



**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 16, 2020

Shaun G. MacKenzie, P.E.
MacKenzie Engineering & Planning, Inc.
1172 SW 30th Street, Suite 500
Palm City, FL 34990

**RE: Lantana Road and State Road 7
FLUA Amendment Policy 3.5-d Review
Round 2020-21-B**

Dear Mr. MacKenzie:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Impact Analysis for the proposed Future Land Use Amendment for the above referenced project, dated September, 2020, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

**Palm Beach County
Board of County
Commissioners**

Dave Kerner, Mayor

Robert S. Weinroth, Vice Mayor

Maria G. Marino

Gregg K. Weiss

Maria Sachs

Melissa McKinlay

Mack Bernard

County Administrator

Verdenia C. Baker

Location:	SW corner of State Road 7 and Lantana Road	
PCN:	00-41-44-37-00-037-0011	
Acres:	1.03 acres	
FLU:	Current FLU	Proposed FLU
Rural Residential, 1 unit per 10 acres (RR-10)		Commercial Low (CL)
Zoning:	Agricultural Residential (AR)	Community Commercial (CC)
Density/ Intensity:	1 unit/10 acres	0.10 FAR
Maximum Potential:	Single Family Detached = 1 DU	General Commercial = 4,487 SF
Proposed Potential:	None	None
Net Daily Trips:	204 (maximum – current)	
Net PH Trips:	2 (1/1) AM, 17 (8/9) PM (maximum)	

* 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

"An Equal Opportunity
Affirmative Action Employer"



Shaun G. MacKenzie, P.E.
December 16, 2020
Page 2

of the Palm Beach County Comprehensive Plan at the **maximum potential** density shown above.

Please note the proposed change will have no significant impact for both long range and Test 2 analyses.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "DS".

Dominique Simeus, P.E.
Professional Engineer
Traffic Division

DS/rb

cc: Addressee

Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic Division

Steve Bohovsky – Technical Assistant III, Traffic Division

Lisa Amara – Senior Planner, Planning Division

Khurshid Mohyuddin – Principal Planner, Planning Division

Jorge Perez – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review

N:\TRAFFIC\Development Review\Comp Plan\21-B\Lantana Road and State Road 7.docx

LAND USE PLAN AMENDMENT

TRAFFIC IMPACT ANALYSIS

Lantana Road and State Road 7
Palm Beach County, FL

Prepared for:
Roberts Equities, LLC
Boca Raton, Florida

Prepared by:

Engineering & Planning, Inc.
1172 SW 30th Street, Suite 500
Palm City, FL 34990
(772) 286-8030

EXECUTIVE SUMMARY

MacKenzie Engineering and Planning, Inc. (MEP) was retained to evaluate the transportation impacts resulting from the change in Future Land Use for the 1.03-acre subject parcel on the southwest corner of Lantana Road and State Road 7 (US Route 441) in unincorporated Palm Beach County, Florida (00-41-44-37-00-037-0011).

The subject parcel has a future land use designation of Rural Residential 10 (RR-10). The applicant is requesting a future land use amendment to Commercial Low (CL).

The trip generation for the net increase and proposed trips are as follows:

- 204 daily, 1 AM peak hour (1 in/0 out), and 16 PM peak hour (7 in/9 out) trips.

Based on the analysis, the land use change has no significant impact on the long-range plan and the change does not significantly impact any roadways within the 5-year time horizon, as shown in Exhibits 2 and 3.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
TABLE OF CONTENTS	ii
LIST OF TABLES	ii
LIST OF FIGURES.....	ii
LIST OF EXHIBITS	ii
INTRODUCTION	1
TRAFFIC GENERATION.....	2
Internal Capture	3
Pass-by Trip Capture	3
Radius of Impact	4
TRAFFIC DISTRIBUTION.....	4
TRAFFIC ASSIGNMENT.....	5
ASSURED AND PROGRAMMED CONSTRUCTION.....	6
Total Peak Hour.....	6
CONCLUSION	7
APPENDICES.....	8

LIST OF TABLES

Table 1. Trip Generation – Maximum Development Intensity	3
--	---

LIST OF FIGURES

Figure 1. Site Location Map.....	1
Figure 2. Traffic Assignment	5

LIST OF EXHIBITS

Exhibit 1. Trip Generation – Maximum Development Intensity
Exhibit 2. Long-Term Horizon (2045) Analysis
Exhibit 3. Short-Term Horizon (5-Year) Analysis

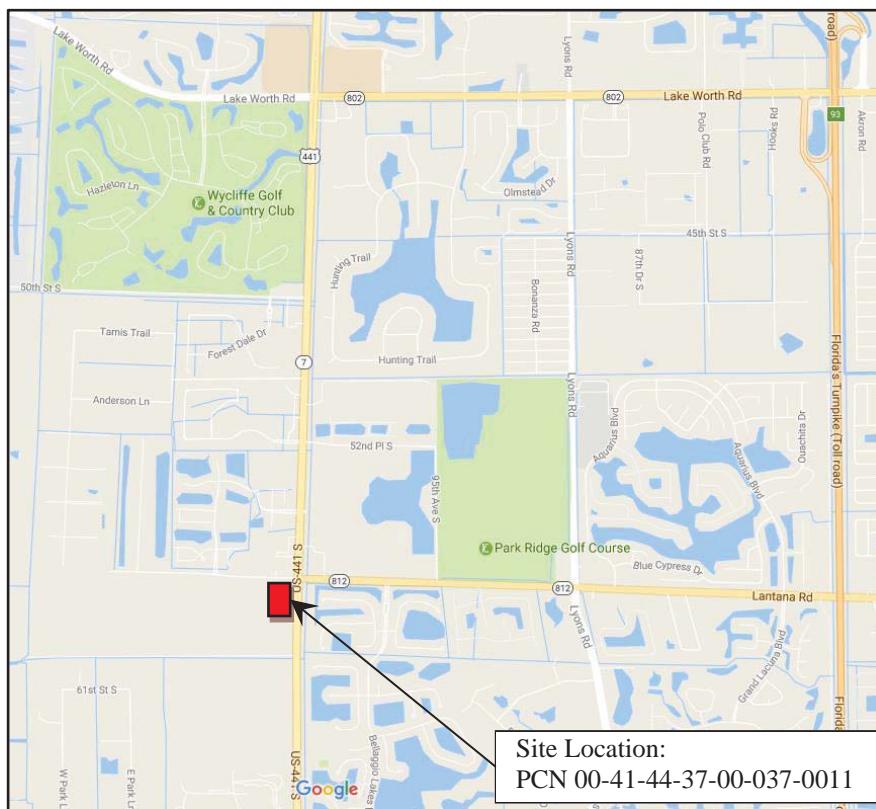
INTRODUCTION

The subject parcel (44,867 SF/1.03 Acres) is located at the southwest corner of Lantana Road and State Road 7 (US Route 441) in unincorporated Palm Beach County, Florida (00-41-44-37-00-037-0011). The subject parcel has a future land use designation of Rural Residential 10 (RR-10). The applicant is requesting a future land use amendment to Commercial Low (CL).

Consistent with a CL designation, the property was analyzed with a 0.1 Floor Area Ratio (FAR).

