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March 4, 2014

Ms. Cory Lyn Cramer
Wellington
Planning, Zoning & Building Department
12300 W. Forest Hill Boulevard
Wellington, FL 33414

**Re: Palm Beach Equine - #PTC13-001E
Future Land Use Map Amendment 2013-071 CPA1**

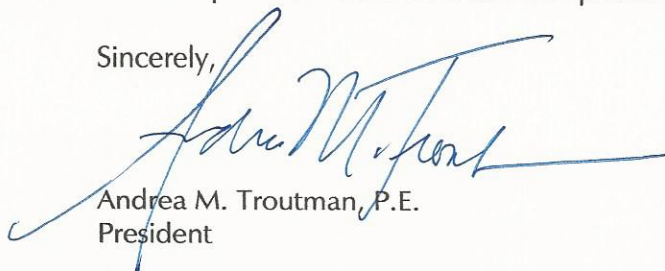
Dear Ms. Cramer:

Pinder Troutman Consulting, Inc. (PTC) has completed our review of revised traffic study dated February 27, 2014 for the Future Land Use Map Amendment application for the above referenced project. The project is summarized below:

Existing Land Use Designation:	Residential B (Max Intensity: 11 DUs)
Proposed Land Use Designation:	Commercial Recreation (Max Intensity: 11.94 Acres)

Based on our review, we have determined that the proposed land use amendment is consistent with the Transportation Element of the Comprehensive Plan of the Village of Wellington.

Sincerely,



Andrea M. Troutman, P.E.
President

cc: David Flinchum, AICP, ASLA
Bill Riebe, P.E.

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LUPA TRAFFIC IMPACT STATEMENT

COUNTRYPLACE PUD PARCELS B & C 11.94 ACRE LAND USE PLAN AMENDMENT VILLAGE OF WELLINGTON, FLORIDA

Prepared for:

Palm Beach Equine Clinic
13125 Southfields Road
Wellington, Florida 33414

Job No. 06-128N

Date: 11/19/2013
Revised: 01/13/2014
Revised 02/27/2014

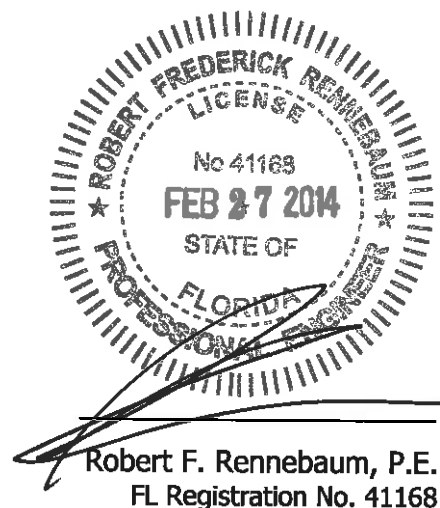


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1.0 SITE DATA

The subject parcels are located in the southwest corner of Pierson Road and Southfields Road in the Wellington, Florida and contains approximately 11.49 acres. The parcels are Parcels "B" and "C" of the Countryplace PUD. The Property Control Numbers (PCN) for the subject parcels are:

73-41-44-21-03-002-0000
73-41-44-21-03-003-0010
73-41-44-21-03-003-0020

The property is currently designated as Residential B, 1 dwelling unit per acre. The property owner is requesting a change in the parcel's designation to Commercial Recreation. The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence or the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 11.94 acre parcel land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing Residential B and Commercial Recreation future land use designations:

Residential B

The most intensive land use under the existing Residential B land use designation is "Single Family Detached". Based on a maximum of 1 dwelling unit per acre and the overall site area consisting of 11.94 acres, the maximum allowable number of dwelling units for the property is 11 single family dwelling units calculated as follows:

$$11.94 \text{ Acres} \times \frac{1 \text{ DU}}{\text{Acre}} = 11 \text{ DU's}$$

Single Family Detached (11 DU's)

