



October 17, 2019

Anna Lai, P.E., PTOE
Simmons & White
2581 Metrocentre Boulevard West, Suite 3
West Palm Beach, FL 33407

BY: [Signature]
OCT 21 2019
[Stamp]

**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: Burlington Self Storage Expansion
FLUA Amendment Policy 3.5-d Review
Round 2020-B**

Dear Ms. Lai:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Statement for the proposed Future Land Use Amendment for the above referenced project, dated October 4, 2019, 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**

Mack Bernard, Mayor

Dave Kerner, Vice Mayor

Hal R. Valeche

Gregg K. Weiss

Robert S. Weinroth

Mary Lou Berger

Melissa McKinlay

County Administrator

Verdenia C. Baker

| | | |
|----------------------------|--|---|
| Location: | North of Lantana Road, west side of DeSoto Road | |
| PCN: | 00-42-44-36-09-013-0030 | |
| Acres: | 1.29 acres | |
| | Current FLU | Proposed FLU |
| FLU: | Medium Residential, 5 dwelling units per acre (MR-5) | Industrial (IND)/Medium Residential, 5 dwelling units per acre (MR-5) |
| Zoning: | Agricultural Residential (AR) | Light Industrial (IL) |
| Density/Intensity: | 5 dwelling units per acre | 5 dwelling units per acre or 0.85 FAR |
| Maximum Potential: | Multifamily Low-Rise Housing up to 2 story (Apartment/Condo/TH) = 6 Dwelling Units | Light Industrial = 47,764 SF |
| Proposed Potential: | | N/A |
| Net Daily Trips: | 169 (maximum – current) | |
| Net PH Trips: | 30 (26/4) AM, 27 (4/23) PM (maximum) | |

** Maximum indicates typical FAR and maximum trip generator. Proposed indicates the specific uses and intensities/densities anticipated in the zoning application.*

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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. The proposed change will have no significant impact for the long range and Test 2 analyses.

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

Sincerely,

A handwritten signature in black ink that reads "Quazi Bari".

Quazi Bari, P.E.
Manager - Growth Management
Traffic Division

QB:DS/rb
ec:

Dominique Simeus, P.E. – 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\20-B\Burlington Self Storage Expansion.docx

LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

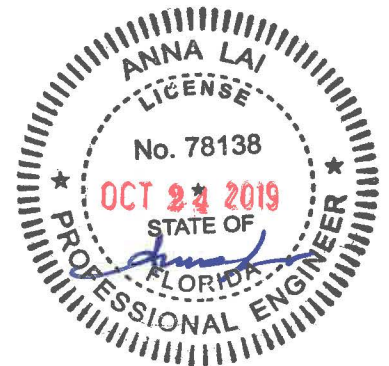
BURLINGTON SELF STORAGE EXPANSION 1.29 ACRE LUPA PALM BEACH COUNTY, FLORIDA

Prepared for:

Burlington Self Storage
114 West Street
Wilmington, Massachusetts 01887

Job No. 17-045H

Date: October 4, 2019



Anna Lai, P.E., PTOE
FL Reg. No. 78138

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1.0 SITE DATA

The subject parcel is located on the west side of Desoto Road north of Lantana Road in Palm Beach County and contains approximately 1.29 acres. The Property Control Number (PCN) for the subject parcel is 00-42-44-36-09-013-0030.

The property is currently designated as Medium Residential, 5 dwellings units per acre (MR-5) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the 1.29 acre parcel's designation to Industrial 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 1.29 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 IND future land use designation:

MR-5

The most intensive land use for the existing MR-5 land use designation is "Multi-Family Condo". Based on a maximum density of 5 dwelling units per acre and the site area consisting of 1.29 acres, the maximum allowable number of dwelling units for the designated acreage under the existing MR-5 land use designation is 6 dwelling units calculated as follows:

$$1.29 \text{ Acre} \quad \times \quad \frac{5 \text{ Dwelling Units}}{\text{Acre}} \quad = \quad 6 \text{ Dwelling Units}$$

