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By Planning and Zoning at 11:43 am, Oct 17, 2013

Planning, Zoning & Building Department

12300 Forest Hill Blvd., Wellington, FL 33414 PZApplications@wellingtonfl.gov

DEVELOPMENT ORDER AMENDMENT (DOA) APPLICATION

INSTRUCTIONS TO APPLICANTS:

1. Please complete all questions on the application. If not applicable, indicate with N/A.
2. Provide required attachments as shown on the attached checklist.
3. Pay a filing fee.

I. PROPERTY OWNER AND AGENT INFORMATION

Property Owner(s) of Record: _____

Address: _____ City: _____ ST: _____ Zip: _____

Phone: _____ FAX: _____

Applicant (if other than owner): _____

Address: _____ City: _____ ST: _____ Zip: _____

Phone: _____ FAX: _____

Agent & Company Name: _____

Address: _____ City: _____ ST: _____ Zip: _____

Phone: _____ FAX: _____

Consultants: If applicable to your request, please attach a separate list of all consultants that will provide information on this request. You should include the name, address, telephone number, and fax number as well as the type of professional service provided.

II. TYPE OF DOA REQUESTED

Check all that apply

- | | |
|---|--|
| <input type="checkbox"/> Requested Use | <input type="checkbox"/> Add land area |
| <input type="checkbox"/> Amendment to previous conditions of approval | <input type="checkbox"/> Delete land area |
| <input type="checkbox"/> Redesignate land uses | <input type="checkbox"/> Reconfigure PDP/Site Design |
| <input type="checkbox"/> Other (indicate proposed amendment) | |

III. PROPERTY LOCATION

A. Is the subject property located within one mile of another municipality? [] yes [] no
If 'yes' please specify: _____

B. Property Control Number (PCN): If additional PCNs, list on a separate sheet and attach to the application.

PCN: [][]--[][]--[][]--[][]-[][]-[][][]-[][][][]

C. Section: _____ Township: _____ Range: _____ Total Acreage of Subject Property _____

D. Project Name: _____

E. Project Address:

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

IV. LAND USE AND ZONING INFORMATION

A. Zoning Designation:_____ Future Land Use Designation:_____

B. Existing Use(s) on Property: _____

C. Proposed Use(s): _____

V. PROJECT HISTORY

(List in sequence from first application to most recent – attach additional page if necessary):

| Petition Number | Request | Action | Date | Resolution Number |
|--------------------|---------|--------|------|-------------------|
| SEE ATTACHED SHEET | | | | |
| | | | | |
| | | | | |

VI. ADJACENT PROPERTIES

| Adjacent Property to the: | Land Use Designation | Zoning Designation | Existing Use(s) of Property | Approved Use(s) of Property* | Petition & Resolution Number |
|---------------------------|----------------------|--------------------|-----------------------------|------------------------------|------------------------------|
| NORTH | | | | | |
| SOUTH | | | | | |
| EAST | | | | | |
| WEST | | | | | |

- If adjacent land supports a previous approval by Wellington, please include a brief description of the approved use(s) and the approved square footage or number of dwelling units.

| | |
|--|--|
| <p align="center">VII. COMPLIANCE (Attach additional sheets, if necessary)</p> | |
|--|--|

- [illegible]

- explain: _____

-
-
-

| | |
|---|--|
| VIII. TYPE OF DEVELOPMENT ORDER TO BE REQUESTED | |
|---|--|

☐ Class A Conditional Use ☐ Class B Conditional Use ☐ Planned Development District ☐ Other

MXD Project with Commercial and Residential components.

| |
|--|
| IX. HEALTH DEPARTMENT APPROVALS |
|--|

A. Potable Water: On site well: Yes () No ()
Utility Company: _____

B. Waste Water Disposal: Sewer _____ On site septic _____
Utility Company: _____

C. Residential Use (Project Proposing Dwelling Units):

| # Residential Buildings | Dwelling Units/Building | # Bedrooms/Dwelling Units |
|-------------------------|-------------------------|---------------------------|
| | | |

D. Non-residential Use (Project Without Dwelling Units):

| Total Building Square Footage | Proposed # Buildings | Proposed # Bays (lease areas) |
|-------------------------------|----------------------|-------------------------------|
| | | |

E. Waste Generation: Please provide details (types, amounts, etc.) concerning the following issues if generated by the proposed site development: (Attach additional pages if needed)

1. List any industrial, manufacturing, special, or hazardous waste, which will be generated:

2. List any airborne pollutants (i.e. dust or other unconfined particles, NOx, SOx, CO, VOCs, heavy metals, etc.) which will be generated:

3. List any special handling of solid waste which will be required, either by virtue of the type of waste, its volume, or both:

X. APPLICANT'S USE JUSTIFICATION STATEMENTS
(Attach additional sheets if necessary)

List use(s) or other approvals requested:

Justification for each use or other approval requested:

How does this application affect concurrency status:

XI. AMENDMENT OF PREVIOUS CONDITIONS OF APPROVAL
(Attach additional sheets if necessary)

A. Provide exact language of each previous condition proposed to be amended (include condition and resolution numbers). **YOU MUST PROVIDE A COPY OF THE RESOLUTION.**

1. "Not more than 230 townhome dwellings." _____

17. "Building height of all structures shall not exceed 35 feet. The residential structures shall not exceed two stories in height." _____

B. Provide language of proposed amendment.

1. "Not more than 360 apartment dwellings." _____

17. "Building height of all structures shall not exceed 35 feet. The residential structures shall not exceed three stories in height." _____

C. Provide detailed description of the justification for each proposed amendment.

The proposed change from a townhome community to an apartment community is better suited for the surrounding area. The community is adjacent to SR 7, which is a large commercial corridor. Having commercial uses in close proximity to an apartment community provides a place for residents to access within walking distance from their homes and provides employment opportunities. The additional dwelling units are the result of smaller units than the previous townhomes and a change in the overall layout of the community. While the number of dwelling units is increasing, the amount of greenspace and preserve areas throughout the community will increase.

Condition No. 17 is proposed to be amended to accommodate the new building elevations. The proposed buildings are two and three stories. The varying building heights create visual interest and give character to the community. All structures will be well below the 35-foot maximum.

OWNER ACKNOWLEDGEMENT

I/We: _____, 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) _____

CONSENT STATEMENT

Owner to complete if using agent/representative

I/We, the aforementioned owner(s), do hereby give consent to _____ 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) _____

NOTARY

STATE OF FLORIDA

COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____, 20____ by _____. He/She is personally known to me or has produced _____ as identification and did/did not take an oath.

_____. My Commission Expires: _____
(Signature of Notary)

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

(NOTARY'S SEAL OR STAMP)

NOTICE AFFIDAVIT

STATE OF FLORIDA
COUNTY OF _____

Before me this day personally appeared _____ who
being 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 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 Wellington requirements

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

Signature

Print, type or stamp name here

NOTARY

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____, 20____

By _____, who is personally known to me or has produced
_____ as identification and who did/did not take an oath.

Signature of person taking Acknowledgement

Printed Signature

My Commission Expires:

Planning, Zoning & Building Department

12300 Forest Hill Blvd., Wellington, FL 33414 PZApplications@wellingtonfl.gov

DEVELOPMENT ORDER AMENDMENT SUBMITTAL CHECKLIST

I. GENERAL

PLEASE CHECK

YES NO N/A

☐ ☐ ☐

- a. A completed application signed by owner, agent and/or applicant. Agent's authorization or power of attorney must be attached if applicant is other than owner.

☐ ☐ ☐

- b. Required application fees.

☐ ☐ ☐

- c. Five (5) copies of a warranty deed including property control number or folio number and legal description of the property.

☐ ☐ ☐

- d. A recent aerial photograph of the site with a minimum scale of 1"=300 and recent tax map showing the effected property.

☐ ☐ ☐

- e. Legal description of property (8.5' X 14' with 1' margins) on disk (Word format).

☐ ☐ ☐

- f. Five (5) copies of a signed and sealed survey (not more than a year old) including any and all easements of record (referenced by OR book and page, prepared by a surveyor registered in the State of Florida.)

☐ ☐ ☐

- g. A list of all owners within a five hundred (500) foot radius of boundary lines of the subject property from the most recent tax roll information as provided by the Palm Beach Property Appraiser's Office.

☐ ☐ ☐

- h. Executed affidavit signed by the person responsible for completing the property owner list.

☐ ☐ ☐

- i. Two (2) sets of POSTAGE PAID envelopes with the typed names of the owners within a five hundred (500) foot radius of the boundary lines of the subject property, Wellington's return address and completed certified mail cards required.

☐ ☐ ☐

- j. Five (5) hard copies each of a regular and reduced size copies of the Master Plan and a computerized copy on disc.

☐ ☐ ☐

- k. Five (5) copies of all Resolutions affecting the property.

II. Concept or Site and Development Plans (Five Copies)

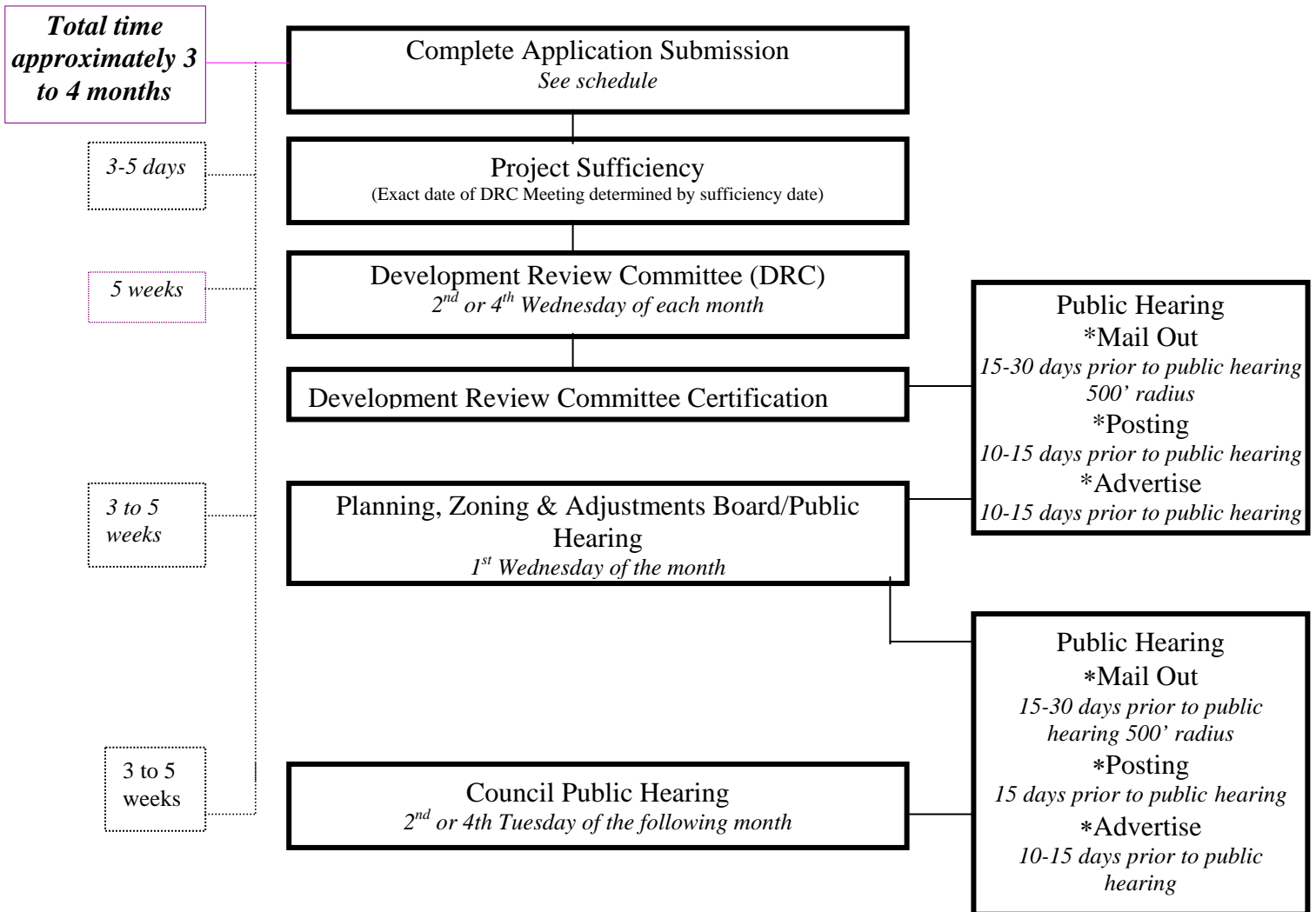
No larger than 24" x 36" with scale not smaller than 100' to an inch. Revised plans to be clouded to show changes

| PLEASE CHECK | | | |
|--------------------------|--------------------------|--------------------------|---|
| YES | NO | N/A | |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | a. Including but not limited to scale, date, north arrow, vicinity sketch, project name and gross acreage . |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | b. The boundaries and dimensions of the property and its relationship to the surrounding road system including the width of the existing travelway. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | c. The location of existing easements, watercourses, section lines, water and sewer lines, well and septic tank location, and other existing important physical features in and adjoining the project to within 100'. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | d. The location and dimensions of existing manmade features such as existing roads and structures with indication as to which are to be removed, renovated or altered. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | e. The location and delineation of existing trees and information as to which trees will be removed. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | f. Identification of surrounding land use, zoning, and existing buildings within 100 feet of the site as well as the zoning of the petitioned site. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | g. Estimated square footage of the structures, the number of employees, estimated seating, and the estimated number of non-residential users of the facility, such as members, students, and patients and proposed hours of operation for non-residential uses. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | h. A layout of the proposed lots and/or building sites including the following: finished floor elevation, common open areas, generalized landscaping and buffer zones, internal circulation patterns including off-street parking and loading facilities, total project density, percentage of building coverage, percentage of open space areas, the shape, size, location and height of all structures and the size, location and orientation of signs. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | i. Proposed phasing of construction for the project, if applicable. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | j. Concurrency Certificate, Reservation or Exemption. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | k. Signed and sealed drainage statement and conceptual drainage plan. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | l. Signed and sealed landscape plans. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | m. Proposed lighting of the premises. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | n. Signed and sealed traffic impact statement addressing at minimum: additional roadway needs, intersection improvements, traffic control devices, future right of way dedications, distribution and assignment of traffic. |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | o. Written environmental assessment. |

Planning, Zoning & Building Department

12300 Forest Hill Blvd., Wellington, FL 33414 PZApplications@wellingtonfl.gov

THE DEVELOPMENT ORDER AMENDMENT PROCESS





WELLINGTON

A Great Hometown...
Let Us Show You!

RECEIVED

By Planning and Zoning at 11:43 am, Oct 17, 2013

Planning, Zoning & Building Department

12300 Forest Hill Blvd., Wellington, FL 33414 PZApplications@wellingtonfl.gov

DEVELOPMENT ORDER AMENDMENT (DOA) APPLICATION

INSTRUCTIONS TO APPLICANTS:

1. Please complete all questions on the application. If not applicable, indicate with N/A.
2. Provide required attachments as shown on the attached checklist.
3. Pay a filing fee.

I. PROPERTY OWNER AND AGENT INFORMATION

Property Owner(s) of Record: ISLA VERDE, LLC

Address: 7900 GLADES RD STE 600 City: BOCA RATON ST: FL Zip: 33434

Phone: FAX:

Applicant (if other than owner): WELLINGTON ISLES, LLC

Address: 601 BAYSHORE BLVD, Suite 500 City: TAMPA ST: FL Zip: 33606

Phone: FAX:

Agent & Company Name: COTLEUR & HEARING

Address: 1934 COMMERCE LANE, STE 1 City: JUPITER ST: FL Zip: 33458

Phone: 561-747-6336 EXT 110 FAX:

Consultants: If applicable to your request, please attach a separate list of all consultants that will provide information on this request. You should include the name, address, telephone number, and fax number as well as the type of professional service provided.

II. TYPE OF DOA REQUESTED

Check all that apply

☐ Requested Use

☒ Amendment to previous conditions of approval

☐ Redesignate land uses

☐ Other (indicate proposed amendment)

☐ Add land area

☐ Delete land area

☐ Reconfigure PDP/Site Design

III. PROPERTY LOCATION

A. Is the subject property located within one mile of another municipality? ☒ yes ☐ no

If 'yes' please specify: ROYAL PALM BEACH

B. Property Control Number (PCN): If additional PCNs, list on a separate sheet and attach to the application.

PCN: 7342-4406-10001-0000-[]-[]-[]-[]-[]-[]-[]-[]

C. Section: 44 Township: 42 Range: 73 Total Acreage of Subject Property 53.57

D. Project Name: ISLA VERDE (WELLINGTON ISLES)

E. Project Address: N/A

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

Northeast corner of Dillman Road and State Road 7

IV. LAND USE AND ZONING INFORMATION

A. Zoning Designation: MXD Future Land Use Designation: MXD

B. Existing Use(s) on Property: RESIDENTIAL: VACANT, NONRESIDENTIAL: COMMERCIAL/RETAIL

C. Proposed Use(s): RESIDENTIAL

V. PROJECT HISTORY

(List in sequence from first application to most recent – attach additional page if necessary):

| Petition Number | Request | Action | Date | Resolution Number |
|--------------------|---------|--------|------|-------------------|
| SEE ATTACHED SHEET | | | | |
| | | | | |
| | | | | |

VI. ADJACENT PROPERTIES

| Adjacent Property to the: | Land Use Designation | Zoning Designation | Existing Use(s) of Property | Approved Use(s) of Property* | Petition & Resolution Number |
|---------------------------|----------------------|--------------------|-----------------------------|------------------------------|------------------------------|
| NORTH | PBC - LR-2 | PBC - AR | Vacant | PBC | PBC |
| SOUTH | PBC - LR-2 | PBC - PUD | StoneHaven - Residential | Residential | PBC |
| EAST | PBC - LR-2 | PBC - RE | Residential | Residential | PBC |
| WEST | MXD | MUPD | Isla Verde - Commercial | 210,000 SF Commercial | R. 2006-40 |

- If adjacent land supports a previous approval by Wellington, please include a brief description of the approved use(s) and the approved square footage or number of dwelling units.

VII. COMPLIANCE
(Attach additional sheets, if necessary)

- _____
- _____
- _____
- _____

- _____
- _____
- _____

VIII. TYPE OF DEVELOPMENT ORDER TO BE REQUESTED

☐ Class A Conditional Use ☐ Class B Conditional Use ☒ Planned Development District ☐ Other

MXD Project with Commercial and Residential components.

IX. HEALTH DEPARTMENT APPROVALS

A. Potable Water: On site well: Yes ☐ No ☒
Utility Company: PALM BEACH UTILITY DEPARTMENT

- _____

C. Residential Use (Project Proposing Dwelling Units):

| # Residential Buildings | Dwelling Units/Building | # Bedrooms/Dwelling Units |
|-------------------------|-------------------------|---------------------------|
| 34 | 360 | 1,2,3, and 4 |

D. Non-residential Use (Project Without Dwelling Units):

| Total Building Square Footage | Proposed # Buildings | Proposed # Bays (lease areas) |
|-------------------------------|----------------------|-------------------------------|
| n/a | n/a | n/a |

E. Waste Generation: Please provide details (types, amounts, etc.) concerning the following issues if generated by the proposed site development: (Attach additional pages if needed)

1. List any industrial, manufacturing, special, or hazardous waste, which will be generated:
NONE.

2. List any airborne pollutants (i.e. dust or other unconfined particles, NO_x, SO_x, CO, VOCs, heavy metals, etc.) which will be generated:
NONE.

3. List any special handling of solid waste which will be required, either by virtue of the type of waste, its volume, or both:
NONE.

X. APPLICANT'S USE JUSTIFICATION STATEMENTS
(Attach additional sheets if necessary)

List use(s) or other approvals requested:

INCREASE IN RESIDENTIAL DENSITY.

Justification for each use or other approval requested:

SEE ATTACHED JUSTIFICATION LETTER.

How does this application affect concurrency status:

AN UPDATED TRAFFIC STUDY HAS BEEN SUBMITTED HEREIN.

XI. AMENDMENT OF PREVIOUS CONDITIONS OF APPROVAL
(Attach additional sheets if necessary)

- A. Provide exact language of each previous condition proposed to be amended (include condition and resolution numbers). **YOU MUST PROVIDE A COPY OF THE RESOLUTION.**

1. "Not more than 230 townhome dwellings." _____

17. "Building height of all structures shall not exceed 35 feet. The residential structures shall not exceed two stories in height." _____

- B. Provide language of proposed amendment.

1. "Not more than 360 apartment dwellings." _____

17. "Building height of all structures shall not exceed 35 feet. The residential structures shall not exceed three stories in height." _____

- C. Provide detailed description of the justification for each proposed amendment.

The proposed change from a townhome community to an apartment community is better suited for the surrounding area. The community is adjacent to SR 7, which is a large commercial corridor. Having commercial uses in close proximity to an apartment community provides a place for residents to access within walking distance from their homes and provides employment opportunities. The additional dwelling units are the result of smaller units than the previous townhomes and a change in the overall layout of the community. While the number of dwelling units is increasing, the amount of greenspace and preserve areas throughout the community will increase.

Condition No. 17 is proposed to be amended to accommodate the new building elevations. The proposed buildings are two and three stories. The varying building heights create visual interest and give character to the community. All structures will be well below the 35-foot maximum.

OWNER ACKNOWLEDGEMENT

I/We: Bruce Weiner, 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) [Signature]

Print Name(s) Bruce Weiner

CONSENT STATEMENT

Owner to complete if using agent/representative

I/We, the aforementioned owner(s), do hereby give consent to COTLEUR & HEARING, 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) [Signature]

Print Name(s) Bruce Weiner

NOTARY

STATE OF FLORIDA

COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 14 day of October, 2013 by Bruce Weiner He/She is personally known to me or has produced

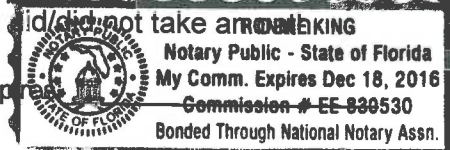
N/A as identification and did not take acknowledgment

(Signature of Notary)

RONNIE KING

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

My Commission Expires



(NOTARY'S SEAL OR STAMP)

NOTICE AFFIDAVIT

STATE OF FLORIDA
COUNTY OF Palm Beach

Before me this day personally appeared Kathryn DeWitt who
being 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 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 Wellington requirements

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

Kathryn DeWitt
Signature

Kathryn DeWitt
Print, type or stamp name here

NOTARY

STATE OF FLORIDA
COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 16th day of October, 2013

By Kathryn DeWitt, who is personally known to me or has produced
NIA as identification and who did/did not take an oath.

Brittany Lee
Signature of person taking Acknowledgement

Brittany Lee
Printed Signature

My Commission Expires:
Nov. 20, 2015



Planning, Zoning & Building Department

12300 Forest Hill Blvd., Wellington, FL 33414 PZApplications@wellingtonfl.gov

DEVELOPMENT ORDER AMENDMENT SUBMITTAL CHECKLIST

I. GENERAL

PLEASE CHECK

YES NO N/A

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

- a. A completed application signed by owner, agent and/or applicant. Agent's authorization or power of attorney must be attached if applicant is other than owner.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

- b. Required application fees.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

- c. Five (5) copies of a warranty deed including property control number or folio number and legal description of the property.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

- d. A recent aerial photograph of the site with a minimum scale of 1"=300 and recent tax map showing the effected property.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

- e. Legal description of property (8.5' X 14' with 1' margins) on disk (Word format).

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

- f. Five (5) copies of a signed and sealed survey (not more than a year old) including any and all easements of record (referenced by OR book and page, prepared by a surveyor registered in the State of Florida.)

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

- g. A list of all owners within a five hundred (500) foot radius of boundary lines of the subject property from the most recent tax roll information as provided by the Palm Beach Property Appraiser's Office.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

- h. Executed affidavit signed by the person responsible for completing the property owner list.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

- i. Two (2) sets of POSTAGE PAID envelopes with the typed names of the owners within a five hundred (500) foot radius of the boundary lines of the subject property, Wellington's return address and completed certified mail cards required.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

- j. Five (5) hard copies each of a regular and reduced size copies of the Master Plan and a computerized copy on disc.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

- k. Five (5) copies of all Resolutions affecting the property.

II. **Concept or Site and Development Plans (Five Copies)**

No larger than 24" x 36" with scale not smaller than 100' to an inch. Revised plans to be clouded to show changes

PLEASE CHECK

YES NO N/A

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

a. Including but not limited to scale, date, north arrow, vicinity sketch, project name and gross acreage .

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

b. The boundaries and dimensions of the property and its relationship to the surrounding road system including the width of the existing travelway.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

c. The location of existing easements, watercourses, section lines, water and sewer lines, well and septic tank location, and other existing important physical features in and adjoining the project to within 100'.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

d. The location and dimensions of existing manmade features such as existing roads and structures with indication as to which are to be removed, renovated or altered.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

e. The location and delineation of existing trees and information as to which trees will be removed.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

f. Identification of surrounding land use, zoning, and existing buildings within 100 feet of the site as well as the zoning of the petitioned site.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

g. Estimated square footage of the structures, the number of employees, estimated seating, and the estimated number of non-residential users of the facility, such as members, students, and patients and proposed hours of operation for non-residential uses.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

h. A layout of the proposed lots and/or building sites including the following: finished floor elevation, common open areas, generalized landscaping and buffer zones, internal circulation patterns including off-street parking and loading facilities, total project density, percentage of building coverage, percentage of open space areas, the shape, size, location and height of all structures and the size, location and orientation of signs.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

i. Proposed phasing of construction for the project, if applicable.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

j. Concurrency Certificate, Reservation or Exemption.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

k. Signed and sealed drainage statement and conceptual drainage plan.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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l. Signed and sealed landscape plans.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

m. Proposed lighting of the premises.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

n. Signed and sealed traffic impact statement addressing at minimum: additional roadway needs, intersection improvements, traffic control devices, future right of way dedications, distribution and assignment of traffic.

| | | |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|

o. Written environmental assessment.

Isla Verde

Project Approval History

| Petition No. | Request | Action | Date | Development Order |
|--------------|-------------------------|----------|---------|-------------------|
| | ANNEXATION | APPROVAL | 01/2004 | O. 2003-01 |
| | MXD FLU | APPROVAL | 10/2004 | O. 2001-17 |
| | MUPD ZONING | APPROVAL | 06/2006 | O. 2006-12 |
| | MP APPROVAL | APPROVAL | 06/2006 | R. 2006-40 |
| | MP AMENDMENT | APPROVAL | 10/2007 | R. 2007-86 |
| | Amend Zoning Conditions | APPROVAL | 05/2011 | O. 2011-06 |
| | MP AMENDMENT | APPROVAL | 05/2011 | R. 2011-35 |



Wellington Isles Application Submittal Justification Statement

Introduction

On behalf of Wellington Isles, LLC, the Applicant, we are requesting approval of amendments to the Comprehensive Plan Map, Master Plan, Development Order, and Site Plan to allow the development of a 360-unit luxury multi-family community within Wellington Isles.

Project Contact:

Agent/Planner - Cotleur & Hearing, Inc.

Donaldson Hearing / Kathryn DeWitt / Daniel Sorrow

1934 Commerce Lane, Suite 1

Jupiter, FL 33458

Phone: (561) 747-6336 x 110

Fax: (561) 747-1377

E-mail: kdewitt@cotleur-hearing.com / dsorrow@cotleur-hearing.com

Background

The site is located at the northeast corner of Dillman Road and State Road 7. Wellington Isles is a 53.57-acre mixed-use project with nonresidential uses on the west half of the site and residential uses approved for the east half. The nonresidential uses have been constructed; however, the residential portion of the site is currently vacant. The residential portion of the project is 30.65 acres.

The project was annexed into the Village of Wellington in January 2004. Upon annexation, the parcel was given a Future Land Use designation of Mixed Use Development (MXD). In 2006, the Village adopted Ordinance 2006-12 approving a Mixed Use Planned Development (MUPD) zoning designation for the site. A companion Resolution was adopted, (Resolution 2006-40) approving the Master Plan, which included 245 townhome units and 210,000 square feet of nonresidential uses.

Most recently, in 2011, Ordinance 2011-06 and Resolution 2011-35 were adopted, amending the previous development orders to allow 230 townhome units.

Project Description

The subject request is to amend the previous development orders to allow a 360-unit luxury multi-family community. The buildings within the community will be two and three stories, and include one, two, three, and four bedroom units. The community will contain a resort-style clubhouse, pool, fitness center, and recreational courts for the enjoyment of all residents.

Numerous park and open space areas serve to provide residents a flourishing environment that engages the existing natural habitats on the property.

The community will be managed by a single management company, who will oversee the daily operations, resident application screening, and security measures. The average household income with the community will be approximately \$112,000. Each resident is required to submit for a background check and credit screening prior to approval. This process ensures the integrity and safety of the community remains intact. From a security standpoint, all units are accessed with a key fob, which also provides access to the community pool, fitness center, and gated recreation areas. The Applicant strives to produce a safe and flourishing environment for the residents.

Comprehensive Plan Map Amendment

The Applicant is required to submit a Comprehensive Plan Map Amendment, per Policy 1.3.25 (16)(f) based on *“an increase in the maximum development threshold.”* Since the subject project was originally approved, the Comprehensive Plan has been amended to include five different “types” of Mixed Use Developments. The Applicant would like to take this opportunity to update the MXD designation of the property to include a Type I designation. The Type 1 designation means *“a project that may utilize the complete range of uses permitted by the Mixed Use future land use map designation, including the use of 100 percent of project area for determining maximum residential density.”* The MXD Type I designation allows 12 units / acre for properties between 30-60 acres. The subject property, at 53.57 acres, would allow a maximum of 642 dwelling units. The Applicant is proposing 360 dwelling units, well below the maximum allowable threshold.

Development Order Amendment

In order to make the proposed changes to the site plan, the Applicant is requesting a Development Order Amendment. There is one condition of approval that specifically references the number of dwelling units, which will need to be updated to reflect the proposed number of units. The proposed Development Order modifications are housekeeping in nature and will not change the overall design of the community. The specific strike-through/underline language has been include in the Conditions of Approval status document.

Green Building / TEPP

The Applicant is committed to be a part of the Village’s Go Green Initiative. All buildings will be constructed in accordance with the National Association of Home Builders (NAHB) standards for **Gold Rated Green Buildings**. NAHB requires all proposed buildings to address six core areas:

- Lot Design, Preparation, and Development
- Resource Efficiency
- Energy Efficiency
- Water Efficiency

- Indoor Environmental Quality
- Operation, Maintenance, and Building Owner Education

A minimum number of points must be obtained in all categories to achieve each level of certification. A Gold standard was achieved for a similar project the Applicant completed in Boynton Beach, FL. Seabourn Cove is a multifamily project with 456 units. The residents in this community enjoy lower operating costs through high-efficiency appliances and home features. Unlike the previous development plan, the Applicant is proposing a project with a myriad of energy efficient and sustainable measures, a few of which include:

- Solar powered roof vents
- Energy star appliances
- Low flow water fixtures
- Insulated plumbing pipes
- Energy efficient exterior building and walkway lighting
- WaterSense Irrigation system
- Kitchen USB outlets
- Native, Drought Tolerant landscaping
- Use of recycled building and construction materials
- Two electric car stations
- All garages are pre-wired for electric car chargers
- Low VOC construction

The Applicant is committed to using the right products, materials, and techniques to deliver homes designed to perform more efficiently, provide more durability and create an improved indoor environment. With years of experience, the Applicant will provide the Village of Wellington with a world-class community that will set a standard for quality development.

Section 5.1.17, *Targeted Expedited Permitting Program*, states “*The TEPP program is also available to any building obtaining a Leadership in Environmental Engineering and Design (LEED) Silver or higher rating.*” In accordance with this provision, the Applicant requests the subject petition be considered for the program based on its dedication to meet the NAHB Gold Standard for development.

Vehicular & Pedestrian Circulation

Access into Wellington Isles will be provided from SR 7. A two-lane roadway will circulate throughout the entire community. The roadway will be lined with pedestrian sidewalks that meander around lakes and open space areas. A pedestrian boardwalk with gazebo and a viewing platform will be constructed in the preserve area to allow residents to experience the pristine natural features within their community.

Architecture

The community will include two- and three-story multi-family buildings with a maximum building height of 35 feet. The community will include one, two, three, and four bedroom units. The two, three, and four-bedroom units have direct access parking and the one-bedroom units will have covered parking. All units will have screened in balconies as well.

Neighborhood Amenities

The Applicant is proposing multiple large open space parks within the community. The parks will be integrated into the neighborhood framework to ensure all homes within the community are within walking distance to open space areas. Within the preserve area, a gazebo will be located where the three boardwalk paths intersect.

An 8,000-square-foot clubhouse will be centrally located within the community. The facility will include a resort style pool, a separate kiddie pool, a commercial grade fitness center with saunas, an indoor multi-purpose sports court, and multiple outdoor gazebo areas with accessible grills, a bar, and refrigerator. Wellington Isles will also include a dog park southwest of the main clubhouse area.

Conclusion

The Applicant is requesting approval of a 360-unit residential community in Wellington Isles. The proposed amendment is consistent with the City's Comprehensive Plan and zoning regulations. The Applicant looks forward to working with Staff to respond to any questions or issues that might arise as a result of your review.

RECEIVED

By Planning and Zoning at 11:42 am, Oct 17, 2013

Isla Verde

Project Approval History

| Petition No. | Request | Action | Date | Development Order |
|----------------|-------------------------|----------|---------|-------------------|
| 2002-024 MPA 1 | ANNEXATION | APPROVAL | 01/2004 | O. 2003-01 |
| 2002-024 MPA 1 | MXD FLU | APPROVAL | 10/2004 | O. 2001-17 |
| 2002-024 MPA 1 | MUPD ZONING | APPROVAL | 06/2006 | O. 2006-12 |
| 2002-024 MPA 1 | MP APPROVAL | APPROVAL | 06/2006 | R. 2006-40 |
| 2002-024 MPA 1 | MP AMENDMENT | APPROVAL | 10/2007 | R. 2007-86 |
| 2002-024 MPA 1 | Amend Zoning Conditions | APPROVAL | 05/2011 | O. 2011-06 |
| 2002-024 MPA 1 | MP AMENDMENT | APPROVAL | 05/2011 | R. 2011-35 |

Isla Verde

Status of Conditions of Approval

RESOLUTION No. 2011-35

Use Limitations

1. The project will be developed consistent with the use limitations presented below:

| PROPOSED USE | NUMBER OF ACRES | USE | SIZE LIMITATIONS |
|--------------|-----------------|--|---|
| Conservation | 3.55 | Preserve Area | Not less than 3.23 acres* |
| Open Space | 6.62 | Open Space | Not less than 6.60 acres* |
| Commercial | 22.92 | Retail / Commercial | Not more than 210,000 square feet |
| Residential | 20.48 | Townhouse Multi-family Dwelling Units | Not more than 230 townhouse 360 multi-family dwellings |

*Acres adjusted for consistency with previous approvals, Isla Verde at Wellington as recorded in Plat Book 100 Pages 132 through 138 and to reflect the 1.06-acre transfer.

RESPONSE: Amended to reflect the proposed 360 dwelling units. All remaining items remain as stated.

2. The commercial portion of the MUPD may contain restaurant, personal service, professional office and medical office uses, in addition to retail and commercial uses.

RESPONSE: Ongoing compliance.

3. The Isla Verde shall be constructed in substantial compliance with the master plan, included as Exhibit "B". Any amendment to the master plan shall be subject to the requirement of Policy 12.53.of the Land Use Element of the Comprehensive Plan.

RESPONSE: Ongoing compliance.

General Requirements

4. The Future Land Use Map shall be amended within 60 days after adoption of the compliance agreement to clearly identify Isla Verde parcel as subject to the specific requirements of Ordinance 2003 -17.

RESPONSE: Completed.

5. Any business operating more than 18 hours per day shall be located at least 200 feet from a dwelling unit, measured from the closest building points of each affected structure.

RESPONSE: Ongoing compliance.

6. Garbage and recycling pickup for the commercial portion of the MUPD shall not occur between the hours of 9:00 PM and 7:00 AM.

RESPONSE: Ongoing compliance.

7. Deliveries for the commercial portion of the MUPD shall not occur between the hours of 10:00 PM and 7:00 AM.

RESPONSE: Ongoing compliance.

8. There shall be no idling of delivery or similar vehicles on the commercial portion of the MUPD between the hours of 10:00 PM and 7:00 AM.

RESPONSE: Ongoing compliance.

9. Overnight storage or parking of delivery vehicles or trucks shall not be permitted on site, except in designated loading and delivery areas and subject to the requirements affecting idling vehicles.

RESPONSE: Ongoing compliance.

10. All delivery and loading areas built to accommodate semi-trucks, tractor trailers, moving vans, etc., shall be screened from view by a combined 30-foot internal (residential/commercial) landscape buffer consisting of a minimum four-foot high berm and eight-foot high concrete panel wall (overall height minimum 12 feet) with landscaping on both sides in accordance with an Alternative Landscape Plan. The concrete panel wall shall be constructed in a manner consistent with the color, character, and architectural style of the principal structure.

RESPONSE: Completed.

11. All roof-mounted air conditioning and mechanical equipment shall be screened from view on all sides in a manner consistent with the color, character, and architectural style of the principal structure.

RESPONSE: Completed for commercial portion of project. Residential buildings to comply as well.

12. All ground-mounted air conditioning and mechanical equipment shall be screened from view. The screening shall occur in a manner consistent with the color, character, and architectural style of the principal structure and may incorporate landscaping as one element of screening.

RESPONSE: Completed for commercial portion of project. Residential buildings to comply as well.

13. The condominium documents for the project shall be approved by the Village Attorney prior to DRC certification of the final site plan for the residential or commercial portion of the site, whichever occurs first.

RESPONSE: Completed.

14. All areas or receptacles for the storage and disposal of trash, garbage, recyclable material, or vegetation, such as dumpsters and trash compactors shall be screened from view and confined to the areas designated on the certified site plan.

RESPONSE: Completed for commercial portion of project. Residential buildings to comply as well.

15. Each dwelling unit shall incorporate a garbage can and recycling container storage area to comply with screening requirements.

RESPONSE: The proposed site plan contains designated garbage and recycling areas in compliance with screening requirements.

16. The project shall comply with all applicable architectural and signage requirements of the LDRs, including all applicable "big box" standards.

RESPONSE: Completed.

17. Building height of all structures shall not exceed 35 feet. The residential structures shall not exceed ~~two~~ three stories in height.

RESPONSE: Amended to accommodate the new building elevations. The proposed buildings are two and three stories. The varying building heights create visual interest and give character to the community. All structures will be well below the 35-foot maximum.

18. All roads, utilities, sidewalks and similar improvements shall be private, and shall not be the maintenance responsibility of the Village.

RESPONSE: Ongoing compliance.

19. Prior to issuance of any building permits, the project shall be platted.

RESPONSE: Completed.

20. The master plan shall be amended to reflect a revised alignment of the entry road to the residential portion of the project and the north-south vehicle access roadway located immediately in front of the principal commercial structures. The revision shall reflect a full four way stop.

RESPONSE: Completed.

Vegetation and Landscaping

21. Prior to site plan approval for the residential or commercial portion of the site, whichever occurs first, the applicant shall submit a vegetation removal permit for removal and relocation onsite of at least 75% of the sabal palm trees currently located on the property. The relocated sabal palms shall be included within the revised landscape plans for the site.

RESPONSE: Completed.

22. Prior to initial DRC site plan approval, the applicant shall provide for staff approval the method to be utilized to protect the vegetation and integrity of all preserve areas during construction on either portion of the site.

RESPONSE: Completed.

23. The preserve areas indicated on the Isla Verde Master Plan shall be maintained, protected and preserved in perpetuity or as otherwise permitted by the Village Council.

RESPONSE: Completed.

24. The property owner shall maintain the 40-foot Lake Worth Drainage District easement and the 25-foot E-1 Canal Right-of-Way easement that is located along the west side of the property, east of State Road 7 / U.S. 441.

RESPONSE: Ongoing compliance.

Traffic

25. The proposed mixed use development will comply with the traffic limitations as outlined in Exhibit "D".

RESPONSE: Ongoing compliance.

26. Vehicular access to Dillman Road is prohibited.

RESPONSE: Completed.

27. As required by Palm Beach County, the applicant shall fund installation of the traffic signal at the project's main entrance, including all necessary median and roadway improvements to accommodate installation of the signal.

RESPONSE: Completed.

28. The traffic signal shall be installed and shall be operational within six (6) months after the issuance of any certificates of occupancy for any residential or commercial structure or by June 30, 2008 whichever comes first."

RESPONSE: Completed.

29. Building permits for more than 95,500 square feet retail (the combined equivalent of 346 net PM peak hour trips) shall not be issued until the contract is let for an exclusive north approach right turn lane at the at grade component of the intersection of Southern Boulevard and State Road 7. (Palm Beach County Traffic Division)

RESPONSE: Completed.

30. Building permits for more than 189,500 square feet of retail (the combined equivalent of 565 net PM peak hour trips) shall not be issued until the contract is let for a second north approach turn lane at the intersection of Forest Hill Boulevard and Lyons Road. (Palm Beach County Traffic Division)

RESPONSE: Completed.

31. A development agreement with Palm Beach County shall be entered into by the developer prior to or concurrent with the issuance of the first site specific development order in order to assure the road improvements in conditions #29 and #30, or the site specific development order must have as a condition the completion of the assured construction and timely posting of performance security. (Palm Beach County Traffic Division)

RESPONSE: Completed.

32. No building permits shall be issued after December 31, 2007, unless a time extension has been approved by the County Engineer's Office based upon an approved traffic study, which complies with the mandatory Traffic Performance Standards in place at the time of the request. Palm Beach County Traffic Division)

RESPONSE: Ongoing.

33. The Property Owner shall fund the cost of signal installation if warranted as determined by the County Engineer and FDOT at the project entrance and State Road 7. Signalization shall be a mast arm structure installation. The cost of signalization shall also include all design costs and any required utility relocation and right of way or easement acquisition. Building Permits for more than 18,000 square feet of retail shall not be issued until the Property Owner provides acceptable surety in the form of a cash bond or escrow agreement to the Palm Beach County Traffic Division in an amount as determined by the Director of the Palm Beach County Traffic Division. (Palm Beach County Traffic Division)

RESPONSE: Completed.

34. In order to be relieved from this requirement and to have the surety posted for the traffic signal at the project entrance and State Road 7 returned, the Property Owner shall provide written notice to the Palm Beach County Traffic Division stating that the final certificate of occupancy has been issued for this development and requesting that a signal warrant study be conducted at the project entrance and State Road 7, OR the Property Owner shall provide written documentation to the Traffic Division that the property has been sold and that a replacement surety has been provided to the Palm Beach County Traffic Division by the new Property Owner. The Palm Beach County Traffic Division shall have 24 months from receipt of this notice to either draw upon the surety to construct the traffic signal or release the surety. (Palm Beach County Traffic Division)

RESPONSE: Completed.

35. Construct south approach right turn lanes on State Road 7 at both entrances to the development. Additional Right-of-Way may also be required for the construction of these turn lanes. (Palm Beach County Traffic Division)

RESPONSE: Completed.

36. Construct south approach and north approach left turn lanes at the project's north entrance on State Road 7. This is not an existing median opening, and although the south approach turn lane will not directly benefit this project, it will be required in order to provide a full median opening at this location. Palm Beach County Traffic Division)

RESPONSE: Completed.

Additional Conditions

37. Amend Conditions 10, 28, 29, 30, and 33 as contained in this staff report and in the draft resolution dated July 5, 2007 (as adopted in Resolution No. R2007-86).

RESPONSE: Noted.

38. The residential portion and related infrastructure are hereby designated as Phase 2 of the MUPD.

RESPONSE: Noted.

39. At least fifty (50) percent of the proposed laurel live oak trees in the internal residential commercial buffer shall be a minimum of eighteen (18) feet high and located alternatively on both sides of the concrete panel wall.

RESPONSE: Completed.

40. The residential portion of the property shall be seeded or sprigged to provide uniform grass coverage within sixty (60) days of the first commercial certificate of occupancy.

RESPONSE: Ongoing compliance.

41. Grass shall be maintained at a maximum twelve (12) inches in height.

RESPONSE: Ongoing compliance.

42. The perimeter of the residential portion and internal connections to the commercial vehicular areas shall be secured by a temporary six (6)-foot high chain link fence with top rail.

RESPONSE: Completed.

New Conditions - Master Plan Amendment (Petition Number 2002-024 MPA1):

43. This site shall be re-platted prior to the permit for the parking and detention area.

RESPONSE: Completed.

44. A recorded cross access agreement between this site (commercial portion) and the parcel to the north shall be provided at the time of re-plat.

RESPONSE: Completed.

45. A minimum eight-foot high wall with a berm and landscaping per Condition 10 above shall be provided on the northwest residential property line prior to the certificate of completion for the parking and detention area.

RESPONSE: Proposed as part of the subject request.

46. Prior to the first building permit for the residential units, an updated letter of compliance from the Palm Beach County Traffic Division is required.

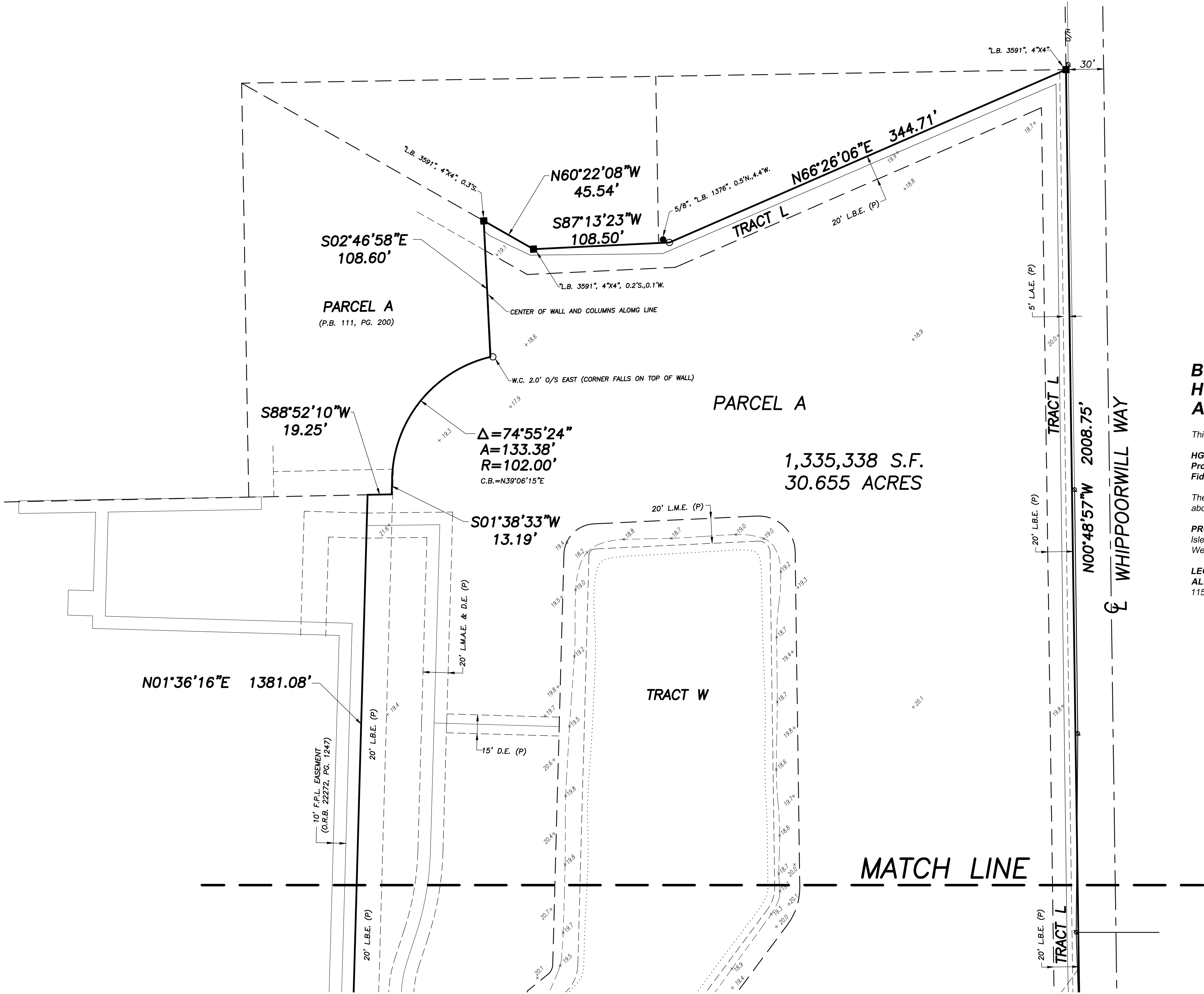
RESPONSE: Noted. The applicant will comply with this requirement prior to the first building permit for the residential uses.

47. All the previous conditions of approval not amended by this request shall remain in effect.

RESPONSE: Noted.

LEGEND

| | |
|--------------|---|
| A | = ARC LENGTH |
| A/C | = AIR CONDITIONING |
| A.E. | = ACCESS EASEMENT |
| A.K.A. | = ALSO KNOWN AS |
| ASPH. | = ASPHALT |
| BLDG. | = BUILDING |
| B.M. | = BENCHMARK |
| B.O.C. | = BACK OF CURB |
| B.O.W. | = BACK OF WALK |
| (C) | = CALCULATED |
| CATV | = CABLE ANTENNA TELEVISION |
| C.B. | = CHORD BEARING |
| C.B.S. | = CONCRETE BLOCK STRUCTURE |
| C.C.C.L. | = COASTAL CONSTRUCTION CONTROL LINE |
| CH | = CHORD |
| C.L.F. | = CHAIN LINK FENCE |
| CLR. | = CLEAR |
| C.M.P. | = CORRUGATED METAL PIPE |
| CONC. | = CONCRETE |
| (D) | = DESCRIPTION DATUM |
| D.B. | = DEED BOOK |
| D.E. | = DRAINAGE EASEMENT |
| D.H. | = DRILL HOLE |
| D/W | = DRIVEWAY |
| EL. | = ELEVATION |
| ENC. | = ENCROACHMENT |
| E.O.P. | = EDGE OF PAVEMENT |
| E.O.W. | = EDGE OF WATER |
| ESMT | = EASEMENT |
| F.F. | = FINISH FLOOR |
| FND. | = FOUND |
| INV. | = INVERT |
| L.A.E. | = LIMITED ACCESS EASEMENT |
| L.B. | = LICENSE BOARD |
| L.B.E. | = LANDSCAPE BUFFER EASEMENT |
| L.M.A.E. | = LAKE MAINTENANCE ACCESS EASEMENT |
| L.M.E. | = LAKE MAINTENANCE EASEMENT |
| L.W.D.D. | = LAKE WORTH DRAINAGE DISTRICT |
| (M) | = FIELD MEASUREMENT |
| M.H. | = MANHOLE |
| M.H.W.L. | = MEAN HIGH WATER LINE |
| M.L.W.L. | = MEAN LOW WATER LINE |
| N.A.V.D. | = NORTH AMERICAN VERTICAL DATUM |
| N.G.V.D. | = NATIONAL GEODETIC VERTICAL DATUM |
| N.P.B.C.I.D. | = NORTHERN PALM BEACH COUNTY IMPROVEMENT DISTRICT |
| N.T.S. | = NOT TO SCALE |
| O.A. | = OVERALL |
| O/H | = OVERHEAD UTILITY LINE |
| O.R.B. | = OFFICIAL RECORD BOOK |
| O/S | = OFFSET |
| (P) | = PLAT DATUM |
| P.A.E. | = PEDESTRIAN ACCESS EASEMENT |
| P.B. | = PLAT BOOK |
| P.B.C.U.E. | = PALM BEACH COUNTY UTILITY EASEMENT |
| P.C. | = POINT OF CURVATURE |
| P.C.C. | = POINT OF COMPOUND CURVATURE |
| P.C.P. | = PERMANENT CONTROL POINT |
| PG. | = PAGE |
| P.I. | = POINT OF INTERSECTION |
| P/O | = PART OF |
| P.O.B. | = POINT OF BEGINNING |
| P.O.C. | = POINT OF COMMENCEMENT |
| P.R.C. | = POINT OF REVERSE CURVATURE |
| P.R.M. | = PERMANENT REFERENCE MONUMENT |
| PROP. | = PROPOSED |
| P.T. | = POINT OF TANGENCY |
| PVMT | = PAVEMENT |
| (R) | = RADIAL |
| R | = RADIUS |
| RGE. | = RANGE |
| R.P.B. | = ROAD PLAT BOOK |
| R/W | = RIGHT OF WAY |
| (S) | = SURVEY DATUM |
| S.B. | = SETBACK |
| SEC. | = SECTION |
| S/D | = SUBDIVISION |
| S.F. | = SQUARE FEET |
| S.F.W.M.D. | = SOUTH FLORIDA WATER MANAGEMENT DISTRICT |
| S.I.R.W.C.D. | = SOUTH INDIAN RIVER WATER CONTROL DISTRICT |
| S.R. | = STATE ROAD |
| STA. | = STATION |
| STY. | = STORY |
| S/W | = SIDEWALK |
| T.O.B. | = TOP OF BANK |
| T.O.W. | = TOP OF WALL |
| TWP. | = TOWNSHIP |
| TYP. | = TYPICAL |
| U/C | = UNDER CONSTRUCTION |
| U.E. | = UTILITY EASEMENT |
| U.R. | = UNRECORDED |
| W.C. | = WITNESS CORNER |
| W.M.E. | = WATER MANAGEMENT EASEMENT |
| W.M.M.E. | = WATER MANAGEMENT MAINTENANCE EASEMENT |
| W.M.T. | = WATER MANAGEMENT TRACT |
| ⊖ | = BASELINE |
| ⊖ | = CENTERLINE |
| Δ | = CENTRAL ANGLE/DELTA |
| ■ | = CONCRETE MONUMENT FOUND (AS NOTED) |
| □ | = CONCRETE MONUMENT SET (LB #4569) |
| ● | = ROD & CAP FOUND (AS NOTED) |
| ○ | = 5/8" ROD & CAP SET (LB #4569) |
| ● | = IRON PIPE FOUND (AS NOTED) |
| ● | = IRON ROD FOUND (AS NOTED) |
| ▲ | = NAIL FOUND |
| ● | = NAIL & DISK FOUND (AS NOTED) |
| ● | = MAG NAIL & DISK SET (LB #4569) |
| ⊖ | = PROPERTY LINE |
| ⊖ | = UTILITY POLE |
| ⊖ | = FIRE HYDRANT |
| ⊖ | = WATER METER |
| ⊖ | = WATER VALVE |
| ⊖ | = LIGHT POLE |
| ⊖ | = PINE TREE |
| ⊖ | = SABAL PALM |



BOUNDARY SURVEY FOR:
HG ACQUISITIONS, LLC,
A FLORIDA LIMITED LIABILITY COMPANY

This survey is made specifically and only for the following parties for the purpose of a closing on the surveyed property.

HG Acquisitions, LLC, a Florida limited liability company
Proskauer Rose, LLP
Fidelity National Title Insurance Company

The undersigned surveyor assumes no responsibility or liability for any other purpose or to any other party other than stated above.

PROPERTY ADDRESS:
Isle Verde of Wellington (vacant land)
Wellington, Florida

LEGAL DESCRIPTION:
ALL OF ISLA VERDE OF WELLINGTON RESIDENTIAL REPLAT, according to the Plat thereof recorded in Plat Book 115, Page 69 of the Public Records of Palm Beach County, Florida.

RECEIVED
By Planning and Zoning at 11:45 am, Oct 17, 2013

BOUNDARY SURVEY FOR:

HG ACQUISITIONS, LLC,
A FLORIDA LIMITED LIABILITY COMPANY

WALLACE SURVEYING
CORP., LICENSED BUSINESS # 4569
5553 VILLAGE BOULEVARD, WEST PALM BEACH, FLORIDA 33407 • (561) 640-4551

| | | | | | | | |
|---------|------|---------|-------------|----------|---------|-----|----|
| FIELD: | C.K. | JOB NO: | 13-1322.3 | F.B. | W62 | PG. | 12 |
| OFFICE: | M.B. | DATE: | 10/15/13 | DWG. NO. | 13-1322 | | |
| C/K'D: | C.W. | REF: | 13-1022.DWG | SHEET | 1 | OF | 3 |

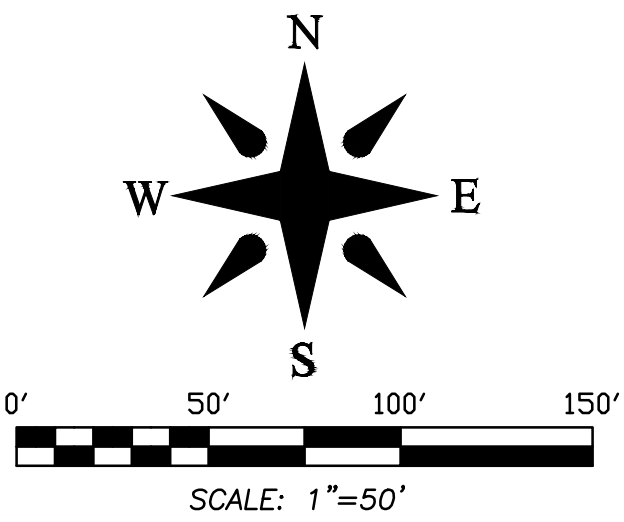
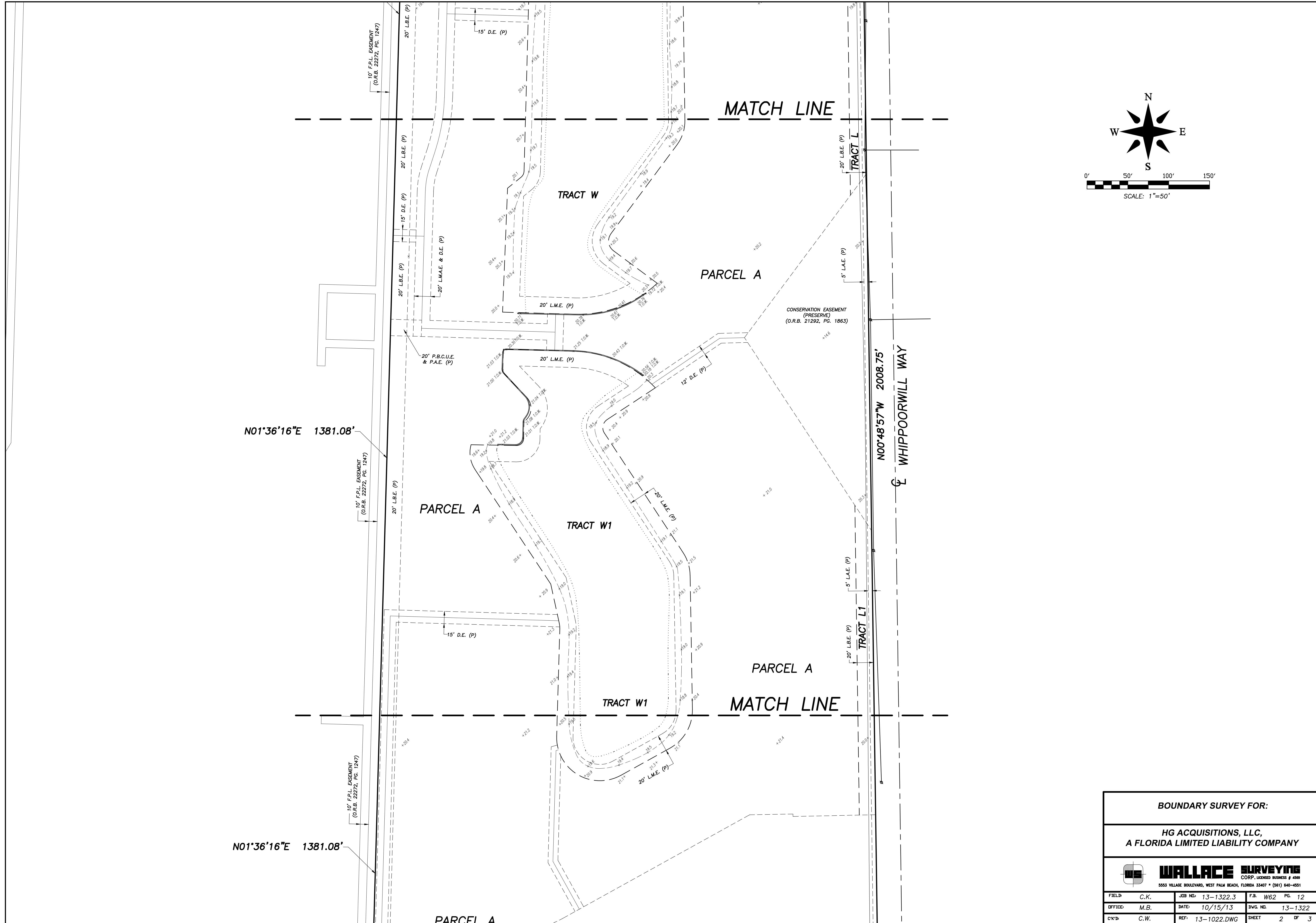
CERTIFICATION:
I HEREBY ATTEST that the survey shown hereon meets the minimum technical standards set forth by the Florida Board of Professional Surveyors and Mappers adopted in Rule SJ-17, Florida Administrative Code pursuant to Section 472.027, Florida Statutes, effective September 1, 1981.

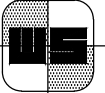
DATE OF LAST FIELD SURVEY: 10/15/2013

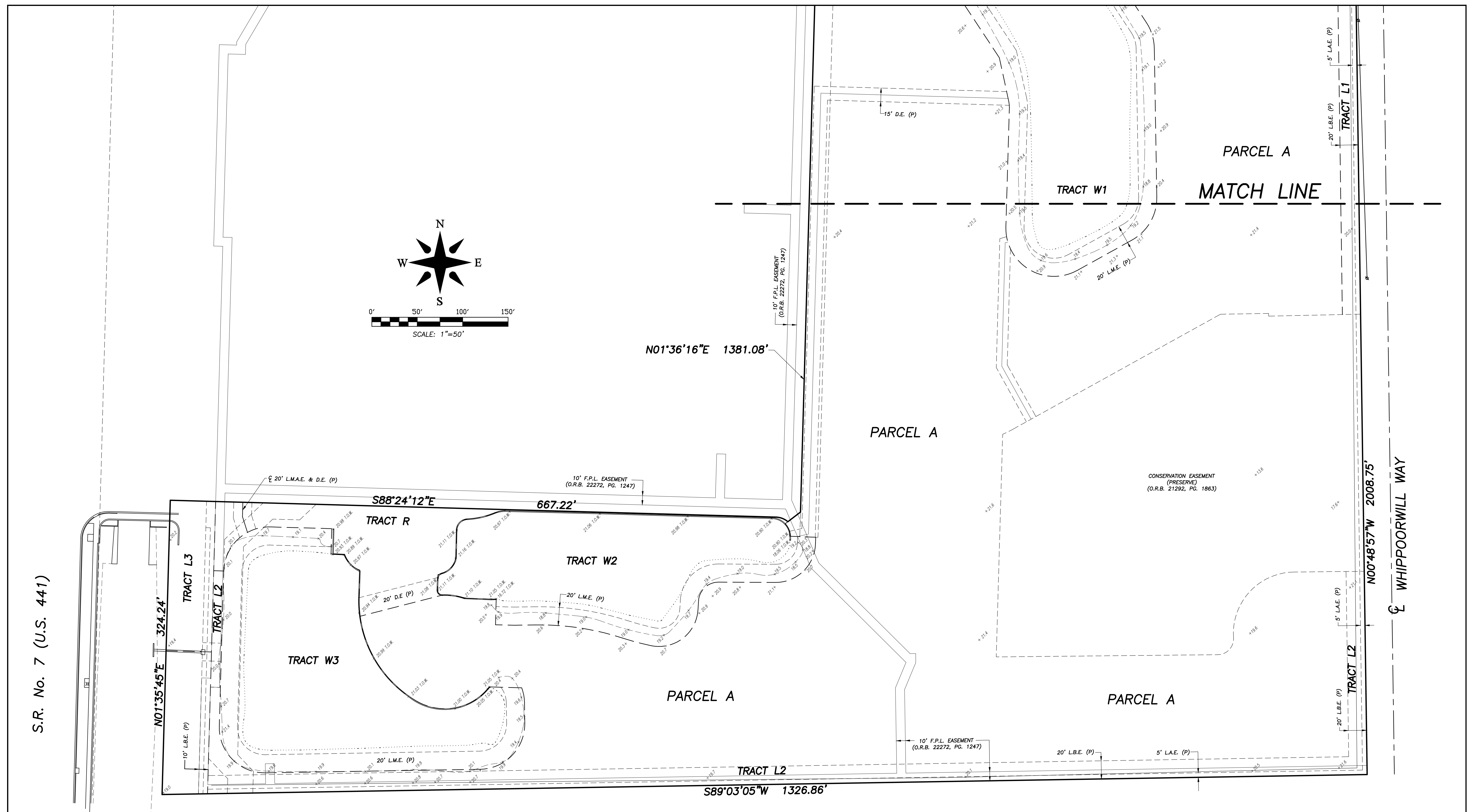
Craig L. Wallace
Professional Surveyor and Mapper
Florida Certificate No. 3357

FLOOD ZONE:
This property is located in Flood Zone B, according to F.I.R.M. (Flood Insurance Rate Map) No. 120192 0100 B, dated 10/15/1982.

- NOTES:
- All information regarding record easements, adjoiners, and other documents that might affect the quality of title to tract shown hereon was gained from commitment number 4573592, issued by Fidelity National Title Insurance Company, dated 09/26/2013. This office has made no search of the Public Records.
 - Elevations shown hereon, if any, are in feet and decimal parts thereof and are based on NGVD-29. The expected accuracy of the elevations shown hereon is 0.03' for the hard surface elevations and 0.1' for the soft surface elevations. Elevations shown hereon are U.S. survey feet unless otherwise noted.
 - Description furnished by client or client's agent.
 - Unless it bears the signature and the original raised seal of a Florida licensed surveyor or mapper this drawing, sketch, plat or map is for informational purposes only and is not valid.
 - This survey cannot be transferred or assigned without the specific written permission of Wallace Surveying Corporation. This survey is not transferable by Owners Affidavit of Survey or similar instrument.
 - Except as shown, underground and overhead improvements are not located. Underground foundations not located.
 - The survey sketch shown hereon does not necessarily contain all of the information obtained or developed by the undersigned surveyor in his field work, office work or research.
 - No responsibility is assumed by this surveyor for the construction of improvements, from building ties shown on this survey.
 - Revisions shown hereon do not represent a "survey update" unless otherwise noted.
 - All dates shown within the revisions block hereon are for interoffice filing use only and in no way affect the date of the field survey stated herein.
 - In some instances, graphic representations have been exaggerated to more clearly illustrate the relationships between physical improvements and/or lot lines. In all cases, dimensions shown shall control the location of the improvements over scaled positions.
 - It is a violation of Rule SJ-17 of the Florida Administrative Code to alter this survey without the express prior written consent of the Surveyor. Additions and/or deletions made to the face of this survey will make this survey invalid.
 - The ownership of fences, perimeter walls and/or hedges shown hereon are not known and thus are not listed as encroachments. Fences, hedges and/or perimeter walls are shown in their relative position to the boundary.
 - The expected horizontal accuracy of the information shown hereon is +/- 0.10'.



| | | | |
|--|----------|-----------|-------------|
| BOUNDARY SURVEY FOR: | | | |
| HG ACQUISITIONS, LLC, A FLORIDA LIMITED LIABILITY COMPANY | | | |
|  WALLACE SURVEYING CORP., LICENSED BUSINESS # 4569 5553 VILLAGE BOULEVARD, WEST PALM BEACH, FLORIDA 33407 • (561) 640-4551 | | | |
| FIELD: | C.K. | JOB NO.: | 13-1322.3 |
| DATE: | 10/15/13 | F.B.: | W62 PG. 12 |
| OFFICE: | M.B. | DWG. NO.: | 13-1322 |
| C/K/D: | C.W. | REF: | 13-1022.DWG |
| SHEET: | 2 | OF: | 3 |



BOUNDARY SURVEY FOR:

**HG ACQUISITIONS, LLC,
A FLORIDA LIMITED LIABILITY COMPANY**



| | | | | | | | |
|---------|------|----------|-------------|----------|---------|-----|----|
| FIELD: | C.K. | JOB NO.: | 13-1322.3 | F.B. | W62 | PG. | 12 |
| OFFICE: | M.B. | DATE: | 10/15/13 | DWG. NO. | 13-1322 | | |
| C'K'D: | C.W. | REF: | 13-1022.DWG | SHEET | 3 | OF | 3 |

RECEIVED

By Planning and Zoning at 11:45 am, Oct 17, 2013

TRAFFIC IMPACT ANALYSIS

**ISLA VERDE/ROYAL PALM TOYS/
ROYAL OFFICE**

PALM BEACH COUNTY, FL

Prepared for:
H. G. Acquisitions, LLC
Tampa, Florida

144118006
October 2013
CA 00000696
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Christopher W. Heggen, P.E.
Florida Registration Number 58636



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INTRODUCTION

It is proposed to develop commercial and residential uses on a site on the east side of State Road 7 between Forest Hill Boulevard and Pioneer Road in Palm Beach County, Florida. The parcels have collectively have a current TPS approval for a mix of residential, retail, medical office, furniture store, and professional entitlements. It is proposed to allow the previously approved furniture store use to be converted to retail, increase overall retail square footage and develop apartments in place of the previously approved condos. The parcel control numbers (PCNs) for the project site are as follows:

72-42-44-06-07-001-0000
72-42-44-06-07-026-0000
72-42-43-27-05-010-0321
73-42-44-06-09-002-0000
73-42-44-06-09-001-0000
73-42-44-06-10-001-0000
73-42-44-06-10-012-0000
73-42-44-06-10-023-0000
73-42-44-06-10-018-0000





Access to the Isla Verde residential and retail portions of the overall site is primarily provided by one right-in/right-out driveway on State Road 7, and one signalized full-access driveway on State Road 7. Access to the Royal Office portion of the overall site is provided by one right-in/right out driveway on State Road 7. Access to the Toys R Us retail portion of the site is primarily provided by one right-in/right-out driveway on State Road 7. Interconnectivity is also provided between the parcels, allowing patrons to utilize other driveways on any of the three sites.

Kimley-Horn and Associates, Inc. was retained to prepare a traffic impact analysis to evaluate the impact resulting from buildout of this site by 2018. This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements of the current Countywide Traffic Performance Standards Ordinance (TPSO) of Palm Beach County.



FIGURE 1
SITE LOCATION
ROYAL PALM TOYS/ROYAL OFFICE/ISLA VERDE

 Kimley-Horn
 and Associates, Inc.
 144118005

- LEGEND**
-  PARCEL A – A.K.A. ROYAL OFFICE
 -  PARCEL B – A.K.A. ROYAL PALM BEACH COMMONS
 -  PARCEL C1 – A.K.A. ISLA VERDE COMMERCIAL
 -  PARCEL C2 – A.K.A. ISLA VERDE RESIDENTIAL



INVENTORY AND PLANNING DATA

Existing peak-hour traffic count data were obtained from Palm Beach County. The count data are provided in Appendix C. H.G. Acquisitions, LLC provided the project development information.

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The existing site contains a mix of commercial retail, general office, and medical office uses. As previously mentioned, the site was approved for a mix of residential, retail, medical office, furniture store, and professional entitlements. It is proposed to replace the approved furniture store with additional retail space and the approved condominiums with apartments. Only 208,900 square feet of approved commercial retail has been in existence for more than five years. Therefore, trips associated with this portion of the development are not subject to traffic concurrency. Table 1 summarizes the existing, approved, and proposed land uses.

Table 1: Land Use Area Summaries (Existing, Approved, & Proposed)

| Land Use | Approved Site | Existing Site | Existing > 5 Years | Proposed Site |
|-------------------|---------------|---------------|--------------------|---------------|
| Commercial Retail | 275,400 s.f. | 264,862 s.f. | 208,900 s.f. | 294,473 s.f. |
| General Office | 24,500 s.f. | 24,500 s.f. | - | 24,500 s.f. |
| Medical Office | 5,500 s.f. | 5,500 s.f. | - | 5,500 s.f. |
| Condo/TH | 245 units | - | - | - |
| Furniture Store | 13,532 s.f. | - | - | - |
| Apartments | - | - | - | 360 units |

Trip Generation

The trip generation potential of the development was calculated based upon the trip generation rates and equations provided by Palm Beach County. As indicated in *Table 2*, 5,200 net new external daily trips, 295 net new external AM peak hour trips (126 in / 169 out), and 501 net new external PM peak hour trips (256 in / 246 out) are subject to traffic concurrency. Based on the trip generation potential the maximum radius of development influence is 2 miles.



