



November 1, 2024

Dr. Juan F. Ortega, P.E.
 JFO Group, Inc.
 6671 W Indiantown Road, Suite 50-324
 Jupiter, FL 33458

**Department of Engineering
 and Public Works**

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Verdenia C. Baker

**RE: The Paving Lady
 FLUA Amendment Policy 3.5-d Review
 Round 2024-25-B**

Dear Dr. Ortega:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Study for the proposed Future Land Use Amendment for the above-referenced project, revised October 25, 2024, 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:	Southeast corner of Belvedere Road and Pike Road	
PCN:	00-42-43-27-05-006-0301	
Acres:	4.28 acres	
	Current FLU	Proposed FLU
FLU:	Institutional & Public Facilities (INST)	Industrial (IND)
Zoning:	Multifamily Residential (RM)	Light Industrial (IL)
Density/ Intensity:	0.45 FAR	0.85 FAR
Maximum Potential:	Hospital = 83,896 SF	Light Industrial = 158,471 SF
Proposed Potential:	None	Office = 7,887 SF Outdoor Storage = 4.12 acres
Net Daily Trips:	-119 (maximum – current) -639 (proposed – current)	
Net PH Trips:	102 (91/11) AM, 89 (11/78) PM (maximum) 18 (13/5) AM, 25 (10/15) PM (proposed)	
* <i>Maximum</i> indicates typical FAR and maximum trip generator. <i>Proposed</i> 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 **maximum potential**

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Dr. Juan F. Ortega, P.E.

November 1, 2024

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density shown above.

Please do not hesitate to reach out with any questions or concerns at 561-684-4030 or DSimeus@pbc.gov.

Sincerely,

A handwritten signature in blue ink, appearing to be "DS", is written over the typed name.

Dominique Simeus, P.E.

Professional Engineer

Traffic Division

DS:jb

cc:

Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic 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
David Wiloch – Senior Planner, Planning Division
Alberto Lopez Tagle - Technical Assistant III, Traffic Division

File: General - TPS – Unincorporated - Traffic Study Review
N:\TRAFFIC\Development Review\Comp Plan\25-B\The Paving Lady.docx



THE PAVING LADY
PALM BEACH COUNTY, FLORIDA
CN 1982-00111
ROUND 25-B

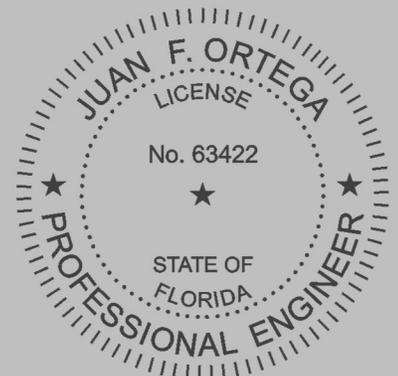
FUTURE LAND USE ATLAS AMENDMENT POLICY 3.5-d TRAFFIC STUDY

**PREPARED FOR:
THE PAVING LADY, INC**

Prepared by:

JFO GROUP INC
COA Number 32276
6671 W Indiantown Road
Suite 50-324
Jupiter, FL 33458

Revised October 25, 2024
Revised October 22, 2024
October 4, 2024



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1. PROJECT DESCRIPTION

JFO Group Inc has been retained to prepare a traffic study for the proposed Future Land Use designation at The Paving Lady Property. The purpose of this analysis is to evaluate the traffic impact of the proposed Future Land Use change to determine compliance with *PBC – Future Land Use Atlas (FLUA) Amendment requirements*. This analysis includes Test 2 – Five Year Analysis (2029) and Long-Range Analysis (2045).

There is a proposal for a Future Land Use change on ±4.28 acres located at the southeast corner of Pike Road and Belvedere Road in unincorporated Palm Beach County (PBC), Florida. There is a proposal to change the current Future Land Use from the current Institutional & Public Facilities (INST) to Industrial (IND).



Figure 1: Project Location

Property Control Number associated with this project is 00-42-43-27-05-006-0301. Exhibit 1 includes a copy of the property data from the PBC Property Appraiser's office for the site while Exhibit 2 includes a copy of the latest survey and FLU designation. Figure 1 shows an aerial location of the site in relation to the transportation network.

2. CURRENT FUTURE LAND USE DESIGNATION

Project trip generation rates available from the *PBC Trip Generation Rates*, dated July 25, 2022 were used to determine the project trip generation under the current and proposed Future Land Use designations. Table 1 shows the rates and equations used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. Exhibit 3 includes the latest Palm Beach County Trip Generation rates & equations.

Table 1: Trip Generation Rates and Equations

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Hospital	610	10.77	67%	33%	0.82	35%	65%	0.86
General Light Industrial	110	4.87	88%	12%	0.74	14%	86%	0.65
Church	560	7.60	62%	38%	0.32	44%	56%	0.49
Small Office	712	14.39	82%	18%	1.67	34%	66%	2.16
Outdoor Storage	PBC	35.00	60%	40%	2.31 ¹	47%	53%	3.96 ²

The maximum intensity for the site would allow a maximum of 83,896³ SF of Hospital uses. Table 2 summarizes Daily, AM and PM peak trip generation potential under the Current Future Land Use designation. The net Daily, AM and PM trips potentially generated due to the Current Future Land Use designation are 814, 62 (41 In/21 Out), and 65 (22 In/43 Out) trips respectively.

¹ 6.6% of Daily

² 11.3% of Daily

³ 4.28 Acres X 0.45 FAR X 43,560 SF/Acre

Table 2: Trip Generation – Current Future Land Use [INST]

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Hospital	83,896 ¹ SF	904	46	23	69	25	47	72
Pass By	10%	(90)	(5)	(2)	(7)	(3)	(4)	(7)
Net Trips (Current FLU)		814	41	21	62	22	43	65

3. PROPOSED FUTURE LAND USE DESIGNATION

There is a proposal to change the current Future Land Use from the current Institutional & Public Facilities (INST) to Industrial (IND). The proposed intensity for the site would allow a maximum of 158,471² SF. Table 3 summarizes Daily, AM and PM peak hour trips potentially generated under the Maximum Intensity.

Table 3: Trip Generation – Proposed Future Land Use [IND]

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
EXISTING DEVELOPMENT								
Church	7,887 SF	57	2	1	3	2	2	4
MAXIMUM INTENSITY – PROPOSED FUTURE LAND USE								
Light Industrial	158,471 ² SF	772	103	14	117	14	89	103
Pass By	10%	(77)	(10)	(2)	(12)	(1)	(9)	(10)
Net Trips (Proposed FLU)		695	93	12	105	13	80	93
MAX INTENSITY - EXISTING		638	91	11	102	11	78	89

According to Table 3, the net Daily, AM and PM trips potentially generated due to the Proposed Future Land Use designation under the most intense ITE Land Use are 695, 105 (93 In/12 Out), and 93 (13 In/80 Out) trips respectively.

¹ 4.28 Acres X 0.45 FAR X 43,560 SF/Acre

² 4.28 Acres X 0.85 FAR X 43,560 SF/Acre

4. PROPOSED SITE PLAN

The proposed project will repurpose the existing 7,887¹ SF Church. Phase 1 of the project will use the existing church buildings as offices. Table 4 includes the trip generation for the project maximum as it will be shown in the proposed site plan compared to the vested development.

According to Table 4, the net Daily, AM and PM peak hour trips potentially generated due to the proposed site plan are 175, 18 (13 In/5 Out) and 25 (10 In/15 Out) trips, respectively. Consequently, the FLUA potential maximum intensities were used in order to evaluate Test 2 of Policy 3.5-d compliance requirements.

Table 4: Trip Generation – Site Plan

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
VESTED DEVELOPMENT								
Church	7,887 SF	60	2	1	3	2	2	4
Pass-By	5.0%	(3)	(0)	(0)	(0)	(0)	(0)	(0)
Net Vested Traffic		57	2	1	3	2	2	4
PROPOSED DEVELOPMENT								
Office	7,887 SF	113	11	2	13	6	11	17
Outdoor Storage	4.12 Ac	144	6	4	10	8	8	16
Σ		257	17	6	23	14	19	33
Pass-By								
Office	10%	11	1	0	1	1	1	2
Outdoor Storage	10%	14	1	0	1	1	1	2
Σ		(25)	(2)	(0)	(2)	(2)	(2)	(4)
Net Proposed Traffic		232	15	6	21	12	17	29
Net Traffic								
		175	13	5	18	10	15	25

¹ =2,642 SF + 1,862 SF + 3,383 SF

5. TRAFFIC IMPACT

Table 5 shows a comparison of the trip generation between the Maximum Intensity under the existing and proposed FLU while Table 6 compares existing FLU and proposed site plan. As can be seen in Table 5, daily traffic generated by the Maximum Intensity under the proposed FLU is less than the traffic generated by the current FLU.

Table 5: Net Traffic Impact – Maximum Intensity

Future Land Use Designation	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Current FLU	814	41	21	62	22	43	65
Maximum Intensity - Existing	638	91	11	102	11	78	89
Net Trips [Max – Existing – Current FLU]	(176)	50	(10)	40	(11)	35	24
Maximum Intensity	695	93	12	105	13	80	93
Net Trips [Max – Current FLU]	(119)	52	(9)	43	(9)	37	28

Table 6: Net Traffic Impact – Proposed Intensity

Future Land Use Designation	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Current FLU	814	41	21	62	22	43	65
Concurrent Site Plan	175	13	5	18	10	15	25
Net Trips	(639)	(28)	(16)	(44)	(12)	(28)	(40)

Pursuant to the **Test 2 – Five Year Analysis (2029)** requirements and according to the ULDC, Article 12 – Chapter B, Section 2.B, based on the peak hour trips from Table 5, a 2-mile Radius of Development Influence (RDI) needs to be considered for traffic impact analysis for the

Maximum Intensity allowed under the ULDC. Trip distribution and assignment incorporates the characteristics of the proposed site plan and the surrounding network configuration. Figure 2 includes project trip distribution on all roadway links included within a 2-mile RDI.

Furthermore, given the net trip generation characteristics from Table 5 for **Long Range Analysis (2045)**, and according to *FLUE Policy 3.5-d of the Comprehensive Plan*, the first accessible link was considered for traffic impact analysis for the Maximum Intensity allowed under the proposed FLU.

6. TRAFFIC ANALYSIS

This section evaluates two traffic scenarios for the proposed land use change under the Maximum Intensity: **Test 2 – Five Year Analysis (2029)** and **Long Range Analysis (2045)**.

