SIMMONS & WHITE
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MARKETPLACE AT THE WELLINGTON

Wellington, Florida

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

Wellington Commercial Holdings, LLC
3667 120th Avenue South
Wellington, Florida 33414

JOB NO. 22-212A

DATE: 11/10/2023
Revised: 1/18/2024
Revised: 9/06/2024
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Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 11/26/24. Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Bryan Kelley Digitally signed by Bryan Kelley Date: 2024.11.26 14:07:53 -05'00'

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1.0 SITE DATA

The subject parcel is located in the southeast corner of South Shore Boulevard at Greenview Shores Boulevard in the Village of Wellington and contains approximately 17.855 acres. The Property Control Numbers (PCNs) for the subject parcel are the following:

73-41-44-16-20-001-0000 73-41-44-16-20-003-0000

The property is currently designated as Commercial in the Village of Wellington Comprehensive Plan. The property owner is requesting a change in the 17.855 acre parcel's designation to Mixed Use.

The proposed plan of development is to consist of 89 multifamily residential dwelling units, 80 room hotel, 49,000 S.F. of professional office, 35,000 S.F. retail and 33,000 S.F. of restaurants.

The project is estimated to have a build out of 2027 for purposes of the traffic study. Site access is existing via a right in, right out only driveway connection to South Shore Boulevard and a full access driveway connection to Sheffield Street. An additional right in, right out driveway connection to South Shore Boulevard (existing curb cut) and a right in, right out only driveway connection to Greenview Shores Boulevard are also proposed. For additional information on site layout, please refer to the Master Plan prepared by Cotleur Hearing.

It should be noted this site has an existing approval for 88,133 S.F. of office, 53,300 S.F. of medical office, 15,135 S.F. of retail, and 6,504 S.F. of restaurant which generates more peak hour trips than the current proposed development. Additional details on the trip generation for the previously approved site is provided in Section 9.0 of this report.

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Village of Wellington Traffic Performance Standards. Additionally, the study will include the analysis for the Land Use Change Plan Amendment.

3.0 TRAFFIC GENERATION – LUPA ANALYSIS

LUPA ANALYSIS

The increase in daily traffic generation due to the requested change in the 17.855 acre parcel's land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing Commercial future land use designation and the proposed Mixed Use future land use designation:

Commercial

The most intensive land use for the existing Commercial land use designation is "General Commercial". Based on a maximum floor area ratio (FAR) of 40% and the site area consisting of 17.855 acres, the maximum allowable intensity for the designated acreage under the existing Commercial land use designation is 311,106 S.F. calculated as follows:

$$17.855 \text{ Acres} \times \frac{43{,}560 \text{ S.F.}}{\text{Acre}} \times 0.40 = 311{,}106 \text{ S.F.}$$

Shopping Center (311,106 S.F.)

Table 1-3 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing Commercial land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 11th Edition and on the PBC Traffic website. Based on the maximum allowable building square footage and the accepted traffic generation rates, the maximum traffic generation for the property under the existing Commercial land use designation is shown in Tables 1-3 and may be summarized as follows:

Existing Future Land Use

Daily Traffic Generation	=	8,751 tpd
AM Peak Hour Traffic Generation (In/Out)	=	198 pht (123 In/75 Out)
PM Peak Hour Traffic Generation (In/Out)	=	804 pht (386 In/418 Out)

Mixed Use

The most intensive land use for the proposed Mixed Use land use designation is "Commercial" and Multifamily Residential (5 DU/acre). Based on a maximum floor area ratio (FAR) of 50% and the site area consisting of 17.855 acres, the maximum allowable intensity for the designated acreage under the proposed Mixed Use land use designation is 388,882 S.F. calculated as follows:

$$17.855 \text{ Acres} \times \frac{43{,}560 \text{ S.F.}}{\text{Acre}} \times 0.50 = 388{,}882 \text{ S.F.}$$

Based on a maximum of 5 dwelling units per acre and the site area consisting of 17.855 acres, the maximum allowable intensity for the designated acreage under the proposed Mixed Use land use designation is 89 dwelling units calculated as follows:

$$17.855 \text{ Acres} \times \frac{5 \text{ DU}}{\text{Acre}} = 89 \text{ DU}$$

3.0 TRAFFIC GENERATION – LUPA ANALYSIS (CONTINUED)

Shopping Center (388,822 S.F.) and Multifamily Residential (89 DU)
Table 4-6 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed future land use designations and may be summarized as follows:

Proposed Future Land Use – Maximum Potential

Daily Traffic Generation	=	11,433 tpd
AM Peak Hour Traffic Generation (In/Out)	=	277 pht (160 In/117 Out)
PM Peak Hour Traffic Generation (In/Out)	=	1041 pht (506 In/535 Out)

The above calculations are shown for informational purposes only. The proposed development will be voluntarily restricted to 311,106 S.F. of retail and 89 residential dwelling units. The trip generation for the restricted land use is included in Tables 7-9 and may be summarized as follows:

Proposed Future Land Use – Restricted Potential

Daily Traffic Generation	=	9,245tpd
AM Peak Hour Traffic Generation (In/Out)	=	227 pht (129 In/98 Out)
PM Peak Hour Traffic Generation (In/Out)	=	840 pht (410 In/430 Out)

The change in traffic generation due to the requested change in the parcels' land use designations is shown in Table 10 for the maximum potential and Table 11 for the restricted potential and may be calculated as follows:

LUPA Trip Difference – Maximum Potential

Daily Traffic Generation	=	2,682 tpd INCREASE
AM Peak Hour Traffic Generation	=	79 pht INCREASE
PM Peak Hour Traffic Generation	=	237 pht INCREASE

LUPA Trip Difference – Restricted Potential

Daily Traffic Generation	=	494 tpd INCREASE
AM Peak Hour Traffic Generation	=	29 pht INCREASE
PM Peak Hour Traffic Generation	=	36 pht INCREASE

4.0 LUPA ANALYSIS

Since the change in land use will result in an increase in daily trips and directional peak hour trips, a long range (Year 2045) analysis and 5-year analysis is required.

Tables 12 shows the 2045 long range analysis based on the increase in daily trips between the restricted future land use and the existing future land use. The change in daily project traffic will result in an insignificant impact to all of the surrounding roadways. Therefore, this project satisfies the long range analysis.

Tables 13 and 14 show the five year analysis for the proposed future land use change during the AM and PM peak hours, respectively. The change in peak project traffic will result in an insignificant impact to all of the surrounding roadways. Therefore, this project satisfies the five analysis.

