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# LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

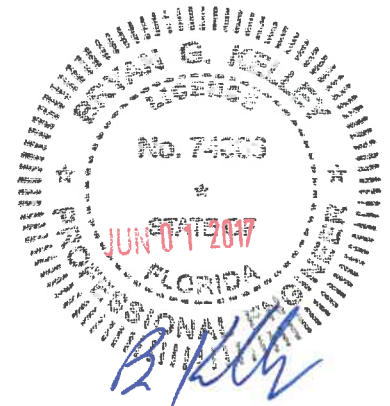
NORTH BEACH PLAZA RESIDENTIAL  
11.14 ACRE LUPA  
PALM BEACH COUNTY, FLORIDA

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## 1.0 SITE DATA

The subject parcel is located on the northwest corner of US Highway 1 and Juno Road in Palm Beach County, Florida and contains approximately 11.14 acres. The Property Control Numbers (PCN) for the subject parcel are 00-43-41-33-00-000-7070 and 00-43-41-33-00-000-7140. The property is currently designated as Commercial High with underlying High Residential, 8 dwelling units per acre (CH/8) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's underlying future land use designation to High Residential, 12 dwelling units per acre (CH/12). 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 11.14 acres parcel's land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing CH with underlying HR-8 future land use designation and the proposed underlying HR-12 future land use designation:

### CH/8

The most intensive land use under the existing CH/8 land use designation is "General Commercial". Based on a maximum floor area ratio (FAR) of 50 percent and the site area consisting of 11.14 acres, the maximum allowable non-residential building square footage under the existing CH/8 land use designation is 242,629 SF calculated as follows:

$$11.14 \text{ Acre} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.50 = 242,629 \text{ SF}$$

The above calculation is shown for informational purposes only and represents the most intense non-residential building square footage calculation for the existing CH future land use designation.

The density/traffic associated with the existing residential underlying land use designation may be calculated as follows:

$$11.14 \text{ Acre} \times \frac{8 \text{ Dwelling Units}}{\text{Acre}} = 89 \text{ Dwelling Units}$$

### Multi-Family Apartments (89 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 CH/8 land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 9th Edition. The following summarizes the traffic

## 2.0 TRAFFIC GENERATION (CONTINUED)

generation associated with a development consisting of 89 multi-family dwelling units:

Daily Traffic Generation = 592 tpd  
AM Peak Hour Traffic Generation (In/Out) = 47 pht (8 In/39 Out)  
PM Peak Hour Traffic Generation (In/Out) = 55 pht (37 In/18 Out)

### CH/12

The density/traffic associated with the proposed HR-12 residential underlying land use designation may be calculated as follows:

$$11.14 \text{ Acre} \times \frac{12 \text{ Dwelling Units}}{\text{Acre}} = 133 \text{ Dwelling Units}$$

The 133-dwelling unit calculation shown above is provided for informational purposes. Due to workforce houses, density bonuses, and other allowances, the applicant is proposing 300 multifamily dwelling units in the site specific development order. Therefore, the analysis in this traffic study will be based on 300 multi-family dwelling units.

### Multi-Family Apartments (300 DU)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed CH/12 land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 9th Edition. The following summarizes the traffic generation associated with a development consisting of 300 apartment dwelling units:

Daily Traffic Generation = 1995 tpd  
AM Peak Hour Traffic Generation (In/Out) = 124 pht (21 In/103 Out)  
PM Peak Hour Traffic Generation (In/Out) = 148 pht (99 In/49 Out)

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

Daily Traffic Generation = 1403 tpd INCREASE  
AM Peak Hour Traffic Generation = 77 pht INCREASE  
PM Peak Hour Traffic Generation = 93 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 1403 trips per day, the radius of development influence determining Year 2040 significant impact shall be one mile. 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 148 peak hour trips, the radius of development influence for purposes of Test 2 shall be two miles.

#### 4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

Figure 1 shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed CH/12 land use designation.

