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

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

FUTURE LAND USE AMENDMENT APPLICATION
TRAFFIC STATEMENT

BEDNER'S FARM
14.01 ACRE FLUA
PALM BEACH COUNTY, FLORIDA

Prepared for:

Bedner Farm Inc.
10066 Lee Road
Boynton Beach, Florida 33473

Job No. 22-191

Date: September 29, 2022
Revised: March 6, 2023

BRYAN G. KELLEY
LICENSE
No. 74006
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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

APR 07 2023

TABLE OF CONTENTS

1.0 SITE DATA

The subject parcel is generally located on the southwest corner of State Road 7 and Lee Road in Palm Beach County and contains approximately 14.01 acres. The Property Control Numbers (PCN's) for the subject parcel are 00-41-46-01-02-001-0000 (southern 9 acres) and 00-42-43-27-05-061-0311.

The property is currently designated as Agricultural Reserve (AGR) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the 14.01 acre parcel's designation to Commerce (CMR) with underlying Agricultural Reserve 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 14.01 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 AGR future land use designation and the proposed CMR/AGR future land use designation:

AGR

The most intensive land use for the existing AGR land use designation are "Nursery (Garden Center)" and "Nursery (Wholesale)". Based on the site area consisting of 14.01 acres, the maximum allowable space under the existing AGR land use designation is 14.01 acres.

Nursery Garden Center (5 Acres) and Nursery Wholesale (9.01 Acres)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing AGR land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 11th Edition and provided by the Palm Beach County Engineering Traffic Division. Based on the current acreage and the accepted traffic generation rates for garden center nursery and wholesale nursery development, the maximum traffic generation for the property under the existing AGR land use designation may be summarized as follows:

Daily Traffic Generation	=	717 tpd
AM Peak Hour Traffic Generation (In/Out)	=	16 pht (8 In/8 Out)
PM Peak Hour Traffic Generation (In/Out)	=	43 pht (22 In/21 Out)

CMR/AGR

The most intensive land use under the proposed CMR/AGR land use designation is "Light Industrial". Based on a maximum floor area ratio (FAR) of 45 percent and the site area consisting of 14.01 acres, the

2.0 TRAFFIC GENERATION (CONTINUED)

maximum allowable building square footage for the designated acreage under the proposed CMR/AGR land use designation is 274,624 SF calculated as follows:

$$14.01 \text{ Acre} \times \frac{43{,}560 \text{ SF}}{\text{Acre}} \times 0.45 = 274{,}624 \text{ SF}$$

Light Industrial (274,624 SF)
Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed CMR/AGR land use designation. Based on the maximum allowable building square footage and the accepted traffic generation rates for commerce development, the maximum traffic generation for the property under the proposed CMR/AGR land use designation may be summarized as follows:

Daily Traffic Generation	= 1,203 tpd
AM Peak Hour Traffic Generation (In/Out)	= 183 pht (161 In/22 Out)
PM Peak Hour Traffic Generation (In/Out)	= 161 pht (23 In/138 Out)

The increase in traffic generation due to the requested change in the parcels' land use designations may be calculated as follows (as shown in Table 3):

Daily Traffic Generation	=	486 tpd INCREASE
AM Peak Hour Traffic Generation	=	167 pht INCREASE
PM Peak Hour Traffic Generation	=	118 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 486 trips per day, analysis is required for Year 2045 for the directly accessed link on the first accessed major thoroughfare. 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 183 peak hour trips, the radius of development influence for purposes of Test 2 shall be two (2) miles.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

Figure 1 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 CMR/AGR land use designation.

5.0 YEAR 2045 ANALYSIS

Table 4 (Appendix A) represents the required Year 2045 Analysis. The total anticipated Year 2045 traffic meets the adopted Level of Service requirements within the project's radius of influence. Therefore, the proposed land use change meets the Year 2045 requirements of the Palm Beach County Comprehensive Plan.

6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 5 and 6 (Appendix B) represents the required Test 2 Five Year Analysis for the AM and PM peak hours. As shown in Tables 5 and 6, 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 CMR/AGR 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 CMR/AGR land use designation may be summarized as follows:

Directional
Distribution
(Trips IN/OUT)

AM Peak Hour = 179 / 24
PM Peak Hour = 25 / 154

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 2045 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 AGR FUTURE LAND USE DESIGNATION - 14.01 ACRE NURSERY

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Nursery (Garden Center)	817	5.0	Acre	108.10			541		0	541	0%	0	541
Nursery (Wholesale)	818	9.01	Acre	19.50			176		0	176	0%	0	176
			Grand Totals:				717	0.0%	0	717	0%	0	717