5.0 ZONING TRAFFIC ANALYSIS

In addition to the LUPA traffic analysis, a traffic analysis has also been performed for the vested use and the proposed use outlined in the Master Plan. The trip generation for the vested use consisting of 20,921 S.F. of office is provided in Tables 15-17 and may be summarized as follows:

Existing Use		
Daily Traffic Generation	=	204 tpd
AM Peak Hour Traffic Generation (In/Out)	=	29 pht (25 In/4 Out)
PM Peak Hour Traffic Generation (In/Out)	=	27 pht (5 In/22 Out)

The trip generation for the proposed development is shown in Tables 18-20 and is summarized below.

Proposed Use		
Daily Traffic Generation	=	3,624 tpd
AM Peak Hour Traffic Generation (In/Out)	=	234 pht (144 In/90 Out)
PM Peak Hour Traffic Generation (In/Out)	=	332 pht (174 In/158 Out)

The change in daily traffic generation between the existing and proposed development is shown in Table 21 and may be calculated as follows:

Trip Difference		
Daily Traffic Generation	=	3,420 tpd
AM Peak Hour Traffic Generation	=	205 pht (119 In/86 Out)
PM Peak Hour Traffic Generation	=	305 pht (169 In/136 Out)

6.0 ROADWAY LINK ANALYSIS

The distribution of project trips was based upon the existing and proposed geometry of the roadway network, a review of the existing and historical travel patterns, and a review of the proposed development and improvements in the area. The distributed traffic for the project at full build-out of the development was assigned to the links until the project traffic was insignificant.

Area Wide Growth Rate Calculations

The area wide historical growth rates were calculated based on count data from 2014 to 2018 and 2018 to 2022. Table 22 calculates the area wide growth rate from 2014 to 2018 which was derived from Palm Beach County and Village of Wellington published traffic counts. An area wide growth rate of 1.29% was determined based on this data and was used for the roadway link analysis. Additionally, Table 23 calculates the area wide growth rates from 2018 to 2022. The area wide growth rate was calculated at -0.47% for this time period. Both growth rates were used in the background growth analysis. A 1.0% growth rate was used to calculate growth from 2018 to 2022 and a 1.29% growth rate was used to calculated growth from 2022 to 2027 for the intersection analysis only. Since the majority of the roadway links were based on 2022 counts, only the 1.29% growth rate was used in roadway link analysis. The overall background growth was determined based on the higher of the aforementioned area wide growth or a 1.0% nominal growth plus committed project trips. Note this is consistent with the methodology utilized in the Wellington North and Wellington South traffic studies.

Tables 24-25 shows the project assignment as well as the applicable Level of Service Standard for each of the roadway links until the project assignment is no longer significant. Note the Village of Wellington Level of Service thresholds were used on all Wellington roadways. As shown in Tables 26-27, all significantly impacted links meet the applicable Level of Service standards with the exception of the following roadway segment.

- South Shore Boulevard from Lake Worth Road to Pierson Road as a 2-lane section.

The property owner will be required to make a proportionate share payment for the above roadway segment. The proportionate share calculations are provided in Appendix "F" which results in a 0.13% share of the overall cost to widen the above roadway segment. With the proportionate share payment, the project meets the applicable requirements listed under "Test One - Part Two" of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence.

Note per Florida Statutes Chapter 163, Section 3180, improvements needed to address existing failures are not the developer's responsibility. Therefore, the proportionate share only includes the AM peak hour.

7.0 INTERSECTION ANALYSIS

Intersection operational analysis is required at each intersection nearest the project's access point and on any roadway link end in which the roadway has an 80% v/c ratio. Based on these criteria, the following intersections were analyzed.

1. South Shore Boulevard at Greenview Shores Boulevard (signalized)
2. South Shore Boulevard at Pierson Road (signalized)
3. South Shore Boulevard at Lake Worth Road (signalized)
4. Lake Worth Road at 120th Avenue (TWSC)
5. Binks Forest Drive at Greenview Shores Boulevard (signalized)
6. Wellington Trace at Greenview Shores Boulevard (signalized)
7. Greenbriar Boulevard at Greenview Shores Boulevard (signalized)

The above intersection has been analyzed using Synchro software with HCM 2000 and HCM 7th edition results and the printouts are attached to this report. Note HCM 2000 was used for certain signalized intersections since HCM 7th Edition does not support non-NEMA phasing. Existing signal timing sheets from Palm Beach County Traffic were used in the analysis and signal timing splits were optimized as applicable. The trips from both Wellington North and Wellington South were included. The results of the analysis are summarized as follows:

7.0 INTERSECTION ANALYSIS (CONTINUED)

Intersection Analysis – Existing Lane Geometry

Intersection	Peak Hour	Background Conditions		Total Traffic Conditions	
		Average Delay (s/veh)	LOS	Average Delay (s/veh)	LOS
South Shore Blvd at Greenview Shores Blvd	AM	43.9	D	46.4	D
	PM	33.6	C	36.2	D
South Shore Boulevard at Pierson Road	AM	33.1	C	34.4	C
	PM	58.4	E	63.1	E
South Shore Boulevard at Lake Worth Road	AM	23.1	C	23.3	C
	PM	36.1	D	37.1	D
Greenbriar Blvd at Greenview Shores Blvd	AM	13.5	B	13.9	B
	PM	10.8	B	11.2	B
120th Avenue at Lake Worth Road (SB Approach)	AM	157.1	F	172.2	F
	PM	1216.5	F	1354.1	F
Greenview Shores Boulevard at Wellington Tr	AM	38.5	D	40.0	D
	PM	28.1	C	29.1	C
Greenview Shores Blvd at Binks Forest Dr	AM	31.0	C	32.1	C
	PM	25.2	C	26.1	B

As shown above, the following intersections have failures:

- South Shore Boulevard at Pierson Road
- 120th Avenue at Lake Worth Road (background failure)

The required improvements for each of these intersections are shown in the Synchro analysis.

As part of the proposed Wellington North and South projects along with previous approvals, the developer is required to construct a westbound left turn lane and an eastbound left turn lane at the intersection of Pierson Road at South Shore Boulevard. An analysis has been prepared for both failing intersections with improvements.

As requested by Village staff, a second eastbound right turn lane at the intersection of Greenview Shores Boulevard at South Shore Boulevard is also proposed.

