

LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

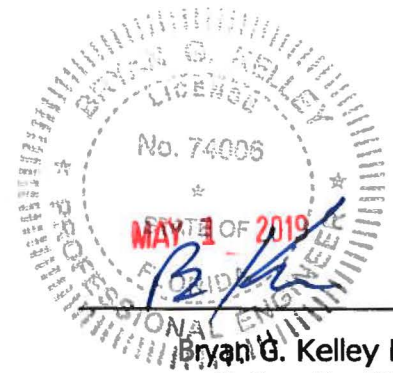
**COCONUT PALM PLAZA
11.24 ACRE LUPA
PALM BEACH COUNTY, FLORIDA**

Prepared for:

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PO Box 234112
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Job No. 19-044

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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 11.24 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 11.24 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 "Single Family Residential". Based on 1 dwelling unit per 20 acres and the site area consisting of 11.24 acres, the maximum allowable intensity for the designated acreage under the existing RR-20 land use designation is 1 single family dwelling unit calculated as follows:

$$11.24 \text{ Acre} \times \frac{1 \text{ Dwelling Units}}{20 \text{ Acres}} = 1 \text{ Dwelling Unit}$$

Single Family Residential (1 DU)

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 maximum allowable dwelling units and the accepted traffic generation rates for single family residential development, the maximum traffic generation for the property under the existing RR-20 land use designation may be summarized as follows:

2.0 TRAFFIC GENERATION (CONTINUED)

Daily Traffic Generation = 10 tpd
AM Peak Hour Traffic Generation (In/Out) = 1 pht (0 In/1 Out)
PM Peak Hour Traffic Generation (In/Out) = 1 pht (1 In/1 Out)

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 11.24 acres, the maximum allowable intensity for the designated acreage under the proposed CL land use designation is 48,961 S.F. of retail calculated as follows:

$$11.24 \text{ Acres} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.10 = 48,961 \text{ SF}$$

General Commercial (48,961 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:

Daily Traffic Generation = 1961 tpd
AM Peak Hour Traffic Generation (In/Out) = 24 pht (15 In/9 Out)
PM Peak Hour Traffic Generation (In/Out) = 170 pht (82 In/88 Out)

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:

Daily Traffic Generation = 1951 tpd INCREASE
AM Peak Hour Traffic Generation = 23 pht INCREASE
PM Peak Hour Traffic Generation = 169 pht INCREASE

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 34,861 S.F. retail, 2800 S.F. fast food restaurant with drive through, 5000 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 = 3,801 tpd
AM Peak Hour Traffic Generation (In/Out) = 201 pht (103 In/98 Out)
PM Peak Hour Traffic Generation (In/Out) = 281 pht (138 In/143 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 3791 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 3791 trips per day, the radius of influence is one mile for the Year 2040 analysis. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 281 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 2040 ANALYSIS

Table 4 represents the required Year 2040 Analysis. As shown in Table 4, the proposed project will have an insignificant impact on the surrounding roadway network or the significantly impacts links will meet Level of Service Standards. Therefore, the proposed land use change meets the Year 2040 requirements of the Palm Beach County Comprehensive Plan. Note that the analysis assumed the widening of Coconut Boulevard from Orange Boulevard to Northlake Boulevard from 2 lanes to 5 lanes are currently proposed in the PBC 5-year work program. Additionally, the analysis also assumed the widening of Northlake Boulevard from 140th Avenue to Ibis Road from 4LD to 6LD as part of the Avenir conditions of approval. The Avenir conditions of approval are included in Appendix C attached to this report. Avenir is required to widen Northlake Boulevard from 4LD to 6LD from 140th Avenue to State Road 7 prior to any building permits for phase 2 of the project. Therefore, Avenir is limited to only approximately 25% of their approved plan before completion of the road widening. However, the Northlake Boulevard widening design has already commenced.

6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 5 and 6 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 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 = 234 / 223
PM Peak Hour = 302 / 309

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 281 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

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

Daily Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | Internalization | | | External Trips | Pass-by | | Net Trips |
|------------------------|----------|-----------|----------------------|-----------|-----|-------------|-----------------|-------|---|----------------|---------|-------|-----------|
| | | | | In | Out | | % | Total | | | % | Trips | |
| Single Family Detached | 210 | 1 | Dwelling Units 10 | | | 10 | | | 0 | 10 | 0% | 0 | 10 |
| Grand Totals: | | | | | | 10 | | | 0 | 10 | 0% | 0 | 10 |

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 | |
| Single Family Detached | 210 | 1 | Dwelling Units 0.74 | 0.25 | 0.75 | 0 | 1 | 1 | 0.0% | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0% | 0 | 0 | 1 | 1 |
| Grand Totals: | | | | | | 0 | 1 | 1 | 0.0% | 0 | 0 | 0 | 0 | 1 | 1 | 0% | 0 | 0 | 1 | 1 | |

