



August 16, 2022

Bryan G. Kelley, P.E.
Simmons & White
2581 Metrocentre Boulevard West, Suite 3
West Palm Beach, FL 33407

**RE: Valico Residential
FLUA Amendment Policy 3.5-d Review
Round 2022-23-A2**

Dear Mr. Kelley:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Statement for the proposed Future Land Use Amendment for the above-referenced project, revised August 3, 2022, 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:	NE corner of Boynton Beach Boulevard and Acme Dairy Road	
PCN:	00-42-43-27-05-050-1020 <i>(others on file)</i>	
Acres:	37.95 Acres	
	Current FLU	Proposed FLU
FLU:	Agricultural Reserve (AGR)	Essential Housing (EH)/ Agricultural Reserve (AGR)
Zoning:	Agricultural Reserve (AGR)	Multiple Use Planned Development (MUPD)
Density/ Intensity:	0.15 FAR	8 Units per Acre
Maximum Potential:	Nursery (Garden Center) = 5 Acres Nursery (Wholesale) = 32.95 Acres	Multifamily Mid-Rise Housing 3- 10 story (Apartment/Condo/TH) = 304 DUs
Proposed Potential:	None	None
Net Daily Trips:	470 (maximum – current)	
Net PH Trips:	109 (28/81) AM, 134 (82/52) PM (maximum)	
<i>* Maximum indicates typical FAR and maximum trip generator. Proposed indicates the specific uses and intensities/densities anticipated in the zoning application.</i>		

**Department of Engineering
and Public Works**

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August 16, 2022
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 the **maximum potential** density shown above.

Please note the proposed amendment will have an insignificant impact on the long-range and Test 2 analyses.

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

Sincerely,

A handwritten signature in blue ink, appearing to be "DS", is written over a light blue circular stamp.

Dominique Simeus, P.E.
Professional Engineer
Traffic Division

DS
ec:

Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic Division
Lisa Amara – Director, Zoning 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

File: General - TPS – Unincorporated - Traffic Study Review
N:\TRAFFIC\Development Review\Comp Plan\23-A2\Valico Residential.docx

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Certificate of Authorization Number 3452



LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

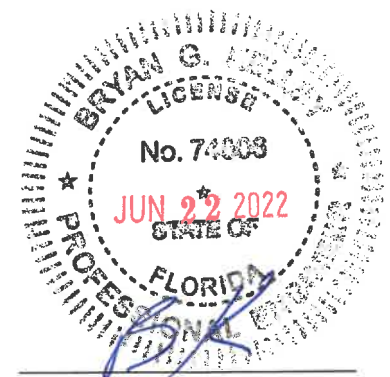
**VALICO PROPERTY
37.95 ACRE LUPA
PALM BEACH COUNTY, FLORIDA**

Prepared for:

Channing Corporation
5100 PGA Boulevard #209
Palm Beach Gardens, Florida 33418

Job No. 22-052A

Date: June 22, 2022



Bryan G. Kelley P.E.
FL Reg. No. 74006

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1.0 SITE DATA

The subject parcel is located on northeast corner of Boynton Beach Boulevard approximately and Acme Dairy Road in Palm Beach County, Florida and contains approximately 37.95 acres. The Property Control Numbers (PCN) for the subject parcels are as follows:

00-42-43-27-05-050-0991	00-42-43-27-05-050-1000
00-42-43-27-05-050-1010	00-42-43-27-05-050-1020

The subject property is currently designated as Agricultural Reserve (AGR) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Essential Housing (EH). The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 37.95 acres parcels' land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing AGR future land use designation and the proposed Essential Housing future land use designation:

AGR

The most intensive land use for the existing Agricultural Reserve land use designation is "Retail Nursery" and "Wholesale Nursery"

5 Acres Retail Nursey and 32.95 Acres Wholesale Nursery

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing AGR land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 10th Edition. Based on the 37.95-acre site and the accepted traffic generation rates for Retail Nursery and Wholesale Nursery, the maximum traffic generation for the property under the existing AGR land use designation may be summarized as follows:

