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TRAFFIC IMPACT STATEMENT

EQUESTRIAN VILLAGE ESTATES
WELLINGTON, FLORIDA

Prepared for:

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

Job No. 22-130

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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 is requesting 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 proposed plan of development for the Equestrian Village Estates (173.46 Acres) on the currently improved parcel is to consist of 197 residential dwelling units. For the expansion of the Palm Beach International Equestrian Center (114.65 Acres), the proposed plan of development 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 spectators for a Saturday peak event. The tentative development plan for the showgrounds expansion includes up to 1500 equestrian stalls, 9 competition rings with schooling areas, an international equestrian stadium with schooling area, derby field with schooling area, and lunging rings with schooling areas along with other supporting facilities. These uses and the expected number of daily and peak hour attendees during the week are generally consistent with the existing PBIEC.

It is estimated that 75% to 90% of residents within the proposed development will be traveling to and from PBIEC on a daily basis. Therefore, a significant number of trips will be internal capture between the Estates and PBIEC via golf cart connectivity.

The project is estimated to have a build out of 2027 for purposes of the traffic study. Site access is proposed via driveway connections to Pierson Road, South Shore Boulevard, and 40th Street. For additional information on site layout, please refer to the Master Plan.

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards and the Village of Wellington Traffic Performance Standards. Additionally, the study will include the analysis for the Land Use Change Plan Amendment.

3.0 TRAFFIC GENERATION – LUPA ANALYSIS

LUPA ANALYSIS

The increase in daily traffic generation due to the requested change in the 288.11 acre parcel's land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing Commercial and Residential "B" (1 dwelling unit per acre) future land use designation and the proposed Equestrian Commercial Recreation and Residential "C" (3 dwelling units per acre) future land use designation:

Commercial (5.30 Acres)
The most intensive land use for the existing Commercial land use designation is "General Commercial". Based on a maximum floor area ratio (FAR) of 40% and the site area consisting of 5.30 acres, the maximum allowable intensity for the designated acreage under the existing Commercial land use designation is 92,347 S.F. calculated as follows:

$$5.30 \text{ Acres} \times \frac{43{,}560 \text{ S.F.}}{\text{Acre}} \times 0.40 = 92{,}347 \text{ S.F.}$$

Residential "B" – 1 Dwelling Unit per Acre (282.81 Acres)
The most intensive land use for the existing Residential "B" land use designation is "Single Family Residential". Based on a maximum of 1 dwelling units per acre and the site area consisting of 282.81 acres, the maximum allowable intensity for the designated acreage under the existing Residential "B" land use designation is 282.81 dwelling units calculated as follows:

$$282.81 \text{ Acres} \times \frac{1 \text{ DU}}{\text{Acre}} = 282 \text{ DU}$$

Commercial (92,347 S.F.) and 282 Single Family Dwelling Units

Table 1-3 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing Commercial and Residential "B" land use designations. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 11th Edition and on the PBC Traffic website. Based on the maximum allowable building square footage and residential density and the accepted traffic generation rates for General Commercial and Single Family Residential, the maximum traffic generation for the property under the existing Commercial and Residential "B" land use designation is shown in Tables 1-3 and may be summarized as follows:

Existing Future Land Use

Daily Traffic Generation	=	7,689 tpd
AM Peak Hour Traffic Generation (In/Out)	=	364 pht (160 In/204 Out)
PM Peak Hour Traffic Generation (In/Out)	=	730 pht (388 In/342 Out)

Equestrian Commercial Recreation (114.65 Acres)

The most intensive land use for the proposed Equestrian Commercial Recreation land use designation was based on the anticipated number of daily attendees which is estimated to be the same as the existing PBIEC which is approximately 5,000 attendees between staff, exhibitors, and spectators. The daily, A.M. peak hour, and P.M. peak hour trips were taken directly from traffic counts collected in March 2016 at the existing facility.

Residential "C" – 3 Dwelling Units per Acre (173.46 Acres)

The most intensive land use for the proposed Residential "C" land use designation is "Single Family Residential". Based on a maximum of 3 dwelling units per acre and the site area consisting of 173.46 acres, the maximum allowable intensity for the designated acreage under the proposed Residential "C" land use designation is 520 dwelling units calculated as follows:

$$173.46 \text{ Acres} \times \frac{3 \text{ DU}}{\text{Acre}} = 520 \text{ DU}$$

5,000 Attendees for Equestrian Commercial Recreation and 520 Single Family Residential Dwelling Units

Table 4-6 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed future land use designations and may be summarized as follows:

Proposed Future Land Use – Maximum Potential

Daily Traffic Generation =10,996 tpd
AM Peak Hour Traffic Generation (In/Out)=712 pht (332 In/380 Out)
PM Peak Hour Traffic Generation (In/Out) = 953 pht (495 In/458 Out)

Note the calculations shown above are for informational purposes. The applicant will voluntarily restrict the future land use potential for the residential component to 200 single family dwelling units. The restricted future land use is shown in Tables 7-9 and consists of 200 single family residential dwelling units and 5,000 attendee showgrounds expansion. The restricted proposed future land use traffic generation may be summarized as follows:

Proposed Future Land Use – Restricted Potential

Daily Traffic Generation = 6,796 tpd
AM Peak Hour Traffic Generation (In/Out) = 418 pht (236 In/182 Out)
PM Peak Hour Traffic Generation (In/Out) = 562 pht (262 In/300 Out)

The change in traffic generation due to the requested change in the parcels' land use designations is shown in Table 10 for the maximum potential and Table 11 for the restricted potential and may be calculated as follows:

LUPA Trip Difference – Maximum Potential

Daily Traffic Generation = 3,307 tpd INCREASE
AM Peak Hour Traffic Generation = 348 pht INCREASE
PM Peak Hour Traffic Generation = 223 pht INCREASE

LUPA Trip Difference – Restricted Potential

Daily Traffic Generation = 909 tpd DECREASE
AM Peak Hour Traffic Generation = 52 pht INCREASE
PM Peak Hour Traffic Generation = 169 pht DECREASE

Since the change in land use will result in a decrease in daily trips, a long range (Year 2045) analysis is not required. However, a 5-year analysis is required for the AM peak hour due to the increase in inbound AM peak trips. The trip distribution was provided separately for the PBIEC and the Estates residential projects. The majority of equestrian farms are located west of South Shore Boulevard or south of Lake Worth Road. Therefore, the majority of trips from the PBIEC will not travel through the South Shore Boulevard at Pierson Road intersection. Since the trip generation increase for the LUPA is from the equestrian commercial future land use, the LUPA analysis utilized the trip distribution for the PBIEC component. The restricted maximum potential of 200 dwelling units is less than the existing future land use that would allow up to 282 single family dwelling units.

Tables 12 and 13 show the five year analysis for the proposed future land use change. Any roadway segment impacted by 1.0% or more was further analyzed in Table 14. As shown in Tables 14, all significantly impacted links meet the required LOS volume thresholds for the five year analysis.

4.0 ZONING TRAFFIC ANALYSIS

In addition to the LUPA traffic analysis, a traffic analysis has also been performed for the actual proposed use outlined in the Master Plan. As previously stated, it is estimated that 75% to 90% of residents at the proposed development will be traveling to the PBIEC on a daily basis. To help support this use and interconnectivity, the applicant is proposing to construct a golf cart path between the Estates and PBIEC. A conservative 25% internal capture has been applied to the trip generation to account for the anticipated transportation mobility alternative between the Estates and PBIEC. The PBIEC trips were then balanced between the inbound and outbound volumes to determine the internal capture of the proposed showground expansion.

The trip generation for the proposed 197 single family dwelling units and showgrounds expansion are shown in Tables 15-18. As previously discussed in the LUPA analysis, the weekday peak hour trips for the showgrounds expansion was based on an average of 5,000 attendees at the site on an average peak season day which is similar to the existing facility. A Saturday peak hour trip generation was also prepared. Per discussions with the applicant, the max attendees (spectator, exhibitor, and staff) for the existing showgrounds are approximately 8,000 on a peak Saturday evening event. The proposed showgrounds will have a maximum 15,000 attendees on a peak Saturday night. It is estimated that the increase will be mostly from spectators and the number of exhibitors and staff will remain approximately the same as the existing facility. The applicant has committed to not having peak events at both the existing and proposed showgrounds at the same time. Therefore, the additional trips generated by the proposed showgrounds was based on an increase of 7,000 spectators since the Saturday peak season counts collected previously by the Village already accounts for Saturday event traffic. Saturday events generally occur from 6:00 to 11:00 P.M. The trips associated with the peak event were based on the one-hour arrival around 6:00 P.M. due to the higher amount of traffic on the surrounding roadway network at that time. The peak event trip generation rate was taken from the Traffic Study completed by MTP Group dated August 5, 2013 which included counts at the existing showgrounds. The study resulted in a trip generation of 0.23 peak hour trips per spectator. Relevant pages from the traffic study are attached to this report for reference.

Proposed Use

Daily Traffic Generation	=	6,780 tpd
AM Peak Hour Traffic Generation (In/Out)	=	416 pht (235 In/181 Out)
PM Peak Hour Traffic Generation (In/Out)	=	561 pht (261 In/300 Out)
Saturday Peak Hour Traffic Generation (In/Out)	=	1,707 pht 1,249 In/458 Out)

5.0 ROADWAY LINK ANALYSIS

The distribution of project trips was based upon the existing and proposed geometry of the roadway network, a review of the existing and historical travel patterns, and a review of the proposed development and improvements in the area. The distributed traffic for the project at full build-out of the development was assigned to the links until the project traffic was insignificant. A separate trip distribution was prepared for the PBIEC expansion and the Estates.

Area Wide Growth Rate Calculations

The area wide historical growth rates were calculated based on count data from 2014 to 2018 and 2018 to 2022. Table 19 calculates the area wide growth rate from 2014 to 2018 which was derived from Palm Beach County and Village of Wellington published traffic counts. An area wide growth rate of 1.29% was determined based on this data and was used for the roadway link analysis. Additionally, Table 20 calculates the area wide growth rates from 2018 to 2022. The area wide growth rate was calculated at -0.47% for this time period. Since many of the intersections analyzed in this traffic study utilized traffic counts from 2018, both growth rates were used in the background growth analysis. A 1.0% growth rate was used to calculate growth from 2018 to 2022 and a 1.29% growth rate was used to calculated growth from 2022 to 2027 for the intersection analysis only. Since the majority of the roadway links were based on 2022 counts, only the 1.29% growth rate was used in roadway link analysis. The overall background growth was determined based on the higher of the aforementioned area wide growth or a 1.0% nominal growth plus committed project trips.

