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WELLINGTON

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Planning, Zoning & Building Department
12794 Forest Hill Blvd., Suite 23, Wellington, FL 33414 (561) 753-2430 Fax (561) 753-2439

PLANNING & ZONING GENERAL APPLICATION

Check (√) type of applications(s) for:

[ ] Development Review Committee Approval only

[ ] Special Permit Renewal

[X] Other: Compatibility Determination for Commercial Equestrian Arena Pursuant to 6.4.4(41)(f)(ii)

I. PROPERTY OWNER AND AGENT INFORMATION

Property Owner(s) of Record:
(See attached Owners List)

Address: _____ City: _____ ST _____ Zip: _____

Phone: _____ FAX: _____

Petitioner(s) if other than owner(s): **Equestrian Sport Productions, LLC**

Address: 14440 Pierson Rd City: Wellington ST FL Zip: 33411

Phone: 561-793-5867 FAX: 561-792-2427

Agent: ***Michael Sexton**

Company Name: Sexton Engineering Associates, Inc.

Address: 110 Ponce de Leon Street, Suite 100 City: Royal Palm Beach ST FL Zip: 33411

Phone: 561-792-3122 FAX: 561-792-3168

*All correspondence will be sent to agent unless otherwise requested.

List of Consultant(s): Attach (incl. name, address, phone & fax numbers, & professional project service supplied).

(See Attached List of Consultants)

I. PROPERTY OWNERS AND AGENT INFORMATION

List of Property Owners

Far Niente Stables II, LLC
Mark Bellissimo, Managing Member
14440 Pierson Road
Wellington, FL 33414

PCN: 73-41-44-16-00-000-5060

Polo Field One, LLC
Mark Bellissimo, Managing Member
14440 Pierson Road
Wellington, FL 33414

PCN: 73-41-44-16-00-000-5010

Stadium North, LLC
Mark Bellissimo, Managing Member
14440 Pierson Road
Wellington, FL 33414

PCN: 73-41-44-1600-000-5050

Stadium South, LLC
Mark Bellissimo, Managing Member
14440 Pierson Road
Wellington, FL 33414

PCN: 73-41-44-16-00-000-5030
73-41-44-16-00-000-5040

List of Consultants

Engineer/Planner/Surveyor:
Sexton Engineering Associates, Inc.
110 Ponce De Leon Street, Suite 100
Royal Palm Beach, Fl 33411
561-792-3122

Traffic Engineering Consultant:
MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Fl 33467
561-795-0678

Architect:
AW Architects
7700 Congress Avenue, Suite 1114
Boca Raton, Fl 33487
561-997-1244

Mechanical Engineering Consultant:
KAMM Consulting
1408 Orange Avenue
Ft. Pierce, Fl 34950
772-595-1744

II. PROPERTY LOCATION

A. Property Control Number (PCN): If additional PCN's, list on a separate sheet and attach to application.

B. PCN: (See attached list)

C. Section 16 Township 44S Range 41E Total Acreage of Subject Property 59.4

D. Project Name: Global Dressage Festival at Equestrian Village Previous Petition #: 2011-033CU1

E. Project Address:
13500 South Shore Blvd, Wellington, FL 33411

F. General Location Description (proximity to closest major intersection, in miles or fractions thereof):

Northeast corner of South Shore Blvd. and Pierson Road Intersection.

III. LAND USE AND ZONING INFORMATION

A. Zoning Designation: PUD/EOZD B. Future Land Use Designation: CR

B. Existing Use(s) on Property:
None, but subject to legal challenges, settlement agreement and/or applications the following uses:
Derby field, exercise and competition rings, equestrian arenas, stabling, and support facilities.

D. Proposed Use(s):
(See Attached Statement)

IV. PROJECT DESCRIPTION

Explain specific request: (What is it you are seeking approval for).
(See Attached Statement)

VI. TABULAR DATA

(See attached Tabular Data)

II. Project Location.

B. **73-41-44-16-00-000-5060**
73-41-44-16-00-000-5010
73-41-44-16-00-000-5050
73-41-44-16-00-000-5030
73-41-44-16-00-000-5040

III. Land Use and Zoning Information.

D. Proposed Uses:

The Applicants seek approval of a permanent Commercial Equestrian Arena on Tract 30C-2 of the Wellington PUD (which consists of 59.4 acres). The LDRS define a Commercial Equestrian Arena as an establishment engaged in spectator activities involving equestrian events, but excluding establishments engaged in pari-mutual betting.

IV. Project Description.

A proposed site plan for the proposed Commercial Equestrian Arena is attached to this application. It consists of 3,000 spectator seats, an outdoor Derby Arena, a main outdoor and open-air Equestrian Arena, multiple open-air secondary equestrian rings, a covered arena/equestrian ring, three barns (maximum of 100 stalls per barn), equestrian arena lighting, accessory equestrian structures and building, including but not limited to an administrative office and ADA accessible restrooms, horse wash racks, manure bins, support facilities and on-site stabling (100 stall tent).

The Property is designated as Commercial Recreation and is located in the Equestrian Overlay Zoning District (EOZD). Pursuant to the use table located in the Village's EOZD zoning regulations (LDR's §6.10.7), a Commercial Equestrian Arena is a ***permitted use*** on this type of property. LDR's §6.4.4(41) defines a Commercial Equestrian Arena as follows:

> 41. **Equestrian arena, commercial** means an establishment engaged in commercial spectator activities involving equestrian events, but excluding any establishment engaged in pari-mutual betting. An equestrian arena use shall comply with the following supplementary use standards:
> a. Location. An equestrian arena shall, at the minimum, be located on a collector street.
> b. Setbacks. Riding and show rings shall not be located within one hundred (100) feet of any property line.
> c. Operating hours. Activity at the rings shall not occur prior to 7:00 a.m. nor continue later than 12:00 midnight.

d. Lighting. All lighting must be confined to the arena and shall not spill over to neighboring property.

e. Loudspeaker. Loudspeakers shall not be used after 11:00 p.m.

f. Urban Service Area.

i. Minimum lot size In the Urban Service Area, the minimum lot size shall be five (5) acres.

ii. Compatibility. The use shall assure that there is no incompatibility with surrounding land uses. In the event that an incompatibility exists, the petitioner shall satisfactorily mitigate the incompatibility prior to receiving conditional or DRC approval. The Village Council may impose conditions to the approval including but not limited to: controlling objectionable odors; fencing; sound limitations; inspections; reporting or monitoring; preservation areas; mitigation; and/or limits of operation.

iii. Preservation. The use shall conform with all preservation, and vegetation removal requirements of the Village of Wellington LDR for the underlying permitted use, and shall conform with the provisions of Natural Resource Protection Regulations and Section 7.4 of this Code. A minimum setback (buffer) of one hundred (100) feet shall surround all designated wetland areas. (Emphasis added).

Accordingly, LDRS section 6.4.4.41(f)(ii) requires the applicant to examine whether there is any incompatibility with surrounding land uses and, in the event that there is any, the applicant is required to mitigate the potential incompatibility. This section also permissively allows the Village Council to impose conditions to the approval of the Commercial Equestrian Arena on the mitigation factors. Notably, because a Commercial Equestrian Arena is a ***permitted use***, the application before the Village is not one for approval of use, but instead is one for approval of compatibility conditions.

Although the Applicants do not believe that the proposed Commercial Equestrian Arena has any incompatibilities with adjacent properties, the Applicants are submitting this application in order to provide certain mitigating factors that will assure no incompatibility arises.

History Commercial Equestrian Arena Approvals in the Village of Wellington

It is important to keep in mind that this is not the first Commercial Equestrian Arena that has come before the Village for consideration. The Village has approved three other commercial equestrian arena applications in the EOZD for: (1) the Littlewood Equestrian Center, (2) the Section 34 property, and (3) the Palm Beach International Equestrian Center (a.k.a. the Showgrounds or PBIEC).

Littlewood:

The Village approved the Littlewood Equestrian Center as a commercial equestrian arena through Ordinance 2005-19. This approval included the following:

- Show rings and schooling areas
- 1500 Permanents Stalls, 500 Temporary Stalls
- Show Office up to 7,500 Square Feet
- VIP Lounge with Restaurant up to 10,000 Square Feet
- RV area for up to 60 RV's

Section 34:

The Village Council approved the Section 34 property as a Commercial Equestrian Arena through Resolution R2007-99. The Section 34 property consisted of about 179 acres of property located on the south side of 50th Street between 120th Avenue south and 130th Avenue south, in a very rural area in the heart of the Equestrian Preserve and within the Orange Point Planned Unit Development. The Council approved the following uses for this Commercial Equestrian Arena:

- 98,000 square foot covered arena
- 2,000 permanent stalls, and over 800 temporary stalls
- Barns of 25,000 square feet each
- Veterinary Clinic
- Over 20,000 square feet in storage facilities
- Over 20,000 square feet of office space
- Over 42,000 square feet in covered seating
- A 10,000 square foot event pavilion
- Several restaurants amounting to over 20,000 square feet
- Over 79,000 square feet in shelters for riders, horses, judges, blacksmiths, etc.
- Total proposed Site Plan included over 767,000 square feet of uses.

PBIEC

The Village Council approved the Palm Beach International Equestrian Center as a Commercial Equestrian Arena through Resolution R2011-74. This commercial equestrian arena consists of about 85 acres of property located off of Pierson Road, west of South Shore Boulevard. The Council approved the following uses for this Commercial Equestrian Arena:

- Over 250 permanent stalls
- Over 1,700 temporary stalls
- Over 88,000square feet of restaurant and banquet hall space and support facilities.
- Over 1,400 permanent seats
- Over 3,200 temporary seats

By comparison, the Equestrian Village Commercial Equestrian Arena for this application has a covered ring that is smaller than the covered ring approved for the Section 34 Commercial Equestrian Arena, and has the fewest number of stalls, by large, of any of the previously approved Commercial Equestrian Arenas. Further, it is located in the most ideal location on the edge of the Equestrian Preserve/EOZD area.

VI. Tabular Data

Project Data	Last Village DRC Approval	Required Per Code	Proposed	Change +/-
Acreage (Total Gross)	59.4 AC	5 AC (Min)	59.4 AC	0
Buildings (Permanent)				
Covered Equestrian Ring	80,400 SF	N/A	80,400 SF	0
Barns	200 Stalls	N/A	286 Stalls	+ 86
Horse Wash/Restrooms	1,360 SF	N/A	1,360 SF	0
Kitchen/Tower Restroom	0 SF		15,160 SF	+ 15,160 SF
Show Office	1,200 SF	N/A	1,242 SF	+ 42
Manure Bins	0 SF		1,600 SF	+ 1,600
Cell Tower Facility	717 SF	N/A	717 SF	0
Storage Building	14,594 SF	N/A	0 SF	- 14,594 SF
Event Improvements (Temporary)				
Tent Stables	0 Stalls		100 Stalls	+ 100 Stalls
VIP/Banquat Hall	0 SF	N/A	114,600 SF	+ 114,600 SF
Tiki Hut (2 Story)	1,450 SF	N/A	1,450 SF	0
Total Square Footage	55,190 SF		18,479 SF	- 36,711 SF
Floor Areas Ration (FAR)	0.02	.10 (Max)	0.01	- 0.01
Total Building Coverage	137,040 SF		188,111 SF	+ 51,071 SF
% Building Coverage	5.9%	10% (Max)	7.3%	+ 1.4%
Maxium Building Height	35 FT	35 FT (Max)	35 FT	0
Impervious	10.5 AC	N/A	13.0 AC	+ 2.5 AC
Pervious	48.8 AC	N/A	46.3 AC	- 2.5 AC
Total Parking Spaces	403	987	1,349	+ 946

VIII. APPLICANT'S STATEMENT OF JUSTIFICATION
(Attach additional sheets if necessary)

The applicant is to explain how the request conforms to the following:

A. That the proposed request is consistent with the purposes, goals, objectives and policies of the Comprehensive Plan.

(See Attached Justification Statement)

B. That the proposed request is in compliance with Article 6 of the LDR (Zoning District, Use, Property development and Supplementary regulations.)

(See Attached Justification Statement)

C. That the proposed request is in compliance with Article 7 of the LDR (Site Development Standards).

(See Attached Justification Statement)

D. That the proposed request is consistent with applicable neighborhood plans.

(See Attached Justification Statement)

E. That the proposed request complies with Wellington building standards and all other relevant and applicable provisions of the LDR.

(See Attached Justification Statement)

STAFF USE ONLY:

Petition #: _____ Staff Intake by: _____

Initial Meeting Date: _____ Intake Date: _____

Requests(s): _____

[ ] Application Sufficient _____(Date) [ ] NOT Sufficient _____(Date)

Justification Statement

VIII. Applicant's Statement of Justification

A. That the proposed request is consistent with purposes, goals, objectives and policies of Comprehensive Plan.

The Applicants believe that the proposed permanent Commercial Equestrian Arena is consistent with Wellington's Comprehensive Plan and furthers the goals, objectives and policies of the Comprehensive Plan. The approval of a permanent Commercial Equestrian Arena will better enable the Property to be used for its historic purpose, hosting equestrian events and housing equestrian support facilities by providing a new competition venue in order to meet the needs of the large equestrian community in Wellington and of Wellington's equestrian industry. The Property historically housed a Polo Stadium where equestrian and community events took place. However, the Polo Stadium was demolished in 2007 after it was severely damaged by several very destructive hurricanes.

Goal 1.0 of the Equestrian Preservation Element of the Comprehensive Plan states as follows:

> GOAL 1.0 - **The goal of this element is to ensure the preservation and protection of** the neighborhoods which comprise this area, the **equestrian industry** and the rural lifestyles which exist in the Equestrian Preserve. (Emphasis added)

The proposed Commercial Equestrian Arena is consistent with the preservation and protection of the equestrian industry in Wellington, as set forth in Goal 1.0, since the Property is within the EOZD and the approval enables the Property's continued, permanent use as a location that hosts equestrian events, in particular international caliber dressage competitions as well as other equestrian activities. The presence of such a venue will help promote and preserve the equestrian industry.

Further, the proposed Commercial Equestrian Arena is consistent with Policy 1.3.15 of the Land Use Element of Wellington's Comprehensive Plan which states as follows:

> Policy 1.3.15 Commercial Recreation -- **Properties designated Commercial Recreation support commercial uses which are recreational in nature and are compatible with residential and rural development patterns. Uses such as equestrian arenas, stadiums and show rings**, golf courses, clubhouses, tennis houses,

> pools and other private recreational facilities **are consistent with this designation**. There are also a variety of quasi-commercial uses such as veterinary clinics, feed stores, tack shops and **commercial stables** scattered throughout the Equestrian Preservation Area of Wellington that are ancillary to the equestrian community and will be permitted in the Commercial Recreation Land Use Plan Sub-category. Commercial Recreation properties shall retain a Category B underlying Land Use Plan designation. Maximum building coverage 10%. Maximum FAR 0.10. (Emphasis added).

The Property is designated as Commercial Recreational and is located with the EOZD. Policy 1.3.15 indicates that equestrian arenas, stadiums, show rings and stables are consistent with a property designated as commercial recreation. These are the types of uses that the Comprehensive Plan intends for Commercial Recreational properties.

The proposed Commercial Equestrian Arena is also consistent with Objective 1.2 and Policy 1.2.2 of the Equestrian Preservation Element of the Comprehensive Plan which state as follows:

> **Objective 1.2** The Village of Wellington has adopted as part of its Comprehensive Plan, a Future Equestrian Circulation Map. The objective of this map is to provide a plan for the creation of separation of vehicular and equestrian traffic to the greatest extent possible to ensure the safety of both motorists and equestrians. This objective shall be made measurable by its implementing policies and by creation of an equestrian transportation system in accordance herewith through the implementation of capital improvement projects and other actions by the Wellington Council.
>
> Policy 1.2.2 Wellington shall construct safe and controlled equestrian crossings along South Shore Boulevard, Pierson Road, Lake Worth Road and at other intersections of equestrian trails and roadways identified on the Future Equestrian Circulation Map and as provided in the Capital Improvements Element.

The Applicants have submitted a land development permit application that includes the construction of a bridle path along a portion of the north side of Pierson Rd. Moreover, as one of the conditions of the Master Plan Amendment (this Application's companion application), Applicants will agree to construct a signalized horse crossing on Pierson Road, east of the Pierson and South Shore intersection, in order to provide a safe way, away from the Pierson Rd. and South Shore intersection, for horses to access the Property from the existing bridle path on the south side of Pierson Rd. The congestion of horse traffic and vehicular traffic at the Pierson Rd. and South Shore Blvd. intersection and the safety concerns associated with such congestion will be improved by eliminating the bridle path crossing Pierson Rd.at this busy intersection. Accordingly, the bridle trail and

equestrian signal crossings will help separate equestrian and vehicular traffic and control the equestrian crossing of Pierson Rd. to the Project and are consistent with Objective 1.2 and Policy 1.2.2 of the Equestrian Preserve Element. Moreover, the Applicants believe that because the proposed request is in compliance with the Village's Comprehensive Plan and the purpose of a Comprehensive Plan is to "serve as a policy guide for future growth and development". The request results in logical, timely and orderly development of the Village.

B. That the proposed request is in compliance with Article 6 of the LDR (Zoning District, Use, Property development and Supplementary regulations).

The Applicants believe that the proposed request complies with all Code Standards for use, layout, function, and general development standards because the project complies with Article 6 as demonstrated below.

1) **Zoning District:** The Applicants believe that the proposed Commercial Equestrian Arena is in compliance with section 6.2 of the LDRS because it is consistent with the stated intent of Section 6.2.17. EOZD, Equestrian Overlay Zoning District. Section 6.2.17 states the following:

> ***The purpose and intent of the Equestrian Overlay Zoning District (EOZD) is to protect and enhance the Equestrian Preservation Areas of Wellington, as created by the Comprehensive Plan; to preserve, maintain and enhance the equestrian community associated with the Village of Wellington***; to preserve, maintain and enhance the rural lifestyle associated with the equestrian community; ***to identify and encourage types of land uses that are supportive of the equestrian and rural character of the Equestrian Preservation Areas; and to preserve, maintain and enhance development patterns which are consistent with the overall character of the equestrian community***. The EOZD is consistent with all future land use designations in the Land Use Element in the Wellington Comprehensive Plan. ***Uses in the [EOZD] shall be as provided in the zoning regulations for that district, subject to the supplementary standards contained in the LDR.***

As stated above in section A.VIII., the Applicants believe that a permanent Commercial Equestrian Arena aids in the promotion and preservation of the equestrian industry within the EOZD. Further, the Property has an underlying land use designation of commercial recreational and is located within the EOZD. Section 6.10.7 of the LDRS indicate that a Commercial Equestrian Arena is a permitted use in the EOZD on property with a commercial recreation land use designation. Accordingly, the Applicants also believe

that the request is in compliance with the EOZD use regulations as required by section 6.2.17.

2. **Property Development Regulations.**

(a) ***Lot Coverage, Building Coverage, and FAR:*** The Applicants believe that the proposed Commercial Equestrian Arena is in compliance with section 6.5 of the LDRS, Property Development Regulations because it adheres to the FAR (Floor Area Ratio), lot coverage and building coverage restrictions within sections 6.5 and 6.10 of the LDRS and Policy 1.3.15 of the Land Use Element of Wellington's Comprehensive Plan. *See* Tabular Data included in this application.

Specifically, the Applicants believe that the barns and the covered arena should not be included in the calculation of the FAR on the Property or the limitation on the gross floor area of a single commercial use contained section 6.10.11(D) of the LDRS. FAR is defined by the LDRS as follows, "the ratio of the gross floor area of all structures on a lot to the lot area, excluding vertical core circulation areas for multistory structures." The LDRS define "Floor Area" as "the gross horizontal square footage of all floors of a building measured from the exterior face of exterior walls or other type of enclosure, or from the centerline of a wall separating two (2) buildings." Because the covered arena is a structure without walls or a floor (which only covers ground to create shade and cover for riders), the Applicants believe that it does not have a calculated "gross floor area" and thus is not subject to the limitations set forth in section 6.10.11(D) of the LDRS. The Applicants also believe that the barns do not have any FAR because they were constructed in a manner that does not include the enclosed area under the roofs as FAR. The barns have been constructed to provide for a structure without permanent wall enclosures to provide for the placement of equestrian stalls only without any enclosed areas with ceilings and are considered open air structures.

Moreover, even if the Village disagrees with the Applicants' interpretation that the barns do not have FAR, the Applicants believe that LDRS section 6.10.11, Commercial Development Standards, and the size limitation of 6.10.11(D) are inapplicable for the reasons that follow. First, the plain language and meaning of section 6.10.11, read as a whole, shows that this section of zoning regulations setting "commercial development standards" in the EOZD does not apply to stables.

In particular, subsection (C) of section 6.10.11 of the LDRS, states in pertinent part:

> **Architecture.** The architectural style of commercial buildings and centers shall be of a mass, bulk, and style that is consistent with the equestrian nature of the Equestrian Preservation Areas, **such as barns and stables.** Building colors and materials also shall be of a nature that is consistent with the equestrian nature of the area.
> (Emphasis added).

Since subsection (C) of section 6.10.11 indicates that commercial development in the EOZD should be of a similar architectural style as **barns and stables**, it is clear that this provision was not intended to apply to barns and stables themselves, and that barns and stables are not considered the type of commercial buildings or structures regulated by section 6.10.11. Otherwise, the language of section (C) would be meaningless. Further indication that this code provision does not apply to stables is found in subsection (E) of section 6.10.11, which states as follows:

> **Hours of Operation.** Hours of operation **shall be limited to between 7:00 a.m. and 10:00 p.m.**, including delivery of merchandise, restocking, and after-hours cleanup and maintenance. Hours of operation may be extended by either a development order approved by the Village Council or a response to an emergency involving the treatment of human or animal patients.
> (Emphasis added).

Subsection (E) of section 6.10.11 limits commercial use operations to the hours of 7:00 am to 10:00 pm. This time-frame is typical of hours for commercial businesses like feed stores, tack stores, restaurants and veterinary clinics that would serve the needs of equestrian and agricultural communities within the EOZD. The hours of 7:00 am to 10:00 pm are not operating hours that can be imposed on a barn or stable, because barns and stables house horses twenty-four (24) hours a day and operate around the clock. It would be nonsensical to construe LDRS section 6.10.11 to apply to barns and stables, which would require that horses only be allowed to be housed in the barns from 7:00 am to 10:00 p.m. Since a barn or stable is where a horse lives, eats and sleeps, it would not be feasible to have this limitation on operating hours. Accordingly, the plain meaning of section 6.10.11(E) is a clear indication that the provisions of section 6.10.11 pertaining to **commercial development** standards in the EOZD do not apply to stables and barns.

Further the Village's prior approvals are also a good indication that the §6.10.11(D) 20,000 square feet gross floor area size limitations for commercial development does not apply to the barns in the proposed Commercial Equestrian Arena. In particular, the Village approved barns of 25,000 square feet each in the proposed site plan for the Section 34 Commercial Equestrian Arena. The Village did not apply the LDR's §6.10.11(D) commercial development standards to those barns because they clearly were not applicable. Accordingly, LDR's §6.10.11(D) is not applicable to the barns for the Equestrian Village Commercial Equestrian Arena.

Finally, even if the Village determines that section 6.10.11 is applicable to barns, Applicants believe that each barn is a single commercial use. Each barn on the proposed site plan is less than 20,000 square feet gross floor area, and therefore, would not violate the 20,000 gross floor area limitation contained in LDR's § 6.10.11(D).

(b) ***Height***. The Applicants believe that the involved buildings and structures comply with the applicable height limits. LDRS §6.10.6 sets forth the Development Standards in the EOZD and includes a Table B, which sets the maximum building height limit in the EOZD at thirty-five (35) feet. All of the buildings on the Property comply with this height limit, as measured pursuant to the LDR's.

The Village measures the height of a building pursuant to the requirements of LDR section 6.5.8.A, which requires the height to be measured based on the "mean height level of the roof line between the highest eave and the highest ridge for gable, hip and gambrel roofs." The covered arena does not exceed the maximum 35-feet height limit because the height is measured from the midpoint of the lowest portion of the eave or fascia to the eave or ridge of the roof. Even though the top ridge of the covered arena is 44 feet and 11 inches, the structure does not exceed 35-feet at *midpoint*, which is where the building height is defined under the LDRS.

LDR section 6.5.8(C)(2) imposes a 25 foot height limit on a commercial recreation property in the Village **outside the EOZD**. However, this regulation is not an EOZD regulation. The EOZD height limits control pursuant to the conflict clause of the EOZD regulations.

(c) ***Parking***. The Applicants believe that the proposed Commercial Equestrian Arena provides adequate parking facilities as required by section 6.5.15. Parking will be discussed in more detail in question (C) as the particulars are governed by Article 7 of the LDRS.

(d) ***Landscaping and Buffer Requirements***. The Applicants also believe that the minimum landscaping and buffer requirements of section 6.5.18 have been met. The specifics of those requirements and how they are met will be discussed in more detail in question (C) below as LDR's Article 7 identifies the majority of the landscape and buffer requirements.

(e) ***Setbacks***. The Applicants believe that the riding rings and show rings are in compliance with section 6.4.4(41)(d) of the LDRS which requires that all show rings and riding rings be at least one hundred (100) feet from any property line. *See* the Site Plan submitted with this application. Moreover, the Applicants believe that the barns and accessory equestrian structures are in compliance with the setback requirements of Table A. of section 6.10.6 of the LDRS which has the following requirements:

Minimum Setbacks for Principal and Accessory Uses

Setback	Minimum Setback for Principal Structures (1)		Minimum Setback for Accessory Structures	
	All Equestrian Areas	Exceptions (See Notes)	Conforming Lots	Nonconforming Lots
Front	100 Feet	50 Feet (2) 25 Feet (3)	100 Feet	100 Feet
Side, Interior	50 Feet	25 Feet (2) 25 Feet (3)	25 Feet	15 Feet —
Side, Corner	80 Feet	50 Feet (2) 25 Feet (3)	25 Feet	25 Feet —
Rear	100 Feet	25 Feet (2) 25 Feet (4) 15 Feet (5)	25 Feet	15 Feet —

Further, as a mitigation condition, the Applicants have placed the barns on the proposed site plan well in excess of the minimum setbacks, and there is a canal on the east and north sides of the Property that further increases the distance between any improvements on the property and neighboring residences, as depicted in the attached site plan.

C. That the proposed request is in compliance with Article 7 of the LDR (Site Development Standards).

1. **Off-Street Parking and Loading**.

The Applicants believe that the proposed Commercial Equestrian Arena is in compliance with the minimum off-street parking requirements contained within Table 7.2-1, which requires one parking space per three spectator seats, one space per employee, one space per 300 square feet of enclosed building area within each stable, as well as one space per three animal stalls. The Applicant believes that because the barns do not have any enclosed building area and is only occupied by the horse stalls, that the required parking for the barn is based solely on one space for each 3 animal stalls. The Commercial

Equestrian Arena will also provide the number of handicapped spots as required by Table 7.2.-2 of the LDRS. A detailed layout of the location of the off-street parking associated with the proposed Commercial Equestrian Arena, including the location of ingress and egress areas, as well as the design and construction standards utilized are depicted on the attached site plan.

The Applicants believe that Table 7.2-1 indicates that loading zone requirements do not apply the "theaters, auditorium and public assembly" category within Table 7.2-1 nor the "stable, commercial" category within Table 7.2-1, which are the categories which Applicants have based the parking requirements on.

2. **Landscaping and Buffering**

The Applicants believe that application is in compliance with LDR's §7.3.2 and §6.5.18 because the Site Plan included with this application provides for a landscaped buffer around the Property that fulfills the requirements of those sections. *See* Site Plan submitted with this application. Landscaping has already been installed around parts of the perimeter of the Property in accordance with prior landscaping approvals in conjunction with existing improvements on the Property and to ensure attractive views of the Property and to screen the amount of light, sound and odor that carries to adjacent properties. Accordingly, these improvements will serve as a buffer that reduces the impact of any adverse visual effects on adjacent lands created by use of the Property as a Commercial Equestrian Arena.

3. **Driveways and Access**

The Applicants believe the application is in compliance with section 7.7.2 of the LDRS because the driveways and access points they propose meet the requirements of section 7.7.2(2) and Village standards for street connections along arterial and collector roads. *See* the Traffic Study and Circulation Plan submitted concurrently with this application.

4. **Performance Standards**

The Applicants believe the application is in compliance with section 7.8.1 of the LDRS because they seek to minimize any odors associated with horses upon the Property through the implementation of Wellington's Best Management Practices. For example, all manure bins holding horse waste are covered and are not in close proximity to adjacent properties. Moreover, the Applicants agree to abide by Chapter 36, Article III of Wellington's Code of Ordinances, which outlines Wellington's noise standards, in order to ensure that noise generated on the Property does not negatively impact adjacent properties. Further, the Applicants will limit the use of loudspeakers by only utilizing them between 7 a.m. to 10 p.m. and by controlling the placement of speakers in the barn

areas to mitigate noise being emitted from the Property. A noise study is not required, as the Village has noise ordinances in effect that are enforced by the measurement of noise levels via a sound meter. Further, the Applicants agree to conditions to mitigate any noise impact to neighboring residential properties.

5. **Outdoor Lighting Standards**

The Applicants believe that they are in compliance with section 7.8.2 of the LDRS because the lighting depicted on the Site Plan submitted with this application is in compliance with the Village's outdoor lighting standards and no prohibited lights or light levels are being utilized. The Applicants also will not construct any lighting over 15 feet in height in the parking lot closest to the neighboring residences in order to help mitigate the effect of lighting on adjacent properties.

6. **Equestrian and Agricultural Signs**

The Applicants believe that they are in compliance with section 7.14.6 of the LDRS and that the attached Sign Plan indicates the placement of signs and the proposed signs will be in compliance with Village Standards.

7. **Maintenance and Use Documents**

The Applicants believe that they are in compliance with section 7.15 of the LDRS because the Property has been subjected to the Equestrian Village Property Owners Association, Inc. and its Declaration of Covenants and Restrictions which assures the proper maintenance and management of the surface Water Management System and other water bodies located within and adjacent to the Property. The Equestrian Village POA documents have been submitted to the Village of Wellingtonfor this Project.

D. That the proposed request is consistent with applicable neighborhood plans.

The Applicants do not believe that the subject Property is included in a neighborhood plan. However, the Applicants believe that the request is consistent with Wellington PUD development as it merely approves a permanent Commercial Equestrian Arena upon the Property and Commercial Equestrian Arenas are a permitted use on property with a land use designation of commercial recreational located in the EOZD according to Table C of LDRS section 6.10.7.

E. That the proposed request complies with Wellington building standards and all other relevant and applicable provisions of the LDR.

The Applicants believe that all of the buildings, structures and improvements upon the Property were constructed in accordance with the applicable building standards and any other relevant and/or applicable provisions of the LDRS. Significantly, the Applicants believe that the Building Official has issued permits for all of the buildings and structures currently upon the Property. Additionally, as explained above in further detail the proposed request complies with all restrictions on building coverage, lot coverage and FAR. The Applicants will construct the proposed additional structures in compliance with Wellington's relevant building standards and any other relevant and/or applicable provisions of the LDRS.

The Applicants also believe that the project is in compliance with Article 11 of the LDRS because Wellington water and sewer service is available to the Property at this time, and all necessary infrastructure is either already available to accommodate the development or will be constructed as proposed by the site plan submitted concurrently with this application. All of the already existing improvements have been constructed in compliance with the LDRS and Wellington's Building Code and all additional improvements depicted on the site plan will be in conformance with the LDRS and the Wellington Building Code.

Lastly, the Applicants believe that proposed request is compatible with adjacent properties and other property in the district and have taken care to consider and address the relevant mitigation elements outlined in section 6.4.4.(41)(f)(ii) of the LDRS, which are as follows:

> *ii. Compatibility. The use shall assure that there is no incompatibility with surrounding land uses. In the event that an incompatibility exists, the petitioner shall satisfactorily mitigate the incompatibility prior to receiving conditional or DRC approval.* ***The Village Council may impose conditions to the approval including but not limited to: controlling objectionable odors; fencing; sound limitations; inspections; reporting or monitoring; preservation areas; mitigation; and/or limits of operation.***

Mitigation of Odors: The manure bins holding horse waste are located between the barns and face north to south in order to create a structural buffer that prevents odor from the manure from being disseminated to adjacent properties by the wind. Areca palms serve as a landscape buffer for part of the Property where the barns are to help minimize odor. Moreover, the Commercial Equestrian Arena is located on 59.3 acres. A Commercial Equestrian Arena can be located on a Property that is as small as 5 acres. The Property is multiple times the minimal size required and only three barns and one temporary stabling tent are proposed on the site plan.

Mitigation of Sounds: The main competition arena, which contains the majority of the loudspeakers, is located at the center of the Property in order to mitigate the effect of sound on adjacent properties as it is located several hundred feet from all adjacent properties. Further, the Applicants will agree to limit the use of amplified sound systems in the barns to advise riders and exhibitors of upcoming competitive events. Further, the effect of sound on adjacent properties will be mitigated by the limited hours the Applicants will agree to operate (7 a.m. to 10 p.m.).

Mitigation of Lighting: The main competition arena, which contains the majority of the lighting, is located at the center of the Property in order to mitigate the effect of lighting on adjacent properties. Because it is located in the center of the Property it is several hundred feet from all adjacent properties and light is less likely to be visible from them. Further, the Applicants have installed landscaping along parts of the perimeter of the property closest to the barns, which also helps mitigate light from the barns reaching the neighboring properties. The Applicants have also utilized directional type of lighting in order to curtail light from traveling away from the Property and reducing the lighting impacts to the adjoining properties.

Visual Impact: Landscaping has already been installed along parts of the perimeter of the Property in order to ensure attractive views of the Property and reduce the impact of any adverse visual effects on adjacent lands created by use of the Property as a Commercial Equestrian Arena. Further, the structures and buildings comply with the architectural requirements contained in the EOZD regulations in order to ensure that they are consistent with the nature of the equestrian nature of the Equestrian Preservation Areas and do not have a negative impact on adjacent properties.

Mitigation of Environmental Impact: The Applicants will limit environmental impacts and support environmental preservation through the implementation of Wellington's Best Management Practices, the Natural Resource Protection Regulations, section 7.4 of the LDRS and through environmental permitting with local, state and federal agencies. The Property has been developed and received Environmental Resource Management Permits through the South Florida Water Management District documenting conformance to the required environmental standards. In addition, the Applicants have a received a SFWMD permit for the recent improvements to a portion of the Property which provides for a detailed Best Management Plan for the equestrian uses on of the Property. For example, the manure bins will be constructed with roofs and gutters to divert the rainfall away from the manure bins and to collect and hold all liquids in the manure bins without being released into the storm water conveyance system. Manure will be removed from the Property on a daily basis and the manure bins will be constructed in accordance with Wellington's regulations.

Mitigation of Traffic and Equestrian Concerns: The Commercial Equestrian Arena is intended to be used primarily as a venue for dressage competition. In addition, the proposed Site Plan includes 3,000 spectator seats, three barns (100 stalls each), one temporary stabling tent, an outdoor derby arena, a main outdoor open air Equestrian Arena, multiple open-air secondary rings, a covered arena/ring, equestrian arena lighting, an administrative office and ADA accessible restrooms.

In the last two equestrian seasons, the venue has been used to host the Global Dressage Festival, Approximately, 200 horses competed per weekend at the dressage shows and the majority of those horses were stabled on-site. It is estimated that very few horses hacked to the Property from adjacent properties. The rest of the competing horses were brought in on trailers on the day of their competition. Further, the Applicants will agree that the 300 stalls proposed by the project will be limited to on-site use by exhibitors and participants at the Commercial Equestrian Arena, as well as, for Riding Academy horses. Thus, the Applicants believe that additional Equestrian Traffic will not be created by this project. Despite the fact that Applicants believe that no additional Equestrian Traffic on the Village and private bridle paths will be created by this project the Applicants have taken measures in order to mitigate any possible increase in Equestrian Traffic caused by the Commercial Equestrian Arena. The Applicants have agreed to a condition in a land development permit for the Property that includes the construction of a bridle path along a portion of the north side of Pierson Rd. Further, they have agreed to a condition in the Master Plan Amendment associated with this project that requires them to construct a signalized horse crossing on Pierson Road, east of the Pierson and South Shore intersection. The construction of the horse-crossing provides a safe way, away from the intersection, for horses to access the Property from the existing bridle path on the south side of Pierson Rd. Moreover, the design of the bridle trail and horse-crossing reduces the congestion of horse traffic and vehicular traffic at the Pierson Rd and South Shore Blvd. intersection and improves the safety associated with the equestrian and vehicular traffic in the area.

Second, the Applicants have mitigated the effects and conflicts of pedestrian, vehicular, and equestrian traffic on the site, internal to the Property by situating the barns next to the competition and warm-up areas and away from spectator seating and parking areas. The intentional separation of exhibitors and spectators decreases conflicts between equestrian and pedestrian traffic.

Vehicular Traffic:

The Applicant has provided a Traffic Impact Analysis Report in support of this application for review and approval by the Village and Palm Beach County to document the requirements of the Traffic Performance Standards. In order to mitigate the effect of vehicular traffic generated by the large spectator events held on the Property of the Commercial Equestrian Arena on the adjoining roadways, the Applicants will not commence any of the large spectator events at the Commercial Equestrian Arena during

the peak traffic hours between 4pm and 6pm on weekdays. Further, the Applicants will provide traffic and parking control attendants for all events with greater than 500 expected spectator and they will provide a PBSO officer to direct traffic during events expected to draw more than 1,000 spectators. Further, all project traffic will be mitigated by the Applicant in accordance with Wellington and Palm Beach County Traffic Performance Standards including the road improvements required at the South Shore Blvd. and Pierson Road intersection. Please refer to the Traffic Report included with this application..

OWNER ACKNOWLEDGEMENT

I/We: Far Niente Stables II, LLC, do hereby swear/affirm that I/we am/are the owner(s) of the property referenced in this application

I/We certify that the above statements and the statements or showings made in any paper or plans submitted herewith are true to the best of my/our knowledge and belief. Further, I/we understand that this application, attachments and fee become part of the official record of the Planning & Zoning Department of Wellington and the fee is not refundable. I/We understand that any knowingly false information given by me/us will result in the denial, revocation or administrative withdrawal of the application or permit. I/We further acknowledge that additional information may be required by Wellington in order to process this application.

I/We further consent to Wellington to publish, copy or reproduce any copyrighted document for any third party submitted as part of this application.

Signature(s) of Owner(s) _____

Print Name(s) Mark Bellissimo, Managing Member

CONSENT STATEMENT

Owner to complete if using agent/representative

I/We, the aforementioned owner(s), do hereby give consent to Sexton Engineering Assoc., Inc. to act on my/our behalf to submit this application, all required material and documents, and attend and represent me/us at all meetings and public hearings pertaining to the request(s) and property I/we own described in the attached application. Furthermore, as owner(s) of the subject property, I/we hereby give consent to the party designated above to agree to all terms or conditions that may arise as part of the approval of this application for the proposed use.

Signature(s) of Owner(s) _____

Print Name(s) Mark Bellissimo, Managing Member

NOTARY

STATE OF FLORIDA
COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 17th day of June, 2013 by Mark Bellissimo. He/She is personally known to me or has produced _____ as identification and did/did not take an oath.

_____
(Signature of Notary)

Kelli Perez
(Name – Must be typed, printed, or stamped)

My Commission Expires: _____

(NOTARY'S SEAL OR STAMP)

KELLI PEREZ
Notary Public - State of Florida
My Comm. Expires Sep 23, 2014
Commission # EE 29084

OWNER ACKNOWLEDGEMENT

I/We: Polo Field One, LLC, do hereby swear/affirm that I/we am/are the owner(s) of the property referenced in this application

I/We certify that the above statements and the statements or showings made in any paper or plans submitted herewith are true to the best of my/our knowledge and belief. Further, I/we understand that this application, attachments and fee become part of the official record of the Planning & Zoning Department of Wellington and the fee is not refundable. I/We understand that any knowingly false information given by me/us will result in the denial, revocation or administrative withdrawal of the application or permit. I/We further acknowledge that additional information may be required by Wellington in order to process this application.

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Signature(s) of Owner(s) _____

Print Name(s) Mark Bellissimo, Managing Member

NOTARY

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COUNTY OF Palm Beach

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_____
(Signature of Notary)

Kelli Perez
(Name – Must be typed, printed, or stamped)

My Commission Expires:

(NOTARY'S SEAL OR STAMP)

KELLI PEREZ
Notary Public - State of Florida
Comm. Expires Sep 23, 2014
Commission # EE 29084

OWNER ACKNOWLEDGEMENT

I/We: Stadium North, LLC, do hereby swear/affirm that I/we am/are the owner(s) of the property referenced in this application

I/We certify that the above statements and the statements or showings made in any paper or plans submitted herewith are true to the best of my/our knowledge and belief. Further, I/we understand that this application, attachments and fee become part of the official record of the Planning & Zoning Department of Wellington and the fee is not refundable. I/We understand that any knowingly false information given by me/us will result in the denial, revocation or administrative withdrawal of the application or permit. I/We further acknowledge that additional information may be required by Wellington in order to process this application.

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Signature(s) of Owner(s) _____

Print Name(s) Mark Bellissimo, Managing Member

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Signature(s) of Owner(s) _____

Print Name(s) Mark Bellissimo, Managing Member

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COUNTY OF Palm Beach

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_____ My Commission Expires: _____
(Signature of Notary)

Kelli Perez
(Name – Must be typed, printed, or stamped)

(NOTARY'S SEAL OR STAMP)

KELLI PEREZ
Notary Public - State of Florida
My Comm. Expires Sep 23, 2014
Commission # EE 29084

OWNER ACKNOWLEDGEMENT

I/We: Stadium South, LLC, do hereby swear/affirm that I/we am/are the owner(s) of the property referenced in this application

I/We certify that the above statements and the statements or showings made in any paper or plans submitted herewith are true to the best of my/our knowledge and belief. Further, I/we understand that this application, attachments and fee become part of the official record of the Planning & Zoning Department of Wellington and the fee is not refundable. I/We understand that any knowingly false information given by me/us will result in the denial, revocation or administrative withdrawal of the application or permit. I/We further acknowledge that additional information may be required by Wellington in order to process this application.