Existing Future Land Use – Maximum Potential

Daily Traffic Generation	=	1184 tpd
AM Peak Hour Traffic Generation (In/Out)	=	23 pht (12 In/11 Out)
PM Peak Hour Traffic Generation (In/Out)	=	55 pht (28 In/27 Out)

2.0 TRAFFIC GENERATION (CONTINUED)

Essential Housing

The most intensive land use for the proposed Essential Housing land use designation is Multifamily Residential. Based on a maximum of 8 dwelling units per acre and the site area consisting of 37.95 acres, the maximum allowable intensity for the designated acreage under the proposed EH land use designation is 304 dwelling units and may be calculated as follows:

$$37.95 \text{ Acres} \times \frac{8 \text{ DU}}{\text{Acre}} = 304 \text{ DU}$$

Multifamily Residential (304 DU)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed IND future land use designations. The maximum trip generation for each of the three scenarios above was chosen. Based on the maximum allowable building square footage (and acreage) and the accepted traffic generation rates for the potential uses, the maximum traffic generation for the property under the proposed Industrial land use designation may be summarized as follows:

$$\begin{aligned} \text{Daily Traffic Generation} &= 1654 \text{ tpd} \\ \text{AM Peak Hour Traffic Generation (In/Out)} &= 109 \text{ pht (28 In/81 Out)} \\ \text{PM Peak Hour Traffic Generation (In/Out)} &= 134 \text{ pht (82 In/52 Out)} \end{aligned}$$

The increase in daily traffic generation due to the requested change in the parcels' land use designations is shown in Table 3 and may be calculated as follows:

$$\begin{aligned} \text{Daily Traffic Generation} &= 470 \text{ tpd INCREASE} \\ \text{AM Peak Hour Traffic Generation} &= 86 \text{ pht INCREASE} \\ \text{PM Peak Hour Traffic Generation} &= 79 \text{ pht INCREASE} \end{aligned}$$

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation increase of 470 trips per day, the radius of influence is the directly accessed link only for the Year 2045 analysis. 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 134 peak hour trips, the radius of development influence for purposes of Test 2 shall be two (2) miles.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

The attached PROJECT DISTRIBUTION figure shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed IND land use designation.

5.0 YEAR 2045 ANALYSIS

Table 3 represents the required Year 2045 Analysis. As shown in Table 3, the proposed project will have an insignificant impact on the surrounding roadway network and therefore the Long Range 2045 Analysis is satisfied.

6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 5 and 6 (in Appendix B) show the project's AM and PM peak hour trip assignment, respectively, as well as the applicable Level of Service Standard for each of the links within the project's radius of development influence. The project has an insignificant impact on all roadways within the radius of influence and therefore, the project satisfies the requirements of Test 2.

7.0 PEAK HOUR TURNING MOVEMENTS

The total AM and PM peak hour turning movements for the project under the proposed Essential Housing land use designation have been calculated in Table 2 in order to assess the improvements necessary to accommodate such traffic movements. The AM and PM peak hour turning movement volumes and directional distributions for the continued development under the Industrial land use designation may be summarized as follows:

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

AM Peak Hour = 28 / 81
PM Peak Hour = 82 / 52

Based on the peak hour volumes shown above and the Palm Beach County Engineering Guideline used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, additional turn lanes may be warranted. The need for turn lanes or access modifications will be reevaluated following the submittal of a site-specific development order and site plan.

