**Department of Engineering and Public Works**
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West Palm Beach, FL 33416-1229
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**Palm Beach County Board of County Commissioners**
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June 14, 2022

Bryan G. Kelley, P.E.
Simmons & White
2581 Metrocentre Boulevard West, Suite 3
West Palm Beach, FL 33407

**RE: Boynton Land Commerce**
**FLUA Amendment Policy 3.5-d Review**
**Round 2022-23-A**

Dear Mr. Kelley:

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 on June 3, 2022, 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:** | West side of State Road 7, approximately 1.25 miles south of Hypoluxo Road | |
| **PCN:** | 00-41-45-13-00-000-1030 | |
| **Acres:** | 15.0 acres | |
| | **Current FLU** | **Proposed FLU** |
| **FLU:** | Agricultural Reserve (AGR) | Industrial (IND)/Agricultural Reserve (AGR) |
| **Zoning:** | Agricultural Reserve (AGR) | Light Industrial (IL) or Multiple Use Planned Development (MUPD) |
| **Density/ Intensity:** | 0.15 FAR | 0.45 FAR |
| **Maximum Potential:** | Nursery (Garden Center) = 5 Acres<br>Nursery (Wholesale) = 10 Acres | Light Industrial = 294,030 SF<br>OR<br>Flex Space – IND FLU = 294,030 SF<br>OR<br>Landscape Services = 15.00 Acres |
| **Proposed Potential:** | None | Light Industrial = 294,030 SF<br>OR<br>Flex Space – IND FLU = 294,030 SF<br>OR<br>Landscape Services = 13.00 Acres |

| | |
|---|---|
| **Net Daily Trips:** | 1,344 (maximum – current)<br>1,344 (proposed – current) |
| **Net PH Trips:** | 516 (206/310) AM, 320 (128/192) PM (maximum)<br>447 (179/268) AM, 320 (128/192) 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 to cap the project at the **proposed** development potential or equivalent trips.

Please note the proposed change will have insignificant impacts on both Long-Range and Test 2 analyses.

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

Sincerely,

Dominique Simeus, P.E.
Professional Engineer
Traffic Division

DS
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\23-A\Boynton Land Commerce.docx

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# FUTURE LAND USE AMENDMENT APPLICATION
# TRAFFIC STATEMENT

## BOYNTON LAND COMMERCE
## 15.0 ACRE FLUA
## PALM BEACH COUNTY, FLORIDA

**Prepared for:**

8421 Boynton Beach Land Trust
370 Camino Gardens Boulevard
Suite 301
Boca Raton, Florida 33432

Job No. 22-072

Date: April 1, 2022
Revised: April 19, 2022
Revised: June 3, 2022

BRYAN G. KELLEY
LICENSE
No. 74006
STATE OF
FLORIDA
PROFESSIONAL
6-3-22

Bryan G. Kelley, P.E.
FL Reg. No. 74006

# TABLE OF CONTENTS

## 1.0 SITE DATA

The subject parcel is located on the west side of State Road 7, south of Hypoluxo Road in Palm Beach County and contains approximately 15.0 acres. The Property Control Number (PCN) for the subject parcel is 00-41-45-13-00-000-1030.

The property is currently designated as Agricultural Reserve (AGR) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the 15.0 acre parcel's designation to Industrial (IND) with underlying Agricultural Reserve 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 15.0 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 AGR future land use designation and the proposed IND/AGR future land use designation:

**AGR**

The most intensive land use for the existing AGR land use designation is "Nursery". Based on the site area consisting of 15.0 acres, the maximum allowable space under the existing AGR land use designation is 15.0 acres. As requested by Palm Beach County Traffic, the analysis was based on 5 acres of Nursery Garden Center and 10.0 acres of Nursery Wholesale.

Nursery (15.0 Acres)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing AGR land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 10th Edition and provided by the Palm Beach County Engineering Traffic Division. Based on the current acreage and the accepted traffic generation rates for nursery development, the maximum traffic generation for the property under the existing AGR land use designation may be summarized as follows:

| | | |
|---|---|---|
| Daily Traffic Generation | = | 736 tpd |
| AM Peak Hour Traffic Generation (In/Out) | = | 17 pht (9 In/8 Out) |
| PM Peak Hour Traffic Generation (In/Out) | = | 45 pht (22 In/22 Out) |

**IND/AGR**

The most intensive land use for the proposed IND is Light Industrial, Flex Space IND FLU, or Landscape Services.

**2.0 TRAFFIC GENERATION (CONTINUED)**

Based on a maximum floor area ratio (FAR) of 45 percent and the site area consisting of 15.0 acres, the maximum allowable building square footage for the designated acreage under the proposed IND/AGR land use designation is 294,030 SF calculated as follows:

$$15.0 \text{ Acre} \times \frac{43{,}560 \text{ SF}}{\text{Acre}} \times 0.45 = 294{,}030 \text{ SF}$$

For the Landscape Services trip generation, the calculation is based on the overall 15.0 acres.