Table 2: Trip Generation

| TABLE 2 ROYAL PALM TOYS / RPB OFFICE / ISLA VERDE TRIP GENERATION COMPARISON | | | | | | | | | |
|---|-------------------------------|----------------|--|-----|-----|--------------|-------|-----|-----|
| LAND USE | INTENSITY | DAILY Trips | AM PEAK HOUR | | | PM PEAK HOUR | | | |
| | | | TOTAL | IN | OUT | TOTAL | IN | OUT | |
| Existing Development | | | | | | | | | |
| General Commercial (Retail) | 264,862 SF | 12,791 | 265 | 162 | 103 | 1,222 | 587 | 635 | |
| General Office | 24,500 SF | 452 | 61 | 54 | 7 | 66 | 11 | 55 | |
| Medical Office | 5,500 SF | 199 | 13 | 10 | 3 | 22 | 6 | 16 | |
| | Subtotal | 13,442 | 339 | 226 | 113 | 1,310 | 604 | 706 | |
| Internal Capture | | | | | | | | | |
| General Commercial (Retail) | Daily AM PM 0.2% 1.1% 0.3% | 26 | 3 | 2 | 1 | 4 | 2 | 2 | |
| General Office | 7.1% 6.8% 8.0% | 32 | 4 | 4 | 0 | 5 | 1 | 4 | |
| Medical Office | 7.1% 6.8% 8.0% | 14 | 1 | 1 | 0 | 2 | 0 | 2 | |
| | 0.5% 2.4% 0.8% | 72 | 8 | 7 | 1 | 11 | 3 | 8 | |
| Pass-By Traffic | | | | | | | | | |
| General Commercial (Retail) | 31.3% | 3,995 | 82 | 50 | 32 | 381 | 183 | 198 | |
| General Office | 10.0% | 42 | 6 | 5 | 1 | 6 | 1 | 5 | |
| Medical Office | 10.0% | 19 | 1 | 1 | 0 | 2 | 1 | 1 | |
| | Subtotal | 4,056 | 89 | 56 | 33 | 389 | 185 | 204 | |
| Net New External Trips | | | 9314 | 242 | 163 | 79 | 910 | 416 | 494 |
| Existing Development >5 Years | | | | | | | | | |
| General Commercial (Retail) | 208,900 SF | 10,962 | 209 | 127 | 82 | 1,042 | 500 | 542 | |
| Pass-By Traffic | | | | | | | | | |
| General Commercial (Retail) | 33.5% | 3,672 | 70 | 43 | 27 | 349 | 168 | 182 | |
| Net New External Trips (Concurrency) | | | 7290 | 139 | 84 | 55 | 693 | 332 | 360 |
| Approved Development | | | | | | | | | |
| General Commercial (Retail) | 275,400 SF | 13,119 | 275 | 168 | 107 | 1,254 | 602 | 652 | |
| Furniture Store | 13,532 SF | 68 | 2 | 1 | 1 | 6 | 3 | 3 | |
| General Office | 24,500 SF | 452 | 61 | 54 | 7 | 66 | 11 | 55 | |
| Medical Office | 5,500 SF | 199 | 13 | 10 | 3 | 22 | 6 | 16 | |
| Condo/Townhomes | 245 DU | 1,715 | 106 | 18 | 88 | 125 | 84 | 41 | |
| | Subtotal | 15,553 | 457 | 251 | 206 | 1,473 | 706 | 767 | |
| Internal Capture | | | | | | | | | |
| General Commercial (Retail) | Daily AM PM 0.6% 2.9% 0.6% | 80 | 8 | 5 | 3 | 8 | 4 | 4 | |
| General Office | 7.0% 8.4% 7.4% | 31 | 5 | 5 | 1 | 5 | 1 | 4 | |
| Medical Office | 7.0% 8.4% 7.4% | 14 | 1 | 1 | 0 | 2 | 0 | 1 | |
| Condo/Townhomes | 4.3% 6.6% 5.6% | 74 | 7 | 1 | 6 | 7 | 5 | 2 | |
| | 1.3% 4.7% 1.5% | 199 | 21 | 12 | 10 | 22 | 10 | 11 | |
| Pass-By Traffic | | | | | | | | | |
| General Commercial (Retail) | 30.9% | 4,029 | 83 | 50 | 32 | 385 | 185 | 200 | |
| Furniture Store | 5.0% | 3 | 0 | 0 | 0 | 0 | 0 | 0 | |
| General Office | 10.0% | 44 | 6 | 5 | 1 | 6 | 1 | 5 | |
| Medical Office | 10.0% | 13 | 1 | 1 | 0 | 2 | 0 | 1 | |
| | Subtotal | 4,089 | 90 | 56 | 33 | 393 | 186 | 206 | |
| Approved Net New External Trips | | | 11,265 | 346 | 183 | 163 | 1,058 | 510 | 550 |
| Proposed Development | | | | | | | | | |
| General Commercial (Retail) | 294,473 SF | 13,703 | 294 | 179 | 115 | 1,312 | 630 | 682 | |
| General Office | 24,500 SF | 452 | 61 | 54 | 7 | 66 | 11 | 55 | |
| Medical Office | 5,500 SF | 199 | 13 | 10 | 3 | 22 | 6 | 16 | |
| Apartments | 360 DU | 2,520 | 180 | 36 | 144 | 223 | 145 | 78 | |
| | Subtotal | 16,874 | 548 | 279 | 269 | 1,623 | 792 | 831 | |
| Internal Capture | | | | | | | | | |
| General Commercial (Retail) | Daily AM PM 0.6% 2.7% 0.8% | 78 | 8 | 4 | 4 | 10 | 5 | 5 | |
| General Office | 7.1% 6.8% 8.0% | 32 | 4 | 4 | 0 | 5 | 1 | 4 | |
| Medical Office | 7.1% 6.8% 8.0% | 14 | 1 | 1 | 0 | 2 | 1 | 1 | |
| Apartments | 4.2% 3.9% 4.0% | 72 | 7 | 1 | 6 | 9 | 6 | 3 | |
| | 1.2% 3.6% 1.7% | 196 | 20 | 10 | 10 | 26 | 13 | 13 | |
| Pass-By Traffic | | | | | | | | | |
| General Commercial (Retail) | 30.3% | 4,128 | 87 | 53 | 34 | 395 | 189 | 206 | |
| General Office | 10.0% | 42 | 6 | 5 | 1 | 6 | 1 | 5 | |
| Medical Office | 10.0% | 18 | 1 | 1 | 0 | 2 | 1 | 1 | |
| | Subtotal | 4,188 | 94 | 59 | 35 | 403 | 191 | 212 | |
| Proposed Net New External Trips | | | 12,490 | 434 | 210 | 224 | 1,194 | 588 | 606 |
| Driveway Volumes | | | 16,678 | 528 | 269 | 259 | 1,597 | 779 | 818 |
| Trip Differential (Proposed - Approved) | | | 1,225 | 88 | 27 | 61 | 136 | 78 | 56 |
| Trip Differential (Proposed - Existing) | | | 3,176 | 192 | 47 | 145 | 284 | 172 | 112 |
| Trip Differential (Concurrency) | | | 5,200 | 295 | 126 | 169 | 501 | 256 | 246 |
| Note: Trip generation was calculated using the following data: | | | | | | | | | |
| Daily Traffic Generation | | | | | | | | | |
| General Commercial (Retail) | [PBC] | = | Ln(T) = 0.65*Ln(X) + 5.83 | | | | | | |
| Furniture Store | [PBC] | = | T = 5.06 (X) | | | | | | |
| General Office | [PBC] | = | Ln(T) = 0.77*Ln(X) + 3.65 | | | | | | |
| Medical Office | [PBC] | = | T = 36.13 (X) | | | | | | |
| Condo/Townhomes | [PBC] | = | T = 7 (X) | | | | | | |
| Apartment | [PBC] | = | T = 7 (X) | | | | | | |
| AM Peak Hour Traffic Generation | | | | | | | | | |
| General Commercial (Retail) | [PBC] | = | T = 1.00(X); (61% in, 39% out) | | | | | | |
| Furniture Store | [PBC] | = | T = 0.17 (X); (69% in, 31% out) | | | | | | |
| General Office | [PBC] | = | Ln(T) = 0.80 Ln(X) + 1.55; (88% in, 12% out) | | | | | | |
| Medical Office | [PBC] | = | T = 2.30 (X); (79% in, 21% out) | | | | | | |
| Condo/Townhomes | [PBC] | = | Ln(T) = 0.80 Ln(X) + 0.26; (17% in, 83% out) | | | | | | |
| Apartment | [PBC] | = | T = 0.49 Ln(X) + 3.73; (20% in, 80% out) | | | | | | |
| PM Peak Hour Traffic Generation | | | | | | | | | |
| General Commercial (Retail) | [PBC] | = | Ln(T) = 0.67 Ln(X) + 3.37; (48% in, 52% out) | | | | | | |
| Furniture Store | [PBC] | = | T = 0.45 (X); (48% in, 52% out) | | | | | | |
| General Office | [PBC] | = | Ln(T) = 0.74 Ln(X) + 1.83; (17% in, 83% out) | | | | | | |
| Medical Office | [PBC] | = | Ln(T) = 0.88 Ln(X) + 1.59; (27% in, 73% out) | | | | | | |
| Condo/Townhomes | [PBC] | = | Ln(T) = 0.82 Ln(X) + 0.32; (67% in, 33% out) | | | | | | |
| Apartment | [PBC] | = | T = 0.62 (X); (65% in, 35% out) | | | | | | |
| Pass-by | | | | | | | | | |
| General Commercial (Retail) | [PBC] | = | % = 83.18 - 9.30*Ln(X) | | | | | | |
| Furniture Store | [PBC] | = | 5% | | | | | | |
| General Office | [PBC] | = | 10% | | | | | | |
| Medical Office | [PBC] | = | 10% | | | | | | |
| © 2013, Kimley-Horn and Associates, Inc. | | | | | | | | | |
| k:\wpb_tpto\1441\144118005 royal palm toys\september 2013 update\figm_xia\pba\pbcmm-xia | | | | | | | | | |
| 10/16/2013 | | | | | | | | | |

Traffic Impact Analysis

Traffic Distribution

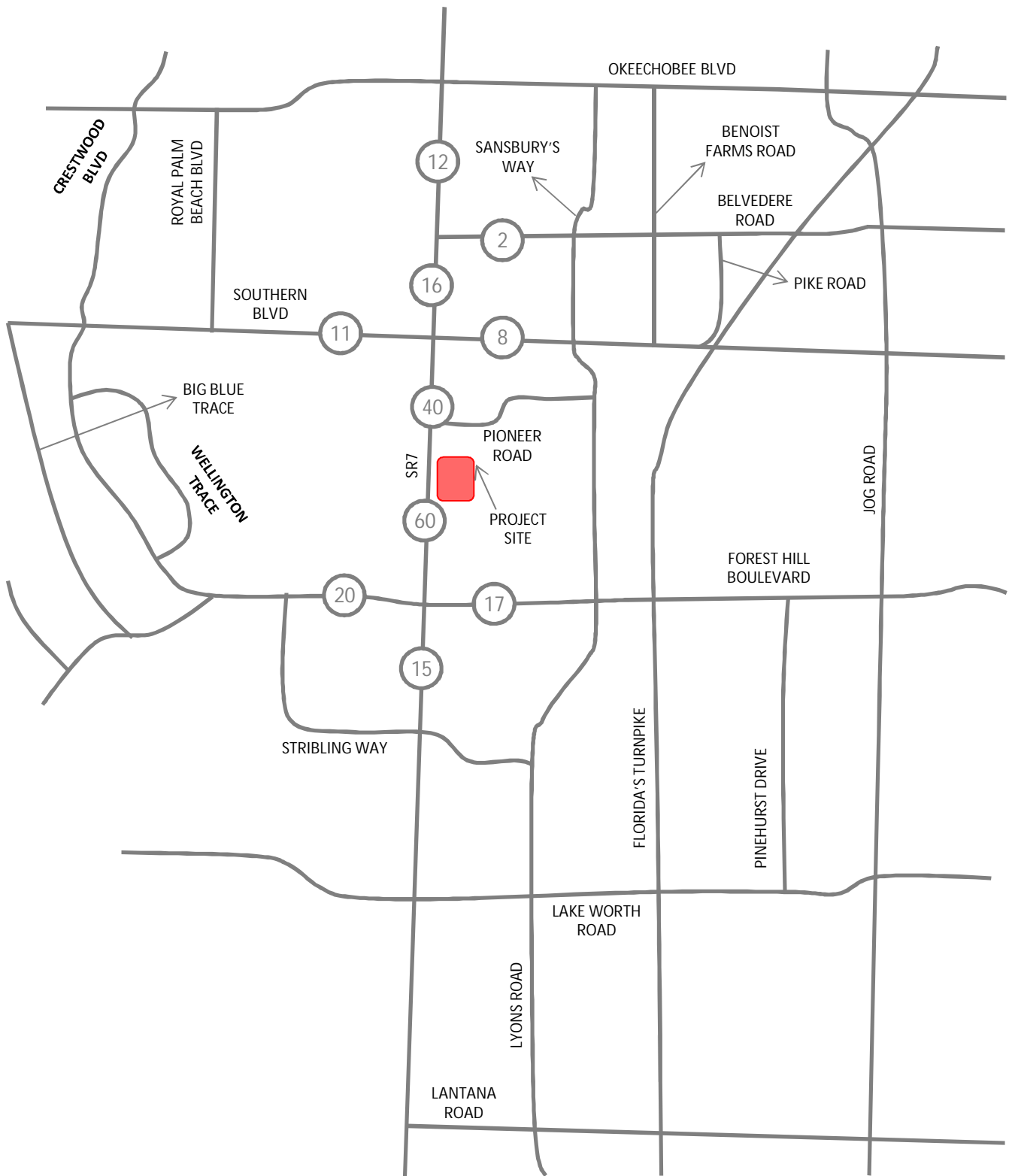
Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics. Because this site was previously approved for a mix of commercial and residential uses, the previously approved trip distribution was used.

The distribution according to cardinal directions is:

| | | |
|-------|---|------------|
| NORTH | - | 15 percent |
| SOUTH | - | 15 percent |
| EAST | - | 25 percent |
| WEST | - | 32 percent |

Traffic Assignment

The AM and PM peak hour trips for the project were assigned to the surrounding roadway network proposed to be in place by 2018. *Figure 2* illustrates the project traffic assignment for to the surrounding roadway network.



- LEGEND**
- SITE
 - 2 Percent Project Assignment

FIGURE 2
TRAFFIC DISTRIBUTION
ISLA VERDE

ROADWAY IMPROVEMENTS

A review was conducted of the Five-Year Plans of Palm Beach County and FDOT, as well as those improvements committed by the developers of projects in the area. Based on the review, there are no committed roadway improvements in the vicinity of the project.

TEST 1 SIGNIFICANCE ANALYSIS

An analysis was undertaken on all of the links included in the Palm Beach County Thoroughfare Map within the 2-mile radius of development influence to determine which roadway links would be significantly impacted under Test 1 criteria. The new external project traffic was assigned to all the thoroughfare roadway links within the radius of development influence. Per Palm Beach County standards, all the links on which the project traffic impact is greater than 1% of the level of service (LOS) D generalized service volume are considered significantly impacted links.

As indicated in *Table 3*, the following roadway segments are significantly impacted during the AM peak hour conditions under Test 1 criteria:

- State Road 7, Forest Hill Boulevard to Southern Boulevard, Northbound and Southbound
- Forest Hill Boulevard, Stribling Way to State Road 7, Westbound

Therefore, the identified significantly impacted roadway segments during the AM peak hour require an AM peak hour Test 1 Roadway Analysis.



Table 3: Test 1 – Significance Analysis (AM Peak Hour)

| TEST 1 - AM Significance Analysis ROYAL PALM TOYS / RPB OFFICE / ISLA VERDE | | | | | | | | | | | | | |
|--|------------------------------------|----------------|--------------------|---------------------------|------------------|-------|-------|----------|-------|----------|-------|--------------|--------------|
| ROADWAY SEGMENT | COMMITTED NUMBER OF LANES | Classification | LOS D GEN. SVC. | PROJECT TRIPS Combined | | | | % IMPACT | | | | Significant? | |
| | | | | % ASSIGN- MENT | NB/EB IN/OUT? | TRIPS | | NB/EB | SB/WB | % IMPACT | NB/EB | SB/WB | Significant? |
| | | | | | | NB/EB | SB/WB | | | | | | |
| State Road 7 | | | | | | | | | | | | | |
| Stribling Way | 8LD | Class I | 3,940 | 15% | i | 19 | 25 | 0.48% | 0.63% | | No | No | No |
| Forest Hill Blvd | 8LD | Class I | 3,940 | 60% | i | 76 | 101 | 1.93% | 2.56% | | Yes | Yes | Yes |
| Project Driveway | 8LD | Class II | 3,590 | 40% | o | 68 | 50 | 1.39% | 1.39% | | Yes | Yes | Yes |
| Southern Blvd | 8LD | Class II | 3,590 | 16% | o | 27 | 20 | 0.75% | 0.56% | | No | No | No |
| Belvedere Road | 8LD | Class II | 3,590 | 12% | o | 20 | 15 | 0.56% | 0.42% | | No | No | No |
| Forest Hill Blvd | | | | | | | | | | | | | |
| Stribling Way | 6LD | Class II | 2,680 | 20% | i | 25 | 34 | 0.93% | 1.27% | | No | Yes | Yes |
| US 441/SR 7 | 6LD | Class I | 2,940 | 17% | o | 29 | 21 | 0.99% | 0.71% | | No | No | No |
| Southern Boulevard | | | | | | | | | | | | | |
| Royal Palm Beach Bl | 6LD | Class I | 2,940 | 11% | i | 14 | 19 | 0.48% | 0.65% | | No | No | No |
| US 441/SR 7 | 8LD | Class I | 3,590 | 8% | o | 14 | 10 | 0.39% | 0.28% | | No | No | No |
| Belvedere Road | | | | | | | | | | | | | |
| US 441/SR 7 | 6LD | Class I | 2,940 | 2% | o | 3 | 3 | 0.10% | 0.10% | | No | No | No |

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Traffic Impact Analysis

As indicated in *Table 4*, the following roadway segments are significantly impacted during the PM peak hour conditions under Test 1 criteria:

- State Road 7, Forest Hill Boulevard to Belvedere Road, Northbound and Southbound
- Forest Hill Boulevard, Stribling Way to Lyons Road, Eastbound and Westbound

Therefore, the identified significantly impacted roadway segments during the PM peak hour require a PM peak hour Test 1 Roadway Analysis.

Table 4: Test 1 – Significance Analysis (PM Peak Hour)

| TEST 1 - PM Significance Analysis ROYAL PALM TOYS / RPB OFFICE / ISLA VERDE | | | | | | | | | | | | | |
|--|------------------------------------|------------------|--------------------|-------------------|------------------|-------|-------|-------|----------|-------|-------|-------|-------|
| ROADWAY SEGMENT | COMMITTED NUMBER OF LANES | Classification | LOS D GEN. SVC. | PROJECT TRIPS | | | | | | | | | |
| | | | | Commercial | | | | | | | | | |
| | | | | TRIPS | | | | | % IMPACT | | | | |
| | | | | % ASSIGN- MENT | NB/EB IN/OUT? | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB |
| | | | VOLUME | | | | | | | | | | |
| State Road 7 | Stribling Way | Forest Hill Blvd | 8LD | Class I | 3,940 | 15% | i | 38 | 37 | 0.96% | 0.94% | No | No |
| | Forest Hill Blvd | Project Driveway | 8LD | Class I | 3,940 | 60% | i | 154 | 148 | 3.91% | 3.76% | Yes | Yes |
| | Project Driveway | Southern Blvd | 8LD | Class II | 3,590 | 40% | o | 98 | 102 | 2.73% | 2.84% | Yes | Yes |
| | Southern Blvd | Belvedere Road | 8LD | Class II | 3,590 | 16% | o | 39 | 41 | 1.09% | 1.14% | Yes | Yes |
| | Belvedere Road | Okeechobee Blvd | 8LD | Class II | 3,590 | 12% | o | 30 | 31 | 0.84% | 0.86% | No | No |
| Forest Hill Blvd | Stribling Way | US 441/SR7 | 6LD | Class II | 2,680 | 20% | i | 51 | 49 | 1.90% | 1.83% | Yes | Yes |
| | US 441/SR 7 | Lyons Road | 6LD | Class I | 2,940 | 17% | o | 42 | 44 | 1.43% | 1.50% | Yes | Yes |
| Southern Boulevard | Royal Palm Beach Blvd | US 441/SR7 | 6LD | Class I | 2,940 | 11% | i | 28 | 27 | 0.95% | 0.92% | No | No |
| | US 441/SR 7 | Sansbury's Way | 8LD | Class I | 3,590 | 8% | o | 20 | 20 | 0.56% | 0.56% | No | No |
| Belvedere Road | US 441/SR 7 | Sansbury's Way | 6LD | Class I | 2,940 | 2% | o | 5 | 5 | 0.17% | 0.17% | No | No |

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TEST 1 LEVEL OF SERVICE D ANALYSIS

As determined in the previous section, a number of roadway segments were significantly impacted during the AM peak and PM peak hour conditions and therefore require further analysis. Intersection analyses are also required at the first significantly impacted major intersection in either direction from the site access point. Intersection analyses were performed at the following intersections:

- SR7 and Forest Hill Boulevard
- SR7 and Southern Boulevard
- SR7 and Old Hammock Way/Isla Verde Way

Intersection Analysis

To evaluate conditions at the intersections of SR 7 & Forest Hill Boulevard and SR 7 & Old Hammock Way the Critical Movement Analysis (CMA) method was utilized. The results are summarized in *Table 5*.

Table 5: Critical Movement Analysis Summary

| CRITICAL MOVEMENT ANALYSIS SUMMARY PIONEER ROAD – COMMERCIAL/RESIDENTIAL | | |
|---|--------------------|---------------------|
| Intersection | Time Period | Critical Sum |
| State Road 7 & Forest Hill Boulevard | AM Peak Hour | 963 |
| | PM Peak Hour | 1,237 |
| State Road 7 & Old Hammock Way/Isla Verde Way | AM Peak Hour | 915 |
| | PM Peak Hour | 1,383 |

Based on the critical movement analysis, the intersections are expected to meet the CMA threshold during buildout conditions. The detailed worksheets presenting the analysis are provided in Appendix C.

SR7 & Southern Boulevard Intersection Analysis

The intersection of Southern Boulevard & SR7 is a grade-separated urban interchange; therefore, a critical movement analysis was not utilized to evaluate LOS conditions. In order to analyze the intersection, *Synchro V8.0* was used. Intersection analyses were conducted for both the AM and PM peak hours. *Tables 6 and 7* summarize the level of service and delay analyses for both existing and proposed laneage conditions with project traffic included.

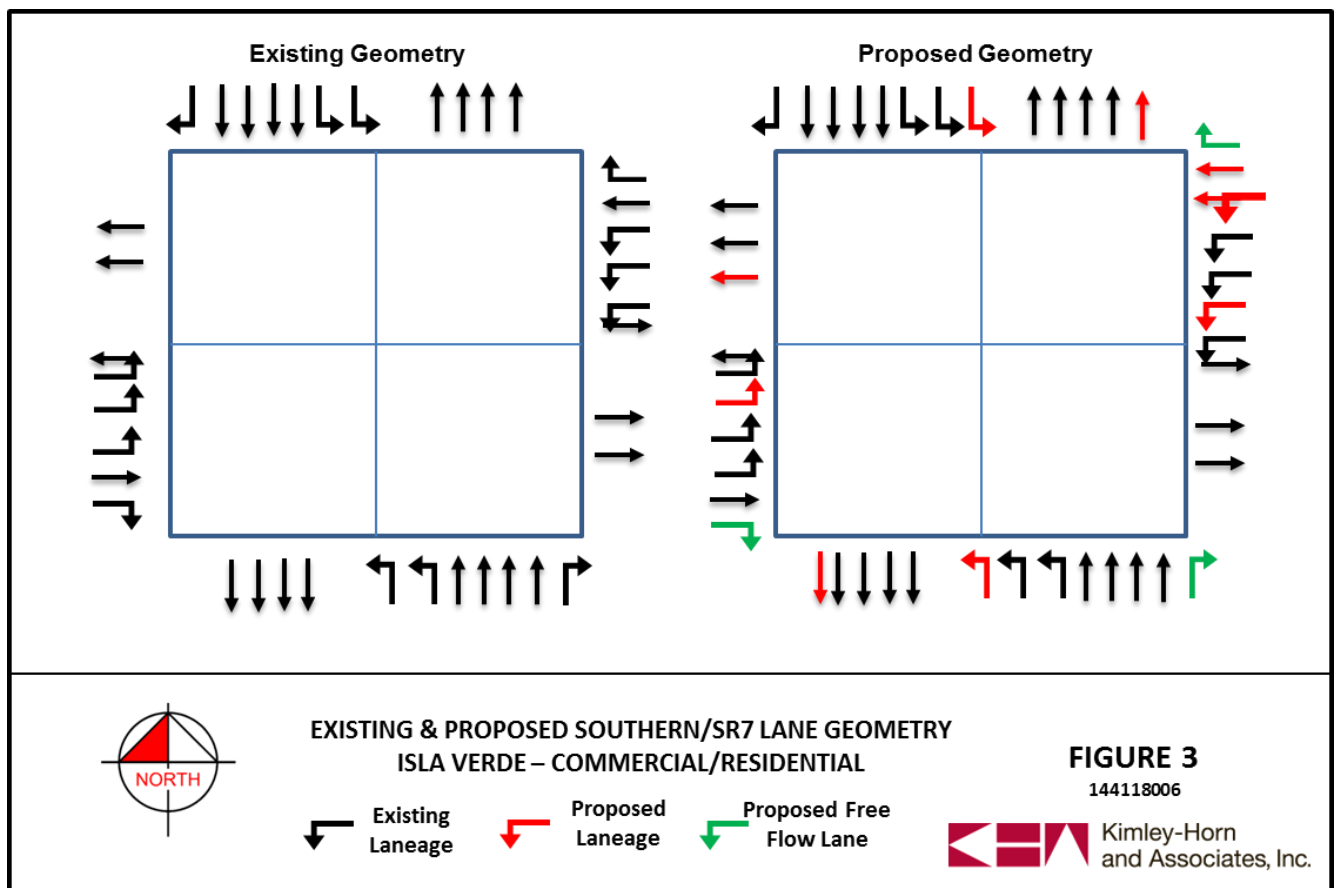
Table 6: Level of Service Analysis (Southern Boulevard & SR7 – Existing Laneage)

| Existing Laneage w/ Existing Timing (2018 Buildout) | | | |
|--|-----------------|--------------------|------------|
| Peak Period | Approach | Delay (sec) | LOS |
| AM Peak Hour | NB | 81.2 | F |
| | SB | 75.8 | E |
| | EB | 56.7 | E |
| | WB | 48.6 | D |
| | Overall | 70.5 | E |
| PM Peak Hour | NB | 57.9 | E |
| | SB | 89.6 | F |
| | EB | 71.4 | E |
| | WB | 66.7 | E |
| | Overall | 70.7 | E |

Table 7: Level of Service Analysis (Southern Boulevard & SR7 – Proposed Laneage)

| Proposed Laneage w/ Optimized Timing (2018 Buildout) | | | |
|---|-----------------|--------------------|------------|
| Peak Period | Approach | Delay (sec) | LOS |
| AM Peak Hour | NB | 39.1 | D |
| | SB | 60.9 | E |
| | EB | 59.8 | E |
| | WB | 46.9 | D |
| | Overall | 50.5 | D |
| PM Peak Hour | NB | 16.9 | B |
| | SB | 35.8 | D |
| | EB | 62.4 | E |
| | WB | 66.8 | E |
| | Overall | 39.4 | D |

Based on the analyses, the intersection of Southern Boulevard & SR7 will not meet the level of service guidelines under existing laneage. *Figure 3* illustrates the proposed geometry. Under optimized signal timing with the proposed geometry, the intersection of Southern Boulevard & SR7 is anticipated to operate acceptably through buildout in 2018. The detailed Synchro output worksheets presenting the analysis are provided in Appendix D.



To determine the development's proportionate share of these improvements, the net new residential and commercial peak hour trips were divided by the additional capacity provided by the proposed intersection improvements. These percentages were then applied to the total cost of the proposed improvements in order to determine the proportionate share calculations for both the proposed commercial and proposed residential developments. *Table 8* summarizes these calculations.

Table 8: Proportionate Share Calculations

| ISLA VERDE RESIDENTIAL AND COMMERCIAL PROPORTIONATE SHARE CALCULATIONS | | | | | | |
|---|---------------------|-------------------------|---------------------|---------------------|--------------|-----------|
| | Net Peak Hour Trips | Trips at SR7 & Southern | Additional Capacity | Proportionate Share | Total Cost | Payment |
| Commercial | 40 | 14 | 2790 | 0.50% | \$11,010,000 | \$ 55,247 |
| Residential | 96 | 34 | 2790 | 1.22% | \$11,010,000 | \$134,172 |

Roadway Link Analysis

The future traffic volume on each roadway segment was analyzed in comparison to its level of service D service volume. *Table 9* details these calculations for the AM and PM peak hours. As seen in *Table 9*, the significantly impacted roadway segments are projected to operate acceptably during the AM and PM peak hours through buildout of the project in 2018.

Table 9: Test 1 – Directional Capacity Analysis (AM Peak Hour and PM Peak Hour)

| TABLE 9 ISLA VERDE RESIDENTIAL (COMBINED w/ ISLA VERDE COMMERCIAL, ROYAL PALM TOYS AND ROYAL OFFICE) TEST 1 - LEVEL OF SERVICE D - DIRECTIONAL CAPACITY ANALYSIS - AM & PM PEAK HOURS | | | | | | | | | | | | | | | | | |
|---|-----------------------|--------------------|----------|---------------|-----------|-------------------------|--------------------------|-------------------------------|-----------------------------------|-------------------------------|---------------------|--------------------------------------|-----------------|--------------------|-------------------|---------------------------------|------------------------------|
| Roadway | From | To | Existing | | Direction | Significantly Impacted? | Year 2013 Traffic Volume | Committed Traffic - Option #1 | | Committed Traffic - Option #2 | | Utilized (Maximum) Committed Traffic | Project Traffic | 2018 Total Traffic | Meets Standard ?? | | |
| | | | Lanes | Facility Type | | | | LOS D Service Volume | Committed Traffic (from 2012 TPS) | 0.5% Growth | Committed plus 0.5% | | | | | Historic Growth Rate (from TPS) | Max Historic Growth or 0.50% |
| | | | | | | | | | | | | | | | | | |
| AM PEAK HOUR | | | | | | | | | | | | | | | | | |
| State Road 7 | Forest Hill Boulevard | Project Driveway | 8LD | Class I | 3,940 | NB | YES | 2,000 | 556 | 51 | 607 | 2.42% | 2.42% | 607 | 28 | 2,635 | Yes |
| | | | Class I | 3,940 | SB | YES | 1,793 | 426 | 45 | 471 | 2.42% | 2.42% | 228 | 87 | 2,351 | Yes | |
| | | | Class II | 3,590 | NB | YES | 2,000 | 556 | 51 | 607 | 2.42% | 2.42% | 254 | 58 | 2,665 | Yes | |
| Forest Hill Boulevard | Project Driveway | Southern Boulevard | 8LD | Class II | 3,590 | SB | YES | 1,793 | 426 | 45 | 471 | 2.42% | 2.42% | 228 | 19 | 2,283 | Yes |
| | | | Class II | 2,680 | EB | NO | - | - | - | - | - | - | - | - | - | - | - |
| | | | Class II | 3,590 | WB | YES | 1,339 | 144 | 34 | 178 | 2.99% | 2.99% | 213 | 29 | 1,581 | Yes | |
| PM PEAK HOUR | | | | | | | | | | | | | | | | | |
| State Road 7 | Forest Hill Boulevard | Project Driveway | 8LD | Class I | 3,940 | NB | YES | 2,082 | 776 | 53 | 829 | 2.42% | 2.42% | 829 | 103 | 3,014 | Yes |
| | | | Class I | 3,940 | SB | YES | 2,193 | 873 | 55 | 928 | 2.42% | 2.42% | 279 | 67 | 3,188 | Yes | |
| | | | Class I | 3,940 | NB | YES | 2,082 | 776 | 53 | 829 | 2.42% | 2.42% | 264 | 45 | 2,956 | Yes | |
| Forest Hill Boulevard | Project Driveway | Southern Boulevard | 8LD | Class I | 3,940 | SB | YES | 2,193 | 873 | 55 | 928 | 2.42% | 2.42% | 928 | 69 | 3,190 | Yes |
| | | | Class I | 3,940 | NB | YES | 2,059 | 589 | 52 | 641 | 2.71% | 2.71% | 295 | 45 | 2,745 | Yes | |
| | | | Class II | 3,590 | SB | YES | 1,874 | 521 | 47 | 568 | 2.71% | 2.71% | 268 | 69 | 2,511 | Yes | |
| Forest Hill Boulevard | Project Driveway | Southern Boulevard | 6LD | Class II | 2,680 | EB | YES | 1,876 | 257 | 47 | 304 | 1.99% | 1.99% | 194 | 34 | 2,214 | Yes |
| | | | Class II | 2,680 | WB | YES | 2,241 | 235 | 57 | 292 | 1.99% | 1.99% | 232 | 22 | 2,555 | Yes | |
| | | | Class I | 3,940 | EB | YES | 1,615 | 367 | 41 | 408 | 2.99% | 2.99% | 256 | 19 | 2,042 | Yes | |

TEST 2 SIGNIFICANCE ANALYSIS

An analysis was undertaken on all of the links included in the Palm Beach County Thoroughfare Map within the 2-mile radius of development influence to determine the roadway links that are significantly impacted under Test 2 criteria. The net new external project traffic was assigned to all the thoroughfare roadway links within the radius of development influence. Per Palm Beach County standards, all the links on which the project traffic impact is greater than 3% of the level of service (LOS) E generalized service volume are considered significantly impacted links.

As indicated in *Table 10*, no roadway segments are significantly impacted during the AM peak hour conditions under Test 2 criteria. Therefore, no Test 2 roadway capacity analysis is required for the AM peak hour conditions.

Table 10: Test 2 – Significance Analysis (AM Peak Hour)

| TEST 2 - AM Significance Analysis ROYAL PALM TOYS / RPB OFFICE / ISLA VERDE | | | | | | | | | | | | | |
|--|------------------------------------|------------------|--------------------|-------------------|------------------|-------|-------|-------|----------|-------|-------|-------|-------|
| ROADWAY SEGMENT | COMMITTED NUMBER OF LANES | Classification | LOS D GEN. SVC. | PROJECT TRIPS | | | | | % IMPACT | | | | |
| | | | | Combined | | | | | | | | | |
| | | | | % ASSIGN- MENT | NB/EB IN/OUT? | TRIPS | | NB/EB | SB/WB | | NB/EB | SB/WB | |
| | | | | | | NB/EB | SB/WB | | NB/EB | SB/WB | | NB/EB | SB/WB |
| State Road 7 | Stribling Way | Forest Hill Blvd | 8LD | 15% | i | 19 | 25 | | 0.48% | 0.63% | No | No | No |
| | Forest Hill Blvd | Project Driveway | 8LD | 60% | i | 76 | 101 | | 1.93% | 2.56% | No | No | No |
| | Project Driveway | Southern Blvd | 8LD | 40% | o | 68 | 50 | | 1.80% | 1.32% | No | No | No |
| | Southern Blvd | Belvedere Road | 8LD | 15% | o | 25 | 19 | | 0.66% | 0.50% | No | No | No |
| | Belvedere Road | Okeechobee Blvd | 8LD | 11% | o | 19 | 14 | | 0.50% | 0.37% | No | No | No |
| Forest Hill Blvd | Stribling Way | US 441/SR7 | 6LD | 20% | i | 25 | 34 | | 0.88% | 1.20% | No | No | No |
| | US 441/SR 7 | Lyons Road | 6LD | 17% | o | 29 | 21 | | 0.99% | 0.71% | No | No | No |
| Southern Boulevard | Royal Palm Beach Blvd | US 441/SR7 | 6LD | 12% | i | 15 | 20 | | 0.51% | 0.68% | No | No | No |
| | US 441/SR 7 | Sansbury's Way | 8LD | 8% | o | 14 | 10 | | 0.37% | 0.26% | No | No | No |
| Belvedere Road | US 441/SR 7 | Sansbury's Way | 6LD | 2% | o | 3 | 3 | | 0.10% | 0.10% | No | No | No |

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Traffic Impact Analysis

As indicated in *Table 11*, the following roadway segments are significantly impacted during the PM peak hour conditions under Test 2 criteria:

- State Road 7, Forest Hill Boulevard to the project driveway, Northbound and Southbound

Table 11: Test 2 – Significance Analysis (PM Peak Hour)

| TEST 2 - PM Significance Analysis ROYAL PALM TOYS / RPB OFFICE / ISLA VERDE | | | | | | | | | | | | |
|--|--|-----------------------|----------------------------|---------------------------|--------------------------|--------------|--------------|--------------|--------------|-----------------|--------------|---------------------|
| ROADWAY SEGMENT | COMMITTED NUMBER OF LANES | Classification | LOS D GEN. SVC. | PROJECT TRIPS | | | | | | % IMPACT | | |
| | | | | Commercial | | | TRIPS | | | NB/EB | | Significant? |
| | | | | % ASSIGN- MENT | NB/EB IN/OUT? | NB/EB | SB/EB | SB/WB | NB/EB | SB/EB | SB/WB | SB/WB |
| State Road 7 | | | | | | | | | | | | |
| Stribling Way | 8LD | Class I | 3,940 | 15% | i | 38 | 37 | 0.96% | 0.96% | No | No | No |
| Forest Hill Blvd | 8LD | Class I | 3,940 | 60% | i | 154 | 148 | 3.91% | 3.76% | Yes | Yes | Yes |
| Project Driveway | 8LD | Class II | 3,780 | 40% | o | 98 | 102 | 2.59% | 2.70% | No | No | No |
| Southern Blvd | 8LD | Class II | 3,780 | 15% | o | 37 | 38 | 0.98% | 1.01% | No | No | No |
| Belvedere Road | 8LD | Class II | 3,780 | 11% | o | 27 | 28 | 0.71% | 0.74% | No | No | No |
| Forest Hill Blvd | | | | | | | | | | | | |
| Stribling Way | 6LD | Class II | 2,830 | 20% | i | 51 | 49 | 1.80% | 1.73% | No | No | No |
| US 441/SR 7 | 6LD | Class I | 2,940 | 17% | o | 42 | 44 | 1.43% | 1.50% | No | No | No |
| Southern Boulevard | | | | | | | | | | | | |
| Royal Palm Beach Blvd | 6LD | Class I | 2,940 | 12% | i | 31 | 30 | 1.05% | 1.02% | No | No | No |
| US 441/SR 7 | 8LD | Class I | 3,780 | 8% | o | 20 | 20 | 0.53% | 0.53% | No | No | No |
| Belvedere Road | | | | | | | | | | | | |
| US 441/SR 7 | 6LD | Class I | 2,940 | 2% | o | 5 | 5 | 0.17% | 0.17% | No | No | No |

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TEST 2 LEVEL OF SERVICE E ANALYSIS

As determined in the previous section, some roadway segments were significantly impacted during the PM peak hour conditions and therefore require further analysis.

Roadway Link Analysis

The future traffic volume on each roadway segment was analyzed in comparison to its level of service E service volume. *Table 12* details these calculations for the PM peak hour. As seen in *Table 12*, the significantly impacted roadway segments are projected to operate acceptably during the PM peak hour throughout the buildout in 2018.

Table 12: Test 2 – Directional Capacity Analysis (AM and PM Peak Hours)

| TABLE 12 ISLA VERDE RESIDENTIAL (COMBINED w/ ISLA VERDE COMMERCIAL, ROYAL PALM TOYS AND ROYAL OFFICE) TEST 1 - LEVEL OF SERVICE D - DIRECTIONAL CAPACITY ANALYSIS - AM & PM PEAK HOURS | | | | | | | | | | | | | | | | | |
|--|---------|---------------|----|----------------------|-----------------------------------|-----------|-------------------------|--------------------------|-------------------------------|---------------------|---------------------------------|------------------------------|---------------------|--------------------------------------|-----------------|--------------------|-------------------|
| TABLE 2 | Roadway | | To | Existing | | Direction | Significantly Impacted? | Year 2013 Traffic Volume | Committed Traffic - Option #1 | | Committed Traffic - Option #2 | | | Utilized (Maximum) Committed Traffic | Project Traffic | 2018 Total Traffic | Meets Standard ?? |
| | Lanes | Facility Type | | LOS D Service Volume | Committed Traffic (from 2012 TPS) | | | | 0.5% Traffic Growth | Committed plus 0.5% | Historic Growth Rate (from TPS) | Max Historic Growth or 0.50% | Max Historic Growth | | | | |
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VEHICLE CIRCULATION AND QUEUING

Vehicular Circulation

The Isla Verde Commercial and Isla Verde Residential parcels are proposed to be accessed via two right-in/right-out driveways along State Road 7, and one full-access driveway along State Road 7. The Royal Office parcel is proposed to be accessed by one right-in/right-out driveway along State Road 7.

Driveway Classification

According to the Palm Beach County “Guide to Parking Lot and Street Access Design Criteria and Standards”, it is necessary to classify project entrances as minor, intermediate, or major according to the two-way hourly volumes.

1. Minor – Services a maximum daily volume of 500 vehicles.
2. Intermediate – Services a maximum daily volume of 2,000 vehicles.
3. Major – Services a maximum daily volume of more than 2,000 vehicles.

Using these criteria, the following driveway classifications apply:

| Driveway Number | Description/Location | Classification |
|--------------------|--|----------------|
| 1 | Right-In/Right-Out Driveway on SR 7 (Office) | Major |
| 2 | Right-In/Right-Out Driveway of SR 7 (Commercial Retail) | Major |
| 3 | Full-Access Driveway on SR 7 (Commercial Retail) | Major |
| 4 | Right-In/Right-Out Driveway on SR 7 (Retail/Residential) | Major |

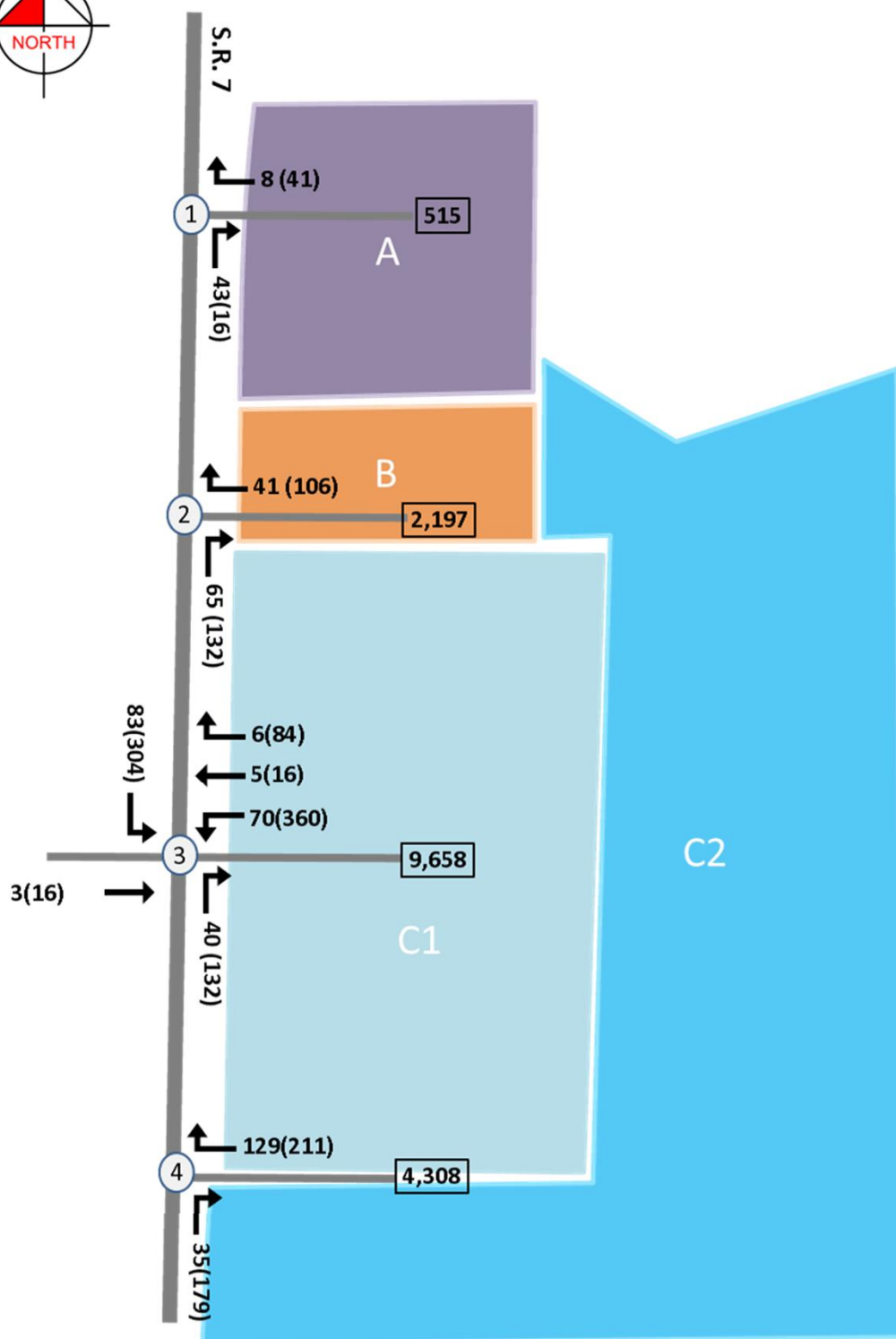
Figure 4 illustrates the location and proposed volumes for the four site driveways.

Turn Lane Requirements

The Palm Beach County “Guide to Parking Lot and Street Access Design Criteria and Standards” provides guidance on the provision of turn lanes at site driveways. According to the standards noted in this document, the volume thresholds for providing exclusive turn lanes are as follows:

- Right-turn Lane – 75 peak hour right turns, with driveway volumes that exceed 1,000 trips per day, and average daily traffic volumes that exceed 10,000 vehicles per day.
- Left-turn Lane – 30 peak hour left turns

Figure 4 illustrates the AM peak hour and PM peak hour project trips assigned to the project’s access locations. As indicated in *Figure 4*, Driveways 2, 3 and 4 are expected to exceed the right-turn volume threshold. Right turn lanes are currently provided at all driveways, including Driveway 1. As indicated in *Figure 4*, the full-access driveway is expected to exceed the left-turn volume threshold. The left-turn lane currently exists and therefore no changes are recommended to the existing driveway configuration.



LEGEND

2,035 WEEKDAY DAILY TRAFFIC VOLUMES

34 AM PEAK-HOUR VOLUME

(109) PM PEAK-HOUR VOLUME



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FIGURE 4

**FUTURE TOTAL DRIVEWAY VOLUMES
ROYAL PALM TOYS/ROYAL OFFICE/ISLA
VERDE**

CONCLUSION

It is proposed to modify the commercial and residential approvals on a site on the east side of State Road 7 between Forest Hill Boulevard and Pioneer Road in Palm Beach County, Florida. The parcels collectively have a current TPS approval for a mix of residential, retail, medical office, furniture store, and professional entitlements. Of the approved development, only 208,900 square feet of approved commercial retail has been in existence for more than five years. Therefore, credit for this portion of the development is not included in the determination of project significance. Based on the analysis, the proposed development is expected to significantly impact several roadway segments under Test 1 and Test 2 criteria. All significantly impacted roadways meet capacity standards and are expected to operate acceptably through buildout in 2018. Intersection geometric improvements would be required at the intersection of SR7 & Southern Boulevard to meet LOS D criteria. Geometric improvements that would allow the intersection to meet adopted level of service criteria have been identified at this intersection and documented in this report for use in determining proportionate share contribution requirements as deemed applicable.

Based on the driveway analysis, Driveways 2, 3 and 4 are expected to exceed the 75 peak hour right turn threshold. Right-turn lanes are currently provided at these driveways. The full access driveway is expected to exceed the 30 vehicles hour left turn threshold during the peak hours. A left-turn lane currently exists at this driveway; therefore no changes are recommended to the current driveway configuration.

APPENDIX A: TPS DATABASE INFORMATION

Report Created:

Report Created:[illegible]

| | | | | | | | | | | | | | | |
|---------------------------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|------|-----|-----|-----|
| Pioneer Road Commercial / Residential | 0 | 0 | 8 | 8 | 0 | 0 | 9 | 17 | 9 | 0 | 15 | 0 | NR | 0% |
| Southern Mills | 6 | 25 | 8 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | NR | 38% |
| Enclave at Royal Palm Beach | 0 | 0 | 6 | 16 | 0 | 0 | 3 | 9 | 9 | 0 | 16 | 0 | Res | 0% |
| Shoppes At Southern Pines | 0 | 6 | 0 | 6 | 6 | 6 | 0 | 0 | 6 | 6 | 0 | 0 | NR | 72% |
| Aldi / Royal Palm Industrial | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 10 | 7 | 10 | NR | 5% |
| Palm Beach Auto Auction | 0 | 12 | 0 | 12 | 11 | 16 | 0 | 0 | 13 | 18 | 0 | 0 | NR | 50% |
| Wellington Mall | 0 | 0 | 6 | 6 | 0 | 0 | 6 | 11 | 6 | 0 | 12 | 0 | NR | 90% |
| Martingale Meadows | 5 | 13 | 6 | 0 | 22 | 0 | 10 | 0 | 0 | 0 | 0 | 8 | Res | 0% |
| Village Green | 0 | 0 | 8 | 8 | 0 | 0 | 10 | 10 | 10 | 0 | 8 | 0 | NR | 35% |
| Pioneer Trail | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | 0 | Res | 69% |
| Lazy F Ranch | 30 | 50 | 30 | 0 | 49 | 0 | 30 | 0 | 0 | 0 | 0 | 30 | NR | 0% |
| Village Professional Park | 0 | 0 | 16 | 11 | 0 | 0 | 25 | 38 | 18 | 0 | 24 | 0 | NR | 0% |
| PBC Stockade | 0 | 2 | 0 | 33 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | NR | 36% |
| Rubin Commercial | 78 | 45 | 54 | 0 | 42 | 0 | 51 | 0 | 0 | 0 | 0 | 73 | NR | 0% |
| Wellington Regional Medical Center | 0 | 0 | 15 | 15 | 0 | 0 | 31 | 51 | 31 | 0 | 25 | 0 | NR | 54% |
| Weldon RPB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 36 | 0 | NR | 0% |
| Isla Verde | 0 | 0 | 21 | 14 | 0 | 0 | 23 | 29 | 15 | 0 | 27 | 0 | NR | 68% |
| Fox DRI | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 2 | 5 | 0 | NR | 94% |
| Cypress Point MUPD | 0 | 5 | 0 | 20 | 13 | 7 | 0 | 0 | 7 | 2 | 0 | 0 | NR | 0% |
| Southern Center | 0 | 8 | 9 | 0 | 7 | 7 | 8 | 8 | 0 | 8 | 9 | 0 | NR | 90% |
| Kings Academy | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 0 | 5 | 0 | NR | 70% |
| Palms West Medical | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 92% |
| Olympia | 0 | 0 | 5 | 4 | 0 | 0 | 3 | 3 | 2 | 0 | 6 | 0 | Res | 90% |
| Total Committed Developments | 124 | 178 | 196 | 169 | 180 | 51 | 213 | 223 | 146 | 56 | 199 | 123 | | |
| Total Committed Residential | 5 | 13 | 19 | 24 | 22 | 0 | 17 | 14 | 13 | 0 | 26 | 8 | | |
| Total Committed Non-Residential | 119 | 165 | 177 | 145 | 158 | 51 | 196 | 209 | 133 | 56 | 173 | 115 | | |
| Double Count Reduction | 1 | 3 | 5 | 6 | 6 | 0 | 4 | 4 | 3 | 0 | 7 | 2 | | |
| Total Discounted Committed | 123 | 175 | 191 | 163 | 174 | 51 | 209 | 219 | 143 | 56 | 192 | 121 | | |
| Historical Growth | 29 | 3 | 16 | 29 | 6 | 12 | 23 | 64 | 19 | 9 | 54 | 20 | | |
| Comm Dev+1% Growth | 160 | 179 | 212 | 201 | 182 | 67 | 238 | 302 | 168 | 67 | 262 | 147 | | |
| Growth Volume Used | 160 | 179 | 212 | 201 | 182 | 67 | 238 | 302 | 168 | 67 | 262 | 147 | | |
| Total Volume | 892 | 253 | 631 | 954 | 340 | 373 | 815 | 1935 | 661 | 291 | 1641 | 650 | | |

Input Data

ROAD NAME: N State Road 7 STATION: 3408
 CURRENT YEAR: 2013 FROM: MIDPOINT
 ANALYSIS YEAR: 2018 TO: Southern Blvd
 GROWTH RATE: 2.42% COUNT DATE: 3/20/2013
 PSF: 1

Report Created: 10/15/2013

| Time Period Direction | AM | | | PM | | |
|--------------------------|-------|-------|-------|-------|-------|-------|
| | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 3710 | 2000 | 1793 | 4274 | 2082 | 2193 |
| Peak Volume | 3710 | 2000 | 1793 | 4274 | 2082 | 2193 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 3710 | 2000 | 1793 | 4274 | 2082 | 2193 |

| Committed Developments | | | | | | | Type | % Complete |
|---------------------------------------|-----|----|-----|-----|-----|-----|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 1 | 0 | 1 | 0 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 23 | 15 | 8 | 9 | 4 | 5 | NR | 70% |
| Castellina | 46 | 34 | 12 | 58 | 21 | 37 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | 1 | NR | 88% |
| Martingale Meadows | 11 | 3 | 8 | 15 | 10 | 6 | Res | 0% |
| Oakmont Estates | 10 | 8 | 3 | 13 | 5 | 8 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Lazy F Ranch | 34 | 17 | 17 | 59 | 30 | 30 | NR | 0% |
| Rubin Commercial | 31 | 17 | 14 | 105 | 51 | 54 | NR | 0% |
| Western Plaza | 16 | 8 | 7 | 30 | 14 | 15 | NR | 89% |
| Isla Verde | 46 | 22 | 24 | 148 | 77 | 71 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 12 | 8 | 5 | 15 | 6 | 9 | Res | 70% |
| Olympia | 30 | 22 | 7 | 31 | 12 | 20 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Village Professional Park | 95 | 17 | 78 | 147 | 90 | 56 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 5 | 2 | 2 | 10 | 5 | 5 | NR | 94% |
| Wellington Mall | 13 | 6 | 7 | 47 | 22 | 25 | NR | 90% |
| Southern Mills | 14 | 11 | 2 | 15 | 3 | 12 | NR | 38% |
| Shoppes At Southern Pines | 3 | 2 | 1 | 12 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 168 | 50 | 118 | 198 | 133 | 65 | NR | 54% |
| Pioneer Trail | 11 | 8 | 3 | 15 | 6 | 10 | Res | 69% |
| Cypress Point MUPD | 22 | 18 | 4 | 27 | 7 | 20 | NR | 0% |
| Southern Center | 4 | 2 | 1 | 18 | 9 | 9 | NR | 90% |
| Wellington View | 3 | 1 | 1 | 2 | 1 | 1 | Res | 75% |
| Aldi / Royal Palm Industrial | 20 | 14 | 6 | 9 | 2 | 7 | NR | 5% |
| Pioneer Road Commercial / Residential | 81 | 52 | 29 | 266 | 128 | 138 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | 24 | NR | 35% |
| Enclave at Royal Palm Beach | 54 | 43 | 11 | 67 | 24 | 44 | Res | 0% |
| Seven Eleven | 30 | 15 | 15 | 30 | 15 | 15 | NR | 0% |
| Palm Beach Auto Auction | 15 | 14 | 2 | 25 | 13 | 12 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Weldon RPB | 24 | 13 | 11 | 70 | 34 | 36 | NR | 0% |
| Cheddar's Cafe | 15 | 5 | 10 | 18 | 11 | 8 | NR | 60% |

| | | | | | | | | |
|---------------------------------|------|-----|-----|------|-----|-----|----|-----|
| PBC Stockade | 37 | 35 | 2 | 40 | 7 | 33 | NR | 36% |
| Wellington Charter School | 492 | 222 | 270 | 135 | 71 | 63 | NR | 0% |
| Total Committed Developments | 1396 | 696 | 696 | 1692 | 847 | 846 | | |
| Total Committed Residential | 177 | 127 | 50 | 216 | 85 | 135 | | |
| Total Committed Non-Residential | 1219 | 569 | 646 | 1476 | 762 | 711 | | |
| Double Count Reduction | 44 | 32 | 13 | 54 | 21 | 34 | | |

Total Discounted Committed Developments 1352 664 683 1638 826 812

| | | | | | | |
|--------------------|------|------|------|------|------|------|
| Historical Growth | 470 | 254 | 227 | 542 | 264 | 278 |
| Comm Dev+1% Growth | 1541 | 766 | 774 | 1856 | 932 | 924 |
| Growth Volume Used | 1541 | 766 | 774 | 1856 | 932 | 924 |
| Total Volume | 5251 | 2766 | 2567 | 6130 | 3014 | 3117 |

| | | | | | | |
|--------------------|------|------|------|------|------|------|
| Lanes | 8LD | | | | | |
| LOS D Capacity | 6530 | 3940 | 3940 | 6530 | 3940 | 3940 |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES |
| LOS E Capacity | 6880 | 3940 | 3940 | 6880 | 3940 | 3940 |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES |

Input Data

ROAD NAME: N State Road 7 STATION: 3452
CURRENT YEAR: 2013 FROM: Forest Hill Blvd
ANALYSIS YEAR: 2018 TO: MIDPOINT
GROWTH RATE: 0.15% COUNT DATE: 3/20/2013
PSF: 1

Report Created: 10/15/2013

Link Analysis

| Time Period | AM | | | PM | | |
|------------------------|-------|-------|-------|-------|-------|-------|
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 3585 | 1845 | 1740 | 4306 | 2297 | 2009 |
| Peak Volume | 3585 | 1845 | 1740 | 4306 | 2297 | 2009 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 3585 | 1845 | 1740 | 4306 | 2297 | 2009 |

| Committed Developments | | | | | | | Type | % Complete |
|---------------------------|-----|-----|----|-----|-----|-----|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 1 | 0 | 1 | 0 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 23 | 15 | 8 | 9 | 4 | 5 | NR | 70% |
| Castellina | 46 | 34 | 12 | 58 | 21 | 37 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | 1 | NR | 88% |
| Martingale Meadows | 11 | 3 | 8 | 15 | 10 | 6 | Res | 0% |
| Oakmont Estates | 10 | 8 | 3 | 13 | 5 | 8 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Lazy F Ranch | 34 | 17 | 17 | 59 | 30 | 30 | NR | 0% |
| Rubin Commercial | 31 | 17 | 14 | 105 | 51 | 54 | NR | 0% |
| Western Plaza | 13 | 7 | 6 | 25 | 12 | 13 | NR | 89% |
| Isla Verde | 69 | 36 | 32 | 223 | 107 | 115 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 12 | 8 | 5 | 15 | 6 | 9 | Res | 70% |
| Olympia | 30 | 22 | 7 | 31 | 12 | 20 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Village Professional Park | 142 | 116 | 26 | 220 | 85 | 136 | NR | 0% |

| | | | | | | | | |
|---|------|------|------|------|------|------|-----|------|
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 5 | 2 | 2 | 10 | 5 | 5 | NR | 94% |
| Wellington Mall | 13 | 6 | 7 | 47 | 22 | 25 | NR | 90% |
| Southern Mills | 14 | 11 | 2 | 15 | 3 | 12 | NR | 38% |
| Shoppes At Southern Pines | 3 | 2 | 1 | 12 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 158 | 111 | 47 | 186 | 61 | 125 | NR | 54% |
| Pioneer Trail | 7 | 2 | 5 | 10 | 6 | 4 | Res | 69% |
| Cypress Point MUPD | 22 | 18 | 4 | 27 | 7 | 20 | NR | 0% |
| Southern Center | 4 | 2 | 1 | 18 | 9 | 9 | NR | 90% |
| Wellington View | 3 | 1 | 1 | 2 | 1 | 1 | Res | 75% |
| Pioneer Road Commercial / Residential | 66 | 23 | 43 | 217 | 113 | 104 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | 24 | NR | 35% |
| Enclave at Royal Palm Beach | 87 | 18 | 69 | 110 | 71 | 38 | Res | 0% |
| Seven Eleven | 30 | 15 | 15 | 30 | 15 | 15 | NR | 0% |
| Palm Beach Auto Auction | 15 | 14 | 2 | 25 | 13 | 12 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Cheddar's Cafe | 23 | 15 | 8 | 27 | 12 | 16 | NR | 60% |
| PBC Stockade | 37 | 35 | 2 | 40 | 7 | 33 | NR | 36% |
| Wellington Charter School | 492 | 222 | 270 | 135 | 71 | 63 | NR | 0% |
| Total Committed Developments | 1431 | 792 | 635 | 1742 | 795 | 947 | | |
| Total Committed Residential | 206 | 96 | 110 | 254 | 132 | 123 | | |
| Total Committed Non-Residential | 1225 | 696 | 525 | 1488 | 663 | 824 | | |
| Double Count Reduction | 52 | 24 | 28 | 64 | 33 | 31 | | |
| Total Discounted Committed Developments | 1379 | 768 | 607 | 1678 | 762 | 916 | | |
| Historical Growth | 26 | 14 | 13 | 32 | 17 | 15 | | |
| Comm Dev+1% Growth | 1562 | 862 | 696 | 1898 | 879 | 1018 | | |
| Growth Volume Used | 1562 | 862 | 696 | 1898 | 879 | 1018 | | |
| Total Volume | 5147 | 2707 | 2436 | 6204 | 3176 | 3027 | | |

| | | | | | | |
|--------------------|------|------|------|------|------|------|
| Lanes | 8LD | | | | | |
| LOS D Capacity | 6530 | 3940 | 3940 | 6530 | 3940 | 3940 |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES |
| LOS E Capacity | 6880 | 3940 | 3940 | 6880 | 3940 | 3940 |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES |

Input Data

ROAD NAME: N State Road 7 STATION: 3406
 CURRENT YEAR: 2013 FROM: Southern Blvd
 ANALYSIS YEAR: 2018 TO: Midpoint
 GROWTH RATE: -0.09% COUNT DATE: 3/20/2013
 PSF: 1

Report Created: 10/15/2013

| Time Period Direction | AM | | | PM | | |
|--------------------------|-------|-------|-------|-------|-------|-------|
| | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |
| Peak Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |

| Committed Developments | | | | | | | Type | % Complete |
|---------------------------------------|-----|-----|-----|------|-----|-----|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 2 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 28 | 19 | 9 | 11 | 5 | 6 | NR | 70% |
| Martingale Meadows | 9 | 7 | 2 | 13 | 5 | 8 | Res | 0% |
| Palms West Hospital | 1 | 0 | 1 | 1 | 1 | 0 | NR | 95% |
| Lazy F Ranch | 34 | 17 | 17 | 59 | 30 | 30 | NR | 0% |
| Rubin Commercial | 45 | 20 | 25 | 151 | 78 | 73 | NR | 0% |
| Western Plaza | 16 | 7 | 8 | 30 | 15 | 14 | NR | 89% |
| Isla Verde | 17 | 8 | 9 | 56 | 29 | 27 | NR | 68% |
| Lennar Commercial | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| University Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Olympia | 9 | 7 | 2 | 9 | 3 | 6 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Vista Center DRI | 37 | 29 | 9 | 40 | 11 | 29 | NR | 65% |
| Village Professional Park | 40 | 7 | 33 | 62 | 38 | 24 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 9 | 4 | 4 | 17 | 9 | 8 | NR | 94% |
| Porto Sol | 45 | 11 | 34 | 54 | 34 | 20 | Res | 0% |
| Wellington Mall | 6 | 3 | 3 | 24 | 11 | 12 | NR | 90% |
| Southern Mills | 9 | 1 | 8 | 10 | 8 | 2 | NR | 38% |
| Shoppes At Southern Pines | 3 | 1 | 2 | 12 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 64 | 19 | 45 | 76 | 51 | 25 | NR | 54% |
| Pioneer Trail | 4 | 3 | 1 | 6 | 2 | 4 | Res | 69% |
| Cypress Point MUPD | 7 | 1 | 6 | 9 | 7 | 2 | NR | 0% |
| Southern Center | 4 | 2 | 1 | 17 | 8 | 9 | NR | 90% |
| Aldi / Royal Palm Industrial | 91 | 62 | 29 | 39 | 10 | 29 | NR | 5% |
| Pioneer Road Commercial / Residential | 37 | 24 | 13 | 121 | 58 | 63 | NR | 0% |
| Village Green | 9 | 3 | 6 | 18 | 10 | 8 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 18 | 5 | 28 | 10 | 18 | Res | 0% |
| Seven Eleven | 5 | 3 | 3 | 6 | 3 | 3 | NR | 0% |
| Palm Beach Auto Auction | 20 | 2 | 18 | 34 | 16 | 18 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Weldon RPB | 45 | 25 | 20 | 130 | 63 | 67 | NR | 0% |
| Total Committed Developments | 618 | 303 | 314 | 1035 | 522 | 511 | | |
| Total Committed Residential | 90 | 46 | 44 | 110 | 54 | 56 | | |
| Total Committed Non-Residential | 528 | 257 | 270 | 925 | 468 | 455 | | |

| | | | | | | |
|---|------|------|------|------|------|------|
| Double Count Reduction | 23 | 12 | 11 | 28 | 14 | 14 |
| Total Discounted Committed Developments | 595 | 291 | 303 | 1007 | 508 | 497 |
| Historical Growth | -13 | -6 | -7 | -18 | -10 | -9 |
| Comm Dev+1% Growth | 736 | 356 | 380 | 1208 | 613 | 593 |
| Growth Volume Used | 736 | 356 | 380 | 1208 | 613 | 593 |
| Total Volume | 3502 | 1625 | 1898 | 5141 | 2672 | 2467 |

| | | | | | | |
|--------------------|------|------|------|------|------|------|
| Lanes | 8LD | | | | | |
| LOS D Capacity | 6530 | 3590 | 3590 | 6530 | 3590 | 3590 |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES |
| LOS E Capacity | 6880 | 3780 | 3780 | 6880 | 3780 | 3780 |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES |

Input Data

ROAD NAME: N State Road 7 STATION: 3406
CURRENT YEAR: 2013 FROM: Midpoint
ANALYSIS YEAR: 2018 TO: Belvedere Rd
GROWTH RATE: -0.09% COUNT DATE: 3/20/2013
PSF: 1

Report Created: 10/15/2013

Link Analysis

| Time Period Direction | AM | | | PM | | |
|--------------------------|-------|-------|-------|-------|-------|-------|
| | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |
| Peak Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |

Committed Developments

| | | | | | | | Type | % Complete |
|------------------------------------|----|----|----|-----|----|----|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 2 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 28 | 19 | 9 | 11 | 5 | 6 | NR | 70% |
| Martingale Meadows | 9 | 7 | 2 | 13 | 5 | 8 | Res | 0% |
| Palms West Hospital | 1 | 0 | 1 | 1 | 1 | 0 | NR | 95% |
| Lazy F Ranch | 34 | 17 | 17 | 59 | 30 | 30 | NR | 0% |
| Rubin Commercial | 45 | 20 | 25 | 151 | 78 | 73 | NR | 0% |
| Western Plaza | 16 | 7 | 8 | 30 | 15 | 14 | NR | 89% |
| Isla Verde | 17 | 8 | 9 | 56 | 29 | 27 | NR | 68% |
| Lennar Commercial | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| University Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Olympia | 9 | 7 | 2 | 9 | 3 | 6 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Vista Center DRI | 37 | 29 | 9 | 40 | 11 | 29 | NR | 65% |
| Village Professional Park | 40 | 7 | 33 | 62 | 38 | 24 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 9 | 4 | 4 | 17 | 9 | 8 | NR | 94% |
| Porto Sol | 45 | 11 | 34 | 54 | 34 | 20 | Res | 0% |
| Wellington Mall | 6 | 3 | 3 | 24 | 11 | 12 | NR | 90% |
| Southern Mills | 9 | 1 | 8 | 10 | 8 | 2 | NR | 38% |
| Shoppes At Southern Pines | 3 | 1 | 2 | 12 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 64 | 19 | 45 | 76 | 51 | 25 | NR | 54% |

| | | | | | | | | |
|---|------|------|------|------|------|------|-----|------|
| Pioneer Trail | 4 | 3 | 1 | 6 | 2 | 4 | Res | 69% |
| Cypress Point MUPD | 7 | 1 | 6 | 9 | 7 | 2 | NR | 0% |
| Southern Center | 6 | 2 | 3 | 26 | 14 | 13 | NR | 90% |
| Aldi / Royal Palm Industrial | 91 | 62 | 29 | 39 | 10 | 29 | NR | 5% |
| Pioneer Road Commercial / Residential | 37 | 24 | 13 | 121 | 58 | 63 | NR | 0% |
| Village Green | 9 | 3 | 6 | 18 | 10 | 8 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 18 | 5 | 28 | 10 | 18 | Res | 0% |
| Seven Eleven | 5 | 3 | 3 | 6 | 3 | 3 | NR | 0% |
| Palm Beach Auto Auction | 20 | 2 | 18 | 34 | 16 | 18 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Weldon RPB | 45 | 25 | 20 | 130 | 63 | 67 | NR | 0% |
| PBC Stockade | 75 | 5 | 70 | 80 | 67 | 13 | NR | 36% |
| Total Committed Developments | 695 | 308 | 386 | 1124 | 595 | 528 | | |
| Total Committed Residential | 90 | 46 | 44 | 110 | 54 | 56 | | |
| Total Committed Non-Residential | 605 | 262 | 342 | 1014 | 541 | 472 | | |
| Double Count Reduction | 23 | 12 | 11 | 28 | 14 | 14 | | |
| Total Discounted Committed Developments | 672 | 296 | 375 | 1096 | 581 | 514 | | |
| Historical Growth | -13 | -6 | -7 | -18 | -10 | -9 | | |
| Comm Dev+1% Growth | 813 | 361 | 452 | 1297 | 686 | 610 | | |
| Growth Volume Used | 813 | 361 | 452 | 1297 | 686 | 610 | | |
| Total Volume | 3579 | 1630 | 1970 | 5230 | 2745 | 2484 | | |
| Lanes | 8LD | | | | | | | |
| LOS D Capacity | 6530 | 3590 | 3590 | 6530 | 3590 | 3590 | | |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES | | |
| LOS E Capacity | 6880 | 3780 | 3780 | 6880 | 3780 | 3780 | | |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES | | |

Input Data

ROAD NAME: Forest Hill Blvd STATION: 3407
 CURRENT YEAR: 2013 FROM: Stribling Way
 ANALYSIS YEAR: 2018 TO: MIDPOINT
 GROWTH RATE: 1.99% COUNT DATE: 3/12/2013
 PSF: 1

Report Created: 10/15/2013

| Time Period Direction | AM | | | PM | | |
|--------------------------|-------|-------|-------|-------|-------|-------|
| | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |
| Peak Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |

| Committed Developments | | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 3 | 1 | 2 | 3 | 2 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Castellina | 4 | 3 | 1 | 5 | 2 | 3 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | 1 | NR | 88% |
| Oakmont Estates | 1 | 1 | 0 | 1 | 0 | 1 | Res | 73% |
| Palms West Hospital | 2 | 1 | 1 | 2 | 1 | 1 | NR | 95% |
| Rubin Commercial | 5 | 3 | 2 | 17 | 8 | 9 | NR | 0% |
| Western Plaza | 5 | 3 | 2 | 10 | 5 | 5 | NR | 89% |
| Isla Verde | 23 | 12 | 11 | 74 | 36 | 38 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 10 | 4 | 6 | 12 | 7 | 5 | Res | 70% |
| Olympia | 23 | 6 | 17 | 24 | 15 | 9 | Res | 90% |
| Village Professional Park | 47 | 39 | 9 | 73 | 28 | 45 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Wellington Mall | 12 | 6 | 6 | 45 | 23 | 21 | NR | 90% |
| Wellington Regional Medical Center | 74 | 22 | 52 | 87 | 59 | 29 | NR | 54% |
| Southern Center | 1 | 0 | 0 | 3 | 1 | 2 | NR | 90% |
| Wellington View | 9 | 4 | 5 | 6 | 3 | 2 | Res | 75% |
| Pioneer Road Commercial / Residential | 19 | 7 | 12 | 63 | 33 | 30 | NR | 0% |
| Village Green | 4 | 1 | 2 | 7 | 4 | 3 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 5 | 18 | 28 | 18 | 10 | Res | 0% |
| Cheddar's Cafe | 8 | 5 | 3 | 9 | 4 | 5 | NR | 60% |
| Wellington Charter School | 129 | 71 | 58 | 35 | 17 | 19 | NR | 0% |
| Total Committed Developments | 404 | 195 | 208 | 507 | 267 | 239 | | |
| Total Committed Residential | 70 | 23 | 47 | 76 | 45 | 30 | | |
| Total Committed Non-Residential | 334 | 172 | 161 | 431 | 222 | 209 | | |
| Double Count Reduction | 18 | 6 | 12 | 19 | 11 | 8 | | |
| Total Discounted Committed Developments | 386 | 189 | 196 | 488 | 256 | 231 | | |
| Historical Growth | 396 | 259 | 139 | 420 | 195 | 232 | | |
| Comm Dev+1% Growth | 581 | 317 | 264 | 695 | 352 | 345 | | |
| Growth Volume Used | 581 | 317 | 264 | 695 | 352 | 345 | | |
| Total Volume | 4397 | 2819 | 1603 | 4748 | 2228 | 2586 | | |

Lanes

6LD

| | | | | | | |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity | 4880 | 2680 | 2680 | 4880 | 2680 | 2680 |
| Link Meets Test 1? | YES | NO | YES | YES | YES | YES |
| LOS E Capacity | 5150 | 2830 | 2830 | 5150 | 2830 | 2830 |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES |

Input Data

ROAD NAME: Forest Hill Blvd STATION: 3407
CURRENT YEAR: 2013 FROM: MIDPOINT
ANALYSIS YEAR: 2018 TO: S State Road 7
GROWTH RATE: 1.99% COUNT DATE: 3/12/2013
PSF: 1

Report Created: 10/15/2013

Link Analysis

| Time Period | AM | | | PM | | |
|------------------------|-------|-------|-------|-------|-------|-------|
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |
| Peak Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |

Committed Developments

| | | | | | | Type | % Complete |
|---------------------------------------|-----|-----|-----|-----|-----|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 3 | 1 | 2 | 3 | 2 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | NR | 88% |
| Palms West Hospital | 2 | 1 | 1 | 2 | 1 | NR | 95% |
| Rubin Commercial | 5 | 3 | 2 | 17 | 8 | NR | 0% |
| Western Plaza | 5 | 3 | 2 | 10 | 5 | NR | 89% |
| Isla Verde | 23 | 12 | 11 | 74 | 36 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 10 | 4 | 6 | 12 | 7 | Res | 70% |
| Olympia | 23 | 6 | 17 | 24 | 15 | Res | 90% |
| Village Professional Park | 47 | 39 | 9 | 73 | 28 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Wellington Mall | 25 | 12 | 14 | 94 | 45 | NR | 90% |
| Wellington Regional Medical Center | 74 | 22 | 52 | 87 | 59 | NR | 54% |
| Southern Center | 1 | 0 | 0 | 3 | 1 | NR | 90% |
| Wellington View | 9 | 4 | 5 | 6 | 3 | Res | 75% |
| Pioneer Road Commercial / Residential | 19 | 7 | 12 | 63 | 33 | NR | 0% |
| Enclave at Royal Palm Beach | 23 | 5 | 18 | 28 | 18 | Res | 0% |
| Cheddar's Cafe | 8 | 5 | 3 | 9 | 4 | NR | 60% |
| Wellington Charter School | 129 | 71 | 58 | 35 | 17 | NR | 0% |
| Total Committed Developments | 408 | 196 | 213 | 543 | 283 | 260 | |
| Total Committed Residential | 65 | 19 | 46 | 70 | 43 | 26 | |
| Total Committed Non-Residential | 343 | 177 | 167 | 473 | 240 | 234 | |
| Double Count Reduction | 16 | 5 | 12 | 18 | 11 | 7 | |

Total Discounted Committed Developments 392 191 201 525 272 253

| | | | | | | |
|--------------------|------|------|------|------|------|------|
| Historical Growth | 396 | 259 | 139 | 420 | 195 | 232 |
| Comm Dev+1% Growth | 587 | 319 | 269 | 732 | 368 | 367 |
| Growth Volume Used | 587 | 319 | 269 | 732 | 368 | 367 |
| Total Volume | 4403 | 2821 | 1608 | 4785 | 2244 | 2608 |

Lanes

LOS D Capacity

Link Meets Test 1?

LOS E Capacity

Link Meets Test 2?

| 6LD | | | | | |
|------|------|------|------|------|------|
| 4880 | 2680 | 2680 | 4880 | 2680 | 2680 |
| YES | NO | YES | YES | YES | YES |
| 5150 | 2830 | 2830 | 5150 | 2830 | 2830 |
| YES | YES | YES | YES | YES | YES |

Input Data

ROAD NAME: Forest Hill Blvd STATION: 3423
CURRENT YEAR: 2013 FROM: Midpoint
ANALYSIS YEAR: 2018 TO: Lyons Rd
GROWTH RATE: 2.99% COUNT DATE: 3/12/2013
PSF: 1

Report Created: 10/15/2013

Link Analysis

| Time Period | AM | | | PM | | |
|------------------------|-------|-------|-------|-------|-------|-------|
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |
| Peak Volume | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |

| Committed Developments | | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 1 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Castellina | 32 | 24 | 8 | 40 | 15 | 25 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 2 | 1 | 1 | NR | 88% |
| Oakmont Estates | 7 | 5 | 2 | 9 | 3 | 6 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Rubin Commercial | 9 | 4 | 5 | 29 | 15 | 14 | NR | 0% |
| Western Plaza | 3 | 1 | 1 | 5 | 3 | 2 | NR | 89% |
| Isla Verde | 19 | 9 | 10 | 63 | 33 | 30 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 14 | 9 | 5 | 17 | 7 | 11 | Res | 70% |
| Olympia | 34 | 25 | 8 | 35 | 13 | 22 | Res | 90% |
| Village Professional Park | 40 | 7 | 33 | 62 | 38 | 24 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Wellington Mall | 22 | 10 | 12 | 82 | 39 | 43 | NR | 90% |
| Shoppes At Southern Pines | 3 | 2 | 1 | 12 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 119 | 35 | 83 | 140 | 94 | 46 | NR | 54% |
| Southern Center | 1 | 0 | 1 | 5 | 3 | 2 | NR | 90% |
| Wellington View | 23 | 11 | 12 | 15 | 9 | 6 | Res | 75% |
| Pioneer Road Commercial / Residential | 12 | 8 | 4 | 39 | 19 | 20 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | 24 | NR | 35% |
| Enclave at Royal Palm Beach | 34 | 27 | 7 | 42 | 15 | 28 | Res | 0% |
| Cheddar's Cafe | 6 | 2 | 4 | 8 | 4 | 3 | NR | 60% |
| Wellington Charter School | 129 | 58 | 71 | 35 | 19 | 17 | NR | 0% |
| Total Committed Developments | 538 | 248 | 286 | 695 | 366 | 330 | | |
| Total Committed Residential | 144 | 101 | 42 | 158 | 62 | 98 | | |
| Total Committed Non-Residential | 394 | 147 | 244 | 537 | 304 | 232 | | |
| Double Count Reduction | 36 | 25 | 11 | 40 | 16 | 25 | | |
| Total Discounted Committed Developments | 502 | 223 | 275 | 655 | 350 | 305 | | |
| Historical Growth | 423 | 217 | 205 | 506 | 256 | 250 | | |
| Comm Dev+1% Growth | 638 | 293 | 341 | 818 | 432 | 385 | | |
| Growth Volume Used | 638 | 293 | 341 | 818 | 432 | 385 | | |
| Total Volume | 3303 | 1663 | 1636 | 4010 | 2047 | 1963 | | |

Lanes

LOS D Capacity

Link Meets Test 1?

