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Certificate of Authorization Number 3452



LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

**FIRST CARE
0.98 ACRE FLUA
PALM BEACH COUNTY, FLORIDA**

Prepared for:

First Care Women's Clinic
2200 N. Florida Mango Road
Suite 102
West Palm Beach, Florida 33409

Job No. 22-194

Date: September 29, 2022

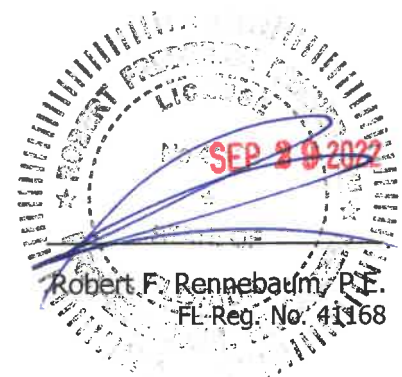


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1.0 SITE DATA

The subject parcel is generally located on the southeast corner of Bates Road and Northlake Boulevard in Palm Beach County and contains approximately 0.98 acres. The Property Control Number (PCN) for the subject parcel is 00-42-42-24-05-000-0010. The property is currently designated as Low Residential, 1 dwelling unit per acre on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the 0.98 acre parcel's designation to Commercial Low Office with underlying Low Residential, 1 dwelling unit per acre (CL-O/1) 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 change in traffic generation due to the requested change in the 0.98 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 CL-O/1 future land use designation:

LR-1

The most intensive land use for the existing LR-1 land use designation is single family residential development. Based on a maximum allowable density of 1 dwelling unit per acre and the site area consisting of 0.98 acres, the maximum units for the existing acreage under the existing LR-1 land use designation is 1 DU SF, calculated as follows:

$$0.98 \text{ Acre} \times \frac{1 \text{ DU}}{\text{Acre}} = 1 \text{ DU}$$

The traffic generation associated with 1 single family dwelling units is calculated in Table 1 and may be summarized as follows:

Daily Traffic Generation	=	10 tpd
AM Peak Hour Traffic Generation (In/Out)	=	1 pht (0 In/1 Out)
PM Peak Hour Traffic Generation (In/Out)	=	1 pht (1 In/2 Out)

CL-O/1

The most intensive land use under the proposed CL-O/1 land use designation is "Medical Office". Based on a maximum floor area ratio (FAR) of 50 percent and the site area consisting of 0.98 acres, the maximum allowable building square footage for the designated acreage under the proposed CL-O/1 land use designation is 21,344 SF calculated as follows:

$$0.98 \text{ Acre} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.50 = 21,344 \text{ SF}$$

2.0 TRAFFIC GENERATION (CONTINUED)

Medical Office (21,344 SF)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed CL-O/1 land use designation. Based on the maximum building square footage and the accepted traffic generation rates for medical office development, the maximum traffic generation for the property under the proposed CL-O/1 land use designation may be summarized as follows:

Daily Traffic Generation	=	728 tpd
AM Peak Hour Traffic Generation (In/Out)	=	59 pht (47 In/12 Out)
PM Peak Hour Traffic Generation (In/Out)	=	76 pht (23 In/53 Out)

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

Daily Traffic Generation	=	78 tpd
AM Peak Hour Traffic Generation	=	58 pht
PM Peak Hour Traffic Generation	=	75 pht

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a trip generation increase of 718 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 75 peak hour trips, the radius of development influence for purposes of Test 2 shall be one mile.

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 CL-O/1 land use designation.

5.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 4 and 5 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.

6.0 PEAK HOUR TURNING MOVEMENTS

The total AM and PM peak hour turning movements for the project under the proposed CL-O/1 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 CL-O/1 land use designation may be summarized as follows:

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

AM Peak Hour = 52 / 14
PM Peak Hour = 25 / 59

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.

7.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will not 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.

TABLE 1
EXISTING LR-1 FUTURE LAND USE DESIGNATION - 1 SINGLE FAMILY DWELLING UNIT

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	In	Out		%	Trips	
Single Family Detached	210	1	Dwelling Units			10			0	10	0%	0	10
Grand Totals:						10	0.0%		0	10	0%	0	10

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	1	Dwelling Units	0.26	0.74	0	1	1	0.0%	0	0	0	0	1	1	0%	0	0	1	1
Grand Totals:						0	1	1	0.0%	0	0	0	0	1	1	0%	0	0	1	1

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	1	Dwelling Units	0.63	0.37	1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1
Grand Totals:						1	0	1	0.0%	0	0	0	1	0	1	0%	0	1	0	1