8.0 CONCLUSION

As previously mentioned, 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. Additionally, all roadway links meet the requirements of the Test 2 analysis for the proposed Industrial future land use. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

TABLE 1
EXISTING AGR FUTURE LAND USE DESIGNATION

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization		External Trips			Pass-by		Net Trips		
					In	Out				%	Total				%	Trips			
Nursery (Garden Center)	817	5	Acre	108.10			541				0	541			0%	0	541		
Nursery (Wholesale)	818	32.95	Acre	19.5 ^c			643				0	643			0%	0	643		
Grand Totals:							1,184			0.0%	0	1,184			0%	0	1,184		

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips		
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Nursery (Garden Center) ^l	817	5	Acre	2.82	0.50	0.50	7	7	14	0.0%	0	0	0	7	7	14	0%	0	7	7	14
Nursery (Wholesale) ^l	818	32.95	Acre	0.26	0.50	0.50	5	4	9	0.0%	0	0	0	5	4	9	0%	0	5	4	9
Grand Totals:							12	11	23	0.0%	0	0	0	12	11	23	0%	0	12	11	23

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips		
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Nursery (Garden Center) ^l	817	5	Acre	8.06	0.50	0.50	20	20	40	0.0%	0	0	0	20	20	40	0%	0	20	20	40
Nursery (Wholesale) ^l	818	32.95	Acre	0.45	0.50	0.50	8	7	15	0.0%	0	0	0	8	7	15	0%	0	8	7	15
Grand Totals:							28	27	55	0.0%	0	0	0	28	27	55	0%	0	28	27	55

TABLE 2
PROPOSED EH FUTURE LAND USE DESIGNATION - 304 DU

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	304	Dwelling Units	5.44		1,654	0	1,654	0% 0 1,654
Grand Totals:					1,654	0.0% 0	1,654		1,654

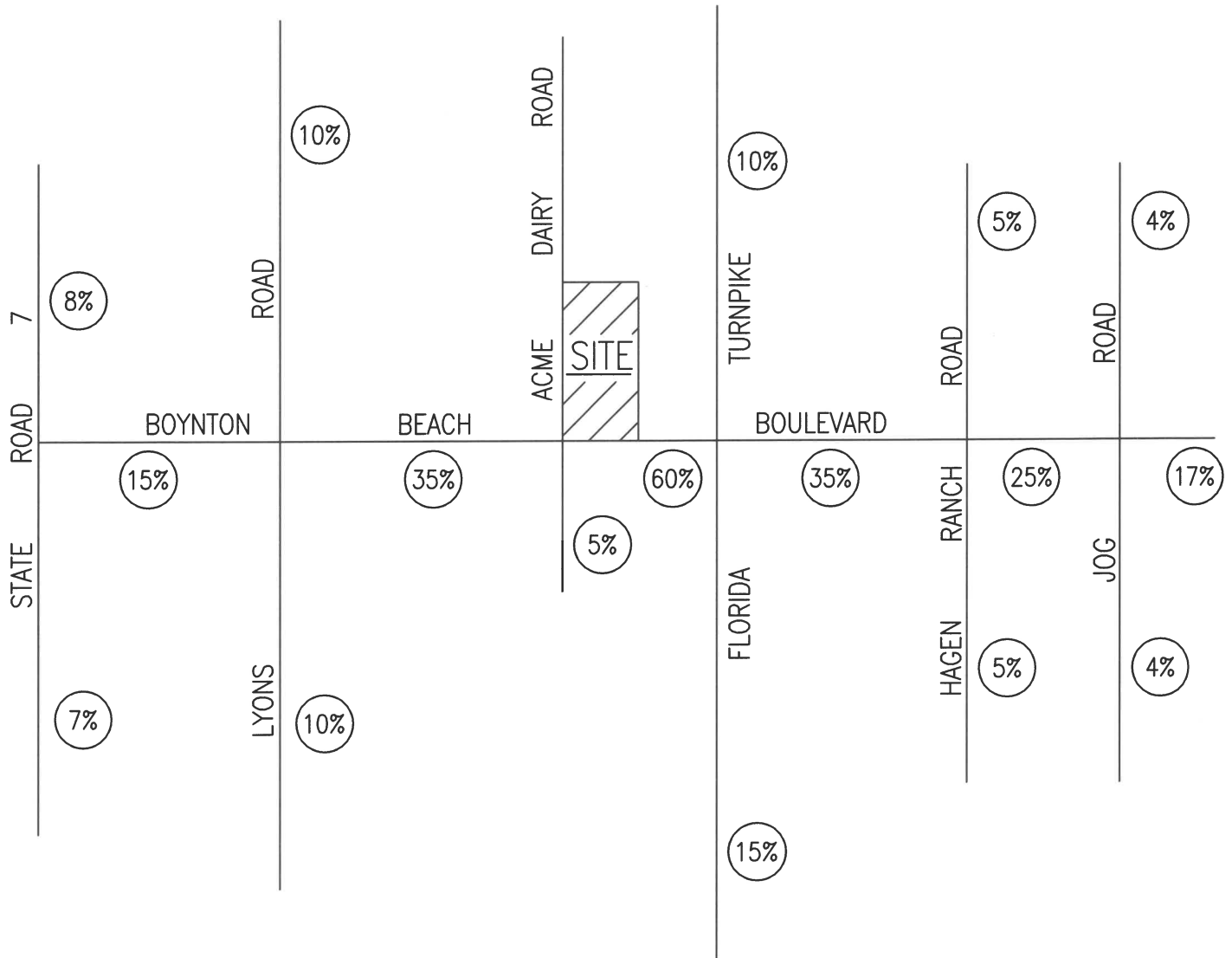
AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	304	Dwelling Units	0.36	0.26 0.74	28 81 109	0.0% 0 0 0	28 81 109	0% 0 28 81 109
Grand Totals:					28 81 109	0.0% 0 0 0	28 81 109		28 81 109