LOS E Capacity

Link Meets Test 2?

| 6LD | | | | | |
|------|------|------|------|------|------|
| 4880 | 2940 | 2940 | 4880 | 2940 | 2940 |
| YES | YES | YES | YES | YES | YES |
| 5150 | 2940 | 2940 | 5150 | 2940 | 2940 |
| YES | YES | YES | YES | YES | YES |

Input Data

ROAD NAME: Forest Hill Blvd

STATION: 3423

Report Created: 10/15/2013

CURRENT YEAR: 2013

FROM: S State Road 7

ANALYSIS YEAR: 2018

TO: Midpoint

GROWTH RATE: 2.99%

COUNT DATE: 3/12/2013

PSF: 1

Link Analysis

Time Period

Direction

Existing Volume

Peak Volume

Diversion(%)

Volume after Diversion

| 2-way | AM | | 2-way | PM | |
|-------|-------|-------|-------|-------|-------|
| | NB/EB | SB/WB | | NB/EB | SB/WB |
| 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |
| 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |

Committed Developments

Type % Complete

| | | | | | | | | |
|---------------------------------------|-----|-----|-----|-----|-----|-----|-----|------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 1 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Castellina | 32 | 24 | 8 | 40 | 15 | 25 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 2 | 1 | 1 | NR | 88% |
| Oakmont Estates | 7 | 5 | 2 | 9 | 3 | 6 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Rubin Commercial | 9 | 4 | 5 | 29 | 15 | 14 | NR | 0% |
| Western Plaza | 3 | 1 | 1 | 5 | 3 | 2 | NR | 89% |
| Isla Verde | 19 | 9 | 10 | 63 | 33 | 30 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 30 | 12 | 19 | 37 | 23 | 15 | Res | 70% |
| Olympia | 26 | 7 | 20 | 28 | 18 | 10 | Res | 90% |
| Village Professional Park | 40 | 7 | 33 | 62 | 38 | 24 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Wellington Mall | 22 | 10 | 12 | 82 | 39 | 43 | NR | 90% |
| Shoppes At Southern Pines | 3 | 2 | 1 | 12 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 119 | 35 | 83 | 140 | 94 | 46 | NR | 54% |
| Southern Center | 1 | 0 | 1 | 5 | 3 | 2 | NR | 90% |
| Wellington View | 23 | 11 | 12 | 15 | 9 | 6 | Res | 75% |
| Pioneer Road Commercial / Residential | 12 | 8 | 4 | 39 | 19 | 20 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | 24 | NR | 35% |
| Enclave at Royal Palm Beach | 34 | 27 | 7 | 42 | 15 | 28 | Res | 0% |
| Cheddar's Cafe | 6 | 2 | 4 | 8 | 4 | 3 | NR | 60% |
| Wellington Charter School | 129 | 58 | 71 | 35 | 19 | 17 | NR | 0% |
| Total Committed Developments | 546 | 233 | 312 | 708 | 387 | 322 | | |
| Total Committed Residential | 152 | 86 | 68 | 171 | 83 | 90 | | |
| Total Committed Non-Residential | 394 | 147 | 244 | 537 | 304 | 232 | | |
| Double Count Reduction | 38 | 22 | 17 | 43 | 21 | 23 | | |

Total Discounted Committed Developments

508 211 295 665 366 299

| | | | | | | |
|--------------------|------|------|------|------|------|------|
| Historical Growth | 423 | 217 | 205 | 506 | 256 | 250 |
| Comm Dev+1% Growth | 644 | 281 | 361 | 828 | 448 | 379 |
| Growth Volume Used | 644 | 281 | 361 | 828 | 448 | 379 |
| Total Volume | 3309 | 1651 | 1656 | 4020 | 2063 | 1957 |

| | | | | | | |
|--------------------|------|------|------|------|------|------|
| Lanes | 6LD | | | | | |
| LOS D Capacity | 4880 | 2940 | 2940 | 4880 | 2940 | 2940 |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES |
| LOS E Capacity | 5150 | 2940 | 2940 | 5150 | 2940 | 2940 |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES |

APPENDIX B: PCN SHEETS



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address 420 S STATE ROAD 7 100

Municipality ROYAL PALM BEACH

Parcel Control Number 72-42-44-06-07-001-0000

Subdivision ROYAL OFFICE PARK

Official Records Book Page

Sale Date

Legal Description ROYAL OFFICE PARK PAR A

Owners

ROYAL OFFICE PARK LTD

Mailing address

7900 GLADES RD STE 600
BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units *Total Square Feet 30329 Acres 5.3935

Use Code 1900 - PROF OFFICES

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|-------------|-------------|-------------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$3,870,000 | \$3,870,000 | \$3,870,000 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|-------------|-------------|-------------|
| Assessed Value | \$3,870,000 | \$3,870,000 | \$3,870,000 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$3,870,000 | \$3,870,000 | \$3,870,000 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|----------|----------|----------|
| Ad Valorem | \$81,534 | \$83,213 | \$83,940 |
| Non Ad Valorem | \$6,647 | \$6,707 | \$228 |
| Total tax | \$88,181 | \$89,920 | \$84,168 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address S STATE ROAD 7

Municipality ROYAL PALM BEACH

Parcel Control Number 72-42-44-06-07-026-0000

Subdivision ROYAL OFFICE PARK

Official Records Book

Page

Sale Date

Legal Description ROYAL OFFICE PARK TR Z K/A WETLAND PRESERVE

Owners

ROYAL OFFICE PARK LTD

Mailing address

7900 GLADES RD STE 600
BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 2.76

Use Code 9600 - SEWG/WASTE LAND

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|-------|-------|-------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$828 | \$828 | \$828 |
| Total Market Value | \$828 | \$828 | \$828 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|-------|-------|-------|
| Assessed Value | \$828 | \$828 | \$828 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$828 | \$828 | \$828 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|-------|-------|-------|
| Ad Valorem | \$17 | \$18 | \$18 |
| Non Ad Valorem | \$114 | \$114 | \$114 |
| Total tax | \$131 | \$132 | \$132 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

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Location Address S STATE ROAD 7

Municipality ROYAL PALM BEACH

Parcel Control Number 72-42-43-27-05-010-0321

Subdivision PALM BEACH FARMS CO PL 3 PB2P45-54

Official Records Book 24351

Page 1358

Sale Date FEB-2011

Legal Description PALM BEACH FARMS CO PL NO 3 N 1/2 OF TR 32 BLK 10

Owners

PEBB ENTERPRISES ROYAL PALM BCH PROP LLC

Mailing address7900 GLADES RD STE 600
BOCA RATON FL 33434 4105

| Sales Date | Price | OR Book/Page | Sale Type | Owner |
|------------|-------------|--------------|---------------|--|
| FEB-2011 | \$1,975,000 | 24351 / 1358 | WARRANTY DEED | PEBB ENTERPRISES ROYAL PALM BCH PROP LLC |
| AUG-2005 | \$700,000 | 19185 / 0237 | WARRANTY DEED | RPB VENTURE LTD |
| JUN-1982 | \$50,000 | 03751 / 0269 | WARRANTY DEED | WASSER GEORGE K |
| MAY-1981 | \$100 | 03542 / 1517 | WARRANTY DEED | |

No Exemption Information Available.

Number of Units 0

*Total Square Feet 55962

Acres 4.09

Use Code 1300 - DEPARTMENT STORE

Zoning AR - (72-ROYAL PALM BEACH)

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|-------------|-------------|-----------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$1,781,600 | \$1,781,600 | \$801,720 |
| Total Market Value | \$1,781,600 | \$1,781,600 | \$801,720 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|-------------|-----------|-----------|
| Assessed Value | \$1,781,600 | \$881,892 | \$801,720 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$1,781,600 | \$881,892 | \$801,720 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|----------|----------|----------|
| Ad Valorem | \$37,535 | \$26,322 | \$17,389 |
| Non Ad Valorem | \$190 | \$190 | \$190 |
| Total tax | \$37,725 | \$26,512 | \$17,579 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

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Location Address 758 S STATE ROAD 7

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-09-002-0000

Subdivision ISLA VERDE OF WELLINGTON COMMERCIAL PL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON COMMERCIAL PL PAR B

OwnersPEBB ENTERPRISES ROYAL PALM BCH PROP
LLC**Mailing address**6400 N ANDREWS AVE STE 500
FORT LAUDERDALE FL 33309 9112

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 1.06

Use Code 1000 - VACANT COMMERCIAL

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address 1000 S STATE ROAD 7 1

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-09-001-0000

Subdivision ISLA VERDE OF WELLINGTON COMMERCIAL PL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON COMMERCIAL PL PAR A

Owners

SHOPPES AT ISLA VERDE LTD

Mailing address

7900 GLADES RD STE 600
BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 210736 Acres 21.86

Use Code 1600 - SHOPPING CENTER CMMITY

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-001-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL PAR A K/A RESIDENTIAL

Owners

ISLA VERDE LLC

Mailing address

 7900 GLADES RD STE 600
 BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 22.1501

Use Code 0000 - VACANT

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-012-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL TRS L, L1, L2 & L3 K/A
 LANDSCAPE, BUFFER & OPEN SPACE

Owners

ISLA VERDE LLC

Mailing address

ISLA VERDE WELLINGTON MASTER ASSN C/O 7900 GLADES
 RD STE 600
 BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 1.8433

Use Code 9400 - R/W - BUFFER

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-023-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL TRS W, W1, W2 & W3 K/A
 STORMWATER MGMT & DRAINAGE

Owners

ISLA VERDE LLC

Mailing address

ISLA VERDE WELLINGTON MASTER ASSN C/O 7900 GLADES
 RD STE 600
 BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 6.2464

Use Code 9500 - RIVER/LAKES

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-018-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL TR R K/A PRIVATE STREET

Owners

ISLA VERDE LLC

Mailing address

7900 GLADES RD STE 600
BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 0.4056

Use Code 9400 - R/W - BUFFER

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |

APPENDIX C: VOLUME DEVELOPMENT SHEETS

Existing Geometry

Growth Rate = 0.50% *-0.87% is actual growth rate, but used 0.5% to model realistic conditions

Peak Season = 1.01 1

Buildout Year = 2018 2018

Years = 7 5

| AM Peak Hour | | | | | | | | | | | | |
|---|---------------------|-------|-------|------------|-------|-------|---------------------|------|-------|-----------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 04/06/2011 | 328 | 1,023 | 198 | 153 | 1,078 | 363 | 617 | 795 | 455 | 326 | 631 | 149 |
| Peak Season Volume | 331 | 1,033 | 200 | 155 | 1,089 | 367 | 623 | 803 | 460 | 329 | 637 | 150 |
| Traffic Volume Growth | 12 | 37 | 7 | 6 | 39 | 13 | 22 | 29 | 16 | 12 | 23 | 5 |
| Committed Development | 71 | 238 | 62 | 96 | 150 | 56 | 86 | 39 | 32 | 53 | 81 | 177 |
| 0.5% Traffic Volume Growth | 12 | 37 | 7 | 6 | 39 | 13 | 22 | 29 | 16 | 12 | 23 | 5 |
| Committed + 0.5% Growth | 83 | 275 | 69 | 102 | 189 | 69 | 108 | 68 | 48 | 65 | 104 | 182 |
| Max (Committed + 0.5% or Historic Growth) | 83 | 275 | 69 | 102 | 189 | 69 | 108 | 68 | 48 | 65 | 104 | 182 |
| Background Traffic Volumes | 414 | 1,308 | 269 | 257 | 1,278 | 436 | 731 | 871 | 508 | 394 | 741 | 332 |
| Project Traffic (Residential) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | 15.0% | | | | | 20.0% | | | | | 17.0% |
| Inbound Traffic Volumes | | 5 | | | | | 7 | | | | | 6 |
| Outbound Traffic Assignment | | | | 17.0% | 15.0% | 20.0% | | | | | | |
| Outbound Traffic Volumes | | | | 23 | 21 | 28 | | | | | | |
| Project Traffic | | 5 | | 23 | 21 | 28 | 7 | | | | | 6 |
| Project Traffic (Retail) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | 15.0% | | | | | 20.0% | | | | | 17.0% |
| Inbound Traffic Volumes | | 14 | | | | | 18 | | | | | 15 |
| Outbound Traffic Assignment | | | | 17.0% | 15.0% | 20.0% | | | | | | |
| Outbound Traffic Volumes | | | | 5 | 5 | 6 | | | | | | |
| Project Traffic | | 14 | | 5 | 5 | 6 | 18 | | | | | 15 |
| RTOR Reduction | | | | | | (60) | | | (10) | | | (10) |
| TOTAL TRAFFIC | 414 | 1,327 | 269 | 285 | 1,304 | 410 | 756 | 871 | 498 | 394 | 741 | 343 |
| Critical Volume Analysis | | | | | | | | | | | | |
| No. of Lanes | 3 | 4 | 1 | 3 | 4 | 2 | 3 | 3 | 2 | 2 | 3 | 1 |
| Approach Volume | 2,010 | | | 1,999 | | | 2,125 | | | 1,478 | | |
| Per Lane Volume | 138 | 332 | 269 | 95 | 326 | 205 | 252 | 290 | 249 | 197 | 247 | 343 |
| Overlap Reduction | 0 | 0 | (197) | 0 | 0 | (205) | 0 | 0 | (197) | 0 | 0 | (95) |
| Net Per Lane Volume | 138 | 332 | 72 | 95 | 326 | 0 | 252 | 290 | 52 | 197 | 247 | 248 |
| North-South Critical | NB LT + SB TH = 464 | | | | | | SB LT + NB TH = 427 | | | | | |
| East-West Critical | EB LT + WB TH = 499 | | | | | | WB LT + EB TH = 487 | | | | | |
| Maximum Critical Sum | 464 | | | + 499 | | | = 963 | | | | | |
| STATUS ? | | | | | | | UNDER | | | | | |

Existing Geometry

| | | |
|-----------------|------|------|
| Peak Season = | 1.01 | 1 |
| Buildout Year = | 2018 | 2018 |
| Years = | 7 | 5 |

| PM Peak Hour | | | | | | | | | | | | |
|---|---------------------|-------|-------|------------|-------|-------|---------------------|-------|-------|-----------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 03/28/2013 | 522 | 1,151 | 295 | 455 | 1,323 | 638 | 724 | 914 | 362 | 358 | 861 | 283 |
| Peak Season Volume | 522 | 1,151 | 295 | 455 | 1,323 | 638 | 724 | 914 | 362 | 358 | 861 | 283 |
| Traffic Volume Growth | 13 | 29 | 7 | 11 | 33 | 16 | 18 | 23 | 9 | 9 | 22 | 7 |
| Committed Development | 54 | 262 | 89 | 234 | 340 | 136 | 116 | 88 | 91 | 90 | 51 | 162 |
| 0.5% Traffic Volume Growth | 27 | 29 | 7 | 11 | 33 | 16 | 18 | 23 | 9 | 9 | 22 | 7 |
| Committed + 0.5% Growth | 81 | 291 | 96 | 245 | 373 | 152 | 134 | 111 | 100 | 99 | 73 | 169 |
| Max (Committed + 0.5% or Historic Growth) | 81 | 291 | 96 | 245 | 373 | 152 | 134 | 111 | 100 | 99 | 73 | 169 |
| Background Traffic Volumes | 603 | 1,442 | 391 | 700 | 1,696 | 790 | 858 | 1,025 | 462 | 457 | 934 | 452 |
| Project Traffic | | | | | | | | | | | | |
| Inbound Traffic Assignment | | 15.0% | | | | | 20.0% | | | | | 17.0% |
| Inbound Traffic Volumes | | 26 | | | | | 34 | | | | | 29 |
| Outbound Traffic Assignment | | | | 17.0% | 15.0% | 20.0% | | | | | | |
| Outbound Traffic Volumes | | | | 19 | 17 | 22 | | | | | | |
| Project Traffic | | 26 | | 19 | 17 | 22 | 34 | | | | | 29 |
| RTOR Reduction | | | | | | (60) | | | (10) | | | (10) |
| TOTAL TRAFFIC | 603 | 1,468 | 391 | 719 | 1,713 | 752 | 892 | 1,025 | 452 | 457 | 934 | 471 |
| Critical Volume Analysis | | | | | | | | | | | | |
| No. of Lanes | 3 | 4 | 1 | 3 | 4 | 2 | 3 | 3 | 2 | 2 | 3 | 1 |
| Approach Volume | 2,462 | | | 3,184 | | | 2,369 | | | 1,862 | | |
| Per Lane Volume | 201 | 367 | 391 | 240 | 428 | 376 | 297 | 342 | 226 | 229 | 311 | 471 |
| Overlap Reduction | 0 | 0 | (229) | 0 | 0 | (297) | 0 | 0 | (201) | 0 | 0 | (240) |
| Net Per Lane Volume | 201 | 367 | 162 | 240 | 428 | 79 | 297 | 342 | 25 | 229 | 311 | 231 |
| North-South Critical | NB LT + SB TH = 629 | | | | | | SB LT + NB TH = 607 | | | | | |
| East-West Critical | EB LT + WB TH = 608 | | | | | | WB LT + EB TH = 571 | | | | | |
| Maximum Critical Sum | 629 + 608 | | | | | | = 1,237 | | | | | |
| STATUS ? | | | | | | NEAR | | | | | | |

CRITICAL SUM INTERSECTION ANALYSIS SHEET
PIONEER ROAD COMMERCIAL/RESIDENTIAL
STATE ROAD 7 & SOUTHERN BOULEVARD
Existing Geometry

Growth Rate = 0.77%
Peak Season = 1 1
Buildout Year = 2018 2018
Years = 5 5

| AM Peak Hour | | | | | | | | | | | | |
|---|------------|-------|------|------------|-------|-----|-----------|------|-------|-----------|------|-----|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 02/05/2013 | 406 | 1,211 | 579 | 323 | 1,104 | 289 | 530 | 95 | 420 | 479 | 40 | 171 |
| Peak Season Volume | 406 | 1,211 | 579 | 323 | 1,104 | 289 | 530 | 95 | 420 | 479 | 40 | 171 |
| Traffic Volume Growth | 16 | 47 | 23 | 13 | 43 | 11 | 21 | 4 | 16 | 19 | 2 | 7 |
| Committed Development | 97 | 122 | 134 | 43 | 149 | 62 | 65 | 107 | 118 | 92 | 96 | 33 |
| 0.5% Traffic Volume Growth | 10 | 31 | 15 | 8 | 28 | 7 | 13 | 2 | 11 | 12 | 1 | 4 |
| Committed + 0.5% Growth | 107 | 153 | 149 | 51 | 177 | 69 | 78 | 109 | 129 | 104 | 97 | 37 |
| Max (Committed + 0.5% or Historic Growth) | 107 | 153 | 149 | 51 | 177 | 69 | 78 | 109 | 129 | 104 | 97 | 37 |
| Background Traffic Volumes | 513 | 1,364 | 728 | 374 | 1,281 | 358 | 608 | 204 | 549 | 583 | 137 | 208 |
| Project Traffic | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | 16.0% | | | | 11.0% | 8.0% | | |
| Inbound Traffic Volumes | | | | | 8 | | | | 5 | 4 | | |
| Outbound Traffic Assignment | 11.0% | 16.0% | 8.0% | | | | | | | | | |
| Outbound Traffic Volumes | 16 | 23 | 12 | | | | | | | | | |
| Project Traffic | 16 | 23 | 12 | | 8 | | | | 5 | 4 | | |
| RTOR Reduction | | | | | | | | | | | | |
| TOTAL TRAFFIC | 529 | 1,387 | 740 | 374 | 1,289 | 358 | 608 | 204 | 554 | 587 | 137 | 208 |

CRITICAL SUM INTERSECTION ANALYSIS SHEET
PIONEER ROAD COMMERCIAL/RESIDENTIAL
STATE ROAD 7 & SOUTHERN BOULEVARD
Existing Geometry

Growth Rate = 0.77%
Peak Season = 1 1
Buildout Year = 2018 2018
Years = 5 5

| PM Peak Hour | | | | | | | | | | | | |
|---|------------|-------|------|------------|-------|-----|-----------|------|-------|-----------|------|-----|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 02/05/2013 | 577 | 1,633 | 493 | 224 | 1,379 | 503 | 732 | 74 | 419 | 753 | 158 | 306 |
| Peak Season Volume | 577 | 1,633 | 493 | 224 | 1,379 | 503 | 732 | 74 | 419 | 753 | 158 | 306 |
| Traffic Volume Growth | 23 | 64 | 19 | 9 | 54 | 20 | 29 | 3 | 16 | 29 | 6 | 12 |
| Committed Development | 209 | 219 | 143 | 56 | 192 | 121 | 123 | 175 | 191 | 163 | 174 | 51 |
| 0.5% Traffic Volume Growth | 29 | 41 | 12 | 6 | 35 | 13 | 18 | 2 | 11 | 19 | 4 | 8 |
| Committed + 0.5% Growth | 238 | 260 | 155 | 62 | 227 | 134 | 141 | 177 | 202 | 182 | 178 | 59 |
| Max (Committed + 0.5% or Historic Growth) | 238 | 260 | 155 | 62 | 227 | 134 | 141 | 177 | 202 | 182 | 178 | 59 |
| Background Traffic Volumes | 815 | 1,893 | 648 | 286 | 1,606 | 637 | 873 | 251 | 621 | 935 | 336 | 365 |
| Project Traffic | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | 16.0% | | | | 11.0% | 8.0% | | |
| Inbound Traffic Volumes | | | | | 28 | | | | 19 | 14 | | |
| Outbound Traffic Assignment | 11.0% | 16.0% | 8.0% | | | | | | | | | |
| Outbound Traffic Volumes | 12 | 18 | 9 | | | | | | | | | |
| Project Traffic | 12 | 18 | 9 | | 28 | | | | 19 | 14 | | |
| RTOR Reduction | | | | | | | | | | | | |
| TOTAL TRAFFIC | 827 | 1,911 | 657 | 286 | 1,634 | 637 | 873 | 251 | 640 | 949 | 336 | 365 |

| | | |
|-----------------|-------|------|
| Growth Rate = | 2.42% | |
| Peak Season = | 1.24 | 1.24 |
| Buildout Year = | 2018 | 2018 |
| Years = | 6 | 6 |

| AM Peak Hour | | | | | | | | | | | | |
|---|---------------------|-------|-------|------------|-------|-------|---------------------|------|------|-----------|------|------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 10/03/2012 | 89 | 1,748 | 9 | 31 | 1,797 | 45 | 77 | 2 | 107 | 13 | 1 | 5 |
| Peak Season Volume | 110 | 2,168 | 11 | 38 | 2,228 | 56 | 95 | 2 | 133 | 16 | 1 | 6 |
| Traffic Volume Growth | 17 | 334 | 2 | 6 | 344 | 9 | 15 | 0 | 21 | 2 | 0 | 1 |
| Committed Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0.5% Traffic Volume Growth | 3 | 66 | 0 | 1 | 68 | 2 | 3 | 0 | 4 | 0 | 0 | 0 |
| Committed + 0.5% Growth | 3 | 66 | 0 | 1 | 68 | 2 | 3 | 0 | 4 | 0 | 0 | 0 |
| Max (Committed + 0.5% or Historic Growth) | 17 | 334 | 2 | 6 | 344 | 9 | 15 | 0 | 21 | 2 | 0 | 1 |
| Background Traffic Volumes | 127 | 2,502 | 13 | 44 | 2,572 | 65 | 110 | 2 | 154 | 18 | 1 | 7 |
| Project Traffic | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | 15.0% | 31.0% | | | | 1.0% | | | | |
| Inbound Traffic Volumes | | | 19 | 39 | | | | 1 | | | | |
| Outbound Traffic Assignment | | | | | | | | | | 15.0% | 2.0% | 5.0% |
| Outbound Traffic Volumes | | | | | | | | | | 25 | 3 | 8 |
| Project Traffic | | | 19 | 39 | | | | 1 | | 25 | 3 | 8 |
| RTOR Reduction | | | (60) | | | (60) | | | (10) | | | (10) |
| TOTAL TRAFFIC | 127 | 2,502 | 0 | 83 | 2,572 | 5 | 110 | 3 | 144 | 43 | 4 | 5 |
| Critical Volume Analysis | | | | | | | | | | | | |
| No. of Lanes | 1 | 4 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Approach Volume | 2,629 | | | 2,660 | | | 257 | | | 52 | | |
| Per Lane Volume | 127 | 626 | 0 | 83 | 643 | 5 | 110 | 147 | 0 | 43 | 9 | 0 |
| Overlap Reduction | 0 | 0 | 0 | 0 | 0 | (5) | 0 | 0 | 0 | 0 | 0 | 0 |
| Net Per Lane Volume | 127 | 626 | 0 | 83 | 643 | 0 | 110 | 147 | 0 | 43 | 9 | 0 |
| North-South Critical | NB LT + SB TH = 770 | | | | | | SB LT + NB TH = 709 | | | | | |
| East-West Critical | EB LT + WB TH = 119 | | | | | | WB LT + EB TH = 190 | | | | | |
| Maximum Critical Sum | 770 | | | + 190 | | | = 960 | | | | | |
| STATUS ? | | | | | | UNDER | | | | | | |

| | | |
|-----------------|-------|------|
| Growth Rate = | 2.42% | |
| Peak Season = | 1.24 | 1.24 |
| Buildout Year = | 2018 | 2018 |
| Years = | 6 | 6 |

























| PM Peak Hour | | | | | | | | | | | | |
|---|---------------------|-------|-------|------------|-------|------|----------------------|------|------|-----------|------|------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 10/03/2012 | 141 | 1,976 | 73 | 159 | 1,801 | 95 | 55 | 2 | 91 | 135 | 10 | 143 |
| Peak Season Volume | 175 | 2,450 | 91 | 197 | 2,233 | 118 | 68 | 2 | 113 | 167 | 12 | 177 |
| Traffic Volume Growth | 27 | 378 | 14 | 30 | 344 | 18 | 10 | 0 | 17 | 26 | 2 | 27 |
| Committed Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0.5% Traffic Volume Growth | 11 | 74 | 3 | 6 | 68 | 4 | 2 | 0 | 3 | 5 | 0 | 5 |
| Committed + 0.5% Growth | 11 | 74 | 3 | 6 | 68 | 4 | 2 | 0 | 3 | 5 | 0 | 5 |
| Max (Committed + 0.5% or Historic Growth) | 27 | 378 | 14 | 30 | 344 | 18 | 10 | 0 | 17 | 26 | 2 | 27 |
| Background Traffic Volumes | 202 | 2,828 | 105 | 227 | 2,577 | 136 | 78 | 2 | 130 | 193 | 14 | 204 |
| Project Traffic | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | 17.0% | 39.0% | | | | 2.0% | | | | |
| Inbound Traffic Volumes | | | 44 | 100 | | | | 5 | | | | |
| Outbound Traffic Assignment | | | | | | | | | | 15.0% | 2.0% | 5.0% |
| Outbound Traffic Volumes | | | | | | | | | | 37 | 5 | 12 |
| Project Traffic | | | 44 | 100 | | | | 5 | | 37 | 5 | 12 |
| RTOR Reduction | | | (60) | | | (60) | | | (10) | | | (10) |
| TOTAL TRAFFIC | 202 | 2,828 | 89 | 327 | 2,577 | 76 | 78 | 7 | 120 | 230 | 19 | 206 |
| Critical Volume Analysis | | | | | | | | | | | | |
| No. of Lanes | 1 | 4 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Approach Volume | 3,119 | | | 2,980 | | | 205 | | | 455 | | |
| Per Lane Volume | 202 | 707 | 89 | 327 | 644 | 76 | 78 | 127 | 0 | 230 | 225 | 0 |
| Overlap Reduction | 0 | 0 | (89) | 0 | 0 | (76) | 0 | 0 | 0 | 0 | 0 | 0 |
| Net Per Lane Volume | 202 | 707 | 0 | 327 | 644 | 0 | 78 | 127 | 0 | 230 | 225 | 0 |
| North-South Critical | NB LT + SB TH = 846 | | | | | | SB LT + NB TH = 1034 | | | | | |
| East-West Critical | EB LT + WB TH = 303 | | | | | | WB LT + EB TH = 357 | | | | | |
| Maximum Critical Sum | 1034 + 357 | | | | | | = 1,391 | | | | | |
| STATUS ? | | | | | | NEAR | | | | | | |

APPENDIX D: SYNCHRO OUTPUT

HCM Signalized Intersection Capacity Analysis

15: SR 7/US 441/SR 7 & Southern Boulevard

10/15/2013

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 608 | 204 | 555 | 587 | 137 | 208 | 530 | 1386 | 740 | 374 | 1288 | 358 |
| Ideal Flow (vphpl) | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 |
| Total Lost time (s) | 4.0 | 4.0 | 9.0 | 4.0 | 4.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 5.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.86 | 1.00 | 0.97 | 0.86 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3523 | 1912 | 1625 | 3523 | 1912 | 1625 | 3523 | 6576 | 1625 | 3523 | 6576 | 1625 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3523 | 1912 | 1625 | 3523 | 1912 | 1625 | 3523 | 6576 | 1625 | 3523 | 6576 | 1625 |
| Peak-hour factor, 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 |
| Adj. Flow (vph) | 640 | 215 | 584 | 618 | 144 | 219 | 558 | 1459 | 779 | 394 | 1356 | 377 |
| RTOR Reduction (vph) | 0 | 0 | 60 | 0 | 0 | 56 | 0 | 0 | 113 | 0 | 0 | 189 |
| Lane Group Flow (vph) | 640 | 215 | 524 | 618 | 144 | 163 | 558 | 1459 | 666 | 394 | 1356 | 188 |
| Turn Type | Split | NA | pm+ov | Split | NA | pm+ov | Prot | NA | pt+ov | Prot | NA | pm+ov |
| Protected Phases | 3 | 3 | | 4 | 4 | 5 | 1 | 6 | 6 4 | 5 | 2 | 3 |
| Permitted Phases | | | 3 | | | 4 | | | | | | 2 |
| Actuated Green, G (s) | 30.7 | 30.7 | 53.7 | 36.8 | 36.8 | 60.8 | 23.0 | 29.5 | 74.3 | 24.0 | 29.5 | 60.2 |
| Effective Green, g (s) | 34.7 | 34.7 | 61.7 | 40.8 | 40.8 | 68.8 | 28.0 | 32.5 | 72.3 | 28.0 | 32.5 | 66.2 |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.39 | 0.25 | 0.25 | 0.43 | 0.18 | 0.20 | 0.45 | 0.18 | 0.20 | 0.41 |
| Clearance Time (s) | 8.0 | 8.0 | 13.0 | 8.0 | 8.0 | 12.0 | 13.0 | 11.0 | | 12.0 | 11.0 | 8.0 |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 4.0 | | 2.0 | 4.0 | 2.0 |
| Lane Grp Cap (vph) | 764 | 414 | 718 | 898 | 487 | 698 | 616 | 1335 | 734 | 616 | 1335 | 672 |
| v/s Ratio Prot | c0.18 | 0.11 | 0.12 | 0.18 | 0.08 | 0.04 | c0.16 | c0.22 | c0.41 | 0.11 | 0.21 | 0.06 |
| v/s Ratio Perm | | | 0.20 | | | 0.06 | | | | | | 0.06 |
| v/c Ratio | 0.84 | 0.52 | 0.73 | 0.69 | 0.30 | 0.23 | 0.91 | 1.09 | 0.91 | 0.64 | 1.02 | 0.28 |
| Uniform Delay, d1 | 60.0 | 55.3 | 42.0 | 53.9 | 48.0 | 28.9 | 64.7 | 63.8 | 40.7 | 61.3 | 63.8 | 31.1 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.11 | 0.84 | 0.60 | 1.18 | 0.86 | 1.68 |
| Incremental Delay, d2 | 7.6 | 0.5 | 3.2 | 1.8 | 0.1 | 0.1 | 12.7 | 51.1 | 11.2 | 1.5 | 28.1 | 0.1 |
| Delay (s) | 67.6 | 55.7 | 45.2 | 55.6 | 48.1 | 29.0 | 84.5 | 104.3 | 35.4 | 74.1 | 82.9 | 52.4 |
| Level of Service | E | E | D | E | D | C | F | F | D | E | F | D |
| Approach Delay (s) | | 56.7 | | | 48.6 | | | 81.2 | | | 75.8 | |
| Approach LOS | | E | | | D | | | F | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 70.5 | | | | HCM 2000 Level of Service | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 0.95 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 160.0 | | | | Sum of lost time (s) | | | 27.0 | | |
| Intersection Capacity Utilization | | | 85.5% | | | | ICU Level of Service | | | E | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

























Proposed Volumes

AM Peak Hour - Existing Laneage/Existing Timing

HCM Signalized Intersection Capacity Analysis

15: SR 7/US 441/SR 7 & Southern Boulevard

























10/15/2013

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 608 | 204 | 555 | 587 | 137 | 208 | 530 | 1386 | 740 | 374 | 1288 | 358 |
| Ideal Flow (vphpl) | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 |
| Total Lost time (s) | 4.0 | 4.0 | 9.0 | 4.0 | 4.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 5.0 |
| Lane Util. Factor | 0.94 | 1.00 | 1.00 | 0.81 | 0.81 | 1.00 | 0.94 | 0.86 | 1.00 | 0.94 | 0.86 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 5122 | 1912 | 1625 | 4413 | 3019 | 1625 | 5122 | 6576 | 1625 | 5122 | 6576 | 1625 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 5122 | 1912 | 1625 | 4413 | 3019 | 1625 | 5122 | 6576 | 1625 | 5122 | 6576 | 1625 |
| Peak-hour factor, 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 |
| Adj. Flow (vph) | 640 | 215 | 584 | 618 | 144 | 219 | 558 | 1459 | 779 | 394 | 1356 | 377 |
| RTOR Reduction (vph) | 0 | 0 | 65 | 0 | 0 | 64 | 0 | 0 | 105 | 0 | 0 | 214 |
| Lane Group Flow (vph) | 640 | 215 | 519 | 463 | 299 | 155 | 558 | 1459 | 674 | 394 | 1356 | 163 |
| Turn Type | Split | NA | pm+ov | Split | NA | pm+ov | Prot | NA | pt+ov | Prot | NA | pm+ov |
| Protected Phases | 3 | 3 | | 4 | 4 | 5 | 1 | 6 | 6 4 | 5 | 2 | 3 |
| Permitted Phases | | | 3 | | | 4 | | | | | | 2 |
| Actuated Green, G (s) | 25.6 | 25.6 | 45.6 | 36.8 | 36.8 | 47.8 | 20.0 | 47.6 | 92.4 | 11.0 | 37.6 | 63.2 |
| Effective Green, g (s) | 29.6 | 29.6 | 53.6 | 40.8 | 40.8 | 55.8 | 25.0 | 50.6 | 90.4 | 15.0 | 40.6 | 69.2 |
| Actuated g/C Ratio | 0.19 | 0.19 | 0.34 | 0.25 | 0.25 | 0.35 | 0.16 | 0.32 | 0.57 | 0.09 | 0.25 | 0.43 |
| Clearance Time (s) | 8.0 | 8.0 | 13.0 | 8.0 | 8.0 | 12.0 | 13.0 | 11.0 | | 12.0 | 11.0 | 8.0 |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 4.0 | | 2.0 | 4.0 | 2.0 |
| Lane Grp Cap (vph) | 947 | 353 | 635 | 1125 | 769 | 566 | 800 | 2079 | 918 | 480 | 1668 | 702 |
| v/s Ratio Prot | 0.12 | 0.11 | c0.12 | 0.10 | 0.10 | 0.03 | 0.11 | 0.22 | c0.41 | 0.08 | 0.21 | 0.04 |
| v/s Ratio Perm | | | 0.20 | | | 0.07 | | | | | | 0.06 |
| v/c Ratio | 0.68 | 0.61 | 0.82 | 0.41 | 0.39 | 0.27 | 0.70 | 0.70 | 0.73 | 0.82 | 0.81 | 0.23 |
| Uniform Delay, d1 | 60.7 | 59.9 | 48.7 | 49.6 | 49.3 | 37.5 | 63.9 | 48.1 | 25.9 | 71.2 | 56.1 | 28.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.07 | 0.81 | 0.48 | 1.13 | 0.84 | 2.24 |
| Incremental Delay, d2 | 1.5 | 2.0 | 7.6 | 0.1 | 0.1 | 0.1 | 1.6 | 1.4 | 1.9 | 9.9 | 4.3 | 0.1 |
| Delay (s) | 62.2 | 61.9 | 56.3 | 49.7 | 49.4 | 37.6 | 70.0 | 40.5 | 14.4 | 90.2 | 51.4 | 64.2 |
| Level of Service | E | E | E | D | D | D | E | D | B | F | D | E |
| Approach Delay (s) | | 59.8 | | | 46.9 | | | 39.1 | | | 60.9 | |
| Approach LOS | | E | | | D | | | D | | | E | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 50.5 | | | | HCM 2000 Level of Service | | | D | | |
| HCM 2000 Volume to Capacity ratio | | | 0.86 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 160.0 | | | | Sum of lost time (s) | | | 27.0 | | |
| Intersection Capacity Utilization | | | 79.5% | | | | ICU Level of Service | | | D | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis

15: SR 7/US 441/SR 7 & Southern Boulevard

























10/15/2013

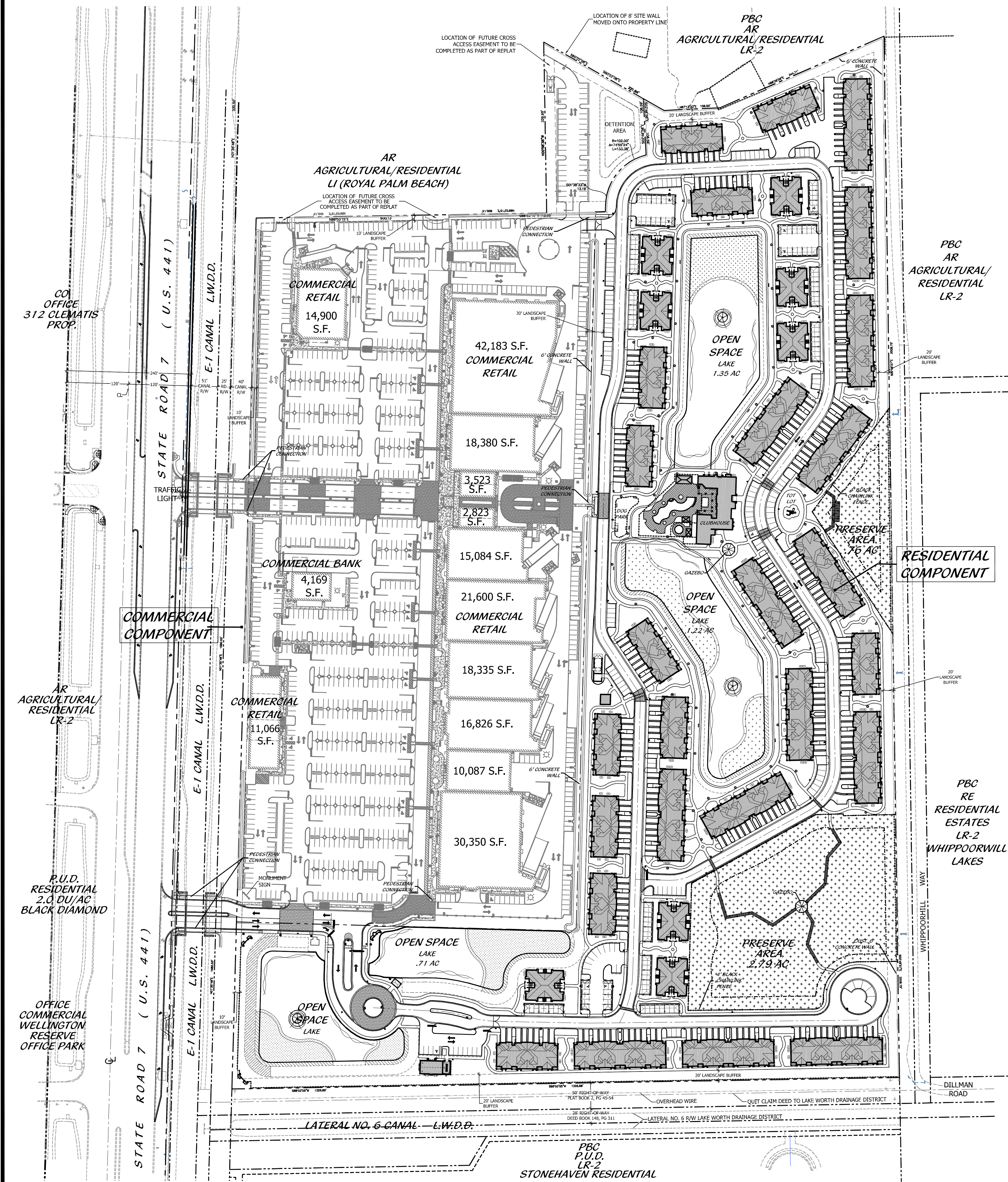
| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 873 | 251 | 642 | 949 | 336 | 365 | 828 | 1910 | 657 | 286 | 1632 | 637 |
| Ideal Flow (vphpl) | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 |
| Total Lost time (s) | 4.0 | 4.0 | 9.0 | 4.0 | 4.0 | 8.0 | 9.0 | 6.0 | 6.0 | 8.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 0.86 | 1.00 | 0.97 | 0.86 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3523 | 1912 | 1625 | 3523 | 1912 | 1625 | 3523 | 6576 | 1625 | 3523 | 6576 | 1625 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3523 | 1912 | 1625 | 3523 | 1912 | 1625 | 3523 | 6576 | 1625 | 3523 | 6576 | 1625 |
| Peak-hour factor, 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 |
| Growth Factor (vph) | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% |
| Adj. Flow (vph) | 799 | 230 | 588 | 869 | 308 | 334 | 758 | 1749 | 602 | 262 | 1495 | 583 |
| RTOR Reduction (vph) | 0 | 0 | 115 | 0 | 0 | 61 | 0 | 0 | 92 | 0 | 0 | 78 |
| Lane Group Flow (vph) | 799 | 230 | 473 | 869 | 308 | 273 | 758 | 1749 | 510 | 262 | 1495 | 505 |
| Turn Type | Split | NA | pm+ov | Split | NA | pm+ov | Prot | NA | pt+ov | Prot | NA | pt+ov |
| Protected Phases | 8 | 8 | 1 | 4 | 4 | 5 | 1 | 6 | 6 4 | 5 | 2 | 2 8 |
| Permitted Phases | | | 8 | | | 4 | | | | | | |
| Actuated Green, G (s) | 32.0 | 32.0 | 56.0 | 37.0 | 37.0 | 45.0 | 24.0 | 44.0 | 92.0 | 8.0 | 27.0 | 67.0 |
| Effective Green, g (s) | 36.0 | 36.0 | 64.0 | 41.0 | 41.0 | 53.0 | 28.0 | 49.0 | 97.0 | 12.0 | 32.0 | 69.0 |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.40 | 0.26 | 0.26 | 0.33 | 0.18 | 0.31 | 0.61 | 0.08 | 0.20 | 0.43 |
| Clearance Time (s) | 8.0 | 8.0 | 13.0 | 8.0 | 8.0 | 12.0 | 13.0 | 11.0 | | 12.0 | 11.0 | |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 4.0 | | 2.0 | 4.0 | |
| Lane Grp Cap (vph) | 792 | 430 | 650 | 902 | 489 | 538 | 616 | 2013 | 985 | 264 | 1315 | 700 |
| v/s Ratio Prot | c0.23 | 0.12 | 0.13 | c0.25 | 0.16 | 0.04 | c0.22 | 0.27 | 0.31 | 0.07 | c0.23 | 0.31 |
| v/s Ratio Perm | | | 0.16 | | | 0.13 | | | | | | |
| v/c Ratio | 1.01 | 0.53 | 0.73 | 0.96 | 0.63 | 0.51 | 1.23 | 0.87 | 0.52 | 0.99 | 1.14 | 0.72 |
| Uniform Delay, d1 | 62.0 | 54.6 | 40.6 | 58.8 | 52.8 | 43.0 | 66.0 | 52.5 | 18.1 | 74.0 | 64.0 | 37.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.68 | 0.58 | 0.11 | 0.70 | 0.71 | 0.36 |
| Incremental Delay, d2 | 34.2 | 0.6 | 3.5 | 21.3 | 1.8 | 0.3 | 112.9 | 3.6 | 0.1 | 49.5 | 70.3 | 2.7 |
| Delay (s) | 96.2 | 55.3 | 44.1 | 80.0 | 54.6 | 43.3 | 157.9 | 33.8 | 2.1 | 101.6 | 116.1 | 16.3 |
| Level of Service | F | E | D | F | D | D | F | C | A | F | F | B |
| Approach Delay (s) | | 71.4 | | | 66.7 | | | 57.9 | | | 89.6 | |
| Approach LOS | | E | | | E | | | E | | | F | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 70.7 | | | | HCM 2000 Level of Service | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 1.07 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 160.0 | | | | Sum of lost time (s) | | | 23.0 | | |
| Intersection Capacity Utilization | | | 95.3% | | | | ICU Level of Service | | | F | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis

15: SR 7/US 441/SR 7 & Southern Boulevard

10/15/2013

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 873 | 251 | 642 | 949 | 336 | 365 | 828 | 1910 | 657 | 286 | 1632 | 637 |
| Ideal Flow (vphpl) | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 |
| Total Lost time (s) | 4.0 | 4.0 | 9.0 | 4.0 | 4.0 | 8.0 | 9.0 | 6.0 | 6.0 | 8.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.94 | 1.00 | 1.00 | 0.81 | 0.81 | 1.00 | 0.94 | 0.86 | 1.00 | 0.94 | 0.86 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 5122 | 1912 | 1625 | 4413 | 3042 | 1625 | 5122 | 6576 | 1625 | 5122 | 6576 | 1625 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 0.98 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 5122 | 1912 | 1625 | 4413 | 3042 | 1625 | 5122 | 6576 | 1625 | 5122 | 6576 | 1625 |
| Peak-hour factor, 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 |
| Growth Factor (vph) | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% |
| Adj. Flow (vph) | 799 | 230 | 588 | 869 | 308 | 334 | 758 | 1749 | 602 | 262 | 1495 | 583 |
| RTOR Reduction (vph) | 0 | 0 | 114 | 0 | 0 | 64 | 0 | 0 | 56 | 0 | 0 | 68 |
| Lane Group Flow (vph) | 799 | 230 | 474 | 695 | 482 | 270 | 758 | 1749 | 546 | 262 | 1495 | 515 |
| Turn Type | Split | NA | pm+ov | Split | NA | pm+ov | Prot | NA | pt+ov | Prot | NA | pt+ov |
| Protected Phases | 8 | 8 | 1 | 4 | 4 | 5 | 1 | 6 | 6 4 | 5 | 2 | 2 8 |
| Permitted Phases | | | 8 | | | 4 | | | | | | |
| Actuated Green, G (s) | 24.1 | 24.1 | 56.1 | 25.9 | 25.9 | 38.6 | 32.0 | 58.3 | 95.2 | 12.7 | 38.0 | 70.1 |
| Effective Green, g (s) | 28.1 | 28.1 | 64.1 | 29.9 | 29.9 | 46.6 | 36.0 | 63.3 | 100.2 | 16.7 | 43.0 | 72.1 |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.40 | 0.19 | 0.19 | 0.29 | 0.22 | 0.40 | 0.63 | 0.10 | 0.27 | 0.45 |
| Clearance Time (s) | 8.0 | 8.0 | 13.0 | 8.0 | 8.0 | 12.0 | 13.0 | 11.0 | | 12.0 | 11.0 | |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 4.0 | | 2.0 | 4.0 | |
| Lane Grp Cap (vph) | 899 | 335 | 651 | 824 | 568 | 473 | 1152 | 2601 | 1017 | 534 | 1767 | 732 |
| v/s Ratio Prot | c0.16 | 0.12 | 0.16 | 0.16 | c0.16 | 0.06 | 0.15 | c0.27 | 0.34 | 0.05 | c0.23 | 0.32 |
| v/s Ratio Perm | | | 0.13 | | | 0.11 | | | | | | |
| v/c Ratio | 0.89 | 0.69 | 0.73 | 0.84 | 0.85 | 0.57 | 0.66 | 0.67 | 0.54 | 0.49 | 0.85 | 0.70 |
| Uniform Delay, d1 | 64.4 | 61.8 | 40.6 | 62.8 | 62.9 | 48.2 | 56.4 | 39.8 | 16.8 | 67.6 | 55.4 | 35.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.55 | 0.38 | 0.07 | 0.74 | 0.66 | 0.38 |
| Incremental Delay, d2 | 10.4 | 4.6 | 3.4 | 7.6 | 10.9 | 0.9 | 0.7 | 0.9 | 0.2 | 0.2 | 4.6 | 2.2 |
| Delay (s) | 74.8 | 66.4 | 44.0 | 70.4 | 73.8 | 49.1 | 31.5 | 15.9 | 1.3 | 50.1 | 41.2 | 15.5 |
| Level of Service | E | E | D | E | E | D | C | B | A | D | D | B |
| Approach Delay (s) | | 62.4 | | | 66.8 | | | 16.9 | | | 35.8 | |
| Approach LOS | | E | | | E | | | B | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 39.4 | | | | HCM 2000 Level of Service | | | D | | |
| HCM 2000 Volume to Capacity ratio | | | 0.84 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 160.0 | | | | Sum of lost time (s) | | | 23.0 | | |
| Intersection Capacity Utilization | | | 82.1% | | | | ICU Level of Service | | | E | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |



Commercial Site Data

PCN: 73-42-44-06-05-000
SECTION: 06, TOWNSHIP: 44, RANGE: 42
EXISTING FLU DESIGNATION: MIXED USE
ZONING DESIGNATION: MUPD
VILLAGE PETITION NUMBER: 2002-024-SP1
FLOOD ZONE: B

| MIXED USE LAND AREA: | SQUARE FEET | ACRES | PERCENTAGE |
|---------------------------------|---------------------|---------------|----------------|
| RESIDENTIAL | 891,892.00 | 20.475 | 38.22% |
| COMMERCIAL | 998,143.00 | 22.914 | 42.77% |
| OPEN SPACE (LAKES AND TRACT L3) | 288,568.00 | 6.624 | 12.37% |
| PRESERVE | 154,879.00 | 3.556 | 6.64% |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 | 100.00% |

| PARCEL DATA | SQUARE FEET | ACRES | PERCENTAGE |
|-------------------------------------|---------------------|---------------|----------------|
| PARCEL A - COMMERCIAL / OFFICE | 998,143.00 | 22.914 | 42.77% |
| PARCEL B - MULTI-FAMILY RESIDENTIAL | 1,335,339.00 | 30.655 | 57.23% |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 | 100.00% |

PROPOSED USES

| | | |
|----------------------------------|-------------------|------------------------|
| PARCEL A - RETAIL | 209,326.00 | SQ. FT. |
| TOTAL GROSS BUILDING AREA | 209,326.00 | MAXIMUM SQ. FT. |

BUILDING DATA

| | |
|-------------------------|-------------|
| MAXIMUM BUILDING HEIGHT | 50 FEET |
| BUILDING STORIES | 1 STORIES |
| PHASING | 1 PHASE |
| NUMBER OF BUILDINGS | 4 BUILDINGS |
| TYPE OF OWNERSHIP | PRIVATE |

OPEN SPACE CALCULATIONS

| SQUARE FEET | ACRES | PERCENTAGE |
|---------------------|-------------------|----------------|
| GREEN SPACE | 204,853.91 | 4.703 |
| PLAZAS AND WALKWAYS | 44,339.18 | 1.018 |
| TOTAL | 249,193.09 | 5.721 |
| | | 100.00% |

SITE AREA CALCULATIONS

| SQUARE FEET | ACRES | PERCENTAGE |
|----------------------------|-------------------|----------------|
| PERVIOUS | | |
| GREEN SPACE | 204,853.91 | 4.703 |
| SUB-TOTAL | 204,853.91 | 4.703 |
| | | 20.52% |
| IMPERVIOUS | | |
| BUILDING LOT COVERAGE | 209,326.00 | 4.805 |
| VEHICULAR USE AREAS | 539,623.91 | 12.388 |
| WALKS, COURTYARDS & PLAZAS | 44,339.18 | 1.018 |
| SUB-TOTAL | 793,289.09 | 18.211 |
| | | 79.48% |
| TOTAL | 998,143.00 | 22.914 |
| | | 100.00% |

PARKING CALCULATIONS

| REQUIRED | PROPOSED |
|---|-----------|
| RETAIL (10,000 FOR 100,000 SQ. FT.) | 90 |
| MUPD REDUCTION 45,000 SQ. FT. @ 1/500 SQ. FT. | 90 |
| TOTAL | 90 |
| HANDICAP INCLUDED IN TOTAL (2% OF REQ.) | 21 |

LOADING ZONES

| REQUIRED | PROPOSED |
|---|----------|
| 1 LOADING SPACE PER 1ST 10,000 SQ. FT. | 1 |
| 1 LOADING SPACE EACH ADD. 100,000 SQ. FT. | 2 |
| TOTAL | 3 |

PEDESTRIAN AMENITIES

| REQUIRED | PROPOSED |
|-------------------------------------|----------|
| BIKE RACKS (5% OF REQUIRED PARKING) | 45 |
| TRASH RECEPTACLES | 1 |
| BENCHES | 1 |

General Notes

REFUSE SERVICE SHALL BE ACCOMPLISHED BY WAY OF INDIVIDUAL DUMPSTER AND RECYCLING. RAMP SHALL BE PROVIDED AT ALL PLAZA, SIDEWALK AND STREET INTERSECTIONS IN ACCORDANCE WITH ADA AND THE FLORIDA HANDICAP ACCESSIBILITY CODE.

ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON AND MASTER SIGN PLAN.

TREES SHALL BE POSITIONED TO AVOID CONFLICTS WITH SIGNAGE AND SITE LIGHTING.

ALL LANDSCAPE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON LAND DEVELOPMENT REGULATIONS. THE VILLAGE OF WELLINGTON CODE (LDPS) SHALL GOVERN IN THE EVENT OF A CONFLICT.

ALL ABOVE GROUND UTILITIES I.E. TRANSFORMERS, SWITCH BOXES, AC CONDENSERS AND ALIKE SHALL BE FULLY SCREENED FROM VIEW ON THREE SIDES WITH LANDSCAPING. THE LANDSCAPING SHALL EXTEND TO THE TALLEST POINT OF SAID EQUIPMENT AT TIME OF PLANTING (24" MINIMUM).

TWENTY-FOUR (24") INCH RIDGED ROOT BARRIER SHALL BE PROVIDED FOR ALL SHADE TREES PLANTED WITHIN SIX (6") FEET OF CURBS OR SIDEWALKS. ROOT BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.

ROOT BARRIER, IN ACCORDANCE WITH THE LOCAL UTILITY AUTHORITY CRITERIA, SHALL BE PROVIDED FOR TREES AND PALMS ADJACENT TO UNDERGROUND UTILITIES.

ALL SIDEWALKS SHALL BE A MINIMUM OF 5 FEET IN WIDTH PER THE LDPS.

ALL AREAS SHALL BE FULLY IRRIGATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON.

ALL BUILDING LIGHTING AT ENTRY AND DOORS SHALL BE ON PHOTOCELL.

5' X 15' SAFE SIGHT TRIANGLE SHALL BE PROVIDED AT THE PROJECTS ENTRY ROADS. ALL PLANT MATERIAL WITHIN SAFE SIGHT TRIANGLE SHALL BE MAINTENANCE BELOW 30" IN HEIGHT OR ABOVE 8'-0" IN HEIGHT AS MEASURE FROM FINISHED GRADE.

THE PHOTOMETRIC PLAN WILL REFLECT INITIAL LIGHTING VALUES IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON.

ALL TREES PLANTED UNDER OR ADJACENT TO FPL POWER LINES WILL COMPLY WITH THE FPL RIGHT TREE PLACE GUIDELINES.

ALL PARKING LOT STRIPING, EXCEPT FOR PARKING SPACES, SHALL BE CONSTRUCTED USING THERMOPLASTIC MATERIAL AND ALL STRIPING WITHIN PAVED BRICKS. AREAS SHALL BE PAVED BRICKS OF APPROPRIATE COLOR IN ACCORDANCE WITH LDPS.

ALL PARKING AND STREET LIGHTS AND PEDESTRIAN LIGHTS SHALL BE METAL HALIDE.

PROJECT ID SIGNS SHALL BE ILLUMINATED WITH GROUND MOUNTED FIXTURES ON PHOTOCELLS.

ALL HANDICAP ACCESSIBLE RAMPS SHALL MEET ALL APPLICABLE LOCAL, REGIONAL, STATE, AND FEDERAL ACCESSIBILITY GUIDELINES AND REGULATIONS. ANY MODIFICATIONS SHALL BE APPROVED BY THE ENGINEER-OF-RECORD.

TREES PLANTED A MINIMUM OF 15 FEET FROM LIGHT POLE UNLESS POLES ARE BELOW THE TREE CANOPY.

A 4' SETBACK IS REQUIRED FOR TREES AND LIGHT POLES. IF PROPOSING CURB AND GUTTER, A 6 FEET SETBACK IS REQUIRED FOR VALLEY CURB.

ALL WATER METERS ARE CLEAR OF PLANTS. AT LEAST 5 FEET AROUND THE METER.

UNIT MIX

| Unit Mix Per Building | | | | | |
|-----------------------|------------------|-----------------|------------------|------------------|------------------|
| Unit Type | Type I | Type II.1 | Type II.2 | Type III.1 | Type III.2 |
| No. of Bldgs | 8 | 3 | 9 | 10 | 4 |
| | (12 Units /Bldg) | (8 Units /Bldg) | (12 Units /Bldg) | (12 Units /Bldg) | (12 Units /Bldg) |
| A - 1 BR | 96 | 0 | 0 | 0 | 96 |
| B - 2 BR | 0 | 6 | 18 | 20 | 8 |
| BE - 2 BR | 0 | 6 | 18 | 40 | 16 |
| C - 2 BR | 0 | 6 | 0 | 20 | 0 |
| D - 3 BR | 0 | 6 | 18 | 40 | 16 |
| E - 4 BR | 0 | 0 | 18 | 0 | 8 |
| Totals | 96 | 24 | 72 | 120 | 360 |

| Unit Mix | | |
|---------------|-------------------|-------------------|
| Unit Type | Total Unit Number | Percentage of Mix |
| 1 Bedroom | 96 | 26.67% |
| 2 Bedroom | 158 | 43.89% |
| 3 Bedroom | 80 | 22.22% |
| 4 Bedroom | 26 | 7.22% |
| Totals | 360 | 100.00% |

Residential Site Data

PCN: 72-42-44-06-05-000
SECTION: 06, TOWNSHIP: 44, RANGE: 42
EXISTING FLU DESIGNATION: MIXED USE
ZONING DESIGNATION: MUPD
VILLAGE PETITION NUMBER: 2002-024-SP1
FLOOD ZONE: B

| MIXED USE LAND AREA: | SQUARE FEET | ACRES | PERCENTAGE |
|------------------------|---------------------|---------------|----------------|
| RESIDENTIAL | 891,892.00 | 20.475 | 38.22% |
| COMMERCIAL | 998,143.00 | 22.914 | 42.77% |
| OPEN SPACE (LAKES) | 288,568.00 | 6.624 | 12.37% |
| PRESERVE | 154,879.00 | 3.556 | 6.64% |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 | 100.00% |

SITE AREA

| SQUARE FEET | ACRES | PERCENTAGE |
|----------------------------------|---------------------|---------------|
| PARCEL B - RESIDENTIAL PLAT AREA | 1,335,339.00 | 30.655 |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 |

PROPOSED BUILDING USES (FLOOR AREA)

| | | |
|----------------------------------|-------------------|----------------|
| RESIDENTIAL | 596,928.00 | SQ. FT. |
| CLUB HOUSE | 7,000.00 | SQ. FT. |
| LEASING OFFICE | 1,894.00 | SQ. FT. |
| MAINTENANCE BLDG. | 936.00 | SQ. FT. |
| TOTAL GROSS BUILDING AREA | 606,758.00 | SQ. FT. |

RESIDENTIAL BUILDING DATA

| | |
|--------------------------------------|---------------|
| MAXIMUM BUILDING HEIGHT | 35 FEET |
| BUILDING STORIES | 2 & 3 STORIES |
| PHASING | 1 PHASE |
| DWELLING UNITS (TYPE 1 MND) | 360 DU |
| DWELLING UNITS PER ACRE (TYPE 1 MND) | 6.72 DU/ACRE |
| TYPE OF OWNERSHIP | RENTAL |
| TOTAL FLOOR AREA RATIO | 0.45 |

LAND USE ALLOCATION

| SQUARE FEET | ACRES | PERCENTAGE |
|-------------------------------------|---------------------|---------------|
| BUILDING LOT COVERAGE | 596,928.00 | 18.25% |
| VEHICULAR USE AREA | 276,262.82 | 6.342 |
| OPENSACE, BUFFERS & PLAZAS | 371,995.85 | 8.540 |
| LAKES (INCLUDING L.M.E.) & TRACT L3 | 288,568.00 | 6.624 |
| PRESERVE | 154,879.00 | 3.556 |
| TOTAL | 1,335,339.00 | 30.655 |
| | | 85.80% |

OPEN SPACE CALCULATIONS

| SQUARE FEET | ACRES | PERCENTAGE |
|-------------------------------------|-------------------|---------------|
| PERVIOUS | | |
| OPENSACE & BUFFERS (GREENSPACE) | 273,623.46 | 6.282 |
| LAKES (INCLUDING L.M.E.) & TRACT L3 | 288,568.00 | 6.624 |
| PRESERVE (GREEN SPACE) | 154,879.00 | 3.556 |
| SUB-TOTAL | 717,070.46 | 16.461 |
| | | 53.70% |

IMPERVIOUS

| | | |
|----------------------------|---------------------|----------------|
| BUILDING LOT COVERAGE | 243,633.33 | 5.593 |
| VEHICULAR USE AREAS | 276,262.82 | 6.342 |
| WALKS, COURTYARDS & PLAZAS | 98,372.39 | 2.258 |
| TOTAL | 618,268.54 | 14.193 |
| | | 46.30% |
| TOTAL | 1,335,339.00 | 30.655 |
| | | 100.00% |

PARKING CALCULATIONS

| REQUIRED | PROPOSED |
|---|------------|
| RESIDENTIAL - 1 BEDROOMS (1.75 SPACES EA. DU) | 168 |
| RESIDENTIAL - 2 BEDROOMS (1.75 SPACES EA. DU) | 277 |
| RESIDENTIAL - 3 BEDROOMS (2 SPACES EA. DU) | 160 |
| RESIDENTIAL - 4 BEDROOMS (2 SPACES EA. DU) | 52 |
| RESIDENTIAL - GUEST/25 SPACES EA. DU | 90 |
| CLUBHOUSE / POOL (1 SPACE EA. 250 SQ. FT.) | 28 |
| TOTAL | 775 |

Legal Description

THE SOUTH ONE-HALF (S 1/2) OF TRACT 32 AND ALL OF TRACTS 33 AND 34, 43 THROUGH 48, BLOCK 10, THE PALM BEACH FARMS CO. PLAT NO.3, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGES 45 THROUGH 54, PALM BEACH COUNTY, FLORIDA, PUBLIC RECORDS.

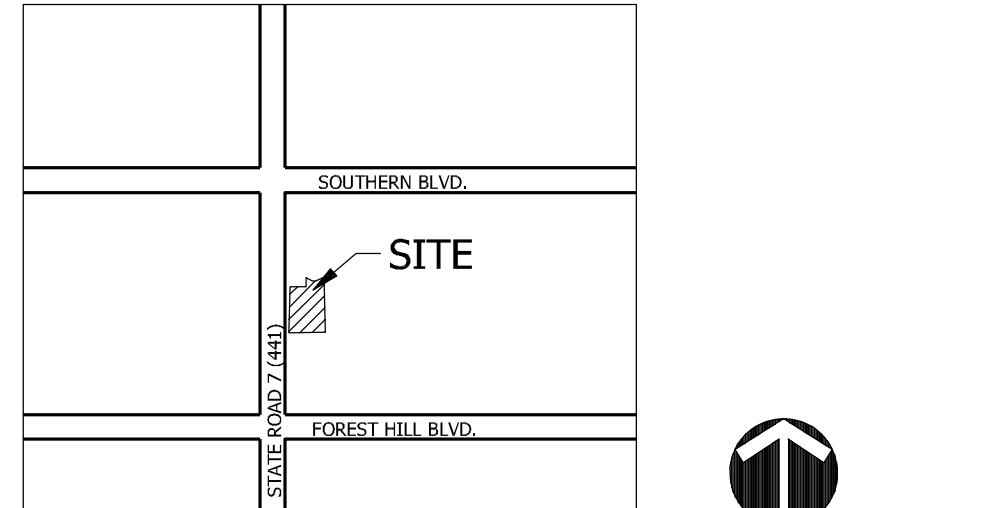
TOGETHER WITH: THAT PORTION OF THE PLATTED 30-FOOT RIGHT-OF-WAY LYING BETWEEN THE SOUTH BOUNDARY LINE OF THE SOUTH ONE-HALF (S 1/2) OF LOTS 32 AND THE SOUTH BOUNDARY LINE OF LOTS 33 AND 34 AND THE NORTH BOUNDARY LINE OF LOTS 43, 44, 45, BLOCK 10, THE PALM BEACH FARMS CO. PLAT NO.3, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGES 45 THROUGH 54, PALM BEACH COUNTY, FLORIDA, PUBLIC RECORDS.

AND LESS THE FOLLOWING DESCRIBED PARCEL: (PER OFFICIAL RECORDS BOOK 1920, PAGE 319) BEGINNING AT THE NORTHEAST ONE-QUARTER (NE 1/4) CORNER OF TRACT 34, THENCE SOUTH 89 DEGREES 35 MINUTES 55 SECONDS WEST, A DISTANCE OF 347.72 FEET, THENCE SOUTH 87 DEGREES 16 MINUTES 25 SECONDS WEST, A DISTANCE OF 108.70 FEET, THENCE NORTH 60 DEGREES 18 MINUTES 35 SECONDS WEST, A DISTANCE OF 267.30 FEET TO THE NORTHWEST CORNER OF TRACT 33, THENCE NORTH 89 DEGREES 03 MINUTES 40 SECONDS EAST, A DISTANCE OF 659.88 FEET TO THE POINT OF BEGINNING.

CONTAINING: 2,333,466 SQUARE FEET OR 53.569 ACRES MORE OR LESS.

SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY OF RECORD.

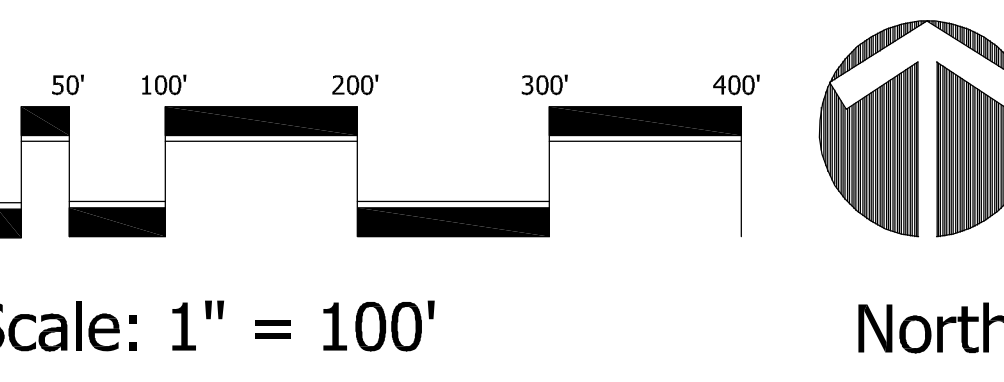
NOTES: BEARINGS SHOWN HEREON ARE RELATIVE TO AN ASSUMED BEARING OF NORTH 01 DEGREES 37 MINUTES 06 SECONDS EAST ALONG THE WEST LINE OF SECTION 7, TOWNSHIP 44 SOUTH, RANGE 42 EAST. (01/4142)



Location Map

RECEIVED
By Planning and Zoning at 11:44 am, Oct 17, 2013

Master Plan



Cotleur Hearing
Landscape Architecture
Planning
Environmental Consulting
Graphic Design
1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561-747-6336 Fax-747-1377

Wellington Isles

Wellington Isles, LLC
Village of Wellington, Florida

| | |
|------------|------------|
| DESIGNED | DTS |
| DRAWN | DTS/RW |
| APPROVED | DEH |
| JOB NUMBER | 04-1216.03 |
| DATE | 10-17-13 |
| REVISIONS | |

Subject to: Taxes for the year 2000 and subsequent years; zoning, restrictions, prohibitions, limitations and conditions imposed or required by any governmental body, authority or agency; and, all matters appearing on the plat and/or common to the subdivision, including utility easements, without serving to reimpose same.

Return to: (enclose self-addressed stamped envelope)

Name

Address

B 11611 Pg 355
DOROTHY H. WILKEN, CLERK PB COUNTY, FL

all OK
on 8/2

respecting the Warranty Deed
made this 8th day of February,
2000, between Mount Nebo of
the Palm Beaches Memorial
Gardens, Inc. and Pebbles
Enterprises
University
Bank
Building
Ltd.

In Witness Whereof, Grantor has hereunto set Grantor's hand and seal the day and year first above written.

Signed, sealed and delivered
in our presence:

MOUNT NEBO OF THE PALM BEACHES
MEMORIAL GARDENS, INC., a Florida corporation

By: *B. Douglas Bodie* (L. S.)
B. Douglas Bodie, Vice President

E. Nierhof
Witness Signature

ELLIE NIERHOF

Printed Name

Post Office Address:

4126 Norland Avenue
Burnaby, British Columbia, Canada V5G3S8

Carol R. Berry
Witness Signature

CAROL R. BERRY
Printed Name

PROVINCE
STATE OF British Columbia
City
COUNTY OF Burnaby) SS:
)

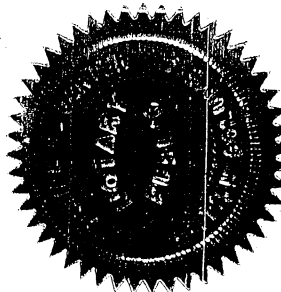
City I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the Province State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged before me by B. DOUGLAS BODIE, the Vice President of MOUNT NEBO OF THE PALM BEACHES MEMORIAL GARDENS, INC., a Florida corporation, freely and voluntarily under authority duly vested in him by said corporation and that the seal affixed thereto is the true corporate seal of said corporation. He is personally known to me, or who has produced _____ as identification.

WITNESS my hand and official seal in the Province City County and State last aforesaid this 8th day of February, 2000.

Catherine E. Carter
Notary Public

CATHERINE E. CARTER
BARRISTER & SOLICITOR
4126 NORLAND AVENUE
BURNABY, BC V5G 3S8
Typed, printed or stamped name of Notary Public

My Commission Expires: NO FIXED DATE



CFN 20060199617
OR BK 20155 PG 1855
RECORDED 04/05/2006 13:06:08
Palm Beach County, Florida
AMT 10.00
Doc Stamp 0.70
Sharon R. Bock, CLERK & COMPTROLLER
Pgs 1855 - 1857; (3pgs)

This instrument was prepared by:
DAVID WEISMAN, ESQ.
Greenspoon Marder P.A.
Trade Centre South, Suite 700
100 West Cypress Creek Road
Fort Lauderdale, Florida 33309

RECEIVED

By Planning and Zoning at 11:43 am, Oct 17, 2013

QUIT CLAIM DEED

THIS INDENTURE, made as of the 20th day of November, 2005, between **PEBB ENTERPRISES UNIVERSITY BANK BUILDING, LTD., a Florida limited partnership**, whose post office address is 6400 North Andrews Avenue, Suite 500, Ft. Lauderdale, Florida 33334, (the GRANTOR*), and **ISLA VERDE, LLC, a Florida limited liability company**, whose post office address is 6400 North Andrews Avenue, Suite 500, Ft. Lauderdale, Florida 33334, (the GRANTEE*). **GRANTOR* and *GRANTEE* are used for singular or plural, as context requires.

WITNESSETH, that the GRANTOR, in consideration of the sum of Ten (\$10.00) Dollars, and other good and valuable considerations paid to GRANTOR, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the GRANTEE, and GRANTEE'S heirs and assigns forever, the following described land, situate, lying and being in Palm Beach County, Florida:

SEE EXHIBIT "A" ATTACHED HERETO, WHICH CONSISTS OF ONE PAGE

Folio number:

N.B. This Deed represents the conveyance of unencumbered real estate from the Grantor to its wholly owned single member limited liability company, the Grantee.

N.B. This Deed was prepared at the request of the Grantor without an examination of title.

TO HAVE AND TO HOLD the same together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right,

title, interest, lien, equity and claim whatsoever of the said first party, either in law or equity, to the only proper use, benefit and behoof of the said second party forever.

IN WITNESS WHEREOF, GRANTOR has hereunto set Grantor's hand and seal.

WITNESSES AS TO ALL GRANTORS:

Doreen Hammes
DOREEN HAMMES
PRINTED NAME OF WITNESS

Kathy L. Dean
KATHY L. DEAN
PRINTED NAME OF WITNESS

PEBB ENTERPRISES UNIVERSITY
BANK BUILDING, LTD., a Florida
limited partnership

By: PEBB MANAGEMENT
COMPANY, INC.
Its General Partner

By: Bruce Weiner
BRUCE WEINER
As: Vice President

STATE OF FLORIDA
COUNTY OF BROWARD

The foregoing instrument was acknowledged before me this 16 day of March, 2006,
by **BRUCE WEINER as Vice President of PEBB MANAGEMENT COMPANY, INC.,**
General Partner of PEBB ENTERPRISES UNIVERSITY BANK BUILDING, LTD., a
Florida limited partnership, who produced a **Driver's License** as identification or is
personally known to me and who did not take an oath.

Ronnie King
Notary Public, State of Florida
RONNIE KING
PRINTED NAME OF NOTARY PUBLIC

My Commission Expires: _____

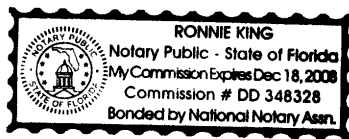


EXHIBIT "A"
LEGAL DESCRIPTION

DESCRIPTION: RESIDENTIAL

A PORTION OF TRACTS 33, 44, 46, 47 AND 48, BLOCK 10, THE PALM BEACH FARMS CO. PLAT NO.3, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGES 45 THROUGH 54, PALM BEACH COUNTY, FLORIDA, PUBLIC RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID TRACT 46; THENCE N.01°35'48"E. ALONG THE WEST LINE OF SAID TRACT 46, A DISTANCE OF 324.25 FEET; THENCE S.88°24'12"E., A DISTANCE OF 667.22 FEET TO A POINT OF CURVE TO THE RIGHT HAVING A RADIUS OF 21.00 FEET AND A CENTRAL ANGLE OF 38°51'47"; THENCE EASTERLY ALONG THE ARC A DISTANCE OF 14.24 FEET; THENCE N.52°34'34"E., A DISTANCE OF 17.43 FEET; THENCE N.01°36'16"E., A DISTANCE OF 1,381.08 FEET; THENCE S.88°52'10"W., A DISTANCE OF 94.69 FEET; THENCE N.00°58'38"W., A DISTANCE OF 329.95 FEET; THENCE S.60°22'08"E., A DISTANCE OF 267.48 FEET; THENCE N.87°13'23"E., A DISTANCE OF 108.50 FEET; THENCE N.66°26'06"E., A DISTANCE OF 344.71 FEET TO A POINT OF INTERSECTION WITH THE EAST LINE OF SAID TRACT 34; THENCE S.00°48'57"E. ALONG THE EAST LINE OF SAID TRACTS 34 43 AND 48, A DISTANCE OF 2,008.75 FEET TO THE SOUTHEAST CORNER OF SAID TRACT 48; THENCE S.89°03'05"W. ALONG THE SOUTH LINE OF TRACTS 46, 47 AND 48, A DISTANCE OF 1,326.86 FEET TO THE POINT OF BEGINNING.

LANDS SITUATE IN PALM BEACH COUNTY, FLORIDA
CONTAINING 1,381,461 SQUARE FEET/31.714 ACRES MORE OR LESS.
SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY OF RECORD.

October 7, 2013
Job No. 13-107A

DRAINAGE STATEMENT

Wellington Isle
F.K.A. Isla Verde
Village of Wellington, Florida

SITE DATA

The subject parcel is located on the east side of State Road 7, approximately 4400 feet north of Forest Hill Boulevard in the Village of Wellington, Florida and contains approximately 31.5 acres. The Property Control Number for the subject parcel is 73-42-44-06-10-001-0000. The site is currently undeveloped with the exception of wetland preserves and water management lakes consistent with the approved Site Plan and South Florida Water Management District (SFWMD) Permit (Permit No. 50-07631-P) for a 240 unit townhome/condo development. Proposed site development consists of a 360 unit multi-family development with similar land use intensity to the existing approval. For additional information concerning site location and layout, please refer to the Site Plan prepared by Cotleur Hearing.

PROPOSED DRAINAGE

The site is located within the boundaries of the Lake Worth Drainage District (LWDD) and the SFWMD C-51 Basin. C-51 Compensating storage and storm attenuation requirements were previously addressed via the purchase of off-site compensating storage mitigation credits and the construction of the referenced on-site lakes and wetland mitigation areas. The proposed development will reconfigure portions of two (2) of the existing lakes to accommodate the revised plan of development while maintaining equivalent compensating storage and attenuation capacity.

It is proposed that runoff be directed to the existing on-site water management lakes through inlets and storm sewer pipes. Legal positive outfall is existing via a control structure along the west property line with outfall to the LWDD E-1 Canal (per SFWMD Permit No. 50-07631-P and LWDD Permit 2005-7984P.1).

Drainage Statement
Job No. 13-107A
October 7, 2013 – Page 2

Drainage design is to address the following:

1. Meet or exceed the C-51 compensating storage volume and attenuation capacity specified in the existing SFWMD Permit.
2. Land Use and Grading to be consistent with the existing SFWMD Permit.
3. Minimum road crown, finish floor and perimeter elevations to be consistent with the existing SFWMD Permit.

Required Drainage Permits/Approvals:

1. City of Wellington Plan Approval
2. Lake Worth Drainage District Drainage Permit Modification
3. South Florida Water Management District Environmental Resource Permit Modification



Gregory P. Bolen, P.E.
FL Reg. No. 56729



September 24, 2013

**Water Utilities Department
Contract Management**

P. O. Box 16097

West Palm Beach, FL 33416-6097

(561) 493-6000

Fax: (561) 493-6060

www.pbcwater.com

**Palm Beach County
Board of County
Commissioners**

Steven L. Abrams, Mayor

Priscilla A. Taylor, Vice Mayor

Hal R. Valeche

Paulette Burdick

Shelley Vana

Mary Lou Berger

Jess R. Santamaria

County Administrator

Robert Weisman

*"An Equal Opportunity
Affirmative Action Employer"*

FM Contract Service, LLC
601 Bayshore Blvd. Suite 650
Tampa, FL 33606

ATTN: Mr. Matthew London

Re: Isla Verde Residential
(East side of US 441, North of LWDD Canal L-6)
Service Availability Letter
SDA #01-01194-000

Dear Mr. London:

This is to confirm that the proposed development is located within Palm Beach County Water Utilities Department potable water, wastewater and reclaimed water service area. Potable water and wastewater system capacities are available, subject to a Reservation Agreement with PBCWUD.

Based on the information provided by your Engineer, the total number of Equivalent Residential Connections needed for the project is 295.6.

There is an existing Development Agreement with a reserved capacity of 258.5 ERC's, (SDA #01-01194-000). This Agreement will expire in 2014, and may be renewed for another five (5) years, subject to Mandatory Agreement Payment. The current Agreement may be assigned to a new property owner, (please contact Judy Provence at 561-493-6055 for assistance).