#### 5.0 YEAR 2040 ANALYSIS

Table 3 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 4 and 5 represent the required Test 2 Five Year Analysis. As shown in Tables 4 and 5, 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 CH/12 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 CH/12 land use designation may be summarized as follows:

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

AM Peak Hour = 21 / 103

PM Peak Hour = 99 / 49

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 from the current future land use designation and will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2040 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

**NORTH BEACH PLAZA RESIDENTIAL**

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**TABLE 1  
EXISTING CH/8 FUTURE LAND USE DESIGNATION - 89 MULTI-FAMILY DWELLING UNITS**

<b>Daily Traffic Generation</b>																				
Landuse	ITE Code	Intensity	Rate/Equation		Dir Split		Gross Trips			Internalization			External Trips		Pass-by Trips		Net Trips			
			In	Out	In	Out	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
Condo/TH (Fee Simple)	230	89	6.65				592			0			592			0%		592		
		Grand Totals:					592			0			592			0%		592		
		Dwelling Units																		
		Grand Totals:																		
<b>AM Peak Hour Traffic Generation</b>																				
Landuse	ITE Code	Intensity	Rate/Equation		Dir Split		Gross Trips			Internalization			External Trips		Pass-by Trips		Net Trips			
			In	Out	In	Out	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
Condo/TH (Fee Simple)	230	89	$L_n(T) = 0.80 L_n(X) + 0.26$		0.17	0.83	8	39	47	0	0	0	8	39	47	0%		8	39	47
		Grand Totals:					8	39	47	0	0	0	8	39	47	0%		8	39	47
		Dwelling Units																		
		Grand Totals:																		
<b>PM Peak Hour Traffic Generation</b>																				
Landuse	ITE Code	Intensity	Rate/Equation		Dir Split		Gross Trips			Internalization			External Trips		Pass-by Trips		Net Trips			
			In	Out	In	Out	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
Condo/TH (Fee Simple)	230	89	$L_n(T) = 0.82 L_n(X) + 0.32$		0.67	0.33	37	18	55	0	0	0	37	18	55	0%		37	18	55
		Grand Totals:					37	18	55	0	0	0	37	18	55	0%		37	18	55
		Dwelling Units																		
		Grand Totals:																		





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**TABLE 2  
PROPOSED CH/12 FUTURE LAND USE DESIGNATION - 133 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	In	Out	In	Out	Total	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total				
Condo/TH (Fee Simple)	230	300			6.65				1,995			0		1,995	0%	0			1,995			0		1,995
		<b>Grand Totals:</b>							1,995			0		1,995	0%	0			1,995			0		1,995

