSED 42% (64.58')*

PROPOSED 7' PERPETUAL SIDEWALK ESMT.
PER SEC. 45-31.G.3

STOREFRONT BUILDING FRONTAGE 150'
CUMULATIVE STOREFRONT WIDTH (COVER): REQUIRED MIN. 70% | PROPOSED 39% (58.6') *

U.S. HIGHWAY 1
LOT FRONTAGE 585.8'
REQUIRED BUILDING FRONTAGE = MIN. 359.28' (60%)
PROPOSED BUILDING FRONTAGE = 460' (78%)

* - Indicates subject to Waiver. See SP-1 waiver chart

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200 YACHT CLUB DRIVE
MIXED-USE RESIDENTIAL
North Palm Beach, Florida
BUILDING FRONTAGE COMPLIANCE DIAGRAM

Drawing name: H:\UDBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_000\Drawings\Site Plan\2022-07-11_REGULATING PLAN_RemandResub.dwg

NORTH
0 10' 20' 40'
Scale: 1" = 20'-0"

Date:	October, 2020
Project No.:	20-013.000
Designed By:	MLC
Drawn By:	MLC
Checked By:	

Revision Dates:
2020-12-01: Site Plan Review Submittal
2021-02-16: DRC RESPONSE RESUBMITTAL
2021-07-09: DRC RESUBMITTAL
2022-07-11: Remand Resubmittal

RP-1
of 5

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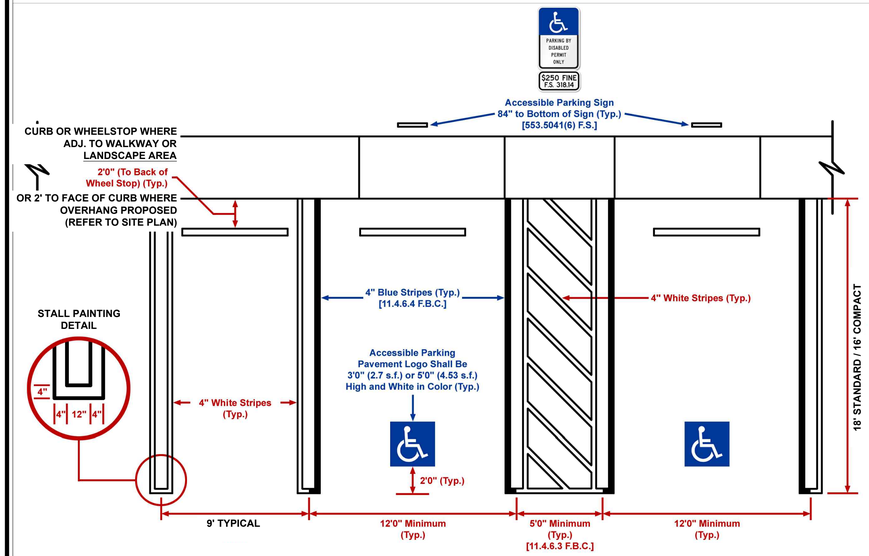
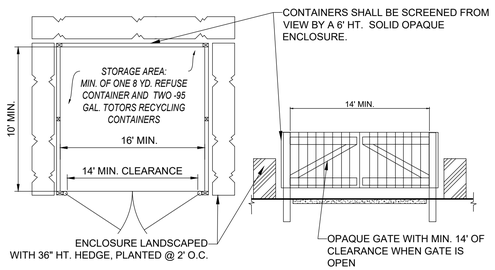
TYPICAL PARKING SPACE DETAIL

N.T.S.



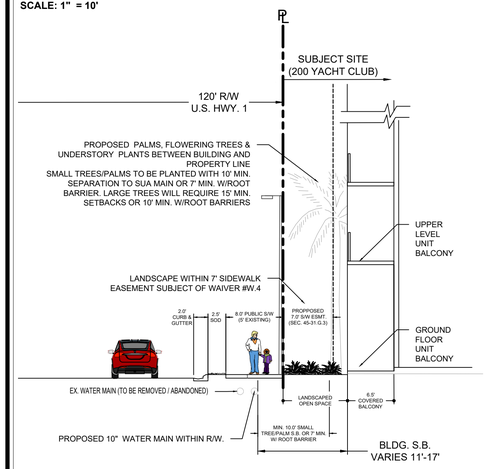
MINIMUM REQUIREMENTS FOR DUMPSTER ENCLOSURE

N.T.S.



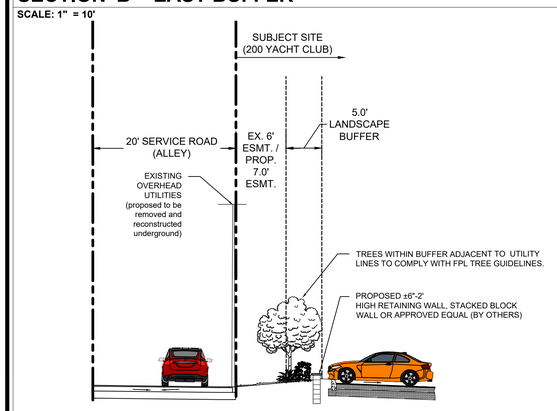
SECTION 'A' - U.S. HIGHWAY 1 FRONTAGE

SCALE: 1" = 10'



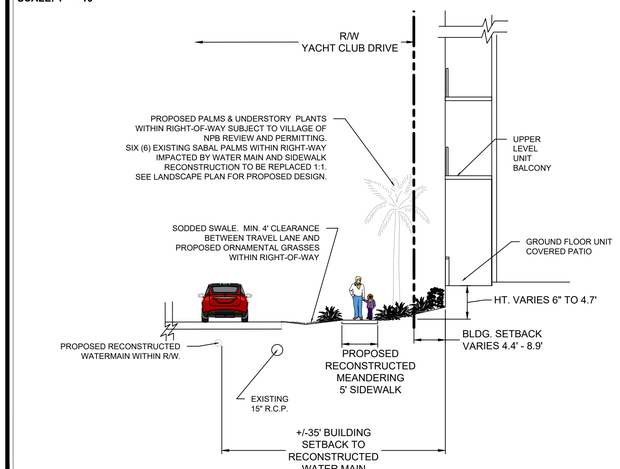
SECTION 'B' - EAST BUFFER

SCALE: 1" = 10'



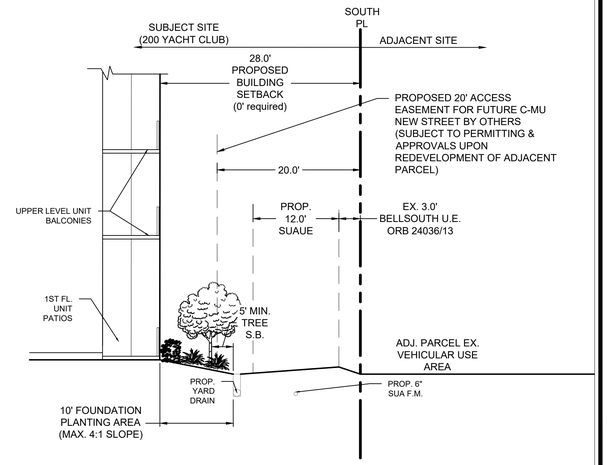
SECTION 'C' - YACHT CLUB DRIVE FRONTAGE

SCALE: 1" = 10'



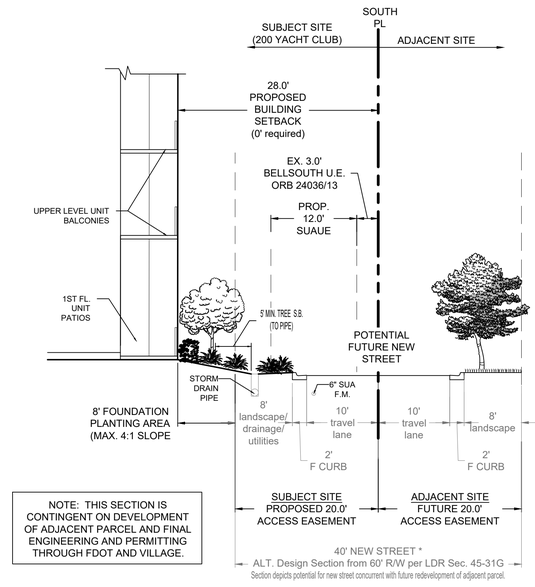
SECTION 'D1' - SOUTH BUFFER

SCALE: 1" = 10'



SECTION 'D2' - SOUTH FUTURE NEW STREET

SCALE: 1" = 10'



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200 YACHT CLUB DRIVE

MIXED-USE RESIDENTIAL

North Palm Beach, Florida

REGULATING PLAN - SITE DETAILS

Drawing name: H:\UDBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_000\Drawings\Site Plan\2022-07-11_REGULATING PLAN_RemandResub.dwg

Date:	October, 2020
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- 2021-07-09: DRC RESUBMITTAL
- 2021-09-15: DRC RESUBMITTAL
- 2022-07-11: Remand Resubmittal

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of 5

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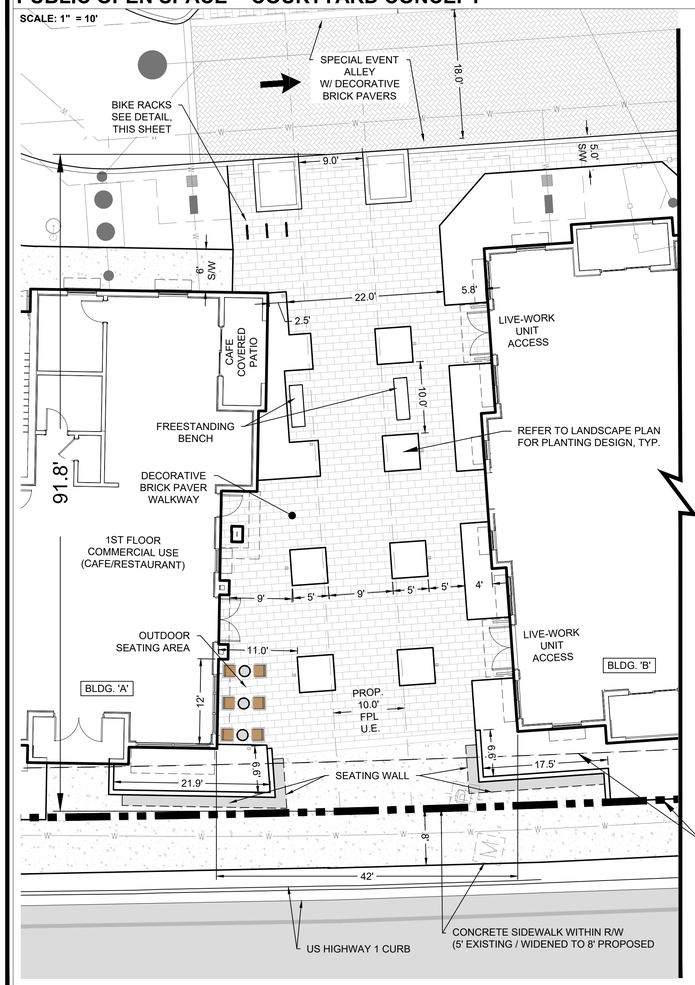
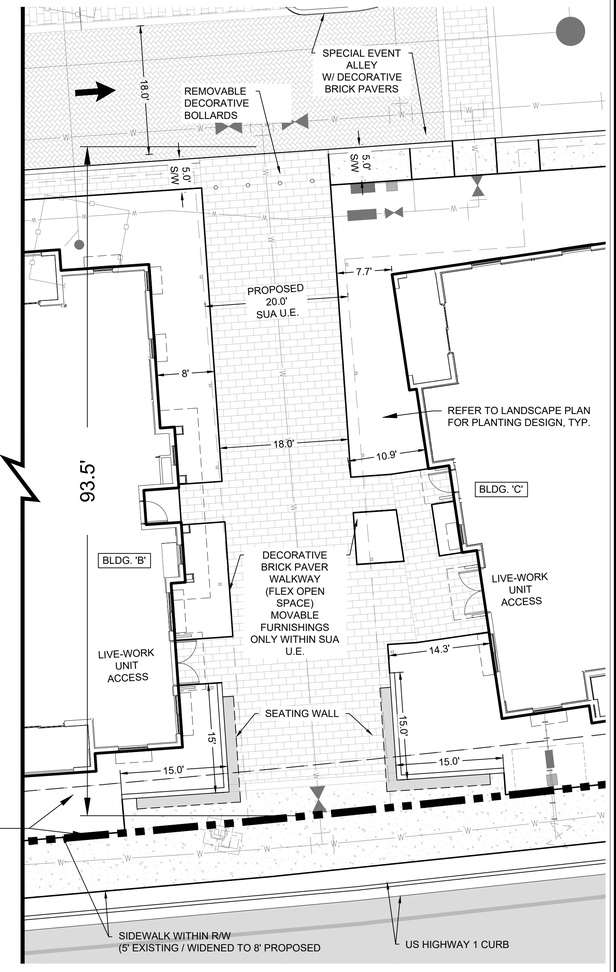
PUBLIC OPEN SPACE - COURTYARD CONCEPT

SCALE: 1" = 10'



7' SIDEWALK EASEMENT PER SEC. 45.31.G.3

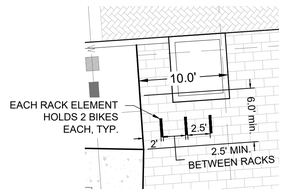


NORTH COURTYARD

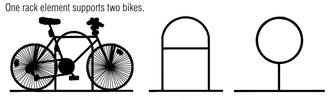
SOUTH COURTYARD

BIKE RACK DETAIL

NOT TO SCALE



One rack element supports two bikes.



TYPICAL BIKE RACK ELEMENT ELEVATIONS

- ELEMENT STYLE CONSISTENT WITH THE ABOVE TYPICAL ELEVATION TO BE SELECTED BY OWNER AT TIME OF BUILDING PERMIT, SUBJECT TO APPROVAL BY ZONING STAFF.
- A RACK IS ONE OR MORE ELEMENTS JOINED ON A COMMON BASE
- BIKE RACK AND RACK AREA DIMENSIONAL CRITERIA BASED ON RECOMMENDATIONS FROM THE ASSOCIATION OF PEDESTRIAN AND BICYCLE PROFESSIONALS (APBP)

SEATING WALL PRECEDENT IMAGE

NOT TO SCALE



FREESTANDING BENCH PRECEDENT IMAGE

NOT TO SCALE



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Communication Graphics

610 Clematis Street, Suite CU02
West Palm Beach, FL 33401
561.366.1100 FAX 561.366.1111
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200 YACHT CLUB DRIVE

MIXED-USE RESIDENTIAL

North Palm Beach, Florida

REGULATING PLAN - COURTYARD DETAILS

Date:	October, 2020
Project No.:	20-013.000
Designed By:	MLC
Drawn By:	MLC
Checked By:	

Revision Dates:

2020-12-01: Site Plan Review Submittal
2021-02-16 DRC RESPONSE RESUBMITTAL
2021-07-09: DRC RESUBMITTAL
2021-09-15: DRC RESUBMITTAL
2022-07-11: Remand Resubmittal

RP-3

of 5

H:\JOBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_ 000\Drawings\Site Plan\2022-07-11_REGULATING PLAN_RemandResub.dwg, 7/5/2022 3:52:25 PM, Mustafa, ARCH full bleed D (24.00 x 36.00 Inches), 1:1

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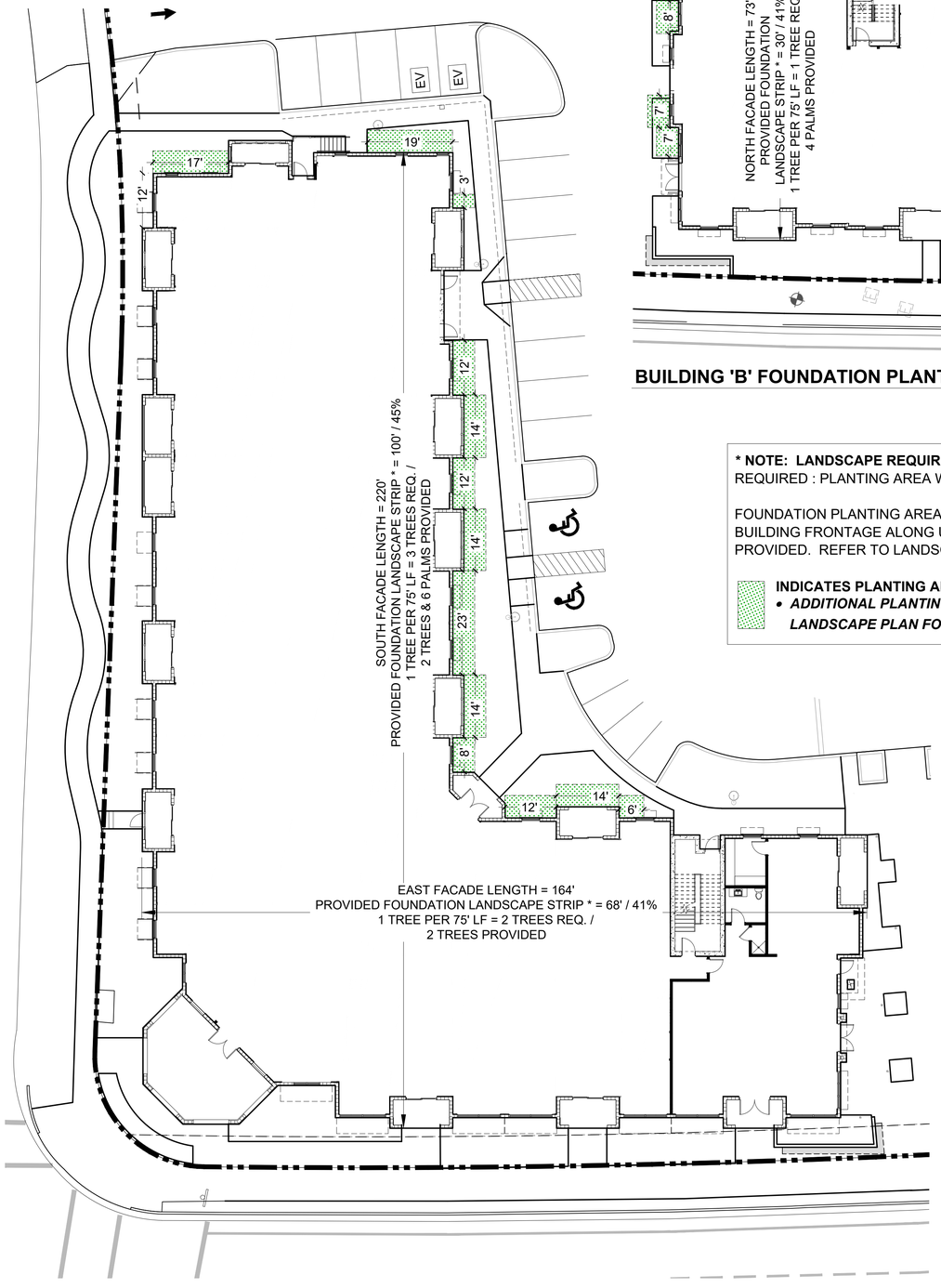
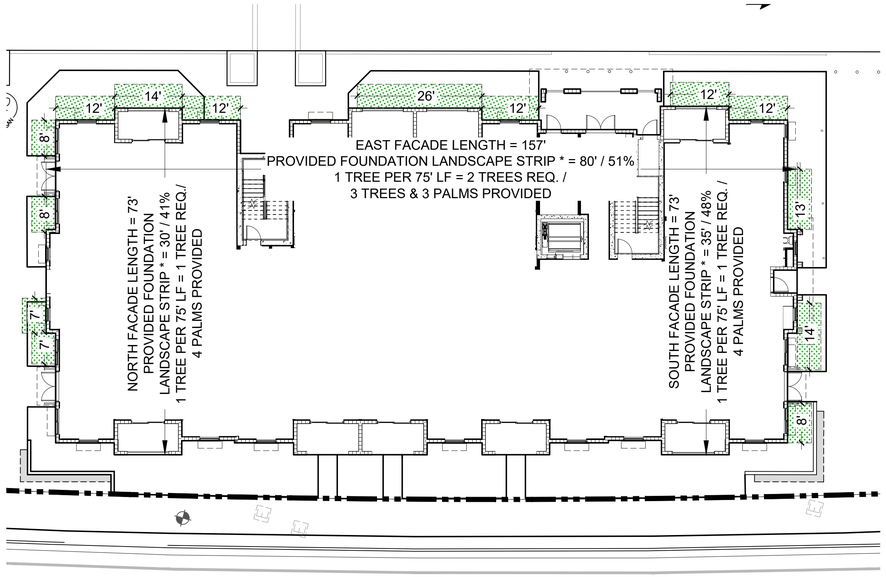


BUILDING 'A' FOUNDATION PLANTER AREA DIAGRAM



BUILDING 'B' FOUNDATION PLANTER AREA DIAGRAM

*** NOTE: LANDSCAPE REQUIREMENTS FOR BASE OF FOUNDATION (PER SEC. 45-91)**
REQUIRED : PLANTING AREA WITHIN 5' OF THE FOUNDATION ALONG MIN. 40% OF EACH FACADE.

FOUNDATION PLANTING AREA IS NOT REQUIRED FOR BUILDINGS A , B & C WITH STOREFRONT BUILDING FRONTAGE ALONG US1 AND YACHT CLUB DRIVE., HOWEVER PLANTING AREA MAY BE PROVIDED. REFER TO LANDSCAPE PLAN FOR PROVIDED LANDSCAPE AREAS.

INDICATES PLANTING AREA PROVIDED WITHIN 5' OF FOUNDATION.

- ***ADDITIONAL PLANTING AREA MAY BE PROVIDED AS SHOWN ON THE PLANS. REFER TO LANDSCAPE PLAN FOR DETAILED PLANTING LAYOUT***



BUILDING 'C' FOUNDATION PLANTER AREA DIAGRAM

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West Palm Beach, FL 33401
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200 YACHT CLUB DRIVE

MIXED-USE RESIDENTIAL

North Palm Beach, Florida

FOUNDATION PLANTER AREA DIAGRAM

NORTH

0 7.5' 15' 30'

Scale: 1" = 15'-0"

Date:	October, 2020
Project No.:	20-013.000
Designed By:	MLC
Drawn By:	MLC
Checked By:	

Revision Dates:

2020-12-01: Site Plan Review Submittal
2021-02-16: DRC RESPONSE RESUBMITTAL
2021-07-09: DRC RESUBMITTAL
2021-09-15: DRC RESUBMITTAL
2022-07-11: Remand Resubmittal

RP-4
of 5

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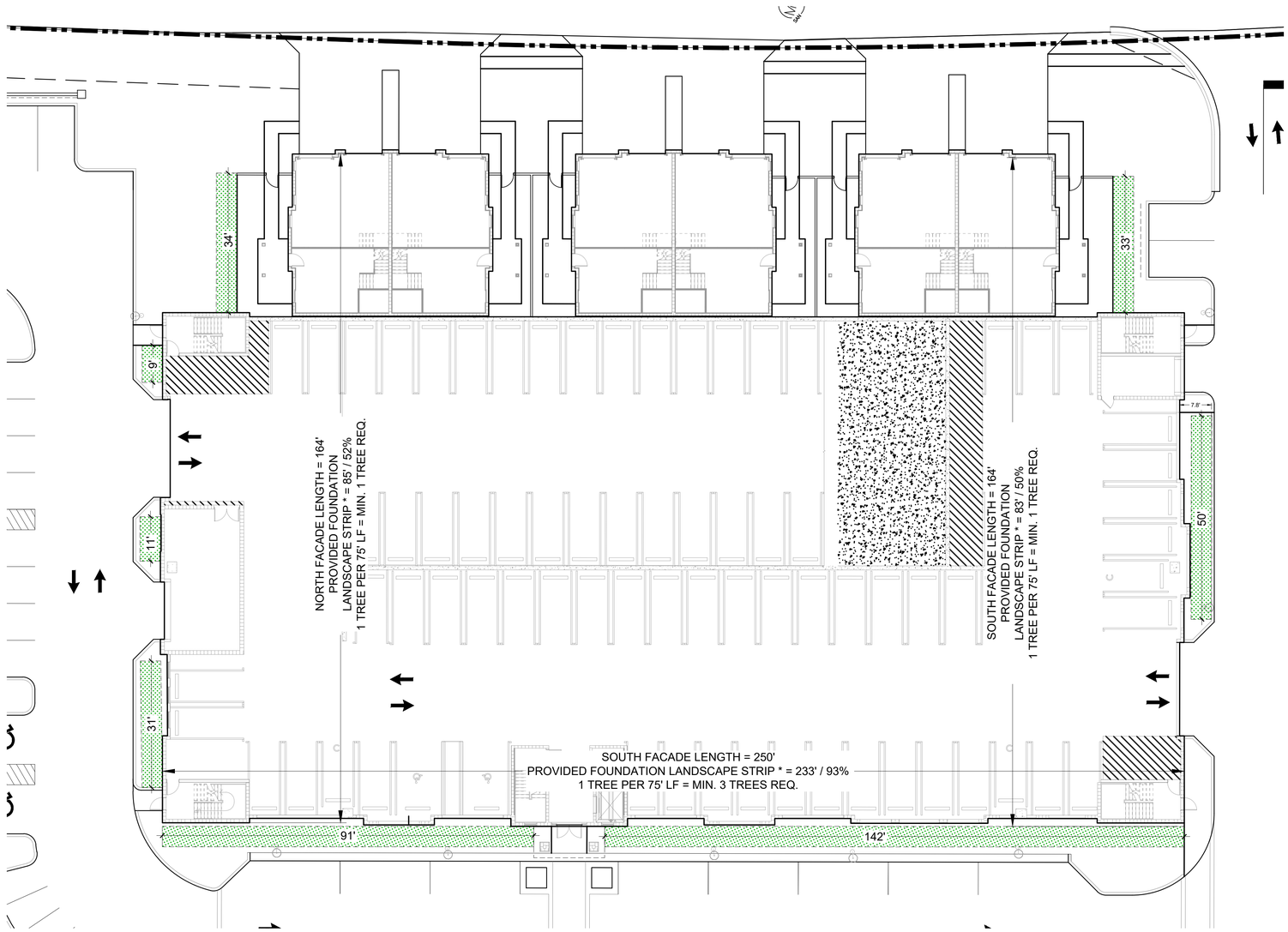

PARKING GARAGE & TOWNHOUSE FOUNDATION PLANTER AREA DIAGRAM

*** NOTE: LANDSCAPE REQUIREMENTS FOR BASE OF FOUNDATION (PER SEC. 45-91)**
REQUIRED : PLANTING AREA WITHIN 5' OF THE FOUNDATION ALONG MIN. 40% OF EACH FACADE.

FOUNDATION PLANTING AREA IS NOT REQUIRED FOR BUILDINGS A , B & C WITH STOREFRONT BUILDING FRONTAGE ALONG US1 AND YACHT CLUB DRIVE., HOWEVER PLANTING AREA MAY BE PROVIDED. REFER TO LANDSCAPE PLAN FOR PROVIDED LANDSCAPE AREAS.

INDICATES PLANTING AREA PROVIDED WITHIN 5' OF FOUNDATION.

- ***ADDITIONAL PLANTING AREA MAY BE PROVIDED AS SHOWN ON THE PLANS. REFER TO LANDSCAPE PLAN FOR DETAILED PLANTING LAYOUT***

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200 YACHT CLUB DRIVE
MIXED-USE RESIDENTIAL
North Palm Beach, Florida
FOUNDATION PLANTER AREA DIAGRAM

NORTH
0 7.5' 15' 30'
Scale: 1" = 15'-0"

Date:	October, 2020
Project No.:	20-013.000
Designed By:	MLC
Drawn By:	MLC
Checked By:	

Revision Dates:
2020-12-01: Site Plan Review Submittal
2021-02-16: DRC RESPONSE RESUBMITTAL
2021-07-09: DRC RESUBMITTAL
2021-09-15: DRC RESUBMITTAL
2022-07-11: Remand Resubmittal

RP-5
of 5

Drawing name: H:\UDBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_000\Drawings\Site Plan\2022-07-11_REGULATING PLAN_RemandResub.dwg
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NOTES:

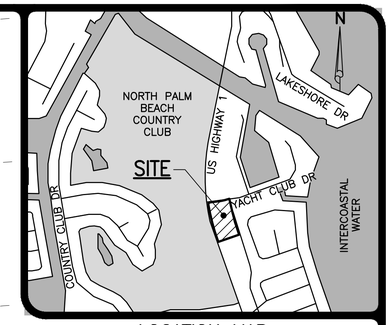
1.) THIS DESIGN IS CONCEPTUAL AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.

2.) CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF ALL DEMOLITION MATERIAL IN ACCORDANCE WITH ALL APPLICABLE GOVERNING AGENCY STANDARDS.

3.) LOCATIONS OF DRAINAGE STRUCTURES AND PIPES AND OTHER STRUCTURES TO BE COORDINATED WITH LANDSCAPE DESIGN DURING PREPARATION OF FINAL CIVIL ENGINEERING PLANS.

4.) CONSTRUCTION AND DEMOLITION TO COMPLY WITH N.F.P.A. 241.

5.) EXISTING BUILDING, PAVEMENT AND DRAINAGE LOCATED ON–SITE SHALL BE REMOVED, UNLESS NOTED.



LOCATION MAP
NOT TO SCALE

N
30 15 0 30 60
SCALE IN FEET
1"=30'

LEGEND

- PROPOSED STORM SEWER AND CATCH BASIN
- DIRECTION OF FLOW
- DIRECTION OF SWALE
- H.P. PROPOSED HIGH POINT
- 13.96 EXISTING GRADE ELEVATION
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED DETECTABLE WARNING SURFACE
- SAWCUT, REMOVE, & REPLACE EXISTING PAVEMENT, CONCRETE, CURB, ETC.
- SAWCUT & REMOVE EXISTING PAVEMENT, CONCRETE, CURB, ETC.
- PROPOSED EXFILTRATION TRENCH (ACTUAL LENGTH & SIZE TO BE DETERMINED DURING FINAL DESIGN)
- PROPOSED LIGHT POLE (BY OTHERS)
- T PROPOSED TRANSFORMER LOCATION (BY OTHERS)
- PROPOSED DIRECTIONAL ARROW
- PROPOSED BENCH & TRASH CAN (BY OTHERS)
- PROPOSED BIKE RACK (BY OTHERS)
- PROPOSED 24" WHITE STOP BAR, "STOP" SIGN & 6" DOUBLE YELLOW STRIPE
- EXISTING OVERHEAD POWER LINE & POWER POLE
- EXISTING STORM DRAINAGE PIPE
- EXISTING WATER MAIN
- EXISTING SEWER MAIN
- EXISTING FORCE MAIN

U.S. HIGHWAY NO.1
(120' F.D.O.T. R/W)
PROPOSED BLDG. "A"
5–STORY
F.F.E. 13.5 N.A.V.D.
RETAIL/ RESTAURANT 1,578 S.F.
PROPOSED BLDG. "B"
5–STORY
F.F.E. 13.5 N.A.V.D.
1ST. FLOOR LIVE/WORK UNIT 1,056 S.F.
PROPOSED BLDG. "C"
5–STORY
F.F.E. 13.5 N.A.V.D.
PROPOSED 3–STORY GARAGE 4TH FLOOR CLUBHOUSE
F.F.E. T.B.D.
PROPOSED 3–STORY TOWNHOUSE 2 UNITS F.F.E. T.B.D.
YACHT CLUB DR.
EXISTING F.P.L. POWER LINE (TO BE UNDERGROUNDED)
EXISTING 5' CONCRETE SIDEWALK (TO BE EXPANDED TO 8' WIDE)
EXISTING DRAINAGE INLET (TO REMAIN) RIM:12.33 (UNABLE TO OPEN)
EXISTING STREET LIGHT & ELECTRICAL BOX (TO REMAIN – TYP.)
REPLACE EX. VALLEY GUTTER AT DRIVEWAYS WITH TYPE "F" CURB (TYP.)
EXISTING DRAINAGE INLET (TO REMAIN – REPLACE EX. TOP W/ F.D.O.T. TYPE 5 INLET TOP) RIM:11.52 (UNABLE TO OPEN)
SAWCUT AND REMOVE EXISTING DRIVEWAYS AS REQUIRED TO COMPLETE CONSTRUCTION AS SHOWN (TYP.)
SIDEWALK CONNECTIONS TO MEET A.D.A. STANDARDS (TYP.)
BENCHMARK MAG NAIL EL:11.86
MATCH EXISTING SIDEWALK ELEVATION
PROPOSED 7' PERPETUAL SIDEWALK EASEMENT
3' BELLSOUTH EASEMENT (ORB 24036 PG.13)
PROPOSED YARD DRAIN (TYP.)
2 STORY CBS BUILDING
DUMPSTER PAD
YACHT CLUB ADDITION TO VILLAGE OF NORTH PALM BEACH P.B.27 PG.98 LOT 11 BLOCK 70
REMAINDER OF LOT 12 BLOCK 70
SOUTH LINE OF LOT 12 BLOCK 70
N70°40'07"E 380.03'
10'X20' BELLSOUTH EASEMENT (O.R.B. 24036, PG. 13) (TO BE PARTIALLY ABANDONDED)
ELECTRIC F.P.L. CABINET & BELLSOUTH EQUIPMENT (TO BE RELOCATED)
5' CONCRETE SIDEWALK
PROPOSED 7' PERPETUAL TRANSPORTATION & UTILITY EASEMENT
LOT 24 BLOCK 66
LOT 25 BLOCK 66 YACHT CLUB ADDITION TO VILLAGE OF NORTH PALM BEACH P.B.27 PG.98
LOT 1 BLOCK 66
R=2804.93' Δ=1°00'31" A=538.92'
R=2484.93' Δ=7°20'32" A=318.43'
63.17'(P)
HANDICAP SIGN (TYP.)
HANDICAP RAMP W/ DETECTABLE WARNING SURFACE (TYP.)
PROPOSED STORM DRAINAGE
2' CAR OVERHANG (TYP.)
PROPOSED ROOF DRAIN (SIZE TO BE DETERMINED DURING FINAL DESIGN)
PROPOSED C.O. (TYP.)
TYPE "D" CURB (TYP.)
2' VALLEY GUTTER (TYP.)
PROPOSED VALLEY GUTTER (TYP.)
PROPOSED STORM DRAINAGE MANHOLE
EXISTING DRAINAGE INLET (TO BE REMOVED) RIM:10.70 INV E:7.43 INV W:9.18 BTM:7.41
PROPOSED EXFILTRATION TRENCH (TYP.) (ACTUAL LENGTH & SIZE TO BE DETERMINED DURING FINAL DESIGN)
PROPOSED PRIVACY WALL (BY OTHERS)
REMOVABLE BOLLARDS (SEE SITE PLAN FOR DETAILS)
OUTDOOR SEATING (BY OTHERS)
BIKE RACK (BY OTHERS)
EXISTING F.M. A.R.V RIM:12.79 (TO BE REMOVED)
TOP of E/W 8" DIP: 9.49 11.29, BTM: 9.09
EXISTING CONCRETE WALL (TO REMAIN)
6' EASEMENT (P.B.26 PG.249)
6'x12' ANCHOR EASEMENT (P.B.26 PG.249) (TO BE ABANDONED)
TYPE "E" CURB (MOUNTABLE)
EXISTING DRAINAGE INLET (TO BE REMOVED) RIM ELEV. 8.47 INV. ELEV. 6.60S B.T.M. ±4.5 (DIRT FILLED)
MATCH EXISTING PAVEMENT ELEVATION (TYP.)
TYPE "E" CURB (MOUNTABLE)
EXISTING 6" D.I.P. F.M. (TO REMAIN)
3'X12' ANCHOR EASEMENT (P.B.26 PG.249) (TO BE ABANDONED)
EXISTING F.P.L. POWER LINE (TO BE UNDERGROUNDED)
PROPOSED F.P.L. TRANSFORMER PAD (BY OTHERS–ACTUAL LOCATION & SIZE TO BE DETERMINED DURING FINAL DESIGN)
2 STORY CBS BUILDING
MARINA ADDITION TO VILLAGE OF NORTH PALM BEACH P.B.27 PG.98 LOT 2
N12°47'13"W (M) 190.37'
30' SERVICE ROAD
WALL–TYP.) (BY OTHERS)
PROPOSED TYPE "C" INLET (TYP.)
TYPE "D" CURB (TYP.)
PROPOSED ROOF DRAIN (SIZE TO BE DETERMINED DURING FINAL DESIGN)
PROPOSED GOLF CART PARKING (5 SPACES)
PROPOSED TYPE "B" CURB (MOUNTABLE)
ELECTRIC PANEL (TO BE REMOVED)
ELECTRIC METER
STEPS (TYP.–SEE ARCH. PLANS FOR DETAILS)
SAWCUT AND REMOVE EXISTING DRIVEWAY AS REQUIRED TO COMPLETE CONSTRUCTION AS SHOWN (TYP.)
EXISTING 5' CONCRETE SIDEWALK (TO BE REMOVED & REPLACED AS SHOWN)
LOT 23
LOT 22
LOT 21
A=55.60' Δ=10°06'20" R=485.31'
A=44.53' Δ=5°15'26" R=485.31
EXISTING DRAINAGE INLET (TO BE REMOVED) RIM ELEV.: 7.33 INV N:4.65 (12" CMP) BTM:5.00
MATCH EXISTING PAVEMENT ELEVATION (TYP.)
PROPOSED STORM DRAINAGE MANHOLE. CONNECT TO EXISTING 15" R.C.P.
24" STOP BAR & "STOP" SIGN (TYP.)
EXISTING SPEED SIGN (TO BE RELOCATED)
PROPOSED CONTROL STRUCTURE
PROPOSED 5' PARKING LOT BUFFER
PROPOSED LIMITS OF OVERHEAD F.P.L. UNDERGROUNDING
REMOVE & REPLACE EXISTING R.C.P. DRAINAGE PIPE CORE & CONNECT TO EXISTING STORM DRAINAGE INLET
EXISTING DRAINAGE INLET (TO REMAIN) RIM ELEV. 6.28 INV. ELEV. 2.27E, 2.79W. B.T.M. 2.2
EXISTING SIGNAL/MASTER ARM (TO REMAIN)
BENCHMARK MAG NAIL & DISK EL:12.73
EXISTING DRAINAGE M.H. (TO REMAIN) RIM ELEV. 12.68 INV. ELEV. 5.01E, 6.51W B.T.M. 5.01
RIM:12.63 INV E:6.84 INV W:6.95
BENCH
TRAFFIC CONTROL BOX
RIM:13.64 INV E:8.36 INV W:8.51
EXISTING PALM TRAN SIGN (TO REMAIN)
PROPOSED BENCH FOR PALM TRAN (SEE SITE PLAN FOR DETAILS)
EXISTING LIGHT POLE (TO REMAIN)
BENCHMARK MAG NAIL & DISK EL:12.93
EXISTING DRAINAGE INLET (TO REMAIN) RIM:10.64 INV E:5.43 INV W:5.11 (UNABLE TO OPEN)
EXISTING DRAINAGE INLET (TO REMAIN) RIM:12.79 (TO BE REMOVED) TOP of E/W 8" DIP: 9.49 11.29, BTM: 9.09
EXISTING DRAINAGE INLET (TO BE REMOVED) RIM:12.79 INV E:8.49 INV W:8.49 BTM:4.29

NOTES:

1.) THIS DESIGN IS CONCEPTUAL AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.

2.) ALL WATER AND WASTEWATER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE SEACOAST UTILITY AUTHORITY AND THE PALM BEACH COUNTY HEALTH DEPARTMENT.

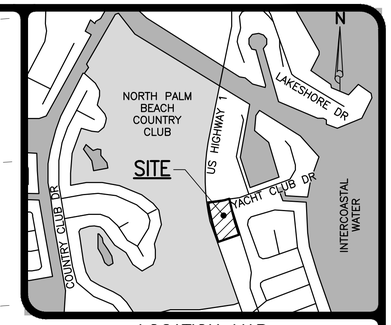
3.) CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF ALL DEMOLITION MATERIAL IN ACCORDANCE WITH ALL APPLICABLE GOVERNING AGENCY STANDARDS.

4.) LOCATIONS OF WATER AND SANITARY SEWER SERVICES TO BE COORDINATED WITH LANDSCAPE DESIGN DURING PREPARATION OF FINAL CIVIL ENGINEERING PLANS.

5.) CONSTRUCTION AND DEMOLITION TO COMPLY WITH N.F.P.A. 241.

6.) FIRE DEPARTMENT LOCKING CAPS WILL BE REQUIRED ON THE FIRE DEPARTMENT CONNECTION.

7.) EXISTING UTILITIES LOCATED ON–SITE SHALL BE REMOVED, UNLESS NOTED.