In any case, a new Development Agreement with Palm Beach County Water Utilities Department is required to reserve the balance of capacity (37.1 ERC's with Assignment, or 295.6 ERC's without the Assignment).

If you have any questions, please call me at (561) 493-6122.

Sincerely,

A handwritten signature in blue ink, which appears to read "Adam Galicki".

Adam Galicki,
Manager, Engineering Services

cc: Judy Provence, Contract Management

Wellington Isles

Wellington Isles, LLC

Commercial Site Data

| | | | |
|--------------------------------------|--------------|--------|------------|
| PCN: 73-42-44-06-06-005-0000 | | | |
| SECTION: 06, TOWNSHIP: 44, RANGE: 42 | | | |
| EXISTING LAND USE DESIGNATION: | MIXED USE | | |
| FUTURE LAND USE DESIGNATION: | MIXED USE | | |
| ZONING DESIGNATION: | MUPD | | |
| VILLAGE PETITION NUMBER: | 2002-024-SP1 | | |
| FLOOD ZONE | B | | |
| | | | |
| MIXED USE LAND AREA: | SQUARE FEET | ACRES | PERCENTAGE |
| RESIDENTIAL | 891,892.00 | 20.475 | 38.22% |
| COMMERCIAL | 998,143.00 | 22.914 | 42.77% |
| OPEN SPACE (LAKES AND TRACT L3) | 288,568.00 | 6.624 | 12.37% |
| PRESERVE | 154,879.00 | 3.556 | 6.64% |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 | 100.00% |

| | | | |
|-------------------------------------|--------------|--------|------------|
| PARCEL DATA | SQUARE FEET | ACRES | PERCENTAGE |
| PARCEL A - COMMERCIAL / OFFICE | 998,143.00 | 22.914 | 42.77% |
| PARCEL B - MULTI-FAMILY RESIDENTIAL | 1,335,339.00 | 30.655 | 57.23% |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 | 100.00% |

| | | | |
|---------------------------|------------|----------------|--|
| PROPOSED USES | | | |
| PARCEL A - RETAIL | 209,326.00 | SQ.FT. | |
| TOTAL GROSS BUILDING AREA | 209,326.00 | MAXIMUM SQ.FT. | |

| | | | |
|-------------------------|-------------|--|--|
| BUILDING DATA | | | |
| MAXIMUM BUILDING HEIGHT | 50 FEET | | |
| BUILDING STORIES | 1 STORIES | | |
| PHASING | 1 PHASE | | |
| NUMBER OF BUILDINGS | 4 BUILDINGS | | |
| TYPE OF OWNERSHIP | PRIVATE | | |

| | | | |
|-------------------------|-------------|-------|------------|
| OPEN SPACE CALCULATIONS | SQUARE FEET | ACRES | PERCENTAGE |
| GREEN SPACE | 204,853.91 | 4.703 | 82.21% |
| PLAZAS AND WALKWAYS | 44,339.18 | 1.018 | 17.79% |
| TOTAL | 249,193.09 | 5.721 | 100.00% |

| | | | |
|----------------------------|-------------|--------|------------|
| SITE AREA CALCULATIONS | SQUARE FEET | ACRES | PERCENTAGE |
| PERVIOUS | | | |
| GREEN SPACE | 204,853.91 | 4.703 | 20.52% |
| SUB-TOTAL | 204,853.91 | 4.703 | 20.52% |
| IMPERVIOUS | | | |
| BUILDING LOT COVERAGE | 209,326.00 | 4.805 | 20.97% |
| VEHICULAR USE AREAS | 539,623.91 | 12.388 | 54.06% |
| WALKS, COURTYARDS & PLAZAS | 44,339.18 | 1.018 | 4.44% |
| SUB-TOTAL | 793,289.09 | 18.211 | 79.48% |
| TOTAL | 998,143.00 | 22.914 | 100.00% |

| | | |
|---|----------|----------|
| PARKING CALCULATIONS | REQUIRED | PROPOSED |
| RETAIL (1/200) FOR 163,142 SQ.FT. | 816 | 988 |
| MUPD REDUCTION 45,000 SQ.FT. @ 1/500 SQ.FT. | 90 | |
| TOTAL | 906 | 988 |
| HANDICAP INCLUDED IN TOTAL (2% OF REQ.) | 21 | 21 |

| | | |
|--|----------|----------|
| LOADING ZONES | REQUIRED | PROPOSED |
| RETAIL (209,326 SQ.FT.) | | |
| 1 LOADING SPACE PER 1ST 10,000 SQ.FT. | 1 | 1 |
| 1 LOADING SPACE EACH ADD. 100,000 SQ.FT. | 2 | 9 |
| TOTAL | 3 | 10 |

| | | |
|-------------------------------------|----|----|
| PEDESTRIAN AMENITIES | | |
| BIKE RACKS (5% OF REQUIRED PARKING) | 45 | 45 |
| TRASH RECEPTACLES | 1 | 1 |
| BENCHES | 1 | 1 |

Residential Site Data

| | | | |
|--------------------------------------|------------------|--------|------------|
| PCN: 72-42-44-06-06-001-0000 | | | |
| SECTION: 06, TOWNSHIP: 44, RANGE: 42 | | | |
| EXISTING FLU DESIGNATION: | MIXED USE | | |
| PROPOSED FLU DESIGNATION: | MIXED USE TYPE 1 | | |
| ZONING DESIGNATION: | MUPD | | |
| VILLAGE PETITION NUMBERS: | | | |
| FUTURE LAND USE AMENDMENT | TBD | | |
| DEVELOPMENT ORDER AMENDMENT | TBD | | |
| MASTER PLAN | TBD | | |
| SITE PLAN | TBD | | |
| FLOOD ZONE | B | | |
| | | | |
| MIXED USE LAND AREA: | SQUARE FEET | ACRES | PERCENTAGE |
| RESIDENTIAL | 891,892.00 | 20.475 | 38.22% |
| COMMERCIAL | 998,143.00 | 22.914 | 42.77% |
| OPEN SPACE (LAKES) | 288,568.00 | 6.624 | 12.37% |
| PRESERVE | 154,879.00 | 3.556 | 6.64% |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 | 100.00% |

| | | | |
|----------------------------------|--------------|--------|------------|
| SITE AREA | SQUARE FEET | ACRES | PERCENTAGE |
| PARCEL B - RESIDENTIAL PLAT AREA | 1,335,339.00 | 30.655 | 57.23% |
| TOTAL SITE AREA | 2,333,482.00 | 53.569 | 100.00% |

| | | | |
|-------------------------------------|------------|--------|--|
| PROPOSED BUILDING USES (FLOOR AREA) | | | |
| RESIDENTIAL | 596,928.00 | SQ.FT. | |
| CLUB HOUSE | 7,000.00 | SQ.FT. | |
| LEASING OFFICE | 1,894.00 | SQ.FT. | |
| MAINTENANCE BLDG. | 306.00 | SQ.FT. | |
| TOTAL GROSS BUILDING AREA | 606,758.00 | SQ.FT. | |

| | | | |
|---------------------------------------|---------------|--|--|
| RESIDENTIAL BUILDING DATA | | | |
| MAXIMUM BUILDING HEIGHT | 35 FEET | | |
| BUILDING STORIES | 2 & 3 STORIES | | |
| PHASING | 1 PHASE | | |
| DWELLING UNITS (TYPE 1 MIXD) | 360 DU | | |
| DWELLING UNITS PER ACRE (TYPE 1 MIXD) | 6.72 DU/ACRE | | |
| TYPE OF OWNERSHIP | RENTAL | | |
| TOTAL FLOOR AREA RATIO | 0.46 | | |

| | | | |
|-------------------------------------|--------------|--------|------------|
| LAND USE ALLOCATION | SQUARE FEET | ACRES | PERCENTAGE |
| BUILDING LOT COVERAGE | 243,633.33 | 5.593 | 18.25% |
| VEHICULAR USE AREA | 276,262.82 | 6.342 | 20.69% |
| OPENSAPCE, BUFFERS & PLAZAS | 371,995.85 | 8.540 | 27.86% |
| LAKES (INCLUDING L.M.E.) & TRACT L3 | 288,568.00 | 6.624 | 12.37% |
| PRESERVE | 154,879.00 | 3.556 | 6.64% |
| TOTAL | 1,335,339.00 | 30.655 | 85.80% |

| | | | |
|-------------------------------------|-------------|--------|------------|
| OPEN SPACE CALCULATIONS | SQUARE FEET | ACRES | PERCENTAGE |
| PERVIOUS | | | |
| OPENSAPCE & BUFFERS (GREENSPACE) | 273,623.46 | 6.282 | 20.49% |
| LAKES (INCLUDING L.M.E.) & TRACT L3 | 288,568.00 | 6.624 | 21.61% |
| PRESERVE (GREEN SPACE) | 154,879.00 | 3.556 | 11.60% |
| SUB-TOTAL | 717,070.46 | 16.461 | 53.70% |

| | | | |
|----------------------------|--------------|--------|---------|
| IMPERVIOUS | | | |
| BUILDING LOT COVERAGE | 243,633.33 | 5.593 | 18.25% |
| VEHICULAR USE AREAS | 276,262.82 | 6.342 | 20.69% |
| WALKS, COURTYARDS & PLAZAS | 98,372.39 | 2.258 | 7.37% |
| | 618,268.54 | 14.193 | 46.30% |
| TOTAL | 1,335,339.00 | 30.655 | 100.00% |

| | | |
|---|----------|----------|
| PARKING CALCULATIONS | REQUIRED | PROPOSED |
| RESIDENTIAL - 1 BEDROOMS (1.75 SPACES EA. DU) | 168 | 168 |
| RESIDENTIAL - 2 BEDROOMS (1.75 SPACES EA. DU) | 277 | 277 |
| RESIDENTIAL - 3 BEDROOMS (2 SPACES EA. DU) | 160 | 160 |
| RESIDENTIAL - 4 BEDROOMS (2 SPACES EA. DU) | 52 | 52 |
| RESIDENTIAL - GUEST(25 SPACES EA. DU) | 90 | 91 |
| CLUBHOUSE / POOL (1 SPACE EA. 250 SQ.FT.) | 28 | 28 |
| TOTAL | 775 | 776 |

Project Team

PROPERTY OWNER
WELLINGTON ISLES, LLC
601 BAYSHORE BLVD, SUITE 650
TAMPA, FLORIDA 33606
PHONE: 813-251-1221
FAX: 813-251-5720
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LANDSCAPE ARCHITECT
COTLEUR & HEARING
1934 COMMERCE LANE, SUITE 1
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901 NORTHPOINT PARKWAY SUITE 117
WEST PALM BEACH, FLORIDA 33407
PHONE: 561-640-4551
FAX: 561-640-9773
CONTACT: CRAIG WALLACE

Legal Description

THE SOUTH ONE-HALF (S 1/2) OF TRACT 32 AND ALL OF TRACTS 33 AND 34, 43 THROUGH 48, BLOCK 10, THE PALM BEACH FARMS CO., PLAT NO.3, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGES 45 THROUGH 54, PALM BEACH COUNTY, FLORIDA, PUBLIC RECORDS

TOGETHER WITH:
THAT PORTION OF THE PLATTED 30-FOOT RIGHT-OF-WAY LYING BETWEEN THE SOUTH BOUNDARY LINE OF THE SOUTH ONE-HALF (S 1/2) OF LOTS 32 AND THE SOUTH BOUNDARY LINE OF LOTS 33 AND 34 AND THE NORTH BOUNDARY LINE OF LOTS 43, 44, 45, BLOCK 10, THE PALM BEACH FARMS CO., PLAT NO.3, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGES 45 THROUGH 54, PALM BEACH COUNTY, FLORIDA, PUBLIC RECORDS.

AND LESS THE FOLLOWING DESCRIBED PARCEL:
(PER OFFICIAL RECORDS BOOK 1920, PAGE 319)
BEGINNING AT THE NORTHEAST ONE-QUARTER (NE1/4) CORNER OF TRACT 34, THENCE SOUTH 66 DEGREES 35 MINUTES 55 SECONDS WEST, A DISTANCE OF 347.72 FEET, THENCE SOUTH 87 DEGREES 16 MINUTES 25 SECONDS WEST, A DISTANCE OF 108.70 FEET, THENCE NORTH 40 DEGREES 18 MINUTES 34 SECONDS WEST, A DISTANCE OF 267.30 FEET TO THE NORTHWEST CORNER OF TRACT 33, THENCE NORTH 89 DEGREES 03 MINUTES 40 SECONDS EAST, A DISTANCE OF 659.88 FEET TO THE POINT OF BEGINNING.

CONTAINING: 2,333,466 SQUARE FEET OR 53.569 ACRES MORE OR LESS.

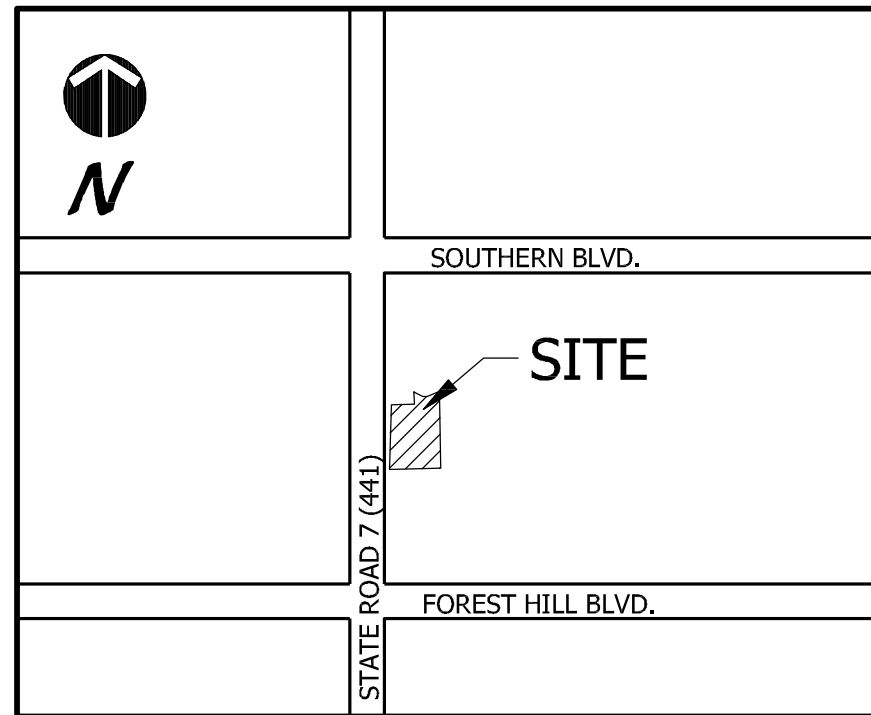
SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHTS-OF-WAY OF RECORD.

NOTES:
BEARINGS SHOWN HEREON ARE RELATIVE TO AN ASSUMED BEARING OF NORTH 01 DEGREES 37 MINUTES 06 SECONDS EAST ALONG THE WEST LINE OF SECTION 7, TOWNSHIP 44 SOUTH, RANGE 42 EAST. (07/44/42)

Table of Contents

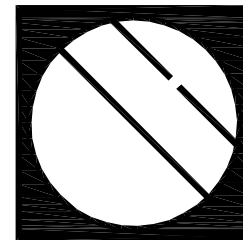
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|-------------------|------------|
| Cover Sheet | 1 of 21 |
| Master Plan | 2 of 21 |
| Site Plan | 3-6 of 21 |
| Site Details | 7 of 21 |
| Landscape Buffers | 8 of 21 |
| Landscape Plan | 9-20 of 21 |
| Landscape Details | 21 of 21 |

Location Map



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Landscape Architecture
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1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561-747-6336 Fax-747-1377

Wellington Isles
Wellington Isles, LLC
Village of Wellington, Florida

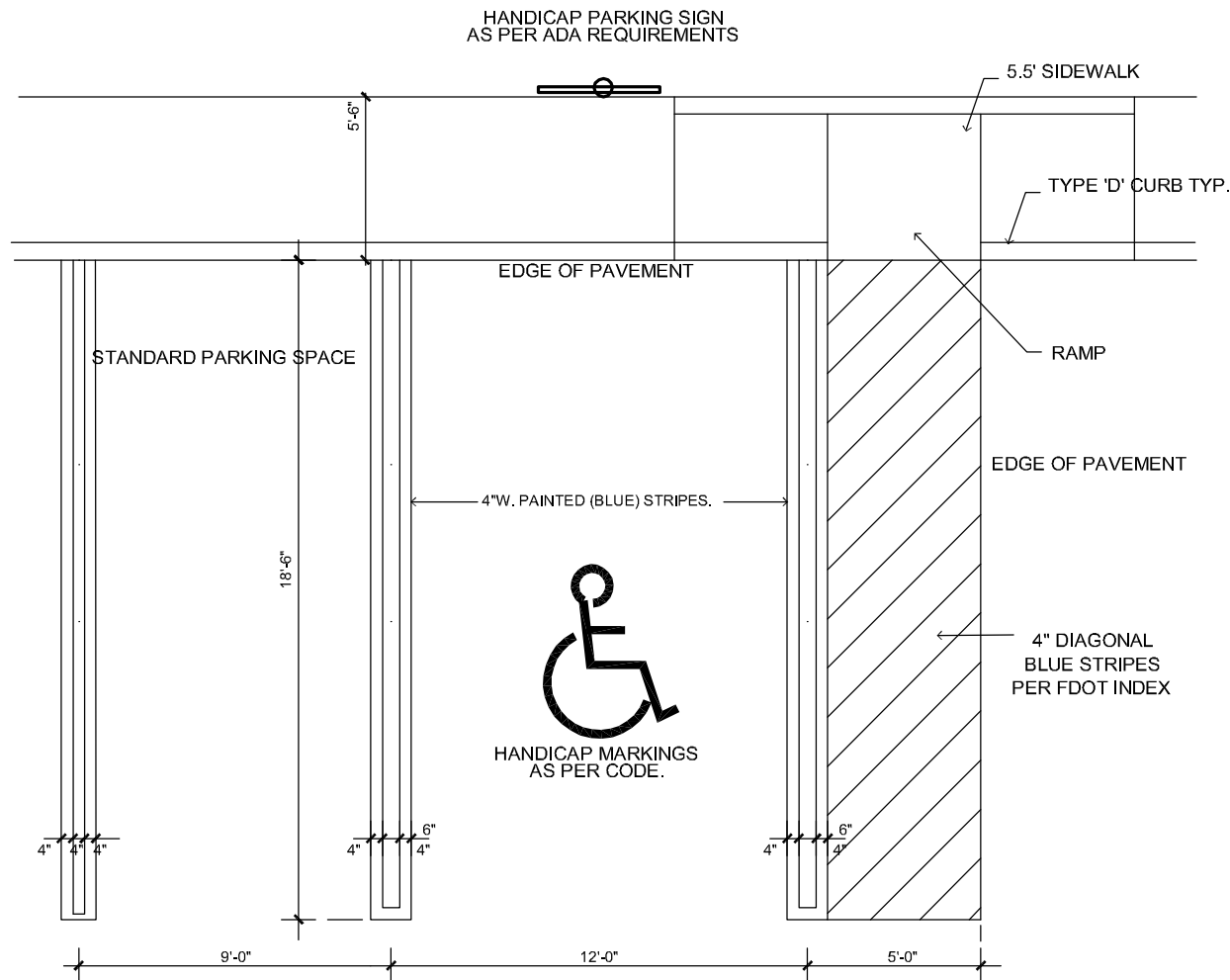
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DRAWN _____ JEEP
APPROVED _____ DEH
JOB NUMBER _____ 04-1216.03
DATE _____ 10-17-13
REVISIONS _____

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Drawing: 041216CP.DWG

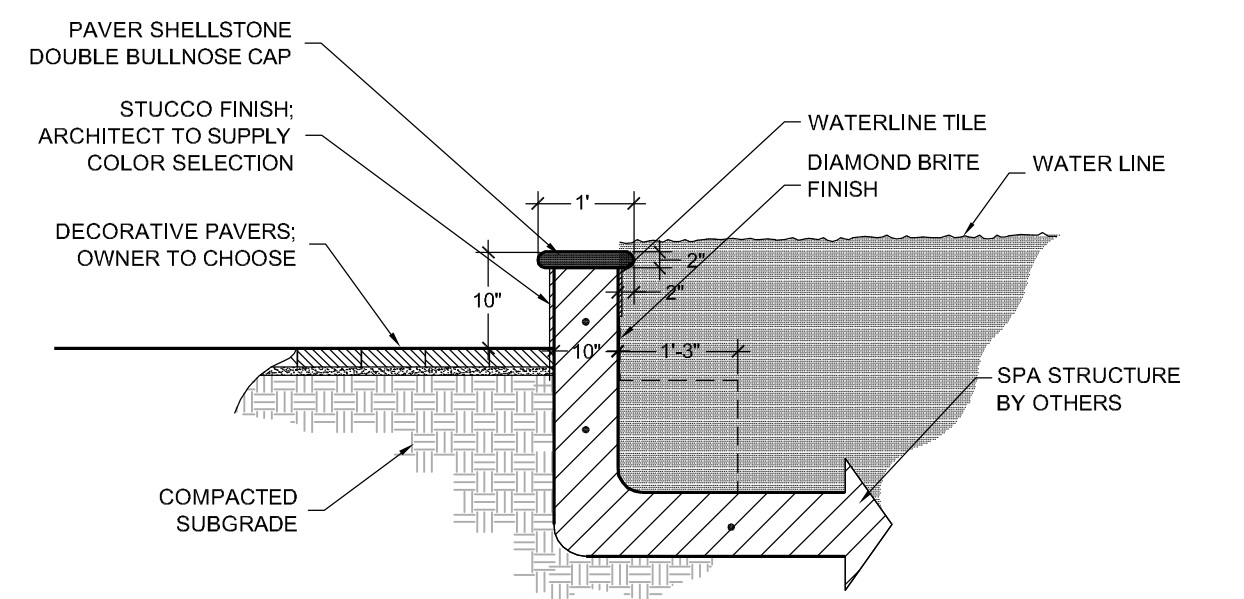
SHEET 1 OF 21

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Cover Sheet



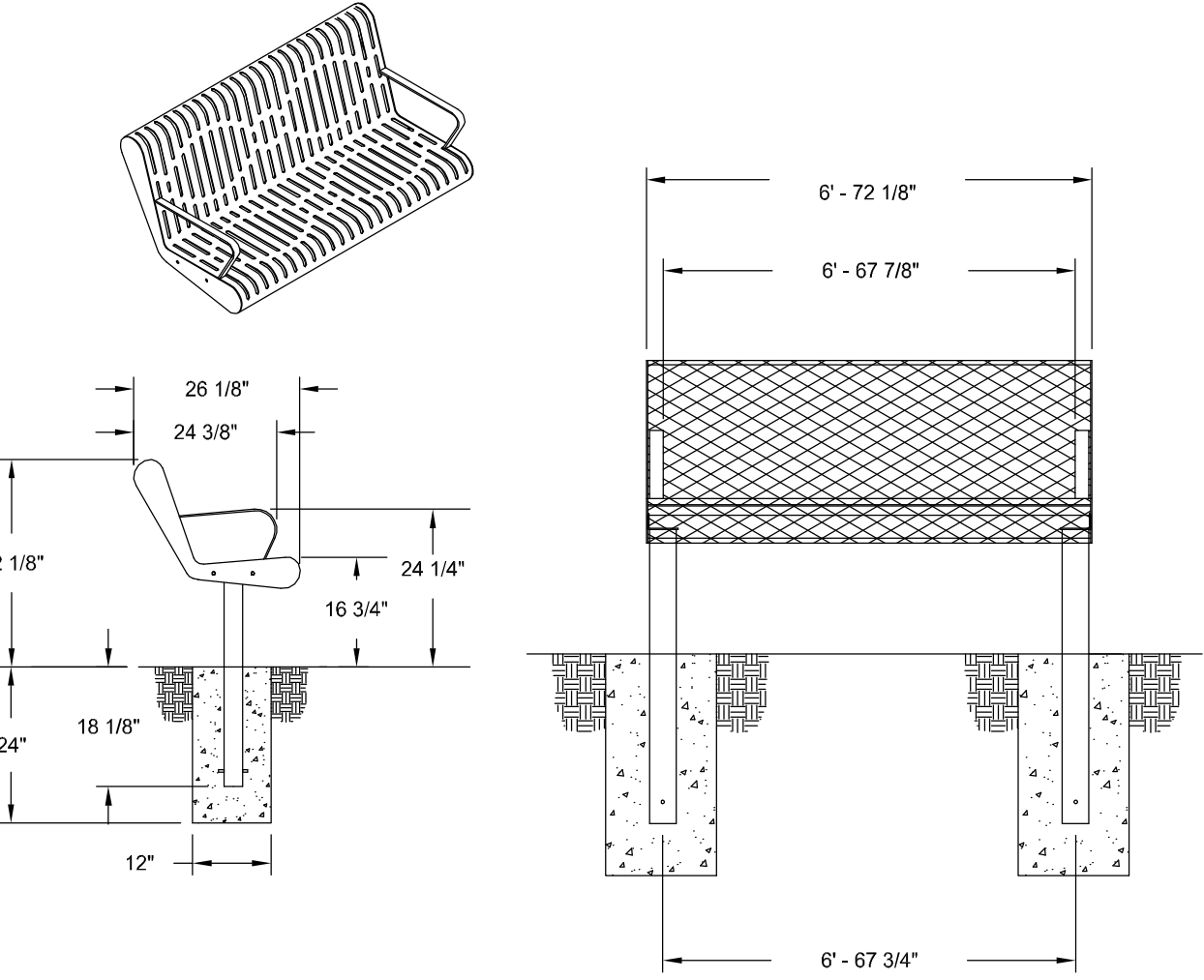
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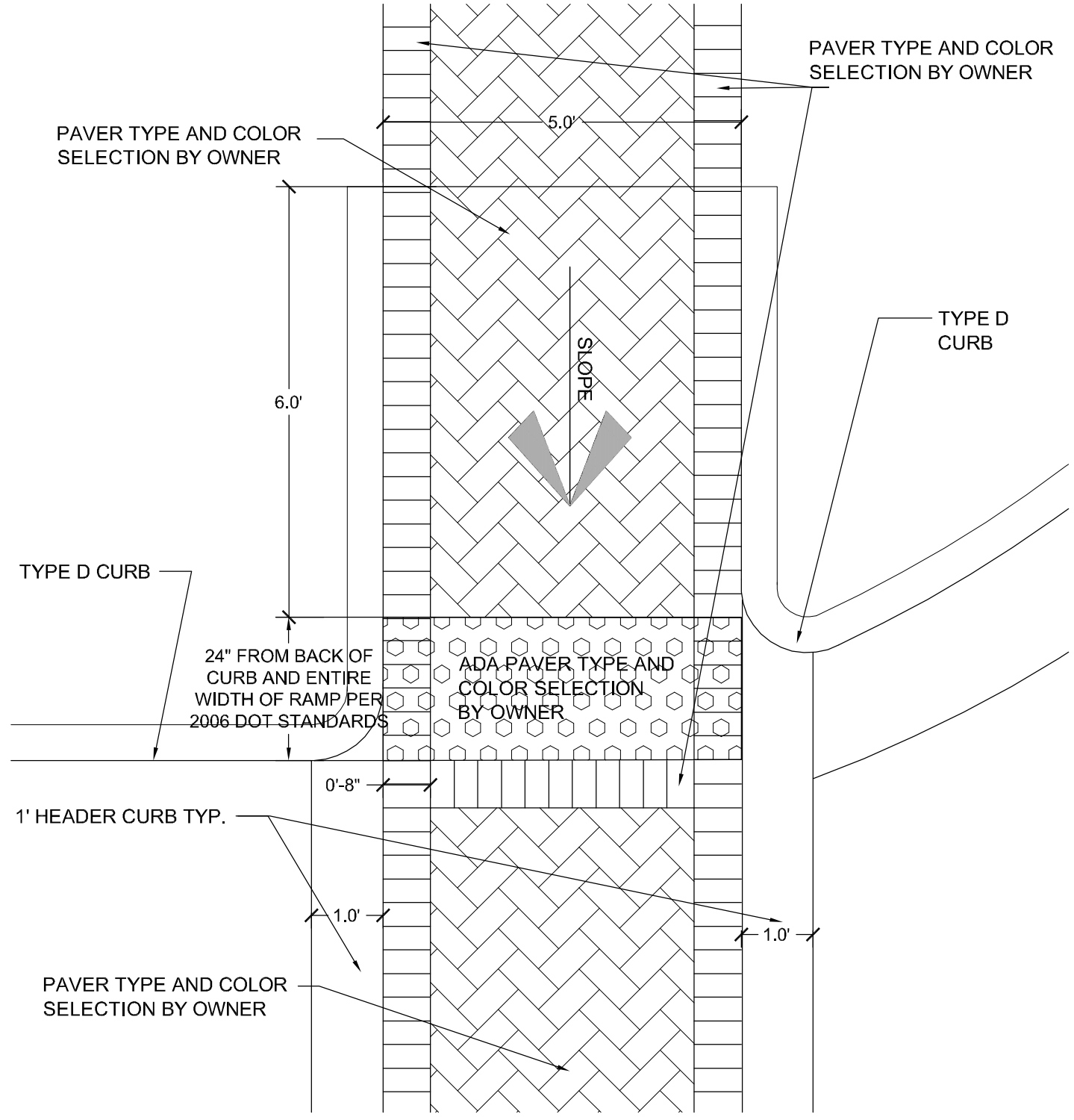
SPA CAP AND EXTERIOR FINISH



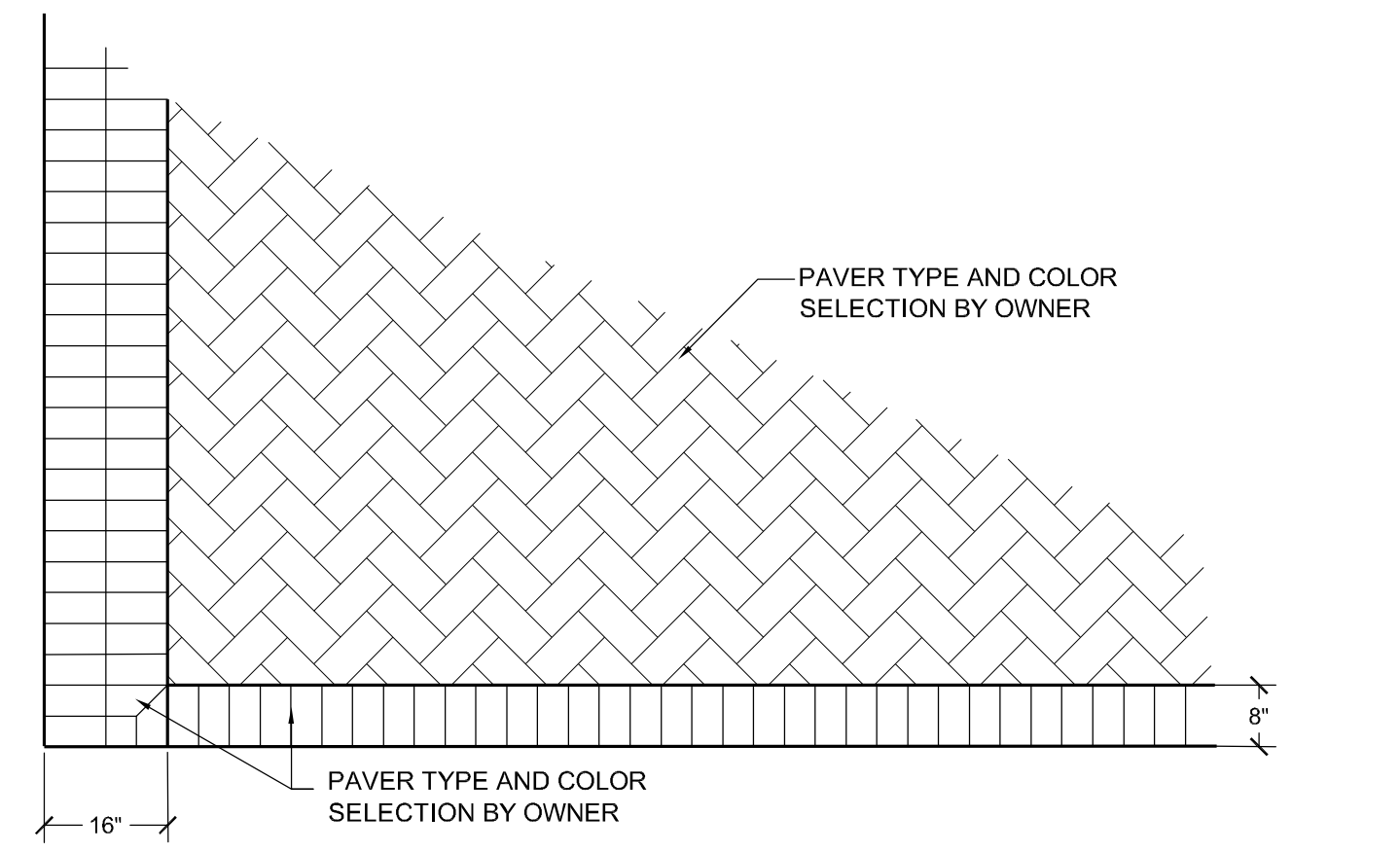
PLAY GROUND MEET ADA REQUIREMENT



6' LONG BENCH, BROWN COLOR WITH IN GROUND MOUNT



TYPICAL HANDICAP PAVER RAMP



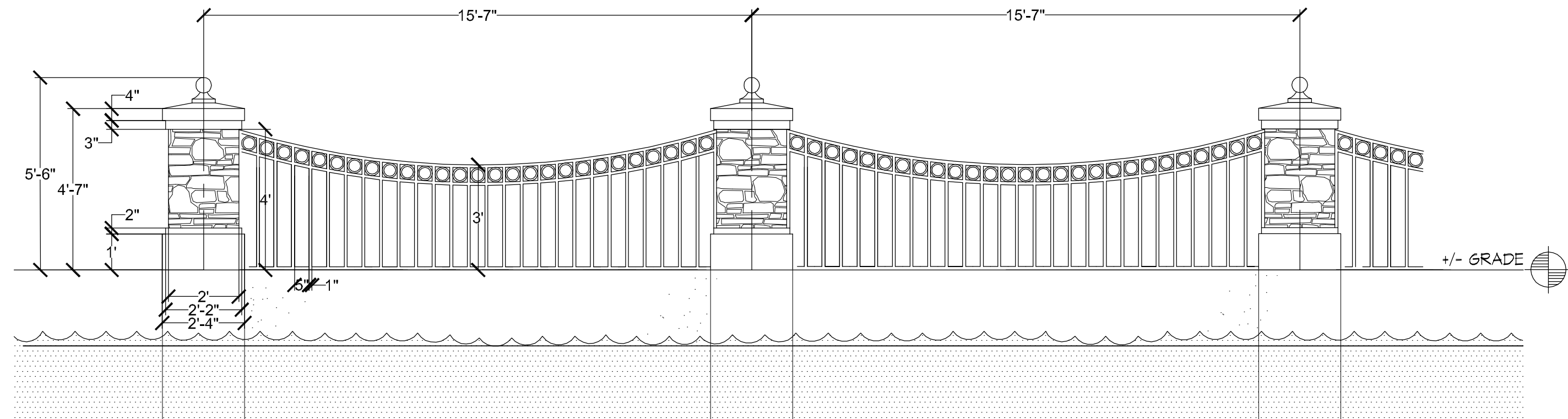
TYPICAL BANDING



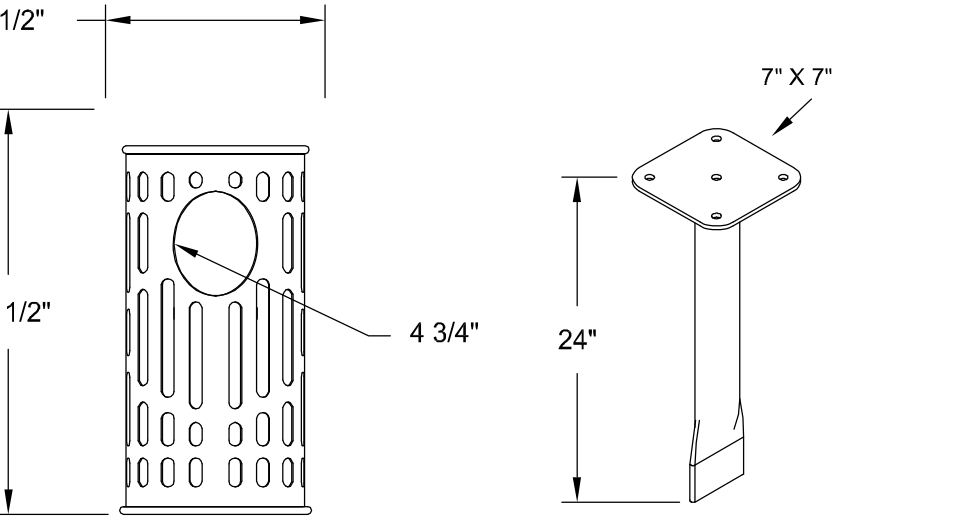
6' BLACK CHAINLINK FENCE



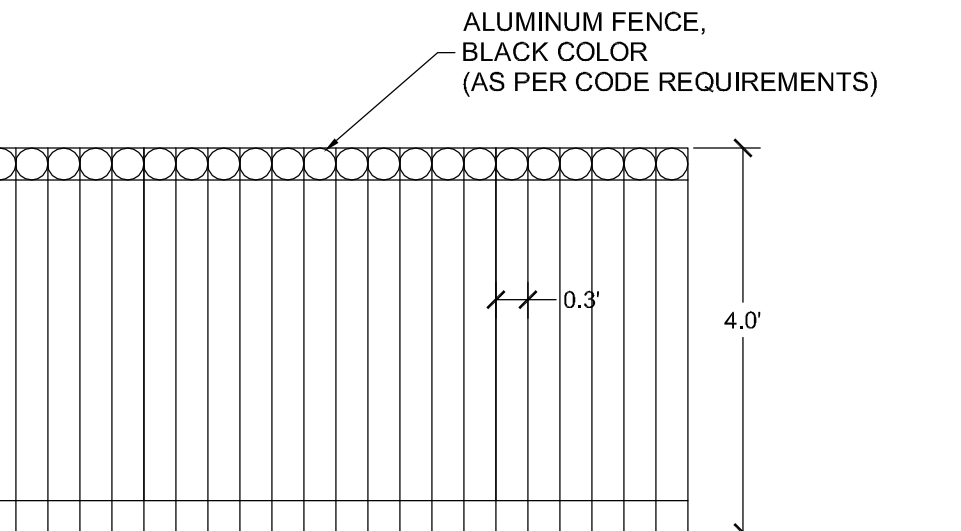
DOGIPOT PET STATION



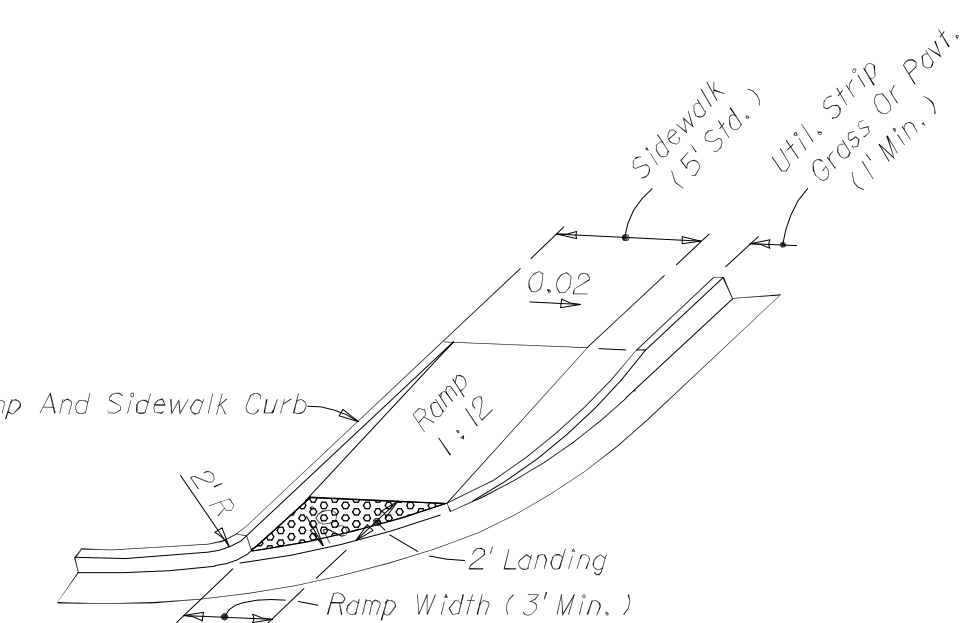
DECORATIVE METAL FENCE ALONG THE LAKE BULKHEAD



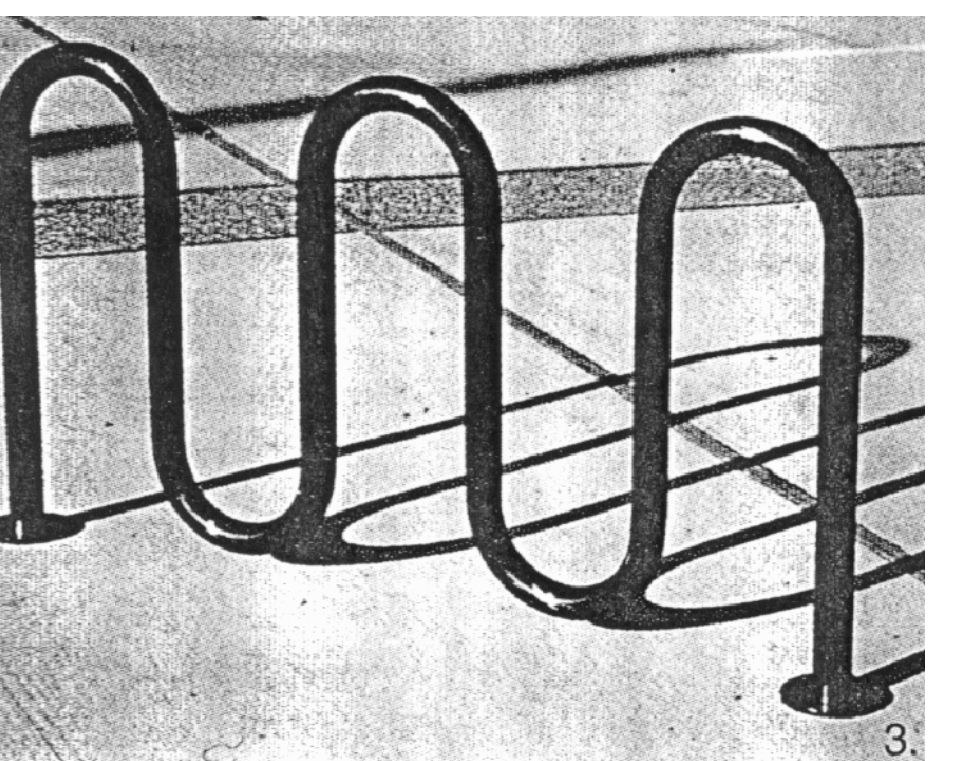
TRASH RECEPTACLE



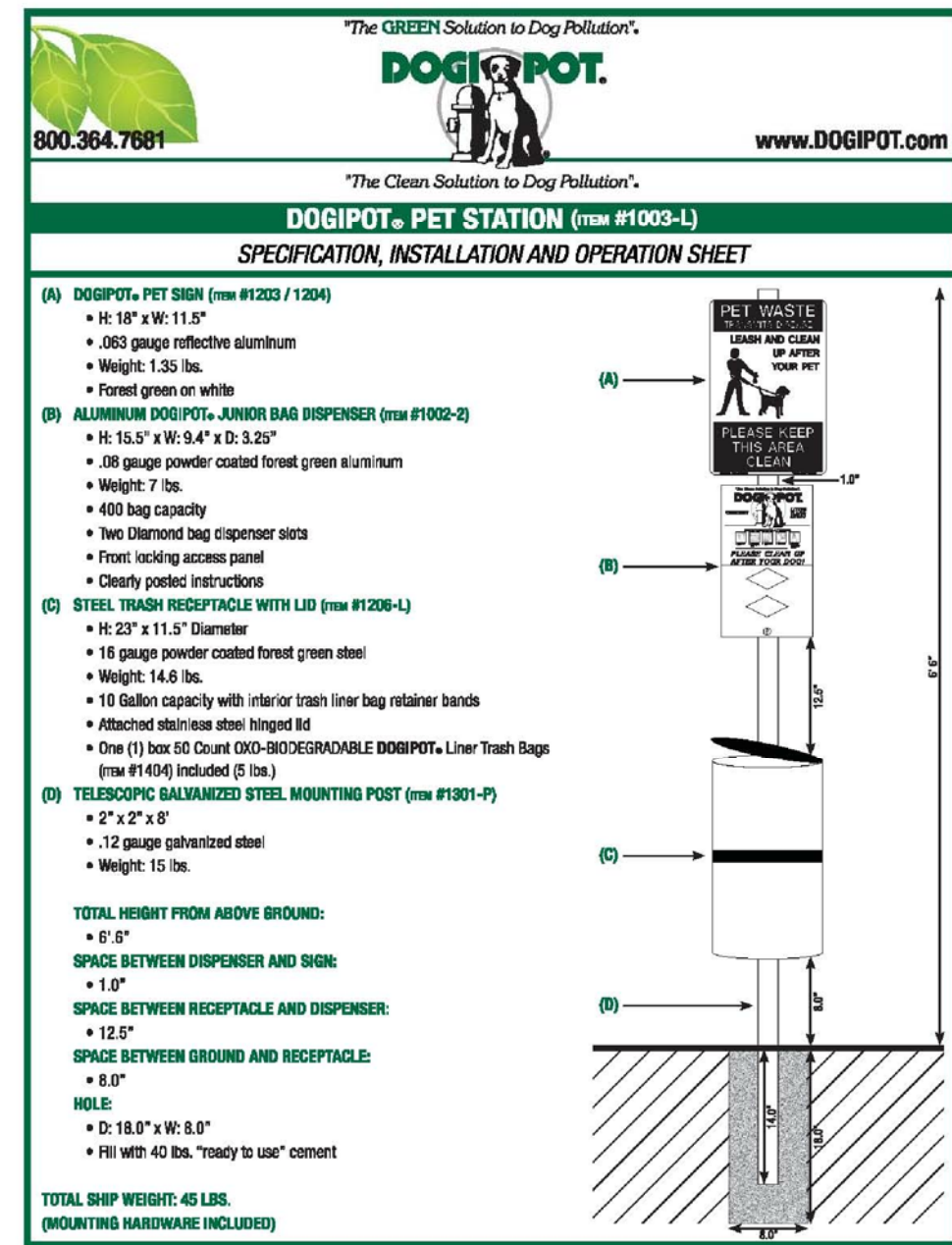
TYPICAL POOL FENCE



HANDICAP RAMP TYPICAL



BIKE RACK



DOGIPOT PET STTION DETAIL AND SPECIFICATIONS

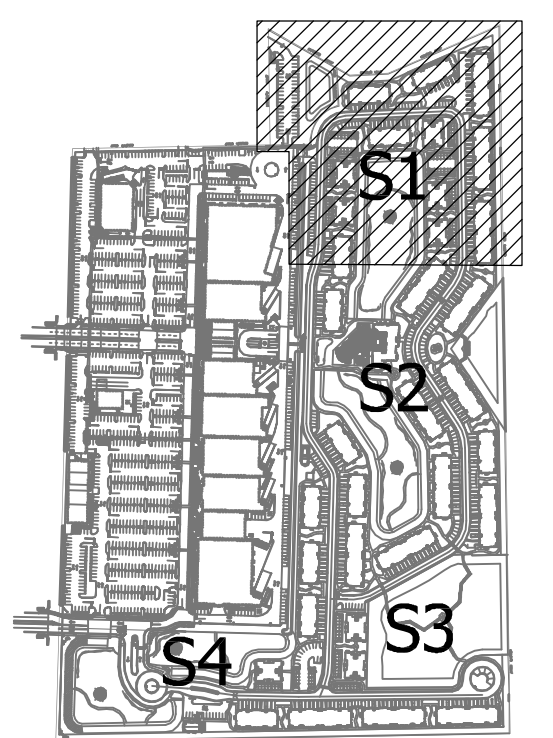


PET DRINKING STATION

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SITE DETAILS NOTE:
THE PROPOSED EQUIPMENT AND FURNITURE SHALL BE THAT DEPICTED ON THIS SHEET OR AN APPROVED EQUAL AS DETERMINED BY THE VILLAGE.

Site Details



Key Map

LEGEND

| | | | |
|-----|--------------------------------|--------|---------------------------|
| ROW | ROAD RIGHT OF WAY | LME | LAKE MAINTENANCE EASEMENT |
| DE | DRAINAGE EASEMENT | SW | SIDEWALK |
| UE | UTILITY EASEMENT | WM | WATER MAIN |
| TOB | TOP OF BANK | FM | FORCE MAIN |
| EOW | EDGE OF WATER | EXIST. | EXISTING |
| TYP | TYPICAL | PROP. | PROPOSED |
| FH | FIRE HYDRANT | HD | HANDICAP |
| 30 | BUILDING NUMBER | | |
| 6B | TYPICAL LANDSCAPE OPTION (A,B) | | |
| | BUILDING TYPE | | |

GENERAL NOTES

REFUSE SERVICE SHALL BE ACCOMPLISHED BY WAY OF INDIVIDUAL DUMPSTER AND RECYCLING.

RAMPS SHALL BE PROVIDED AT ALL PLAZA, SIDEWALK AND STREET INTERSECTIONS IN ACCORDANCE WITH ADA AND THE FLORIDA HANDICAP ACCESSIBILITY CODE.

ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON AND MASTER SIGN PLAN.

THE LANDSCAPE SHALL AVOID CONFLICTS WITH UNDERGROUND DRAINAGE AND UTILITIES. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WORK.

TREES SHALL BE POSITIONED TO AVOID CONFLICTS WITH SIGNAGE AND SITE LIGHTING.

ALL LANDSCAPE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON LAND DEVELOPMENT REGULATIONS. THE VILLAGE OF WELLINGTON CODE (LDRS) SHALL GOVERN IN THE EVENT OF A CONFLICT.

ALL ABOVE GROUND UTILITIES I.E. TRANSFORMERS, SWITCH BOXES, AC CONDENSERS AND ALIKE SHALL BE FULLY SCREENED FROM VIEW ON THREE SIDES WITH LANDSCAPING. THE LANDSCAPING SHALL EXTEND TO THE TALLEST POINT OF SAID EQUIPMENT AT TIME OF PLANTING (24" MINIMUM).

TWENTY-FOUR (24") INCH RIDGED ROOT BARRIER SHALL BE PROVIDED FOR ALL SHADE TREES PLANTED WITHIN SIX (6) FEET OF CURBS OR SIDEWALKS. ROOT BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

ROOT BARRIER, IN ACCORDANCE WITH THE LOCAL UTILITY AUTHORITY CRITERIA, SHALL BE PROVIDED FOR TREES AND PALMS ADJACENT TO UNDERGROUND UTILITIES.

ALL SIDEWALKS SHALL BE A MINIMUM OF 5 FEET IN WIDTH PER THE LDRS.

ALL AREAS SHALL BE FULLY IRRIGATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON.

ALL BUILDING LIGHTINGS AT ENTRY AND DOORS SHALL BE ON PHOTOCELL.

5' X 15' SAFE SIGHT TRIANGLE SHALL BE PROVIDED AT THE PROJECTS ENTRY ROADS. ALL PLANT MATERIAL WITHIN SAFE SIGHT TRIANGLE SHALL BE MAINTAINED BELOW 30" IN HEIGHT OR ABOVE 8'-0" IN HEIGHT AS MEASURE FROM FINISHED GRADE.

THE PHOTOMETRIC PLAN WILL REFLECT INITIAL LIGHTING VALUES IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON.

ALL TREES PLANTED UNDER OR ADJACENT TO PPAL POWER LINES WILL COMPLY WITH THE PPAL RIGHT TREE PLACE GUIDELINES.

ALL PARKING LOT STRIPING, EXCEPT FOR PARKING SPACES, SHALL BE CONSTRUCTED USING THERMOPLASTIC MATERIAL AND ALL STRIPING WITHIN PAVED BRICKS AREAS SHALL BE PAVED BRICKS OF APPROPRIATE COLOR IN ACCORDANCE WITH LDR.

ALL PARKING AND STREET LIGHTS AND PEDESTRIAN LIGHTS SHALL BE METAL HALIDE.

PROJECT ID SIGNS SHALL BE ILLUMINATED WITH GROUND MOUNTED FIXTURES ON PHOTOCELLS.

ALL HANDICAP ACCESSIBLE RAMPS SHALL MEET ALL APPLICABLE LOCAL, REGIONAL, STATE, AND FEDERAL ACCESSIBILITY GUIDELINES AND REGULATIONS. ANY MODIFICATIONS SHALL BE APPROVED BY THE ENGINEER-OF-RECORD.

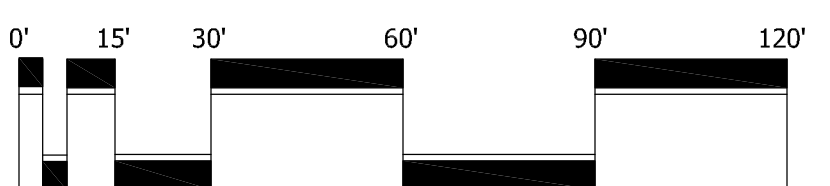
TREES PLANTED A MINIMUM OF 15 FEET FROM LIGHT POLE UNLESS POLES ARE BELOW THE TREE CANOPY.

A 4' SETBACK IS REQUIRED FOR TREES AND LIGHT POLES, IF PROPOSED CURB AND GUTTER. A 6 FEET SETBACK IS REQUIRED FOR VALLEY CURB.

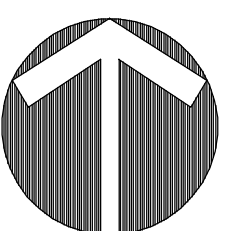
ALL WATER METERS ARE CLEAR OF PLANTS. AT LEAST 5 FEET AROUND THE METER.

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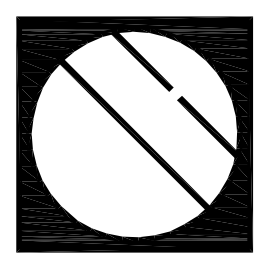
Site Plan



Scale: 1" = 30'



North



Cotleur Hearing

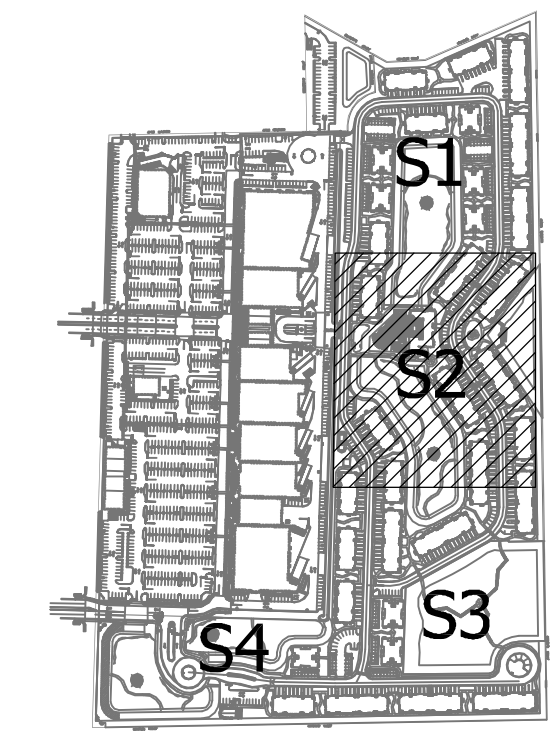
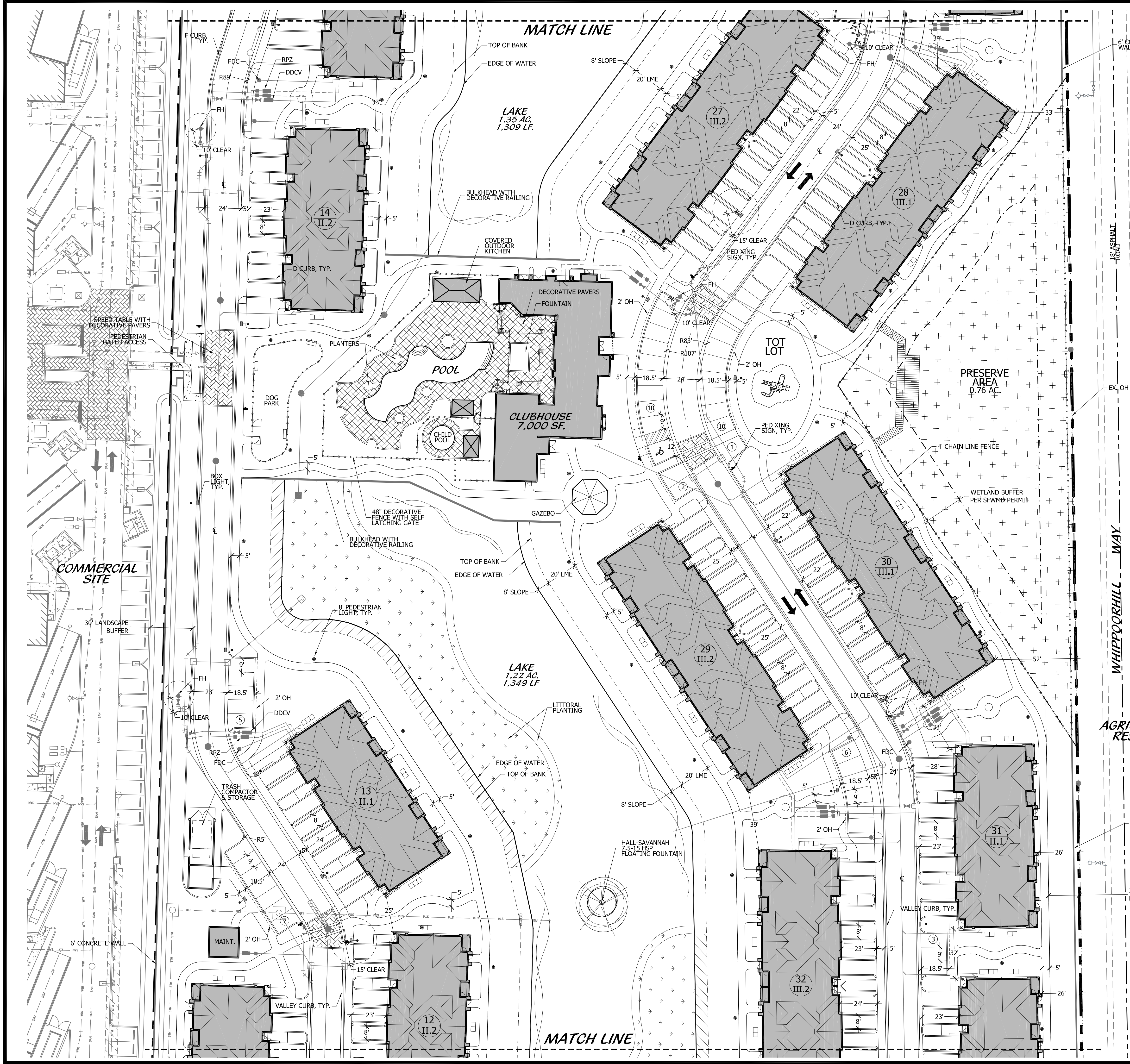
Landscape Architecture
Planning
Environmental Consulting
Graphic Design

1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561-747-6336 Fax-747-1377

Wellington Isles
Wellington Isles, LLC
Village of Wellington, Florida

| | |
|------------|----------|
| DESIGNED | DEH |
| DRAWN | RW |
| APPROVED | DEH |
| JOB NUMBER | 04-1216 |
| DATE | 10-17-13 |
| REVISIONS | |

October 16, 2013 12:44:55 p.m.
Drawing: 04-1216.03 SP.DWG



Key Map

LEGEND

| ROW | ROAD RIGHT OF WAY | LME | LAKE MAINTENANCE EASEMENT |
|-----|--------------------------------|--------|-------------------------------------|
| DE | DRAINAGE EASEMENT | SW | SIDEWALK |
| UE | UTILITY EASEMENT | WM | WATER MAIN |
| TOB | TOP OF BANK | FM | FORCE MAIN |
| EOW | EDGE OF WATER | EXIST. | EXISTING |
| TYP | TYPICAL | PROP. | PROPOSED |
| FH | FIRE HYDRANT | HD | HANDICAP |
| 30 | BUILDING NUMBER | | LIGHT FIXTURE |
| 6B | TYPICAL LANDSCAPE OPTION (A,B) | | (REFER TO LIGHTING PLAN FOR DETAIL) |
| | BUILDING TYPE | | |

GENERAL NOTES

REFUSE SERVICE SHALL BE ACCOMPLISHED BY WAY OF INDIVIDUAL DUMPSTER AND RECYCLING.

RAMPS SHALL BE PROVIDED AT ALL PLAZA, SIDEWALK AND STREET INTERSECTIONS IN ACCORDANCE WITH ADA AND THE FLORIDA HANDICAP ACCESSIBILITY CODE.

ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON AND MASTER SIGN PLAN.

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TWENTY-FOUR (24") INCH RIDGED ROOT BARRIER SHALL BE PROVIDED FOR ALL SHADE TREES PLANTED WITHIN SIX (6) FEET OF CURBS OR SIDEWALKS. ROOT BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

ROOT BARRIER, IN ACCORDANCE WITH THE LOCAL UTILITY AUTHORITY CRITERIA, SHALL BE PROVIDED FOR TREES AND PALMS ADJACENT TO UNDERGROUND UTILITIES.

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5' X 15' SAFE SIGHT TRIANGLE SHALL BE PROVIDED AT THE PROJECTS ENTRY ROADS. ALL PLANT MATERIAL WITHIN SAFE SIGHT TRIANGLE SHALL BE MAINTAINED BELOW 30" IN HEIGHT OR ABOVE 6'0" IN HEIGHT AS MEASURED FROM FINISHED GRADE.

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ALL TREES PLANTED UNDER OR ADJACENT TO FINAL POWER LINES WILL COMPLY WITH THE FINAL RIGHT TREE PLACE GUIDELINES.

ALL PARKING LOT STRIPING, EXCEPT FOR PARKING SPACES, SHALL BE CONSTRUCTED USING THERMOPLASTIC MATERIAL AND ALL STRIPING WITH PAVED BRICKS. AREAS SHALL BE PAVED BRICKS OF APPROPRIATE COLOR IN ACCORDANCE WITH LDR.

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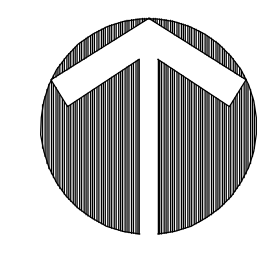
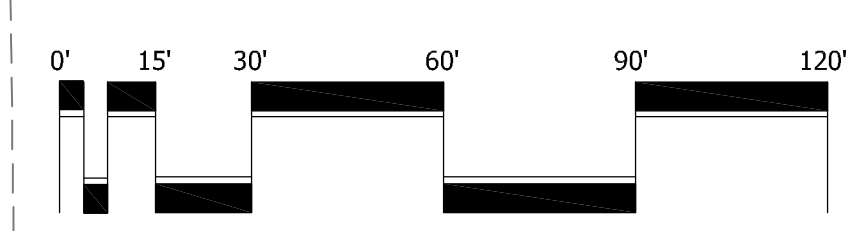
TREES PLANTED A MINIMUM OF 15 FEET FROM LIGHT POLE UNLESS POLES ARE BELOW THE TREE CANOPY.

A 4' SETBACK IS REQUIRED FOR TREES AND LIGHT POLES. IF PROPOSED CURB AND GUTTER, A 6 FEET SETBACK IS REQUIRED FOR VALLEY CURB.

ALL WATER METERS ARE CLEAR OF PLANTS. AT LEAST 5 FEET AROUND THE METER.

Site Plan

PETITION: 2002-024-ASA 3



Scale: 1" = 30'

North



Cotleur Hearing

Landscape Architecture
Planning
Environmental Consulting
Graphic Design

1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561-747-6336 Fax-747-1377

Wellington Isles

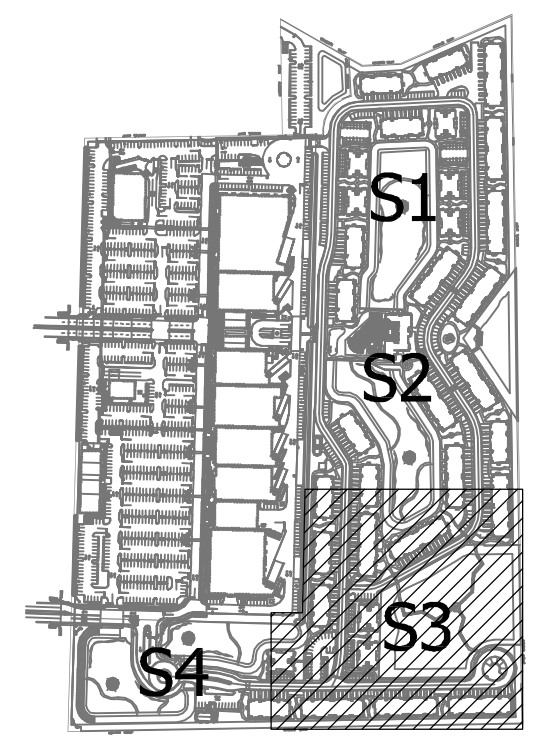
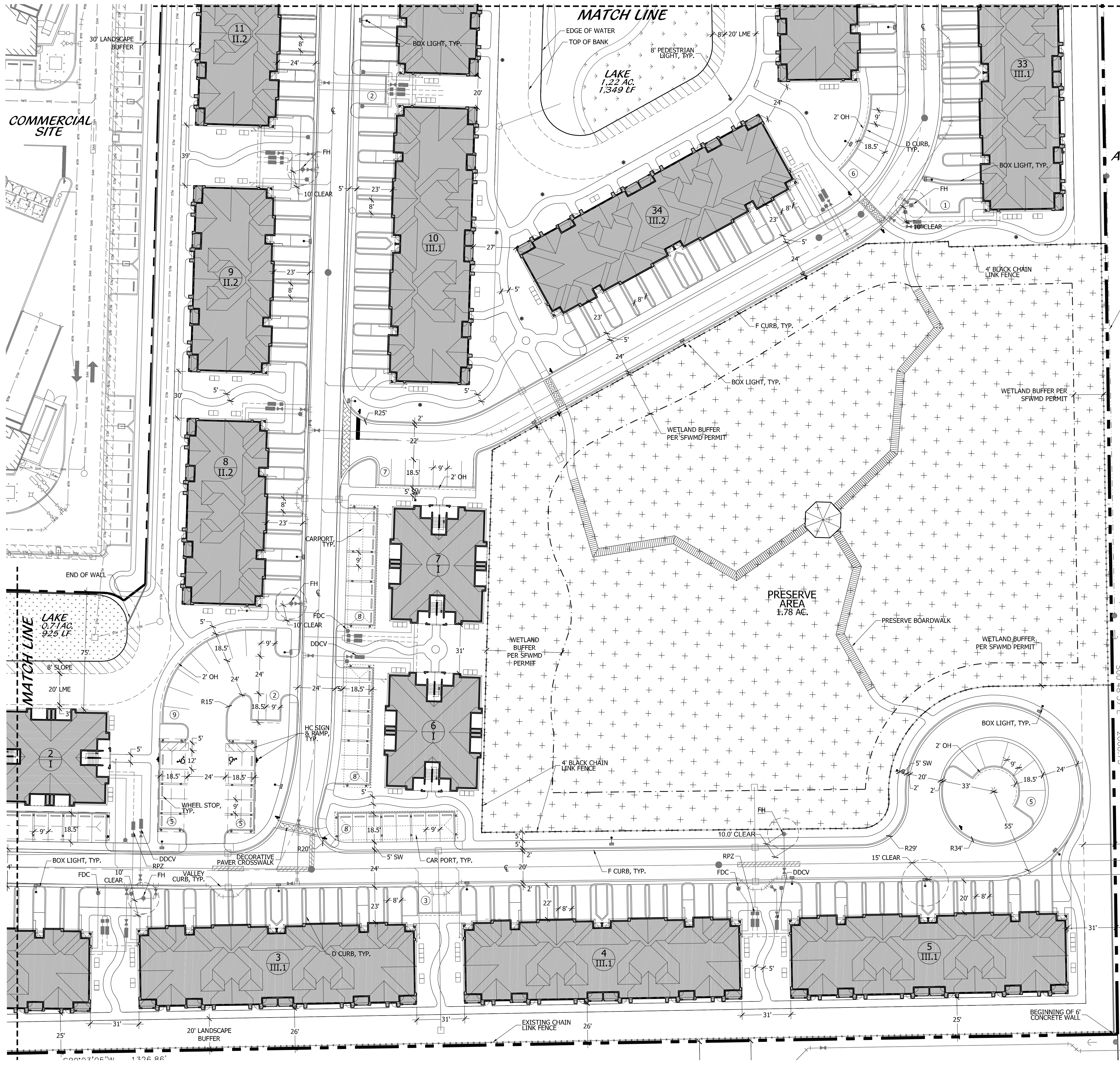
Wellington Isles, LLC
Village of Wellington, Florida

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DESIGNED _____ DEH
DRAWN _____ RW
APPROVED _____ DEH
JOB NUMBER 04-1216.03
DATE 10-17-13
REVISIONS _____

October 16, 2013 12:44:55 p.m.
Drawing: 04-1216.03 SP DWG

SHEET S2 OF 21
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Key Map

LEGEND

| | | | |
|-----|--|--------|---|
| ROW | ROAD RIGHT OF WAY | LME | LAKE MAINTENANCE EASEMENT |
| DE | DRAINAGE EASEMENT | SW | SIDEWALK |
| UE | UTILITY EASEMENT | WM | WATER MAIN |
| TOB | TOP OF BANK | FM | FORCE MAIN |
| EOW | EDGE OF WATER | EXIST. | EXISTING |
| TYP | TYPICAL | PROP. | PROPOSED |
| FH | FIRE HYDRANT | HD | HANDICAP |
| 30 | BUILDING NUMBER | | LIGHT FIXTURE (REFER TO LIGHTING PLAN FOR DETAIL) |
| 6B | TYPICAL LANDSCAPE OPTION (A,B) BUILDING TYPE | | |

GENERAL NOTES

REFUSE SERVICE SHALL BE ACCOMPLISHED BY WAY OF INDIVIDUAL DUMPSTER AND RECYCLING.

RAMPS SHALL BE PROVIDED AT ALL PLAZA, SIDEWALK AND STREET INTERSECTIONS IN ACCORDANCE WITH ADA AND THE FLORIDA HANDICAP ACCESSIBILITY CODE.

ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON AND MASTER SIGN PLAN.

THE LANDSCAPE SHALL AVOID CONFLICTS WITH UNDERGROUND DRAINAGE AND UTILITIES. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WORK.

TREES SHALL BE POSITIONED TO AVOID CONFLICTS WITH SIGNAGE AND SITE LIGHTING.

ALL LANDSCAPE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON LAND DEVELOPMENT REGULATIONS. THE VILLAGE OF WELLINGTON CODE (LDRS) SHALL GOVERN IN THE EVENT OF A CONFLICT.

ALL ABOVE GROUND UTILITIES I.E. TRANSFORMERS, SWITCH BOXES, AC CONDENSERS AND ALIKE SHALL BE FULLY SCREENED FROM VIEW ON THREE SIDES WITH LANDSCAPING. THE LANDSCAPING SHALL EXTEND TO THE FALLEST POINT OF SAID EQUIPMENT AT TIME OF PLANTING (24" MINIMUM).

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ALL SIDEWALKS SHALL BE A MINIMUM OF 5 FEET IN WIDTH PER THE LDRS

ALL AREAS SHALL BE FULLY IRRIGATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF WELLINGTON.

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5' X 15' SAFE SIGHT TRIANGLE SHALL BE PROVIDED AT THE PROJECTS ENTRY ROADS. ALL PLANT MATERIAL WITHIN SAFE SIGHT TRIANGLE SHALL BE MAINTENANCE BELOW 30" IN HEIGHT OR ABOVE 6'-0" IN HEIGHT AS MEASURED FROM FINISHED GRADE.

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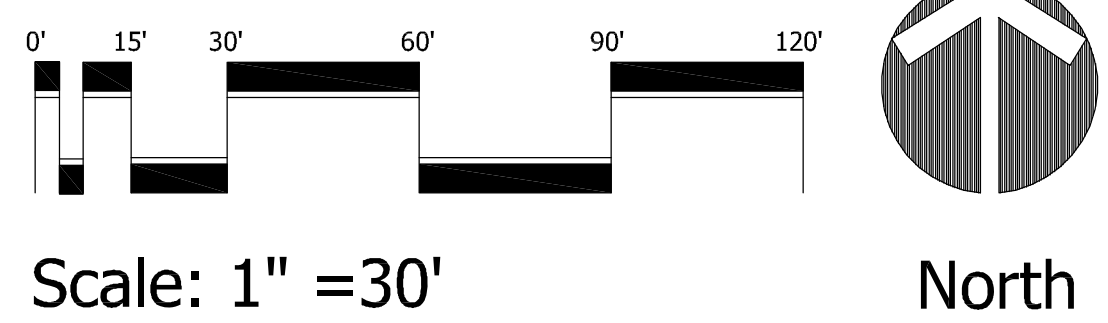
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ALL WATER METERS ARE CLEAR OF PLANTS. AT LEAST 5 FEET AROUND THE METER.