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Signature(s) of Owner(s) _____

Print Name(s) Mark Bellissimo, Managing Member

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Signature(s) of Owner(s) _____

Print Name(s) Mark Bellissimo, Managing Member

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COUNTY OF Palm Beach

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Kelli Perez
(Name – Must be typed, printed, or stamped)

(NOTARY'S SEAL OR STAMP)

KELLI PEREZ
Notary Public - State of Florida
My Comm. Expires Sep 23, 2014
Commission # EE 29084

SITE DATA

PETITION NUMBER	2013-_____
NAME OF PROJECT	EQUESTRIAN VILLAGE
PROPOSED USE	
EXISTING FUTURE LAND USE DESIGNATION	COMMERCIAL RECREATION
PROPOSED FUTURE LAND USE DESIGNATION	COMMERCIAL RECREATION
EXISTING ZONING DISTRICT	PUD/EOZD
PROPOSED ZONING DISTRICT	PUD/EOZD
SECTION 16, TOWNSHIP 44, RANGE 41 EAST	
TOTAL SITE AREA	59.37 AC
PROPERTY CONTROL NUMBERS	73414416000005040 73414416000005030 73414416000005050 73414416000005060 73414416000005070

BUILDING	ENCLOSED FLOOR AREA	BUILDING AREA
TIKI HUT	0 SF	1,450 SF
VIP BUILDING:		
KITCHEN/TOWER/RESTROOMS	15,160 SF	20,400 SF
TEMP. BANQUET HALL (14,600 SF OPEN AIR)	0 SF	
BARN 1 (96 STALLS)	0 SF	19,698 SF
BARN 2 (96 STALLS)	0 SF	19,698 SF
BARN 3 (96 STALLS)	0 SF	19,698 SF
SHOW OFFICE	1,242 SF	1,242 SF
HORSE WASH FACILITY/RESTROOM 1	680 SF	1,715 SF
HORSE WASH FACILITY/RESTROOM 2	680 SF	1,715 SF
MANURE BINS	0 SF	1,600 SF
COVERED EQUESTRIAN RING (210'X360')	0 SF	80,400 SF
CELL TOWER FACILITY	717 SF	717 SF
TEMPORARY STABLES	0 SF	19,778 SF
TOTAL	18,479 SF	188,111 SF

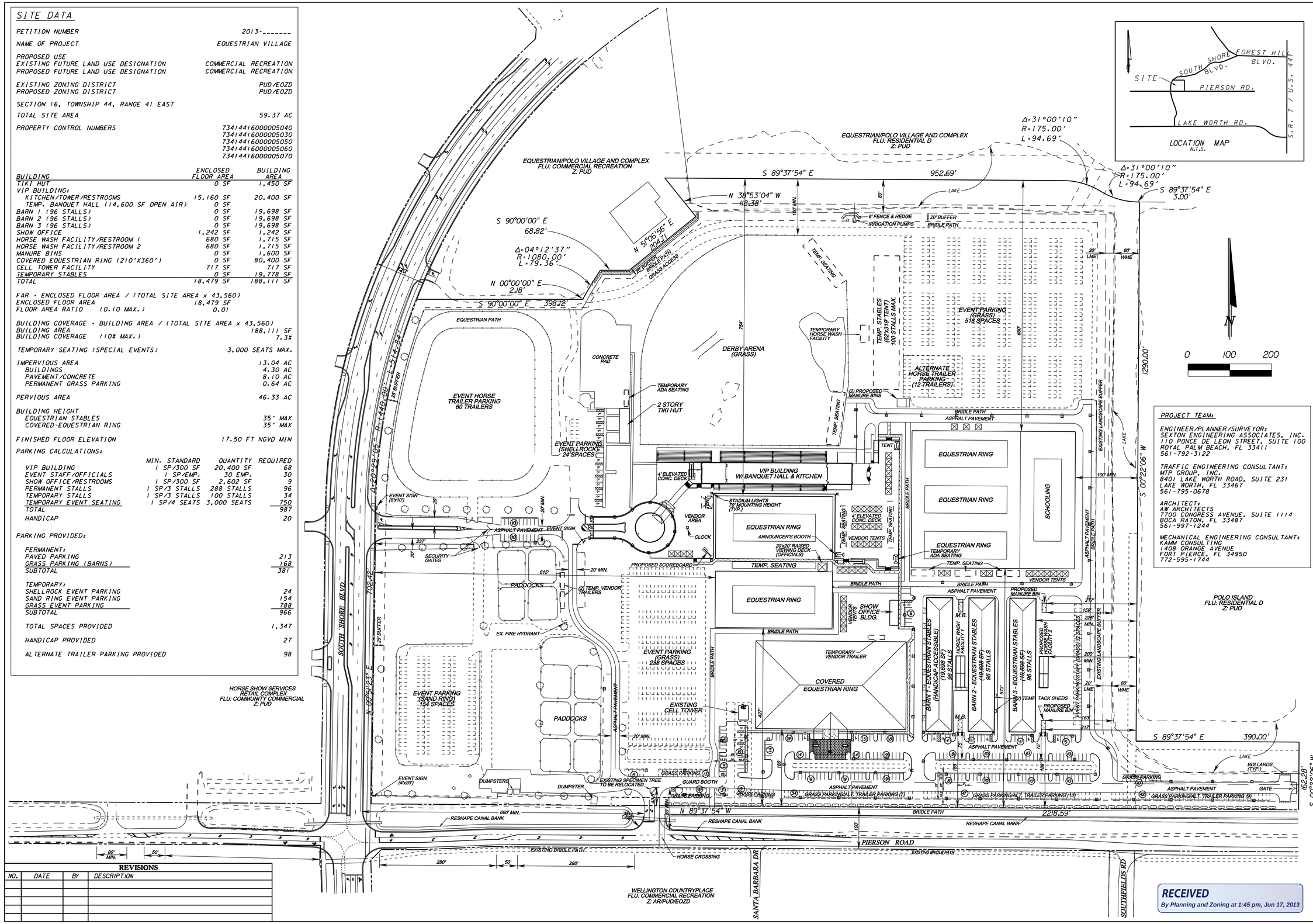
FAR = ENCLOSED FLOOR AREA / (TOTAL SITE AREA x 43,560)	
ENCLOSED FLOOR AREA	18,479 SF
FLOOR AREA RATIO (0.10 MAX.)	0.01
BUILDING COVERAGE = BUILDING AREA / (TOTAL SITE AREA x 43,560)	
BUILDING AREA	188,111 SF
BUILDING COVERAGE (10% MAX.)	7.3%
TEMPORARY SEATING (SPECIAL EVENTS)	3,000 SEATS MAX.
IMPERVIOUS AREA	13.04 AC
BUILDINGS	4.30 AC
PAVEMENT/CONCRETE	8.10 AC
PERMANENT GRASS PARKING	0.64 AC
PERVIOUS AREA	46.33 AC
BUILDING HEIGHT	
EQUESTRIAN STABLES	35' MAX
COVERED-EQUESTRIAN RING	35' MAX
FINISHED FLOOR ELEVATION	17.50 FT NGVD MIN

PARKING CALCULATIONS:

	MIN. STANDARD	QUANTITY	REQUIRED
VIP BUILDING	1 SP/300 SF	20,400 SF	68
EVENT STAFF/OFFICIALS	1 SP/EMP.	30 EMP.	30
SHOW OFFICE/RESTROOMS	1 SP/300 SF	2,602 SF	9
PERMANENT STALLS	1 SP/3 STALLS	288 STALLS	96
TEMPORARY STALLS	1 SP/3 STALLS	100 STALLS	34
TEMPORARY EVENT SEATING	1 SP/4 SEATS	3,000 SEATS	750
TOTAL			987
HANDICAP			20

PARKING PROVIDED:

PERMANENT:	
PAVED PARKING	213
GRASS PARKING (BARNS)	168
SUBTOTAL	381
TEMPORARY:	
SHELLROCK EVENT PARKING	24
SAND RING EVENT PARKING	154
GRASS EVENT PARKING	788
SUBTOTAL	966
TOTAL SPACES PROVIDED	1,347
HANDICAP PROVIDED	27
ALTERNATE TRAILER PARKING PROVIDED	98



PROJECT TEAM:

ENGINEER/PLANNER/SURVEYOR:
SEXTON ENGINEERING ASSOCIATES, INC.
110 PONCE DE LEON STREET, SUITE 100
ROYAL PALM BEACH, FL 33411
561-792-3122

TRAFFIC ENGINEERING CONSULTANT:
MTP GROUP, INC.
8401 LAKE WORTH ROAD, SUITE 231
LAKE WORTH, FL 33467
561-795-0678

ARCHITECT:
AW ARCHITECTS
7700 CONGRESS AVENUE, SUITE 1114
BOCA RATON, FL 33487
561-997-1244

MECHANICAL ENGINEERING CONSULTANT:
KAMM CONSULTING
1408 ORANGE AVENUE
FORT PIERCE, FL 34950
772-595-1744

RECEIVED
By Planning and Zoning at 1:45 pm, Jun 17, 2013

REVISIONS

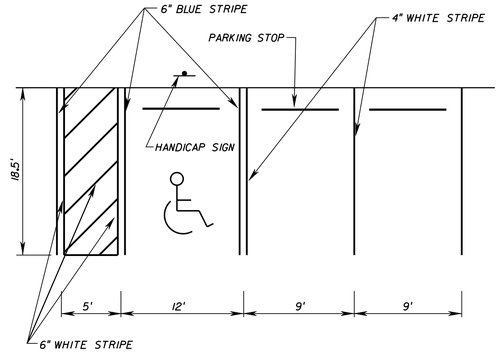
NO.	DATE	BY	DESCRIPTION

COMMERCIAL EQUESTRIAN ARENA
SITE PLAN

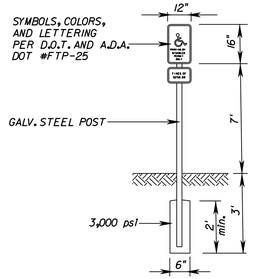
PROJ. NO.	1428T21
DATE	06/17/2013
SCALE	1" = 100'
SHEET	1 OF 2

SEXTON ENGINEERING ASSOCIATES, INC.
CONSULTING ENGINEERS AND SURVEYORS
110 PONCE DE LEON STREET, SUITE 100
ROYAL PALM BEACH, FLORIDA 33411
PHONE 561-792-3122 FAX 561-792-3168
FL. REGISTRATIONS: LB0006837, EB 0007864

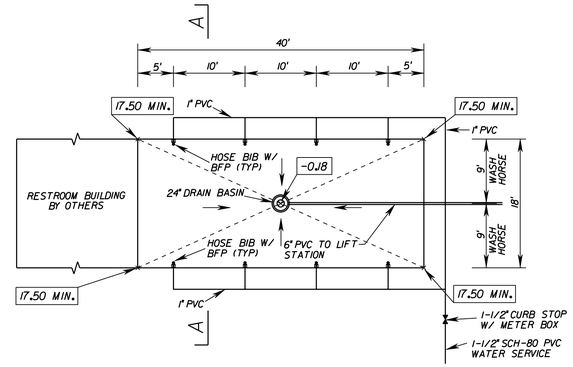
EQUESTRIAN VILLAGE
WELLINGTON, FLORIDA

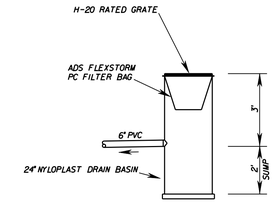


STANDARD PARKING DETAIL



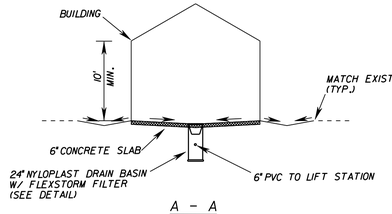
HANDICAP SIGN DETAIL





24" DRAIN BASIN DETAIL

SCALE: 1"-3'



A - A

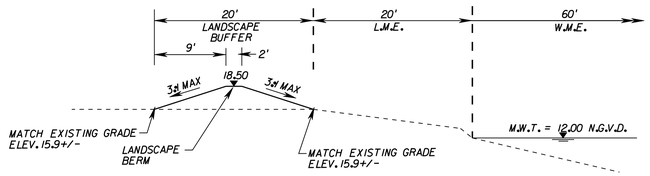
HORSE WASH RACK

SCALE: 1"-10'

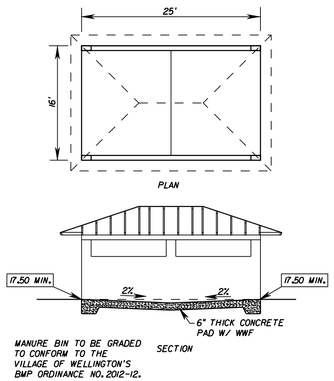
NOTES:

1. ALL HOSE BIBS ARE TO BE EQUIPPED WITH AN AUTOMATIC SHUT OFF NOZZLE TO LIMIT WATER FLOW TO THE SANITARY SEWER SYSTEM.
2. DURING MAINTENANCE WHEN THE FILTER IS REMOVED TO BE CLEANED, THE FILTER CONTAINER SHALL BE REPLACED WITH A CONTAINER WITH NO DISCHARGE OPENING TO PREVENT DISCHARGE TO THE SANITARY SEWER SYSTEM.
3. ALL FACILITIES SHALL COMPLY WITH THE VILLAGE OF WELLINGTON BEST MANAGEMENT PRACTICES.

HORSE WASH RACK DETAILS



LANDSCAPE BUFFER SECTION
ALONG EAST PROPERTY LINE



MANURE BIN DETAIL

REVISIONS			
NO.	DATE	BY	DESCRIPTION

RECEIVED
By Planning and Zoning at 1:45 pm, Jun 17, 2013

COMMERCIAL EQUESTRIAN ARENA
SITE PLAN
DETAILS

PROJ. NO. 1428T21 | DATE 06/17/2013
SCALE 1" = 100' | SHEET 2 OF 2

SEXTON ENGINEERING ASSOCIATES, INC.
CONSULTING ENGINEERS AND SURVEYORS
110 PONCE DE LEON STREET, SUITE 100
ROYAL PALM BEACH, FLORIDA 33411
PHONE 561-792-3122 FAX 561-792-3168
FL. REGISTRATIONS: LB0006837, EB 0007864

EQUESTRIAN VILLAGE
WELLINGTON, FLORIDA

WELLINGTON

VIII. NOTICE AFFIDAVIT

State of Florida)
) SS.
County of Palm Beach)

Before me, the undersigned authority, personally appeared Michael F. Sexton, who, having first been duly sworn deposes and says:

1. The accompanying Property Owners List is, to the best of his/her knowledge, a complete and accurate list of all property owners, mailing addresses and property control numbers as recorded in the latest official tax rolls of the Palm Beach County Property Appraiser for all property within five hundred (500) feet of the below described parcel of land.

2. The accompanying Property Owners List included, to the best of his/her knowledge, all affected municipalities and/or counties, in accordance with the Village of Wellington notice requirements and/or policies.

3. A tax map highlighting the properties located within five hundred feet of the parcel of land that is the subject of the request is attached as part of this application. The accompanying Property Owner's list contains the required information for all properties highlighted on the tax map.

4. Public notice, which is his/her obligation to provide, will be in accordance with the Village of Wellington requirements

The property in question is: [ ] legally described as follows [ ] see attached legal description

Signature

Michael F. Sexton
Print, type or stamp name here

NOTARY

STATE OF FLORIDA
COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 14th day of June, 2013

by Michael F. Sexton. He/She is personally known to me or has produced

as identification and did/did not take an oath.

(Signature of Notary)

My Commission Expires:

Kelli Perez
(Name – Must be typed, printed, or stamped)

(NOTARY'S SEAL OR STAMP)

KELLI PEREZ
Notary Public - State of Florida
My Comm. Expires Sep 23, 2014
Commission # EE 29084

RECEIVED
By Planning and Zoning at 1:46 pm, Jun 17, 2013

EQUESTRIAN VILLAGE
LEGAL DESCRIPTION

A PARCEL OF LAND LYING IN PART OF SECTION 16, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA AND BEING MORE PARTICULARY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 16; THENCE SOUTH 89°37'54" EAST ALONG THE SOUTH LINE OF SAID SECTION 16, A DISTANCE OF 2090.00 FEET; THENCE NORTH 00°51'23" EAST, A DISTANCE OF 50.00 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE EAST RIGHT OF WAY LINE FOR SOUTH SHORE BLVD. AS SHOWN IN GREENVIEW SHORES NO. 2, RECORDED IN PLAT BOOK 31, PAGES 120 THROUGH 136, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, SAID POINT ALSO BEING ON THE NORTH LINE OF ACME IMPROVEMENT DISTRICT CANAL C-23; THENCE NORTH 00°51'23" EAST ALONG SAID EASTERLY RIGHT OF WAY LINE A DISTANCE OF 702.42 FEET TO A POINT OF CURVE, CONCAVE TO THE EAST HAVING A RADIUS OF 1440.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 20°29'05", A DISTANCE OF 514.84 FEET TO A POINT, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF PARCEL "A", EQUESTRIAN/POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D. AS RECORDED IN PLAT BOOK 35, PAGE 187, PUBLIC RECORDS OF PALM BEACH COUNTY; THENCE SOUTH 90°00'00" EAST, ALONG THE SOUTH LINE OF SAID PARCEL "A", A DISTANCE OF 398.12 FEET; THENCE NORTH 00°00'00" EAST, ALONG SAID PARCEL "A", A DISTANCE OF 2.18 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 1080.00 FEET, A RADIAL BEARING TO SAID POINT BEARS NORTH 60°50'26" WEST; THENCE NORTHEASTELY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°12'37"; A DISTANCE OF 79.36 FEET TO A POINT ON THE SOUTH LINE OF SAID PARCEL "A"; THENCE SOUTH 90°00'00" EAST, ALONG SAID SOUTH LINE OF PARCEL "A", A DISTANCE OF 68.82 FEET; THENCE NORTH 51°06'56" EAST, ALONG SAID PARCEL "A", A DISTANCE OF 204.71 FEET; THENCE NORTH 38°53'04" WEST, ALONG SAID PARCEL "A", A DISTANCE OF 118.38 FEET TO THE SOUTHWEST CORNER OF PARCEL "B" OF SAID EQUESTRIAN/POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D.; THENCE SOUTH 89°37'54" EAST, ALONG THE SOUTH LINE OF PARCEL "B" AND "C", OF SAID EQUESTRIAN/POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D., A DISTANCE OF 952.69 FEET TO A POINT OF CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 175.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE AND THE SOUTH LINE OF SAID PARCEL "C" , THROUGH A CENTRAL ANGLE OF 31°00'10", A DISTANCE OF 94.69 FEET TO A POINT OF REVERSE CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 175.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE AND THE SOUTH LINE OF SAID PARCEL "C", THROUGH A CENTRAL ANGLE OF 31°00'10", A DISTANCE OF 94.69 FEET; THENCE SOUTH 89°37'54" EAST, ALONG SAID SOUTH LINE OF PARCEL "C", A DISTANCE OF 3.00 FEET TO A POINT AT THE NORTHWEST CORNER OF POLO ISLAND A CONDOMINIUM, AS RECORDED IN OFFICAL RECORD BOOK 3391, PAGE 606, PUBLIC RECORDS OF PALM BEACH, COUNTY; THENCE SOUTH 00°22'06" WEST ALONG SAID POLO ISLAND A CONDOMINIUM AND THE WEST LINE OF POLO ISLAND OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D., AS RECORDED IN PLAT BOOK 50, PAGE 155, PUBLIC RECORDS OF PALM BEACH COUNTY,

EQUESTRIAN VILLAGE
LEGAL DESCRIPTION

FLORIDA, A DISTANCE OF 1290.00 FEET TO THE SOUTHEAST CORNER OF SAID POLO ISLAND OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D.; THENCE SOUTH 89°37'54" EAST, ALONG THE SOUTH LINE OF SAID POLO ISLAND OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D., A DISTANCE OF 390.00 FEET TO THE SOUTHEAST CORNER OF SAID POLO ISLAND OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D.; THENCE SOUTH 00°22'06" WEST, A DISTANCE OF 162.28 FEET TO A POINT ON THE NORTH LINE OF SAID ACME IMPROVEMENT DISTRICT CANAL C-23, SAID POINT ALSO BEING 50.00 FEET NORTH OF AS MEASURED AT RIGHT ANGLES TO THE SOUTH LINE OF SAID SECTION 16, THENCE NORTH 89°37'54" WEST ALONG A LINE 50.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION 16, A DISTANCE OF 2218.59 FEET TO THE POINT OF BEGINNING.

CONTAINING 59.37 ACRES MORE OR LESS

73414409020000091 500
SCHOOL BOARD OF PALM BEACH COUNTY FL
3300 FOREST HILL BLVD C-110
WEST PALM BEACH FL 33406

73414409020000170 500
ACME IMPROVEMENT DIST
12300 FOREST HILL BLVD
WELLINGTON FL 33414 5785

73414409020640010 500
MORRISSEY MATTHEW
2890 DOVEDALE CT
WELLINGTON FL 33414 7616

73414409020640020 500
AMANIEH FARIBA
2908 DOVEDALE CT
WELLINGTON FL 33414 7616

73414409020640030 500
MARTIN GARFIELD &
2926 DOVEDALE CT
WELLINGTON FL 33414 7616

73414409020640040 500
LEE MINH TRUST &
5245 SANTERRE CIR
LAKE WORTH FL 33463

73414409020640090 500
HIRSCH DANIEL
2945 DOVEDALE CT
WELLINGTON FL 33414 7617

73414409020640100 500
HARRIS ELISHA D &
* * CONFIDENTIAL RECORD * *
* * * * FS SECTION 119.07 * * * *

73414409020640110 500
HILL RICHARD W &
2962 BOLTON CT
WELLINGTON FL 33414 7661

73414409020640120 500
HERNANDEZ ORESTES A &
2980 BOLTON CT
WELLINGTON FL 33414 7661

73414409020640130 500
CANDUSSO ANTHONY J &
2981 BOLTON CT
WELLINGTON FL 33414 7661

73414409020640140 500
LONDONO DIANA M
2963 BOLTON CT
WELLINGTON FL 33414 7661

73414409020640150 500
ALVAREZ ALFREDO A &
2945 BOLTON CT
WELLINGTON FL 33414 7661

73414409020650010 500
HOTZ JOHN C SR &
5 HARMONY LN
BERLIN NJ 08009 1975

73414409020650020 500
WOOD JOSEPH R &
13708 SHEFFIELD CT
WEST PALM BEACH FL 33414 7642

73414409020650030 500
WENTZ RICHARD &
13724 SHEFFIELD ST
WELLINGTON FL 33414 7642

73414409020650040 500
LARKIN DAVID
13740 SHEFFIELD ST
WELLINGTON FL 33414 7642

73414409020650050 500
PEAT DAVID L &
13756 SHEFFIELD ST
WELLINGTON FL 33414 7642

73414409020650060 500
VAZQUEZ ROGER R &
13772 SHEFFIELD ST
WELLINGTON FL 33414 7642

73414409020650160 500
CABRERA RAFAEL &
13799 NORWICK ST
WELLINGTON FL 33414 7651

73414409020650170 5(
POINT DU JOUR ALBERTA
* * CONFIDENTIAL RECORD * *
* * * * FS SECTION 119.07 * * * *

73414409020650180 5(
CANO ADOLFO
13763 NORWICK ST
WELLINGTON FL 33414 7651

73414409020650190 5(
PINE TREE FARMS INC
14265 STROLLER WAY
WELLINGTON FL 33414 6813

73414409020650200 5(
MAFFEO DAVID &
1520 FIRETHORN DR
WELLINGTON FL 33414 8644

73414409020660030 5(
SWEETNAM SHANE
13773 SHEFFIELD ST
WELLINGTON FL 33414 7643

73414409020660040 5(
TOLMAN VICTOR K &
13757 SHEFFIELD ST
WEST PALM BEACH FL 33414 7643

73414409020660050 5(
AFANADOR RODRIGO &
13741 SHEFFIELD ST
WELLINGTON FL 33414 7643

73414409020660060 5(
KOR HIAN C
12825 PECONIC CT
WEST PALM BEACH FL 33414 5575

73414409020660070 5(
JARUSEWSKI THEODORE H &
13709 SHEFFIELD ST
WELLINGTON FL 33414 7643

73414409020660080 5(
MORRIS RAE
13693 SHEFFIELD ST
WELLINGTON FL 33414 7678

73414409020660090
MASTERSON DARYL K &
13677 SHEFFIELD ST
WELLINGTON FL 33414 7678

500

73414409020660100
PALM BEACH POLO HOLDINGS INC
11198 POLO CLUB RD
WELLINGTON FL 33414 6064

500

73414409020710120
USBE LLC
21063 BELLA VISTA CIR
BOCA RATON FL 33428 3533

500

73414409020710130
PALLKOTT MANAGEMENT CO
312 N COUNTRY CLUB DR
LAKE WORTH FL 33462 1002

500

73414409020710140
A&D CONDO INVSTMNTS LLC
21063 BELLA VISTA CIR
BOCA RATON FL 33428 3533

500

73414409020710150
MACLEOD JANET A
12820 S SHORE DR
PALM BEACH GARDENS FL 33410 2056

500

73414409020710200
ADIG LLC
21063 BELLA VISTA CIR
BOCA RATON FL 33428 3533

500

73414409020710212
URBAN WEST INC
12820 SHORE DR
PALM BEACH GARDENS FL 33410 2056

500

73414409020710214
MARAIST SOPHIA
13972 FOLKESTONE CIR # D
WELLINGTON FL 33414 2709

500

73414416000005010
POLO FIELD ONE LLC
14440 PIERSON RD
WELLINGTON FL 33414 7673

500

73414416000005020
WHITE BIRCH FARM INC
80 FIELD POINT RD
GREENWICH CT 06830 6416

500

73414416000007030
PALM BEACH POLO INC
11198 POLO CLUB RD
WELLINGTON FL 33414 6064

500

73414416010000061
PALM BEACH INVESTORS CORP
1530 INDIAN PASS RD
PORT SAINT JOE FL 32456 7811

500

73414416010010010
SPERIN LLC
13410 S SHORE BLVD
WELLINGTON FL 33414 7204

500

73414416010010020
SPERIN LLC
13410 S SHORE BLVD
WELLINGTON FL 33414 7204

500

73414416010040000
PALM BEACH POLO & COUNTRY CLUB
11199 POLO CLUB RD
WELLINGTON FL 33414 6000

500

73414416010070000
PALM BEACH POLO & COUNTRY CLUB
PROP OWNERS ASSN INC
11199 POLO CLUB RD
WEST PALM BEACH FL 33414 6000

500

73414416010090000
P B POLO & COUNTRY CLUB PROP
11199 POLO CLUB RD
WELLINGTON FL 33414 6000

500

73414416020011010
WILLIAMS SUE B
8947 CHESTNUT RIDGE RD
MIDDLEPORT NY 14105 9661

500

73414416020011020
WHITEHEAD NANCY
10416 N CLARK RD
RICHMOND IL 60071 9626

500

73414416020012010
AMSTAR INVESTMENTS LLC
3060 MALLET HILL CT
WELLINGTON FL 33414 6801

5(

73414416020012020
HINSDALE IRENE C
294 N WINOOSKI AVE
BURLINGTON VT 05401 3674

5(

73414416020021010
BULLS BOBBY S & MADELINE C TRUST
167 DOGWOOD RD
AIKEN SC 29803 7455

5(

73414416020021020
WELLINGTON PROP LLC
41 E 65TH ST
NEW YORK NY 10065

5(

73414416020022010
VIESTE SERIES LLC
505 FRENCH POINT CT
MILLERSVILLE MD 21108 1570

5(

73414416020022020
SNYDER JOHN F 3RD
PO BOX 128
WEST CHESTER PA 19381 0128

5(

73414416020031010
JOHNSON PHILLIP J &
13334 POLO CLUB RD # 209
WELLINGTON FL 33414 7226

5(

73414416020031020
WANNIUS JAN OLOF
BOX 91
23921 SKANOR
SWEDEN

5(

73414416020032010
FITZGERALD CARMELA C
137 LAKE AVE
SAINT JAMES NY 11780 2931

5(

73414416020032020
CARLSON TOBY
140 OLD NORTHPORT RD
KINGS PARK NY 11754 4211

5(

73414416020041010
GLEN YOUELL LLC
16530 ROBINSON RD
SNOHOMISH WA 98296 4816

500

73414416020062010
NELSON SANDRA
13334 POLO CLUB RD APT 320
WELLINGTON FL 33414 7241

500

73414416020091010
EZRA ARTHUR A
17 ANTHONY CT
AMITYVILLE NY 11701 1548

5(

73414416020041020
ENTERPRISE FARM SOUTH LLC
263 W 11TH ST
NEW YORK NY 10014 2412

500

73414416020062020
PLANKAR CRAIG F
13334 POLO CLUB RD # 322
WEST PALM BEACH FL 33414 7241

500

73414416020091020
EDWARDS PAMELA
13334 POLO CLUB RD UNIT 102/I
WELLINGTON FL 33414 7213

5(

73414416020042010
WELLINGTON CAPITAL LLC
13334 POLO CLUB RD # 312
WELLINGTON FL 33414 7241

500

73414416020071010
WELLINGTON PROPERTIES LLC
41 E 65TH ST
NEW YORK NY 10065

500

73414416020092010
SOBKE CATHERINE &
13334 POLO CLUB RD APT 333
WELLINGTON FL 33414 7242

5(

73414416020042020
ENTERPRISE FARM SOUTH LLC
263 W 11TH ST
NEW YORK NY 10014 2412

500

73414416020071020
CROOKS SHOW JUMPING LLC
13334 POLO CLUB RD # 226
WELLINGTON FL 33414 7228

500

73414416020092020
MALLON RICHARD C
13334 POLO CLUB DR # I-202
WELLINGTON FL 33414 7213

5(

73414416020051010
CONNELLY KAREN E
13334 POLO CLUB RD # 216
WEST PALM BEACH FL 33414 7227

500

73414416020072010
CAROLI FRANCESCA
240 REDFERN
WESTMOUNT QUEBEC
H3Z 2G3 CANADA

500

73414416020101010
EQUELLEUS
900 THIRD AVE FL 31ST
NEW YORK NY 10022 4776

5(

73414416020051020
GARDENSIDE PROPERTIES LTD
20283 STATE ROAD 7 STE 300
BOCA RATON FL 33498 6903

500

73414416020072020
NEAL RONALD T
13334 POLO CLUB RD APT 326
WELLINGTON FL 33414 7241

500

73414416020101020
CHAVARRIA SMITH ISOLDA G
13334 POLO CLUB RD # J102
WELLINGTON FL 33414 7213

5(

73414416020052010
CAVIEDES ALVARO I &
13334 POLO CLUB RD
WELLINGTON FL 33414 7213

500

73414416020081010
BAGATTELLE CONDOMINIUM ASSN INC
3461 FAIRLANE FARMS RD UNIT B
WELLINGTON FL 33414 8752

500

73414416020102010
WERTHAN JONI P
1395 KITTRELL RD
FRANKLIN TN 37064 7433

5(

73414416020052020
POLO REAL ESTATE CORP
CLUB COSTA MARINA 1 APT 3C
AVE GALICIA FINAL
CAROLINA PR 00983

500

73414416020081020
ROCHE JOHN B
55 CAMBRIDGE RD
STAMFORD CT 06902 4418

500

73414416020102020
CARTA ALINA M
13334 POLO CLUB RD # 339
WELLINGTON FL 33414 7242

5(

73414416020061010
TECHNOLOGY & TRADE INTL CORP
13 BUCKFIELD LN
GREENWICH CT 06831 2601

500

73414416020082010
WHEELER KENNETH L &
ROCK HOUSE WEST HARPTREE
BRISTOL
BS4O6EG GREAT BRITAIN & NRTHRN IRELAND

500

73414416020111010
HOPPER DAVID
419 LEEDSVILLE RD
AMENIA NY 12501 5830

5(

73414416020061020
R & S DAVIS MANAGEMENT LLC
11924 FOREST HILL BLVD STE 22
WELLINGTON FL 33414 6208

500

73414416020082020
SOLOMON NANCY &
674 COOLEDGE AVE NE
ATLANTA GA 30306 3636

500

73414416020111020
DAMMERMAN DENNIS &
2954 HURLINGHAM DR
WELLINGTON FL 33414 8409

5(

73414416020112010
DAYTON DEBORAH
41 FOX VALLEY RD
CHESAPEAKE CITY MD 21915 1335
500

73414416020112020
ROMAIN MARTEAU CORP
13334 POLO CLUB RD # 343
WELLINGTON FL 33414 7243
500

73414416020121010
REYERS JOHANNA
13334 POLO CLUB RD # 244
WELLINGTON FL 33414 7230
500

73414416020121020
HASTINGS DEAN
11 CROSSLEY CT
NIANTIC CT 06357 2342
500

73414416020122010
MAROLD THOMAS R
163 HOSMER ST
WEST BOYLSTON MA 01583 1503
500

73414416020122020
KHAZANOVA VERA
13334 POLO CLUB RD # 346
WELLINGTON FL 33414 7243
500

73414416020131010
OLEINIKOVA ELENA
* * CONFIDENTIAL RECORD * *
* * * * FS SECTION 119.07 * * * *
500

73414416020131020
CLM GRD ENTERPRISES LLC
4101 RAVENSWOOD RD STE 117-119
DANIA BEACH FL 33312 5373
500

73414416020132010
GARDNER CYNTHIA A
13334 POLO CLUB RD # 349
WELLINGTON FL 33414 7243
500

73414416020132020
DEGEN JOHN & MARIE &
13334 POLO CLUB RD # M350
WEST PALM BEACH FL 33414 7213
500

73414416030011010
DOVER ROBERT J &
13380 POLO CLUB RD W # 101A
WELLINGTON FL 33414 7238
500

73414416030011020
LUCZAK MARY MITCHELL TRUST
13380 POLO RD W APT 102A
WELLINGTON FL 33414 7238
500

73414416030011030
RALSTIN ANNA H
PO BOX 781771
WICHITA KS 67278 1771
500

73414416030011040
BERNEWITZ TORSTEN &
13380 POLO RD W APT 104
WELLINGTON FL 33414 7263
500

73414416030011050
SIEGEL RONALD K
13380 POLO RD W APT A105
WELLINGTON FL 33414 7215
500

73414416030012020
ROTHENBERG RICHARD
9 E 67TH ST # 4A
NEW YORK NY 10065 5819
500

73414416030012030
TOWER LAND & INVESTMENT CO
PO BOX 1477
LITTLE ELM TX 75068 1477
500

73414416030012040
BOONE SAMUEL A B
1725 WALNUT HILL RD
LEXINGTON KY 40515 9508
500

73414416030012050
DENNIS PATRICK T
13380 POLO CLUB RD W # 205A
WELLINGTON FL 33414
500

73414416030021010
BALLARD WILLIAM D &
1715 CONC RD RR 1
TOTTENHAM ON
LOG1WO CANADA
500

73414416030021020
WHEELER RICHARD &
13388 POLO CLUB RD W # B-102
WELLINGTON FL 33414
5(

73414416030022010
BICKEL WANDA L
13388 POLO RD W # 201B
WEST PALM BEACH FL 33414 3217
5(

73414416030022020
BICKEL WANDA L TR
13388 POLO CLUB RD W # B201
WELLINGTON FL 33414
5(

73414416030023010
JACKSON RICHARD L
13388 POLO RD W # 301B
WELLINGTON FL 33414 3218
5(

73414416030031010
JOHNSTON DIANE G TRUST &
300 S MAIN ST
COHASSET MA 02025 2013
5(

73414416030031020
CHESHIRE ELIZABETH &
210 ALMERIA RD
WEST PALM BEACH FL 33405 1204
5(

73414416030031030
PANTHOR INC
8405 NW 53RD ST STE B-220
MIAMI FL 33166 4544
5(

73414416030031040
HURLINGHAM C 104 LLC
13304 INDIAN MOUND RD
WELLINGTON FL 33414 6913
5(

73414416030032020
B4 FAMILY LIMITED PARTNERSHIP
3560 AMBASSADOR DR
WELLINGTON FL 33414 6816
5(

73414416030032030
GOZAR
4675 PONCE DE LEON BLVD STE 305
MIAMI FL 33146 2113
5(

73414416030032040
MAJUVA INC
1842 WILTSHIRE VILLAGE DR
WELLINGTON FL 33414 8976

500

73414416040001011
WELLINGTON REALTY LIMITED
505 PARK AVE
NEW YORK NY 10022 9328

500

73414416040001012
MCKECHNEAY DOUGLAS &
13362 POLO RD W
WELLINGTON FL 33414 3214

500

73414416040001013
DELUCA MARK C
13368 POLO CLUB RD W # 101C
WELLINGTON FL 33414

500

73414416040001021
REDLICH SARAH J
121 NEW PLACE RD
BURLINGAME CA 94010 6447

500

73414416040001022
KESSLER MURRAY &
2314 IRON WORKS PIKE
LEXINGTON KY 40511 9181

500

73414416040001023
WEEDEN ROBERT
876 LANE LORRAINE ST
LAKE FOREST IL 60045 1643

500

73414416040001031
CHESHIRE KATHLEEN M &
3535 HEBRON RD
HENDERSONVLLE NC 28739 7766

500

73414416040001033
VARGAS WILLS EMILIA
13368 POLO RD W APT C103C
WELLINGTON FL 33414 3216

500

73414416040001041
PARISDEAL PROPERTIES LLC
PO BOX 60
POTTERSVILLE NJ 07979 0060

500

73414416040001043
HALLMAN BRIDGET G
13368 POLO RD W
WEST PALM BEACH FL 33414 3216

500

73414416040001051
GANNON KATHLEEN
13329 POLO CLUB RD W APT A105
WELLINGTON FL 33414 7234

500

73414416040001053
HEBRON MICHAEL
495 LANDING AVE
SMITHTOWN NY 11787 1144

500

73414416040001061
MCMILLAN JUNE A
25 OTTER TRL
WESTPORT CT 06880 4920

500

73414416040001063
GERHARDT RICHARD &
PO BOX 3416
WARRENTON VA 20188 8016

500

73414416040002012
OBRIEN ERIN
44 COCOANUT ROW
PALM BEACH FL 33480 4069

500

73414416040002021
CARTA ALVARO L
2628 MUIRFIELD CT
WELLINGTON FL 33414 7049

500

73414416040002022
VILLARE FRANCESKA
560 MANTUA AVE
PAULSBORO NJ 08066 1177

500

73414416040002023
BELLIN HOWARD T
13368 POLO RD W # 202-C
WELLINGTON FL 33414 3215

500

73414416040002031
LANGMEIER KENNETH R &
100 HATCHETT HILL RD
EAST GRANBY CT 06026 9528

500

73414416040002033
PHELPS MASON JR
13368 POLO RD W # 203C
WEST PALM BEACH FL 33414 3215

5(

73414416040002041
ROLDAN DAGMAR &
13329 POLO CLUB RD
WELLINGTON FL 33414 7274

5(

73414416040002043
HORN SUSAN J
887 BAY STREET APARTMENT 1608
TORONTO ON
M5S 3K4 CANADA

5(

73414416040002051
MCCLUNG CRAIG T &
13329 POLO CLUB RD # 205A
WELLINGTON FL 33414 7273

5(

73414416040002053
SHORE ALLAN & JILL
36 TARLETON RD
BEDFORD NY 10506 1060

5(

73414416040002061
STEINER BETSY D
13329 POLO CLUB RD # A206
WELLINGTON FL 33414 7273

5(

73414416040002063
GOMEZ FERNANDO
13368 POLO RD W APT C206
WELLINGTON FL 33414 3215

5(

73414416040003012
QURAESHI SHAHMIR
13362 POLO DR # B102
WELLINGTON FL 33414

5(

73414416050011010
TREDENNICK JOHN C &
1 COUNTRYSIDE LN
LITTLETON CO 80121 2000

5(

73414416050011020
VINIOS LOUIS N &
2021 OYSTER HBR
OSTERVILLE MA 02655 2494

5(

73414416050011030 500
BOLFO HEESOO
115 CENTRAL PARK W
NEW YORK NY 10023 4198

73414416050011040 500
JACOBS CHARLES &
40 FOUNTAIN PLAZA
BUFFALO NY 14202 2229

73414416050012020 500
STARTING GATE COMMUNICATIONS INC
401 ATHONE AVE # 201
OTTAWA ONTARIO
K1Z 5M6 CANADA

73414416050012030 500
WAYMAN ROSEMARY S
PO BOX 628
BIG HORN WY 82833 0628

73414416050021010 500
MICHELIS ANNE-LAURE &
2312 LAS CASITAS DR
WELLINGTON FL 33414 5875

73414416050021020 500
SAMUEL MARK C
2182 LAKESHORE RD E
OAKVILLE ONTARIO
L6J 1M3 CANADA

73414416050022010 500
COCHRAN WILLIAM R & DONNA E
5740 GRIFFITHS LN
POWELL OH 43065 9621

73414416050022020 500
LONG BARBARA J TR
120 SUNSET AVE # 2B W
PALM BEACH FL 33480 3969

73414416050023010 500
MCERLEAN HENRY J
2770 POLO ISLAND DR # B301
WELLINGTON FL 33414 7279

73414416050031010 500
WITT STEPHEN J
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WELLINGTON FL 33414 7245

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GELB JOHN T
5 LAKE DR
RIVERSIDE CT 06878 2014

73414416050031030 500
BLUESTONE LESLIE &
93 GRANDVIEW ST
HUNTINGTON NY 11743 3536

73414416050031040 500
PELLERANO EDUARDO J &
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WELLINGTON FL 33414 7245

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GARVEY-SIOUFI DANA W &
2810 POLO ISLAND DR APT C202
WELLINGTON FL 33414 7286

73414416050032030 500
NIVES FRED
849 LAKE AVE
GREENWICH CT 06831 3019

73414416050081010 500
MANSFIELD DAVID &
2835 POLO ISLAND DR APT H101
WELLINGTON FL 33414 7244

73414416050081020 500
GROULX JOCELYNE L &
155 ST HENRI
QUEBEC
J0P 1W0 CANADA

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BANE PATRICIA M
2835 POLO ISLAND DR # 103H
WEST PALM BEACH FL 33414 7244

73414416050081040 500
GALLAGHER KATHERINE A TRUST
158 NORTH ST
MATTAPOISETT MA 02739 1202

73414416050082020 500
CRAWFORD WARREN J &
8151 HORTON HWY
COLLEGE GROVE TN 37046 9182

73414416050082030 5(
MARSHALL H C JR & JEAN S
214 LAWRENCE HILL RD
COLD SPRING HARBOR NY 11724 1911

73414416050101010 5(
ORIGINAL SCRIPT INC
BOX 513
OAKBANK MB
R0E IJ0 CANADA

73414416050101020 5(
C L LEEMON INC
11924 FOREST HILL BLVD #22-338
WEST PALM BEACH FL 33414 6256

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KRAVITZ JAMES B &
2201 BARREN HILL RD
CONSHOHOCKEN PA 19428 2426

73414416050102020 5(
MUELLER ALICE D
2785 POLO ISLAND DR # J202
WELLINGTON FL 33414 7281

73414416050103010 5(
GRIMES JOHN R &
2785 POLO ISLAND DR APT J301
WELLINGTON FL 33414 7282

73414416050111010 5(
KEENAN PAMELA C
1170 FIFTH AVE APT 7-A
NEW YORK NY 10029 6527

73414416050111020 5(
KAUFFMAN ROBERT
1900 VALLEYVIEW RD
MOUNT JOY PA 17552 8667

73414416050111030 5(
TUERK SAMANTHA E
PO BOX 85
ISLAMORADA FL 33036 0085

73414416050111040 5(
WHEELER MARILYN B
2735 POLO ISLAND DR # 104K
WELLINGTON FL 33414 7237

73414416050112020 500
FARRINGTON LYNDA
2735 POLO ISLAND DR # 202K
WELLINGTON FL 33414 7275

73414416050112030 500
CHAPERNAL CORP
6200 GRANADA BLVD
MIAMI FL 33146 3423

73414416060001101 500
JIMENEZ HUMBERTO &
13260 POLO CLUB RD # 101A
WELLINGTON FL 33414 7249

73414416060001102 500
EISENPRESSER JACKSON CAESAR A
1049 5TH AVE
NEW YORK NY 10028 0115

73414416060001103 500
ROBBINS MARY LOU
128 HAZELWOOD LN
FLORENCE AL 35634 2338

73414416060001104 500
SMITH BONITA H
5135 HARDISON RD
CHARLOTTE NC 28226 6421

73414416060001105 500
GARDENER CYNTHIA A &
3380 FAIRLANE FARMS RD STE 8
WELLINGTON FL 33414 8764

73414416060001106 500
REGISTER ALISON S
190 MARKET ST
LEXINGTON KY 40507 1139

73414416060001107 500
MICJENSAR REALTY WISCONSIN LIMITED PARTI
9667 S 20TH ST
OAK CREEK WI 53154 4931

73414416060001202 500
BUTTE ELAINE D
13260 POLO CLUB RD # 202
WELLINGTON FL 33414 7291

73414416060001203 500
ERLBAUM MICHAEL &
811 SPRING MILL RD
VILLANOVA PA 19085 2046

73414416060001205 500
WALKER ALEXANDRA TERFLOTH
4178 CH STE ANGELIQUE
ST LAZARE QUE
J7T 2N4 CANADA

73414416060001206 500
ALFAROD MIGUELANGAL
13288 POLO CLUB RD # A-206
WELLINGTON FL 33414

73414416060001207 500
ALONSO LUIS M &
13268 POLO CLUB RD # A207
WELLINGTON FL 33414 3222

73414416060002101 500
LIPMAN RICHARD &
408 W 14TH ST
NEW YORK NY 10014 1042

73414416060002102 500
SHIMONI ODED
13833 WELLINGTON TRCE # 150
WELLINGTON FL 33414 2116

73414416060002201 500
DAMMERMAN DENNIS D & MARSHA
2954 HURLINGHAM DR
WELLINGTON FL 33414 8409

73414416060002202 500
BONVINO ROBERT &
13274 POLO CLUB RD APT B202
WELLINGTON FL 33414 7294

73414416060002301 500
CONNERS BARBARA S
13274 POLO CLUB RD # 301B
WEST PALM BEACH FL 33414 7295

73414416060003101 500
GOSNELL CLARENCE W JR &
10052 POSSOM HOLLOW RD
DELAPLANE VA 20144 1744

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GRAHAM KIRBY S &
25 MORGAN LN
LOCUST VALLEY NY 11560 2418

73414416060003103 5(
HUNDT DOUGLAS &
13321 POLO CLUB RD # C-103
WELLINGTON FL 33414 7250

73414416060003104 5(
SOLAR SPORTSYSTEMS INC
40 FOUNTAIN PLAZA
BUFFALO NY 14202 2229

73414416060003105 5(
SOLAR SPORTSYSTEMS INC
40 FOUNTAIN PLAZA
BUFFALO NY 14202 2229

73414416060003106 5(
RUEGGER CATHERINE A
13307 POLO CLUB RD # C106
WELLINGTON FL 33414 7252

73414416060003107 5(
MORAN JOHN R &
13307 POLO CLUB RD # C107
WELLINGTON FL 33414 7252

73414416060003202 5(
FILLINGAME LAUREN A
13321 POLO CLUB RD # C202
WELLINGTON FL 33414 7292

73414416060003203 5(
JIMENEZ CARLOS &
13321 POLO CLUB RD UNIT C-203
WELLINGTON FL 33414 7292

73414416060003205 5(
MICJENSAR REALTY WISCONSIN
9667 S 20TH ST
OAK CREEK WI 53154 4931

73414416060003206 5(
STRANG ROBERT J &
115 E 86TH ST # 32
NEW YORK NY 10028 1057

73414416060003207
MODIC MICHAEL T TR
PO BOX 27
SEVILLE OH 44273 0027

500

73414416090000010
SANTANA PAULO SERGIO M &
2865 POLO ISLAND DR
WELLINGTON FL 33414 7216

500

73414416090000020
BALLARD WENDY S &
2873 POLO ISLAND DR
WELLINGTON FL 33414 7216

500

73414416090000030
KAMPSEN KRIS
2881 POLO ISLAND DR
WELLINGTON FL 33414 7216

500

73414416090000040
TOOLE ALLAN L
2889 POLO ISLAND DR
WEST PALM BEACH FL 33414 7216

500

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ROSMAN DONNA
2897 POLO ISLAND DR
WELLINGTON FL 33414 7216

500

73414416090000060
KRIEGE JOHN F IV &
2905 POLO ISLAND DR
WELLINGTON FL 33414 7216

500

73414416090000070
COFFMAN CHRISTY L &
2906 POLO ISLAND DR
WELLINGTON FL 33414 7218

500

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ROSEBROUGH DENNIS F &
2898 POLO ISLAND DR
WELLINGTON FL 33414 7218

500

73414416090000090
JONES ROBERT A JR TRUST &
1658 E BURVILLE RD
CRETE IL 60417 3440

500

73414416090000100
MATTHEWS KATHRYN
2882 POLO ISLAND DR
WELLINGTON FL 33414 7218

500

73414416090000110
BUSHEY VONETTA S
2874 POLO ISLAND DR
WELLINGTON FL 33414 7218

500

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ALEXANDER DEBORAH J
2866 POLO ISLAND DR
WELLINGTON FL 33414 7218

500

73414416100000280
SHIMONI ODED
13833 WELLINGTON TRCE STE 150
WELLINGTON FL 33414 2116

500

73414416100000290
BERCHTOLD WALTER &
1299 HILL STREAM DR
GENEVA FL 32732 9612

500

73414416100000300
SHAPIRO NEAL
296 SHARON RD
ROBBINSVILLE NJ 08691 2313

500

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GOZUKIZIL FRANK &
13517 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7744

500

73414416100000320
BHANDARY DEV RAM &
9785 STOVER WAY
WELLINGTON FL 33414 6491

500

73414416100000330
PRETTNER HEIDI &
13521 FOUNTAIN VIEW BLVD
WELLINGTON FL 33414 7744

500

73414416100000340
13523 FOUNTAINVIEW BLVD LLC
2077 SUNDERLAND AVE
WELLINGTON FL 33414

500

73414416100000350
ORKISZ KRYSTYNA
80 PRITCHARD RD
MIRAMAR BEACH FL 32550 3975

5(

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GOFF CAROLYN M
13527 FOUNTAIN VIEW BLVD
WELLINGTON FL 33414 7744

5(

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TRAJAN ELIENNE &
13529 FOUNTAIN VIEW BLVD
WELLINGTON FL 33414 7744

5(

73414416100000380
FARVER LARRY DONALD
1404 KURTZ RD
MC LEAN VA 22101 4019

5(

73414416100000390
MASACHESI JUAN A &
13533 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7744

5(

73414416100000400
MERLOTTI LUIS O &
3690 MIRAMONTES CIR
WELLINGTON FL 33414 8825

5(

73414416100000410
GONZALEZ MARIANO D
3500 FAIRLANE FARMS RD STE 6
WELLINGTON FL 33414 8749

5(

73414416100000420
PENNIMAN LEIGH ANN
13539 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7744

5(

73414416100000430
GRANLEE JOEL M &
13541 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7744

5(

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WPC REAL ESTATE LLC
1842 WILTSHIRE VILLAGE DR
WELLINGTON FL 33414 8976

5(

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DEAN MARTIN
13545 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7744

500

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HOGAN POULSEN RUTH
3240 UPPER RD
PLAINFIELD VT 05667 9645

500

73414416100000470
ONUC ANETA &
15744 84TH ST
HOWARD BEACH NY 11414 2615

500

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SCHOCOFF EILEEN H TR
10545 PELICAN DR
WELLINGTON FL 33414 6167

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WELLINGTON PLACE HOA INC
11360 FORTUNE CIR STE E6A
WELLINGTON FL 33414 8778

