

Staff Report Exhibit F Traffic Letters - Study (without exhibits)

May 13, 2025



**Engineering and
Public Works Department**

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



**Palm Beach County
Board of County
Commissioners**

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County Administrator

Verdenia C. Baker

Juan F. Ortega, Ph.D., P.E.
JFO Group, Inc.,
6671 W Indiantown Rd, Suite 50-324
Jupiter, FL 33458

**RE: Islepointe
Project #: 250417 (Previously: 221002, 210503)
Traffic Performance Standards (TPS) Review**

Dear Dr. Ortega:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated April 11, 2025, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Wellington
Location:	NEC of 50 th Street S and 120 th Avenue S
PCN:	73-41-44-26-08-005-0000
Access:	One full access driveway connection onto 50 th Street S <u>(As used in the study and is NOT necessarily an approval by the County through this TPS letter)</u>
Existing Uses:	Vacant
Prev Approved Uses:	TPS Approval dated 10/7/2022: Single Family Detached = 27 DUs
Proposed Uses:	Single Family Detached = 27 DUs
New Daily Trips:	270
New Peak Hour Trips:	19 (5/14) AM; 25 (16/9) PM
Build-out:	December 31, 2030

Based on our review, the Traffic Division has determined the proposed development does not have significant peak hour traffic impact (as defined in PBC TPS) on the roadway network. Since there will be no changes of already approved trips, all conditions of approval, if applicable to the previously approved project, will continue to be applicable to this equivalent project. The project **meets** the Traffic Performance Standards of Palm Beach County.

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

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

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Juan F. Ortega, Ph.D., P.E.
May 13, 2025
Page 2

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

If you have any questions regarding this determination, please contact me at 561-478-5755 or email MRahman@pbc.gov.

Sincerely,

A handwritten signature in blue ink that reads "Rahman".

Moshir Rahman, Ph.D., P.E.
Professional Engineer
Engineering and Public Works Dept.
Traffic Division

MR:QB:ep

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

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\MR\MUN\APPROVED\2025\250412 ISLEPOINTE.DOCX;



October 7, 2022

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

**Department of Engineering
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Dave Kerner

Maria Sachs

Melissa McKinlay

Mack Bernard

County Administrator

Verdenia C. Baker

**RE: Islepointe
Project #: 221002 (Previously 210503)
Traffic Performance Standards (TPS) Review**

Dear Dr. Ortega:

The Palm Beach County Traffic Division has reviewed the above referenced project Equivalency Traffic Impact Statement, dated September 29, 2022, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Wellington
Location:	NEC of 50 th Street S and 120 th Avenue S
PCN:	73-41-44-26-08-005-0000
Access:	One full access driveway connection onto 50 th Street S <u>(As used in the study and is NOT necessarily an approval by the County through this TPS letter)</u>
Existing Uses:	Vacant
Prev Approved Uses:	TPS Approval dated 5/12/2021: Single Family Detached = 39 DUs
Proposed Uses:	Modify previous approval as follow: Single Family Detached = 27 DUs
New Daily Trips:	270 Previously approval was 390, a change of -120
New Peak Hour Trips:	19 (5/14) AM; 25 (16/9) PM Previous approval was: 27 (7/20) AM; 37 (23/14) PM A change of: -8 (-2/-6) AM; -12 (-7/-5) PM
Build-out:	December 31, 2025

Based on the review, the Traffic Division has determined that the proposed change in the land use will continue to meet the TPS of Palm Beach County since there will be reduction of already approved trips. All conditions of approval, if applicable to the previously approved project, will continue to be applicable to this equivalent project. The previous approval of this project, with conditions, if any, is attached for reference.

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

Sincerely,

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Dr. Juan F. Ortega, PE
October 7, 2022
Page 2

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

Hanane Akif, P.E.
Professional Engineer
Traffic Division

QB:HA:cw

Attachment: May 12, 2021 TPS Approval Letter

cc:

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

File: General - TPS - Mun - Traffic Study Review
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County Administrator

Verdenia C. Baker

May 12, 2021

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

**RE: Islepointe
Project #: 210503 (Previously 201021)
Traffic Performance Standards Review**

Dear Dr. Ortega:

The Palm Beach County Traffic Division has reviewed the **Islepointe** Traffic Impact Statement, dated May 5, 2021, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Wellington
Location:	NEC of 50 th Street S and 120 th Avenue S
PCN:	73-41-44-26-08-005-0000
Access:	One full access driveway connection onto 50 th Street S <u>(As used in the study and is NOT necessarily an approval by the County through this TPS letter)</u>
Existing Uses:	Vacant
Proposed Uses:	Single Family Home = 39 DUs
New Daily Trips:	390
New Peak Hour Trips:	29 (7/22) AM; 41 (26/15) PM
Build-out:	December 31, 2025

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

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

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

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Dr. Juan F. Ortega, PE
May 12, 2021
Page 2

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Quazi Bari".