RECEIVED
By Planning and Zoning at 11:40 am, Oct 17, 2013

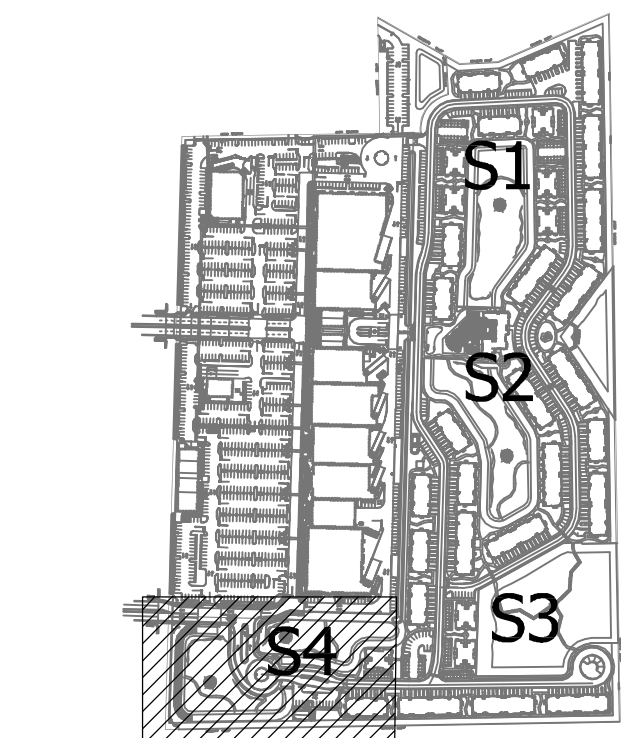
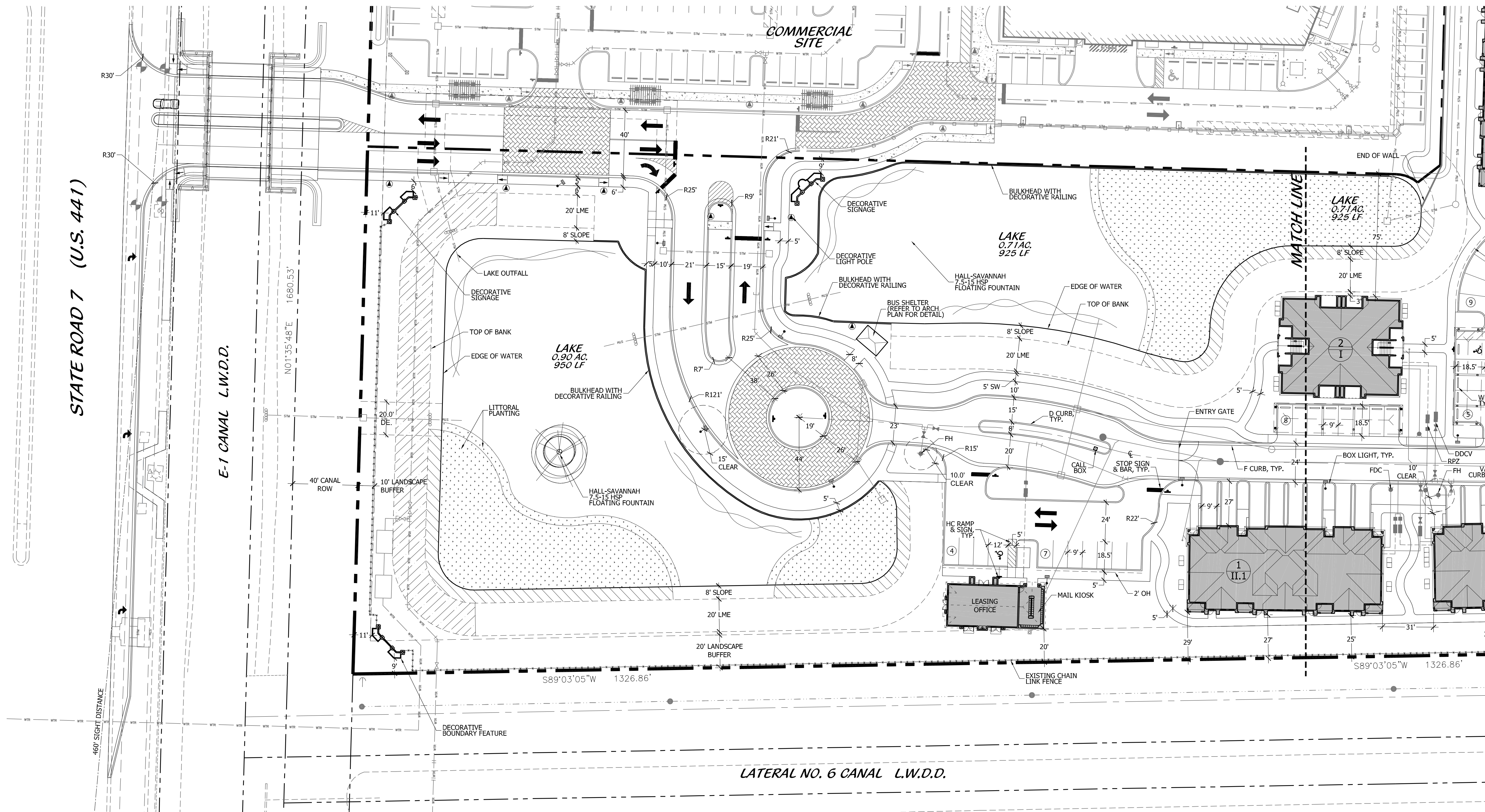
Site Plan




**Cotleur
Hearing**
Landscape Architecture
Planning
Environmental Consulting
Graphic Design
1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561-747-6336 Fax-747-1377

Wellington Isles
Wellington Isles, LLC
Village of Wellington, Florida

| | |
|------------|------------|
| DESIGNED | DEH |
| DRAWN | RW |
| APPROVED | DEH |
| JOB NUMBER | 04-1216.03 |
| DATE | 10-17-13 |
| REVISIONS | |



Key Map

LEGEND

| | | | |
|-----|--------------------------------|--------|---------------------------|
| ROW | ROAD RIGHT OF WAY | LME | LAKE MAINTENANCE EASEMENT |
| DE | DRAINAGE EASEMENT | SW | SIDEWALK |
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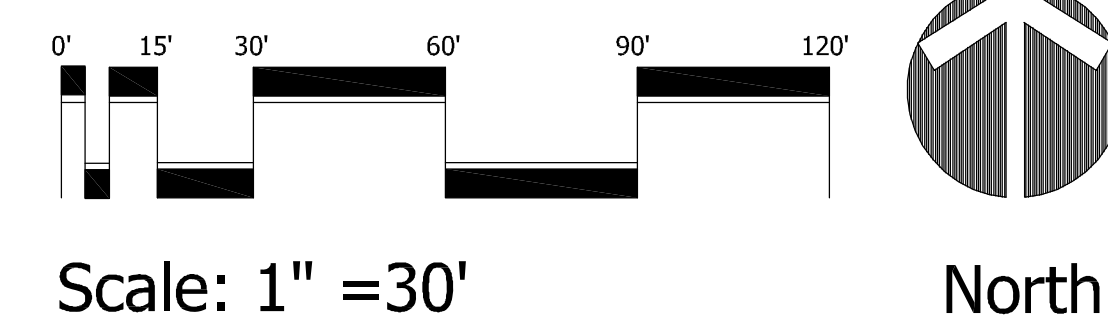
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By Planning and Zoning at 11:41 am, Oct 17, 2013

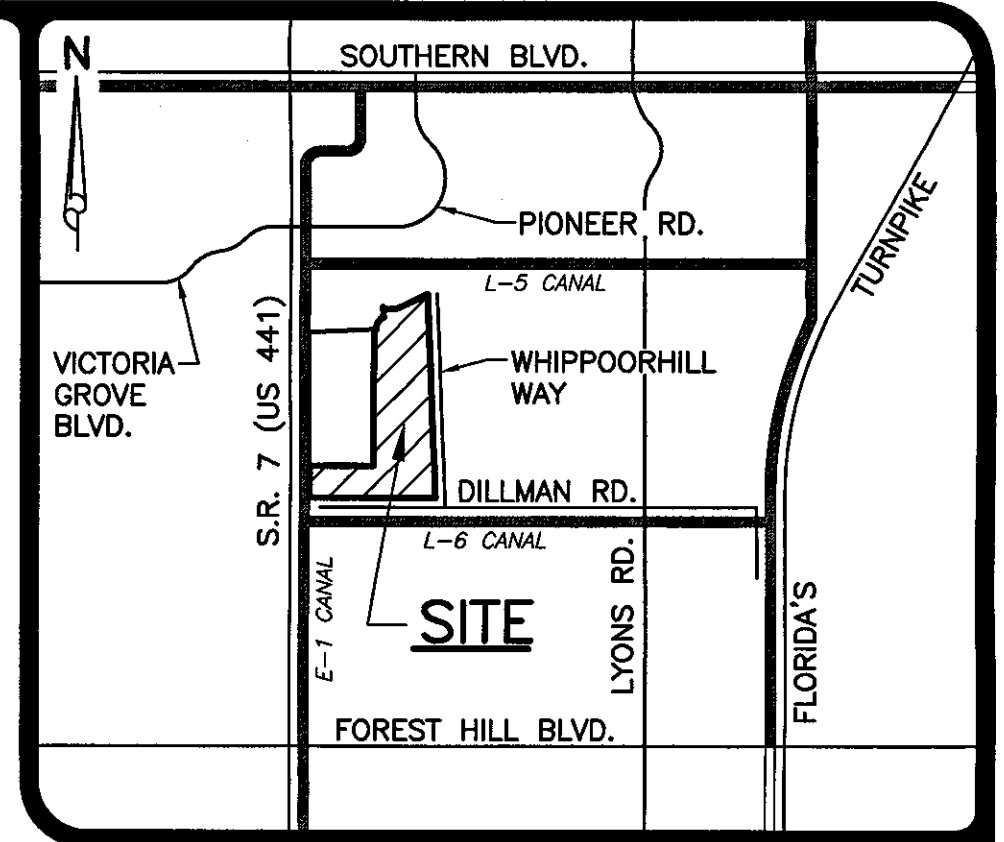
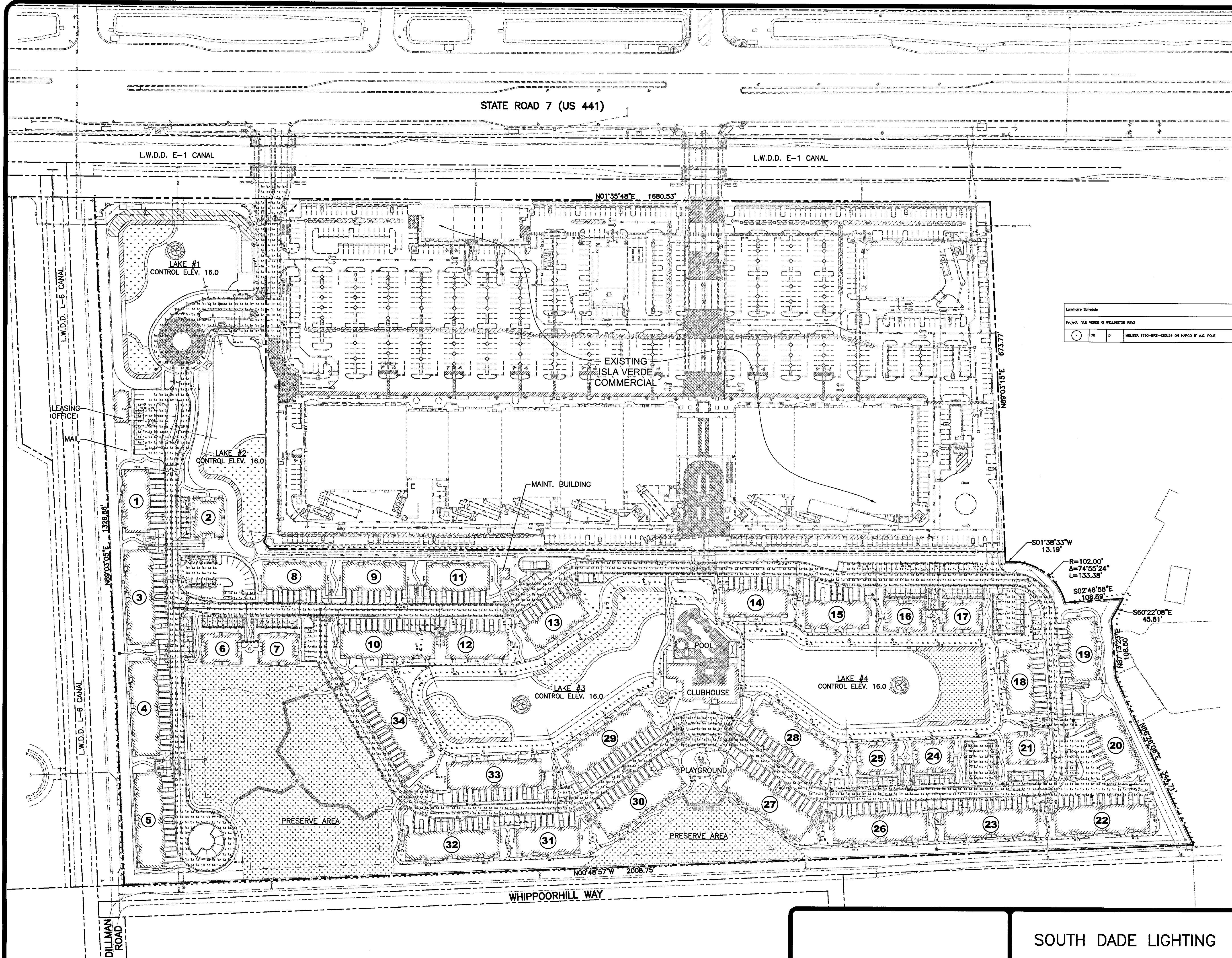
Site Plan



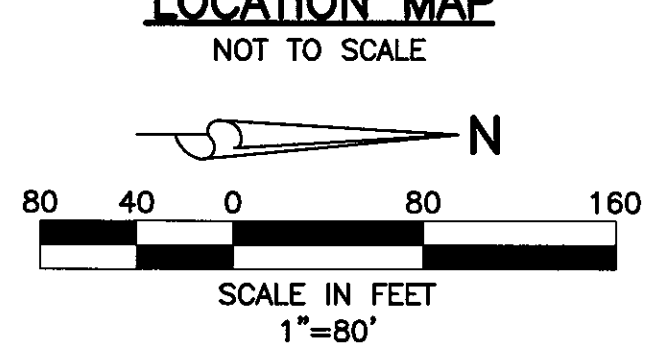
Wellington Isles

Wellington Isles, LLC
Village of Wellington, Florida

| | |
|------------|------------|
| DESIGNED | DEH |
| DRAWN | RW |
| APPROVED | DEH |
| JOB NUMBER | 04-1216.03 |
| DATE | 10-17-13 |
| REVISIONS | |



SECTION 6 & 7, TOWNSHIP 44S., RANGE 42E.



Luminaire Schedule

| | |
|---------------|---|
| Project: | ISLE VERDE @ WELLINGTON REV2 |
| Manufacturer: | MELISSA 1790-SR2-430204 ON HAPCO 8' A.G. POLE |
| Height: | 3200 |
| Beam Spread: | 1.000 1.000 0.850 33.5 |
| Wattage: | 2535 |

Calculation Summary

| | | | | | |
|---------------------------------------|------|-----|-----|---------|---------|
| Project: ISLE VERDE @ WELLINGTON REV2 | | | | | |
| Label | Ang | Max | Min | Ang/Min | Max/Min |
| NORTH PL 6+ | 0.04 | 0.2 | 0.0 | N.A. | N.A. |
| PRW | 0.00 | 0.0 | 0.0 | N.A. | N.A. |
| SITE_Planor | 1.00 | 3.0 | 0.3 | 3.33 | 10.00 |
| SOUTH PL 6+ | 0.00 | 0.1 | 0.0 | N.A. | N.A. |
| SOUTH PL EAST 6 | 0.01 | 0.1 | 0.0 | N.A. | N.A. |
| WEST PL 6+ | 0.00 | 0.0 | 0.0 | N.A. | N.A. |

RECEIVED
By Planning and Zoning at 11:41 am, Oct 17, 2013

SOUTH DADE LIGHTING

WELLINGTON ISLES
SECTION 6 & 7, TOWNSHIP 44S., RANGE 42E.
VILLAGE OF WELLINGTON, FLORIDA
PHOTOMETRIC PLAN

| | | | | |
|----------------|-----------------------|--------------|----------|------|
| DESIGN | DRAWN | CHECKED | APPROVED | DATE |
| JOB NO. 13-107 | DRAWING NO. 13107PP01 | SHEET 1 OF 1 | | |



AT&T
Palm Beach

Robert Matrafajlo
2021 S. Military Trail
WPB FL 33415
561-357-6559

9/25/13
Isla Verde of Wellington
Attn: Matt London
3501 S. Federal Highway
Boynton Beach, FL 33435

RE: Isla Verde of Wellington

Dear Mr. London

This letter is in response to your request for information on the availability of service at the above Isla Verde. This letter acknowledges that the above referenced Isla Verde is located in an area served by AT&T. Any service arrangements for the Isla Verde will be subject to later discussions and agreements between the developer and AT&T. Please be advised that this letter is not a commitment by AT&T to provide service to Isla Verde. Please contact me at the phone number included in this letter with any questions.

Thank you for contacting AT&T.

Sincerely,

Robert Matrafajlo
OSPE-AT&T



Engineering Department

10435 Ironwood Road
Palm Beach Gardens, Florida 33410

September 21, 2013

RE: Letter of Service Availability

Dear Mr London,

Please consider this Comcast Cable Communications Letter of Service Availability for the proposed development, Isla Verde to be built in the Village of Wellington.

If you need additional information, please call me 561-662-6103 or e-mail archie_griggs@cable.comcast.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Archie Griggs", followed by a stylized flourish.

Archie Griggs
Senior Field Coordinator



Sept. 23, 2013

FM Contract Service, LLC
Matthew London
601 Bayshore Blvd, STE 650
Tampa, FL 33606

RE: ISLA VERDE RESIDENTIAL DEVELOPMENT

Dear Matthew,

This is to confirm that, at the present time, FPL has sufficient capacity to provide electric service to the above referenced project. This service will be furnished in accordance with applicable rates, rules and regulations.

Please provide the final site plan, site survey and electrical load data as soon as possible so the necessary engineering can begin.

Early contact with FPL is essential so that resources may be scheduled to facilitate availability of service when required.

If you have any questions please call me at 561-616-1628.

Sincerely,

William Thomas
Senior Technical Specialist



September 25, 2013

HG Acquisitions

Attn. Matthew London

601 Bayshore Blvd, Ste. 650

Tampa, FL-33606

Re: Property located at State Road 7, north of Forest Hill Blvd, Wellington, FL-33411

Dear Mr. London,

Florida Public Utilities would like to take this opportunity to offer our assistance with the reference project and future projects in our service area where we recommend natural gas as your energy choice.

Natural gas would be available to the project site provided adequate revenues are received from the customer. Tap charges, gas service and connection fees are determined by the Rules and Regulations of the Florida Public Service Commission. A "no-cost Natural Gas Main extension" would require the applicant located within the service area to have estimated five and one half year revenues equal to the estimated cost of construction.

Installation of gas supply facilities is dependent on Florida Public Utilities receiving a signed Service Agreement from the tenant with the appropriate signatures. A copy of corporation papers with Tax ID will also be required together with a gas account deposit or surety bond which will be determined at a later date.

We currently have natural gas supply in the vicinity of the proposed site. Florida Public Utilities gas service means that we will run the needed gas lines from the street (main gas line extension if needed plus dedicated service line and gas meter). No interior gas line work is performed by Florida Public Utilities.

In order to start the estimate process we will need:

Desired delivery pressure at the meter.

List of equipment with related BTU's.

Gas Riser Diagram.

If you need any additional information or have any questions please do not hesitate to contact me at (561) 602-4150 or e-mail: mruini@fpuc.com.

Sincerely,

Mauro Ruini

Commercial Sales Account Manager



Cotleur &
Hearing

Landscape Architects | Land Planners | Environmental Consultants

1934 Commerce Lane • Suite 1 • Jupiter, Florida • 33458 • Ph 561.747.6336 • Fax 561.747.1377 • www.cotleurhearing.com • Lic # LC-C000239

***Isles Verde Residential
Application Submittal
Justification Statement***

Introduction

On behalf of Wellington Isles, LLC, the Applicant, we are requesting approval of amendments to the Comprehensive Plan Map, Master Plan, Development Order, and Site Plan to allow the development of a 360-unit luxury multi-family community within Isle Verde Residential.

Project Contact:

Agent/Planner - Cotleur & Hearing, Inc.

Donaldson Hearing / Kathryn DeWitt

1934 Commerce Lane, Suite 1

Jupiter, FL 33458

Phone: (561) 747-6336 x 110

Fax: (561) 747-1377

E-mail: kdewitt@cotleur-hearing.com

Background

The site is located at the northeast corner of Dillman Road and State Road 7. Isle Verde Residential is a 53.57-acre mixed-use project with nonresidential uses on the west half of the site and residential uses approved for the east half. The nonresidential uses have been constructed; however, the residential portion of the site is currently vacant. The residential portion of the project is 30.65 acres.

The project was annexed into the Village of Wellington in January 2004. Upon annexation, the parcel was given a Future Land Use designation of Mixed Use Development (MXD). In 2006, the Village adopted Ordinance 2006-12 approving a Mixed Use Planned Development (MUPD) zoning designation for the site. A companion Resolution was adopted, (Resolution 2006-40) approving the Master Plan, which included 245 townhome units and 210,000 square feet of nonresidential uses.

Most recently, in 2011, Ordinance 2011-06 and Resolution 2011-35 were adopted, amending the previous development orders to allow 230 townhome units.

Project Description

The subject request is to amend the previous development orders to allow a 360-unit luxury multi-family community. The approved site plan currently allows a total of 230 dwelling units. The buildings within the community will be two and three stories, and include one, two, three, and four bedroom units. The community will contain a resort-style clubhouse, pool, fitness

center, and recreational courts for the enjoyment of all residents. Numerous park and open space areas serve to provide residents a flourishing environment that engages the existing natural habitats on the property.

The community will be managed by a single management company, who will oversee the daily operations, resident application screening, and security measures. Each resident is required to submit for a background check and credit screening prior to approval. This process ensures the integrity and safety of the community remains intact. From a security standpoint, the community will be completely gated with a secured access point. Each dwelling unit is accessed with a key fob, which also provides access to the community pool, fitness center, and gated recreation areas. Lastly, the site will be equip with security cameras and secure barriers on all sides. The Applicant strives to produce a safe and flourishing environment for the residents.

Comprehensive Plan Map Amendment

The Applicant is required to submit a Comprehensive Plan Amendment (CPA), per Policy 1.3.25 (16)(f) based on *“an increase in the maximum development threshold.”* The Applicant is proposing a 360-unit luxury multi-family community. The approved site plan currently allows a total of 230 dwelling units. The increase in dwelling units warrants the CPA process.

Since the subject project was originally approved, the Comprehensive Plan has been amended to include five different “types” of Mixed Use Developments. The Applicant would like to take this opportunity to amend the existing MXD designation of the property to reflect a land use designation of MXD Type I. The Type 1 designation means *“a project that may utilize the complete range of uses permitted by the Mixed Use future land use map designation, including the use of 100 percent of project area for determining maximum residential density.”* The MXD Type I designation allows 12 units / acre for properties between 30-60 acres. The subject property, at 53.57 acres, would allow a maximum of 642 dwelling units. The Applicant is proposing 360 dwelling units, well below the maximum allowable threshold.

Policy 1.3.25(8)(b) of the Comprehensive Plan states *“either Commercial or Office land use are required as an element of the mixed use development, but not both.”* The current MXD project maintains four land use categories, one of which is Commercial. Therefore, the absence of an Office land use within the project is in compliance with the respective Comprehensive Plan policy.

The subject site has a zoning designation of MUPD, which has no minimum requirements for an Office land use designation. At staff’s request, the Applicant is proposing to change the existing zoning designation to MXPD in order to maintain better consistency between the land use and zoning designations. Because the Applicant is maintaining the previously approved land use categories of commercial, residential, open space, and conservation, there should be no requirement to add an Office land use to the property.

Development Order Amendment

In order to make the proposed changes to the site plan, the Applicant is requesting a Development Order Amendment. There is one condition of approval that specifically references the number of dwelling units, which will need to be updated to reflect the proposed number of units. The proposed Development Order modifications will not change the overall design of the community. The specific strike-through/underline language has been include in the Conditions of Approval status document.

The current zoning designation of the site is MUPD. The zoning district that is most compatible with the MXD Future Land Use category is Mixed Use Planned Development (MXPD). As part of the DOA application, the Applicant is proposed to change the zoning designation of the site from MUPD to MXPD to create better consistency between the Future Land Use and Zoning designations.

Green Building / TEPP

The Applicant is committed to be a part of the Village's Go Green Initiative. All buildings will be constructed in accordance with the National Association of Home Builders (NAHB) standards for **Gold Rated Green Buildings**. NAHB requires all proposed buildings to address six core areas:

- Lot Design, Preparation, and Development
- Resource Efficiency
- Energy Efficiency
- Water Efficiency
- Indoor Environmental Quality
- Operation, Maintenance, and Building Owner Education

A minimum number of points must be obtained in all categories to achieve each level of certification. A Gold standard was achieved for a similar project, Seabourn Cove, the Applicant completed in Boynton Beach, FL. Seabourn Cove is a multifamily project with 456 units. The residents in this community enjoy lower operating costs through high-efficiency appliances and home features. Unlike the previous development plan, the Applicant is proposing a project with a myriad of energy efficient and sustainable measures, a few of which include:

- Solar powered roof vents
- Energy star appliances
- Low flow water fixtures
- Insulated plumbing pipes
- Energy efficient exterior building and walkway lighting
- WaterSense Irrigation system
- Kitchen USB outlets
- Native, Drought Tolerant landscaping
- Use of recycled building and construction materials
- Two electric car stations

- 16 SEER HVAC System
- Sealed HVAC System
- Low E366 Average Filled Vinyl Import Windows
- Enhanced insulation in attics and walls
- Building Envelope testing
- All garages are pre-wired for electric car chargers
- Low VOC construction
- Reduced electric bills
- Reduced water bills

The Applicant is committed to using the right products, materials, and techniques to deliver homes designed to perform more efficiently, provide more durability and create an improved indoor environment. With years of experience, the Applicant will provide the Village of Wellington with a world-class community that will set a standard for quality development.

Section 5.1.17, *Targeted Expedited Permitting Program*, states “*The TEPP program is also available to any building obtaining a Leadership in Environmental Engineering and Design (LEED) Silver or higher rating.*” In accordance with this provision, the Applicant requests the subject petition be considered for the program based on its dedication to meet the NAHB Gold Standard for development.

Vehicular & Pedestrian Circulation

Access into Isle Verde Residential will be provided from SR 7. A two-lane roadway will circulate throughout the entire community. The roadway will be lined with pedestrian sidewalks that meander around lakes and open space areas. A pedestrian boardwalk with gazebo and a viewing platform will be constructed in the preserve area to allow residents to experience the pristine natural features within their community.

Architecture

The community will include two- and three-story multi-family buildings with a maximum building height of 35 feet. The community will include one, two, three, and four bedroom units. The two, three, and four-bedroom units have direct access parking and the one-bedroom units will have covered parking. All units will have screened in balconies as well. The Applicant is proposing to have all two-story facades facing Whippoorwill Way.

Neighborhood Amenities

The Applicant is proposing multiple large open space parks, lakes, and jogging trails within the community. The parks will be integrated into the neighborhood framework to ensure all homes within the community are within walking distance to open space areas. Within the preserve area, a gazebo will be located where the three boardwalk paths intersect.

An 8,000-square-foot clubhouse will be centrally located within the community. The facility will include a resort style pool, a separate kiddie pool, a commercial grade fitness center with saunas, an indoor multi-purpose sports court, and multiple outdoor gazebo areas with accessible grills, a bar, and refrigerator. Isle Verde Residential will also include a dog park southwest of the main clubhouse area.

Conclusion

The Applicant is requesting approval of a 360-unit residential community in Isle Verde Residential. The proposed amendment is consistent with the City's Comprehensive Plan and zoning regulations. The Applicant looks forward to working with Staff to respond to any questions or issues that might arise as a result of your review.



**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**

Priscilla A. Taylor, Mayor

Paulette Burdick, Vice Mayor

Hal R. Valeche

Shelley Vana

Steven L. Abrams

Mary Lou Berger

Jess R. Santamaria

County Administrator

Robert Weisman

"An Equal Opportunity
Affirmative Action Employer"



printed on recycled paper

March 21, 2014

Mr. Timothy Stillings
Director of Planning and Development
Village of Wellington
12300 Forrest Hill Boulevard
Wellington, FL 33414

**RE: Isla Verde MXD
PBC Project#: 140108
Traffic Performance Standards Review**

Dear Tim:

The Palm Beach County Traffic Division has reviewed the traffic study for the proposed mixed use project entitled; **Isla Verde MXD**, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land

| | |
|-------------------------|---|
| Location: | East side of SR-7, south of Pioneer Road. |
| Municipality: | Wellington/Royal Palm Beach |
| PCN #: | 72-42-44-06-07-001-0000 – and 8 more on File. |
| Existing Uses: | 264,682 SF General Retail (55,962 SF in place since 2012), 24,500 SF General Office, and 5,500 SF Medical Office. |
| Approved Uses: | 275,400 SF General Retail, 13,532 SF Furniture Store, 24,500 SF General Office, 5,500 SF Medical Office and 245 MF Residential Units – PBC Approval #130804. BO 2015. |
| Proposed Uses: | 294,473 SF General Retail, 24,500 SF General Office, 5,500 SF Medical Office and 360 MF Residential Units (Apartments). |
| New Daily Trips: | 11,865 – Vested not included. |
| New PH Trips: | 397 AM and 1122 PM – Vested not included. |
| Build-Out Date: | End of Year 2018 |

Based on our review, the Traffic Division has determined the revised development plan and build-out for the previously approved mixed use project meets the Traffic Performance Standards of Palm Beach County, under the following condition:

- The developer shall pay a total of \$430,491 to Palm Beach County for the proportionate share (3.91% of added capacity) of optimal future improvements at the interchange of SR-7 with SR-80 (Southern Boulevard).

RECEIVED

MAR 25 2014

VILLAGE OF WELLINGTON
STREET & CODE DEPARTMENT



Mr. Timothy Stillings
Isla Verde MXD
March 21, 2014
Page 2

Also, note all previous conditions for this development (PBC Project # 30105) which may not be completed already, remain applicable.

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

If you have any questions regarding this determination, please contact me at 684-4030 or e-mail me at matefi@pbcgov.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Atefi", is written over the typed name.

Masoud Atefi, MSCE
TPS Administrator, Municipalities, Traffic Engineering Division

MA:sf

cc: Chris W. Heggen PE., - Kimley-Horn & Associates, Inc.
Steve Bohovsky, Technical Assistant III, Traffic Division
Rebecca J. Mulcahy PE., - PTC

File: General - TPS - Mun - Traffic Study Review

F:\Traffic\MA\Admin\Approvals\2014\140108.doc

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MAR 25 2014

VILLAGE OF WELLINGTON
PLANNING & CODE DEPARTMENT



Cotleur & Hearing

Landscape Architects | Land Planners | Environmental Consultants

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December 16, 2013

Damian Newell, Associate Planner
City of Wellington
12300 Forest Hill Boulevard
Wellington, FL 33414

CC: David Flinchum

**Re: 2013-64 CPA 2, DOA 3, MPA 2, SP 4 – Isla Verde Residential
CH Project # 04-1216.03**

Mr. Newell:

Cotleur & Hearing is in receipt of your comments sent on November 26-27, 2013 in connection with Isla Verde Residential. Our entire development team has reviewed the comments as discussed at the December 4, 2013 DRC Meeting. Please find below, a response to each of the departmental comments with a narrative description, to remedy the identified concern.

Planning and Zoning Department

1. This review is based on the documents and plans date-stamped October 17 and 22, 2013 requesting approval to allow 360 multi-family (rental) dwelling units for the 30.65-acre residential section of the Isla Verde project. **(COMMENT)**

Response: Noted.

2. Provide the new petition numbers (2013-64 CPA 2, DOA 3, MPA 2 and SP 4) on the plans. **(COMMENT)**

Response: The petition numbers have been reflected within the site data table.

3. The Owner Acknowledgement / Consent forms shall be completed in the company name with the registered agent signing on behalf the company. Please provide proof of the agent that can sign on behalf of company. The current owner and applicant both need to complete the forms. **(CERTIFICATION)**

Response: The requested forms have been provided herein.

4. This proposed residential development requires Architectural Review Board (ARB) approval of all proposed signs (with dimension and colors), site furniture (provide detail and color samples), exterior colors/materials (provide color samples for all exterior materials) and elevations (with dimension and colors) after the final site plan approval by DRC. All façade treatment for the proposed buildings shall have consistent architectural details and color as the approved buildings within the overall Isla Verde project. **(COMMENT)**

Response: The Applicant looks forward to meeting with the ARB at their earliest availability.

5. Please provide all previous condition of approval on the master and site plan. **(COMMENT)**

Response: The previous conditions of approval have been included on the cover page.

6. The proposed residential development name (Wellington Isles) is similar to an existing residential development. The proposed name should be amended to eliminate any confusion.

Response: The project has been renamed Isle Verde Residential.

COMPREHENSIVE PLAN AMENDMENT (2013-64 CPA 2)

7. This Future Land Use Map Amendment Application with all required attachments (maps, reports/analysis, letters, etc.) shall be provided for review. The prior attachments may be used if there were no changes. Please use official Wellington Maps where appropriate. **(CERTIFICATION)**

Response: Included in our resubmittal are the requested maps, reports, and letters.

8. Please provide the Infrastructure: Drainage/Potable Water/Sanitary Sewer (Appendix F, G and H), Palm Beach County Fire Rescue (Appendix L) and Historic Preservation (Appendix M) verification letters. **(CERTIFICATION)**

Response: The requested letters have been included herein.

9. The CPA must be based on a demonstrated need for the proposed amendment. Please provide the required Market Study. The study shall consider all proposed, current, and future uses within Wellington and surrounding areas. **(CERTIFICATION)**

Response: The requested Market Study has been provided.

10. Please indicate this request is for an increase in units and to amend the Mixed Use designation to Type I Mixed Use. This is not indicated throughout the application. **(CERTIFICATION)**

Response: The justification letter has been updated accordingly.

11. A Type I Mixed Use designation requires a minimum Office Land Use allocation of 10%. Please indicate the Office Land Use. **(CERTIFICATION)**

Response: Policy 1.3.25(8)(b) of the Comprehensive Plan states "either Commercial or Office land use required as an element of the mixed use development, but not both." The current MXD project maintains four land use categories, one of which is Commercial. Therefore, the

absence of an Office land use within the project is in compliance with the respective Comprehensive Plan policy.

The subject site has a zoning designation of MUPD, which has no minimum requirements for an Office land use designation. At staff's request, the Applicant is proposing to change the existing zoning designation to MXPD in order to maintain better consistency between the land use and zoning designations. Because the Applicant is maintaining the previously approved land use categories of commercial, residential, open space, and conservation, there should be no requirement to add an Office land use to the property.

12. Please indicate the size of property is 53.57 acres (not 30.65 acres). **(CERTIFICATION)**

Response: The acreage has been revised in the justification letter accordingly.

13. Provide property contiguous to this property (53.57 acres) which is the same ownership, whether in whole or in part. **(CERTIFICATION)**

Response: The current property owner also owns the two properties toe the north of the commercial portion of the project. The two sites are the Toy R Us (PEBB Enterprises Royal Palm Beach Properties, LLC) and the Royal Office Park (Royal Office Park, Ltd).

14. Please clarify why there is a difference in residential land use acreage (30.65 acres and 20.47 acres) on the applications and plans. The Open Space and Conservation (Preserve) Land use acreage shall not be used in the Residential Land Use allocation. **(CERTIFICATION)**

Response: The 30.65 acreage is the gross residential land area and includes open space and preserve areas. The 20.47 acreage is the net residential land area.

15. Provide justification for the proposed increase in units. Does the proposed green building construction have an influence on the request for increase? **(CERTIFICATION)**

Response: Please see attached Market Study.

16. Correct Page 21, abutting property to the north is Residential

Response: The application has been modified accordingly.

17. Correct Page 34, Regional Parks Okeeheelee, Seminole Palms and Village Park. Rotary Peace is a Neighborhood Park

Response: The application has been modified accordingly.

DEVELOPMENT ORDER AMENDMENT (2013-64 DOA 3)

18. Is this DOA request to amend the allowed residential use and units approved on the rezoning (Ord. # 2006-12)? **(CERTIFICATION)**

Response: Yes.

19. The current MUPD zoning designation does not allow the proposed residential use and with the proposed increase in units will require rezoning to Mixed Use Planned Development (MXPD). The MXPD zoning designation allows the proposed residential use and is consistent with the Mixed Use Land Use. **(CERTIFICATION)**

Response: It is the Applicant's understanding that the Village's request to rezone will not require additional applications or fees and will also not delay the current process. This being the case, the Applicant has no objection to the rezoning as it will make the FLU and Zoning designations consistent. The subject request has been added to the revised justification statement.

MASTER PLAN AMENDMENT (2013-64 MPA 2) and SITE PLAN (2013-64 SP 4)

20. Identify the commercial as Phase I and residential as Phase II on the Site Data. **(CERTIFICATION)**

Response: The site data table has been revised accordingly.

21. Identify the required minimum and proposed setback/separation for building(s)/structure(s), outdoor areas, monument sign, etc. **(CERTIFICATION)**

Response: The site data table has been revised to include this information.

22. Indicate all site lighting, stop bars, signs, utility/transformer box, mechanical equipment, etc., on all plans. **(CERTIFICATION)**

Response: All items are identified in on the site plan and explained in the legend.

23. Utility/transformer box/mechanical equipment, etc., shall be screened from view on three (3) sides with shrubs. The shrub shall allow a three (3) foot clearance. Please provide a utility/transformer box/mechanical equipment, valves, etc., detail on the plans with shrubs and a note that "All above ground and wall mounted utility/transformer box, mechanical equipment, valves, etc., shall be located on-site with required landscape screening on three (3) sides while maintaining required three (3) feet clearance. Shrub heights to meet or exceed equipment being screened." **(CERTIFICATION)**

Response: The Landscape Plan has been revised to show the required three-foot clearance. The requested note was also included.

25. The typical site wall/fence elevation on sheet LB1 should be on the site details sheet.

26. What type of fence is proposed along State Road 7 frontage for the residential section? The decorative metal fence and columns on the Site Details sheet shall be used along this frontage. **(CERTIFICATION)**

27. What type of fence is proposed along the south property line? Please note the existing galvanize chain link fence, post, etc., is prohibited. **(CERTIFICATION)**

28. Any proposed flagpoles? Please indicate on the plans. **(COMMENT)**

Response: No flagpoles are proposed at this time.

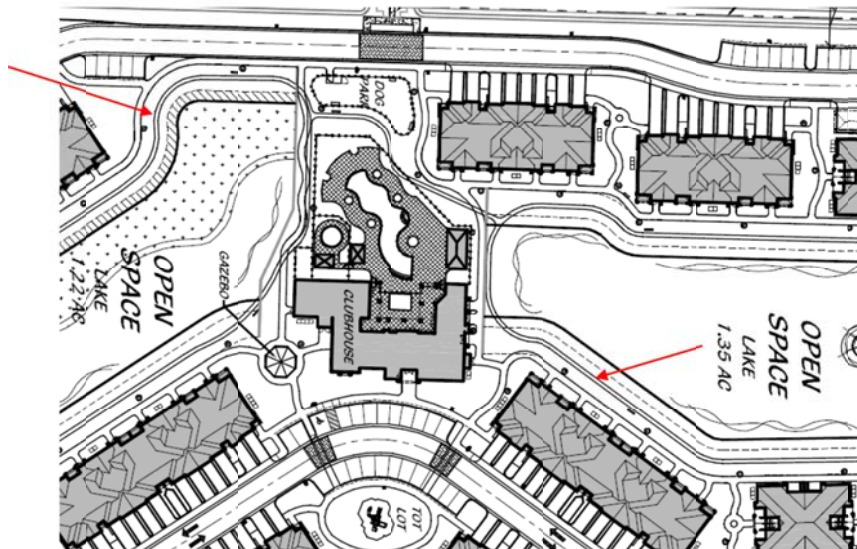
29. Is a temporary sales center proposed? Please indicate on the plans. **(COMMENT)**

Response: Yes, a temporary leasing trailer will be necessary. The proposed leasing trailer will be located adjacent the Leasing Office building. All parking spaces associated with the Leasing Office will be constructed prior to the utilization of the trailer. See attached diagrams.

30. Provide a preserve management plan in accordance with LDR Section 7.4.7.E. **(CERTIFICATION)**

Response: A Preserve Area Management Plan is attached herein.

31. It appears on the master plan a pedestrian/bike path is proposed around the lakes. Please identify on the plans. A pedestrian/bike path is an amenity that will be used by the tenants and should be provided for this proposed residential development.



Response: The area identified is a 3-foot pedestrian mulch jogging trail. The site plan has been revised to more clearly indicate this feature.

32. Identify the floating fountains proposed in the lakes on the overall master and site plans. **(CERTIFICATION)**

Response: The master plan and site plan have been revised to indicate the floating fountains.

33. Provide Fire Hydrants throughout the parcel and identify on the site and landscape plans. **(COMMENT)**

Response: The locations of the fire hydrants was previously include on both the site and landscape plans. It is referenced by "F.H.," which is detailed in the legend.

34. Verify that all building driveways meet the minimum parking space dimensions measured from the pedestrian walkway to the building. Parked vehicles shall not obstruct the pedestrian walkway. Identify the required minimum parking space dimensions on the plans and typical building/unit layout detail. **(CERTIFICATION)**

Response: Measurements have been added to the plans to indicate the dimensions of the driveways. No parked vehicles will obstruct the pedestrian walkway.

35. Why is the orientation of Building 20 at an angle? Please orient this building to reduce the additional street pavement and eliminate the detached parking spaces. **(CERTIFICATION)**

Response: The Applicant has looked at alternative designs for Building 20, and has concluded the proposed configuration is the most efficient layout. Rotating the building to mimic Building 19, creates a dead-end distance exceeding 150 feet, which is the maximum length permitted for fire truck turn around. The proposed configuration meets all fire safety requirements.

36. Clearly identify which buildings are two stories and three stories on all plans. Also, provide the building numbers and number of units on all plans. **(CERTIFICATION)**

Response: Sheet 2 of 21 has been revised to include a chart outlining the requested information.

37. Is the rear patio covered? Is screen enclosure proposed for the front or rear patio? Provide a typical building/unit layout detail with screen enclosure, patios, screen wall, fence, etc., on the Site Details sheet. **(CERTIFICATION)**

Response: Yes, all patios are covered, which is shown on the Roof Plan for each building type. Each patio is also screened in. A note has been added to the material schedule on the elevations to properly identify the screens.

38. Identify the air-condition units on the Site and Landscape Plans with the required three (3) feet clearance for shrubs. **(CERTIFICATION)**

Response: The Site Plan and Landscape Plan have been revised to identify the location of the air-condition units.

39. Clearly identify the different materials used for the street pavement area at the entrance to the residential development. **(CERTIFICATION)**

Response: The Site Plan has been revised accordingly.

40. What type of garbage / recyclable collection is provided for each unit? If curbside pick-up is proposed, please explain the location of the collection. The street pavement has very limited space for garbage/recyclable collection and the sidewalk is not permitted for garbage/recyclable collection. **(CERTIFICATION)**

Response: Outside each residential unit is "bench" in which trash is stored. The bench seats lift up to provide the ability to store trash bags and recycling. The management company empties the benches every morning and brings all trash to the designated location on site.

41. If garbage/recycle collection service is proposed, it shall be provided from each unit to the on-site trash compactor a minimum of two times a week. **(CONDITION OF APPROVAL)**

Response: Trash is picked up from each residential unit on a daily basis in the manner described above.

42. Dimension the setbacks from the property line to the trash compactor. The minimum setback is twenty-five feet. Please note the compactor enclosure gates are to be self-closing/locking. Why is an opening proposed on the west side of the compactor enclosure? Will a pedestrian walkway be provided to this opening? **(CERTIFICATION)**

Response: The trash compactor has been relocated and redesigned to meet the 25-foot setback. A setback dimension has also been provided on the Site Plan. The compactor doors will be self-closing. An opening is provided to allow pedestrian access into the trash compactor. A pedestrian walkway has been added to better accommodate this.

43. The proposed pedestrian walkway within the residential section is not continuous or clearly delineated. Provide continuous pedestrian walkway in front of the buildings that connect to the commercial use, mass transit, internal recreational areas, etc., to provide a safe path for pedestrians/bicycles traffic and minimize automobile usage. Provide a variation in the pavement material at all crosswalks location. **(CERTIFICATION)**

Response: The continuous sidewalks are located around the fronts of the buildings. The front of the building is the side opposite the garage. While homeowners would most likely access their homes via the garage, guests typically access the homes through the front door. With this in mind, the site clearly contains continuous sidewalks connecting each dwelling unit with the clubhouse, the sidewalks around the lake, and to the boardwalks within the preserve areas.

The site plan has been revised to include variation in the pavement material used for the crosswalks.

44. Site amenities like benches, trash receptacles, water fountains, lighting, shade trees, etc., should be provided along the pedestrian/bike path and at recreational areas. **(CERTIFICATION)**

Response: The Site Plan has been revised to identify the locations of such site amenities.

45. Provide bicycle racks, benches and trash receptacles at the clubhouse and leasing office/mail kiosk. **(CERTIFICATION)**

Response: The Site Plan has been revised to identify the locations of such site amenities.

46. What are the dimensions of the proposed bus shelter? A covered school bus shelter (minimum 15' X 25') with bicycle racks, benches, trash receptacles, and continuous paved access shall be provided. Prior to the issuance of the first Certificate of Occupancy for any residential building, the covered school bus shelter shall be constructed with consistent colors, materials, and roof treatment as the overall Isla Verde project. **(CERTIFICATION)**

Response: An elevation of the proposed bus shelter is included within the Architectural Elevations, Sheet A1.03. The shelter is proposed to be 12'x26'. In order to relocate the bus shelter to the opposite side of the round-a-bout, as staff requested, the width of the structure had to be reduced to 12 feet. The reduction ensures the structure does not enter into the existing lake maintenance easement. To compensate for the reduction, the structure length was increased to 26 feet, providing an overall 312 square feet, which is more than adequate for a bus shelter. In addition, the requested site amenities have been provided on the site plan.

47. Please amend the sheet numbers to reflect the plans/sheets numbers submitted for this Master Plan, Site Plan, and Landscape Plan. Sheet one (1) of the Site Plan should be an overall site layout with site data, etc., which is similar to the master plan sheet. Sheet LB1 shall be included with the master plan and landscape plan. Also, provide an overall landscape plan sheet. Please note the "Cover Sheet" is not necessary. Provide the "Project Team on sheet one (1) of the master, site, and landscape plans. **(CERTIFICATION)**

Response: The requested revisions have been made. Due to staff's request to include the conditions of approval on the plans, the Cover Sheet will be necessary.

48. Correct spelling of Whippoorwill Way on all support plans

Response: The spelling has been corrected where applicable.

49. Guest parking not evenly distributed. Additional parking could be provided between Buildings 1&3, 4&5, and 9&11.

Response: An additional four parking spaces were added on the west side of Building 2, seven spaces on the north side of Building 11, and 10 spaces on the north side of Building 5 to address guest parking needs. The site now contains 15 more parking spaces than is required by the Village's code.

50. Remove proposed parking in SE cul-de-sac.

Response: The parking spaces near the cul-de-sac have been revised to provide a better solution to much needed guest parking spaces in this area of the site. In addition, the radius was increased to meet fire truck turning radius. The modification has produced the ability to provide ten parking spaces at this end of the site.

51. Provide back-up distance for 90-degree spaces.

Response: Table 7.2-3, Minimum Parking Bay Dimensions, shows an overall "wall-to-wall" dimension for 90-degree parking spaces of 61-63 feet. This distance includes the space depth, curb length, and aisle width. The proposed site plan maintains overall "wall-to-wall" distances of 65-69 feet, which exceeds the minimum requirements of the code. The proposed

configuration will allow all cars to safely exit any parking space or driveway within the site. The overall wall-to-wall dimensions have been shown on the revised site plan.

52. Sidewalks needed in front of guest parking spaces.

Response: Sidewalks have been added in front of all guest parking spaces.

53. Several paver crosswalks are needed especially leading to internal facilities.

Response: Paver crosswalks have been added throughout the site.

54. Consider adding benches to perimeter of playground area.

Response: The requested amenities have been added to the playground area.

55. Address security issue behind Building 2 adjacent to Best Buy parking area.

Response: A six-foot concrete wall is proposed to border the community in this area, which will provide added security to the residents within the community. In addition, each dwelling unit has an individual security system.

56. Check numbering of Buildings 21&22, 27&28 and 32&33 on all support plans.

Response: The numbering of these buildings has been corrected.

57. Need dimensions, materials, etc. for bus shelter.

Response: A detail of the bus shelter has been provided within the submitted Architectural Elevations.

58. Indicate bike rack locations.

Response: The location of the proposed bike racks has been added to the plan.

59. Consider second mail kiosk in Clubhouse or provide more parking near Leasing Office for peak periods.

Response: We have confirmed with the Post Office servicing this area that one mail kiosk is sufficient to service the 360 residents. The proposed configuration will be more than sufficient to meet the needs of the residents.

SURVEY

60. Need Field Date noted.

Response: The survey has been revised accordingly.

PHOTOMETRIC PLAN

61. Several sidewalk intersections, pedestrian crossings and rear of buildings do not have 10' Pedestrian lights provided.

Response: Additional pedestrian lights are shown on the revised plans.

62. Consider providing lighting for Boardwalk areas

Response: The boardwalk area is intended to be utilized during daytime hours. Nighttime lighting would disrupt the natural habitats within the preserve area.

63. Gap in measurements for parking area between Buildings 2&6

Response: The Photometric Plan has been revised accordingly.

LANDSCAPE PLAN

64. Need trees in islands across from Buildings 15-17

Response: Vegetation has been added within the landscape islands across from Building 15-17.

65. Sanitary line not indicated Sheet 16/21 in front of Building 34

Response: The sanitary line has been added.

66. Indicate 6' wall along east side of Preserve areas with trees/shrubs adjacent to Whippoorwill Way

Response: The six-foot concrete wall has been indicated on the site plan in the middle of the 20-foot landscape buffer.

67. Indicate 6' wall along south property line with trees/shrubs

Response: The six-foot wall has been indicated on the site plan.

ARCHITECTURAL PLAN AND ELEVATIONS

68. Indicate building heights from grade to midpoint roof line as measured between peak/ridge and fascia

Response: The requested measurements have been added to the architectural drawings.

Engineering Department

69. Parking spaces, 5 in total, in center of roundabout are not atypical and not preferred. Are these parking spaces necessary? If not, please remove/revise.

Response: The parking spaces near the cul-de-sac have been revised to provide a better solution to much needed guest parking spaces in this area of the site. In addition, the radius was increased to meet fire truck turning radius. The modification has produced the ability to provide ten parking spaces at this end of the site.

70. Per LDR 7.2, all drive aisles between perpendicular parking areas must be 26-ft in width. Please revise Site Plan accordingly.

Response: Table 7.2-3, Minimum Parking Bay Dimensions, shows an overall "wall-to-wall" dimension for 90-degree parking spaces of 61-63 feet. This distance includes the space depth, curb length, and aisle width. The proposed site plan maintains overall "wall-to-wall"

distances of 65-69 feet, which exceeds the minimum requirements of the code. While the drive aisles have been reduced from 26 feet to 24 feet, this distance has been made up with extended driveways for each dwelling unit. The proposed configuration will allow all cars to safely exit any parking space or driveway within the site. The overall wall-to-wall dimensions have been shown on the revised site plan.

71. Please provide trash cans/recycle cans along boardwalk in preserve area.

Response: Trash and recycling receptacles have been added along the boardwalk.

72. Are there any lighting and/or nighttime security features proposed for the boardwalk area? Secluded, dark areas tend to lend themselves to criminal activity.

Response: The boardwalk area is intended to be utilized during daytime hours. Nighttime lighting would disrupt the natural habitats within the preserve area.

73. The stop bar at the exit to the community is shown considerably far back from the intersecting drive. Please check site line issues and revise stop bar location accordingly.

Response: The stop bar location has been revised to provide better visibility at the subject intersection.

74. The bus shelter should be located at the inbound portion of the roundabout not the outbound portion.

Response: The bus stop has been relocated accordingly. In order to accommodate the bus shelter on the inbound portion of the round-a-bout, the overall size of the shelter was reduced to 12'x26'.

75. Chain link fencing shall be black polyvinyl.

Response: Only the playground and dog park areas will maintain chain link fencing, which will be black polyvinyl as required.

76. Numerous parking lot locations are shown at or near road curves. Please check site line issues and submit exhibits.

Response: The curvilinear driveway/parking access drive that provides access to the apartment units and parking spaces is a private, low speed driveway within the development. The site line issues required for streets and highways as outlined in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (commonly known as the "Florida Greenbook") and other State and local codes apply to roadways, but do not apply to this internal drive. There is no "right of way" proposed to apply the roadway sight lines, nor the driveway connection to a roadway corner clip criteria. The parking spaces as proposed and the parking lot locations shown at or near road curves are anticipated to function appropriately with regard to traffic operations and safety.

77. Per the traffic analysis, how many vehicles do you anticipate will be stacking during peak a.m. for residents attempting to turn onto S.R. 7? Please submit an exhibit showing the anticipated worst case stacking distance.

Response: The requested exhibit has been prepared and provided herein.

Building Services Department

The Building Department has no comments at this time.

Response: Noted.

Traffic Consultant

CPA 2

78. The proposed Future Land Use designation is not consistent with the current Future Land Use designation. Therefore, a Comprehensive Plan Amendment traffic study must be completed to address the proposed change.

Response: A comprehensive plan amendment traffic analysis has been prepared and is submitted with the revised application.

SP 4, MPA 2, DOA 3

79. Palm beach County TPS approval letter must be obtained.

Response: This letter will be provided upon receipt.

80. On Table 1, please provide a breakdown of uses by Parcel and provide proof of five-year occupancy.

Response: This table has been provided and the "Year Built" information from the Property Appraiser's records has been included.

81. With 501 PM peak hour trips, the radius of development influence is three miles.

Response: Trip generation calculations have been modified to account for adjusted internal capture rates. The resulting analysis indicates that the radius is in the two-mile threshold.

82. Figure 2, Traffic Distribution, does match the previously approved study.

Response: Traffic distribution has been modified to reflect the originally approved study.

83. The following **CERTIFICATION ISSUES** relate to Table 9:

- a. The committed development traffic does not match the TPS database sheets in Appendix A.
- b. The roadway link entitles SR 7 from Forest Hill Boulevard to Project Driveway should utilize count and committed development data from Station #3452, Forest Hill Boulevard to Pioneer Road.
- c. The service volume for Forest Hill Boulevard from Stribling Way to SR 7 is incorrect.
- d. The project traffic and growth rate is incorrect for SR 7 from Southern Boulevard to Belvedere Road.

Response: These elements of this table have been updated to rectify these discrepancies.

84. In Tables 10 and 11, the Project % assignment does not match the traffic distribution map.

Response: Project assignment has been updated throughout the report and this discrepancy has been reconciled.

85. In Table 12, utilize data for count Station #3452 and the correct Project Traffic.

Response: This table has been updated to utilize the data for count station #3452.

86. The following **CERTIFICATION ISSUES** relate to the Forest Hill and ST 7 intersection analysis:

- a. The AM peak hour traffic count is out of date (2011).
- b. The committed development data is not provided.

Response: The analysis uses the count data provided in the Palm Beach County database. Committed development data has been included in the Appendix of the updated report.

87. The following **CERTIFICATION ISSUES** relate to the Isla Verde Way /Old Hammock and SR 7 intersection analysis:

- a. The committed development traffic should consist of the link data.
- b. The project traffic is not consistent with the driveway volumes in Figure 4.

Response: The report has been updated to rectify these discrepancies.

88. Additional comments, including proportionate share calculations for the Southern Boulevard and SR 7 intersection, may be made after the above issues have been addressed.

Response: Comment noted.

TRAFFIC IMPACT ANALYSIS

**ISLA VERDE RESIDENTIAL/
COMMERCIAL/ROYAL PALM TOYS/
ROYAL OFFICE
PALM BEACH COUNTY, FL**

Prepared for:
H. G. Acquisitions, LLC
Tampa, Florida

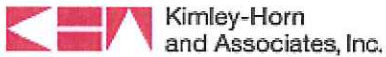
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Revised March 2014
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TRAFFIC IMPACT ANALYSIS

ISLA VERDE RESIDENTIAL/ COMMERCIAL/ROYAL PALM TOYS/ ROYAL OFFICE PALM BEACH COUNTY, FL

Prepared for:

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Tampa, Florida



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Revised January 2014
Revised March 2014
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INTRODUCTION

It is proposed to develop commercial and residential uses on a site on the east side of State Road 7 between Forest Hill Boulevard and Pioneer Road in Palm Beach County, Florida. The parcels have collectively have a current TPS approval for a mix of residential, retail, medical office, furniture store, and professional entitlements. It is proposed to allow the previously approved furniture store use to be converted to retail, increase overall retail square footage and develop apartments in place of the previously approved condos. The parcel control numbers (PCNs) for the project site are as follows:

72-42-44-06-07-001-0000
72-42-44-06-07-026-0000
72-42-43-27-05-010-0321
73-42-44-06-09-002-0000
73-42-44-06-09-001-0000
73-42-44-06-10-001-0000
73-42-44-06-10-012-0000
73-42-44-06-10-023-0000
73-42-44-06-10-018-0000

Site access to the development will remain unchanged and is existing via three right-in, right-out driveway connections and a signalized full-access driveway connection to State Road 7. Additionally cross-access and interconnectivity throughout the development is provided.

Kimley-Horn and Associates, Inc. was retained to prepare a traffic impact analysis to evaluate the impact resulting from buildout of this site by 2018. This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements of the current Countywide Traffic Performance Standards Ordinance (TPSO) of Palm Beach County.



LEGEND



- PARCEL A – A.K.A. ROYAL OFFICE
- PARCEL B – A.K.A. ROYAL PALM BEACH COMMONS
- PARCEL C1 – A.K.A. ISLA VERDE COMMERCIAL
- PARCEL C2 – A.K.A. ISLA VERDE RESIDENTIAL

FIGURE 1
SITE LOCATION
 ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL
 OFFICE/ROYAL PALM TOYS

 Kimley-Horn
 and Associates, Inc.
 144118005

INVENTORY AND PLANNING DATA

Existing peak-hour traffic count data were obtained from Palm Beach County. The count data are provided in Appendix C. H.G. Acquisitions, LLC provided the project development information.

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The existing site contains a mix of commercial retail, general office, and medical office uses. As previously mentioned, the site was approved for a mix of residential, retail, medical office, furniture store, and professional entitlements. It is proposed to replace the approved furniture store with additional retail space and the approved condominiums with apartments. Only 208,900 square feet of approved commercial retail has been in existence for more than five years. Therefore, trips associated with this portion of the development are not subject to traffic concurrency. Table 1 summarizes the existing, approved, and proposed land uses.

Table 1: Land Use Area Summaries (Existing, Approved, & Proposed)

| Parcel | Land Use | Existing > 5 Years | Existing Site | Year Built (as reported by PAPA) | Approved Site | Proposed Site |
|--------|-------------------------------|--------------------|---------------|----------------------------------|---------------|---------------|
| C2 | Isla Verde Residential | | | | | |
| | Condo/TH | - | - | - | 245 units | - |
| | Apartments | - | - | - | - | 360 units |
| C1 | Isla Verde Commercial | | | | | |
| | Commercial Retail | 208,900 s.f. | 208,900 s.f. | 2008 | 209,326 s.f. | 209,326 s.f. |
| A | Royal Office | | | | | |
| | General Office | - | 24,500 s.f. | 2009 | 24,500 s.f. | 24,500 s.f. |
| | Medical Office | - | 5,500 s.f. | 2009 | 5,500 s.f. | 5,500 s.f. |
| | Furniture Store | - | - | - | 13,532 s.f. | - |
| | Retail | - | - | - | - | 13,532 s.f. |
| B | Royal Palm Toys | | | | | |
| | Commercial Retail | - | 55,962 s.f. | 2012 | 55,962 s.f. | 55,962 s.f. |

Trip Generation

The trip generation potential of the development was calculated based upon the trip generation rates and equations provided by Palm Beach County. As indicated in *Table 2*, 4,575 net new external daily trips, 258 net new external AM peak hour trips (107 in / 151 out), and 429 net new external PM peak hour trips (219 in / 211 out) are subject to traffic concurrency. Based on the trip generation potential the maximum radius of development influence is 2 miles.

Table 2: Trip Generation

| TABLE 2 ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS TRIP GENERATION COMPARISON | | | | | | | | | |
|---|-------------------------------|----------------|--|-----|-----|--------------|-----|-----|--|
| LAND USE | INTENSITY | DAILY Trips | AM PEAK HOUR | | | PM PEAK HOUR | | | |
| | | | TOTAL | IN | OUT | TOTAL | IN | OUT | |
| Existing Development | | | | | | | | | |
| General Commercial (Retail) | 264,862 SF | 12,791 | 265 | 162 | 103 | 1,222 | 587 | 635 | |
| General Office | 24,500 SF | 452 | 61 | 54 | 7 | 66 | 11 | 55 | |
| Medical Office | 5,500 SF | 199 | 13 | 10 | 3 | 22 | 6 | 16 | |
| | Subtotal | 13,442 | 339 | 226 | 113 | 1,310 | 604 | 706 | |
| Internal Capture | | | | | | | | | |
| General Commercial (Retail) | Daily AM PM 0.2% 1.1% 0.3% | 26 | 3 | 2 | 1 | 4 | 2 | 2 | |
| General Office | 7.1% 6.8% 8.0% | 32 | 4 | 4 | 0 | 5 | 1 | 4 | |
| Medical Office | 7.1% 6.8% 8.0% | 14 | 1 | 1 | 0 | 2 | 0 | 2 | |
| | 0.5% 2.4% 0.8% | 72 | 8 | 7 | 1 | 11 | 3 | 8 | |
| Pass-By Traffic | | | | | | | | | |
| General Commercial (Retail) | 31.3% | 3,995 | 82 | 50 | 32 | 381 | 183 | 198 | |
| General Office | 10.0% | 42 | 6 | 5 | 1 | 6 | 1 | 5 | |
| Medical Office | 10.0% | 19 | 1 | 1 | 0 | 2 | 1 | 1 | |
| | Subtotal | 4,056 | 89 | 56 | 33 | 389 | 185 | 204 | |
| Net New External Trips | | | | | | | | | |
| | | 9314 | 242 | 163 | 79 | 910 | 416 | 494 | |
| Existing Development >5 Years | | | | | | | | | |
| General Commercial (Retail) | 208,900 SF | 10,962 | 209 | 127 | 82 | 1,042 | 500 | 542 | |
| Pass-By Traffic | | | | | | | | | |
| General Commercial (Retail) | 33.5% | 3,672 | 70 | 43 | 27 | 349 | 168 | 182 | |
| Net New External Trips (Concurrency) | | | | | | | | | |
| | | 7290 | 139 | 84 | 55 | 693 | 332 | 360 | |
| Approved Development | | | | | | | | | |
| General Commercial (Retail) | 265,288 SF | 12,804 | 265 | 162 | 103 | 1,223 | 587 | 636 | |
| Furniture Store | 13,532 SF | 68 | 2 | 1 | 1 | 6 | 3 | 3 | |
| General Office | 24,500 SF | 452 | 61 | 54 | 7 | 66 | 11 | 55 | |
| Medical Office | 5,500 SF | 199 | 13 | 10 | 3 | 22 | 6 | 16 | |
| Condo/Townhomes | 245 DU | 1,715 | 106 | 18 | 88 | 125 | 84 | 41 | |
| | Subtotal | 15,238 | 447 | 245 | 202 | 1,442 | 691 | 751 | |
| Internal Capture | | | | | | | | | |
| General Commercial (Retail) | Daily AM PM 0.6% 3.0% 0.7% | 80 | 8 | 5 | 3 | 8 | 4 | 4 | |
| General Office | 7.0% 8.4% 7.4% | 31 | 5 | 5 | 1 | 5 | 1 | 4 | |
| Medical Office | 7.0% 8.4% 7.4% | 14 | 1 | 1 | 0 | 2 | 0 | 1 | |
| Condo/Townhomes | 4.3% 6.6% 5.6% | 74 | 7 | 1 | 6 | 7 | 5 | 2 | |
| | 1.3% 4.8% 1.5% | 199 | 21 | 12 | 10 | 22 | 10 | 11 | |
| Pass-By Traffic | | | | | | | | | |
| General Commercial (Retail) | 31.3% | 3,983 | 80 | 49 | 31 | 380 | 182 | 198 | |
| Furniture Store | 5.0% | 3 | 0 | 0 | 0 | 0 | 0 | 0 | |
| General Office | 10.0% | 44 | 6 | 5 | 1 | 6 | 1 | 5 | |
| Medical Office | 10.0% | 13 | 1 | 1 | 0 | 2 | 0 | 1 | |
| | Subtotal | 4,043 | 87 | 55 | 32 | 388 | 183 | 204 | |
| Approved Net New External Trips | | | | | | | | | |
| | | 10,996 | 339 | 178 | 160 | 1,032 | 498 | 536 | |
| Proposed Development | | | | | | | | | |
| General Commercial (Retail) | 278,820 SF | 13,225 | 279 | 170 | 109 | 1,265 | 607 | 658 | |
| General Office | 24,500 SF | 452 | 61 | 54 | 7 | 66 | 11 | 55 | |
| Medical Office | 5,500 SF | 199 | 13 | 10 | 3 | 22 | 6 | 16 | |
| Apartments | 360 DU | 2,520 | 180 | 36 | 144 | 223 | 145 | 78 | |
| | Subtotal | 16,396 | 533 | 270 | 263 | 1,576 | 769 | 807 | |
| Internal Capture | | | | | | | | | |
| General Commercial (Retail) | Daily AM PM 1.5% 7.5% 2.2% | 198 | 21 | 14 | 7 | 27 | 11 | 16 | |
| General Office | 8.9% 9.5% 10.2% | 40 | 6 | 5 | 1 | 7 | 1 | 6 | |
| Medical Office | 8.9% 9.5% 10.2% | 18 | 1 | 1 | 0 | 3 | 1 | 2 | |
| Apartments | 11.9% 12.2% 12.6% | 204 | 22 | 5 | 17 | 28 | 19 | 9 | |
| | 3.0% 9.4% 4.2% | 460 | 50 | 25 | 25 | 65 | 32 | 33 | |
| Pass-By Traffic | | | | | | | | | |
| General Commercial (Retail) | 30.8% | 4,012 | 79 | 48 | 31 | 381 | 184 | 197 | |
| General Office | 10.0% | 41 | 6 | 5 | 1 | 6 | 1 | 5 | |
| Medical Office | 10.0% | 18 | 1 | 1 | 0 | 2 | 1 | 1 | |
| | Subtotal | 4,071 | 86 | 54 | 32 | 389 | 186 | 203 | |
| Proposed Net New External Trips | | | | | | | | | |
| | | 11,865 | 397 | 191 | 206 | 1,122 | 551 | 571 | |
| Driveway Volumes | | | | | | | | | |
| | | 15,936 | 483 | 245 | 238 | 1,511 | 737 | 774 | |
| Trip Differential (Proposed - Approved) | | | | | | | | | |
| | | 869 | 58 | 13 | 46 | 90 | 53 | 35 | |
| Residential Trip Differential (Proposed - Existing) | | | | | | | | | |
| | | 2,316 | 158 | 31 | 127 | 195 | 126 | 69 | |
| Commercial Trip Differential (Proposed - Existing) | | | | | | | | | |
| | | 235 | (3) | (3) | 0 | 17 | 9 | 8 | |
| Residential Trip Differential (Concurrency) | | | | | | | | | |
| | | 2,316 | 158 | 31 | 127 | 195 | 126 | 69 | |
| Commercial Trip Differential (Concurrency) | | | | | | | | | |
| | | 2,259 | 100 | 76 | 24 | 234 | 93 | 142 | |
| Note: Trip generation was calculated using the following data: | | | | | | | | | |
| Daily Traffic Generation | | | | | | | | | |
| General Commercial (Retail) | [PBC] | = | Ln(T) = 0.65*Ln(X) + 5.83 | | | | | | |
| Furniture Store | [PBC] | = | T = 5.06 (X) | | | | | | |
| General Office | [PBC] | = | Ln(T) = 0.77*Ln(X) + 3.65 | | | | | | |
| Medical Office | [PBC] | = | T = 36.13 (X) | | | | | | |
| Condo/Townhomes | [PBC] | = | T = 7 (X) | | | | | | |
| Apartment | [PBC] | = | T = 7 (X) | | | | | | |
| AM Peak Hour Traffic Generation | | | | | | | | | |
| General Commercial (Retail) | [PBC] | = | T = 1.00(X); (61% in, 39% out) | | | | | | |
| Furniture Store | [PBC] | = | T = 0.17 (X); (69% in, 31% out) | | | | | | |
| General Office | [PBC] | = | Ln(T) = 0.80 Ln(X) + 1.55; (88% in, 12% out) | | | | | | |
| Medical Office | [PBC] | = | T = 2.30 (X); (79% in, 21% out) | | | | | | |
| Condo/Townhomes | [PBC] | = | Ln(T) = 0.80 Ln(X) + 0.26; (17% in, 83% out) | | | | | | |
| Apartment | [PBC] | = | T = 0.49 Ln(X) + 3.73; (20% in, 80% out) | | | | | | |
| PM Peak Hour Traffic Generation | | | | | | | | | |
| General Commercial (Retail) | [PBC] | = | Ln(T) = 0.67 Ln(X) + 3.37; (48% in, 52% out) | | | | | | |
| Furniture Store | [PBC] | = | T = 0.45 (X); (48% in, 52% out) | | | | | | |
| General Office | [PBC] | = | Ln(T) = 0.74 Ln(X) + 1.83; (17% in, 83% out) | | | | | | |
| Medical Office | [PBC] | = | Ln(T) = 0.88 Ln(X) + 1.59; (27% in, 73% out) | | | | | | |
| Condo/Townhomes | [PBC] | = | Ln(T) = 0.82 Ln(X) + 0.32; (67% in, 33% out) | | | | | | |
| Apartment | [PBC] | = | T = 0.62 (X); (65% in, 35% out) | | | | | | |
| Pass-by | | | | | | | | | |
| General Commercial (Retail) | [PBC] | = | % = 83.18 - 9.30*Ln(X) | | | | | | |
| Furniture Store | [PBC] | = | 5% | | | | | | |
| General Office | [PBC] | = | 10% | | | | | | |
| Medical Office | [PBC] | = | 10% | | | | | | |

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Traffic Impact Analysis

Traffic Distribution

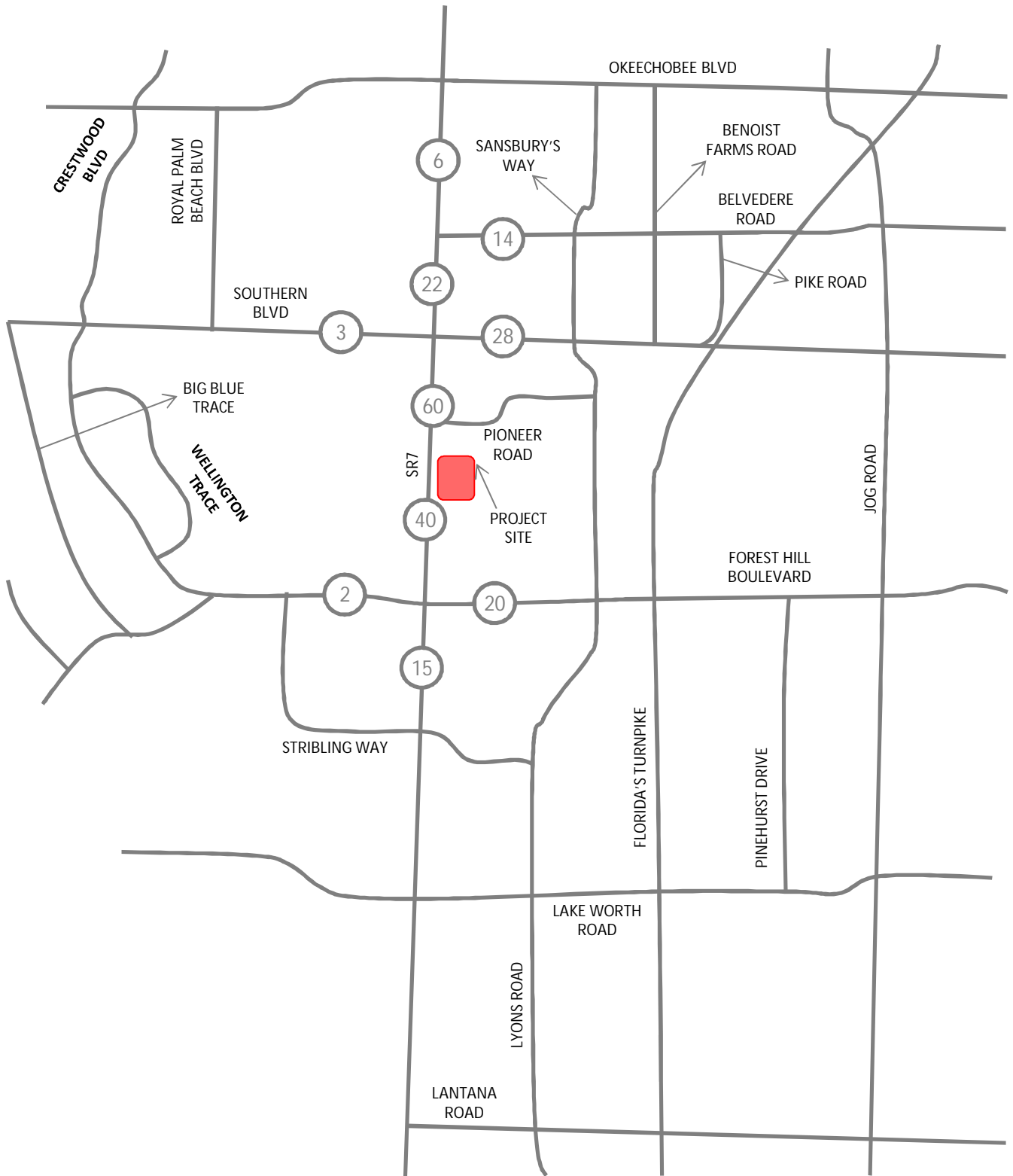
Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics. Because this site was previously approved for a mix of commercial and residential uses, the previously approved trip distribution was used.

The distribution according to cardinal directions is:

| | | |
|-------|---|------------|
| NORTH | - | 15 percent |
| SOUTH | - | 15 percent |
| EAST | - | 25 percent |
| WEST | - | 32 percent |

Traffic Assignment

The AM and PM peak hour trips for the project were assigned to the surrounding roadway network proposed to be in place by 2018. *Figure 2* illustrates the project traffic assignment for the residential uses on site. *Figure 3* illustrates the project traffic assignment of the commercial uses on site.



- LEGEND**
- SITE
 - 2 Percent Project Assignment

FIGURE 2
RESIDENTIAL TRAFFIC DISTRIBUTION
ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL
OFFICE/ROYAL PALM TOYS
144118006

ROADWAY IMPROVEMENTS

A review was conducted of the Five-Year Plans of Palm Beach County and FDOT, as well as those improvements committed by the developers of projects in the area. Based on the review, there are no committed roadway improvements in the vicinity of the project.

TEST 1 SIGNIFICANCE ANALYSIS

An analysis was undertaken on all of the links included in the Palm Beach County Thoroughfare Map within the 2-mile radius of development influence to determine which roadway links would be significantly impacted under Test 1 criteria. The new external project traffic was assigned to all the thoroughfare roadway links within the radius of development influence. Per Palm Beach County standards, all the links on which the project traffic impact is greater than 1% of the level of service (LOS) D generalized service volume are considered significantly impacted links.

As indicated in *Table 3*, the following roadway segments are significantly impacted during the AM peak hour conditions under Test 1 criteria:

AM PEAK HOUR

- State Road 7, Forest Hill Boulevard to Southern Boulevard, Northbound and Southbound

PM PEAK HOUR

- State Road 7, Forest Hill Boulevard to Belvedere Road, Northbound and Southbound
- Forest Hill Boulevard, Stribling Way to State Road 7, Westbound
- Forest Hill Boulevard, State Road 7 to Lyons Road, Eastbound and Westbound
- Southern Boulevard, State Road 7 to Sansbury's Way, Westbound

Therefore, the identified significantly impacted roadway segments require a peak hour Test 1 Roadway Analysis.