LOCATION MAP
NOT TO SCALE

N

30 15 0 30 60
SCALE IN FEET
1"=30'

U.S. HIGHWAY NO.1
(120' F.D.O.T. R/W)

EXISTING F.P.L. POWER LINE (TO BE UNDERGROUNDED)
BENCHMARK MAG NAIL & DISK EL:12.93
EXISTING PALM TRAN SIGN (TO REMAIN)
EXISTING LIGHT POLE (TO REMAIN)
EXISTING SIGNAL/MASTER ARM (TO REMAIN)
BENCHMARK MAG NAIL & DISK EL:12.73
BENCH
TRAFFIC CONTROL BOX
RIM:13.64
INV E:8.36
INV W:8.51
RIM:12.63
INV E:6.84
INV W:6.95
EXISTING DRAINAGE M.H. (TO REMAIN) RIM ELEV. 12.68 INV. ELEV. 5.01E, 6.51W B.T.M. 5.01
A=39.90'
Δ=91°26'35"
R=25.00'
PROPOSED WATER METER & R.P.Z. (SIZE TO BE DETERMINED DURING FINAL DESIGN)
EXISTING 5' CONCRETE SIDEWALK (TO BE EXPANDED TO 8' WIDE)
EXISTING DRAINAGE INLET (TO REMAIN) RIM:12.33 (UNABLE TO OPEN)
CONNECT TO EXISTING 10" W.M. W/ GATE VALVE
ELECTRIC METER
PROPOSED 8" D.I.P. WATER MAIN
EXISTING STREET LIGHT & ELECTRICAL BOX (TO REMAIN – TYP.)
EXISTING DRAINAGE INLET (TO REMAIN – REPLACE EX. TOP W/ F.D.O.T. TYPE 5 INLET TOP) RIM:11.52 (UNABLE TO OPEN)
CONNECT TO EXISTING 10" W.M. W/ GATE VALVE
COORDINATE METER LOCATION TO ALLOW LANDSCAPE SCREENING 4' FROM METER & BACKFLOW DEVICE (TYP.)
PROPOSED WATER METER & R.P.Z. (SIZE TO BE DETERMINED DURING FINAL DESIGN)
RETAIL/ RESTAURANT 1,578 S.F.
PROPOSED BLDG. "A" 5–STORY F.F.E. 13.5 N.A.V.D.
PROPOSED GREASE TRAP (SIZE TO BE DETERMINED DURING FINAL DESIGN)
1ST. FLOOR LIVE/WORK UNIT 1,056 S.F.
1ST. FLOOR LIVE/WORK UNIT 1,056 S.F.
PROPOSED BLDG. "B" 5–STORY F.F.E. 13.5 N.A.V.D.
1ST. FLOOR LIVE/WORK UNIT 1,056 S.F.
PROPOSED F.D.C.
PROPOSED SANITARY SERVICE @ 1.0% MIN. SLOPE
PROPOSED FIRE HYDRANT ASSEMBLY (TYP.)
PROPOSED WATER MAIN (SIZE TO BE DETERMINED DURING FINAL DESIGN)
PROPOSED SANITARY SEWER MAIN (SIZE TO BE DETERMINED DURING FINAL DESIGN)
PROPOSED BLDG. "C" 5–STORY F.F.E. 13.5 N.A.V.D.
PROPOSED F.D.C.
PROPOSED WATER METER, R.P.Z. & D.D.C.V. ASSEMBLY (SIZE TO BE DETERMINED DURING FINAL DESIGN)
PROPOSED 12' S.U.A. U.E.
PROPOSED 22' S.U.A. U.E.
10' F.P.L. U.E.
PROPOSED 12' S.U.A. U.E.
PROPOSED 15' S.U.A. U.E.
PROPOSED F.D.C.
PROPOSED 20' S.U.A. U.E.
PROPOSED F.D.C. TO SERVE AMENITY
PROPOSED F.D.C. TO SERVE TOWNHOMES
PROPOSED WATER METER, R.P.Z. & D.D.C.V. ASSEMBLY TO SERVE AMENITY (SIZE TO BE DETERMINED)
PROPOSED 3–STORY GARAGE 4TH FLOOR CLUBHOUSE F.F.E. T.B.D.
PROPOSED WATER METER, R.P.Z. & D.D.C.V. ASSEMBLY TO SERVE TOWNHOMES (SIZE TO BE DETERMINED)
PROPOSED 12' S.U.A. U.E.
PROPOSED 3–STORY TOWNHOUSE 2 UNITS F.F.E. T.B.D.
PROPOSED 3–STORY TOWNHOUSE 2 UNITS F.F.E. T.B.D.
PROPOSED 3–STORY TOWNHOUSE 2 UNITS F.F.E. T.B.D.
PROPOSED 3–STORY TOWNHOUSE 2 UNITS F.F.E. T.B.D.
PROPOSED 7' PERPETUAL SIDEWALK EASEMENT
3' BELLSOUTH EASEMENT (ORB 24036 PG.13)
PROPOSED 12' S.U.A. U.E.
REMAINDER OF LOT 12 BLOCK 70
2 STORY CBS BUILDING
DUMPSTER PAD
SOUTH LINE OF LOT 12 BLOCK 70
YACHT CLUB ADDITION TO VILLAGE OF NORTH PALM BEACH P.B.27 PG.98 LOT 11 BLOCK 70
N70°40'07"E 320.03'
CONNECT TO EXISTING SEWER MAIN W/ PROPOSED SANITARY SEWER MANHOLE (SIZE TO BE DETERMINED DURING FINAL DESIGN)
PROPOSED 6" S.U.A. F.M. RELOCATION
10'X20' BELLSOUTH EASEMENT (O.R.B. 24036, PG. 13) (TO BE PARTIALLY ABANDONDED)
ELECTRIC F.P.L. CABINET & BELLSOUTH EQUIPMENT (TO BE RELOCATED)
R=2484.93' Δ=7°20'32" A=318.43'
6.17'(P)
PROPOSED 7' PERPETUAL TRANSPORTATION & UTILITY EASEMENT
CONNECT TO EXISTING F.M. W/ VALVE (TYP.)
LOT 24 BLOCK 66
BENCHMARK MAG NAIL EL:11.86
N12°47'13"W (M) 190.37'
60' SERVICE ROAD
6' EASEMENT (P.B.26 PG.249)
6'x12' ANCHOR EASEMENT (P.B.26 PG.249) (TO BE ABANDONED)
EXISTING CONCRETE WALL (TO REMAIN)
CORE & CONNECT INTO EXISTING SANITARY SEWER MANHOLE
LOT 25 BLOCK 66 YACHT CLUB ADDITION TO VILLAGE OF NORTH PALM BEACH P.B.27 PG.98
LOT 1 BLOCK 66
MARINA ADDITION TO VILLAGE OF NORTH PALM BEACH P.B.27 PG.98 LOT 2
EXISTING 6" D.I.P. F.M. (TO REMAIN)
3'X12' ANCHOR EASEMENT (P.B.26 PG.249) (TO BE ABANDONED)
EXISTING F.P.L. POWER LINE (TO BE UNDERGROUNDED)
2 STORY CBS BUILDING
CONNECT TO EXISTING W.M. W/ TEE AND G.V.
YACHT CLUB DR.
NORTH PALM BEACH R/W
MARINA ADDITION TO VILLAGE OF NORTH PALM BEACH P.B.27 PG.98
A=85.60'
Δ=10°06'20"
R=485.31'
PROPOSED 15' S.U.A. U.E.
LOT 23
LOT 22
TEE & W.M. W/ GATE VALVE
PROPOSED 5' PARKING LOT BUFFER
A=44.53'
Δ=5°15'26"
R=485.31
LOT 21
EXISTING DRAINAGE INLET (TO REMAIN) RIM ELEV. 6.28 INV. ELEV. 2.27E, 2.79W, B.T.M. 2.27

LEGEND

- PROPOSED CONCRETE
- SEWER SERVICE W/ CLEAN–OUT
- FIRE HYDRANT W/ GATE VALVE
- PROPOSED SANITARY SEWER LINE, MANHOLE & FLOW DIRECTION
- WATER SERVICE & R.P.Z. (REFER TO POTABLE WATER SERVICE SINGLE METER INSTALLATION DETAIL.)
- PROPOSED F.D.C.
- PROPOSED LIGHT POLE (BY OTHERS)
- PROPOSED TRANSFORMER LOCATION (BY OTHERS)
- PROPOSED DIRECTIONAL ARROW
- PROPOSED BENCH & TRASH CAN (BY OTHERS)
- PROPOSED BIKE RACK (BY OTHERS)
- PROPOSED 24" WHITE STOP BAR, "STOP" SIGN & 6" DOUBLE YELLOW STRIPE
- EXISTING OVERHEAD POWER LINE & POWER POLE
- EXISTING STORM DRAINAGE PIPE
- EXISTING WATER MAIN
- EXISTING SEWER MAIN
- EXISTING FORCE MAIN

JESSE J. PARRISH, IV, P.E., STATE OF FLORIDA, PROFESSIONAL ENGINEER, LICENSE NO. 85433

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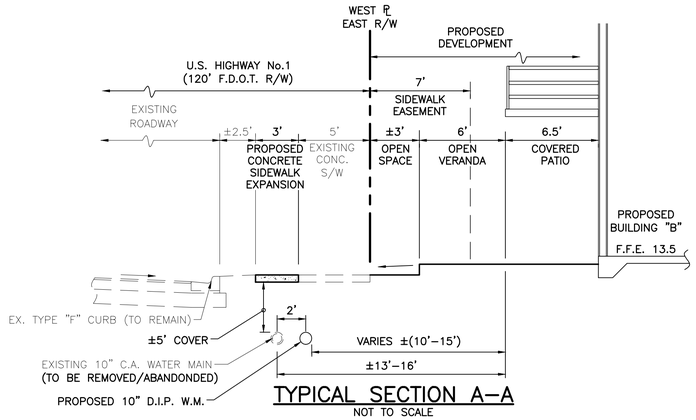
REVISIONS
6. REVISED PER NEW SITE PLAN, 6/27/22.
5. REVISED PER NEW SITE PLAN, 6/16/22.
4. REVISED PER S.U.A. & N.P.B. COMMENTS, 10/27/21 B.L.
3. REVISED PER W.P.B. & S.U.A. COMMENTS, 09/10/21 B.L.
2. REVISED PER NEW SITE PLAN, 7/9/21.
1. REVISED PER N.P.B. COMMENTS & SITE/ARCH PLAN UPDATES, 2/10/21.

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West ● Suite 3 ● West Palm Beach, Florida 33407 ● (561) 478–7848

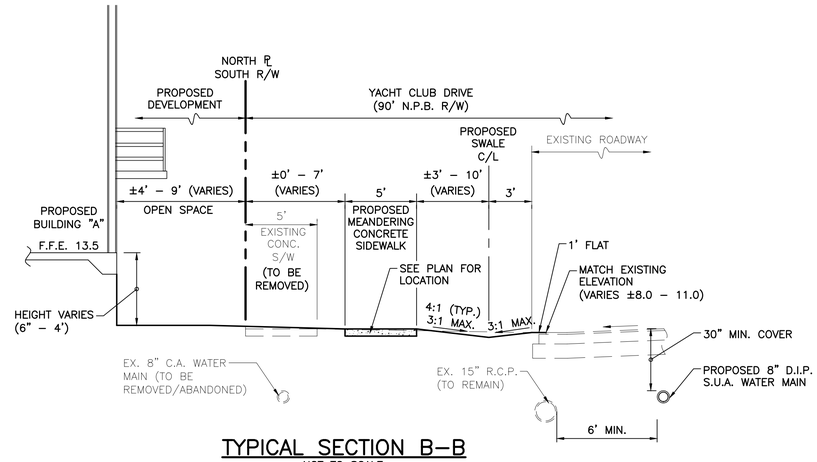
DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.P.	R.S.			

200 YACHT CLUB DRIVE
SECTION 9, TOWNSHIP 42S., RANGE 43E.
NORTH PALM BEACH, FLORIDA
CONCEPTUAL WATER AND WASTEWATER PLAN

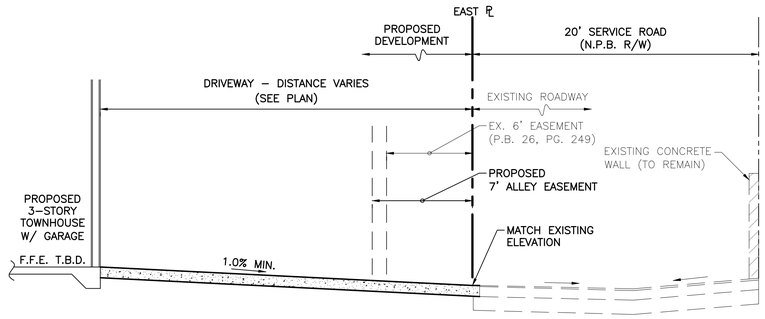
JOB NO.	DRAWING NO.	SHEET	OF
20–112	20112C02	2	3



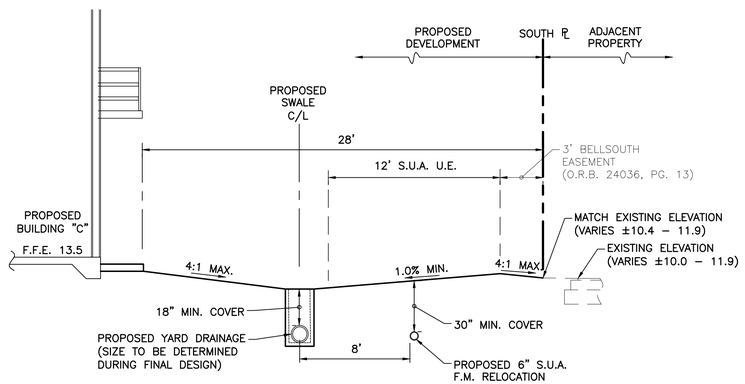
TYPICAL SECTION A–A
NOT TO SCALE



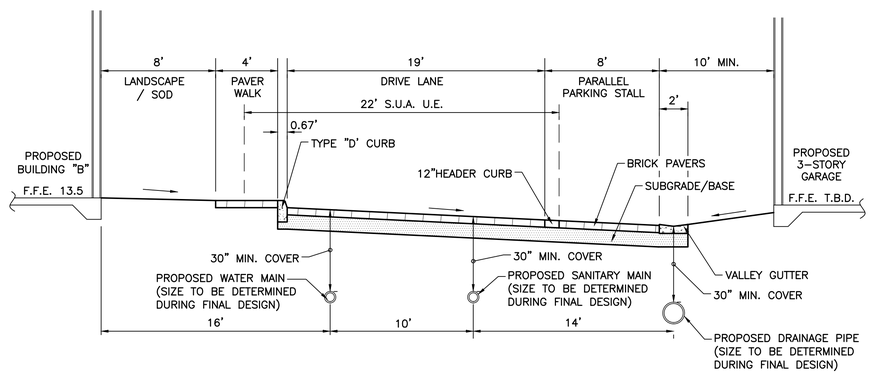
TYPICAL SECTION B–B
NOT TO SCALE



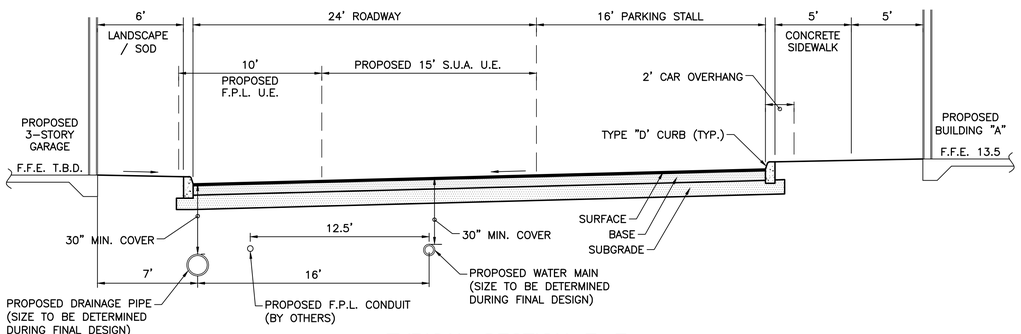
TYPICAL SECTION C–C
NOT TO SCALE



TYPICAL SECTION D–D
NOT TO SCALE



TYPICAL SECTION E–E
NOT TO SCALE



TYPICAL SECTION F–F
NOT TO SCALE

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4. REVISED PER NEW SITE PLAN, 6/27/22.
3. REVISED SECTIONS PER S.U.A., 10/27/21 B.L.
2. REVISED PER N.P.B. & S.U.A. COMMENTS, 09/10/21 B.L.
1. REVISED PER NEW SITE PLAN, 7/9/21.

REVISIONS

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 5452
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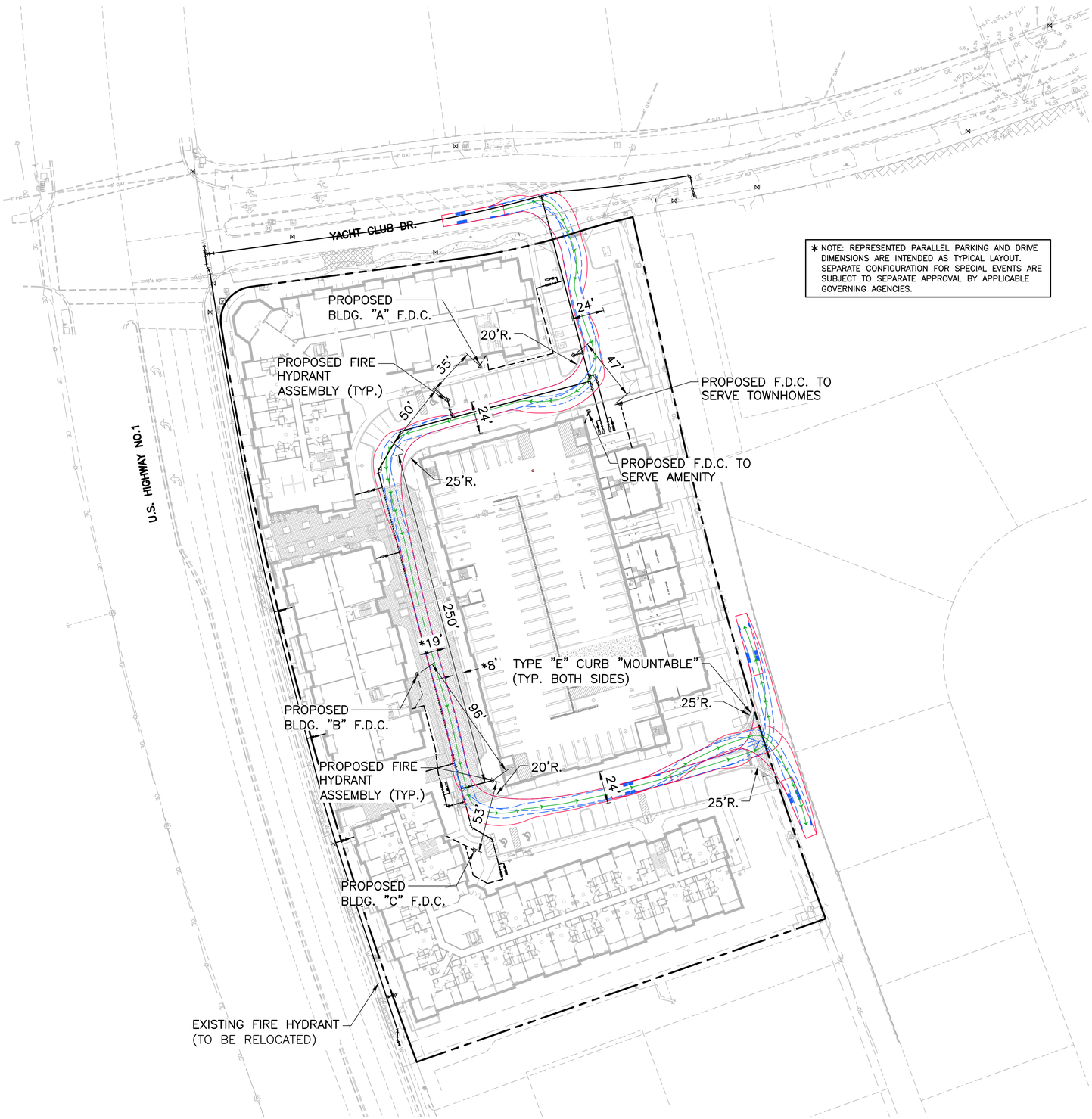
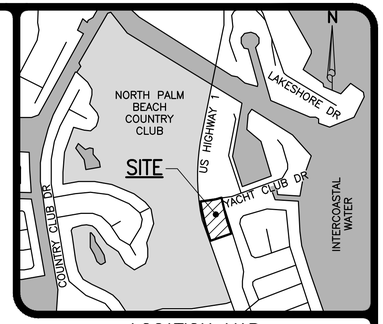
DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.P.	R.S.			

200 YACHT CLUB DRIVE
SECTION 9, TOWNSHIP 42S., RANGE 43E.
NORTH PALM BEACH, FLORIDA
CONCEPTUAL PAVING, DRAINAGE, WATER AND WASTEWATER SECTIONS

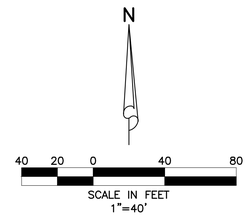
JOB NO.	DRAWING NO.	SHEET
20-112	20112C03	3 OF 3

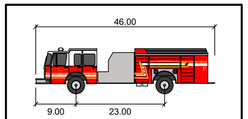


* NOTE: REPRESENTED PARALLEL PARKING AND DRIVE DIMENSIONS ARE INTENDED AS TYPICAL LAYOUT. SEPARATE CONFIGURATION FOR SPECIAL EVENTS ARE SUBJECT TO SEPARATE APPROVAL BY APPLICABLE GOVERNING AGENCIES.



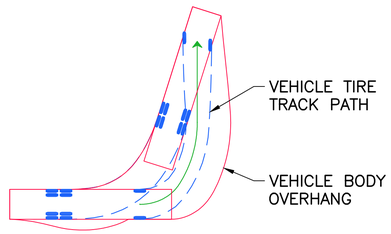
LOCATION MAP
NOT TO SCALE





Palm Beach County Fire Rescue

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 45.0



RED = VEHICLE BODY
BLUE = TIRE TRACK PATH

11/18/2021

REVISIONS

SIMMONS & WHITE
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Authorization No. 3452
2581 Metrocentre Blvd West ● Suite 3 ● West Palm Beach, Florida 33407 ● (561) 478-7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.P.	D.B.			

200 YACHT CLUB DRIVE
SECTION 9, TOWNSHIP 42S., RANGE 43E.
NORTH PALM BEACH, FLORIDA
FIRE TRUCK AUTOTURN ANALYSIS

JOB NO.	DRAWING NO.	SHEET	OF
20-112	20112AT01	1	1

Y:\AUTOCAD_FILES\2020\20-112\EXHIBITS\Autoturn Analysis\2021-11-18 Fire.dwg 11/18/2021 9:51 AM Ricardo Sanchez

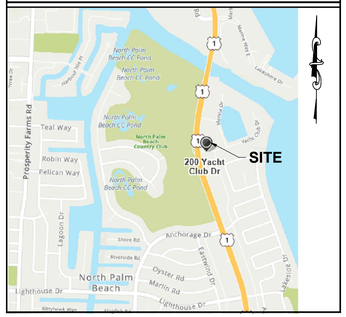
200 YACHT CLUB DRIVE

Preliminary Landscape Plan

North Palm Beach, Florida

NOTE: These Landscape Plans have been prepared to satisfy Village of North Palm Beach zoning requirements and to conceptually reflect landscape requirements for the site. They are not to be utilized for construction drawings until final engineering and architectural plans are available. These drawings are not to be used for Building Permit application until these plans are finalized.

LOCATION MAP



DEVLEOPMENT TEAM:

ARCHITECT:	SpinaOrourke + Partners 285 Banyan Blvd, West Palm Beach, FL 33401 561.684.6844	CIVIL & TRAFFIC ENGINEER:	Simmons & White, Inc. 2581 Metrocentre Blvd., Suite 3 West Palm Beach, FL 33407 561.478.7848
LANDSCAPE ARCHITECT/ PLANNER:	Urban Design Studio 610 Clematis St. Ste. CU02 West Palm Beach, Florida 33401 561.366.1100	SURVEYOR:	Brown & Phillips, Inc. 1800 Old Okeechobee Rd., Ste. 509 West Palm Beach, FL 33409 561.615.3988

LANDSCAPE NOTES:

- BASE INFORMATION OBTAINED FROM A PRELIMINARY ENGINEERING AND UTILITY PLANS PREPARED BY SIMMONS & WHITE, INC. DATED 11/24/2020.
- ALL INVASIVE SPECIES WILL BE ERADICATED FROM THE AFFECTED AREA AS REQUIRED BY CODE.
- ALL LANDSCAPE MATERIAL SHALL CONFORM TO THE MOST RECENT STANDARDS AS OUTLINED BY THE "GRADES AND STANDARDS FOR NURSERY PLANTS" PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES.
- SIGHT TRIANGLES SHALL BE PROVIDED AND MAINTAINED BY OWNER CLEAR OF VEGETATION TO PROVIDE UNOBSTRUCTED VISIBILITY BETWEEN 30 INCHES AND 8 FEET ABOVE GRADE.
- UTILITY EASEMENTS SHALL NOT ENCROACH INTO LANDSCAPE BUFFERS MORE THAN 5 FEET OR AS PERMITTED BY CODE.
- FDOT TYPE "D" OR "F" CURB OR WHEEL STOPS TO BE PROVIDED ALONG ALL LANDSCAPE AREAS.
- ALL INSTALLATION WORK SHALL BE CARRIED OUT IN A PROFESSIONAL MANNER IN ACCORDANCE WITH STANDARD NURSERY AND INSTALLATION PRACTICES.
- QUANTITIES ON PLANT LIST ARE FOR CONVENIENCE ONLY. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ALL PLANTS SHOWN ON LANDSCAPE PLANS.
- ALL LANDSCAPE AREAS SHALL BE SODDED, MULCHED OR OTHERWISE COVERED WITH GROUND COVER PER THESE PLANS AS LABELED.
- TREES SHOWN ON THIS PLAN ARE GRAPHIC REPRESENTATION ONLY. TREE SPACING IS BASED ON DESIGN REQUIREMENTS AND THE TREES SHOWN ON THESE PLANS ATTEMPT TO ACCOMPLISH THAT SPACING WHILE MAINTAINING THE REQUIRED SETBACKS FROM UTILITIES. TREES MAY BE FIELD ADJUSTED TO AVOID CONFLICTS WITH DRIVEWAYS AND UNDERGROUND UTILITIES.

UTILITY SETBACK NOTES:

- ALL SETBACK DIMENSIONS SHOWN ON THE PLANS ARE TO BE MET AT THE TIME OF INSTALLATION.
- TREES ARE TO BE INSTALLED WITH A FIFTEEN FOOT (15') SEPARATION FROM ANY WATER OR SEWER MAIN AND/OR SERVICE, HYDRANTS, AND LIFT STATIONS, OR WITH A MINIMUM TEN FOOT (10') SETBACK IF INSTALLED WITH A ROOT BARRIER SYSTEM. REFER TO THE "ROOT BARRIER" DETAIL ON SHEET LP-4 FOR INSTALLATION REQUIREMENTS. HOWEVER IN NO CASE SHALL A TREE ENCROACH INTO A SUAUE WITHOUT PRIOR SEACOAST UTILITY AUTHORITY APPROVAL AND ONLY SOD CAN BE INSTALLED WITHIN 5' OF A FIRE HYDRANT UNLESS OTHERWISE APPROVED BY THE FIRE MARSHAL AND SUA.
- TREES ARE TO BE INSTALLED WITH A TEN FOOT (10') SEPARATION FROM ANY DRAINAGE OR STORM SEWER INFRASTRUCTURE, OR WITH A MINIMUM SEVEN FOOT (7') SETBACK IF INSTALLED WITH A ROOT BARRIER SYSTEM. REFER TO THE "ROOT BARRIER" DETAIL ON SHEET LP-4 FOR INSTALLATION REQUIREMENTS.
- WHERE REQUIRED, ROOT BARRIER TO BE INSTALLED WITH A MINIMUM 5' SEPARATION TO THE EDGE OF ALL UNDERGROUND UTILITIES AND INFRASTRUCTURE.
- TREES SHALL BE PLANTED WITH A MIN. 2' SEPARATION BETWEEN ANY ROOT BARRIER (MEASURED FROM THE CENTER OF THE TREE).

LANDSCAPE EXCAVATION & BACKFILL NOTES:

- TREE AND SHRUB PLANTING BEDS WHICH FALL WITHIN OR NEAR ROADWAY AREAS SHALL BE COMPLETELY EXCAVATED AND BACK-FILLED WITH TOPSOIL. ALL SHELL-ROCK OR OTHER BASE MATERIALS, AND ALL SUBSOIL AND DEBRIS, SHALL BE COMPLETELY REMOVED FROM BENEATH SUCH PLANTING AREAS, TO A MINIMUM DEPTH OF 36". UPON COMPLETION OF EXCAVATION, LANDSCAPE ARCHITECT OR OWNER SHALL INSPECT THE EXCAVATED AREA PRIOR TO BACKFILLING WITH TOPSOIL.
- ALL TREE AND/OR SHRUB PLANTING AREAS WITHIN 8' OF BUILDING FOUNDATIONS, AND ANY OTHER PLANTING AREAS WHERE SIGNIFICANT BURIED CONSTRUCTION DEBRIS IS ENCOUNTERED, SHALL BE COMPLETELY EXCAVATED TO A MINIMUM DEPTH OF 36". UPON COMPLETION OF EXCAVATION, LANDSCAPE ARCHITECT OR OWNER SHALL INSPECT THE EXCAVATED AREA PRIOR TO BACKFILLING WITH TOPSOIL.

LANDSCAPE DATA

REQUIRED LANDSCAPING

1. MISCELLANEOUS LANDSCAPE ELEMENTS (PER SEC. 45-88)
PLAN COMPLIES. SEE SITE AND LANDSCAPE PLAN

2. OFF-STREET PARKING LOTS (PER SEC. 45-89)

BUFFER
REQUIRED / PROVIDED: MIN. 5' WIDTH / TREES 30' O.C. / 3' HT. HEDGE

INTERIOR & TERMINAL ISLANDS
REQUIRED: 1 SHADE TREE PER ISLAND *
PROVIDED: 12 SHADE TREES * / 4 SPECIMEN PALMS / 3 PALMS @ 3:1

3. SITE PERIMETERS - CM-U DISTRICT (PER SEC. 45-90)

WEST FRONT YARD
BUILDING A
(STOREFRONT): N/A (STOREFRONT BUILDING FRONTAGE)

BUILDING B & C
STOREFRONT: N/A (STOREFRONT BUILDING FRONTAGE)

NORTH FRONT YARD
BUILDING A
(STOREFRONT): N/A (STOREFRONT BUILDING FRONTAGE)

SOUTH SIDE YARD
NOT APPLICABLE FOR CM-U

EAST REAR YARD
REQUIRED: 5' BUFFER / TREES 30' O.C. @ 394' LF = 13 TREES / PLUS HEDGE
PROVIDED: +5' BUFFER / 7 TREES & 21 PALMS / PLUS HEDGE
EASTERN PROPERTY LINE LENGTH (538' LF) MINUS THE BUILDING FRONTAGE (144' LF) = NET BUFFER LENGTH (394' LF)

4. BASE OF FOUNDATION (PER SEC. 45-91)
REQUIRED / PROVIDED: MIN. 5' PLANTING AREA @ 40% OF FACADE *
* NOT REQUIRED FOR BUILDING A, B & C STOREFRONT BUILDING FRONTAGE
(REFER TO SHEET RP-4 FOR COMPLIANCE DIAGRAM)

SPECIES MIX
REQUIRED = 6 SPECIES
PROVIDED = 7 SPECIES

NATIVE CLASSIFICATION
TOTAL TREES PROVIDED = 63 (Tibouchina and Plumeria not included)
% NATIVE = 35 NATIVE TREES / 56%

TOTAL PALMS PROVIDED = 167 (Licuala Palms not included)
% NATIVE = 89 NATIVE PALMS / 53%

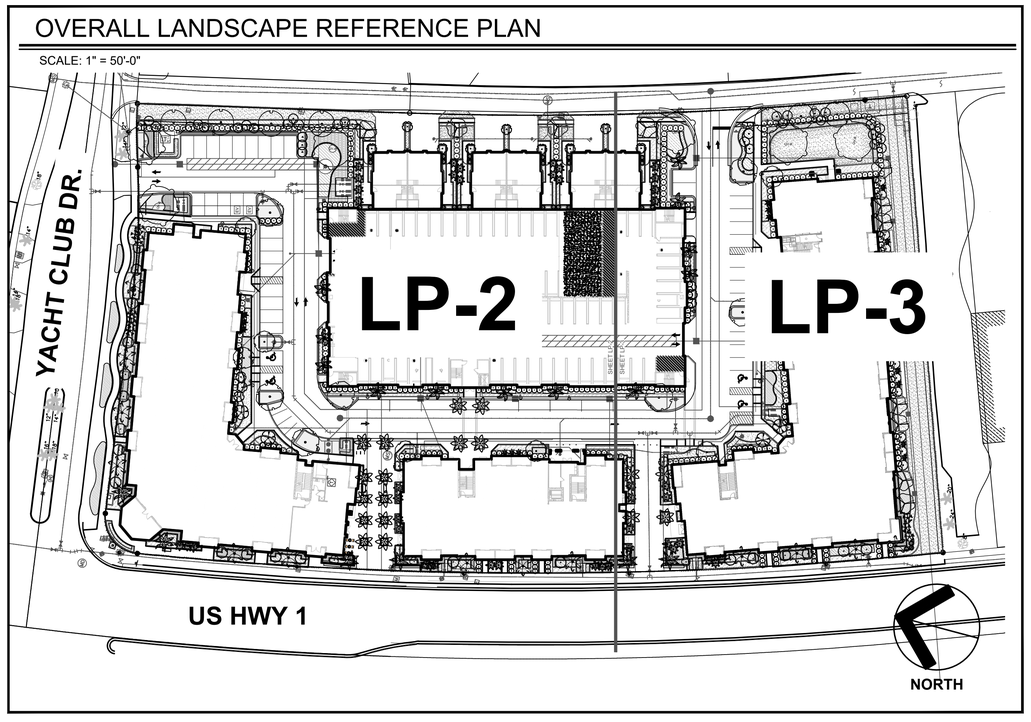
TOTAL SHRUBS & HEDGES PROVIDED = 2,216
% NATIVE = 1,654 NATIVE SHRUBS / 75%

LANDSCAPE POINTS TO EXCEED MINIMUM STANDARDS
(PER SEC. 45-87.D)

REQUIRED: *100 PTS. FOR 1 AND 2 AC.* *PLUS 50 PTS. PER EA. ADD'L ACRE*	200 POINTS (FOR 4.09 AC.PARCEL)
PROVIDED:	
NATIVE TREES (1) - (IF > 5" DBH) (20 POINTS PER TREE RETAINED OR PLANTED PLUS 1 POINT FOR EACH INCH > 5" DBH)	189.5 POINTS (6 RELOCATED TREES) #20 12" LIVE OAK (27 PTS), #22 17" LIVE OAK (32 PTS), #27 13.5" LIVE OAK (28.5 PTS), #28 22" LIVE OAK (37 PTS), #93 17.5 LIVE OAK (32.5 PTS), #94 17.5" LIVE OAK (32.5 PTS)
COURTYARDS, LOGGIAS, PATIOS AND SIMILAR OPEN AREAS AVAILABLE FOR PUBLIC USE (50 POINTS PER PUBLIC OPEN AREA)	100 POINTS (2 AREAS)
TOTAL PROVIDED POINTS	289.5 POINTS (FOR 4.09 AC.PARCEL)

OVERALL LANDSCAPE REFERENCE PLAN

SCALE: 1" = 50'-0"



DISPOSITION & MITIGATION SUMMARY CHART:

EXISTING TREE DISPOSITION SUMMARY		
PROPOSED DISPOSITION	TREES	DBH (INCHES)
Preserved	0	N/A
Non-native &/OR less than 60% conditon rating to be removed (no mitigation required)	29	N/A
Native & 60% or greater conditon rating to be relocated on site	**6**	**101.5**
Total Trees	35	

EXISTING PALM DISPOSITION SUMMARY	
Preserved	0
Relocated on-site	48
Removed	**18**
Total Palms	66

RELOCATION PROGRAM:

- LIVE OAKS: 6 RELOCATED ON SITE
- SABAL PALMS: 48 RELOCATED ON SITE (TO SOUTH AND EAST BUFFER)

SHEET INDEX:

COVER SHEET LP-1
LANDSCAPE PLAN LP-2 & LP-3
LANDSCAPE DETAILS LP-4
TREE RELOCATION AND PROTECTION PLAN LP-5
LANDSCAPE SPECIFICATIONS LP-6
TREE DISPOSITION PLAN TD-1

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	NATIVE	DROUGHT TOLERANT
	BS	7	Bursera simaruba / Gumbo Limbo Min. 12' Ht. x 5' Spr., Min. 3" Cal., Single stemmed, Full even crown	Yes	Yes
	CG	9	Cassia surattensis / Glaucous Cassia 12' Ht. x 5' Spr., Min. 2" cal., Single stemmed, Full even crown	No	Yes
	CE2	7	Conocarpus erectus / Green Buttonwood Min. 12' Ht. x 5' Spr., Min. 3" Cal., Single stemmed, Full even crown	Yes	Yes
	CE	15	Conocarpus erectus `sericeus` / Silver Buttonwood 12' Ht. x 5' Spr., Min. 2.5" cal., Single stemmed, Full even crown	Yes	Very
	ED	21	Elaeocarpus decipiens / Japanese Blueberry Tree 12' Ht. x 5' Spr., 2.5" Cal., 5' CT, Full Dense Canopy	No	Yes
	PO	4	Plumeria obtusa / Singapore White Plumeria 8' Ht. x 4' Spr., Min	No	Yes
	TG	4	Tibouchina granulosa / Purple Glory Tree 8' Ht. x 4' Spr. 1.5" Cal. Straight Trunk	No	Yes
PALM TREES	CODE	QTY	BOTANICAL / COMMON NAME	NATIVE	DROUGHT TOLERANT
	CN	18	Cocos nucifera `Green Malayan` / Coconut Palm 14` G.W., Matched Heights, Heavy Straight Trunk, No Tapering GW, No Scars, Full Crown	No	Yes
	LG	20	Licuala grandis / Licuala Palm Sun Grown, 4` Ht. x 3` Spr.	No	Yes
	PS	6	Phoenix sylvestris / Wild Date Palm 16` G.W., Matched Heights, Heavy Straight Trunk, No Tapering GW, No Scars, Full Crown	No	Yes
	PE	43	Ptychosperma elegans / Alexander Palm 10` Ct. 16` O.A. Ht. Single Trunk, Full Head, No Scarred Trunk	No	Yes
	RE12	12	Roystonea elata / Florida Royal Palm 12` G.W., Matched Heights, Heavy Straight Trunk, No Tapering GW, No Scars, Full Crown	Yes	Yes
	SP	9	Sabal palmetto / Cabbage Palmetto 8`-12` C.T. Varying Heights, Slick Straight Trunk, Hurricane Cut	Yes	Yes
	TR	19	Thrinax radiata / Florida Thatch Palm 6` Ct. 8` O.A. Ht. Single Trunk, Full Head	Yes	Very
	VA	13	Veitchia arecina / Montgomery Palm 12` G.W., Matched Heights, Heavy Straight Trunk, No Scars, Full Crown	No	Yes
RELOCATED TREES	CODE	QTY	BOTANICAL / COMMON NAME	NATIVE	DROUGHT TOLERANT
	QV-R	6	Quercus virginiana / Southern Live Oak (RELOCATED) Existing Live Oak Tree relocated from on-site (Tag #s 20, 22, 27, 28,93, 94). Refer to Tree Dispositon Tabular	Yes	Yes
	SP-R	46	Sabal palmetto / Cabbage Palmetto (RELOCATED) EXISTING TREE RELOCATED FROM ELSEWHERE ON SITE	Yes	Yes
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	NATIVE	DROUGHT TOLERANT
	ALZ	74	Alpinia zerumbet / Shell Ginger 7 Gal., Min. 36" Ht., 36" Spr., 48" O.C Full Dense Shrub,	No	Yes
	CLU	266	Clusia guttifera / Small Leaf Clusia 3 Gal., Min. 36" Ht., 36" Spr., 48" o.c. Full dense shrub,	Yes	Yes
	CAQ	28	Crinum augustum `Queen Emma` / Queen Emma Crinum Lily 7 Gal., Min. 36" Ht., 36" Spr., 36" O.C Full Dense Shrub	No	Yes
	MYC	95	Myrica cerifera / Wax Myrtle 7 Gal., Min. 36" Ht., 36" Spr., 48" o.c. Full dense shrub,	Yes	Yes
VINE	CODE	QTY	BOTANICAL / COMMON NAME	NATIVE	DROUGHT TOLERANT
	BK	3	Bougainvillea x 'Barbara Karst' / Barbara Karst Bougainvillea 15 Gal, 8' HT, Trellis Grown, Attach to Building with SS Trellis	No	Yes
LARGE SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	NATIVE	DROUGHT TOLERANT
	CHI3	97	Chrysobalanus icaco `Red Tipped` / Horizontal Cocoplum Min. 7 Gal. Min. 36" Ht. x 24" Spr. 30" O.C. Full and Dense Shrub, Full to Base	Yes	Yes
MEDIUM SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	NATIVE	DROUGHT TOLERANT
	CHI	290	Chrysobalanus icaco `Horizontalis` / Horizontal Cocoplum Min. 3 Gal. Min. 24" Ht. x 24" Spr. 30" O.C. Full and Dense Shrub, Full to Base	Yes	Yes
	HAC	76	Hamelia patens `Compacta` / Dwarf Firebush Min. 3 Gal., Min. 24" Ht. x 24" Spr., 30" O.C., Fully Rooted and Dense	Yes	Yes
	HIB	83	Hibiscus rosa-sinensis `Seminole Pink` / Seminole Pink Hibiscus Min. 3 Gal. Min. 24" Ht. x 24" Spr. 30" O.C. Full and Dense Shrub, Full to Base	No	Yes
	IXA	177	Ixora coccinea `Nora Grant` / Nora Grant Pink Ixora Min. 3 Gal., Min. 24" Ht. x 24" Spr., 30" O.C., Fully Rooted and Dense	No	Yes
	MUC	38	Muhlenbergia capillaris / Pink Muhly Min. 3 Gal. , Min. 24" Ht. x 24" Spr. 36" O.C. Full and Dense Shrub, Full to Edge of Pot	Yes	Yes
	PSA	82	Pennisetum setaceum 'Alba' / White Fountain Grass Min. 3 Gal., Min. 24" ht. x 24" spr., 30" O.C., Full dense plant	No	Yes
	PLM	164	Plumbago auriculata / Blue Plumbago Min. 3 Gal., Min. 24" ht. x 24" spr., 30" O.C., Full dense plant	No	Yes
	TDF	126	Tripsacum dactyloides / Fakahatchee Grass Min. 3 Gal. Min. 24" Ht. x 18" Spr. 36" O.C. Full and Dense Shrub, Full to Base	Yes	Yes
	FAD	597	Tripsacum floridanum / Fakahatchee Grass `Dwarf` Min. 3 Gal., Min. 24" ht. x 24" spr., 30" O.C., Full dense plant	Yes	Yes
	ZAF	163	Zamia floridana / Coontie 3 Gal., Min. 18" ht. x 18" spr., 30" O.C., full to base	Yes	Yes
GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME	NATIVE	DROUGHT TOLERANT
	AGE	997	Arachis glabrata `Ecoturf` / Perennial Peanut Min. 1 Gal. 6" Ht x 12" Spr. 18" O.C. Full to Edge of Pot	No	Yes
	FIC	1,763	Ficus microcarpa `Green Island` / Green Island Ficus Min. 3 Gal., 12" Ht. x 12" Spr., 18" O.C., Fully Rooted and Dense	No	Yes
	HDS	203	Helianthus debilis / Dune Sunflower Min. 3 Gal., 12" Ht. x 12" Spr., 24" O.C., Fully Rooted and Dense	Yes	Yes
	LME	591	Liriope muscari `Emerald Goddess` / Lilyturf Min. 1 Gal. 12" Ht x 12" Spr. 18" O.C. Full to Edge of Pot	No	Yes
SOD AND MULCH	CODE	QTY	BOTANICAL / COMMON NAME	NATIVE	DROUGHT TOLERANT
	SOD	8,351 sf	Stenotaphrum secundatum / St. Augustine Grass Laid flat, No Gaps, Rolled and Sanded to create a uniform flat mowing surface, Weed and Disease Free, Laid tight, Staggered joints	No	No

- DROUGHT TOLERANT RATING BASED UPON SFWMD WATERWISE PUBLICATION - SOUTH FLORIDA EDITION
- ALL PLANT MATERIAL SPECIFICATIONS AND CONTAINER SIZES LISTED IN THE PROJECT PLANT SCHEDULE ARE REQUIRED MINIMUMS. ALL PLANT MATERIAL SHALL BE FLORIDA # 1 OR BETTER. CONTRACTOR CAN EXCEED THE REQUIRED MINIMUM SPECIFICATION AND CONTAINER SIZE BASED ON MATERIAL AVAILABILITY.
- ALL PLANT MATERIAL SHALL MEET AND ADHERE TO FLORIDA GRADES AND STANDARDS FOR NURSERY PLANTS. THE LANDSCAPE ARCHITECT OR CLIENT HAVE THE RIGHT TO REJECT ANY PLANT MATERIAL NOT MEETING THESE STANDARDS.