Quazi Bari, P.E., PTOE
Manager – Growth Management
Traffic Division

QB:HA:rb

cc: Addressee

Cory Lyn Cramer, AICP, Development Review Coordinator, Village of Wellington
Hanane Akif, E.I., Project Coordinator II, Traffic Division
Steve Bohovsky, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review

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July 19, 2023

Ms. Kelly Ferraiolo
Wellington
Planning, Zoning & Building Department
12300 W. Forest Hill Boulevard
Wellington, FL 33414

**Re: Islepointe CPA - #PTC23-001H.1
2023-0002-CPA**

Dear Ms. Ferraiolo:

Pinder Troutman Consulting, Inc. (PTC) has completed our review of the Comprehensive Plan/Future Land Use Amendment Application for the above referenced project. The Traffic Analysis by JFO Group Inc. dated May 1, 2023, was reviewed. It is proposed to change the land use designation from Community Commercial to Residential Category C on 10 acres.

The proposed land use change results in a reduction of traffic impacts and is therefore in compliance with the level of service standards of the Mobility Element of the Village's Comprehensive Plan.

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

Sincerely,



Andrea M. Troutman, P.E.
President

November 6, 2023

Ms. Kelly Ferraiolo
Wellington
Planning, Zoning & Building Department
12300 W. Forest Hill Boulevard
Wellington, FL 33414

**Re: Islepointe MPA - #PTC23-001H.2
2023-0001-MPA**

Dear Ms. Ferraiolo:

Pinder Troutman Consulting, Inc. (PTC) has completed our review of the Master Plan Amendment Application for the above referenced project. The Traffic Analysis completed by JFO Group Inc. dated August 25, 2023, was reviewed. The resubmittal responded to our comments. We have no new comments. The project is summarized below:

Proposed Uses: 27 Single Family Residential Units

Daily Trips: 270

Peak Hour Trips: AM: 5 In, 14 Out, 19 Total

PM: 16 In, 9 Out, 25 Total

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

1. No building permits are to be issued after December 31, 2025, unless a time extension has been approved.
2. The County traffic concurrency approval is subject to the Project Aggregation Rules as set forth in the Traffic Performance Standards Ordinance.

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

Sincerely,



Andrea M. Troutman, P.E.
President



Michael J Smolak, Vice President
 C/O Jerrod Purser, PLA <Jerrod.Purser@wginc.com>
 Schickedanz Building Group
 8144 Okeechobee Boulevard, Suite B
 West Palm Beach, Florida 33411

**Re: Islepointe (FKA Isles at Wellington)
 PALM BEACH COUNTY TRAFFIC CONCURRENCY
 PCN 73-41-44-26-08-005-0000**

JFO Group Inc. has been retained to prepare a traffic impact analysis to determine compliance with Palm Beach County (PBC) - Traffic Performance Standards (TPS) - Article 12 of the PBC Unified Land Development Code (ULDC). This traffic statement is associated with the Comprehensive Plan Amendment (CPA), Development Order Amendment (DOA)/Master Plan Amendment (MPA), and, Site/Subdivision Plan (SP) applications for the Islepointe (FKA Isles at Wellington) project in the Village of Wellington, Florida.

The subject site is located at the northeast corner of 120th Avenue and 50th Street in the Village of Wellington, Florida. Figure 1 shows the project location in relation to the transportation network. Parcel Control Number associated with this project is 73-41-44-26-08-005-0000. Parcel information from the property appraiser's office associated with the proposed development is included as Exhibit 1.

Exhibit 2 includes a copy of a conceptual site plan for the project. The Islepointe (FKA Isles at Wellington) project is proposing 27 single family homes.

Exhibit 3 contains the most recent Palm Beach County TPS approval for the subject site under Project #221002. The prior TPS approval allowed a traffic equivalency conversion from 39 single-family homes to 27.