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 |
| Single Family Detached | 210 | 1 | Dwelling Units $\ln(T) = 0.96 \ln(X) + 0.20$ | 0.63 | 0.37 | 1 | 0 | 1 | 0.0% | 0 | 0 | 0 | 1 | 0 | 1 | 0% | 0 | 1 | 0 | 1 |
| Grand Totals: | | | | | | 1 | 0 | 1 | 0.0% | 0 | 0 | 0 | 1 | 0 | 1 | 0% | 0 | 1 | 0 | 1 |

COCONUT PALM PLAZA

04/05/19
Revised: 05/01/19

**TABLE 2
PROPOSED CL FUTURE LAND USE DESIGNATION - 48,961 SF (FOR INFORMATIONAL PURPOSES ONLY)**

Daily Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | Internalization | | | External Trips | Pass-by | | Net Trips |
|----------------------|----------|-----------|---------------|---------------------------------|-----|-------------|-----------------|-------|--|----------------|---------|-------|-----------|
| | | | | In | Out | | % | Total | | | % | Trips | |
| Gen. Commercial* | 820 | 48,961 | S.F. | $\ln(T) = 0.68 \ln(X) + 5.57^d$ | | 3,699 | | 0 | | 3,699 | 47% | 1,738 | 1,961 |
| Grand Totals: | | | | | | 3,699 | 0.0% | 0 | | 3,699 | 47% | 1,738 | 1,961 |

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* | 820 | 48,961 | S.F. | 0.94 | | 29 | 17 | 46 | 0.0% | 0 | 0 | 0 | 29 | 17 | 46 | 47% | 22 | 15 | 9 | 24 |
| Grand Totals: | | | | | | 29 | 17 | 46 | 0.0% | 0 | 0 | 0 | 29 | 17 | 46 | 48% | 22 | 15 | 9 | 24 |

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* | 820 | 48,961 | S.F. | $\ln(T) = 0.74 \ln(X) + 2.89^d$ | | 154 | 166 | 320 | 0.0% | 0 | 0 | 0 | 154 | 166 | 320 | 47% | 150 | 82 | 88 | 170 |
| Grand Totals: | | | | | | 154 | 166 | 320 | 0.0% | 0 | 0 | 0 | 154 | 166 | 320 | 47% | 150 | 82 | 88 | 170 |

COCONUT PALM PLAZA

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

Daily Traffic Generation

| Landuse | ITE Code | Intensity | Rate/Equation | Dir Split | | Gross Trips | Internalization | | | External Trips | Pass-by | | Net Trips |
|---|----------|-----------|----------------|---------------------------------|-----|-------------|-----------------|-------------|------------|----------------|------------|--------------|--------------|
| | | | | In | Out | | % | Total | % | | Trips | | |
| Gen. Commercial ^a | 820 | 34,861 | S.F. | $\ln(T) = 0.68 \ln(X) + 5.57^d$ | | | 2,936 | 7.5% | 220 | 2,716 | 50% | 1,362 | 1,354 |
| Fast Food Rest. + DT | 934 | 2,800 | S.F. | 470.95 | | | 1,319 | 7.5% | 99 | 1,220 | 49% | 598 | 622 |
| Gas Station w/ Convenience Store ^d | FDOT | 20 | Fuel Positions | 14.3*PM Trips | | | 4,633 | 7.5% | 347 | 4,286 | 61% | 2,615 | 1,671 |
| | | 5,000 | S.F. | | | | | | | | | | |
| Carwash (Automated) ^h | PBC | 1 | Lane | 166.00 | | | 166 | 7.5% | 12 | 154 | 0% | 0 | 154 |
| Grand Totals: | | | | | | | 9,054 | 7.5% | 678 | 8,376 | 55% | 4,575 | 3,801 |

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 ^a | 820 | 34,861 | S.F. | 0.94 | 0.62 | 0.38 | 20 | 13 | 33 | 5.0% | 1 | 1 | 2 | 19 | 12 | 31 | 50% | 16 | 9 | 6 | 15 |
| Fast Food Rest. + DT | 934 | 2,800 | S.F. | 40.19 | 0.51 | 0.49 | 58 | 55 | 113 | 5.0% | 3 | 3 | 6 | 55 | 52 | 107 | 49% | 52 | 28 | 27 | 55 |
| Gas Station w/ Convenience Store ^d | FDOT | 20 | Fuel Positions | Note j | 0.50 | 0.50 | 162 | 162 | 324 | 5.0% | 8 | 8 | 16 | 154 | 154 | 308 | 61% | 188 | 60 | 60 | 120 |
| | | 5,000 | S.F. | | | | | | | | | | | | | | | | | | |
| Carwash (Automated) ^h | PBC | 1 | Lane | 11.97 | 0.50 | 0.50 | 6 | 6 | 12 | 5.0% | 0 | 1 | 1 | 6 | 5 | 11 | 0% | 0 | 6 | 5 | 11 |
| Grand Totals: | | | | | | | 246 | 236 | 482 | 5.2% | 12 | 13 | 25 | 234 | 223 | 457 | 56% | 256 | 103 | 98 | 201 |

