Department of Engineering and Public Works
P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbcgov.com

December 22, 2021

Robert F. Rennebaum, P.E.
Simmons & White
2581 Metrocentre Boulevard West, Suite 3
West Palm Beach, Florida 33407

RE: Boca Raton Commerce Center
FLUA Amendment Policy 3.5-d Review
Round 2021-22-B

Dear Mr. Rennebaum:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Statement for the proposed Future Land Use Amendment for the above referenced project, revised December 14, 2021, 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:	Westerly terminus of 210th Street S, approximately 625' west of Boca Rio Road	
PCN:	00-42-47-20-20-000-0011 ***(other on file)***	
Acres:	4.77 acres	
	Current FLU	**Proposed FLU**
FLU:	Commercial Low Office (CL-O)/Industrial (IND)	Commercial Low Office (CL-O)/High Residential, 12 dwelling units per acre (HR-12)
Zoning:	Multiple Use Planned Development (MUPD)	Multiple Use Planned Development (MUPD)
Density/ Intensity:	0.45 FAR	12 DUs/acre
Maximum Potential:	Light Industrial = 93,502 SF	Multifamily Low-Rise/Housing up to 2 story (Apartment/ Condo/TH) = 57 DUs
Proposed Potential:	None	Multifamily Low-Rise/Housing up to 2 story (Apartment/ Condo/TH) = 116 DUs (with Bonus Density)
Net Daily Trips:	-1 (maximum – current) 431 (maximum – proposed)	
Net PH Trips:	26 (6/20) AM, 32 (20/12) PM (maximum) 53 (12/41) AM, 65 (41/24) PM (proposed)	
** **Maximum** indicates typical FAR and maximum trip generator. **Proposed** indicates the specific uses and intensities/densities anticipated in the zoning application.*		

Based on the review, the Traffic Division has determined that the traffic impacts of the proposed amendment **meet** Policy 3.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan at the **proposed potential** density shown above. Therefore, this amendment requires a condition of approval, based on Transfer of Development Rights (TDR) and density bonus programs, to cap the project at the **proposed** development potential or equivalent trips.

Please note the impact of the proposed amendment will be insignificant on the roadway network for the long-range and Test 2 analyses.

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

Sincerely,

Dominique Simeus, P.E.
Professional Engineer
Traffic Division

DS/jc
ec: Addressee
Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic Division
Lisa Amara – Director, Zoning Division
Bryan Davis – Principal Planner, Planning Division
Stephanie Gregory – Principal Planner, Planning Division
Khurshid Mohyuddin – Principal Planner, Planning Division
Kathleen Chang – Senior Planner, Planning Division
Jorge Perez – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review
N:\TRAFFIC\Development Review\Comp Plan\22-B\Boca Raton Commerce Center.docx

SIMMONS & WHITE
2581 Metrocentre Blvd West, Suite 3, West Palm Beach, Florida 33407
O 561.478.7848 | F 561.478.3738 www.simmonsandwhite.com
Certificate of Authorization Number 3452

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

LAND USE PLAN AMENDMENT APPLICATION
TRAFFIC STATEMENT

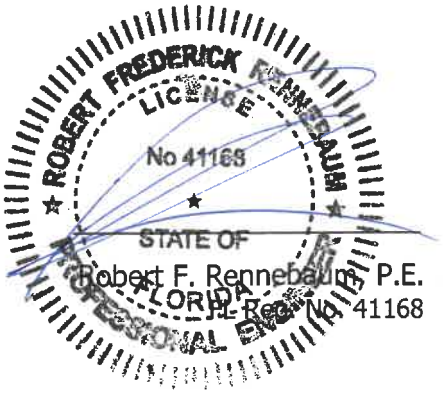
BOCA RATON COMMERCE CENTER
4.77 ACRE FLUA
PALM BEACH COUNTY, FLORIDA

Prepared for:

Schmidt Nichols
1551 N. Flagler Drive
Suite 102
West Palm Beach, Florida 33401

Job No. 21-149

Date: October 1, 2021
Revised: December 9, 2021



Robert F. Rennebaum, P.E.
FL Reg. No. 41168

DEC 13 2021

TABLE OF CONTENTS

1.0 SITE DATA 3

2.0 TRAFFIC GENERATION 3

3.0 RADIUS OF DEVELOPMENT INFLUENCE 4

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION 4

5.0 YEAR 2040 ANALYSIS 5

6.0 TEST 2 – FIVE YEAR ANALYSIS 5

7.0 PEAK HOUR TURNING MOVEMENTS 5

8.0 CONCLUSION 5

1.0 SITE DATA

The subject parcel is located at the westerly terminus of 210th Street South, just west of Boca Rio Road in Palm Beach County and contains approximately 4.77 acres. The Property Control Numbers (PCN) for the subject parcel are 00-42-47-20-20-000-0011 and 00-42-47-20-20-000-0012.