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Nursery (Garden Center)	817	5.0	Acre	2.82	0.50	0.50	7	7	14	0.0%	0	0	0	7	7	14	0%	0	7	7	14
Nursery (Wholesale)	818	9.01	Acre	0.23	0.50	0.50	1	1	2	0.0%	0	0	0	1	1	2	0%	0	1	1	2
			Grand Totals:				8	8	16	0.0%	0	0	0	8	8	16	0%	0	8	8	16

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Nursery (Garden Center)	817	5.0	Acre	8.06	0.50	0.50	20	20	40	0.0%	0	0	0	20	20	40	0%	0	20	20	40
Nursery (Wholesale)	818	9.0	Acre	0.36	0.50	0.50	2	1	3	0.0%	0	0	0	2	1	3	0%	0	2	1	3
			Grand Totals:				22	21	43	0.0%	0	0	0	22	21	43	0%	0	22	21	43

TABLE 2
PROPOSED CMR/AGR FUTURE LAND USE DESIGNATION - 274,624 SF INDUSTRIAL

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
General Light Industrial	110	274,624	S.F.	4.87			1,337		0	1,337	10%	134	1,203
			Grand Totals:				1,337	0.0%	0	1,337	10%	134	1,203

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
General Light Industrial	110	274,624	S.F.	0.74	0.88	0.12	179	24	203	0.0%	0	0	0	179	24	203	10%	20	161	22	183
			Grand Totals:				179	24	203	0.0%	0	0	0	179	24	203	10%	20	161	22	183

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
General Light Industrial	110	274,624	S.F.	0.65	0.14	0.86	25	154	179	0.0%	0	0	0	25	154	179	10%	18	23	138	161
			Grand Totals:				25	154	179	0.0%	0	0	0	25	154	179	10%	18	23	138	161

BEDNER'S FARM

09/29/22

TABLE 3
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING FUTURE LAND USE DESIGNATION =	717	16	8	8	43	22	21
PROPOSED FUTURE LAND USE DESIGNATION =	1,203	183	161	22	161	23	138
INCREASE =	**486**	**167**	**153**	**14**	**118**	**1**	**117**