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JKD PROPERTY MANAGEMENT LLC
4434 GEARHART RD APT 2703
TALLAHASSEE FL 32303 2498

500

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HANS GEORG LINSENMEYER
SONNENHALL 3
91083 BAIERSDORF
GERMANY

500

73414416100000530
OCONNOR HUGH F
13542 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7759

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FOUCAULD JEAN & MIRNA
15330 OCEAN BREEZE LN
WELLINGTON FL 33414 7131

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GARTNER GRACE TRUST
19763 BOCA GREENS DR
BOCA RATON FL 33498 4736

500

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MCKEE KAREN
13536 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7759

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SOUSA ALVARO A &
13534 FOUNTAINVIEW BLVD
WEST PALM BEACH FL 33414 7759

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PEPPARD LAURA
12460 SUNNYDALE DR
WEST PALM BEACH FL 33414 7060

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ALVAREZ SANTIAGO &
13530 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7759

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LOBOS REALTY LLC
3690 MIRAMONTES CIR
WELLINGTON FL 33414 8825

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GUSCOTT OLGA L
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WELLINGTON FL 33414 7759

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OZAROW ELAINE
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WELLINGTON FL 33414 7759

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SANTANA NICOLAS L &
13522 FOUNTAIN VIEW BLVD
WELLINGTON FL 33414 7759

500

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SARROW JEFFREY A
6838 LONG LEAF DR
POMPANO BEACH FL 33076 3945

500

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TERRA ROSA LLC
15595 LINDBERGH LN
WELLINGTON FL 33414 8311

500

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MCCOSH BRIAN D &
13516 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7759

5(

73414416100000670
FISCHER CRISTEL
2408 S CHURCH AVE
TAMPA FL 33629 6805

5(

73414416100000680
SIMMERS DONALD S &
13512 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7759

5(

73414416100000690
WOYWITKA DOUG &
353 RIVER RD RR#3
MERRICKVILLE ON
K09 1N0 CANADA

5(

73414416100000700
TUCCINARDI MICHAEL F &
13508 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7758

5(

73414416100000710
WILLIAMS LENA
13506 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7758

5(

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HERMAN KENNETH C &
13504 FOUNTAIN VIEW BLVD
WELLINGTON FL 33414 7758

5(

73414416100000730
HAUSER SHEILA
13502 FOUNTAINVIEW BLVD
WELLINGTON FL 33414 7754

5(

73414416100000740
SIMON MARIE ANNE B &
13500 FOUNTAIN VIEW BLVD
WELLINGTON FL 33414 7754

5(

73414416100000750
NOGUERA GERMAN
PO BOX 2110
MIDDLEBURG VA 20118 2110

5(

73414416100000760
HOHMANN MARGARET M
13496 FOUNTAIN VIEW BLVD
WELLINGTON FL 33414 7754

500

73414416110020000
STONEGATE HMOWNERS ASSN INC
2470 LITLE ROCK CT
WELLINGTON FL 33414 7786

500

73414416190003647
SOLUTIONS 4 RENTING LLC &
2 NE 40TH ST
MIAMI FL 33137 3551

5(

73414416100000770
CHAVEZ AARON C
13494 FOUNTAIN VIEW BLVD
WELLINGTON FL 33414 7754

500

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UNGER LARRY R &
2490 SANDSTONE CT
WELLINGTON FL 33414 7785

500

73414416190003649
VASQUEZ JUAN
PO BOX 233
EAST NORWICH NY 11732 0233

5(

73414416100000780
KOHN HENRY N
13492 FOUNTAIN VIEW BLVD
WELLINGTON FL 33414 7754

500

73414416140000000
SCHOOL BOARD OF PALM BEACH COUNTY FL
3300 FOREST HILL BLVD C-110
WEST PALM BEACH FL 33406

500

73414416190003651
OCEAN TRUST LLC
115 LAKESHORE DR UNIT 347
NORTH PALM BEACH FL 33408 3643

5(

73414416100000790
SANTOS JOSE G &
13490 FOUNTAIN VIEW BLVD
WELLINGTON FL 33414 7754

500

73414416160000051
FENNER ROBERTA
PO BOX 2874
PALM BEACH FL 33480 2874

500

73414416200030000
BROADVIEW REALTY I LLC
14440 PIERSON RD
WELLINGTON FL 33414 7673

5(

73414416100000800
SHAW PHILIP M
13488 FOUNTAIN VIEW BLVD
WEST PALM BEACH FL 33414 7754

500

73414416160000052
GILPIN-HUDSON DAVID
15562 CYPRESS PARK DR
WELLINGTON FL 33414 6381

500

73414421010000010
ACME IMPROVEMENT DIST
12300 FOREST HILL BLVD
WELLINGTON FL 33414 5785

5(

73414416100010000
WELLINGTON PLACE HOA
11360 FORTUNE CIR STE E6A
WELLINGTON FL 33414 8778

500

73414416160000061
ROYAL BUILDING GROUP LLC
7240 7TH PL N
ROYAL PALM BEACH FL 33411 3801

500

73414421010010100
JUCKETTE LINDA K TRUST
3386 CUMMING RD PO BOX 40
CUMMING IA 50061 0040

5(

73414416110000440
KATZ IRWIN &
2500 SANDSTONE CT
WELLINGTON FL 33414 7785

500

73414416160000062
WICKS FREDRICK W
27032 CARRINGTON PL
HARRISON TOWNSHIP MI 48045 6521

500

73414421010010120
ROFFMAN STUART
3060 MALLET HILL CT
WELLINGTON FL 33414 6801

5(

73414416110000450
TOWER GREGORY
2511 SANDSTONE CT
WELLINGTON FL 33414 7785

500

73414416160000071
WICKS FREDRICK W
27032 CARRINGTON PL
HARRISON TOWNSHIP MI 48045 6521

500

73414421010010150
BRADY SANDRA D
252 CHERRY LN
PALM BEACH FL 33480 3401

5(

73414416110000460
CALLOVI RACHEL R
2501 SANDSTONE CT
WEST PALM BEACH FL 33414 7785

500

73414416160000072
PICCIANO JULIE
1654 FARMINGTON CIR
WELLINGTON FL 33414 8922

500

73414421010010160
PBP INVESTMENTS LLC
1845 NW 112TH AVE STE 189
MIAMI FL 33172 1827

5(

73414416110000470
MITCHELL COPELAND E &
2491 SANDSTONE CT
WELLINGTON FL 33414 7785

500

73414416190003645
DEMETRIOU THEODORE
11 LOVERS LN
HUNTINGTON NY 11743 1856

500

73414421010010170
PBP INVESTMENTS LLC
1845 NW 112TH AVE STE 189
MIAMI FL 33172 1827

5(

73414421010190010
MALLET HILL PROP OWNERS ASSN INC
3461 B FAIRLANE FARMS RD
WELLINGTON FL 33414 8752

500

73414421030010000
PALM COAST EQUINE CTR CORP
444 MADISON AVE STE 1206
NEW YORK NY 10022 6957

500

73414421030010010
SOUTHFIELDS PH I HOA INC
2328 S CONGRESS AVE STE 2A
WEST PALM BEACH FL 33406 7674

500

73414421030010020
ACME IMPROVEMENT DIST
12300 FOREST HILL BLVD
WELLINGTON FL 33414 5785

500

73414421030020000
WELLINGTON LAND & CATTLE COMPANY
11198 POLO CLUB RD
WELLINGTON FL 33414 6064

500

73414421030050000
ROCREATION CORP
444 MADISON AVE STE 1206
NEW YORK NY 10022 6957

73414416000005030
STADIUM SOUTH LLC
14440 PIERSON RD
WELLINGTON FL 33414 7673

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STADIUM SOUTH LLC
14440 PIERSON RD
WELLINGTON FL 33414 7673

73414416000005050
STADIUM NORTH LLC
14440 PIERSON RD
WELLINGTON FL 33414 7673

73414416000005060
FAR NIENTE STABLES II, LLC
14440 PIERSON RD
WELLINGTON FL 33414 7673

73414416000005070
POLO FIELD ONE LLC
14440 PIERSON RD
WELLINGTON FL 33414 7673

73414416000007020
EQUESTRIAN REALTY LLC
14440 PIERSON RD
WELLINGTON FL 33414 7673

73414416200010000
BROADVIEW REALTY I LLC
14440 PIERSON RD
WELLINGTON FL 33414 7673

Equestrian Village

Traffic Impact Study

Prepared by:

MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Florida 33467
(561) 795-0678

Certificate of Authorization No. 6585

RECEIVED
By Planning and Zoning at 1:47 pm, Jun 17, 2013

June 2013

MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Florida 33467-2400
Telephone: (561) 795-0678 Fax: (561) 795-0230
www.mtpgroup.net

June 17, 2013

Michael F. Sexton, PE, PSM
President
Sexton Engineering Associates, Inc.
110 Ponce de Leon Street, Suite 100
Royal Palm Beach, Florida 33411

Re: **Equestrian Village**
PCNs: 73414416000005030; 73414416000005040; 73414416000005050; 73414416000005060; and 73414416000005070

Dear Mr. Sexton:

Per your request, we are submitting this traffic study for the proposed **Equestrian Village** to be located on the northeast corner of the intersection of Pierson Road and South Shore Boulevard, in Wellington. The proposed development is to include 300 stable stalls and a commercial equestrian arena complex. This study has been performed using accepted traffic engineering principles following the requirements of *Palm Beach County and Wellington Traffic Performance Standards*.

Please, do not hesitate to contact me at your earliest convenience at (561) 795-0678 should you have any questions.

Sincerely,

MTP Group, Inc.

MARIA M. TEJERA
LICENSE
No. 44095
STATE OF FLORIDA
PROFESSIONAL ENGINEER
6/17/13

Maria M. Tejera, P.E.
President

Florida Registration Number 44095

Attachments

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INTRODUCTION

Equestrian Village is a proposed development to be located on the northeast corner of the intersection of Pierson Road and South Shore Boulevard, in Wellington, as presented in **Figure 1**. The proposed development is to include 300 stable stalls and a commercial equestrian arena complex. The project is expected to be built by the year 2016.

Access to the site will be provided through driveways along Pierson Road and South Shore Boulevard. A full access driveway is proposed on Pierson Road. Access on South Shore is through an existing right-turn-in/left-turn-in/right-turn-out driveway. **Appendix A** presents a reduced copy of the preliminary site plan.

MTP Group has been retained to conduct a traffic study to determine compliance with *Palm Beach County and Village of Wellington Traffic Performance Standards*. The purpose of this study is to determine the traffic generation of the proposed development and evaluate the traffic impact in the surrounding roadway system.

Figure 1: Site Location
Equestrian Village

N
N.T.S.

MTP Group, Inc.
8401 Lake Worth Rd, Suite 231
Lake Worth FL 33467
Phone: (561) 795-0678
www.mtpgroup.net

TRAFFIC GENERATION, DISTRIBUTION AND ASSIGNMENT

As discussed above, the project contains 300 stable stalls and a commercial equestrian arena complex. The complex is to include an outdoor derby arena, a main outdoor and open-air equestrian arena, multiple open-air secondary equestrian rings, a covered arena/equestrian ring, an equestrian show office, accessory equestrian structures, temporary event seating, and an event kitchen, and temporary banquet hall (tent).

The commercial equestrian arena will be utilized primarily for Dressage Equestrian Competitions with equestrian competitions within the equestrian show rings during weekdays. Traffic generated by the equestrian complex during weekdays has been estimated based on information provided by the owner/operator. This complex will also host larger evening events which will attract a significant amount of spectators. These events, which are expected during the weekends or on a Friday evening starting at 7:30 p.m. or later, have not been evaluated in this report as they do not occur during the a.m. and p.m. peak hours of the adjacent street.

The following users are expected at the equestrian complex during a weekday competitions:

- Exhibitors: These are the riders with their respective horses. While the majority of these will have the horses housed in the on-site stables, it is estimated that a maximum of 25 exhibitors may be transported to the property by horse trailers to compete on a daily basis.

- Spectators: As multiple equestrian classes are occurring throughout the day, spectators will come and go to attend a specific class. Spectators enter and exit the site at different times. These are not expected to spend the whole day at the site.

- Staff/Officials: The event operators will maintain both staff members and officials on-site during the equestrian events in addition to the support staff for the stabling facilities.

The trip generation characteristics of the proposed development have been determined using information provided by the owner/operator as well as trip generation rates provided by Palm Beach County. **Table 1** presents trip generation characteristics of the proposed development.

TABLE 1
TRIP GENERATION

Land Use	Amount	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Stables	300	624	48	23	25	37	14	23
Exhibitor - Trailer	25	50	5	5	0	5	0	5
Event Spectators	500	666	133	113	20	133	20	113
Staff - Officials	30	75	24	22	2	24	2	22
Net Traffic		*1,415*	*210*	*163*	*47*	*199*	*36*	*163*

Trip Generation Rates

Land Use	ITE Code	Daily Trip Gen.	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Stables	PBC	2.079	0.16	47%	53%	0.123	38%	62%
Exhibitor - Trailer	Assumed	2.000	0.20	90%	10%	0.20	10%	90%
Event Spectators	*	1.332	0.27	85%	15%	0.27	15%	85%
Staff - Officials	Assumed	2.500	0.80	90%	10%	0.80	10%	90%

* Trip Generation for Events

Spectators on typical day:	500
Vehicle occupancy:	1.5
Total vehicles:	333
Total Traffic:	666
Daily Trip Gen. Rate:	1.332
AM Peak Hour:	20% of daily
Directional Split In-Out:	85% - 15%
PM Peak Hour:	20% of daily
Directional Split In-Out:	15% - 85%

Independent Variable:

Stable: Stalls

Based on the table above, the proposed development has the potential to generate 210 net new trips during the a.m. and 199 net new trips during the p.m. peak hour.

Existing and proposed developments in the area, functional classification of the surrounding roadways, and travel time characteristics of the roadway network have been used to estimate project traffic distribution and assignment. The assignment is presented in **Figure 2**.

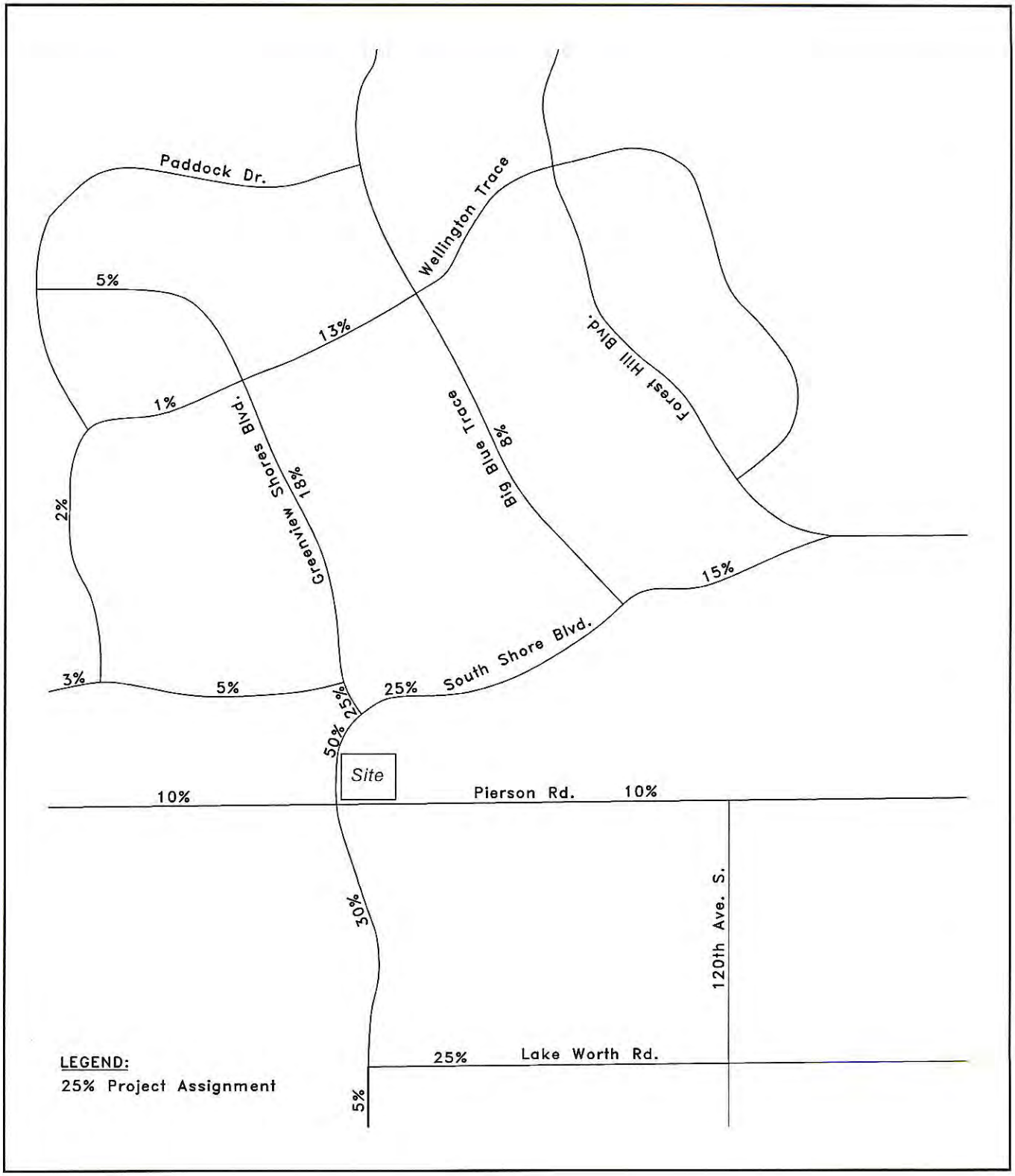


Figure 2: Traffic Assignment
Equestrian Village

N
N.T.S.

MTP Group, Inc.
8401 Lake Worth Rd, Suite 231
Lake Worth FL 33467
Phone: (561) 795-0678
www.mtpgroup.net

EXISTING ROADWAY CONDITIONS

The main thoroughfare roadways serving the site are Pierson Road and South Shore Boulevard. Pierson Road has a two-lane cross-section along its entire length. South Shore Boulevard has a two lane cross-section south of Pierson Road and a four-lane-divided cross-section north of Pierson Road. Traffic signals control operations at the intersections of South Shore Boulevard with both, Pierson Road and Greenview Shores Boulevard.

Based on Table 12.B.2.D-7 3A of the Palm Beach County *Traffic Performance Standards*, the Test One maximum radius of development influence for a project generating 210 two-way peak hour trips is two miles. However, some links within this radius are expected to carry project traffic lower than one percent of the adopted level of service (LOS) for that particular facility. **Table 2** presents the determination of roadway links to be included in the study.

As presented in Table 2, the following thoroughfares need to be evaluated:

- South Shore Boulevard from Lake Worth Road to Forest Hill Boulevard;
- Greenview Shores Boulevard from South Shore Boulevard to Wellington Trace;
- Big Blue Trace from South Shore Boulevard to Wellington Trace;
- Lake Worth Road from South Shore Boulevard to 120th Avenue South;
- Pierson Road from 150th to 120th Avenue South; and
- Wellington Trace from Greenview Shores Boulevard to Big Blue Trace.

TABLE 2
STUDY AREA DETERMINATION - TEST ONE

Roadway Link	Direction	Number of Lanes	Class	Adopted Level of Service	Adopted Service Volume	Project Traffic Assignment	AM Peak Hour Project Traffic	AM Peak Hour Project Impact	AM Peak Hour Significant Impact?	PM Peak Hour Project Traffic	PM Peak Hour Project Impact	PM Peak Hour Significant Impact?
South Shore Boulevard												
South of Lake Worth Rd	SB	2L	Uninterr.	E	1,440	5%	2	0.14%	No	8	0.56%	No
	NB	2L	Uninterr.	E	1,440	5%	8	0.56%	No	2	0.14%	No
Lake Worth Rd to Pierson Rd	SB	2LD	Class I	E	880	30%	14	1.59%	Yes	49	5.57%	Yes
	NB	2LD	Class I	E	880	30%	49	5.57%	Yes	11	1.25%	Yes
Pierson Rd to Project	SB	4LD	Class II	D	1,770	25%	12	0.68%	No	41	2.32%	Yes
	NB	4LD	Class II	D	1,770	25%	41	2.32%	Yes	9	0.51%	No
Project to Greenview Shores Blvd	SB	4LD	Class II	D	1,770	50%	82	4.63%	Yes	18	1.02%	Yes
	NB	4LD	Class II	D	1,770	50%	24	1.36%	Yes	82	4.63%	Yes
Greenview Shores Blvd to Big Blue Tr	SB	4LD	Class I	D	1,960	25%	41	2.09%	Yes	9	0.46%	No
	NB	4LD	Class I	D	1,960	25%	12	0.61%	No	41	2.09%	Yes
Big Blue Tr to Forest Hill Blvd	SB	4LD	Class I	D	1,960	15%	24	1.22%	Yes	5	0.26%	No
	NB	4LD	Class I	D	1,960	15%	7	0.36%	No	24	1.22%	Yes
Greenview Shores Boulevard												
South Shore Blvd to Greenbrier Blvd	SB	4LD	Class II	D	1,770	25%	41	2.32%	Yes	9	0.51%	No
	NB	4LD	Class II	D	1,770	25%	12	0.68%	No	41	2.32%	Yes
Greenbrier Blvd to Wellington Tr	SB	4LD	Class I	D	1,960	18%	29	1.48%	Yes	6	0.31%	No
	NB	4LD	Class I	D	1,960	18%	8	0.41%	No	29	1.48%	Yes
Wellington Tr to Paddock Dr	SB	2L	Class I	D	880	5%	8	0.91%	No	2	0.23%	No
	NB	2L	Class I	D	880	5%	2	0.23%	No	8	0.91%	No
Big Blue Trace												
South Shore Blvd to Wellington Tr	SB	2L	Class I	D	880	8%	13	1.48%	Yes	3	0.34%	No
	NB	2L	Class I	D	880	8%	4	0.45%	No	13	1.48%	Yes
Lake Worth Road												
South Shore Blvd. to 120th Ave S	EB	2L	Uninterr.	E	1,440	25%	12	0.83%	No	41	2.85%	Yes
	WB	2L	Uninterr.	E	1,440	25%	41	2.85%	Yes	9	0.63%	No
Pierson Road												
150th Ave S to South Shore Blvd	EB	2L	Uninterr.	E	1,440	10%	16	1.11%	Yes	4	0.28%	No
	WB	2L	Uninterr.	E	1,440	10%	5	0.35%	No	16	1.11%	Yes
South Shore Blvd to Project	EB	2L	Class I	E	880	15%	24	2.73%	Yes	5	0.57%	No
	WB	2L	Class I	E	880	15%	7	0.80%	No	24	2.73%	Yes
Project to 120th Ave S	EB	2L	Class I	E	880	10%	5	0.57%	No	16	1.82%	Yes
	WB	2L	Class I	E	880	10%	16	1.82%	Yes	4	0.45%	No
Greenbrier Boulevard												
Aero Club Dr to Wellington Tr	EB	2L	Class I	E	880	3%	5	0.57%	No	1	0.11%	No
	WB	2L	Class I	E	880	3%	1	0.11%	No	5	0.57%	No
Wellington Tr to Greenview Shores Blvd	EB	2L	Class I	D	880	5%	8	0.91%	No	2	0.23%	No
	WB	2L	Class I	D	880	5%	2	0.23%	No	8	0.91%	No
Wellington Trace												
Paddock Dr to Greenview Shores Blvd	EB	2L	Class I	D	880	1%	2	0.23%	No	0	0.00%	No
	WB	2L	Class I	D	880	1%	0	0.00%	No	2	0.23%	No
Greenview Shores Blvd to Big Blue Tr	EB	4LD	Class I	D	1,960	13%	6	0.31%	No	21	1.07%	Yes
	WB	4LD	Class I	D	1,960	13%	21	1.07%	Yes	5	0.26%	No

Adopted Level of Service: LOS "D" other than Equestrian Preserve Area w here LOS "E" applies
Project Impact: Project traffic as a percentage of the adopted service volume
Significant Impact?: Greater or equal to 1% of the adopted service volume

TEST ONE EVALUATION

Part One - Intersections

Test One Part One of the *Traffic Performance Standards* requires analyses of major intersections in each direction on directly accessed links where project traffic is significant. Intersection analyses were performed during the a.m. and p.m. peak hours at the following intersections:

- South Shore Boulevard and Pierson Road, and
- South Shore Boulevard and Greenview Shores Boulevard.

Existing Traffic and Committed Development information was obtained from the *Palm Beach County TPS Database* available through the PBC Traffic Division's Web Site. Traffic from the Professional Center at Wellington was also included at the intersection of Pierson Road and South Shore Boulevard as the TPS Database did not include this information. The traffic study for this project is included in **Appendix C**. This Appendix also includes determination of project traffic within the study area.

Critical Movement Volumes were determined using the procedures included in the "Highway Capacity Manual", TRB Special Report 209. The planning analysis for signalized intersections was utilized. The analyses were performed for future conditions at buildout of the project, year 2016. **Appendix B** presents the determination of turning movements as well as the critical movement analyses.

The critical volume projected for the year 2016 follows:

- South Shore Boulevard & Pierson Road - a.m. 932
- South Shore Boulevard & Pierson Road - p.m. 884
- South Shore Boulevard & Greenview Shores Boulevard - a.m. 748
- South Shore Boulevard & Greenview Shores Boulevard - p.m. 668

In order to meet Part One of Test One, the critical volume at the intersections has to be no larger than 1,400. Therefore, Part One of Test One has been met.

At the request of the Village traffic consultant, operational analyses were performed at the intersection of South Shore Boulevard and Pierson Road to identify geometry requirements. The Highway Capacity Software was used to prepare the analyses and the results are included in **Appendix E**. The percentage for heavy vehicles was increased to

5 to account for horse trailer traffic. The following conditions were analyzed for the a.m. and p.m. peak hours:

1. 2016 Traffic Volumes with Existing Lane Geometry.
2. 2016 Traffic Volumes with Improvements.

The proposed improvements include extending the existing storage lengths as follows: eastbound left turn: 370 feet, and westbound left turn: 280 feet.

The results of the HCS analyses are summarized below:

TABLE 3
PIERSON ROAD & SOUTH SHORE BOULEVARD
HIGHWAY CAPACITY ANALYSES

Scenario	Time Period	Intersection Delay	Level of Service	Storage Length		Queue/Storage Ratio*	
				EB Left	WB Left	EB	WB
Existing Conditions	AM Peak	33.6 sec.	C	70	80	1.0	0.2
	PM Peak	24.8 sec.	C	70	80	1.2	0.3
Extension of Storage Lengths	AM Peak	33.6 sec.	C	**370**	**280**	0.2	0.0
	PM Peak	24.8 sec.	D	**370**	**280**	0.2	0.1

* 95%

TEST ONE EVALUATION

Part Two – Links

Test One Part Two of the Traffic Performance Standards requires analyses of total traffic at buildout of the development for roadway links within the radius of development influence. Total peak-hour/peak-direction traffic shall not exceed the adopted service volume during the buildout period of the project. **Table 4** summarizes total a.m. peak hour traffic at buildout of the project while **Table 5** presents the same information during the p.m. peak hour.

TABLE 4
TEST ONE EVALUATION - PART TWO LINKS
AM PEAK-HOUR/PEAK-DIRECTION TRAFFIC

Roadway Link	Direction	Number of Lanes	Adopted Service Volume	Existing Traffic 2012	Annual Growth Rate	TPS Committed Developments	Background Traffic 2016	Project Traffic	Total Traffic 2016	Meets Adopted LOS?
South Shore Boulevard										
Lake Worth Rd to Pierson Rd	SB	2LD	880	759 *	1.0%	12 **	802	14	816	YES
	NB	2LD	880	393 *	1.0%	59 **	468	49	517	YES
Pierson Rd to Project	SB	4LD	1,770	798 *	1.0%	13 **	843	12	855	YES
	NB	4LD	1,770	446 *	1.0%	65 **	529	41	570	YES
Project to Greenview Shores Blvd	SB	4LD	1,770	798 *	1.0%	26 **	856	82	938	YES
	NB	4LD	1,770	446 *	1.0%	130 **	594	24	618	YES
Greenview Shores Blvd to Big Blue Tr	SB	4LD	1,960	1,089	1.0%	113	1,246	41	1,287	YES
	NB	4LD	1,960	638	1.0%	22	686	12	698	YES
Big Blue Tr to Forest Hill Blvd	SB	4LD	1,960	683	1.0%	98	809	24	833	YES
	NB	4LD	1,960	1,068	1.0%	57	1,168	7	1,175	YES
Greenview Shores Boulevard										
South Shore Blvd to Greenbrier Blvd	SB	4LD	1,770	1,041	1.0%	18	1,101	41	1,142	YES
	NB	4LD	1,770	820	1.0%	3	856	12	868	YES
Greenbrier Blvd to Wellington Tr	SB	4LD	1,960	1,041	1.0%	0	1,083	29	1,112	YES
	NB	4LD	1,960	820	1.0%	0	853	8	861	YES
Big Blue Trace										
South Shore Blvd to Wellington Tr	SB	2L	880	456	1.0%	29	504	13	517	YES
	NB	2L	880	480	1.0%	6	505	4	509	YES
Lake Worth Road										
South Shore Blvd. to 120th Ave S	EB	2L	1,440	577	1.0%	0	600	12	612	YES
	WB	2L	1,440	409	1.0%	0	426	41	467	YES
Pierson Road										
150th Ave S to South Shore Blvd	EB	2L	1,440	212 *	1.0%	0	221	16	237	YES
	WB	2L	1,440	132 *	1.0%	0	137	5	142	YES
South Shore Blvd to Project	EB	2L	880	151 *	1.0%	0	157	24	181	YES
	WB	2L	880	85 *	1.0%	0	88	7	95	YES
Project to 120th Ave S	EB	2L	880	151 *	1.0%	0	157	5	162	YES
	WB	2L	880	85 *	1.0%	0	88	16	104	YES
Wellington Trace										
Greenview Shores Blvd to Big Blue Tr	EB	4LD	1,960	1,062	1.0%	0	1,105	6	1,111	YES
	WB	4LD	1,960	759	1.0%	0	790	21	811	YES

* Traffic Volume obtained from Turning Movement Counts at the Pierson Rd/South Shore Blvd intersection
** 85% of Professional Center Traffic (not included in TPS Database)

TABLE 5
TEST ONE EVALUATION - PART TWO LINKS
PM PEAK-HOUR/PEAK-DIRECTION TRAFFIC

Roadway Link	Direction	Number of Lanes	Adopted Service Volume	Existing Traffic 2012		Annual Growth Rate	TPS Committed Developments		Background Traffic 2016	Project Traffic	Total Traffic 2016	Meets Adopted LOS?
South Shore Boulevard												
Lake Worth Rd to Pierson Rd	SB	2LD	880	468	*	1.0%	71	**	558	49	607	YES
	NB	2LD	880	703	*	1.0%	29	**	761	11	772	YES
Pierson Rd to Project	SB	4LD	1,770	516	*	1.0%	78	**	615	41	656	YES
	NB	4LD	1,770	804	*	1.0%	31	**	868	9	877	YES
Project to Greenview Shores Blvd	SB	4LD	1,770	516	*	1.0%	160	**	697	18	715	YES
	NB	4LD	1,770	804	*	1.0%	64	**	901	82	983	YES
Greenview Shores Blvd to Big Blue Tr	SB	4LD	1,960	722		1.0%	55		806	9	815	YES
	NB	4LD	1,960	905		1.0%	138		1,080	41	1,121	YES
Big Blue Tr to Forest Hill Blvd	SB	4LD	1,960	1,148		1.0%	88		1,283	5	1,288	YES
	NB	4LD	1,960	1,081		1.0%	128		1,253	24	1,277	YES
Greenview Shores Boulevard												
South Shore Blvd to Greenbrier Blvd	SB	4LD	1,770	805		1.0%	9		847	9	856	YES
	NB	4LD	1,770	795		1.0%	21		848	41	889	YES
Greenbrier Blvd to Wellington Tr	SB	4LD	1,960	805		1.0%	26		864	6	870	YES
	NB	4LD	1,960	795		1.0%	24		851	29	880	YES
Big Blue Trace												
South Shore Blvd to Wellington Tr	SB	2L	880	609		1.0%	14		648	3	651	YES
	NB	2L	880	481		1.0%	36		537	13	550	YES
Lake Worth Road												
South Shore Blvd. to 120th Ave S	EB	2L	1,440	437		1.0%	0		455	41	496	YES
	WB	2L	1,440	640		1.0%	0		666	9	675	YES
Pierson Road												
150th Ave S to South Shore Blvd	EB	2L	1,440	158	*	1.0%	0		164	4	168	YES
	WB	2L	1,440	202	*	1.0%	0		210	16	226	YES
South Shore Blvd to Project	EB	2L	880	94	*	1.0%	0		98	5	103	YES
	WB	2L	880	191	*	1.0%	0		199	24	223	YES
Project to 120th Ave S	EB	2L	880	94	*	1.0%	0		98	16	114	YES
	WB	2L	880	191	*	1.0%	0		199	4	203	YES
Wellington Trace												
Greenview Shores Blvd to Big Blue Tr	EB	4LD	1,960	970		1.0%	21		1,030	21	1,051	YES
	WB	4LD	1,960	1,142		1.0%	26		1,214	5	1,219	YES

* Traffic Volume obtained from Turning Movement Counts at the Pierson Rd/South Shore Blvd intersection
** 85% of Professional Center Traffic (not included in TPS Database)

The following information is presented in the tables:

- Number of Lanes – existing lane geometry.
- Adopted Service Volume – LOS D other than in the Equestrian Preserve Area where the adopted Service Volume corresponds to LOS "E".
- Existing Traffic – 2012 Palm Beach County TPS Database – **Appendix D**.
- Annual Growth Rate – *Palm Beach County TPS Database* – **Appendix D**.
- TPS Committed Developments – *Palm Beach County TPS Database* – **Appendix D**.
- 2016 Background Traffic – existing traffic projected to the year 2016 using the compounded growth rate plus Committed Developments.

- Project Traffic – as presented in Table 2.
- Total Traffic – 2016 background traffic plus project traffic.
- Meets adopted LOS?

As shown in the tables above, all roadway links within the radius of development influence meet adopted service volumes/level of service. Therefore, Part Two of Test One has been met.

It must be noted that there were no counts available for the segments of: South Shore Boulevard between Lake Worth Road and Greenview Shores, and Pierson Road between 150th Avenue and 120th Avenue. The 2012 volumes were obtained from turning movement counts at the intersection of Pierson Road and South Shore Boulevard. These calculations are included in **Appendix D**.

TEST TWO EVALUATION: FIVE YEAR ANALYSIS

Test two of the *Traffic Performance Standards* requires analyses of total traffic at the end of the fifth year of the *Florida Department of Transportation Five Year Transportation Improvement Program* in effect at the time of traffic analysis submittal. This test requires analyses of links and major intersections, as necessary, within or beyond the radius of development influence where a project's traffic is significant.

For Test Two, a project must address only those links on which its net trips are greater than three percent of the LOS E of the link affected on a peak-hour/peak-direction basis. **Table 6** presents the determination of roadway links to be included in the Test Two Evaluation.

TABLE 6
STUDY AREA DETERMINATION - TEST TWO

Roadway Link	Direction	Number of Lanes	Class	Adopted Level of Service	Adopted Service Volume	Project Traffic Assignment	AM Peak Hour Project Traffic	AM Peak Hour Project Impact	AM Peak Hour Significant Impact?	PM Peak Hour Project Traffic	PM Peak Hour Project Impact	PM Peak Hour Significant Impact?
South Shore Boulevard												
South of Lake Worth Rd	SB	2L	Uninterr.	E	1,440	5%	2	0.14%	No	8	0.56%	No
	NB	2L	Uninterr.	E	1,440	5%	8	0.56%	No	2	0.14%	No
Lake Worth Rd to Pierson Rd	SB	2LD	Class I	E	880	30%	14	1.59%	No	49	5.57%	Yes
	NB	2LD	Class I	E	880	30%	49	5.57%	Yes	11	1.25%	No
Pierson Rd to Project	SB	4LD	Class II	E	1,870	25%	12	0.64%	No	41	2.19%	No
	NB	4LD	Class II	E	1,870	25%	41	2.19%	No	9	0.48%	No
Project to Greenview Shores Blvd	SB	4LD	Class II	E	1,870	50%	82	4.39%	Yes	18	0.96%	No
	NB	4LD	Class II	E	1,870	50%	24	1.28%	No	82	4.39%	Yes
Greenview Shores Blvd to Big Blue Tr	SB	4LD	Class I	E	1,960	25%	41	2.09%	No	9	0.46%	No
	NB	4LD	Class I	E	1,960	25%	12	0.61%	No	41	2.09%	No
Big Blue Tr to Forest Hill Blvd	SB	4LD	Class I	E	1,960	15%	24	1.22%	No	5	0.26%	No
	NB	4LD	Class I	E	1,960	15%	7	0.36%	No	24	1.22%	No
Greenview Shores Boulevard												
South Shore Blvd to Greenbrier Blvd	SB	4LD	Class II	E	1,870	25%	41	2.19%	No	9	0.48%	No
	NB	4LD	Class II	E	1,870	25%	12	0.64%	No	41	2.19%	No
Greenbrier Blvd to Wellington Tr	SB	4LD	Class I	E	1,960	18%	29	1.48%	No	6	0.31%	No
	NB	4LD	Class I	E	1,960	18%	8	0.41%	No	29	1.48%	No
Wellington Tr to Paddock Dr	SB	2L	Class I	E	880	5%	8	0.91%	No	2	0.23%	No
	NB	2L	Class I	E	880	5%	2	0.23%	No	8	0.91%	No
Big Blue Trace												
South Shore Blvd to Wellington Tr	SB	2L	Class I	E	880	8%	13	1.48%	No	3	0.34%	No
	NB	2L	Class I	E	880	8%	4	0.45%	No	13	1.48%	No
Lake Worth Road												
South Shore Blvd. to 120th Ave S	EB	2L	Uninterr.	E	1,440	25%	12	0.83%	No	41	2.85%	No
	WB	2L	Uninterr.	E	1,440	25%	41	2.85%	No	9	0.63%	No
Pierson Road												
150th Ave S to South Shore Blvd	EB	2L	Uninterr.	E	1,440	10%	16	1.11%	No	4	0.28%	No
	WB	2L	Uninterr.	E	1,440	10%	5	0.35%	No	16	1.11%	No
South Shore Blvd to Project	EB	2L	Class I	E	880	15%	24	2.73%	No	5	0.57%	No
	WB	2L	Class I	E	880	15%	7	0.80%	No	24	2.73%	No
Project to 120th Ave S	EB	2L	Class I	E	880	10%	5	0.57%	No	16	1.82%	No
	WB	2L	Class I	E	880	10%	16	1.82%	No	4	0.45%	No
Greenbrier Blvd												
Aero Club Dr to Wellington Tr	EB	2L	Class I	E	880	3%	5	0.57%	No	1	0.11%	No
	WB	2L	Class I	E	880	3%	1	0.11%	No	5	0.57%	No
Wellington Tr to Greenview Shores Blvd	EB	2L	Class I	E	880	5%	8	0.91%	No	2	0.23%	No
	WB	2L	Class I	E	880	5%	2	0.23%	No	8	0.91%	No
Wellington Trace				E								
Paddock Dr to Greenview Shores Blvd	EB	2L	Class I		880	1%	2	0.23%	No	0	0.00%	No
	WB	2L	Class I	E	880	1%	0	0.00%	No	2	0.23%	No
Greenview Shores Blvd to Big Blue Tr	EB	4LD	Class I	E	1,960	13%	6	0.31%	No	21	1.07%	No
	WB	4LD	Class I	E	1,960	13%	21	1.07%	No	5	0.26%	No

Adopted Level of Service: LOS "E"
Project Impact: Project traffic as a percentage of the adopted service volume
Significant Impact?: Greater or equal to 3% of the adopted service volume

As presented in the table above, segments of South Shore Boulevard need to be analyzed for purposes of Test 2. **Table 7** summarizes evaluation of Test 2 during the a.m. and p.m. peak hours.

TABLE 7
TEST TWO EVALUATION - FIVE YEAR STANDARD
PEAK-HOUR/PEAK-DIRECTION TRAFFIC

Roadway Link	Direction	Number of Lanes	Adopted Service Volume	Existing Traffic 2012	Annual Growth Rate	TPS Committed Developments	Background Traffic 2017	Project Traffic	Total Traffic 2017	Meets Adopted LOS?
AM PEAK HOUR										
South Shore Boulevard										
Lake Worth Rd to Pierson Rd	SB	2LD	880	759 *	1.0%	12	810	14	824	YES
	NB	2LD	880	393 *	1.0%	59	472	49	521	YES
Project to Greenview Shores Blvd	SB	4LD	1,870	798 *	1.0%	26	865	82	947	YES
	NB	4LD	1,870	446 *	1.0%	130	599	24	623	YES
PM PEAK HOUR										
South Shore Boulevard										
Lake Worth Rd to Pierson Rd	SB	2LD	880	468 *	1.0%	71	563	49	612	YES
	NB	2LD	880	703 *	1.0%	29	768	11	779	YES
Project to Greenview Shores Blvd	SB	4LD	1,870	516 *	1.0%	160	702	18	720	YES
	NB	4LD	1,870	804 *	1.0%	64	909	82	991	YES

* Traffic Volume obtained from Turning Movement Counts at the Pierson Rd/South Shore Blvd intersection

As shown in the table above, all roadway segments are projected to meet the adopted service volume/level of service in the year 2017. Therefore, Test Two has been met.

EVALUATION OF DRIVEWAYS

Figure 3 presents project traffic at driveways during both the a.m. and p.m. peak hours.

Palm Beach County has the following requirements:

- 75 vehicles or more turning right into a driveway – requires exclusive right-turn lane;
- 30 vehicles or more turning left into a driveway – requires exclusive left-turn lane.

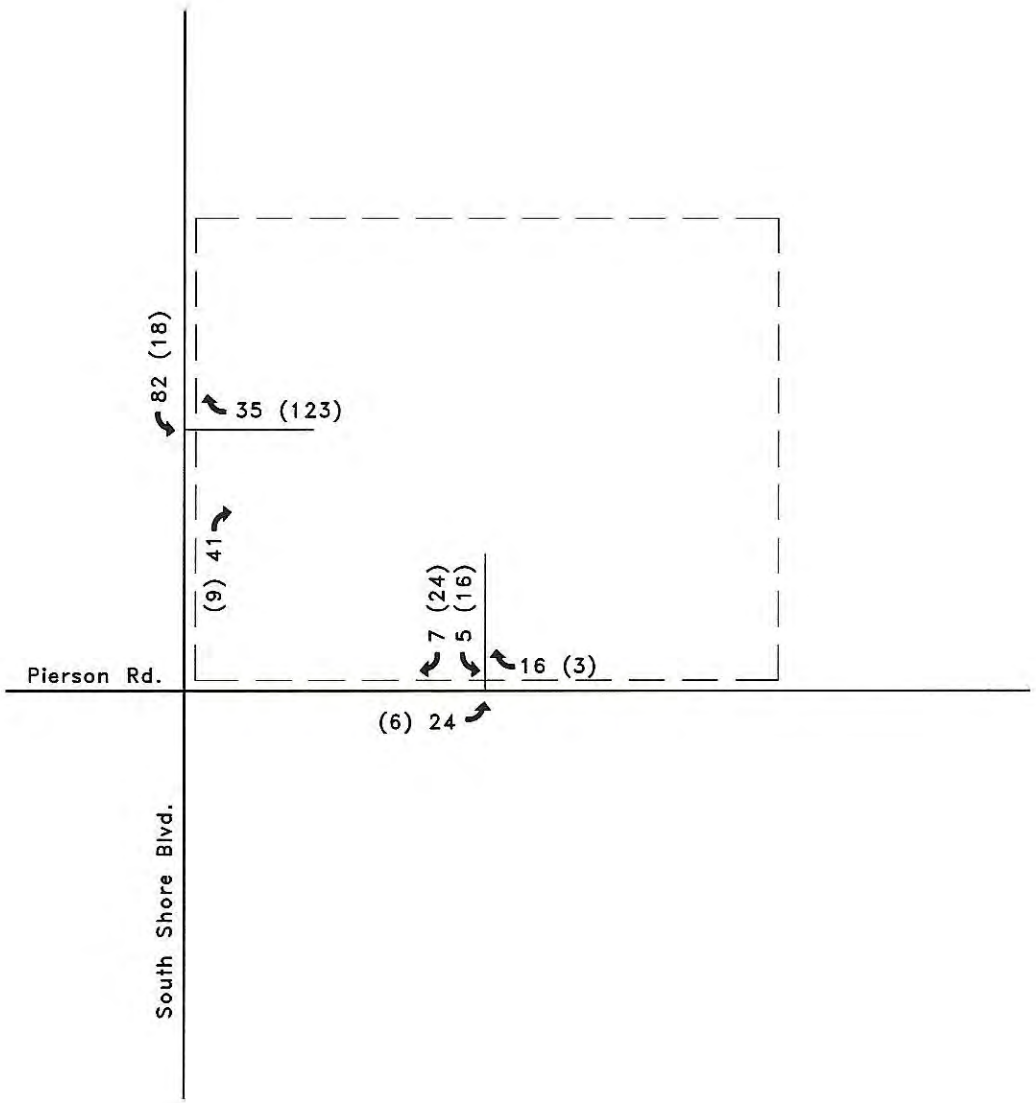
Based on these requirements and the turning movements presented in Figure 3, an exclusive left-turn lane is required along South Shore Boulevard at the southern project driveway. There is an existing left-turn lane at this location with approximately 285 feet of storage. Future turning movements at this location have been estimated as follows:

- AM Peak Hour: 33 vehicles from Professional Center (U-Turns) plus 82 vehicles from Equestrian Village for a total of 115.
- PM Peak Hour: 228 vehicles from Professional Center (U-Turns) plus 18 vehicles from Equestrian Village for a total of 246.

Based on Palm Beach County standards, a left-turn lane serving 241 to 270 vehicles per hour in a street with speed limit of 40 mph, needs 360 feet of storage. Therefore, the existing left-turn lane needs to be extended approximately 75 feet.

U-Turns are expected at the intersection of South Shore Boulevard and Greenview Shores Boulevard. 25% of the traffic leaving the site will exit northbound to South Shore Boulevard to then perform a U-turn at the intersection with Greenview Shores Boulevard and continue southbound on South Shore Boulevard. These vehicles are included in the intersection analysis of South Shore Blvd. & Greenview Shores Blvd. An operational analysis was also prepared at this intersection during the p.m. peak hour, due to the high volume of eastbound left-turn vehicles. The existing storage for this movement is approximately 785 feet. As shown in the analysis, included in **Appendix E**, this volume can be accommodated with 410 feet of storage.

