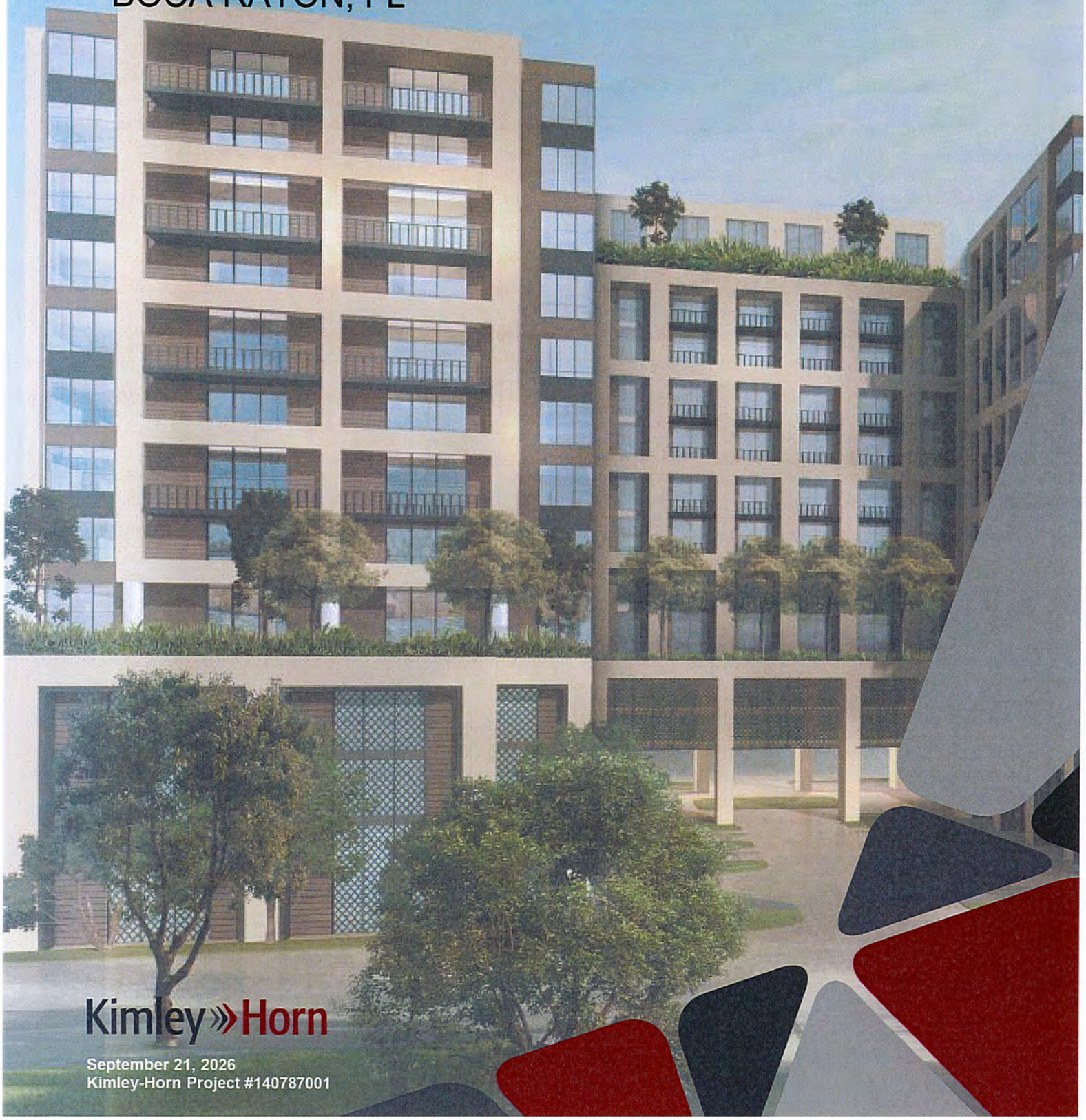
I.D.A. TRAFFIC ANALYSIS

THE RESIDENCES OF BOCA

BOCA RATON, FL



Kimley»Horn

September 21, 2026
Kimley-Horn Project #140787001

I.D.A. TRAFFIC ANALYSIS

THE RESIDENCES OF BOCA

BOCA RATON, FL

Prepared for:
WEXFORD REAL ESTATE INVESTORS, LLC

Prepared by:

Kimley»Horn

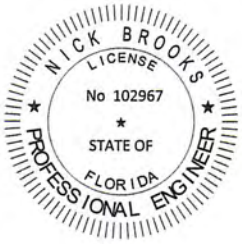
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Revised September 1, 2026
Revised September 15, 2026



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EXECUTIVE SUMMARY

Kimley-Horn has performed a traffic evaluation for the proposed redevelopment of four land parcels located north and south of SE 4th Street (west of South Federal Highway) in Boca Raton, Florida. The existing site includes a total of 21,620 square feet of general office use and 6,220 square feet of general commercial use. The proposed program of development would demolish the existing uses on site and replace them with 133 mid-rise residential dwelling units and 5,977 square feet of high turnover restaurant use.

A calculation was undertaken to determine the Office Equivalents (OEs) associated with the proposed development. The program of development results in 73,228 square feet of OEs, or a net decrease of 5,939 square feet of OEs when credits are applied for the previously approved development program.

The project is within the Downtown DRI, and development entitlements are vested. For informational purposes, a roadway link evaluation was conducted on Federal Highway between SE 3rd Street and SE 5th Street, and intersection LOS analyses were conducted at nine intersections surrounding the site. It was identified that the proposed development program is not anticipated to cause any new deficiencies at the study roadway links and intersections.

Access to the site is proposed via two driveway connections, located on the east and west sides of the site. Based on the peak hour trip generation potential of the site, the driveways are classified as minor driveways.

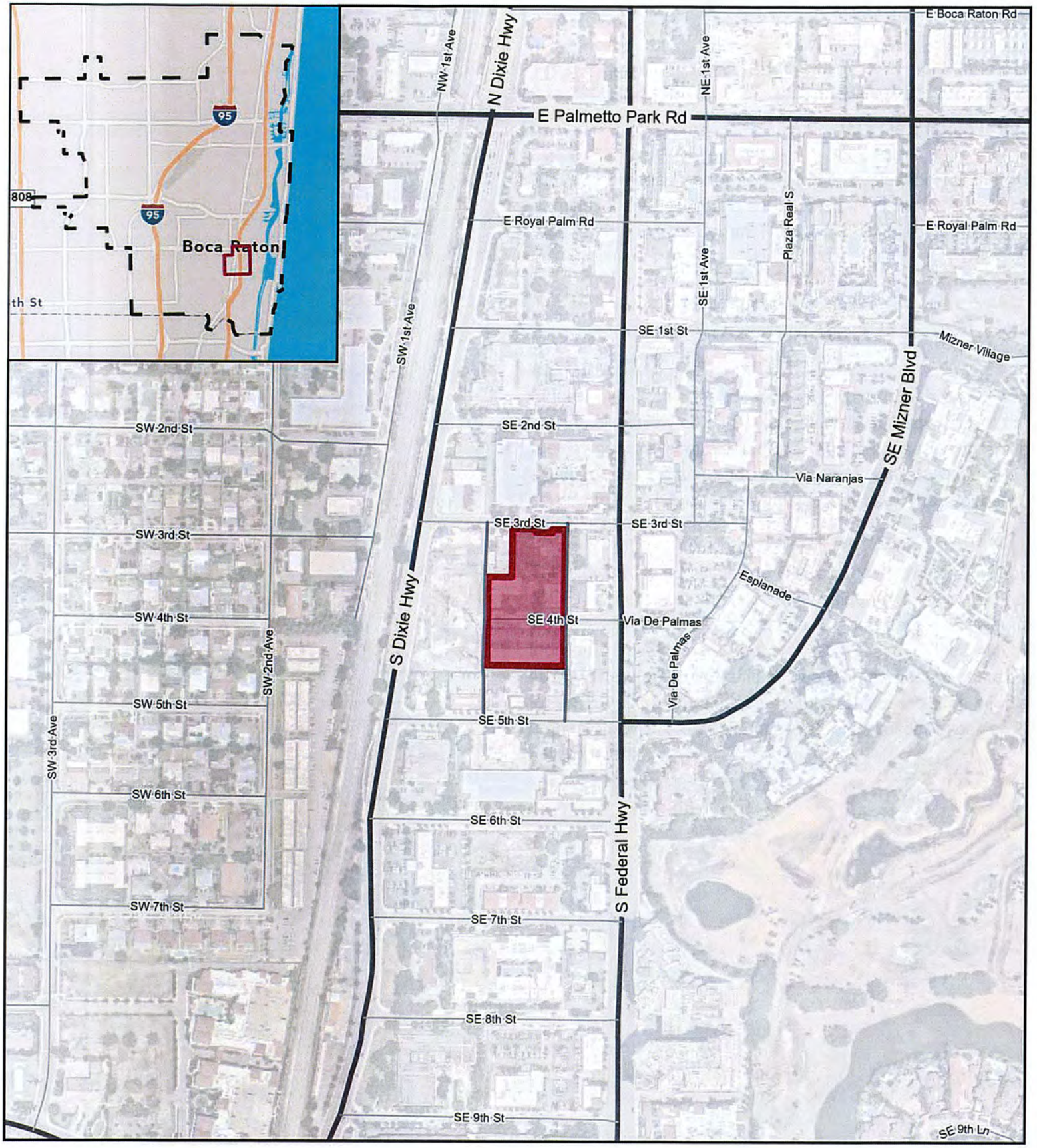
INTRODUCTION

Kimley-Horn has performed a traffic evaluation for the proposed redevelopment of four land parcels located north and south of SE 4th Street (west of South Federal Highway) in Boca Raton, Florida. The Parcel Control Numbers (PCNs) for the site are the following:

- 06-43-47-28-03-014-0020
- 06-43-47-28-03-011-0011
- 06-43-47-28-03-011-0012
- 06-43-47-29-06-011-0221

Figure 1 illustrates the location of the site. Each parcel contains existing office and retail uses, which collectively comprise a total of 21,620 square feet of general office use and 6,220 square feet of general commercial use. The proposed program of development would demolish the existing uses on site and replace them with 133 mid-rise residential dwelling units and 5,977 square feet of high turnover restaurant use. The proposed ground floor site plan is included in APPENDIX A.

The site is located within the City of Boca Raton's Downtown Development of Regional Impact (DDRI). Therefore, the site is considered vested for the purposes of compliance with the Countywide Traffic Performance Standards (TPS) requirements. The site is subject to an Individual Development Approval (IDA) in accordance with the City's DDRI Ordinance (Ordinance 4035). Therefore, this traffic evaluation has been prepared in accordance with the requirements for an IDA under Ordinance 4035 and also includes supplemental site-specific traffic analyses requested by the City of Boca Raton. A buildout year of 2031 was analyzed for the proposed development.



N

250 125 0 250 Feet

LEGEND

- Site Location
- County Thoroughfare
- Other
- Alleyway

FIGURE 1:

Residences of Boca
Site Location
KH# 140787001

Kimley»Horn

INVENTORY AND PLANNING DATA

Turning movement count data was collected at the following locations on Thursday, June 25, 2026:

- SE 3rd Street & Dixie Highway
- SE 3rd Street & Federal Highway
- SE 4th Street & Federal Highway
- SE 5th Street & Dixie Highway
- SE 5th Street & Federal Highway
- SE 3rd Street & East Alley
- SE 3rd Street & West Alley
- SE 5th Street & East Alley
- SE 5th Street & West Alley

The turning movement volume summary sheets are provided in APPENDIX B.

For the roadway link analysis conducted in this report, roadway volume data on Federal Highway was obtained from the Palm Beach County Traffic Engineering Division. This volume data is also included in APPENDIX B.

Downtown DRI buildout and development tracking information was obtained from the City of Boca Raton. Relevant data related to DRI buildout is provided in APPENDIX C.

Committed development trip information used for future roadway link evaluations and intersection evaluations was obtained from the City of Boca Raton and are provided in APPENDIX D.

PROJECT TRAFFIC

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

Trip Generation

The trip generation potential was calculated for the existing development in operation for greater than 5 years and for the proposed site redevelopment using trip generation rates and equations published by the Palm Beach County Traffic Division.

As this site has previously been approved for the development of 190 multifamily mid-rise units, the trip generation potential of the previously approved scenario has been included for reference; however, the net external trips have been calculated in reference to the currently existing land uses. No credit was taken at project driveways for traffic generated by the existing site.

Table 1 summarizes the trip generation potential. As indicated in this table, the proposed development will generate an increase of 458 net new external daily trips, an increase of 41 net new external AM peak hour trips (-1 in, +42 out), and an increase of 34 net new external PM peak hour trips (+34 in, +0 out).

As requested by the City of Boca Raton, for the purposes of this analysis driveway volumes have been utilized in place of net new trips.

Table 1: Trip Generation Calculations

Source	Land Use	ITE Code	Intensity			Daily Trips	AM Peak Hour			PM Peak Hour		
							Total	In	Out	Total	In	Out
Approved Scenario												
PBC	Multifamily (Mid-Rise)	221	190 DU			847	72	17	55	72	46	26
					Subtotal	*847*	*72*	*17*	*55*	*72*	*46*	*26*
Internal Capture			**% Daily**	**% AM**	**% PM**							
	Multifamily (Mid-Rise)		0.0%	0.0%	0.0%	0	0	0	0	0	0	0
					Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Capture			**Daily**	**AM**	**PM**							
	Multifamily (Mid-Rise)		0.0%	0.0%	0.0%	0	0	0	0	0	0	0
					Subtotal	0	0	0	0	0	0	0
Driveway Volumes						**847**	**72**	**17**	**55**	**72**	**46**	**26**
Net New External Trips						**847**	**72**	**17**	**55**	**72**	**46**	**26**
Existing Scenario												
PBC	General Office (>10ksf GFA)	710	21.620 ksf			342	27	24	3	26	4	22
PBC	Strip Retail Plaza (<40ksf)	822	6.220 ksf			339	24	13	11	39	20	19
					Subtotal	*681*	*51*	*37*	*14*	*65*	*24*	*41*
Internal Capture			**% Daily**	**% AM**	**% PM**							
	General Office (>10ksf GFA)		18.0%	7.0%	8.0%	60	2	1	1	2	0	2
	Strip Retail Plaza (<40ksf)		18.0%	8.0%	5.0%	60	2	1	1	2	2	0
					Subtotal	*120*	*4*	*2*	*2*	*4*	*2*	*2*
Pass-By Capture			**Daily**	**AM**	**PM**							
	General Office (>10ksf GFA)		10.0%	10.0%	10.0%	28	3	2	1	2	0	2
	Strip Retail Plaza (<40ksf)		63.0%	63.0%	63.0%	176	14	8	6	23	11	12
					Subtotal	204	17	10	7	25	11	14
Driveway Volumes						**561**	**47**	**35**	**12**	**61**	**22**	**39**
Net New External Trips						**357**	**30**	**25**	**5**	**36**	**11**	**25**
Proposed Scenario												
PBC	Multifamily (Mid-Rise)	221	133 DU			593	51	12	39	51	32	19
PBC	High Turnover Sit-Down Rest.	932	5.977 ksf			620	54	29	25	55	33	22
					Subtotal	*1,213*	*105*	*41*	*64*	*106*	*65*	*41*
Internal Capture			**% Daily**	**% AM**	**% PM**							
	Multifamily (Mid-Rise)		14.0%	14.0%	16.0%	84	7	1	6	8	4	4
	High Turnover Sit-Down Rest.		14.0%	13.0%	15.0%	84	7	6	1	8	4	4
					Subtotal	*168*	*14*	*7*	*7*	*16*	*8*	*8*
Pass-By Capture			**Daily**	**AM**	**PM**							
	Multifamily (Mid-Rise)		0.0%	0.0%	0.0%	0	0	0	0	0	0	0
	High Turnover Sit-Down Rest.		43.0%	43.0%	43.0%	230	20	10	10	20	12	8
					Subtotal	230	20	10	10	20	12	8
Driveway Volumes						**1,045**	**91**	**34**	**57**	**90**	**57**	**33**
Net New External Trips						**815**	**71**	**24**	**47**	**70**	**45**	**25**
Proposed - Existing Net New Traffic						**458**	**41**	**-1**	**42**	**34**	**34**	**0**
Proposed - Approved Net New Traffic						**-32**	**-1**	**7**	**-8**	**-2**	**-1**	**-1**
Radius of Development Influence:						**0.5 mile(s)**						

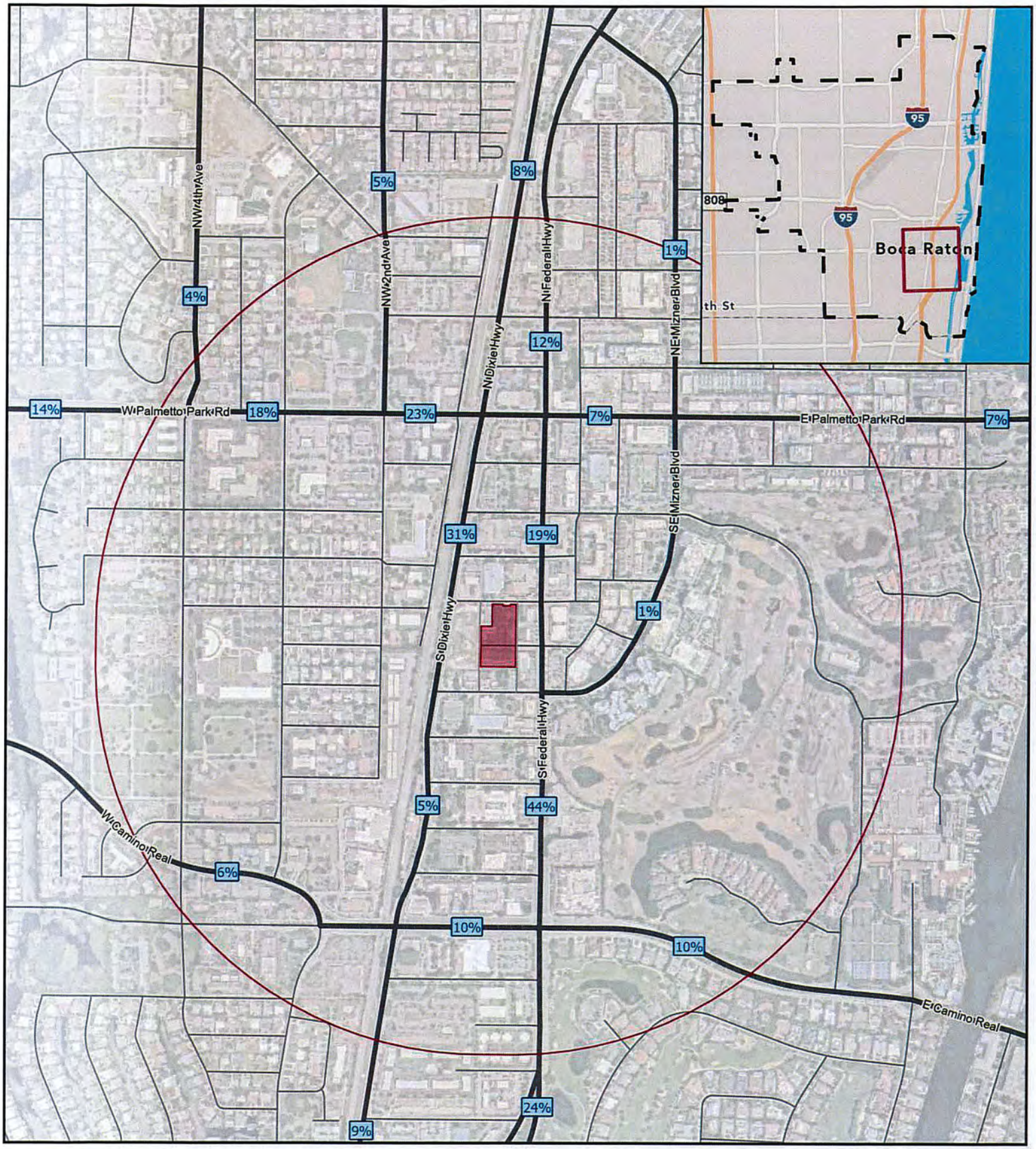
Source	Land Use	Daily	AM Peak Hour	PM Peak Hour	Avg. Pass By
PBC	Multifamily (Mid-Rise)	4.46 trips/DU	0.38 trips/DU (23% in, 77% out)	0.38 trips/DU (64% in, 36% out)	0.0%
PBC	General Office (>10ksf GFA)	Trips = 6.18(X) +207.96	1.24 trips/ksf (88% in, 12% out)	1.18 trips/ksf (16% in, 84% out)	10.0%
PBC	Strip Retail Plaza (<40ksf)	54.45 trips/ksf	3.93 trips/ksf (55% in, 45% out)	6.29 trips/ksf (50% in, 50% out)	63.0%
PBC	High Turnover Sit-Down Rest.	103.75 trips/ksf	8.97 trips/ksf (55% in, 45% out)	9.18 trips/ksf (61% in, 39% out)	43.0%

Traffic Distribution

Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics.

Traffic Assignment

The site traffic was assigned to the surrounding roadway network based upon existing travel patterns and the traffic distribution. Figure 2 illustrates the expected traffic assignment on the surrounding roadway network links. Figure 3 illustrates the expected residential traffic assignment on the roadway links in the immediate vicinity of the project site. Figure 4 illustrates the expected non-residential traffic assignment on the roadway links in the immediate vicinity of the project site. The AM and PM peak hour trips for the project were then assigned to the surrounding roadway network projected to be in place by 2031.



N

500 250 0 500

Feet

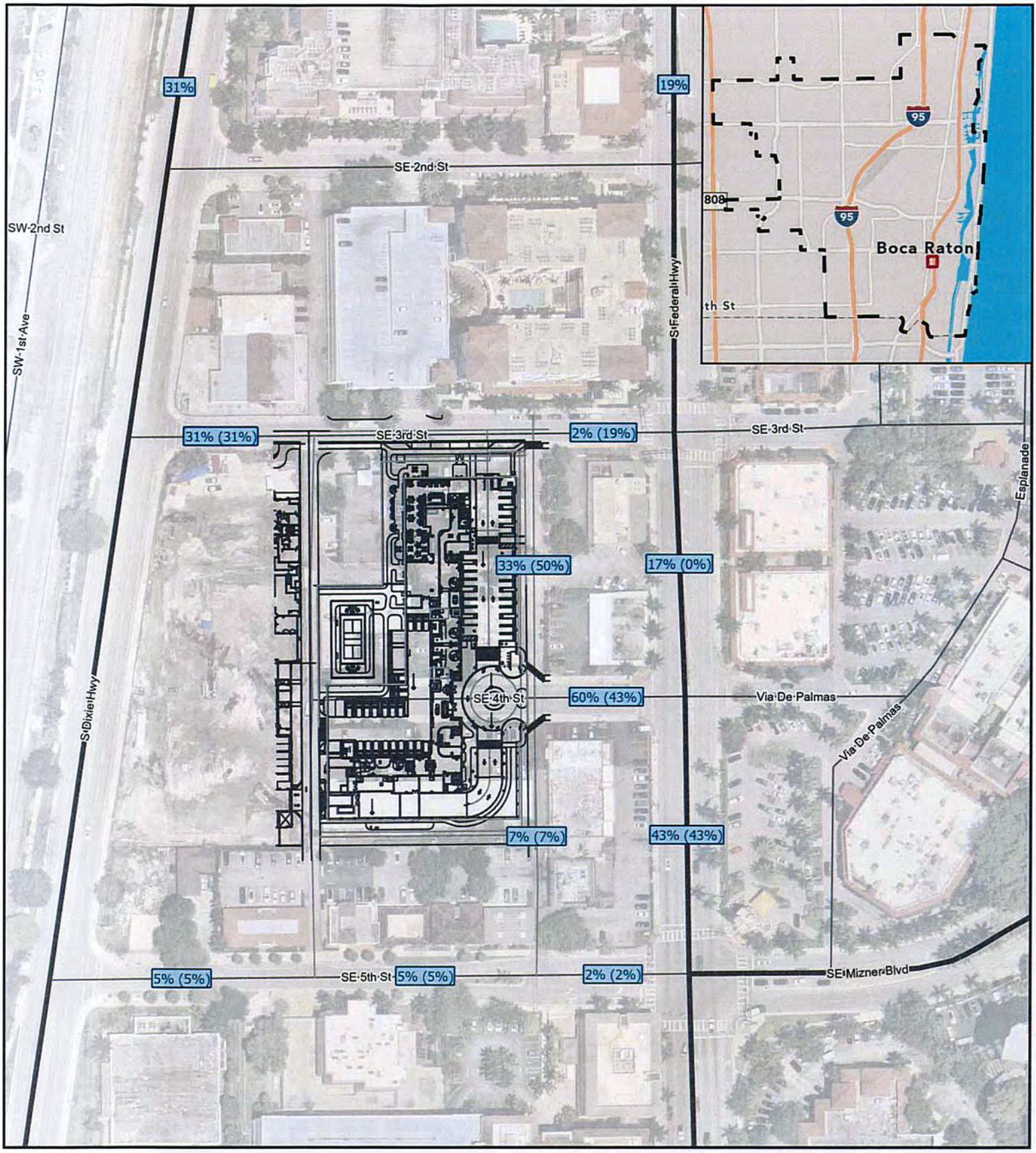
LEGEND

- City Limits
- Site Location
- County Thoroughfare
- Expressway
- Other
- Alleyway
- RDI

FIGURE 2:

Residences of Boca
Trip Distribution
KH# 140787001

Kimley»Horn



N

80 40 0 80

Feet

LEGEND

County Thoroughfare

Other

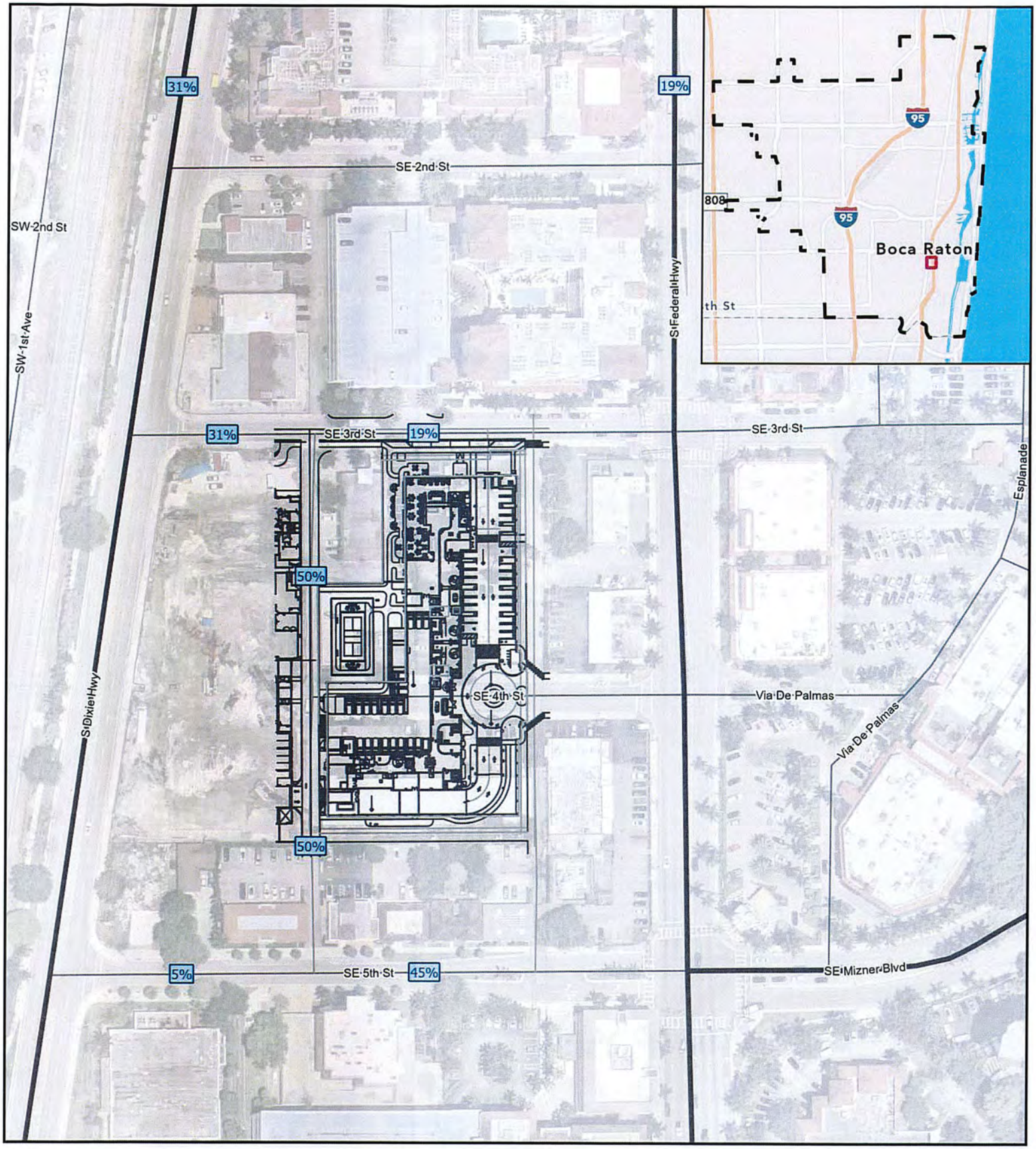
Alleyway

5% (5%) Inbound (Outbound) Traffic Assignment

FIGURE 3:

Residences of Boca
Residential Trip Distribution
KH# 140787001

Kimley»Horn



N

80 40 0 80

Feet

LEGEND

County Thoroughfare

Other

Alleyway

FIGURE 4:

Residences of Boca
Non-Residential Trip Distribution
KH# 140787001

Kimley»Horn

DOWNTOWN DRI OFFICE EQUIVALENCY (OE) ANALYSIS

Ordinance 4035 defines the authorized development intensities and equivalency factors for uses within the DRI. The Boca Raton Community Redevelopment Agency (CRA) maintains a summary of all of the vested, built and proposed development intensities within each subarea of the DRI, and the entitlements are maintained by tracking "Office Equivalencies" (OEs) within each subarea. This site is located within Subarea D of the Boca Raton Downtown DRI. Figure 5 provides a map showing the boundaries of the overall DRI and this subarea.

The existing site has previously been approved for development of 190 mid-rise dwelling units. The currently proposed redevelopment will replace the previously approved development in the OE calculation. Therefore, an evaluation was conducted to determine the net difference in OEs resulting from the proposed redevelopment of the site. The City of Boca Raton provided a determination dated May 21, 2026, regarding the credits to use for the previously approved development on site, which is provided in *Appendix C*. Following is a summary of the determination of the existing OE credits:

- 190 Residential Units, equal to 79,167 OEs.

Ordinance 4035 includes a table of Equivalency Factors for use in converting OEs from one use type to another. Table 2 provides a summary of the Equivalency Factors defined in Ordinance 4035.

Table 2: Equivalency Factors (Ordinance 4035)

Category				Category
1,000 sf	Office	=	1,265 sf	Retail (Medium)
1,000 sf	Office	=	403 sf	Retail (Medium-High)
1,000 sf	Office	=	1,754 sf	Retail (Low)
1,000 sf	Office	=	336 sf	Retail (High)
1,000 sf	Office	=	467 sf	Institutional
1,000 sf	Office	=	1.8 Rooms	Hotel
1,000 sf	Office	=	2.4 DU	Residential

The proposed development includes 133 residential dwelling units and 5,977 square feet of high-turnover restaurant use. Based on the aforementioned equivalency factors, the OE of the proposed new development is shown in **Table 3**.

