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CIVIL & TRAFFIC ENGINEERING

4650 SOUTH MILITARY TRAIL
1.76 ACRE LUPA
PALM BEACH COUNTY, FLORIDA

LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

PREPARED FOR:

OAG Investment 8, LLC
8348 NW 56th Street
Doral, Florida 33166

JOB NO. 25-165

DATE: 10/24/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 10/24/2025. Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan Kelley Date: 2025.10.24 11:18:37-04'00'

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TEST 2 ANALYSIS

1.0 SITE DATA

The subject parcel is located on the southeast corner of S. Military Trail and Maine Street in unincorporated Palm Beach County, Florida and contains approximately 1.76 acres. The Property Control Number (PCN) for the subject parcel is 00-42-44-25-49-001-0000.

The subject property is currently designated as Commercial High with underlying 8 dwelling units per acre (CH/8), in the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Urban Infill (UI). 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 change in daily traffic generation due to the requested change in the 1.76 acres parcel future 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 future land use designation (CH/8) and the proposed future land use designation (UI).

CH/8

The most intensive land use under the existing CH/8 future land use designation is "Shopping Plaza with Super Market". Based on the maximum floor area ratio (FAR) of 0.85 and the site area consisting of 1.76 acres, the maximum allowable intensity for the designated acreage under the proposed CH/8 land use designation is 65,166 SF and calculated as follows:

$$1.76 \text{ Acre} \times 0.85 \text{ FAR} \times \frac{43{,}560 \text{ SF}}{1 \text{ Acre}} = 65{,}166 \text{ SF}$$

Shopping Plaza with Super Market (65,166 SF)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing CH/8 land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 11th Edition and on the PBC traffic website. Based on the maximum allowable square footage and the accepted traffic generation rates for Shopping Plaza with Super Market, the maximum traffic generation for the property under the existing CH/8 land use designation may be summarized as follows:

Existing Future Land Use

Daily Traffic Generation	=	3,756 tpd
AM Peak Hour Traffic Generation (In/Out)	=	140 pht (87 In/53 Out)
PM Peak Hour Traffic Generation (In/Out)	=	359 pht (172 In/187 Out)

2.0 TRAFFIC GENERATION (CONTINUED)

UI

The proposed land use under the proposed UI future land use designation is "Multifamily Low-Rise (up to 3 stories)". Note the Comprehensive Plan does not provide a maximum density or FAR for the UI future land use designation. Therefore, for purposes of this traffic analysis, the maximum trip generation is based on the density proposed as part of the zoning application. Based on the site plan provided, which reflects a density of 51 DU/acre and the site area consisting of 1.76 acres, the maximum intensity for the designated acreage under the proposed UI future land use designation is 90 dwelling units calculated as follows:

1.76 Acre x 51 DU/Acre = 90 DU

Multifamily Low-Rise up to 3 stories (90 DU)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed UI future land use designation. The maximum traffic generation for the property under the proposed (UI) future land use designation may be summarized as follows:

Proposed Future Land Use

Daily Traffic Generation	=	607 tpd
AM Peak Hour Traffic Generation (In/Out)	=	36 pht (9 In/27 Out)
PM Peak Hour Traffic Generation (In/Out)	=	46 pht (29 In/17 Out)

The difference in trips between the proposed future land use and the existing future land use designation may be summarized as follows:

Trip Generation Difference

Daily Traffic Generation	=	3,149 tpd DECREASE
AM Peak Hour Traffic Generation	=	104 pht DECREASE
PM Peak Hour Traffic Generation	=	313 pht DECREASE

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation decrease of 3,149 trips per day, there is no radius of influence for the Year 2045 analysis. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 46 peak hour trips, the radius of development influence for purposes of Test 2 shall be one half (1/2) mile.

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 UI future land use designation.

5.0 YEAR 2045 ANALYSIS

Due to the reduction in daily trips from the proposed land use potential and the existing future land use maximum intensity, no additional analysis is required. Since the future land use change results in a reduction of daily trips, a Year 2045 Analysis is not required.

6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 3 and 4 represent the required Test 2 Five Year Analysis. Tables 3 and 4 calculate which of the impacted links are significant for the Test 2 analysis. Since the project has an insignificant impact on all roadway segments, the project meets the requirements for Test 2 of the Palm Beach County Traffic Performance Standards.

