



November 15, 2017

Robert F. Rennebaum, P.E.
 Simmons & White
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**Department of Engineering
 and Public Works**

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 www.pbcgov.com

**RE: Boynton Commons MUPD (fka The Grove MUPD)
 FLUA Amendment Policy 3.5-d Review
 Round 2018-C**

Dear Mr. Rennebaum:

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 14, 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**

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

County Administrator

Verdenia C. Baker

| | | |
|---|---|---|
| Location: | NW corner of Boynton Beach Boulevard and Orchid Grove Trail | |
| PCN: | 00-42-45-20-06-001-0000 (<i>others on file</i>) | |
| Acres: | 10.09 acres | |
| | Current FLU | Proposed FLU |
| FLU: | Commercial High Office with MR-5 (CH-O/5) | Commercial Low (CL)/High Residential, 8 dwelling Units per acre |
| Zoning: | Mixed Used Planned Development (MUPD) | Mixed Used Planned Development (MUPD) |
| Density/ Intensity: | 0.50 FAR | 0.35 FAR |
| Maximum Potential: | Medical Office Total: 219,760 SF | General Commercial Total: 153,832 SF |
| Proposed Potential: | N/A | Self-Storage = 100,000 SF Congregate Care Facility = 100 Units General Commercial = 20,000 SF |
| Net Daily Trips: | -1,427 (maximum - current) -5,653 (proposed - current) | |
| Net PH Trips: | 94 (59/35) AM, 509 (244/265) PM (maximum) 27 (16/11) AM, 131 (65/66) PM (proposed) | |
| * <i>Maximum</i> indicates typical FAR and maximum trip generator. <i>Proposed</i> indicates the specific uses and intensities/densities in the zoning application. | | |

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 proposed potential density shown above.

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Therefore, this amendment requires a condition of approval to cap the project at the **Proposed** development potential or equivalent trips.

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

Sincerely,


for: Quazi Bari, P.E.
Senior Professional Engineer - Traffic Division

QB:DS/bc

cc: Dominique Simeus, E.I. – Project Coordinator II, 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\Boynton Commons MUPD (fka The Grove MUPD).docx

LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

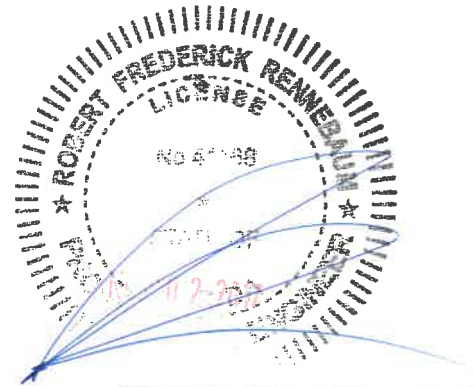
BOYNTON COMMONS MUPD 10.09 ACRE LUPA PALM BEACH COUNTY, FLORIDA

Prepared for:

PHD @ Boynton Commons, LLC
3930 Max Place
Boynton Beach, Florida 33436

Job No. 16-097B

Date: October 6, 2017
Revised: October 14, 2017



Robert F. Rennebaum, P.E.
FL Reg. No. 41168

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1.0 SITE DATA

The subject parcel is located on the northwest corner of Boynton Beach Boulevard and Orchid Grove Trail in Palm Beach County, Florida and contains approximately 10.09 acres. The Property Control Numbers (PCN) for the subject parcel are as follows:

00-42-45-20-06-001-0000 00-42-45-20-06-002-0000
00-42-45-20-06-003-0000 00-42-45-20-06-023-0000

The subject property is currently designated as Commercial High-Office with underlying Residential, 5 dwelling units per acre (CH-O/5) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Commercial Low with underlying High Residential, 8 dwelling units per acre (CL/8). 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 10.09 acres parcels' land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing CH-O/5 future land use designation and the proposed CL/8 future land use designation:

CH-O/5

The most intensive land use under the existing CH-O/5 land use designation is "Medical Office". Based on a floor area ratio (FAR) of 50 percent and the site area consisting of 10.09 acres, the maximum allowable building square footage for the designated acreage under the existing CH-O/5 land use designation is 219,760 SF calculated as follows:

$$10.09 \text{ Acre} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.50 = 219,760 \text{ SF}$$