Table 3: Proposed Development OEs

Land Use	Proposed Intensity	Factor	Equivalency Factor	OEs
Residential Mid-Rise	133 DU	1,000 sf per 2.4 DU	416.67	55,417
High-Turnover Restaurant	5,977 sf	1,000 sf per 336 sf	2.98	17,811
			Total	*73,228*

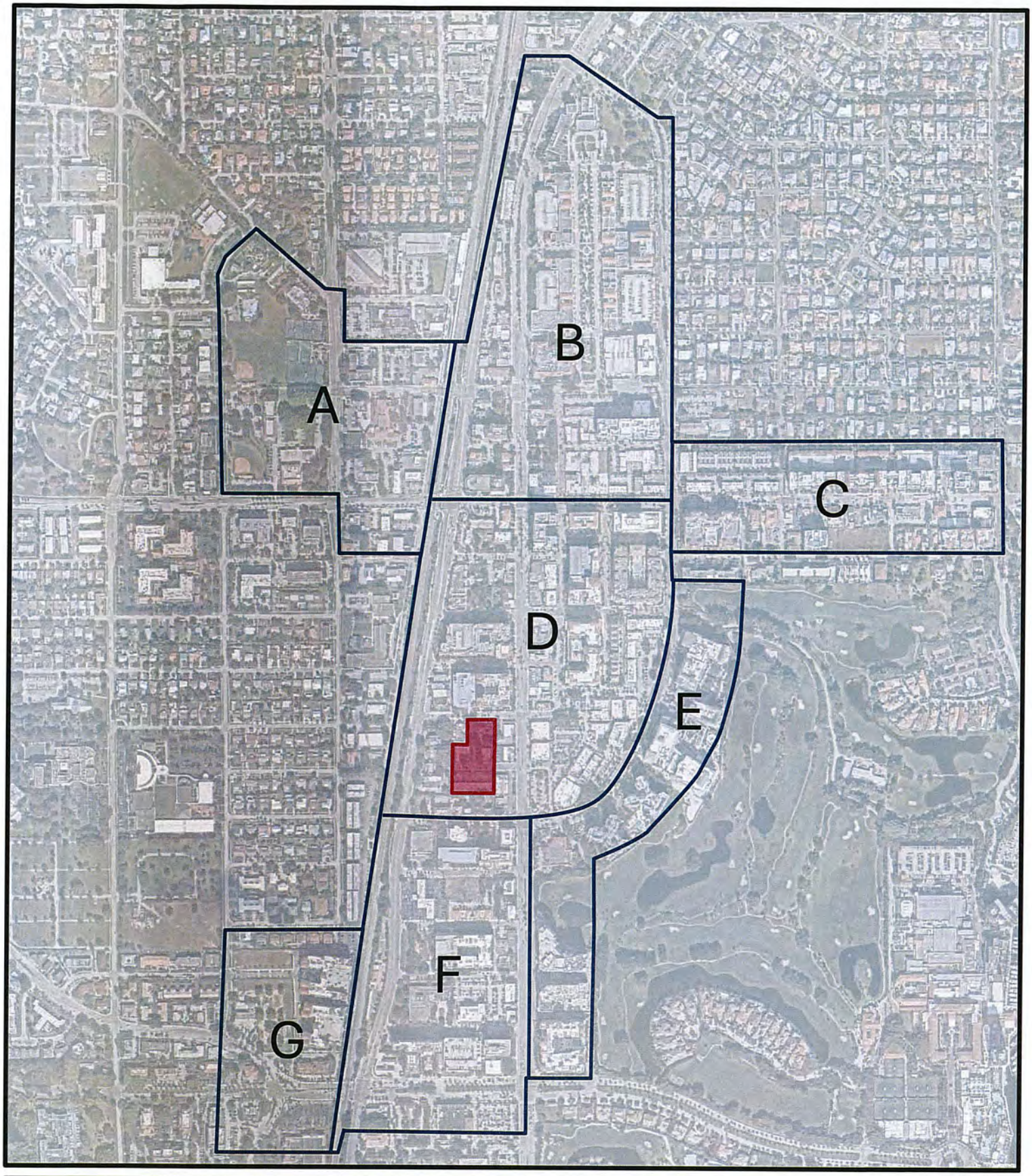
As noted, the parcels included in this redevelopment currently contain uses on site. Thus, those OEs will be returned into the inventory of OEs within Subarea D upon demolition of those buildings. **Table 4** provides a calculation of the total OEs that will be required for the proposed development of the site after accounting for the credit for the previously approved development program.

Table 4: Net Office Equivalency (OEs) Required For Site Development

	OEs
Proposed New Development	73,228 sf
Previously Approved Development	-79,167 sf
Net OEs required	*-5,939 sf*

As shown, the proposed development program will require 73,228 square feet of OEs. Accounting for the previously approved development program, a total of 5,939 OEs are expected to remain from the previously approved development.

According to the DDRI Subarea Authorized & Approved Development Tracker, as of May 21, 2026, a total of 278,624 square feet of OEs were available within Subarea D.



NORTH

LEGEND

Site Location

FIGURE 5
The Residences of Boca
Boca Downtown DRI – Subarea Map
KH #140787001

Kimley»Horn

SIGNIFICANCE ANALYSIS

Based on the traffic generation for this site, it was determined that the radius of development influence (RDI) for this project is 0.5 miles. The driveway volumes were assigned to roadway links within the RDI based on the distribution percentages illustrated in Figure 2, Figure 3, and Figure 4, in order to determine if the addition of project traffic will significantly impact the roadway links based on Palm Beach County Traffic Performance Standards (TPS) methodology. Per Palm Beach County Test 1 standards, all the links on which the project impact is greater than 1% of the level of service (LOS) D generalized service volume are considered to be significantly impacted links.

Table 5 and Table 6 summarize the AM and PM peak hour significance analysis, respectively. As shown in the following tables, the following links are significantly impacted by the addition of project traffic:

- SE 3rd Street from S Dixie Hwy to West Alley (AM Peak Hour, EB + WB; PM Peak Hour, EB + WB)
- SE 3rd Street from West Alley to East Alley (AM Peak Hour, WB; PM Peak Hour, EB + WB)
- SE 3rd Street from East Alley to S Federal Highway (AM Peak Hour, EB)
- SE 4th Street from East Alley to S Federal Highway (AM Peak Hour, EB; PM Peak Hour, EB + WB)
- SE 5th Street from West Alley to East Alley (AM Peak Hour, EB + WB; PM Peak Hour, EB + WB)
- SE 5th Street from East Alley to S Federal Highway (AM Peak Hour, EB + WB; PM Peak Hour, WB)
- East Alley from SE 3rd Street to SE 4th Street (AM Peak Hour, NB; PM Peak Hour, SB)
- West Alley from SE 3rd Street to Site Driveway (AM Peak Hour, NB + SB; PM Peak Hour, NB + SB)
- West Alley from Site Driveway to SE 5th Street (AM Peak Hour, NB + SB; PM Peak Hour, NB + SB)

Table 5: AM Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT TRIPS							
					PROJECT % ASSIGNMENT	NB/EB IN/OUT?	AM PEAK HOUR					
							TRIPS		% IMPACT			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Palmetto Park Road	NW 12th Ave	NW 4th Ave	4LD	1,960	14%	i	5	8	0.26%	No	0.41%	No
Palmetto Park Road	NW 4th Ave	NW 2nd Ave	4LD	1,960	18%	i	6	10	0.31%	No	0.51%	No
Palmetto Park Road	NW 2nd Ave	N Dixie Hwy	4L	1,860	23%	i	8	14	0.43%	No	0.75%	No
Palmetto Park Road	N Federal Hwy	Mizner Blvd	4LD	1,960	7%	o	4	3	0.20%	No	0.15%	No
Palmetto Park Road	Mizner Blvd	S Ocean Blvd	4L	1,860	7%	o	4	3	0.22%	No	0.16%	No
Camino Real	SW 12th Ave	N Dixie Hwy	4LD	1,960	6%	i	2	3	0.10%	No	0.15%	No
Camino Real	N Dixie Hwy	S Federal Hwy	4LD	1,960	10%	i	3	5	0.15%	No	0.26%	No
Camino Real	S Federal Hwy	S Ocean Blvd	2L	880	10%	o	5	3	0.57%	No	0.34%	No
NW 4th Avenue	Glades Rd	Palmetto Park Rd	2L	880	4%	o	2	1	0.23%	No	0.11%	No
NW 2nd Avenue	Glades Rd	Palmetto Park Rd	4LD	1,960	5%	o	3	2	0.15%	No	0.10%	No
N Dixie Highway	Glades Rd	Palmetto Park Rd	4L	1,860	8%	o	5	3	0.27%	No	0.16%	No
S Dixie Highway	Palmetto Park Rd	SE 3rd St	4L	1,860	31%	o	17	10	0.91%	No	0.54%	No
S Dixie Highway	SE 3rd St	Camino Real	4L	1,860	5%	i	2	3	0.11%	No	0.16%	No
S Dixie Highway	Camino Real	Hillsboro Blvd	4L	1,860	9%	i	3	5	0.16%	No	0.27%	No
N Federal Highway	NE Mizner Blvd	Palmetto Park Rd	4LD	1,960	12%	i	4	7	0.20%	No	0.36%	No
N Federal Highway	Palmetto Park Rd	SE 3rd St	4LD	1,960	19%	i	6	11	0.31%	No	0.56%	No
N Federal Highway	SE 3rd St	SE 4th St	4LD	1,960	17% Residential inbound	o	0	2	0.00%	No	0.10%	No
S Federal Highway	SE 4th St	SE Mizner Blvd	4LD	1,960	43% Residential	i	5	14	0.26%	No	0.71%	No
S Federal Highway	SE Mizner Blvd	Camino Real	6LD	2,940	44%	i	15	25	0.51%	No	0.85%	No
S Federal Highway	Camino Real	Hillsboro Blvd	6LD	2,940	24%	i	9	14	0.31%	No	0.48%	No
SE 3rd Street	S Dixie Hwy	West Alley	2L	810	31%	i	10	17	1.23%	Yes	2.10%	Yes
SE 3rd Street	West Alley	East Alley	2L	810	19% Non-Residential, 31% Residential	o	8	14	0.93%	No	1.77%	Yes
SE 3rd Street	East Alley	S Federal Hwy	2L	810	19% NR, 2% R inbound, 19% R outbound	o	11	4	1.36%	Yes	0.49%	No
SE 4th Street	East Alley	S Federal Hwy	2L	810	60% R inbound, 43% R outbound	o	14	7	1.73%	Yes	0.86%	No
SE 5th Street	S Dixie Hwy	West Alley	2L	810	5%	i	2	3	0.25%	No	0.37%	No
SE 5th Street	West Alley	East Alley	2L	810	5% R, 45% NR	-	12	12	1.48%	Yes	1.48%	Yes
SE 5th Street	East Alley	S Federal Hwy	2L	810	2% R, 45% NR	o	12	10	1.48%	Yes	1.23%	Yes
East Alley	SE 3rd Street	SE 4th Street	2L	810	33% R inbound, 50% R outbound	o	16	3	1.98%	Yes	0.37%	No
East Alley	SE 4th Street	SE 5th Street	2L	810	7% R	i	1	3	0.12%	No	0.37%	No
West Alley	SE 3rd Street	Site Driveway	2L	810	50% NR	o	12	12	1.48%	Yes	1.48%	Yes
West Alley	Site Driveway	SE 5th Street	2L	810	50% NR	i	11	12	1.36%	Yes	1.48%	Yes

Table 6: PM Peak Hour Significance Analysis

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS D GENERAL SVC. VOLUME	PROJECT TRIPS							
					PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PM PEAK HOUR					
							TRIPS		% IMPACT			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
Palmetto Park Road	NW 12th Ave	NW 4th Ave	4LD	1,960	14%	i	8	5	0.41%	No	0.26%	No
Palmetto Park Road	NW 4th Ave	NW 2nd Ave	4LD	1,960	18%	i	10	6	0.51%	No	0.31%	No
Palmetto Park Road	NW 2nd Ave	N Dixie Hwy	4L	1,860	23%	i	13	7	0.70%	No	0.38%	No
Palmetto Park Road	N Federal Hwy	Mizner Blvd	4LD	1,960	7%	o	2	4	0.10%	No	0.20%	No
Palmetto Park Road	Mizner Blvd	S Ocean Blvd	4L	1,860	7%	o	2	4	0.11%	No	0.22%	No
Camino Real	SW 12th Ave	N Dixie Hwy	4LD	1,960	6%	i	4	2	0.20%	No	0.10%	No
Camino Real	N Dixie Hwy	S Federal Hwy	4LD	1,960	10%	i	6	4	0.31%	No	0.20%	No
Camino Real	S Federal Hwy	S Ocean Blvd	2L	880	10%	o	4	6	0.45%	No	0.68%	No
NW 4th Avenue	Glades Rd	Palmetto Park Rd	2L	880	4%	o	2	2	0.23%	No	0.23%	No
NW 2nd Avenue	Glades Rd	Palmetto Park Rd	4LD	1,960	5%	o	2	2	0.10%	No	0.10%	No
N Dixie Highway	Glades Rd	Palmetto Park Rd	4L	1,860	8%	o	2	4	0.11%	No	0.22%	No
S Dixie Highway	Palmetto Park Rd	SE 3rd St	4L	1,860	31%	o	11	18	0.59%	No	0.97%	No
S Dixie Highway	SE 3rd St	Camino Real	4L	1,860	5%	i	2	2	0.11%	No	0.11%	No
S Dixie Highway	Camino Real	Hillsboro Blvd	4L	1,860	9%	i	6	3	0.32%	No	0.16%	No
N Federal Highway	NE Mizner Blvd	Palmetto Park Rd	4LD	1,960	12%	i	6	4	0.31%	No	0.20%	No
N Federal Highway	Palmetto Park Rd	SE 3rd St	4LD	1,960	19%	i	12	6	0.61%	No	0.31%	No
N Federal Highway	SE 3rd St	SE 4th St	4LD	1,960	17% Residential inbound	o	0	5	0.00%	No	0.26%	No
S Federal Highway	SE 4th St	SE Mizner Blvd	4LD	1,960	43% Residential	i	12	6	0.61%	No	0.31%	No
S Federal Highway	SE Mizner Blvd	Camino Real	6LD	2,940	44%	i	26	14	0.88%	No	0.48%	No
S Federal Highway	Camino Real	Hillsboro Blvd	6LD	2,940	24%	i	14	8	0.48%	No	0.27%	No
SE 3rd Street	S Dixie Hwy	West Alley	2L	810	31%	i	18	11	2.22%	Yes	1.36%	Yes
SE 3rd Street	West Alley	East Alley	2L	810	19% Non-Residential, 31% Residential	o	12	11	1.53%	Yes	1.30%	Yes
SE 3rd Street	East Alley	S Federal Hwy	2L	810	19% NR, 2% R inbound, 19% R outbound	o	6	7	0.74%	No	0.86%	No
SE 4th Street	East Alley	S Federal Hwy	2L	810	60% R inbound, 43% R outbound	o	6	17	0.74%	No	2.10%	Yes
SE 5th Street	S Dixie Hwy	West Alley	2L	810	5%	i	2	2	0.25%	No	0.25%	No
SE 5th Street	West Alley	East Alley	2L	810	5% R, 45% NR	-	9	14	1.12%	Yes	1.73%	Yes
SE 5th Street	East Alley	S Federal Hwy	2L	810	2% R, 45% NR	o	8	14	0.99%	No	1.73%	Yes
East Alley	SE 3rd Street	SE 4th Street	2L	810	33% R inbound, 50% R outbound	o	8	10	0.99%	No	1.23%	Yes
East Alley	SE 4th Street	SE 5th Street	2L	810	7% R	i	2	1	0.25%	No	0.12%	No
West Alley	SE 3rd Street	Site Driveway	2L	810	50% NR	o	9	15	1.11%	Yes	1.85%	Yes
West Alley	Site Driveway	SE 5th Street	2L	810	50% NR	i	15	9	1.79%	Yes	1.11%	Yes

CAPACITY ANALYSIS

The future traffic volumes on the significantly impacted roadway segments were analyzed in comparison to the LOS D adopted service volume. Link volume data was obtained from traffic counts collected on Thursday, June 25, 2026 (see APPENDIX B).

Table 7 summarizes the AM Peak Hour Capacity analysis, and Table 8 summarizes the PM Peak Hour Capacity Analysis. As shown in the following tables, the significantly impacted roadway links are expected to meet the LOS D standard with the addition of project traffic from the proposed development program.

Table 7: AM Peak Hour Capacity Analysis

Roadway			Committed		Direction	Significantly Impacted?	Count Year	Count Year Traffic Volume	Committed Traffic			Utilized (Maximum) Committed Traffic	Project Traffic	2031 Total Traffic	Meets Standard ??	Back-ground Def. ??
	From	To	Lanes	LOS D Service Volume					Committed Traffic	1.0% Traffic Growth	Committed plus 1.0%					
SE 3rd Street	S Dixie Hwy	West Alley	2L	810	NB/EB	Yes	2026	41	9	2	11	11	10	62	Yes	-
			2L	810	SB/WB	Yes	2026	36	41	2	43	43	17	96	Yes	-
SE 3rd Street	West Alley	East Alley	2L	810	NB/EB	No	-	-	-	-	-	-	-	-	-	-
			2L	810	SB/WB	Yes	2026	36	41	2	43	43	14	93	Yes	-
SE 3rd Street	East Alley	S Federal Hwy	2L	810	NB/EB	Yes	2026	35	37	2	39	39	11	85	Yes	-
			2L	810	SB/WB	No	-	-	-	-	-	-	-	-	-	-
SE 4th Street	East Alley	S Federal Hwy	2L	810	NB/EB	Yes	2026	8	0	0	0	0	14	22	Yes	-
			2L	810	SB/WB	No	-	-	-	-	-	-	-	-	-	-
SE 5th Street	West Alley	East Alley	2L	810	NB/EB	Yes	2026	37	7	2	9	9	12	58	Yes	-
			2L	810	SB/WB	Yes	2026	83	8	4	12	12	12	107	Yes	-
SE 5th Street	East Alley	S Federal Hwy	2L	810	NB/EB	Yes	2026	41	7	2	9	9	12	62	Yes	-
			2L	810	SB/WB	Yes	2026	84	8	4	12	12	10	106	Yes	-
East Alley	SE 3rd Street	SE 4th Street	2L	810	NB/EB	Yes	2026	2	0	0	0	0	16	18	Yes	-
			2L	810	SB/WB	No	-	-	-	-	-	-	-	-	-	-
West Alley	SE 3rd Street	Site Driveway	2L	810	NB/EB	Yes	2026	6	74	0	74	74	12	92	Yes	-
			2L	810	SB/WB	Yes	2026	2	18	0	18	18	12	32	Yes	-
West Alley	Site Driveway	SE 5th Street	2L	810	NB/EB	Yes	2026	4	8	0	8	8	11	23	Yes	-
			2L	810	SB/WB	Yes	2026	3	14	0	14	14	12	29	Yes	-

Table 8: PM Peak Hour Capacity Analysis

Roadway			Committed		Direction	Significantly Impacted?	Count Year	Count Year Traffic Volume	Committed Traffic			Utilized (Maximum) Committed Traffic	Project Traffic	2031 Total Traffic	Meets Standard ??	Back-ground Def. ??
	From	To	Lanes	LOS D Service Volume					Committed Traffic	1.0% Traffic Growth	Committed plus 1.0%					
SE 3rd Street	S Dixie Hwy	West Alley	2L	810	NB/EB	Yes	2026	73	26	4	30	30	18	121	Yes	-
			2L	810	SB/WB	Yes	2026	69	21	4	25	25	11	105	Yes	-
SE 3rd Street	West Alley	East Alley	2L	810	NB/EB	Yes	2026	73	9	4	13	13	12	98	Yes	-
			2L	810	SB/WB	Yes	2026	69	41	4	45	45	11	125	Yes	-
SE 4th Street	East Alley	S Federal Hwy	2L	810	NB/EB	No	-	-	-	-	-	-	-	-	-	-
			2L	810	SB/WB	Yes	2026	10	0	1	1	1	17	28	Yes	-
SE 5th Street	West Alley	East Alley	2L	810	NB/EB	Yes	2026	81	7	4	11	11	9	101	Yes	-
			2L	810	SB/WB	Yes	2026	133	8	7	15	15	14	162	Yes	-
SE 5th Street	East Alley	S Federal Hwy	2L	810	NB/EB	No	-	-	-	-	-	-	-	-	-	-
			2L	810	SB/WB	Yes	2026	127	8	6	14	14	14	155	Yes	-
East Alley	SE 3rd Street	SE 4th Street	2L	810	NB/EB	No	-	-	-	-	-	-	-	-	-	-
			2L	810	SB/WB	Yes	2026	1	0	0	0	0	10	11	Yes	-
West Alley	SE 3rd Street	Site Driveway	2L	810	NB/EB	Yes	2026	4	74	0	74	74	9	87	Yes	-
			2L	810	SB/WB	Yes	2026	1	18	0	18	18	15	34	Yes	-
West Alley	Site Driveway	SE 5th Street	2L	810	NB/EB	Yes	2026	2	8	0	8	8	15	25	Yes	-
			2L	810	SB/WB	Yes	2026	9	14	0	14	14	9	32	Yes	-

INTERSECTION ANALYSIS

As part of the traffic impact analysis, traffic volumes at the study intersections were analyzed during three distinct scenarios: Existing Conditions (2026), Background Conditions (2031), and Future Conditions (2031). The Existing Conditions (2026) analysis is based on count data collected at the study intersections on Thursday, June 25, 2026. Background Conditions (2031) analyses include background traffic growth and committed development traffic. The traffic volume growth rate was assumed to be 1%, compounded annually. The Future Conditions (2031) analysis uses the Background Conditions (2031) volumes as a baseline and includes the addition of project traffic for this site. The Future Conditions (2031) volumes assume an estimated fully built out condition in year 2031.

EXISTING CONDITIONS (2026) ANALYSIS

Analyses were conducted at the study intersections to evaluate Level of Service and delay for drivers during existing conditions. A Peak Season Conversion Factor (PSCF) was applied. The volumes used in this analysis are shown in Figure 6.

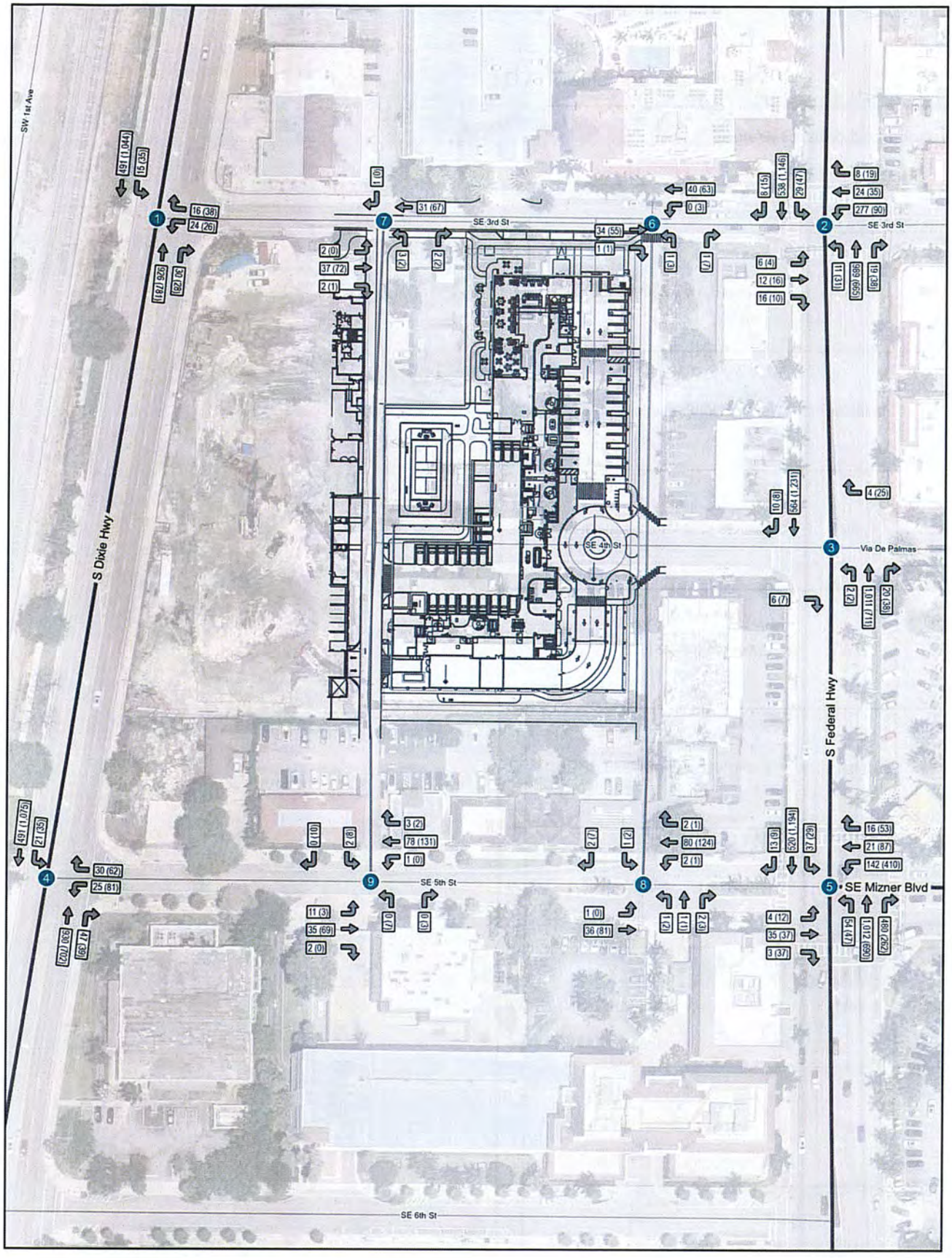
Synchro Results

Synchro 12 software was used to analyze the study intersections, utilizing *HCM 7th Edition* methodology. Alley connections were modeled as two-way stop-controlled intersections to ensure a conservative analysis. The results of the *Synchro* analysis are summarized on the following page in Table 9 for the AM and PM peak hours of operation. For two-way stop-controlled and uncontrolled intersections, no overall LOS and delay is reported; instead, those parameters are reported for each approach. The LOS and delay for signalized intersections were analyzed based on the LOS and delay of the overall intersection operations.

The overall LOS at all the signalized intersections and unsignalized approaches is projected to be LOS D or better during the AM and PM peak hours. Synchro output worksheets are included in *Appendix F*.

Table 9: Existing Conditions (2026) Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	SE 3rd Street & Dixie Highway	TWSC	EB	-	-	-	-
			WB	17.5	C	17.2	C
			NB	-	-	-	-
			SB	10.3	B	9.9	A
			Overall	-	-	-	-
2	SE 3rd Street & Federal Highway	Signalized	EB	39.4	D	60.0	E
			WB	53.6	D	63.6	E
			NB	1.7	A	5.5	A
			SB	11.7	B	6.7	A
			Overall	**13.6**	**B**	**10.9**	**B**
3	SE 4th Street & Federal Highway	TWSC	EB	10.3	B	13.6	B
			WB	12.6	B	11.1	B
			NB	8.7	A	11.5	B
			SB	0.0	A	0.0	A
			Overall	-	-	-	-
4	SE 5th Street & Dixie Highway	TWSC	EB	-	-	-	-
			WB	16.9	C	25.4	D
			NB	-	-	-	-
			SB	10.4	B	9.7	A
			Overall	-	-	-	-
5	SE 5th Street & Federal Highway	Signalized	EB	59.4	E	72.9	E
			WB	65.6	E	72.9	E
			NB	19.6	B	18.6	B
			SB	1.5	A	21.3	C
			Overall	**19.4**	**B**	**31.8**	**C**
6	SE 3rd Street & East Alley	Free	EB	0.0	A	0.0	A
			WB	0.0	A	7.3	A
			NB	8.7	A	8.8	A
			SB	-	-	-	-
			Overall	-	-	-	-
7	SE 3rd Street & West Alley	Free	EB	7.3	A	0.0	A
			WB	0.0	A	0.0	A
			NB	8.8	A	9.0	A
			SB	8.5	A	0.0	A
			Overall	-	-	-	-
8	SE 5th Street & East Alley	Free	EB	7.4	A	0.0	A
			WB	7.3	A	7.4	A
			NB	9.0	A	9.4	A
			SB	8.9	A	9.2	A
			Overall	-	-	-	-
9	SE 5th Street & West Alley	Free	EB	7.4	A	7.5	A
			WB	7.3	A	0.0	A
			NB	0.0	A	9.6	A
			SB	9.4	A	9.5	A
			Overall	-	-	-	-



N

80 40 0 80 Feet

LEGEND

- Alleyway
- Study Intersection
- County Thoroughfare
- Other

FIGURE 6:

Residences of Boca
Existing Volume
KH# 140787001

Kimley»Horn

BACKGROUND CONDITIONS (2031)

Background traffic is calculated from historical annual growth rates and/or traffic from the unbuilt portions of committed developments. A nominal compounding annual growth rate of 1% was applied to the existing year count data for the study intersections, in addition to traffic from committed developments as received from the City of Boca Raton. Intersection volume development worksheets are included in *Appendix E,* for reference. Background traffic volumes are illustrated in Figure 7.

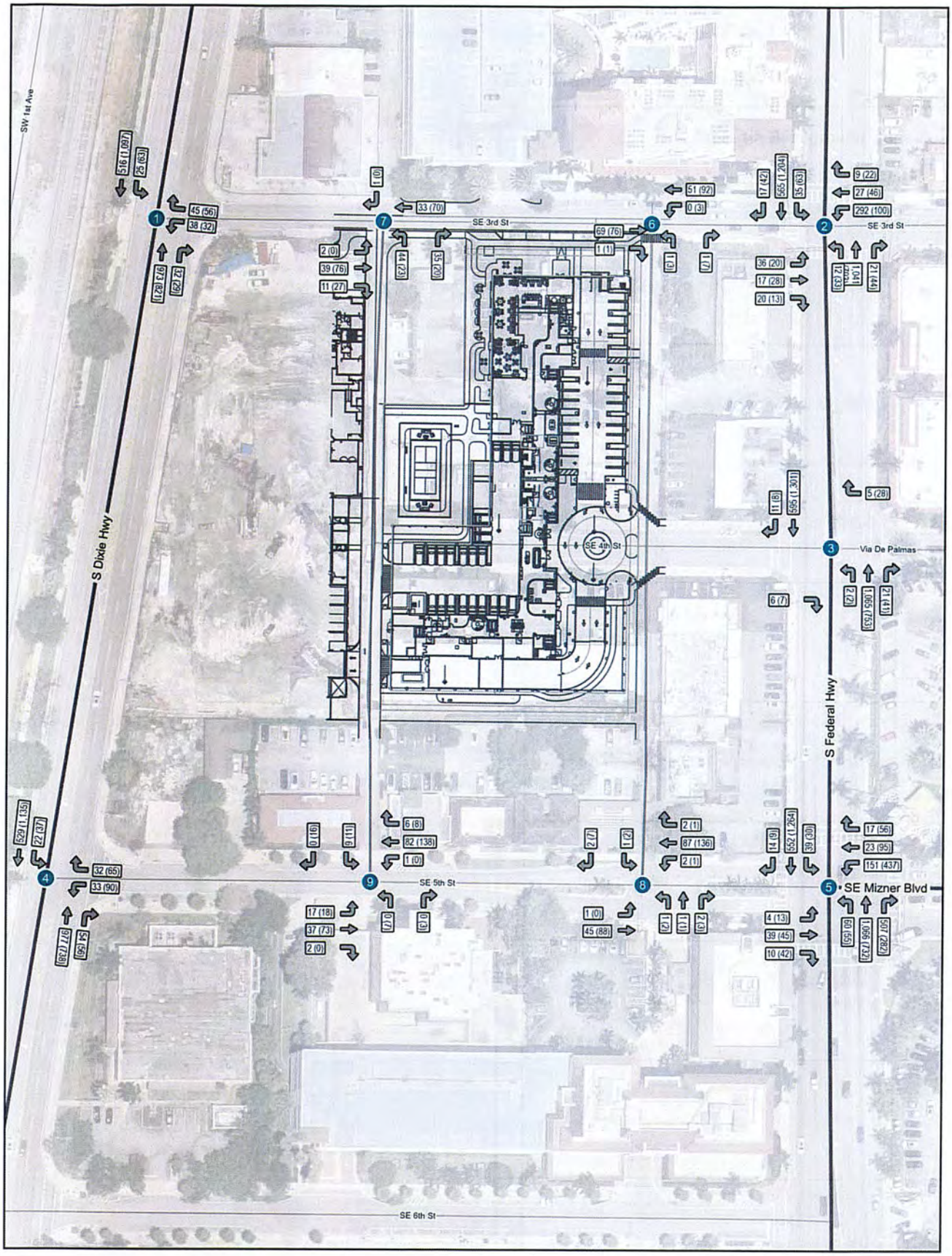
Synchro Results

Synchro 12 software was used to analyze the study intersections, utilizing *HCM 7th Edition* methodology. Alley connections were modeled as two-way stop-controlled intersections to ensure a conservative analysis. The results of the *Synchro* analysis are summarized on the following page in Table 10 for the AM and PM peak hours of operation. For two-way stop-controlled and uncontrolled intersections, no overall LOS and delay is reported; instead, those parameters are reported for each approach. The LOS and delay for signalized intersections were analyzed based on the LOS and delay of the overall intersection operations.

The overall LOS at all the signalized intersections and unsignalized approaches is projected to be LOS D or better during the AM and PM peak hours. Synchro output worksheets are included in *Appendix F*, for reference.

