



May 7, 2019

Dr. Juan F. Ortega, P.E.
 JFO Group, Inc.
 11924 Forest Hill Boulevard, Suite 10A-123
 Wellington, Florida 33414

**RE: Soccer Park
 FLUA Amendment Policy 3.5-d Review
 Round 2020-A**

Dear Dr. Ortega:

Palm Beach County Traffic Division has reviewed the Traffic Impact for the proposed Future Land Use Amendment for the above referenced project, dated April 5, 2019, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

| | | |
|---|--|---|
| Location: | South of Indiantown Road, 3.6 miles west of Florida's Turnpike | |
| PCN: | 00-41-41-02-00-000-1020 | |
| Acres: | 19.462 acres | |
| | Current FLU | Proposed FLU |
| FLU: | Rural Residential, 1 unit per 10 acres (RR-10) | Commercial Recreation (CR)/Rural Residential (RR) |
| Zoning: | Agricultural Residential (AR) | Commercial Recreation District (CRE) |
| Density/Intensity: | 0.1 du/acre | 0.05 FAR |
| Maximum Potential: | Single Family Detached = 1 DU | Commercial Recreation Use = 42,388 SF |
| Proposed Potential: | | Soccer Complex = 6 Fields |
| Net Daily Trips: | 418 (proposed – current) | |
| Net PH Trips: | 6 (4/2) AM, 99 (65/34) PM (proposed) | |
| <p><i>* Maximum indicates typical FAR and maximum trip generator. Proposed indicates the specific uses and intensities/densities anticipated in the zoning application.</i></p> | | |

Department of Engineering and Public Works

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Dr. Juan F. Ortega, P.E.
May 7, 2019
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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 both the long range and Test 2 analyses.

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 QBari@pbcgov.org with any questions.

Sincerely,

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

QB:DS:qg

ec: 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

File: General - TPS – Unincorporated - Traffic Study Review
N:\TRAFFIC\Development Review\Comp Plan\20-A\Soccer Park.docx

INDIANTOWN SOCCER COMPLEX

PALM BEACH COUNTY, FLORIDA

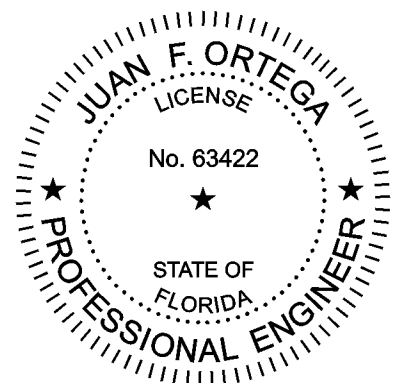
FUTURE LAND USE ATLAS AMENDMENT TRAFFIC IMPACT ANALYSIS

PREPARED FOR:
BGTG PROPERTIES, LLC

Prepared by:

JFO GROUP INC
COA Number 32276
11924 Forest Hill Boulevard
Suite 10A-123
Wellington, Florida, 33414

April 5, 2019



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1. PROJECT DESCRIPTION

JFO Group Inc has been retained to evaluate the traffic impact for the proposed Land Use designation at the Indiantown Soccer Complex project. The purpose of this analysis is to evaluate the traffic impact of the proposed land use change to determine compliance with the *PBC – Future Land Use Atlas (FLUA) Amendment requirements*. This analysis includes Test 2 – Five Year Analysis (2023) and Long-Range Analysis (2040).

There is a proposal for a land use change of ± 19.462 acres located on the south side of Indiantown Road, about 3.6 miles west of Florida's Turnpike in unincorporated Palm Beach County (PBC), Florida. The current Future Land Use (FLU) designation for the property is Rural Residential, 1 unit per 10 acres (RR-10).



Figure 1: Project Location

A land use change amendment from the current RR-10 to Commercial Recreation (CR) is being requested. Property Control Number associated with this project is 00-41-41-02-00-000-1020. Exhibit 1 includes a copy of the property data from the PBC Property Appraiser's office for the site along with a copy of the latest survey for the site. Figure 1 shows an aerial location of the site in relation to the transportation network.

2. CURRENT FUTURE LAND USE DESIGNATION

Project trip generation rates available from the *PBC Trip Generation Rates*, dated August 13, 2014, were used to determine the project trip generation under the Current Land Use designation while the latest Institute of Transportation Trip Generation manual was used for the Proposed Land Use designation. Exhibit 2 includes trip generation excerpts from ITE. Table 1 shows the rates and equations used in order to determine the trip generation for Daily, AM, and PM peak hour conditions.

Table 1: Trip Generation Rates and Equations

| Land Use | ITE Code | Daily | AM Peak Hour | | | PM Peak Hour | | |
|------------------------|----------|-------|--------------|-----|-------|--------------|-----|-------------------------------|
| | | | In | Out | Total | In | Out | Total |
| Single Family Detached | 210 | 10.00 | 25% | 75% | 0.75 | 63% | 37% | $\ln(T) = 0.90 \ln(X) + 0.51$ |
| Soccer Complex | 488 | 71.33 | 61% | 39% | 0.99 | 66% | 34% | 16.43 |

Table 2 summarizes Daily, AM and PM peak trip generation potential under the Current Future Land Use designation. The net Daily, AM and PM trips potentially generated due to the Current Future Land Use designation are 10, 1, and 2 trips respectively.

Table 2: Trip Generation – Current Future Land Use

| Land Use | Intensity | Daily | AM Peak Hour | | | PM Peak Hour | | |
|------------------------|-----------|-------|--------------|-----|-------|--------------|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| Single Family Detached | 1 DU | 10 | 0 | 1 | 1 | 1 | 1 | 2 |

3. PROPOSED FUTURE LAND USE DESIGNATION

There is a proposal to change the current Future Land Use from the current RR-10 to CR. The proposed intensity for the site would allow a maximum of 42,388¹ SF of Commercial Recreation uses. However, the site is going to be developed as Six (6) Soccer Fields along with maintenance / office / restroom facilities. Table 3 summarizes Daily, AM and PM peak hour trips potentially generated under the Maximum Intensity.

Table 3: Trip Generation – Proposed Future Land Use

| Land Use | Intensity | Daily | AM Peak Hour | | | PM Peak Hour | | |
|----------------|-----------|-------|--------------|-----|-------|--------------|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| Soccer Complex | 6 Fields | 428 | 4 | 2 | 6 | 65 | 34 | 99 |

According to Table 3, the net Daily, AM and PM trips potentially generated due to the Proposed Future Land Use designation under the Maximum Intensity are 428, 6, and 99 trips respectively.

¹ 0.05 FAR x 19.462 ac. = 42,388 SF. Exhibit 1 includes a copy of the property data from the PBC Property Appraiser's office for the site as well as the latest survey for the site. Note that the areas from the survey and the property appraiser are slightly different. Areas from the survey were used in this analysis.

4. TRAFFIC IMPACT

Table 4 shows a comparison of the trip generation between the Maximum Intensity under the existing and proposed FLU. As can be seen in Table 4, Daily and Peak-Hour traffic generated by the Maximum Intensity under the proposed FLU are higher than the traffic generated by the current FLU. As part of a conservative analysis, no credit was taken for existing uses on site.