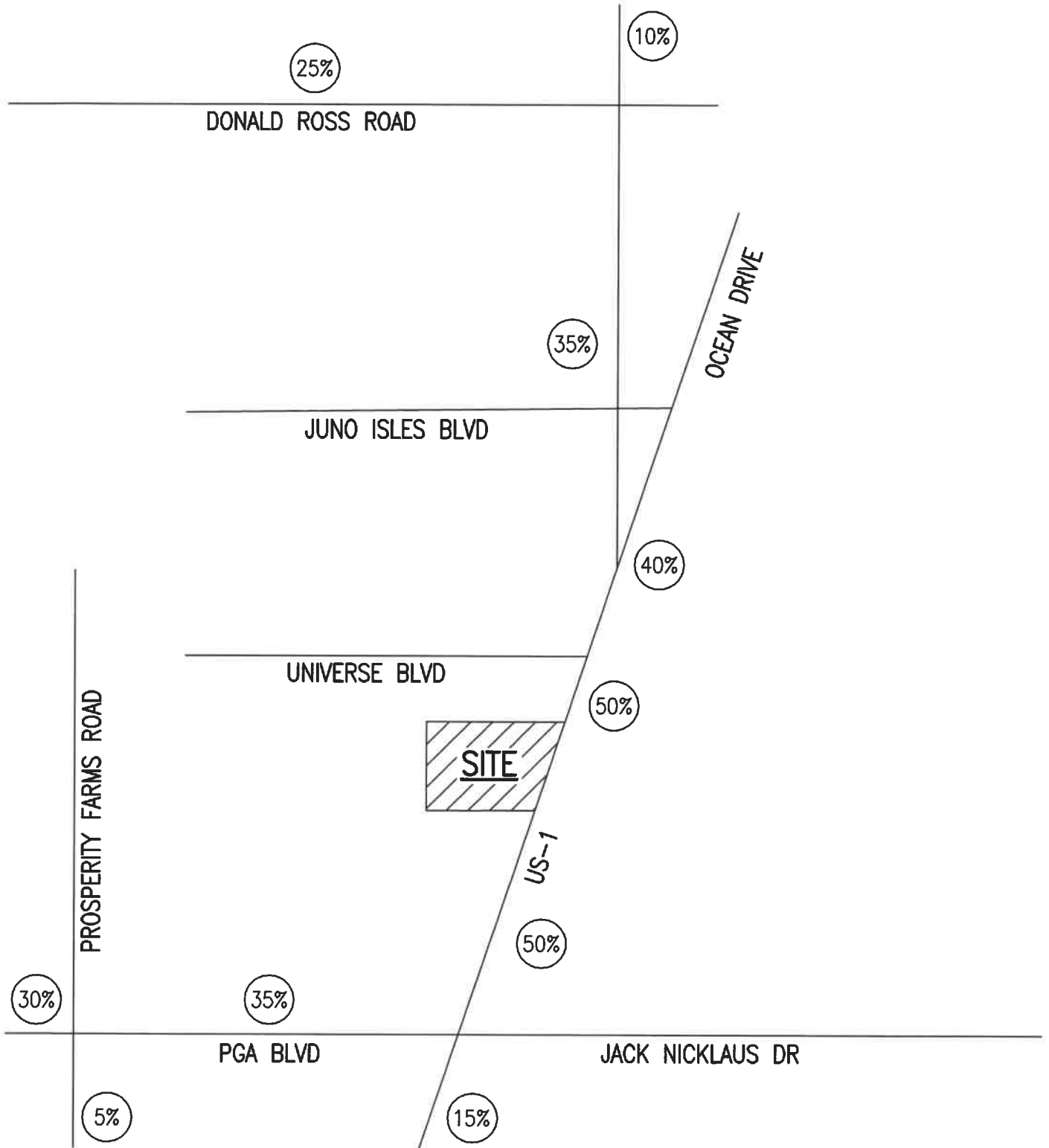
**AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation		Dir Split		Gross Trips			Internalization			External Trips			Pass-by			Net Trips							
			In	Out	In	Out	In	Out	Total	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total						
Condo/TH (Fee Simple)	230	300			$\text{Ln}(T) = 0.80 \text{ Ln}(X) + 0.26$	0.17	0.83	21	103	124	0	0	0	21	103	124	0%	0	21	103	124	0	0	21	103	124
		<b>Grand Totals:</b>						21	103	124	0	0	0	21	103	124	0%	0	21	103	124	0	0	21	103	124

**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	In	Out	Total	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total						
Condo/TH (Fee Simple)	230	300			$\text{Ln}(T) = 0.82 \text{ Ln}(X) + 0.32$	0.67	0.33	99	49	148	0	0	0	99	49	148	0%	0	99	49	148	0	0	99	49	148
		<b>Grand Totals:</b>						99	49	148	0	0	0	99	49	148	0%	0	99	49	148	0	0	99	49	148





**FIGURE 1**  
**PROJECT DISTRIBUTION**

**NORTH BEACH PLAZA**  
**RESIDENTIAL**

**LEGEND**

 PROJECT DISTRIBUTION

17-046 AL 04-07-17  
 REVISION 06-01-17

# **APPENDIX A**

## **YEAR 2040 ANALYSIS**

**NORTH BEACH PLAZA RESIDENTIAL**

04/07/17  
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**TABLE 3**  
**(YEAR 2040)**  
**MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE**

PROJECT: NORTH BEACH PLAZA RESIDENTIAL  
EXISTING FUTURE LAND USE DESIGNATION: CH/8  
TRIPS PER DAY = 592  
PROPOSED FUTURE LAND USE DESIGNATION: CH/12  
TRIPS PER DAY = 1,995  
TRIP INCREASE = 1,403