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	304	Dwelling Units	0.44	0.61 0.39	82 52 134	0.0% 0 0 0	82 52 134	0% 0 82 52 134
Grand Totals:					82 52 134	0.0% 0 0 0	82 52 134		82 52 134

Note: Use highest trip generation rate of the three scenarios above



PROJECT DISTRIBUTION

LEGEND

(35%) PROJECT DISTRIBUTION

VALICO PROPERTY

22-052A BK 06-22-22

APPENDIX A

YEAR 2045 ANALYSIS

VALICO PROPERTY

06/22/22

TABLE 3
(YEAR 2045)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: VALICO PROPERTY
EXISTING FUTURE LAND USE DESIGNATION: AGR
TRIPS PER DAY= 1,184
PROPOSED FUTURE LAND USE DESIGNATION: ESSENTIAL HOUSING
TRIPS PER DAY= 1,654
TRIP INCREASE= 470

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS "D" CAPACITY	TRIP INCREASE	PROJECT SIGNIFICANCE
BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	35%	165	6D	50,300	0.33%	NO
BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	60%	282	6D	50,300	0.56%	NO

ROADWAY	FROM	TO	2045 PBC TPA TRAFFIC VOLUME	DISTRIBUTION (%)	PROJECT TRAFFIC	WEST BOYNTON CENTER TRAFFIC	BC COMMERCE CENTER TRAFFIC	TOTAL 2045 TRAFFIC	LANES	LOS "D" :APACIT	V/C RATIO
BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	50,700	35%	165	177	231	51,273	6D	50,300	1.02
BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	50,700	60%	282	177	660	51,819	6D	50,300	1.03

* Project is significant when net trip increase is greater than 1% for v/c of 1.4 or more, 2% for v/c of 1.2 or more and 3% for v/c less than 1.2.