There is sufficient space along South Shore Boulevard to increase the left-turn lane into the project and decrease the eastbound left-turn lanes at South Shore Boulevard and Greenview Shores Boulevard. However, these improvements are not recommended at this time. Monitoring of the project driveway along South Shore Boulevard is recommended to determine if, and when, improvements are necessary.



LEGEND:

16 A.M. Peak Hour Volume
(3) P.M. Peak Hour Volume

Figure 3: Driveway Volumes
Equestrian Village

N
N.T.S.

MTP Group, Inc.
8401 Lake Worth Rd, Suite 231
Lake Worth FL 33467
Phone: (561) 795-0678
www.mtpgroup.net

CONCLUSIONS

The Equestrian Village is a proposed development to be located on the northeast corner of the intersection of Pierson Road and South Shore Boulevard, in Wellington. The proposed development is to include 300 stable stalls and a commercial equestrian arena complex. The project is expected to be built by the year 2016.

The proposed development has the potential to generate 210 net new trips during the a.m. and 199 net new trips during the p.m. peak hour. This project has been evaluated following the procedures established in the *Palm Beach County and Wellington Traffic Performance Standards*. The results of the evaluation follow:

Test One – Part One

Intersections analyzed as part of this test meet the adopted level of service. The following improvements are recommended:

- ***Intersection of South Shore Boulevard & Pierson Road*** – Extend the eastbound left-turn storage length to 370 feet and the westbound left-turn storage length to 280 feet.

Test One – Part Two

Roadway links significantly impacted by project traffic meet the adopted peak-hour/peak-direction service volume. Therefore, this test has been met.

Test Two – Five Year Analysis

Roadway links analyzed meet the adopted peak-hour/peak direction service volume. Therefore, Test Two has been met.

The analysis has demonstrated that the proposed **Equestrian Village** is in compliance with both *Palm Beach County and Wellington Traffic Performance Standards* and should be approved.

Modifications to left-turn storage lengths along South Shore Boulevard at the project driveway and at the intersection of Greenview Shores Boulevard have also been identified. Monitoring of the project driveway along South Shore Boulevard is recommended to determine if, and when, improvements are necessary.

APPENDIX A

Preliminary Site Plan

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SITE DATA

PETITION NUMBER		2013-_______
NAME OF PROJECT		EQUESTRIAN VILLAGE
PROPOSED USE		
EXISTING FUTURE LAND USE DESIGNATION		COMMERCIAL RECREATION
PROPOSED FUTURE LAND USE DESIGNATION		COMMERCIAL RECREATION
EXISTING ZONING DISTRICT		PUD/EOZD
PROPOSED ZONING DISTRICT		PUD/EOZD
SECTION 16, TOWNSHIP 44, RANGE 41 EAST		
TOTAL SITE AREA		59.37 AC
PROPERTY CONTROL NUMBERS		73414416000005040 73414416000005030 73414416000005050 73414416000005060 73414416000005070

BUILDING	ENCLOSED FLOOR AREA	BUILDING AREA
TIKI HUT	0 SF	1,450 SF
VIP BUILDING:		
- KITCHEN/TOWER/RESTROOMS	15,160 SF	20,400 SF
TEMP. BANQUET HALL (14,600 SF OPEN AIR)	0 SF	
BARN 1 (96 STALLS)	0 SF	19,698 SF
BARN 2 (96 STALLS)	0 SF	19,698 SF
BARN 3 (96 STALLS)	0 SF	19,698 SF
SHOW OFFICE	1,242 SF	1,242 SF
HORSE WASH FACILITY/RESTROOM 1	680 SF	1,715 SF
HORSE WASH FACILITY/RESTROOM 2	680 SF	1,715 SF
MANURE BINS	0 SF	1,600 SF
COVERED EQUESTRIAN RING (210'X360')	0 SF	80,400 SF
CELL TOWER FACILITY	717 SF	717 SF
TEMPORARY STABLES	0 SF	19,778 SF
TOTAL	18,479 SF	188,111 SF

FAR = ENCLOSED FLOOR AREA / (TOTAL SITE AREA x 43,560)
ENCLOSED FLOOR AREA 18,479 SF
FLOOR AREA RATIO (0.10 MAX.) 0.01

BUILDING COVERAGE = BUILDING AREA / (TOTAL SITE AREA x 43,560)
BUILDING AREA 188,111 SF
BUILDING COVERAGE (10% MAX.) 7.3%

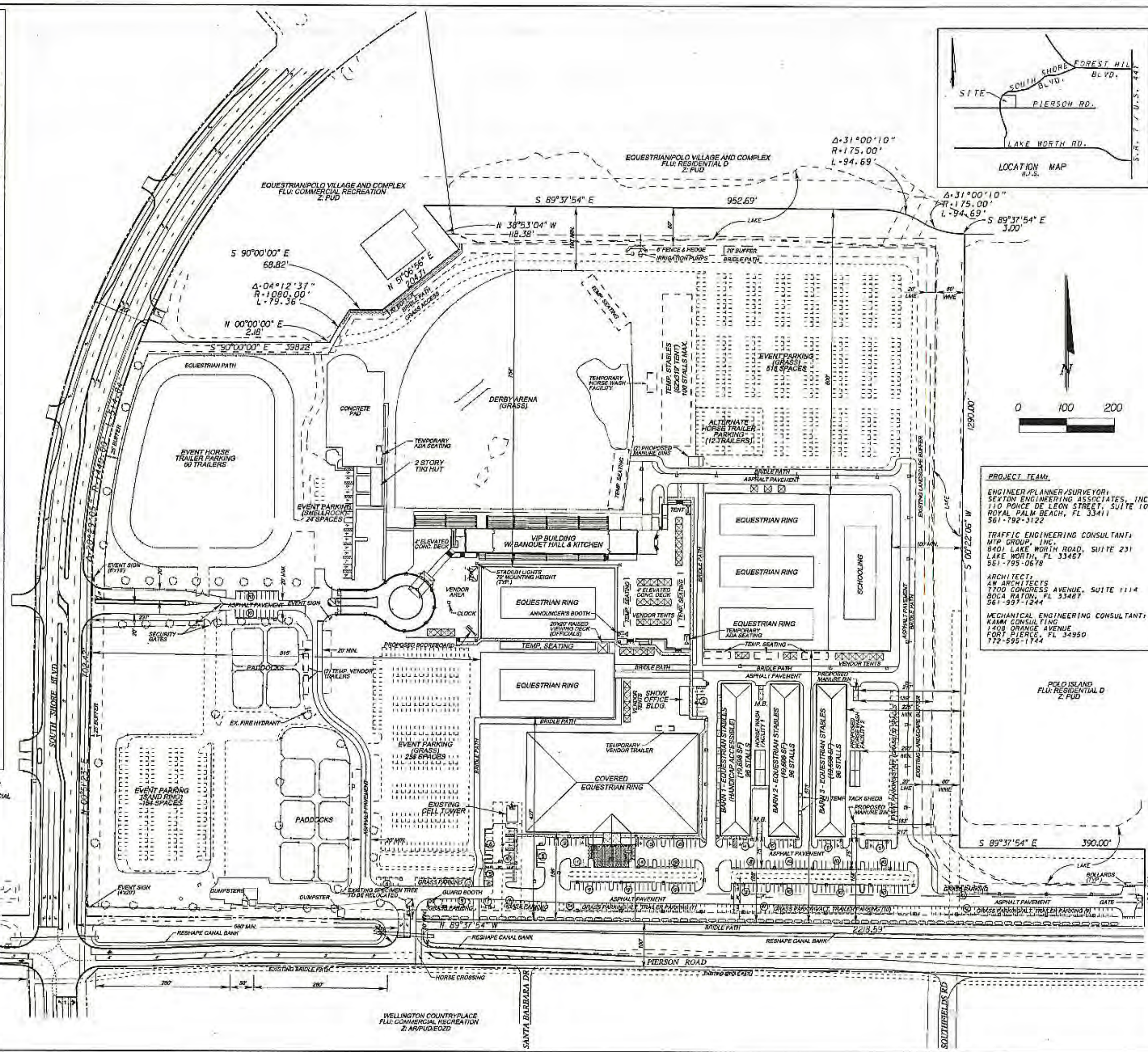
TEMPORARY SEATING (SPECIAL EVENTS)	3,000 SEATS MAX.
IMPERVIOUS AREA	13.04 AC
BUILDINGS	4.30 AC
PAVEMENT/CONCRETE	8.10 AC
PERMANENT GRASS PARKING	0.64 AC
PERVIOUS AREA	46.33 AC
BUILDING HEIGHT	
EQUESTRIAN STABLES	35' MAX
COVERED-EQUESTRIAN RING	35' MAX
FINISHED FLOOR ELEVATION	17.50 FT NGVD MIN

PARKING CALCULATIONS:

	MIN. STANDARD	QUANTITY	REQUIRED
VIP BUILDING	1 SP/300 SF	20,400 SF	68
EVENT STAFF/OFFICIALS	1 SP/EMP.	30 EMP.	30
SHOW OFFICE/RESTROOMS	1 SP/300 SF	2,602 SF	9
PERMANENT STALLS	1 SP/3 STALLS	288 STALLS	96
TEMPORARY STALLS	1 SP/3 STALLS	100 STALLS	34
TEMPORARY EVENT SEATING	1 SP/4 SEATS	3,000 SEATS	750
TOTAL			987
HANDICAP			20

PARKING PROVIDED:

PERMANENT:	
PAVED PARKING	213
GRASS PARKING (BARNS)	168
SUBTOTAL	381
TEMPORARY:	
SHELLROCK EVENT PARKING	24
SAND RING EVENT PARKING	154
GRASS EVENT PARKING	788
SUBTOTAL	966
TOTAL SPACES PROVIDED	1,347
HANDICAP PROVIDED	27
ALTERNATE TRAILER PARKING PROVIDED	98



PROJECT TEAM:

ENGINEER/PLANNER/SURVEYOR:
SEXTON ENGINEERING ASSOCIATES, INC.
110 PONCE DE LEON STREET, SUITE 100
ROYAL PALM BEACH, FL 33411
561-792-3122

TRAFFIC ENGINEERING CONSULTANT:
MTP GROUP, INC.
8401 LAKE WORTH ROAD, SUITE 231
LAKE WORTH, FL 33467
561-795-0678

ARCHITECT:
AW ARCHITECTS
7700 CONGRESS AVENUE, SUITE 1114
BOCA RATON, FL 33487
561-997-1244

MECHANICAL ENGINEERING CONSULTANT:
KAMM CONSULTING
1408 ORANGE AVENUE
FORT PIERCE, FL 34950
772-595-1744

EQUESTRIAN VILLAGE
WELLINGTON, FLORIDA

SEXTON ENGINEERING ASSOCIATES, INC.
CONSULTING ENGINEERS AND SURVEYORS
110 PONCE DE LEON STREET, SUITE 100
ROYAL PALM BEACH, FLORIDA 33411
PHONE 561-792-3122 FAX 561-792-3168
FL. REGISTRATIONS: LB0006837, EB 0007864

COMMERCIAL EQUESTRIAN ARENA
SITE PLAN

PROJ. NO.	1428T21	DATE	06/17/2013
SCALE	1" = 100'	SHEET	1 OF 2

APPENDIX B

Intersection Analyses
&
Input Data

Intersection Analysis Sheet

Pierson Rd & South Shore Blvd

(Existing Geometry)

Growth Rate=	1.0%
Peak Season=	1.076
Buildout Year=	2016
Years=	4

AM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (05/01/12)	60	303	2	100	597	45	59	38	100	8	18	53
Peak Season Volume	65	326	2	108	642	48	63	41	108	9	19	57
Background	68	339	2	112	668	50	66	43	112	9	20	59
Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Professional Center	0	59	0	0	12	0	0	0	0	0	0	0
Project Traffic	0	41	8	0	12	0	0	16	0	2	5	0
Total Traffic	68	439	10	112	692	50	66	59	112	11	25	59
Critical Volume												
No. of Lanes	1	2	0	1	1	1	1	1	0	1	1	0
Approach Volume		517			854			237			95	
Per Lane Volume*	68	220	0	112	692	0	66	161	0	11	74	0
North-South Critical		NB LT +			SB TH = 760			SB LT +			NB TH = 332	
East-West Critical		EB LT +			WB TH = 140			WB LT +			EB TH = 172	
Maximum Critical Sum			760	+	172	=	932					
Status?					OK							

PM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (05/01/12)	93	557	4	65	360	55	63	19	65	10	40	127
Peak Season Volume	100	599	4	70	387	59	68	20	70	11	43	137
Background	104	623	4	73	403	61	71	21	73	11	45	143
Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Professional Center	0	29	0	0	71	0	0	0	0	0	0	0
Project Traffic	0	9	2	0	41	0	0	4	0	8	16	0
Total Traffic	104	661	6	73	515	61	71	25	73	19	61	143
Critical Volume												
No. of Lanes	1	2	0	1	1	1	1	1	0	1	1	0
Approach Volume		771			649			169			223	
Per Lane Volume*	104	329	0	73	515	0	71	88	0	19	194	0
North-South Critical		NB LT +			SB TH = 619			SB LT +			NB TH = 402	
East-West Critical		EB LT +			WB TH = 265			WB LT +			EB TH = 107	
Maximum Critical Sum			619	+	265	=	884					
Status?					OK							

* Includes right turn volume adjustment for overlaps and RTOR

MTP Group, Inc.
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SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
14500	PGA BLVD	US 1	3/13/2008	7:45 AM	6	146	611	116	13	153	885	221	2	535	192	217	5	112	171	153	3538
14500	PGA BLVD	US 1	5/20/2010	12:15 PM	25	261	755	91	16	169	456	370	9	463	215	241	3	145	297	167	3683
14500	PGA BLVD	US 1	3/13/2008	12:30 PM	18	340	770	132	23	196	632	411	13	570	244	184	6	231	360	247	4377
14500	PGA BLVD	US 1	1/18/2011	4:45 PM	10	276	710	100	12	160	473	456	6	446	295	129	2	147	335	216	3773
14500	PGA BLVD	US 1	5/20/2010	4:45 PM	9	273	705	70	1	132	517	423	13	492	266	226	2	114	369	153	3765
14500	PGA BLVD	US 1	1/19/2010	4:15 PM	14	216	597	113	4	144	734	316	9	462	323	183	0	198	494	208	4015
14500	PGA BLVD	US 1	2/10/2009	4:45 PM	15	297	841	116	13	158	588	576	2	507	308	235	1	197	419	256	4529
14500	PGA BLVD	US 1	3/13/2008	4:45 PM	12	341	912	84	18	269	712	514	3	582	284	145	4	201	448	304	4833
58029	PHEASANT WAY	MILITARY TR/FIRE ST	4/20/2011	8:00 AM	0	0	731	41	2	29	2188	0	0	0	0	0	0	206	0	60	3257
58029	PHEASANT WAY	MILITARY TR/FIRE ST	12/2/2008	7:45 AM	2	0	816	77	2	36	2004	0	0	0	0	0	0	188	0	58	3183
58029	PHEASANT WAY	MILITARY TR/FIRE ST	4/20/2011	4:30 PM	0	0	1776	172	2	74	961	0	0	0	0	0	0	87	0	27	3099
58029	PHEASANT WAY	MILITARY TR/FIRE ST	12/2/2008	5:00 PM	4	0	1918	216	1	75	965	0	0	0	0	0	0	103	0	50	3332
33355	PIERSON RD	SOUTH SHORE BLVD	5/1/2012	7:15 AM	0	60	303	2	0	100	597	45	0	59	38	100	0	8	18	53	1383
33355	PIERSON RD	SOUTH SHORE BLVD	11/16/2009	7:30 AM	0	55	278	7	3	86	484	47	0	42	31	116	0	10	19	45	1223
33355	PIERSON RD	SOUTH SHORE BLVD	3/16/2010	8:00 AM	0	104	289	2	0	118	633	120	0	58	30	159	0	8	34	48	1603
33355	PIERSON RD	SOUTH SHORE BLVD	5/1/2012	5:00 PM	0	93	557	4	5	60	360	55	0	63	19	65	0	10	40	127	1458
33355	PIERSON RD	SOUTH SHORE BLVD	3/16/2010	4:30 PM	0	135	606	10	5	133	462	98	0	164	46	143	0	26	51	195	2074
33355	PIERSON RD	SOUTH SHORE BLVD	11/16/2009	5:00 PM	0	81	574	10	4	93	415	58	0	73	23	77	0	7	42	142	1599
38000	PINE AVE/GREENACRE	JOG RD	4/25/2011	7:45 AM	0	0	1562	65	1	79	1390	0	0	0	0	0	1	48	0	58	3204
38000	PINE AVE/GREENACRE	JOG RD	8/28/2008	7:30 AM	0	0	1629	60	15	42	1428	0	0	0	0	0	0	60	0	89	3323
38000	PINE AVE/GREENACRE	JOG RD	4/25/2011	4:30 PM	4	0	2116	85	2	124	1474	0	0	0	0	0	0	89	0	41	3935
38000	PINE AVE/GREENACRE	JOG RD	8/28/2008	5:00 PM	5	0	1762	62	4	91	1573	0	0	0	0	0	0	73	0	93	3663
46400	PINE TREE DR	MILITARY TR	5/11/2011	7:45 AM	2	4	686	21	1	21	1481	6	0	0	0	0	0	49	0	47	2318
46400	PINE TREE DR	MILITARY TR	12/2/2008	7:30 AM	8	11	731	57	3	34	1860	3	0	0	0	0	0	68	0	50	2825
46400	PINE TREE DR	MILITARY TR	5/11/2011	5:00 PM	0	2	1607	62	0	28	728	3	0	3	0	3	0	32	0	33	2501
46400	PINE TREE DR	MILITARY TR	12/2/2008	5:00 PM	2	0	1835	59	6	52	986	0	0	5	1	0	0	38	2	54	3040
31200	PIONEER RD/VICTORIA	SR 7 (US 441)	8/9/2009	7:00 AM	1	76	1595	6	3	20	1604	36	0	238	0	236	0	36	0	44	3895
31200	PIONEER RD/VICTORIA	SR 7 (US 441)	8/9/2009	3:45 AM	14	163	1748	30	34	37	2117	79	0	72	9	101	0	13	6	35	4458
50150	PIPERS GLEN BLVD	JOG RD	10/17/2011	7:45 AM	2	10	440	14	12	42	1194	13	0	28	19	28	0	73	16	42	1933
50150	PIPERS GLEN BLVD	JOG RD	10/5/2009	7:45 AM	0	6	444	44	19	59	1309	17	0	36	31	33	0	70	11	56	2135
50150	PIPERS GLEN BLVD	JOG RD	10/17/2011	3:30 PM	0	27	863	56	20	67	494	34	0	29	14	24	0	55	36	43	1762
50150	PIPERS GLEN BLVD	JOG RD	10/5/2009	4:30 PM	0	24	1027	65	10	80	480	33	0	29	18	14	0	53	41	57	1931
50000	PIPERS GLEN BLVD	MILITARY TR	10/17/2011	7:45 AM	0	32	835	0	0	0	1469	61	0	115	0	88	0	0	0	0	2600

Input Data

TIME PERIOD: AM ANALYSIS YEAR: 2016

GROWTH RATE: 0% PSF: 0

SIGNAL ID: 36975

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0
Committed Developments												
No projects found	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Non-Residential	0	0	0	0	0	0	0	0	0	0	0	0
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Total Discounted Committed	0	0	0	0	0	0	0	0	0	0	0	0
Historical Growth	0	0	0	0	0	0	0	0	0	0	0	0
Comm Dev+1% Growth	0	0	0	0	0	0	0	0	0	0	0	0
Growth Volume Used	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0

Input Data

TIME PERIOD: PM ANALYSIS YEAR: 2016

GROWTH RATE: 0% PSF: 0

SIGNAL ID: 36975

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Season Volume	0	0	0	0	0	0	0	0	0	0	0	0
Committed Developments												
No projects found	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Developments	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Non-Residential	0	0	0	0	0	0	0	0	0	0	0	0
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Total Discounted Committed	0	0	0	0	0	0	0	0	0	0	0	0
Historical Growth	0	0	0	0	0	0	0	0	0	0	0	0
Comm Dev+1% Growth	0	0	0	0	0	0	0	0	0	0	0	0
Growth Volume Used	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9327 WEST-W OF SR7

WEEK	DATES	SF	MOCF: 0.92 PSCF
1	01/01/2012 - 01/07/2012	0.98	1.07
2	01/08/2012 - 01/14/2012	0.96	1.05
* 3	01/15/2012 - 01/21/2012	0.94	1.03
* 4	01/22/2012 - 01/28/2012	0.93	1.01
* 5	01/29/2012 - 02/04/2012	0.93	1.01
* 6	02/05/2012 - 02/11/2012	0.92	1.00
* 7	02/12/2012 - 02/18/2012	0.91	0.99
* 8	02/19/2012 - 02/25/2012	0.90	0.98
* 9	02/26/2012 - 03/03/2012	0.90	0.98
*10	03/04/2012 - 03/10/2012	0.89	0.97
*11	03/11/2012 - 03/17/2012	0.88	0.96
*12	03/18/2012 - 03/24/2012	0.90	0.98
*13	03/25/2012 - 03/31/2012	0.92	1.00
*14	04/01/2012 - 04/07/2012	0.94	1.03
*15	04/08/2012 - 04/14/2012	0.96	1.05
16	04/15/2012 - 04/21/2012	0.98	1.07
17	04/22/2012 - 04/28/2012	0.98	1.07
18	04/29/2012 - 05/05/2012	0.99	1.08
19	05/06/2012 - 05/12/2012	0.99	1.08
20	05/13/2012 - 05/19/2012	1.00	1.09
21	05/20/2012 - 05/26/2012	1.01	1.10
22	05/27/2012 - 06/02/2012	1.03	1.12
23	06/03/2012 - 06/09/2012	1.05	1.15
24	06/10/2012 - 06/16/2012	1.07	1.17
25	06/17/2012 - 06/23/2012	1.07	1.17
26	06/24/2012 - 06/30/2012	1.07	1.17
27	07/01/2012 - 07/07/2012	1.08	1.18
28	07/08/2012 - 07/14/2012	1.08	1.18
29	07/15/2012 - 07/21/2012	1.09	1.19
30	07/22/2012 - 07/28/2012	1.09	1.19
31	07/29/2012 - 08/04/2012	1.10	1.20
32	08/05/2012 - 08/11/2012	1.11	1.21
33	08/12/2012 - 08/18/2012	1.11	1.21
34	08/19/2012 - 08/25/2012	1.10	1.20
35	08/26/2012 - 09/01/2012	1.09	1.19
36	09/02/2012 - 09/08/2012	1.08	1.18
37	09/09/2012 - 09/15/2012	1.07	1.17
38	09/16/2012 - 09/22/2012	1.06	1.16
39	09/23/2012 - 09/29/2012	1.05	1.15
40	09/30/2012 - 10/06/2012	1.04	1.13
41	10/07/2012 - 10/13/2012	1.03	1.12
42	10/14/2012 - 10/20/2012	1.02	1.11
43	10/21/2012 - 10/27/2012	1.01	1.10
44	10/28/2012 - 11/03/2012	1.00	1.09
45	11/04/2012 - 11/10/2012	0.98	1.07
46	11/11/2012 - 11/17/2012	0.97	1.06
47	11/18/2012 - 11/24/2012	0.97	1.06
48	11/25/2012 - 12/01/2012	0.98	1.07
49	12/02/2012 - 12/08/2012	0.98	1.07
50	12/09/2012 - 12/15/2012	0.98	1.07
51	12/16/2012 - 12/22/2012	0.97	1.06
52	12/23/2012 - 12/29/2012	0.95	1.04
53	12/30/2012 - 12/31/2012	0.94	1.03

* PEAK SEASON

Intersection Analysis Sheet

South Shore Blvd & Greenview Shores Blvd

(Existing Geometry)

Growth Rate=	1.0%
Peak Season=	1.09
Buildout Year=	2016
Years=	5

AM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (11/17/11)	0	0	1	448	0	372	266	96	0	3	260	561
Peak Season Volume	0	0	1	488	0	405	290	105	0	3	283	611
Background	0	0	1	513	0	426	305	110	0	3	297	642
Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Professional Center	0	0	0	0	0	0	3	22	0	0	113	0
Project Traffic	0	0	0	0	0	41	24	12	0	0	41	0
Total Traffic	0	0	1	513	0	467	332	144	0	3	451	642
Critical Volume												
No. of Lanes	1	1	0	2	<	1	2	2	0	1	2	1
Approach Volume		1			980			476			1,096	
Per Lane Volume*	0	0	0	257	0	241	166	67	0	3	226	325
North-South Critical		NB LT +			SB RT = 241			SB LT +			NB RT = 257	
East-West Critical		EB LT +			WB TH = 491			WB LT +			EB TH = 70	
Maximum Critical Sum			257	+	491	=	748					
Status?						OK						

PM Peak Hour
Intersection Volume Development

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (11/17/11)	0	0	2	303	0	284	510	289	2	8	199	335
Peak Season Volume	0	0	2	330	0	310	556	315	2	9	217	365
Background	0	0	2	347	0	326	584	331	2	9	228	384
Committed Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Professional Center	0	0	0	0	0	0	21	138	0	0	55	0
Project Traffic	0	0	0	0	0	9	82	41	0	0	9	0
Total Traffic	0	0	2	347	0	335	687	510	2	9	292	384
Critical Volume												
No. of Lanes	1	1	0	2	<	1	2	2	0	1	2	1
Approach Volume		2			682			1,199			685	
Per Lane Volume*	0	-8	0	174	0	0	344	251	0	9	146	150
North-South Critical		NB LT +			SB RT = 0			SB LT +			NB RT = 174	
East-West Critical		EB LT +			WB RT = 494			WB LT +			EB TH = 260	
Maximum Critical Sum			174	+	494	=	668					
Status?						OK						

* Includes right turn volume adjustment for overlaps and RTOR

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SIGNAL_ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
53600	SOUTH COUNTY COMPL	CONGRESS AVE	5/2/2012	4:30 PM	0	0	1001	49	9	63	839	0	0	0	0	0	0	57	0	143	2161
53600	SOUTH COUNTY COMPL	CONGRESS AVE	5/14/2008	4:45 PM	2	0	1355	27	3	42	986	0	0	0	0	0	0	20	0	103	2538
33346	SOUTH SHORE BLVD	BIG BLUE TRACE	11/17/2011	7:00 AM	0	0	0	0	0	448	0	223	0	109	517	0	0	0	492	136	1925
33346	SOUTH SHORE BLVD	BIG BLUE TRACE	11/16/2009	7:00 AM	0	0	0	0	0	449	0	174	0	128	477	0	0	0	419	130	1777
33346	SOUTH SHORE BLVD	BIG BLUE TRACE	11/17/2011	5:00 PM	0	0	0	0	0	375	0	128	0	141	528	0	6	0	524	417	2119
33346	SOUTH SHORE BLVD	BIG BLUE TRACE	11/16/2009	5:00 PM	0	0	0	0	0	362	0	128	1	145	502	0	8	0	535	395	2076
33347	SOUTH SHORE BLVD	GREENVIEW SHORE	11/17/2011	7:00 AM	0	0	0	1	0	448	0	372	0	266	96	0	3	0	260	561	2007
33347	SOUTH SHORE BLVD	GREENVIEW SHORE	3/17/2010	8:00 AM	0	0	0	2	0	294	0	348	0	205	138	0	10	2	385	165	1549
33347	SOUTH SHORE BLVD	GREENVIEW SHORE	10/28/2009	7:00 AM	0	0	0	0	0	452	0	397	0	258	98	0	8	0	234	530	1977
33347	SOUTH SHORE BLVD	GREENVIEW SHORE	11/17/2011	5:00 PM	0	0	0	2	0	303	0	284	0	510	289	2	6	2	199	335	1932
33347	SOUTH SHORE BLVD	GREENVIEW SHORE	3/17/2010	4:30 PM	0	2	1	3	1	376	1	257	0	620	447	1	10	3	283	281	2286
33347	SOUTH SHORE BLVD	GREENVIEW SHORE	10/28/2009	5:00 PM	0	0	1	3	1	288	1	292	0	613	213	0	5	4	223	311	1955
30800	SOUTHERN BLVD	BENOIST FARMS RD/	9/14/2011	7:30 AM	0	19	29	169	0	79	9	32	0	38	4142	10	0	29	1707	140	6403
30800	SOUTHERN BLVD	BENOIST FARMS RD/	2/17/2011	7:30 AM	0	4	20	127	0	125	4	46	0	46	3767	5	1	38	2711	158	7052
30800	SOUTHERN BLVD	BENOIST FARMS RD/	1/6/2009	7:15 AM	0	3	29	70	0	53	8	33	1	51	3533	6	0	21	1483	156	5447
30800	SOUTHERN BLVD	BENOIST FARMS RD/	10/1/2008	7:15 AM	0	5	17	58	0	51	3	36	3	42	2871	3	2	13	1591	154	4849
30800	SOUTHERN BLVD	BENOIST FARMS RD/	9/14/2011	4:45 PM	0	12	3	26	0	123	20	47	0	27	2759	10	2	57	3493	88	6667
30800	SOUTHERN BLVD	BENOIST FARMS RD/	2/17/2011	5:00 PM	0	3	0	21	0	113	37	39	0	69	1940	20	4	62	3534	38	5880
30800	SOUTHERN BLVD	BENOIST FARMS RD/	1/6/2009	5:00 PM	0	3	9	13	0	82	13	42	0	34	1832	10	2	55	3111	64	5270
30800	SOUTHERN BLVD	BENOIST FARMS RD/	10/1/2008	5:00 PM	0	4	7	14	0	83	14	44	2	16	1623	6	3	45	2634	63	4558
30726	SOUTHERN BLVD	BIG BLUE TRACE	3/1/2012	7:15 AM	0	128	13	713	0	19	29	7	2	3	1428	71	0	228	1026	21	3688
30726	SOUTHERN BLVD	BIG BLUE TRACE	2/14/2011	7:15 AM	0	84	20	625	0	10	23	3	0	4	1461	61	0	228	1017	16	3552
30726	SOUTHERN BLVD	BIG BLUE TRACE	6/1/2010	7:15 AM	0	104	4	551	0	15	13	4	0	7	1384	58	1	172	947	13	3273
30726	SOUTHERN BLVD	BIG BLUE TRACE	3/23/2010	7:15 AM	0	121	10	536	0	10	17	9	1	2	1302	73	0	211	972	11	3275
30726	SOUTHERN BLVD	BIG BLUE TRACE	1/12/2009	7:15 AM	2	117	7	579	0	8	26	8	1	1	1518	78	0	181	881	5	3412
30726	SOUTHERN BLVD	BIG BLUE TRACE	3/11/2008	7:30 AM	0	91	12	465	0	15	20	2	0	9	1225	116	1	174	886	8	3024
30726	SOUTHERN BLVD	BIG BLUE TRACE	3/1/2012	5:00 PM	1	74	16	247	0	18	24	7	0	5	1255	116	3	552	1336	42	3696
30726	SOUTHERN BLVD	BIG BLUE TRACE	2/14/2011	5:00 PM	5	85	12	232	0	20	28	9	4	2	1094	70	15	604	1311	19	3510
30726	SOUTHERN BLVD	BIG BLUE TRACE	3/23/2010	5:00 PM	0	75	28	237	0	10	21	8	0	5	1353	132	2	588	1270	32	3761
30726	SOUTHERN BLVD	BIG BLUE TRACE	6/1/2010	5:00 PM	0	57	10	181	0	13	13	1	1	4	1132	121	2	565	1211	21	3332
30726	SOUTHERN BLVD	BIG BLUE TRACE	1/12/2009	5:00 PM	0	73	17	241	0	13	18	3	0	3	1142	117	0	537	1409	28	3601
30726	SOUTHERN BLVD	BIG BLUE TRACE	3/11/2008	4:45 PM	0	72	20	216	0	15	26	7	0	4	1070	145	4	473	1195	26	3273
30718	SOUTHERN BLVD	BINKS FOREST DR	3/1/2012	7:15 AM	0	203	18	524	0	19	26	7	0	5	984	120	0	138	817	18	2879

Input Data

E-W Street: South Shore Blvd
N-S STREET: Greenview Shores Blvd
TIME PERIOD: AM
GROWTH RATE: 2.07%
SIGNAL ID: 33347

COUNT DATE: 11/17/2011
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
PSF: 1.09

Report Created: 06/10/2013

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	266	96	0	3	260	561	0	0	1	448	0	372		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	290	105	0	3	283	611	0	0	1	488	0	405		
Committed Developments													Type	% Complete
Professional Center at Wellington	3	22	0	0	113	0	0	0	0	0	0	18	NR	15%
Total Committed Developments	3	22	0	0	113	0	0	0	0	0	0	18		
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0		
Total Committed Non-Residential	3	22	0	0	113	0	0	0	0	0	0	18		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	3	22	0	0	113	0	0	0	0	0	0	18		
Historical Growth	25	9	0	0	24	52	0	0	0	42	0	35		
Comm Dev+1% Growth	15	26	0	0	124	25	0	0	0	20	0	34		
Growth Volume Used	25	26	0	0	124	52	0	0	0	42	0	35		
Total Volume	315	131	0	3	407	663	0	0	1	530	0	440		

Input Data

E-W Street: South Shore Blvd
N-S STREET: Greenview Shores Blvd
TIME PERIOD: PM
GROWTH RATE: 2.07%
SIGNAL ID: 33347

COUNT DATE: 11/17/2011
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
PSF: 1.09

Report

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	510	289	2	8	199	335	0	0	2	303	0	284		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	556	315	2	9	217	365	0	0	2	330	0	310		
Committed Developments													Type	% Complete
Professional Center at Wellington	21	138	0	0	55	0	0	0	0	0	0	9	NR	15%
Total Committed Developments	21	138	0	0	55	0	0	0	0	0	0	9		
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0		
Total Committed Non-Residential	21	138	0	0	55	0	0	0	0	0	0	9		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	21	138	0	0	55	0	0	0	0	0	0	9		
Historical Growth	47	27	0	1	19	31	0	0	0	28	0	26		
Comm Dev+1% Growth	44	151	0	0	64	15	0	0	0	13	0	22		
Growth Volume Used	47	151	0	1	64	31	0	0	0	28	0	26		
Total Volume	603	466	2	10	281	396	0	0	2	358	0	336		

APPENDIX C

Professional Center at Wellington Traffic Statement

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PROFESSIONAL CENTER TRAFFIC

Roadway Link	Direction	Number of Lanes	Class	Adopted Level of Service	Adopted Service Volume	Project Traffic Assignment	AM Peak Hour Project Traffic	AM Peak Hour Project Impact	AM Peak Hour Significant Impact?	PM Peak Hour Project Traffic	PM Peak Hour Project Impact	PM Peak Hour Significant Impact?
South Shore Boulevard												
South of Lake Worth Rd	SB	2L	Uninterr.	E	1,440	2%	1	0.07%	No	5	0.35%	No
	NB	2L	Uninterr.	E	1,440	2%	4	0.28%	No	2	0.14%	No
Lake Worth Rd to Pierson Rd	SB	2LD	Class I	E	880	30%	12	1.36%	Yes	71	8.07%	Yes
	NB	2LD	Class I	E	880	30%	59	6.70%	Yes	29	3.30%	Yes
Pierson Rd to Project	SB	4LD	Class II	D	1,770	33%	13	0.73%	No	78	4.41%	Yes
	NB	4LD	Class II	D	1,770	33%	65	3.67%	Yes	31	1.75%	Yes
Project to Greenview Shores Blvd	SB	4LD	Class II	D	1,770	67%	26	1.47%	Yes	160	9.04%	Yes
	NB	4LD	Class II	D	1,770	67%	130	7.34%	Yes	64	3.62%	Yes
Greenview Shores Blvd to Big Blue Tr	SB	4LD	Class I	D	1,960	58%	113	5.77%	Yes	55	2.81%	Yes
	NB	4LD	Class I	D	1,960	58%	22	1.12%	Yes	138	7.04%	Yes
Big Blue Tr to Forest Hill Blvd	SB	4LD	Class I	D	1,960	50%	98	5.00%	Yes	48	2.45%	Yes
	NB	4LD	Class I	D	1,960	50%	20	1.02%	Yes	119	6.07%	Yes
Greenview Shores Boulevard												
South Shore Blvd to Greenbrier Blvd	SB	4LD	Class II	D	1,770	9%	18	1.02%	Yes	9	0.51%	No
	NB	4LD	Class II	D	1,770	9%	3	0.17%	No	21	1.19%	Yes
Greenbrier Blvd to Wellington Tr	SB	4LD	Class I	D	1,960	5%	9	0.46%	No	5	0.26%	No
	NB	4LD	Class I	D	1,960	5%	2	0.10%	No	12	0.61%	No
Wellington Tr to Paddock Dr	SB	2L	Class I	D	880	0%	0	0.00%	No	0	0.00%	No
	NB	2L	Class I	D	880	0%	0	0.00%	No	0	0.00%	No
Big Blue Trace												
South Shore Blvd to Wellington Tr	SB	2L	Class I	D	880	5%	9	1.02%	Yes	5	0.57%	No
	NB	2L	Class I	D	880	5%	2	0.23%	No	12	1.36%	Yes
Lake Worth Road												
South Shore Blvd. to 120th Ave S	EB	2L	Uninterr.	E	1,440	25%	9	0.63%	No	60	4.17%	Yes
	WB	2L	Uninterr.	E	1,440	25%	48	3.33%	Yes	24	1.67%	Yes
Pierson Road												
150th Ave S to South Shore Blvd	EB	2L	Uninterr.	E	1,440	1%	2	0.14%	No	1	0.07%	No
	WB	2L	Uninterr.	E	1,440	1%	0	0.00%	No	3	0.21%	No
South Shore Blvd to Project	EB	2L	Class I	E	880	2%	1	0.11%	No	5	0.57%	No
	WB	2L	Class I	E	880	2%	4	0.45%	No	2	0.23%	No
Project to 120th Ave S	EB	2L	Class I	E	880	2%	1	0.11%	No	5	0.57%	No
	WB	2L	Class I	E	880	2%	4	0.45%	No	2	0.23%	No
Greenbrier Boulevard												
Aero Club Dr to Wellington Tr	EB	2L	Class I	E	880	0%	0	0.00%	No	0	0.00%	No
	WB	2L	Class I	E	880	0%	0	0.00%	No	0	0.00%	No
Wellington Tr to Greenview Shores Blvd	EB	2L	Class I	D	880	2%	4	0.45%	No	2	0.23%	No
	WB	2L	Class I	D	880	2%	1	0.11%	No	5	0.57%	No
Wellington Trace												
Paddock Dr to Greenview Shores Blvd	EB	2L	Class I	D	880	0%	0	0.00%	No	0	0.00%	No
	WB	2L	Class I	D	880	0%	0	0.00%	No	0	0.00%	No
Greenview Shores Blvd to Big Blue Tr	EB	4LD	Class I	D	1,960	0%	0	0.00%	No	0	0.00%	No
	WB	4LD	Class I	D	1,960	0%	0	0.00%	No	0	0.00%	No

Adopted Level of Service: LOS "D" other than Equestrian Preserve Area where LOS "E" applies
Project Impact: Project traffic as a percentage of the adopted service volume
Significant Impact?: Greater or equal to 1% of the adopted service volume

% Complete **15%**
% Remaining **85%**

Trip Generation		
Period	In	Out
AM Peak	229	45
PM Peak	112	280

SIMMONS & WHITE

ENGINEERING | PLANNING | CONSULTING | SINCE 1982

July 16, 2008
Job No. 05-134G
REVISED 09/15/08

TRAFFIC IMPACT STATEMENT

Professional Center at Wellington
Village of Wellington, Florida

SITE DATA

The subject parcel is generally located in the northwest quadrant of the intersection of South Shore Boulevard and Sheffield Street and contains approximately 17.96 acres. The site is designated as a portion of Parcel 12 on the overall Wellington P.U.D. and has recently been approved for 130,094 S.F. of general office area and 55,000 S.F. of medical office area. The Property Control Numbers for the site are 73-41-44-09-02-000-0092 and 73-48-44-16-00-000-7010. Proposed improvements on the 17.96 acre subject parcel (the remaining undeveloped portion of Tract 12) consists of the previously approved 55,000 S.F. of medical office area, a reduction of 42,152 S.F. in general office area for a total of 87,942 S.F. of general office area, which accommodates a new retail component of 15,136 S.F. of retail area and 5,000 S.F. of quality restaurant area with a project buildout of 2012. Site access is proposed via a single driveway connection to Sheffield Street, two driveway connections to South Shore Boulevard and a right-in only driveway connection to Greenview Shores Boulevard. For additional information concerning site location and layout, please refer to the Site Plan prepared by Jon E. Schmidt & Associates.

PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards. The Traffic Performance Standards state that a Site Specific Development Order for a proposed project shall meet the standards and guidelines outlined in two separate "Tests" with regard to traffic performance.

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Certificate of Authorization Number 3452

PURPOSE OF STUDY (CONTINUED)

Test 1, or the Build-out Test, relates to the build-out period of the project and requires that a project not add traffic within the radius of development influence which would have total traffic exceeding the adopted LOS at the end of the build-out period. This Test 1 analysis consists of two parts and no project shall be approved for a Site Specific Development Order unless it can be shown to satisfy the requirements of Parts One and Two of Test 1. Part One – Intersections, requires the analysis of major intersections, within or beyond a project's radius of development influence, where a project's traffic is significant on a link within the radius of development influence. The intersections analyzed shall operate within the applicable threshold associated with the level of analysis addressed. Part Two – Links, compares the total traffic in the peak hour on each link within a project's radius of development influence with the applicable LOS "D" link service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis period. This test requires analysis of links and major intersections as necessary within or beyond the radius of development influence, where a project's traffic is significant on a link within the radius of development influence. This analysis shall address the total traffic anticipated to be in place at the end of the fifth year of the Florida Department of

Transportation Five Year Transportation Improvement Program in effect at the time of traffic analysis submittal. The existing roadway network as well as both the State and Palm Beach County Five Year Road Program improvements, with construction scheduled to commence prior to the end of the Five Year Analysis Period, shall be the Test 2 roadway network assumed in the analysis. The total traffic in the peak hour on each link within a project's radius of development influence shall be compared with the applicable LOS "E" service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

This study will verify that the proposed development's traffic impact will meet the above Traffic Performance Standards.

TRAFFIC GENERATION

The traffic currently vested to the parcel for the approved 130,094 S.F. of general office area and 55,000 S.F. of medical office area may be calculated in accordance with the rates provided in Table 10.8-1 Fair Share Road Impact Fee Schedule of Article 10 and the ITE Trip Generation Manual, 7th Edition as shown in Table 1, Table 2 and Table 3.

Table 1 shows the daily traffic generation associated with the current approval. Tables 2 and 3 show the A.M. and P.M. peak hour traffic generation, respectively. The traffic generation associated with the current approval consisting of 130,094 S.F. of general office area and 55,000 S.F. of medical office area may be summarized as follows:

Daily Traffic Generation	=	3259 tpd
A.M. Peak Hour Traffic Generation	=	331 pht
P.M. Peak Hour Traffic Generation	=	368 pht

The traffic to be generated by the proposed plan of development has also been calculated in accordance with the traffic generation rates listed in Table 10.8-1 Fair Share Road Impact Fee Schedule of Article 10 and the ITE Trip Generation Manual, 7th Edition as shown in Table 4, Table 5 and Table 6. Table 4 shows the daily traffic generation associated with the proposed plan of development. Tables 5 and 6 show the A.M. and P.M. peak hour traffic generation, respectively. The traffic generation associated with the revised plan of development consists of 55,000 S.F. of medical office area, 87,942 S.F. of general office area, 15,136 S.F. of retail area and 5,000 S.F. of quality restaurant area may be summarized as follows:

Daily Traffic Generation	=	3960 tpd
A.M. Peak Hour Traffic Generation	=	284 pht
P.M. Peak Hour Traffic Generation	=	412 pht

The following summarizes the net difference in traffic generation as a result of the proposed change in the plan of development:

DAILY	=	701 tpd INCREASE
A.M. PEAK HOUR	=	47 pht DECREASE
P.M. PEAK HOUR	=	44 pht INCREASE

TRAFFIC GENERATION (CONTINUED)

The revised plan of development results in a reduction of trips in the A.M. Peak Hour; therefore no additional analysis appears necessary. However, in the P.M. Peak Hour there is an increase of 44 Peak Hour trips, therefore, additional analysis must be performed based on the net increase in trips.

INTERSECTION REVIEW

The development of the subject parcel is not anticipated to have an impact on the adjacent signalized intersections. However, the intersections of South Shore Boulevard at Greenview Shores Boulevard and South Shore Boulevard at Sheffield Street have been analyzed per the Village of Wellington requirements. A detailed analysis of these intersections has been performed and is attached with this report.

The above referenced intersections have been analyzed using the adjusted turning movement volumes attached with this report in accordance with the methodology set forth in the Transportation Research Board Special Report 209, Planning Analysis and the Highway Capacity Software for the stop controller intersection. As the results in the Intersection Analysis show, the sum of the critical movements during the peak-season, peak-hours at project build-out is less than the adopted Level of Service volume of intersections of 1400 vph for both of the subject intersections:

	CRITICAL SUM	
INTERSECTION	A.M.	P.M.
Greenview Shores Blvd. and South Shore Blvd.	786	735
Sheffield Street and South Shore Blvd.	575	752

		LOS	DELAY
Sheffield Street and South Shore Blvd	A.M.	B	12.1
(Eastbound Approach)	P.M.	B	11.6

Note that the intersection of Sheffield Street and South Shore Blvd has been modified with a median diverter.

RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards, for a net increase in trip generation of 44 peak hour trips, the radius of development influence shall be one-half mile.

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than one percent of the LOS "D" of the link affected on a peak hour two-way basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS "D" of the link affected on a peak hour two-way basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS "D" Link Service Volumes.

For Test 2, a project must address those links within the radius of development influence on which its net trips are greater than three percent of the LOS "E" of the link affected on a peak hour two-way basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS "E" of the link affected on a peak hour two-way basis up to the limits set forth in Table 12.B.2.C-4 2A: LOS "E" Link Service Volumes.

EXISTING TRAFFIC

Existing P.M. peak hour traffic volumes for the links within the project's radius of development influence were obtained from Palm Beach County and are attached with this report.

Background traffic, consisting of historical growth allowances furnished by Palm Beach County was also considered. Table 7 attached with this report calculates the 3 year historical growth rate for the available links with the project's radius of development influence.

The project is expected to be built-out in 2012 and background traffic was projected to that time. Please refer to Table 8 attached with this report for the 2012 analysis.

The distribution of project trips is shown in Figure 1 and was based upon the previous approval, the existing and proposed geometry of the roadway network, a review of the existing and historical travel patterns, and a review of the proposed development and improvements in the area.

TRAFFIC ASSIGNMENT/DISTRIBUTION

The distributed traffic for the project at full build-out of the development was assigned to the links within the project's radius of development influence and can be seen in Figure 1.

Based on the projected total P.M. peak hour traffic volumes and threshold volumes for the links within the project's radius of development influence as shown in Figures 1, this project meets the applicable Peak Hour Traffic Volume Link Performance Standards listed under the Palm Beach County and Village of Wellington Traffic Performance Standards on all links within the project's radius of development influence.