7.0 INTERSECTION ANALYSIS (CONTINUED)

Intersection Analysis – With Improvements

Intersection	Peak Hour	Background Traffic with Improvements		Total Traffic with Improvements	
		Average Delay (s/veh)	LOS	Average Delay (s/veh)	LOS
South Shore Boulevard at Greenview Shores Boulevard With 2nd EBR	AM	43.0	D	44.6	D
	PM	32.8	C	35.5	D
South Shore Boulevard at Pierson Road With WBR and EBL	AM	24.4	C	24.8	C
	PM	35.1	D	37.1	D
120th Avenue at Lake Worth Road With Signal	AM	10.9	B	11.0	B
	PM	15.6	B	21.4	C

120th Avenue at Lake Worth Road Prop Share

A traffic signal is required to meet LOS requirements for the background and total traffic conditions during the PM peak hour. With the signal improvement, the southbound approach average delay is reduced to 30.2 seconds per vehicle (LOS C) during the PM peak hour. A prop share calculation and analysis is provided in Appendix "F" of this report. The developer's responsibility is calculated at 3.2% of the total cost to construct a traffic signal on Lake Worth Road at 120th Avenue.

7.0 INTERSECTION ANALYSIS (CONTINUED)

South Shore Boulevard at Greenview Shores Boulevard

A back of queue analysis for the intersection of South Shore Boulevard at Greenview Shores Boulevard is provided below:

South Shore Boulevard at Greenview Shores Boulevard – 95thPercentile Queues

Turn Lane	Peak Hour	Total Traffic - 95th Percentile Queue (ft)	Storage Length (ft)
Eastbound Left	AM	373	650
	PM	373	
Eastbound Right (With Dual Rights)	AM	250	650
	PM	160	
Northbound Left	AM	365	780
	PM	430	

South Shore Boulevard at Sheffield Street

A back of queue analysis was also prepared for the intersection of South Shore Boulevard at Sheffield Street and may be summarized as follow:

South Shore Boulevard at Sheffield Street – 95thPercentile Queues

Turn Lane	Peak Hour	Total Traffic - 95th Percentile Queue (ft)	Storage Length (ft)
Northbound Left	AM	5	280
	PM	8	
Southbound U-Turn	AM	10	280
	PM	68	

8.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour turning movement volumes and directional distributions at the project entrance(s) for the overall development are shown in Tables 19 and 20 attached with this report and may be summarized as follows:

DIRECTIONAL DISTRIBUTION (TRIPS IN/OUT)

AM	=	214 / 139
PM	=	306 / 262

Figure 1 presents the AM and PM peak turning movement volume assignments at the project driveway based on the directional distributions. Site access is existing via a right in, right out only driveway connection to South Shore Boulevard and a full access driveway connection to Sheffield Street. An additional right in, right out driveway connection to South Shore Boulevard (existing curb cut) and a right in, right out only driveway connection to Greenview Shores Boulevard are also proposed. Turn lanes are existing at each of the driveway locations on South Shore Boulevard and Greenview Shores Boulevard.

9.0 PREVIOUS APPROVED SITE

The site was previously approved for 88,133 S.F. of office, 53,300 S.F. of medical office, 15,135 S.F. of retail, and 6,504 S.F. of restaurant. The trips generated by the previously approved development are shown in Tables 28-30 in Appendix G attached to this report and may be summarized as follows:

Previously Approved Use

Daily Traffic Generation	=	3,249 tpd
AM Peak Hour Traffic Generation (In/Out)	=	279 pht (229 In/50 Out)
PM Peak Hour Traffic Generation (In/Out)	=	348 pht (104 In/244 Out)

The change in daily traffic generation between the proposed development and previously approved development may be summarized as follows:

Trip Difference (Proposed – Approved)

Daily Traffic Generation	=	375 tpd Increase
AM Peak Hour Traffic Generation	=	45 pht Decrease
PM Peak Hour Traffic Generation	=	16 pht Decrease

10.0 CONCLUSION

The proposed project will result in an increase of 3,420 daily trips, 205 AM peak hour trips, and 305 PM peak hour trips based on the restricted potential. The traffic analysis demonstrates the proposed development meets the requirements of both the Palm Beach County Traffic Performance Standards and the Village of Wellington Traffic Performance Standards with the proposed improvements and proportionate share payments. Additionally, the proposed development is a decrease in peak hour trips from the previously approved development.

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MARKETPLACE AT THE WELLINGTON

EXISTING FUTURE LAND USE DESIGNATION (COMMERCIAL)

11/10/2023
Revised: 01/18/2024
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~~Revised: 10/21/2024~~

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Shop Center (>150ksf)	820	311,106	S.F.	37.01			11,514		0	11,514	24%	2,763	8,751
			Grand Totals:				**11,514**	**0.0%**	**0**	**11,514**	**24%**	**2,763**	**8,751**

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Shop Center (>150ksf)	820	311,106	S.F.	0.84	0.62	0.38	162	99	261	0.0%	0	0	0	162	99	261	24%	63	123	75	198
			Grand Totals:				**162**	**99**	**261**	**0.0%**	**0**	**0**	**0**	**162**	**99**	**261**	**24%**	**63**	**123**	**75**	**198**

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Shop Center (>150ksf)	820	311,106	S.F.	3.4	0.48	0.52	508	550	1,058	0.0%	0	0	0	508	550	1,058	24%	254	386	418	804
			Grand Totals:				**508**	**550**	**1,058**	**0.0%**	**0**	**0**	**0**	**508**	**550**	**1,058**	**24%**	**254**	**386**	**418**	**804**

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MARKETPLACE AT THE WELLINGTON

PROPOSED FUTURE LAND USE DESIGNATION (MIXED USE) - MAXIMUM POTENTIAL

11/10/2023
Revised: 01/18/2024
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TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	6.74			600	10.0%	60	540	0%	0	540
Shop Center (>150ksf)	820	388,882	S.F.	37.01			14,393		60	14,333	24%	3,440	10,893
			Grand Totals:				**14,993**	**0.8%**	**120**	**14,873**	**23%**	**3,440**	**11,433**

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	0.4	0.24	0.76	9	27	36	10.0%	1	3	4	8	24	32	0%	0	8	24	32
Shop Center (>150ksf)	820	388,882	S.F.	0.84	0.62	0.38	203	124	327	1.2%	3	1	4	200	123	323	24%	78	152	93	245
			Grand Totals:				**212**	**151**	**363**	**2.2%**	**4**	**4**	**8**	**208**	**147**	**355**	**22%**	**78**	**160**	**117**	**277**