Link Analysis

Tables 21-22 shows the project assignment as well as the applicable Level of Service Standard for each of the roadway links until the project assignment is no longer significant. Note the Village of Wellington Level of Service thresholds were used on all Wellington roadways. As shown in Tables 23--24, all significantly impacted links meet the applicable Level of Service standards with the exception of the following roadway segments which are failing based on background conditions without the proposed project:

- South Shore Boulevard from Lake Worth Road to Pierson Road as a 2-lane section during the P.M. peak hour

Per Florida Statutes Chapter 163, Section 3180, improvements needed to address existing failures are not the developer's responsibility. Therefore, the project meets the applicable required listed under "Test One - Part Two" of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence.

In addition to the weekday peak hour analysis, the Saturday peak hour analysis is shown in Tables 25 and 26 which show all roadways meet the applicable Level of Service standards.

Note there are several minor roadways that do not have existing weekday peak hour or Saturday peak hour traffic counts. For these roadways, conservative estimates were made based on adjacent or nearby roadway links. All estimates are noted in the weekday peak hour and Saturday peak hour analysis.

6.0 INTERSECTION ANALYSIS

As a requirement of the Village of Wellington Traffic Performance Standards, intersection analysis is required at the major intersection nearest any significantly impact project accessed roadway link and any roadway link that exceed a volume to capacity ratio of 0.80. Therefore, the following intersections have been analyzed:

1. South Shore Boulevard at Greenview Shores Boulevard (signalized)
2. South Shore Boulevard at Pierson Road (signalized)
3. South Shore Boulevard at Lake Worth Road (signalized)
4. Stribling Way at Forest Hill Boulevard (signalized)
5. Fairlane Farms Road at Stribling Way (roundabout)
6. Lake Worth Road at 120th Avenue (TWSC)
7. Forest Hill Boulevard at State Road 7 (signalized)
8. State Road 7 at Stribling Way (signalized)
9. Ousley Farms Road at Greenbriar Road (roundabout)

The above intersection has been analyzed using Synchro software with HCM 2000 and HCM 6th edition results and the printouts are attached to this report. Note HCM 2000 was used for certain signalized intersections since HCM 6th Edition does not support non-NEMA phasing. Existing signal timing sheets from Palm Beach County Traffic were used in the analysis and signal timing splits were optimized as applicable. The results of the analysis are summarized as follows:

Intersection Analysis – Weekday

Intersection	Peak Hour	Background Conditions		Total Traffic Conditions	
		Average Delay (s/veh)	LOS	Average Delay (s/veh)	LOS
South Shore Blvd at Greenview Shores Blvd	AM	25.2	C	34.1	C
	PM	20.6	C	32.7	C
South Shore Boulevard at Pierson Road	AM	41.7	D	47.7	D
	PM	60.9	E	74.2	E
South Shore Boulevard at Lake Worth Road	AM	17.4	B	19.5	B
	PM	29.5	C	32.4	C
Stribling Way at Forest Hill Blvd	AM	14.5	B	14.8	B
	PM	28.9	C	29.6	C
Pierson Road at Stribling Way	AM	10.3	B	10.4	B
	PM	16.7	C	18.3	C
120th Avenue at Lake Worth Road (SB Approach)	AM	25.4	D	27.5	D
	PM	59.7	F	75.3	F
Forest Hill Blvd at SR 7	AM	67.8	E	67.9	E
	PM	105.8	F	106.9	F
SR 7 at Stribling Way	AM	87.2	F	87.1	F
	PM	96.2	F	97.1	F
Ousley Farms Rd at Greenbriar Blvd	AM	4.9	A	5.3	A
	PM	4.8	A	5.2	A

As shown above, the following intersections have background failures:

- South Shore Boulevard at Pierson Road
- 120th Avenue at Lake Worth Road
- Forest Hill Boulevard at SR 7
- SR 7 at Stribling Way

However, the project has a minimal impact to the intersections of State Road 7 at Stribling Way and Forest Hill Boulevard. Both of the State Road 7 intersections require substantial background improvements to bring the overall intersection to a LOS D. The required improvements for each of these intersections are shown in the Synchro analysis.

As part of the previous Equestrian Village approval, the developer was required to either construct a separate eastbound and westbound left turn lane on Pierson Road at South Shore Boulevard or provide a payment in lieu of construction. The developer has recently provided the Village a payment of over $1.1 million for intersection improvements. A copy of the proposed improvements and cost estimate is included in Appendix G. An analysis has been prepared for the intersection of Pierson Road at South Shore Boulevard with the turn lane improvements. Additionally, while not required for mitigation due to the intersection being a background failure, an analysis of the intersection of Lake Worth Road at 120th Avenue with a traffic signal was also analyzed. The summary of the analysis is provided below:

Intersection Analysis – With Improvements

Intersection	Peak Hour	Background Traffic with Improvements		Total Traffic with Improvements	
		Average Delay (s/veh)	LOS	Average Delay (s/veh)	LOS
South Shore Boulevard at Pierson Road Without WBR (with EBL)	AM	30.8	C	34.8	C
	PM	64.6	E	71.6	E
South Shore Boulevard at Pierson Road With WBR and EBL	AM	24.4	C	26.1	C
	PM	41.3	D	46.0	D
120th Avenue at Lake Worth Road (SB Approach)	AM	22.0	C	23.5	C
	PM	34.6	D	39.3	E
Forest Hill Boulevard at State Road 7	AM	53.3	D	53.4	D
	PM	50.3	D	51.1	D
State Road 7 at Stribling Way	AM	54.0	D	54.0	D
	PM	52.6	D	53.0	D

120th Avenue at Lake Worth Road Prop Share

As shown above, the background improvements needed at the intersection of 120th Avenue at Lake Worth Road (Southbound Left Turn lane) are not sufficient for the total traffic conditions during the PM Peak hour. A traffic signal is required to meet LOS requirements for the total traffic conditions during the PM peak hour. With the signal improvement, the average delay is reduced to 18.6 seconds per vehicle (LOS B) during the PM peak hour. A prop share calculation and analysis is provided in Appendix H of this report. The developer's responsibility is calculated at 11.6% of the total cost to construct a traffic signal on Lake Worth Road at 120th Avenue.

South Shore Boulevard at Pierson Road

It should be noted the plans prepared by Sexton Engineering Associates, Inc. does not include an exclusive westbound right turn lane on Pierson Road at South Shore Boulevard which as shown above is required for the intersection to operate at LOS D. However, the westbound right turn lane is an improvement needed for the background conditions without the project. As shown above, the proposed turn lane improvements (eastbound left and westbound left) at Pierson Road at South Shore Boulevard improve the overall operations of the intersection and there is projected to be less overall delay than in the background conditions without the improvements. The back of queue analysis is provided below:

Pierson Road at South Shore Boulevard – 95th Percentile Queues

Turn Lane	Peak Hour	Background Conditions - 95th Percentile Queue (ft)	Total Traffic - 95th Percentile Queue (ft)	Existing Storage Bay (ft)	Proposed Turn Lane Length in Sexton Engineering Plans
Eastbound Left	AM	100	125	N/A	370
	PM	400	475		
Eastbound Right	AM	100	100		100
	PM	200	200		
Westbound Left	AM	25	25		280
	PM	50	50		
Westbound Right	AM	25	25		N/A
	PM	200	250		
Southbound Left	AM	75	100	315	N/A
	PM	150	175		
Southbound Right	AM	100	125	Drop Lane	N/A
	PM	25	50		
Northbound Left	AM	125	125	470	N/A

Saturday Intersection Analysis

Saturday peak hour intersection analysis was also performed for the proposed project. Based on the aforementioned Village of Wellington criteria, Saturday intersection analysis is required at the following intersections:

1. South Shore Boulevard at Pierson Road (signalized)
2. South Shore Boulevard at Lake Worth Road (signalized)
3. State Road 7 at Forest Hill Boulevard (signalized)
4. Stribling Way at Forest Hill Boulevard (signalized)
5. Fairlane Farms Road at Stribling Way (roundabout)
6. State Road 7 at Stribling Way (signalized)
7. Ousley Farms Road at Greenbriar Road (roundabout)

Saturday intersection counts were unavailable for the following intersections:

- State Road 7 at Forest Hill Boulevard
- Stribling Way at Forest Hill Boulevard
- State Road 7 at Stribling Way
- Forest Hill Boulevard at South Shore Boulevard

Since Saturday peak season counts are unable to be collected at this time, it is recommended that a condition of approval be included to collect counts and perform an analysis of the above three intersections on a Saturday during the months of January to March. It is anticipated the proposed project will have a minimal impact to these three intersections due to the conservative analysis already conducted.

