



December 4, 2017

Bryan G. Kelley, P.E.
 Simmons & White
 2581 Metroncentre Boulevard, Suite 3
 West Palm Beach, FL 33407

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

**RE: Amicus Medical Office
 FLUA Amendment Policy 3.5-d Review
 Round 2018-C**

Dear Mr. Kelley:

Palm Beach County Traffic Division has reviewed the Comprehensive Plan Amendment Traffic Statement for the proposed Future Land Use Amendment for the above referenced project, revised October 16, 2017, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

**Palm Beach County
 Board of County
 Commissioners**

- Melissa McKinlay, Mayor
- Mack Bernard, Vice Mayor
- Hal R. Valeche
- Paulette Burdick
- Dave Kerner
- Steven L. Abrams
- Mary Lou Berger

County Administrator

Verdenia C. Baker

Location:	SE corner of Venture Center Way and Hagen Ranch Road	
PCN:	00-42-43-27-05-055-0252	
Acres:	1.40 acres	
	Current FLU	Proposed FLU
FLU:	Medium Residential, 5 dwelling units per acre (MR-5)	Commercial Low Office (CL)
Zoning:	Agricultural Residential (AR)	Multiple Used Planned Development (MUPD)
Density/ Intensity:	5 du/ acres	.50 FAR
Maximum Potential:	Single Family Detached Total: 7 dwelling units	Medical Office Total: 30,492 SF
Proposed Potential:	N/A	N/A
Net Daily Trips:	922 (maximum - current)	
Net PH Trips:	66 (52/14) AM, 90 (25/65) PM (maximum)	
* <i>Maximum indicates typical FAR and maximum trip generator. Proposed indicates the specific uses and intensities/densities in the zoning application.</i>		

Based on the review, the Traffic Division has determined that the traffic impacts of the proposed amendment meets Policy 3.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan at the maximum potential density shown above.

"An Equal Opportunity
 Affirmative Action Employer"



Bryan G. Kelley, P.E.
December 4, 2017
Page 2

Please contact me at 561-684-4030 or email to DSimeus@pbcgov.org with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "DSimeus", is written over a light blue horizontal line.

Dominique Simeus
Project Coordinator II - Traffic Division

DS/bc

cc: Quazi Bari, P.E. – Senior Professional Engineer, Traffic Division
Steve Bohovsky – Technical Assistant III, Traffic Division
Lisa Amara – Senior Planner, Planning Division
Khurshid Mohyuddin – Principal Planner, Planning Division
Jorge Perez – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review
N:\TRAFFIC\Development Review\Comp Plan\18-C\Amicus Medical Office.docx

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



LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

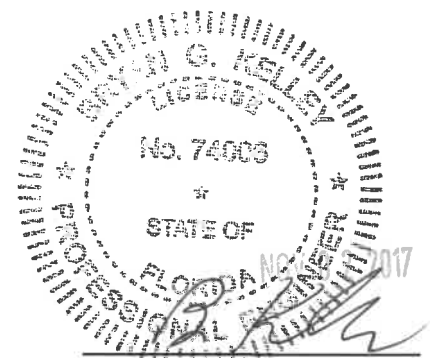
**AMICUS MEDICAL OFFICE
1.4 ACRE LUPA
PALM BEACH COUNTY, FLORIDA**

Prepared for:

Studio Schiff, LLC
4722 NW Boca Raton Boulevard
Suite C106
Boca Raton, Florida 33431

Job No. 17-123

Date: 10/06/17
Revised: 10/16/2017



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

TABLE OF CONTENTS

1.0 SITE DATA.....	3
2.0 TRAFFIC GENERATION.....	3
3.0 RADIUS OF DEVELOPMENT INFLUENCE	4
4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION	4
5.0 YEAR 2040 ANALYSIS	5
6.0 TEST 2 – FIVE YEAR ANALYSIS	5
7.0 PEAK HOUR TURNING MOVEMENTS.....	5
8.0 CONCLUSION.....	5