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

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
6886	937492	BOCA RATON BLVD	28th St NW	Yamato Rd	4	4	23,928	17,861	24,622	26,251	18,477	13,815	20,000
6884	937417	BOCA RATON BLVD	Yamato Rd	Clint Moore Rd	2	2	17,870	16,732	19,176	21,066	5,432	6,871	20,600
6882	937417	BOCA RATON BLVD	Clint Moore Rd	Hidden Valley Blvd	2	2	13,608	11,454	14,849	14,966	5,432	6,871	16,300
6302	937453	BOCA RATON BLVD	Hidden Valley Blvd	C-15 Canal	2	2	5,464	3,804	4,005	4,738	5,817	7,039	5,200
6418	937140	BOCA RIO RD	SW 18th St	Palmetto Park Rd	2	2	13,715	12,511	12,717	14,800	12,818	12,931	12,800
6408	937139	BOCA RIO RD	Palmetto Park Rd	Glades Rd	2	2	18,152	16,883	16,394	18,280	14,441	14,592	16,600
4676	937118	BOUTWELL RD	2nd Ave N	10th Av N	2	2	10,779	8,559	10,337	11,365	3,957	5,917	12,300
5401	930408	BOYNTON BEACH BLVD	SR-7	Lyons Rd	4	4	15,092	13,721	15,242	16,207	14,080	20,158	21,800
5103	937237	BOYNTON BEACH BLVD	Lyons Rd	Turnpike	6	6	26,352	28,144	37,476	42,725	28,521	41,784	50,700
5201	935201	BOYNTON BEACH BLVD	Turnpike	Hagen Ranch Rd	6	6	41,174	40,167	46,955	55,602	41,735	46,276	52,100
5641	937240	BOYNTON BEACH BLVD	Hagen Ranch Rd	Jog Rd	6	6	44,733	37,786	41,813	48,018	32,849	44,656	53,600
5633	937239	BOYNTON BEACH BLVD	Jog Rd	El Clair Ranch Rd	6	6	44,668	37,450	39,735	43,748	31,189	41,233	49,800
5611	930153	BOYNTON BEACH BLVD	El Clair Ranch Rd	Military Tr	6	6	51,515	42,597	45,350	49,428	35,067	44,471	54,800
5613	930058	BOYNTON BEACH BLVD	Military Tr	Lawrence Rd	6	6	38,992	42,179	37,509	41,234	13,992	17,046	40,600
5601	937238	BOYNTON BEACH BLVD	Lawrence Rd	Congress Ave	6	6	45,860	41,780	40,732	41,620	21,972	27,384	46,100
5615	930285	BOYNTON BEACH BLVD	Congress Ave	Old Boynton Rd	6	6	39,769	43,209	34,792	37,388	26,947	37,373	45,200
5203	935042	BOYNTON BEACH BLVD	Old Boynton Rd	High Ridge Rd	6	6	48,405	47,361	47,876	-	51,421	56,528	52,600
	930064	BOYNTON BEACH BLVD	High Ridge Rd	I-95	6	6			-	-	48,821	51,600	51,600
5301	935403	BOYNTON BEACH BLVD	I-95	Seacrest Blvd	5	5	34,557	31,740	35,624	32,000	28,822	48,363	59,800
5807	935408	BOYNTON BEACH BLVD	Seacrest Blvd	US-1	5	5	17,887	15,339	18,570	19,500	12,765	25,942	31,700
3829	937544	BUNKER RD	US 1	Parker Ave	2	2	7,041	-	2,900	4,600	722	732	2,900
2305	937349	BURNS RD	SR 811	Military Tr	4	4	22,681	18,214	18,461	16,900	17,453	19,960	21,100
2835	937350	BURNS RD	Sandalwood Ct	SR-811	4	4	20,527	18,244	18,096	17,300	11,353	12,918	19,700
2839	937351	BURNS RD	Prosperity Farms Rd	Sandalwood Cir	4	4	7,122	8,918	9,032	8,900	5,907	6,811	9,900
6638	938550	BUTTS RD	Glades Rd	Town Center Rd	2	2	11,749	10,859	12,216	11,294	15,789	24,347	20,800
6627	938550	BUTTS RD	Military Tr	Glades Rd	2	2	10,082	8,743	9,085	9,698	15,789	24,347	17,600
6422	937157	CAIN BLVD	Glades Rd	W Kimberly Blvd	3	3	16,875	15,633	14,742	15,518	9,221	11,778	17,300
6426	937158	CAIN BLVD	W Kimberly Blvd	Yamato Rd	3	3	9,846	9,253	8,960	9,770	7,297	9,536	11,700
	6426a	CAIN BLVD	Yamato Rd	Boca Chase Dr	3	3			-	-	9,167	11,293	11,300
	937540	CAMINO DEL MAR	SW 18th St	Camino Real	2	2			-	-	4,942	5,871	5,900
6839	6839	CAMINO GARDENS BLVD	SW 9th Ave	SW Boca Raton Blvd	2	2	4,048	3,819	4,003	3,853	1,597	2,985	5,400
6619	937067	CAMINO REAL	Powerline Rd	Camino del Mar	4	4	11,873	10,288	10,748	13,036	9,119	17,266	20,400
6636	937218	CAMINO REAL	Camino del Mar	Military Tr	4	4	15,548	12,674	14,221	16,203	32,729	37,514	19,000
6311	937412	CAMINO REAL	Military Tr	12th Ave SW	4	4	17,192	14,853	16,510	17,874	6,761	9,938	19,700
6849	937412	CAMINO REAL	12th Ave SW	3rd Ave SW	4	4	14,052	13,312	14,275	14,022	6,761	9,938	17,500
6853	937412	CAMINO REAL	3rd Ave SW	Old Dixie Hwy	4	4	21,519	22,924	22,542	19,422	6,761	9,938	25,700
6855	860490	CAMINO REAL	Old Dixie Hwy	US 1	4	4	17,110	15,158	20,413	17,452	35,583	43,804	28,600
6857	937597	CAMINO REAL	US 1	ICWW Bridge	4	4	14,090	14,055	15,076	13,700	8,269	11,229	18,000
6859	937597	CAMINO REAL	ICWW Bridge	A1A	2	2	7,429	8,875	9,562	8,351	8,269	11,229	13,000
	937519	CAMPUS DR	Rca Blvd	Gardens Parkway	2	2			-	-	2,797	4,225	4,200

