



June 30, 2021

Bryan G. Kelley, P.E.  
 Simmons & White  
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Verdenia C. Baker

**RE: Coconut Palm Plaza - Revised  
 FLUA Amendment Policy 3.5-d Review  
 Round 2020-A**

Dear Mr. Kelley:

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, revised June 17, 2021, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

<b>Location:</b>	SE corner of Northlake Boulevard and Coconut Boulevard	
<b>PCN:</b>	00-41-42-15-00-000-5020 ( <i>Others on file</i> )	
<b>Acres:</b>	11.25 acres	
	<b>Current FLU</b>	<b>Proposed FLU</b>
<b>FLU:</b>	Rural Residential, 1 dwelling unit per 20 acres (RR-20)	Commercial Low (CL)
<b>Zoning:</b>	Public Ownership (PO)	Mixed Use Planned Development (MUPD)
<b>Density/Intensity:</b>	1 du/20 acres	0.1 FAR
<b>Maximum Potential:</b>	Nursery (Garden Center) = 11.25 acres	General Commercial = 49,005 SF
<b>Proposed Potential:</b>	None	General Commercial = 33,900 SF Fast Food Rest. + DT = 2,800 SF Gas Station w/Convenience Store = 5,000 SF Fueling Positions = 20 1 Carwash (Automated)
<b>Net Daily Trips:</b>	747 (maximum – current) 1,892 (proposed – current)	
<b>Net PH Trips:</b>	24 (15/9) AM, 170 (82/88) PM (maximum) 154 (79/75) AM, 236 (116/120) PM (proposed)	

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

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Bryan G. Kelley, P.E.  
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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 **proposed potential** density shown above. The proposed change will have an insignificant impact for Test 2 analysis. 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 [DSimeus@pbcgov.org](mailto:DSimeus@pbcgov.org) with any questions.

Sincerely,

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

Dominique Simeus, P.E.  
Professional Engineer - Traffic Division

DS/qg

cc: Quazi Bari, P.E, PTOE. – Manager – Growth Management, 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-A\Coconut Palm Plaza - revised.docx

# LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

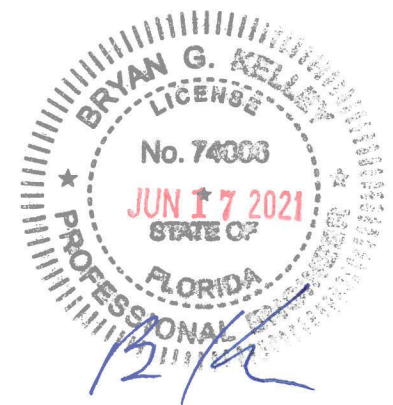
## COCONUT PALM PLAZA 11.25 ACRE LUPA PALM BEACH COUNTY, FLORIDA

**Prepared for:**

BASM II, LLC  
PO Box 234112  
Great Neck, New York 11023

Job No. 19-044

Date: April 5, 2019  
Revised: May 1, 2019  
Revised: June 27, 2019  
Revised: September 16, 2019  
Revised: January 19, 2021  
Revised: June 17, 2021



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

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## 1.0 SITE DATA

The subject parcel is located on the southeast corner of Northlake Boulevard and Coconut Boulevard in Palm Beach County, Florida and contains approximately 11.25 acres. The Property Control Number (PCN) for the subject parcel is 00-41-42-15-00-000-5020. The subject property is currently designated as Rural Residential, 1 dwelling unit per 20 acres (RR-20) 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 (CL). 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 11.25 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 RR-20 future land use designation and the proposed CL future land use designation:

### RR-20

The most intensive land use under the existing RR-20 land use designation is "Nursery (Garden Center)".

### Nursery Garden Center (11.25 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 RR-20 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 existing acreage and the accepted traffic generation rates for Nursery (Garden Center), the maximum traffic generation for the property under the existing RR-20 land use designation may be summarized as follows:

Daily Traffic Generation	= 1216 tpd
AM Peak Hour Traffic Generation (In/Out)	= 32 pht (16 In/16 Out)
PM Peak Hour Traffic Generation (In/Out)	= 91 pht (46 In/45 Out)

## 2.0 TRAFFIC GENERATION (CONTINUED)

### CL

The most intensive land use for the proposed CL land use designation is "General Commercial". Based on a Floor Area Ratio (FAR) of 10 percent and the site area consisting of 11.25 acres, the maximum allowable intensity for the designated acreage under the proposed CL land use designation is 49,005 S.F. of retail calculated as follows:

$$11.25 \text{ Acres} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.10 = 49,005 \text{ SF}$$

### General Commercial (49,005 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 future 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 land use designation may be summarized as follows:

$$\begin{aligned} \text{Daily Traffic Generation} &= 1963 \text{ tpd} \\ \text{AM Peak Hour Traffic Generation (In/Out)} &= 24 \text{ pht (15 In/9 Out)} \\ \text{PM Peak Hour Traffic Generation (In/Out)} &= 170 \text{ pht (82 In/88 Out)} \end{aligned}$$

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

$$\begin{aligned} \text{Daily Traffic Generation} &= 747 \text{ tpd INCREASE} \\ \text{AM Peak Hour Traffic Generation} &= 8 \text{ pht DECREASE} \\ \text{PM Peak Hour Traffic Generation} &= 79 \text{ pht INCREASE} \end{aligned}$$

The above information is shown for informational purposes only. However, Table 3 calculates the traffic generation for a more realistic estimate of the anticipated uses and intensities and to vest peak hour trips for the subject site. The proposed development plan is 36,000 S.F. retail, 2800 S.F. fast food restaurant with drive through, 3860 S.F. convenience store with 20 fuel positions, and a one-vehicle car wash. The traffic generation may be summarized as follows:

## 2.0 TRAFFIC GENERATION (CONTINUED)

### Proposed Plan of Development

Daily Traffic Generation = 3,108 tpd  
AM Peak Hour Traffic Generation (In/Out) = 152 pht (78 In/74 Out)  
PM Peak Hour Traffic Generation (In/Out) = 238 pht (117 In/121 Out)

For the purposes of the traffic analysis within the traffic study, the proposed plan of development has been utilized to be conservative. The difference in daily trips between the proposed plan of development and the existing future land use designation is 1892 trips.

## 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 1892 trips per day, the radius of influence is one mile for the Year 2045 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 238 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 land use designation.

## 5.0 YEAR 2045 ANALYSIS

Table 4 represents the required Year 2045 Analysis. As shown in Table 4, the proposed project will have an insignificant impact on the surrounding roadway network. The Palm Beach County 5-Year Work Program identifies Coconut Boulevard to be widened from 2 to 5 lanes from Orange Boulevard to Northlake Boulevard. The current TPA Long Range Transportation Plan (LRTP) identifies this improvement but it is not shown in model volume printouts as a 4-lane or 5-lane section. In previous discussions with PBC Traffic, it was agreed that Coconut Boulevard could be evaluated as a 5-lane roadway for the 2045 conditions but the volumes would need to be developed based on the concurrency methodology and include trips from Avenir, Westlake, and Indian Trails Grove. Table 5 includes these calculations and shows that Coconut Boulevard will meet Level of Service standards in the 2045 conditions. It also should be noted that Northlake Boulevard from 140<sup>th</sup> Avenue to Ibis Road is to be widened from 4LD to 6LD as part of the Avenir conditions of approval and is also included in the 2045 LRTP.

## 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 land use designation have been calculated in Table 3 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 continued development under the CL land use designation may be summarized as follows:

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

AM Peak Hour = 202 / 193  
PM Peak Hour = 280 / 286

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 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 proposed development plan equating to 238 peak hour trips. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.



**COCONUT PALM PLAZA**

04/05/19  
 Revised: 05/01/19  
 Revised: 09/16/19  
 Revised: 01/19/21

**TABLE 1  
 EXISTING RR-20 FUTURE LAND USE DESIGNATION - 1 SF DU**

<b>Daily Traffic Generation</b>		ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips	
Landuse	Landuse (Garden Center)				In	Out	In	Out	Total	%	Total	In	Out	Total	%	Trips	In	Out	Total
		817	11.25	108.10				1,216		0		1,216		0			1,216		
			Grand Totals:					1,216		0		1,216		0			1,216		

<b>AM Peak Hour Traffic Generation</b>		ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips	
Landuse	Landuse (Garden Center)				In	Out	Total	%	Total	In	Out	Total	In	Out	Total	%	Trips	In	Out
		817	11.25	2.82	0.50	0.50	16	16	32	0.0%	0	0	0	0	0	16	16	32	
			Grand Totals:				16	16	32	0.0%	0	0	0	0	0	16	16	32	

<b>PM Peak Hour Traffic Generation</b>		ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips	
Landuse	Landuse (Garden Center)				In	Out	Total	%	Total	In	Out	Total	In	Out	Total	%	Trips	In	Out
		817	11.25	8.06	0.50	0.50	46	45	91	0.0%	0	0	0	0	0	46	45	91	
			Grand Totals:				46	45	91	0.0%	0	0	0	0	0	46	45	91	



**COCONUT PALM PLAZA**

04/05/19  
 Revised: 05/01/19  
 Revised: 09/16/19  
 Revised: 01/19/21

**TABLE 2  
 PROPOSED CL FUTURE LAND USE DESIGNATION - 49,005 SF (FOR INFORMATIONAL PURPOSES ONLY)**

Daily Traffic Generation		ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips	
Landuse	Gen. Commercial <sup>e</sup>				In	Out	In	Out	In	Out	Total	%	Total	In	Out	Total	%	Trips	In
		820	49,005	$\ln(T) = 0.68 \ln(X) + 5.57^d$					3,702		0			3,702		1,739			1,963
Grand Totals:									3,702		0			3,702		1,739			1,963