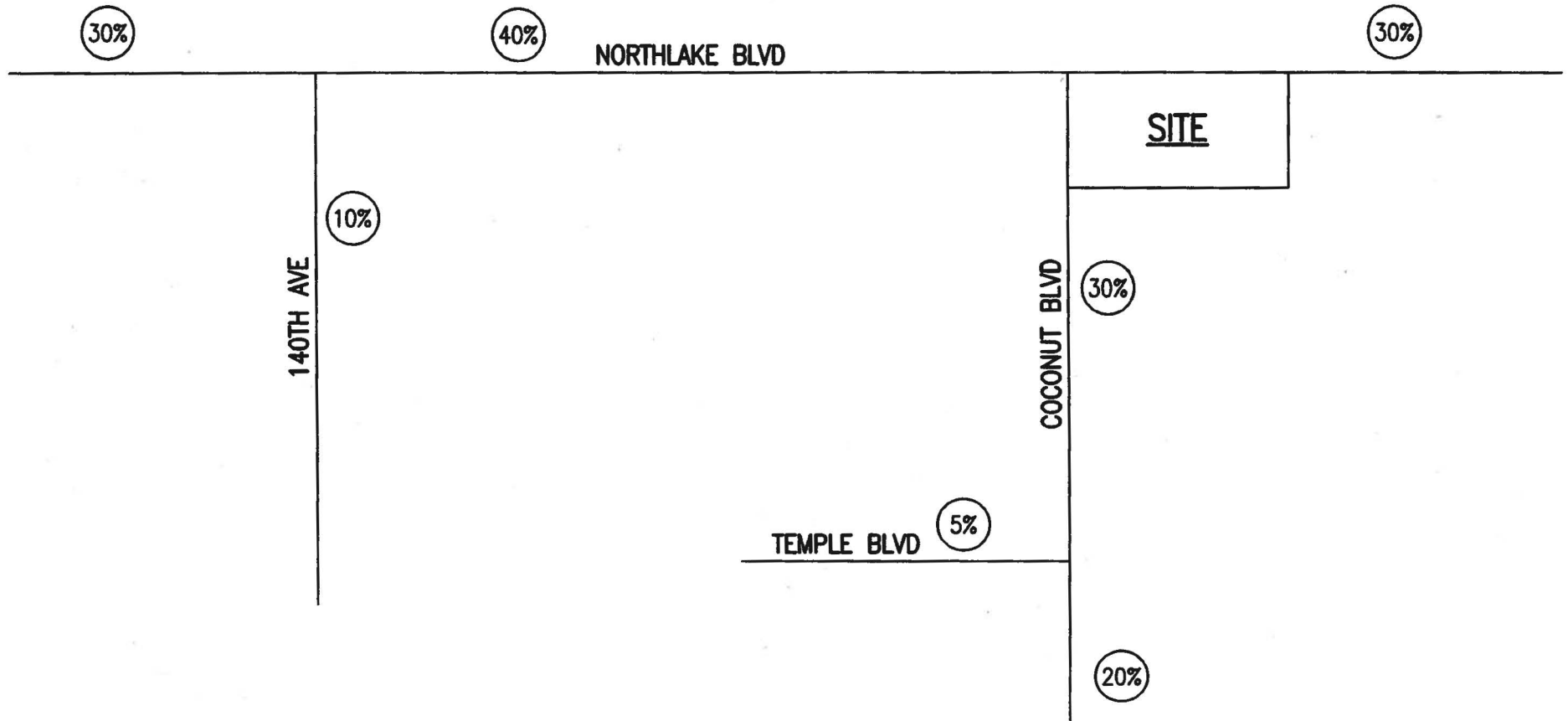
PM Peak Hour Traffic Generation

| 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 ^a | 820 | 34,861 | S.F. | $\ln(T) = 0.74 \ln(X) + 2.89^f$ | 0.48 | 0.52 | 120 | 129 | 249 | 10.0% | 12 | 13 | 25 | 108 | 116 | 224 | 50% | 112 | 54 | 58 | 112 |
| Fast Food Rest. + DT | 934 | 2,800 | S.F. | 32.67 | 0.52 | 0.48 | 47 | 44 | 91 | 10.0% | 5 | 4 | 9 | 42 | 40 | 82 | 49% | 40 | 21 | 21 | 42 |
| Gas Station w/ Convenience Store ^d | FDOT | 20 | Fuel Positions | 12.3*FP+15.5*(X) | 0.50 | 0.50 | 162 | 162 | 324 | 10.0% | 16 | 16 | 32 | 146 | 146 | 292 | 61% | 178 | 57 | 57 | 114 |
| | | 5,000 | S.F. | | | | | | | | | | | | | | | | | | |
| Carwash (Automated) ^h | PBC | 1 | Lane | 13.65 | 0.50 | 0.50 | 7 | 7 | 14 | 10.0% | 1 | 0 | 1 | 6 | 7 | 13 | 0% | 0 | 6 | 7 | 13 |
| Grand Totals: | | | | | | | 336 | 342 | 678 | 9.9% | 34 | 33 | 67 | 302 | 309 | 611 | 54% | 330 | 138 | 143 | 281 |