TABLE 2
PROPOSED CL-O/1 FUTURE LAND USE DESIGNATION - 21,344 SF MEDICAL OFFICE

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization		External Trips	Pass-by		Net Trips
				In	Out		%	Total		%	Trips	
Medical Office (Stand-Alone)	720	21,344	S.F.			809		0	809	10%	81	728
Grand Totals:						809	0.0%	0	809	10%	81	728

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
Medical Office (Stand-Alone)	720	21,344	S.F.			52	14	66	0.0%	0	0	0	52	14	66	10%	7	47	12	59
Grand Totals:						52	14	66	0.0%	0	0	0	52	14	66	11%	7	47	12	59

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
Medical Office (Stand-Alone)	720	21,344	S.F.			25	59	84	0.0%	0	0	0	25	59	84	10%	8	23	53	76
Grand Totals:						25	59	84	0.0%	0	0	0	25	59	84	10%	8	23	53	76

TABLE 3
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING FUTURE LAND USE DESIGNATION =	10	1	0	1	1	1	0
PROPOSED FUTURE LAND USE DESIGNATION =	728	59	47	12	76	23	53
INCREASE =	718	58	47	11	75	22	53



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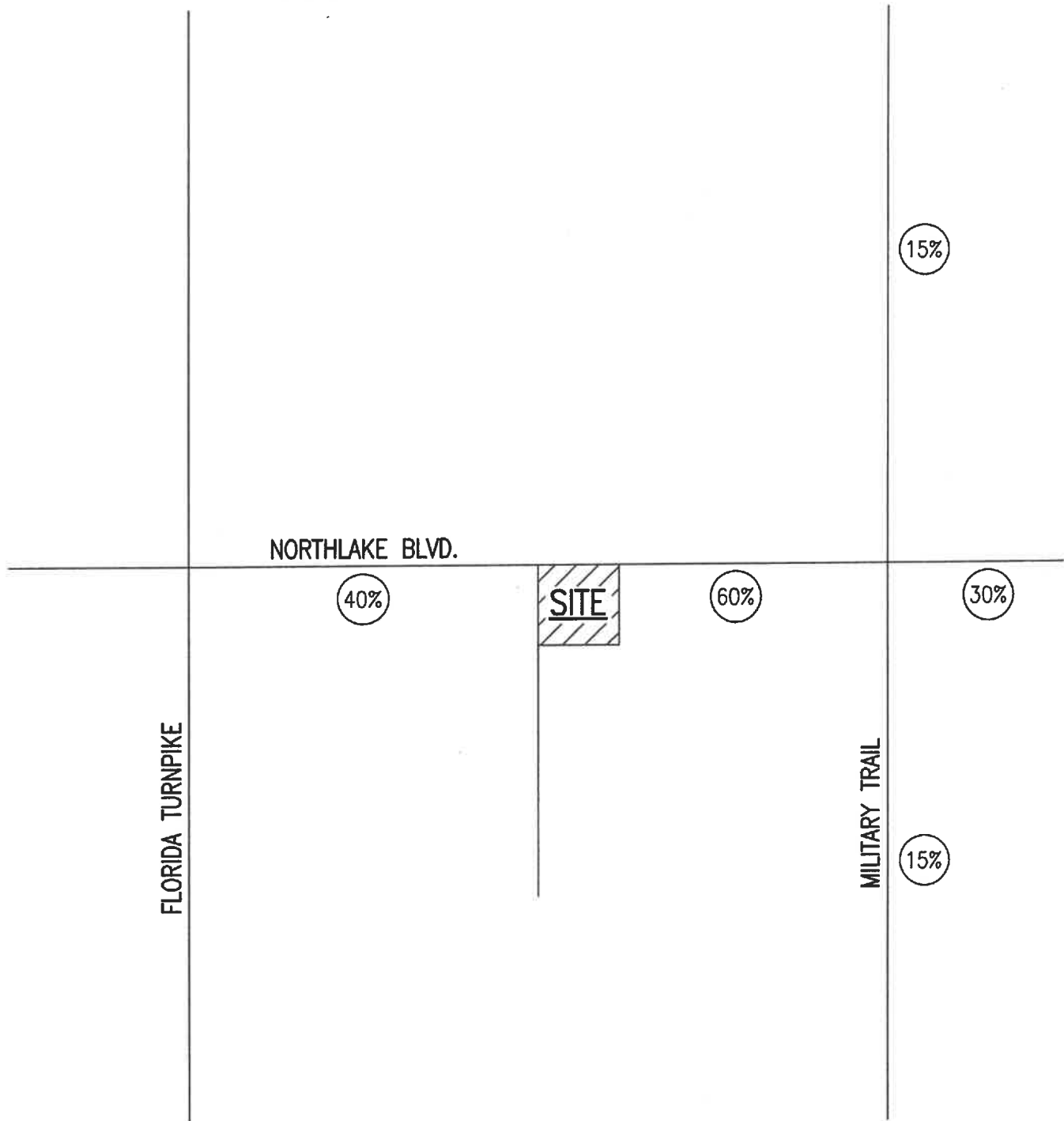