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	0.51	0.63	0.37	28	17	45	10.0%	3	2	5	25	15	40	0%	0	25	15	40
Shop Center (>150ksf)	820	388,882	S.F.	3.4	0.48	0.52	635	687	1,322	0.4%	2	3	5	633	684	1,317	24%	316	481	520	1001
			Grand Totals:				**663**	**704**	**1,367**	**0.7%**	**5**	**5**	**10**	**658**	**699**	**1,357**	**23%**	**316**	**506**	**535**	**1,041**

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MARKETPLACE AT THE WELLINGTON

PROPOSED FUTURE LAND USE DESIGNATION (MIXED USE) - RESTRICTED POTENTIAL

11/10/2023
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TABLE 7 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	6.74			600	10.0%	60	540	0%	0	540
Shop Center (>150ksf)	820	311,106	S.F.	37.01			11,514		60	11,454	24%	2,749	8,705
			Grand Totals:				**12,114**	**1.0%**	**120**	**11,994**	**23%**	**2,749**	**9,245**

TABLE 8 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	0.4	0.24	0.76	9	27	36	10.0%	1	3	4	8	24	32	0%	0	8	24	32
Shop Center (>150ksf)	820	311,106	S.F.	0.84	0.62	0.38	162	99	261	1.5%	3	1	4	159	98	257	24%	62	121	74	195
			Grand Totals:				**171**	**126**	**297**	**2.7%**	**4**	**4**	**8**	**167**	**122**	**289**	**21%**	**62**	**129**	**98**	**227**

TABLE 9 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	0.51	0.63	0.37	28	17	45	10.0%	3	2	5	25	15	40	0%	0	25	15	40
Shop Center (>150ksf)	820	311,106	S.F.	3.4	0.48	0.52	508	550	1,058	0.5%	2	3	5	506	547	1,053	24%	253	385	415	800
			Grand Totals:				**536**	**567**	**1,103**	**0.9%**	**5**	**5**	**10**	**531**	**562**	**1,093**	**23%**	**253**	**410**	**430**	**840**

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MARKETPLACE AT THE WELLINGTON

11/10/2023
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TABLE 10
TRAFFIC GENERATION DIFFERENCE - FUTURE LAND USE - MAXIMUM POTENTIAL

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	8,751	198	123	75	804	386	418
PROPOSED DEVELOPMENT =	11,433	277	160	117	1,041	506	535
INCREASE =	**2,682**	**79**	**37**	**42**	**237**	**120**	**117**

TABLE 11
TRAFFIC GENERATION DIFFERENCE - FUTURE LAND USE - RESTRICTED POTENTIAL

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	8,751	198	123	75	804	386	418
PROPOSED DEVELOPMENT =	9,245	227	129	98	840	410	430
INCREASE =	**494**	**29**	**6**	**23**	**36**	**24**	**12**

MARKETPLACE AT THE WELLINGTON

EXISTING DEVELOPMENT

11/10/2023
Revised: 01/18/2024
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Revised: 10/21/2024

TABLE 15 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
General Office (10k-250k SF GFA)[1]	710	20.921	S.F.	10.84			227	0.0%	0	227	10%	23	204
			Grand Totals:				**227**	**0.0%**	**0**	**227**	**10%**	**23**	**204**

TABLE 16 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
General Office (10k-250k SF GFA)[1]	710	20.921	S.F.	1.52	0.88	0.12	28	4	32	0.0%	0	0	0	28	4	32	10%	3	25	4	29
			Grand Totals:				**28**	**4**	**32**	**0.0%**	**0**	**0**	**0**	**28**	**4**	**32**	**9%**	**3**	**25**	**4**	**29**

TABLE 17 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
General Office (10k-250k SF GFA)[1]	710	20.921	S.F.	1.44	0.17	0.83	5	25	30	0.0%	0	0	0	5	25	30	10%	3	5	22	27
			Grand Totals:				**5**	**25**	**30**	**0.0%**	**0**	**0**	**0**	**5**	**25**	**30**	**10%**	**3**	**5**	**22**	**27**

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MARKETPLACE AT THE WELLINGTON
PROPOSED DEVELOPMENT

11/10/2023
Revised: 01/18/2024
Revised: 09/06/2024
Revised: 10/21/2024

TABLE 18 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	6.74			600	11.4%	68	532	0%	0	532
Hotel	310	80	Rooms	7.99			639	15.6%	100	539	10%	54	485
General Office (10k-250k SF GFA)[1]	710	49,000	S.F.	10.84			531	11.0%	58	473	10%	47	426
Strip Retail Plaza (<40ksf)	822	35,000	S.F.	54.45			1,906	12.8%	245	1,661	63%	1,046	615
Fine Dining Restaurant	931	18,000	S.F.	83.84			1,509	11.0%	166	1,343	44%	591	752
High Turnover Sit-Down Rest.	932	15,000	S.F.	107.2			1,608	11.2%	180	1,428	43%	614	814
			Grand Totals:				**6,793**	**12.0%**	**817**	**5,976**	**39%**	**2,352**	**3,624**

TABLE 19 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	0.4	0.24	0.76	9	27	36	8.3%	0	3	3	9	24	33	0%	0	9	24	33
Hotel	310	80	Rooms	0.46	0.56	0.44	21	16	37	6.8%	0	3	3	21	14	35	10%	3	19	13	32
General Office (10k-250k SF GFA)[1]	710	49,000	S.F.	1.52	0.88	0.12	65	9	74	12.2%	7	3	9	59	7	65	10%	7	53	5	58
Strip Retail Plaza (<40ksf)	822	35,000	S.F.	2.36	0.60	0.40	50	33	83	9.6%	5	4	8	46	30	75	63%	47	17	11	28
Fine Dining Restaurant	931	18,000	S.F.	0.73	0.50	0.50	7	6	13	7.3%	0	0	1	7	6	12	44%	5	4	3	7
High Turnover Sit-Down Rest.	932	15,000	S.F.	9.57	0.55	0.45	79	65	144	7.3%	6	5	11	73	60	133	43%	57	42	34	76
			Grand Totals:				**231**	**156**	**387**	**8.8%**	**17**	**17**	**34**	**214**	**139**	**353**	**34%**	**119**	**144**	**90**	**234**