6.1 Test 2 – Five Year Analysis (2029)

Test 2 directs to compare the peak hour directional traffic volumes on each significant Link to the thresholds in *Table 12.B.2.C-4, 2A: LOS E Link Service Volumes*. If total traffic is equal to or lower than the thresholds, the project shall pass. Table 7 determines these significance levels for the Maximum Intensity allowed under the proposed FLU.

According to *Table 12.b.2.D-7 3A* from the *PBC Traffic Performance Standards - Article 12* of the *PBC Unified Land Development Code* and given the trip generation characteristics from Table 5, a 2-mile Radius of Development Influence needs to be considered for Test 2 traffic impact analysis of the Maximum Intensity. Links included within the RDI with more than three percent (3%) of the adopted LOS thresholds and links outside the RDI where net trips are greater than five percent (5%), as defined in *Table 12.B.C-4 2A: LOS E Link Service Volumes, Peak Hour Traffic*, shall meet the adopted LOS.

Link analyses shall be carried out at the end of the fifth year of the *Florida Department of Transportation (FDOT) Five-Year Transportation Improvement Program* in effect at the time of traffic analysis submittal. The road network assumed in this analysis shall be the existing road network, and State and County Five-Year Road Program improvements with construction scheduled to commence before the end of the Five-Year analysis period. At the time of this submittal, *PBC - Five-Year Transportation Improvement Program* adopted for Fiscal Year 2024 does not show any improvements within the RDI. As shown in Table 7, all links within the RDI have an impact of less than three percent (3%). Test 2 has been met.

Table 7: Test 2 – Five Year Analysis Significance [Maximum Intensity – Vested Traffic]

Roadway	From	To	Ln	Number of Existing and Proposed Traffic Signals - 1	Length (miles)	Signalized intersections per mile	Class	LOS Capacity	Traffic Assignment	Project Traffic	Traffic Impact
Okeechobee Blvd	Sansbury's Way	Benoist Farms Rd	8D	2	0.77	2.60	Class II	3,780	4.0%	4	0.11%
Okeechobee Blvd	Benoist Farms Rd	Skees Rd	8D	2	0.76	2.63	Class II	3,780	1.0%	1	0.03%
Okeechobee Blvd	Skees Rd	Jog Rd	8D	1	0.37	2.70	Class II	3,780	10.0%	9	0.24%
Belvedere Rd	SR 7	Sansbury's Way	6D	2	1.05	1.90	Class I	2,940	20.0%	18	0.61%
Belvedere Rd	Sansbury's Way	Benoist Farms Rd	6D	3	1.65	1.82	Class I	2,940	30.0%	27	0.92%
	Benoist Farms Rd	Pike Rd							40.0%	36	1.22%
	Pike Rd	Skees Rd							35.0%	32	1.09%
Belvedere Rd	Skees Rd	Jog Rd	6D	2	0.74	2.70	Class II	2,830	25.0%	23	0.81%
Belvedere Rd	Jog Rd	Drexel Rd	4D	1	0.61	1.64	Class I	1,960	10.0%	9	0.46%
Belvedere Rd	Drexel Rd	Haverhill Rd	4D	2	1.61	1.24	Class I	1,960	5.0%	5	0.26%
Southern Blvd	SR 7	Sansbury's Way	8D	2	1.13	1.77	Class I	3,940	20.0%	18	0.46%
Southern Blvd	Sansbury's Way	Benoist Farms Rd	8D	1	0.62	1.61	Class I	3,940	15.0%	14	0.36%
Southern Blvd	Benoist Farms Rd	Pike Rd	8D	1	0.43	2.33	Class II	3,780	10.0%	9	0.24%
Southern Blvd	Fla Turnpike Entrance	Jog Rd	8D	2	1.25	1.60	Class I	3,940	10.0%	9	0.23%
Sansburys Way	Southern Blvd	Belvedere Rd	2	2	0.81	2.47	Class II	860	5.0%	5	0.58%
Sansburys Way	Belvedere Rd	Okeechobee Bl	2	1	1.21	0.83	Class I	880	5.0%	5	0.57%
Benoist Farms Rd	Southern Blvd	Belvedere Rd	2	1	0.85	1.18	Class I	880	5.0%	5	0.57%
Benoist Farms Rd	Belvedere Rd	Okeechobee Bl	2	2	1.21	1.65	Class I	880	5.0%	5	0.57%
Pike Rd	Southern Blvd	Fla Turnpike Entrance	4	1	0.43	2.33	Class II	1,780	20.0%	18	1.01%
Pike Rd	Fla Turnpike Entrance	Belvedere Rd	2	1	0.47	2.13	Class II	860	25.0%	23	2.67%
Skees Rd	Okeechobee Bl	Belvedere Rd	2	1	1.21	0.83	Class I	880	10.0%	9	1.02%
Jog Rd	Southern Blvd	Belvedere Rd	6D	3	1.00	3.00	Class II	2,830	10.0%	9	0.32%
Jog Rd	Belvedere Rd	Turnpike Int	6D	3	1.16	2.59	Class II	2,830	5.0%	5	0.18%
Jog Rd	Turnpike Int	Okeechobee Blvd	6D						5.0%	5	0.18%
Florida's Turnpike	Southern Blvd	Jog Rd	4X	-	-	-	-	4,020	5.0%	5	0.12%
Florida's Turnpike	Jog Rd	Okeechobee Bl	4X	-	-	-	-	4,020	5.0%	5	0.12%
Drexel Rd	Okeechobee Bl	Belvedere Rd	2	0	1.02	0.00	Class I	880	5.0%	5	0.57%

AM: 102 (91 In/11 Out). PM: 89 (11 In/78 Out). RDI: 2 Miles

6.2 Long Range Analysis (2045)

At the time of this submittal, the latest long-range transportation model available from the Palm Beach Transportation Planning Agency was based on the Southeast Regional Planning Model (SERPM) version 8.503, revised on September 18, 2020. Exhibit 5 includes excerpts from the 2045 LRTP for the first accessible link. Adjusted¹ traffic volumes from the Palm Beach TPA were used in this analysis.

Exhibit 6 includes the Active Amendments Map in the area showing that there are no active FLUA amendments in the project vicinity.

As shown in Table 8, the Proposed Future Land Use change will not generate additional traffic in 2045.

¹ According to the Palm Beach TPA, 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:

$$\text{if } \frac{2015 \text{ Observed}}{2015 \text{ Model}} > 0.8 \text{ and } \frac{2015 \text{ Observed}}{2015 \text{ Model}} < 1.2,$$

$$\text{then } 2045 \text{ Adjusted} = \frac{2045 \text{ Model}}{2015 \text{ Model}} \times 2015 \text{ Observed}$$

$$\text{if } \frac{2015 \text{ Observed}}{2015 \text{ Model}} < 1.2 \text{ or } \frac{2015 \text{ Observed}}{2015 \text{ Model}} > 0.8, \text{ then } 2045 \text{ Adjusted} = \frac{2045 \text{ Model}}{2015 \text{ Model}} \times 2015 \text{ Observed}$$

Table 8: Level of Service – 2045 Conditions – Maximum Intensity

Road	From	To	Lanes	Capacity	2045 Daily Volume ¹	Active FLUAs	Traffic Assignment	Project Traffic	Total Traffic	V/C	% Impact	Significant Impact? ²	Meets LOS 'D'?
Belvedere Rd	Pike Rd	Site	6D	50,300	34,700	0	40%	0	34,700	0.69	0.00%	NO	YES
	Site	Skees Rd				0	35%	0	34,700	0.69	0.00%	NO	YES
Pike Rd	Turnpike Entrance	Belvedere Rd	2	15,200	3,300	0	25%	0	3,300	0.22	0.00%	NO	YES

Net Daily Traffic: 0

¹ 2045 volumes are included in Exhibit 5.

² A project has significant traffic: (1) when net trip increase will impact FHS and SIS facilities which are already exceeding the adopted LOS or cause the adopted LOS for FHS or SIS facilities to be exceeded; and/or (2) where net trip increase impacting roads not on the FHS or SIS 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.

7. CONCLUSION

There is a proposal for a Future Land Use change designation on ±4.28 acres located at the southeast corner of Pike Road and Belvedere Road in unincorporated Palm Beach County (PBC), Florida. The proposal is to change the current Future Land Use from the current Institutional & Public Facilities (INST) to Industrial (IND).

The current Future Land Use allows 83,896¹ SF Hospital. The proposed Future Land Use change would allow a maximum density and intensity of 158,471² SF Light Industrial.

According to *FLUE Policy 3.5-d of the Comprehensive Plan*, Future Land Use amendments generating less than 50 daily trips are determined to be of No Significant Impact. The proposed change to the current Future Land Use from the current Institutional & Public Facilities (INST) to Industrial (IND) will not be expected to generate additional traffic. Therefore, the proposed changes will have a No Significant Impact.

This Policy 3.5-d traffic analysis is associated with a concurrent site plan amendment application for The Paving Lady property to replace the existing 7,887³ SF Church with 7,887 SF Office and 4.12 Ac Outdoor Storage.

Exhibit 7 includes a copy of Part A and B of the Development Potential Form – Future Land Use Atlas Amendment Application.

The proposed changes to The Paving Lady property have been evaluated following *FLUE Policy 3.5-d of the PBC Comprehensive Plan*. This analysis shows the proposed Future Land Use Amendment will be in compliance with *Policy 3.5-d of the Land Use Element of the PBC Comprehensive Plan*.

