Lox Road Land Use Study

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Prepared by Palm Beach County Planning Division Staff
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Credits and Acknowledgments

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I. INTRODUCTION

A. Origin/Purpose for the Project

Palm Beach County's 2004 Evaluation and Appraisal Report (EAR) of the Comprehensive Plan recommends that several adjustments to the County's Managed Growth Tier System (MGTS) be considered as part of the EAR-based amendments in Rounds 05-2 and 06-1. One of the areas to be considered for adjustment is the subject of this Land Use Study. Specifically, the EAR says that:

> Updates may...be needed to address changes in circumstances in other areas [including] areas located southwest of the Urban/Suburban Tier near the Broward County line. These areas currently have a Rural Tier Designation and are specifically located South of Site 1, in lands that have been considered by the SFWMD [South Florida Water Management District] to locate CERP [Comprehensive Everglades Restoration Program] projects. It appears that the District is now considering acquisition of the western portion of this area, but most of the land is no longer considered for that purpose.

Because of the scale of the possible change, the potential complexity of the issues involved and the opportunities that planning comprehensively for such a large area presents, it was decided that a detailed Land Use Study was warranted. The purpose of this Study is to assemble the relevant data regarding the area and to perform analyses to serve as a guide for the future land uses of the area by:

- determining whether the Study Area should remain in the Rural Tier or be redesignated to the Urban/Suburban Tier;
- identifying the most appropriate future land use (FLU) designation or designations for the Study Area;
- identifying the infrastructure and service needs of the area and methods for providing for those needs under possible land use scenarios;
- identifying the appropriate policy and regulatory options available to implement the Goals, Objectives and Policies of the Comprehensive Plan and the recommendations of the 2004 Evaluation and Appraisal Report (EAR), including development patterns; and,
- providing the Land Use Advisory Board (LUAB) and Board of County Commissioners (BCC) with Staff's recommendation regarding these matters.

In order to accomplish this, the Study will consider two different density scenarios: 1) maintaining the RR-10 designation; 2) 1 unit per acre, including 118,544 square feet of non-residential (hereinafter called "LR-1 scenario"); and 3) 2 units per acre, including 237,135 square feet of non-residential uses (hereinafter called "LR-2 scenario"). An "LR-3 scenario" (3 units per acre and 355,726 square feet non-residential) was included in the traffic analysis. Because of the results of the analysis, the LR-3 scenario was considered infeasible, and therefore was not included as a possible scenario in the remainder of the Study.

B. Study Area Location/Boundaries

The Study Area is located in the southwestern part of Palm Beach County's eastern coastal area, west of the City of Boca Raton and the communities known as West Boca. It is bounded

on the north and east by the Hillsboro Canal, on the south by the Palm Beach County-Broward County boundary and the west Water Conservation Area 2 (WCA-2), as shown on Map ***?***.

C. Background/History

When the County's Managed Growth Tier System was incorporated into the Comprehensive Plan in 1999, the Study Area was placed in the Rural Tier and assigned a density of 1 unit per 10 acres (RR-10). At the time, the area was considered by the South Florida Water Management District (SFWMD) as a possible location for Comprehensive Everglades Restoration Plan (CERP) projects. However, the County's 2004 Evaluation and Appraisal Report (EAR) reports that most of the area is no longer considered for CERP projects, and recommends that it be considered as part of tier boundary adjustments.

In Amendment Round 06-1, several landowners representing 1,436 of the total 1,949 acres made an application to change the future land use on their portion of the area from Rural Residential, 1 unit per 10 acres (RR-10) to Low Residential, 2 units per acre (LR-2) and Commercial High (CH) (on 25 acres) and to include their site in the Urban/Suburban Tier. Staff had serious concerns with this proposal, particularly because, if adopted, the amendment would have left several parts of the area as isolated rural pockets and made it likely for the area to develop in an uncoordinated, piecemeal way. Also, the future roadway system of the area is subject to uncertainties (as detailed below) and both Broward County and the City of Parkland were opposed to the amendments going forward until the transportation impacts on their jurisdictions were more thoroughly studied. Because of these issues, and because of the scale of the possible change, the potential complexity of the issues involved and the opportunities that planning comprehensively for such a large area presents, the Planning Division proposed to complete a detailed land use study for the area. Eventually, the applicants agreed to postpone the amendment to Round 06-2 to allow Planning staff time to study the area as a whole.

D. Public Participation

Public comment was solicited for this Study by sending letters to property owners likely to be affected by potential development in the Study Area in both Palm Beach and Broward counties, and to the West Boca Community Council. The letters explained the future scenarios to be explored and asked for comments, ideas and suggestions. The results of this effort are explained in the 'Analysis' chapter. The letters sent are shown in the Appendix.

II. EXISTING CONDITIONS

A. Environment

No significant environmental uses have been identified within the Study Area itself. A large proportion of the Study Area has been disturbed through mining/excavation activities, as well as industrial and agricultural activities.

However, the potential exists for serious environmental impacts on adjacent lands. Adjacent to the Study Area are Water Conservation Area 2 (WCA-2) and the Loxahatchee National Wildlife Refuge (LNWR), which are part of the Everglades ecosystem. Additionally, north of the Study Area and across the Hillsboro Canal is the South Florida Water Management District's future Hillsboro Impoundment project. This project is part of the Everglades restoration, and is expected to start construction within the next few months.

Planning staff met with representatives of the LNWR, who expressed several concerns about how development in the Study Area may affect the conservation areas to the west. These concerns included:

- The potential for exotic/non-native plants and animals infiltrating the conservation areas;
- Overuse of LNWR recreation facilities (fishing facilities, trails, etc.);
- That residents of suburban housing developments are likely to want extensive mosquito spraying, including spraying within the conservation areas; and,
- Compatibility issues, such as light pollution into the conservation areas.

Staff from the South Florida Water Management District (SFWMD) has asked that they continue to be involved in planning decisions for the area to ensure that there are no negative effects on the Hillsboro Impoundment project.

B. Population and Housing

Census 2000 blocks 2008 and 2010 are co terminus with the Study Area. According to the Census information, this area had no population and no housing units at the time the 2000 Census was conducted.

However, information derived from the County Property Appraiser data indicates that there is at least one occupied mobile home, which is situated on a lot on Lox Road in the western part of the Study Area. Nevertheless, it is clear that both population and housing are extremely sparse within the Study Area.

C. Existing Land Uses

An inventory of existing land uses was completed by noting the use indicated for each parcel by the Palm Beach County Property Appraiser information and the Geographic Information Systems (GIS) layer of existing land uses maintained by the Planning Division. According to this information, approximately 67.63% (1,318.21 acres) of this land is vacant and 27.14% (534.3 acres) is in agricultural use. The remaining land is used as follows: 53.91 acres of industrial use, including a storage yard off of Lox Road near the western end of the Study Area and a warehouse/distribution center at the extreme southeastern corner; 27.73 acres whose use

is classified as water; an 8.22 acre parcel with a mobile home; a 4.99 acre commercial site at the northwest corner of the Study Area, at the entrance to the Loxahatchee National Wildlife Refuge; and a 1.7 acre linear north-south strip in the eastern part of the Study Area owned by the City of Parkland.

D. Future Land Use Designation and Zoning Districts

The entire Study Area has a future land use (FLU) designation of Rural Residential, 1 unit per 10 acres (RR-10), and is in the Rural Tier of the County's Managed Growth Tier System. Under this designation, the maximum number of residential units allowed by the Comprehensive Plan is 194, under one of three development options: straight subdivision; Rural Residential (RR) Cluster; or RR Variable-Lot Size development. Under current ULDC regulations, a tract with a minimum size of 100 acres could utilize either the RR Cluster option or the RR Variable-Lot Size Option. In an RR Cluster, the allowed units are clustered onto 40% of the land, while the remaining 60% is preserved as open space. Lots are 1.25 acres. In an RR Variable-Lot Size development, sizes of lots may vary from a minimum of 2.50 acres. No density bonuses are available under the RR-10 designation.

Limited non-residential uses are permitted under the RR-10 designation. For example, agricultural/equestrian uses and mining activities (with certain restrictions) are expressly permitted in the Plan. Additionally, the Agricultural Residential (AR) zoning district – which is consistent with the RR-10 designation – allows such non-residential uses as a landscape service, place of worship, medical or dental office, veterinary clinic and daycare. Also allowed under the RR-10 designation is the Commercial Recreation (CRE) zoning district, which would allow a wide range of non-residential uses noted in FLUE Policy 2.2.3-a.

The zoning map shows approximately 44.32% of the land zoned Special Agriculture (SA) and an additional 37.56% zoned AR. However, the SA zoning district was eliminated when the new Unified Land Development Code (ULDC) was adopted in January 2004, and the SA zoning district now corresponds to AR in the Rural Tier, effectively meaning that approximately 82% of the land retains AR zoning. Two large tracts totaling about 17.89% of the total area was rezoned in 1974 to the Residential Estate (RE) district to allow subdivision of the property. While some subdivision did occur, the created lots were not subsequently built upon. Finally, on about .2% of the land is a small tract in the southeastern part of the Study Area zoned General Industrial (IG). Neither the RE nor the IG districts would be allowed under the RR-10 FLU now in place, and so are considered nonconformities.

E. Surrounding Land Uses

To the north/east is the area known as Site 1, which is owned by the South Florida Water Management District (SFWMD) to be used for Comprehensive Everglades Restoration Program (CERP) projects (this area is also know as the SFWMD Hillsboro Impoundment Area). Although the FLU designation of Site 1 is RR-10, it is unlikely to be developed in the foreseeable future. Also to the north at the eastern end of the Study Area is the Baywinds residential development, which has a FLU designation of Low Residential, 2 unit per acre (LR-2) and is approved at approximately 1.78 units per acre. To the south, in both unincorporated Broward County and the City of Parkland, are residential FLU designations allowing 3 units per acre. Much of this area is built or approved for residential at approximately 3 units per acre. To the west is Water Conservation Area 2 (WCA-2), which has a Conservation (CON) FLU designation, and is not expected to ever be developed.

F. Transportation System

Transportation is a key challenge for any development in the Study Area. The existing transportation system in the Study Area is very limited and the future of that system is unsure. The principal road within the Study Area is Lox Road, which runs along the northern/eastern boundary of the site – alongside the Hillsboro Canal – and crosses over into Broward County at the southeast end of the site, eventually intersecting with Hillsboro Boulevard. It is a collector roadway according to the 2000-2010 Federal Functional Classification Map and has two existing lanes. However, due to the area's current isolation, the roadway as built is not meant for heavy traffic that would be associated with urban/suburban development. The Comprehensive Plan shows Lox Road as two lanes in 2020, with a right-of-way (ROW) width of 120 feet.

Another road that may potentially be used by development within the Study Area is County Line Road, which is within, and owned by, Broward County. This road, as its name suggests, runs along the boundary between Palm Beach and Broward counties, and is a 4-lane divided facility. Planning Staff has been in contact with Broward County officials regarding the potential for development within the Study Area to use the road for access.

The Comprehensive Plan shows three north-south roadways traversing the Study Area in 2020. The first is an extension of University Drive from the south that would connect to Palmetto Park Road. This road is planned for six lanes in a 120 foot ROW, 40 feet of which is to be used for landscaping. The other north-south road shown in the future plan is Coral Ridge Drive, which would run as a northerly extension of Nob Hill Road from the County line, then northeast to Yamato Road, with a short connector between it and Glades Road. However, in April, 2006 the Board of County Commissioners (BCC) transmitted a Comprehensive Plan amendment to remove this roadway from the County's future plans. This was done at the request of South Florida Water Management District (SFWMD) because the road would have passed through the planned CERP project on Site 1, was is expected to begin construction later this year and be completed by late 2008 or early 2009. Adoption of this amendment is scheduled for late August, 2006. The third roadway would be a southerly extension of Riverside Drive, which would traverse a small part of the Study Area near its eastern end. Although several potential crossings between Palm Beach and Broward counties have been proposed by the two counties in the past, at this time only University Drive and Coral Ridge Drive remain on the 2030 Long Range Transportation Plans of both the Broward and Palm Beach Metropolitan Planning Organizations (MPOs).

Recently, the Florida Department of Transportation (FDOT) undertook a Project Design and Environment (PD&E) Study for a Western Broward/Palm Beach Connector (details available at www.wbpbc.com). To begin, FDOT considered both the University Drive extension and Coral Ridge Parkway – following the alignment of Coral Ridge Drive/Nob Hill Road – as possible connectors. After further study, FDOT determined that the Coral Ridge Parkway alternative should be eliminated from consideration for the following reasons:

- the difficulty of obtaining permits for the road to pass through the South Florida Water Management District (SFWMD) Hillsboro Impoundment Area (Site 1);
- the impacts to plants and animals within Site 1;
- that the cost of building is estimated to be more than double that of extending University Drive; and
- there would be no connection with Palmetto Park Road.

This left FDOT four alternatives to consider: first, build nothing; second, extend University Drive north to County Line Road only; third, extend University Drive north to Lox Road; and finally, extend University Drive north to connect to Palmetto Park Road and Glades Road.

Beyond these issues, the Study Area simply lacks appreciable roadway connection to the remainder of Palm Beach County. Currently, to reach this area by automobile, one must go south into Broward County, and then travel northwest on Loxahatchee Road (which becomes Lox Road upon entering Palm Beach County). Either of the two Broward-Palm Beach connectors discussed above would remedy this situation but, again, the building of either of these is unsure. What's more, the potential alignment of University Drive appears to be the only possible connection point without passing through Site 1, because the remainder of the boundary between the Study Area and the developed portion of the County is bordered by existing residential developments. In any case, any connection would require bridging the Hillsboro Canal, which would add substantial expense. Development in the Study Area would likely have closer connections to Broward County and the City of Parkland, where suburban residential development is either existing, underway or designated to occur.

As would be expected in this rural, mostly undeveloped area, there is no mass transit service within the Study Area. The nearest Palm Tran line is Route 92, which runs west along Palmetto Park Road to Boca Falls.

G. Other Services

Urban services, such as centralized water and wastewater systems, do not extend to this area. While the Study Area is within the service area of the Palm Beach County Water Utilities Department (PBCWUD), the nearest water main is at the intersection of Palmetto Park Road and Riverside Drive, which the nearest wastewater line is at the intersection of Palmetto Park Road and State Road 7. Other services – fire-rescue, law enforcement, schools, libraries, etc. – are provided by Palm Beach County, but due the site's isolation, these services would not be readily available for potential residents. In some cases, someone choosing to live in the Study Area may find it more convenient to travel to services in Broward County.

III. Analysis

A. Land Use Scenarios

Three scenarios are considered for possible assignment of residential density to the Study Area. First, to leave in place the current Rural Residential, 1 unit per 10 acres (RR-10) designation. Under this option, the Study Area would remain in the Rural Tier. The second scenario is called the "LR-1 scenario" and would involve applying the Low Residential, 1 unit per acre (LR-1) land use designation for residential as well as allowing 118,544 square feet of non-residential uses. The "LR-2 scenario" is Low Residential, 2 units per acre (LR-2) residential and 237,135 square feet non-residential. An "LR-3 scneario" (3 units per acre and 355,726 square feet) was included in the traffic analysis for this Study but, because the traffic analysis showed the option to be infeasible, it was not included in the remainder of the Study. The LR-1 and LR-2 scneario would require redesignation of the land from the Rural Tier to the Urban/Suburban Tier, and would therefore be required to meet the requirements of Future Land Use Element (FLUE) Policy 1.1-b and Policy 1.1-d for tier redesignations. An analysis of the Study Area's suitability for redesignation to the Urban/Suburban Tier is provided below.

The discussion below summarizes the number of housing units likely – and projected potential population – under each of the residential FLU designations considered. Under the LR-1 and LR-2 scenarios, the Study Area would become part of the Urban/Suburban Tier. In the Urban/Suburban Tier, the Study Area would become eligible for the County's Transfer of Development Rights (TDR) program. The Study Area is also eligible for, and subject to the requirements of, the County's workforce housing programs. The County is currently working toward a permanent workforce housing policy that will likely entail both Comprehensive Plan and Unified Land Development Code (ULDC) changes. Currently in effect, however, is the Interim Workforce Housing Program (the complete provisions of this program are provided in the Appendix). This Interim Program is the basis used in this Study for how many units are likely to eventually be built in the Study Area. Under LR-1 and LR-2, up to an additional 30% density bonus would be permitted per the Interim Policy (with 50% of bonus units provided as workforce units). Also possible is use of the voluntary Workforce Housing Program (WHP), which permits up to a 100% bonus density (again with 50% of bonus units provided as workforce). More detail of workforce housing issues and programs are provided below.

1. Maintain RR-10

As noted above, if the Study Area were to retain its current RR-10 designation, it would also remain within the Rural Tier, meaning that it would not be eligible for density bonus programs. Thus, its maximum residential potential would be 194 dwelling units, developed in one of the following three ways, or in combination: 1) subdivision into 10 acre lots; 2) a Rural Residential (RR) Cluster; or, 3) an RR Variable-Lot Size development.

Under current ULDC regulations, a tract with a minimum size of 100 acres could utilize either the RR Cluster option or the RR Variable-Lot Size Option. In an RR Cluster, the allowed units are clustered onto 40% of the land, while the remaining 60% is preserved as open space. Lots are 1.25 acres. In an RR Variable-Lot Size development, sizes of lots may vary from a minimum of 2.50 acres.

Limited non-residential uses are permitted under the RR-10 designation. For example, agricultural/equestrian uses and mining activities (with certain restrictions) are expressly permitted in the Plan. Additionally, the Agricultural Residential (AR) zoning district – which is consistent with the RR-10 designation – allows such non-residential uses as a landscape service, place of worship, medical or dental office, veterinary clinic and daycare. Also allowed under the RR-10 designation is the Commercial Recreation (CRE) zoning district, which would allow a wide range of non-residential uses noted in FLUE Policy 2.2.3-a.

The Residential Estate (RE) and General Industrial (IG) zoning districts – together comprising approximately 18% of the Study Area – are nonconforming districts in the RR-10 land use designation, and would therefore be required to rezone to a district consistent with RR-10 if it is necessary to amend their development orders.

2. LR-1 or LR-2 with Non-Residential

Under the LR-1 scenario, the maximum base density is 1 unit per acre, resulting in 1,949 units in the Study Area. Applying a 30% incentive density under the Interim Workforce Housing Policy (explained in more detail below) would result in a total of 2,533 units. Also included under this scenario is 118,544 square feet of non-residential uses (the basis for this figure is provided in the discussion below). The LR-2 scenario would yield 3,898 units under the maximum base density, and a total of 5,067 units per the 30% incentive density. LR-2 scenario would include 237,135 square feet of non-residential uses.

Residential development could be accomplished in one of three forms: 1) straight subdivision, which would require rezoning to a standard zoning district, besides AR, consistent with LR-1 or LR-2, as appropriate, if the developer wishes to have lot sizes smaller than 5 acres, and thus take advantage of the full density available; 2) a planned unit development (PUD), which would require rezoning to the Planned Unit Development (PUD) zoning district, and would allow variable lot sizes and housing types; and, 3) a traditional neighborhood development (TND), which requires rezoning to the Traditional Neighborhood Development (TND) zoning district, as well as variable lot sizes and housing types.

Both PUDs and TNDs allow for substantial amounts of non-residential uses to serve the residential population within the development. FLUE Policy 1.2.1-g states that: "The County shall allow Planned Residential Developments [PUDs] to include a limited amount of low-intensity commercial and institutional uses intended to serve the residential development." TNDs, as described in FLUE Policy 1.2.1-e and 1.2.1-f, actually require non-residential uses located in a "neighborhood center."

B. Analysis of Standards for Tier Redesignation

If the Study Area were to receive primarily the LR-1or LR-2 land use designation, it would require that the Study Area be redesignated from the Rural Tier to the Urban/Suburban Tier. Two policies in the Comprehensive Plan govern potential tier redesignations, the requirements of which must be met in order to approve the tier change. The two policies are as given below, along with an analysis of the consistency of a potential tier change in the Study Area with each policy:

FLUE Policy 1.1-b: "In addition to the criteria for amending a future land use designation, the County shall apply the following standards to allow for the redesignation of a Tier to respond to changing conditions.

A. The County shall not approve a change in tier boundaries unless each of the following conditions are met:

1. The area to be reassigned to another tier must be contiguous to the tier to which it would be assigned; and,
2. A Study must be conducted to determine the appropriate tier designation of the area and its surroundings, in order to avoid piecemeal or parcel-by-parcel redesignations. If a neighborhood plan or study recognized by the Board of County Commissioners includes the area and makes recommendations concerning tier boundaries, such neighborhood plan or study may serve as the Study required by this policy.

B. Additionally, the following factors shall be considered, as part of the required Study, to evaluate the merit of the potential Tier redesignation:

1. The availability of sufficient land to accommodate growth within the long range planning horizon, considering existing development approvals;
2. The need to balance future land uses, considering the impact of continued development on an area and/or its demographics, as identified through a Specific Area Plan within a Sector Plan or through the Community Planning process;
3. For redesignations to the Urban/Suburban Tier, the necessity of designating additional land for urban/suburban development in the particular location, considering any infill or redevelopment opportunities available within the Urban Redevelopment Area (URA) or Revitalization and Redevelopment Overlay (RR-O);
4. For any redesignation subtracting land from the Rural and/or Exurban Tiers, the impact on the lifestyle and character of these tiers, including maintaining physical contiguity of existing neighborhoods and land use compatibility;
5. The ability of the property to maximize the use of existing and/or planned public facilities and services under the proposed tier designation;
6. For redesignations to the Urban/Suburban Tier, the potential for the Tier redesignation to further County land use goals and objectives, such as mixed-use development in appropriate locations, provision and geographic dispersal of affordable and workforce housing and/or improvement of public transit; and,
7. The presence or absence of natural or built features which currently serve as, or have the potential to serve as, logical demarcations between Tiers.

If any property not within a Sector Plan area is removed from an assigned tier through the future land use amendment process, as allowed for under this policy, the Planning Division shall conduct a Study to determine the property's impact on the tier system, the appropriate tier designation for the property and if and how tier boundaries need to be further adjusted in the area of the property. In making these determinations, the Study shall employ the criteria listed above for evaluating adjustments to the tier system."

Analysis: The two conditions under part 'A' of the policy are mandatory for approval of the tier change. The first condition would require that the subject site be contiguous to the current boundary of the Urban/Suburban Tier. The subject property is separated from the Urban/Suburban Tier to the east by the Hillsboro Canal, but canals and other rights-of-way between lands do not prevent such lands from being considered contiguous. As such, the Study Area would meet the contiguity requirement.

Regarding the Study requirement in part A.2 of the policy, this land use study serves as fulfills this requirement. Additionally, the 2004 Evaluation and Appraisal Report (EAR)

recommended that the County consider redesignation of the area of which the subject site is a part, subject to the requirements of FLUE Policy 1.1-b.

The seven factors in part 'B' of the policy are factors to be considered in evaluating a potential tier change. No single factor is mandatory, but are to be evaluated as a whole. The Study Area is evaluated under each of these seven criteria in turn below:

B.1: As discussed above in the land use change justification section, the County can accommodate its projected population under existing future land use (FLU) designations, and so it is not necessary to expand the Urban/Suburban Tier for this reason.

B.2: This Land Use Study addresses future land use balance for the Study Area. Any Comprehensive Plan amendment to add all or part of the Study Area to the Urban/Suburban Tier would be consistent with this factor to the extent it is consistent with the recommendations of this Study regarding appropriateness of a tier change and issues relating to land use balancing.

B.3: The request would not meet the intent of B.3 because, as the County does not need to expand the Urban/Suburban Tier to accommodate future population, and increasing densities at the edge of the urbanized area of the County may shift development demand away from revitalization and redevelopment areas.

B.4: The Study Area is lacking in the rural character that exists in other parts of the Rural Tier, as detailed elsewhere in this Study. To redesignate the Study Area from the Rural Tier to the Urban/Suburban Tier would not threaten the physical contiguity of any existing neighborhoods, as no neighborhoods exist in the Study Area. In terms of land use compatibility, the uses recommended in this Study are compatible with surrounding uses when considered in the context of the locational recommendations for such uses in this Study and the specific situations of each adjacent property. The issue of land use compatibility is discussed in more detail elsewhere in this Study.

B.5: Regarding existing public facilities and services, substantial public services do not currently exist in this area, including water and sewer service. Development outside the current Urban Service Area would fail to make maximum use of public facilities and services already in place within it. The area of the subject site does not currently include sufficient capacity of services to support an urban/suburban level of development for water and sewer, mass transit, public schools and other pubic services. Regarding future public facilities and services, the extension to the Study Area would be logical if an urban/suburban land use designation is found to be otherwise appropriate, as the Study Area is contiguous to the current termination of most urban services.

B.6: This factor is an opportunity for consideration of any land use/development pattern benefits that might be gained through the proposed tier redesignation. Specific examples of such benefits are provided, namely mixed-use development, provision and geographic dispersal of affordable and workforce housing and improvement of public transit. These are land use goals identified in the 2004 EAR. In order to meet the intent of this policy, therefore, any development under an Urban/Suburban Tier designation should include provisions to ensure mixed uses, automobile and non-automobile interconnectivity, a range of housing types and other provisions to ensure an efficient, functional land use pattern and prevent urban sprawl. Thus, any Comprehensive Plan amendment to add all or part of the Study Area to the Urban/Suburban Tier should

include such provisions, and could be considered consistent with this factor if consistent with the recommendations of this Study.

B.7: concerns "The presence or absence of natural or built features that currently serve as, or have the potential to serve as, logical demarcations between tiers." The current southern boundary of the Urban/Suburban Tier in this area is formed by the Hillsboro Canal, a logical barrier that provides a clear separation between urban and rural uses. However, the 2004 EAR recommends consideration of expanding the Urban/Suburban Tier to that part of the Rural Tier south of the Hillsboro Canal (the Study Area). In that case, logical potential boundaries of the Urban/Suburban Tier would exist, particularly the county boundary to the south, the large conservation areas to the west and the Hillsboro Canal to the north. The request would thus meet the intent of this factor.

Conclusion: The redesignation of the Study Area from the Rural Tier to the Urban/Suburban Tier meets the two mandatory requirements – A.1 and A.2 – of FLUE Policy 1.1-b. Regarding the seven factors in Part B of the policy, such redesignation would satisfy the intent of the factors as a whole if such redesignation was done in accordance with the recommendations of this Land Use Study in relation to land use balancing, development types (mixed-use commercial areas, etc.) and development patterns.

FLUE Policy 1.1-d: "The County shall not modify the Tier System if the redesignation would exhibit the characteristics of urban sprawl, as defined by Rule 9J-5.006.5, Florida Administrative Code."

There are thirteen indicators of urban sprawl identified by Rule 9J-5.0065 F.A.C. These indicators are listed below with an analysis of the consistency of each indicator with adding the Study Area to the Urban/Suburban Tier, followed by an overall assessment overall assessment of the consistency of tier redesignation in the Study Area with the Urban Sprawl Rule.

Indicator: Promotes, allows are designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses in excess of demonstrated need.

Analysis: The Study Area is approximately 1,950 acres, stretching approximately 4.3 miles east to west, and so is clearly a substantial area of Palm Beach County's jurisdiction. The scenarios being considered that would involve a tier change (LR-1 and LR-2, both with non-residential components), if the residential portions were allowed to stretch significantly over a large part of the Study Area, would constitute low-density. It would also be in excess of demonstrated need, as the County does not need to add additional land to the Urban/Suburban Tier for the purpose of allowing adequate residential land. Such residential development would also constitute largely single-use development if allowed to develop under conventional patterns, such as that allowed under the Planned Unit Development (PUD) zoning district. Thus, in order to avoid triggering this indicator, residential development under either of the two scenarios should be required to utilize such techniques as clustering to achieve higher net densities and/or use alternative, sustainable development patterns such as TND. By following the recommendations of this land use study, such development could avoid triggering this indicator.

Indicator: Promotes, allows or designates urban development in radial, strip, isolated or ribbon patterns generally emanating from existing urban developments.

Analysis: Nothing about the configuration or future roadway plans of the Study Area make it particularly disposed to development in radial, strip, isolated or ribbon patterns. In order to avoid triggering this sprawl indicator, care must be taken to ensure that any commercial or non-residential uses are located logically and in compact sites of adequate size, and not allowed in a linear, transportation-inefficient pattern along roadways. Further, it is also helpful to ensure that residential and non-residential uses are connected to the maximum extent possible, especially without excessive need to use thoroughfare roads for access between uses.

Indicator: Discourages or inhibits infill development or the redevelopment of existing neighborhoods or communities.

Analysis: The County does not need to designate additional land for Urban/Suburban residential development for the purpose of accommodating anticipated population growth. As such, granting a large density increase in the Study Area could tend to shift metropolitan development demand away from existing communities, undermining the County's efforts at infill and revitalization. Adding the Study Area to the Urban/Suburban Tier, therefore, would meet this indicator of sprawl.

Indicator: Fails to encourage an attractive and functional mix of uses.

Analysis: As explained elsewhere in this Study, a non-residential component has been included in both the LR-1 and LR-2 scenarios, based on what the population could reasonably be expected to be under these scenarios at build out. This will help ensure a functional mix of uses in terms of amounts. However, providing an attractive and functional mix of uses also involves location. The Study Area is approximately 1,950 acres, and if predominantly residential development were allowed to stretch across this land, most residences would be far from non-residential uses that residents use. This is not functional because such development would likely be automobile-dependent and reduce the level of service (LOS) on thoroughfare roads. Instead, development under the LR-1 or LR-2 scenarios should be required to cluster residential uses near non-residential uses with both pedestrian and vehicular cross-connections and to include mixed-use in the predominantly non-residential area or areas. This mixing of uses could be achieved, for instance, by requiring commercial areas to be developed under the Mixed-Use Planned Development (MXPD) or Traditional Marketplace Development (TMD) zoning districts.

Indicator: Results in poor accessibility among linked or related land uses.

Analysis: This Study includes recommendations that interconnectivity be mandated between uses, ensuring that physical access is maintained between uses within the Study Area. Additionally, the traffic study conducted as part of this analysis shows several roadway links within 5 miles of the Study Area failing to meet the adopted LOS in 2025 for all four land use scenarios studied (RR-10, LR-1, LR-2 and LR-3; an LR-3 scenario was included in the traffic study but, because the traffic results showed the scenario to be infeasible, it was not included in the remainder of the Study).

Indicator: Results in the loss of significant amounts of functional open space.

Analysis: The Study Area does not currently include any functional open space for public benefit. Redesignation of the Study Area to the Urban/Suburban Tier would result in addition of functional open space due to development requirements. This is particularly so if the recommendations of this Study are followed regarding the dedication of space for a park through the land use amendment process.

Indicator: Promotes, allows or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development.

Analysis: As discussed elsewhere in this Study, the Study Area is currently in the Rural Tier, but generally lacks rural character. Additionally, the area is currently adjacent to existing urban uses in the Urban/Suburban Tier. While care must be taken to ensure that any urban/suburban development in the area is compact, expansion of the Urban/Suburban Tier to the Study Area would not result in leapfrog development.

Indicator: As a result of premature or poorly planned conversion of rural land to other uses, fails adequately to protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

Analysis: None of the types of lands identified for protection in this indicator are found within the Study Area (other than artificial lakes, which can be protected). However, the recommendations of this Study should be followed to ensure that the conservation lands adjacent to the Study Area are protected.

Indicator: Fails adequately to protect adjacent agricultural areas and activities, including silviculture, and including active agricultural and silvicultural activities as well as passive agricultural activities and dormant, unique and prime farmlands and soils.

Analysis: No agricultural or silvicultural areas or activities currently exist adjacent to the Study Area.

Indicator: Fails to provide a clear separation between rural and urban uses.

Analysis: Redesignation of the Study Area to the Urban/Suburban Tier would result in a clear separation between rural and urban uses. North and east of the eastern part of the Study Area, as well as south of the Study Area, are currently existing urban uses. West of the Study Area are conservation lands, the boundary of which at the very least has the potential to be a clear separation point. To the north, also, is Site 1, which is owned by the South Florida Water Management District and planned for CERP uses. Site 1 is in the Rural Tier, however, is clearly separated from the Study Area by the Hillsboro Canal.

Indicator: Fails to maximize use of existing public facilities and services.

