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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

**Bryan
Kelley** Digitally signed
by Bryan Kelley
Date:
2023.06.24
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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 06/24/2023.**

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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 148 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 148 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.

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)	=	602 pht (282 In/320 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 148 Single Family DU)

Daily Traffic Generation	=	6,832 tpd
AM Peak Hour Traffic Generation (In/Out)	=	420 pht (246 In/174 Out)
PM Peak Hour Traffic Generation (In/Out)	=	568 pht (258 In/310 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	=	364 tpd DECREASE
AM Peak Hour Traffic Generation (In/Out)	=	26 pht DECREASE
PM Peak Hour Traffic Generation (In/Out)	=	34 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)	=	601 pht (281 In/320 Out)
Sat. Peak Hour Traffic Generation (In/Out)	=	1,747 pht (1,269 In/478 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 148 Single Family DU)**

Daily Traffic Generation	=	6,832 tpd
AM Peak Hour Traffic Generation (In/Out)	=	420 pht (246 In/174 Out)
PM Peak Hour Traffic Generation (In/Out)	=	568 pht (258 In/310 Out)
Sat. Peak Hour Traffic Generation (In/Out)	=	1,714 pht (1,246 In/468 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	=	342 tpd DECREASE
AM Peak Hour Traffic Generation (In/Out)	=	24 pht DECREASE
PM Peak Hour Traffic Generation (In/Out)	=	33 pht DECREASE
Sat. Peak Hour Traffic Generation (In/Out)	=	33 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 148 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.

APPENDIX A

FUTURE LAND USE TRIP GENERATION CALCULATIONS

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		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total			
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		Gross Trips			Internalization				External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	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	
Grand Totals:								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		Gross Trips			Internalization				External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total		
Single Family Detached	210	200	Dwelling Units	0.94	0.63	0.37	125	73	198	15.0%	19	11	30	106	62	168	0%	0	106	62	168	
Showgrounds	N/A	5,000	Spectators	0.09284288	0.40	0.60	187	277	464	6.5%	11	19	30	176	258	434	0%	0	176	258	434	
Grand Totals:								312	350	662	9.1%	30	30	60	282	320	602	0%	0	282	320	602

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.

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		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total		
Single Family Detached	210	148	Dwelling Units	10				1,480	15.0%			222		1,258	0%	0			1,258
Showgrounds	N/A	5,000	Spectators	1.1592				5,796	3.8%			222		5,574	0%	0			5,574
Grand Totals:								7,276	6.1%			444		6,832	0%	0			6,832

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips					
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total		
Single Family Detached	210	148	Dwelling Units	0.7	0.24	0.76	25	79	104	15.0%	4	12	16	21	67	88	0%	0	21	67	88	
Showgrounds	N/A	5,000	Spectators	0.06963216	0.68	0.32	237	111	348	4.6%	12	4	16	225	107	332	0%	0	225	107	332	
Grand Totals:								262	190	452	7.1%	16	16	32	246	174	420	0%	0	246	174	420

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips					
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total		
Single Family Detached	210	148	Dwelling Units	0.94	0.63	0.37	93	55	148	15.0%	14	8	22	79	47	126	0%	0	79	47	126	
Showgrounds	N/A	5,000	Spectators	0.09284288	0.40	0.60	187	277	464	4.7%	8	14	22	179	263	442	0%	0	179	263	442	
Grand Totals:								280	332	612	7.2%	22	22	44	258	310	568	0%	0	258	310	568

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.

