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TRAFFIC EQUIVALENCY STATEMENT

WELLINGTON SOUTH
WELLINGTON, FLORIDA

Prepared for:

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

Job No. 22-130

Date: June 24, 2023
Revised: August 31, 2023
Revised: September 19, 2023

Bryan Kelley
Digitally signed by Bryan Kelley
Date: 2023.09.19 16:34:06 -04'00'

Bryan G. Kelley, P.E.
FL Reg. No. 74006

Bryan G. Kelley, P.E., State of Florida, Professional Engineer, License No. 74006

This item has been digitally signed and sealed by Bryan G. Kelley, P.E. on 09/19/2023 .

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

1.0 SITE DATA

The subject parcel is located in the northwest corner of South Shore Boulevard in the Village of Wellington and contains approximately 288.11 acres. The Property Control Numbers (PCNs) for the subject parcel are the following:

73-41-44-21-00-000-3010	73-41-44-21-00-000-7020
73-41-44-21-11-001-0000	73-41-44-21-06-000-0010
73-41-44-21-06-001-0000	73-41-44-20-20-001-0000
73-41-44-20-20-000-0010	73-41-44-20-20-000-0020
73-41-44-20-20-000-0030	73-41-44-20-20-000-0040
73-41-44-20-20-000-0050	73-41-44-20-20-000-0060
73-41-44-20-20-000-0070	73-41-44-20-20-000-0080
73-41-44-20-20-000-0090	

The property is currently designated as Residential "B" (282.81 Acres) and Commercial (5.30 Acres) in the Village of Wellington Comprehensive Plan. The property owner previously requested a change in the 288.11 acre parcel's designation to Residential "C" (173.46 Acres) which allows 3 units per acre and Equestrian Commercial Recreation (114.65 Acres).

The property owner is now removing the request to change the parcel's designation to Residential "C" (3 units per acre) and instead the 173.46 acres will be designated Residential "B" (1 unit per acre) and restrict the number of homes to 114 dwelling units.

The previously proposed plan of development for Wellington South (173.46 Acres) was to consist of 197 residential dwelling units. The applicant is now changing this request to reduce the number of homes to 114 residential dwelling units.

For the expansion of the Palm Beach International Equestrian Center (114.65 Acres), the previously proposed plan of development will remain the same and is estimated at a combined 5,000 daily attendees between exhibitors, staff, and spectators. Additionally, the event venue will consist of up to 15,000 total attendees for a Saturday peak event.

The purpose of this report is to document the trip generation change from the previously proposed plan of development to the currently proposed plan of development. Since the traffic will result in a reduction of trips, the conclusions and recommendations of the Wellington South Traffic Impact Statement dated May 8, 2023 remain valid and can be considered slightly conservative. Note a previous Traffic Equivalency Study dated June 24, 2023 reduced the number of residential dwelling units to 148. This traffic study further reduces the number of residential dwelling units to 114.

2.0 TRAFFIC GENERATION

Future Land Use

The traffic generated by previously proposed future land use restricted potential development has been calculated utilizing the same methodology as the previous Wellington South Impact Statement. The trip generation rates are in accordance with rates published by the Palm Beach County Traffic Division and the ITE Trip Generation Manual, 11th Edition and traffic counts collected at the existing PBIEC facility. Table 1 shows the daily traffic generation associated with the previously proposed use and Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively. The traffic generated by the previously proposed future land use restricted potential may be summarized as follows:

Previously Proposed Future Land Use Restricted Potential (5,000 Weekday Attendees and 200 Single Family DU)

Daily Traffic Generation	=	7,196 tpd
AM Peak Hour Traffic Generation (In/Out)	=	446 pht (250 In/196 Out)
PM Peak Hour Traffic Generation (In/Out)	=	596 pht (277 In/319 Out)

The trip generation by the currently proposed future land use designation restricted potential is shown on Tables 4-6 attached to this statement and are summarized as follows:

Currently Proposed Future Land Use Restricted Potential (5,000 Weekday Attendees and 114 Single Family DU)

Daily Traffic Generation	=	6,594 tpd
AM Peak Hour Traffic Generation (In/Out)	=	404 pht (244 In/160 Out)
PM Peak Hour Traffic Generation (In/Out)	=	539 pht (238 In/301 Out)