¹ 4.28 Acres X 0.45 FAR X 43,560 SF/Acre

² 4.28 Acres X 0.85 FAR X 43,560 SF/Acre

³ =2,642 SF + 1,862 SF + 3,383 SF



EXHIBIT 1: PROPERTY APPRAISER

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Property Detail

Location Address : 7430 BELVEDERE RD
Municipality : UNINCORPORATED
Parcel Control Number : 00-42-43-27-05-006-0301
Subdivision : PALM BEACH FARMS CO PL NO 3
Official Records Book/Page : /
Sale Date :
 PALM BEACH FARMS CO PL NO 3 N 462 FT OF TR 3 (LESS S 200 FT OF W 440 FT, S 224
Legal Description : FT OF N 262 FT OF W 15 FT & S 212 FT OF N 262 FT OF E 10 FT OF W 25 FT PIKE RD & N
 38 FT LWDD L-3 CNL R/WS)

Owner Information**Owner(s)**

HOPE EVANGELICAL LUTHERAN CHURCH
 OF WEST PALM BEACH FLORIDA INC

Mailing Address

970 PIKE RD
 WEST PALM BEACH FL 33411 3849

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
DEC-1997	\$100	10182 / 00655	QUIT CLAIM	HOPE EVANGELICAL LUTHERAN CH WPB FL INC
JAN-1974	\$65,000	02274 / 00385		

Exemption Information

Applicant/Owner(s)	Year	Detail
	2024	

Property Information

Number of Units : 1
***Total Square Feet :** 7887
Acres : 4.2776
Property Use Code : 7100—RELIGIOUS
Zoning : RM—MULTI-FAMILY (MEDIUM DENSITY) (00-UNINCORPORATED)

Appraisals

Tax Year	2024	2023	2022	2021	2020
Improvement Value	\$807,006	\$767,797	\$767,675	\$642,243	\$666,895
Land Value	\$3,726,640	\$3,353,976	\$1,488,793	\$1,276,374	\$1,276,374
Total Market Value	\$4,533,646	\$4,121,773	\$2,256,468	\$1,918,617	\$1,943,269

Assessed and Taxable Values

Tax Year	2024	2023	2022	2021	2020
Assessed Value	\$2,553,680	\$2,321,527	\$2,110,479	\$1,918,617	\$1,943,269
Exemption Amount	\$2,553,680	\$2,321,527	\$2,110,479	\$1,918,617	\$1,943,269
Taxable Value	\$0	\$0	\$0	\$0	\$0

Taxes

Tax Year	2024	2023	2022	2021	2020
AD VALOREM	\$0	\$0	\$0	\$0	\$0
NON AD VALOREM	\$1,438	\$1,398	\$1,362	\$1,294	\$1,265
TOTAL TAX	\$1,438	\$1,398	\$1,362	\$1,294	\$1,265

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER www.pbcpa.gov

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EXHIBIT 2: SURVEY & FLUA

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ABBREVIATIONS

CL	CENTERLINE
R/W	RIGHT-OF-WAY
UP	UTILITY POLE
CB	CATCH BASIN
WM	WATER METER
GV	GATE VALVE
CLF	CHAIN LINK FENCE
CONC	CONCRETE
CBS	CONCRETE BLOCK STRUCTURE
BFP	BACK FLOW PREVENTER
FF EL	FINISH FLOOR ELEVATION

rs\S08080479-7430 Belvedere Road Hope Luth Church\DWG\N

PROPERTY ADDRESS:
7430 BELVEDERE ROAD
WEST PALM BEACH, FL 33411

FLOOD ZONE: "B"
Panel No: 120192 0150A
Date: FEBRUARY 1, 1979

LOCATION MAP (NTS)

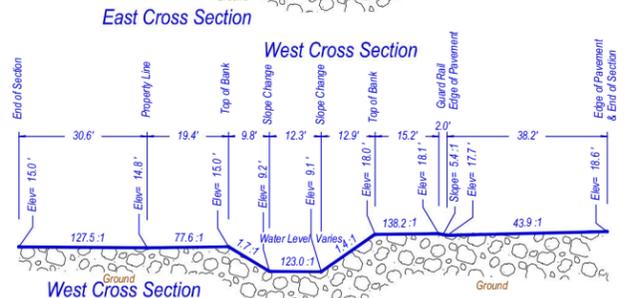
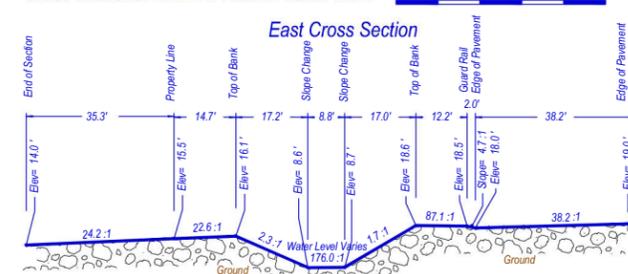
CERTIFIED TO:
1. REDEMPTION LUTHERAN CHURCH, D/B/A HOPE LUTHERAN CHURCH

LEGAL DESCRIPTION:

PARCEL A: THE NORTH 245' OF TRACT 3, BLOCK 6, TOGETHER WITH THE EAST 220' OF TRACT 3, BLOCK 6, LESS THE NORTH 245' AND THE SOUTH 198' THEREOF, BOTH AS SHOWN ON THE PLAT OF PALM BEACH FARMS COMPANY'S PLAT NO. 3, RECORDED IN PLAT BOOK 2, PAGE 46, PALM BEACH COUNTY PUBLIC RECORDS. LESS THE WEST 300' OF THAT PART OF THE NORTH 245' OF SAID TRACT 3, LYING EAST OF PIKE ROAD, SUBJECT TO LWDD R/W.
PARCEL B: THE WEST 300' OF THAT PART OF THE NORTH 245' OF SAID TRACT 3, BLOCK 6, LYING EAST OF PIKE RD. PALM BEACH FARMS CO'S PLAT NO. 3, PLAT BOOK 2, PAGE 46, PALM BEACH COUNTY PUBLIC RECORDS, LESS THE W 15' AS R/W FOR PIKE ROAD.
PARCEL C: THE SOUTH 170' OF THE NORTH 262' OF TRACT 3, BLOCK 6, LESS THE EAST 220' THEREOF, AS SHOWN ON THE PLAT OF PALM BEACH FARMS COMPANY'S PLAT NO. 3, PLAT BOOK 2, PAGE 46, PALM BEACH COUNTY PUBLIC RECORDS, LESS THE WEST 15' FOR R/W FOR PIKE ROAD

FIELD DATE: 09-02-08

Cross Sections L.W.D.D. Lateral Canal No. 3 Scale: 1 inch = 20 feet

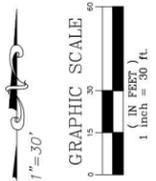


SURVEYORS' NOTES & REPORT:

1. ALL DIMENSIONS SHOWN HEREON, ARE RECORD AND FIELD UNLESS OTHERWISE NOTED.
2. THIS SURVEY WAS PREPARED BASED ON THE PROFESSIONAL JUDGMENT OF THE UNDERSIGNED.
3. LEGAL DESCRIPTION PROVIDED BY CLIENT.
4. UNDERGROUND PORTIONS OR OBSCURED IMPROVEMENTS WERE NOT LOCATED.
5. FENCE TIES ARE TO THE CENTERLINE OF THE FENCE. WALL TIES ARE TO THE FACE OF THE WALL.
6. IN SOME INSTANCES, GRAPHIC REPRESENTATIONS HAVE BEEN EXAGGERATED TO MORE CLEARLY ILLUSTRATE RELATIONSHIPS BETWEEN PHYSICAL IMPROVEMENTS AND/OR LOT LINES. IN ALL CASES, DIMENSIONS SHOWN SHALL CONTROL THE LOCATION OF THE IMPROVEMENTS OVER SCALED POSITIONS.
7. PARCEL IS SUBJECT TO ALL EASEMENTS, RESERVATIONS, RIGHTS OF WAY, AND RESTRICTIONS, IF ANY.
8. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
9. ELEVATIONS SHOWN HEREON ARE NAD'88.
10. ORIGINATING BENCHMARK: PBCO BRASS DISK/CM "VALMORON"; ELEVATION= 17.11'

TITLE REVIEW:

- THIS OFFICE HAS REVIEWED THE SEARCH OF THE PUBLIC RECORDS PERFORMED AND DOCUMENTED BY THE LAW OFFICES OF DONNA HEARNE-GOUSSE, P.A. DATED JUNE 9, 2011 AND ALL PLOTTABLE SURVEY MATTERS ARE DEPICTED. THAT IS:
1. EASEMENT DEED IN OR BOOK 4417, PAGE 1844, IS DEPICTED ALONG THE NORTH 12 FEET OF THE ENTIRE PROPERTY.
 2. EASEMENT DEED IN OR BOOK 4397, PAGE 85, IS DEPICTED ALONG SOUTH 29 FEET OF WESTERN PORTION.
 3. DECLARATION OF RESTRICTIONS IN OR BOOK 3882, PAGE 1074 IS NOT A SURVEY MATTER AND WAS NOT PLOTTED.
 4. FPL EASEMENT DEED IN OR BOOK 3228, PAGE 0599 IS DEPICTED IN THE NORTHEAST AREA OF THE PROPERTY.
 5. ADDITIONAL RIGHT OF WAY DEED IN OR BOOK 2690, PAGE 165 IS DEPICTED ON WEST LINE OF PROPERTY.
 6. RIGHTS IN RESERVATION IN OR BOOK 1994, PAGE 1573 ARE DEPICTED ABOVE NORTH PROPERTY LINE, TO THE WEST.
 7. RELEASES OF RESERVATIONS IN OR BOOK 1719, PAGE 626, AND OR BOOK 1719, PAGE 626, REFER TO MINERAL RIGHTS AND ARE NOT DEPICTED.
 8. RESERVATION RECORDED IN OR BOOK 1148, PAGE 51, IS NOT AVAILABLE TO THIS OFFICE AND IS NOT DEPICTED.
 9. RESERVATION RECORDED IN DEED BOOK 560, PAGE 521, IS NOT AVAILABLE TO THIS OFFICE AND IS NOT DEPICTED.
 10. RESERVATION RECORDED IN DEED BOOK 65, PAGE 297, IS NOT AVAILABLE TO THIS OFFICE AND IS NOT DEPICTED.



