



October 24, 2018

Anna Lai, P.E., PTOE
 Simmons & White
 2581 Metrocentre Boulevard West, Suite 3
 West Palm Beach, FL 33407

**RE: Ruby's Cove
 FLUA Amendment Policy 3.5-d Review
 Round 2019-B**

Dear Ms. Lai:

Palm Beach County Traffic Division has reviewed the Comprehensive Plan Amendment Traffic Statement for the proposed Future Land Use Amendment for the above referenced project, dated October 04, 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:

Location:	NW Corner of Jog Road and Pioneer Road	
PCN:	00-42-43-27-05-013-0123 (<i>others on file</i>)	
Acres:	24.11 acres	
	Current FLU	Proposed FLU
FLU:	Low Residential, 1 dwelling unit per acre (LR-1)	Medium Residential, 5 dwelling units per acre (MR-5)
Zoning:	Agricultural Residential (AR)	Residential Planned Unit Development (PUD)
Density/ Intensity:	1 du/acre	5 du/acre
Maximum Potential:	Single Family Detached = 24 DUs	Single Family Detached = 120 DUs
Proposed Potential:	N/A	N/A
Net Daily Trips:	960 (maximum – current)	
Net PH Trips:	90 (23/67) AM, 124 (78/46) PM (maximum)	
* <i>Maximum</i> indicates typical FAR and maximum trip generator. <i>Proposed</i> indicates the specific uses and intensities/densities in the zoning application.		

Department of Engineering and Public Works

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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 maximum potential density shown above.

Please contact me at 561-684-4030 or email to QBari@pbcgov.org with any questions.

Sincerely,

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

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

QB:DS/dd

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

File: General - TPS – Unincorporated - Traffic Study Review
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Certificate of Authorization Number 3452



LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

**RUBY'S COVE
24.11 ACRE LUPA
PALM BEACH COUNTY, FLORIDA**

Prepared for:

Rinker Companies
225 Peruvian Avenue
Palm Beach, Florida 33480

Job No. 18-139

Date: 10/04/2018



Anna Lai, P.E., PTOE
FL Reg. No. 78138

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1.0 SITE DATA

The subject parcel is located in the north side of Pioneer Road, west of Jog Road in Palm Beach County and contains approximately 24.11 acres. The Property Control Numbers (PCN) for the subject parcel are as follows:

00-42-43-27-05-013-0022	00-42-43-27-05-013-0112
00-42-43-27-05-013-0023	00-42-43-27-05-013-0121
00-42-43-27-05-013-0110	00-42-43-27-05-013-0123
00-42-43-27-05-013-0111	00-42-43-27-05-013-0125

The property is currently designated as Low Residential, 1 dwelling unit per acre (LR-1) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the 24.11 acre parcel's designation to Medium Residential, 5 dwelling units per acre (MR-5) on the Palm Beach County Comprehensive Plan. 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 24.11 acre parcel's land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing LR-1 future land use designation and the proposed LR-1 future land use designation:

LR-1

The most intensive land use for the existing LR-1 land use designation is single family homes. Based on a maximum density of 1 dwelling unit per acre and the site area consisting of 24.11 acres, the maximum allowable number of dwelling units for the designated acreage under the existing LR-1 land use designation is 24 dwelling units calculated as follows:

$$24.11 \text{ Acre} \times \frac{1 \text{ Dwelling Unit}}{\text{Acre}} = 24 \text{ Dwelling Units}$$

Single Family Homes (24 Dwelling Units)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing LR-1 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. Based on the maximum allowable dwelling units and the accepted traffic generation rates for single family homes, the maximum traffic generation for the property under the existing LR-1 land use designation may be summarized as follows:

2.0 TRAFFIC GENERATION (CONTINUED)

Daily Traffic Generation	=	240 tpd
AM Peak Hour Traffic Generation (In/Out)	=	18 pht
PM Peak Hour Traffic Generation (In/Out)	=	29 pht