Analysis: Substantial public services do not currently exist in the Study Area, including water and sewer service. Development outside the current Urban Service Area (USA) would fail to make maximum use of existing public facilities and services already in place

within it. The Study Area does not currently include sufficient capacity of services to support the proposed level of development in the LR-1 and LR-2 scenarios for water and sewer, mass transit, public schools and other public services.

Indicator: Fails to maximize use of future public facilities and services.

Analysis: Redesignation of the Study Area to the Urban/Suburban Tier would mean that urban services would be planned to go there. If development there were allowed under the guidelines recommended in this Study, efficiency in service delivery would be assured. Thus, it would maximize the use of future public facilities and services.

Indicator: Allows for land use patterns or timing which disproportionately increase the cost in time, money and energy, of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

Analysis: If development is required to comply with the recommendations of this Study, including recommendations concerning mixed-use commercial, interconnectivity between uses, dedication of sites for public use (park, schools, etc.), roadway connections, clustering, etc., then a land use pattern conducive to efficiency in service delivery will be assured. In terms of timing, this would represent a logical extension of the Urban Service Area and, as long as concurrency standards are maintained, the timing of service extension should not cause inefficiency in service delivery.

Overall Analysis/Assessment: Overall, urban sprawl would be discouraged under either of the land use scenarios that would require a tier change (the LR-1 or LR-2 scenarios) if the recommendations of this Study concerning land use patterns are implemented. These recommendations are designed to ensure a balance of land uses, protect adjacent sensitive areas, ensure efficiency in public service delivery, provide for physical and functional integration of uses, assure sufficient open space for the future population, create land use patterns that are efficient and functional and increase interconnectivity and accessibility. Please see "Conclusions and Recommendations" below for additional details.

C. Need for Non-Residential Uses

Both the LR-1 and the LR-2 scenarios studied include a non-residential component. Because the exact composition of such non-residential is not known at this time, it is assumed to be commercial retail. This is a conservative, careful assumption because commercial retail is considered a high impact use, and has the highest traffic generation of any use. Therefore, is other non-residential uses are eventually developed, their impacts should be less than what is analyzed here.

The Planning Division uses a standard multiplier of 20 square feet per person of commercial uses within the Urban/Suburban Tier. However, because the Study Area is relatively isolated and automobile trips need to be captured to the maximum extent possible to minimize impacts on external roadways, need was assumed for 20 square feet per person to be provided within the Study Area.

To determine potential population, potential dwelling units must first be determined. Based on the Interim Workforce Housing Program, a 30% density bonus is assumed. Therefore, under

the LR-1 scenario, a total of 2,533 units would be expected (1 unit per acre X 1,949 acres = 1,949 units X 30% density bonus = 2,533 units). At 2.34 persons per household (pph), 2,533 units could be expected to yield a potential population of 5,927.22 persons. By multiplying 5,927.22 person by 20 square feet per person, a projected need of 118,544 square feet is identified. Similarly, under the LR-2 scenario, a total of 5,067 units could be expected (2 units per acre X 1,949 = 3,898 units X 30% density bonus = 5,067 units). Potential population is then calculated at 11,856.78, resulting in a need for 237,135 square feet commercial.

D. Public Comments

As discussed in the "Introduction" chapter, public comments were solicited from property owners in the vicinity of the Study Area in both Palm Beach and Broward counties. One person provided comment via phone, and eight people commented via email. Five people expressed opposition to any development in the area, or preferred that density be maintained at its current limit of 1 unit per 10 acres. Two people explicitly supported the LR-1 option, and one other person felt that any of the three density options being studied were acceptable.

Aside from residential density, comments focused primarily on infrastructure and services. Three people felt that the area's infrastructure could not handle additional development in the Study Area. Of particular concern was University Drive. Several commenters felt that connecting the two counties via University Drive would create too much traffic congestion and endanger neighborhoods. Concern was also expressed that additional traffic would be added where school facilities are present, creating a dangerous situation. Also, with regard to infrastructure, one person was concerned that public school facilities could not handle the additional students who would result in the area through increased residential densities. In contrast, one comment emphasized that site access and connection between the two counties should be addressed prior to decisions on land uses. Two comments concerned the natural environment, with one emphasizing that it must be taken into consideration, and the other stating that any commercial development would harm the natural environment. Finally, one person commented that while commercial development is acceptable, any land use involving the use of toxic chemicals is not.

E. Infrastructure and Services

1. Roadways and Traffic

The Comprehensive Plan Future Land Use Element (FLUE) includes Policy 3.5-d, which forbids the County from approving Future Land Use Atlas (FLUA) amendments increasing density/intensity that would cause a roadway segment to fail to operate at level of service (LOS) standard "D" or would add significant trips (threshold for significance is defined in the policy) to a roadway segment already projected to fail to operate at LOS D. The policy specifies that the evaluation must be based upon the Metropolitan Planning Organization's (MPO's) 2025 Long Range Transportation Plan (LRTP), and therefore measures long range traffic impacts.

Traffic analyses were conducted, based on the standards of Policy 3.5-d, to evaluate impacts of different development scenarios in the Study Area on roads in both Broward and Palm Beach counties. These analyses included the three different land use scenarios being studied, plus an LR-3 scenario, as follows: 1) the current RR-10 designation; 2) LR-1 with 188,544 square feet of commercial; 3) LR-2 with 237,135 square feet of commercial; and 4) LR-3 with 355,726 square feet of commercial. Based on the traffic analyses, as detailed

below, the LR-3 scenario was considered infeasible and not included in the remainder of the Study. As noted earlier, the BCC has transmitted an amendment to remove Coral Ridge Drive north of Lox Road from future roadway plans (all scenarios described below as being without Coral Ridge Drive mean that the roadway would not extend north of Lox Road), and the eventual construction of University Drive through the site connecting Palm Beach and Broward counties faces strong community opposition on both sides of the county line. These two roadways – plus a southerly extension of Riverside Drive – would represent the Study Area's direct connection to the remainder of Palm Beach County. Because of this uncertainty, the traffic analyses also included three road network scenarios: 1) with the roadway plans currently in effect (with both Coral Ridge Drive and University Drive fully built); 2) without Coral Ridge Drive north of Lox Road; and 3) without either Coral Ridge Drive north of Lox Road or University Drive between County Line Road and Palmetto Park Road. It should be noted that these analyses using altered roadway networks differ from the requirements of Policy 3.5-d, which require that the adopted MPO 2025 LRTP.

The results of these traffic analyses are summarized below, and can be seen in their entirety in the Appendix, along with a description of the methodology used. The full analyses also include mitigation measures (i.e. additional laneage on future roadway) that could be employed to make the failing roadway segments meet the adopted LOS, but for Palm Beach County Roads only (Broward roads not included).

By strictly applying the requirements of Policy 3.5-d (all roads and laneage as in the MPO 2025 LRTP), the RR-10 scenario does not produce any roadway failures where project traffic is significant. Under the LR-1 scenario, four segments in Palm Beach County and four segments in Broward County would fail with significant project traffic. All four of these segments in Palm Beach County could be mitigated through additional laneage that is considered feasible given existing rights-of-way (ROW) and location. Considering the LR-2 scenario, failing links with significant project traffic would include 12 in Broward and six in Palm Beach. All of these segments in Palm Beach County could be mitigated through feasible widenings except Glades Road from State Road 7 to Lyons Road, which could not feasibly be widened from six to eight lanes. Finally, at the LR-3 scenario, there would be 15 segments in Broward and eight segments in Palm Beach failing with significant project traffic. In Palm Beach County, segments that could not be mitigated through feasible widenings are, again, Glades Road from State Road 7 to Lyons Road, as well as Palmetto Park Road from Lyons Road to the Florida Turnpike.

However, the results are significantly different if Coral Ridge Drive north of Lox Road is removed from the network. This is perhaps the most relevant analysis given that the BCC has transmitted an amendment to DCA to this effect. At RR-10, there is one failing segment where project traffic is significant: Lox Road from Coral Ridge Drive (or where Coral Ridge Drive would be) to University Drive. This link could be feasibly mitigated by widening the planned laneage of Lox Road from two lanes to four lanes. At LR-1, six segments would fail with significant project, while eight would do so in Palm Beach. Several of these segments in Palm Beach could not be mitigated through widenings that are considered feasible. The LR-2 land use scenario produces 10 significant failures in Broward County and 11 in Palm Beach County. Again, several of these could not be feasibly mitigated. The LR-3 scenario would result in 15 significant failures each in Broward County and Palm Beach County, many of which in Palm Beach County could not be feasibly mitigated.

Finally, the analysis was conducted assuming that neither University Drive nor Coral Ridge Drive extend north of Lox Road. The results were as follows. RR-10: Lox Road fails with

significant project traffic between (what would be) Coral Ridge Drive and (what would be (University Drive). This could easily be mitigated through widening. LR-1: two links fail with significant project traffic in Broward, six in Palm Beach. LR-2: 7 significant failures in Broward, 10 in Palm Beach. LR-3: 11 significant failures in Broward, with 12 significant failures in Palm Beach. In all cases with this network, several segments in Palm Beach County could not be mitigated through feasible widenings.

The results of these traffic analyses show that FLUE Policy 3.5-d could not be met under any of the land use scenarios evaluated in this study. However, if the "full network" were considered together with widenings that are considered feasible in Palm Beach County (where the policy applies), then it could be met under the LR-1 land use scenario with its non-residential component. However, this is not possible under the policy as it stands. By removing Coral Ridge Drive north of Lox Road from the network, LOS cannot be maintained on Palm Beach County road segments under any of the scenarios studied with feasible road widenings.

Beyond this, the developments patterns that have dominated in Palm Beach County have contributed to traffic congestion, thereby making inefficient use of transportation infrastructure. "In terms of transportation, the land uses in Palm Beach County are not optimal. The existing low-density and automobile-oriented land use patterns will need to be modified and replaced with higher density mixed-use developments" (2004 Evaluation and Appraisal Report [EAR], Chapter 2, page 32). Another important strategy identified is to improve interconnectivity, both between developments and between roads. This helps to ensure that short trips between neighboring uses do not need to use the thoroughfare roadway system, and to maintain multiple routes between destinations, so that all traffic is not forced to crowd a single thoroughfare. If increased densities/intensities and inclusion in the Urban/Suburban Tier are found to be appropriate for the Study Area, it will be a nearly "blank slate" in terms of development. It would become the largest developable area in the Urban/Suburban Tier. It is important that the land use mistakes of the past that have made inefficient use of the transportation system not be allowed to continue within the Study Area.

2. Mass Transit

The nearest Palm Tran route to the Study Area is Route 92, which runs east-west along Palmetto Park Road as far west as Boca Falls.

Although mass transit does not currently exist in the Study Area and likely would not exist immediately even if either the LR-1 or LR-2 scenario went forward, it is prudent to ensure that development within the Study Area is designed such that it is "transit-ready," and that residential development is clustered such that mass transit is a more viable option than if residential development were allowed to sprawl across the entire Study Area. This is particularly important given the Study Area's transportation challenges detailed elsewhere in this Land Use Study. In sum, the responsible course of action is to ensure that mass transit service can be provided to future development as efficiently as possible.

3. Drainage

The Study Area is located in within the South Florida Water Management District (SFWMD) Hillsboro Drainage Basin. It is anticipated that legal positive outfall for development will be available via connection to the Hillsboro Canal on the northern edge of the Study Area.

Specific drainage requirements can be addressed through future land use amendment and development review procedures, which address such requirements as on-site retention.

4. Water and Sewer Service

The Study Area is within the service area of the Palm Beach County Water Utilities Department (PBCWUD). The level of service (LOS) for potable water is 126 gallons per person per day (g/person/day) for residential uses and .1 gallon per square foot per day for non-residential. The wastewater LOS is 100 g/person/day for residential and .1 gallon per square foot per day for non-residential uses. Under the current RR-10 designation, no water/wastewater service is necessary because rural residential uses can be served by well and septic systems.

The projected need for water and wastewater service for the LR-1 and LR-2 scenarios is calculated as follows:

Table 1

Scenario	Potential Population (Units X 2.34 pph)	Potential Comm. S.F.	Res. Potable Water Demand	Comm. Potable Water Demand	Total Potable Water Demand	Residential Wastewater Demand	Comm. Wastewater Demand	Total Wastewater Demand
LR-1 max. base density	4,560.66	118,544	574,643 gpd	11,854 gpd	586,497 gpd	456,066 gpd	11,854 gpd	467,920 gpd
LR-1 w/ 30% density increase	5,927.22	118,544	746,830 gpd	11,854 gpd	758,684 gpd	592,722 gpd	11,854 gpd	604,576 gpd
LR-2 max. base density	9,121.32	237,135	1,149,286 gpd	23,714 gpd	1,173,000 gpd	912,132 gpd	23,714 gpd	935,846 gpd
LR-2 w/ 30% density increase	11,856.78	237,135	1,493,954 gpd	23,714 gpd	1517,668 gpd	1,185,678 gpd	23,714 gpd	1,209,392 gpd

The nearest PBCWUD water line is at the intersection of Palmetto Park Road and Riverside Drive, while the nearest existing wastewater main is at the intersection of Palmetto Park Road and State Road 7. According to the PBCWUD, sufficient capacities are available for both water and wastewater, subject to a standard developers agreement. However, the developer may be required to install a Reclaimed Water Production Facility upon development, and any developer in the Study Area whose development required water and/or sewer service would be required to provide substantial off-site improvements.

5. Fire-Rescue Service

The Palm Beach County Fire-Rescue Department assisted the Planning Division is addressing the potential impacts and issues for Fire-Rescue in potential development of the Study Area. The nearest Fire-Rescue facility is at 10050 Oriole Country Road. The situation of the Study Area presents somewhat of a dilemma, because while the expected population under either the LR-1 or LR-2 scenario would not justify an additional station

within the Study Area, response time would be poor with the current facility, particularly to the area's western reaches. The situation would be particularly bad if there is no road connection (Coral Ridge Drive or University Drive) between the Study Area and the developed part of Palm Beach County. The Fire-Rescue Department also identified issues such as access roads and development clustering that should be addressed prior to any development going forward.

In terms of costs to build an additional Fire-Rescue station, the Department states that: "Currently, the cost to build a fire station is approximately $3.5 million plus staffing and equipment. A new station requires a minimum of 3 personnel a day (24 hours a day, 7 days a week). That cost is currently $1.3 million annually – increasing approximately 6 to 7 percent a year. The station would also require either an engine or a rescue and equipment (current cost of an engine with equipment is $420,000 and a rescue with equipment is $240,000)."

6. Schools

Regarding the LR-1 and LR-2 scenarios, the provision of public school facilities is a very important consideration in significant residential density increases such as would be represented by either of these scenarios in the Study Area. As with many other issues in this Land Use Study, potential connection of this area with the developed portion of Palm Beach County – via the future Coral Ridge Drive or future University Drive – is a critical consideration. Assuming that at least one of these two roadways are eventually built, either the LR-1 or LR-2 scenario would require an additional elementary school on-site. This would be in addition to the School District's planned capital improvement program. The School District would ask that a condition be placed on any land use amendment requiring dedication of land for the elementary school, and requiring that the developer pay for the construction of the school.

School Board staff also indicated that if neither University Drive nor Coral Ridge Drive are built, they may oppose any development under increased density unless the developer agrees to dedicate sites for, and pay for construction of, an elementary school, a middle school *and* a high school. This is due to the excessive travel times and transportation costs that would be required for school buses if the Study Area is left without a direct connection to the currently developed portion of Palm Beach County.

The School District also provided some information on site requirements for schools. It was indicated that a high school may be located in a commercial area, an elementary school should be located in a neighborhood, while middle school locations are more flexible. The following acreage requirements were also identified:

- Elementary school: 15 acres
- Middle school: 30 acres
- High school: 50 acres
- Combination elementary/middle school, if co-located with a park: 38 acres

7. Law Enforcement

Planning staff met with representatives of the Palm Beach County Sheriff's Office (PBSO) about the possibility of increased densities and intensities in the Study Area. PBSO indicated that neither the LR-1 nor LR-2 scenario would necessitate a sheriff substation on

site, but that it would be desirable to have a small storefront office in the commercial area of approximately 500-800 square feet, in order to help maintain a presence in the area. Under the LR-2 scenario, PBSO indicated that six additional deputies would be needed.

As with other services, PBSO has serious concerns with access to the Study Area – again via the possible construction of Coral Ridge Drive and University Drive. The Study Area's relative isolation raises concerns about theft and other crime during construction. PBSO stated that from the ground is broken, deputies will be needed for security duty under a permit system Monday through riday from 6:00 a.m. to 6:00 p.m. and around the clock on weekends for the duration of construction activities. Current cost for these services is approximately $30 per hour for each deputy. Also needed during construction are commitments from the developer(s) to cooperate with PBSO in terms of 'no trespassing' signs, providing appliance serial numbers, etc. These issues can be addressed largely through zoning conditions of approval.

8. Parks and Recreation

The LOS for parks in Palm Beach County is 2.97 acres per 1,000 population. This figure includes additional acreage for beach parks, regional parks and district parks. Annual Operation and Maintenance Cost is approximately $11,500 per acre for these facilities and includes administrative maintenance and recreation programming costs. For the two scenarios being considered that would include increasing residential density over current limits, the total additional park acreage and approximate annual maintenance and operation cost are:

- LR-1 scenario: 12.19 acres – $140,185
- LR-2 scenario: 25.74 acres – $296,010

Annual operating costs for parks are funded primarily from ad valorem tax revenues with about 25% of the total generated from user fees.

In terms of park space within the Study Area, the LOS recommends 2.5 acres for community parks per 1,000 residents. For each of the land use scenarios involving increased density, this calculation works out to the following amounts of community park space:

- LR-1 scenario: 10.26 acres
- LR-2 scenario: 21.66 acres

In order to ensure adequate community park space for potential residents, any land use amendment approving the increased density within the Study Area should include a condition to dedicate the acreages, as shown above depending upon the density be granted, to construct and operate a community park. This is in addition to the recreation requirements in the Unified Land Development Code (ULDC).

9. Library Services

Planning staff also met with representatives of the Palm Beach County Library Department. Library staff stated that it was unlikely that the requested densities would prompt the need to open another Library branch within the Study Area. However, if it is later determined that a new Library branch will be needed, the preferred location is within the commercial area. This should be borne in mind during the development process if increased densities are granted.

F. Land Use Patterns and Urban Design

The 2004 Evaluation and Appraisal Report (EAR) to the Comprehensive Plan – which recommends that the Study Area be considered for possible inclusion into the Urban/Suburban Tier – shows an increasing awareness and emphasis on land use patterns and form of development to maximize efficient use of land as the County begins to approach buildout. The EAR concludes that the preferred strategy to accomplish this is encouraging increased densities and intensities where appropriate, and promoting redevelopment, revitalization, infill and mixed-use development (EAR Chapter 2, page 8).

The EAR also notes (p. 29) that such strategies as higher density mixed-use development will improve the traffic congestion situation in the County by shortening existing automobile trips, shifting trips from the automobile to other modes and/or eliminate some vehicle trips. In addition to higher densities and mixed-use development options, the EAR also emphasizes the need to improve interconnectivity between commercial developments, between commercial and residential developments, and between residential developments, as well as to improve connections between major roadways. These strategies will help to keep unnecessary automobile trips off of major thoroughfares, particularly for short trips, thereby improving the functioning of these roadways.

Much of the residential development that has taken place over the last several years has been single-use with limited connections to the surrounding street network – the type of development that has been allowed, for instance, under the Planned Unit Development (PUD) zoning district. While the PUD district does not prevent development that is functionally and physically integrated with its surrounding community and with non-residential uses to serve the needs of residents of the development, it also does not have strong requirements to do so. If the Study Area were added to the Urban/Suburban Tier, it would be relatively rare in Palm Beach County to have such a large, almost entirely undeveloped area with potential for urban/suburban densities. Residential development under the Traditional Neighborhood Development (TND) zoning district – in which the Plan requires the mixing of residential and non-residential uses, connections between developments, etc. – would ensure a more sound development pattern consistent with the intent of the Comprehensive Plan and the recommendations of the 2004 EAR. Alternatively, conditions could be placed on any land use amendment to ensure that developments under another zoning district, such as PUD, would include interconnectivity as well as ensure that conveniently located non-residential facilities are provided, when appropriate, within residential developments.

The Comprehensive Plan encourage the creation of a Greenways and Linked Open Space Program (GLOSP) (FLUE Objective 2.5). A linear greenway along Lox Road would be a logical opportunity to provide a greenway trail for such activities as walking, biking, rollerblading, etc. At the northwest corner of the Study Area – at the terminus of Lox Road – are recreational opportunities and open space/natural areas associated with the Loxahatchee National Wildlife Refuge. A greenway along Lox Road would connect this to the residential areas to the southeast. It would also be local, if increased residential densities are granted in the Study Area, to extend this concept to those parts of Coral Ridge Drive and University Drive within the Study Area, so that walking and/or biking can become viable means of transportation for some trips within the Study Area. While these corridors are not currently part of the GLOSP identified in the Comprehensive Plan, consideration should be given to adding them.

G. Workforce Housing

As explained above, the County is working toward a permanent, mandatory workforce housing program. However, the Interim Workforce Housing Program is currently in effect, and serves as the basis for how workforce housing requirements would be applied in the Study Area (the complete Interim Workforce Housing Program is available in the Appendix). Under the requirements, 7% of units attributable to standard density shall be workforce units, and 25% of units attributable to the difference between the standard density and the maximum density (available via development as a planned development district or traditional development district [PDD/TDD]) shall be workforce units. Also, under the LR-1 and LR-2 designations, density can be increased by 30% through the Transfer of Development Rights (TDR) program, with each of the TDR units being recommended by staff to be granted for $1 provided that 50% of the TDR units are provided as workforce units. If, instead, the developer elects to pay for TDR units (the current price is $50,000 per unit), then 30% of the TDR units must be workforce. The maximum number of TDR units in the Study Area is calculated at 2 units per acre, as per the provisions of the Comprehensive Plan. Finally, a developer may elect to utilize the existing voluntary Workforce Housing Program (WHP), in which case none of the above mandates of the Interim Program would apply. Under the WHP, up to a 100% density bonus is available – the exact bonus available is based on an analysis of the existing affordable housing concentration in an area – with half of the bonus units provided as workforce units. While a determination of the density bonus allowed under the WHP requires a full application by the developer and analysis by Staff, a preliminary analysis shows that it is likely developments in the Study Area would qualify for the full 100% bonus density. Benefits for traffic concurrency purposes are available under each of these options (see Interim Workforce Housing Program in the Appendix for details under that program, and the Unified Land Development Code for details under the voluntary WHP).

If land in the Study Area were subdivided under the existing RR-10 designation, therefore, 7% of units would have to be workforce units. For example, if the entire Study Area were subdivided under RR-10, 14 workforce housing units would result (1,949 acres X .10 du/ac = 194.9 or 194 X 7% = 13.58 or **14**).

Under the LR-1 designation, 7% of units would also have to be workforce, as no PDD/TDD density applies in the LR-1 designation. This means that if the Study Area were developed under LR-1, 136 workforce housing units would be required (1,949 acres X 1 du/ac X 7% = 136.43 or **136**). Assuming that the 30% density increase/$1 TDRs option were utilized, an additional 584 units would be available, with 292 of them being workforce, for a total number of workforce units of 428. This is out of a total of 2,533, or just under 17%.

Under the LR-2 designation, the standard density is 1.5 units per acre. 7% of the standard density would yield 205 units (1,949 acres X 1.5 du/ac = 2923.5 or 2923 X 7% = 204.61 or **204**). Because the planned/traditional density in LR-2 is 2 units per acre, the difference between the PDD/TDD density is .5. Thus, 25% of units attributable to this difference is 244 (1,949 X .5 du/ac = 974.5 or 974 X 25% = 243.5 or **244**). Again assuming that the 30% density increase/$1 TDRs option is used, an additional 585 workforce units would be provided (1,949 acres X 2 du/ac X 30% = 1,169.4 or 1,169 X 50% = 584.7 or **585**). The total number of workforce units provided under this scenario, then, would be 1,033 of a total of 5,067, or slightly over 20%.

H. Extra-jurisdictional Impacts

Comprehensive Plan Intergovernmental Coordination Element (ICE) Objective 1.1 states: "Palm Beach County shall utilize existing mechanisms to coordinate planning efforts with the plans of school boards, other units of local government providing services, adjacent municipalities,

adjacent counties, the region, the State, and with the residents of Palm Beach County. In coordinating with other governmental entities the County shall address compatibility of land uses, zoning changes and the impacts of development to be permitted by the Palm Beach County Comprehensive Plan in general." Development in the Study Area will clearly have a significant impact on Broward County and the City of Parkland. However, the traffic analysis conducted as part of this Study shows that the traffic impact on these adjacent jurisdictions will be substantial, in some cases perhaps more than the impact on Palm Beach County outside of the Study Area. It is imperative that Palm Beach County work closely with these jurisdictions not only in making determinations on future land use designations, but also at the zoning/development review level and on transportation planning.

I. Conclusions and Recommendations

A complicated set of circumstances surrounds the future use of land in the Lox Road Study Area, including its location on the boundary with Broward County and the City of Parkland to the south; adjacency to Water Conservation Area 2 (WCA-2), the Loxahatchee National Wildlife Refuge and the South Florida Water Management District (SFWMD) future Impoundment project; its lack of direct roadway connections to the rest of Palm Beach County; transportation plans that are in flux in the immediate area; and, the fact that previous excavation work on the site has left behind several large and oddly shaped lakes. Given this unique situation, as wel as the opportunity presented by planning for a mostly undeveloped tract of 1,949 acres next to the Urban Service Area Boundary (USAB), conducting a land use study makes imminent sense.

As the 2004 Evaluation and Appraisal Report (EAR) recommends that the Study Area be considered for inclusion in the Urban/Suburban Tier, the Study analyzes such a potential tier redesignation against applicable Comprehensive Plan requirements, in this case Future Land Use Element (FLUE) Policy 1.1-b that sets out standards for tier redesignation and FLUE Policy 1.1-d, which forbids adjustments to the Tier System that would violate the Urban Sprawl Rule. The conclusion of these analyses are that these policies would not be violated by redesigating the Study Area to the Urban/Suburban Tier if development under such designation is required to comply with the recommendations of this Study concerning land use patterns. Of course, because a land use change would occur concurrent with a tier change, all Comprehensive Plan requirements for a land use change must also be met.

The Study demonstrates that the only requirement for a land use change and tier change that could not be met (assuming the amendment is consistent with the recommendations of this Study) is maintaining long-range traffic level of service (LOS), specifically FLUE Policy 3.5-d. A traffic analysis was conducted under three different road network scenarios and four different land use scenarios (RR-10; an LR-1 scenario; an LR-2 scenario; and an LR-3 scenario). Although this requirement cannot be met at this time, the transportation planning for this area is in flux. It therefore makes sense to plan for this area, contingent on an Urban/Suburban Tier scenario meeting transportation LOS at a later time.

The requirements for public services and infrastructure is addressed in detail above. The results of these analyses have formed the basis for many of the recommendations included below.

As discussed above, the Comprehensive Plan and the 2004 EAR have concluded the importance of a more efficient and functional land use pattern in future development. Mixed-use, sustainable development, interconnectivity within and between developments and between roads, provision of open space corridors and ensuring the viability of alternative modes of

transportation are important in building a more functional urban fabric. This large tract provides an important opportunity to implement these ideas and, in many cases, is particularly important in this location given the limited transportation infrastructure planned for the area to connect it to other land uses. These concepts have also been incorporated into the Study's recommendations.

It was noted elsewhere in this Study that concerns exist about the compatibility of residential development with WCA-2. This is due to the potential for invasive/non-native plants and animals to find their way into the conservation area, the potential for light and noise pollution and the potential need for mosquito control spraying inside the conservation area if residences are too close. The recommendations below include a potential buffer zone between residences and the conservation area that could also be utilized as an open space/natural area.

As also noted above, impacts, particularly traffic impacts, on Broward County and the City of Parkland could potentially be very significant. A recommendation is included below to continue working closely with Broward County and the City of Parkland on planning for this area.

Public comments regarding this Land Use Study were generally negative toward the prospect of increasing potential density/intensity within the Study Area. However, as detailed above, these concerns were mainly related to the issue of infrastructure capacity to serve the additional development effectively while maintaining service to existing development. The recommendations included below are designed largely to ensure adequate public services and infrastructure. Public comments will continue to be important as more detailed planning continues for the Study Area.

Because of the unique circumstances described above, a recommendation is included below to amend the Comprehensive Plan to place the Study Area in an overlay or some other instrument so that policies can be created specific to this area. This is the most effective way, also, to ensure that the recommendations of this Study are implemented and so ensure a more sustainable, functional community if and when the Study Area is added to the Urban/Suburban Tier.

The following are the recommendations of the Lox Road Land Use Study:

1) A Comprehensive Plan amendment should be pursued in Round 07-1 to create an overlay or other instrument to include policies applicable specifically to the Study Area, and designed to ensure implementation of all the other recommendations of this Study.
2) Evaluation of the Study Area in relation to the Comprehensive Plan's requirements for tier redesignations shows that it is appropriate for redesignation to the Urban/Suburban Tier at a residential density of 1 unit per acre (LR-1) or 2 units per acre (LR-2), subject to meeting all other requirements for a land use change. Any proposed FLUA amendment proposing to redesignate any part of the Study Area to the Urban/Suburban Tier should include an evaluation of traffic impacts that would result from redesignating the entire area.
3) Potential changes to Future Land Use Element (FLUE) Policy 3.5-d should be ***considered*** as part of Round 07-1 to allow, for instance, mitigation of failing roadways caused by, or significantly impacted by, a proposed FLUA amendment by adding future roadway lanes to the County's 2020 Roadway System by Number of Lanes Map if the County Engineer is satisfied that the additional lanes could be accommodated in existing rights-of-way (ROW) as identified on the Thoroughfare Right-of-Way Identification (TIM) Map.

4) If the Study Area is redesignated to the Urban/Suburban Tier, an east-west roadway – to be designed as a collector – should be constructed from the future Coral Ridge Drive on the east to a point terminating no more than 2,000 feet east of the western edge of the Study Area. It should meet Coral Ridge Drive at a point approximately midway between County Line Road and Lox Road. The approximate location of this roadway is shown in Figure 1. The ultimate alignment should be determined by the County Engineer and construction should be provided for through zoning conditions of approval as with future roads on the County's thoroughfare map.
5) If the Study Area is redesignated to the Urban/Suburban Tier, at least one north-south roadway in addition to those currently on the County's thoroughfare plan – to be designed as a collector – should be constructed from County Line Road on the south to Lox Road on the north at a point no less than 2,250 feet and no more than 1 mile west of the alignment of Coral Ridge Drive at County Line Road. The approximate location of this roadway is shown in Figure 1. The ultimate alignment should be determined by the County Engineer and construction should be provided for through zoning conditions of approval as with future roads on the County's thoroughfare map.
6) If the Study Area is redesignated to the Urban/Suburban Tier, a mixed-use site to be developed under either the Mixed-Use Planned Development (MXPD) or Traditional Marketplace Development (TMD) zoning district should be designated at the northwest corner of Coral Ridge Drive and the east-west collector roadway described in Recommendation 4. This site should be designated under the Commercial High (CH) land use category and should receive an underlying residential designation with density at least equal to that assigned to land around the site, but may be higher. The exact size of this mixed-use site should be determined through the future land use amendment process. The site should include at least 118,544 square feet of non-residential uses if the remainder of the Study Area receives an LR-1 designation and at 237,135 square feet of non-residential uses if the remainder of the Study Area receives an LR-2 designation.
7) If the Study Area is redesignated to the Urban/Suburban Tier, the School District has identified a need for an additional elementary school and additional middle school in the Study Area and, if no direct road connections are established between the Study Area and the already-developed portion of Palm Beach County, an additional high school as well. Because the additional schools would be beyond what is contemplated in the School District's capital improvement program, the developer or developers should provide full financial contribution toward construction of the required schools. Any land use amendment adding density within the Study Area should include a condition to ensure the appropriate land dedications and construction financing to build the schools concurrent with the impacts of development. If the building of a direct road connection is unsure at that time, the condition should allow for the decision on whether to include a high school to be made at the time of rezoning or at a later date. The size and location of school sites should be as acceptable to the Palm Beach County School District. If a high school is required, it is preferable that it be located at the southwest corner of Coral Ridge Drive and the east-west collector roadway described in Recommendation 4.
8) If the Study Area is redesignated to the Urban/Suburban Tier, land should be dedicated for a community park to serve future residents. This land should be located on the east side of the 3-way intersection of Coral Ridge Drive and the east-west collector road described in Recommendation 4, and configured so as to have substantial frontage on the excavated lake to the east. The location is shown conceptually on Figure 1.
9) The County should coordinate closely with Broward County and the City of Parkland on future planning and development within the Study Area.