Light Industrial, Flex Space (294,030 S.F), or 15.0 Acres of Landscape Services

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed IND/AGR land use designation. The maximum trip generation for each of the three scenarios above was chosen. Based on the maximum allowable building square footage and the accepted traffic generation rates for the potential uses, the maximum traffic generation for the property under the proposed IND/AGR land use designation may be summarized as follows:

**Maximum Potential**

| | | |
|---|---|---|
| Daily Traffic Generation | = | 2,080 tpd |
| AM Peak Hour Traffic Generation (In/Out) | = | 516 pht (206 In/310 Out) |
| PM Peak Hour Traffic Generation (In/Out) | = | 320 pht (128 In/192 Out) |

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

**Trip Difference - Maximum Potential – Existing Potential**

| | | |
|---|---|---|
| Daily Traffic Generation | = | 1344 tpd INCREASE |
| AM Peak Hour Traffic Generation | = | 499 pht INCREASE |
| PM Peak Hour Traffic Generation | = | 275 pht INCREASE |

The above calculations are shown for informational purposes only. The applicant will restrict the maximum allowable use on the site to the highest of the following intensities:

- Light Industrial – 294,030 SF
- Flex Space – IND FLU – 294,030 SF
- **Landscape Services – 13 Acres**

Note only the Landscape Services intensity was restricted.

Table 3 calculates the daily traffic generation, AM peak hour traffic generation, and the PM peak hour traffic generation for the property under the restricted IND land use designation. The maximum trip generation for each of the three scenarios above was chosen and may be summarized as follows:

**Restricted Maximum Potential**

| | | |
|---|---|---|
| Daily Traffic Generation | = | 2,080 tpd |
| AM Peak Hour Traffic Generation (In/Out) | = | 447 pht (179 In/268 Out) |
| PM Peak Hour Traffic Generation (In/Out) | = | 320 pht (128 In/192 Out) |

The increase in daily traffic generation due to the requested change in the parcels' land use designation for the restricted maximum potential may be calculated as follows:

**Trip Difference - Restricted Potential – Existing Potential**

| | | |
|---|---|---|
| Daily Traffic Generation | = | 1,344 tpd INCREASE |
| AM Peak Hour Traffic Generation | = | 430 pht INCREASE |
| PM Peak Hour Traffic Generation | = | 275 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 1,344 trips per day, analysis is required for Year 2045 is one mile. 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 430 peak hour trips, the radius of development influence for purposes of Test 2 shall be two (2) miles.

## 4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

Figure 1 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 IND/AGR land use designation.

## 5.0 YEAR 2045 ANALYSIS

Table 5 (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 6 and 7 (Appendix B) represents the required Test 2 Five Year Analysis for the AM and PM peak hours. 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 IND/AGR 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 IND/AGR or CMR/AGR land use designation may be summarized as follows:

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

AM Peak Hour = 288 / 162
PM Peak Hour = 142 / 214

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 reevaluated following the submittal of a site specific development order and site plan.

## 8.0 CONCLUSION

As previously mentioned, this proposed restricted 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 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. Note the future land use will be restricted to 294,030 SF of light industrial or Flex Space IND FLU and 13 acres of Landscape Services

# BOYNTON LAND COMMERCE

03/31/22
Revised: 04/19/22
Revised: 06/03/22

## TABLE 1
## EXISTING AGR FUTURE LAND USE DESIGNATION - 15.0 ACRE NURSERY

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nursery (Garden Center) | 817 | 5.0 | Acre | 108.10 | | | 541 | | 0 | 541 | 0% | 0 | 541 |
| Nursery (Wholesale) | 818 | 10.0 | Acre | 19.5[c] | | | 195 | | 0 | 195 | 0% | 0 | 195 |
| | | | **Grand Totals:** | | | | **736** | **0.0%** | **0** | **736** | **0%** | **0** | **736** |

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nursery (Garden Center)[l] | 817 | 5.0 | Acre | 2.82 | 0.50 | 0.50 | 7 | 7 | 14 | 0.0% | 0 | 0 | 0 | 7 | 7 | 14 | 0% | 0 | 7 | 7 | 14 |
| Nursery (Wholesale)[l] | 818 | 10.0 | Acre | 0.26 | 0.50 | 0.50 | 2 | 1 | 3 | 0.0% | 0 | 0 | 0 | 2 | 1 | 3 | 0% | 0 | 2 | 1 | 3 |
| | | | **Grand Totals:** | | | | **9** | **8** | **17** | **0.0%** | **0** | **0** | **0** | **9** | **8** | **17** | **0%** | **0** | **9** | **8** | **17** |

### 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nursery (Garden Center)[l] | 817 | 5.0 | Acre | 8.06 | 0.50 | 0.50 | 20 | 20 | 40 | 0.0% | 0 | 0 | 0 | 20 | 20 | 40 | 0% | 0 | 20 | 20 | 40 |
| Nursery (Wholesale)[l] | 818 | 10 | Acre | 0.45 | 0.50 | 0.50 | 3 | 2 | 5 | 0.0% | 0 | 0 | 0 | 3 | 2 | 5 | 0% | 0 | 3 | 2 | 5 |
| | | | **Grand Totals:** | | | | **23** | **22** | **45** | **0.0%** | **0** | **0** | **0** | **23** | **22** | **45** | **0%** | **0** | **23** | **22** | **45** |

Notes:
c.) Use caution when using because of very low sample data. Consult with the County before using.
l.) Assume 50/50 split.



