



December 13, 2024

Anna Lai, P.E., PTOE  
2581 Metrocentre Boulevard West, Suite 3  
West Palm Beach, Florida 33407

**Engineering and  
Public Works Department**

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West Palm Beach, FL 33416-1229  
(561) 684-4000  
FAX: (561) 684-4050  
www.pbc.gov

**RE: The Seventh at Haverhill - Revised  
FLUA Amendment Policy 3.5-d Review  
Round 2024-25-B**

Dear Ms. Lai:

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 on November 11, 2024, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

**Palm Beach County  
Board of County  
Commissioners**

- Maria G. Marino, Mayor
- Sara Baxter, Vice Mayor
- Gregg K. Weiss
- Joel Flores
- Marci Woodward
- Maria Sachs
- Bobby Powell, Jr.

**County Administrator**

Verdenia C. Baker

<b>Location:</b>	SW corner of North Haverhill Road and Pine Grove Drive	
<b>PCN:</b>	00-42-43-26-02-000-0010	
<b>Acres:</b>	3.37 acres	
	<b>Current FLU</b>	<b>Proposed FLU</b>
<b>FLU:</b>	High Residential, 8 dwelling units per acre (HR-8)	High Residential, 12 dwelling units per acre (HR-12)
<b>Zoning:</b>	Multi-Family High-Density Residential (RH)	Multi-Family High-Density Residential (RH)
<b>Density/Intensity:</b>	8 DUs/acre	12 DUs/acre
<b>Maximum Potential:</b>	Multifamily Low-Rise Housing up to 3-story (Apartment/Condo/TH) = 27 dwelling Units	Multifamily Low-Rise Housing up to 3-story (Apartment/Condo/TH) = 40 dwelling Units
<b>Proposed Potential:</b>	None	Multifamily Low-Rise Housing up to 3-story (Apartment/Condo/TH) = 101 dwelling Units Church/Synagogue = 4,500 SF
<b>Net Daily Trips:</b>	88 (maximum – current) 531 (proposed – current)	
<b>Net PH Trips:</b>	16 (4/12) AM, 20 (13/7) PM (maximum) 41 (11/30) AM, 54 (34/20) PM (proposed)	
<i>* Maximum indicates typical FAR and maximum trip generator. Proposed indicates the specific uses and intensities/densities anticipated in the zoning application.</i>		

Based on the review, the Traffic Division has determined that the traffic impacts

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Anna Lai, P.E., PTOE

December 13, 2024

Page 2

of the proposed amendment **meet** Policy 3.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan at the **proposed potential** density shown above. As such, this amendment necessitates a condition of approval to limit the project to the equivalent trips for the proposed potential.

Please do not hesitate to reach out with any questions or concerns at 561-684-4030 or [DSimeus@pbc.gov](mailto:DSimeus@pbc.gov).

Sincerely,

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

Dominique Simeus, P.E.  
Professional Engineer  
Traffic Division

DS:jb

ec:

Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic Division  
Bryan Davis – Principal Planner, Planning Division  
Stephanic Gregory – Principal Planner, Planning Division  
Khurshid Mohyuddin – Principal Planner, Planning Division  
Kathleen Chang – Senior Planner, Planning Division  
David Wiloch – Senior Planner, Planning Division  
Alberto Lopez Tagle - Technical Assistant III, Traffic Division

File: General - TPS – Unincorporated - Traffic Study Review  
N:\TRAFFIC\Development Review\Comp Plan\25-B\The Seventh at Haverhill - Revised.docx

# THE SEVENTH AT HAVERHILL

3.37 ACRE FLUA

Palm Beach County, FL

## FUTURE LAND USE AMENDMENT APPLICATION TRAFFIC STATEMENT

PREPARED FOR:

Procida Development Group  
456 East 173<sup>rd</sup> Street  
Bronx, New York 10457

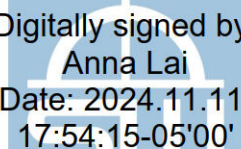
JOB NO. 23-149

DATE: 10/04/2024  
REVISED: 11/11/2024

Anna Lai, Professional Engineer, State of Florida, License No. 78138

This item has been digitally signed and sealed by Anna Lai, P.E., PTOE, on 11/11/24.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



