



May 7, 2019

Anna Lai, P.E., PTOE
 Simmons & White
 2581 Metrocentre Blvd. West, Suite 3
 West Palm Beach, FL 33407

**RE: West Boynton Center
 FLUA Amendment Policy 3.5-d Review
 Round 2020-A**

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 April 4, 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:	NW corner of Boynton Beach Boulevard and Acme Dairy Road	
PCN:	00-42-43-27-05-050-1171	
Acres:	6.85 acres	
	Current FLU	Proposed FLU
FLU:	Commercial Low (CL)/Agriculture Reserve (AGR)	Commercial Low (CL)/Agriculture Reserve (AGR)
Zoning:	Agricultural/General Commercial	Mixed Used Planned Development (MUPD)
Density/ Intensity:	0.2 FAR	0.2 FAR
Maximum Potential:	General Commercial = 48,000 SF (per ORD 2016-036)	General Commercial = 59,677 SF
Proposed Potential:		General Commercial = 15,000 SF Fast Food Restaurant + DT = 5,000 SF Mini-Warehouse/SS = 130,000 SF
Net Daily Trips:	393 (maximum – current) 144 (proposed – current)	
Net PH Trips:	31 (19/12) AM, 203 (98/105) PM (maximum) 121 (64/57) AM, 159 (79/80) PM (proposed)	

** Maximum indicates typical FAR and maximum trip generator. Proposed indicates the specific uses and intensities/densities anticipated in the zoning application.*

Department of Engineering and Public Works

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May 7, 2019
Page 2

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 maximum potential density shown above. The proposed change will have an insignificant impact for both the long range and Test 2 analyses.

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

Sincerely,

A handwritten signature in black ink that reads "Quazi Bari".

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

QB:DS:qg

cc: Dominique Simeus – 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
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LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

**WEST BOYNTON CENTER
6.85 ACRE SITE
PALM BEACH COUNTY, FLORIDA**

Prepared for:

West Boynton Center Limited
PO Box 540669
Lake Worth, Florida 33454-0669

Job No. 15-122B

Date: October 5, 2018
Revised: April 4, 2019

Anna Lai, P.E., PTOE
FL Reg. No. 78138

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

**This item has been electronically signed and sealed
by Anna Lai, P.E. on 04/04/2019 using a SHA-1
Authentication Code.**

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TABLE OF CONTENTS

1.0 SITE DATA	3
2.0 TRAFFIC GENERATION	3
3.0 RADIUS OF DEVELOPMENT INFLUENCE	4
4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION	5
5.0 TEST 2 – FIVE YEAR ANALYSIS.....	5
6.0 PEAK HOUR TURNING MOVEMENTS	5
7.0 CONCLUSION	6

1.0 SITE DATA

The subject parcel is located on the northwest corner of Boynton Beach Boulevard and Acme Dairy Road in Palm Beach County, Florida and contains approximately 6.85 acres. The Property Control Number (PCN) for the subject parcel is 00-42-43-27-05-050-1171. The property is currently designated as Commercial Low with underlying Agricultural Reserve (CL/AGR) on the Palm Beach County Comprehensive Plan. As part of Ordinance No. 2016-036, the project received a restrictive covenant that limits development to a maximum of 48,000 SF of commercial retail uses, or other uses which do not exceed the equivalent traffic generation trips. The property owner is requesting to have the restrictions modified as part of this Round 20-A Comprehensive Plan Amendment process. 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 6.85 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 CL/AGR future land use designation with restricted covenant (that limits development to a maximum of 48,000 SF of commercial retail uses, or other uses which do not exceed the equivalent traffic generation trips), and the proposed CL/AGR future land use designation:

CL/AGR

The most intensive land use for the proposed CL/AGR land use designation is "General Commercial". Based on a maximum floor area ratio (FAR) of 20 percent and the designated site area consisting of 6.85 acres, the maximum allowable building square footage for the designated acreage under the proposed CL land use designation is 59,677 SF calculated as follows:

$$6.85 \text{ Acres} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.20 = 59,677 \text{ SF}$$

The calculated maximum 59,677 SF is greater than the restricted 48,000 SF.