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# BOYNTON LAND COMMERCE

03/31/22
Revised: 04/19/22
Revised: 06/03/22

## TABLE 2
## PROPOSED IND/AGR FUTURE LAND USE DESIGNATION - MAXIMUM POTENTIAL

### 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 | 294,030 | S.F. | 4.96 | | | 1,458 | | 0 | 1,458 | 10% | 146 | 1,312 |
| Flex Space - IND FLU | PBC | 294,030 | S.F. | 7.86 | | | 2,311 | | 0 | 2,311 | 10% | 231 | 2,080 |
| Landscape Services[m] | PBC | 15.00 | Acre | 121.70 | | | 1,826 | | 0 | 1,826 | 0% | 0 | 1,826 |
| | | | **Grand Totals:** | | | | **2,311** | **0.0%** | **0** | **2,311** | | | **2,080** |

### 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 | 294,030 | S.F. | 0.7 | 0.88 | 0.12 | 181 | 25 | 206 | 0.0% | 0 | 0 | 0 | 181 | 25 | 206 | 10% | 21 | 163 | 22 | 185 |
| Flex Space - IND FLU | PBC | 294,030 | S.F. | 1.53 | 0.64 | 0.36 | 288 | 162 | 450 | 0.0% | 0 | 0 | 0 | 288 | 162 | 450 | 10% | 45 | 259 | 146 | 405 |
| Landscape Services[m] | PBC | 15.00 | Acre | 34.40 | 0.40 | 0.60 | 206 | 310 | 516 | 0.0% | 0 | 0 | 0 | 206 | 310 | 516 | 0% | 0 | 206 | 310 | 516 |
| | | | **Grand Totals:** | | | | **206** | **310** | **516** | **0.0%** | **0** | **0** | **0** | **206** | **310** | **516** | | | **206** | **310** | **516** |

### 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 | 294,030 | S.F. | 0.63 | 0.13 | 0.87 | 24 | 161 | 185 | 0.0% | 0 | 0 | 0 | 24 | 161 | 185 | 10% | 19 | 22 | 144 | 166 |
| Flex Space - IND FLU | PBC | 294,030 | S.F. | 1.21 | 0.40 | 0.60 | 142 | 214 | 356 | 0.0% | 0 | 0 | 0 | 142 | 214 | 356 | 10% | 36 | 128 | 192 | 320 |
| Landscape Services[m] | PBC | 15.00 | Acre | 15.10 | 0.58 | 0.42 | 132 | 95 | 227 | 0.0% | 0 | 0 | 0 | 132 | 95 | 227 | 0% | 0 | 132 | 95 | 227 |
| | | | **Grand Totals:** | | | | **142** | **214** | **356** | **0.0%** | **0** | **0** | **0** | **142** | **214** | **356** | | | **128** | **192** | **320** |



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# BOYNTON LAND COMMERCE

03/31/22
Revised: 04/19/22
Revised: 06/03/22

## TABLE 3
## PROPOSED IND/AGR FUTURE LAND USE DESIGNATION - RESTRICTED MAXIMUM POTENTIAL

### 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 | 294,030 | S.F. | 4.96 | | | 1,458 | | 0 | 1,458 | 10% | 146 | 1,312 |
| Flex Space - IND FLU | PBC | 294,030 | S.F. | 7.86 | | | 2,311 | | 0 | 2,311 | 10% | 231 | 2,080 |
| Landscape Services[m] | PBC | 13.00 | Acre | 121.70 | | | 1,582 | | 0 | 1,582 | 0% | 0 | 1,582 |
| | | | **Grand Totals:** | | | | **2,311** | **0.0%** | **0** | **2,311** | | | **2,080** |

### 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 | 294,030 | S.F. | 0.7 | 0.88 | 0.12 | 181 | 25 | 206 | 0.0% | 0 | 0 | 0 | 181 | 25 | 206 | 10% | 21 | 163 | 22 | 185 |
| Flex Space - IND FLU | PBC | 294,030 | S.F. | 1.53 | 0.64 | 0.36 | 288 | 162 | 450 | 0.0% | 0 | 0 | 0 | 288 | 162 | 450 | 10% | 45 | 259 | 146 | 405 |
| Landscape Services[m] | PBC | 13.00 | Acre | 34.40 | 0.40 | 0.60 | 179 | 268 | 447 | 0.0% | 0 | 0 | 0 | 179 | 268 | 447 | 0% | 0 | 179 | 268 | 447 |
| | | | **Grand Totals:** | | | | **288** | **162** | **450** | **0.0%** | **0** | **0** | **0** | **288** | **162** | **450** | | | **179** | **268** | **447** |