Medical Office (219,760 SF)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing CH-O/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 commercial development, the maximum traffic generation for the property under the existing CH-O/5 land use designation may be summarized as follows:

2.0 TRAFFIC GENERATION (CONTINUED)

Daily Traffic Generation = 7,146 tpd
AM Peak Hour Traffic Generation (In/Out) = 472 pht (374 In/98 Out)
PM Peak Hour Traffic Generation (In/Out) = 533 pht (149 In/384 Out)

CL/8

The most intensive land use for the proposed CL/8 land use designation is "General Commercial". Based on a floor area ratio (FAR) of 35 percent and the site area consisting of 10.09 acres, the maximum allowable building square footage for the designated acreage under the proposed CL/8 land use designation is 153,832 SF calculated as follows:

$$10.09 \text{ Acre} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.35 = 153,832 \text{ SF}$$

General Commercial (153,832 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 CL/8 land use designation. Based on the maximum allowable building square footage and the accepted traffic generation rates for commercial development, the maximum traffic generation for the property under the proposed CL/8 land use designation may be summarized as follows:

Daily Traffic Generation = 5,719 tpd
AM Peak Hour Traffic Generation (In/Out) = 94 pht
PM Peak Hour Traffic Generation (In/Out) = 509 pht

The decrease in daily traffic generation due to the requested change in the parcels' land use designation is shown in Table 3 may be summarized as follows:

Daily Traffic Generation = 1,427 tpd
AM Peak Hour Traffic Generation = 378 pht
PM Peak Hour Traffic Generation = 24 pht

The above information is shown for informational purposes only and to show the substantial reduction in traffic generation associated with the max traffic generation under both the existing CH-0/5 and proposed CL/8 land use designations. Table 5 calculates the traffic generation associated with the proposed site specific plan of development consisting of a 100,000 SF self-storage facility, 100 bed congregate care facility, and 20,000 SF of general commercial area. The traffic generation may be summarized as follows:

Daily Traffic Generation = 1,493 tpd
AM Peak Hour Traffic Generation (In/Out) = 27 pht (16 In/11 Out)
PM Peak Hour Traffic Generation (In/Out) = 131 pht (65 In/66 Out)

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan, the radius of development influence for determining Year 2040 significant impact shall be 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 131 peak hour trips, the radius of development influence for purposes of Test 2 shall be two (2) miles.

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/8 land use designation.

5.0 YEAR 2040 ANALYSIS

Table 4 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 6 and 7 represent the required Test 2 Five Year Analysis. As shown in Tables 6 and 7, 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/8 land use designation have been calculated in Table 5 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 development plan under the CL/8 land use designation may be summarized as follows:

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

AM Peak Hour = 24 / 15
PM Peak Hour = 120 / 127

7.0 PEAK HOUR TURNING MOVEMENTS (CONTINUED)

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 a decrease in intensity of development from the current future land use designation 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 for the site specific development plan. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

BOYNTON COMMONS MUPD

10/06/17
10/14/17

**TABLE 1
EXISTING CH-O/5 FUTURE LAND USE DESIGNATION - 219,760 SF Medical Office**

Daily Traffic Generation

| Landuse | ITE Code | Intensity | S.F. | Rate/Equation | | Dir Split | | Gross Trips | | Internalization | | External Trips | | Pass-by | | Net Trips | |
|----------------------|----------|-----------|------|---------------|-----|-----------|-----|-------------|-----|-----------------|-----|----------------|-------|---------|-----|-----------|-------|
| | | | | In | Out | In | Out | In | Out | In | Out | % | Trips | In | Out | % | Trips |
| Medical Office | 720 | 219,760 | | 36.13 | | | | 7,940 | | 0 | | 7,940 | | 10% | 794 | | 7,146 |
| Grand Totals: | | | | | | | | 7,940 | | 0 | | 7,940 | | 10% | 794 | | 7,146 |