The results of the Saturday peak hour analysis for each of the intersections in which traffic counts were available is shown below:

Intersection Analysis – Saturday Peak Hour

Intersection	Background Conditions		Total Traffic Conditions	
	Average Delay (s/veh)	LOS	Average Delay (s/veh)	LOS
Ousley Farms Road at Greenbriar Boulevard	5.5	A	7.2	A
South Shore Boulevard at Pierson Road	47.0	D	82.3	F
South Shore Boulevard at Lake Worth Road	23.9	C	34.0	C
Fairlane Farms Road at Stribling Way	6.6	A	7.5	A

The Saturday intersection analysis of Pierson Road at South Shore Boulevard with the eastbound and westbound left turn lane improvements may be summarized as follows:

Saturday Intersection Analysis – With Improvements

Intersection	Background Traffic with Improvements		Total Traffic with Improvements	
	Average Delay (s/veh)	LOS	Average Delay (s/veh)	LOS
South Shore Boulevard at Pierson Road	29.5	C	49.8	D

Pierson Road at South Shore Boulevard – 95th Percentile Queues Saturday

Turn Lane	Background Conditions - 95th Percentile Queue (ft)	Total Traffic - 95th Percentile Queue (ft)	Existing Storage Bay (ft)	Proposed Turn Lane Length in Sexton Engineering Plans
Eastbound Left	250	450	N/A	370
Eastbound Right	50	50		100
Westbound Left	25	25		280
Westbound Right	100	125		N/A
Southbound Left	100	150	315	N/A
Southbound Right	225	475	Drop Lane	N/A
Northbound Left	225	475	470	N/A

7.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour turning movement volumes and directional distributions at the project entrance(s) for the overall development are shown in Tables 16, and 17 attached with this report and may be summarized as follows:

DIRECTIONAL DISTRIBUTION (TRIPS IN/OUT)

AM = 235 / 181
PM = 261 / 300

Figures 1-4 presents the AM and PM peak turning movement volume assignments at the project driveways based on the directional distributions. Site access for the residential component is proposed via a full access driveway connection to South Shore Boulevard and internal connections to PBIEC. The PBIEC expansion portion of the project will have access to 40th Street and Pierson Road. Based on the Palm Beach County Engineering Guidelines used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, a northbound left turn lane is warranted on South Shore Boulevard at the residential site entrance. The projected traffic volumes also exceed the turn lane warrant thresholds on Pierson Road. However, due to the overall low speed and traffic volumes on Pierson Road and the limited right of way, turn lanes are not proposed. A driveway analysis on Pierson Road at Gene Mische Way and Equestrian Club Drive has been prepared and shows minimal left turn delay. For Saturday peak event traffic, PBSO will be present at applicable driveways and at the intersection of Pierson Road at South Shore Boulevard to facilitate traffic flow and circulation.

8.0 CONCLUSION

The proposed land use change amendment will result in an insignificant increase in vehicular trips based on the restricted residential potential. The Master Plan will result in 6,780 trips per day, 416 AM peak hour trips, 561 PM peak hour trips, and 1,707 Saturday peak hour trips at project build-out in 2027. A review of the impacted roadway segments and intersections reveal that the proposed development meets the requirements of the Village of Wellington Traffic Performance Standards with the intersection improvements identified within this report.

EQUESTRIAN VILLAGE ESTATES

07/21/2022
Revised: 09/02/2022
Revised: 10/10/2022
Revised: 11/01/2022

EXISTING FUTURE LAND USE DESIGNATION (COMMERCIAL AND RESIDENTIAL B)

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	282	Dwelling Units	10			2,820	10.0%	282	2,538	0%	0	2,538
Shop Plaza (40-150ksf) w/Sup Market	821	92,347	S.F.	94.49			8,726	3.2%	282	8,444	39%	3,293	5,151
			Grand Totals:				**11,546**	**4.9%**	**564**	**10,982**	**30%**	**3,293**	**7,689**

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	282	Dwelling Units	0.7	0.26	0.74	51	146	197	10.0%	5	15	20	46	131	177	0%	0	46	131	177
Shop Plaza (40-150ksf) w/Sup Market	821	92,347	S.F.	3.53	0.62	0.38	202	124	326	6.1%	15	5	20	187	119	306	39%	119	114	73	187
			Grand Totals:				**253**	**270**	**523**	**7.6%**	**20**	**20**	**40**	**233**	**250**	**483**	**25%**	**119**	**160**	**204**	**364**

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	282	Dwelling Units	0.94	0.63	0.37	167	98	265	10.0%	17	10	27	150	88	238	0%	0	150	88	238
Shop Plaza (40-150ksf) w/Sup Market	821	92,347	S.F.	9.03	0.48	0.52	400	434	834	3.2%	10	17	27	390	417	807	39%	315	238	254	492
			Grand Totals:				**567**	**532**	**1,099**	**4.9%**	**27**	**27**	**54**	**540**	**505**	**1,045**	**30%**	**315**	**388**	**342**	**730**

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EQUESTRIAN VILLAGE ESTATES

07/21/2022
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Revised: 11/01/2022

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

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	520	Dwelling Units	10			5,200	0.0%	0	5,200	0%	0	5,200
Showgrounds	N/A	5,000	Attendees	1.1592			5,796		0	5,796	0%	0	5,796
			Grand Totals:				**10,996**	**0.0%**	**0**	**10,996**	**0%**	**0**	**10,996**

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	520	Dwelling Units	0.7	0.26	0.74	95	269	364	0.0%	0	0	0	95	269	364	0%	0	95	269	364
Showgrounds	N/A	5,000	Attendees	0.0696	0.68	0.32	237	111	348	0.0%	0	0	0	237	111	348	0%	0	237	111	348
			Grand Totals:				**332**	**380**	**712**	**0.0%**	**0**	**0**	**0**	**332**	**380**	**712**	**0%**	**0**	**332**	**380**	**712**

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	520	Dwelling Units	0.94	0.63	0.37	308	181	489	0.0%	0	0	0	308	181	489	0%	0	308	181	489
Showgrounds	N/A	5,000	Attendees	0.0928	0.40	0.60	187	277	464	0.0%	0	0	0	187	277	464	0%	0	187	277	464
			Grand Totals:				**495**	**458**	**953**	**0.0%**	**0**	**0**	**0**	**495**	**458**	**953**	**0%**	**0**	**495**	**458**	**953**

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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EQUESTRIAN VILLAGE ESTATES

07/21/2022
Revised: 09/02/2022
Revised: 10/10/2022
Revised: 11/01/2022

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

TABLE 7 - 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	25.0%	500	1,500	0%	0	1,500
Showgrounds	N/A	5,000	Spectators	1.1592			5,796	8.6%	500	5,296	0%	0	5,296
			Grand Totals:				**7,796**	**12.8%**	**1,000**	**6,796**	**0%**	**0**	**6,796**

TABLE 8 - 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	25.0%	9	26	35	25	80	105	0%	0	25	80	105
Showgrounds	N/A	5,000	Spectators	0.06963216	0.68	0.32	237	111	348	10.1%	26	9	35	211	102	313	0%	0	211	102	313
							271	**217**	**488**	**14.3%**	**35**	**35**	**70**	**236**	**182**	**418**	**0%**	**0**	**236**	**182**	**418**

TABLE 9 - 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	125	73	198	25.0%	31	19	50	94	54	148	0%	0	94	54	148
Showgrounds	N/A	5,000	Spectators	0.09284288	0.40	0.60	187	277	464	10.8%	19	31	50	168	246	414	0%	0	168	246	414
			Grand Totals:				**312**	**350**	**662**	**15.1%**	**50**	**50**	**100**	**262**	**300**	**562**	**0%**	**0**	**262**	**300**	**562**

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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2016 Counts at Existing PBIEC

Gene Mische Way

Day	Date:	Time:	Left-In	Left-Out	Right-Out	Right-In	Total
Mon	3/14/2016	6:00 am to 11:59 pm	518	332	514	328	1692
Tue	3/15/2016	6:00 am to 11:59 pm	1171	727	1134	706	3738
Wed	3/16/2017	6:00 am to 11:59 pm	1289	923	1281	822	4315
Thur	3/17/2016	6:00 am to 11:59 pm	1372	980	1321	885	4558
Fri	3/18/2016	12:00 am to 11:59 pm	1660	1006	1575	958	5199
Sat	3/19/2016	12:00 am to 11:59 pm	1622	981	1551	939	5093
Sun	3/20/2016	12:00 am to 11:59 pm	1339	820	1253	771	4183

4,204 average 16-hour count
1.025 adjustment factor
4,309 adjusted average daily

Equestrian Club Road

Day	Date:		From North	Left-In	Left-Out	Right-Out	Right-In	Total
Mon	3/14/2016	6:00 am to 11:59 pm	23	518	128	525	125	1319
Tue	3/15/2016	6:00 am to 11:59 pm	105	651	170	651	156	1733
Wed	3/16/2017	6:00 am to 11:59 pm	162	990	229	1017	241	2639
Thur	3/17/2016	6:00 am to 11:59 pm	185	1140	284	1089	242	2940
Fri	3/18/2016	12:00 am to 11:59 pm	225	1210	282	1237	309	3263
Sat	3/19/2016	12:00 am to 11:59 pm	159	1309	312	1323	257	3360
Sun	3/20/2016	12:00 am to 11:59 pm	189	1093	251	1140	249	2922

2,437 average weekday
1.025 adjustment factor
2,498 adjusted average daily

Equestrian Club Estates

			Ingress	Egress	Total
Mon	3/14/2016	12:00 am to 11:59 pm	441	445	886
Tue	3/15/2016	12:00 am to 11:59 pm	505	514	1019
Wed	3/16/2017	12:00 am to 11:59 pm	481	482	963
Thur	3/17/2016	12:00 am to 11:59 pm	529	522	1051
Fri	3/18/2016	12:00 am to 11:59 pm	581	587	1168
Sat	3/19/2016	12:00 am to 11:59 pm	538	548	1086
Sun	3/20/2016	12:00 am to 11:59 pm	515	513	1028
	Total		3590	3611	7201

1,011 average weekday

PBIEC only = 5,796 trips/day
111.59 acre
51.94 trips/acre
6% **3.12** AM (8-9)
8% **4.16** PM (4-5)

$\frac{5{,}796 \text{ ADT}}{5{,}000 \text{ attendees}} = 1.1592 \frac{\text{ADT}}{\text{trips/attendee}}$

$3.12 \times 111.59 = 348 \text{ trips}$; $\frac{348 \text{ trips}}{5{,}000 \text{ attendees}} = 0.0696$ AM trips/attendee

$4.16 \times 111.59 = 464 \text{ trips}$; $\frac{464 \text{ trips}}{5{,}000 \text{ attendees}} = 0.0928$ trips/attendee

EQUESTRIAN VILLAGE ESTATES

07/21/2022
Revised: 09/02/2022
Revised: 10/10/2022
Revised: 11/01/2022

TABLE 10
TRAFFIC GENERATION DIFFERENCE - FUTURE LAND USE - MAXIMUM POTENTIAL

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	7,689	364	160	204	730	388	342
PROPOSED DEVELOPMENT =	10,996	712	332	380	953	495	458
INCREASE =	**3,307**	**348**	**172**	**176**	**223**	**107**	**116**