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

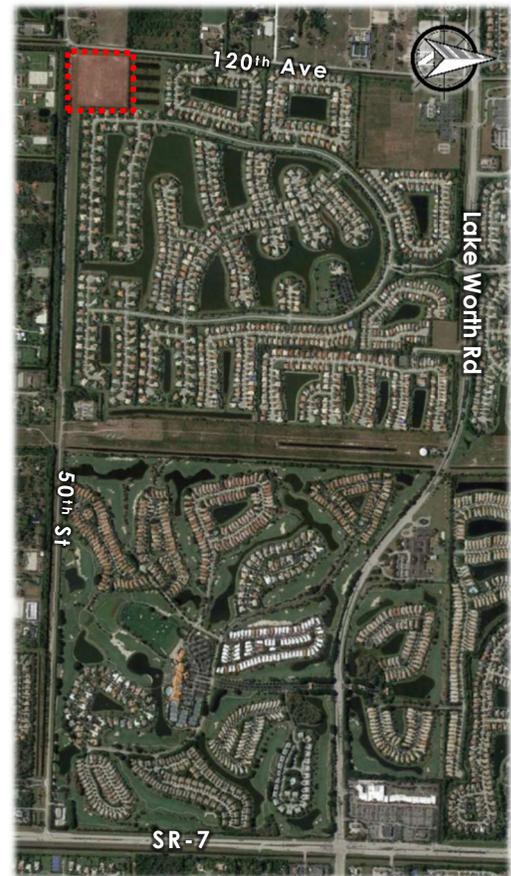
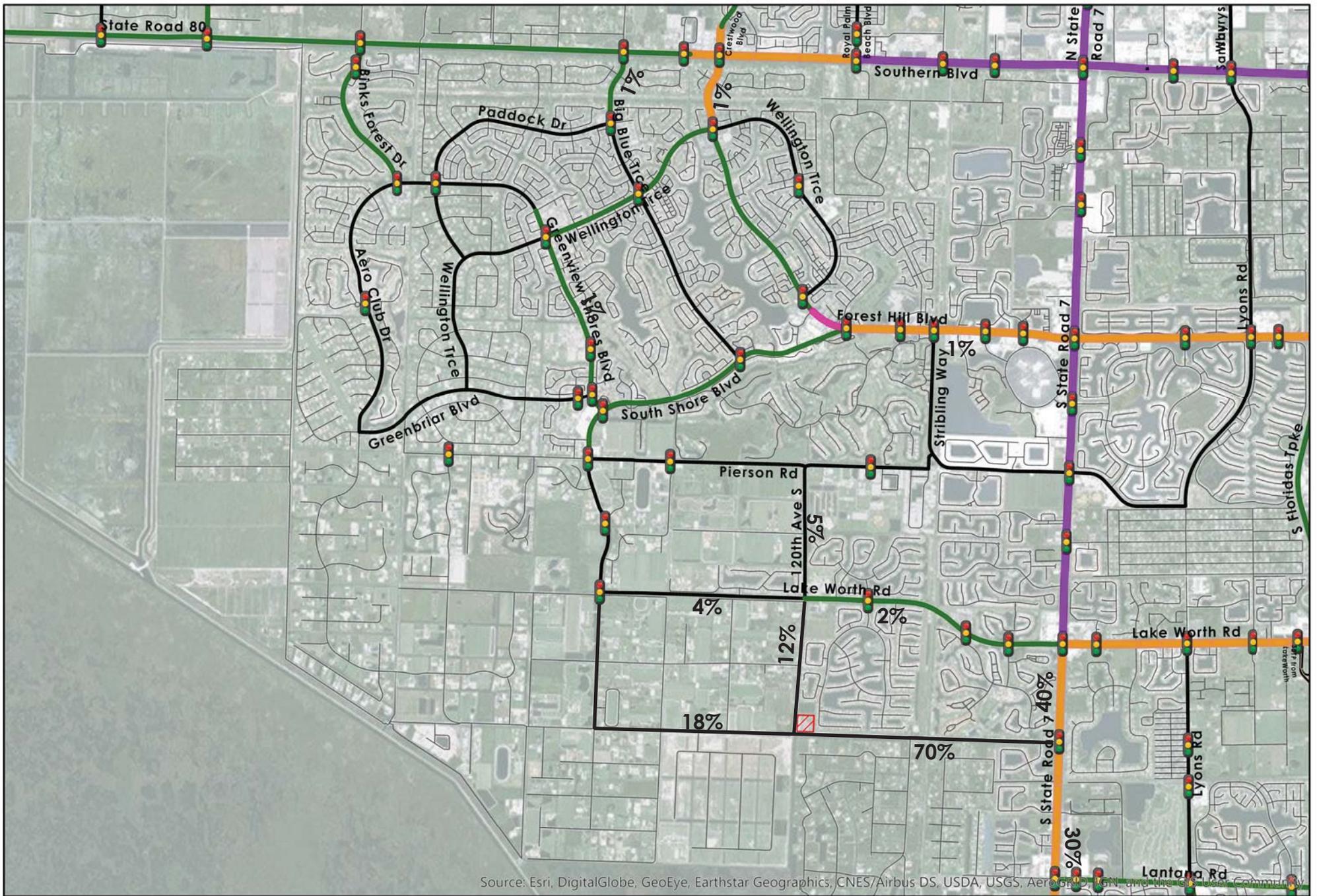