TABLE 20 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	0.51	0.63	0.37	28	17	45	14.4%	4	3	7	25	14	39	0%	0	25	14	39
Hotel	310	80	Rooms	0.59	0.51	0.49	24	23	47	24.5%	6	6	12	18	18	36	10%	4	16	16	32
General Office (10k-250k SF GFA)[1]	710	49,000	S.F.	1.44	0.17	0.83	12	59	71	9.9%	3	5	7	10	55	64	10%	6	9	49	58
Strip Retail Plaza (<40ksf)	822	35,000	S.F.	6.59	0.50	0.50	116	115	231	16.0%	17	21	37	100	95	194	63%	122	37	35	72
Fine Dining Restaurant	931	18,000	S.F.	7.8	0.67	0.33	94	46	140	14.7%	12	8	21	82	38	119	44%	53	46	20	66
High Turnover Sit-Down Rest.	932	15,000	S.F.	9.05	0.61	0.39	83	53	136	15.0%	11	10	20	72	43	116	43%	50	41	25	66
			Grand Totals:				**357**	**313**	**670**	**15.4%**	**52**	**52**	**103**	**306**	**262**	**567**	**41%**	**235**	**174**	**158**	**332**

Notes:
AM and PM Peak hour internal capture calculations reduced by 50% to be conservative

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MARKETPLACE AT THE WELLINGTON

11/10/2023
Revised: 01/18/2024
Revised: 09/06/2024
Revised: 10/21/2024

TABLE 21
TRAFFIC GENERATION DIFFERENCE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	204	29	25	4	27	5	22
PROPOSED DEVELOPMENT =	3,624	234	144	90	332	174	158
INCREASE =	**3,420**	**205**	**119**	**86**	**305**	**169**	**136**

MARKETPLACE AT THE WELLINGTON

11/10/2023
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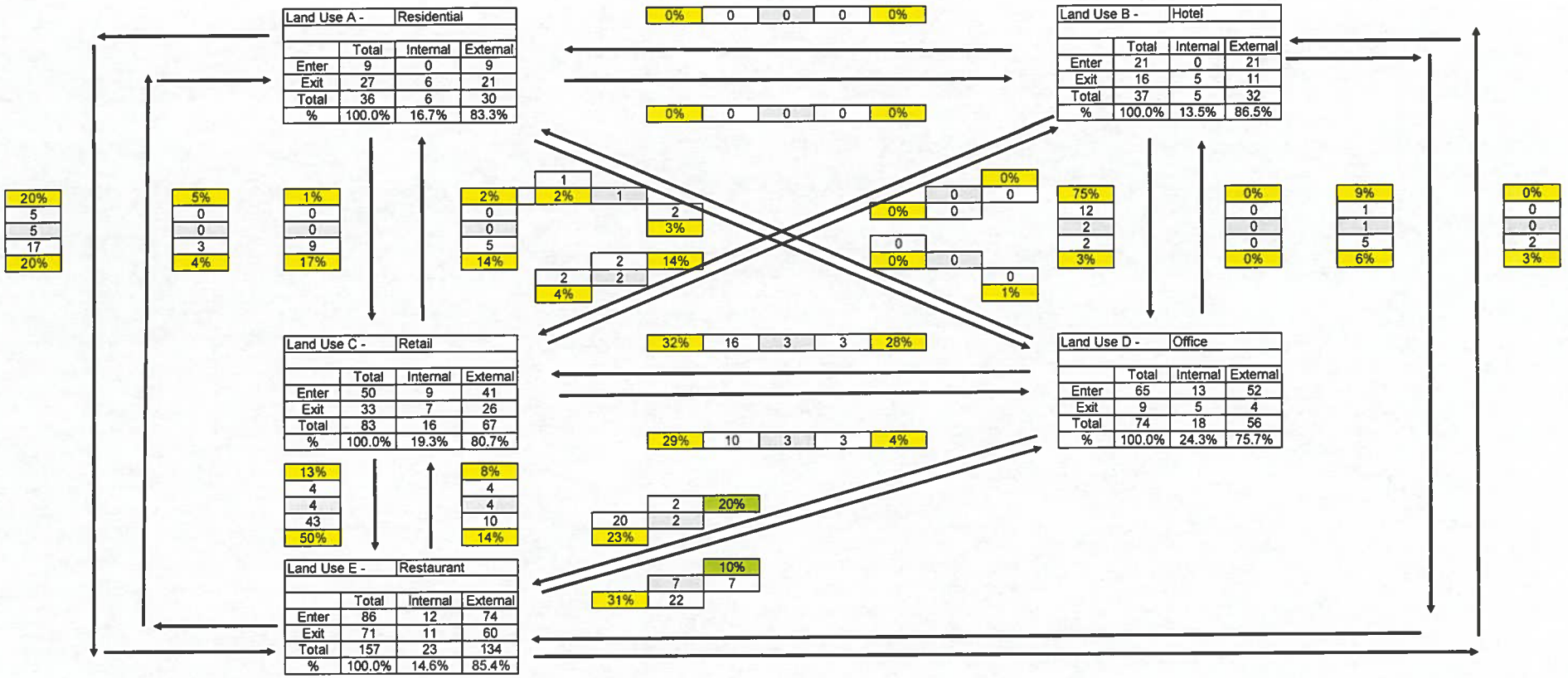
Revised: 09/06/2024
Revised: 10/21/2024



Note: Some office internal captures manually lowered to be conservative. All manual changes are highlighted in green.

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MARKETPLACE AT THE WELLINGTON