SURVEYOR'S CERTIFICATE:

(SURVEY, MAP AND REPORT, OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER)
I HEREBY CERTIFY THAT THIS SKETCH OF SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYS AS SET FORTH BY THE FLORIDA BOARD OF LAND SURVEYORS IN CHAPTER 61G17-6 OF THE FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

SIGNED: *Mark D. Gains*
MARK D. GAINS
PROFESSIONAL LAND SURVEYOR AND MAPPER
FLORIDA CERTIFICATE No. 5119

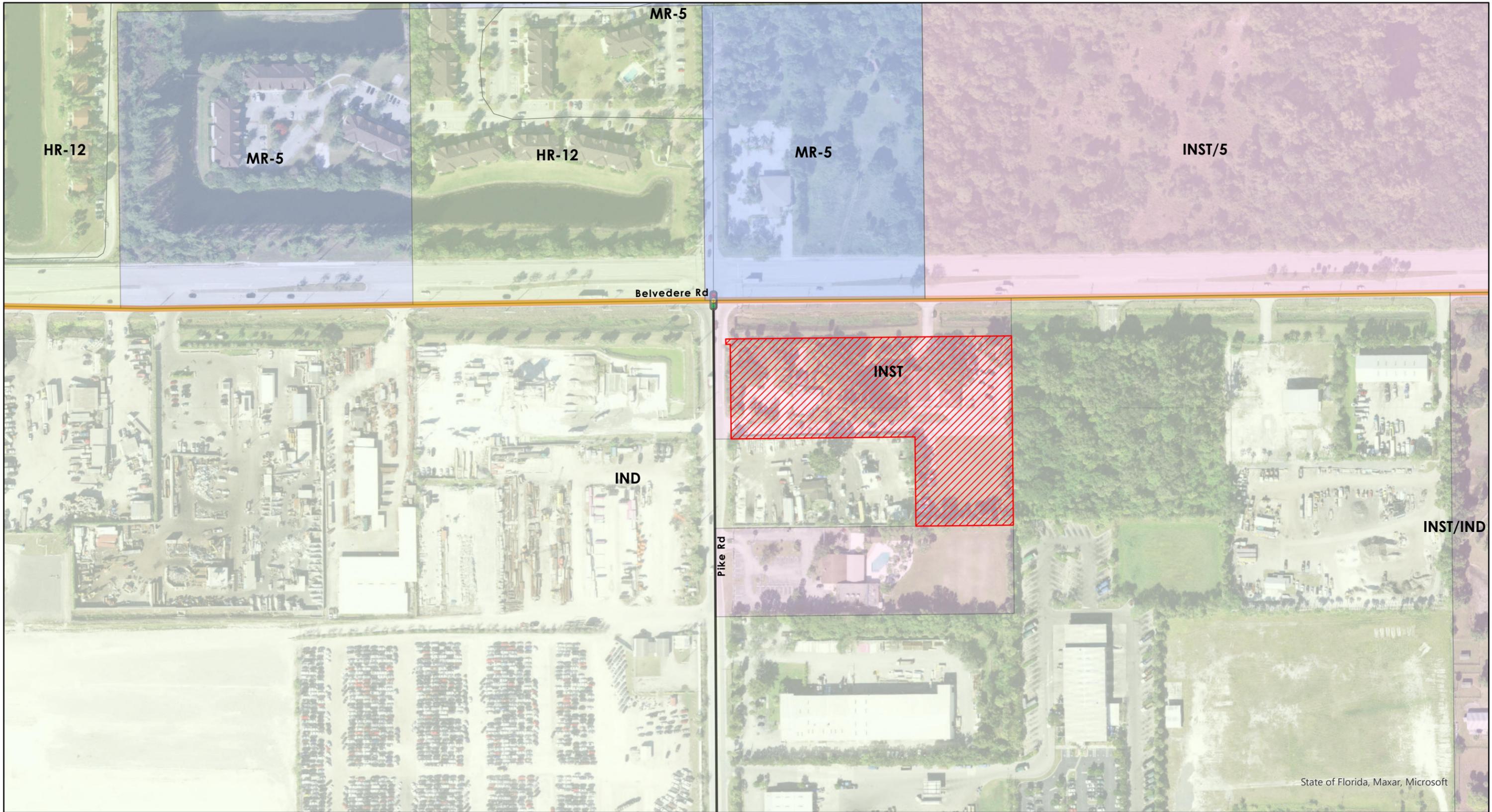
S08080479	AS BUILT LIFT STATION	JPM	CD	10-23-13
	ADDED LIFT STATION	JPM	MDL	7-22-13
	ADD R/W ORB & PG	JPM	MDL	4-04-13
	NEW POLE & CB	JPM	MDL	2-21-13
	UPDATE	JPM	CD	6-28-11
	UPDATE	JPM	CD	6-22-11
	TITLE REVIEW	...	MDL	6-12-11
	UPDATE	JPM	MDL	6-02-11
	ADD ISLAND	JPM	CD	09/11/08
	BOUNDARY SURVEY	JPM	CD	09/02/08
JOB#	PURPOSE	FIELD	DRAFT	DATE

BOUNDARY SURVEY

PM SURVEYING
LICENSED BUSINESS NO. 6788



4546 CAMBRIDGE STREET
WEST PALM BEACH, FL 33415
OFFICE: (561) 478-7764
FAX: (561) 478-1094



State of Florida, Maxar, Microsoft



 Project Site

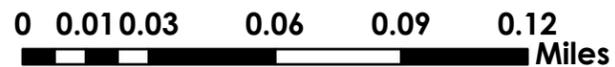


EXHIBIT 2
Existing FLU
THE PAVING LADY

J F O G R O U P I N C
 Traffic Engineering • Transportation Planning

www.jfogroupinc.com





EXHIBIT 3: PBC TRIP GENERATION RATES

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Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Industrial	General Light Industrial	110	1000 S.F.	4.87	10%	88/12	0.74	14/86	0.65
	Manufacturing	140	1000 S.F.	4.75	10%	76/24	0.68	31/69	0.74
	Warehouse	150	1000 S.F.	1.71	10%	77/23	0.17	28/72	0.18
	Mini-Warehouse/SS	151	1000 S.F.	1.45	10%	59/41	0.09	47/53	0.15
	HCF Center Warehouse - Non Sort	155	1000 S.F.	1.81	10%	81/19	0.15	39/61	0.16
Residential	Single Family Detached	210	Dwelling Unit	10	0%	26/74	0.7	63/37	0.94
	Multifamily Low-Rise Housing upto 3 story (Apartment/Condo/TH)	220	Dwelling Unit	6.74	0%	24/76	0.4	63/37	0.51
	Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	Dwelling Unit	4.54	0%	23/77	0.37	61/39	0.39
	55+ SF Detached	251	Dwelling Unit	4.31	0%	33/67	0.24	61/39	0.30
	55+ SF Attached	252	Dwelling Unit	3.24	0%	34/66	0.2	56/44	0.25
	Congregate Care Facility	253	Dwelling Unit	2.21	0%	58/42	0.08	49/51	0.18
	Assisted Living Facility	254	Beds	2.6	0%	60/40	0.18	39/61	0.24
Ldg	Hotel	310	Rooms	7.99	10%	56/44	0.46	51/49	0.59
Rec	Golf Course	430	Holes	30.38	5%	79/21	1.76	53/47	2.91
	Health/Fitness Club	492	1000 S.F.	32.93	5%	51/49	1.31	57/43	3.45
Institutional	Elementary School	520	Students	2.27	0%	54/46	0.74	46/54	0.16
	Middle/Junior School	522	Students	2.1	0%	54/46	0.67	48/52	0.15
	High School	525	Students	1.94	0%	68/32	0.52	48/52	0.14
	Private School (K-8)	530	Students	3.17 ^a	0%	56/44	1.01	46/54	0.26
	Private School (K-12)	532	Students	2.48	0%	63/37	0.79	43/57	0.17
	Church/Synagogue ^a	560	1000 S.F.	7.6	5%	62/38	0.32	44/56	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	
Med	Hospital	610	1000 S.F.	10.77	10%	67/33	0.82	35/65	0.86
	Nursing Home	620	Beds	3.06	10%	72/28	0.14	33/67	0.14
Office	General Office (10k-250k SF GFA) ^h	710	1000 S.F.	10.84	10%	88/12	1.52	17/83	1.44
	General Office (>250k SF GFA) ^h	710	1000 S.F.	$\ln(T) = 0.87 \ln(X) + 3.05$	10%	88/12	$\ln(T) = 0.86 \ln(X) + 1.16$	17/83	1.44
	Small Office Building (<=10k SF GFA)	712	1000 S.F.	14.39	10%	82/18	1.67	34/66	2.16
	Medical Office (Stand-Alone)	720	1000 S.F.	$T=42.97(X)-108.01$	10%	79/21	3.10	30/70	3.93
	Medical Office (Near Hospital)	720	1000 S.F.	31.86	10%	81/19	2.68	25/75	2.84
	Government Office	730	1000 S.F.	22.59	10%	75/25	3.34	25/75	1.71

Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Retail	Nursery (Garden Center)	817	Acre	108.1	0%	50/50	2.82	50/50	8.06
	Nursery (Wholesale)	818	Acre	19.50	0%	50/50	0.23	50/50	0.36
	Landscape Services	PBC	Acre ^c	121.70	0%	40/60	34.4	58/42	15.1
	Shop Center (>150ksf)	820	1000 S.F.	37.01	24%	62/38	0.84	48/52	3.4
	Shop Plaza (40-150ksf) w/Sup Market	821	1000 S.F.	94.49	39%	62/38	3.53	48/52	9.03
	Shop Plaza (40-150ksf) w/out Sup Market	821	1000 S.F.	67.52	39%	62/38	1.73	49/51	5.19
	Strip Retail Plaza (<40ksf)	822	1000 S.F.	54.45	63%	60/40	2.36	50/50	6.59
	Automobile Sales (New)	840	1000 S.F.	27.84	15%	73/27	1.86	40/60	2.42
	Automobile Parts Sales	843	1000 S.F.	54.57	28%	55/45	2.51	48/52	4.9
	Tire Store	848	1000 S.F.	27.69	28%	64/36	2.61	43/57	3.75
	Supermarket	850	1000 S.F.	93.84	36%	59/41	2.86	50/50	8.95
Pharmacy + DT	881	1000 S.F.	108.40	50%	52/48	3.74	50/50	10.25	
Services	Drive-In Bank	912	1000 S.F.	100.35	47%	58/42	9.95	50/50	21.01
	Fine Dining Restaurant	931	1000 S.F.	83.84	44%	50/50	0.73	67/33	7.8
	High Turnover Sit-Down Rest.	932	1000 S.F.	107.2	43%	55/45	9.57	61/39	9.05
	Fast Food Restaurant w/o DT	933	1000 S.F.	450.49	45%	58/42	43.18	50/50	33.21
	Fast Food Restaurant + DT	934	1000 S.F.	467.48	49%	51/49	44.61	52/48	33.03
	Coffee/Donut Shop w/o DT	936	1000 S.F.	441.88 ^d	45%	51/49	93.08	50/50	32.29
	Coffee/Donut Shop + DT	937	1000 S.F.	533.57	49%	51/49	85.88	50/50	38.99
	Coffee/Donut Shop + DT w/No Seat	938	DT Lanes	179	49%	50/50	39.81	50/50	15.08
	Gas Station w/Convenience Store ^e	FDOT	FP, 1000 S.F.	14.3*PM Trips	61%	50/50	Note f	50/50	12.3*FP+15.5*(X)
Carwash (Automated) ^g	PBC	Lane	166.00	0%	50/50	11.97	50/50	13.65	

a) Based on Daily to AM peak ratio for LUC 532 (Private School (K-12))

b) Weekend peak hour rate = 10.36 per 1,000 s.f. with a 48/52 directional split

c) 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.

d) Based on Daily to PM ratio for ITE Code 937 (Coffee Donut Shop + DT)

e) 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.

f) Use PM rates

g) 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 from older ITE TGM. New PBC rate study underway.

h) Based on PBC analysis of ITE TGM data plots

Modification History

3/2/2020: Added Landscape Services, modification history, edited formatting

7/25/2022: Updated with ITE TG Manual 11th ed information

Juan Ortega

From: Quazi Bari <QBari@pbc.gov>
Sent: Monday, April 8, 2024 7:15 AM
To: Juan Ortega
Subject: RE: Outdoor Storage Trip Generation rates

Good morning Juan:

There has been no change in the rates for Outdoor Storage.