### 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 | 294,030 | S.F. | 0.63 | 0.13 | 0.87 | 24 | 161 | 185 | 0.0% | 0 | 0 | 0 | 24 | 161 | 185 | 10% | 19 | 22 | 144 | 166 |
| Flex Space - IND FLU | PBC | 294,030 | S.F. | 1.21 | 0.40 | 0.60 | 142 | 214 | 356 | 0.0% | 0 | 0 | 0 | 142 | 214 | 356 | 10% | 36 | 128 | 192 | 320 |
| Landscape Services[m] | PBC | 13.00 | Acre | 15.10 | 0.58 | 0.42 | 114 | 82 | 196 | 0.0% | 0 | 0 | 0 | 114 | 82 | 196 | 0% | 0 | 114 | 82 | 196 |
| | | | **Grand Totals:** | | | | **142** | **214** | **356** | **0.0%** | **0** | **0** | **0** | **142** | **214** | **356** | | | **128** | **192** | **320** |



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# BOYNTON LAND COMMERCE

03/31/22
Revised: 04/19/22
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## TABLE 4
## TRAFFIC GENERATION INCREASE

| | | AM PEAK HOUR | | | PM PEAK HOUR | | |
|---|---|---|---|---|---|---|---|
| | DAILY | TOTAL | IN | OUT | TOTAL | IN | OUT |
| EXISTING FUTURE LAND USE DESIGNATION = | 736 | 17 | 9 | 8 | 45 | 23 | 22 |
| PROPOSED FUTURE LAND USE DESIGNATION = | 2,080 | 447 | 179 | 268 | 320 | 128 | 192 |
| **INCREASE =** | **1,344** | **430** | **170** | **260** | **275** | **105** | **170** |



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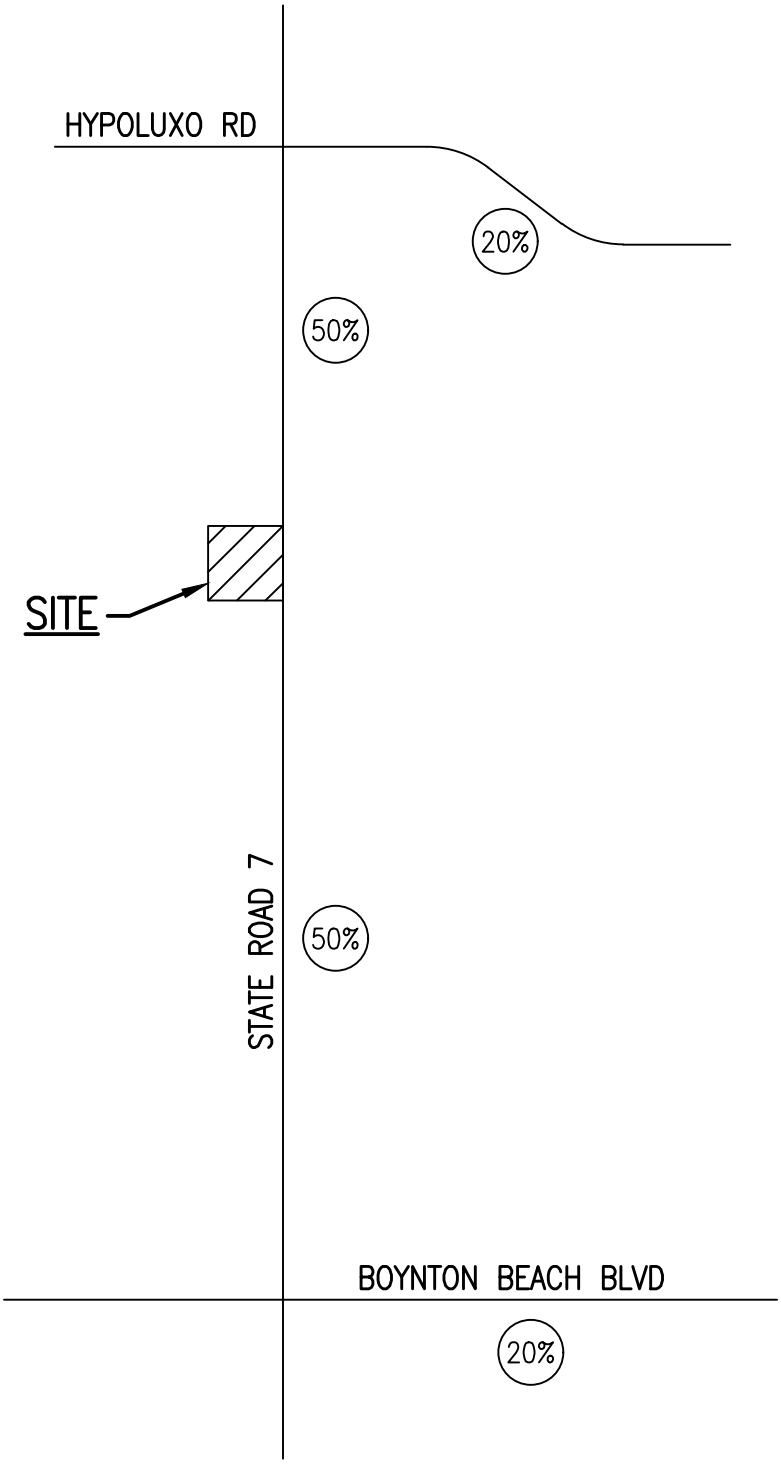
N
N.T.S.




