



**Department of Engineering
and Public Works**

P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbcgov.com



**Palm Beach County
Board of County
Commissioners**

Gregg K. Weiss, Mayor

Maria Sachs, Vice Mayor

Maria G. Marino

Michael A. Barnett

Marci Woodward

Sara Baxter

Mack Bernard

County Administrator

Verdenia C. Baker

"An Equal Opportunity
Affirmative Action Employer"



printed on sustainable
and recycled paper

October 20, 2023

Dr. Juan F. Ortega, PE
JFO Group Inc.
6671 W Indiantown Road, Suite 50-324
Jupiter, FL 33458

**RE: POD D-2 Orange Point PUD
Project #: 230907
Traffic Performance Standards (TPS) Review**

Dear Dr. Ortega:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated September 14, 2023, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Wellington
Location:	SEC of Lake Worth Road and 120 th Avenue
PCN:	73-41-44-26-10-001-0000
Access:	One access driveway connection onto 120 th Avenue (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Uses:	Vacant
Proposed Uses:	Single Family Detached = 42 DUs
New Daily Trips:	420
New Peak Hour Trips:	29 (8/21) AM; 39 (25/14) PM
Build-out:	December 31, 2028

Based on our review, the Traffic Division has determined the proposed development does not have significant peak hour traffic impact (as defined in PBC TPS) on the roadway network and, therefore, meets the TPS of Palm Beach County.

Please note the receipt of a TPS approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

No building permits are to be issued by the Village after the build-out date specified above. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.



Dr. Juan F. Ortega, PE
October 20, 2023
Page 2

If you have any questions regarding this determination, please contact me at 561-684-4030 or email HAkif@pbcgov.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Hanane Akif".

Hanane Akif, P.E.
Professional Engineer
Traffic Division

QB:ITA:jb
cc:

Cory Lyn Cramer, AICP, Development Review Coordinator, Village of Wellington
Quazi Bari, P.E., PTOE, Manager – Growth Management, Traffic Division
Alberto Lopez, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\HAMUNICIPALITIES\APPROVALS\2023\230907 - POD D-2 ORANGE POINT PUD.DOCX

November 20, 2023

Mr. Damian Newell
Wellington
Planning, Zoning & Building Department
12300 W. Forest Hill Boulevard
Wellington, FL 33414

**Re: Orange Point PUD Pod D CPA - #PTC23-001N.1
2023-0003-CPA**

Dear Mr. Newell:

Pinder Troutman Consulting, Inc. (PTC) has completed our review of the Comprehensive Plan/Future Land Use Amendment (FLUA) Application for the above referenced project. The Traffic Study completed by JFO Group, Inc. dated September 20, 2023, was reviewed. It is proposed to change the future land use designations on 22.54 acres from Community Facilities (CF) to Residential C.

The analysis has demonstrated that the maximum intensity of the proposed land use designation generates less traffic than the maximum intensity of the existing land use designation. Therefore, the proposed FLUA is in compliance with the level of service standards of the Mobility Element of the Village's Comprehensive Plan.

Please contact me by phone or at atroutman@pindertroutman.com if you need any additional information or have any questions.

Sincerely,



Andrea M. Troutman, P.E.
President

January 19, 2024

Mr. Damian Newell
Wellington
Planning, Zoning & Building Department
12300 W. Forest Hill Boulevard
Wellington, FL 33414

**Re: Orange Point PUD - #PTC23-001N.2
2023-0003-MPA**

Dear Mr. Newell:

Pinder Troutman Consulting, Inc. (PTC) has completed our review of the resubmitted Master Plan Amendment Application for the above referenced project. The Traffic Analysis completed by JFO Group Inc. dated December 20, 2023, was reviewed. The resubmittal addressed our comments. We have no new comments. The project is summarized below:

Proposed Uses: 42 Single Family Residential Units

Daily Trips: 420

Peak Hour Trips: AM: 8 In, 21 Out, 29 Total
PM: 25 In, 14 Out, 39 Total

It has been demonstrated that the proposed development meets the Traffic Performance Standards of Wellington and Palm Beach County. We recommend the following conditions of approval.

