



August 27, 2018

Linda Riccardi, P.E.  
 Pinder Troutman Consulting, Inc.  
 2005 Vista Parkway, Suite 111  
 West Palm Beach, FL 33411

**Department of Engineering  
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**County Administrator**

Verdenia C. Baker

**RE: PBIA - Treetown  
 FLUA Amendment Policy 3.5-d Review  
 Round 2019-A2**

Dear Ms. Riccardi:

Palm Beach County Traffic Division has reviewed the Comprehensive Plan Amendment Transportation Analysis for the proposed Future Land Use Amendment for the above referenced project, revised August 15, 2018, 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>	N of Belvedere Road, between Marine Drive and 6 <sup>th</sup> Street	
<b>PCN:</b>	00-43-43-30-00-000-5090 and portion of 00-43-43-30-00-000-7000	
<b>Acres:</b>	3.63 acres	
	<b>Current FLU</b>	<b>Proposed FLU</b>
<b>FLU:</b>	Commercial High/Industrial (CH/IND)	Utility & Transportation (U/T)
<b>Zoning:</b>	General Commercial (CG)	Public Ownership (PO)
<b>Density/Intensity:</b>	CH – 0.35 FAR	U/T – 0.45 FAR
<b>Maximum Potential:</b>	Retail Total: 55,343 SF Retail	Utility Total: 3.63 Acres
<b>Proposed Potential:</b>	N/A	<b>Option A:</b> General Office Total: 46,155 SF Retail Total: 25,000 SF <b>Option B:</b> General Office Total: 71,155 SF
<b>Net Daily Trips:</b>	-2,411 (maximum - current) -654 (maximum – proposed) <b>Option A</b> -1,588 (maximum – proposed) <b>Option B</b>	
<b>Net PH Trips:</b>	-65 (-59/-6) AM, -41 (-6/-35) PM (maximum) 27 (23/4) AM, 118 (52/66) PM ( <b>Proposed Option A</b> ) 57 (50/7) AM, 49 (8/41) PM ( <b>Proposed Option B</b> )	
* <b>Maximum</b> indicates typical FAR and maximum trip generator. <b>Proposed</b> indicates the specific uses and intensities/densities in the zoning application.		

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Linda Riccardi, 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 for either option A or option B or equivalent trips.

Please contact me at 561-684-4030 or email to [qbari@pbcgov.org](mailto:qbari@pbcgov.org) with any questions.

Sincerely,

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

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

QB:DS/bc

cc: Dominique Simeus – Project Coordinator II, Traffic Division  
Steve Bohovsky – Technical Assistant III, Traffic Division  
Lisa Amara – Senior Planner, Planning Division  
Khurshid Mohyuddin – Principal Planner, Planning Division  
Jorge Perez – Senior Planner, Planning Division

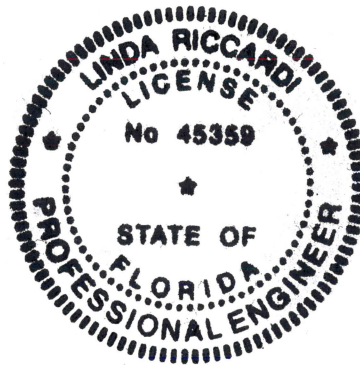
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**TREETOWN  
COMPREHENSIVE PLAN AMENDMENT  
TRANSPORTATION ANALYSIS**

**Prepared for**

**UDKS**

**PINDER TROUTMAN CONSULTING, INC.  
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2005 Vista Parkway, Suite 111  
West Palm Beach, FL 33411  
(561) 296-9698**



Linda Riccardi, P.E.  
Florida Registration #45359

**#PTC17-085C  
July 3, 2018**

This item has been electronically signed and sealed by Linda Riccardi, P.E. on 7/3/18 using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

**TREETOWN FLUA  
COMPREHENSIVE PLAN AMENDMENT  
TRANSPORTATION ANALYSIS**

**INTRODUCTION**

It is proposed to change the future land use designation from Commercial High/Industrial (CH/IND) to Transportation and Utilities (UT) on 3.63 acres located in unincorporated Palm Beach County. The site is located on the north side of Belvedere Road, west of Congress Avenue, as shown on Exhibit 1.

The purpose of this analysis is to determine if the proposed future land use (FLU) designations are consistent with the Transportation Element of the County’s Comprehensive Plan. This study includes an analysis of traffic conditions in five years (Test 2) and long range (Year 2040) conditions. The PCNs for the site are: 00-43-43-30-00-000-5090 and -5230.

**SITE DATA**

The Palm Beach County Comprehensive Plan assigns a maximum intensity to the existing and proposed land use designations. The maximum intensity for the existing FLU designation is compared to the maximum and proposed intensity associated with the proposed FLU designation. Two options are being considered for the proposed development plan. The land use scenarios are as follows:

<u>Site</u>	<u>Existing FLU Designation</u>	<u>Proposed FLU Designation</u>	
	CH/IND	UT	
	<u>Maximum Intensity</u>	<u>Maximum Intensity</u>	<u>Proposed Intensity</u>
3.63 Acres	55,343 SF Retail	3.63 Acres Utility	Option A: 46,155 SF General Office 25,000 SF Retail Option B: 71,155 SF General Office

## **TRANSPORTATION ELEMENT**

### **Trip Generation**

Palm Beach County and the Institute of Transportation Engineers (ITE), *Trip Generation, 9<sup>th</sup> Edition*, were the sources of trip generation data utilized in this study. Daily trips generated by the existing FLU and the proposed FLU at maximum and proposed intensity for Options A and B, respectively, are shown on Exhibits 2A and 2C. The daily trip generation is used for the Year 2040 analysis. The proposed development plan generates more trips than the maximum intensity and, therefore, is used in the analysis. Based on the decrease in net daily trip generation for the proposed use (both Options A & B), the long range (Year 2040) analysis is not required.