Figure 1 : Project Location

Table 1: Trip Generation Rates

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



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

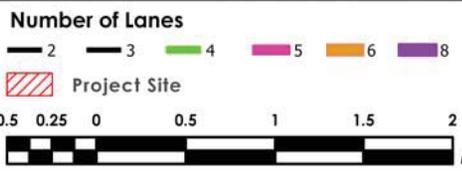


Figure 2:
Trip Distribution
Isles at Wellington



According to Table 2, the net Daily, AM, and PM peak trips potentially generated due to the proposed development are 270, 19 (5 In/14 Out), and 25 (16 In/9 Out) trips respectively. Based on Table 12.b.2.D-7 3A from the Palm Beach County Traffic Performance Standards and given the trip generation characteristics from Table 2, a ½-mile Radius of Development Influence (RDI) needs to be considered for traffic impact analysis.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family	27 DUs	270	5	14	19	16	9	25
Net Proposed Traffic		270	5	14	19	16	9	25

Table 3 includes the traffic assignment within Test 1 RDI while Figure 2 shows the project trip distribution and assignment as well as the signalized intersections and roadway geometry within the RDI used to determine the functional classification of the impacted roadways.

Table 3: Project Impact

Roadway	From	To	Ln	LOS Capacity	Traffic Assignment	Project Traffic	Impact
SR-7	Lantana Rd	50th Street	6LD	2,940	30.0%	5	0.17%
SR-7	50th Street	Lake Worth Rd	6LD	2,940	40.0%	6	0.20%
Lake Worth Rd ¹	South Shore Blvd	120th Av	2	880	4.0%	1	0.11%
Lake Worth Rd	120th Av	Isles Bl	4LD	1,960	2.0%	0	0.00%
Lake Worth Rd	Isles Bl	SR-7	4LD	1,960	1.0%	0	0.00%

¹ Village of Wellington Jurisdiction

Table 3 presents a summary of the project traffic impact as a percentage of the adopted Level of Service (LOS). As shown in Table 3, the proposed development will potentially generate less than one percent (1%) of the adjacent roadway peak-hour peak-direction LOS in all links included within the PBC RDI. For this reason, the proposed development has an insignificant impact on the existing transportation network. Furthermore, intersection analyses were performed at the intersection of 50th Street and SR-7. Exhibit 5 includes Critical Movement Analyses (CMA) for the subject intersection while Table 4 summarizes the AM and PM CMA results. As can be seen in Table 4, no additional improvements beyond those required to correct the existing failure due to the background traffic are needed. According to Florida Statue Section §163.3180 (2016), project cannot be denied concurrency for failure to demonstrate adequate public roadway facilities.

The statutory scheme states that any road already failing must be "considered to be in place" for concurrency purposes. In addition, the statute specifies that "The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility." Florida Statue Section §163.3180 (2016). Only those roads that exceed the adopted LOS when the new project traffic is added must be mitigated through the proportionate share program.

Table 4: 50th Street and SR-7 CMA Summary

Intersection	Year	CMA	
		AM	AM
With Project Without improvements	2030	1,421	1,624
Without Project Without improvements		1,413	1,615
Without Project With improvements		1,125	1,314
With Project With improvements		1,133	1,323