MR-5

The most intensive land use for the proposed MR-5 land use designation is single family homes. Based on a maximum density of 5 dwelling units per acre and the site area consisting of 24.11 acres, the maximum allowable square footage for the designated acreage under the proposed MR-5 land use designation is 120 dwelling units calculated as follows:

$$24.11 \text{ Acre} \times \frac{5 \text{ Dwelling Unit}}{\text{Acre}} = 120 \text{ Dwelling Units}$$

Single Family Homes (120 Dwelling Units)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed MR-5 land use designation. Based on the maximum allowable square footage and the accepted traffic generation rates for medical office development, the maximum traffic generation for the property under the proposed MR-5 land use designation may be summarized as follows:

Daily Traffic Generation	=	1,200 tpd
AM Peak Hour Traffic Generation (In/Out)	=	90 pht (23 In/67 Out)
PM Peak Hour Traffic Generation (In/Out)	=	124 pht (78 In/46 Out)

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

Daily Traffic Generation	=	960 tpd INCREASE
AM Peak Hour Traffic Generation	=	72 pht INCREASE
PM Peak Hour Traffic Generation	=	95 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 960 trips per day, the radius of influence is the directly accessed link for the Year 2040 analysis. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 124 peak hour trips, the radius of development influence for purposes of Test 2 shall be two (2) miles.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

The attached PROJECT DISTRIBUTION figure shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed MR-5 land use designation.

5.0 YEAR 2040 ANALYSIS

Table 4 (Appendix A) 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 5 and 6 (Appendix B) 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 MR-5 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 MR-5 land use designation may be summarized as follows:

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

AM Peak Hour = 23 / 67
PM Peak Hour = 78 / 46

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 re-evaluated 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 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.

APPENDIX A

YEAR 2040 ANALYSIS

APPENDIX B

TEST 2 ANALYSIS

RUBY'S COVE

10/04/18

**TABLE 1
EXISTING LR-1 FUTURE LAND USE DESIGNATION - 24 SINGLE 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		%	Total			%	Trips	
Single Family Detached	210	24 Dwelling Units	10			240		0		240	0%	0	240
Grand Totals:						240	0.0%	0		240	0%	0	240

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Single Family Detached	210	24 Dwelling Units	0.75	0.25	0.75	5	13	18	0.0%	0	0	0	5	13	18	0%	0	5	13	18
Grand Totals:						5	13	18	0.0%	0	0	0	5	13	18	0%	0	5	13	18

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Single Family Detached	210	24 Dwelling Units	$\ln(T) = 0.90 \ln(X) + 0.51$	0.63	0.37	18	11	29	0.0%	0	0	0	18	11	29	0%	0	18	11	29
Grand Totals:						18	11	29	0.0%	0	0	0	18	11	29	0%	0	18	11	29

RUBY'S COVE

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**TABLE 2
PROPOSED MR-5 FUTURE LAND USE DESIGNATION - 120 SINGLE 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		Total	%	
Single Family Detached	210	120 Dwelling Units	10			1,200			0	1,200	0%	0	1,200
Grand Totals:						1,200	0.0%	0	1,200	0%	0	1,200	

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by			Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Single Family Detached	210	120 Dwelling Units	0.75	0.25	0.75	23	67	90	0.0%	0	0	0	23	67	90	0%	0	23	67	90	
Grand Totals:						23	67	90	0.0%	0	0	0	23	67	90	0%	0	23	67	90	

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by			Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Single Family Detached	210	120 Dwelling Units	$\ln(T) = 0.90 \ln(X) + 0.51$	0.63	0.37	78	46	124	0.0%	0	0	0	78	46	124	0%	0	78	46	124	
Grand Totals:						78	46	124	0.0%	0	0	0	78	46	124	0%	0	78	46	124	