TABLE 11
TRAFFIC GENERATION DIFFERENCE - FUTURE LAND USE - RESTRICTED POTENTIAL

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	7,689	364	160	204	730	388	342
PROPOSED DEVELOPMENT =	6,780	416	235	181	561	261	300
INCREASE =	**-909**	**52**	**75**	**-23**	**-169**	**-127**	**-42**

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EQUESTRIAN VILLAGE ESTATES

07/21/2022
Revised: 09/02/2022
Revised: 10/10/2022
Revised: 11/01/2022

PROPOSED DEVELOPMENT

TABLE 15 - 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	25.0%	493	1,477	0%	0	1,477
Showgrounds	N/A	5,000	Attendees	1.1592			5,796	8.5%	493	5,303	0%	0	5,303
			Grand Totals:				**7,766**	**12.7%**	**986**	**6,780**	**0%**	**0**	**6,780**

TABLE 16 - 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	25.0%	8	27	35	25	78	103	0%	0	25	78	103
Showgrounds	N/A	5,000	Attendees	0.0696	0.68	0.32	237	111	348	10.1%	27	8	35	210	103	313	0%	0	210	103	313
							270	**216**	**486**	**14.4%**	**35**	**35**	**70**	**235**	**181**	**416**	**0%**	**0**	**235**	**181**	**416**

TABLE 17 - 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	123	72	195	25.0%	31	18	49	92	54	146	0%	0	92	54	146
Showgrounds	N/A	5,000	Attendees	0.0928	0.40	0.60	187	277	464	10.6%	18	31	49	169	246	415	0%	0	169	246	415
			Grand Totals:				**310**	**349**	**659**	**14.9%**	**49**	**49**	**98**	**261**	**300**	**561**	**0%**	**0**	**261**	**300**	**561**

TABLE 18 - 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	123	72	195	25.0%	31	18	49	92	54	146	0%	0	92	54	146
Showgrounds	N/A	7,000	Spectators	0.23	0.73	0.27	1,175	435	1,610	3.0%	18	31	49	1,157	404	1,561	0%	0	1157	404	1561
			Grand Totals:				**1,298**	**507**	**1,805**	**5.4%**	**49**	**49**	**98**	**1,249**	**458**	**1,707**	**0%**	**0**	**1,249**	**458**	**1,707**

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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2016 Counts at Existing PBIEC

Gene Mische Way

Day	Date:	Time:	Left-In	Left-Out	Right-Out	Right-In	Total
Mon	3/14/2016	6:00 am to 11:59 pm	518	332	514	328	1692
Tue	3/15/2016	6:00 am to 11:59 pm	1171	727	1134	706	3738
Wed	3/16/2017	6:00 am to 11:59 pm	1289	923	1281	822	4315
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Sun	3/20/2016	12:00 am to 11:59 pm	1339	820	1253	771	4183

4,204 average 16-hour count
1.025 adjustment factor
4,309 adjusted average daily

Equestrian Club Road

Day	Date:		From North	Left-In	Left-Out	Right-Out	Right-In	Total
Mon	3/14/2016	6:00 am to 11:59 pm	23	518	128	525	125	1319
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2,437 average weekday
1.025 adjustment factor
2,498 adjusted average daily

Equestrian Club Estates

			Ingress	Egress	Total
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Sat	3/19/2016	12:00 am to 11:59 pm	538	548	1086
Sun	3/20/2016	12:00 am to 11:59 pm	515	513	1028
	Total		3590	3611	7201

1,011 average weekday

PBIEC only = 5,796 trips/day
111.59 acre
51.94 trips/acre
6% **3.12** AM (8-9)
8% **4.16** PM (4-5)

$\frac{5{,}796 \text{ ADT}}{5{,}000 \text{ attendees}} = 1.1592 \frac{\text{ADT}}{\text{trips/attendee}}$

$3.12 \times 111.59 = 348 \text{ trips}$; $\frac{348 \text{ trips}}{5{,}000 \text{ attendees}} = 0.0696$ AM trips/attendee

$4.16 \times 111.59 = 464 \text{ trips}$; $\frac{464 \text{ trips}}{5{,}000 \text{ attendees}} = 0.0928$ trips/attendee

Peak Event Trip Generation from MTP Group Traffic Study

Special Events Traffic

Special events are usually scheduled on Saturdays at PBIEC. Traffic was analyzed on Saturday, March 16, 2013 to estimate trip generation rates based on spectators attending the event. The analysis is included in the **Appendix** and is summarized as follows:

- The peak hour when the majority of the traffic enters the site to attend the event starts at 6:15 p.m. During this time there are a total of 865 trips generated by the site with 734 vehicles entering and 131 vehicles exiting the site.

- The peak hour when the majority of the traffic exits the site starts at 9:30 p.m. During this time there are a total of 1,039 trips generated by the site with 107 vehicles entering and 932 vehicles exiting the site.

Trip generation rates were calculated based on peak hour traffic generated by PBIEC and the number spectators included in Exhibit 1. The following table presents determination of trip generation rates during special events:

Peak Hour of Special Events Trip Generation Rates

Start Time	Date	Peak Hour Traffic	Spectators	Trip Generation Rate *
18:15	3/16/2013	865	3950	0.22
21:30	3/16/2013	1039	3950	0.26

* Peak Hour Trips per Spectator

The table below was included in the analysis dated July 24, 2013. This table summarizes trip generation rates during a special event on January 21, 2012.

Peak Hour of Special Events Trip Generation Rates

Start Time	Date	Peak Hour Traffic	Spectators	Trip Generation Rate *
17:45	1/21/2012	649	2659	0.24
22:00	1/21/2012	853	2659	0.32

* Peak Hour Trips per Spectator

Based on the information presented above, the average trip generation rate during a special event has been calculated as:

- 0.23 trips per spectator – majority of the traffic entering
- 0.29 trips per spectator – majority of the traffic exiting

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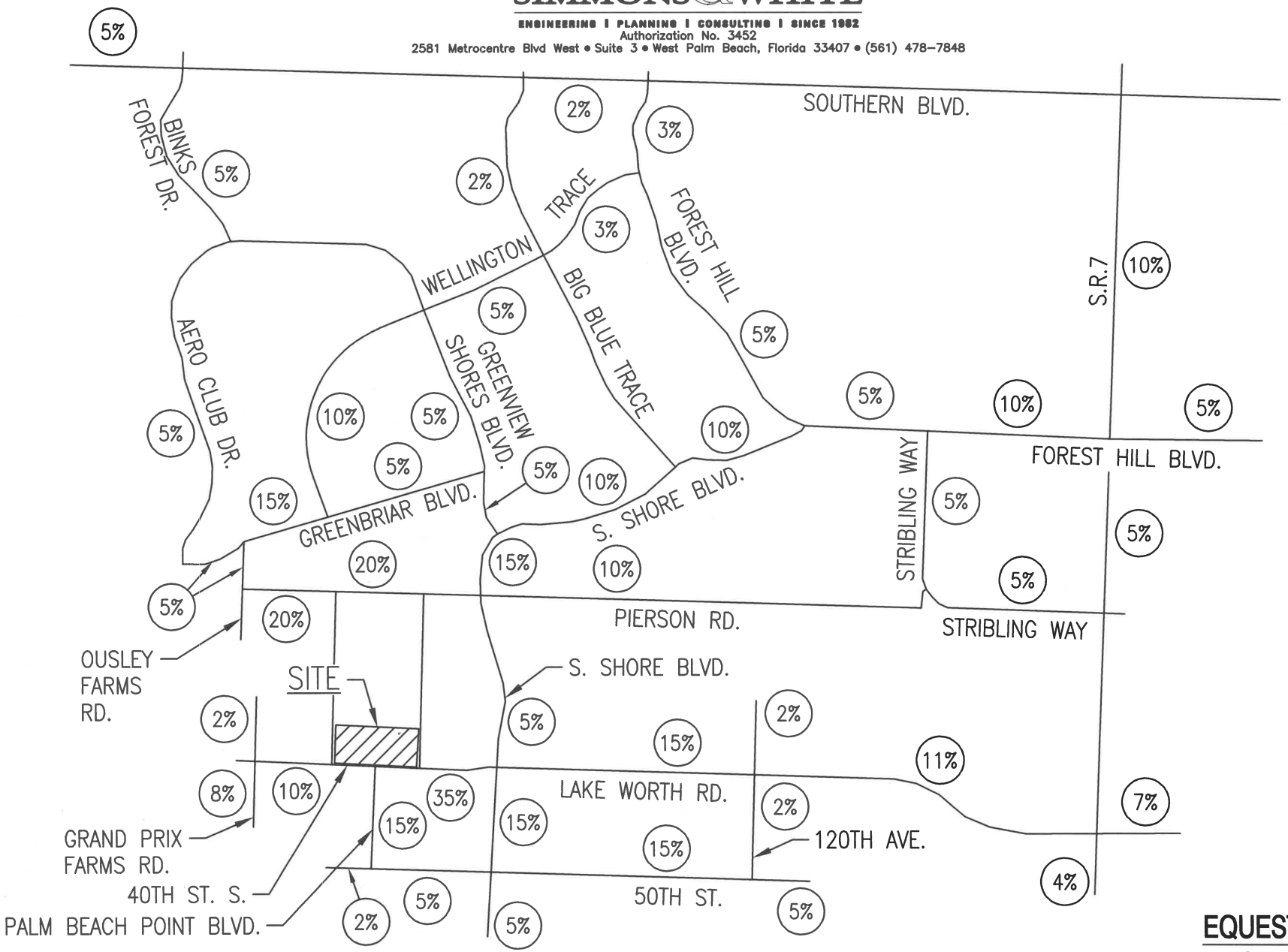
N
N.T.S.