Digitally signed by  
Anna Lai  
Date: 2024.11.11  
17:54:15-05'00'

# TABLE OF CONTENTS

## PAGE 4

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- 1.0 SITE DATA
- 2.0 TRAFFIC GENERATION

## PAGE 5

---

- 3.0 RADIUS OF DEVELOPMENT INFLUENCE

## PAGE 6

---

- 4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION
- 5.0 YEAR 2045 ANALYSIS
- 6.0 TEST 2 – FIVE YEAR ANALYSIS
- 7.0 PEAK HOUR TURNING MOVEMENTS

## PAGE 7

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- 8.0 CONCLUSION

# APPENDICES

## APPENDIX A

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TEST 2 ANALYSIS: MAXIMUM POTENTIAL

## APPENDIX B

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TEST 2 ANALYSIS: PROPOSED DEVELOPMENT

## APPENDIX C

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YEAR 2045 ANALYSIS

## 1.0 SITE DATA

The subject parcel is located on the southwest corner of North Haverhill Road and Pine Grove Drive in Palm Beach County, Florida and contains approximately 3.37 acres. The Property Control Number (PCN) for the subject parcel is 00-42-43-26-02-000-0010.

The property is currently designated as High Residential, 8 units per acre (HR-8) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the 3.37 acre parcel's designation to High Residential, 12 units per acre (HR-12) on the Palm Beach County Comprehensive Plan. 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 3.37 acre parcel's land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing HR-8 future land use designation and the proposed HR-12 future land use designation:

### HR-8

The most intensive land use for the existing HR-8 land use designation is "Multifamily Housing". Based on 8 dwelling units per acre and the site area consisting of 3.37 acres, the maximum allowable for the designated acreage under the existing HR-8 land use designation is 27 dwelling units calculated as follows:

$$3.37 \text{ acres} \quad \times \quad \frac{8 \text{ dwelling units}}{\text{acre}} \quad = \quad 27 \text{ dwelling units}$$

### Multifamily Housing (27 Dwelling Units)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing HR-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 provided by the Palm Beach County Engineering Traffic Division. Based on the current acreage and the accepted traffic generation rates for multifamily housing, the maximum traffic generation for the property under the existing HR-8 land use designation may be summarized as follows:

#### Existing Future Land Use – Maximum Potential

Daily Traffic Generation	=	182 tpd
AM Peak Hour Traffic Generation (In/Out)	=	11 pht (3 In/8 Out)
PM Peak Hour Traffic Generation (In/Out)	=	14 pht (9 In/5 Out)

## 2.0 TRAFFIC GENERATION (CONTINUED)

### HR-12

The most intensive land use under the proposed HR-12 land use designation is "Multifamily Housing". Based on 12 dwelling units per acre and the site area consisting of 3.37 acres, the maximum allowable for the designated acreage under the proposed HR-12 land use designation is 40 dwelling units calculated as follows:

$$3.37 \text{ acres} \quad \times \quad \frac{12 \text{ dwelling units}}{\text{acre}} \quad = \quad 40 \text{ dwelling units}$$

### Multifamily Housing (40 Dwelling Units)

Table 2 (in Appendix A) calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed HR-12 land use designation. The proposed traffic generation for the property under the proposed HR-12 land use designation may be summarized as follows:

#### Proposed Future Land Use – Maximum Potential

Daily Traffic Generation	=	270 tpd
AM Peak Hour Traffic Generation (In/Out)	=	16 pht (4 In/12 Out)
PM Peak Hour Traffic Generation (In/Out)	=	20 pht (13 In/7 Out)

Note the above trip generation calculations are provided for informational purposes only. Tables 2-5 with calculations for the maximum potential for the proposed future land use are included in Appendix A.

Table 6 calculates the traffic generation for the actual proposed development (in Appendix B).

