

SUNRIDGE 11.22 ACRE LUPA PALM BEACH COUNTY, FLORIDA

LAND USE PLAN AMENDMENT APPLICATION TRAFFIC EQUIVALENCY STATEMENT

PREPARED FOR:

The Marcus Organization 155 Schmitt Boulevard Farmingdale, New York 11735

JOB NO. 25-064

DATE: 04/04/2025 Revised: 05/13/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006Digitally signedThis item has been digitally signed and sealed by Bryan G. Kelly, P.E., on
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1.0 SITE DATA

The subject parcel is located on the south side of Belvedere Road just east of Jog Road in Palm Beach County, Florida and contains approximately 11.22 acres. The Property Control Number (PCN) for the subject parcel is 00–42–43–27–05–005–0020. The subject property is currently designated as Institutional with underlying High Residential, 8 dwelling units per acre (INST/8). The existing future land use designation has a condition in Ordinance No. 2024–015 that limits development to 195 multi-family units with density bonuses for workforce housing. The purpose of this statement is to remove the condition as well as change the future land use designation to Institutional with underlying Medium Residential, 5 dwelling units per acre (INST/5) and determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The change in traffic generation due to the requested change in underlying land use and the removal of the condition may be determined by taking the difference between the total traffic generated with and without the condition. The total traffic associated with the current future land use designation and condition of approval is shown in Tables 1, 2, and 3 and may be summarized as follows:

Existing Future Land Use

Daily Traffic Generation	Ξ	1314 tpd
AM Peak Hour Traffic Generation (In/Out	t)=	78 pht (19 In/59 Out)
PM Peak Hour Traffic Generation (In/Out	t) =	99 pht (62 In/37 Out)

<u>MR-5</u>

The most intensive land use under the proposed MR-5 underlying land use designation is "Low Rise Multifamily Residential". Based on 5 dwelling units per acre and the site area consisting of 11.22 acres, the maximum allowable intensity for the designated acreage under the proposed MR-5 underlying land use designation is 56 dwelling units calculated as follows:

11.22 Acre x <u>5 Dwelling Units</u> = 56 Dwelling Units 1 Acre

The above information is shown for informational purposes only. Tables 4, 5 and 6 calculate the traffic generation for the development utilizing density bonuses to allow for 86 multifamily dwelling units. The traffic generation may be summarized as follows:

Proposed Future Land Use – With Density Bonuses

Daily Traffic Generation =	580 tpd
AM Peak Hour Traffic Generation (In/Out) =	34 pht (8 In/26 Out)
PM Peak Hour Traffic Generation (In/Out) =	44 pht (28 In/16 Out)

2.0 TRAFFIC GENERATION (CONTINUED)

The difference in trips between the existing future land use and the proposed future land use designation (with density bonuses) is shown in Table 7 and may be summarized as follows:

Trip Generation Difference		
Daily Traffic Generation	Ξ	734 tpd DECREASE
AM Peak Hour Traffic Generation	=	44 pht DECREASE
PM Peak Hour Traffic Generation	=	55 pht DECREASE

3.0 TEST 2 - FIVE YEAR ANALYSIS

Tables 8 and 9 represent the required Test 2 Five Year Analysis and indicate which, if any, links have a significant assignment for the Test 2 analysis. Since the project has an insignificant impact on all roadway segments, the project meets the requirements for Test 2 of the Palm Beach County Traffic Performance Standards.

4.0 CONCLUSION

This proposed future land use plan designation modification will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2045 Transportation System Plan and results in a reduction in traffic generation from the current future land use designation. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

EXISTING FLUA CONDITIONED DEVELOPMENT - 195 DWELLING UNITS

TABLE 1 - Daily Traffic Gen	eratio	n												
	ITE		No. of Street, or other	Dir Split		Martin Cont	Inte	ernalization		Pass	by			
Landuse	Code		ntensity		Rate/Equation	In	Out	Gross Trips	%	Total	External Trips	%	Trips	Net Trips
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	195	Dwelling Units		6.74			1,314		0	1,314	0%	0	1,314
No.			Grand Totals:					1,314	0.0%	0	1,314	0%	0	1,314