LEGEND

(15%) PROJECT DISTRIBUTION

PBIEC
PROJECT DISTRIBUTION

EQUESTRIAN VILLAGE ESTATES

22-130 BK 07/20/22
REVISED: 11/01/22

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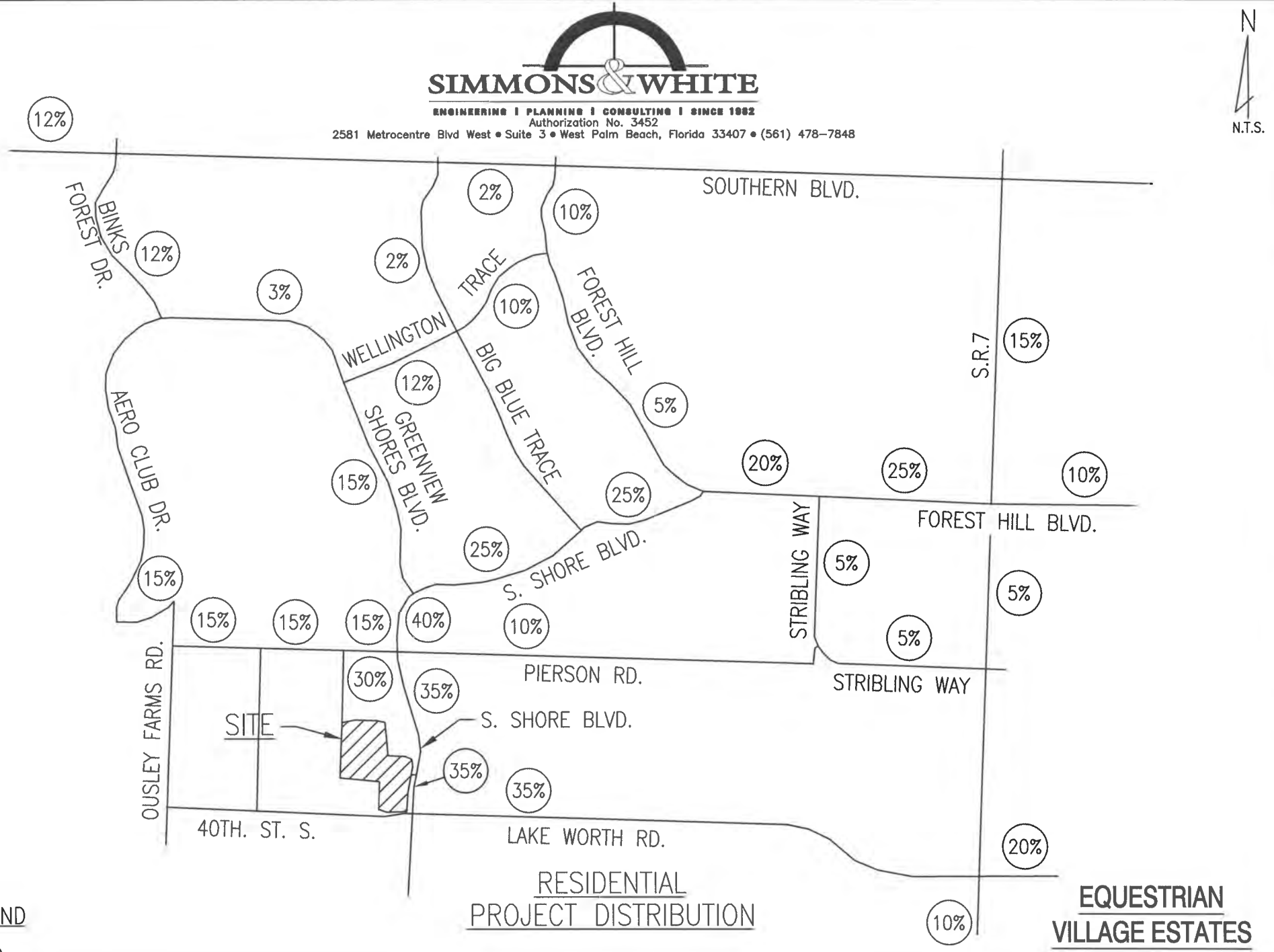


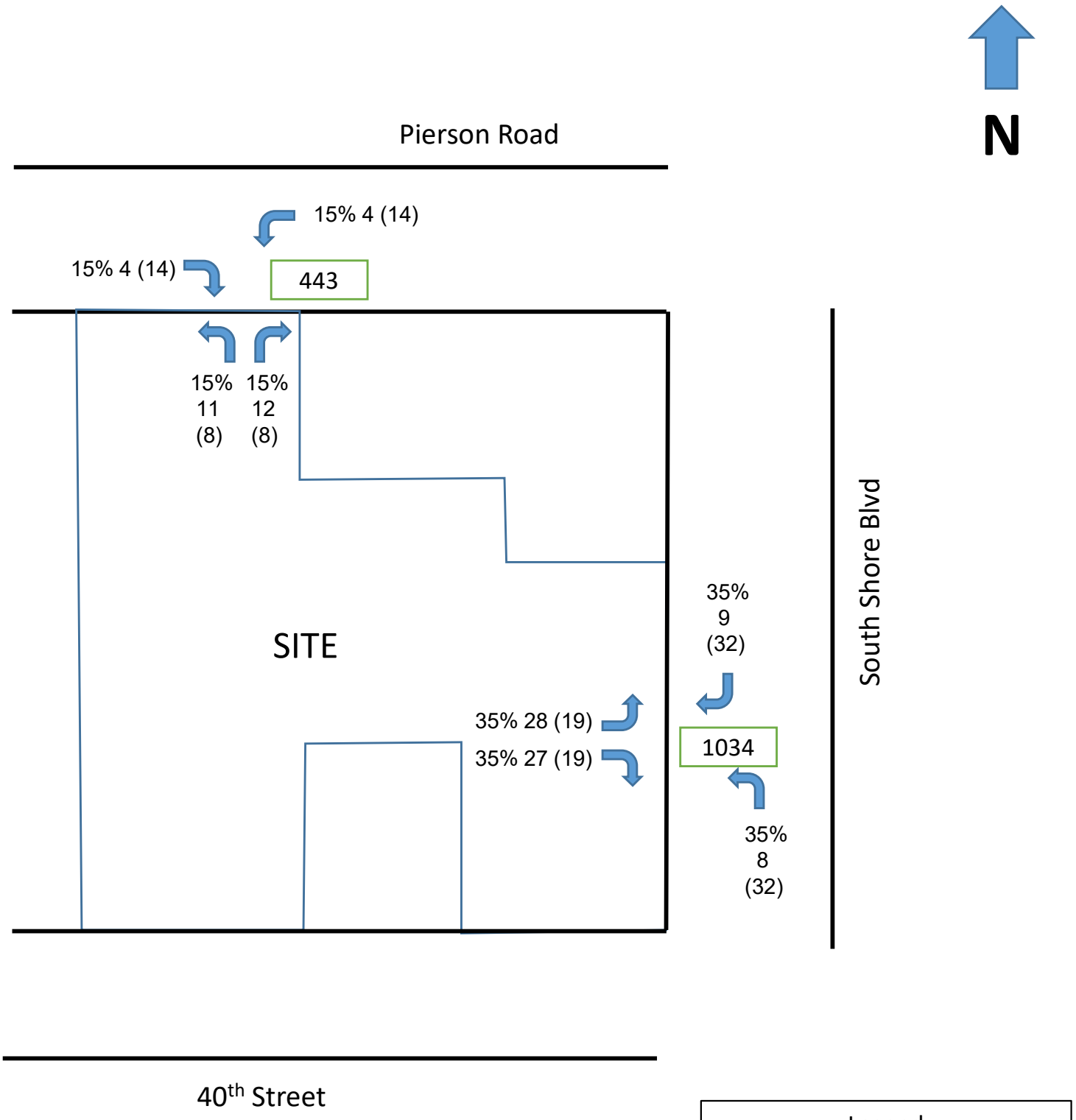
RESIDENTIAL
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

EQUESTRIAN VILLAGE ESTATES

22-130 BK 07/20/22



Residential Driveway Volumes

Legend	
XX	AM Peak Hour
(XX)	PM Peak Hour
XXX	ADT

Figure 1 – Turning Movement Worksheet
Equestrian Village Estates
Project # 22-130

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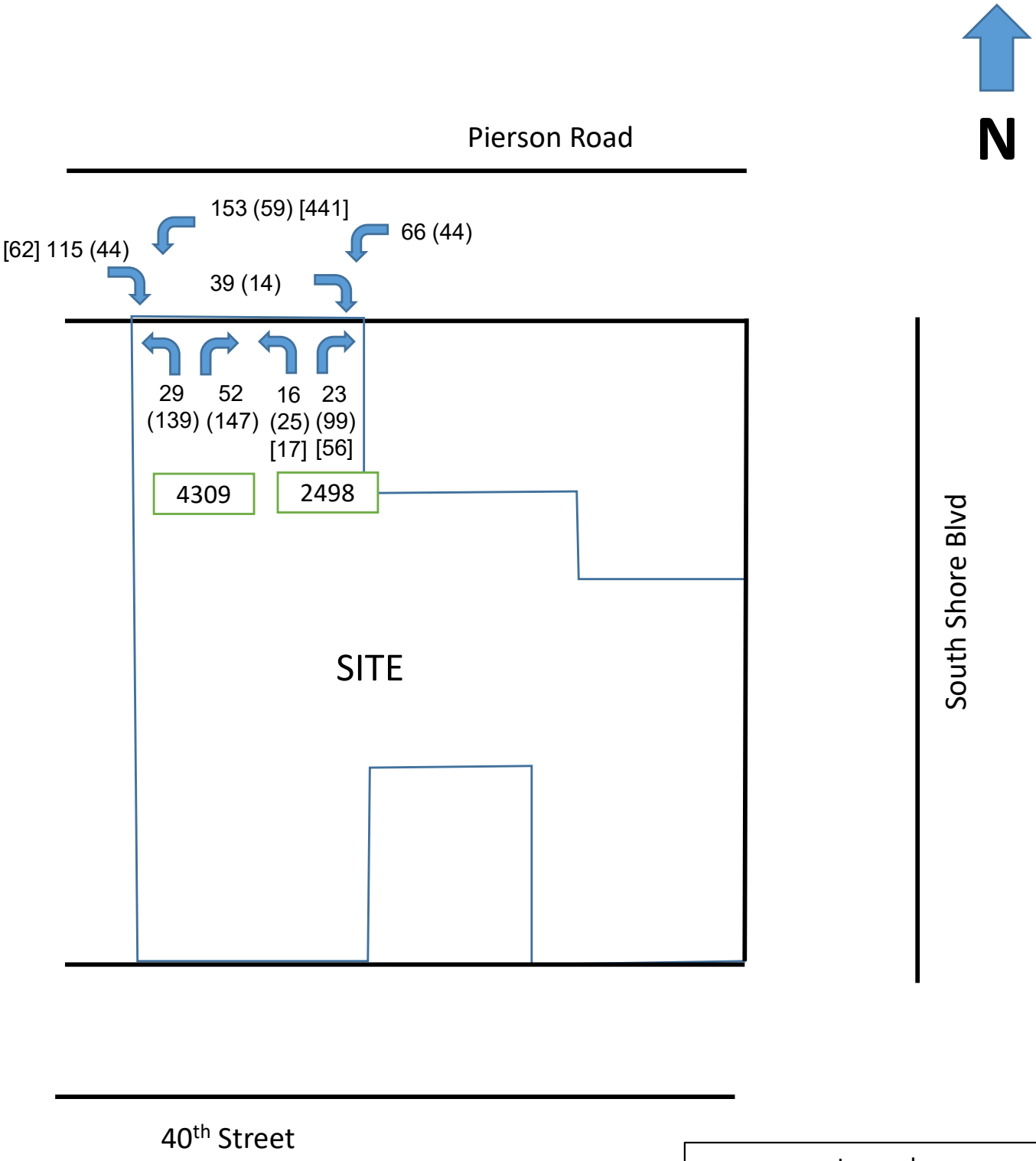

