2022 COMPREHENSIVE PLAN FLUA AMENDMENT TRAFFIC ANALYSIS INSTRUCTIONS

Palm Beach County Planning Division
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INTRODUCTION

Applications for Future Land Use Atlas amendments must include a letter from the County Traffic Division indicating compliance with Policy 3.5-d of the Future Land Use Element of the Comprehensive Plan and final version of the traffic study on which this determination was based. An application without the Traffic Division letter and finalized traffic study will be found insufficient for processing. Please contact the Traffic Division if you wish to schedule an appointment for a traffic review pre-application meeting.

1. **Pre-Application Meeting:** Prior to preparing or submitting a FLUA Amendment Traffic Analysis, the applicant or applicant's agent must meet with the Planning Division for a Pre-Application Meeting. At that meeting the current and future development potential of the proposed amendment will be discussed and a Development Potential Form will be drafted. All Traffic Analysis Submittals must be accompanied by the Development Potential Form issued by Planning Staff.

2. **Development Potential.** The FLUA application includes a section detailing the maximum development potential for the current future land use designation and the maximum development potential for the proposed future land use designation. The traffic generation is calculated for both the current and the proposed designations, and the traffic study compares the impacts of the increase (or decrease) in trip generation. The FLUA application also provides a section for the actual proposed use potential and trip potential that is proposed for the site. The traffic study must provide the analysis on the higher of the two potential increases – either at the typical maximum trip generation or the proposed maximum trip generation. In addition, if a project fails long range traffic, it can propose a voluntary condition of approval to limit the trips to a square footage or density that passes.

    a. **Example 1.** A 5 acre site is proposing a future land use change from residential to Commercial Low. The maximum trip generation is typically General Retail multiplier by the acres of the site by the maximum FAR allowed. However, this example site as a zoning application requesting a 5,000 square foot convenience store with 24 fueling positions and two 4,000 square foot fast food restaurants. The Zoning application will have the concurrency analysis on the actual proposed uses. The actual proposed uses will generate more traffic than the typical General Retail multiplier. The FLUA amendment application must demonstrate that the higher trip generating proposal (in this case the proposed uses) meets Policy 3.5-d.

    b. **Example 2**. A 5 acre site is proposing a future land use change from residential to Institutional. The maximum trip generation is typically Hospital and using the multiplier and maximum square feet, the long range traffic fails. However, the site is proposing a use and square footage that passes. The traffic study must

show the failure at the higher intensity and passing at lower intensity, and propose a voluntary condition of approval at the passing figures.

3. **Typical Trip Generation.** The table below provides a list of many of the future land use designations and the maximum trip generation typically assigned.

FLU	Typical Trip Generator	ITE Code	Unit
LR	Single Family Detached	210	Dwelling Unit
MR, HR	Apartment	220	Dwelling Unit
CLF	Assisted Living Facility	254	Beds
INST	Hospital	610	1000 S.F.
CLO, CHO	Medical Office	720	1000 S.F.
CL, CH	Gen. Commercial	820	1000 S.F.
IND, EDC	Light Industrial	110	1000 S.F.
AGR, AP, SA	Nursery (Wholesale)	818	Acre

4. **Submittal:** The following required documents must be submitted to **both** the Planning and Traffic Divisions for the pre-application review on the **FLUA Traffic Intake date** for the associated amendment round (see schedule online) which is generally 5 weeks prior to the FLUA Amendment Application Intake.

a. FLUA Traffic Review Application Fee (to Engineering);
b. A paper copy and PDF of the **Development Potential Form**; and
c. A paper copy and PDF of the Traffic Study

5. **Fee:** The fee schedule for Traffic review shall be 40 cents per net daily trip (as defined in item 2.c below for the lesser of the maximum or proposed project traffic) with a minimum fee of $75.00. These fees are non-refundable.

6. **Preliminary Review:** Within 5 working days the Planning Division will review the submitted FLUA Application Sections and Traffic Study to determine whether the intensity and density calculations are correct. If the calculations are not correct, the submitted Application sections and Traffic Study will not be processed. If there is any question regarding intensity/density please contact the Planning Division prior to the submittal of the FLUA Traffic Study Intake Date.

