



**Department of Engineering  
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April 29, 2020

Andrea M. Troutman, P.E.  
Pinder Troutman Consulting, Inc.  
2005 Vista Parkway, Suite 111  
West Palm Beach, FL 33411

**RE: Southport Grove  
FLUA Amendment Policy 3.5-d Review  
Round 2020-21-A**

Dear Ms. Troutman:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Transportation Analysis for the proposed Future Land Use Amendment for the above referenced project, dated April 1, 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:

|  |   |   |
|--|---|---|
| <b>Location:</b>   | East side of Military Trail, north of Melaleuca Lane  |   |
| <b>PCN:</b>  | 00-42-44-25-00-000-5380   |   |
| <b>Acres:</b>  | 1.81 acres  |   |
|  | <b>Current FLU</b>  | <b>Proposed FLU</b>                     |
| <b>FLU:</b>  | Commercial High (CH/8)/High Density Residential, 8 units per acre (HR-8) for 0.85 ac<br>High Density Residential, 12 units per acre (HR-12) for 0.96 ac | Urban Infill (UI)                       |
| <b>Zoning:</b>   | Neighborhood Commercial (CN)<br>Residential, Medium (RM)  | Urban Infill (UI)                       |
| <b>Density/<br/>Intensity:</b>   | 0.35 FAR (CH/8)/8 du/ac<br>12 du/ac   | 100 Dwelling Units (Age Restricted 65+) |
| <b>Maximum<br/>Potential:</b>  | Retail = 12,959 SF<br><b>OR</b> Multifamily Mid-Rise = 7<br>DUs<br><b>AND</b> Multifamily Mid-Rise = 12<br>DUs  | 55+ Attached = 100 DUs                  |
| <b>Proposed<br/>Potential:</b>   |   | 55+ Attached = 100 DUs                  |
| <b>Net Daily<br/>Trips:</b>  | -303 (maximum – current)<br>-303 (proposed – current)   |   |
| <b>Net PH<br/>Trips:</b>   | 20 (7/13) AM, 26 (14/12) PM (maximum)<br>20 (7/13) AM, 26 (14/12) PM (proposed)   |   |
| <i>* <b>Maximum</b> indicates typical FAR and maximum trip generator. <b>Proposed</b> indicates the specific uses and intensities/densities anticipated in the zoning application.</i> |   |   |

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Andrea M. Troutman, P.E.  
April 29, 2020  
Page 2

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 **maximum or proposed potential** density shown above. Please note the proposed change will add no additional trips on the roadway network for the long-range analysis and have no significant impact for Test 2 analysis.

Please contact me at 561-684-4030 or email to [DSimeus@pbcgov.org](mailto:DSimeus@pbcgov.org) with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to be "DS", is written over a horizontal line.

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  
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**SOUTHPORT GROVE  
FUTURE LAND USE AMENDMENT (FLUA)  
TRANSPORTATION ANALYSIS**

**Prepared for**

**SOUTHPORT FINANCIAL SERVICES, INC.**

**PINDER TROUTMAN CONSULTING, INC.  
Certificate of Authorization Number: 7989  
2005 Vista Parkway, Suite 111  
West Palm Beach, FL 33411  
(561) 296-9698**



**#PTC20-027  
April 1, 2020**

**SOUTHPORT GROVE**  
**FUTURE LAND USE AMENDMENT (FLUA)**  
**TRANSPORTATION ANALYSIS**

**INTRODUCTION**

It is proposed to change the future land use designation from Commercial High (CH/8) to Urban Infill on a 0.85 acre parcel and from High Residential (HR/12) to Urban Infill on a 0.96 acre parcel located in unincorporated Palm Beach County. The parcels are located on the east side of Military Trail north of Melaleuca Lane, as shown on Exhibit 1.

The purpose of this analysis is to determine if the proposed future land use (FLU) designations are consistent with the Transportation Element of the County's Comprehensive Plan. This study includes an analysis of traffic conditions in five years (Test 2) and long range (Year 2040) conditions. The PCN for the site is 00-42-44-25-00-000-5380.