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LEGEND

 PROJECT DISTRIBUTION

PROJECT DISTRIBUTION

COCONUT PALMS PLAZA

19-044 BK 04/04/19

APPENDIX A

YEAR 2040 ANALYSIS

COCONUT PALM PLAZA

04/05/19
Revised: 05/01/19

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

PROJECT: COCONUT PALMS PLAZA
EXISTING FUTURE LAND USE DESIGNATION: RURAL RESIDENTIAL, 1 DU PER 20 ACRES
TRIPS PER DAY= 10
PROPOSED FUTURE LAND USE DESIGNATION: COMMERCIAL LOW (CL)
TRIPS PER DAY= 3,801
TRIP INCREASE= 3,791

| ROADWAY | FROM | TO | DISTRIBUTION (%) | PROJECT TRAFFIC | LANES | LOS "D" CAPACITY | TRIP INCREASE | PROJECT SIGNIFICANCE |
|---------------------|-------------------|---------------------|------------------|-----------------|-------|------------------|---------------|----------------------|
| NORTHLAKE BOULEVARD | 140TH AVENUE | COCONUT BOULEVARD | 40% | 1516 | 6D | 50,300 | 3.01% | YES |
| NORTHLAKE BOULEVARD | COCONUT BOULEVARD | IBIS ROAD | 30% | 1137 | 6D | 50,300 | 2.26% | NO |
| COCONUT BOULEVARD | ORANGE BOULEVARD | TEMPLE BOULEVARD | 20% | 758 | 4D | 33,200 | 2.28% | NO |
| COCONUT BOULEVARD | TEMPLE BOULEVARD | NORTHLAKE BOULEVARD | 30% | 1137 | 4D | 33,200 | 3.43% | YES |

| ROADWAY | FROM | TO | 2040 PBC MPO TRAFFIC VOLUME | INDIAN TRAILS GROVE TRAFFIC | DISTRIBUTION (%) | PROJECT TRAFFIC | TOTAL 2040 TRAFFIC | LANES | LOS "D" CAPACITY | V/C RATIO |
|---------------------|-------------------|---------------------|-----------------------------|-----------------------------|------------------|-----------------|--------------------|-------|------------------|-----------|
| NORTHLAKE BOULEVARD | 140TH AVENUE | COCONUT BOULEVARD | 36,100 | 8,879 | 40% | 1516 | 46,495 | 6D | 50,300 | 0.92 |
| NORTHLAKE BOULEVARD | COCONUT BOULEVARD | IBIS ROAD | 37,300 | 7,477 | 30% | 1137 | 45,914 | 6D | 50,300 | 0.91 |
| COCONUT BOULEVARD | ORANGE BOULEVARD | TEMPLE BOULEVARD | 15,200 | 935 | 20% | 758 | 16,893 | 4D | 33,200 | 0.51 |
| COCONUT BOULEVARD | TEMPLE BOULEVARD | NORTHLAKE BOULEVARD | 16,300 | 935 | 30% | 1137 | 18,372 | 4D | 33,200 | 0.55 |

* 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 to be widened from 2 lanes to 5 lanes.
Northlake Boulevard from 140th Avenue to Ibis Road is to be widened to 6LD as a condition of approval for Avenir. See report text for details.