#### Proposed Future Land Use – Actual Proposed Development

Daily Traffic Generation	=	713 tpd
AM Peak Hour Traffic Generation (In/Out)	=	41 pht (11 In/30 Out)
PM Peak Hour Traffic Generation (In/Out)	=	54 pht (34 In/20 Out)

The change in traffic generation due to the requested change in the parcels' land use designations may be calculated as follows (as shown in Table 7 in Appendix B):

#### Net Trip Difference

Daily Traffic Generation	=	531 tpd INCREASE
AM Peak Hour Traffic Generation (In/Out)	=	30 pht INCREASE
PM Peak Hour Traffic Generation (In/Out)	=	40 pht INCREASE

## 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 531 trips per day, an analysis is required for Year 2045 for the directly accessed link(s). Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land

### 3.0 RADIUS OF DEVELOPMENT INFLUENCE (CONTINUED)

Development Code, for a peak hour trip generation of 54 peak hour trips, the radius of development influence for purposes of Test 2 shall be 1 mile.

### 4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

Figure 1 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 the proposed land uses under the proposed HR-12 land use designation.

### 5.0 YEAR 2045 ANALYSIS

Table 10 (in Appendix C) represents the required Year 2045 Analysis. The total anticipated Year 2045 traffic meets the adopted Level of Service requirements within the project's radius of influence. Therefore, the proposed land use change meets the Year 2045 requirements of the Palm Beach County Comprehensive Plan.

### 6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 8 and 9 (in Appendix B) represents the required Test 2 Five Year Analysis for the AM and PM peak hours. As shown in Tables 8 and 9, 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 HR-12 land use designation have been calculated in Table 6 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 proposed HR-12 land use designation may be summarized as follows:

	<b>Directional Distribution (Trips In/Out)</b>
AM Peak Hour	= 11 / 30
PM Peak Hour	= 34 / 20

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.



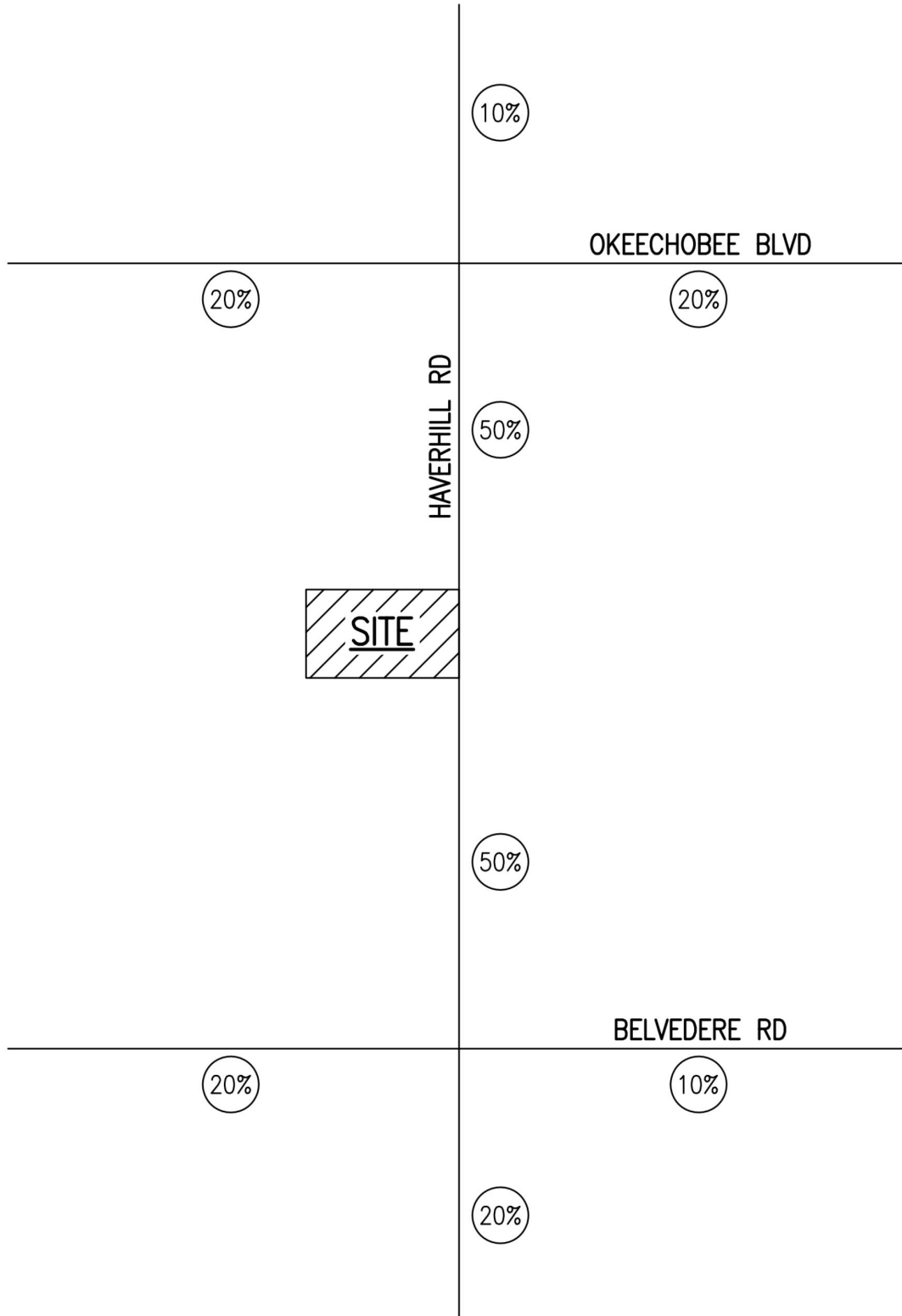
## 8.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will result in an increase in intensity of development and 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. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.



