

**SUNRIDGE
11.22 ACRE LUPA
PALM BEACH COUNTY, FLORIDA**

**LAND USE PLAN AMENDMENT
APPLICATION
TRAFFIC EQUIVALENCY STATEMENT**

PREPARED FOR:

The Marcus Organization
155 Schmitt Boulevard
Farmingdale, New York 11735

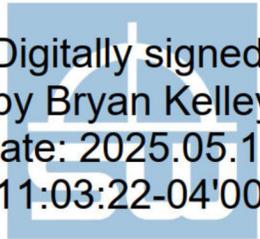
JOB NO. 25-064

DATE: 04/04/2025
Revised: 05/13/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006

This item has been digitally signed and sealed by Bryan G. Kelly, P.E., on 05/14/25.

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1.0 SITE DATA

The subject parcel is located on the south side of Belvedere Road just east of Jog Road in Palm Beach County, Florida and contains approximately 11.22 acres. The Property Control Number (PCN) for the subject parcel is 00-42-43-27-05-005-0020. The subject property is currently designated as Institutional with underlying High Residential, 8 dwelling units per acre (INST/8). The existing future land use designation has a condition in Ordinance No. 2024-015 that limits development to 195 multi-family units with density bonuses for workforce housing. The purpose of this statement is to remove the condition as well as change the future land use designation to Institutional with underlying Medium Residential, 5 dwelling units per acre (INST/5) and 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 traffic generation due to the requested change in underlying land use and the removal of the condition may be determined by taking the difference between the total traffic generated with and without the condition. The total traffic associated with the current future land use designation and condition of approval is shown in Tables 1, 2, and 3 and may be summarized as follows:

Existing Future Land Use

Daily Traffic Generation	=	1314 tpd
AM Peak Hour Traffic Generation (In/Out)	=	78 pht (19 In/59 Out)
PM Peak Hour Traffic Generation (In/Out)	=	99 pht (62 In/37 Out)

MR-5

The most intensive land use under the proposed MR-5 underlying land use designation is "Low Rise Multifamily Residential". Based on 5 dwelling units per acre and the site area consisting of 11.22 acres, the maximum allowable intensity for the designated acreage under the proposed MR-5 underlying land use designation is 56 dwelling units calculated as follows:

$$11.22 \text{ Acre} \times \frac{5 \text{ Dwelling Units}}{1 \text{ Acre}} = 56 \text{ Dwelling Units}$$

The above information is shown for informational purposes only. Tables 4, 5 and 6 calculate the traffic generation for the development utilizing density bonuses to allow for 86 multifamily dwelling units. The traffic generation may be summarized as follows:

Proposed Future Land Use – With Density Bonuses

Daily Traffic Generation	=	580 tpd
AM Peak Hour Traffic Generation (In/Out)	=	34 pht (8 In/26 Out)
PM Peak Hour Traffic Generation (In/Out)	=	44 pht (28 In/16 Out)

2.0 TRAFFIC GENERATION (CONTINUED)

The difference in trips between the existing future land use and the proposed future land use designation (with density bonuses) is shown in Table 7 and may be summarized as follows:

<u>Trip Generation Difference</u>		
Daily Traffic Generation	=	734 tpd DECREASE
AM Peak Hour Traffic Generation	=	44 pht DECREASE
PM Peak Hour Traffic Generation	=	55 pht DECREASE

3.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 8 and 9 represent the required Test 2 Five Year Analysis and indicate which, if any, links have a significant assignment 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.