1. No building permits are to be issued after December 31, 2028, unless a time extension has been approved.
2. The County traffic concurrency approval is subject to the Project Aggregation Rules as set forth in the Traffic Performance Standards Ordinance.

Please contact me by phone or at atroutman@pindertroutman.com if you need any additional information or have any questions.

Sincerely,



Andrea M. Troutman, P.E.
President

PulteGroup

Aimee Carlson – Land Planning & Entitlement Director

SE Florida Division 1070

1475 Centrepark Blvd., Suite 305

West Palm Beach, FL 33401

**Re: Pod D-2 Orange Point PUD - Diocese Property
Wellington Traffic Concurrency
PCN 73-41-44-26-10-001-0000**

JFO Group Inc. has been retained to prepare a traffic impact analysis to determine compliance with *Wellington Traffic Performance Standards (TPS) - Article 9 of the Unified Land Development Code (ULDC)*. This traffic statement is associated with the Site Plan and Master Plan applications associated with Pod D-2 of Orange Point PUD.

The subject site is located at the southeast corner of 120th Avenue and Lake Worth Road in the Village of Wellington, Florida. Figure 1 shows the project location in relation to the transportation network. Parcel Control Number associated with this project is 73-41-44-26-10-001-0000. Parcel information from the property appraiser's office associated with the proposed development is included as Exhibit 1.

Exhibit 2 includes a copy of a conceptual site plan for the project. The Pod D-2 of Orange Point PUD project is proposing 42 single family homes. Exhibit 3 includes the *Palm Beach County (PBC) TPS* traffic analysis approved by the County's Traffic Division on October 20, 2023.

Project trip generation rates used for this analysis were based on *PBC Trip Generation Rates* dated July 25, 2022. Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. Table 2 summarizes the net Daily, AM, and PM peak trips potentially generated by the proposed development. Exhibit 4 includes PBC Trip Generation Rates



Figure 1 : Project Location

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family	210	10.00	26%	74%	0.70	63%	37%	0.94

According to Table 2, the net Daily, AM, and PM peak trips potentially generated due to the proposed development are 420, 29 (8 In/21 Out), and 39 (25 In/14 Out) trips respectively.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family	42 DUs	420	8	21	29	25	14	39
Net Proposed Traffic		420	8	21	29	25	14	39

Project Buildout Test Part One requires analyses of Wellington Intersections in each direction nearest to the point at which the Project's Traffic enters each Project Accessed Link, and where the Project Traffic entering and exiting the intersection is significant. For unsignalized Wellington Intersections, the intersections shall be analyzed using the most recent version of the HCM Unsignalized Intersection Analysis and all minor movements of Rank 2 or higher shall operate at LOS E or better. HCM Intersection analyses were performed at 120th Avenue and Lake Worth Road, and 120th Avenue and Project Driveway. Exhibit 6 includes HCM analyses while Table 3 summarizes the AM and PM HCS results for the intersections on the nearest project accessed link.

As can be seen in Table 3, no additional improvements beyond those required to correct the existing failure due to the background traffic are needed. According to Florida Statue Section §163.3180 (2016), project cannot be denied concurrency for failure to demonstrate adequate public roadway facilities. The statutory scheme states that any road already failing must be "considered to be in place" for concurrency purposes. In addition, the statute specifies that "The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility." Florida Statue Section §163.3180 (2016). Only those roads that exceed the adopted LOS when the new project traffic is added must be mitigated through the proportionate share program. Therefore, Project Buildout Test Part One has been met.