Table 10: Background Conditions (2031) *Synchro* Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	SE 3rd Street & Dixie Highway	TWSC	EB	-	-	-	-
			WB	19.1	C	19.2	C
			-	-	-	-	-
			SB	10.6	B	10.3	B
			Overall	-	-	-	-
2	SE 3rd Street & Federal Highway	Signalized	EB	39.1	D	60.8	E
			WB	53.7	D	63.6	E
			NB	2.0	A	6.2	A
			SB	12.8	B	7.6	A
			Overall	**14.6**	**B**	**12.6**	**B**
3	SE 4th Street & Federal Highway	TWSC	EB	10.4	B	14.0	B
			WB	12.9	B	11.3	B
			NB	8.9	A	12.0	B
			SB	0.0	A	0.0	A
			Overall	-	-	-	-
4	SE 5th Street & Dixie Highway	TWSC	EB	-	-	-	-
			WB	18.8	C	30.6	D
			NB	-	-	-	-
			SB	10.7	B	9.9	A
			Overall	-	-	-	-
5	SE 5th Street & Federal Highway	Signalized	EB	59.2	E	74.6	E
			WB	66.4	E	74.1	E
			NB	21.9	C	20.0	B
			SB	1.7	A	23.2	C
			Overall	**21.2**	**C**	**33.5**	**C**
6	SE 3rd Street & East Alley	Free	EB	0.0	A	0.0	A
			WB	0.0	A	7.4	A
			NB	9.0	A	9.0	A
			SB	-	-	-	-
			Overall	-	-	-	-
7	SE 3rd Street & West Alley	Free	EB	7.3	A	0.0	A
			WB	0.0	A	0.0	A
			NB	9.2	A	9.4	A
			SB	8.5	A	0.0	A
			Overall	-	-	-	-
8	SE 5th Street & East Alley	Free	EB	7.4	A	0.0	A
			WB	7.3	A	7.4	A
			NB	9.1	A	9.5	A
			SB	9.0	A	9.3	A
			Overall	-	-	-	-
9	SE 5th Street & West Alley	Free	EB	7.4	A	7.6	A
			WB	7.3	A	0.0	A
			NB	0.0	A	9.9	A
			SB	9.6	A	9.7	A
			Overall	-	-	-	-



N

80 40 0 80

Feet

LEGEND

- Alleyway
- Study Intersection
- County Thoroughfare
- Other

FIGURE 7:

Residences of Boca
Background Volume
KH# 140787001

Kimley»Horn

FUTURE CONDITIONS (2031)

The Future Conditions (2031) scenario represents the future traffic volumes that include a combination of background traffic growth on the transportation network and project traffic. The net change in trip generation potential that was calculated for the site was distributed across the transportation network using the trip distribution illustrated in Figure 8. The resulting project traffic volumes are illustrated in Figure 9. The project traffic volumes were then added to the Background Conditions (2031) intersection volumes to determine Future Conditions (2031) intersection volumes. The Future Conditions (2031) volumes are illustrated in Figure 10.

As requested by the City of Boca Raton, the intersections bordering the project site were analyzed utilizing total (gross) project trips, without credit taken for trips generated by the uses on site under existing conditions. This includes the following intersections:

3. SE 4th Street & Federal Highway
6. SE 3rd Street & East Alley
7. SE 3rd Street & West Alley
8. SE 5th Street & East Alley
9. SE 5th Street & West Alley

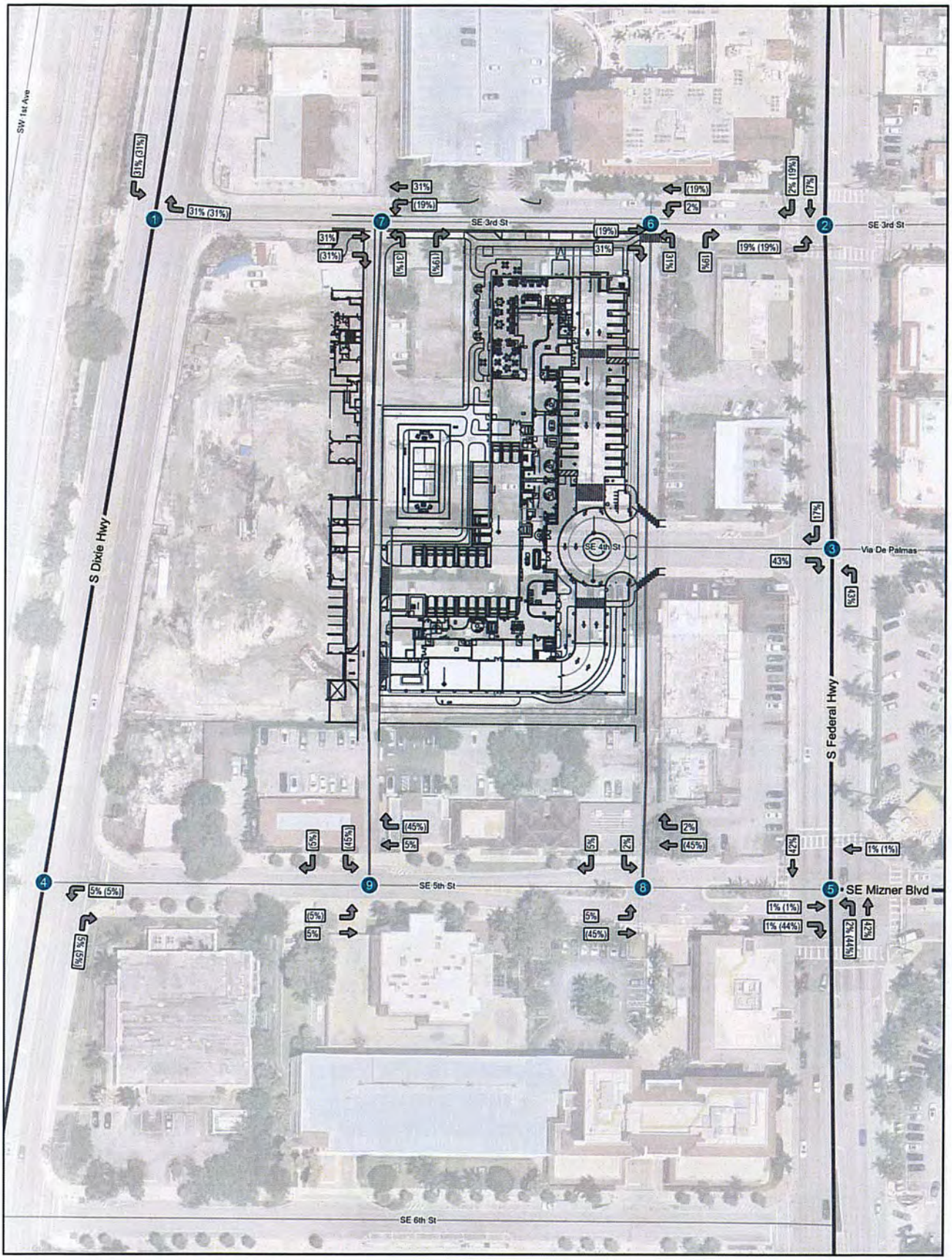
Synchro Results

Synchro 12 software was used to analyze the study intersections, utilizing *HCM 7th Edition* methodology. Alley connections were modeled as two-way stop-controlled intersections to ensure a conservative analysis. The results of the *Synchro* analysis are summarized on the following page in Table 11 for the AM and PM peak hours of operation. For two-way stop-controlled intersections, no overall LOS and delay is reported; instead, those parameters are reported for the individual approaches. The LOS and delay for signalized intersections were analyzed based on the LOS and delay of the overall intersection operations.

The overall LOS at all the signalized intersections and unsignalized approaches is projected to be LOS D or better during the AM and PM peak hours. Synchro output worksheets are included in Appendix F, for reference.

Table 11: Future Conditions (2031) *Synchro* Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	SE 3rd Street & Dixie Highway	TWSC	EB	-	-	-	-
			WB	19.2	C	19.5	C
			-	-	-	-	-
			SB	10.7	B	10.5	B
			Overall	-	-	-	-
2	SE 3rd Street & Federal Highway	Signalized	EB	39.4	D	61.1	E
			WB	53.8	D	63.1	E
			NB	2.1	A	6.5	A
			SB	13.1	B	8.0	A
			Overall	**14.9**	**B**	**13.0**	**B**
3	SE 4th Street & Federal Highway	TWSC	EB	10.5	B	14.2	B
			WB	12.9	B	11.3	B
			NB	8.9	A	12.2	B
			SB	0.0	A	0.0	A
			Overall	-	-	-	-
4	SE 5th Street & Dixie Highway	TWSC	EB	-	-	-	-
			WB	19.3	C	31.2	D
			NB	-	-	-	-
			SB	10.7	B	10.0	B
			Overall	-	-	-	-
5	SE 5th Street & Federal Highway	Signalized	EB	59.6	E	76.5	E
			WB	66.4	E	74.1	E
			NB	22.0	C	20.1	C
			SBL	1.7	A	23.4	C
			Overall	**21.4**	**C**	**33.7**	**C**
6	SE 3rd Street & East Alley	Free	EB	0.0	A	0.0	A
			WB	0.0	A	7.4	A
			NB	9.2	A	9.3	A
			SB	-	-	-	-
			Overall	-	-	-	-
7	SE 3rd Street & West Alley	Free	EB	7.3	A	0.0	A
			WB	7.3	A	7.5	A
			NB	9.4	A	9.6	A
			SB	8.5	A	0.0	A
			Overall	-	-	-	-
8	SE 5th Street & East Alley	Free	EB	7.4	A	7.5	A
			WB	7.3	A	7.4	A
			NB	9.2	A	9.6	A
			SB	9.1	A	9.4	A
			Overall	-	-	-	-
9	SE 5th Street & West Alley	Free	EB	7.5	A	7.6	A
			WB	7.3	A	0.0	A
			NB	0.0	A	10.0	A
			SB	9.7	A	10.0	B
			Overall	-	-	-	-



N

80 40 0 80 Feet

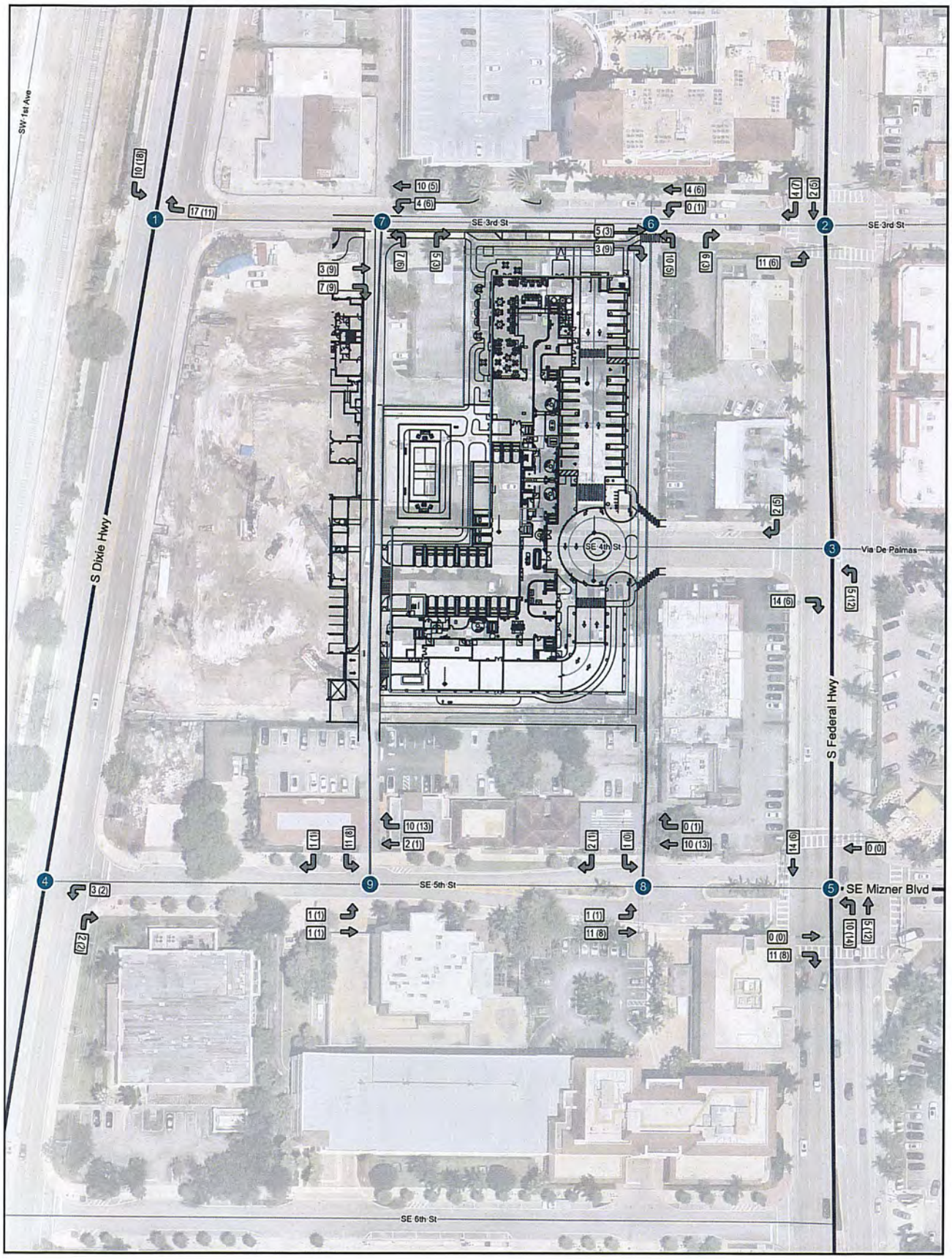
LEGEND

- Alleyway
- Study Intersection
- County Thoroughfare
- Other
- 5% (5%) Residential (Non-Residential) Trip Distribution

FIGURE 8:

Residences of Boca
Trip Distribution
KH# 140787001

Kimley»Horn



N

80 40 0 80

Feet

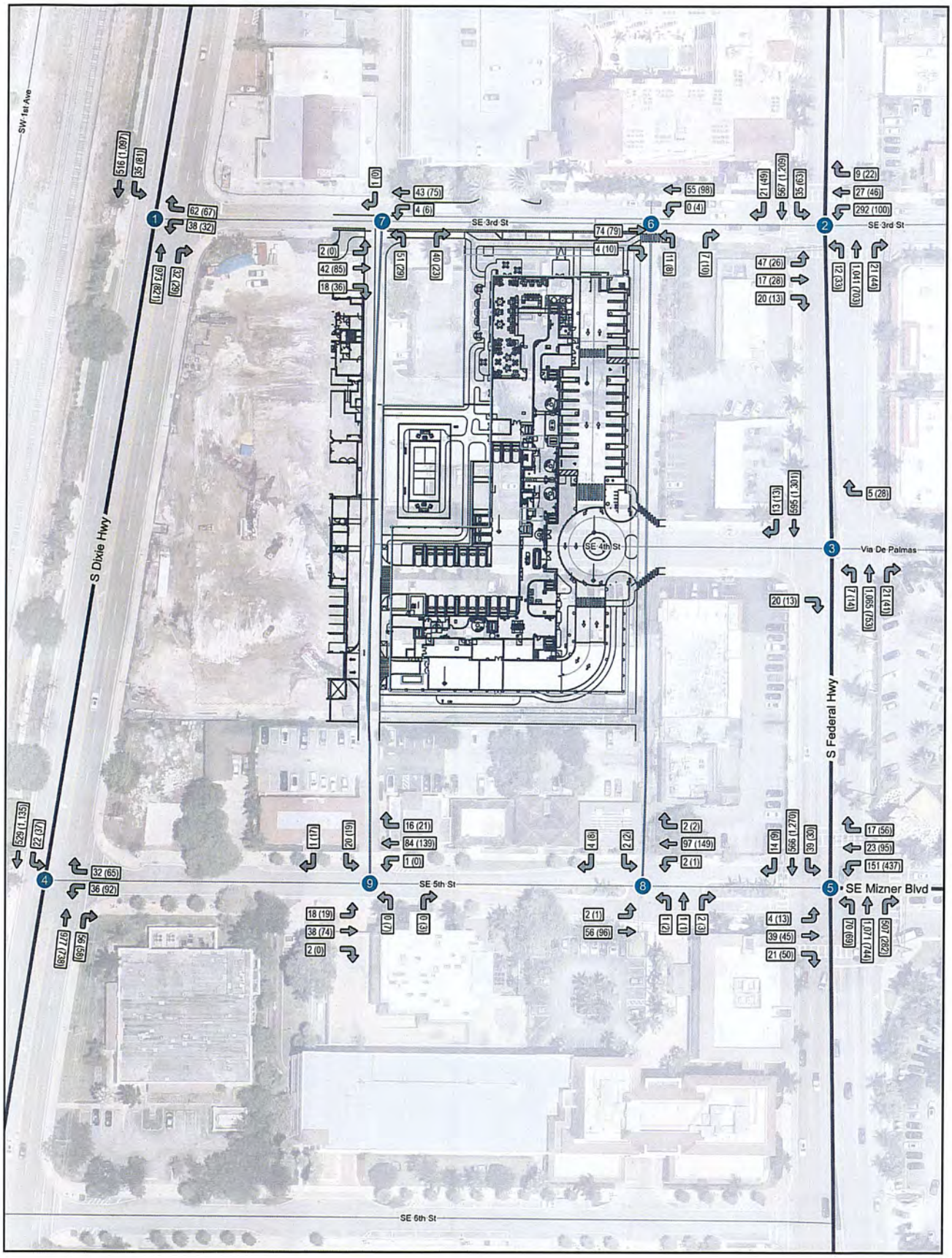
LEGEND

- Alleyway
- Study Intersection
- County Thoroughfare
- Other
- 5 (5) AM (PM) Peak Hour Trips

FIGURE 9:

Residences of Boca
Project Volume
KH# 140787001

Kimley»Horn



N

80 40 0 80 Feet

LEGEND

- Alleyway
- Study Intersection
- County Thoroughfare
- Other
- 5 (5) AM (PM) Peak Hour Trips

FIGURE 10:

Residences of Boca
Future Total Volume
KH# 140787001

Kimley»Horn

SITE CIRCULATION AND TURN REQUIREMENTS

Future total driveway volumes were determined by applying the distribution illustrated in Figure 11 to the proposed trip generation potential of the site. The project trip volumes at the proposed driveway connections after full buildout are illustrated in Figure 12.

Driveway Classification

The existing portion of SE 4th Street between the two alleyways on the east and west boundaries of the site is proposed to be abandoned. Access to the site will be provided via two driveway connections. The description of the site's driveways is stated below:

- Driveway 1: Full access driveway located along East Alley (opposite SE 4th Street) which will provide access to residential uses.
- Driveway 2: Full access driveway located along West Alley which will provide access to non-residential uses.

Because the site is located within the boundaries of the Downtown Development of Regional Impact (DDRI), the Urban Driveway standards defined in Section 23-190 of the *City of Boca Raton's Code of Ordinances* have been applied in the review of this driveway design. Per the City's Code, project driveways that provide access to site are classified as minor, intermediate, or major according to the following criteria:

- Minor – Services a maximum two-way hourly volume of 150 vehicles.
- Intermediate – Services a maximum two-way hourly volume of 300 vehicles.
- Major – Services a maximum two-way hourly volume of 500 vehicles.

The requirements listed in Table 23A in Section 23-190 of the *City of Boca Raton Code of Ordinances* contain the design standards for Urban Driveways for each of the classifications listed above. Based upon the peak hour volumes for this project, the site driveways will be classified as minor driveways. A comparison of these driveways to the code standards is provided below.

Driveway Design Parameter Evaluation (Full Access, Urban Minor Driveway)

As noted, the site driveways are classified as minor driveways. Table 12 and Table 13 summarize the comparison of the City's urban design requirements for a minor driveway to the design details shown on the site plan.

Table 12: Driveway Design Evaluation – Driveway 1

Design Parameter	Required	Provided	Meets Standard?
Ingress Lanes	12'	12'	Yes
Egress Lanes	12'	12'	Yes
Reservoir Length	25'	30'	Yes
Radius of Return (to a local street)	15'	15'	Yes

Table 13: Driveway Design Evaluation –Driveway 2

Design Parameter	Required	Provided	Meets Standard?
Ingress Lanes	12'	13'	Yes
Egress Lanes	12'	13'	Yes
Reservoir Length	25'	30'	Yes
Radius of Return (to a local street)	15'	15'	Yes

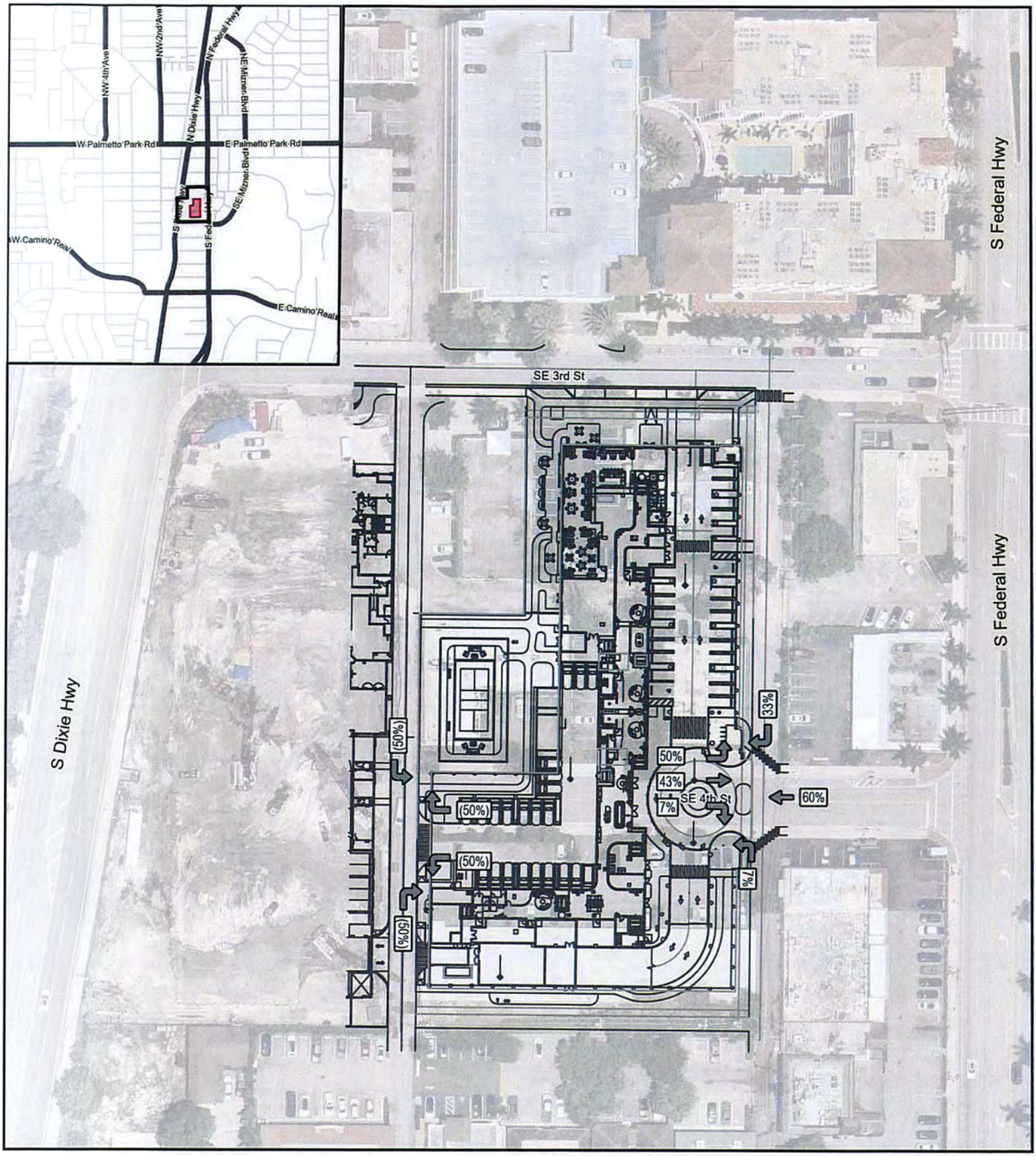
Based upon this review, the site driveways meet the City's Urban design standards.

Turn Lane Requirements

Section 23-190 of the *City of Boca Raton Code of Ordinances* provides guidance on the provision of turn lanes at the site driveway. According to the City standards, the volume thresholds for providing exclusive turn lanes are as follows:

- Right-turn Lane: 40 peak hour right turns with collector or arterial speed limit of 40 mph and higher, 80 peak hour right turns with collector or arterial speed limit of less than 40 mph.
- Left-turn Lane: 30 peak hour left turns with collector or arterial speed limit of 40 mph and higher, 60 peak hour left turns with collector or arterial speed limit of less than 40 mph.

As per the *Code of Ordinances*, exclusive turn lanes are not required at site driveways.



N

60 30 0 60

Feet

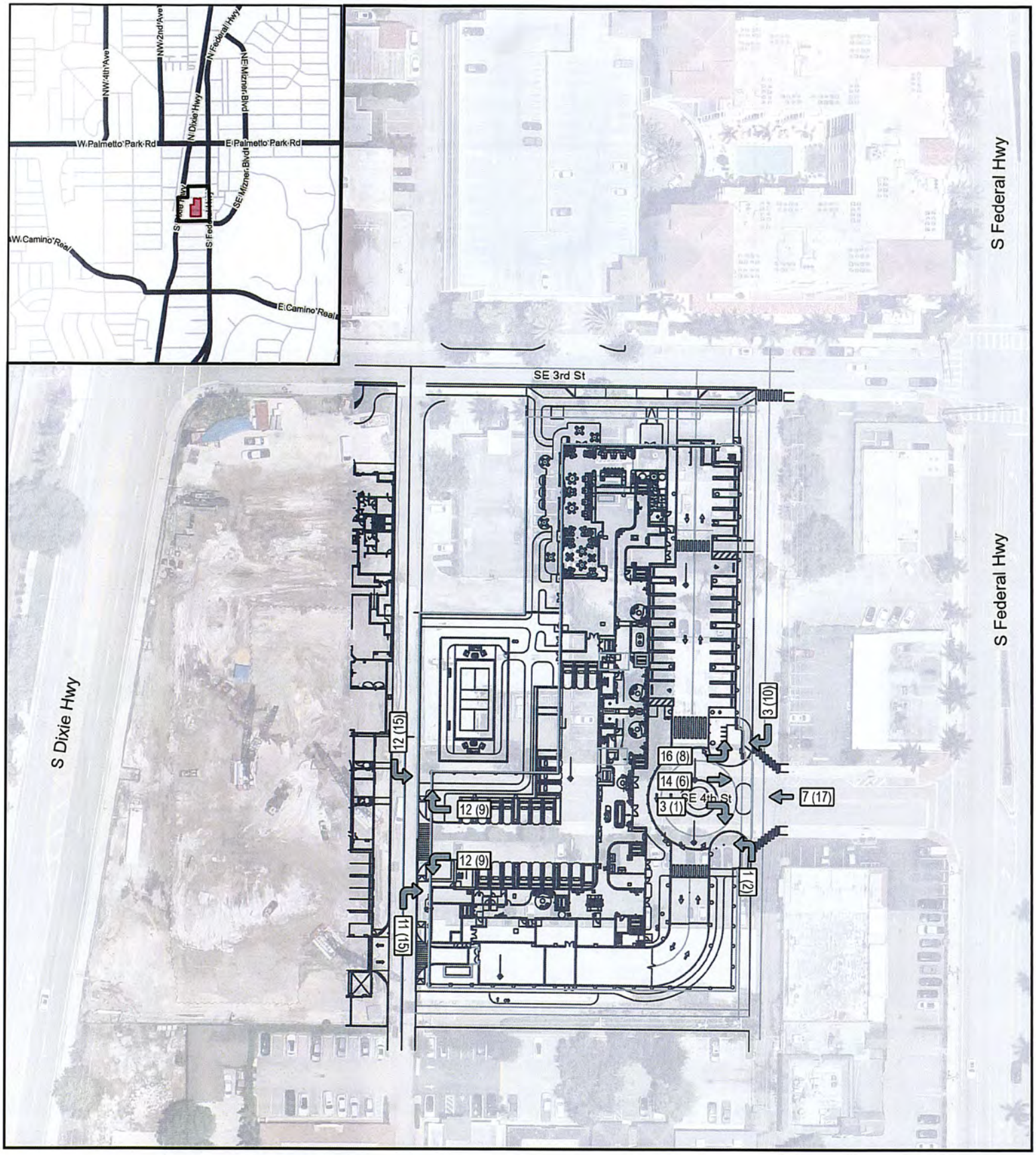
LEGEND

20% (45%) Residential (Non-Residential) Trip Distribution

FIGURE 11:

Residences of Boca
Driveway Trip Distribution
KH# 140787001

Kimley»Horn



N

60 30 0 60

Feet

LEGEND

XX (XX) AM (PM) Peak Hour Trips

FIGURE 12:

Residences of Boca
Future Driveway Volume
KH# 140787001

Kimley»Horn

VALET OPERATIONS

The development program is proposed to include valet operations available for restaurant guests and residents. It was assumed that 50% of residential trips and 100% of the restaurant patron trips would utilize the valet service. The residential valet stand is proposed to be located adjacent to the lobby area on the east side of the building and will provide service 24 hours a day, 7 days a week for residents. The following is a review of the proposed valet routing, anticipated queuing and pick-up/drop-off operations. The restaurant patron valet service area is located under the covered parking area on the west side of the site accessed to and from the west alley. This valet area is designated to serve restaurant patrons exclusively.

As required in Ordinance 5607, the following narrative describes the staffing requirements, vehicle routing, and operating plan for the proposed valet services. Exhibits illustrating the valet operations route are included in Appendix A, for reference.

Residential Valet

Pick-up/Drop-Off – Queuing Calculations

This section presents an assessment of the queuing area. Valet stand demand is expected to experience roughly equal peak usage during the AM & PM peak hours. Based on trip generation calculations (with internal capture removed), the residential use is projected to generate 44 driveway trips during the AM peak hour and 43 driveway trips during the PM peak hour.

Valet Users:

- It was assumed that 50% of the residential trips will utilize the valet stand.

Peak hour vehicles utilizing this valet area (from trip generation calculations):

- 50% of 44 vehicles serviced during the AM peak hour (11 inbound + 33 outbound) = 22 vehicles serviced

Assumed average vehicle dwell time for passenger unloading:

- 90 seconds / vehicle

Number of valet positions used for patron unloading:

- 2 valet positions

It should be noted that there may be more than one valet staff member required for each valet position, to ensure that vehicles may continue to be serviced while a valet attendant is parking or retrieving a vehicle. An estimation of the required number of valet attendants is found below.

Valet queuing calculations are provided in Table 14. As noted in that table, the 95th percentile valet queue calculations result in the following:

Total Queue: 2 vehicles

Table 14: Peak Hour Residential Valet Queue Calculations Summary

AM Peak Hour Valet Operations			
Assumptions:			
Service Rate	=	90 seconds per vehicle	
Valet Attendant Positions	=	2	
Valet %	=	50%	
Volume	=	22 AM peak hour Vehicles/2 valet attendant positions =	**11.0 veh/hr per attendant position**
Probability of the queue occurring 95% of the time			
Calculations			
$Q = \frac{60\ min/hr}{1.5\ min/veh}$	=	40 veh/hr	
$\rho = \frac{11\ veh/hr}{40\ veh/hr}$	=	0.28	
$Queue = \left[\frac{LN(0.05)-LN(0.28)}{LN(0.28)}\right]$	=	**1.35 veh**	

Therefore, the 95th percentile queue of vehicles from the aggregate queue to the valet stand is anticipated to be no greater than two vehicles. The available queuing area serving the valet stand can accommodate approximately 65 feet, or approximately three vehicles, without affecting impacting internal site circulation.

Note that the input includes a calculation of the number of valet positions in continuous use at the valet stand. A service time analysis has been performed to determine the number of attendants necessary to staff the valet positions by estimating the time it takes for staff to get from the valet desk to the parking spot and back.

Valet Route and Attendant Service Times

This section presents an assessment of the proposed residential valet parking operations, including assumptions related to vehicle handling, travel time within the garage, operation of the horizontal mechanical parking system, and the resulting valet attendant staffing requirements during the peak demand period.

Upon arrival at the site, a driver will enter via the east alley or SE 4th Street, proceed through the traffic circle, and arrive at the designated valet stand. The driver will exit the vehicle at the valet stand, and a valet attendant will transport the vehicle to an available residential valet parking space within the parking garage.

Although residential valet parking spaces are provided on both the second and third floors of the garage, the analysis conservatively assumes that each vehicle will be transported to the third-floor valet parking area. The travel distance from the valet stand to the third-floor valet parking area, as measured along the proposed route, is approximately 1,500 feet. Assuming an average valet driving speed of 10 miles per hour, or approximately 14.67 feet per second, the one-way travel time is approximately 1.7 minutes.

The parking spaces designated for residential valet parking and a portion of the restaurant valet parking are horizontal mechanical tandem platform spaces equipped with an electrified rail for lateral parking movements (see Appendix G for a potential spec sheet for the proposed system). Unlike a vertical mechanical stacker, the lateral rail system does not lift one vehicle above another. Instead, each vehicle is parked at floor level on its own platform, and the platforms move laterally along rails, allowing multiple rows of parking spaces to be arranged one behind another while maintaining access to the selected parking space. All tandem spaces within the parking structure utilize this system.