General Commercial (59,677 SF)

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/AGR 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/AGR land use designation may be summarized as follows:

2.0 TRAFFIC GENERATION (CONTINUED)

Daily Traffic Generation	=	2,321 tpd
AM Peak Hour Traffic Generation (In/Out)	=	31 pht (19 In/12 Out)
PM Peak Hour Traffic Generation (In/Out)	=	203 pht (98 In/105 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	=	393 tpd INCREASE
AM Peak Hour Traffic Generation	=	7 pht INCREASE
PM Peak Hour Traffic Generation	=	36 pht INCREASE

As previously mentioned, the purpose of this report is to remove the restrictive covenants for both building square footage and use as well as traffic generation. The site specific development plan that will ultimately be submitted for Site Plan approval and rezoning consists of the following:

General Commercial – 15,000 SF
Fast Food Restaurant w/drive through – 5,000 SF
Self-Storage – 130,000 SF

Table 4 calculates the daily, AM peak hour and PM peak hour traffic generation associated with the development plan shown above and can be summarized as follows:

Daily Traffic Generation	=	2,072 tpd
AM Peak Hour Traffic Generation (In/Out)	=	121 pht (64 In/57 Out)
PM Peak Hour Traffic Generation (In/Out)	=	159 pht (79 In/80 Out)

The above site specific information is shown for informational purposes only, as a conservative analysis was performed based on the future proposed maximum traffic.

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan, for a trip generation of 393 net new trips, the radius of development influence for determining significant impact shall be the directly accessed link. 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 203 peak hour trips, the radius of development influence for purposes of Test 2 shall be two (2) miles.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

The net increase in daily traffic generation has been assigned to the links within the project's radius of development influence for the year 2040 and can be seen in Table 5.

The distribution shown in the PROJECT DISTRIBUTION graphic 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 CL/AGR land use designation. As shown in Table 5, all of the links within the project's radius of development influence are insignificant and therefore meet the applicable level of services standards as outlined in the Palm Beach County Comprehensive Plan.

5.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 6 and 7 attached with this report represent the required Test 2 Five Year Analysis. As shown in Tables 6 and 7, the project trips are less than 3% of the LOS "E" standards on all roadway links and therefore are considered insignificant on the surrounding roadway network. Therefore, the proposed land use change meets the requirements of Test 2 of the Palm Beach County Traffic Performance Standards.

6.0 PEAK HOUR TURNING MOVEMENTS

The total AM and PM peak hour turning movements for the 6.85 acre project under the proposed CL/AGR land use designation have been calculated in Table 2 attached with this report 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 CL/AGR land use designation with no pass-by reduction may be summarized as follows:

DIRECTIONAL
DISTRIBUTION
(TRIPS IN / OUT)

AM Peak Hour	=	35 / 21
PM Peak Hour	=	178 / 193

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.

7.0 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 203 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 and the current restrictive covenant outlined in Ordinance No. 2016-036 can be deleted.

**TABLE 1
EXISTING CL FUTURE LAND USE DESIGNATION - 48,000 SF LIMIT**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Gen. Commercial ^e	820	48,000	S.F.	Ln(T) = 0.68 Ln(X) + 5.57 ^d		3,650			0	3,650	47%	1,722	1,928
Grand Totals:						3,650	0.0%	0		3,650	47%	1,722	1,928

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
Gen. Commercial ^e	820	48,000	S.F.	0.62	0.38	28	17	45	0.0%	0	0	0	28	17	45	47%	21	15	9	24
Grand Totals:						28	17	45	0.0%	0	0	0	28	17	45	47%	21	15	9	24

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
Gen. Commercial ^e	820	48,000	S.F.	0.48	0.52	152	164	316	0.0%	0	0	0	152	164	316	47%	149	80	87	167
Grand Totals:						152	164	316	0.0%	0	0	0	152	164	316	47%	149	80	87	167

**TABLE 2
PROPOSED CL FUTURE LAND USE DESIGNATION - 59,677 SF**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Gen. Commercial ^e	820	59,677	S.F.	Ln(T) = 0.68 Ln(X) + 5.57 ^d		4,232			0	4,232	45%	1,911	2,321
Grand Totals:						4,232	0.0%	0		4,232	45%	1,911	2,321

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
Gen. Commercial ^e	820	59,677	S.F.	0.94		35	21	56	0.0%	0	0	0	35	21	56	45%	25	19	12	31
Grand Totals:						35	21	56	0.0%	0	0	0	35	21	56	45%	25	19	12	31

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
Gen. Commercial ^e	820	59,677	S.F.	Ln(T) = 0.74 Ln(X) + 2.89 ^f		178	193	371	0.0%	0	0	0	178	193	371	45%	168	98	105	203
Grand Totals:						178	193	371	0.0%	0	0	0	178	193	371	45%	168	98	105	203