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	602	282	320
CURRENTLY PROPOSED =	6,832	420	246	174	568	258	310
INCREASE =	-364	-26	-4	-22	-34	-24	-10

APPENDIX B

SITE PLAN TRIP GENERATION CALCULATIONS

SITE PLAN: PREVIOUSLY PROPOSED

TABLE 8 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total			%	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		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Single Family Detached	210	197	Dwelling Units	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	0.68	0.32	237	111	348	6.0%	16	5	21	221	106	327	0%	0	221	106	327
Grand Totals:						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		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Single Family Detached	210	197	Dwelling Units	0.63	0.37	123	72	195	15.0%	18	11	29	105	61	166	0%	0	105	61	166
Showgrounds	N/A	5,000	Attendees	0.40	0.60	187	277	464	6.3%	11	18	29	176	259	435	0%	0	176	259	435
Grand Totals:						310	349	659	8.8%	29	29	58	281	320	601	0%	0	281	320	601

TABLE 11 - Saturday Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Single Family Detached	210	197	Dwelling Units	0.63	0.37	123	72	195	15.0%	18	11	29	105	61	166	0%	0	105	61	166
Showgrounds	N/A	7,000	Spectators	0.73	0.27	1,175	435	1,610	1.8%	11	18	29	1,164	417	1,581	0%	0	1,164	417	1,581
Grand Totals:						1,298	507	1,805	3.2%	29	29	58	1,269	478	1,747	0%	0	1,269	478	1,747

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

SITE PLAN: CURRENTLY PROPOSED

TABLE 12 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Single Family Detached	210	148	Dwelling Units	10		1,480	15.0%	222		1,258	0%	0	1,258
Showgrounds	N/A	5,000	Attendees	1.1592		5,796	3.8%	222		5,574	0%	0	5,574
Grand Totals:						7,276	6.1%	444		6,832	0%	0	6,832

TABLE 13 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Single Family Detached	210	148	Dwelling Units	0.24	0.76	25	79	104	15.0%	4	12	16	21	67	88	0%	0	21	67	88
Showgrounds	N/A	5,000	Attendees	0.68	0.32	237	111	348	4.6%	12	4	16	225	107	332	0%	0	225	107	332
Grand Totals:						262	190	452	7.1%	16	16	32	246	174	420	0%	0	246	174	420

TABLE 14 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Single Family Detached	210	148	Dwelling Units	0.63	0.37	93	55	148	15.0%	14	8	22	79	47	126	0%	0	79	47	126
Showgrounds	N/A	5,000	Attendees	0.40	0.60	187	277	464	4.7%	8	14	22	179	263	442	0%	0	179	263	442
Grand Totals:						280	332	612	7.2%	22	22	44	258	310	568	0%	0	258	310	568

TABLE 15 - Saturday Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Single Family Detached	210	148	Dwelling Units	0.63	0.37	93	55	148	15.0%	14	8	22	79	47	126	0%	0	79	47	126
Showgrounds	N/A	7,000	Spectators	0.73	0.27	1,175	435	1,610	1.4%	8	14	22	1,167	421	1,588	0%	0	1,167	421	1,588
Grand Totals:						1,268	490	1,758	2.5%	22	22	44	1,246	468	1,714	0%	0	1,246	468	1,714

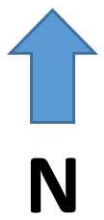
Note:

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.