RUBY'S COVE

10/04/18

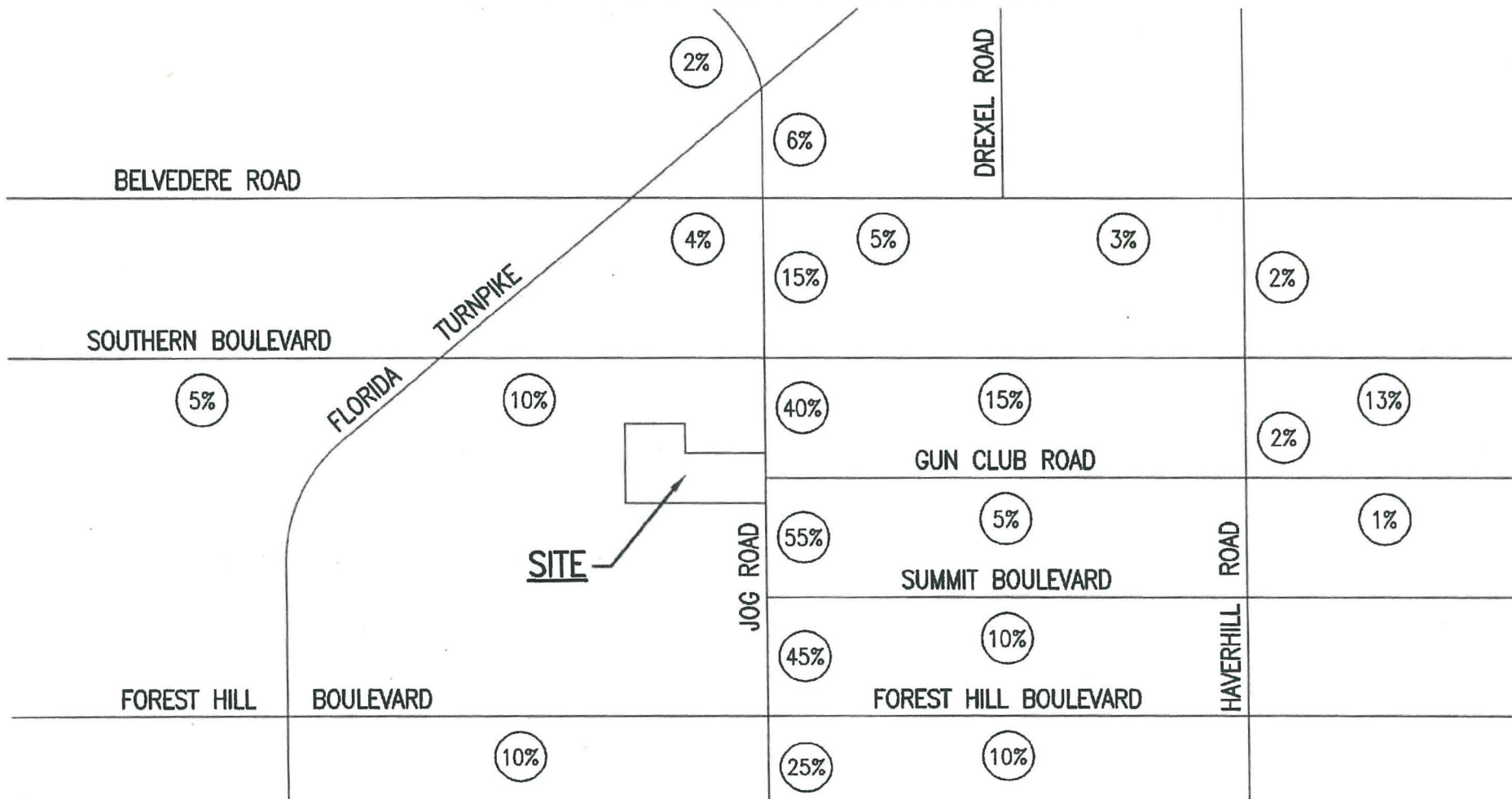
**TABLE 3
TRAFFIC GENERATION INCREASE**

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	240	18	5	13	29	18	11
PROPOSED DEVELOPMENT =	1,200	90	23	67	124	78	46
INCREASE =	960	72	18	54	95	60	35



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PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