Thanks.

Quazi

From: Juan Ortega <jortega@jfo.us>
Sent: Friday, April 5, 2024 8:17 AM
To: Quazi Bari <QBari@pbc.gov>
Subject: FW: Outdoor Storage Trip Generation rates

Good morning Quazi, are the trip generations rates below for outdoor storage still the latest ones? If not, could you please send me the latest ones?

Dr. Juan F. Ortega, PE
JFO GROUP INC
T: (561) 462-5364 • C: (561) 512-7556
JOrtega@jfo.us

From: Hanane Akif <HAkif@pbcgov.org>
Sent: Friday, October 21, 2022 2:46 PM
To: Juan Ortega <jortega@jfo.us>
Subject: FW: Outdoor Storage Trip Generation rates

FYI.

From: Hanane Akif
Sent: Tuesday, December 8, 2020 3:07 PM
To: Juan Ortega <jortega@jfo.us>
Subject: Outdoor Storage Trip Generation rates

Daily:35.0/Acre
AM:6.6% of Daily (60/40)
PM: 11.3% of Daily (47/53)
Pass-by: 10%

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

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EXHIBIT 4: APPROVED SITE PLAN

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Preliminary Site Plan
DIVINE SAVIOR SCHOOL AT DIVINE SAVIOR CHURCH
Palm Beach County, Florida

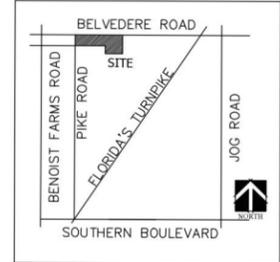


Scale: 1" = 30'-0"

Designed: JGH
Drawn: JGH
Approved: N/A
Date: 07.25.23
Job no: 22.027
Revisions:

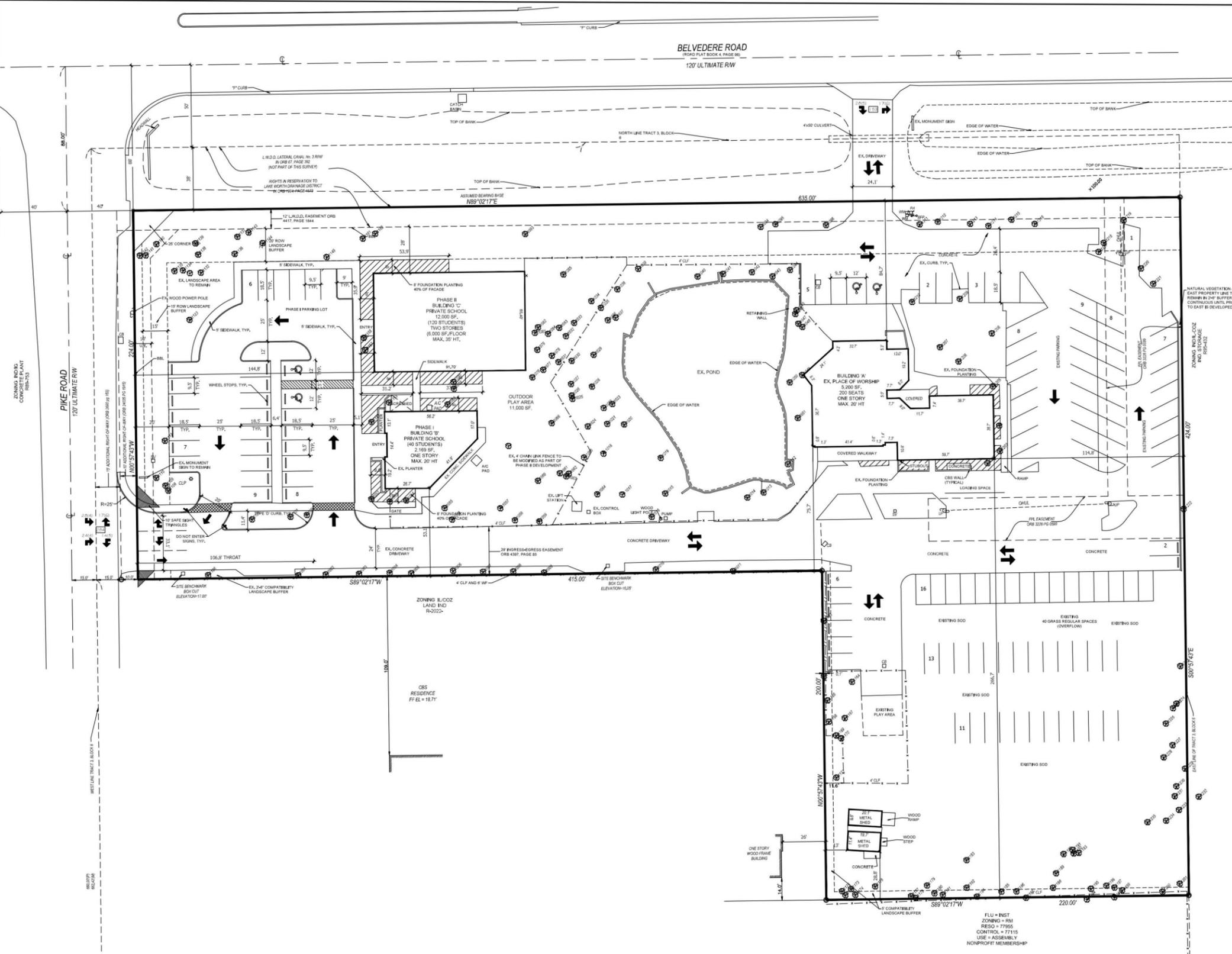
Sheet No.
PSP-1

LOCATION MAP



SITE DATA:

NAME OF APPLICATION	DIVINE SAVIOR SCHOOL AT DIVINE SAVIOR CHURCH
CONTROL NO.	1982-111
APPLICATION NO.	TBD
PROJECT NO.	2011-840
LAST BCC APPROVAL DATE	N/A
TIER	URBAN/SUBURBAN
FUTURE LAND USE DESIGNATION	INST
EXISTING ZONING DISTRICT	RM
OVERLAY ZONE	N/A
NEIGHBORHOOD PLAN	ACREAGE NEIGHBORHOOD PLAN
SECTION, TOWNSHIP, RANGE	34.43.42
PROPERTY CONTROL NUMBER(S)	00-42-43-27-05-006-0301
EXISTING USE(S)	PLACE OF WORSHIP
PROPOSED USE(S)	PLACE OF WORSHIP & PRIVATE SCHOOL
TOTAL GROSS SITE AREA (186,240 SF.)	4.28 ACRES
CONCURRENCY APPROVAL	
EX. PLACE OF WORSHIP - 5,200 SF. (200 SEATS)	
PRIVATE SCHOOL - 2,169 SF. (40 STUDENTS)	
PRIVATE SCHOOL - 12,000 SF. (120 STUDENTS)	
* CONCURRENCY HAS BEEN APPROVED FOR THE ABOVE USES AND AMOUNTS SHOW ON THIS PLAN	
TOTAL GROSS FLOOR AREA	19,369 SF.
EX. PLACE OF WORSHIP - 5,200 SF.	
PRIVATE SCHOOL - 2,169 SF.	
PRIVATE SCHOOL - 12,000 SF.	
PARKING REQUIRED	101 SPACES
1 SP/3 SEATS @ 200 SEATS = 67 SPACES	
1 SP/EMPLOYEE @ 30 EMPLOYEES = 30 SPACES	
1 SP/50 STUDENTS @ 160 STUDENTS = 4 SPACES	
5 DROP OFF SPACES INCLUDED	
PARKING PROVIDED	69 SPACES + 40 GRASS OVERFLOW
FAR	0.10
BUILDING COVERAGE (MAX. 40%)	11%
BUILDING HEIGHT (MAX. 35' HT.)	35' HT.
NO. OF STORIES	2 STORIES
TAZ	1495



PROPERTY DEVELOPMENT REGULATIONS - RM

ZONING DISTRICT	MINIMUM LOT DIMENSIONS			FAR	BUILDING COVERAGE	SETBACKS/SEPARATIONS			
	SIZE	WIDTH/FRONTAGE	DEPTH			FRONT	SIDE	SIDE STREET	REAR
REQUIRED - RM		65'	75'	40%	25'	15'	25'	15'	
PROPOSED - RM	4.27 AC	224.00'	635.00'	0.04	5.0%	28'	53.1'	144.8'	114.8'

DEVELOPMENT PHASING TABLE

PHASE	PHASING TIMING	PROPOSED USES	NO. OF BUILDINGS AND SF	ACRES & PERCENTAGE OF LAND AREA
PHASE I	AUGUST 2024	SCHOOL (K-12)	1 BUILDING @ 2,169 SF.	0.74 AC/17% OF ENTIRE SITE
PHASE II	AUGUST 2027	SCHOOL (K-12)	1 BUILDING @ 12,000 SF.	1.03AC/24% OF ENTIRE SITE

BUILDING PERMITS

BUILDING 'B' PRIVATE SCHOOL	B-2013-008499-0000
FREE STANDING SIGN	B-2005-055365-0000 (B07015754)
5' CHAIN LINK FENCE	B-1996-040073-0000 (B96031065)
4' BLACK CHAIN LINK FENCE & 8 GATES	B-2019-036345-0000
SHED	B-1996-030988-0000 (B96025177)