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. 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. Figure 1 illustrates the site location.

Figure 1. Site Location Map



TRAFFIC GENERATION

The change in daily traffic generation due to the requested change in future land use shall be determined by taking the difference between the maximum allowable building square footage for the existing and proposed future lane use.

This traffic statement uses Palm Beach County trip generation rates and equations for General Commercial (ITE 820).

Rural Residential, 1 Unit Per 10 Acres (RR-10)

The existing future land use is RR-10, which allows a maximum of 1 dwelling unit per 10 acres. The existing maximum use was (1) dwelling unit.

Commercial Low (CL)

Based on a maximum floor area ratio (FAR) of 10 percent and the site area consisting of 44,867 SF, the maximum allowable non-residential building square footage for the designated acreage under the existing CL land use designation is 4,487 SF calculated as follows:

Future Land Use	Property Size	Floor Area Ratio (FAR)	Maximum Allowable Building Square Footage
Commercial Low (CL)	44,867	10%	4,487

RR-10 to CL (Land Use Change)

The resultant net new trips based on the RR-10 to CL is as follows:

- 204 daily, 1 AM peak hour (1 in/0 out), and 16 PM peak hour (7 in/9 out) trips.

The resulting trip generation can be found in Exhibits 1.

Table 1. Trip Generation – Maximum Development Intensity

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Maximum Land Use Traffic								
Single Family Detached	1 DU	10	1	0	1	1	1	0
	<i>NET EXISTING TRIPS</i>	<i>10</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>0</i>
	Total Existing Driveway Volumes	10	1	0	1	1	1	0
Proposed Maximum Land Use Traffic								
Gen. Commercial (<10ksf)	4.487 1000 SF	564	4	2	2	44	21	23
Pass-By Traffic								
Gen. Commercial (<10ksf)	62.0%	350	2	1	1	27	13	14
	<i>NET PROPOSED TRIPS (FOR 5-YEAR TEST)</i>	<i>214</i>	<i>2</i>	<i>1</i>	<i>1</i>	<i>17</i>	<i>8</i>	<i>9</i>
	Total Proposed Driveway Volumes	564	4	2	2	44	21	23
NET CHANGE IN TRIPS (FOR THE LONG-TERM HORIZON (2045) ANALYSIS)		204	1	1	0	16	7	9
NET CHANGE IN DRIVEWAY VOLUMES		554	3	2	1	43	20	23
Note: Trip generation was calculated using the following data:								
Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	10	0%	25/75	0.74	63/37	$\ln(T) = 0.96 \ln(X) + 0.20$
Gen. Commercial (<10ksf)	820	1000 SF	125.61	62%	62/38	0.94	48/52	9.9

Copyright © 2020, MacKenzie Engineering and Planning, Inc.

Internal Capture

Internal capture is 0%.

Pass-by Trip Capture

The proposed pass-by capture is in accordance with the Palm Beach County pass-by rates for the respective land uses, as shown in Exhibit 1.

Radius of Impact

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan, for a trip generation of 204 net new daily trips, the radius of development influence for determining significant impact shall be only address directly accessed link on 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 17 peak hour trips, the radius of development influence for purposes of Test 2 shall be directly accessed links.

TRAFFIC DISTRIBUTION

Traffic distribution and assignment was determined using engineering judgment, trip lengths based on the uses and from a review of the roadway network. The overall distribution is summarized by general directions and is depicted below:

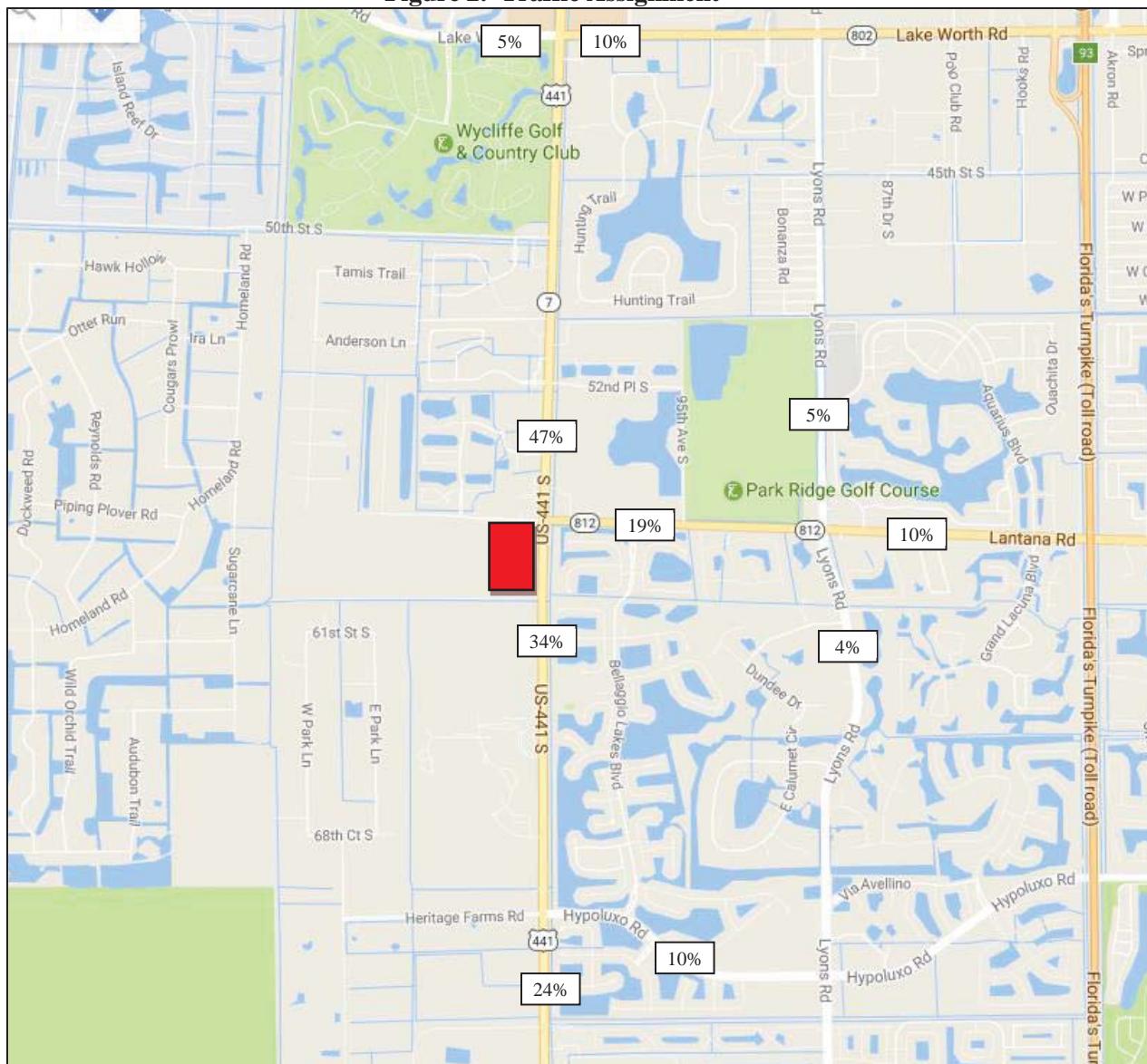
NORTH	-	47 percent
SOUTH	-	34 percent
EAST	-	19 percent

TRAFFIC ASSIGNMENT

The net increase in daily traffic generation has been assigned to the links within the project's radius of development influence for the year 2025. The distributed external trips for the project were assigned to the roadway network within the radius of influence.