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS D CAPACITY	TRIP INCREASE	2040 PBC MPO TRAFFIC VOLUME	TOTAL 2040 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
US 1	LIGHTHOUSE DRIVE	PGA BOULEVARD	15%	210	4D	33,200	0.63%	28900	29,110	0.88	NO
US 1	PGA BOULEVARD	SITE	50%	702	4D	33,200	2.11%	30,600	31,302	0.94	NO
US 1	SITE	UNIVERSE BOULEVARD	50%	702	4D	33,200	2.11%	30,600	31,302	0.94	NO
US 1	UNIVERSE BOULEVARD	DONALD ROSS ROAD	40%	561	4D	33,200	1.69%	23,900	24,461	0.74	NO
PGA BOULEVARD	PROSPERITY FARMS ROAD	US 1	35%	491	6D	50,300	0.98%	31,900	32,391	0.64	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
3862	US-1 (DIXIE HWY)	Beivedere Rd	Okeechobee/Lakeview	FDOT	4	18,761	18,100	17,885	26,100	22,700
3846	US-1 (DIXIE HWY)	Okeechobee/Lakeview	Banyan Blvd	FDOT	2	12,848	10,862	8,036	13,800	13,500
3834	US-1 (DIXIE HWY)	Banyan Blvd	Lofitt St	FDOT	4	12,641	9,409	8,089	12,500	16,100
3828	US-1 (DIXIE HWY)	Lofitt St	Palm Beach Lakes Blvd	FDOT	4D	17,879	20,272	19,464	24,500	23,900
3822	US-1 (DIXIE HWY)	Palm Beach Lakes Blvd	15th St	FDOT	4	15,778	N/A	0	19,900	23,300
3804	US-1 (BROADWAY)	25th St	36th St	FDOT	4	13,197	16,066	20,097	16,100	19,700
3882	US-1 (BROADWAY)	36th St	45th St	FDOT	4	20,849	N/A	0	23,200	31,100
3304	US-1 (BROADWAY)	45th St	59th St	FDOT	4D	28,985	23,873	16,796	30,000	29,700
2818	US-1 (BROADWAY)	59th St	MLK Blvd	FDOT	4	32,003	23,783	21,783	34,000	30,000
2800	US-1	MLK Blvd	Blue Heron Blvd	FDOT	5	32,546	25,842	22,166	34,000	30,500
2832	US-1	Park Ave	Northlake Blvd	FDOT	4D	30,966	25,465	25,989	34,600	31,500
2838	US-1	Northlake Blvd	Lighthouse Dr	FDOT	6D	33,144	N/A	29,136	37,300	26,400
2822	US-1	Lighthouse Dr	PGA Blvd	FDOT	4D	27,583	23,420	27,529	30,700	28,900
2840	US-1	PGA Blvd	Universe Blvd	FDOT	4D	36,642	26,236	30,777	39,500	30,600
1312	US-1	Universe Blvd	Donald Ross Rd	FDOT	4D	27,406	20,044	22,272	26,300	23,900
1816	US-1	Donald Ross Rd	Marcinski Rd	FDOT	4D	32,717	28,216	0	35,600	34,500
1810	US-1	Marcinski Rd	Ocean Way	FDOT	4D	N/A	N/A	22,630	25,200	26,000
1802	US-1	Ocean Way	Indiantown Rd	FDOT	4D	28,832	25,098	27,722	34,700	31,700
1304	US-1	Indiantown Rd	Beach Rd	FDOT	4D	24,992	20,996	20,185	26,700	28,900
7032	US-27	Beach Rd	County Line Rd	FDOT	6D	26,617	24,652	22,584	35,000	39,400