Table 3: 120th Avenue and Lake Worth Road Delay

Scenario	Control Delay, s/veh (LOS)			
	NB	EB	WB	SB
AM 2028 – WithOut Project WithOut Improvements	79.5 (F)	9.3 (A)	9.0 (A)	56.8 (F)
AM 2028 – WithOut Project With Improvements	18.3 (B)	44.0 (D)	27.9 (C)	17.6 (B)
AM 2028 – With Project WithOut Improvements	95.2 (F)	9.3 (A)	9.0 (A)	65.0 (F)
AM 2028 – With Project With Improvements	18.8 (B)	43.9 (D)	27.8 (C)	17.8 (B)
PM 2028 – WithOut Project WithOut Improvements	347.1 (F)	12.4 (B)	9.7 (A)	474.2 (F)
PM 2028 – WithOut Project With Improvements	29.6 (C)	29.6 (C)	19.8 (B)	32.8 (C)
PM 2028 – With Project WithOut Improvements	476.9 (F)	12.4 (B)	9.8 (A)	622.2 (F)
PM 2028 – With Project With Improvements	30.0 (C)	29.9 (C)	19.8 (B)	33.2 (C)

Table 4: 120th Avenue and Project Driveway Delay

Scenario	Control Delay, s/veh (LOS)	
	WB	SBL
AM 2028	9.7 (A)	7.7 (A)
PM 2028	9.5 (A)	7.6 (A)