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

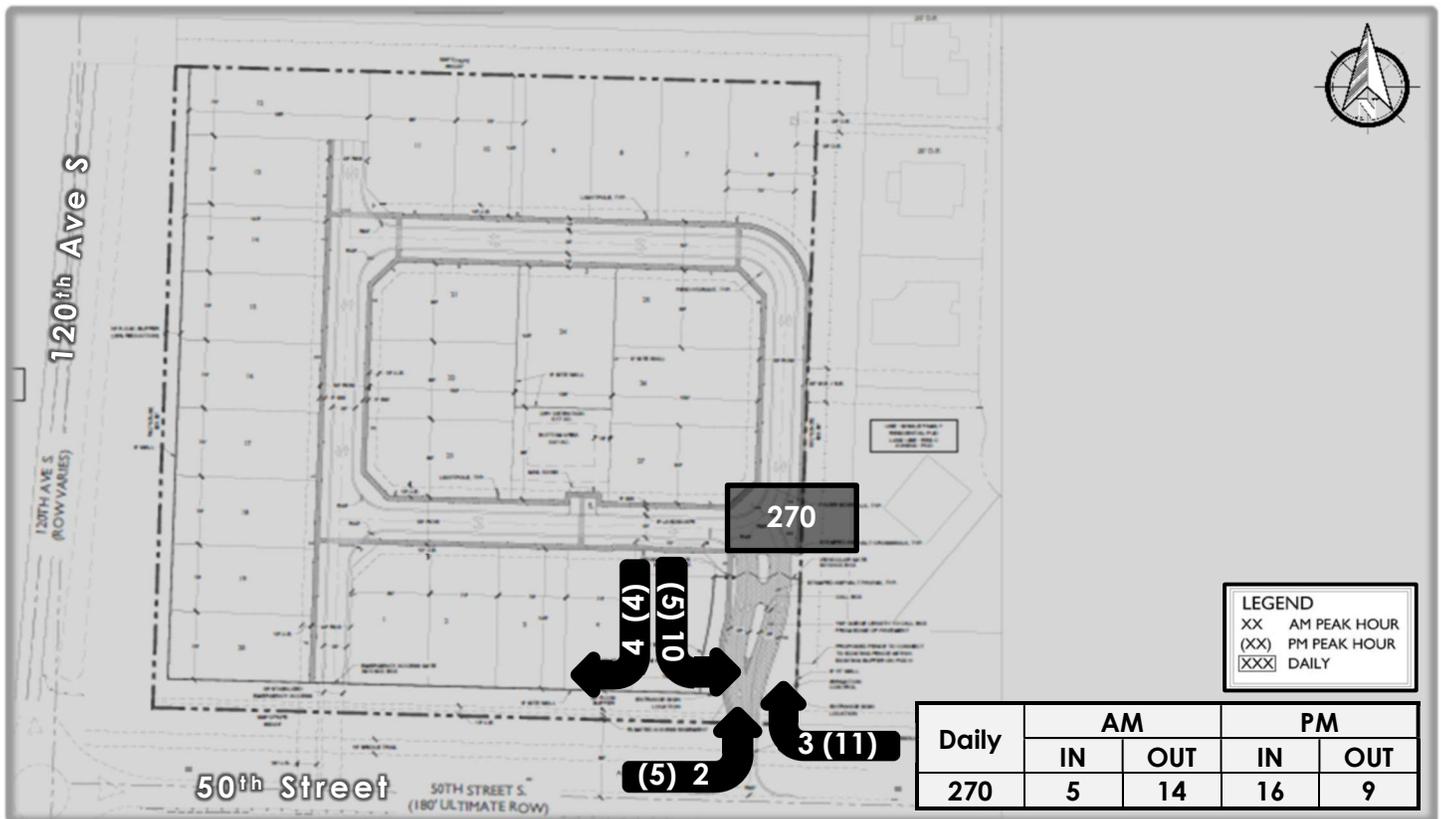
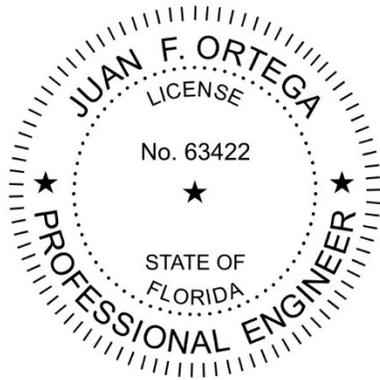


Figure 3: Project Driveway Volumes

The proposed changes to the Islepointe (FKA Isles at Wellington) property have been evaluated following *PBC TPS - Article 12 of the PBC ULDC*. This analysis shows that the proposed request for 27 Single Family homes will generate less than one percent (1%) of the adjacent roadway peak-hour peak-direction LOS in all links included within the PBC RDI. Therefore, the proposed development will have an insignificant impact and will be in compliance with *PBC TPS - Article 12 of the PBC ULDC*. Project build-out is expected in the year 2030.

Sincerely,

JFO GROUP INC
COA Number 32276



- Enclosures:
- Exhibit 1: Property Appraiser Information
 - Exhibit 2: Conceptual Site Plan
 - Exhibit 3: 221002 TPS Approval
 - Exhibit 4: Trip Generation Rates
 - Exhibit 5: Intersection Analyses

Michael J Smolak
Vice President
Schickedanz Building Group
8144 Okeechobee Boulevard, Suite B
West Palm Beach, Florida 33411

**Re: Islepointe – Comprehensive Plan Amendment Traffic Analysis
PCN 73-41-44-26-08-005-0000**

Dear Mike,

JFO Group Inc. has been retained to evaluate a traffic impact analysis to determine compliance with *The Village of Wellington (VOW) Comprehensive Plan, and Wellington Traffic Performance Standards (TPS) - Article 9 of the Unified Land Development Code (ULDC)*. This traffic statement is associated with the Comprehensive Plan Amendment (CPA) application associated with the Islepointe project.