The decrease in traffic generation as a result of the proposed modifications is shown in Table 7 and may be summarized as follows:

Future Land Use Net Trips (Current – Previously Proposed)

Daily Traffic Generation	=	602 tpd DECREASE
AM Peak Hour Traffic Generation (In/Out)	=	42 pht DECREASE
PM Peak Hour Traffic Generation (In/Out)	=	57 pht DECREASE

Site Plan

The traffic generated by previously proposed development has been calculated utilizing the same methodology as the previous Wellington South traffic study. The trip generation rates are in accordance with rates published by the Palm Beach County Traffic Division and the ITE Trip Generation Manual, 11th Edition and traffic counts collected at the existing PBIEC facility. Table 8-11 show the traffic generation associated with the previously proposed plan of development and may be summarized as follows:

Previously Proposed Site Plan
(5,000 Weekday Attendees, 15,000 Attendees Saturday Peak Event and 197 Single Family DU)

Daily Traffic Generation	=	7,174 tpd
AM Peak Hour Traffic Generation (In/Out)	=	444 pht (249 In/195 Out)
PM Peak Hour Traffic Generation (In/Out)	=	593 pht (276 In/317 Out)
Sat. Peak Hour Traffic Generation (In/Out)	=	1,739 pht (1,264 In/475 Out)

The trip generation by the currently proposed plan of development is shown on Tables 12-15 attached to this report and are summarized as follows:

Currently Proposed Site Plan
(5,000 Weekday Attendees, 15,000 Attendees Saturday Peak Event and 114 Single Family DU)

Daily Traffic Generation	=	6,594 tpd
AM Peak Hour Traffic Generation (In/Out)	=	404 pht (244 In/160 Out)
PM Peak Hour Traffic Generation (In/Out)	=	539 pht (238 In/301 Out)
Sat. Peak Hour Traffic Generation (In/Out)	=	1,685 pht (1,226 In/459 Out)

The decrease in traffic generation as a result of the proposed modifications is shown in Table 16 and may be summarized as follows:

Site Plan Net Trips (Current – Previously Proposed)

Daily Traffic Generation	=	580 tpd DECREASE
AM Peak Hour Traffic Generation (In/Out)	=	40 pht DECREASE
PM Peak Hour Traffic Generation (In/Out)	=	54 pht DECREASE
Sat. Peak Hour Traffic Generation (In/Out)	=	54 pht DECREASE

3.0 CONCLUSION

The attached tables document the daily, A.M. and P.M. peak hour traffic generation for the change from Residential “C” to Residential “B” from the previously proposed application and the reduction from 197 to 114 single family dwelling units. The results and conclusions from the Wellington South Traffic Impact Statement dated May 8, 2023 remain valid. The impacts identified in the previously study can be considered slightly conservative due to the reduction in trips outlined in this report.

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APPENDIX A

FUTURE LAND USE TRIP GENERATION CALCULATIONS

WELLINGTON SOUTH

06/24/2023
Revised: 08/31/2023
Revised: 09/19/2023

FUTURE LAND USE DESIGNATION (EQUESTRIAN COMMERCIAL AND RESIDENTIAL C) - RESTRICTED POTENTIAL

PREVIOUSLY PROPOSED

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
Single Family Detached	210	200	Dwelling Units	10			2,000	15.0%	300	1,700	0%	0	1,700
Showgrounds	N/A	5,000	Spectators	1.1592			5,796	5.2%	300	5,496	0%	0	5,496
			Grand Totals:				**7,796**	**7.7%**	**600**	**7,196**	**0%**	**0**	**7,196**

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
Single Family Detached	210	200	Dwelling Units	0.7	0.24	0.76	34	106	140	15.0%	5	16	21	29	90	119	0%	0	29	90	119
Showgrounds	N/A	5,000	Spectators	0.06963216	0.68	0.32	237	111	348	6.0%	16	5	21	221	106	327	0%	0	221	106	327
							271	**217**	**488**	**8.6%**	**21**	**21**	**42**	**250**	**196**	**446**	**0%**	**0**	**250**	**196**	**446**

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
Single Family Detached	210	200	Dwelling Units	0.94	0.63	0.37	118	70	188	15.0%	18	10	28	100	60	160	0%	0	100	60	160
Showgrounds	N/A	5,000	Spectators	0.09284288	0.40	0.60	187	277	464	6.0%	10	18	28	177	259	436	0%	0	177	259	436
			Grand Totals:				**305**	**347**	**652**	**8.6%**	**28**	**28**	**56**	**277**	**319**	**596**	**0%**	**0**	**277**	**319**	**596**

Note:
Trip Generation from showgrounds based on March 2016 counts collected at PBIEC. See attached counts for reference and calculation of the per attendee rate.