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

FIRST CARE

22-194 KD 09-30-22

APPENDIX A

YEAR 2045 ANALYSIS

FIRST CARE

09/29/22

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

PROJECT: FIRST CARE
EXISTING FUTURE LAND USE DESIGNATION: LR-1
EXISTING UNDERLYING FUTURE LAND USE DESIGNATION: NONE
TRIPS PER DAY = 10
PROPOSED FUTURE LAND USE DESIGNATION: CL-O
PROPOSED UNDERLYING FUTURE LAND USE DESIGNATION: LR-1
TRIPS PER DAY = 728
TRIP INCREASE = 718

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*
NORTHLAKE BOULEVARD	FLORIDA TURNPIKE	SITE	40%	287	6D	50,300	0.57%	61,300	61,587	1.22	NO
NORTHLAKE BOULEVARD	SITE	MILITARY TRAIL	60%	431	6D	50,300	0.86%	61,300	61,731	1.23	NO
NORTHLAKE BOULEVARD	MILITARY TRAIL	I-95	30%	215	6D	50,300	0.43%	66,400	66,615	1.32	NO
MILITARY TRAIL	HOLLY DRIVE	NORTHLAKE BOULEVARD	15%	108	6D	50,300	0.21%	48,700	48,808	0.97	NO
MILITARY TRAIL	NORTHLAKE BOULEVARD	INVESTMENT LANE	15%	108	6D	50,300	0.21%	35,900	36,008	0.72	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
2602	930496	MILITARY TRL	Investment Lane	Northlake Blvd	6	6T	35,413	29,135	32,036	32,709	17,495	21,401	35,900
2600	930703	MILITARY TRL	Northlake Blvd	Holly Dr	6	6T	43,999	37,391	40,246	39,718	43,502	52,674	48,700
2606	930708	MILITARY TRL	Holly Dr	PGA Blvd	6	6T	44,353	37,111	40,379	40,619	33,833	41,386	49,400
2624	930758	MILITARY TRL	PGA Blvd	I-95	6	6	38,882	33,368	36,533	38,807	35,239	30,712	31,800
	930759	MILITARY TRL	I-95 SB	I-95 NB	6	6			-	-	32,751	25,454	25,500
2604	937230	MILITARY TRL	I-95	Hood Rd	6	6	27,564	24,838	27,257	25,429	29,070	24,525	23,000
2208	937229	MILITARY TRL	Hood Rd	Donald Ross Rd	6	6	23,883	24,233	24,568	24,066	20,760	25,265	29,900
1602	937227	MILITARY TRL	Donald Ross Rd	Frederick Small Rd	6	6	30,572	34,542	34,822	35,789	37,768	48,029	44,300
1608	937228	MILITARY TRL	Frederick Small Rd	Indian Creek Blvd	6	6	28,570	30,300	29,706	30,553	23,626	29,093	35,200
1600	937226	MILITARY TRL	Indian Creek Blvd	Indiantown Rd	6	6	25,419	24,322	24,049	24,593	24,099	30,701	30,600
	937421	MINER RD	Seacrest Blvd	US-1	2	2			-	-	2,317	2,525	2,500
	PBC067	MINER RD	Military Tr	Lawrence Rd	0	3			-	-	-	22,435	22,400
4690	937647	MINER RD	Congress Ave	High Ridge Rd	2	3		-	6,882	8,337	11,028	15,045	10,900
6835	937641	MIZNER BLVD	US-1 (Federal Hwy)	Palmetto Park Rd	4	4	4,895	9,033	10,000	11,457	6,773	12,353	15,600
6834	937641	MIZNER BLVD	Palmetto Park Rd	Federal Hwy	4	4	10,273	10,001	10,000	15,479	6,773	12,353	15,600
	937426	N 7TH AVE	N A St	US-1	2	2			-	-	238	252	300
	937486	NE 10 AVE/MLK BLVD	Seacrest Blvd	Federal Hwy	2	2			-	-	2,746	8,364	8,400
	937520	NE 1ST ST	N Swinton Ave	Ne 6 Ave	2	2			-	-	385	570	600
2413	937063	NORTHLAKE BLVD	Seminole Pratt Whitney Rd	140th Ave N	4	6	11,089	10,074	10,450	11,902	17,078	37,650	31,000
2421	2421	NORTHLAKE BLVD	140th Ave N	Coconut Blvd	2	6		-	17,476	19,781	20,571	37,650	32,000
2411	937062	NORTHLAKE BLVD	Coconut Blvd	SR-7	4	6	29,704	25,889	28,370	33,168	33,951	63,056	52,700
2407	935503	NORTHLAKE BLVD	SR-7	SR-710	4	6	36,674	32,431	35,364	39,992	40,647	71,422	62,100
2401	935504	NORTHLAKE BLVD	SR-710	Ryder Cup Blvd	6	6	23,949	21,045	20,782	24,470	23,750	45,531	39,800
2205	938546	NORTHLAKE BLVD	Ryder Cup Blvd	Steeplechase Dr / Ballenises D	6	6	34,280	30,702	33,499	33,500	41,039	58,274	50,700
2605	938547	NORTHLAKE BLVD	Steeplechase Dr / Ballenises Dr	Military Tr	6	6	45,285	56,776	48,126	45,612	52,841	67,314	61,300
2207	930511	NORTHLAKE BLVD	Military Tr	I-95	6	6	51,985	46,823	53,098	48,094	55,542	69,463	66,400
2309	935241	NORTHLAKE BLVD	I-95	Congress Ave	6	6I	53,292	56,351	61,294	53,500	45,629	58,140	73,800
2815	937362	NORTHLAKE BLVD	Congress Ave	SR 811	6	6	44,623	41,315	45,198	46,241	33,665	36,805	48,300
2821	935256	NORTHLAKE BLVD	SR 811	Prosperity Farms Rd	6	6	31,068	33,679	35,300	37,198	25,205	29,260	39,400
2817	935255	NORTHLAKE BLVD	Prosperity Farms Rd	Southwind Dr	6	6	36,214	32,680	37,157	34,500	16,001	18,673	39,800
2819	935254	NORTHLAKE BLVD	Southwind Dr	US-1	6	6	27,179	26,990	27,771	29,933	10,314	12,702	30,200
	937498	NOTTINGHAM BLVD	Parker Ave	S Olive Ave	2	2			-	-	686	459	500
	937500	NW 12TH AVE	Nw 8 St	Nw 15 St	2	2			-	-	12,651	15,046	15,000
	937638	NW 13TH ST	Nw 15 Ave	Meadows Rd	2	2			-	-	9,633	11,225	11,200
	937639	NW 15TH ST	Nw 12 Ave	Nw 10 Ave	2	2			-	-	6,276	7,496	7,500
	937542	NW 28TH ST	Nw Boca Raton Blvd	N Dixie Hwy	2	2			-	-	9,359	10,495	10,500
	937441	NW AVE	SR-715	W Canal St	2	2			-	-	972	1,066	1,100
5801	930162	OCEAN AVE	Federal Hwy	N Ocean Blvd SR A1A	2	2	6,836	6,031	8,353	7,584	2,374	2,856	8,800
4803	930676	OCEAN AVE	SR A1A	US-1	2	2	17,736	15,418	14,487	11,300	9,700	10,211	15,000
	937652	OCEAN AVE/LANTANA RD	US-1	ICWW	2	2			-	-	9,700	10,211	10,200