1.0 SITE DATA

The subject parcel is located in the southeast corner of Hagen Ranch Road and Venture Center Way in Palm Beach County and contains approximately 1.4 acres. The Property Control Number (PCN) for the subject parcel is 00-42-43-27-05-055-0252. The property is currently designated as Medium Residential, 5 dwelling units per acre (MR-5) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the 1.4 acre parcel's designation to Commercial Low Office (CL-O) on the Palm Beach County Comprehensive Plan. The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 1.4 acre parcel's land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing MR-5 future land use designation and the proposed CL-O future land use designation:

MR-5

The most intensive land use for the existing MR-5 land use designation is single family homes. Based on a maximum density of 5 dwelling units per acre and the site area consisting of 1.4 acres, the maximum allowable number of dwelling units for the designated acreage under the existing MR-5 land use designation is 7 dwelling units calculated as follows:

$$1.4 \text{ Acre} \quad \times \quad \frac{5 \text{ Dwelling Units}}{\text{Acre}} \quad = \quad 7 \text{ Dwelling Units}$$

Single Family Homes (7 Dwelling Units)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing MR-5 land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 9th Edition. Based on the maximum allowable dwelling units and the accepted traffic generation rates for single family homes, the maximum traffic generation for the property under the existing MR-5 land use designation may be summarized as follows:

Daily Traffic Generation	=	70 tpd
AM Peak Hour Traffic Generation (In/Out)	=	5 pht
PM Peak Hour Traffic Generation (In/Out)	=	10 pht

2.0 TRAFFIC GENERATION (CONTINUED)

CL-O

The most intensive land use for the proposed CL-O land use designation is "Medical Office". Based on a maximum floor area ration (FAR) of 0.50 and the site area consisting of 1.4 acres, the maximum allowable square footage for the designated acreage under the proposed CL-O land use designation is 30,492 S.F. calculated as follows:

$$1.4 \text{ Acre} \times \frac{43,560 \text{ S.F.}}{\text{Acre}} \times 0.50 = 30,492 \text{ S.F.}$$

Medical Office (30,492 S.F.)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed CL-O land use designation. Based on the maximum allowable square footage and the accepted traffic generation rates for medical office development, the maximum traffic generation for the property under the proposed CL-O land use designation may be summarized as follows:

Daily Traffic Generation	=	992 tpd
AM Peak Hour Traffic Generation (In/Out)	=	66 pht (52 In/14 Out)
PM Peak Hour Traffic Generation (In/Out)	=	90 pht (25 In/65 Out)

The increase in traffic generation due to the requested change in the parcels' land use designations may be calculated as follows:

Daily Traffic Generation	=	922 tpd INCREASE
AM Peak Hour Traffic Generation	=	61 pht INCREASE
PM Peak Hour Traffic Generation	=	80 pht INCREASE

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation increase of 922 trips per day, the radius of influence is the directly accessed link for the Year 2040 analysis. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 90 peak hour trips, the radius of development influence for purposes of Test 2 shall be one mile.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

The attached PROJECT DISTRIBUTION figure shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed CL-O land use designation.

5.0 YEAR 2040 ANALYSIS

Table 3 (Appendix A) represents the required Year 2040 Analysis. The total anticipated Year 2040 traffic meets the adopted Level of Service requirements within the project's radius of influence. Therefore, the proposed land use change meets the Year 2040 requirements of the Palm Beach County Comprehensive Plan.

6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 4 and 5 (Appendix B) represent the required Test 2 Five Year Analysis. As shown in Tables 4 and 5, all roadway links are insignificant. Therefore, the proposed land use change meets the requirements of Test 2 of the Palm Beach County Traffic Performance Standards.

7.0 PEAK HOUR TURNING MOVEMENTS

The total AM and PM peak hour turning movements for the project under the proposed CL-O land use designation have been calculated in Table 2 in order to assess the improvements necessary to accommodate such traffic movements. The AM and PM peak hour turning movement volumes and directional distributions for the proposed CL-O land use designation may be summarized as follows:

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

AM Peak Hour = 58 / 15
PM Peak Hour = 28 / 72

Based on the peak hour volumes shown above and the Palm Beach County Engineering Guideline used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, additional turn lanes may be warranted. The need for turn lanes or access modifications will be reevaluated following the submittal of a site specific development order and site plan.

