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www.pbcgov.com

September 18, 2019

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

RE: Coconut Palm Plaza
FLUA Amendment Policy 3.5-d Review
Round 2020-A

Dear Mr. Kelley:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Statement for the proposed Future Land Use Amendment for the above referenced project, revised September 16, 2019, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

Location:	SE corner of Northlake Boulevard and Coconut Boulevard	
PCN:	00-41-42-15-00-000-5020 ***(Others on file)***	
Acres:	11.25 acres	
	Current FLU	**Proposed FLU**
FLU:	Rural Residential, 1 dwelling unit per 20 acres (RR-20)	Commercial Low (CL)
Zoning:	Public Ownership (PO)	Mixed Use Planned Development (MUPD)
Density/ Intensity:	1 du/20 acres	0.1 FAR
Maximum Potential:	Nursery (Garden Center)	General Commercial = 49,005 SF
Proposed Potential:	None	General Commercial = 36,000 SF Fast Food Rest. + DT = 2,800 SF Gas Station w/Convenience Store = 3,860 SF Fueling Positions = 20 1 Carwash (Automated)
Net Daily Trips:	747 (maximum – current) 1,892 (proposed – current)	
Net PH Trips:	24 (15/9) AM, 170 (82/88) PM (maximum) 152 (78/74) AM, 238 (117/121) PM (proposed)	
* ***Maximum*** *indicates typical FAR and maximum trip generator.* ***Proposed*** *indicates the specific uses and intensities/densities in the zoning application.*		

Based on the review, the Traffic Division has determined that the traffic impacts of the proposed amendment meets Policy 3.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan at the **proposed potential** density shown above. The proposed change will have an insignificant impact for Test 2 analysis. Therefore, this amendment requires a condition of approval to cap the project at the **Proposed** development potential or equivalent trips.

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

Sincerely,

Quazi Bari, P.E.
Senior Professional Engineer - Traffic Division

QB:DS/rb
ec: Dominique Simeus, P.E. – Project Coordinator II, Traffic Division
Steve Bohovsky – Technical Assistant III, Traffic Division
Lisa Amara – Senior Planner, Planning Division
Khurshid Mohyuddin – Principal Planner, Planning Division
Jorge Perez – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review
N:\TRAFFIC\Development Review\Comp Plan\20-A\Coconut Palm Plaza.docx

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Certificate of Authorization Number 3452

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LAND USE PLAN AMENDMENT APPLICATION
TRAFFIC STATEMENT

COCONUT PALM PLAZA
11.25 ACRE LUPA
PALM BEACH COUNTY, FLORIDA

Prepared for:

BASM II, LLC
PO Box 234112
Great Neck, New York 11023

Job No. 19-044

Date: April 5, 2019
Revised: May 1, 2019
Revised: June 27, 2019
Revised: September 16, 2019

BRYAN G. KELLEY
LICENSE
No. [illegible]
SEP 16 2019
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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

TABLE OF CONTENTS

1.0 SITE DATA

The subject parcel is located on the southeast corner of Northlake Boulevard and Coconut Boulevard in Palm Beach County, Florida and contains approximately 11.25 acres. The Property Control Number (PCN) for the subject parcel is 00-41-42-15-00-000-5020. The subject property is currently designated as Rural Residential, 1 dwelling unit per 20 acres (RR-20) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Commercial Low (CL). The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 11.25 acres parcels' land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing RR-20 future land use designation and the proposed CL future land use designation:

RR-20

The most intensive land use under the existing RR-20 land use designation is "Nursery (Garden Center)".

Nursery Garden Center (11.25 Acres)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing RR-20 land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 10th Edition. Based on the existing acreage and the accepted traffic generation rates for Nursery (Garden Center), the maximum traffic generation for the property under the existing RR-20 land use designation may be summarized as follows:

Daily Traffic Generation	=	1216 tpd
AM Peak Hour Traffic Generation (In/Out)	=	32 pht (16 In/16 Out)
PM Peak Hour Traffic Generation (In/Out)	=	91 pht (46 In/45 Out)

2.0 TRAFFIC GENERATION (CONTINUED)

CL

The most intensive land use for the proposed CL land use designation is "General Commercial". Based on a Floor Area Ratio (FAR) of 10 percent and the site area consisting of 11.25 acres, the maximum allowable intensity for the designated acreage under the proposed CL land use designation is 49,005 S.F. of retail calculated as follows:

$$11.25 \text{ Acres} \times \frac{43{,}560 \text{ SF}}{\text{Acre}} \times 0.10 = 49{,}005 \text{ SF}$$

General Commercial (49,005 S.F.)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed CL future land use designation. Based on the maximum allowable building square footage and the accepted traffic generation rates for commercial development, the maximum traffic generation for the property under the proposed CL land use designation may be summarized as follows:

Daily Traffic Generation	= 1963 tpd
AM Peak Hour Traffic Generation (In/Out)	= 24 pht (15 In/9 Out)
PM Peak Hour Traffic Generation (In/Out)	= 170 pht (82 In/88 Out)

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

Daily Traffic Generation	=	747 tpd INCREASE
AM Peak Hour Traffic Generation	=	8 pht DECREASE
PM Peak Hour Traffic Generation	=	79 pht INCREASE

The above information is shown for informational purposes only. However, Table 3 calculates the traffic generation for a more realistic estimate of the anticipated uses and intensities and to vest peak hour trips for the subject site. The proposed development plan is 36,000 S.F. retail, 2800 S.F. fast food restaurant with drive through, 3860 S.F. convenience store with 20 fuel positions, and a one-vehicle car wash. The traffic generation may be summarized as follows:

2.0 TRAFFIC GENERATION (CONTINUED)

Proposed Plan of Development

Daily Traffic Generation = 3,108 tpd
AM Peak Hour Traffic Generation (In/Out) = 152 pht (78 In/74 Out)
PM Peak Hour Traffic Generation (In/Out) = 238 pht (117 In/121 Out)

For the purposes of the traffic analysis within the traffic study, the proposed plan of development has been utilized to be conservative. The difference in daily trips between the proposed plan of development and the existing future land use designation is 1892 trips.

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation increase of 1892 trips per day, the radius of influence is one mile for the Year 2040 analysis. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 238 peak hour trips, the radius of development influence for purposes of Test 2 shall be two (2) miles.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

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

5.0 YEAR 2040 ANALYSIS

Table 4 represents the required Year 2040 Analysis. As shown in Table 4, the proposed project will have an insignificant impact on the surrounding roadway network with the exception of Coconut Boulevard from Temple Boulevard to Northlake Boulevard. The Palm Beach County 5-Year Work Program identifies Coconut Boulevard to be widened from 2 to 5 lanes from Orange Boulevard to Northlake Boulevard. However, the current TPA Long Range Transportation Plan does not include this improvement. It should be noted that the TPA is currently in the process of updating to a 2045 Long Range Plan and this improvement will likely be incorporated. In discussions with PBC Traffic, it was agreed that Coconut Boulevard could be evaluated as a 5-lane roadway for the 2040 conditions but the volumes would need to be developed based on the concurrency methodology and include trips from Avenir, Westlake, and Indian Trails Grove. Table 5 includes these calculations and shows that Coconut Boulevard will meet Level of Service standards in the 2040 conditions. It also should be noted that Northlake Boulevard from 140th Avenue to Ibis Road is to be widened from 4LD to 6LD as part of the Avenir conditions of approval. However, this was not considered in the analysis.

6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 6 and 7 represent the required Test 2 Five Year Analysis. As shown in Tables 6 and 7, all roadway links are insignificant. Therefore, the proposed land use change meets the requirements of Test 2 of the Palm Beach County Traffic Performance Standards.