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PROPOSED FUTURE LAND USE DESIGNATION (EQUESTRIAN COMMERCIAL AND RESIDENTIAL B) - RESTRICTED POTENTIAL

CURRENTLY PROPOSED

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
Single Family Detached	210	114	Dwelling Units	10			1,140	15.0%	171	969	0%	0	969
Showgrounds	N/A	5,000	Spectators	1.1592			5,796	3.0%	171	5,625	0%	0	5,625
			Grand Totals:				**6,936**	**4.9%**	**342**	**6,594**	**0%**	**0**	**6,594**

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
Single Family Detached	210	114	Dwelling Units	0.7	0.24	0.76	19	61	80	15.0%	3	9	12	16	52	68	0%	0	16	52	68
Showgrounds	N/A	5,000	Spectators	0.06963216	0.68	0.32	237	111	348	3.4%	9	3	12	228	108	336	0%	0	228	108	336
							256	**172**	**428**	**5.6%**	**12**	**12**	**24**	**244**	**160**	**404**	**0%**	**0**	**244**	**160**	**404**

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
Single Family Detached	210	114	Dwelling Units	0.94	0.63	0.37	67	40	107	15.0%	10	6	16	57	34	91	0%	0	57	34	91
Showgrounds	N/A	5,000	Spectators	0.09284288	0.40	0.60	187	277	464	3.4%	6	10	16	181	267	448	0%	0	181	267	448
			Grand Totals:				**254**	**317**	**571**	**5.6%**	**16**	**16**	**32**	**238**	**301**	**539**	**0%**	**0**	**238**	**301**	**539**

Note:
Trip Generation from showgrounds based on March 2016 counts collected at PBIEC. See attached counts for reference and calculation of the per attendee rate.

06/24/2023
Revised: 08/31/2023
Revised: 09/19/2023

TABLE 7
FUTURE LAND USE DESIGNATION
TRAFFIC GENERATION DIFFERENCE: CURRENTLY PROPOSED - PREVIOUSLY PROPOSED

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
PREVIOUSLY PROPOSED =	7,196	446	250	196	596	277	319
CURRENTLY PROPOSED =	6,594	404	244	160	539	238	301
INCREASE =	**-602**	**-42**	**-6**	**-36**	**-57**	**-39**	**-18**

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APPENDIX B

SITE PLAN TRIP GENERATION CALCULATIONS

WELLINGTON SOUTH

06/24/2023
Revised: 08/31/2023
Revised: 09/19/2023

SITE PLAN: PREVIOUSLY PROPOSED

TABLE 8 - 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
Single Family Detached	210	197	Dwelling Units	10			1,970	15.0%	296	1,674	0%	0	1,674
Showgrounds	N/A	5,000	Attendees	1.1592			5,796	5.1%	296	5,500	0%	0	5,500
			Grand Totals:				**7,766**	**7.6%**	**592**	**7,174**	**0%**	**0**	**7,174**

TABLE 9 - 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
Single Family Detached	210	197	Dwelling Units	0.7	0.24	0.76	33	105	138	15.0%	5	16	21	28	89	117	0%	0	28	89	117
Showgrounds	N/A	5,000	Attendees	0.0696	0.68	0.32	237	111	348	6.0%	16	5	21	221	106	327	0%	0	221	106	327
							270	**216**	**486**	**8.6%**	**21**	**21**	**42**	**249**	**195**	**444**	**0%**	**0**	**249**	**195**	**444**