11/10/2023
Revised: 01/18/2024
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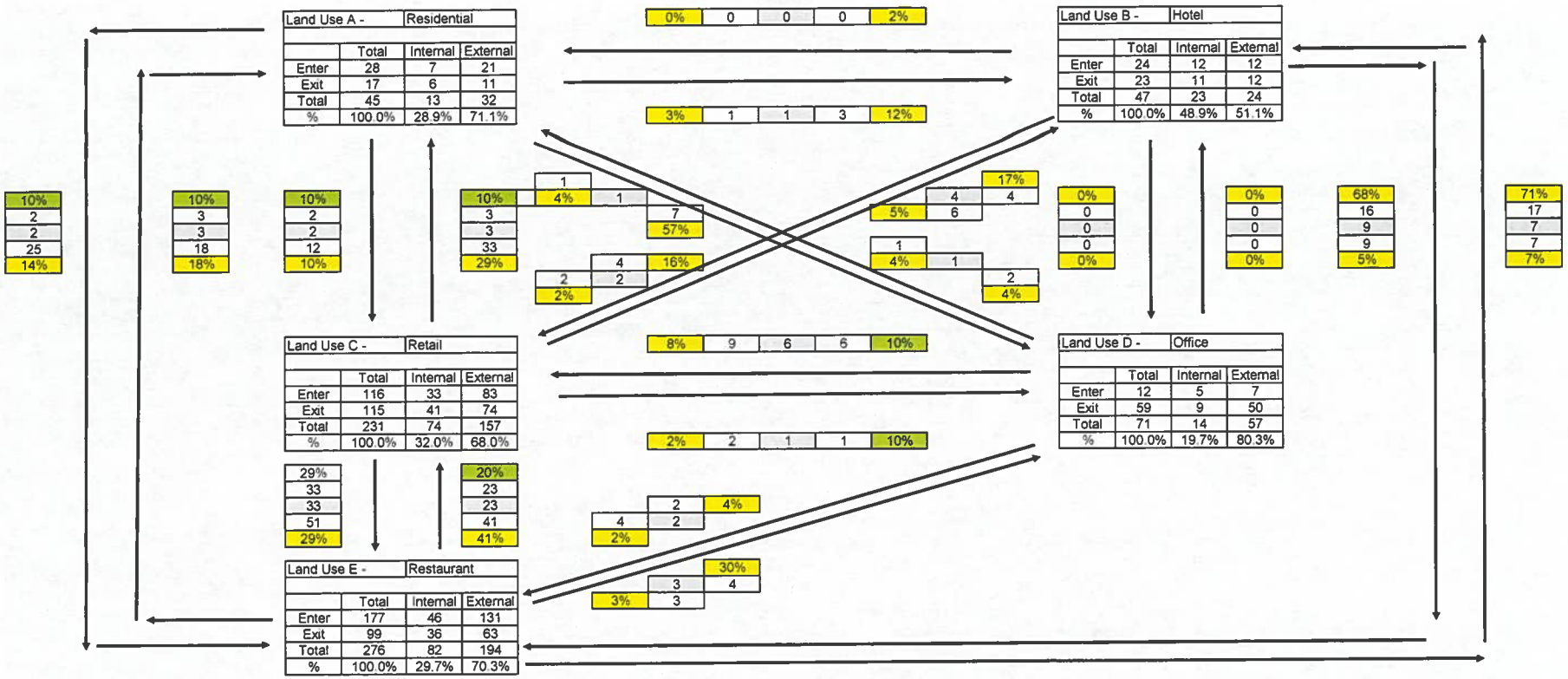
PM PEAK



Note: PM residential and some retail and office internal captures manually lowered to be conservative. All manual changes are highlighted in green.

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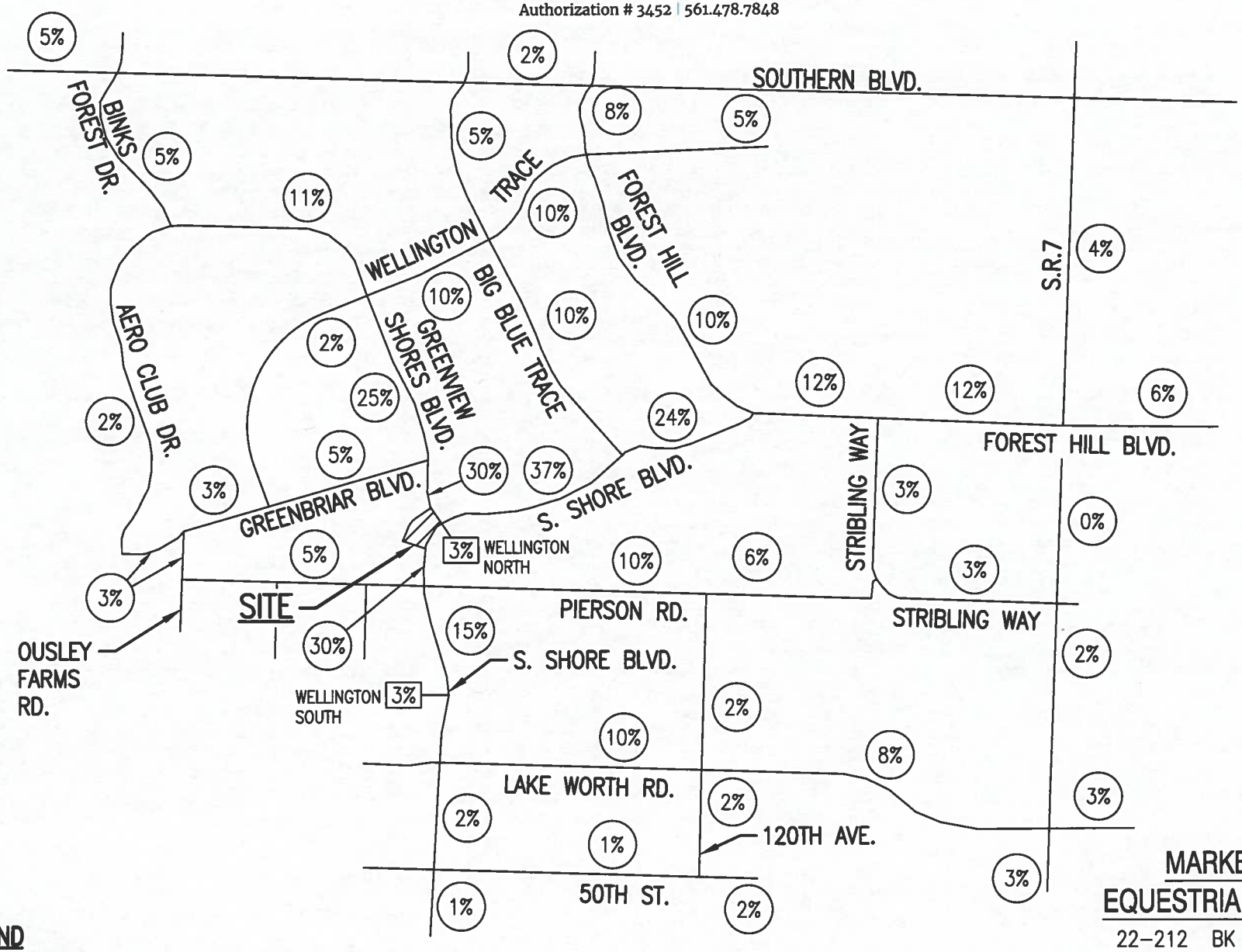