# SIMMONS & WHITE

2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407  
Authorization # 3452 | 561.478.7848



**FIGURE 1**  
**PROJECT DISTRIBUTION**

**LEGEND**

 PROJECT DISTRIBUTION

**THE SEVENTH**  
**AT HAVERHILL**

23-149 AL 10-04-24



# APPENDIX A

## TEST 2 ANALYSIS: MAXIMUM POTENTIAL

**TABLE 1  
EXISTING HR-8 FUTURE LAND USE DESIGNATION - 27 MULTIFAMILY DWELLING UNITS  
MAXIMUM POTENTIAL**

**Daily Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	27	Dwelling Units	6.74						182			0			182	0%	0			182
<b>Grand Totals:</b>										182			0			182	0%	0			182

**AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	In	Out	Total		
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	27	Dwelling Units	0.4	0.24	0.76	3	8	11	0.0%	0	0	0	3	8	11	0%	0	3	8	11
<b>Grand Totals:</b>							3	8	11	0.0%	0	0	0	3	8	11	0%	0	3	8	11

**PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	In	Out	Total		
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	27	Dwelling Units	0.51	0.63	0.37	9	5	14	0.0%	0	0	0	9	5	14	0%	0	9	5	14
<b>Grand Totals:</b>							9	5	14	0.0%	0	0	0	9	5	14	0%	0	9	5	14

**THE SEVENTH AT HAVERHILL**

10/04/24  
REVISED: 11/11/24

**TABLE 2  
PROPOSED HR-12 FUTURE LAND USE DESIGNATION - 40 MULTIFAMILY DWELLING UNITS  
MAXIMUM POTENTIAL**

**Daily Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
					In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total		
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	40	Dwelling Units	6.74					270			0		270	0%	0			270	
<b>Grand Totals:</b>									<b>270</b>	<b>0.0%</b>	<b>0</b>		<b>270</b>	<b>0%</b>	<b>0</b>			<b>270</b>		

**AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips					
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total		
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	40	Dwelling Units	0.4	0.24	0.76	4	12	16	0.0%	0	0	0	4	12	16	0%	0	4	12	16		
<b>Grand Totals:</b>									<b>4</b>	<b>12</b>	<b>16</b>	<b>0.0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>16</b>	<b>0%</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>16</b>

**PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips					
					In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total		
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	40	Dwelling Units	0.51	0.63	0.37	13	7	20	0.0%	0	0	0	13	7	20	0%	0	13	7	20		
<b>Grand Totals:</b>									<b>13</b>	<b>7</b>	<b>20</b>	<b>0.0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>7</b>	<b>20</b>	<b>0%</b>	<b>0</b>	<b>13</b>	<b>7</b>	<b>20</b>

**THE SEVENTH AT HAVERHILL**

10/04/24

**TABLE 3  
TRAFFIC GENERATION DIFFERENCE**

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
<b>EXISTING FUTURE LAND USE DESIGNATION =</b>	182	11	3	8	14	9	5
<b>PROPOSED FUTURE LAND USE DESIGNATION* =</b>	270	16	4	12	20	13	7
<b>INCREASE =</b>	<b>88</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>2</b>

\* Maximum potential: 40 multifamily dwelling units

**TABLE 4**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**MAXIMUM POTENTIAL - 40 MULTIFAMILY DWELLING UNITS**  
**AM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

DIRECTLY ACCESSED LINK(S)

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 4

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 12

ROADWAY	FROM	TO	DIRECTION	AM PEAK HOUR DIRECTIONAL			EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS						
HAVERHILL ROAD	OKEECHOBEE BOULEVARD	SITE	NB	50%	6	5	II	1870	0.32%	NO	
			SB	50%	2	5	II	1870	0.11%	NO	
HAVERHILL ROAD	SITE	BELVEDERE ROAD	NB	50%	2	5	II	1870	0.11%	NO	
			SB	50%	6	5	II	1870	0.32%	NO	

**TABLE 5**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**MAXIMUM POTENTIAL - 40 MULTIFAMILY DWELLING UNITS**  
**PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

DIRECTLY ACCESSED LINK(S)

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 13

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 7

ROADWAY	FROM	TO	DIRECTION	PM PEAK HOUR DIRECTIONAL			EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS						
HAVERHILL ROAD	OKEECHOBEE BOULEVARD	SITE	NB	50%	4	5	II	1870	0.19%	NO	
			SB	50%	7	5	II	1870	0.35%	NO	
HAVERHILL ROAD	SITE	BELVEDERE ROAD	NB	50%	7	5	II	1870	0.35%	NO	
			SB	50%	4	5	II	1870	0.19%	NO	





# APPENDIX B

## TEST 2 ANALYSIS: PROPOSED DEVELOPMENT

**THE SEVENTH AT HAVERHILL**

10/04/24  
REVISED: 11/11/24

**TABLE 6  
PROPOSED HR-12 FUTURE LAND USE DESIGNATION  
ACTUAL PROPOSED DEVELOPMENT**

**Daily Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	101	Dwelling Units	6.74			681		0	681	0%	0	681
Church/Synagogue <sup>b</sup>	560	4,500	S.F.	7.6			34		0	34	5%	2	32
<b>Grand Totals:</b>							<b>715</b>	<b>0.0%</b>	<b>0</b>	<b>715</b>	<b>0%</b>	<b>2</b>	<b>713</b>

**AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	101	Dwelling Units	0.4	0.24	0.76	10	30	40	0.0%	0	0	0	10	30	40	0%	0	10	30	40
Church/Synagogue <sup>b</sup>	560	4,500	S.F.	0.32	0.62	0.38	1	0	1	0.0%	0	0	0	1	0	1	5%	0	1	0	1
<b>Grand Totals:</b>							<b>11</b>	<b>30</b>	<b>41</b>	<b>0.0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>30</b>	<b>41</b>	<b>0%</b>	<b>0</b>	<b>11</b>	<b>30</b>	<b>41</b>

**PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	101	Dwelling Units	0.51	0.63	0.37	33	19	52	0.0%	0	0	0	33	19	52	0%	0	33	19	52
Church/Synagogue <sup>b</sup>	560	4,500	S.F.	0.49	0.44	0.56	1	1	2	0.0%	0	0	0	1	1	2	5%	0	1	1	2
<b>Grand Totals:</b>							<b>34</b>	<b>20</b>	<b>54</b>	<b>0.0%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>20</b>	<b>54</b>	<b>0%</b>	<b>0</b>	<b>34</b>	<b>20</b>	<b>54</b>

**Notes:**

b) Weekend peak hour rate = 10.36 per 1,000 s.f. with a 48/52 directional split.