AM Peak Hour Traffic Generation		ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
Landuse	Gen. Commercial <sup>e</sup>				In	Out	In	Out	In	Out	Total	%	Total	In	Out	Total	%	Trips	In	Out
		820	49,005	0.94	0.62	0.38	29	17	46	0.0%	0	0	0	29	17	46	47%	22	15	24
Grand Totals:							29	17	46	0.0%	0	0	0	29	17	46	48%	22	15	24

PM Peak Hour Traffic Generation		ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
Landuse	Gen. Commercial <sup>e</sup>				In	Out	In	Out	In	Out	Total	%	Total	In	Out	Total	%	Trips	In	Out
		820	49,005	$\ln(T) = 0.74 \ln(X) + 2.89^f$	0.48	0.52	154	167	321	0.0%	0	0	0	154	167	321	47%	151	82	170
Grand Totals:							154	167	321	0.0%	0	0	0	154	167	321	47%	151	82	170



**COCONUT PALM PLAZA**

04/05/19  
 Revised: 05/01/19  
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**TABLE 3  
 PROPOSED CL - SITE PLAN LAND USES AND INTENSITIES**

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
Gen. Commercial <sup>e</sup>		820	33,900	$\ln(T) = 0.68 \ln(X) + 5.57^d$		2,881	15.0%   432	2,449	50%   1,235	1,214
Fast Food Rest. + DT		934	2,800	470.95		1,319	15.0%   198	1,121	49%   549	572
Gas Station w/ Convenience Store <sup>l</sup>		FDOT	20	14.3*PM Trips		4,633	15.0%   695	3,938	70%   2,757	1,181
Carwash (Automated) <sup>k</sup>		PBC	1	166.00		166	15.0%   25	141	0%   0	141
<b>Grand Totals:</b>						<b>8,999</b>	<b>15.0%   1,350</b>	<b>7,649</b>	<b>59%   4,541</b>	<b>3,108</b>

**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
Gen. Commercial <sup>e</sup>		820	33,900	0.94	0.62   0.38	20   12   32	15.0%   3   2   5	17   10   27	50%   14	8   5   13
Fast Food Rest. + DT		934	2,800	40.19	0.51   0.49	58   55   113	15.0%   9   8   17	49   47   96	49%   47	25   24   49
Gas Station w/ Convenience Store <sup>l</sup>		FDOT	20	Note j	0.50   0.50	162   162   324	15.0%   24   25   49	138   137   275	70%   193	41   41   82
Carwash (Automated) <sup>k</sup>		PBC	1	11.97	0.50   0.50	6   6   12	15.0%   1   1   2	5   5   10	0%   0	5   5   10
<b>Grand Totals:</b>						<b>246   235   481</b>	<b>15.2%   37   36   73</b>	<b>209   199   408</b>	<b>62%   254</b>	<b>79   75   154</b>

**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
Gen. Commercial <sup>e</sup>		820	33,900	$\ln(T) = 0.74 \ln(X) + 2.89^l$	0.48   0.52	117   127   244	15.0%   18   19   37	99   108   207	50%   104	49   54   103
Fast Food Rest. + DT		934	2,800	32.67	0.52   0.48	47   44   91	15.0%   7   7   14	40   37   77	49%   38	20   19   39
Gas Station w/ Convenience Store <sup>l</sup>		FDOT	20	12.3*FP+15.5*(X)	0.50   0.50	162   162   324	15.0%   24   25   49	138   137   275	70%   193	41   41   82
Carwash (Automated) <sup>k</sup>		PBC	1	13.65	0.50   0.50	7   7   14	15.0%   1   1   2	6   6   12	0%   0	6   6   12
<b>Grand Totals:</b>						<b>333   340   673</b>	<b>15.2%   50   52   102</b>	<b>283   288   571</b>	<b>59%   335</b>	<b>116   120   236</b>

**Notes:**

Gas station and convenience store pass-by rate of 70% used due to the location on the corner of Coconut Boulevard and Northlake Boulevard which is anticipated to have more than typical pass-by due to the commuter nature of the area and high directional traffic during peak hours.

ITE does not provide internal capture for all of the proposed uses. However, the combination of proposed uses are expected to have a high internalization.

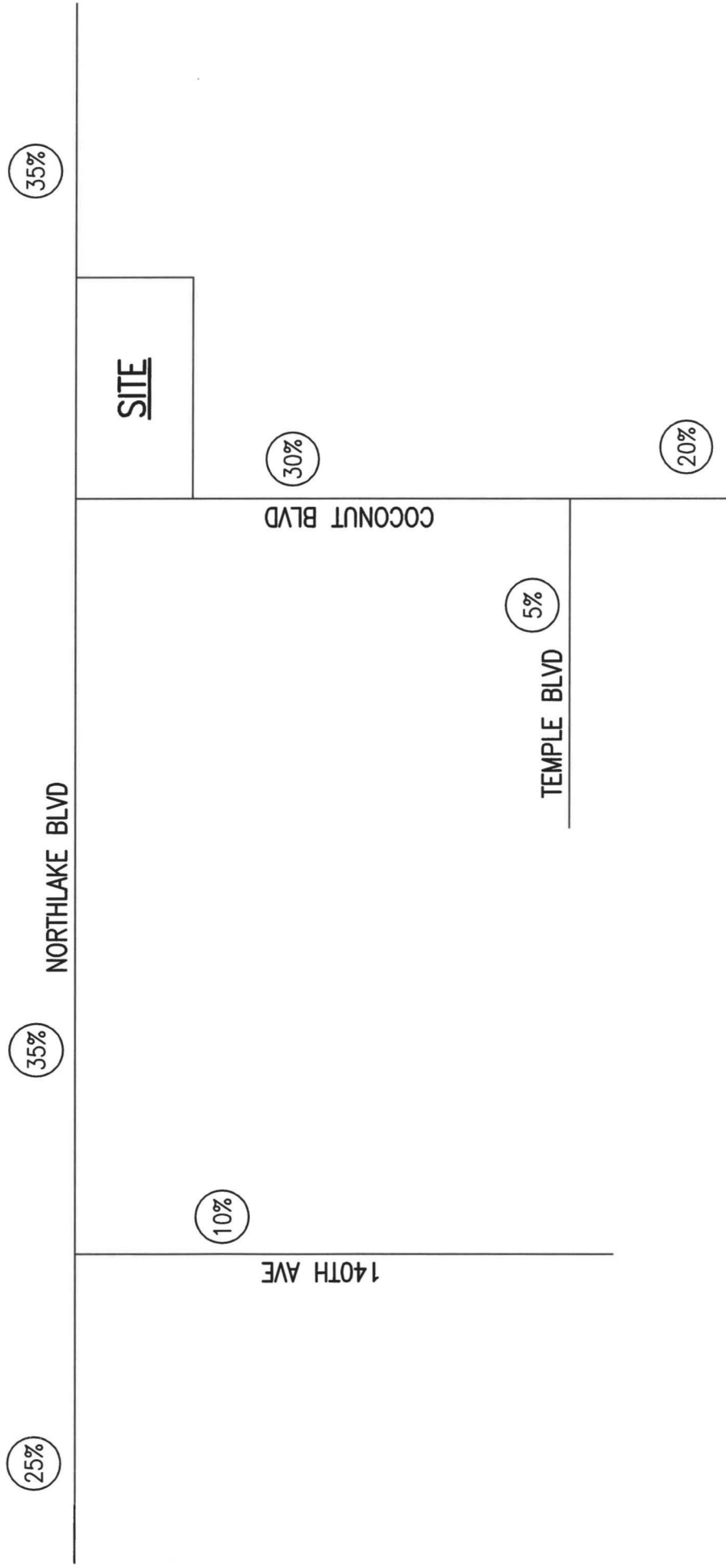




# SIMMONS & WHITE

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## COCONUT PALMS PLAZA

19-044 BK 04/04/19  
REVISED 09/16/19

## PROJECT DISTRIBUTION

### LEGEND

(30%) PROJECT DISTRIBUTION

# APPENDIX A

## YEAR 2045 ANALYSIS

**COCONUT PALM PLAZA**

04/05/19  
 Revised: 05/01/19  
 Revised: 09/16/19  
 Revised: 01/19/21

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

PROJECT: COCONUT PALMS PLAZA  
 EXISTING FUTURE LAND USE DESIGNATION: RURAL RESIDENTIAL, 1 DU PER 20 ACRES  
 TRIPS PER DAY= 1,216  
 PROPOSED FUTURE LAND USE DESIGNATION: COMMERCIAL LOW (CL)  
 TRIPS PER DAY= 3,108  
 TRIP INCREASE= 1,892

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS "D" CAPACITY	TRIP INCREASE	PROJECT SIGNIFICANCE	
NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	35%	662	6D	50,300	1.32%	NO	
NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS ROAD	35%	662	6D	50,300	1.32%	NO	
COCONUT BOULEVARD	ORANGE BOULEVARD	TEMPLE BOULEVARD	20%	378	2	15,200	2.49%	YES	
COCONUT BOULEVARD	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	30%	568	2	15,200	3.73%	YES	
<b>ROADWAY</b>	<b>FROM</b>	<b>TO</b>	<b>2045 PBC TPA TRAFFIC VOLUME</b>	<b>DISTRIBUTION (%)</b>	<b>PROJECT TRAFFIC</b>	<b>TOTAL 2045 TRAFFIC</b>	<b>LANES</b>	<b>LOS "D" CAPACITY</b>	<b>V/C RATIO</b>
NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	32,000	35%	662	32,662	6D	50,300	0.65
NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS ROAD	52,700	35%	662	53,362	6D	50,300	1.06
COCONUT BOULEVARD	ORANGE BOULEVARD	TEMPLE BOULEVARD	21,800	20%	378	22,178	2	15,200	1.46
COCONUT BOULEVARD	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	21,000	30%	568	21,568	2	15,200	1.42

\* 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.