Existing Driveway Volumes

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
Equestrian Village Estates
Project # 22-130

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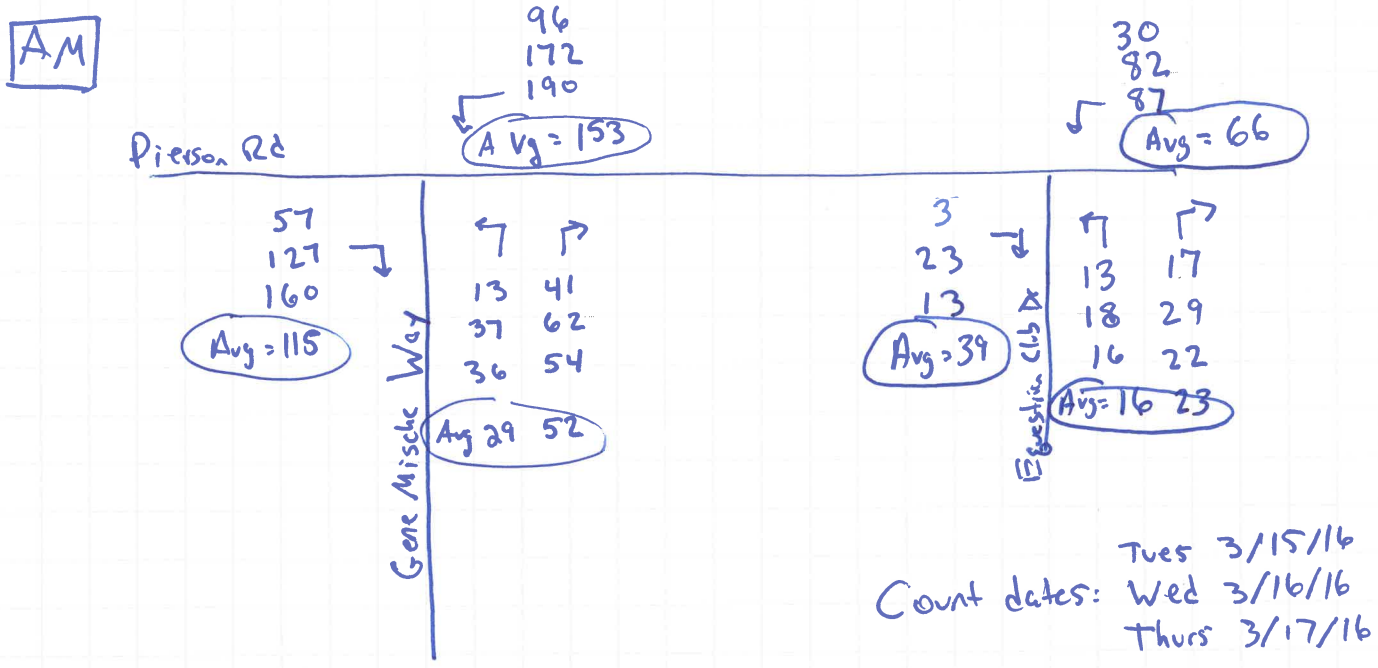
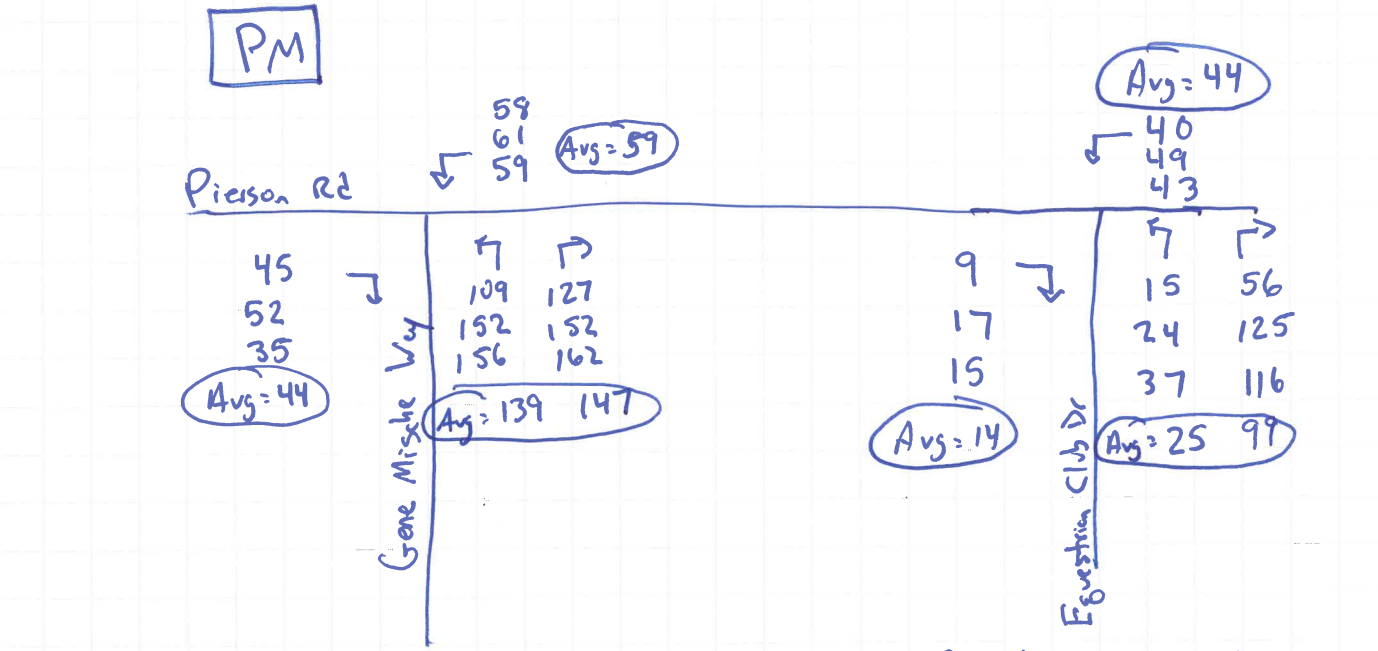
Website: simmonsandwhite.com

JOB NAME: _____
JOB NO: _____
BY: _____
DATE: _____
SHEET NO: _____ OF: _____

Existing Driveway Counts



Count dates: Tues 3/15/16
Wed 3/16/16
Thurs 3/17/16



A Traffic counts from International Polo Club/Isla Carol Traffic Study dated June 8, 2017 prepared by via planning, inc.

Saturday peak counts from
PBIEC Trip Generation Study
by mtp group dated August 5, 2013

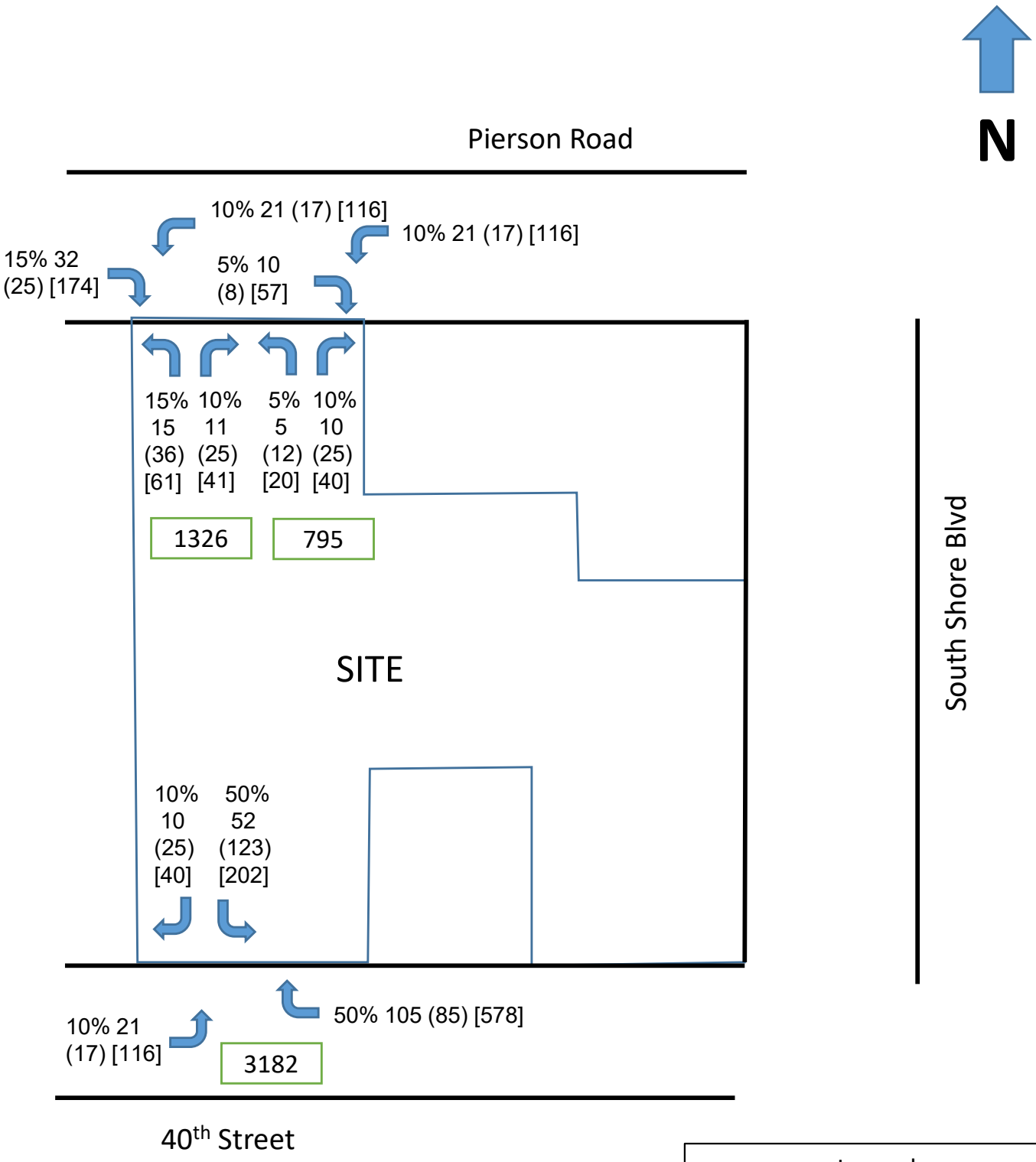
Information obtained from turning movement counts
Equestrian Club Drive & Pierson Road
Wellington, FL