TEST 2 – FIVE YEAR ANALYSIS

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis Period. Table 9 shows the projects net trip generation is less than three percent of the applicable LOS "E" threshold for all links within the projects radius of development influence. This project therefore meets the requirements of Test 2.

SITE RELATED IMPROVEMENTS

The A.M. and P.M. peak hour turning movement volumes and directional distributions at the project entrances for the overall development are shown in Tables 5 and 6 attached with this report and may be summarized as follows:

DIRECTIONAL
DISTRIBUTION
(TRIPS IN / OUT)

A.M. Peak Hour	=	268 / 57
P.M. Peak Hour	=	189 / 380

SITE RELATED IMPROVEMENTS (CONTINUED)

The A.M. and P.M. peak hour turning movements at the project entrances are shown on the attached Turning Movement Worksheet. Also attached are the revised South Shore Boulevard signing and pavement marking plans showing the proposed turn lanes from Sheffield Street to Greenview Shores Boulevard across the project frontage. The proposed project entrances have been located on the Site Plan to coincide with the South Shore Boulevard modifications.

Based on the Palm Beach County Engineering guideline used in determining the need for turn lanes of 30 left turns or 75 right turns in the peak hour, no additional turn lanes or site related improvements appear warranted beyond those proposed with the South Shore Boulevard roadway modifications.

Based on a review of the Turning Movement Worksheet and the South Shore Boulevard Roadway Modification Plans, the following comments are applicable:

1. The northernmost project entrance to South Shore Boulevard is provided with a right turn lane with approximately 205 feet of storage and 50 feet of taper. Based on a 40 mph speed limit and 83 right turns in the A.M. peak hour, approximately 280 feet of storage is recommended. However, the current driveway geometrics prevent the lengthening of this driveway to the recommended standard. Also, note that the 83 right turns in the A.M. peak hour are fewer right turns that the previously approved Traffic Impact Study of 100 right turns in the A.M. peak hour.

2. The southernmost project entrance to South Shore Boulevard is provided with a right turn lane with approximately 205 feet of storage and 50 feet of taper. Based on a 40 mph speed limit and 82 right turns in the A.M. peak hour, approximately 280 feet of storage is recommended. Note that the 82 right turns in the A.M. peak hour are fewer than the previously approved Traffic Impact Study of 103 right turns in the A.M. peak hour.

SITE RELATED IMPROVEMENTS (CONTINUED)

3. The southbound to northbound u-turn lane on South Shore Boulevard at Sheffield Street is provided with approximately 205 feet of storage and 50 feet of taper. Based on a 40 mph speed limit and 3 existing left turns and 2 existing u-turns in the P.M. peak hour, with an additional proposed 228 P.M. peak hour u-turns, approximately 280 feet of storage is recommended. Note that the u-turn lane on the South Shore Boulevard Roadway Modification Plans have been revised to accommodate the recommended 280 feet of storage.

4. The northbound to southbound dual turn lanes on South Shore Boulevard at the Greenview Shores Boulevard intersection is provided with approximately 785 feet of storage and with 120 feet of taper. Based on a 40 mph speed limit and existing 549 P.M. peak hour northbound left turns (0 u-turns) with 6 P.M. peak hour proposed u-turns approximately 465 feet of storage is recommended. The provided turn lane therefore appears adequate.

CONCLUSION

The proposed development has been estimated to generate an increase of 373 new trips per day, a decrease of 47 A.M. peak hour trips, and an increase of 44 P.M. peak hour trips at project build-out in 2012. A brief review of the links within the project's radius of development influence, however, reveals that the proposed development will have an insignificant assignment and therefore appears to meet the requirements of the Palm Beach County Traffic Performance Standards.

SEP 22 2008

Robert F. Rennebaum, P.E.
FL Reg. No. 41168

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PREVIOUSLY APPROVED PROFESSIONAL CENTER AT WELLINGTON
Trip Generation Analysis

TABLE 1
APPROVED DAILY TRAFFIC GENERATION

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	External Trips	Pass-by %	Pass-by Trips	Net Trips
General Office	710	130,094	S.F.	Ln(T) = 0.77 Ln(X) + 3.65[a]			1,634	1,634	10%	163	1,470
Medical Office	720	55,000	S.F.	36.13			1,987	1,987	10%	199	1,788
			Grand Totals:				3,621	3,621	10%	362	3,259

TABLE 2
APPROVED 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	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
General Office	710	130,094	S.F.	Ln(T) = 0.80 Ln(X) + 1.55	0.88	0.12	204	28	232	204	28	232	10%	23	183	25	208
Medical Office	720	55,000	S.F.	2.48	0.79	0.21	108	29	136	108	29	136	10%	14	97	26	123
			Grand Totals:				311	56	368	311	56	368	10%	37	280	51	331

TABLE 3
APPROVED 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	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
General Office	710	130,094	S.F.	Ln(T) = 0.74 Ln(X) + 1.83[a]	0.17	0.83	39	190	229	39	190	229	10%	23	35	171	206
Medical Office	720	55,000	S.F.	Ln(T) = 0.93 Ln(X) + 1.47	0.27	0.73	49	132	181	49	132	181	10%	18	44	119	163
			Grand Totals:				88	322	409	88	322	409	10%	41	79	290	368

PROPOSED PROFESSIONAL CENTER AT WELLINGTON
Trip Generation Analysis

TABLE 4
PROPOSED DAILY TRAFFIC GENERATION

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	External Trips	Pass-by %	Pass-by Trips	Net Trips
General Office	710	87,942	S.F.	Ln(T) = 0.77 Ln(X) + 3.65[a]			1,208	1,208	10%	121	1,088
Medical Office	720	55,000	S.F.	36.13			1,987	1,987	10%	199	1,788
Gen. Commercial	820	15,136	S.F.	Ln(T) = .64 Ln(X) + 5.87[a]			2,016	2,016	62.9%	1,269	747
Quality Restaurant	931	5,000	S.F.	89.95			450	450	25%	112	337
			Grand Totals:				**5,661**	**5,661**	**30%**	**1,701**	**3,960**

TABLE 5
PROPOSED 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	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
General Office	710	87,942	S.F.	Ln(T) = 0.80 Ln(X) + 1.55	0.88	0.12	149	20	169	149	20	169	10%	17	134	18	152
Medical Office	720	55,000	S.F.	2.48	0.79	0.21	108	29	136	108	29	136	10%	14	97	26	123
Gen. Commercial	820	15,136	S.F.	1.03	0.61	0.39	10	6	16	10	6	16	62.9%	10	4	2	6
Quality Restaurant	931	5,000	S.F.	0.81	0.5	0.5	2	2	4	2	2	4	25%	1	2	2	3
			Grand Totals:				**268**	**57**	**325**	**268**	**57**	**325**	**13%**	**41**	**236**	**48**	**284**

TABLE 6
PROPOSED 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	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
General Office	710	87,942	S.F.	Ln(T) = 0.74 Ln(X) + 1.83[a]	0.17	0.83	29	142	171	29	142	171	10%	17	26	128	154
Medical Office	720	55,000	S.F.	Ln(T) = 0.93 Ln(X) + 1.47	0.27	0.73	49	132	181	49	132	181	10%	18	44	119	163
Gen. Commercial	820	15,136	S.F.	Ln(T) = 0.66 Ln(X) + 3.40[a]	0.48	0.52	86	94	180	86	94	180	62.9%	113	32	35	67
Quality Restaurant	931	5,000	S.F.	7.49	0.67	0.33	25	12	37	25	12	37	25%	9	19	9	28
			Grand Totals:				**189**	**380**	**569**	**189**	**380**	**569**	**28%**	**158**	**121**	**291**	**412**

PROFESSIONAL CENTER AT WELLINGTON

TABLE 7
GROWTH RATE CALCULATION

ROADWAY	FROM	TO	2005 PEAK SEASON TRAFFIC	2008 PEAK SEASON TRAFFIC	IND. (%)	
SOUTH SHORE BLVD	LAKE WORTH RD	PIERSON RD	18874	16711	-4.0%	
SOUTH SHORE BLVD	PIERSON RD	GREENVIEW	18874	16711	-4.0%	
SOUTH SHORE BLVD	GREENVIEW	BIG BLUE TRACE	20318	19087	-2.1%	
PIERSON RD	WEST OF	SOUTH SHORE BLVD	0	0	0.0%	
PIERSON RD	EAST OF	SOUTH SHORE BLVD	0	0	0.0%	
GREENVIEW	SOUTH SHORE BLVD	WELLINGTON TRACE	20135	18555	-2.7%	*

*2004 and 2007 Counts

TABLE 7
GROWTH RATE CALCULATION

ROADWAY	FROM	TO	2005 PEAK SEASON TRAFFIC	2008 PEAK SEASON TRAFFIC	IND. (%)	
SOUTH SHORE BLVD	LAKE WORTH RD	PIERSON RD	18874	16711	-4.0%	
SOUTH SHORE BLVD	PIERSON RD	GREENVIEW	18874	16711	-4.0%	
SOUTH SHORE BLVD	GREENVIEW	BIG BLUE TRACE	20318	19087	-2.1%	
PIERSON RD	WEST OF	SOUTH SHORE BLVD	0	0	0.0%	
PIERSON RD	EAST OF	SOUTH SHORE BLVD	0	0	0.0%	
GREENVIEW	SOUTH SHORE BLVD	WELLINGTON TRACE	20135	18555	-2.7%	*

*2004 and 2007 Counts

TABLE 8
PBC TPS TWO-WAY PM PEAK HOUR ANALYSIS

2012 BUILD OUT
1/2 MILE RADIUS
TOTAL PROJECT TRIPS = 44

ROADWAY	FROM	TO	2006 ADJUSTED PEAK HOUR TRAFFIC	GROWTH RATE	2012 BACKGROUND	PROJECT DISTRIBUTION	PROJECT TRIPS	PBC MAJOR PROJECT	1.0% GROWTH	APPROVED PROJECTS PLUS 1.0%	TOTAL BACKGROUND TRAFFIC	2012 TOTAL TRAFFIC	ASSURED LANES	LOS D	PERCENT IMPACT	MEETS LOS STD.
GREENVIEW SHORES (PBC 2007)	SOUTH SHORE BLVD	WELLINGTON TRACE	1666	1.0%	68	9%	4	0	68	68	68	1734	4LD	3110	0.13%	YS
SOUTH SHORE BLVD	LAKE WORTH RD	PIERSON RD	1426	1.0%	58	30%	13	0	58	58	58	1484	3	1460	0.90%	YS
SOUTH SHORE BLVD	PIERSON RD	SITE	1426	1.0%	58	33%	15	0	58	58	58	1484	4LD	3110	0.47%	YS
SOUTH SHORE BLVD	SITE	GREENVIEW	1426	1.0%	58	67%	29	0	58	58	58	1484	4LD	3110	0.95%	YS
SOUTH SHORE BLVD	GREENVIEW	BIG BLUE TRACE	1659	1.0%	67	58%	26	0	67	67	67	1726	4LD	3110	0.82%	YS

TABLE 9

PBC TPS TWO-WAY PM PEAK HOUR ANALYSIS-TEST 2 FIVE YEAR ANALYSIS

2013 FIVE YEAR ANALYSIS
1/2 MILE RADIUS
TOTAL PROJECT TRIPS = 44

ROADWAY	FROM	TO	2005 ADJUSTED PEAK HOUR TRAFFIC	GROWTH RATE	2013 BACKGROUND	PROJECT DISTRIBUTION	PROJECT TRIPS	PBC MAJOR PROJECT	1.0% GROWTH	APPROVED PROJECTS PLUS 1.0%	TOTAL BACKGROUND TRAFFIC	2013 TOTAL TRAFFIC	ASSURED LANES	LOS E	PERCENT IMPACT	MEETS LOS STD.
GREENVIEW SHORES (PBC 2007)	SOUTH SHORE BLVD	WELLINGTON TRACE	1656	1.0%	85	9%	4	0	85	85	85	1751	4LD	3270	0.12%	YS
SOUTH SHORE BLVD	LAKE WORTH RD	PIERSON RD	1426	1.0%	73	30%	13	0	73	73	73	1499	3	1570	0.84%	YS
SOUTH SHORE BLVD	PIERSON RD	SITE	1426	1.0%	73	33%	15	0	73	73	73	1499	4LD	3270	0.44%	YS
SOUTH SHORE BLVD	SITE	GREENVIEW	1426	1.0%	73	67%	29	0	73	73	73	1499	4LD	3270	0.90%	YS
SOUTH SHORE BLVD	GREENVIEW	BIG BLUE TRACE	1659	1.0%	85	58%	26	0	85	85	85	1744	4LD	3270	0.78%	YS

TABLE 10
WELLINGTON PM PEAK HOUR DIRECTIONAL ANALYSIS

2012 BUILD OUT
1/2 MILE RADIUS
TOTAL PROJECT TRIPS = 44 IN 43 OUT 1

ROADWAY	FROM	TO	DIRECTION	2008 PEAK HOUR TRAFFIC	GROWTH RATE	2012 BACKGROUND	PROJECT DISTRIBUTION	PROJECT TRIPS	TOTAL MAJOR PROJECT	1.0% GROWTH	APPROVED PROJECTS PLUS 1.0%	TOTAL BACKGROUND TRAFFIC	2012 TOTAL TRAFFIC	ASSURED LANES	LOS D LOS E	PERCENT PROJECT IMPACT	MEETS LOS STD.
GREENVIEW SHORES(PBC2007)	SOUTH SHORE BLVD	WELLINGTON TRACE	EASTBOUND	552	1.0%	22	9%	4	0	22	22	22	578	4LD	1860	0.21%	Y
			WESTBOUND	561	1.0%	23	9%	0	0	23	23	23	584	4LD	1860	0.00%	Y
SOUTH SHORE BLVD	LAKE WORTH RD	PIERSON RD	NORTHBOUND	882	1.0%	36	30%	13	0	36	36	36	931	2	1300	0.99%	Y
			SOUTHBOUND	601	1.0%	24	30%	0	0	24	24	24	626	2	1300	0.02%	Y
SOUTH SHORE BLVD	PIERSON RD	SITE	NORTHBOUND	882	1.0%	36	33%	14	0	36	36	36	932	4LD	1710	0.83%	Y
			SOUTHBOUND	601	1.0%	24	33%	0	0	24	24	24	626	4LD	1710	0.02%	Y
SOUTH SHORE BLVD	SITE	GREENVIEW	NORTHBOUND	882	1.0%	36	67%	29	0	36	36	36	947	4LD	1710	1.68%	Y
			SOUTHBOUND	601	1.0%	24	67%	1	0	24	24	24	626	4LD	1710	0.04%	Y
SOUTH SHORE BLVD	GREENVIEW	BIG BLUE TRACE	NORTHBOUND	964	1.0%	39	58%	1	0	0 39	39	39	1004	4LD	1710	0.03%	Y
			SOUTHBOUND	713	1.0%	29	58%	25	0	29	29	29	767	4LD	1710	1.46%	Y
PIERSON RD	WEST OF	SOUTH SHORE BLVD	EASTBOUND	195	1.0%	6	1%	0	0	6	6	6	203	2	890	0.06%	Y
			WESTBOUND	185	1.0%	6	1%	0	0	6	6	6	193	2	890	0.00%	Y
PIERSON RD	EAST OF	SOUTH SHORE BLVD	EASTBOUND	144	1.0%	6	2%	0	0	6	6	6	150	2	890	0.00%	Y
			WESTBOUND	256	1.0%	10	2%	1	0	10	10	10	267	2	890	0.12%	Y

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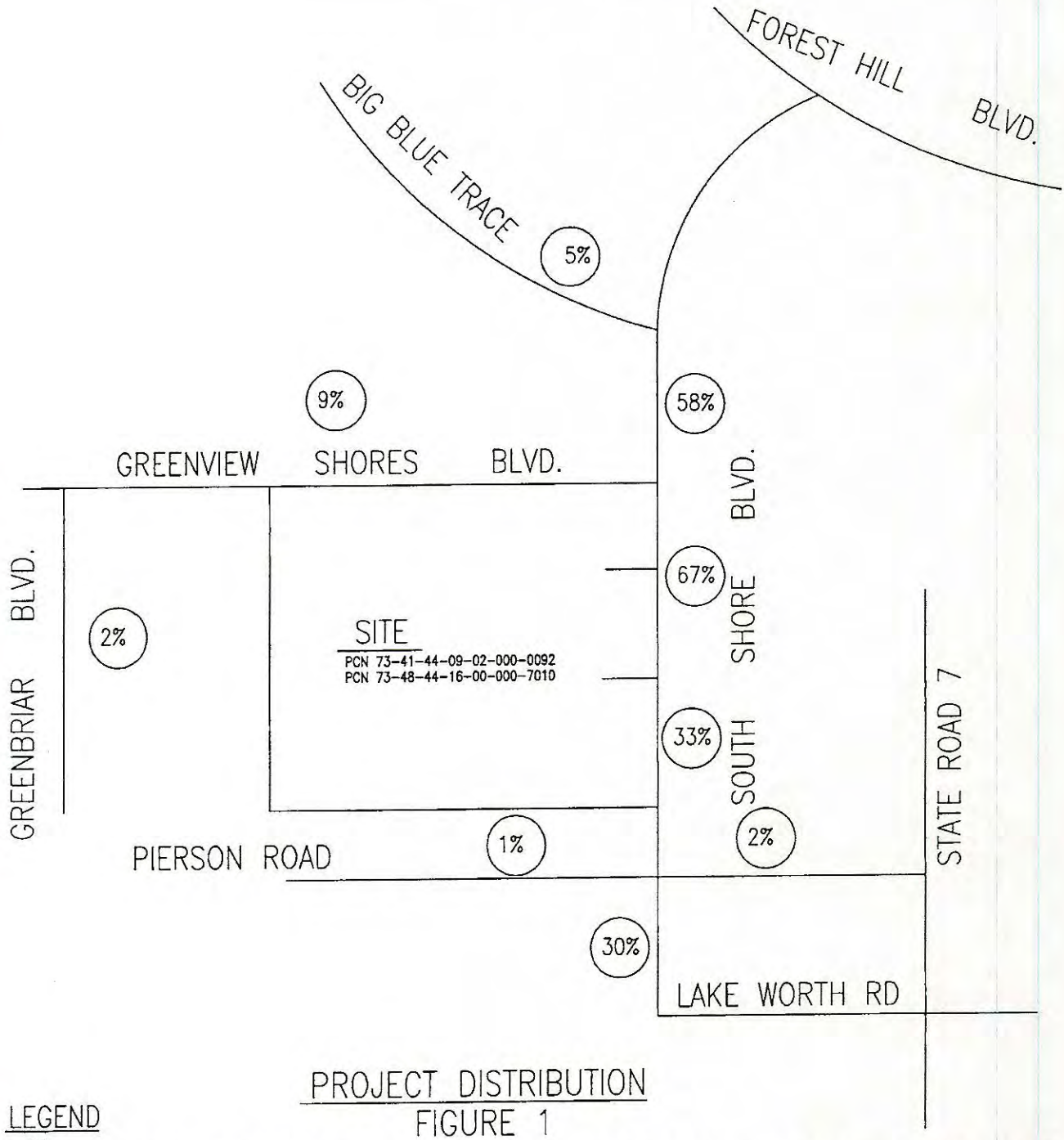

PROJECT DISTRIBUTION
FIGURE 1

LEGEND

50% PROJECT DISTIRBUTION

PROFESSIONAL CENTER AT WELLINGTON

05-134G CC 7-15-08
REVISED 8-27-08

5601 CORPORATE WAY, SUITE 200, WEST PALM BEACH, FLORIDA 33407
TELEPHONE (561) 478-7848

SIMMONS & WHITE, INC.
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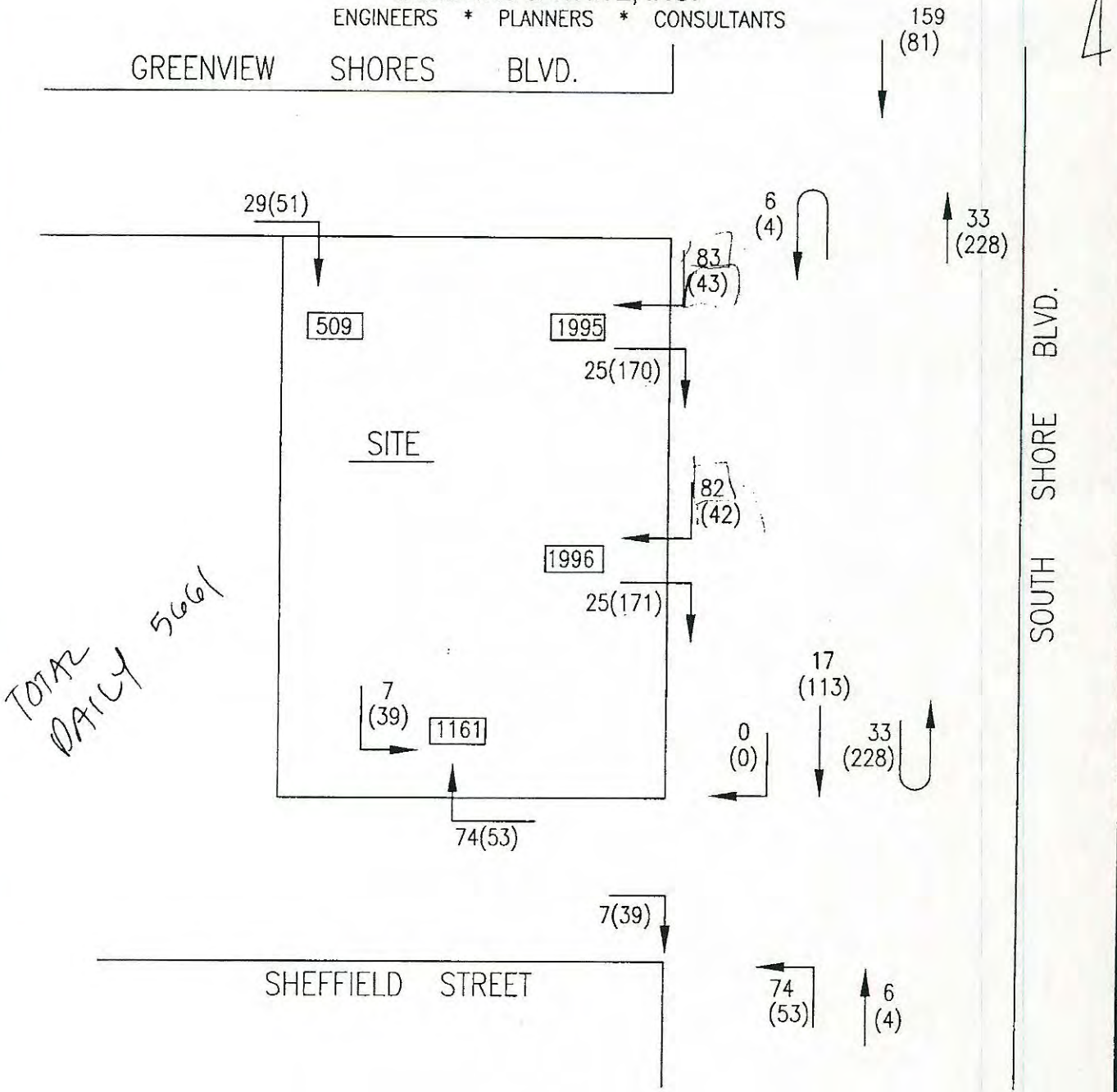

TURNING MOVEMENT WORKSHEET

LEGEND

75	AM PEAK HOUR TURNING MOVEMENT
(114)	PM PEAK HOUR TURNING MOVEMENT
[500]	AADT

PROFESSIONAL CENTER AT WELLINGTON

05-134G CC 07-15-08
REVISED 08-15-08

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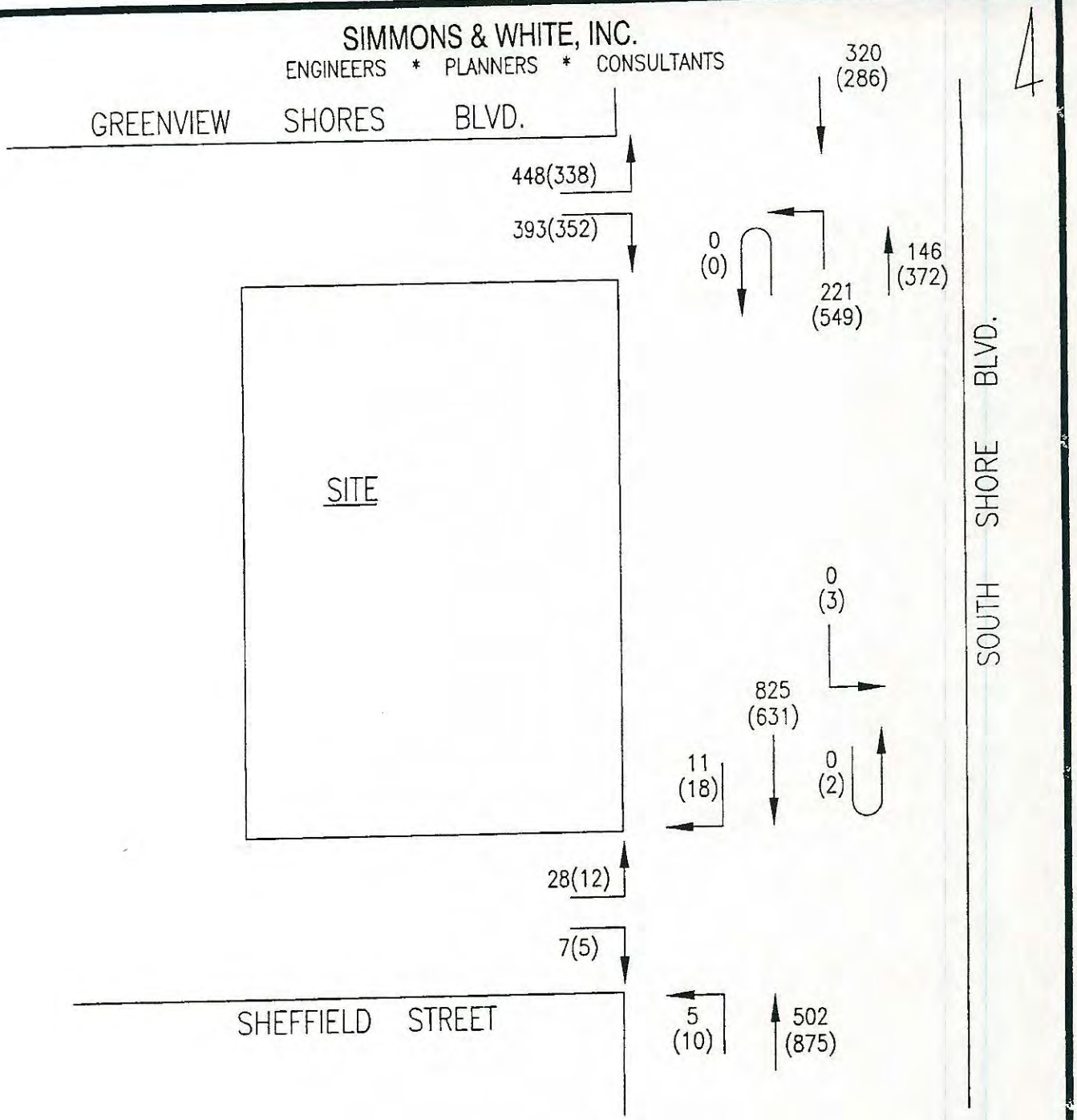

EXISTING TURNING MOVEMENT WORKSHEET

LEGEND

75	AM PEAK HOUR TURNING MOVEMENT
(114)	PM PEAK HOUR TURNING MOVEMENT
500	AADT

PROFESSIONAL CENTER AT WELLINGTON
05-134 CC 07-15-08

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CMA INTERSECTION ANALYSIS

WELLINGTON INTERNATIONAL EQUESTRIAN SHOWGROUNDS

GREENVIEW SHORES BOULEVARD AND SOUTH SHORES BOULEVARD

INPUT DATA

Growth Rate = 1.00% Peak Season = 1.05 Current Year = 2006 Buildout Year = 2012

COMMENT: Assumes the Village of Wellington improvements for South Shore Blvd

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2006)	221	146	0	4	320	632	448	1	393	0	1	1
Peak Season Adjustment	11	7	0	0	16	32	22	0	20	0	0	0
Background Traffic Growth	14	9	0	0	21	41	29	0	25	0	0	0
1% Background Growth	14	9	0	0	21	41	29	0	25	0	0	0
Major Projects Traffic	4	44	0	0	53	0	0	0	4	0	0	0
Background Traffic Growth Used	18	53	0	0	74	41	29	0	29	0	0	0
Project Traffic	6	33	0	0	159	0	0	0	10	0	0	0
Total	**256**	**240**	**0**	**4**	**569**	**704**	**499**	**1**	**452**	**0**	**1**	**1**
Approach Total		**496**			**1,278**			**952**			**2**	

CRITICAL VOLUME ANALYSIS

No. of Lanes	2	2	<	1	2	1	2	<	1	1	1	<
Per Lane Volume	128	120		4	284	704	250	0	452	0	2	
Right on Red			10			60			60			10
Overlaps Left			0			250			128			4
Adj. Per Lane Volume	128	67	0	4	284	394	250	0	264	0	2	0
Through/Right Volume		67			394			264			2	
Opposing Left Turns		4			128			0			250	
Critical Volume for Approach		71			522			264			252	
Critical Volume for Direction		522						264				
Intersection Critical Volume	**786**											
STATUS?	**UNDER**											

INPUT DATA

Growth Rate = 1.00% Peak Season = 1.05 Current Year = 2006 Buildout Year = 2012

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2006)	549	372	6	10	286	412	338	0	352	1	5	4
Peak Season Adjustment	27	19	0	1	14	21	17	0	18	0	0	0
Background Traffic Growth	35	24	0	1	18	27	22	0	23	0	0	0
1% Background Growth	35	24	0	1	18	27	22	0	23	0	0	0
Major Projects Traffic	4	44	0	0	53	0	0	0	4	0	0	0
Background Traffic Growth Used	39	68	0	1	71	27	22	0	27	0	0	0
Project Traffic	4	228	0	0	81	0	0	0	7	0	0	0
Total	**620**	**687**	**7**	**11**	**453**	**459**	**377**	**0**	**403**	**1**	**6**	**4**
Approach Total		**1,313**			**923**			**780**			**11**	

Critical Volume Analysis

No. of Lanes	2	2	<	1	2	1	2	<	1	1	1	<
Per Lane Volume	310	347		11	226	459	188	0	403	1	10	
Right on Red			10			60			60			10
Overlaps Left			1			188			310			11
Adj. Per Lane Volume	310	337	0	11	226	211	188	0	33	1	10	0
Through/Right Volume		337			226			33			10	
Opposing Left Turns		11			310			1			188	
Critical Volume for Approach		348			536			34			198	
Critical Volume for Direction		536						198				
Intersection Critical Volume	**735**											
STATUS?	**UNDER**											

CMA INTERSECTION ANALYSIS
PROFESSIONAL CENTER AT WELLINGTON
SHEFFIELD STREET AND SOUTH SHORES BOULEVARD

INPUT DATA

Growth Rate = 1.95% Peak Season = 1.05 Current Year = 2006 Buildout Year = 2012

COMMENT: Assumes the Village of Wellington improvements for South Shore Blvd

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2006)	5	502	1	0	825	11	0	0	35	0	0	0
Peak Season Adjustment	0	25	0	0	41	1	0	0	2	0	0	0
Background Traffic Growth	1	65	0	0	106	1	0	0	5	0	0	0
1% Background Growth	0	32	0	0	53	1	0	0	2	0	0	0
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth Used	1	65	0	0	106	1	0	0	5	0	0	0
Project Traffic	74	6	0	33	17	0	0	0	7	0	0	0
Total	**80**	**598**	**1**	**33**	**990**	**13**	**0**	**0**	**48**	**0**	**0**	**0**
Approach Total		**679**			**1,036**			**48**			**0**	

CRITICAL VOLUME ANALYSIS

No. of Lanes	1	2	<	1	2	1	0	0	1	0	0	1
Per Lane Volume	80	300		33	495	13	0	0	48	0	0	0
Right on Red			10			60			10			10
Overlaps Left			0			0			80			33
Adj. Per Lane Volume	80	290		33	495	0	0	0	0	0	0	0
Through/Right Volume		290			495			0			0	
Opposing Left Turns		33			80			0			0	
Critical Volume for Approach		323			575			0			0	
Critical Volume for Direction		575						0				
Intersection Critical Volume	**575**											
STATUS?	**UNDER**											

INPUT DATA

Growth Rate = 1.95% Peak Season = 1.05 Current Year = 2006 Buildout Year = 2012

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2006)	10	875	0	5	631	18	0	0	17	0	0	2
Peak Season Adjustment	1	44	0	0	32	1	0	0	1	0	0	0
Background Traffic Growth	1	113	0	1	81	2	0	0	2	0	0	0
1% Background Growth	1	57	0	0	41	1	0	0	1	0	0	0
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth Used	1	113	0	1	81	2	0	0	2	0	0	0
Project Traffic	53	4	0	228	113	0	0	0	39	0	0	0
Total	**65**	**1036**	**0**	**234**	**857**	**21**	**0**	**0**	**59**	**0**	**0**	**2**
Approach Total		**1,100**			**1,112**			**59**			**2**	

Critical Volume Analysis

No. of Lanes	1	2	<	1	2	1	0	0	1	0	0	1
Per Lane Volume	65	518		234	428	21	0	0	59	0	0	2
Right on Red			10			60			10			10
Overlaps Left			0			0			65			234
Adj. Per Lane Volume	65	518	0	234	428	0	0	0	0	0	0	0
Through/Right Volume		518			428			0			0	
Opposing Left Turns		234			65			0			0	
Critical Volume for Approach		752			493			0			0	
Critical Volume for Direction		752						0				
Intersection Critical Volume	**752**											
STATUS?	**UNDER**											

Due to the median improvements existing eastbound left turns have been added to right turns

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CC	Intersection	Sheffield Blvd & South Shores
Agency/Co.	SW	Jurisdiction	Wellington
Date Performed	8/16/2008	Analysis Year	2012
Analysis Time Period	AM		

Project Description: *Professional Center at Wellington*

East/West Street: *Sheffield Blvd* | North/South Street: *South Shores*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	80	598		33	990	13
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	84	629	0	34	1042	13
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T		L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			48			0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	50	0	0	0
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L			R			R
v (veh/h)	84	34			0			50
C (m) (veh/h)	656	949			725			554
v/c	0.13	0.04			0.00			0.09
95% queue length	0.44	0.11			0.00			0.30
Control Delay (s/veh)	11.3	8.9			10.0			12.1
LOS	B	A			A			B
Approach Delay (s/veh)	--	--				12.1		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CC	Intersection	Sheffield Blvd & South Shores
Agency/Co.	SW	Jurisdiction	Wellington
Date Performed	8/16/2008	Analysis Year	2012
Analysis Time Period	PM		

Project Description: *Professional Center at Wellington*

East/West Street: *Sheffield Blvd* | North/South Street: *South Shores*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	65	1036	0	234	857	21
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	68	1090	0	246	902	22
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	1
Configuration	L	T	TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			59			2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	62	0	0	2
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	1
Configuration			R			R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L			R			R
v (veh/h)	68	246			2			62
C (m) (veh/h)	735	636			536			607
v/c	0.09	0.39			0.00			0.10
95% queue length	0.30	1.82			0.01			0.34
Control Delay (s/veh)	10.4	14.2			11.7			11.6
LOS	B	B			B			B
Approach Delay (s/veh)	--	--	11.7			11.6		
Approach LOS	--	--	B			B		

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES 2003	2004	2005	2006	2007	2008 DAILY DATE	VOL	GR	2008 AM PEAK HOUR* 2-WAY	NB/EB	SB/WB	2008 PM PEAK HOUR* 2-WAY	NB/EB	SB/WB
4644	SHERWOOD FOREST BL	Lake Worth Rd	10th Ave N	2	7153	7648	7677	7706	7095	1/30/2008	6790	-4.01%	434	140	328	600	288	333
4654	SHERWOOD FOREST BL	10th Ave N	Cresthaven Blvd	2	8160	8402	9095	8655	9129	1/30/2008	8073	-3.90%	585	199	400	760	410	353
4200	SHERWOOD FOREST BL	Cresthaven Blvd	Forest Hill Blvd	2	7031	7473	7434	7723	7323	1/30/2008	7354	-0.36%	560	259	302	701	290	415
2615	SILVER BEACH RD	Congress Ave	Old Dixie Hwy	2				12004	13197	2/26/2008	14235		1095	654	488	1235	627	608
2807	SILVER BEACH RD	Old Dixie Hwy	US-1	2	13582	13005	13451	14402	13166	1/07/2008	12823	-1.58%	1112	597	515	1027	491	563
3418	SKEES RD	Okeechobee Bl	Belvedere Rd	2	4863	5650	5651	6736	5398	1/07/2008	5102	-3.35%	438	248	205	450	280	174
3446	SOUTH SHORE DR	Lake Worth Rd	Greenview Shores Bl	2	18476	18674	18874	18100	16746	1/09/2008	16711	-3.98%	1377	512	938	1426	882	601
3429	SOUTH SHORE DR	Greenview Shores Bl	Big Blue Trace	4D	20402	19873	20318	21978	19744	1/09/2008	19087	-2.06%	1416	586	861	1659	964	713
3421	SOUTH SHORE DR	Big Blue Trace	Forest Hill Blvd	4D	23575	24624	26822	24190	26556	1/09/2008	25227	-2.02%	1739	1130	628	2213	1063	1157
3101	SOUTHERN BLVD	20 Mile Bend	Lion Country Safari	4D	16981	17904	17567	18085	17190	2/04/2008	16198	-2.67%	1344	545	884	1445	791	654
3467	SOUTHERN BLVD	Lion Country Safari	Seminole Pratt Whitney Rd	4D					23814	2/04/2008	21535		1722	671	1121	1849	1165	702
3443	SOUTHERN BLVD	Seminole Pratt Whitney Rd	Binks Forest Drive	6D	31956	32131	37182	35612	29807	2/04/2008	28605	-8.37%	2484	1126	1421	2345	1255	1123
3431	SOUTHERN BLVD	Binks Forest Drive	Big Blue Trace	4D	32639	32632	35256	33195	32664	2/21/2008	30997	-4.20%	2546	1453	1135	2548	1290	1300
3413	SOUTHERN BLVD	Big Blue Trace	Forest Hill/Crestwood	4D	44550	43517	45385	44364	44382	3/18/2008	42116	-2.46%	3178	1702	1506	3302	1676	1708
3417	SOUTHERN BLVD	Forest Hill/Crestwood	Cypress Head	6D	40700	41509	42335	43100	46087	2/04/2008	48632	4.73%	3722	2474	1422	3901	1819	2091
3437	SOUTHERN BLVD	Cypress Head	Royal Palm Beach Blvd	6D	43600	44468	45352	43747	46826	2/04/2008	46769	1.03%	3504	2295	1362	3756	1662	2094
3405	SOUTHERN BLVD	Royal Palm Beach Blvd	Lamstein Ln	8D	46895	47828	48779	49700	50600		50500	1.16%						
3409	SOUTHERN BLVD	Lamstein Ln	SR-7	8D	48674	50109	51263	51154	52000		51800	0.35%						
3415	SOUTHERN BLVD	SR 7	Sansbury's Way	8D	34714	38206	38854	40659	42900		43500	3.84%						
3105	SOUTHERN BLVD	Sansbury's Way	Pike Rd	8D			43644	44213	46545		47700	3.01%						
3215	SOUTHERN BLVD	Pike Rd	Fla Turnpike Entrance	8D	37947	41758	45951	49100	52700		54700	5.98%						
3223	SOUTHERN BLVD	Fla Turnpike Entrance	Jog Rd	8D		0	39180	40938	40685	2/04/2008	42908	3.08%	3632	2203	1429	3439	1610	1836

*Note: Where no peak hour volumes are shown, the 2008 daily volume was estimated based on previous count data or collected without peak hour data.

STA	ROAD	FROM	TO	LANES	DAILY TRAFFIC VOLUMES					2007 DAILY			2007 AM PEAK HOUR*			2007 PM PEAK HOUR*		
					2002	2003	2004	2005	2006	DATE	VOL	GR	2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
3900	GEORGIA AVE	Southern Blvd	Bunker Rd	2	5045	5483	6168	6939	8747		6800	3.31%	0	0	0	0	0	0
3876	GEORGIA AVE	Belvedere Rd	Southern Blvd	2	6236	6367	6593	6827	9111		7200	2.98%	0	0	0	0	0	0
3860	GEORGIA AVE	Park Pl	Belvedere Rd	2	1952	1729	1190	1150	1116		1300	2.99%	0	0	0	0	0	0
3844	GEORGIA AVE	Banyan Blvd	Lakeview Ave	2	3126	3505	3960	4474	5889		4500	4.35%	0	0	0	0	0	0
6429	GLADES RD	Palmetto Park Rd	Cain Blvd	4D				7468	7088	1/9/2007	7685		1203	523	680	620	230	392
6411	GLADES RD	Cain Blvd	SR-7	4D	29972	31469	31278	30928	32300	1/9/2007	29831	-1.57%	2326	1536	790	2628	1046	1582
6415	GLADES RD	SR-7	Lyons Rd	6D	40206	40136	45835	46600	48111	1/10/2007	43992	-1.36%	2950	1792	1450	3481	1638	1843
6413	GLADES RD	Lyons Rd	Boca Rio Rd	6D	49558	50737	49895	50638	51884	1/22/2007	46008	-2.67%	3122	1833	1581	3578	1618	2050
6101	GLADES RD	Boca Rio Rd	Turnpike Entrance	6D	53856	54943	55416	60318	59032	2/6/2007	53915	-0.91%	3553	2261	1726	4127	1878	2257
6205	GLADES RD	Turnpike Entrance	Jog/Powerline Rd	6D	59190	59338	61361	65077	65727	1/22/2007	58222	-1.74%	4447	3070	1764	4726	1932	2794
6615	GLADES RD	Jog/Powerline Rd	St. Andrews Blvd	6D	58293	57359	55101	56754	58472		56500	0.84%	0	0	0	0	0	0
6207	GLADES RD	St. Andrews Blvd	I-95	6D	70695	70437	70402	69770	72895	2/6/2007	65199	-2.53%	4345	2487	2213	4923	2520	2477
6307	GLADES RD	I-95	Perimeter Rd	6D	74229	77245	73351	69258	74095		63800	-4.54%	0	0	0	0	0	0
6821	GLADES RD	Perimeter Rd	FAU Entrance(10th Ave N	6D	61473	62336	68381	70373	72600	2/6/2007	62480	-2.96%	4251	2716	2047	4533	2004	2777
6831	GLADES RD	FAU Entrance(10th Ave N	Boca Raton Blvd	6D	44592	45274	43372	40979	41239		42700	-0.52%	0	0	0	0	0	0
6833	GLADES RD	Boca Raton Blvd	Old Dixie Hwy	6D	33098	34331	33712	31340	30755		32500	-1.21%	0	0	0	0	0	0
6837	GLADES RD	Old Dixie Hwy	US-1 (Federal Hwy)	6D	21421	22030	20416	21142	22879		22200	2.83%	0	0	0	0	0	0
3432	GREENVIEW SHORES	Wellington Trc	South Shore Blvd	4D	19568	19385	20135	21269	19915	1/24/2007	18555	-2.69%	1103	552	561	1666	915	779
3302	GREENWOOD AVE	MLK Jr Blvd	45th St	4	19183	18733	17851	17011	14204		16900	-1.81%	0	0	0	0	0	0
3649	GUN CLUB RD	Jog Rd	Haverhill Rd	2	5002	5117	6008	6740	6776	2/20/2007	6053	0.25%	548	377	186	663	283	380
3651	GUN CLUB RD	Haverhill Rd	Military Tr	5	11667	11465	13014	16087	14254	2/7/2007	14328	3.26%	1332	978	354	1494	476	1018
3653	GUN CLUB RD	Military Tr	Kirk Rd	5	13862	14914	15826	17196	16077	2/7/2007	17271	2.96%	1540	973	596	1803	538	1276

*Note: Where no peak hour volumes are shown, the 2007 daily volume was estimated based on previous count data or collected without peak hour data.