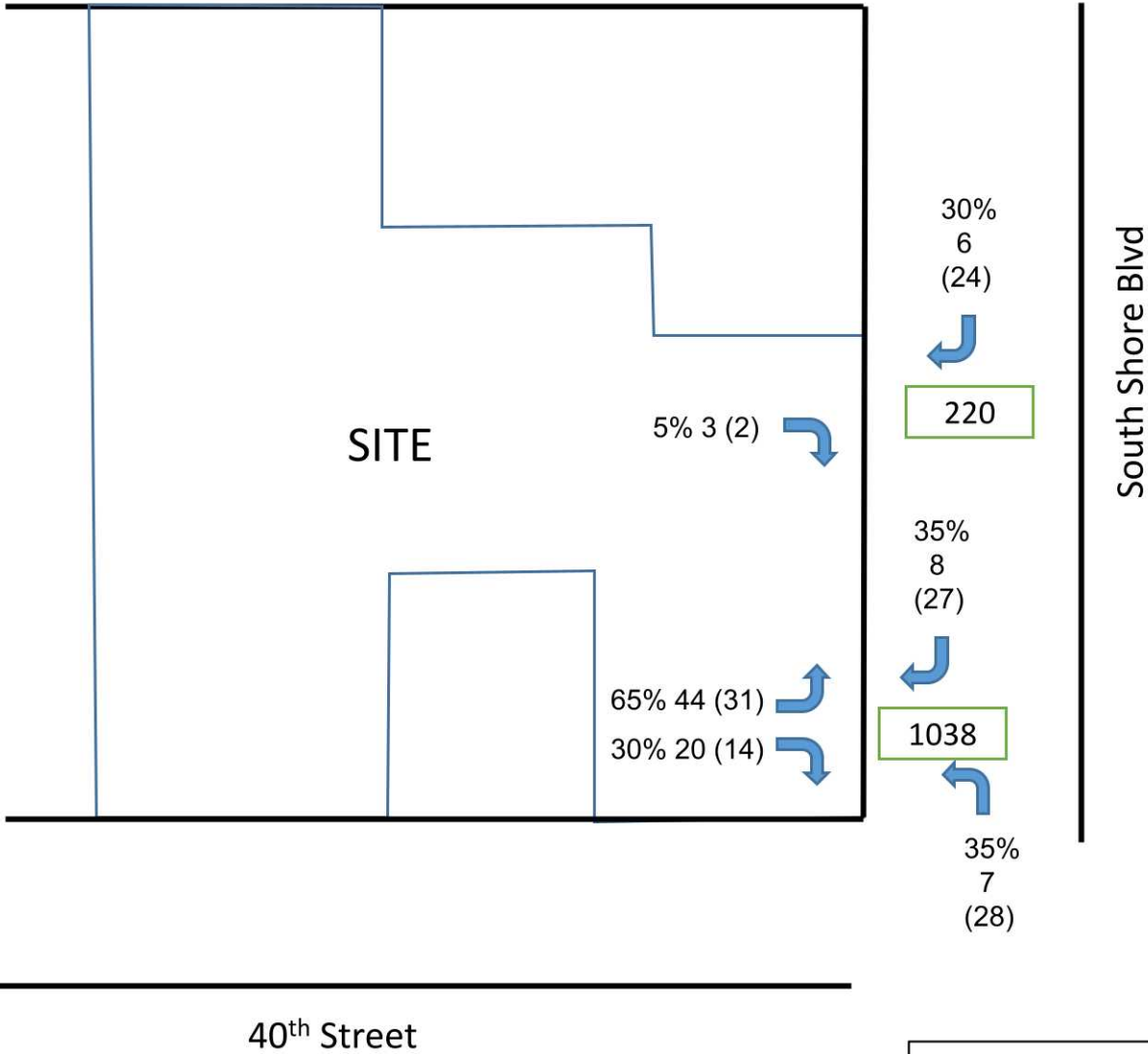
Trip Generation for Saturday peak event from MTP Group Traffic Study dated August 5, 2013

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	601	281	320	1,747	1,269	478
CURRENTLY PROPOSED =	6,832	420	246	174	568	258	310	1,714	1,246	468
INCREASE =	-342	-24	-3	-21	-33	-23	-10	-33	-23	-10