Site Code: 00130043
Date Start: 14-March-2013
Date End: 17-March-2013

Light Vehicles - Heavy Vehicles - Heavy Horse Vehicles

	ENTER				EXIT			
	Pierson Road		Total	Peak Hour	Equestrian Club Road		Total	Peak Hour
	WB - Left	EB - Right			Right	Left		
3/16/2013	3	0	3	8	4	0	4	14
00:15	1	0	1	6	5	0	5	12
00:30	3	1	4	5	5	0	5	8
00:45	0	0	0	1	0	0	0	4
01:00	0	1	1	2	1	1	2	4
01:15	0	0	0	2	1	0	1	2
01:30	0	0	0	2	1	0	1	1
01:45	1	0	1	2	0	0	0	0
02:00	1	0	1	4	0	0	0	1
02:15	0	0	0	3	0	0	0	1
02:30	0	0	0	3	0	0	0	1
02:45	2	1	3	3	1	0	1	1
03:00	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0
04:00	0	0	0	2	0	0	0	0
04:15	0	0	0	3	0	0	0	2
04:30	0	0	0	4	0	0	0	3
04:45	2	0	2	4	0	0	0	3
05:00	1	0	1	5	1	1	2	4
05:15	1	0	1	7	0	1	1	5
05:30	0	0	0	11	0	0	0	9
05:45	3	0	3	20	1	0	1	11
06:00	3	0	3	29	2	1	3	14
06:15	5	0	5	42	0	5	5	19
06:30	8	1	9	58	1	1	2	21
06:45	9	3	12	77	3	1	4	28
07:00	16	0	16	98	4	4	8	36
07:15	19	2	21	105	3	4	7	41
07:30	26	2	28	109	5	4	9	45
07:45	22	11	33	104	9	5	14	47
08:00	16	7	23	101	7	4	11	48
08:15	17	8	25	100	7	4	11	52
08:30	16	7	23	93	9	2	11	55
08:45	23	7	30	101	12	3	15	62
09:00	14	8	22	96	13	2	15	62
09:15	15	3	18	99	14	4	18	68
09:30	27	4	31	104	10	4	14	77
09:45	21	4	25	107	12	3	15	79
10:00	18	7	25	120	17	4	21	82
10:15	21	2	23	116	19	8	27	81
10:30	27	7	34	122	12	4	16	77
10:45	32	6	38	113	13	5	18	88
11:00	23	1	24	97	15	5	20	93
11:15	22	4	26	102	18	5	23	90
11:30	24	1	25	105	25	2	27	86
11:45	20	2	22	123	21	2	23	75
12 PM	24	5	29	126	14	3	17	80
12:15	26	3	29	125	15	4	19	93
12:30	33	10	43	124	14	2	16	106
12:45	19	6	25	110	22	6	28	121
13:00	23	5	28	118	24	6	30	123
13:15	21	7	28	115	28	4	32	117
13:30	22	7	29	114	26	5	31	121
13:45	32	2	34	113	23	7	30	123
14:00	23	1	24	101	22	2	24	127
14:15	19	8	27	100	33	3	36	146
14:30	20	8	28	94	30	3	33	148
14:45	17	5	22	90	31	3	34	156
15:00	20	3	23	98	39	4	43	154
15:15	17	4	21	94	33	5	38	152
15:30	22	2	24	110	35	6	41	144
15:45	22	8	30	120	25	7	32	126
16:00	15	4	19	112	31	10	41	133
16:15	28	9	37	132	23	7	30	109
16:30	28	6	34	133	19	4	23	101
16:45	17	5	22	144	28	11	39	98
17:00	28	11	39	183	14	3	17	71
17:15	31	7	38	247	18	4	22	82
17:30	37	8	45	323	16	4	20	77
17:45	47	14	61	414	10	2	12	73
18:00	82	21	103	481	22	6	28	81
18:15	104	10	114	603	12	5	17	73
18:30	124	12	136	476	13	3	16	71
18:45	106	20	126	410	15	5	20	69
19:00	105	20	125	323	16	4	20	67
19:15	71	16	87	245	9	6	15	68
19:30	63	7	70	186	11	3	14	79
19:45	39	2	41	142	10	8	18	89
20:00	37	10	47	119	20	1	21	106
20:15	25	3	28	87	21	5	26	136
20:30	21	5	26	76	22	2	24	154
20:45	16	2	18	59	33	2	35	275
21:00	8	7	15	64	47	6	53	438
21:15	12	7	19	61	36	6	42	460
21:30	15	2	17	49	126	19	145	498
21:45	10	3	13	42	167	31	198	395
22:00	9	3	12	43	78	17	95	239
22:15	7	0	7	42	58	2	60	173
22:30	9	1	10	45	37	5	42	140
22:45	10	4	14	41	41	1	42	117
23:00	9	2	11	31	24	5	29	98
23:15	6	4	10		25	2	27	
23:30	6	0	6		17	2	19	
23:45	2	2	4		22	1	23	
Total	1951	411	2362		1726	351	2077	

441
62
17 56

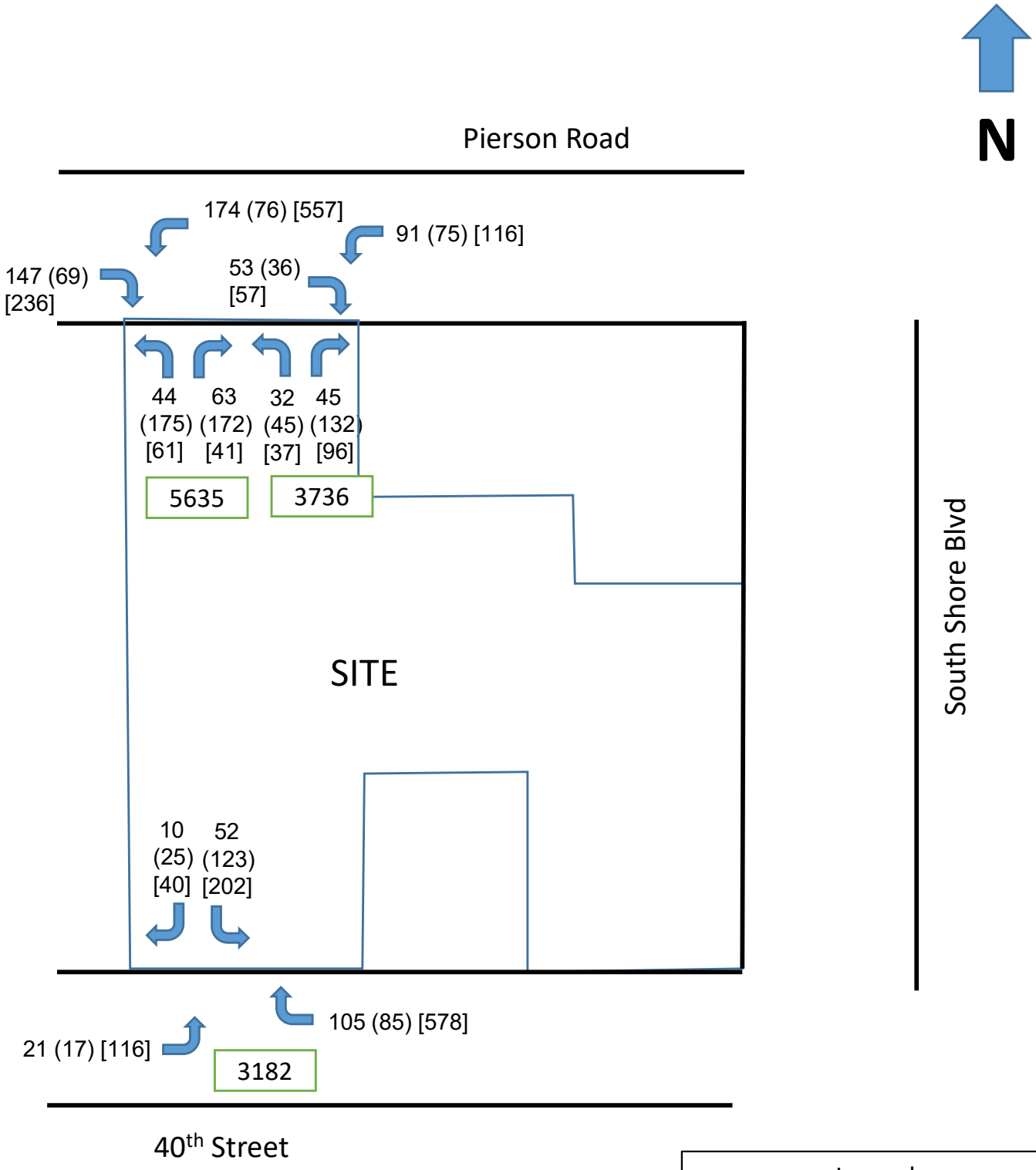


New PBIC Expansion Driveway Volumes

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

Figure 3 – Turning Movement Worksheet
Equestrian Village Estates
Project # 22-130