SIMMONS & WHITE

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

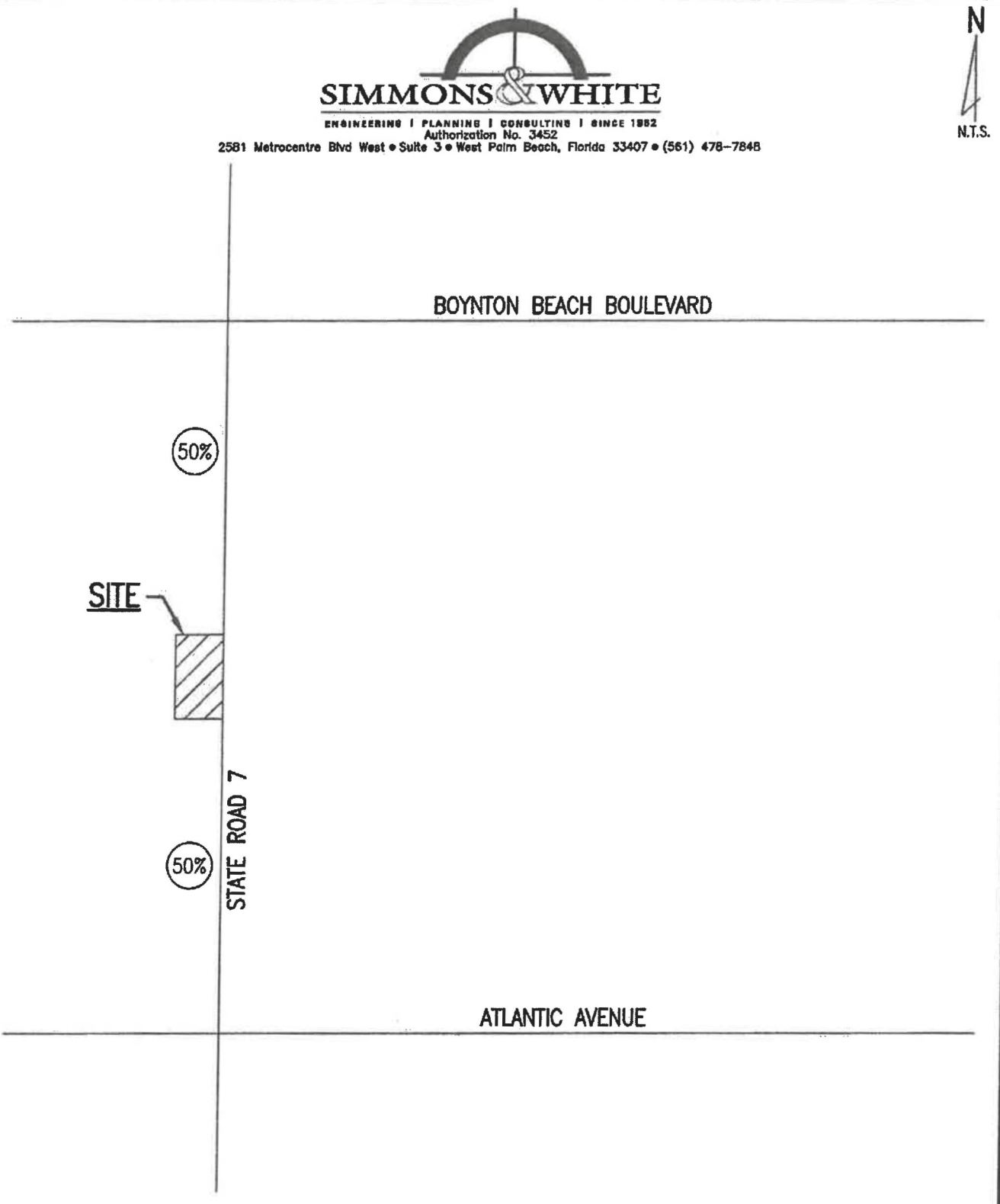

FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

BEDNER'S FARM
22-191 AL 09-29-22

APPENDIX A

YEAR 2045 ANALYSIS

TABLE 4
(YEAR 2045)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: BEDNER'S FARM
EXISTING FUTURE LAND USE DESIGNATION: AGR
EXISTING UNDERLYING FUTURE LAND USE DESIGNATION: NONE
TRIPS PER DAY = 717
PROPOSED FUTURE LAND USE DESIGNATION: CMR
PROPOSED UNDERLYING FUTURE LAND USE DESIGNATION: AGR
TRIPS PER DAY = 1,203
TRIP INCREASE = 486

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS D CAPACITY	TRIP INCREASE	2045 PBC MPO TRAFFIC VOLUME	TOTAL 2045 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
SR 7	BOYNTON BEACH BOULEVARD	SITE	50%	243	4	33,200	0.73%	44,700	44,943	1.35	NO
SR 7	SITE	FLAVOR PICT ROAD	50%	243	4	33,200	0.73%	44,700	44,943	1.35	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.

