



October 23, 2017

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Verdenia C. Baker

**RE: Round 2018-B  
York Assisted Living Facility  
Policy 3.5-d Review**

Dear Mr. Kerr:

Palm Beach County Traffic Division has reviewed the Comprehensive Plan Amendment Traffic Analysis for the proposed Future Land Use Amendment for the above referenced project, revised August 30, 2017, 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>	South of Lake Ida Road, west of Sims Road
<b>PCN:</b>	00-42-46-14-00-000-3072
<b>Size:</b>	5.60 acres
<b>Existing FLU:</b>	High Residential, 8 dwelling units per acre (HR-8)
<b>Existing Zoning:</b>	Agricultural Residential (AR)
<b>Existing Use:</b>	Single Family Residential
<b>Existing Max Potential:</b>	Apartments = 44 Dwelling Units
<b>Proposed FLU:</b>	High Residential, 12 dwelling units per acre (HR-12)
<b>Prop. Zoning:</b>	Mixed Used Planned Development (MUPD)
<b>Prop. Use:</b>	Congregate Living Facility Type III (CLF)
<b>Prop. Max Potential:</b>	Assisted Living Facility (ALF) = 160 beds
<b>Net Daily Trips (Prop):</b>	133
<b>Net PH Trips (Prop):</b>	22 (14/8) AM, 35 (15/20) PM

Based on the review, the Traffic Division has determined that 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](mailto:qbari@pbcgov.org) with any questions.

Sincerely,

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

QB:DS/bc  
ec: Dominique Simeus, E.I. – Project Coordinator II, Traffic Division  
Lisa Amara – Senior Planner, Planning Division  
Khurshid Mohyuddin – Principal Planner, Planning Division  
Jorge Perez – Senior Planner, Planning Division  
Steve Bohovsky – Technical Assistant III, Traffic Division

File: General - TPS – Unincorporated - Traffic Study Review  
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"An Equal Opportunity  
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# COMPREHENSIVE PLAN AMENDMENT TRAFFIC ANALYSIS

YORK ASSISTED LIVING FACILITY  
DELRAY BEACH, FL

PREPARED FOR:  
BRIAN CHEGUIS  
IPLAN & DESIGN

**Kimley»»Horn**

Kimley-Horn #140409000  
July 7, 2017  
Revised August 4, 2017  
Revised August 30, 2017  
CA 00000696  
Kimley-Horn and Associates, Inc.  
1920 Wekiva Way  
West Palm Beach, Florida 33411  
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# COMPREHENSIVE PLAN AMENDMENT TRAFFIC ANALYSIS

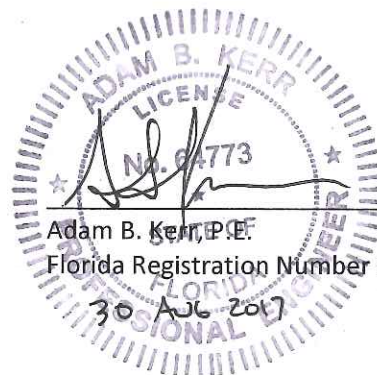
## YORK ASSISTED LIVING FACILITY

## DELRAY BEACH, FL

Prepared by:  
Kimley-Horn and Associates, Inc.  
West Palm Beach, Florida

**Kimley»Horn**

Kimley-Horn #140409000  
July 7, 2017  
Revised August 4, 2017  
Revised August 30, 2017  
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## Introduction

Kimley-Horn and Associates, Inc. has been retained to prepare a comprehensive plan land use amendment traffic analysis for a site located at 14051 Sims Road in Delray Beach, Florida. *Figure 1* illustrates the location of the project site. The site has an existing Palm Beach County future land use (FLU) designation of HR-8. The existing site is currently vacant.

The traffic impacts from the proposed future land use amendment were analyzed based on the procedures outlined in Policy 3.5(d) of the Palm Beach County Comprehensive Plan. The proposed underlying future designation is HR-12. The proposed land use is Assisted Living Facility (ALF). Based on the proposed maximum densities of 12 units per acre allowed on the site, a total of 67 multi-family units could be built on this 5.60-acre site. According to Table 4.B.1.A in the Palm Beach County Comprehensive Plan, one dwelling unit is equivalent to 2.39 beds; therefore, 67 multi-family units is equivalent to a 160-bed assisted living facility. The applicant has agreed to a voluntary restriction of a 160-bed assisted living facility. *Table 1* shows a summary of the existing and proposed land use intensities.