Notes:

Coconut Boulevard is in the 5-year work program and TPA L RTP to be widened from 2 lanes to 5 lanes. However, the L RTP model volume printouts only show Coconut Blvd at a 2-lane facility in the future. Pages from the L RTP and PBC 5-Year Work Program are included in Appendix A. The 5-lane capacity of Coconut Boulevard will be 33,200 Daily trips and will meet LOS requirements.

Northlake Boulevard is in the L RTP to be widened to 6 lanes.



**COCONUT PALM PLAZA**

04/05/19  
 Revised: 05/01/19  
 Revised: 09/16/19  
 Revised: 01/19/21

**TABLE 5  
 2045 ANALYSIS**

ROADWAY	FROM	TO	2019		NEW DAILY TRIPS	PROJ. DIST.	ITG PROJ.	MINTO TRAFFIC	AVENIR TRAFFIC	AVENIR DOUBLE COUNT	MINTO/ AVENIR AREA WIDE GROWTH	TOTAL BCKGD TRAFFIC	2045 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS	MEETS LOS STD.?
			DAILY TRAFFIC	DAILY TRAFFIC													
						MINTO DAILY TRIPS = 63,562			TRIP DIST. 5%			TRIPS 3178					
						AVENIR DAILY TRIPS = 58,171			INDIAN TRAILS GROVE DAILY TRIPS = 46,732			TRIPS 4654					
						0.50%			2%			TRIPS 935					
						30%			20%								
COCONUT BOULEVARD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	14,920	30%	568	30%	3178	4654	-636	2066	10197	25,685	4D	I	33,200	YES	
TEMPLE BOULEVARD	TEMPLE BOULEVARD	ORANGE BOULEVARD	13,248	20%	378	20%	3178	4654	-636	1834	9965	23,592	4D	I	33,200	YES	

Notes:  
 Based on regular concurrency methodology and incorporating the three major developments in the western communities.

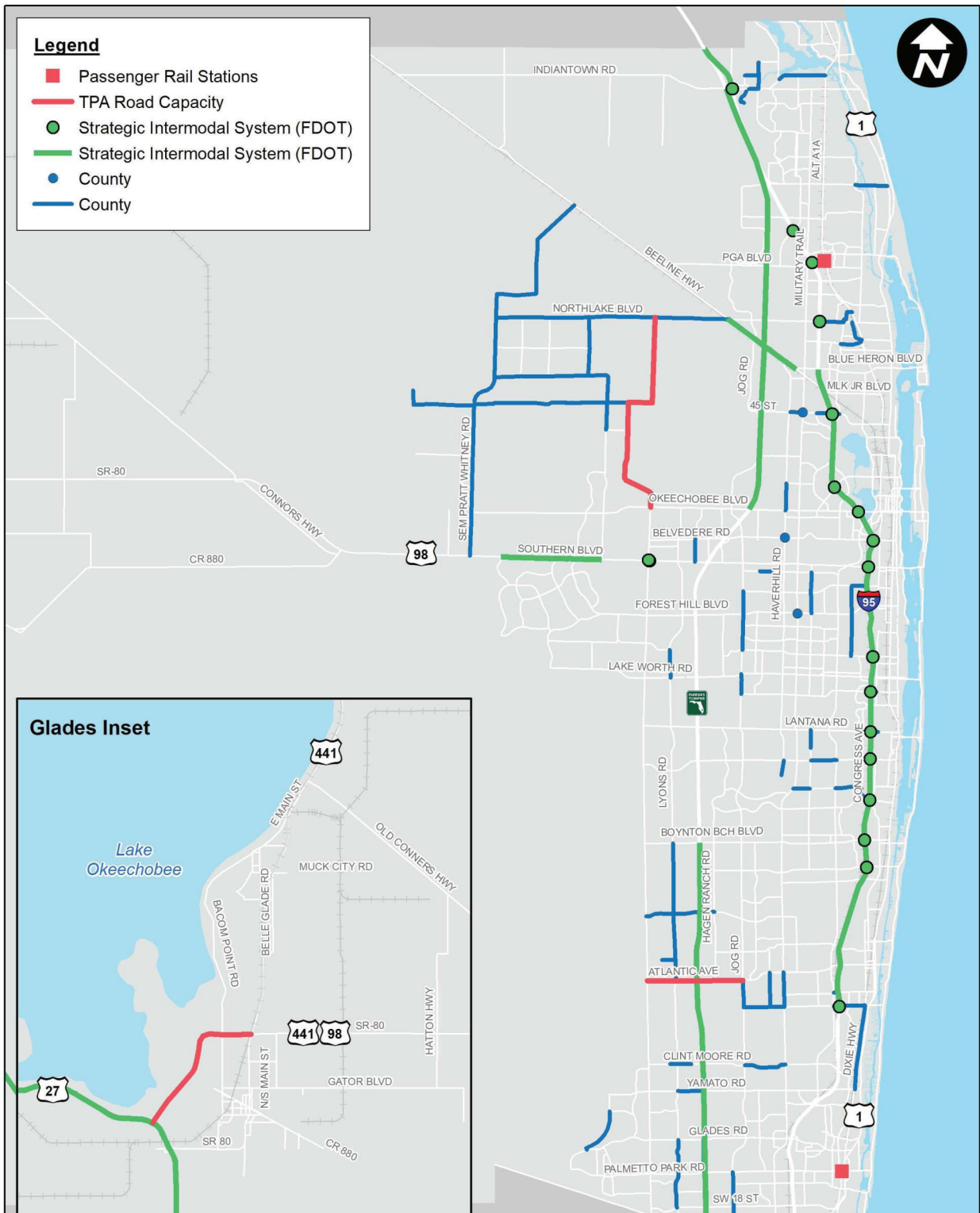


# COST FEASIBLE PLAN

The Cost Feasible Plan programs the available funding to the Desired Projects list and is divided into the following programming tiers:

- FY 20-24 (the TPA's adopted TIP)
- FY 25-30 (the 10-year investment plan that serves as the “pipeline” of projects for the TIP)
- FY 31-35
- FY 36-45

## Projects with Construction Funding through 2045





# Palm Beach County Prioritization

Select projects that may be implemented through the Palm Beach County Road Program in collaboration with affected local governments. Shown for information and planning consistency purposes.