The project assignment is illustrated in Figure 2.

Figure 2. Traffic Assignment



ASSURED AND PROGRAMMED CONSTRUCTION

A review conducted of the Five-Year Plans of Palm Beach County and FDOT, as well as those improvements committed by the developers of projects in the area. No improvements are identified in the plans adding capacity within the study area.

MAXIMUM DEVELOPMENT INTENSITY – NET INCREASE

The total anticipated Year 2045 traffic and Level of Service "D" Standard for the directly accessed link is shown on Exhibit 2. As shown on Exhibit 2, this proposed future land use plan designation modification has no significant impact.

TEST TWO

Based on the requirements of Palm Beach County's TPS, an analysis was undertaken for all the roadway links included in the Palm Beach County Thoroughfare Map within the maximum radius of development influence to determine the Test Two significantly impacted links. Per Palm Beach County standards, all the roadway links on which the project traffic impact is greater than 3% of the LOS-E service volume are considered significantly impacted by the project traffic.

Total Peak Hour

A Test Two one-way peak hour link performance standard evaluation was undertaken for all thoroughfare links within the project study area. The analysis was performed considering the peak hour background traffic volume and the peak hour project traffic volume to be in place in 2025. Based on the analysis, none of the Test Two roadway links are significantly impacted by the project, as shown in Exhibit 3.

Test Two is satisfied.

CONCLUSION

MacKenzie Engineering and Planning, Inc. (MEP) was retained to evaluate the transportation impacts resulting from the change in Future Land Use for the 1.03-acre subject parcel on the southwest corner of Lantana Road and State Road 7 (US Route 441) in unincorporated Palm Beach County, Florida (00-41-44-37-00-037-0011).

The subject parcel has a future land use designation of Rural Residential 10 (RR-10). The applicant is requesting a future land use amendment to Commercial Low (CL).

The trip generation for the net increase and proposed trips are as follows:

- 240 daily, 1 AM peak hour (1 in/0 out), and 16 PM peak hour (7 in/9 out) trips.

Based on the analysis, the land use change has no significant impact on the long-range plan and the change does not significantly impact any roadways within the 5-year time horizon, as shown in Exhibits 2 and 3.



APPENDICES

Exhibit 1. Trip Generation – Maximum Development Intensity

Exhibit 2. Long-Term Horizon (2045) Analysis

Exhibit 3. Short-Term Horizon (5-Year) Analysis

- A. Property ID Card
- B. PBC Map TE 14.1 Thoroughfare Right of Way Identification Map
- C. Palm Beach County Trip Generation Rates
- D. 2045 Model Volumes
- E. PBC Comprehensive Plan Table 3.5-1
- F. PBC Land Development Code Tables 12.B.2.C-1 1A – 12.B.2.D-10 3D

EXHIBIT 1

TRIP GENERATION - MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

Lantana Road & SR-7

RR-10 to CL (0.1 FAR)

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Maximum Land Use Traffic								
Single Family Detached	1 DU	10	1	0	1	1	1	0
		NET EXISTING TRIPS	10	1	0	1	1	0
		Total Existing Driveway Volumes	10	1	0	1	1	0
Proposed Maximum Land Use Traffic								
Gen. Commercial (<10ksf)	4.487 1000 SF	564	4	2	2	44	21	23
Pass-By Traffic								
Gen. Commercial (<10ksf)	62.0%	350	2	1	1	27	13	14
		NET PROPOSED TRIPS (FOR 5-YEAR TEST)	214	2	1	1	17	8
		Total Proposed Driveway Volumes	564	4	2	2	44	21
		NET CHANGE IN TRIPS (FOR THE LONG-TERM HORIZON (2045) ANALYSIS)	204	1	1	0	16	7
		NET CHANGE IN DRIVEWAY VOLUMES	554	3	2	1	43	20

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	10	0%	25/75	0.74	63/37	$\ln(T) = 0.96 \ln(X) + 0.20$
Gen. Commercial (<10ksf)	820	1000 SF	125.61	62%	62/38	0.94	48/52	9.9

Copyright © 2020, MacKenzie Engineering and Planning, Inc.

EXHIBIT 2 - AVERAGE DAILY TRAFFIC
Lantana Road & SR-7
LONG-TERM HORIZON (2045) ANALYSIS

Roadway From	To	Existing			2045 Laneage		Project Assignment	Project Trips	2045		2045 Volume to Capacity	Significance	Significant Impact ?(1)	
		Number Of Lanes	LOS 'D' Capacity	LOS 'D' Number Of Lanes	LOS 'D' Capacity	LOS 'D' Capacity			SERPM8 Adjusted Volume(2)	2045 Volume to Capacity				
Lantana Road SR-7	Lyons Rd	4LD	33,200	4LD	33,200	19%	39	39	13,800	0.42	0.12%	no	no	
	Florida's Turnpike	4LD	33,200	4LD	33,200	10%	20	20	42,100	1.27	0.06%	no	no	
SR-7	Hypoluxo Rd	6LD	50,300	6LD	50,300	34%	69	69	54,000	1.07	0.14%	no	no	
	Lantana Rd	6LD	50,300	6LD	50,300	47%	96	96	57,200	1.14	0.19%	no	no	
Lantana Rd														
Lake Worth Rd														

(1) A project has significant traffic: where net trip increase impacting roads is greater than one percent (1%) for volume to capacity ratio (v/c) of 1.4 or more, two percent (2%) for v/c of 1.2 or more and three percent (3%) for v/c of less than 1.2 of the level of service "D" capacity on an AADT basis

(2) Volumes based on Palm Beach TPA 2045 Plan published 9/18/2020

EXHIBIT 3
Lantana Road & SR-7
SHORT TERM HORIZON (PEAK HOUR ONE-WAY)(5-YEAR)(TEST 3) ANALYSIS

Location Address S STATE ROAD 7
Municipality UNINCORPORATED
Parcel Control Number 00-41-44-37-00-037-0011
Subdivision
Official Records Book 29187 **Page**888
Sale Date JUN-2017
37-44 1/2-41, W 475 FT OF E 539.65 FT OF LT 1 TR 37 IN
Legal Description OR1708P1403 (LESS N 40 FT LANTANA RD & ELY 158.15
FT ADDL SR 7 R/WS)

Owners
SR7 LANTANA LLC

Mailing address
8903 GLADES RD STE A14
BOCA RATON FL 33434 4023

Sales Date	Price	OR Book/Page	Sale Type	Owner
JUN-2017	\$800,000	29187 / 00888	WARRANTY DEED	SR7 LANTANA LLC
JUL-2015	\$100	27672 / 01703	QUIT CLAIM	FAMILY INVESTMENT GROUP TWO LLC
JUL-2012	\$10	25307 / 00869	QUIT CLAIM	ZUBAIRI JHAN Z
FEB-2010	\$10	23697 / 01806	QUIT CLAIM	BNK REAL ESTATE LLC
JAN-1996	\$150,000	09074 / 00562	WARRANTY DEED	SUPER STOP STORES INC

1 2

No Exemption Information Available.