7.0 PEAK HOUR TURNING MOVEMENTS

The total AM and PM peak hour turning movements for the project under the proposed CL land use designation have been calculated in Table 3 in order to assess the improvements necessary to accommodate such traffic movements. The AM and PM peak hour turning movement volumes and directional distributions for the continued development under the CL land use designation may be summarized as follows:

Directional Distribution (Trips IN/OUT)

AM Peak Hour =	202 / 193
PM Peak Hour =	280 / 286

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

8.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2040 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis for the proposed development plan equating to 238 peak hour trips. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

COCONUT PALM PLAZA

04/05/19
Revised: 05/01/19
Revised: 09/16/19

TABLE 1
EXISTING RR-20 FUTURE LAND USE DESIGNATION - 1 SF DU

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Nursery (Garden Center)	817	11.25	Acre	108.10			1,216		0	1,216	0%	0	1,216
			Grand Totals:				**1,216**	**0.0%**	**0**	**1,216**	**0%**	**0**	**1,216**

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Nursery (Garden Center)	817	11.25	Acre	2.82	0.50	0.50	16	16	32	0.0%	0	0	0	16	16	32	0%	0	16	16	32
			Grand Totals:				**16**	**16**	**32**	**0.0%**	**0**	**0**	**0**	**16**	**16**	**32**	**0%**	**0**	**16**	**16**	**32**

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Nursery (Garden Center)	817	11.25	Acre	8.06	0.50	0.50	46	45	91	0.0%	0	0	0	46	45	91	0%	0	46	45	91
			Grand Totals:				**46**	**45**	**91**	**0.0%**	**0**	**0**	**0**	**46**	**45**	**91**	**0%**	**0**	**46**	**45**	**91**

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COCONUT PALM PLAZA

04/05/19
Revised: 05/01/19
Revised: 09/16/19

TABLE 2
PROPOSED CL FUTURE LAND USE DESIGNATION - 49,005 SF (FOR INFORMATIONAL PURPOSES ONLY)

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Gen. Commercial[e]	820	49,005	S.F.	Ln(T) = 0.68 Ln(X) + 5.57[d]			3,702		0	3,702	47%	1,739	1,963
			Grand Totals:				**3,702**	**0.0%**	**0**	**3,702**	**47%**	**1,739**	**1,963**

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Gen. Commercial[e]	820	49,005	S.F.	0.94	0.62	0.38	29	17	46	0.0%	0	0	0	29	17	46	47%	22	15	9	24
			Grand Totals:				**29**	**17**	**46**	**0.0%**	**0**	**0**	**0**	**29**	**17**	**46**	**48%**	**22**	**15**	**9**	**24**

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Gen. Commercial[e]	820	49,005	S.F.	Ln(T) = 0.74 Ln(X) + 2.89[f]	0.48	0.52	154	167	321	0.0%	0	0	0	154	167	321	47%	151	82	88	170
			Grand Totals:				**154**	**167**	**321**	**0.0%**	**0**	**0**	**0**	**154**	**167**	**321**	**47%**	**151**	**82**	**88**	**170**

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COCONUT PALM PLAZA

04/05/19
Revised: 05/01/19
Revised: 09/16/19

TABLE 3
PROPOSED CL - SITE PLAN LAND USES AND INTENSITIES

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Gen. Commercial[e]	820	36,000	S.F.	Ln(T) = 0.68 Ln(X) + 5.57[d]			3,001	15.0%	450	2,551	50%	1,272	1,279
Fast Food Rest. + DT	934	2,800	S.F.	470.95			1,319	15.0%	198	1,121	49%	549	572
Gas Station w/ Convenience Store[j]	FDOT	20	Fuel Positions	14.3*PM Trips			4,376	15.0%	656	3,720	70%	2,604	1,116
		3,860	S.F.										
Carwash (Automated)[k]	PBC	1	Lane	166.00			166	15.0%	25	141	0%	0	141
			Grand Totals:				**8,862**	**15.0%**	**1,329**	**7,533**	**59%**	**4,425**	**3,108**

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Gen. Commercial[e]	820	36,000	S.F.	0.94	0.62	0.38	21	13	34	15.0%	3	2	5	18	11	29	50%	14	9	6	15
Fast Food Rest. + DT	934	2,800	S.F.	40.19	0.51	0.49	58	55	113	15.0%	9	8	17	49	47	96	49%	47	25	24	49
Gas Station w/ Convenience Store[j]	FDOT	20	Fuel Positions	Note j	0.50	0.50	153	153	306	15.0%	23	23	46	130	130	260	70%	182	39	39	78
		3,860	S.F.																		
Carwash (Automated)[k]	PBC	1	Lane	11.97	0.50	0.50	6	6	12	15.0%	1	1	2	5	5	10	0%	0	5	5	10
			Grand Totals:				**238**	**227**	**465**	**15.1%**	**36**	**34**	**70**	**202**	**193**	**395**	**62%**	**243**	**78**	**74**	**152**

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Gen. Commercial[e]	820	36,000	S.F.	Ln(T) = 0.74 Ln(X) + 2.89[f]	0.48	0.52	122	133	255	15.0%	18	20	38	104	113	217	50%	108	52	57	109
Fast Food Rest. + DT	934	2,800	S.F.	32.67	0.52	0.48	47	44	91	15.0%	7	7	14	40	37	77	49%	38	20	19	39
Gas Station w/ Convenience Store[j]	FDOT	20	Fuel Positions	12.3*FP+15.5*(X)	0.50	0.50	153	153	306	15.0%	23	23	46	130	130	260	70%	182	39	39	78
		3,860	S.F.																		
Carwash (Automated)[k]	PBC	1	Lane	13.65	0.50	0.50	7	7	14	15.0%	1	1	2	6	6	12	0%	0	6	6	12
			Grand Totals:				**329**	**337**	**666**	**15.0%**	**49**	**51**	**100**	**280**	**286**	**566**	**58%**	**328**	**117**	**121**	**238**

Notes:
Gas station and convenicence store pass-by rate of 70% used due to the location on the corner of Coconut Boulevard and Northlake Boulevard which is anticipated to have more than typical pass-by due to the commuter nature of the area and high directional traffic during peak hours.
ITE does not provide internal capture for all of the proposed uses. However, the combination of proposed uses are expected to have a high internalization.