8.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will result in an increase in intensity of development and will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2040 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

**TABLE 1
EXISTING MR-5 FUTURE LAND USE DESIGNATION - 7 SINGLE FAMILY DWELLING UNITS**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total		
Single Family Detached	210	7	10					70			0		70	0%	0		70	0%	0		70
		Grand Totals:						70			0		70	0.0%	0		70	0%	0		70

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total			
Single Family Detached	210	7	0.75	0.25	0.75	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Grand Totals:				1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total			
Single Family Detached	210	7	$\ln(T) = 0.90 \ln(X) + 0.51$	0.63	0.37	6	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Grand Totals:				6	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0



AMICUS MEDICAL OFFICE

10/06/17
REVISED 10/16/17

**TABLE 2
PROPOSED CL-O FUTURE LAND USE DESIGNATION - 30,492 S.F. MEDICAL OFFICE AREA**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total	
Medical Office	720	30,492 S.F.	36.13			1,102			0			1,102			10%	110			992	
Grand Totals:						1,102			0			1,102			10%	110			992	

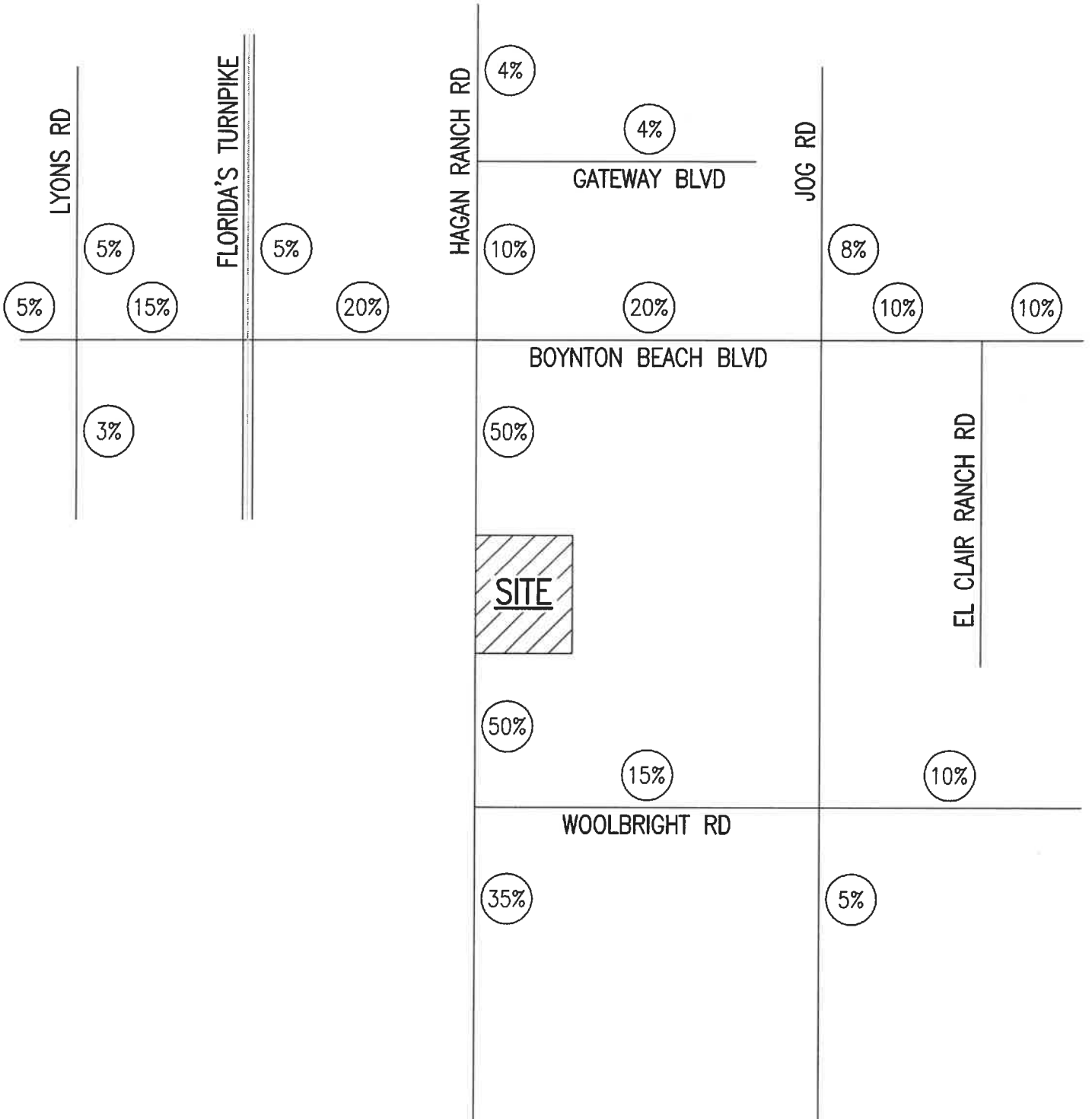
AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total		
Medical Office	720	30,492 S.F.	2.39	0.79	0.21	58	15	73	0	0	0	58	15	73	10%	7			52	14	66
Grand Totals:				0.79	0.21	58	15	73	0	0	0	58	15	73	10%	7			52	14	66