Project Buildout Part Two requires analyses of Wellington Roads being impacted with more than one percent (1%) of the adopted LOS thresholds and they shall meet the adopted LOS. Exhibit 5 includes growth rate calculations in the project vicinity. The total traffic in the peak hour on the link shall be compared to applicable thresholds in Table 9.4.2-C (LOS D Link Service Volumes) or 9.4.2-D (LOS E Link Service Volumes) for Link Service Volumes and Peak Hour Directional Volume thresholds. Table 5 presents a summary of the project traffic impact as a percentage of the adopted Level of Service (LOS).

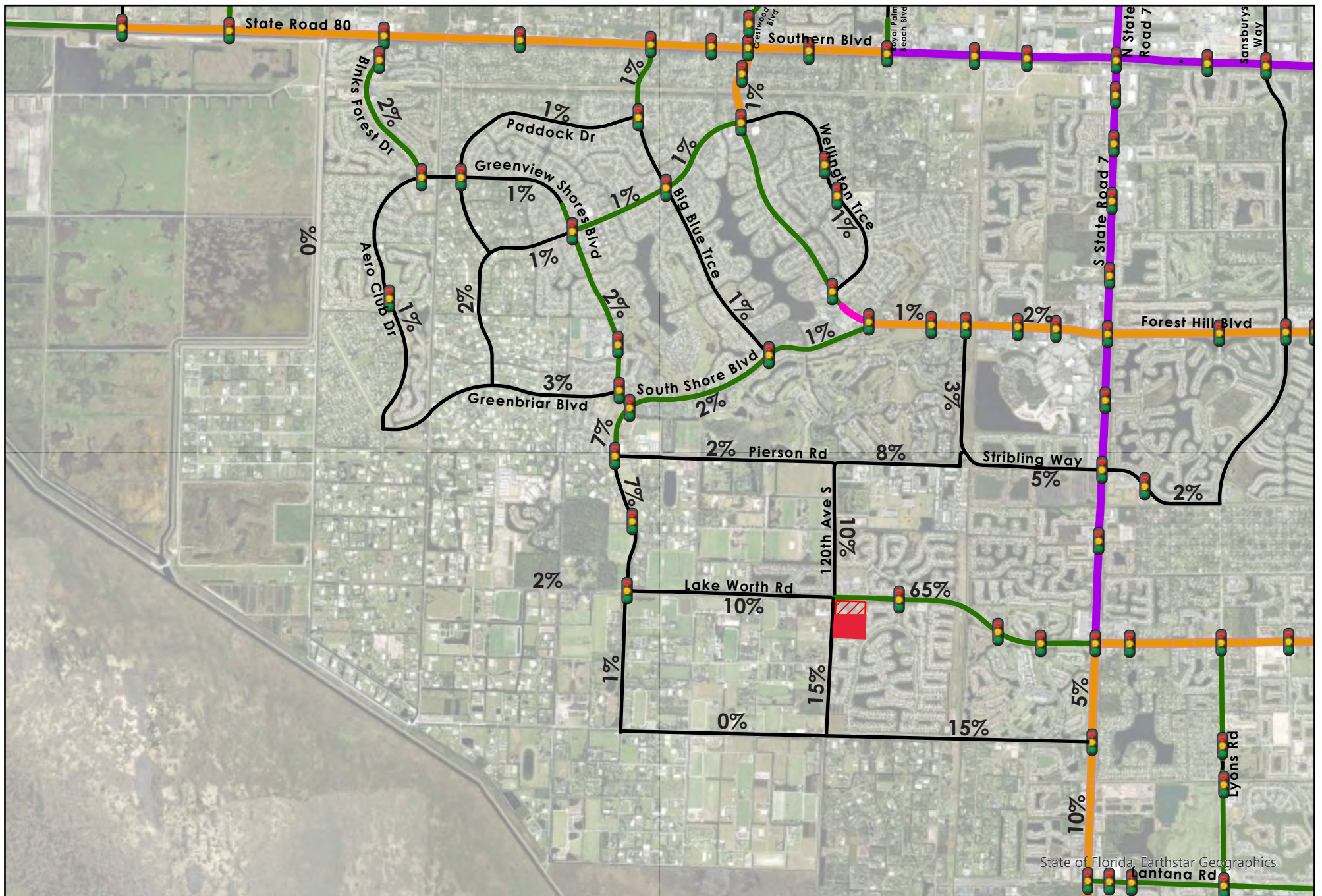
As shown in Table 5, the proposed development will potentially generate more than one percent (1%) impact on 120th Avenue from the project access to Lake Worth Road. Figure 2 shows the project trip distribution and assignment. Table 6 and Table 7 summarize both AM and PM peak-hour peak-direction traffic conditions on Wellington Links at project buildout. As shown in Table 6 and Table 7, Wellington Roads being impacted with more than one percent (1%) meet the adopted LOS. Therefore, Project Buildout Part Two has been met.