L RTP#	FM	SIS	Location	Description	FY 20-24 (TIP)					FY 25-30 (2030 Plan)					2031-2035 (2045 Plan)					2036-2045 (2045 Plan)				
					PDBE	PE	ROW	CST	PDBE	PE	ROW	CST	PDBE	PE	ROW	CST	PDBE	PE	ROW	CST	PDBE	PE	ROW	CST
PBC001			Countywide Locations	Small intersections and small capacity improvement projects	\$6,859		\$11,847	\$43,645	\$6,859	\$11,847	\$43,645	\$6,859	\$11,847	\$43,645	\$6,859	\$11,847	\$43,645	\$6,859	\$11,847	\$43,645	\$6,859	\$11,847	\$43,645	
PBC002			6th Ave S from I-95 to South A St	Widen 4L to 6L					\$600	\$900	\$1,980													
PBC003		2018511	10th Ave from Congress Ave to I-95	Add 3rd WB thru lane					\$3,300	\$4,950	\$10,890													
PBC004			190th St North from 60th St N to northern terminus	New 4L																	\$3,000	\$4,500	\$14,914	
PBC005	2016501	2016501	45th St from E of Haverhill Rd to W of Military Trl	Widen 4/5L to 6L			\$2,160																	
PBC006			45th St at Military Trl	Intersection improvements					\$180	\$5,000	\$1,320													
PBC007			45th St from Village Blvd to I-95	Widen 6L to 8L					\$400	\$600	\$1,320													
PBC008			45th St from I-95 to Congress Ave	Intersection improvements					\$420	\$200	\$2,904													
PBC010			60th St North from 190th St N to M-Canal	New 4L					\$1,100	\$1,650	\$3,630										\$600	\$900	\$2,983	
PBC011			60th St North from M-Canal to Seminole Pratt Whitney Rd	Widen 2L to 4L					\$1,700	\$2,550	\$5,610													
PBC012			60th St North from Seminole Pratt Whitney Rd to 140th Ave N	New 4L																				
PBC121			60th St North from W of 140th Ave N to Avocado Blvd	Widen 2L to 3L, M Canal relocation	\$500		\$1,200																	
PBC013			60th St North from W of 140th Ave N to Avocado Blvd	Widen 3L to 5L																				
PBC014	2017515	2017515	60th St North from Avocado Blvd to E of 120th Ave N	Widen 2L to 3L			\$7,000																	
PBC015			60th St North from Avocado Blvd to SR 7	Widen 3L to 5L																				
PBC018		2015509	Benoist Farms Rd from SR 80 to Belvedere Rd	Widen 2L to 3L			\$5,200																	
PBC019			Boca Rio Rd from Palmetto Park Rd to Glades Rd	Widen from 2/3L to 5L																				
PBC124			Center St from Loxahatchee River Rd to Alt A1A	Widen 2L to 3L	\$720		\$1,080				\$2,376													
PBC021			Central Blvd from Indiantown Rd to Roebuck Rd	Widen 2/3L to 5L with new bridge over C-18																				
PBC022		2014503	Church St from Limestone Creek Rd to W of Central Blvd	Reconstruct 2L to include a roundabout			\$2,000																	
PBC023	2017516	2017516	Clint Moore Rd from W of Lyons Rd to E of Lyons Rd	Widen 4L to 6L			\$2,500																	
PBC024		2018101	Clint Moore Rd from Jog Rd to Military Trl	Intersection improvements			\$1,700	\$2,380																
PBC027	2023009903	2018506	Coconut Blvd from S of Temple Blvd to S of Northlake Blvd	Widen 2L to 5L			\$5,100																	
PBC029	4330641	2012517	Congress Ave from Northlake Blvd to Alt A1A	New 3L			\$4,000	\$5,000																
PBC030			Coral Ridge Drive from Glades Rd to Burt Aaronson Park Dr	New 2L			\$1,040	\$1,560	\$2,600															
PBC032	20239906	2019502	Donald Ross Rd from Prosperity Farms Rd to Ellison Wilson Rd	Widen 4/5L to 6L			\$550																	
PBC033			Donald Ross Rd from Ellison Wilson Rd to US 1	Widen 4L to 6L			\$400	\$600	\$1,000															
PBC035			Flavor Pict Rd from SR 7 to Lyons Rd	Widen 2L to 4L																	\$600	\$900	\$2,325	
PBC036			Flavor Pict Rd from Lyons Rd to Hagen Ranch Rd	New 4L, including bridge over Florida's Turnpike																				
PBC118		2016500	Florida Mango Rd from 10th Ave North to N of Edgewater Dr	Widen 2L to 3L			\$3,300																	
PBC119		2015520	Florida Mango Rd from Edgewater Dr to Barbados Rd	Widen 2L to 3L			\$1,900																	
PBC117	2017517	2017517	Florida Mango Rd from Barbados Rd to N of Myrica Rd	Widen 2L to 3L			\$3,100																	
PBC120		2014511	Florida Mango Rd from Myrica Rd to Summit Blvd	Widen 2L to 3L			\$2,200																	
PBC020	4378781	2012504	Forest Hill Blvd at Military Trl	Intersection improvements			\$6,699																	
PBC122		2018501	Gun Club Rd from E of Jog Rd to W of Haverhill Rd	Widen 2L to 3L			\$100	\$2,340																
PBC040	2020009910	2018021	Happy Hollow Rd from Smith Sundry Rd to Lyons Blvd	New 2L			\$650																	

Costs expressed in Year of Expenditure (YOE) dollars  
Values in thousands (1,000s)

SERP 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	2018 Count	2015 Model	2045 Model	2045 Adjusted
1603	937013	CENTER ST	Indiantown Rd	Loxahatchee River Rd	2	2	16,388	14,538	15,079	16,010	15,919	17,825	16,900
1803	937014	CENTER ST	Loxahatchee River Rd	Alt. A1A	2	2	18,228	14,949	16,138	17,521	15,731	17,889	18,400
2608	937380	CENTRAL BLVD	PGA Blvd	I-95	4	4	14,647	14,338	16,027	16,086	23,255	40,702	33,500
2198	937380	CENTRAL BLVD	I-95	Hood Rd	4	4	-	-	-	-	23,255	40,702	40,700
2210	937379	CENTRAL BLVD	Hood Rd	Donald Ross Rd	4	4	13,761	16,373	16,725	18,117	31,339	45,551	30,900
1206	937386	CENTRAL BLVD	Donald Ross Rd	Frederick Small Rd	4	4	15,708	16,682	17,486	20,089	19,928	29,924	26,300
1614	937387	CENTRAL BLVD	Frederick Small Rd	Indian Creek Pkwy	4	4	10,954	12,750	13,914	15,889	17,592	28,709	25,000
1606	937377	CENTRAL BLVD	Indian Creek Pkwy	Indiantown Rd	4	4	27,217	26,285	26,931	27,091	17,254	10,218	19,900
1612	937378	CENTRAL BLVD	Indiantown Rd	Church St	3	3	19,245	13,034	15,746	16,741	9,394	11,287	17,600
6403	937001	CLINT MOORE RD	SR-7	Lyons Rd	4	4	13,291	15,148	18,460	18,919	11,401	16,025	23,100
6201	938508	CLINT MOORE RD	Lyons Rd	Jog Rd	4	4	21,809	21,525	24,350	26,298	19,182	27,815	33,000
6607	937002	CLINT MOORE RD	Jog Rd	Military Tr	4	4	29,949	28,767	30,959	34,229	15,501	20,927	36,400
6601	938509	CLINT MOORE RD	Military Tr	Congress Ave	6	6	30,737	29,298	27,719	33,500	23,850	26,946	31,300
6301	938509	CLINT MOORE RD	Congress Ave	NW 2nd Ave	4	4	13,712	10,637	12,136	14,643	23,850	26,946	15,200
	938506	COCOANUT ROW	Okeechobee Blvd	Clarke Ave	2	2	-	-	-	-	3,708	4,304	4,300
2104	937329	COCONUT BLVD	Persimmon Bl	Orange Bl	2	2	3,986	2,791	2,952	3,400	3,284	3,167	2,800
2412	937331	COCONUT BLVD	Orange Bl	Temple Blvd	2	2	13,365	10,796	11,459	12,686	11,015	20,999	21,800
2404	937330	COCONUT BLVD	Temple Blvd	Northlake Blvd	2	2	14,104	11,665	11,937	13,288	12,485	21,931	21,000
	PBC111q	COCONUT BLVD	Northlake Blvd	100th Ln N (Avenir)	0	4	-	-	-	-	-	22,182	22,200
3641	937336	COMMUNITY DR	Haverhill Rd	Military Tr	5	5	16,206	15,110	13,454	14,678	4,477	7,886	16,900
3659	937337	COMMUNITY DR	Military Tr	Village Blvd	3	3	17,204	15,076	17,683	18,412	15,247	17,139	19,900
6614	938509	CONGRESS AVE	Yamato Rd	Clint Moore Rd	6	6	25,198	25,740	27,629	29,864	23,850	26,946	31,200
6644	938543	CONGRESS AVE	Clint Moore Rd	NW 82nd St	6	6	28,805	28,300	34,731	30,621	28,389	33,896	41,500
6204	937672	CONGRESS AVE	NW 82nd St	SW 29th St	6	6	24,665	17,757	21,315	23,273	15,989	22,633	28,000
	938544	CONGRESS AVE	SW 29th St	Linton Blvd	6	6	-	-	-	-	9,156	14,643	14,600
5650	933500	CONGRESS AVE	Linton Blvd	Lowson Blvd	6	6	26,965	23,248	24,774	26,539	11,525	17,497	30,700
5612	933500	CONGRESS AVE	Lowson Blvd	Atlantic Ave	6	6	30,312	26,151	29,209	29,325	11,525	17,497	35,200
5630	937340	CONGRESS AVE	Atlantic Ave	Lake Ida Rd	6	6	32,662	32,658	34,768	36,689	24,598	32,597	42,800
5602	937341	CONGRESS AVE	Lake Ida Rd	35th Ave SW	6	6	31,948	29,740	30,608	31,428	28,207	39,710	43,100
5626	937342	CONGRESS AVE	35th Ave SW	Golf Rd	6	6	38,852	34,332	36,139	38,738	31,175	42,173	48,900
5624	937348	CONGRESS AVE	Golf Rd	Woolbright Rd	6	6	41,510	35,627	37,827	40,974	29,121	38,224	46,900
5610	937347	CONGRESS AVE	Woolbright Rd	Boynton Beach Blvd	6	6	38,259	32,543	33,549	33,115	22,390	29,798	41,000
5658	937345	CONGRESS AVE	Boynton Beach Blvd	Old Boynton Rd	6	6	47,139	38,263	40,960	40,960	28,939	40,714	50,000
5206	937344	CONGRESS AVE	Old Boynton Rd	Gateway Blvd	6	6	48,285	36,788	36,914	39,958	56,185	60,016	40,700
4610	937343	CONGRESS AVE	Gateway Blvd	Hypoluxo Rd	6	6	36,348	28,826	28,960	30,883	37,864	46,519	37,600
4600	937346	CONGRESS AVE	Hypoluxo Rd	Lantana Rd	4	4	29,993	25,175	23,246	28,120	35,142	39,809	27,900
4624	930022	CONGRESS AVE	Lantana Rd	JFK Dr	6	6	41,814	31,730	35,206	37,851	31,598	38,329	42,700
4626	937173	CONGRESS AVE	JFK Dr	6th Ave S	6	6	44,492	33,615	35,163	36,766	31,616	38,412	42,700
4622	930489	CONGRESS AVE	6th Ave S	Lake Worth Rd	6	6	43,176	35,682	35,712	39,282	38,642	48,003	44,400
4620	930490	CONGRESS AVE	Lake Worth Rd	French Ave	6	6	45,274	36,622	35,400	37,189	24,015	31,421	42,800