Exhibits 2B and 2D provide the AM and PM peak hour trip generation data for the proposed FLU at maximum and proposed intensity for Options A and B, respectively. Again, the proposed development plan generates more trips and was used in the Five Year Analysis. The Five Year (Test 2) radius of development influence is two miles for the proposed development based on the net increase of 118 PM peak hour trips for Option A and 57 AM peak hour trips for Option B.

### **Trip Distribution and Assignment**

In order to determine the impact of the proposed development's traffic on the surrounding roadway network, a directional distribution was developed based upon a review of approved projects in the area. Exhibit 3A provides the project traffic distribution for the surrounding roadway network for both Option A and Option B.

### **Roadway Improvements**

The Transportation Improvement Program from the MPO of Palm Beach County and the Palm Beach County Five Year Road Program were reviewed to determine if any roadways within the study area are scheduled to be improved. No improvements are scheduled for construction in the study area.

### **Five Year (Test 2) Analysis**

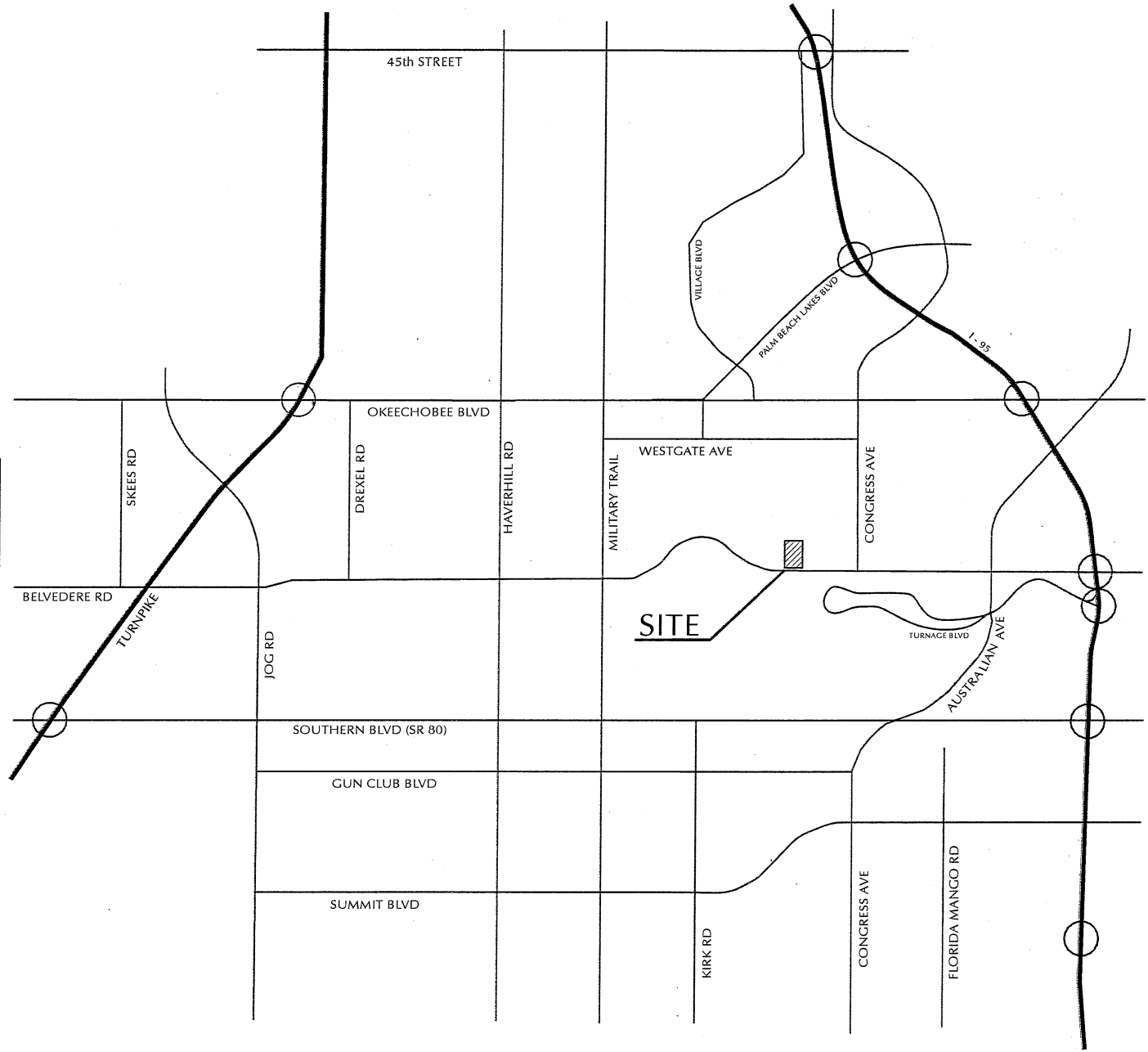
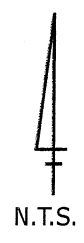
The Five Year Analysis examines traffic conditions at the end of the fifth year of the FDOT Five Year Transportation Improvement Program. This analysis is required for any roadway link within the radius of development influence where the project impact is greater than 3% of LOS E and outside

the radius where the project impact is greater than 5% of LOS E. As shown on Exhibits 3B through 3E, no roadway links are significantly impacted by the proposed development plan. Therefore, the requirements of the Five Year Analysis (Test 2) have been met for both Option A and Option B.