WEST BOYNTON CENTER

04/04/2019

TABLE 3
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	1,928	24	15	9	167	80	87
PROPOSED DEVELOPMENT =	2,321	31	19	12	203	98	105
INCREASE =	393	7	4	3	36	18	18

**TABLE 4
PROPOSED DEVELOPMENT PLAN**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total	%		Trips		
Mini-Warehouse/SS	151	130,000	S.F.	1.51			196		0	196	10%	20	176
Gen. Commercial ^e	820	15,000	S.F.	$\text{Ln}(T) = 0.68 \text{Ln}(X) + 5.57^d$			1,655		0	1,655	58%	960	695
Fast Food Rest. + DT	934	5,000	S.F.	470.95			2,355		0	2,355	49%	1,154	1,201
Grand Totals:							4,206		0	4,206	51%	2,134	2,072

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	
Mini-Warehouse/SS	151	130,000	S.F.	0.10	0.60	0.40	8	5	13	0.0%	0	0	0	8	5	13	10%	1	7	5	12
Gen. Commercial ^e	820	15,000	S.F.	0.94	0.62	0.38	9	5	14	0.0%	0	0	0	9	5	14	58%	8	4	2	6
Fast Food Rest. + DT	934	5,000	S.F.	40.19	0.51	0.49	103	98	201	0.0%	0	0	0	103	98	201	49%	98	53	50	103
Grand Totals:							120	108	228	0.0%	0	0	0	120	108	228	47%	107	64	57	121