TABLE 10 - 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
Single Family Detached	210	197	Dwelling Units	0.94	0.63	0.37	117	68	185	15.0%	18	10	28	99	58	157	0%	0	99	58	157
Showgrounds	N/A	5,000	Attendees	0.0928	0.40	0.60	187	277	464	6.0%	10	18	28	177	259	436	0%	0	177	259	436
			Grand Totals:				**304**	**345**	**649**	**8.6%**	**28**	**28**	**56**	**276**	**317**	**593**	**0%**	**0**	**276**	**317**	**593**

TABLE 11 - Saturday 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
Single Family Detached	210	197	Dwelling Units	0.94	0.63	0.37	117	68	185	15.0%	18	10	28	99	58	157	0%	0	99	58	157
Showgrounds	N/A	7,000	Spectators	0.23	0.73	0.27	1,175	435	1,610	1.7%	10	18	28	1,165	417	1,582	0%	0	1165	417	1582
			Grand Totals:				**1,292**	**503**	**1,795**	**3.1%**	**28**	**28**	**56**	**1,264**	**475**	**1,739**	**0%**	**0**	**1,264**	**475**	**1,739**

Note:
Trip Generation for weekday showgrounds based on March 2016 counts collected at PBIEC. See attached counts for reference and calculation of the per attendee rate.
Trip Generation for Saturday peak event from MTP Group Traffic Study dated August 5, 2013

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WELLINGTON SOUTH

06/24/2023
Revised: 08/31/2023
Revised: 09/19/2023

SITE PLAN: CURRENTLY PROPOSED

TABLE 12 - 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
Single Family Detached	210	114	Dwelling Units	10			1,140	15.0%	171	969	0%	0	969
Showgrounds	N/A	5,000	Attendees	1.1592			5,796	3.0%	171	5,625	0%	0	5,625
			Grand Totals:				**6,936**	**4.9%**	**342**	**6,594**	**0%**	**0**	**6,594**

TABLE 13 - 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
Single Family Detached	210	114	Dwelling Units	0.7	0.24	0.76	19	61	80	15.0%	3	9	12	16	52	68	0%	0	16	52	68
Showgrounds	N/A	5,000	Attendees	0.0696	0.68	0.32	237	111	348	3.4%	9	3	12	228	108	336	0%	0	228	108	336
							256	**172**	**428**	**5.6%**	**12**	**12**	**24**	**244**	**160**	**404**	**0%**	**0**	**244**	**160**	**404**

TABLE 14 - 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
Single Family Detached	210	114	Dwelling Units	0.94	0.63	0.37	67	40	107	15.0%	10	6	16	57	34	91	0%	0	57	34	91
Showgrounds	N/A	5,000	Attendees	0.0928	0.40	0.60	187	277	464	3.4%	6	10	16	181	267	448	0%	0	181	267	448
			Grand Totals:				**254**	**317**	**571**	**5.6%**	**16**	**16**	**32**	**238**	**301**	**539**	**0%**	**0**	**238**	**301**	**539**

TABLE 15 - Saturday 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
Single Family Detached	210	114	Dwelling Units	0.94	0.63	0.37	67	40	107	15.0%	10	6	16	57	34	91	0%	0	57	34	91
Showgrounds	N/A	7,000	Spectators	0.23	0.73	0.27	1,175	435	1,610	1.0%	6	10	16	1,169	425	1,594	0%	0	1169	425	1594
			Grand Totals:				**1,242**	**475**	**1,717**	**1.9%**	**16**	**16**	**32**	**1,226**	**459**	**1,685**	**0%**	**0**	**1,226**	**459**	**1,685**

Note:
Trip Generation for weekday showgrounds based on March 2016 counts collected at PBIEC. See attached counts for reference and calculation of the per attendee rate.
Trip Generation for Saturday peak event from MTP Group Traffic Study dated August 5, 2013

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06/24/2023
Revised: 08/31/2023
Revised: 09/19/2023

TABLE 16
SITE PLAN
TRAFFIC GENERATION DIFFERENCE: CURRENTLY PROPOSED - PREVIOUSLY PROPOSED

	DAILY	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
PREVIOUSLY PROPOSED =	7,174	444	249	195	593	276	317	1,739	1,264	475
CURRENTLY PROPOSED =	6,594	404	244	160	539	238	301	1,685	1,226	459
INCREASE =	**-580**	**-40**	**-5**	**-35**	**-54**	**-38**	**-16**	**-54**	**-38**	**-16**