Table 1 attached with this report calculates the daily traffic generation, A.M. peak hour traffic generation and P.M. peak hour traffic generation for the property under the existing Residential B land use designation. Based on the maximum allowable number of dwelling units and the accepted traffic generation rates for single family residential development, the maximum traffic generation for the property under the existing Residential B land use designation may be summarized as follows:

Daily Traffic Generation	=	110 tpd
A.M. Peak Hour Traffic Generation	=	8 pht
P.M. Peak Hour Traffic Generation	=	14 pht

2.0 TRAFFIC GENERATION (CONTINUED)

Commercial Recreation

Wellington has assigned traffic generation rates to the Commercial Recreation land use designation. A total of 25% of the parcel size shall be allocated to Multipurpose Recreational area and the balance shall be allocated to City Park. Based on the above, the following applies:

11.94 Acres x 25% = 2.98 Acres as Multipurpose Recreational Area
11.94 Acres x 75% = 8.96 Acres as City Park

Table 2 attached with this report generates the traffic for the subject parcel based on the proposed Commercial Recreation land use designation and the intensities outlined above. The following summary applies:

Daily Traffic Generation	= 286 tpd
A.M. Peak Hour Traffic Generation (In/Out)	= 7 pht
P.M. Peak Hour Traffic Generation (In/Out)	= 19 pht

The increase in daily traffic generation due to the requested change in the parcel's land use designation from the Residential B designation to Commercial Recreation land use designation may be calculated as follows:

Daily Traffic Generation	176 tpd INCREASE
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The site is currently developed with 336 stalls, 24 grooms' quarters and a 6825 SF veterinarian clinic. As part of this Land Use Plan Amendment, a 2515 SF expansion to the veterinarian clinic as well as 12 additional stalls are proposed. Thus, the overall development will consist of 348 stalls, 24 grooms' quarters and a 9340 SF veterinarian clinic under the proposed Commercial Recreation designation. Table 3 attached with this report shows the traffic generation accordingly and is included for information purposes only. The following summary applies:

Daily Traffic Generation	= 987 tpd
A.M. Peak Hour Traffic Generation (In/Out)	= 80 pht
P.M. Peak Hour Traffic Generation (In/Out)	= 94 pht

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1, for a total trip generation of 166 net new trips, the radius of development influence for determining significant impact shall be the directly accessed link only for the Year 2035 analysis.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

The daily traffic generation has been assigned to the links within the project's radius of development influence for the year 2035 and can be seen in Table 3. The traffic distribution is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed Commercial Recreation land use designation.

The projected traffic volumes on the Year 2035 roadway network were available from the Metropolitan Planning Organization of Palm Beach County and are shown in Table 3. As shown in Table 3, all of the links within the project's radius of development influence meet the applicable level of services standards as outlined in the Village of Wellington Comprehensive Plan.

5.0 TEST 2 ANALYSIS

As shown in Table 2, the 11.94 acre subject parcel under the Commercial Recreation land use designation will generate 7 AM peak hour trips and 19 PM peak hour trips. Thus, the impacts on the adjacent roadway links and intersection will be insignificant and no Test 2 analysis is required. Also, the existing development's impacts are already on the roadways and concurrency has been addressed separately for the proposed veterinary clinic expansion.

6.0 CONCLUSION

The total anticipated Year 2035 traffic and Level of Service "D" Standard for each link within the project's radius of development influence can be seen in Table 3. As shown on Table 3, this proposed future land use plan designation modification will not result in an increase in density or intensity of development significantly impacting any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2035 Transportation System Plan. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Village of Wellington Comprehensive Plan, Transportation Element.

COUNTRYPLACE PUD PARCELS B AND C

L.U.P.A.

11/19/13
REVISED 01/13/14
REVISED 02/27/14

TABLE 1
EXISTING RESIDENTIAL B LAND USE DESIGNATION - 11 SINGLE FAMILY HOMES

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Single Family Detached	210	11 Dwelling Units	10		110	0	110	0%	110
		Grand Totals:			110	0	110	0%	110

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Single Family Detached	210	11 Dwelling Units	0.75	0.25 0.75	2 6 8	0 0 0	2 6 8	0%	2 6 8
		Grand Totals:			2 6 8	0 0 0	2 6 8	0%	2 6 8

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Single Family Detached	210	11 Dwelling Units	$\ln(T) = 0.90 \ln(X) + 0.51$	0.63 0.37	9 5 14	0 0 0	9 5 14	0%	9 5 14
		Grand Totals:			9 5 14	0 0 0	9 5 14	0%	9 5 14

COUNTRYPLACE PUD PARCELS B AND C
L.U.P.A.