AMENDMENTS:

ZONING:



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EXHIBIT 5: 2045 VOLUMES

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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
3924	937191	AUSTRALIAN AVE	Banyan Blvd	Palm Beach Lakes Blvd	4	4	34,463	22,437	23,397	28,700	25,389	33,769	31,100
3820	937195	AUSTRALIAN AVE	Palm Beach Lakes Blvd	15th St	4	4	32,425	24,987	27,794	29,366	30,216	37,972	34,900
3816	937194	AUSTRALIAN AVE	15th St	25th St	4	4	34,077	22,669	27,149	28,549	24,216	31,943	35,800
3810	937193	AUSTRALIAN AVE	25th St	36th St	4	4	29,412	21,566	23,335	27,618	17,385	23,791	29,700
3802	937192	AUSTRALIAN AVE	36th St	45th St	4	4	31,677	23,808	24,939	30,097	20,242	25,392	31,300
2306	937196	AUSTRALIAN AVE	45th St	Port Rd (SR-710)	4	4	23,347	17,287	16,813	17,400	9,120	13,808	21,500
2834	937197	AUSTRALIAN AVE	Port Rd (SR-710)	Blue Heron Blvd	4	4	17,568	12,805	13,636	14,015	7,503	10,516	16,600
7027	930079	AVE 'E'	SR-715	Main St	4	4	9,097	8,345	7,958	7,700	3,630	4,218	8,500
7022	930760	AVE 'E'	Main St	CR 880	4	4	8,876	8,311	7,126	8,900	3,450	3,309	7,000
	937504	AVOCADO BLVD	60th St N	Orange Blvd	2	2			-	-	2,291	4,499	4,500
3839	937473	BANYAN ST	Tamarind Ave	Australian Ave	5	5	27,573	-	16,935	14,700	18,382	19,341	17,800
	937496	BARFIELD HWY	SR-15	E Main St	2	2			-	-	2,739	4,857	4,900
5628	937369	BARWICK RD	Lake Ida Rd	Atlantic Ave	2	2	12,426	10,212	10,556	10,100	8,595	10,600	13,000
3427	937102	BELVEDERE RD	SR-7	Sansbury's Way	6	6	25,235	21,895	18,958	21,456	35,242	46,526	30,200
3425	937101	BELVEDERE RD	Sansbury's Way	Skees Rd	6	6	33,006	24,314	21,655	25,477	22,241	35,636	34,700
3211	937100	BELVEDERE RD	Skees Rd	Jog Rd	6	6	27,000	26,517	22,540	27,023	12,765	24,835	34,600
3679	937105	BELVEDERE RD	Jog Rd	Drexel Rd	4	4	25,000	23,908	20,251	24,457	20,852	26,060	25,300
3609	937103	BELVEDERE RD	Drexel Rd	Haverhill Rd	4	4	26,000	25,737	23,750	27,776	13,944	22,284	32,100
3645	937104	BELVEDERE RD	Haverhill Rd	Military Tr	4	4	27,000	26,071	24,033	26,854	8,499	13,955	29,500
3623	937269	BELVEDERE RD	Military Tr	Congress Ave	6	6	25,000	24,665	23,481	26,024	11,425	20,505	32,600
3605	937268	BELVEDERE RD	Congress Ave	Australian Ave	6	6	33,000	32,739	31,148	36,437	12,872	22,703	41,000
3213	937267	BELVEDERE RD	Australian Ave	Hillsboro Rd	6	6	33,000	31,303	32,001	33,000	19,362	25,204	37,800
	930172	BELVEDERE RD	Hillsboro Rd	I-95	6	6			-	-	23,917	29,197	29,200
3311	930173	BELVEDERE RD	I-95	Parker Ave	4	4	29,548	25,652	27,808	29,500	36,662	40,889	32,000
3821	937270	BELVEDERE RD	Parker Ave	Dixie Hwy	5	5	18,851	16,040	17,328	18,892	6,615	7,807	18,500
3416	937005	BENOIST FARMS RD	Southern Blvd	Belvedere Rd	2	3	5,484	4,547	4,704	5,720	3,773	7,803	9,700
3456	937006	BENOIST FARMS RD	Belvedere Rd	Okeechobee Bl	2	2	4,990	4,685	6,317	6,397	9,316	10,892	7,900
3434	937323	BIG BLUE TRACE	South Shore Blvd	Wellington Trace	2	2	12,699	12,405	11,759	12,400	5,961	7,599	13,400
3422	937322	BIG BLUE TRACE	Wellington Trace	Southern Blvd	2	2	10,768	11,579	11,715	12,000	3,503	6,083	14,300
3436	937128	BINKS FOREST DR	Greenview Shores Bl	Southern Blvd	4	4	10,119	8,336	9,589	10,700	5,449	10,970	15,100
2601	930067	BLUE HERON BLVD	Bee Line Hwy	Military Tr	4	4	16,120	18,029	21,790	22,994	31,873	41,733	31,700
2211	935405	BLUE HERON BLVD	Military Tr	I-95	6	6	33,282	33,088	41,754	48,000	44,876	60,188	56,000
2311	935406	BLUE HERON BLVD	I-95	Congress Ave	6	6	51,386	42,056	49,934	50,500	26,407	34,817	58,300
2607	937176	BLUE HERON BLVD	Congress Ave	Australian Ave	6	6	37,356	34,095	36,520	38,822	24,009	39,269	51,800
2823	930070	BLUE HERON BLVD	Australian Ave	SR-811	6	6	34,101	29,652	31,650	34,467	20,620	32,852	43,900
	930066	BLUE HERON BLVD	SR-811	Ave F	5	5			-	-	17,433	31,239	31,200
2811	930071	BLUE HERON BLVD	Ave F	US 1	5	5	22,447	20,196	17,600	25,058	13,815	21,566	25,400
6832	930045	BOCA RATON BLVD	Palmetto Park Rd	Glades Rd	4	4	10,846	8,494	25,500	10,307	18,494	25,330	32,300
6822	937416	BOCA RATON BLVD	Glades Rd	20th St NW	5	5	20,099	15,939	21,277	20,567	14,849	15,433	21,900
6818	937416	BOCA RATON BLVD	20th St NW	28th St NW	5	5	20,794	16,509	25,334	22,497	14,849	15,433	25,900