10) If the Study Area is redesignated to the Urban/Suburban Tier, development within areas designated for residential should either be developed under the Traditional Neighborhood Development (TND) zoning district or, if developed under the Planned Unit Development (PUD) zoning district, be required to include commercial or institutional uses, as allowed under FLUE Policy 1.2.1-g.
11) A Comprehensive Plan amendment should be pursued in Round 07-1 to add the following as potential greenways on the Greenways and Linked Open Space Map: on the south side of Lox Road for the entire length of Lox Road within the Study Area; both sides of University Drive; and, both sides of Coral Ridge Drive. When lands next to these roadways are rezoned, conditions should be included providing for the developer to construct these greenways as paved pedestrian/bicycle paths, and provide for maintenance of these greenways. The greenway along Lox Road should connect to the trail that begins at the Loxahatchee National Wildlife Refuge near the northwest corner of the Study Area, if possible.
12) A condition should be included on any FLUA amendment within the Study Area that both pedestrian and vehicular interconnectivity be assured within and between all potential development projects within the Study Area. This includes connections between residential projects, between residential projects and the mixed-use site, between residential and non-residential uses (schools, civic uses), between non-residential uses, and between the mixed use site and non-residential uses.
13) Any FLUA amendment within the Study Area should include a condition requiring that any project containing residential units comply with the provisions of the County's Interim Workforce Housing Program in force when this Study is completed, unless the BCC has adopted an ordinance that provides different workforce housing requirements.
14) Any rezoning application within the Study Area should contain a condition of approval ensuring cooperation with the Palm Beach County Sheriff's Office during site development, including funding any necessary deputies to provide security during this time. The Planning, Zoning and Building Department should consult with the Sheriff's Office in writing such a condition.
15) No rezoning should be granted within the Study Area unless and until the Palm Beach County Fire-Rescue Department certifies that it can provide adequate fire-rescue services to the proposed development.
14) If the Study Area is redesignated to the Urban/Suburban Tier, a buffer zone should be provided at the western edge of the Study Area between Water Conservation Area 2 (WCA-2) and any residential development in order to mitigate potential impacts on Conservation lands including light and noise pollution, and to prevent the potential need for mosquito control spraying within the Conservation area. The buffer zone could be utilized as a recreational/open space asset. A condition should be included on any FLUA amendment affecting the land that might include the buffer zone, but the appropriate size of this zone should be established during the rezoning/development review process.

IV. Appendix

A. Interim Workforce Housing Program

B. Letters Sent to Interested Parties

C. Traffic Study Methodology, Tables, Maps, etc.

Interim Workforce Housing Program

NOTE: This Interim Workforce Housing Program does not apply to 100% affordable housing developments.

1. Purpose and Intent

The Workforce Housing program provides for the development and equitable geographic distribution of workforce housing units, preserves the affordability of the units created under the program, provides a density bonus and other incentives in exchange for the construction of dwelling units affordable to low, moderate and middle income households. The program is intended to serve the housing needs of people employed in the jobs that the general population of the community relies upon to make the community viable.

2. Applicability

A. Proposed Developments in Unincorporated County

All proposed developments with a residential component of 10 dwelling units or more that require approval of the Board of County Commissioners.

B. Program implementation area

Within the Urban/Suburban, Exurban and Rural Tiers of unincorporated Palm Beach County and the Scientific Community Overlay.

C. Workforce Units

1. Projects shall be required to provide 7% of the units attributable to their standard density as workforce.
2. If PUD density is sought, 25% of the units attributable to the PUD density shall be provided as workforce.
3. For land uses LR1, RR 2.5, RR 5, RR10 and RR20 the PUD density does not apply and 7% of all units shall be provided as workforce. The Agricultural Reserve is not included.

Example LR3 and LR2

Land Use	Acres	Standard Density	Units	PUD Density	Units	Total Units	Bonus 30%	Total units w/ bonus	Std. X .07	PUD x .25	Bonus x .50	Total
LR 2	50	1.5	75	2	25	**100**	30	**130**	5.25	6.25	15	***26.5***
LR 3	50	2	100	3	50	**150**	45	**195**	7	12.5	22.5	***42***

Example MR-5 and more intense

Land Use	Acres	Standard Density	Units	PUD Density	Units	Total Units	Bonus 50% (1)	Total units w/ bonus	Std. X .07	PUD x .25	Bonus x .50	Total
MR 5	50	4	200	5	50	**250**	125	**375**	14	12.5	62.5	***89***
HR 8	50	6	300	8	100	**400**	200	**600**	21	25	100	***146***

(1) The maximum bonus density is 100%, this is an illustration only using 50% bonus.

Project worksheet

Land Use	Acres	Standard Density	Units	PUD Density	Units	Total Units	Bonus 50% (2)	Total units w/ bonus	Std. X .07	PUD x .25	Bonus x .50	Total

(2) Apply the appropriate bonus density percentage

3. Incentives

A. Bonus Density

1. The first option available is to utilize TDR's to provide the bonus density:
   a. For land uses LR3, LR2, and LR1, a density bonus of 30% shall be permitted. If a density bonus is utilized, 50% of the bonus units shall be provided as workforce.
   b. For land uses MR-5, HR-8, HR-12 and HR-18 a density bonus of up to 100% shall be permitted when the increased density (above 30%) creates no compatibility issues with adjacent properties. If a density bonus is utilized, 50% of the units shall be provided as workforce.
   c. Density bonus shall be provided through application of TDR units. All TDR units shall be recommended to be provided for $1. All TDR units must be built either on-site or off-site in conjunction with the Workforce Housing application. TDR units cannot be reserved or banked for future projects.
2. The second option available is to utilize the existing voluntary workforce housing program.

B. Traffic Mitigation

The Project's Net Trips associated with 93% of the units attributable to the standard density and all non-residential land uses shall be subject to the 1% of adopted level-of-service significance level in determining compliance with the Traffic Performance Standards.

The Project's Net Trips associated with the entire project (including workforce units) shall be subject to a 5% of adopted level-of-service significance level in determining compliance with the Traffic Performance Standards.

C. Expedited Review

See Section 8. below.

4. Provision of units

A. For all projects obligated to provide at least 10 workforce units a minimum of 25% shall be built on-site. The applicant is given the option to address the remaining 75% of the units:
   1. Off-site.
   2. Purchase the equivalent number of existing market rate units and deed these to the County.
   3. Donate buildable land acceptable to the County in an amount equal to the buyout cost for the remaining units.
   4. Provide any combination of the above.
   5. Elect to utilize in-lieu payment option. In no case shall the number of units seeking this option exceed half of the total number of units required.

B. For all projects required to provide less than 10 workforce units all of the above options are available. Furthermore, the requirement to construct the on site units may be waived in DRO.

C. If homes in the proposed development are valued at 200% or more than the median County home value as published by the Realtors Association of the Palm Beaches (January 2006 value $393,700 x 200% = $787,400), the applicant shall be able to:
   1. Construct 100% of the required units off-site.
   2. Purchase the equivalent number of existing market rate units and deed these to the County.
   3. Donate buildable land acceptable to the County in an amount equal to the buyout cost for the remaining units.
   4. Utilize the in-lieu payment option. In no case shall the number of units seeking this option exceed half of the total number of units required.
   5. Provide any combination of the above including constructing any percentage of the required units within the subject development.

D. If an applicant elects to construct only the minimum number of units on-site as required they shall be able to sell these at price points established for the "Moderate" and "Middle" income bracket.

5. In-lieu payment

If the applicant elects to make the in-lieu payment, that figure is calculated by adding the estimated construction cost of the smallest unit within the proposed development with the cost of the land. That figure is then multiplied by the number of workforce units employing this option.

A. The construction cost of a unit is determined by utilizing building evaluation data established by the International Code Council (ICC). Presently, this value is estimated at $78 per square foot. This figure is multiplied by the square footage of the smallest unit planned in the subject development to obtain the home value.
B. The value of the land is determined by multiplying the established Transfer of Development Rights (TDR) value by the number of units utilizing this option. Presently, the TDR value is $50,000. This would be multiplied by 1.3 to obtain a total land value of $65,000.
C. The total value established for both the structure and the land shall be added and multiplied by .5 to establish the in-lieu payment amount. In no case shall the in-lieu payment be less than $90,000.
D. The maximum square footage considered for calculation of in-lieu payment shall be1,999 square feet.

Example:
Home value: *1 unit of 1,800 square feet ($78 x 1,800 =* ***$140,400)***
Land value: *TDR price multiplied by 1.3 ($50,000 x 1.3 =* ***$65,000)***

Total price: $205,400 multiplied by 50% = $102,700

6. Sales Prices of Workforce Units

The County shall establish the prices for each income level annually. In Palm Beach County, the March 2006 median income was $64,400. This figure forms the basis for determining each level of affordability. The prices set represent the four income categories the County is targeting for the provision of workforce housing. These are:

A. **Low** (60%-80%) of County median income.
B. **Moderate** (81%-100%) of County median income.
C. **Moderate** (101%-120%) of County median income.
D. **Middle** (121%-150%) of County median income.

All moderately priced workforce housing units will be offered for rent or for sale at an attainable housing cost to households with incomes from 60% to 150% of area medium income (AMI). 25% of the required workforce units shall be provided for households at 60-80% of AMI, 25% for households at 80-100% of AMI, 25% for households at 100-120% of AMI and 25% for households at the 100-120% of AMI.

Income Level	Rent	Home Value
Low (60-80%) **80% of median**	($1,287)	$164,000
Moderate (81-100%) **90% of median**	($1,450)	$189,000
Moderate (101-120%) **110% of median**	($1,771)	$240,000
Middle (121-150%) **135% of median**	($2,173)	$304,000

7. Maintenance of Affordability

A. Deed Restriction: A deed restriction recorded in the public records of Palm Beach County will be required to guarantee the affordability for each moderately priced Workforce Housing unit. This document will be a signed confirmation by the renter or buyer of the Workforce Housing unit, prior to their occupation of, (rental) or purchase of, (for sale) a unit, confirming their understanding and agreement to the terms of compliance (their restrictions, requirements and responsibilities) with the Workforce Housing program.

B. Term: 25 Year Recurring: This term shall apply to the structure and the land. All designated Workforce Housing units shall remain affordable for 25 years. However, in cases when the property is sold before the 25-year term is expired, a new 25-year term shall begin anew with the re-sale of the property.

8. Submittal Process

A. Expedited Review

1. Applicant will contact Zoning and arrange/attend a mandatory pre-application conference with DRO agencies prior to application submittal.
2. A primary contact person shall be designated from Planning, Zoning and Building and Engineering.
3. If a boundary plat is required permits may be issued after submittal of the final plat. If a subdivision plat is required permits will be reviewed but only issued at recording of the plat.
4. Design review for multi-family can be done by the Building Division while proceeding through site plan review. Fire Rescue review can also be done.
5. ULDC Deviation Identification - The applicant must identify which section of the ULDC the proposed development will not be able to comply with due to the bonus density.

B. Master/Site Plans

1. All dwelling units, including bonus and workforce units must be shown on the master/site plan.
2. Appropriate conditions will be applied to ensure the number and location of workforce units.
3. Zoning staff will review PUDs for exemplary standards considering the provision of workforce as meeting some of the standards

C. Workforce Housing Methods

The applicant shall include in their submittal the method by which they will fulfill their workforce housing obligation.

1. In the case of utilizing the in-lieu payment all monies must be paid to the County prior to DRO final approval.
2. In the case of constructing units off site, the applicant must have approved building permits for 50% of the workforce units prior to the issuance of the first certificate of occupancy in the subject development. All workforce units must receive certificates of occupancy prior to 75% of the subject development units receiving certificates of occupancy.
3. If land is being donated transfer must take place prior to issuance of first building permit for subject site.
4. If existing units are being purchased and deeded to the County 50% must be given to County prior to first certificate of occupancy in the subject site. All units must be given to County prior to 75% of the subject development receiving certificates of occupancy.

Department of Planning, Zoning & Building

100 Australian Avenue
West Palm Beach, FL 33406
(561) 233-5000

Planning Division 233-5300
Zoning Division 233-5200
Building Division 233-5100
Code Enforcement 233-5500
Contractors Certification 233-5525
Administration Office 233-5005
Executive Office 233-5003
www.pbcgov.com/pzb

May 19, 2006

RE: Lox Road Area Land Use Study

Dear Interested Party:

The Palm Beach County Planning Division is conducting a Land Use Study of the 1,950-acre triangular-shaped area on the north side of the Palm Beach-Broward county boundary, south and west of the Hillsboro Canal and east of Water Conservation Area 2 (WCA-2) (please see the attached map). Current land use plans for this area would allow development at one home per 10 acres.

The County's Land Use Study will evaluate three future scenarios for this area: 1) remaining at one home per 10 acres; 2) 1 home per acre with a non-residential component (i.e. commercial); and, 3) 2 homes per acre with a non-residential component (i.e. commercial). The study will evaluate, among other things, the impacts on these scenarios on compatibility with adjacent areas, the natural environment, traffic and public services and infrastructure.

As an owner of property in or near the study area, you have an important interest in its future. You are encouraged to share your comments, concerns, suggestions and ideas with me. You can reach me by calling (561)233-5324, emailing bschaad@pbcgov.com or by writing to me c/o Palm Beach County Planning Division, 100 Australian Avenue, West Palm Beach, FL 33406.

This land use study is expected to be presented to the Palm Beach County Land Use Advisory Board (LUAB) on June 23, 2006 and to the Board of County Commissioners (BCC) on July 19, 2006. On the same dates, the LUAB and BCC are scheduled to hear an application from landowners representing approximately 1,436 of the total 1,950 acres to allow 2 homes per acre and 350,000 square feet of commercial development. Staff's recommendation regarding this application will be based on the results of the Land Use Study.

Sincerely

Brandon R. Schaad
Project Manager

May 22, 2006

Department of Planning, Zoning & Building

100 Australian Avenue
West Palm Beach, FL 33406
(561) 233-5000

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Zoning Division 233-5200
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Administration Office 233-5005
Executive Office 233-5003
www.pbcgov.com/pzb

Milton Brenner, President
West Boca Community Council
10935 Boca Woods Lane
Boca Raton, FL 33428-2853

RE: Lox Road Area Land Use Study

Dear Mr. Brenner:

The Palm Beach County Planning Division is conducting a Land Use Study of the 1,950-acre triangular-shaped area on the north side of the Palm Beach-Broward county boundary, south and west of the Hillsboro Canal and east of Water Conservation Area 2 (WCA-2) (please see the attached map). Current land use plans for this area would allow development at one home per 10 acres.

The County's Land Use Study will evaluate three future scenarios for this area: 1) remaining at one home per 10 acres; 2) 1 home per acre with a non-residential component (i.e. commercial); and, 3) 2 homes per acre with a non-residential component (i.e. commercial). The study will evaluate, among other things, the impacts on these scenarios on compatibility with adjacent areas, the natural environment, traffic and public services and infrastructure.

The residents in your community have an important interest the future of the Study Area. Your organization is encouraged to share comments, concerns, suggestions and ideas with me. You can reach me by calling (561)233-5324, emailing bschaad@pbcgov.com or by writing to me c/o Palm Beach County Planning Division, 100 Australian Avenue, West Palm Beach, FL 33406.

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Sincerely

Brandon R. Schaad
Project Manager

Department of Planning, Zoning & Building

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May 31, 2006

RE: Lox Road Area Land Use Study

Dear Interested Party:

The Palm Beach County Planning Division is conducting a Land Use Study of the 1,950-acre triangular-shaped area on the north side of the Palm Beach-Broward county boundary, south and west of the Hillsboro Canal and east of Water Conservation Area 2 (WCA-2) (please see the attached map). Current land use plans for this area would allow development at one home per 10 acres.

The County's Land Use Study will evaluate three future scenarios for this area: 1) remaining at one home per 10 acres; 2) 1 home per acre with a non-residential component (i.e. commercial); and, 3) 2 homes per acre with a non-residential component (i.e. commercial). The study will evaluate, among other things, the impacts on these scenarios on compatibility with adjacent areas, the natural environment, traffic and public services and infrastructure.

As an owner of property in or near the study area, you have an important interest in its future. You are encouraged to share your comments, concerns, suggestions and ideas with me. You can reach me by calling (561)233-5324, emailing bschaad@pbcgov.com or by writing to me c/o Palm Beach County Planning Division, 100 Australian Avenue, West Palm Beach, FL 33406.

This land use study is expected to be presented to the Palm Beach County Land Use Advisory Board (LUAB) on June 23, 2006 and to the Board of County Commissioners (BCC) on July 19, 2006. On the same dates, the LUAB and BCC are scheduled to hear an application from landowners representing approximately 1,436 of the total 1,950 acres to allow 2 homes per acre and 350,000 square feet of commercial development. Staff's recommendation regarding this application will be based on the results of the Land Use Study.

Sincerely

Brandon R. Schaad
Project Manager

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LOX ROAD AREA TRAFFIC ANALYSIS
MEMORANDUM
JUNE 15, 2006

McMahon Associates, Inc. (McMahon) has completed an analysis for the year 2025/2030 traffic conditions relevant to the so-called "wedge" located in unincorporated Palm Beach County. This large tract is bounded by Loxahatchee (Lox) Road to the north, County Line Road to the south, the Water Conservation Area #2 to the west and the confluence of Lox and County Line Roads to the east.

Palm Beach County's current future land use designation for the area is Rural Residential (RR-10). This land use permits a maximum of one dwelling unit per 10 acres. Several land use alternatives were evaluated. These assume re-designation of the property from the Rural Residential (RR-10) to three Low Residential (LR-1, LR-2 & LR-3) designations. These land use changes were assessed in conjunction with potential changes to the trafficways plan.

This memorandum outlines the traffic analysis methodology applied to the Lox Area 2025/2030 traffic analysis. It also describes the procedure followed to develop trip generation, trip distribution and assignment of site traffic; development of 2025/2030 background link volumes; and, 2025/2030 link capacity analysis for the aforementioned four residential land use designations (one dwelling unit per 10 acres and one, two and three dwelling units per acre) for three network alternatives, namely: 1) full network (including Nob Hill Road/Coral Ridge Drive and University Drive; 2) without Nob Hill Road/Coral Ridge, and 3) without Nob Hill Road/Coral Ridge and University Drives, respectively.

It is important to note that the 2025 adopted background volumes for full network were provided by the Palm Beach County staff. In Broward County, adopted 2030 traffic forecasts were used for this analysis.

Palm Beach County FLUA Amendment application requirements indicate that the level of service (LOS) for roadways within the radius of influence must be analyzed with the net new trips generated by the proposed project. The resulting net new trips were assigned to each of the significant roadways within the corresponding project's radius of influence, based on a distribution resulting from an application of the 2025 adopted South East Regional Planning Model (SERPM). The SERPM model was used since it includes both Palm Beach and Broward Counties. A five-mile radius extends north into Palm Beach County and south into Broward County. As requested by Palm Beach County staff, links in Broward County were analyzed for informational purposes. Background traffic from Broward County's 2030 MPO plan was used for these links, where appropriate.

TRIP GENERATION

As agreed with Palm Beach County staff, standard Palm Beach County trip generation tables were prepared for the three alternative land use designations. The data are provided in **Tables 1** to **3**. The number of residential units and related retail/commercial square footages were provided by County staff.

TRIP DISTRIBUTION AND ASSIGNMENT

SERPM model runs with full network, without Nob Hill Road/Coral Ridge Drive and without Nob Hill Road/Coral Ridge and University Drive were made to establish projected traffic distributions for all three networks. Meetings with the County staff reviewed the model distributions of site traffic and changes were made as per Staff's instructions. **Figures 1** to **3**

graphically illustrate the project traffic distribution for the three network alternatives. It is important to note that all model runs were performed with the constant highway trip table from the full network.

The respective assignments of traffic on the surrounding major roadway network were derived by applying the corresponding percent distribution in Figures 1 to 3 to the number of net new daily trips in Tables 1 to 3. These traffic assignments were applied to the 2025/2030 roadway link capacity analyses described below.

FUTURE LINK CAPACITY ANALYSIS

In accordance with the requirements for a FLUA Amendment, this study applied the net new trip generation to examine roadway conditions in the 2025/2030 forecast period. Daily 2025 traffic volumes for the roadways within the radius of influence within Palm Beach County were obtained from the Palm Beach County Traffic Division. Note that a roadway within the radius of influence that is impacted by a number of net new trips that is less than three percent of that roadway's capacity is considered to be a roadway that is not significantly impacted.

For Broward County roadways, a link is considered significant when net new trips are greater than three percent of Level of Service (LOS) "D" service volume. The Broward County MPO has adopted a 2030 Long Range Transportation Plan. Therefore the 2030 Broward County volumes were obtained from the "MPO Roadway Level of Service Analysis for 2004 and 2030".

Development of 2025/2030 Background Traffic Volumes

Both Palm Beach County 2025 and Broward County 2030 traffic volumes were developed based on a full network that includes Nob Hill Road/Coral Ridge Drive and University Drive with LR-10 (1 Dwelling Unit per 10 acres) land use designation on the residential properties. In order to develop 2025/2030 background traffic volumes for the alternative networks without Nob Hill Road/Coral Ridge Drive and without Nob Hill

Road/Coral Ridge Drive and University Drive, three 2025 SERPM model network alternatives were analyzed. These were used only to reallocate the adopted 2025 Palm Beach County and 2030 Broward County volumes.

Cutline analyses were performed for east-west and north-south roadways, respectively. **Figure A-1** graphically depicts 13 east-west cutlines from north of Yamato Road in Palm Beach County to north of Atlantic Boulevard in Broward County. The figure also illustrates seven (numbered A to G) north-south cutlines from east of Florida's Turnpike to east of Nob Hill Road/Coral Ridge Drive.

Future background traffic volumes were developed for the two alternative networks that are less than the full networks. Volumes were estimated in two ways. First, traffic assigned to links to any of the cutlines in the full network which are deleted in alternative networks were reallocated based on the relative traffic differences between the networks due to deleted links from the respective networks (i.e. Nob Hill Road/Coral Ridge Drive from County Line Road to Yamato Road and University Drive from Lox Road to Palmetto Park Road).

Second, all other cutline volumes (i.e. those cutlines where no links were removed) were developed by reallocating traffic volumes based on a ratio between SERPM models (without Nob Hill Road/Coral Ridge Drive and University Drive to full network SERPM model). It is important to note that totals for each cutline traffic volumes were adjusted to reflect no change from the Palm Beach County 2025 adopted and Broward County 2030 adopted traffic volumes for the alternative networks without Nob Hill Road/Coral Ridge Drive and without Nob Hill Road/Coral Ridge Drive and University Drive.

A meeting was held with the Palm Beach County staff and the methodology was refined for 2025/2030 traffic volumes for removed or deleted links. It was advised to include a

weighting factor developed based on distance measured linearly in miles from the deleted link roadway to major nearby roadways. The factor was normalized and applied to the appropriate deleted link volumes to reallocate the volumes to major nearby roadways. This methodology was not followed entirely but was applied to links with unreasonable SERPM volumes. The cutline analyses and the resulting background traffic volumes for Palm Beach and Broward County roadways are provided in **Tables A-1** to **A-4**.

Future Link Analyses

After developing the 2025/2030 background traffic volumes, project traffic was added in order to determine the total 2025/2030 traffic. **Table 4** provides reference to twelve alternatives tested for this analysis (four land use options for each of three network alternatives). The resulting 2025/2030 link analyses for all the tested alternatives are provided in **Tables 5** to **16.** The last two columns in these tables indicate whether the roadway operates within the LOS standard of "D", and also if it is a roadway that is significantly impacted. A "Yes" in the next to last column indicates that the roadway operates within LOS "D". A "Yes" in the last column indicates that the link is significantly impacted. Significant and failing links are highlighted and graphically illustrated in **Figures 4** to **8.**

A table documenting potential mitigation was provided to Palm Beach County Staff for four land use options and three network alternatives. This table is appended to this methodology description.

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LOX ROAD LAND USE ALTERNATIVES
POTENTIAL MITIGATION – PALM BEACH COUNTY
JUNE 15, 2006

1. Full Network in Palm Beach County — **Mitigation**

- 1 DU/10 Acres
  -Significant on only one link (Lox Road west of Coral Ridge Drive) which is not failing.
  -SR 7 from Lox Road to Palmetto Park Road (in 2030 Plan) — 6LD to 8LD

- 1 DU/Acre (Added Mitigation)

  -University Drive from County Line to Lox Road — 4LD to 6LD or 4LD CRALLS
  -University Drive from Lox Road to Palmetto Park Road — 4LD to 6LD or 4LD CRALLS
  -Lox Road from west of Coral Ridge Drive to SR 7 — 2L to 4 LD
  -Palmetto Park Road from Ponderosa Drive to SR 7 — 4LD to 6LD or 4LD CRALLS
  -Coral Ridge Drive from County Line Road to Lox Road — 4LD to 6LD

- 2 DUs/Acre (Added Mitigation)
  -Glades Road from SR 7 to Lyons Road — 6LD to 8LD or 6LD CRALLS
  -Riverside Drive from Lox Road to Palmetto Park Road — 2L to 4LD

- 3 DUs/Acre (Added Mitigation)
  -Coral Ridge Drive from Lox Road to Ponderosa Drive — 4LD to 6LD or 4LD CRALLS
  -Coral Ridge Drive from Ponderosa Drive to Yamato Road — 4LD to 6LD or 4LD CRALLS
  -Palmetto Park Road from Lyons to Turnpike — 8LD plus CRALLS

2. Network without Coral Ridge Drive (Note: SR 7 assumed 8LD from Yamato Road to Lox Road)

- 1 DU/10 Acres (Significant on one Lox Road link) which is failing
  -SR 7 from Lox Road to Glades Road (in 2030 Plan) — 6LD to 8LD
  -SR 7 from Glades Road to Yamato Road — 8 LD plus CRALLS
  -Lox Road from Coral Ridge Drive to University Drive — 2L to 4LD or 2L CRALLS
  -Lox Road from University Drive to Riverside Drive — 2L to 4LD or 2L CRALLS
  -Palmetto Park Road from Ponderosa Drive to SR 7 — 4LD to 6LD or 4LD CRALLS

	Mitigation
-Palmetto Park Road from SR 7 to Lyons Road	6LD plus CRALLS
-Palmetto Park Road from Lyons Road to Boca Rio Road	8LD plus CRALLS
-University Drive from County Line Road to Lox Road	4LD to 6LD
-University Drive from Lox Road to Palmetto Park Road	4LD to 6LD or 4LD CRALLS
-Glades Road from Cain Boulevard to SR 7	6LD plus CRALLS
-Lyons Road from Hillsboro Boulevard to SW 18th Street	6LD plus CRALLS

- 1 DU/Acre (Added Mitigation)

-University Drive from Palmetto Park Road to Glades Road	4LD to 6LD or 4LD CRALLS
-Lox Road from west of Coral Ridge Drive to SR 7	2L to 4LD
-Lox Road from Coral Ridge Drive to University Drive	2L to 6LD

- 2 DUs/Acre (Added Mitigation)

-SR 7 from Palmetto Park Road to Glades Road	8LD plus CRALLS
-Palmetto Park Road from Riverside Drive to Ponderosa Drive	4LD to 6LD or 4LD CRALLS
-Riverside Drive from Lox Road to Palmetto Park Road	2L to 4LD
-University Drive from Lox Road to Palmetto Park Road	6LD plus CRALLS

- 3 DUs/Acre (Added Mitigation)

-University Drive from County Line Road to Lox Road	6LD plus CRALLS
-University Drive from Palmetto Park Road to Glades Road	6LD plus CRALLS
-Palmetto Park Road from University Drive to Riverside Drive	4LD to 6LD or 4LD CRALLS
-Palmetto Park Road from Ponderosa Drive to SR 7	4LD to 6LD plus CRALLS
-Glades Road from University Drive to Riverside Drive	4LD to 6LD or 4LD CRALLS
-Glades Road from Riverside Drive to Cain Boulevard	4LD to 6LD or 4LD CRALLS
-County Line Road from Parkside Drive to Lox Road	4LD to 6LD or 4LD CRALLS

3. Network without Coral Ridge Drive & University Drive (Note: SR 7 assumed 8LD from Yamato Road to Lox Road)

- 1 DU/10 Acres (Significant on only one Lox Road link) which is failing

-SR 7 from Lox Road to Palmetto Park Road	6LD to 8LD plus CRALLS
-SR 7 from Palmetto Park Road to Yamato Road (8LD in 2030 Plan)	8LD plus CRALLS
-Palmetto Park Road from Ponderosa Drive to SR 7	4LD to 6LD or 4LD CRALLS
-Palmetto Park Road from SR 7 to Lyons Road	6LD plus CRALLS
-Palmetto Park Road from Lyons Road to Turnpike	8LD plus CRALLS
-Lox Road from Coral Ridge Drive to University Drive	2L to 4LD or 2L CRALLS
-Lox Road from University Drive to Riverside Drive	2L to 4LD or 2L CRALLS
-Riverside Drive from Lox Road to Palmetto Park Road	2L to 4LD or 2L CRALLS
-Lyons Road from Hillsboro Boulevard to SW 18th Street	6LD plus CRALLS

	Mitigation
• 1 DU/Acre (Added Mitigation)	
-Lox Road from west of Coral Ridge Drive to SR 7	2L to 4LD
-Lox Road from Coral Ridge Drive to University Drive	2L to 6LD
• 2 DU/Acre (Added Mitigation)	
-Riverside Drive from Lox Road to Palmetto Park Road	4LD plus CRALLS
• 3 DU/Acre (Added Mitigation)	
-Lox Road from Coral Ridge Drive to University Drive	6LD plus CRALLS
-Palmetto Park Road from Riverside Drive to Ponderosa Drive	4LD to 6LD or 4LD CRALLS
-County Line Road from Coral Ridge Drive to University Drive	4LD to 6LD
-County Line Road from Parkside Drive to Lox Road	4LD to 6LD or 4LD CRALLS

TABLE 1
DAILY TRIP GENERATION ANALYSIS (1 DU/ACRE)
LOX ROAD FLUMA

Land Use	ITE Code	Intensity	Units	Equation or Rate [1]	Gross Trips	Internalization [2]		Net Trips	Pass-by		Net New Trips	Trips	
						Percent	Total		Percent	Trips		In	Out
Single Family Detached (Hendrick)	210	513	DU	T = 10 (X)	5,130	3.84%	197	4,933	0.00%	0	4,933	2,467	2,466
Single Family Detached	210	1,436	DU	T= 10 (X)	14,360	3.87%	556	13,804	0.00%	0	13,804	6,902	6,902
General Commercial [3]	820	118,544	SF	Ln(T)=.64 Ln(X) + 5.87	7,526	10.00%	753	6,773	42.43%	2,874	3,899	1,950	1,949
Total					**27,016**		**1,506**	**25,510**		**2,874**	**22,636**	**11,319**	**11,317**

Notes: 1. Trip generation equation or rates and pass-by percentage for general commercial utilized from the Palm Beach County Trip Generation Rates.
2. As per Palm Beach County, a 10% internalization was applied to the commercial trips. The resulting number of trips were replicated for the residential land use.
3. Commercial square footage provided by Brandon Schaad, Palm Beach County Planning Division.

TABLE 2
DAILY TRIP GENERATION ANALYSIS (2 DU/ACRE)
LOX ROAD FLUMA

Land Use	ITE Code	Intensity	Units	Equation or Rate [1]	Gross Trips	Internalization [2]		Net Trips	Pass-by		Net New Trips	Trips	
						Percent	Total		Percent	Trips		In	Out
Single Family Detached (Hendrick)	210	1,026	DU	T = 10 (X)	10,260	3.03%	311	9,949	0.00%	0	9,949	4,975	4,974
Single Family Detached	210	2,872	DU	T= 10 (X)	28,720	3.00%	862	27,858	0.00%	0	27,858	13,929	13,929
General Commercial [3]	820	237,135	SF	Ln(T)=.64 Ln(X) + 5.87	11,730	10.00%	1,173	10,557	39.76%	4,198	6,359	3,180	3,179
Total					**50,710**		**2,346**	**48,364**		**4,198**	**44,166**	**22,084**	**22,082**

Notes: 1. Trip generation equation or rates and pass-by percentage for general commercial utilized from the Palm Beach County Trip Generation Rates.
2. As per Palm Beach County, a 10% internalization was applied to the commercial trips. The resulting number of trips were replicated for the residential land use.
3. Commercial square footage provided by Brandon Schaad, Palm Beach County Planning Division.