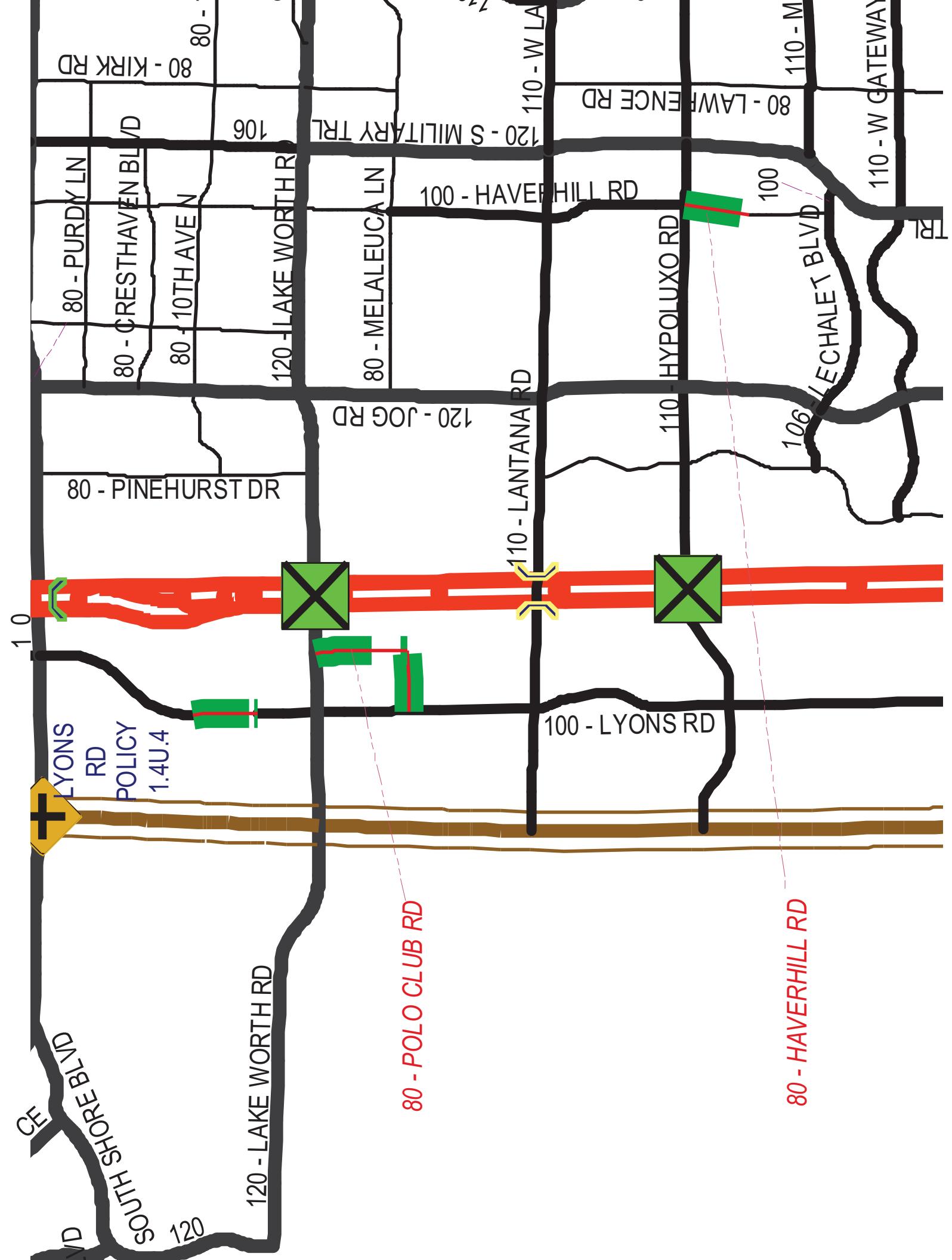
Number of Units 0 ***Total Square Feet** 0 **Acres** 1.02
Use Code 1000 - VACANT COMMERCIAL **Zoning** AR - Agricultural Residential (00-UNINCORPORATED)

Tax Year	2019	2018	2017
Improvement Value	\$0	\$0	\$0
Land Value	\$630,360	\$612,000	\$133,294
Total Market Value	\$630,360	\$612,000	\$133,294

All values are as of January 1st each year

Tax Year	2019	2018	2017
Assessed Value	\$630,360	\$612,000	\$133,294
Exemption Amount	\$0	\$0	\$0
Taxable Value	\$630,360	\$612,000	\$133,294

Tax Year	2019	2018	2017
Ad Valorem	\$11,192	\$10,533	\$2,333
Non Ad Valorem	\$99	\$99	\$96
Total tax	\$11,291	\$10,632	\$2,429



Palm Beach County Trip Generation Rates

(Effective with traffic studies submitted to the County on or after 4/15/2019)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	In/Out	AM Peak Hour Rate/Equation	In/Out	PM Peak Hour Rate/Equation	
Industrial	Light Industrial	110	1000 S.F.	4.96	10%	88/12	0.7	13/87	0.63	
	Warehouse	150	1000 S.F.	1.74	10%	77/23	0.17	27/73	0.19	
	Flex Space - IND FLU	PBC	1000 S.F.	7.86	10%	64/36	1.53	40/60	1.21	
	Flex Space - COM FLU	PBC	1000 S.F.	29.67	45%	72/28	2.12	40/60	2.67	
	Mini-Warehouse/SS	151	1000 S.F.	1.51	10%	60/40	0.1	47/53	0.17	
Residential	Single Family Detached	210	Dwelling Unit	10	0%	25/75	0.74	63/37	$\ln(T) = 0.96 \ln(X) + 0.20$	
	Multifamily Low-Rise Housing up to 2 Story (Apartment/Condo/TH)	220	Dwelling Unit	7.32	0%	23/77	0.46	63/37	0.56	
	Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	Dwelling Unit	5.44	0%	26/74	0.36	61/39	0.44	
	55+ SF Detached	251	Dwelling Unit	4.27	0%	33/67	0.24	61/39	0.30	
	55+ SF Attached	252	Dwelling Unit	3.7	0%	35/65	0.2	55/45	0.26	
Ldg	Congregate Care Facility	253	Dwelling Unit	2.02	0%	60/40	0.07	53/47	0.18	
	Assisted Living Facility	254	Beds	2.6	0%	63/37	0.19	38/62	0.26	
	Hotel	310	Rooms	8.36	10%	59/41	0.47	51/49	0.6	
	Movie Theater	444	Seats	1.76	5%	N/A	0	55/45	0.09	
	Health Club	492	1000 S.F.	32.93	5%	50/50	1.41	57/43	3.53	
Rec	Elementary School	520	Students	1.89	0%	54/46	0.67	48/52	0.17	
	Middle/Junior School	522	Students	2.13	0%	54/46	0.58	49/51	0.17	
	High School	530	Students	2.03	0%	67/33	0.52	48/52	0.14	
	Private School (K-8)	534	Students	Use Private K-12 rate		0%	55/45	0.91	46/54	0.26
	Private School (K-12)*	536	Students	2.48	0%	61/39	0.80	43/57	0.17	
Med	Church/Synagogue ^a	560	1000 S.F.	6.95	5%	60/40	0.33	45/55	0.49	
	Day Care	565	Students	4.09	50%	53/47	0.78	47/53	0.79	
	Library	590	1000 S.F.	72.05	10%	71/29	1	48/52	8.16	
	Hospital	610	1000 S.F.	10.72	10%	68/32	0.89	32/68	0.97	
	Nursing Home	620	Beds	3.06	10%	72/28	0.17	33/67	0.22	
Office	General Office (>5,000 SF GFA)	710	1000 S.F.	$\ln(T) = 0.97 \ln(X) + 2.50$	10%	86/14	$T = 0.94(X) + 26.49$	16/84	1.15	
	Small Office Building (<=5,000 SF GFA)	712	1000 S.F.	16.19	10%	83/18	1.92	32/68	2.45	
	Medical Office	720	1000 S.F.	34.8	10%	78/22	2.78	28/72	3.46	
	Medical Office (Reduced) ^b	PBC	1000 S.F.	17.4	10%	78/22	1.39	28/72	1.73	
	Government Office	730	1000 S.F.	22.59	10%	75/25	3.34	25/75	1.71	