The property is currently designated as Commercial Low Office (CL-O) with underlying Industrial (IND) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the 4.77 acre parcel's designation to Commercial Low Office (CL-O) with underlying High Residential, 12 dwelling units per acre (CL/12) 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

There is no change proposed for the existing CL-O future land use designation. Therefore, the increase in daily traffic generation due to the requested change in the 4.77 acre parcel's underlying land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing underlying IND future land use designation and the proposed underlying HR-12 future land use designation:

CL-O/IND

The most intensive land use for the existing underlying IND land use designation is general light industrial. Based on a maximum floor area ration (FAR) of 0.45 and the site area consisting of 4.77 acres, the maximum allowable square footage for the designated acreage under the existing underlying IND land use designation is 93,502 SF calculated as follows:

$$4.77 \text{ Acre} \times \frac{43{,}560 \text{ SF}}{\text{Acre}} \times 0.45 = 93{,}502 \text{ SF}$$

Based on the maximum allowable intensity of 93,502 SF calculated above, the maximum traffic generation associated with the existing underlying IND land use designation is calculated in Table 1 and may be summited as follows:

Daily Traffic Generation	=	418 gpd
AM Peak Hour Traffic Generation	=	58 pht (51 In/7 out)
PM Peak Hour Traffic Generation	=	53 pht (7 In/46 out)

2.0 TRAFFIC GENERATION (CONTINUED)

CL-0/12

The most intensive land use for the proposed underlying HR-12 land use designation is "multi-Family Mid-Rise Apartment". Based on 12 dwelling units per acre and the site area consisting of 4.77 acres, the maximum allowable intensity for the designated acreage under the proposed underlying HR-12 land use designation is 57 dwelling units as follows:

$$4.77 \text{ Acre} \times \frac{12 \text{ Dwelling Units}}{1 \text{ Acre}} = 57 \text{ Dwelling Units}$$

Table 2 attached with this report calculates the traffic generation associated with the maximum development potential for 57 dwelling units and is included for informational purposes only. The property owner intends to use TDR's and density bonuses to increase the development intensity to 113 multi-family dwelling units. Table 3 calculates the traffic generation for the actual proposed development under the prosed underlying HR-12 land use designation and may be summarized as follows:

Daily Traffic Generation	=	827 tpd
AM Peak Hour Traffic Generation (In/Out)	=	52 pht (12 In/40 Out)
PM Peak Hour Traffic Generation (In/Out)	=	63 pht (40 In/23 Out)

The change in traffic generation due to the regulated change is the parcel's underlying land use designation may be summarized as follows:

Daily Traffic Generation	=	409 tpd Increase
AM Peak Hour Traffic Generation (In/Out	=	6 pht Decrease
PM Peak Hour Traffic Generation (In/Out)	=	10 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 of 409 trips per day, analysis is required for Year 2045 for the directly accessed link on the first accessed major thoroughfare. 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 63 peak hour trips, the radius of development influence for purposes of Test 2 shall be one mile.

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 underlying HR-12 land use designation.

5.0 YEAR 2040 ANALYSIS

Table 4 (Appendix A) represents the required Year 2045 Analysis. The total anticipated Year 2045 traffic meets the adopted Level of Service requirements within the project's radius of influence. Therefore, the proposed land use change meets the Year 2045 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 5 and 6, 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 underlying HR-12 land use designation have been calculated in Table 3 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 underlying HR-12 land use designation may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM Peak Hour =	12 / 40
PM Peak Hour =	40 / 23

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, the maximum development potential for the existing CL-O land use designation is the same as the proposed CL-O land use designation. Consequently, this report only addressed the traffic associated with the change in the underlying land use designation to HR-12, which will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2045 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.