TABLE 3
DAILY TRIP GENERATION ANALYSIS (3 DU/ACRE)
LOX ROAD FLUMA

Land Use	ITE Code	Intensity	Units	Equation or Rate [1]	Gross Trips	Internalization [2]		Net Trips	Pass-by		Net New Trips	Trips	
						Percent	Total		Percent	Trips		In	Out
Single Family Detached (Hendrick)	210	1,539	DU	T = 10 (X)	15,390	3.56%	548	14,842	0.00%	0	14,842	7,421	7,421
Single Family Detached	210	4,308	DU	T= 10 (X)	43,080	2.26%	974	42,106	0.00%	0	42,106	21,053	21,053
General Commercial [3]	820	355,726	SF	Ln(T)=.64 Ln(X) + 5.87	15,206	10.00%	1,521	13,685	37.10%	5,077	8,608	4,304	4,304
Total					**73,676**		**3,043**	**70,633**		**5,077**	**65,556**	**32,778**	**32,778**

Notes: 1. Trip generation equation or rates and pass-by percentage for general commercial utilized from the Palm Beach County Trip Generation Rates.
2. As per Palm Beach County, a 10% internalization was applied to the commercial trips. The resulting number of trips were replicated for the residential land use.
3. Commercial square footage provided by Brandon Schaad, Palm Beach County Planning Division.

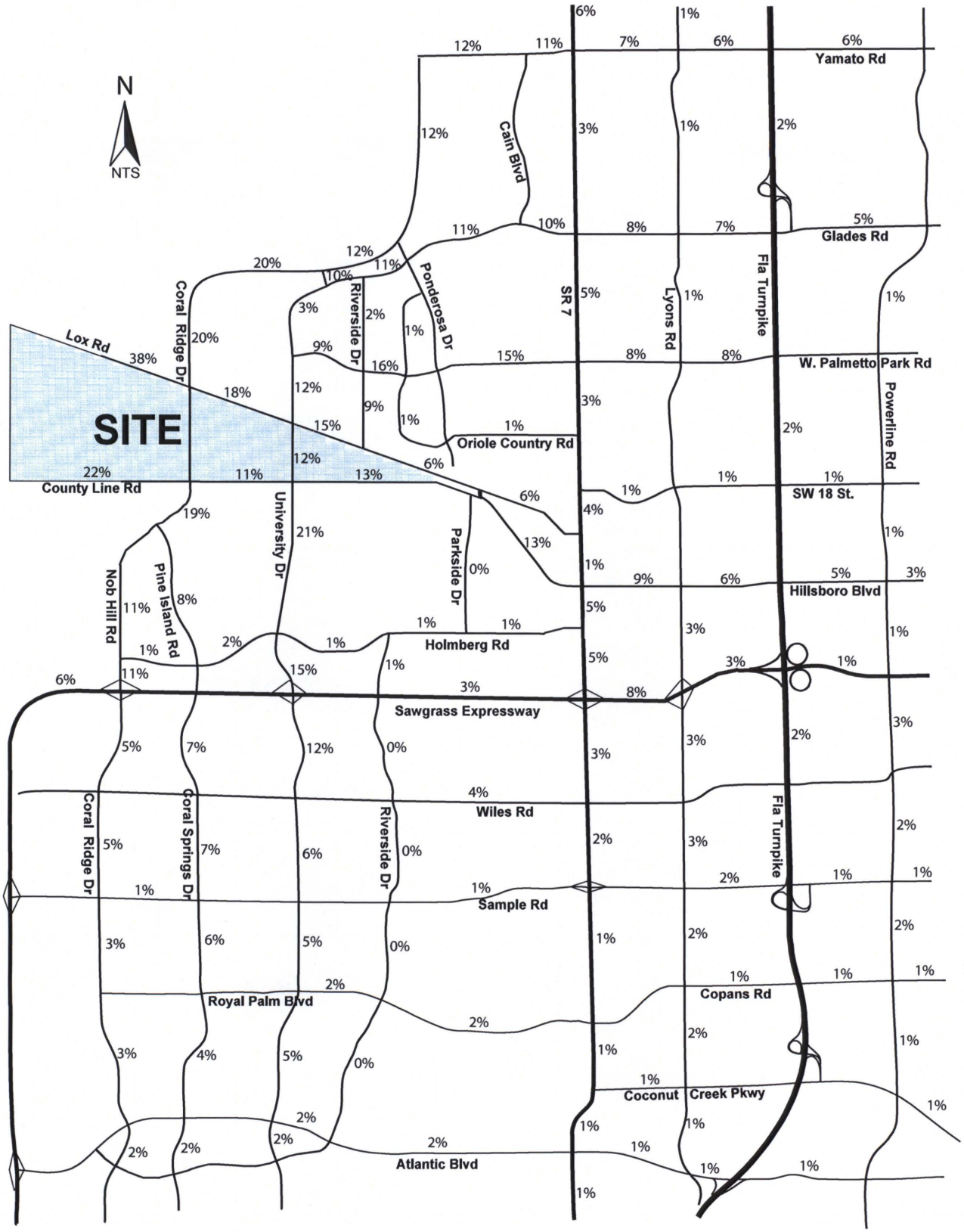

Figure 1
Future Traffic Distribution MPO Adopted Network
Lox Road Area Analysis
Palm Beach County, Florida

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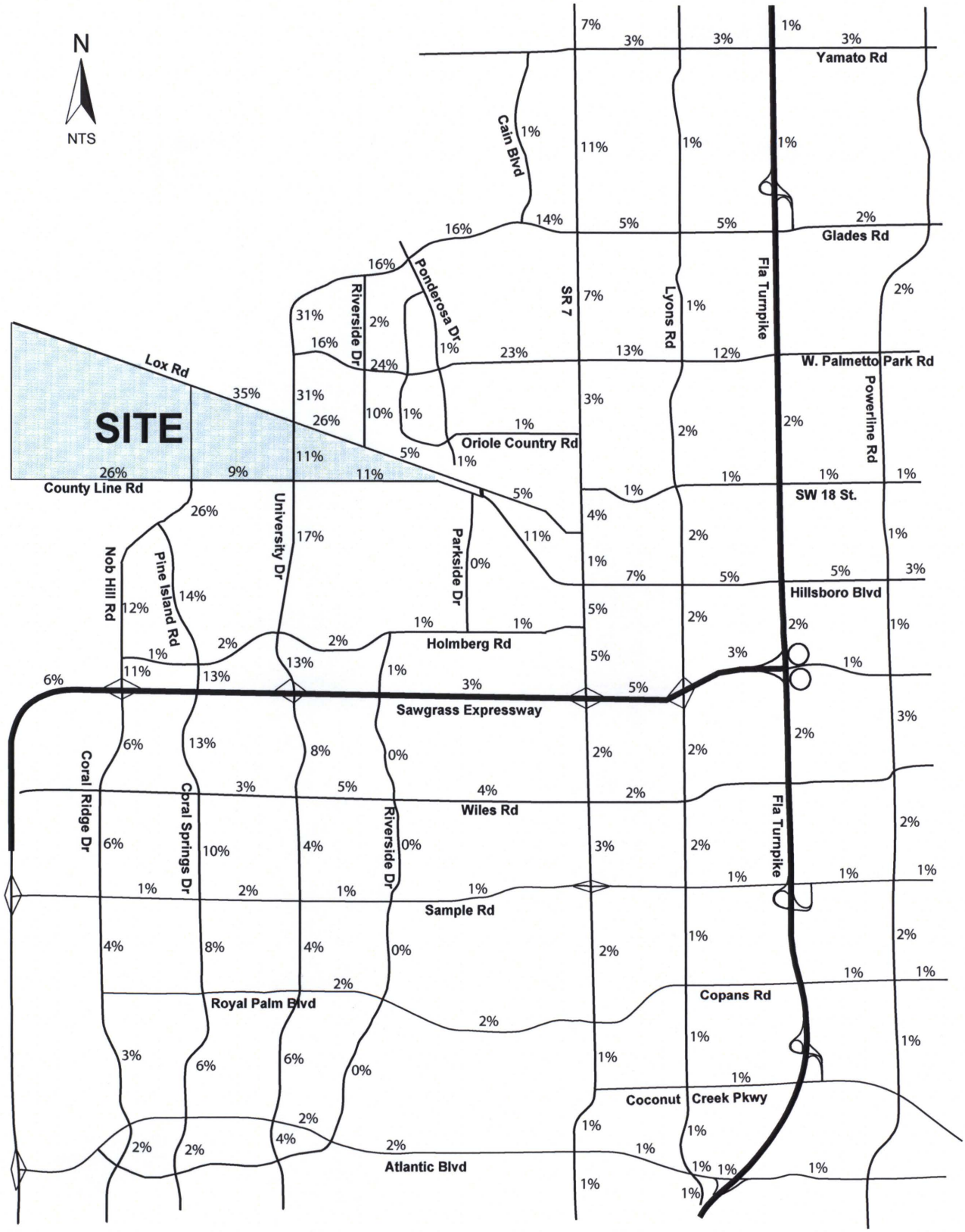

Figure 2
Future Traffic Distribution MPO Adopted Network
Without Coral Ridge Drive
Lox Road Area Analysis
Palm Beach County, Florida

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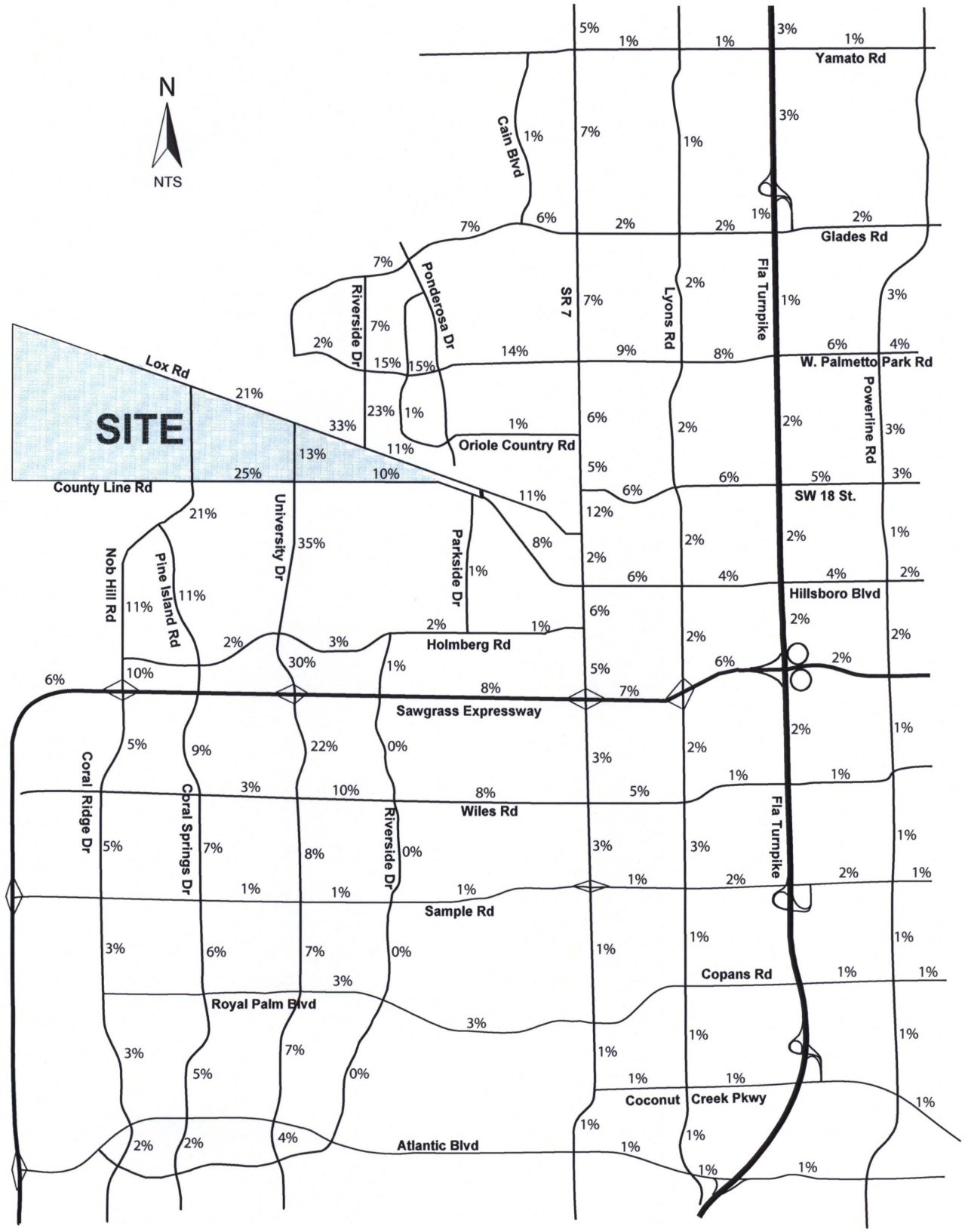

Figure 3
Future Traffic Distribution MPO Adopted Network
Without Coral Ridge Drive and University Drive
Lox Road Area Analysis
Palm Beach County, Florida

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TABLE 4
LOX ROAD AREA ANALYSIS
TRANSPORTATION/LAND USE ALTERNATIVES TESTED [1]

LAND USE OPTIONS	NETWORKS		
	As Planned w/Coral Ridge Drive & University Drive	W/o Coral Ridge Drive	W/o Coral Ridge Drive & University Drive
1 Dwelling Unit/10 Acres	5	6	7
1 Dwelling Unit/Acre	8	9	10
2 Dwelling Units/Acre	11	12	13
3 Dwelling Units/Acre	14	15	16

Table Notes:

[1] Numbers reference tables presenting results of tests.

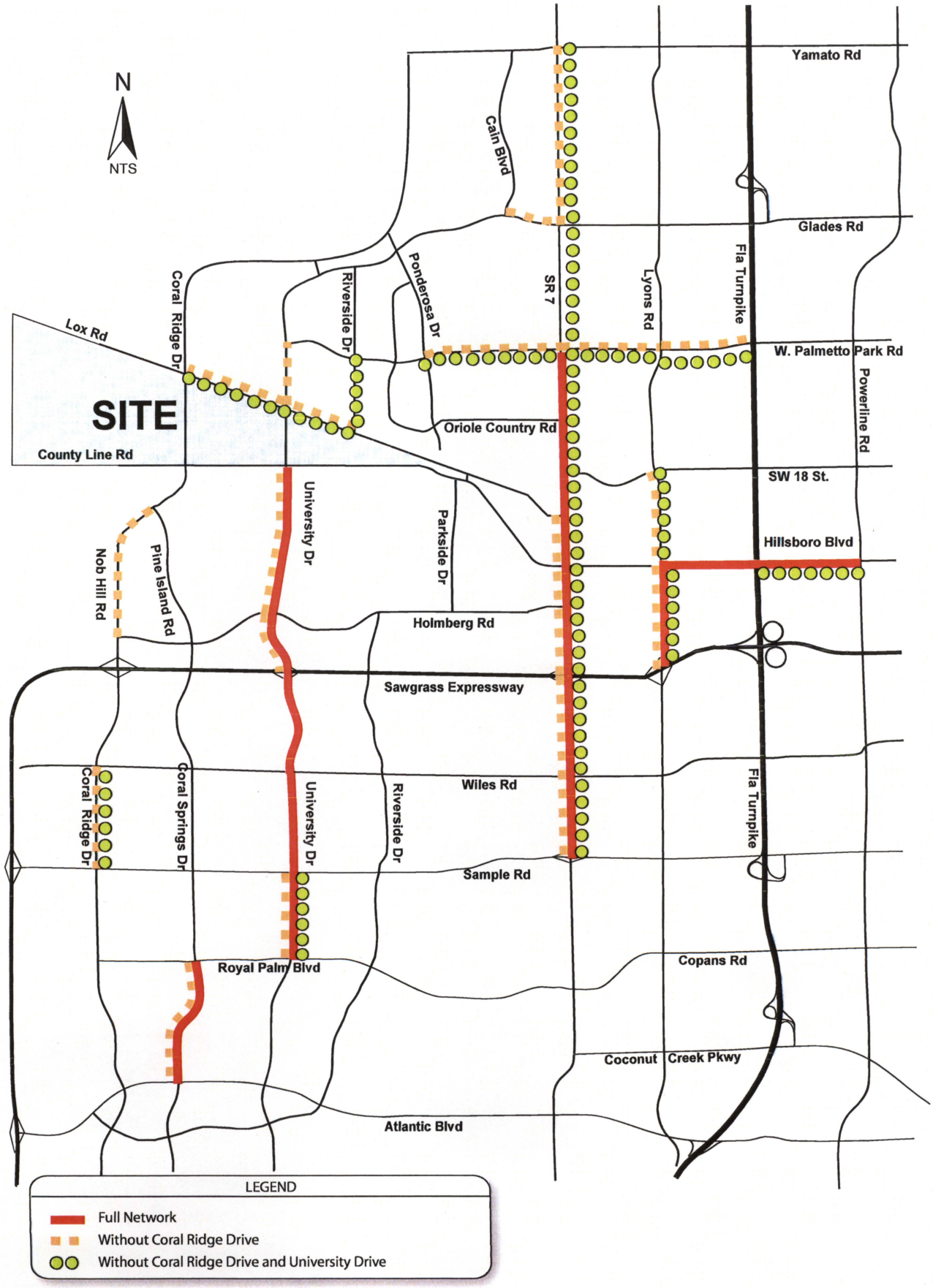

Figure 4
Failing Links @ 1 DU/10 Acres

Lox Road Impacts of Land Use Change

Palm Beach County, Florida

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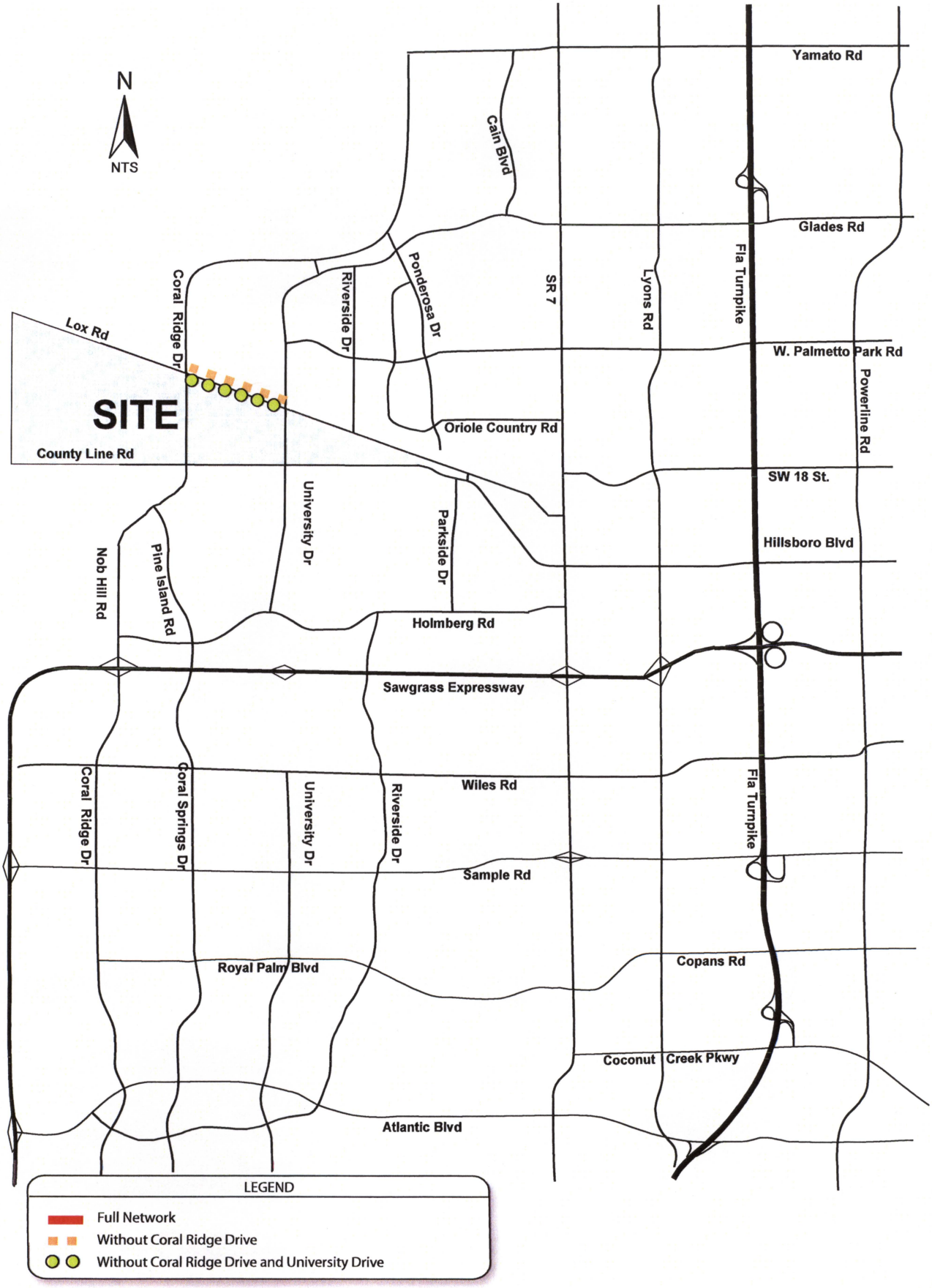

Figure 5
Failing and Significant Links @ 1 DU/10 Acres
Lox Road Impacts of Land Use Change
Palm Beach County, Florida

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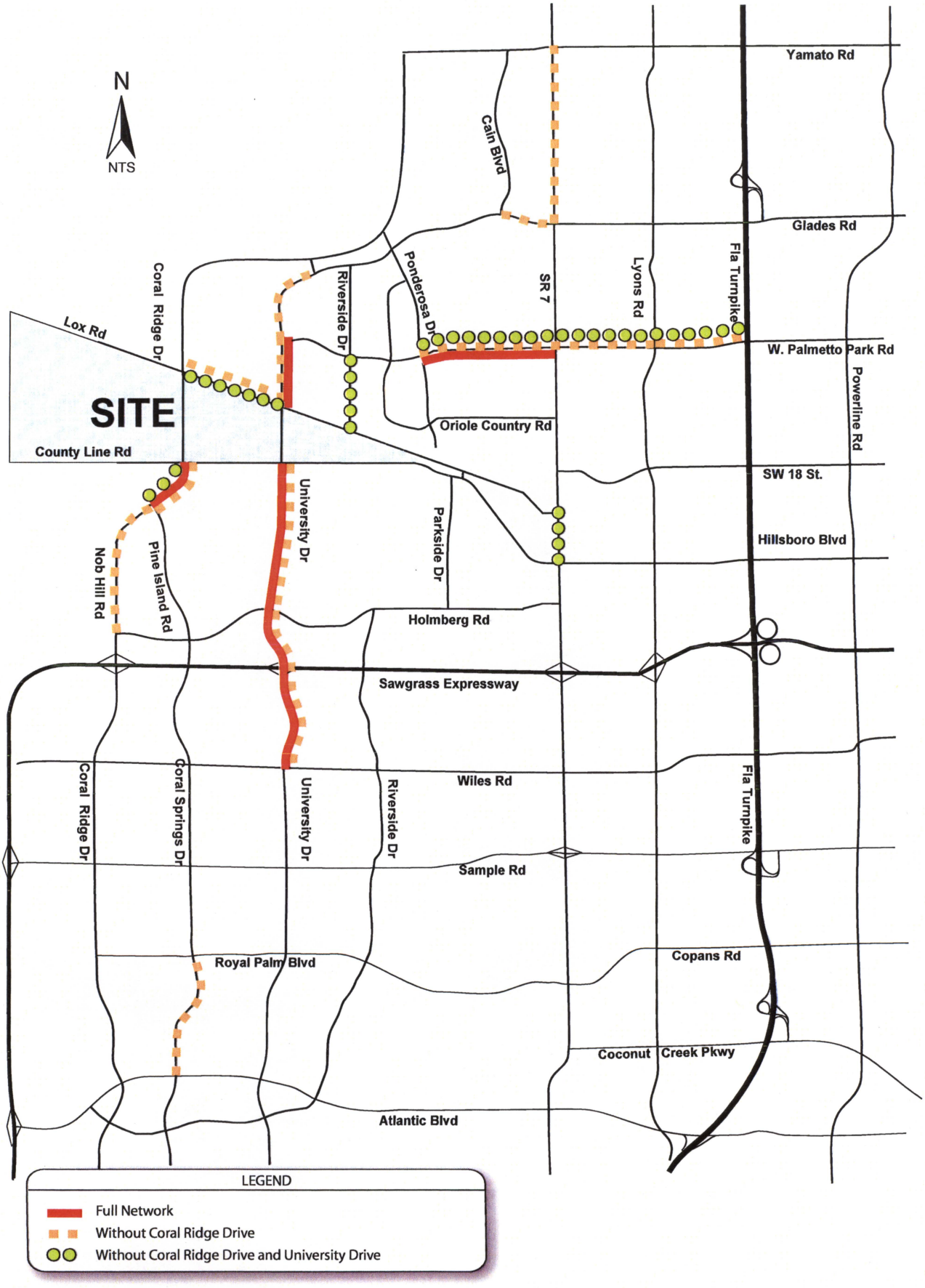

Figure 6
Failing & Significant Links @ 1 DU/1 Acre
Lox Road Impacts of Land Use Change
Palm Beach County, Florida

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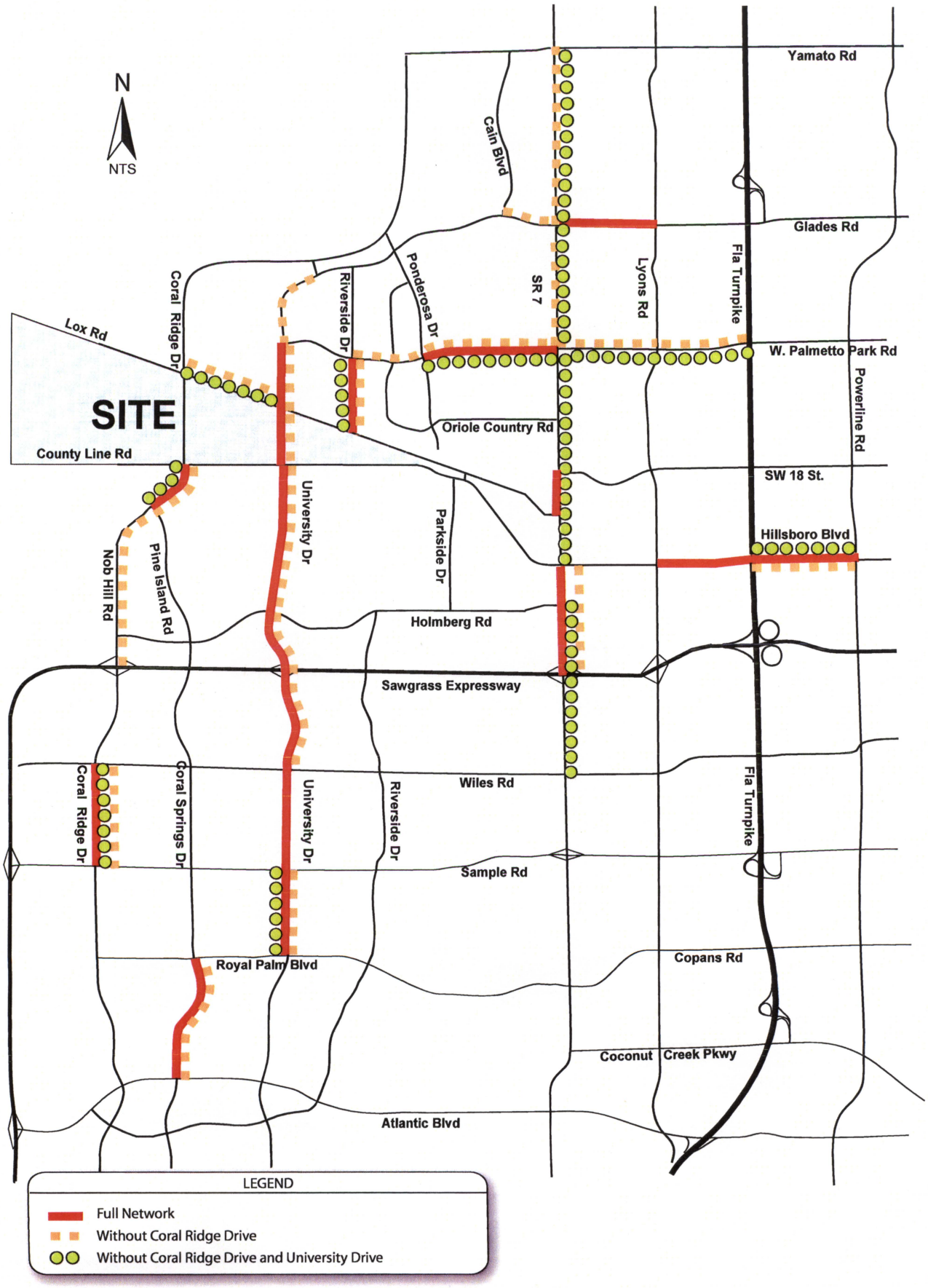

Figure 7
Failing & Significant Links @ 2 DU/1 Acre

Lox Road Impacts of Land Use Change

Palm Beach County, Florida

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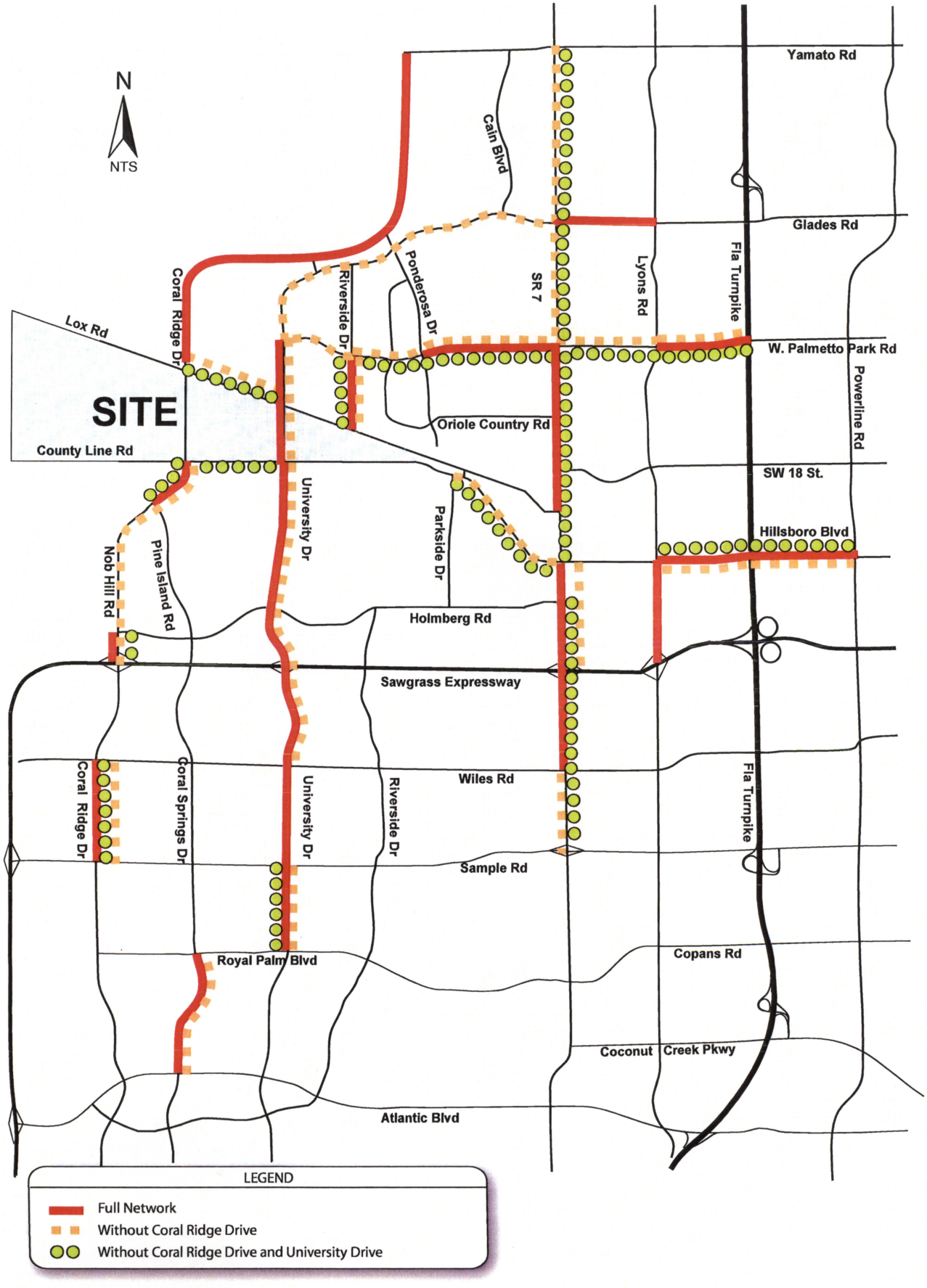