**SITE DATA**

The Palm Beach County Comprehensive Plan assigns a maximum intensity to the existing and proposed land use designations. The maximum intensity for the existing FLU designation is compared to the maximum intensity associated with the proposed FLU designation. The Urban Infill land use category does not have a maximum intensity; therefore, the proposed intensity was analyzed. The land use scenarios are as follows:

|                    | <b>Existing FLU Designation:<br/>(CH/8 and HR-12)</b>                  | <b>Proposed FLU Designation:<br/>(Urban Infill)</b> |
|--------------------|--|---|
| <b><u>Site</u></b> | <b><u>Maximum Intensity (CH/8)</u></b>                                 | <b><u>Maximum / Proposed Intensity</u></b>          |
| 0.85 Acres         | Retail: 12,959 SF, <b><u>OR</u></b><br>Multifamily Mid-Rise: 7 DUs     | 55+ Attached: 100 DUs                               |
| 0.96 acres         | <b><u>Maximum Intensity (HR 12)</u></b><br>Multifamily Mid Rise 12 DUs |   |

## **TRANSPORTATION ELEMENT**

### **Trip Generation**

Palm Beach County and the Institute of Transportation Engineers (ITE), Trip Generation, 10<sup>th</sup> Edition, were the sources of trip generation data utilized in this study. Daily trips generated by the existing FLU and the proposed FLU are shown on Exhibit 2A.

The daily trip generation is used for the Year 2040 analysis. Based on the net daily trip generation of -303, no analysis is required for Year 2040. Exhibit 2B provides the AM and PM peak hour trip generation for the maximum/proposed intensity. The Five Year (Test 2) radius of development influence is one-half mile based on the 26 PM peak hour trips generated.

### **Trip Distribution and Assignment**

In order to determine the impact of the proposed development's traffic on the surrounding roadway network, a directional distribution was developed based upon a review of approved projects in the area. Exhibit 3 provides the project traffic distribution for the surrounding roadway network.

### **Roadway Improvements**

The Transportation Improvement Program from the Palm Beach Transportation Planning Agency (TPA) and the Palm Beach County Five Year Road Program were reviewed to determine if any roadways within the study area are scheduled to be improved. No roadway improvements are scheduled for construction in the study area.

### **Long Range Analysis**

Because the proposed land use designation change results in a decrease in daily trips, the requirements of the Long Range Analysis have been met for the proposed FLU designation.

### **Five Year (Test 2) Analysis**

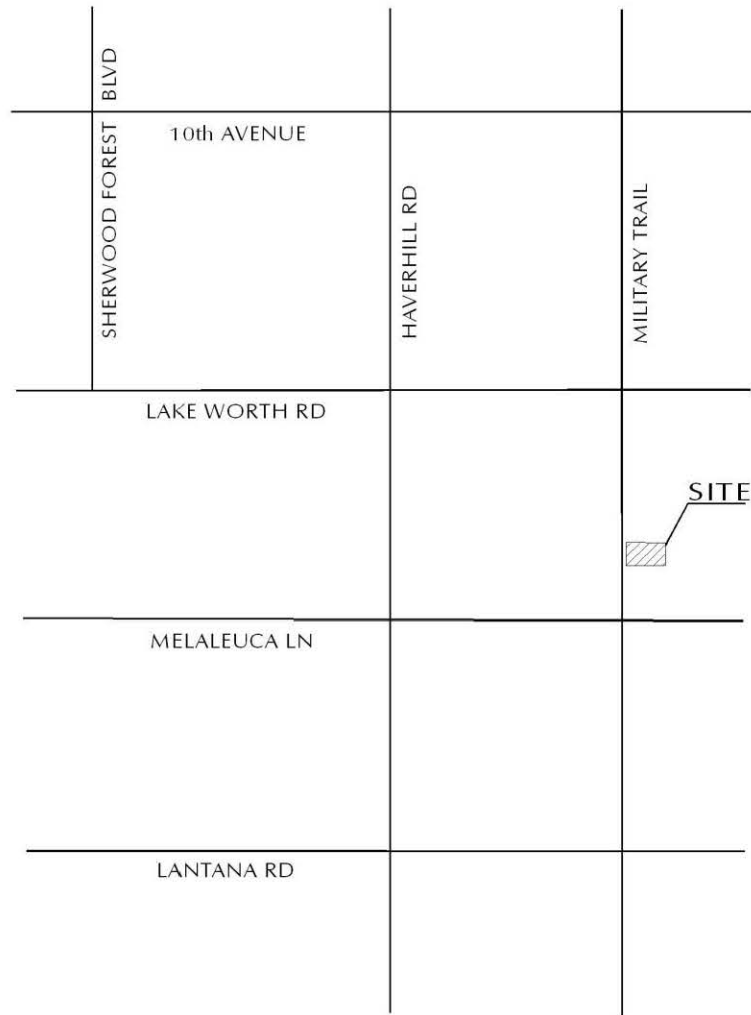
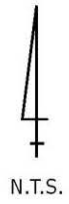
The Five Year Analysis examines traffic conditions at the end of the fifth year of the FDOT Five Year Transportation Improvement Program. This analysis is required for any roadway link within the radius of development influence where the project impact is greater than 3% of LOS E and outside