sa: x:/docs/trafficdrainage/lupats.21149.rev

TABLE 1
EXISTING IND UNDERLYING FUTURE LAND USE DESIGNATION - 93,502 SF LIGHT INDUSTRIAL

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Light Industrial	110	93,502	S.F.	4.96			464		0	464	10%	46	418
			Grand Totals:				**464**	**0.0%**	**0**	**464**	**10%**	**46**	**418**

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Light Industrial	110	93,502	S.F.	0.7	0.88	0.12	57	8	65	0.0%	0	0	0	57	8	65	10%	7	51	7	58
			Grand Totals:				**57**	**8**	**65**	**0.0%**	**0**	**0**	**0**	**57**	**8**	**65**	**11%**	**7**	**51**	**7**	**58**

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Light Industrial	110	93,502	S.F.	0.63	0.13	0.87	8	51	59	0.0%	0	0	0	8	51	59	10%	6	7	46	53
			Grand Totals:				**8**	**51**	**59**	**0.0%**	**0**	**0**	**0**	**8**	**51**	**59**	**10%**	**6**	**7**	**46**	**53**

TABLE 2
(FOR INFORMATIONAL PURPOSES ONLY)
MAXIMUM DEVELOPMENT POTENTIAL - PROPOSED HR-12 UNDERLYING FUTURE LAND USE DESIGNATION - 57 DWELLING UNITS

Daily Traffic Generation

Landuse	ITE Code	93502		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Multifamily Low-Rise Housing up to 2 story (Apartment/Condo/TH)	220	57	Dwelling Units	7.32			417		0	417	0%	0	417
			Grand Totals:				417	0.0%	0	417	0%	0	417

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Low-Rise Housing up to 2 story (Apartment/Condo/TH)	220	57	Dwelling Units	0.46	0.23	0.77	6	20	26	0.0%	0	0	0	6	20	26	0%	0	6	20	26
			Grand Totals:				6	20	26	0.0%	0	0	0	6	20	26	0%	0	6	20	26

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Low-Rise Housing up to 2 story (Apartment/Condo/TH)	220	57	Dwelling Units	0.56	0.63	0.37	20	12	32	0.0%	0	0	0	20	12	32	0%	0	20	12	32
			Grand Totals:				20	12	32	0.0%	0	0	0	20	12	32	0%	0	20	12	32

TABLE 3
PROPOSED DEVELOPMENT POTENTIAL - HR-12 UNDERLYING FUTURE LAND USE DESIGNATION - 113 DWELLING UNITS

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Multifamily Low-Rise Housing up to 2 story (Apartment/Condo/TH)	220	113	Dwelling Units	7.32			827		0	827	0%	0	827
			Grand Totals:				827	0.0%	0	827	0%	0	827

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Low-Rise Housing up to 2 story (Apartment/Condo/TH)	220	113	Dwelling Units	0.46	0.23	0.77	12	40	52	0.0%	0	0	0	12	40	52	0%	0	12	40	52
			Grand Totals:				12	40	52	0.0%	0	0	0	12	40	52	0%	0	12	40	52

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Low-Rise Housing up to 2 story (Apartment/Condo/TH)	220	113	Dwelling Units	0.56	0.63	0.37	40	23	63	0.0%	0	0	0	40	23	63	0%	0	40	23	63
			Grand Totals:				40	23	63	0.0%	0	0	0	40	23	63	0%	0	40	23	63

BOCA RATON COMMERCE CENTER

10/01/21
REVISED 12/09/21

TABLE
TRAFFIC GENERATION INCREASE 4

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING UNDERLYING IND DESIGNATION =	418	58	51	7	53	7	46
PROPOSED UNDERLYING HR-12 MAXIMUM DEVELOPMENT =	827	52	12	40	63	40	23
INCREASE =	**409**	**-6**	**-39**	**33**	**10**	**33**	**-23**