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200 YACHT CLUB DRIVE
Mixed-Use Residential
North Palm Beach, Florida
Landscape Plan - Cover Sheet

Drawing name: H:\JOBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_ 000\Drawings\Landscape Plan\2022-07-11_PLP_RemandSubmittal.dwg

NORTH

0 10' 20' 40'

Scale: 1" = 20'-0"

Date:	December 1, 2020
Project No.:	20-013.000
Designed By:	TRM
Drawn By:	TRM
Checked By:	MC / RD

Revision Dates:
2020.12.01 SP REVIEW SUBMITTAL
2021-02-16 DRC RESPONSE RESUBMITTAL
2021-07-09 DRC RESUBMITTAL
2021-09-17 DRC RESUBMITTAL
2021-10-29 DRC RESUBMITTAL #4 (Fire&SUA)
2022-07-11 Remand Resubmittal
2022-08-19 DRC Resubmittal

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of 6

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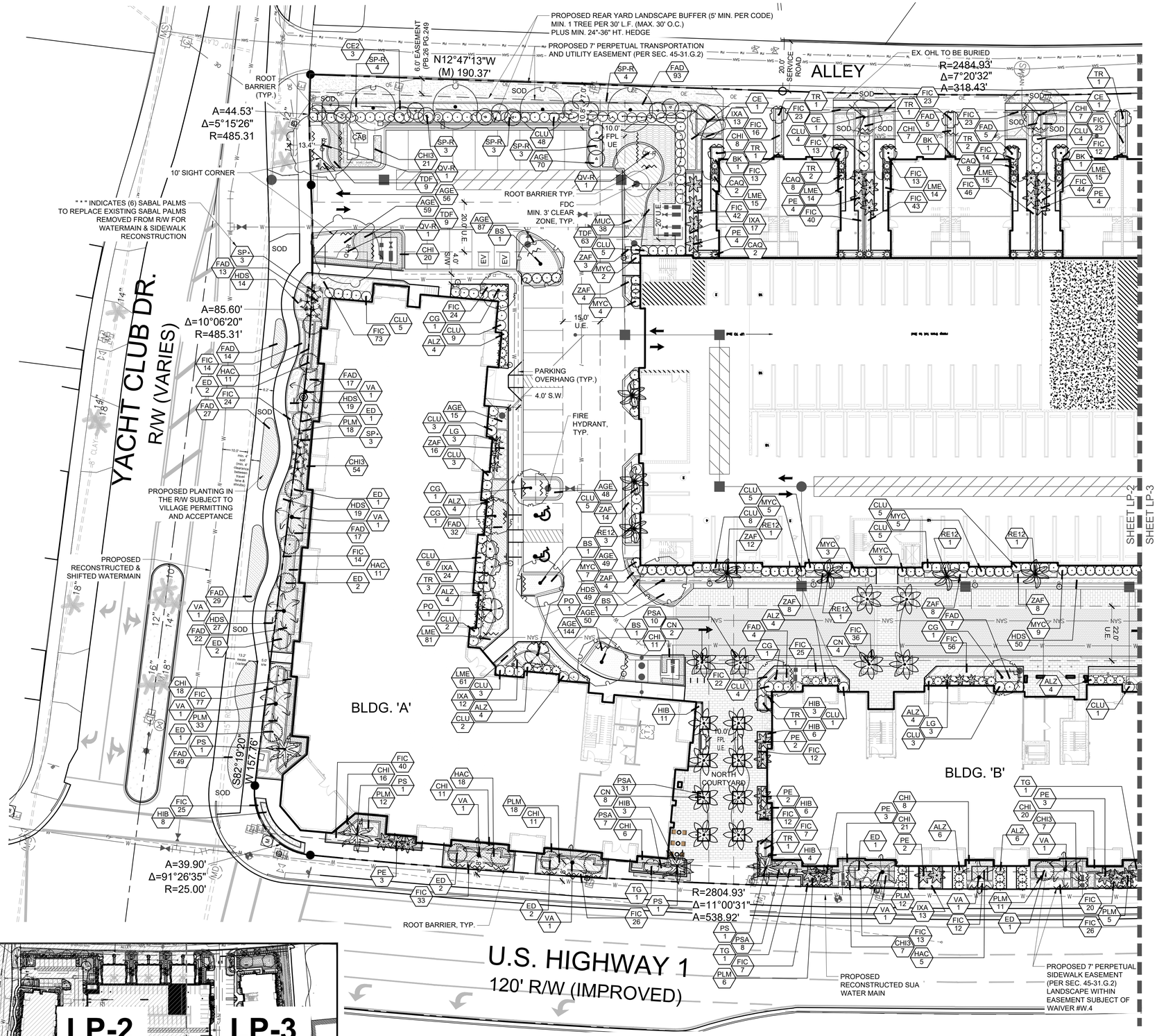

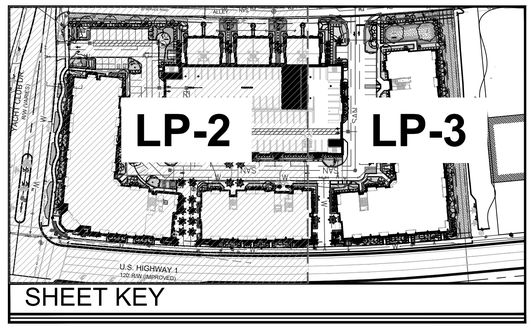

LEGEND:

EX. =	EXISTING
T.B.A. =	TO BE ABANDONED OR RELEASED
U.E. =	UTILITY EASEMENT
CAB=	FPL CABINET
	ROOT BARRIER
D	= REFUSE (DUMPSTER) ENCLOSURE (MIN. 6' HT. SCREEN WALL W/ OPAQUE GATE AT OPENING - SEE SHEET RP-2)
P	= EXISTING CONCRETE POWER OR LIGHT POLE
	= PROPOSED SITE LIGHTING SEE PHOTOMETRIC PLAN
S	PRELIMINARY BENCH / PUBLIC SEATING LOCATION.

PLANT LEGEND

TREES	CODE	BOTANICAL / COMMON NAME
	BS	Bursera simaruba / Gumbo Limbo Min. 12' Ht. x 5' Spr., Min. 3" Cal., Single stemmed, Full even crown
	CG	Cassia surattensis / Glaucous Cassia 12' Ht. x 5' Spr., Min. 2" cal., Single stemmed, Full even crown
	CE2	Conocarpus erectus / Green Buttonwood Min. 12' Ht. x 5' Spr., Min. 3" Cal., Single stemmed, Full even crown
	CE	Conocarpus erectus `sericeus` / Silver Buttonwood 12' Ht. x 5' Spr., Min. 2.5" cal., Single stemmed, Full even crown
	ED	Elaeocarpus decipiens / Japanese Blueberry Tree 12' Ht. x 5' Spr., 2.5" Cal., 5' CT, Full Dense Canopy
	PO	Plumeria obtusa / Singapore White Plumeria 8' Ht. x 4' Spr., Min
	TG	Tibouchina granulosa / Purple Glory Tree 8' Ht. x 4' Spr. 1.5" Cal. Straight Trunk
PALM TREES	**CODE**	**BOTANICAL / COMMON NAME**
	CN	Cocos nucifera `Green Malayan` / Coconut Palm 14' G.W., Matched Heights, Heavy Straight Trunk, No Tapering GW, No Scars, Full Crown
	LG	Licuala grandis / Licuala Palm Sun Grown, 4' Ht. x 3' Spr.
	PS	Phoenix sylvestris / Wild Date Palm 16' G.W., Matched Heights, Heavy Straight Trunk, No Tapering GW, No Scars, Full Crown
	PE	Ptychosperma elegans / Alexander Palm 10' Ct. 16' O.A. Ht. Single Trunk, Full Head, No Scarred Trunk
	RE12	Roystonea elata / Florida Royal Palm 12' G.W., Matched Heights, Heavy Straight Trunk, No Tapering GW, No Scars, Full Crown
	SP	Sabal palmetto / Cabbage Palmetto 8'-12' C.T. Varying Heights, Slick Straight Trunk, Hurricane Cut
	TR	Thrinax radiata / Florida Thatch Palm 6' Ct. 8' O.A. Ht. Single Trunk, Full Head
	VA	Veitchia arecina / Montgomery Palm 12' G.W., Matched Heights, Heavy Straight Trunk, No Scars, Full Crown
RELOCATED TREES	**CODE**	**BOTANICAL / COMMON NAME**
	QV-R	Quercus virginiana / Southern Live Oak (RELOCATED) Existing Live Oak Tree relocated from on-site (Tag #s 20, 22, 27, 28,93, 94). Refer to Tree Dispositon Tabular
	SP-R	Sabal palmetto / Cabbage Palmetto (RELOCATED) EXISTING TREE RELOCATED FROM ELSEWHERE ON SITE
SHRUBS	**CODE**	**BOTANICAL / COMMON NAME**
	ALZ	Alpinia zerumbet / Shell Ginger 7 Gal., Min. 36" Ht., 36" Spr., 48" O.C Full Dense Shrub,
	CLU	Clusia guttifera / Small Leaf Clusia 3 Gal., Min. 36" Ht., 36" Spr., 48" o.c. Full dense shrub,
	CAQ	Crinum augustum `Queen Emma` / Queen Emma Crinum Lily 7 Gal., Min. 36" Ht., 36" Spr., 36" O.C Full Dense Shrub
	MYC	Myrica cerifera / Wax Myrtle 7 Gal., Min. 36" Ht., 36" Spr., 48" o.c. Full dense shrub,
VINE	**CODE**	**BOTANICAL / COMMON NAME**
	BK	Bougainvillea x `Barbara Karst` / Barbara Karst Bougainvillea 15 Gal, 8' HT, Trellis Grown, Attach to Building with SS Trellis
LARGE SHRUBS	**CODE**	**BOTANICAL / COMMON NAME**
	CHI3	Chrysobalanus icaco `Red Tipped` / Horizontal Cocoplum Min. 7 Gal. Min. 36" Ht. x 24" Spr. 30" O.C. Full and Dense Shrub, Full to Base
MEDIUM SHRUBS	**CODE**	**BOTANICAL / COMMON NAME**
	CHI	Chrysobalanus icaco `Horizontalis` / Horizontal Cocoplum Min. 3 Gal. Min. 24" Ht. x 24" Spr. 30" O.C. Full and Dense Shrub, Full to Base
	HAC	Hamelia patens `Compacta` / Dwarf Firebush Min. 3 Gal., Min. 24" Ht. x 24" Spr., 30" O.C., Fully Rooted and Dense
	HIB	Hibiscus rosa-sinensis `Seminole Pink` / Seminole Pink Hibiscus Min. 3 Gal. Min. 24" Ht. x 24" Spr. 30" O.C. Full and Dense Shrub, Full to Base
	IXA	Ixora coccinea `Nora Grant` / Nora Grant Pink Ixora Min. 3 Gal., Min. 24" Ht. x 24" Spr., 30" O.C., Fully Rooted and Dense
	MUC	Muhlenbergia capillaris / Pink Muhly Min. 3 Gal., Min. 24" Ht. x 24" Spr. 36" O.C. Full and Dense Shrub, Full to Edge of Pot
	PSA	Pennisetum setaceum `Alba` / White Fountain Grass Min. 3 Gal., Min. 24" ht. x 24" spr., 30" O.C., Full dense plant
	PLM	Plumbago auriculata / Blue Plumbago Min. 3 Gal., Min. 24" ht. x 24" spr., 30" O.C., Full dense plant
	TDF	Tripsacum dactyloides / Fakahatchee Grass Min. 3 Gal. Min. 24" Ht. x 18" Spr. 36" O.C. Full and Dense Shrub, Full to Base
	FAD	Tripsacum floridanum / Fakahatchee Grass `Dwarf` Min. 3 Gal., Min. 24" ht. x 24" spr., 30" O.C., Full dense plant
	ZAF	Zamia floridana / Coontie 3 Gal., Min. 18" ht. x 18" spr., 30" O.C., full to base
GROUND COVERS	**CODE**	**BOTANICAL / COMMON NAME**
	AGE	Arachis glabrata `Ecoturf` / Perennial Peanut Min. 1 Gal. 6" Ht x 12" Spr. 18" O.C. Full to Edge of Pot
	FIC	Ficus microcarpa `Green Island` / Green Island Ficus Min. 3 Gal., 12" Ht. x 12" Spr., 18" O.C., Fully Rooted and Dense
	HDS	Helianthus debilis / Dune Sunflower Min. 3 Gal., 12" Ht. x 12" Spr., 24" O.C., Fully Rooted and Dense
	LME	Liriope muscari `Emerald Goddess` / Lilyturf Min. 1 Gal. 12" Ht x 12" Spr. 18" O.C. Full to Edge of Pot
SOD AND MULCH	**CODE**	**BOTANICAL / COMMON NAME**
	SOD	Stenotaphrum secundatum / St. Augustine Grass Laid flat, No Gaps, Rolled and Sanded to create a uniform flat mowing surface, Weed and Disease Free, Laid tight, Staggered joints

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200 YACHT CLUB DRIVE
Mixed-Use Residential
North Palm Beach, Florida
Landscape Plan

Drawing name: H:\JOBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_000\Drawings\Landscape Plan\2022-07-11_PLP_RemandSubmittal.dwg

NORTH
0 10' 20' 40'
Scale: 1" = 20'-0"

Date:	December 1, 2020
Project No.:	20-013.000
Designed By:	TRM
Drawn By:	TRM
Checked By:	MC / RD

Revision Dates:
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2022-07-11 Remand Resubmittal
2022-08-19 DRC Resubmittal

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of 6

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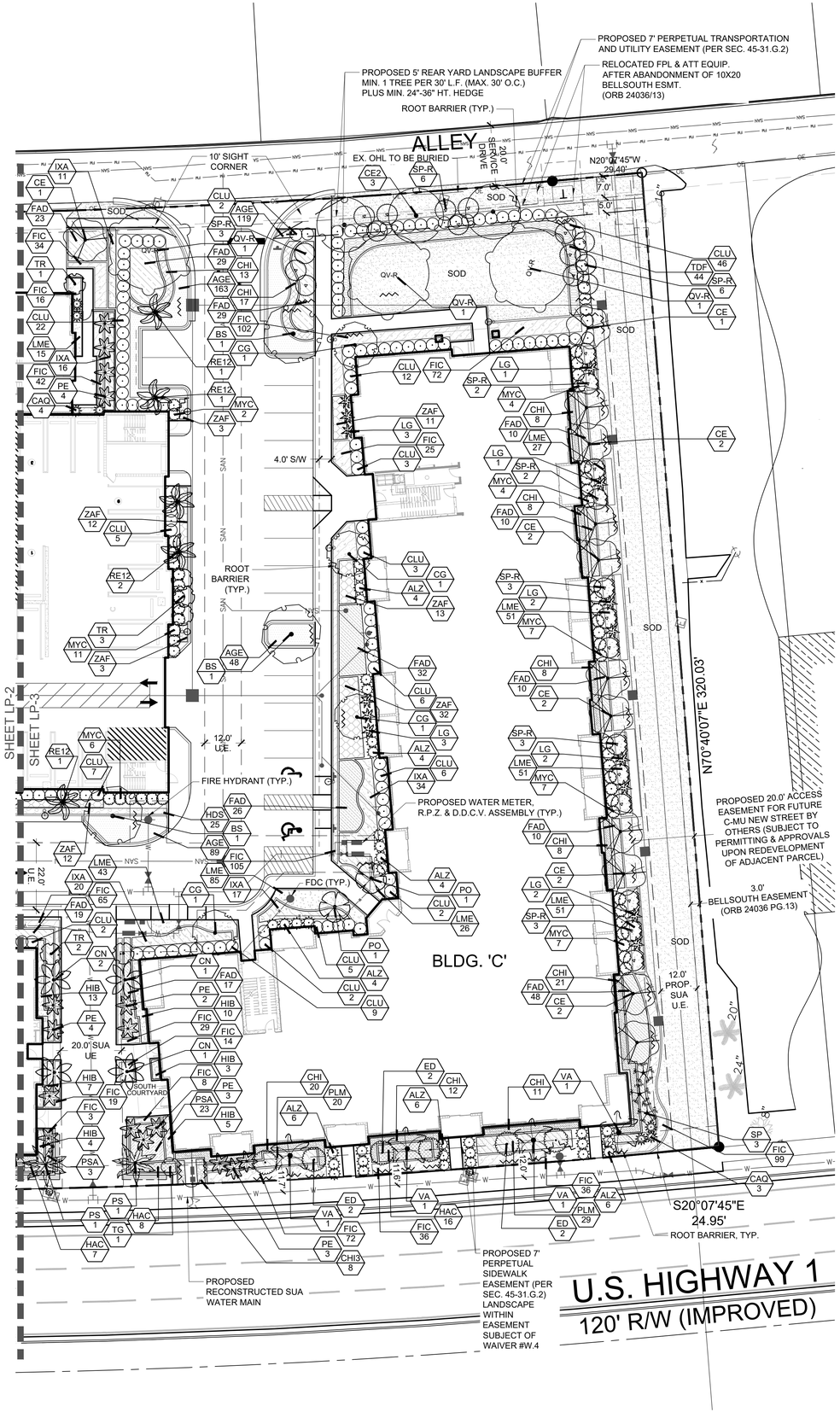
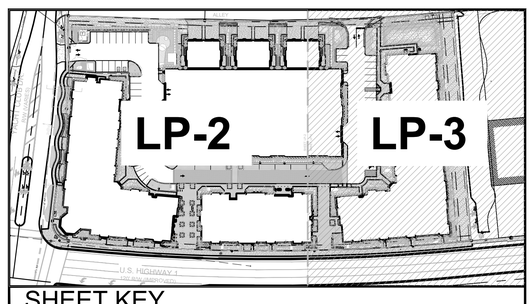


LEGEND:

EX. =	EXISTING	D	= REFUSE (DUMPSTER) ENCLOSURE (MIN. 6' HT. SCREEN WALL W/ OPAQUE GATE AT OPENING - SEE SHEET RP-2)
T.B.A. =	TO BE ABANDONED OR RELEASED		= EXISTING CONCRETE POWER OR LIGHT POLE
U.E. =	UTILITY EASEMENT		= PROPOSED SITE LIGHTING SEE PHOTOMETRIC PLAN
CAB=	FPL CABINET	S	PRELIMINARY BENCH / PUBLIC SEATING LOCATION.
	ROOT BARRIER		



SHEET KEY

PLANT LEGEND

TREES	CODE	BOTANICAL / COMMON NAME
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	CG	Cassia surattensis / Glaucous Cassia 12` Ht. x 5` Spr., Min. 2" cal., Single stemmed, Full even crown
	CE2	Conocarpus erectus / Green Buttonwood Min. 12` Ht. x 5` Spr., Min. 3" Cal., Single stemmed, Full even crown
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	ED	Elaeocarpus decipiens / Japanese Blueberry Tree 12` Ht. x 5` Spr., 2.5" Cal., 5` CT, Full Dense Canopy
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	SP	Sabal palmetto / Cabbage Palmetto 8`-12` C.T. Varying Heights, Slick Straight Trunk, Hurricane Cut
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LARGE SHRUBS	**CODE**	**BOTANICAL / COMMON NAME**
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	HAC	Hamelia patens `Compacta` / Dwarf Firebush Min. 3 Gal., Min. 24" Ht. x 24" Spr., 30" O.C., Fully Rooted and Dense
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	FIC	Ficus microcarpa `Green Island` / Green Island Ficus Min. 3 Gal., 12" Ht. x 12" Spr., 18" O.C., Fully Rooted and Dense
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200 YACHT CLUB DRIVE
Mixed-Use Residential
North Palm Beach, Florida
Landscape Plan

NORTH
0 10' 20' 40'
Scale: 1" = 20'-0"

Date:	December 1, 2020
Project No.:	20-013.000
Designed By:	TRM
Drawn By:	TRM
Checked By:	MC / RD

Revision Dates:
2020.12.01 SP REVIEW SUBMITTAL
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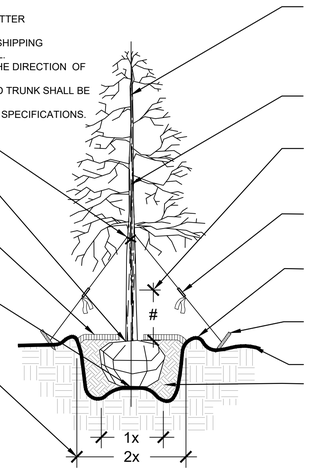
2021-10-29 DRC RESUBMITTAL #4 (Fire&SUA)
2022-07-11 Remand Resubmittal
2022-08-19 DRC Resubmittal

LP-3
of 6

H:\JOBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_000\Drawings\Landscape Plan\2022-07-11_PLP_RemandSubmittal.dwg, 8/19/2022 11:39:22 AM, Mcuetara, ARCH full bleed D (24.00 x 36.00 inches), 1:1

Drawing name: H:\JOBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_000\Drawings\Landscape Plan\2022-07-11_PLP_RemandSubmittal.dwg

NOTES:
1. ALL TREES SHALL MEET FLORIDA #1 OR BETTER STANDARDS.
2. REMOVE ALL NON-ORGANIC BINDING AND SHIPPING MATERIAL FROM THE TREE AND ROOT BALL.
3. ANY PRUNING SHALL BE COMPLETED AT THE DIRECTION OF THE OWNER OR LANDSCAPE ARCHITECT.
4. NO NAILS SHALL BE DRIVEN INTO TREE AND TRUNK SHALL BE FREE OF ANY MAJOR SCARS.
5. ADD FERTILIZER AS DIRECTED IN WRITTEN SPECIFICATIONS.

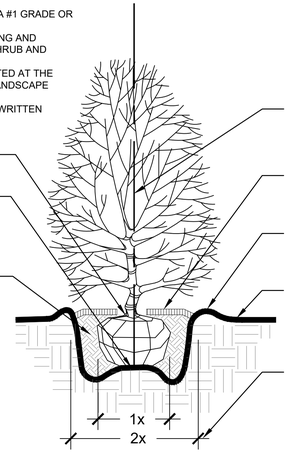


PLASTIC HOSE OR (2) PLY 3/4" RUBBER TUBE TO PROTECT TRUNK FROM GUY WIRE.
TOP OF ROOT BALL SHALL SIT 2" ABOVE THE FINISHED GRADE. (ALLOW FOR SETTLING)
MULCH TO MINIMUM DEPTH OF 3" AFTER SETTLING. MULCH SHOULD NOT BE IN DIRECT CONTACT WITH THE TRUNK. (SEE WRITTEN SPECIFICATIONS)
ROOT BALLS GREATER THAN 2' IN DIAMETER SHALL SIT ON A MOUND OF UNDISTURBED SOIL TO PREVENT SETTLING. ROOT BALLS SMALLER THAN 2' IN DIAMETER MAY SIT ON COMPACTED EARTH.
DIAMETER OF EXCAVATED HOLE SHALL BE AT LEAST TWICE THE WIDTH OF THE ORIGINAL ROOT BALL OR CONTAINER. (SEE WRITTEN SPECIFICATIONS)

TREES SHALL BE PLANTED IN A VERTICAL POSITION AND ORIENTED TO GIVE THE BEST POSSIBLE APPEARANCE. DO NOT CUT OUT TERMINAL LEADER SELECTIVELY PRUNE TREE CROWN
USE A PLUM LINE TO ASSURE THE TREE IS PROPERLY PLANTED UPRIGHT BEFORE BACKFILLING AND TAMPING.
TREE CALIPER SHALL BE MEASURED 6" ABOVE GRADE FOR TREES UP TO 4" IN CALIPER AND MEASURED 12" ABOVE GRADE FOR TREES OVER 4" IN CALIPER.
#12 GALVANIZED STEEL GUY WIRE WITH TURNBUCKLE AND CONSPICUOUS COLOR SAFETY FLAGS.
CREATE A 6" HIGH CIRCULAR WATERING BASIN AROUND THE TREE BASE AT LEAST AS WIDE AS THE ROOT BALL IN DIAMETER.
2" x 4" x 24" GUY WIRE STAKE MADE OF PRESSURE TREATED HARDWOOD
FINISHED GRADE
TREE PLANTING PIT TO BE FULLY EXCAVATED AND BACKFILLED WITH TOPSOIL. TAMP FILL AS IT IS ADDED. WHEN HOLE IS 2/3 FILLED, WATER THOROUGHLY, RELEASE ANY AIR POCKETS, THEN COMPLETE FILLING. TAMP AND WATER THOROUGHLY AGAIN. (SEE WRITTEN SPECIFICATIONS)

TREE PLANTING DETAIL
NOT TO SCALE

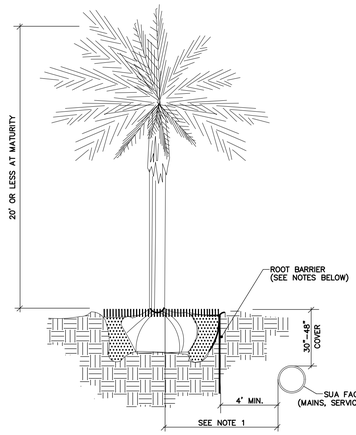
NOTES:
1. ALL SHRUBS SHALL MEET FLORIDA #1 GRADE OR BETTER STANDARDS.
2. REMOVE ALL NON-ORGANIC BINDING AND SHIPPING MATERIAL FROM THE SHRUB AND ROOT BALL.
3. ANY PRUNING SHALL BE COMPLETED AT THE DIRECTION OF THE OWNER OR LANDSCAPE ARCHITECT.
4. ADD FERTILIZER AS DIRECTED IN WRITTEN SPECIFICATIONS.



TOP OF ROOT BALL SHALL SIT 1" ABOVE THE FINISHED GRADE. (ALLOW FOR SETTLING)
ROOT BALLS GREATER THAN 2' IN DIAMETER SHALL SIT ON A MOUND OF UNDISTURBED SOIL TO PREVENT SETTLING. ROOT BALLS SMALLER THAN 2' IN DIAMETER MAY SIT ON COMPACTED EARTH.
SHRUB PLANTING PIT TO BE FULLY EXCAVATED AND BACKFILLED WITH TOPSOIL. TAMP FILL AS IT IS ADDED. WHEN HOLE IS 2/3 FILLED, WATER THOROUGHLY, RELEASE ANY AIR POCKETS, THEN COMPLETE FILLING. TAMP AND WATER THOROUGHLY AGAIN. (SEE WRITTEN SPECIFICATIONS)

SHRUBS SHALL BE PLANTED IN A VERTICAL POSITION AND ORIENTED TO GIVE THE BEST POSSIBLE APPEARANCE
MULCH TO MINIMUM DEPTH OF 3" AFTER SETTLING. MULCH SHOULD NOT BE IN DIRECT CONTACT WITH THE SHRUB BASE. (SEE WRITTEN SPECIFICATIONS)
CREATE A 4" HIGH CIRCULAR WATERING BASIN AROUND THE SHRUB BASE AT LEAST AS WIDE AS THE ROOT BALL IN DIAMETER.
FINISHED GRADE
DIAMETER OF EXCAVATED HOLE SHALL BE AT LEAST TWICE THE WIDTH OF THE ORIGINAL ROOT BALL OR CONTAINER. (SEE WRITTEN SPECIFICATIONS)

LARGE SHRUB PLANTING DETAIL
NOT TO SCALE



NOTES: (PLEASE REFER TO WRITTEN SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS)
1. THIS DISTANCE SHALL BE 7' MINIMUM WITH ROOT BARRIER AND 10' MINIMUM IF NO ROOT BARRIER IS USED.
2. ALL ROOT BARRIERS SHALL BE 4'MINIMUM FROM ALL SEACOAST FACILITIES.
3. THE INSTALLATION OF ROOT BARRIERS SHALL BE COORDINATED WITH SEACOAST AND INSPECTED BY SEACOAST PRIOR TO BACKFILLING. ALL ROOT BARRIERS SHALL EXTEND UP TO FINISHED GRADE.
4. ROOT BARRIERS SHALL BE MINIMUM 36" DEEP. APPROVED PRODUCTS INCLUDE "DEEP ROOT" AND "ROOT SOLUTIONS".
5. ALL ROOT BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS WRITTEN INSTRUCTIONS.

Typical Shrub, Small Tree or Palm Tree with Root Barrier
AUGUST 26, 2020 (Rev C-16)

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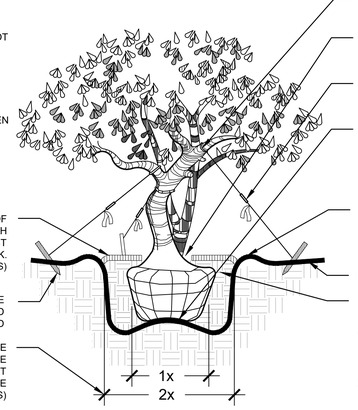
200 YACHT CLUB DRIVE
Mixed-Use Residential
North Palm Beach, Florida
Landscape Specifications

Drawing name: H:\JOBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_000\Drawings\Landscape Plan\2022-07-11_PLP_RemandSubmittal.dwg

NOTES:
1. ALL TREES SHALL MEET FLORIDA #1 OR BETTER STANDARDS
2. REMOVE ALL NON-ORGANIC BINDING AND SHIPPING MATERIAL FROM THE TREE AND ROOT BALL.
3. ANY PRUNING SHALL BE COMPLETED AT THE DIRECTION OF THE OWNER OR LANDSCAPE ARCHITECT.
4. NO NAILS SHALL BE DRIVEN INTO TREE AND TRUNK SHALL BE FREE OF ANY MAJOR SCARS.
5. ADD FERTILIZER AS DIRECTED IN WRITTEN SPECIFICATIONS.

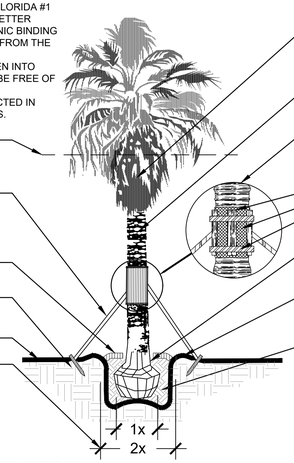


MULCH TO MINIMUM DEPTH OF 3" AFTER SETTLING. MULCH SHOULD NOT BE IN DIRECT CONTACT WITH THE TRUNK. (SEE WRITTEN SPECIFICATIONS)
2" x 4" x 24" GUY WIRE STAKE MADE OF PRESSURE TREATED HARDWOOD
DIAMETER OF EXCAVATED HOLE SHALL BE AT LEAST TWICE THE WIDTH OF THE ORIGINAL ROOT BALL OR CONTAINER. (SEE WRITTEN SPECIFICATIONS)

PLASTIC HOSE OR (2) PLY 3/4" RUBBER TUBE TO PROTECT TRUNK FROM GUY WIRE.
TOP OF ROOT BALL SHALL SIT 2" ABOVE THE FINISHED GRADE. (ALLOW FOR SETTLING)
#12 GALVANIZED STEEL GUY WIRE WITH TURNBUCKLE AND CONSPICUOUSLY COLORED SAFETY FLAGS.
ROOT BALLS GREATER THAN 2' IN DIAMETER SHALL SIT ON A MOUND OF UNDISTURBED SOIL TO PREVENT SETTLING. ROOT BALLS SMALLER THAN 2' IN DIAMETER MAY SIT ON COMPACTED EARTH.
CREATE A 6" HIGH CIRCULAR WATERING BASIN AROUND THE TREE BASE AT LEAST AS WIDE AS THE ROOT BALL IN DIAMETER.
FINISHED GRADE
TREE PLANTING PIT TO BE FULLY EXCAVATED AND BACKFILLED WITH TOPSOIL. TAMP FILL AS IT IS ADDED. WHEN HOLE IS 2/3 FILLED, WATER THOROUGHLY, RELEASE ANY AIR POCKETS, THEN COMPLETE FILLING. TAMP AND WATER THOROUGHLY AGAIN. (SEE WRITTEN SPECIFICATIONS)

IRREGULAR & MULTI-STEM TREE PLANTING DETAIL
NOT TO SCALE

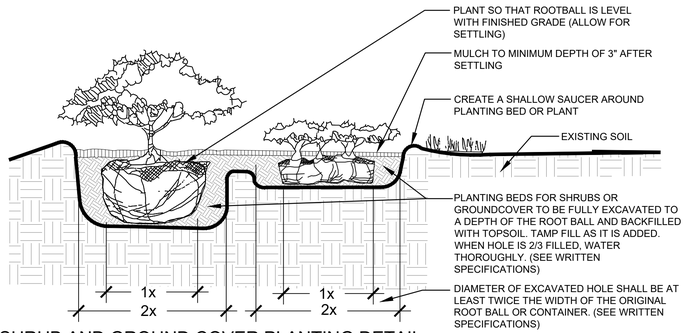
NOTES:
1. ALL PALMS SHALL MEET FLORIDA #1 GRADE STANDARDS OR BETTER
2. REMOVE ALL NON-ORGANIC BINDING AND SHIPPING MATERIAL FROM THE PALM AND ROOT BALL.
3. NO NAILS SHALL BE DRIVEN INTO PALM AND TRUNK SHALL BE FREE OF ANY MAJOR SCARS.
4. ADD FERTILIZER AS DIRECTED IN WRITTEN SPECIFICATIONS.



TRIM ONLY THOSE FRONDS WHICH HANG BELOW LEVEL OF TREE HEART
MINIMUM 3 (2"x4") WOOD BRACES
MULCH TO MINIMUM DEPTH OF 3" AFTER SETTLING. MULCH SHOULD NOT BE IN DIRECT CONTACT WITH THE TRUNK. (SEE WRITTEN SPECIFICATIONS)
2" x 4" x 24" STAKE MADE OF PRESSURE TREATED HARDWOOD
FINISHED GRADE
DIAMETER OF EXCAVATED HOLE SHALL BE AT LEAST TWICE THE WIDTH OF THE ORIGINAL ROOT BALL OR CONTAINER. (SEE WRITTEN SPECIFICATIONS)

USE A PLUM LINE TO ASSURE PALM IS PROPERLY PLANTED UPRIGHT BEFORE BACKFILLING AND TAMPING.
TRUNK DIAMETER SHALL BE CONSISTENT WITHOUT ABRUPT CHANGES, LOOSE SHEATHES, HOLES, OR CAVITIES.
SECURE BATTENS W/ 2-3/4" HIGH CARBON STEEL BANDS TO HOLD BATTENS IN PLACE. HEIGHT OF BATTENS SHALL BE LOCATED PROPORTIONATELY TO THE HEIGHT OF THE PALM FOR ADEQUATE BRACING.
5 (2" x 4 " x 16") WOOD BATTENS.
5 LAYERS OF BURLAP TO WRAP TRUNK.
STEEL BANDS (3/4"; H.C.S.)
TOP OF ROOT BALL SHALL SIT 2" ABOVE THE FINISHED GRADE. (ALLOW FOR SETTLING)
CREATE A 6" HIGH CIRCULAR WATERING BASIN AROUND THE PALM BASE AT LEAST AS WIDE AS THE ROOT BALL IN DIAMETER.
PALM PLANTING PIT TO BE FULLY EXCAVATED AND BACKFILLED WITH TOPSOIL. TAMP FILL AS IT IS ADDED. WHEN HOLE IS 2/3 FILLED, WATER THOROUGHLY, RELEASE ANY AIR POCKETS, THEN COMPLETE FILLING. TAMP AND WATER THOROUGHLY AGAIN. (SEE WRITTEN SPECIFICATIONS)

PALM PLANTING DETAIL
NOT TO SCALE

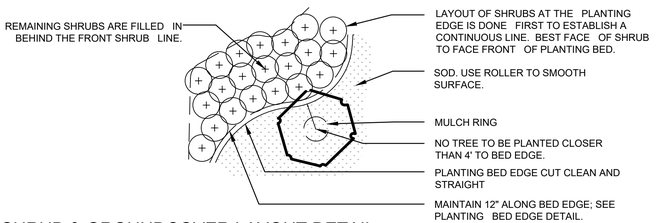


PLANT SO THAT ROOTBALL IS LEVEL WITH FINISHED GRADE (ALLOW FOR SETTLING)
MULCH TO MINIMUM DEPTH OF 3" AFTER SETTLING
CREATE A SHALLOW SAUCER AROUND PLANTING BED OR PLANT
EXISTING SOIL
PLANTING BEDS FOR SHRUBS OR GROUNDCOVER TO BE FULLY EXCAVATED TO A DEPTH OF THE ROOT BALL AND BACKFILLED WITH TOPSOIL. TAMP FILL AS IT IS ADDED. WHEN HOLE IS 2/3 FILLED, WATER THOROUGHLY. (SEE WRITTEN SPECIFICATIONS)
DIAMETER OF EXCAVATED HOLE SHALL BE AT LEAST TWICE THE WIDTH OF THE ORIGINAL ROOT BALL OR CONTAINER. (SEE WRITTEN SPECIFICATIONS)

SHRUB AND GROUND COVER PLANTING DETAIL
NOT TO SCALE

NOTES: (PLEASE REFER TO WRITTEN SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS)
1. THIS DISTANCE SHALL BE 10' MINIMUM WITH ROOT BARRIER AND 15' MINIMUM IF NO ROOT BARRIER IS USED.
2. ALL ROOT BARRIERS SHALL BE 4' MINIMUM FROM ALL SEACOAST FACILITIES.
3. THE INSTALLATION OF ROOT BARRIERS SHALL BE COORDINATED WITH SEACOAST AND INSPECTED BY SEACOAST PRIOR TO BACKFILLING. ALL ROOT BARRIERS SHALL EXTEND UP TO FINISHED GRADE.
4. ROOT BARRIERS SHALL BE MINIMUM 36" DEEP. APPROVED PRODUCTS INCLUDE "DEEP ROOT" AND "ROOT SOLUTIONS".
5. ALL ROOT BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS WRITTEN INSTRUCTIONS.
6. LARGE PALM TREES INCLUDE ROYAL, WASHINGTONIAN, BISMARK AND SIMILAR SIZED SPECIES.