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total		
Medical Office	720	30,492 S.F.	$\ln(T) = 0.90 \ln(X) + 1.53$	0.28	0.72	28	72	100	0	0	0	28	72	100	10%	10			25	65	90
Grand Totals:				0.28	0.72	28	72	100	0	0	0	28	72	100	10%	10			25	65	90





LEGEND

(15%) PROJECT DISTRIBUTION

PROJECT DISTRIBUTION

AMICUS MEDICAL OFFICE

17-123 BK 10-06-17
 REVISED 10-16-17

APPENDIX A

YEAR 2040 ANALYSIS

TABLE 3
(YEAR 2040)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: AMICUS MEDICAL CENTER
 EXISTING FUTURE LAND USE DESIGNATION: MR-5
 TRIPS PER DAY = 70
 PROPOSED FUTURE LAND USE DESIGNATION: CL-O
 TRIPS PER DAY = 992
 TRIP INCREASE = 922

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS D CAPACITY	TRIP INCREASE	2040 PBC MPO TRAFFIC VOLUME*	TOTAL 2040 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE
BOYNTON BEACH BOULEVARD	LYONS ROAD	FLORIDA TURNPIKE	15%	138	6D	50,300	0.27%	47,438	47,438	0.94	NO
BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	20%	184	6D	50,300	0.37%	53,564	53,564	1.07	NO
BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	20%	184	6D	50,300	0.37%	48,800	48,984	0.98	NO
HAGEN RANCH ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	10%	92	2	15,200	0.61%	9,900	9,992	0.66	NO
HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	PIPERS GLEN BOULEVARD	50%	461	4D	33,200	1.39%	20,900	21,361	0.64	NO
HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	PIPERS GLEN BOULEVARD	50%	461	4D	33,200	1.39%	20,900	21,361	0.64	NO
WOOLBRIGHT ROAD	HAGEN RANCH ROAD	JOG ROAD	15%	138	4D	33,200	0.42%	17,800	17,938	0.54	NO

* Project is significant when net trip increase is greater than 1% for v/c of 1.4 or more, 2% for v/c of 1.2 or more and 3% for v/c less than 1.2.

APPENDIX B

TEST 2 ANALYSIS

TABLE 4
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
RADIUS OF INFLUENCE = 2 MILES
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 52
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 14