4.0 CONCLUSION

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 and results in a reduction in traffic generation from the current future land use designation. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

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EXISTING FLUA CONDITIONED DEVELOPMENT - 195 DWELLING UNITS

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization				External Trips	Pass-by		Net Trips				
				In	Out		%	Total	In	Out		Total	%	Trips	In	Out	Total	
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	195	Dwelling Units	6.74			1,314				0	1,314	0%	0	1,314			
Grand Totals:							1,314			0.0%	0	1,314	0%	0	1,314			

TABLE 2 - 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	195	Dwelling Units	0.4	0.24	0.76	19	59	78	0.0%	0	0	0	19	59	78	0%	0	19	59	78
Grand Totals:							19	59	78	0.0%	0	0	0	19	59	78	0%	0	19	59	78

TABLE 3 - 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	195	Dwelling Units	0.51	0.63	0.37	62	37	99	0.0%	0	0	0	62	37	99	0%	0	62	37	99
Grand Totals:							62	37	99	0.0%	0	0	0	62	37	99	0%	0	62	37	99

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PROPOSED FLUA CONDITIONED DEVELOPMENT - 86 DWELLING UNITS

TABLE 4 - 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		%	Trips		
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	86	Dwelling Units	6.74			580				0	580	0%	0	580
Grand Totals:							580				0	580	0%	0	580

TABLE 5 - 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	86	Dwelling Units	0.4	0.24	0.76	8	26	34	0.0%	0	0	0	8	26	34	0%	0	8	26	34
Grand Totals:							8	26	34	0.0%	0	0	0	8	26	34	0%	0	8	26	34

TABLE 6 - 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	86	Dwelling Units	0.51	0.63	0.37	28	16	44	0.0%	0	0	0	28	16	44	0%	0	28	16	44
Grand Totals:							28	16	44	0.0%	0	0	0	28	16	44	0%	0	28	16	44

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TABLE 7
TRAFFIC GENERATION DECREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING FLUA CONDITION =	1,314	78	19	59	99	62	37
PROPOSED FLUA CONDITION =	580	34	8	26	44	28	16
DECREASE =	-734	-44	-11	-33	-55	-34	-21