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

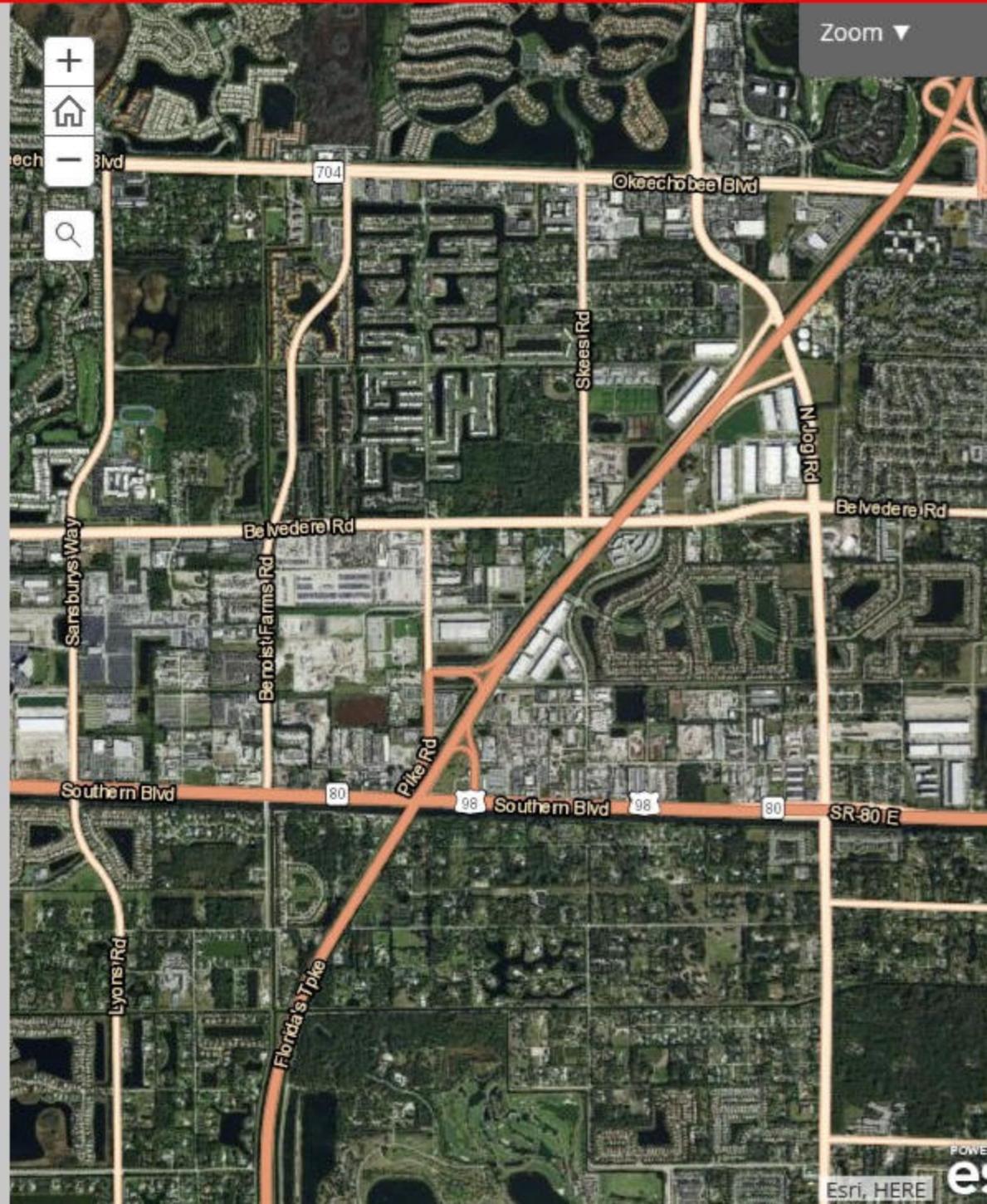
PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
NEW	PBC093	PARK AVE	Congress Ave	Old Dixie Hwy	0	3			-	-	-	31,875	31,900
2833	935223	PARK AVE	Old Dixie Hwy	Federal Hwy	2	2	6,645	5,608	5,427	5,533	6,593	9,421	8,300
3902	930038	PARKER AVE	Georgia Ave	Summit Blvd	2	2	7,111	-	7,100	9,600	7,635	10,274	9,600
3896	930038	PARKER AVE	Summit Blvd	Southern Blvd	4	4	14,731	-	7,100	9,600	7,635	10,274	9,600
3872	938533	PARKER AVE	Southern Blvd	Belvedere Rd	4	4	9,957	-	5,400	7,200	5,308	8,438	8,600
3856	933503	PARKER AVE	Belvedere Rd	Okeechobee Blvd	4	4	19,454	-	17,100	19,500	21,084	24,887	20,900
	937561	PARKSIDE DR	Donald Ross Rd	Frederick Small Rd	2	2			-	-	9,793	10,663	10,700
	3447a	PERSIMMON BLVD	Seminole Pratt Whitney Rd	140th Ave N	0	2			-	-	-	38,300	38,300
3447	3447	PERSIMMON BLVD	140th Ave N	Royal Palm Beach Bl	2	2	7,621	5,874	6,223	-	7,212	18,976	16,400
	937259	PERSIMMON BLVD	Royal Palm Beach Bl	SR-7	2	2			-	-	17,983	39,682	39,700
2405	935401	PGA BLVD	Bee Line Hwy	Ryder Cup Blvd (Jog Rd)	2	2	5,801	3,479	3,717	4,161	3,369	8,498	9,400
2103	930072	PGA BLVD	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	4	4	24,751	22,995	26,216	26,500	24,854	29,187	30,800
2201	930073	PGA BLVD	Florida Turnpike	Central Blvd	6	6	46,848	41,282	49,281	48,000	44,546	68,086	75,300
2609	937164	PGA BLVD	Central Blvd	Military Tr	6	6	47,793	44,296	48,298	48,497	31,140	34,887	52,000
2203	930074	PGA BLVD	Military Tr	I-95	6	6	49,342	42,478	47,349	50,500	60,099	57,658	44,900
2303	935300	PGA BLVD	I-95	SR-811	8	8	61,761	59,950	71,477	68,500	86,658	76,786	61,600
2829	935402	PGA BLVD	SR-811	Gardens Mall	6	6	57,253	51,677	57,047	56,265	28,348	68,044	96,700
2805	937165	PGA BLVD	Gardens Mall	Prosperity Farms Rd	6	6	44,137	38,076	41,615	45,250	26,491	31,240	46,400
2803	930712	PGA BLVD	Prosperity Farms Rd	Ellison Wilson Rd	6	6	45,667	39,880	41,927	42,864	41,015	47,541	48,600
2837	937166	PGA BLVD	Ellison Wilson Rd	Federal Hwy	6	6	30,962	26,470	28,710	28,141	32,635	38,067	33,500
	937525	PIERSON RD	South Shore Blvd	Fairlane Farms Rd	2	2			-	-	786	3,081	3,100
3448	937125	PIKE RD	Southern Blvd	Fla Turnpike Entrance	4	4	13,697	14,392	16,781	19,259	15,885	20,655	21,800
3450	937126	PIKE RD	Fla Turnpike Entrance	Belvedere Rd	2	2	5,745	4,703	5,212	6,977	5,269	3,301	3,300
4662	937313	PINEHURST DR	10th Ave N	Lake Worth Rd	2	2	10,323	8,789	8,896	10,694	11,910	12,643	9,600
4202	937312	PINEHURST DR	Forest Hill Blvd	10TH Ave N	2	2	10,475	9,276	9,334	11,252	13,044	14,570	10,900
5657	937162	PIPERS GLEN BLVD	El Clair Ranch Rd	Military Tr	2	2	5,869	5,429	5,468	5,940	6,863	8,544	7,100
3814	938554	POINSETTIA AVE	36TH St	25TH St	2	2	4,725	-	5,200	5,500	3,532	5,260	6,900
3806	938554	POINSETTIA AVE	45th St	36th St	2	2	11,188	-	5,200	5,500	3,532	5,260	6,900
3800	938554	POINSETTIA AVE	45TH St	N End	2	2	2,837	-	5,200	5,500	3,532	5,260	6,900
6423	937282	PONDEROSA DR	Oriole Country Rd	Glades Rd	2	2	4,734	4,307	4,210	4,701	2,340	2,785	4,700
6625	937635	POTOMAC RD	Jog Rd	St Andrews Blvd	4	4	7,812	7,242	8,172	8,967	7,284	14,066	15,800
6623	937727	POTOMAC RD	St Andrews Blvd	Military Tr	4	4	10,902	9,999	11,175	11,786	8,732	12,753	15,200
6210	930016	POWERLINE RD	Broward County Line	SW 18th St	4	6	37,025	-	33,798	34,000	33,393	48,576	49,200
6632	930016	POWERLINE RD	SW 18th St	Camino Real	4	6	35,270	-	34,635	34,000	33,393	48,576	50,400
6626	930016	POWERLINE RD	Camino Real	Palmetto Park Rd	4	6	43,555	-	33,771	34,000	33,393	48,576	49,100
6622	930017	POWERLINE RD	Palmetto Park Rd	Sunstream Blvd	4	4	29,310	-	28,371	27,000	23,632	31,362	37,700
6602	930020	POWERLINE RD	Sunstream Blvd	Glades Rd	4	4	31,736	-	27,254	27,500	24,379	32,531	36,400
1402	937015	PRATT-WHITNEY RD	Indiantown Rd	Bee Line Hwy	2	2	3,556	4,228	5,005	6,322	5,191	10,271	9,900
1104	937285	PRATT-WHITNEY RD	Indiantown Rd	Martin County Line	2	2	2,711	2,994	4,215	4,819	4,137	5,941	6,100
2806	937053	PROSPERITY FARMS RD	Northlake Blvd	Lighthouse Dr	3	3	19,199	17,866	16,364	17,020	16,025	19,396	19,800



EXHIBIT 6: ACTIVE FLUA AMENDMENTS

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button to see places.



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EXHIBIT 7: DEVELOPMENT POTENTIAL FORM

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2024 FUTURE LAND USE ATLAS AMENDMENT APPLICATION

Part 1. Amendment Data

A. Amendment Data

Round	25-B	Intake Date	11-13-2024
Application Name	The Paving Lady	Revised Date	NA
Acres	4.28	Control Number	1982-00111 Redemption Evangelical Lutheran Church
		Text Amend?	NO
PCNs	00-42-43-27-05-006-0301		
Location	SE corner of Belvedere Road and Pike Road		
	Current	Proposed	
Tier	Urban/Suburban	NA.	
Use	Place of Worship	Contractor's Storage	
Zoning	RM – Residential Medium Density	IL – Light industrial	
Future Land Use Designation	INST	IND	
Conditions	NA	NA	

B. Development Potential

	Current FLU	Proposed FLU
Maximum Square Feet (for non-residential)	<u>0.45</u> FAR x <u>4.28</u> ac. = <u>83,896</u>	<u>0.85</u> FAR x <u>4.28</u> ac. = <u>158,471</u>
Maximum Units (for residential)	____ du/acre x ____ ac. = ____ NA	____ du/acre x ____ ac. = ____ NA
Maximum Beds (for CLF proposals)	____ max du x 2.39 = ____	____ max du x 2.39 = ____
Population Estimate	____ max du x 2.39 = ____	____ max du x 2.39 = ____

Part 2. Applicant Data

A. Agent Information

Name	Kevin McGinley
Company Name	Land Research Management, Inc.
Address	2240 Palm Beach Lakes Blvd #103
City, State, Zip	West Palm Beach, FL 33409
Phone / Fax Number	561-686-2481
Email Address	LRMI@Bellsouth.net

B. Applicant Information

Name	Mauro Comuzzi, President
Company Name	The Paving Lady, Inc.
Address	1000 W. Industrial Avenue
City, State, Zip	Boynton Beach, FL 33426
Phone / Fax Number	561-572-2600 / 561-572-2601
Email Address	mauro@pavinglady.com
Interest	Contract Purchaser.

Part 5. Public Facilities Information

A. Traffic Information		
	Current	Proposed
Max Trip Generator	ITE 610 Hospital 10.77 Trips/1,000 SF	ITE 110 Light Industrial 4.87 Trips/1,000 SF
Maximum Trip Generation	814	695
Net Daily Trips:	<u>-119</u> (maximum minus current) <u>-119</u> (proposed minus current)	
Net PH Trips:	<u>43 (52 In/-9 Out) AM, 28 (-9 In/37 Out) PM</u> (maximum) <u>43 (52 In/-9 Out) AM, 28 (-9 In/37 Out) PM</u> (proposed)	
Significantly impacted roadway segments that fail Long Range	None	None
Significantly impacted roadway segments for Test 2	None	None
Traffic Consultant	JFO GROUP INC	
B. Mass Transit Information		
Nearest Palm Tran Route (s)	<i>Identify the number(s) of the nearest Palm Tran Route(s) that service the property, if any.</i>	
Nearest Palm Tran Stop	<i>Identify the location of the nearest bus stop, in tenths of a mile from the site.</i>	
Nearest Tri Rail Connection	<i>Identify the nearest connection to the Tri-County Commuter Rail Feeder Bus Route.</i>	
C. Potable Water & Wastewater Information		
Potable Water & Wastewater Providers	<i>Identify the water and wastewater providers</i>	
Nearest Water & Wastewater Facility, type/size	<i>Summarize the water and wastewater provider letter here by providing the location of the nearest point of connection including the size of the lines and if it is water or wastewater.</i>	
D. Drainage Information		

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EXHIBIT 8: FLUA REVIEW COMMENTS

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Juan Ortega

From: Dom Simeus <DSimeus@pbc.gov>
Sent: Tuesday, October 22, 2024 11:43 AM
To: Juan Ortega
Subject: LUPA Intakes

Good morning Dr. Ortega,

Please address the issues below at your earliest convenience to expedite the review process:

9924 Happy Hollow

The site was supposed to connect to Happy Hollow as per the approved site plan in Exhibit 4. Please provide a rationale for the proposed traffic assignment.

Wellington Vista

Revise the traffic assignment (Figure 2) to divert some trips onto Polo Road.

The Paving Lady

The following links in Table 7 should be class II:

- a. Southern Boulevard from Benoist Farm Road to Pike Road.
- b. Jog Road from Belvedere Road to Okeechobee Boulevard.