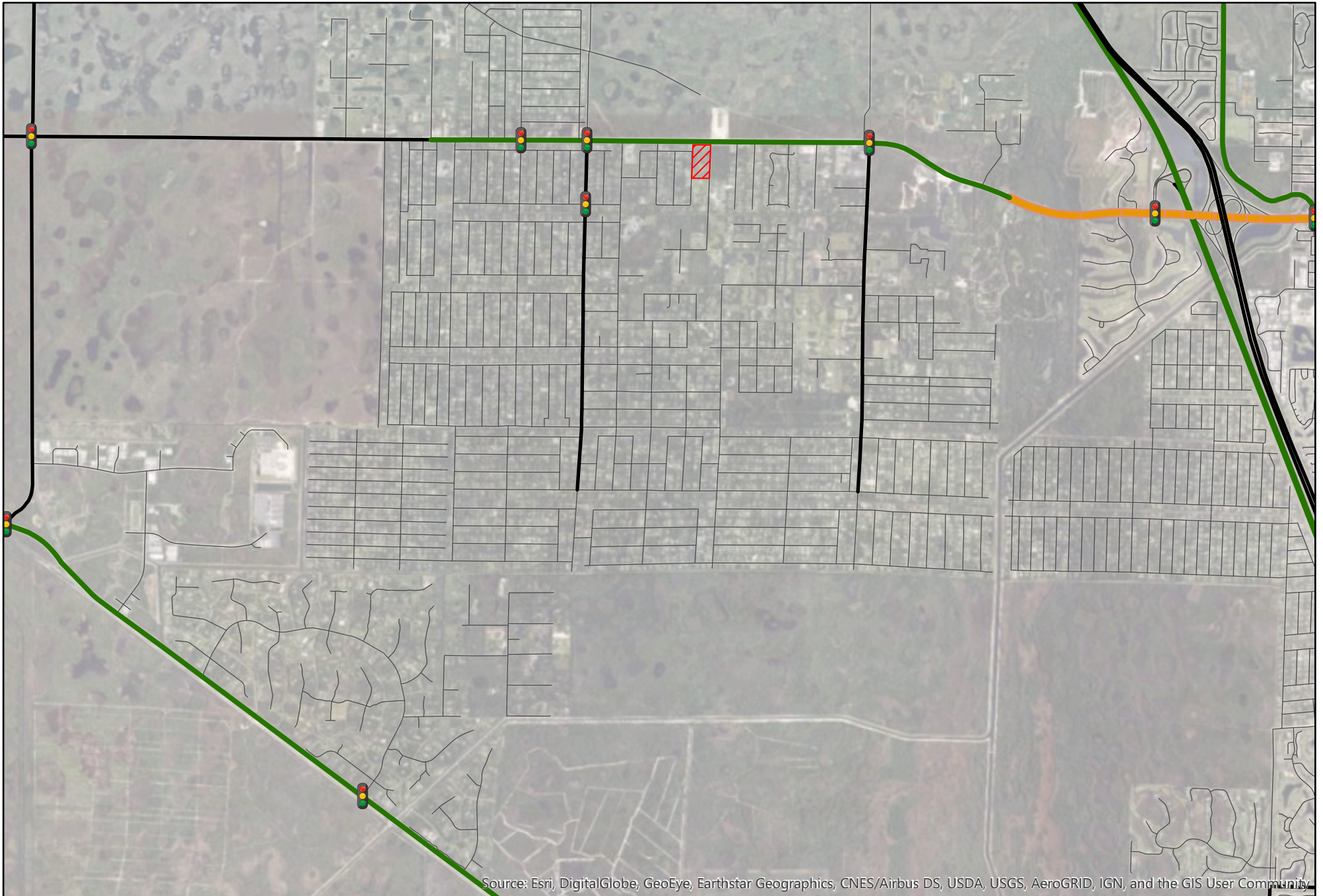
Table 4: Net Traffic Impact – Maximum Intensity

| Future Land Use Designation | Daily | AM Peak Hour | | | PM Peak Hour | | |
|-----------------------------|------------|--------------|----------|----------|--------------|-----------|-----------|
| | | In | Out | Total | In | Out | Total |
| Current | 10 | 0 | 1 | 1 | 1 | 1 | 2 |
| Maximum Intensity | 428 | 4 | 2 | 6 | 65 | 34 | 99 |
| Net New Trips | 418 | 4 | 1 | 5 | 64 | 33 | 97 |

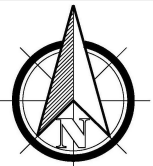
Pursuant to the **Test 2 – Five Year Analysis (2023)** requirements and according to the *ULDC, Article 12 – Chapter B, Section 2.B*, based on the peak hour trips from Table 3, a 1-mile Radius of Development Influence (RDI) needs to be considered for traffic impact analysis for the Maximum Intensity.

Furthermore, given the net trip generation characteristics from Table 4 for **Long Range Analysis (2040)**, and according to *FLUE Policy 3.5-d of the Comprehensive Plan*, the directly accessed link on the first accessed major thoroughfare should be considered for the long range analysis.

Trip distribution and assignment incorporates the characteristics of the proposed maximum intensity and the surrounding network configuration. Figure 2 includes project trip distribution on all roadway links included within a 1-mile RDI for the proposed land use.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Number of Lanes

— 2 — 3 — 4 — 5 — 6 — 8

 Project Site

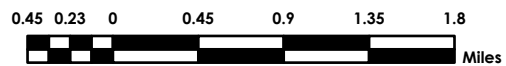


Figure 2:
Trip Distribution
Indiantown Soccer Complex



5. TRAFFIC ANALYSIS

This section evaluates two traffic scenarios for the proposed land use change under the Maximum Intensity: **Test 2 – Five Year Analysis (2023)** and **Long Range Analysis (2040)**.

5.1 Test 2 – Five Year Analysis (2023)

Test 2 directs to compare the peak hour directional traffic volumes on each significant Link to the thresholds in *Table 12.B.2.C-4, 2A: LOS E Link Service Volumes*. If total traffic is equal to or lower than the thresholds, the project shall pass. Table 5 determines these significance levels for the Maximum Intensity.

According to *Table 12.b.2.D-7 3A* from the *PBC Traffic Performance Standards - Article 12* of the *PBC Unified Land Development Code* and given the trip generation characteristics from Table 3, a 1-mile Radius of Development Influence needs to be considered for Test 2 traffic impact analysis of the Maximum Intensity. Links included within the RDI with more than three percent (3%) of the adopted LOS thresholds and links outside the RDI where net trips are greater than five percent (5%), as defined in *Table 12.B.C-4 2A: LOS E Link Service Volumes, Peak Hour Traffic*; two-way volume threshold, shall meet the adopted LOS.

Link analyses shall be carried out at the end of the fifth year of the *Florida Department of Transportation (FDOT) Five-Year Transportation Improvement Program* in effect at the time of traffic analysis submittal. The road network assumed in this analysis shall be the existing road network, and, State and County Five-Year Road Program improvements with construction scheduled to commence before the end of the Five-Year analysis period. At the time of this submittal, *PBC - Five-Year Transportation Improvement Program* adopted on December 18, 2018 shows Mack Dairy Road from Indiantown Road to Old Indiantown Road being built as 2 lane road in FY 2019. Exhibit 3 includes an excerpt from the Five-Year Road Program showing this improvement. As shown in Table 5, all links within the RDI have an impact of less than three percent (3%). **Test 2** has been met.

Table 5: Test 2 – Five Year Analysis Significance – Maximum Intensity

| Roadway | From | To | Ln | Number of Existing and Proposed Traffic Signals - 1 | Length (miles) | Signalized intersections per mile | Class | LOS Capacity | Traffic Assignment | Project Traffic | Traffic Impact |
|--------------------|--------------------------|--------------------------|----|---|----------------|-----------------------------------|----------|--------------|--------------------|-----------------|----------------|
| Alexander Run | 175th Road N | Indiantown Road | 2 | 1 | 0.46 | 2.17 | Class II | 860 | 10% | 7 | 0.81% |
| | | | | | | | | | | | |
| Mack Dairy Road | Indiantown Road | Old Indiantown Road | 2 | 0 | 0.62 | 0.00 | Class I | 880 | 5% | 3 | 0.34% |
| | | | | | | | | | | | |
| Jupiter Farms Road | Indiantown Road | 150th Ct N | 2 | 0 | 2.97 | 0.00 | Class I | 880 | 10% | 7 | 0.80% |
| | | | | | | | | | | | |
| Indiantown Rd | 130th Ave N | Alexander Run | 4D | 1 | 0.94 | 1.06 | Class I | 1,960 | 5% | 3 | 0.15% |
| Indiantown Rd | Alexander Run | Indiantown Soccer Fields | 4D | 1 | 2.00 | 0.50 | Class I | 1,960 | 20% | 13 | 0.66% |
| Indiantown Rd | Indiantown Soccer Fields | Jupiter Farms Rd | | | | | | | 80% | 52 | 2.65% |
| Indiantown Rd | Jupiter Farms Rd | Florida Turnpike | 4D | 1 | 2.14 | 0.47 | Class I | 1,960 | 70% | 46 | 2.35% |

| AM | | PM | |
|----|-----|----|-----|
| IN | OUT | IN | OUT |
| 4 | 2 | 65 | 34 |

RDI: 1-Mile

5.2 Proposed Site Plan and Rezoning

At the time this analysis was being prepared, Site Plan was still in the preliminary stages. The maximum intensity under the proposed Future Land Use will generate the same or less traffic than the most intense Use analyzed under this analysis. Consequently, this traffic analysis adequately evaluates the intent of Policy 3.5-d.

5.3 Long Range Analysis (2040)

At the time of this submittal, the latest long-range transportation model available from the Metropolitan Planning Organization was dated August 17, 2016. Based on the 2040 Cost Feasible Plan, net traffic was compared to LOS 'D' for existing and proposed lanes.

Table 6 shows the first accessible link in the year 2040. As shown in Table 7, this link will operate at the adopted LOS in the year 2040.

Table 6: Level of Service – 2040 Conditions – Maximum Intensity

| Road | From | To | Lanes | Capacity | 2040 Daily Volume ¹ | Traffic Assignment | Project Traffic | Total Traffic | V/C | % Impact | Significant Impact? | Meets LOS 'D'? ² |
|---------------|--------------------------|--------------------------|-------|----------|--------------------------------|--------------------|-----------------|---------------|------|----------|---------------------|-----------------------------|
| | | | | | | | | | | | | |
| Indiantown Rd | Alexander Run | Indiantown Soccer Fields | 4D | 33,200 | 28,700 | 20.0% | 84 | 28,784 | 0.87 | 0.25% | NO | YES |
| Indiantown Rd | Indiantown Soccer Fields | Jupiter Farms Rd | | | | 80.0% | 334 | 29,034 | 0.87 | 1.01% | NO | YES |
| | | | | | | | | | | | | |

Net Daily Traffic: 418

¹ 2040 volumes are included in Exhibit 4.