Pierson Road

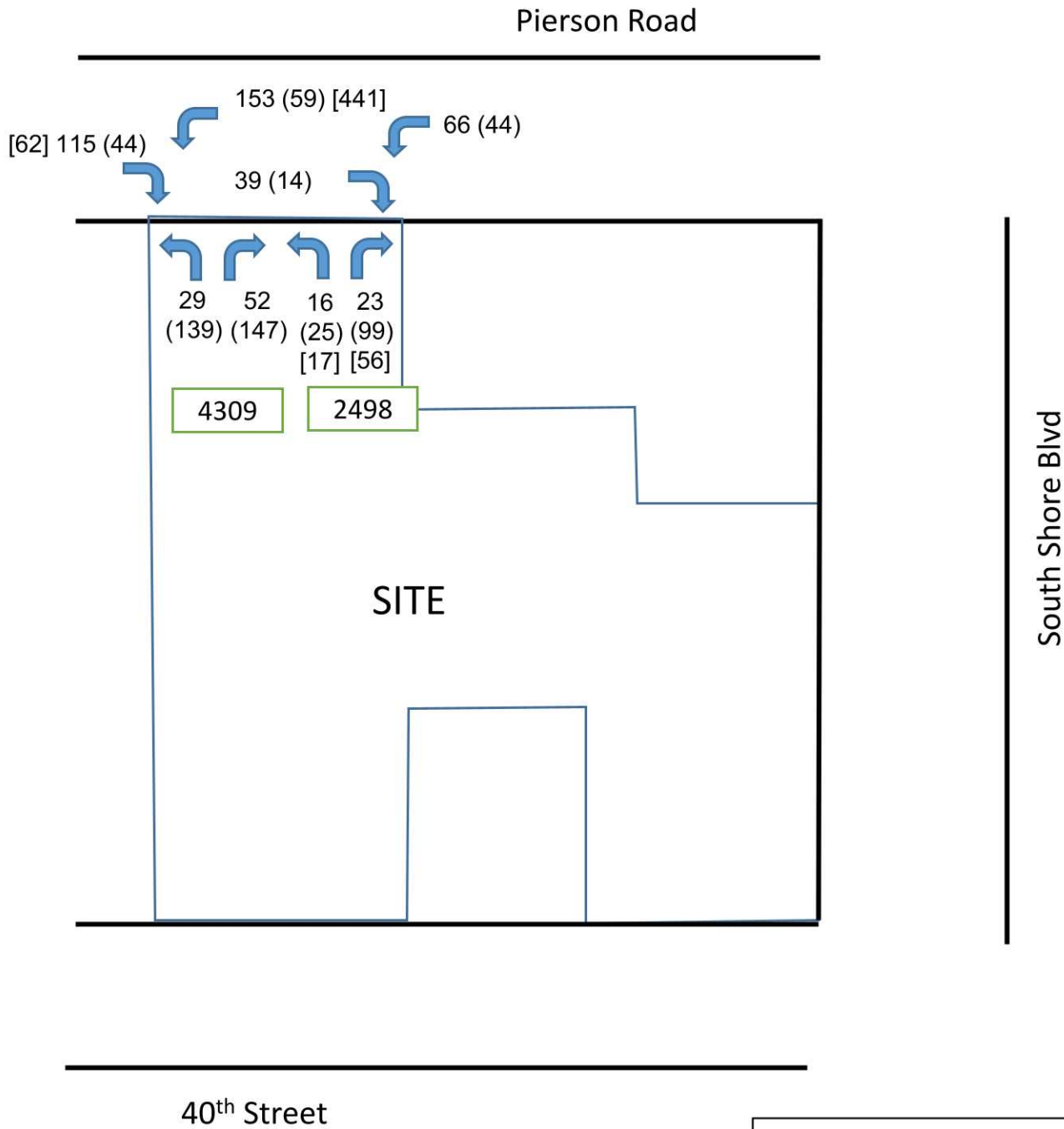
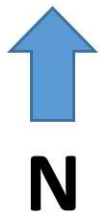