Figure 8
Failing & Significant Links @ 3 DU/1 Acre
Lox Road Impacts of Land Use Change
Palm Beach County, Florida

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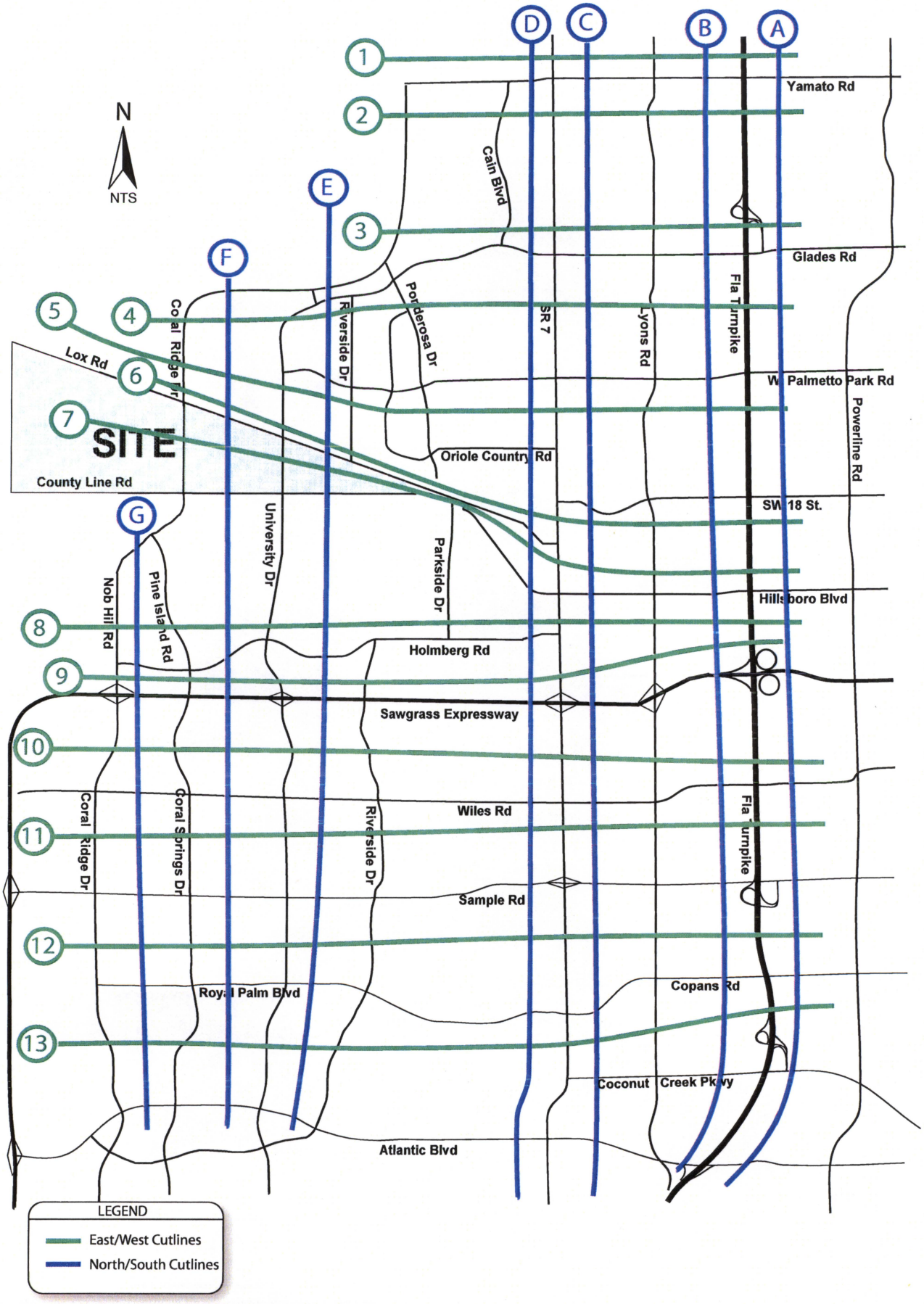

Figure A-1
Cutlines

Lox Road Area Analysis
Palm Beach County, Florida

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TABLE A-1
LOX ROAD AREA ANALYSIS
CUTLINE ANALYSIS (EAST-WEST ROADWAYS

CUTLINES	DESCRIPTION	ROADWAY LINK			LOS D SERVICE VOLUMES [b]	2004 / 2005 PBC /FDOT	PBC 2025	As Planned w/Coral Ridge Dr & University Dr			2025 SERPM			Without Coral Ridge Drive						Without Coral Ridge Drive & University Drive					
		ROADWAY	FROM	TO				SERPM AADT (1)	PBC 2025 (2)	v/c (3)	SERPM AADT (5)	Difference (6)=(5)-(2)	% Total (7)	PBC County Reallocated (8)=(7)x (Del Link AADT)	Total (9)=(1)+(8)	Adjusted AADT	v/c	SERPM AADT (10)	Difference (11)=(10)-(2)	% Total (12)	Palm Beach Reallocated (13)=(12)x(Del Link AADT)	Total (14)=(1)+(13)	Adjusted AADT	v/c
1	North of Yamato Rd [a]	Cain Blvd	SR-7	Yamato Rd	15400	9846	12000	4764	12000	0.78	4638													
		SR-7	Cain Blvd	Yamato Rd	49200	37804	43000	56384	43000	0.87	52034				39680	39703	0.81	47110				35930	36064	0.73
		Lyons Rd	Clint Moore Road	Yamato Rd	32700	14896	22000	21697	22000	0.67	18651				18910	18921	0.58	17697				17940	18007	0.55
		Fl. Turnpike	Atlantic Avenue	Glades Road	144300	86300	130000	89684	130000	0.90	94245				136610	136689	0.95	98649				143000	143534	0.99
		Sub-total			**241600**	**148846**	**207000**	**172529**	**207000**		**169568**	**0**	**0%**	**0**	**206880**	**207000**		**167173**	**0**	**0**	**0**	**206230**	**207000**	
2	South of Yamato Rd	Coral Ridge Drive	Yamato Road	Kimberly Blvd.	32700	X	27500	41341	27500	0.84	X	X	X	X	X	X	X	X	X	X	X	X	X	X
		Cain Blvd	Yamato Road	Kimberly Blvd.	15400	9846	10000	3493	10000	0.65	5875	2382	8%	2150	12150	12150	0.79	4668	1175	5%	1378	11378	11378	0.74
		SR-7	Yamato Road	Kimberly Blvd.	49200	37804	55000	49391	55000	1.12	70441	21050	69%	19002	74002	74002	1.16	58821	9430	40%	11056	66056	66056	1.04
		Lyons Road	Yamato Road	Kimberly Blvd.	32700	26568	32000	24203	32000	0.98	29674	2471	8%	2231	34231	34231	1.05	28089	3865	17%	4556	36556	36556	1.12
		Fl. Turnpike	Atlantic Avenue	Glades Road	144300	86300	130000	89684	130000	0.90	94245	4561	15%	4126	134117	134117	0.93	98649	8965	39%	10511	140511	140511	0.97
		Sub-total			**274300**	**160518**	**254500**	**208112**	**254500**		**197235**	**30464**	**100%**	**27500**	**254500**	**254500**		**190227**	**23450**	**100%**	**27500**	**254500**	**254500**	
3	North of Glades Road	Coral Ridge Drive	Yamato Road	Glades Road	32700	X	27500	40201	27500	0.84	X	X	X	X	X	X	X	X	X	X	X	X	X	X
		Cain Blvd.	Kimberly Blvd.	Glades Road	15400	16875	13000	8264	13000	0.84	10241	1977	7%	1788	14788	14788	0.96	9091	827	4%	977	13977	13977	0.91
		SR-7	Kimberly Blvd.	Glades Road	63800	51532	53000	49889	53000	0.83	70793	20804	68%	18819	71819	71819	1.13	59047	9058	39%	10701	63701	63701	1.00
		Lyons Road	Kimberly Blvd.	Glades Road	49200	34131	40000	27378	40000	0.81	30437	3059	10%	2767	42767	42767	0.87	31806	4428	19%	5231	45231	45231	0.92
		Fl. Turnpike	Atlantic Avenue	Glades Road	144300	86300	130000	89684	130000	0.90	94245	4561	15%	4126	134126	134126	0.93	98649	8965	39%	10591	140591	140591	0.97
		Sub-total			**305400**	**188838**	**263500**	**215516**	**263500**		**205716**	**30401**	**100.00%**	**27500**	**263500**	**263500**		**198593**	**23278**	**100%**	**27500**	**263500**	**263500**	
4	N. of Palmetto Park Rd.	Coral Ridge Drive	Glades Road	Lox Road	32700	X	22500	49483	22500	0.69	X	X	X	X	X	X	X	X	X	X	X	X	X	X
		University Drive	Glades Road	Palmetto Park Road	32700	X	19000	21474	19000	0.58	39050	17576	54%	12052	31052	31052	0.95	X	X	X	X	X	X	X
		Ponderosa Drive	Glades Road	Palmetto Park Road	15400	4734	6000		6000	0.39		0	0%	0	6000	6000	0.39		0	0%	0	6000	6000	0.39
		Riverside Drive	Glades Road	Palmetto Park Road	15400	n/a	6000	1539	6000	0.39	1441	-98	0%	-67	5933	5933	0.39	5472	3933	10%	4072	10072	10072	0.65
		Oriole Country Road	Glades Road	Palmetto Park Road	15400	10553	11000	2741	11000	0.71	2772	31	0%	21	11021	11021	0.72	3255	514	1%	532	11532	11532	0.75
		SR-7	Glades Road	Palmetto Park Road	63800	58692	58000	59273	58000	0.91	64165	4892	26%	5878	63878	63878	1.00	74286	15013	37%	15544	73544	73544	1.15
		Lyons Road	Glades Road	Palmetto Park Road	49200	30081	42000	31124	42000	0.85	32964	1840	6%	1262	43262	43262	0.88	38160	7038	18%	7285	49285	49285	1.00
		Fl. Turnpike	Glades Road	Sawgrass Expressway	144300	92700	120000	78794	120000	0.83	87367	8573	15%	3354	123354	123354	0.85	92381	13587	34%	14067	134067	134067	0.93
		Sub-total			**368900**	**196760**	**284500**	**244428**	**284500**		**227759**	**32814**	**100.00%**	**22500**	**284500**	**284500**		**213554**	**40083**	**100%**	**41500**	**284500**	**284500**	
5	N. of Oriole Country Rd.	Coral Ridge Drive	Glades Road	Lox Road	32700	X	22500	49483	22500	0.69	X	X	X	X	X	X	X	X	X	X	X	X	X	X
		University Drive	Palmetto Park Road	Lox Road	32700	X	31000	49006	31000	0.95	63337	14331	49%	11038	42038	42038	1.29	X	X	X	X	X	X	X
		Ponderosa Drive	Palmetto Park Road	Oriole Country Road	15400	4734	11000		11000	0.71	0	0	0%	0	11000	11000	0.71		0	0%	0	11000	11000	0.71
		Riverside Drive	Palmetto Park Road	Lox Road	15400	X	12000	9169	12000	0.78	13730	4561	16%	3513	15513	15513	1.01	23037	13868	28%	14975	26975	26975	1.75
		Oriole Country Road	Palmetto Park Road	Oriole Country Road	15400	10553	11000	7370	11000	0.71	6528	-842	-3%	-649	10351	10351	0.67	6377	-993	-2%	-1072	9928	9928	0.64
		SR-7	Palmetto Park Road	Oriole Country Road	63800	53733	51000	40077	51000	1.04	41687	1610	6%	1240	52240	52240	0.82	53857	13780	28%	14880	65880	65880	1.03
		Lyons Road	Palmetto Park Road	SW 18th Street	49200	34318	39000	44559	39000	0.79	45539	980	3%	755	39755	39755	0.81	53883	9304	18%	10047	49047	49047	1.00
		Fl. Turnpike	Glades Road	Sawgrass Expressway	144300	92700	120000	78794	120000	0.83	87367	8573	29%	6803	126603	126603	0.88	92381	13587	27%	14671	134671	134671	0.93
		Sub-total			**368900**	**196038**	**297500**	**278458**	**297500**		**258188**	**29213**	**100.00%**	**22500**	**297500**	**297500**		**229515**	**49546**	**100%**	**53500**	**297500**	**297500**	
6	North of Lox Road	Coral Ridge Drive	Glades Road	Lox Road	32700	X	22500	49483	22500	0.69	X	X	X	X	X	X	X	X	X	X	X	X	X	X
		University Drive	Palmetto Park Road	Lox Road	32700	X	31000	49006	31000	0.95	63337	14331	40%	9090	40090	40090	1.23	X	X	X	X	X	X	X
		Riverside Drive	Palmetto Park Road	Lox Road	15400	n/a	12000	9169	12000	0.78	13730	4561	13%	2893	14893	14893	0.97	23037	13868	20%	10896	22896	22896	1.48
		SR-7	SW 18th Street	Lox Road	63800	51123	51000	45159	51000	1.04	50031	4872	14%	3090	54090	54090	0.85	65672	20513	35%	18659	69659	69659	1.09
		Lyons Road	SW 18th Street	Hillsboro Blvd.	49200	31352	43400	29284	43400	0.88	32416	3134	9%	1988	45388	45388	0.92	49977	20993	25%	13449	56849	56849	1.15
		Fl. Turnpike	Glades Road	Sawgrass Expressway	144300	92700	120000	78794	120000	0.83	87367	8573	24%	5438	125438	125438	0.87	92381	13587	20%	10587	130587	130587	0.90
		Sub-total			**338100**	**175175**	**279900**	**260895**	**279900**		**246883**	**35471**	**100.00%**	**22500**	**279900**	**279900**		**231067**	**68661**	**100%**	**53500**	**279900**	**279900**	
7	South of Lox Road	Coral Ridge Drive	Lox Road	County Line Road	32700	X	32000	50497	32000	0.98	X	X	X	X	X	X	X	X	X	X	X	X	X	X
		University Drive	Lox Road	County Line Road	32700	X	34600	48112	34600	1.06	69411	21299	56%	17991	52991	44520	1.61	X	X	X	X	X	X	X
		SR-7	Lox Road	Hillsboro Blvd.	63800	51123	53000	45159	53000	1.08	50031	4872	13%	4115	57115	61000	0.90	65672	20513	38%	25111	78111	78111	1.22
		Lyons Road	SW 18th Street	Hillsboro Blvd.	49200	31352	43400	28102	43400	0.88	31241	3139	8%	2652	46052	50760	0.94	46741	20639	37%	24958	68358	68358	1.39
		Fl. Turnpike	Glades Road	Sawgrass Expressway	144300	92700	120000	78794	120000	0.83	87367	8573	23%	7242	127242	126720	0.88	92381	13587	25%	16631	136531	136531	0.95
		Sub-total			**322700**	**175175**	**283000**	**250664**	**283000**		**238050**	**37883**	**100.00%**	**32000**	**283000**	**283000**		**206794**	**54739**	**100.00%**	**66600**	**283000**	**283000**	

Table Notes:
- Indicates Palm Beach Counts for the year 2025 provided by the County.
- Indicates FDOT Counts for the year 2004 provided by the 2004 Florida Traffic Information.
- X Links are removed and/or not included in the base network.
- n/a Link counts are not available.
- (a) Reallocation based on ratio between SERPM model (w/o Coral Ridge Dr and University Dr and As Planned networks). All other cutlines are based on reallocating traffic due to removed and/or deleted links.
- (b) Level of Service (LOS) "D" volumes provided by Palm Beach County.

General Table Notes:
SR-7 is assumed to be an 8-lane divided roadway for alternatives without Coral Ridge and University Drives from Lox Road to Yamato Road and 8-lane divided for full-network alternative from Glades Road to Yamato Road.
Florida's Turnpike is assumed to be an 8-lane expressway (source: Palm Beach 2030 Long Range Transportation Plan, Cost Feasible Plan).

FOR CUTLINE 7 under Full Network without Coral Ridge Drive, a weighting factor was developed based on distance measured linearly in miles from Coral Ridge Drive to SR-7, Lyons Road and Florida's Turnpike respectively. The factor was normalized and distributed from the deleted link volume to aforementioned roadways. For e.g. Coral Ridge Drive from Lox Road to County Line Road, 32,000 vpd were distributed.
It is important to note that SERPM model did not provide reasonable results on SR-7 from Lox Road to Hillsboro Boulevard and therefore, SW 18 Street to Lox Road link volumes were utilized.

TABLE A-2
LOX ROAD AREA ANALYSIS
CUTLINE ANALYSIS (EAST-WEST ROADWAYS)

CUTLINES	DESCRIPTION	ROADWAY LINK			LOS D SERVICE VOLUMES [a]	2004 / 2005 FDOT/MPO	2030 MPO Broward County (1)	As Planned w/Coral Ridge Drive and University Drive				2025 SERPM Without Coral Ridge Drive								Without Coral Ridge Drive & University Drive				
		ROADWAY	FROM	TO				SERPM AADT (2)	BC MPO 2030 (1)	(3) = (2)-(1)	v/c	SERPM AADT (4)	BC Reallocated (5) = [(4)/(2)]x(1)]	Adjusted BC Re-allocated (6)	(7) = (6)-(4)	v/c	SERPM AADT (8)	BC Reallocated (9) = [(8)/(2)]x(1)]	Adjusted BC Re-allocated (10)	(11) = (10)-(8)	v/c
8	N. of Holmberg Rd.	Coral Ridge Drive	County Line Road	Holmberg Road	31100	32691	46486	48726	46486	-2240	1.49	38092	36340	36297	-1795	1.17	21934	20930	20161	-1773	0.65
		Coral Springs Drive	Coral Ridge Drive	Holmberg Road	21700	7120	17902	13427	17902	4475	0.82	1435	1910	1908	473	0.09	1091	1450	1397	306	0.06
		University Drive	County Line Road	Holmberg Road	49200	n/a	55070	41745	55070	13325	1.12	38898	51310	51249	12351	1.04	15132	19960	19226	4094	0.39
		SR-7	Hillsboro Blvd.	Holmberg Road	49200	52500	71854	39278	71854	32576	1.46	42502	77750	77658	35156	1.58	56751	103820	100004	43253	2.03
		Lyons Road	Hillsboro Blvd.	Johnson Road	50825	38574	71215	45252	71215	25963	1.40	46728	73540	73453	26725	1.45	62867	98940	95304	32437	1.88
		Fl. Turnpike	Glades Road	Sawgrass Expressway	140200	92700	204349	78794	204349	125555	1.46	87367	226580	226311	138944	1.61	92381	239590	230784	138403	1.65
		Sub-total			**342225**	**223585**	**466876**	**267222**	**466876**	**199654**		**255022**	**467430**	**466876**	**211854**		**250156**	**484690**	**466876**	**216720**	
9	N. of Sawgrass Expwy.	Coral Ridge Drive	Holmberg Road	Sawgrass Expressway	31100	32691	46486	58793	46486	-12307	1.49	49039	38770	38635	-10404	1.24	33972	26860	26571	-7401	0.85
		Coral Springs Drive	Holmberg Road	Westview Drive	21700	8810	32075	33414	32075	-1339	1.48	25285	24270	24185	-1100	1.11	19083	18300	18103	-980	0.83
		University Drive	Holmberg Road	Sawgrass Expressway	49200	13571	60821	35727	60821	25094	1.24	29556	50320	50144	20588	1.02	14621	24890	24622	10001	0.50
		Riverside Drive	Holmberg Road	Westview Drive	21700	7826	13347	18815	13347	-5468	0.62	18922	13420	13373	-5549	0.62	17570	12460	12326	-5244	0.57
		SR-7	Holmberg Road	Sawgrass Expressway	49200	52500	71964	44595	71964	27369	1.46	47071	75960	75695	28624	1.54	56612	91360	90377	33765	1.84
		Lyons Road	Johnson Road	Sawgrass Expressway	50825	38574	71215	56839	71215	14376	1.40	58013	72690	72436	14423	1.43	79616	92240	91247	17631	1.80
		Fl. Turnpike	Glades Road	Sawgrass Expressway	140200	92700	204349	78794	204349	125555	1.46	87367	226580	225789	138422	1.61	92381	239590	237011	144630	1.69
		Sub-total			**363925**	**246672**	**500257**	**326977**	**500257**	**173280**		**316263**	**502010**	**500257**	**185004**		**307835**	**505700**	**500257**	**192422**	
10	North of Wiles Rd.	Coral Ridge Drive	Sawgrass Expressway	Wiles Road	50825	29469	33508	24896	33508	8612	0.66	26028	35030	35149	9121	0.99	26410	35550	36538	10128	0.72
		Coral Springs Drive	Westview Drive	Wiles Road	33915	13836	27573	27097	27573	476	0.81	21709	22090	22165	456	0.65	16003	16280	16732	729	0.49
		University Drive	Sawgrass Expressway	Wiles Road	49200	30041	56864	34710	56864	22154	1.16	29812	48840	49006	19194	1.00	17809	29180	29991	12182	0.61
		Riverside Drive	Westview Drive	Wiles Road	32700	14306	10246	17949	10246	-7703	0.31	18023	10290	10325	-7698	0.32	16046	9160	9415	-6631	0.29
		SR-7	Sawgrass Expressway	Wiles Road	49200	52500	67598	43237	67598	24361	1.37	45657	71380	71622	25965	1.46	52471	82030	84310	31839	1.71
		Lyons Road	Sawgrass Expressway	Wiles Road	50825	38151	68878	55532	68878	13346	1.36	56460	70030	70267	13807	1.38	61878	76750	78883	17005	1.55
		Fl. Turnpike	Sawgrass Expressway	Sample Road	140200	78000	159677	74325	159677	85352	1.14	76917	165250	165810	88893	1.18	76298	163920	168475	92177	1.20
		Sub-total			**406865**	**266303**	**424344**	**277746**	**424344**	**146598**		**274606**	**422910**	**424344**	**149738**		**266916**	**412870**	**424344**	**157429**	
11	N. of Sample Rd.	Coral Ridge Drive	Wiles Road	Sample Road	50825	35340	50714	38058	50714	12656	1.00	38816	51720	51621	12805	1.02	38931	51880	52990	14059	1.04
		Coral Springs Drive	Wiles Road	Sample Road	33915	22207	25974	36267	25974	-10293	0.77	32926	23580	23535	-9391	0.69	30635	21940	22409	-8227	0.66
		University Drive	Wiles Road	Sample Road	49200	33632	51472	30880	51472	20592	1.05	27391	45660	45573	18182	0.93	19648	32750	33451	13803	0.68
		Riverside Drive	Wiles Road	Sample Road	32700	18171	13926	23027	13926	-9101	0.43	22715	13740	13714	-9001	0.42	21316	12890	13166	-8150	0.40
		Rock Island Road	Wiles Road	Sample Road	33915	10825	18692	24460	18692	-5768	0.55	26182	20010	19972	-6210	0.59	26242	20050	20479	-5763	0.60
		SR-7	Wiles Road	Sample Road	49200	44000	54966	37164	54966	17802	1.12	37723	55790	55684	17961	1.13	41702	61680	63000	21298	1.28
		Banks Road	Wiles Road	Sample Road	21700	242	1604	11338	1604	-9734	0.07	9406	1330	1327	-8079	0.06	10945	1550	1583	-9362	0.07
		Lyons Road	Wiles Road	Sample Road	50825	46722	63943	56833	63943	7110	1.26	57536	64730	64607	7071	1.27	57831	65070	66462	8631	1.31
		Fl. Turnpike	Sawgrass Expressway	Sample Road	140200	78000	159677	74325	159677	85352	1.14	76917	165250	164935	88018	1.18	76298	163920	167427	91129	1.19
		Sub-total			**462480**	**289139**	**440968**	**332352**	**440968**	**108616**		**329612**	**441810**	**440968**	**111356**		**323649**	**431730**	**440968**	**117419**	
12	N. of Royal Palm Blvd.	Coral Ridge Drive	Sample Road	Royal Palm Blvd.	33915	27095	36662	35247	35662	415	1.05	35928	36350	35842	-86	1.06	36044	36470	36445	401	1.07
		Coral Springs Drive	Sample Road	Royal Palm Blvd.	33915	25736	26467	33590	26467	-7123	0.78	31694	24970	24621	-7073	0.73	30633	24140	24124	-6509	0.71
		University Drive	Sample Road	Royal Palm Blvd.	49200	42500	59879	46930	59879	12949	1.22	45724	58340	57525	11801	1.17	42955	54820	54783	11818	1.11
		Riverside Drive	Sample Road	Royal Palm Blvd.	33915	24268	25672	35228	25672	-9556	0.76	36412	26530	26159	-10253	0.77	37947	27650	27631	-10316	0.81
		Rock Island Road	Sample Road	Royal Palm Blvd.	33915	22267	27870	29490	27870	-1620	0.82	29842	28200	27806	-2036	0.82	29926	28280	28261	-1665	0.83
		SR-7	Sample Road	Royal Palm Blvd.	49200	46000	63866	44769	63866	19097	1.30	45306	64630	63727	18421	1.30	44672	63730	63887	19015	1.29
		Banks Road	Sample Road	Royal Palm Blvd.	31100	7021	17901	10887	17901	7014	0.58	11033	18140	17887	6854	0.58	11140	18320	18308	7168	0.59
		Lyons Road	Sample Road	Royal Palm Blvd.	49200	35872	56338	42043	56338	13395	1.15	42858	56230	55444	12586	1.13	43167	56630	56591	13424	1.15
		Fl. Turnpike	Sample Road	Coconut Creek Pkwy	140200	86900	162980	80963	162980	82017	1.16	84448	170000	167624	83176	1.20	82921	166920	166806	83885	1.19
		Sub-total			**454560**	**320679**	**476635**	**360047**	**476635**	**116588**		**363245**	**483390**	**476635**	**113390**		**359415**	**476960**	**476635**	**117220**	
13	N. of Atlantic Blvd.	Coral Ridge Drive	Royal Palm Blvd.	Atlantic Blvd.	32700	32249	37203	37505	37203	-302	1.14	36971	36670	36659	-312	1.12	36814	36520	36823	9	1.13
		Coral Springs Drive	Royal Palm Blvd.	Atlantic Blvd.	32700	27664	33600	34973	33600	-1373	1.03	34157	32820	32810	-1347	1.00	33402	32090	32357	-1045	0.99
		University Drive	Royal Palm Blvd.	Atlantic Blvd.	49200	53500	58466	54598	58466	3868	1.19	54688	58550	58543	3855	1.19	53159	56930	57403	4244	1.17
		Riverside Drive	Royal Palm Blvd.	Atlantic Blvd.	33915	22988	23769	32325	23769	-8556	0.70	32030	23550	23543	-8487	0.69	31156	22910	23100	-8056	0.68
		Rock Island Road	Royal Palm Blvd.	Atlantic Blvd.	49200	29879	52220	62565	52220	-10345	1.06	62826	52440	52425	-10403	1.07	63863	53300	53743	-10120	1.09
		SR-7	Royal Palm Blvd.	Coconut Creek Pkwy	49200	56639	65195	54562	65195	10633	1.33	55283	66030	66011	10748	1.34	56104	67040	67597	11493	1.37
		Banks Road	Royal Palm Blvd.	Coconut Creek Pkwy	31100	16322	24024	27916	24024	-3892	0.77	28367	24410	24403	-3964	0.78	27370	23550	23746	-3624	0.76
		Lyons Road	Royal Palm Blvd.	Coconut Creek Pkwy	49200	34840	42256	44227	42256	-1971	0.86	44069	42110	42098	-1971	0.86	44333	42360	42712	-1621	0.87
		Fl. Turnpike	Coconut Creek Pkwy	Atlantic Blvd.	140200	83600	144997	66778	144997	78219	1.03	66910	145280	145238	78328	1.04	65887	143060	144249	78362	1.03
		Sub-total			**467415**	**387671**	**481730**	**415449**	**481730**	**66281**		**416283**	**481870**	**481730**	**65447**		**412088**	**477760**	**481730**	**69642**	

Table Notes:
Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.
Indicates FDOT Counts for the year 2004 provided by the 2004 Florida Traffic Information.
(a) Level of Service (LOS) "D" volumes adopted from the "MPO Roadway Level of Service Analysis for Years 2004 and 2030", January 2006.
General Table Notes:
Volume to capacity (v/c) ratio for each network was calculated based on LOS "D" service volumes.
Re-allocated volumes for network alternatives without Coral Ridge Drive and University Drive were adjusted to reflect 2030 Broward County MPO adopted volumes.