TABLE 3
SLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS

| TABLE 3 ISIA VERDE RESIDENTIAL COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS | | | | | | | | | | | | | | | | | | | |
|---|-----------------------|----------------|--------------------|-------------------|-----------------|--------|--------|------------|--------|--------|--------|--------------------------|--------|---------------|--------|--------------|--------|--------|---------------|
| COMMITTED NUMBER OF LANES | ROADWAY SEGMENT | CLASSIFICATION | LOS D GEN. SVC. | Residential | | | | Commercial | | | | Residential + Commercial | | | | Significance | | | |
| | | | | % ASSIGN- MENT | | THRIPS | | Concurency | | THRIPS | | Concurency | | Project Trips | | % IMPACT | | | |
| | | | | NI/EB IN/OUT | NI/EB IN/OUT | SR/ WB | NI/ EB | SR/ WB | NI/ EB | SR/ WB | NI/ EB | SR/ WB | NI/ EB | SR/ WB | NI/ EB | SR/ WB | NI/ EB | SR/ WB | |
| | | | | | | | | | | | | | | | | | | | Project Trips |
| | | | | AM Peak Hour | | | | | | | | | | | | | | | |
| State Road 7 | Forest Hill Blvd | 8LD | 3,940 | 15% | 1 | 5 | 19 | 5 | 11 | 4 | 0 | 0 | 16 | 23 | 5 | 19 | 0.41% | 0.38% | No |
| | Striding Way | 8LD | 3,940 | 15% | 1 | 5 | 19 | 5 | 11 | 4 | 0 | 0 | 16 | 23 | 5 | 19 | 0.41% | 0.38% | No |
| | Forest Hill Blvd | 8LD | 3,940 | 60% | 0 | 76 | 19 | 76 | 19 | 30 | 0 | -1 | 86 | 49 | 76 | 18 | 2.40% | 1.16% | Yes |
| | Project Driveway | 8LD | 3,940 | 22% | 0 | 8 | 7 | 15 | 0 | 4 | 11 | 0 | 32 | 18 | 28 | 7 | 0.89% | 0.50% | No |
| | Southern Blvd | 8LD | 3,940 | 65% | 0 | 2 | 8 | 2 | 3 | 8 | 0 | 0 | 11 | 10 | 8 | 2 | 0.31% | 0.28% | No |
| | Belvedere Road | 8LD | 3,940 | 22% | 0 | 8 | 7 | 15 | 0 | 4 | 11 | 0 | 32 | 18 | 28 | 7 | 0.89% | 0.50% | No |
| | Chenee Indebie Blvd | 8LD | 3,940 | 65% | 0 | 2 | 8 | 2 | 3 | 8 | 0 | 0 | 11 | 10 | 8 | 2 | 0.31% | 0.28% | No |
| | Belvedere Road | 8LD | 3,940 | 22% | 0 | 8 | 7 | 15 | 0 | 4 | 11 | 0 | 32 | 18 | 28 | 7 | 0.89% | 0.50% | No |
| State Road 7 | Forest Hill Blvd | 6LD | 2,680 | 2% | 1 | 3 | 1 | 3 | 15 | 5 | -1 | 0 | 16 | 8 | 0 | 3 | 0.60% | 0.50% | No |
| | Striding Way | 6LD | 2,680 | 2% | 1 | 3 | 1 | 3 | 15 | 5 | -1 | 0 | 16 | 8 | 0 | 3 | 0.60% | 0.50% | No |
| | Forest Hill Blvd | 6LD | 2,680 | 20% | 0 | 23 | 6 | 25 | 6 | 13 | 0 | -1 | 23 | 19 | 25 | 3 | 0.93% | 0.92% | No |
| | Southern Boulevard | 8LD | 3,940 | 3% | 1 | 4 | 1 | 4 | 9 | 3 | 0 | 0 | 10 | 7 | 1 | 4 | 0.28% | 0.19% | No |
| | Royal Palm Beach Blvd | 8LD | 3,940 | 28% | 0 | 36 | 9 | 36 | 9 | 6 | 0 | 0 | 38 | 15 | 36 | 9 | 0.96% | 0.38% | No |
| | US 441/587 | 8LD | 3,940 | 28% | 0 | 36 | 9 | 36 | 9 | 6 | 0 | 0 | 38 | 15 | 36 | 9 | 0.96% | 0.38% | No |
| | Sinclair's Way | 8LD | 3,940 | 28% | 0 | 36 | 9 | 36 | 9 | 6 | 0 | 0 | 38 | 15 | 36 | 9 | 0.96% | 0.38% | No |
| | Belvedere Road | 6LD | 2,680 | 14% | 0 | 18 | 4 | 18 | 4 | 2 | 0 | 0 | 18 | 6 | 18 | 4 | 0.61% | 0.20% | No |
| State Road 7 | Forest Hill Blvd | 8LD | 3,940 | 15% | 1 | 19 | 10 | 19 | 14 | 21 | 1 | 1 | 33 | 31 | 20 | 11 | 0.64% | 0.79% | No |
| | Striding Way | 8LD | 3,940 | 15% | 1 | 19 | 10 | 19 | 14 | 21 | 1 | 1 | 33 | 31 | 20 | 11 | 0.64% | 0.79% | No |
| | Forest Hill Blvd | 8LD | 3,940 | 40% | 1 | 50 | 28 | 50 | 28 | 85 | 5 | 5 | 106 | 113 | 55 | 33 | 2.89% | 2.87% | Yes |
| | Project Driveway | 8LD | 3,940 | 60% | 0 | 41 | 76 | 41 | 76 | 37 | 3 | 4 | 98 | 113 | 44 | 80 | 2.73% | 3.15% | Yes |
| | Southern Blvd | 8LD | 3,940 | 22% | 0 | 15 | 28 | 15 | 28 | 17 | 1 | 1 | 36 | 42 | 16 | 29 | 1.00% | 1.17% | Yes |
| | Belvedere Road | 8LD | 3,940 | 65% | 0 | 4 | 8 | 4 | 8 | 10 | 1 | 1 | 20 | 18 | 5 | 9 | 0.56% | 0.50% | No |
| | Chenee Indebie Blvd | 8LD | 3,940 | 22% | 0 | 4 | 8 | 4 | 8 | 10 | 1 | 1 | 20 | 18 | 5 | 9 | 0.56% | 0.50% | No |
| | Belvedere Road | 8LD | 3,940 | 65% | 0 | 4 | 8 | 4 | 8 | 10 | 1 | 1 | 20 | 18 | 5 | 9 | 0.56% | 0.50% | No |
| State Road 7 | Forest Hill Blvd | 6LD | 2,680 | 2% | 1 | 3 | 1 | 3 | 19 | 28 | 2 | 2 | 22 | 29 | 5 | 3 | 0.82% | 1.08% | Yes |
| | Striding Way | 6LD | 2,680 | 2% | 1 | 3 | 1 | 3 | 19 | 28 | 2 | 2 | 22 | 29 | 5 | 3 | 0.82% | 1.08% | Yes |
| | Forest Hill Blvd | 6LD | 2,680 | 20% | 0 | 14 | 25 | 14 | 25 | 18 | 1 | 2 | 38 | 41 | 15 | 27 | 1.29% | 1.59% | Yes |
| | Southern Boulevard | 8LD | 3,940 | 3% | 1 | 4 | 2 | 4 | 2 | 12% | 1 | 1 | 15 | 19 | 5 | 3 | 0.38% | 0.48% | No |
| | Royal Palm Beach Blvd | 8LD | 3,940 | 28% | 0 | 19 | 35 | 19 | 35 | 8% | 0 | 11 | 30 | 42 | 20 | 36 | 0.76% | 1.07% | No |
| | US 441/587 | 8LD | 3,940 | 28% | 0 | 19 | 35 | 19 | 35 | 8% | 0 | 11 | 30 | 42 | 20 | 36 | 0.76% | 1.07% | No |
| | Sinclair's Way | 8LD | 3,940 | 28% | 0 | 19 | 35 | 19 | 35 | 8% | 0 | 11 | 30 | 42 | 20 | 36 | 0.76% | 1.07% | No |
| | Belvedere Road | 6LD | 2,680 | 14% | 0 | 18 | 10 | 18 | 10 | 3 | 2 | 0 | 13 | 20 | 18 | 10 | 0.44% | 0.68% | No |

TEST 1 LEVEL OF SERVICE D ANALYSIS

As determined in the previous section, a number of roadway segments were significantly impacted during the AM peak and PM peak hour conditions and therefore require further analysis. Intersection analyses are also required at the first significantly impacted major intersection in either direction from the site access point. Intersection analyses were performed at the following intersections:

- SR7 and Forest Hill Boulevard
- SR7 and Southern Boulevard
- SR7 and Old Hammock Way/Isla Verde Way

Intersection Analysis

To evaluate conditions at the intersections of SR 7 & Forest Hill Boulevard and SR 7 & Old Hammock Way the Critical Movement Analysis (CMA) method was utilized. The results are summarized in *Table 4*.

Table 4: Critical Movement Analysis Summary

| CRITICAL MOVEMENT ANALYSIS SUMMARY ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS | | |
|--|--------------------|---------------------|
| Intersection | Time Period | Critical Sum |
| State Road 7 & Forest Hill Boulevard | AM Peak Hour | 1,045 |
| | PM Peak Hour | 1,379 |
| State Road 7 & Old Hammock Way/Isla Verde Way | AM Peak Hour | 943 |
| | PM Peak Hour | 1,485 |

Based on the critical movement analysis, the intersections are expected to meet the CMA threshold during buildout conditions with the exception of State Road 7 & Old Hammock Way during the PM Peak Hour. Therefore a level of service (LOS) analysis is required for this intersection during the PM Peak Hour. The detailed worksheets presenting the analysis are provided in Appendix C.

Traffic Impact Analysis

SR7 & Old Hammock Way Intersection Analysis

In order to analyze the intersection of Old Hammock Way & SR 7 for PM peak hour conditions, *Synchro V8.0* was used. *Table 5* summarizes the level of service and delay analysis for the existing laneage conditions with project traffic included.

Table 5: Level of Service Analysis (Old Hammock Way & SR7 – Existing Laneage)

| Proposed Laneage w/ Optimized Timing (2018 Buildout) | | | |
|--|----------------|-------------|----------|
| Peak Period | Approach | Delay (sec) | LOS |
| PM Peak Hour | NB | 48.0 | D |
| | SB | 36.1 | D |
| | EB | 71.8 | E |
| | WB | 69.5 | E |
| | Overall | 44.4 | D |

Under optimized signal timing with the existing geometry, the intersection of Southern Boulevard & Old Hammock Way is anticipated to operate acceptably through buildout in 2018. The detailed HCS output worksheets presenting the analysis are provided in Appendix D.

SR7 & Southern Boulevard Intersection Analysis

The intersection of Southern Boulevard & SR7 is a grade-separated urban interchange; therefore, a critical movement analysis was not utilized to evaluate LOS conditions. In order to analyze the intersection, *Synchro V8.0* was used. Intersection analyses were conducted for both the AM and PM peak hours. *Tables 6 and 7* summarize the level of service and delay analyses for both existing and proposed laneage conditions with project traffic included.

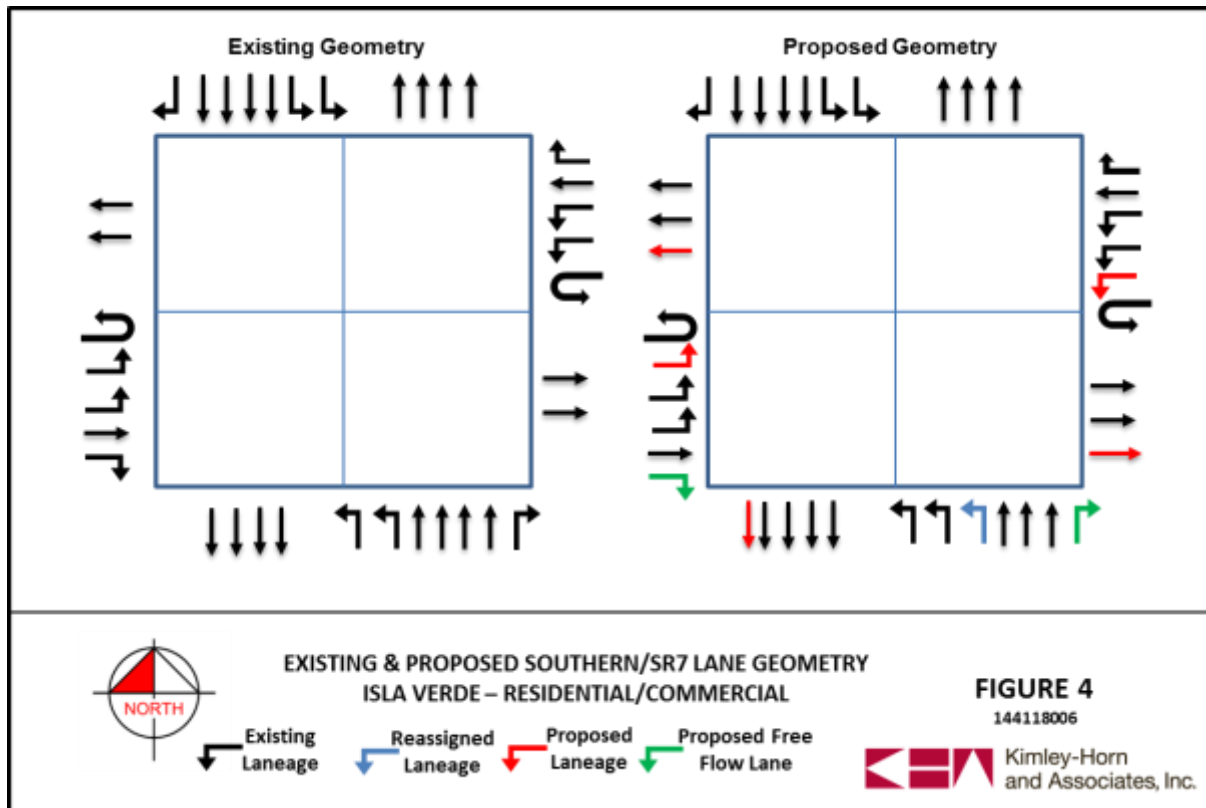
Table 6: Level of Service Analysis (Southern Boulevard & SR7 – Existing Laneage)

| Existing Laneage w/ Existing Timing (2018 Buildout) | | | |
|---|----------------|-------------|----------|
| Peak Period | Approach | Delay (sec) | LOS |
| AM Peak Hour | NB | 81.2 | F |
| | SB | 75.8 | E |
| | EB | 56.7 | E |
| | WB | 48.6 | D |
| | Overall | 70.5 | E |
| PM Peak Hour | NB | 57.9 | E |
| | SB | 89.6 | F |
| | EB | 71.4 | E |
| | WB | 66.7 | E |
| | Overall | 70.7 | E |

Table 7: Level of Service Analysis (Southern Boulevard & SR7 – Proposed Laneage)

| Proposed Laneage w/ Optimized Timing (2018 Buildout) | | | |
|--|----------------|-------------|----------|
| Peak Period | Approach | Delay (sec) | LOS |
| AM Peak Hour | NB | 39.1 | D |
| | SB | 60.9 | E |
| | EB | 59.8 | E |
| | WB | 46.9 | D |
| | Overall | 50.5 | D |
| PM Peak Hour | NB | 16.9 | B |
| | SB | 35.8 | D |
| | EB | 62.4 | E |
| | WB | 66.8 | E |
| | Overall | 39.4 | D |

Based on the analyses, the intersection of Southern Boulevard & SR7 will not meet the level of service guidelines under existing laneage. *Figure 4* illustrates the proposed geometry. Under optimized signal timing with the proposed geometry, the intersection of Southern Boulevard & SR7 is anticipated to operate acceptably through buildout in 2018. The detailed Synchro output worksheets presenting the analysis are provided in Appendix D.



To determine the development's proportionate share of these improvements, the net new residential and commercial peak hour trips were divided by the additional capacity provided by the proposed intersection improvements. These percentages were then applied to the total cost of the proposed improvements in order to determine the proportionate share calculations for both the proposed commercial and proposed residential developments. *Table 8* summarizes these calculations. Details on the proportionate share calculations are included in *Appendix E*.

Table 8: Proportionate Share Calculations

| ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS | | | | | | |
|--|---------------------|-------------------------|---------------------|---------------------|---------------|-----------|
| PROPORTIONATE SHARE CALCULATIONS | | | | | | |
| | Net Peak Hour Trips | Trips at SR7 & Southern | Additional Capacity | Proportionate Share | Total Cost | Payment |
| Commercial | 13 | 5 | 2790 | 0.18% | \$ 11,010,000 | \$ 19,731 |
| Residential | 77 | 41 | 2790 | 1.47% | \$ 11,010,000 | \$161,796 |

Roadway Link Analysis

The future traffic volume on each roadway segment was analyzed in comparison to its level of service D service volume. *Table 9* details these calculations for the AM and PM peak hours. As seen in *Table 9*, the significantly impacted roadway segments are projected to operate acceptably during the AM and PM peak hours through buildout of the project in 2018.

[illegible]

TEST 2 SIGNIFICANCE ANALYSIS

An analysis was undertaken on all of the links included in the Palm Beach County Thoroughfare Map within the 2-mile radius of development influence to determine the roadway links that are significantly impacted under Test 2 criteria. The net new external project traffic was assigned to all the thoroughfare roadway links within the radius of development influence. Per Palm Beach County standards, all the links on which the project traffic impact is greater than 3% of the level of service (LOS) E generalized service volume are considered significantly impacted links. As indicated in *Table 10*, none of the roadway segments are significantly impacted under Test 2 criteria.

Table 10: Test 2 – Significance Analysis

| ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS | | | | | | | | | | | | | | | | | | | | | | |
|--|--|---------------------------|----------------|-----------------|----------------|-------|-------|-------|---------------|-------|----------------|-------|--------------------------|-------|---------------|-------|--------------|-------|--------------|-------|-------|----|
| ROADWAY SEGMENT | | COMMITTED NUMBER OF LANES | Classification | LOS D GEN. SVC. | Residential | | | | Commercial | | | | Residential + Commercial | | | | Significance | | | | | |
| | | | | | % ASSIGN- MINT | | TRIPS | | Project Trips | | % ASSIGN- MINT | | TRIPS | | Project Trips | | % IMPACT | | Significant? | | | |
| | | | | | NB/EB IN/OUT? | 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 | NB/EB | SB/WB | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| VOLUME | | | | | AM Peak Hour | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| State Road 7 | | Forest Hill Blvd | Class I | 3,940 | 15% | i | 5 | 19 | 5 | 19 | 4 | 0 | 0 | 0 | 16 | 23 | 5 | 19 | 0.41% | 0.58% | No | |
| Striding Way | | Project Driveway | Class I | 3,940 | 40% | i | 12 | 51 | 12 | 51 | 14 | -2 | 0 | 0 | 58 | 65 | 10 | 51 | 1.47% | 1.65% | No | |
| Forest Hill Blvd | | Southern Blvd | Class II | 3,780 | 60% | o | 76 | 19 | 76 | 19 | 30 | 0 | -1 | 0 | 86 | 49 | 76 | 18 | 2.28% | 1.30% | No | |
| Project Driveway | | Belvedere Road | Class II | 3,780 | 22% | o | 28 | 7 | 28 | 7 | 11 | 0 | 0 | 0 | 32 | 18 | 28 | 7 | 0.85% | 0.48% | No | |
| Southern Blvd | | Oleecobee Blvd | Class II | 3,780 | 6% | o | 8 | 2 | 8 | 2 | 8 | 0 | 0 | 0 | 11 | 10 | 8 | 2 | 0.29% | 0.26% | No | |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Forest Hill Blvd | | US 441/SR7 | Class II | 2,830 | 2% | i | 1 | 3 | 1 | 3 | 5 | -1 | 0 | 0 | 16 | 8 | 0 | 3 | 0.57% | 0.28% | No | |
| Striding Way | | Lyons Road | Class I | 2,940 | 20% | o | 25 | 6 | 25 | 6 | 13 | 0 | -1 | 0 | 29 | 19 | 25 | 5 | 0.95% | 0.65% | No | |
| US 441/SR7 | | | | | | | | | | | | | | | | | | | | | | |
| Southern Boulevard | | US 441/SR7 | Class I | 3,780 | 3% | i | 1 | 4 | 1 | 4 | 3 | 0 | 0 | 0 | 10 | 7 | 1 | 4 | 0.26% | 0.19% | No | |
| Royal Palm Beach Blvd | | Samsbury's Way | Class I | 3,940 | 28% | o | 36 | 9 | 36 | 9 | 6 | 0 | 0 | 0 | 38 | 15 | 36 | 9 | 0.96% | 0.38% | No | |
| US 441/SR7 | | | | | | | | | | | | | | | | | | | | | | |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Samsbury's Way | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| State Road 7 | | Forest Hill Blvd | Class I | 3,940 | 15% | i | 19 | 10 | 19 | 10 | 21 | 1 | 1 | 1 | 33 | 31 | 20 | 11 | 0.84% | 0.79% | No | |
| Striding Way | | Project Driveway | Class I | 3,940 | 40% | i | 50 | 28 | 50 | 28 | 56 | 85 | 5 | 5 | 106 | 113 | 55 | 33 | 2.69% | 2.87% | No | |
| Forest Hill Blvd | | Southern Blvd | Class II | 3,780 | 60% | o | 41 | 76 | 41 | 76 | 40% | 0 | 27 | 37 | 4 | 98 | 113 | 44 | 80 | 2.59% | 2.99% | No |
| Project Driveway | | Belvedere Road | Class II | 3,780 | 22% | o | 15 | 28 | 15 | 28 | 15% | 0 | 14 | 1 | 36 | 42 | 16 | 29 | 0.95% | 1.11% | No | |
| Southern Blvd | | Oleecobee Blvd | Class II | 3,780 | 6% | o | 4 | 8 | 4 | 8 | 11% | 0 | 16 | 10 | 1 | 20 | 18 | 5 | 9 | 0.53% | 0.48% | No |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Forest Hill Blvd | | US 441/SR7 | Class II | 2,830 | 2% | i | 3 | 1 | 3 | 1 | 19 | 28 | 2 | 2 | 22 | 29 | 5 | 3 | 0.78% | 1.02% | No | |
| Striding Way | | Lyons Road | Class I | 2,940 | 20% | o | 14 | 25 | 14 | 25 | 16 | 1 | 2 | 38 | 41 | 15 | 27 | 1.29% | 1.39% | No | | |
| US 441/SR7 | | | | | | | | | | | | | | | | | | | | | | |
| Southern Boulevard | | Royal Palm Beach Blvd | Class I | 3,940 | 3% | i | 4 | 2 | 4 | 2 | 17 | 1 | 1 | 1 | 15 | 19 | 5 | 3 | 0.38% | 0.48% | No | |
| US 441/SR7 | | Samsbury's Way | Class I | 3,940 | 28% | o | 19 | 35 | 19 | 35 | 7 | 1 | 1 | 1 | 30 | 42 | 20 | 36 | 0.76% | 1.07% | No | |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Samsbury's Way | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| State Road 7 | | Forest Hill Blvd | Class I | 3,940 | 15% | i | 19 | 10 | 19 | 10 | 21 | 1 | 1 | 1 | 33 | 31 | 20 | 11 | 0.84% | 0.79% | No | |
| Striding Way | | Project Driveway | Class I | 3,940 | 40% | i | 50 | 28 | 50 | 28 | 56 | 85 | 5 | 5 | 106 | 113 | 55 | 33 | 2.69% | 2.87% | No | |
| Forest Hill Blvd | | Southern Blvd | Class II | 3,780 | 60% | o | 41 | 76 | 41 | 76 | 40% | 0 | 27 | 37 | 4 | 98 | 113 | 44 | 80 | 2.59% | 2.99% | No |
| Project Driveway | | Belvedere Road | Class II | 3,780 | 22% | o | 15 | 28 | 15 | 28 | 15% | 0 | 14 | 1 | 36 | 42 | 16 | 29 | 0.95% | 1.11% | No | |
| Southern Blvd | | Oleecobee Blvd | Class II | 3,780 | 6% | o | 4 | 8 | 4 | 8 | 11% | 0 | 16 | 10 | 1 | 20 | 18 | 5 | 9 | 0.53% | 0.48% | No |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Forest Hill Blvd | | US 441/SR7 | Class II | 2,830 | 2% | i | 3 | 1 | 3 | 1 | 19 | 28 | 2 | 2 | 22 | 29 | 5 | 3 | 0.78% | 1.02% | No | |
| Striding Way | | Lyons Road | Class I | 2,940 | 20% | o | 14 | 25 | 14 | 25 | 16 | 1 | 2 | 38 | 41 | 15 | 27 | 1.29% | 1.39% | No | | |
| US 441/SR7 | | | | | | | | | | | | | | | | | | | | | | |
| Southern Boulevard | | Royal Palm Beach Blvd | Class I | 3,940 | 3% | i | 4 | 2 | 4 | 2 | 17 | 1 | 1 | 1 | 15 | 19 | 5 | 3 | 0.38% | 0.48% | No | |
| US 441/SR7 | | Samsbury's Way | Class I | 3,940 | 28% | o | 19 | 35 | 19 | 35 | 7 | 1 | 1 | 1 | 30 | 42 | 20 | 36 | 0.76% | 1.07% | No | |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Samsbury's Way | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| State Road 7 | | Forest Hill Blvd | Class I | 3,940 | 15% | i | 19 | 10 | 19 | 10 | 21 | 1 | 1 | 1 | 33 | 31 | 20 | 11 | 0.84% | 0.79% | No | |
| Striding Way | | Project Driveway | Class I | 3,940 | 40% | i | 50 | 28 | 50 | 28 | 56 | 85 | 5 | 5 | 106 | 113 | 55 | 33 | 2.69% | 2.87% | No | |
| Forest Hill Blvd | | Southern Blvd | Class II | 3,780 | 60% | o | 41 | 76 | 41 | 76 | 40% | 0 | 27 | 37 | 4 | 98 | 113 | 44 | 80 | 2.59% | 2.99% | No |
| Project Driveway | | Belvedere Road | Class II | 3,780 | 22% | o | 15 | 28 | 15 | 28 | 15% | 0 | 14 | 1 | 36 | 42 | 16 | 29 | 0.95% | 1.11% | No | |
| Southern Blvd | | Oleecobee Blvd | Class II | 3,780 | 6% | o | 4 | 8 | 4 | 8 | 11% | 0 | 16 | 10 | 1 | 20 | 18 | 5 | 9 | 0.53% | 0.48% | No |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Forest Hill Blvd | | US 441/SR7 | Class II | 2,830 | 2% | i | 3 | 1 | 3 | 1 | 19 | 28 | 2 | 2 | 22 | 29 | 5 | 3 | 0.78% | 1.02% | No | |
| Striding Way | | Lyons Road | Class I | 2,940 | 20% | o | 14 | 25 | 14 | 25 | 16 | 1 | 2 | 38 | 41 | 15 | 27 | 1.29% | 1.39% | No | | |
| US 441/SR7 | | | | | | | | | | | | | | | | | | | | | | |
| Southern Boulevard | | Royal Palm Beach Blvd | Class I | 3,940 | 3% | i | 4 | 2 | 4 | 2 | 17 | 1 | 1 | 1 | 15 | 19 | 5 | 3 | 0.38% | 0.48% | No | |
| US 441/SR7 | | Samsbury's Way | Class I | 3,940 | 28% | o | 19 | 35 | 19 | 35 | 7 | 1 | 1 | 1 | 30 | 42 | 20 | 36 | 0.76% | 1.07% | No | |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Samsbury's Way | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| State Road 7 | | Forest Hill Blvd | Class I | 3,940 | 15% | i | 19 | 10 | 19 | 10 | 21 | 1 | 1 | 1 | 33 | 31 | 20 | 11 | 0.84% | 0.79% | No | |
| Striding Way | | Project Driveway | Class I | 3,940 | 40% | i | 50 | 28 | 50 | 28 | 56 | 85 | 5 | 5 | 106 | 113 | 55 | 33 | 2.69% | 2.87% | No | |
| Forest Hill Blvd | | Southern Blvd | Class II | 3,780 | 60% | o | 41 | 76 | 41 | 76 | 40% | 0 | 27 | 37 | 4 | 98 | 113 | 44 | 80 | 2.59% | 2.99% | No |
| Project Driveway | | Belvedere Road | Class II | 3,780 | 22% | o | 15 | 28 | 15 | 28 | 15% | 0 | 14 | 1 | 36 | 42 | 16 | 29 | 0.95% | 1.11% | No | |
| Southern Blvd | | Oleecobee Blvd | Class II | 3,780 | 6% | o | 4 | 8 | 4 | 8 | 11% | 0 | 16 | 10 | 1 | 20 | 18 | 5 | 9 | 0.53% | 0.48% | No |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Forest Hill Blvd | | US 441/SR7 | Class II | 2,830 | 2% | i | 3 | 1 | 3 | 1 | 19 | 28 | 2 | 2 | 22 | 29 | 5 | 3 | 0.78% | 1.02% | No | |
| Striding Way | | Lyons Road | Class I | 2,940 | 20% | o | 14 | 25 | 14 | 25 | 16 | 1 | 2 | 38 | 41 | 15 | 27 | 1.29% | 1.39% | No | | |
| US 441/SR7 | | | | | | | | | | | | | | | | | | | | | | |
| Southern Boulevard | | Royal Palm Beach Blvd | Class I | 3,940 | 3% | i | 4 | 2 | 4 | 2 | 17 | 1 | 1 | 1 | 15 | 19 | 5 | 3 | 0.38% | 0.48% | No | |
| US 441/SR7 | | Samsbury's Way | Class I | 3,940 | 28% | o | 19 | 35 | 19 | 35 | 7 | 1 | 1 | 1 | 30 | 42 | 20 | 36 | 0.76% | 1.07% | No | |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Samsbury's Way | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| State Road 7 | | Forest Hill Blvd | Class I | 3,940 | 15% | i | 19 | 10 | 19 | 10 | 21 | 1 | 1 | 1 | 33 | 31 | 20 | 11 | 0.84% | 0.79% | No | |
| Striding Way | | Project Driveway | Class I | 3,940 | 40% | i | 50 | 28 | 50 | 28 | 56 | 85 | 5 | 5 | 106 | 113 | 55 | 33 | 2.69% | 2.87% | No | |
| Forest Hill Blvd | | Southern Blvd | Class II | 3,780 | 60% | o | 41 | 76 | 41 | 76 | 40% | 0 | 27 | 37 | 4 | 98 | 113 | 44 | 80 | 2.59% | 2.99% | No |
| Project Driveway | | Belvedere Road | Class II | 3,780 | 22% | o | 15 | 28 | 15 | 28 | 15% | 0 | 14 | 1 | 36 | 42 | 16 | 29 | 0.95% | 1.11% | No | |
| Southern Blvd | | Oleecobee Blvd | Class II | 3,780 | 6% | o | 4 | 8 | 4 | 8 | 11% | 0 | 16 | 10 | 1 | 20 | 18 | 5 | 9 | 0.53% | 0.48% | No |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Forest Hill Blvd | | US 441/SR7 | Class II | 2,830 | 2% | i | 3 | 1 | 3 | 1 | 19 | 28 | 2 | 2 | 22 | 29 | 5 | 3 | 0.78% | 1.02% | No | |
| Striding Way | | Lyons Road | Class I | 2,940 | 20% | o | 14 | 25 | 14 | 25 | 16 | 1 | 2 | 38 | 41 | 15 | 27 | 1.29% | 1.39% | No | | |
| US 441/SR7 | | | | | | | | | | | | | | | | | | | | | | |
| Southern Boulevard | | Royal Palm Beach Blvd | Class I | 3,940 | 3% | i | 4 | 2 | 4 | 2 | 17 | 1 | 1 | 1 | 15 | 19 | 5 | 3 | 0.38% | 0.48% | No | |
| US 441/SR7 | | Samsbury's Way | Class I | 3,940 | 28% | o | 19 | 35 | 19 | 35 | 7 | 1 | 1 | 1 | 30 | 42 | 20 | 36 | 0.76% | 1.07% | No | |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Samsbury's Way | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| State Road 7 | | Forest Hill Blvd | Class I | 3,940 | 15% | i | 19 | 10 | 19 | 10 | 21 | 1 | 1 | 1 | 33 | 31 | 20 | 11 | 0.84% | 0.79% | No | |
| Striding Way | | Project Driveway | Class I | 3,940 | 40% | i | 50 | 28 | 50 | 28 | 56 | 85 | 5 | 5 | 106 | 113 | 55 | 33 | 2.69% | 2.87% | No | |
| Forest Hill Blvd | | Southern Blvd | Class II | 3,780 | 60% | o | 41 | 76 | 41 | 76 | 40% | 0 | 27 | 37 | 4 | 98 | 113 | 44 | 80 | 2.59% | 2.99% | No |
| Project Driveway | | Belvedere Road | Class II | 3,780 | 22% | o | 15 | 28 | 15 | 28 | 15% | 0 | 14 | 1 | 36 | 42 | 16 | 29 | 0.95% | 1.11% | No | |
| Southern Blvd | | Oleecobee Blvd | Class II | 3,780 | 6% | o | 4 | 8 | 4 | 8 | 11% | 0 | 16 | 10 | 1 | 20 | 18 | 5 | 9 | 0.53% | 0.48% | No |
| Belvedere Road | | | | | | | | | | | | | | | | | | | | | | |
| Forest Hill Blvd | | US 441/SR7 | Class II | 2,830 | 2% | i | 3 | 1 | | | | | | | | | | | | | | |

VEHICLE CIRCULATION AND QUEUING

Vehicular Circulation

The Isla Verde Commercial and Isla Verde Residential parcels are proposed to be accessed via two right-in/right-out driveways along State Road 7, and one full-access driveway along State Road 7. The Royal Office parcel is proposed to be accessed by one right-in/right-out driveway along State Road 7.

Driveway Classification

According to the Palm Beach County “Guide to Parking Lot and Street Access Design Criteria and Standards”, it is necessary to classify project entrances as minor, intermediate, or major according to the two-way hourly volumes.

1. Minor – Services a maximum daily volume of 500 vehicles.
2. Intermediate – Services a maximum daily volume of 2,000 vehicles.
3. Major – Services a maximum daily volume of more than 2,000 vehicles.

Using these criteria, the following driveway classifications apply:

| Driveway Number | Description/Location | Classification |
|-----------------|--|----------------|
| 1 | Right-In/Right-Out Driveway on SR 7 (Office) | Intermediate |
| 2 | Right-In/Right-Out Driveway of SR 7 (Commercial Retail) | Major |
| 3 | Full-Access Driveway on SR 7 (Commercial Retail) | Major |
| 4 | Right-In/Right-Out Driveway on SR 7 (Retail/Residential) | Major |

Figure 5 illustrates the location and proposed volumes for the four site driveways.

Turn Lane Requirements

The Palm Beach County “Guide to Parking Lot and Street Access Design Criteria and Standards” provides guidance on the provision of turn lanes at site driveways. According to the standards noted in this document, the volume thresholds for providing exclusive turn lanes are as follows:

- Right-turn Lane – 75 peak hour right turns, with driveway volumes that exceed 1,000 trips per day, and average daily traffic volumes that exceed 10,000 vehicles per day.
- Left-turn Lane – 30 peak hour left turns

Based on the Palm Beach County criteria stated above and the fact that right-turn lanes are existing at all four driveway connections in addition to a left-turn lane at Driveway 3, the project meets Palm Beach County Access Management Standards. No turn lanes or site access modifications are required or proposed.

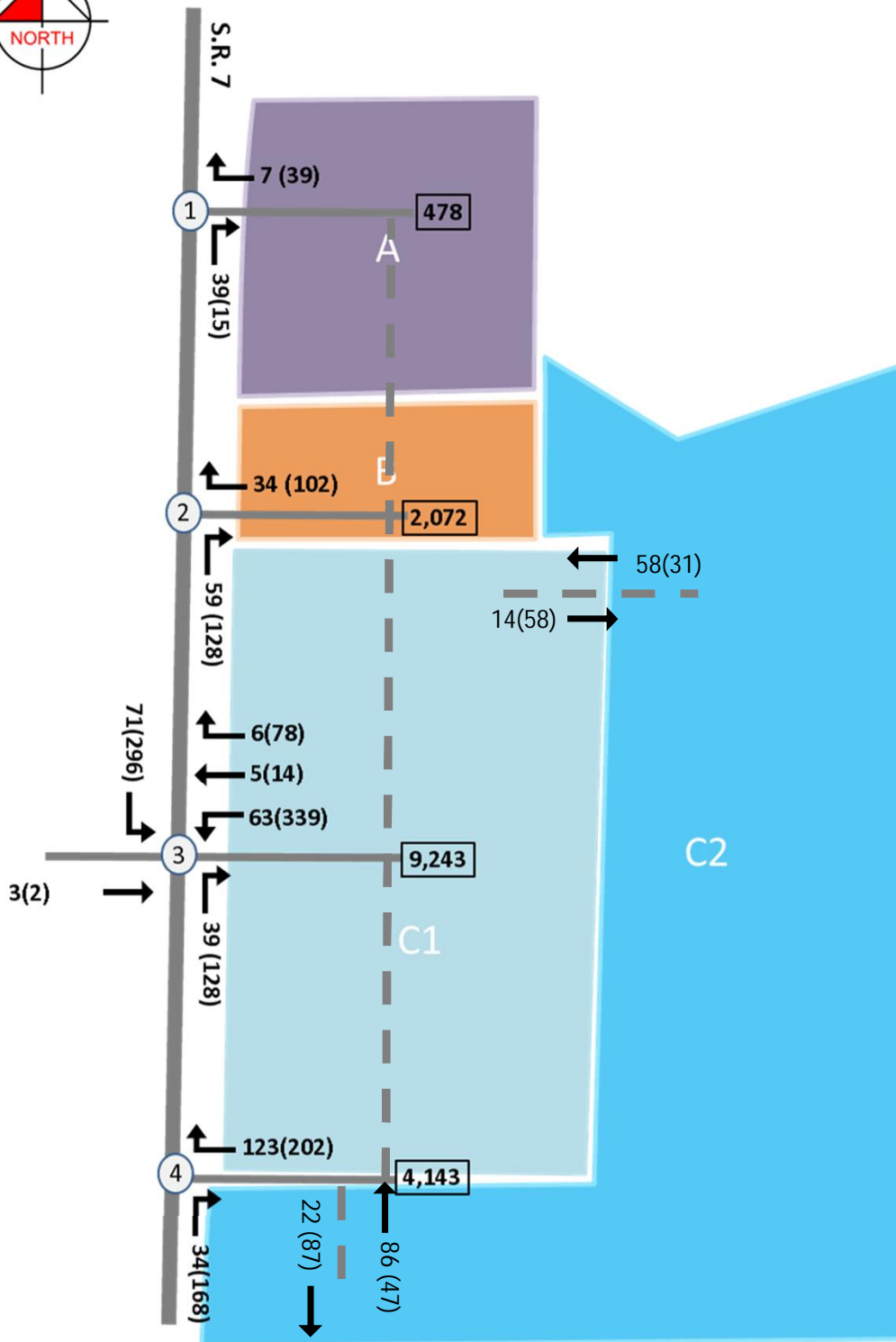


FIGURE 5
FUTURE TOTAL DRIVEWAY VOLUMES
ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL
OFFICE/ROYAL PALM TOYS

COMPARISON TO PREVIOUS RESIDENTIAL APPROVAL

The Isla Verde Residential portion of the site is currently approved for 245 townhomes. It is proposed to instead develop this parcel with 360 apartment units. The net difference in the trip generation potential of the proposed and approved uses is 805 net new daily trips, 74 net new AM peak hour trips (18 in, 56 out) and 98 net new PM peak hour trips (61 in, 37 out). The trip differential between the proposed and approved uses on site is summarized in *Table 11*.

As shown in *Table 11*, the proposed residential development is projected to add 45 net new driveway trips (11 in, 34 out) to Driveway 4 and 29 net new driveway trips (7 in, 22 out) to Driveway 3 (the signalized Isla Verde intersection) during the AM peak hour compared to the previous approval. The change in residential development is projected to add 59 net new driveway trips (37 in, 22 out) to Driveway 4 and 39 net new driveway trips (24 in, 15 out) to Driveway 3 (the signalized Isla Verde intersection during the PM peak hour).

Table 12 summarizes the level of service and delay at these driveways with the proposed project traffic. As shown in *Table 12*, both driveways will operate at a level of service (LOS) D or better with the proposed project traffic. The detailed HCS and Synchro output worksheets presenting the analysis are provided in Appendix D.

Table 11: Trip Generation – Proposed vs. Approved Residential Development

| TABLE 11 ISLA VERDE RESIDENTIAL/ISLA VERDE COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS TRIP GENERATION COMPARISON | | | | | | | | |
|---|-----------|----------------|--------------|-----------|------------|--------------|------------|-----------|
| LAND USE | INTENSITY | DAILY Trips | AM PEAK HOUR | | | PM PEAK HOUR | | |
| | | | TOTAL | IN | OUT | TOTAL | IN | OUT |
| Approved Development Condo/Townhomes | 245 DU | 1,715 | 106 | 18 | 88 | 125 | 84 | 41 |
| Proposed Development Apartments | 360 DU | 2,520 | 180 | 36 | 144 | 223 | 145 | 78 |
| Trip Differential (Proposed - Approved) | | 805 | 74 | 18 | 56 | 98 | 61 | 37 |
| Additional Volume at Driveway 3 | | 322 | 30 | 7 | 22 | 39 | 24 | 15 |
| Additional Volume at Driveway 4 | | 483 | 44 | 11 | 34 | 59 | 37 | 22 |
| Trip Differential (Proposed - Existing) | | 2,520 | 180 | 36 | 144 | 223 | 145 | 78 |
| <p>Note: Trip generation was calculated using the following data:</p> <p>Daily Traffic Generation</p> <p>Condo/Townhomes [PBC] = $T = 7 (X)$</p> <p>Apartments [PBC] = $T = 7 (X)$</p> <p>AM Peak Hour Traffic Generation</p> <p>Condo/Townhomes [PBC] = $\ln(T) = 0.80 \ln(X) + 0.26$; (17% in, 83% out)</p> <p>Apartments [PBC] = $T = 0.49 \ln(X) + 3.73$; (20% in, 80% out)</p> <p>PM Peak Hour Traffic Generation</p> <p>Condo/Townhomes [PBC] = $\ln(T) = 0.82 \ln(X) + 0.32$; (67% in, 33% out)</p> <p>Apartments [PBC] = $T = 0.62 (X)$; (65% in, 35% out)</p> <p style="text-align: right;">© 2013, Kimley-Horn and Associates, Inc. 1/15/2014</p> | | | | | | | | |

k:\wpb_tpto\1448\144843000 hg isla verde\december 2013\comp_plan_calcs.xlsx\trip gen (3)

Table 12: Driveway Level of Service Summary

| Driveway 3 (Old Hammock Way) | | | | Driveway 4 | | |
|------------------------------|----------------|-------------|----------|----------------|-------------|-----|
| Peak Period | Approach | Delay (sec) | LOS | Approach | Delay (sec) | LOS |
| AM Peak Hour | NB | 36.7 | D | NB | - | - |
| | SB | 18.6 | B | SB | - | - |
| | EB | 59.5 | E | EB | - | - |
| | WB | 52.2 | D | WB | 14.4 | B |
| | Overall | 29.4 | C | Overall | - | - |
| PM Peak Hour | NB | 48.0 | D | NB | - | - |
| | SB | 36.1 | D | SB | - | - |
| | EB | 71.8 | E | EB | - | - |
| | WB | 69.5 | E | WB | 19.1 | C |
| | Overall | 44.4 | D | Overall | - | - |

CONCLUSION

It is proposed to modify the commercial and residential approvals on a site on the east side of State Road 7 between Forest Hill Boulevard and Pioneer Road in Palm Beach County, Florida. The parcels collectively have a current TPS approval for a mix of residential, retail, medical office, furniture store, and professional entitlements. Of the approved development, only 208,900 square feet of approved commercial retail has been in existence for more than five years. Therefore, credit for this portion of the development is not included in the determination of project significance. Based on the analysis, the proposed development is expected to significantly impact several roadway segments under Test 1 and Test 2 criteria. All significantly impacted roadways meet capacity standards and are expected to operate acceptably through buildout in 2018. Intersection geometric improvements would be required at the intersection of SR7 & Southern Boulevard to meet LOS D criteria. Geometric improvements that would allow the intersection to meet adopted level of service criteria have been identified at this intersection and documented in this report for use in determining proportionate share contribution requirements as deemed applicable.

Based on the driveway analysis, Driveways 2, 3 and 4 are expected to exceed the 75 peak hour right turn threshold. Right-turn lanes are currently provided at these driveways. The full access driveway is expected to exceed the 30 vehicles hour left turn threshold during the peak hours. A left-turn lane currently exists at this driveway; therefore no changes are recommended to the current driveway configuration.

APPENDIX A: TPS DATABASE INFORMATION

Input Data

ROAD NAME: Forest Hill Blvd STATION: 3407

CURRENT YEAR: 2013 FROM: Stribling Way

ANALYSIS YEAR: 2018 TO: MIDPOINT

GROWTH RATE: 1.99% COUNT DATE: 3/12/2013

PSF: 1

Report Created: 12/10/2013

| Time Period | Link Analysis | | | | | |
|------------------------|---------------|-------|-------|-------|-------|-------|
| | AM | | | PM | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |
| Peak Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |

| Committed Developments | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 3 | 1 | 2 | 3 | 2 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Castellina | 4 | 3 | 1 | 5 | 2 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | NR | 88% |
| Oakmont Estates | 1 | 1 | 0 | 1 | 0 | Res | 73% |
| Palms West Hospital | 2 | 1 | 1 | 2 | 1 | NR | 95% |
| Rubin Commercial | 5 | 3 | 2 | 17 | 8 | NR | 0% |
| Western Plaza | 6 | 3 | 3 | 11 | 5 | NR | 88% |
| Isla Verde | 22 | 12 | 10 | 67 | 32 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 10 | 4 | 6 | 12 | 7 | Res | 70% |
| Olympia | 23 | 6 | 17 | 24 | 15 | Res | 90% |
| Village Professional Park | 71 | 27 | 44 | 123 | 65 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Wellington Mall | 12 | 6 | 6 | 45 | 23 | NR | 90% |
| Wellington Regional Medical Center | 74 | 22 | 52 | 87 | 59 | NR | 54% |
| Southern Center | 1 | 0 | 0 | 3 | 1 | NR | 90% |
| Wellington View | 9 | 4 | 5 | 6 | 3 | Res | 75% |
| Wellington Parc | 14 | 7 | 7 | 14 | 5 | NR | 0% |
| Pioneer Road Commercial / Residential | 19 | 7 | 12 | 63 | 33 | NR | 0% |
| Village Green | 4 | 1 | 2 | 7 | 4 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 5 | 18 | 28 | 18 | Res | 0% |
| Cheddar's Cafe | 8 | 5 | 3 | 9 | 4 | NR | 60% |
| Wellington Charter School | 129 | 71 | 58 | 35 | 17 | NR | 0% |
| Total Committed Developments | 442 | 190 | 250 | 565 | 305 | 259 | |
| Total Committed Residential | 70 | 23 | 47 | 76 | 45 | 30 | |
| Total Committed Non-Residential | 372 | 167 | 203 | 489 | 260 | 229 | |
| Double Count Reduction | 18 | 6 | 12 | 19 | 11 | 8 | |
| Total Discounted Committed Developments | 424 | 184 | 238 | 546 | 294 | 251 | |
| Historical Growth | 396 | 259 | 139 | 420 | 195 | 232 | |
| Comm Dev+1% Growth | 619 | 312 | 306 | 753 | 390 | 365 | |
| Growth Volume Used | 619 | 312 | 306 | 753 | 390 | 365 | |
| Total Volume | 4435 | 2814 | 1645 | 4806 | 2266 | 2606 | |

| Lanes | 6LD | | | | | |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity | 4880 | 2680 | 2680 | 4880 | 2680 | 2680 |
| Link Meets Test 1? | YES | NO | YES | YES | YES | YES |
| LOS E Capacity | 5150 | 2830 | 2830 | 5150 | 2830 | 2830 |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES |

Input Data

ROAD NAME: Forest Hill Blvd STATION: 3407

CURRENT YEAR: 2013 FROM: MIDPOINT

ANALYSIS YEAR: 2018 TO: S State Road 7

GROWTH RATE: 1.99% COUNT DATE: 3/12/2013

PSF: 1

Report Created: 12/10/2013

| Time Period Direction | Link Analysis | | | | | |
|--------------------------|---------------|-------|-------|-------|-------|-------|
| | AM | | | PM | | |
| | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |
| Peak Volume | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 3816 | 2502 | 1339 | 4053 | 1876 | 2241 |

| Committed Developments | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 3 | 1 | 2 | 3 | 2 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | NR | 88% |
| Palms West Hospital | 2 | 1 | 1 | 2 | 1 | NR | 95% |
| Rubin Commercial | 5 | 3 | 2 | 17 | 8 | NR | 0% |
| Western Plaza | 6 | 3 | 3 | 11 | 5 | NR | 88% |
| Isla Verde | 22 | 12 | 10 | 67 | 32 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 10 | 4 | 6 | 12 | 7 | Res | 70% |
| Olympia | 23 | 6 | 17 | 24 | 15 | Res | 90% |
| Village Professional Park | 71 | 27 | 44 | 123 | 65 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Wellington Mall | 25 | 12 | 14 | 94 | 45 | NR | 90% |
| Wellington Regional Medical Center | 74 | 22 | 52 | 87 | 59 | NR | 54% |
| Southern Center | 1 | 0 | 0 | 3 | 1 | NR | 90% |
| Wellington View | 9 | 4 | 5 | 6 | 3 | Res | 75% |
| Wellington Parc | 14 | 7 | 7 | 14 | 5 | NR | 0% |
| Pioneer Road Commercial / Residential | 19 | 7 | 12 | 63 | 33 | NR | 0% |
| Enclave at Royal Palm Beach | 23 | 5 | 18 | 28 | 18 | Res | 0% |
| Cheddar's Cafe | 8 | 5 | 3 | 9 | 4 | NR | 60% |
| Wellington Charter School | 129 | 71 | 58 | 35 | 17 | NR | 0% |
| Total Committed Developments | 446 | 191 | 255 | 601 | 321 | 280 | |
| Total Committed Residential | 65 | 19 | 46 | 70 | 43 | 26 | |
| Total Committed Non-Residential | 381 | 172 | 209 | 531 | 278 | 254 | |
| Double Count Reduction | 16 | 5 | 12 | 18 | 11 | 7 | |
| Total Discounted Committed Developments | 430 | 186 | 243 | 583 | 310 | 273 | |
| Historical Growth | 396 | 259 | 139 | 420 | 195 | 232 | |
| Comm Dev+1% Growth | 625 | 314 | 311 | 790 | 406 | 387 | |
| Growth Volume Used | 625 | 314 | 311 | 790 | 406 | 387 | |
| Total Volume | 4441 | 2816 | 1650 | 4843 | 2282 | 2628 | |
| Lanes | 6LD | | | | | | |
| LOS D Capacity | 4880 | 2680 | 2680 | 4880 | 2680 | 2680 | |
| Link Meets Test 1? | YES | NO | YES | YES | YES | YES | |
| LOS E Capacity | 5150 | 2830 | 2830 | 5150 | 2830 | 2830 | |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES | |

Input Data
ROAD NAME: Forest Hill Blvd STATION: 3423
CURRENT YEAR: 2013 FROM: Midpoint
ANALYSIS YEAR: 2018 TO: Lyons Rd
GROWTH RATE: 2.99% COUNT DATE: 3/12/2013
PSF: 1

Report Created: 12/10/2013

| Time Period | Link Analysis | | | | | |
|------------------------|---------------|-------|-------|-------|-------|-------|
| | AM | | | PM | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |
| Peak Volume | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |

| Committed Developments | | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 1 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Castellina | 32 | 24 | 8 | 40 | 15 | 25 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 2 | 1 | 1 | NR | 88% |
| Oakmont Estates | 7 | 5 | 2 | 9 | 3 | 6 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Rubin Commercial | 9 | 4 | 5 | 29 | 15 | 14 | NR | 0% |
| Western Plaza | 3 | 1 | 2 | 5 | 3 | 3 | NR | 88% |
| Isla Verde | 19 | 9 | 10 | 57 | 30 | 28 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 14 | 9 | 5 | 17 | 7 | 11 | Res | 70% |
| Olympia | 34 | 25 | 8 | 35 | 13 | 22 | Res | 90% |
| Village Professional Park | 71 | 44 | 27 | 123 | 58 | 65 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Wellington Mall | 22 | 10 | 12 | 82 | 39 | 43 | NR | 90% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 119 | 35 | 83 | 140 | 94 | 46 | NR | 54% |
| Southern Center | 1 | 0 | 1 | 5 | 3 | 2 | NR | 90% |
| Wellington View | 23 | 11 | 12 | 15 | 9 | 6 | Res | 75% |
| Wellington Parc | 14 | 7 | 8 | 14 | 9 | 5 | NR | 0% |
| Pioneer Road Commercial / Residential | 12 | 8 | 4 | 39 | 19 | 20 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | 24 | NR | 35% |
| Enclave at Royal Palm Beach | 34 | 27 | 7 | 42 | 15 | 28 | Res | 0% |
| Cheddar's Cafe | 6 | 2 | 4 | 8 | 4 | 3 | NR | 60% |
| Wellington Charter School | 129 | 58 | 71 | 35 | 19 | 17 | NR | 0% |
| Total Committed Developments | 584 | 292 | 290 | 763 | 392 | 375 | | |
| Total Committed Residential | 144 | 101 | 42 | 158 | 62 | 98 | | |
| Total Committed Non-Residential | 440 | 191 | 248 | 605 | 330 | 277 | | |
| Double Count Reduction | 36 | 25 | 11 | 40 | 16 | 25 | | |
| Total Discounted Committed Developments | 548 | 267 | 279 | 723 | 376 | 350 | | |
| Historical Growth | 423 | 217 | 205 | 506 | 256 | 250 | | |
| Comm Dev+1% Growth | 684 | 337 | 345 | 886 | 458 | 430 | | |
| Growth Volume Used | 684 | 337 | 345 | 886 | 458 | 430 | | |
| Total Volume | 3349 | 1707 | 1640 | 4078 | 2073 | 2008 | | |
| Lanes | 6LD | | | | | | | |
| LOS D Capacity | 4880 | 2940 | 2940 | 4880 | 2940 | 2940 | | |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES | | |
| LOS E Capacity | 5150 | 2940 | 2940 | 5150 | 2940 | 2940 | | |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES | | |

Input Data

| | |
|-----------------------------|-----------------------|
| ROAD NAME: Forest Hill Blvd | STATION: 3423 |
| CURRENT YEAR: 2013 | FROM: S State Road 7 |
| ANALYSIS YEAR: 2018 | TO: Midpoint |
| GROWTH RATE: 2.99% | COUNT DATE: 3/12/2013 |
| | PSF: 1 |

Report Created: 12/10/2013

| Time Period Direction | AM | | | PM | | |
|--------------------------|-------|-------|-------|-------|-------|-------|
| | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |
| Peak Volume | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 2665 | 1370 | 1295 | 3192 | 1615 | 1578 |

| Committed Developments | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 1 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Castellina | 32 | 24 | 8 | 40 | 15 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 2 | 1 | NR | 88% |
| Oakmont Estates | 7 | 5 | 2 | 9 | 3 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | NR | 95% |
| Rubin Commercial | 9 | 4 | 5 | 29 | 15 | NR | 0% |
| Western Plaza | 3 | 1 | 2 | 5 | 3 | NR | 88% |
| Isla Verde | 19 | 9 | 10 | 57 | 30 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 30 | 12 | 19 | 37 | 23 | Res | 70% |
| Olympia | 26 | 7 | 20 | 28 | 18 | Res | 90% |
| Village Professional Park | 71 | 44 | 27 | 123 | 58 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Wellington Mall | 22 | 10 | 12 | 82 | 39 | NR | 90% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | NR | 72% |
| Wellington Regional Medical Center | 119 | 35 | 83 | 140 | 94 | NR | 54% |
| Southern Center | 1 | 0 | 1 | 5 | 3 | NR | 90% |
| Wellington View | 23 | 11 | 12 | 15 | 9 | Res | 75% |
| Wellington Parc | 14 | 7 | 8 | 14 | 9 | NR | 0% |
| Pioneer Road Commercial / Residential | 12 | 8 | 4 | 39 | 19 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | NR | 35% |
| Enclave at Royal Palm Beach | 34 | 27 | 7 | 42 | 15 | Res | 0% |
| Cheddar's Cafe | 6 | 2 | 4 | 8 | 4 | NR | 60% |
| Wellington Charter School | 129 | 58 | 71 | 35 | 19 | NR | 0% |
| Total Committed Developments | 592 | 277 | 316 | 776 | 413 | 367 | |
| Total Committed Residential | 152 | 86 | 68 | 171 | 83 | 90 | |
| Total Committed Non-Residential | 440 | 191 | 248 | 605 | 330 | 277 | |
| Double Count Reduction | 38 | 22 | 17 | 43 | 21 | 23 | |
| Total Discounted Committed Developments | 554 | 255 | 299 | 733 | 392 | 344 | |
| Historical Growth | 423 | 217 | 205 | 506 | 256 | 250 | |
| Comm Dev+1% Growth | 690 | 325 | 365 | 896 | 474 | 424 | |
| Growth Volume Used | 690 | 325 | 365 | 896 | 474 | 424 | |
| Total Volume | 3355 | 1695 | 1660 | 4088 | 2089 | 2002 | |

| Lanes | 6LD | | | | | |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity | 4880 | 2940 | 2940 | 4880 | 2940 | 2940 |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES |
| LOS E Capacity | 5150 | 2940 | 2940 | 5150 | 2940 | 2940 |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES |

Input Data

ROAD NAME: Forest Hill Blvd STATION: 3221
CURRENT YEAR: 2013 FROM: Midpoint
ANALYSIS YEAR: 2018 TO: Pinehurst Dr
GROWTH RATE: 1.15% COUNT DATE: 1/16/2013
PSF: 1

Report Created: 12/10/2013

| Link Analysis | | | | | | |
|------------------------|-------|-------|-------|-------|-------|-------|
| Time Period | AM | | | PM | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 |
| Peak Volume | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 |

| Committed Developments | | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------|------------|
| Palms West Medical | 1 | 0 | 1 | 1 | 1 | 0 | NR | 92% |
| Castellina | 28 | 21 | 7 | 35 | 13 | 22 | Res | 0% |
| Oakmont Estates | 6 | 4 | 1 | 7 | 3 | 5 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Isla Verde | 17 | 8 | 9 | 50 | 26 | 24 | NR | 68% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 14 | 9 | 5 | 17 | 7 | 11 | Res | 70% |
| Olympia | 34 | 25 | 8 | 35 | 13 | 22 | Res | 90% |
| Village Professional Park | 53 | 33 | 21 | 92 | 44 | 49 | NR | 0% |
| Wellington Mall | 17 | 8 | 9 | 64 | 30 | 33 | NR | 90% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 74 | 22 | 52 | 87 | 59 | 29 | NR | 54% |
| Wellington View | 21 | 11 | 10 | 14 | 6 | 8 | Res | 75% |
| Pioneer Road Commercial / Residential | 7 | 5 | 3 | 24 | 12 | 13 | NR | 0% |
| Village Green | 13 | 5 | 8 | 25 | 13 | 11 | NR | 35% |
| Wellington Charter School | 59 | 26 | 32 | 16 | 9 | 8 | NR | 0% |
| Total Committed Developments | 349 | 179 | 168 | 479 | 242 | 241 | | |
| Total Committed Residential | 103 | 70 | 31 | 108 | 42 | 68 | | |
| Total Committed Non-Residential | 246 | 109 | 137 | 371 | 200 | 173 | | |
| Double Count Reduction | 26 | 18 | 8 | 27 | 11 | 17 | | |
| Total Discounted Committed Developments | 323 | 161 | 160 | 452 | 231 | 224 | | |
| Historical Growth | 162 | 83 | 82 | 186 | 96 | 95 | | |
| Comm Dev+1% Growth | 463 | 233 | 231 | 613 | 314 | 306 | | |
| Growth Volume Used | 463 | 233 | 231 | 613 | 314 | 306 | | |
| Total Volume | 3205 | 1638 | 1626 | 3770 | 1943 | 1910 | | |
| Lanes | 6LD | | | | | | | |
| LOS D Capacity | 4880 | 2940 | 2940 | 4880 | 2940 | 2940 | | |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES | | |
| LOS E Capacity | 5150 | 2940 | 2940 | 5150 | 2940 | 2940 | | |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES | | |

Input Data

ROAD NAME: Forest Hill Blvd STATION: 3221
 CURRENT YEAR: 2013 FROM: Lyons Rd
 ANALYSIS YEAR: 2018 TO: Midpoint
 GROWTH RATE: 1.15% COUNT DATE: 1/16/2013
 PSF: 1

Report Created: 12/10/2013

Link Analysis

| Time Period | AM | | | PM | | |
|------------------------|-------|-------|-------|-------|-------|-------|
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 |
| Peak Volume | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 2742 | 1405 | 1395 | 3157 | 1629 | 1604 |

| Committed Developments | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------------|
| Palms West Medical | 1 | 0 | 1 | 1 | 0 | NR | 92% |
| Castellina | 28 | 21 | 7 | 35 | 13 | Res | 0% |
| Oakmont Estates | 6 | 4 | 1 | 7 | 3 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | NR | 95% |
| Isla Verde | 17 | 8 | 9 | 50 | 26 | NR | 68% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 14 | 9 | 5 | 17 | 7 | Res | 70% |
| Olympia | 34 | 25 | 8 | 35 | 13 | Res | 90% |
| Village Professional Park | 53 | 33 | 21 | 92 | 44 | NR | 0% |
| Wellington Mall | 17 | 8 | 9 | 64 | 30 | NR | 90% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | NR | 72% |
| Wellington Regional Medical Center | 74 | 22 | 52 | 87 | 59 | NR | 54% |
| Wellington View | 21 | 11 | 10 | 14 | 6 | Res | 75% |
| Pioneer Road Commercial / Residential | 7 | 5 | 3 | 24 | 12 | NR | 0% |
| Village Green | 13 | 5 | 8 | 25 | 13 | NR | 35% |
| Wellington Charter School | 59 | 26 | 32 | 16 | 9 | NR | 0% |
| Total Committed Developments | 349 | 179 | 168 | 479 | 242 | | |
| Total Committed Residential | 103 | 70 | 31 | 108 | 42 | | |
| Total Committed Non-Residential | 246 | 109 | 137 | 371 | 200 | | |
| Double Count Reduction | 26 | 18 | 8 | 27 | 11 | | |
| Total Discounted Committed Developments | 323 | 161 | 160 | 452 | 231 | | |
| Historical Growth | 162 | 83 | 82 | 186 | 96 | | |
| Comm Dev+1% Growth | 463 | 233 | 231 | 613 | 314 | | |
| Growth Volume Used | 463 | 233 | 231 | 613 | 314 | | |
| Total Volume | 3205 | 1638 | 1626 | 3770 | 1943 | | |
| Lanes | 6LD | | | | | | |
| LOS D Capacity | 4880 | 2940 | 2940 | 4880 | 2940 | 2940 | |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES | |
| LOS E Capacity | 5150 | 2940 | 2940 | 5150 | 2940 | 2940 | |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES | |

Input Data
ROAD NAME: N State Road 7 STATION: 3408
CURRENT YEAR: 2013 FROM: MIDPOINT
ANALYSIS YEAR: 2018 TO: Southern Blvd
GROWTH RATE: 2.42% COUNT DATE: 3/20/2013
PSF: 1

Report Created: 12/10/2013

Link Analysis

| Time Period | AM | | | PM | | |
|------------------------|-------|-------|-------|-------|-------|-------|
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 3710 | 2000 | 1793 | 4274 | 2082 | 2193 |
| Peak Volume | 3710 | 2000 | 1793 | 4274 | 2082 | 2193 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 3710 | 2000 | 1793 | 4274 | 2082 | 2193 |

| Committed Developments | | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 1 | 0 | 1 | 0 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 23 | 15 | 8 | 9 | 4 | 5 | NR | 70% |
| Castellina | 46 | 34 | 12 | 58 | 21 | 37 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | 1 | NR | 88% |
| Martingale Meadows | 11 | 3 | 8 | 15 | 10 | 6 | Res | 0% |
| Oakmont Estates | 10 | 8 | 3 | 13 | 5 | 8 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Highland Dunes | 97 | 31 | 66 | 95 | 57 | 38 | Res | 0% |
| Rubin Commercial | 31 | 17 | 14 | 105 | 51 | 54 | NR | 0% |
| Western Plaza | 17 | 9 | 8 | 33 | 16 | 17 | NR | 88% |
| Isla Verde | 44 | 21 | 23 | 134 | 70 | 65 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 12 | 8 | 5 | 15 | 6 | 9 | Res | 70% |
| Olympia | 30 | 22 | 7 | 31 | 12 | 20 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Village Professional Park | 142 | 87 | 55 | 246 | 116 | 130 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 5 | 2 | 2 | 10 | 5 | 5 | NR | 94% |
| Wellington Mall | 13 | 6 | 7 | 47 | 22 | 25 | NR | 90% |
| Southern Mills | 14 | 11 | 2 | 15 | 3 | 12 | NR | 38% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 168 | 50 | 118 | 198 | 133 | 65 | NR | 54% |
| Pioneer Trail | 11 | 8 | 3 | 15 | 6 | 10 | Res | 69% |
| Cypress Point MUPD | 22 | 18 | 4 | 27 | 7 | 20 | NR | 0% |
| Southern Center | 4 | 2 | 1 | 18 | 9 | 9 | NR | 90% |
| Wellington View | 3 | 1 | 1 | 2 | 1 | 1 | Res | 75% |
| Aldi / Royal Palm Industrial | 20 | 14 | 6 | 9 | 2 | 7 | NR | 5% |
| Wellington Parc | 22 | 10 | 12 | 22 | 14 | 8 | NR | 0% |
| Pioneer Road Commercial / Residential | 81 | 52 | 29 | 266 | 128 | 138 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | 24 | NR | 35% |
| Enclave at Royal Palm Beach | 54 | 43 | 11 | 67 | 24 | 44 | Res | 0% |
| Seven Eleven | 30 | 15 | 15 | 30 | 15 | 15 | NR | 0% |
| Palm Beach Auto Auction | 15 | 14 | 2 | 25 | 13 | 12 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Weldon RPB | 24 | 13 | 11 | 70 | 34 | 36 | NR | 0% |
| Cheddar's Cafe | 15 | 5 | 10 | 18 | 11 | 8 | NR | 60% |
| PBC Stockade | 37 | 35 | 2 | 40 | 7 | 33 | NR | 36% |
| Wellington Charter School | 492 | 222 | 270 | 135 | 71 | 63 | NR | 0% |
| Total Committed Developments | 1528 | 790 | 735 | 1837 | 909 | 932 | | |
| Total Committed Residential | 274 | 158 | 116 | 311 | 142 | 173 | | |
| Total Committed Non-Residential | 1254 | 632 | 619 | 1526 | 767 | 759 | | |
| Double Count Reduction | 69 | 40 | 29 | 78 | 36 | 43 | | |
| Total Discounted Committed Developments | 1459 | 750 | 706 | 1759 | 873 | 889 | | |
| Historical Growth | 470 | 254 | 227 | 542 | 264 | 278 | | |
| Comm Dev+1% Growth | 1648 | 852 | 797 | 1977 | 979 | 1001 | | |
| Growth Volume Used | 1648 | 852 | 797 | 1977 | 979 | 1001 | | |
| Total Volume | 5358 | 2852 | 2590 | 6251 | 3061 | 3194 | | |

| Lanes | 8LD | | | | | |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity | 6530 | 3940 | 3940 | 6530 | 3940 | 3940 |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES |
| LOS E Capacity | 6880 | 3940 | 3940 | 6880 | 3940 | 3940 |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES |

Input Data

ROAD NAME: N State Road 7 STATION: 3452

CURRENT YEAR: 2013 FROM: Forest Hill Blvd

ANALYSIS YEAR: 2018 TO: MIDPOINT

GROWTH RATE: 0.15% COUNT DATE: 3/20/2013

PSF: 1

Report Created: 12/10/2013

| Time Period | AM | | | PM | | |
|------------------------|-------|-------|-------|-------|-------|-------|
| | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 3585 | 1845 | 1740 | 4306 | 2297 | 2009 |
| Peak Volume | 3585 | 1845 | 1740 | 4306 | 2297 | 2009 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 3585 | 1845 | 1740 | 4306 | 2297 | 2009 |

| Committed Developments | | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 1 | 0 | 1 | 0 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 23 | 15 | 8 | 9 | 4 | 5 | NR | 70% |
| Castellina | 46 | 34 | 12 | 58 | 21 | 37 | Res | 0% |
| Lake Worth SR7 Commercial | 2 | 1 | 1 | 3 | 1 | 1 | NR | 88% |
| Martingale Meadows | 11 | 3 | 8 | 15 | 10 | 6 | Res | 0% |
| Oakmont Estates | 10 | 8 | 3 | 13 | 5 | 8 | Res | 73% |
| Palms West Hospital | 1 | 0 | 0 | 1 | 0 | 0 | NR | 95% |
| Highland Dunes | 97 | 31 | 66 | 95 | 57 | 38 | Res | 0% |
| Rubin Commercial | 31 | 17 | 14 | 105 | 51 | 54 | NR | 0% |
| Western Plaza | 15 | 8 | 7 | 27 | 13 | 14 | NR | 88% |
| Isla Verde | 66 | 35 | 31 | 202 | 97 | 104 | NR | 68% |
| Palomino Exec Park | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Buena Vida | 12 | 8 | 5 | 15 | 6 | 9 | Res | 70% |
| Olympia | 30 | 22 | 7 | 31 | 12 | 20 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Village Professional Park | 213 | 82 | 131 | 370 | 196 | 175 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 5 | 2 | 2 | 10 | 5 | 5 | NR | 94% |
| Wellington Mall | 13 | 6 | 7 | 47 | 22 | 25 | NR | 90% |
| Southern Mills | 14 | 11 | 2 | 15 | 3 | 12 | NR | 38% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 158 | 111 | 47 | 186 | 61 | 125 | NR | 54% |
| Pioneer Trail | 7 | 2 | 5 | 10 | 6 | 4 | Res | 69% |
| Cypress Point MUPD | 22 | 18 | 4 | 27 | 7 | 20 | NR | 0% |
| Southern Center | 4 | 2 | 1 | 18 | 9 | 9 | NR | 90% |
| Wellington View | 3 | 1 | 1 | 2 | 1 | 1 | Res | 75% |
| Wellington Parc | 22 | 10 | 12 | 22 | 14 | 8 | NR | 0% |
| Pioneer Road Commercial / Residential | 66 | 23 | 43 | 217 | 113 | 104 | NR | 0% |
| Village Green | 27 | 10 | 17 | 53 | 29 | 24 | NR | 35% |
| Enclave at Royal Palm Beach | 87 | 18 | 69 | 110 | 71 | 38 | Res | 0% |
| Seven Eleven | 30 | 15 | 15 | 30 | 15 | 15 | NR | 0% |
| Palm Beach Auto Auction | 15 | 14 | 2 | 25 | 13 | 12 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Cheddar's Cafe | 23 | 15 | 8 | 27 | 12 | 16 | NR | 60% |
| PBC Stockade | 37 | 35 | 2 | 40 | 7 | 33 | NR | 36% |
| Wellington Charter School | 492 | 222 | 270 | 135 | 71 | 63 | NR | 0% |
| Total Committed Developments | 1587 | 782 | 802 | 1930 | 938 | 992 | | |
| Total Committed Residential | 303 | 127 | 176 | 349 | 189 | 161 | | |
| Total Committed Non-Residential | 1284 | 655 | 626 | 1581 | 749 | 831 | | |
| Double Count Reduction | 76 | 32 | 44 | 87 | 47 | 40 | | |
| Total Discounted Committed Developments | 1511 | 750 | 758 | 1843 | 891 | 952 | | |
| Historical Growth | 26 | 14 | 13 | 32 | 17 | 15 | | |
| Comm Dev+1% Growth | 1694 | 844 | 847 | 2063 | 1008 | 1054 | | |
| Growth Volume Used | 1694 | 844 | 847 | 2063 | 1008 | 1054 | | |
| Total Volume | 5279 | 2689 | 2587 | 6369 | 3305 | 3063 | | |

| Lanes | 8LD | | | | | |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity | 6530 | 3940 | 3940 | 6530 | 3940 | 3940 |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES |
| LOS E Capacity | 6880 | 3940 | 3940 | 6880 | 3940 | 3940 |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES |

Input Data
ROAD NAME: N State Road 7 STATION: 3406
CURRENT YEAR: 2013 FROM: Southern Blvd
ANALYSIS YEAR: 2018 TO: Midpoint
GROWTH RATE: -0.09% COUNT DATE: 3/20/2013
PSF: 1

Report Created: 12/10/2013

| Time Period | Link Analysis | | | | | |
|------------------------|---------------|-------|-------|-------|-------|-------|
| | AM | | | PM | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |
| Peak Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |

| Committed Developments | | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 2 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 28 | 19 | 9 | 11 | 5 | 6 | NR | 70% |
| Martingale Meadows | 9 | 7 | 2 | 13 | 5 | 8 | Res | 0% |
| Palms West Hospital | 1 | 0 | 1 | 1 | 1 | 0 | NR | 95% |
| Highland Dunes | 85 | 58 | 27 | 83 | 33 | 50 | Res | 0% |
| Rubin Commercial | 45 | 20 | 25 | 151 | 78 | 73 | NR | 0% |
| Western Plaza | 17 | 8 | 9 | 33 | 17 | 16 | NR | 88% |
| Isla Verde | 17 | 8 | 9 | 50 | 26 | 24 | NR | 68% |
| Lennar Commercial | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| University Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Olympia | 9 | 7 | 2 | 9 | 3 | 6 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Vista Center DRI | 37 | 29 | 9 | 40 | 11 | 29 | NR | 65% |
| Village Professional Park | 71 | 44 | 27 | 123 | 58 | 65 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 9 | 4 | 4 | 17 | 9 | 8 | NR | 94% |
| Porto Sol | 24 | 6 | 18 | 29 | 18 | 11 | Res | 46% |
| Wellington Mall | 6 | 3 | 3 | 24 | 11 | 12 | NR | 90% |
| Southern Mills | 9 | 1 | 8 | 10 | 8 | 2 | NR | 38% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | 6 | NR | 72% |
| Wellington Regional Medical Center | 64 | 19 | 45 | 76 | 51 | 25 | NR | 54% |
| Pioneer Trail | 4 | 3 | 1 | 6 | 2 | 4 | Res | 69% |
| Cypress Point MUPD | 7 | 1 | 6 | 9 | 7 | 2 | NR | 0% |
| Southern Center | 4 | 2 | 1 | 17 | 8 | 9 | NR | 90% |
| Aldi / Royal Palm Industrial | 91 | 62 | 29 | 39 | 10 | 29 | NR | 5% |
| Pioneer Road Commercial / Residential | 37 | 24 | 13 | 121 | 58 | 63 | NR | 0% |
| Village Green | 9 | 3 | 6 | 18 | 10 | 8 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 18 | 5 | 28 | 10 | 18 | Res | 0% |
| Seven Eleven | 5 | 3 | 3 | 6 | 3 | 3 | NR | 0% |
| Palm Beach Auto Auction | 20 | 2 | 18 | 34 | 16 | 18 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Weldon RPB | 45 | 25 | 20 | 130 | 63 | 67 | NR | 0% |
| Total Committed Developments | 681 | 378 | 303 | 1091 | 528 | 562 | | |
| Total Committed Residential | 154 | 99 | 55 | 168 | 71 | 97 | | |
| Total Committed Non-Residential | 527 | 279 | 248 | 923 | 457 | 465 | | |
| Double Count Reduction | 39 | 25 | 14 | 42 | 18 | 24 | | |
| Total Discounted Committed Developments | 642 | 353 | 289 | 1049 | 510 | 538 | | |
| Historical Growth | -13 | -6 | -7 | -18 | -10 | -9 | | |
| Comm Dev+1% Growth | 783 | 418 | 366 | 1250 | 615 | 634 | | |
| Growth Volume Used | 783 | 418 | 366 | 1250 | 615 | 634 | | |
| Total Volume | 3549 | 1687 | 1884 | 5183 | 2674 | 2508 | | |

| Lanes | 8LD | | | | | |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity | 6530 | 3590 | 3590 | 6530 | 3590 | 3590 |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES |
| LOS E Capacity | 6880 | 3780 | 3780 | 6880 | 3780 | 3780 |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES |

Input Data

ROAD NAME: N State Road 7 STATION: 3406

CURRENT YEAR: 2013 FROM: Midpoint

ANALYSIS YEAR: 2018 TO: Belvedere Rd

GROWTH RATE: -0.09% COUNT DATE: 3/20/2013

PSF: 1

Report Created: 12/10/2013

| Time Period | Link Analysis | | | | | |
|------------------------|---------------|-------|-------|-------|-------|-------|
| | AM | | | PM | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |
| Peak Volume | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 2766 | 1269 | 1518 | 3933 | 2059 | 1874 |

| Committed Developments | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 2 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 28 | 19 | 9 | 11 | 5 | NR | 70% |
| Martingale Meadows | 9 | 7 | 2 | 13 | 5 | Res | 0% |
| Palms West Hospital | 1 | 0 | 1 | 1 | 1 | NR | 95% |
| Highland Dunes | 85 | 58 | 27 | 83 | 33 | Res | 0% |
| Rubin Commercial | 45 | 20 | 25 | 151 | 78 | NR | 0% |
| Western Plaza | 17 | 8 | 9 | 33 | 17 | NR | 88% |
| Isla Verde | 17 | 8 | 9 | 50 | 26 | NR | 68% |
| Lennar Commercial | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| University Center | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Olympia | 9 | 7 | 2 | 9 | 3 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Vista Center DRI | 37 | 29 | 9 | 40 | 11 | NR | 65% |
| Village Professional Park | 71 | 44 | 27 | 123 | 58 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 9 | 4 | 4 | 17 | 9 | NR | 94% |
| Porto Sol | 24 | 6 | 18 | 29 | 18 | Res | 46% |
| Wellington Mall | 6 | 3 | 3 | 24 | 11 | NR | 90% |
| Southern Mills | 9 | 1 | 8 | 10 | 8 | NR | 38% |
| Shoppes At Southern Pines | 4 | 2 | 2 | 11 | 6 | NR | 72% |
| Wellington Regional Medical Center | 64 | 19 | 45 | 76 | 51 | NR | 54% |
| Pioneer Trail | 4 | 3 | 1 | 6 | 2 | Res | 69% |
| Cypress Point MUPD | 7 | 1 | 6 | 9 | 7 | NR | 0% |
| Southern Center | 6 | 2 | 3 | 26 | 14 | NR | 90% |
| Aldi / Royal Palm Industrial | 91 | 62 | 29 | 39 | 10 | NR | 5% |
| Pioneer Road Commercial / Residential | 37 | 24 | 13 | 121 | 58 | NR | 0% |
| Village Green | 9 | 3 | 6 | 18 | 10 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 18 | 5 | 28 | 10 | Res | 0% |
| Seven Eleven | 5 | 3 | 3 | 6 | 3 | NR | 0% |
| Palm Beach Auto Auction | 20 | 2 | 18 | 34 | 16 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Weldon RPB | 45 | 25 | 20 | 130 | 63 | NR | 0% |
| PBC Stockade | 75 | 5 | 70 | 80 | 67 | NR | 36% |
| Total Committed Developments | 758 | 383 | 375 | 1180 | 601 | 579 | |
| Total Committed Residential | 154 | 99 | 55 | 168 | 71 | 97 | |
| Total Committed Non-Residential | 604 | 284 | 320 | 1012 | 530 | 482 | |
| Double Count Reduction | 39 | 25 | 14 | 42 | 18 | 24 | |
| Total Discounted Committed Developments | 719 | 358 | 361 | 1138 | 583 | 555 | |
| Historical Growth | -13 | -6 | -7 | -18 | -10 | -9 | |
| Comm Dev+1% Growth | 860 | 423 | 438 | 1339 | 688 | 651 | |
| Growth Volume Used | 860 | 423 | 438 | 1339 | 688 | 651 | |
| Total Volume | 3626 | 1692 | 1956 | 5272 | 2747 | 2525 | |

| Lanes | 8LD | | | | | |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity | 6530 | 3590 | 3590 | 6530 | 3590 | 3590 |
| Link Meets Test 1? | YES | YES | YES | YES | YES | YES |
| LOS E Capacity | 6880 | 3780 | 3780 | 6880 | 3780 | 3780 |
| Link Meets Test 2? | YES | YES | YES | YES | YES | YES |

E-W Street: Forest Hill Blvd
 N-S STREET: N State Road 7
 TIME PERIOD: AM
 GROWTH RATE: -0.87%
 SIGNAL ID: 33400