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
5401	BOYNTON BEACH BOULEVARD	STATE ROAD 7	LYONS ROAD	5%	3	4D	I	1,960	0.13%	NO
5103	BOYNTON BEACH BOULEVARD	LYONS ROAD	FLORIDA TURNPIKE	15%	8	6D	II	2,830	0.28%	NO
5201	BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	20%	10	6D	II	2,830	0.37%	NO
5641	BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	20%	10	6D	I	2,940	0.35%	NO
5633	BOYNTON BEACH BOULEVARD	JOG ROAD	EL CLAIR ROAD	10%	5	6D	I	2,940	0.18%	NO
5611	BOYNTON BEACH BOULEVARD	EL CLAIR ROAD	MILITARY TRAIL	10%	5	6D	II	2,830	0.18%	NO
4666	HAGEN RANCH ROAD	HYPOLUXO ROAD	GATEWAY BOULEVARD	4%	2	2	I	880	0.24%	NO
5241	HAGEN RANCH ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	10%	5	2	I	880	0.59%	NO
5600	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	BOYNTON BEACH BOULEVARD SITE	50%	26	4D	II	1,870	1.39%	NO
5600	HAGEN RANCH ROAD	WOOLBRIGHT ROAD	WOOLBRIGHT ROAD	50%	26	4D	II	1,870	1.39%	NO
5600	HAGEN RANCH ROAD	WOOLBRIGHT ROAD	PIPERS GLEN BOULEVARD	35%	18	4D	II	1,870	0.97%	NO
5108	LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	5%	3	4D	I	1960	0.13%	NO
5110	LYONS ROAD	BOYNTON BEACH BOULEVARD	BOYNTON BEACH BOULEVARD FLAVOR PICT ROAD	3%	2	2	I	880	0.18%	NO
4663	GATEWAY BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	4%	2	2	I	880	0.24%	NO
5662	WOOLBRIGHT ROAD	HAGEN RANCH ROAD	JOG ROAD	15%	8	4D	I	1960	0.40%	NO
5665	WOOLBRIGHT ROAD	JOG ROAD	EL CLAIR ROAD	10%	5	4D	I	1960	0.27%	NO
5200	JOG ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	8%	4	6D	I	2940	0.14%	NO
5640	JOG ROAD	PIPERS GLEN BOULEVARD	WOOLBRIGHT ROAD	5%	3	6D	II	2830	0.09%	NO

TABLE 5
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
RADIUS OF INFLUENCE = 2 MILES
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 25
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 65

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
5401	BOYNTON BEACH BOULEVARD	STATE ROAD 7	LYONS ROAD	5%	3	4D	I	1,960	0.17%	NO
5103	BOYNTON BEACH BOULEVARD	LYONS ROAD	FLORIDA TURNPIKE	15%	10	6D	II	2,830	0.34%	NO
5201	BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	20%	13	6D	II	2,830	0.46%	NO
5641	BOYNTON BEACH BOULEVARD	BOYNTON BEACH BOULEVARD	JOG ROAD	20%	13	6D	I	2,940	0.44%	NO
5633	BOYNTON BEACH BOULEVARD	JOG ROAD	EL CLAIR ROAD	10%	7	6D	I	2,940	0.22%	NO
5611	BOYNTON BEACH BOULEVARD	EL CLAIR ROAD	MILITARY TRAIL	10%	7	6D	II	2,830	0.23%	NO
4666	HAGEN RANCH ROAD	HYPOLUXO ROAD	GATEWAY BOULEVARD	4%	3	2	I	880	0.30%	NO
5241	HAGEN RANCH ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	10%	7	2	I	880	0.74%	NO
5600	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	BOYNTON BEACH BOULEVARI SITE	50%	33	4D	II	1,870	1.74%	NO
5600	HAGEN RANCH ROAD	SITE	WOOLBRIGHT ROAD	50%	33	4D	II	1,870	1.74%	NO
5600	HAGEN RANCH ROAD	WOOLBRIGHT ROAD	PIPERS GLEN BOULEVARD	35%	23	4D	II	1,870	1.22%	NO
5108	LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	5%	3	4D	I	1960	0.17%	NO
5110	LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	3%	2	2	I	880	0.22%	NO
4663	GATEWAY BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	4%	3	2	I	880	0.30%	NO
5662	WOOLBRIGHT ROAD	HAGEN RANCH ROAD	JOG ROAD	15%	10	4D	I	1960	0.50%	NO
5665	WOOLBRIGHT ROAD	JOG ROAD	EL CLAIR ROAD	10%	7	4D	I	1960	0.33%	NO
5200	JOG ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	8%	5	6D	I	2940	0.18%	NO
5640	JOG ROAD	PIPERS GLEN BOULEVARD	WOOLBRIGHT ROAD	5%	3	6D	II	2830	0.11%	NO