SIMMONS & WHITE

SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2016 Count	2015 Model	2045 Model	2045 Adjusted
5402	930031	SR-7	Flavor Pict Rd	Boynton Beach Blvd	4	4	27,483	22,402	23,191	26,985	31,409	52,899	44,700
5102	930716	SR-7	Boynton Beach Blvd	Hypoluxo Rd	6	6	32,692	24,669	27,687	29,795	37,618	65,569	55,600
4402	937242	SR-7	Hypoluxo Rd	Lantana Rd	6	6	31,171	28,880	31,450	35,927	39,604	62,147	54,000
4400	930753	SR-7	Lantana Rd	Lake Worth Rd	6	6	42,465	37,709	41,210	44,964	56,024	72,015	57,200
4406	937243	SR-7	Lake Worth Rd	Stribling Way	8	8T		53,939	65,398	66,899	66,602	81,026	79,600
4102	930721	SR-7	Stribling Way	Forest Hill Blvd	8	8T	51,821	43,846	49,645	55,559	61,629	80,009	68,000
3452	937241	SR-7	Forest Hill Blvd	Pioneer Rd	8	8T	55,024	54,731	58,868	65,204	56,526	76,840	80,000
3408	930037	SR-7	Pioneer Rd	Southern Blvd	8	8T	55,628	52,008	56,643	63,674	56,796	78,681	78,500
3406	930514	SR-7	Southern Blvd	Belvedere Rd	8	8T	59,099	47,669	51,645	52,881	48,293	69,506	74,300
3404	930034	SR-7	Belvedere Rd	Okeechobee Blvd	6	6T	47,176	36,000	38,417	41,440	27,827	48,785	59,400
3468	937259	SR-7	Okeechobee Blvd	60th St	2	4		13,661	17,803	20,034	17,983	39,682	39,300
	TPA014	SR-7	60th St	Northlake Blvd	0	4			-	-		13,308	13,300
7006	930003	SR-700	Muck City Rd	US-98 SR-700	2	2	1,966	591	1,833	1,500	3,551	4,281	2,600
7038	930004	SR-700	CR 717	Hatton Hwy	2	2	2,466	-	4,414	3,100	7,951	10,756	7,200
7004	935335	SR-700	Hatton Hwy	SR-80	2	2	2,923	-	4,071	3,100	7,763	10,630	6,900
1101	930687	SR-710	Martin County Line	Indiantown Rd	4	4	7,500	7,411	8,186	12,168	7,129	14,707	16,900
	930140	SR-710	Indiantown Rd	Moroso Speedway	4	4			-	-	5,392	9,668	9,700
1401	939140	SR-710	Moroso Speedway	Pratt-Whitney Rd	4	4	7,381	6,109	6,604	-	15,190	26,164	17,600
1411	930688	SR-710	Pratt-Whitney Rd	Caloosa	4	4	11,000	-	13,905	16,687	19,807	40,401	34,500
2109	930688	SR-710	Caloosa	N County Airport	4	4	11,000	-	14,160	18,838	19,807	40,401	34,800
2101	930688	SR-710	N County Airport	PGA Blvd	4	4	14,185	12,585	14,459	17,888	19,807	40,401	35,100
2403	930717	SR-710	PGA Blvd	Northlake Blvd	4	4	12,034	10,561	15,237	16,143	16,808	28,176	25,500
2419	930689	SR-710	Northlake Blvd	1 mi S of Northlake Blvd	4	6	24,000	22,948	21,969	27,414	16,808	28,256	33,400
	937400	SR-710	1 mi S of Northlake Blvd	Jog Rd	4	6			-	-	31,513	53,591	53,600
2209	937265	SR-710	Jog Rd	Blue Heron Blvd	4	6	25,248	25,414	25,909	34,690	34,779	52,420	43,600
2313	930747	SR-710	Blue Heron Blvd	Congress Ave	4	4	19,137	14,536	15,716	14,100	11,098	18,473	23,100
2841	937266	SR-710	Congress Ave	Australian Ave	4	4	19,555	17,322	17,857	16,900	16,401	27,179	29,600
2813	935287	SR-710	Australian Ave	Old Dixie Hwy	4	4	7,557	9,012	7,848	8,500	8,391	19,311	18,100
	930657	SR-715	SR-80	Glades Central HS	2	2			-	-	6,260	7,598	7,600
7026	930670	SR-715	Glades Central HS	Ave E	2	2	14,046	25,160	13,235	10,800	7,746	8,893	14,400
7028	930078	SR-715	Ave E	W Canal St	2	2	10,318	10,035	10,712	11,100	5,843	7,371	12,200
7042	930257	SR-715	W Canal St	Hooker Hwy	2	2	11,178	6,865	6,296	6,346	5,925	8,164	8,700
7014	930506	SR-715	Hooker Hwy	Wilder Rd	2	2	7,159	3,927	3,535	3,300	3,567	4,782	4,700
	930777	SR-715	Hooker Hwy	N/A	2	2			-	-	3,961	5,593	5,600
7019	930085	SR-717	SR-715	Main St	4	4	4,224	4,830	3,771	4,200	1,967	2,453	4,300
7021	935180	SR-717	Main St	MLK Bl	2	2	2,862	2,610	2,462	2,400	543	647	2,600
7010	930698	SR-729	E Main St SR-15, US-441	Muck City Rd CR-717	2	2	3,798	3,577	5,708	4,400	3,912	4,947	6,700
7029	930142	SR-80	US 27	SR-715	4	4	26,355	19,792	19,226	18,300	16,621	14,498	16,800
7025	930445	SR-80	SR-715	CR 827a	4	4	17,275	15,276	16,602	15,000	12,427	9,732	13,900
7036	930359	SR-80	CR 827a	Ave G	4	4	21,417	19,507	17,362	22,000	19,691	19,712	17,400

APPENDIX B

TEST 2 ANALYSIS

TABLE 5
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PROPOSED DEVELOPMENT PLAN
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 161
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 22

ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
SR 7	BOYNTON BEACH BOULEVARI	LEE ROAD	50%	81	4D	UNI	3,760	2.14%	NO
SR 7	LEE ROAD	ATLANTIC AVENUE	50%	81	4D	UNI	3,760	2.14%	NO

SIMMONS & WHITE

TABLE 6
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PROPOSED DEVELOPMENT PLAN
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 23
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 138

ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
SR 7	BOYNTON BEACH BOULEVARI	LEE ROAD	50%	69	4D	UNI	3,760	1.84%	NO
SR 7	LEE ROAD	ATLANTIC AVENUE	50%	69	4D	UNI	3,760	1.84%	NO

SIMMONS & WHITE