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TABLE 2
PROPOSED COMMERCIAL RECREATION LAND USE DESIGNATION

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
City Park	411	8.96	1.89		17	0	17	0%	17
Multipurpose Recreational Facility	435	2.98	90.38		269	0	269	0%	269
Grand Totals:					286	0.0%	286	0%	286

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
City Park	411	8.96	10% of Daily	0.56 0.44	1 1 2	0 0 0	1 1 2	0%	1 1 2
Multipurpose Recreational Facility	435	2.98	1.92	0.50 0.50	3 3 6	0 0 0	3 3 6	0%	3 3 6
Grand Totals:					4 4 7	0 0 0	4 4 7	0%	4 4 7

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
City Park	411	8.96	10% of Daily	0.57 0.43	1 1 2	0 0 0	1 1 2	0%	1 1 2
Multipurpose Recreational Facility	435	2.98	5.77	0.50 0.50	9 9 17	0 0 0	9 9 17	0%	9 9 17
Grand Totals:					10 9 19	0 0 0	10 9 19	0%	10 9 19

COUNTRYPLACE PUD PARCELS B AND C

L.U.P.A.

11/19/13
REVISED 01/13/14
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Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Grooms Quarters *	NA	24 Dwelling Units	5		120	0	120	0%	120
Barns / Stables	NA	348 Stalls	1.62		564	0	564	0%	564
Medical Office	720	9,340 S.F.	36.13		337	0	337	10%	304
Grand Totals:					1,021	0.0%	1,021	3%	987

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Grooms Quarters *	NA	24 Dwelling Units	0.36	0.2 0.8	2 7 9	0.0%	2 7 9	0%	2 7 9
Barns / Stables	NA	348 Dwelling Units	0.15	0.6 0.4	31 21 52	0.0%	31 21 52	0%	31 21 52
Medical Office	720	9,340 S.F.	2.3	0.79 0.21	17 5 21	0.0%	17 5 21	10%	15 4 19
Grand Totals:					50 32 82	0.0%	50 32 82	3%	48 32 80

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Grooms Quarters *	NA	24 Dwelling Units	0.44	0.65 0.35	7 4 11	0.0%	7 4 11	0%	7 4 11
Barns / Stables	NA	348 Dwelling Units	0.15	0.40 0.60	21 31 52	0.0%	21 31 52	0%	21 31 52
Medical Office	720	9,340 S.F.	$\ln(T) = 0.88 \ln(X) + 1.59$	0.27 0.73	9 26 35	0.0%	9 26 35	10%	9 23 32
Grand Totals:					37 61 98	0.0%	37 61 98	4%	36 58 94

COUNTRYPLACE PUD PARCELS B AND C
L.U.P.A.

11/19/13
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TABLE 3
(YEAR 2035)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: COUNTRYPLACE PUD PARCELS B & C
EXISTING FUTURE LAND USE: RESIDENTIAL B - 1 UNIT PER ACRE
TRIPS PER DAY= 110
PROPOSED FUTURE LAND USE: COMMERCIAL RECREATION
TRIPS PER DAY= 288
TRIP INCREASE= 178

ROADWAY	FROM	TO	2035		DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2035 TRAFFIC	LANES	LOS "D" CAPACITY	V/C RATIO
			PBC MPQ	TRAFFIC VOLUME						
PERSON ROAD PERSON ROAD	SOUTH SHORE BOULEVARD SITE	SITE 120TH AVENUE SOUTH	8,200	8,200	40%	71	8,271	2L	15,200	0.54
					60%	108	8,308	2L	15,200	0.55

APPENDIX "A"