The parking system operates from a central control station that provides user guidance through the control-panel display. The system is configured in a manner in which platform movements are visible from the operating controls. Wheel stops are provided to assist with vehicle positioning, and the platform configuration provides space along the side of the vehicle for the attendant to enter and exit. All platform movements are initiated and supervised by trained valet personnel; residents and restaurant patrons do not operate the equipment.

In a conventional tandem space, the vehicle occupying the forward position must be driven out before the rear vehicle can be accessed. With the proposed system, where an open platform position is available within the row, the platforms are shifted laterally to establish an unobstructed path to the selected parking space. This allows a vehicle located within an interior row to be accessed without separately driving and re-parking the vehicles positioned in front of it. The valet operation is managed to maintain available platform positions so that lateral repositioning is the ordinary method of retrieval. An example of the proposed product is illustrated in Figure 13.

A portion of tandem spaces are configured without an adjacent platform position available for lateral movement, and in a fully occupied row lateral repositioning may not be available. In those instances, the vehicle in the forward position is temporarily moved into the drive aisle so that the interior vehicle can be retrieved by pulling the desired vehicle from the interior tandem space to the exterior tandem space using the mechanical tandem platform, and then the vehicle can be retrieved by the valet operator. The valet operation will be staffed so that this sequence is performed by two attendants working concurrently – one repositioning the forward vehicle while the second immediately retrieves the interior vehicle – so that the forward vehicle occupies the drive aisle only briefly and adjacent spaces and the drive aisle remain passable. Valet staffing levels, vehicle service rates and queuing are addressed in the Project's traffic analysis.

For purposes of the valet operational analysis, approximately 1.5 minutes was assumed for the attendant to activate the system and reposition the platforms and enter the vehicle. This represents a conservative allowance for selecting the applicable parking space, allowing the platforms to move into position, and confirming that the travel path is clear before parking the vehicle. After parking the vehicle, approximately 1.5 minutes was assumed for the attendant to return on foot from the third-floor parking area to the valet stand.

Based on these assumptions, the total cycle time for a valet attendant to park a vehicle and return to the valet stand is estimated to be approximately 4.7 minutes. This includes 1.7 minutes to drive from the valet stand to the third-floor valet parking area, 1.5 minutes to activate and reposition the mechanical platforms, and 1.5 minutes to return to the valet stand. This total cycle time corresponds to an effective service rate of approximately 12 vehicles per hour per attendant.

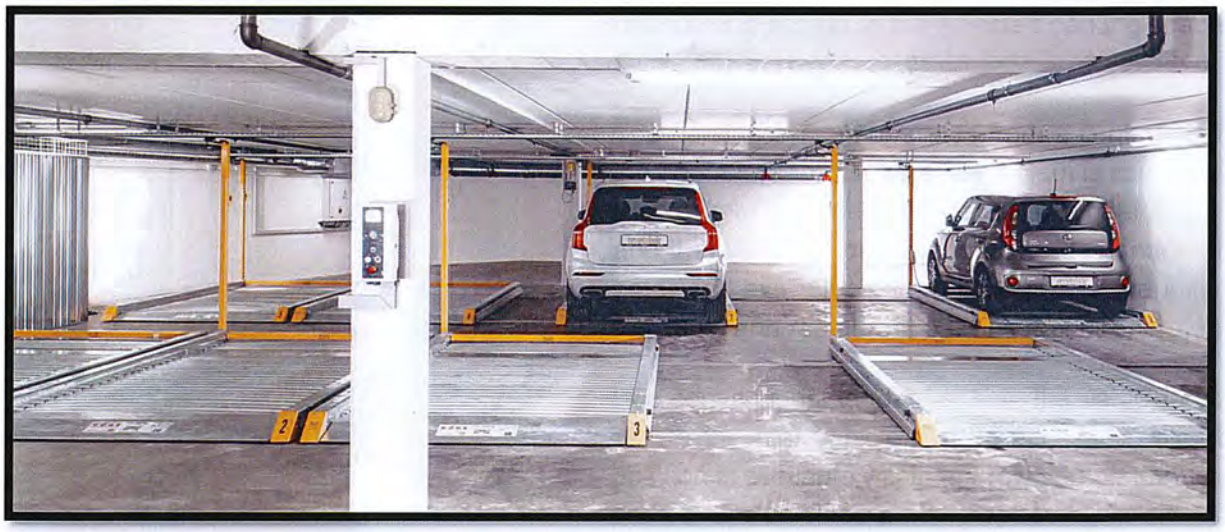


Figure 13: Example of Mechanical Tandem Parking Spaces

Given the previously calculated valet demand of 22 vehicles that are expected to utilize valet services during the AM peak hour, the peak "worst case" staffing level is estimated at approximately 3 valet attendants (22 vehicles per hour divided by 12 vehicles per hour per attendant ≈ 2 attendants, plus 1 additional attendant to assist with mechanized operations).

Restaurant Valet

Restaurant Valet Pick-up/Drop-Off – Queuing Calculations

This section presents an assessment of the queuing needs in the valet area for restaurant patrons. Valet stand demand is expected to peak equally during the AM & PM peak hours. Based on trip generation calculations (with internal capture removed), the restaurant use is projected to generate 47 driveway trips during the AM peak hour and 47 driveway trips during the PM peak hour.

Valet Users:

- It was assumed that 100% of the restaurant guests will utilize the valet stand. This assumption is anticipated to be an overestimation of actual valet usage and therefore provides a conservative analysis.

Peak hour vehicles utilizing this valet area (from trip generation calculations):

- 100% of 47 vehicles serviced during the PM peak hour (29 inbound + 18 outbound) = 47 vehicles serviced

Assumed average vehicle dwell time for passenger unloading:

- 90 seconds / vehicle

Number of valet positions used for patron unloading:

- 3 valet positions

It should be noted that there may be more than one valet staff member required for each valet position, to ensure that vehicles may continue to be serviced while a valet attendant is parking or retrieving a vehicle. An estimation of the required number of valet attendants is found below.

Valet queuing calculations are provided in Table 15. As noted in that table, the 95th percentile valet queue calculations result in the following:

Total Queue: 3 vehicles

Table 15: Peak Hour Restaurant Valet Queue Calculations Summary

PM Peak Hour Valet Operations			
Assumptions:			
Service Rate	=	90 seconds per vehicle	
Valet Attendant Positions	=	3	
Valet %	=	100%	
Volume	=	47 PM peak hour Vehicles/3 valet attendant positions =	**15.7 veh/hr per attendant position**
Probability of the queue occurring 95% of the time			
Calculations			
$Q = \frac{60\ min/hr}{1.5\ min/veh}$	=	40 veh/hr	
$\rho = \frac{15.67\ veh/hr}{40\ veh/hr}$	=	0.39	
$Queue = \left[\frac{LN(0.05)-LN(0.39)}{LN(0.39)}\right]$	=	**2.18 veh**	

Therefore, the 95th percentile queue of vehicles from the aggregate queue to the valet stand is anticipated to be no greater than three vehicles. The available queuing area serving the valet stand can accommodate up to 235 feet, or ten vehicles, without affecting operations along the west alley.

Note that the input includes a calculation of the number of valet positions in continuous use at the valet stand. A service time analysis has been performed to determine the number of attendants necessary to staff the valet positions by estimating the time it takes for staff to get from the valet desk to the parking spot and back.

Valet Route and Attendant Service Times

This section presents an assessment of the proposed valet parking operations, including assumptions related to vehicle handling, stacking service-times, travel times within the garage, and the resulting valet attendant staffing requirements during the peak demand period.

Upon arrival at the site, a driver passes through the valet lot to the designated valet stand area, where a valet attendant proceeds to transport the vehicle to the closest available spot within the valet parking lot. The total travel distance between the valet stand and the furthest valet parking space, as measured along the site plan, is approximately 210 feet. Assuming an average valet travel speed of 5 miles per hour (7.33 feet per second), the one-way travel time from the valet stand to the most distant parking location is approximately 30 seconds.

In addition, an average of 1.5 minutes to enter and exit the vehicle and a return time of 1 minute was assumed for the attendant to travel back, on foot, from within the lot to the valet stand after completing the parking maneuver.

The parking spaces in the proposed valet lot for restaurant use will include stacked parking. These parking spaces will utilize the *DP003 Double Stacker* model, provided by *Park Plus High-Density Parking Systems* (see Appendix G). Based on information we have received from *Park Plus*, the average service time associated with operating a mechanical parking stacker (under conditions where a vehicle is already occupying the lower level and a second vehicle must be placed on the upper level) was assumed to be approximately 2 minutes per operation.

It should be noted that the specification sheets provided in Appendix G for the stackers is intended as general guidance as to the general appearance and operations of this type of stacker. The exact clearance and dimensions may vary and are shown in the relevant plan documents for this project.

The proposed parking stacker is a two-vehicle-dependent parking system that stores one vehicle above another within the footprint of a single parking space, thereby doubling the parking capacity of that stall. The system consists of a steel platform (or pallet), a lifting mechanism that is typically hydraulic or cable-driven, and a mechanical safety-locking system. It is supported by heavy-duty steel columns positioned on either side of the parking space, and the platform is anchored to a level, structurally sound floor slab for stability.

In operation, the lower vehicle is parked at ground level in the conventional manner. To store a second vehicle, the driver positions it on the platform, which is then raised on the columns by the lifting mechanism to create clearance for the vehicle parked below. The platform is raised and lowered by the user through a control device, commonly a key-operated switch or push-button pendant control, after the vehicle is properly aligned and safety checks are complete. Once the platform reaches the desired height, mechanical safety locks engage to secure it in place, ensuring the platform remains supported even in the event of a loss of hydraulic pressure.

Because the system operates on a dependent basis, the lower vehicle can be accessed and driven out at any time, but the lower space must be vacant and the platform lowered to ground level before the upper vehicle can be retrieved. The system is equipped with standard safety features including sensors, automated safety locks, and an emergency-stop control to ensure safe operation.

The use of mechanized and automated parking systems to maximize capacity within a constrained footprint is well established in the South Florida market. Comparable projects include:

1. **360 Rosemary Avenue, West Palm Beach, FL 33401** — a Class A office development that employs two-post hydraulic double-stacker lifts in its valet parking garage, storing two vehicles within a single stall footprint (equipment by ParkPlus). Reference photographs of the installed system are provided below. This project has been in operations since November 2021.

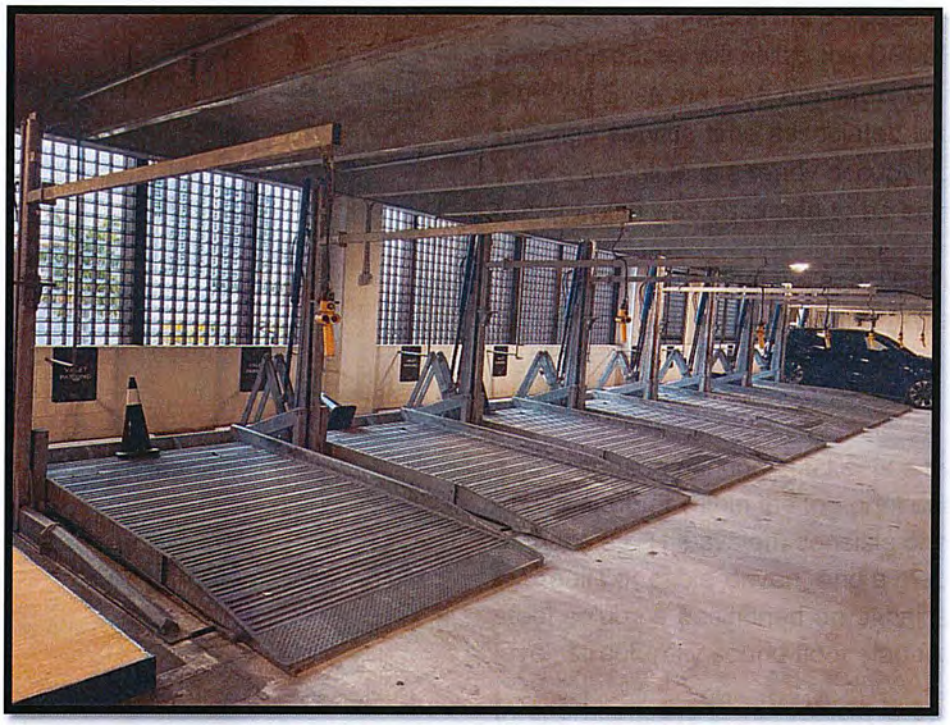


Figure 14: Example of Parking Stacker with Platforms Lowered



Figure 15: Vehicles Parked at the Lower Level with Stacker Platform Lowered



Figure 16: Drive Aisle Overview

2. **Hyde Beach House, 4010 S Ocean Dr, Hollywood FL, 33019** — Hotel and Residences that employs two-post hydraulic double-stacker lifts in its valet parking garage, storing two vehicles within a single stall footprint. This property has been in operation since 2017.
3. **Margaritaville Hollywood Beach Resort, 1111 N Ocean Dr, Hollywood, FL 33019 –** Hotel that employs two-post hydraulic double-stacker lifts in its valet parking garage, storing two vehicles within a single stall footprint. This property has been in operation since 2015.
4. **SLS Lux, 801 S Miami Ave, Miami, FL 33130 -** Condo that employs two-post hydraulic double-stacker lifts in its valet parking garage, storing two vehicles within a single stall footprint. This property has been in operation since 2018.
5. **1 Hotel and Residences, 2341 Collins Ave, Miami Beach, FL 33139 -** Hotel and Residences that employs two-post hydraulic double-stacker lifts in its valet parking garage, storing two vehicles within a single stall footprint. This property has been in operation since 2015.

Based on these assumptions, the total cycle time for a valet attendant to park a vehicle and return to the valet stand is estimated to be approximately 5 minutes (1.5 minutes to enter and exit the vehicle, 30 seconds of driving within the lot, 2 minutes of stacker operation, and 1 minute to return to the valet stand). This corresponds to an effective service rate of approximately 12 vehicles per hour per attendant. Given the previously calculated valet demand of 47 vehicles that are expected to utilize valet services during the AM peak hour, the peak "worst case" staffing level is estimated at approximately 4 valet attendants (47 vehicles per hour divided by 12 vehicles per hour per attendant ≈ 4 attendants).

GATE QUEUING ANALYSIS

A gated entry is proposed for the residential parking garage. A gate queueing analsyis was conducted for the proposed gated entry. A service rate was selected based on a residential gate study, in which visitor service rates were approximately 115 vehicles per hour and resident service rates were approximately 220 vehicles per hour. The gated entry will be acessed via keycard access, therefore, a service rate of 220 vehicles per hour was assumed for the gated entry. Documentation related to these assumptions and calculations is attached in APPENDIX H.

To determine the anticipated 95th percentile queue for the entry, the following parameters were used:

- Service Rate: 220 vehicles per hour (residents and valet)
- Peak Inbound Volume: 28 vehicles per hour (PM peak hour)
- Probability of Queue Being Less than Stacking Distance: 95th percentile
- Length of Queued Vehicle: 22 feet

As shown in Table 16, the 95th percentile queue at the proposed gated entry was calculated to be less than 1 vehicle or 22 feet. The distance between gated entrance and the first internal conflict point witht the roundabout is approximately 52 feet. Therefore, the proposed queue is not anticipated to conflict with internal conflict points.

Table 16: Gate Analysis

Gated Entry Queue Calculation PM Peak Hour (Residential Garage)

Service Rates		
1 Lane	Residential	220 veh/hr

	PM Peak	
Total	28	Inbound

Assumptions:
Probability of the queue occurring 95% of the time

$$\text{Queue} = \frac{LN(0.05) - LN(p)}{LN(p)}$$

1 Lane Entrance	Volume (veh/hr)	p	Queue (veh)
Gate Users	28	0.127	0.453

CONCLUSION

An evaluation was conducted for the proposed redevelopment of four land parcels located north and south of SE 4th Street west of South Federal Highway in Boca Raton, Florida. Currently, the parcels collectively contain approximately 21,620 square feet of general office use and 6,220 square feet of general commercial use and are proposed to be redeveloped with 133 high-rise multi-family residential units and 5,977 square feet of high turnover restaurant use. The site is located within Subarea D of the City of Boca Raton Downtown DRI.

A calculation was undertaken to determine the Office Equivalents (OEs) associated with the proposed development. The program of development results in 73,228 square feet of OEs, or a net decrease of 5,939 square feet of OEs when credits are applied for the previously approved development program. Subarea D contains an inventory of 278,624 square feet of OEs available as of May 21, 2026.

As noted, the project is within the Downtown DRI and development entitlements are vested. For informational purposes, a roadway link evaluation was conducted on Federal Highway between SE 3rd Street and SE 5th Street, and intersection LOS analyses were conducted at five intersections surrounding the site. The link analysis indicated that the study roadway links will operate at LOS D or better at project buildout during both the AM and PM peak hours. The approaches at the two-way stop-controlled intersections are anticipated to operate at LOS D or better. The overall LOS at all the signalized intersections is anticipated to be LOS D or better.

Access to the site is proposed via two driveway connections, located on the east and west sides of the site. Based on the peak hour trip generation potential of the site, the driveways are classified as minor driveways.

APPENDIX A: PROPOSED SITE PLAN AND PCNS

DIXIE ENTERPRISE GROUP INC

TSC THIRD STREET LLC

SOUTH FEDERAL LOT INVESTMENTS LLC

ABRAHAM JACQUELINE G

MARK TIMOTHY INC

37 SE 5TH STREET LLC

ROBBINS INVESTMENTS LEO LLC

BOCA INVESTMEMNTS HOLDING LLC

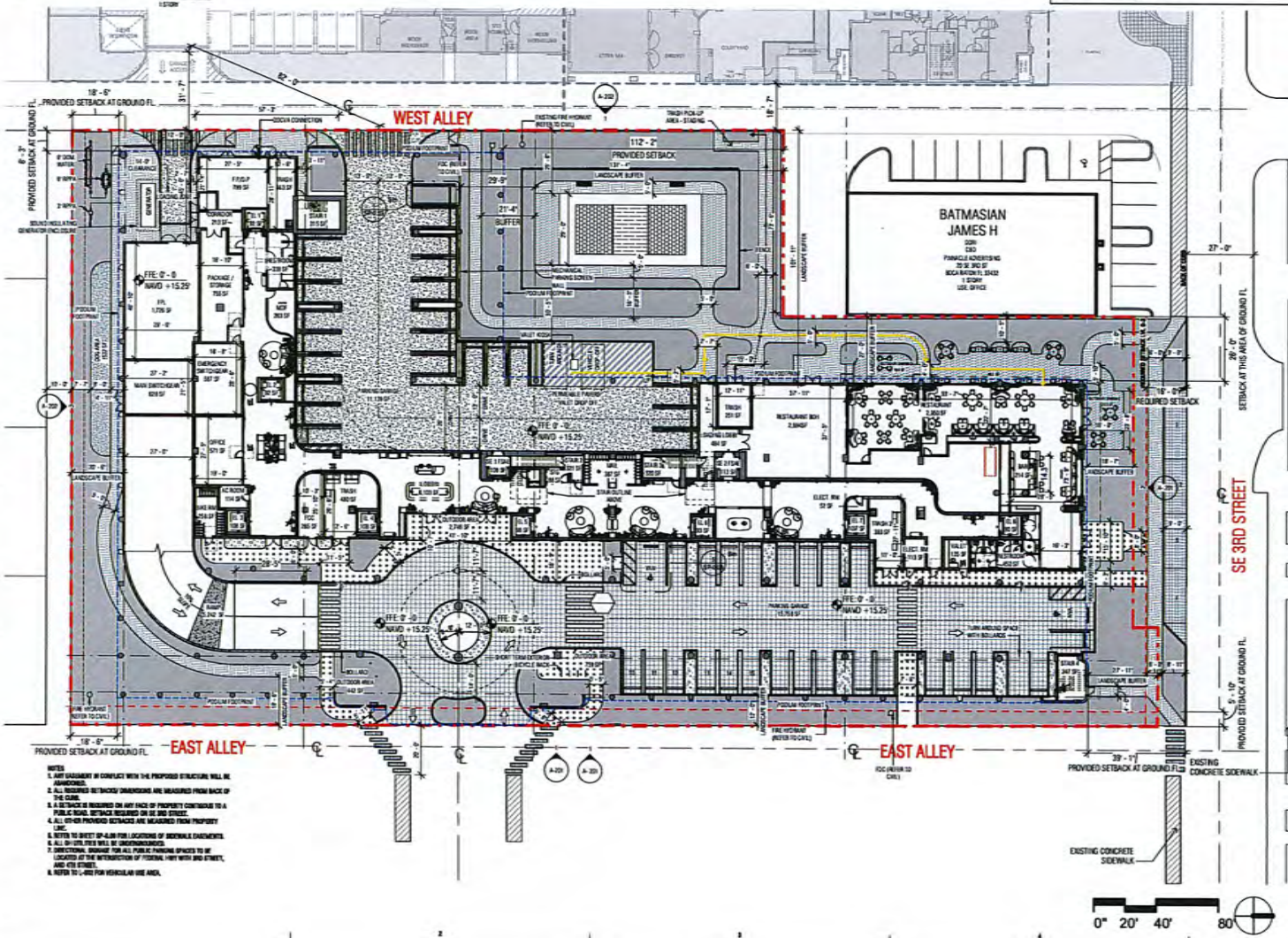
399 S FEDERAL HWY LLC

445 SOUTH FEDERAL INVESTMENTS LLC

FOX LEO A

PROJECT INFORMATION

TYPE OF CONSTRUCTION (FBC CH.6): TYPE I-B	FLOOR AREA ALLOWED: UL
NUMBER OF STORIES ALLOWED: 12	
	STRUCTURE TYPE: TYPE I-B
FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (FBC TABLE 601)	
FIRE RATING	
PRIMARY STRUCTURE: 2HR BEARING WALLS: 2HR (EXTERIOR & INTERIOR) NON-BEARING WALLS: 0HR (EXTERIOR & INTERIOR) FLOOR CONSTRUCTION: 2HR ROOF CONSTRUCTION: 1HR	



SITEPLAN LEGEND

DENOTES SETBACK LINE - SITEPLAN

DENOTES PROPERTY LINE - SITEPLAN

		ITEM: Concrete Curb APPLICATION: Curbs MANUFACTURER: N/A DETAIL: 9/L-525, 10/L-526	1371 SF
	06-73-00	ITEM: Wood Composite Flooring APPLICATION: Ground level Cafe, Level 4 Pool Deck Area, Level 12 Pool Deck Area MANUFACTURER: Ecimo COLOR & FINISH: Smoked DETAIL: 7/L-525, 31/L-531	2163 SF
	32-13-13	ITEM: Concrete Stamped Pavers APPLICATION: Pedestrian Area MANUFACTURER: Artistic Pavers COLOR: Ivory SIZE: 6"x6"x1 3/8" FINISH: Sandblasted PATTERN: Stacked-Bond DETAIL: 12/L-526	726 SF
	32-13-16	ITEM: Asphalt Paving APPLICATION: Driveways DETAIL: 5/L-525	13999 SF
	32-13-13B	ITEM: Cushioned Court Surfaces APPLICATION: Ground Level Courts COLOR: Ice Blue MANUFACTURER: Sportmaster PRODUCT LINE: Cushioned Court System	1053 SF
	32-13-13C	ITEM: Cushioned Court Surfaces APPLICATION: Ground Level Courts COLOR: Light Blue MANUFACTURER: Sportmaster PRODUCT LINE: Cushioned Court System	648 SF
	32-13-14B	ITEM: CIP Concrete Paving APPLICATION: Proposed City Sidewalks COLOR & FINISH: Light Grey FINISH: Rock Salt Finish DETAIL: 4/L-525	6121 SF
	32-14-13A	ITEM: Vehicular Rated Concrete Pavers - Radial APPLICATION: Driveway MANUFACTURER: SEW Pavers TYPE: Cobble Stone Plaza COLOR: White SIZE: 12"x12" 3/8" PATTERN: Radial DETAIL: 9/L-525	3683 SF
	32-14-16	ITEM: Decorative Warning Paver - Bumps APPLICATION: Intersections MANUFACTURER: T.B.D. SIZE: 12"x12"x2" FINISH: Standard Concrete	73 SF
	32-14-23A	ITEM: Concrete Modular Pavers APPLICATION: Drop-off MANUFACTURER: Artistic Pavers TYPE: Shellrock COLOR: Ivory SIZE: 6"x6"x1 3/8" FINISH: Sandblasted PATTERN: Stacked-Bond DETAIL: 7/L-525	3829 SF
	32-14-23A	ITEM: Concrete Cobbles APPLICATION: Vehicular Park MANUFACTURER: SEW Pavers TYPE: Cobble Stone Plaza COLOR: Grey SIZE: 4"x4"x2 3/8" PATTERN: Stacked-Bond DETAIL: 11/L-525	16251 SF
	32-14-23C	ITEM: Contrasting Concrete Pavers APPLICATION: Pedestrian Crossings at Vehicular areas MANUFACTURER: SEW Pavers TYPE: Cobble Stone Plaza COLOR: White SIZE: 12"x12" 3/8" PATTERN: Stacked-Bond DETAIL: 8/L-525	1663 SF
	32-15-43	ITEM: Pedestrian Paver MANUFACTURER: Trecto-Mex APPLICATION: Parking area COLOR: Grey SIZE: 29 1/16 x 10 1/16 x 3 15/16 in DETAIL: 11/L-525	678 SF
	32-15-43B	ITEM: Pedestal APPLICATION: Parking area COLOR: Black SIZE: 2'- 3" DETAIL: 11/L-525	1147 SF
	32-18-13	ITEM: Artificial Turf APPLICATION: Dog Park / Lounge MANUFACTURER: Shawgrass TYPE: 34SIS COLOR: 332 Field Green/Olive	1674 SF
	32-31-13	ITEM: Mulching APPLICATION: Planters FINISH: Mini Pea Gem Nuggets COLOR: Natural DETAIL: Refer to planting details	21293 SF
	32-62-00B	ITEM: Glass Tile APPLICATION: Water feature at drop-off COLOR: Black SIZE: 1"x1" DETAIL: Refer to water feature drawings	251 SF

NOTES

1. ANY EASEMENT IN CONFLICT WITH THE PROPOSED STRUCTURE WILL BE ABANDONED.
2. ALL REQUIRED SETBACKS/ DIMENSIONS ARE MEASURED FROM BACK OF THE CURB.
3. A SETBACK IS REQUIRED ON ANY FACE OF PROPERTY CONTIGUOUS TO A PUBLIC ROAD. SETBACK REQUIRED ON SE 3RD STREET.
4. ALL OTHER PROVIDED SETBACKS ARE MEASURED FROM PROPERTY LINE.
5. REFER TO SHEET SP-4.00 FOR LOCATIONS OF SIDEWALK EASEMENTS.
6. ALL SP-SITE STATS WILL BE UNDERGROUNDED.
7. DIRECTIONAL SIGNAGE FOR ALL PUBLIC PARKING SPACES TO BE LOCATED AT THE INTERSECTION OF FEDERAL HWY WITH 3RD STREET, AND 4TH STREET.
8. REFER TO L-402 FOR VEHICULAR USE AREA.



THE RESIDENCES OF BOCA

PROJECT ADDRESS:
40 SE 4th St
Boca Raton, FL 33432

OWNER:
40 SE 4TH STREET BOCA LLC
777 S. FLAGLER DR SUITE 800E WEST PALM BEACH, FL 33401

ARQUITECTONICA
2900 Oak Avenue
Miami, Florida 33133
305.372.1812 TEL
305.372.1175 FAX
www.arquitectonica.com

CIVIL ENGINEER:
KIMLEY-HORN
445 24th St., Suite 200
Vero Beach, Florida 32960
772-794-4100 TEL

LANDSCAPE ARCHITECT:
ARQUITECTONICA GEO
2900 Oak Avenue
Miami, Florida 33133
305.372.1812 TEL

SEAL/SIGNATURE/DATE:
OFFICE REGISTRATION: # AA C000405

PROJECT NUMBER:
013822

TO THE BEST OF MY KNOWLEDGE AND BELIEF, THESE PLANS AND SPECIFICATIONS COMPLY WITH THE MINIMUM BUILDING CODES AND THE APPLICABLE FIRE-SAFETY STANDARDS AS DETERMINED BY THE CITY OF MIAMI IN ACCORDANCE WITH SECTION 119, FLORIDA BUILDING CODE AND CHAPTER 633, FLORIDA STATUTES.

ALL DESIGNS INDICATED IN THESE DRAWINGS ARE THE PROPERTY OF ARQUITECTONICA INTERNATIONAL CORP. ALL PHYSICAL RENDERINGS, 3D COPIES, TRANSMISSIONS, REPRODUCTIONS OR ELECTRONIC MANIPULATION OF ANY PORTION OF THESE DRAWINGS IN WHOLE OR IN PART ARE TO BE MADE WITHOUT THE EXPRESS WRITTEN PERMISSION OF ARQUITECTONICA INTERNATIONAL CORP.