## **CONCLUSIONS**

This analysis shows that the proposed future land use designation of UT at maximum intensity and both Option A and Option B of the proposed development plan meets the transportation standards and is consistent with the Transportation Element of the Palm Beach County Comprehensive Plan.

## EXHIBITS



6/28/18  
17-085C

TREETOWN

EXHIBIT 1  
PROJECT LOCATION





**Exhibit 2A  
 Treetown  
 Daily Trip Generation - Option A**

**Current FLU (CH/IND) - Maximum Intensity**

Land Use	ITE Code	Intensity	Trip Generation Rate (3)	Total Trips	Internal Trips		External Trips	Pass-by Trips (3)		New External Trips
Light Industrial	110	134,404 SF (1)	6.97 /1,000 SF	937	-	0%	937	94	10%	843
Medical Office	720	55,343 SF (2)	36.13 /1,000 SF	2,000	-	0%	2,000	200	10%	1,800
Retail	820	55,343 SF (2)	$\ln(T) = 0.65\ln(X) + 5.83$	4,623	-	0%	4,623	2,122	45.9%	2,501
<b>HIGHEST USE: RETAIL</b>		55,343 SF								<b>2,501</b>

**Future FLU (Transportation & Utilities - UT) - Maximum Intensity**

Land Use	ITE Code	Intensity	Trip Generation Rate (4)	Total Trips	Internal Trips		External Trips	Pass-by Trips (3)		New External Trips
Utility	170	3.63 Acres	24.9 /Acre	90	-	0%	90	-	0%	90
<b>Total</b>		3.63 Acres								<b>90</b>

<b>Net Decrease in Trips</b>	<b>(2,411)</b>
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**Proposed Use - Option A**

Land Use	ITE Code	Intensity	Trip Generation Rate (3)	Total Trips	Internal Trips		External Trips	Pass-by Trips (3)		New External Trips
General Office	710	46,155 SF	$\ln(T) = 0.76\ln(X) + 3.68$	729	73	10%	656	66	10%	590
Retail	820	25,000 SF	$\ln(T) = 0.65\ln(X) + 5.83$	2,758	73	2.65%	2,685	1,428	53.2%	1,257
<b>Total</b>		71,155 SF		3,487	146	4.2%	3,341	1,494		<b>1,847</b>

<b>Net Decrease in Trips</b>	<b>(654)</b>
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(1) Based on a 0.85 FAR for 3.63 acres.

(2) Based on a 0.35 FAR for 3.63 acres.

(3) Source: Palm Beach County Traffic Division and ITE Trip Generation, 9th Edition.

(4) Source: Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition. Based on ITE AM peak hour rate with 10% peak hour to daily ratio.

**Exhibit 2B**  
**Treetown**  
**Peak Hour Trip Generation - Five Year Analysis - Option A**

**AM Peak**  
**Existing Use**

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips			Internal Trips	External Trips			Pass-by Trips (1)	New Trips				
				In	Out	Trips		In	Out	Trips		In	Out	Trips		
General Office	710	34,476 SF	$\ln(T) = 0.80\ln(X) + 1.57 (88/12)$	72	10	82	-	0%	72	10	82	8	10%	65	9	74
<b>Total</b>		34,476 SF		72	10	82	-		72	10	82	8		65	9	74

**Proposed FLU (UT) - Maximum Intensity**

Land Use	ITE Code	Intensity	Trip Generation Rate (2)	Total Trips			Internal Trips	External Trips			Pass-by Trips	New Trips				
				In	Out	Trips		In	Out	Trips		In	Out	Trips		
Utility	170	3.63 Acres	2.49 / Acre (63/37)	6	3	9	-	0%	6	3	9	-	0%	6	3	9
<b>Total</b>		3.63 Acres		6	3	9	-		6	3	9	-		6	3	9

**Net New Trips** (59) (6) (65)

**Proposed Use - Option A**

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips			Internal Trips	External Trips			Pass-by Trips (1)	New Trips				
				In	Out	Trips		In	Out	Trips		In	Out	Trips		
General Office	710	46,155 SF	$\ln(T) = 0.80\ln(X) + 1.57 (88/12)$	91	12	103	2	2%	90	11	101	10	10%	81	10	91
Retail	820	25,000 SF	0.96 / 1,000 SF (62/38)	15	9	24	2	10%	14	8	22	12	53.2%	7	3	10
<b>Total</b>		71,155 SF		106	21	127	4		104	19	123	22		88	13	101

**Net New Trips** 23 4 27

**PM Peak**  
**Existing Use**

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips			Internal Trips	External Trips			Pass-by Trips (1)	New Trips				
				In	Out	Trips		In	Out	Trips		In	Out	Trips		
General Office	710	34,476 SF	1.49 / 1,000 SF (17/83)	9	42	51	-	0%	9	42	51	5	10%	8	38	46
<b>Total</b>		34,476 SF		9	42	51	-		9	42	51	5		8	38	46