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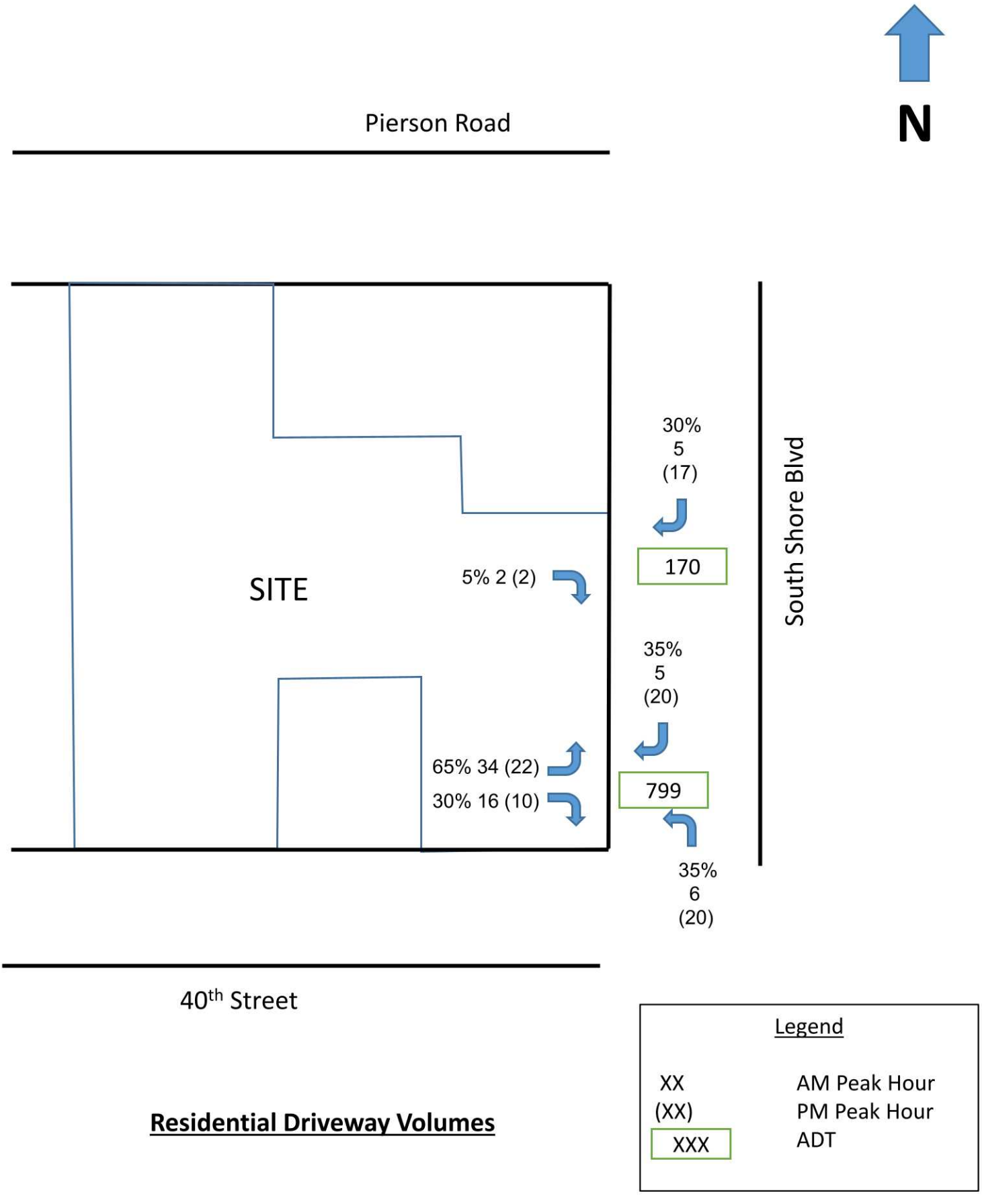