**THE SEVENTH AT HAVERHILL**

10/04/24

**TABLE 7  
TRAFFIC GENERATION DIFFERENCE**

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
<b>EXISTING FUTURE LAND USE DESIGNATION =</b>	182	11	3	8	14	9	5
<b>PROPOSED FUTURE LAND USE DESIGNATION* =</b>	713	41	11	30	54	34	20
<b>INCREASE =</b>	<b>531</b>	<b>30</b>	<b>8</b>	<b>22</b>	<b>40</b>	<b>25</b>	<b>15</b>

\* Actual proposed development.

**TABLE 8**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**PROPOSED DEVELOPMENT PLAN**  
**AM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

1 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 11

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 30

ROADWAY	FROM	TO	DIRECTION	AM PEAK HOUR DIRECTIONAL			EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS						
OKEECHOBEE BOULEVARD	FLORIDA TURNPIKE	HAVERHILL ROAD	EB	20%	2	8D	II	3780	0.06%	NO	
			WB	20%	6	8D	II	3780	0.16%	NO	
OKEECHOBEE BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	EB	20%	6	8D	II	3780	0.16%	NO	
			WB	20%	2	8D	II	3780	0.06%	NO	
BELVEDERE ROAD	DREXEL ROAD	HAVERHILL ROAD	EB	20%	2	4D	II	1870	0.12%	NO	
			WB	20%	6	4D	II	1870	0.32%	NO	
BELVEDERE ROAD	HAVERHILL ROAD	MILITARY TRAIL	EB	20%	6	4D	II	1870	0.32%	NO	
			WB	20%	2	4D	II	1870	0.12%	NO	
HAVERHILL ROAD	COMMUNITY DRIVE	OKEECHOBEE BOULEVARD	NB	10%	3	4D	II	1870	0.16%	NO	
			SB	10%	1	4D	II	1870	0.06%	NO	
HAVERHILL ROAD	OKEECHOBEE BOULEVARD	SITE	NB	50%	15	5	II	1870	0.80%	NO	
			SB	50%	6	5	II	1870	0.29%	NO	
HAVERHILL ROAD	SITE	BELVEDERE ROAD	NB	50%	6	5	II	1870	0.29%	NO	
			SB	50%	15	5	II	1870	0.80%	NO	
HAVERHILL ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	NB	20%	2	5	II	1870	0.12%	NO	
			SB	20%	6	5	II	1870	0.32%	NO	

**TABLE 9**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**PROPOSED DEVELOPMENT PLAN**  
**PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

1 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 34

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 20

ROADWAY	FROM	TO	DIRECTION	PM PEAK HOUR DIRECTIONAL			EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS						
OKEECHOBEE BOULEVARD	FLORIDA TURNPIKE	HAVERHILL ROAD	EB	20%	7	8D	II	3780	0.18%	NO	
			WB	20%	4	8D	II	3780	0.11%	NO	
OKEECHOBEE BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	EB	20%	4	8D	II	3780	0.11%	NO	
			WB	20%	7	8D	II	3780	0.18%	NO	
BELVEDERE ROAD	DREXEL ROAD	HAVERHILL ROAD	EB	20%	7	4D	II	1870	0.36%	NO	
			WB	20%	4	4D	II	1870	0.21%	NO	
BELVEDERE ROAD	HAVERHILL ROAD	MILITARY TRAIL	EB	20%	4	4D	II	1870	0.21%	NO	
			WB	20%	7	4D	II	1870	0.36%	NO	
HAVERHILL ROAD	COMMUNITY DRIVE	OKEECHOBEE BOULEVARD	NB	10%	2	4D	II	1870	0.11%	NO	
			SB	10%	3	4D	II	1870	0.18%	NO	
HAVERHILL ROAD	OKEECHOBEE BOULEVARD	SITE	NB	50%	10	5	II	1870	0.53%	NO	
			SB	50%	17	5	II	1870	0.91%	NO	
HAVERHILL ROAD	SITE	BELVEDERE ROAD	NB	50%	17	5	II	1870	0.91%	NO	
			SB	50%	10	5	II	1870	0.53%	NO	
HAVERHILL ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	NB	20%	7	5	II	1870	0.36%	NO	
			SB	20%	4	5	II	1870	0.21%	NO	