**Proposed FLU (UT) - Maximum Intensity**

Land Use	ITE Code	Intensity	Trip Generation Rate (2)	Total Trips			Internal Trips	External Trips			Pass-by Trips	New Trips				
				In	Out	Trips		In	Out	Trips		In	Out	Trips		
Utility	170	3.63 Acres	1.32 / Acre (45/55)	2	3	5	-	0%	2	3	5	-	0%	2	3	5
<b>Total</b>		3.63 Acres		2	3	5	-		2	3	5	-		2	3	5

**Net New Trips** (6) (35) (41)

**Proposed Use - Option A**

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips			Internal Trips	External Trips			Pass-by Trips (1)	New Trips				
				In	Out	Trips		In	Out	Trips		In	Out	Trips		
General Office	710	46,155 SF	1.49 / 1,000 SF (17/83)	12	57	69	7	10%	9	53	62	6	10%	8	48	56
Retail	820	25,000 SF	$\ln(T) = 0.67\ln(X) + 3.31 (48/52)$	114	123	237	7	3%	111	119	230	122	53%	52	56	108
<b>Total</b>		71,155 SF		126	180	306	14		120	172	292	128		60	104	164

**Net New Trips** 52 66 118

(1) Source: Palm Beach County Traffic Division and ITE Trip Generation, 9th Edition.

(2) Source: Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition. Estimated PM peak hour directional split based on the per 1,000 SF trip generation rate.

**Exhibit 2C  
Treetown  
Daily Trip Generation - Option B**

**Current FLU (CH/IND) - Maximum Intensity**

Land Use	ITE Code	Intensity	Trip Generation Rate (3)	Total Trips	Pass-by Trips (3)		New External Trips
Light Industrial	110	134,404 SF (1)	6.97 /1,000 SF	937	94	10%	843
Medical Office	720	55,343 SF (2)	36.13 /1,000 SF	2,000	200	10%	1,800
Retail	820	55,343 SF (2)	$\ln(T) = 0.65\ln(X) + 5.83$	4,623	2,122	45.9%	2,501
<b>HIGHEST USE: RETAIL</b>		55,343 SF					<b>2,501</b>

**Future FLU (Transportation & Utilities - UT) - Maximum Intensity**

Land Use	ITE Code	Intensity	Trip Generation Rate (4)	Total Trips	Pass-by Trips (3)		New External Trips
Utility	170	3.63 Acres	24.9 /Acre	90	-	0%	90
<b>Total</b>		3.63 Acres					<b>90</b>

<b>Net Decrease in Trips</b>	<b>(2,411)</b>
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**Proposed Use - Option B**

Land Use	ITE Code	Intensity	Trip Generation Rate (3)	Total Trips	Pass-by Trips (3)		New External Trips
General Office	710	71,155 SF	$\ln(T) = 0.76\ln(X) + 3.68$	1,014	101	10%	913
<b>Total</b>		71,155 SF		1,014	101		<b>913</b>

<b>Net Decrease in Trips</b>	<b>(1,588)</b>
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(1) Based on a 0.85 FAR for 3.63 acres.

(2) Based on a 0.35 FAR for 3.63 acres.

(3) Source: Palm Beach County Traffic Division and ITE Trip Generation, 9th Edition.

(4) Source: Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition. Based on ITE AM peak hour rate with 10% peak hour to daily ratio.

**Exhibit 2D**  
**Treetown**  
**Peak Hour Trip Generation - Five Year Analysis - Option B**

**AM Peak**  
**Existing Use**

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	External Trips			Pass-by Trips (1)	New Trips			
				In	Out	Trips		In	Out	Trips	
General Office	710	34,476 SF	$\ln(T) = 0.80\ln(X) + 1.57 (88/12)$	72	10	82	8	10%	65	9	74
<b>Total</b>		34,476 SF		72	10	82	8		65	9	74

**Proposed FLU (UT) - Maximum Intensity**

Land Use	ITE Code	Intensity	Trip Generation Rate (2)	External Trips			Pass-by Trips	New Trips			
				In	Out	Trips		In	Out	Trips	
Utility	170	3.63 Acres	2.49 / Acre (63/37)	6	3	9	-	0%	6	3	9
<b>Total</b>		3.63 Acres		6	3	9	-		6	3	9

<b>Net New Trips</b>	(59)	(6)	(65)
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**Proposed Use - Option B**

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	External Trips			Pass-by Trips (1)	New Trips			
				In	Out	Trips		In	Out	Trips	
General Office	710	71,155 SF	$\ln(T) = 0.80\ln(X) + 1.57 (88/12)$	128	18	146	15	10%	115	16	131
<b>Total</b>		71,155 SF		128	18	146	15		115	16	131

<b>Net New Trips</b>	50	7	57
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**PM Peak**  
**Existing Use**

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	External Trips			Pass-by Trips (1)	New Trips			
				In	Out	Trips		In	Out	Trips	
General Office	710	34,476 SF	1.49 /1,000 SF (17/83)	9	42	51	5	10%	8	38	46
<b>Total</b>		34,476 SF		9	42	51	5		8	38	46

**Proposed FLU (UT) - Maximum Intensity**

Land Use	ITE Code	Intensity	Trip Generation Rate (2)	External Trips			Pass-by Trips	New Trips			
				In	Out	Trips		In	Out	Trips	
Utility	170	3.63 Acres	1.32 / Acre (45/55)	2	3	5	-	0%	2	3	5
<b>Total</b>		3.63 Acres		2	3	5	-		2	3	5