Table 1: Development Intensities Summary

<b>MAXIMUM DEVELOPMENT INTENSITIES YORK ASSISTED LIVING FACILITY</b>			
Scenario	Development Intensity	Acreage	Total Development
Existing Future Land Use <i>HR-8 (Palm Beach County)</i>	8 units/acre	5.60	44 Units
Proposed Future Land Use (Assumed Maximum) <i>HR-12 (Palm Beach County) Assisted Living Facility</i>	12 units/acre	5.60 2.39 beds/unit	67 Units 160 Beds

This analysis was conducted following short-term and long-term analysis procedures used to evaluate comprehensive plan amendments in Palm Beach County. The report summarizes the findings of the comprehensive plan land use amendment traffic analysis.



LAKE IDA ROAD

EL CLAIR RANCH ROAD

SIMS ROAD

MILITARY TRAIL

LEGEND



SITE LOCATION

FIGURE 1: PROJECT SITE LOCATION  
YORK ASSISTED LIVING FACILITY



## Traffic Generation

The project traffic volumes evaluated in this analysis are defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

### Trip Generation

The trip generation calculations are based on the trip generation rates published by Palm Beach County. Trip generation calculations have been performed for two scenarios:

- *Table 2* compares the trip generation potential of the maximum development intensity allowed under the current FLU designation with the trip generation potential of the voluntary restriction intensity allowed under the proposed FLU designation. This information was used to conduct the long-range (2040) analysis. Because the site is currently vacant, the trip generation potential of the voluntary restriction intensity allowed under the proposed FLU designation was used to conduct the short-range (2020) analysis.

As indicated in *Table 2*, the existing FLU has the potential to generate 293 net new external daily trips, 25 net new external AM peak hour trips (5 in, 20 out), and 27 net new external PM peak hour trips (18 in, 9 out). The proposed FLU for this parcel under the voluntary restriction has the potential to generate 426 net new external daily trips, 22 net new external AM peak hour trips (14 in, 8 out), and 35 net new external PM peak hour trips (15 in, 20 out). The net change in trip generation potential is an increase of 133 net new external daily trips, a decrease of 3 net new external AM peak hour trips (9 in, -12 out), and an increase of 8 net new external PM peak hour trips (-3 in, 11 out).

Because the proposed amendment for the subject site results in an overall net increase in the trip generation potential of the site on a daily and PM peak hour basis, roadway link analyses were conducted for short-term (2022) and long-term (2040) planning horizons using the appropriate trip generation comparisons summarized above. Based on the trip generation potential, the radius of development influence was determined to be one-half mile for the short term (2022) analysis and the directly accessed link on the first accessed major thoroughfare for the long term (2040) analysis following the guidelines of Section 3.5(d) of the Palm Beach County Comprehensive Plan.



Table 2: Trip Generation (Existing FLU vs Proposed FLU – Voluntary Restriction)