Palm Beach County Trip Generation Rates

(Effective with traffic studies submitted to the County on or after 4/15/2019)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	In/Out	AM Peak Hour Rate/Equation	PM Peak Hour Rate/Equation	In/Out	PM Peak Hour Rate/Equation
Retail	Nursery (Garden Center)	817	Acre	108.1	0%	N/A	2.82	N/A	8.06	
	Nursery (Wholesale)	818	Acre	19.5 ^c	0%	N/A	0.26	N/A	0.45	
	Landscape Services	PBC	Acre ^m	121.70	0%	40/60	34.4	58/42	15.1	
	Gen. Commercial	820	1000 S.F.	$\text{Ln}(T) = 0.68 \text{ Ln}(X) + 5.57^g$	Note e	62/38	0.94	48/52	$\text{Ln}(T) = 0.74 \text{ Ln}(X) + 2.89^j$	
	Automobile Sales (New)	840	1000 S.F.	27.84	15%	73/27	1.87	40/60	2.43	
	Automobile Parts Sales	843	1000 S.F.	55.34	28%	55/45	2.59	48/52	4.91	
	Tire Store	848	1000 S.F.	28.52	28%	64/36	2.72	43/57	3.98	
	Pharmacy + DT	881	1000 S.F.	109.16	50%	53/47	3.84	50/50	10.29	
	Drive-In Bank ^g	912	1000 S.F.	100.03	47%	58/42	9.5	50/50	20.45	
	Quality Restaurant	931	1000 S.F.	83.84	44%	50/50	0.73	67/33	7.8	
Services	High Turnover Sit-Down Rest.	932	1000 S.F.	112.18	43%	55/45	9.94	62/38	9.77	
	Fast Food Restaurant w/o DT	933	1000 S.F.	346.23	45%	60/40	25.1	50/50	28.34	
	Fast Food Restaurant + DT	934	1000 S.F.	470.95	49%	51/49	40.19	52/48	32.67	
	Coffee/Donut Shop w/o DT	936	1000 S.F.	686.67 ^h	45%	51/49	101.14	50/50	36.31	
	Coffee/Donut Shop + DT	937	1000 S.F.	820.38	49%	51/49	88.99	50/50	43.38	
	Gas Station w/Convenience Store ⁱ	FDOT	1000 S.F.	14.3*PM Trips	61%	50/50	Note j	50/50	12.3*FP+15.5*(X)	
	Carwash (Automated) ^k	PBC	Lane	166.00	0%	50/50	11.97	50/50	13.65	
	Gas Station									
	Laundromat									
	Gas Bar									

- a) Weekend peak hour rate = 9.99 per 1,000 s.f. with a 48/52 directional split
- b) To be used only when adjacent to hospital, for Med. Office square footage not to exceed 44% of the hospital square footage
- c) Use caution when using because of very low sample data. Consult with the County before using.
- d) For intensities under 10,000 s.f., use a rate of $125.61 / 1,000 \text{ S.F.}$ instead of the equation.
- e) Pass-by percent = 62% for 10,000 s.f. or less, otherwise = $83.18 - 9.30 * \text{Ln}(A)$ where A is 1,000 s.f. of leasable area
- f) For intensities under 10,000 s.f., use a rate of 9.9 / 1,000 s.f. instead of the equation.
- g) Use these rates for a drive-in bank with up to 4 drive-thru lanes (excl. ATM lane). For additional drive-thru lanes, use per lane rates from ITE Code 912 (124.76 daily, 8.83 AM, 27.15 PM. Use same in/out splits)
- h) ITE rate NA. Rate derived using PM to Daily ratio for ITE Code 937
- i) FP=Fueling Position. Use both FP and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Article 12, should be applied to estimate the net trips.
- j) Use PM rates
- k) Daily rate taken from PBC trip gen. study. Peak hour rates derived by applying peak to daily ratios for gas station to daily carwash rate
- l) Assume 50/50
- m) Landscape Services acreage consists of overnight vehicle and equipment storage as well as areas (covered or uncovered) for chemicals, fertilizers, landscape materials (excluding plants) and other items needed for day-to-day operations. Not included are drive aisles, customer/employee parking, structures shared by nursery and landscape services, facilities that solely serve the onsite landscape activities or any nursery growing areas.

Modification History
 3/26/2019: First published
 3/2/2020: Added Landscape Services, modification history, edited formatting,

Footnotes



Palm Beach TPA Adjusted 2045 Two-Way Daily Traffic Volumes

Based on Southeast Regional Planning Model (SERPM) version 8.503

The following table provides adjusted 2045 two-way daily traffic volumes derived from the Southeast Florida Regional Planning Model using 2045 demographic growth predictions based on adopted future land use designations in local government comprehensive plans and future transportation facilities and services based on adopted cost feasible project lists in the Long Range Transportation Plans of the Miami-Dade TPO, the Broward MPO and the Palm Beach TPA. SERPM 8, the region's currently supported modeling platform, is an activity-based model approved for use to support Long Range Transportation Plan (LRTP) and Regional Transportation Plan (RTP) development. This table should be used as a supplement to local knowledge of historic, current, and future travels patterns.

The Regional Transportation Technical Advisory Committee - Modelling Subcommittee (RTTAC-MS) reviews and approves requested model updates quarterly to incorporate amendments to LRTP project lists and local government comprehensive plans and to correct significant input errors. SERPM 8 can be downloaded and additional model details can be found at the [SERPM website](#). Network updates are tracked on the SERPM 8 Reference site at <https://sites.google.com/site/serpm8reference/>. The adjusted volumes table will be updated with subsequent SERPM releases.