<b>Net New Trips</b>	(6)	(35)	(41)
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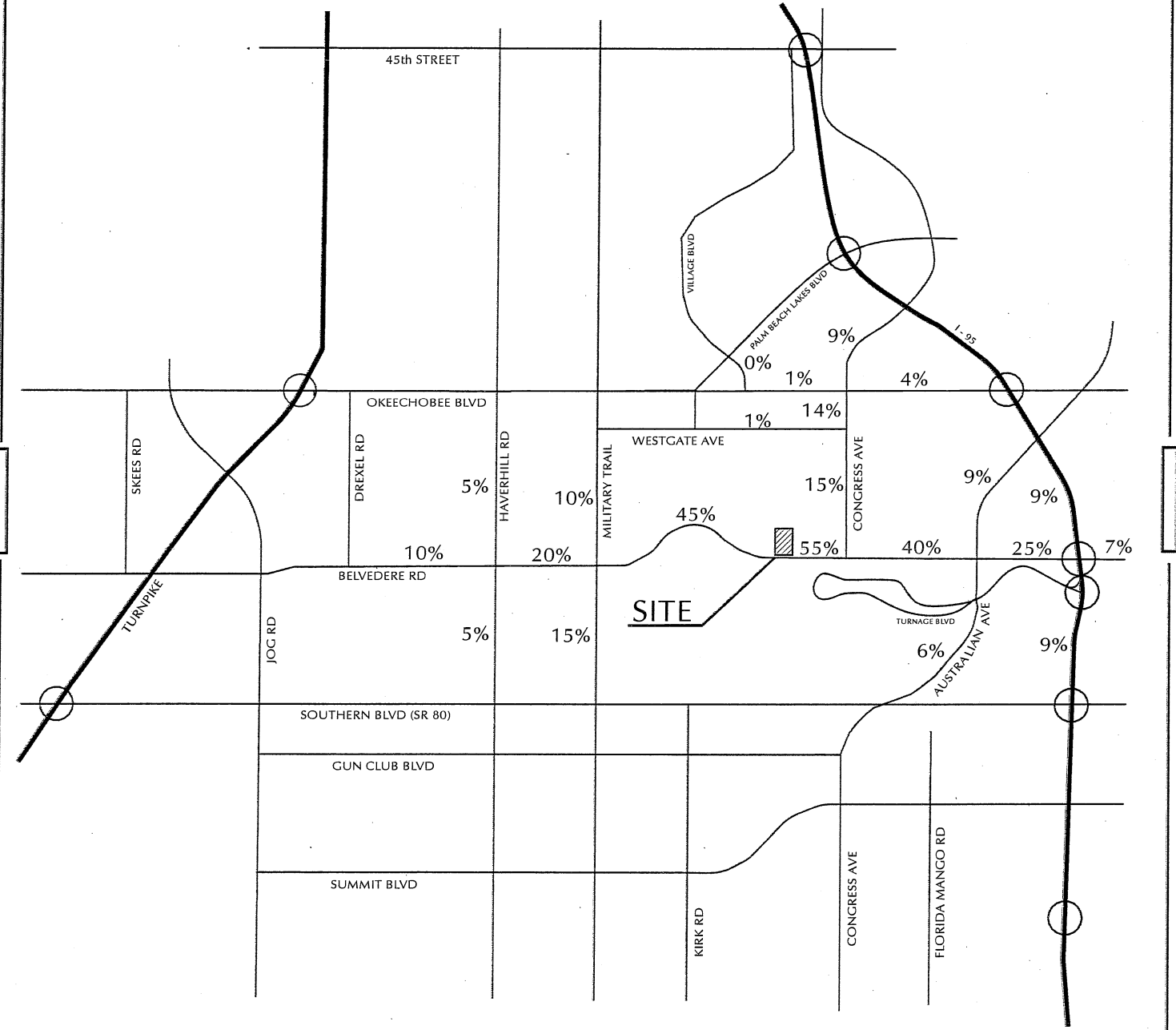
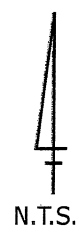
**Proposed Use - Option B**

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	External Trips			Pass-by Trips (1)	New Trips			
				In	Out	Trips		In	Out	Trips	
General Office	710	71,155 SF	1.49 /1,000 SF (17/83)	13	82	95	10	10%	12	73	85
<b>Total</b>		71,155 SF		13	82	95	10		12	73	85

<b>Net New Trips</b>	4	35	39
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(1) Source: Palm Beach County Traffic Division and ITE Trip Generation, 9th Edition.

(2) Source: Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition. Estimated PM peak hour directional split based on the per 1,000 SF trip generation rate.