AM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | S.F. | Rate/Equation | | Dir Split | | Gross Trips | | Internalization | | External Trips | | Pass-by | | Net Trips | |
|----------------------|----------|-----------|------|---------------|-----|-----------|------|-------------|-----|-----------------|-----|----------------|-------|---------|-----|-----------|-------|
| | | | | In | Out | In | Out | In | Out | In | Out | % | Trips | In | Out | % | Trips |
| Medical Office | 720 | 219,760 | | 2.39 | | 0.79 | 0.21 | 415 | 110 | 0 | 0 | 415 | 110 | 10% | 53 | 374 | 98 |
| Grand Totals: | | | | | | | | 415 | 110 | 0 | 0 | 415 | 110 | 10% | 53 | 374 | 98 |

PM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | S.F. | Rate/Equation | | Dir Split | | Gross Trips | | Internalization | | External Trips | | Pass-by | | Net Trips | |
|----------------------|----------|-----------|------|-------------------------------|-----|-----------|------|-------------|-----|-----------------|-----|----------------|-------|---------|-----|-----------|-------|
| | | | | In | Out | In | Out | In | Out | In | Out | % | Trips | In | Out | % | Trips |
| Medical Office | 720 | 219,760 | | $\ln(T) = 0.90 \ln(X) + 1.53$ | | 0.28 | 0.72 | 166 | 426 | 0 | 0 | 166 | 426 | 10% | 59 | 149 | 384 |
| Grand Totals: | | | | | | | | 166 | 426 | 0 | 0 | 166 | 426 | 10% | 59 | 149 | 384 |



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**TABLE 2
PROPOSED CL/8 FUTURE LAND USE DESIGNATION - 153,832 SF General Commercial**

Daily Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | External Trips | | | Pass-by ^u | | Net Trips | |
|-----------------|----------|---------------|--|-----------|-----|-------------|-----|-------|-----------------|-------|-------|----------------|-------|-------|----------------------|-------|-----------|--|
| | | | | In | Out | In | Out | Total | % | Total | In | Out | Total | % | In | Out | Total | |
| Gen. Commercial | 820 | 153,832 S.F. | $\text{Ln}(T) = .65 \text{Ln}(X) + 5.83^*$ | | | 8,985 | | | 0 | | 8,985 | | | 36.3% | 3,266 | 5,719 | | |
| | | Grand Totals: | | | | 8,985 | | | 0 | | 8,985 | | | 36% | 3,266 | 5,719 | | |

AM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | External Trips | | | Pass-by ^u | | Net Trips | |
|-----------------|----------|---------------|---------------|-----------|------|-------------|-----|-------|-----------------|-------|----|----------------|-------|-----|----------------------|-----|-----------|--|
| | | | | In | Out | In | Out | Total | % | Total | In | Out | Total | % | In | Out | Total | |
| Gen. Commercial | 820 | 153,832 S.F. | 0.96 | 0.62 | 0.38 | 92 | 56 | 148 | 0 | 0 | 92 | 56 | 148 | 36% | 54 | 35 | 94 | |
| | | Grand Totals: | | 0.62 | 0.38 | 92 | 56 | 148 | 0 | 0 | 92 | 56 | 148 | 36% | 54 | 35 | 94 | |

PM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | External Trips | | | Pass-by ^u | | Net Trips | |
|-----------------|----------|---------------|---|-----------|------|-------------|-----|-------|-----------------|-------|-----|----------------|-------|-----|----------------------|-----|-----------|--|
| | | | | In | Out | In | Out | Total | % | Total | In | Out | Total | % | In | Out | Total | |
| Gen. Commercial | 820 | 153,832 S.F. | $\text{Ln}(T) = 0.67 \text{Ln}(X) + 3.31^*$ | 0.48 | 0.52 | 384 | 416 | 800 | 0 | 0 | 384 | 416 | 800 | 36% | 291 | 244 | 509 | |
| | | Grand Totals: | | 0.48 | 0.52 | 384 | 416 | 800 | 0 | 0 | 384 | 416 | 800 | 36% | 291 | 244 | 509 | |