The subject site is located at the northeast corner of 120th Avenue and 50th Street in the Village of Wellington, Florida. Figure 1 shows the project location in relation to the transportation network. Parcel Control Number associated with this project is 73-41-44-26-08-005-0000. Parcel information from the property appraiser's office associated with the proposed development is included as Exhibit 1.

Currently, the subject property contains a Future Land Use (FLU) designation of Community Commercial (CC) and is located within the Planned Unit Development (PUD) Zoning district. The site falls within the Urban Services Boundary (USB) and was previously approved as part of the Islepointe PUD under Resolution R-99-85 (Petition DOA 6-2-99) as an equestrian center pod allowing up to 2 acres of equestrian-related commercial uses with the remaining other 8 acres able to be utilized for other private or public equestrian uses, such as commercial stables, show rings, riding rings, of fields, paddocks and other equestrian uses. Exhibit 2 includes a copy of Resolution R-99-85 while Exhibit 3 includes a copy of the latest approved Master Plan.

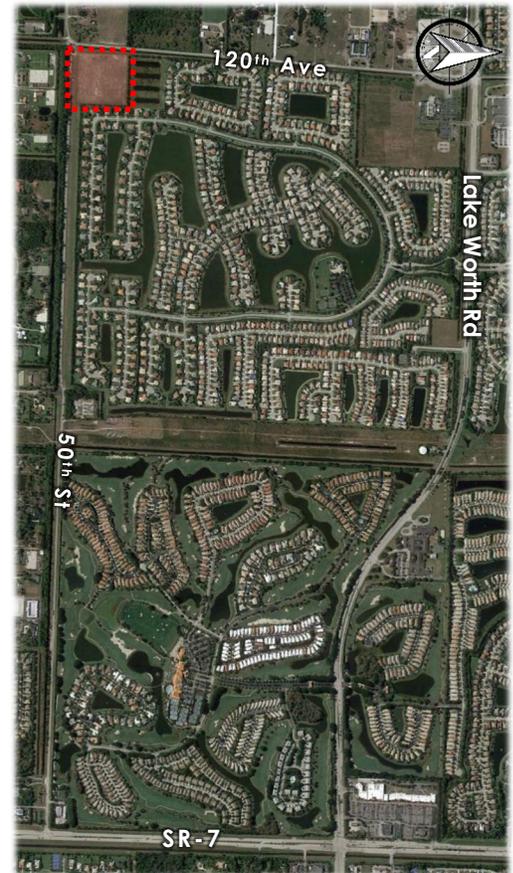


Figure 1 : Project Location

A land use change amendment from the current Community Commercial (CC) to Residential Category C (maximum of 3 dwelling units per acre) is being requested. Under the most intense use in the current FLU designation, the site can accommodate 30,492¹ SF of Office uses and 605² Stalls while under the most intense use in the proposed FLU the site can accommodate 30 Single Family homes. However, the project is proposing a limitation of 27 Single Family Homes on the subject site.

¹ 30,492 SF = 2 Acres X 43,560 SF X 0.35 FAR

² 605 Stalls = 8 Acres X 43,560 SF X 0.25 Building Coverage / (12 ft X 12 ft)

2023-05-01_Islepointe_CPA_1007.03

Project trip generation rates used for this analysis were based on *PBC Trip Generation Rates* dated July 25, 2022, and trip generation rates previously approved in the Village of Wellington. Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Stalls	VOW	1.62	60%	40%	0.15	40%	60%	0.15
General Office	710	10.84	88%	12%	1.52	17%	83%	1.44
Single Family	210	10.00	26%	74%	0.70	63%	37%	0.94

Table 2 summarizes the net Daily, AM, and PM peak trips potentially generated by the current and proposed FLU. According to Table 2, both Daily and Peak-Hour traffic generated by the Proposed Maximum Intensity is lower than the traffic generated by the current FLU. Furthermore, pursuant to *Part Two: Links* requirements and according to the *ULDC, Article 9 – Chapter 4, Section 9.4.2*. Wellington Roads with more than one percent (1%) of the adopted LOS thresholds shall meet the adopted LOS.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing Future Land Use								
Stalls	605 Stalls	980	55	36	91	36	55	91
General Office	30,492 SF	331	40	6	46	7	37	44
	Σ	1,311	95	42	137	43	92	135
Pass-By								
General Office	10%	33	4	1	5	1	3	4
Net Existing FLUA Traffic		1,278	91	41	132	42	89	131
Proposed Future Land Use (Proposed Intensity)								
Single Family	27 DUs	270	5	14	19	16	9	25
Net Proposed Traffic		270	5	14	19	16	9	25
Net Traffic		(1,008)	(86)	(27)	(113)	(26)	(80)	(106)

Table 3 includes the traffic assignment for Wellington Roads while Figure 2 shows the project traffic assignment within the Village of Wellington roads. Table 4 and Table 5 summarize both AM and PM peak-hour peak-direction traffic conditions on Wellington Links significantly impacted at project buildout.