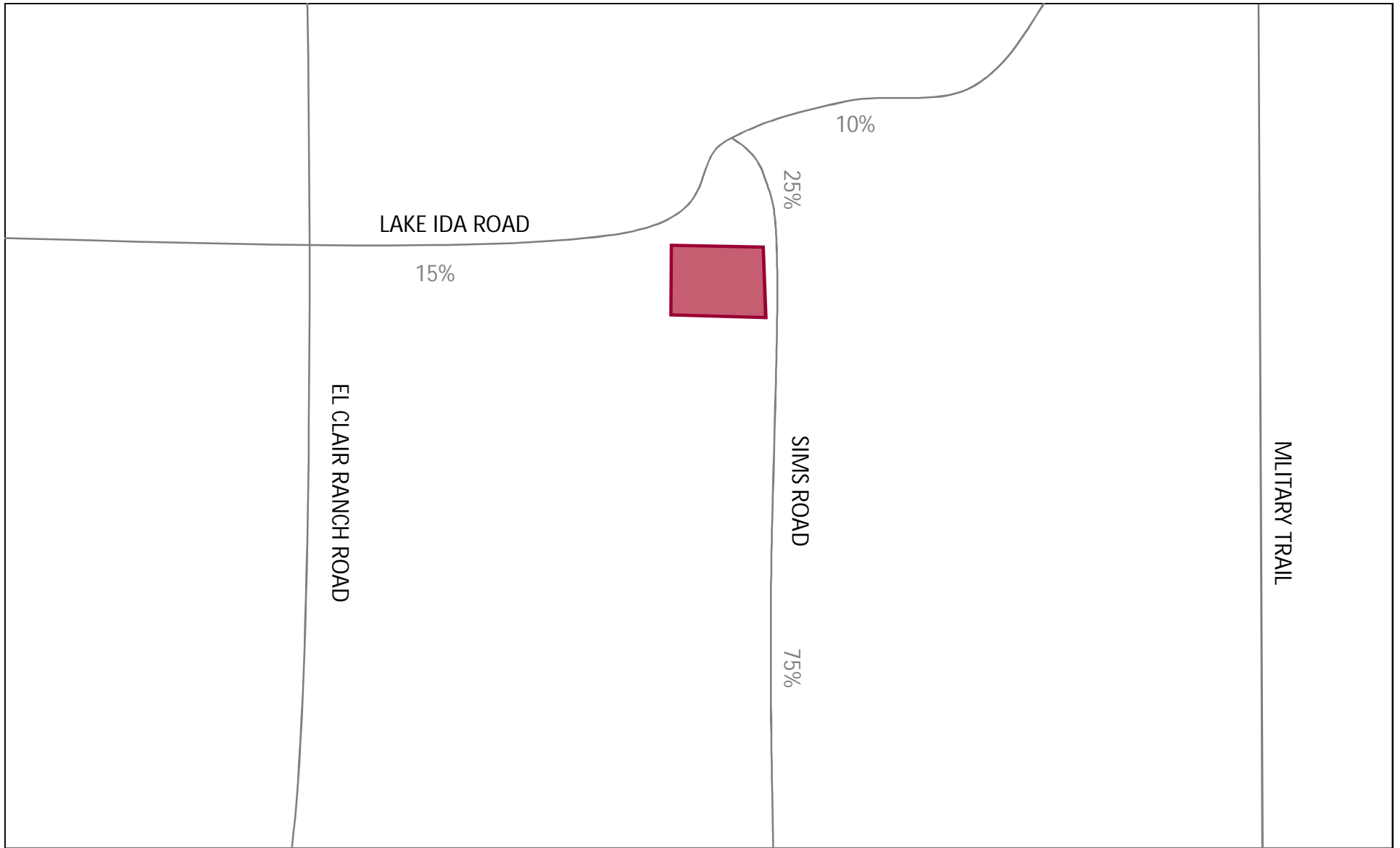
EXISTING FLU VERSUS PROPOSED FLU: VOLUNTARY RESTRICTION								
YORK ASSISTED LIVING FACILITY								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Existing Future Land Use</u>								
Apartments	44 DU	293	25	5	20	27	18	9
<i>Net New External Trips</i>		293	25	5	20	27	18	9
<u>Proposed Future Land Use (Voluntary Restriction)</u>								
Assisted Living Facility	160 Beds	426	22	14	8	35	15	20
<i>Net New External Trips</i>		426	22	14	8	35	15	20
<i>Net Total Difference</i>		133	-3	9	-12	8	-3	11
Trip generation was calculated using the following data: <u>Daily Trip Generation</u> Apartments [PBC] = T = 6.65 trips / DU Assisted Living Facility [PBC] = T = 2.66 trips / bed <u>AM Peak Hour Trip Generation</u> Apartments [PBC] = T = 0.49(X) + 3.73 (20% in, 80% out) Assisted Living Facility [PBC] = T = 0.14 trip / bed (65% in, 35% out) <u>PM Peak Hour Trip Generation</u> Apartments [PBC] = T = 0.62 trip / DU ( 65% in, 35% out) Assisted Living Facility [PBC] = T = 0.22 trip / bed (44% in, 56% out)								

**Traffic Distribution**

Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics.