the radius where the project impact is greater than 5% of LOS E. As shown on Exhibit 4, no roadway links are significantly impacted by the proposed FLU at the proposed development intensity. Therefore, the requirements of the Five Year Analysis (Test 2) have been met for the proposed FLU designation at the proposed development intensity.

## **CONCLUSION**

This analysis shows that the proposed future land use designation of Urban Infill meets the transportation standards at the proposed intensity and is consistent with the Transportation Element of the Palm Beach County Comprehensive Plan.

# EXHIBITS



SOUTHPORT GROVE

EXHIBIT 1  
PROJECT LOCATION

20-027  
3-27-20

**PTC**



## Exhibit 2A

### Southport Grove

### Daily Trip Generation Comparison

#### Current FLU (CH/8) and HR-12: Maximum Intensity

| Land Use Designation | Land Use             | ITE Code | Intensity     | Trip Generation Rate (1)     | Total Trips | Pass-by Trips (1) |       | New External Trips |
|----------------------|----------------------|----------|---------------|------------------------------|-------------|-------------------|-------|--------------------|
| CH/8                 | Retail, <b>OR</b>    | 820      | 12,959 SF (2) | $\ln(T) = 0.68\ln(X) + 5.57$ | 1,498       | 890               | 59.4% | 608                |
|                      | Multifamily Mid-Rise | 221      | 7 DUs (3)     | 5.44 /DU                     | 38          | -                 | 0%    | 38                 |
| HR-12                | Multifamily Mid-Rise | 221      | 12 DUs (4)    | 5.44 /DU                     | 65          | -                 | 0%    | 65                 |
| <b>TOTAL</b>         | <b>TOTAL</b>         |          |               |                              |             |                   |       |                    |

|                                |            |
|--------------------------------|------------|
| <b>Highest CH/8 plus HR-12</b> | <b>673</b> |
|--------------------------------|------------|

#### Proposed FLU (Urban): Maximum and Proposed Intensity

| Land Use Designation | Land Use     | ITE Code | Intensity | Trip Generation Rate (1) | Total Trips | Pass-by Trips (1) |    | New External Trips |
|----------------------|--------------|----------|-----------|--------------------------|-------------|-------------------|----|--------------------|
| Urban Infill         | 55+ Attached | 252      | 100 DUs   | 3.7 /DU                  | 370         | -                 | 0% | 370                |
|                      |              |          |           |                          |             |                   |    |                    |

|                      |              |
|----------------------|--------------|
| <b>Net New Trips</b> | <b>(303)</b> |
|----------------------|--------------|

(1) Source: Palm Beach County Traffic Division and ITE, Trip Generation, 9th Edition.

(2) Based on FAR of 0.35 for 0.85 acres.

(3) Based on 8 DUs per acre for 0.85 acres.

(4) Based on 12 DUs per acre for 0.96 acres.