Residential Driveway Volumes

<u>Legend</u>	
XX	AM Peak Hour
(XX)	PM Peak Hour
XXX	ADT

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





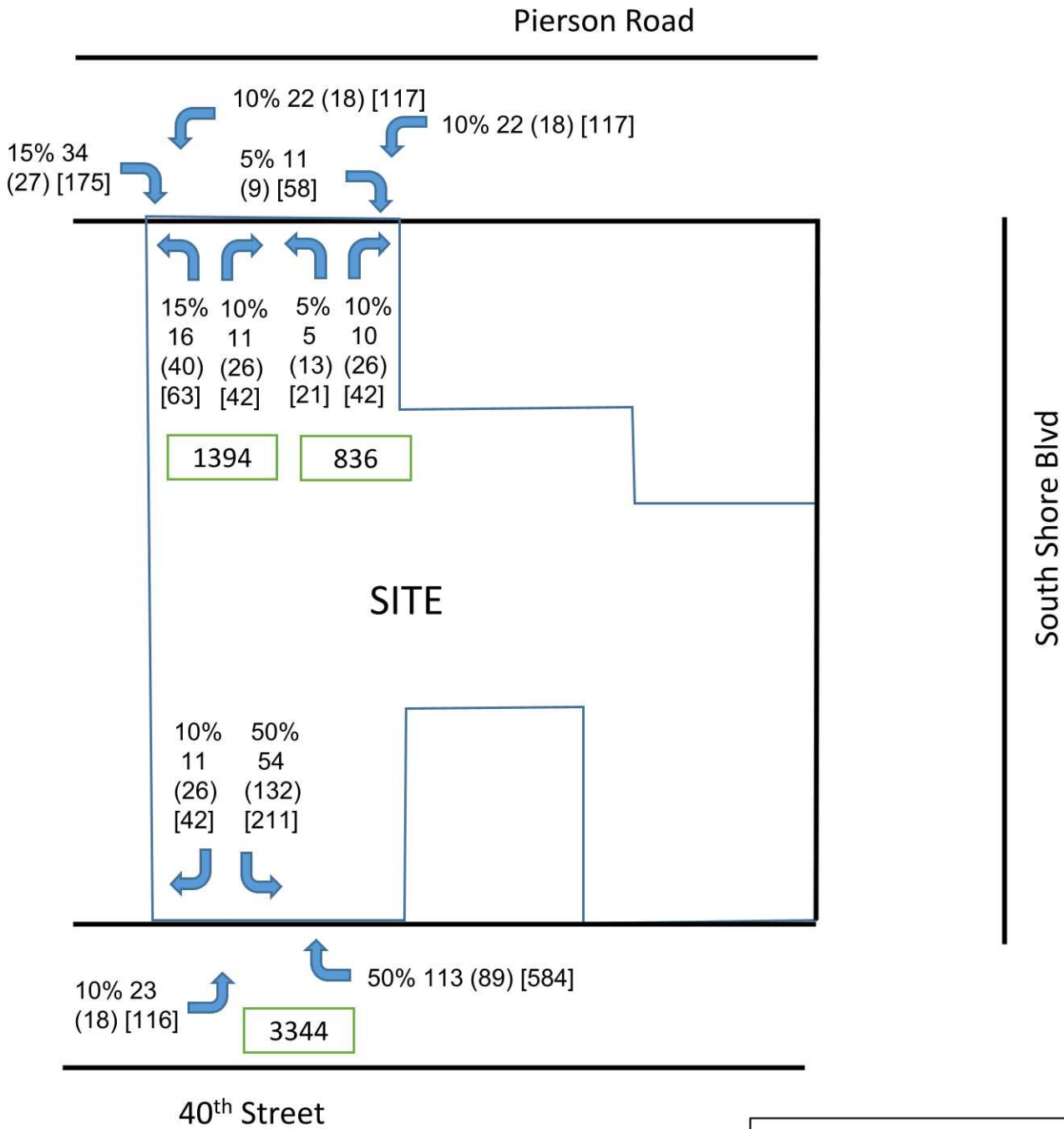
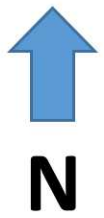
Existing Driveway Volumes