**Traffic Assignment**

The daily and peak hour trips for the project were assigned to the surrounding roadway network proposed to be in place for each respective analysis year. *Figure 2* illustrates the project traffic assignment to the surrounding roadway network.



**LEGEND**



SITE LOCATION

XX%

PROJECT TRAFFIC DISTRIBUTION

**FIGURE 2: PROJECT TRAFFIC DISTRIBUTION  
YORK ASSISTED LIVING FACILITY**



## Level of Service Analysis

Consistent with comprehensive plan amendment evaluation requirements, roadway segment analyses were conducted to address the traffic conditions for the existing conditions, short-term planning horizon, and long-term planning horizon.

### Existing Roadway Link Volumes and Level of Service

The adopted level of service standard maintained for roadways in Palm Beach County's jurisdiction is level of service (LOS) D. The adopted level of service standard, corresponding service volumes, existing (2017) peak hour volume and existing (2017) level of service for the surrounding roadway network are summarized in *Table 3*. The 2017 traffic volume data from the Palm Beach County TPS database is available in Appendix A.

### Existing (2017) Level of Service

As summarized in *Table 3*, the roadway links within the maximum radius of development influence of one-half mile were determined to meet level of service (LOS) D; therefore, these links are not significantly impacted by project traffic.

### Short-Term (2022) Horizon

This analysis is based on the Test 2 standards of the Palm Beach County Traffic Performance Standards Ordinance (TPSO) and was conducted using the directional peak-season peak hour traffic volumes published by Palm Beach County. As stated previously, this analysis utilizes the peak hour trip generation potential of the voluntary restriction with no reduction for baseline conditions because the site is currently vacant.

### Long-Term (2040) Horizon

This analysis was conducted using the net increase in the daily trip generation potential of the existing FLU and proposed voluntary restriction.

Table 3: Existing Link Volumes and Level of Service (AM Peak Hour)

YORK ASSISTED LIVING FACILITY EXISTING (2017) LINK VOLUMES AND LEVEL OF SERVICE										
Roadway From To		Existing			Direction	Year 2017 Traffic Volume	Existing 2017 v/c	Existing 2017 LOS		
		Lanes	Facility Type	LOS D Service Volume						
AM PEAK HOUR										
Sims Road*		Atlantic Avenue Lake Ida Road		2L	Class II	810	NB	181	0.22	C
				2L	Class II	810	SB	73	0.09	C
Lake Ida Road		El Clair Ranch Road Sims Road		3L	Class II	810	EB	401	0.50	C
				3L	Class II	810	WB	443	0.55	C
		Sims Road Military Trail		3L	Class II	810	EB	401	0.50	C
				3L	Class II	810	WB	443	0.55	C
PM PEAK HOUR										
Sims Road*		Atlantic Avenue Lake Ida Road		2L	Class II	810	NB	215	0.27	C
				2L	Class II	810	SB	91	0.11	C
Lake Ida Road		El Clair Ranch Road Sims Road		3L	Class II	810	EB	530	0.65	C
				3L	Class II	810	WB	639	0.79	D
		Sims Road Military Trail		3L	Class II	810	EB	530	0.65	C
				3L	Class II	810	WB	639	0.79	D

\*Existing 2017 Link Volumes for Sims Road and were not available through the Palm Beach County Traffic Division. 2014 Turning Movement Counts at Sims Road & Atlantic Avenue were grown to 2017 to determine 2017 traffic

### Short-Term (2022) Horizon

As previously noted, the existing site is currently vacant. Therefore, the net increase in peak hour trip generation potential is 22 net new external AM peak hour trips (14 in, 8 out) and 35 net new external PM peak hour trips (15 in, 20 out). For the purposes of this analysis, the radius of development influence is one-half mile. Significance was determined in accordance with the Test 2 LOS E peak hour peak-directional service volumes indicated in the Palm Beach County TPSO. As indicated in *Table 4*, none of the roadway segments within the radius of development influence are significantly impacted; therefore, the links are expected to operate acceptably during the short-term (2022) horizon.