2.0 TRAFFIC GENERATION (CONTINUED)

Multi-Family Condo (6 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, 10th Edition. Based on the maximum allowable building square footage and the accepted traffic generation rates for commercial and industrial development, the maximum traffic generation for the property under the existing MR-5 land use designation may be summarized as follows:

| | | |
|--|---|--------------------|
| Daily Traffic Generation | = | 44 tpd |
| AM Peak Hour Traffic Generation (In/Out) | = | 3 pht (1 In/2 Out) |
| PM Peak Hour Traffic Generation (In/Out) | = | 3 pht (2 In/1 Out) |

IND

The most intensive land use under the proposed IND land use designation is "Light Industrial". Based on a maximum floor area ratio (FAR) of 85 percent and the site area consisting of 1.29 acres, the maximum allowable building square footage for the designated acreage under the proposed IND land use designation is 47,764 SF calculated as follows:

$$1.29 \text{ Acre} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.85 = 47,764 \text{ SF}$$

Light Industrial (47,764 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 IND land use designation. Based on the maximum allowable dwelling units and the accepted traffic generation rates for residential development, the maximum traffic generation for the property under the proposed IND land use designation may be summarized as follows:

| | | |
|--|---|----------------------|
| Daily Traffic Generation | = | 213 tpd |
| AM Peak Hour Traffic Generation (In/Out) | = | 30 pht (26 In/4 Out) |
| PM Peak Hour Traffic Generation (In/Out) | = | 27 pht (4 In/23 Out) |

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

| | | |
|---------------------------------|---|------------------|
| Daily Traffic Generation | = | 169 tpd INCREASE |
| AM Peak Hour Traffic Generation | = | 27 pht INCREASE |
| PM Peak Hour Traffic Generation | = | 24 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 169 trips per day, analysis is required for Year 2040 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 30 peak hour trips, the radius of development influence for purposes of Test 2 shall be one-half (0.5) mile.

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 IND land use designation.

5.0 YEAR 2040 ANALYSIS

Table 4 (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 5 and 6 (Appendix B) represent the required Test 2 Five Year Analysis. 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 IND 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 IND land use designation may be summarized as follows:

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

AM Peak Hour = 29 / 4
PM Peak Hour = 4 / 26

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 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.

BURLINGTON SELF STORAGE EXPANSION

10/04/19

**TABLE 1
EXISTING MR-5 FUTURE LAND USE DESIGNATION - 6 MULTI-FAMILY DWELLING UNITS**

Daily Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | Internalization | | | External Trips | Pass-by | | Net Trips |
|---|----------|------------------|---------------|-----------|-----|-------------|-----------------|-------|----|----------------|---------|----|-----------|
| | | | | In | Out | | % | Total | % | | Trips | | |
| Multifamily Low-Rise Housing up to 2 story (Apartment/Condo/TH) | 220 | 6 Dwelling Units | 7.32 | | | 44 | | | 0 | 44 | 0% | 0 | 44 |
| Grand Totals: | | | | | | 44 | 0.0% | 0 | 44 | 0% | 0 | 44 | |

AM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|---|----------|------------------|---------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Low-Rise Housing up to 2 story (Apartment/Condo/TH) | 220 | 6 Dwelling Units | 0.46 | 0.23 | 0.77 | 1 | 2 | 3 | 0.0% | 0 | 0 | 0 | 1 | 2 | 3 | 0% | 0 | 1 | 2 | 3 |
| Grand Totals: | | | | | | 1 | 2 | 3 | 0.0% | 0 | 0 | 0 | 1 | 2 | 3 | 0% | 0 | 1 | 2 | 3 |

PM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|---|----------|------------------|---------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Multifamily Low-Rise Housing up to 2 story (Apartment/Condo/TH) | 220 | 6 Dwelling Units | 0.56 | 0.63 | 0.37 | 2 | 1 | 3 | 0.0% | 0 | 0 | 0 | 2 | 1 | 3 | 0% | 0 | 2 | 1 | 3 |
| Grand Totals: | | | | | | 2 | 1 | 3 | 0.0% | 0 | 0 | 0 | 2 | 1 | 3 | 0% | 0 | 2 | 1 | 3 |