According to the *PBC – TPS* and the *Land Development Design Standards Manual*, a left-turn lane is required at each driveway where inbound peak hour left-turning traffic is equal or greater than 30 vehicles. A right-turn lane is required at each driveway where street Average Daily Traffic (ADT) volumes exceed 10,000 vehicles per day, and driveway daily volume is greater than 1,000 trips, with inbound peak hour right-turning traffic being at least 75 vehicles. Figure 3 provides Daily, AM and PM peak hour driveway volumes for Pod D-2 of the Orange Point PUD. Based on the information presented in Figure 3, *PBC - TPS*, and the *Land Development Design Standards Manual*, turn lanes are not warranted at the project driveway.

Table 5: Wellington Roads - Project Impact

Roadway	From	To	Ln	Class	LOS Capacity	Net Total Traffic		
						Traffic Assignment	Project Traffic	Traffic Impact
50th Street	South Shore Blvd	120th Avenue	2	II	640	0%	0	0.00%
50th Street	120th Avenue	Wellington limits	2	II	600	15%	4	0.67%
120th Avenue	50th Street South	Site	2	II	640	15%	4	0.63%
120th Avenue	Site	Lake Worth Rd	2	II	640	85%	21	3.28%
120th Avenue	Lake Worth Rd	Pierson Rd	2	II	640	10%	3	0.47%
Aero Club Drive	Greenbriar Blvd	Binks Forest Dr	2	I	880	1%	0	0.00%
Big Blue Trace	South Shore Blvd	Wellington Trace	2	I	880	1%	0	0.00%
Big Blue Trace	Wellington Trace	Paddock Drive	2	I	880	1%	0	0.00%
Big Blue Trace	Paddock Drive	Southern Blvd	2	I	880	1%	0	0.00%
			4L	I	2,000	1%	0	0.00%
Binks Forest Drive	Greenview Shore Blvd	Southern Blvd	4D	I	2,000	2%	1	0.05%
Birkdale Drive	Forest Hill Blvd	Wellington Trace	2	I	880	1%	0	0.00%
Flying Cow Ranch Rd	South of Southern Blvd		2	I	880	0%	0	0.00%
Forest Hill Blvd	Southern Blvd	Wellington Trace N	6D	I	3,020	1%	0	0.00%
Forest Hill Blvd	Wellington Trace N	Wellington Trace S	4D	I	2,000	1%	0	0.00%
Forest Hill Blvd	Wellington Trace S	South Shore Blvd	4D	I	2,000	1%	0	0.00%
			6D	I	3,020	1%	0	0.00%
Forest Hill Blvd	South Shore Blvd	Stribling Way	6D	I	3,020	1%	0	0.00%
Forest Hill Blvd	Stribling Way	SR-7	6D	I	3,020	2%	1	0.03%
Greenbriar Bvd	Aero Club Drive	Wellington Trace	2	II	800	2%	1	0.13%
Greenbriar Bvd	Wellington Trace	Greenview Shore Blvd	2	II	800	3%	1	0.13%
Greenview Shore Blvd	Binks Forest Dr	Paddock Drive	2	I	880	1%	0	0.00%
Greenview Shore Blvd	Paddock Drive	Wellington Trace	2	I	880	1%	0	0.00%
Greenview Shore Blvd	Wellington Trace	Greenbriar Blvd	4D	I	2,000	2%	1	0.05%
Greenview Shore Blvd	Greenbriar Blvd	South Shore Blvd	4D	I	2,000	2%	1	0.05%
Lake Worth Road	South Shore Blvd	120th Avenue	2	I	880	10%	3	0.34%
Lake Worth Road	120th Avenue	Isles Blvd	4D	I	2,000	65%	16	0.80%
Lake Worth Road	Isles Blvd	SR-7	4D	I	2,000	65%	16	0.80%
Paddock Drive	Wellington Trace	Greenview Shore Blvd	2	II	640	1%	0	0.00%
Paddock Drive	Greenview Shore Blvd	Big Blue Trace	2	II	600	1%	0	0.00%
Pierson Rd	Ousley Farms Rd	South Shore Blvd	2	II	800	0%	0	0.00%
Pierson Rd	South Shore Blvd	120th Ave	2	II	800	2%	1	0.13%
Pierson Rd	120th Ave	Fairlane Farms Rd	2	II	750	8%	2	0.27%
South Shore Blvd	50th St	Lake Worth Rd	2	II	640	1%	0	0.00%
South Shore Blvd	Lake Worth Rd	Pierson Rd	2D	II	840	7%	2	0.24%
South Shore Blvd	Pierson Rd	Greenview Shore Blvd	4D	I	2,000	7%	2	0.10%
South Shore Blvd	Greenview Shore Blvd	Big Blue Trace	4D	I	2,000	2%	1	0.05%
South Shore Blvd	Big Blue Trace	Forest Hill Blvd	4D	I	2,000	1%	0	0.00%
Stribling Way	Forest Hill Blvd	Fairlane Farms Rd	2	I	880	3%	1	0.11%
Stribling Way	Fairlane Farms Rd	SR-7	2	I	880	5%	1	0.11%
Stribling Way	SR-7	Lyons Rd	2	I	880	2%	1	0.11%
Wellington Trace	Greenbriar Bvd	Paddock Drive	2	II	800	1%	0	0.00%
Wellington Trace	Paddock Drive	Greenview Shore Blvd	2	II	750	1%	0	0.00%
Wellington Trace	Greenview Shore Blvd	Big Blue Trace	4D	I	2,000	1%	0	0.00%
Wellington Trace	Big Blue Trace	Forest Hill Blvd	4D	I	2,000	1%	0	0.00%
Wellington Trace	Forest Hill Blvd	Birkdale Dr	2	I	880	1%	0	0.00%