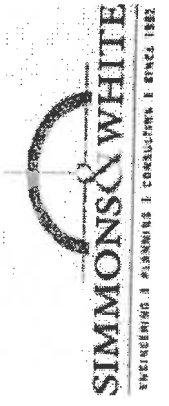


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**TABLE 3
TRAFFIC GENERATION CHANGE**

| | DAILY | AM PEAK HOUR | | | PM PEAK HOUR | | |
|------------------------|---------------|--------------|-------------|------------|--------------|-----------|-------------|
| | | TOTAL | IN | OUT | TOTAL | IN | OUT |
| EXISTING DEVELOPMENT = | 7,146 | 472 | 374 | 98 | 533 | 149 | 384 |
| PROPOSED DEVELOPMENT = | 5,719 | 94 | 59 | 35 | 509 | 244 | 265 |
| INCREASE = | -1,427 | -378 | -315 | -63 | -24 | 95 | -119 |



APPENDIX A

YEAR 2040 ANALYSIS

BOYNTON COMMONS MUPD

TABLE 4
(YEAR 2040)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: BOYNTON COMMONS MUPD
 EXISTING FUTURE LAND USE DESIGNATION: CH-O/5
 TRIPS PER DAY = 7,146
 PROPOSED FUTURE LAND USE DESIGNATION: CL/B
 TRIPS PER DAY = 5,718
 TRIP DECREASE = -1,427

| 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 | TURNPIKE SITE | SITE | 40% | -571 | 6D | 50,300 | -1.13% | 69,100 | 68,528 | 1.36 | NO |
| BOYNTON BEACH BOULEVARD | SITE | HAGEN RANCH ROAD | 58% | -828 | 6D | 50,300 | -1.65% | 69,100 | 68,272 | 1.36 | 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

BOYNTON COMMONS MUPD

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**TABLE 5
PROPOSED SITE SPECIFIC DEVELOPMENT PLAN**

TABLE 1 - Daily Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | External Trips | | | Pass-by ^{only} Trips | | | Net Trips | | |
|--------------------------|----------|--------------------|--------------------------------|-----------|-----|--------------|-----|-------|-----------------|----|-----|----------------|----|-----|-------------------------------|--------------|----|-----------|--------------|--|
| | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total | |
| Mini-Warehouse/SS | 151 | 100,000 S.F. | 2.50 | | | 250 | | | 0 | | | 250 | | | 10% | 25 | | | 225 | |
| Congregate Care Facility | 253 | 100 Dwelling Units | 2.02 | | | 202 | | | 0 | | | 202 | | | 0% | 0 | | | 202 | |
| Gen. Commercial | 820 | 20,000 S.F. | $\ln(T) = .65 \ln(X) + 5.83^e$ | | | 2,386 | | | 0 | | | 2,386 | | | 55.3% | 1,320 | | | 1,066 | |
| Grand Totals: | | | | | | 2,838 | | | 0 | | | 2,838 | | | 47% | 1,345 | | | 1,493 | |

TABLE 2 - AM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | External Trips | | | Pass-by ^{only} Trips | | | Net Trips | | | |
|--------------------------|----------|--------------------|---------------|-----------|------|-------------|-----------|-----------|-----------------|----------|----------|----------------|-----------|-----------|-------------------------------|-----------|----|-----------|-----------|-----------|-----------|
| | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total | | |
| Mini-Warehouse/SS | 151 | 100,000 S.F. | 0.14 | 0.55 | 0.45 | 8 | 6 | 14 | 0 | 0 | 0 | 8 | 6 | 14 | 10% | 1 | | | 7 | 6 | 13 |
| Congregate Care Facility | 253 | 100 Dwelling Units | 0.06 | 0.59 | 0.41 | 4 | 2 | 6 | 0 | 0 | 0 | 4 | 2 | 6 | 0% | 0 | | | 4 | 2 | 6 |
| Gen. Commercial | 820 | 20,000 S.F. | 0.98 | 0.62 | 0.38 | 12 | 7 | 19 | 0 | 0 | 0 | 12 | 7 | 19 | 55% | 11 | | | 5 | 3 | 8 |
| Grand Totals: | | | | | | 24 | 15 | 39 | 0 | 0 | 0 | 24 | 15 | 39 | 31% | 12 | | | 16 | 11 | 27 |