TABLE A-3
LOX ROAD AREA ANALYSIS
CUTLINE ANALYSIS (NORTH-SOUTH ROADWAYS)

CUTLINES	DESCRIPTION	ROADWAY LINK			LOS D SERVICE VOLUMES [1c]	2004 / 2005 PBC /FDOT	PBC 2025	As Planned w/Coral Ridge Dr & University Dr				2025 SERPM										Without Coral Ridge Drive & University Drive				
												Without Coral Ridge Drive			PBC County Reallocated							Palm Beach Reallocated				
		ROADWAY	FROM	TO				SERPM AADT	PBC 2025	v/c	SERPM AADT	Difference	% Total		Total	Adjusted	v/c	SERPM AADT	Difference	% Total		Total	Adjusted	v/c
							(1)	(2)	(3)		(5)	(6)=(5)-(2)	(7)	(8)=(7)x (Del Link AADT)	(9)=(1)+(8)			(10)	(11)=(10)-(2)	(12)	[13]=[12]x(Del Link AADT)	(14)=(1)+[13]		
A	**East of Florida's Turnpike**	Yamato Road	Powerline Road	Fl. Turnpike	49200	29204	45000	40745	45000	0.91	34254				37830	40785	0.83	29283				32340	36788	0.75
		Glades Road	Powerline Road	Fl. Turnpike	63800	65077	78000	57440	78000	1.22	50693				68840	74181	1.16	47109				63970	72768	1.14
		Palmetto Park Raod	Powerline Road	Fl. Turnpike	63800	57918	62000	65565	62000	0.97	65216				61670	66465	1.04	63090				59660	67865	1.06
		SW 18th Street	Powerline Road	Fl. Turnpike	49200	32554	35000	50306	35000	0.71	51481				35820	38599	0.78	53802				37430	42578	0.87
		Sub-total			**226000**	**184753**	**220000**	**214056**	**220000**		**201644**	**0**	**0.00%**	**0**	**204160**	**220000**		**193284**	**0**	**0.00%**	**0**	**193400**	**220000**	
B	**West of Florida's Turnpike**	Yamato Road	Fl. Turnpike	Lyons Road	49200	29204	43000	39885	43000	0.87	33431				36940	38803	0.79	28435				30660	34952	0.71
		Glades Road	Fl. Turnpike	Lyons Road	63800	50636	55000	54679	55000	0.86	47234				47510	51153	0.80	42626				42880	48882	0.77
		Palmetto Park Raod	Fl. Turnpike	Lyons Road	63800	47481	60000	62841	60000	0.94	63263				60400	65031	1.02	63209				60380	68788	1.08
		SW 18th Street	Fl. Turnpike	Lyons Road	49200	16988	32000	45457	32000	0.65	46200				32920	35013	0.71	46570				32780	37368	0.76
		Sub-total			**226000**	**144311**	**190000**	**202862**	**190000**		**190128**	**0**	**0.00%**	**0**	**176470**	**190000**		**180840**	**0**	**0.00%**	**0**	**166670**	**190000**	
C	**East of SR-7/ US 441**	Yamato Road	Lyons Road	SR-7	49200	18794	32500	33883	32500	0.66	21048				20130	23187	0.47	13360				12780	17663	0.36
		Kimberly Blvd.	Lyons Road	SR-7	32700	7469	6000	10025	6000	0.18	9384				5620	6473	0.20	9404				5630	7781	0.24
		Glades Road	Lyons Road	SR-7	49200	46900	47000	45750	47000	0.96	37946				38980	44900	0.91	29919				30740	42485	0.86
		Palmetto Park Raod	Lyons Road	SR-7	49200	37111	44000	44455	44000	0.89	45275				44810	51615	1.05	41045				40620	56140	1.14
		SW 18th Street	Lyons Road	SR-7	32700	16988	20000	26414	20000	0.61	26746				20260	23325	0.71	24306				18400	25430	0.78
		Sub-total			**213000**	**126962**	**149500**	**160627**	**149500**		**140399**	**0**	**0.00%**	**0**	**129790**	**149500**		**118034**	**0**	**0.00%**	**0**	**108170**	**149500**	
D	**West of SR-7/ US 441**	Cain Blvd	SR-7	Cain Blvd	15400	n/a	12000	8378	12000	0.78	6183				8860	10513	0.88	6610				9470	14795	0.96
		Yamato Road	SR-7	Cain Blvd	49200	15358	39000	49257	39000	0.79	13645				10800	12814	0.26	14284				11310	17623	0.36
		Glades Road	SR-7	Cain Blvd	32700	30928	38500	47354	38500	1.18	55206				44880	53251	1.63	25449				20690	32239	0.99
		Palmetto Park Raod	SR-7	Pondarosa Drive	32700	24341	30000	41191	30000	0.92	44241				32220	38230	1.17	34884				25260	39360	1.20
		Oriole Country Road	SR-7	Pondarosa Drive	15400	10583	9000	13467	9000	0.58	14188				9480	11248	0.73	16026				10710	16688	1.08
		Lox Road	SR-7	Riverside Drive	32700	4078	7000	17568	7000	0.45	19977				7560	9445	0.29	23883				9520	14834	0.45
		Sub-total			**178100**	**85258**	**135500**	**177215**	**135500**		**153440**	**0**	**0.00%**	**0**	**114200**	**135500**		**120936**	**0**	**0.00%**	**0**	**86960**	**135500**	
E	**West of Riverside Drive [b]**	Coral Ridge Drive	Yamato Road	University Drive	32700	n/a	27500	40201	27500	0.84	X	X	X	X	X	X	X	X	X	X	X	X	X	X
		Glades Road	Riverside Drive	University Drive	32700	7468	18000	31214	18000	0.55	39050	7936	54%	14749	32749	25975	0.79	0	-31214	139%	38208	56208	25975	0.79
		Palmetto Park Raod	Riverside Drive	University Drive	32700	14533	18500	37808	18500	0.57	33620	-4188	-25%	-6859	11641	25558	0.78	16116	-21693	97%	26554	45054	25558	0.78
		Lox Road	Riverside Drive	University Drive	32700	4078	14000	950	14000	0.91	7175	6225	49%	13464	27464	20325	0.62	18595	17646	-78%	-21800	-7600	20325	0.62
		County Line Road	Riverside Drive	University Drive	32700	n/a	22276	7542	22276	0.68	10383	2841	22%	6145	28421	28418	0.87	20337	12795	-57%	-15662	5614	28418	0.87
		Sub-total			**163500**	**26079**	**100276**	**117715**	**100276**		**90228**	**12714**	**100.0%**	**27500**	**100276**			**55048**	**-23466**	**100.0%**	**27500**	**100276**	**100276**	
F	**West of University Drive [b]**	Coral Ridge Drive	University Drive	Yamato Road	32700	n/a	27500	49483	27500	0.84	X	X	X	X	X		X	X	X	X	X	X		X
		Lox Road	University Drive	Coral Ridge Drive	32700	4078	11000	1934	11000	0.34	1341	-593	-2%	-602	10398	31625	0.97	1341	-593	-6%	-1530	9470	31625	0.97
		County Line Road	University Drive	Coral Ridge Drive	32700	8442	15000	11343	15000	0.46	39030	27687	102%	28102	43102	21875	0.67	22992	11249	109%	29030	44030	21875	0.67
		Sub-total			**98100**	**12520**	**53500**	**62760**	**53500**		**40371**	**27094**	**100.00%**	**27500**	**53500**			**23933**	**10656**	**100.00%**	**27500**	**53500**	**53500**	
G	**West of Pine Island/ Coral Springs Drive**	Lox Road	Coral Ridge Drive	West of Coral Ridge Dr	32700	4078	1600	342	1600	0.10	342				1600	2029	0.06	342				1600	2029	0.06
		County Line Road	Coral Ridge Drive	West of Coral Ridge Dr	15400	8442	1000	870	1000	0.06	394				450	571	0.04	394				450	571	0.04
		Sub-total			**48100**	**12520**	**2600**	**1212**	**2600**		**736**	**0**	**0.00%**	**0**	**2050**	**2600**		**736**	**0**	**0.00%**	**0**	**2050**	**2600**	

Table Notes:

Indicates Palm Beach Counts for the year 2025 provided by the County.
Indicates FDOT Counts for the year 2004 provided by the 2004 Florida Traffic Information.
X Links are removed and/or not included in the base network.
n/a Link counts are not available.
(a) Reallocation based on reallocating traffic difference due to removed and/or deleted links from the network. All other cutlines are based on reallocating traffic based on a ratio between SERPM model (w/o Coral Ridge Dr and University Dr and As Planned networks).
(b) (LOS) "D" volumes provided by Palm Beach County.

General Table Notes:
Lox Road is assumed to be a 4-lane divided roadway for alternatives without Coral Ridge and University Drives (LOS "D" service volumes for 2-Lane undivided is 15,400 & for 4-Lanes divided is 32,700

For Cutlines E & F, under Full Network without Coral Ridge Dr & University Dr, a weighting factor was developed based on distance measured linearly in miles from Yamato Rd to Glades Rd, Palmetto Park Rd, Lox Rd and County Line Rd respectively. The factor was normalized & distributed from the deleted link volume to aforementioned roadways. For e.g. Coral Ridge Dr from University Dr to Yamato Rd, 27,500 vpd were distributed to aforementioned roadways.

TABLE A-4
LOX ROAD AREA ANALYSIS
CUTLINE ANALYSIS (NORTH-SOUTH ROADWAYS)

CUTLINES	DESCRIPTION	ROADWAY LINK			LOS D SERVICE VOLUMES (a)	2004 / 2005 FDOT/MPO	2030 MPO Broward County (1)	As Planned w/Coral Ridge Drive and University Drive				2025 SERPM								
												Without Coral Ridge Drive					Without Coral Ridge Drive & University Drive			
		ROADWAY	FROM	TO				SERPM AADT (2)	BC MPO 2030 (1)	(3) = (2)-(1)	v/c	SERPM AADT (4)	BC Reallocated (5) = [(4)/(2)]x[1)]	Adjusted BC Re-allocated (6)	(7) = (6)-(4)	v/c	SERPM AADT (8)	BC Reallocated (9) = [(8)/(2)]x[1)]	Adjusted BC Re-allocated (10)	(11) = (10)-(8)	v/c
A	**East of Florida's Turnpike**	Hillsboro Blvd	Powerline Rd	FL Turnpike	53500	40500	58622	37605	58622	21017	1.10	38623	60210	52741	14118	0.99	43239	67400	56954	13715	1.06
		Sawgrass Expressway	Powerline Rd	FL Turnpike	49200	38000	90474	12385	90474	78089	1.84	19548	142800	125087	105539	2.54	20589	150410	127099	106510	2.58
		Wiles Rd	Powerline Rd	FL Turnpike	33915	n/a	37604	37631	37604	-27	1.11	38047	38020	33304	-4743	0.98	39282	39230	33150	-6112	0.98
		Sample Rd	Powerline Rd	FL Turnpike	53500	65500	74986	67788	74986	7208	1.40	68978	76310	66844	-2134	1.25	68283	75540	63832	-4451	1.19
		Copans Rd	Powerline Rd	FL Turnpike	33915	37369	45654	55456	45654	-9802	1.35	54572	44930	39357	-15215	1.16	57359	47220	39902	-17457	1.18
		Coconut Creek Pkwy	Powerline Rd	FL Turnpike	32700	26534	43781	32637	43781	11144	1.34	35179	47190	41336	6157	1.26	34978	46920	39648	4670	1.21
		Atlantic Blvd	Powerline Rd	FL Turnpike	49200	51829	67025	64578	67025	2446	1.36	65434	67910	59486	-5948	1.21	65645	68130	57571	-8074	1.17
		Sub-total			**306930**	**259732**	**418156**	**308081**	**418156**	**110075**		**320381**	**477370**	**418156**	**97775**		**329355**	**494850**	**418156**	**88801**	
B	**West of Florida's Trunpike**	Hillsboro Blvd	FL Turnpike	Lyons Rd	53500	40500	58622	37605	58622	21017	1.10	38623	60210	50421	11798	0.94	43239	67400	51891	8652	0.97
		Sawgrass Expressway	FL Turnpike	Lyons Rd	105800	59100	89190	16947	89190	72243	0.84	30091	158370	132623	102532	1.25	35638	187560	144402	108764	1.36
		Wiles Rd	FL Turnpike	Lyons Rd	33915	8066	35703	37631	35703	-1928	1.05	38047	36100	30231	-7816	0.89	39282	37250	28679	-10583	0.85
		Sample Rd	FL Turnpike	Lyons Rd	53500	58000	62217	52524	62217	9693	1.16	54162	64160	53729	-433	1.00	54515	64580	49720	-4795	0.93
		Copans Rd	FL Turnpike	Lyons Rd	33915	37369	45654	44554	45654	1100	1.35	44801	45910	38446	-6355	1.13	46031	47170	36316	-9715	1.07
		Coconut Creek Pkwy	FL Turnpike	Lyons Rd	32700	26316	33152	33557	33152	-405	1.01	34569	34150	28598	-5971	0.87	34786	34370	26461	-8325	0.81
		Atlantic Blvd	FL Turnpike	Lyons Rd	49200	47415	58516	55659	58516	2857	1.19	55659	58520	49006	-6653	1.00	56316	59210	45586	-10730	0.93
		Sub-total			**362630**	**276766**	**383054**	**278477**	**383054**	**104577**		**296952**	**457420**	**383054**	**87102**		**309787**	**497640**	**383054**	**73267**	
C	**East of SR-7/ US 441**	Hillsboro Blvd	Lyons Rd	SR7	53500	22000	46444	33937	46444	12507	0.87	35327	48350	41215	5888	0.77	35400	48450	34518	-882	0.65
		Sawgrass Expressway	Lyons Rd	SR7	105800	58900	93578	16990	93578	76588	0.88	33166	156040	133012	99846	1.26	49050	230770	164411	115361	1.55
		Wiles Rd	Lyons Rd	SR7	33915	19732	32698	28673	32698	4025	0.96	28380	32360	27584	-796	0.81	32358	36900	26289	-6069	0.78
		Sample Rd	Lyons Rd	SR7	53500	58500	67423	50745	67423	16678	1.26	50806	67500	57539	6733	1.08	54058	71820	51168	-2890	0.96
		Copans Rd	Lyons Rd	SR7	33915	31313	40304	45371	40304	-5067	1.19	45936	40810	34787	-11149	1.03	46884	41470	29545	-17339	0.87
		Coconut Creek Pkwy	Lyons Rd	SR7	32700	26519	41230	40467	41230	763	1.26	40934	41710	35555	-5379	1.09	41281	42060	29966	-11315	0.92
		Atlantic Blvd	Lyons Rd	SR7	49200	49500	59425	29800	59425	29625	1.21	30245	60310	51410	21165	1.04	31818	63450	45205	13387	0.92
		Sub-total			**362630**	**266464**	**381102**	**246883**	**381102**	**132219**		**264794**	**447080**	**381102**	**116308**		**290649**	**534920**	**381102**	**90453**	
D	**West of SR-7/ US 441**	Hillsboro Blvd	SR7	County Line Rd	31100	8442	23131	17487	23131	5644	0.74	16412	21710	18513	2101	0.70	15542	20560	14139	-1403	0.45
		Holmberg Rd	SR7	Parkside Dr	14600	16380	20819	12354	20819	8465	1.43	13050	21990	18752	5702	1.51	15954	26890	18492	2538	1.27
		Sawgrass Expressway	SR7	University Dr	105800	61500	90464	22616	90464	67848	0.86	35901	143600	122457	86556	1.36	54263	217050	149263	95000	1.41
		Wiles Rd	SR7	Rock Island Rd	49200	36058	58794	50828	58794	7966	1.20	54356	62870	53613	-743	1.28	61205	70800	48689	-12516	0.99
		Sample Rd	SR7	Rock Island Rd	56100	49000	59206	50891	59206	8315	1.06	52665	61270	52249	-416	1.09	60659	70570	48530	-12129	0.87
		Royal Palm Blvd	SR7	Rock Island Rd	33915	38276	41900	48000	41900	-6100	1.24	48498	42330	36097	-12401	1.25	50618	44190	30389	-20229	0.90
		Margate Blvd	SR7	Rock Island Rd	21700	10731	16084	11991	16084	4093	0.74	12511	16780	14309	1798	0.77	13402	17980	12365	-1037	0.57
		Atlantic Blvd	SR7	Rock Island Rd	49200	46198	40565	21205	40565	19360	0.82	21439	41010	34972	13533	0.83	22115	42310	29096	6981	0.59
		Sub-total			**361615**	**266565**	**360963**	**235372**	**360963**	**116591**		**264832**	**411660**	**350963**	**86131**		**293758**	**510350**	**350963**	**67205**	
E	**West of Riverside Drive**	Holmberg Rd	Riverside Dr	University Dr	10000	11053	15385	5689	15385	9696	1.54	5658	15300	12751	7093	1.28	7713	20860	14591	6878	1.46
		Sawgrass Expressway	SR7	University Dr	105800	61500	90464	22616	90464	67848	0.86	35901	143600	119676	83775	1.13	54263	217050	151823	97560	1.44
		Westview Dr	Riverside Dr	University Dr	31100	7373	3341	865	3341	2476	0.11	900	3480	2900	2000	0.09	1524	5890	4120	2596	0.13
		Wiles Rd	Riverside Dr	University Dr	49200	32010	45689	39733	45689	5956	0.93	40983	47130	39278	-1705	0.80	44465	51130	35765	-8700	0.73
		Cardinal Rd	Riverside Dr	University Dr	10000	4535	2904	1096	2904	1808	0.29	1299	3440	2867	1568	0.29	1605	4250	2973	1368	0.30
		Sample Rd	Riverside Dr	University Dr	56100	41000	34545	39402	34545	-4857	0.62	41233	36150	30127	-11106	0.54	44898	39360	27532	-17366	0.49
		Royal Palm Blvd	Riverside Dr	University Dr	33915	29986	37636	39057	37636	-1421	1.11	40202	38740	32286	-7916	0.95	42247	40710	28476	-13771	0.84
		Shadow Wood Blvd	Riverside Dr	University Dr	15400	n/a	n/a	7632	n/a	No Calc	No Calc	7500	No Calc	No Calc	No Calc	No Calc	7979	No Calc	No Calc	No Calc	No Calc
		Ramble Wood Dr	Riverside Dr	University Dr	21700	13130	4132	5512	4132	-1380	0.19	5408	4050	3375	-2033	0.16	6024	4520	3162	-2862	0.15
		Atlantic Blvd	Riverside Dr	University Dr	49200	28116	30062	17939	30062	12123	0.61	17504	29330	24444	6940	0.50	1677	2810	1966	289	0.04
		Riverside Dr	Atlantic Blvd	University Dr	33915	17134	22084	29458	22084	-7394	0.65	29662	22220	18518	-11144	0.55	30189	22810	15815	-14374	0.47
		Sub-total			**416330**	**245837**	**286222**	**208999**	**286222**	**84856**		**226260**	**343440**	**286222**	**67472**		**242582**	**409190**	**286222**	**51619**	
F	**West of University Drive**	Holmberg Rd	University Dr	Pine Isd Rd/Coral Spg	21700	11729	24026	23458	24026	568	1.11	26794	27440	24144	-2650	1.11	20673	21170	16724	-3949	0.77
		Sawgrass Expressway	University Dr	Coral Ridge/Nob Hill Rd	105800	49100	53648	23138	53648	30510	0.51	34797	80680	70990	36193	0.67	50197	116390	91947	41750	0.87
		Westview Dr	University Dr	Pine Isd Rd/Coral Spg	31100	12941	19829	857	19829	18772	0.63	988	22930	19912	18924	0.64	1014	23220	18344	17330	0.59
		Wiles Rd	University Dr	Pine Isd Rd/Coral Spg	39500	28628	30430	21664	30430	8766	0.77	22729	31930	28095	5366	0.71	24629	34590	27326	2697	0.69
		Sample Rd	University Dr	Pine Isd Rd/Coral Spg	49200	43312	34015	38622	34015	-4607	0.69	38648	34040	29951	-8697	0.61	38817	34190	27010	-11807	0.55
		Royal Palm Blvd	University Dr	Pine Isd Rd/Coral Spg	33915	29232	31020	33879	31020	-2859	0.91	33413	30780	27083	-6330	0.80	33607	30950	24450	-9157	0.72
		Ramble Wood Dr	University Dr	Pine Isd Rd/Coral Spg	21700	9567	11066	12323	11066	-1257	0.51	12885	11570	10180	-2705	0.47	12605	11320	8943	-3662	0.41
		Atlantic Blvd	University Dr	Pine Isd Rd/Coral Spg	53500	42157	44922	50365	44922	-5443	0.84	50540	45080	39665	-10875	0.74	51339	45790	36174	-15165	0.68
		Riverside Dr	University Dr	Pine Isd Rd/Coral Spg	15580	8690	10662	14448	10662	-3786	0.68	14466	10680	9397	-5069	0.60	14578	10760	8500	-6078	0.55
		Sub-total			**371995**	**235286**	**259418**	**218554**	**259418**	**40864**		**235260**	**294830**	**259418**	**24158**		**247459**	**328380**	**259418**	**11959**	
G	**West of Pine Island/ Coral Springs Drive**	Holmberg Rd	Pine Isd Rd/Coral Spg	Coral Rdg/Nob Hill Rd	10000	7256	15137	13823	15137	1314	1.51	13848	15160	15606	1758	1.56	13589	14860	15288	1719	1.53
		Westview Dr	Pine Isd Rd/Coral Spg	Coral Rdg/Nob Hill Rd	31100	9654	7287	6120	7287	1177	0.23	3490	4160	4283	793	0.14	3017	3600	3704	687	0.12
		Wiles Rd	Pine Isd Rd/Coral Spg	Coral Rdg/Nob Hill Rd	39500	21893	25562	23172	25562	2390	0.65	23116	25500	26251	3135	0.66	23591	26020	26770	3179	0.68
		Sample Rd	Pine Isd Rd/Coral Spg	Coral Rdg/Nob Hill Rd	49200	33734	27345	41648	27345	-14303	0.56	40694	26720	27507	-13187	0.56	40058	26300	27058	-13000	0.55
		Royal Palm Blvd	Pine Isd Rd/Coral Spg	Coral Rdg/Nob Hill Rd	33915	18672	20670	15436	20670	5234	0.61	14890	19940	20527	5637	0.61	14858	19900	20473	5615	0.60
		Lakeview Drive	Pine Isd Rd/Coral Spg	Coral Rdg/Nob Hill Rd	21700	5933	6365	11030	6365	-4665	0.29	10852	6260	6444	-4408	0.30	10591	6110	6286	-4305	0.29
		Atlantic Blvd	Pine Isd Rd/Coral Spg	Coral Rdg/Nob Hill Rd	53500	25888	41110	49603	41110	-8493	0.77	50103	41520	42743	-7360	0.80	50467	41830	43035	-7432	0.80
		Riverside Dr	Pine Isd Rd/Coral Spg	Coral Rdg/Nob Hill Rd	15580	5430	6474	2603	6474	3871	0.42	2577	6410	6599	4022	0.42	2869	7140	7346	4477	0.47
		Sub-total			**264495**	**128460**	**149960**	**163435**	**149960**	**-13475**		**159570**	**145670**	**149960**	**-9610**		**159020**	**145760**	**149960**	**-9060**	

Table Notes:
Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.
Indicates FDOT Counts for the year 2004 provided by the 2004 Florida Traffic Information.
n/a Link counts are not available.
(a) Level of Service (LOS) "D" volumes adopted from the "MPO Roadway Level of Service Analysis for Years 2004 and 2030", January 2006.

General Table Notes:
Volume to capacity (v/c) ratio for each network was calculated based on LOS "D" service volumes.
Re-allocated volumes for network alternatives without Coral Ridge Drive and University Drive were adjusted to reflect 2030 Broward County MPO adopted volumes.

TABLE 5

LOX ROAD AREA ANALYSIS

(YEAR 2025/2030)

ALTERNATIVE - AS PLANNED

With Coral Ridge Drive (4L)/University Drive (4L)/Lox Road (2L)/SR-7 (8L) from Yamato Road to Palmetto Park Road

PROJECT: 1949 Acre LUPA

EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DU PER 10 ACRES

TRIPS PER DAY= 1949

PROPOSED FUTURE LAND USE: No Change

TRIPS PER DAY= 1949

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC [1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / NOB HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	50714	5%	97	50714	111	YES	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	33508	5%	97	33508	17317	YES	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46180	11%	214	46180	4645	YES	NO
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	22882	11%	214	22882	8218	YES	NO
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	15%	370	28060	3040	YES	NO
	COUNTY LINE ROAD	LOX ROAD	4	32700	32000	20%	390	32000	700	YES	NO
	LOX ROAD	PONDEROSA DRIVE	4	32700	22500	20%	390	22500	10200	YES	NO
	PONDEROSA DRIVE	YAMATO ROAD	4	32700	27500	12%	234	27500	5200	YES	NO
PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	32700	33600	4%	78	33600	-900	NO	NO
	ROYAL PALM BOULEVARD	SAMPLE ROAD	4	33915	26467	6%	117	26467	7448	YES	NO
	SAMPLE ROAD	WILES ROAD	4	33915	25974	7%	136	25974	7941	YES	NO
	WILES ROAD	HOLMBERG ROAD	4	33915	27573	7%	136	27573	6342	YES	NO
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	17902	8%	156	17902	16013	YES	NO
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	59879	5%	97	59879	-10679	NO	NO
	SAMPLE ROAD	WILES ROAD	6	49200	51472	6%	117	51472	-2272	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	56864	12%	234	56864	-7664	NO	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	60821	15%	292	60821	-11621	NO	NO
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	55070	21%	409	55070	-5870	NO	NO
	COUNTY LINE ROAD	LOX ROAD	4	32700	34600	12%	234	34600	-1900	NO	NO
	LOX ROAD	PALMETTO PARK ROAD	4	32700	31000	12%	234	31000	1700	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	19000	3%	58	19000	13700	YES	NO
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	6	49200	54966	2%	39	54966	-5766	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	67598	3%	58	67598	-18398	NO	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	71964	5%	97	71964	-22764	NO	NO
	HOLMBERG ROAD	HILLSBORO BOULEVARD	6	49200	71854	5%	97	71854	-22654	NO	NO
	HILLSBORO BOULEVARD	LOX ROAD	6	49200	59652	1%	19	59652	-10452	NO	NO
	LOX ROAD	SW 18TH STREET	6	49200	51000	4%	78	51000	-1800	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	51000	3%	58	51000	-1800	NO	NO
	PALMETTO PARK ROAD	GLADES ROAD	8	63800	58000	5%	97	58000	5800	YES	NO
	GLADES ROAD	YAMATO ROAD	8	63800	54000	3%	58	54000	9800	YES	NO
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	71215	3%	58	71215	-20390	NO	NO
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	43400	0%	0	43400	5800	YES	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	39000	0%	0	39000	10200	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	42000	1%	19	42000	7200	YES	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	2	15400	1600	38%	741	1600	13800	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	2	15400	11000	18%	351	11000	4400	YES	NO
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	2	15400	14000	15%	292	14000	1400	YES	NO
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	2	15400	7000	6%	117	7000	8400	YES	NO
	HILLSBORO BOULEVARD	SR-7	2	15400	7000	6%	117	7000	8400	YES	NO
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	20000	1%	19	20000	12700	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	32000	1%	19	32000	17200	YES	NO
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	18500	9%	175	18500	14200	YES	NO
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	18500	16%	312	18500	14200	YES	NO
	PONDEROSA DRIVE	SR-7	4	32700	30000	15%	292	30000	2700	YES	NO
	SR-7	LYONS ROAD	6	49200	44000	8%	156	44000	5200	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	8	63800	60000	8%	156	60000	3800	YES	NO
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	18000	11%	214	18000	14700	YES	NO
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	18000	11%	214	18000	14700	YES	NO
	CAIN BOULEVARD	SR-7	6	49200	38500	10%	195	38500	10700	YES	NO
	SR-7	LYONS ROAD	6	49200	47000	8%	156	47000	2200	YES	NO
COUNTY LINE ROAD	WEST OF CORAL RIDGE DRIVE	CORAL RIDGE DRIVE	4	32700	1000	22%	429	1000	31700	YES	NO
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	15000	11%	214	15000	17700	YES	NO
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	15000	13%	253	15000	17700	YES	NO
	PARKSIDE DRIVE	LOX ROAD/HILLSBORO BLVD	4	32700	22276	13%	253	22276	10424	YES	NO
	LOX ROAD/HILLSBORO BLVD	SR-7	4	32700	23131	13%	253	23131	9569	YES	NO
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	46444	9%	175	46444	7056	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	58622	6%	117	58622	-5122	NO	NO
	FLORIDA TURNPIKE	POWERLINE ROAD	6	53500	58622	5%	97	58622	-5122	NO	NO
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	12000	9%	175	12000	3400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	2%	39	6000	9400	YES	NO
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	11500	1%	19	11500	3900	YES	NO

1. All Palm Beach County traffic volumes are 2025 volumes. Broward County traffic volumes from **"Broward County MPO Roadway Level of Service Analysis for Years 2004 and 2030".**

General Notes:

Significance Criteria

Palm Beach County = Five-mile radius of influence

Broward County = 3% LOS D

Indicates Palm Beach Counts for the year 2025 provided by the County.

Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.

Indicates failing roadway links

TABLE 6
LOX ROAD AREA ANALYSIS
(YEAR 2025/2030)
ALTERNATIVE - WITHOUT CORAL RIDGE DRIVE
University Drive (4L)/Lox Road (2L)/SR-7 (8L) from Yamato Road to Lox Road
PROJECT: 1949 Acre LUPA
EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DU PER 10 ACRES
TRIPS PER DAY= 1949
PROPOSED FUTURE LAND USE: No Change

TRIPS PER DAY= 1949

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC [1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / NOB HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	51621	6%	117	51621	-796	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	35149	6%	117	35149	15676	YES	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46186	11%	214	46186	4639	YES	NO
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	36297	12%	234	36531	-5431	NO	NO
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	26%	507	28060	3040	YES	NO
	COUNTY LINE ROAD	LOX ROAD					LINK REMOVED				
	LOX ROAD	PONDEROSA DRIVE					LINK REMOVED				
	PONDEROSA DRIVE	YAMATO ROAD					LINK REMOVED				
PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	32700	32810	6%	117	32810	-110	NO	NO
	ROYAL PALM BOULEVARD	WILES ROAD	4	33915	24621	8%	156	24621	9294	YES	NO
	SAMPLE ROAD	WILES ROAD	4	33915	23535	10%	195	23535	10380	YES	NO
	WILES ROAD	HOLMBERG ROAD	4	33915	22165	13%	253	22165	11750	YES	NO
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	1908	13%	253	1908	32007	YES	NO
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	57525	4%	78	57525	-8325	NO	NO
	SAMPLE ROAD	WILES ROAD	6	49200	45573	4%	78	45573	3627	YES	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	49006	8%	156	49006	194	YES	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	50144	13%	253	50144	-944	NO	NO
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	51249	17%	331	51249	-2049	NO	NO
	COUNTY LINE ROAD	LOX ROAD	4	32700	44520	11%	214	44520	-11820	NO	NO
	LOX ROAD	PALMETTO PARK ROAD	4	32700	40090	13%	254	40090	-7390	NO	NO
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	31052	31%	604	31052	1648	YES	NO
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	8	49200	55684	2%	58	55684	-6484	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	71622	2%	39	71622	-22422	NO	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	75695	5%	97	75695	-26495	NO	NO
	HOLMBERG ROAD	HILLSBORO BOULEVARD	6	49200	77658	5%	97	77658	-28458	NO	NO
	HILLSBORO BOULEVARD	LOX ROAD	6	49200	61000	3%	78	61000	-11800	NO	NO
	LOX ROAD	SW 18TH STREET	8	63800	54090	4%	78	54090	9710	YES	NO
	SW 18TH STREET	PALMETTO PARK ROAD	8	63800	52240	3%	58	52240	11560	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	8	63800	61354	7%	136	61354	2446	YES	NO
	GLADES ROAD	YAMATO ROAD	8	63800	72910	11%	214	72910	-9170	NO	NO
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	72436	2%	39	72436	-21611	NO	NO
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	50760	2%	39	50760	-1599	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	39755	2%	39	39755	9445	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	43262	1%	19	43262	5938	YES	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	2	15400	2029	35%	682	2029	13371	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	2	15400	31625	26%	507	31625	-16225	NO	YES
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	2	15400	20325	5%	97	20325	-4925	NO	NO
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	2	15400	9445	5%	97	9445	5955	YES	NO
	HILLSBORO BOULEVARD	SR-7	2	15400	9445	5%	97	9445	5955	YES	NO
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	23325	1%	19	23325	9375	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	35013	1%	19	35013	14187	YES	NO
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25558	16%	312	25558	7142	YES	NO
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	25558	24%	468	25558	7142	YES	NO
	PONDEROSA DRIVE	SR-7	4	32700	38230	23%	448	38230	-5548	NO	NO
	SR-7	LYONS ROAD	6	49200	51615	13%	253	51615	-2415	NO	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	63800	65031	12%	234	65031	-1231	NO	NO
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25975	16%	312	25975	6725	YES	NO
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	25975	16%	312	25975	6725	YES	NO
	CAIN BOULEVARD	SR-7	6	49200	53251	14%	273	53251	-4051	NO	NO
	SR-7	LYONS ROAD	6	49200	44900	5%	97	44900	4300	YES	NO
COUNTY LINE ROAD	WEST OF COUNTY LINE	CORAL RIDGE DRIVE	4	32700	571	26%	507	571	32129	YES	NO
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	21875	9%	175	21875	10825	YES	NO
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	21875	11%	214	21875	10825	YES	NO
	PARKSIDE DRIVE	LOX ROAD/HILLSBORO BLVD	4	32700	28418	11%	214	28418	4282	YES	NO
	LOX ROAD/HILLSBORO BLVD	SR-7	4	32700	19920	11%	214	19920	12780	YES	NO
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	41215	7%	136	41215	12285	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	50421	5%	97	50421	3079	YES	NO
	FLORIDA TURNPIKE	POWERLINE ROAD	6	53500	52741	5%	97	52741	759	YES	NO
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	15203	10%	195	15203	197	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	5933	2%	39	5933	9467	YES	NO
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	13469	1%	19	13469	1931	YES	NO

Table Notes:
1. All Palm Beach County and Broward County traffic volumes are reallocated based on Cutline Analysis provided in Tables A-1 to A-4.
General Notes:
Significance Criteria
Palm Beach County = Five-mile radius of influence
Broward County = 3% LOS D
Indicates Palm Beach Counts for the year 2025 provided by the County.
Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.
Indicates failing roadway links

TABLE 7

LOX ROAD AREA ANALYSIS

(YEAR 2025/2030)