# FIGURE 1
# PROJECT DISTRIBUTION

**LEGEND**

(50%) PROJECT DISTRIBUTION

BOYNTON LAND
COMMERCE
22-072 AL 04-01-22

# APPENDIX A

## YEAR 2045 ANALYSIS

## TABLE 5
**(YEAR 2045)**
**MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE**

**PROJECT:** BOYNTON LAND COMMERCE
**EXISTING FUTURE LAND USE DESIGNATION:** AGR
**EXISTING UNDERLYING FUTURE LAND USE DESIGNATION:** NONE
**TRIPS PER DAY =** 736
**PROPOSED FUTURE LAND USE DESIGNATION:** IND
**PROPOSED UNDERLYING FUTURE LAND USE DESIGNATION:** AGR
**TRIPS PER DAY =** 2,080
**TRIP INCREASE =** 1,344

| ROADWAY | FROM | TO | DISTRIBUTION (%) | PROJECT TRAFFIC | LANES | LOS D CAPACITY | TRIP INCREASE | 2045 PBC MPO TRAFFIC VOLUME | VILLAGES OF WINDSOR PROJECT TRAFFIC | TOTAL 2045 TRAFFIC | V/C RATIO | PROJECT SIGNIFICANCE* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 7 | HYPOLUXO ROAD | SITE | 50% | 672 | 6 | 50,300 | 1.34% | 55,600 | 71 | 56,343 | 1.12 | NO |
| SR 7 | SITE | BOYNTON BEACH BOULEVARD | 50% | 672 | 6 | 50,300 | 1.34% | 55,600 | 71 | 56,343 | 1.12 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5402 | 930031 | SR-7 | Flavor Pict Rd | Boynton Beach Blvd | 4 | 4 | 27,483 | 22,402 | 23,191 | 26,985 | 31,409 | 52,899 | 44,700 |
| 5102 | 930716 | SR-7 | Boynton Beach Blvd | Hypoluxo Rd | 6 | 6 | 32,692 | 24,669 | 27,687 | 29,795 | 37,618 | 65,569 | 55,600 |
| 4402 | 937242 | SR-7 | Hypoluxo Rd | Lantana Rd | 6 | 6 | 31,171 | 28,880 | 31,450 | 35,927 | 39,604 | 62,147 | 54,000 |
| 4400 | 930753 | SR-7 | Lantana Rd | Lake Worth Rd | 6 | 6 | 42,465 | 37,709 | 41,210 | 44,964 | 56,024 | 72,015 | 57,200 |
| 4406 | 937243 | SR-7 | Lake Worth Rd | Stribling Way | 8 | 8T |  | 53,939 | 65,398 | 66,899 | 66,602 | 81,026 | 79,600 |
| 4102 | 930721 | SR-7 | Stribling Way | Forest Hill Blvd | 8 | 8T | 51,821 | 43,846 | 49,645 | 55,559 | 61,629 | 80,009 | 68,000 |
| 3452 | 937241 | SR-7 | Forest Hill Blvd | Pioneer Rd | 8 | 8T | 55,024 | 54,731 | 58,868 | 65,204 | 56,526 | 76,840 | 80,000 |
| 3408 | 930037 | SR-7 | Pioneer Rd | Southern Blvd | 8 | 8T | 55,628 | 52,008 | 56,643 | 63,674 | 56,796 | 78,681 | 78,500 |
| 3406 | 930514 | SR-7 | Southern Blvd | Belvedere Rd | 8 | 8T | 59,099 | 47,669 | 51,645 | 52,881 | 48,293 | 69,506 | 74,300 |
| 3404 | 930034 | SR-7 | Belvedere Rd | Okeechobee Blvd | 6 | 6T | 47,176 | 36,000 | 38,417 | 41,440 | 27,827 | 48,785 | 59,400 |
| 3468 | 937259 | SR-7 | Okeechobee Blvd | 60th St | 2 | 4 |  | 13,661 | 17,803 | 20,034 | 17,983 | 39,682 | 39,300 |
|  | *TPA014* | SR-7 | 60th St | Northlake Blvd | 0 | 4 |  |  | - | - |  | 13,308 | 13,300 |
| 7006 | 930003 | SR-700 | Muck City Rd | US-98 SR-700 | 2 | 2 | 1,966 | 591 | 1,833 | 1,500 | 3,551 | 4,281 | 2,600 |
| 7038 | 930004 | SR-700 | CR 717 | Hatton Hwy | 2 | 2 | 2,466 | - | 4,414 | 3,100 | 7,951 | 10,756 | 7,200 |
| 7004 | 935335 | SR-700 | Hatton Hwy | SR-80 | 2 | 2 | 2,923 | - | 4,071 | 3,100 | 7,763 | 10,630 | 6,900 |