APPENDIX B

TEST 2 ANALYSIS

TABLE 5
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) = 47

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 12

ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
			PROJECT DISTRIBUTION	PROJECT TRIPS					
NORTHLAKE BOULEVARD	FLORIDA TURNPIKE	SITE	40%	19	6D	II	2,830	0.66%	NO
NORTHLAKE BOULEVARD	SITE	MILITARY TRAIL	60%	28	6D	II	2,830	1.00%	NO
NORTHLAKE BOULEVARD	MILITARY TRAIL	I-95	30%	14	6D	II	2,830	0.50%	NO
MILITARY TRAIL	HOLLY DRIVE	NORTHLAKE BOULEVARD	15%	7	6D	II	2,830	0.25%	NO
MILITARY TRAIL	NORTHLAKE BOULEVARD	INVESTMENT LANE	15%	7	6D	II	2,830	0.25%	NO

TABLE 6
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) = 23

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 53

ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
			PROJECT DISTRIBUTION	PROJECT TRIPS					
NORTHLAKE BOULEVARD	FLORIDA TURNPIKE	SITE	40%	21	6D	II	2,830	0.75%	NO
NORTHLAKE BOULEVARD	SITE	MILITARY TRAIL	60%	32	6D	II	2,830	1.12%	NO
NORTHLAKE BOULEVARD	MILITARY TRAIL	I-95	30%	16	6D	II	2,830	0.56%	NO
MILITARY TRAIL	HOLLY DRIVE	NORTHLAKE BOULEVARD	15%	8	6D	II	2,830	0.28%	NO
MILITARY TRAIL	NORTHLAKE BOULEVARD	INVESTMENT LANE	15%	8	6D	II	2,830	0.28%	NO