**Exhibit 2B**  
**Southport Grove**  
**Peak Hour Trip Generation**

4/1/2020  
 Tripgen & Assign 20-027 3-30-20

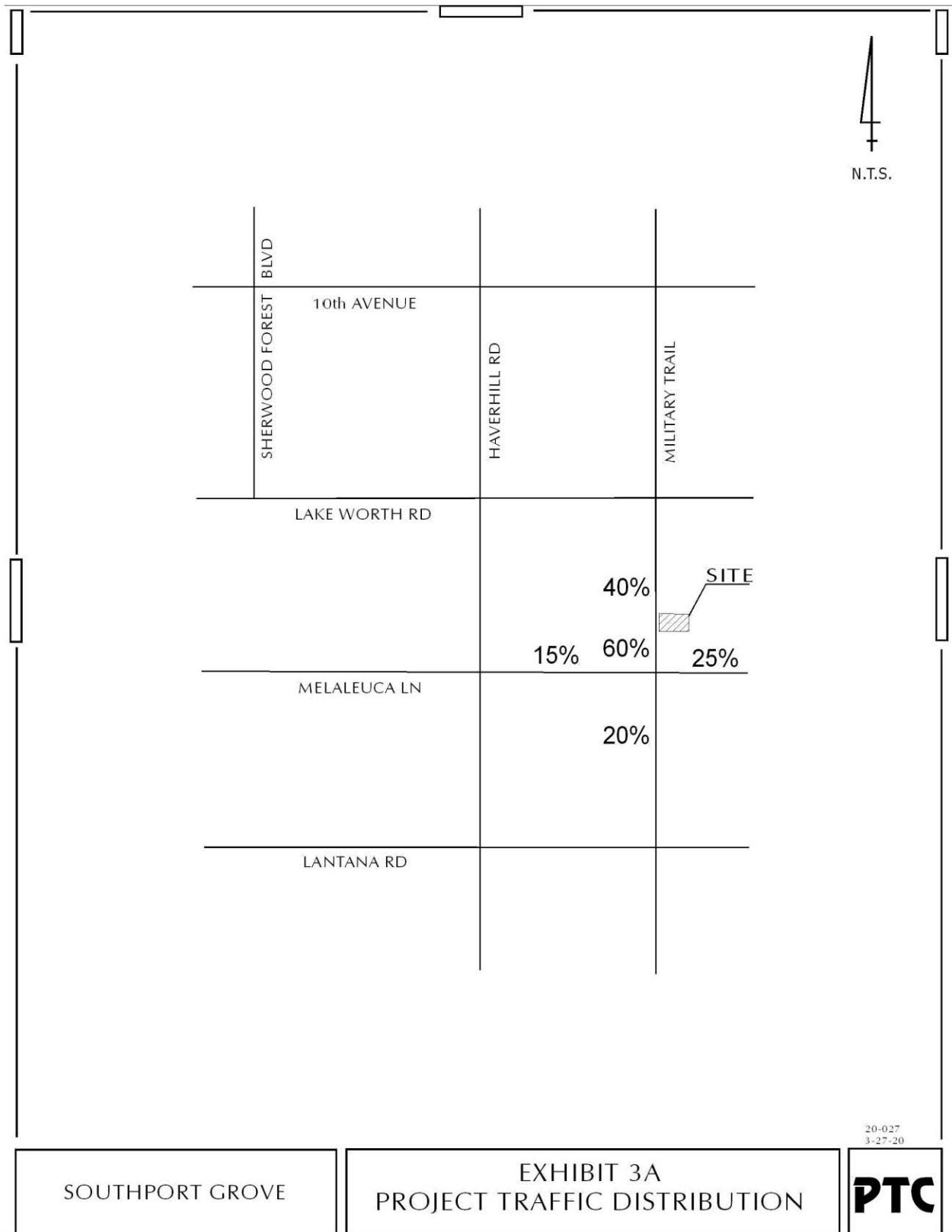
**Proposed AM Peak**

| Land Use     | ITE Code | Intensity | Trip Generation Rate (1) | Total Trips |     |       | Pass-by Trips (1) |    | New Trips |     |       |
|--------------|----------|-----------|--------------------------|-------------|-----|-------|-------------------|----|-----------|-----|-------|
|              |          |           |                          | In          | Out | Total |                   |    | In        | Out | Total |
| 55+ Attached | 252      | 100 DUs   | 0.2 /DU (35/65)          | 7           | 13  | 20    | -                 | 0% | 7         | 13  | 20    |
| TOTAL        |          | 100 DUs   |                          | 7           | 13  | 20    | -                 |    | 7         | 13  | 20    |

**Proposed PM Peak**

| Land Use     | ITE Code | Intensity | Trip Generation Rate (1) | Total Trips |     |       | Pass-by Trips (1) |    | New Trips |     |       |
|--------------|----------|-----------|--------------------------|-------------|-----|-------|-------------------|----|-----------|-----|-------|
|              |          |           |                          | In          | Out | Total |                   |    | In        | Out | Total |
| 55+ Attached | 252      | 100 DUs   | 0.26 /DU (55/45)         | 14          | 12  | 26    | -                 | 0% | 14        | 12  | 26    |
| TOTAL        |          | 100 DUs   |                          | 14          | 12  | 26    | -                 |    | 14        | 12  | 26    |

(1) Source: Palm Beach County and ITE Trip Generation, 10th Edition.