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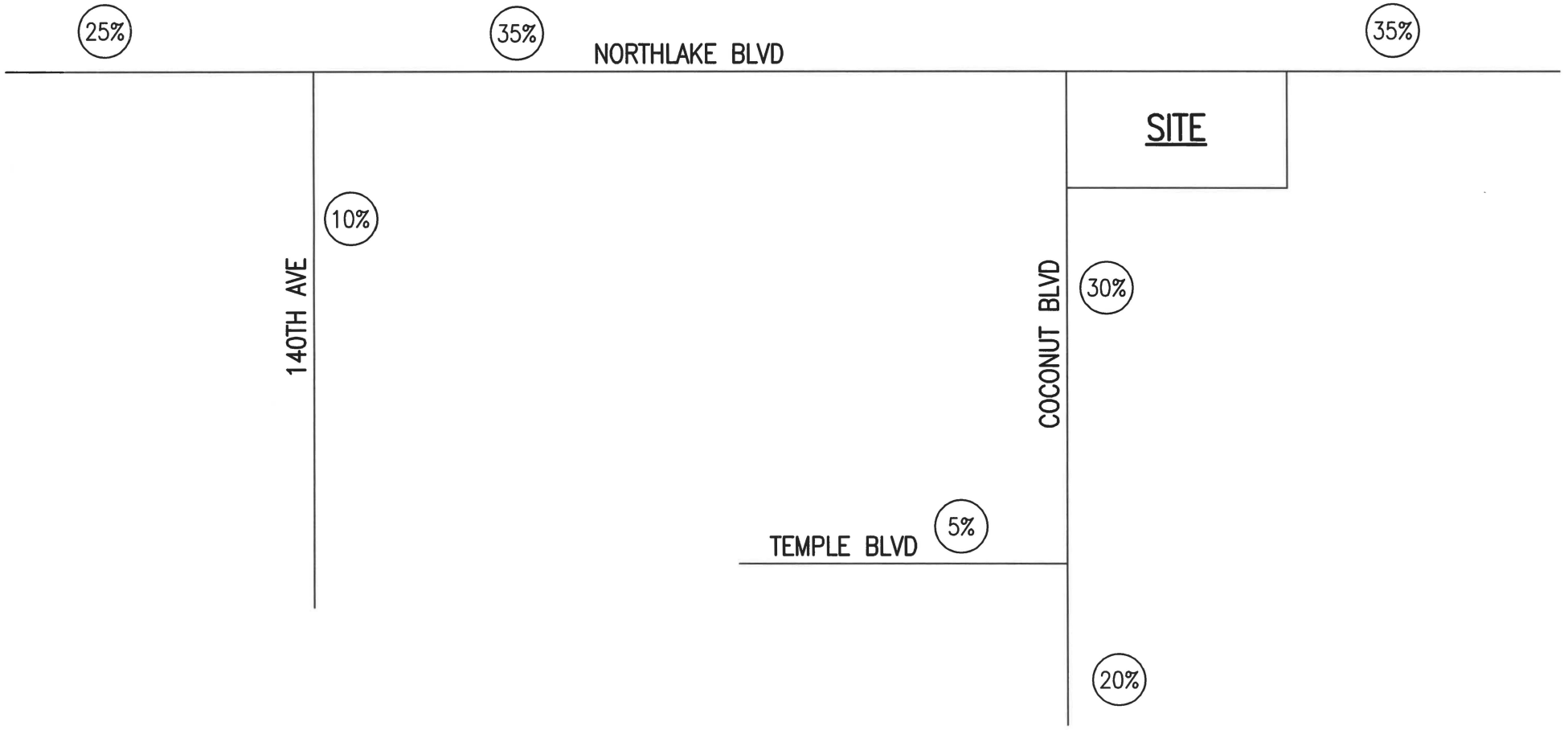


PROJECT DISTRIBUTION

LEGEND

(30%) PROJECT DISTRIBUTION

COCONUT PALMS PLAZA

19-044 BK 04/04/19
REVISED 09/16/19

APPENDIX A

YEAR 2040 ANALYSIS

TABLE 4
(YEAR 2040)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: COCONUT PALMS PLAZA
EXISTING FUTURE LAND USE DESIGNATION: RURAL RESIDENTIAL, 1 DU PER 20 ACRES
TRIPS PER DAY= 1,216
PROPOSED FUTURE LAND USE DESIGNATION: COMMERCIAL LOW (CL)
TRIPS PER DAY= 3,108
TRIP INCREASE= 1,892

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS "D" CAPACITY	TRIP INCREASE	PROJECT SIGNIFICANCE
NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	35%	662	4D	33,200	1.99%	NO
NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS ROAD	35%	662	4D	33,200	1.99%	NO
COCONUT BOULEVARD	ORANGE BOULEVARD	TEMPLE BOULEVARD	20%	378	2	15,200	2.49%	NO
COCONUT BOULEVARD	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	30%	568	2	15,200	3.73%	YES

ROADWAY	FROM	TO	2040 PBC MPO TRAFFIC VOLUME	INDIAN TRAILS GROVE TRAFFIC	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2040 TRAFFIC	LANES	LOS "D" CAPACITY	V/C RATIO
NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	36,100	8,879	35%	662	45,641	4D	33,200	1.37
NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS ROAD	37,300	7,477	35%	662	45,439	4D	33,200	1.37
COCONUT BOULEVARD	ORANGE BOULEVARD	TEMPLE BOULEVARD	15,200	935	20%	378	16,513	2	15,200	1.09
COCONUT BOULEVARD	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	16,300	935	30%	568	17,803	2	15,200	1.17

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

Notes:
Coconut Boulevard is in the 5-year work program to be widened from 2 lanes to 5 lanes.
Northlake Boulevard from 140th Avenue to Ibis Road is to be widened to 6LD as a condition of approval for Avenir. See report text for details.

COCONUT PALM PLAZA

04/05/19
Revised: 05/01/19
Revised: 09/16/19

TABLE 5
2040 ANALYSIS

2040 BUILD OUT
1 MILE RADIUS
AREAWIDE GROWTH RATE = **0.50%**
NEW DAILY TRIPS = **1892**

		TRIP DIST.	TRIPS
MINTO DAILY TRIPS =	63,562	5%	3178
AVENIR DAILY TRIPS =	58,171	8%	4654
INDIAN TRAILS GROVE DAILY TRIPS =	46,732	2%	935

ROADWAY	FROM	TO	2019 DAILY TRAFFIC	PROJ. DIST.	NEW DAILY TRIPS	ITG PROJ.	MINTO TRAFFIC	AVENIR TRAFFIC	MINTO/ AVENIR DOUBLE COUNT	0.50% AREA WIDE GROWTH	TOTAL BCKGD TRAFFIC	2040 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS D	MEETS LOS STD.?
COCONUT BOULEVARD	NORTHLAKE BOULEVARD	TEMPLE BOULEVARD	14,920	30%	568	935	3178	4654	-636	1647	9778	25,266	4D	I	33,200	YES
	TEMPLE BOULEVARD	ORANGE BOULEVARD	13,248	20%	378	935	3178	4654	-636	1463	9594	23,220	4D	I	33,200	YES

Notes:
Based on regular concurrency methodology and incoprorating the three major developments in the western communities.

Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed 2005 Counts	Observed 2010 Counts	Observed 2015 Counts	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ Adjusted Volume
3612	MILITARY TRL	Gun Club Rd	Southern Blvd	FDOT	6D	46,230	43,502	39,773	60,800	57,800
3628	MILITARY TRL	Southern Blvd	Belvedere Rd	FDOT	6D	46,485	44,382	44,116	54,500	58,500
3648	MILITARY TRL	Belvedere Rd	Westgate Ave	FDOT	6D	48,837	42,057	45,916	55,600	53,100
3602	MILITARY TRL	Westgate Ave	Okeechobee Bl	FDOT	6D	43,495	42,578	37,728	50,400	52,300
3616	MILITARY TRL	Okeechobee Bl	Roebuck Rd	FDOT	6D	47,063	34,269	36,386	61,600	45,800
3626	MILITARY TRL	Roebuck Rd	45th St	FDOT	6D	34,107	33,207	33,587	53,000	44,200
3204	MILITARY TRL	45th St	SR-710	FDOT	6D	33,196	34,776	0	52,500	44,700
2612	MILITARY TRL	SR-710	Blue Heron Blvd	FDOT	6D	33,852	27,573	31,994	58,200	37,600
2614	MILITARY TRL	Blue Heron Blvd	Investment Lane	FDOT	6D	32,357	27,167	28,801	44,400	31,900
2602	MILITARY TRL	Investment Lane	Northlake Blvd	FDOT	6D	35,413	30,539	32,036	41,900	38,200
2600	MILITARY TRL	Northlake Blvd	Holly Dr	FDOT	6D	43,999	37,391	40,246	59,500	48,700
2606	MILITARY TRL	Holly Dr	PGA Blvd	FDOT	6D	44,353	37,111	40,379	50,000	44,500
2624	MILITARY TRL	PGA Blvd	I-95	PBC	6D	38,882	33,368	36,533	58,700	40,100
2604	MILITARY TRL	I-95	Hood Rd	PBC	6D	27,564	24,838	27,257	45,400	29,800
2208	MILITARY TRL	Hood Rd	Donald Ross Rd	PBC	6D	23,883	24,233	24,568	23,300	36,100
1602	MILITARY TRL	Donald Ross Rd	Frederick Small Rd	PBC	6D	30,572	34,542	34,822	40,400	46,500
1608	MILITARY TRL	Frederick Small Rd	Indian Creek Blvd	PBC	6D	28,570	30,300	29,706	34,900	42,400
1600	MILITARY TRL	Indian Creek Blvd	Indiantown Rd	PBC	6D	25,419	24,322	24,049	28,700	32,400
4690	MINER RD	Congress Ave	High Ridge Rd	PBC	2	N/A	N/A	6,882	4,800	11,700
6835	MIZNER BLVD	US-1 (Federal Hwy)	Palmetto Park Rd	BR	4D	4,895	9,033	0	7,500	12,900
6834	MIZNER BLVD	Palmetto Park Rd	Federal Hwy	BR	4D	10,273	10,001	0	7,200	14,600
2413	NORTHLAKE BLVD	Seminole Pratt Whitney Rd	140th Ave N	PBC	4	11,089	10,074	10,450	18,100	23,500
2421	NORTHLAKE BLVD	140th Ave N	Coconut Blvd	PBC	4	N/A	N/A	17,476	32,000	36,100
2411	NORTHLAKE BLVD	Coconut Blvd	Ibis Rd	PBC	4D	29,704	25,889	28,370	33,300	37,300
2407	NORTHLAKE BLVD	Ibis Rd	Beeline Hwy	PBC	4D	36,674	32,431	35,364	56,900	57,200
2401	NORTHLAKE BLVD	Beeline Hwy	Ryder Cup Blvd	PBC	6D	23,949	21,045	20,782	32,600	31,600
2205	NORTHLAKE BLVD	Ryder Cup Blvd	Steeplechase Dr / Ballenisles Dr	PBC	6D	34,280	30,702	33,499	54,500	48,600
2605	NORTHLAKE BLVD	Steeplechase Dr / Ballenisles Dr	Military Tr	PBC	6D	45,285	N/A	48,126	60,500	54,800
2207	NORTHLAKE BLVD	Military Tr	I-95	PBC	6D	51,985	46,823	53,098	64,200	61,200
2309	NORTHLAKE BLVD	I-95	Congress Ave	PBC	6D	53,292	54,580	61,294	64,100	71,600
2815	NORTHLAKE BLVD	Congress Ave	SR 811	PBC	6D	44,623	41,315	45,198	38,700	44,400
2821	NORTHLAKE BLVD	SR 811	Prosperity Farms Rd	PBC	6D	31,068	33,679	35,300	33,100	39,900
2817	NORTHLAKE BLVD	Prosperity Farms Rd	Southwind Dr	PBC	6D	36,214	32,680	37,157	38,900	39,400
2819	NORTHLAKE BLVD	Southwind Dr	US-1	PBC	6D	27,179	28,891	27,771	29,000	32,400
5801	OCEAN AVE	Federal Hwy	N Ocean Blvd SR A1A	FDOT	2	6,836	6,031	8,353	7,800	6,500
4803	OCEAN AVE	SR A1A	US-1	FDOT	2	17,736	15,418	14,487	18,100	16,300
	OKEECHOBEE BLVD	SR-80/CR-880	Seminole Pratt Whitney Rd	PBC	2	N/A	N/A	N/A	5,500	9,300
3419	OKEECHOBEE BLVD	Seminole Pratt Whitney Rd	140th	PBC	4	12,520	8,931	8,971	22,600	17,000
3451	OKEECHOBEE BLVD	140th	Crestwood Blvd	PBC	4	19,260	15,734	14,757	29,400	25,600
3411	OKEECHOBEE BLVD	Crestwood Blvd	Royal Palm Beach Blvd	PBC	6D	36,631	26,200	29,304	49,800	40,900
3453	OKEECHOBEE BLVD	Royal Palm Beach Blvd	Wildcat Way	PBC	6D	63,125	37,519	44,458	59,900	48,800
3401	OKEECHOBEE BLVD	Wildcat Way	SR-7	PBC	8D	60,778	38,508	42,735	59,900	51,300
3403	OKEECHOBEE BLVD	SR-7	Sansbury's Way	FDOT	8D	51,560	47,421	49,462	60,500	57,500
3441	OKEECHOBEE BLVD	Sansbury's Way	Benoist Farms Rd	FDOT	8D	57,338	45,470	52,426	73,500	57,300
3439	OKEECHOBEE BLVD	Benoist Farms Rd	Skees Rd	FDOT	8D	61,364	51,110	62,215	80,000	60,600
3449	OKEECHOBEE BLVD	Skees Rd	Jog Rd	FDOT	8D	66,486	52,669	62,333	88,900	65,300
3103	OKEECHOBEE BLVD	Jog Rd	Florida Turnpike	FDOT	8D	74,427	51,444	0	98,400	57,600
3207	OKEECHOBEE BLVD	Florida Turnpike	Haverhill Rd	FDOT	8D	70,171	61,025	68,421	96,000	74,300

Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed 2005 Counts	Observed 2010 Counts	Observed 2015 Counts	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ Adjusted Volume
6403	CLINT MOORE RD	SR 7	Lyons Rd	PBC	4D	13,291	15,148	18,460	16,700	19,100
6201	CLINT MOORE RD	Lyons Rd	Jog Rd	PBC	4D	21,809	21,525	24,350	26,500	30,000
6607	CLINT MOORE RD	Jog Rd	Military Tr	PBC	4D	29,949	28,767	30,959	38,000	36,000
6601	CLINT MOORE RD	Military Tr	Congress Ave	BR	6D	30,737	29,298	27,719	32,500	34,400
6301	CLINT MOORE RD	Congress Ave	NW 2nd Ave	BR	4D	13,712	10,637	12,136	14,500	11,200
2104	COCONUT BLVD	Persimmon Bl	Orange Bl	PBC	2	3,986	2,791	2,952	6,900	1,500
2412	COCONUT BLVD	Orange Bl	Temple Blvd	PBC	2	13,365	10,796	11,459	10,300	15,200
2404	COCONUT BLVD	Temple Blvd	Northlake Blvd	PBC	2	14,104	11,665	11,937	7,000	16,300
3641	COMMUNITY DR	Haverhill Rd	Military Tr	PBC	5	16,206	15,110	13,454	15,900	18,900
3659	COMMUNITY DR	Military Tr	Village Blvd	PBC	3	17,204	15,076	17,683	20,900	17,500
6614	CONGRESS AVE	Yamato Rd	Clint Moore Rd	BR	6D	25,198	25,740	0	33,200	37,700
6644	CONGRESS AVE	Clint Moore Rd	NW 82nd St	BR	6D	28,805	28,300	34,731	41,100	32,800
6204	CONGRESS AVE	NW 82nd St	Linton Blvd	BR	6D	24,665	17,757	21,315	34,400	23,900
5650	CONGRESS AVE	Linton Blvd	Lowson Blvd	PBC	6D	26,965	23,248	24,774	35,400	32,200
5612	CONGRESS AVE	Lowson Blvd	Atlantic Ave	PBC	6D	30,312	26,151	29,209	38,400	31,400
5630	CONGRESS AVE	Atlantic Ave	Lake Ida Rd	PBC	6D	32,662	32,658	34,768	43,500	40,500
5602	CONGRESS AVE	Lake Ida Rd	35th Ave SW	PBC	6D	31,948	29,740	30,608	41,600	36,300
5626	CONGRESS AVE	35th Ave SW	Golf Rd	PBC	6D	38,852	34,332	36,139	50,800	41,200
5624	CONGRESS AVE	Golf Rd	Woolbright Rd	PBC	6D	41,510	35,627	37,827	51,700	41,600
5610	CONGRESS AVE	Woolbright Rd	Boynton Beach Blvd	PBC	6D	38,259	32,543	33,549	48,100	37,800
5658	CONGRESS AVE	Boynton Beach Blvd	Old Boynton Rd	PBC	6D	N/A	47,139	38,263	38,200	56,200
5206	CONGRESS AVE	Old Boynton Rd	Gateway Blvd	PBC	6D	48,285	36,788	36,914	52,200	41,900
4610	CONGRESS AVE	Gateway Blvd	Hypoluxo Rd	PBC	6D	36,348	28,826	28,960	38,600	36,000
4600	CONGRESS AVE	Hypoluxo Rd	Lantana Rd	PBC	4D	29,993	25,175	23,246	34,000	29,100
4624	CONGRESS AVE	Lantana Rd	JFK Dr	FDOT	6D	41,814	31,730	35,206	55,800	45,000
4626	CONGRESS AVE	JFK Dr	6th Ave S	FDOT	6D	44,492	33,615	35,163	59,600	48,100
4622	CONGRESS AVE	6th Ave S	Lake Worth Rd	FDOT	6D	43,176	35,682	35,712	57,200	51,700
4620	CONGRESS AVE	Lake Worth Rd	French Ave	FDOT	6D	45,274	36,622	35,400	54,900	44,000
4604	CONGRESS AVE	French Ave	10th Ave N	FDOT	6D	47,387	39,769	38,733	61,500	50,400
4210	CONGRESS AVE	10th Ave N	Forest Hill Blvd	FDOT	6D	44,674	36,680	34,955	56,500	47,800
3644	CONGRESS AVE	Forest Hill Blvd	Summit Blvd	FDOT	6D	35,421	29,709	26,658	48,800	40,100
3674	CONGRESS AVE	Summit Blvd	Gun Club Rd	FDOT	6D	40,820	34,458	33,418	49,900	48,200
3618	CONGRESS AVE	Gun Club Rd	Southern Blvd	FDOT	6D	44,515	34,224	33,642	50,300	44,200
3668	CONGRESS AVE	Turnage Blvd (PBIA)	Belvedere Rd	PBC	2	7,890	5,625	3,374	9,700	5,300
3606	CONGRESS AVE	Belvedere Rd	Okeechobee Blvd	PBC	4D	24,328	16,624	15,323	29,700	22,000
3305	CONGRESS AVE	Okeechobee Blvd	Palm Beach Lakes Blvd	PBC	4D	25,375	16,832	17,673	29,800	25,400
3930	CONGRESS AVE	Palm Beach Lakes Blvd	Presidential Way	PBC	5	29,729	18,035	17,099	34,000	29,100
3928	CONGRESS AVE	Presidential Way	45th St	PBC	5	28,624	17,424	18,929	32,900	24,800
2308	CONGRESS AVE	45th St	MLK Blvd	PBC	6D	34,417	25,403	25,291	42,900	40,500
2618	CONGRESS AVE	MLK Blvd	Blue Heron Blvd	PBC	4D	27,055	18,586	19,670	27,500	22,900
2622	CONGRESS AVE	Blue Heron Blvd	Silverbeach Rd	PBC	4D	24,398	N/A	22,390	40,700	21,000
2620	CONGRESS AVE	Silverbeach Rd	Northlake Blvd	PBC	4D	25,819	24,047	25,054	29,600	34,200
	CONGRESS AVE	Northlake Blvd	Alt. A1A	PBC	2	N/A	N/A	N/A	17,300	11,900
7011	CR-717	State Market Rd SR-729	SR-700, US-98	PBC	2	3,171	N/A	0	4,600	3,400
7024	CR-880	Duda Rd	MLK Bl	PBC	2	6,410	5,588	5,091	4,500	3,500
7001	CR-880	Airport Rd	SR-80	PBC	2	4,210	3,037	0	300	1,000
4641	CRESTHAVEN BLVD	Jog Rd	Sherwood Forest Blvd	PBC	2	9,192	8,125	8,729	10,000	8,500
4633	CRESTHAVEN BLVD	Sherwood Forest Blvd	Haverhill Rd	PBC	2	8,305	8,404	8,527	8,100	8,400

Exhibit 2A
Minto West
Daily Trip Generation

West Side

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips	Internal Trips (2)		External Trips	Interzonal Trips (4)		External Trips	Pass-by Trips (1)		New Trips
Residential - SF	210	- DUs	10 /DU	-	-	26.2%	-	-	0.0%	-	-	0%	-
Residential - MF Apts.	220	- DUs	6.65 /DU	-	-	26.2%	-	-	0.0%	-	-	0%	-
Residential - MF Condos.	230	150 DUs	6.65 /DU	998	261	26.2%	737	84	11.4%	653	-	0%	653
Residential - 55+ Detached	251	300 DUs	8 /DU	2,400	629	26.2%	1,771	211	11.9%	1,560	-	0%	1,560
Residential - 55+ Attached	252	200 DUs	6 /DU	1,200	314	26.2%	886	103	11.6%	783	-	0%	783
General Office	710	150,000 SF	Ln (T) = 0.77Ln (X)+3.65	1,823	179	9.8%	1,644	106	6.4%	1,538	154	10%	1,384
Research & Devel.	760	425,000 SF	Ln (T) = 0.83Ln (X)+3.09 (3)	3,338	327	9.8%	3,011	195	6.5%	2,816	282	10%	2,534
Retail	820	350,000 SF	Ln (T) = 0.65Ln (X)+5.83	15,331	767	5.0%	14,564	2,222	15.3%	12,342	3,542	28.7%	8,800
Park	412	125 Acres	2.28 /Acre	285	29	10.0%	256	19	7.4%	237	-	0%	237
TOTALS				25,375	2,506	9.9%	22,869	2,940	11.6%	19,929	3,978		15,951

East Side

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips	Internal Trips (2)		External Trips	Interzonal Trips (2)		External Trips	Pass-by Trips (1)		New Trips
Residential - SF (N,O,T,U)	210	1,010 DUs	10 /DU	10,100	1,192	11.8%	8,908	481	5.4%	8,427	-	0%	8,427
Residential - SF (F,M,P,Q,R,S)	210	2,436 DUs	10 /DU	24,360	2,874	11.8%	21,486	1,182	5.5%	20,304	-	0%	20,304
Residential - MF Condos.	230	450 DUs	6.65 /DU	2,993	353	11.8%	2,640	145	5.5%	2,495	-	0%	2,495
Residential - MF Apts.	220	- DUs	6.65 /DU	-	-	11.8%	-	-	0.0%	-	-	0%	-
Hotel	310	150 Rooms	8.92 /Room	1,338	591	44.2%	747	64	8.6%	683	68	10%	615
Community College	540*	3,000 Students	2.29 /Student	6,870	1,594	23.2%	5,276	343	6.5%	4,933	-	0%	4,933
General Office	710	300,000 SF	Ln (T) = 0.77Ln (X)+3.65	3,109	432	13.9%	2,677	110	4.1%	2,567	257	10%	2,310
Research & Devel.	760	175,000 SF	Ln (T) = 0.83Ln (X)+3.09 (3)	1,598	222	13.9%	1,376	63	4.6%	1,313	131	10%	1,182
Light Industrial	110	450,000 SF	6.97 /1000 SF	3,137	436	13.9%	2,701	111	4.1%	2,590	259	10%	2,331
Retail	820	150,000 SF	Ln (T) = 0.65Ln (X)+5.83	8,839	4,172	47.2%	4,667	397	8.5%	4,270	1,563	36.6%	2,707
Park	412	67 Acres	2.28 /Acre	153	47	30.5%	106	-	0.0%	106	-	0%	106
Community Center	495	70,000 SF	33.82 /1000 SF	2,367	722	30.5%	1,645	26	1.6%	1,619	81	5%	1,538
Church	560	70,000 SF	9.11 /1000 SF	638	195	30.5%	443	12	2.6%	431	22	5%	409
Daycare	565	10,000 SF	74.06 /1000 SF	741	226	30.5%	515	6	1.2%	509	255	50%	254
TOTALS				66,243	13,056	19.7%	53,187	2,940	4.4%	50,247	2,636		47,611