Table 3: Wellington Roads - Project Impact

Roadway	From	To	Ln	Class	LOS Capacity	Traffic Assignment	Project Traffic	Traffic Impact		
50th Street	South Shore Blvd	120th Avenue	2L	II	640	18%	3	0.47%		
50th Street	120th Avenue	Site Access	2L	II	600	30%	5	0.83%		
50th Street	Site Access	Wellington limits	2L	II	600	70%	11	1.83%		
120th Avenue	50th Street South	Lake Worth Rd	2L	II	640	12%	2	0.31%		
120th Avenue	Lake Worth Rd	Pierson Rd	2L	II	640	5%	1	0.16%		
Aero Club Drive	Greenbriar Blvd	Binks Forest Dr	2L	I	880	1%	0	0.00%		
Big Blue Trace	South Shore Blvd	Wellington Trace	2L	I	880	1%	0	0.00%		
Big Blue Trace	Wellington Trace	Paddock Drive	2L	I	880	1%	0	0.00%		
Big Blue Trace	Paddock Drive	Southern Blvd	2L/4L	I	880	1%	0	0.00%		
					2,000	1%	0	0.00%		
Binks Forest Drive	Greenview Shore Blvd	Southern Blvd	4LD	I	2,000	2%	0	0.00%		
Birkdale Drive	Forest Hill Blvd	Wellington Trace	2L	I	880	1%	0	0.00%		
Flying Cow Ranch Rd	South of Southern Blvd		2L	I	880	0%	0	0.00%		
Forest Hill Blvd	Southern Blvd	Wellington Trace N	6LD	I	3,020	1%	0	0.00%		
Forest Hill Blvd	Wellington Trace N	Wellington Trace S	4LD	I	2,000	1%	0	0.00%		
Forest Hill Blvd	Wellington Trace S	South Shore Blvd	4LD	I	2,000	1%	0	0.00%		
					6LD	I	3,020	1%	0	0.00%
Forest Hill Blvd	South Shore Blvd	Stribling Way	6LD	I	3,020	1%	0	0.00%		
Forest Hill Blvd	Stribling Way	SR-7	6LD	I	3,020	1%	0	0.00%		
Greenbriar Blvd	Aero Club Drive	Wellington Trace	2L	II	800	1%	0	0.00%		
Greenbriar Blvd	Wellington Trace	Greenview Shore Blvd	2L	II	800	1%	0	0.00%		
Greenview Shore Blvd	Binks Forest Dr	Paddock Drive	2L	I	880	1%	0	0.00%		
Greenview Shore Blvd	Paddock Drive	Wellington Trace	2L	I	880	1%	0	0.00%		
Greenview Shore Blvd	Wellington Trace	Greenbriar Blvd	4LD	I	2,000	1%	0	0.00%		
Greenview Shore Blvd	Greenbriar Blvd	South Shore Blvd	4LD	I	2,000	1%	0	0.00%		
Lake Worth Road	South Shore Blvd	120th Avenue	2L	I	880	4%	1	0.11%		
Lake Worth Road	120th Avenue	Isles Blvd	4LD	I	2,000	2%	0	0.00%		
Lake Worth Road	Isles Blvd	SR-7	4LD	I	2,000	1%	0	0.00%		
Paddock Drive	Wellington Trace	Greenview Shore Blvd	2L	II	640	1%	0	0.00%		
Paddock Drive	Greenview Shore Blvd	Big Blue Trace	2L	II	600	1%	0	0.00%		
Pierson Rd	Ousley Farms Rd	South Shore Blvd	2L	II	800	1%	0	0.00%		
Pierson Rd	South Shore Blvd	120th Ave	2L	II	800	2%	0	0.00%		
Pierson Rd	120th Ave	Fairlane Farms Rd	2L	II	800	3%	0	0.00%		
South Shore Blvd	50th St	Lake Worth Rd	2L	II	640	9%	1	0.16%		
South Shore Blvd	Lake Worth Rd	Pierson Rd	2LD	II	840	3%	0	0.00%		
South Shore Blvd	Pierson Rd	Greenview Shore Blvd	4LD	I	2,000	4%	1	0.05%		
South Shore Blvd	Greenview Shore Blvd	Big Blue Trace	4LD	I	2,000	2%	0	0.00%		
South Shore Blvd	Big Blue Trace	Forest Hill Blvd	4LD	I	2,000	1%	0	0.00%		
Stribling Way	Forest Hill Blvd	Fairlane Farms Rd	2L	I	880	1%	0	0.00%		
Stribling Way	Fairlane Farms Rd	SR-7	2L	I	880	1%	0	0.00%		
Stribling Way	SR-7	Lyons Rd	2L	I	880	1%	0	0.00%		
Wellington Trace	Greenbriar Blvd	Paddock Drive	2L	II	800	1%	0	0.00%		
Wellington Trace	Paddock Drive	Greenview Shore Blvd	2L	II	800	1%	0	0.00%		
Wellington Trace	Greenview Shore Blvd	Big Blue Trace	4LD	I	2,000	1%	0	0.00%		
Wellington Trace	Big Blue Trace	Forest Hill Blvd	4LD	I	2,000	1%	0	0.00%		
Wellington Trace	Forest Hill Blvd	Birkdale Dr	2L	I	880	1%	0	0.00%		