ISSUE #	DESCRIPTION	DATE
1	SITE PLAN APPROVAL	11.22.24
2	SITE PLAN APPROVAL R1 -ISS.2	05.28.25
3	SITE PLAN APPROVAL R2 -ISS.3	07.22.25

SPA

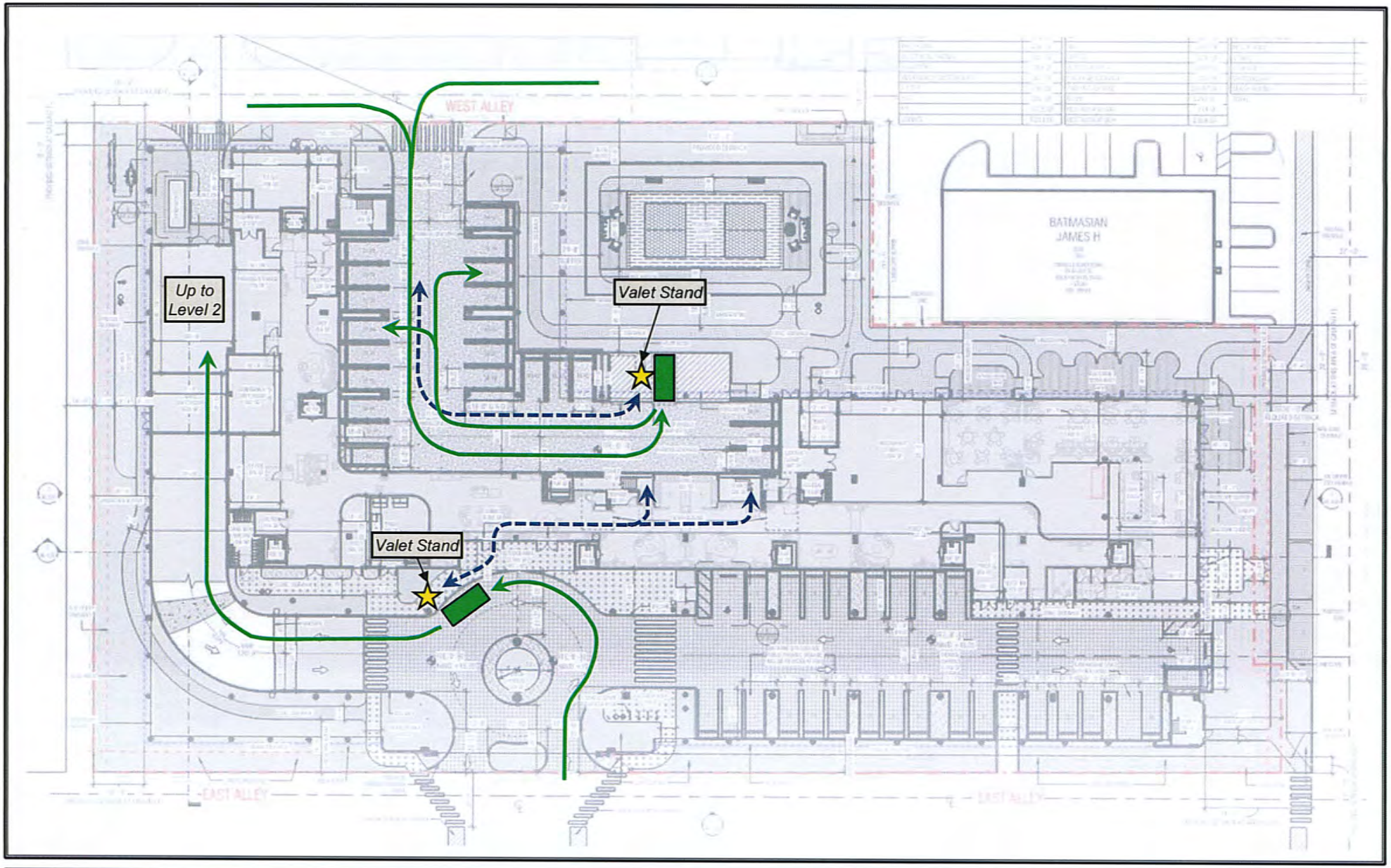
SHEET ISSUE DATE: 07/22/2025
DRAWING NAME:

SITE PLAN

SCALE: As indicated

SP-0.01

©2025 ARQUITECTONICA INTERNATIONAL, Inc



NORTH

LEGEND

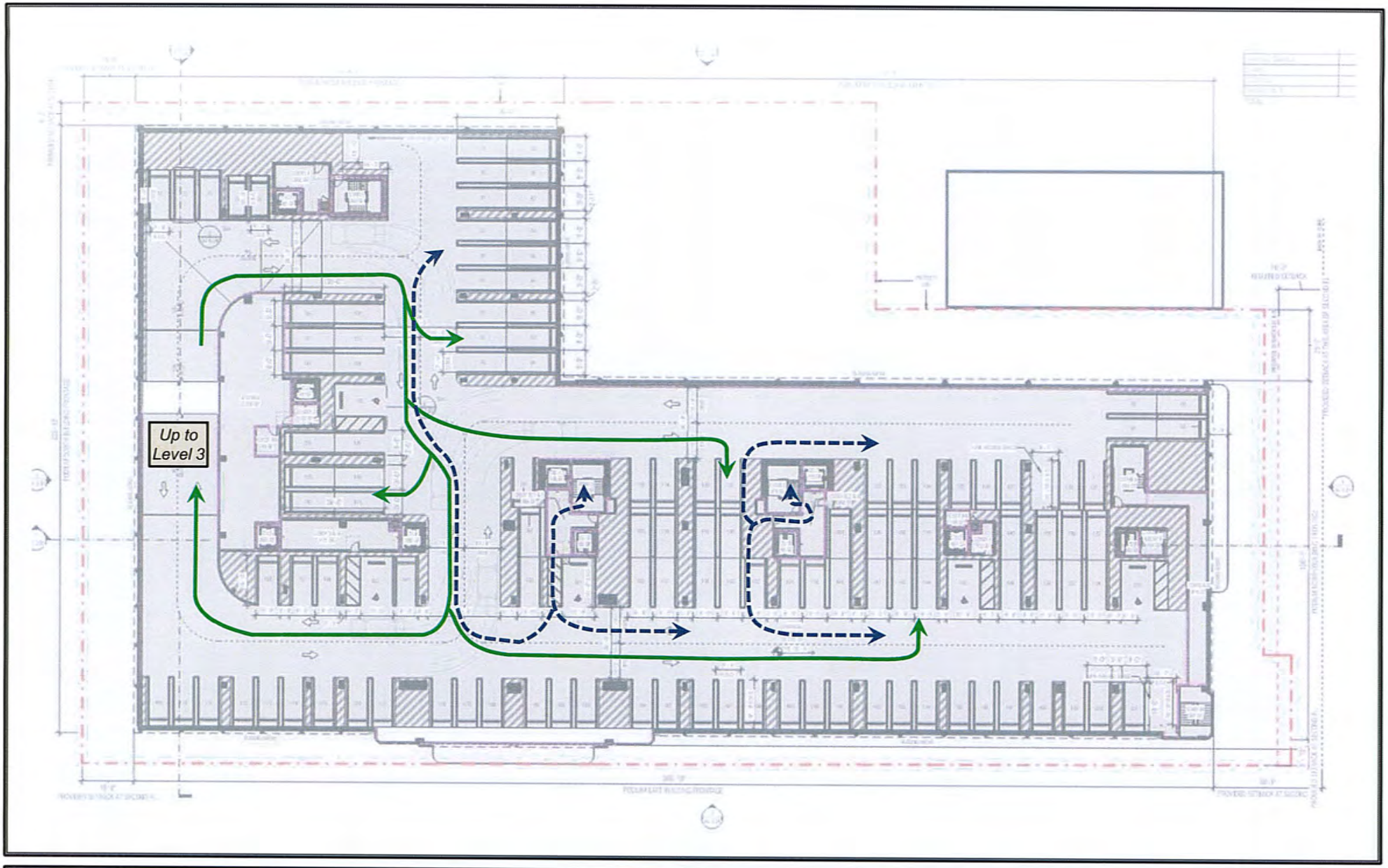
Vehicle Route

Valet Foot Route

EXHIBIT A1:

First Level Valet – Park Route
Residences of Boca
KH #140787001

Kimley»Horn



NORTH

LEGEND

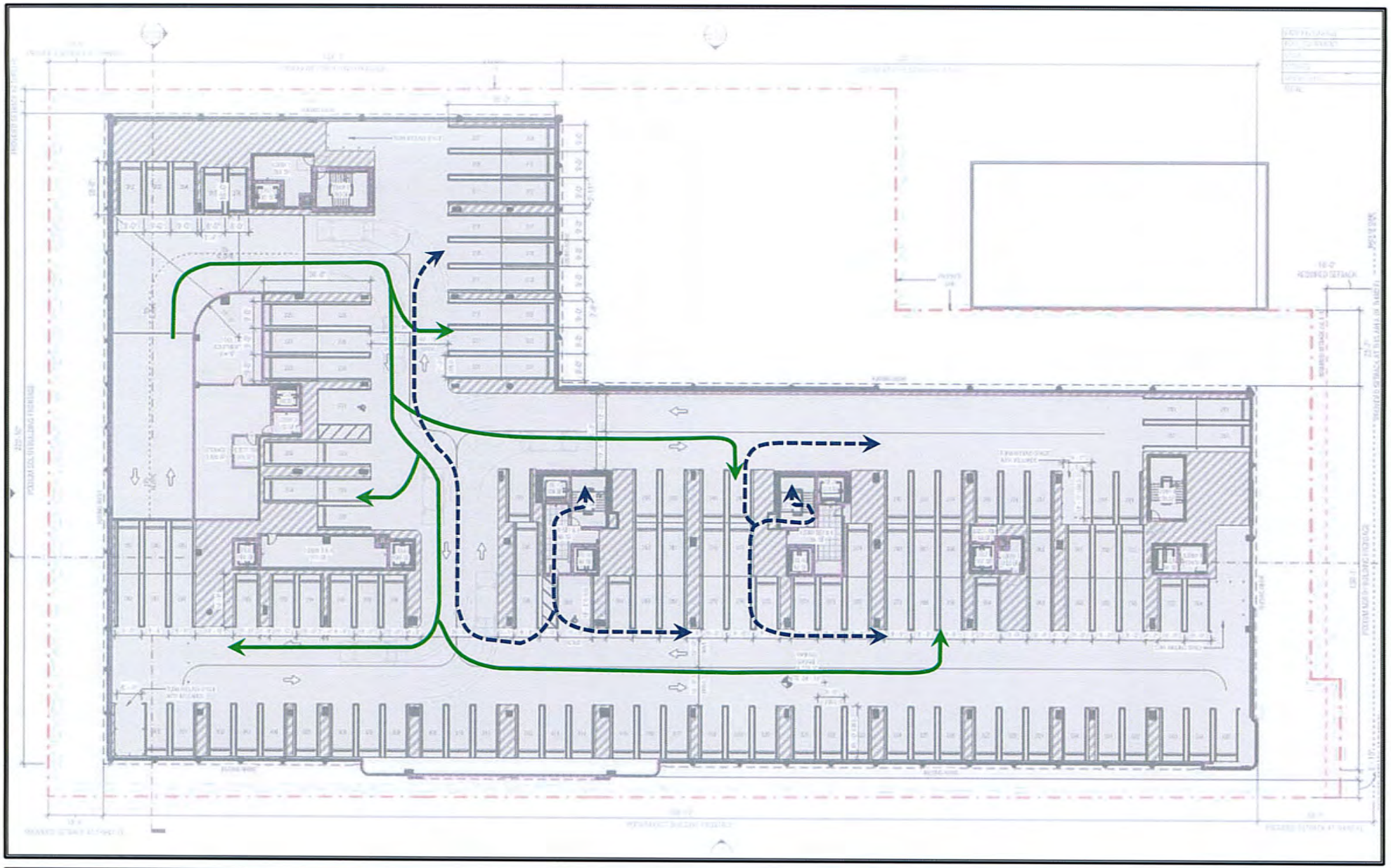
Vehicle Route

Valet Foot Route

EXHIBIT A2:

Second Level Valet – Park Route
Residences of Boca
KH #140787001

Kimley»Horn



NORTH

LEGEND

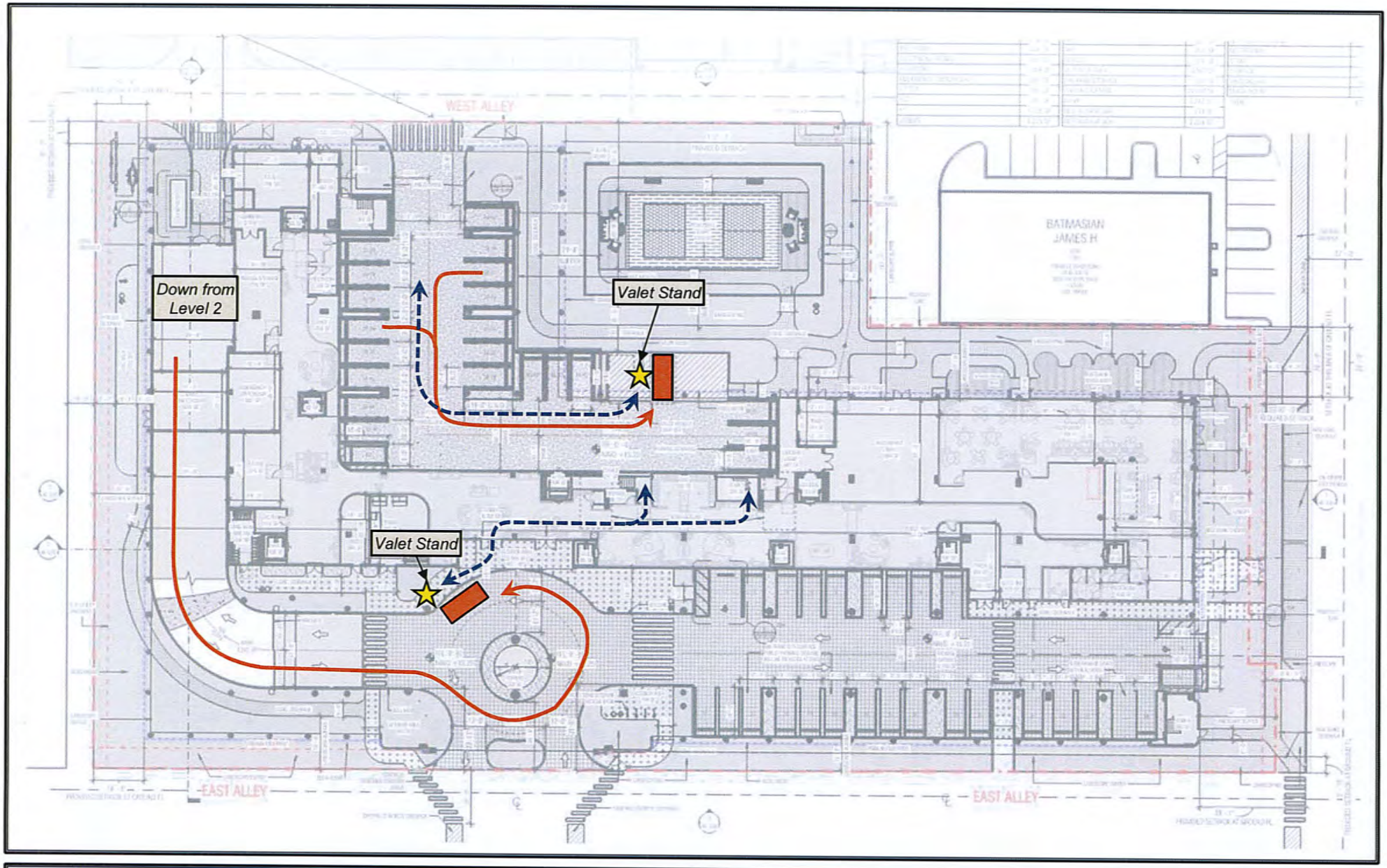
Vehicle Route

Valet Foot Route

EXHIBIT A3:

Third Level Valet – Park Route
Residences of Boca
KH #140787001

Kimley»Horn



NORTH

LEGEND

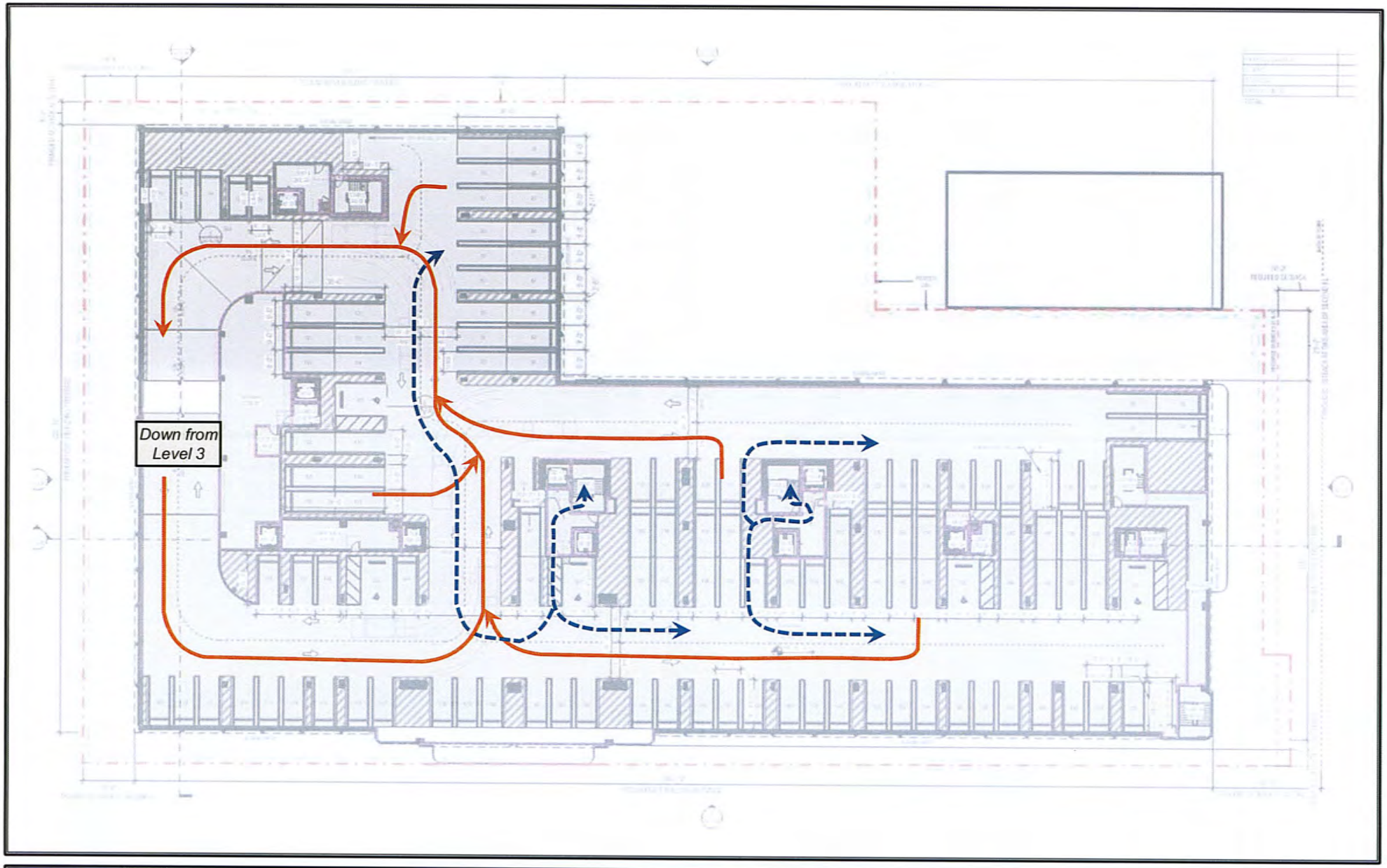
Vehicle Route

Valet Foot Route

EXHIBIT B1:

First Level Valet – Vehicle Return
Residences of Boca
KH #140787001

Kimley»Horn



NORTH

LEGEND

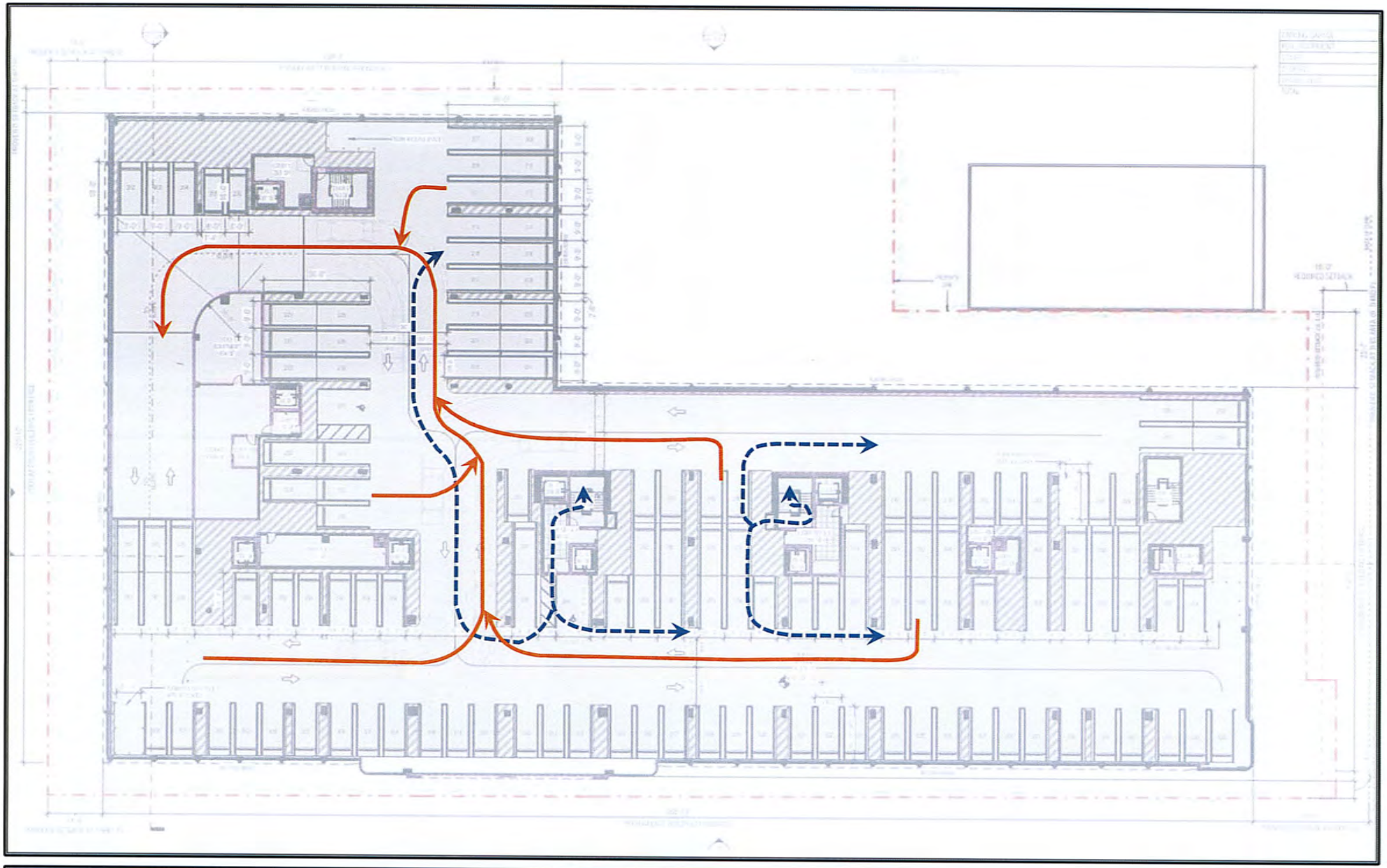
Vehicle Route

Valet Foot Route

EXHIBIT B2:

Second Level Valet – Vehicle Return
Residences of Boca
KH #140787001

Kimley»Horn



NORTH

LEGEND

Vehicle Route

Valet Foot Route

EXHIBIT B3:

Third Level Valet – Vehicle Return
Residences of Boca
KH #140787001

Kimley»Horn

PAPA Banner

Location Address 14 SE 4TH ST
Municipality BOCA RATON
Parcel Control Number 06-43-47-28-03-014-0020
Subdivision SPANISH RIVER LAND CO PL A
Official Records Book 25679 **Page** 708
Sale Date DEC-2012
Legal Description SPANISH RIVER LAND CO PL A BLK 14-B

Owners
DMBK LLC

Mailing address
14 SE 4TH ST STE 36
BOCA RATON FL 33432 6104

Sales Date	Price	OR Book/Page	Sale Type	Owner
DEC-2012	$1,910,000	25679 / 00708	WARRANTY DEED	DMBK LLC
SEP-2007	$2,244,000	22118 / 01737	WARRANTY DEED	SOUTHEAST 4TH ASSOCIATES LLC
MAR-2004	$2,000,000	16640 / 00349	WARRANTY DEED	1442 S E 4TH LLC
JUN-1998	$100	10460 / 01339	QUIT CLAIM	HISER PROP INC
JAN-1978	$150,000	02844 / 00163		

No Exemption Information Available.

Number of Units 0 ***Total Square Feet** 10970 **Acres** 0.6336
Use Code 1100 - STORES **Zoning** DDRI - DOWNTOWN DDRI (06-BOCA RATON)

Tax Year	2021	2020	2019
Improvement Value	$838,463	$852,671	$785,748
Land Value	$1,814,148	$1,814,148	$1,727,760
Total Market Value	$2,652,611	$2,666,819	$2,513,508

All values are as of January 1st each year

Tax Year	2021	2020	2019
Assessed Value	$2,652,611	$2,666,819	$2,513,508
Exemption Amount	$0	$0	$0
Taxable Value	$2,652,611	$2,666,819	$2,513,508

Tax Year	2021	2020	2019
Ad Valorem	$47,898	$48,158	$46,004
Non Ad Valorem	$6,639	$6,584	$6,661
Total tax	$54,537	$54,742	$52,665

PAPA Banner

Location Address	33 SE 4TH ST
Municipality	BOCA RATON
Parcel Control Number	06-43-47-28-03-011-0011
Subdivision	SPANISH RIVER LAND CO PL A
Official Records Book	26929 **Page** 745
Sale Date	JUL-2014
Legal Description	SPANISH RIVER LAND CO PLAT A W 170 FT OF BLOCK 11-A

Owners

33 S E 4TH STREET ASSOCIATES LLC

Mailing address

14 SE 4TH ST STE 36

BOCA RATON FL 33432 6104

Sales Date	Price	OR Book/Page	Sale Type	Owner
JUL-2014	$2,175,000	26929 / 00745	WARRANTY DEED	33 S E 4TH STREET ASSOCIATES LLC
JAN-1996	$513,000	09072 / 01750	WARRANTY DEED	WIENER MARC &
AUG-1985	$472,300	04629 / 00120	WARRANTY DEED	
MAY-1982	$385,000	03727 / 01044	WARRANTY DEED	
OCT-1981	$100	03624 / 01505	WARRANTY DEED	

1 2

No Exemption Information Available.

Number of Units	0	***Total Square Feet**	5934
Acres	0.3903		
Use Code	1700 - OFFICE BLDG-NON MEDICAL 1 TO 3 STORIES	**Zoning**	DDRI - DOWNTOWN DDRI (06-BOCA RATON)

Tax Year	2021	2020	2019
Improvement Value	$729,215	$729,215	$679,956
Land Value	$1,117,410	$1,117,410	$1,064,200
Total Market Value	$1,846,625	$1,846,625	$1,744,156

All values are as of January 1st each year

Tax Year	2021	2020	2019
Assessed Value	$1,846,625	$1,846,625	$1,744,156
Exemption Amount	$0	$0	$0
Taxable Value	$1,846,625	$1,846,625	$1,744,156

Tax Year	2021	2020	2019
Ad Valorem	$33,345	$33,347	$31,923
Non Ad Valorem	$3,062	$3,032	$3,074
Total tax	$36,407	$36,379	$34,997

PAPA Banner

Location Address	41 SE 4TH ST
Municipality	BOCA RATON
Parcel Control Number	06-43-47-28-03-011-0012
Subdivision	SPANISH RIVER LAND CO PL A
Official Records Book	30493 **Page** 1152
Sale Date	MAR-2019
Legal Description	SPANISH RIVER LAND CO PLAT A E 70 FT OF BLOCK 11-A

Owners

DMBK III LLC

Mailing address

14 SE 4TH ST STE 36

BOCA RATON FL 33432 6104

Sales Date	Price	OR Book/Page	Sale Type	Owner
MAR-2019	$750,000	30493 / 01152	WARRANTY DEED	DMBK III LLC
AUG-2013	$100	26307 / 01060	QUIT CLAIM	HARPER FAMILY REALTY LLC
DEC-2006	$10	21283 / 00379	DEED OF TRUST	NEUMANN LAURA LOIS &
DEC-2006	$10	21308 / 01822	DEED OF TRUST	NEUMANN LAURA L &
JUN-1986	$100	04930 / 01033	QUIT CLAIM	

1 2

No Exemption Information Available.

Number of Units	0	***Total Square Feet**	4117
Acres	0.1607		
Use Code	1700 - OFFICE BLDG-NON MEDICAL 1 TO 3 STORIES	**Zoning**	DDRI - DOWNTOWN DDRI (06-BOCA RATON)

Tax Year	2021	2020	2019
Improvement Value	$195,063	$202,933	$199,003
Land Value	$538,272	$538,272	$512,631
Total Market Value	$733,335	$741,205	$711,634

All values are as of January 1st each year

Tax Year	2021	2020	2019
Assessed Value	$733,335	$741,205	$682,972
Exemption Amount	$0	$0	$0
Taxable Value	$733,335	$741,205	$682,972

Tax Year	2021	2020	2019
Ad Valorem	$13,242	$13,385	$12,706
Non Ad Valorem	$2,708	$2,687	$2,716
Total tax	$15,950	$16,072	$15,422

PAPA Banner

Location Address	36 SE 3RD ST
Municipality	BOCA RATON
Parcel Control Number	06-43-47-29-06-011-0221
Subdivision	SOUTH EAST COAST LAND CO PL 1 IN
Official Records Book	25032 **Page** 987
Sale Date	FEB-2012
Legal Description	SOUTH EAST COAST LAND CO SUB PL 1 E 1/2 OF LT 22, LT 23, LT 24 (LESS N 10 FT SE 3RD ST R/W) & LT 25 (LESS E 10 FT ALLEY R/W) BLK 11

Owners	**Mailing address**
COMPSON ASSOCIATES GROUP INC	36 SE 3RD ST BOCA RATON FL 33432 4914

Sales Date	Price	OR Book/Page	Sale Type	Owner
FEB-2012	$1,146,000	25032 / 00987	WARRANTY DEED	COMPSON ASSOCIATES GROUP INC
OCT-1985	$691,100	04693 / 00353	WARRANTY DEED	PELICAN ENTERPRISES OF
MAR-1983	$458,000	03930 / 01117	WARRANTY DEED	
APR-1981	$100	03671 / 00735	QUIT CLAIM	

No Exemption Information Available.

Number of Units	0	***Total Square Feet**	6036 **Acres** 0.4620
Use Code	1700 - OFFICE BLDG-NON MEDICAL 1 TO 3 STORIES	**Zoning**	DDRI - DOWNTOWN DDRI (06-BOCA RATON)

Tax Year	2021	2020	2019
Improvement Value	$676,569	$684,076	$646,489
Land Value	$1,322,816	$1,322,816	$1,259,825
Total Market Value	$1,999,385	$2,006,892	$1,906,314

All values are as of January 1st each year

Tax Year	2021	2020	2019
Assessed Value	$1,999,385	$1,984,400	$1,804,000
Exemption Amount	$0	$0	$0
Taxable Value	$1,999,385	$1,984,400	$1,804,000

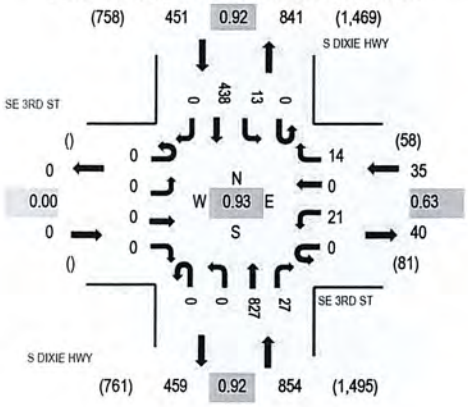
Tax Year	2021	2020	2019
Ad Valorem	$36,103	$35,992	$33,751
Non Ad Valorem	$3,239	$3,205	$3,253
Total tax	$39,342	$39,197	$37,004

APPENDIX B: TRAFFIC COUNTS

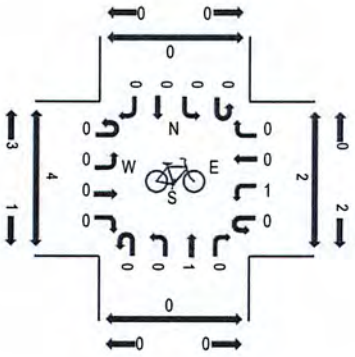
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S DIXIE HWY & SE 3RD ST AM
Date: Thursday, June 25, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

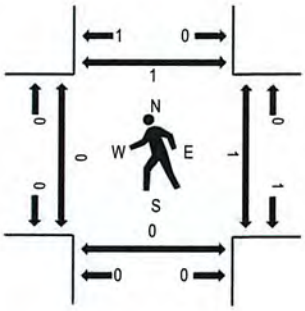
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 3RD ST Eastbound				SE 3RD ST Westbound				S DIXIE HWY Northbound				S DIXIE HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	2	0	4	0	0	119	9	0	3	56	0	193	971	0	0	0	0
7:15 AM	0	0	0	0	0	5	0	3	0	0	126	1	0	4	60	0	199	1,072	0	1	0	0
7:30 AM	0	0	0	0	0	3	0	0	0	0	168	10	0	2	76	0	259	1,202	1	0	0	0
7:45 AM	0	0	0	0	0	1	0	5	0	0	203	5	0	7	99	0	320	1,305	1	1	0	0
8:00 AM	0	0	0	0	0	7	0	2	0	0	167	3	0	4	111	0	294	1,340	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	2	0	0	221	4	0	2	99	0	329		0	0	0	0
8:30 AM	0	0	0	0	0	4	0	5	0	0	223	8	0	5	117	0	362		0	0	0	0
8:45 AM	0	0	0	0	0	9	0	5	0	0	216	12	0	2	111	0	355		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5
Lights	0	0	0	0	0	14	0	14	0	0	813	19	0	13	426	0	1,299
Mediums	0	0	0	0	0	7	0	0	0	0	12	8	0	0	9	0	36
Total	0	0	0	0	0	21	0	14	0	0	827	27	0	13	438	0	1,340

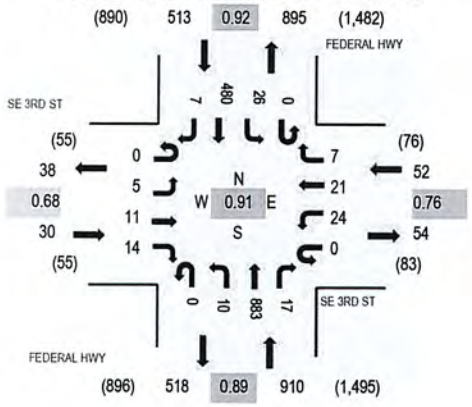
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				20.0%				2.6%				2.7%		3.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	1.7%	29.6%	0.0%	0.0%	2.7%	0.0%	3.1%
Peak Hour Factor			0.00				0.63				0.92				0.92		0.93
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.70	0.00	0.00	0.93	0.56	0.00	0.64	0.94	0.00	0.93

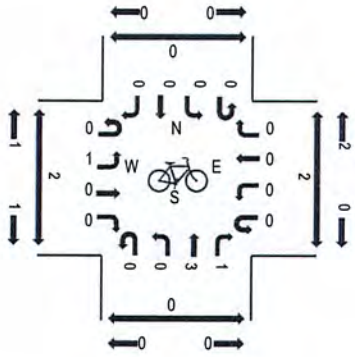
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 FEDERAL HWY & SE 3RD ST AM
Date: Thursday, June 25, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