Thank you

Dom

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

Juan Ortega

From: Dom Simeus <DSimeus@pbc.gov>
Sent: Friday, October 25, 2024 4:43 PM
To: Juan Ortega
Subject: RE: LUPA Intakes

The church is operational (in place not vesting where the site could be vacant), and its existence must be considered during Test 2 whether it is at the maximum or proposed potential. Only Test 2 needs to be revised. Table 3, please subtract the existing peak hour trips for the church as you did for the proposed development. So, the net for Table 5 will be 40 AM and 24 PM.

From: Juan Ortega <jortega@jfo.us>
Sent: Friday, October 25, 2024 3:22 PM
To: Dom Simeus <DSimeus@pbc.gov>
Subject: RE: LUPA Intakes

Are you saying that I shall subtract any existing/vested trips when evaluating Test 2 for the Maximum Intensity under the proposed FLU? And, this will not create a condition of approval limiting my development to specific uses/intentisities/trips?

If so, do you need me to revise the 3.5-d Analysis for The Paving Lady project?

Dr. Juan F. Ortega, PE
JFO GROUP INC
T: (561) 462-5364 • C: (561) 512-7556
JOrtega@jfo.us

From: Dom Simeus <DSimeus@pbc.gov>
Sent: Friday, October 25, 2024 2:48 PM
To: Juan Ortega <jortega@jfo.us>
Subject: RE: LUPA Intakes

Dr. Ortega,

It doesn't matter if you decide to change it or not; however, Test 2 must be conducted according to the **ULDC requirements**. Whether you apply the maximum or acceptable conditions to limit your proposed potential, it is important to include what is on-site in the analysis for Test 2. I agree that Test 2 is irrelevant, which is why the policy does not fully depend on passing it. To prevent any further/future confusion, I would appreciate it if you could consider the existing condition of the site as part of Test 2 at the maximum.

From: Juan Ortega <jortega@jfo.us>
Sent: Friday, October 25, 2024 1:35 PM
To: Dom Simeus <DSimeus@pbc.gov>
Subject: RE: LUPA Intakes

Yes, for Traffic Concurrency as defined in Article 12.

No, for Policy 3.5-d as shown in <https://discover.pbcgov.org/pzb/planning/PDF/FLU/2024-Traffic-Analysis-Instructions.pdf>

Dr. Juan F. Ortega, PE
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JOrtega@jfo.us

From: Dom Simeus <DSimeus@pbc.gov>
Sent: Friday, October 25, 2024 12:59 PM
To: Juan Ortega <jortega@jfo.us>
Subject: RE: LUPA Intakes

Understood and yes it is quite confusing. Is Test 2 based on the actual condition of the site?

From: Juan Ortega <jortega@jfo.us>
Sent: Friday, October 25, 2024 12:46 PM
To: Dom Simeus <DSimeus@pbc.gov>
Subject: RE: LUPA Intakes

Yes and No.

If I was 1000% sure that the site plan was final and was not going to change under any circumstances and I was willing to take a condition of approval at the FLUA amendment limiting the site to the proposed site plan, then Test 2 should had been done removing the trips from the existing church (as it is a concurrency test).

See what I'm telling you how confusing it is to add a concurrency test where it doesn't belong. LOL.

When Test 2 was officially added to 3.5-d, it was for FLUA changes with concurrent Residential applications using TDRs/WFH units which will make the site plan trips more than the max density and intensity of the proposed FLU. In some cases, and depending on the reviewer(s), it was used to impose conditions of approval limiting the potential development on the site at the time of the FLUA application.

In the particular case of The Paving Lady, since it is not a residential FLUA and since the project meets Test 2 under the Max Intensity in the proposed FLUA which will be more than any site plan, and to avoid getting a condition of approval that may change depending on how the site is developed, I did Test 2 for max density and intensity to avoid a condition of approval limiting the complan change to the site plan trips. See below from Page 3 of the 2024 COMPREHENSIVE PLAN FLUA AMENDMENT TRAFFIC ANALYSIS INSTRUCTIONS:

- I. Prepare a five-year traffic analysis at maximum **or** proposed (if different) project traffic pursuant to Test 2 requirements in the Unified Land Development Code, article 12.B.2.B.

FYI, when someone had the brilliant idea of incorporating concurrency into FLUAs, there was a time where Test 2 was a stand-alone document not included in the 3.5-d analysis. Those were the good days. 😊

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From: Dom Simeus <DSimeus@pbc.gov>
Sent: Friday, October 25, 2024 12:07 PM
To: Juan Ortega <jortega@jfo.us>
Subject: RE: LUPA Intakes

Understood. You pass Test 2 at maximum. Should the church's impact be accounted for?

From: Juan Ortega <jortega@jfo.us>
Sent: Friday, October 25, 2024 11:43 AM

To: Dom Simeus <DSimeus@pbc.gov>

Subject: RE: LUPA Intakes

Yes, church is in place. Table 5 compares Current and Proposed FLU where the existing trips are not relevant. Table 6 compares current FLU with the proposed site plan which includes taking credit for the existing church as shown in Table 4. See below.

Table 4: Trip Generation – Site Plan

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
VESTED DEVELOPMENT								
Church	7,887 SF	60	2	1	3	2	2	4
Pass-By	5.0%	(3)	(0)	(0)	(0)	(0)	(0)	(0)
Net Vested Traffic		57	2	1	3	2	2	4
PROPOSED DEVELOPMENT								
Office	7,887 SF	113	11	2	13	6	11	17
Outdoor Storage	4.12 Ac	144	6	4	10	8	8	16
	Σ	257	17	6	23	14	19	33
Pass-By								
Office	10%	11	1	0	1	1	1	2
Outdoor Storage	10%	14	1	0	1	1	1	2
	Σ	(25)	(2)	(0)	(2)	(2)	(2)	(4)
Net Proposed Traffic		232	15	6	21	12	17	29
Net Traffic		175	13	5	18	10	15	25

Table 5: Net Traffic Impact – Maximum Intensity

Future Land Use Designation	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Current FLU	814	41	21	62	22	43	65
Maximum Intensity	695	93	12	105	13	80	93
Net Trips	(119)	52	(9)	43	(9)	37	28

Table 6: Net Traffic Impact – Proposed Intensity

Future Land Use Designation	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Current FLU	814	41	21	62	22	43	65
Concurrent Site Plan	175	13	5	18	10	15	25
Net Trips	(639)	(28)	(16)	(44)	(12)	(28)	(40)

Dr. Juan F. Ortega, PE

JFO GROUP INC

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JOrtega@jfo.us

From: Dom Simeus <DSimeus@pbc.gov>

Sent: Friday, October 25, 2024 10:45 AM

To: Juan Ortega <jortega@jfo.us>

Subject: RE: LUPA Intakes

Dr. Ortega,

For the Paving, is the church in place? If so, please revise Table 5 to account for the existing peak-hour trips.

Thank you

From: Juan Ortega <jortega@jfo.us>

Sent: Tuesday, October 22, 2024 2:27 PM

To: Dom Simeus <DSimeus@pbc.gov>

Subject: RE: LUPA Intakes

Dom, please see attached revised FLUA Traffic Analysis for The Paving Lady addressing your comments from 10/22/2024.

Dr. Juan F. Ortega, PE

JFO GROUP INC

T: (561) 462-5364 • C: (561) 512-7556

JOrtega@jfo.us

From: Juan Ortega

Sent: Tuesday, October 22, 2024 2:26 PM

To: 'Dom Simeus' <DSimeus@pbc.gov>

Subject: RE: LUPA Intakes

Dom, please see attached revised FLUA Traffic Analysis for Wellington Vista addressing your comments from 10/22/2024.

Dr. Juan F. Ortega, PE

JFO GROUP INC

T: (561) 462-5364 • C: (561) 512-7556

JOrtega@jfo.us

From: Juan Ortega

Sent: Tuesday, October 22, 2024 12:46 PM

To: 'Dom Simeus' <DSimeus@pbc.gov>

Subject: RE: LUPA Intakes

Good afternoon Dom, thank you. I'm on it. About 9924 *Happy Hollow*, according to Policy 1.5-v of the Comprehensive Plan (See below), the proposed CMR FLU will require a connection to SR 7. Same as the site across the street where a driveway on Happy Hollow will not be allowed. Attached is the approved site plan for the site across the street which has a CMR FLU. Exhibit 4 of the 3.5d analysis is the latest approved (not the proposed), we are currently working on a site plan for a concurrent Zoning application in December.

I will revise Wellington Vista and The Paving Lady and will email them to you.

Industrial

Policy 1.5-v: Industrial. The County shall foster employment opportunities in the Agricultural Reserve Tier by allowing light industrial uses at appropriate locations to provide a balance of land uses for current and new residents of the Tier. All new future land use amendments requesting industrial type uses in the Agricultural Reserve Tier shall meet the following requirements:

1. Limited to the Commerce (CMR) future land use designation;
2. Located with frontage and access on State Road 7 (north of Rio Grande Avenue), Atlantic Avenue, Boynton Beach Boulevard or have access to these roadways through an existing commercial or industrial site. Sites located west of State Road 7 must share a common border with a property with commercial or industrial future land use;

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From: Dom Simeus <DSimeus@pbc.gov>
Sent: Tuesday, October 22, 2024 11:43 AM
To: Juan Ortega <jortega@jfo.us>
Subject: LUPA Intakes

Good morning Dr. Ortega,

Please address the issues below at your earliest convenience to expedite the review process:

9924 Happy Hollow

The site was supposed to connect to Happy Hollow as per the approved site plan in Exhibit 4. Please provide a rationale for the proposed traffic assignment.

Wellington Vista

Revise the traffic assignment (Figure 2) to divert some trips onto Polo Road.

The Paving Lady

The following links in Table 7 should be class II:

- a. Southern Boulevard from Benoist Farm Road to Pike Road.
- b. Jog Road from Belvedere Road to Okeechobee Boulevard.

Thank you

Dom

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JFO GROUP INC

Traffic Engineering & Transportation Planning

We specialize in **TRAFFIC ENGINEERING** and **TRANSPORTATION PLANNING** solutions in the context of **LAND DEVELOPMENT** for both public and private clients. In addition to representing our clients and projects in municipalities and counties where our expertise is required, and in front of any applicable agencies such as Departments of Transportation, we have also worked on behalf of several agencies and municipalities. **JFO GROUP INC** holds Certificates of Authorization (COA) to practice Professional Engineering in the States of **Florida, Georgia, South Carolina** and **Alabama**.