6/28/18  
17-085C

TREETOWN

EXHIBIT 3A  
PROJECT TRAFFIC DISTRIBUTION



AM Peak Hour Project Traffic Assignment - Proposed Use - Option A

Roadway	Link	Existing Lanes	Road Class	Dir	In/Out	Project Traffic		Total Project Impact	LOS E Service Volume	Signif. Impact?
						% Dist	Peak Hour Trips			
Okeechobee Boulevard	Palm Beach Lakes Blvd to Congress Ave	8LD	II	EB	In	1%	0	0.00%	3780	No
				WB	Out	1%	0	0.00%	3780	No
	Congress Ave to I-95	8LD	II	EB	Out	4%	0	0.00%	3780	No
				WB	In	4%	1	0.03%	3780	No
Westgate Avenue	Wabasso Dr to Congress Avenue	5L	II	EB	In	1%	0	0.00%	1870	No
				WB	Out	1%	0	0.00%	1870	No
Belvedere Road	Drexel Road to Haverhill Road	4LD	I	EB	In	10%	2	0.10%	1960	No
				WB	Out	10%	0	0.00%	1960	No
	Haverhill Road to Military Trail	4LD	I	EB	In	20%	5	0.26%	1960	No
				WB	Out	20%	1	0.05%	1960	No
	Military Trail to Site	6LD	I	EB	In	45%	10	0.34%	2940	No
				WB	Out	45%	2	0.07%	2940	No
	Site to Congress Avenue	6LD	I	EB	Out	55%	2	0.07%	2940	No
				WB	In	55%	13	0.44%	2940	No
Congress Avenue to Australian Avenue	6LD	II	EB	Out	40%	2	0.07%	2830	No	
			WB	In	40%	9	0.32%	2830	No	
Australian Avenue to I-95	6LD	II	EB	Out	25%	1	0.04%	2830	No	
			WB	In	25%	6	0.21%	2830	No	
I-95 to Parker Avenue	4LD	II	EB	Out	7%	0	0.00%	1870	No	
			WB	In	7%	2	0.11%	1870	No	
Haverhill Road	Okeechobee Blvd to Belvedere Road	5L	II	NB	Out	5%	0	0.00%	1870	No
				SB	In	5%	1	0.05%	1870	No
				NB	In	5%	1	0.05%	1870	No
	Belvedere Road to Southern Blvd	5L	II	SB	Out	5%	0	0.00%	1870	No
				NB	Out	5%	0	0.00%	1870	No
				SB	In	5%	0	0.00%	1870	No
Military Trail	Westgate Ave to Belvedere Road	6LD	II	NB	Out	10%	0	0.00%	2830	No
				SB	In	10%	2	0.07%	2830	No
				NB	In	15%	3	0.11%	2830	No
	Belvedere Road to Southern Blvd	6LD	II	SB	Out	15%	1	0.04%	2830	No
				NB	Out	15%	0	0.00%	1870	No
				SB	In	14%	1	0.05%	1870	No
Congress Avenue	Palm Beach Lakes Blvd to Okeechobee Blvd	4LD	II	NB	Out	9%	0	0.00%	1870	No
				SB	In	9%	2	0.11%	1870	No
				NB	Out	14%	1	0.05%	1870	No
	Okeechobee Blvd to Westgate Ave	4LD	II	SB	In	14%	3	0.16%	1870	No
				NB	Out	15%	1	0.05%	1870	No
				SB	In	15%	3	0.16%	1870	No
I-95	Belvedere Rd to Okeechobee Blvd	10LX	EXP	NB	Out	9%	0	0.00%	9320	No
				SB	In	9%	2	0.02%	9320	No
				NB	In	9%	2	0.02%	9320	No
	Southern Blvd to Belvedere Rd	10LX	EXP	SB	Out	9%	0	0.00%	9320	No
				NB	Out	9%	0	0.00%	1870	No
				SB	In	9%	2	0.07%	2830	No
Australian Avenue	Belvedere Rd to Okeechobee Blvd	6LD	II	NB	Out	9%	0	0.00%	2830	No
				SB	In	9%	2	0.07%	2830	No
	PBIA (Turnage Blvd) to Belvedere Rd	6LD	I	NB	In	6%	1	0.03%	2940	No
				SB	Out	6%	0	0.00%	2940	No
Southern Boulevard to PBIA (Turnage Blvd)	6LD	I	NB	In	6%	1	0.03%	2940	No	
			SB	Out	6%	0	0.00%	2940	No	
Spencer Drive	Palm Beach Lakes Blvd to Okeechobee Blvd	3L	II	NB	Out	1%	0	0.00%	860	No
				SB	In	1%	0	0.00%	860	No