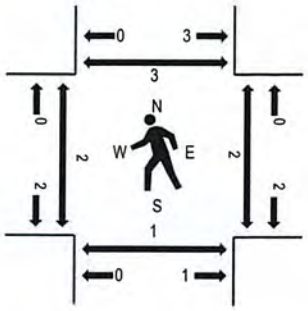
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 3RD ST Eastbound				SE 3RD ST Westbound				FEDERAL HWY Northbound				FEDERAL HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	4	1	0	3	0	2	0	1	110	1	2	4	78	2	210	1,011	0	0	0	1
7:15 AM	0	1	1	4	0	1	3	1	0	3	113	1	1	0	84	0	213	1,141	2	2	0	0
7:30 AM	0	0	3	3	0	5	2	1	0	0	145	3	0	4	90	0	256	1,328	0	0	1	0
7:45 AM	0	2	1	3	0	2	2	2	0	3	203	2	2	5	104	1	332	1,425	1	0	0	0
8:00 AM	0	0	1	5	0	6	4	3	0	7	197	4	0	6	105	2	340	1,505	0	0	0	1
8:15 AM	0	1	3	2	0	5	2	1	0	1	241	4	0	7	131	2	400		1	0	0	1
8:30 AM	0	2	2	3	0	6	7	1	0	1	194	4	0	7	125	1	353		0	2	0	0
8:45 AM	0	2	5	4	0	7	8	2	0	1	251	5	0	6	119	2	412		1	0	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4
Lights	0	5	11	10	0	22	21	7	0	10	868	17	0	26	465	7	1,469
Mediums	0	0	0	4	0	2	0	0	0	0	12	0	0	0	14	0	32
Total	0	5	11	14	0	24	21	7	0	10	883	17	0	26	480	7	1,505

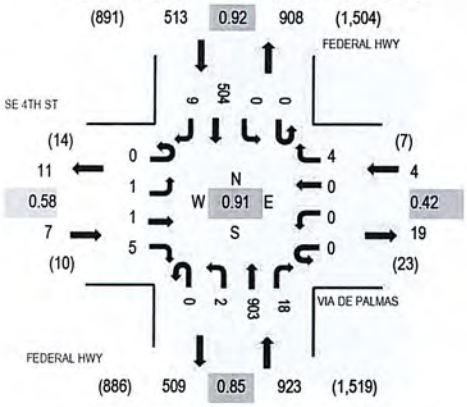
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		13.3%				3.8%				1.6%				2.9%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	28.6%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	3.1%	0.0%	2.4%
Peak Hour Factor		0.68				0.76				0.89				0.92			0.91
Peak Hour Factor	0.00	0.63	0.55	0.75	0.00	0.86	0.66	0.58	0.00	0.46	0.88	0.85	0.63	0.93	0.92	0.88	0.91

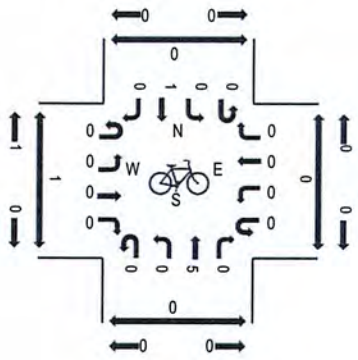
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 FEDERAL HWY & VIA DE PALMAS AM
Date: Thursday, June 25, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

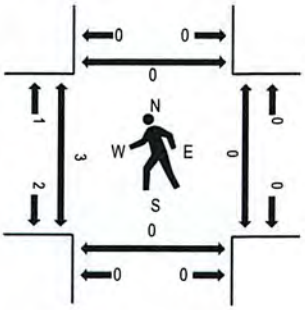
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 4TH ST Eastbound				VIA DE PALMAS Westbound				FEDERAL HWY Northbound				FEDERAL HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	2	0	0	110	0	0	0	83	0	195	980	0	1	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	119	1	0	0	88	1	210	1,111	2	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	153	0	0	0	99	0	253	1,289	0	2	1	0
7:45 AM	0	1	0	0	0	0	0	1	0	0	210	3	0	0	105	2	322	1,372	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	3	0	0	204	4	0	0	114	1	326	1,447	0	0	0	0
8:15 AM	0	1	1	1	0	0	0	0	0	1	240	5	0	0	136	3	388		1	0	0	0
8:30 AM	0	0	0	3	0	0	0	1	0	1	195	3	0	0	130	3	336		1	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	264	6	0	0	124	2	397		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	1	1	5	0	0	0	4	0	2	888	18	0	0	484	9	1,412
Mediums	0	0	0	0	0	0	0	0	0	0	12	0	0	0	20	0	32
Total	0	1	1	5	0	0	0	4	0	2	903	18	0	0	504	9	1,447

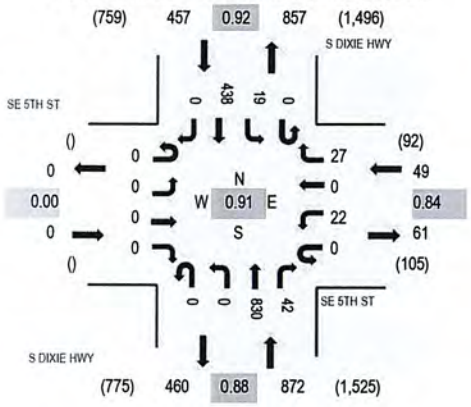
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.6%				3.9%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	4.0%	0.0%	2.4%
Peak Hour Factor		0.58				0.42				0.85				0.92			0.91
Peak Hour Factor	0.00	0.50	0.25	0.42	0.00	0.00	0.00	0.42	0.00	0.50	0.86	0.75	0.00	0.00	0.93	0.75	0.91

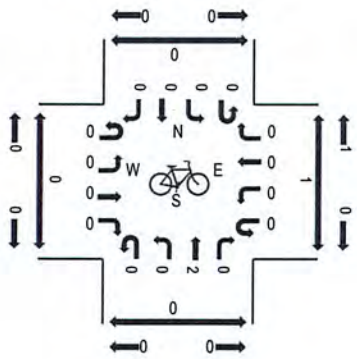
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 S DIXIE HWY & SE 5TH ST AM
Date: Thursday, June 25, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

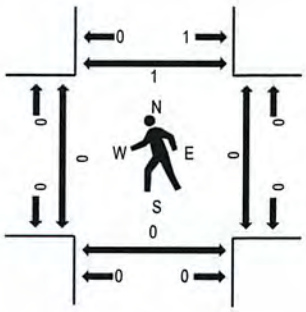
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 5TH ST Eastbound				SE 5TH ST Westbound				S DIXIE HWY Northbound				S DIXIE HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	4	0	3	0	0	131	6	0	1	55	0	200	998	0	0	0	0
7:15 AM	0	0	0	0	0	6	0	2	0	0	124	7	0	2	64	0	205	1,095	0	0	0	0
7:30 AM	0	0	0	0	0	8	0	5	0	0	168	7	0	2	77	0	267	1,234	0	1	0	0
7:45 AM	0	0	0	0	0	9	0	6	0	0	200	10	0	9	92	0	326	1,327	0	0	0	0
8:00 AM	0	0	0	0	0	4	0	13	0	0	161	6	0	1	112	0	297	1,378	0	0	0	0
8:15 AM	0	0	0	0	0	6	0	6	0	0	219	10	0	9	94	0	344		0	0	0	0
8:30 AM	0	0	0	0	0	4	0	5	0	0	221	6	0	6	118	0	360		0	0	0	0
8:45 AM	0	0	0	0	0	8	0	3	0	0	229	20	0	3	114	0	377		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	5
Lights	0	0	0	0	0	19	0	26	0	0	809	39	0	19	419	0	1,331
Mediums	0	0	0	0	0	3	0	0	0	0	20	3	0	0	16	0	42
Total	0	0	0	0	0	22	0	27	0	0	830	42	0	19	438	0	1,378

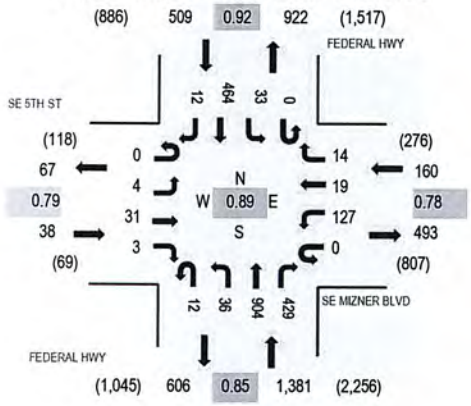
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				8.2%				2.8%				4.2%		3.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	13.6%	0.0%	3.7%	0.0%	0.0%	2.5%	7.1%	0.0%	0.0%	4.3%	0.0%	3.4%
Peak Hour Factor			0.00				0.84				0.88				0.92		0.91
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.58	0.00	0.00	0.91	0.53	0.00	0.69	0.93	0.00	0.91

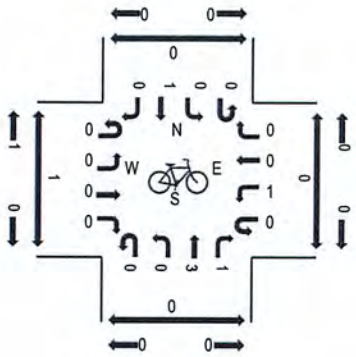
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 FEDERAL HWY & SE MIZNER BLVD AM
Date: Thursday, June 25, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

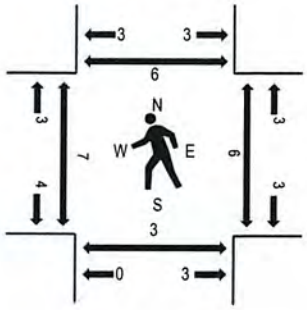
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 5TH ST Eastbound				SE MIZNER BLVD Westbound				FEDERAL HWY Northbound				FEDERAL HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	5	0	0	17	2	1	1	3	110	39	0	5	78	2	263	1,399	0	0	3	0
7:15 AM	0	1	7	0	0	16	8	2	2	1	115	49	0	4	83	1	289	1,606	2	1	0	0
7:30 AM	0	0	8	1	0	20	7	2	1	2	153	79	0	2	89	7	371	1,858	0	0	0	0
7:45 AM	0	0	7	2	0	26	10	5	4	3	206	107	0	2	99	5	476	1,977	1	0	1	0
8:00 AM	0	2	6	0	0	31	4	1	3	14	209	85	0	4	107	4	470	2,088	0	2	2	0
8:15 AM	0	0	9	1	0	24	7	3	2	9	239	109	0	11	125	2	541		1	3	1	0
8:30 AM	0	1	6	1	0	42	6	4	3	9	191	103	0	8	115	1	490		3	0	0	4
8:45 AM	0	1	10	1	0	30	2	6	4	4	265	132	0	10	117	5	587		3	1	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0	0	5
Lights	0	4	29	2	0	123	18	13	12	34	890	417	0	31	446	11	2,030
Mediums	0	0	2	1	0	3	1	1	0	1	11	12	0	2	18	1	53
Total	0	4	31	3	0	127	19	14	12	36	904	429	0	33	464	12	2,088

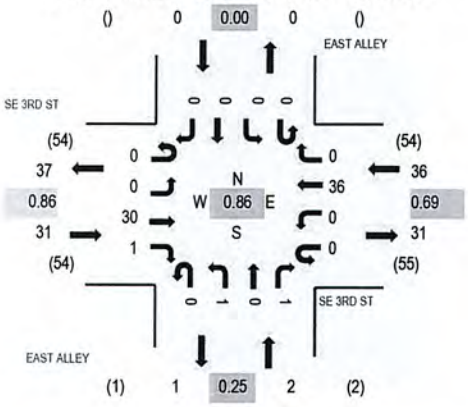
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		7.9%				3.8%				2.0%				4.1%			2.8%
Heavy Vehicle %	0.0%	0.0%	6.5%	33.3%	0.0%	3.1%	5.3%	7.1%	0.0%	5.6%	1.5%	2.8%	0.0%	6.1%	3.9%	8.3%	2.8%
Peak Hour Factor		0.79				0.78				0.85				0.92			0.89
Peak Hour Factor	0.00	0.50	0.78	0.50	0.00	0.76	0.73	0.58	0.75	0.64	0.85	0.81	0.00	0.75	0.93	0.64	0.89

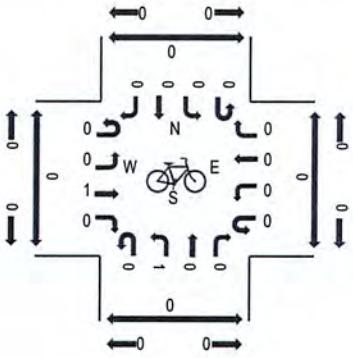
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 EAST ALLEY & SE 3RD ST AM
Date: Thursday, June 25, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

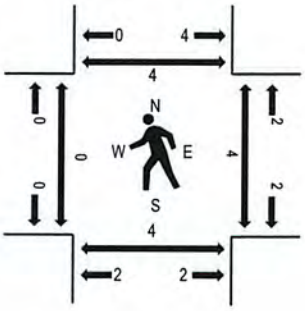
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 3RD ST Eastbound				SE 3RD ST Westbound				EAST ALLEY Northbound				EAST ALLEY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	6	0	1	0	3	0	0	0	0	0	0	0	0	0	10	41	0	0	0	1
7:15 AM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	12	51	0	0	0	6
7:30 AM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8	50	0	0	1	0
7:45 AM	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	11	60	1	1	1	0
8:00 AM	0	0	7	0	0	0	13	0	0	0	0	0	0	0	0	0	20	69	0	0	0	1
8:15 AM	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	11		0	3	3	1
8:30 AM	0	0	8	1	0	0	9	0	0	0	0	0	0	0	0	0	18		0	0	1	0
8:45 AM	0	0	9	0	0	0	9	0	0	1	0	1	0	0	0	0	20		0	1	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	26	1	0	0	36	0	0	1	0	1	0	0	0	0	65
Mediums	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	30	1	0	0	36	0	0	1	0	1	0	0	0	0	69

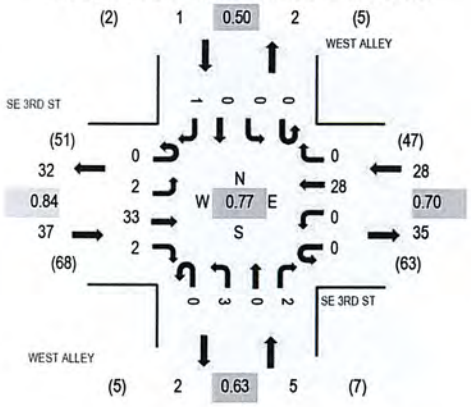
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		12.9%				0.0%				0.0%				0.0%			5.8%
Heavy Vehicle %	0.0%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.8%
Peak Hour Factor		0.86				0.69				0.25				0.00			0.86
Peak Hour Factor	0.00	0.00	0.83	0.25	0.25	0.00	0.69	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.86

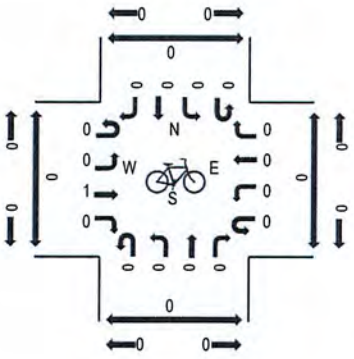
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 WEST ALLEY & SE 3RD ST AM
Date: Thursday, June 25, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

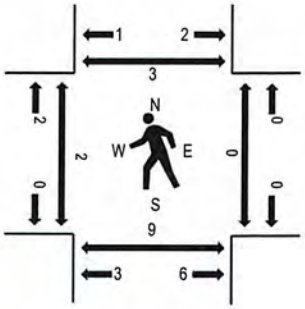
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 3RD ST Eastbound				SE 3RD ST Westbound				WEST ALLEY Northbound				WEST ALLEY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	5	2	0	0	3	0	0	0	0	0	0	0	0	0	11	53	0	0	0	0
7:15 AM	0	0	9	0	0	0	7	0	0	0	0	0	0	0	0	0	16	59	0	0	1	0
7:30 AM	0	0	5	0	0	0	2	0	0	0	0	1	0	0	0	0	8	53	0	0	0	0
7:45 AM	0	2	6	1	0	0	7	0	0	0	0	1	0	1	0	0	18	68	1	0	8	0
8:00 AM	0	1	7	1	0	0	7	0	0	0	0	1	0	0	0	0	17	71	1	0	4	1
8:15 AM	0	0	6	0	0	0	2	0	0	0	0	1	0	0	0	1	10		1	0	0	0
8:30 AM	0	0	11	0	0	0	10	0	0	2	0	0	0	0	0	0	23		0	0	3	1
8:45 AM	0	1	9	1	0	0	9	0	0	1	0	0	0	0	0	0	21		0	0	2	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	2	31	1	0	0	27	0	0	1	0	0	0	0	0	1	63
Mediums	0	0	2	1	0	0	1	0	0	2	0	2	0	0	0	0	8
Total	0	2	33	2	0	0	28	0	0	3	0	2	0	0	0	1	71

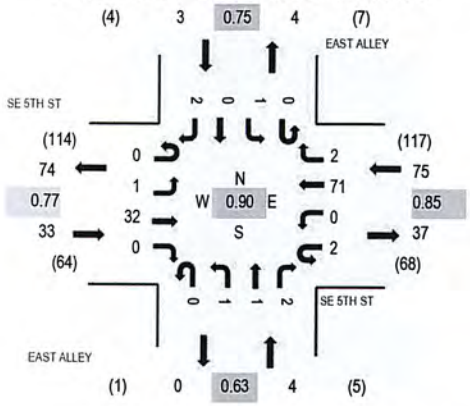
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		8.1%				3.6%				80.0%				0.0%			11.3%
Heavy Vehicle %	0.0%	0.0%	6.1%	50.0%	0.0%	0.0%	3.6%	0.0%	0.0%	66.7%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	11.3%
Peak Hour Factor		0.84				0.70				0.63				0.50			0.77
Peak Hour Factor	0.00	0.38	0.75	0.38	0.00	0.00	0.70	0.00	0.00	0.38	0.00	1.00	0.00	0.25	0.00	0.25	0.77

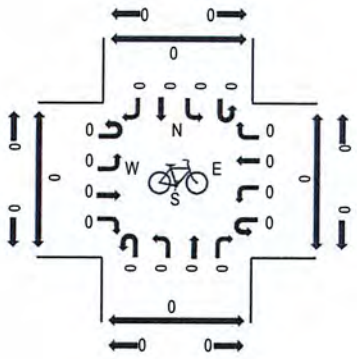
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 EAST ALLEY & SE 5TH ST AM
Date: Thursday, June 25, 2026
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

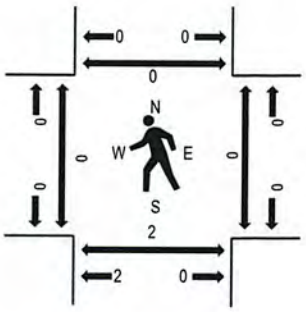
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 5TH ST Eastbound				SE 5TH ST Westbound				EAST ALLEY Northbound				EAST ALLEY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	11	83	0	0	0	0
7:15 AM	0	0	8	0	0	1	8	0	0	0	0	0	0	0	0	0	17	104	0	0	0	0
7:30 AM	0	0	9	0	0	0	18	0	0	0	0	0	0	1	0	0	28	115	0	0	0	0
7:45 AM	0	1	8	0	0	0	17	0	0	0	1	0	0	0	0	0	27	111	0	0	1	0
8:00 AM	0	0	7	0	1	0	20	1	0	1	0	1	0	0	0	1	32	107	0	0	1	0
8:15 AM	0	0	8	0	1	0	16	1	0	0	0	1	0	0	0	1	28		0	0	0	0
8:30 AM	0	1	7	0	0	0	14	1	0	1	0	0	0	0	0	0	24		0	2	2	0
8:45 AM	0	0	11	0	0	0	10	1	0	0	0	0	0	1	0	0	23		4	1	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	1	31	0	2	0	67	2	0	1	1	2	0	1	0	2	110
Mediums	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Total	0	1	32	0	2	0	71	2	0	1	1	2	0	1	0	2	115

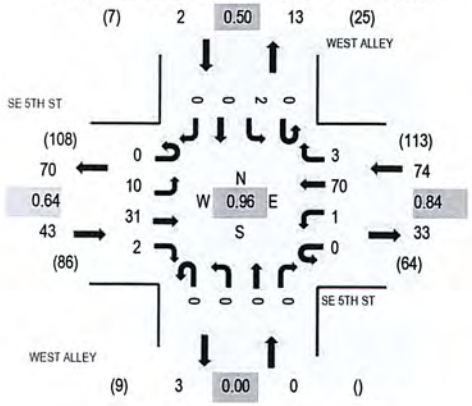
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.0%				5.3%				0.0%				0.0%			4.3%
Heavy Vehicle %	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%
Peak Hour Factor		0.77				0.85				0.63				0.75			0.90
Peak Hour Factor	0.00	0.50	0.75	0.00	0.50	0.25	0.89	1.00	0.00	0.50	0.25	0.50	0.00	0.25	0.00	0.50	0.90

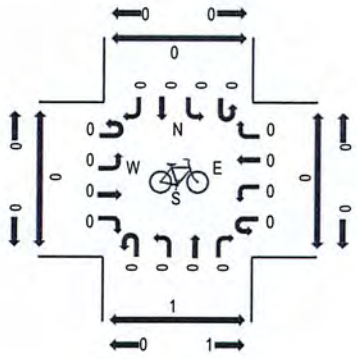
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 WEST ALLEY & SE 5TH ST AM
Date: Thursday, June 25, 2026
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

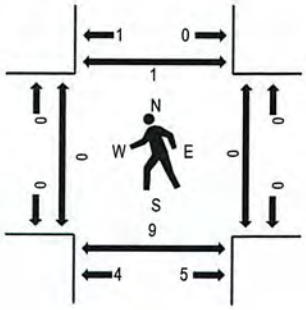
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 5TH ST Eastbound				SE 5TH ST Westbound				WEST ALLEY Northbound				WEST ALLEY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	4	0	0	0	6	1	0	0	0	0	0	0	1	1	15	90	3	2	0	1
7:15 AM	0	1	8	0	0	0	8	0	0	0	0	0	0	0	0	0	17	106	0	0	0	0
7:30 AM	0	1	8	0	0	0	16	1	0	0	0	0	0	1	0	0	27	119	0	0	0	0
7:45 AM	0	3	9	1	0	0	18	0	0	0	0	0	0	0	0	0	31	117	0	0	5	1
8:00 AM	0	2	6	0	0	1	21	0	0	0	0	0	0	1	0	0	31	116	0	0	4	0
8:15 AM	0	4	8	1	0	0	15	2	0	0	0	0	0	0	0	0	30		0	0	0	0
8:30 AM	0	1	7	1	0	1	13	1	0	0	0	0	0	1	0	0	25		1	4	0	1
8:45 AM	0	6	11	2	0	1	8	0	0	0	0	0	0	0	0	2	30		0	0	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	10	30	2	0	1	66	3	0	0	0	0	0	2	0	0	114
Mediums	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Total	0	10	31	2	0	1	70	3	0	0	0	0	0	2	0	0	119

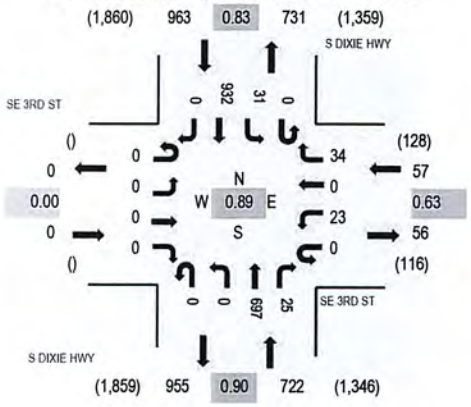
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.3%				5.4%				0.0%				0.0%			4.2%
Heavy Vehicle %	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%
Peak Hour Factor		0.64				0.84				0.00				0.50			0.96
Peak Hour Factor	0.00	0.54	0.73	0.50	0.00	0.75	0.83	0.38	0.00	0.00	0.00	0.00	0.00	0.50	0.25	0.25	0.96

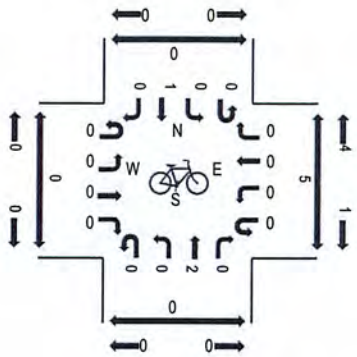
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 S DIXIE HWY & SE 3RD ST PM
Date: Thursday, June 25, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

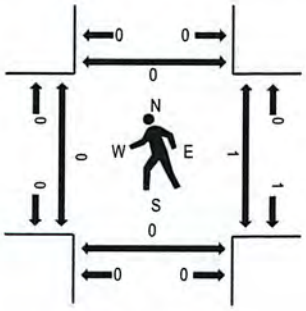
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 3RD ST Eastbound				SE 3RD ST Westbound				S DIXIE HWY Northbound				S DIXIE HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	11	0	15	0	0	162	9	0	10	180	0	387	1,610	0	1	0	0
4:15 PM	0	0	0	0	0	6	0	7	0	0	141	10	0	8	240	0	412	1,666	0	0	0	0
4:30 PM	0	0	0	0	0	4	0	7	0	0	171	5	0	7	221	0	415	1,742	0	0	0	0
4:45 PM	0	0	0	0	0	5	0	11	0	0	159	8	0	10	203	0	396	1,685	0	0	0	0
5:00 PM	0	0	0	0	0	7	0	8	0	0	195	6	0	1	226	0	443	1,724	0	0	0	0
5:15 PM	0	0	0	0	0	7	0	8	0	0	172	6	0	13	282	0	488		0	1	0	0
5:30 PM	0	0	0	0	0	5	0	10	0	0	148	8	0	4	183	0	358		0	0	0	0
5:45 PM	0	0	0	0	0	12	0	5	0	0	140	6	0	5	267	0	435		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	0	0	0	0	19	0	33	0	0	691	19	0	30	925	0	1,717
Mediums	0	0	0	0	0	4	0	1	0	0	5	6	0	1	6	0	23
Total	0	0	0	0	0	23	0	34	0	0	697	25	0	31	932	0	1,742

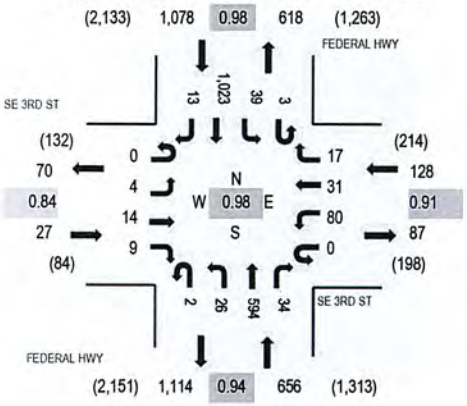
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				8.8%				1.7%				0.8%			1.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	17.4%	0.0%	2.9%	0.0%	0.0%	0.9%	24.0%	0.0%	3.2%	0.8%	0.0%	1.4%
Peak Hour Factor		0.00				0.63				0.90				0.83			0.89
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.65	0.00	0.67	0.00	0.00	0.89	0.80	0.00	0.88	0.85	0.00	0.89

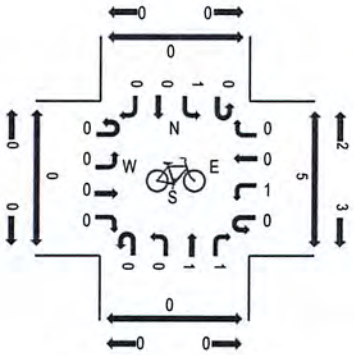
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 FEDERAL HWY & SE 3RD ST PM
Date: Thursday, June 25, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

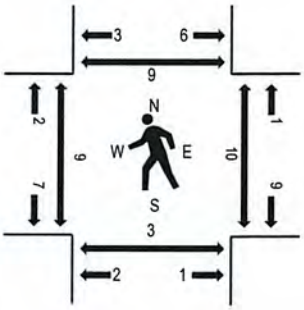
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 3RD ST Eastbound				SE 3RD ST Westbound				FEDERAL HWY Northbound				FEDERAL HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	6	4	0	9	10	5	0	4	150	14	3	18	235	8	469	1,855	3	2	0	0
4:15 PM	0	2	6	6	0	11	8	5	0	3	162	5	1	21	234	6	470	1,862	2	0	0	0
4:30 PM	0	2	4	7	0	13	2	7	0	5	155	9	1	5	248	4	462	1,869	2	1	2	2
4:45 PM	0	4	5	8	0	8	4	4	0	3	141	6	0	12	254	5	454	1,888	2	2	0	2
5:00 PM	0	0	3	4	0	23	8	3	1	6	160	9	1	8	249	1	476	1,889	6	5	2	0
5:15 PM	0	3	3	3	0	20	5	5	0	6	147	9	1	8	266	1	477		0	0	0	2
5:30 PM	0	1	3	1	0	20	10	5	1	4	152	8	1	6	265	4	481		0	1	0	4
5:45 PM	0	0	5	1	0	17	8	4	0	10	135	8	0	17	243	7	455		3	4	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	14	8	0	80	30	17	2	26	585	33	3	39	1,017	13	1,871
Mediums	0	0	0	1	0	0	1	0	0	0	9	1	0	0	6	0	18
Total	0	4	14	9	0	80	31	17	2	26	594	34	3	39	1,023	13	1,889

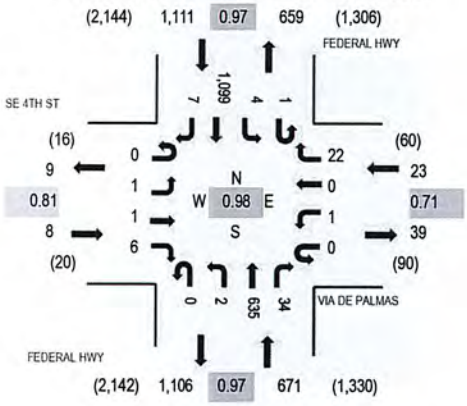
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.7%				0.8%				1.5%				0.6%			1.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	1.5%	2.9%	0.0%	0.0%	0.6%	0.0%	1.0%
Peak Hour Factor		0.84				0.91				0.94				0.98			0.98
Peak Hour Factor	0.00	0.69	0.88	0.78	0.00	0.87	0.78	0.75	0.50	0.65	0.95	0.61	0.42	0.67	0.97	0.72	0.98

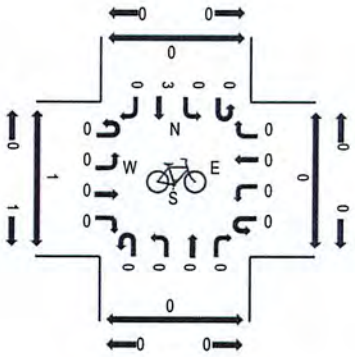
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 FEDERAL HWY & VIA DE PALMAS PM
Date: Thursday, June 25, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

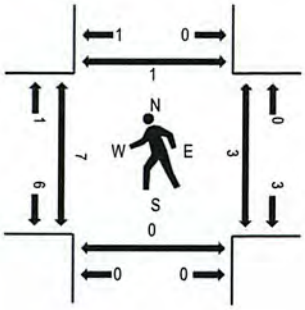
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 4TH ST Eastbound				VIA DE PALMAS Westbound				FEDERAL HWY Northbound				FEDERAL HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	3	0	0	0	9	0	0	154	12	0	0	248	1	427	1,741	0	1	0	0
4:15 PM	0	0	0	3	0	1	0	8	0	1	167	12	0	2	249	1	444	1,775	0	1	0	0
4:30 PM	0	1	0	3	0	0	0	6	0	1	153	16	0	1	264	1	446	1,791	0	0	0	1
4:45 PM	0	0	0	2	0	0	0	13	0	0	136	7	0	1	263	2	424	1,805	0	0	0	1
5:00 PM	0	0	1	3	0	0	0	5	0	0	166	7	1	2	273	3	461	1,813	3	3	0	1
5:15 PM	0	0	0	1	0	1	0	6	0	2	157	6	0	1	286	0	460		0	0	0	0
5:30 PM	0	1	0	2	0	0	0	5	0	0	162	8	0	0	280	2	460		1	0	0	0
5:45 PM	0	0	0	0	0	0	0	6	0	0	150	13	0	1	260	2	432		3	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	1	6	0	1	0	22	0	2	625	34	1	4	1,091	7	1,795
Mediums	0	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	18
Total	0	1	1	6	0	1	0	22	0	2	635	34	1	4	1,099	7	1,813

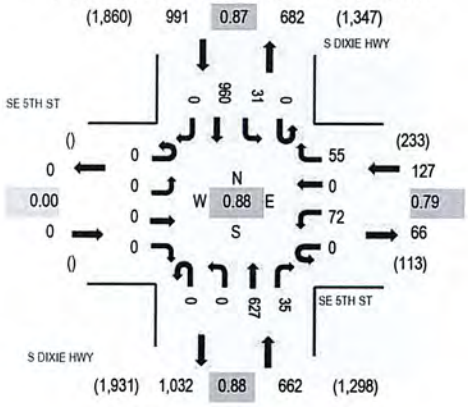
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.5%				0.7%			1.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.7%	0.0%	1.0%
Peak Hour Factor		0.81				0.71				0.97				0.97			0.98
Peak Hour Factor	0.00	0.25	0.25	0.92	0.00	0.25	0.00	0.69	0.00	0.38	0.96	0.73	0.25	0.75	0.96	0.58	0.98