AM		PM	
IN	OUT	IN	OUT
8	21	25	14



State of Florida, Earthstar Geographics

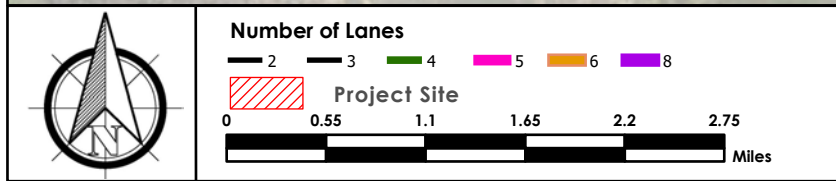


Figure 2:
Traffic Assignment
Pod D-2 Orange Point PUD



Table 6: Part Two – Wellington Links – AM Peak Hour																				
Road	From	To	Ln	AM 2023 Traffic ¹		2028 Background Traffic ²		Wellington Sports Academy + Wellington Aquatics + Wellington North + Wellington South + Islepointe ³		2028 Background Traffic (1%) + Approved		Total Traffic Without Project		Project Assignment	Project Traffic		Total Traffic With Project		Peak Direction Service Volume	V/C
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		
120 th Avenue	50 th Street	Site	2L	184	122	193	128	6	2	199	130	199	130	15%	1	3	200	133	640	0.31
120 th Avenue	Site	Lake Worth Rd												85%	18	7	217	137		0.34

POD D-2 ORANGE POINT PUD DIOCESE PROPERTY	In	Out
AM Peak Hour Traffic	8	21

Table 7: Part Two – Wellington Links – PM Peak Hour																				
Road	From	To	Ln	PM 2023 Traffic ¹		2028 Background Traffic ²		Wellington Sports Academy + Wellington Aquatics + Wellington North + Wellington South + Islepointe ³		2028 Background Traffic (1%) + Approved		Total Traffic Without Project		Project Assignment	Project Traffic		Total Traffic With Project		Peak Direction Service Volume	V/C
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		
120 th Avenue	50 th Street	Site	2L	127	168	133	177	4	7	137	184	137	184	15%	4	2	141	186	640	0.29
120 th Avenue	Site	Lake Worth Rd												85%	12	21	149	205		0.32

POD D-2 ORANGE POINT PUD DIOCESE PROPERTY	In	Out
PM Peak Hour Traffic	25	14

¹ Link Volumes were calculated from Turning Movement Counts at 120th St & Lake Worth Road. See Exhibit 6.

² Calculated GR=-4.42%. Therefore, a conservative 1% was used in this analysis. See Exhibit 5.

³ See Exhibit 7.