LEVEL OF SERVICE VOLUMES

TABLE TE 1a
LEVEL OF SERVICE D Link Service Volumes

FACILITY TYPE		ADT
2 lanes undivided	2L	15,200
2 lanes one-way	2LO	19,900
3 lanes two-way	3L	15,200
3 lanes one-way	3LO	30,200
4 lanes undivided	4L	31,500
4 lanes divided	4LD	33,200
5 lanes two-way	5L	33,200
6 lanes divided	6LD	50,300
8 lanes divided	8LD	67,300
4 lanes expressway	4LX	73,600
6 lanes expressway	6LX	110,300
8 lanes expressway	8LX	146,500
10 lanes expressway	10LX	184,000

TABLE TE 2a
LEVEL OF SERVICE E Link Service Volumes

FACILITY TYPE		ADT
2 lanes undivided	2L	16,200
2 lanes one-way	2LO	21,100
3 lanes two-way	3L	16,200
3 lanes one-way	3LO	31,900
4 lanes undivided	4L	33,300
4 lanes divided	4LD	35,100
5 lanes two-way	5L	35,100
6 lanes divided	6LD	53,100
8 lanes divided	8LD	70,900
4 lanes expressway	4LX	79,400
6 lanes expressway	6LX	122,700
8 lanes expressway	8LX	166,000
10 lanes expressway	10LX	209,200

APPENDIX "B"
2035 LONG RANGE TRANSPORTATION PLAN ANALYSIS

TABLE 3.5-1
Significant Impact

Net Trip Generation**	Distance
1 - 50	No significant impact
51 - 1,000	Only address directly accessed link on first accessed major thoroughfare*
1,001 - 4,000	One (1) mile*
4,001 - 8,000	Two (2) miles*
8,001 - 12,000	Three (3) miles*
12,001 - 20,000	Four (4) miles*
20,001 - up	Five (5) miles*

* A project has significant traffic: (1) when net trip increase will impact FIHS and SIS facilities which are already exceeding the adopted LOS or cause the adopted LOS for FIHS or SIS facilities to be exceeded; and/or (2) where net trip increase impacting roads not on the FIHS or SIS is greater than one percent (1%) for volume to capacity ratio (v/c) of 1.4 or more, two percent (2%) for v/c of 1.2 or more and three percent (3%) for v/c of less than 1.2 of the level of service "D" capacity on an AADT basis of the link affected up to the limits set forth in this table. The laneage shall be as shown on the MPO's latest adopted LRTP.

** When calculating net trip increase, traffic associated with all prior Land Use Atlas Amendment approvals for the property that has not yet received development order approvals, shall be cumulatively included in the analysis. Consideration will also be given to alternative modes of transportation (i.e. bicycle lanes, bicycle paths, bus lanes, fixed rail, and light rail facilities) in reducing the number of net trips. These alternative modes must either be operating at the time of the change to the Future Land Use Atlas or be included in both the Transportation Element (Mass Transit) and the Capital Improvement Element of the Comprehensive Plan.

TEST 2 – FIVE YEAR ANALYSIS

Table 12.B.2.D-10 3D – Test Two Levels of Significance

Facility	All Links (except I-95 and the Turnpike)	1-95/Turnpike
Significance Level	Three percent LOS E within Radius, five percent LOS E outside Radius	Five percent LOS E

For Test Two, a Project must address only those Links within the Radius of Development Influence on which its Net Trips are greater than three percent of the LOS E of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-4, 2.A: LOS E Link Service Volumes AND those Links outside the Radius of Development Influence on which its Net Trips are greater than five percent of the LOS E of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-4, 2A: LOS E Link Service Volumes. Provided, in all cases, I-95 and Florida's Turnpike shall be addressed only if Net Trips on these facilities are greater than five percent of the LOS E of the Link affected on a peak hour peak direction basis up to the limits set forth in Table 12.B.2.C-4, 2.A: LOS E Link Service Volumes.