² A project has significant traffic: (1) when net trip increase will impact FIHS and SIS facilities which are already exceeding the adopted LOS or cause the adopted LOS for FIHS or SIS facilities to be exceeded; and/or (2) where net trip increase impacting roads not on the FIHS or SIS is greater than one percent (1%) for volume to capacity ratio (v/c) of 1.4 or more, two percent (2%) for v/c of 1.2 or more and three percent (3%) for v/c of less than 1.2 of the level of service "D" capacity on an AADT basis of the link affected up to the limits set forth in this table. The laneage shall be as shown on the MPO's latest adopted LRTP.

6. CONCLUSION

There is a proposal for a land use change of ±19.462 acres located on the south side of Indiantown Road, about 3.6 miles west of Florida's Turnpike in unincorporated Palm Beach County (PBC), Florida. The proposal is to change the current Future Land Use from the current Rural Residential, 1 unit per 10 acres (RR-10) to Commercial Recreation (CR). The proposed requested land use change will allow a maximum density and intensity of Six (6) Soccer Fields along with maintenance / office / restroom facilities.

Exhibit 5 includes a copy of the Development Potential Form – 2019 Future Land Use Atlas Amendment Application.

The proposed changes to the Indiantown Soccer Complex project have been evaluated following *FLUE Policy 3.5-d of the PBC Comprehensive Plan*. This analysis shows the proposed Future Land Use Amendment will be in compliance with *Policy 3.5-d of the Land Use Element of the PBC Comprehensive Plan*.

Exhibit 1: Property Appraiser and Survey

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Property Detail

Location Address 17770 112TH DR N
 Municipality UNINCORPORATED
 Parcel Control Number 00-41-41-02-00-000-1020
 Subdivision
 Official Records Book 28259 Page 91
 Sale Date APR-2016
 Legal Description 2-41-41, N 1369 FT OF W 1/2 OF NE 1/4 OF NE 1/4 (LESS N 90 FT INDIAN TOWN RD & CNL R/WS)

Owner Information

| | |
|--|--|
| Owners CALIFORNIA HOLDINGS LLC | Mailing address 631 US HIGHWAY 1 STE 409 NORTH PALM BEACH FL 33408 4618 |
|--|--|

Sales Information

| Sales Date | Price | OR Book/Page | Sale Type | Owner |
|------------|-----------|---------------|---------------|-------------------------|
| APR-2016 | \$742,250 | 28259 / 00091 | WARRANTY DEED | CALIFORNIA HOLDINGS LLC |
| JUN-2015 | \$700,000 | 27614 / 00283 | WARRANTY DEED | PIRELLI THOMAS R TRUST |
| JUN-2012 | \$10 | 25281 / 01493 | QUIT CLAIM | CASSIDY MARTIN J TR |
| JAN-1972 | \$54,000 | 01998 / 01997 | | |

Exemption Information

No Exemption information available

Property Information

Number of Units 0
 *Total Square Feet 0
 Acres 19.50
 Use Code 0000 - VACANT
 Zoning AR - Agricultural Residential (00-UNINCORPORATED)

Appraisals

| Tax Year | 2018 | 2017 | 2016 |
|--------------------|-----------|-----------|-----------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$721,330 | \$627,243 | \$633,579 |
| Total Market Value | \$721,330 | \$627,243 | \$633,579 |

All values are as of January 1st each year

Assessed and Taxable Values

| Tax Year | 2018 | 2017 | 2016 |
|------------------|---------|---------|-----------|
| Assessed Value | \$7,800 | \$7,800 | \$633,579 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$7,800 | \$7,800 | \$633,579 |

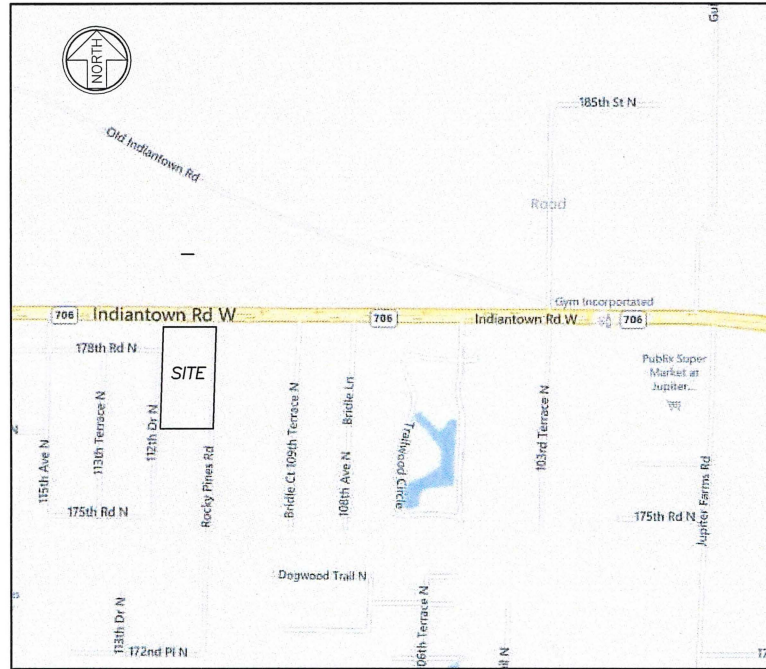
Taxes

| Tax Year | 2018 | 2017 | 2016 |
|----------------|---------|---------|----------|
| Ad Valorem | \$135 | \$137 | \$11,465 |
| Non Ad Valorem | \$5,057 | \$3,258 | \$3,195 |
| Total tax | \$5,192 | \$3,395 | \$14,660 |

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LEGEND

- A = ARC LENGTH
- AC = AIR CONDITIONING
- A.E. = ACCESS EASEMENT
- A.K.A. = ALSO KNOWN AS
- ASPH. = ASPHALT
- B.L.O.C. = BULKHEAD
- B.M. = BENCHMARK
- B.O.C. = BACK OF CURB
- B.O.W. = BACK OF WALK
- (C) = CALCULATED
- CATV = CABLE ANTENNA TELEVISION
- C.B. = CHORD BEARING
- C.B.S. = CONCRETE BLOCK STRUCTURE
- C.C.C.L. = COASTAL CONSTRUCTION CONTROL LINE
- CH = CHORD
- C.L.F. = CHAIN LINK FENCE
- CLR. = CLEAR
- C.M.P. = CORRUGATED METAL PIPE
- CONC. = CONCRETE
- (D) = DESCRIPTION DATUM
- D.B. = DEED BOOK
- D.E. = DRAINAGE EASEMENT
- D.H. = DRIILL HOLE
- D.W. = DRIVEWAY
- EL. = ELEVATION
- ENC. = ENCROACHMENT
- E.O.P. = EDGE OF PAVEMENT
- E.O.W. = EDGE OF WATER
- ESMT = EASEMENT
- FF. = FINISH FLOOR
- FND. = FOUND
- F.O.C. = FACE OF CURB
- ID. = INSIDE DIAMETER
- IN. = INVERT
- I.T.W.C.D. = INDIAN TRAIL WATER CONTROL DISTRICT
- L.A.E. = LIMITED ACCESS EASEMENT
- L.B. = LICENSE BOARD
- L.W.D.D. = LAKE WORTH DRAINAGE DISTRICT
- M. = MEASUREMENT
- M.H. = MANHOLE
- M.H.W.L. = MEAN HIGH WATER LINE
- M.L.W.L. = MEAN LOW WATER LINE
- N.A.V.D. = NORTH AMERICAN VERTICAL DATUM
- N.S.V.D. = NATIONAL GEODETIC VERTICAL DATUM
- N.P.B.C.I.D. = NORTHERN PALM BEACH COUNTY IMPROVEMENT DISTRICT
- N.T.S. = NOT TO SCALE
- O.A. = OVERALL
- O.D. = OUTSIDE DIAMETER
- OH. = OVERHEAD UTILITY LINE
- O.R.B. = OFFICIAL RECORD BOOK
- OS. = OFFSET
- (P) = PLAT DATUM
- P.B. = PLAT BOOK
- P.B.C. = PALM BEACH COUNTY
- P.C. = POINT OF CURVATURE
- P.C.C. = POINT OF COMPOUND CURVATURE
- P.C.P. = PERMANENT CONTROL POINT
- P.C.E. = POINT OF BEGINNING
- P.I. = POINT OF INTERSECTION
- P.O. = PART OF
- P.O.B. = POINT OF BEGINNING
- P.O.C. = POINT OF COMMENCEMENT
- P.R.C. = POINT OF REVERSE CURVATURE
- P.R.M. = PERMANENT REFERENCE MONUMENT
- PROP. = PROPOSED
- P.T. = POINT OF TANGENCY
- (R) = RADIAL
- R. = RADIAL
- R.C.P. = REINFORCED CONCRETE PIPE
- RGE. = RANGE
- R.P.B. = ROAD PLAT BOOK
- R.W. = RIGHT OF WAY
- (S) = SURVEY DATUM
- S.B. = SETBACK
- SEC. = SECTION
- SD. = SUBDIVISION
- S.F. = SQUARE FEET
- S.F.W.M.D. = SOUTH FLORIDA WATER MANAGEMENT DISTRICT
- S.I.R.W.C.D. = SOUTH INDIAN RIVER WATER CONTROL DISTRICT
- S.R. = STATE ROAD
- STA. = STATION
- STY. = STORY
- SW. = SIDEWALK
- T.O.B. = TOP OF BANK
- T.O.C. = TOP OF CURB
- TWP. = TOWNSHIP
- TYP. = TYPICAL
- UC. = UNDER CONSTRUCTION
- U.E. = UTILITY EASEMENT
- U.R. = UNRECORDED
- W.C. = WITNESS CORNER
- W.M.E. = WATER MANAGEMENT EASEMENT
- W.M.M.E. = WATER MANAGEMENT MAINTENANCE EASEMENT
- W.M.T. = WATER MANAGEMENT TRACT
- W. = BASELINE
- W. = CENTERLINE
- W. = CENTRAL ANGLE/DELTA
- W. = CONCRETE MONUMENT FOUND (AS NOTED)
- W. = CONCRETE MONUMENT SET (B #4589)
- W. = ROD & CAP FOUND (AS NOTED)
- W. = 5/8" ROD & CAP SET (B #4589)
- W. = IRON PIPE FOUND (AS NOTED)
- W. = IRON ROD FOUND (AS NOTED)
- W. = NAIL FOUND
- W. = NAIL & DISK FOUND (AS NOTED)
- W. = MAG NAIL & DISK SET (B #4589)
- W. = PROPERTY LINE
- W. = UTILITY POLE
- W. = FIRE HYDRANT
- W. = WATER METER
- W. = WATER VALVE
- W. = LIGHT POLE