| 1101 | 930687 | SR-710 | Martin County Line | Indiantown Rd | 4 | 4 | 7,500 | 7,411 | 8,186 | 12,168 | 7,129 | 14,707 | 16,900 |
|  | 930140 | SR-710 | Indiantown Rd | Moroso Speedway | 4 | 4 |  |  | - | - | 5,392 | 9,668 | 9,700 |
| 1401 | 939140 | SR-710 | Moroso Speedway | Pratt-Whitney Rd | 4 | 4 | 7,381 | 6,109 | 6,604 | - | 15,190 | 26,164 | 17,600 |
| 1411 | 930688 | SR-710 | Pratt-Whitney Rd | Caloosa | 4 | 4 | 11,000 | - | 13,905 | 16,687 | 19,807 | 40,401 | 34,500 |
| 2109 | 930688 | SR-710 | Caloosa | N County Airport | 4 | 4 | 11,000 | - | 14,160 | 18,838 | 19,807 | 40,401 | 34,800 |
| 2101 | 930688 | SR-710 | N County Airport | PGA Blvd | 4 | 4 | 14,185 | 12,585 | 14,459 | 17,888 | 19,807 | 40,401 | 35,100 |
| 2403 | 930717 | SR-710 | PGA Blvd | Northlake Blvd | 4 | 4 | 12,034 | 10,561 | 15,237 | 16,143 | 16,808 | 28,176 | 25,500 |
| 2419 | 930689 | SR-710 | Northlake Blvd | 1 mi S of Northlake Blvd | 4 | 6 | 24,000 | 22,948 | 21,969 | 27,414 | 16,808 | 28,256 | 33,400 |
|  | 937400 | SR-710 | 1 mi S of Northlake Blvd | Jog Rd | 4 | 6 |  |  | - | - | 31,513 | 53,591 | 53,600 |
| 2209 | 937265 | SR-710 | Jog Rd | Blue Heron Blvd | 4 | 6 | 25,248 | 25,414 | 25,909 | 34,690 | 34,779 | 52,420 | 43,600 |
| 2313 | 930747 | SR-710 | Blue Heron Blvd | Congress Ave | 4 | 4 | 19,137 | 14,536 | 15,716 | 14,100 | 11,098 | 18,473 | 23,100 |
| 2841 | 937266 | SR-710 | Congress Ave | Australian Ave | 4 | 4 | 19,555 | 17,322 | 17,857 | 16,900 | 16,401 | 27,179 | 29,600 |
| 2813 | 935287 | SR-710 | Australian Ave | Old Dixie Hwy | 4 | 4 | 7,557 | 9,012 | 7,848 | 8,500 | 8,391 | 19,311 | 18,100 |
|  | 930657 | SR-715 | SR-80 | Glades Central HS | 2 | 2 |  |  | - | - | 6,260 | 7,598 | 7,600 |
| 7026 | 930670 | SR-715 | Glades Central HS | Ave E | 2 | 2 | 14,046 | 25,160 | 13,235 | 10,800 | 7,746 | 8,893 | 14,400 |
| 7028 | 930078 | SR-715 | Ave E | W Canal St | 2 | 2 | 10,318 | 10,035 | 10,712 | 11,100 | 5,843 | 7,371 | 12,200 |
| 7042 | 930257 | SR-715 | W Canal St | Hooker Hwy | 2 | 2 | 11,178 | 6,865 | 6,296 | 6,346 | 5,925 | 8,164 | 8,700 |
| 7014 | 930506 | SR-715 | Hooker Hwy | Wilder Rd | 2 | 2 | 7,159 | 3,927 | 3,535 | 3,300 | 3,567 | 4,782 | 4,700 |
|  | 930777 | SR-715 | Hooker Hwy | N/A | 2 | 2 |  |  | - | - | 3,961 | 5,593 | 5,600 |
| 7019 | 930085 | SR-717 | SR-715 | Main St | 4 | 4 | 4,224 | 4,830 | 3,771 | 4,200 | 1,967 | 2,453 | 4,300 |
| 7021 | 935180 | SR-717 | Main St | MLK Bl | 2 | 2 | 2,862 | 2,610 | 2,462 | 2,400 | 543 | 647 | 2,600 |
| 7010 | 930698 | SR-729 | E Main St SR-15, US-441 | Muck City Rd CR-717 | 2 | 2 | 3,798 | 3,577 | 5,708 | 4,400 | 3,912 | 4,947 | 6,700 |
| 7029 | 930142 | SR-80 | US 27 | SR-715 | 4 | 4 | 26,355 | 19,792 | 19,226 | 18,300 | 16,621 | 14,498 | 16,800 |
| 7025 | 930445 | SR-80 | SR-715 | CR 827a | 4 | 4 | 17,275 | 15,276 | 16,602 | 15,000 | 12,427 | 9,732 | 13,900 |
| 7036 | 930359 | SR-80 | CR 827a | Ave G | 4 | 4 | 21,417 | 19,507 | 17,362 | 22,000 | 19,691 | 19,712 | 17,400 |