PM Peak Hour Project Traffic Assignment - Proposed Use - Option A

Roadway	Link	Existing Lanes	Road Class	Dir	In/Out	Project Traffic		Total Project Impact	LOS E Service Volume	Signif. Impact?
						% Dist	Peak Hour Trips			
Okeechobee Boulevard	Palm Beach Lakes Blvd to Congress Ave	8LD	II	EB	In	1%	1	0.03%	3780	No
				WB	Out	1%	1	0.03%	3780	No
	Congress Ave to I-95	8LD	II	EB	Out	4%	3	0.08%	3780	No
				WB	In	4%	2	0.05%	3780	No
Westgate Avenue	Wabasso Dr to Congress Avenue	5L	II	EB	In	1%	1	0.05%	1870	No
				WB	Out	1%	1	0.05%	1870	No
Belvedere Road	Drexel Road to Haverhill Road	4LD	I	EB	In	10%	5	0.26%	1960	No
				WB	Out	10%	7	0.36%	1960	No
	Haverhill Road to Military Trail	4LD	I	EB	In	20%	10	0.51%	1960	No
				WB	Out	20%	13	0.66%	1960	No
	Military Trail to Site	6LD	I	EB	In	45%	23	0.78%	2940	No
				WB	Out	45%	30	1.02%	2940	No
	Site to Congress Avenue	6LD	I	EB	Out	55%	36	1.22%	2940	No
				WB	In	55%	29	0.99%	2940	No
	Congress Avenue to Australian Avenue	6LD	II	EB	Out	40%	26	0.92%	2830	No
				WB	In	40%	21	0.74%	2830	No
	Australian Avenue to I-95	6LD	II	EB	Out	25%	17	0.60%	2830	No
				WB	In	25%	13	0.46%	2830	No
I-95 to Parker Avenue	4LD	II	EB	Out	7%	5	0.27%	1870	No	
			WB	In	7%	4	0.21%	1870	No	
Haverhill Road	Okeechobee Blvd to Belvedere Road	5L	II	NB	Out	5%	3	0.16%	1870	No
				SB	In	5%	3	0.16%	1870	No
	Belvedere Road to Southern Blvd	5L	II	NB	In	5%	3	0.16%	1870	No
				SB	Out	5%	3	0.16%	1870	No
Military Trail	Westgate Ave to Belvedere Road	6LD	II	NB	Out	10%	7	0.25%	2830	No
				SB	In	10%	5	0.18%	2830	No
	Belvedere Road to Southern Blvd	6LD	II	NB	In	15%	8	0.28%	2830	No
				SB	Out	15%	10	0.35%	2830	No
Congress Avenue	Palm Beach Lakes Blvd to Okeechobee Blvd	4LD	II	NB	Out	9%	6	0.32%	1870	No
				SB	In	9%	5	0.27%	1870	No
	Okeechobee Blvd to Westgate Ave	4LD	II	NB	Out	14%	9	0.48%	1870	No
				SB	In	14%	7	0.37%	1870	No
Westgate Ave to Belvedere Road	4LD	II	NB	Out	15%	10	0.53%	1870	No	
			SB	In	15%	8	0.43%	1870	No	
I-95	Belvedere Rd to Okeechobee Blvd	10LX	EXP	NB	Out	9%	6	0.06%	9320	No
				SB	In	9%	5	0.05%	9320	No
	Southern Blvd to Belvedere Rd	10LX	EXP	NB	In	9%	5	0.05%	9320	No
				SB	Out	9%	6	0.06%	9320	No
Australian Avenue	Belvedere Rd to Okeechobee Blvd	6LD	II	NB	Out	9%	6	0.21%	2830	No
				SB	In	9%	5	0.18%	2830	No
	PBIA (Turnage Blvd) to Belvedere Rd	6LD	I	NB	In	6%	3	0.10%	2940	No
				SB	Out	6%	4	0.14%	2940	No
	Southern Boulevard to PBIA (Turnage Blvd)	6LD	I	NB	In	6%	3	0.10%	2940	No
				SB	Out	6%	4	0.14%	2940	No
Spencer Drive	Palm Beach Lakes Blvd to Okeechobee Blvd	3L	II	NB	Out	1%	1	0.12%	860	No
				SB	In	1%	1	0.12%	860	No

AM Peak Hour Project Traffic Assignment - Proposed Use - Option B

Roadway	Link	Existing Lanes	Road Class	Dir	In/Out	Project Traffic		Total Project Impact	LOS E Service Volume	Signif. Impact?
						% Dist	Peak Hour Trips			
Okeechobee Boulevard	Palm Beach Lakes Blvd to Congress Ave	8LD	II	EB	In	1%	1	0.03%	3780	No
				WB	Out	1%	0	0.00%	3780	No
	Congress Ave to I-95	8LD	II	EB	Out	4%	0	0.00%	3780	No
				WB	In	4%	2	0.05%	3780	No
Westgate Avenue	Wabasso Dr to Congress Avenue	5L	II	EB	In	1%	1	0.05%	1870	No
				WB	Out	1%	0	0.00%	1870	No
Belvedere Road	Drexel Road to Haverhill Road	4LD	I	EB	In	10%	5	0.26%	1960	No
				WB	Out	10%	1	0.05%	1960	No
	Haverhill Road to Military Trail	4LD	I	EB	In	20%	10	0.51%	1960	No
				WB	Out	20%	1	0.05%	1960	No
	Military Trail to Site	6LD	I	EB	In	45%	23	0.78%	2940	No
				WB	Out	45%	3	0.10%	2940	No
	Site to Congress Avenue	6LD	I	EB	Out	55%	4	0.14%	2940	No
				WB	In	55%	28	0.95%	2940	No
	Congress Avenue to Australian Avenue	6LD	II	EB	Out	40%	3	0.11%	2830	No
				WB	In	40%	20	0.71%	2830	No
Australian Avenue to I-95	6LD	II	EB	Out	25%	2	0.07%	2830	No	
			WB	In	25%	13	0.46%	2830	No	
I-95 to Parker Avenue	4LD	II	EB	Out	7%	0	0.00%	1870	No	
			WB	In	7%	4	0.21%	1870	No	
Haverhill Road	Okeechobee Blvd to Belvedere Road	5L	II	NB	Out	5%	0	0.00%	1870	No
				SB	In	5%	3	0.16%	1870	No
	Belvedere Road to Southern Blvd	5L	II	NB	In	5%	3	0.16%	1870	No
				SB	Out	5%	0	0.00%	1870	No
Military Trail	Westgate Ave to Belvedere Road	6LD	II	NB	Out	10%	1	0.04%	2830	No
				SB	In	10%	5	0.18%	2830	No
	Belvedere Road to Southern Blvd	6LD	II	NB	In	15%	8	0.28%	2830	No
				SB	Out	15%	1	0.04%	2830	No
Congress Avenue	Palm Beach Lakes Blvd to Okeechobee Blvd	4LD	II	NB	Out	9%	1	0.05%	1870	No
				SB	In	9%	5	0.27%	1870	No
	Okeechobee Blvd to Westgate Ave	4LD	II	NB	Out	14%	1	0.05%	1870	No
				SB	In	14%	7	0.37%	1870	No
Westgate Ave to Belvedere Road	4LD	II	NB	Out	15%	1	0.05%	1870	No	
			SB	In	15%	8	0.43%	1870	No	
I-95	Belvedere Rd to Okeechobee Blvd	10LX	EXP	NB	Out	9%	1	0.01%	9320	No
				SB	In	9%	5	0.05%	9320	No
	Southern Blvd to Belvedere Rd	10LX	EXP	NB	In	9%	5	0.05%	9320	No
				SB	Out	9%	1	0.01%	9320	No
Australian Avenue	Belvedere Rd to Okeechobee Blvd	6LD	II	NB	Out	9%	1	0.04%	2830	No
				SB	In	9%	5	0.18%	2830	No
	PBIA (Turnage Blvd) to Belvedere Rd	6LD	I	NB	In	6%	3	0.10%	2940	No
				SB	Out	6%	0	0.00%	2940	No
Southern Boulevard to PBIA (Turnage Blvd)	6LD	I	NB	In	6%	3	0.10%	2940	No	
			SB	Out	6%	0	0.00%	2940	No	
Spencer Drive	Palm Beach Lakes Blvd to Okeechobee Blvd	3L	II	NB	Out	1%	0	0.00%	860	No
				SB	In	1%	1	0.12%	860	No