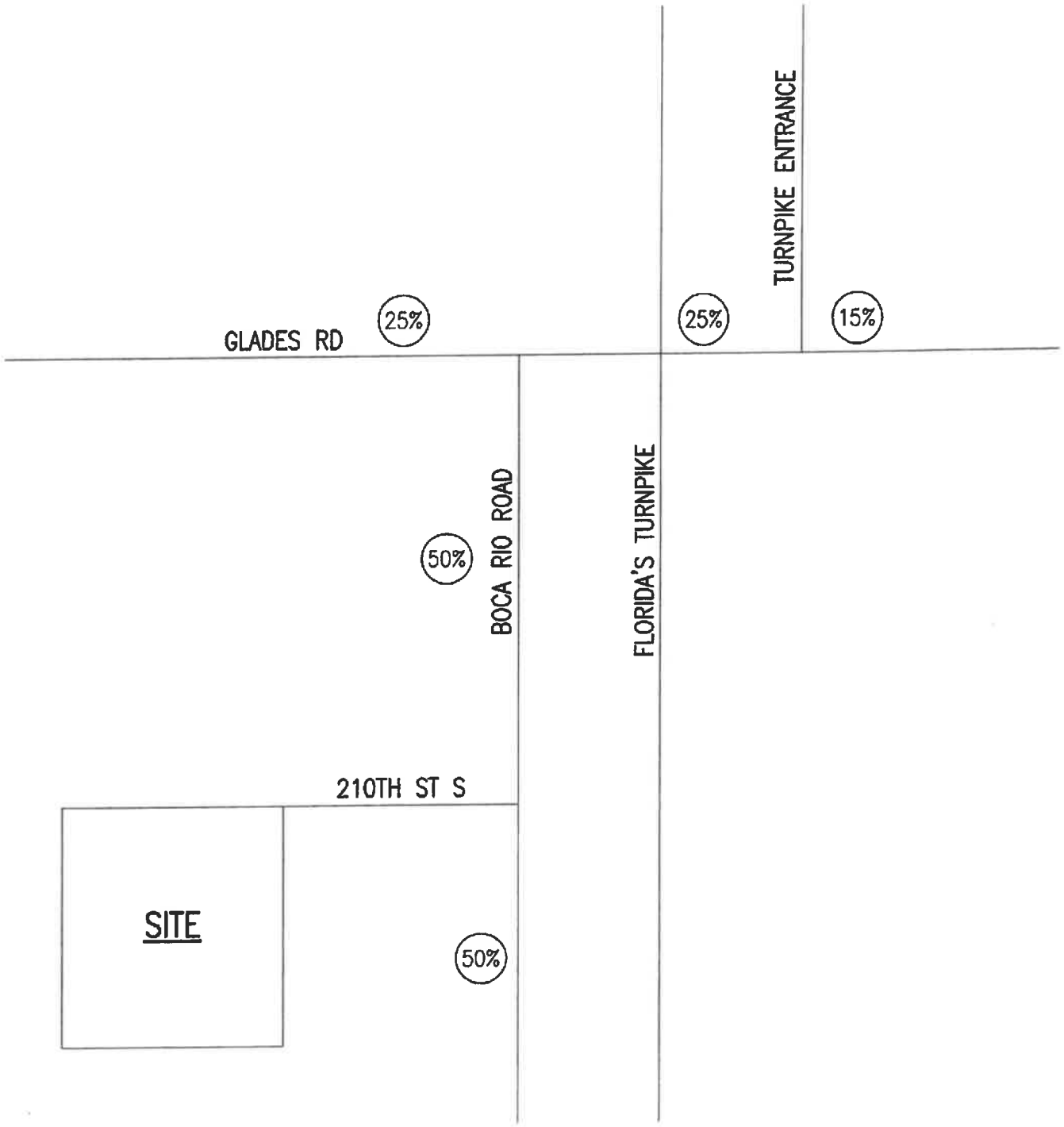
X:\Documents\PROJECTS\2021\21-149 Boca Raton Commerce Center\LUPA Tables revised KD

SIMMONS & WHITE

SIMMONS & WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982
Authorization No. 3452
2581 Metrocentre Blvd West • Suite 3 • West Palm Beach, Florida 33407 • (561) 478-7848

N

N.T.S.



PROJECT DISTRIBUTION

LEGEND

(25%) PROJECT DISTRIBUTION

BOCA RATON COMMERCE CENTER

21-149 KD 10-01-21

APPENDIX A

YEAR 2045 ANALYSIS

TABLE 4
(YEAR 2045)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: BOCA RATON COMMERCE CENTER
EXISTING FUTURE LAND USE DESIGNATION: CL-O
EXISTING UNDERLYING FUTURE LAND USE DESIGNATION: IND
93502 418 0 0
PROPOSED FUTURE LAND USE DESIGNATION: CL-O
PROPOSED UNDERLYING FUTURE LAND USE DESIGNATION: HR-12
TRIPS PER DAY = 827 0 0
TRIP INCREASE = 409

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS D CAPACITY	TRIP INCREASE	2045 PBC MPO TRAFFIC VOLUME	TOTAL 2045 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
BOCA RIO ROAD	GLADES ROAD	SITE	50%	205	4	31,500	0.65%	16,600	16,805	0.53	NO
BOCA RIO ROAD	SITE	PALMETTO PARK ROAD	50%	205	4	31,500	0.65%	16,600	16,805	0.53	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.

SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
6886	937492	BOCA RATON BLVD	28th St NW	Yamato Rd	4	4	23,978	17,861	24,622	26,251	18,477	13,815	20,000
6884	937417	BOCA RATON BLVD	Yamato Rd	Clint Moore Rd	2	2	17,870	16,732	19,176	21,066	5,432	6,871	20,600
6882	937417	BOCA RATON BLVD	Clint Moore Rd	Hidden Valley Blvd	2	2	13,608	11,454	14,849	14,966	5,432	6,871	16,300
6302	937453	BOCA RATON BLVD	Hidden Valley Blvd	C-15 Canal	2	2	5,464	3,804	4,005	4,738	5,817	7,039	5,200
6418	937140	BOCA RIO RD	SW 18th St	Palmetto Park Rd	2	2	13,715	12,511	12,717	14,800	12,818	12,931	12,800
6408	937139	BOCA RIO RD	Palmetto Park Rd	Glades Rd	2	2	18,152	16,883	16,394	18,280	14,441	14,592	16,600
4676	937118	BOUTWELL RD	2nd Ave N	10th Av N	2	2	10,779	8,559	10,337	11,365	3,957	5,917	12,300
5401	930408	BOYNTON BEACH BLVD	SR-7	Lyons Rd	4	4	15,092	13,721	15,242	16,207	14,080	20,158	21,800
5103	937237	BOYNTON BEACH BLVD	Lyons Rd	Turnpike	6	6	26,352	28,144	37,476	42,725	28,521	41,784	50,700
5201	935201	BOYNTON BEACH BLVD	Turnpike	Hagen Ranch Rd	6	6	41,174	40,167	46,955	55,602	41,735	46,276	52,100
5641	937240	BOYNTON BEACH BLVD	Hagen Ranch Rd	Jog Rd	6	6	44,733	37,786	41,813	48,018	32,849	44,656	53,600
5633	937239	BOYNTON BEACH BLVD	Jog Rd	El Clair Ranch Rd	6	6	44,668	37,450	39,735	43,748	31,189	41,233	49,800
5611	930153	BOYNTON BEACH BLVD	El Clair Ranch Rd	Military Tr	6	6	51,515	42,597	45,350	49,428	35,067	44,471	54,800
5613	930058	BOYNTON BEACH BLVD	Military Tr	Lawrence Rd	6	6	38,992	42,179	37,509	41,234	13,992	17,046	40,600
5601	937238	BOYNTON BEACH BLVD	Lawrence Rd	Congress Ave	6	6	45,860	41,780	40,732	41,620	21,972	27,384	46,100
5615	930285	BOYNTON BEACH BLVD	Congress Ave	Old Boynton Rd	6	6	39,769	43,209	34,792	37,388	26,947	37,373	45,200
5203	935042	BOYNTON BEACH BLVD	Old Boynton Rd	High Ridge Rd	6	6	48,405	47,361	47,876	-	51,421	56,528	52,600
	930064	BOYNTON BEACH BLVD	High Ridge Rd	I-95	6	6			-	-	48,821	51,600	51,600
5301	935403	BOYNTON BEACH BLVD	I-95	Seacrest Blvd	5	5	34,557	31,740	35,624	32,000	28,822	48,363	59,800
5807	935408	BOYNTON BEACH BLVD	Seacrest Blvd	US-1	5	5	17,887	15,339	18,570	19,500	12,765	25,942	31,700
3829	937544	BUNKER RD	US 1	Parker Ave	2	2	7,041	-	2,900	4,600	722	732	2,900
2305	937349	BURNS RD	SR 811	Military Tr	4	4	22,681	18,214	18,461	16,900	17,453	19,960	21,100
2835	937350	BURNS RD	Sandalwood Ct	SR-811	4	4	20,527	18,244	18,096	17,300	11,353	12,918	19,700
2839	937351	BURNS RD	Prosperity Farms Rd	Sandalwood Cir	4	4	7,122	8,918	9,032	8,900	5,907	6,811	9,900
6638	938550	BUTTS RD	Glades Rd	Town Center Rd	2	2	11,749	10,859	12,216	11,294	15,789	24,347	20,800
6627	938550	BUTTS RD	Military Tr	Glades Rd	2	2	10,082	8,743	9,085	9,698	15,789	24,347	17,600
6422	937157	CAIN BLVD	Glades Rd	W Kimberly Blvd	3	3	16,875	15,633	14,742	15,518	9,221	11,778	17,300
6426	937158	CAIN BLVD	W Kimberly Blvd	Yamato Rd	3	3	9,846	9,253	8,960	9,770	7,297	9,536	11,700
	6426a	CAIN BLVD	Yamato Rd	Boca Chase Dr	3	3			-	-	9,167	11,293	11,300
	937540	CAMINO DEL MAR	SW 18th St	Camino Real	2	2			-	-	4,942	5,871	5,900
6839	6839	CAMINO GARDENS BLVD	SW 9th Ave	SW Boca Raton Blvd	2	2	4,048	3,819	4,003	3,853	1,597	2,985	5,400
6619	937067	CAMINO REAL	Powerline Rd	Camino del Mar	4	4	11,873	10,288	10,748	13,036	9,119	17,266	20,400
6636	937218	CAMINO REAL	Camino del Mar	Military Tr	4	4	15,548	12,674	14,221	16,203	32,729	37,514	19,000
6311	937412	CAMINO REAL	Military Tr	12th Ave SW	4	4	17,192	14,853	16,510	17,874	6,761	9,938	19,700
6849	937412	CAMINO REAL	12th Ave SW	3rd Ave SW	4	4	14,052	13,312	14,275	14,022	6,761	9,938	17,500
6853	937412	CAMINO REAL	3rd Ave SW	Old Dixie Hwy	4	4	21,519	22,924	22,542	19,422	6,761	9,938	25,700
6855	860490	CAMINO REAL	Old Dixie Hwy	US 1	4	4	17,110	15,158	20,413	17,452	35,583	43,804	28,600
6857	937597	CAMINO REAL	US 1	ICWW Bridge	4	4	14,090	14,055	15,076	13,700	8,269	11,229	18,000
6859	937597	CAMINO REAL	ICWW Bridge	A1A	2	2	7,429	8,875	9,562	8,351	8,269	11,229	13,000
	937519	CAMPUS DR	Rca Blvd	Gardens Parkway	2	2			-	-	2,797	4,225	4,200