RUBY'S COVE

18-139 AL 10-04-18

APPENDIX A

YEAR 2040 ANALYSIS

RUBY'S COVE

10/04/18

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

PROJECT: RUBY'S COVE
 EXISTING FUTURE LAND USE DESIGNATION: LR-1
 TRIPS PER DAY = 240
 PROPOSED FUTURE LAND USE DESIGNATION: MR-5
 TRIPS PER DAY = 1,200
 TRIP INCREASE = 960

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*
JOG ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	40%	384	6D	50,300	0.76%	49,600	49,984	0.99	NO
JOG ROAD	GUN CLUB ROAD	SUMMIT BOULEVARD	55%	528	6D	50,300	1.05%	49,600	50,128	1.00	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
5648	JOG RD	Lake Ida Rd	Flavor Pict Rd	PBC	6D	28,463	23,771	24,867	38,000	25,100
5650	JOG RD	Flavor Pict Rd	Pipers Glen Blvd	PBC	6D	31,057	23,642	24,221	35,900	27,200
5640	JOG RD	Pipers Glen Blvd	Woolbright Rd	PBC	6D	30,603	23,794	25,487	34,400	26,400
5644	JOG RD	Woolbright Rd	Boynnton Beach Blvd	PBC	6D	34,841	28,059	28,403	36,300	30,800
5200	JOG RD	Boynnton Beach Blvd	Gateway Blvd	PBC	6D	37,603	32,795	33,181	41,000	39,900
4660	JOG RD	Gateway Blvd	Le Chalet Blvd	PBC	6D	38,605	34,962	37,759	44,300	40,900
4640	JOG RD	Le Chalet Blvd	Hypoluxo Rd	PBC	6D	40,540	36,577	41,103	44,700	43,200
4670	JOG RD	Hypoluxo Rd	Winston Trails Bl	PBC	6D	38,636	33,040	35,642	45,400	40,800
4628	JOG RD	Winston Trails Bl	Lantana Rd	PBC	6D	39,902	35,196	36,500	46,500	42,600
4612	JOG RD	Lantana Rd	Melaleuca Ln	PBC	6D	42,362	36,287	37,599	46,700	44,400
4634	JOG RD	Melaleuca Ln	Lake Worth Rd	PBC	6D	50,395	41,001	43,082	55,000	45,800
4616	JOG RD	Lake Worth Rd	10th Ave N	PBC	6D	41,595	35,671	38,550	43,300	41,500
4204	JOG RD	10th Ave N	Forest Hill Blvd	PBC	6D	48,296	41,352	44,233	52,100	50,500
3650	JOG RD	Forest Hill Blvd	Summit Blvd	PBC	6D	49,007	40,108	39,544	60,000	50,600
3624	JOG RD	Summit Blvd	Southern Blvd	PBC	6D	38,464	36,794	36,684	63,000	49,600
3654	JOG RD	Southern Blvd	Belvedere Rd	PBC	6D	32,010	31,251	0	46,200	47,400
3220	JOG RD	Belvedere Rd	Tumpike Int	PBC	6D	26,334	24,994	25,922	43,600	37,300
3104	JOG RD	Tumpike Int	Okeechobee Blvd	PBC	6D	N/A	27,438	29,044	41,100	42,300
3458	JOG RD	Okeechobee Bl	Roebuck Rd	PBC	4D	25,482	24,731	26,728	27,000	29,800