# APPENDIX C

## YEAR 2045 ANALYSIS

**THE SEVENTH AT HAVERHILL**

10/04/24  
REVISED: 11/11/24

**TABLE 10**  
**(YEAR 2045)**  
**MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE**

PROJECT: THE SEVENTH AT HAVERHILL  
EXISTING FUTURE LAND USE DESIGNATION: HR-8  
EXISTING UNDERLYING FUTURE LAND USE DESIGNATION: NONE  
TRIPS PER DAY = 182  
PROPOSED FUTURE LAND USE DESIGNATION: HR-12  
PROPOSED UNDERLYING FUTURE LAND USE DESIGNATION: NONE  
TRIPS PER DAY\*\* = 713  
TRIP INCREASE = 531

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS D CAPACITY	TRIP INCREASE	2045 PBC MPO TRAFFIC VOLUME	TOTAL 2045 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
HAVERHILL ROAD	OKEECHOBEE BOULEVARD	SITE	50%	266	5	33,200	0.80%	29,400	29,666	0.89	NO
HAVERHILL ROAD	SITE	BELVEDERE ROAD	50%	266	5	33,200	0.80%	29,400	29,666	0.89	NO

**NOTES:**  
\* 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.  
\*\* Actual proposed development.

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

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
6831	937169	GLADES RD	FAU Entrance/10th Ave NW	Boca Raton Blvd	6	6T	40,979	40,520	43,129	-	29,355	37,760	51,500
6833	930045	GLADES RD	Boca Raton Blvd	Old Dixie Hwy	6	6T	31,340	30,826	31,207	25,500	18,494	25,330	38,000
6837	930045	GLADES RD	Old Dixie Hwy	US-1 (Federal Hwy)	6	6T	21,142	18,587	25,998	19,633	18,494	25,330	32,800
	937528	GREENBRIAR BLVD	Greenview Shores Blv	Wellington Trace	4	4			-	-	132	487	500
3432	937319	GREENVIEW SHORES	Wellington Trc	South Shore Blvd	4	4	21,269	16,060	18,685	18,100	12,017	18,751	25,400
	937487	GULFSTREAM BLVD	Seacrest Blvd	US-1	2	2			-	-	604	968	1,000
3649	937092	GUN CLUB RD	Jog Rd	Haverhill Rd	2	3	6,740	4,227	3,918	4,917	2,033	3,038	4,900
3651	937093	GUN CLUB RD	Haverhill Rd	Military Tr	5	5	16,087	11,857	9,719	10,896	4,015	6,806	12,500
3653	937094	GUN CLUB RD	Military Tr	Kirk Rd	5	5	17,196	10,704	11,130	12,272	4,940	9,728	15,900
3655	937095	GUN CLUB RD	Kirk Rd	Congress Ave	5	5	16,544	11,374	11,215	12,119	11,136	17,741	17,900
5604	937076	HAGEN RANCH RD	W Atlantic Ave	Lake Ida Rd	4	4	16,979	18,059	16,220	17,392	13,900	20,748	24,200
5646	937077	HAGEN RANCH RD	Lake Ida Rd	Pipers Glen Blvd	4	4	15,607	13,249	12,896	14,914	12,072	18,610	19,900
5600	937075	HAGEN RANCH RD	Pipers Glen Blvd	Boynton Beach Blvd	4	4	17,772	18,471	17,559	19,853	21,295	27,498	23,800
5214	937138	HAGEN RANCH RD	Boynton Beach Blvd	Gateway Blvd	3	3	11,636	9,078	9,600	12,300	14,595	15,740	10,700