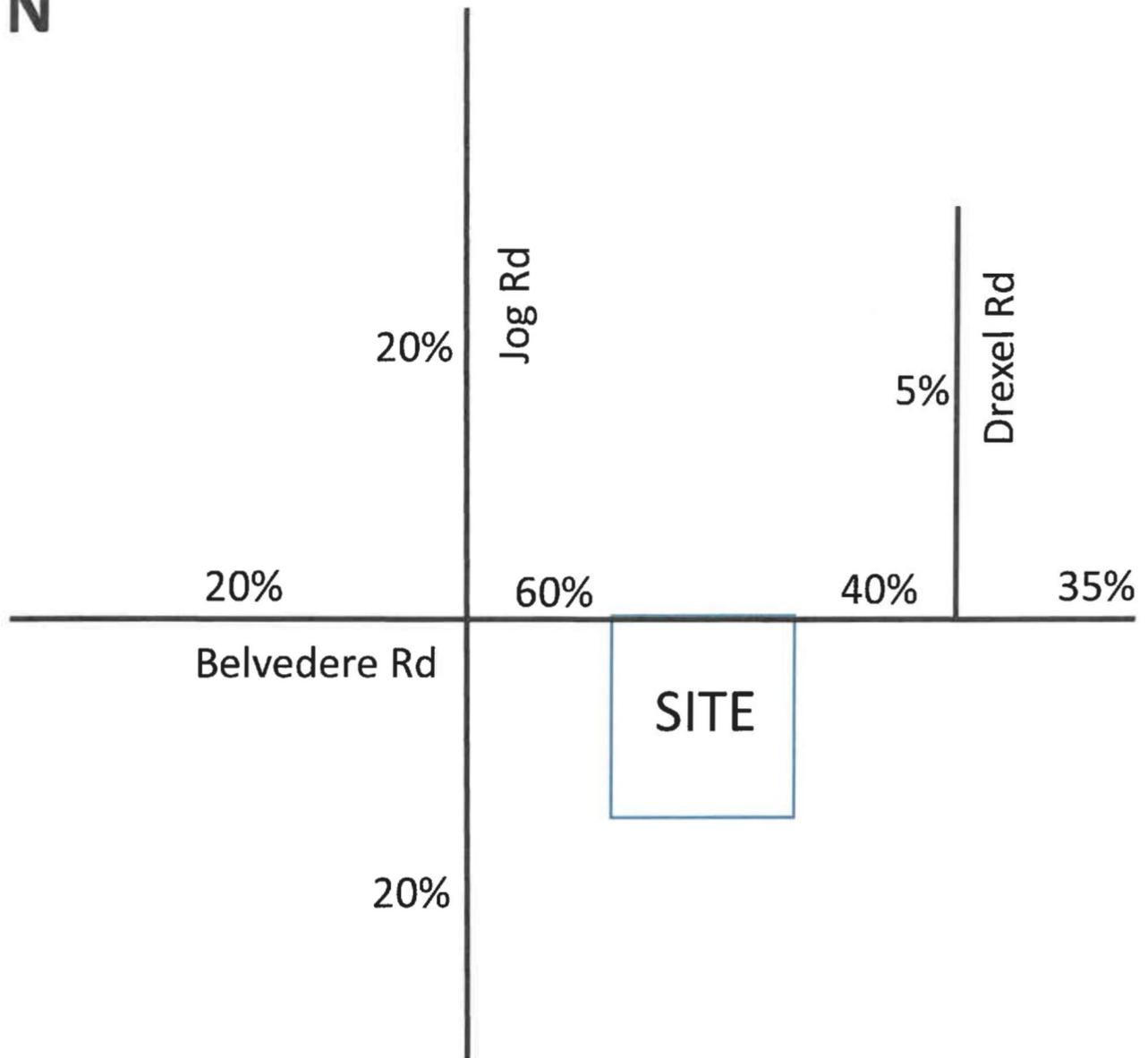


FIGURE 1 – Trip Distribution
Sunridge
Project # 25-064

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TABLE 8
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

1 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 8

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 26

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
3211	BELVEDERE ROAD	SKEES ROAD	JOG ROAD	20%	5	6D	I	2940	0.18%	NO
3679	BELVEDERE ROAD	JOG ROAD	SITE	60%	16	4D	I	1960	0.80%	NO
3679	BELVEDERE ROAD	SITE	DREXEL ROAD	40%	10	4D	I	1960	0.53%	NO
3609	BELVEDERE ROAD	DREXEL ROAD	HAVERTHILL ROAD	35%	9	4D	I	1960	0.46%	NO
3104	JOG ROAD	OKEECHOBEE BOULEVARD	FLORIDA TURNPIKE	20%	5	6D	I	2940	0.18%	NO
3220	JOG ROAD	FLORIDA TURNPIKE	BELVEDERE ROAD	20%	5	6D	II	2830	0.18%	NO
3654	JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	20%	5	6D	II	2830	0.18%	NO
3638	DREXEL ROAD	OKEECHOBEE BOULEVARD	BELVEDERE ROAD	5%	1	2	I	880	0.15%	NO

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TABLE 9
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

1 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 28

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 16

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL			CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES				
3211	BELVEDERE ROAD	SKEES ROAD	JOG ROAD	20%	3	6D	I	2940	0.11%	NO
3679	BELVEDERE ROAD	JOG ROAD	SITE	60%	10	4D	I	1960	0.49%	NO
3679	BELVEDERE ROAD	SITE	DREXEL ROAD	40%	6	4D	I	1960	0.33%	NO
3609	BELVEDERE ROAD	DREXEL ROAD	HAVERHILL ROAD	35%	6	4D	I	1960	0.29%	NO
3104	JOG ROAD	OKEECHOBEE BOULEVARD	FLORIDA TURNPIKE	20%	3	6D	I	2940	0.11%	NO
3220	JOG ROAD	FLORIDA TURNPIKE	BELVEDERE ROAD	20%	3	6D	II	2830	0.11%	NO
3654	JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	20%	3	6D	II	2830	0.11%	NO
3638	DREXEL ROAD	OKEECHOBEE BOULEVARD	BELVEDERE ROAD	5%	1	2	I	880	0.09%	NO