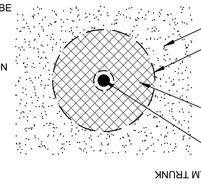
Typical Canopy Tree, Large or Exotic Palm Tree with Root Barrier
AUGUST 26, 2020 (Rev C-16)



LAYOUT OF SHRUBS AT THE PLANTING EDGE IS DONE FIRST TO ESTABLISH A CONTINUOUS LINE. BEST FACE OF SHRUB TO FACE FRONT OF PLANTING BED.
SOD. USE ROLLER TO SMOOTH SURFACE.
MULCH RING
NO TREE TO BE PLANTED CLOSER THAN 4' TO BED EDGE.
PLANTING BED EDGE CUT CLEAN AND STRAIGHT
MAINTAIN 12" ALONG BED EDGE; SEE PLANTING BED EDGE DETAIL.

SHRUB & GROUNDCOVER LAYOUT DETAIL
NOT TO SCALE

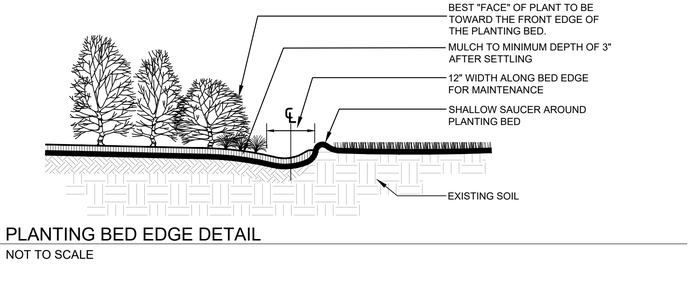
NOTES:
1. MULCH RINGS SHALL BE PROVIDED FOR ALL TREES AND PALMS PLANTED IN SODDED AREAS OR AS OTHERWISE NOTED ON LANDSCAPE PLAN.



SOD
- MULCH RING SHALL BE CUT INTO A 'PERFECT' CIRCLE'.
- EDGES TO BE WELL-FORMED AND CRISP WITH VERTICALLY STRAIGHT CUTS.
- MULCH RING SHALL MEASURE 5' IN DIAMETER OR EXTEND TO THE EDGE OF THE DRIP LINE, WHICHEVER IS GREATER.

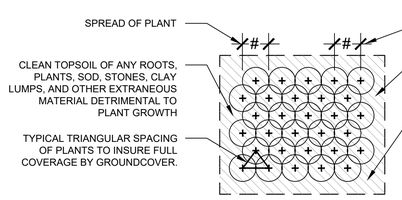
MULCH TO MINIMUM DEPTH OF 3" AFTER SETTLING. MULCH SHOULD NOT BE IN DIRECT CONTACT WITH THE TRUNK. (SEE WRITTEN SPECIFICATIONS)

MULCH RING IN SOD DETAIL
NOT TO SCALE



BEST "FACE" OF PLANT TO BE TOWARD THE FRONT EDGE OF THE PLANTING BED.
MULCH TO MINIMUM DEPTH OF 3" AFTER SETTLING
12" WIDTH ALONG BED EDGE FOR MAINTENANCE
SHALLOW SAUCER AROUND PLANTING BED
EXISTING SOIL

PLANTING BED EDGE DETAIL
NOT TO SCALE



SPREAD OF PLANT
CLEAN TOPSOIL OF ANY ROOTS, PLANTS, SOD, STONES, CLAY LUMPS, AND OTHER EXTRANEOUS MATERIAL DETRIMENTAL TO PLANT GROWTH
TYPICAL TRIANGULAR SPACING OF PLANTS TO INSURE FULL COVERAGE BY GROUNDCOVER.
ON CENTER SPACING
ROTARY-TILL SOIL THOROUGHLY TO A DEPTH OF 6". PLOWING OR DICING IS NOT AN ACCEPTABLE SUBSTITUTE.
MULCH TO MINIMUM DEPTH OF 3" AFTER SETTLING. (SEE WRITTEN SPECIFICATIONS)

GROUND COVERS & ROOTED CUTTING PLANTING DETAIL
NOT TO SCALE

Date:	December 1, 2020
Project No.:	20-013.000
Designed By:	TRM
Drawn By:	TRM
Checked By:	MC / RD

Revision Dates:
2020.12.01 SP REVIEW SUBMITTAL
2021-02-16 DRC RESPONSE RESUBMITTAL
2021-07-09 DRC RESUBMITTAL
2021-09-17 DRC RESUBMITTAL
2021-10-29 DRC RESUBMITTAL #4 (Fire&SUA)
2022-07-11 Remand Resubmittal
2022-08-19 DRC Resubmittal

LP-4
of 6

H:\JOBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_ 000\Drawings\Landscape Plan\2022-07-11_PLP_RemandSubmittal.dwg, 8/19/2022 11:40:37 AM, Mouetara, ARCH full bleed D (24.00 x 36.00 Inches), 1:1

Tree Protection Plan

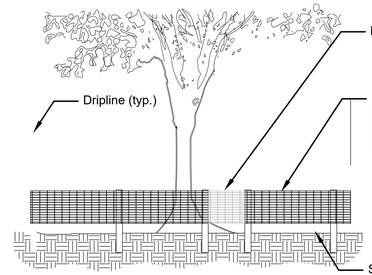
Prior to clearing any of the property for development, the contractor will do the following items:

Clearly identify and tag all trees using either plastic ribbon tied around the tree trunk or a tag that is attached to the tree trunk. The numbers shown on each tag shall correspond to the number identified on the Tree Disposition Tabular and/or the Tree Survey.

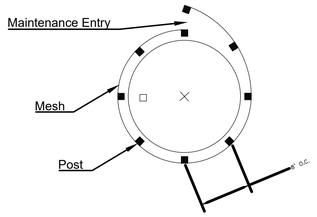
Prior to site clearing and tree removal, trees to be preserved, mitigate, relocated on-site, relocated off-site, or removed shall be identified using different color plastic ribbon or tag.

Place barricades to protect the root zones of the native vegetation to be preserved. All barricades are to remain in place until all construction activities are complete.

Trees to be preserved shall be barricaded with a minimum 3-foot high plastic mesh (orange OSHA) supported by 5-foot long rebar or 2"x2" wood stakes or equivalent as approved in conjunction with the Final Site Plan or Final Subdivision Plan.



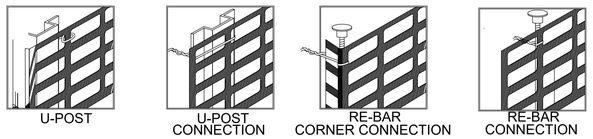
PLAN VIEW



Installation Notes:

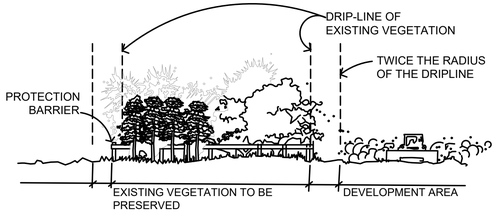
A. Space posts every 8 ft.
B. Secure fencing to post with nylon cable ties

Plastic and/or wood strips may also be used to provide additional support and protection between ties and posts.



TREE PROTECTION BARRIER DETAIL

No heavy equipment or machinery is to be used, nor any construction activities, or grade changes occur within twice the radius of the dripline of native trees which are to be preserved in place.



Protective barriers shall remain in place until they are authorized to be removed by Palm Beach County or receipt of a CO.

There shall be limited development within tree preservation areas:

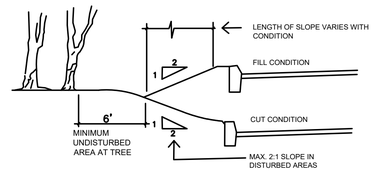
- maintained in its natural state
- provide permeable landscape natural. i.e., grass, mulch
- conform to governing landscape code.

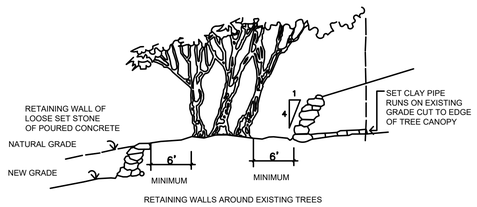
There will be no attachment of signs, etc. to vegetation unless of a non-damaging character.

Prohibited species are to be removed by hand ONLY in preservation areas, and any herbicide applications used should follow label instructions.

No grade changes shall be made within tree preservation areas, which require trenching or cutting of roots unless conditioned. Utility lines shall be installed to protect root systems as much as possible.

No removal of soil or fill in tree preservation areas shall occur.





RETAINING WALLS AROUND EXISTING TREES

No clearing shall commence until all protection devices are installed , inspected and approved by the Zoning Division and Environmental Resource Management Department.

TREE RELOCATION PROGRAM

Plant Species Requirements

Live Oaks - Best time to move is in their dormant season. Worst time to move is in the spring because of their flush of new growth and lack of precipitation. They should be root pruned at least two weeks in advance of the move and need to be watered in heavily the first two weeks after transplanting.

Root Pruning and Transplanting

When it is determined that a tree or palm needs to be transplanted, it is beneficial and sometimes required that the plant be root pruned. Root pruning is done to reduce the size of an existing root ball in preparation for transplanting. The root ball is reduced to create a new root system large enough to sustain life in the tree/palm while making its move more effective for transportation. The time it takes for the root system to develop before transplanting will vary from tree to tree, depending on soil moisture content. An estimated wait time follows in the schedule listed below.

1. Clear the area around the tree that has been selected.

2. Determine the size of the root ball that is being prepared.

Tree Caliper	Root Ball
2-4"	36-42"
4-6"	42-48"
6-8"	48-60"
8-10"	72-84"
12-14"	84-96"
14-16"	96-108"
16-18"	108-120"
18-20"	120-132"
20-24"	132-144"
24-28"	144-156"
28-32"	156-168"
32-36"	168-180"

Sabal Palms	4' Root Ball
Coconut Palms	4-5' Root Ball
Queen Palms	4' Root Ball
Canary Island Date Palms	5-6' Root Ball
Reclinata Palms	6-8' Root Ball
Paurotis Palms	6-8' Root Ball
Sago Palms	3-4' Root Ball
Royal Palms	5-6' Root Ball

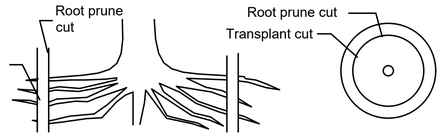
3. Palms may be cut on three sizes leaving the open side toward the strongest northeast winds.

4. Broadleaf trees should be cut on two sides initially opposite each other.



Transplant cut

5. Once the ball size has been determined, mark the spot around the ball and prepare for a 1' trench around the tree. Use sharp spades for root pruning and do not cut under the root ball. Leave old cut roots on top of root ball.



6. Fill trench with existing soil with 1/3 peat humus mixed in. Leave a depression to hold water.

7. Irrigate with a mist head at root ball to help promote feeder roots and maintain watering.

8. Wait time after root pruning until transplanting per individual specifications, for differing types of plant material.

Ficus Trees	6 weeks to 90 days
Palms	6 weeks to 90 days
Oaks, 6" and under	6 weeks to 90 days
Oaks, 6" - 12"	90 days to 6 months
Oaks, 12" and above	6 months to 1 year

9. Fertilize top of ball with milorganite after root pruning.

10. Some bracing may be required after root pruning.

11. A full top will encourage feeder root growth. Previous to transplanting, remove enough top growth to balance the smaller root system. Thin out and trim back unwanted foliage and branches.

12. Cut trench for transplanting outside of root pruned trench to allow for feeder roots.

13. Lift tree from one side to break suction and peel off root ball. If it doesn't break then dig under to sever roots.

Specifications:

1. Contractor shall be responsible for locating any and all underground utilities or obstructions prior to commencing work. In case of conflict with proposed work, notify landscape architect prior to commencement of work.

2. Contractor shall provide adequate irrigation to assure the healthy establishment of relocated trees.

3. Pruning of limbs shall occur only as necessary to facilitate relocation and shall maintain the natural shape and character of tree.

4. Finish grade for top of tree plug shall meet the proposed finish grade after relocation.

5. All plant materials shall be relocated to freshly dug holes with similar size and type of tree moving equipment. The holes should be filled 1/3 with water, place tree, back fill and water in thoroughly, being sure to avoid air pockets. Provide 4"-6" dish around newly dug plant material to retain water. Water thoroughly after planting as specified.

6. All trees exhibiting shallow root systems shall be staked as required.

7. Prune, thin out and shape relocated trees, shrubs and understory in accordance with desired effect of the landscape architect and to retain natural character. Remove all vines and exotic vegetation. Maintain relocated plant materials for a period of not less than 90 days. Maintain by watering, removing of exotic vegetation or weeds, providing insecticide applications and mulching.

8. The contractor shall protect trees during relocation procedures from scrapes, scars and undue breakage. Understory plant material moved with primary species shall be protected against damage.

9. Landscaping contractor shall provide a one (1) year warranty on all relocated material.

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610 Clematis Street, Suite CU02
West Palm Beach, FL 33401
561.366.1100 FAX 561.366.1111
www.udsflorida.com
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200 YACHT CLUB DRIVE
Mixed-Use Residential
North Palm Beach, Florida
Tree Protection and Relocation Details

Drawing name: H:\JOBS\Yacht Club Drive_20-013\Robbins NPB LLC_DD_000\Drawings\Landscape Plan\2022-07-11_PLP_RemandSubmittal.dwg, 8/19/2022 11:41:12 AM, Micaelara, ARCH full bleed D (24.00 x 36.00 Inches), 1:1

Date:	December 1, 2020
Project No.:	20-013.000
Designed By:	TRM
Drawn By:	TRM
Checked By:	MC / RD

Revision Dates:

2020.12.01 SP REVIEW SUBMITTAL
2021-02-16 DRC RESPONSE RESUBMITTAL
2021-07-09 DRC RESUBMITTAL
2021-09-17 DRC RESUBMITTAL
2021-10-29 DRC RESUBMITTAL #4 (Fire&SUA)
2022-07-11 Remand Resubmittal
2022-08-19 DRC Resubmittal

SECTION 02950
TREES, SHRUBS AND GROUND COVER

PART I - GENERAL

By bidding on this project and/or signing a contract for landscape work, the Contractor acknowledges that he/she has read and understood these specifications in their entirety, that he/she has inspected the site, and that he/she will abide by all plans, specifications, and conditions found herein. Any perceived conflicts or concerns within the specifications or on the plant list, including unavailability of materials, are to be brought to the attention of the Landscape Architect prior to bid submission.

1.01 WORK INCLUDED

A. Contractor shall obtain or ensure that all necessary permits have been granted to the Owner for work on the Owner's properties or in any adjacent easements prior to commencement of work.
B. All planting and construction work shall be executed as shown on the provided drawings, schedules, and specifications.
C. Any additional work or materials required to install landscape elements as called for on the plans, specifications or plant list shall be provided and installed by the Contractor.
D. Finish Grade Elevations: 2 inch below top of pathway edging.
E. The Contractor shall be entirely responsible for all work until final acceptance by the Owner. The Contractor shall protect all materials and work against injury and shall provide and maintain all necessary guards for the protection of the public. He shall be held responsible for any negligence during the execution of the work.

1.02 QUALITY ASSURANCE

A. All work specified herein shall be performed by a single firm specializing in landscape work. The Landscape Architect and the Owner retain the right to approve any proposed subcontractors prior to awarding the contract.
B. Ship landscape materials with certificates of inspection required by governing authorities. Comply with all regulations applicable to landscape materials.
C. Package standard products with manufacturers certified analysis. For other materials, provide analysis by recognized laboratory made in accordance with methods established by the Association of Official Agricultural Chemists, wherever applicable.
D. Provide trees, palms, shrubs and groundcover grown in a recognized nursery in accordance with good horticultural practice. Materials must be healthy and vigorous, free of disease, insects, eggs, larvae, and defects such as decay, rot, knots, sun scald, injuries, abrasions, and poor or unusual form. No collected material will be permitted unless specific written approval is granted.
E. Do not make substitutions. If specified landscape material is not available at time of planting, submit proof of non-availability and provide a list of proposed equivalent material. Once authorized, adjustments to the contract will be made. Owner is not financially responsible for unauthorized substitutions.
F. Plant materials of larger size than specified may be used if acceptable to Landscape Architect and if sizes of root balls are increased proportionately. Installation of larger sizes will not increase contract amount unless specifically authorized by Owner.
G. Owner and Landscape Architect reserve the right to inspect, approve or reject at any time plant materials or work either at the nursery or at the site which does not meet the condition in the plans, plant list or specifications.
H. The Contractor shall be responsible for planting the landscape in complete accordance with all applicable codes, ordinances, and laws. Any modification made to conform with said codes, laws and ordinances, after the bid is awarded, shall be completed at the Contractor's expense at no additional cost to the Owner.

1.03 SUBMITTALS

A. Certification: Submit certificates of inspections as required by governmental authorities, and manufacturers or vendor's certified analysis for soil amendments and fertilizer materials. Submit other data substantiating that materials comply with specified requirements.
B. Submit seed vendor's certified statement for each grass seed mixture required, stating botanical and common name, percentage by weight, and percentage of purity, germination, and weed seed for each grass seed species.
C. Planting Schedule: Submit planting schedule showing schedule dates for each type of planting in each area of site.
D. Maintenance Instructions: Submit typewritten procedures for maintenance of landscape work, through final acceptance.

1.04 DELIVERY, STORAGE AND HANDLING

A. Packaged Materials: Deliver packaged materials in original containers showing manufacturer's guaranteed weight analysis and name of manufacturer. Protect materials from damage and deterioration during delivery and storage.
B. Trees, shrubs, and ground covers: Provide freshly dug trees, palms, and shrubs. Do not prune prior to delivery. All plants shall be handled and stored so that they are adequately protected from drying out, from sun or wind burn, and from any other injury at all times. Any plant determined to be wilted or burned may be rejected at any time, whether in the ground or not. Plants shall be handled only by their containers or root balls, not by stems or trunks. Trees that are scraped or scarred during delivery, storage, or planting will be rejected. The on-site storage area shall be approved prior to the delivery of any plant materials. Do not bend or bind plants in such a manner as to damage bark, break branches, or destroy natural shape. Provide protective covering during delivery.
C. Deliver plant materials after preparations for planting are complete, and plant immediately. Roots or balls of all plants shall be adequately protected at all times from sun and/or wind. Balled and burlapped (B&B) plants that cannot be planted immediately upon delivery shall be set on the ground and protected by having soil, wet peat, or other acceptable material covering the roots or balls keeping them moist.
D. Do not remove container grown stock from containers until planting time.
E. Label at least one tree, one palm and one shrub of each variety with a securely attached waterproof tag bearing legible designation of botanical and common name, if requested by Owner.
F. Sod: Time delivery so that sod will be placed within 24 hours after stripping. Protect sod against drying and breaking of rolled strips.

1.05 JOB CONDITIONS

A. Proceed with and complete landscape work as rapidly as portions of site become available.
B. Utilities: Determine location of overhead and underground utilities and perform work in a manner which will avoid possible damage. Hand excavate, as required. Forty eight (48) hours prior to digging, call the appropriate Utility Authority to have all utilities identified and marked in order to avoid conflicts.
C. Protection of Existing Structures: All existing buildings, walks, walls, paving, piping, and other items of construction and planting already completed or established shall be protected from damage. All damage resulting from negligence shall be repaired or replaced, including but not limited to marks on pavers and cracks within existing walkways caused by the Contractor. The Owner may, at his discretion have any damage repaired by others and subsequently costs back-charged to the Contractor.
D. Protection of Existing Plant Material: The Contractor shall be responsible for all unauthorized cutting or damage to existing trees or shrubs caused by careless operation of equipment, stockpiling of materials, etc. This shall include compaction by driving or parking inside the drip-line of any tree, or spilling of oil, gasoline, or other deleterious materials within the drip-line of any tree. No materials shall be burned.
E. Excavation: When conditions detrimental to plant growth are encountered, such as rubble fill, adverse drainage conditions, or obstructions, notify Landscape Architect before planting.

PART II - PRODUCTS

2.01 TOPSOIL

A. The Contractor is required to obtain a soil sample and perform a soil analysis test to determine the existing soil composition and conclude whether it complies with the composition criteria below.
B. Where topsoil does not meet the specified limits within the project site, it shall be furnished. Throughout all parts of site where finish grades and contour lines differ from existing contour lines, bring to finish grade contours shown on "Grading Plan."
C. Topsoil shall be friable, fertile soil with representative characteristics of local soils. It shall be free of heavy clay, marl, stone, extraneous lime, plant roots, refuse and/or solid waste, sticks, brush, construction demolition debris, and any other deleterious materials. There shall be no noxious weeds or weed seeds (i.e., nut grass, Bermuda grass and the like). In no case shall there be more than five percent (5%) by dry weight of clay lumps or stones larger than 1". It shall test in the pH range of 6.0 to 7.2 and shall contain no substance that will impede plant growth. The Contractor shall have topsoil laboratory-tested at his expense and approved by Landscape Architect or Owner prior to material delivery.

Topsoil shall conform to the following specifications:

COMPONENTS	DRY WEIGHT MEASURE	PARTICLE SIZE
Organic Matter	2% - 7%	
Silt/Clay	2% - 10%	< 0.074 mm
Sand	85% - 98%	0.075 - 3.00 mm
Gravel	0% - 5%	4.75 mm - 1 inch

The analysis shall also show the following ranges:

Soluble salt	.2 - 1.0mmmhos/cm
Nitrogen	25-150 PPM
Phosphorus	26 - 39 PPM
Potassium	50 - 250 PPM
Calcium	500 - 2500 PPM
Magnesium	50 - 500 PPM
Iron	2.5 - 25 PPM
Manganese	2.5 - 25 PPM
Zinc	2.5 - 25 PPM
Copper	1.3 - 5 PPM
Boron	0.5 - 1.5 PPM
Sulphur	15 - 200 PPM
Chlorine	less than 100 PPM
Sodium	less than 10
Nematodes	none

2.02 SOIL AMENDMENTS AND FERTILIZERS

A. Peat Moss: Peat moss shall be a commercial, baled sphagnum material, free of woody material, minerals, or foreign matter, with a pH range of 3.0 - 5.5.
B. Sand: Sand shall be clean, sharp, and free of all deleterious material.
C. Lime: Natural limestone (Dolomite) containing not less than 85% of total carbonates, ground so that not less than 90% passes a 10-mesh sieve and not less than 50% passes a 100-mesh sieve.
D. Humus Soil Conditioner: Consisting of yard trimmings and biosolids co-compost.
E. Fertilizer: Fertilizer shall be a commercial grade, granular, slow release "pre-plant" type fertilizer.
   1. Fertilizer shall be delivered to the site in the original unopened container, bearing the manufacturer's guaranteed analysis. Any opened, caked, or damaged fertilizer will be rejected.
   2. Tree, palm, shrub and grass fertilizer shall be "UF (University of Florida) Formulated" product 8-2-12 or 8-2-13 with minor elements as an all-purpose fertilizer, or equal, and applied according to the manufacturer's direction.
   3. Application of fertilizer shall be consistent with the current recommendations of the Green Industries - Best Management Practices.
   4. Fertilizer shall be applied by an individual who has successfully completed the GI-BMP program and holds a current Urban Fertilizer License or as required by the State and Local Ordinances.

2.03 WATER

A. All water necessary for planting and maintenance shall be of satisfactory quality to sustain adequate growth of plants and shall not contain harmful, natural or man-made elements detrimental to plants.

2.04 OTHER LANDSCAPE PRODUCTS

A. Mulch: Mulch shall be shredded Melaleuca, Eucalyptus, Grade "A" Pine Bark Nuggets, or approved equal, free of foreign materials and weed seeds. Minimum depth after settling shall be 3".
B. Guying and Bracing: Tree guying and bracing shall be the responsibility of the Contractor in accordance with the planting details to insure stability and maintain plants in an upright position.
C. Anti-desiccant: Anti-desiccant shall be "Wiltpruf" or equal, if specified on plans.
D. Tree Wound Paint: Tree wound paint shall be an asphaltic base paint containing an antibacterial agent, specially prepared for tree surgery work.
E. Super Absorbent Polymer: "Terra Sorb" or approved equal as packaged in 3 oz. Handy Pac composed of synthetic acriamide copolymer, potassium, acrylate. Particle size of 1.0 mm to 3.0 mm and absorption rate of 300 times its weight in water, if specified on plans.

   Apply dry, using the following amounts:
   1. For trees and palms up to 36" diameter root ball, use one 3 oz. Handy Pac.
   2. For trees and palms over 36" diameter root ball use two 3 oz.
   3. Handy Packs. Broadcast throughout planting hole and backfill as per manufacturers specifications.

   For container grown plants:

Container Size	Application Rate
1 Gallon	1 Handy Pac / 9 Containers
3 Gallons	1 Handy Pac / 4 Containers
7-10 Gallons	1 Handy Pac / 2 Containers
20 Gallons	1 Handy Pac / 1 Container

2.05 PLANT MATERIAL

A. Plant list is part of this specification section. The Contractor shall be responsible for furnishing and installing all plant materials shown on the drawings and plant list. In case of conflict between the two documents, the drawings shall rule.
B. Quality: Trees, palms, shrubs, and other plants shall be Florida #1 or better as defined in the latest edition of Grades and Standards for Nursery Plants, Florida Department of Agriculture and Consumer Services. Multi-trunked trees will not be accepted unless they are specifically specified in the planting plans. All plants shall have a normal habit of growth and shall be sound, healthy, and vigorous. Trees shall have normal well-developed branching structures and vigorous root systems that are not root or container bound.
   1. Balled and burlapped plants (BB or b&b) shall be dug with firm, natural balls of earth, of sufficient depth and diameter to include the fibrous and feeding roots. Plants with cracked, dry, or broken balls will not be accepted, nor will plants with root balls of insufficient size.
   2. All plants, other than those collected on site, shall be nursery grown in accordance with good horticultural practices and under climatic conditions similar to the site for at least two years. Transplanting or root pruning shall have taken place during growth.
C. Size: Plant sizes shown in the plant list are minimums. When a plant size is given by height and spread or by container size, all specifications are minimums to be met or exceeded. All trees and shrubs shall be measured when their branches are in a normal position. Spread dimensions specified refer to the main body of the plant and not from extreme branch tip to tip. Height is measured from the soil line to the average height of the canopy. Measurement does not include any terminal growth; the container or root ball is also not included.

   Unless otherwise specified, the determining measurement for trees shall be caliper, which shall be measured 6" above the ground for trees up to 4" in caliper, and 12" above the ground for trees over 4" caliper.

2.06 GRASS MATERIALS

A. Types: Sod type shall be as specified on the provided landscape plan and associated plant schedule.
B. Dimensions: The sod shall be taken up in commercial size rectangles, preferably 12-inch x 24-inch.
C. Measurement: Sod shall be measured on the basis of square footage. Contractor shall be responsible for complete coverage based on the square footage shown on plans; therefore, Contractor shall factor in cutting and shrinkage of materials.
D. The sod shall be sufficiently thick to provide a dense stand of live grass. The sod shall be live, fresh and uninjured, at the time of planting. It shall be a soil mat of sufficient thickness, at least 2" thick, adhering firmly to the roots to withstand all necessary handling. It shall be free of weeds and other grasses. It shall be planted as soon as possible after being dug, and shall be shaded and kept moist from the time it is dug until it is planted. After approval, the area from which the sod is to be harvested shall be closely mowed and raked as necessary to remove excessive top growth and debris.

2.07 REJECTION, SUBSTITUTION, AND RELOCATION

A. All plants not conforming to the requirements herein specified shall be considered defective and such plants shall be marked as rejected and removed from the site whether in the ground or not, at the Contractor's expense. Such removal shall take place immediately and new plants shall be brought in as replacements. The plant materials must meet all applicable inspections required by law.
B. The Owner or Landscape Architect also reserves the right to require that plants be relocated after installation if their initial installation does not conform to the plans or the intent of the plans, or if the original location poses an unforeseen threat to other facilities, human life, health, or safety, or to site utilities. Such relocation shall be at the Contractor's expense.

PART III - EXECUTION

3.01 GENERAL

A. Proceed with and complete landscape work as rapidly as portions of the site become available.
B. No planting shall be done until all operations in conjunction with the installation of the sprinkler system have been completed, final grades have been established, planting areas have been properly graded and prepared.
C. Adverse Conditions: When conditions potentially detrimental to plant growth are encountered during work, such as rubble or refuse fill, adverse drainage conditions, or obstructions, notify Owner or Landscape Architect before planting.
D. Work Scheduling: Work is to be scheduled to establish a logical sequence of steps for completion of each type and phase of landscape work, in such a way as to correspond with, and avoid damage and conflict with, other disciplines on site.
E. Coordination with Sod/Lawn: Plant trees, palms, and shrubs only after final grades are established, and prior to sodding or lawn establishment. If such planting must be done after lawn work, protect lawn/sod areas during planting and promptly repair any resulting damage.
F. Timing:
   1. Planting work shall not be started until the final subgrade has been established, berms have been constructed and fine finished grading completed.
   2. Under no conditions shall work be done if weather or soil conditions are not satisfactory.
G. Clean-up:
   1. At all times during the construction and installation, the site shall be maintained in a clean, orderly and safe condition. Streets and pavements shall be kept clean. Materials and equipment for planting work shall be limited to the quantity required for the particular phase of work currently underway on the job site.
   2. Protect landscape work and materials from damage due to landscape installation and maintenance operations, operations by other contractors and trades, and trespassers. Maintain protection during installation, Maintenance and Establishment periods. Treat, repair or replace damaged landscape work as directed.

3.02 SOIL PREPARATION

A. Grading and soil preparation work shall be performed only during periods when best results can be obtained. If the moisture content of the soil is high enough that work would damage soil structure, grading and tilling operations shall be suspended.

B. Before mixing in soil amendments, clean topsoil of roots, plants, sods, stones, clay lumps, and other extraneous materials harmful or toxic to plant growth. Apply Herbicide for weed control as needed.
C. Mix specified soil amendments and fertilizers with topsoil at rates specified. Delay mixing of fertilizer if planting will not follow placing of planting soil within a few days.
D. For planting beds, mix planting soil either prior to planting or apply on surface of topsoil and mix thoroughly before planting.
   1. Mix lime with dry soil prior to mixing of fertilizer.
   2. Prevent lime from contacting roots of acid-loving plants.

E. Unless drawings indicate otherwise, berms shall not exceed a 3:1 slope. Berms near buildings or in potentially troublesome drainage situations shall be checked for correct drainage by the project Engineer or Owner prior to planting.
F. Tree and shrub planting beds which fall within or near parking lot areas shall be completely excavated and back-filled with topsoil. All shell-rock or other base materials, and all subsoil and debris, shall be completely removed from beneath such planting areas, to a minimum depth of 24".
G. All tree and/or shrub planting areas within 36" of building foundations, and any other planting areas where significant buried construction debris is encountered, shall be excavated to a minimum depth of 24" and backfilled with topsoil as specified elsewhere in these specifications.

3.03 TILLING

A. Before mixing, clean soil of roots, plants, clay lumps, stones in excess of 1" in diameter, and other extraneous or potentially harmful materials.
B. After all soil conditioning (and topsoil if called for on plans) has been spread at specified rates, the areas to be planted should be thoroughly rotary-tilled to a depth of six (6) inches. Plowing or dicing is not an acceptable substitute for rotary-tilling.
   1. If the sprinkler system is installed after grading and tilling is completed, the backfill shall be re-tilled in the affected areas.
   2. When the subsoil, grading, topsoil addition, soil conditioning, and tilling have been accomplished, all areas so treated shall be compacted and settled by application of heavy irrigation to a minimum depth of twelve (12) inches. Erosion scars shall be repaired.

3.04 FINE FINISH GRADING

A. When preliminary grading has been completed and the soil has dried sufficiently to be readily worked, all lawn and planting areas shall be graded to the elevations indicated on the Engineering Plans. The top four (4) inches shall be completely free of stones larger than one (1) inch. Grades not otherwise indicated shall be uniform levels or slopes between points where elevations are given. Positive drainage away from buildings shall always be maintained. Surface drainage shall be directed as indicated on the drawings by remodeling surfaces to facilitate the natural run-off of water. All depressions where water will stand, all voids, erosion, settled trenches and excavations, and all ridges and rises shall be amended and/or removed leaving a smooth, even finish grade. If additional amended topsoil is required to accomplish the intent of this specification, it shall be according to the foregoing specifications for topsoil.

   1. All area shall be graded so that the final grades are 2" below adjacent paved areas, sidewalks, valve boxes, mowing strips, clean-outs, drains, etc., with appropriate adjustments for varying sod thicknesses. The intent is for water always to drain away from paving into lawn/sod areas.
   2. Eliminating all erosion scars prior to beginning planting.
   3. The Owner and/or his representative shall approve all final finish grades prior to planting.

B. Prior to fine grading or the installation of plant material the Contractor shall obtain certification that the project area is at the grade levels proposed by the Civil Engineer or Landscape Architect from a licensed Surveyor. The Contractor shall fine grade the lawn and planting areas to bring the rough grade up to final finished grade allowing for thickness of sod and/or mulch depth.

3.05 PLANTING TREES AND PALMS

A. Layout individual tree locations and areas for multiple plantings. Stake all locations and outline areas, then secure Landscape Architect's acceptance before the start of planting work.
B. Prior to preparation of tree pits, ascertain the location of all electrical cables, all conduits, all utility lines, oil tanks and supply lines, so that proper precautions may be taken not to disturb or damage any existing conditions. Properly maintain and protect existing utilities. Should such underground or overhead obstructions be encountered that interfere with planting, the Contractor will inform the Landscape Architect or Owner's representative and shall be consulted as to the adjustment of the location of plants to clear such obstruction or the relocation of the obstruction.
C. Tree pit locations shall be staked by the Contractor and approved by the Owner or Landscape Architect before digging. Pits shall be excavated to the depth and width indicated and all subsoil removed.
D. Protect all areas from excessive compaction by foot traffic or machinery when bringing trees to the planting area.
E. All excavated holes shall have vertical sides with roughened surfaces and shall be of a size that is at least twice the width of the original plant container or ball. In all cases the holes shall be large enough to permit handling and planting without damage to the roots or root ball.
F. Excess soil shall be removed or utilized as directed by Owner or the Owner's representative. If the excess soil will not be used, it is the responsibility of the Contractor to remove and dispose of the discarded soil off site in an acceptable manner.
G. Tree pits shall be backfilled with a topsoil mixture as specified elsewhere in these specifications Palm tree pits will be backfilled with a mixture of up to 95% sand and 5% organic material.
H. Set fertilizer tree pits as specified elsewhere in these specifications.
I. Set balled and burlapped stock on a layer of 50% native soil and 50% topsoil compacted to a 6" depth. Loosen burlap from top of sides of the ball but no burlap shall be pulled from underneath. Remove non-organic binding material (if any) from tree ball. Immediately cut any damaged roots with clean shears. Using a plumb to assure that the tree is properly upright, begin filling the hole and tamping the fill material. When the hole is 2/3 filled, water thoroughly and probe with a stick to be sure that no air pockets remain. Re-plumb, complete filling the hole, re-tamp, and water again.
J. Set container-grown stock as above, taking care not to damage roots when removing the container
K. During planting, do not cover the top of the root ball with the soil mixture. All rope, wires, burlap mesh etc., shall be removed from the root ball. No synthetic burlap is allowed on any plant material. Synthetic burlap is unacceptable for rootballs. Trees shall be planted so that the top of the root ball is 2" above the final grade. Allow for settling. Any trees resting deeper or higher must be either reset or replaced at the discretion of the Owner or Landscape Architect; such work shall be at the Contractor's expense.
L. Create a watering basin around each tree at least as wide as the root ball in diameter formed by a ridge at the edge of soil at least 6" high.
M. Each planting basin shall be mulched to a minimum depth of 3" (after settling). Mulch shall not be applied until the tree has been thoroughly watered and two days have elapsed. Mulch should be placed so that it is not in direct contact with trunks.
N. All trees are to be staked or guyed per these specifications. All stakes shall be painted a conspicuous color or shall be flagged for visibility and public safety; guy wires shall be flagged.
O. Palms shall be planted per above specifications.

3.06 PLANTING SHRUBS, VINES, AND GROUND COVERS

A. The locations of all plants, bed outlines and all other areas to be planted shall be clearly marked with agricultural gypsum or landscape marking paint then approved by the Owner or Landscape Architect before any holes are dug.
B. No planting shall be done until the area concerned has been satisfactorily prepared in accordance with these specifications.
C. No more plants shall be distributed in the planting area on any work day than can be planted and watered in that day.
D. Unless otherwise indicated, all plants shall be planted in pits, centered as called for on the plant list, and set in 24" depth of topsoil as specified elsewhere in these specifications to such depth that the soil line of the plants will match the surrounding grade after settling. Plants shall be planted in a vertical position and oriented to give the best possible appearance or relationship to adjacent structures or features. Remove all inorganic containers or binding. All damaged roots shall be cut away cleanly. Planting soil shall be placed and compacted carefully to fill all voids and avoid root injury. When the hole is 2/3 filled, water thoroughly. The hole shall then be filled to finish grade and a shallow saucer shall be formed around each bed. After settling, soil shall be added as needed to bring the hole to grade level.
E. Azaleas and other ericaceous and acid-loving plants shall be backfilled with a mixture of 20% topsoil and 80% acid peat. They shall be set so that the bases of the plants are slightly higher than they grew in the container or nursery after settling. At no time shall lime in any form be brought into contact with the plants or their roots. Mulch with pine straw unless noted otherwise.
F. Add fertilizer to plants as outlined in section 2.02.
G. Vines shall be planted in pits containing at least 2 cubic feet of prepared topsoil. They shall be planted in the same manner as shrubs, and shall be mulched. Vine stems shall be fastened to walls, trellises, etc. as specified in the drawings.
H. Groundcover plants shall be laid out in their proposed planting locations without being removed from their containers after the soil is properly prepared per these specifications. Planting methodology is the same as for other shrubs.
I. Any plants which, after settling, rest significantly higher or even slightly lower than they grew in the nursery or container are subject to resetting or replacement at the discretion of the OWNER or Landscape Architect. Such work shall be at the Contractor's expense.
J. If called for in the plans, landscape edging shall be installed as specified.
K. All planting beds and individual plantings shall be mulched with a minimum of 3" (after settling) of mulch as specified in this document. Mulch shall be free of weed seeds and other foreign matter.

3.07 ANNUAL AND SEASONAL COLOR BEDS

A. Beds shall be mounded to a height 6" on top of the existing grade and composed of 50% topsoil and 50% compost.
B. Soil shall be covered with ½" - 1" deep layer of Pine Fines Mulch or comparable product.

3.08 PRUNING

A. All pruning shall be done in the presence of, and with the approval of, the Owner or Landscape Architect. Only clean, sharp tools designed for the purpose shall be used. The goal of pruning is always to preserve and enhance the natural character of the plant. Pruning shall be done per modern horticultural practice (see National Arborist Standards, latest edition).
B. Pruning shall be limited to the minimum necessary to remove injured twigs, branches, and fronds, to compensate for root loss suffered during digging and transplanting, and to thin and shape shrubs and trees. In no case shall more than 1/3 of the branching structure be removed. Damaged, scarred, frayed, split, or skinned twigs, branches, or limbs shall be pruned back to the next sound outside lateral bud, branch or limb. The terminal bud or leader shall never be removed.
C. Prune trees and shrubs to retain required height and spread. Remove the minimal amount of wood necessary on flowering trees and shrubs. Remove only dead or dying fronds from palms. Cuts over 3/4" in diameter shall be treated with tree wound paint; all exposed living tissue shall be covered.
D. Existing Trees: If indicated on drawings, Contractor shall prune and thin existing trees on site. The use of climbing spurs is prohibited. All diseased, dead branches and those interfering with healthy plant growth shall be removed. Also, remove root suckers, low branches, and any others as directed by the Owner or Landscape Architect. Cuts shall be flush with the trunk or limb and shall be painted with tree paint. Remove any nails, wires, etc. fastened to the tree.

3.09 PLANTERS - DECORATIVE OR STRUCTURAL

A. If specified, landscaping in planters shall be installed using the following method:

   1. Install 4" deep layer of fine crushed stone in bottom of planter.
   2. Install filter fabric over stone layer. Turn up edges of fabric all around.
   3. Install planting soil mix over filter fabric to within 3½" of top for planter. Do not compact planting soil.
   4. Install plant material as specified elsewhere in these specifications.
   5. Install 3" of mulch over planting soil.