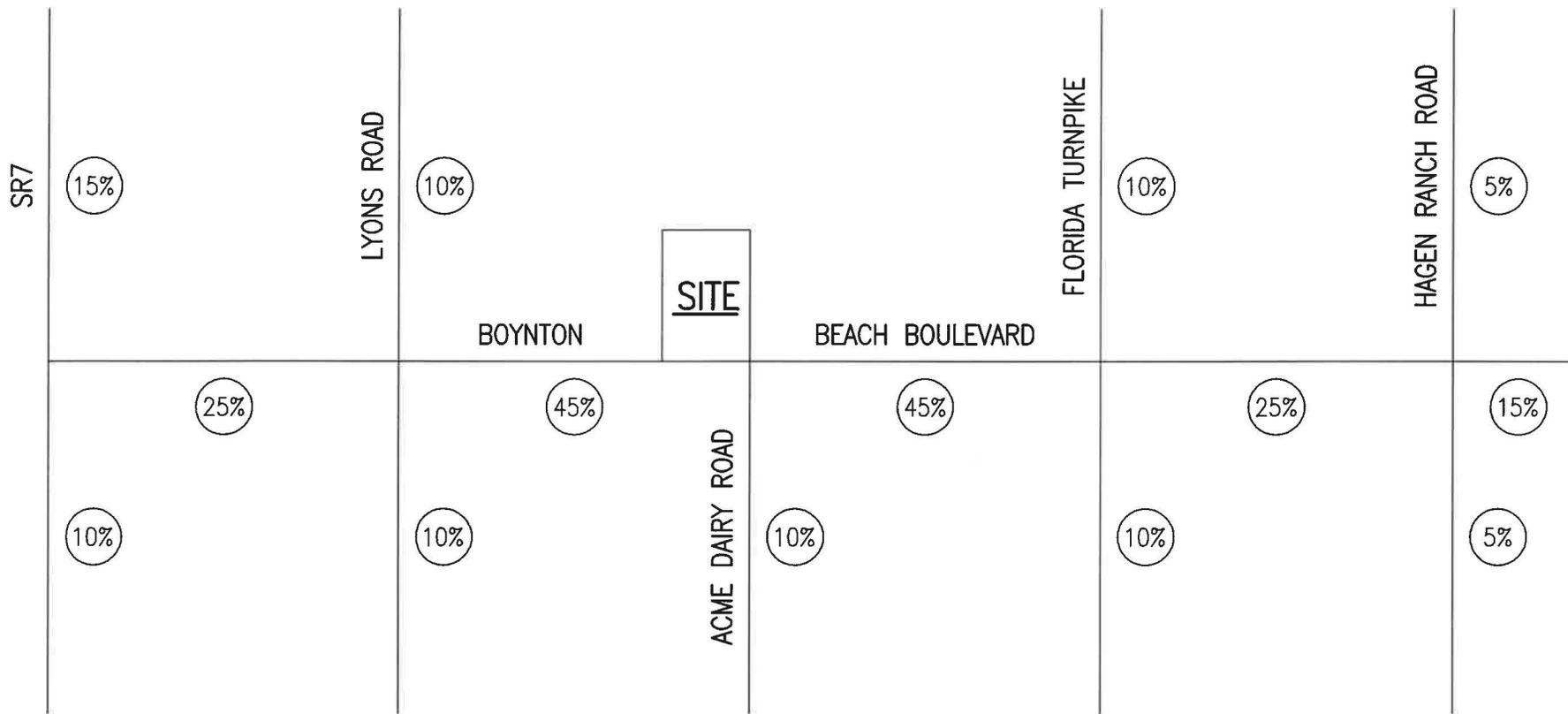
PM Peak Hour Traffic Generation

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	
Mini-Warehouse/SS	151	130,000	S.F.	0.17	0.47	0.53	10	12	22	0.0%	0	0	0	10	12	22	10%	2	9	11	20
Gen. Commercial ^e	820	15,000	S.F.	$\text{Ln}(T) = 0.74 \text{Ln}(X) + 2.89^f$	0.48	0.52	64	69	133	0.0%	0	0	0	64	69	133	58%	77	27	29	56
Fast Food Rest. + DT	934	5,000	S.F.	32.67	0.52	0.48	85	78	163	0.0%	0	0	0	85	78	163	49%	80	43	40	83
Grand Totals:							159	159	318	0.0%	0	0	0	159	159	318	50%	159	79	80	159



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SITE

LEGEND

 PROJECT DISTRIBUTION

PROJECT DISTRIBUTION

WEST BOYNTON CENTER

15-122 BK 10-04-18

APPENDIX A

YEAR 2040 ANALYSIS

WEST BOYNTON CENTER

04/04/2019

TABLE 5
(YEAR 2040)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: West Boynton Center
 EXISTING FUTURE LAND USE DESIGNATION: CL
 TRIPS PER DAY = 1,928
 PROPOSED FUTURE LAND USE DESIGNATION: CL
 TRIPS PER DAY = 2,321
 TRIP DECREASE = 393

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS D CAPACITY	TRIP INCREASE	2040 PBC MPO TRAFFIC VOLUME	TOTAL 2040 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	45%	177	6D	50,300	0.35%	47,300	47,477	0.94	NO
BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	45%	177	6D	50,300	0.35%	47,300	47,477	0.94	NO

* 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.