	JOG RD	Roebuck Rd	45th St	PBC	4	N/A	N/A	0	24,000	9,500
2414	JOG RD	45th St	Beeline Hwy	PBC	2	N/A	5,060	6,707	8,100	9,200
2416	JOG RD	Beeline Hwy	Tumpike Int	PBC	4D	N/A	11,310	14,963	18,400	20,300
	JOG RD	Tumpike Int	PGA Blvd	PBC	4D	N/A	N/A	0	17,700	18,100
2107	JOG RD	PGA Blvd	Hood Rd	PBC	2	N/A	9,290	10,721	3,500	11,100
2106	JOG RD	Hood Rd	Donald Ross Rd	PBC	2	N/A	1,774	3,961	5,400	2,800
6420	JUDGE WINIKOFF RD	Sandpoint Ter	SR 7	PBC	4D	10,553	9,846	10,464	8,200	12,100
1404	JUPITER FARMS RD	Indiantown Rd	South of Indiantown Rd	PBC	2	10,932	10,079	10,366	12,200	12,700
6417	KIMBERLY BLVD	SR-7	Lyons Rd	PBC	4D	7,469	6,423	6,170	8,600	8,200
4652	KIRK RD	Melaleuca Ln	Lake Worth Rd	PBC	2	8,586	7,111	6,791	10,900	10,000
4630	KIRK RD	Lake Worth Rd	10th Ave N	PBC	2	10,197	8,099	9,240	13,600	13,900
4664	KIRK RD	10th Ave N	Purdy Ln	PBC	2	13,660	11,348	12,213	16,100	16,200
4208	KIRK RD	Purdy Ln	Forest Hill Blvd	PBC	5	18,583	16,526	16,029	21,700	24,800
3656	KIRK RD	Forest Hill Blvd	Summit Blvd	PBC	2	10,851	9,724	9,611	13,400	13,400
3662	KIRK RD	Summit Blvd	Gun Club Rd	PBC	2	8,260	9,663	10,675	11,300	13,000
3614	KIRK RD	Gun Club Rd	Southern Blvd	PBC	4D	6,871	8,443	10,020	25,600	13,500
2617	KYOTO GARDENS DR	Military Tr	Alt A1A/SR 811	PBC	4D	N/A	N/A	8,924	4,600	9,600
2843	KYOTO GARDENS DR	Alt A1A/SR 811	Lake Victoria Gardens Ave	PBC	4D	N/A	N/A	6,661	6,600	14,400
3904	LAKE AVE	Bunker Rd	Forest Hill Blvd	WPB	2	1,560	N/A	0	2,200	300
3898	LAKE AVE	Bunker Blvd	Bunker Rd	WPB	2	3,830	N/A	0	5,500	3,700
3574	LAKE AVE	Belvedere Rd	Southern Blvd	WPB	2	5,304	N/A	0	6,400	6,600
3858	LAKE AVE	Park Pl	Belvedere Rd	WPB	2	1,134	N/A	0	1,600	4,100
5649	LAKE IDA RD	Hagen Ranch Rd	Jog Rd	PBC	2	12,238	7,591	7,536	17,200	10,000
5653	LAKE IDA RD	Jog Rd	El Clair Ranch Rd	PBC	2	12,383	10,168	10,969	14,800	13,400
5651	LAKE IDA RD	El Clair Ranch Rd	Military Tr	PBC	2	13,228	11,590	11,682	17,100	15,600
5623	LAKE IDA RD	Military Tr	Barwick Rd	PBC	4D	20,410	18,255	19,827	25,700	23,500
5605	LAKE IDA RD	Barwick Rd	Congress Ave	PBC	4D	29,688	27,179	28,271	37,200	31,700
5307	LAKE IDA RD	Congress Ave	Swinton Ave	PBC	4D	19,839	21,306	21,542	28,100	27,500
3445	LAKE WORTH RD	South Shore Blvd	120th Av	PBC	2	15,873	12,544	12,221	17,200	15,700