VICINITY SKETCH N.T.S.

FLOOD ZONE:
This property is located in Flood Zone B, according to F.I.R.M. (Flood Insurance Rate Map) No. 120192 0050B, dated 10-15-1982.

- NOTES:**
- All information regarding record easements, adjunctions, and other documents that might affect the quality of title to tract shown hereon was gained from policy number 5011412-02822836, issued by First American Title Insurance Company, dated June 18, 2015. This office has made no search of the Public Records.
 - Elevations shown hereon, if any, are in feet and decimal parts thereof and are based on NAVD-88. The expected accuracy of the elevations shown hereon is 0.03' for the hard surface elevations and 0.1' for the soft surface elevations. Elevations shown hereon are U.S. survey feet unless otherwise noted.
 - Description furnished by client or client's agent.
 - Unless it bears the asphalt and the original raised seal of a Florida licensed surveyor or mapper this drawing, sketch, plat or map is for informational purposes only and is not valid.
 - This survey cannot be transferred or assigned without the specific written permission of Wallace Surveying Corporation. Certificate of Authorization Number 124269.
 - Except as shown, underground and overhead improvements are not located. Underground foundations not located.
 - The survey sketch shown hereon does not necessarily contain all of the information obtained or developed by the undersigned surveyor in his field work, office work or research.
 - No responsibility is assumed by this surveyor for the construction of improvements, from building ties shown on this survey.
 - Revisions shown hereon do not represent a "survey update" unless otherwise noted.
 - All dates shown within the revisions block hereon are for interoffice filing use only and in no way affect the date of the field survey stated hereon.
 - In some instances, graphic representations have been exaggerated to more clearly illustrate the relationships between physical improvements and/or lot lines. In all cases, dimensions shown shall control the location of the improvements over scaled positions.
 - If it is a violation of Rule 5A-17 of the Florida Administrative Code to alter this survey without the express prior written consent of the Surveyor, additions and/or deletions made to the face of this survey will make this survey invalid.
 - The ownership of fences, perimeter walls and/or hedges shown hereon are not known and thus are not listed as encroachments. Fences, hedges and/or perimeter walls are shown in their relative position to the boundary.
 - The expected horizontal accuracy of the information shown hereon is +/- 0.10'.

**BOUNDARY SURVEY FOR:
THOMAS R. PIRELLI, TRUSTEE OF THE THOMAS R. PIRELLI
TRUST DATED JANUARY 26, 1990 AND AS AMENDED**

This survey is made specifically and only for the following party for the purpose of a design on the surveyed property.

Thomas R. Pirelli, Trustee of the Thomas R. Pirelli Trust dated January 26, 1990 and as amended

The undersigned surveyor assumes no responsibility or liability for any other purpose or to any other party other than stated above.

PROPERTY ADDRESS:
17770 112th Drive North
Jupiter, FL 33478

LEGAL DESCRIPTION:
That part of the North 1260 feet of the West Half of the East Half of the Northeast Quarter of Section 2, Township 41 North, Range 41 East, lying South of that certain 50 foot canal right of way proximate to the North line of said Section 2 as shown on the replat of JUPITER FARMS AND GROVES recorded in Plat Book 24, Page 7, Public Records of Palm Beach County, Florida.

Subject to an easement for road purposes over and across the East 30 feet thereof.

TOGETHER WITH an easement for ingress and egress and for utility purposes over, upon and across the following described property, to wit:

BEGIN at the point of intersection of the North line of Section 2, Township 41 North, Range 41 East, with a line 30 feet East of and parallel to the West line of the East Half of the East Half of Section 2;
thence Southerly, along said parallel line, to the South line of the North 1367 feet of the Southeast Quarter of said Section 2;
thence Westerly, along said South line of the North 1367 feet, to the West line of the East Half of the West Half of said Southeast Quarter of Section 2;
thence Northerly, along said West line, to the South line of the North 1367 feet of said Southeast Quarter;
thence Easterly, along said South line of the North 1367 feet, to a line 30 feet West of and Parallel to the East line of the West Half of the East Half of said Section 2;
thence Northerly, along said parallel line, to the said North line of Section 2;
thence Easterly, along said North line of Section 2, a distance of 60 feet, more or less, to the POINT OF BEGINNING.

CERTIFICATION:
I HEREBY ATTEST that the survey shown hereon conforms to the Standards of Practice set forth by the Florida Board of Professional Surveyors and Mappers adopted in Rule 5A-17, Florida Administrative Code pursuant to Section 472.027, Florida Statutes, effective September 1, 1981.

DATE OF LAST FIELD SURVEY: 7/6/2015

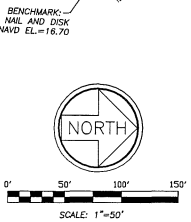
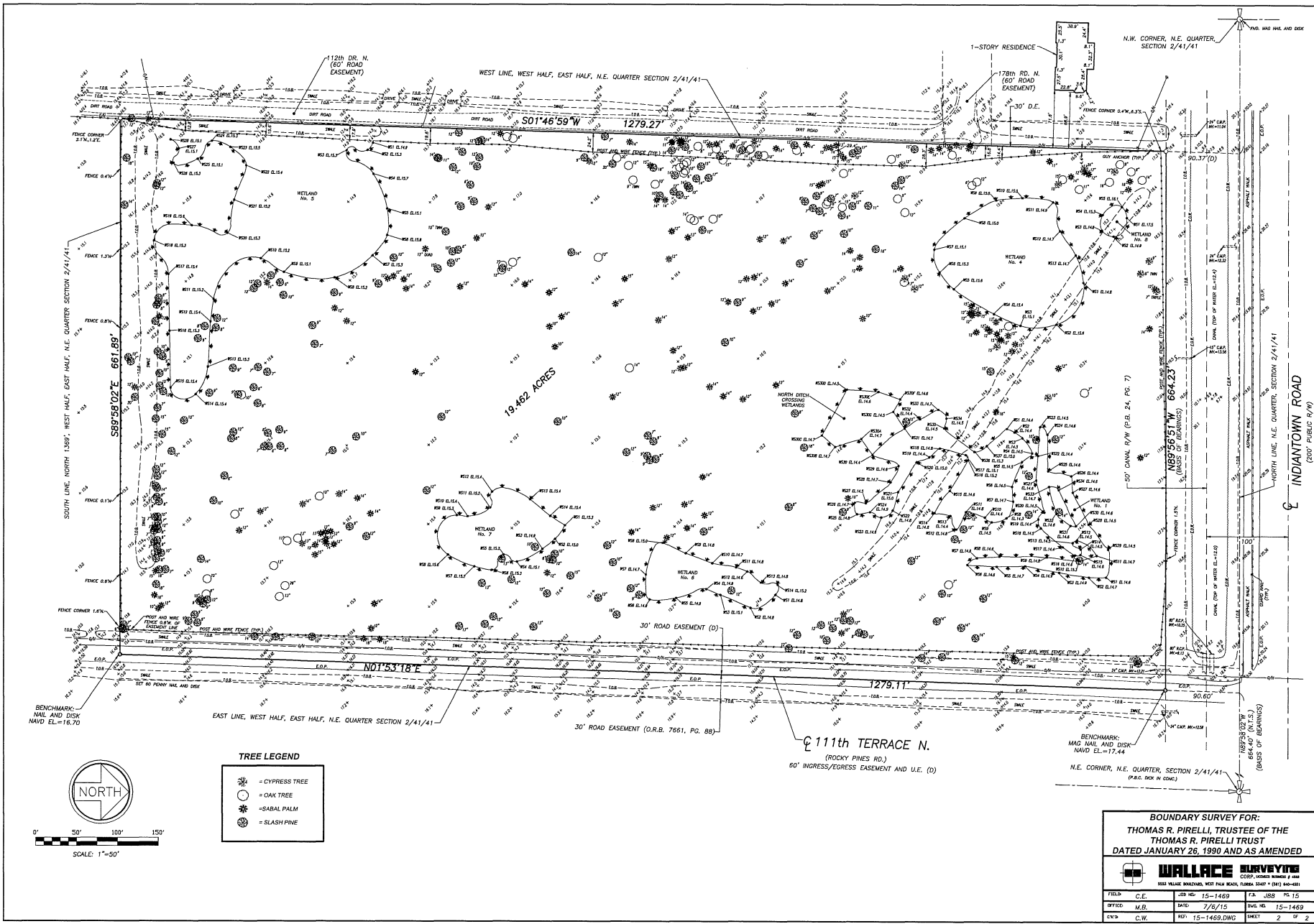
Craig L. Wallace
Professional Surveyor and Mapper
Florida Certificate No. 3357