PM Peak Hour Project Traffic Assignment - Proposed Use - Option B

Roadway	Link	Existing Lanes	Road Class	Dir	In/Out	Project Traffic		Total Project Impact	LOS E Service Volume	Signif. Impact?
						% Dist	Peak Hour Trips			
Okeechobee Boulevard	Palm Beach Lakes Blvd to Congress Ave	8LD	II	EB	In	1%	0	0.00%	3780	No
					Out	1%	0	0.00%	3780	No
	Congress Ave to I-95	8LD	II	EB	Out	4%	1	0.03%	3780	No
					In	4%	0	0.00%	3780	No
Westgate Avenue	Wabasso Dr to Congress Avenue	5L	II	EB	In	1%	0	0.00%	1870	No
					Out	1%	0	0.00%	1870	No
Belvedere Road	Drexel Road to Haverhill Road	4LD	I	EB	In	10%	0	0.00%	1960	No
					Out	10%	4	0.20%	1960	No
	Haverhill Road to Military Trail	4LD	I	EB	In	20%	1	0.05%	1960	No
					Out	20%	7	0.36%	1960	No
	Military Trail to Site	6LD	I	EB	In	45%	2	0.07%	2940	No
					Out	45%	16	0.54%	2940	No
	Site to Congress Avenue	6LD	I	EB	Out	55%	19	0.65%	2940	No
					In	55%	2	0.07%	2940	No
	Congress Avenue to Australian Avenue	6LD	II	EB	Out	40%	14	0.49%	2830	No
					In	40%	2	0.07%	2830	No
Australian Avenue to I-95	6LD	II	EB	Out	25%	9	0.32%	2830	No	
				In	25%	1	0.04%	2830	No	
I-95 to Parker Avenue	4LD	II	EB	Out	7%	2	0.11%	1870	No	
				In	7%	0	0.00%	1870	No	
Haverhill Road	Okeechobee Blvd to Belvedere Road	5L	II	NB	Out	5%	2	0.11%	1870	No
					In	5%	0	0.00%	1870	No
	Belvedere Road to Southern Blvd	5L	II	NB	In	5%	0	0.00%	1870	No
					Out	5%	2	0.11%	1870	No
Military Trail	Westgate Ave to Belvedere Road	6LD	II	NB	Out	10%	4	0.14%	2830	No
					In	10%	0	0.00%	2830	No
	Belvedere Road to Southern Blvd	6LD	II	NB	In	15%	1	0.04%	2830	No
					Out	15%	5	0.18%	2830	No
Congress Avenue	Palm Beach Lakes Blvd to Okeechobee Blvd	4LD	II	NB	Out	9%	3	0.16%	1870	No
					In	9%	0	0.00%	1870	No
	Okeechobee Blvd to Westgate Ave	4LD	II	NB	Out	14%	5	0.27%	1870	No
					In	14%	1	0.05%	1870	No
Westgate Ave to Belvedere Road	4LD	II	NB	Out	15%	5	0.27%	1870	No	
				In	15%	1	0.05%	1870	No	
I-95	Belvedere Rd to Okeechobee Blvd	10LX	EXP	NB	Out	9%	3	0.03%	9320	No
					In	9%	0	0.00%	9320	No
	Southern Blvd to Belvedere Rd	10LX	EXP	NB	In	9%	0	0.00%	9320	No
					Out	9%	3	0.03%	9320	No
Australian Avenue	Belvedere Rd to Okeechobee Blvd	6LD	II	NB	Out	9%	3	0.11%	2830	No
					In	9%	0	0.00%	2830	No
	PBIA (Turnage Blvd) to Belvedere Rd	6LD	I	NB	In	6%	0	0.00%	2940	No
					Out	6%	2	0.07%	2940	No
Southern Boulevard to PBIA (Turnage Blvd)	6LD	I	NB	In	6%	0	0.00%	2940	No	
				Out	6%	2	0.07%	2940	No	
Spencer Drive	Palm Beach Lakes Blvd to Okeechobee Blvd	3L	II	NB	Out	1%	0	0.00%	860	No
					In	1%	0	0.00%	860	No