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
6832	BOCA RATON BLVD	Palmetto Park Rd	Glades Rd	BR	4D	10,846	8,494	0	17,500	13,100
6822	BOCA RATON BLVD	Glades Rd	20th St NW	BR	4D	20,099	15,939	21,277	26,300	20,800
6818	BOCA RATON BLVD	20th St NW	28th St NW	BR	5	20,794	16,509	25,334	21,100	17,300
6886	BOCA RATON BLVD	28th St NW	Yamato Rd	BR	4D	23,928	17,861	24,622	19,900	16,800
6884	BOCA RATON BLVD	Yamato Rd	Clint Moore Rd	BR	2	17,870	16,732	19,176	16,600	17,300
6882	BOCA RATON BLVD	Clint Moore Rd	Hidden Valley Blvd	BR	2	13,608	11,454	14,849	17,900	14,100
6302	BOCA RATON BLVD	Hidden Valley Blvd	C-15 Canal	BR	2	5,464	3,804	4,005	7,700	6,200
6418	BOCA RIO RD	SW 18th St	Palmetto Park Rd	PBC	2	13,715	12,511	12,717	18,200	16,000
6408	BOCA RIO RD	Palmetto Park Rd	Glades Rd	PBC	4	18,152	16,883	16,394	28,100	26,000
4676	BOUTWELL RD	2nd Ave N	10th Av N	PBC	3	10,779	8,559	10,337	10,700	12,800
5401	BOYNTON BEACH BLVD	SR 7	Lyons Rd	FDOT	4D	15,092	13,721	15,242	28,800	17,000
5103	BOYNTON BEACH BLVD	Lyons Rd	Turnpike	FDOT	6D	26,352	33,023	37,476	59,600	47,300
5201	BOYNTON BEACH BLVD	Turnpike	Hagen Ranch Rd	FDOT	6D	41,174	42,542	46,955	68,900	53,400
5641	BOYNTON BEACH BLVD	Hagen Ranch Rd	Jog Rd	FDOT	6D	44,733	37,786	41,813	61,500	49,800
5633	BOYNTON BEACH BLVD	Jog Rd	El Clair Ranch Rd	FDOT	6D	44,668	37,450	39,735	55,400	48,200
5611	BOYNTON BEACH BLVD	El Clair Ranch Rd	Military Tr	FDOT	6D	51,515	45,940	45,350	61,300	54,500
5613	BOYNTON BEACH BLVD	Military Tr	Lawrence Rd	FDOT	6D	38,992	42,179	37,509	44,300	46,600
5601	BOYNTON BEACH BLVD	Lawrence Rd	Congress Ave	FDOT	6D	45,860	41,780	40,732	54,300	45,800
5615	BOYNTON BEACH BLVD	Congress Ave	Old Boynton Rd	FDOT	6D	39,769	43,209	34,792	45,500	49,600
5203	BOYNTON BEACH BLVD	Old Boynton Rd	I-95	FDOT	6D	48,405	47,361	47,876	57,200	55,100
5301	BOYNTON BEACH BLVD	I-95	Seacrest Blvd	FDOT	5	34,557	31,740	35,624	48,100	43,400
5807	BOYNTON BEACH BLVD	Seacrest Blvd	US-1	FDOT	4	17,887	15,339	18,570	25,400	20,600
3829	BUNKER RD	US 1	Parker Ave	WPB	2	7,041	N/A	0	8,000	2,900
2305	BURNS RD	SR 811	Military Tr	PBC	4D	22,681	18,214	18,461	30,300	26,600
2835	BURNS RD	Sandalwood Ct	SR-811	PBC	4D	20,527	18,244	18,096	24,800	22,500
2839	BURNS RD	Prosperity Farms Rd	Sandalwood Cir	PBC	4D	7,122	8,918	9,032	10,400	10,800
6638	BUTTS RD	Glades Rd	Town Center Rd	BR	2	11,749	10,859	12,216	16,100	20,800
6627	BUTTS RD	Military Tr	Glades Rd	BR	2	10,082	8,743	9,085	10,800	9,100
6422	CAIN BLVD	W Kimberly Blvd	Glades Rd	PBC	2	16,875	15,633	14,742	21,400	16,800
6426	CAIN BLVD	Yamato Rd	W Kimberly Blvd	PBC	2	9,846	9,253	8,960	14,100	11,100
6839	CAMINO GARDENS BLVD	SW 9th Ave	SW 2nd Ave	BR	2	4,048	3,819	4,003	4,500	4,600
6619	CAMINO REAL	Powerline Rd	Camino del Mar	PBC	4D	11,873	10,288	10,748	15,200	17,300
6636	CAMINO REAL	Camino del Mar	Military Tr	PBC	4D	15,548	12,674	14,221	17,900	18,000
6311	CAMINO REAL	Military Tr	12th Ave SW	PBC	4D	17,192	14,853	16,510	23,200	18,700
6849	CAMINO REAL	12th Ave SW	3rd Ave SW	PBC	4D	14,052	13,312	14,275	16,500	14,500
6853	CAMINO REAL	3rd Ave SW	Old Dixie Hwy	PBC	4D	21,519	22,924	22,542	26,500	25,600
6855	CAMINO REAL	Old Dixie Hwy	US 1	PBC	4D	17,110	15,158	20,413	25,600	15,700
6857	CAMINO REAL	US 1	ICWW Bridge	PBC	4D	14,090	14,055	15,076	20,800	15,200
6859	CAMINO REAL	ICWW Bridge	A1A	PBC	2	7,429	8,875	9,562	8,000	10,300
1603	CENTER ST	Indiantown Rd	Loxahatchee River Rd	PBC	2	16,388	14,538	15,079	18,100	17,000
1803	CENTER ST	Loxahatchee River Rd	Alt. A1A	PBC	2	18,228	14,949	16,138	19,000	17,000
2608	CENTRAL BLVD	PGA Blvd	I-95	PBC	4D	14,647	14,338	16,027	28,000	27,700
	CENTRAL BLVD	I-95	Hood Rd	PBC	4D	N/A	N/A	N/A	N/A	32,100
2210	CENTRAL BLVD	Hood Rd	Donald Ross Rd	PBC	4D	13,761	16,373	16,725	28,300	30,000
1206	CENTRAL BLVD	Donald Ross Rd	Frederick Small Rd	PBC	4D	15,708	16,682	17,486	31,000	34,200
1614	CENTRAL BLVD	Frederick Small Rd	Indian Creek Pkwy	PBC	4D	10,954	12,750	13,914	24,700	26,200
1606	CENTRAL BLVD	Indian Creek Pkwy	Indiantown Rd	PBC	4D	27,217	26,285	26,931	30,000	19,100
1612	CENTRAL BLVD	Indiantown Rd	Church St	PBC	2	19,245	13,034	15,746	20,900	14,400