AM		PM	
IN	OUT	IN	OUT
5	14	16	9

Table 4: Part Two – Wellington Links – AM Peak Hour

Road	From	To	Ln	AM 2019 Traffic ¹		2025 Background Traffic ²		Wellington Preserve		2025 Background Traffic (1%) + Approved		Total Traffic Without Project		Project Assignment	Project Traffic		Total Traffic With Project		Peak Direction Service Volume	V/C
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		
50 th Street	120 th Avenue	Site Access	2L	355	268	377	284	6	6	383	290	383	290	30%	2	4	385	294	600	0.64
50 th Street	Site Access	Wellington limits												70%	10	4	393	294		0.66

ISLEPOINTE AT ORANGE POINT PUD	In	Out
AM Peak Hour Traffic	5	14

Table 5: Part Two – Wellington Links – PM Peak Hour

Road	From	To	Ln	AM 2019 Traffic ¹		2025 Background Traffic ²		Wellington Preserve		2025 Background Traffic (1%) + Approved		Total Traffic Without Project		Project Assignment	Project Traffic		Total Traffic With Project		Peak Direction Service Volume	V/C
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		
50 th Street	120 th Avenue	Site Access	2L	260	276	276	293	10	6	286	299	286	299	30%	5	3	291	302	600	0.50
50 th Street	Site Access	Wellington limits												70%	6	11	292	310		0.52

ISLEPOINTE AT ORANGE POINT PUD	In	Out
PM Peak Hour Traffic	16	9

¹ Link Volumes were calculated from Turning Movement Counts at 50th St & SR-7. See Exhibit 6.

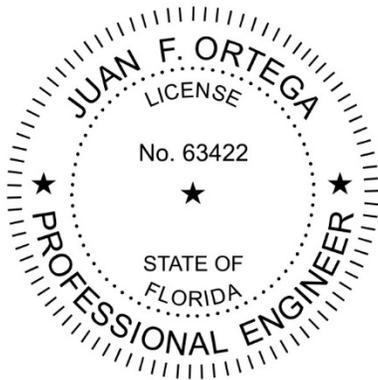
² Calculated GR=-0.04%. Therefore, a conservative 1% was used in this analysis. See Exhibit 5.

As shown in Table 4 and Table 5, Wellington links with an impact of more than one percent (1%) will meet the adopted LOS. Part Two: Links has been met.

The proposed change from the current Community Commercial (CC) FLU to Residential Category C (maximum of 3 dwelling units per acre) FLU with a proposed intensity of 27 single family homes will not generate additional traffic. The proposed changes to the Islepointe property have been evaluated following *The Village of Wellington Comprehensive Plan, and Wellington Traffic Performance Standards - Article 9 of the Unified Land Development Code*. This analysis shows that all Wellington Roadway Links impacted by the proposed Future Land Use Amendment will be in compliance with *The Village of Wellington Comprehensive Plan, and Wellington Traffic Performance Standards - Article 9 of the Unified Land Development Code*.

Sincerely,

JFO GROUP INC
COA Number 32276



- Enclosures:
- Exhibit 1: Property Appraiser
 - Exhibit 2: Resolution R-99-85
 - Exhibit 3: Approved Master Plan
 - Exhibit 4: Trip Generation Rates
 - Exhibit 5: Growth Rate
 - Exhibit 6: Link and Intersection Counts