7030	US-27	Broward County Line	CR-827	FDOT	4D	16,240	11,425	11,906	27,000	26,300
7033	US-27	CR-827	SR-80	FDOT	4D	14,884	9,542	8,860	22,300	21,600
7034	US-27	SR-80	Levee Rd	FDOT	4D	26,365	17,340	17,867	34,900	23,200
7035	US-27	Levee Rd	Miami Canal Rd	FDOT	4	15,359	16,142	15,566	21,600	31,100
	US-27 CONNECTOR	Miami Canal Rd	PB/Hendry Co Line	FDOT	4	19,814	N/A	14,863	25,700	27,100
3632	VILLAGE BLVD	SR-80/US-27	SR-715	TBD	2	N/A	N/A	N/A	10,300	10,000
3660	VILLAGE BLVD	Community Dr	Palm Beach Lakes Blvd	PBC	4	30,662	N/A	23,296	38,400	39,700
3630	VILLAGE BLVD	Cumberland Dr	Shenandoah Dr	PBC	4	17,284	N/A	13,165	19,200	4,000
3652	WABASSO DR	45TH St	Cumberland Dr	PBC	4	21,084	N/A	16,364	23,000	17,000
3932	WASHINGTON RD	Okeechobee Bl	Westgate Ave	PBC	2	7,233	5,313	5,649	9,400	8,900
3435	WELLINGTON TRACE	Dyer St	Southern Blvd	WPB	2	7,017	N/A	0	11,700	2,900
3433	WELLINGTON TRACE	Greenview Shores Bl	Big Blue Trace	WEL	4D	26,138	26,296	24,941	32,700	29,100
3663	WESTGATE AVE	Big Blue Trace	Forest Hill Blvd	WEL	4D	24,900	N/A	22,292	31,700	22,700
3669	WESTGATE AVE	Military Tr	Wabasso Dr	PBC	5	16,940	13,117	13,764	25,200	21,300
5662	WOOLBRIGHT RD	Wabasso Dr	Congress Ave	PBC	5	12,267	8,495	8,641	16,700	12,200
5655	WOOLBRIGHT RD	Hagen Ranch Rd	Jog Rd	PBC	4D	N/A	12,007	12,551	15,200	17,800
5647	WOOLBRIGHT RD	Jog Rd	El Clair Ranch Rd	PBC	4D	13,029	17,386	18,273	24,000	23,300
5645	WOOLBRIGHT RD	El Clair Ranch Rd	Military Tr	PBC	4D	21,972	22,396	22,375	30,700	27,200
5205	WOOLBRIGHT RD	Military Tr	Congress Ave	PBC	4D	25,502	28,851	26,108	29,600	33,100
5303	WOOLBRIGHT RD	Congress Ave	I-95	PBC	6D	43,617	43,173	45,772	48,600	48,700
5809	WOOLBRIGHT RD	I-95	US-1	PBC	5	39,243	39,821	43,615	47,700	47,600
6427	YAMATO RD	US-1	Ocean Blvd	PBC	2	12,750	9,054	12,252	14,900	10,700
6421	YAMATO RD	Cain Blvd	SR 7	PBC	4D	15,358	16,170	15,223	19,900	23,600
6103	YAMATO RD	SR 7	Lyons Rd	PBC	4D	18,794	18,673	21,475	26,300	22,300
6631	YAMATO RD	Lyons Rd	Boca West Dr	PBC	4D	29,204	26,200	30,620	41,500	32,600
6611	YAMATO RD	Boca West Dr	Jog Rd	PBC	6D	39,171	29,117	35,434	52,900	35,800
6603	YAMATO RD	Jog Rd	Military Tr	BR	6D	35,215	36,324	40,167	46,100	41,700
		Military Tr	Congress Ave	BR	8D	37,040	37,329	47,121	59,900	46,300