| 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 |
|---------|-----------------|----------------------------------|----------------------------------|-------|---------------------|----------------------|----------------------|----------------------|--------------------------------|------------------------------|
| 3612 | MILITARY TRL | Gun Club Rd | Southern Blvd | FDOT | 6D | 46,230 | 43,502 | 39,773 | 60,800 | 57,800 |
| 3628 | MILITARY TRL | Southern Blvd | Belvedere Rd | FDOT | 6D | 46,485 | 44,382 | 44,118 | 54,500 | 58,500 |
| 3648 | MILITARY TRL | Belvedere Rd | Westgate Ave | FDOT | 6D | 48,837 | 42,057 | 45,916 | 55,600 | 53,100 |
| 3602 | MILITARY TRL | Westgate Ave | Okeechobee Bl | FDOT | 6D | 43,495 | 42,578 | 37,728 | 50,400 | 52,300 |
| 3616 | MILITARY TRL | Okeechobee Bl | Roebuck Rd | FDOT | 6D | 47,063 | 34,269 | 36,386 | 61,600 | 45,800 |
| 3626 | MILITARY TRL | Roebuck Rd | 45th St | FDOT | 6D | 34,107 | 33,207 | 33,587 | 53,000 | 44,200 |
| 3204 | MILITARY TRL | 45th St | SR-710 | FDOT | 6D | 33,196 | 34,776 | 0 | 52,500 | 44,700 |
| 2612 | MILITARY TRL | SR-710 | Blue Heron Blvd | FDOT | 6D | 33,852 | 27,573 | 31,994 | 58,200 | 37,800 |
| 2614 | MILITARY TRL | Blue Heron Blvd | Investment Lane | FDOT | 6D | 32,357 | 27,167 | 28,801 | 44,400 | 31,900 |
| 2602 | MILITARY TRL | Investment Lane | Northlake Blvd | FDOT | 6D | 35,413 | 30,539 | 32,036 | 41,900 | 38,200 |
| 2600 | MILITARY TRL | Northlake Blvd | Holly Dr | FDOT | 6D | 43,999 | 37,391 | 40,246 | 59,500 | 48,700 |
| 2606 | MILITARY TRL | Holly Dr | PGA Blvd | FDOT | 8D | 44,353 | 37,111 | 40,379 | 50,000 | 44,500 |
| 2624 | MILITARY TRL | PGA Blvd | I-95 | PBC | 6D | 38,882 | 33,368 | 36,533 | 58,700 | 40,100 |
| 2604 | MILITARY TRL | I-95 | Hood Rd | PBC | 6D | 27,564 | 24,838 | 27,257 | 45,400 | 29,800 |
| 2208 | MILITARY TRL | Hood Rd | Donald Ross Rd | PBC | 6D | 23,883 | 24,233 | 24,568 | 23,300 | 36,100 |
| 1602 | MILITARY TRL | Donald Ross Rd | Frederick Small Rd | PBC | 6D | 30,572 | 34,542 | 34,822 | 40,400 | 46,500 |
| 1608 | MILITARY TRL | Frederick Small Rd | Indian Creek Blvd | PBC | 6D | 28,570 | 30,300 | 29,706 | 34,900 | 42,400 |
| 1600 | MILITARY TRL | Indian Creek Blvd | Indiantown Rd | PBC | 6D | 25,419 | 24,322 | 24,049 | 28,700 | 32,400 |
| 4690 | MINER RD | Congress Ave | High Ridge Rd | PBC | 2 | N/A | N/A | 6,882 | 4,800 | 11,700 |
| 6835 | MIZNER BLVD | US-1 (Federal Hwy) | Palmetto Park Rd | BR | 4D | 4,895 | 9,033 | 0 | 7,500 | 12,900 |
| 6834 | MIZNER BLVD | Palmetto Park Rd | Federal Hwy | BR | 4D | 10,273 | 10,001 | 0 | 7,200 | 14,600 |
| 2413 | NORTHLAKE BLVD | Seminole Pratt Whitney Rd | 140th Ave N | PBC | 4 | 11,089 | 10,074 | 10,450 | 18,100 | 23,500 |
| 2421 | NORTHLAKE BLVD | 140th Ave N | Coconut Blvd | PBC | 4 | N/A | N/A | 17,476 | 32,000 | 36,100 |