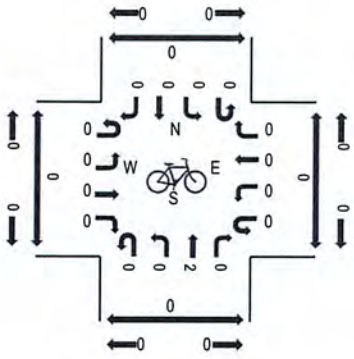
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 S DIXIE HWY & SE 5TH ST PM
Date: Thursday, June 25, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

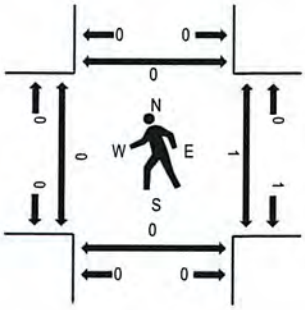
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 5TH ST Eastbound				SE 5TH ST Westbound				S DIXIE HWY Northbound				S DIXIE HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	16	0	17	0	0	153	12	0	7	186	0	391	1,611	0	1	0	0
4:15 PM	0	0	0	0	0	9	0	19	0	0	139	6	0	4	239	0	416	1,691	0	0	0	0
4:30 PM	0	0	0	0	0	14	0	8	0	0	161	7	0	9	213	0	412	1,779	0	0	0	0
4:45 PM	0	0	0	0	0	12	0	11	0	0	157	1	0	1	210	0	392	1,722	0	0	0	0
5:00 PM	0	0	0	0	0	24	0	13	0	0	193	7	0	3	231	0	471	1,780	0	0	0	0
5:15 PM	0	0	0	0	0	22	0	18	0	0	171	7	0	11	275	0	504		0	1	0	0
5:30 PM	0	0	0	0	0	11	0	10	0	0	132	12	0	6	184	0	355		0	0	0	0
5:45 PM	0	0	0	0	0	15	0	14	0	0	131	9	0	11	270	0	450		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	72	0	55	0	0	619	35	0	30	948	0	1,759
Mediums	0	0	0	0	0	0	0	0	0	0	8	0	0	1	12	0	21
Total	0	0	0	0	0	72	0	55	0	0	627	35	0	31	960	0	1,780

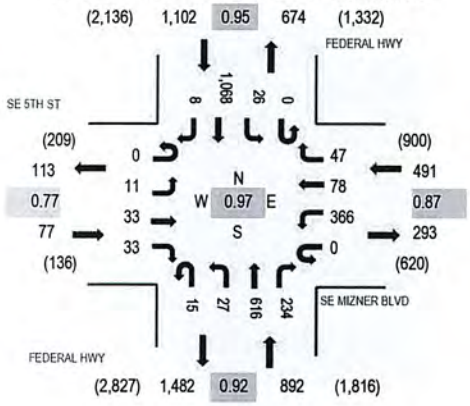
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.2%				1.3%			1.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	3.2%	1.3%	0.0%	1.2%
Peak Hour Factor		0.00				0.79				0.88				0.87			0.88
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.72	0.00	0.00	0.88	0.73	0.00	0.70	0.87	0.00	0.88

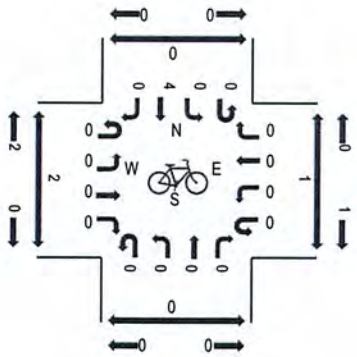
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 FEDERAL HWY & SE MIZNER BLVD PM
Date: Thursday, June 25, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

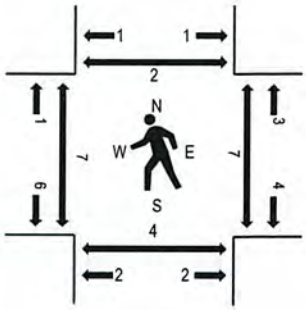
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 5TH ST Eastbound				SE MIZNER BLVD Westbound				FEDERAL HWY Northbound				FEDERAL HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	8	3	2	85	18	9	8	6	155	65	1	8	235	5	611	2,426	2	3	0	1
4:15 PM	0	3	8	5	1	67	13	7	8	8	167	68	0	7	258	4	624	2,470	0	1	2	1
4:30 PM	0	4	6	6	2	82	17	10	6	1	164	65	0	9	239	2	613	2,507	0	3	1	1
4:45 PM	0	2	5	6	0	79	13	4	5	7	129	62	0	11	253	2	578	2,525	0	1	0	1
5:00 PM	0	3	7	6	0	99	26	16	6	3	161	57	0	2	266	3	655	2,562	2	1	0	0
5:15 PM	0	1	7	14	0	102	20	6	6	9	153	52	0	10	279	2	661		0	1	0	0
5:30 PM	0	3	8	3	0	87	14	7	1	7	162	63	0	5	270	1	631		1	4	3	0
5:45 PM	0	4	11	10	0	78	18	18	2	8	140	62	0	9	253	2	615		4	1	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	11	33	33	0	366	78	45	15	27	607	230	0	26	1,060	8	2,539
Mediums	0	0	0	0	0	0	0	2	0	0	9	4	0	0	8	0	23
Total	0	11	33	33	0	366	78	47	15	27	616	234	0	26	1,068	8	2,562

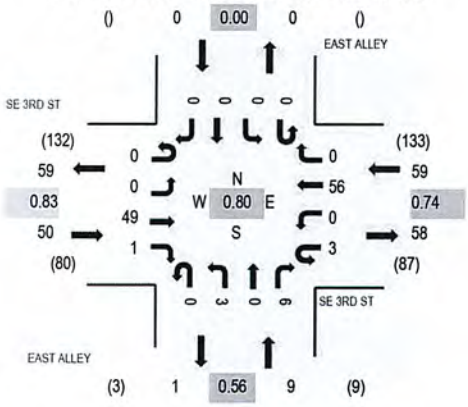
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.4%				1.5%				0.7%		0.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%	0.0%	1.5%	1.7%	0.0%	0.0%	0.7%	0.0%	0.9%
Peak Hour Factor			0.77				0.87				0.92				0.95		0.97
Peak Hour Factor	0.00	0.75	0.75	0.59	0.63	0.90	0.75	0.65	0.84	0.75	0.93	0.96	0.25	0.80	0.96	0.65	0.97

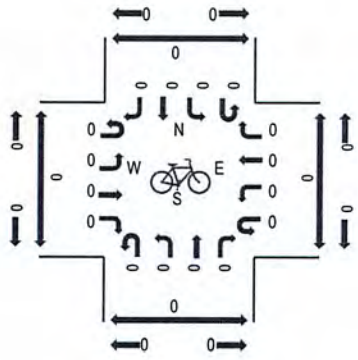
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 EAST ALLEY & SE 3RD ST PM
Date: Thursday, June 25, 2026
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

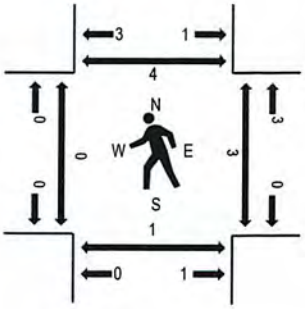
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 3RD ST Eastbound				SE 3RD ST Westbound				EAST ALLEY Northbound				EAST ALLEY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	11	1	3	0	21	0	0	1	0	0	0	0	0	0	37	118	0	1	0	0
4:15 PM	0	0	13	0	0	0	17	0	0	0	0	0	0	0	0	0	30	106	0	1	0	1
4:30 PM	0	0	10	0	0	0	8	0	0	0	0	4	0	0	0	0	22	98	0	0	0	1
4:45 PM	0	0	15	0	0	0	10	0	0	2	0	2	0	0	0	0	29	100	0	1	1	2
5:00 PM	0	0	8	0	0	0	17	0	0	0	0	0	0	0	0	0	25	104	0	3	0	2
5:15 PM	0	0	8	0	0	0	14	0	0	0	0	0	0	0	0	0	22		0	2	0	0
5:30 PM	0	0	5	1	0	1	17	0	0	0	0	0	0	0	0	0	24		0	0	0	6
5:45 PM	0	0	8	0	0	0	25	0	0	0	0	0	0	0	0	0	33		0	2	0	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	43	1	3	0	55	0	0	3	0	6	0	0	0	0	111
Mediums	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7
Total	0	0	49	1	3	0	56	0	0	3	0	6	0	0	0	0	118

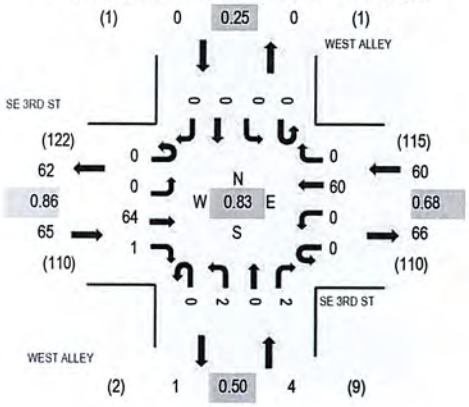
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			12.0%				1.7%				0.0%				0.0%		5.9%
Heavy Vehicle %	0.0%	0.0%	12.2%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%
Peak Hour Factor			0.83				0.74				0.56				0.00		0.80
Peak Hour Factor	0.00	0.00	0.82	0.25	0.25	0.25	0.73	0.00	0.00	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.80

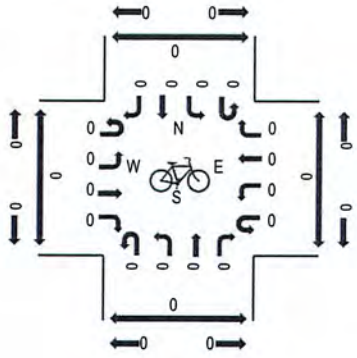
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 WEST ALLEY & SE 3RD ST PM
Date: Thursday, June 25, 2026
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

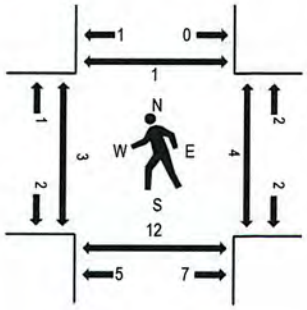
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 3RD ST Eastbound				SE 3RD ST Westbound				WEST ALLEY Northbound				WEST ALLEY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	15	1	0	0	22	0	0	1	0	0	0	0	0	0	39	129	2	1	2	0
4:15 PM	0	0	18	0	0	0	15	0	0	0	0	0	0	0	0	0	33	115	1	2	8	0
4:30 PM	0	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	20	111	0	0	1	0
4:45 PM	0	0	19	0	0	0	15	0	0	1	0	2	0	0	0	0	37	114	0	1	1	1
5:00 PM	0	0	6	0	0	0	17	0	0	1	0	0	0	1	0	0	25	106	0	0	0	0
5:15 PM	0	0	17	1	0	0	10	0	0	1	0	0	0	0	0	0	29		0	0	1	0
5:30 PM	0	0	9	0	0	0	13	0	0	1	0	0	0	0	0	0	23		2	0	1	0
5:45 PM	0	1	11	0	0	0	15	0	0	2	0	0	0	0	0	0	29		1	0	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	59	1	0	0	59	0	0	2	0	1	0	0	0	0	122
Mediums	0	0	5	0	0	0	1	0	0	0	0	1	0	0	0	0	7
Total	0	0	64	1	0	0	60	0	0	2	0	2	0	0	0	0	129

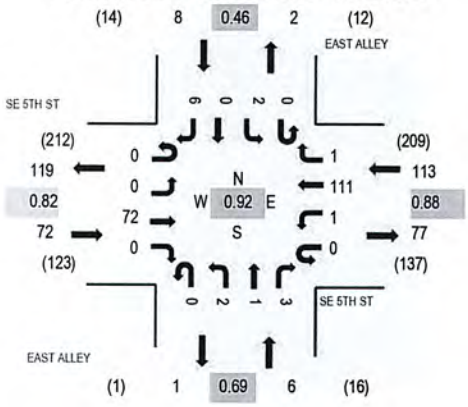
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			7.7%				1.7%				25.0%				0.0%		5.4%
Heavy Vehicle %	0.0%	0.0%	7.8%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	5.4%
Peak Hour Factor			0.86				0.68				0.50				0.25		0.83
Peak Hour Factor	0.00	0.25	0.84	0.25	0.00	0.00	0.68	0.00	0.00	0.63	0.00	0.25	0.00	0.25	0.00	0.00	0.83

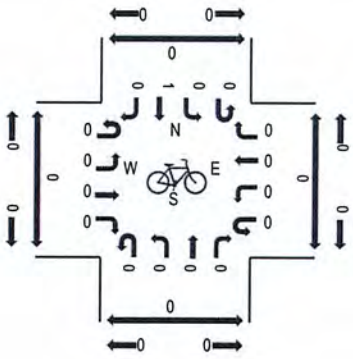
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 EAST ALLEY & SE 5TH ST PM
Date: Thursday, June 25, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

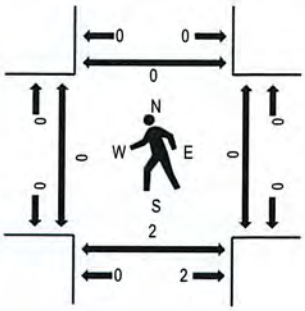
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 5TH ST Eastbound				SE 5TH ST Westbound				EAST ALLEY Northbound				EAST ALLEY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	16	0	0	0	29	1	0	0	0	1	0	0	0	1	50	163	0	0	0	0
4:15 PM	0	2	7	0	0	0	23	1	0	0	0	4	0	0	0	2	39	167	0	0	0	0
4:30 PM	0	0	17	0	0	0	18	1	0	0	1	3	0	0	0	0	40	180	1	0	0	0
4:45 PM	0	0	7	0	3	0	18	2	0	0	0	1	0	1	0	2	34	180	0	0	1	0
5:00 PM	0	0	14	0	0	0	32	0	0	1	0	1	0	2	0	4	54	199	0	0	0	0
5:15 PM	0	0	20	0	0	0	31	0	0	1	0	0	0	0	0	0	52		0	0	0	0
5:30 PM	0	0	16	0	0	0	21	0	0	0	1	1	0	0	0	1	40		0	0	1	0
5:45 PM	0	0	22	0	0	1	27	1	0	0	0	1	0	0	0	1	53		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	72	0	0	1	111	1	0	2	1	3	0	2	0	6	199
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	72	0	0	1	111	1	0	2	1	3	0	2	0	6	199

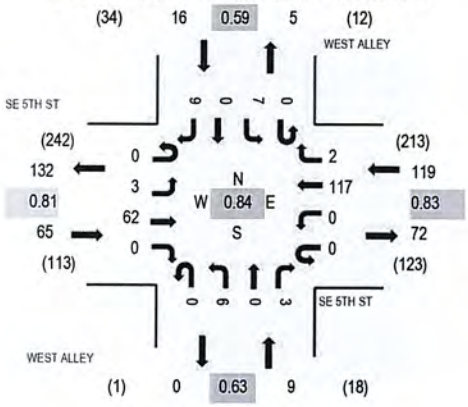
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.0%				0.0%				0.0%		0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor			0.82				0.88				0.69				0.46		0.92
Peak Hour Factor	0.00	0.50	0.82	0.00	0.25	0.25	0.87	0.63	0.00	0.50	0.25	0.56	0.00	0.38	0.00	0.50	0.92

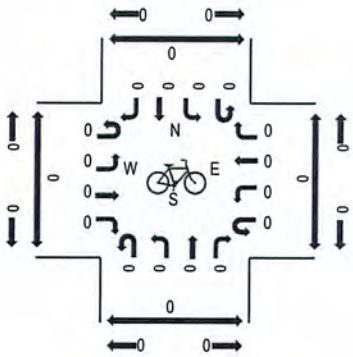
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 WEST ALLEY & SE 5TH ST PM
Date: Thursday, June 25, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

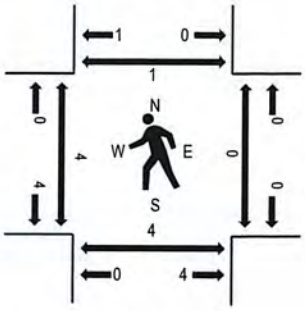
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SE 5TH ST Eastbound				SE 5TH ST Westbound				WEST ALLEY Northbound				WEST ALLEY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	16	0	1	0	29	1	0	3	0	1	0	0	0	3	57	169	1	0	0	0
4:15 PM	0	1	8	0	0	1	21	2	0	2	0	1	0	0	0	4	40	174	0	0	0	0
4:30 PM	0	0	16	0	0	0	19	0	0	0	0	0	0	1	0	5	41	190	0	0	0	0
4:45 PM	0	0	4	0	1	0	19	0	0	1	0	1	0	1	0	4	31	189	0	0	1	0
5:00 PM	0	2	9	0	0	0	35	1	0	3	0	1	0	4	0	7	62	209	2	0	0	0
5:15 PM	0	1	16	0	0	0	33	0	0	2	0	2	0	2	0	0	56		2	0	1	1
5:30 PM	0	0	17	0	0	0	21	1	0	0	0	0	0	0	0	1	40		0	0	1	0
5:45 PM	0	0	20	0	0	0	28	0	0	1	0	0	0	1	0	1	51		0	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	2	62	0	0	0	117	2	0	6	0	3	0	7	0	9	208
Mediums	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	62	0	0	0	117	2	0	6	0	3	0	7	0	9	209

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.5%				0.0%				0.0%				0.0%			0.5%
Heavy Vehicle %	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Peak Hour Factor		0.81				0.83				0.63				0.59			0.84
Peak Hour Factor	0.00	0.33	0.78	0.00	0.50	0.25	0.84	0.38	0.00	0.50	0.00	0.50	0.00	0.50	0.00	0.71	0.84

APPENDIX C: DOWNTOWN DRI DATA (OE CALCULATION INFORMATION)

As of 04/13/26

SUBAREA - A

DEVELOPMENT ORDER STATUS REPORT - ORDINANCE NO. 4035

AUTHORIZED & APPROVED DEVELOPMENT

			RETAIL	RETAIL	RETAIL	RETAIL	INSTITUTIONAL	INSTITUTIONAL	TOTAL	RESIDENTIAL		TOTAL	
		OFFICE	HIGH	MEDIUM-HIGH	MEDIUM	LOW	TRAFFIC	NON-TRAFFIC	SQ. FT.	ROOMS	UNITS	OFF EQUIV	STATUS
Authorized Development, Ord. No. 4035		210,000	43,000		0	0	164,000	0	417,000	0	0	689,154	
Existing Development, Ord. No. 4035*		24,586	13,988	0	0	0	70,704	0	109,278	0	0	217,617	*
Balance Authorized Under Ord. 4035		185,414	29,012		0	0	93,296	0	307,722	0	0	471,537	
Transfers from other Subareas		-105,000	-18,488				-45,976		-169,464			-258,473	
Conversions within the Subarea				0								0	
Balance Authorized after Transfers and Conversions		80,414	10,524	0	0	0	47,320	0	138,258	0	0	213,064	
Demolition	Library Parking Lot - Demolition	Demolition Considered in Establishing Existing Numbers in Ordinance No. 4035											
CRP-90-1	Memorial Park Tennis Center	0	0		0		2,631		2,631	0	0	5,634	Built
CRP-94-1	Library Expansion	0	0		0		0			0	0	0	Expired
CRP-99-09	Sullivan Property	0	0	0	0	0	0			0	0	0	Expired
CRP-00-10	Children's Museum Expansion	0	0	0	0	0	0			0	0	0	Expired
CRP-01-01	Royal Palm Office Building (137 W Royal Palm Rd)	5,660	0	0	0	0	0		5,660	0	0	5,660	Built
CRP-07-03	Children's Museum Expansion	0	0	0	0	0	0			0	0	0	Expired
CRP-09-01	Children's Museum 498 Crawford Blvd	0	0	0	0	0	4,962		4,962	0	0	10,626	Built
	Credit for existing use	-10,283	0	0	0	0	0		-10,283	0	0	-10,283	Demolished
CRP-13-04	199 W Palmetto Park Rd (built pre-Ord.4035)[4035]	4,333	5,950	0	0	0	0		10,283	0	0	22,042	Built
CRP-85-02	190 W Palmetto Park Rd-Demo (Existing Prior to Ord)	-3,458	0	0	0	0	0		-3,458	0	0	-3,458	Demolished
CRP-13-06	190 W Palmetto Park Rd	0	0	0	0	0	0			0	0	0	3500 SF RetMH
CRP-14-02	190 W Palmetto Park Rd (4035)	3,333	3,508	0	0	0	0		6,841	0	0	13,774	Approved
	190 W Palmetto Park Rd (elim prev approval)	-3,333	-3,508	0	0	0	0		-6,841	0	0	-13,774	Approved
CRP-14-02R1	190 W Palmetto Park Rd (4035)-ElimBreezeway/toilets-51SF incr.	3,386	3,559	0	0	0	0		6,945	0	0	13,979	Built
Balance of Authorized Development		80,776	1,015	0	0	0	39,727	0	121,518	0	0	168,866	

As of 04/13/26

SUBAREA - B

DEVELOPMENT ORDER STATUS REPORT - ORDINANCE NO. 4035

AUTHORIZED & APPROVED DEVELOPMENT

			RETAIL	RETAIL	RETAIL	RETAIL	INSTITUTIONAL	INSTITUTIONAL	TOTAL	RESIDENTIAL		TOTAL	
		OFFICE	HIGH	EDIUM-HIGH	MEDIUM	LOW	TRAFFIC	NON-TRAFFIC	SQ. FT.	ROOMS	UNITS	OFF EQUIV	STATUS
Authorized Development, Ord. No. 4035*		443,000	390,000		30,000		188,000	60,000	1,111,000	0	283	2,147,916	
Existing Development, Ord. No. 4035		58,688	129,579		0		8,150		196,417	0	3	463,042	
Balance Authorized Under Ord. 4035		384,312	260,421		30,000		179,850	60,000	914,583	0	280	1,684,874	
Transfers from other Subareas		122,438	36,311	14,177			-38,863		134,063		-7	179,550	
Conversions within the Subarea		-69,358	15,568	-14,177		12,156	-65,370		-121,181	219	167	0	
Balance Authorized after Transfers and Conversions		437,392	312,300	0	30,000	12,156	75,617	60,000	927,465	219	440	1,864,423	
CRP-88-1	Bank Atlantic (Federal/Camino-ViaMiz)	2,251			0		0		2,251	0	0	2,251	Built
CRP-88-3	Waterbed City (601 N Federal)	0				12,156	0		12,156	0	0	6,931	Built
Demolition	Carl's Furniture	Demolition Considered in Establishing Existing Numbers in Ordinance No. 4035											
Demolition	Boca Mall - Demolition	Demolition Considered in Establishing Existing Numbers in Ordinance No. 4035											
CRP-89-05	Crocker - Phase IA (Mizner Park)	92,130	129,770		30,000	0			251,900	0	136	558,733	Built
	Crocker - Phase IB (Mizner Park)									0	136	56,667	Built
	Crocker - Phase III (Mizner Park)	154,391	15,609						170,000	0	0	200,847	Built
	Jacobson's (retail store in Mizner Park)	0	80,000		0	0			80,000	0	0	238,096	Built
CRP-92-5	International Museum of Cartoon Art	0			0		45,992		45,992	0	0	98,484	Built
CRP-93-3	Boston Chicken	0	2,993		0	0	0		2,993	0	0	8,908	Built
CRP-93-03R2	Ocean Bank (799 N Federal Hwy) Change in Use	0	-2,993		0	0	0		-2,993	0	0	(8,908)	Built
CRP-93-03R2	Ocean Bank (799 N Federal Hwy) Change in Use	3,006	0		0	0	0		3,006	0	0	3,006	Built
CRP-93-4	Morris Robinson (Regency) (491-505 N Federal Hwy)	0	2,798		0	0	0		2,798	0	0	8,328	Built
CRP-96-03	Morris Robinson/Mizner West (555 N Federal Hwy)	0	11,395		0	0	0		11,395	0	0	33,914	Built
CRP-99-01	Boca Raton Museum	0	0		0	0	40,000		40,000	0	0	85,654	Built
CRP-97-01	Mizner Law Office - Demolition	-1,497	0		0	0	0		-1,497	0	0	-1,497	Demolished
	Mizner Law Office (165 E Palmetto Park Rd)	6,873	0		0	0	0		6,873	0	0	6,873	Built
CRP-99-04	Republic Bank - Demolition	0	-4,236		0	0	0		-4,236	0	0	-12,608	Demolished
	Republic Bank (1 N Federal Hwy)	36,000	0		0	0	0		36,000	0	0	36,000	Built
CRP-00-01	Haggerty Site - Demolition	-10,064	0		0	0	0		-10,064	0	0	-10,064	Demolished
	Haggerty Site (101 N Federal Hwy)	31,000	0		0	0	0		31,000	0	0	31,000	Built
CRP-00-13	Center for the Arts Phase II (Amphitheater)	0	0		0	0		18,044	18,044	0	0	0	Built
CRP-00-13R2A	Mizner Park Amphitheater Colanade Demo	0	0		0	0		-4,243	-4,243	0	0	0	Demolished
CRP-03-02	10 E Boca Raton Rd Demolition	-1,296	0		0	0	0		-1,296	0	0	-1,296	Demolished
	10 E Boca Raton Rd-Old Town Tavern	0	7,937		0	0	0		7,937	0	0	23,623	Built
CRP-05-04	Mizner Lofts Demolition	-2,864	0		0	0	0		-2,864	0	0	-2,864	Demolished

As of 04/13/26							SUBAREA - B						
					DEVELOPMENT ORDER STATUS REPORT - ORDINANCE NO. 4035								
					AUTHORIZED & APPROVED DEVELOPMENT								
			RETAIL	RETAIL	RETAIL	RETAIL	INSTITUTIONAL	INSTITUTIONAL	TOTAL	RESIDENTIAL		TOTAL	
		OFFICE	HIGH	EDIUM-HIGH	MEDIUM	LOW	TRAFFIC	NON-TRAFFIC	SQ. FT.	ROOMS	UNITS	OFF EQUIV	STATUS
	Mizner Lofts (335 & 353 N Fed)	0	0		0	0	0			0	0	0	Expired
CRP-05-05	MPCAA Demolition (MPCAC)	0	0		0	0	-45,992		-45,992	0	0	-98,484	Demolished
	MPCAA	5,598	43,709		0	0	35,617		84,924	0	0	211,952	Built
CRP-89-05R8	Mizner Park Addition (SPIN/Trulucks/Kapow)	0	887		0	0	0		887	0	0	2,640	Built
CRP-05-05R1	MPCAC (Bookstore to Restaurant/Yard House)	0	0		0	0	0			0	0	0	Built
CRP-89-05R9	Ipic Cinema	0	1,932		0	0	0		1,932	0	0	5,750	Built
CRP-93-03R1	Boston Market (Driveway Mod.)	0										0	Built
133, 155,199, 165	Tower 155-E BR Rd Demolition	-5,987	-5,095		0				-11,082	0	-1	-21,568	Demolished
CRP-12-01	Tower 155-133,155,165,199 E BR Rd (HB7023 Ext)***	0	0		0	0				0	209	87,084	Repealed
CRP-12-01R1	Tower 155 amend units only-not repeal of DO)	0	0		0	0				0	-209	-87,084	Repealed
	Tower 155-E BR Rd (unit reduction)	0	0		0	0				0	192	80,000	Repealed
Withdrawn	Tower155-Temporary Sales Center	0	0		0	0				0	0	0	Withdrawn; N/A
0	Tower 155 unit repeal prev 192	0	0		0	0				0	-192	-80,000	Repealed
CRP-12-01R2	Tower 155 (Unit decr192-170; incr. ht 140-160)(IDG)	0	1,105		0	0			1,105	0	170	74,123	Built
CRP-13-03	Boca Noah (335 & 353 N Fed Hwy)[4035]	0	7,100						7,100		0	21,131	Built
CRP-89-05R10A	Strike 10 Bowling Alley (Mizner Park)	0	874	0	0	0	0	0	874	0	0	2,602	Built
CRP-89-05R11A	Mizner Park Apartment Leasing Office - 401 NE Mizner Blvd	1,982	0	0	0	0	0	0	1,982	0	0	1,982	Built
CRP-05-05R3A	Prenuvo (Change in Use) 201 Plaza Real # 1202	0	-4,831	0	0	0	0	0	-4,831	0	0	-14,378	Built
CRP-05-05R3A	Prenuvo (Change in Use)	4,831	0	0	0	0	0	0	4,831	0	0	4,831	Built
CRP-21-03	Aletto at Sanborn Square Demo	-5,172	-15,906	0	0	0	0	0	-21,078	0	-1	-52,928	Demolished
CRP-21-03	Aletto at Sanborn Square (T) (C)	134,173	23,456	0	0	0	0	0	157,629	0	0	203,983	Under Construction
CRP-89-05R12A	Shaker and Pie - 435 Plaza Real	0	381	0	0	0	0	0	381	0	0	1,134	Under Construction
CRP-89-05R13A	Facial Works	0	25	0	0	0	0	0	25	0	0	75	Built
CRP-23-01	Mizner Plaza	-7,963	-15,450	0	0	0	0	0	-23,413	0	0	-53,946	Approved
CRP-23-01	Mizner Plaza	0	30,840	0	0	0	0	0	30,840	219	0	213,453	Approved
Balance of Authorized Development		0	0	0	0	0	0	46,199	46,199	0	0	0	

As of 04/13/26

SUBAREA - C

DEVELOPMENT ORDER STATUS REPORT - ORDINANCE NO. 4035

AUTHORIZED & APPROVED DEVELOPMENT

			RETAIL	RETAIL	RETAIL	RETAIL	NSTITUTIONAL	INSTITUTIONAL	TOTAL	RESIDENTIAL		TOTAL	
		OFFICE	HIGH	MEDIUM-HIGH	MEDIUM	LOW	TRAFFIC	NON-TRAFFIC	SQ. FT.	ROOMS	UNITS	OFF EQUIV	STATUS
Authorized Development, Ord. No. 4035		109,000	64,700		28,200		6,000		207,900	0	285	455,450	
Existing Development, Ord. No. 4035*		45,406	64,682		0		5,100		115,188	0	49	269,249	
Balance Authorized Under Ord. 4035		63,594	18		28,200	0	900	0	92,712	0	236	186,201	
Transfers from other Subareas**		196,346	12,071		0		25,296		233,713	0	7	289,355	
Conversions within the Subarea		-224,808	23,335		-28,200		-24,604	3,718	-250,559		548.75	0	
Balance Authorized after Transfers and Conversions		35,132	35,424	0	0	0	1,592	3,718	75,866	0	791.75	473,865	
CRP-88-2	Boca Properties (310 E Palmetto)	2,300	0		0	0	0	0	2,300	0	0	2,300	Built
CRP-88-5	Arvida/JMB (SW Corner Palmetto/SE 5 Ave)	29,000	0		0	0	0	0	29,000	0	0	29,000	Built
CRP-94-7	Gallery Mihalis (365 E Palmetto Park Rd)	0	0		0	0	1,592	0	1,592	0	0	3,409	Built
CRP-95-02	U. S. Trust (280 E Palmetto Park Rd)	8,665	0		0	0	0	0	8,665	0	0	8,665	Built
CRP-96-06	James Camene - Retail (400 E Palmetto Park Rd)	0	2,295		0	0	0	0	2,295	0	0	6,831	Built
CRP-97-06	444 East Palmetto - Demolition (2300 existing RL not in 4035)	0	0		0	0	0	0		0	0	0	Demolished
	444 East Palmetto	2,782	3,059		0	0	0	0	5,841	0	0	11,887	Built
CRP-97-03	Lilly's (451 E Palmetto Park Rd)	0	90		0	0	0	0	90	0	0	268	Built
CRP-97-09	332 East Palmetto	0	0		0	0	0	0		0	0	0	Expired
CRP-98-05	Fifth Avenue Place - Demolition	-2,352	-1,158		0	0	0	0	-3,510	0	-4	-7,466	Demolished
	Fifth Avenue Place - Five Palms	15,160	2,177		0	0	0	0	17,337	0	10	25,806	Built
CRP-99-03	Washington Mutual	0	0		0	0	0	0		0	0	0	Expired
CRP-99-06	Indies Townhomes Demolition	0	0		0	0	0	0		0	-4	-1,667	Demolished
	Indies Townhomes (228 BR Rd)	0	0		0	0	0	0		0	16	6,667	Built
CRP-03-08	200 East Palmetto Demolition	0	0		0	0	0	0		0	0	0	Approved
	200 East Palmetto-Bank Only	10,593	0		0	0	0	0	10,593	0	0	10,593	Built
CRP-04-06	200 East	-20,586	0		0	0	0	0	-20,586	0	0	-20,586	Demolished
	200 East	0	27,172		0	0	0	0	27,172	0	117	129,620	Built
CRP-04-02	465 East Palmetto Park Rd (5Palms)	0	4,872		0	0	0	0	4,872	0	16	21,167	Repealed
CRP-04-02R1	455 E Palmetto Park Rd	0	-4,872		0	0	0	0	-4,872	0	-16	-21,167	Repealed
	455 E Palmetto Park Rd	0	4,834		0	0	0	0	4,834	0	16	21,054	Built
CRP-04-03	327 Royal Palm Rd Demolition	0	0		0	0	0	0		0	0	0	Expired
	327 Royal Palm Rd												