SERP 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	2018 Count	2015 Model	2045 Model	2045 Adjusted
2602	930496	MILITARY TRL	Investment Lane	Northlake Blvd	6	6T	35,413	29,135	32,036	32,709	17,495	21,401	35,900
2600	930703	MILITARY TRL	Northlake Blvd	Holly Dr	6	6T	43,999	37,391	40,246	39,718	43,502	52,674	48,700
2606	930708	MILITARY TRL	Holly Dr	PGA Blvd	6	6T	44,353	37,111	40,379	40,619	33,833	41,386	49,400
2624	930758	MILITARY TRL	PGA Blvd	I-95	6	6	38,882	33,368	36,533	38,807	35,239	30,712	31,800
	930759	MILITARY TRL	I-95 SB	I-95 NB	6	6	-	-	-	-	32,751	25,454	25,500
2604	937230	MILITARY TRL	I-95	Hood Rd	6	6	27,564	24,838	27,257	25,429	29,070	24,525	23,000
2208	937229	MILITARY TRL	Hood Rd	Donald Ross Rd	6	6	23,883	24,233	24,568	24,066	20,760	25,265	29,900
1602	937227	MILITARY TRL	Donald Ross Rd	Frederick Small Rd	6	6	30,572	34,542	34,822	35,789	37,768	48,029	44,300
1608	937228	MILITARY TRL	Frederick Small Rd	Indian Creek Blvd	6	6	28,570	30,300	29,706	30,553	23,626	29,093	35,200
1600	937226	MILITARY TRL	Indian Creek Blvd	Indiantown Rd	6	6	25,419	24,322	24,049	24,593	24,099	30,701	30,600
	937421	MINER RD	Seacrest Blvd	US-1	2	2	-	-	-	-	2,317	2,525	2,500
	PBC067	MINER RD	Military Tr	Lawrence Rd	0	3	-	-	-	-	-	22,435	22,400
4690	937647	MINER RD	Congress Ave	High Ridge Rd	2	3	-	-	6,882	8,337	11,028	15,045	10,900
6835	937641	MIZNER BLVD	US-1 (Federal Hwy)	Palmetto Park Rd	4	4	4,895	9,033	10,000	11,457	6,773	12,353	15,600
6834	937641	MIZNER BLVD	Palmetto Park Rd	Federal Hwy	4	4	10,273	10,001	10,000	15,479	6,773	12,353	15,600
	937426	N 7TH AVE	N A St	US-1	2	2	-	-	-	-	238	252	300
	937486	NE 10 AVE/MLK BLVD	Seacrest Blvd	Federal Hwy	2	2	-	-	-	-	2,746	8,364	8,400
	937520	NE 1ST ST	N Swinton Ave	Ne 6 Ave	2	2	-	-	-	-	385	570	600
2413	937063	NORTHLAKE BLVD	Seminole Pratt Whitney Rd	140th Ave N	4	6	11,089	10,074	10,450	11,902	17,078	37,650	31,000
2421	2421	NORTHLAKE BLVD	140th Ave N	Coconut Blvd	2	6	-	-	17,476	19,781	20,571	37,650	32,000
2411	937062	NORTHLAKE BLVD	Coconut Blvd	SR-7	4	6	29,704	25,889	28,370	33,168	33,951	63,056	52,700
2407	935503	NORTHLAKE BLVD	SR-7	SR-710	4	6	36,674	32,431	35,364	39,992	40,647	71,422	62,100
2401	935504	NORTHLAKE BLVD	SR-710	Ryder Cup Blvd	6	6	23,949	21,045	20,782	24,470	23,750	45,531	39,800
2205	938546	NORTHLAKE BLVD	Ryder Cup Blvd	Steeplechase Dr / Ballenistles D	6	6	34,280	30,702	33,499	33,500	41,039	58,274	50,700
2605	938547	NORTHLAKE BLVD	Steeplechase Dr / Ballenistles Dr	Military Tr	6	6	45,285	56,776	48,126	45,612	52,841	67,314	61,300
2207	930511	NORTHLAKE BLVD	Military Tr	I-95	6	6	51,985	46,823	53,098	48,094	55,542	69,463	66,400
2309	935241	NORTHLAKE BLVD	I-95	Congress Ave	6	6I	53,292	56,351	61,294	53,500	45,629	58,140	73,800
2815	937362	NORTHLAKE BLVD	Congress Ave	SR 811	6	6	44,623	41,315	45,198	46,241	33,665	36,805	48,300
2821	935256	NORTHLAKE BLVD	SR 811	Prosperity Farms Rd	6	6	31,068	33,679	35,300	37,198	25,205	29,260	39,400
2817	935255	NORTHLAKE BLVD	Prosperity Farms Rd	Southwind Dr	6	6	36,214	32,680	37,157	34,500	16,001	18,673	39,800
2819	935254	NORTHLAKE BLVD	Southwind Dr	US-1	6	6	27,179	26,990	27,771	29,933	10,314	12,702	30,200
	937498	NOTTINGHAM BLVD	Parker Ave	S Olive Ave	2	2	-	-	-	-	686	459	500
	937500	NW 12TH AVE	Nw 8 St	Nw 15 St	2	2	-	-	-	-	12,651	15,046	15,000
	937638	NW 13TH ST	Nw 15 Ave	Meadows Rd	2	2	-	-	-	-	9,633	11,225	11,200
	937639	NW 15TH ST	Nw 12 Ave	Nw 10 Ave	2	2	-	-	-	-	6,276	7,496	7,500
	937542	NW 28TH ST	Nw Boca Raton Blvd	N Dixie Hwy	2	2	-	-	-	-	9,359	10,495	10,500
	937441	NW AVE	SR-715	W Canal St	2	2	-	-	-	-	972	1,066	1,100
5801	930162	OCEAN AVE	Federal Hwy	N Ocean Blvd SR A1A	2	2	6,836	6,031	8,353	7,584	2,374	2,856	8,800
4803	930676	OCEAN AVE	SR A1A	US-1	2	2	17,736	15,418	14,487	11,300	9,700	10,211	15,000
	937652	OCEAN AVE/LANTANA RD	US-1	ICWW	2	2	-	-	-	-	9,700	10,211	10,200

**Exhibit 2A  
Minto West  
Daily Trip Generation**

**West Side**

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips	Internal Trips (2)	External Trips	Interzonal Trips (4)	External Trips	Pass-by Trips (1)	New Trips
Residential - SF	210	DUs	10 /DU	-	-	26.2%	-	-	0%	-
Residential - MF Apts.	220	- DUs	6.65 /DU	-	-	26.2%	-	-	0%	-
Residential - MF Condos.	230	150 DUs	6.65 /DU	998	261	26.2%	84	737	-	653
Residential - 55+ Detached	251	300 DUs	8 /DU	2,400	629	26.2%	211	1,771	-	1,560
Residential - 55+ Attached	252	200 DUs	6 /DU	1,200	314	26.2%	103	886	-	783
General Office	710	150,000 SF	$\ln(T) = 0.77\ln(X) + 3.65$	1,823	179	9.8%	106	1,644	154	1,384
Research & Devel.	760	425,000 SF	$\ln(T) = 0.83\ln(X) + 3.09 (3)$	3,338	327	9.8%	195	3,011	282	2,534
Retail	820	350,000 SF	$\ln(T) = 0.65\ln(X) + 5.83$	15,331	767	5.0%	2,222	14,564	3,542	8,800
Park	412	125 Acres	2.28 /Acre	285	29	10.0%	19	256	-	237
<b>TOTALS</b>				25,375	2,506	9.9%	2,940	22,869	3,978	15,951

**East Side**

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips	Internal Trips (2)	External Trips	Interzonal Trips (2)	External Trips	Pass-by Trips (1)	New Trips
Residential - SF (N,O,T,U)	210	1,010 DUs	10 /DU	10,100	1,192	11.8%	481	8,908	-	8,427
Residential - SF (M,P,Q,R,S)	210	2,436 DUs	10 /DU	24,360	2,874	11.8%	1,182	21,486	-	20,304
Residential - MF Condos.	230	450 DUs	6.65 /DU	2,993	353	11.8%	145	2,640	-	2,495
Residential - MF Apts.	220	- DUs	6.65 /DU	-	-	11.8%	-	-	-	-
Hotel	310	150 Rooms	8.92 /Room	1,338	591	44.2%	64	747	68	615
Community College	540*	3,000 Students	2.29 /Student	6,870	1,594	23.2%	343	5,276	-	4,933
General Office	710	300,000 SF	$\ln(T) = 0.77\ln(X) + 3.65$	3,109	432	13.9%	110	2,677	257	2,310
Research & Devel.	760	175,000 SF	$\ln(T) = 0.83\ln(X) + 3.09 (3)$	1,598	222	13.9%	63	1,376	131	1,182
Light Industrial	110	450,000 SF	6.97 /1000 SF	3,137	436	13.9%	111	2,701	259	2,331
Retail	820	150,000 SF	$\ln(T) = 0.65\ln(X) + 5.83$	8,839	4,172	47.2%	397	4,667	1,563	2,707
Park	412	67 Acres	2.28 /Acre	153	47	30.5%	-	106	-	106
Community Center	495	70,000 SF	33.82 /1000 SF	2,367	722	30.5%	26	1,645	81	1,538
Church	560	70,000 SF	9.11 /1000 SF	638	195	30.5%	12	443	22	409
Daycare	565	10,000 SF	74.06 /1000 SF	741	226	30.5%	6	515	255	254
<b>TOTALS</b>				66,243	13,056	19.7%	2,940	53,187	2,636	47,611
<b>COMBINED TOTALS</b>				91,618	15,562	17.0%	5,880	76,056	6,614	63,562

Project Internalization: 23.4%

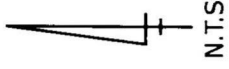
\* Rate obtained from Palm Beach State College trip generation study by Kimley-Horn. See Appendix B.