APPENDIX B

TEST 2 ANALYSIS

**TABLE 6
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PROPOSED CL FUTURE LAND USE DESIGNATION
AM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) :19

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 12

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
5401	BOYNTON BEACH BOULEVARD	STATE ROAD 7	LYONS ROAD	25%	5	4D	II	1870	0.25%	NO
5103	BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	45%	9	6D	II	2830	0.30%	NO
5103	BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	45%	9	6D	II	2830	0.30%	NO
5201	BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	25%	5	6D	II	2830	0.17%	NO
5641	BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	15%	3	6D	II	2830	0.10%	NO
5402	STATE ROAD 7	LEE ROAD	BOYNTON BEACH BOULEVARD	10%	2	4D	I	1960	0.10%	NO
5102	STATE ROAD 7	BOYNTON BEACH BOULEVARD	HYPOLUXO ROAD	15%	3	6D	I	2940	0.10%	NO
5110	LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	10%	2	2	I	880	0.22%	NO
5108	LYONS ROAD	BOYNTON BEACH BOULEVARD	HYPOLXUO ROAD	10%	2	4D	I	1960	0.10%	NO
N/A	ACME DAIRY ROAD	BOYNTON BEACH BOULEVARD	SOUTH OF BOYNTON BEACH BLVD	10%	2	2	I	880	0.22%	NO
N/A	FLORIDA TURNPIKE	LAKE WORTH ROAD	BOYNTON BEACH BOULEVARD	10%	2	6X	N/A	6200	0.03%	NO
N/A	FLORIDA TURNPIKE	BOYNTON BEACH BOULEVARD	ATLANTIC AVENUE	10%	2	8X	N/A	8400	0.02%	NO
5600	HAGEN RANCH ROAD	PIPERS GLEN BOULEVARD	BOYNTON BEACH BOULEVARD	5%	1	4D	II	1870	0.05%	NO
5214	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	GATEWAY BOULEVARD	5%	1	2	II	860	0.11%	NO

**TABLE 7
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PROPOSED CL FUTURE LAND USE DESIGNATION
PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) =98

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 105

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
5401	BOYNTON BEACH BOULEVARD	STATE ROAD 7	LYONS ROAD	25%	26	4D	II	1870	1.40%	NO
5103	BOYNTON BEACH BOULEVARD	LYONS ROAD	ACME DAIRY ROAD	45%	47	6D	II	2830	1.67%	NO
5103	BOYNTON BEACH BOULEVARD	ACME DAIRY ROAD	FLORIDA TURNPIKE	45%	47	6D	II	2830	1.67%	NO
5201	BOYNTON BEACH BOULEVARD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	25%	26	6D	II	2830	0.93%	NO
5641	BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	15%	16	6D	II	2830	0.56%	NO
5402	STATE ROAD 7	LEE ROAD	BOYNTON BEACH BOULEVARD	10%	11	4D	I	1960	0.54%	NO
5102	STATE ROAD 7	BOYNTON BEACH BOULEVARD	HYPOLUXO ROAD	15%	16	6D	I	2940	0.54%	NO
5110	LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	10%	11	2	I	880	1.19%	NO
5108	LYONS ROAD	BOYNTON BEACH BOULEVARD	HYPOLXUO ROAD	10%	11	4D	I	1960	0.54%	NO
N/A	ACME DAIRY ROAD	BOYNTON BEACH BOULEVARD	SOUTH OF BOYNTON BEACH BLVD	10%	11	2	I	880	1.19%	NO
N/A	FLORIDA TURNPIKE	LAKE WORTH ROAD	BOYNTON BEACH BOULEVARD	10%	11	6X	N/A	6200	0.17%	NO
N/A	FLORIDA TURNPIKE	BOYNTON BEACH BOULEVARD	ATLANTIC AVENUE	10%	11	8X	N/A	8400	0.13%	NO
5600	HAGEN RANCH ROAD	PIPERS GLEN BOULEVARD	BOYNTON BEACH BOULEVARD	5%	5	4D	II	1870	0.28%	NO
5214	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	GATEWAY BOULEVARD	5%	5	2	II	860	0.61%	NO