BURLINGTON SELF STORAGE EXPANSION

10/04/19

**TABLE 2
PROPOSED IND FUTURE LAND USE DESIGNATION - 47,764 SF**

Daily Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | Internalization | | | External Trips | Pass-by | | Net Trips |
|----------------------|----------|-----------|---------------|-----------|-----|-------------|-----------------|-------|--|----------------|---------|-------|-----------|
| | | | | In | Out | | % | Total | | | % | Trips | |
| Light Industrial | 110 | 47,764 | S.F. | 4.96 | | | | | | 237 | 10% | 24 | 213 |
| Grand Totals: | | | | | | 237 | 0.0% | 0 | | 237 | 10% | 24 | 213 |

AM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|----------------------|----------|-----------|---------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Light Industrial | 110 | 47,764 | S.F. | 0.88 | 0.12 | 29 | 4 | 33 | 0.0% | 0 | 0 | 0 | 29 | 4 | 33 | 10% | 3 | 26 | 4 | 30 |
| Grand Totals: | | | | | | 29 | 4 | 33 | 0.0% | 0 | 0 | 0 | 29 | 4 | 33 | 9% | 3 | 26 | 4 | 30 |

PM Peak Hour Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | | | Internalization | | | | External Trips | | | Pass-by | | Net Trips | | |
|----------------------|----------|-----------|---------------|-----------|------|-------------|-----|-------|-----------------|----|-----|-------|----------------|-----|-------|---------|-------|-----------|-----|-------|
| | | | | In | Out | In | Out | Total | % | In | Out | Total | In | Out | Total | % | Trips | In | Out | Total |
| Light Industrial | 110 | 47,764 | S.F. | 0.13 | 0.87 | 4 | 26 | 30 | 0.0% | 0 | 0 | 0 | 4 | 26 | 30 | 10% | 3 | 4 | 23 | 27 |
| Grand Totals: | | | | | | 4 | 26 | 30 | 0.0% | 0 | 0 | 0 | 4 | 26 | 30 | 10% | 3 | 4 | 23 | 27 |