COMBINED TOTALS				91,618	15,562	17.0%	76,056	5,880	6.4%	70,176	6,614		63,562

Project Internalization:	23.4%

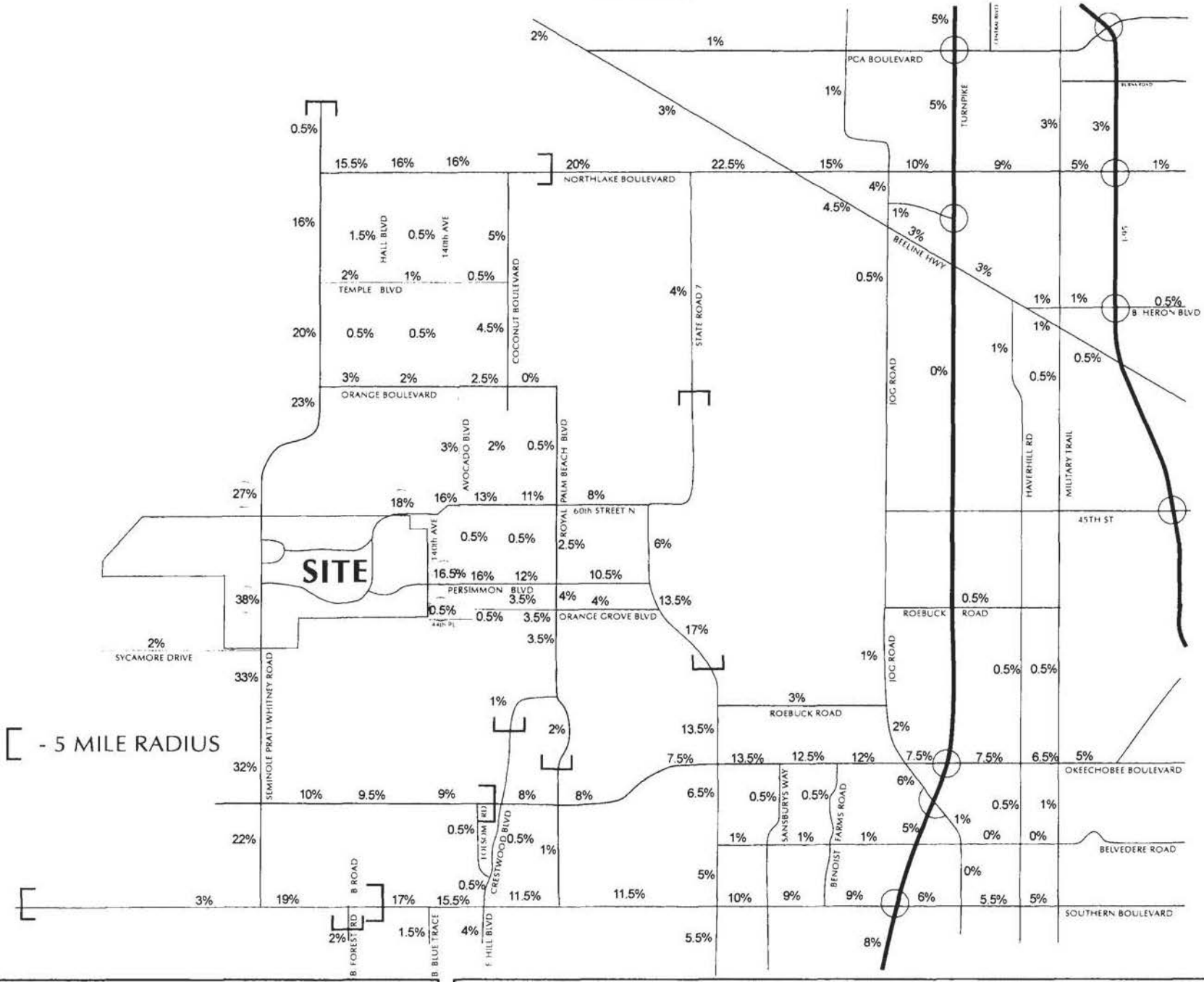
* Rate obtained from Palm Beach State College trip generation study by Kimley-Horn. See Appendix B.

(1) Source: Palm Beach County ULDC Article 13, unless otherwise noted.

(2) Utilized average of individual AM and PM peak hour internalization rates.

(3) Source: Institute of Transportation Engineers, Trip Generation, 9th Edition.

(4) Utilized average of individual AM and PM peak hour internalization rates with adjustments to balance with the east side interzonal trips.



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MINTO WEST

EXHIBIT 3A
PROJECT DISTRIBUTION

PTC

2.2.1 Trip Generation

Project trip generation was based on the rates published in the Palm Beach County Traffic Performance Standards (TPS). Rates from the Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition were used when TPS rates were not available. Trip generation data from Northwood University and Palm Beach State College were used to calculate the trip generation for the proposed University at Avenir.

2.2.2 Internal Capture

In terms capture refers to the satisfaction of trips within the project. In other words, some trips generated by mixed-use projects do not exit the project or enter the major roadway system. Internal traffic was estimated based on the methodology of the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684. This methodology estimates morning and afternoon peak–period trips to and from six specific land use categories: office, retail, restaurant, residential, cinema, and hotel.

2.2.3 Pass-by Trips

Some trips generated by the non-residential uses are from existing traffic passing the proposed project and are not newly generated trips. Credit against the trip generation of the proposed project was taken for these trips up to the percentage shown in Article 13, Impact Fees, or the ITE Manual. Pass-by traffic does not exceed 25% of the adjacent street traffic.

A summary of the project trip generation analysis including internal capture and pass-by trips is shown in **Table 2**. Detailed analysis is provided in **Appendix C**. Based on the project, net, new external trips the Radius of Development Influence (RDI) for this analysis is five miles.

Table 2
Project Trip Generation Summary

Scenario	Daily		AM Peak Hour				PM Peak Hour			
			In	Out	Total	% Internal	In	Out	Total	% Internal
ITE Trip Generation	78,697		3,304	2,866	6,170		3,425	4,693	8,118	
NCHRP Internal	-16,185	-20.8%	-587	-588	-1,175	-19.0%	-897	-896	-1,793	-22.1%
Pass-by	-4,341	-5.3%	-226	-36	-262	-4.2%	-185	-366	-551	-6.8%
Net New External Trip Difference	**58,171**		**2,491**	**2,242**	**4,733**		**2,343**	**3,431**	**5,774**	