TABLE 2 - AM Peak Hour Traffic Generation

and discourse press to a second	ITE				Dir	Split	Gr	oss T	rips	Inte	ərnali	zation		Ext	ernal	Trips	Pass	-by	1	let Tr	ips
Landuse	Code	1	ntensity	Rate/Equation	In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	195	Dwelling Units	0.4	0.24	0.76	19	59	78	0.0%	0	0	0	19	59	78	0%	0	19	59	78
			Grand Totals:				19	59	78	0.0%	0	0	0	19	59	78	0%	0	19	59	78

TABLE 3 - PM Peak Hour Traffic Generation

	ITE			and the second	Dir	Split	Gr	oss T	rips	Inte	ərnali	zation		Ext	ernal	Trips	Pass	-by	1	Net Tr	ips
Landuse	Code	1	ntensity	Rate/Equation	In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	195	Dwelling Units	0.51	0.63	0.37	62	37	99	0.0%	0	0	0	62	37	99	0%	0	62	37	99
Grand Totals:		Grand Totals:				62	37	99	0.0%	0	0	0	62	37	99	0%	0	62	37	99	



PROPOSED FLUA CONDITIONED DEVELOPMENT - 86 DWELLING UNITS

TABLE 4 - Daily Traffic Ger	neratio	<u>n</u>											
	I anduna Cada			Contraction of the second	Dir	Split	Sector Sector	Inte	ernalization		Pass	-by	
Landuse	Code	1	ntensity	Rate/Equation	In	Out	Gross Trips	%	Total	External Trips	%	Trips	Net Trips
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	86	Dwelling Units	6.74			580		0	580	0%	0	580
			Grand Totals:				580	0.0%	0	580	0%	0	580

TABLE 5 - AM Peak Hour Traffic Generation

	ITE	NO LON		Martin Area and a second	Dir	Split	Gr	oss T	rips	Inte	ərnali	zation	-Marchi-	Ext	ernal	Trips	Pass	-by		Net Tri	ips
Landuse	Code	1	ntensity	Rate/Equation	In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	86	Dwelling Units	0.4	0.24	0.76	8	26	34	0.0%	0	0	0	8	26	34	0%	0	8	26	34
			Grand Totals:				8	26	34	0.0%	0	0	0	8	26	34	0%	0	8	26	34

TABLE 6 - PM Peak Hour Traffic Generation

	ITE			Long and the second second	Dir	Split	Gr	oss T	rips	Inte	ernali	zation		Ext	ernal	Trips	Pass	-by		Net Tr	ips
Landuse	Code	a	ntensity	Rate/Equation	In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	86	Dwelling Units	0.51	0.63	0.37	28	16	44	0.0%	0	0	0	28	16	44	0%	0	28	16	44
			Grand Totals:				28	16	44	0.0%	0	0	0	28	16	44	0%	0	28	16	44



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TABLE 7 TRAFFIC GENERATION DECREASE

		AM	PEAK HO	DUR	PM	PEAK HO	DUR
	DAILY	TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING FLUA CONDITION =	1,314	78	19	59	99	62	37
PROPOSED FLUA CONDITION =	580	34	8	26	44	28	16
DECREASE =	-734	-44	-11	-33	-55	-34	-21







TABLE 8 TEST 2 - PROJECT SIGNIFICANCE CALCULATION AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS 1 MILE RADIUS TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 8 TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 26

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1.1.1.1.1.1				[IRECTIONAL				TOTAL	
				PROJECT	PROJECT	EXISTING		LOS E	PROJECT	PROJECT
STATION	ROADWAY	FROM	то	DISTRIBUTION	TRIPS	LANES	CLASS	STANDARD	IMPACT	SIGNIFICANT
3211	BELVEDERE ROAD	SKEES ROAD	JOG ROAD	20%	5	6D	1	2940	0.18%	NO
3679	BELVEDERE ROAD	JOG ROAD	SITE	60%	16	4D	1	1960	0.80%	NO
3679	BELVEDERE ROAD	SITE	DREXEL ROAD	40%	10	4D	1	1960	0.53%	NO
3609	BELVEDERE ROAD	DREXEL ROAD	HAVERHILL ROAD	35%	9	4D	1	1960	0.46%	NO
3104		OKEECHOBEE BOULEVARD		20%	5	6D	1	2940	0.18%	NO
3220	IOG ROAD		BELVEDERE BOAD	20%	5	6D	ů.	2830	0.18%	NO
3654	IOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	20%	5	60	ü	2830	0.18%	NO
3034	JOG ROAD	BELVEDERE ROAD	SOUTHERN BOOLEVARD	2078	5	00		2000	0.1070	110
3638	DREXEL ROAD	OKEECHOBEE BOULEVARD	BELVEDERE ROAD	5%	1	2	1	880	0.15%	NO