BURLINGTON SELF STORAGE EXPANSION

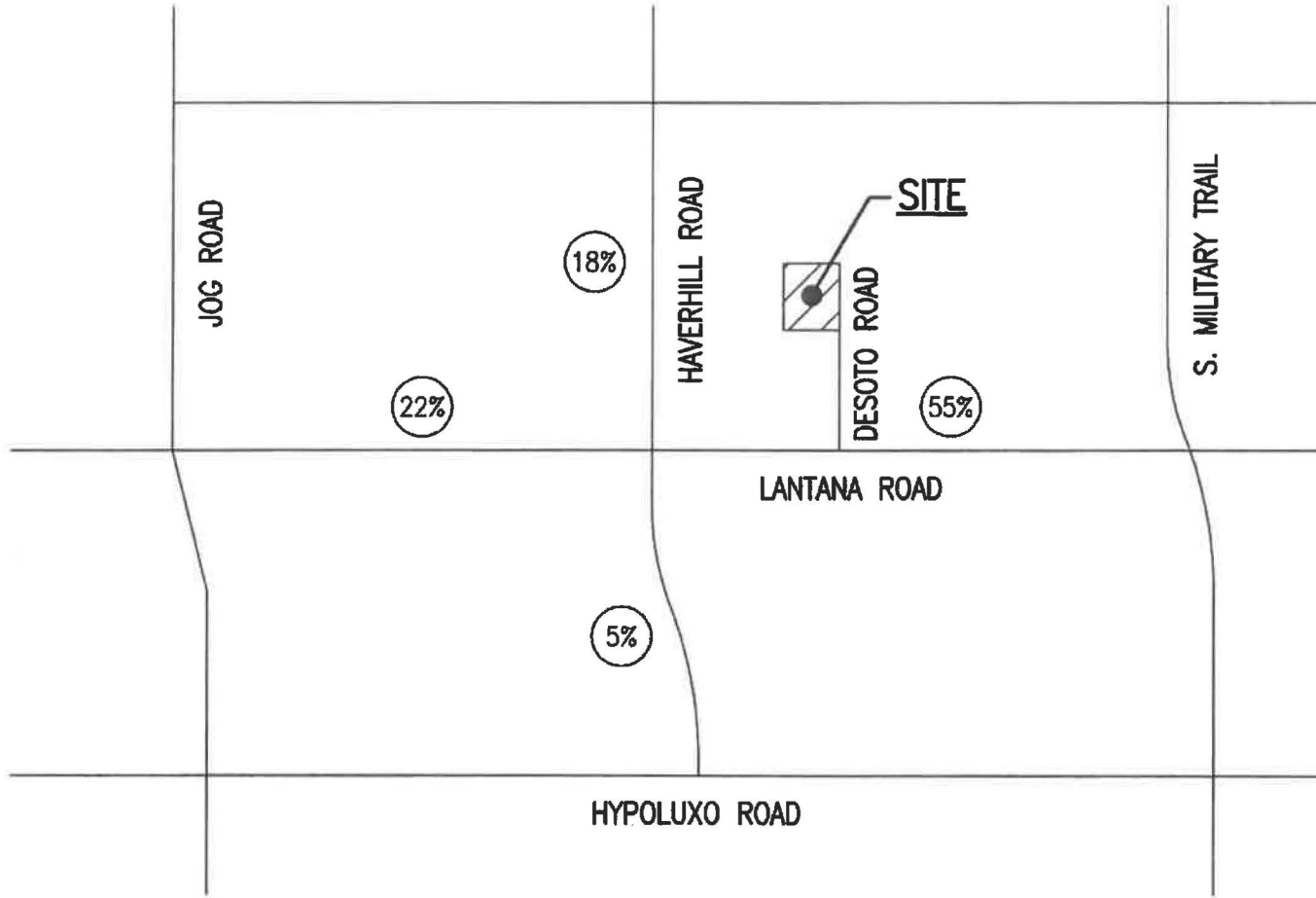
10/04/19

**TABLE 3
TRAFFIC GENERATION INCREASE**

| | DAILY | AM PEAK HOUR | | | PM PEAK HOUR | | |
|-------------------------------|------------|--------------|-----------|----------|--------------|----------|-----------|
| | | TOTAL | IN | OUT | TOTAL | IN | OUT |
| EXISTING DEVELOPMENT = | 44 | 3 | 1 | 2 | 3 | 2 | 1 |
| PROPOSED DEVELOPMENT = | 213 | 30 | 26 | 4 | 27 | 4 | 23 |
| INCREASE = | 169 | 27 | 25 | 2 | 24 | 2 | 22 |



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LEGEND

 PROJECT DISTRIBUTION

PROJECT DISTRIBUTION

**BURLINGTON SELF
STORAGE EXPANSION**

17-045H AL 10-04-19

APPENDIX A

YEAR 2040 ANALYSIS

BURLINGTON SELF STORAGE EXPANSION

10/04/19

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

PROJECT: BURLINGTON SELF STORAGE EXPANSION
EXISTING FUTURE LAND USE DESIGNATION: MR-5
TRIPS PER DAY = 44
PROPOSED FUTURE LAND USE DESIGNATION: IND
TRIPS PER DAY = 213
TRIP INCREASE = 169

| ROADWAY | FROM | TO | DISTRIBUTION (%) | PROJECT TRAFFIC | LANES | LOS D CAPACITY | TRIP INCREASE | 2040 SERPM7 + ADJUSTED VOLUME | TOTAL 2040 TRAFFIC | V/C RATIO | PROJECT SIGNIFICANCE* |
|--------------|----------------|----------------|------------------|-----------------|-------|----------------|---------------|-------------------------------|--------------------|-----------|-----------------------|
| LANTANA ROAD | HAVERHILL ROAD | SITE | 45% | 76 | 6D | 50,300 | 0.15% | 53,200 | 53,276 | 1.06 | NO |
| LANTANA ROAD | SITE | MILITARY TRAIL | 55% | 93 | 6D | 50,300 | 0.18% | 53,200 | 53,293 | 1.06 | 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.