TABLE 3 - PM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | External Trips | | | Pass-by ^{only} Trips | | | Net Trips | | | |
|--------------------------|----------|--------------------|---------------------------------|-----------|------|-------------|------------|------------|-----------------|----------|----------|----------------|------------|------------|-------------------------------|------------|----|-----------|-----------|-----------|------------|
| | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | In | Out | Total | | |
| Mini-Warehouse/SS | 151 | 100,000 S.F. | 0.26 | 0.50 | 0.50 | 13 | 13 | 26 | 0 | 0 | 0 | 13 | 13 | 26 | 10% | 3 | | | 12 | 11 | 23 |
| Congregate Care Facility | 253 | 100 Dwelling Units | 0.17 | 0.55 | 0.45 | 9 | 8 | 17 | 0 | 0 | 0 | 9 | 8 | 17 | 0% | 0 | | | 9 | 8 | 17 |
| Gen. Commercial | 820 | 20,000 S.F. | $\ln(T) = 0.67 \ln(X) + 3.31^e$ | 0.48 | 0.52 | 98 | 106 | 204 | 0 | 0 | 0 | 98 | 106 | 204 | 55% | 113 | | | 44 | 47 | 91 |
| Grand Totals: | | | | | | 120 | 127 | 247 | 0 | 0 | 0 | 120 | 127 | 247 | 47% | 116 | | | 65 | 66 | 131 |



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TABLE 6
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
SITE SPECIFIC DEVELOPMENT PLAN
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 24

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 15

| 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 | SR 7 | LYONS ROAD | 5% | 1 | 4D | II | 1,870 | 0.06% | NO |
| 5103 | BOYNTON BEACH BOULEVARD | TURNPIKE | TURNPIKE | 25% | 6 | 6D | II | 2,830 | 0.21% | NO |
| 5201 | BOYNTON BEACH BOULEVARD | SITE | SITE | 40% | 10 | 6D | II | 2,830 | 0.34% | NO |
| 5201 | BOYNTON BEACH BOULEVARD | HAGEN RANCH ROAD | HAGEN RANCH ROAD | 58% | 14 | 6D | II | 2,830 | 0.49% | NO |
| 5641 | BOYNTON BEACH BOULEVARD | JOG ROAD | JOG ROAD | 37% | 9 | 6D | II | 2,830 | 0.31% | NO |
| 5633 | BOYNTON BEACH BOULEVARD | HAGEN RANCH ROAD | EL CLAIR RANCH ROAD | 17% | 4 | 6D | II | 2,830 | 0.14% | NO |
| 4663 | GATEWAY BOULEVARD | HAGEN RANCH ROAD | JOG ROAD | 4% | 1 | 2 | I | 880 | 0.11% | NO |
| 5662 | WOOLBRIGHT ROAD | HAGEN RANCH ROAD | JOG ROAD | 5% | 1 | 4D | II | 1,870 | 0.06% | NO |
| 5108 | LYONS ROAD | HYPOLUXO ROAD | BOYNTON BEACH BOULEVARD | 12% | 3 | 4D | I | 1,960 | 0.15% | NO |
| 5110 | LYONS ROAD | BOYNTON BEACH BOULEVARD | BOYNTON BEACH BOULEVARD | 8% | 2 | 2 | UNI | 1,140 | 0.17% | NO |
| N/A | FLORIDA'S TURNPIKE | HYPOLUXO ROAD | BOYNTON BEACH BOULEVARD | 7% | 2 | 6LX | N/A | 6,200 | 0.03% | NO |
| N/A | FLORIDA'S TURNPIKE | BOYNTON BEACH BOULEVARD | BOYNTON BEACH BOULEVARD | 8% | 2 | 6LX | N/A | 6,200 | 0.03% | NO |
| 4666 | HAGEN RANCH ROAD | HYPOLUXO ROAD | GATEWAY BOULEVARD | 5% | 1 | 2 | UNI | 1,140 | 0.11% | NO |
| 5214 | HAGEN RANCH ROAD | GATEWAY BOULEVARD | BOYNTON BEACH BOULEVARD | 7% | 2 | 2 | I | 880 | 0.19% | NO |
| 5600 | HAGEN RANCH ROAD | BOYNTON BEACH BOULEVARD | BOYNTON BEACH BOULEVARD | 14% | 3 | 4D | II | 1,870 | 0.18% | NO |
| 5600 | HAGEN RANCH ROAD | WOOLBRIGHT ROAD | PIPERS GLEN BOULEVARD | 10% | 2 | 4D | II | 1,870 | 0.13% | NO |
| 5200 | JOG ROAD | GATEWAY BOULEVARD | BOYNTON BEACH BOULEVARD | 8% | 2 | 6D | I | 2,940 | 0.07% | NO |
| 5611 | JOG ROAD | BOYNTON BEACH BOULEVARD | BOYNTON BEACH BOULEVARD | 12% | 3 | 6D | I | 2,940 | 0.10% | NO |