(1) Source: Palm Beach County U.L.D.C. Article 13, unless otherwise noted.

(2) Utilized average of individual AM and PM peak hour internalization rates.

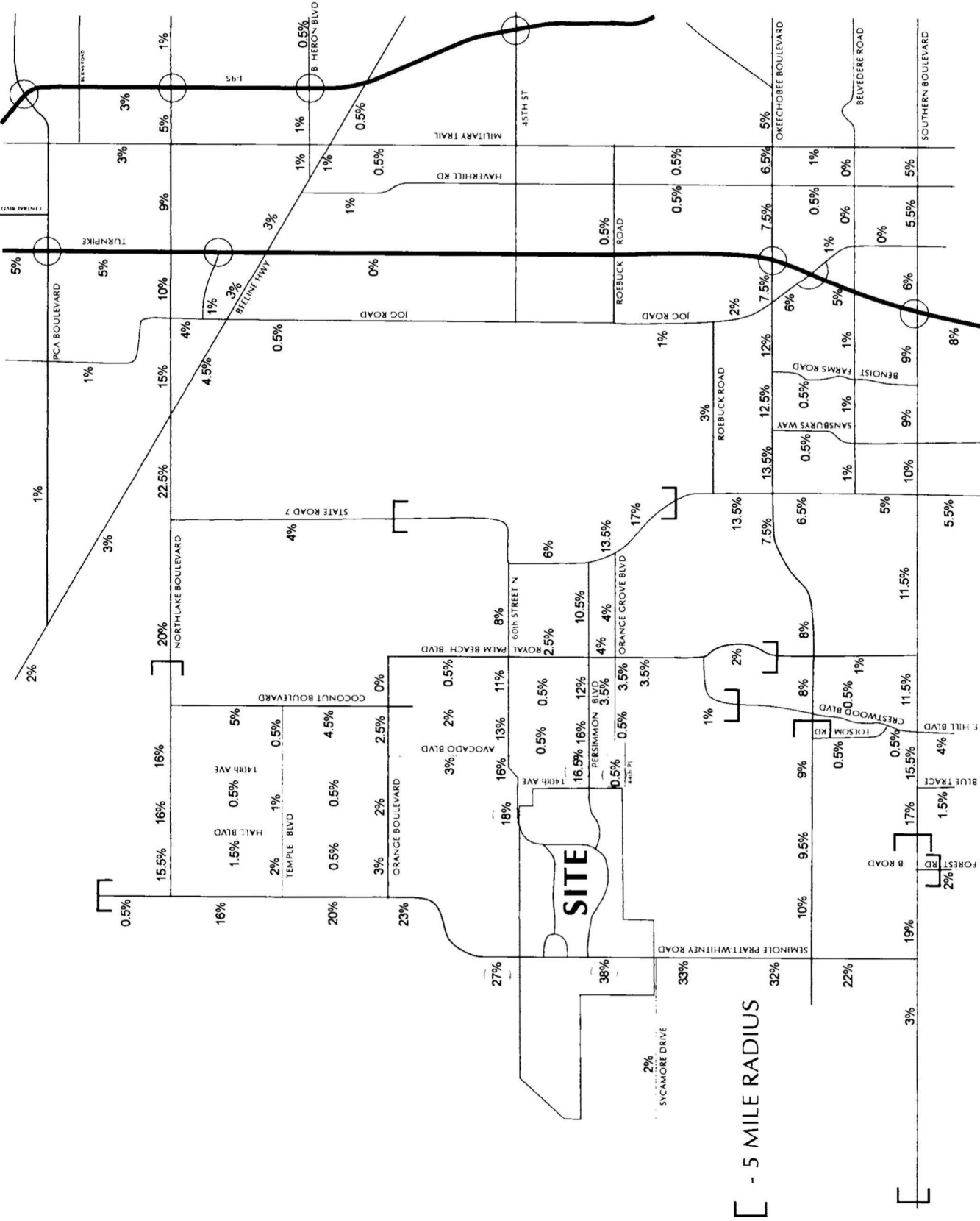
(3) Source: Institute of Transportation Engineers, Trip Generation, 9th Edition.

(4) Utilized average of individual AM and PM peak hour internalization rates with adjustments to balance with the east side interzonal trips.



8/12/14  
13-013

**PTC**



**EXHIBIT 3A  
PROJECT DISTRIBUTION**

**MINTO WEST**

### 2.2.1 Trip Generation

Project trip generation was based on the rates published in the Palm Beach County Traffic Performance Standards (TPS). Rates from the Institute of Transportation Engineers (ITE), Trip Generation, 9<sup>th</sup> Edition were used when TPS rates were not available. Trip generation data from Northwood University and Palm Beach State College were used to calculate the trip generation for the proposed University at Avenir.

### 2.2.2 Internal Capture

In terms capture refers to the satisfaction of trips within the project. In other words, some trips generated by mixed-use projects do not exit the project or enter the major roadway system. Internal traffic was estimated based on the methodology of the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684. This methodology estimates morning and afternoon peak-period trips to and from six specific land use categories: office, retail, restaurant, residential, cinema, and hotel.

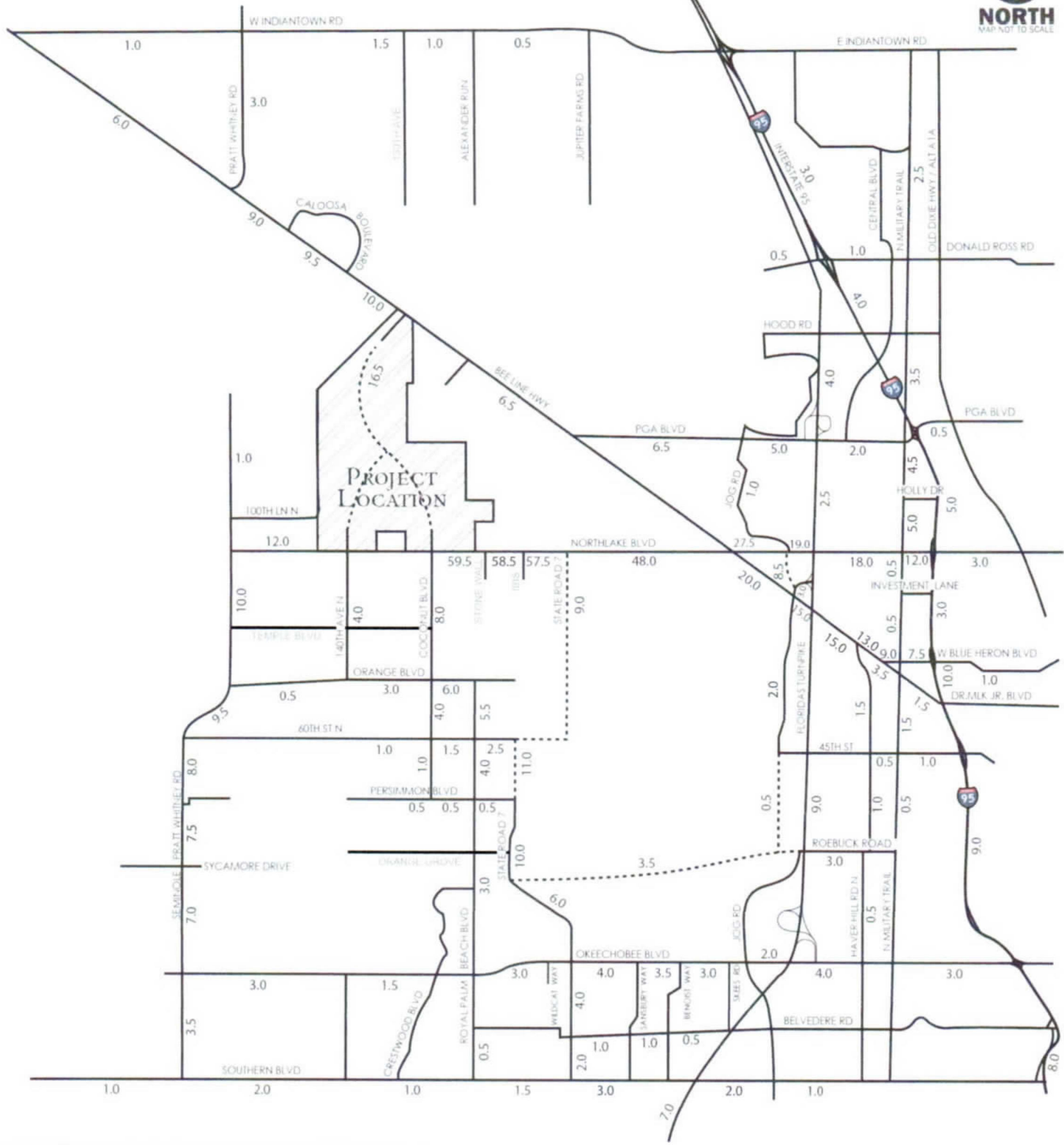
### 2.2.3 Pass-by Trips

Some trips generated by the non-residential uses are from existing traffic passing the proposed project and are not newly generated trips. Credit against the trip generation of the proposed project was taken for these trips up to the percentage shown in Article 13, Impact Fees, or the ITE Manual. Pass-by traffic does not exceed 25% of the adjacent street traffic.