Table 4: Short Term (2022) Significance Analysis

YORK ASSISTED LIVING FACILITY																	
TEST 2 - AM & PM PEAK HOUR SIGNIFICANCE ANALYSIS (2022)																	
ROADWAY SEGMENT	COMMITTED NUMBER OF LANES	LOSS GEN. SVC. VOLUME	COMMERCIAL % ASSIGNMENT	NB/EB IN/OUT?	PROJECT TRIPS						PROJECT TRIPS						
					AM PEAK HOUR			PM PEAK HOUR			AM PEAK HOUR			PM PEAK HOUR			
					PROJECT TRIPS NB/EB	PROJECT TRIPS SB/WB	% IMPACT	PROJECT TRIPS NB/EB	PROJECT TRIPS SB/WB	% IMPACT	PROJECT TRIPS NB/EB	PROJECT TRIPS SB/WB	% IMPACT	PROJECT TRIPS NB/EB	PROJECT TRIPS SB/WB	% IMPACT	
Sims Road	2L	810	75%	i	11	6	No	1.36%	No	0.74%	No	11	15	No	1.36%	No	1.85%
Atlantic Avenue	2L	810	25%	o	2	4	No	0.25%	No	0.49%	No	5	4	No	0.62%	No	0.49%
Project Driveway Lake Ida Road																	
Lake Ida Road	3L	810	15%	i	2	1	No	0.25%	No	0.12%	No	2	3	No	0.25%	No	0.37%
El Clair Ranch Road	3L	810	10%	o	1	1	No	0.12%	No	0.12%	No	2	2	No	0.25%	No	0.25%
Sims Road Military Trail																	

K:\WPB\_TPTD\Kraemer\York Assisted Living\2017-07-06 Sims CPA.xlsx Test 2 Significance (short)

### Long-Term (2040) Horizon

The net increase in daily trip generation potential between the existing and proposed FLU designations is 133 net new external daily trips. The radius of development influence and the significantly impacted roadway links were determined based on Policy 3.5-d of the Palm Beach County Comprehensive Plan. For this analysis scenario, the radius of development influence is the directly accessed link on the first accessed major thoroughfare because the increase in trips is between 51 and 1,000 daily trips.

As indicated in *Table 5*, the roadway links on Sims Road are not anticipated to be significantly impacted; therefore, these links are expected to operate acceptably during the long-term (2040) horizon.



Table 5: Long Range (2040) Analysis

YORK ASSISTED LIVING FACILITY LONG RANGE ANALYSIS (2040)									
ROADWAY SEGMENT	2040 FEASIBLE NUMBER OF LANES	LOS D GEN. SVC. VOLUME	DAILY TRIPS		PROJECT TRIPS				
			COMMERCIAL % ASSIGNMENT	PROJECT TRAFFIC	% IMPACT	Significance Threshold	Sig?		
Sims Road									
Atlantic Avenue	2L	15,200	75%	100	0.66%	1.00%	No		
Project Driveway	2L	15,200	25%	33	0.22%	1.00%	No		

K:\WPB\_TPTO\1404\140409000 - Sims Rd ALF\2017-08-10 Sims CPA.xlsx\Long Term (2)  
8/30/2017

## Conclusion

The foregoing comprehensive plan traffic analysis has been conducted to evaluate the proposed future land use maximum intensity change from the existing designation of HR-8 which would allow a density of 8 units per acre to a proposed future designation of HR-12, which would allow a density of 12 units per acre. The project is located at 14051 Sims Road in Delray Beach, Florida. The applicant has proposed a voluntary restriction in the intensity of development of a 160-bed assisted living facility. Based on the analyses conducted for each of the planning horizons (short-term and long-term), all roadway links within the radius of development influence are expected to operate acceptably during the short-term (2022) and long-term (2040) planning horizons.