Input Data
 COUNT DATE: 2/23/2011
 CURRENT YEAR: 2011
 ANALYSIS YEAR: 2018
 PSF: 1

Report Created: 12/10/2013

| | Intersection Volume Development | | | | | | | | | | | | Type | % Complete | |
|---------------------------------------|---------------------------------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|-----|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | |
| Existing Volume | 710 | 888 | 495 | 321 | 579 | 305 | 287 | 1230 | 235 | 266 | | 1150 | | 370 | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | | 0% | |
| Peak Season Volume | 710 | 888 | 495 | 321 | 579 | 305 | 287 | 1230 | 235 | 266 | | 1150 | | 370 | |
| Committed Developments | | | | | | | | | | | | | | | |
| Pioneer Road Commercial / Residential | 9 | 0 | 0 | 0 | 0 | 6 | 0 | 15 | 0 | 5 | | 13 | 7 | NR | 0% |
| Western Plaza | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | | 2 | 2 | NR | 89% |
| Enclave at Royal Palm Beach | 4 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 25 | | 23 | 17 | Res | 0% |
| Wellington Mall | 0 | 0 | 5 | 5 | 0 | 0 | 4 | 4 | 4 | 0 | | 5 | 0 | NR | 90% |
| Cheddar's Cafe | 12 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 0 | 6 | | 5 | 7 | NR | 0% |
| Oakmont Estates | 1 | 1 | 0 | 4 | 1 | 0 | 0 | 18 | 12 | 0 | | 6 | 1 | Res | 37% |
| Castellina | 3 | 3 | 0 | 8 | 1 | 0 | 0 | 34 | 24 | 0 | | 12 | 1 | Res | 0% |
| Village Green | 2 | 2 | 0 | 31 | 4 | 0 | 0 | 18 | 18 | 0 | | 31 | 4 | NR | 0% |
| Wellington Parc | 0 | 0 | 14 | 14 | 0 | 0 | 15 | 24 | 16 | 0 | | 22 | 0 | NR | 0% |
| Lake Worth SR7 Commercial | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | | 1 | 0 | NR | 88% |
| Buena Vida | 0 | 4 | 0 | 5 | 6 | 8 | 0 | 0 | 3 | 5 | | 0 | 0 | Res | 70% |
| Wellington Regional Medical Center | 0 | 22 | 22 | 0 | 52 | 83 | 52 | 80 | 0 | 35 | | 34 | 0 | NR | 54% |
| Village Professional Park | 39 | 0 | 0 | 0 | 0 | 39 | 0 | 39 | 0 | 9 | | 9 | 9 | NR | 0% |
| Isla Verde | 12 | 0 | 0 | 0 | 0 | 10 | 0 | 9 | 0 | 9 | | 8 | 11 | NR | 68% |
| Rubin Commercial | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 4 | | 8 | 2 | NR | 0% |
| Southern Center | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | | 1 | 0 | NR | 90% |
| Palms West Medical | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | | 0 | 0 | NR | 92% |
| Wellington View | 0 | 6 | 0 | 5 | 7 | 2 | 0 | 0 | 5 | 2 | | 0 | 0 | Res | 65% |
| Olympia | 0 | 6 | 6 | 0 | 17 | 20 | 17 | 20 | 0 | 7 | | 7 | 0 | Res | 90% |
| Total Committed Developments | 88 | 44 | 48 | 73 | 89 | 192 | 90 | 292 | 83 | 108 | | 187 | 61 | | |
| Total Committed Residential | 8 | 20 | 6 | 22 | 32 | 36 | 17 | 78 | 44 | 39 | | 48 | 19 | | |
| Total Committed Non-Residential | 80 | 24 | 42 | 51 | 57 | 156 | 73 | 214 | 39 | 69 | | 139 | 42 | | |
| Double Count Reduction | 2 | 5 | 2 | 6 | 8 | 9 | 4 | 20 | 8 | 10 | | 12 | 5 | | |
| Total Discounted Committed | 86 | 39 | 46 | 67 | 81 | 183 | 86 | 272 | 75 | 98 | | 175 | 56 | | |
| Historical Growth | -42 | -53 | -29 | -19 | -34 | -18 | -17 | -73 | -14 | -16 | | -68 | -22 | | |
| Comm Dev+1% Growth | 137 | 103 | 82 | 90 | 123 | 205 | 107 | 361 | 92 | 117 | | 258 | 83 | | |
| Growth Volume Used | 137 | 103 | 82 | 90 | 123 | 205 | 107 | 361 | 92 | 117 | | 258 | 83 | | |
| Total Volume | 847 | 991 | 577 | 411 | 702 | 510 | 394 | 1591 | 327 | 383 | | 1408 | 453 | | |

| | | |
|------------------------------|-----------------------|----------------------------|
| E-W Street: Forest Hill Blvd | Input Data | |
| N-S STREET: N State Road 7 | COUNT DATE: 2/23/2011 | Report Created: 12/10/2013 |
| TIME PERIOD: PM | CURRENT YEAR: 2011 | |
| GROWTH RATE: -0.87% | ANALYSIS YEAR: 2018 | |
| SIGNAL ID: 33400 | PSF: 1 | |

| | Intersection Volume Development | | | | | | | | | | | | Type | % Complete |
|---------------------------------------|---------------------------------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Existing Volume | 669 | 1196 | 360 | 340 | 985 | 365 | 677 | 1583 | 406 | 346 | 1309 | 629 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Peak Season Volume | 669 | 1196 | 360 | 340 | 985 | 365 | 677 | 1583 | 406 | 346 | 1309 | 629 | | |
| Committed Developments | | | | | | | | | | | | | | |
| Pioneer Road Commercial / Residential | 8 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 0 | 5 | 15 | 9 | NR | 0% |
| Western Plaza | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 3 | 5 | 5 | NR | 89% |
| Enclave at Royal Palm Beach | 16 | 0 | 0 | 0 | 0 | 24 | 0 | 22 | 0 | 13 | 12 | 9 | Res | 0% |
| Wellington Mall | 0 | 0 | 19 | 19 | 0 | 0 | 17 | 17 | 17 | 0 | 19 | 0 | NR | 90% |
| Cheddar's Cafe | 10 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 0 | 11 | 10 | 13 | NR | 0% |
| Oakmont Estates | 1 | 1 | 0 | 13 | 2 | 0 | 0 | 11 | 8 | 0 | 20 | 2 | Res | 37% |
| Castellina | 2 | 2 | 0 | 25 | 3 | 0 | 0 | 21 | 15 | 0 | 37 | 3 | Res | 0% |
| Village Green | 6 | 6 | 0 | 36 | 5 | 0 | 0 | 46 | 46 | 0 | 36 | 5 | NR | 0% |
| Wellington Parc | 0 | 0 | 19 | 20 | 0 | 0 | 21 | 34 | 22 | 0 | 30 | 0 | NR | 0% |
| Lake Worth SR7 Commercial | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | NR | 88% |
| Buena Vida | 0 | 7 | 0 | 4 | 5 | 6 | 0 | 0 | 6 | 9 | 0 | 0 | Res | 70% |
| Wellington Regional Medical Center | 0 | 59 | 59 | 0 | 29 | 46 | 29 | 44 | 0 | 94 | 90 | 0 | NR | 54% |
| Village Professional Park | 28 | 0 | 0 | 0 | 0 | 28 | 0 | 28 | 0 | 45 | 45 | 45 | NR | 0% |
| Isla Verde | 36 | 0 | 0 | 0 | 0 | 30 | 0 | 27 | 0 | 33 | 29 | 38 | NR | 68% |
| Rubin Commercial | 8 | 0 | 0 | 0 | 0 | 14 | 0 | 28 | 0 | 15 | 30 | 9 | NR | 0% |
| Southern Center | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 3 | 5 | 2 | NR | 90% |
| Palms West Medical | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | NR | 92% |
| Wellington View | 0 | 5 | 0 | 3 | 4 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | Res | 65% |
| Olympia | 0 | 15 | 15 | 0 | 9 | 10 | 9 | 10 | 0 | 18 | 18 | 0 | Res | 90% |
| Total Committed Developments | 121 | 96 | 114 | 121 | 57 | 176 | 77 | 319 | 119 | 251 | 403 | 140 | | |
| Total Committed Residential | 19 | 30 | 15 | 45 | 23 | 41 | 9 | 64 | 33 | 41 | 87 | 14 | | |
| Total Committed Non-Residential | 102 | 66 | 99 | 76 | 34 | 135 | 68 | 255 | 86 | 210 | 316 | 126 | | |
| Double Count Reduction | 5 | 8 | 4 | 11 | 6 | 10 | 2 | 16 | 8 | 10 | 22 | 4 | | |
| Total Discounted Committed | 116 | 88 | 110 | 110 | 51 | 166 | 75 | 303 | 111 | 241 | 381 | 136 | | |
| Historical Growth | -40 | -71 | -21 | -20 | -58 | -22 | -40 | -94 | -24 | -21 | -78 | -37 | | |
| Comm Dev+1% Growth | 164 | 174 | 136 | 135 | 122 | 192 | 124 | 417 | 140 | 266 | 475 | 181 | | |
| Growth Volume Used | 164 | 174 | 136 | 135 | 122 | 192 | 124 | 417 | 140 | 266 | 475 | 181 | | |
| Total Volume | 833 | 1370 | 496 | 475 | 1107 | 557 | 801 | 2000 | 546 | 612 | 1784 | 810 | | |

Input Data
ROAD NAME: Southern Blvd STATION: 3415
CURRENT YEAR: 2013 FROM: Midpoint
ANALYSIS YEAR: 2018 TO: Sansburys Way
GROWTH RATE: 0.64% COUNT DATE: 3/18/2013
PSF: 1

Report Created: 12/10/2013

| Time Period | Link Analysis | | | | | |
|------------------------|---------------|-------|-------|-------|-------|-------|
| | AM | | | PM | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 5482 | 3647 | 1890 | 5142 | 2230 | 2933 |
| Peak Volume | 5482 | 3647 | 1890 | 5142 | 2230 | 2933 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 5482 | 3647 | 1890 | 5142 | 2230 | 2933 |

| Committed Developments | | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 2 | 1 | 0 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 12 | 8 | 4 | 4 | 2 | 2 | NR | 70% |
| Martingale Meadows | 24 | 18 | 6 | 34 | 13 | 22 | Res | 0% |
| Palms West Hospital | 1 | 0 | 1 | 1 | 1 | 0 | NR | 95% |
| Highland Dunes | 242 | 165 | 78 | 238 | 94 | 144 | Res | 0% |
| ProLogis Pike Road | 41 | 34 | 7 | 37 | 8 | 29 | NR | 0% |
| Rubin Commercial | 26 | 12 | 14 | 87 | 45 | 42 | NR | 0% |
| Western Plaza | 9 | 4 | 5 | 16 | 8 | 8 | NR | 88% |
| Belvedere Commerce Center | 11 | 6 | 5 | 27 | 13 | 14 | NR | 0% |
| Isla Verde | 9 | 4 | 5 | 27 | 14 | 13 | NR | 68% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Olympia | 6 | 5 | 2 | 6 | 2 | 4 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Village Professional Park | 32 | 20 | 12 | 55 | 26 | 29 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 2 | 1 | 1 | 5 | 2 | 2 | NR | 94% |
| Wellington Mall | 3 | 1 | 2 | 12 | 6 | 6 | NR | 90% |
| Southern Mills | 41 | 6 | 34 | 44 | 35 | 8 | NR | 38% |
| Shoppes At Southern Pines | 12 | 7 | 5 | 34 | 17 | 18 | NR | 72% |
| Wellington Regional Medical Center | 40 | 12 | 28 | 47 | 31 | 15 | NR | 54% |
| Pioneer Trail | 4 | 3 | 1 | 6 | 2 | 4 | Res | 69% |
| Cypress Point MUPD | 43 | 36 | 8 | 53 | 14 | 40 | NR | 0% |
| Southern Center | 3 | 1 | 2 | 15 | 8 | 7 | NR | 90% |
| Wellington View | 10 | 5 | 5 | 6 | 4 | 3 | Res | 75% |
| Aldi / Royal Palm Industrial | 30 | 10 | 21 | 13 | 10 | 3 | NR | 5% |
| Pioneer Road Commercial / Residential | 21 | 13 | 7 | 68 | 32 | 35 | NR | 0% |
| Village Green | 9 | 3 | 6 | 18 | 10 | 8 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 18 | 5 | 28 | 10 | 18 | Res | 0% |
| Seven Eleven | 49 | 24 | 25 | 50 | 25 | 25 | NR | 0% |
| Palm Beach Auto Auction | 42 | 38 | 4 | 70 | 37 | 34 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| PBC Stockade | 100 | 7 | 93 | 106 | 89 | 17 | NR | 36% |
| Total Committed Developments | 846 | 461 | 387 | 1109 | 559 | 550 | | |
| Total Committed Residential | 309 | 214 | 97 | 318 | 125 | 195 | | |
| Total Committed Non-Residential | 537 | 247 | 290 | 791 | 434 | 355 | | |
| Double Count Reduction | 77 | 49 | 24 | 80 | 31 | 49 | | |
| Total Discounted Committed Developments | 769 | 412 | 363 | 1029 | 528 | 501 | | |
| Historical Growth | 179 | 119 | 62 | 167 | 73 | 96 | | |
| Comm Dev+1% Growth | 1049 | 598 | 459 | 1291 | 642 | 651 | | |
| Growth Volume Used | 1049 | 598 | 459 | 1291 | 642 | 651 | | |
| Total Volume | 6531 | 4245 | 2349 | 6433 | 2872 | 3584 | | |

| Lanes | 8LD | | | | | |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity | 6530 | 3940 | 3940 | 6530 | 3940 | 3940 |
| Link Meets Test 1? | NO | NO | YES | YES | YES | YES |
| LOS E Capacity | 6880 | 3940 | 3940 | 6880 | 3940 | 3940 |
| Link Meets Test 2? | YES | NO | YES | YES | YES | YES |

Input Data

| | |
|--------------------------|-----------------------|
| ROAD NAME: Southern Blvd | STATION: 3415 |
| CURRENT YEAR: 2013 | FROM: N State Road 7 |
| ANALYSIS YEAR: 2018 | TO: Midpoint |
| GROWTH RATE: 0.64% | COUNT DATE: 3/18/2013 |
| | PSF: 1 |

Report Created: 12/10/2013

| Time Period | Link Analysis | | | | | |
|------------------------|---------------|-------|-------|-------|-------|-------|
| | AM | | | PM | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 5482 | 3647 | 1890 | 5142 | 2230 | 2933 |
| Peak Volume | 5482 | 3647 | 1890 | 5142 | 2230 | 2933 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 5482 | 3647 | 1890 | 5142 | 2230 | 2933 |

| Committed Developments | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------------|
| Target Center | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Palms West Medical | 1 | 0 | 1 | 2 | 1 | NR | 92% |
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Kings Academy | 12 | 8 | 4 | 4 | 2 | NR | 70% |
| Martingale Meadows | 24 | 18 | 6 | 34 | 13 | Res | 0% |
| Palms West Hospital | 1 | 0 | 1 | 1 | 1 | NR | 95% |
| Highland Dunes | 242 | 165 | 78 | 238 | 94 | Res | 0% |
| ProLogis Pike Road | 41 | 34 | 7 | 37 | 8 | NR | 0% |
| Rubin Commercial | 26 | 12 | 14 | 87 | 45 | NR | 0% |
| Western Plaza | 12 | 6 | 5 | 22 | 11 | NR | 88% |
| Belvedere Commerce Center | 11 | 6 | 5 | 27 | 13 | NR | 0% |
| Isla Verde | 9 | 4 | 5 | 27 | 14 | NR | 68% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Ching SR 7 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Olympia | 6 | 5 | 2 | 6 | 2 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Village Professional Park | 32 | 20 | 12 | 55 | 26 | NR | 0% |
| Royal Palm Retail | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Fox DRI | 2 | 1 | 1 | 5 | 2 | NR | 94% |
| Wellington Mall | 3 | 1 | 2 | 12 | 6 | NR | 90% |
| Southern Mills | 41 | 6 | 34 | 44 | 35 | NR | 38% |
| Shoppes At Southern Pines | 12 | 7 | 5 | 34 | 17 | NR | 72% |
| Wellington Regional Medical Center | 40 | 12 | 28 | 47 | 31 | NR | 54% |
| Pioneer Trail | 4 | 3 | 1 | 6 | 2 | Res | 69% |
| Cypress Point MUPD | 43 | 36 | 8 | 53 | 14 | NR | 0% |
| Southern Center | 3 | 1 | 2 | 15 | 8 | NR | 90% |
| Wellington View | 10 | 5 | 5 | 6 | 4 | Res | 75% |
| Aldi / Royal Palm Industrial | 30 | 10 | 21 | 13 | 10 | NR | 5% |
| Pioneer Road Commercial / Residential | 21 | 13 | 7 | 68 | 32 | NR | 0% |
| Village Green | 9 | 3 | 6 | 18 | 10 | NR | 35% |
| Enclave at Royal Palm Beach | 23 | 18 | 5 | 28 | 10 | Res | 0% |
| Seven Eleven | 49 | 24 | 25 | 50 | 25 | NR | 0% |
| Palm Beach Auto Auction | 42 | 38 | 4 | 70 | 37 | NR | 50% |
| 03-W Marginal Elementary | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| PBC Stockade | 50 | 47 | 3 | 53 | 9 | NR | 36% |
| Total Committed Developments | 799 | 503 | 297 | 1062 | 482 | 580 | |
| Total Committed Residential | 309 | 214 | 97 | 318 | 125 | 195 | |
| Total Committed Non-Residential | 490 | 289 | 200 | 744 | 357 | 385 | |
| Double Count Reduction | 77 | 54 | 24 | 80 | 31 | 49 | |
| Total Discounted Committed Developments | 722 | 449 | 273 | 982 | 451 | 531 | |
| Historical Growth | 179 | 119 | 62 | 167 | 73 | 96 | |
| Comm Dev+1% Growth | 1002 | 635 | 369 | 1244 | 565 | 681 | |
| Growth Volume Used | 1002 | 635 | 369 | 1244 | 565 | 681 | |
| Total Volume | 6484 | 4282 | 2259 | 6386 | 2795 | 3614 | |

| Lanes | 8LD | | | | | |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity | 6530 | 3940 | 3940 | 6530 | 3940 | 3940 |
| Link Meets Test 1? | YES | NO | YES | YES | YES | YES |
| LOS E Capacity | 6880 | 3940 | 3940 | 6880 | 3940 | 3940 |
| Link Meets Test 2? | YES | NO | YES | YES | YES | YES |

Input Data

| | |
|--------------------------|-----------------------|
| ROAD NAME: Southern Blvd | STATION: 3105 |
| CURRENT YEAR: 2013 | FROM: MIDPOINT |
| ANALYSIS YEAR: 2018 | TO: Pike Rd |
| GROWTH RATE: 0.91% | COUNT DATE: 3/18/2013 |
| | PSF: 1 |

Report Created: 12/10/2013

| Time Period | Link Analysis | | | | | |
|------------------------|---------------|-------|-------|-------|-------|-------|
| | AM | | | PM | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 5474 | 3528 | 2036 | 5330 | 2125 | 3261 |
| Peak Volume | 5474 | 3528 | 2036 | 5330 | 2125 | 3261 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 5474 | 3528 | 2036 | 5330 | 2125 | 3261 |

| Committed Developments | | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------|------------|
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| MPC III Turnpike Business Park | 12 | 9 | 2 | 10 | 3 | 8 | NR | 0% |
| ProLogis Pike Road | 41 | 34 | 7 | 37 | 8 | 29 | NR | 0% |
| Rubin Commercial | 26 | 12 | 14 | 87 | 45 | 42 | NR | 0% |
| Whiteside Group | 25 | 22 | 3 | 26 | 3 | 23 | NR | 0% |
| Isla Verde | 4 | 2 | 2 | 13 | 7 | 6 | NR | 68% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Olympia | 14 | 10 | 3 | 15 | 5 | 9 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Village Professional Park | 21 | 13 | 8 | 37 | 17 | 20 | NR | 0% |
| Shoppes At Southern Pines | 15 | 7 | 9 | 46 | 23 | 23 | NR | 72% |
| Wellington Regional Medical Center | 20 | 6 | 14 | 23 | 16 | 8 | NR | 54% |
| Cypress Point MUPD | 29 | 5 | 24 | 35 | 26 | 9 | NR | 0% |
| Pioneer Road Commercial / Residential | 13 | 9 | 5 | 43 | 21 | 23 | NR | 0% |
| Tidal Wave Industrial Park | 20 | 15 | 4 | 24 | 7 | 16 | NR | 0% |
| Palm Beach Auto Auction | 54 | 5 | 48 | 90 | 43 | 47 | NR | 50% |
| Southern Blvd. Industrial | 38 | 24 | 14 | 30 | 12 | 18 | NR | 0% |
| Total Committed Developments | 332 | 173 | 157 | 516 | 236 | 281 | | |
| Total Committed Residential | 14 | 10 | 3 | 15 | 5 | 9 | | |
| Total Committed Non-Residential | 318 | 163 | 154 | 501 | 231 | 272 | | |
| Double Count Reduction | 4 | 3 | 1 | 4 | 1 | 2 | | |
| Total Discounted Committed Developments | 328 | 170 | 156 | 512 | 235 | 279 | | |
| Historical Growth | 252 | 163 | 94 | 246 | 98 | 150 | | |
| Comm Dev+1% Growth | 607 | 350 | 260 | 784 | 343 | 445 | | |
| Growth Volume Used | 607 | 350 | 260 | 784 | 343 | 445 | | |
| Total Volume | 6081 | 3878 | 2296 | 6114 | 2468 | 3706 | | |

| Lanes | 8LD | | | | | |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity | 6530 | 3590 | 3590 | 6530 | 3590 | 3590 |
| Link Meets Test 1? | YES | NO | YES | YES | YES | NO |
| LOS E Capacity | 6880 | 3780 | 3780 | 6880 | 3780 | 3780 |
| Link Meets Test 2? | YES | NO | YES | YES | YES | YES |

Input Data

| | |
|--------------------------|------------------------|
| ROAD NAME: Southern Blvd | STATION: 3105 |
| CURRENT YEAR: 2013 | FROM: Benoist Farms Rd |
| ANALYSIS YEAR: 2018 | TO: Midpoint |
| GROWTH RATE: 0.91% | COUNT DATE: 3/18/2013 |
| | PSF: 1 |

Report Created: 12/10/2013

| Time Period | Link Analysis | | | | | |
|------------------------|---------------|-------|-------|-------|-------|-------|
| | AM | | | PM | | |
| Direction | 2-way | NB/EB | SB/WB | 2-way | NB/EB | SB/WB |
| Existing Volume | 5474 | 3528 | 2036 | 5330 | 2125 | 3261 |
| Peak Volume | 5474 | 3528 | 2036 | 5330 | 2125 | 3261 |
| Diversion(%) | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume after Diversion | 5474 | 3528 | 2036 | 5330 | 2125 | 3261 |

| Committed Developments | | | | | | Type | % Complete |
|---|------|------|------|------|------|------|------------|
| Groves at Royal Palm | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| MPC III Turnpike Business Park | 12 | 9 | 2 | 10 | 3 | NR | 0% |
| ProLogis Pike Road | 41 | 34 | 7 | 37 | 8 | NR | 0% |
| Rubin Commercial | 26 | 12 | 14 | 87 | 45 | NR | 0% |
| Whiteside Group | 25 | 22 | 3 | 26 | 3 | NR | 0% |
| Isla Verde | 4 | 2 | 2 | 13 | 7 | NR | 68% |
| Southern Palm Crossing | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Olympia | 14 | 10 | 3 | 15 | 5 | Res | 90% |
| United Auto Group | 0 | 0 | 0 | 0 | 0 | NR | 100% |
| Village Professional Park | 21 | 13 | 8 | 37 | 17 | NR | 0% |
| Shoppes At Southern Pines | 15 | 7 | 9 | 46 | 23 | NR | 72% |
| Wellington Regional Medical Center | 20 | 6 | 14 | 23 | 16 | NR | 54% |
| Cypress Point MUPD | 29 | 5 | 24 | 35 | 26 | NR | 0% |
| Pioneer Road Commercial / Residential | 13 | 9 | 5 | 43 | 21 | NR | 0% |
| Tidal Wave Industrial Park | 20 | 15 | 4 | 24 | 7 | NR | 0% |
| Palm Beach Auto Auction | 54 | 5 | 48 | 90 | 43 | NR | 50% |
| Southern Blvd. Industrial | 38 | 24 | 14 | 30 | 12 | NR | 0% |
| Total Committed Developments | 332 | 173 | 157 | 516 | 236 | 281 | |
| Total Committed Residential | 14 | 10 | 3 | 15 | 5 | 9 | |
| Total Committed Non-Residential | 318 | 163 | 154 | 501 | 231 | 272 | |
| Double Count Reduction | 4 | 3 | 1 | 4 | 1 | 2 | |
| Total Discounted Committed Developments | 328 | 170 | 156 | 512 | 235 | 279 | |
| Historical Growth | 252 | 163 | 94 | 246 | 98 | 150 | |
| Comm Dev+1% Growth | 607 | 350 | 260 | 784 | 343 | 445 | |
| Growth Volume Used | 607 | 350 | 260 | 784 | 343 | 445 | |
| Total Volume | 6081 | 3878 | 2296 | 6114 | 2468 | 3706 | |

| Lanes | 8LD | | | | | |
|--------------------|------|------|------|------|------|------|
| LOS D Capacity | 6530 | 3590 | 3590 | 6530 | 3590 | 3590 |
| Link Meets Test 1? | YES | NO | YES | YES | YES | NO |
| LOS E Capacity | 6880 | 3780 | 3780 | 6880 | 3780 | 3780 |
| Link Meets Test 2? | YES | NO | YES | YES | YES | YES |

| | | |
|---------------------------|----------------------|----------------------------|
| E-W Street: Southern Blvd | Input Data | Report Created: 12/11/2013 |
| N-S STREET: Lyons Rd | COUNT DATE: 2/5/2013 | |
| TIME PERIOD: AM | CURRENT YEAR: 2013 | |
| GROWTH RATE: 1.47% | ANALYSIS YEAR: 2018 | |
| SIGNAL ID: 30790 | PSF: 1 | |

| | Intersection Volume Development | | | | | | | | | | | | Type | % Complete |
|---------------------------------------|---------------------------------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Existing Volume | 133 | 3260 | 178 | 91 | 1688 | 158 | 184 | 303 | 455 | 95 | | 158 | | 99 |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | | 0% |
| Peak Season Volume | 133 | 3260 | 178 | 91 | 1688 | 158 | 184 | 303 | 455 | 95 | | 158 | | 99 |
| Committed Developments | | | | | | | | | | | | | | |
| Western Plaza | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | | 0 | | 1 NR 88% |
| Pioneer Road Commercial / Residential | 0 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 NR 0% |
| Belvedere Commerce Center | 6 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 5 | | 3 | | 5 NR 0% |
| Shoppes At Southern Pines | 4 | 4 | 0 | 6 | 3 | 0 | 0 | 12 | 9 | 0 | | 8 | | 3 NR 72% |
| Palm Beach Auto Auction | 38 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 2 | | 1 | | 5 NR 50% |
| ProLogis Pike Road | 0 | 34 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 NR 0% |
| Vista Center DRI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | | 4 | | 0 NR 65% |
| Isla Verde | 1 | 2 | 0 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | | 1 | | 1 NR 68% |
| Rubin Commercial | 0 | 12 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 NR 0% |
| Wellington Regional Medical Center | 0 | 7 | 0 | 11 | 17 | 0 | 0 | 0 | 5 | 0 | | 0 | | 0 NR 54% |
| Weldon RPB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | | 5 | | 0 NR 0% |
| Village Professional Park | 0 | 3 | 1 | 0 | 12 | 4 | 4 | 4 | 0 | 1 | | 1 | | 0 NR 0% |
| PBC Stockade | 0 | 6 | 1 | 0 | 81 | 0 | 12 | 0 | 0 | 0 | | 0 | | 0 NR 36% |
| Cypress Point MUPD | 18 | 0 | 0 | 0 | 0 | 18 | 0 | 6 | 0 | 4 | | 1 | | 4 NR 0% |
| Southern Center | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 NR 90% |
| Olympia | 2 | 5 | 0 | 3 | 2 | 0 | 0 | 2 | 8 | 0 | | 1 | | 1 Res 90% |
| Wellington View | 0 | 0 | 5 | 12 | 0 | 0 | 5 | 5 | 14 | 0 | | 4 | | 0 Res 75% |
| Kings Academy | 8 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 6 | | 0 | | 4 NR 70% |
| Total Committed Developments | 77 | 81 | 8 | 33 | 149 | 51 | 23 | 61 | 37 | 18 | | 29 | | 24 |
| Total Committed Residential | 2 | 5 | 5 | 15 | 2 | 0 | 5 | 7 | 22 | 0 | | 5 | | 1 |
| Total Committed Non-Residential | 75 | 76 | 3 | 18 | 147 | 51 | 18 | 54 | 15 | 18 | | 24 | | 23 |
| Double Count Reduction | 1 | 1 | 1 | 4 | 1 | 0 | 1 | 2 | 3 | 0 | | 1 | | 0 |
| Total Discounted Committed | 76 | 80 | 7 | 29 | 148 | 51 | 22 | 59 | 34 | 18 | | 28 | | 24 |
| Historical Growth | 10 | 247 | 13 | 7 | 128 | 12 | 14 | 23 | 34 | 7 | | 12 | | 7 |
| Comm Dev+1% Growth | 83 | 246 | 16 | 34 | 234 | 59 | 31 | 74 | 57 | 23 | | 36 | | 29 |
| Growth Volume Used | 83 | 247 | 16 | 34 | 234 | 59 | 31 | 74 | 57 | 23 | | 36 | | 29 |
| Total Volume | 216 | 3507 | 194 | 125 | 1922 | 217 | 215 | 377 | 512 | 118 | | 194 | | 128 |

| | Intersection Volume Development | | | | | | | | | | | | Type | % Complete | |
|---------------------------------------|---------------------------------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|-----|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | |
| Existing Volume | 135 | 1939 | 180 | 365 | 2538 | 151 | 148 | 152 | 176 | 129 | | 198 | | 147 | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | | 0% | |
| Peak Season Volume | 135 | 1939 | 180 | 365 | 2538 | 151 | 148 | 152 | 176 | 129 | | 198 | | 147 | |
| Committed Developments | | | | | | | | | | | | | | | |
| Western Plaza | 1 | 3 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | | 0 | 1 | NR | 88% |
| Pioneer Road Commercial / Residential | 0 | 7 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | NR | 0% |
| Belvedere Commerce Center | 13 | 0 | 0 | 0 | 0 | 11 | 0 | 7 | 0 | 12 | | 7 | 14 | NR | 0% |
| Shoppes At Southern Pines | 18 | 18 | 0 | 38 | 19 | 0 | 0 | 48 | 36 | 0 | | 51 | 19 | NR | 72% |
| Palm Beach Auto Auction | 37 | 0 | 0 | 0 | 0 | 12 | 0 | 8 | 0 | 11 | | 7 | 34 | NR | 50% |
| ProLogis Pike Road | 0 | 8 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | NR | 0% |
| Vista Center DRI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | | 15 | 0 | NR | 65% |
| Isla Verde | 4 | 8 | 0 | 4 | 7 | 0 | 0 | 4 | 4 | 0 | | 4 | 4 | NR | 68% |
| Rubin Commercial | 0 | 45 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | NR | 0% |
| Wellington Regional Medical Center | 0 | 20 | 0 | 6 | 10 | 0 | 0 | 0 | 12 | 0 | | 0 | 0 | NR | 54% |
| Weldon RPB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | | 15 | 0 | NR | 0% |
| Village Professional Park | 0 | 14 | 5 | 0 | 8 | 3 | 3 | 3 | 0 | 5 | | 5 | 0 | NR | 0% |
| PBC Stockade | 0 | 77 | 11 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | | 0 | 0 | NR | 36% |
| Cypress Point MUPD | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 20 | | 7 | 20 | NR | 0% |
| Southern Center | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | | 0 | 0 | NR | 90% |
| Olympia | 1 | 2 | 0 | 7 | 4 | 0 | 0 | 1 | 4 | 0 | | 2 | 2 | Res | 90% |
| Wellington View | 0 | 0 | 4 | 10 | 0 | 0 | 3 | 3 | 7 | 0 | | 4 | 0 | Res | 75% |
| Kings Academy | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | | 0 | 2 | NR | 70% |
| Total Committed Developments | 83 | 206 | 23 | 65 | 147 | 37 | 11 | 96 | 63 | 53 | | 117 | 96 | | |
| Total Committed Residential | 1 | 2 | 4 | 17 | 4 | 0 | 3 | 4 | 11 | 0 | | 6 | 2 | | |
| Total Committed Non-Residential | 82 | 204 | 19 | 48 | 143 | 37 | 8 | 92 | 52 | 53 | | 111 | 94 | | |
| Double Count Reduction | 0 | 1 | 1 | 4 | 1 | 0 | 1 | 1 | 3 | 0 | | 2 | 1 | | |
| Total Discounted Committed | 83 | 205 | 22 | 61 | 146 | 37 | 10 | 95 | 60 | 53 | | 115 | 95 | | |
| Historical Growth | 10 | 147 | 14 | 28 | 192 | 11 | 11 | 12 | 13 | 10 | | 15 | | 11 | |
| Comm Dev+1% Growth | 90 | 304 | 31 | 80 | 275 | 45 | 18 | 103 | 69 | 60 | | 125 | | 102 | |
| Growth Volume Used | 90 | 304 | 31 | 80 | 275 | 45 | 18 | 103 | 69 | 60 | | 125 | | 102 | |
| Total Volume | 225 | 2243 | 211 | 445 | 2813 | 196 | 166 | 255 | 245 | 189 | | 323 | | 249 | |

E-W Street: Southern Blvd
 N-S STREET: Benoist Farms Rd
 TIME PERIOD: AM
 GROWTH RATE: 0.82%
 SIGNAL ID: 30800

Input Data
 COUNT DATE: 2/6/2013
 CURRENT YEAR: 2013
 ANALYSIS YEAR: 2018
 PSF: 1

Report Created: 12/11/2013

| | Intersection Volume Development | | | | | | | | | | | | Type | % Complete | | |
|---------------------------------------|---------------------------------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|-----|-----|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | |
| Existing Volume | 46 | 3949 | 5 | 47 | 2038 | 135 | 15 | 16 | 141 | 64 | | 22 | | 57 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | | 0% | | |
| Peak Season Volume | 46 | 3949 | 5 | 47 | 2038 | 135 | 15 | 16 | 141 | 64 | | 22 | | 57 | | |
| Committed Developments | | | | | | | | | | | | | | | | |
| Pioneer Road Commercial / Residential | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | | 0 | | NR | 0% | |
| Shoppes At Southern Pines | 1 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | | 0 | | 1 | NR | 72% |
| Tidal Wave Industrial Park | 2 | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | NR | 0% |
| Palm Beach Auto Auction | 0 | 2 | 0 | 0 | 12 | 38 | 0 | 0 | 0 | 5 | | 0 | | 0 | NR | 50% |
| ProLogis Pike Road | 0 | 34 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | NR | 0% |
| Isla Verde | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | | 0 | | 1 | NR | 68% |
| Rubin Commercial | 0 | 12 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | NR | 0% |
| Wellington Regional Medical Center | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | NR | 54% |
| Village Professional Park | 0 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | NR | 0% |
| Cypress Point MUPD | 0 | 5 | 0 | 0 | 24 | 5 | 0 | 0 | 0 | 1 | | 0 | | 0 | NR | 0% |
| Olympia | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | Res | 90% |
| Total Committed Developments | 4 | 94 | 0 | 0 | 105 | 43 | 0 | 0 | 0 | 6 | | 0 | | 2 | | |
| Total Committed Residential | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | | |
| Total Committed Non-Residential | 4 | 84 | 0 | 0 | 101 | 43 | 0 | 0 | 0 | 6 | | 0 | | 2 | | |
| Double Count Reduction | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | | |
| Total Discounted Committed | 4 | 91 | 0 | 0 | 104 | 43 | 0 | 0 | 0 | 6 | | 0 | | 2 | | |
| | | | | | | | | | | | | | | | | |
| Historical Growth | 2 | 165 | 0 | 2 | 85 | 6 | 1 | 1 | 6 | 3 | | 1 | | 2 | | |
| Comm Dev+1% Growth | 6 | 292 | 0 | 2 | 208 | 50 | 1 | 1 | 7 | 9 | | 1 | | 5 | | |
| Growth Volume Used | 6 | 292 | 0 | 2 | 208 | 50 | 1 | 1 | 7 | 9 | | 1 | | 5 | | |
| Total Volume | 52 | 4241 | 5 | 49 | 2246 | 185 | 16 | 17 | 148 | 73 | | 23 | | 62 | | |

| | | | | |
|------------------------------|----------------------|----------------------------|--|--|
| | | Input Data | | |
| E-W Street: Southern Blvd | COUNT DATE: 2/6/2013 | Report Created: 12/11/2013 | | |
| N-S STREET: Benoist Farms Rd | CURRENT YEAR: 2013 | | | |
| TIME PERIOD: PM | ANALYSIS YEAR: 2018 | | | |
| GROWTH RATE: 0.82% | PSF: 1 | | | |
| SIGNAL ID: 30800 | | | | |

| | Intersection Volume Development | | | | | | | | | | | | Type | % Complete | |
|---------------------------------------|---------------------------------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|-----|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | |
| Existing Volume | 27 | 1981 | 6 | 69 | 3422 | 71 | 9 | 4 | 31 | 104 | | 14 | | 56 | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | | 0% | |
| Peak Season Volume | 27 | 1981 | 6 | 69 | 3422 | 71 | 9 | 4 | 31 | 104 | | 14 | | 56 | |
| Committed Developments | | | | | | | | | | | | | | | |
| Pioneer Road Commercial / Residential | 0 | 6 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | | 0 | NR | 0% | |
| Shoppes At Southern Pines | 6 | 25 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | | 0 | 6 | NR | 72% |
| Tidal Wave Industrial Park | 1 | 5 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | | 0 | 2 | NR | 0% |
| Palm Beach Auto Auction | 0 | 11 | 0 | 0 | 12 | 37 | 0 | 0 | 0 | 34 | | 0 | 0 | NR | 50% |
| ProLogis Pike Road | 0 | 8 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | NR | 0% |
| Isla Verde | 2 | 8 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | | 0 | 2 | NR | 68% |
| Rubin Commercial | 0 | 45 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | NR | 0% |
| Wellington Regional Medical Center | 0 | 16 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | NR | 54% |
| Village Professional Park | 0 | 14 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | NR | 0% |
| Cypress Point MUPD | 0 | 26 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 5 | | 0 | 0 | NR | 0% |
| Olympia | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | Res | 90% |
| Total Committed Developments | 9 | 169 | 0 | 0 | 164 | 39 | 0 | 0 | 0 | 39 | | 0 | | 10 | |
| Total Committed Residential | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| Total Committed Non-Residential | 9 | 164 | 0 | 0 | 155 | 39 | 0 | 0 | 0 | 39 | | 0 | | 10 | |
| Double Count Reduction | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | |
| Total Discounted Committed | 9 | 168 | 0 | 0 | 162 | 39 | 0 | 0 | 0 | 39 | | 0 | | 10 | |
| Historical Growth | 1 | 83 | 0 | 3 | 143 | 3 | 0 | 0 | 1 | 4 | | 1 | | 2 | |
| Comm Dev+1% Growth | 10 | 269 | 0 | 4 | 337 | 43 | 0 | 0 | 2 | 44 | | 1 | | 13 | |
| Growth Volume Used | 10 | 269 | 0 | 4 | 337 | 43 | 0 | 0 | 2 | 44 | | 1 | | 13 | |
| Total Volume | 37 | 2250 | 6 | 73 | 3759 | 114 | 9 | 4 | 33 | 148 | | 15 | | 69 | |

| | | |
|---------------------------|----------------------|----------------------------|
| E-W Street: Southern Blvd | Input Data | |
| N-S STREET: Pike Rd | COUNT DATE: 2/7/2013 | Report Created: 12/11/2013 |
| TIME PERIOD: AM | CURRENT YEAR: 2013 | |
| GROWTH RATE: 0.75% | ANALYSIS YEAR: 2018 | |
| SIGNAL ID: 30808 | PSF: 1 | |

| | Intersection Volume Development | | | | | | | | | | | | Type | % Complete |
|---------------------------------|---------------------------------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| Existing Volume | 427 | 3392 | 0 | 0 | 1714 | 321 | 0 | 0 | 0 | 179 | 0 | 424 | | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | |
| Peak Season Volume | 427 | 3392 | 0 | 0 | 1714 | 321 | 0 | 0 | 0 | 179 | 0 | 424 | | |
| Committed Developments | | | | | | | | | | | | | | |
| Shoppes At Southern Pines | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | NR | 72% |
| Palm Beach Auto Auction | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | NR | 50% |
| ProLogis Pike Road | 34 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 11 | 0 | 7 | NR | 0% |
| Cypress Point MUPD | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 12 | 0 | 12 | NR | 0% |
| Whiteside Group | 22 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 3 | 0 | 3 | NR | 0% |
| Olympia | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Res | 90% |
| Total Committed Developments | 62 | 13 | 0 | 0 | 8 | 77 | 0 | 0 | 0 | 26 | 0 | 38 | | |
| Total Committed Residential | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total Committed Non-Residential | 62 | 3 | 0 | 0 | 4 | 77 | 0 | 0 | 0 | 26 | 0 | 38 | | |
| Double Count Reduction | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total Discounted Committed | 62 | 12 | 0 | 0 | 7 | 77 | 0 | 0 | 0 | 26 | 0 | 38 | | |
| Historical Growth | 16 | 129 | 0 | 0 | 65 | 12 | 0 | 0 | 0 | 7 | 0 | 16 | | |
| Comm Dev+1% Growth | 84 | 185 | 0 | 0 | 94 | 93 | 0 | 0 | 0 | 35 | 0 | 60 | | |
| Growth Volume Used | 84 | 185 | 0 | 0 | 94 | 93 | 0 | 0 | 0 | 35 | 0 | 60 | | |
| Total Volume | 511 | 3577 | 0 | 0 | 1808 | 414 | 0 | 0 | 0 | 214 | 0 | 484 | | |

| | | |
|---------------------------|----------------------|----------------------------|
| E-W Street: Southern Blvd | Input Data | |
| N-S STREET: Pike Rd | COUNT DATE: 2/7/2013 | Report Created: 12/11/2013 |
| TIME PERIOD: PM | CURRENT YEAR: 2013 | |
| GROWTH RATE: 0.75% | ANALYSIS YEAR: 2018 | |
| SIGNAL ID: 30808 | PSF: 1 | |

| Intersection Volume Development | | | | | | | | | | | | |
|---------------------------------|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-----------------|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Volume | 311 | 2283 | 0 | 0 | 3401 | 404 | 0 | 0 | 0 | 306 | 0 | 555 |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Peak Season Volume | 311 | 2283 | 0 | 0 | 3401 | 404 | 0 | 0 | 0 | 306 | 0 | 555 |
| Committed Developments | | | | | | | | | | | | Type % Complete |
| Shoppes At Southern Pines | 6 | 19 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 6 NR 72% |
| Palm Beach Auto Auction | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 NR 50% |
| ProLogis Pike Road | 8 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 44 | 0 | 29 NR 0% |
| Cypress Point MUPD | 13 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 0 | 5 NR 0% |
| Whiteside Group | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 23 | 0 | 23 NR 0% |
| Olympia | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 Res 90% |
| Total Committed Developments | 44 | 24 | 0 | 0 | 27 | 28 | 0 | 0 | 0 | 72 | 0 | 78 |
| Total Committed Residential | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Committed Non-Residential | 44 | 19 | 0 | 0 | 18 | 28 | 0 | 0 | 0 | 72 | 0 | 78 |
| Double Count Reduction | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Discounted Committed | 44 | 23 | 0 | 0 | 25 | 28 | 0 | 0 | 0 | 72 | 0 | 78 |
| Historical Growth | 12 | 87 | 0 | 0 | 129 | 15 | 0 | 0 | 0 | 12 | 0 | 21 |
| Comm Dev+1% Growth | 60 | 139 | 0 | 0 | 198 | 49 | 0 | 0 | 0 | 88 | 0 | 106 |
| Growth Volume Used | 60 | 139 | 0 | 0 | 198 | 49 | 0 | 0 | 0 | 88 | 0 | 106 |
| Total Volume | 371 | 2422 | 0 | 0 | 3599 | 453 | 0 | 0 | 0 | 394 | 0 | 661 |

| | | |
|----------------------------|----------------------|----------------------------|
| E-W Street: Southern Blvd | Input Data | |
| N-S STREET: N State Road 7 | COUNT DATE: 2/5/2013 | Report Created: 01/08/2014 |
| TIME PERIOD: AM | CURRENT YEAR: 2013 | |
| GROWTH RATE: 0.77% | ANALYSIS YEAR: 2018 | |
| SIGNAL ID: 30775 | PSF: 1 | |

| | Intersection Volume Development | | | | | | | | | | | | Type | % Complete | |
|---------------------------------------|---------------------------------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|-----|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | |
| Existing Volume | 530 | 95 | 420 | 479 | 40 | 171 | 406 | 1211 | 579 | 323 | | 1104 | | 289 | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | | 0% | |
| Peak Season Volume | 530 | 95 | 420 | 479 | 40 | 171 | 406 | 1211 | 579 | 323 | | 1104 | | 289 | |
| Committed Developments | | | | | | | | | | | | | | | |
| Pioneer Road Commercial / Residential | 0 | 0 | 9 | 10 | 0 | 0 | 7 | 14 | 8 | 0 | | 18 | 0 | NR | 0% |
| Palms West Hospital | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | 0 | 1 | NR | 95% |
| Western Plaza | 0 | 6 | 0 | 5 | 5 | 5 | 0 | 0 | 6 | 6 | | 0 | 0 | NR | 88% |
| Shoppes At Southern Pines | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | | 0 | 0 | NR | 72% |
| Aldi / Royal Palm Industrial | 21 | 0 | 0 | 0 | 0 | 21 | 0 | 14 | 0 | 10 | | 7 | 10 | NR | 5% |
| Enclave at Royal Palm Beach | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 17 | 17 | 0 | | 4 | 0 | Res | 0% |
| Southern Mills | 2 | 9 | 3 | 0 | 33 | 0 | 11 | 0 | 0 | 0 | | 0 | 7 | NR | 38% |
| Palm Beach Auto Auction | 0 | 12 | 0 | 2 | 2 | 2 | 0 | 0 | 14 | 18 | | 0 | 0 | NR | 50% |
| Wellington Mall | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 3 | 2 | 0 | | 3 | 0 | NR | 90% |
| Martingale Meadows | 7 | 18 | 8 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | | 0 | 2 | Res | 0% |
| Village Green | 0 | 0 | 7 | 7 | 0 | 0 | 4 | 4 | 4 | 0 | | 7 | 0 | NR | 35% |
| Pioneer Trail | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 3 | 0 | | 1 | 0 | Res | 69% |
| Isla Verde | 0 | 0 | 7 | 5 | 0 | 0 | 6 | 8 | 4 | 0 | | 9 | 0 | NR | 68% |
| Village Professional Park | 0 | 0 | 21 | 17 | 0 | 0 | 5 | 9 | 4 | 0 | | 39 | 0 | NR | 0% |
| PBC Stockade | 0 | 12 | 0 | 3 | 1 | 0 | 0 | 0 | 35 | 0 | | 0 | 0 | NR | 36% |
| Fox DRI | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | | 2 | 0 | NR | 94% |
| Rubin Commercial | 20 | 12 | 14 | 0 | 14 | 0 | 17 | 0 | 0 | 0 | | 0 | 25 | NR | 0% |
| Highland Dunes | 6 | 18 | 7 | 0 | 18 | 0 | 7 | 0 | 0 | 0 | | 0 | 6 | Res | 0% |
| Wellington Regional Medical Center | 0 | 0 | 28 | 28 | 0 | 0 | 12 | 19 | 12 | 0 | | 45 | 0 | NR | 54% |
| Weldon RPB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | | 11 | 0 | NR | 0% |
| Cypress Point MUPD | 0 | 12 | 0 | 4 | 3 | 1 | 0 | 0 | 18 | 6 | | 0 | 0 | NR | 0% |
| Olympia | 0 | 0 | 2 | 2 | 0 | 0 | 6 | 7 | 5 | 0 | | 2 | 0 | Res | 90% |
| Palms West Medical | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | 0 | 1 | NR | 92% |
| Southern Center | 0 | 1 | 1 | 0 | 2 | 2 | 2 | 2 | 0 | 1 | | 1 | 0 | NR | 90% |
| Kings Academy | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 16 | 8 | 0 | | 8 | 0 | NR | 70% |
| Total Committed Developments | 56 | 101 | 111 | 95 | 87 | 33 | 91 | 131 | 141 | 43 | | 157 | 52 | | |
| Total Committed Residential | 13 | 36 | 19 | 7 | 24 | 0 | 23 | 27 | 25 | 0 | | 7 | 8 | | |
| Total Committed Non-Residential | 43 | 65 | 92 | 88 | 63 | 33 | 68 | 104 | 116 | 43 | | 150 | 44 | | |
| Double Count Reduction | 3 | 9 | 5 | 2 | 6 | 0 | 6 | 7 | 6 | 0 | | 2 | 2 | | |
| Total Discounted Committed | 53 | 92 | 106 | 93 | 81 | 33 | 85 | 124 | 135 | 43 | | 155 | 50 | | |
| Historical Growth | 21 | 4 | 16 | 19 | 2 | 7 | 16 | 47 | 23 | 13 | | 43 | 11 | | |
| Comm Dev+1% Growth | 80 | 97 | 127 | 117 | 83 | 42 | 106 | 186 | 165 | 59 | | 211 | 65 | | |
| Growth Volume Used | 80 | 97 | 127 | 117 | 83 | 42 | 106 | 186 | 165 | 59 | | 211 | 65 | | |
| Total Volume | 610 | 192 | 547 | 596 | 123 | 213 | 512 | 1397 | 744 | 382 | | 1315 | 354 | | |

| | | |
|----------------------------|----------------------|----------------------------|
| E-W Street: Southern Blvd | Input Data | |
| N-S STREET: N State Road 7 | COUNT DATE: 2/5/2013 | Report Created: 01/08/2014 |
| TIME PERIOD: PM | CURRENT YEAR: 2013 | |
| GROWTH RATE: 0.77% | ANALYSIS YEAR: 2018 | |
| SIGNAL ID: 30775 | PSF: 1 | |

| | Intersection Volume Development | | | | | | | | | | | | Type | % Complete | |
|---------------------------------------|---------------------------------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|------|------------|-----|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | |
| Existing Volume | 732 | 74 | 419 | 753 | 158 | 306 | 577 | 1633 | 493 | 224 | | 1379 | | 503 | |
| Diversions | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | | 0% | |
| Peak Season Volume | 732 | 74 | 419 | 753 | 158 | 306 | 577 | 1633 | 493 | 224 | | 1379 | | 503 | |
| Committed Developments | | | | | | | | | | | | | | | |
| Pioneer Road Commercial / Residential | 0 | 0 | 8 | 8 | 0 | 0 | 9 | 17 | 9 | 0 | | 15 | 0 | NR | 0% |
| Palms West Hospital | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | NR | 95% |
| Western Plaza | 0 | 11 | 0 | 11 | 11 | 11 | 0 | 0 | 11 | 11 | | 0 | 0 | NR | 88% |
| Shoppes At Southern Pines | 0 | 6 | 0 | 6 | 6 | 6 | 0 | 0 | 6 | 6 | | 0 | 0 | NR | 72% |
| Aldi / Royal Palm Industrial | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 10 | | 7 | 10 | NR | 5% |
| Enclave at Royal Palm Beach | 0 | 0 | 6 | 16 | 0 | 0 | 3 | 9 | 9 | 0 | | 16 | 0 | Res | 0% |
| Southern Mills | 6 | 25 | 8 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | | 0 | 2 | NR | 38% |
| Palm Beach Auto Auction | 0 | 12 | 0 | 12 | 11 | 16 | 0 | 0 | 13 | 18 | | 0 | 0 | NR | 50% |
| Wellington Mall | 0 | 0 | 6 | 6 | 0 | 0 | 6 | 11 | 6 | 0 | | 12 | 0 | NR | 90% |
| Martingale Meadows | 5 | 13 | 6 | 0 | 22 | 0 | 10 | 0 | 0 | 0 | | 0 | 8 | Res | 0% |
| Village Green | 0 | 0 | 8 | 8 | 0 | 0 | 10 | 10 | 10 | 0 | | 8 | 0 | NR | 35% |
| Pioneer Trail | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 2 | 2 | 0 | | 4 | 0 | Res | 69% |
| Isla Verde | 0 | 0 | 21 | 14 | 0 | 0 | 23 | 29 | 15 | 0 | | 27 | 0 | NR | 68% |
| Village Professional Park | 0 | 0 | 16 | 13 | 0 | 0 | 25 | 45 | 20 | 0 | | 28 | 0 | NR | 0% |
| PBC Stockade | 0 | 2 | 0 | 33 | 11 | 0 | 0 | 0 | 6 | 0 | | 0 | 0 | NR | 36% |
| Fox DRI | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 2 | | 5 | 0 | NR | 94% |
| Rubin Commercial | 78 | 45 | 54 | 0 | 42 | 0 | 51 | 0 | 0 | 0 | | 0 | 73 | NR | 0% |
| Highland Dunes | 11 | 31 | 13 | 0 | 31 | 0 | 13 | 0 | 0 | 0 | | 0 | 11 | Res | 0% |
| Wellington Regional Medical Center | 0 | 0 | 15 | 15 | 0 | 0 | 31 | 51 | 31 | 0 | | 25 | 0 | NR | 54% |
| Weldon RPB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | | 36 | 0 | NR | 0% |
| Cypress Point MUPD | 0 | 5 | 0 | 20 | 13 | 7 | 0 | 0 | 7 | 2 | | 0 | 0 | NR | 0% |
| Olympia | 0 | 0 | 5 | 4 | 0 | 0 | 3 | 3 | 2 | 0 | | 6 | 0 | Res | 90% |
| Palms West Medical | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | NR | 92% |
| Southern Center | 0 | 8 | 9 | 0 | 7 | 7 | 8 | 8 | 0 | 8 | | 9 | 0 | NR | 90% |
| Kings Academy | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 0 | | 5 | 0 | NR | 70% |
| Total Committed Developments | 105 | 160 | 179 | 172 | 163 | 52 | 196 | 230 | 149 | 57 | | 203 | | 104 | |
| Total Committed Residential | 16 | 44 | 32 | 24 | 53 | 0 | 30 | 14 | 13 | 0 | | 26 | | 19 | |
| Total Committed Non-Residential | 89 | 116 | 147 | 148 | 110 | 52 | 166 | 216 | 136 | 57 | | 177 | | 85 | |
| Double Count Reduction | 4 | 11 | 8 | 6 | 13 | 0 | 8 | 4 | 3 | 0 | | 7 | | 5 | |
| Total Discounted Committed | 101 | 149 | 171 | 166 | 150 | 52 | 188 | 226 | 146 | 57 | | 196 | | 99 | |
| Historical Growth | 29 | 3 | 16 | 29 | 6 | 12 | 23 | 64 | 19 | 9 | | 54 | | 20 | |
| Comm Dev+1% Growth | 138 | 153 | 192 | 204 | 158 | 68 | 217 | 309 | 171 | 68 | | 266 | | 125 | |
| Growth Volume Used | 138 | 153 | 192 | 204 | 158 | 68 | 217 | 309 | 171 | 68 | | 266 | | 125 | |
| Total Volume | 870 | 227 | 611 | 957 | 316 | 374 | 794 | 1942 | 664 | 292 | | 1645 | | 628 | |

APPENDIX B: PCN SHEETS



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address 420 S STATE ROAD 7 100

Municipality ROYAL PALM BEACH

Parcel Control Number 72-42-44-06-07-001-0000

Subdivision ROYAL OFFICE PARK

Official Records Book

Page

Sale Date

Legal Description ROYAL OFFICE PARK PAR A

Owners

ROYAL OFFICE PARK LTD

Mailing address7900 GLADES RD STE 600
BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 30329

Acres 5.3935

Use Code 1900 - PROF OFFICES

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|-------------|-------------|-------------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$3,870,000 | \$3,870,000 | \$3,870,000 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|-------------|-------------|-------------|
| Assessed Value | \$3,870,000 | \$3,870,000 | \$3,870,000 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$3,870,000 | \$3,870,000 | \$3,870,000 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|----------|----------|----------|
| Ad Valorem | \$81,534 | \$83,213 | \$83,940 |
| Non Ad Valorem | \$6,647 | \$6,707 | \$228 |
| Total tax | \$88,181 | \$89,920 | \$84,168 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address S STATE ROAD 7

Municipality ROYAL PALM BEACH

Parcel Control Number 72-42-44-06-07-026-0000

Subdivision ROYAL OFFICE PARK

Official Records Book

Page

Sale Date

Legal Description ROYAL OFFICE PARK TR Z K/A WETLAND PRESERVE

Owners

ROYAL OFFICE PARK LTD

Mailing address

7900 GLADES RD STE 600
BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 2.76

Use Code 9600 - SEWG/WASTE LAND

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|-------|-------|-------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$828 | \$828 | \$828 |
| Total Market Value | \$828 | \$828 | \$828 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|-------|-------|-------|
| Assessed Value | \$828 | \$828 | \$828 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$828 | \$828 | \$828 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|-------|-------|-------|
| Ad Valorem | \$17 | \$18 | \$18 |
| Non Ad Valorem | \$114 | \$114 | \$114 |
| Total tax | \$131 | \$132 | \$132 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address S STATE ROAD 7

Municipality ROYAL PALM BEACH

Parcel Control Number 72-42-43-27-05-010-0321

Subdivision PALM BEACH FARMS CO PL 3 PB2P45-54

Official Records Book 24351

Page 1358

Sale Date FEB-2011

Legal Description PALM BEACH FARMS CO PL NO 3 N 1/2 OF TR 32 BLK 10

OwnersPEBB ENTERPRISES ROYAL PALM BCH PROP
LLC**Mailing address**7900 GLADES RD STE 600
BOCA RATON FL 33434 4105

| Sales Date | Price | OR Book/Page | Sale Type | Owner |
|------------|-------------|--------------|---------------|--|
| FEB-2011 | \$1,975,000 | 24351 / 1358 | WARRANTY DEED | PEBB ENTERPRISES ROYAL PALM BCH PROP LLC |
| AUG-2005 | \$700,000 | 19185 / 0237 | WARRANTY DEED | RPB VENTURE LTD |
| JUN-1982 | \$50,000 | 03751 / 0269 | WARRANTY DEED | WASSER GEORGE K |
| MAY-1981 | \$100 | 03542 / 1517 | WARRANTY DEED | |

No Exemption Information Available.

Number of Units 0

*Total Square Feet 55962

Acres 4.09

Use Code 1300 - DEPARTMENT STORE

Zoning AR - (72-ROYAL PALM BEACH)

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|-------------|-------------|-----------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$1,781,600 | \$1,781,600 | \$801,720 |
| Total Market Value | \$1,781,600 | \$1,781,600 | \$801,720 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|-------------|-----------|-----------|
| Assessed Value | \$1,781,600 | \$881,892 | \$801,720 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$1,781,600 | \$881,892 | \$801,720 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|----------|----------|----------|
| Ad Valorem | \$37,535 | \$26,322 | \$17,389 |
| Non Ad Valorem | \$190 | \$190 | \$190 |
| Total tax | \$37,725 | \$26,512 | \$17,579 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address 758 S STATE ROAD 7

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-09-002-0000

Subdivision ISLA VERDE OF WELLINGTON COMMERCIAL PL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON COMMERCIAL PL PAR B

OwnersPEBB ENTERPRISES ROYAL PALM BCH PROP
LLC**Mailing address**6400 N ANDREWS AVE STE 500
FORT LAUDERDALE FL 33309 9112

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 1.06

Use Code 1000 - VACANT COMMERCIAL

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address 1000 S STATE ROAD 7 1

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-09-001-0000

Subdivision ISLA VERDE OF WELLINGTON COMMERCIAL PL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON COMMERCIAL PL PAR A

Owners

SHOPPES AT ISLA VERDE LTD

Mailing address

7900 GLADES RD STE 600
BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 210736 Acres 21.86

Use Code 1600 - SHOPPING CENTER CMMITY

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-001-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL PAR A K/A RESIDENTIAL

Owners

ISLA VERDE LLC

Mailing address

 7900 GLADES RD STE 600
 BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 22.1501

Use Code 0000 - VACANT

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-012-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Page

Sale Date

 Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL TRS L, L1, L2 & L3 K/A
 LANDSCAPE, BUFFER & OPEN SPACE

Owners

ISLA VERDE LLC

Mailing address

 ISLA VERDE WELLINGTON MASTER ASSN C/O 7900 GLADES
 RD STE 600
 BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 1.8433

Use Code 9400 - R/W - BUFFER

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-023-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL TRS W, W1, W2 & W3 K/A
STORMWATER MGMT & DRAINAGE

Owners

ISLA VERDE LLC

Mailing address

ISLA VERDE WELLINGTON MASTER ASSN C/O 7900 GLADES
RD STE 600
BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 6.2464

Use Code 9500 - RIVER/LAKES

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |



Gary R. Nikolits, CFA
Property Appraiser
 Palm Beach County

Property Appraiser's Public Access

PAPA ▶



Location Address

Municipality WELLINGTON

Parcel Control Number 73-42-44-06-10-018-0000

Subdivision ISLA VERDE OF WELLINGTON RESIDENTIAL REPL

Official Records Book

Page

Sale Date

Legal Description ISLA VERDE OF WELLINGTON RESIDENTIAL REPL TR R K/A PRIVATE STREET

Owners

ISLA VERDE LLC

Mailing address

7900 GLADES RD STE 600
BOCA RATON FL 33434 4105

No Sales Information Available.

No Exemption Information Available.

Number of Units

*Total Square Feet 0

Acres 0.4056

Use Code 9400 - R/W - BUFFER

Zoning -

| Tax Year | 2012 | 2011 | 2010 |
|--------------------|------|------|------|
| Improvement Value | \$0 | \$0 | \$0 |
| Land Value | \$0 | \$0 | \$0 |
| Total Market Value | \$0 | \$0 | \$0 |

All values are as of January 1st each year

| Tax Year | 2012 | 2011 | 2010 |
|------------------|------|------|------|
| Assessed Value | \$0 | \$0 | \$0 |
| Exemption Amount | \$0 | \$0 | \$0 |
| Taxable Value | \$0 | \$0 | \$0 |

| Tax Year | 2012 | 2011 | 2010 |
|----------------|------|------|------|
| Ad Valorem | \$0 | \$0 | \$0 |
| Non Ad Valorem | \$0 | \$0 | \$0 |
| Total tax | \$0 | \$0 | \$0 |

APPENDIX C: VOLUME DEVELOPMENT SHEETS

| | | |
|-----------------|-------|------------------------------|
| Growth Rate = | 0.50% | *Actual growth rate is 0.15% |
| Peak Season = | 1 | 1 |
| Buildout Year = | 2018 | 2018 |
| Years = | 7 | 7 |

| AM Peak Hour | | | | | | | | | | | | |
|---|---------------------|-------|-------|------------|-------|---------------------|-----------|------|-------|-----------|------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 02/23/2011 | 287 | 1,230 | 235 | 266 | 1,150 | 370 | 710 | 888 | 495 | 321 | 579 | 305 |
| Peak Season Volume | 287 | 1,230 | 235 | 266 | 1,150 | 370 | 710 | 888 | 495 | 321 | 579 | 305 |
| Traffic Volume Growth | 10 | 44 | 8 | 9 | 41 | 13 | 25 | 32 | 18 | 11 | 21 | 11 |
| Committed Development | 86 | 272 | 75 | 98 | 175 | 56 | 86 | 39 | 46 | 67 | 81 | 183 |
| 0.5% Traffic Volume Growth | 10 | 44 | 8 | 9 | 41 | 13 | 25 | 32 | 18 | 11 | 21 | 11 |
| Committed + 0.5% Growth | 96 | 316 | 83 | 107 | 216 | 69 | 111 | 71 | 64 | 78 | 102 | 194 |
| Max (Committed + 0.5% or Historic Growth) | 96 | 316 | 83 | 107 | 216 | 69 | 111 | 71 | 64 | 78 | 102 | 194 |
| Background Traffic Volumes | 383 | 1,546 | 318 | 373 | 1,366 | 439 | 821 | 959 | 559 | 399 | 681 | 499 |
| Project Traffic (Residential) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | 15.0% | | | | | 2.0% | | | | | 20.0% |
| Inbound Traffic Volumes | | 5 | | | | | 1 | | | | | 6 |
| Outbound Traffic Assignment | | | | 20.0% | 15.0% | 2.0% | | | | | | |
| Outbound Traffic Volumes | | | | 25 | 19 | 3 | | | | | | |
| Project Traffic | | 5 | | 25 | 19 | 3 | 1 | | | | | 6 |
| Project Traffic (Retail) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | 15.0% | | | | | 20.0% | | | | | 17.0% |
| Inbound Traffic Volumes | | 11 | | | | | 15 | | | | | 13 |
| Outbound Traffic Assignment | | | | 17.0% | 15.0% | 20.0% | | | | | | |
| Outbound Traffic Volumes | | | | 4 | 4 | 5 | | | | | | |
| Project Traffic | | 11 | | 4 | 4 | 5 | 15 | | | | | 13 |
| RTOR Reduction | | | | | | (60) | | | (10) | | | (10) |
| TOTAL TRAFFIC | 383 | 1,562 | 318 | 402 | 1,389 | 387 | 837 | 959 | 549 | 399 | 681 | 508 |
| Critical Volume Analysis | | | | | | | | | | | | |
| No. of Lanes | 3 | 4 | 1 | 3 | 4 | 2 | 3 | 3 | 2 | 2 | 3 | 1 |
| Approach Volume | 2,263 | | | 2,178 | | | 2,345 | | | 1,588 | | |
| Per Lane Volume | 128 | 391 | 318 | 134 | 347 | 194 | 279 | 320 | 275 | 200 | 227 | 508 |
| Overlap Reduction | 0 | 0 | (200) | 0 | 0 | (194) | 0 | 0 | (200) | 0 | 0 | (134) |
| Net Per Lane Volume | 128 | 391 | 118 | 134 | 347 | 0 | 279 | 320 | 75 | 200 | 227 | 374 |
| North-South Critical | NB LT + SB TH = 475 | | | | | SB LT + NB TH = 525 | | | | | | |
| East-West Critical | EB LT + WB RT = 519 | | | | | WB LT + EB TH = 520 | | | | | | |
| Maximum Critical Sum | 525 + 520 | | | | | = 1,045 | | | | | | |
| STATUS ? | | | | | | UNDER | | | | | | |

| | | |
|-----------------|-------|------------------------------|
| Growth Rate = | 0.50% | *Actual growth rate is 0.15% |
| Peak Season = | 1 | 1 |
| Buildout Year = | 2018 | 2018 |
| Years = | 7 | 7 |

| PM Peak Hour | | | | | | | | | | | | |
|---|---------------------|-------|-------|------------|-------|-------|---------------------|-------|-------|-----------|-------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 02/23/2011 | 677 | 1,583 | 406 | 346 | 1,309 | 629 | 669 | 1,196 | 360 | 340 | 985 | 365 |
| Peak Season Volume | 677 | 1,583 | 406 | 346 | 1,309 | 629 | 669 | 1,196 | 360 | 340 | 985 | 365 |
| Traffic Volume Growth | 24 | 56 | 14 | 12 | 47 | 22 | 24 | 42 | 13 | 12 | 35 | 13 |
| Committed Development | 75 | 303 | 111 | 241 | 381 | 136 | 116 | 88 | 110 | 110 | 51 | 166 |
| 0.5% Traffic Volume Growth | 49 | 56 | 14 | 12 | 47 | 22 | 24 | 42 | 13 | 12 | 35 | 13 |
| Committed + 0.5% Growth | 124 | 359 | 125 | 253 | 428 | 158 | 140 | 130 | 123 | 122 | 86 | 179 |
| Max (Committed + 0.5% or Historic Growth) | 124 | 359 | 125 | 253 | 428 | 158 | 140 | 130 | 123 | 122 | 86 | 179 |
| Background Traffic Volumes | 801 | 1,942 | 531 | 599 | 1,737 | 787 | 809 | 1,326 | 483 | 462 | 1,071 | 544 |
| Project Traffic (Residential) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | 15.0% | | | | | 2.0% | | | | | 20.0% |
| Inbound Traffic Volumes | | 5 | | | | | 1 | | | | | 6 |
| Outbound Traffic Assignment | | | | 20.0% | 15.0% | 2.0% | | | | | | |
| Outbound Traffic Volumes | | | | 25 | 19 | 3 | | | | | | |
| Project Traffic | | 5 | | 25 | 19 | 3 | 1 | | | | | 6 |
| Project Traffic | | | | | | | | | | | | |
| Inbound Traffic Assignment | | 15.0% | | | | | 20.0% | | | | | 17.0% |
| Inbound Traffic Volumes | | 1 | | | | | 2 | | | | | 2 |
| Outbound Traffic Assignment | | | | 17.0% | 15.0% | 20.0% | | | | | | |
| Outbound Traffic Volumes | | | | 1 | 1 | 2 | | | | | | |
| Project Traffic | | 1 | | 1 | 1 | 2 | 2 | | | | | 2 |
| RTOR Reduction | | | | | | (60) | | | (10) | | | (10) |
| TOTAL TRAFFIC | 801 | 1,948 | 531 | 625 | 1,757 | 732 | 812 | 1,326 | 473 | 462 | 1,071 | 542 |
| Critical Volume Analysis | | | | | | | | | | | | |
| No. of Lanes | 3 | 4 | 1 | 3 | 4 | 2 | 3 | 3 | 2 | 2 | 3 | 1 |
| Approach Volume | 3,280 | | | 3,114 | | | 2,611 | | | 2,075 | | |
| Per Lane Volume | 267 | 487 | 531 | 208 | 439 | 366 | 271 | 442 | 237 | 231 | 357 | 542 |
| Overlap Reduction | 0 | 0 | (231) | 0 | 0 | (271) | 0 | 0 | (237) | 0 | 0 | (208) |
| Net Per Lane Volume | 267 | 487 | 300 | 208 | 439 | 95 | 271 | 442 | 0 | 231 | 357 | 334 |
| North-South Critical | NB LT + SB TH = 706 | | | | | | SB LT + NB TH = 695 | | | | | |
| East-West Critical | EB LT + WB TH = 628 | | | | | | WB LT + EB TH = 673 | | | | | |
| Maximum Critical Sum | 706 | | | + 673 | | | = 1,379 | | | | | |
| STATUS ? | | | | | | NEAR | | | | | | |

VOLUME DEVELOPMENT SHEET
ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS
STATE ROAD 7 & SOUTHERN BOULEVARD
Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%
Peak Season = 1 1
Buildout Year = 2018 2018
Years = 5 5

| <u>AM Peak Hour</u> | | | | | | | | | | | | |
|---|------------|-------|-------|------------|-------|-----|-----------|------|-------|-----------|------|-----|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 02/05/2013 | 406 | 1,211 | 579 | 323 | 1,104 | 289 | 530 | 95 | 420 | 479 | 40 | 171 |
| Peak Season Volume | 406 | 1,211 | 579 | 323 | 1,104 | 289 | 530 | 95 | 420 | 479 | 40 | 171 |
| Traffic Volume Growth | 10 | 31 | 15 | 8 | 28 | 7 | 13 | 2 | 11 | 12 | 1 | 4 |
| Committed Development | 97 | 122 | 134 | 43 | 149 | 62 | 65 | 107 | 118 | 92 | 96 | 33 |
| 0.5% Traffic Volume Growth | 10 | 31 | 15 | 8 | 28 | 7 | 13 | 2 | 11 | 12 | 1 | 4 |
| Committed + 0.5% Growth | 107 | 153 | 149 | 51 | 177 | 69 | 78 | 109 | 129 | 104 | 97 | 37 |
| Max (Committed + 0.5% or Historic Growth) | 107 | 153 | 149 | 51 | 177 | 69 | 78 | 109 | 129 | 104 | 97 | 37 |
| Background Traffic Volumes | 513 | 1,364 | 728 | 374 | 1,281 | 358 | 608 | 204 | 549 | 583 | 137 | 208 |
| Project Traffic (Residential) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | 22.0% | | | | 3.0% | 28.0% | | |
| Inbound Traffic Volumes | | | | | 7 | | | | 1 | 9 | | |
| Outbound Traffic Assignment | 3.0% | 22.0% | 28.0% | | | | | | | | | |
| Outbound Traffic Volumes | 4 | 28 | 36 | | | | | | | | | |
| Project Traffic | 4 | 28 | 36 | | 7 | | | | 1 | 9 | | |
| Project Traffic Commercial | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | 15.0% | | | | 12.0% | 8.0% | | |
| Inbound Traffic Volumes | | | | | | | | | | | | |
| Outbound Traffic Assignment | 12.0% | 15.0% | 8.0% | | | | | | | | | |
| Outbound Traffic Volumes | | | | | | | | | | | | |
| Project Traffic | | | | | | | | | | | | |
| RTOR Reduction | | | | | | | | | | | | |
| TOTAL TRAFFIC | 517 | 1,392 | 764 | 374 | 1,288 | 358 | 608 | 204 | 550 | 592 | 137 | 208 |

VOLUME DEVELOPMENT SHEET
ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS
STATE ROAD 7 & SOUTHERN BOULEVARD
Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%
Peak Season = 1 1
Buildout Year = 2018 2018
Years = 5 5

| PM Peak Hour | | | | | | | | | | | | |
|---|------------|-------|-------|------------|-------|-----|-----------|------|-------|-----------|------|-----|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 02/05/2013 | 577 | 1,633 | 493 | 224 | 1,379 | 503 | 732 | 74 | 419 | 753 | 158 | 306 |
| Peak Season Volume | 577 | 1,633 | 493 | 224 | 1,379 | 503 | 732 | 74 | 419 | 753 | 158 | 306 |
| Traffic Volume Growth | 15 | 41 | 12 | 6 | 35 | 13 | 18 | 2 | 11 | 19 | 4 | 8 |
| Committed Development | 209 | 219 | 143 | 56 | 192 | 121 | 123 | 175 | 191 | 163 | 174 | 51 |
| 0.5% Traffic Volume Growth | 29 | 41 | 12 | 6 | 35 | 13 | 18 | 2 | 11 | 19 | 4 | 8 |
| Committed + 0.5% Growth | 238 | 260 | 155 | 62 | 227 | 134 | 141 | 177 | 202 | 182 | 178 | 59 |
| Max (Committed + 0.5% or Historic Growth) | 238 | 260 | 155 | 62 | 227 | 134 | 141 | 177 | 202 | 182 | 178 | 59 |
| Background Traffic Volumes | 815 | 1,893 | 648 | 286 | 1,606 | 637 | 873 | 251 | 621 | 935 | 336 | 365 |
| Project Traffic (Residential) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | 22.0% | | | | 3.0% | 28.0% | | |
| Inbound Traffic Volumes | | | | | 28 | | | | 4 | 35 | | |
| Outbound Traffic Assignment | 3.0% | 22.0% | 28.0% | | | | | | | | | |
| Outbound Traffic Volumes | 2 | 15 | 19 | | | | | | | | | |
| Project Traffic | 2 | 15 | 19 | | 28 | | | | 4 | 35 | | |
| Project Traffic | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | 15.0% | | | | 12.0% | 8.0% | | |
| Inbound Traffic Volumes | | | | | 1 | | | | 1 | 1 | | |
| Outbound Traffic Assignment | 12.0% | 15.0% | 8.0% | | | | | | | | | |
| Outbound Traffic Volumes | 1 | 1 | 1 | | | | | | | | | |
| Project Traffic | 1 | 1 | 1 | | 1 | | | | 1 | 1 | | |
| RTOR Reduction | | | | | | | | | | | | |
| TOTAL TRAFFIC | 818 | 1,909 | 668 | 286 | 1,635 | 637 | 873 | 251 | 626 | 971 | 336 | 365 |

CRITICAL SUM INTERSECTION ANALYSIS SHEET
ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS
STATE ROAD 7 & OLD HAMMOCK WAY/ISLA VERDE WAY
Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%
Peak Season = 1.05 1.05
Buildout Year = 2018 2018
Years = 6 6

| AM Peak Hour | | | | | | | | | | | | | |
|---|---------------------|-------|------|------------|-------|---------------------|-----------|------|------|-----------|-------|------|--|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | |
| Existing Volume on 10/03/2012 | 89 | 1,748 | 9 | 31 | 1,797 | 45 | 77 | 2 | 107 | 13 | 1 | 5 | |
| Peak Season Volume | 93 | 1,835 | 9 | 33 | 1,887 | 47 | 81 | 2 | 112 | 14 | 1 | 5 | |
| Traffic Volume Growth | 3 | 56 | 0 | 1 | 57 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | |
| Committed Development | 0 | 750 | 0 | 0 | 758 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0.5% Traffic Volume Growth | 3 | 56 | 0 | 1 | 57 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | |
| Committed + 0.5% Growth | 3 | 806 | 0 | 1 | 815 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | |
| Max (Committed + 0.5% or Historic Growth) | 3 | 806 | 0 | 1 | 815 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | |
| Background Traffic Volumes | 96 | 2,641 | 9 | 34 | 2,702 | 48 | 83 | 2 | 115 | 14 | 1 | 5 | |
| Project Traffic (Residential) | | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | | | | | | | | | |
| Inbound Traffic Volumes | | | | | | | | | | | | | |
| Outbound Traffic Assignment | | | | | | | | | | | | | |
| Outbound Traffic Volumes | | | | | | | | | | | | | |
| Project Traffic | | | | | | | | | | | | | |
| Project Traffic | | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | | | | | | | | | |
| Inbound Traffic Volumes | | | | | | | | | | | | | |
| Outbound Traffic Assignment | | | | | | | | | | | | | |
| Outbound Traffic Volumes | | | | | | | | | | | | | |
| Project Traffic | | | 39 | 71 | | | | 3 | | 63 | 5 | 6 | |
| RTOR Reduction | | | (60) | | | (60) | | | (10) | | | (10) | |
| TOTAL TRAFFIC | 96 | 2,641 | 0 | 71 | 2,702 | 0 | 83 | 3 | 105 | 63 | 5 | 0 | |
| Critical Volume Analysis | | | | | | | | | | | | | |
| No. of Lanes | 1 | 4 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | |
| Approach Volume | 2,737 | | | 2,773 | | | 191 | | | 68 | | | |
| Per Lane Volume | 96 | 660 | 0 | 71 | 676 | 0 | 83 | 108 | 0 | 63 | 5 | 0 | |
| Overlap Reduction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Net Per Lane Volume | 96 | 660 | 0 | 71 | 676 | 0 | 83 | 108 | 0 | 63 | 5 | 0 | |
| North-South Critical | NB LT + SB TH = 772 | | | | | SB LT + NB TH = 731 | | | | | | | |
| East-West Critical | EB LT + WB TH = 88 | | | | | WB LT + EB TH = 171 | | | | | | | |
| Maximum Critical Sum | 772 | | | | | + 171 | | | | | = 943 | | |
| STATUS ? | | | | | UNDER | | | | | | | | |