7.0 PEAK HOUR TURNING MOVEMENT

The total AM and PM peak hour turning movements for the project under the proposed UI future land use designation with no reduction for pass by credits have been calculated in Table 2 in order to assess the improvements necessary to accommodate such traffic movements. The AM and PM peak hour turning movement volumes and directional distributions with no reduction for pass by credits for the proposed development under the UI future land use designation may be summarized as follows:

	Directional Distribution (Trips IN/OUT)
AM Peak Hour =	9 / 27
PM Peak Hour =	29 / 17

Based on the Palm Beach County Engineering Guidelines used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, no additional turn lanes or site modifications are warranted or recommended. An additional driveway analysis will be provided during the site plan submittal.

8.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2045 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis for the proposed development plan equating to 46 peak hour trips. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan.

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10/22/2025

TABLE 1
EXISTING COMMERCIAL HIGH (CH/8) FUTURE LAND USE DESIGNATION

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
Shop Plaza (40-150ksf) w/Sup Market	821	65,166	S.F.	94.49			6,158		0	6,158	39%	2,402	3,756
			Grand Totals:				**6,158**	**0.0%**	**0**	**6,158**	**39%**	**2,402**	**3,756**

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
Shop Plaza (40-150ksf) w/Sup Market	821	65,166	S.F.	3.53	0.62	0.38	143	87	230	0.0%	0	0	0	143	87	230	39%	90	87	53	140
			Grand Totals:				**143**	**87**	**230**	**0.0%**	**0**	**0**	**0**	**143**	**87**	**230**	**39%**	**90**	**87**	**53**	**140**

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
Shop Plaza (40-150ksf) w/Sup Market	821	65,166	S.F.	9.03	0.48	0.52	282	306	588	0.0%	0	0	0	282	306	588	39%	229	172	187	359
			Grand Totals:				**282**	**306**	**588**	**0.0%**	**0**	**0**	**0**	**282**	**306**	**588**	**39%**	**229**	**172**	**187**	**359**

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10/22/2025

TABLE 2
PROPOSED URBAN INFILL (UI) FUTURE LAND USE DESIGNATION

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
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	90	Dwelling Units	6.74			607		0	607	0%	0	607
		Grand Totals:					**607**	**0.0%**	**0**	**607**	**0%**	**0**	**607**

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
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	90	Dwelling Units	0.4	0.24	0.76	9	27	36		0	0	0	9	27	36	0%	0	9	27	36
		Grand Totals:					**9**	**27**	**36**	**0.0%**	**0**	**0**	**0**	**9**	**27**	**36**	**5%**	**0**	**9**	**27**	**36**

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
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	90	Dwelling Units	0.51	0.63	0.37	29	17	46		0	0	0	29	17	46	0%	0	29	17	46
		Grand Totals:					**29**	**17**	**46**	**0.0%**	**0**	**0**	**0**	**29**	**17**	**46**	**5%**	**0**	**29**	**17**	**46**