TPS Sheets/Traffic Volume Data

E-W Street: W Atlantic Ave  
 N-S STREET: Sims Rd  
 TIME PERIOD: AM  
 GROWTH RATE: -17.67%  
 SIGNAL ID: 53063

Input Data  
 COUNT DATE: 5/7/2014  
 CURRENT YEAR: 2014  
 ANALYSIS YEAR: 2017  
 PSF: 1.03

Report Created  
 7/6/2017

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	146	1731	12	61	1021	9	17	1	36	8	1	3		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	150	1783	12	63	1052	9	18	1	37	8	1	3		
Committed Developments														
Vitas Hospice	0	0	0	0	1	0	0	0	0	0	0	0	NR	0%
Midtown Village	0	1	0	0	1	0	0	0	0	0	0	0	NR	50%
Atlantic Commons	0	30	0	0	9	0	0	0	0	0	0	0	Res	0%
Stonybrook on The Lake	0	0	0	0	0	8	0	0	0	30	0	1	Res	0%
Terranova MUPD	0	6	0	0	15	0	0	0	0	0	0	0	NR	0%
Spaulding	0	1	0	0	3	0	0	0	0	0	0	0	NR	85%
Aspen Square PUD	3	0	0	0	0	4	0	0	0	16	0	13	Res	50%
St Nicholas Melkite Mission	0	0	0	0	0	1	0	0	0	1	0	0	NR	30%
Total Committed Developments	3	38	0	0	29	13	0	0	0	47	0	14		
Total Committed Residential	3	30	0	0	9	12	0	0	0	46	0	14		
Total Committed Non-Residential	0	8	0	0	20	1	0	0	0	1	0	0		
Double Count Reduction	0	2	0	0	2	0	0	0	0	0	0	0		
Total Discounted Committed	3	36	0	0	27	13	0	0	0	47	0	14		
Historical Growth	-66	-788	-5	-28	-465	-4	-8	0	-16	-4	0	-1		
Comm Dev+1% Growth	8	90	0	2	59	13	1	0	1	47	0	14		
Growth Volume Used	8	90	0	2	59	13	1	0	1	47	0	14		
Total Volume	158	1873	12	65	1111	22	19	1	38	55	1	17		

E-W Street: W Atlantic Ave  
 N-S STREET: Sims Rd  
 TIME PERIOD: PM  
 GROWTH RATE: -17.67%  
 SIGNAL ID: 53063

Input Data  
 COUNT DATE: 5/7/2014  
 CURRENT YEAR: 2014  
 ANALYSIS YEAR: 2017  
 PSF: 1.03

Report Created  
 7/6/2017

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	120	1316	9	38	1451	20	65	4	51	27	1	24		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	124	1355	9	39	1495	21	67	4	53	28	1	25		
Committed Developments														
Vitas Hospice	0	1	0	0	1	0	0	0	0	0	0	0	NR	0%
Midtown Village	0	2	0	0	2	0	0	0	0	0	0	0	NR	50%
Atlantic Commons	0	17	0	0	30	0	0	0	0	0	0	0	Res	0%
Stonybrook on The Lake	1	0	0	0	0	31	0	0	0	17	0	1	Res	0%
Terranova MUPD	0	40	0	0	30	0	0	0	0	0	0	0	NR	0%
Spaulding	0	6	0	0	4	0	0	0	0	0	0	0	NR	85%
Aspen Square PUD	12	0	0	0	0	16	0	0	0	9	0	7	Res	50%
St Nicholas Melkite Mission	0	0	0	0	0	1	0	0	0	1	0	0	NR	30%
Total Committed Developments	13	66	0	0	67	48	0	0	0	27	0	8		
Total Committed Residential	13	17	0	0	30	47	0	0	0	26	0	8		
Total Committed Non-Residential	0	49	0	0	37	1	0	0	0	1	0	0		
Double Count Reduction	0	4	0	0	7	0	0	0	0	0	0	0		
Total Discounted Committed	13	62	0	0	60	48	0	0	0	27	0	8		
Historical Growth	-55	-599	-4	-17	-661	-9	-30	-2	-23	-12	0	-11		
Comm Dev+1% Growth	17	103	0	1	105	49	2	0	2	28	0	9		
Growth Volume Used	17	103	0	1	105	49	2	0	2	28	0	9		
Total Volume	141	1458	9	40	1600	70	69	4	55	56	1	34		