The 2045 adjusted traffic volumes were calculated based on the difference between the 2015 base year model outputs and the 2015 observed traffic counts and rounded to the nearest hundred vehicles using one of the following equations:

$$\text{If } \frac{2015\ Observed}{2015\ Model} > .8 \text{ and } \frac{2015\ Observed}{2015\ Model} < 1.2, \text{ then } 2045\ Adjusted = \frac{2045\ Model}{2015\ Model} \times 2015\ Observed$$
$$\text{If } \frac{2015\ Observed}{2015\ Model} > 1.2 \text{ or } \frac{2015\ Observed}{2015\ Model} < .8, \text{ then } 2045\ Adjusted = 2015\ Observed + (2045\ Model - 2015\ Model)$$

For additional assistance or to provide suggestions to improve model outputs in a future model run, please contact Grég Gabriel at ggabriel@PalmBeachTPA.org.

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
935071 LAKE AVE	Dixie Hwy	S. M St	2	2	-	-	7,932	8,479	8,500	-	-	-	-
5649 937072 LAKE IDA RD	Hagen Ranch Rd	Jog Rd	2	2	12,238	7,591	8,812	3,015	3,482	8,000	3,482	8,000	3,482
5653 937074 LAKE IDA RD	Jog Rd	El Clair Ranch Rd	2	2	12,383	10,168	10,969	11,274	3,474	4,792	12,300	4,792	12,300
5651 937073 LAKE IDA RD	El Clair Ranch Rd	Military Tr	2	2	13,228	11,590	11,682	12,608	5,795	6,444	12,300	6,444	12,300
5623 937071 LAKE IDA RD	Military Tr	Barwick Rd	4	4	20,410	15,701	19,827	20,420	10,394	13,568	23,000	13,568	23,000
5605 937016 LAKE IDA RD	Barwick Rd	Congress Ave	4	4	29,688	27,179	28,271	30,891	13,799	17,154	31,600	17,154	31,600
5307 937061 LAKE IDA RD	Congress Ave	Swinton Ave	4	4	19,839	21,306	21,542	24,685	13,516	22,317	30,300	22,317	30,300
937424 LAKE OSBORNE DR	12th Av S	Lake Worth Rd	2	2	-	-	-	-	-	-	492	500	500
3445 937163 LAKE WORTH RD	South Shore Blvd	120th Av	2	2	15,873	23,445	12,221	13,300	9,509	13,097	15,800	13,097	15,800
4409 937120 LAKE WORTH RD	120th Av	Isles Bl	4	4	20,557	15,106	14,871	17,500	10,481	16,195	20,600	16,195	20,600
4407 937119 LAKE WORTH RD	Isles Bl	SR-7	4	4	31,272	24,753	26,672	28,030	23,647	30,859	34,800	30,859	34,800
4401 930053 LAKE WORTH RD	SR-7	Lyons Rd	6	6T	36,432	33,787	38,065	39,252	29,845	37,416	45,600	37,416	45,600
4101 930054 LAKE WORTH RD	Lyons Rd	Florida Turnpike	6	6T	-	-	-	-	37,500	47,734	47,700	47,734	47,700
4201 930055 LAKE WORTH RD	Florida Turnpike	Pinehurst Dr	6	6T	42,905	34,043	39,166	42,106	37,301	45,035	47,300	45,035	47,300
4645 937233 LAKE WORTH RD	Pinehurst Dr	Jog Rd	6	6T	53,067	44,593	46,028	51,629	45,864	52,388	52,600	52,388	52,600
4669 937232 LAKE WORTH RD	Jog Rd	Sherwood Forest Blvd	6	6T	45,006	44,260	45,661	48,041	24,773	33,520	54,400	24,773	54,400
4673 937232 LAKE WORTH RD	Sherwood Forest Blvd	Haverhill Rd	6	6T	51,532	41,648	41,210	44,850	24,773	33,520	50,000	24,773	50,000
4627 930404 LAKE WORTH RD	Haverhill Rd	Military Tr	6	6T	50,676	43,493	44,371	44,984	22,275	29,002	51,100	22,275	51,100
4611 930024 LAKE WORTH RD	Military Tr	Kirk Rd	6	6T	47,121	43,790	42,951	44,802	26,081	34,974	51,800	34,974	51,800
4647 937234 LAKE WORTH RD	Kirk Rd	Congress Ave	6	6T	43,331	37,971	38,415	40,684	21,652	26,913	43,700	26,913	43,700
4651 930025 LAKE WORTH RD	Congress Ave	Boutwell Rd	4	4T	29,118	28,562	23,415	26,619	12,045	17,150	28,500	17,150	28,500
4305 930751 LAKE WORTH RD	Boutwell Rd	Lake/Lucerne Split	4	4T	24,924	-	25,497	25,500	14,494	19,765	30,800	19,765	30,800
4817 935069 LAKE WORTH RD	Dixie Hwy (SR-805)	'A' St	3	3	9,126	-	8,385	8,900	3,936	5,959	10,400	5,959	10,400
4813 935068 LAKE WORTH RD	Dixie Hwy (SR-805)	'A' St	2	2	10,601	-	8,078	8,200	4,936	6,196	9,300	6,196	9,300
4815 935076 LAKE WORTH RD	Federal Hwy (US-1)	Dixie Hwy (SR-805)	2	2	10,042	8,559	8,410	-	3,428	3,878	8,900	3,878	8,900
4811 935070 LAKE WORTH RD	Federal Hwy	Dixie Hwy (SR-805)	2	2	10,669	8,322	9,526	9,600	7,859	8,516	10,300	8,516	10,300
4801 930118 LAKE WORTH RD	A1A	Lucerne Ave	4	4	15,674	12,934	16,111	12,100	8,069	8,737	16,800	8,737	16,800
4403 937291 LANTANA RD	SR-7	Lyons Rd	4	4	19,621	14,775	15,574	17,057	18,458	16,412	13,800	18,458	13,800
4207 937290 LANTANA RD	Lyons Rd	Hagen Ranch Rd	4	4	38,436	24,298	25,977	28,535	27,248	44,140	42,100	44,140	42,100
4669 937293 LANTANA RD	Hagen Ranch Rd	Jog Rd	6	6	38,587	32,050	32,219	36,116	35,241	50,031	45,700	50,031	45,700
4619 937292 LANTANA RD	Jog Rd	Haverhill Rd	6	6	40,005	35,730	35,845	42,984	29,837	41,862	50,300	41,862	50,300
4605 930693 LANTANA RD	Military Tr	Lawrence Rd	6	6	42,958	33,827	41,854	49,357	35,147	46,266	55,100	46,266	55,100
4665 937289 LANTANA RD	Lawrence Rd	Congress Ave	6	6	47,796	47,863	47,054	50,923	56,534	66,732	57,300	66,732	57,300
4623 937288 LANTANA RD	Congress Ave	High Ridge Rd	6	6	42,455	43,695	41,390	46,300	32,001	40,113	49,500	40,113	49,500
4209 930076 LANTANA RD	High Ridge Rd	I-95	5	6	42,461	45,356	43,805	45,500	35,422	43,085	53,300	43,085	53,300
4311 930077 LANTANA RD	I-95	Redding Dr	5	6	41,769	38,457	37,424	36,000	28,787	39,254	47,900	39,254	47,900
4807 935214 LANTANA RD	Redding Dr	Federal Hwy	5	5	21,493	-	19,392	18,253	12,402	12,848	19,800	12,848	19,800
937618 LARRIMORE RD	SR-729	SR-15	2	2	-	-	-	-	586	827	800	827	800
5638 937303 LAWRENCE RD	Woolbright Rd	Boynton Beach Blvd	3	3	7,854	7,167	7,651	8,714	7,479	10,007	10,200	7,479	10,200
5204 937302 LAWRENCE RD	Boynton Beach Blvd	Gateway Blvd	5	5	16,110	13,804	14,777	17,539	9,617	13,795	19,000	13,795	19,000