| 2411 | NORTHLAKE BLVD | Coconut Blvd | Ibis Rd | PBC | 4D | 29,704 | 25,889 | 28,370 | 33,300 | 37,300 |
| 2407 | NORTHLAKE BLVD | Ibis Rd | Beeline Hwy | PBC | 4D | 36,674 | 32,431 | 35,364 | 56,900 | 57,200 |
| 2401 | NORTHLAKE BLVD | Beeline Hwy | Ryder Cup Blvd | PBC | 6D | 23,949 | 21,045 | 20,782 | 32,600 | 31,600 |
| 2205 | NORTHLAKE BLVD | Ryder Cup Blvd | Steeplechase Dr / Ballenistes Dr | PBC | 6D | 34,280 | 30,702 | 33,499 | 54,500 | 48,600 |
| 2605 | NORTHLAKE BLVD | Steeplechase Dr / Ballenistes Dr | Military Tr | PBC | 6D | 45,285 | N/A | 48,126 | 60,500 | 54,800 |
| 2207 | NORTHLAKE BLVD | Military Tr | I-95 | PBC | 6D | 51,985 | 46,823 | 53,098 | 64,200 | 61,200 |
| 2309 | NORTHLAKE BLVD | I-95 | Congress Ave | PBC | 6D | 53,292 | 54,580 | 61,294 | 64,100 | 71,800 |
| 2815 | NORTHLAKE BLVD | Congress Ave | SR 811 | PBC | 6D | 44,623 | 41,315 | 45,198 | 38,700 | 44,400 |
| 2821 | NORTHLAKE BLVD | SR 811 | Prosperity Farms Rd | PBC | 6D | 31,068 | 33,679 | 35,300 | 33,100 | 39,900 |
| 2817 | NORTHLAKE BLVD | Prosperity Farms Rd | Southwind Dr | PBC | 6D | 36,214 | 32,680 | 37,157 | 38,900 | 39,400 |
| 2819 | NORTHLAKE BLVD | Southwind Dr | US-1 | PBC | 6D | 27,179 | 28,691 | 27,771 | 29,000 | 32,400 |
| 5801 | OCEAN AVE | Federal Hwy | N Ocean Blvd SR A1A | FDOT | 2 | 6,836 | 6,031 | 8,353 | 7,800 | 6,500 |
| 4803 | OCEAN AVE | SR A1A | US-1 | FDOT | 2 | 17,736 | 15,418 | 14,487 | 18,100 | 16,300 |
| | OKEECHOBEE BLVD | SR-80/CR-880 | Seminole Pratt Whitney Rd | PBC | 2 | N/A | N/A | N/A | 5,500 | 9,300 |
| 3419 | OKEECHOBEE BLVD | Seminole Pratt Whitney Rd | 140th | PBC | 4 | 12,520 | 8,931 | 8,971 | 22,800 | 17,000 |
| 3451 | OKEECHOBEE BLVD | 140th | Crestwood Blvd | PBC | 4 | 19,260 | 15,734 | 14,757 | 29,400 | 25,600 |
| 3411 | OKEECHOBEE BLVD | Crestwood Blvd | Royal Palm Beach Blvd | PBC | 6D | 36,631 | 26,200 | 29,304 | 49,800 | 40,900 |
| 3453 | OKEECHOBEE BLVD | Royal Palm Beach Blvd | Wildcat Way | PBC | 6D | 63,125 | 37,519 | 44,458 | 59,900 | 48,800 |
| 3401 | OKEECHOBEE BLVD | Wildcat Way | SR-7 | PBC | 8D | 60,778 | 38,508 | 42,736 | 59,900 | 51,300 |
| 3403 | OKEECHOBEE BLVD | SR-7 | Sansbury's Way | FDOT | 8D | 51,560 | 47,421 | 49,462 | 60,500 | 57,500 |
| 3441 | OKEECHOBEE BLVD | Sansbury's Way | Benoist Farms Rd | FDOT | 8D | 57,338 | 45,470 | 52,428 | 73,500 | 57,300 |
| 3439 | OKEECHOBEE BLVD | Benoist Farms Rd | Skees Rd | FDOT | 8D | 61,364 | 51,110 | 62,215 | 80,000 | 60,600 |
| 3449 | OKEECHOBEE BLVD | Skees Rd | Jog Rd | FDOT | 8D | 68,486 | 52,669 | 62,333 | 88,900 | 85,900 |
| 3103 | OKEECHOBEE BLVD | Jog Rd | Florida Turnpike | FDOT | 8D | 74,427 | 51,444 | 0 | 98,400 | 57,600 |
| 3207 | OKEECHOBEE BLVD | Florida Turnpike | Haverhill Rd | FDOT | 8D | 70,171 | 61,025 | 68,421 | 96,000 | 74,300 |