APPENDIX B

TEST 2 ANALYSIS

TABLE 5
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS OF INFLUENCE

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 23

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 67

STATION	ROADWAY	FROM	TO	AM PEAK HOUR				LOS E	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
3211	BELVEDERE ROAD	SKEES ROAD	JOG ROAD	4%	3	6D	II	2,830	0.09%	NO
3679	BELVEDERE ROAD	JOG ROAD	DREXEL ROAD	5%	3	4D	II	1,870	0.18%	NO
3609	BELVEDERE ROAD	DREXEL ROAD	HAVERHILL ROAD	3%	2	4D	II	1,870	0.11%	NO
3105	SOUTHERN BOULEVARD	LYONS ROAD	FLORIDA TURNPIKE	5%	3	8D	II	3,780	0.09%	NO
3223	SOUTHERN BOULEVARD	FLORIDA TURNPIKE	JOG ROAD	10%	7	8D	II	3,780	0.18%	NO
3643	SOUTHERN BOULEVARD	JOG ROAD	HAVERHILL ROAD	15%	10	8D	II	3,780	0.27%	NO
3635	SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	13%	9	6D	II	2,830	0.31%	NO
3649	GUN CLUB ROAD	JOG ROAD	HAVERHILL ROAD	5%	3	2	II	860	0.39%	NO
3651	GUN CLUB ROAD	HAVERHILL ROAD	MILITARY TRAIL	1%	1	5	II	1,870	0.04%	NO
3657	SUMMIT BOULEVARD	JOG ROAD	HAVERHILL ROAD	10%	7	4D	II	1,870	0.36%	NO
3666	FOREST HILL BOULEVARD	PINEHURST DRIVE	JOG ROAD	10%	7	6D	II	2,830	0.24%	NO
3636	FOREST HILL BOULEVARD	JOG ROAD	SHERWOOD FOREST BOULEVARD	10%	7	6D	II	2,830	0.24%	NO
3104	JOG ROAD	OKEECHOBEE BOULEVARD	FLORIDA TURNPIKE	2%	1	6D	II	2,830	0.05%	NO
3220	JOG ROAD	FLORIDA TURNPIKE	BELVEDERE ROAD	6%	4	6D	II	2,830	0.14%	NO
3654	JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	15%	10	6D	II	2,830	0.36%	NO
3624	JOG ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	40%	27	6D	II	2,830	0.95%	NO
3624	JOG ROAD	GUN CLUB ROAD	SUMMIT BOULEVARD	55%	37	6D	II	2,830	1.30%	NO
3650	JOG ROAD	SUMMIT BOULEVARD	FOREST HILL BOULEVARD	45%	30	6D	II	2,830	1.07%	NO
4204	JOG ROAD	FOREST HILL BOULEVARD	10TH AVENUE NORTH	25%	17	6D	II	2,830	0.59%	NO
3638	DREXEL ROAD	OKEECHOBEE BOULEVARD	BELVEDERE ROAD	2%	1	2	II	860	0.16%	NO
3608	HAVERHILL ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	2%	1	5	II	1870	0.07%	NO
3634	HAVERHILL ROAD	SOUTHERN BOULEVARD	SUMMIT BOULEVARD	2%	1	5	II	1870	0.07%	NO