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
6617	PALMETTO PARK RD	Powerline Rd	St Andrews Blvd	PBC	6D	55,184	47,704	44,178	58,500	51,100
6609	PALMETTO PARK RD	St Andrews Blvd	Military Tr	PBC	6D	58,273	52,244	55,317	65,900	53,200
6209	PALMETTO PARK RD	Military Tr	I-95	PBC	6D	62,369	56,384	62,319	71,200	58,300
6309	PALMETTO PARK RD	I-95	12th St	PBC	6D	57,155	56,810	59,816	62,100	63,200
6871	PALMETTO PARK RD	12th St	Boca Raton Blvd	BR	4D	38,166	34,777	37,862	39,600	35,900
6873	PALMETTO PARK RD	Boca Raton Blvd	Old Dixie Hwy	BR	4D	31,125	30,915	33,796	36,200	36,100
6875	PALMETTO PARK RD	Old Dixie Hwy	Federal Hwy	BR	4D	16,266	20,367	0	20,200	23,900
6877	PALMETTO PARK RD	Federal Hwy	NE 5th Ave	BR	4D	17,969	15,668	0	19,600	17,800
6803	PALMETTO PARK RD	NE 5th Ave	ICWW Bridge	BR	4D	14,853	14,662	15,848	13,500	16,600
6817	PALMETTO PARK RD	ICWW Bridge	A1A	PBC	4D	15,119	14,135	17,294	13,400	14,500
1310	PALMWOOD AVE	Frederick Small Rd	Donald Ross Rd	PBC	2	5,991	4,147	4,294	8,200	5,500
2833	PARK AVE	Old Dixie Hwy	Federal Hwy	PBC	2	6,645	5,608	5,427	12,600	8,700
3902	PARKER AVE	Congress Ave	Old Dixie Hwy	PBC	2	N/A	N/A	N/A	12,600	10,900
3896	PARKER AVE	Forest Hill Blvd	Summit Blvd	WPB	2	7,111	N/A	0	8,900	12,100
3872	PARKER AVE	Summit Blvd	Southern Blvd	WPB	4	14,731	N/A	0	13,600	11,800
3856	PARKER AVE	Southern Blvd	Belvedere Rd	WPB	4	9,957	N/A	0	10,500	11,200
3447	PERSIMMON BLVD	Belvedere Rd	Okeechobee Blvd	WPB	4	19,454	N/A	0	12,000	21,100
2405	PERSIMMON BLVD	Seminole Pratt Whitney Rd	140th Ave N	PBC	4	N/A	N/A	N/A	7,400	16,200
2103	PGA BLVD	130th Ave N	Royal Palm Beach Bl	PBC	2	7,621	5,874	6,223	16,800	12,000
2609	PGA BLVD	Bee Line Hwy	Ryder Cup Blvd (Jog Rd)	FDOT	4	5,801	3,479	3,717	11,500	10,400
2203	PGA BLVD	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	FDOT	4D	24,751	22,995	26,216	36,300	31,400
2303	PGA BLVD	Florida Turnpike	Central Blvd	FDOT	6D	48,848	45,217	49,281	69,900	63,600
2809	PGA BLVD	Central Blvd	Military Tr	FDOT	6D	47,793	44,296	48,298	56,500	47,800
2805	PGA BLVD	Military Tr	I-95	FDOT	6D	49,342	46,147	47,349	56,800	47,400
2803	PGA BLVD	I-95	SR 811	FDOT	8D	61,761	59,950	71,477	60,800	64,900
3448	PIKE RD	SR 811	Gardens Mall	FDOT	6D	57,253	51,677	57,047	76,700	54,800
4214	PINE TREE LN	Gardens Mall	Prosperity Farms Rd	FDOT	6D	44,137	38,076	41,615	45,400	44,400
4662	PINEHURST DR	Prosperity Farms Rd	Elison Wilson Rd	FDOT	6D	45,667	39,880	41,927	47,600	44,400
5657	PIPERS GLEN BLVD	Elison Wilson Rd	Federal Hwy	FDOT	6D	30,962	26,470	28,710	35,200	31,900
3874	POINSETTIA AVE	Southern Blvd	Fla Turnpike Entrance	PBC	4	13,697	14,392	16,761	21,200	24,300
3806	POINSETTIA AVE	Fla Turnpike Entrance	Belvedere Rd	PBC	2	5,745	4,703	5,212	7,300	7,900
3800	POINSETTIA AVE	Belvedere Rd	Keller Rd	PBC	2	2,383	2,382	2,417	2,900	2,600
6423	PONDEROSA DR	Forest Hill Blvd	Lake Worth Rd	PBC	2	10,323	8,789	8,896	10,400	10,300
6625	POTOMAC RD	10th Ave N	10TH Ave N	PBC	2	10,475	9,276	9,334	12,000	11,900
6623	POTOMAC RD	Forest Hill Blvd	Military Tr	PBC	2	5,869	5,429	5,468	9,600	7,000
6210	POWERLINE RD	El Clair Ranch Rd	25TH St	WPB	2	4,725	N/A	0	5,500	6,300
6632	POWERLINE RD	36TH St	36th St	WPB	2	11,188	N/A	0	12,200	4,500
6626	POWERLINE RD	45th St	N End	WPB	2	2,837	N/A	0	3,900	4,600
6602	POWERLINE RD	Lake Worth Rd	Lyons Rd	PBC	2	N/A	N/A	N/A	15,400	14,400
1402	PRATT-WHITNEY RD	Glades Rd	Palmetto Park Rd	PBC	2	4,734	4,307	4,210	5,500	5,100
		Jog Rd	St Andrews Blvd	BR	4D	7,812	7,242	8,172	15,200	14,300
		St Andrews Blvd	Military Tr	BR	4	10,902	9,999	11,175	17,800	15,000
		Broward County Line	SW 18th St	FDOT	4D	37,025	N/A	33,798	51,200	43,500
		SW 18th St	Camino Real	FDOT	4D	35,270	N/A	34,635	45,600	31,500
		Camino Real	Palmetto Park Rd	FDOT	4D	43,555	N/A	33,771	51,600	37,600
		Palmetto Park Rd	Sunstream Blvd	FDOT	4D	29,310	N/A	28,371	33,000	24,400
		Sunstream Blvd	Glades Rd	FDOT	4D	31,736	N/A	27,254	37,700	32,700
		Indiantown Rd	Bee Line Hwy	PBC	2	3,556	4,228	5,095	14,700	9,500