STN#	ROAD	FROM	TO	LANES	PK HR LOS	DAILY TRAFFIC VOLUMES					2017 DAILY		16-17		2017 AM PEAK HOUR		2017 PM PEAK HOUR			
						2012	2013	2014	2015	2016	DATE	VOL	GR	GR	2-WAY NB/EB SB/WB	2-WAY NB/EB SB/WB	2-WAY NB/EB SB/WB	2-WAY NB/EB SB/WB		
6420	JUDGE WINKOFF RD	Sandpoint Ter	SR 7	4D	1960	9401	10057	10501	10464	9375	1/17/2017	9590	2.29%	-2.98%	1000	680	332	851	331	522
1404	JUPITER FARMS RD	Indiantown Rd	South of Indiantown	2	1140	9960	10369	10157	10366	11136	1/17/2017	11257	1.09%	3.49%	1004	730	291	1044	377	679
6417	KIMBERLY BLVD	SR-7	Lyons Rd	4D	1960	6054	6057	6067	6170	6267	1/30/2017	6213	-0.86%	0.80%	227	206	213	601	273	328
4652	KIRK RD	Lake Worth Rd	Melaleuca Ln	2	880	7008	6886	7187	6791	7859	1/18/2017	7859	0.00%	3.02%	557	296	265	755	359	402
4630	KIRK RD	10th Ave N	Lake Worth Rd	2	880	7762	8858	9115	9240	9699	1/18/2017	9470	-2.56%	1.28%	714	277	437	879	455	426
3656	KIRK RD	Summit Blvd	Forest Hill Blvd	2	880	9452	9348	10082	9611	11093	3/1/2017	10698	-3.56%	2.00%	722	386	336	1103	509	605
3662	KIRK RD	Gun Club Rd	Summit Blvd	2	880	9825	9277	10512	10675	10759	3/1/2017	11029	2.51%	1.61%	921	505	422	1081	551	538
3614	KIRK RD	Southern Blvd	Gun Club Rd	4D	1770	10231	9866	10460	10020	10468	2/15/2017	11067	5.72%	1.90%	992	524	468	1045	570	527
4664	KIRK RD	Purdy Ln	10th Ave N	2	880	11914	12297	12617	12213	12939	2/21/2017	13172	1.80%	1.45%	1060	430	641	1244	628	629
4208	KIRK RD	Forest Hill Blvd	Purdy Ln	5	1960	15300	15964	15933	16029	17223	3/1/2017	17900	3.93%	3.96%	1348	860	488	1614	799	825
5649	LAKE IDA RD	Hagen Ranch Rd	Jog Rd	2	880	8099	7974	7703	7536	8245	2/8/2017	8622	4.57%	3.83%	645	331	314	792	304	503
5651	LAKE IDA RD	El Clair Ranch Rd	Military Tr	2	880	10496	11164	11230	11682	12468	1/30/2017	11777	-5.54%	1.60%	837	401	443	1155	550	639
5653	LAKE IDA RD	Jog Rd	El Clair Ranch Rd	2	880	10261	10354	9485	10969	11308	2/8/2017	12273	8.53%	8.97%	935	486	449	1127	477	664
5623	LAKE IDA RD	Military Tr	Barwick Rd	4D	1960	16989	16060	17918	19827	20376	1/30/2017	20485	0.53%	4.56%	1694	855	839	1881	898	983
5307	LAKE IDA RD	Congress Ave	Swinton Ave	4D	1960	18714	18919	19988	21542	20747	1/30/2017	21363	2.97%	2.24%	1833	1082	757	2076	943	1133
5605	LAKE IDA RD	Barwick Rd	Congress Ave	4D	1960	25346	34146	27562	28271	28499	1/30/2017	28459	-0.14%	1.07%	2277	1408	901	2595	1089	1506
4407	LAKE WORTH RD	Isles Bl	SR-7	4D	1960	25757	26599	26600	26672	27739	1/25/2017	28369	2.27%	2.17%	2379	1395	984	2531	1149	1382
4647	LAKE WORTH RD	Kirk Rd	Congress Ave	6D	2940	36598	39516	38338	38415		1/18/2017	40892	2.17%		2892	1721	1175	3169	1421	1796
4673	LAKE WORTH RD	Sherwood Forest Blvd	Haverhill Rd	6D	2680	39963	42056	43131	41210	44200	1/30/2017	44409	0.47%	0.98%	3116	1753	1449	3654	1818	1893