BOUNDARY SURVEY FOR:

**THOMAS R. PIRELLI, TRUSTEE OF THE
THOMAS R. PIRELLI TRUST
DATED JANUARY 26, 1990 AND AS AMENDED**



| | | | | | | |
|-------|------|---------|-------------|----------|---------|-------|
| FIELD | C.E. | JOB NO. | 15-1469 | FA | JOB | PK 15 |
| DATED | M.B. | DATE | 7/6/15 | DWG. NO. | 15-1469 | |
| CD | C.W. | NO. | 15-1469.DWG | SHEET | 1 | OF 2 |



TREE LEGEND

| | |
|--|----------------|
| | - CYPRESS TREE |
| | - OAK TREE |
| | - SABAL PALM |
| | - SLASH PINE |

BOUNDARY SURVEY FOR:
THOMAS R. PIRELLI, TRUSTEE OF THE
THOMAS R. PIRELLI TRUST
DATED JANUARY 26, 1990 AND AS AMENDED

WALLACE SURVEYING
 5333 VILLAGE BRANCHES, WEST PALM BEACH, FLORIDA 33409 (PH) 561-840-9881

| | | | |
|-------------|------------------|------------------|-------|
| FIELD C.E. | JOB NO. 15-1469 | TA JBB | PK 15 |
| OFFICE M.B. | DATE 7/6/15 | DWG. NO. 15-1469 | |
| CDR C.W. | REP. 15-1469.DWG | SHEET 2 | OF 2 |

Exhibit 2: ITE Trip Generation

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Land Use: 488 Soccer Complex

Description

A soccer complex is an outdoor facility that is used for non-professional soccer games. It may consist of multiple fields. The size of each field within the land use may vary to accommodate games for different age groups. Ancillary amenities may include stadium seating, a fitness trail, an activities shelter, aquatic center, picnic grounds, basketball and tennis courts, and a playground. Public park (Land Use 411) is a related use.

Additional Data

Caution should be used when applying these data. Peaking at soccer complexes typically occurred in time periods shorter than one hour. These peaking periods may have durations of 10 to 15 minutes. To assist in the future analysis of this land use, it is important to collect driveway counts in 10-minute intervals.

Time-of-day distribution data for this land use are presented in Appendix A. For the one site with data, the peak hours for site trips on a weekday, Saturday, and Sunday were between 4:30 and 5:30 p.m., 11:45 a.m. and 12:45 p.m., and 10:15 and 11:15 a.m., respectively.

The sites were surveyed in the 1990s and the 2010s in California, Colorado, Hawaii, Indiana, and Washington.

Source Numbers

377, 519, 565, 722, 856, 908, 952, 956

Soccer Complex (488)

Vehicle Trip Ends vs: Fields
On a: Weekday

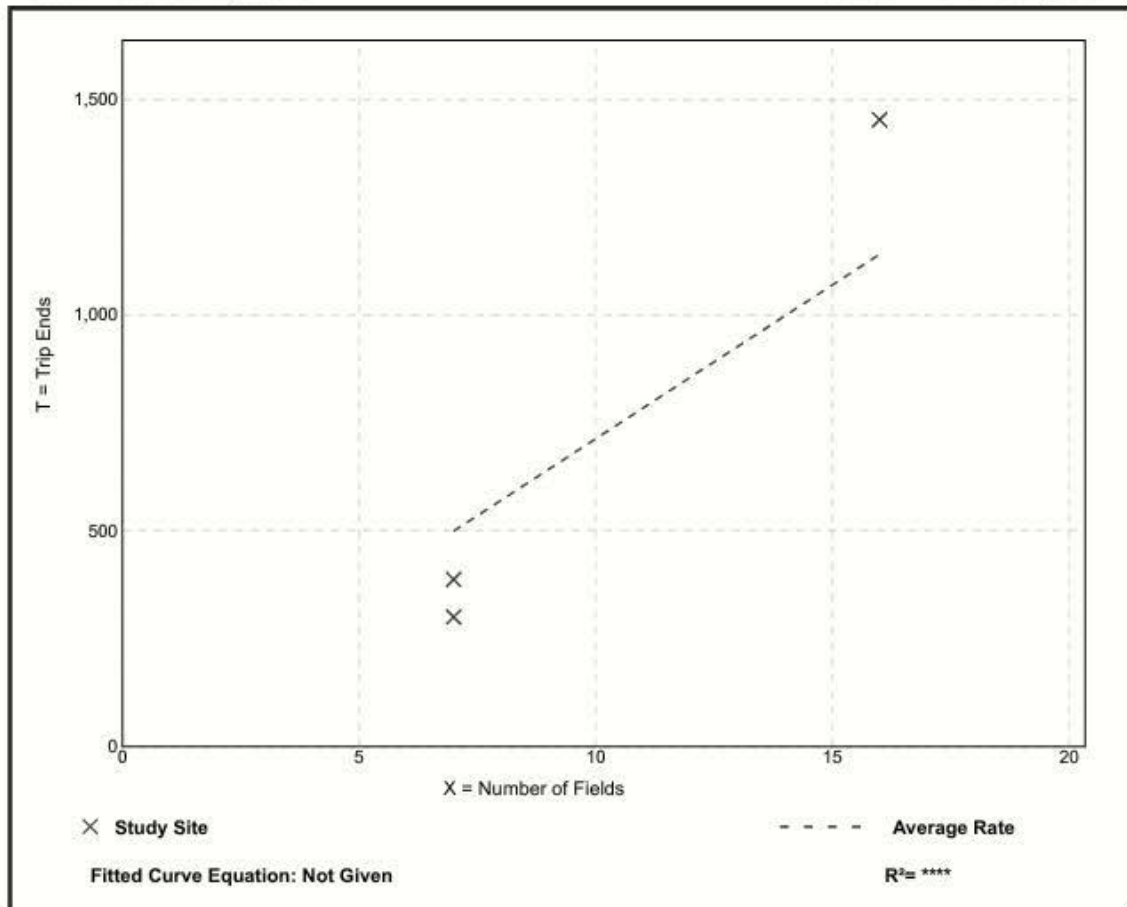
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Fields: 10
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Field

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 71.33 | 42.86 - 90.81 | 81.06 |

Data Plot and Equation

Caution – Small Sample Size



Soccer Complex (488)