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**TABLE 7
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
SITE SPECIFIC DEVELOPMENT PLAN
PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 120

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 127

| 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 | SR 7 | LYONS ROAD | 5% | 6 | 4D | II | 1,870 | 0.34% | NO |
| 5103 | BOYNTON BEACH BOULEVARD | TURNPIKE | TURNPIKE | 25% | 32 | 6D | II | 2,830 | 1.12% | NO |
| 5201 | BOYNTON BEACH BOULEVARD | SITE | HAGEN RANCH ROAD | 40% | 51 | 6D | II | 2,830 | 1.80% | NO |
| 5201 | BOYNTON BEACH BOULEVARD | HAGEN RANCH ROAD | JOG ROAD | 58% | 74 | 6D | II | 2,830 | 2.60% | NO |
| 5641 | BOYNTON BEACH BOULEVARD | JOG ROAD | EL CLAIR RANCH ROAD | 37% | 47 | 6D | II | 2,830 | 1.66% | NO |
| 5633 | BOYNTON BEACH BOULEVARD | HAGEN RANCH ROAD | JOG ROAD | 17% | 22 | 6D | II | 2,830 | 0.76% | NO |
| 4663 | GATEWAY BOULEVARD | HAGEN RANCH ROAD | JOG ROAD | 4% | 5 | 2 | I | 880 | 0.58% | NO |
| 5662 | WOOLBRIGHT ROAD | HAGEN RANCH ROAD | JOG ROAD | 5% | 6 | 4D | II | 1,870 | 0.34% | NO |
| 5108 | LYONS ROAD | HYPOLUXO ROAD | BOYNTON BEACH BOULEVARD | 12% | 15 | 4D | I | 1,960 | 0.78% | NO |
| 5110 | LYONS ROAD | BOYNTON BEACH BOULEVARD | FLAVOR PICT ROAD | 8% | 10 | 2 | UNI | 1,140 | 0.89% | NO |
| N/A | FLORIDA'S TURNPIKE | HYPOLUXO ROAD | BOYNTON BEACH BOULEVARD | 7% | 9 | 6LX | N/A | 6,200 | 0.14% | NO |
| N/A | FLORIDA'S TURNPIKE | BOYNTON BEACH BOULEVARD | FLAVOR PICT ROAD | 8% | 10 | 6LX | N/A | 6,200 | 0.16% | NO |
| 4666 | HAGEN RANCH ROAD | HYPOLUXO ROAD | GATEWAY BOULEVARD | 5% | 6 | 2 | UNI | 1,140 | 0.56% | NO |
| 5214 | HAGEN RANCH ROAD | GATEWAY BOULEVARD | BOYNTON BEACH BOULEVARD | 7% | 9 | 2 | I | 880 | 1.01% | NO |
| 5600 | HAGEN RANCH ROAD | BOYNTON BEACH BOULEVARD | WOOLBRIGHT ROAD | 14% | 18 | 4D | II | 1,870 | 0.95% | NO |
| 5600 | HAGEN RANCH ROAD | WOOLBRIGHT ROAD | PIPERS GLEN BOULEVARD | 10% | 13 | 4D | II | 1,870 | 0.68% | NO |
| 5200 | JOG ROAD | GATEWAY BOULEVARD | BOYNTON BEACH BOULEVARD | 8% | 10 | 6D | I | 2,940 | 0.35% | NO |
| 5611 | JOG ROAD | BOYNTON BEACH BOULEVARD | WOOLBRIGHT ROAD | 12% | 15 | 6D | I | 2,940 | 0.52% | NO |