Residential Driveway Volumes

Figure 1 – Turning Movement Worksheet
Wellington South
Project # 22-130

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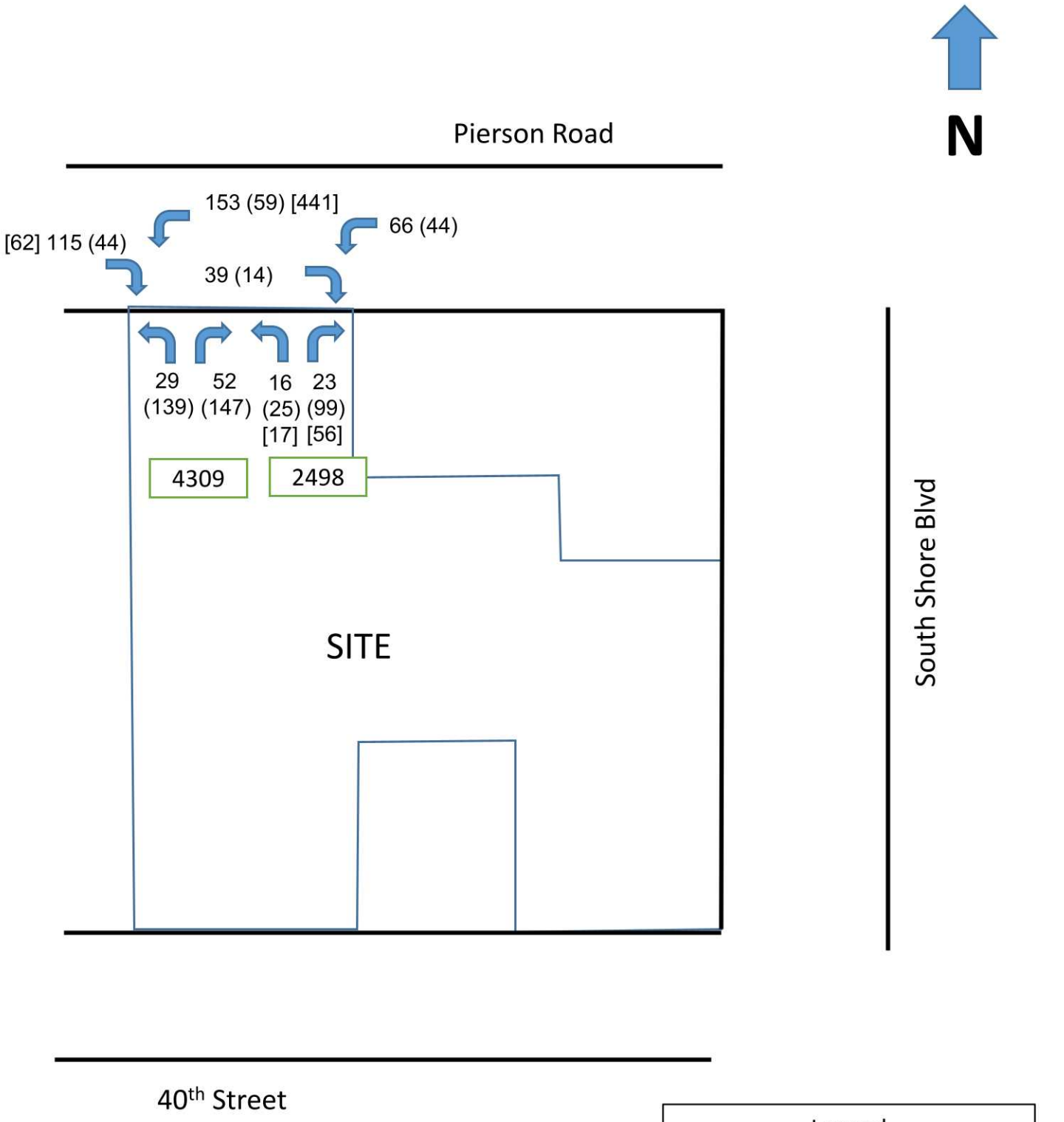

Existing Driveway Volumes

Weekday existing driveway volumes from International Polo Club/Isla Carrol Traffic Study prepared by via planning, in. dated June 8, 2017. Saturday existing driveway counts from PBIEC Trip Generation Study prepared by mtp dated August 5, 2013