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

<u>Legend</u>	
XX	AM Peak Hour
(XX)	PM Peak Hour
[XX]	Saturday Peak
XXX	ADT

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



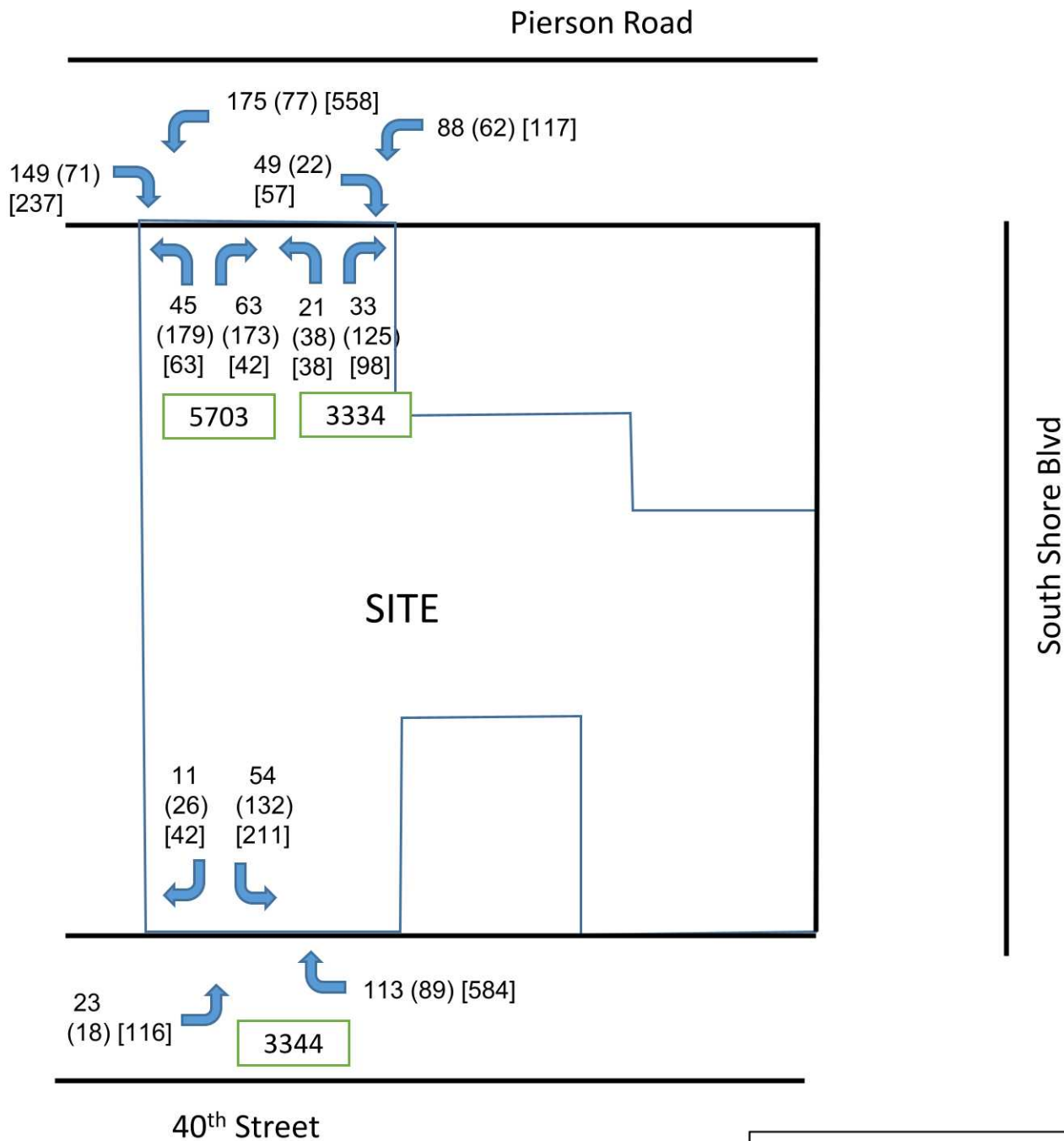


New PBIC Expansion Driveway Volumes

<u>Legend</u>	
XX	AM Peak Hour
(XX)	PM Peak Hour
[XX]	Saturday Peak
XXX	ADT

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





Total Driveway Volumes

<u>Legend</u>	
XX	AM Peak Hour
((XX))	PM Peak Hour
[XX]	Saturday Peak
XXX	ADT

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