ALTERNATIVE - WITHOUT CORAL RIDGE DRIVE AND UNIVERSITY DRIVE

Lox Road (2L)/SR-7 (8L) from Yamato Road to Lox Road

PROJECT: 1949 Acre LUPA

EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DU PER 10 ACRES

TRIPS PER DAY= 1949

PROPOSED FUTURE LAND USE: No Change

TRIPS PER DAY= 1949

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC [1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / NOB HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	52990	5%	97	52990	-2165	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	36738	5%	97	36738	14087	YES	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46186	10%	195	46186	4639	YES	NO
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	20161	11%	214	20161	10939	YES	NO
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	21%	409	28060	3040	YES	NO
	COUNTY LINE ROAD	LOX ROAD					LINK REMOVED				
	LOX ROAD	PONDEROSA DRIVE					LINK REMOVED				
	PONDEROSA DRIVE	YAMATO ROAD					LINK REMOVED				
PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	32700	24124	5%	97	24124	8576	YES	NO
	ROYAL PALM BOULEVARD	SAMPLE ROAD	4	33915	22409	6%	117	22409	11506	YES	NO
	SAMPLE ROAD	WILES ROAD	4	33915	16732	7%	136	16732	17183	YES	NO
	WILES ROAD	HOLMBERG ROAD	4	33915	18103	9%	175	18103	15812	YES	NO
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	1397	11%	214	1397	32518	YES	NO
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	54783	7%	146	54783	-3683	NO	NO
	SAMPLE ROAD	WILES ROAD	6	49200	33451	8%	156	33451	15749	YES	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	29991	22%	429	29991	19209	YES	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	24622	30%	585	24622	24578	YES	NO
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	19226	35%	682	19226	29974	YES	NO
	COUNTY LINE ROAD	LOX ROAD	4	32700	21110	13%	253	21110	11590	YES	NO
	LOX ROAD	PALMETTO PARK ROAD					LINK REMOVED				
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	25558	2%	39	25558	7142	YES	NO
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	6	49200	63000	3%	58	63000	-13800	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	84310	5%	97	84310	-35110	NO	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	90377	6%	117	90377	-41177	NO	NO
	HOLMBERG ROAD	HILLSBORO BOULEVARD	6	49200	100004	2%	39	100004	-50843	NO	NO
	HILLSBORO BOULEVARD	LOX ROAD	8	63800	90800	12%	234	90800	-41966	NO	NO
	LOX ROAD	SW 18TH STREET	8	63800	69659	5%	97	69656	-5858	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	8	63800	65580	6%	117	65580	-3780	NO	NO
	PALMETTO PARK ROAD	GLADES ROAD	8	63800	73544	7%	136	73544	-9744	NO	NO
	GLADES ROAD	YAMATO ROAD	8	63800	64878	7%	136	64878	-1078	NO	NO
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	92240	2%	39	92240	-41415	NO	NO
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	67858	2%	39	67858	-18658	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	49047	2%	39	49047	153	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	49184	1%	19	49184	16	YES	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	2	15400	2029	21%	409	2029	13371	YES	NO
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	2	15400	31625	33%	643	31625	-16225	NO	YES
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	2	15400	25558	11%	214	25558	-10158	NO	NO
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	2	15400	9445	11%	214	9445	5955	YES	NO
	HILLSBORO BOULEVARD	SR-7	2	15400	9445	11%	214	9445	5955	YES	NO
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	25430	6%	117	25430	7270	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	37368	6%	117	37368	11832	YES	NO
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25558	2%	39	25558	7142	YES	NO
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	25558	15%	292	25558	7142	YES	NO
	PONDEROSA DRIVE	SR-7	4	32700	39360	14%	273	39366	-6666	NO	NO
	SR-7	LYONS ROAD	6	49200	56140	9%	175	56140	-6940	NO	NO
	LYONS ROAD	FLORIDA TURNPIKE	8	63800	68798	8%	156	68798	-4998	NO	NO
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25975	7%	136	25975	6725	YES	NO
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	25975	7%	136	25975	6725	YES	NO
	CAIN BOULEVARD	SR-7	6	49200	32239	6%	117	32239	16961	YES	NO
	SR-7	LYONS ROAD	6	49200	42485	2%	39	42485	6715	YES	NO
COUNTY LINE ROAD	WEST OF COUNTY LINE	CORAL RIDGE DRIVE	4	32700	571	0%	0	571	32129	YES	NO
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	21875	25%	487	21875	10825	YES	NO
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	21875	10%	195	21875	10825	YES	NO
	PARKSIDE DRIVE	LOX ROAD	4	32700	28018	10%	195	28018	4682	YES	NO
	LOX ROAD	SR-7	4	32700	16960	8%	156	16960	15740	YES	NO
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	34518	6%	117	34518	18982	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	51801	4%	78	51801	1699	YES	NO
	FLORIDA TURNPIKE	POWERLINE ROAD	6	53500	56954	4%	78	56954	-3454	NO	NO
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	24890	23%	448	24890	-9490	NO	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	10072	7%	136	10072	5328	YES	NO
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	12677	1%	19	12677	2723	YES	NO

Table Notes:

1. All Palm Beach County and Broward County traffic volumes are reallocated based on Cutline Analysis provided in Tables A-1 to A-4.

General Notes:

Significance Criteria

Palm Beach County = Five-mile radius of influence

Broward County = 3% LOS D

indicates Palm Beach Counts for the year 2025 provided by the County.

Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.

indicates failing roadway links

TABLE 8

LOX ROAD AREA ANALYSIS

(YEAR 2025/2030)

ALTERNATIVE - AS PLANNED

With Coral Ridge Drive (4L)/University Drive (4L)/Lox Road (4L)/SR-7 (8L) from Yamato Road to Palmetto Park Road

PROJECT: 1949 Acre LUPA

EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DWELLING UNIT PER 10 ACRES

TRIPS PER DAY= 1949

PROPOSED FUTURE LAND USE: (CH) COMMERCIAL HIGH (118.5 KSF)

(LR-1) LOW RESIDENTIAL, 1 DWELLING UNITS PER ACRE (1,949 DU's)

TRIPS PER DAY= 22636

TRIP INCREASE= 20687

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC [1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / NOB HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	50714	5%	1034	51748	-923	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	33508	5%	1034	34542	16283	YES	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46190	11%	2276	48466	2369	YES	YES
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	22882	11%	2276	25158	5942	YES	YES
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	19%	3931	31991	-861	NO	YES
	COUNTY LINE ROAD	LOX ROAD	6	49200	32000	20%	4137	36137	13063	YES	YES
	LOX ROAD	PONDEROSA DRIVE	4	32700	22500	20%	4137	26637	6063	YES	YES
	PONDEROSA DRIVE	YAMATO ROAD	4	32700	27500	12%	2482	29982	2718	YES	YES
PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	32700	33600	4%	827	34427	-1727	NO	NO
	ROYAL PALM BOULEVARD	WILES ROAD	4	33915	26467	6%	1241	27708	6207	YES	YES
	SAMPLE ROAD	WILES ROAD	4	33915	25974	7%	1448	27422	6493	YES	YES
	WILES ROAD	HOLMBERG ROAD	4	33915	27573	7%	1448	29021	4894	YES	YES
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	17902	8%	1655	19557	14358	YES	YES
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	59879	5%	1034	60913	-11713	NO	NO
	SAMPLE ROAD	WILES ROAD	6	49200	51472	6%	1241	52713	-3513	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	56864	12%	2482	59346	-10146	NO	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	60821	15%	3103	63924	-14724	NO	YES
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	55070	21%	4344	59414	-10214	NO	YES
	COUNTY LINE ROAD	LOX ROAD	4	32700	34600	12%	2482	37082	-4382	NO	YES
	LOX ROAD	PALMETTO PARK ROAD	4	32700	31000	12%	2482	33482	-782	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	19000	3%	621	19621	13079	YES	NO
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	6	49200	54966	2%	414	55380	-6180	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	67598	3%	621	68219	-19019	NO	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	71964	5%	1034	72998	-23798	NO	NO
	HOLMBERG ROAD	HILLSBORO BOULEVARD	6	49200	71854	5%	1034	72888	-23688	NO	NO
	HILLSBORO BOULEVARD	LOX ROAD	6	49200	59652	1%	207	59859	-10659	NO	NO
	LOX ROAD	SW 18TH STREET	6	49200	51000	4%	827	51827	-2627	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	51000	3%	621	51621	-2421	NO	NO
	PALMETTO PARK ROAD	GLADES ROAD	8	63800	58000	5%	1034	59034	4766	YES	NO
	GLADES ROAD	YAMATO ROAD	8	63800	54000	3%	621	54621	9179	YES	NO
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	71215	3%	621	71836	-21011	NO	NO
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	43400	0%	0	43400	5800	YES	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	39000	0%	0	39000	10200	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	42000	1%	207	42207	6993	YES	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	4	32700	1600	38%	7861	9461	23239	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	11000	18%	3724	14724	17976	YES	YES
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	14000	15%	3103	17103	15597	YES	YES
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	4	32700	7000	6%	1241	8241	24459	YES	YES
	HILLSBORO BOULEVARD	SR-7	4	32700	7000	6%	1241	8241	24459	YES	YES
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	20000	1%	207	20207	12493	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	32000	1%	207	32207	16993	YES	NO
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	18500	9%	1862	20362	12338	YES	YES
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	18500	16%	3310	21810	10890	YES	YES
	PONDEROSA DRIVE	SR-7	4	32700	30000	15%	3103	33103	-403	NO	YES
	SR-7	LYONS ROAD	6	49200	44000	8%	1655	45655	3545	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	8	63800	60000	8%	1655	61655	2145	YES	NO
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	18000	11%	2276	20276	12424	YES	YES
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	18000	11%	2276	20276	12424	YES	YES
	CAIN BOULEVARD	SR-7	6	49200	38500	10%	2069	40569	8631	YES	YES
	SR-7	LYONS ROAD	6	49200	47000	8%	1655	48655	545	YES	YES
COUNTY LINE ROAD	WEST OF COUNTY LINE	CORAL RIDGE DRIVE	4	32700	1000	22%	4551	5551	27149	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	15000	11%	2276	17276	15424	YES	YES
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	15000	13%	2689	17689	15011	YES	YES
	PARKSIDE DRIVE	LOX ROAD/HILLSBORO BLVD	4	32700	22276	13%	2689	24965	7735	YES	YES
	LOX ROAD/HILLSBORO BLVD	SR-7	4	32700	23131	13%	2689	25820	6880	YES	YES
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	46444	9%	1862	48306	5194	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	58622	6%	1241	59863	-6363	NO	NO
	FLORIDA TURNPIKE	POWERLINE ROAD	6	53500	58622	5%	1034	59656	-6156	NO	NO
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	12000	9%	1862	13862	1538	YES	YES
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	2%	414	6414	8986	YES	NO
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	11500	1%	207	11707	3693	YES	NO

1. All Palm Beach County traffic volumes are 2025 volumes. Broward County traffic volumes from **"Broward County MPO Roadway Level of Service Analysis for Years 2004 and 2030".**

General Notes:

Significance Criteria

Palm Beach County = Five-mile radius of influence

Broward County = 3% LOS D

Indicates Palm Beach Counts for the year 2025 provided by the County.

Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.

Indicates failing & significant roadway links.

TABLE 9

LOX ROAD AREA ANALYSIS

(YEAR 2025/2030)

ALTERNATIVE - WITHOUT CORAL RIDGE DRIVE

University Drive (4L)/Lox Road (4L)/SR-7 (8L) from Yamato Road to Lox Road

PROJECT: 1949 Acre LUPA

EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DWELLING UNIT PER 10 ACRES

TRIPS PER DAY= 1949

PROPOSED FUTURE LAND USE: (CH) COMMERCIAL HIGH (118.5 KSF)

(LR-1) LOW RESIDENTIAL, 1 DWELLING UNITS PER ACRE (1,949 DU's)

TRIPS PER DAY= 22636

TRIP INCREASE= 20687

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC [1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / NOB HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	51621	6%	1241	52862	-2037	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	35149	6%	1241	36390	14435	YES	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46186	11%	2276	48462	2363	YES	YES
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	36297	12%	2482	38779	-7679	NO	YES
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	26%	5379	33439	-2339	NO	YES
	COUNTY LINE ROAD	LOX ROAD	LINK REMOVED								
	LOX ROAD	PONDEROSA DRIVE	LINK REMOVED								
	PONDEROSA DRIVE	YAMATO ROAD	LINK REMOVED								
PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	32700	32810	6%	1241	34051	-1351	NO	YES
	ROYAL PALM BOULEVARD	WILES ROAD	4	33915	24621	8%	1655	26276	7639	YES	YES
	SAMPLE ROAD	WILES ROAD	4	33915	23535	10%	2069	25604	8311	YES	YES
	WILES ROAD	HOLMBERG ROAD	4	33915	22165	13%	2689	24854	9061	YES	YES
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	1908	13%	2689	4597	29318	YES	YES
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	57525	4%	827	58352	-9152	NO	NO
	SAMPLE ROAD	WILES ROAD	6	49200	45573	4%	827	46400	2800	YES	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	49008	8%	1655	50661	-1461	NO	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	50144	13%	2689	52833	-3633	NO	YES
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	51249	17%	3517	54766	-5566	NO	YES
	COUNTY LINE ROAD	LOX ROAD	4	32700	44520	11%	2276	46796	-14096	NO	YES
	LOX ROAD	PALMETTO PARK ROAD	4	32700	40090	31%	6413	46503	-13803	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	31052	37%	6413	37465	-4765	NO	YES
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	6	49200	55684	3%	621	56305	-7105	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	71622	2%	414	72036	-22836	NO	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	75695	5%	1034	76729	-27529	NO	NO
	HOMLBERG ROAD	HILLSBORO BOULEVARD	6	49200	77658	5%	1034	78692	-29492	NO	NO
	HILLSBORO BOULEVARD	LOX ROAD	6	49200	61000	1%	207	61207	-12007	NO	NO
	LOX ROAD	SW 18TH STREET	8	63800	54090	4%	827	54917	8883	YES	NO
	SW 18TH STREET	PALMETTO PARK ROAD	8	63800	52240	3%	621	52861	10939	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	8	63800	61354	7%	1448	62802	998	YES	NO
	GLADES ROAD	YAMATO ROAD	8	63800	72910	11%	2276	75186	-11386	NO	YES
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	72436	2%	414	72850	-22025	NO	NO
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	50760	2%	414	51174	-1974	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	39755	2%	414	40169	9031	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	43262	1%	207	43469	5731	YES	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	4	32700	2029	35%	7240	9269	23431	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	31625	26%	5379	37004	-4304	NO	YES
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	20325	5%	1034	21359	11341	YES	YES
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	4	32700	9445	5%	1034	10479	22221	YES	YES
	HILLSBORO BOULEVARD	SR-7	4	32700	9445	5%	1034	10479	22221	YES	YES
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	23325	1%	207	23532	9168	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	35013	1%	207	35220	13980	YES	NO
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25558	16%	3310	28868	3832	YES	YES
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	25558	24%	4965	30523	2177	YES	YES
	PONDEROSA DRIVE	SR-7	4	32700	38230	23%	4758	42988	-10288	NO	YES
	SR-7	LYONS ROAD	6	49200	51615	13%	2689	54304	-5104	NO	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	63800	65031	12%	2482	67513	-3713	NO	YES
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25975	16%	3310	29285	3415	YES	YES
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	25975	16%	3310	29285	3415	YES	YES
	CAIN BOULEVARD	SR-7	6	49200	53251	18%	3998	56147	-6947	NO	YES
	SR-7	LYONS ROAD	6	49200	44900	5%	1034	45934	3266	YES	NO
COUNTY LINE ROAD	WEST OF COUNTY LINE	CORAL RIDGE DRIVE	4	32700	571	26%	5379	5950	26750	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	21875	9%	1862	23737	8963	YES	YES
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	21875	11%	2276	24151	8549	YES	YES
	PARKSIDE DRIVE	LOX ROAD/HILLSBORO BLVD	4	32700	28018	11%	2276	30294	2406	YES	YES
	LOX ROAD/HILLSBORO BLVD	SR-7	4	32700	19920	11%	2276	22196	10504	YES	YES
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	41215	7%	1448	42663	10837	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	50421	5%	1034	51455	2045	YES	NO
	FLORIDA TURNPIKE	POWERLINE ROAD	6	53500	52741	5%	1034	53775	-275	NO	NO
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	15203	10%	414	15617	-217	NO	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	5933	2%	0	5933	9467	YES	NO
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	13469	1%	0	13469	1931	YES	NO

Table Notes:

1. All Palm Beach County and Broward County traffic volumes are reallocated based on Cutline Analysis provided in Tables A-1 to A-4.

General Notes:

Significance Criteria

Palm Beach County = Five-mile radius of influence

Broward County = 3% LOS D

Indicates Palm Beach Counts for the year 2025 provided by the County.

Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.

indicates failing & significant roadway links.

TABLE 10

LOX ROAD AREA ANALYSIS

(YEAR 2025/2030)

ALTERNATIVE - WITHOUT CORAL RIDGE DRIVE AND UNIVERSITY DRIVE

Lox Road (4L)/SR-7 (8L) from Yamato Road to Lox Road

PROJECT: 1949 Acre LUPA

EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DWELLING UNIT PER 10 ACRES

TRIPS PER DAY= 1949

PROPOSED FUTURE LAND USE: (CH) COMMERCIAL HIGH (118.5 KSF)

(LR-1) LOW RESIDENTIAL, 1 DWELLING UNITS PER ACRE (1,949 DU's)

TRIPS PER DAY= 22636

TRIP INCREASE= 20687

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC[1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / NOB HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	52990	5%	1034	54024	-3199	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	36738	5%	1034	37772	13053	YES	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46186	10%	2069	48255	2570	YES	YES
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	20161	11%	2276	22437	8663	YES	YES
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	21%	4344	32404	-1304	NO	YES
	COUNTY LINE ROAD	LOX ROAD					LINK REMOVED				
	LOX ROAD	PONDEROSA DRIVE					LINK REMOVED				
	PONDEROSA DRIVE	YAMATO ROAD					LINK REMOVED				
PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	32700	24124	5%	1034	25158	7542	YES	YES
	ROYAL PALM BOULEVARD	WILES ROAD	4	33915	22409	6%	1241	23650	10265	YES	YES
	SAMPLE ROAD	WILES ROAD	4	33915	16732	7%	1448	18180	15735	YES	YES
	WILES ROAD	HOLMBERG ROAD	4	33915	18103	9%	1862	19965	13950	YES	YES
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	1397	11%	2276	3673	30242	YES	YES
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	54783	7%	1448	56231	-7031	NO	NO
	SAMPLE ROAD	WILES ROAD	6	49200	33451	8%	1655	35106	14094	YES	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	29991	22%	4551	34542	14658	YES	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	24622	30%	6206	30828	18372	YES	YES
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	19226	35%	7240	26466	22734	YES	YES
	COUNTY LINE ROAD	LOX ROAD	4	32700	21110	13%	2689	23799	8901	YES	YES
	LOX ROAD	PALMETTO PARK ROAD					LINK REMOVED				
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	25558	2%	414	25972	6728	YES	NO
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	6	49200	63000	3%	621	63621	-14421	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	84310	5%	1034	85344	-36144	NO	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	90377	6%	1241	91618	-42418	NO	NO
	HOMLBERG ROAD	HILLSBORO BOULEVARD	6	49200	100004	2%	414	100418	-51218	NO	NO
	HILLSBORO BOULEVARD	LOX ROAD	6	49200	90600	14%	2482	93082	-43882	NO	YES
	LOX ROAD	SW 18TH STREET	8	63800	69659	5%	1034	70693	-6893	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	8	63800	65880	6%	1241	67121	-3321	NO	NO
	PALMETTO PARK ROAD	GLADES ROAD	8	63800	73544	7%	1448	74992	-11192	NO	NO
	GLADES ROAD	YAMATO ROAD	8	63800	64878	7%	1448	66326	-2526	NO	NO
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	92240	2%	414	92654	-41829	NO	NO
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	67858	2%	414	68272	-19072	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	49047	2%	414	49461	-261	NO	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	49284	1%	207	49491	-291	NO	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	4	32700	2029	21%	4344	6373	26327	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	31625	33%	6827	38452	-5752	NO	YES
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25558	11%	2276	27834	4866	YES	YES
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	4	32700	9445	11%	2276	11721	20979	YES	YES
	HILLSBORO BOULEVARD	SR-7	4	32700	9445	11%	2276	11721	20979	YES	YES
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	25430	6%	1241	26671	6029	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	37368	6%	1241	38609	10591	YES	NO
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25558	2%	414	25972	6728	YES	NO
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	25558	15%	3103	28661	4039	YES	YES
	PONDEROSA DRIVE	SR-7	4	32700	39360	14%	2896	42256	-3556	NO	YES
	SR-7	LYONS ROAD	6	49200	56140	8%	1862	58002	-8802	NO	YES
	LYONS ROAD	FLORIDA TURNPIKE	8	63800	68798	6%	1655	70453	-6653	NO	NO
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25975	7%	1448	27423	5277	YES	YES
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	25975	7%	1448	27423	5277	YES	YES
	CAIN BOULEVARD	SR-7	6	49200	32239	6%	1241	33480	15720	YES	NO
	SR-7	LYONS ROAD	6	49200	42485	2%	414	42899	6301	YES	NO
COUNTY LINE ROAD	WEST OF COUNTY LINE	CORAL RIDGE DRIVE	4	32700	571	0%	0	571	32129	YES	NO
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	21875	25%	5172	27047	5653	YES	YES
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	21875	10%	2069	23944	8756	YES	YES
	PARKSIDE DRIVE	LOX ROAD	4	32700	28018	10%	2069	30087	2613	YES	YES
	LOX ROAD	SR-7	4	32700	16960	8%	1655	18615	14085	YES	YES
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	34518	6%	1241	35759	17741	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	51801	4%	827	52628	872	YES	NO
	FLORIDA TURNPIKE	POWERLINE ROAD	6	53500	56954	4%	827	57781	-4281	NO	NO
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	24890	23%	4758	29648	-14248	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	10072	7%	1448	11520	3880	YES	YES
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	12677	1%	207	12884	2516	YES	NO

Table Notes:

1. All Palm Beach County and Broward County traffic volumes are reallocated based on Cutline Analysis provided in Tables A-1 to A-4.

General Notes:

Significance Criteria

Palm Beach County = Five-mile radius of influence

Broward County = 3% LOS D

Indicates Palm Beach Counts for the year 2025 provided by the County.

Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.

Indicates failing & significant roadway links.

TABLE 11

LOX ROAD AREA ANALYSIS

(YEAR 2025/2030)

ALTERNATIVE - AS PLANNED

With Coral Ridge Drive (4L)/University Drive (4L)/Lox Road (4L)/SR-7 (8L) from Yamato Road to Palmetto Park Road

PROJECT: 1949 Acre LUPA

EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DWELLING UNIT PER 10 ACRES

TRIPS PER DAY= 1949

PROPOSED FUTURE LAND USE: (CH) COMMERCIAL HIGH (237.14 KSF)

(LR-2) LOW RESIDENTIAL, 2 DWELLING UNITS PER ACRE (3,898 DU's)

TRIPS PER DAY= 44166

TRIP INCREASE= 42217

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC [1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / NOB HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	50714	6%	2111	52825	-2000	NO	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	33508	5%	2111	35619	15206	YES	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46180	11%	4644	50824	1	YES	YES
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	22882	11%	4644	27526	3574	YES	YES
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	19%	8021	36081	-4981	NO	YES
	COUNTY LINE ROAD	LOX ROAD	6	49200	32000	20%	8443	40443	8757	YES	YES
	LOX ROAD	PONDEROSA DRIVE	4	32700	22500	20%	8443	30943	1757	YES	YES
	PONDEROSA DRIVE	YAMATO ROAD	4	32700	27500	12%	5066	32566	134	YES	YES
CORAL SPRINGS DRIVE / PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	32700	33600	4%	1689	35289	-2589	NO	YES
	ROYAL PALM BOULEVARD	SAMPLE ROAD	4	33915	26467	6%	2533	29000	4915	YES	YES
	SAMPLE ROAD	WILES ROAD	4	33915	25974	7%	2955	28929	4986	YES	YES
	WILES ROAD	HOLMBERG ROAD	4	33915	27573	7%	2955	30528	3387	YES	YES
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	17902	8%	3377	21279	12636	YES	YES
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	59879	5%	2111	61990	-12790	NO	YES
	SAMPLE ROAD	WILES ROAD	6	49200	51472	5%	2533	54005	-4805	NO	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	56864	12%	5066	61930	-12730	NO	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	60821	15%	6333	67154	-17954	NO	YES
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	55070	21%	8866	63936	-14736	NO	YES
	COUNTY LINE ROAD	LOX ROAD	4	32700	34600	12%	5066	39666	-6966	NO	YES
	LOX ROAD	PALMETTO PARK ROAD	4	32700	31000	12%	5066	36066	-3366	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	19000	3%	1267	20267	12433	YES	YES
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	6	49200	54966	2%	844	55810	-6610	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	67598	3%	1267	68865	-19665	NO	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	71964	5%	2111	74075	-24875	NO	YES
	HOLMBERG ROAD	HILLSBORO BOULEVARD	6	49200	71854	5%	2111	73965	-24765	NO	YES
	HILLSBORO BOULEVARD	LOX ROAD	6	49200	59652	1%	422	60074	-10874	NO	NO
	LOX ROAD	SW 18TH STREET	6	49200	51000	4%	1689	52689	-3489	NO	YES
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	51000	3%	1267	52267	-3067	NO	NO
	PALMETTO PARK ROAD	GLADES ROAD	8	63800	58000	5%	2111	60111	3689	YES	YES
	GLADES ROAD	YAMATO ROAD	8	63800	54000	3%	1267	55267	8533	YES	NO
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	71215	3%	1267	72482	-21657	NO	NO
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	43400	0%	0	43400	5800	YES	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	39000	0%	0	39000	10200	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	42000	1%	422	42422	6778	YES	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	4	32700	1600	38%	16042	17642	15058	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	11000	18%	7599	18599	14101	YES	YES
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	14000	15%	6333	20333	12367	YES	YES
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	4	32700	7000	6%	2533	9533	23167	YES	YES
	HILLSBORO BOULEVARD	SR-7	4	32700	7000	6%	2533	9533	23167	YES	YES
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	20000	1%	422	20422	12278	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	32000	1%	422	32422	16778	YES	NO
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	18500	9%	3800	22300	10400	YES	YES
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	18500	16%	6755	25255	7445	YES	YES
	PONDEROSA DRIVE	SR-7	4	32700	30000	15%	6889	36333	-3633	NO	YES
	SR-7	LYONS ROAD	6	49200	44000	8%	3377	47377	1823	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	8	63800	60000	8%	3377	63377	423	YES	YES
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	18000	11%	4644	22644	10056	YES	YES
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	18000	11%	4644	22644	10056	YES	YES
	CAIN BOULEVARD	SR-7	6	49200	38500	10%	4222	42722	6478	YES	YES
	SR-7	LYONS ROAD	6	49200	47000	8%	3377	50377	-1177	NO	YES
COUNTY LINE ROAD	WEST OF COUNTY LINE	CORAL RIDGE DRIVE	4	32700	1000	22%	9288	10288	22412	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	15000	11%	4644	19644	13056	YES	YES
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	15000	13%	5488	20488	12212	YES	YES
	PARKSIDE DRIVE	LOX ROAD/HILLSBORO BLVD	4	32700	22276	13%	5488	27764	4936	YES	YES
	LOX ROAD/HILLSBORO BLVD	SR-7	4	32700	23131	13%	5488	28619	4081	YES	YES
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	46444	9%	3800	50244	3256	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	58622	6%	2533	61155	-7855	NO	YES
	FLORIDA TURNPIKE	POWERLINE ROAD	6	53500	58622	5%	2111	60733	-7233	NO	YES
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	12000	9%	3800	15800	-400	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	2%	844	6844	8556	YES	YES
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	11500	1%	422	11922	3478	YES	NO

1. All Palm Beach County traffic volumes are 2025 volumes. Broward County traffic volumes from **"Broward County MPO Roadway Level of Service Analysis for Years 2004 and 2030".**

General Notes:

Significance Criteria

Palm Beach County = Five-mile radius of influence

Broward County = 3% LOS D

Indicates Palm Beach Counts for the year 2025 provided by the County.

Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.

Indicates failing & significant roadway links.

TABLE 12

LOX ROAD AREA ANALYSIS

(YEAR 2025/2030)

ALTERNATIVE - WITHOUT CORAL RIDGE DRIVE

University Drive (4L)/Lox Road (4L)/SR-7 (8L) from Yamato Road to Lox Road

PROJECT: 1949 Acre LUPA

EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DWELLING UNIT PER 10 ACRES

TRIPS PER DAY= 1949

PROPOSED FUTURE LAND USE: (CH) COMMERCIAL HIGH (237.14 KSF)
(LR-2) LOW RESIDENTIAL, 2 DWELLING UNITS PER ACRE (3,898 DU's)

TRIPS PER DAY= 44186

TRIP INCREASE= 42217

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC [1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / NOB HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	51621	8%	2533	54154	-3329	NO	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	35149	6%	2533	37682	13143	YES	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46186	11%	4644	50830	-5	NO	YES
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	36297	12%	5066	41363	-10263	NO	YES
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	26%	10976	39036	-7936	NO	YES
	COUNTY LINE ROAD	LOX ROAD						LINK REMOVED			
	LOX ROAD	PONDEROSA DRIVE						LINK REMOVED			
	PONDEROSA DRIVE	YAMATO ROAD						LINK REMOVED			
PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	32700	32810	6%	2533	35343	-2643	NO	YES
	ROYAL PALM BOULEVARD	WILES ROAD	4	33915	24621	8%	3377	27998	5917	YES	YES
	SAMPLE ROAD	WILES ROAD	4	33915	23535	10%	4222	27757	6158	YES	YES
	WILES ROAD	HOLMBERG ROAD	4	33915	22165	13%	5488	27653	6262	YES	YES
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	1908	13%	5488	7396	26519	YES	YES
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	57525	4%	1689	59214	-10014	NO	YES
	SAMPLE ROAD	WILES ROAD	6	49200	45573	4%	1689	47262	1938	YES	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	49006	8%	3377	52383	-3183	NO	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	50144	12%	5488	55632	-6432	NO	YES
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	51249	17%	7177	58426	-9226	NO	YES
	COUNTY LINE ROAD	LOX ROAD	4	32700	44520	11%	4644	49164	-16464	NO	YES
	LOX ROAD	PALMETTO PARK ROAD	4	32700	40090	31%	13067	53157	-20457	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	31052	31%	13067	44119	-11419	NO	YES
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	6	49200	55684	3%	1267	56951	-7751	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	71622	2%	844	72466	-23266	NO	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	75695	5%	2111	77806	-28606	NO	YES
	HOLMBERG ROAD	HILLSBORO BOULEVARD	6	49200	77658	5%	2111	79769	-30569	NO	YES
	HILLSBORO BOULEVARD	LOX ROAD	6	49200	61000	1%	422	61422	-12222	NO	NO
	LOX ROAD	SW 18TH STREET	8	63800	54090	4%	1689	55779	8021	YES	NO
	SW 18TH STREET	PALMETTO PARK ROAD	8	63800	52240	3%	1267	53507	10293	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	8	63800	61354	7%	2955	64309	-509	NO	YES
	GLADES ROAD	YAMATO ROAD	6	63800	72910	11%	4644	77554	-13754	NO	YES
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	72436	2%	844	73280	-22455	NO	NO
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	50760	2%	844	51604	-2404	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	39755	2%	844	40599	8601	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	43262	1%	422	43684	5516	YES	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	4	32700	2029	35%	14776	16805	15895	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	31625	25%	10976	42601	-9901	NO	YES
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	20325	5%	2111	22436	10264	YES	YES
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	4	32700	9445	5%	2111	11556	21144	YES	YES
	HILLSBORO BOULEVARD	SR-7	4	32700	9445	5%	2111	11556	21144	YES	YES
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	23325	1%	422	23747	8953	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	35013	1%	422	35435	13765	YES	NO
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25558	16%	6755	32313	387	YES	YES
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	25558	24%	10132	35690	-2990	NO	YES
	PONDEROSA DRIVE	SR-7	4	32700	38230	23%	9710	47940	-15240	NO	YES
	SR-7	LYONS ROAD	6	49200	51615	13%	5488	57103	-7903	NO	YES
	LYONS ROAD	FLORIDA TURNPIKE	8	63800	65031	12%	5066	70097	-6297	NO	YES
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25935	16%	6755	32690	10	YES	YES
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	25935	16%	6755	32690	10	YES	YES
	CAIN BOULEVARD	SR-7	6	49200	53251	14%	5910	59161	-9961	NO	YES
	SR-7	LYONS ROAD	6	49200	44900	5%	2111	47011	2189	YES	YES
COUNTY LINE ROAD	WEST OF COUNTY LINE	CORAL RIDGE DRIVE	4	32700	571	26%	10976	11547	21153	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	21875	9%	3800	25675	7025	YES	YES
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	21875	11%	4644	26519	6181	YES	YES
	PARKSIDE DRIVE	LOX ROAD/HILLSBORO BLVD	4	32700	28018	11%	4644	32662	38	YES	YES
	LOX ROAD/HILLSBORO BLVD	SR-7	4	32700	19920	11%	4644	24564	8136	YES	YES
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	41215	7%	2955	44170	9330	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	50421	5%	2111	52532	968	YES	YES
	FLORIDA TURNPIKE	POWERLINE ROAD	6	53500	52741	5%	2111	54852	-1352	NO	YES
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	15203	10%	4222	19425	-4025	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	5933	2%	844	6777	8623	YES	YES
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	13469	1%	422	13891	1509	YES	NO

Table Notes:

1. All Palm Beach County and Broward County traffic volumes are reallocated based on Cutline Analysis provided in Tables A-1 to A-4.