APPENDIX "C"

PBC MPO 2035 TRAFFIC VOLUMES

2035 LONG RANGE VOLUMES

ROADWAY	FROM	TO	2035 LONG RANGE VOLUME
BELVEDERE ROAD	STATE ROAD 7	LYONS ROAD/SANSBURY'S WAY	38000
SOUTHERN BOULEVARD	FOREST HILL BOULEVARD	ROYAL PALM BEACH BOULEVARD	68600
SOUTHERN BOULEVARD	ROYAL PALM BEACH BOULEVARD	STATE ROAD 7	88100
SOUTHERN BOULEVARD	STATE ROAD 7	LYONS ROAD/SANSBURY'S WAY	67400
SOUTHERN BOULEVARD	LYONS ROAD/SANSBURY'S WAY	BENOIST FARMS ROAD	66500
FOREST HILL BOULEVARD	WELLINGTON TRACE	SOUTH SHORE BOULEVARD	39500
FOREST HILL BOULEVARD	SOUTH SHORE BOULEVARD	FAIRLANE FARMS ROAD	52900
FOREST HILL BOULEVARD	FAIRLANE FARMS ROAD	STATE ROAD 7	
FOREST HILL BOULEVARD	STATE ROAD 7	LYONS ROAD/SANSBURY'S WAY	44800
FOREST HILL BOULEVARD	LYONS ROAD/SANSBURY'S WAY	PINEHURST DRIVE	44900
LAKE WORTH ROAD	THE WEST	STATE ROAD 7	32200
LAKE WORTH ROAD	STATE ROAD 7	LYONS ROAD	39800
LAKE WORTH ROAD	LYONS ROAD	FLORIDA TURNPIKE	46100
LANTANA ROAD	STATE ROAD 7	LYONS ROAD	27000
LANTANA ROAD	LYONS ROAD	FLORIDA TURNPIKE	40700
LANTANA ROAD	FLORIDA TURNPIKE	HAGEN RANCH ROAD	43200
PIERSON ROAD/STRIBLING WAY	THE WEST	FAIRLANE FARMS ROAD	8200
PIERSON ROAD/STRIBLING WAY	FAIRLANE FARMS ROAD	STATE ROAD 7	15700
ROYAL PALM BEACH BOULEVARD	SOUTHERN BOULEVARD	NORTH	27700
SOUTH SHORE BOULEVARD	BIG BLUE TRACE	FOREST HILL BOULEVARD	27200
FAIRLANE FARMS ROAD	FOREST HILL BOULEVARD	PIERSON ROAD/STRIBLING WAY	13100
STATE ROAD 7	OKEECHOBEE BOULEVARD	BELVEDERE ROAD	46200
STATE ROAD 7	BELVEDERE ROAD	SOUTHERN BOULEVARD	69000
STATE ROAD 7	SOUTHERN BOULEVARD	Pioneer Road	61300
STATE ROAD 7	Pioneer Road	FOREST HILL BOULEVARD	59700
STATE ROAD 7	FOREST HILL BOULEVARD	Stribling Way	52500
STATE ROAD 7	Stribling Way	LAKE WORTH ROAD	66400
STATE ROAD 7	LAKE WORTH ROAD	LANTANA ROAD	53100
STATE ROAD 7	LANTANA ROAD	HYPOLUXO ROAD	44400
LYONS ROAD/SANSBURY'S WAY	BELVEDERE ROAD	SOUTHERN BOULEVARD	
LYONS ROAD/SANSBURY'S WAY	SOUTHERN BOULEVARD	Dillman Road	11300
LYONS ROAD/SANSBURY'S WAY	Dillman Road	FOREST HILL BOULEVARD	10200
LYONS ROAD/SANSBURY'S WAY	FOREST HILL BOULEVARD	Stribling Way	11300
LYONS ROAD/SANSBURY'S WAY	Stribling Way	LAKE WORTH ROAD	17700
LYONS ROAD/SANSBURY'S WAY	LAKE WORTH ROAD	LANTANA ROAD	18100
LYONS ROAD/SANSBURY'S WAY	LANTANA ROAD	HYPOLUXO ROAD	17700

Note: These projections were provided by the transportation computer model using land use data from adopted comprehensive plans. The computer model is a planning tool and should be used as s