BC COMMERCE CENTER

03/28/2022
 Revised: 05/04/2022
 Revised: 05/05/2022
 Revised: 05/31/2022

TABLE 3
(YEAR 2045)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: BC COMMERCE CENTER
 EXISTING FUTURE LAND USE DESIGNATION: AGR
 TRIPS PER DAY= 624
 PROPOSED FUTURE LAND USE DESIGNATION: INDUSTRIAL
 TRIPS PER DAY= 1,284
 TRIP INCREASE= 660

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS "D" CAPACITY	TRIP INCREASE	PROJECT SIGNIFICANCE
BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	35%	231	6D	50,300	0.46%	NO
BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	SITE	100%	660	6D	50,300	1.31%	NO
BOYNTON BEACH BOULEVARD	SITE	FLORIDA TURNPIKE	100%	660	6D	50,300	1.31%	NO

ROADWAY	FROM	TO	2045 PBC TPA TRAFFIC VOLUME	DISTRIBUTION (%)	PROJECT TRAFFIC	WEST BOYNTON CENTER TRAFFIC	TOTAL 2040 TRAFFIC	LANES	LOS "D" CAPACITY	V/C RATIO
BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	50,700	35%	231	177	51,108	6D	50,300	1.02
BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	SITE	50,700	100%	660	177	51,537	6D	50,300	1.02
BOYNTON BEACH BOULEVARD	SITE	FLORIDA TURNPIKE	50,700	100%	660	177	51,537	6D	50,300	1.02

* Project is significant when net trip increase is greater than 1% for v/c of 1.4 or more, 2% for v/c of 1.2 or more and 3% for v/c less than 1.2.