General Notes:

Significance Criteria

Palm Beach County = Five-mile radius of influence

Broward County = 3% LOS D

Indicates Palm Beach Counts for the year 2025 provided by the County.

Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.

Indicates failing & significant roadway links.

TABLE 13
LOX ROAD AREA ANALYSIS
(YEAR 2025/2030)
ALTERNATIVE - WITHOUT CORAL RIDGE DRIVE AND UNIVERSITY DRIVE
Lox Road (4L)/SR-7 (8L) from Yamato Road to Lox Road
PROJECT: 1949 Acre LUPA
EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DWELLING UNIT PER 10 ACRES
TRIPS PER DAY= 1949
PROPOSED FUTURE LAND USE: (CH) COMMERCIAL HIGH (237.14 KSF)
(LR-2) LOW RESIDENTIAL, 2 DWELLING UNITS PER ACRE (3,898 DU's)
TRIPS PER DAY= 44166
TRIP INCREASE= 42217

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC [1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / NOB HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	52990	5%	2111	55101	-4276	NO	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	36738	5%	2111	38849	11976	YES	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46186	10%	4222	50408	417	YES	YES
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	20161	11%	4644	24805	6295	YES	YES
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	21%	8866	36926	-5826	NO	YES
	COUNTY LINE ROAD	LOX ROAD						LINK REMOVED			
	LOX ROAD	PONDEROSA DRIVE						LINK REMOVED			
	PONDEROSA DRIVE	YAMATO ROAD						LINK REMOVED			
PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	32700	24124	5%	2111	26235	6465	YES	YES
	ROYAL PALM BOULEVARD	WILES ROAD	4	33915	22409	6%	2533	24942	8973	YES	YES
	SAMPLE ROAD	WILES ROAD	4	33915	16732	7%	2955	19687	14228	YES	YES
	WILES ROAD	HOLMBERG ROAD	4	33915	18103	9%	3800	21903	12012	YES	YES
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	1397	11%	4644	6041	27874	YES	YES
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	54783	7%	2955	57738	-8538	NO	YES
	SAMPLE ROAD	WILES ROAD	6	49200	33451	8%	3377	36828	12372	YES	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	29991	22%	9288	39279	9921	YES	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	24622	30%	12665	37287	11913	YES	YES
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	19226	35%	14776	34002	15198	YES	YES
	COUNTY LINE ROAD	LOX ROAD	4	32700	21110	13%	5488	26598	6102	YES	YES
	LOX ROAD	PALMETTO PARK ROAD						LINK REMOVED			
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	25558	2%	844	26402	6298	YES	NO
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	6	49200	63000	3%	1267	64267	-15067	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	84310	5%	2111	86421	-37221	NO	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	90377	5%	2533	92910	-43710	NO	YES
	HOMLBERG ROAD	HILLSBORO BOULEVARD	6	49200	100004	2%	844	100848	-51648	NO	NO
	HILLSBORO BOULEVARD	LOX ROAD	6	49200	90600	12%	5066	95666	-46466	NO	YES
	LOX ROAD	SW 18TH STREET	8	63800	69659	5%	2111	71770	-7970	NO	YES
	SW 18TH STREET	PALMETTO PARK ROAD	8	63800	65880	6%	2533	68413	-4613	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	8	63800	73544	7%	2955	76499	-12699	NO	YES
	GLADES ROAD	YAMATO ROAD	8	63800	64878	2%	2955	67833	-4033	NO	YES
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	92240	2%	844	93084	-42259	NO	NO
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	67858	2%	844	68702	-19502	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	49047	2%	844	49891	-691	NO	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	49284	1%	422	49706	-506	NO	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	4	32700	2029	21%	8866	10895	21805	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	31625	33%	13932	45557	-12857	NO	YES
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25558	11%	4644	30202	2498	YES	YES
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	4	32700	9445	11%	4644	14089	18611	YES	YES
	HILLSBORO BOULEVARD	SR-7	4	32700	9445	11%	4644	14089	18611	YES	YES
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	25430	6%	2533	27963	4737	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	37368	6%	2533	39901	9299	YES	YES
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25558	2%	844	26402	6298	YES	NO
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	25558	15%	6333	31891	809	YES	YES
	PONDEROSA DRIVE	SR-7	4	32700	39360	14%	5910	45270	-12570	NO	YES
	SR-7	LYONS ROAD	6	49200	56140	9%	3800	59940	-10740	NO	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	68798	6%	3377	72175	-5375	NO	YES
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25975	7%	2955	28930	3770	YES	YES
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	25975	7%	2955	28930	3770	YES	YES
	CAIN BOULEVARD	SR-7	6	49200	32239	6%	2533	34772	14428	YES	YES
	SR-7	LYONS ROAD	6	49200	42485	2%	844	43329	5871	YES	NO
COUNTY LINE ROAD	WEST OF COUNTY LINE	CORAL RIDGE DRIVE	4	32700	571	0%	0	571	32129	YES	NO
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	21875	25%	10554	32429	271	YES	YES
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	21875	10%	4222	26097	6603	YES	YES
	PARKSIDE DRIVE	LOX ROAD	4	32700	28018	10%	4222	32240	460	YES	YES
	LOX ROAD	SR-7	4	32700	16960	8%	3377	20337	12363	YES	YES
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	34518	6%	2533	37051	16449	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	51801	4%	1689	53490	10	YES	YES
	FLORIDA TURNPIKE	POWERLINE ROAD	6	53500	56954	4%	1689	58643	-5143	NO	YES
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	24890	23%	9710	34600	-19200	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	10072	7%	2955	13027	2373	YES	YES
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	12677	1%	422	13099	2301	YES	NO

Table Notes:
1. All Palm Beach County and Broward County traffic volumes are reallocated based on Cutline Analysis provided in Tables A-1 to A-4.

General Notes:
Significance Criteria
Palm Beach County = Five-mile radius of influence
Broward County = 3% LOS D

Indicates Palm Beach Counts for the year 2025 provided by the County.
Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.
Indicates failing & significant roadway links.

TABLE 14

LOX ROAD AREA ANALYSIS

(YEAR 2025/2030)

ALTERNATIVE - AS PLANNED

With Coral Ridge Drive (4L)/University Drive (4L)/Lox Road (4L)/SR-7 (8L) from Yamato Road to Palmetto Park Road

PROJECT: 1949 Acre LUPA

EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DWELLING UNIT PER 10 ACRES

TRIPS PER DAY= 1949

PROPOSED FUTURE LAND USE: (CH) COMMERCIAL HIGH (355.73 KSF)

(LR-3) LOW RESIDENTIAL, 3 DWELLING UNITS PER ACRE (5,847 DU's)

TRIPS PER DAY= 65556

TRIP INCREASE= 63607

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC [1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / NOB HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	50714	5%	3180	53894	-3069	NO	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	33508	5%	3180	36688	14137	YES	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46180	11%	6997	53177	-2352	NO	YES
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	22882	11%	6997	29879	1221	YES	YES
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	19%	12285	40345	-9245	NO	YES
	COUNTY LINE ROAD	LOX ROAD	6	49200	32000	20%	12721	44721	4479	YES	YES
	LOX ROAD	PONDEROSA DRIVE	4	32700	22500	20%	12721	35221	-2521	NO	YES
	PONDEROSA DRIVE	YAMATO ROAD	4	32700	27500	12%	7533	35133	-2433	NO	YES
CORAL SPRINGS DRIVE / PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	32700	33600	4%	2544	36144	-3444	NO	YES
	ROYAL PALM BOULEVARD	SAMPLE ROAD	4	33915	26467	6%	3816	30283	3632	YES	YES
	SAMPLE ROAD	WILES ROAD	4	33915	25974	7%	4452	30426	3489	YES	YES
	WILES ROAD	HOLMBERG ROAD	4	33915	27573	7%	4452	32025	1890	YES	YES
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	17902	8%	5089	22991	10924	YES	YES
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	59879	5%	3180	63059	-13859	NO	YES
	SAMPLE ROAD	WILES ROAD	6	49200	51472	5%	3816	55288	-6088	NO	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	56864	12%	7633	64497	-15297	NO	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	60821	15%	9541	70362	-21162	NO	YES
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	55070	21%	13357	68427	-19227	NO	YES
	COUNTY LINE ROAD	LOX ROAD	4	32700	34600	12%	7633	42233	-9533	NO	YES
	LOX ROAD	PALMETTO PARK ROAD	4	32700	31000	12%	7633	38633	-5933	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	19000	3%	1908	20908	11792	YES	YES
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	6	49200	54966	2%	1272	56238	-7038	NO	NO
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	67598	3%	1908	69506	-20306	NO	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	71964	5%	3180	75144	-25944	NO	YES
	HOLMBERG ROAD	HILLSBORO BOULEVARD	6	49200	71854	5%	3180	75034	-25834	NO	YES
	HILLSBORO BOULEVARD	LOX ROAD	6	49200	59652	1%	636	60288	-11088	NO	NO
	LOX ROAD	SW 18TH STREET	6	49200	51000	4%	2544	53544	-4344	NO	YES
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	51000	3%	1908	52908	-3708	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	8	63800	58000	5%	3180	61180	2620	YES	YES
	GLADES ROAD	YAMATO ROAD	8	63800	54000	3%	1908	55908	7892	YES	YES
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	71215	3%	1908	73123	-22298	NO	YES
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	43400	0%	0	43400	5800	YES	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	39000	0%	0	39000	10200	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	42000	1%	636	42636	6564	YES	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	4	32700	1600	38%	24171	25771	6929	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	11000	18%	11449	22449	10251	YES	YES
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	14000	15%	9541	23541	9159	YES	YES
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	4	32700	7000	6%	3816	10816	21884	YES	YES
	HILLSBORO BOULEVARD	SR-7	4	32700	7000	6%	3816	10816	21884	YES	YES
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	20000	1%	636	20636	12064	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	32000	1%	636	32636	16564	YES	NO
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	18500	9%	5725	24225	8475	YES	YES
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	18500	16%	10177	28677	4023	YES	YES
	PONDEROSA DRIVE	SR-7	4	32700	30000	15%	9541	39541	-6841	NO	YES
	SR-7	LYONS ROAD	6	49200	44000	8%	5089	49089	111	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	63800	60000	8%	5089	65089	-1289	NO	YES
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	18000	11%	6997	24997	7703	YES	YES
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	18000	11%	6997	24997	7703	YES	YES
	CAIN BOULEVARD	SR-7	6	49200	38500	10%	6361	44861	4339	YES	YES
	SR-7	LYONS ROAD	6	49200	47000	8%	5089	52089	-2889	NO	YES
COUNTY LINE ROAD	WEST OF COUNTY LINE	CORAL RIDGE DRIVE	4	32700	1000	22%	13994	14994	17706	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	15000	11%	6997	21997	10703	YES	YES
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	15000	13%	8269	23269	9431	YES	YES
	PARKSIDE DRIVE	LOX ROAD/HILLSBORO BLVD	4	32700	22276	13%	8269	30545	2155	YES	YES
	LOX ROAD/HILLSBORO BLVD	SR-7	4	32700	23131	13%	8269	31400	1300	YES	YES
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	46444	9%	5725	52169	1331	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	58622	5%	3816	62438	-3938	NO	YES
	FLORIDA TURNPIKE	POWERLINE ROAD	6	53500	58622	5%	3180	61802	-3302	NO	YES
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	12000	5%	5725	17726	-2325	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	2%	1272	7272	8128	YES	YES
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	11500	1%	636	12136	3264	YES	YES

1. All Palm Beach County traffic volumes are 2025 volumes. Broward County traffic volumes from **"Broward County MPO Roadway Level of Service Analysis for Years 2004 and 2030".**

General Notes:

Significance Criteria

Palm Beach County = Five-mile radius of influence

Broward County = 3% LOS D

Indicates Palm Beach Counts for the year 2025 provided by the County.

Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.

Indicates failing & significant roadway links.

TABLE 15

LOX ROAD AREA ANALYSIS

(YEAR 2025/2030)

ALTERNATIVE - WITHOUT CORAL RIDGE DRIVE

University Drive (4L)/Lox Road (4L)/SR-7 (8L) from Yamato Road to Lox Road

PROJECT: 1949 Acre LUPA

EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DWELLING UNIT PER 10 ACRES

TRIPS PER DAY= 1949

PROPOSED FUTURE LAND USE: (CH) COMMERCIAL HIGH (355.73 KSF)

(LR-3) LOW RESIDENTIAL, 3 DWELLING UNITS PER ACRE (5,847 DU's)

TRIPS PER DAY= 65556

TRIP INCREASE= 63607

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC [1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / LOX HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	51621	6%	3816	55437	-4612	NO	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	35149	6%	3816	38965	11860	YES	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46186	11%	8387	53153	-2328	NO	YES
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	36297	12%	7938	43835	-12735	NO	YES
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	25%	16939	44999	-13899	NO	YES
	COUNTY LINE ROAD	LOX ROAD	LINK REMOVED								
	LOX ROAD	PONDEROSA DRIVE	LINK REMOVED								
	PONDEROSA DRIVE	YAMATO ROAD	LINK REMOVED								
PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	33700	32810	6%	3816	36626	-2926	NO	YES
	ROYAL PALM BOULEVARD	WILES ROAD	4	33915	24621	8%	5089	29710	4205	YES	YES
	SAMPLE ROAD	WILES ROAD	4	33915	23535	10%	6361	29896	4019	YES	YES
	WILES ROAD	HOLMBERG ROAD	4	33915	22195	13%	8269	30434	3481	YES	YES
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	1908	13%	8269	10177	23738	YES	YES
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	57525	4%	2544	60069	-10869	NO	YES
	SAMPLE ROAD	WILES ROAD	6	49200	45573	4%	2544	48117	1083	YES	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	49006	5%	3180	52186	-2986	NO	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	50144	9%	6299	56443	-7243	NO	YES
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	51249	17%	10613	61862	-12662	NO	YES
	COUNTY LINE ROAD	LOX ROAD	4	32700	44520	11%	6997	51517	-18817	NO	YES
	LOX ROAD	PALMETTO PARK ROAD	4	32700	40090	17%	10713	50803	-18103	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	31052	31%	19718	50770	-18070	NO	YES
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	6	49200	55684	3%	1908	57592	-8392	NO	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	71622	2%	1272	72894	-23694	NO	NO
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	75695	4%	3180	78875	-29675	NO	NO
	HOLMBERG ROAD	HILLSBORO BOULEVARD	6	49200	77656	3%	3180	80836	-31636	NO	YES
	HILLSBORO BOULEVARD	LOX ROAD	6	49200	61000	1%	636	61636	-12436	NO	NO
	LOX ROAD	SW 18TH STREET	8	63800	54090	4%	2544	56634	7166	YES	YES
	SW 18TH STREET	PALMETTO PARK ROAD	8	63800	52240	3%	1908	54148	9652	YES	YES
	PALMETTO PARK ROAD	GLADES ROAD	8	63800	61354	7%	4452	65806	-2006	NO	YES
	GLADES ROAD	YAMATO ROAD	8	63800	72910	11%	6997	79907	-16107	NO	YES
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	72436	2%	1272	73708	-22883	NO	NO
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	50760	2%	1272	52032	-2832	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	39755	2%	1272	41027	8173	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	43262	1%	636	43898	5302	YES	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	4	32700	2029	35%	22262	24291	8409	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	31625	23%	15538	47163	-15463	NO	YES
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	20325	5%	3180	23505	9195	YES	YES
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	4	32700	9445	5%	3180	12625	20075	YES	YES
	HILLSBORO BOULEVARD	SR-7	4	32700	9445	5%	3180	12625	20075	YES	YES
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	23325	1%	636	23961	8739	YES	NO
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	35013	1%	636	35649	13551	YES	NO
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25558	16%	10177	35735	-3035	NO	YES
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	25558	24%	16256	41814	-9114	NO	YES
	PONDEROSA DRIVE	SR-7	4	32700	38230	23%	14623	52853	-20153	NO	YES
	SR-7	LYONS ROAD	6	49200	51615	13%	8269	59884	-16884	NO	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	63800	65031	12%	7633	72664	-8864	NO	YES
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25935	16%	10177	36112	-3412	NO	YES
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	25935	16%	10177	36112	-3412	NO	YES
	CAIN BOULEVARD	SR-7	6	49200	53251	5%	3180	56431	-7231	NO	YES
	SR-7	LYONS ROAD	6	49200	44900	5%	3180	48080	1120	YES	YES
COUNTY LINE ROAD	WEST OF COUNTY LINE	CORAL RIDGE DRIVE	4	32700	571	26%	16538	17109	15591	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	21875	9%	5725	27600	5100	YES	YES
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	21875	11%	6997	28872	3828	YES	YES
	PARKSIDE DRIVE	LOX ROAD/HILLSBORO BLVD	4	32700	28018	11%	6997	35015	-2315	NO	YES
	LOX ROAD/HILLSBORO BLVD	SR-7	4	32700	19920	11%	6997	26917	5783	YES	YES
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	41215	7%	4452	45667	7833	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	53500	50421	5%	3180	53601	-101	NO	YES
	FLORIDA TURNPIKE	POWERLINE ROAD	6	63500	52741	3%	2180	54921	-2421	NO	YES
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	15203	70%	9991	21604	-6204	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	5933	2%	1272	7205	8195	YES	YES
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	13469	1%	636	14105	1295	YES	YES

Table Notes:

1. All Palm Beach County and Broward County traffic volumes are reallocated based on Cutline Analysis provided in Tables A-1 to A-4.

General Notes:

Significance Criteria

Palm Beach County = Five-mile radius of influence

Broward County = 3% LOS D

Indicates Palm Beach Counts for the year 2025 provided by the County.

Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.

Indicates failing & significant roadway links.

TABLE 16
LOX ROAD AREA ANALYSIS
(YEAR 2025/2030)
ALTERNATIVE - WITHOUT CORAL RIDGE DRIVE AND UNIVERSITY DRIVE
Lox Road (4L)/SR-7 (6L) from Yamato Road to Lox Road
PROJECT: 1949 Acre LUPA
EXISTING FUTURE LAND USE: (RR-10) RURAL RESIDENTIAL, 1 DWELLING UNIT PER 10 ACRES
TRIPS PER DAY= 1949
PROPOSED FUTURE LAND USE: (CH) COMMERCIAL HIGH (355.73 KSF)
(LR-3) LOW RESIDENTIAL, 3 DWELLING UNITS PER ACRE (5,847 DU's)
TRIPS PER DAY= 65556
TRIP INCREASE= 63607

ROADWAY	FROM	TO	LANES	LOS "D"	2025/ 2030 TRAFFIC [1]	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2025 TRAFFIC	TRIPS REMAINING	MEETS LOS	SIGNIFICANT (YES/NO)
CORAL RIDGE DRIVE / NOB HILL ROAD	SAMPLE ROAD	WILES ROAD	6	50825	52990	6%	3180	58170	-7345	NO	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	50825	36738	5%	3180	39918	10907	YES	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	50825	46166	10%	6997	52847	-2022	NO	YES
	HOLMBERG ROAD	PINE ISLAND ROAD	4	31100	20161	11%	6997	27158	3942	YES	YES
	PINE ISLAND ROAD	COUNTY LINE ROAD	4	31100	28060	21%	13357	41417	-10317	NO	YES
	COUNTY LINE ROAD	LOX ROAD					LINK REMOVED				
	LOX ROAD	PONDEROSA DRIVE					LINK REMOVED				
	PONDEROSA DRIVE	YAMATO ROAD					LINK REMOVED				
PINE ISLAND ROAD	ATLANTIC BOULEVARD	ROYAL PALM BOULEVARD	4	32700	24124	5%	3180	27304	5396	YES	YES
	ROYAL PALM BOULEVARD	WILES ROAD	4	33915	22409	6%	3816	26225	7690	YES	YES
	SAMPLE ROAD	WILES ROAD	4	33915	16732	7%	4452	21184	12731	YES	YES
	WILES ROAD	HOLMBERG ROAD	4	33915	18103	9%	5725	23828	10087	YES	YES
	HOLMBERG ROAD	NOB HILL ROAD	4	33915	1397	11%	6997	8394	25521	YES	YES
UNIVERSITY DRIVE	ROYAL PALM BOULEVARD	SAMPLE ROAD	6	49200	54783	7%	4452	59235	-10035	NO	YES
	SAMPLE ROAD	WILES ROAD	6	49200	33451	8%	5089	38540	10660	YES	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	29991	22%	13994	43985	5215	YES	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	24622	30%	19082	43704	5496	YES	YES
	HOLMBERG ROAD	COUNTY LINE ROAD	6	49200	19226	35%	22262	41488	7712	YES	YES
	COUNTY LINE ROAD	LOX ROAD	4	32700	21110	13%	8269	29379	3321	YES	YES
	LOX ROAD	PALMETTO PARK ROAD					LINK REMOVED				
	PALMETTO PARK ROAD	GLADES ROAD	4	32700	25558	2%	1272	26830	5870	YES	YES
PONDEROSA DRIVE	ORIOLE COUNTRY ROAD	PALMETTO PARK ROAD	2	15400	11000	0%	0	11000	4400	YES	NO
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	6000	0%	0	6000	9400	YES	NO
SR-7	SAMPLE ROAD	WILES ROAD	6	49200	63000	3%	1908	64908	-15708	NO	YES
	WILES ROAD	SAWGRASS EXPRESSWAY	6	49200	84310	5%	3180	87490	-38290	NO	YES
	SAWGRASS EXPRESSWAY	HOLMBERG ROAD	6	49200	90377	6%	3816	94193	-44993	NO	YES
	HOMLBERG ROAD	HILLSBORO BOULEVARD	6	49200	100004	2%	1272	101276	-52076	NO	NO
	HILLSBORO BOULEVARD	LOX ROAD	6	49200	90600	12%	7633	98233	-49033	NO	YES
	LOX ROAD	SW 18TH STREET	6	63800	69659	5%	3180	72839	-9039	NO	YES
	SW 18TH STREET	PALMETTO PARK ROAD	6	63800	65880	5%	3816	69696	-5896	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	6	63800	73544	7%	4452	77996	-14196	NO	YES
	GLADES ROAD	YAMATO ROAD	6	63800	64878	7%	4452	69330	-5530	NO	YES
LYONS ROAD	SAWGRASS EXPRESSWAY	HILLSBORO BOULEVARD	6	50825	92240	2%	1272	93512	-42687	NO	NO
	HILLSBORO BOULEVARD	SW 18TH STREET	6	49200	67858	2%	1272	69130	-19930	NO	NO
	SW 18TH STREET	PALMETTO PARK ROAD	6	49200	49047	2%	1272	50319	-1119	NO	NO
	PALMETTO PARK ROAD	GLADES ROAD	6	49200	49284	1%	636	49920	-720	NO	NO
LOX ROAD	WEST OF CORAL RIDGE DR	CORAL RIDGE DRIVE	4	32700	2029	21%	13357	15386	17314	YES	YES
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	31625	23%	29959	52515	-19815	NO	YES
	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25558	11%	6997	32555	145	YES	YES
	RIVERSIDE DRIVE	HILLSBORO BOULEVARD	4	32700	9445	11%	6997	16442	16258	YES	YES
	HILLSBORO BOULEVARD	SR-7	4	32700	9445	11%	6997	16442	16258	YES	YES
SW 18TH STREET	SR-7	LYONS ROAD	4	32700	25430	6%	3816	29246	3454	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	49200	37368	6%	3816	41184	8016	YES	YES
PALMETTO PARK ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25558	2%	1272	26830	5870	YES	YES
	RIVERSIDE DRIVE	PONDEROSA DRIVE	4	32700	25558	15%	9541	35099	-2399	NO	YES
	PONDEROSA DRIVE	SR-7	4	32700	39360	14%	8905	48265	-15565	NO	YES
	SR-7	LYONS ROAD	6	49200	56140	9%	5725	61865	-12665	NO	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	63800	68798	3%	1908	70707	-6907	NO	YES
GLADES ROAD	UNIVERSITY DRIVE	RIVERSIDE DRIVE	4	32700	25975	7%	4452	30427	2273	YES	YES
	RIVERSIDE DRIVE	CAIN BOULEVARD	4	32700	25975	7%	4452	30427	2273	YES	YES
	CAIN BOULEVARD	SR-7	6	49200	32239	6%	3816	36055	13145	YES	YES
	SR-7	LYONS ROAD	6	49200	42485	2%	1272	43757	5443	YES	NO
COUNTY LINE ROAD	WEST OF COUNTY LINE	CORAL RIDGE DRIVE	4	32700	571	0%	0	571	32129	YES	NO
	CORAL RIDGE DRIVE	UNIVERSITY DRIVE	4	32700	21875	23%	15002	36877	-4177	NO	YES
	UNIVERSITY DRIVE	PARKSIDE DRIVE	4	32700	21875	10%	6361	28236	4464	YES	YES
	PARKSIDE DRIVE	LOX ROAD	4	32700	28018	10%	6361	34379	-1679	NO	YES
	LOX ROAD	SR-7	4	32700	16960	8%	5089	22049	10651	YES	YES
HILLSBORO BOULEVARD	SR-7	LYONS ROAD	6	53500	34518	6%	3816	38334	15166	YES	YES
	LYONS ROAD	FLORIDA TURNPIKE	6	53600	51801	4%	2544	54345	-745	NO	YES
	FLORIDA TURNPIKE	POWERLINE ROAD	6	53600	56954	4%	2544	59498	-5898	NO	YES
RIVERSIDE DRIVE	LOX ROAD	PALMETTO PARK ROAD	2	15400	24890	23%	14630	39520	-24120	NO	YES
	PALMETTO PARK ROAD	GLADES ROAD	2	15400	10072	7%	4452	14524	876	YES	YES
CAIN BOULEVARD	GLADES ROAD	YAMATO ROAD	2	15400	12677	1%	636	13313	2087	YES	YES

Table Notes:
1. All Palm Beach County and Broward County traffic volumes are reallocated based on Cutline Analysis provided in Tables A-1 to A-4.
General Notes:
Significance Criteria
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Indicates Palm Beach Counts for the year 2025 provided by the County.
Indicates counts for the year 2030 from the MPO Roadway Level of Service Analysis for Years 2004 and 2030, prepared by the Broward County Transportation Planning Division, January 2006.
Indicates failing & significant roadway links.

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May 4, 2006

VIA FACSIMILE/E-MAIL/U.S. MAIL

Mr. Vinod Sandanasamy
Palm Beach County Planning Department
100 Australian Avenue, 5th Floor
West Palm Beach, FL 33406

RE: Methodology Letter for Lox Area Future Land Use Map Amendment Traffic Study
McM Project No. M06053.11

Dear Mr. Sandanasamy:

McMahon Associates, Inc. (McM) is pleased to provide this methodology letter for the transportation analysis for the approximately 1,900-acre area commonly referred to as the Lox Road Area or "The Wedge" in southern Palm Beach County. McM has been retained by the owners of approximately 1,500 of the 1,900 acres to prepare a traffic study for the Future Land Use Atlas (FLUA) Amendment. A meeting was held on Wednesday, May 3, 2006 between various governmental agencies representing Palm Beach and Broward Counties, and the City of Parkland, to discuss the scope and methodology of this study. The following is a list of the elements of the methodology for FLUA traffic study for this area:

Trip Generation

Palm Beach County trip generation, pass-by and internalization rates or methodologies will be used. Land use assumptions are to be provided by Palm Beach County Planning Division by Monday, May 8, 2006.

Radius of Influence

Palm Beach County's Future Land Use Atlas Amendment requirements will be used to determine the roadways that must be analyzed and will be measured from all points where the project traffic accesses a major thoroughfare roadway in both Palm Beach County and Broward County. This radius of influence will not exceed five miles, as stipulated in the County's requirements.

Significance Level

Palm Beach County's level of significance of three percent (3%) will be applied to all impacted roadways within the determined radius of influence. This means that only roadways that are impacted by a number of project net new daily trips that is equal to or greater than three percent (3%) of the roadways maximum adopted level of service (LOS). In Broward County, links which meet that County's requirements will be added.

Roadway Capacities

Maximum adopted LOS daily volumes will be used according to Palm Beach County and Broward County values within their respective jurisdictions.

Traffic Volumes

The most recent 2030 Southeast Regional Planning Model (2030 SERPM) available from the Florida Department of Transportation (FDOT) will be used to generate 2030 daily traffic volumes for both Palm Beach County and Broward County. The volumes will be smoothed during a meeting with Palm Beach County Metropolitan Planning Organization (MPO) staff and Broward County Transportation Planning staff.

Roadway Network Alternatives

A total of three network alternatives will be run with the 2030 SERPM and will include: 1) as-planned with University Drive extended through to Glades Road and Coral Ridge Drive extended to Yamato Road; 2) the as-planned network with Coral Ridge Drive extended as constructed today north to County Line Road; and 3) the as-planned network with both Coral Ridge Drive and extended as constructed today north to County Line Road and University Drive extended north to Lox Road.

Land Development Scenarios

A total of three land development scenarios will be analyzed for all three network alternatives that will include: 1) one residential dwelling unit per every 10 acres; 2) one residential dwelling unit per each acre; and 3) two residential dwelling units per acre. Palm Beach County has agreed to provide McM with the total number of units and retail space for each of these three scenarios by Monday, May 8, 2006. The retail may be based on an approximate assumption of 20 square feet of retail per person

Project Traffic Distribution and Assignment

The 2030 SERPM will be run in order to establish a basis for developing a distribution for each of the network alternatives. It was agreed that one distribution could be used for each of the latter two network assumptions land development scenarios for each network. That is, one distribution for each network alternative. McM will meet with Palm Beach County Planning,

Traffic Engineering and MPO staff to finalize a distribution for each of the network alternatives on Friday, May 11, 2006.

Copies of this methodology will be forwarded to Roberta Moore with the City of Parkland, Ossama Al Aschkar, P.E. with Broward County Transportation Planning, Vinod Sandanasamy and Allan Ennis with Palm Beach County and Larry Hymowitz with the FDOT.

Roberta Moore with the City of Parkland agreed to provide input as to when this project would have access to County Line Road.

We must ask that you review this methodology and provide comments no later than Tuesday, May 9, 2006. The study must be completed by Monday, June 12, 2006 so that it can be sufficiently reviewed by Palm Beach County, as well as all other interested government agencies, prior to the June 23, 2006 meeting of the Palm Beach County Land Use Advisory Board. If no comments are received by May 9, 2006, we will assume that there is no objection to this methodology.

We apologize for any inconvenience; however, the compressed schedule for this Future Amendment requires an expedited response to this correspondence. Please feel free to contact me with any additional comments, concerns or questions.

Very truly yours,

John P. Kim, P.E., PTOE
Senior Project Manager

JPK/h
Attachment

Distribution via E-mail:

Ossama Al Aschkar, P.E., Broward County
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Paul C. Larsen, Palm Beach County MPO
Jaimie Marcus, Palm Beach County Planning
Joseph W. McMahon, P.E., McMahon Associates, Inc.
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Brandon Schaad, Palm Beach County Planning