7. **Traffic Study Requirements:** The applicant is required to use the most recent available data to conduct a five year Test 2 analysis and an analysis of long range conditions at the maximum and proposed (if different) Floor Area Ratio (FAR) pursuant to Future Land Use Element Policy 3.5-d. Note that if the applicant voluntarily commits to a square footage less than the maximum, this figure must be utilized throughout the application and will become binding in the adopting ordinance.

The following details the requirements of the traffic study:

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.

a. If roadway improvements necessary to comply with Test 2 are not considered Assured Construction, provide a commitment letter from the Applicant consenting to phase development to these improvements and to fund the same if they are still identified as necessary at the time concurrency is requested.

II. Prepare a long-range traffic analysis at maximum and proposed (if different) project traffic pursuant to part 1 of Policy 3.5-d of the Future Land Element.

a. Identify the trip generation for the Current Development Potential in the **Development Potential Form**. For each calculation, if the site is large enough to be a planned development, the planned development density/ intensity must be utilized.

1) **Residential FLU:** multiply total acreage by current maximum FLU designation density in Table 2.2-e.1 of the FLUE;
2) **Non-residential FLU:**
   a) multiply the total acreage by the maximum FAR allowed for the FLU designation in Table 2.2-e.1 of the FLUE; **or**
   b) utilize the built square footage, whichever is greater.
3) Assign a trip generation to each of the above. The trip generator must be approved by the Traffic Division in the Development Review Form prior to the submittal of a Traffic Analysis.

b. Identify the trip generation for the Proposed FLU Development Potential in the **Development Potential Form**. For each calculation, if the site is large enough to be a planned development, the planned development density/ intensity must be utilized.

1) **Residential FLU:** multiply total acreage by maximum density for the proposed FLU designation as shown in Table 2.2-e.1 of the FLUE.
2) **Non-Residential FLU:**
   a) multiply the total acreage by the maximum FAR allowed for the FLU designation in Table 2.2-e.1 of the FLUE; **and**
   b) The applicant has the option to propose a voluntary condition of approval to limit the square footage and/or use (which will become binding in the adopting ordinance). If a voluntary square footage limitation condition is proposed, this figure must be used for all calculations throughout the application. FLUA Amendments with a concurrent zoning application must calculate maximum development potential at the typical use & trip generation (eg. General Retail for Commercial future land uses) and in addition, calculate the trip generation for the **actual proposed zoning application**.
3) Assign a trip generation to each of the above. The trip generator must be approved by the Traffic Division in the Development Review Form prior to the submittal of a Traffic Analysis.

c. Determine the net trip increase at maximum and proposed density/intensity (b minus a).

d. Determine the project trip distribution. Provide figures and tables showing at a minimum the site location, project distribution percentage and the project trips on

all roadways within the applicable radius of development influence based on FLUE Table 3.5-1.

e. Determine long-range LOS with the increase in traffic due to the proposed land use amendment at proposed and at maximum project traffic.

    1) For all roadways identified in II.d above, provide model volumes and laneage from MPO's latest adopted Long Range Transportation Plan (LRTP) as amended to include latest available Future Land Use Atlas amendments that became effective subsequent to the adoption of the LRTP (documentation from MPO required).
    2) Add the project trip increase from II.c above.
    3) Add the traffic impacts from the latest available Future Land Use Atlas amendments that were adopted but are not yet effective.
    4) Compare the total traffic on the roadway segments to the LOS D Link Service Volumes ("Capacities") in Table TE 1a which correspond with the laneage. Provide the volume to capacity ratio for each link (based on 1, 2 & 3 above).
    5) Provide the percentage of project traffic with respect to the capacity of the roadway for each link and identify roadway segments with significant project traffic based on the sliding scale given in FLUE Table 3.5-1.
    6) Identify any links where project traffic is significant and the v/c ratio is greater than 1.

f. Determine long-range LOS with the increase in traffic due to the proposed land use amendment and other concurrent FLU amendment applications.

    1) For all roadway segments where project traffic is significant, add the traffic impacts from concurrent Future Land Use Atlas amendments that are in the same Comprehensive Plan Amendment Round that significantly impact the same segments to the total traffic calculated in II.e.1 through II.e.3 above.
    2) Compare the new total traffic on the roadway segments to the LOS D Link Service Volumes in Table TE 1a which correspond with the laneage. Provide the volume to capacity ratio for each link.
    3) Identify any links where the v/c ratio is greater than 1.