TABLE 9 TEST 2 - PROJECT SIGNIFICANCE CALCULATION PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS 1 MILE RADIUS TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 28 TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 16

			PN	PEAK HOUR					, Inter
			D	IRECTIONAL				TOTAL	
			PROJECT	PROJECT	EXISTING		LOSE	PROJECT	PROJECT
ROADWAY	FROM	то	DISTRIBUTION	TRIPS	LANES	CLASS	STANDARD	IMPACT	SIGNIFICANT
BELVEDERE ROAD	SKEES ROAD	JOG ROAD	20%	3	6D	1	2940	0.11%	NO
BELVEDERE ROAD	JOG ROAD	SITE	60%	10	4D	I.	1960	0.49%	NO
BELVEDERE ROAD	SITE	DREXEL ROAD	40%	6	4D	1	1960	0.33%	NO
BELVEDERE ROAD	DREXEL ROAD	HAVERHILL ROAD	35%	6	4D	I.	1960	0.29%	NO
	OKEECHOBEE BOULEVARD		20%	3	6D		20/0	0 11%	NO
			20%	2	60	ů	2830	0.11%	NO
JOG ROAD	FLORIDA TORINPIKE		20%	3	00		2000	0.1170	NO
JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	20%	3	6D		2830	0.11%	NO
DREXEL ROAD	OKEECHOBEE BOULEVARD	BELVEDERE ROAD	5%	1	2	T	880	0.09%	NO
	ICADWAY IELVEDERE ROAD IELVEDERE ROAD IELVEDERE ROAD IELVEDERE ROAD IOG ROAD IOG ROAD IOG ROAD IOG ROAD	COADWAY FROM IELVEDERE ROAD SKEES ROAD IELVEDERE ROAD JOG ROAD IELVEDERE ROAD SITE IELVEDERE ROAD DREXEL ROAD IOG ROAD OKEECHOBEE BOULEVARD IOG ROAD FLORIDA TURNPIKE IOG ROAD BELVEDERE ROAD IOG ROAD OKEECHOBEE BOULEVARD IOG ROAD OKEECHOBEE BOULEVARD IOG ROAD OKEECHOBEE BOULEVARD	COADWAYFROMTOIELVEDERE ROADSKEES ROADJOG ROADIELVEDERE ROADJOG ROADSITEIELVEDERE ROADSITEDREXEL ROADIELVEDERE ROADDREXEL ROADHAVERHILL ROADIOG ROADOKEECHOBEE BOULEVARDFLORIDA TURNPIKEIOG ROADBELVEDERE ROADBELVEDERE ROADIOG ROADOKEECHOBEE BOULEVARDFLORIDA TURNPIKEIOG ROADOKEECHOBEE BOULEVARDSOUTHERN BOULEVARDIOG ROADOKEECHOBEE BOULEVARDBELVEDERE ROADIOG ROADOKEECHOBEE BOULEVARDBELVEDERE ROADIOG ROADOKEECHOBEE BOULEVARDBELVEDERE ROADIOG ROADOKEECHOBEE BOULEVARDBELVEDERE ROAD	ICADWAYFROMTOPROJECT DISTRIBUTIONIELVEDERE ROADSKEES ROADJOG ROAD20% 10G ROADIELVEDERE ROADJOG ROADSITE60% 10G ROADIELVEDERE ROADSITEDREXEL ROAD40% 40% 40% 40%IELVEDERE ROADDREXEL ROADHAVERHILL ROAD35%IOG ROADOKEECHOBEE BOULEVARDFLORIDA TURNPIKE BELVEDERE ROAD20% 20% 20%IOG ROADOKEECHOBEE