



October 20, 2023

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

**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

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

Dear Dr. Ortega:

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

**Palm Beach County
Board of County
Commissioners**

- Gregg K. Weiss, Mayor
- Maria Sachs, Vice Mayor
- Maria G. Marino
- Michael A. Barnett
- Marci Woodward
- Sara Baxter
- Mack Bernard

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

County Administrator

Verdenia C. Baker

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

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

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

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been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

"An Equal Opportunity
Affirmative Action Employer"



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

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

Sincerely,

A handwritten signature in blue ink that reads "Hanane Akif".

Hanane Akif, P.E.
Professional Engineer
Traffic Division

QB:ITA:jb

cc:

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

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

November 20, 2023

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

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

Dear Mr. Newell:

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

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

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

Sincerely,



Andrea M. Troutman, P.E.
President

January 19, 2024

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

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

Dear Mr. Newell:

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

Proposed Uses: 42 Single Family Residential Units

Daily Trips: 420

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

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

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

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

Sincerely,



Andrea M. Troutman, P.E.
President



PulteGroup

Aimee Carlson – Land Planning & Entitlement Director
 SE Florida Division 1070
 1475 Centrepark Blvd., Suite 305
 West Palm Beach, FL 33401

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

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

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

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

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

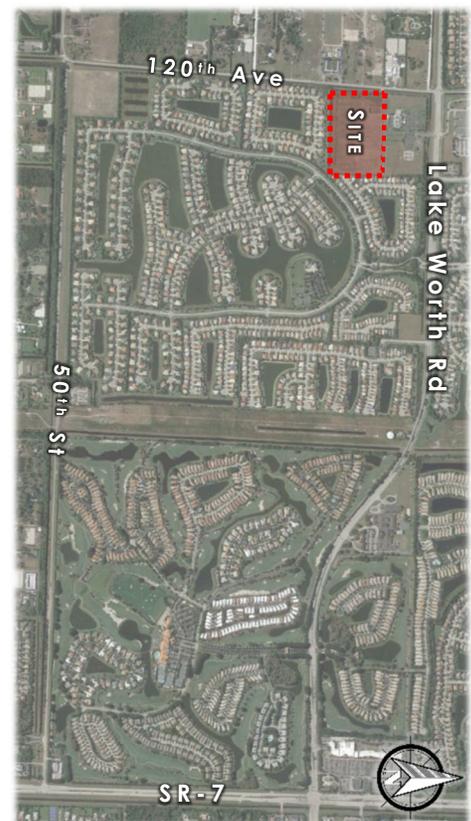


Figure 1 : Project Location

Table 1: Trip Generation Rates

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

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

Table 2: Trip Generation

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

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

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

Table 3: 120th Avenue and Lake Worth Road Delay

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

Table 4: 120th Avenue and Project Driveway Delay

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

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

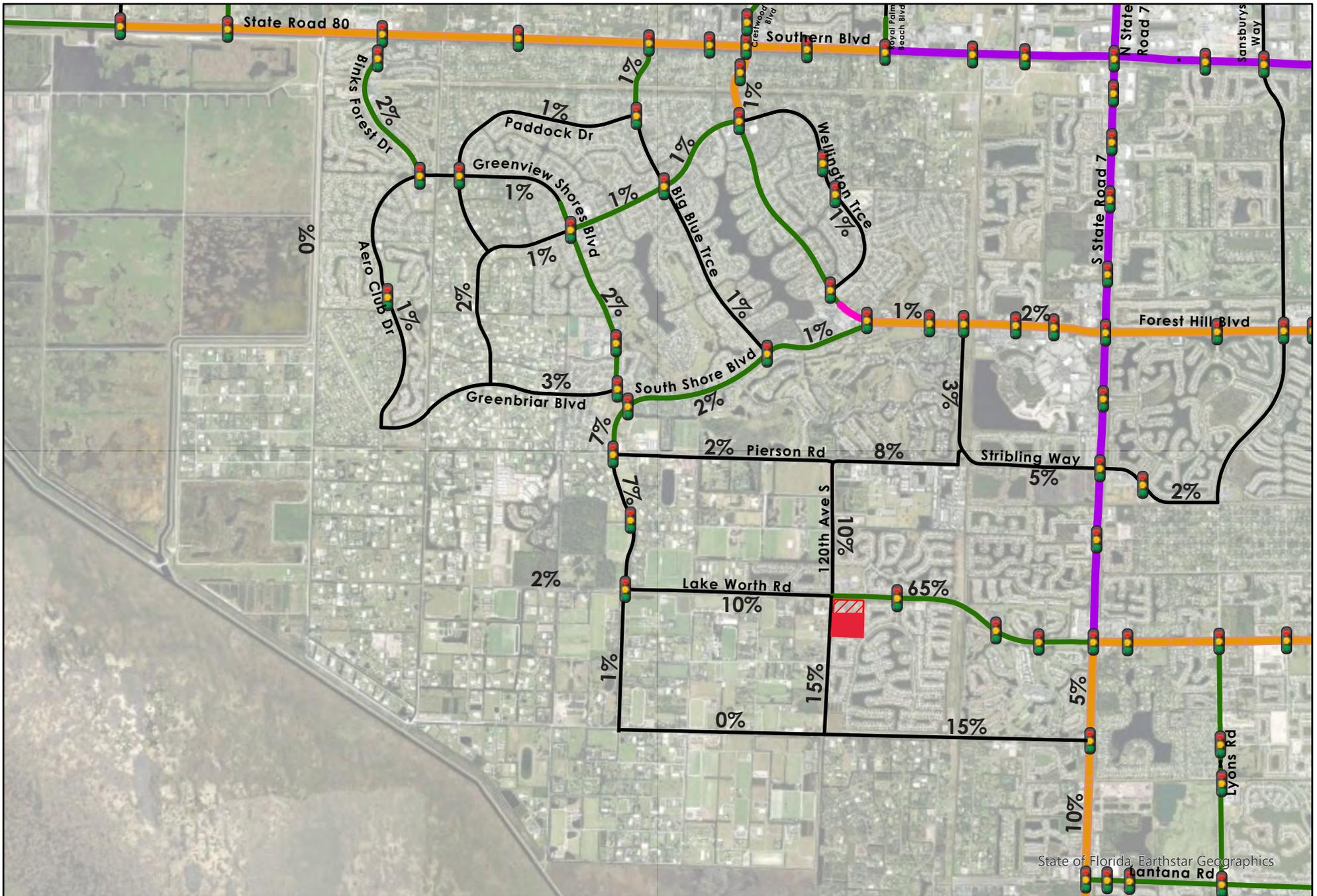
As shown in Table 5, the proposed development will potentially generate more than one percent (1%) impact on 120th Avenue from the project access to Lake Worth Road. Figure 2 shows the project trip distribution and assignment. Table 6 and Table 7 summarize both AM and PM peak-hour peak-direction traffic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

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

Table 5: Wellington Roads - Project Impact

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

| AM | | PM | |
|----|-----|----|-----|
| IN | OUT | IN | OUT |
| 8 | 21 | 25 | 14 |



State of Florida, Earthstar Geographics
 Santa Ana Rd

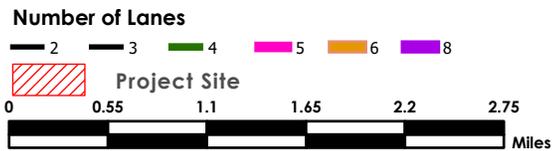
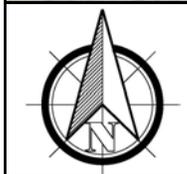


Figure 2:
Traffic Assignment
Pod D-2 Orange Point PUD



Table 6: Part Two – Wellington Links – AM Peak Hour

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

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

Table 7: Part Two – Wellington Links – PM Peak Hour

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

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

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

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

³ See Exhibit 7.