A summary of the project trip generation analysis including internal capture and pass-by trips is shown in **Table 2**. Detailed analysis is provided in **Appendix C**. Based on the project, net, new external trips the Radius of Development Influence (RDI) for this analysis is five miles.

**Table 2**  
**Project Trip Generation Summary**

Scenario	Daily		AM Peak Hour				PM Peak Hour			
			In	Out	Total	% Internal	In	Out	Total	% Internal
ITE Trip Generation	78,697		3,304	2,866	6,170		3,425	4,693	8,118	
NCHRP Internal	-16,185	-20.8%	-587	-588	-1,175	-19.0%	-897	-896	-1,793	-22.1%
Pass-by	-4,341	-5.3%	-226	-36	-262	-4.2%	-185	-366	-551	-6.8%
<b>Net New External Trip Difference</b>	<b>58,171</b>		<b>2,491</b>	<b>2,242</b>	<b>4,733</b>		<b>2,343</b>	<b>3,431</b>	<b>5,774</b>	



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**FIGURE - 2**  
**TRIP DISTRIBUTION**  
**AVENIR**

## INDIAN TRAILS GROVE

04/06/2018  
Revised 05/24/2018

**TABLE 4 - Daily Traffic Generation**

Landuse	ITE Code	Intensity	Gross Trips		Internalization		External Trips		Local Capture <sup>(1)</sup>		Net Trips <sup>(2)</sup>	
			In	Out	%	Total	In	Out	%	Total	In	Out
Single Family Detached & Condo/TH	210, 230	3,943 Dwelling Units	38,082	2,135	5.6%	2,135	35,947	0	0.0%	0	35,947	
Church/Synagogue	560	42,689 S.F.	389	0	0.0%	0	389	0	0.0%	0	389	
Light Industrial, General Office	110, 710	50,000 S.F.	775	163	21.0%	163	612	0	0.0%	0	612	
Gen. Commercial	820	300,000 S.F.	13,870	2,135	20.1%	2,135	11,735	1,951	14.1%	1,951	9,784	
<b>Grand Totals:</b>			<b>53,116</b>	<b>4,433</b>	<b>8.3%</b>	<b>4,433</b>	<b>48,683</b>	<b>1,951</b>	<b>3.7%</b>	<b>1,951</b>	<b>46,732</b>	

**TABLE 5 - AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Gross Trips		Internalization		External Trips		Local Capture <sup>(1)</sup>		Net Trips <sup>(2)</sup>			
			In	Out	%	Total	In	Out	%	Total	In	Out	Total	
Single Family Detached & Condo/TH	210, 230	3,943 Dwelling Units	700	2,137	1.3%	38	686	2,113	2,799	0.0%	0	686	2,113	2,799
Church/Synagogue	560	42,689 S.F.	15	9	0.0%	0	15	9	24	0.0%	0	15	9	24
Light Industrial, General Office	110, 710	50,000 S.F.	97	13	10.0%	7	90	9	99	0.0%	0	90	9	99
Gen. Commercial	820	300,000 S.F.	179	109	14.9%	25	154	91	245	9.0%	16	138	81	219
<b>Grand Totals:</b>			<b>991</b>	<b>2,268</b>	<b>2.8%</b>	<b>46</b>	<b>945</b>	<b>2,222</b>	<b>3,167</b>	<b>0.8%</b>	<b>16</b>	<b>929</b>	<b>2,212</b>	<b>3,141</b>

**TABLE 6 - PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Gross Trips		Internalization		External Trips		Local Capture <sup>(1)</sup>		Net Trips <sup>(2)</sup>			
			In	Out	%	Total	In	Out	%	Total	In	Out	Total	
Single Family Detached & Condo/TH	210, 230	3,943 Dwelling Units	1,964	1,145	9.9%	85	1,742	1,060	2,802	0.0%	0	1,742	1,060	2,802
Church/Synagogue	560	42,689 S.F.	11	12	0.0%	0	11	12	23	0.0%	0	11	12	23
Light Industrial, General Office	110, 710	50,000 S.F.	13	62	32.0%	11	2	49	51	0.0%	0	2	49	51
Gen. Commercial	820	300,000 S.F.	600	651	25.2%	90	510	426	936	19.1%	62	448	249	697
<b>Grand Totals:</b>			<b>2,588</b>	<b>1,870</b>	<b>14.5%</b>	<b>323</b>	<b>2,252</b>	<b>1,486</b>	<b>3,738</b>	<b>5.4%</b>	<b>62</b>	<b>2,201</b>	<b>1,321</b>	<b>3,522</b>

Notes:

(1) Local capture indicates the trip interaction between the Indian Trails commercial use and the residential lots west of Seminole Pratt Whitney Road and north of 60th Street North. A modified internal capture calculation was conducted to estimate these trips.

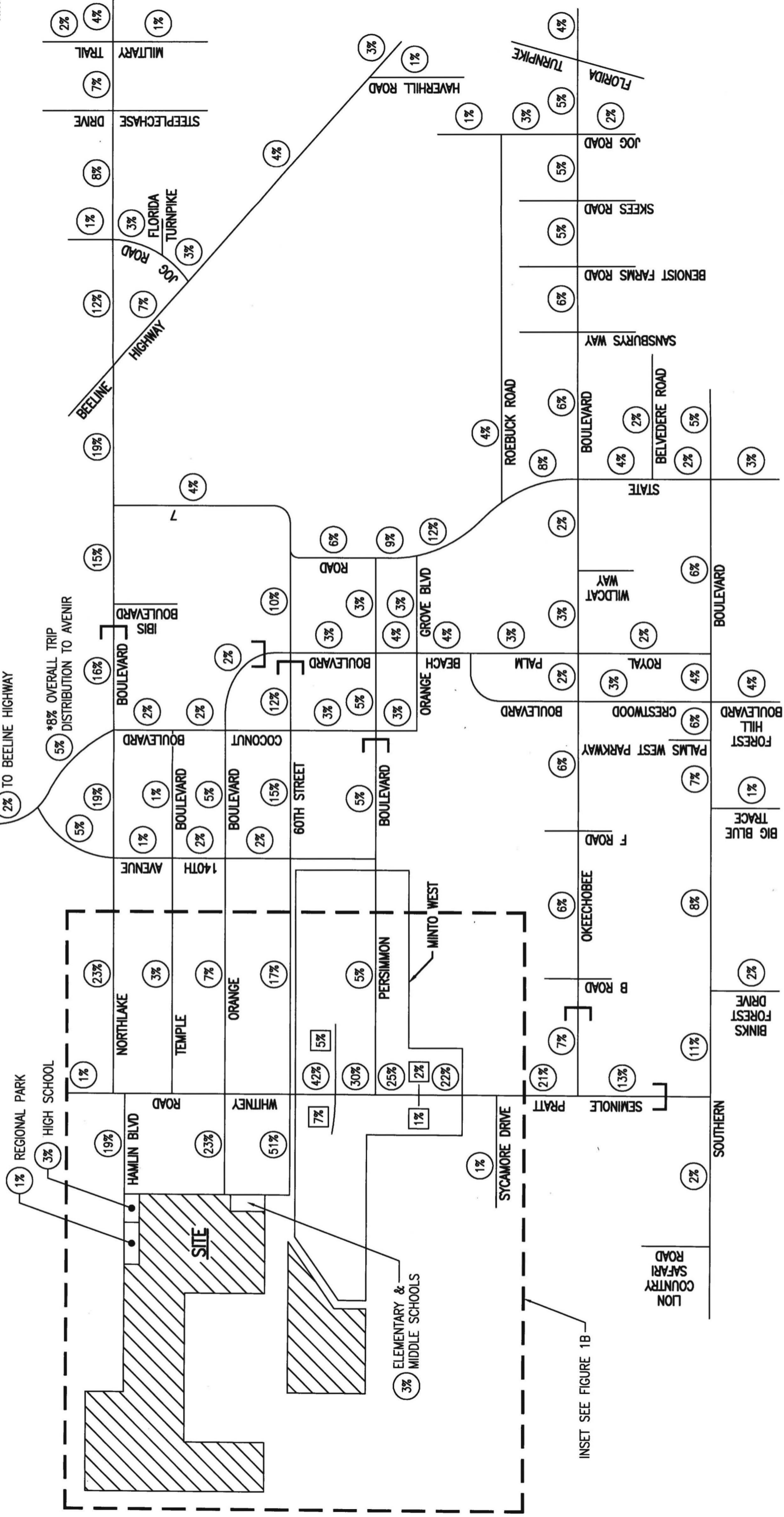
(2) Net trips indicate trips that travel to the external thoroughfare roadway network (Seminole Pratt Whitney Road).