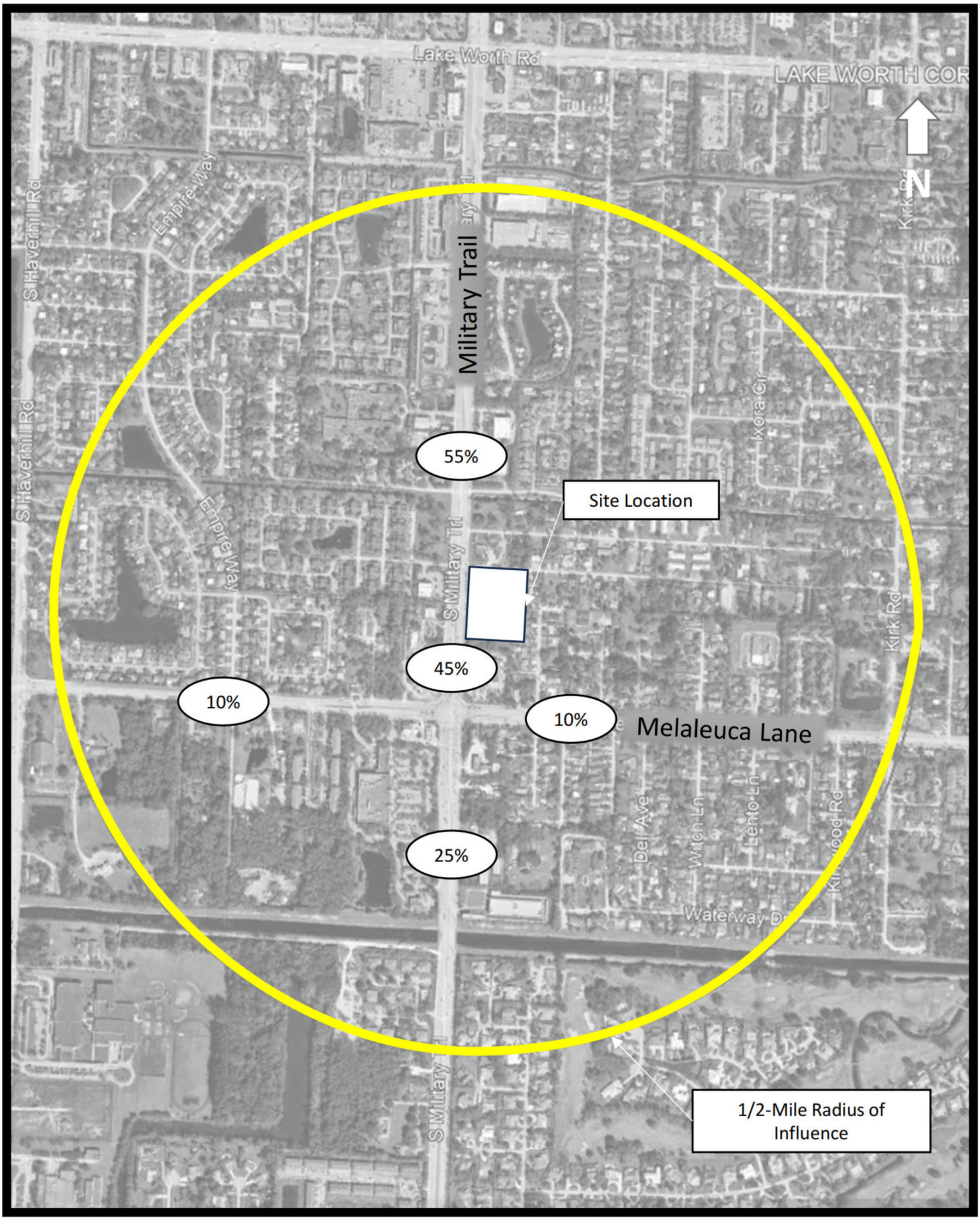

Figure 1 - Trip Distribution
4650 South Military Trail
Project # 25-165

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APPENDIX A

TEST 2 ANALYSIS

TABLE 4

TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
1/2 MILE RADIUS OF INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 29
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 17

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
	MILITARY TRAIL	LAKE WORTH ROAD	SITE	55%	16	6D	I	2940	0.54%	NO
	MILITARY TRAIL	SITE	MELALEUCA LANE	45%	13	6D	I	2940	0.44%	NO
	MILITARY TRAIL	MELALEUCA LANE	LANTANA ROAD	25%	7	6D	I	2940	0.25%	NO
	MELALEUCA LANE	HAVERHILL ROAD	MILITARY TRAIL	10%	3	4D	I	1960	0.15%	NO
	MELALEUCA LANE	MILITARY TRAIL	KIRK ROAD	10%	3	4D	I	1960	0.15%	NO

TABLE 3
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
1/2 MILE RADIUS OF INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 9
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 27

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
	MILITARY TRAIL	LAKE WORTH ROAD	SITE	55%	15	6D	I	2940	0.51%	NO
	MILITARY TRAIL	SITE	MELALEUCA LANE	45%	12	6D	I	2940	0.41%	NO
	MILITARY TRAIL	MELALEUCA LANE	LANTANA ROAD	25%	7	6D	I	2940	0.23%	NO
	MELALEUCA LANE	HAVERHILL ROAD	MILITARY TRAIL	10%	3	4D	I	1960	0.14%	NO
	MELALEUCA LANE	MILITARY TRAIL	KIRK ROAD	10%	3	4D	I	1960	0.14%	NO