LEGEND

(15%) PROJECT DISTRIBUTION

PROJECT DISTRIBUTION

MARKET AT EQUESTRIAN VILLAGE

22-212 BK 11/02/22
REVISED: 05/31/23
REVISED: 09/04/24

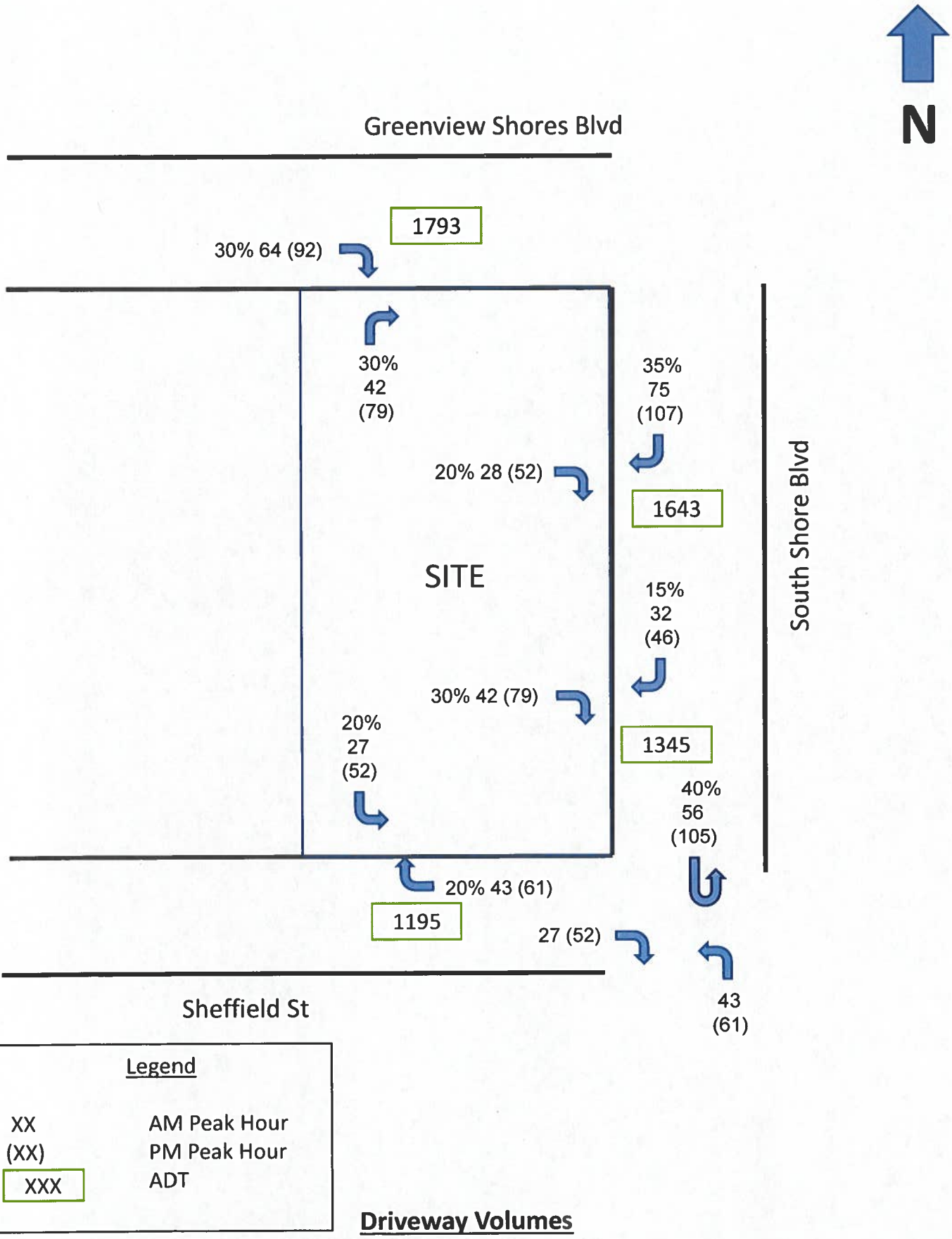

Figure 1 – Turning Movement Worksheet
Marketplace at the Wellington
Project # 22-212

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11/10/2023
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MARKETPLACE AT THE WELLINGTON

TABLE 22
AREA WIDE GROWTH RATE CALCULATIONS - USED FOR 2022-2027 GROWTH

ROADWAY	FROM	TO	2013 PEAK SEASON DAILY TRAFFIC**	2014 PEAK SEASON DAILY TRAFFIC	2018 PEAK SEASON DAILY TRAFFIC	IND. (%)
PIERSON ROAD	OUSLEY FARMS ROAD	SOUTH SHORE BOULEVARD		8,246	10,154	5.34%
PIERSON ROAD	SOUTH SHORE BOULEVARD	120TH AVENUE		4,648	4,743	0.51%
PIERSON ROAD	120TH AVENUE	FAIRLANE FARMS ROAD		5,328	5,871	2.46%
SOUTH SHORE BOULEVARD	50TH STREET SOUTH	LAKE WORTH ROAD		5,095	5,202	0.52%
SOUTH SHORE BOULEVARD	LAKE WORTH ROAD	PIERSON ROAD**	15,592	16,180	18,764	3.77%
SOUTH SHORE BOULEVARD	PIERSON ROAD	GREENVIEW SHORES BOULEVARD		22,822	23,417	0.65%
SOUTH SHORE BOULEVARD	GREENVIEW SHORES BOULEVARD	BIG BLUE TRACE**	20,364	20,385	20,470	0.10%
SOUTH SHORE BOULEVARD	BIG BLUE TRACE	FOREST HILL BOULEVARD**	24,709	25,020	26,302	1.26%
FOREST HILL BOULEVARD	SOUTHERN BOULEVARD	WELLINGTON TRACE **	35,910	36,601	39,502	1.93%
FOREST HILL BOULEVARD	WELLINGTON TRACE N.	WELLINGTON TRACE S.		26,804	27,421	0.57%
FOREST HILL BOULEVARD	WELLINGTON TRACE S.	SOUTH SHORE BOULEVARD**	28,996	29,244	30,258	0.86%
FOREST HILL BOULEVARD	SOUTH SHORE BOULEVARD	STRIBLING WAY		47,955	49,836	0.97%
FOREST HILL BOULEVARD	STRIBLING WAY	SR 7**	48,508	48,409	48,017	-0.20%
40TH STREET	PALM BEACH POINT BOULEVARD	SOUTH SHORE BOULEVARD		N/A	N/A	
LAKE WORTH ROAD	SOUTH SHORE BOULEVARD	120TH AVENUE**	11,928	12,123	12,936	1.64%
LAKE WORTH ROAD	120TH AVENUE	SR 7*		26,600	28,030	1.32%
LAKE WORTH ROAD	SR 7	LYONS ROAD*		37,381	39,252	1.23%
STRIBLING WAY	FOREST HILL BOULEVARD	FAIRLANE FAMRS ROAD		11,376	13,259	3.90%
STRIBLING WAY	FAIRLANE FAMRS ROAD	SR 7**	11,910	12,647	16,078	6.19%
GREENVIEW SHORES BOULEVA	BINKS FOREST DRIVE	WELLINGTON TRACE		12,848	13,212	0.70%
GREENVIEW SHORES BOULEVA	WELLINGTON TRACE	SOUTH SHORE BOULEVARD**	18,882	18,973	19,343	0.48%
WELLINGTON TRACE	GREENBRIAR BOULEVARD	PADDOCK DRIVE		4,309	4,384	0.43%
WELLINGTON TRACE	PADDOCK DRIVE	GREENVIEW SHORES BOULEVARD		4,577	4,422	-0.86%
WELLINGTON TRACE	GREENVIEW SHORES BOULEVARD	BIG BLUE TRACE**	24,475	24,400	24,104	-0.31%
WELLINGTON TRACE	BIG BLUE TRACE	FOREST HILL BOULEVARD**	22,759	22,550	21,732	-0.92%
BIG BLUE TRACE	WELLINGTON TRACE	SOUTHERN BOULEVARD**	13,708	13,227	11,465	-3.51%
BINKS FOREST DRIVE	GREENVIEW SHORES BOULEVARD	SOUTHERN BOULEVARD**	9,589	10,219	13,181	6.57%
GREENBRIAR BOULEVARD	AERO CLUB DRIVE	WELLINGTON TRACE		6,249	6,301	0.21%
GREENBRIAR BOULEVARD	WELLINGTON TRACE	GREENVIEW SHORES BOULEVARD		4,339	4,518	1.02%
AERO CLUB DRIVE	BINKS FOREST ROAD	GREENBRIAR BOULEVARD		5,113	5,817	3.28%
PADDOCK DRIVE	WELLINGTON TRACE	GREENVIEW SHORES BOULEVARD		918	1,089	4.36%
PADDOCK DRIVE	GREENVIEW SHORES BOULEVARD	BIG BLUE TRACE		2,328	2,438	1.16%
120TH AVENUE	PIERSON ROAD	LAKE WORTH ROAD		N/A	N/A	
120TH AVENUE	LAKE WORTH ROAD	50TH STREET		441	1,056	24.40%
50TH STREET	SOUTH SHORE BOULEVARD	120TH AVENUE		2,349	3,523	10.66%
50TH STREET	120TH AVENUE	WELLINGTON LIMITS		2,247	3,750	13.66%
		Σ =		531,952	559,847	1.29%