Legend	
XX	AM Peak Hour
(XX)	PM Peak Hour
[XX]	Saturday Peak
XXX	ADT

Figure 2 – Turning Movement Worksheet
Wellington South
Project # 22-130

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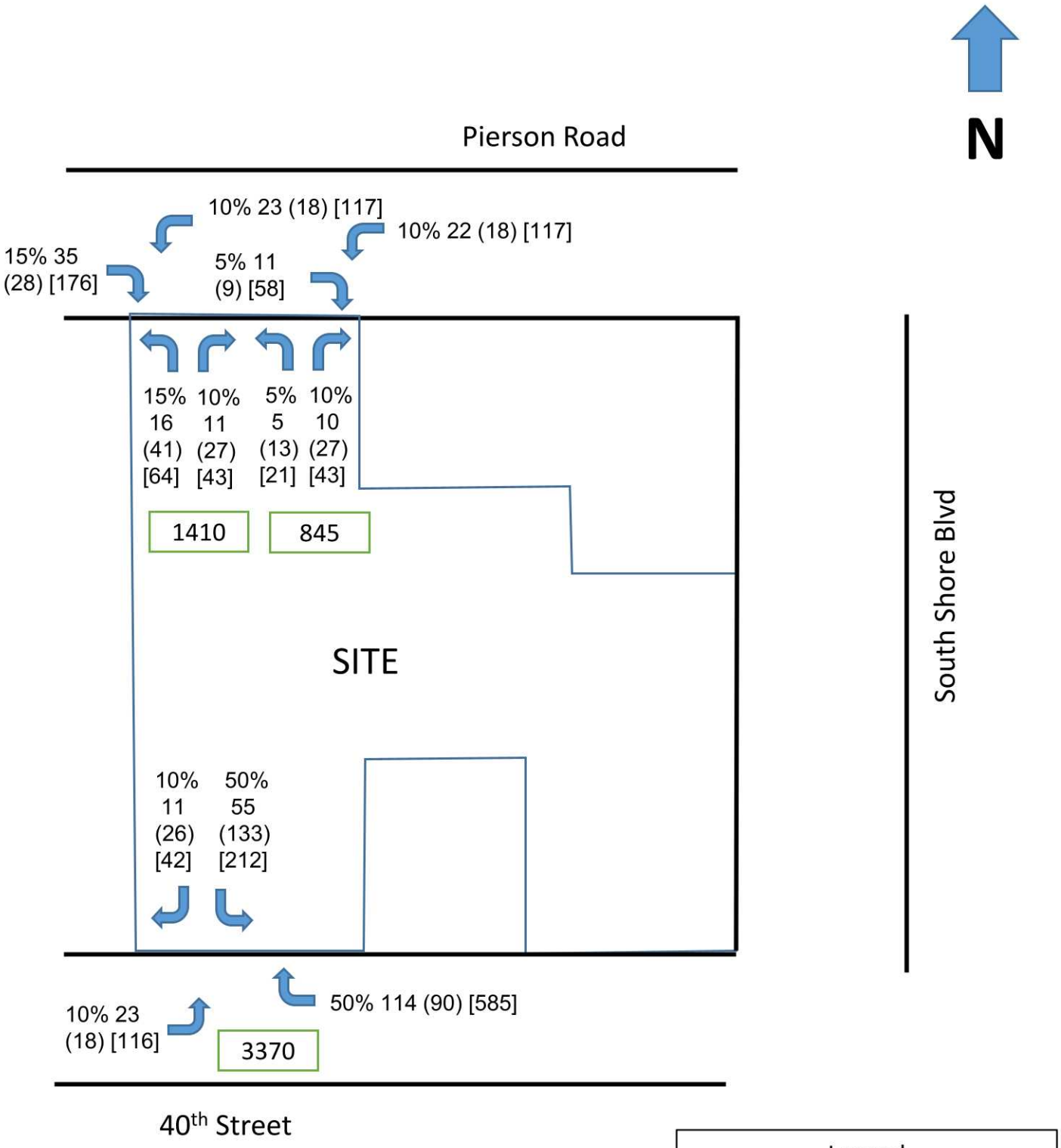