APPENDIX B

TEST 2 ANALYSIS

TABLE 5
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PROPOSED DEVELOPMENT PLAN
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
0.5 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 12
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 40 93502

ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
BOCA RIO ROAD	GLADES ROAD	SITE	50%	20	2	II	860	2.33%	NO
BOCA RIO ROAD	SITE	PALMETTO PARK ROAD	50%	20	2	II	860	2.33%	NO
GLADES ROAD	LYONS ROAD	BOCA RIO ROAD	25%	10	6D	II	2,830	0.35%	NO
GLADES ROAD	BOCA RIO ROAD	TURNPIKE ENTRANCE	25%	10	6D	II	2,830	0.35%	NO
GLADES ROAD	TURNPIKE ENTRANCE	JOG/POWERLINE ROAD	15%	6	6D	II	2,830	0.21%	NO

TABLE 6
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PROPOSED DEVELOPMENT PLAN
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
0.5 MILE RADIUS
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTI 40
TOTAL PM PEAK HOUR PROJECT TRIPS (EXIT 23 93502

ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
BOCA RIO ROAD	GLADES ROAD	SITE	50%	20	2	II	860	2.33%	NO
BOCA RIO ROAD	SITE	PALMETTO PARK ROAD	50%	20	2	II	860	2.33%	NO
GLADES ROAD	LYONS ROAD	BOCA RIO ROAD	25%	10	6D	II	2,830	0.35%	NO
GLADES ROAD	BOCA RIO ROAD	TURNPIKE ENTRANCE	25%	10	6D	II	2,830	0.35%	NO
GLADES ROAD	TURNPIKE ENTRANCE	JOG/POWERLINE ROAD	15%	6	6D	II	2,830	0.21%	NO