As of 04/13/26

SUBAREA - C

DEVELOPMENT ORDER STATUS REPORT - ORDINANCE NO. 4035

AUTHORIZED & APPROVED DEVELOPMENT

			RETAIL	RETAIL	RETAIL	RETAIL	NSTITUTIONAL	INSTITUTIONAL	TOTAL	RESIDENTIAL		TOTAL	
		OFFICE	HIGH	MEDIUM-HIGH	MEDIUM	LOW	TRAFFIC	NON-TRAFFIC	SQ. FT.	ROOMS	UNITS	OFF EQUIV	STATUS
CRP-04-05	Palmetto Promenade	0	0		0	0	0	0		0	0	0	Expired
CRP-05-07	375 Royal Palm Road Demolition	0	0		0	0	0	0		0	0	0	Expired
	375 Royal Palm Road	0	0		0	0	0	0		0	0	0	Expired
CRP-06-02	327 Royal Palm Road Demolition	0	0		0	0	0	0		0	0	0	Expired
	327 Royal Palm Road (T)	0	0		0	0	0	0		0	0	0	Expired
CRP-11-02***	Archstone-Demolition	0	-18,241		0	0	0	0	-18,241	0	-7	-57,206	Demolished
	Archstone (T) (Not building this project)	0	0		0	0	0	0		0	0	0	Repealed
CRP-11-02R1***	Archstone-Amendment (ElimIDG; Reduced SF) (333 E Palmetto Park Rd)	0	11,134		0	0	0	0	11,134	0	378	190,636	Built
CRP-11-02R2***	Archstone/Amendment-1Yr Extension-both projects	0	0		0	0	0	0		0	0	0	Approved
CRP-11-02R3A	Il Bell Pomodoro (T)	0	1,965		0	0	0	0	1,965	0	0	5,848	Under Construction
CRP-06-02	327 E Royal Palm Rd-Prev.Demolition										-1	-417	Demolished
CRP-14-01	327 E Royal Palm Rd Condos (4035)(Prev CRP-06-02 Expd)	0	0		0	0	0	0		0	25	10,417	Built
CRP-15-03	Luff's Fish House (390 E Palmetto Park Rd)	0	-42	0	0	0	0	0	-42	0	0	-126	Built
CRP-15-01 (C)(T)	375 E Royal Palm Rd (Demo)										-4	-1,667	Demolished
CRP-15-01 (C)(T)	RoyalPalm ALF (C)(T) 4035	0	0		0	0	0	0		0	193	80,417	Reversed
CRP-15-01 (C)(T)	RoyalPalm ALF (C)(T) 4035	0	0		0	0	0	0		0	-193	-80,417	Reversed
CRP-15-01R1 (C)(T)	RoyalPalm ALF (C)(T) 4035	0	0		0	0	0	0		0	161	67,084	Approved
CRP-88-02	Proper Ice Cream (310 Palmeto Park Rd - Elim of Prior Approval)	-2,123	0		0	0	0	0	-2,123	0	0	-2,123	Expired
CRP-88-02R1	Proper Ice Cream (310 Palmeto Park Rd - (T)	1,152	971		0	0	0	0	2,123	0	0	4,042	Expired
CRP-88-02	Proper Ice Cream	2,123	0		0	0	0	0	2,123	0	0	2,123	Expired
CRP-88-02R1	Proper Ice Cream (310 Palmeto Park Rd - (T)	-1,152	-971		0	0	0	0	-2,123	0	0	-4,042	Expired
CRP-17-03	475 Royal Palm (T)	0	0		0	0	0	0		0	48	20,000	Built
CRP-17-03	475 Royal Palm (T) (Existing)	1,895	0		0	0	0	0	1,895	0	0	1,895	Built
CRP-17-03R1A	490 E Palmetto Park Rd (Change In Use) (C)	-3,718	0		0	0	0	0	-3,718	0	0	-3,718	Approved
CRP-17-03R1A	490 E Palmetto Park Rd (Change In Use)	0	0		0	0		3,718	3,718	0	0	1,691	Approved
21-2320	343 E Royal Palm Rd										-2	-834	Demolished
CRP-21-01	Reve Del Mizner - 200 E Boca Raton Rd	0	0	0	0	0	0	0		0	5	2,084	Under Construction
CRP-88-02R2	How Ya Dough'N (C) - 310 E Palmetto Park Rd	-2,300	0	0	0	0	0	0	-2,300	0	0	-2,300	Built
CRP-88-02R2	How Ya Dough'N (C)	0	2,139	0	0	0	0	0	2,139	0	0	6,367	Built

As of 04/13/26							SUBAREA - C						
					DEVELOPMENT ORDER STATUS REPORT - ORDINANCE NO. 4035								
					AUTHORIZED & APPROVED DEVELOPMENT								
			RETAIL	RETAIL	RETAIL	RETAIL	NSTITUTIONAL	INSTITUTIONAL	TOTAL	RESIDENTIAL		TOTAL	
		OFFICE	HIGH	MEDIUM-HIGH	MEDIUM	LOW	TRAFFIC	NON-TRAFFIC	SQ. FT.	ROOMS	UNITS	OFF EQUIV	STATUS
CRP-22-02	343 Residential	0	0	0	0	0	0	0		0	4	1,667	Approved
CRP-23-02	280 E Palmetto	-8,665	0	0	0	0	0	0	-8,665	0	0	-8,665	Demolished
CRP-23-02	280 E Palmetto	0	0	0	0	0	0	0		0	28	11,667	Approved
Balance of Authorized Development		2,358	0	0	0	0	0	0	2,358	0	5.75	4,753	

As of 04/13/26							SUBAREA - D						
					DEVELOPMENT ORDER STATUS REPORT - ORDINANCE NO. 4035								
					AUTHORIZED & APPROVED DEVELOPMENT								
			RETAIL	RETAIL	RETAIL	RETAIL	INSTITUTIONAL	INSTITUTIONAL	TOTAL		RESIDENTIAL	TOTAL	
		OFFICE	HIGH	MEDIUM-HIGH	MEDIUM	LOW	TRAFFIC	NON-TRAFFIC	SQ. FT.	ROOMS	UNITS	OFF EQUIV	STATUS
Authorized Development, Ord. No. 4035		1,214,000	325,000		56,800		0		1,595,800	314	115	2,448,524	
Existing Development, Ord. No. 4035		204,060	324,112		0				528,172	0	6	1,171,179	
Balance Authorized Under Ord. 4035		1,009,940	888		56,800		0		1,067,628	314	109	1,277,345	
Transfers from other Subareas*		-115,789	-17,878	-14,177	0		59,543		-88,301	0		-76,674	
Conversions within the Subarea		-564,854	13,287	29,857	-56,800	13,179	-59,543		-624,875	23	1,448	0	
Balance Authorized after Transfers and Conversions		329,297	-3,703	15,680	0	13,179	0	0	354,453	337	1,557	1,200,672	
	Approvals after Adjustment												
Demolition	Calico Corners - Demolition	Demolition Considered in Establishing Existing Numbers in Ordinance No. 4035											
CRP-88-6	Boca Raton Financial Center	0	0		0	0	0	0	0	0	0	0	Expired
CRP-89-3	Harold Grant Store (addition-in Royal Palm)	0	400		0	0	0	0	400	0	0	1,190	Built
CRP-89-4	Boca Florist (301 S Federal Hwy)	0	333		0	0	0	0	333	0	0	991	Built
CRP-91-2	Commercial Fund Corp. (Einsteins/Blockbuster) See also CRP-91-2R1	0	9,700		0	0	0	0	9,700	0	0	28,869	Built
CRP-93-2	Parkwood Properties-Smith Barney (119 SE 1st St)	12,127	-11,742		0	0	0	0	385	0	0	-22,819	Built
CRP-94-2	Parks Karate	0	0		0	0	0	0		0	0	0	Expired
CRP-94-10R4	120 E Palmetto Park - Bank of America Site (Palmetto Place)	70,001	16,748	0	0	0	0	0	86,749	0	244	221,513	Built
CRP-95-04	Songy Partners (95 S Federal Hwy)	2,303	0		0	0	0	0	2,303	0	0	2,303	Built
CRP-96-04	Matteis & Christopher (29 SE 5th St)	3,666	0		0	0	0	0	3,666	0	0	3,666	Built
CRP-98-03	Schwartz Denistry - Demolition (37 SE 5 St)	0	0		0	0	0	0		0	-1	-417	Demolished
	Schwartz Denistry	3,650	0		0	0	0	0	3,650	0	0	3,650	Built
CRP-98-04	Nunex State Farm (33 SE 5th St)	0	0		0	0	0	0		0	0	0	Expired
		0	0		0	0	0	0		0	0	0	Expired
CRP-99-02	Mizner Square (20 E Royal Palm Rd)	0	6,863		0	13,179	0	0	20,042	0	0	27,939	Built
CRP-00-02	Royal Palm Plaza - Demolition	0	-40,000	0	0	0	0	0	-40,000	0	0	-119,048	Demolished
	Royal Palm Plaza (C)	29,273	42,576	0	0	0	0	0	71,849	0	185	233,071	Built
CRP-00-02R6	Royal Palm Place Hotel Site Demo	-3,041	-10,633	0	0	0	0	0	-13,674	0	0	-34,687	Approved
	Royal Palm Place Hotel	0	11,284	0	0	0	0	0	11,284	144	0	113,583	Approved
CRP-00-02R7	Royal Palm Place Hotel Site Demo	0	-8,991	0	0	0	0	0	-8,991	0	0	-26,759	Approved
	Royal Palm Place Hotel	0	10,718	0	0	0	0	0	10,718	-7	0	28,010	Approved
CRP-00-09R1	Boca Grand - Demolition	-56,621	-1,579		0	0	0	0	-58,200	0	0	-61,320	Demolished
	Boca Grand	0	20,000	0	0	0	0	0	20,000	0	164	127,857	Built
CRP-00-14	SE 5th Office #100 - Demolition	0	-888		0	0	0	0	-888	0	0	-2,643	Demolished
	SE 5th Office #100	3,600	0		0	0	0	0	3,600	0	0	3,600	Built
CRP-00-15	SE 5th Office #300 - Demolition	-895	0		0	0	0	0	-895	0	0	-895	Demolished
	SE 5th Office #300	3,600	0		0	0	0	0	3,600	0	0	3,600	Built
CRP-03-06	Summit - Demolition	0	-32,463		0	0	0	0	-32,463	0	0	-96,617	Demolished
CRP-00-16	Summit	0	0		0	0	0	0		0	0	0	Expired
CRP-02-02	197 South Federal Demolition	0	-3,276		0	0	0	0	-3,276	0	0	-9,750	Demolished
	197 South Federal	9,007	1,425		0	0	0	0	10,432	0	0	13,248	Built

As of 04/13/26							SUBAREA - D						
					DEVELOPMENT ORDER STATUS REPORT - ORDINANCE NO. 4035								
					AUTHORIZED & APPROVED DEVELOPMENT								
		OFFICE	RETAIL HIGH	RETAIL MEDIUM-HIGH	RETAIL MEDIUM	RETAIL LOW	INSTITUTIONAL TRAFFIC	INSTITUTIONAL NON-TRAFFIC	TOTAL SQ. FT.	ROOMS	RESIDENTIAL UNITS	TOTAL OFF EQUIV	STATUS
CRP-00-11	J. Herman Dance Demolition (75 SE 3rd St)	0	0		0	0	0	0		0	0	0	Expired
	J. Herman Dance Building	0	0		0	0	0	0		0	0	0	Expired
CRP-04-04	21 SE 5th Street Demolition	-1,768	0		0	0	0	0	-1,768	0	0	-1,768	Demolished
	21 SE 5th Street-Elidin Office Bldg	6,830	0		0	0	0	0	6,830	0	0	6,830	Built
CRP-05-03	120 East Palmetto Park Road (Palmetto Place-PalmPkPh1&3)	0	0	0	0	0	0	0		0	0	0	Expired
CRP-06-05	Victoria Square - Demolition	0	0	0	0	0	0	0		0	0	0	Expired
	Victoria Square	0	0	0	0	0	0	0		0	0	0	Expired
CRP-08-01	16 SE 4th Street - Demolition	0	0	0	0	0	0	0		0	0	0	Expired
	16 SE 4th Street	0	0	0	0	0	0	0		0	0	0	Expired
CRP-08-02	1 South Federal Highway - Demolition	0	-1,856	0	0	0	0	0	-1,856	0	0	-5,524	Demolished
	Comerica Bank	3,631	0	0	0	0	0	0	3,631	0	0	3,631	Built
CRP-08-03	120 E Palmetto Park Rd (RAM) - Demolition	-12,500	0	0	0	0	0	0	-12,500	0	0	-12,500	Demolished
	120 E Palmetto Park Rd (RAM)	159,026	0	36,749	0	0	0	0	195,775	153	105	378,965	Repealed
CRP-05-01	Repeal of CRP-08-03 (RAM)	-159,026	0	-36,749	0	0	0	0	-195,775	-153	-105	-378,965	Repeal of Old Approval
CRP-08-03R2	120 E Palm-Ph4 (The Mark @CityScape-11 PlazaRIS)(C)	0	7,000	16,299	0	0	0	0	23,299	0	208	147,944	Repealed
	Repeal of CRP-08-03R2 (The Mark)	0	-7,000	-16,299	0	0	0	0	-23,299	0	-208	-147,944	Repealed
CRP-08-03R8A	Dr Morris (The Mark)	1,850	1,748	15,680	0	0	0	0	19,278	0	208	132,627	Built
CRP-11-01	131 South Federal Hwy (Camden)	0	0	0	0	0	0	0		0	261	108,750	Built
CRP-08-03R3	Hyatt Place Hotel-120 E Palmetto Park Rd (IDG)	0	8,000	0	0	0	0	0	8,000	200	0	134,921	Built
CRP-91-02R1	Boca Raton Regional Hospital Urgent Care (Old Blockbuster site)	0	-9,700	0	0	0	0	0	-9,700	0	0	-28,869	Built
	Change of Use for Urgent Care Offices	3,630	6,070	0	0	0	0	0	9,700	0	0	21,695	Built
CRP-17-05	230 S Dixie Hwy (Change of Use)		-2,023	0	0	0	0	0	-2,023	0	0	-6,021	Built
CRP-17-05	The Gab Group	2,023	0	0	0	0	0	0	2,023	0	0	2,023	Built
CRP-19-02A	Pulte Family Foundation (Change in Use)	0	-3,267	0	0	0	0	0	-3,267	0	0	-9,723	Built
CRP-19-02A	Pulte Family Foundation - 220 S Dixie Hwy	3,267	0	0	0	0	0	0	3,267	0	0	3,267	Built
CRP-22-01	The Residences of Boca Demo	-17,503	-6,220	0	0	0	0	0	-23,723	0	0	-36,015	Approved
CRP-22-01	The Residences of Boca - 14 SE 4 St (C)	0	0	0	0	0	0	0		0	190	79,167	Approved
CRP-22-03	Pulte Family Foundation	0	-6,930	0	0	0	0	0	-6,930	0	0	-20,625	Under Construction
CRP-22-03	Pulte Family Foundation	6,464	0	0	0	0	0	0	6,464	0	0	6,464	Under Construction
CRP-24-01	Modera Boca	-21,921	0	0	0	0	0	0	-21,921	0	0	-21,921	Approved
CRP-24-01	Modera Boca (IDG) (T)	0	0	0	0	0	0	0		0	306	127,500	Approved
Balance of Authorized Development		278,624	0	0	0	0	0	0	278,624	0	0	278,624	

As of 04/13/26					SUBAREA - E								
				DEVELOPMENT ORDER STATUS REPORT - ORDINANCE NO. 4035									
				AUTHORIZED & APPROVED DEVELOPMENT									
			RETAIL	RETAIL	RETAIL	RETAIL	INSTITUTIONAL	INSTITUTIONAL	TOTAL		RESIDENTIAL	TOTAL	
		OFFICE	HIGH	MEDIUM-HIGH	MEDIUM	LOW	TRAFFIC	NON-TRAFFIC	SQ. FT.	ROOMS	UNITS	OFF EQUIV	STATUS
Authorized Development, Ord. No. 4035		564,000	0		21,000				585,000	253	397	686,573	
Existing Development, Ord. No. 4035		22,051	0						22,051	0	0	22,051	
Balance Authorized Under Ord. 4035		541,949	0		21,000	0	0	0	562,949	253	397	864,522	
Transfers from other Subareas		-121,307	-1,965						-121,307	0		-127,155	
Conversions within the Subarea		-389,088	67,110		-21,000				-342,978	-89	613	0	
Balance Authorized after Transfers and Conversions		31,554	65,145	0	0	0	0	0	98,664	164	1,010	737,367	
CRP-88-4	Via Mizner (Federal/Camino)	68,667	0	0	0	0	0	0	68,667	0	0	68,667	Built
CRP-96-01; CRP-00-06 (Reso 94-4-CRA)	Arvida - Project (Mizner on the Green & Townsend Place)	0	0	0	0	0	0	0		0	441	183,750	Built
CRP-02-05	520 South Federal Hwy (Eckerd/CVS)	0	19,074	0	0	0	0	0	19,074	0	0	56,768	Built
CRP-06-01	Via Mizner Demolition	0	0	0	0	0	0	0		0	0	0	Expired/Repealed
	Via Mizner	0	0	0	0	0	0	0		0	0	0	Expired/Repealed
CRP-06-01R1***	Via Mizner-Demolition-Ph 1	-13,751							-13,751			-13,751	Demolished
	Via Mizner (Ph.I&Ph.II)	27,723	50,067	0	0	0	0	0	77,790	118	434	423,121	Repealed
CRP-06-01R2	Citibank Temp DriveThru (or completion of Ph I)	0	0		0	0	0	0		0	0	0	Approved
CRP-06-01R3***	Repeal of previous project approvals	-27,723	-50,067	0	0	0	0	0	-77,790	-118	-434	-423,121	Repealed
	Phase 1-Via Mizner (IDG) (Rental Apts)	5,499	13,593	0	0	0	0	0	19,092	0	366	198,454	Repealed
	Phase 2&3-Via Mizner (IDG) Future	0	41,706	0	0	0	0	0	41,706	118	84	224,679	Repealed
	Repeal of Previous Phase 2&3 approval	0	-41,706	0	0	0	0	0	-41,706	-118	-84	-224,681	Repealed
CRP-06-01R4	Via Mizner Demo Phase 2	-14,745	0	0	0	0	0	0	-14,745	0	0	-14,745	Demolished
CRP-06-01R4	Phase 2 (IDG) (Hotel)	0	17,828	0	0	0	0	0	17,828	164	0	144,171	Repealed
CRP-06-01R4	Via Mizner Demo Phase 3	-52,222	0	0	0	0	0	0	-52,222	0	0	-52,222	Demolished
CRP-06-01R4	Phase 3 (IDG) (Condos)	0	23,819	0	0	0	0	0	23,819	0	104	114,223	Repealed
CRP-16-01	Mizner 200 (Mizner on the Green Demo)	0	0	0	0	0	0	0		0	-246	-102,500	Repealed
CRP-16-01	Mizner 200 (C)	0	0	0	0	0	0	0		0	384	160,000	Repealed
CRP-16-01	Mizner 200 (Mizner on the Green Demo) Repeal	0	0	0	0	0	0	0		0	246	102,500	Repealed
CRP-16-01	Mizner 200 (C) Repeal	0	0	0	0	0	0	0		0	-384	-160,000	Repealed
CRP-16-01R2	Mizner 200 PH1 (Mizner on the Green Demo)	0	0	0	0	0	0	0		0	-115	-47,917	Demolished
CRP-16-01R2	Mizner 200 PH1	0	0	0	0	0	0	0		0	140	58,333	Repealed
CRP-16-01R2	Mizner 200 PH 2 (Mizner on the Green Demo)	0	0	0	0	0	0	0		0	-131	-54,583	Demolished
CRP-16-01R2	Mizner 200 PH2	0	0	0	0	0	0	0		0	244	101,667	Repealed
CRP-16-01R3A	Mizner 200 PH1 Repeal (Alina)	0	0	0	0	0	0	0		0	-140	-58,333	Repealed
CRP-16-01R3A	Mizner 200 PH1	0	0	0	0	0	0	0		0	130	54,167	Built
CRP-16-01R4A	Mizner 200 PH2 Repeal	0	0	0	0	0	0	0		0	-244	-101,667	Repealed
CRP-16-01R4A	Mizner 200 PH2 (Alina)	0	0	0	0	0	0	0		0	201	83,750	Built
CRP-16-01R5	Mizner 200 PHS2 - Exterior Modification (Alina)	0	0	0	0	0	0	0		0	0	0	Approved
CRP-06-01R5	Repeal of Previous Phase 1 Approval	-5,499	-13,593	0	0	0	0	0	-19,092	0	-366	-198,454	Built
CRP-06-01R5	Via Mizner Phase 1	8,431	7,568	0	0	0	0	0	15,999	0	366	183,455	Built
CRP-06-01R5	Repeal of Previous Phase 2 Approval	0	-17,828	0	0	0	0	0	-17,828	-164	0	-144,171	Approved
CRP-06-01R5	Via Mizner Phase 2	0	16,139	0	0	0	0	0	16,139	164	0	139,144	Under Construction
CRP-06-01R5	Releal of Previous Phase 3 Approval	0	-23,819	0	0	0	0	0	-23,819	0	-104	-114,223	Approved
	Via Mizner Phase 3	0	22,364	0	0	0	0	0	22,364	0	92	104,893	Under Construction
Balance of Authorized Development		35,173	0	0	0	0	0	0	37,138	0	26	45,992	

As of 04/13/26							SUBAREA - F							
					DEVELOPMENT ORDER STATUS REPORT - ORDNANCE NO. 4035									
					AUTHORIZED & APPROVED DEVELOPMENT									
			RETAIL	RETAIL	RETAIL	RETAIL	INSTITUTIONAL	INSTITUTIONAL		TOTAL		RESIDENTIAL	TOTAL	
		OFFICE	HIGH	MEDIUM - HIGH	MEDIUM	LOW	TRAFFIC	NON-TRAFFIC	OTHER	SQ. FT.	ROOMS	UNITS	OFF EQUIV	STATUS
Authorized Development, Ord. No. 4035		455,000	8,800		49,800		3,000			516,600	67	266	675,038	
Existing Development, Ord. No. 4035		218,051	8,169		0		3,000			229,220	64	8	287,676	
Balance Authorized Under Ord. 4035		236,949	631		49,800		0			287,380	3	258	387,361	
Transfers from other Subareas		98,459	3,135							101,594	0		107,789	
Conversions within the Subarea		-215,180	56,164		-43,525				32,623	-202,541	-50	248	0	
Balance Authorized after Transfers and Conversions		120,228	59,930	0	6,275	0	0	0	32,623	186,433	-47	506	493,326	
CRP-89-2	Boca Supply, Inc. (11 SE 5th St)	0	615		0	0	0	0		615	0	0	1,830	Built
CRP-90-2	Addison II	0	0		0	0	0	0		0	0	0	0	Expired
CRP-92-4	Newmann/Virtue (28 SE 6 St)	3,451	0		0	0	0	0		3,451	0	0	3,451	Built
	Howard Johnsons Demolition	0	-4,752		0	0	0			-4,752	-45	0	-39,143	Demolished
CRP-96-02	Publix	0	37,887		0	0	0	0		37,887	0	0	112,759	Built
CRP-96-05R1	Ocean Sand - Demolition	0	0		0	0	0	0			-2	0	-1,111	Demolished
	Ocean Sand (641 S Federal) City National Bank	4,960	0		0	0	0	0		4,960	0	0	4,960	Built
CRP-96-05R2	Altier Jewelers (641 S Federal)	-4,960	0		0	0	0	0		-4,960	0	0	(4,960)	Approved
CRP-96-05R2	Altier Jewelers (641 S Federal)	0	0		5,535	0	0	0		5,535	0	0	4,375	Approved
CRP-97-08R3	1st Union - Demolition (Songy Partners)	-26,510	0		0	0	0	0		-26,510	0	0	-26,510	Demolished
	1st Union & Jefferson @(33)Camino Real	110,461	0		0	0	0	0		110,461	0	235	208,378	Built
CRP-98-01	Mizner Commons (2 E Camino Real)	1,290	0		0	0	0	0		1,290	0	0	1,290	Built
CRP-98-02	Bari Investment Group, Inc. - Demolition	0	0		0	0	0	0			0	0	0	Expired
	Bari Investment Group, Inc.	0	0		0	0	0	0			0	0	0	
CRP-99-08	Communications Center (500 S Dixie)	0	0	0	0	0	0	0	29,280	0	0	0	3,700	Built
CRP-00-03	Bari Investors - Demolition	0	0		0	0	0	0			0	0	0	Expired
	Bari Investors (855 S Federal)	0	0		0	0	0	0			0	0	0	
CRP-00-07	Altier Jewelers - Demolition	-986	0		0	0	0	0		-986	0	0	-986	Demolished
	Altier Jewelers (499 S Federal)	0	2,473		0	0	0	0		2,473	0	0	7,360	Built
CRP-00-04	555 Realty Holdings-595 Building (595 S Federal)	82,450	0		0	0	0	0		82,450	0	0	82,450	Built
CRP-00-05	Ocean Portfolio Properties II - Demolition	0	-3,800		0	0	0	0		-3,800	0	-1	-11,726	Demolished
	Ocean Portfolio Properties II (Remax/Federal Hwy) 601 S Fed	9,600	5,000		0	0	0	0		14,600	0	0	24,481	Built
CRP-02-03	40 Southeast 7th St Demolition	0	0		0	0	0	0			0	0	0	Expired

As of 04/13/26							SUBAREA - F							
					DEVELOPMENT ORDER STATUS REPORT - ORDNANCE NO. 4035									
					AUTHORIZED & APPROVED DEVELOPMENT									
			RETAIL	RETAIL	RETAIL	RETAIL	INSTITUTIONAL	INSTITUTIONAL		TOTAL		RESIDENTIAL	TOTAL	
		OFFICE	HIGH	MEDIUM - HIGH	MEDIUM	LOW	TRAFFIC	NON-TRAFFIC	OTHER	SQ. FT.	ROOMS	UNITS	OFF EQUIV	STATUS
Authorized Development, Ord. No. 4035		455,000	8,800		49,800		3,000			516,600	67	266	675,038	
Existing Development, Ord. No. 4035		218,051	8,169		0		3,000			229,220	64	8	287,676	
Balance Authorized Under Ord. 4035		236,949	631		49,800		0			287,380	3	258	387,361	
Transfers from other Subareas		98,459	3,135							101,594	0		107,789	
Conversions within the Subarea		-215,180	56,164		-43,525				32,623	-202,541	-50	248	0	
Balance Authorized after Transfers and Conversions		120,228	59,930	0	6,275	0	0	0	32,623	186,433	-47	506	493,326	
	40 Southeast 7th St	0	0		0	0	0	0			0	0	0	
CRP-02-04	Bari Investment Group, Inc. - Demolition	0	0		0	0	0	0			0	0	0	Expired
	Bari Investment Group, Inc.	0	0		0	0	0	0			0	0	0	
CRP-04-01	40 Southeast 7th St Demolition	0	0		0	0	0	0			0	0	0	Expired
	40 Southeast 7th St	0	0		0	0	0	0			0	0	0	Expired
CRP-05-01	33 SE 8 St-Demolition	0	0		0	0	0	0			0	0	0	Expired
CRP-06-04	The Modern (33 SE 8 St) See CRP-13-05	0	0		0	0	0	0		0	0	0	0	Expired
CRP-07-06	Europa Camino Real Station													Expired
CRP-06-06	Paladin - Demo(855 S Fed)-SeeCRP-13-01	0	0		0	0	0	0			0	0	0	Repealed
	Paladin - City Club - See CRP-13-01	0	0		0	0	0	0			0	0	0	Repealed
CRP-13-01	East City Center-Demolition (Pre-Ord)	-33,000	0		0	0	0	0		-33,000	0	0	-33,000	Demolished
	ECC (RH=12,500Groc;2022Off;4524Bank;5483Rest)(C)	6,546	22,507		0	0	0	0		29,053	0	0	73,531	Built
CRP-13-01R1	East City Center-Bank Reduction of 1,093 (to 3,431)[4035]		0										0	
CRP-05-01/06-04	Boca Lofts (33 SE 8 St/Modern)-Demolition (PreOrd)	-21,855	0	0						-21,855	0	0	-21,855	Demolished
CRP-13-05	Boca Lofts-33 SE 8 St (4035) (Boca City Walk-7/6/15)	0	0	0							0	229	95,417	Built
	Demo of Existing Structure	-4,425	0	0						-4,425	0	0	(4,425)	Demolished
CRP-92-4	Newmann/Virtue (Demo)	-3,451	0	0						-3,451	0	0	(3,451)	Demolished
CRP-17-01	The Concierge Senior Living - 22 SE 6th St	0	0	0							0	88	36,667	Approved
CRP-17-01R1	The Concierge Senior Living - Reapproval	0	0	0							0	0	0	Approved
CRP-17-01R2	Concierge Apartments	0	0	0							0	-88	(36,667)	Approved
CRP-17-01R2	Concierge Apartments	0	0	0							0	42	17,500	Approved
CRP-19-01A	Solid Rock Church (600 S Dixie Hwy) Change in Use	-3,343	0	0	0	0	0	0	0	-3,343	0	0	(3,343)	Built
*CRP-19-01A	Solid Rock Church (600 S Dixie Hwy) Change in Use	0	0	0	0	0	0	0	3,343		0	0	1,520	Built
Balance of Authorized Development		0	0	0	740	0	0	0	0	740	0	0	584	

As of 04/13/26

SUBAREA - G

DEVELOPMENT ORDER STATUS REPORT - ORDINANCE NO. 4035

AUTHORIZED & APPROVED DEVELOPMENT

		OFFICE	RETAIL HIGH	RETAIL MEDIUM-HIGH	RETAIL MEDIUM	RETAIL LOW	INSTITUTIONAL TRAFFIC	INSTITUTIONAL NON-TRAFFIC	TOTAL SQ. FT.	RESIDENTIAL ROOMS	RESIDENTIAL UNITS	TOTAL OFF EQUIV	STATUS
Authorized Development, Ord. No. 4035		214,000	177,000		0	0	0	0	391,000	0	0	740,786	
Existing Development, Ord. No. 4035		31,337	125,769		0	0	0	0	157,106	0	0	405,650	
Balance Authorized Under Ord. 4035		182,663	51,231		0	0	0	0	233,894	0	0	335,136	
Transfers from other Subareas		-75,147	-13,186						-88,333			-114,391	
Conversions within the Subarea		-104,128	-65,813						-169,941		720	0	
Balance Authorized after Transfers and Conversions		3,388	-27,768	0	0	0	0	0	-24,380	0	720	220,745	
CRP-92-1	Kimco (Old Winn-Dixie NW corner Camino/Dixie)	0	480				0		480	0	0	1,429	Built
CRP-05-06	Commerce Bank (1001 SW 2 Ave)	3,386	0				0		3,386	0	0	3,386	Built
CRP-92-01	Winn-Dixie	0	-73,580	0	0	0	0	0	-73,580	0	0	-218,988	Demolished
CRP-16-02	Camino Square PH 1 - 171 Camino Real (The Fitz	0	0	0	0	0	0	0		0	346	144,167	Built
CRP-16-02	Camino Square PH 2 - 171 Camino Real	0	37,399	0	0	0	0	0	37,399	0	0	111,307	Approved
CRP-16-02R1	Camino Square PH 2 - 171 Camino Real	0	-37,399	0	0	0	0	0	-37,399	0	0	-111,307	Approved
CRP-16-02R1	Camino Square PH 2 - 171 Camino Real	0	23,368	0	0	0	0	0	23,368	0	374	225,381	Approved
Balance of Authorized Development		2	21,964	0	0	0	0	0	21,966	0	0	65,371	