SOUTH SHORE BOULEVARD & GREENVIEW SHORES
BOULEVARD, WELLINGTON, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00060137
Start Date: 05/02/06
File I.D. : GREESOUT
Page : 1

ALL VEHICLES

	GREENVIEW SHORES BLVD From North				SOUTH SHORE BOULEVARD From East				DRIVEWAY From South				SOUTH SHORE BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/02/06																	
07:00	87	0	0	92	216	81	0	1	0	0	0	0	0	31	0	57	565
07:15	99	0	1	123	202	86	1	2	0	1	0	0	0	32	0	62	609
07:30	113	0	0	125	125	86	0	0	1	0	0	0	0	39	0	55	544
07:45	94	1	1	106	89	67	0	0	0	0	0	0	0	44	0	47	449
Hr Total	393	1	2	446	632	320	1	3	1	1	0	0	0	146	0	221	2167
08:00	98	1	0	128	49	74	0	0	0	0	1	0	0	58	0	69	478
08:15	120	0	0	51	54	79	0	0	0	0	0	0	0	45	0	62	411
08:30	102	0	0	72	34	85	0	0	0	0	0	0	1	59	0	62	415
08:45	96	0	1	80	55	102	0	2	1	0	0	0	0	86	0	69	492
Hr Total	416	1	1	331	192	340	0	2	1	0	1	0	1	248	0	262	1796
* BREAK *																	
16:00	56	1	0	99	81	46	0	2	0	1	0	2	1	102	0	117	508
16:15	77	0	1	87	92	60	0	1	1	0	1	0	2	70	0	114	506
16:30	72	0	2	91	80	47	0	2	1	0	0	0	0	92	0	106	493
16:45	96	0	1	72	73	70	1	1	0	0	0	0	2	97	0	121	534
Hr Total	301	1	4	349	326	223	1	6	2	1	1	2	5	361	0	458	2041
17:00	95	0	1	93	97	70	0	0	2	3	0	0	2	104	0	140	607
17:15	80	0	0	86	105	77	1	2	1	1	0	0	2	90	0	135	580
17:30	93	0	0	78	110	72	1	2	0	1	0	0	0	75	0	136	568
17:45	84	0	2	78	100	67	1	3	1	0	0	1	2	103	0	138	580
Hr Total	352	0	3	335	412	286	3	7	4	5	0	1	6	372	0	549	2335
TOTAL	1462	3	10	1461	1562	1169	5	18	8	7	2	3	12	1127	0	1490	8339

SOUTH SHORE BOULEVARD & GREENVIEW SHORES
BOULEVARD, WELLINGTON, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00060137
Start Date: 05/02/06
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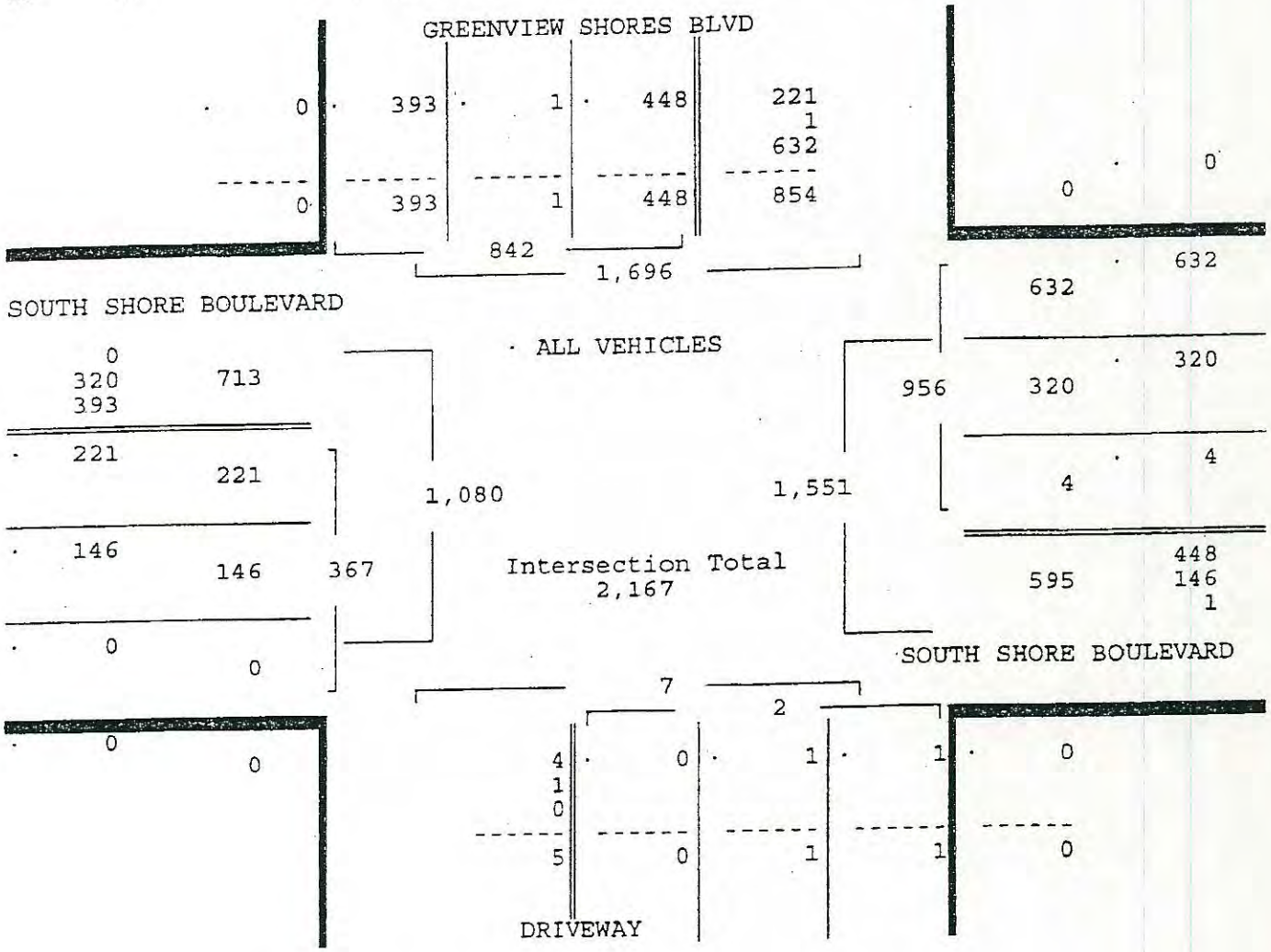
ALL VEHICLES

	GREENVIEW SHORES BLVD From North				SOUTH SHORE BOULEVARD From East				DRIVEWAY From South				SOUTH SHORE BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/02/06																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/02/06																	
Peak start	07:00				07:00				07:00				07:00				
Volume	393	1	2	446	632	320	1	3	1	1	0	0	0	146	0	221	
Percent	47%	0%	0%	53%	66%	33%	0%	0%	50%	50%	0%	0%	0%	40%	0%	60%	
Pk total	842				956				2				367				
Highest	07:30				07:00				07:15				07:15				
Volume	113	0	0	125	216	81	0	1	0	1	0	0	0	32	0	62	
Hi total	238				298				1				94				
PHF	.88				.80				.50				.98				



SOUTH SHORE BOULEVARD & GREENVIEW SHORES BOULEVARD, WELLINGTON, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00060137
Start Date: 05/02/06
File I.D. : GREESOUT
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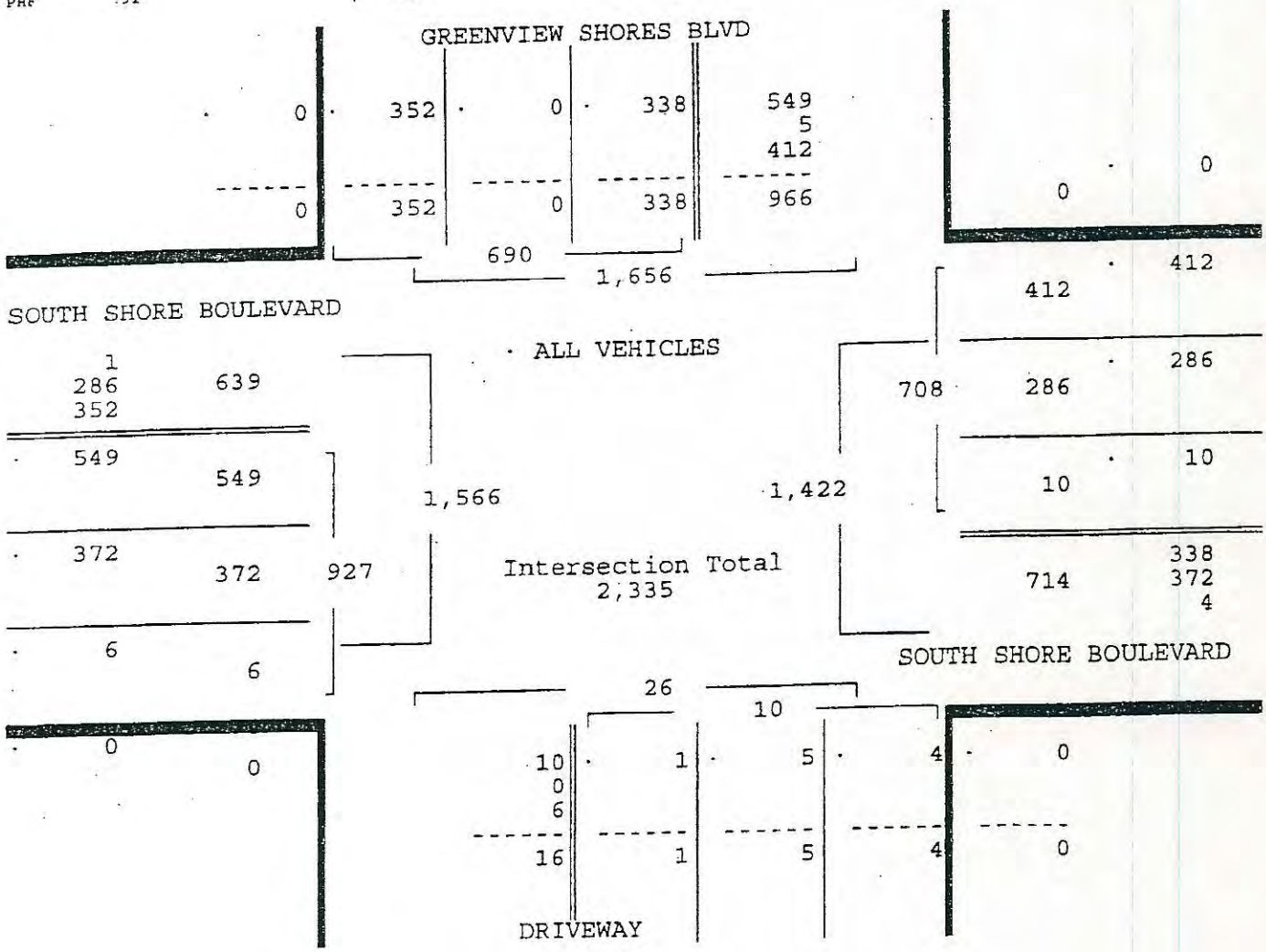
ALL VEHICLES

	GREENVIEW SHORES BLVD From North				SOUTH SHORE BOULEVARD From East				DRIVEWAY From South				SOUTH SHORE BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/02/06																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/02/06																	
Peak start	17:00				17:00				17:00				17:00				
Volume	352	0	3	335	412	286	3	7	4	5	0	1	6	372	0	549	
Percent	51%	0%	0%	49%	58%	40%	0%	1%	40%	50%	0%	10%	1%	40%	0%	59%	
Pk total	690				708				10				927				
Highest	17:00				17:15				17:00				17:00				
Volume	95	0	1	93	105	77	1	2	2	3	0	0	2	104	0	140	
Hi total	189				185				5				246				
PHF	.91				.96				.50				.94				



SHEFIELD STREET & SOUTH SHORE BOULEVARD
WELLINGTON, FLORIDA
COUNTED BY: SUSAN MALONE
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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Site Code : 00060135
Start Date: 05/02/06
File I.D. : SHEFSOUT
Page : 1

ALL VEHICLES

	SOUTH SHORE BOULEVARD From North				SHEFFIELD STREET From East				SOUTH SHORE BOULEVARD From South				SHEFFIELD STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/02/06																	
07:00	0	170	0	0	0	0	0	0	1	87	0	1	4	0	0	9	272
07:15	5	187	0	0	0	0	0	0	0	93	0	0	1	0	0	2	288
07:30	3	221	0	0	0	0	0	0	0	92	0	3	7	0	0	3	329
07:45	2	203	0	0	0	0	0	0	0	125	0	2	2	0	0	5	339
Hr Total	10	781	0	0	0	0	0	0	1	397	0	6	14	0	0	19	1228
08:00	1	212	0	0	0	0	0	0	0	121	0	2	2	0	0	9	347
08:15	3	226	0	0	0	0	0	0	0	112	0	0	3	0	0	5	349
08:30	3	196	0	0	0	0	0	0	0	115	0	1	2	0	0	7	324
08:45	4	191	0	0	0	0	0	0	1	154	2	0	0	0	0	7	359
Hr Total	11	825	0	0	0	0	0	0	1	502	2	3	7	0	0	28	1379
* BREAK *																	
16:00	6	104	0	1	1	0	0	0	0	220	0	1	3	0	0	3	339
16:15	5	125	0	0	0	0	0	0	0	178	0	5	5	0	0	4	322
16:30	4	113	0	0	0	0	0	0	0	193	0	2	3	0	1	4	320
16:45	4	160	2	2	1	0	0	0	0	214	1	3	1	0	0	2	390
Hr Total	19	502	2	3	2	0	0	0	0	805	1	11	12	0	1	13	1371
17:00	6	160	0	0	0	0	0	0	0	242	0	2	1	0	0	2	413
17:15	5	154	0	0	0	0	0	0	0	203	0	0	1	0	0	3	366
17:30	3	157	0	1	1	0	0	0	0	216	0	4	2	0	0	5	389
17:45	9	132	0	0	1	0	0	0	0	227	0	5	2	0	0	4	380
Hr Total	23	603	0	1	2	0	0	0	0	888	0	11	6	0	0	14	1548
TOTAL	63	2711	2	4	4	0	0	0	2	2592	3	31	39	0	1	74	5526

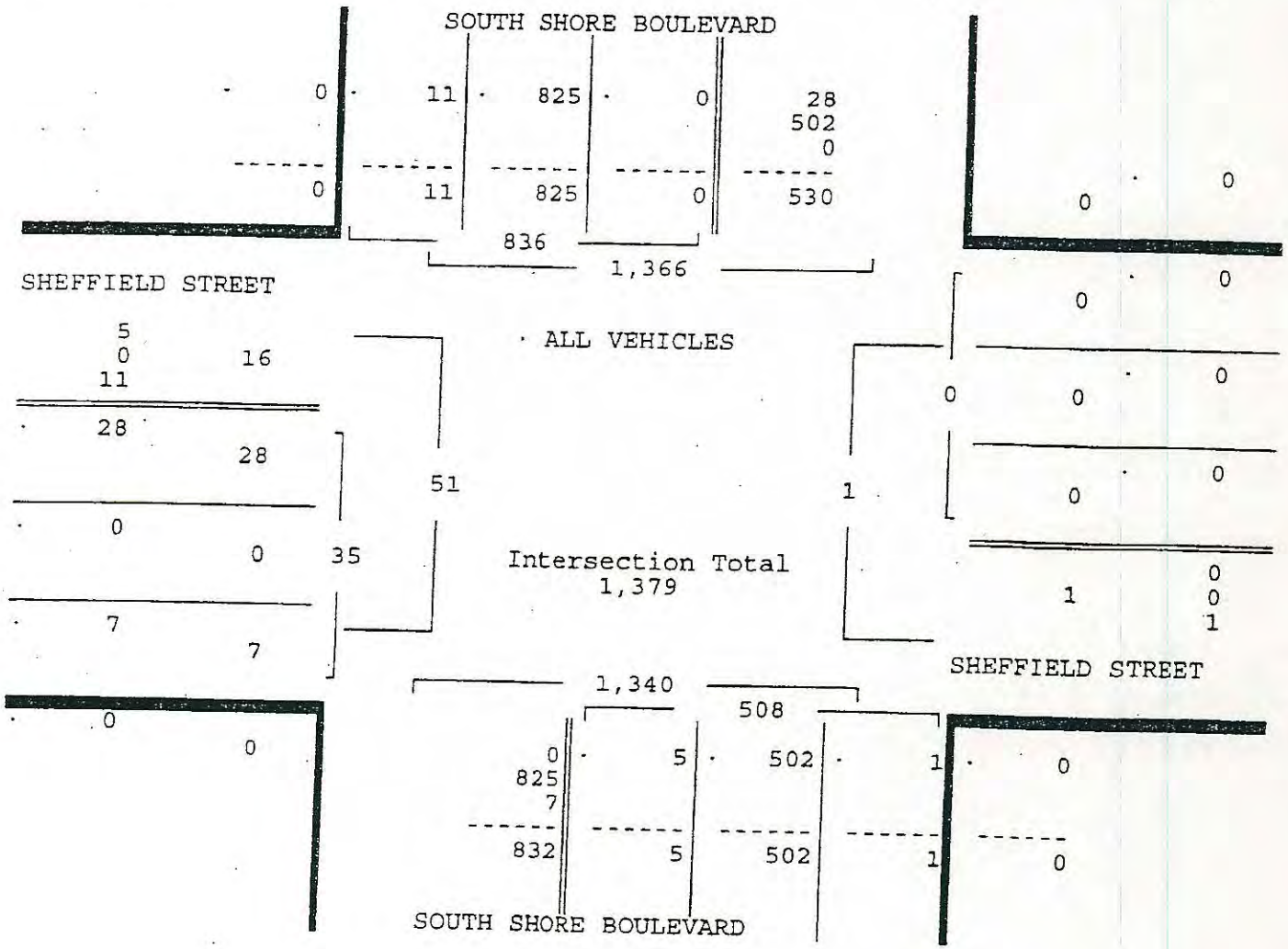
SHEFFIELD STREET & SOUTH SHORE BOULEVARD
WELLINGTON, FLORIDA
COUNTED BY: SUSAN MALONE
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00060135
Start Date: 05/02/06
File I.D. : SHEPSOUT

ALL VEHICLES

	SOUTH SHORE BOULEVARD From North				SHEFFIELD STREET From East				SOUTH SHORE BOULEVARD From South				SHEFFIELD STREET From West				
Date 05/02/06	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/02/06																	
Peak start 08:00					08:00				08:00				08:00				
Volume	11	825	0	0	0	0	0	0	1	502	2	3	7	0	0	28	
Percent	1%	99%	0%	0%	0%	0%	0%	0%	0%	99%	0%	1%	20%	0%	0%	80%	
Pk total	836				0				508				35				
Highest	08:15				07:00				08:45				08:00				
Volume	3	226	0	0	0	0	0	0	1	154	2	0	2	0	0	9	
Hi total	229				0				157				11				
PHF	.91				.0				.81				.80				



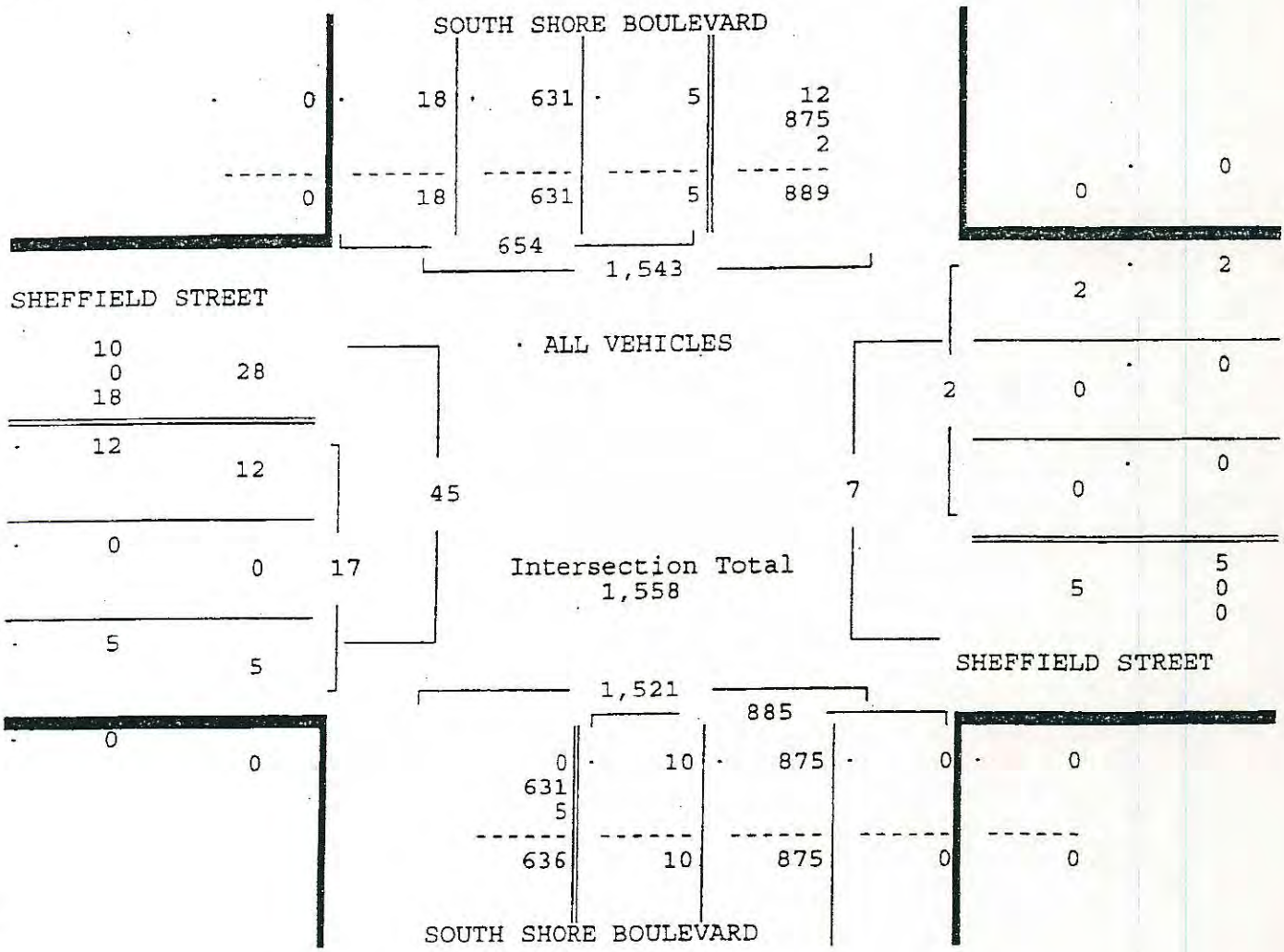
SHEFIELD STREET & SOUTH SHORE BOULEVARD
WELLINGTON, FLORIDA
COUNTED BY: SUSAN MALONE
NOT SIGNALIZED

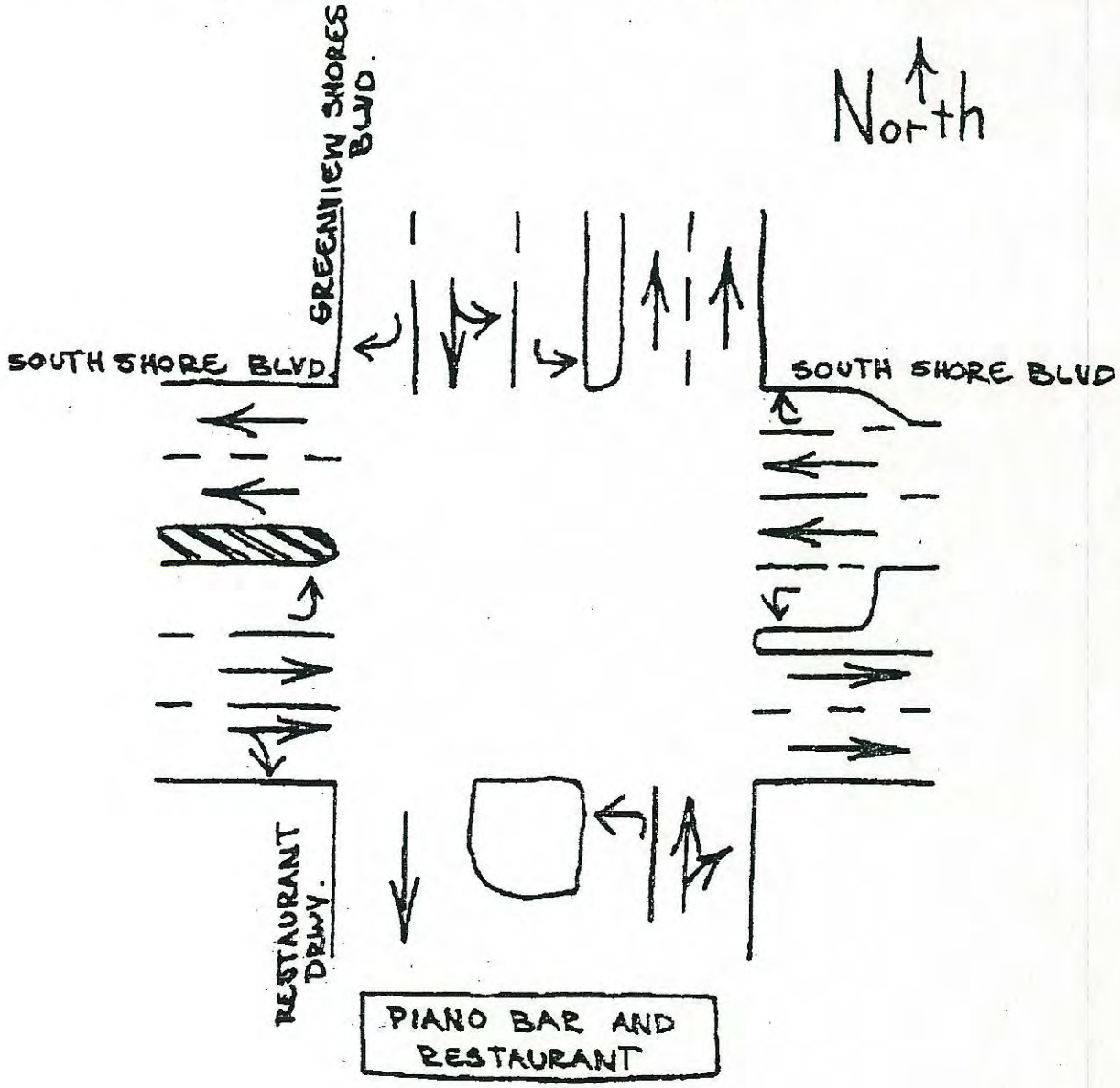
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00060135
Start Date: 05/02/06
File I.D. : SHEFSOUT

ALL VEHICLES

	SOUTH SHORE BOULEVARD From North				SHEFFIELD STREET From East				SOUTH SHORE BOULEVARD From South				SHEFFIELD STREET From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/02/06																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/02/06																	
Peak start	16:45				16:45				16:45				16:45				
Volume	18	631	2	3	2	0	0	0	0	875	1	9	5	0	0	12	
Percent	3%	96%	0%	0%	100%	0%	0%	0%	0%	99%	0%	1%	29%	0%	0%	71%	
Pk total	654				2				885				17				
Highest	16:45				16:45				17:00				17:30				
Volume	4	160	2	2	1	0	0	0	0	242	0	2	2	0	0	5	
Hi total	168				1				244				7				
PHF	.97				.50				.91				.61				



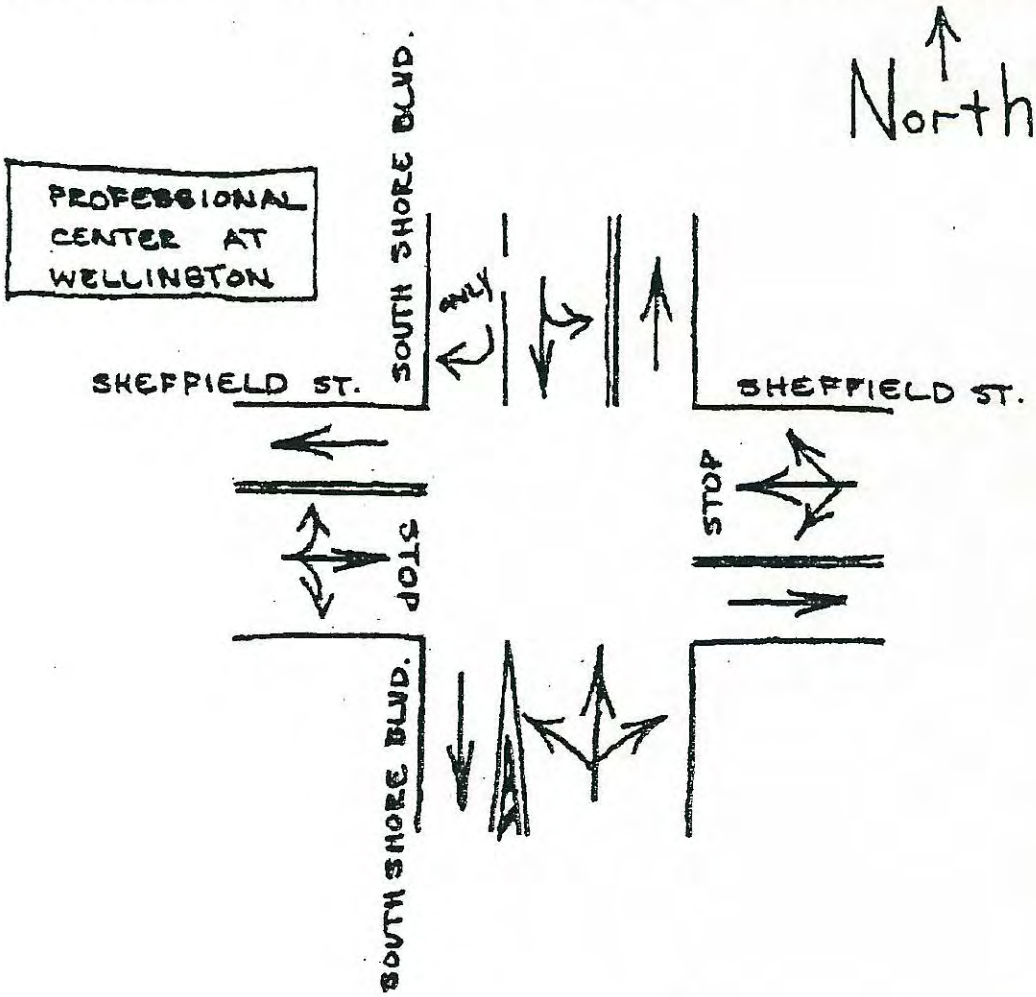


WELLINGTON, FLORIDA

MAY 3, 2006

DRAWN By, MICHAEL MALONE

SIGNALIZED



WELLINGTON, FLORIDA

MAY 3, 2006

DRAWN BY, MICHAEL MALONE

NOT SIGNALIZED

Transportation Statistics Office

2004 Peak Season Factor Category Report

WEST-W OF SR7

Category: 9327

MOCF = 0.94

	Week	Dates	SF	PSCF
	1	01/01/2004 - 01/03/2004	0.94	1.00
	2	01/04/2004 - 01/10/2004	0.96	1.02
	3	01/11/2004 - 01/17/2004	0.99	1.05
	4	01/18/2004 - 01/24/2004	0.97	1.03
*	5	01/25/2004 - 01/31/2004	0.96	1.02
*	6	02/01/2004 - 02/07/2004	0.95	1.01
*	7	02/08/2004 - 02/14/2004	0.94	1.00
*	8	02/15/2004 - 02/21/2004	0.93	0.99
*	9	02/22/2004 - 02/28/2004	0.92	0.98
*	10	02/29/2004 - 03/06/2004	0.91	0.97
*	11	03/07/2004 - 03/13/2004	0.91	0.97
*	12	03/14/2004 - 03/20/2004	0.90	0.96
*	13	03/21/2004 - 03/27/2004	0.92	0.98
*	14	03/28/2004 - 04/03/2004	0.93	0.99
*	15	04/04/2004 - 04/10/2004	0.95	1.01
*	16	04/11/2004 - 04/17/2004	0.97	1.03
*	17	04/18/2004 - 04/24/2004	0.97	1.03
	18	04/25/2004 - 05/01/2004	0.98	1.04
*	19	05/02/2004 - 05/08/2004	0.99	1.05
	20	05/09/2004 - 05/15/2004	1.00	1.06
	21	05/16/2004 - 05/22/2004	1.01	1.07
	22	05/23/2004 - 05/29/2004	1.03	1.10
	23	05/30/2004 - 06/05/2004	1.04	1.11
	24	06/06/2004 - 06/12/2004	1.06	1.13
	25	06/13/2004 - 06/19/2004	1.07	1.14
	26	06/20/2004 - 06/26/2004	1.07	1.14
	27	06/27/2004 - 07/03/2004	1.08	1.15
	28	07/04/2004 - 07/10/2004	1.08	1.15
	29	07/11/2004 - 07/17/2004	1.09	1.16
	30	07/18/2004 - 07/24/2004	1.09	1.16
	31	07/25/2004 - 07/31/2004	1.08	1.15
	32	08/01/2004 - 08/07/2004	1.08	1.15
	33	08/08/2004 - 08/14/2004	1.08	1.15
	34	08/15/2004 - 08/21/2004	1.08	1.15
	35	08/22/2004 - 08/28/2004	1.13	1.20
	36	08/29/2004 - 09/04/2004	1.17	1.24
	37	09/05/2004 - 09/11/2004	1.22	1.30
	38	09/12/2004 - 09/18/2004	1.27	1.35
	39	09/19/2004 - 09/25/2004	1.20	1.28
	40	09/26/2004 - 10/02/2004	1.13	1.20
	41	10/03/2004 - 10/09/2004	1.06	1.13
	42	10/10/2004 - 10/16/2004	0.99	1.05
	43	10/17/2004 - 10/23/2004	0.97	1.03
	44	10/24/2004 - 10/30/2004	0.96	1.02
	45	10/31/2004 - 11/06/2004	0.94	1.00
	46	11/07/2004 - 11/13/2004	0.93	0.99
	47	11/14/2004 - 11/20/2004	0.91	0.97
	48	11/21/2004 - 11/27/2004	0.92	0.98
	49	11/28/2004 - 12/04/2004	0.92	0.98
	50	12/05/2004 - 12/11/2004	0.93	0.99
	51	12/12/2004 - 12/18/2004	0.94	1.00
	52	12/19/2004 - 12/25/2004	0.96	1.02
	53	12/26/2004 - 12/31/2004	0.99	1.05

Note: "*" indicates peak season week

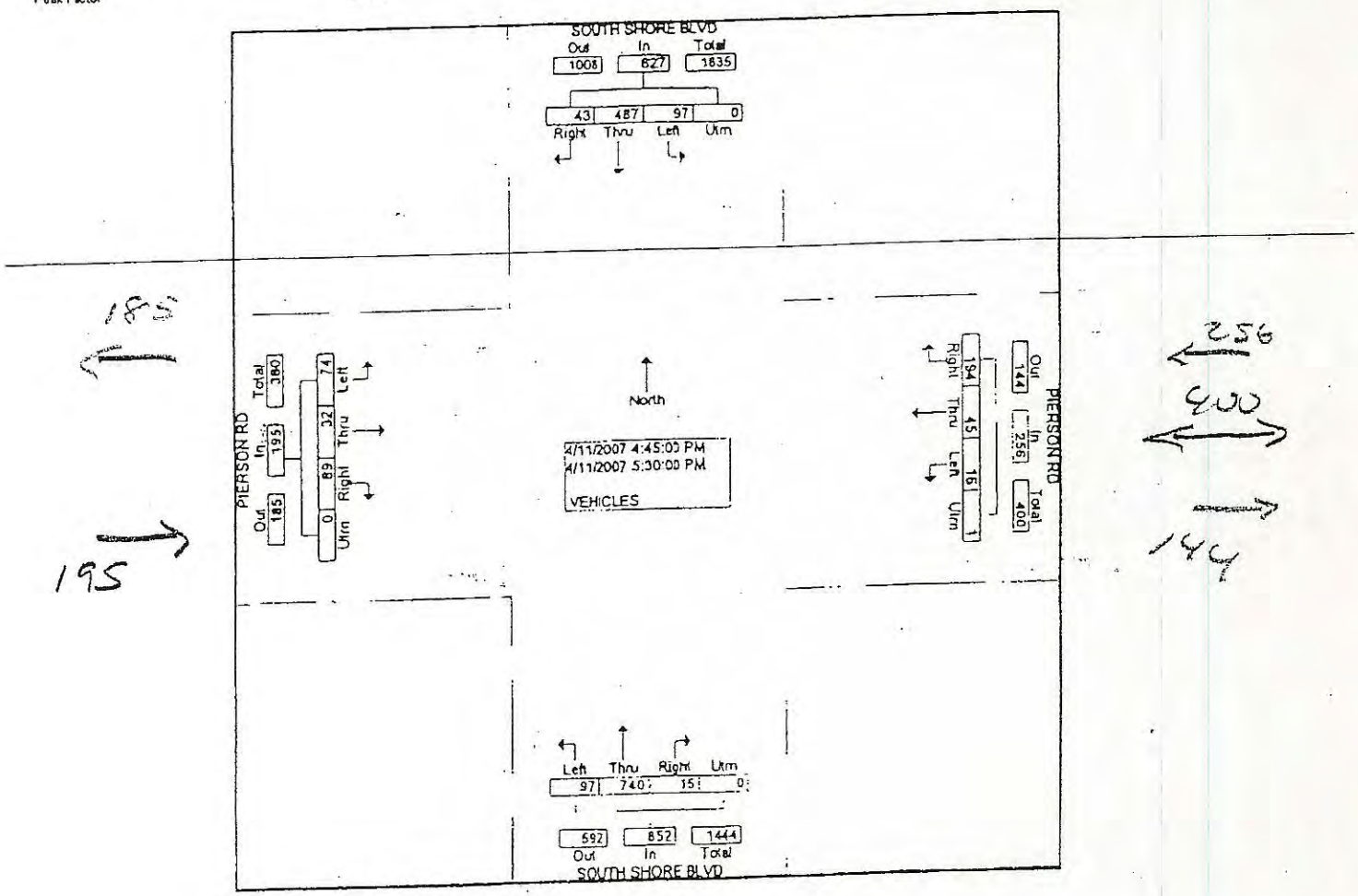
PD&E

10891 LA REINA ROAD, SUITE 100
DELRAY BEACH, FL 33446
TEL (561)498-2304 FAX (561)498-2305

LOCATION: PIERSON ROAD @
SOUTH SHORE BOULEVARD
CITY: WELLINGTON
COUNTY: PALM BEACH

File Name : PIERSHORE
Site Code : 00000000
Start Date : 4/11/2007
Page No : 3

	SOUTH SHORE BLVD Southbound					PIERSON RD Westbound					SOUTH SHORE BLVD Northbound					PIERSON RD Eastbound					
Start Time	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Left	Thru	Right	Utrn	App. Total	Int. Total
Peak Hour From 12:45 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	97	487	43	0	627	16	45	194	1	256	97	740	15	0	852	74	32	89	0	195	1930
Percent	15.5	77.7	6.9	0.0		6.3	17.6	75.8	0.4		11.4	86.9	1.8	0.0		37.9	16.4	45.6	0.0		
05:30 Volume	25	126	18	0	169	0	12	59	1	72	25	203	1	0	229	18	8	17	0	43	513
Peak Factor																05:00 PM					0.941
High Int.	05:30 PM					05:30 PM					05:30 PM					17	13	22	0	52	
Volume	25	126	18	0	169	0	12	59	1	72	25	203	1	0	229					0.938	
Peak Factor					0.928					0.889					0.930						



APPENDIX D

Input Data
Links – Test One

MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Florida 33467-2400
Phone: (561) 795-0678 Fax: (561) 795-0230
www.mtpgroup.net

Input Data

ROAD NAME: South Shore Blvd
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: 2.93%
STATION: 3429
FROM: Midpoint
TO: Big Blue Trce
COUNT DATE: 2/21/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period		AM			PM	
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1657	638	1089	1620	905	722
Peak Volume	1657	638	1089	1620	905	722
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1657	638	1089	1620	905	722

Committed Developments							Type	% Complete
~~Olympia~~	~~8~~	~~2~~	~~6~~	~~8~~	~~5~~	~~3~~	~~Res~~	~~90%~~
~~Wellington Regional Medical Center~~	~~20~~	~~14~~	~~6~~	~~23~~	~~8~~	~~16~~	~~NR~~	~~54%~~
Professional Center at Wellington	135	22	113	193	138	55	NR	15%
Total Committed Developments	163	38	125	224	151	74		
Total Committed Residential	8	2	6	8	5	3		
Total Committed Non-Residential	155	36	119	216	146	71		
Double Count Reduction	2	1	2	2	1	1		
Total Discounted Committed Developments	135 ~~161~~	22 ~~37~~	113 ~~123~~	193 ~~222~~	138 ~~150~~	55 ~~73~~		
Historical Growth	203	78	133	198	111	88		
Comm Dev+1% Growth	228	63	167	288	187	102		
Growth Volume Used	228	78	167	288	187	102		
Total Volume	1885	716	1256	1908	1092	824		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: South Shore Blvd
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: 2.93%
STATION: 3429
FROM: Greenview Shores Blvd
TO: Midpoint
COUNT DATE: 2/21/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period		AM			PM	
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1657	638	1089	1620	905	722
Peak Volume	1657	638	1089	1620	905	722
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1657	638	1089	1620	905	722

Committed Developments							Type	% Complete
~~Olympia~~	~~8~~	~~2~~	~~6~~	~~8~~	~~5~~	~~3~~	~~Res~~	~~90%~~
~~Wellington Regional Medical Center~~	~~20~~	~~14~~	~~6~~	~~23~~	~~8~~	~~16~~	~~NR~~	~~54%~~
Professional Center at Wellington	135	22	113	193	138	55	NR	15%
Total Committed Developments	163	38	125	224	151	74		
Total Committed Residential	8	2	6	8	5	3		
Total Committed Non-Residential	155	36	119	216	146	71		
Double Count Reduction	2	1	2	2	1	1		
Total Discounted Committed Developments	135 ~~161~~	22 ~~37~~	113 ~~123~~	193 ~~222~~	138 ~~150~~	55 ~~73~~		
Historical Growth	203	78	133	198	111	88		
Comm Dev+1% Growth	228	63	167	288	187	102		
Growth Volume Used	228	78	167	288	187	102		
Total Volume	1885	716	1256	1908	1092	824		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: South Shore Blvd
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: 5.03%
STATION: 3421
FROM: Big Blue Trce
TO: Midpoint
COUNT DATE: 2/13/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period		AM			PM	
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1748	1068	683	2218	1081	1148
Peak Volume	1748	1068	683	2218	1081	1148
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1748	1068	683	2218	1081	1148

Committed Developments							Type	% Complete
~~Castellina~~	~~4~~	~~1~~	~~3~~	~~5~~	~~3~~	~~2~~	~~Res~~	~~0%~~
~~Oakmont Estates~~	~~1~~	~~0~~	~~1~~	~~2~~	~~1~~	~~1~~	~~Res~~	~~55%~~
Ching SR 7	0	0	0	0	0	0	NR	100%
~~Buena Vida~~	~~4~~	~~2~~	~~3~~	~~5~~	~~3~~	~~2~~	~~Res~~	~~70%~~
~~Olympia~~	~~10~~	~~3~~	~~8~~	~~11~~	~~7~~	~~4~~	~~Res~~	~~90%~~
Village Professional Park	21	17	4	33	13	20	NR	0%
~~Wellington Mall~~	~~6~~	~~3~~	~~3~~	~~21~~	~~11~~	~~10~~	~~NR~~	~~90%~~
Wellington Regional Medical Center	35	24	10	41	13	27	NR	54%
Professional Center at Wellington	100	16	84	143	102	41	NR	15%
Total Committed Developments	181	66	116	261	153	107		
Total Committed Residential	19	6	15	23	14	9		
Total Committed Non-Residential	162	60	101	238	139	98		
Double Count Reduction	5	2	4	6	4	2		
		57	98		128	88		
Total Discounted Committed Developments	~~176~~	~~64~~	~~112~~	~~255~~	~~149~~	~~105~~		
Historical Growth	379	232	148	481	235	249		
Comm Dev+1% Growth	247	107	140	345	193	152		
Growth Volume Used	379	232	148	481	235	249		
Total Volume	2127	1300	831	2699	1316	1397		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: South Shore Blvd
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: 5.03%

STATION: 3421
FROM: MIDPOINT
TO: Forest Hill Blvd
COUNT DATE: 2/13/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period		AM			PM	
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1748	1068	683	2218	1081	1148
Peak Volume	1748	1068	683	2218	1081	1148
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1748	1068	683	2218	1081	1148

Committed Developments							Type	% Complete
Target Center	0	0	0	0	0	0	NR	100%
~~Castellina~~	~~4~~	~~1~~	~~3~~	~~5~~	~~3~~	~~2~~	~~Res~~	~~0%~~
~~Oakmont Estates~~	~~1~~	~~0~~	~~1~~	~~2~~	~~1~~	~~1~~	~~Res~~	~~55%~~
~~Western Plaza~~	~~2~~	~~1~~	~~1~~	~~4~~	~~2~~	~~2~~	~~NR~~	~~89%~~
Ching SR 7	0	0	0	0	0	0	NR	100%
~~Buena Vida~~	~~4~~	~~2~~	~~3~~	~~5~~	~~3~~	~~2~~	~~Res~~	~~70%~~
~~Olympia~~	~~10~~	~~3~~	~~8~~	~~11~~	~~7~~	~~4~~	~~Res~~	~~90%~~
Village Professional Park	21	17	4	33	13	20	NR	0%
~~Wellington Mall~~	~~6~~	~~3~~	~~3~~	~~21~~	~~11~~	~~10~~	~~NR~~	~~90%~~
Wellington Regional Medical Center	35	24	10	41	13	27	NR	54%
Professional Center at Wellington	100	16	84	143	102	41	NR	15%
Total Committed Developments	183	67	117	265	155	109		
Total Committed Residential	19	6	15	23	14	9		
Total Committed Non-Residential	164	61	102	242	141	100		
Double Count Reduction	5	2	4	6	4	2		
Total Discounted Committed Developments	~~178~~	57 ~~65~~	98 ~~113~~	~~259~~	128 ~~151~~	88 ~~107~~		
Historical Growth	379	232	148	481	235	249		
Comm Dev+1% Growth	249	108	141	349	195	154		
Growth Volume Used	379	232	148	481	235	249		
Total Volume	2127	1300	831	2699	1316	1397		
Lanes	4LD							
LOS D Capacity	3220	1960	1960	3220	1960	1960		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	3400	1960	1960	3400	1960	1960		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

Input Data

ROAD NAME: Greenview Shores Blvd
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: 1.14%
STATION: 3432
FROM: Greenbriar Blvd
TO: Midpoint
COUNT DATE: 1/30/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period		AM			PM	
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1860	820	1041	1595	795	805
Peak Volume	1860	820	1041	1595	795	805
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1860	820	1041	1595	795	805
Committed Developments						
Professional Center at Wellington	21	3	18	30	21	9
Total Committed Developments	21	3	18	30	21	9
Total Committed Residential	0	0	0	0	0	0
Total Committed Non-Residential	21	3	18	30	21	9
Double Count Reduction	0	0	0	0	0	0
Total Discounted Committed Developments	21	3	18	30	21	9
Historical Growth	86	38	48	74	37	37
Comm Dev+1% Growth	97	36	60	95	53	42
Growth Volume Used	97	38	60	95	53	42
Total Volume	1957	858	1101	1690	848	847
Lanes			4L			
LOS D Capacity	3060	1680	1680	3060	1680	1680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3230	1780	1780	3230	1780	1780
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Type	% Complete
NR	15%

Input Data

ROAD NAME: Greenview Shores Blvd
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: 1.14%
STATION: 3432
FROM: Midpoint
TO: South Shore Blvd
COUNT DATE: 1/30/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period		AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB	
Existing Volume	1860	820	1041	1595	795	805	
Peak Volume	1860	820	1041	1595	795	805	
Diversion(%)	0	0	0	0	0	0	
Volume after Diversion	1860	820	1041	1595	795	805	
Committed Developments							Type % Complete
Professional Center at Wellington	21	3	18	30	21	9	NR 15%
Total Committed Developments	21	3	18	30	21	9	
Total Committed Residential	0	0	0	0	0	0	
Total Committed Non-Residential	21	3	18	30	21	9	
Double Count Reduction	0	0	0	0	0	0	
Total Discounted Committed Developments	21	3	18	30	21	9	
Historical Growth	86	38	48	74	37	37	
Comm Dev+1% Growth	97	36	60	95	53	42	
Growth Volume Used	97	38	60	95	53	42	
Total Volume	1957	858	1101	1690	848	847	
Lanes	4L						
LOS D Capacity	3060	1680	1680	3060	1680	1680	
Link Meets Test 1?	YES	YES	YES	YES	YES	YES	
LOS E Capacity	3230	1780	1780	3230	1780	1780	
Link Meets Test 2?	YES	YES	YES	YES	YES	YES	