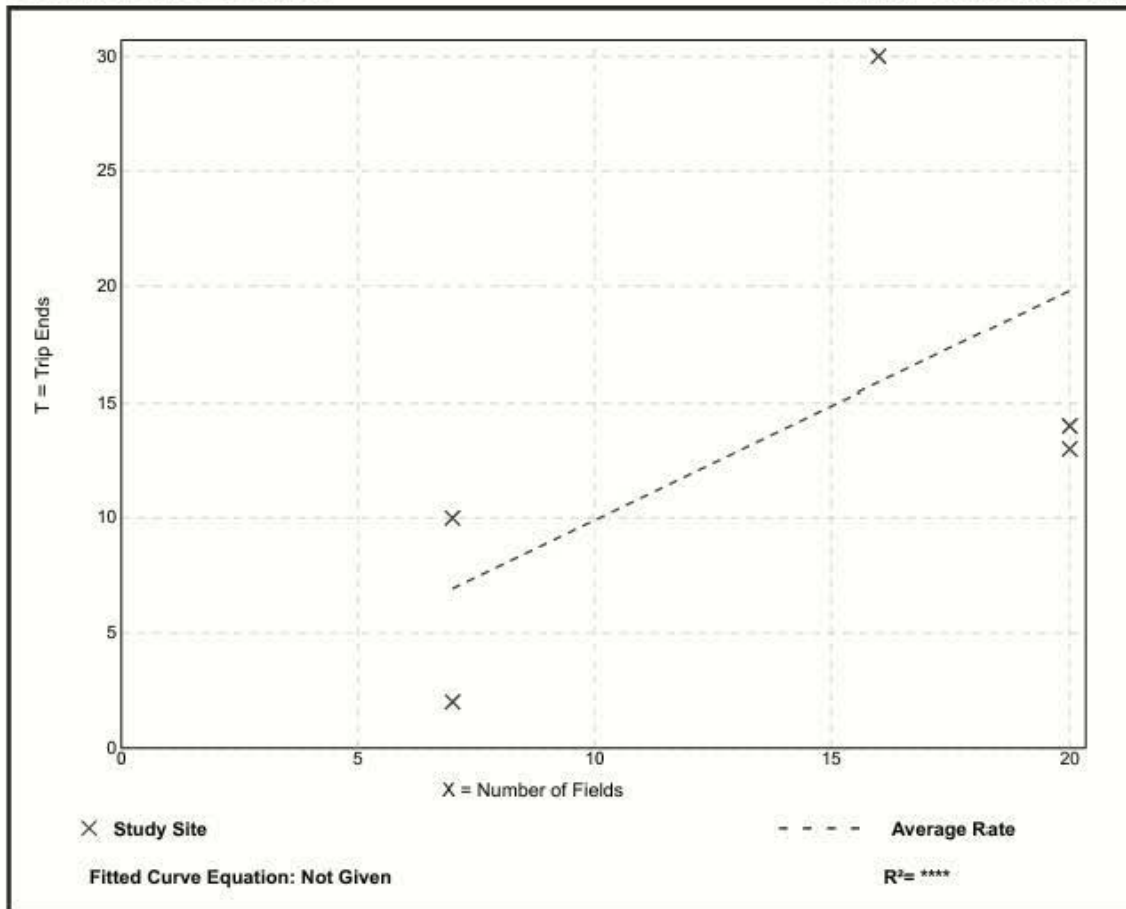
Vehicle Trip Ends vs: Fields
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. Num. of Fields: 14
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Field

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.99 | 0.29 - 1.88 | 0.62 |

Data Plot and Equation

Caution – Small Sample Size



Soccer Complex (488)

Vehicle Trip Ends vs: Fields
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. Num. of Fields: 14
 Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Field

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 16.43 | 8.71 - 24.88 | 6.36 |

Data Plot and Equation

Caution – Small Sample Size

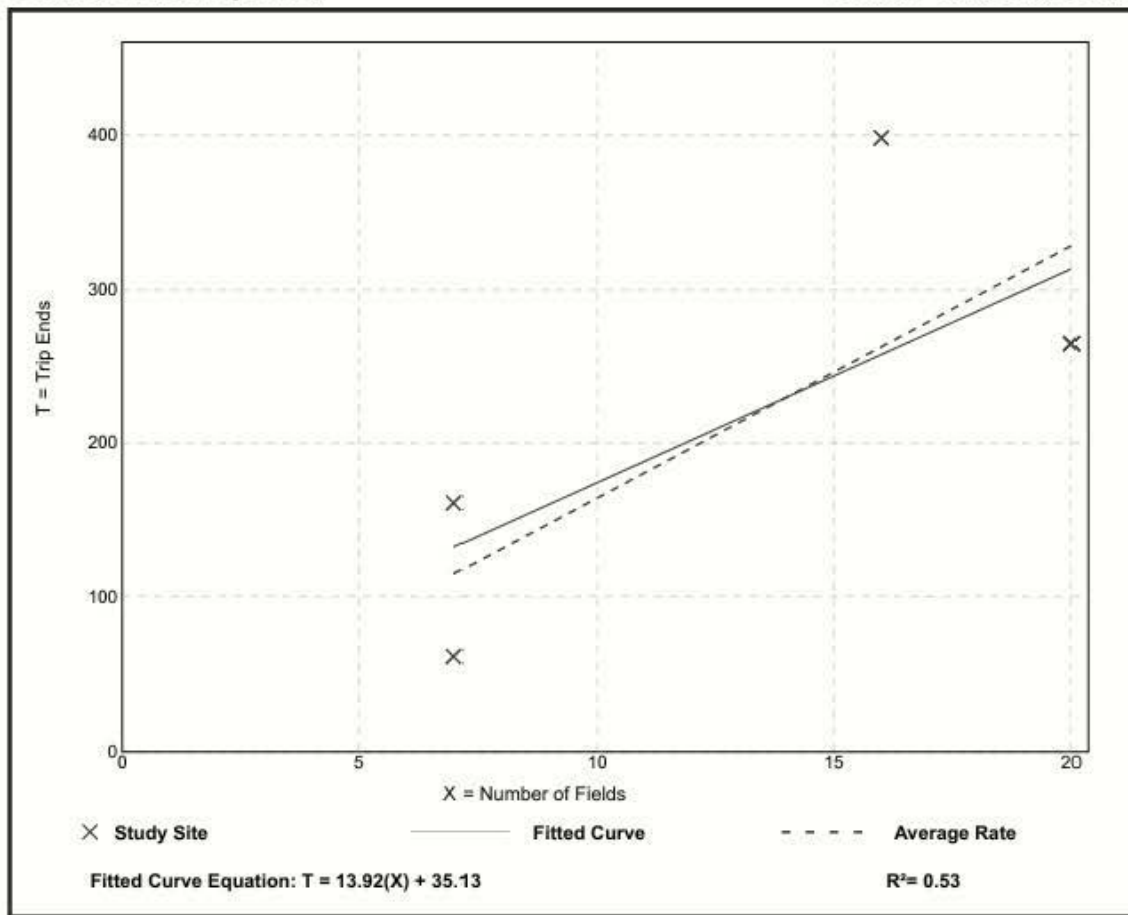


Exhibit 3: Five-Year Road Program

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PALM BEACH COUNTY FIVE YEAR ROAD PROGRAM - EXHIBIT A (\$'s IN 1,000'S)