New PBIC Expansion Driveway Volumes

Legend	
XX	AM Peak Hour
(XX)	PM Peak Hour
[XX]	Saturday Peak
XXX	ADT

Figure 3 – Turning Movement Worksheet
Wellington South
Project # 22-130

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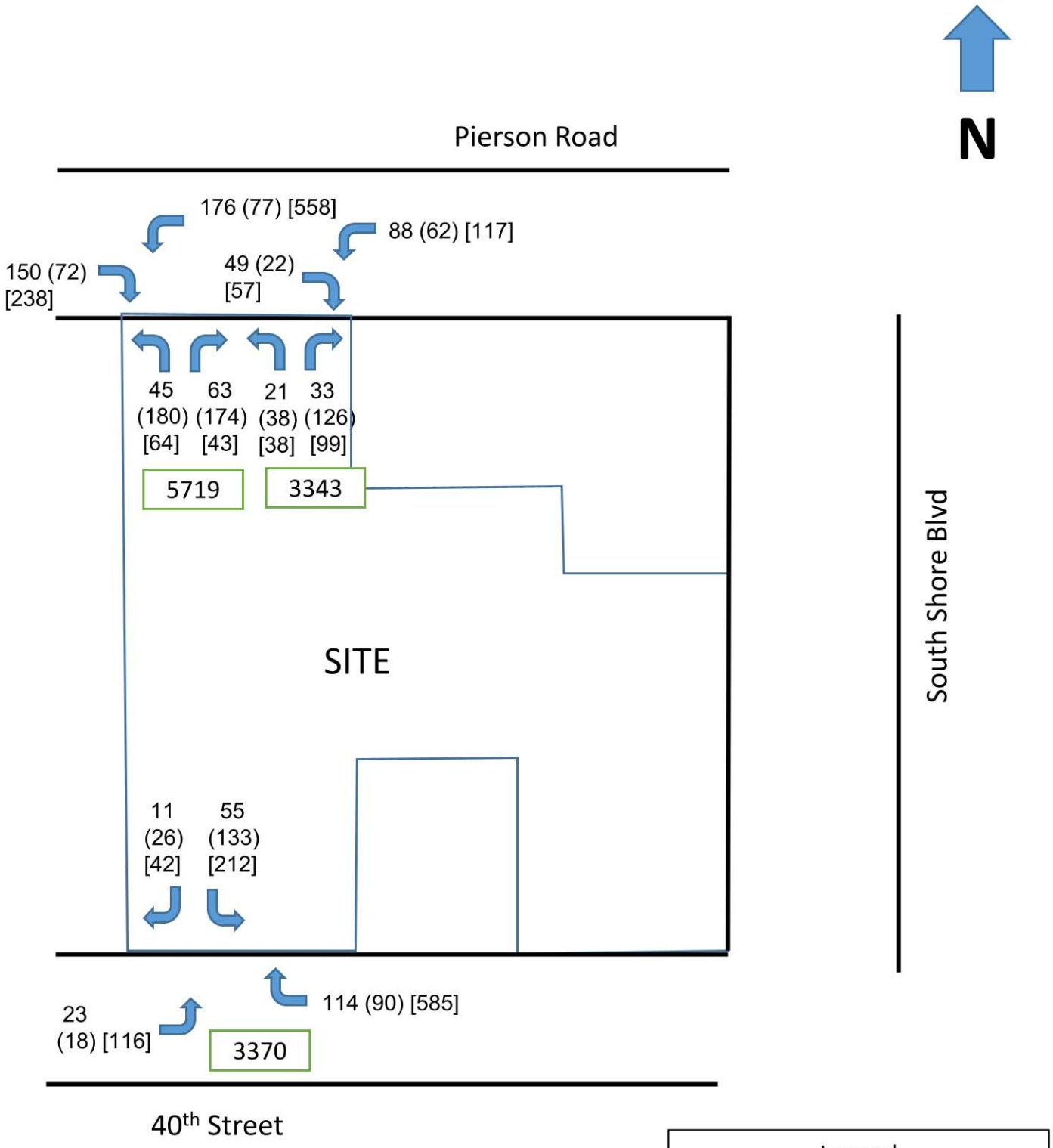

Total Driveway Volumes

Figure 4 – Turning Movement Worksheet
Wellington South
Project # 22-130

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