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	24,569	27,687	29,795	37,618	65,569	55,600
4402 937242 SR-7	4400 930753 SR-7	Hypoluxo Rd	Lantana Rd	6	6	31,171	28,880	31,450	35,927	39,604	62,147	54,000	
4406 937243 SR-7		Lantana Rd	Lake Worth Rd	6	6	42,465	37,709	41,210	44,964	56,024	72,015	57,200	
4102 930721 SR-7		Lake Worth Rd	Stribling Way		8	8T		53,339	65,398	66,899	66,602	81,026	79,600
3452 937241 SR-7		Stribling Way	Forest Hill Blvd		8	8T	51,821	43,846	49,645	55,559	61,629	80,009	68,000
3408 930037 SR-7		Forest Hill Blvd	Pioneer Rd		8	8T	55,024	54,731	58,868	65,204	56,526	76,840	80,000
3406 930514 SR-7		Pioneer Rd	Southern Blvd		8	8T	55,628	52,008	56,643	63,674	56,796	78,681	78,500
3404 930034 SR-7		Southern Blvd	Belvedere Rd	8	8T	59,099	47,669	51,645	52,881	48,293	69,506	74,300	
3468 937259 SR-7		Belvedere Rd	Okeechobee Blvd		6T	47,176	36,000	38,417	41,440	27,827	48,785	59,400	
7006 TPA014 SR-7		Okeechobee Blvd	60th St		2	4		13,561	17,803	20,034	17,983	39,682	39,300
7006 930003 SR-700		60th St	Northlake Blvd		0	4				-		13,308	13,300
7038 930004 SR-700		Muck City Rd	US-98 SR-700		2	2	1,966	591	1,833	1,500	3,551	4,281	2,600
7004 935335 SR-700		CR 717	Hartron Hwy		2	2	2,466	-	4,414	3,100	7,951	10,756	7,200
1101 930687 SR-710		Hartron Hwy	SR-80		2	2	2,923	-	4,071	3,100	7,763	10,630	6,900
930140 SR-710		Martin County Line	Indiantown Rd		4	4	7,500	7,411	8,186	12,168	7,129	14,707	16,900
1401 939140 SR-710		Indiantown Rd	Moroso Speedway		4	4			-	-	5,392	9,668	9,700
1411 930688 SR-710		Moroso Speedway	Pratt Whitney Rd		4	4	7,381	6,109	6,604	-	15,190	26,164	17,600
2109 930688 SR-710		Pratt Whitney Rd	Caloosa		4	4	11,000	-	13,905	16,687	19,807	40,401	34,500
2101 930688 SR-710		Caloosa	N County Airport		4	4	11,000	-	14,160	18,838	19,807	40,401	34,800
2403 930717 SR-710		N County Airport	PGA Blvd		4	4	14,185	12,585	14,459	17,888	19,807	40,401	35,100
2419 930689 SR-710		PGA Blvd	Northlake Blvd		4	4	12,034	10,561	15,237	16,143	16,808	28,176	25,500
937400 SR-710		Northlake Blvd	1 mi S of Northlake Blvd		6	6	24,000	22,948	21,969	27,414	16,808	28,256	33,400
2209 937265 SR-710		1 mi S of Northlake Blvd	Jog Rd		4	6			-	-	31,513	53,591	53,600
2313 930747 SR-710		Jog Rd	Blue Heron Blvd		4	6	25,248	25,414	25,909	34,690	34,779	52,420	43,600
2841 937266 SR-710		Blue Heron Blvd	Congress Ave		4	4	19,137	14,536	15,716	14,100	11,098	18,473	23,100
2813 935287 SR-710		Congress Ave	Australian Ave		4	4	19,555	17,322	17,857	16,900	16,401	27,179	29,600
930657 SR-715		Australian Ave	Old Dixie Hwy		4	4	7,557	9,012	7,848	8,500	8,391	19,311	18,100
7026 930560 SR-715		Old Dixie Hwy	Glades Central HS		2	2			-	-	6,260	7,598	7,600
7028 930078 SR-715		Glades Central HS	Ave E		2	2	14,046	25,160	13,235	10,800	7,746	8,893	14,400
7042 930257 SR-715		Ave E	W Canal St		2	2	10,318	10,035	10,712	11,100	5,843	7,371	12,200
7014 930506 SR-715		W Canal St	Hoover Hwy		2	2	11,178	6,865	6,296	6,346	5,925	8,164	8,700
930777 SR-715		Hoover Hwy	Wilder Rd		2	2	7,159	3,927	3,535	3,300	3,567	4,782	4,700
7019 930085 SR-717		Wilder Rd	N/A		2	2			-	-	3,961	5,593	5,600
7021 935180 SR-717		N/A	Main St		4	4	4,224	4,830	3,771	4,200	1,967	2,453	4,300
7010 930698 SR-729		Main St	MLK Bl		2	2	2,862	2,610	2,462	2,400	543	647	2,600
7029 930142 SR-80		MLK Bl	E Main St SR-15, US-441		2	2	3,798	3,577	5,708	4,400	3,912	4,947	6,700
7025 930445 SR-80		E Main St SR-15, US-441	US-27		4	4	26,355	19,792	19,226	18,300	16,621	14,498	16,800
7036 930359 SR-80		US-27	CR 827a		4	4	17,275	15,276	16,602	15,000	12,427	9,732	13,900
		CR 827a	Ave G		4	4	21,417	19,507	17,362	22,000	19,691	19,712	17,400

TABLE 3.5-1
Significant Impact

Net Trip Generation**	Distance
1 - 50	No significant impact
51 - 1,000	Only address directly accessed link on first accessed major thoroughfare*
1,001 - 4,000	One (1) mile*
4,001 - 8,000	Two (2) miles*
8,001 - 12,000	Three (3) miles*
12,001 - 20,000	Four (4) miles*
20,001 - up	Five (5) miles*

* A project has significant traffic: where net trip increase impacting roads is greater than one percent (1%) for volume to capacity ratio (v/c) of 1.4 or more, two percent (2%) for v/c of 1.2 or more and three percent (3%) for v/c of less than 1.2 of the level of service "D" capacity on an AADT basis of the link affected up to the limits set forth in this table. The laneage shall be as shown on the MPO's latest adopted LRTP.

** When calculating net trip increase, traffic associated with all prior Land Use Atlas amendment approvals for the property that has not yet received development order approvals, shall be cumulatively included in the analysis. Consideration will also be given to alternative modes of transportation (i.e. bicycle lanes, bicycle paths, bus lanes, fixed rail, and light rail facilities) in reducing the number of net trips. These alternative modes must either be operating at the time of the change to the Future Land Use Atlas or be included in both the Transportation Element (Mass Transit) and the Capital Improvement Element of the Comprehensive Plan.

or;

- 2) results in a project that fails Test 2 regulations adopted to implement TE Policy 1.1-b.