| Station | Roadway | From | To | Owner | Cost Feasible Lanes | Observed 2005 Counts | Observed 2010 Counts | Observed 2015 Counts | 2040 SERPM 6.5 Adjusted Volume | 2040 SERPM7+ Adjusted Volume |
|---------|----------------------|----------------------|----------------------|-------|---------------------|----------------------|----------------------|----------------------|--------------------------------|------------------------------|
| 4409 | LAKE WORTH RD | 120th Av | Isles Bl | PBC | 4D | 20,557 | 15,106 | 14,871 | 24,300 | 21,600 |
| 4407 | LAKE WORTH RD | Isles Bl | SR-7 | PBC | 4D | 31,272 | 24,753 | 26,672 | 38,600 | 31,300 |
| 4401 | LAKE WORTH RD | SR 7 | Lyons Rd | FDOT | 6D | 36,432 | 37,290 | 38,065 | 31,800 | 47,800 |
| 4103 | LAKE WORTH RD | Lyons Rd | Florida Turnpike | FDOT | 6D | N/A | N/A | 42,333 | 53,600 | 48,300 |
| 4201 | LAKE WORTH RD | Florida Turnpike | Pinehurst Dr | FDOT | 6D | 42,905 | 38,449 | 39,166 | 51,800 | 49,200 |
| 4645 | LAKE WORTH RD | Pinehurst Dr | Jog Rd | FDOT | 6D | 53,067 | 44,593 | 46,028 | 57,500 | 54,500 |
| 4609 | LAKE WORTH RD | Jog Rd | Sherwood Forest Blvd | FDOT | 6D | 45,006 | 44,260 | 45,661 | 50,900 | 53,400 |
| 4673 | LAKE WORTH RD | Sherwood Forest Blvd | Haverhill Rd | FDOT | 6D | 51,532 | 41,648 | 41,210 | 60,500 | 52,700 |
| 4627 | LAKE WORTH RD | Haverhill Rd | Military Tr | FDOT | 6D | 50,676 | 43,493 | 44,371 | 52,800 | 55,300 |
| 4611 | LAKE WORTH RD | Military Tr | Kirk Rd | FDOT | 6D | 47,121 | 44,687 | 42,951 | 58,700 | 58,900 |
| 4647 | LAKE WORTH RD | Kirk Rd | Congress Ave | FDOT | 6D | 43,331 | 37,971 | 38,415 | 54,200 | 50,600 |
| 4651 | LAKE WORTH RD | Congress Ave | Boutwell Rd | FDOT | 4D | 29,118 | 28,562 | 23,415 | 36,800 | 37,900 |
| 4305 | LAKE WORTH RD | Boutwell Rd | Lake/Lucerne Split | FDOT | 4 | 24,924 | N/A | 25,497 | 36,000 | 24,200 |
| 4817 | LAKE WORTH RD | Dixie Hwy (SR 805) | 'A' St | FDOT | 3 | 9,126 | N/A | 8,385 | 14,400 | 7,500 |
| 4813 | LAKE WORTH RD | Dixie Hwy (SR 805) | 'A' St | FDOT | 2 | 10,601 | N/A | 8,078 | 15,200 | 7,900 |
| 4815 | LAKE WORTH RD | Federal Hwy (US-1) | Dixie Hwy (SR 805) | FDOT | 2 | 10,042 | 8,559 | 8,410 | 11,700 | 9,900 |
| 4811 | LAKE WORTH RD | Federal Hwy | Dixie Hwy (SR 805) | FDOT | 2 | 10,669 | 8,322 | 9,526 | 12,300 | 9,800 |
| 4801 | LAKE WORTH RD | A1A | Lucerne Ave | FDOT | 4 | 15,674 | 12,934 | 16,111 | 19,200 | 15,700 |
| 4403 | LANTANA RD | SR-7 | Lyons Rd | PBC | 4D | 19,621 | 14,775 | 15,574 | 20,700 | 14,100 |
| 4207 | LANTANA RD | Lyons Rd | Hagen Ranch Rd | PBC | 6D | 38,436 | 24,298 | 25,977 | 46,700 | 38,500 |
| 4669 | LANTANA RD | Hagen Ranch Rd | Jog Rd | PBC | 6D | 38,587 | 32,050 | 32,219 | 49,500 | 41,900 |
| 4619 | LANTANA RD | Jog Rd | Haverhill Rd | PBC | 6D | 40,095 | 35,130 | 35,845 | 45,800 | 45,800 |