Kimley»Horn

September 29, 2021
Revised December 2, 2021

Horacio Moncada
Akel Homes, LLC
5300 West Atlantic Avenue, Suite 505
Delray Beach, Florida 33484

**RE:** ***Villages of Windsor - Traffic Impact Evaluation***
***Palm Beach County, Florida***
***Kimley-Horn #140468000***

Dear Mr. Moncada:

Kimley-Horn and Associates, Inc. has prepared a traffic impact evaluation for the site located on the southeast corner of Lyons Road & Hypoluxo Road in unincorporated Palm Beach County, Florida. The Parcel Control Number (PCN) for the project site is 00-42-45-08-08-001-0000. *Figure 1* illustrates the location of the site and a site plan is attached for reference. The site is currently vacant. The proposed development plan includes 187 multifamily dwelling units.

This analysis has been prepared in accordance with the criteria defined in the current countywide *Traffic Performance Standards (TPS)* of Palm Beach County as defined in *Article 12* of the *Unified Land Development Code (ULDC)*. A buildout year of 2026 is proposed.

## TRIP GENERATION

The daily and peak hour trip generation potential of the proposed development was calculated based on trip generation rates published by the Palm Beach County Traffic Division. As indicated in *Table 1*, the proposed development plan is expected to generate 1,017 net new external daily trips, 67 net new AM peak hour trips (+17 in, +50 out), and 82 net new PM peak hour trips (+50 in, +32 out). Based on this trip generation determination and the analysis thresholds established in the Palm Beach County ULDC, it was determined that the radius of development influence is one-half mile.

*Table 1: Trip Generation Calculations Summary*

| Land Use | Intensity | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out |
| Proposed Scenario | | | | | | | | |
| Multifamily Mid-Rise | 187 DU | 1,017 | 67 | 17 | 50 | 82 | 50 | 32 |
| | *Subtotal* | *1,017* | *67* | *17* | *50* | *82* | *50* | *32* |
| Pass-By Capture | | | | | | | | |
| Multifamily Mid-Rise | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | *Subtotal* | *0* | *0* | *0* | *0* | *0* | *0* | *0* |
| Driveway Volumes | | 1,017 | 67 | 17 | 50 | 82 | 50 | 32 |
| Net New External Trips | | 1,017 | 67 | 17 | 50 | 82 | 50 | 32 |
| Proposed Net External Trips-Existing Net New External Trips | | 1,017 | 67 | 17 | 50 | 82 | 50 | 32 |
| Radius of Development Influence: | | 1 miles | | | | | | |

| Land Use | Daily | AM Peak Hour | PM Peak Hour | Pass By |
|---|---|---|---|---|
| Multifamily Mid-Rise | 5.44 trips/DU | 0.36 trips/DU (26% in, 74% out) | 0.44 trips/DU (61% in, 39% out) | 0.0% |