APPENDIX B

TEST 2 ANALYSIS

TABLE 4
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 28

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 81

STATION	ROADWAY	FROM	TO	DIR.	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
5401	BOYNTON BEACH BOULEVARD	SR-7	LYONS ROAD	EB	15%	12	4D	II	1870	0.65%	NO
				WB	15%	12	4D	II	1870	0.65%	NO
5103	BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	EB	35%	28	6D	II	2830	1.00%	NO
				WB	35%	28	6D	II	2830	1.00%	NO
5103	BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	EB	60%	49	6D	II	2830	1.72%	NO
				WB	60%	49	6D	II	2830	1.72%	NO
5201	BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	EB	35%	28	6D	II	2830	1.00%	NO
				WB	35%	28	6D	II	2830	1.00%	NO
5641	BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	EB	25%	20	6D	I	2940	0.69%	NO
				WB	25%	20	6D	I	2940	0.69%	NO
5633	BOYNTON BEACH BOULEVARD	JOG ROAD	EL CLAIR RANCH ROAD	EB	17%	14	6D	I	2940	0.47%	NO
				WB	17%	14	6D	I	2940	0.47%	NO
5102	STATE ROAD 7	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	NB	8%	6	6D	I	2940	0.22%	NO
				SB	8%	6	6D	I	2940	0.22%	NO
5402	STATE ROAD 7	BOYNTON BEACH BOULEVARD	LEE ROAD	NB	7%	6	4D	UNI	3760	0.15%	NO
				SB	7%	6	4D	UNI	3760	0.15%	NO
5108	LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	NB	10%	8	4D	I	1960	0.41%	NO
				SB	10%	8	4D	I	1960	0.41%	NO
5110	LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	NB	10%	8	4D	II	1770	0.46%	NO
				SB	10%	8	4D	II	1770	0.46%	NO
5214	HAGEN RANCH ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	NB	5%	4	2	I	880	0.46%	NO
				SB	5%	4	2	I	880	0.46%	NO
5600	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	NB	5%	4	4D	II	1870	0.22%	NO
				SB	5%	4	4D	II	1870	0.22%	NO
5200	JOG ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	NB	4%	3	6D	I	2940	0.11%	NO
				SB	4%	3	6D	I	2940	0.11%	NO
5644	JOG ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	NB	4%	3	6D	I	2940	0.11%	NO
				SB	4%	3	6D	I	2940	0.11%	NO

TABLE 5
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS**2 MILE RADIUS****TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 82****TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 52**

STATION	ROADWAY	FROM	TO	DIR.	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
5401	BOYNTON BEACH BOULEVARD	SR-7	LYONS ROAD	EB	15%	12	4D	II	1870	0.66%	NO
				WB	15%	12	4D	II	1870	0.66%	NO
5103	BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	EB	35%	29	6D	II	2830	1.01%	NO
				WB	35%	29	6D	II	2830	1.01%	NO
5103	BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	EB	60%	49	6D	II	2830	1.74%	NO
				WB	60%	49	6D	II	2830	1.74%	NO
5201	BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	EB	35%	29	6D	II	2830	1.01%	NO
				WB	35%	29	6D	II	2830	1.01%	NO
5641	BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	EB	25%	21	6D	I	2940	0.70%	NO
				WB	25%	21	6D	I	2940	0.70%	NO
5633	BOYNTON BEACH BOULEVARD	JOG ROAD	EL CLAIR RANCH ROAD	EB	17%	14	6D	I	2940	0.47%	NO
				WB	17%	14	6D	I	2940	0.47%	NO
5102	STATE ROAD 7	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	NB	8%	7	6D	I	2940	0.22%	NO
				SB	8%	7	6D	I	2940	0.22%	NO
5402	STATE ROAD 7	BOYNTON BEACH BOULEVARD	LEE ROAD	NB	7%	6	4D	UNI	3760	0.15%	NO
				SB	7%	6	4D	UNI	3760	0.15%	NO
5108	LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	NB	10%	8	4D	I	1960	0.42%	NO
				SB	10%	8	4D	I	1960	0.42%	NO
5110	LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	NB	10%	8	4D	II	1770	0.46%	NO
				SB	10%	8	4D	II	1770	0.46%	NO
5214	HAGEN RANCH ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	NB	5%	4	2	I	880	0.47%	NO
				SB	5%	4	2	I	880	0.47%	NO
5600	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	NB	5%	4	4D	II	1870	0.22%	NO
				SB	5%	4	4D	II	1870	0.22%	NO
5200	JOG ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	NB	4%	3	6D	I	2940	0.11%	NO
				SB	4%	3	6D	I	2940	0.11%	NO
5644	JOG ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	NB	4%	3	6D	I	2940	0.11%	NO
				SB	4%	3	6D	I	2940	0.11%	NO