# SIMMONS & WHITE

ENGINEERING | PLANNING | CONSULTING | SINCE 1982  
 Authorization No. 3452  
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**FIGURE 1A**  
**PROJECT DISTRIBUTION**

**LEGEND**

15% PROJECT DISTRIBUTION

5-MILE RADIUS OF DEVELOPMENT INFLUENCE

Annual Update - Adopted - December 22, 2020

PROJECT	LIMITS	DESCRIPTION	FY 2021		FY 2022		FY 2023		FY 2024		FY 2025		
			Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	
6th Ave. S.	over Lake Osborne Dr.	Bridge Replacement	8,500	C									
10th Ave. N.	Boutwell Rd.	Intersection Improvements	250	R	1,000	C							
45th St.	E. of Havernhill Rd. to E. of Military Trail	0.6 mi., 6 L	2,160	C									
60th St. N.	W. of 140th Ave. N. to Avocado Blvd.	0.8 mi., 3L			100	D/R/M							
60th St. N.	Avocado Blvd. to E. of 120th Ave. N.	1.6 mi. 3L			7,000	C							
Admin. Support/Equipment	Countywide	Staff support and Computer Equip. for Program	370	P	370	P	370	P	370	P	370	P	
Annual Contract Advertising	Countywide	Advertising	20	P	20	P	20	P	20	P	20	P	
Benoist Farms Rd.	S. R. 80 to Belvedere Rd.	0.9 mi. 3 L	5,800	R/C									
Blue Heron Blvd.	Australian Ave.	Intersection Improvements	350	C									
Blue Heron Blvd.	Congress Ave.	Intersection Improvements	400	C									
Boca Rio Rd.	Palmetto Park Rd. to Glades Rd.	1.3 mi. 4/5 L	1,700	D/R			400	R			3,450	C	
Camino Real	Military Trail to SW 7th Ave.	Milling, Resurfacing and Safety Improvements	1,170	C									
Center Street	Loxahatchee River Rd. to Alt. A-1-A	1.7 mi., 3 L			600	D					1,000	C	
Central Blvd.	N. of Indiantown Rd. to Church St.	0.5 mi. 3 L					700	D			300	R	
Church St.	Limestone Creek Rd. to W. of Central Blvd.	0.5 mi. 2 L			2,000	R/M/C							
Clint Moore Rd.	Oaks Club Drive to Long Lake Dr.	0.8 mi. 6 L	2,500	C									
Clint Moore Rd.	Jog Rd.	Intersection Improvements	1,200	C									
Clint Moore Rd.	Military Tr.	Intersection Improvements			1,600	C							
Coconut Blvd.	S. of 78th Place North to S. of Northlake Blvd.	1.3 mi. 5 L	1,500	R					4,300	C			
Congress Ave.	Palm Beach Lakes Blvd.	Intersection Improvements	2,000	C									
Congress Ave.	N. of Northlake Blvd. to Alt. A-1-A	0.6 mi. 2 L & 3 L			6,000	R/C							
CR 880	Belle Glade to Twenty Mile Bend	Rehabilitation/Heavy Maintenance	1,000	C	1,000	C	1,000	C	1,000	C	1,000	C	
CR 880	Sam Senter Rd. over SF/WMD Ocean Canal	Intersection Improvements & Bridge Replacement					2,500	C					
CR 880	over C-51 Canal	Bridge Replacement	900	R/M	4,500	C							
Cresthaven Blvd.	Jog Rd. to Military Tr.	Buffered Bike Lanes					760	D				5000	C
Donald Ross Rd.	Bascule Bridge	Equipment			8,000	C							
Donald Ross Rd.	Prosperity Farms Rd. to E. of Ellison Wilson Rd.	0.7 mi. 6 L							1,900	C			

\*See Footnotes, Phase(s): S- Study; D=Design; M=Mitigation; R=R/W Acq.; C=Construction; P=Payment

# **APPENDIX B**

## **TEST 2 ANALYSIS**

**COCONUT PALM PLAZA**

04/05/19  
 Revised: 05/01/19  
 Revised: 09/16/19  
 Revised: 01/19/21

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

TEST 2 - FIVE YEAR ANALYSIS  
 2 MILE RADIUS  
 TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 79  
 TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 75

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RO	140TH AVENUE	25%	20	4D	I	1960	1.01%	NO
2421	NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	35%	28	4D	I	1960	1.41%	NO
2411	NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS BOULEVARD	35%	28	4D	I	1960	1.41%	NO
2407	NORTHLAKE BOULEVARD	IBIS BOULEVARD	STATE ROAD 7	35%	28	4D	I	1960	1.41%	NO
2412	COCONUT BOULEVARD	ORANGE BOULEVARD	TEMPLE BOULEVARD	20%	16	5	I	1960	0.81%	NO
2404	COCONUT BOULEVARD	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	30%	24	5	I	1960	1.21%	NO
N/A	140TH AVENUE	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	10%	8	2	I	880	0.90%	NO
N/A	TEMPLE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	5%	4	2	I	880	0.45%	NO



**COCONUT PALM PLAZA**

04/05/19  
 Revised: 05/01/19  
 Revised: 09/16/19  
 Revised: 01/19/21

**TABLE 7**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS  
 2 MILE RADIUS  
 TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 116  
 TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 120

STATION	ROADWAY	FROM	TO	PM PEAK HOUR			EXISTING LANES	CLASS	LOSE STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	DIRECTIONAL PROJECT TRIPS	TRIPS					
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY ROA	140TH AVENUE	25%	30	4D	I	1960	1.53%	NO	
2421	NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	35%	42	4D	I	1960	2.14%	NO	
2411	NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS BOULEVARD	35%	42	4D	I	1960	2.14%	NO	
2407	NORTHLAKE BOULEVARD	IBIS BOULEVARD	STATE ROAD 7	35%	42	4D	I	1960	2.14%	NO	
2412	COCONUT BOULEVARD	ORANGE BOULEVARD	TEMPLE BOULEVARD	20%	24	5	I	1960	1.22%	NO	
2404	COCONUT BOULEVARD	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	30%	36	5	I	1960	1.84%	NO	
N/A	140TH AVENUE	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	10%	12	2	I	880	1.36%	NO	
N/A	TEMPLE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	5%	6	2	I	880	0.68%	NO	



# APPENDIX C

## AVENIR CONDITIONS OF APPROVAL

2. The following is the general phasing schedule for the project:

LAND USE	Total	Phase 1 (2015-2020)	Phase 2 (2021-2025)	Phase 3 (2026-2030)	Phase 4 (2031- Buildout)
Civic/Recreation	60 acres (land dedication)	60 ac			
Office Professional Medical	1,940,000 SF 200,000 SF	225,000 SF 50,000 SF	225,000 SF 100,000 SF	450,000 SF 50,000 SF	1,040,000 SF
Commercial	400,000 SF	200,000 SF	100,000 SF	100,000 SF	
Hotel	300 rooms		150 rooms	150 rooms	
Park	55 acres (land dedication)	55 ac			
Police/Fire/City Annex	15 acres (land dedication)	15 ac			
Public School	15 acres (land dedication)	15 ac			
Residential Multifamily Single-Family	250 units 3,000 units	250 units 1,000 units	1,000 units	1,000 units	

This table is not intended to restrict the amount or type of development that may be included in each phase. Rather, the amount and type of development at each phase is limited only by the maximum number of trips for such phase as identified as follows:

<u>Phase</u>	<u>AM Peak Hour Trips<sup>1</sup></u>	<u>PM Peak Hour Trips<sup>1</sup></u>
1	1,325	1,760
2	2,394	2,873
3	3,586	4,247
4	4,344	5,539

<sup>1</sup> Cumulative net external trips

These trip amounts are cumulative (i.e., they include trips from each previous phase), and were derived from the trips generated by the development program for each phase listed above. These trip totals were used to calculate the timing of proportionate share payments and the timing of other required traffic improvements. The density and intensity for the overall PCD development is based on the trip generation that is the basis of the Proportionate Share Agreement entered into between the Applicant and Palm Beach

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- b. Northlake Boulevard and Coconut Boulevard (Driveway #4)  
 Northbound: One (1) left-turn lane, two (2) through lanes, and one (1) free-flow right-turn lane  
 Southbound: Three (3) left-turn lanes, two (2) through lanes, and one (1) right-turn lane  
 Eastbound: Two (2) left-turn lanes, three (3) through lanes, and one (1) right-turn lane  
 Westbound: Two (2) left-turn lanes, four (4) through lanes, and one (1) right-turn lane
  
- c. Northlake Boulevard and 140<sup>th</sup> Avenue North (Driveway #2)  
 Northbound: One (1) left-turn lane, one (1) through lane, and two (2) right-turn lanes  
 Southbound: Two (2) left-turn lanes, one (1) through lane, and one (1) right-turn lane  
 Eastbound: Two (2) left-turn lanes, three (3) through lanes, and one (1) right-turn lane  
 Westbound: Two (2) left-turn lanes, two (2) through lanes, and one (1) right-turn lane
  
- d. Beeline Highway and the Avenir Connector Road  
 Northbound: Two (2) left-turn lanes and one (1) right-turn lane  
 Eastbound: Four (4) through lanes and one (1) right-turn lane  
 Westbound: One (1) left-turn lane and four (4) through lanes

29. No building permits for vertical construction shall be issued for development in Parcel B and/or Parcel D until contracts have been let to provide westbound right- turn lanes at the following driveways:

- a. Northlake Boulevard and Driveway into Parcel B (Driveway #6)
- b. Northlake Boulevard and Driveway into Parcel B (Driveway #5)
- c. Northlake Boulevard Driveway into Parcel D (Driveway #3)

The westbound right-turn lanes shall not be eliminated with any widening of Northlake Boulevard.

30. Prior to the issuance of a building permit for any development in Phase 2 as identified in Condition 2, the construction of Northlake Boulevard from four (4) lanes to six (6) lanes between 140th Avenue North and (future) State Road 7 connection shall be completed.

31. Prior to the issuance of a building permit for any development in Phase 2 as identified in Condition 2, construction of the Avenir Connector Road, as shown on the PCD Master Plan, shall be constructed from Northlake Boulevard to the Beeline Highway as a two- (2) lane roadway.