| 4675 | LANTANA RD | Haverhill Rd | Military Tr | PBC | 6D | 43,201 | 42,048 | 42,602 | 46,500 | 53,200 |
| 4605 | LANTANA RD | Military Tr | Lawrence Rd | PBC | 6D | 42,958 | 43,783 | 41,854 | 55,700 | 54,300 |
| 4665 | LANTANA RD | Lawrence Rd | Congress Ave | PBC | 6D | 47,796 | 47,863 | 47,054 | 61,600 | 59,300 |
| 4623 | LANTANA RD | Congress Ave | High Ridge Rd | PBC | 6D | 42,455 | 43,695 | 41,390 | 54,700 | 51,600 |
| 4209 | LANTANA RD | High Ridge Rd | I-95 | PBC | 4D | 42,461 | 45,356 | 43,805 | 53,000 | 50,900 |
| 4311 | LANTANA RD | I-95 | Redding Dr | PBC | 5 | 41,769 | 38,457 | 37,424 | 52,800 | 49,600 |
| 4807 | LANTANA RD | Redding Dr | Federal Hwy | PBC | 5 | 21,493 | N/A | 19,392 | 26,200 | 14,100 |
| 5638 | LAWRENCE RD | Woolbright Rd | Boynton Beach Blvd | PBC | 5 | 7,854 | 7,167 | 7,651 | 7,900 | 9,200 |
| 5204 | LAWRENCE RD | Boynton Beach Blvd | Gateway Blvd | PBC | 5 | 16,110 | 13,804 | 14,777 | 24,900 | 15,500 |
| 4614 | LAWRENCE RD | Gateway Blvd | Hypoluxo Rd | PBC | 4D | 15,435 | 14,700 | 15,074 | 19,300 | 18,500 |
| 4608 | LAWRENCE RD | Hypoluxo Rd | Lantana Rd | PBC | 2 | 11,828 | 11,018 | 11,157 | 14,500 | 12,300 |
| 4661 | LE CHALET BLVD | Jog Rd | Military Tr | PBC | 4D | 10,617 | 9,652 | 9,216 | 11,700 | 9,500 |
| 5635 | LINTON BLVD | Jog Rd | Sim Rd | PBC | 4D | 26,259 | 28,837 | 29,366 | 32,100 | 33,400 |
| 5625 | LINTON BLVD | Sim Rd | Military Tr | PBC | 6D | 28,004 | 27,495 | 28,587 | 31,500 | 30,200 |
| 5607 | LINTON BLVD | Military Tr | Homewood Blvd | PBC | 6D | 36,231 | 37,464 | 39,497 | 43,900 | 42,500 |
| 5661 | LINTON BLVD | Homewood Blvd | Congress Ave | PBC | 6D | 29,850 | 33,652 | 39,159 | 36,600 | 37,500 |
| 5213 | LINTON BLVD | Congress Ave | I-95 | PBC | 6D | 47,845 | 40,928 | 42,863 | 53,100 | 48,100 |
| 5313 | LINTON BLVD | I-95 | 10th Ave SW | PBC | 6D | 44,067 | 46,456 | 48,617 | 53,800 | 53,400 |
| 5819 | LINTON BLVD | 10th Ave SW | Old Dixie Hwy | PBC | 6D | 38,062 | 38,788 | 40,279 | 43,700 | 45,100 |
| 5821 | LINTON BLVD | Old Dixie Hwy | US 1 | PBC | 6D | N/A | N/A | 32,088 | 48,600 | 45,100 |
| 5813 | LINTON BLVD | US 1 | Ocean Blvd | PBC | 4D | 18,958 | 15,872 | 17,857 | 27,400 | 18,400 |
| 5311 | LOWSON BLVD | Congress Ave | SW 10TH Ave | PBC | 4 | 21,862 | 15,139 | 16,363 | 27,500 | 20,100 |
| 1610 | LOXAHATCHEE RIVER RD | Indiantown Rd | Roebuck Rd | PBC | 2 | 10,471 | 10,099 | 9,010 | 11,600 | 10,200 |
| 1202 | LOXAHATCHEE RIVER RD | Roebuck Rd | PBC Boundary | PBC | 2 | 5,919 | N/A | 2,865 | 6,300 | 3,400 |
| 5110 | LYONS RD | Boynton Beach Blvd | Flavor Pict Rd | PBC | 2 | N/A | N/A | 12,523 | 6,800 | 14,100 |
| 5112 | LYONS RD | Flavor Pict Rd | W Atlantic Ave | PBC | 2 | N/A | N/A | 11,585 | 8,300 | 14,300 |