**Exhibit 4**  
**Southport Grove**  
**Project Traffic Assignment - Test 2**

| Roadway        | Link                             | Existing Lanes | Road Class | Dir. | AM Peak Hour |          | Peak Hour Directional Trips | Total Project Impact | LOS E Service Volume | Signif. Impact? |
|----------------|----------------------------------|----------------|------------|------|--------------|----------|-----------------------------|----------------------|----------------------|-----------------|
|                |                                  |                |            |      | 7            | Inbound  |                             |                      |                      |                 |
|                |                                  |                |            |      | 13           | Outbound |                             |                      |                      |                 |
|                |                                  |                |            |      | % Dist       |          |                             |                      |                      |                 |
| Military Trail | Lake Worth Road to Site          | 6LD            | II         | NB   | 40%          |          | 3                           | 0.11%                | 2830                 | No              |
|                | Lake Worth Road to Site          | 6LD            | II         | SB   | 40%          |          | 5                           | 0.18%                | 2830                 | No              |
|                | Site to Melaleuca Lane           | 6LD            | II         | NB   | 60%          |          | 4                           | 0.14%                | 2830                 | No              |
|                | Site to Melaleuca Lane           | 6LD            | II         | SB   | 60%          |          | 8                           | 0.28%                | 2830                 | No              |
|                | Melaleuca Lane to Lantana Road   | 6LD            | I          | NB   | 20%          |          | 1                           | 0.03%                | 2940                 | No              |
|                | Melaleuca Lane to Lantana Road   | 6LD            | I          | SB   | 20%          |          | 3                           | 0.10%                | 2940                 | No              |
| Melaleuca Lane | Haverhill Road to Military Trail | 5L             | II         | EB   | 15%          |          | 1                           | 0.05%                | 1870                 | No              |
|                | Haverhill Road to Military Trail | 5L             | II         | WB   | 15%          |          | 2                           | 0.11%                | 1870                 | No              |
|                | Military Trail to Kirk Road      | 5L             | II         | EB   | 25%          |          | 2                           | 0.11%                | 1870                 | No              |
|                | Military Trail to Kirk Road      | 5L             | II         | WB   | 25%          |          | 3                           | 0.16%                | 1870                 | No              |

| Roadway        | Link                             | Existing Lanes | Road Class | Dir. | PM Peak Hour |          | Peak Hour Directional Trips | Total Project Impact | LOS E Service Volume | Signif. Impact? |
|----------------|----------------------------------|----------------|------------|------|--------------|----------|-----------------------------|----------------------|----------------------|-----------------|
|                |                                  |                |            |      | 14           | Inbound  |                             |                      |                      |                 |
|                |                                  |                |            |      | 12           | Outbound |                             |                      |                      |                 |
|                |                                  |                |            |      | % Dist       |          |                             |                      |                      |                 |
| Military Trail | Lake Worth Road to Site          | 6LD            | II         | NB   | 40%          |          | 5                           | 0.18%                | 2830                 | No              |
|                | Lake Worth Road to Site          | 6LD            | II         | SB   | 40%          |          | 6                           | 0.21%                | 2830                 | No              |
|                | Site to Melaleuca Lane           | 6LD            | II         | NB   | 60%          |          | 7                           | 0.25%                | 2830                 | No              |
|                | Site to Melaleuca Lane           | 6LD            | II         | SB   | 60%          |          | 8                           | 0.28%                | 2830                 | No              |
|                | Melaleuca Lane to Lantana Road   | 6LD            | I          | NB   | 20%          |          | 3                           | 0.10%                | 2940                 | No              |
|                | Melaleuca Lane to Lantana Road   | 6LD            | I          | SB   | 20%          |          | 2                           | 0.07%                | 2940                 | No              |
| Melaleuca Lane | Haverhill Road to Military Trail | 5L             | II         | EB   | 15%          |          | 2                           | 0.11%                | 1870                 | No              |
|                | Haverhill Road to Military Trail | 5L             | II         | WB   | 15%          |          | 2                           | 0.11%                | 1870                 | No              |
|                | Military Trail to Kirk Road      | 5L             | II         | EB   | 25%          |          | 3                           | 0.16%                | 1870                 | No              |
|                | Military Trail to Kirk Road      | 5L             | II         | WB   | 25%          |          | 4                           | 0.21%                | 1870                 | No              |