| 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 |
|---------|-----------------|------------------------|-----------------------|-------|---------------------|----------------------|----------------------|----------------------|--------------------------------|------------------------------|
| 6403 | CLINT MOORE RD | SR 7 | Lyons Rd | PBC | 4D | 13,291 | 15,148 | 18,460 | 16,700 | 19,100 |
| 6201 | CLINT MOORE RD | Lyons Rd | Jog Rd | PBC | 4D | 21,809 | 21,525 | 24,350 | 28,500 | 30,000 |
| 6607 | CLINT MOORE RD | Jog Rd | Military Tr | PBC | 4D | 29,949 | 28,767 | 30,959 | 38,000 | 36,000 |
| 6601 | CLINT MOORE RD | Military Tr | Congress Ave | BR | 6D | 30,737 | 29,298 | 27,719 | 32,500 | 34,400 |
| 6301 | CLINT MOORE RD | Congress Ave | NW 2nd Ave | BR | 4D | 13,712 | 10,637 | 12,136 | 14,500 | 11,200 |
| 2104 | COCONUT BLVD | Persimmon Bl | Orange Bl | PBC | 2 | 3,986 | 2,791 | 2,952 | 6,800 | 1,500 |
| 2412 | COCONUT BLVD | Orange Bl | Temple Blvd | PBC | 2 | 13,365 | 10,796 | 11,459 | 10,300 | 15,200 |
| 2404 | COCONUT BLVD | Temple Blvd | Northlake Blvd | PBC | 2 | 14,104 | 11,665 | 11,937 | 7,000 | 16,300 |
| 3641 | COMMUNITY DR | Haverhill Rd | Military Tr | PBC | 5 | 16,206 | 15,110 | 13,454 | 15,900 | 18,900 |
| 3659 | COMMUNITY DR | Military Tr | Village Blvd | PBC | 3 | 17,204 | 15,076 | 17,683 | 20,900 | 17,500 |
| 6614 | CONGRESS AVE | Yamato Rd | Clint Moore Rd | BR | 6D | 25,198 | 25,740 | 0 | 33,200 | 37,700 |
| 8844 | CONGRESS AVE | Clint Moore Rd | NW 82nd St | BR | 6D | 28,805 | 28,300 | 34,731 | 41,100 | 32,800 |
| 6204 | CONGRESS AVE | NW 82nd St | Linton Blvd | BR | 6D | 24,665 | 17,757 | 21,315 | 34,400 | 23,900 |
| 5850 | CONGRESS AVE | Linton Blvd | Lowson Blvd | PBC | 6D | 26,965 | 23,248 | 24,774 | 35,400 | 32,200 |
| 5612 | CONGRESS AVE | Lowson Blvd | Atlantic Ave | PBC | 6D | 30,312 | 26,151 | 29,209 | 38,400 | 31,400 |
| 5630 | CONGRESS AVE | Atlantic Ave | Lake Ida Rd | PBC | 6D | 32,682 | 32,858 | 34,768 | 43,500 | 40,500 |
| 5602 | CONGRESS AVE | Lake Ida Rd | 35th Ave SW | PBC | 6D | 31,948 | 29,740 | 30,608 | 41,600 | 36,300 |
| 5626 | CONGRESS AVE | 35th Ave SW | Golf Rd | PBC | 6D | 38,852 | 34,332 | 36,139 | 50,800 | 41,200 |
| 5624 | CONGRESS AVE | Golf Rd | Woolbright Rd | PBC | 6D | 41,510 | 35,627 | 37,827 | 51,700 | 41,600 |
| 5610 | CONGRESS AVE | Woolbright Rd | Boynton Beach Blvd | PBC | 6D | 38,259 | 32,543 | 33,549 | 48,100 | 37,800 |
| 5658 | CONGRESS AVE | Boynton Beach Blvd | Old Boynton Rd | PBC | 6D | N/A | 47,139 | 38,263 | 38,200 | 56,200 |
| 5206 | CONGRESS AVE | Old Boynton Rd | Gateway Blvd | PBC | 6D | 48,285 | 36,788 | 36,914 | 52,200 | 41,900 |
| 4610 | CONGRESS AVE | Gateway Blvd | Hypoluxo Rd | PBC | 6D | 36,348 | 28,826 | 28,960 | 38,600 | 36,000 |
| 4600 | CONGRESS AVE | Hypoluxo Rd | Lantana Rd | PBC | 4D | 29,993 | 25,175 | 23,246 | 34,000 | 29,100 |
| 4624 | CONGRESS AVE | Lantana Rd | JFK Dr | FDOT | 6D | 41,814 | 31,730 | 35,206 | 55,800 | 45,000 |
| 4626 | CONGRESS AVE | JFK Dr | 6th Ave S | FDOT | 6D | 44,492 | 33,615 | 35,163 | 59,600 | 48,100 |
| 4622 | CONGRESS AVE | 6th Ave S | Lake Worth Rd | FDOT | 6D | 43,176 | 35,682 | 35,712 | 57,200 | 51,700 |
| 4620 | CONGRESS AVE | Lake Worth Rd | French Ave | FDOT | 6D | 45,274 | 36,622 | 35,400 | 54,900 | 44,000 |
| 4604 | CONGRESS AVE | French Ave | 10th Ave N | FDOT | 6D | 47,387 | 39,769 | 38,733 | 61,500 | 50,400 |
| 4210 | CONGRESS AVE | 10th Ave N | Forest Hill Blvd | FDOT | 6D | 44,674 | 36,680 | 34,955 | 56,500 | 47,800 |
| 3644 | CONGRESS AVE | Forest Hill Blvd | Summit Blvd | FDOT | 6D | 35,421 | 29,709 | 26,658 | 48,800 | 40,100 |
| 3674 | CONGRESS AVE | Summit Blvd | Gun Club Rd | FDOT | 6D | 40,820 | 34,458 | 33,418 | 49,900 | 48,200 |
| 3618 | CONGRESS AVE | Gun Club Rd | Southern Blvd | FDOT | 6D | 44,515 | 34,224 | 33,642 | 50,300 | 44,200 |
| 3668 | CONGRESS AVE | Tumage Blvd (PBIA) | Belvedere Rd | PBC | 2 | 7,890 | 5,625 | 3,374 | 9,700 | 5,300 |
| 3606 | CONGRESS AVE | Belvedere Rd | Okeechobee Blvd | PBC | 4D | 24,328 | 16,624 | 15,323 | 29,700 | 22,000 |
| 3305 | CONGRESS AVE | Okeechobee Blvd | Palm Beach Lakes Blvd | PBC | 4D | 25,375 | 16,832 | 17,673 | 29,800 | 25,400 |
| 3930 | CONGRESS AVE | Palm Beach Lakes Blvd | Presidential Way | PBC | 5 | 29,729 | 18,035 | 17,099 | 34,000 | 29,100 |
| 3928 | CONGRESS AVE | Presidential Way | 45th St | PBC | 5 | 28,624 | 17,424 | 18,929 | 32,900 | 24,800 |
| 2308 | CONGRESS AVE | 45th St | MLK Blvd | PBC | 6D | 34,417 | 25,403 | 25,291 | 42,900 | 40,500 |
| 2618 | CONGRESS AVE | MLK Blvd | Blue Heron Blvd | PBC | 4D | 27,055 | 18,586 | 19,670 | 27,500 | 22,900 |
| 2622 | CONGRESS AVE | Blue Heron Blvd | Silverbeach Rd | PBC | 4D | 24,398 | N/A | 22,390 | 40,700 | 21,000 |
| 2620 | CONGRESS AVE | Silverbeach Rd | Northlake Blvd | PBC | 4D | 25,819 | 24,047 | 25,054 | 29,600 | 34,200 |
| | CONGRESS AVE | Northlake Blvd | Alt. A1A | PBC | 2 | N/A | N/A | N/A | 17,300 | 11,900 |
| 7011 | CR-717 | State Market Rd SR-729 | SR-700, US-98 | PBC | 2 | 3,171 | N/A | 0 | 4,600 | 3,400 |
| 7024 | CR-880 | Duda Rd | MLK Bl | PBC | 2 | 6,410 | 5,588 | 5,091 | 4,500 | 3,500 |
| 7001 | CR-880 | Airport Rd | SR-80 | PBC | 2 | 4,210 | 3,037 | 0 | 300 | 1,000 |
| 4641 | CRESTHAVEN BLVD | Jog Rd | Sherwood Forest Blvd | PBC | 2 | 9,192 | 8,125 | 8,729 | 10,000 | 8,500 |
| 4633 | CRESTHAVEN BLVD | Sherwood Forest Blvd | Haverhill Rd | PBC | 2 | 8,305 | 8,404 | 8,527 | 8,100 | 8,400 |