APPENDIX B

TEST 2 ANALYSIS

BURLINGTON SELF STORAGE EXPANSION

10/04/19

**TABLE 5
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

0.5 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 26

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 4

| STATION | ROADWAY | FROM | TO | AM PEAK HOUR DIRECTIONAL | | | | LOS E STANDARD | TOTAL PROJECT IMPACT | PROJECT SIGNIFICANT |
|---------|----------------|----------------|----------------|--------------------------|---------------|----------------|-------|----------------|----------------------|---------------------|
| | | | | PROJECT DISTRIBUTION | PROJECT TRIPS | EXISTING LANES | CLASS | | | |
| 4619 | LANTANA ROAD | JOG ROAD | HAVERHILL ROAD | 22% | 6 | 6D | II | 2,830 | 0.20% | NO |
| 4675 | LANTANA ROAD | HAVERHILL ROAD | SITE | 45% | 12 | 6D | II | 2,830 | 0.41% | NO |
| 4675 | LANTANA ROAD | SITE | MILITARY TRAIL | 55% | 14 | 6D | II | 2,830 | 0.51% | NO |
| 4674 | HAVERHILL ROAD | HYPOLUXO ROAD | LANTANA ROAD | 5% | 1 | 2 | I | 880 | 0.15% | NO |
| 4672 | HAVERHILL ROAD | LANTANA ROAD | MELALEUCA LANE | 18% | 5 | 4D | II | 1,870 | 0.25% | NO |

BURLINGTON SELF STORAGE EXPANSION

10/04/19

**TABLE 6
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

0.5 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 4

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 23

| STATION | ROADWAY | FROM | TO | PM PEAK HOUR DIRECTIONAL | | | | LOS E STANDARD | TOTAL PROJECT IMPACT | PROJECT SIGNIFICANT |
|---------|----------------|----------------|----------------|--------------------------|---------------|----------------|-------|----------------|----------------------|---------------------|
| | | | | PROJECT DISTRIBUTION | PROJECT TRIPS | EXISTING LANES | CLASS | | | |
| 4619 | LANTANA ROAD | JOG ROAD | HAVERHILL ROAD | 22% | 5 | 6D | II | 2,830 | 0.18% | NO |
| 4675 | LANTANA ROAD | HAVERHILL ROAD | SITE | 45% | 10 | 6D | II | 2,830 | 0.37% | NO |
| 4675 | LANTANA ROAD | SITE | MILITARY TRAIL | 55% | 13 | 6D | II | 2,830 | 0.45% | NO |
| 4674 | HAVERHILL ROAD | HYPOLUXO ROAD | LANTANA ROAD | 5% | 1 | 2 | I | 880 | 0.13% | NO |
| 4672 | HAVERHILL ROAD | LANTANA ROAD | MELALEUCA LANE | 18% | 4 | 4D | II | 1,870 | 0.22% | NO |