TABLE 6
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS OF INFLUENCE

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 78

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 46

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
3211	BELVEDERE ROAD	SKEES ROAD	JOG ROAD	4%	3	6D	II	2,830	0.11%	NO
3679	BELVEDERE ROAD	JOG ROAD	DREXEL ROAD	5%	4	4D	II	1,870	0.21%	NO
3609	BELVEDERE ROAD	DREXEL ROAD	HAVERHILL ROAD	3%	2	4D	II	1,870	0.13%	NO
3105	SOUTHERN BOULEVARD	LYONS ROAD	FLORIDA TURNPIKE	5%	4	8D	II	3,780	0.10%	NO
3223	SOUTHERN BOULEVARD	FLORIDA TURNPIKE	JOG ROAD	10%	8	8D	II	3,780	0.21%	NO
3643	SOUTHERN BOULEVARD	JOG ROAD	HAVERHILL ROAD	15%	12	8D	II	3,780	0.31%	NO
3635	SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	13%	10	6D	II	2,830	0.36%	NO
3649	GUN CLUB ROAD	JOG ROAD	HAVERHILL ROAD	5%	4	2	II	860	0.45%	NO
3651	GUN CLUB ROAD	HAVERHILL ROAD	MILITARY TRAIL	1%	1	5	II	1,870	0.04%	NO
3657	SUMMIT BOULEVARD	JOG ROAD	HAVERHILL ROAD	10%	8	4D	II	1,870	0.42%	NO
3666	FOREST HILL BOULEVARD	PINEHURST DRIVE	JOG ROAD	10%	8	6D	II	2,830	0.28%	NO
3636	FOREST HILL BOULEVARD	JOG ROAD	SHERWOOD FOREST BOULEVARD	10%	8	6D	II	2,830	0.28%	NO
3104	JOG ROAD	OKEECHOBEE BOULEVARD	FLORIDA TURNPIKE	2%	2	6D	II	2,830	0.06%	NO
3220	JOG ROAD	FLORIDA TURNPIKE	BELVEDERE ROAD	6%	5	6D	II	2,830	0.17%	NO
3654	JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	15%	12	6D	II	2,830	0.41%	NO
3624	JOG ROAD	SOUTHERN BOULEVARD	GUN CLUB ROAD	40%	31	6D	II	2,830	1.10%	NO
3624	JOG ROAD	GUN CLUB ROAD	SUMMIT BOULEVARD	55%	43	6D	II	2,830	1.52%	NO
3650	JOG ROAD	SUMMIT BOULEVARD	FOREST HILL BOULEVARD	45%	35	6D	II	2,830	1.24%	NO
4204	JOG ROAD	FOREST HILL BOULEVARD	10TH AVENUE NORTH	25%	20	6D	II	2,830	0.69%	NO
3638	DREXEL ROAD	OKEECHOBEE BOULEVARD	BELVEDERE ROAD	2%	2	2	II	860	0.18%	NO
3608	HAVERHILL ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	2%	2	5	II	1870	0.08%	NO
3634	HAVERHILL ROAD	SOUTHERN BOULEVARD	SUMMIT BOULEVARD	2%	2	5	II	1870	0.08%	NO

2019 FUTURE LAND USE ATLAS AMENDMENT APPLICATION

Part 1. Amendment Data

A. Amendment Data

Round	Round 19-B	Intake Date	November 2, 2018
Application Name	Ruby's Cove	Concurrent?	No
Acres	24.11 Acres	Text Amend?	No
PCNs	00-42-43-27-05-013-0123 00-42-43-27-05-013-0121 00-42-43-27-05-013-0111 00-42-43-27-05-013-0023	00-42-43-27-05-013-0125 00-42-43-27-05-013-0110 00-42-43-27-05-013-0112 00-42-43-27-05-013-0022	
Location	Northwest corner of Jog Road and Pioneer Road		
	Current	Proposed	
Tier	Urban/Suburban	Urban/Suburban	
Use	Single Family Residential	Single Family Residential	
Zoning	Agricultural Residential (AR)	Residential Planned Unit Development (PUD)	
Future Land Use Designation	Low Residential, 1 dwelling unit per acre (LR-1)	Medium Residential, 5 dwelling units per acre (MR-5)	
Underlying Future Land Use Designation	None	None	
Conditions	None	None	

B. Development Potential

	Current FLU	Proposed FLU
Density/ Intensity:	1 dwelling unit per acre	5 dwelling units per acre
Maximum Dwelling Units¹ (residential designations)	1 du/acre x 24.11 ac. = 24 du's	5 du/acre x 24.11 ac. = 120 du's
Maximum Beds (for CLF proposals)	_____ max du x 2.39 = _____	_____ max du x 2.39 = _____
Population Estimate	24 max du x 2.39 = 57	120 max du x 2.39 = 286
Maximum Square Feet^{2,4} (non-residential designations)	_____ FAR x _____ ac. = _____	_____ FAR x _____ ac. = _____
Proposed or Conditioned Potential^{3,4}		

Max Trip Generator	Single Family Residential ITE #210 10 trips per day / unit	Single Family Residential ITE #210 10 trips per day / unit
Maximum Trip Generation	240 trips per day	1200 trips per day
Net Daily Trips:	1200 tpd – 240 tpd = 960 trips per day	
Net PH Trips:	AM Peak Hour: 90 pht – 18 pht = 72 peak hour trips PM Peak Hour: 124 pht – 29 pht = 95 peak hour trips	

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.