Annual Update - Adopted - December 18, 2018

| PROJECT | LIMITS | DESCRIPTION | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | FY 2023 | | |
|--------------------------|--|------------------------------------|--------------|----------|---------|-------|---------|-------|---------|-------|---------|-------|---|
| | | | Cost | Phase | Cost | Phase | Cost | Phase | Cost | Phase | Cost | Phase | |
| Gateway Blvd. | Military Trail | Intersection Improvements | 1,700 | C | | | | | | | | | |
| Gateway Blvd. | High Ridge Rd | Intersection Improvements | | | 1,180 | C | | | | | | | |
| Glades Area | R&R Throughout the Glades | Repair/Reconstruction | 700 | C | 700 | C | 700 | C | 700 | C | 700 | C | |
| Gun Club Rd. | Forest Estates Drive to LWDD E-3 Canal | 0.5 mi., 3 L | | | | | 100 | R/M | | 2,340 | C | | |
| Hagen Ranch Rd. | Atlantic Ave. | Intersection Improvements | 500 | D/R/C | | | | | | | | | |
| Happy Hollow Rd. | Smith Sundry Rd. to Lyons Rd. | 0.5 mi, 2 L | 700 | R | | | 650 | C | | | | | |
| Harbor Rd | 19660 Harbor Rd. to Harbor Rd. N. | Seawall Repair/Slope Stabilization | | | | | 400 | C | | | | | |
| Hypoluxo Rd. | Jog Rd. | Intersection Improvements | | | | | 1,100 | C | | | | | |
| Kirk Rd. | LWDD L-7 Canal to Summit Blvd. | 0.5 mi, 3/5 L | | | | | | | | 3,200 | C | | |
| Kirk Rd. | Summit Blvd. to Gun Club Rd. | 0.8 mi, 3/5 L | 620 | D/R/M | | | | | 100 | R/M | | 4,000 | C |
| Lake Worth Rd. | Jog Rd. | Intersection Improvements | 630 | C | | | | | | | | | |
| Lantana Rd. | Edgecliff Ave. | Intersection Improvements | 350 | C | | | | | | | | | |
| Lawrence Rd. | S. of Ponza Place to Lantana Road | 0.8 mi, 3 L | 100 | R | | | | | 2,200 | C | | | |
| Linton Blvd. | Military Tr. | Intersection Improvements | 2,100 | C | | | | | | | | | |
| Loxahatchee River Road | SFWMD C-18 Canal | Slope Stabilization | 1,500 | C | | | | | | | | | |
| Lyons Rd. | S. of LWDD L-38 Canal to Atlantic Ave. | 2.1 mi, 4 L | 10,600 | C | | | | | | | | | |
| Lyons Rd. | N. of LWDD L-30 Canal to Boynton Beach Blvd. | 3.0 mi, 4 L | 1,900 | D/R/M | | | | | 100 | R/M | | 7,700 | C |
| Lyons Rd. | N. of L.W.D.D. L-14 Canal to Lake Worth Rd. | 1.1 mi, 4 L | 6,900 | R/C | | | | | | | | | |
| Lyons Rd. | Lake Worth Rd. to S. of L.W.D.D. L-11 Canal | 0.5 mi, 3 L | 2,900 | C | | | | | | | | | |
| Lyons Rd. | S. of L.W.D.D. L-11 Canal to N. of L.W.D.D. L-10 Canal | 0.6 mi, 2/3 L | | | | | | | | | | 100 | P |
| Lyons Rd./Sansbury's Way | Forest Hill Blvd. to Okeechobee Blvd. | Buffered Bike Lanes | | | | | | | | | | 1,100 | P |
| Mack Dairy Rd. | Indiantown Rd. to Old Indiantown Rd. | 0.7 mi., 2 L | 1,230 | C | | | | | | | | | |
| Melaleuca Lane | Jog Rd. | Intersection Improvements | 550 | D | | | | | 500 | R | | 2,300 | C |
| Miner Rd. | Military Trail to Lawrence Rd. | 0.6 mi, 3 L | 10 | D | | | 750 | D/R/M | | | 500 | R/M | |
| Northlake Blvd. | E. of Seminole Pratt Whitney Rd. to E. of Hall Blvd. | 1.0 mi, 4 L | 7,000 | C | | | | | | | | | |
| Northlake Blvd. | E. of Hall Blvd. to Coconut Blvd. | 2.4 mi, 4 L | 1,000 | C | | | 3,000 | C | 5,200 | C | | | |
| Okeechobee Blvd. | Jog Road | Intersection Improvements | 270 | D | | | | | 600 | R | | 900 | C |
| Okeechobee Blvd. | Haverhill Rd. | Intersection Improvements | 150 | D/R/M | | | | | 650 | C | | | |
| Okeechobee Blvd. | Church St. | Intersection Improvements | 1,200 | C | | | | | | | | | |
| Old Dixie Hwy. | Yamato Rd. to Linton Blvd. | 3.0 mi, 3 L | 1,000 | D/R/M | | | 7,000 | R | | | 12,000 | C | |
| Palmetto Park Rd. | Lyons Rd. | Intersection Improvements | | | | | 100 | R | | | 900 | C | |

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

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Exhibit 4: 2040 Volumes

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Palm Beach MPO 2040 Cost Feasible Volumes

In the proceeding table, the Palm Beach MPO produces and publishes "adjusted" traffic volumes derived from Southeast Florida Regional Planning Model (SERPM) output network files. The MPO's adopted 2040 Long Range Transportation Plan (LRTP) was developed using SERPM 6.5, a traditional 4-step model. SERPM 7 is an activity-based model and the region's currently supported modeling platform, but was released after the conclusion of the LRTP process.

During model development, transportation models are calibrated to a base year using existing counts. SERPM 6.5 uses a 2005 base year and counts, while SERPM 7 is calibrated to 2010. Adjustments to forecasted 2040 output volumes occur when the base year network outputs differ from observed counts at a particular link. Adjustments are increased or decreased depending on the difference and rounded to the nearest hundred.

SERPM 7.062+ seeks to incorporate adopted land use designations as of the release date (June 30, 2016) and includes projects like Minto West, Avenir, and Watertower Commons along with any transportation network commitments they have made (for example a new 4 lane connector road from Northlake Blvd to Beeline Highway). For additional information, please visit www.fsutmsonline.net

| 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 |
|---------|-------------------|-----------------------|-----------------------|-------|---------------------|----------------------|----------------------|----------------------|--------------------------------|------------------------------|
| 5210 | I-95 | Atlantic Ave | Woolbright Rd | FDOT | 10X | 168,268 | 173,372 | 0 | 237,600 | 202,000 |
| 5208 | I-95 | Woolbright Rd | Boynton Beach Blvd | FDOT | 10X | 170,303 | 200,500 | 0 | 251,700 | 227,600 |
| 4222 | I-95 | Boynton Beach Blvd | Gateway Blvd | FDOT | 10X | 159,770 | 198,500 | 0 | 259,100 | 225,700 |
| 3218 | I-95 | Gateway Blvd | Hypoluxo Rd | FDOT | 10X | 142,414 | 194,500 | 213,527 | 197,400 | 223,500 |
| 4220 | I-95 | Hypoluxo Rd | Lantana Rd | FDOT | 10X | 157,728 | 208,000 | 0 | 210,000 | 244,700 |
| 4218 | I-95 | Lantana Rd | 6th Ave N | FDOT | 10X | 161,347 | 205,500 | 204,725 | 219,800 | 243,100 |
| 4216 | I-95 | 6th Ave N | 10th Ave N | FDOT | 10X | 177,036 | 207,391 | 200,011 | 238,900 | 245,200 |
| 3214 | I-95 | 10th Ave N | Forest Hill Blvd | FDOT | 10X | 162,361 | 193,500 | 0 | 224,500 | 231,500 |
| 3216 | I-95 | Forest Hill Blvd | Southern Blvd | FDOT | 10X | 172,757 | 195,000 | 240,113 | 239,700 | 235,000 |
| 3212 | I-95 | Southern Blvd | Belvedere Rd | FDOT | 10X | 161,032 | 158,000 | 205,661 | 228,500 | 193,900 |
| 3210 | I-95 | Belvedere Rd | Okeechobee Bl | FDOT | 10X | 173,346 | 190,500 | 226,407 | 240,200 | 231,900 |
| 3208 | I-95 | Okeechobee Bl | Palm Beach Lakes Blvd | FDOT | 10X | 152,966 | 165,028 | 0 | 196,600 | 205,500 |
| 3206 | I-95 | Palm Beach Lakes Blvd | 45th St | FDOT | 10X | 145,437 | 184,399 | 216,136 | 185,800 | 224,900 |
| 2206 | I-95 | 45th St | Blue Heron Blvd | FDOT | 10X | 167,246 | 152,500 | 0 | 213,700 | 213,400 |
| 2204 | I-95 | Blue Heron Blvd | Northlake Blvd | FDOT | 10X | 134,280 | N/A | 0 | 165,600 | 201,000 |
| 2202 | I-95 | Northlake Blvd | PGA Blvd | FDOT | 10X | 115,395 | 148,500 | 161,912 | 155,800 | 204,200 |
| 2610 | I-95 | PGA Blvd | Military Tr | FDOT | 10X | 99,721 | N/A | 0 | 123,000 | 147,400 |
| 2200 | I-95 | Military Tr | Central Blvd | FDOT | 10X | 96,304 | N/A | 127,954 | 119,800 | 153,800 |
| | I-95 | Central Blvd | Donald Ross Rd | FDOT | 10X | N/A | N/A | N/A | N/A | 133,700 |
| 1204 | I-95 | Donald Ross Rd | Indiantown Rd | FDOT | 10X | 93,406 | 87,000 | 0 | 114,400 | 126,200 |
| 1200 | I-95 | Indiantown Rd | Martin County Line | FDOT | 6X | 75,861 | 66,000 | 79,545 | 121,200 | 91,000 |
| 1605 | INDIAN CREEK BLVD | Central Blvd | Military Tr | PBC | 4D | 8,988 | 11,279 | 12,329 | 18,100 | 14,400 |
| 1615 | INDIAN CREEK BLVD | Toney Penna Dr | Maplewood Dr | PBC | 4D | 20,727 | 20,300 | 17,785 | 35,300 | 28,800 |
| 1613 | INDIAN CREEK PKWY | Central Blvd | Maplewood Dr | PBC | 4D | 16,530 | 17,333 | 17,955 | 27,000 | 25,600 |
| 1405 | INDIANTOWN RD | Bee Line Hwy | Pratt-Whitney Rd | PBC | 2 | 2,058 | 1,588 | 1,763 | 9,000 | 1,800 |
| 1403 | INDIANTOWN RD | Pratt-Whitney Rd | 130th Ave N | PBC | 4 | 5,427 | 4,678 | 4,985 | 23,200 | 11,300 |
| 1409 | INDIANTOWN RD | 130th Ave N | Alexander Run | PBC | 4D | N/A | N/A | 14,485 | 24,900 | 24,700 |
| 1407 | INDIANTOWN RD | Alexander Run | Jupiter Farms Rd | PBC | 4D | 23,149 | 20,546 | 22,332 | 34,800 | 28,700 |
| 1103 | INDIANTOWN RD | Jupiter Farms Rd | Florida Turnpike | PBC | 6D | 30,925 | 30,304 | 28,879 | 45,300 | 47,000 |
| 1201 | INDIANTOWN RD | Florida Turnpike | I-95 Interchange | FDOT | 6D | 49,557 | 36,761 | 48,380 | 78,600 | 70,400 |
| 1213 | INDIANTOWN RD | I-95 Interchange | Island Way | FDOT | 6D | 58,622 | 52,916 | 61,281 | 78,700 | 72,500 |
| 1617 | INDIANTOWN RD | Island Way | Central Blvd | FDOT | 6D | N/A | N/A | 60,253 | 46,500 | 64,000 |
| 1203 | INDIANTOWN RD | Central Blvd | Center St | FDOT | 6D | 53,810 | 47,768 | 53,551 | 65,500 | 59,100 |
| 1601 | INDIANTOWN RD | Center St | Military Tr | FDOT | 6D | 49,724 | 44,078 | 46,587 | 55,800 | 54,700 |
| 1209 | INDIANTOWN RD | Military Tr | SR 811 | FDOT | 6D | 41,434 | 40,387 | 42,614 | 47,800 | 56,100 |
| 1807 | INDIANTOWN RD | SR 811 | US 1 | FDOT | 6D | 32,354 | 31,607 | 33,744 | 38,900 | 42,400 |
| 1811 | INDIANTOWN RD | US 1 | SR A1A | PBC | 4 | 13,683 | 15,450 | 16,998 | 15,300 | 17,100 |
| 2215 | INVESTMENT LN | Military Tr | Garden Rd | PBC | 2 | N/A | 8,299 | 9,569 | 14,400 | 10,400 |
| | ISLAND WAY | Central Blvd | Indiantown Rd | JUP | 2 | N/A | N/A | #N/A | 12,000 | 12,500 |
| 1620 | ISLAND WAY | Indiantown Rd | Church St | JUP | 4D | N/A | 8,279 | 14,149 | 14,800 | 18,000 |
| 6618 | JOG RD | Glades Rd | Potomac Rd | PBC | 4D | 32,533 | 27,978 | 33,018 | 41,400 | 34,100 |
| 6634 | JOG RD | Potomac Rd | Yamato Rd | PBC | 4D | 33,100 | 27,992 | 33,030 | 38,600 | 34,300 |
| 6616 | JOG RD | Yamato Rd | Clint Moore Rd | PBC | 6D | 35,230 | 28,584 | 35,206 | 50,600 | 36,500 |
| 6200 | JOG RD | Clint Moore Rd | C-15 Canal | PBC | 6D | 40,921 | 31,497 | 33,990 | 52,400 | 38,100 |
| 5622 | JOG RD | C-15 Canal | Linton Blvd | PBC | 6D | 33,218 | 29,888 | 33,918 | 42,700 | 36,200 |
| 5620 | JOG RD | Linton Blvd | Normandy Ln | PBC | 6D | 44,546 | 33,935 | 38,158 | 59,100 | 45,100 |
| 5616 | JOG RD | Normandy Ln | Atlantic Ave | PBC | 6D | 44,315 | 36,423 | 41,228 | 58,300 | 48,100 |
| 5642 | JOG RD | Atlantic Ave | Lake Ida Rd | PBC | 6D | 33,623 | 28,947 | 31,958 | 44,500 | 32,000 |