3.10 SODDING NEW LAWNS

A. The Contractor shall sod all areas indicated and noted on the drawings. No sodding shall occur until areas to be sodded are cleared of any rough grass, weeds and debris, the ground brought to an even grade and specified amendments have been added. See details for specific amendments as per sod type.
B. Whenever a suitable area has been graded and is ready for sodding the Contractor shall, when directed by the Landscape Architect, proceed at once with the sodding of the available areas. Sodding shall be incorporated into the project at the earliest practical time in the life of the contract. No sod which has been cut for more than seventy two (72) hours shall be used unless specifically authorized by the Landscape Architect or Owner after his careful inspection thereof. Any sod which is not planted within twenty four (24) hours after cutting shall be stacked in an approved manner and maintained properly moistened.
C. The sod shall be placed on the prepared surface, with edges in close contact, and shall be firmly and smoothly embedded by light tamping with appropriate tools. Sod shall be rolled with 1,000 lbs. roller unless waived by the Landscape Architect or Owner.
D. Where sodding is used in drainage ditches, sod panels shall be set in a staggered pattern, such as to avoid a continuous seam along the line of flow. Offsets of individual strips shall not exceed six (6) inches. At the inside of the curbs, sod shall abut squarely and evenly.
E. On areas where the sod may slide, due to height and slope, the Landscape Architect or Owner may direct that the sod be pegged, with pegs driven through the sod blocks into firm earth, at suitable intervals.
F. Any pieces of sod which, after placing, show an appearance of extreme dryness shall be removed from the work.
G. Where placement of new sod abuts existing sodded areas, new sod must be placed in such a manner as to produce an even transition to existing sodded areas.
H. It shall be the responsibility of the Contractor to bring the sod edge in a neat, clean manner to the edge of all paving and shrub areas.

PART IV MAINTENANCE, ESTABLISHMENT AND WARRANTY PERIODS

4.01 MAINTENANCE AND ESTABLISHMENT PERIOD

A. The Maintenance Period shall begin immediately after each plant is planted, and the Contractor shall continuously maintain all areas involved in this contract during the progress of the work.
B. The Establishment Period shall begin on the first day after all planting and installation of all landscape elements is completed and initially accepted. The Contractor shall continuously maintain all areas from initial acceptance until final acceptance by the Owner. The Establishment Period shall continue for not less than ninety (90) continuous calendar days. Hurricane cut Sabal Palms shall have an Establishment Period of not less than one hundred and eighty (180) continuous calendar days. The Establishment Period will end at the time the project is given final acceptance. An inspection shall be made by the Owner or Landscape Architect to accept the completed work and issue a determination of substantial completion. Inspections may be performed on all or partially completed phased work under the Contract, as directed by the Owner.
C. Maintenance of new plantings shall consist of, but not necessarily be limited to, pruning, watering, cultivating, weeding, mulching, tightening or replacing guys and stakes, resetting plants to proper grades or upright positions, furnishing and applying sprays as necessary to combat insects and disease, litter control, rolling, fertilizing and replanting.
D. Planting areas and plants shall be protected at all times against damage of any kind for the duration of the maintenance and establishment periods. If any plants are injured or damaged, they shall be treated or replaced as directed by the Owner or Landscape Architect at no additional cost. The Contractor is responsible for acts of vandalism or theft during the maintenance and establishment period unless this responsibility is assumed in writing by another party.
E. Restrict foot and vehicular traffic from all lawn and planting areas after seeding and planting operations. Erect signs and barriers if required and remove when lawn and plantings are well established and accepted by Owner.
F. The Contractor shall be responsible for maintaining adequate protection of the site. Areas damaged by the Landscape Contractor's men or equipment, or the men or equipment of his Subcontractor's, shall be repaired at the Landscape Contractor's expense.
G. The Contractor is responsible for keeping all plant materials adequately watered after installation even if the irrigation system is not operational. Plants shall receive a thorough watering immediately after planting. Afterwards, plants shall be watered during the maintenance and establishment periods per the requirements set forth in "Water Requirements for Newly Planted Grass, Ground Covers, Shrubs and Trees in Florida", distributed by the South Florida Water Management District. In those areas where a permanent irrigation system will not be provided, the Contractor is responsible for implementing the Watering Program identified in the Landscape Plans.
H. The Landscape Contractor is responsible for keeping all plant materials adequately fertilized throughout the Maintenance and Establishment Periods. Fertilizer shall be applied at a rate to keep plant materials healthy. All fertilizer shall be done under the direction of a licensed fertilizer operator.
I. The Landscape Contractor shall control disease and pest infestations in the planting area. Upon approval, the Contractor shall implement the control measures, exercising extreme caution in using hazardous materials and taking all necessary steps to protect others on and near the job site. All disease and pest control shall be done under the direction of a licensed disease and pest control operator.
J. Herbicide Weed Control: All landscape areas shall be free of nut grass, torpedo grass, and other noxious weeds until final acceptance of work.

   1. "Round-up" shall be applied to all planting areas as needed and determined on-site by the Owner for weed control. Apply per manufacturers specifications.
   2. "Ronstar" pre-emergent or OWNER - approved equal, shall be applied 2 weeks before planting. Apply per manufacturers specifications.
   3. Apply "Fusilade" in all areas where torpedo grass has emerged. Apply per manufacturers specifications.
   4. Apply "Basagram" or "Marage" in all areas where nutgrass has emerged. Apply per manufacturers specifications.

K. Mowing of turf will commence ten (10) days after installation. The height of cut will be 3". After the first cut, the Contractor shall adjust the frequency of mowing so that at each operation no more than 1/3 of the grass blade is removed per cutting.
L. If the lawn surface becomes uneven or develops any low spots or gaps in the sod at any time during the maintenance or establishment periods, contractor to provide clean sand to fill all low spots and gaps to level the lawn surface. Roll the lawn immediately afterwards with a 1,000 lb. roller after thoroughly irrigating lawn. If required, level the lawn again, using the same procedure until a uniform level lawn surface is provided. Between the 15th and 20th day of the Establishment Period, the Contractor shall re-sod all spots or areas within the lawn where normal turf growth is not evident. Turf must be well established and free of bare spots and weeds to the satisfaction of the OWNER or Landscape Architect prior to final acceptance. All planted areas other than lawn shall be weeded at intervals of not more than ten (10) days.
M. Application of fertilizer to be done between the fortieth (40) and fiftieth (50) day of the establishment period. Landscape Architect or Owner are to be notified a minimum of forty eight (48) hours in advance.
N. Improper maintenance or poor condition of any planting at the time of the termination of the scheduled Establishment Period may cause postponement of the final acceptance of the contract. Any material found to be dead, missing, or in poor condition during the establishment period shall be replaced immediately. Maintenance shall be continued by the Contractor until the work is acceptable.
O. Inspection and Final Acceptance:

   1. In all cases the Landscape Architect will perform an initial and final inspection at the beginning and end of the Establishment Period, respectively. It is the responsibility of the Contractor to notify the Owner or Landscape Architect of the beginning and end of this period and to submit a written request for an inspection ten (10) days in advance.
   2. Following inspection(s), Landscape Architect will prepare a listing of outstanding items to be addressed prior to final acceptance. Final acceptance will be given once the outstanding items are completed, and the work performed to the satisfaction of the Landscape Architect and OWNER.
   3. Any material that is 25% or more dying shall be considered dead and must be replaced at no charge. A tree shall be considered dead when the main leader has died or when 25% of the crown is dead. A tree that has suffered significant leaf drop but shows signs of life may be left for later re-inspection. Such trees shall be subject to removal and replacement at any time up to and including the first re-inspection, as requested by the Owner or Landscape Architect. The Warranty Period for such trees shall not begin until after the second re-inspection.

4.02 WARRANTY PERIOD

A. Unless a different agreement is reached in writing between the Owner and the Contractor, all trees and other plant material, including ground covers, installed under this agreement shall be guaranteed to live and grow, and shall be warranted against defects, death and unsatisfactory growth for a period of one (1) year from the day of final acceptance of contract work.
B. Non-living landscape elements shall also carry a one (1) year guarantee on materials, labor, and workmanship.
C. Material found to be dead or in poor condition within the Warranty Period shall be replaced by the Contractor within fifteen (15) days of written notification by the Owner's representative. The Owner or Landscape Architect shall be the sole judges as to the condition of the material.
D. Materials and labor involved in the replacing of materials shall be supplied by the Contractor at no additional cost to the Owner.
E. Soil Testing: Should plant materials show yellowing or other signs of soil and/or nutritional problems, the Owner or Landscape Architect may request soil testing and analysis. Such testing will be at the expense of the Contractor.
   1. Soil problems (as revealed by testing) shall be corrected by application of corrective chemicals and nutrients, removal and replacement of soil, or other measures as agreed upon by all parties. All such measures shall be at the Contractor's expense unless clear evidence establishes that the soil problem is not pre-existing and is caused by factors beyond the Contractor's control.
F. Replacement and Conditions:
   1. Materials will be replaced as many times as necessary to satisfy the OWNER'S representative and the specifications. All replacement costs will be the responsibility of the Contractor.
   2. Replacements will be of the same size, species, and specifications as the original. No additional soil additives will be required unless significant amounts of soil mix are lost before or during replacement.
   3. Plant losses due to abnormal weather conditions such as floods, excessive wind damage (on properly staked or guyed trees), severe freezing, or hail will not be the responsibility of the Contractor.
   4. Deciduous materials will be guaranteed to break dormancy at the proper season. Materials planted during their normal dormant period will be guaranteed to resume normal growth at the proper time for that species.

LANDSCAPE NOTES

GENERAL:

1. All proposed material shall be Florida No. 1 or better as set forth in "Grades & Standards for Nursery Plants," Part 1&2, Florida Dept. of Agriculture and Consumer Services, latest edition. No deviations will be permitted.
2. By submitting a bid, the landscape contractor is responsible for providing the material specified on the plans. No substitutions will be accepted without prior written approval and acceptance by the Owner or his representative, or Landscape Architect.
3. Materials to be hand-selected at the discretion of the Owner or his representative, or Landscape Architect.
4. All work shall proceed in a professional manner in accordance with standard nursery and installation practice.
5. Quantities on plant list are for convenience only. Landscape Contractor is responsible for all plants shown on planting plans. When discrepancies occur between plant list and planting plans, the plans are to override the plant list in all cases. Contractor is responsible for confirming sod quantities and certifying such to the Owner or his representative.
6. Contractor is responsible for locating all underground utilities prior to digging. Notify the Owner or his representative, or the Landscape Architect immediately regarding discrepancies or conflicts.
7. Landscape Contractor to notify the Owner or his representative, or Landscape Architect at least three (3) working days prior to beginning any stage of work.
8. Owner or Landscape Architect to be immediately notified of any discrepancies found in field.
9. Owner or his representative, or Landscape Architect reserve the right to field adjust plant material on-site to avoid conflicts or discrepancies not anticipated in the planning process.
10. Existing plant material to be removed, except as noted.

TREES & PALMS

1. All trees, new and relocated, to be staked and guyed as detailed.
2. No double or multi-trunk trees unless otherwise specified.
3. Face of trees and palms to be located a minimum of 2'-0" off all sidewalks/bike paths or other paved surface, unless otherwise notated on plans.
4. Root suckers on Live Oaks are not acceptable.
5. All trees falling within grassed areas to have a mulch ring 3' in diameter, mulched 3" deep with no more than 1" deep directly adjacent to the trunk of the tree.

PLANTING BEDS

1. Groundcover and shrubs to be laid out in a uniform and consistent pattern.
2. All planting beds to receive mulch per plans.
3. Landscape Contractor is responsible for verifying that clean top soil, meeting the attached specifications, exists in each planting bed prior to planting. Contractor shall add or amend top soil if necessary. Tree pits shall be backfilled as noted in attached specifications. Excavate all shrub and groundcover beds as specified and backfill with planting soil per specifications.
4. All existing paving base material to be removed

TREE DISPOSITION TABULAR

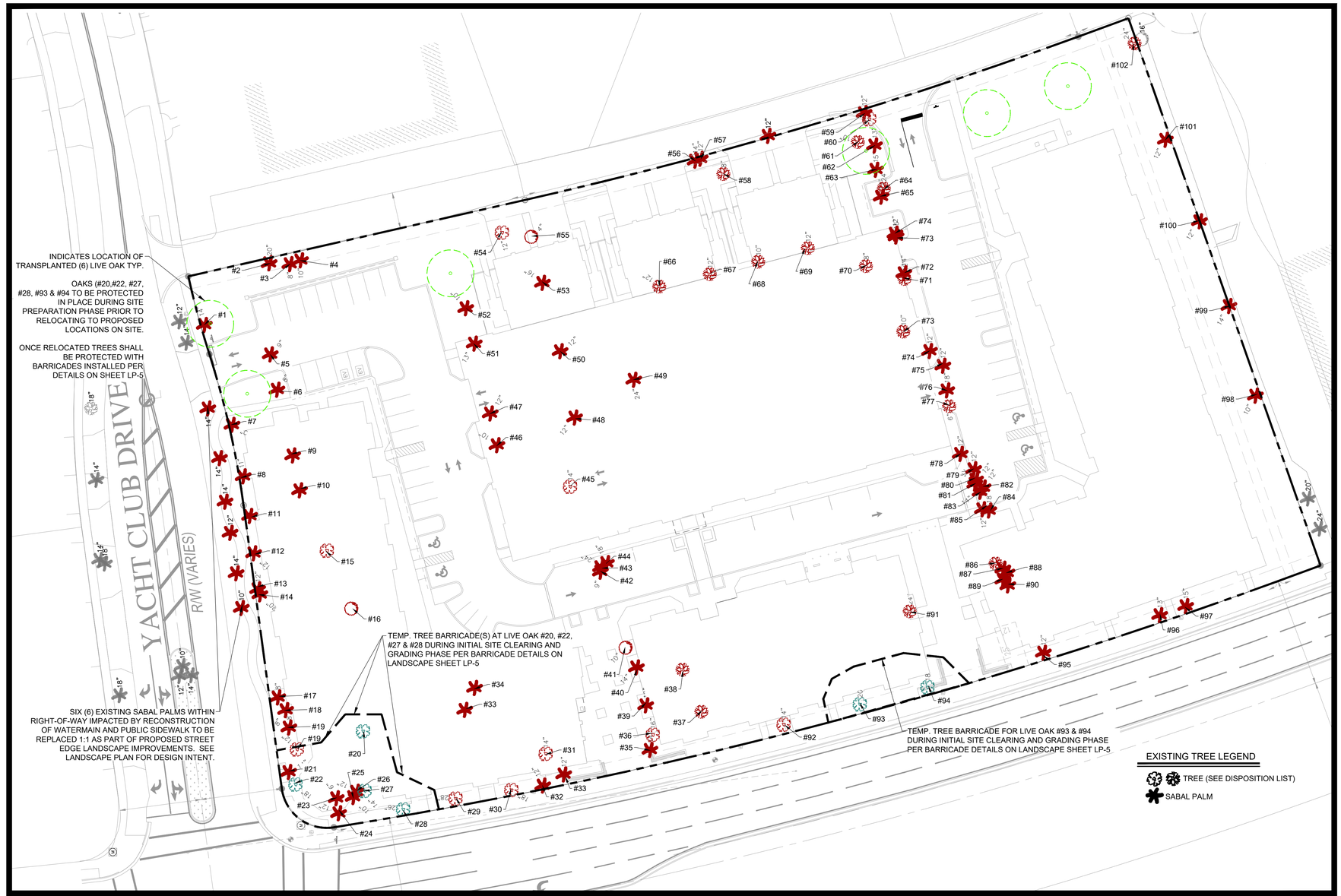
TREE #	SPECIES	TREE SIZE DBH (INCHES)	CONDITION % (NOTE #1 & #3)	PROPOSED DISPOSITION	NOTES
1	SABAL PALM			RELOCATE	RELOCATE ONSITE
2	SABAL PALM			PRESERVE	PROTECT IN PLACE
3	SABAL PALM			PRESERVE	PROTECT IN PLACE
4	SABAL PALM			PRESERVE	PROTECT IN PLACE
5	SABAL PALM			RELOCATE	RELOCATE ONSITE
6	SABAL PALM			RELOCATE	RELOCATE ONSITE
7	SABAL PALM			RELOCATE	RELOCATE ONSITE
8	SABAL PALM			RELOCATE	RELOCATE ONSITE
9	SABAL PALM			RELOCATE	RELOCATE ONSITE
10	SABAL PALM			RELOCATE	RELOCATE ONSITE
11	SABAL PALM			RELOCATE	RELOCATE ONSITE
12	SABAL PALM			RELOCATE	RELOCATE ONSITE
13	SABAL PALM			RELOCATE	RELOCATE ONSITE
14	SABAL PALM			RELOCATE	RELOCATE ONSITE
15	LIVE OAK	30	40	REMOVE	POOR CONDITION
16	GUMBO LIMBO	4	50	REMOVE	POOR CONDITION
17	SABAL PALM			RELOCATE	RELOCATE ONSITE
18	SABAL PALM			RELOCATE	RELOCATE ONSITE
19	LIVE OAK	11.5	50	REMOVE	POOR CONDITION
20	LIVE OAK	14	70	RELOCATE	RELOCATE ON SITE
21	SABAL PALM			RELOCATE	RELOCATE ONSITE
22	LIVE OAK	17	70	RELOCATE	RELOCATE ON SITE
23	SABAL PALM			RELOCATE	RELOCATE ONSITE
24	SABAL PALM			RELOCATE	RELOCATE ONSITE
25	SABAL PALM			RELOCATE	RELOCATE ONSITE
26	SABAL PALM			RELOCATE	RELOCATE ONSITE
27	LIVE OAK	13.5	60	RELOCATE	RELOCATE ON SITE
28	LIVE OAK	22	70	RELOCATE	RELOCATE ON SITE
29	LIVE OAK	19.3	50	REMOVE	POOR CONDITION
30	LIVE OAK	13.5	30	REMOVE	POOR CONDITION
31	LIVE OAK	12.8	40	REMOVE	POOR CONDITION
32	SABAL PALM			RELOCATE	RELOCATE ONSITE
33	SABAL PALM			RELOCATE	RELOCATE ONSITE
34	SABAL PALM			RELOCATE	RELOCATE ONSITE
35	SABAL PALM			RELOCATE	RELOCATE ONSITE
36	LIVE OAK	16.5	20	REMOVE	POOR CONDITION
37	BLACK OLIVE	17	N/A	REMOVE	POOR CONDITION
38	BLACK OLIVE	24	N/A	REMOVE	POOR CONDITION
39	SABAL PALM			RELOCATE	RELOCATE ONSITE
40	SABAL PALM			RELOCATE	RELOCATE ONSITE
41	SHEFFLERA ARBORICOLA	N/A	N/A	REMOVE	INVASIVE
42	SABAL PALM			RELOCATE	RELOCATE ONSITE
43	SABAL PALM			RELOCATE	RELOCATE ONSITE
44	SABAL PALM			RELOCATE	RELOCATE ONSITE
45	LIVE OAK	14	50	REMOVE	POOR CONDITION
46	SABAL PALM			RELOCATE	RELOCATE ONSITE
47	SABAL PALM			RELOCATE	RELOCATE ONSITE
48	SABAL PALM			RELOCATE	RELOCATE ONSITE
49	SABAL PALM			RELOCATE	RELOCATE ONSITE
50	SABAL PALM			RELOCATE	RELOCATE ONSITE
51	SABAL PALM			RELOCATE	RELOCATE ONSITE
52	SABAL PALM			REMOVE	
53	SABAL PALM			REMOVE	
54	LIVE OAK	11.3	40	REMOVE	POOR CONDITION
55	GUMBO LIMBO	5	30	REMOVE	POOR CONDITION
56	SABAL PALM			REMOVE	
57	SABAL PALM			REMOVE	
58	BLACK OLIVE	8	N/A	REMOVE	POOR CONDITION
59	SABAL PALM			PRESERVE	PROTECT IN PLACE
60	BLACK OLIVE	10.3	40	REMOVE	POOR CONDITION
61	BLACK OLIVE	10	N/A	REMOVE	POOR CONDITION
62	SABAL PALM			REMOVE	
63	SABAL PALM			REMOVE	
64	BLACK OLIVE	16	N/A	REMOVE	POOR CONDITION
65	SABAL PALM			REMOVE	
66	BLACK OLIVE	12	N/A	REMOVE	POOR CONDITION
67	BLACK OLIVE	12	N/A	REMOVE	POOR CONDITION
68	BLACK OLIVE	10	N/A	REMOVE	POOR CONDITION
69	BLACK OLIVE	12	N/A	REMOVE	POOR CONDITION
70	BLACK OLIVE	8	N/A	REMOVE	POOR CONDITION
71	FICUS AUREA / STRANGLER FIG	14	20	REMOVE	POOR CONDITION
72	SABAL PALM			REMOVE	
73	BLACK OLIVE	10	N/A	REMOVE	POOR CONDITION
74	SABAL PALM			REMOVE	
75	SABAL PALM			REMOVE	
76	SABAL PALM			REMOVE	
77	FICUS AUREA / STRANGLER FIG	7	20	REMOVE	POOR CONDITION
78	SABAL PALM			REMOVE	
79	SABAL PALM			REMOVE	
80	SABAL PALM			REMOVE	
81	SABAL PALM			REMOVE	
82	SABAL PALM			REMOVE	
83	SABAL PALM			REMOVE	
84	SABAL PALM			REMOVE	
85	SABAL PALM			REMOVE	
86	LIVE OAK	11	20	REMOVE	POOR CONDITION
87	SABAL PALM			REMOVE	
88	SABAL PALM			REMOVE	
89	SABAL PALM			REMOVE	
90	SABAL PALM			REMOVE	
91	BLACK OLIVE	24	N/A	REMOVE	POOR CONDITION
92	LIVE OAK	12.8	40	REMOVE	POOR CONDITION
93	LIVE OAK	17.5	70	RELOCATE	RELOCATE ON SITE
94	LIVE OAK	17.5	60	RELOCATE	RELOCATE ON SITE
95	SABAL PALM			REMOVE	
96	SABAL PALM			REMOVE	
97	SABAL PALM			RELOCATE	RELOCATE ONSITE
98	SABAL PALM			RELOCATE	RELOCATE ONSITE
99	SABAL PALM			RELOCATE	RELOCATE ONSITE
100	SABAL PALM			RELOCATE	RELOCATE ONSITE
101	SABAL PALM			RELOCATE	RELOCATE ONSITE
102	BLACK OLIVE	18.8	20	REMOVE	POOR CONDITION
	TOTAL +	**263.4**			

EXISTING TREE DISPOSITION SUMMARY		
PROPOSED DISPOSITION	TREES	DBH (INCHES)
Preserved	0	N/A
Non-native &/OR less than 60% conditon rating to be removed (no mitigation required)	29	N/A
Native & 60% or greater conditon rating to be relocated on site	**6**	**101.5**
Total Trees	35	

EXISTING PALM DISPOSITION SUMMARY	
Preserved	0
Relocated on-site	48
Removed	**18**
Total Palms	66

REPLACEMENT REQUIRED FOR MITIGATION		
TREE SP	**TOTAL DBH INCHES LOST**	**REQUIRED REPLACEMENT DBH INCHES ***
OAK	**NA**	**NA**
*** Replacement required for mitigation (3" caliper for ea. 1" lost)**		

Note:
1) Tree Species identified as "oak" or "unknown" have been field verified and species, size and conditon % is based on Arboriculture Tree Report prepared by Sutton Consulting Arborist, Inc. dated January 24, 2021.
2) Tree's idenified as "Black Olive" on the tree survey have been field verifed as Black Olive and were not assessed for conditon % as replacement/relocation is not required.
3) Trees with conditon rating of less than 60% do not require relocation or replacement per code Section 45-82.D.4.



EXISTING TREE OVERLAY MAP

urban design studio
Urban Planning & Design
Landscape Architecture
Communication Graphics
610 Clematis Street, Suite CU02
West Palm Beach, FL 33401
561.366.1100 FAX 561.366.1111
www.udsflorida.com
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200 YACHT CLUB DRIVE
MIXED-USE RESIDENTIAL
North Palm Beach, Florida
TREE DISPOSITION TABULAR & PLAN

NORTH
0 15' 30' 60'
Scale: 1" = 30'-0"

Date:	OCTOBER 2020
Project No.:	20-013.000
Designed By:	MLC
Drawn By:	MLC
Checked By:	KT

Revision Dates:
2020-12-01 SP REVIEW SUBMITTAL
2021-02-16 DRC RESPONSE RESUBMITTAL
2021-07-09 DRC RESUBMITTAL
2022-08-19 Remand DRC Resubmittal

TD-1

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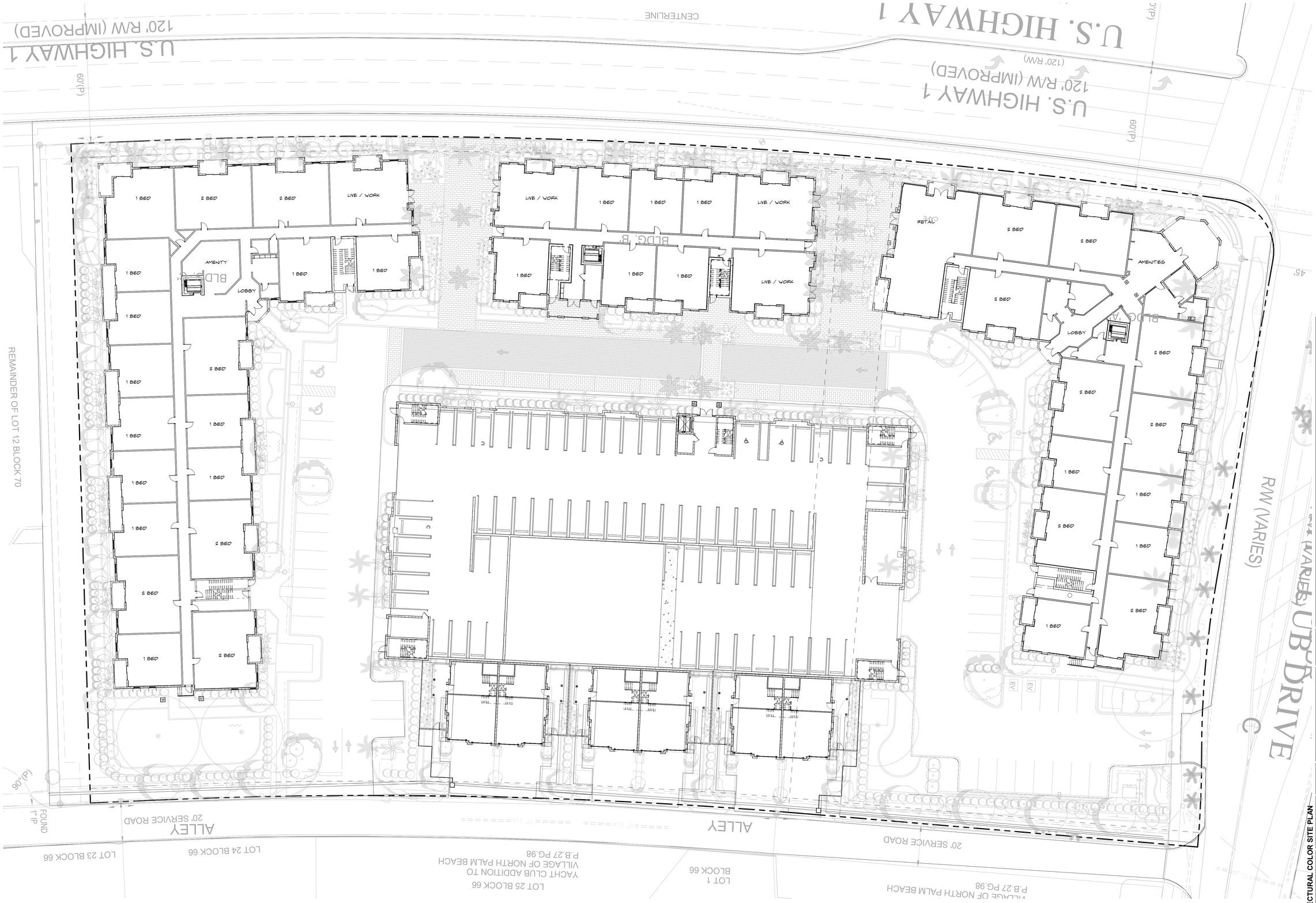

1 SP1.0.1 ARCHITECTURAL SITE PLAN
Scale: 1" = 20'-0"

7/6/2022 4:21:44 PM

SPINAOROURKE + PARTNERS
285 Banyan Blvd
West Palm Beach Florida 33401
561.684.6844 • Fax 561.684.5594
spinaorourke.com
FL Lic # AA0002399
Architecture • Interior Design
Keith M. Spina # AR13419

New Construction For:
200 Yacht Club Drive
North Palm Beach, Florida

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Revisions:

Project no: 20015
Date: 02-15-20
Drawn by: CG, MR, DC,JH
Project Manager: JG

ARCHITECTURAL COLOR SITE PLAN

SP1.0.1

SITE PLAN REVIEW

BIM 360://200 Yacht Club/200 YHC_BUILDING A.rvt



1 A3.0.1A BUILDING A - COLORED WEST ELEVATION
Scale: 3/32" = 1'-0"

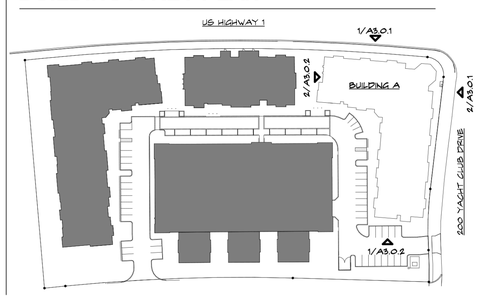


2 A3.0.1A BUILDING A - COLORED NORTH ELEVATION
Scale: 3/32" = 1'-0"

MATERIAL LEGEND

- MTL-1 METAL ROOF - HIGH SEAM TEE PANEL SYSTEM WITH ZINC-COTE FINISH
- PT-1 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-71 "SAND DOLLAR"
- PT-2 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-19 "SEAPEARL"
- PT-3 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-14 "NATURAL CREAM"
- PT-4 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE HC-141 "HOLLINGSWORTH GREEN"
- PT-5 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE HC-150 "YARMOUTH BLUE"
- PT-6 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE AC-28 "SMOKE EMBER"
- PT-7 PAINTED SHUTTER COLOR: BENJAMIN MOORE HC-145 "VAN COURTLAND BLUE"
- PT-8 PAINTED SHUTTER COLOR: BENJAMIN MOORE HC-185 "BOOTHBAY GRAY"
- PT-9 PAINTED SHUTTER COLOR: BENJAMIN MOORE AC-28 "SAN ANTONIO GRAY"
- PT-10 PAINTED TRIM. COLOR: BENJAMIN MOORE OC-149 "DECORATOR'S WHITE"

BUILDING A KEY PLAN



285 Banyan Blvd
West Palm Beach Florida 33401
561.684.6844 • Fax 561.684.5594
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SPINA O'ROURKE + PARTNERS

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Revisions:

Project no: 20015
Date: 12-02-20
Drawn by: Author
Project Manager: Checker

BUILDING A - COLORED EXTERIOR ELEVATIONS

A3.0.1.A

SITE PLAN REVIEW

6/27/2022 1:23:58 PM



1 A3.0.2.A BUILDING A - COLORED EAST ELEVATION
Scale: 3/32" = 1'-0"



2 A3.0.2.A BUILDING A - COLORED SOUTH ELEVATION
Scale: 3/32" = 1'-0"

MATERIAL LEGEND

MTL-1	METAL ROOF - HIGH SEAM TEE PANEL SYSTEM WITH ZINC-COTE FINISH
PT-1	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-71 "SAND DOLLAR"
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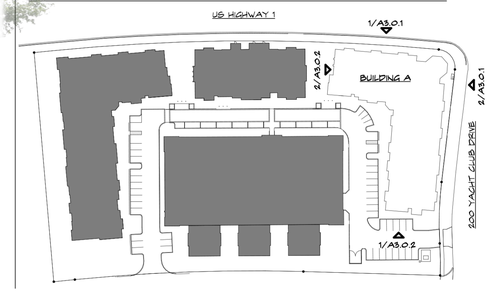
BUILDING A KEY PLAN



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West Palm Beach Florida 33401
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SPINA O'ROURKE + PARTNERS

Architecture • Interior Design
Keith M. Spina # AR13419

New Construction For:
200 Yacht Club Drive
North Palm Beach, Florida

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Revisions:

Project no: 20015
Date: 12-02-20
Drawn by: Author
Project Manager: Checker

BUILDING A - COLORED EXTERIOR ELEVATIONS

A3.0.2.A

SITE PLAN REVIEW

BIM 360://200 Yacht Club/200 YHC_BUILDING B.rvt



1 A3.1.1A BUILDING B - COLORED WEST ELEVATION
Scale: 3/32" = 1'-0"

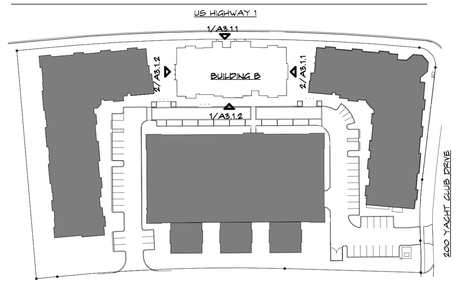


2 A3.1.1A BUILDING B - COLORED NORTH ELEVATION
Scale: 3/32" = 1'-0"

MATERIAL LEGEND

- MTL-1 METAL ROOF - HIGH SEAM TEE PANEL SYSTEM WITH ZINC-COTE FINISH
- PT-1 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-71 "SAND DOLLAR"
- PT-2 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-19 "SEAPEARL"
- PT-3 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-14 "NATURAL CREAM"
- PT-4 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE HC-141 "HOLLINGSWORTH GREEN"
- PT-5 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE HC-150 "YARMOUTH BLUE"
- PT-6 PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE AC-28 "SMOKE EMBER"
- PT-7 PAINTED SHUTTER. COLOR: BENJAMIN MOORE HC-145 "VAN COURTLAND BLUE"
- PT-8 PAINTED SHUTTER. COLOR: BENJAMIN MOORE HC-185 "BOOTHBAY GRAY"
- PT-9 PAINTED SHUTTER. COLOR: BENJAMIN MOORE AC-29 "SAN ANTONIO GRAY"
- PT-10 PAINTED TRM. COLOR: BENJAMIN MOORE OC-149 "DECORATOR'S WHITE"

BUILDING B KEY PLAN



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West Palm Beach Florida 33401
561.684.6844 • Fax 561.684.5594
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Revisions:

Project no: 20015
Date: 12-02-20
Drawn by: CG, MR, DC,JH
Project Manager: JG

BUILDING B - COLORED EXTERIOR ELEVATIONS

A3.1.1.A

SITE PLAN REVIEW

6/27/2022 2:51:12 PM

BIM 360://200 Yacht Club/200 YHC_BUILDING B.rvt



1 A3.1.2.A BUILDING B - COLORED EAST ELEVATION
Scale: 3/32" = 1'-0"

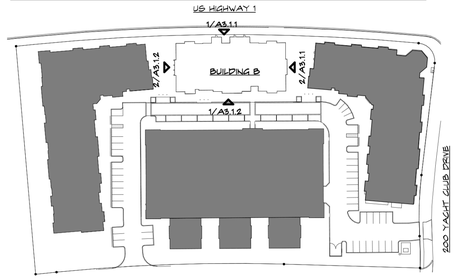


2 A3.1.2.A BUILDING B - COLORED SOUTH ELEVATION
Scale: 3/32" = 1'-0"

MATERIAL LEGEND

MTL-1	METAL ROOF - HIGH SEAM TEE PANEL SYSTEM WITH ZINC-COTE FINISH
PT-1	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-71 "SAND DOLLAR"
PT-2	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-19 "SEAFOAM"
PT-3	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-14 "NATURAL CREAM"
PT-4	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE HC-141 "HOLLINGSWORTH GREEN"
PT-5	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE HC-150 "YARMOUTH BLUE"
PT-6	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE AC-28 "SMOKE EMBER"
PT-7	PAINTED SHUTTER. COLOR: BENJAMIN MOORE HC-145 "VAN COURTLAND BLUE"
PT-8	PAINTED SHUTTER. COLOR: BENJAMIN MOORE HC-185 "BOOTHBAY GRAY"
PT-9	PAINTED SHUTTER. COLOR: BENJAMIN MOORE AC-29 "SAN ANTONIO GRAY"
PT-10	PAINTED TRIM. COLOR: BENJAMIN MOORE OC-149 "DECORATOR'S WHITE"

BUILDING B KEY PLAN



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Project Manager: JG

BUILDING B - COLORED EXTERIOR ELEVATIONS

A3.1.2.A

SITE PLAN REVIEW

6/27/2022 2:51:39 PM

BIM 360://200 Yacht Club/200 YHC_BUILDING C.rvt



1 A3.2.1A BUILDING C - COLORED WEST ELEVATION
Scale: 3/32" = 1'-0"

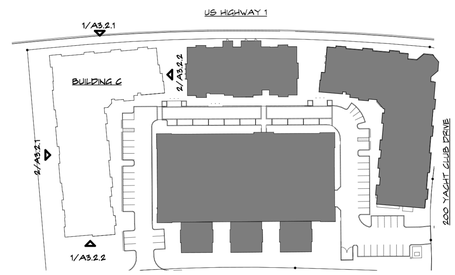
MATERIAL LEGEND

MTL-1	METAL ROOF - HIGH SEAM TEE PANEL SYSTEM WITH ZINC-COTE FINISH
PT-1	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE OC-71 "SAND DOLLAR"
PT-2	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE OC-19 "SEAFBARL"
PT-3	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE OC-14 "NATURAL CREAM"
PT-4	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE HC-141 "HOLLINGSWORTH GREEN"
PT-5	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE HC-150 "YARMOUTH BLUE"
PT-6	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE AC-28 "SMOKE EMBER"
PT-7	PAINTED SHUTTER, COLOR: BENJAMIN MOORE HC-145 "VAN COURTLAND BLUE"
PT-8	PAINTED SHUTTER, COLOR: BENJAMIN MOORE HC-185 "BOOTHBAY GRAY"
PT-9	PAINTED SHUTTER, COLOR: BENJAMIN MOORE AC-29 "SAN ANTONIO GRAY"
PT-10	PAINTED TRM, COLOR: BENJAMIN MOORE OC-149 "DECORATOR'S WHITE"



2 A3.2.1A BUILDING C - COLORED SOUTH ELEVATION
Scale: 3/32" = 1'-0"

BUILDING C KEY PLAN



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Project Manager: JG

BUILDING C - COLORED EXTERIOR ELEVATIONS

A3.2.1A

SITE PLAN REVIEW

6/27/2022 2:15:49 PM

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1 A322A BUILDING C - COLORED EAST ELEVATION
Scale: 3/32" = 1'-0"

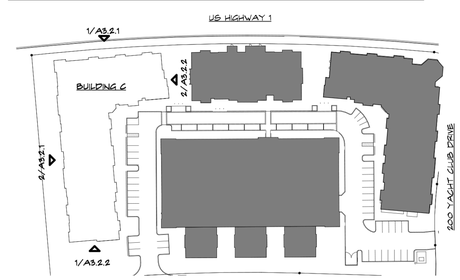


2 A3.2.2.A BUILDING C - COLORED NORTH ELEVATION
Scale: 3/32" = 1'-0"

MATERIAL LEGEND

MTL-1	METAL ROOF - HIGH SEAM TEE PANEL SYSTEM WITH ZINC-COTE FINISH
PT-1	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-71 "SAND DOLLAR"
PT-2	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-19 "SEAPEARL"
PT-3	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE OC-14 "NATURAL CREAM"
PT-4	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE HC-141 "HOLLINGSWORTH GREEN"
PT-5	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE HC-150 "YARMOUTH BLUE"
PT-6	PAINTED STUCCO OR SIDING. COLOR: BENJAMIN MOORE AC-28 "SMOKE EMBER"
PT-7	PAINTED SHUTTER. COLOR: BENJAMIN MOORE HC-145 "VAN COURTLAND BLUE"
PT-8	PAINTED SHUTTER. COLOR: BENJAMIN MOORE HC-185 "BOOTHBAY GRAY"
PT-9	PAINTED SHUTTER. COLOR: BENJAMIN MOORE AC-29 "SAN ANTONIO GRAY"
PT-10	PAINTED TRM. COLOR: BENJAMIN MOORE OC-149 "DECORATOR'S WHITE"

BUILDING C KEY PLAN



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Revisions:

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Project Manager: Checker

BUILDING C - COLORED EXTERIOR ELEVATIONS

A3.2.2.A

SITE PLAN REVIEW

6/27/2022 2:07:04 PM

BIM 360://200 Yacht Club/200 YHC_GARAGE & TOWNHOUSES.rvt



2 A3.3.1A **South Color**
SCALE: 3/32" = 1'-0"

MATERIAL LEGEND

MTL-1	METAL ROOF - HIGH SEAM TEE PANEL SYSTEM WITH ZINC-COTE FINISH
PT-1	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE OC-71 "SAND DOLLAR"
PT-2	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE OC-19 "SEAPEARL"
PT-3	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE OC-14 "NATURAL CREAM"
PT-4	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE HC-141 "HOLLINGSWORTH GREEN"
PT-5	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE HC-150 "YARMOUTH BLUE"
PT-6	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE AC-28 "SMOKE EMBER"
PT-7	PAINTED SHUTTER, COLOR: BENJAMIN MOORE HC-145 "VAN COURTLAND BLUE"
PT-8	PAINTED SHUTTER, COLOR: BENJAMIN MOORE HC-185 "BOOTHBAY GRAY"
PT-9	PAINTED SHUTTER, COLOR: BENJAMIN MOORE AC-29 "SAN ANTONIO GRAY"
PT-10	PAINTED TRM, COLOR: BENJAMIN MOORE OC-149 "DECORATOR'S WHITE"