# **APPENDIX B**

## **TEST 2 ANALYSIS**

**NORTH BEACH PLAZA RESIDENTIAL**

**TABLE 4  
TEST 2 - PROJECT SIGNIFICANCE CALCULATION  
AM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS  
0.5 MILE RADIUS  
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 21  
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 103

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOSE STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
2838	US 1	LIGHTHOUSE DRIVE	PGA BOULEVARD	15%	15	4D	I	1,960	0.79%	NO
2822	US 1	PGA BOULEVARD	SITE	50%	52	4D	II	1,870	2.75%	NO
2822	US 1	SITE	UNIVERSE BOULEVARD	50%	52	4D	II	1,870	2.75%	NO
2840	US 1	UNIVERSE BOULEVARD	JUNO ISLES BOULEVARD	40%	41	4D	II	1,870	2.20%	NO
2840	US 1	JUNO ISLES BOULEVARD	DONALD ROSS ROAD	35%	36	4D	I	1,960	1.84%	NO
1312	US 1	DONALD ROSS ROAD	MARGINSKI ROAD	10%	10	4D	I	1,960	0.53%	NO
2805	PGA BOULEVARD	GARDENS MALL	PROSPERITY FARMS ROAD	30%	31	6D	II	2,830	1.09%	NO
2803	PGA BOULEVARD	PROSPERITY FARMS ROAD	ELLISON WILSON ROAD	35%	36	6D	II	2,830	1.27%	NO
2837	PGA BOULEVARD	ELLISON WILSON ROAD	US-1	35%	36	6D	II	2,830	1.27%	NO
N/A	DONALD ROSS ROAD	ELLISON WILSON ROAD	US-1	25%	26	4D	II	1,870	1.38%	NO
2804	PROSPERITY FARMS ROAD	BURNS ROAD	PGA BOULEVARD	5%	5	5	II	1,870	0.28%	NO



**NORTH BEACH PLAZA RESIDENTIAL**

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

**TEST 2 - FIVE YEAR ANALYSIS**

**0.5 MILE RADIUS**

**TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 99**

**TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 49**

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
					DIRECTIONAL PROJECT TRIPS	LOS E STANDARD					
2838	US 1	LIGHTHOUSE DRIVE	PGA BOULEVARD	15%	15	4D	I	1,960	0.76%	NO	
2822	US 1	PGA BOULEVARD	SITE	50%	50	4D	II	1,870	2.65%	NO	
2822	US 1	SITE	UNIVERSE BOULEVARD	50%	50	4D	II	1,870	2.65%	NO	
2840	US 1	UNIVERSE BOULEVARD	JUNO ISLES BOULEVARD	40%	40	4D	II	1,870	2.12%	NO	
2840	US 1	JUNO ISLES BOULEVARD	DONALD ROSS ROAD	35%	35	4D	I	1,960	1.77%	NO	
1312	US 1	DONALD ROSS ROAD	MARCINSKI ROAD	10%	10	4D	I	1,960	0.51%	NO	
2805	PGA BOULEVARD	GARDENS MALL	PROSPERITY FARMS ROAD	30%	30	6D	II	2,830	1.05%	NO	
2803	PGA BOULEVARD	PROSPERITY FARMS ROAD	ELLISON WILSON ROAD	35%	35	6D	II	2,830	1.22%	NO	
2837	PGA BOULEVARD	ELLISON WILSON ROAD	US-1	35%	35	6D	II	2,830	1.22%	NO	
N/A	DONALD ROSS ROAD	ELLISON WILSON ROAD	US-1	25%	25	4D	II	1,870	1.32%	NO	
2804	PROSPERITY FARMS ROAD	BURNS ROAD	PGA BOULEVARD	5%	5	5	II	1,870	0.26%	NO	