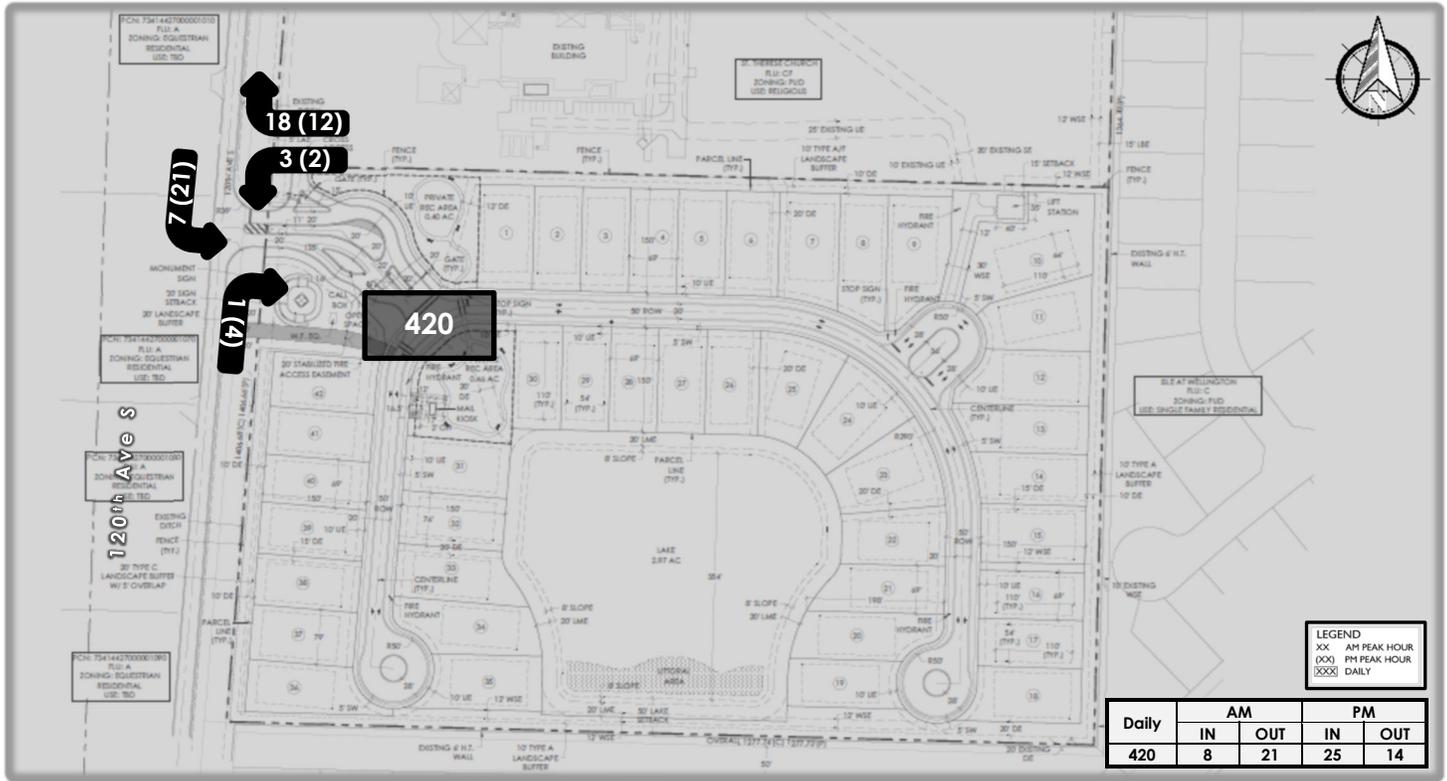
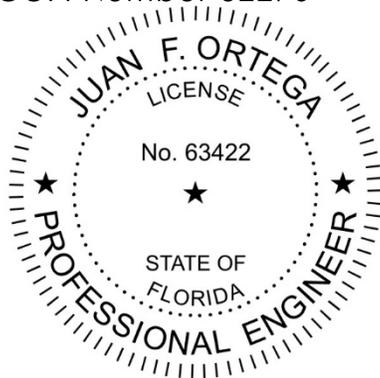


Figure 3: Project Driveway Volumes

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

Sincerely,

JFO GROUP INC
COA Number 32276



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

This item has been electronically signed and sealed by Dr. Juan F. Ortega PE on December 20, 2023 using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.