1 A3.3.1A **East Color**
SCALE: 3/32" = 1'-0"

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West Palm Beach Florida 33401
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Revisions:

Project no: 20015
Date: 02-15-20
Drawn by: Author
Project Manager: Checker

GARAGE – COLORED EXTERIOR ELEVATIONS

A3.3.1A

PROGRESS

7/11/2022 9:06:33 AM

BIM 360://200 Yacht Club/200 YHC_GARAGE & TOWNHOUSES.rvt



2 A3.3.2A **North Color**
SCALE: 3/32" = 1'-0"

MATERIAL LEGEND

MTL-1	METAL ROOF - HIGH SEAM TEE PANEL SYSTEM WITH ZINC-COTE FINISH
PT-1	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE OC-71 "SAND DOLLAR"
PT-2	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE OC-19 "SEAPEARL"
PT-3	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE OC-14 "NATURAL CREAM"
PT-4	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE HC-141 "HOLLINGSWORTH GREEN"
PT-5	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE HC-150 "YARMOUTH BLUE"
PT-6	PAINTED STUCCO OR SIDING, COLOR: BENJAMIN MOORE AC-28 "SMOKE EMBER"
PT-7	PAINTED SHUTTER, COLOR: BENJAMIN MOORE HC-145 "VAN COURTLAND BLUE"
PT-8	PAINTED SHUTTER, COLOR: BENJAMIN MOORE HC-165 "BOOTHBAY GRAY"
PT-9	PAINTED SHUTTER, COLOR: BENJAMIN MOORE AC-29 "SAN ANTONIO GRAY"
PT-10	PAINTED TRIM, COLOR: BENJAMIN MOORE OC-149 "DECORATOR'S WHITE"



1 A3.3.2A **West Color**
SCALE: 3/32" = 1'-0"

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West Palm Beach Florida 33401
561.684.6844 • Fax 561.684.5594
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Revisions:

Project no: 20015
Date: 02-15-20
Drawn by: Author
Project Manager: Checker

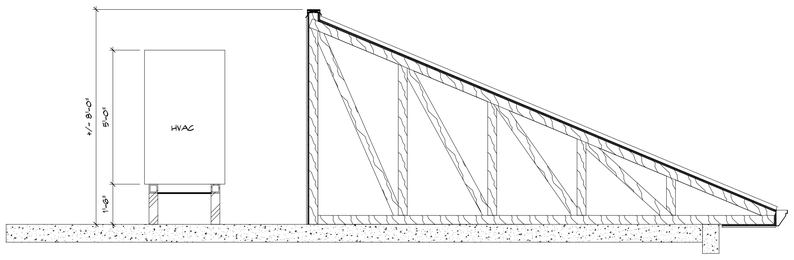
GARAGE – COLORED EXTERIOR ELEVATIONS

A3.3.2A

PROGRESS

7/11/2022 9:07:27 AM

BIM 360://200 Yacht Club/200 YHC_BUILDING C.rvt



TYPICAL HVAC EQUIPMENT SCREENING
Scale: 3/8" = 1'-0"

UNIT COUNT

BUILDING A				BUILDING B				BUILDING C				TOWNHOUSES	TOTAL
	(1) BED	(1) LIVE/WORK	(2) BED		(1) BED	(1) LIVE/WORK	(2) BED		(1) BED	(1) LIVE/WORK	(2) BED		
FIRST FLOOR	4		8	FIRST FLOOR	6	3	0	FIRST FLOOR	12	1	6	(6) TOWNHOUSES WITH (3) BEDROOMS EACH	
SECOND FLOOR	6		10	SECOND FLOOR	6		3	SECOND FLOOR	13		7		
THIRD FLOOR	6		10	THIRD FLOOR	6		3	THIRD FLOOR	13		7		
FOURTH FLOOR	6		10	FOURTH FLOOR	6		3	FOURTH FLOOR	13		7		
-				-									
TOTAL	22		38	TOTAL	24	3	9	TOTAL	51	1	27		
			60				36				79		
TOTAL ONE BEDROOM UNITS										22 + 24 + 51	= 97		
TOTAL TWO BEDROOM UNITS										38 + 9 + 27	= 74		
TOTAL LIVE/WORK UNITS										1 + 3	=4		
COMBINED TOTAL UNIT COUNT											= 175	6 TOWNHOUSES	181

UNIT AREA

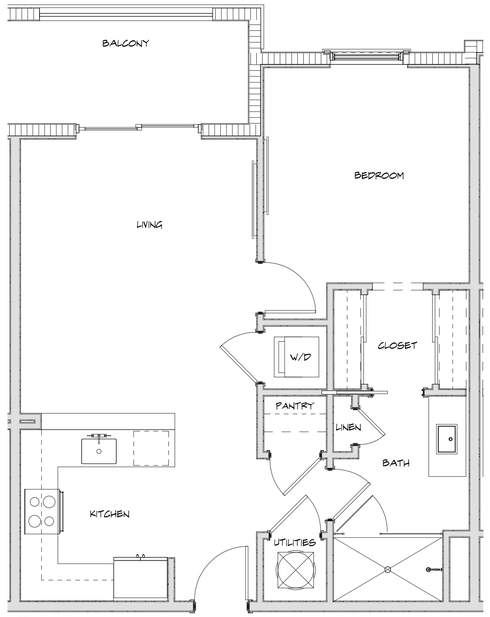
UNIT TYPE	UNIT AREA
(1) BED	744 SQFT
-	-
(2) BED	1,137 SQFT
(4) LIVE/WORK	1,135 SQFT

TOWNHOUSE AREA

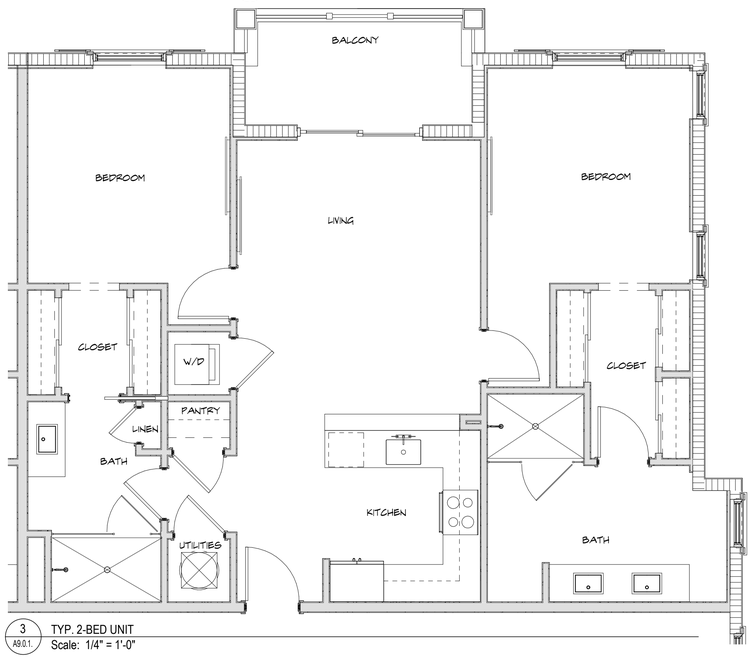
LEVEL	UNIT AREA
FIRST FLOOR	934
SECOND FLOOR	982
THIRD FLOOR	982
TOTAL	2,898

CEILING HEIGHTS

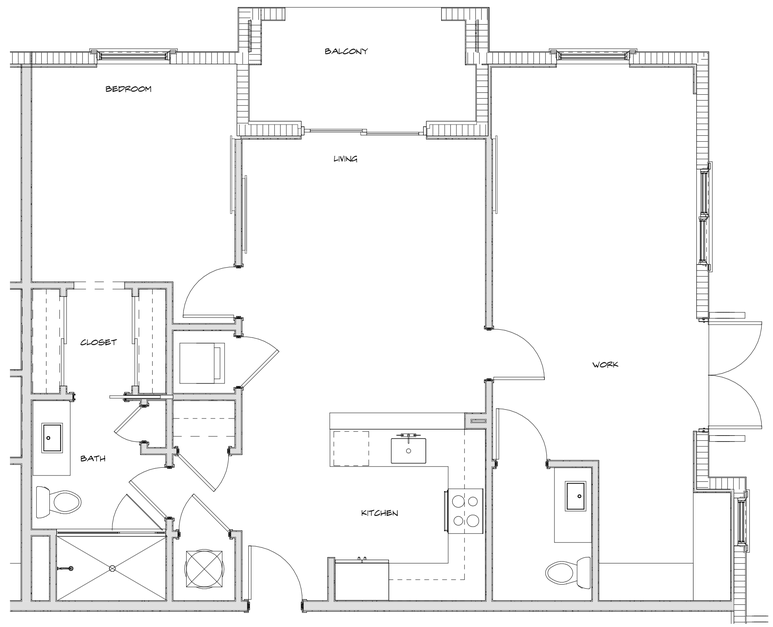
	BUILDING A	BUILDING B	BUILDING C	TOWNHOUSE
FIRST FLOOR	14'-8"	12'-10"	12'-8"	9'-7"
SECOND FLOOR	10'-0"	10'-0"	10'-0"	9'-7"
THIRD FLOOR	10'-0"	10'-0"	10'-0"	9'-7"
FOURTH FLOOR	10'-0"	10'-0"	10'-0"	N/A



1 A9.0.1. TYP. 1-BED UNIT
Scale: 1/4" = 1'-0"



3 A9.0.1. TYP. 2-BED UNIT
Scale: 1/4" = 1'-0"



2 A9.0.1. LIVE/WORK
Scale: 1/4" = 1'-0"

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Revisions:

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Drawn by: CG
Project Manager: JG

TYPICAL UNIT PLANS

A9.0.1.

SITE PLAN REVIEW

8/17/2022 3:09:08 PM

BIM 360://200 Yacht Club/200 YHC_BUILDING A.rvt

WALL LEGEND

- NEW NON-RATED PARTITION
- NEW 8" CMU BLOCK WALL
- NEW PRECAST CONCRETE WALL

BUILDING A KEY PLAN

1 A1.0.1. BUILDING A - FIRST FLOOR PLAN
Scale: 3/32" = 1'-0"

6/27/2022 1:05:07 PM

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BUILDING A - FIRST FLOOR PLAN

A1.0.1.

SITE PLAN REVIEW

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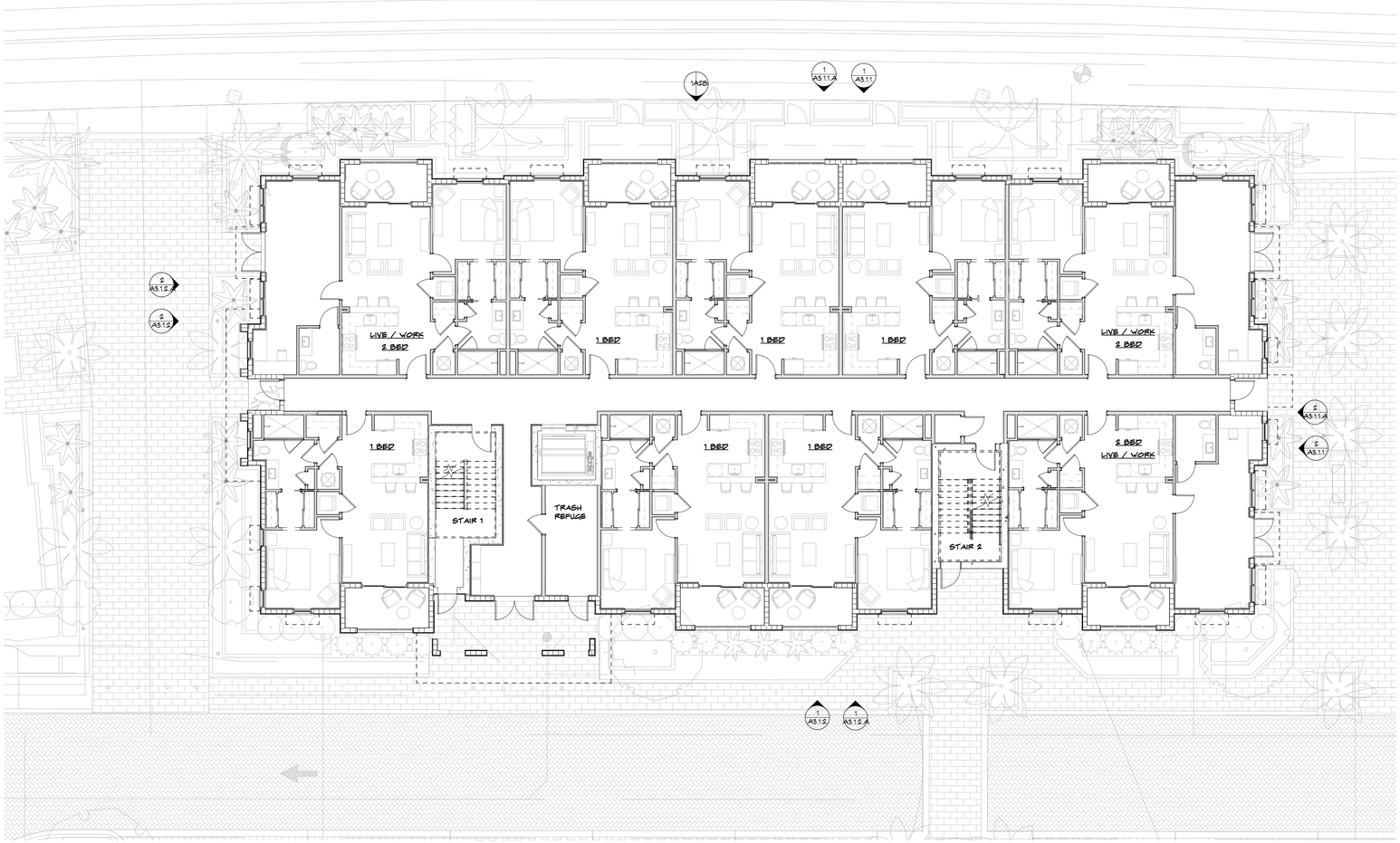
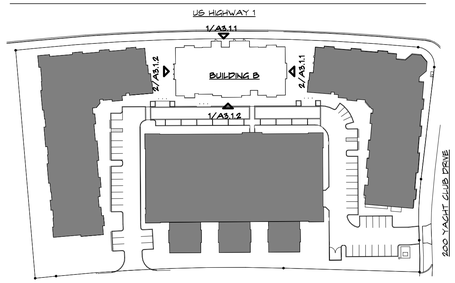


1 / A1.1.1. BUILDING B - FIRST FLOOR PLAN
Scale: 1" = 10'-0"

WALL LEGEND

- NEW NON-RATED PARTITION
- NEW 8" CMU BLOCK WALL
- NEW PRECAST CONCRETE WALL

BUILDING B KEY PLAN



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BUILDING B - FIRST FLOOR PLAN

A1.1.1.

SITE PLAN REVIEW

6/27/2022 2:47:03 PM

BIM 360://200 Yacht Club/200 YHC_BUILDING C.rvt

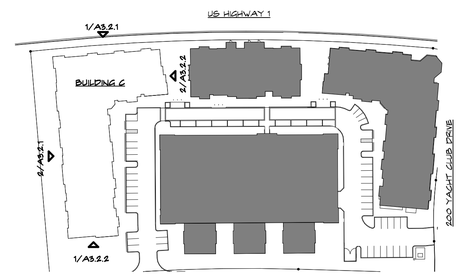


1 BUILDING C FIRST FLOOR PLAN

WALL LEGEND

- NEW NON-RATED PARTITION
- NEW 8" CMU BLOCK WALL
- NEW PRECAST CONCRETE WALL

BUILDING C KEY PLAN



285 Banyan Blvd
West Palm Beach Florida 33401
561.684.6844 • Fax 561.684.5594
spinaorourke.com
FL Lic # AA0003399

SPINA O'ROURKE + PARTNERS

Architecture • Interior Design

Keith M. Spina # AR13419

New Construction For:
200 Yacht Club Drive
North Palm Beach, Florida

THESE DRAWINGS ARE FOR THE EXCLUSIVE USE OF SPINA O'ROURKE + PARTNERS, INC. AND MAY NOT BE DUPLICATED, REPRODUCED OR USED IN ANY MANNER WITHOUT THE EXPRESS WRITTEN CONSENT OF SPINA O'ROURKE + PARTNERS, INC. ALL RIGHTS RESERVED

Revisions:

Project no: 20015
Date: 12-02-20
Drawn by: CG, MR, DC,JH
Project Manager: JG

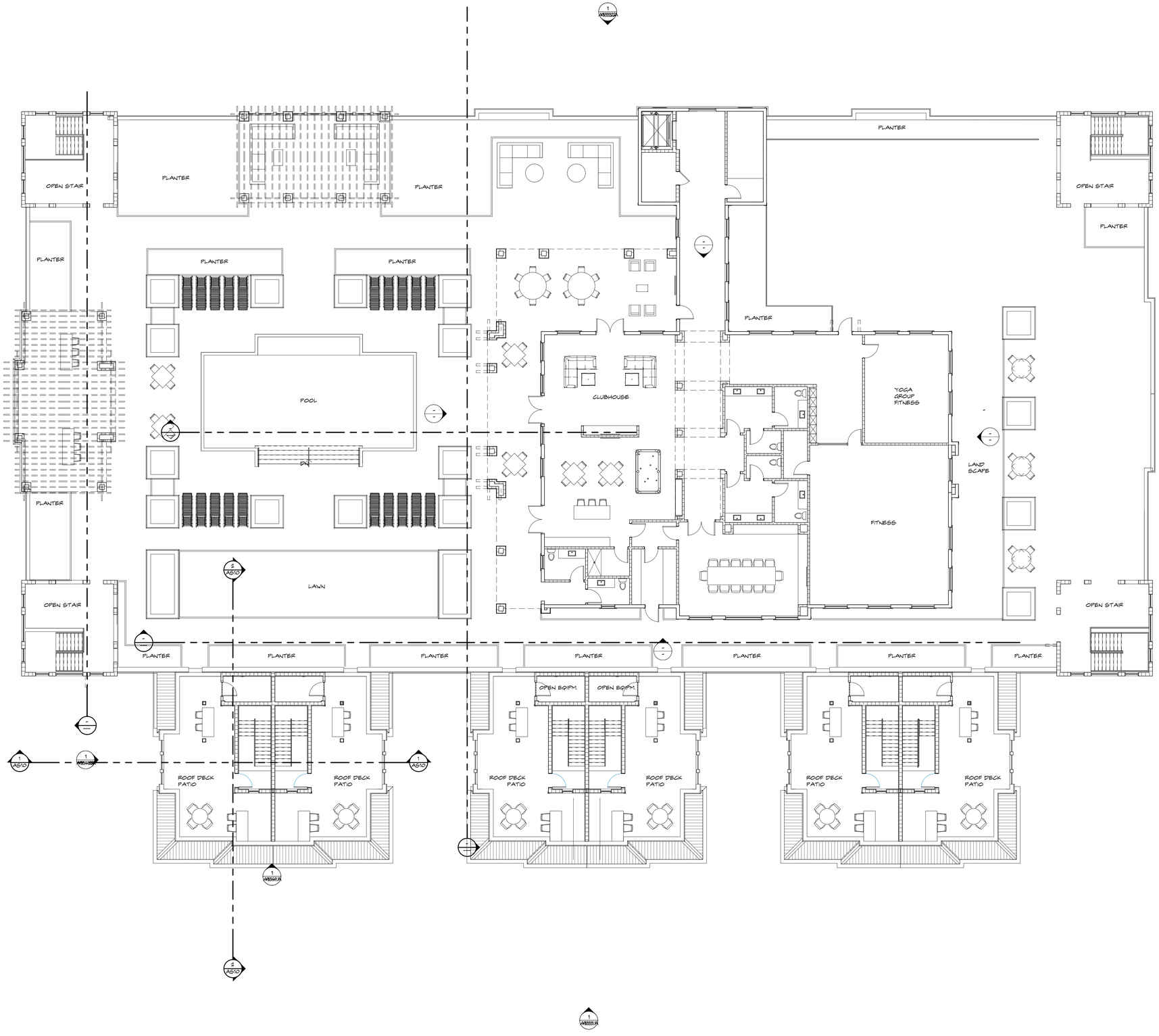
BUILDING C - FIRST FLOOR PLAN

A1.2.1.

SITE PLAN REVIEW

7/6/2022 4:53:28 PM

BIM 360://200 Yacht Club/200 YHC_GARAGE & TOWNHOUSES.rvt



1 A1.3.4 **AMENITIES & CLUB HOUSE**
SCALE: 3/32" = 1'-0"

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Revisions:

Project no: 20015
Date: 02-15-20
Drawn by: Author
Project Manager: Checker

AMENITIES & CLUB HOUSE

A1.3.4

PROGRESS

7/11/2022 8:50:09 AM


SIGNAGE







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

Palm Beach County Board of County Commissioners
Dave Kerner, Mayor
Robert S. Weinroth, Vice Mayor
Maria G. Marino
Gregg K. Weiss
Maria Sachs
Melissa McKinlay
Mack Bernard

County Administrator
Verdenia C. Baker

December 18, 2020

Bryan G. Kelley, P.E.
Simmons & White, Inc.
2581 Metrocentre Blvd., Suite 3
West Palm Beach, FL 33407

RE: 200 Yacht Club Drive
Project #: 201202
Traffic Performance Standards Review

Dear Mr. Kelley:

The Palm Beach County Traffic Division has reviewed the **200 Yacht Club Drive** Traffic Impact Statement, dated December 01, 2020, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	North Palm Beach
Location:	SEC of Yacht Club Drive and US-1
PCN:	68-43-42-09-02-000-0010 (additional PCNs in file)
Access:	One full access driveway connection onto Yacht Club Drive and onto existing alley east of the site (As used in the study and is NOT an approval by the County through this letter)
Existing Uses:	Office = 11,060 SF
Proposed Uses:	Redevelop the site with: Multi-Family Residential = 186 DUs Fast Food Restaurant w/o DT = 1,578 SF
New Daily Trips:	1,115
New Peak Hour Trips:	50 (-2/52) AM; 87 (57/30) PM
Build-out:	December 31, 2025

The proposed development is located within the Coastal Residential Exception Area and therefore, the residential portion of the proposed development is exempt from the Traffic Performance Standards of Palm Beach County. The Traffic Division has determined the proposed development **meets** the Traffic Performance Standards of Palm Beach County.

Please note the receipt of a Traffic Performance Standards (TPS) approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

"An Equal Opportunity Affirmative Action Employer"

printed on sustainable and recycled paper

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

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-684-4030 or email QBari@pbcgov.org.

Sincerely,

Quazi Bari, P.E., PTOE
Manager – Growth Management
Traffic Division

QB:HA:rb
ec: Addressee
Denise Malone, AICP, Community Development Department Director, Planning & Zoning Division, Village of North Palm Beach
Hanane Akif, E.I., Project Coordinator II, Traffic Division
Steve Bohovsky, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2020\201202 - 200 YACHT CLUB DRIVE.DOCX

Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAULT
SECRETARY

March 4, 2021

THIS PRE-APPLICATION LETTER IS VALID UNTIL – March 4, 2022
THIS LETTER IS NOT A PERMIT APPROVAL

Bryan Kelley
Simmons & White
2581 Metrocentre Blvd, Suite 2
West Palm Beach FL, 33407

Dear Bryan Kelley:
RE: Pre-application Review for **Category D Driveway,** Pre-application Meeting Date: **March 4, 2021**
Palm Beach County - North Palm Beach; SR 5; Sec. # 93040000; MP: 2.0; Access Class - 5;
Posted Speed - 35; SIS - No; Ref. Project: FM 438386.7-Helen James-FEASIBILITY STUDY

Request: Remove four driveway connections to SR 5/US-1. Widen the sidewalk to 8 feet along the proposed development's frontage.

SITE SPECIFIC INFORMATION
Project Name & Address: **200 Yacht Club Drive – 200 Yacht Club Drive**
Applicant/Property Owner: Simmons & White, Inc.; Parcel Size: **4.09 Acres**
Development Size: **186 Multifamily DU, 1,578 SF Restaurant**

WE APPROVE YOUR REQUEST

This decision is based on your presentation of the facts, site plan and survey - please see the conditions and comments below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:
- **The proposed driveway on Yacht Club Drive shall be located at least 100 feet from the SR 5 right-of-way line.**
- **All roadway features, including sidewalk, signal equipment shall be within FDOT right-of-way.**
- **All pedestrian features shall be ADA compliant.**
- **All existing driveways along the SR 5 frontage of the site shall be removed and the area restored.**

Comments:
- All driveways not approved in this letter must be fully removed and the area restored.
- A Drainage Permit is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).
- The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway System and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval**. The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://osp.fdot.gov; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.
Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter and Permits Office - Tel. # 954-777-4383 with any questions regarding permits.

Sincerely,

Dalila Fernandez, P.E.
District Access Management Manager

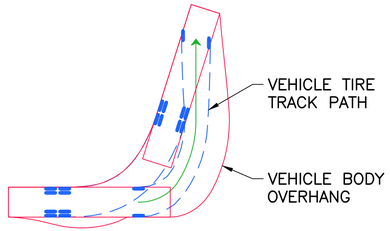
cc: Jonathan Overton, P.E., Jerry Dean
File: \\DOTSD4HQFS\Share\Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2021-03-04 & AMRC Meeting\93040 MP 2.0 SR 5_200 Yacht Club Drive.docx

N

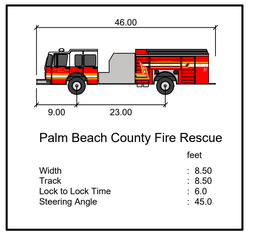
40 20 0 40 80

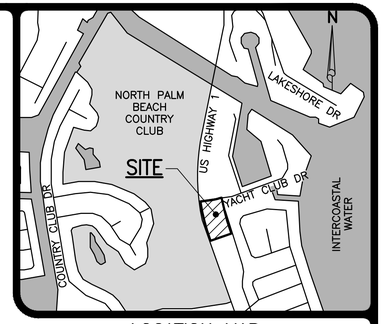
SCALE IN FEET
1"=40'





RED = VEHICLE BODY
BLUE = TIRE TRACK PATH





LOCATION MAP
NOT TO SCALE

LEGEND

FOOD TRUCK PARKING ZONE



FOOD TRUCK PARKING LOCATION BLOW-UP
SCALE: 1'=20'

NOTE: REPRESENTED FOOD TRUCK CONFIGURATION PARKING IS SUBJECT TO CHANGE. FOOD TRUCK PARKING CONFIGURATION SHALL BE DETERMINED VIA SEPARATE EVENT PERMITS WITH GOVERNING AGENCIES. FOOD TRUCKS SHALL MAINTAIN MINIMUM 10' SEPARATION FROM FACE OF PARKING STRUCTURE PER NORTH PALM BEACH FIRE RESCUE DEPARTMENT.

11/18/2021

2. REVISED ALLOWABLE FOOD SIZE AND NUMBER, 10/22/21 R.S.
1. REVISED FOOD TRUCK SPACING PER N.P.B. FIRE COMMENTS, 10/20/21 R.S.

REVISIONS

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West • Suite 3 • West Palm Beach, Florida 33407 • (561) 478-7848

DESIGN	DRAWN	CHECKED	APPROVED	DATE
J.P.	R.S.			

200 YACHT CLUB DRIVE
SECTION 9, TOWNSHIP 42S., RANGE 43E.
NORTH PALM BEACH, FLORIDA
FOOD TRUCK PARKING EXHIBIT

JOB NO.	DRAWING NO.	SHEET	OF
20-112	20112FT01	1	1

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200 YACHT CLUB
MASTER SIGN PROGRAM
September 2021

PURPOSE AND INTENT

The Master Sign Program will act as the regulatory framework for all signage for 200 Yacht Club ("The Project"). Where the Master Sign Program is silent, signs will be required to be consistent with the Village of North Palm Beach's Code of Ordinance Chapter 6, Article V, Signs and Outdoor Displays, last amended via Ordinance No. 2014-09 on September 25, 2014 (herein referred to as "Code"). Where conflicts exist between this Master Sign Program and the Code, or other Village Regulations, this Master Sign Program shall control.

To create a framework for a comprehensive and balanced project, sign regulations outlined in this Master Sign Program are permitted within the project. In addition, those signs permitted under Section 6-112, 6-114 and 6-115 of the Code are permitted.

IMPLEMENTATION

Revisions to the approved Master Sign Program that are within the parameters of the Village's signage code, and are consistent with the architectural theme and colors of the program, may be approved administratively to allow for changes over time.

All signs proposed for 200 Yacht Club Drive require a permit from the Village's Construction Services Department before installation. The Master Sign Program illustrates the generalized sign regulations for 200 Yacht Club Drive. All signs within the development need comply only with the sign standards found in the Sign Program.

PROHIBITED SIGNS

Signs defined in Section 6-113 (B) of the Code are prohibited for the 200 Yacht Club Drive development.

PERMITTED SIGN TYPES

SIGN TYPE 1 – Building Identity Sign

Definition: means any sign which is located on a building to identify the name or identity of the development.

Building identity signs, with the same identity, shall be allowed on building elevations three or more stories in height and shall be subject to the following:

- One (1) Building Identity Sign shall be allowed on the Building A elevation.

- One (1) Building Identity Sign shall be allowed on the Building C elevation
- The content of the Building Identity Signs may include:
    - Name and logo of the development.
    - Advertisement of individual building tenants is prohibited.
- Sign Area: Maximum 20 square feet and 24-inches in height. Logos may not exceed 50% of the allowable sign area.
- Relationship to building features: A building identity sign shall not extend beyond any edge of the surface to which it is attached, nor disrupt a major architectural feature of the building.
- Individual letters shall be attached directly to the building facade. In those cases where the Individual letters cannot be attached directly to the building facade, a support back panel maybe allowed, but such panel shall not be internally illuminated.
- The signs may include internally illuminated letters, pin-mounted halo-lit letters, concealed light sources and/or be lit with building mounted spot lights.

SIGN TYPE 2 – Tenant Sign

Definition: means any sign which is located on the facade of the building to identify the name of a tenant or occupant with the exception of the building identity in which the development is named.

- Tenant signs may be applied on the elevation of a building above a pedestrian entrance into the building.
- Such sign shall not exceed 5% of the applicable storefront façade area.
- The Tenant sign shall be located within the first two stories of the building.
- Relationship to building features: the tenant wall sign shall not extend beyond any edge of the surface to which it is attached, nor disrupt a major architectural feature of the building.
- Individual letters shall be attached directly to the building facade. In those cases where the Individual letters cannot be attached directly to the building facade, a support back panel maybe allowed, but such panel shall not be internally illuminated.
- The signs may include internally illuminated letters, pin-mounted halo-lit letters, concealed light sources and/or be lit with building mounted spot lights.
- The content of the Tenant Signs may include:
    - Letters depicting the name of the building occupant;
    - Letters depicting the nature of the business and that are a maximum of fifty (50) percent of the height of the letters depicting name of the building occupant.

  - A logo symbol for the building occupant which does not exceed fifty (50) percent of the allowable sign area.
  - Address of the building and building occupants to which the sign is accessory, and other related information.
- Minimum Tenant Sign Setback – 0 ft

SIGN TYPE 3 -Directional Sign

- One (1) ground mounted parking area directional sign may be erected at each point of ingress and egress to a parking lot or parking area.
- Such signs shall not exceed two (2) square feet in background area nor exceed three (3) feet in height.
- Such signs shall not be located as to create a traffic or pedestrian hazard.

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

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

TRAFFIC IMPACT STATEMENT

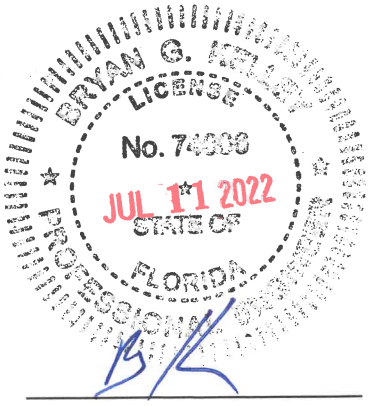
200 YACHT CLUB DRIVE
VILLAGE OF NORTH PALM BEACH, FLORIDA

Prepared for:

Robbins NPB, LLC
86 Macfarlane Drive
Suite 6G
Delray Beach, Florida 33483

Job No. 20-112

Date: December 1, 2020
Revised: February 24, 2021
Revised: July 8, 2021
Revised: July 11, 2022



Bryan G. Kelley, P.E.
FL Registration No. 74006

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LINK ANALYSIS ..... APPENDIX B
TEST 2 ANALYSIS ..... APPENDIX C
APPROVED PROJECT DATA ..... APPENDIX D
SYNCHRO PRINTOUTS ..... APPENDIX E
SITE PLAN ..... APPENDIX F

1.0 SITE DATA

The subject parcel is located in the southeast corner of US-1 and Yacht Club Drive in the Village of North Palm Beach, Florida and contains approximately 4.09 acres. The Property Control Numbers (PCN) for the subject property are:

68-43-42-09-02-000-0010
68-43-42-09-01-070-0121
68-43-42-09-01-070-0140

The subject site currently consists of 11,060 S.F. of office. The proposed redevelopment is to consist of 181 multifamily residential dwelling units and a 1,578 S.F. restaurant with a buildout of 2025. Note four (4) of the 181 multifamily dwelling units will be designated as live-work units (4,224 S.F.). Site access is proposed via a full access driveway connection to Yacht Club Drive and an alley. For additional information concerning site location and layout, please refer to the Site Plan (included in Appendix "F") prepared by Urban Design Studio. It should be noted the project is located with the Coastal Residential Exception area and is therefore exempt for traffic concurrency. However, the analysis completed in this report is provided for informational purposes.

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 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 daily traffic generated by the existing development was calculated in accordance with the traffic generation rates published on the Palm Beach County Traffic website and consistent with the ITE Trip Generation Manual, 10th Edition. Tables 1, 2 and 3 show the daily, A.M. peak hour, and P.M. peak hour traffic generation for the existing development, respectively. Based on the existing development consisting of 11,060 S.F. office, the traffic generation may be summarized as follows:

Existing Development

Daily Traffic Generation	=	112 tpd
A.M. Peak Hour Traffic Generation (In/Out)	=	33 pht (29 pht/4 pht)
P.M. Peak Hour Traffic Generation (In/Out)	=	12 pht (2 pht/10 pht)

Tables 4, 5 and 6 show the daily, A.M. peak hour, and P.M. peak hour traffic generation for the proposed development, respectively. Based on the proposed plan of redevelopment consisting of 181 multifamily dwelling units (including 4 live-work units totaling 4,224 S.F.) and 1,578 S.F. restaurant, the traffic generation may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	1,207 tpd
A.M. Peak Hour Traffic Generation (In/Out)	=	83 pht (31 pht/52 pht)
P.M. Peak Hour Traffic Generation (In/Out)	=	101 pht (58 pht/43 pht)

The difference in trips between the existing and proposed developments that will be utilized in the traffic study is shown in Table 7 and summarized below:

New Trips

Daily Traffic Generation	=	1,095 tpd
AM Peak Hour Traffic Generation (In/Out)	=	50 pht (2 In/48 Out)
PM Peak Hour Traffic Generation (In/Out)	=	89 pht (56 In/33 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 89 peak hour trips, the radius of development influence shall be one mile.

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than one percent of the LOS “D” of the link affected on a peak hour directional 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 two-way 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 directional 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 two-way 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 A.M. and P.M. 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, consisting of historical growth allowances furnished by Palm Beach County, major project traffic, and anticipated development in the area was also considered. The area wide growth rate is based on both 2017 and 2020 peak season traffic.

The 2025 total traffic on each link has been calculated using the higher of the area wide growth rate shown in Table 8 or a 1.0% growth rate plus all approved but un-built traffic listed in the Approved Project Database summary tables received from the Palm Beach County Engineering Traffic Division. The project is expected to be built-out in 2025 and background traffic was projected to that time. A detailed analysis of all approved but unbuilt traffic within the project’s radius of development influence has been performed and can be seen in Appendix “D” attached with this report.

6.0 INTERSECTION ANALYSIS TEST 1 – PART 1

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

1. US-1 at Yacht Club Drive
2. US-1 at Lighthouse Drive

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

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

INTERSECTION	CRITICAL SUM A.M.	P.M.
US-1 at Yacht Club Drive	470	586
US-1 at Lighthouse Drive	546	626

7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2

The distribution of project trips was based upon the existing and proposed geometry of the roadway network, a review of the existing and historical travel patterns, and a review of the proposed development and improvements in the area.

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 and can be seen in the Project Distribution Figure attached with this report. Tables 9 and 10 show the project's trip assignment 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.

Based on the projected total A.M. and P.M. peak hour traffic volumes and threshold volumes for the links with significant project assignment within the project's radius of development influence as shown in Tables 11 and 12, 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 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 E at the end of the Five Year Analysis Period.

Tables 13 and 14 of Appendix "C" show the project's net trip generation assigned to the links within the project's radius of development influence with the applicable LOS "E" thresholds. Since the project impact represents less than 3% of the LOS "E" threshold for all roadways, Test 2 requirements are met.

9.0 SITE RELATED IMPROVEMENTS

The overall A.M. and P.M. peak hour turning movement driveway volumes and directional distributions at the project entrances for the proposed development with no reduction for pass by credits are shown in Tables 5 and 6 attached with this report. The following summary applies:

		DIRECTIONAL DISTRIBUTION (TRIPS IN / OUT)
A.M. Peak Hour	=	39 / 59
P.M. Peak Hour	=	66 / 51

As previously mentioned, site access is proposed via a full access driveway connection to Yacht Club Drive and an alley. Based on the Palm Beach County requirements of 75 peak hour right turns and 30 peak hour left turns, no turn lanes are warranted or recommended for the project. A Synchro operational analysis was performed for the intersection of US-1 at Yacht Club Drive. The analysis demonstrated that the intersection will continue to operate at an acceptable Level of Service and only experience minimal vehicular queuing. The operational analysis showed the 95th percentile queue for the westbound approach will be approximately 7 vehicles or 175 feet. The proposed driveway connection to Yacht Club Road is approximately 225 feet from US-1. The Synchro printouts are included in Appendix “E”.

10.0 CONCLUSION

The proposed redevelopment is expected to generate a total of 1,095 net new trips per day, 50 new A.M. peak hour trips and 89 new P.M. peak hour trips at project build-out in 2025. Based on an analysis of existing and project traffic characteristics and distribution, as well as the existing and future roadway network geometry and traffic volumes, this overall project meets the Link/Build-out Test and Five Year Analysis test as required by the Palm Beach County Traffic Performance Standards.

APPENDIX "A"

INTERSECTION ANALYSES

FOR PURPOSES OF PART 1 OF TEST 1

APPENDIX "B"

LINK ANALYSIS

FOR PURPOSES OF PART 2 OF TEST 1

APPENDIX "C"

TEST 2 ANALYSIS

APPENDIX "D"

APPROVED PROJECT DATA

APPENDIX "E"

SYNCHRO PRINTOUTS

APPENDIX “F”

SITE PLAN

200 YACHT CLUB DRIVE

12/01/2020
Revised: 02/24/2021
Revised: 06/22/2021
Revised: 07/11/2022

EXISTING DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
General Office (>5,000 SF GFA)	710	11,060	S.F.	Ln(T) = 0.97 Ln(X) + 2.50			125		0	125	10%	13	112
			Grand Totals:				**125**	**0.0%**	**0**	**125**	**10%**	**13**	**112**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir 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 %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
General Office (>5,000 SF GFA)	710	11,060	S.F.	Ln(T) = 0.94(X) + 26.49	0.86	0.14	32	5	37	0.0%	0	0	0	32	5	37	10%	4	29	4	33
			Grand Totals:				**32**	**5**	**37**	**0.0%**	**0**	**0**	**0**	**32**	**5**	**37**	**11%**	**4**	**29**	**4**	**33**

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir 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 %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
General Office (>5,000 SF GFA)	710	11,060	S.F.	1.15	0.16	0.84	2	11	13	0.0%	0	0	0	2	11	13	10%	1	2	10	12
			Grand Totals:				**2**	**11**	**13**	**0.0%**	**0**	**0**	**0**	**2**	**11**	**13**	**8%**	**1**	**2**	**10**	**12**

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200 YACHT CLUB DRIVE

12/01/2020
Revised: 02/24/2021
Revised: 06/22/2021
Revised: 07/11/2022

PROPOSED DEVELOPMENT

TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	181	Dwelling Units	5.44			985	5.0%	49	936	0%	0	936
Small Office Building (≤5,000 SF GFA)	712	4,224	S.F.	16.19			68	25.0%	17	51	10%	5	46
Fast Food Rest. w/o DT	933	1,578	S.F.	346.23			546	25.0%	137	409	45%	184	225
			Grand Totals:				**1,599**	**12.7%**	**203**	**1,396**	**14%**	**189**	**1,207**

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir 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 %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	181	Dwelling Units	0.36	0.26	0.74	17	48	65	5.0%	1	2	3	16	46	62	0%	0	16	46	62
Small Office Building (≤5,000 SF GFA)	712	4,224	S.F.	1.92	0.83	0.18	7	1	8	25.0%	2	0	2	5	1	6	10%	1	5	0	5
Fast Food Rest. w/o DT	933	1,578	S.F.	25.1	0.60	0.40	24	16	40	25.0%	6	4	10	18	12	30	45%	14	10	6	16
			Grand Totals:				**48**	**65**	**113**	**13.3%**	**9**	**6**	**15**	**39**	**59**	**98**	**15%**	**15**	**31**	**52**	**83**

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir 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 %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	181	Dwelling Units	0.44	0.61	0.39	49	31	80	5.0%	2	2	4	47	29	76	0%	0	47	29	76
Small Office Building (≤5,000 SF GFA)	712	4,224	S.F.	2.45	0.32	0.68	3	7	10	25.0%	1	2	3	2	5	7	10%	1	2	4	6
Fast Food Rest. w/o DT	933	1,578	S.F.	28.34	0.50	0.50	23	22	45	25.0%	6	5	11	17	17	34	45%	15	9	10	19
			Grand Totals:				**75**	**60**	**135**	**13.3%**	**9**	**9**	**18**	**66**	**51**	**117**	**14%**	**16**	**58**	**43**	**101**

Notes:
Restaurant to primarily serve the residents.