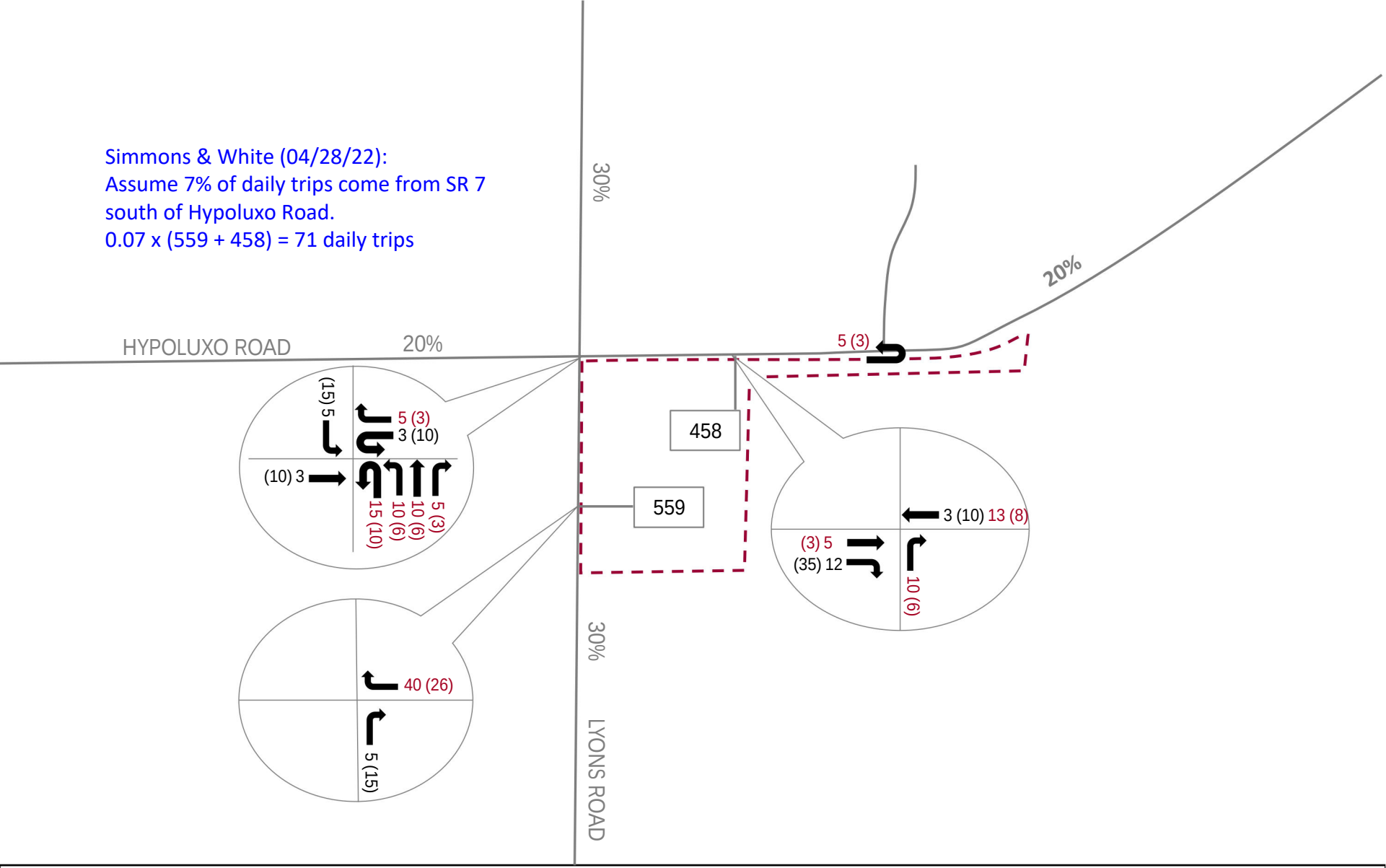



FIGURE 3:
PROJECT TRAFFIC VOLUMES
VILLAGES OF WINDSOR
140468000

Kimley»Horn

# APPENDIX B

## TEST 2 ANALYSIS

# TABLE 6

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

**TEST 2 - FIVE YEAR ANALYSIS**
**2 MILE RADIUS**
**TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 179**
**TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 268**

| ROADWAY | FROM | TO | AM PEAK HOUR DIRECTIONAL PROJECT DISTRIBUTION | AM PEAK HOUR DIRECTIONAL PROJECT TRIPS | EXISTING LANES | CLASS | LOS E STANDARD | TOTAL PROJECT IMPACT | PROJECT SIGNIFICANT |
|---|---|---|---|---|---|---|---|---|---|
| SR 7 | HYPOLUXO ROAD | SITE | 50% | 134 | 6D | UNI | 5,650 | 2.37% | NO |
| SR 7 | SITE | BOYNTON BEACH BOULEVARD | 50% | 134 | 6D | UNI | 5,650 | 2.37% | NO |
| HYPOLUXO ROAD | SR 7 | LYONS ROAD | 20% | 54 | 4D | II | 1,870 | 2.87% | NO |
| BOYNTON BEACH BOULEVARD | SR 7 | LYONS ROAD | 20% | 54 | 4D | II | 1,870 | 2.87% | NO |

# TABLE 7

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

**TEST 2 - FIVE YEAR ANALYSIS**
**2 MILE RADIUS**
**TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 128**
**TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 192**

| ROADWAY | FROM | TO | PROJECT DISTRIBUTION | PM PEAK HOUR DIRECTIONAL PROJECT TRIPS | EXISTING LANES | CLASS | LOS E STANDARD | TOTAL PROJECT IMPACT | PROJECT SIGNIFICANT |
|---|---|---|---|---|---|---|---|---|---|
| SR 7 | HYPOLUXO ROAD | SITE | 50% | 96 | 6D | UNI | 5,650 | 1.70% | NO |
| SR 7 | SITE | BOYNTON BEACH BOULEVARD | 50% | 96 | 6D | UNI | 5,650 | 1.70% | NO |
| HYPOLUXO ROAD | SR 7 | LYONS ROAD | 20% | 38 | 4D | II | 1,870 | 2.05% | NO |
| BOYNTON BEACH BOULEVARD | SR 7 | LYONS ROAD | 20% | 38 | 4D | II | 1,870 | 2.05% | NO |