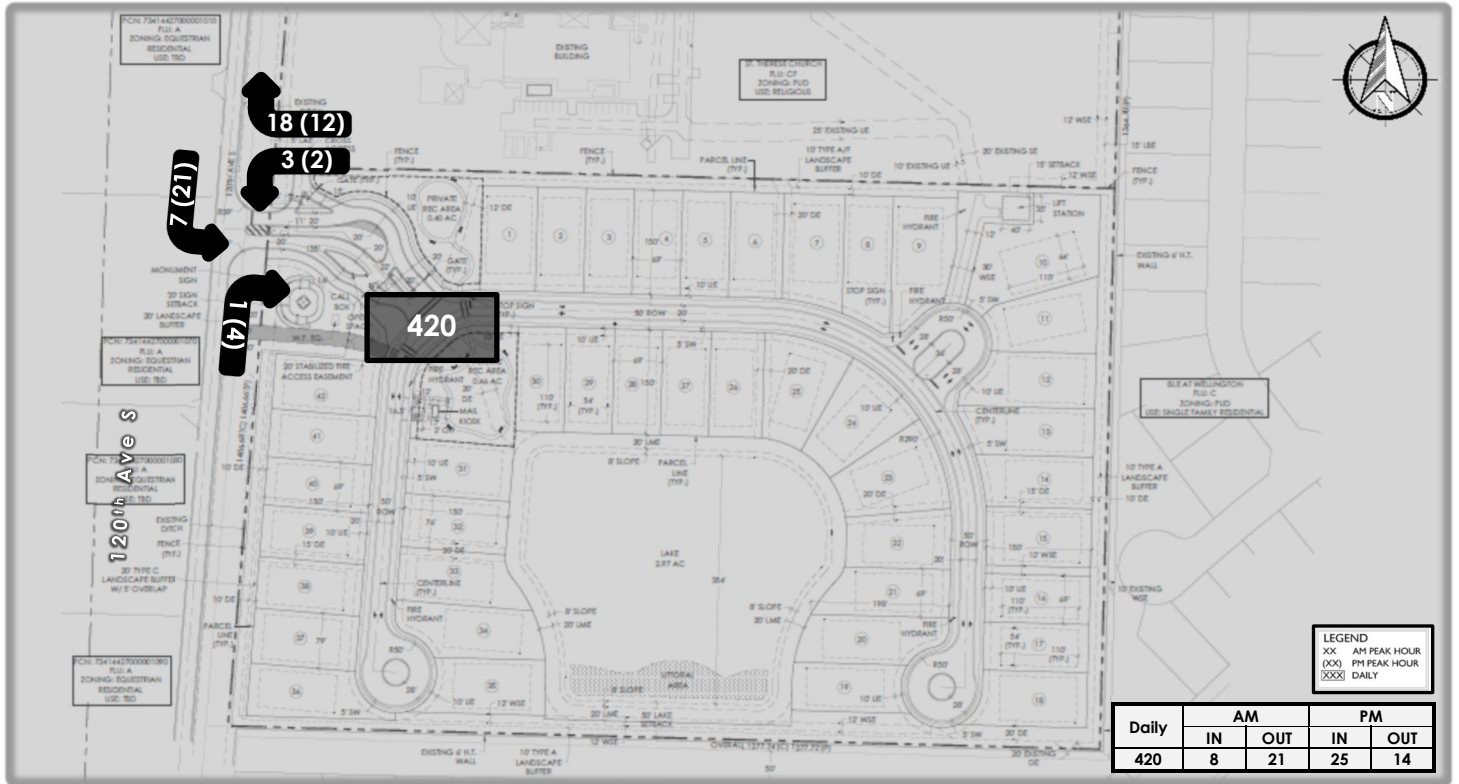
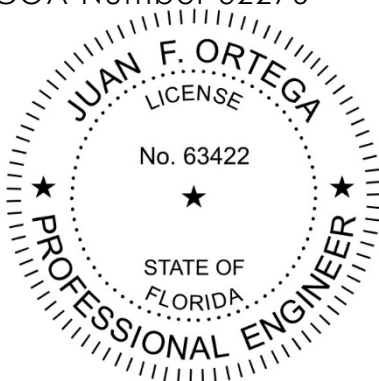


Figure 3: Project Driveway Volumes

The proposed changes to Pod D-2 of Orange Point PUD have been evaluated following Article 9 - TPS of the Wellington ULDC as well as Article 12 - TPS of the PBC ULDC. This analysis shows that the proposed request for 42 Single Family homes on Pod D-2 of Orange Point PUD will be in compliance with Wellington TPS and PBC TPS.

Sincerely,

JFO GROUP INC
 COA Number 32276



- Enclosures:
- Exhibit 1: Property Appraiser
 - Exhibit 2: Conceptual Site Plan
 - Exhibit 3: PBC TPS Traffic Statement
 - Exhibit 4: PBC Trip Generation Rates
 - Exhibit 5: Growth Rate
 - Exhibit 6: Intersection Analyses
 - Exhibit 7: Vested Traffic
 - Exhibit 8: PBC TPS Approval
 - Exhibit 9: DRC Review Comments