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200 YACHT CLUB DRIVE

12/01/2020
Revised: 02/24/2021
Revised: 06/22/2021
Revised: 07/11/2022

TABLE 7
TRAFFIC GENERATION DIFFERENCE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	112	33	29	4	12	2	10
PROPOSED DEVELOPMENT =	1,207	83	31	52	101	58	43
INCREASE =	**1,095**	**50**	**2**	**48**	**89**	**56**	**33**

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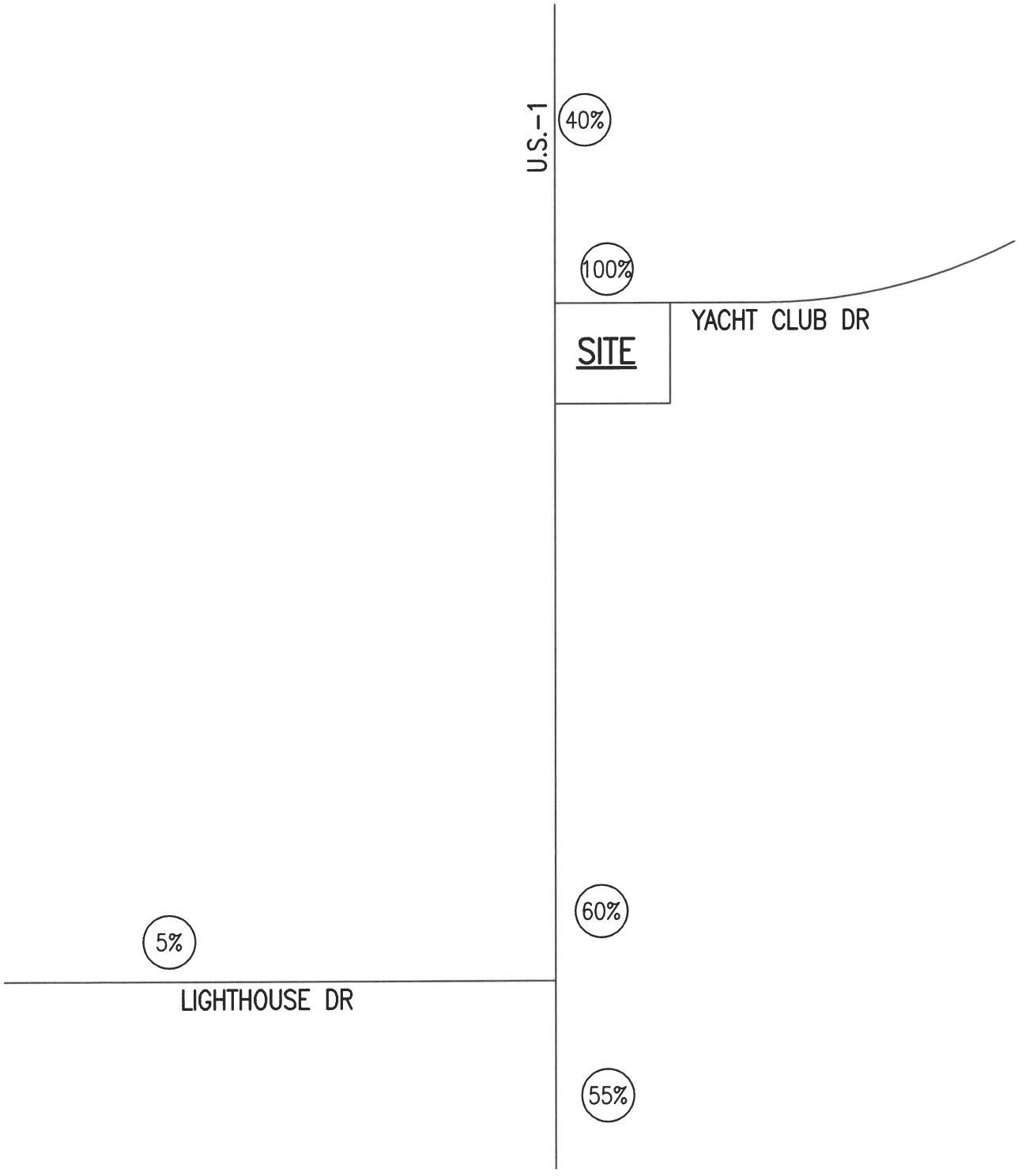


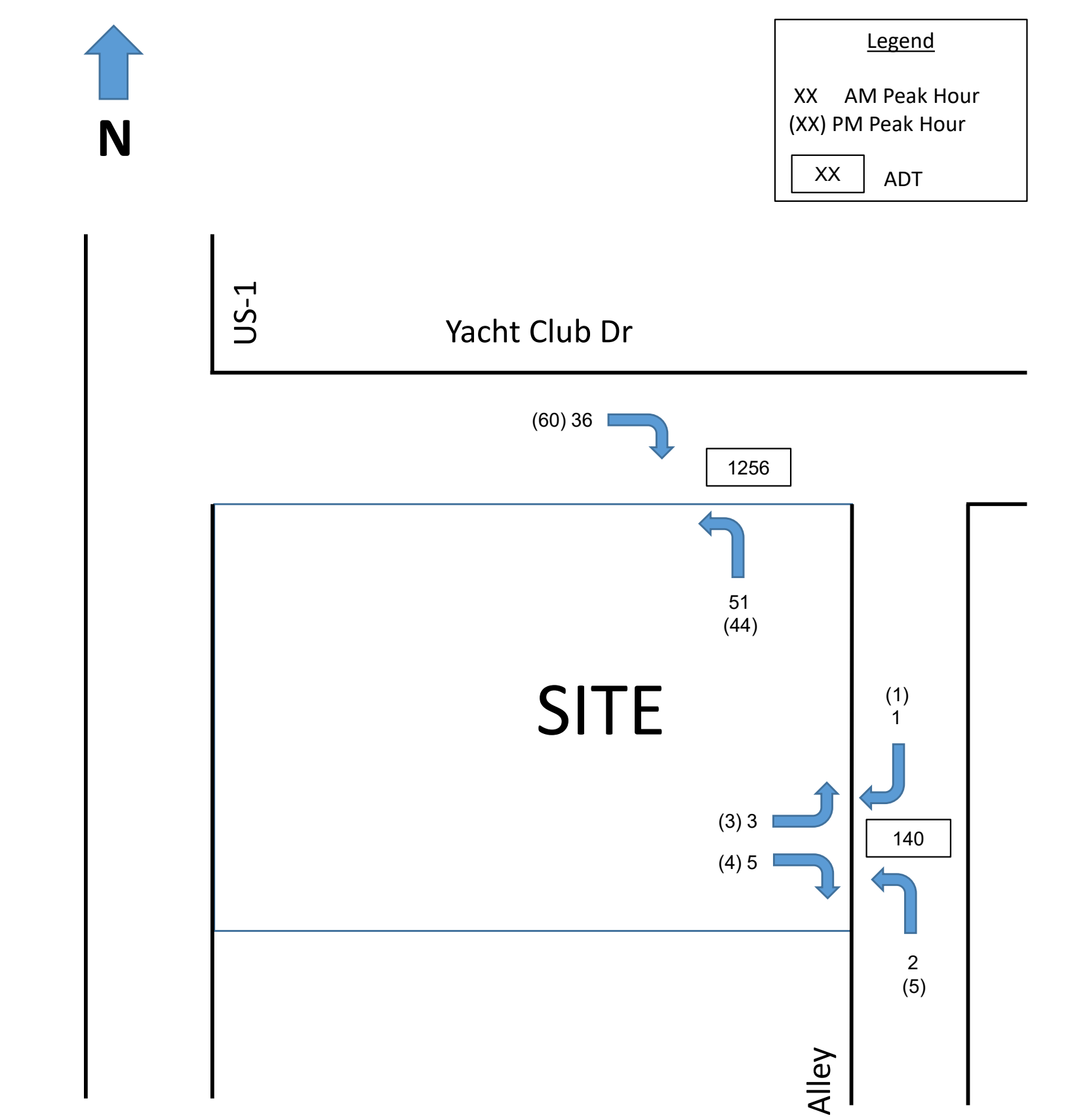
PROJECT DISTRIBUTION

LEGEND

(40%) PROJECT DISTRIBUTION

200 YACHT CLUB DR.

20-112 BK 11-23-2020



Driveway Volumes
200 Yacht Club Dr
Project # 20-112

SIMMONS & WHITE

200 YACHT CLUB DRIVE

12/01/2020
Revised: 02/24/2021
Revised: 06/22/2021
Revised: 07/11/2022

TABLE 8
AREA WIDE GROWTH RATE CALCULATION

STATION	ROADWAY	FROM	TO		2017 PEAK SEASON DAILY TRAFFIC	2020 PEAK SEASON DAILY TRAFFIC	IND. (%)
2838*	US-1	PGA BOULEVARD	LIGHTHOUSE DRIVE		27,394	26,152	-1.53%
2832	US-1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD		27,611	31,217	4.18%
				∑ =	**55,005**	**57,369**	**1.41%**

AREA WIDE GROWTH RATE = 1.4%

* 2017 AADT's interpolated from Years 2016 and 2018 data since 2017 data was unavailable for Station 2838

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APPENDIX "A"

INTERSECTION ANALYSES

FOR PURPOSES OF PART 1 OF TEST 1

CMA INTERSECTION ANALYSIS

200 YACHT CLUB

US-1 AT YACHT CLUB DRIVE

DRIVEWAY TRIPS

	IN	OUT
AM	39	59
PM	66	51

INPUT DATA

Comments:

Growth Rate = 1.4% Peak Season = 1.00 Current Year = 2019 Buildout Year = 2025

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	6	852	29	26	755	13	3	0	0	55	0	25
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	1	74	3	2	66	1	0	0	0	5	0	2
1.0% Background Growth	0	52	2	2	46	1	0	0	0	3	0	2
Major Projects Traffic	0	35	0	0	59	0	0	0	0	0	0	0
Background Traffic Used	1	87	3	2	105	1	0	0	0	5	0	2
Project Traffic	0	0	23	16	0	0	0	0	0	35	0	24
Total	**7**	**939**	**55**	**44**	**860**	**14**	**3**	**0**	**0**	**95**	**0**	**51**
Approach Total		**1,000**			**919**			**3**			**146**	

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	3	<	1	3	<	1	1	<	>	1	1
Per Lane Volume	7	328		44	288		3	0		0	95	51
Right on Red			0			0			0			60
Overlaps Left			0			0			0			44
Adj. Per Lane Volume	7	328		44	288		3	0		0	95	0
Through/Right Volume		328			288			0			95	
Opposing Left Turns		44			7			95			3	
Critical Volume for Approach		372			295			95			98	
Critical Volume for Direction		372						98				
Intersection Critical Volume	**470**											
STATUS?	**UNDER**											

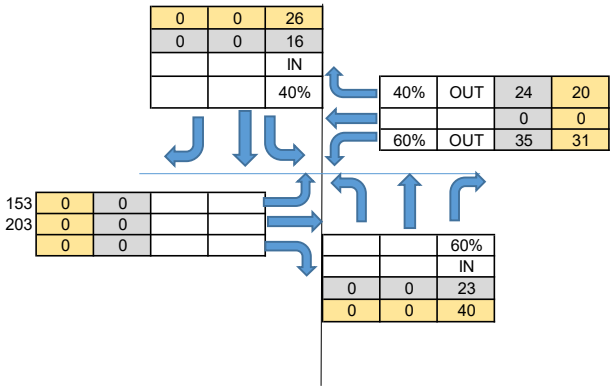
PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	35	1031	55	31	1091	19	11	0	20	44	0	30
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	3	90	5	3	95	2	1	0	2	4	0	3
1.0% Background Growth	2	63	3	2	67	1	1	0	1	3	0	2
Major Projects Traffic	0	93	0	0	79	0	0	0	0	0	0	0
Background Traffic Used	3	156	5	3	146	2	1	0	2	4	0	3
Project Traffic	0	0	40	26	0	0	0	0	0	31	0	20
Total	**38**	**1187**	**100**	**60**	**1237**	**21**	**12**	**0**	**22**	**79**	**0**	**53**
Approach Total		**1,325**			**1,317**			**34**			**131**	

Critical Volume Analysis

No. of Lanes	1	3	<	1	3	<	1	1	<	>	1	1
Per Lane Volume	38	426		60	416		12	22		0	79	53
Right on Red			0			0			0			60
Overlaps Left			0			0			0			60
Adj. Per Lane Volume	38	426		60	416		12	22		0	79	0
Through/Right Volume		426			416			22			79	
Opposing Left Turns		60			38			79			12	
Critical Volume for Approach		485			454			101			91	
Critical Volume for Direction		485						101				
Intersection Critical Volume	**586**											
STATUS?	**UNDER**											



206
318

US 1 & Yacht Club Drive

File Name : US 1 & Yacht Club Drive
Site Code : 00000000
Start Date : 1/30/2019
Page No : 1

Groups Printed- Vehicle - Trucks

	US 1 Southbound					US 1 Northbound					Yacht Club Drive Westbound					Yacht Club Drive Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	122	7	130	0	4	83	1	88	0	11	0	3	14	0	0	0	3	3	235
07:15 AM	0	1	132	3	136	0	6	117	3	126	0	6	0	5	11	0	2	0	5	7	280
07:30 AM	0	0	168	3	171	0	2	161	4	167	0	11	0	7	18	0	0	0	0	0	356
07:45 AM	0	2	195	5	202	0	6	191	9	206	0	13	0	7	20	0	1	0	1	2	430
Total	0	4	617	18	639	0	18	552	17	587	0	41	0	22	63	0	3	0	9	12	1301
08:00 AM	0	4	218	0	222	0	0	215	4	219	0	16	0	5	21	0	0	0	0	0	462
08:15 AM	1	8	193	5	207	0	3	192	10	205	0	13	0	6	19	0	0	0	0	0	431
08:30 AM	0	6	161	4	171	0	2	205	9	216	0	17	0	5	22	0	0	0	0	0	409
08:45 AM	0	7	183	4	194	0	1	240	6	247	0	9	0	9	18	0	3	0	0	3	462
Total	1	25	755	13	794	0	6	852	29	887	0	55	0	25	80	0	3	0	0	3	1764
*** BREAK ***																					
04:00 PM	2	6	220	2	230	2	3	228	19	252	0	8	0	9	17	0	11	0	9	20	519
04:15 PM	1	7	239	3	250	3	2	231	8	244	0	10	0	2	12	0	3	0	3	6	512
04:30 PM	1	9	207	5	222	4	3	221	17	245	0	7	1	11	19	0	3	0	5	8	494
04:45 PM	1	6	258	4	269	3	2	208	9	222	0	14	0	4	18	0	3	0	2	5	514
Total	5	28	924	14	971	12	10	888	53	963	0	39	1	26	66	0	20	0	19	39	2039
05:00 PM	0	5	299	7	311	7	6	256	14	283	0	16	0	8	24	0	2	0	3	5	623
05:15 PM	0	7	287	9	303	1	10	281	16	308	0	15	0	8	23	0	5	0	4	9	643
05:30 PM	0	8	267	2	277	4	1	248	13	266	0	8	0	9	17	0	4	0	12	16	576
05:45 PM	3	8	238	1	250	3	3	246	12	264	0	5	0	5	10	0	0	0	1	1	525
Total	3	28	1091	19	1141	15	20	1031	55	1121	0	44	0	30	74	0	11	0	20	31	2367
Grand Total	9	85	3387	64	3545	27	54	3323	154	3558	0	179	1	103	283	0	37	0	48	85	7471
Apprch %	0.3	2.4	95.5	1.8		0.8	1.5	93.4	4.3		0	63.3	0.4	36.4		0	43.5	0	56.5		
Total %	0.1	1.1	45.3	0.9	47.5	0.4	0.7	44.5	2.1	47.6	0	2.4	0	1.4	3.8	0	0.5	0	0.6	1.1	
Vehicle	9	83	3331	61	3484	27	52	3260	150	3489	0	178	1	101	280	0	33	0	46	79	7332
% Vehicle	100	97.6	98.3	95.3	98.3	100	96.3	98.1	97.4	98.1	0	99.4	100	98.1	98.9	0	89.2	0	95.8	92.9	98.1
Trucks	0	2	56	3	61	0	2	63	4	69	0	1	0	2	3	0	4	0	2	6	139
% Trucks	0	2.4	1.7	4.7	1.7	0	3.7	1.9	2.6	1.9	0	0.6	0	1.9	1.1	0	10.8	0	4.2	7.1	1.9

FINAL DRAFT

US 1 & Yacht Club Drive

File Name : US 1 & Yacht Club Drive
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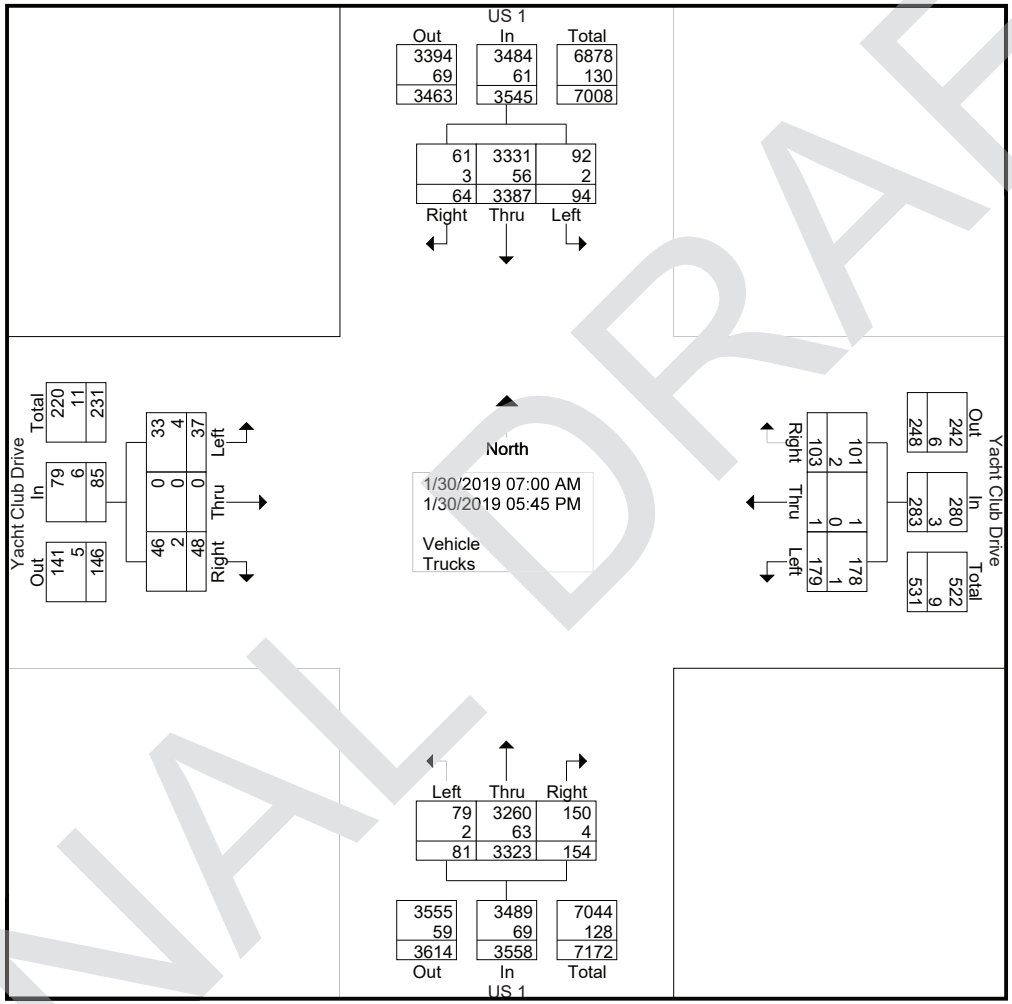
Start Date : 1/30/2019
Page No : 2



FINAL DRAFT

US 1 & Yacht Club Drive

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Start Date : 1/30/2019
Page No : 3

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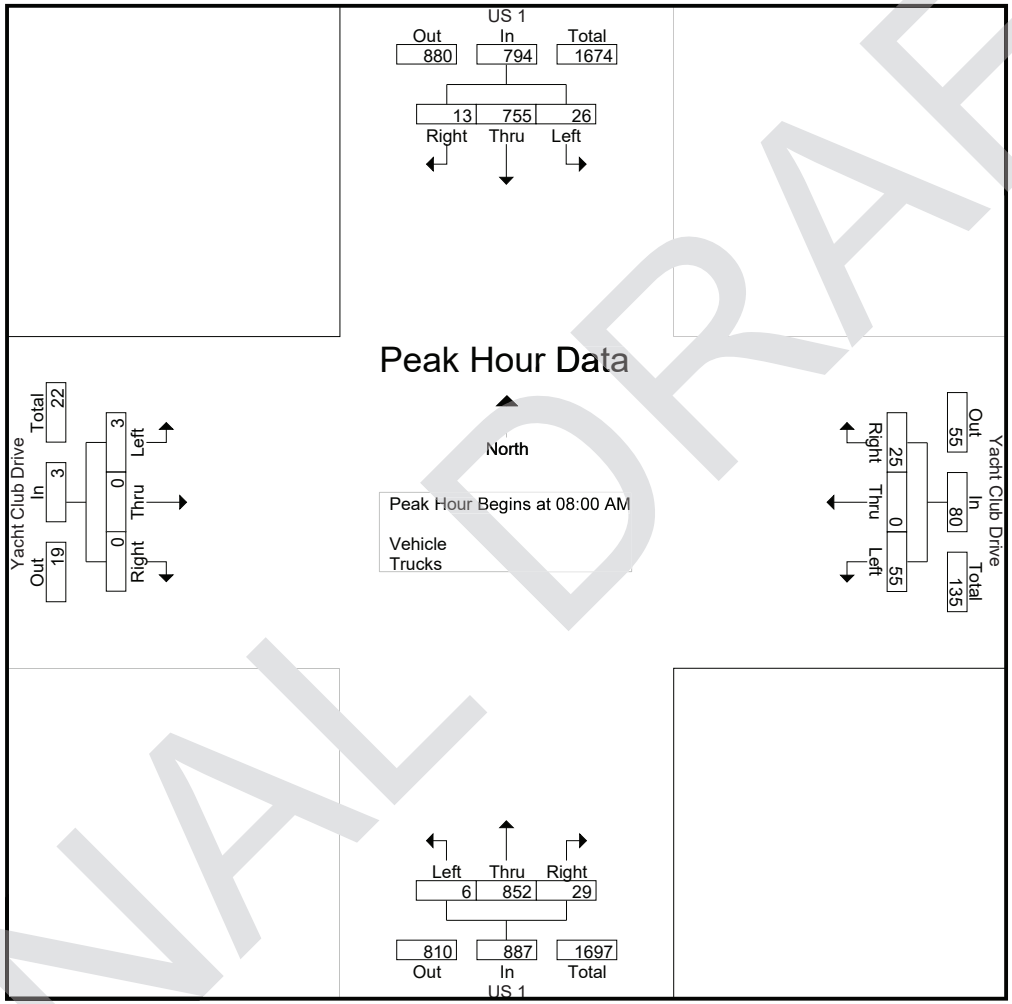
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	4	**218**	0	**222**	0	0	215	4	219	0	16	**0**	**5**	21	0	0	0	0	0	**462**
08:15 AM	**1**	**8**	193	**5**	207	0	**3**	192	**10**	205	0	13	**0**	**6**	19	0	0	0	0	0	431
08:30 AM	0	6	161	4	171	0	2	205	9	216	0	**17**	**0**	**5**	**22**	0	0	0	0	0	409
08:45 AM	0	7	183	4	194	0	1	**240**	6	**247**	0	9	**0**	**9**	18	0	**3**	0	0	**3**	462
Total Volume	1	25	755	13	794	0	6	852	29	887	0	55	**0**	25	80	0	3	0	0	3	1764
% App. Total	0.1	3.1	95.1	1.6		0	0.7	96.1	3.3		0	68.8	**0**	31.2		0	100	0	0		
PHF	.250	.781	.866	.650	.894	.000	.500	.888	.725	.898	.000	.809	.000	.694	.909	.000	.250	.000	.000	.250	.955

FINAL DRAFT

US 1 & Yacht Club Drive

File Name : US 1 & Yacht Club Drive
Site Code : 00000000
Start Date : 1/30/2019
Page No : 4

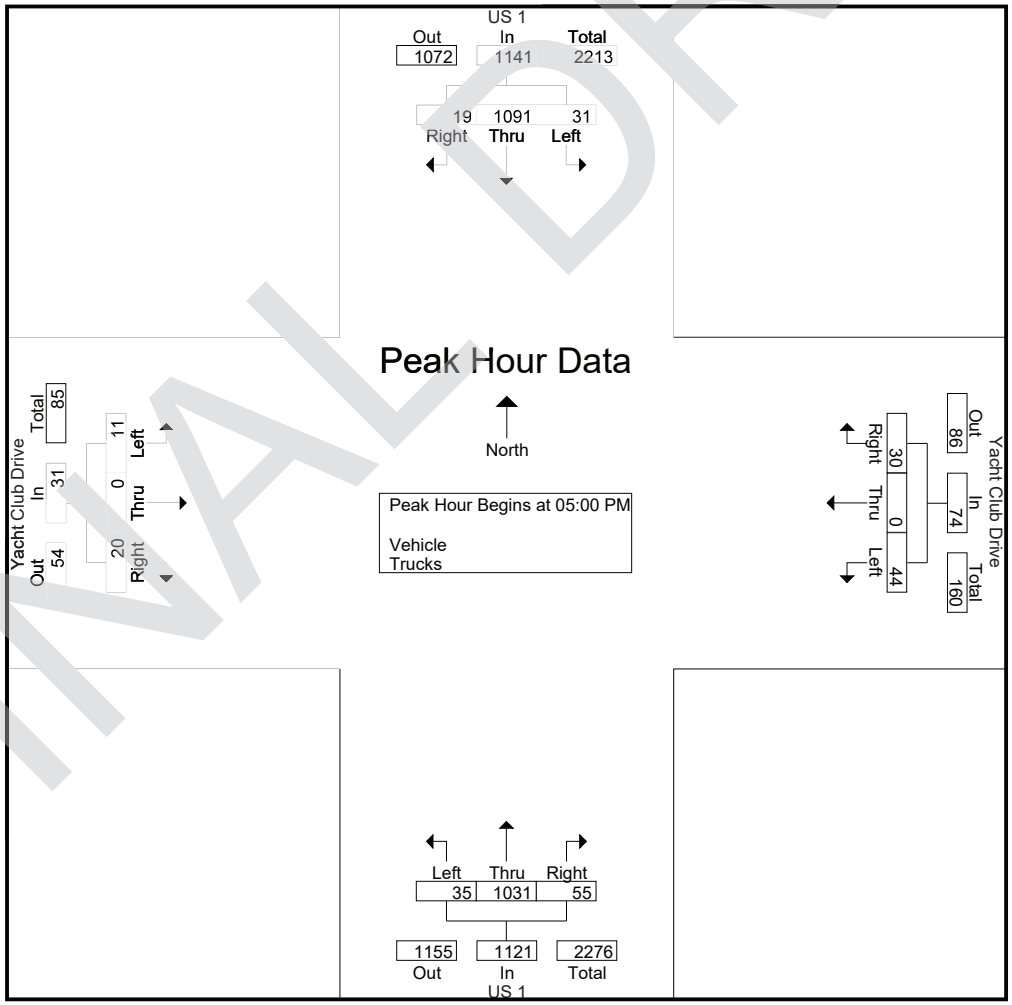


FINAL DRAFT

US 1 & Yacht Club Drive

File Name : US 1 & Yacht Club Drive
Site Code : 00000000
Start Date : 1/30/2019
Page No : 5

	US 1 Southbound					US 1 Northbound					Yacht Club Drive Westbound					Yacht Club Drive Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	5	**299**	7	**311**	**7**	6	256	14	283	0	**16**	0	8	**24**	0	2	0	3	5	623
05:15 PM	0	7	287	**9**	303	1	**10**	**281**	**16**	**308**	0	15	0	**8**	23	0	**5**	0	4	9	**643**
05:30 PM	0	**8**	267	2	277	4	1	248	13	266	0	8	0	**9**	17	0	4	0	**12**	**16**	576
05:45 PM	**3**	8	238	1	250	3	3	246	12	264	0	5	0	5	**10**	0	0	0	1	1	525
Total Volume	3	28	1091	19	1141	15	20	1031	55	1121	0	44	0	30	74	0	11	0	20	31	2367
% App. Total	0.3	2.5	95.6	1.7		1.3	1.8	92	4.9		0	59.5	0	40.5		0	35.5	0	64.5		
PHF	.250	.875	.912	.528	.917	.536	.500	.917	.859	.910	.000	.688	.000	.833	.771	.000	.550	.000	.417	.484	.920



FINAL DRAFT

CMA INTERSECTION ANALYSIS
200 YACHT CLUB
US-1 AT LIGHTHOUSE DRIVE

INPUT DATA

Comments:

Growth Rate = 1.4% Peak Season = 1.02 Current Year = 2018 Buildout Year = 2025

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)	102	834	33	30	737	32	63	16	66	49	15	11
Peak Season Adjustment	2	17	1	1	15	1	1	0	1	1	0	0
Background Traffic Growth	11	87	3	3	77	3	7	2	7	5	2	1
1.0% Background Growth	8	61	2	2	54	2	5	1	5	4	1	1
Major Projects Traffic	1	7	0	0	14	0	0	0	1	0	0	0
Background Traffic Used	11	87	3	3	77	3	7	2	7	5	2	1
Project Traffic	0	1	0	0	26	2	0	0	0	0	0	0
Total	**115**	**939**	**37**	**34**	**855**	**38**	**71**	**18**	**74**	**55**	**17**	**12**
Approach Total	**1,090**			**926**			**163**			**84**		

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	3	<	1	3	<	1	1	<	1	1	<
Per Lane Volume	115	322		34	294		71	82		55	19	
Right on Red			0			0			0			0
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	115	322		34	294		71	82		55	19	
Through/Right Volume	322			294			82			19		
Opposing Left Turns	34			115			55			71		
Critical Volume for Approach	356			409			137			90		
Critical Volume for Direction	409						137					
Intersection Critical Volume	**546**											
STATUS?	**UNDER**											

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

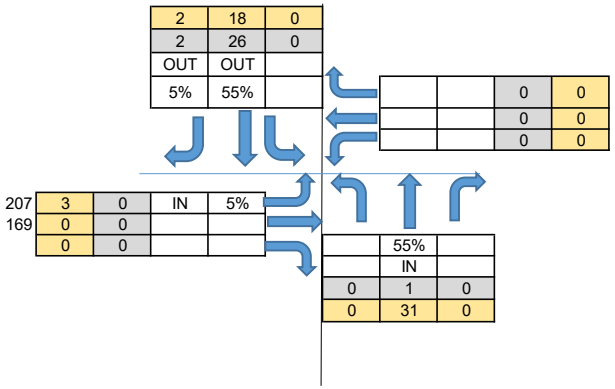
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	119	690	18	45	806	36	49	26	79	51	15	11
Peak Season Adjustment	2	14	0	1	16	1	1	1	2	1	0	0
Background Traffic Growth	12	72	2	5	84	4	5	3	8	5	2	1
1.0% Background Growth	9	51	1	3	59	3	4	2	6	4	1	1
Major Projects Traffic	5	43	0	0	39	0	0	0	4	0	0	0
Background Traffic Used	14	94	2	5	98	4	5	3	10	5	2	1
Project Traffic	0	31	0	0	18	2	3	0	0	0	0	0
Total	**135**	**829**	**20**	**51**	**938**	**42**	**58**	**29**	**90**	**57**	**17**	**12**
Approach Total	**984**			**1,031**			**178**			**87**		

Critical Volume Analysis

No. of Lanes	1	3	<	1	3	<	1	1	<	1	1	<
Per Lane Volume	135	280		51	324		58	110		57	19	
Right on Red			0			0			0			0
Overlaps Left			0			0			0			0
Adj. Per Lane Volume	135	280		51	324		58	110		57	19	
Through/Right Volume	280			324			110			19		
Opposing Left Turns	51			135			57			58		
Critical Volume for Approach	330			459			167			77		
Critical Volume for Direction	459						167					
Intersection Critical Volume	**626**											
STATUS?	**UNDER**											

TRIPS

	IN	OUT
AM	2	48
PM	56	33



SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
16550	Lighthouse Dr	Prosperity Farms Rd	5/19/2015	7:15 AM	0	23	444	164	0	112	449	64	0	68	185	54	0	181	172	166	2082
16550	Lighthouse Dr	Prosperity Farms Rd	5/19/2015	4:45 PM	0	63	497	114	0	159	513	33	0	37	168	45	0	123	214	210	2176
16700	Lighthouse Dr	US 1	4/24/2018	8:00 AM	6	96	834	33	11	19	737	32	1	62	16	66	0	49	15	11	1988
16700	Lighthouse Dr	US 1	4/24/2018	12:15 PM	36	129	856	29	26	9	791	43	0	64	14	99	0	51	24	13	2184
16700	Lighthouse Dr	US 1	4/24/2018	4:15 PM	39	80	690	18	26	19	806	36	0	49	26	79	0	51	15	11	1945
16700	Lighthouse Dr	US 1	5/19/2015	8:00 AM	13	118	691	34	13	18	576	27	0	68	18	61	0	39	14	9	1699
16700	Lighthouse Dr	US 1	5/19/2015	4:15 PM	42	113	831	34	23	13	915	61	0	47	12	105	0	37	21	7	2261
15900	Lilac St	Military Tr	9/8/2016	7:30 AM	3	0	1601	47	1	34	1697	0	0	0	0	0	0	33	0	64	3480
15900	Lilac St	Military Tr	9/8/2016	12:00 PM	1	0	1183	27	2	20	1369	0	0	0	0	0	0	29	0	32	2663
15900	Lilac St	Military Tr	9/21/2016	2:45 PM	6	0	1117	76	0	63	1189	0	0	0	0	0	0	113	0	136	2700
15900	Lilac St	Military Tr	9/8/2016	4:45 PM	5	0	1947	90	2	64	1655	0	0	0	0	0	0	38	0	32	3833
34150	Lillian Rd	Congress Ave	9/6/2018	7:30 AM	69	27	1555	0	18	0	1378	24	0	104	0	22	0	0	0	0	3197
34150	Lillian Rd	Congress Ave	9/6/2018	12:00 PM	33	53	1189	0	29	0	1074	38	0	36	0	25	0	0	0	0	2477
34150	Lillian Rd	Congress Ave	9/6/2018	4:45 PM	55	66	1421	0	18	0	1725	92	0	54	0	34	0	0	0	0	3465
56601	Lindell Bl/Ave L	US-1/Federal Hwy	8/22/2016	8:15 AM	9	41	531	47	10	28	1067	54	0	94	31	69	0	129	40	29	2179
56601	Lindell Bl/Ave L	US-1/Federal Hwy	8/22/2016	12:15 PM	16	41	749	46	11	41	697	85	0	90	42	41	0	107	53	38	2057
56601	Lindell Bl/Ave L	US-1/Federal Hwy	8/22/2016	4:45 PM	14	76	959	75	8	32	783	116	0	98	40	44	1	101	64	52	2463
55161	Linton Bl	A1A	1/14/2019	7:45 AM	0	243	105	0	0	0	190	286	1	213	3	307	0	0	0	2	1350
55161	Linton Bl	A1A	1/14/2019	12:15 PM	0	450	155	1	0	1	167	372	5	434	4	476	0	0	7	2	2074
55161	Linton Bl	A1A	1/14/2019	4:30 PM	0	385	245	0	0	0	200	332	4	348	3	365	0	2	4	6	1894
55161	Linton Bl	A1A	11/1/2017	7:45 AM	0	218	121	2	0	1	198	268	0	233	4	345	0	1	0	1	1392
55161	Linton Bl	A1A	11/1/2017	12:15 PM	0	351	164	1	0	2	137	304	2	341	4	354	0	0	12	3	1675
55161	Linton Bl	A1A	11/1/2017	4:30 PM	0	351	272	0	0	7	196	325	2	294	1	311	0	2	4	5	1770
55100	Linton Bl	Congress Ave	2/18/2020	8:00 AM	6	84	304	249	3	310	971	185	5	225	1327	337	4	489	1068	265	5832
55100	Linton Bl	Congress Ave	2/18/2020	12:00 PM	16	166	348	405	10	306	356	159	6	184	1020	88	9	298	1174	345	4890
55100	Linton Bl	Congress Ave	2/18/2020	4:45 PM	10	446	1004	576	15	332	437	288	5	329	1331	107	14	259	1274	316	6743
55100	Linton Bl	Congress Ave	2/26/2018	8:00 AM	8	79	308	250	4	265	857	137	8	215	1306	366	5	373	1015	276	5472
55100	Linton Bl	Congress Ave	2/26/2018	12:00 PM	8	122	357	277	11	294	357	184	4	183	1189	101	6	281	1060	284	4718
55100	Linton Bl	Congress Ave	2/26/2018	4:45 PM	16	298	993	548	20	348	438	252	12	301	1357	109	8	213	936	228	6077
55100	Linton Bl	Congress Ave	4/7/2015	8:00 AM	2	54	231	185	3	269	1203	126	11	169	1113	279	0	428	966	172	5211
55100	Linton Bl	Congress Ave	4/7/2015	4:45 PM	32	245	791	360	16	318	516	151	0	226	1097	83	0	238	1102	145	5320
55074	Linton Bl	Delray Hospital/Las Ve	4/23/2018	7:45 AM	0	53	2	47	0	7	6	19	0	7	1175	223	1	98	1018	1	2657
55074	Linton Bl	Delray Hospital/Las Ve	4/23/2018	12:00 PM	0	160	7	110	0	13	6	24	0	22	931	99	4	79	952	23	2430
55074	Linton Bl	Delray Hospital/Las Ve	4/23/2018	4:30 PM	0	193	11	89	0	10	2	15	1	31	907	50	1	34	1044	19	2407
55074	Linton Bl	Delray Hospital/Las Ve	11/7/2017	7:30 AM	0	63	3	56	0	17	4	26	1	6	1194	167	3	59	1018	8	2625
55074	Linton Bl	Delray Hospital/Las Ve	11/7/2017	12:00 PM	0	160	5	85	0	17	1	14	0	20	917	85	5	70	789	17	2185

APPENDIX "B"

LINK ANALYSIS

FOR PURPOSES OF PART 2 OF TEST 1

200 YACHT CLUB DRIVE

12/01/2020
Revised: 02/24/2021
Revised: 06/22/2021
Revised: 07/11/2022

TABLE 9

TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2025 BUILD OUT
1 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 2
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 48

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
2838	US-1	PGA BOULEVARD	SITE	40%	19	4D	I	1960	0.97%	NO
2838	US-1	SITE	LIGHTHOUSE DRIVE	60%	29	4D	I	1960	1.48%	YES
2832	US-1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	55%	26	6D	II	2680	0.97%	NO
N/A	LIGHTHOUSE DRIVE	PROSPERITY FARMS ROAD	US-1	5%	2	2	II	810	0.25%	NO

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200 YACHT CLUB DRIVE

12/01/2020
Revised: 02/24/2021
Revised: 06/22/2021
Revised: 07/11/2022

TABLE 10

TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

2025 BUILD OUT
1 MILE RADIUS
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 56
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 33

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
2838	US-1	PGA BOULEVARD	SITE	40%	22	4D	I	1960	1.12%	YES
2838	US-1	SITE	LIGHTHOUSE DRIVE	60%	34	4D	I	1960	1.73%	YES
2832	US-1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	55%	31	6D	II	2680	1.16%	YES
N/A	LIGHTHOUSE DRIVE	PROSPERITY FARMS ROAD	US-1	5%	3	2	II	810	0.37%	NO

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TABLE 11
TEST 1 LINK ANALYSIS
AM PEAK HOUR

2025 BUILD OUT
BACKGROUND GROWTH RATE = **1.40%**
NET AM PEAK HOUR PROJECT TRIPS (ENTERING) = **2**
NET AM PEAK HOUR PROJECT TRIPS (EXITING) = **48**

	ROADWAY	FROM	TO	DIRECTION	2020 PEAK HOUR TRAFFIC	AM PEAK HOUR DIRECTIONAL PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	MAJOR PROJECT	1.0% GROWTH	BACKGROUND GROWTH	TOTAL BACKGROUND TRAFFIC	2025 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS E	MEETS LOS STD.
2838	US-1	PGA BOULEVARD	SITE	NB	907	40%	19	35	46	65	81	1007	4D	I	1,960	YES
				SB	964	40%	1	59	49	69	108	1073	4D	I	1,960	YES
2838	US-1	SITE	LIGHTHOUSE DRIVE	NB	907	60%	1	35	46	65	81	989	4D	I	1,960	YES
				SB	964	60%	29	59	49	69	108	1101	4D	I	1,960	YES
2832	US-1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	NB	1355	55%	1	37	69	98	106	1462	6D	II	2,680	YES
				SB	1129	55%	26	39	58	81	97	1252	6D	II	2,680	YES