APPENDIX B

TEST 2 ANALYSIS

COCONUT PALM PLAZA

04/05/19
Revised: 05/01/19

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

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 103
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 98

| STATION | ROADWAY | FROM | TO | AM PEAK HOUR DIRECTIONAL | | | LOS E CLASS | STANDARD | TOTAL PROJECT IMPACT | PROJECT SIGNIFICANT |
|---------|---------------------|---------------------------|---------------------|--------------------------|---------------|----------------|-------------|----------|----------------------|---------------------|
| | | | | PROJECT DISTRIBUTION | PROJECT TRIPS | EXISTING LANES | | | | |
| 2413 | NORTHLAKE BOULEVARD | SEMINOLE PRATT WHITNEY RO | 140TH AVENUE | 30% | 31 | 4D | I | 1960 | 1.58% | NO |
| 2421 | NORTHLAKE BOULEVARD | 140TH AVENUE | COCONUT BOULEVARD | 40% | 41 | 4D | I | 1960 | 2.10% | NO |
| 2411 | NORTHLAKE BOULEVARD | COCONUT BOULEVARD | IBIS BOULEVARD | 30% | 31 | 4D | I | 1960 | 1.58% | NO |
| 2407 | NORTHLAKE BOULEVARD | IBIS BOULEVARD | STATE ROAD 7 | 30% | 31 | 4D | I | 1960 | 1.58% | NO |
| 2412 | COCONUT BOULEVARD | ORANGE BOULEVARD | TEMPLE BOULEVARD | 20% | 21 | 5 | I | 1960 | 1.05% | NO |
| 2404 | COCONUT BOULEVARD | TEMPLE BOULEVARD | NORTHLAKE BOULEVARD | 30% | 31 | 5 | I | 1960 | 1.58% | NO |
| N/A | 140TH AVENUE | TEMPLE BOULEVARD | NORTHLAKE BOULEVARD | 10% | 10 | 2 | I | 880 | 1.17% | NO |
| N/A | TEMPLE BOULEVARD | 140TH AVENUE | COCONUT BOULEVARD | 5% | 5 | 2 | I | 880 | 0.59% | NO |

COCONUT PALM PLAZA

04/05/19
Revised: 05/01/19

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

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 138

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 143

| STATION | ROADWAY | FROM | TO | PM PEAK HOUR DIRECTIONAL | | | | LOS E STANDARD | TOTAL PROJECT IMPACT | PROJECT SIGNIFICANT |
|---------|---------------------|----------------------------|---------------------|--------------------------|---------------|----------------|-------|----------------|----------------------|---------------------|
| | | | | PROJECT DISTRIBUTION | PROJECT TRIPS | EXISTING LANES | CLASS | | | |
| 2413 | NORTHLAKE BOULEVARD | SEMINOLE PRATT WHITNEY ROA | 140TH AVENUE | 30% | 43 | 4D | I | 1960 | 2.19% | NO |
| 2421 | NORTHLAKE BOULEVARD | 140TH AVENUE | COCONUT BOULEVARD | 40% | 57 | 4D | I | 1960 | 2.92% | NO |
| 2411 | NORTHLAKE BOULEVARD | COCONUT BOULEVARD | IBIS BOULEVARD | 30% | 43 | 4D | I | 1960 | 2.19% | NO |
| 2407 | NORTHLAKE BOULEVARD | IBIS BOULEVARD | STATE ROAD 7 | 30% | 43 | 4D | I | 1960 | 2.19% | NO |
| 2412 | COCONUT BOULEVARD | ORANGE BOULEVARD | TEMPLE BOULEVARD | 20% | 29 | 5 | I | 1960 | 1.46% | NO |
| 2404 | COCONUT BOULEVARD | TEMPLE BOULEVARD | NORTHLAKE BOULEVARD | 30% | 43 | 5 | I | 1960 | 2.19% | NO |
| N/A | 140TH AVENUE | TEMPLE BOULEVARD | NORTHLAKE BOULEVARD | 10% | 14 | 2 | I | 880 | 1.63% | NO |
| N/A | TEMPLE BOULEVARD | 140TH AVENUE | COCONUT BOULEVARD | 5% | 7 | 2 | I | 880 | 0.81% | NO |

APPENDIX C

AVENIR CONDITIONS OF APPROVAL

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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 | |

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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 Trips¹</u> | <u>PM Peak Hour Trips¹</u> |
|--------------|---------------------------------------|---------------------------------------|
| 1 | 1,325 | 1,760 |
| 2 | 2,394 | 2,873 |
| 3 | 3,586 | 4,247 |
| 4 | 4,344 | 5,539 |

¹ 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

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 140th 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.