4666	937136	HAGEN RANCH RD	Gateway Blvd	Hypoluxo Rd	3	3	10,877	10,728	10,990	12,494	15,903	17,740	12,800
4668	937137	HAGEN RANCH RD	Hypoluxo Rd	Lantana Rd	3	3	13,573	9,993	9,576	9,869	14,250	15,867	11,200
	937579	HALL BLVD	Orange Blvd	Northlake Blvd	2	2			-	-	3,364	4,381	4,400
	937470	HATTON HWY	Gator Blvd	SR-700	2	2			-	-	310	360	400
4674	PBC041	HAVERHILL RD	Le Chalet Blvd	Hypoluxo Rd	2	3		10,669	11,353	11,763	1,227	47,915	58,000
4674	937149	HAVERHILL RD	Hypoluxo Rd	Lantana Rd	2	2	10,625	10,669	11,353	11,763	1,530	2,199	12,000
4672	937148	HAVERHILL RD	Lantana Rd	Melaleuca Ln	4	4	13,960	13,530	13,527	13,400	7,057	10,958	17,400
4646	937147	HAVERHILL RD	Melaleuca Ln	Lake Worth Rd	5	5	15,646	12,027	12,276	21,000	30,700	30,818	12,400
4638	937147	HAVERHILL RD	Lake Worth Rd	10th Ave N	5	5	18,150	18,363	18,786	21,000	30,700	30,818	18,900
4656	937147	HAVERHILL RD	10th Ave N	Cresthaven Blvd	5	5	22,083	19,560	22,017	23,879	30,700	30,818	22,100
4642	937146	HAVERHILL RD	Cresthaven Blvd	Purdy Ln	5	5	21,452	20,299	22,184	24,361	28,942	29,779	23,000
4224	937145	HAVERHILL RD	Purdy Ln	Forest Hill Blvd	5	5	23,092	21,919	22,762	25,534	29,018	29,313	23,100
3640	937038	HAVERHILL RD	Forest Hill Blvd	Summit Blvd	5	5	28,896	24,605	26,230	29,531	31,002	32,755	27,700
3634	937037	HAVERHILL RD	Summit Blvd	Southern Blvd	5	5	22,876	21,199	23,214	23,881	28,660	32,754	27,300
3608	937036	HAVERHILL RD	Southern Blvd	Belvedere Rd	5	5	22,051	20,031	22,190	22,809	16,965	23,923	29,100
3604	937035	<b>HAVERHILL RD</b>	<b>Belvedere Rd</b>	<b>Okeechobee Blvd</b>	5	5	24,162	20,120	21,666	22,502	17,017	24,783	<b>29,400</b>
3600	937008	HAVERHILL RD	Okeechobee Blvd	Community Dr	5	6	33,155	26,156	25,998	26,588	26,279	39,605	39,200
3672	937010	HAVERHILL RD	Community Dr	Roebuck Rd	5	5	30,533	22,464	22,121	23,238	19,921	28,880	32,100
3622	937009	HAVERHILL RD	Roebuck Rd	45th St	5	5	35,118	26,525	27,771	36,048	15,301	27,248	39,700
3202	937007	HAVERHILL RD	45th St	Beeline Hwy	5	5	20,202	14,297	14,643	16,087	8,331	12,876	19,200
	937723	HEIGHTS BLVD	Donald Ross Road	Central Blvd	2	2			-	-	2,144	2,478	2,500
6861	938529	HIDDEN VALLEY BLVD	Boca Raton Blvd	Old Dixie Hwy	4	4	8,517	6,526	7,588	7,914	1,934	4,524	10,200
	933501	HIGH RIDGE RD	Gateway Blvd	Miner Rd	2	5			-	-	11,351	20,407	20,400
4648	937304	HIGH RIDGE RD	Miner Rd	Hypoluxo Rd	2	2	7,646	5,322	6,527	7,139	5,322	6,924	8,500
	937483	HIGH RIDGE RD	Hypoluxo Road	Lk. Osborne Drive	2	2			-	-	8,089	9,746	9,700
2307	937055	HOLLY DR	Military Tr	SR 811	2	2	7,971	-	6,539	7,200	3,763	4,451	7,200