Input Data

ROAD NAME: Greenview Shores Blvd
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: 1.14%
STATION: 3432
FROM: Midpoint
TO: Wellington Trce
COUNT DATE: 1/30/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period		AM			PM			
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	1860	820	1041	1595	795	805		
Peak Volume	1860	820	1041	1595	795	805		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1860	820	1041	1595	795	805		
Committed Developments							Type	% Complete
Bink's Corporate Center	~~15~~	~~8~~	~~7~~	50	24	26	NR	0%
~~Professional Center at Wellington~~	~~16~~	~~3~~	~~14~~	~~23~~	~~17~~	~~7~~	NR	15%
Total Committed Developments	31	11	21	73	41	33		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	31	11	21	73	41	33		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	31	11	21	73	41	33		
Historical Growth	86	38	48	74	37	37		
Comm Dev+1% Growth	107	44	63	138	73	66		
Growth Volume Used	107	44	63	138	73	66		
Total Volume	1967	864	1104	1733	868	871		
Lanes	4L							
LOS D Capacity	3060	1860	1860	3060	1860	1860		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	3230	1860	1860	3230	1860	1860		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

Input Data

ROAD NAME: Greenview Shores Blvd
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: 1.14%
STATION: 3432
FROM: Greenbriar Blvd
TO: Midpoint
COUNT DATE: 1/30/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period		AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB	
Existing Volume	1860	820	1041	1595	795	805	
Peak Volume	1860	820	1041	1595	795	805	
Diversion(%)	0	0	0	0	0	0	
Volume after Diversion	1860	820	1041	1595	795	805	
Committed Developments							Type % Complete
Bink's Corporate Center	~~15~~	~~8~~	~~7~~	50	24	26	NR 0%
~~Professional Center at Wellington~~	~~16~~	~~3~~	~~14~~	~~23~~	~~17~~	~~7~~	NR 15%
Total Committed Developments	31	11	21	73	41	33	
Total Committed Residential	0	0	0	0	0	0	
Total Committed Non-Residential	31	11	21	73	41	33	
Double Count Reduction	0	0	0	0	0	0	
Total Discounted Committed Developments	31	11	21	73	41	33	
Historical Growth	86	38	48	74	37	37	
Comm Dev+1% Growth	107	44	63	138	73	66	
Growth Volume Used	107	44	63	138	73	66	
Total Volume	1967	864	1104	1733	868	871	
Lanes			4L				
LOS D Capacity	3060	1860	1860	3060	1860	1860	
Link Meets Test 1?	YES	YES	YES	YES	YES	YES	
LOS E Capacity	3230	1860	1860	3230	1860	1860	
Link Meets Test 2?	YES	YES	YES	YES	YES	YES	

Input Data

ROAD NAME: Big Blue Trce
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: -2.27%
STATION: 3434
FROM: South Shore Blvd
TO: Midpoint
COUNT DATE: 1/30/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	910	480	456	1079	481	609
Peak Volume	910	480	456	1079	481	609
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	910	480	456	1079	481	609

Committed Developments							Type	% Complete
~~Cypress Key~~	~~2~~	~~1~~	~~1~~	~~5~~	~~2~~	~~3~~	~~NR~~	~~0%~~
~~Olympia~~	~~3~~	~~2~~	~~1~~	~~3~~	~~1~~	~~2~~	~~Res~~	~~90%~~
Wellington Regional Medical Center	0	0	0	0	0	0	NR	54%
Professional Center at Wellington	35	6	29	50	36	14	NR	15%
Total Committed Developments	40	9	31	58	39	19		
Total Committed Residential	3	2	1	3	1	2		
Total Committed Non-Residential	37	7	30	55	38	17		
Double Count Reduction	1	1	0	1	0	1		
Total Discounted Committed Developments	39	8	31	57	39	18		
Historical Growth	-80	-42	-40	-95	-42	-53		
Comm Dev+1% Growth	76	27	50	101	59	43		
Growth Volume Used	76	27	50	101	59	43		
Total Volume	986	507	506	1180	540	652		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Big Blue Trce
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: -2.27%
STATION: 3434
FROM: Midpoint
TO: Wellington Trce
COUNT DATE: 1/30/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	910	480	456	1079	481	609
Peak Volume	910	480	456	1079	481	609
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	910	480	456	1079	481	609

Committed Developments							Type	% Complete
~~Cypress Key~~	~~2~~	~~1~~	~~1~~	~~5~~	~~2~~	~~3~~	~~NR~~	~~0%~~
~~Olympia~~	~~3~~	~~2~~	~~1~~	~~3~~	~~1~~	~~2~~	~~Res~~	~~90%~~
Wellington Regional Medical Center	0	0	0	0	0	0	NR	54%
Professional Center at Wellington	35	6	29	50	36	14	NR	15%
Total Committed Developments	40	9	31	58	39	19		
Total Committed Residential	3	2	1	3	1	2		
Total Committed Non-Residential	37	7	30	55	38	17		
Double Count Reduction	1	1	0	1	0	1		
Total Discounted Committed Developments	39	8	31	57	39	18		
Historical Growth	-80	-42	-40	-95	-42	-53		
Comm Dev+1% Growth	76	27	50	101	59	43		
Growth Volume Used	76	27	50	101	59	43		
Total Volume	986	507	506	1180	540	652		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Lake Worth Rd
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: -0.76%
STATION: 3445
FROM: South Shore Blvd
TO: Midpoint
COUNT DATE: 1/30/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period		AM			PM	
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	960	577	409	1062	437	640
Peak Volume	960	577	409	1062	437	640
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	960	577	409	1062	437	640

Committed Developments							Type	% Complete
~~Olympia~~	~~1~~	~~0~~	~~0~~	~~1~~	~~0~~	~~0~~	~~Res~~	~~90%~~
~~Regions Bank at Carlyle~~	~~1~~	~~1~~	~~1~~	~~3~~	~~1~~	~~1~~	~~NR~~	~~0%~~
Total Committed Developments	2	1	1	4	1	1		
Total Committed Residential	1	0	0	1	0	0		
Total Committed Non-Residential	1	1	1	3	1	1		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	2	1	1	4	1	1		
Historical Growth	-29	-17	-12	-32	-13	-19		
Comm Dev+1% Growth	41	24	18	47	19	27		
Growth Volume Used	41	24	18	47	19	27		
Total Volume	1001	601	427	1109	456	667		
Lanes	2L							
LOS D Capacity	1480	1140	1140	1480	1140	1140		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	1570	1440	1440	1570	1440	1440		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

Input Data

ROAD NAME: Lake Worth Rd
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: -0.76%
STATION: 3445
FROM: Midpoint
TO: 120th Ave S
COUNT DATE: 1/30/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	960	577	409	1062	437	640
Peak Volume	960	577	409	1062	437	640
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	960	577	409	1062	437	640

Committed Developments							Type	% Complete
~~Olympia~~	~~1~~	~~0~~	~~0~~	~~1~~	~~0~~	~~0~~	~~Res~~	~~90%~~
~~Regions Bank at Carlyle~~	~~1~~	~~1~~	~~1~~	~~3~~	~~1~~	~~1~~	~~NR~~	~~0%~~
Total Committed Developments	2	1	1	4	1	1		
Total Committed Residential	1	0	0	1	0	0		
Total Committed Non-Residential	1	1	1	3	1	1		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	2	1	1	4	1	1		
Historical Growth	-29	-17	-12	-32	-13	-19		
Comm Dev+1% Growth	41	24	18	47	19	27		
Growth Volume Used	41	24	18	47	19	27		
Total Volume	1001	601	427	1109	456	667		
Lanes	2L							
LOS D Capacity	1480	1140	1140	1480	1140	1140		
Link Meets Test 1?	YES	YES	YES	YES	YES	YES		
LOS E Capacity	1570	1440	1440	1570	1440	1440		
Link Meets Test 2?	YES	YES	YES	YES	YES	YES		

Input Data

ROAD NAME: Wellington Trce
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: 1.14%
STATION: 3435
FROM: Midpoint
TO: Big Blue Trce
COUNT DATE: 1/30/2012
PSF: 1

Report Created: 06/10/2013

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1821	1062	759	2112	970	1142
Peak Volume	1821	1062	759	2112	970	1142
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1821	1062	759	2112	970	1142

Committed Developments							Type	% Complete
~~Palms West Medical~~	~~1~~	~~1~~	~~0~~	~~1~~	~~0~~	~~1~~	~~NR~~	~~92%~~
~~Palms West Hospital~~	~~1~~	~~0~~	~~0~~	~~1~~	~~0~~	~~0~~	~~NR~~	~~95%~~
Cypress Key	~~20~~	~~13~~	~~7~~	47	21	26	NR	0%
~~Bink's Corporate Center~~	~~7~~	~~3~~	~~4~~	~~25~~	~~13~~	~~12~~	~~NR~~	~~0%~~
Total Committed Developments	29	17	11	74	34	39		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	29	17	11	74	34	39		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	29	17	11	74	34	39		
Historical Growth	85	49	35	98	45	53		
Comm Dev+1% Growth	103	60	42	160	73	85		
Growth Volume Used	103	60	42	160	73	85		
Total Volume	1924	1122	801	2272	1043	1227		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Wellington Trce
CURRENT YEAR: 2012
ANALYSIS YEAR: 2016
GROWTH RATE: 1.14%
STATION: 3435
FROM: Greenview Shores Blvd
TO: Midpoint
COUNT DATE: 1/30/2012
PSF: 1

Report Created: 06/10/2013

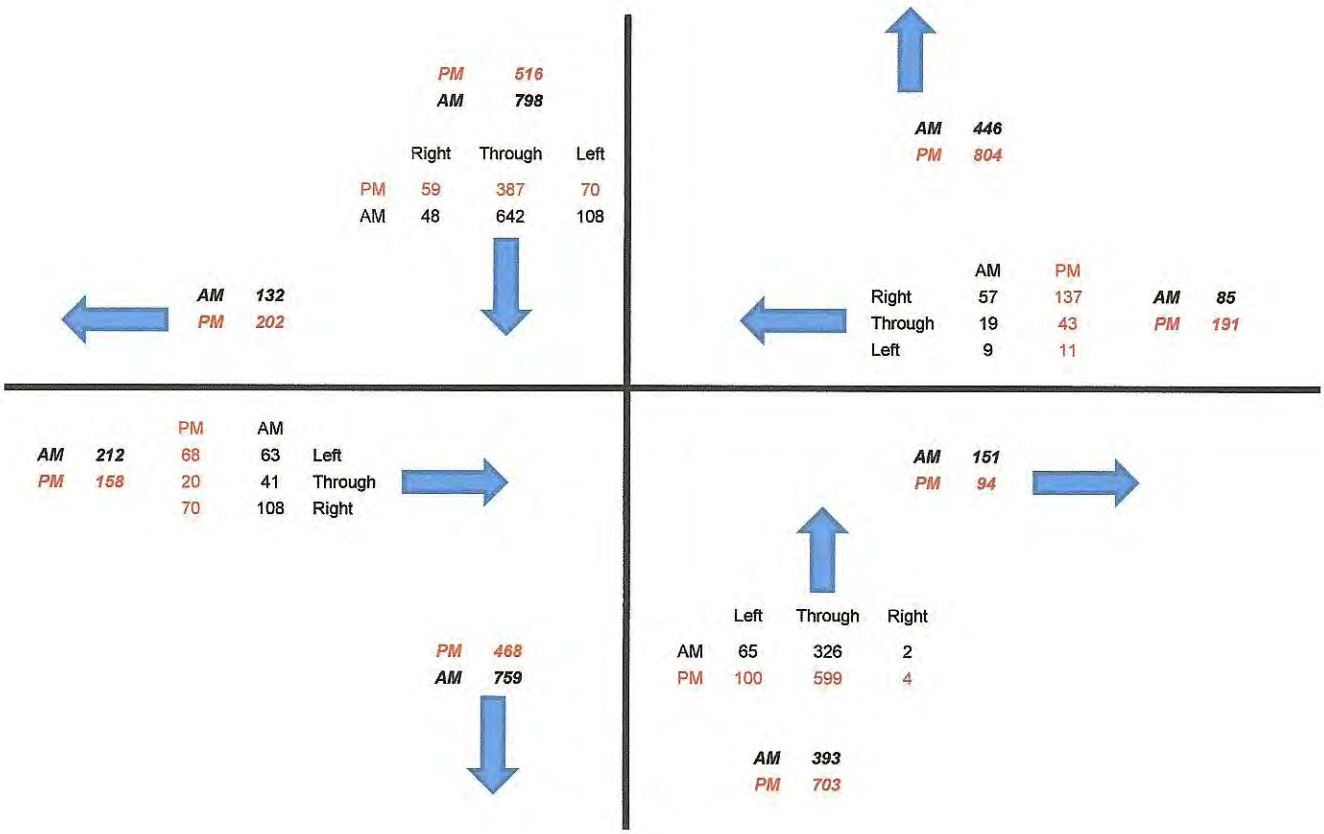
Link Analysis

Time Period		AM			PM	
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1821	1062	759	2112	970	1142
Peak Volume	1821	1062	759	2112	970	1142
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1821	1062	759	2112	970	1142

Committed Developments							Type	% Complete
~~Palms West Medical~~	~~1~~	~~1~~	~~0~~	~~1~~	~~0~~	~~1~~	~~NR~~	~~92%~~
~~Palms West Hospital~~	~~1~~	~~0~~	~~0~~	~~1~~	~~0~~	~~0~~	~~NR~~	~~95%~~
Cypress Key	~~20~~	~~13~~	~~7~~	47	21	26	NR	0%
~~Bink's Corporate Center~~	~~7~~	~~3~~	~~4~~	~~25~~	~~13~~	~~12~~	~~NR~~	~~0%~~
Total Committed Developments	29	17	11	74	34	39		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	29	17	11	74	34	39		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	29	17	11	74	34	39		
Historical Growth	85	49	35	98	45	53		
Comm Dev+1% Growth	103	60	42	160	73	85		
Growth Volume Used	103	60	42	160	73	85		
Total Volume	1924	1122	801	2272	1043	1227		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Pierson Road & South Shore Boulevard
Peak Season Volumes 2012



APPENDIX E

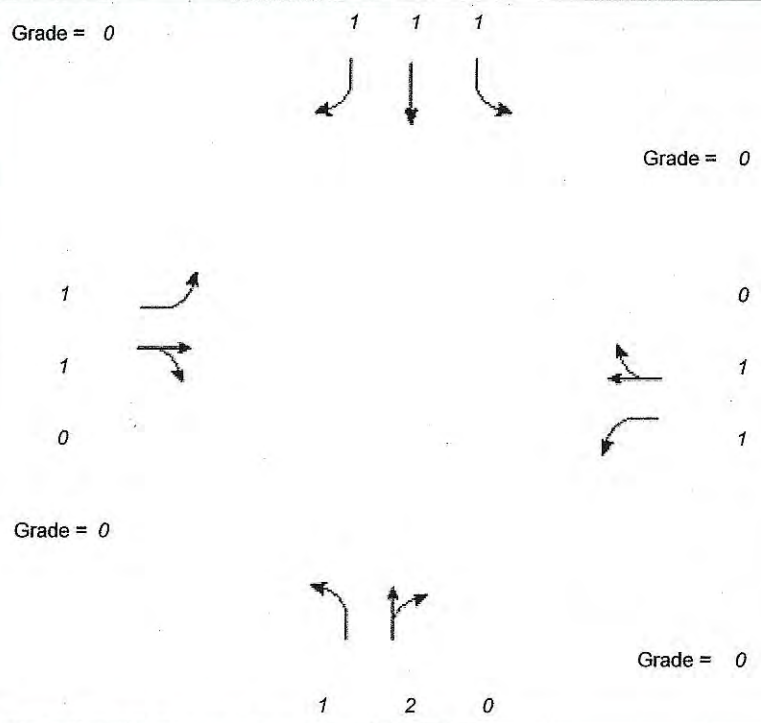
Highway Capacity Analyses

MTP Group, Inc.
8401 Lake Worth Road, Suite 231
Lake Worth, Florida 33467-2400
Phone: (561) 795-0678 Fax: (561) 795-0230
www.mtpgroup.net

LONG REPORT

General Information		Site Information	
Analyst	*Maria M Tejera*	Intersection	*Pierson Rd. & South Shore Blvd*
Agency or Co.	*MTP Group*	Area Type	*All other areas*
Date Performed	*06/16/2013*	Jurisdiction	*Wellington*
Time Period	*AM Peak Hour*	Analysis Year	*2016*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	66	59	112	11	25	59	68	439	10	112	692	50
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
ExtenSion of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Arrival type	3	3		3	3		3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	10	0	0	10	0	0	10	0	0	60
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	0
Pedestrian Timing	3.2			3.2			3.2			3.2		

	Excl. Left	EW Perm	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 5.0	G = 15.0	G =	G =	G = 5.0	G = 17.0	G = 25.0	G =
	Y = 7	Y = 7	Y =	Y =	Y = 7	Y = 0	Y = 7	Y =

Duration of Analysis (hrs) = 0.25		Cycle Length C = 95.0

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Equestrian Village*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	66	59	112	11	25	59	68	439	10	112	692	50
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	69	62	107	12	26	52	72	462	0	118	728	0
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	69	169		12	78		72	462		118	728	0
Proportion of LT or RT	1.000	--	0.633	1.000	--	0.667	1.000	--	0.000	1.000	--	1.000

Saturation Flow Rate

Base Satflow	1900	1900		1900	1900		1900	1900		1900	1900	1900
Number of Lanes	1	1	0	1	1	0	1	2	0	1	1	1
f_W	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{HV}	0.952	0.952		0.952	0.952		0.952	0.952		0.952	0.952	0.952
f_g	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_p	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{bb}	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_a	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{LU}	1.000	1.000		1.000	1.000		1.000	0.952		1.000	1.000	1.000
f_{LT}	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}	0.590	0.590	--	0.405	0.405	--	0.202	0.202	--	0.321	0.321	--
f_{RT}	--	0.905		--	0.900		--	1.000		--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000		--	1.000		--	1.000	1.000
Adjusted Satflow	1719	1638		1719	1629		1719	3445		1719	1810	1538
Secondary Adjusted Satflow	1068	966	--	733	660	--	366	697	--	581	581	--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	69	169		12	78		72	462		118	728	0
Satflow Rate	1719	1638		1719	1629		1719	3445		1719	1810	1538
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Green Ratio	0.28	0.16		0.28	0.16		0.32	0.26		0.64	0.44	0.57
Lane Group Capacity	337	259		260	257		186	907		721	800	874
v/c Ratio	0.20	0.65		0.05	0.30		0.39	0.51		0.16	0.91	0.00
Flow Ratio	0.04	0.10		0.01	0.05		0.04	0.13		0.07	0.40	0.00
Critical Lane Group	Y	Y		N	N		Y	N		N	Y	N
Sum Flow Ratios	0.59											
Lost Time/Cycle	28.00											
Critical v/c Ratio	0.83											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	69	169		12	78		72	462		118	728	0
Lane Group Capacity	337	259		260	257		186	907		721	800	874
v/c Ratio	0.20	0.65		0.05	0.30		0.39	0.51		0.16	0.91	0.00
Green Ratio	0.28	0.16		0.28	0.16		0.32	0.26		0.64	0.44	0.57
Uniform Delay d_1	25.4	37.6		24.9	35.4		24.1	29.8		7.3	24.7	8.8
Delay Factor k	0.11	0.23		0.11	0.11		0.11	0.12		0.11	0.43	0.11
Incremental Delay d_2	0.3	5.8		0.1	0.7		1.3	0.5		0.1	14.4	0.0
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Control Delay	25.7	43.3		24.9	36.0		25.4	30.3		7.4	39.2	8.8
Lane Group LOS	C	D		C	D		C	C		A	D	A
Approach Delay	38.2			34.6			29.6			34.7		
Approach LOS	D			C			C			C		
Intersection Delay	33.6			Intersection LOS						C		

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Equestrian Village*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)	*95.0*			
Prot. Phase Eff. Green Interval, g (s)	*5.0*	*5.0*	*5.0*	*29.0*
Opposed Queue Eff. Green Interval, g_q (s)	*3.62*	*8.29*	*11.99*	*10.91*
Unopposed green interval, g_u (s)	*18.38*	*13.71*	*13.01*	*21.09*
Red Time, r(s)	*68.0*	*68.0*	*65.0*	*34.0*
Arrival Rate, q_a (veh/s)	*0.02*	*0.00*	*0.02*	*0.03*
Protected Phase Departure Rate, s_p (veh/s)	*0.478*	*0.478*	*0.478*	*0.478*
Perm. Phase Departure Rate, s_s (veh/s)	*0.36*	*0.33*	*0.20*	*0.24*
X_{perm}	*0.06*	*0.02*	*0.20*	*0.20*
X_{prot} (N/A for Lagging Left-turns)	*0.59*	*0.10*	*0.59*	*0.15*

Uniform Queue Size and Delay Computations

Queue at Start of Green Arrow, Q_a	*1.30*	*0.23*	*1.30*	*1.11*
Queue at Start of Unsaturated Green, Q_u	*0.07*	*0.03*	*0.24*	*0.36*
Residual Queue, Q_r	*0.00*	*0.00*	*0.00*	*0.00*
Uniform Delay, d_1	*25.4*	*24.9*	*24.1*	*7.3*

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][r Q_a + Q_a^{2/(S_p - q_s)} + g_q Q_u + Q_u^{2/(S_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(S_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(S_p - q_a)}$
If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_a C)][r + g_q)Q_u + Q_u^{2/(S_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(s_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_a C)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^{2/(S_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Equestrian Village*

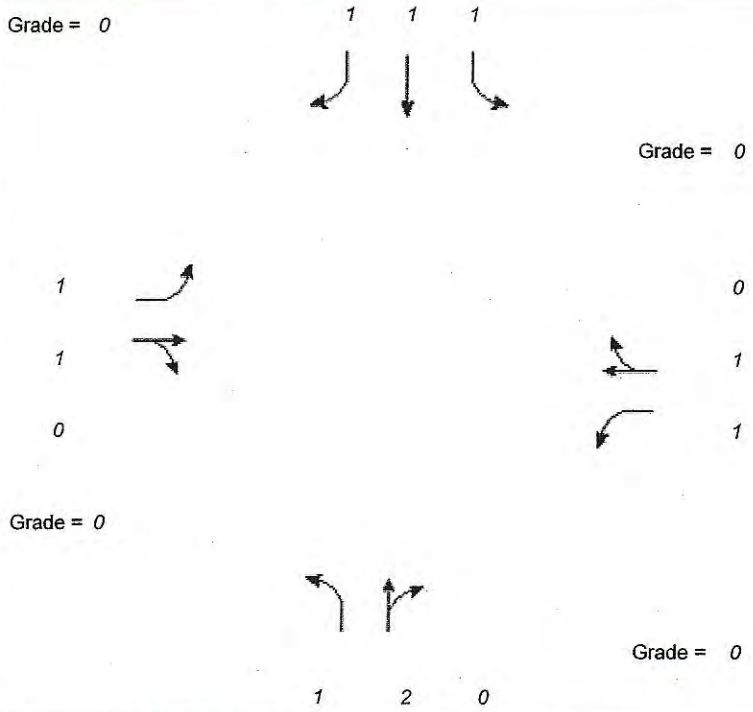
Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*TR*		*L*	*T*	*R*
Initial Queue/Lane	*0.0*	*0.0*		*0.0*	*0.0*		*0.0*	*0.0*		*0.0*	*0.0*	*0.0*
Flow Rate/Lane	*69*	*169*		*12*	*78*		*72*	*462*		*118*	*728*	*0*
Satflow/Lane	*1189*	*1638*		*916*	*1629*		*592*	*1809*		*1122*	*1810*	*1538*
Capacity/Lane	*337*	*259*		*260*	*257*		*186*	*907*		*721*	*800*	*874*
Flow Ratio	*0.1*	*0.1*		*0.0*	*0.0*		*0.1*	*0.1*		*0.1*	*0.4*	*0.0*
v/c Ratio	*0.20*	*0.65*		*0.05*	*0.30*		*0.39*	*0.51*		*0.16*	*0.91*	*0.00*
I Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	*3*
Platoon Ratio	*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*	*1.00*
PF Factor	*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*	*1.00*
Q_1	*1.3*	*4.2*		*0.2*	*1.8*		*1.3*	*5.4*		*1.2*	*17.9*	*0.0*
k_B	*0.4*	*0.3*		*0.3*	*0.3*		*0.3*	*0.5*		*0.5*	*0.6*	*0.7*
Q_2	*0.1*	*0.6*		*0.0*	*0.1*		*0.2*	*0.5*		*0.1*	*4.3*	*0.0*
Q Average	*1.4*	*4.8*		*0.2*	*2.0*		*1.5*	*5.9*		*1.3*	*22.2*	*0.0*
Percentile Back of Queue (95th percentile)												
$f_{B\%}$	*2.1*	*2.0*		*2.1*	*2.0*		*2.1*	*1.9*		*2.1*	*1.7*	*2.1*
BOQ, Q%	*2.9*	*9.3*		*0.5*	*4.0*		*3.1*	*11.4*		*2.6*	*37.2*	*0.0*
Queue Storage Ratio												
Q Spacing	*25.0*	*25.0*		*25.0*	*25.0*		*25.0*	*25.0*		*25.0*	*25.0*	*25.0*
Q Storage	*70*	*0*		*80*	*0*		*0*	*0*		*320*	*0*	*320*
Average R_Q	*0.5*			*0.1*						*0.1*		*0.0*
95% $R_{Q\%}$	*1.0*			*0.2*						*0.2*		*0.0*

LONG REPORT

General Information		Site Information	
Analyst	*Maria M Tejera*	Intersection	*Pierson Rd. & South Shore Blvd*
Agency or Co.	*MTP Group*	Area Type	*All other areas*
Date Performed	*06/16/2013*	Jurisdiction	*Wellington w/ Improvements*
Time Period	*AM Peak Hour*	Analysis Year	*2016*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*66*	*59*	*112*	*11*	*25*	*59*	*68*	*439*	*10*	*112*	*692*	*50*
% Heavy Veh	*5*	*5*	*5*	*5*	*5*	*5*	*5*	*5*	*5*	*5*	*5*	*5*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*
ExtenSion of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*
Arrival type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*10*	*0*	*0*	*10*	*0*	*0*	*10*	*0*	*0*	*60*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*		*0*	*0*	*0*
Pedestrian Timing	*3.2*			*3.2*			*3.2*			*3.2*		

	Excl. Left	EW Perm	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = *5.0*	G = *15.0*	G =	G =	G = *5.0*	G = *17.0*	G = *25.0*	G =
	Y = *7*	Y = *7*	Y =	Y =	Y = *7*	Y = *0*	Y = *7*	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *95.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Equestrian Village*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	66	59	112	11	25	59	68	439	10	112	692	50
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	69	62	107	12	26	52	72	462	0	118	728	0
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	69	169		12	78		72	462		118	728	0
Proportion of LT or RT	1.000	--	0.633	1.000	--	0.667	1.000	--	0.000	1.000	--	1.000
Saturation Flow Rate												
Base Satflow	1900	1900		1900	1900		1900	1900		1900	1900	1900
Number of Lanes	1	1	0	1	1	0	1	2	0	1	1	1
f_W	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{HV}	0.952	0.952		0.952	0.952		0.952	0.952		0.952	0.952	0.952
f_g	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_p	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{bb}	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_a	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{LU}	1.000	1.000		1.000	1.000		1.000	0.952		1.000	1.000	1.000
f_{LT}	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}	0.590	0.590	--	0.405	0.405	--	0.202	0.202	--	0.321	0.321	--
f_{RT}	--	0.905		--	0.900		--	1.000		--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000		--	1.000		--	1.000	1.000
Adjusted Satflow	1719	1638		1719	1629		1719	3445		1719	1810	1538
Secondary Adjusted Satflow	1068	966	--	733	660	--	366	697	--	581	581	--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	69	169		12	78		72	462		118	728	0
Satflow Rate	1719	1638		1719	1629		1719	3445		1719	1810	1538
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Green Ratio	0.28	0.16		0.28	0.16		0.32	0.26		0.64	0.44	0.57
Lane Group Capacity	337	259		260	257		186	907		721	800	874
v/c Ratio	0.20	0.65		0.05	0.30		0.39	0.51		0.16	0.91	0.00
Flow Ratio	0.04	0.10		0.01	0.05		0.04	0.13		0.07	0.40	0.00
Critical Lane Group	Y	Y		N	N		Y	N		N	Y	N
Sum Flow Ratios	0.59											
Lost Time/Cycle	28.00											
Critical v/c Ratio	0.83											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	69	169		12	78		72	462		118	728	0
Lane Group Capacity	337	259		260	257		186	907		721	800	874
v/c Ratio	0.20	0.65		0.05	0.30		0.39	0.51		0.16	0.91	0.00
Green Ratio	0.28	0.16		0.28	0.16		0.32	0.26		0.64	0.44	0.57
Uniform Delay d_1	25.4	37.6		24.9	35.4		24.1	29.8		7.3	24.7	8.8
Delay Factor k	0.11	0.23		0.11	0.11		0.11	0.12		0.11	0.43	0.11
Incremental Delay d_2	0.3	5.8		0.1	0.7		1.3	0.5		0.1	14.4	0.0
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Control Delay	25.7	43.3		24.9	36.0		25.4	30.3		7.4	39.2	8.8
Lane Group LOS	C	D		C	D		C	C		A	D	A
Approach Delay	38.2			34.6			29.6			34.7		
Approach LOS	D			C			C			C		
Intersection Delay	33.6			Intersection LOS						C		

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Equestrian Village*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)	*95.0*			
Prot. Phase Eff. Green Interval, g (s)	*5.0*	*5.0*	*5.0*	*29.0*
Opposed Queue Eff. Green Interval, g_q (s)	*3.62*	*8.29*	*11.99*	*10.91*
Unopposed green interval, g_u (s)	*18.38*	*13.71*	*13.01*	*21.09*
Red Time, r(s)	*68.0*	*68.0*	*65.0*	*34.0*
Arrival Rate, q_a (veh/s)	*0.02*	*0.00*	*0.02*	*0.03*
Protected Phase Departure Rate, s_p (veh/s)	*0.478*	*0.478*	*0.478*	*0.478*
Perm. Phase Departure Rate, s_s (veh/s)	*0.36*	*0.33*	*0.20*	*0.24*
X_{perm}	*0.06*	*0.02*	*0.20*	*0.20*
X_{prot} (N/A for Lagging Left-turns)	*0.59*	*0.10*	*0.59*	*0.15*

Uniform Queue Size and Delay Computations

Queue at Start of Green Arrow, Q_a	*1.30*	*0.23*	*1.30*	*1.11*
Queue at Start of Unsaturated Green, Q_u	*0.07*	*0.03*	*0.24*	*0.36*
Residual Queue, Q_r	*0.00*	*0.00*	*0.00*	*0.00*
Uniform Delay, d_1	*25.4*	*24.9*	*24.1*	*7.3*

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][r Q_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$
If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_a C)][r + g_q) Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(s_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_a C)][r + g_q) Q_u + g_u(Q_u + Q_a) + Q_a^{2/(s_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Equestrian Village*

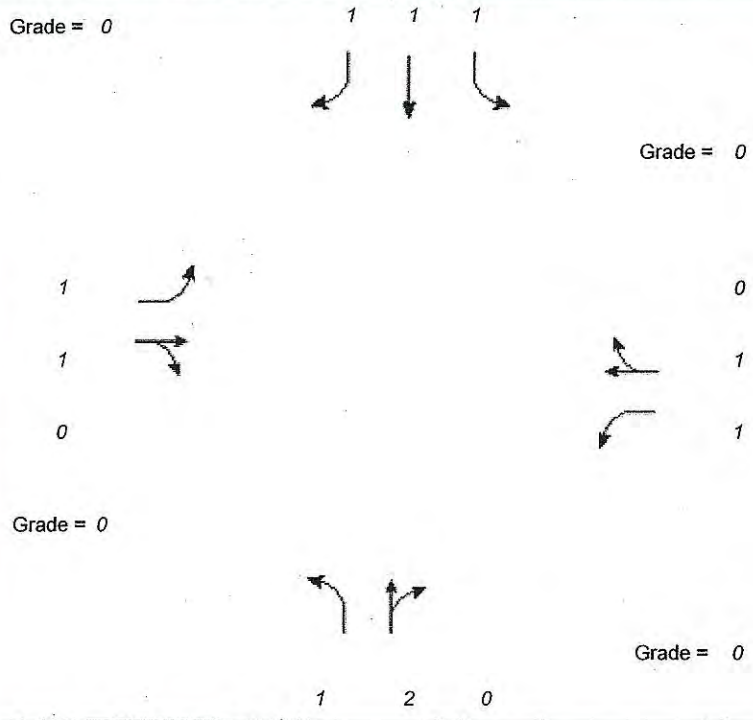
Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*TR*		*L*	*T*	*R*
Initial Queue/Lane	*0.0*	*0.0*		*0.0*	*0.0*		*0.0*	*0.0*		*0.0*	*0.0*	*0.0*
Flow Rate/Lane	*69*	*169*		*12*	*78*		*72*	*462*		*118*	*728*	*0*
Satflow/Lane	*1189*	*1638*		*916*	*1629*		*592*	*1809*		*1122*	*1810*	*1538*
Capacity/Lane	*337*	*259*		*260*	*257*		*186*	*907*		*721*	*800*	*874*
Flow Ratio	*0.1*	*0.1*		*0.0*	*0.0*		*0.1*	*0.1*		*0.1*	*0.4*	*0.0*
v/c Ratio	*0.20*	*0.65*		*0.05*	*0.30*		*0.39*	*0.51*		*0.16*	*0.91*	*0.00*
I Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	*3*
Platoon Ratio	*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*	*1.00*
PF Factor	*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*	*1.00*
Q_1	*1.3*	*4.2*		*0.2*	*1.8*		*1.3*	*5.4*		*1.2*	*17.9*	*0.0*
k_B	*0.4*	*0.3*		*0.3*	*0.3*		*0.3*	*0.5*		*0.5*	*0.6*	*0.7*
Q_2	*0.1*	*0.6*		*0.0*	*0.1*		*0.2*	*0.5*		*0.1*	*4.3*	*0.0*
Q Average	*1.4*	*4.8*		*0.2*	*2.0*		*1.5*	*5.9*		*1.3*	*22.2*	*0.0*
Percentile Back of Queue (95th percentile)												
$f_{B\%}$	*2.1*	*2.0*		*2.1*	*2.0*		*2.1*	*1.9*		*2.1*	*1.7*	*2.1*
BOQ, $Q_{\%}$	*2.9*	*9.3*		*0.5*	*4.0*		*3.1*	*11.4*		*2.6*	*37.2*	*0.0*
Queue Storage Ratio												
Q Spacing	*25.0*	*25.0*		*25.0*	*25.0*		*25.0*	*25.0*		*25.0*	*25.0*	*25.0*
Q Storage	*370*	*0*		*280*	*0*		*0*	*0*		*320*	*0*	*320*
Average R_Q	*0.1*			*0.0*						*0.1*		*0.0*
95% $R_{Q\%}$	*0.2*			*0.0*						*0.2*		*0.0*

LONG REPORT

General Information		Site Information	
Analyst	*Maria M Tejera*	Intersection	*Pierson Rd. & South Shore Blvd*
Agency or Co.	*MTP Group*	Area Type	*All other areas*
Date Performed	*06/16/2013*	Jurisdiction	*Wellington*
Time Period	*PM Peak Hour*	Analysis Year	*2016*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	71	25	73	19	61	143	104	661	6	73	515	61
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
ExtenSion of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Arrival type	3	3		3	3		3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	10	0	0	10	0	0	10	0	0	60
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking/Hour												
Bus Stops/Hour	0	0		0	0		0	0		0	0	0
Pedestrian Timing	3.2			3.2			3.2			3.2		

	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 5.0	G = 15.0	G =	G =	G = 5.0	G = 42.0	G =	G =
	Y = 7	Y = 7	Y =	Y =	Y = 7	Y = 7	Y =	Y =

Duration of Analysis (hrs) = *0.25*

Cycle Length C = *95.0*

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Equestrian Village*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	71	25	73	19	61	143	104	661	6	73	515	61
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	75	26	66	20	64	140	109	696	0	77	542	1
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	75	92		20	204		109	696		77	542	1
Proportion of LT or RT	1.000	--	0.717	1.000	--	0.686	1.000	--	0.000	1.000	--	1.000

Saturation Flow Rate

Base Satflow	1900	1900		1900	1900		1900	1900		1900	1900	1900
Number of Lanes	1	1	0	1	1	0	1	2	0	1	1	1
f_W	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{HV}	0.952	0.952		0.952	0.952		0.952	0.952		0.952	0.952	0.952
f_g	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_p	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{bb}	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_a	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{LU}	1.000	1.000		1.000	1.000		1.000	0.952		1.000	1.000	1.000
f_{LT}	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}	0.337	0.337	--	0.561	0.561	--	0.247	0.247	--	0.281	0.281	--
f_{RT}	--	0.892		--	0.897		--	1.000		--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000		--	1.000		--	1.000	1.000
Adjusted Satflow	1719	1615		1719	1623		1719	3445		1719	1810	1538
Secondary Adjusted Satflow	610	544	--	1015	910	--	446	850	--	508	508	--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	75	92		20	204		109	696		77	542	1
Satflow Rate	1719	1615		1719	1623		1719	3445		1719	1810	1538
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Green Ratio	0.28	0.16		0.28	0.16		0.57	0.44		0.57	0.44	0.57
Lane Group Capacity	231	255		325	256		320	1523		352	800	874
v/c Ratio	0.32	0.36		0.06	0.80		0.34	0.46		0.22	0.68	0.00
Flow Ratio	0.04	0.06		0.01	0.13		0.05	0.20		0.04	0.30	0.00
Critical Lane Group	Y	N		N	Y		Y	N		N	Y	N
Sum Flow Ratios	0.52											
Lost Time/Cycle	28.00											
Critical v/c Ratio	0.74											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	75	92		20	204		109	696		77	542	1
Lane Group Capacity	231	255		325	256		320	1523		352	800	874
v/c Ratio	0.32	0.36		0.06	0.80		0.34	0.46		0.22	0.68	0.00
Green Ratio	0.28	0.16		0.28	0.16		0.57	0.44		0.57	0.44	0.57
Uniform Delay d_1	26.0	35.7		24.7	38.5		12.6	18.5		10.3	21.1	8.9
Delay Factor k	0.11	0.11		0.11	0.34		0.11	0.11		0.11	0.25	0.11
Incremental Delay d_2	0.8	0.9		0.1	16.0		0.6	0.2		0.3	2.3	0.0
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Control Delay	26.9	36.6		24.8	54.6		13.2	18.7		10.7	23.4	8.9
Lane Group LOS	C	D		C	D		B	B		B	C	A
Approach Delay	32.2			51.9			18.0			21.8		
Approach LOS	C			D			B			C		
Intersection Delay	24.8			Intersection LOS						C		

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Equestrian Village*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)	*95.0*			
Prot. Phase Eff. Green Interval, g (s)	*5.0*	*5.0*	*5.0*	*5.0*
Opposed Queue Eff. Green Interval, g_q (s)	*10.23*	*4.31*	*22.83*	*13.51*
Unopposed green interval, g_u (s)	*11.77*	*17.69*	*26.17*	*35.49*
Red Time, r(s)	*68.0*	*68.0*	*41.0*	*41.0*
Arrival Rate, q_a (veh/s)	*0.02*	*0.01*	*0.03*	*0.02*
Protected Phase Departure Rate, s_p (veh/s)	*0.478*	*0.478*	*0.478*	*0.478*
Perm. Phase Departure Rate, s_s (veh/s)	*0.32*	*0.35*	*0.23*	*0.19*
X_{perm}	*0.12*	*0.02*	*0.24*	*0.15*
X_{prot} (N/A for Lagging Left-turns)	*0.64*	*0.17*	*0.58*	*0.41*

Uniform Queue Size and Delay Computations

Queue at Start of Green Arrow, Q_a	*1.42*	*0.38*	*1.24*	*0.88*
Queue at Start of Unsaturated Green, Q_u	*0.21*	*0.02*	*0.69*	*0.29*
Residual Queue, Q_r	*0.00*	*0.00*	*0.00*	*0.00*
Uniform Delay, d_1	*26.0*	*24.7*	*12.6*	*10.3*

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][r Q_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$
If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_a C)][(r + g_q) Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(s_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_a C)][(r + g_q) Q_u + g_u(Q_u + Q_a) + Q_a^{2/(s_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Equestrian Village*

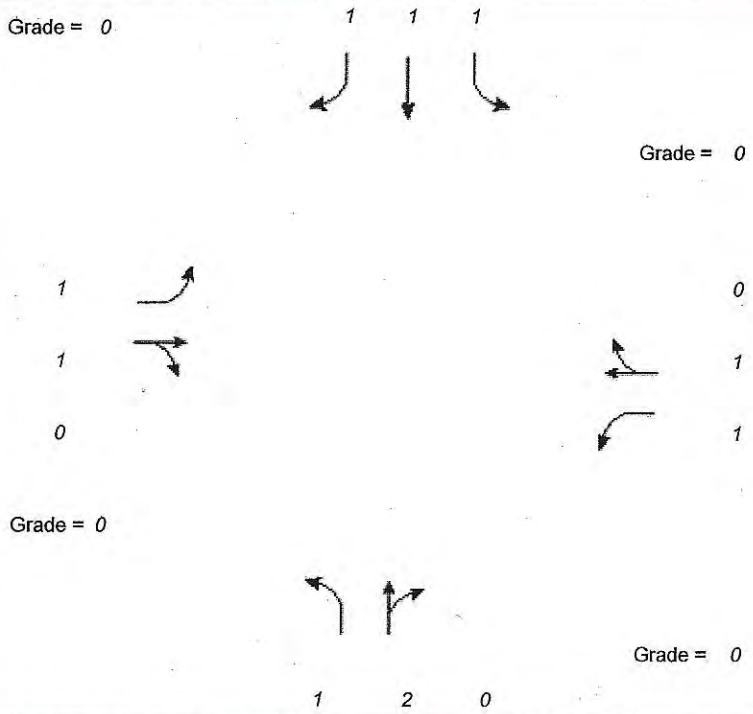
Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*TR*		*L*	*T*	*R*
Initial Queue/Lane	*0.0*	*0.0*		*0.0*	*0.0*		*0.0*	*0.0*		*0.0*	*0.0*	*0.0*
Flow Rate/Lane	*75*	*92*		*20*	*204*		*109*	*696*		*77*	*542*	*1*
Satflow/Lane	*815*	*1615*		*1145*	*1623*		*564*	*1809*		*620*	*1810*	*1538*
Capacity/Lane	*231*	*255*		*325*	*256*		*320*	*1523*		*352*	*800*	*874*
Flow Ratio	*0.1*	*0.1*		*0.0*	*0.1*		*0.2*	*0.2*		*0.1*	*0.3*	*0.0*
v/c Ratio	*0.32*	*0.36*		*0.06*	*0.80*		*0.34*	*0.46*		*0.22*	*0.68*	*0.00*
I Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	*3*
Platoon Ratio	*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*	*1.00*
PF Factor	*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*	*1.00*
Q_1	*1.4*	*2.2*		*0.4*	*5.2*		*1.3*	*6.7*		*0.9*	*11.4*	*0.0*
k_B	*0.3*	*0.3*		*0.4*	*0.3*		*0.4*	*0.6*		*0.4*	*0.6*	*0.7*
Q_2	*0.1*	*0.2*		*0.0*	*1.1*		*0.2*	*0.5*		*0.1*	*1.3*	*0.0*
Q Average	*1.6*	*2.3*		*0.4*	*6.2*		*1.4*	*7.3*		*1.0*	*12.7*	*0.0*
Percentile Back of Queue (95th percentile)												
$f_{B\%}$	*2.0*	*2.0*		*2.1*	*1.9*		*2.1*	*1.9*		*2.1*	*1.8*	*2.1*
BOQ, Q%	*3.2*	*4.7*		*0.8*	*12.0*		*3.0*	*13.8*		*2.1*	*22.7*	*0.0*
Queue Storage Ratio												
Q Spacing	*25.0*	*25.0*		*25.0*	*25.0*		*25.0*	*25.0*		*25.0*	*25.0*	*25.0*
Q Storage	*70*	*0*		*80*	*0*		*0*	*0*		*320*	*0*	*320*
Average R_Q	*0.6*			*0.1*						*0.1*		*0.0*
95% $R_{Q\%}$	*1.2*			*0.3*						*0.2*		*0.0*

LONG REPORT

General Information		Site Information	
Analyst	*Maria M Tejera*	Intersection	*Pierson Rd. & South Shore Blvd*
Agency or Co.	*MTP Group*	Area Type	*All other areas*
Date Performed	*06/16/2013*	Jurisdiction	*Wellington w/ Improvements*
Time Period	*PM Peak Hour*	Analysis Year	*2016*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*71*	*25*	*73*	*19*	*61*	*143*	*104*	*661*	*6*	*73*	*515*	*61*
% Heavy Veh	*5*	*5*	*5*	*5*	*5*	*5*	*5*	*5*	*5*	*5*	*5*	*5*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*
ExtenSion of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	*2.0*
Arrival type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*10*	*0*	*0*	*10*	*0*	*0*	*10*	*0*	*0*	*60*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*		*0*	*0*	*0*
Pedestrian Timing	*3.2*			*3.2*			*3.2*			*3.2*		

	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = *5.0*	G = *15.0*	G =	G =	G = *5.0*	G = *42.0*	G =	G =
	Y = *7*	Y = *7*	Y =	Y =	Y = *7*	Y = *7*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *95.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Equestrian Village*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	71	25	73	19	61	143	104	661	6	73	515	61
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	75	26	66	20	64	140	109	696	0	77	542	1
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	75	92		20	204		109	696		77	542	1
Proportion of LT or RT	1.000	--	0.717	1.000	--	0.686	1.000	--	0.000	1.000	--	1.000

Saturation Flow Rate

Base Satflow	1900	1900		1900	1900		1900	1900		1900	1900	1900
Number of Lanes	1	1	0	1	1	0	1	2	0	1	1	1
f_W	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{HV}	0.952	0.952		0.952	0.952		0.952	0.952		0.952	0.952	0.952
f_g	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_p	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{bb}	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_a	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
f_{LU}	1.000	1.000		1.000	1.000		1.000	0.952		1.000	1.000	1.000
f_{LT}	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}	0.337	0.337	--	0.561	0.561	--	0.247	0.247	--	0.281	0.281	--
f_{RT}	--	0.892		--	0.897		--	1.000		--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000		--	1.000		--	1.000	1.000
Adjusted Satflow	1719	1615		1719	1623		1719	3445		1719	1810	1538
Secondary Adjusted Satflow	610	544	--	1015	910	--	446	850	--	508	508	--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	75	92		20	204		109	696		77	542	1
Satflow Rate	1719	1615		1719	1623		1719	3445		1719	1810	1538
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Green Ratio	0.28	0.16		0.28	0.16		0.57	0.44		0.57	0.44	0.57
Lane Group Capacity	231	255		325	256		320	1523		352	800	874
v/c Ratio	0.32	0.36		0.06	0.80		0.34	0.46		0.22	0.68	0.00
Flow Ratio	0.04	0.06		0.01	0.13		0.05	0.20		0.04	0.30	0.00
Critical Lane Group	Y	N		N	Y		Y	N		N	Y	N
Sum Flow Ratios	0.52											
Lost Time/Cycle	28.00											
Critical v/c Ratio	0.74											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	T	R
Adjusted Flow Rate	75	92		20	204		109	696		77	542	1
Lane Group Capacity	231	255		325	256		320	1523		352	800	874
v/c Ratio	0.32	0.36		0.06	0.80		0.34	0.46		0.22	0.68	0.00
Green Ratio	0.28	0.16		0.28	0.16		0.57	0.44		0.57	0.44	0.57
Uniform Delay d_1	26.0	35.7		24.7	38.5		12.6	18.5		10.3	21.1	8.9
Delay Factor k	0.11	0.11		0.11	0.34		0.11	0.11		0.11	0.25	0.11
Incremental Delay d_2	0.8	0.9		0.1	16.0		0.6	0.2		0.3	2.3	0.0
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	1.000
Control Delay	26.9	36.6		24.8	54.6		13.2	18.7		10.7	23.4	8.9
Lane Group LOS	C	D		C	D		B	B		B	C	A
Approach Delay	32.2			51.9			18.0			21.8		
Approach LOS	C			D			B			C		
Intersection Delay	24.8			Intersection LOS						C		