BOULEVARDFLORIDA TURNPIKE BELVEDERE ROAD20% 20%DREXEL ROADOKEECHOBEE BOULEVARDBELVEDERE ROAD5%	IPM FEAR HOUR DIRECTIONAL PROJECT PROJECT DISTRIBUTIONICADWAYFROMTODISTRIBUTIONDIRECTIONAL PROJECT DISTRIBUTIONIELVEDERE ROADSKEES ROADJOG ROAD20%3IELVEDERE ROADJOG ROADSITE60%10IELVEDERE ROADSITEDREXEL ROAD40%6IELVEDERE ROADDREXEL ROADHAVERHILL ROAD35%6IOG ROADOKEECHOBEE BOULEVARDFLORIDA TURNPIKE20%3IOG ROADOKEECHOBEE BOULEVARDFLORIDA TURNPIKE20%3IOG ROADBELVEDERE ROADSOUTHERN BOULEVARD20%3IOG ROADOKEECHOBEE BOULEVARDBELVEDERE ROAD20%3IOG ROADOKEECHOBEE BOULEVARDBELVEDERE ROAD20%3IOG ROADOKEECHOBEE BOULEVARDBELVEDERE ROAD5%1	IPW FEAK HOOK DIRECTIONAL PROJECT PRON	IPM PEAK HOOK DIRECTIONAL PROJECT PRON	IPM PECK HOOK DIRECTIONAL PROJECT PROJECT PROJECT PROJECT PROJECT PROJECT PROJECT PROJECT LANES LANES LANES CLASS CLASS CLASS STANDARDIELVEDERE ROAD IELVEDERE ROAD IELVEDERE ROAD JOG ROADJOG ROAD SITE DREXEL ROAD HAVERHILL ROAD20% 20%3 606D 4D1 2940 100IELVEDERE ROAD IELVEDERE ROAD JOG ROADJOG ROAD SITE DREXEL ROAD HAVERHILL ROAD20% 40%3 604D1 1960IOG ROAD IGG ROAD IGG ROADOKEECHOBEE BOULEVARD FLORIDA TURNPIKE BELVEDERE ROAD SOUTHERN BOULEVARDFLORIDA TURNPIKE 20%20% 33 6D1 2940IOG ROAD IOG ROAD IOG ROADOKEECHOBEE BOULEVARD FLORIDA TURNPIKE BELVEDERE ROAD20% 20%3 6D1 2830IOG ROAD IOG ROADOKEECHOBEE BOULEVARD FLORIDA TURNPIKE BELVEDERE ROAD36D1 2830IOG ROAD IOG ROADOKEECHOBEE BOULEVARD FLORIDA TURNPIKE BELVEDERE ROAD5% 11 21 880	INFREAR HOUR DIRECTIONALTOTAL PROJECTPROADWAYFROMTODISTRIBUTIONTRIPSEXISTINGLOS EPROJECT IMPACTIELVEDERE ROADSKEES ROADJOG ROADJOG ROAD20%36DI29400.11%IELVEDERE ROADJOG ROADSITE60%104DI19600.49%IELVEDERE ROADJOG ROADSITEDREXEL ROAD40%64DI19600.33%IELVEDERE ROADDREXEL ROADMAVERHILL ROAD35%64DI19600.33%IOG ROADDREXEL ROADHAVERHILL ROAD35%64DI19600.29%IOG ROADOKEECHOBEE BOULEVARDFLORIDA TURNPIKE20%36DI29400.11%IOG ROADOKEECHOBEE BOULEVARDFLORIDA TURNPIKE20%36DII29400.11%IOG ROADOKEECHOBEE BOULEVARDFLORIDA TURNPIKE20%36DII28300.11%IOG ROADOKEECHOBEE BOULEVARDBELVEDERE ROAD20%36DII28300.11%IOG ROADOKEECHOBEE BOULEVARDBELVEDERE ROAD5%12I8800.09%