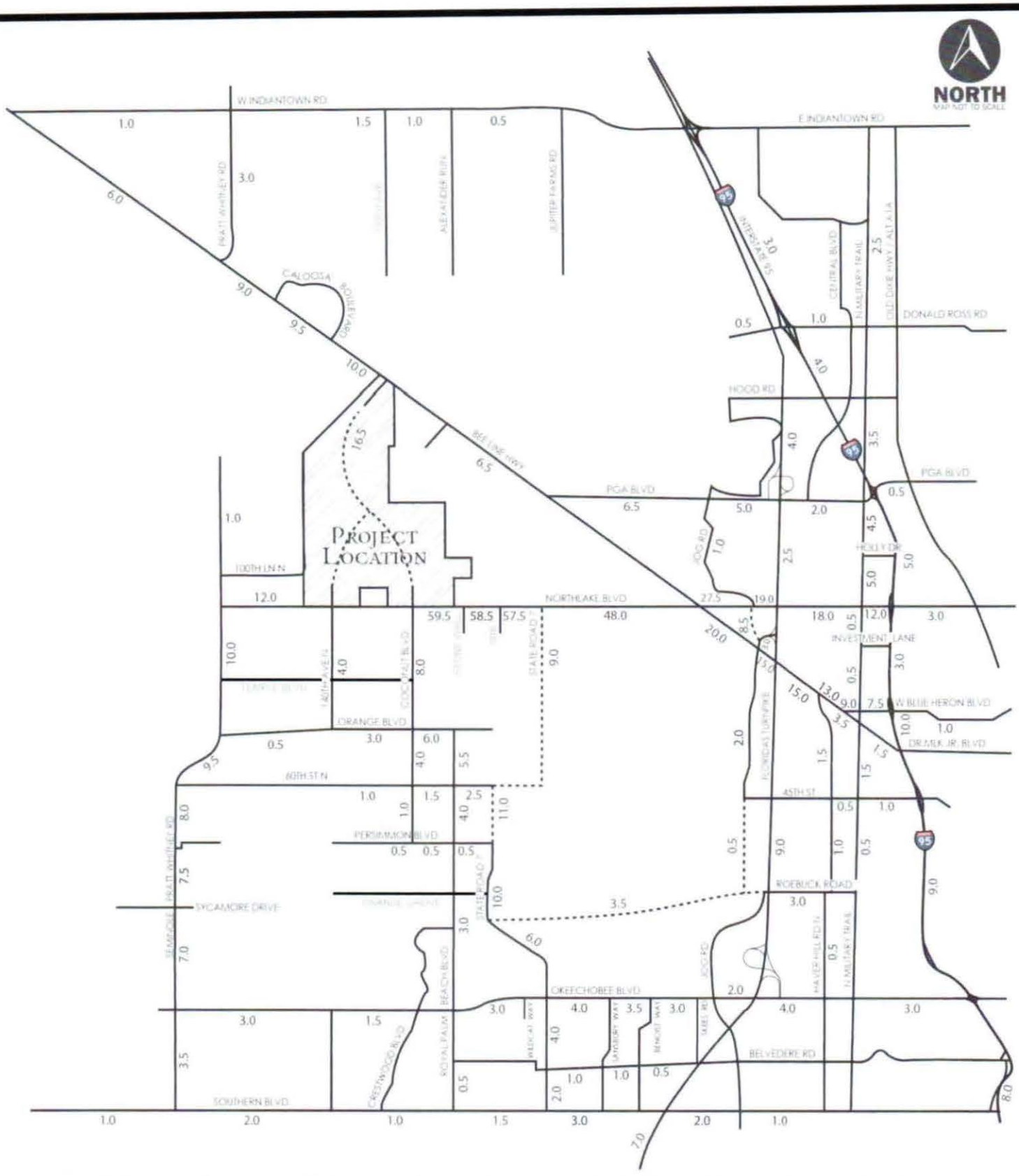

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FIGURE - 2

TRIP DISTRIBUTION

AVENIR

APRIL 16, 2015

INDIAN TRAILS GROVE

04/06/2018
Revised 05/24/2018

TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Gross Trips	Internalization %	Internalization Total	External Trips	Local Capture[1] %	Local Capture[1] Total	Net Trips[2]
Single Family Detached & Condo/TH	210, 230	3,943	Dwelling Units	38,082	5.6%	2,135	35,947	0.0%	0	35,947
Church/Synagogue	560	42,689	S.F.	389	0.0%	0	389	0.0%	0	389
Light Industrial, General Office	110, 710	50,000	S.F.	775	21.0%	163	612	0.0%	0	612
Gen. Commercial	820	300,000	S.F.	13,870	20.1%	2,135	11,735	14.1%	1,951	9,784
			Grand Totals:	**53,116**	**8.3%**	**4,433**	**48,683**	**3.7%**	**1,951**	**46,732**

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Local Capture[1] %	Local Capture[1] In	Local Capture[1] Out	Local Capture[1] Total	Net Trips[2] In	Net Trips[2] Out	Net Trips[2] Total
Single Family Detached & Condo/TH	210, 230	3,943	Dwelling Units	700	2,137	2,837	1.3%	14	24	38	686	2,113	2,799	0.0%	0	0	0	686	2113	2799
Church/Synagogue	560	42,689	S.F.	15	9	24	0.0%	0	0	0	15	9	24	0.0%	0	0	0	15	9	24
Light Industrial, General Office	110, 710	50,000	S.F.	97	13	110	10.0%	7	4	11	90	9	99	0.0%	0	0	0	90	9	99
Gen. Commercial	820	300,000	S.F.	179	109	288	14.9%	25	18	43	154	91	245	9.0%	16	10	26	138	81	219
			Grand Totals:	**991**	**2,268**	**3,259**	**2.8%**	**46**	**46**	**92**	**945**	**2,222**	**3,167**	**0.8%**	**16**	**10**	**26**	**929**	**2,212**	**3,141**

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Local Capture[1] %	Local Capture[1] In	Local Capture[1] Out	Local Capture[1] Total	Net Trips[2] In	Net Trips[2] Out	Net Trips[2] Total
Single Family Detached & Condo/TH	210, 230	3,943	Dwelling Units	1,964	1,145	3,109	9.9%	222	85	307	1,742	1,060	2,802	0.0%	0	0	0	1742	1060	2802
Church/Synagogue	560	42,689	S.F.	11	12	23	0.0%	0	0	0	11	12	23	0.0%	0	0	0	11	12	23
Light Industrial, General Office	110, 710	50,000	S.F.	13	62	75	32.0%	11	13	24	2	49	51	0.0%	0	0	0	2	49	51
Gen. Commercial	820	300,000	S.F.	600	651	1,251	25.2%	90	225	315	510	426	936	19.1%	62	177	239	448	249	697
			Grand Totals:	**2,588**	**1,870**	**4,458**	**14.5%**	**323**	**323**	**646**	**2,252**	**1,486**	**3,738**	**5.4%**	**62**	**177**	**239**	**2,201**	**1,321**	**3,522**

Notes:
(1) Local capture indicates the trip interaction between the Indian Trails commercial use and the residential lots west of Seminole Pratt Whitney Road and north of 60th Street North. A modified internal capture calculation was conducted to estimate these trips.
(2) Net trips indicate trips that travel to the external thoroughfare roadway network (Seminole Pratt Whitney Road).

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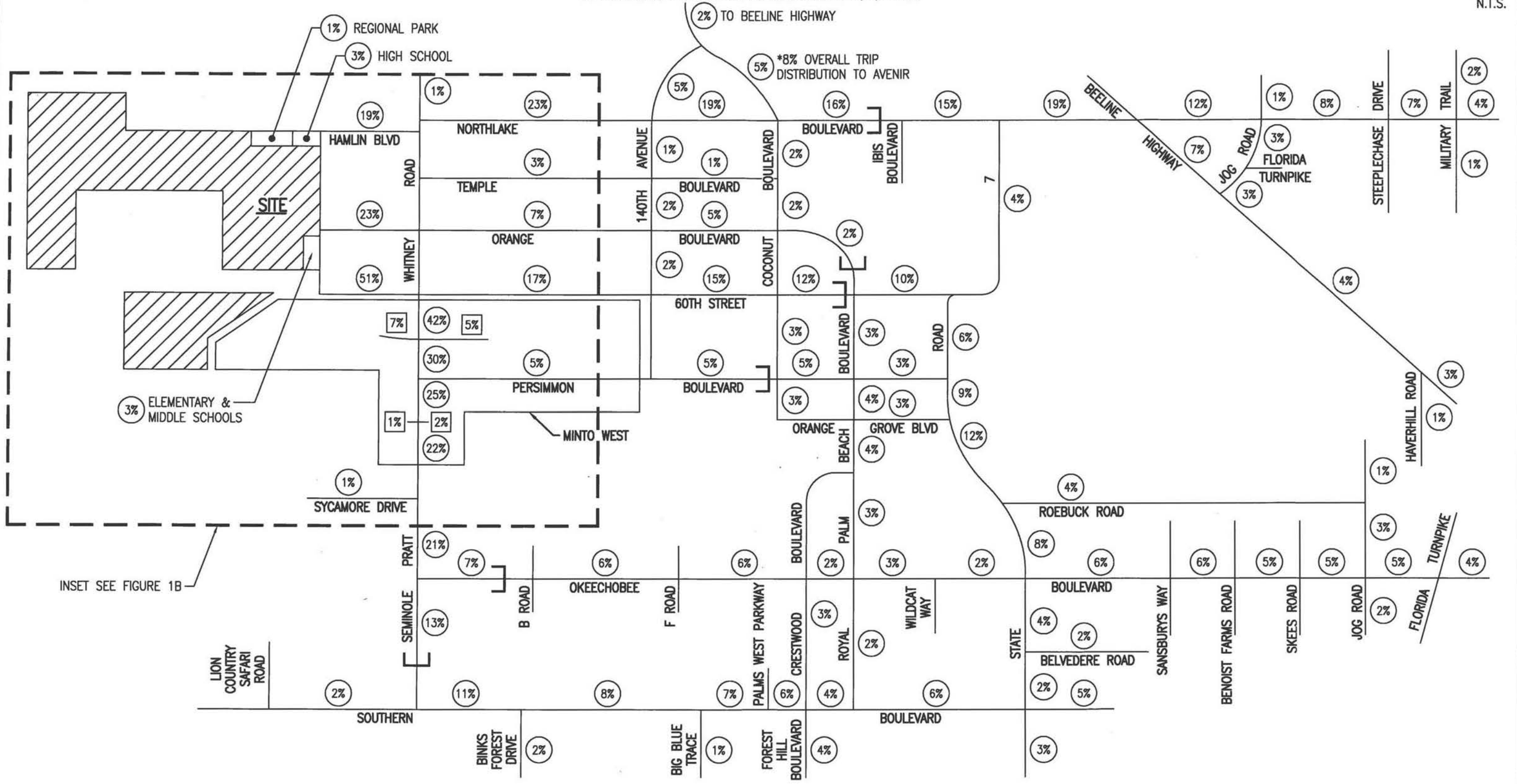