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Equestrian Village*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)	*95.0*			
Prot. Phase Eff. Green Interval, g (s)	*5.0*	*5.0*	*5.0*	*5.0*
Opposed Queue Eff. Green Interval, g_q (s)	*10.23*	*4.31*	*22.83*	*13.51*
Unopposed green interval, g_u (s)	*11.77*	*17.69*	*26.17*	*35.49*
Red Time, r(s)	*68.0*	*68.0*	*41.0*	*41.0*
Arrival Rate, q_a (veh/s)	*0.02*	*0.01*	*0.03*	*0.02*
Protected Phase Departure Rate, s_p (veh/s)	*0.478*	*0.478*	*0.478*	*0.478*
Perm. Phase Departure Rate, s_s (veh/s)	*0.32*	*0.35*	*0.23*	*0.19*
X_{perm}	*0.12*	*0.02*	*0.24*	*0.15*
X_{prot} (N/A for Lagging Left-turns)	*0.64*	*0.17*	*0.58*	*0.41*

Uniform Queue Size and Delay Computations

Queue at Start of Green Arrow, Q_a	*1.42*	*0.38*	*1.24*	*0.88*
Queue at Start of Unsaturated Green, Q_u	*0.21*	*0.02*	*0.69*	*0.29*
Residual Queue, Q_r	*0.00*	*0.00*	*0.00*	*0.00*
Uniform Delay, d_1	*26.0*	*24.7*	*12.6*	*10.3*

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][r Q_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$
If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_a C)][r + g_q) Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(s_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_a C)][r + g_q) Q_u + g_u(Q_u + Q_a) + Q_a^{2/(s_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Equestrian Village*

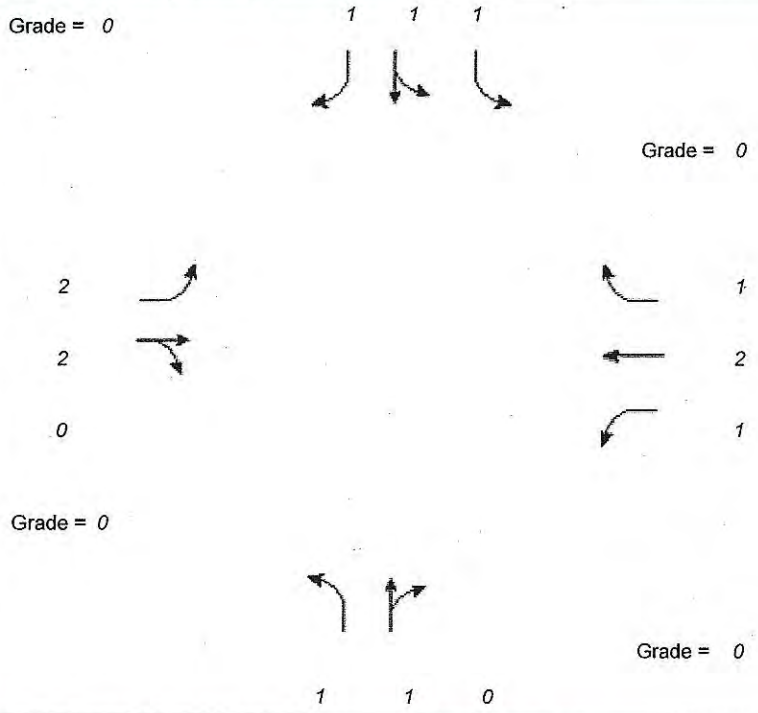
Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*TR*		*L*	*T*	*R*
Initial Queue/Lane	*0.0*	*0.0*		*0.0*	*0.0*		*0.0*	*0.0*		*0.0*	*0.0*	*0.0*
Flow Rate/Lane	*75*	*92*		*20*	*204*		*109*	*696*		*77*	*542*	*1*
Satflow/Lane	*815*	*1615*		*1145*	*1623*		*564*	*1809*		*620*	*1810*	*1538*
Capacity/Lane	*231*	*255*		*325*	*256*		*320*	*1523*		*352*	*800*	*874*
Flow Ratio	*0.1*	*0.1*		*0.0*	*0.1*		*0.2*	*0.2*		*0.1*	*0.3*	*0.0*
v/c Ratio	*0.32*	*0.36*		*0.06*	*0.80*		*0.34*	*0.46*		*0.22*	*0.68*	*0.00*
I Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	*1.000*
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	*3*
Platoon Ratio	*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*	*1.00*
PF Factor	*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*		*1.00*	*1.00*	*1.00*
Q_1	*1.4*	*2.2*		*0.4*	*5.2*		*1.3*	*6.7*		*0.9*	*11.4*	*0.0*
k_B	*0.3*	*0.3*		*0.4*	*0.3*		*0.4*	*0.6*		*0.4*	*0.6*	*0.7*
Q_2	*0.1*	*0.2*		*0.0*	*1.1*		*0.2*	*0.5*		*0.1*	*1.3*	*0.0*
Q Average	*1.6*	*2.3*		*0.4*	*6.2*		*1.4*	*7.3*		*1.0*	*12.7*	*0.0*
Percentile Back of Queue (95th percentile)												
$f_{B\%}$	*2.0*	*2.0*		*2.1*	*1.9*		*2.1*	*1.9*		*2.1*	*1.8*	*2.1*
BOQ, $Q_{\%}$	*3.2*	*4.7*		*0.8*	*12.0*		*3.0*	*13.8*		*2.1*	*22.7*	*0.0*
Queue Storage Ratio												
Q Spacing	*25.0*	*25.0*		*25.0*	*25.0*		*25.0*	*25.0*		*25.0*	*25.0*	*25.0*
Q Storage	*370*	*0*		*280*	*0*		*0*	*0*		*320*	*0*	*320*
Average R_Q	*0.1*			*0.0*						*0.1*		*0.0*
95% $R_{Q\%}$	*0.2*			*0.1*						*0.2*		*0.0*

LONG REPORT

General Information		Site Information	
Analyst	*Maria M Tejera*	Intersection	*South Shore Blvd & Greenview S*
Agency or Co.	*MTP Group*	Area Type	*All other areas*
Date Performed	*06/17/2013*	Jurisdiction	*Wellington*
Time Period	*PM Peak Hour*	Analysis Year	*2016*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	687	510	2	9	292	384	0	0	2	347	0	335
% Heavy Veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
ExtenSion of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	1	0	0	60	0	0	3	0	0	60
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Pedestrian Timing	3.2			3.2			3.2			3.2		

	Excl. Left	EB Only	EW Perm	04	SB Only	NB Only	07	08
Timing	G = 6.0	G = 18.0	G = 21.0	G = 0.0	G = 27.0	G = 6.0	G =	G =
	Y = 6	Y = 0	Y = 6	Y = 0	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25

Cycle Length C = 100.0

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Equestrian Village*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	687	510	2	9	292	384	0	0	2	347	0	335
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	723	537	1	9	307	341	0	0	0	365	0	289
Lane Group	L	TR		L	T	R	L	TR		L	LT	R
Adjusted Flow Rate	723	538		9	307	341	0	0		365	0	289
Proportion of LT or RT	1.000	--	0.002	1.000	--	1.000	1.000	--	0.000	0.000	--	1.000

Saturation Flow Rate

Base Satflow	1900	1900		1900	1900	1900	1900	1900		1900	1900	1900
Number of Lanes	2	2	0	1	2	1	1	1	0	1	1	1
f_W	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
f_{HV}	0.980	0.980		0.980	0.980	0.980	0.980	0.980		0.980	0.980	0.980
f_g	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
f_p	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
f_{bb}	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
f_a	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
f_{LU}	0.971	0.952		1.000	0.952	1.000	1.000	1.000		1.000	1.000	1.000
f_{LT}	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}	0.281	0.281	--	0.452	0.452	--			--			--
f_{RT}	--	1.000		--	1.000	0.850	--	1.000		--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000		--	1.000	1.000
Adjusted Satflow	3437	3546		1770	3547	1583	1770	1863		1770	1863	1583
Secondary Adjusted Satflow	1015	995	--	842	1604	--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	TR		L	LT	R
Adjusted Flow Rate	723	538		9	307	341	0	0		365	0	289
Satflow Rate	3437	3546		1770	3547	1583	1770	1863		1770	1863	1583
Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Green Ratio	0.57	0.39		0.27	0.21	0.54	0.06	0.06		0.27	0.27	0.57
Lane Group Capacity	1305	1383		283	745	855	106	112		478	503	902
v/c Ratio	0.55	0.39		0.03	0.41	0.40	0.00	0.00		0.76	0.00	0.32
Flow Ratio	0.21	0.15		0.01	0.09	0.22	0.00	0.00		0.21	0.00	0.18
Critical Lane Group	Y	N		N	Y	N	Y	N		Y	N	N
Sum Flow Ratios	0.50											
Lost Time/Cycle	22.00											
Critical v/c Ratio	0.65											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	TR		L	LT	R
Adjusted Flow Rate	723	538		9	307	341	0	0		365	0	289
Lane Group Capacity	1305	1383		283	745	855	106	112		478	503	902
v/c Ratio	0.55	0.39		0.03	0.41	0.40	0.00	0.00		0.76	0.00	0.32
Green Ratio	0.57	0.39		0.27	0.21	0.54	0.06	0.06		0.27	0.27	0.57
Uniform Delay d_1	12.3	21.9		26.8	34.2	13.5	44.2	44.2		33.6	26.6	11.3
Delay Factor k	0.15	0.11		0.11	0.11	0.11	0.11	0.11		0.32	0.11	0.11
Incremental Delay d_2	0.5	0.2		0.0	0.4	0.3	0.0	0.0		7.2	0.0	0.2
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	12.8	22.1		26.8	34.5	13.8	44.2	44.2		40.8	26.6	11.5
Lane Group LOS	B	C		C	C	B	D	D		D	C	B
Approach Delay	16.8			23.7						27.8		
Approach LOS	B			C						C		
Intersection Delay	21.4			Intersection LOS						C		

SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES WITH PROTECTED AND PERMITTED PHASES

General Information

Project Description *Equestrian Village*

v/c Ratio Computation

	EB	WB	NB	SB
Cycle Length, C (s)	*100.0*			
Prot. Phase Eff. Green Interval, g (s)	*30.0*	*6.0*		
Opposed Queue Eff. Green Interval, g_q (s)	*7.77*	*0.00*		
Unopposed green interval, g_u (s)	*19.23*	*21.00*		
Red Time, r(s)	*43.0*	*73.0*		
Arrival Rate, q_a (veh/s)	*0.20*	*0.00*		
Protected Phase Departure Rate, s_p (veh/s)	*0.955*	*0.492*		
Perm. Phase Departure Rate, s_s (veh/s)	*0.40*	*0.23*		
X_{perm}	*0.71*	*0.01*		
X_{prot} (N/A for Lagging Left-turns)	*0.51*	*0.07*		

Uniform Queue Size and Delay Computations

Queue at Start of Green Arrow, Q_a	*8.64*	*0.18*		
Queue at Start of Unsaturated Green, Q_u	*1.56*	*0.00*		
Residual Queue, Q_r	*0.00*	*0.00*		
Uniform Delay, d_1	*12.3*	*26.8*		

Uniform Queue Size and Delay Equations

	Case	Q_a	Q_u	Q_r	d_1
If X_{perm} <= 1.0 & X_{prot} <= 1.0	1	$q_a r$	$q_a g_q$	0	$[0.5/(q_a C)][r Q_a + Q_a^{2/(s_p - q_s)} + g_q Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} <= 1.0 & X_{prot} > 1.0	2	$q_a r$	$Q_r + q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 & X_{prot} <= 1.0	3	$Q_r + q_a r$	$q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(s_p - q_a)}$
If X_{perm} <= 1.0 (lagging lefts)	4	0	$q_a(r + g_q)$	0	$[0.5/(q_a C)][r + g_q)Q_u + Q_u^{2/(s_s - q_a)}$
If X_{perm} > 1.0 (lagging lefts)	5	$Q_u - g_u(s_s - q_a)$	$q_a(r + g_q)$	0	$[0.5/(q_a C)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^{2/(s_p - q_a)}$

BACK-OF-QUEUE WORKSHEET

General Information

Project Description *Equestrian Village*

Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*		*L*	*LT*	*R*
Initial Queue/Lane	*0.0*	*0.0*		*0.0*	*0.0*	*0.0*	*0.0*	*0.0*		*0.0*	*0.0*	*0.0*
Flow Rate/Lane	*723*	*538*		*9*	*307*	*341*	*0*	*0*		*365*	*0*	*289*
Satflow/Lane	*1179*	*1862*		*1048*	*1862*	*1583*	*1770*	*1863*		*1770*	*1863*	*1583*
Capacity/Lane	*1305*	*1383*		*283*	*745*	*855*	*106*	*112*		*478*	*503*	*902*
Flow Ratio	*0.3*	*0.2*		*0.0*	*0.1*	*0.2*	*0.0*	*0.0*		*0.2*	*0.0*	*0.2*
v/c Ratio	*0.55*	*0.39*		*0.03*	*0.41*	*0.40*	*0.00*	*0.00*		*0.76*	*0.00*	*0.32*
I Factor	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*		*3*	*3*	*3*
Platoon Ratio	*1.00*	*1.00*		*1.00*	*1.00*	*1.00*	*1.00*	*1.00*		*1.00*	*1.00*	*1.00*
PF Factor	*1.00*	*1.00*		*1.00*	*1.00*	*1.00*	*1.00*	*1.00*		*1.00*	*1.00*	*1.00*
Q_1	*5.3*	*5.6*		*0.2*	*3.9*	*5.6*	*0.0*	*0.0*		*9.3*	*0.0*	*4.2*
k_B	*0.5*	*0.6*		*0.3*	*0.4*	*0.7*	*0.2*	*0.2*		*0.5*	*0.5*	*0.7*
Q_2	*0.7*	*0.4*		*0.0*	*0.3*	*0.4*	*0.0*	*0.0*		*1.4*	*0.0*	*0.3*
Q Average	*6.0*	*6.0*		*0.2*	*4.2*	*6.0*	*0.0*	*0.0*		*10.7*	*0.0*	*4.5*
Percentile Back of Queue (95th percentile)												
$f_{B\%}$	*1.9*	*1.9*		*2.1*	*2.0*	*1.9*	*2.1*	*2.1*		*1.8*	*2.1*	*2.0*
BOQ, $Q_{\%}$	*11.6*	*11.6*		*0.4*	*8.2*	*11.6*	*0.0*	*0.0*		*19.6*	*0.0*	*8.9*
Queue Storage Ratio												
Q Spacing	*25.0*	*25.0*		*25.0*	*25.0*	*25.0*	*25.0*	*25.0*		*25.0*	*25.0*	*25.0*
Q Storage	*410*	*0*		*0*	*0*	*0*	*0*	*0*		*650*	*0*	*0*
Average R_Q	*0.4*									*0.4*		
95% $R_{Q\%}$	*0.7*									*0.8*		

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Palm Beach County, Florida
AMT 10.00
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Sharon R. Bock, CLERK & COMPTROLLER
Pgs 0722 - 725; (4pgs)

RETURN TO:

Craig T. Galle, Esq.
The Galle Law Group, P.A.
13501 South Shore Boulevard, #103
Wellington, Florida 33414

Parcel Control Number:
73-41-44-16-00-000-5070

Space Above This Line For Recording Data

CORRECTIVE WARRANTY DEED

(This Corrective Warranty Deed corrects the legal descriptions in those certain Warranty Deeds recorded on (i) August 28, 2007 in Official Records Book 22063, Page 964, Public Records of Palm Beach County, Florida and (ii) May 29, 2012 in Official Records Book 25227, Page 0672, Public Records of Palm Beach County, Florida)

THIS CORRECTIVE WARRANTY DEED, made the 15th day of September, 2012 by PALM BEACH POLO, INC., a Florida corporation, whose post office address is 11198 Polo Club Road, Wellington, Florida 33414, herein called the Grantor, to POLO FIELD ONE, LLC, a Florida limited liability company, whose post office address is 14440 Pierson Road, Wellington, Florida 33414, hereinafter called the Grantee:

(Wherever used herein the terms "Grantor" and "Grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

W I T N E S S E T H: That the Grantor, for and in consideration of the sum of TEN AND 00/100'S ($10.00) Dollars and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the Grantee all that certain land situate in PALM BEACH County, State of Florida, viz.:

SEE EXHIBIT "A"

SUBJECT TO taxes for the current year and subsequent years; restrictions, reservations, covenants, conditions and easements of record; comprehensive land use plans, zoning, restrictions, prohibitions and other requirements imposed by governmental authority; and public utility easements (it not being the intent hereof to reimpose any of the foregoing).

TOGETHER, with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND, the Grantor hereby covenants with said Grantees that the Grantor is lawfully seized of said land in fee simple; that the Grantor has good right and lawful authority to sell and convey said

land, and hereby warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, the said Grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered
in the presence of:

Witness #1 Signature

CRAIG T. GALLE
Witness #1 Printed Name

Witness #2 Signature

Jennifer Hargan
Witness #2 Printed Name

PALM BEACH POLO, INC.,
a Florida corporation

GLENN F. STRAUB, President

NOTARY

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 14th day of September, 2012 by Glenn F. Straub, President of PALM BEACH POLO, INC., who is personally known to me.

Notary Public

CRAIG T. GALLE
Printed Notary Name

My Commission Expires:

CRAIG GALLE
MY COMMISSION EXPIRES
September 7, 2015
#EE 128065
Bonded thru Notary Public Underwriters
NOTARY PUBLIC, STATE OF FLORIDA

EXHIBIT "A"

A PARCEL OF LAND IN THE EAST ONE HALF OF SECTION 16, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA; SAID PARCEL BEING MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTH ONE QUARTER CORNER OF SECTION 16, TOWNSHIP 44 SOUTH, RANGE 41 EAST, THENCE NORTH 89°37'54" WEST, ALONG THE SOUTH LINE OF SAID SECTION 16, A DISTANCE OF 44.11 FEET, THENCE NORTH 00°08'47" WEST, A DISTANCE OF 50.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00°08'47" WEST, A DISTANCE OF 658.77 FEET, THENCE SOUTH 89°16'43" EAST, A DISTANCE OF 54.97 FEET; THENCE NORTH 00°51'23" EAST, A DISTANCE OF 647.12 FEET TO A POINT ON THE SOUTHEAST LINE OF PARCEL A, EQUESTRIAN/POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D., AS RECORDED IN PLAT BOOK 35, PAGES 187 AND 188, PUBLIC RECORDS OF PALM BEACH COUNTY; THENCE NORTH 51°06'56 EAST ALONG SAID SOUTHEAST LINE, A DISTANCE OF 165.79 FEET TO A CORNER OF SAID PARCEL A; THENCE NORTH 38°53'04" WEST, ALONG SAID PARCEL A, A DISTANCE OF 118.38 FEET TO THE SOUTHWEST CORNER OF PARCEL B OF SAID EQUESTRIAN/POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D, THENCE SOUTH 89°37'54" EAST, ALONG THE SOUTH LINE OF SAID PARCEL B, A DISTANCE OF 430.33 FEET; THENCE SOUTH 00°22'06" WEST, A DISTANCE OF 120.00 FEET; THENCE SOUTH 89°37'54" EAST, A DISTANCE OF 25.00 FEET, THENCE SOUTH 00°22'06" WEST, A DISTANCE OF 1322.28 FEET; SOUTH 89°37'54" EAST, A DISTANCE OF 680.64 FEET; THENCE NORTH 00°22'06" EAST, A DISTANCE OF 58.67 FEET; SOUTH 89°37'54" EAST, A DISTANCE OF 390.00 FEET; THENCE SOUTH 00°22'06" WEST, A DISTANCE OF 118.67 FEET TO A POINT 50.00 FEET NORTH OF THE SOUTH LINE OF SAID SECTION 16; THENCE NORTH 89°37'54" WEST PARALLEL WITH THE SOUTH LINE OF SAID SECTION 16, A DISTANCE OF 1634.01 FEET TO THE POINT OF BEGINNING.

LESS THE FOLLOWING PROPERTY:

A PORTION OF THE SOUTH ½ OF SECTION 16, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA, LYING SOUTHERLY AND EASTERLY OF SOUTH SHORE BOULEVARD, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTH 1/4 CORNER OF SAID SECTION 16; THENCE S89°37'54" E ALONG THE SOUTH LINE OF SAID SECTION 16 FOR 280.34 FEET; THENCE NO0°13'08" E FOR 253.22 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCELS; THENCE N89°46'52" W FOR 40.00 FEET; THENCE N00°13'08" E FOR 45.00 FEET; THENCE S89°46'52' E FOR 40.00 FEET; THENCE S00°13'08" W FOR 45.00 FEET TO THE POINT OF BEGINNING.
TOGETHER WITH THE FOLLOWING PROPERTY:

A PARCEL OF LAND IN THE EAST ONE HALF OF SECTION 16, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA, SAID PARCEL BEING MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTH ONE QUARTER CORNER OF SECTION 16, TOWNSHIP 44 SOUTH, RANGE 41 EAST; THENCE NORTH 89°37'54" WEST, ALONG THE SOUTH LINE OF SAID SECTION 16, A DISTANCE OF 44.11 FEET; THENCE NORTH 00°08'47" WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 89°37'54" EAST, ALONG A LINE 50.00 FEET NORTH AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION 16, A DISTANCE OF 1634.01 FEET; THENCE NORTH 00°22'06" EAST, A DISTANCE OF 118.67 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 89°37'54" WEST, A DISTANCE OF 390.00 FEET; THENCE SOUTH 00°22'06" WEST, A DISTANCE OF 8.67 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 100.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 17°49'33" WEST; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 72°32'33", A DISTANCE OF 126.61 FEET; THENCE NORTH 00°22'06" EAST, A DISTANCE OF 1216.89 FEET; THENCE NORTH 89°37'54" WEST, A DISTANCE OF 635.64 FEET; THENCE NORTH 00°22'06" EAST, A DISTANCE OF 80.00 FEET TO A POINT ON THE SOUTH LINE OF PARCEL B, EQUESTRIAN/POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D., AS RECORDED IN PLAT BOOK 35, PAGES 187 AND 188, PUBLIC RECORDS OF PALM BEACH COUNTY; THENCE SOUTH 89°37'54" EAST, ALONG THE SOUTH LINE OF SAID PARCEL B, A DISTANCE OF 522.36 FEET TO A POINT OF CURVE, CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 175.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°00'10", A DISTANCE OF 94.69 FEET TO A POINT OF REVERSE CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 175.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°00'10", A DISTANCE OF 94.69 FEET; THENCE SOUTH 89°37'54" EAST, A DISTANCE OF 3.00 FEET TO THE NORTHWEST CORNER OF LOT 1. EQUESTRIAN/POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D., AS RECORDED IN PLAT BOOK 35, PAGES 187 AND 188, PUBLIC RECORDS OF PALM BEACH COUNTY; THENCE SOUTH 00°22'06" WEST, ALONG THE WEST LINE OF SAID EQUESTRIAN/POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D., AND THE WEST LINE OF POLO ISLAND OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D. AS RECORDED IN PLAT BOOK 50, PAGES 155-156, PUBLIC RECORDS OF PALM BEACH COUNTY, A DISTANCE OF 1290.00 FEET TO THE SOUTHWEST CORNER OF SAID POLO ISLAND OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D.; SOUTH 89°37'54" EAST, ALONG THE SOUTH LINE OF SAID POLO ISLAND OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D., A DISTANCE OF 390.00 FEET TO THE SOUTHEAST CORNER OF SAID POLO ISLAND OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D.; THENCE SOUTH 00°22'06" WEST, A DISTANCE OF 43.61 FEET TO THE POINT OF BEGINNING.

23.6392 acres +/-

This instrument prepared by
and return to: **W/C 168**
Daniel Doorakian, Esq.
Moyle, Flanigan, Katz, Breton
White & Krasker, P.A.
13501 South Shore Blvd., Suite 103
Wellington, FL 33414
File No. 27-341-2

CFN 20070501752
OR BK 22223 PG 0834
RECORDED 10/31/2007 11:17:42
Palm Beach County, Florida
AMT 5,850,000.00
Doc Stamp 40,950.00
Sharon R. Bock, CLERK & COMPTROLLER
Pgs 0834 - 836; (3pgs)

Property ID #'s: 73-41-44-16-00-000-5030 and 73-41-44-16-00-000-5040

WARRANTY DEED

THIS WARRANTY DEED is made this 29th day of October, 2007 by and between **EQUESTRIAN ENTERPRISES, L.L.C.**, a Florida limited liability company (hereinafter referred to as the "Grantor"), whose mailing address is 13125 Southfields Road, Wellington, Florida 33414, and **STADIUM SOUTH, LLC**, a Florida limited liability company (hereinafter referred to as the "Grantee") whose mailing address is 3100 Aachen Lane, Wellington, FL 33414. Wherever used herein, the terms "Grantor" and "Grantee" shall include all of the parties to this instrument and their successors and assigns.

WITNESSETH

GRANTOR, for and in consideration of Ten and No/100 Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained and sold, and by these presents does hereby grant, bargain and sell to Grantee and Grantee's heirs, successors and assigns forever, that certain parcel of land situate and being in Palm Beach County, Florida (the "Property"), to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

TOGETHER with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in any way appertaining.

THIS CONVEYANCE is subject to taxes and assessments for the year 2007 and subsequent years; and zoning and governmental ordinances.

TO HAVE and to hold the same in fee simple forever.

GRANTOR hereby covenants with Grantee that it is lawfully seized of the Property in fee simple, that it has good right and lawful authority to sell and convey the Property, that it hereby fully warrants the title to the Property and will defend the same against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, Grantor has executed this instrument under seal on the date aforesaid.

Signed, sealed, and delivered
in the presence of

Print Name: Daniel Donaldson

Print Name: MARI-ELLEN K. SHELDON

EQUESTRIAN ENTERPRISES, L.L.C., a Florida limited liability company

By: _____
Name: Robert W. Brusie, Managing Member

STATE OF FLORIDA)
) ss:
COUNTY OF Palm Beach)

The foregoing instrument was sworn to and acknowledged before me this 29th day of October, 2007 by Robert W. Brusie, as Managing Member of Equestrian Enterprises, L.L.C., a Florida limited liability company on behalf of the company. He is personally known to me or produced drivers as identification.

Name: _____
Notary Public, State of Florida
Commission No. _____

My commission expires:

MARI-ELLEN K. SHELDON
MY COMMISSION # DD 379068
EXPIRES: January 23, 2009
Bonded Thru Notary Public Underwriters

[Notarial Seal]

Exhibit "A"

LEGAL DESCRIPTION:

A PARCEL OF LAND IN SECTION 16, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA; SAID PARCEL BEING MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 16; THENCE SOUTH 89°37'54" EAST, ALONG THE SOUTH LINE OF SAID SECTION 16, A DISTANCE OF 2090.00 FEET; THENCE NORTH 00°51'23" EAST, ALONG THE EAST RIGHT OF WAY LINE OF SOUTH SHORE BOULEVARD AS SHOWN ON THE PLAT OF GREENVIEW SHORES NO. 2 WELLINGTON P.U.D., ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 31, PAGES 120 THROUGH 137, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA. A DISTANCE OF 50.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID EAST RIGHT OF WAY LINE, NORTH 00°51'23" EAST, A DISTANCE OF 662.30 FEET; THENCE SOUTH 89°16'43" EAST, A DISTANCE OF 573.03 FEET; THENCE SOUTH 00°08'47" EAST, A DISTANCE OF 658.77 FEET; THENCE NORTH 89°37'54" WEST, PARALLEL WITH AND 50.00 FEET NORTH OF THE SOUTH LINE OF SAID SECTION 16, A DISTANCE OF 584.58 FEET TO THE POINT OF BEGINNING.

CONTAINING 8.74 ACRES MORE OR LESS.

File No. 27-341-2

CFN 20080066013
OR BK 22458 PG 0728
RECORDED 02/22/2008 13:36:45
Palm Beach County, Florida
AMT 10.00
Doc Stamp 0.70
Sharon R. Bock, CLERK & COMPTROLLER
Pgs 0728 - 731; (4pgs)

This instrument prepared by and

Return to : Will Call #168

Daniel Doorakian, Esq.
Moyle Flanigan, Katz, Breton,
White & Krakser, P.A.
13501 South Shore Blvd., Suite 103
Wellington, FL 33414

Property ID #'s: 73-41-44-16-00-000-5050

This Corrective Warranty Deed is being recorded to correct the legal description set forth in Warranty Deed recorded in Official Record Book 22150, Page 1851, Public Records of Palm Beach County, Florida.

CORRECTIVE WARRANTY DEED

THIS CORRECTIVE WARRANTY DEED is made this 29th day of January, 2008, by and between **PIERSON SOUTH SHORE, LLC**, a Florida limited liability company, whose post office address is 1970 Beach Road, Suite 6N, Tequesta Florida 33469, as fifty percent (50%) tenant-in-common and **HOSPITALITY LLC**, a District of Columbia limited liability company, whose mailing address is 1000 29th Street, NW, Washington DC 20007-3820, as fifty percent (50%) tenant-in-common (collectively, the **"Grantor"**), and **STADIUM NORTH, LLC**, a Florida limited liability company, whose post office address is 24 NE 24th Avenue, Pompano Beach, Florida 33062 (the **"Grantee"**). Wherever used herein, the terms "Grantor" and "Grantee" shall include all of the parties to this instrument and their successor and assigns.

WITNESSETH

GRANTOR, for and in consideration of Ten and No/100 Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained and sold, and by these presents does hereby grant, bargain and sell to Grantee and Grantee's heirs, successors and assigns forever, that certain parcel of land situate and being in Palm Beach County, Florida (the "Property"), to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

TOGETHER with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in any way appertaining.

THIS CONVEYANCE is subject to taxes and assessments for the year 2007 and subsequent years; and zoning and governmental ordinances.

TO HAVE and to hold the same in fee simple forever.

GRANTOR hereby covenants with Grantee that it is lawfully seized of the Property in fee simple, that it has good right and lawful authority to sell and convey the Property, that it hereby fully warrants the title to the Property and will defend the same against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, Grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

(Signature of Witness)

George Banks
(Printed Name of Witness)

(Signature of Witness)

Sharon Beiner
(Printed Name of Witness)

PIERSON SOUTH SHORE, LLC, a Florida limited liability company

By: _____

Name: Eileen F. Sudler
Title: Managing Member

STATE OF Florida)
) SS:
COUNTY OF Palm Beach)

The foregoing instrument was acknowledged before me this 29th day of January, 2008, by Eileen F. Sudler, as Managing Member of Pierson South Shore, LLC, a Florida limited liability company. She is personally known to me or has produced _____, as identification.

My commission expires:

NOTARY PUBLIC

Notary Public, State of FL At Large

Jamie Warning
(Printed Name of Notary Public)

Commission No. DD315057

Jamie Warning
Commission # DD315057
Expires June 8, 2008
Bonded Troy Fain - Insurance, Inc. 800-385-7019

WPB 3B1721265v1

[NOTARY SEAL]

HOSPITALITY, LLC, a District of Columbia limited liability company

By: _____

Name: Jack Matthews
Title: Managing Member

_____
(Signature of Witness)

_____
(Printed Name of Witness)

_____
(Signature of Witness)

_____
(Printed Name of Witness)

STATE OF MARYLAND)
) SS:
COUNTY OF MONTGOMERY)

The foregoing instrument was acknowledged before me this 29th day of January, 2008, by Jack Matthews, as Managing Member of Hospitality, LLC, a District of Columbia limited liability company. He is personally known to me or has produced _____, as identification.

My commission expires:

WINIFRED B. KILGORE
Notary Public
Montgomery County
MARYLAND
My Commission Expires July 16, 2008

NOTARY PUBLIC
_____
Notary Public, State of Maryland At Large

_____
(Printed Name of Notary Public)

Commission No. _____

[NOTARY SEAL]

Exhibit "A"

(Legal Description of the Property)

STADIUM NORTH PROPERTY

LEGAL DESCRIPTION:

A PARCEL OF LAND IN SECTION 16, TOWNSHIP 44 SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA; SAID PARCEL BEING MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 16; THENCE SOUTH 89°37'54" EAST, ALONG THE SOUTH LINE OF SAID SECTION 16, A DISTANCE OF 2090.00 FEET; THENCE NORTH 00°51'23" EAST, ALONG THE EAST RIGHT OF WAY LINE OF SOUTH SHORE BOULEVARD AS SHOWN ON THE PLAT OF GREENVIEW SHORES NO. 2 WELLINGTON P.U.D., ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 31, PAGES 120 THROUGH 137, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA. A DISTANCE OF 712.30 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID EAST RIGHT OF WAY LINE, NORTH 00°51'23" EAST, A DISTANCE OF 42.18 FEET TO A POINT OF CURVE, CONCAVE TO THE EAST HAVING A RADIUS OF 1440.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE AND SAID EAST RIGHT OF WAY OF SOUTH SHORE BOULEVARD, THROUGH A CENTRAL ANGLE OF 20°29'06", A DISTANCE OF 514.84 FEET TO THE SOUTHWEST CORNER OF PARCEL A, EQUESTRIAN POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D, AS RECORDED IN PLAT BOOK 35, PAGE 188, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; THENCE NORTH 90°00'00" EAST, ALONG THE SOUTH LINE OF SAID PARCEL A, A DISTANCE OF 398.12 FEET; THENCE NORTH 00°00'00" EAST, A DISTANCE OF 2.14 FEET TO A POINT ON A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1080.00 FEET, A RADIAL BEARING TO SAID POINT BEARS NORTH 60°50'33" WEST; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 04°12'37", A DISTANCE OF 79.63 FEET; THENCE NORTH 90°00'00" EAST, A DISTANCE OF 68.80 FEET; THENCE NORTH 51°06'56" EAST , A DISTANCE OF 38.92 FEET; THENCE SOUTH 00°51'23" WEST, A DISTANCE OF 647.12 FEET; THENCE NORTH 89°16'43" WEST, A DISTANCE OF 628.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 7.76 ACRES MORE OR LESS.

w/c 168

CFN 20060334854
OR BK 20439 PG 1626
RECORDED 06/06/2006 16:14:35
Palm Beach County, Florida
AMT 6,734,000.00
Doc Stamp 47,138.00
Sharon R. Bock, CLERK & COMPTROLLER
Pgs 1626 - 1628; (3pgs)

THIS INSTRUMENT PREPARED BY AND RETURN TO:
DANIEL R. DOORAKIAN, ESQ.
MOYLE FLANIGAN KATZ RAYMOND
WHITE & KRASKER, PA
12230 FOREST HILL BLVD., SUITE 200
WELLINGTON, FL 33414

Property Appraisers Parcel Identification (Folio) Number:
73-41-44-16-00-000-5000

Space Above This Line For Recording Data

WARRANTY DEED

THIS WARRANTY DEED, made the 24th day of May, 2006 by Palm Beach Polo Inc., a Florida corporation, whose post office address is 11199 Polo Club Road , Wellington, FL 33414, herein called the Grantor, to Far Niente Stables II, LLC, a Florida Limited Liability Company, whose post office address is 2930 Hurlingham Drive, Wellington, FL 33414, hereinafter called the Grantee:

(Wherever used herein the terms "Grantor" and "Grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

W I T N E S S E T H: That the grantor, for and in consideration of the sum of TEN AND 00/100'S ($10.00) Dollars and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the Grantee all that certain land situate in PALM BEACH County, State of Florida, viz.:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

SUBJECT TO taxes for the current year and subsequent years; restrictions, reservations, covenants, conditions and easements of record; comprehensive land use plans, zoning, restrictions, prohibitions and other requirements imposed by governmental authority; and public utility easements (it not being the intent hereof to reimpose any of the foregoing).

TOGETHER, with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND, the Grantor hereby covenants with said Grantee that the Grantor is lawfully seized of said land in fee simple; that the Grantor has good right and lawful authority to sell and convey said land, and hereby warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, the said Grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Witness #1 Signature

CRAIG T. GALLE
Witness #1 Printed Name

Witness #2 Signature

Douglas Vincent Moschiano
Witness #2 Printed Name

PALM BEACH POLO, INC.
A Florida corporation

By: Glenn F. Straub
Its: President

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 24th day of May, 2006 by Glenn F. Straub, President of Palm Beach Polo Inc. on behalf of the corporation. He is personally known to me or has produced _____ as identification.

SEAL

DOUGLAS VINCENT MOSCHIANO
MY COMMISSION # DD 386842
EXPIRES: January 18, 2009
Bonded Thru Budget Notary Services

Notary Public

Douglas Vincent Moschiano
Printed Notary Name

My Commission Expires:

EXHIBIT A

LEGAL DESCRIPTION

A PARCEL OF LAND IN THE EAST ONE HALF OF SECTION 16, TOWNSHIP 44, SOUTH, RANGE 41 EAST, PALM BEACH COUNTY, FLORIDA; SAID PARCEL BEING MORE SPECIFICALLY DESCRIBED AS FOLLOWS;

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 16, TOWNSHIP 44 SOUTH, RANGE 41 EAST; THENCE NORTH 01°09'54" EAST ALONG THE EAST LINE OF SAID SECTION 16, A DISTANCE OF 50.00 FEET; THENCE NORTH 89°37'54" WEST, ALONG LINE 50.00 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF SAID SECTION 16, A DISTANCE OF 1,520.68 FEET; THENCE NORTH 00°22'06" EAST, A DISTANCE OF 60.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89°37'54" WEST, PARALLEL WITH SAID SOUTH LINE OF SECTION 16, A DISTANCE OF 680.64 FEET; THENCE NORTH 00°22'06" EAST, A DISTANCE OF 1322.28 FEET; THENCE NORTH 89°37'54" WEST, A DISTANCE OF 25.00 FEET; THENCE NORTH 00°22'06" EAST, A DISTANCE OF 40.00 FEET TO A POINT, SAID POINT BEING 80.00 FEET SOUTH OF THE SOUTH LINE OF TRACT "C" OF EQUESTRIAN/POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D., AS RECORDED IN PLAT BOOK 35, PAGES 187 AND 188, PUBLIC RECORDS OF PALM BEACH COUNTY; THENCE SOUTH 89°37'54" EAST, PARALLEL WITH SAID SOUTH LINE, A DISTANCE OF 635.64 FEET TO A POINT SAID POINT BEING 70.00 FEET WEST OF THE WEST LINE OF LOT 1 OF SAID EQUESTRIAN/POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D; THENCE SOUTH 00°22'06" WEST, ALONG A LINE 70.00 FEET WEST OF SAID WEST LINE OF EQUESTRIAN/POLO VILLAGE AND COMPLEX OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D., AND POLO ISLAND OF PALM BEACH POLO AND COUNTRY CLUB WELLINGTON P.U.D., AS RECORDED IN PLAT BOOK 35, PAGES 187 AND 188, PUBLIC RECORDS OF PALM BEACH COUNTY, A DISTANCE OF 1216.89 FEET TO A POINT OF CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 100.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 72°32'33", A DISTANCE OF 126.61 FEET TO A POINT ON A NON TANGENT LINE, A RADIAL BEARING TO SAID POINT BEARS SOUTH 17°49'33" WEST; THENCE SOUTH 00°22'06" WEST, A DISTANCE OF 50.00 FEET TO THE POINT OF BEGINNING

CONTAINING 19.24 ACRES MORE OF LESS.

RECEIVED
By Planning and Zoning at 1:47 pm, Jun 17, 2013

EQUESTRIAN VILLAGE
WELLINGTON, FLORIDA

SEXTON ENGINEERING ASSOCIATES, INC.
CONSULTING ENGINEERS AND SURVEYORS
110 PONCE DE LEON STREET, SUITE 100
ROYAL PALM BEACH, FLORIDA 33411
PHONE 561-792-3122 FAX 561-792-3168
FL. REGISTRATIONS: LB0006837, EB 0007864

AERIAL MAP

PROJ. NO.	1428T21	DATE	06/13/2013
SCALE	1"=100'	SHEET	1 OF 1

SEXTON ENGINEERING ASSOCIATES, INC.
CONSULTING ENGINEERS AND SURVEYORS
110 Ponce de Leon Street, Suite 100
Royal Palm Beach, FL 33411
Phone: (561) 792-3122 Fax: (561) 792-3168

Letter of Transmittal

To: Ms. Jennifer Fritz
Village of Wellington
12300 Forest Hill Boulevard
Wellington, FL 33414
(561) 753-2511

Date: June 17, 2013
Job: Equestrian Village
Wellington PUD
SEA: 1428T21

RE: Compatibility Determination

Attention: Ms. Jennifer Fritz

WE ARE SENDING YOU VIA:

[ ]	To Be Picked Up	[ ]	U.S. Mail	[ ]	Overnight	[X]	Hand Delivery
[X]	Originals	[ ]	Blue Line Prints	[ ]	Reports	[ ]	Copy of Letter
[ ]	Sepia Transparencies	[ ]	Photocopies	[ ]	Shop Drawings	[ ]	Surveys

Num. of Pages	Copies	Latest Date	Description
1	1	6/13/2013	$3,000.00 Application Fee (Check No. 102755)
Many	1	6/17/2013	Planning & Zoning General Application
Many	1	6/17/2013	Justification Statement
Many	1	6/14/2013	Notice Affidavit and Ownership List
1	1	6/13/2013	Aerial Plan
Many	5		Warranty Deeds
2	5	6/17/2013	Proposed Site Plan
Many	2	6/17/2013	Traffic Impact Report
n/a	1	6/17/2013	CD of Submittal

These are transmitted as checked below:

[ ]	As requested	[ ]	For your Information	[X]	For approval	[ ]	For corrections
[ ]	As we discussed	[ ]	For your use	[ ]	For review/comment	[ ]	Returned after loan

REMARKS:

If you have any questions or concerns, please contact our office (561) 792-3122.

cc:

Yours very truly,
SEXTON ENGINEERING ASSOCIATES, INC.

By:
Michael F. Sexton, P.E., P.S.M.
President

File:

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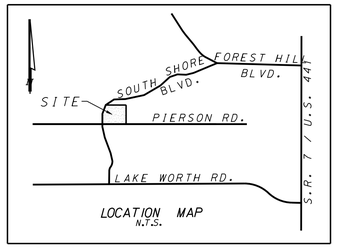
COMMERCIAL EQUESTRIAN ARENA
CIRCULATION PLAN

PROJ. NO.	1428T21
DATE	06/17/2013
SCALE	1" = 100'
SHEET	1 OF 1

SEXTON ENGINEERING ASSOCIATES, INC.
CONSULTING ENGINEERS AND SURVEYORS
110 PONCE DE LEON STREET, SUITE 100
ROYAL PALM BEACH, FLORIDA 33411
PHONE 561-792-3122 FAX 561-792-3168
FL. REGISTRATIONS: LB0006837, EB 0007864



LEGEND:

- ACCESS POINT
- PAVED PUBLIC CIRCULATION
- UNPAVED PUBLIC CIRCULATION (DUST CONTROL TO BE PROVIDED)
- PRIVATE CIRCULATION (EXHIBITORS/STAFF/OFFICIALS/VENDORS)
- PEDESTRIAN CIRCULATION

CIRCULATION PLAN NOTES:

1. THIS PLAN SERVES TO DESIGNATE PARKING AREAS AND TO PROVIDE ROUTES FOR CIRCULATION OF VEHICLES, HORSES AND PEDESTRIANS.
2. GATE 1 SHALL BE MANAGED BY EVENT STAFF TO DIRECT TRAFFIC IN AND OUT OF THE PROPERTY TO PREVENT STACKING OF VEHICLES ON SOUTH SHORE BLVD. THE PALM BEACH COUNTY SHERIFF'S OFFICE SHALL BE CONTRACTED FOR EVENTS THAT DRAW MORE THAN 500 SPECTATORS, AND SHALL BE PRESENT 1 HOUR BEFORE THE START OF THE EVENT AND 1 HOUR AFTER THE END OF THE EVENT.
3. GATE 2 SHALL BE MANAGED BY EVENT STAFF TO DIRECT TRAFFIC IN AND OUT OF THE PROPERTY TO PREVENT STACKING OF VEHICLES ON PIERSON RD. THE PALM BEACH COUNTY SHERIFF'S OFFICE SHALL BE CONTRACTED FOR EVENTS THAT DRAW MORE THAN 500 SPECTATORS, AND SHALL BE PRESENT 1 HOUR BEFORE THE START OF THE EVENT AND 1 HOUR AFTER THE END OF THE EVENT.
4. A PARKING ATTENDANT SHALL BE STATIONED AT THE LOCATIONS SHOWN TO DIRECT TRAFFIC TO THE AUTHORIZED PARKING AREAS.
5. A WATER TRUCK SHALL BE USED TO CONTROL DUST ON THE UNPAVED PUBLIC CIRCULATION ROUTE.

PARKING SUMMARY:

PAVED PARKING	213 SPACES
GRASS PARKING (BARNS)	168 SPACES
TEMPORARY EVENT PARKING	966 SPACES
TOTAL PARKING	1,347 SPACES
ALTERNATE TRAILER PARKING	98 SPACES

HORSE SHOW SERVICES RETAIL COMPLEX
FLU: COMMUNITY COMMERCIAL
Z: PUD

EQUESTRIAN/POLO VILLAGE AND COMPLEX
FLU: COMMERCIAL RECREATION
Z: PUD

EQUESTRIAN/POLO VILLAGE AND COMPLEX
FLU: RESIDENTIAL D
Z: PUD

POLO ISLAND
FLU: RESIDENTIAL D
Z: PUD

WELLINGTON COUNTRYPLACE
FLU: COMMERCIAL RECREATION
Z: AR/PUD/EOZD

REVISIONS			
NO.	DATE	BY	DESCRIPTION

RECEIVED
By Planning and Zoning at 12:19 pm, Jun 18, 2013

STEVEN M. PAWLYK, P.E.
FL. REG. NO. 61800

DATE _____

EQUESTRIAN VILLAGE
WELLINGTON, FLORIDA