CRITICAL SUM INTERSECTION ANALYSIS SHEET
ISLA VERDE RESIDENTIAL/COMMERCIAL/ROYAL OFFICE/ROYAL PALM TOYS
STATE ROAD 7 & OLD HAMMOCK WAY/ISLA VERDE WAY
Existing Geometry

Growth Rate = 0.50% *Actual growth rate is 0.15%
Peak Season = 1.05 1.05
Buildout Year = 2018 2018
Years = 6 6

| PM Peak Hour | | | | | | | | | | | | |
|---|---------------------|-------|------|------------|-------|------|----------------------|------|------|-----------|------|------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume on 10/03/2012 | 141 | 1,976 | 73 | 159 | 1,801 | 95 | 55 | 2 | 91 | 135 | 10 | 143 |
| Peak Season Volume | 148 | 2,075 | 77 | 167 | 1,891 | 100 | 58 | 2 | 96 | 142 | 11 | 150 |
| Traffic Volume Growth | 4 | 63 | 2 | 5 | 57 | 3 | 2 | 0 | 3 | 4 | 0 | 5 |
| Committed Development | 0 | 891 | 0 | 0 | 952 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0.5% Traffic Volume Growth | 9 | 63 | 2 | 5 | 57 | 3 | 2 | 0 | 3 | 4 | 0 | 5 |
| Committed + 0.5% Growth | 9 | 954 | 2 | 5 | 1,009 | 3 | 2 | 0 | 3 | 4 | 0 | 5 |
| Max (Committed + 0.5% or Historic Growth) | 9 | 954 | 2 | 5 | 1,009 | 3 | 2 | 0 | 3 | 4 | 0 | 5 |
| Background Traffic Volumes | 157 | 3,029 | 79 | 172 | 2,900 | 103 | 60 | 2 | 99 | 146 | 11 | 155 |
| Project Traffic (Residential) | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | | | | | | | | |
| Inbound Traffic Volumes | | | | | | | | | | | | |
| Outbound Traffic Assignment | | | | | | | | | | | | |
| Outbound Traffic Volumes | | | | | | | | | | | | |
| Project Traffic | | | | | | | | | | | | |
| Project Traffic | | | | | | | | | | | | |
| Inbound Traffic Assignment | | | | | | | | | | | | |
| Inbound Traffic Volumes | | | | | | | | | | | | |
| Outbound Traffic Assignment | | | | | | | | | | | | |
| Outbound Traffic Volumes | | | | | | | | | | | | |
| Project Traffic | | | 128 | 296 | | | | 2 | | 339 | 14 | 78 |
| RTOR Reduction | | | (60) | | | (60) | | | (10) | | | (10) |
| TOTAL TRAFFIC | 157 | 3,029 | 68 | 296 | 2,900 | 43 | 60 | 4 | 89 | 339 | 14 | 68 |
| Critical Volume Analysis | | | | | | | | | | | | |
| No. of Lanes | 1 | 4 | 1 | 1 | 4 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Approach Volume | 3,254 | | | 3,239 | | | 153 | | | 421 | | |
| Per Lane Volume | 157 | 757 | 68 | 296 | 725 | 43 | 60 | 93 | 0 | 339 | 82 | 0 |
| Overlap Reduction | 0 | 0 | (68) | 0 | 0 | (43) | 0 | 0 | 0 | 0 | 0 | 0 |
| Net Per Lane Volume | 157 | 757 | 0 | 296 | 725 | 0 | 60 | 93 | 0 | 339 | 82 | 0 |
| North-South Critical | NB LT + SB TH = 882 | | | | | | SB LT + NB TH = 1053 | | | | | |
| East-West Critical | EB LT + WB TH = 142 | | | | | | WB LT + EB TH = 432 | | | | | |
| Maximum Critical Sum | 1053 | | | | | | + 432 = 1,485 | | | | | |
| STATUS ? | | | | | | | OVER | | | | | |

APPENDIX D: HCS AND SYNCHRO OUTPUT

| TWO-WAY STOP CONTROL SUMMARY | | | | | | | | |
|--|-------------|------------|-----------|--------------------------|------------------|-----------|----|----|
| General Information | | | | Site Information | | | | |
| Analyst | KHA Analyst | | | Intersection | SR7 & Driveway 4 | | | |
| Agency/Co. | KHA | | | Jurisdiction | PBC | | | |
| Date Performed | 10/14/2013 | | | Analysis Year | 2018 | | | |
| Analysis Time Period | AM Peak | | | | | | | |
| Project Description | | | | | | | | |
| East/West Street: | | | | North/South Street: | | | | |
| 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) | | 1117 | 34 | | 0 | | | |
| Peak-Hour Factor, PHF | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 1175 | 35 | 0 | 0 | 0 | | |
| Percent Heavy Vehicles | 0 | -- | -- | 0 | -- | -- | | |
| Median Type | Raised curb | | | | | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 2 | 1 | 0 | 2 | 0 | | |
| Configuration | | T | R | | T | | | |
| Upstream Signal | | 0 | | | 0 | | | |
| Minor Street | Eastbound | | | Westbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | | | | | | 123 | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 0 | 0 | 0 | 0 | 129 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Percent Grade (%) | 0 | | | 0 | | | | |
| Flared Approach | | N | | | N | | | |
| Storage | | 0 | | | 0 | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 0 | 0 | 0 | 0 | 1 | | |
| Configuration | | | | | | R | | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | Northbound | Southbound | Westbound | | | Eastbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | | | | | R | | | |
| v (veh/h) | | | | | 129 | | | |
| C (m) (veh/h) | | | | | 513 | | | |
| v/c | | | | | 0.25 | | | |
| 95% queue length | | | | | 0.99 | | | |
| Control Delay (s/veh) | | | | | 14.4 | | | |
| LOS | | | | | B | | | |
| Approach Delay (s/veh) | -- | -- | 14.4 | | | | | |
| Approach LOS | -- | -- | B | | | | | |























| TWO-WAY STOP CONTROL SUMMARY | | | | | | | | |
|--|-------------|------------|-----------|------------|--------------------------|------------------|----|----|
| General Information | | | | | Site Information | | | |
| Analyst | KHA Analyst | | | | Intersection | SR7 & Driveway 4 | | |
| Agency/Co. | KHA | | | | Jurisdiction | PBC | | |
| Date Performed | 10/14/2013 | | | | Analysis Year | 2018 | | |
| Analysis Time Period | PM Peak | | | | | | | |
| Project Description | | | | | | | | |
| East/West Street: | | | | | North/South Street: | | | |
| 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) | | 1262 | 168 | | 1151 | | | |
| Peak-Hour Factor, PHF | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 1328 | 176 | 0 | 1211 | 0 | | |
| Percent Heavy Vehicles | 0 | -- | -- | 0 | -- | -- | | |
| Median Type | Raised curb | | | | | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 2 | 1 | 0 | 2 | 0 | | |
| Configuration | | T | R | | T | | | |
| Upstream Signal | | 0 | | | 0 | | | |
| Minor Street | Eastbound | | | Westbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | | | | | | 202 | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 0 | 0 | 0 | 0 | 212 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Percent Grade (%) | 0 | | | 0 | | | | |
| Flared Approach | | N | | | N | | | |
| Storage | | 0 | | | 0 | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 0 | 0 | 0 | 0 | 1 | | |
| Configuration | | | | | | R | | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | Northbound | Southbound | Westbound | | | Eastbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | | | | | R | | | |
| v (veh/h) | | | | | 212 | | | |
| C (m) (veh/h) | | | | | 464 | | | |
| v/c | | | | | 0.46 | | | |
| 95% queue length | | | | | 2.35 | | | |
| Control Delay (s/veh) | | | | | 19.1 | | | |
| LOS | | | | | C | | | |
| Approach Delay (s/veh) | -- | -- | 19.1 | | | | | |
| Approach LOS | -- | -- | C | | | | | |

HCM Signalized Intersection Capacity Analysis

15: SR 7/US 441/SR 7 & Southern Boulevard

AM Peak - Proposed Laneage

2/28/2014

























| |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  | |
| Volume (vph) | 608 | 204 | 550 | 592 | 137 | 208 | 517 | 1392 | 764 | 374 | 1288 | 358 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 0.0 | 4.0 | 4.0 | 8.0 | 9.0 | 6.0 | -1.0 | 8.0 | 6.0 | 3.0 |
| Lane Util. Factor | 0.94 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 0.94 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 4990 | 1863 | 1583 | 4990 | 1863 | 1583 | 4990 | 5085 | 1583 | 3433 | 6408 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 4990 | 1863 | 1583 | 4990 | 1863 | 1583 | 4990 | 5085 | 1583 | 3433 | 6408 | 1583 |
| Peak-hour factor, PHF | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph) | 608 | 204 | 550 | 592 | 137 | 208 | 517 | 1392 | 764 | 374 | 1288 | 358 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 106 |
| Lane Group Flow (vph) | 608 | 204 | 550 | 592 | 137 | 72 | 517 | 1392 | 764 | 374 | 1288 | 252 |
| Turn Type | Split | NA | Free | Split | NA | pm+ov | Prot | NA | Free | Prot | NA | pm+ov |
| Protected Phases | 8 | 8 | | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | 8 |
| Permitted Phases | | | Free | | | 4 | | | Free | | | 2 |
| Actuated Green, G (s) | 23.7 | 23.7 | 160.0 | 22.6 | 22.6 | 41.7 | 27.0 | 55.6 | 160.0 | 19.1 | 46.7 | 70.4 |
| Effective Green, g (s) | 27.7 | 27.7 | 160.0 | 26.6 | 26.6 | 49.7 | 31.0 | 60.6 | 160.0 | 23.1 | 51.7 | 80.4 |
| Actuated g/C Ratio | 0.17 | 0.17 | 1.00 | 0.17 | 0.17 | 0.31 | 0.19 | 0.38 | 1.00 | 0.14 | 0.32 | 0.50 |
| Clearance Time (s) | 8.0 | 8.0 | | 8.0 | 8.0 | 12.0 | 13.0 | 11.0 | | 12.0 | 11.0 | 8.0 |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 4.0 | | 2.0 | 4.0 | 2.0 |
| Lane Grp Cap (vph) | 863 | 322 | 1583 | 829 | 309 | 491 | 966 | 1925 | 1583 | 495 | 2070 | 825 |
| v/s Ratio Prot | c0.12 | 0.11 | | c0.12 | 0.07 | 0.02 | 0.10 | c0.27 | | 0.11 | c0.20 | 0.05 |
| v/s Ratio Perm | | | 0.35 | | | 0.02 | | | 0.48 | | | 0.10 |
| v/c Ratio | 0.70 | 0.63 | 0.35 | 0.71 | 0.44 | 0.15 | 0.54 | 0.72 | 0.48 | 0.76 | 0.62 | 0.31 |
| Uniform Delay, d1 | 62.3 | 61.4 | 0.0 | 63.1 | 60.0 | 39.8 | 58.0 | 42.5 | 0.0 | 65.7 | 45.9 | 23.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.82 | 0.78 | 1.00 | 0.94 | 0.41 | 0.11 |
| Incremental Delay, d2 | 2.2 | 3.0 | 0.6 | 2.4 | 0.4 | 0.0 | 0.2 | 1.8 | 0.8 | 3.9 | 1.0 | 0.1 |
| Delay (s) | 64.4 | 64.4 | 0.6 | 65.6 | 60.4 | 39.9 | 47.9 | 34.8 | 0.8 | 66.0 | 19.8 | 2.7 |
| Level of Service | E | E | A | E | E | D | D | C | A | E | B | A |
| Approach Delay (s) | | 38.7 | | | 59.1 | | | 27.6 | | | 25.3 | |
| Approach LOS | | D | | | E | | | C | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 33.3 | HCM 2000 Level of Service | | | | C | | | | |
| HCM 2000 Volume to Capacity ratio | | | 0.73 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 160.0 | Sum of lost time (s) | | | | 23.0 | | | | |
| Intersection Capacity Utilization | | | 77.9% | ICU Level of Service | | | | D | | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM Signalized Intersection Capacity Analysis

3/10/2014

15: SR 7/US 441/SR 7 & Southern Boulevard























PM Peak Hour - Proposed Laneage/Optimized Timing

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 873 | 251 | 626 | 971 | 336 | 365 | 818 | 1909 | 668 | 286 | 1635 | 637 |
| Ideal Flow (vphpl) | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 8.0 | 9.0 | 6.0 | 6.0 | 8.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.94 | 1.00 | 1.00 | 0.94 | 1.00 | 1.00 | 0.94 | 0.91 | 1.00 | 0.97 | 0.86 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 5122 | 1912 | 1625 | 5122 | 1912 | 1625 | 5122 | 5219 | 1625 | 3523 | 6576 | 1625 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 5122 | 1912 | 1625 | 5122 | 1912 | 1625 | 5122 | 5219 | 1625 | 3523 | 6576 | 1625 |
| Peak-hour factor, 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 |
| Growth Factor (vph) | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% | 87% |
| Adj. Flow (vph) | 799 | 230 | 573 | 889 | 308 | 334 | 749 | 1748 | 612 | 262 | 1497 | 583 |
| RTOR Reduction (vph) | 0 | 0 | 242 | 0 | 0 | 62 | 0 | 0 | 315 | 0 | 0 | 322 |
| Lane Group Flow (vph) | 799 | 230 | 331 | 889 | 308 | 272 | 749 | 1748 | 297 | 262 | 1497 | 261 |
| Turn Type | Split | NA | Perm | Split | NA | pm+ov | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 8 | 8 | | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | | | 6 | | | 2 |
| Actuated Green, G (s) | 29.3 | 29.3 | 29.3 | 27.7 | 27.7 | 42.5 | 22.0 | 49.2 | 49.2 | 14.8 | 41.0 | 41.0 |
| Effective Green, g (s) | 33.3 | 33.3 | 33.3 | 31.7 | 31.7 | 50.5 | 26.0 | 54.2 | 54.2 | 18.8 | 46.0 | 46.0 |
| Actuated g/C Ratio | 0.21 | 0.21 | 0.21 | 0.20 | 0.20 | 0.32 | 0.16 | 0.34 | 0.34 | 0.12 | 0.29 | 0.29 |
| Clearance Time (s) | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 12.0 | 13.0 | 11.0 | 11.0 | 12.0 | 11.0 | 11.0 |
| Vehicle Extension (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 4.0 | 4.0 | 2.0 | 4.0 | 4.0 |
| Lane Grp Cap (vph) | 1066 | 397 | 338 | 1014 | 378 | 512 | 832 | 1767 | 550 | 413 | 1890 | 467 |
| v/s Ratio Prot | 0.16 | 0.12 | | c0.17 | 0.16 | 0.06 | 0.15 | c0.33 | | 0.07 | c0.23 | |
| v/s Ratio Perm | | | c0.20 | | | 0.10 | | | 0.18 | | | 0.16 |
| v/c Ratio | 0.75 | 0.58 | 0.98 | 0.88 | 0.81 | 0.53 | 0.90 | 0.99 | 0.54 | 0.63 | 0.79 | 0.56 |
| Uniform Delay, d1 | 59.4 | 57.0 | 63.0 | 62.3 | 61.3 | 45.0 | 65.7 | 52.6 | 42.8 | 67.3 | 52.6 | 48.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.73 | 0.59 | 0.46 | 0.76 | 0.64 | 0.72 |
| Incremental Delay, d2 | 2.6 | 1.3 | 43.5 | 8.4 | 12.0 | 0.5 | 8.6 | 14.8 | 2.4 | 2.1 | 3.1 | 4.2 |
| Delay (s) | 62.0 | 58.3 | 106.5 | 70.7 | 73.4 | 45.5 | 56.6 | 45.9 | 22.0 | 53.2 | 36.8 | 39.0 |
| Level of Service | E | E | F | E | E | D | E | D | C | D | D | D |
| Approach Delay (s) | | 77.4 | | | 65.7 | | | 43.8 | | | 39.2 | |
| Approach LOS | | E | | | E | | | D | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 52.7 | | | HCM 2000 Level of Service | | | | D | | |
| HCM 2000 Volume to Capacity ratio | | | 0.97 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 160.0 | | | Sum of lost time (s) | | | 23.0 | | | |
| Intersection Capacity Utilization | | | 85.6% | | | ICU Level of Service | | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

HCM 2010 Signalized Intersection Summary

12: SR 7/US 441 & Old Hammock Way/Isla Verde Drive























12/11/2013

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Volume (veh/h) | 98 | 3 | 127 | 65 | 5 | 0 | 113 | 2234 | 0 | 83 | 2296 | 0 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 |
| Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 4 | 1 | 1 | 4 | 1 |
| Cap, veh/h | 278 | 4 | 152 | 158 | 148 | 0 | 141 | 2645 | 654 | 436 | 3714 | 918 |
| Arrive On Green | 0.06 | 0.10 | 0.07 | 0.05 | 0.08 | 0.00 | 0.08 | 0.41 | 0.00 | 0.25 | 0.58 | 0.00 |
| Sat Flow, veh/h | 1774 | 37 | 1552 | 1774 | 1863 | 0 | 1774 | 6408 | 1583 | 1774 | 6408 | 1583 |
| Grp Volume(v), veh/h | 98 | 0 | 130 | 65 | 5 | 0 | 113 | 2234 | 0 | 83 | 2296 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 0 | 1589 | 1774 | 1863 | 0 | 1774 | 1602 | 1583 | 1774 | 1602 | 1583 |
| Q Serve(g_s), s | 6.2 | 0.0 | 10.2 | 4.2 | 0.3 | 0.0 | 7.9 | 39.6 | 0.0 | 4.7 | 29.6 | 0.0 |
| Cycle Q Clear(g_c), s | 6.2 | 0.0 | 10.2 | 4.2 | 0.3 | 0.0 | 7.9 | 39.6 | 0.0 | 4.7 | 29.6 | 0.0 |
| Prop In Lane | 1.00 | | 0.98 | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 278 | 0 | 155 | 158 | 148 | 0 | 141 | 2645 | 654 | 436 | 3714 | 918 |
| V/C Ratio(X) | 0.35 | 0.00 | 0.84 | 0.41 | 0.03 | 0.00 | 0.80 | 0.84 | 0.00 | 0.19 | 0.62 | 0.00 |
| Avail Cap(c_a), veh/h | 306 | 0 | 227 | 360 | 414 | 0 | 338 | 2645 | 654 | 634 | 3714 | 918 |
| HCM Platoon Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.63 | 0.63 | 0.00 | 0.67 | 0.67 | 0.00 |
| Uniform Delay (d), s/veh | 47.0 | 0.0 | 57.3 | 50.4 | 53.5 | 0.0 | 57.0 | 33.3 | 0.0 | 37.6 | 17.4 | 0.0 |
| Incr Delay (d2), s/veh | 0.8 | 0.0 | 11.1 | 1.7 | 0.0 | 0.0 | 2.6 | 2.3 | 0.0 | 0.1 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 2.9 | 0.0 | 4.8 | 2.0 | 0.2 | 0.0 | 3.6 | 15.3 | 0.0 | 2.0 | 10.5 | 0.0 |
| Lane Grp Delay (d), s/veh | 47.7 | 0.0 | 68.4 | 52.1 | 53.5 | 0.0 | 59.6 | 35.6 | 0.0 | 37.6 | 17.9 | 0.0 |
| Lane Grp LOS | D | | E | D | D | | E | D | | D | B | |
| Approach Vol, veh/h | | 228 | | | 70 | | | 2347 | | | 2379 | |
| Approach Delay, s/veh | | 59.5 | | | 52.2 | | | 36.7 | | | 18.6 | |
| Approach LOS | | E | | | D | | | D | | | B | |
| Timer | | | | | | | | | | | | |
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 14.0 | 19.3 | | 11.7 | 17.0 | | 17.0 | 57.0 | | 38.0 | 78.0 | |
| Change Period (Y+Rc), s | 6.0 | 7.0 | | 6.0 | 7.0 | | 7.0 | 5.0 | | 7.0 | 5.0 | |
| Max Green Setting (Gmax), s | 10.0 | 18.0 | | 20.0 | 28.0 | | 24.0 | 52.0 | | 45.0 | 73.0 | |
| Max Q Clear Time (g_c+I1), s | 8.2 | 12.2 | | 6.2 | 2.3 | | 9.9 | 41.6 | | 6.7 | 31.6 | |
| Green Ext Time (p_c), s | 0.0 | 0.1 | | 0.1 | 0.3 | | 0.3 | 8.9 | | 0.4 | 27.6 | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2010 Ctrl Delay | | | 29.4 | | | | | | | | | |
| HCM 2010 LOS | | | C | | | | | | | | | |
| Notes | | | | | | | | | | | | |

HCM 2010 Signalized Intersection Summary

12: SR 7/US 441 & Old Hammock Way/Isla Verde Drive

1/15/2014

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Volume (veh/h) | 60 | 4 | 89 | 339 | 14 | 68 | 157 | 3029 | 68 | 296 | 2900 | 43 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 |
| Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 4 | 1 | 1 | 4 | 1 |
| Cap, veh/h | 215 | 5 | 109 | 360 | 54 | 264 | 180 | 3053 | 911 | 333 | 3693 | 850 |
| Arrive On Green | 0.04 | 0.07 | 0.05 | 0.17 | 0.20 | 0.18 | 0.10 | 0.41 | 0.41 | 0.19 | 0.50 | 0.50 |
| Sat Flow, veh/h | 1774 | 69 | 1525 | 1774 | 277 | 1348 | 1774 | 7451 | 1583 | 1774 | 7451 | 1583 |
| Grp Volume(v), veh/h | 60 | 0 | 93 | 339 | 0 | 82 | 157 | 3029 | 68 | 296 | 2900 | 43 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 0 | 1594 | 1774 | 0 | 1625 | 1774 | 1863 | 1583 | 1774 | 1863 | 1583 |
| Q Serve(g_s), s | 4.7 | 0.0 | 8.7 | 22.9 | 0.0 | 6.6 | 13.2 | 61.2 | 0.8 | 24.6 | 48.6 | 1.0 |
| Cycle Q Clear(g_c), s | 4.7 | 0.0 | 8.7 | 22.9 | 0.0 | 6.6 | 13.2 | 61.2 | 0.8 | 24.6 | 48.6 | 1.0 |
| Prop In Lane | 1.00 | | 0.96 | 1.00 | | 0.83 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 215 | 0 | 114 | 360 | 0 | 318 | 180 | 3053 | 911 | 333 | 3693 | 850 |
| V/C Ratio(X) | 0.28 | 0.00 | 0.81 | 0.94 | 0.00 | 0.26 | 0.87 | 0.99 | 0.07 | 0.89 | 0.79 | 0.05 |
| Avail Cap(c_a), veh/h | 388 | 0 | 179 | 371 | 0 | 318 | 199 | 3053 | 911 | 352 | 3693 | 850 |
| HCM Platoon Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.09 | 0.09 | 0.09 | 0.64 | 0.64 | 0.64 |
| Uniform Delay (d), s/veh | 61.6 | 0.0 | 70.7 | 41.6 | 0.0 | 52.6 | 67.0 | 44.4 | 5.4 | 59.9 | 31.5 | 6.3 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 7.3 | 31.9 | 0.0 | 0.2 | 3.5 | 3.4 | 0.0 | 15.0 | 1.1 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 2.2 | 0.0 | 4.0 | 16.7 | 0.0 | 2.8 | 6.1 | 28.7 | 0.6 | 12.4 | 22.0 | 0.5 |
| Lane Grp Delay (d), s/veh | 62.3 | 0.0 | 78.0 | 73.5 | 0.0 | 52.8 | 70.4 | 47.8 | 5.4 | 74.9 | 32.6 | 6.3 |
| Lane Grp LOS | E | | E | E | | D | E | D | A | E | C | A |
| Approach Vol, veh/h | 153 | | | | 421 | | 3254 | | | | 3239 | |
| Approach Delay, s/veh | 71.8 | | | | 69.5 | | 48.0 | | | | 36.1 | |
| Approach LOS | E | | | | E | | D | | | | D | |
| Timer | | | | | | | | | | | | |
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 12.3 | 17.8 | | 31.1 | 36.6 | | 22.4 | 67.0 | | 35.4 | 80.0 | |
| Change Period (Y+Rc), s | 6.0 | 7.0 | | 6.0 | 7.0 | | 7.0 | 5.0 | | 7.0 | 5.0 | |
| Max Green Setting (Gmax), s | 21.0 | 17.0 | | 26.0 | 22.0 | | 17.0 | 62.0 | | 30.0 | 75.0 | |
| Max Q Clear Time (g_c+I1), s | 6.7 | 10.7 | | 24.9 | 8.6 | | 15.2 | 63.2 | | 26.6 | 50.6 | |
| Green Ext Time (p_c), s | 0.1 | 0.1 | | 0.2 | 0.3 | | 0.2 | 0.0 | | 0.4 | 22.2 | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2010 Ctrl Delay | 44.4 | | | | | | | | | | | |
| HCM 2010 LOS | D | | | | | | | | | | | |
| Notes | | | | | | | | | | | | |

APPENDIX E: PROPORTIONATE SHARE CALCULATION INFORMATION

SR 7 & SR 80 Proportionate Share Calculation - PM Peak Hour

1.) Decrease existing capacity to achieve level of service (LOS) D:

Utilizing the Palm Beach County's existing 2012 PM peak hour turning movement counts and the existing Synchro file, the volumes on all movements were incrementally decreased until the intersection met the Level of Service (LOS) D standard. The volumes on all movements for the intersection were then summed to determine the capacity of the existing intersection.

2012 Existing PM Peak Hour Volumes (NOT MEETING LOS D CAPACITY)

| Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 807 | 84 | 497 | 719 | 187 | 320 | 593 | 1538 | 422 | 240 | 1422 | 552 |

2012 Existing PM Peak Hour Volumes + 0.95 PHF + 14% decrease (MEETING LOS D CAPACITY)

| Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 756 | 79 | 466 | 674 | 175 | 300 | 556 | 1441 | 395 | 225 | 1332 | 517 |

2012 Existing Intersection Capacity (Meeting LOS D Capacity): 6916

2.) Increase proposed capacity to achieve level of service (LOS) D:

Utilizing the proposed volumes (including committed developments, project growth, and project traffic) and the modified Synchro file, the volumes on all movements, on all approaches were incrementally increased until the point before the intersection exceeded the Level of Service (LOS) D threshold. The volumes on all movements for the proposed intersection were then summed to determine the capacity of the intersection.

2016 Proposed PM Peak Hour Volumes + 0.95 PHF + 0% increase (MEETING LOS D CAPACITY Minimum)

| Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|------|-------|-----------|------|-------|------------|------|-------|------------|------|-------|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 764 | 101 | 745 | 952 | 253 | 523 | 849 | 1918 | 681 | 317 | 1759 | 844 |

2012 Existing Capacity (Meeting LOS D Capacity): 9706

3.) Determine the change in capacity between existing and proposed conditions:

The change in capacity was determined by taking the difference between the proposed capacity and the existing capacity.

Change in Capacity: Proposed Capacity - Existing Capacity

$$9706 - 6916 = 2790$$

4.) Determine the total project traffic:

The project traffic included in the proposed scenario was summed to determine the total PM project traffic added to the intersection.

Net new Project Traffic (Proposed – Approved) = 5 (commercial) ; 41 (residential)

5.) Determine the project traffic percentage of the added capacity:

The project traffic was then divided by the change in capacity to determine the project traffic percentage of the added capacity.

$$\text{Project Traffic Percentage of the Added Capacity} = \frac{\text{Project Traffic}}{\text{Change in Capacity}}$$

$$\text{Project Traffic Percentage of the Added Capacity (residential)} = \frac{41}{2790} = 1.47\%$$

$$\text{Project Traffic Percentage of the Added Capacity (commercial)} = \frac{5}{2790} = 0.18\%$$

SR 7 & SR 80 Proportionate Share Calculation - AM Peak Hour

1.) Determine change in capacity between existing and proposed conditions:

The change in capacity was determined for the PM peak hour conditions by taking the difference between the proposed capacity and the existing capacity. It is assumed that this value represents the change in capacity for the intersection and was therefore used for the AM peak hour analysis.

Change in Capacity: Proposed Capacity - Existing Capacity

$$9706 - 6916 = 2790$$

2.) Determine the total project traffic:

The project traffic included in the proposed scenario was summed to determine the total AM project traffic added to the intersection.

Net new Project Traffic (Proposed – Approved) = 2 (commercial) ; 56 (residential)

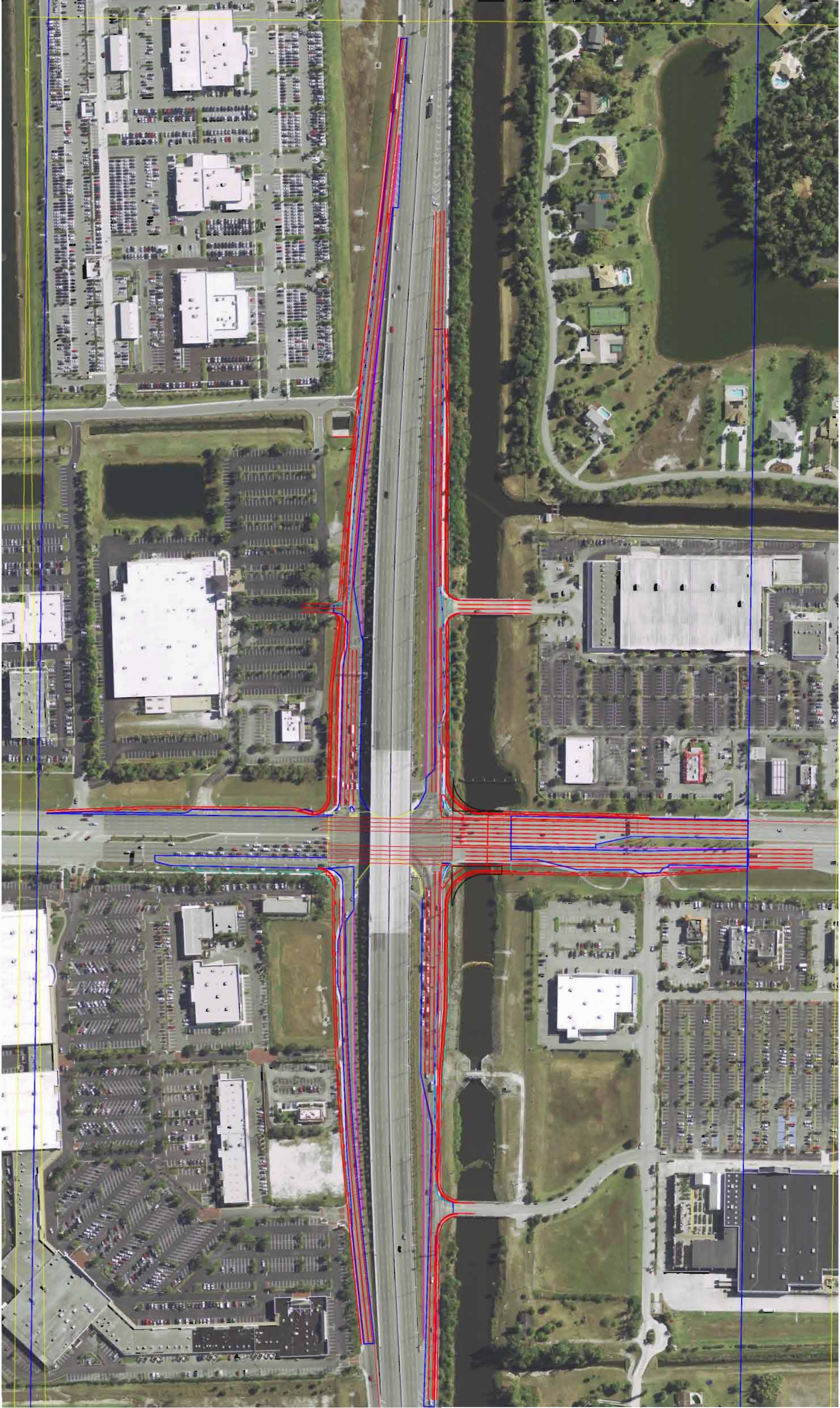
3.) Determine the project traffic percentage of the added capacity:

The project traffic was then divided by the change in capacity to determine the project traffic percentage of the added capacity.

$$\text{Project Traffic Percentage of the Added Capacity} = \frac{\text{Project Traffic}}{\text{Change in Capacity}}$$

$$\text{Project Traffic Percentage of the Added Capacity (residential)} = \frac{34}{2790} = \mathbf{1.22\%}$$

$$\text{Project Traffic Percentage of the Added Capacity (commercial)} = \frac{1}{2790} = \mathbf{0.04\%}$$





Kimley-Horn
and Associates, Inc.

Memorandum

To: Nick Uhren, P.E.

From: Christopher W. Heggen, P.E.

Date: May 1, 2013

Re: SR 7 / Pioneer Rd Commercial/Residential
Opinion of Probable Cost and Proportionate Share: SR 7 & SR 80
KHA # 144118006

Suite 200
1920 Wekiva Way
West Palm Beach, Florida
33411

TEL 561 845 0665

Attached please find an updated opinion of probable cost for theoretical capacity improvements at the intersection of SR 7 & SR 80 as identified in the March 2013 traffic impact analysis for the Pioneer Road Commercial/Residential project. As shown, the opinion of probable cost has been updated to reflect feedback from the Palm Beach County Roadway Division that the percentage of the cost attributed to the "Surveying and Engineering" line items be increased from 18% to 25%. The resulting probable cost determination is \$10,260,000, exclusive of right-of-way costs.

Based upon feedback from the Roadway Division, right-of-way costs are estimated at \$750,000. Therefore, the total probable cost determination, inclusive of right-of-way costs, is **\$11,010,000**.

As previously determined, the trips generated by the currently proposed development program that would impact the intersection of SR 7 & SR 80 represent 8.85% of the capacity increase created by the theoretical improvements. Therefore, for the currently proposed program of development, the total proportionate share contribution for improvements at this intersection is:

$$\text{\$11,010,000} \times 8.85\% = \text{\$974,385}$$

The final amount of the proportionate share payment may change depending upon any future adjustments to the proposed program of development or changes to unit costs at the time of project permitting. Please contact me via phone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com if you have any questions regarding this information.

**Opinion of Probable Cost for Modifications to the
SR 7 and SR 80 (Southern Boulevard) Interchange**

Rev. 04/30/2013

| Description | Quantity | Unit | Unit Cost | Cost |
|--|----------|------|---------------|------------------------|
| Clearing and Grubbing | 7.5 | AC | \$ 15,000.00 | \$ 112,500 |
| Removal of Exist Conc Pavt (Sidewalk, Curb and Gutter) | 5460 | SY | \$ 12.50 | \$ 68,250 |
| Earthwork | 8300 | CY | \$ 8.50 | \$ 70,550 |
| Stabilization | 19500 | SY | \$ 3.00 | \$ 58,500 |
| Milling and Resurfacing (Mill 1" RSF w/ 1"FC) | 36000 | SY | \$ 8.00 | \$ 288,000 |
| Widening (OBG 10, 3.0"SP, 1" FC) | 19500 | SY | \$ 38.00 | \$ 741,000 |
| Remove Existing Bridge | 3125 | SF | \$ 30.00 | \$ 93,750 |
| Remove Existing Barrier Wall | 3020 | SF | \$ 30.00 | \$ 90,600 |
| Widen Existing Bridge (Including Walls) | 7300 | SF | \$ 150.00 | \$ 1,095,000 |
| Pipe (24" Avg Diameter) | 300 | LF | \$ 61.00 | \$ 18,300 |
| Exfiltration Trench (24") | 625 | LF | \$ 80.00 | \$ 50,000 |
| New Drainage Structure | 25 | EA | \$ 4,500.00 | \$ 112,500 |
| Modify Drainage Structure | 25 | EA | \$ 3,500.00 | \$ 87,500 |
| Concrete Curb (Type F) | 6765 | LF | \$ 19.50 | \$ 131,918 |
| Concrete Sidewalk 4" Thick | 4050 | SY | \$ 33.50 | \$ 135,675 |
| Remove Existing Guardrail | 810 | LF | \$ 2.05 | \$ 1,661 |
| Guardrail | 100 | LF | \$ 17.00 | \$ 1,700 |
| Guardrail End Treatment | 2 | EA | \$ 2,000.00 | \$ 4,000 |
| Traffic Rail, F Shape | 400 | LF | \$ 80.00 | \$ 32,000 |
| Concrete Traffic Railing | 2150 | LF | \$ 260.00 | \$ 559,000 |
| MSE Wall | 17300 | SF | \$ 30.00 | \$ 519,000 |
| Sodding | 5000 | SY | \$ 2.50 | \$ 12,500 |
| Pavement Markings (Solid) | 2.6 | LM | \$ 850.00 | \$ 2,210 |
| Pavement Markings (Skip) | 1.7 | GM | \$ 300.00 | \$ 510 |
| Ohd Truss Span Sign, Remove | 4 | AS | \$ 8,500.00 | \$ 34,000 |
| Ohd Truss Span Sign, F&I | 2 | AS | \$ 70,000.00 | \$ 140,000 |
| Ohd Truss Span Sign, F&I | 2 | AS | \$ 125,000.00 | \$ 250,000 |
| Modify ExistingTraffic Signal | 1 | PI | \$ 200,000.00 | \$ 200,000 |
| Remove Existing Street Lighting | 1 | LS | \$ 50,000.00 | \$ 50,000 |
| New Street Lighting | 1 | LS | \$ 400,000.00 | \$ 400,000 |
| Unlisted Items (15%) | 1 | LS | | \$ 804,093 |
| Contingency (10%) | 1 | LS | | \$ 616,472 |
| Temporary Traffic Control (10%) | 1 | LS | | \$ 678,119 |
| Mobilization (10%) | 1 | LS | | \$ 745,931 |
| Survey And Engineering (25%) | 1 | LS | | \$ 2,051,309 |
| Subtotal | | | | \$ 10,256,546.99 |
| Say | | | | \$10,260,000.00 |

Note: This Opinion of Cost does not include cost associated with construction phase services, relocation of existing utilities, business damages, clean-up of contaminated soils, acquisition of right-of-way or construction easements.

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent the Engineer's judgment as a design professional familiar with the construction industry. The Engineer can't and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

PIONEER / SR 7 COMMERCIAL / RES
THEORETICAL ROW ACQUISITION: SR 7 & SR 80
PROP SHARE CALCULATION

SR 7



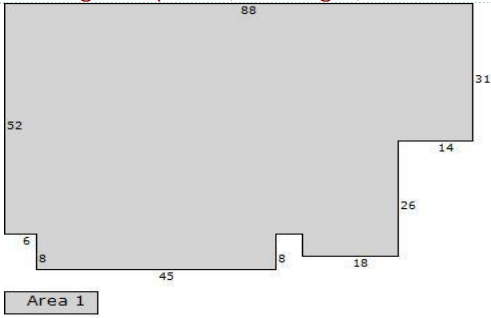
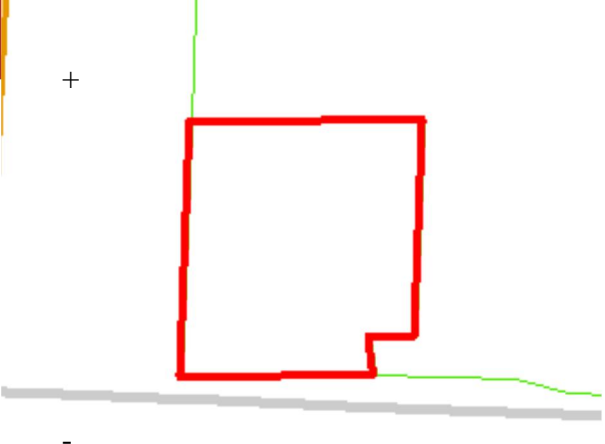
AREA B (GREEN)
1972.86 SF

AREA A (RED)
973.81 SF
FDOT ROW

1" = 60'
↑

PIONEER / SR-7 COMMERCIAL-RES
THEORETICAL ROW ACQUISITION: SR-7 & SR-80
PROP SHARE CALCULATION



| Property Detail | | | | | | | | | | | | |
|--|---|--|--------------------|-------------|------|-----------------|-----------------------|------------------|------------|-----------------------|-----|---|
| Parcel Control Number: | 72424327050080163 | Location Address: | 100 N STATE ROAD 7 | | | | | | | | | |
| Owners: | GE CAPITAL FRANCHISE FINANCE CORPORATION | | | | | | | | | | | |
| Mailing Address: | PO BOX 961026,FORT WORTH TX 76161 0026 | | | | | | | | | | | |
| Last Sale: | Not available | Book/Page#: | 21993 / 69 | | | | | | | | | |
| | | Price: | Not available | | | | | | | | | |
| Legal Description: | PALM BEACH FARMS CO PL NO 3 N 263.5 FT OF S 416.5 FT OF W 180 FT & N 224 FT OF S 416.5 FT OF E 42.97 FT OF W 217 FT O | | | | | | | | | | | |
| 2012 Values (Current) | | 2012 Taxes | | | | | | | | | | |
| Improvement Value | \$330,658 | Ad Valorem | \$25,608 | | | | | | | | | |
| Land Value | \$884,802 | Non Ad Valorem | \$5,470 | | | | | | | | | |
| Total Market Value | \$1,215,460 | Total Tax | \$31,078 | | | | | | | | | |
| Assessed Value | \$1,215,460 | 2012 Qualified Exemptions | | | | | | | | | | |
| Exemption Amount | \$0 | No Details Found | | | | | | | | | | |
| Taxable Value | \$1,215,460 | Applicants | | | | | | | | | | |
| All values are as of January 1st each year | | No Details Found | | | | | | | | | | |
| Building Footprint (Building 1) | | Subarea and Square Footage (Building 1) | | | | | | | | | | |
|  | | <table border="1"> <thead> <tr> <th>Description</th> <th>Area</th> <th>Sq. Footage</th> </tr> </thead> <tbody> <tr> <td>Total Square Footage:</td> <td></td> <td>0</td> </tr> <tr> <td>Total Area Under Air:</td> <td></td> <td>0</td> </tr> </tbody> </table> | | Description | Area | Sq. Footage | Total Square Footage: | | 0 | Total Area Under Air: | | 0 |
| Description | Area | Sq. Footage | | | | | | | | | | |
| Total Square Footage: | | 0 | | | | | | | | | | |
| Total Area Under Air: | | 0 | | | | | | | | | | |
| | | Extra Features | | | | | | | | | | |
| | | <table border="1"> <thead> <tr> <th>Description</th> <th>Unit</th> </tr> </thead> <tbody> <tr> <td>PAVING- ASPHALT</td> <td>29676</td> </tr> <tr> <td>WALKWAY-CONCRETE</td> <td>1139</td> </tr> <tr> <td>WALL</td> <td>396</td> </tr> </tbody> </table> | | Description | Unit | PAVING- ASPHALT | 29676 | WALKWAY-CONCRETE | 1139 | WALL | 396 | |
| Description | Unit | | | | | | | | | | | |
| PAVING- ASPHALT | 29676 | | | | | | | | | | | |
| WALKWAY-CONCRETE | 1139 | | | | | | | | | | | |
| WALL | 396 | | | | | | | | | | | |
| | | Unit may represent the perimeter, square footage, linear footage, total number or other measurement. | | | | | | | | | | |
| Structural Details (Building 1) | | Acres 1.2791 | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>No</th> <th>Description</th> <th></th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>RESTAURANT</td> <td>4732</td> </tr> <tr> <td>2.</td> <td>RESTAURANT</td> <td>0</td> </tr> </tbody> </table> | | No | Description | | 1. | RESTAURANT | 4732 | 2. | RESTAURANT | 0 | MAP | |
| No | Description | | | | | | | | | | | |
| 1. | RESTAURANT | 4732 | | | | | | | | | | |
| 2. | RESTAURANT | 0 | | | | | | | | | | |
| | |  | | | | | | | | | | |

Property Detail

| | | | |
|------------------------|--|-------------------|--------------------|
| Parcel Control Number: | 72424327050080152 | Location Address: | 9905 SOUTHERN BLVD |
| Owners: | CHRIST FELLOWSHIP CHURCH INC | | |
| Mailing Address: | 5343 NORTHLAKE BLVD, PALM BEACH GARDENS FL 33418 4554 | | |
| Last Sale: | Not available | Book/Page#: | 19030 / 631 |
| | | Price: | Not available |
| Legal Description: | PALM BEACH FARMS CO PL NO 3 SLY 194 FT OF TR 15 (LESS E 70 FT E-1 CNL R/W) & TR 16 (LESS SLY 263.5 FT OF WLY 217 FT IN O | | |

2012 Values (Current)

| | |
|--------------------|--------------|
| Improvement Value | \$9,737,361 |
| Land Value | \$4,286,825 |
| Total Market Value | \$14,024,186 |
| Assessed Value | \$14,024,186 |
| Exemption Amount | \$14,024,186 |
| Taxable Value | \$0 |

All values are as of January 1st each year

2012 Taxes

| | |
|----------------|----------|
| Ad Valorem | \$0 |
| Non Ad Valorem | \$18,952 |
| Total Tax | \$18,952 |

2012 Qualified Exemptions

No Details Found

Applicants

No Details Found

Building Footprint (Building 1)☒ Sketch of 72424327050080152**Subarea and Square Footage (Building 1)**

| Description | Area | Sq. Footage |
|-----------------------|------|-------------|
| Total Square Footage: | | 0 |
| Total Area Under Air: | | 0 |

Extra Features

| Description | Unit |
|--------------------------------|--------|
| PAVING- ASPHALT | 2088 |
| PATIO | 6713 |
| PAVING- ASPHALT | 13541 |
| PAVING- ASPHALT | 318080 |
| WALL | 828 |
| FENCE- CHAIN LINK 6FT #11 GAUG | 1218 |

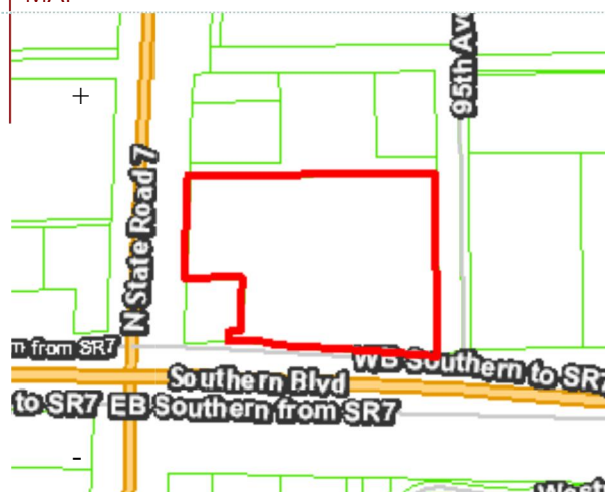
Unit may represent the perimeter, square footage, linear footage, total number or other measurement.

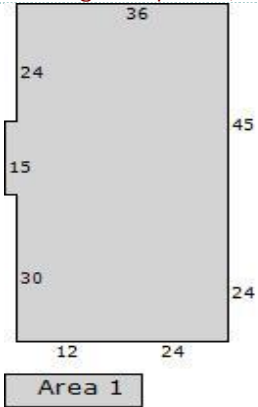
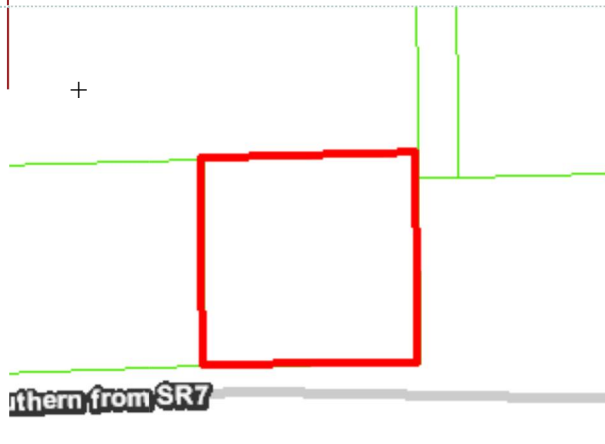
Structural Details (Building 1)


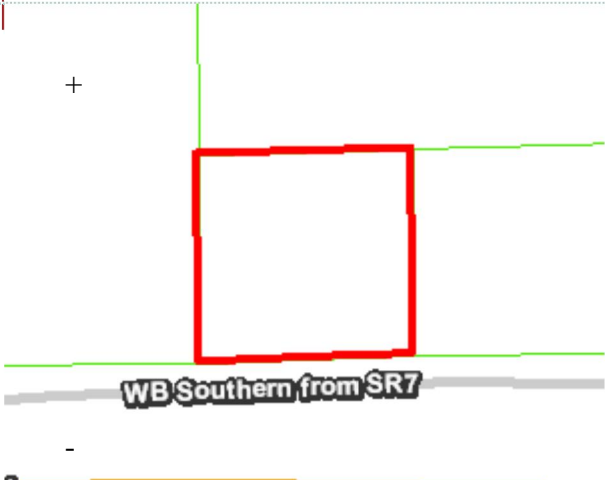
| No | Description | |
|----|-------------|--------|
| 1. | RELIGIOUS | 116601 |
| 2. | OFFICES | 0 |
| 3. | RELIGIOUS | 0 |

Acres 13.9394

MAP



| Property Detail | | | | | | | | | | | | |
|--|--|--|---------------------------|-------------|------|-----------------|-----------------------|------------------|----------------|-----------------------|-----|---|
| Parcel Control Number: | 72424327050090075 | Location Address: | 10115 SOUTHERN BLVD | | | | | | | | | |
| Owners: | TEPEDINO A TR ,TEPEDINO JOSEPHINE TR | | | | | | | | | | | |
| Mailing Address: | TBC TAX UNIT # 4869 C/O PO BOX 35370,LOUISVILLE KY 40232 5370 | | | | | | | | | | | |
| Last Sale: | DEC-1998 | Book/Page#: | 10838 / 0858 Price: \$100 | | | | | | | | | |
| Legal Description: | PALM BEACH FARMS CO PL NO 3 ELY 200.08 FT OF WLY 400.16 FT OF SLY 425 FT OF E 1/2 OF TR 7 (LESS SLY 213 FT SR 80 R/W) BL | | | | | | | | | | | |
| 2012 Values (Current) | | 2012 Taxes | | | | | | | | | | |
| Improvement Value | \$288,483 | Ad Valorem | \$17,186 | | | | | | | | | |
| Land Value | \$527,259 | Non Ad Valorem | \$2,904 | | | | | | | | | |
| Total Market Value | \$815,742 | Total Tax | \$20,090 | | | | | | | | | |
| Assessed Value | \$815,742 | 2012 Qualified Exemptions | | | | | | | | | | |
| Exemption Amount | \$0 | No Details Found | | | | | | | | | | |
| Taxable Value | \$815,742 | Applicants | | | | | | | | | | |
| All values are as of January 1st each year | | No Details Found | | | | | | | | | | |
| Building Footprint (Building 1) | | Subarea and Square Footage (Building 1) | | | | | | | | | | |
|  | | <table border="1"> <thead> <tr> <th>Description</th> <th>Area</th> <th>Sq. Footage</th> </tr> </thead> <tbody> <tr> <td>Total Square Footage:</td> <td></td> <td>0</td> </tr> <tr> <td>Total Area Under Air:</td> <td></td> <td>0</td> </tr> </tbody> </table> | | Description | Area | Sq. Footage | Total Square Footage: | | 0 | Total Area Under Air: | | 0 |
| Description | Area | Sq. Footage | | | | | | | | | | |
| Total Square Footage: | | 0 | | | | | | | | | | |
| Total Area Under Air: | | 0 | | | | | | | | | | |
| | | Extra Features | | | | | | | | | | |
| | | <table border="1"> <thead> <tr> <th>Description</th> <th>Unit</th> </tr> </thead> <tbody> <tr> <td>PAVING- ASPHALT</td> <td>31575</td> </tr> <tr> <td>WALKWAY-CONCRETE</td> <td>1474</td> </tr> <tr> <td>WALL</td> <td>228</td> </tr> </tbody> </table> | | Description | Unit | PAVING- ASPHALT | 31575 | WALKWAY-CONCRETE | 1474 | WALL | 228 | |
| Description | Unit | | | | | | | | | | | |
| PAVING- ASPHALT | 31575 | | | | | | | | | | | |
| WALKWAY-CONCRETE | 1474 | | | | | | | | | | | |
| WALL | 228 | | | | | | | | | | | |
| | | Unit may represent the perimeter, square footage, linear footage, total number or other measurement. | | | | | | | | | | |
| Structural Details (Building 1) | | Acres 0.9801 | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>No</th> <th>Description</th> <th></th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>FRANCHISE FOOD</td> <td>2514</td> </tr> <tr> <td>2.</td> <td>FOOD FRANCHISE</td> <td>0</td> </tr> </tbody> </table> | | No | Description | | 1. | FRANCHISE FOOD | 2514 | 2. | FOOD FRANCHISE | 0 | MAP | |
| No | Description | | | | | | | | | | | |
| 1. | FRANCHISE FOOD | 2514 | | | | | | | | | | |
| 2. | FOOD FRANCHISE | 0 | | | | | | | | | | |
| | |  | | | | | | | | | | |

| Property Detail | | | |
|---|---|--|---------------------|
| Parcel Control Number: | 72424327050090074 | Location Address: | 10193 SOUTHERN BLVD |
| Owners: | FLORIDA STATE OF DOT | | |
| Mailing Address: | RIGHT OF WAY ADMINISTRATOR C/O 3400 COMMERCIAL BLVD,FORT LAUDERDALE FL 33309 3421 | | |
| Last Sale: | Not available | Book/Page#: | 14480 / 671 |
| | | Price: | Not available |
| Legal Description: | PALM BEACH FARMS CO PL NO 3 SLY 425.0 FT OF WLY 200.00 FT OF E 1/2 OF TR 7 (LESS SLY 211.48 FT SR 80 R/W) BLK 9 | | |
| 2012 Values (Current) | | 2012 Taxes | |
| Improvement Value | \$10,976 | Ad Valorem | \$0 |
| Land Value | \$529,358 | Non Ad Valorem | \$0 |
| Total Market Value | \$540,334 | Total Tax | \$0 |
| Assessed Value | \$540,334 | 2012 Qualified Exemptions | |
| Exemption Amount | \$540,334 | No Details Found | |
| Taxable Value | \$0 | Applicants | |
| All values are as of January 1st each year | | No Details Found | |
| Building Footprint (Building 1) | | Subarea and Square Footage (Building 1) | |
|  | | Description | Area Sq. Footage |
| | | Total Square Footage: 0 | |
| | | Total Area Under Air: 0 | |
| | | Extra Features | |
| | | Description | Unit |
| | | FENCE- CHAIN LINK 6FT #11 GAUG | 144 |
| | | PAVING- ASPHALT | 29176 |
| | | Unit may represent the perimeter, square footage, linear footage, total number or other measurement. | |
| Structural Details (Building 1) | | Acres 0.9840 | |
| No Description | | MAP | |
| | |  | |

Pioneer/SR 7 Commercial/ Residential
Proportionate Share Cost determination: SR 7 & SR 80

Area A: *parcel owner: FDOT*

$$\text{Area B: } \frac{\$527,259}{42,693} \text{ land value / SF} = \$12.35 \text{ / SF} \times 1973 \text{ SF} = \$24,367$$

$$\text{Area C: } \frac{\$884,802}{55,718} \text{ land value / SF} = \$15.88 \text{ / SF} \times 4636 \text{ SF} = \$73,620$$

$$\text{Area D: } \frac{\$4,286,825}{607,200} \text{ land value / SF} = \$7.06 \text{ / SF} \times 13878 \text{ SF} = \$97,979$$

ROW COST: \$195,966
based on PAPA land value

multiplier: x 1.5

Anticipated cost for prop
share ROW determination: \$293,949



Kimley-Horn
and Associates, Inc.

March 11, 2014

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

■
Suite 200
1920 Wekiva Way
West Palm Beach, Florida
33411
TEL 561 845 0665

**Re: Wellington Isles (Isla Verde Residential) – Response to Traffic Study Comments
Wellington, Florida
SP 4, MPA 2, DOA 3 (THE 13-125)
KHA # 144843000**

Dear Mr. Newell:

Kimley-Horn and Associates, Inc. received the comments issued by Pinder Troutman Consulting, Inc. dated February 27, 2014 regarding our traffic impact analysis for the above-referenced project. The analysis has been revised to address these comments. Below are our responses to each of the comments issued.

1) Palm Beach County TPS approval letter must be obtained. Certification issue.

Comment noted. The traffic study has been submitted to Palm Beach County Traffic Division for review. A TPS approval letter is pending.

2) We are coordinating our review of the Southern Boulevard & SR 7 intersection proportionate share calculations with Palm Beach County. We understand that the laneage proposed at the interchange is incorrect and will be modified. Upon receiving the revised analysis, further comments regarding this issue may be forthcoming. Certification Issue.

The laneage in Figure 4 and the Synchro analysis in the Appendix has been updated to be consistent with the theoretical laneage previously reviewed and approved by Palm Beach County as part of the Pioneer/SR 7 Commercial/Residential project. Please note that the values used in the proportionate share calculation in the previously submitted analysis correctly reflected this future laneage. Additionally, Appendix E has been added to the report to provide the detailed background on the proportionate share calculations, consistent with the information determined for the Pioneer/SR 7 Commercial/Residential project.

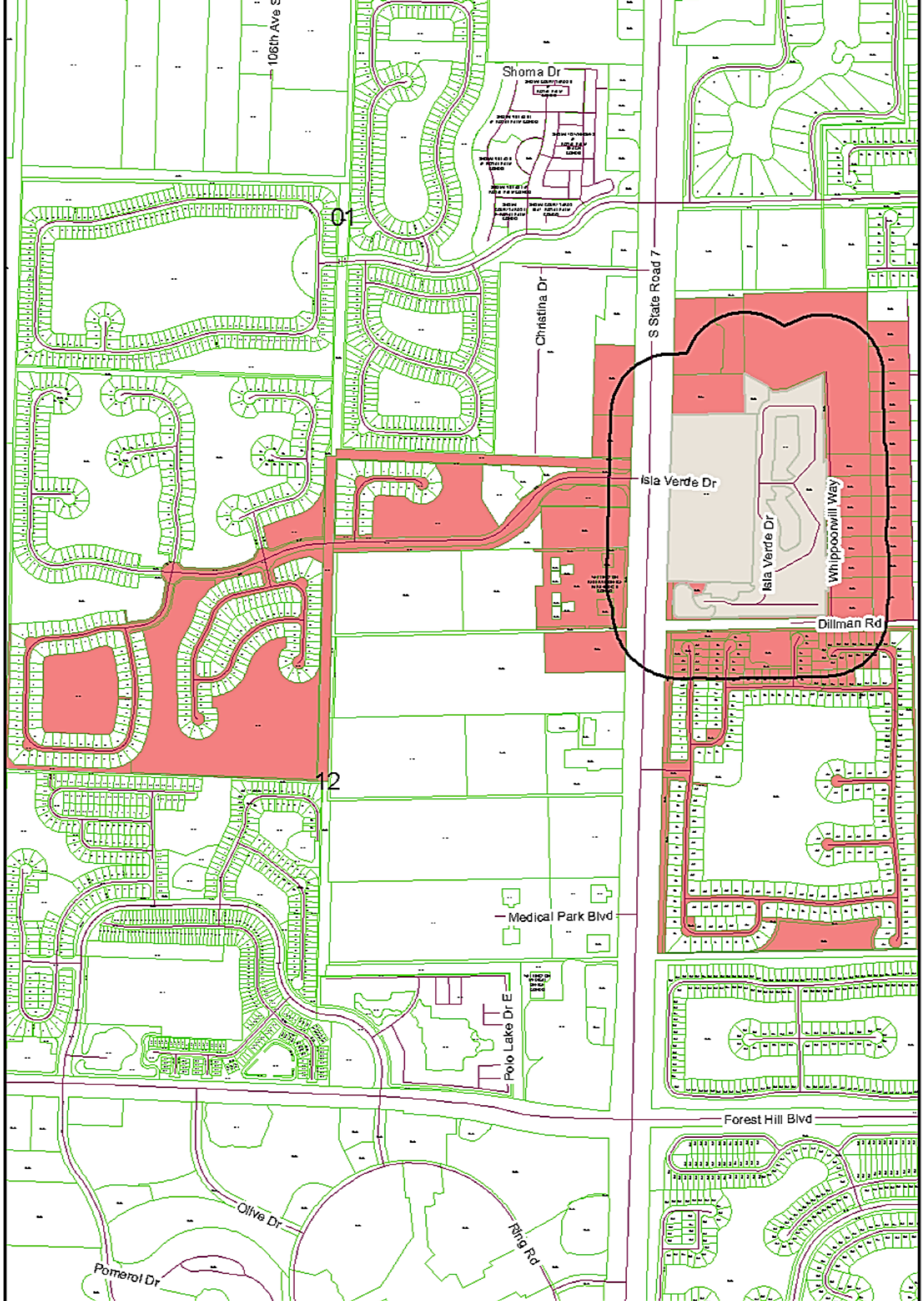


We trust that these responses and the revisions to the analysis address the comments provided. If there are any additional comments or questions, please contact me at (561) 845-0665.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer



| PCN | OWNER_NAME | MAILING_LINE1 | CITYSTATEZIP |
|-------------------|--------------------------------|-----------------------------|--------------------------------|
| 00424407040002520 | ACHEE DAVID & | 9451 GRANITE RIDGE RD | ROYAL PALM BEACH FL 33411 6604 |
| 00424407040002500 | ANTONY GEORGE & | 9435 GRANITE RIDGE RD | WEST PALM BEACH FL 33411 6604 |
| 00424407010000370 | BAKER MARK & | 9499 GRANITE RIDGE LN | ROYAL PALM BEACH FL 33411 6600 |
| 00424327050100494 | BATISTA JOSE | 992 WHIPPOORWILL WAY | WEST PALM BEACH FL 33411 5250 |
| 00424407040002410 | BHAVSAR RAJESH & | 1471 NEWHAVEN POINT LN | WEST PALM BEACH FL 33411 6623 |
| 73414401020010000 | BLACK DIAMOND HMOWNRS ASSN INC | 10261 OLD HAMMOCK WAY | WELLINGTON FL 33414 3189 |
| 73414401020030000 | BLACK DIAMOND HMOWNRS ASSN INC | 10261 OLD HAMMOCK WAY | WELLINGTON FL 33414 3189 |
| 73414401020120000 | BLACK DIAMOND HMOWNRS ASSN INC | 10261 OLD HAMMOCK WAY | WELLINGTON FL 33414 3189 |
| 73414401020230000 | BLACK DIAMOND HMOWNRS ASSN INC | 10261 OLD HAMMOCK WAY | WELLINGTON FL 33414 3189 |
| 00424327050100425 | BRUNATTI RICHARD J & | 753 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5230 |
| 00424407010000330 | CALIXTE MIRACLE & | 1298 PEBBLE RIDGE LN | WEST PALM BEACH FL 33411 6610 |
| 73414412180003110 | CAMS HOLDING LLLP | 314 NE 3RD ST | BOYNTON BEACH FL 33435 3892 |
| 00424407010000340 | CHAPRNKA CHRISTOPHER P | 9523 GRANITE RIDGE LN | ROYAL PALM BEACH FL 33411 6600 |
| 73414412170020010 | CHINGS DEVELOPMENT INC | 13167 HALIFAX CT | WELLINGTON FL 33414 7737 |
| 00424327050100284 | CONVERSE ROLLIN E | 537 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5229 |
| 00424407010000250 | DALE DONALD R & | 1283 PEBBLE RIDGE LN | ROYAL PALM BEACH FL 33411 6612 |
| 00424407020001210 | DALY JOSHUA P & | 1285 STONEHAVEN ESTATES DR | WEST PALM BCH FL 33411 6620 |
| 00424407010000440 | DONAHUE HEIDI R & | 1296 SANDSTONE RIDGE CT | ROYAL PALM BEACH FL 33411 6616 |
| 00424407040002280 | DSILVA JOSEPH L & | 1494 NEWHAVEN POINT LN | WEST PALM BEACH FL 33411 6623 |
| 00424407040002370 | ELDER DAVID & | 1437 NEWHAVEN POINT LN | WEST PALM BEACH FL 33411 6623 |
| 00424407040002380 | ESPINOSA STEPHEN D & | 1447 NEWHAVEN POINT LN | WEST PALM BEACH FL 33411 6623 |
| 00424327050100353 | ESTIME FRITZNAUD | 681 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5229 |
| 00424407040002530 | FARIAS RICARDO & | 9459 GRANITE RIDGE LN | ROYAL PALM BEACH FL 33411 6604 |
| 00424327050100491 | FEDERAL HOME LOAN MRTG CORP | 5000 PLANO PKWY | CARROLLTON TX 75010 4900 |
| 00424327050180071 | FOUR FOUR ONE PARTNERS INC | 8663 GRASSY ISLE TRL | LAKE WORTH FL 33467 1736 |
| 00424327050100497 | FRENCH JAY I & | 969 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5230 |
| 00424407040002350 | GARCIA ROGER & | 1438 NEWHAVEN POINT LN | WEST PALM BEACH FL 33411 6623 |
| 00424407010000230 | GENSOLI MARTIN C JR & | 1299 PEBBLE RIDGE LN | WEST PALM BEACH FL 33411 6612 |
| 00424407010000240 | HANZE ISABEL | 1291 PEBBLE RIDGE LN | ROYAL PALM BEACH FL 33411 6612 |
| 00424407020001250 | HARRIS RODNEY E & | 1268 STONE HAVEN ESTATES DR | WEST PALM BEACH FL 33411 6617 |
| 00424407010000280 | HART IAN & | 1258 PEBBLE RIDGE LN | ROYAL PALM BEACH FL 33411 6610 |
| 00424407040002510 | HELMS THOMAS J & | 9443 GRANITE RIDGE LN | WEST PALM BEACH FL 33411 6604 |
| 00424407010000260 | HERROD JOSEPH & | 1275 PEBBLE RIDGE LN | WEST PALM BEACH FL 33411 6612 |
| 00424407040002430 | HO BINH & | 1487 NEW HAVEN POINT LN | WEST PALM BEACH FL 33411 6623 |

| | | | |
|-------------------|---------------------------------------|-----------------------------|--------------------------------|
| 00424407040002290 | HO THUONG THI & | 1486 NEWHAVEN POINT LN | WEST PALM BEACH FL 33411 6623 |
| 00424327050100352 | HUSSEY WAYNE & | 645 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5229 |
| 00424407020001220 | JEROME LISETTE | 1292 STONEHAVEN ESTATES DR | ROYAL PALM BEACH FL 33411 6617 |
| 00424407040002340 | JIMENEZ CLISENTE F & | 1446 NEW HAVEN POINT LN | WEST PALM BEACH FL 33411 6623 |
| 00424407040002400 | KANE DAVID M & | 1463 NEWHAVEN POINT LN | WEST PALM BEACH FL 33411 6623 |
| 00424327050100281 | KUGLER JEFFREY L & | 562 WHIPPOORWILL WAY | WEST PALM BEACH FL 33411 5202 |
| 00424327050100421 | KUGLER JEFFREY L & | 562 WHIPPOORWILL WAY | WEST PALM BEACH FL 33411 5202 |
| 72414401130000012 | LAKE WORTH DRAINAGE DISTRICT | 13081 MILITARY TRL | DELRAY BEACH FL 33484 1105 |
| 00424327050100355 | LARMOYEUX JOHN & | 609 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5229 |
| 00424327050100428 | LEBER KATHERINE F & | 861 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5230 |
| 72414401140000010 | LEGACY BANK OF FLORIDA | 2300 GLADES RD STE 140W | BOCA RATON FL 33431 8516 |
| 00424407040002360 | LEMAY EDWARD J & | 1430 NEWHAVEN POINT LN | ROYAL PALM BEACH FL 33411 6623 |
| 72414401140000020 | LOIS ROYAL PALM LLC | 11540 HIGHWAY 92 E | SEFFNER FL 33584 7346 |
| 00424407020001190 | MARTIN ROBERTO & | 1301 STONEHAVEN ESTATES DR | ROYAL PALM BEACH FL 33411 6620 |
| 00424407040002320 | MARTINEZ SCHWAB MAUREEN | 1462 NEWHAVEN POINT LN | ROYAL PALM BEACH FL 33411 6623 |
| 00424327050100493 | MCCAULEY THOMAS J & | * * CONFIDENTIAL RECORD * * | |
| 00424407010000270 | MEJIA EDUARDO | 1267 PEBBLE RIDGE LN | ROYAL PALM BEACH FL 33411 6612 |
| 00424407040002330 | MONROIG MIGUEL L | 1454 NEW HAVEN POINT LN | WEST PALM BEACH FL 33411 6623 |
| 00424327050100426 | MULVIHILL E M SR & | 789 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5230 |
| 00424407020001200 | NGUYEN HUNG D & | 1542 NEW HAVENE POINT LN | WEST PALM BEACH FL 33411 |
| 73414412180002150 | NILATOMI LLC | 1037 STATE ROAD 7 STE 215 | WELLINGTON FL 33414 6140 |
| 00424407020001230 | ORTIZ PABLO A & | 1284 STONEHAVEN ESTATES DR | WEST PALM BEACH FL 33411 6617 |
| 00424327050100496 | OSHEA SEAN SR & | 933 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5230 |
| 00424407010000360 | PEARLMAN RICHARD S | 9507 GARNITE RIDGE LN | ROYAL PALM BEACH FL 33411 6600 |
| 73414412200010000 | PEPPERJACK PALM LLC | 2334 AQUA VISTA BLVD | FORT LAUDERDALE FL 33301 1545 |
| 00424407010000400 | PERTAP PARMANAN & | 1264 SANDSTONE RIDGE CT | WEST PALM BEACH FL 33411 6616 |
| 73414412180002160 | PHOENIX ENTERPRISES OF WELLINGTON LLC | 1037 STATE ROAD 7 STE 215 | WELLINGTON FL 33414 6140 |
| 00424327050100423 | PUGH WAYNE & | 822 WHIPPOORWILL WAY | WEST PALM BEACH FL 33411 5250 |
| 00424327050100422 | RATHBUN KATHLEEN S | 788 WHIPPOORWILL WAY | WEST PALM BEACH FL 33411 5250 |
| 00424407020001240 | RENE RAYMOND & | 8048 230TH ST | QUEENS VILLAGE NY 11427 2106 |
| 00424407010000320 | ROBERTS CAROLANN | 1290 PEBBLE RIDGE LN | WEST PALM BEACH FL 33411 6610 |
| 00424407040002390 | RODNEY MATTHANIA C | 1455 NEWHAVEN POINT LN | WEST PALM BEACH FL 33411 6623 |
| 00424407040002420 | ROHEE CHRISTOPHER & | 1479 NEWHAVEN POINT LN | ROYAL PALM BEACH FL 33411 6623 |
| 00424327050100283 | ROSWELL RONALD L JR & | 573 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5229 |
| 72424406070010000 | ROYAL OFFICE PARK LTD | 7900 GLADES RD STE 600 | BOCA RATON FL 33434 4105 |

| | | | |
|-------------------|--------------------------------------|-----------------------------|--------------------------------|
| 72424406070260000 | ROYAL OFFICE PARK LTD | 7900 GLADES RD STE 600 | BOCA RATON FL 33434 4105 |
| 00424407010000310 | SCHER RONDA L | 1282 PEBBLE RIDGE LN | ROYAL PALM BEACH FL 33411 6610 |
| 00424407040002300 | SCHULTZ RONALD | 1478 NEWHAVEN POINT LN | ROYAL PALM BEACH FL 33411 6623 |
| 00424327050100424 | SCIGLIANO HECTOR O & | 856 WHIPPOORWILL WAY | WEST PALM BEACH FL 33411 5250 |
| 73424406090010000 | SHOPPES AT ISLA VERDE LTD | 7900 GLADES RD STE 600 | BOCA RATON FL 33434 4105 |
| 00424327050100495 | SMITH CHARLES L & | 897 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5230 |
| 00424327050100427 | SMITH HILLIARD B | 825 WHIPPOORWILL TRL | WEST PALM BEACH FL 33411 5230 |
| 00424407010000290 | SOSNOWSKI CARL & | * * CONFIDENTIAL RECORD * * | |
| 00424407010000380 | STEDT THOMAS W & | 9491 GRANITE RIDGE LN | WEST PALM BEACH FL 33411 6600 |
| 00424407040002310 | STONEHAVE ESTATES HOA INC | 2889 10TH AVE N STE 302 | LAKE WORTH FL 33461 3045 |
| 00424407020010000 | STONEHAVEN ESTATES HMOWNERS ASSN INC | 2889 10TH AVE N STE 302 | LAKE WORTH FL 33461 3045 |
| 00424407020150000 | STONEHAVEN ESTATES HMOWNERS ASSN INC | 2889 10TH AVE N STE 302 | LAKE WORTH FL 33461 3045 |
| 00424407010010000 | STONEHAVEN ESTATES HMOWNRS ASSN INC | 2889 10TH AVE N STE 302 | LAKE WORTH FL 33461 3045 |
| 00424407010020010 | STONEHAVEN ESTATES HMOWNRS ASSN INC | 2889 10TH AVE N STE 302 | LAKE WORTH FL 33461 3045 |
| 00424407010230000 | STONEHAVEN ESTATES HMOWNRS ASSN INC | 2889 10TH AVE N STE 302 | LAKE WORTH FL 33461 3045 |
| 00424407040010000 | STONEHAVEN ESTATES HMOWNRS ASSN INC | 2889 10TH AVE N STE 302 | LAKE WORTH FL 33461 3045 |
| 00424407010000390 | SZALA JASON A & | 1256 SANDSTONE RIDGE CT | ROYAL PALM BEACH FL 33411 6616 |
| 00424407010000350 | THOMAS BRADLEY & | 9515 GRANITE RIDGE LN | ROYAL PALM BEACH FL 33411 6600 |
| 73414412180002120 | TONERIN CORP | 11879 WINDMILL LAKE DR | BOYNTON BEACH FL 33473 7849 |
| 00424327050100354 | TRAVIS BERMAN MARILYN L | 717 WHIPPOORWILL TRL | ROYAL PALM BEACH FL 33411 5229 |
| 00424407020000090 | VERA CESAR & | 617 WESTWOOD RD | WEST PALM BEACH FL 33401 7857 |
| 73414412180002110 | VINMARC ENTERPRISES LLC & | 1037 SR 7 UNIT 211 | WELLINGTON FL 33414 |
| 00424407010000430 | WALCOTT EUSTACE | 1288 SANDSTONE RIDGE CT | ROYAL PALM BEACH FL 33411 6616 |
| 00424327050100492 | WARD MARVIN & | 924 WHIPPOORWILL WAY | WEST PALM BEACH FL 33411 5250 |
| 73414412170010000 | WELLINGTON RESERVE LLC | 696 NE 125TH ST | MIAMI FL 33161 5546 |
| 73414412170030000 | WELLINGTON RESERVE LLC | 696 NE 125TH ST | MIAMI FL 33161 5546 |
| 73414412170150000 | WELLINGTON RESERVE LLC | 696 NE 125TH ST | MIAMI FL 33161 5546 |
| 73414412180001130 | WELLINGTON RESERVE LLC | 696 NE 125TH ST | MIAMI FL 33161 5546 |
| 73414412180001140 | WELLINGTON RESERVE LLC | 696 NE 125TH ST | MIAMI FL 33161 5546 |
| 73414412180001150 | WELLINGTON RESERVE LLC | 696 NE 125TH ST | MIAMI FL 33161 5546 |
| 73414412180001160 | WELLINGTON RESERVE LLC | 696 NE 125TH ST | MIAMI FL 33161 5546 |
| 73414412180001170 | WELLINGTON RESERVE LLC | 696 NE 125TH ST | MIAMI FL 33161 5546 |
| 73414412180002130 | WELLINGTON RESERVE LLC | 696 NE 125TH ST | MIAMI FL 33161 5546 |
| 73414412180002170 | WELLINGTON RESERVE LLC | 696 NE 125TH ST | MIAMI FL 33161 5546 |
| 73414412180001110 | WELLS FARGO BANK NATL ASSN TR | 150 W FLAGLER ST STE 2200 | MIAMI FL 33130 1545 |

| | | | |
|-------------------|-------------------------------|---------------------------|--------------------------------|
| 73414412180001120 | WELLS FARGO BANK NATL ASSN TR | 150 W FLAGLER ST STE 2200 | MIAMI FL 33130 1545 |
| 00424407010000300 | WILLIAMS GARY J & | 1274 PEBBLE RIDGE LN | WEST PALM BEACH FL 33411 6610 |
| 00424407010000420 | WOODDELL BRENT & | 1280 SANDSTONE RIDGE CT | ROYAL PALM BEACH FL 33411 6616 |
| 00424407040002490 | WYNN RAFAEL & | 9427 GRANITE RIDGE LN | ROYAL PALM BEACH FL 33411 6604 |
| 00424407010000410 | ZEMAITIS THOMAS A | 1272 SANDSTONE RIDGE CT | WEST PALM BEACH FL 33411 6616 |