LEGEND

(15%) PROJECT DISTRIBUTION

5-MILE RADIUS OF DEVELOPMENT INFLUENCE

FIGURE 1A
PROJECT DISTRIBUTION

INDIAN TRAILS GROVE
14-096 BK

APPENDIX B

TEST 2 ANALYSIS

TABLE 6

TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 78
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 74

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY RO/	140TH AVENUE	25%	20	4D	I	1960	0.99%	NO
2421	NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	35%	27	4D	I	1960	1.39%	NO
2411	NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS BOULEVARD	35%	27	4D	I	1960	1.39%	NO
2407	NORTHLAKE BOULEVARD	IBIS BOULEVARD	STATE ROAD 7	35%	27	4D	I	1960	1.39%	NO
2412	COCONUT BOULEVARD	ORANGE BOULEVARD	TEMPLE BOULEVARD	20%	16	5	I	1960	0.80%	NO
2404	COCONUT BOULEVARD	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	30%	23	5	I	1960	1.19%	NO
N/A	140TH AVENUE	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	10%	8	2	I	880	0.89%	NO
N/A	TEMPLE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	5%	4	2	I	880	0.44%	NO

TABLE 7

TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 117
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 121

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
2413	NORTHLAKE BOULEVARD	SEMINOLE PRATT WHITNEY ROA	140TH AVENUE	25%	30	4D	I	1960	1.54%	NO
2421	NORTHLAKE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	35%	42	4D	I	1960	2.16%	NO
2411	NORTHLAKE BOULEVARD	COCONUT BOULEVARD	IBIS BOULEVARD	35%	42	4D	I	1960	2.16%	NO
2407	NORTHLAKE BOULEVARD	IBIS BOULEVARD	STATE ROAD 7	35%	42	4D	I	1960	2.16%	NO
2412	COCONUT BOULEVARD	ORANGE BOULEVARD	TEMPLE BOULEVARD	20%	24	5	I	1960	1.23%	NO
2404	COCONUT BOULEVARD	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	30%	36	5	I	1960	1.85%	NO
N/A	140TH AVENUE	TEMPLE BOULEVARD	NORTHLAKE BOULEVARD	10%	12	2	I	880	1.38%	NO
N/A	TEMPLE BOULEVARD	140TH AVENUE	COCONUT BOULEVARD	5%	6	2	I	880	0.69%	NO

APPENDIX C

AVENIR CONDITIONS OF APPROVAL

2. The following is the general phasing schedule for the project:

LAND USE	Total	Phase 1 (2015-2020)	Phase 2 (2021-2025)	Phase 3 (2026-2030)	Phase 4 (2031-Buildout)
Civic/Recreation	60 acres (land dedication)	60 ac			
Office Professional Medical	1,940,000 SF 200,000 SF	225,000 SF 50,000 SF	225,000 SF 100,000 SF	450,000 SF 50,000 SF	1,040,000 SF
Commercial	400,000 SF	200,000 SF	100,000 SF	100,000 SF	
Hotel	300 rooms		150 rooms	150 rooms	
Park	55 acres (land dedication)	55 ac			
Police/Fire/City Annex	15 acres (land dedication)	15 ac			
Public School	15 acres (land dedication)	15 ac			
Residential Multifamily Single-Family	 250 units 3,000 units	 250 units 1,000 units	 1,000 units	 1,000 units	

This table is not intended to restrict the amount or type of development that may be included in each phase. Rather, the amount and type of development at each phase is limited only by the maximum number of trips for such phase as identified as follows:

Phase	AM Peak Hour Trips[1]	PM Peak Hour Trips[1]
1	1,325	1,760
2	2,394	2,873
3	3,586	4,247
4	4,344	5,539

[1] Cumulative net external trips

These trip amounts are cumulative (i.e., they include trips from each previous phase), and were derived from the trips generated by the development program for each phase listed above. These trip totals were used to calculate the timing of proportionate share payments and the timing of other required traffic improvements. The density and intensity for the overall PCD development is based on the trip generation that is the basis of the Proportionate Share Agreement entered into between the Applicant and Palm Beach

b. Northlake Boulevard and Coconut Boulevard (Driveway #4)
Northbound: One (1) left-turn lane, two (2) through lanes, and one (1) free-flow right-turn lane
Southbound: Three (3) left-turn lanes, two (2) through lanes, and one (1) right-turn lane
Eastbound: Two (2) left-turn lanes, three (3) through lanes, and one (1) right-turn lane
Westbound: Two (2) left-turn lanes, four (4) through lanes, and one (1) right-turn lane

c. Northlake Boulevard and 140th Avenue North (Driveway #2)
Northbound: One (1) left-turn lane, one (1) through lane, and two (2) right-turn lanes
Southbound: Two (2) left-turn lanes, one (1) through lane, and one (1) right-turn lane
Eastbound: Two (2) left-turn lanes, three (3) through lanes, and one (1) right-turn lane
Westbound: Two (2) left-turn lanes, two (2) through lanes, and one (1) right-turn lane

d. Beeline Highway and the Avenir Connector Road
Northbound: Two (2) left-turn lanes and one (1) right-turn lane
Eastbound: Four (4) through lanes and one (1) right-turn lane
Westbound: One (1) left-turn lane and four (4) through lanes

29. No building permits for vertical construction shall be issued for development in Parcel B and/or Parcel D until contracts have been let to provide westbound right- turn lanes at the following driveways:

a. Northlake Boulevard and Driveway into Parcel B (Driveway #6)
b. Northlake Boulevard and Driveway into Parcel B (Driveway #5)
c. Northlake Boulevard Driveway into Parcel D (Driveway #3)

The westbound right-turn lanes shall not be eliminated with any widening of Northlake Boulevard.

30. Prior to the issuance of a building permit for any development in Phase 2 as identified in Condition 2, the construction of Northlake Boulevard from four (4) lanes to six (6) lanes between 140th Avenue North and (future) State Road 7 connection shall be completed.

31. Prior to the issuance of a building permit for any development in Phase 2 as identified in Condition 2, construction of the Avenir Connector Road, as shown on the PCD Master Plan, shall be constructed from Northlake Boulevard to the Beeline Highway as a two- (2) lane roadway.