AREA WIDE GROWTH RATE USED = 1.29%

Notes:
*2014 volumes from PBC Traffic
** 2013 volumes from PBC Traffic. Adjusted to 2014 volumes using 2013-2018 growth rate for purposes of calculating area wide growth rate

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11/10/2023
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TABLE 23
AREA WIDE GROWTH RATE CALCULATIONS - USED FOR 2018-2022 GROWTH

ROADWAY	FROM	TO	2018 PEAK SEASON DAILY TRAFFIC	2022 PEAK SEASON DAILY TRAFFIC	IND. (%)
PIERSON ROAD	OUSLEY FARMS ROAD	SOUTH SHORE BOULEVARD*	N/A	N/A	
PIERSON ROAD	SOUTH SHORE BOULEVARD	STRIBLING WAY	4,743	4,238	-2.78%
SOUTH SHORE BOULEVARD	50TH STREET SOUTH	LAKE WORTH ROAD	5,202	4,600	-3.03%
SOUTH SHORE BOULEVARD	LAKE WORTH ROAD	PIERSON ROAD	18,764	16,444	-3.25%
SOUTH SHORE BOULEVARD	PIERSON ROAD	GREENVIEW SHORES BOULEVARD	23,417	19,837	-4.06%
SOUTH SHORE BOULEVARD	GREENVIEW SHORES BOULEVARD	FOREST HILL BOULEVARD*	N/A	N/A	
FOREST HILL BOULEVARD	SOUTHERN BOULEVARD	WELLINGTON TRACE	39,502	47,545	4.74%
FOREST HILL BOULEVARD	WELLINGTON TRACE	SOUTH SHORE BOULEVARD	30,258	28,664	-1.34%
FOREST HILL BOULEVARD	SOUTH SHORE BOULEVARD	SR 7	49,836	53,987	2.02%
40TH STREET	PALM BEACH POINT BOULEVARD	SOUTH SHORE BOULEVARD	N/A	N/A	
LAKE WORTH ROAD	SOUTH SHORE BOULEVARD	120TH AVENUE	12,936	11,164	-3.62%
LAKE WORTH ROAD	120TH AVENUE	SR 7**	28,030	26,539	-1.36%
LAKE WORTH ROAD	SR 7	LYONS ROAD**	39,252	36,640	-1.71%
STRIBLING WAY	FOREST HILL BOULEVARD	FAIRLANE FAMRS ROAD	13,259	13,303	0.08%
STRIBLING WAY	FAIRLANE FAMRS ROAD	SR 7	16,078	14,618	-2.35%
GREENVIEW SHORES BOULEVAF	BINKS FOREST DRIVE	WELLINGTON TRACE	13,212	13,082	-0.25%
GREENVIEW SHORES BOULEVAF	WELLINGTON TRACE	SOUTH SHORE BOULEVARD	19,343	16,708	-3.59%
WELLINGTON TRACE	GREENVIEW SHORES BOULEVARD	BIG BLUE TRACE	24,104	23,493	-0.64%
WELLINGTON TRACE	BIG BLUE TRACE	FOREST HILL BOULEVARD	21,732	22,600	0.98%
BIG BLUE TRACE	WELLINGTON TRACE	SOUTHERN BOULEVARD*	N/A	N/A	
BINKS FOREST DRIVE	GREENVIEW SHORES BOULEVARD	SOUTHERN BOULEVARD	13,181	13,373	0.36%
GREENBRIAR BOULEVARD	AERO CLUB DRIVE	GREENVIEW SHORES BOULEVARD*	N/A	N/A	
AERO CLUB DRIVE	BINKS FOREST ROAD	GREENBRIAR BOULEVARD*	N/A	N/A	
PADDOCK DRIVE	GREENVIEW SHORES BOULEVARD	BIG BLUE TRACE	2,438	2,667	2.27%
50TH STREET	SOUTH SHORE BOULEVARD	120TH AVENUE	3,523	4,029	4.58%
		∑ =	**378,810**	**373,531**	**-0.35%**

AREA WIDE GROWTH RATE USED = 1.00%

Notes:
*Growth rates above 5% or below 5% were excluded due to being outlier growth rates
**Volumes from PBC (2018-2022)

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