This policy shall not be applicable to an Agricultural Enclave adopted pursuant to Policy 2.2.5-d. This policy shall not be applicable to the area designated as Industrial in the Urban Service Area of the Glades Tier amended by FLUA Amendment Inland Logistics Center (LGA 2010-024). This policy shall not be applicable to the Western Communities Residential Overlay.

Policy 3.5-e: The Planning, Zoning, and Building Department, along with the appropriate operating departments, shall monitor existing and projected levels of service through the Concurrency Management System, as provided in the Capital Improvement Element.

Project into separate lots shall still require all parcels or lots in their entirety taken together of that subdivision to be addressed against the standard and any required CRALLS mitigation for the overall Project to be completed by the developers of the separate lots. [Ord. 2010-022]

Table 12.B.2.C-1 1A: LOS D Link Service Volumes

Facility Type	ADT	Peak Hour Two Way	Peak Hour, Peak Direction		
			Class I	Class II	Uninterrupted Flow
2 lanes undivided (1)	2L	15,200	1,480	880	810
2 lanes one-way	2LO	19,900		2,350	2,120
3 lanes two-way	3L	15,200	1,480	880	810
3 lanes one-way	3LO	30,200		3,530	3,220
4 lanes undivided (1)	4L	31,500	3,060	1,860	1,680
4 lanes divided	4LD	33,200	3,220	1,960	1,770
5 lanes two-way	5L	33,200	3,220	1,960	1,770
6 lanes divided	6LD	50,300	4,880	2,940	2,680
8 lanes divided	8LD	67,300	6,530	3,940	3,590
4 lanes expressway	4LX	73,600	6,770	3,720	
6 lanes expressway	6LX	110,300	10,150	5,580	
8 lanes expressway	8LX	146,500	13,480	7,420	
10 lanes expressway	10LX	184,000	16,930	9,320	
[Ord. 2005-002] [Ord. 2007-013] [Ord. 2010-022]					
Notes:					
Based on the 2009 FDOT Quality/ LOS Handbook					
1. Service volumes for "undivided" roadways assume exclusive left turn lanes are provided at signalized intersections. If there are no left turn lanes, reduce these values by 20 percent.					

Table 12.B.2.C-2 1B: LOS D Intersection Thresholds

LOS	Critical Movement	HCM Operational Analysis
D	1,400	Greater than 35.0 to 55.0 Seconds of Delay
Note:		
The delay identifies seconds of delay greater than 35.0 and less than or equal to 55.0.		

(This space intentionally left blank)

Table 12.B.2.C-3 1C: LOS D Speed Thresholds

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	Average Travel Speed (Miles per Hour)		
D	Greater than 21 to 27	Greater than 17 to 22	Greater than 14 to 18

Note:

Speed values refer to a “range” of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.

Table 12.B.2.C-4 2A: LOS E- Link Service Volumes

Facility Type	ADT	Peak Hour Two Way	Peak Hour, Peak Direction		
			Class I	Class II	Uninterrupted Flow
2 lanes undivided (1)	2L	16,200	1,570	880	860
2 lanes one-way	2LO	21,100		2,350	2,240
3 lanes two-way	3L	16,200	1,570	880	860
3 lanes one-way	3LO	31,900		3,530	3,400
4 lanes undivided (1)	4L	33,300	3,230	1,860	1,780
4 lanes divided	4LD	35,100	3,400	1,960	1,870
5 lanes two-way	5L	35,100	3,400	1,960	1,870
6 lanes divided	6LD	53,100	5,150	2,940	2,830
8 lanes divided	8LD	70,900	6,880	3,940	3,780
4 lanes expressway	4LX	79,400	7,300		4,020
6 lanes expressway	6LX	122,700	11,290		6,200
8 lanes expressway	8LX	166,000	15,270		8,400
10 lanes expressway	10LX	209,200	19,250		10,580

[Ord. 2005 - 002] [Ord. 2007-013] [Ord. 2010-022]

Notes:

Based on the 2009 FDOT Quality/ LOS Handbook

1. Service volumes for “undivided” roadways assume exclusive left turn lanes are provided at signalized intersections. If there are no left turn lanes, reduce these values by 20 percent.

Table 12.B.2.C-5 2B: LOS E Intersection Thresholds

LOS	Critical Movement	HCM Operational Analysis
E	1500	Greater than 55.0 to 80.0 Seconds of delay
Note:		
The delay identifies seconds of delay greater than 55.0 and less than or equal to 80.0.		

(This space intentionally left blank)

Table 12.B.2.C-6 2C: LOS E Speed Thresholds

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	Average Travel Speed (Miles per Hour)		
E	Greater than 16 to 21	Greater than 13 to 17	Greater than 10 to 14
Note:			
Speed values refer to a “range” of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.			

D. Radius of Development Influence/Project Significance

Table 12.B.2.D-7, 3A represents the Radius of Development Influence for the specific volume of the proposed Project’s Net Trips. [Ord. 2006-043] [Ord. 2007-013]

Table 12.B.2.D-7 3A: Radius of Development Influence

Net External Peak Hour		Two-Way Trip Generation	Radius
1	thru	20	Directly accessed link(s)
21	thru	50	0.5 miles
51	thru	100	1 mile
101	thru	500	2 miles
501	thru	1,000	3 miles
1,001	thru	2,000	4 miles
2,001	and	Up	5 miles

[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013] [Ord. 2010-022]

Table 12.B.2.D-9 3C -Test One Levels of Significance

Facility	All Links (except I-95 and the Turnpike)	I-95/Turnpike
Significance Level	one percent LOS D within Radius, five percent LOS D outside Radius	five percent LOS D

[Ord. 2006-043]

Table 12.B.2.D-10 3D - Test Two Levels of Significance

Facility	All Links (except I-95 and the Turnpike)	I-95/Turnpike
Significance Level	three percent LOS E within Radius, five percent LOS E outside Radius	five percent LOS E

[Ord. 2006-043]

- For Test 1, a Project must address those Links within the Radius of Development Influence on which its Net Trips are greater than one percent of the LOS D of the Link affected on a peak hour peak direction basis AND those Links outside the Radius of Development Influence on which its Net Trips are greater than five percent of the LOS D of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS D Link Service Volumes. Provided, in all cases, I-95 and Florida’s Turnpike shall be addressed only if Net Trips on these facilities are greater than five percent of the LOS D of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS D Link Service Volumes. [Ord. 2006-043] [Ord. 2007-013] [Ord. 2010-022]
- For Test 2, a Project must address those Links within the Radius of Development Influence on which its Net Trips are greater than three percent of the LOS E of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-4, 2.A: LOS E Link Service Volumes AND those Links outside the Radius of Development Influence on which its Net Trips are greater than five percent of the LOS E of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-4, 2.A: LOS E Link Service Volumes. Provided, in all cases, I-95 and Florida’s Turnpike shall be addressed only if Net Trips on these facilities are greater than five percent of the LOS E of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-4, 2.A: LOS E Link Service Volumes. [Ord. 2006-043] [Ord. 2007-013] [Ord. 2010-022]