TABLE 12
TEST 1 LINK ANALYSIS
PM PEAK HOUR

2025 BUILD OUT
BACKGROUND GROWTH RATE = **1.40%**
NET PM PEAK HOUR PROJECT TRIPS (ENTERING) = **56**
NET PM PEAK HOUR PROJECT TRIPS (EXITING) = **33**

	ROADWAY	FROM	TO	DIRECTION	2020 PEAK HOUR TRAFFIC	PM PEAK HOUR DIRECTIONAL PROJECT DISTRIBUTION	PROJECT TRIPS	MAJOR PROJECT	1.0% GROWTH	BACKGROUND GROWTH	TOTAL BACKGROUND TRAFFIC	2025 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS E	MEETS LOS STD.
2838	US-1	PGA BOULEVARD	SITE	NB	1120	40%	13	93	57	81	150	1283	4D	I	1,960	YES
				SB	1132	40%	22	79	58	81	137	1291	4D	I	1,960	YES
2838	US-1	SITE	LIGHTHOUSE DRIVE	NB	1120	60%	34	93	57	81	150	1304	4D	I	1,960	YES
				SB	1132	60%	20	79	58	81	137	1289	4D	I	1,960	YES
2832	US-1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	NB	1344	55%	31	96	69	97	165	1540	6D	II	2,680	YES
				SB	1464	55%	18	92	75	105	167	1649	6D	II	2,680	YES

APPENDIX "C"

TEST 2 ANALYSIS

200 YACHT CLUB DRIVE

12/01/2020
Revised: 02/24/2021
Revised: 06/22/2021
Revised: 07/11/2022

TABLE 13

TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

FIVE YEAR ANALYSIS
1 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 2
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 48

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
2838	US-1	PGA BOULEVARD	SITE	40%	19	4D	I	1960	0.97%	NO
2838	US-1	SITE	LIGHTHOUSE DRIVE	60%	29	4D	I	1960	1.48%	NO
2832	US-1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	55%	26	6D	II	2830	0.92%	NO
N/A	LIGHTHOUSE DRIVE	PROSPERITY FARMS ROAD	US-1	5%	2	2	II	860	0.23%	NO

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200 YACHT CLUB DRIVE

12/01/2020
Revised: 02/24/2021
Revised: 06/22/2021
Revised: 07/11/2022

TABLE 14

TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

FIVE YEAR ANALYSIS
1 MILE RADIUS
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 56
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 33

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
2838	US-1	PGA BOULEVARD	SITE	40%	22	4D	I	1960	1.12%	NO
2838	US-1	SITE	LIGHTHOUSE DRIVE	60%	34	4D	I	1960	1.73%	NO
2832	US-1	LIGHTHOUSE DRIVE	NORTHLAKE BOULEVARD	55%	31	6D	II	2830	1.10%	NO
N/A	LIGHTHOUSE DRIVE	PROSPERITY FARMS ROAD	US-1	5%	3	2	II	860	0.35%	NO

SIMMONS & WHITE
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APPENDIX "D"

APPROVED PROJECT DATA

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O

Input Data

E-W Street: Lighthouse Dr | COUNT DATE: 4/24/2018 | Report Created
N-S STREET: Federal Hwy | CURRENT YEAR: 2018 | 11/20/2020
TIME PERIOD: AM | ANALYSIS YEAR: 2025
GROWTH RATE: 2.08% | PSF: 1.02
SIGNAL ID: 16700

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	63	16	66	49	15	11	102	834	33	30	737	32		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	64	16	67	50	15	11	104	851	34	31	752	33		
Committed Developments													Type	% Complete
Northlake Promenade	0	0	1	0	0	0	1	3	0	0	5	0	NR	47%
Stewart Toyota Expansion	0	0	0	0	0	0	0	4	0	0	9	0	NR	62%
Total Committed Developments	0	0	1	0	0	0	1	7	0	0	14	0		
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	1	0	0	0	1	7	0	0	14	0		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	0	0	1	0	0	0	1	7	0	0	14	0		
Historical Growth	10	2	10	8	2	2	16	132	5	5	117	5		
Comm Dev+1% Growth	5	1	6	4	1	1	9	68	2	2	68	2		
Growth Volume Used	10	2	10	8	2	2	16	132	5	5	117	5		
Total Volume	74	18	77	58	17	13	120	983	39	36	869	38		

Input Data

E-W Street: Lighthouse Dr | COUNT DATE: 4/24/2018 | Report Created
N-S STREET: Federal Hwy | CURRENT YEAR: 2018 | 11/20/2020
TIME PERIOD: PM | ANALYSIS YEAR: 2025
GROWTH RATE: 2.08% | PSF: 1.02
SIGNAL ID: 16700

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	49	26	79	51	15	11	119	690	18	45	806	36		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	50	27	81	52	15	11	121	704	18	46	822	37		
Committed Developments													Type	% Complete
Northlake Promenade	0	0	4	0	0	0	5	34	0	0	31	0	NR	47%
Stewart Toyota Expansion	0	0	0	0	0	0	0	9	0	0	8	0	NR	62%
Total Committed Developments	0	0	4	0	0	0	5	43	0	0	39	0		
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0		
Total Committed Non-Residential	0	0	4	0	0	0	5	43	0	0	39	0		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	0	0	4	0	0	0	5	43	0	0	39	0		
Historical Growth	8	4	13	8	2	2	19	109	3	7	127	6		
Comm Dev+1% Growth	4	2	10	4	1	1	14	94	1	3	98	3		
Growth Volume Used	8	4	13	8	2	2	19	109	3	7	127	6		
Total Volume	58	31	94	60	17	13	140	813	21	53	949	43		

A	B	C	D	E	F	G	H	I
			Input Data					
ROAD NAME:	Federal Hwy		STATION:	2838				Report Created
CURRENT YEAR:	2020		FROM:	MIDPOINT				11/20/2020
ANALYSIS YEAR:	2025		TO:	Burns Rd				
GROWTH RATE:	0%		COUNT DATE:	2/11/2020				
			PSF:	1				

Link Analysis

Time Period		AM			PM			
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	1861	907	964	2252	1120	1132		
Peak Volume	1861	907	964	2252	1120	1132		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1861	907	964	2252	1120	1132		
Committed Developments							Type	% Complete
Parcel 34.01 A	0	0	0	0	0	0	NR	100%
Life Time Fitness at Downtown at the Gardens	2	2	0	5	2	3	NR	93%
Northlake Square East	0	0	0	0	0	0	NR	100%
Northlake Promenade	8	3	5	65	34	31	NR	47%
Stewart Toyota Expansion	8	2	5	10	5	5	NR	70%
North Palm Beach Water Club	25	12	14	38	16	22	Res	65%
Briger East	12	8	3	13	4	9	NR	35%
Aqualina	6	1	5	8	5	3	Res	0%
Lenox North Beach	38	8	30	47	30	16	Res	0%
Total Committed Developments	99	36	62	186	96	89		
Total Committed Residential	69	21	49	93	51	41		
Total Committed Non-Residential	30	15	13	93	45	48		
Double Count Reduction	6	3	3	19	9	10		
Total Discounted Committed Developments	93	33	59	167	87	79		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	188	79	108	282	144	137		
Growth Volume Used	188	79	108	282	144	137		
Total Volume	2049	986	1072	2534	1264	1269		
Lanes	4LD							
LOS D Capacity	3220	1960	1960	3220	1960	1960		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	3400	1960	1960	3400	1960	1960		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

Input Data

ROAD NAME:	Federal Hwy	STATION:	2838	Report Created	
CURRENT YEAR:	2020	FROM:	MIDPOINT	11/20/2020	
ANALYSIS YEAR:	2025	TO:	Pga Blvd		
GROWTH RATE:	0%	COUNT DATE:	2/11/2020		
		PSF:	1		

Link Analysis

Time Period	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	1861	907	964	2252	1120	1132		
Peak Volume	1861	907	964	2252	1120	1132		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1861	907	964	2252	1120	1132		
Committed Developments							Type	% Complete
Parcel 34.01 A	0	0	0	0	0	0	NR	100%
Life Time Fitness at Downtown at the Gardens	2	2	0	5	2	3	NR	93%
Northlake Square East	0	0	0	0	0	0	NR	100%
Northlake Promenade	8	3	5	65	34	31	NR	47%
Stewart Toyota Expansion	8	2	5	10	5	5	NR	70%
North Palm Beach Water Club	25	14	12	38	22	16	Res	65%
Briger East	12	8	3	13	4	9	NR	35%
Aqualina	6	1	5	8	5	3	Res	0%
Lenox North Beach	38	8	30	47	30	16	Res	0%
Total Committed Developments	99	38	60	186	102	83		
Total Committed Residential	69	23	47	93	57	35		
Total Committed Non-Residential	30	15	13	93	45	48		
Double Count Reduction	6	3	3	19	9	9		
Total Discounted Committed Developments	93	35	57	167	93	74		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	188	81	106	282	150	132		
Growth Volume Used	188	81	106	282	150	132		
Total Volume	2049	988	1070	2534	1270	1264		
Lanes	4LD							
LOS D Capacity	3220	1960	1960	3220	1960	1960		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	3400	1960	1960	3400	1960	1960		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

A	B	C	D	E	F	G	H	I

Input Data

ROAD NAME: Federal Hwy | STATION: 2832 | Report Created
CURRENT YEAR: 2020 | FROM: Northlake Blvd | 11/20/2020
ANALYSIS YEAR: 2025 | TO: Midpoint
GROWTH RATE: 4.18% | COUNT DATE: 2/25/2020
PSF: 1

Link Analysis

Time Period		AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB	
Existing Volume	2474	1355	1129	2805	1344	1464	
Peak Volume	2474	1355	1129	2805	1344	1464	
Diversion(%)	0	0	0	0	0	0	
Volume after Diversion	2474	1355	1129	2805	1344	1464	
Committed Developments							Type	% Complete
Parcel 34.01 A	0	0	0	0	0	0	NR	100%
Northlake Square East	0	0	0	0	0	0	NR	100%
Northlake Promenade	13	5	8	108	56	52	NR	47%
Stewart Toyota Expansion	13	4	9	17	9	8	NR	70%
Dairy Queen	0	0	0	0	0	0	NR	100%
Palm Beach Commons Memory Care	28	16	13	30	16	14	NR	0%
NPB 7-Eleven	9	5	5	12	6	6	NR	0%
Nautilus 211	15	10	5	28	12	16	Res	25%
Total Committed Developments	78	40	40	195	99	96		
Total Committed Residential	15	10	5	28	12	16		
Total Committed Non-Residential	63	30	35	167	87	80		
Double Count Reduction	4	3	1	7	3	4		
Total Discounted Committed Developments	74	37	39	188	96	92		
Historical Growth	562	308	256	637	305	332		
Comm Dev+1% Growth	200	106	97	331	165	167		
Growth Volume Used	562	308	256	637	305	332		
Total Volume	3036	1663	1385	3442	1649	1796		
Lanes	6LD							
LOS D Capacity	4880	2680	2680	4880	2680	2680		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	5150	2830	2830	5150	2830	2830		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

Input Data

ROAD NAME:	Federal Hwy	STATION:	2832		Report Created
CURRENT YEAR:	2020	FROM:	Midpoint		11/20/2020
ANALYSIS YEAR:	2025	TO:	Lighthouse Dr		
GROWTH RATE:	4.18%	COUNT DATE:	2/25/2020		
		PSF:	1		

Link Analysis

Time Period		AM			PM	
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2474	1355	1129	2805	1344	1464
Peak Volume	2474	1355	1129	2805	1344	1464
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2474	1355	1129	2805	1344	1464

Committed Developments							Type	% Complete
Parcel 34.01 A	0	0	0	0	0	0	NR	100%
Northlake Square East	0	0	0	0	0	0	NR	100%
Northlake Promenade	13	5	8	108	56	52	NR	47%
Stewart Toyota Expansion	13	4	9	17	9	8	NR	70%
Dairy Queen	0	0	0	0	0	0	NR	100%
Palm Beach Commons Memory Care	28	16	13	30	16	14	NR	0%
NPB 7-Eleven	9	5	5	12	6	6	NR	0%
Nautilus 211	15	10	5	28	12	16	Res	25%
Total Committed Developments	78	40	40	195	99	96		
Total Committed Residential	15	10	5	28	12	16		
Total Committed Non-Residential	63	30	35	167	87	80		
Double Count Reduction	4	3	1	7	3	4		
Total Discounted Committed Developments	74	37	39	188	96	92		
Historical Growth	562	308	256	637	305	332		
Comm Dev+1% Growth	200	106	97	331	165	167		
Growth Volume Used	562	308	256	637	305	332		
Total Volume	3036	1663	1385	3442	1649	1796		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

APPENDIX "E"

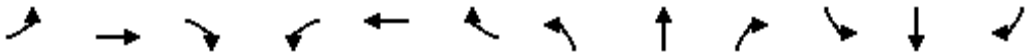
SYNCHRO PRINTOUTS

Lane Group	EBL	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	95	0	51	7	939	44	860
Future Volume (vph)	3	95	0	51	7	939	44	860
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases			4		1	6	5	2
Permitted Phases	8	4		4	6		2	
Detector Phase	8	4	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	4.0	20.0	4.0	20.0
Minimum Split (s)	13.0	13.0	13.0	13.0	11.5	26.5	11.5	26.5
Total Split (s)	50.0	50.0	50.0	50.0	18.0	62.0	18.0	62.0
Total Split (%)	38.5%	38.5%	38.5%	38.5%	13.8%	47.7%	13.8%	47.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0		7.0	7.0	6.5	6.5	6.5	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.6		14.6	14.6	96.0	91.5	100.9	99.4
Actuated g/C Ratio	0.11		0.11	0.11	0.74	0.70	0.78	0.76
v/c Ratio	0.02		0.63	0.21	0.02	0.29	0.11	0.24
Control Delay	48.0		71.8	5.4	4.4	8.3	4.5	5.4
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0		71.8	5.4	4.4	8.3	4.5	5.4
LOS	D		E	A	A	A	A	A
Approach Delay			48.5			8.2		5.3
Approach LOS			D			A		A

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Yacht Club Dr & US-1





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	0	95	0	51	7	939	55	44	860	14
Future Volume (veh/h)	3	0	0	95	0	51	7	939	55	44	860	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	0	-8	100	0	-6	7	988	47	46	905	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	524	176	0	135	499	3676	175	465	3956	17
Arrive On Green	0.09	0.00	0.00	0.09	0.00	0.00	0.01	0.74	0.74	0.02	0.75	0.75
Sat Flow, veh/h	1418	1870	0	1418	0	1585	1781	4994	237	1781	5247	23
Grp Volume(v), veh/h	3	-8	-8	100	0	-6	7	673	362	46	587	322
Grp Sat Flow(s),veh/h/ln	1418	1870	1585	1418	0	1585	1781	1702	1828	1781	1702	1866
Q Serve(g_s), s	0.0	0.0	0.0	9.0	0.0	0.0	0.1	8.5	8.5	0.8	6.7	6.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.0	0.0	0.0	0.1	8.5	8.5	0.8	6.7	6.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.13	1.00		0.01
Lane Grp Cap(c), veh/h	0	0	0	176	0	135	499	2505	1345	465	2567	1407
V/C Ratio(X)	0.00	0.00	0.00	0.57	0.00	-0.04	0.01	0.27	0.27	0.10	0.23	0.23
Avail Cap(c_a), veh/h	0	0	0	524	0	524	644	2505	1345	579	2567	1407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	58.5	0.0	0.0	4.4	5.6	5.7	4.1	4.8	4.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.3	0.5	0.1	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	6.1	0.0	0.0	0.1	5.2	5.7	0.5	4.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	61.4	0.0	0.0	4.4	5.9	6.1	4.2	5.0	5.1
LnGrp LOS	A	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		-13			94			1042			955	
Approach Delay, s/veh		0.0			65.3			6.0			5.0	
Approach LOS		A			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	104.5		18.1	9.7	102.2		18.1				
Change Period (Y+Rc), s	6.5	6.5		7.0	6.5	6.5		7.0				
Max Green Setting (Gmax), s	11.5	55.5		43.0	11.5	55.5		43.0				
Max Q Clear Time (g_c+I1), s	2.1	8.7		11.0	2.8	10.5		2.0				
Green Ext Time (p_c), s	0.0	7.3		0.5	0.0	8.8		0.0				

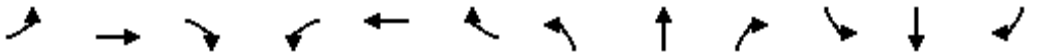
Intersection Summary		
HCM 6th Ctrl Delay	8.2	
HCM 6th LOS	A	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	12	0	79	0	53	38	1187	60	1237
Future Volume (vph)	12	0	79	0	53	38	1187	60	1237
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		8		4		1	6	5	2
Permitted Phases	8		4		4	6		2	
Detector Phase	8	8	4	4	4	1	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	20.0	4.0	20.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	11.5	26.5	11.5	26.5
Total Split (s)	39.0	39.0	39.0	39.0	39.0	25.0	76.0	25.0	76.0
Total Split (%)	27.9%	27.9%	27.9%	27.9%	27.9%	17.9%	54.3%	17.9%	54.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0	6.5	6.5	6.5	6.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	13.8	13.8		13.8	13.8	107.1	102.1	107.9	102.5
Actuated g/C Ratio	0.10	0.10		0.10	0.10	0.76	0.73	0.77	0.73
v/c Ratio	0.10	0.06		0.61	0.25	0.12	0.37	0.20	0.36
Control Delay	56.5	0.3		78.6	7.7	4.4	8.1	4.9	7.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	0.3		78.6	7.7	4.4	8.1	4.9	7.9
LOS	E	A		E	A	A	A	A	A
Approach Delay		20.6		50.0			8.0		7.8
Approach LOS		C		D			A		A

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 10.0	Intersection LOS: B
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Yacht Club Dr & US-1





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	22	79	0	53	38	1187	100	60	1237	21
Future Volume (veh/h)	12	0	22	79	0	53	38	1187	100	60	1237	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	0	12	83	0	9	40	1249	94	63	1302	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	0	139	165	0	139	369	3601	271	364	3901	33
Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	0.02	0.74	0.74	0.03	0.75	0.75
Sat Flow, veh/h	1406	0	1585	1292	0	1585	1781	4844	365	1781	5222	44
Grp Volume(v), veh/h	13	0	12	83	0	9	40	878	465	63	849	464
Grp Sat Flow(s),veh/h/ln	1406	0	1585	1292	0	1585	1781	1702	1805	1781	1702	1862
Q Serve(g_s), s	1.3	0.0	1.0	8.1	0.0	0.7	0.8	12.5	12.5	1.2	11.8	11.8
Cycle Q Clear(g_c), s	10.3	0.0	1.0	9.1	0.0	0.7	0.8	12.5	12.5	1.2	11.8	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.02
Lane Grp Cap(c), veh/h	84	0	139	165	0	139	369	2531	1342	364	2543	1391
V/C Ratio(X)	0.16	0.00	0.09	0.50	0.00	0.06	0.11	0.35	0.35	0.17	0.33	0.33
Avail Cap(c_a), veh/h	282	0	362	362	0	362	564	2531	1342	553	2543	1391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.4	0.0	58.7	62.9	0.0	58.6	4.4	6.2	6.2	4.5	6.0	6.0
Incr Delay (d2), s/veh	0.9	0.0	0.3	2.4	0.0	0.2	0.1	0.4	0.7	0.2	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	0.7	5.4	0.0	0.5	0.5	7.7	8.3	0.7	7.3	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.3	0.0	59.0	65.2	0.0	58.8	4.6	6.6	6.9	4.7	6.3	6.6
LnGrp LOS	E	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		25			92			1383			1376	
Approach Delay, s/veh		63.8			64.6			6.6			6.4	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	111.1		19.3	10.2	110.6		19.3				
Change Period (Y+Rc), s	6.5	6.5		7.0	6.5	6.5		7.0				
Max Green Setting (Gmax), s	18.5	69.5		32.0	18.5	69.5		32.0				
Max Q Clear Time (g_c+I1), s	2.8	13.8		11.1	3.2	14.5		12.3				
Green Ext Time (p_c), s	0.1	12.8		0.4	0.1	13.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

TM-32015

Report: WO

PALM BEACH COUNTY TRAFFIC DIVISION

W.O. # 2020-0188

TO: Michael L. Ehora

DATE: 03/31/2020

ACCNT:

FROM: SUNIL GYAWALI

SIGNATURE:

ATLAS PAGE: 35C09 DISTRICT: 1 KLP

SUBJECT: YACHT CLUB DR AND US 1
(SIGNAL & SYSTEM TIMING)

DRAWING #:

INTERSECTION #: 15800

FROM ENGINEERING OFFICE

The signal and system timing signed on 03/31/2020 was modified by the ITS Section at the subject location. Updated time sheet including, yellow and red clrs, ped clrs, alt timing plans. Please update the records in the controller cabinet and your files with the attached signal and system timing sheets.

Thank you.

KLP:File

OPERATIONS OFFICE RESPONSE

RESPONSE REQUIREMENT:

Assignment of Work	Shop Name	Completion Date/Initial
	Signal	
	Sign	
	Striping	
	Construction	
	Other	

COMMENTS:

FINAL DATE: SIGNATURE:

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	YACHT CLUB DR AND US 1	CONTROLLER TYPE:	NAZTEC
SIGNAL #	15800	SYSTEM #	575

PHASE NUMBER	BOUND	TIMING INTERVAL												
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL	PHASE ENABLE	LOCKED CALLS	DETECTOR SETTINGS
1	NBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0			1	0	L1:NORMAL
2	SB	20.0	4.0	45.0		4.5	2.0	5.0	21.0	1			1	1	L2:NORMAL
3															
4	WB	6.0	2.0	25.0		4.0	3.0	7.0	26.0	0			1	0	L4:NORMAL L4R:D/N(10)
5	SBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0			1	0	L5:NORMAL
6	NB	20.0	4.0	45.0		4.5	2.0	5.0	16.0	1			1	1	L6:NORMAL
7															
8	EB	6.0	2.0	25.0		4.0	3.0	7.0	28.0	0			1	0	L8:NORMAL L8R:D/N(5)

PRE-EMPTION TIMING								
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT LOCK	TRACK CLR Φ	TRACK CLR GREEN	DWELL Φ	MIN DWELL	EXIT Φ
R/R								
BRIDGE								
FIRE STN								
BUS								

SPECIAL FUNCTIONS						
	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
	2,6	2,4,6,8	1,5	2,6	4,8	

Notes:
1. *REFER TO SYSTEM TIMING AND ALT TIMING PLANS*
2. *UPDATED TIME SHEET INCLUDING, YELLOW AND RED CLRS, PED CLRS, ALT TIMING PLANS.*
3.
4.

TIME SHEET CREATED BY:	K LANE-PALMER	DATE:	3/24/2020	APPROVED BY:	S GYAWALI, P.E.	DATE:	3/31/2020

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	YACHT CLUB DR AND US 1			CONTROLLER TYPE:	NAZTEC
SYSTEM:		SIGNAL #	15800	SYSTEM #	575

TOD SCHEDULER

WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	7:00	2	0:00	100	8:00	1	0:00	100	8:00	1
9:00	1	15:45	3	19:00	100			19:00	100		
18:00	4	21:00	100								

TIMING PLANS

PATTERN		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		115		130		140		115					
OFFSET (SEC)		17		28		9		17					
COORDINATED PHASE		2		2		2		2					
SEQUENCE		1		1		1		1					
ALT TIMING PLAN		1		2		3		4					
		SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 1 (SEC)	NBLT	20	NON	18	NON	25	NON	20	NON		NON		NON
FORCE-OFF 2 (SEC)	SB	56	MAX	73	MAX	76	MAX	56	MAX		MAX		MAX
FORCE-OFF 3 (SEC)			NON		NON		NON		NON		NON		NON
FORCE-OFF 4 (SEC)	WB	39	NON	39	NON	39	NON	39	NON		NON		NON
FORCE-OFF 5 (SEC)	SBLT	20	NON	18	NON	25	NON	20	NON		NON		NON
FORCE-OFF 6 (SEC)	NB	56	MAX	73	MAX	76	MAX	56	MAX		MAX		MAX
FORCE-OFF 7 (SEC)			NON		NON		NON		NON		NON		NON
FORCE-OFF 8 (SEC)	EB	39	NON	39	NON	39	NON	39	NON		NON		NON

Special Features:

1)

2)

3)

TIME SHEET CREATED	K LANE-PALMER	DATE:	3/24/2020
APPROVED BY:	S GYAWALI, P.E.	DATE:	3/31/2020

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION:	YACHT CLUB DR AND US 1	SIGNAL #	15800	SYSTEM #	575

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 1									
1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	45.0	4.5	2.0	5.0	21.0	2	
3										
4	6.0	2.0	25.0	10.0	4.0	3.0	7.0	26.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	45.0	4.5	2.0	5.0	16.0	6	
7										
8	6.0	2.0	25.0	10.0	4.0	3.0	7.0	28.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 2									
1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	45.0	4.5	2.0	5.0	21.0	2	
3										
4	6.0	2.0	25.0	10.0	4.0	3.0	7.0	26.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	45.0	4.5	2.0	5.0	16.0	6	
7										
8	6.0	2.0	25.0	10.0	4.0	3.0	7.0	28.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 3									
1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	45.0	4.5	2.0	5.0	21.0	2	
3										
4	6.0	2.0	25.0	12.0	4.0	3.0	7.0	26.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	45.0	4.5	2.0	5.0	16.0	6	
7										
8	6.0	2.0	25.0	12.0	4.0	3.0	7.0	28.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 4									
1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	45.0	4.5	2.0	5.0	21.0	2	
3										
4	6.0	2.0	25.0	10.0	4.0	3.0	7.0	26.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	45.0	4.5	2.0	5.0	16.0	6	
7										
8	6.0	2.0	25.0	10.0	4.0	3.0	7.0	28.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 5									
1										
2										
3										
4										
5										
6										
7										
8										

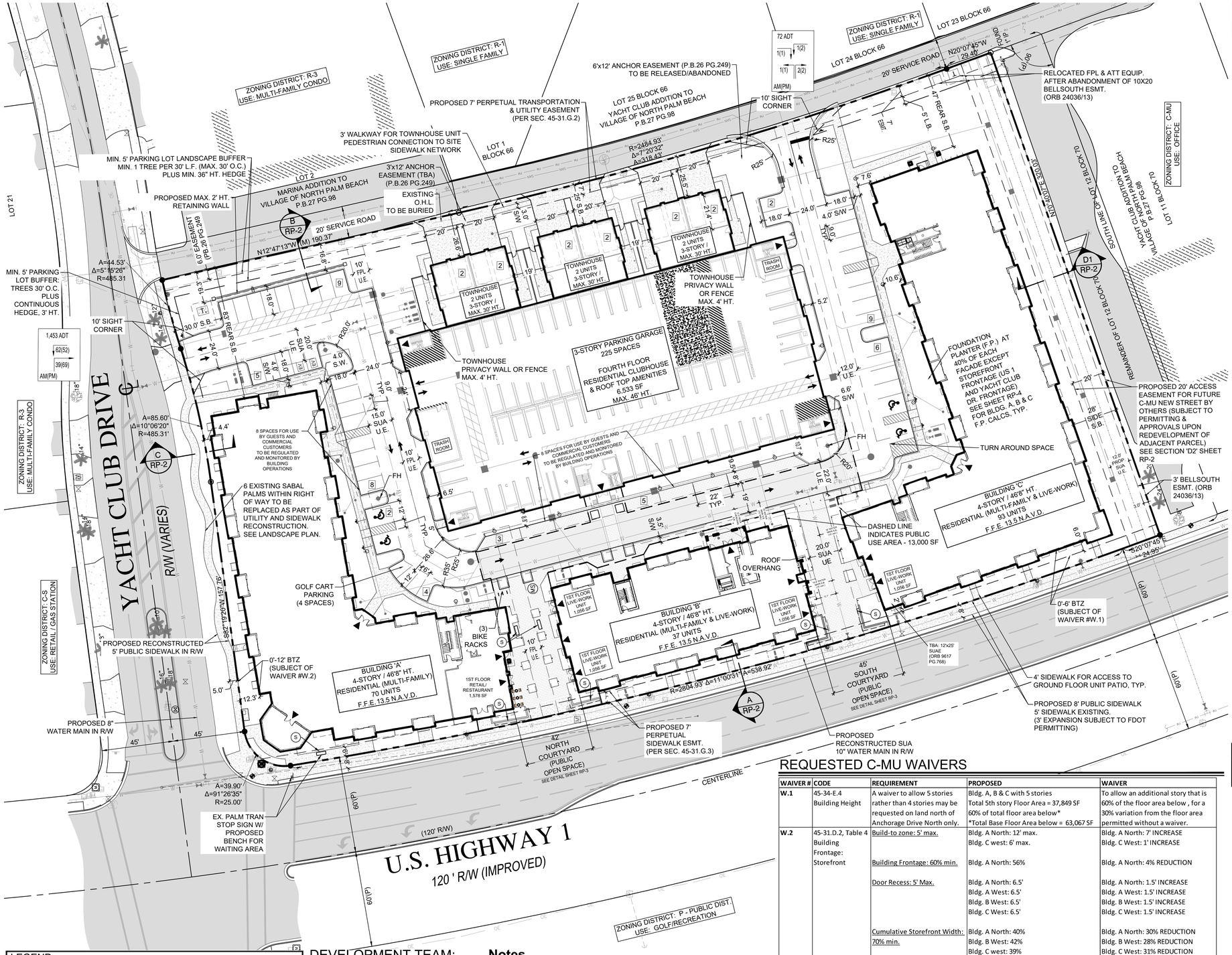
ALT TIMING PLAN ASSIGNMENTS	
ALT TIMING PLAN 1	PATTERN 1
ALT TIMING PLAN 2	PATTERN 2
ALT TIMING PLAN 3	PATTERN 3
ALT TIMING PLAN 4	PATTERN 4
ALT TIMING PLAN 5	

NOTES;	

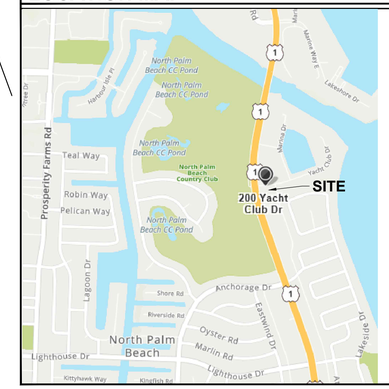
TIME SHEET CREATED BY:	K LANE-PALMER	DATE	3/24/2020
APPROVED BY:	S GYAWALI, P.E.	DATE	3/31/2020

APPENDIX “F”

SITE PLAN



LOCATION MAP



SITE DATA:

LAND USE DESIGNATION:	COMMERCIAL
ZONING DISTRICT:	C-MU / US-1 MIXED USE DISTRICT
PROPERTY CONTROL NUMBER(S):	68-43-42-09-02-000-0010 68-43-42-09-01-070-0140 68-43-42-09-01-070-0121
EXISTING USE:	VACANT COMMERCIAL
PROPOSED USES:	RESIDENTIAL, DWELLING - MULTI-FAMILY RENTAL (PERMITTED) LIVE/WORK UNIT (PERMITTED) BUSINESS STORES & SERVICES, GENERAL (PERMITTED) RESTAURANT (PERMITTED)
GROSS SITE AREA:	4.09 AC. / 178,413 SF
GROSS FLOOR AREA:	TOTAL 227,975 SF

	USABLE SQUARE FOOTAGE (USF)					
	Building A	Building B	Building C	CLUBHOUSE	TOWNHOUSE	
					OVERALL	PER UNIT
1st FLOOR	18,988	9,832	21,601	AT GARAGE		984
2nd FLOOR	19,197	9,817	21,601	STRUCTURE	3,196	983
3rd FLOOR	19,197	9,817	21,601	FORTH FLOOR	PER UNIT	983
4th FLOOR	19,197	9,817	21,601	ROOFTOP	AT 6 UNITS	246
TOTAL	76,579	39,283	86,404	6,533	19,176	

PROPOSED DENSITY:	133 UNIT EQUIVALENT DENSITY * * MAX. 32 DU/AC x 4.07 AC. (WITH WORKFORCE HOUSING DENSITY BONUS)
1-BEDROOM =	97 UNITS @ 50% EQUIV. DENSITY *
2-BEDROOM =	78 UNITS (INC. 4 LIVE-WORK UNITS) @ 100% EQUIV. DENSITY
TOWNHOUSE 3-BR =	6 UNITS @ 100% EQUIV. DENSITY
TOTAL =	133 UNITS

* PER SEC. 45-2, FOR PURPOSES OF COMPUTING RESIDENTIAL DENSITY A DWELLING UNIT THAT CONTAINS ONLY ONE BEDROOM, OR NO SEPARATE BEDROOM, COUNTS AS ONE-HALF A DWELLING UNIT.

BUILDING HEIGHT (SEC. 45-31): 4 STORIES * / MAX. 46'8" HT.
Note: The maximum height of a building in feet is controlled by the maximum ceiling heights for individual stories, as provided in subsection 45-31.E.5. Refer to Building Elevations for proposed height.

PUBLIC USE AREA PROPOSED: 13,000 SF (7% OF GROSS SITE AREA)

Concurrency Summary

MULTI-FAMILY RESIDENTIAL	181 UNITS
RESTAURANT	1,578 SF

PARKING DATA:

PARKING REQUIRED	**234 SPACES plus 8 SPS (TOWNHOUSE)**
RESIDENTIAL	
BLDG. A, B, C UNITS:	1.25 / UNIT @ 171 UNITS = 214 SPACES
LIVE-WORK:	1 PER 1,000 SF @ 4,224 SF / 4 LIVE-WORK UNITS = 4 SPACES
RESTAURANT:	10 PER 1,000 SF @ 1,578 SF = 16 SPACES
TOWNHOUSE:	1.25 / UNIT @ 6 UNITS = 8 SPACES
PARKING PROVIDED	**278 SPACES ***
GARAGE PARKING:	225 SPS
SURFACE PARKING:	
STANDARD:	49 SPS. (9' x 18' -90d) (8'x22' -parallel)
GOLF CART :	4 SPS. (6' X 12')
ACCESSIBLE PARKING :	*7 SPS. (12' x 18')*
(INCLUDED IN TOTAL PARKING COUNT ABOVE, FOR 201-300 SPACES PROVIDED)	
TOWNHOUSE PARKING PROVIDED	**24 SPACES (TOWNHOUSE)**
PRIVATE GARAGE:	2 SPS. PER UNIT X 6 UNITS
PRIVATE DRIVEWAY:	2 SPS PER UNIT X 6 UNITS

* *NOTE: A MINIMUM OF SIX (6) OF THE PROVIDED PARKING SPACES SHALL BE FOR ELECTRIC VEHICLE (EV) CHARGING STATIONS. 2 EV SPACES ARE PROVIDED IN THE SURFACE PARKING AREA AND 4 EV SPACES WILL BE PROVIDED IN THE GARAGE.*

REQUESTED C-MU WAIVERS

WAIVER #	CODE	REQUIREMENT	PROPOSED	WAIVER
W.1	45-34-E.4 Building Height	A waiver to allow 5 stories rather than 4 stories may be requested on land north of Anchorage Drive North only.	Bldg. A, B & C with 5 stories Total 5th story Floor Area = 37,849 SF 60% of total floor area below* *Total Base Floor Area below = 63,067 SF	To allow an additional story that is 60% of the floor area below , for a 30% variation from the floor area permitted without a waiver.
W.2	45-31.D.2, Table 4 Building Frontage: Storefront	Build-to zone: 5' max. Building Frontage: 60% min. Door Recess: 5' Max. Cumulative Storefront Width: 70% min. Transparency Ground: 70% min. / Upper: 40% min.	Bldg. A North: 12' max. Bldg. C west: 6' max. Bldg. A North: 56% Bldg. A North: 6.5' Bldg. A West: 6.5' Bldg. B West: 6.5' Bldg. C West: 6.5' Bldg. A North: 40% Bldg. B West: 42% Bldg. C west: 39% Bldg. A North: 36% / 26% Bldg. A West: 65% / 31% Bldg. B West: 30% / 31% Bldg. C West: 29% / 30%	Bldg. A North: 7' INCREASE Bldg. C West: 1' INCREASE Bldg. A North: 4% REDUCTION Bldg. A North: 1.5' INCREASE Bldg. A West: 1.5' INCREASE Bldg. B West: 1.5' INCREASE Bldg. C West: 1.5' INCREASE Bldg. A North: 30% REDUCTION Bldg. B West: 28% REDUCTION Bldg. C West: 31% REDUCTION 34% / 14% REDUCTION 5% / 9% REDUCTION 40% / 9% REDUCTION 41% / 11% REDUCTION
W.3	6.115.C.2.B Building Wall Signs	(1) permanent accessory building wall identification sign facing each public street frontage on the principal building... not to exceed a sign area of 20 SF.	Sign Type 1 – Building Identity Sign: 1 building identification sign each for Building A and Building C for up to a maximum of two (2) building identity signs.	Allow one building identification on a non-street frontage for Building C.
W.4	45-31.G.3	A. A 7-foot perpetual sidewalk easement must be dedicated to the village along the US Highway 1 frontage.	A 7-foot easement is proposed, however, landscaping encroaches into the easement	Allowance of landscaping in the sidewalk easement.

LEGEND:

AC. = ACRE(S)
BTZ = BUILD TO ZONE
SEE SHEET RP-1 BUILDING FRONTAGE DIAGRAM
EX. = EXISTING
FH = FIRE HYDRANT
(REFER TO CIVIL PLAN)
PKG. = PARKING
R/W = RIGHT OF WAY
S.B. = SETBACK
S/W = SIDEWALK
T = POSSIBLE ELEC. TRANSFORMER LOCATION
T.B.A. = TO BE ABANDONED OR RELEASED
U.E. = UTILITY EASEMENT
EV = PROPOSED ELECTRIC VEHICLE CHARGING SPACE
D = REFUSE (DUMPSTER) ENCLOSURE (MIN. 6' HT. SCREEN WALL W/ OPAQUE GATE AT OPENING - SEE SHEET RP-2)
E = EXISTING CONCRETE POWER OR LIGHT POLE
= PROPOSED SITE LIGHTING SEE PHOTOMETRIC PLAN
= INDICATES PRIMARY PEDESTRIAN ENTRANCE
S = PRELIMINARY BENCH / PUBLIC SEATING LOCATION.
= PROPOSED STOP SIGN/BAR

DEVELOPMENT TEAM:

ARCHITECT:	SpinaOrourke + Partners 285 Banyan Blvd. West Palm Beach, FL 33401 561.684.6844
LANDSCAPE ARCHITECT/ PLANNER:	Urban Design Studio 610 Clematis St. Ste. CU02 West Palm Beach, Florida 33401 561.366.1100
CIVIL & TRAFFIC ENGINEER:	Simmons & White, Inc. 2581 Metrocentre Blvd., Suite 3 West Palm Beach, FL 33407 561.478.7848
SURVEYOR:	Brown & Phillips, Inc. 1800 Old Okeechobee Rd., Ste. 509 West Palm Beach, FL 33409 561.615.3988

Notes

1. Base information based on survey prepared by Brown & Phillips, Inc. with title commitment dated October 2020.
2. Prior to construction, all utility locations to be verified to ensure that landscape material does not conflict with utilities.
3. All stop bars shall be setback 4' in advance of pedestrian crosswalks.
4. All accessible paved routes shall not exceed a 20:1 slope.
5. Locations of all proposed traffic signage shall be established by the engineer of record.
6. Curbing details to be shown on engineering construction plans.
7. Surrounding property information shown for informational purposes only.
8. Handicap parking signs shall be placed behind the sidewalk in areas where sidewalk abuts the stall.

urban design studio
Urban Planning & Design
Landscape Architecture
Communication Graphics
610 Clematis Street, Suite CU02
West Palm Beach, FL 33401
561.366.1100 FAX 561.366.1111
www.udsflorida.com
#LCC000035

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200 YACHT CLUB DRIVE
MIXED-USE RESIDENTIAL
North Palm Beach, Florida
SITE PLAN

NORTH
0 15' 30' 60'
Scale: 1" = 30'-0"

Date:	OCTOBER 2020
Project No.:	20-013.000
Designed By:	MLC
Drawn By:	MLC
Checked By:	KT

Revision Dates:
2020-12-01: Site Plan Review Submittal
2021-02-16: DRC Response Resubmittal
2021-07-09: DRC Resubmittal #2
2021-09-15: DRC Resubmittal #3
2021-10-29: DRC Resubmittal #4 (Fire & SUA)
2021-11-19: DRC Resub. (EV parking & Fire Lane)
2022-07-11: Remand Resubmittal (Height Rev)

SP-1
of 1

Drawing name: H:\JOBS\Yacht Club Drive_2h-013\Robbins NPB LLC_DD_000\Drawings\Site Plan\2022-07-11_FSP_Resubmittal_Remand to PB.dwg, 7/5/2022 4:40:28 PM, Msaldana, ARCH full bleed D (24.00 x 36.00 Inches), 1:1