Exhibit 5: Development Potential Form

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Juan F. Ortega

From: Quazi Bari <QBari@pbcgov.org>
Sent: Tuesday, March 19, 2019 3:39 PM
To: Lisa Amara A.; Juan F. Ortega
Cc: Brian K. Terry RLA LEED AP (brianterry@insitestudio.com)
Subject: RE: Indiantown Soccer Complex

Fine by me. Will be conditioned to the proposed soccer field intensity or equivalent.

Quazi Bari, P.E. | Senior Professional Engineer | Traffic Division
2300 N. Jog Road, West Palm Beach, FL 33411
T: 561.684.4030 | qbari@pbcgov.org

From: Lisa Amara A. <LAmara@pbcgov.org>
Sent: Tuesday, March 19, 2019 3:31 PM
To: Juan F. Ortega <juan.ortega@jfrogroupinc.com>
Cc: Brian K. Terry RLA LEED AP (brianterry@insitestudio.com) <brianterry@insitestudio.com>; Quazi Bari <QBari@pbcgov.org>
Subject: RE: Indiantown Soccer Complex

Yes, that looks fine unless Quazi has any issues.

Lisa Amara, Principal Planner
Palm Beach County Planning Division
2300 N Jog Rd ♦ West Palm Beach, FL 33411
Direct 561-233-5334 ♦ Main 561-233-5300
<http://discover.pbcgov.org/pzb/planning>

From: Juan F. Ortega <juan.ortega@jfrogroupinc.com>
Sent: Tuesday, March 19, 2019 3:29 PM
To: Lisa Amara A. <LAmara@pbcgov.org>
Cc: Brian K. Terry RLA LEED AP (brianterry@insitestudio.com) <brianterry@insitestudio.com>; Quazi Bari <QBari@pbcgov.org>
Subject: Indiantown Soccer Complex

Good afternoon Lisa, I'm working with Brian Terry on a FLUA amendment for PCN 00-41-41-02-00-000-1020 from RR-10 to Commercial Recreation. The intent of the amendment is to have a maximum of six (6) soccer fields on site along with limited amenities.

Brian is meeting with PBC Planning on 04/02 which I believe going to take the place of the pre-app meeting. Since that meeting is so close to the 04/05 Traffic deadline, I was wondering if you could please review the attached form and let me know if you are ok with it for me to use in the Policy 3.5-d analysis.

Thank you!



Dr. Juan F. Ortega, PE
JFO GROUP INC
11924 Forest Hill Blvd, Ste 10A-123, Wellington, FL 33414
T: (561) 512-7556 • F: (561) 423-2345
Juan.Ortega@jfrogroupinc.com



2019 FUTURE LAND USE ATLAS AMENDMENT APPLICATION

Part 1. Amendment Data

Instructions are provided in italics. Delete the italicized instructions and replace with non-italicized information. Do not use acronyms. Do not use "N/A" (not applicable). Any references to an attachment must include a summary of that attachment within the tables.

A. Amendment Data

| | | | |
|---|---|-----------------------|-----------|
| Round | 20-A | Intake Date | April 5 |
| Application Name | Soccer Park | Concurrent? | Yes |
| Acres | 19.462 | Text Amend? | Yes or No |
| PCNs | 00-41-41-02-00-000-1020 | | |
| Location | Southwest corner of Indiantown Road and Rocky Pines Road approximately one mile West of Jupiter Farms Road. | | |
| | Current | Proposed | |
| Tier | Rural | No Change | |
| Use | Vacant | Athletic Fields | |
| Zoning | AR | CRE | |
| Future Land Use Designation | RR-10 | Commercial Recreation | |
| Underlying Future Land Use Designation | Not Applicable | RR | |
| Conditions | Not Applicable | TBD | |

B. Development Potential

Provide math for each item as indicated (eg. 5 du/acre x 3 acres = 15 units)

| | Current FLU | Proposed FLU |
|--|--------------------------------------|--|
| Density/ Intensity: | 1 unit per 10 acres | 0.05 FAR |
| Maximum Dwelling Units¹ (residential designations) | 0.1 du/acre x 19.462 ac. = 1.95 | Not Applicable |
| Maximum Beds (for CLF proposals) | Not Applicable | Not Applicable |
| Population Estimate | 1 max du x 2.39 = 2.39 | Not Applicable |
| Maximum Square Feet^{2, 4} (non-residential designations) | Not Applicable | 0.05 FAR x 19.462 ac. = 42,388 SF |
| Proposed or Conditioned Potential^{3, 4} | Not Applicable | 6 Soccer Fields plus maintenance / office / restroom facilities. |
| Max Trip Generator | ITE Code 210: Single Family Detached | ITE 488: Soccer Complex |

| | | |
|--------------------------------|--|-------------------|
| | 10 Trips/DU | 71.33 Trips/Field |
| Maximum Trip Generation | 10 | 428 |
| Net Daily Trips: | <u>418</u> (maximum minus current) <u> </u> (proposed minus current) | |
| Net PH Trips: | <u>5</u> AM, <u>99</u> PM (maximum) <u>5</u> AM, <u>99</u> PM (proposed) | |

1. Maximum units per acre see Future Land Use Element Table III.C.1;
2. Maximum FAR see FLUE Table III.C.2 for FAR. If the site's acreage is large enough to be a planned development, utilize the PDD maximum whether or not a PDD is proposed. If the site's acreage does not meet the minimum PDD thresholds, the non-PDD maximum may be utilized.
3. For applications with a voluntary condition for a maximum development potential and use which will become binding in the adopting ordinance;
4. FLUA Amendments with a concurrent zoning application must calculate maximum development potential at the typical use & trip generation (eg. General Retail for Commercial future land uses) and in addition, calculate the trip generation for the actual proposed zoning application.

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