SIMMONS & WHITE



Total Driveway Volumes

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

Figure 4 – Turning Movement Worksheet
Equestrian Village Estates
Project # 22-130

SIMMONS & WHITE

TABLE 19
AREA WIDE GROWTH RATE CALCULATIONS - USED FOR 2022-2027 GROWTH

ROADWAY	FROM	TO	2013 PEAK SEASON DAILY TRAFFIC**	2014 PEAK SEASON DAILY TRAFFIC	2018 PEAK SEASON DAILY TRAFFIC	IND. (%)
PIERSON ROAD	OUSLEY FARMS ROAD	SOUTH SHORE BOULEVARD		8,246	10,154	5.34%
PIERSON ROAD	SOUTH SHORE BOULEVARD	120TH AVENUE		4,648	4,743	0.51%
PIERSON ROAD	120TH AVENUE	FAIRLANE FARMS ROAD		5,328	5,871	2.46%
SOUTH SHORE BOULEVARD	50TH STREET SOUTH	LAKE WORTH ROAD		5,095	5,202	0.52%
SOUTH SHORE BOULEVARD	LAKE WORTH ROAD	PIERSON ROAD**	15,592	16,180	18,764	3.77%
SOUTH SHORE BOULEVARD	PIERSON ROAD	GREENVIEW SHORES BOULEVARD		22,822	23,417	0.65%
SOUTH SHORE BOULEVARD	GREENVIEW SHORES BOULEVARD	BIG BLUE TRACE**	20,364	20,385	20,470	0.10%
SOUTH SHORE BOULEVARD	BIG BLUE TRACE	FOREST HILL BOULEVARD**	24,709	25,020	26,302	1.26%
FOREST HILL BOULEVARD	SOUTHERN BOULEVARD	WELLINGTON TRACE **	35,910	36,601	39,502	1.93%
FOREST HILL BOULEVARD	WELLINGTON TRACE N.	WELLINGTON TRACE S.		26,804	27,421	0.57%
FOREST HILL BOULEVARD	WELLINGTON TRACE S.	SOUTH SHORE BOULEVARD**	28,996	29,244	30,258	0.86%
FOREST HILL BOULEVARD	SOUTH SHORE BOULEVARD	STRIBLING WAY		47,955	49,836	0.97%
FOREST HILL BOULEVARD	STRIBLING WAY	SR 7**	48,508	48,409	48,017	-0.20%
40TH STREET	PALM BEACH POINT BOULEVARD	SOUTH SHORE BOULEVARD		N/A	N/A	
LAKE WORTH ROAD	SOUTH SHORE BOULEVARD	120TH AVENUE**	11,928	12,123	12,936	1.64%
LAKE WORTH ROAD	120TH AVENUE	SR 7*		26,600	28,030	1.32%
LAKE WORTH ROAD	SR 7	LYONS ROAD*		37,381	39,252	1.23%
STRIBLING WAY	FOREST HILL BOULEVARD	FAIRLANE FAMRS ROAD		11,376	13,259	3.90%
STRIBLING WAY	FAIRLANE FAMRS ROAD	SR 7**	11,910	12,647	16,078	6.19%
GREENVIEW SHORES BOULEVA	BINKS FOREST DRIVE	WELLINGTON TRACE		12,848	13,212	0.70%
GREENVIEW SHORES BOULEVA	WELLINGTON TRACE	SOUTH SHORE BOULEVARD**	18,882	18,973	19,343	0.48%
WELLINGTON TRACE	GREENBRIAR BOULEVARD	PADDOCK DRIVE		4,309	4,384	0.43%
WELLINGTON TRACE	PADDOCK DRIVE	GREENVIEW SHORES BOULEVARD		4,577	4,422	-0.86%
WELLINGTON TRACE	GREENVIEW SHORES BOULEVARD	BIG BLUE TRACE**	24,475	24,400	24,104	-0.31%
WELLINGTON TRACE	BIG BLUE TRACE	FOREST HILL BOULEVARD**	22,759	22,550	21,732	-0.92%
BIG BLUE TRACE	WELLINGTON TRACE	SOUTHERN BOULEVARD**	13,708	13,227	11,465	-3.51%
BINKS FOREST DRIVE	GREENVIEW SHORES BOULEVARD	SOUTHERN BOULEVARD**	9,589	10,219	13,181	6.57%
GREENBRIAR BOULEVARD	AERO CLUB DRIVE	WELLINGTON TRACE		6,249	6,301	0.21%
GREENBRIAR BOULEVARD	WELLINGTON TRACE	GREENVIEW SHORES BOULEVARD		4,339	4,518	1.02%
AERO CLUB DRIVE	BINKS FOREST ROAD	GREENBRIAR BOULEVARD		5,113	5,817	3.28%
PADDOCK DRIVE	WELLINGTON TRACE	GREENVIEW SHORES BOULEVARD		918	1,089	4.36%
PADDOCK DRIVE	GREENVIEW SHORES BOULEVARD	BIG BLUE TRACE		2,328	2,438	1.16%
120TH AVENUE	PIERSON ROAD	LAKE WORTH ROAD		N/A	N/A	
120TH AVENUE	LAKE WORTH ROAD	50TH STREET		441	1,056	24.40%
50TH STREET	SOUTH SHORE BOULEVARD	120TH AVENUE		2,349	3,523	10.66%
50TH STREET	120TH AVENUE	WELLINGTON LIMITS		2,247	3,750	13.66%
		∑ =		**531,952**	**559,847**	1.29%

AREA WIDE GROWTH RATE USED = 1.29%

Notes:
*2014 volumes from PBC Traffic
** 2013 volumes from PBC Traffic. Adjusted to 2014 volumes using 2013-2018 growth rate for purposes of calculating area wide growth rate

TABLE 20
AREA WIDE GROWTH RATE CALCULATIONS - USED FOR 2018-2022 GROWTH

ROADWAY	FROM	TO	2018 PEAK SEASON DAILY TRAFFIC	2022 PEAK SEASON DAILY TRAFFIC	IND. (%)
PIERSON ROAD	OUSLEY FARMS ROAD	SOUTH SHORE BOULEVARD*	N/A	N/A	
PIERSON ROAD	SOUTH SHORE BOULEVARD	STRIBLING WAY	4,743	4,238	-2.78%
SOUTH SHORE BOULEVARD	50TH STREET SOUTH	LAKE WORTH ROAD	5,202	4,600	-3.03%
SOUTH SHORE BOULEVARD	LAKE WORTH ROAD	PIERSON ROAD	18,764	16,444	-3.25%
SOUTH SHORE BOULEVARD	PIERSON ROAD	GREENVIEW SHORES BOULEVARD	23,417	19,837	-4.06%
SOUTH SHORE BOULEVARD	GREENVIEW SHORES BOULEVARD	FOREST HILL BOULEVARD*	N/A	N/A	
FOREST HILL BOULEVARD	SOUTHERN BOULEVARD	WELLINGTON TRACE	39,502	47,545	4.74%
FOREST HILL BOULEVARD	WELLINGTON TRACE	SOUTH SHORE BOULEVARD	30,258	28,664	-1.34%
FOREST HILL BOULEVARD	SOUTH SHORE BOULEVARD	SR 7	49,836	53,987	2.02%
40TH STREET	PALM BEACH POINT BOULEVARD	SOUTH SHORE BOULEVARD	N/A	N/A	
LAKE WORTH ROAD	SOUTH SHORE BOULEVARD	120TH AVENUE	12,936	11,164	-3.62%
LAKE WORTH ROAD	120TH AVENUE	SR 7**	28,030	26,539	-1.36%
LAKE WORTH ROAD	SR 7	LYONS ROAD**	39,252	36,640	-1.71%
STRIBLING WAY	FOREST HILL BOULEVARD	FAIRLANE FAMRS ROAD	13,259	13,303	0.08%
STRIBLING WAY	FAIRLANE FAMRS ROAD	SR 7	16,078	14,618	-2.35%
GREENVIEW SHORES BOULEVAI	BINKS FOREST DRIVE	WELLINGTON TRACE	13,212	13,082	-0.25%
GREENVIEW SHORES BOULEVAI	WELLINGTON TRACE	SOUTH SHORE BOULEVARD	19,343	16,708	-3.59%
WELLINGTON TRACE	GREENVIEW SHORES BOULEVARD	BIG BLUE TRACE	24,104	23,493	-0.64%
WELLINGTON TRACE	BIG BLUE TRACE	FOREST HILL BOULEVARD	21,732	22,600	0.98%
BIG BLUE TRACE	WELLINGTON TRACE	SOUTHERN BOULEVARD*	N/A	N/A	
BINKS FOREST DRIVE	GREENVIEW SHORES BOULEVARD	SOUTHERN BOULEVARD	13,181	13,373	0.36%
GREENBRIAR BOULEVARD	AERO CLUB DRIVE	GREENVIEW SHORES BOULEVARD*	N/A	N/A	
AERO CLUB DRIVE	BINKS FOREST ROAD	GREENBRIAR BOULEVARD*	N/A	N/A	
PADDOCK DRIVE	GREENVIEW SHORES BOULEVARD	BIG BLUE TRACE	2,438	2,667	2.27%
50TH STREET	SOUTH SHORE BOULEVARD	120TH AVENUE	3,523	4,029	3.41%
		∑ =	**378,810**	**373,531**	**-0.35%**

AREA WIDE GROWTH RATE USED = 1.00%

Notes:
*Growth rates above 5% or below 5% were excluded due to being outlier growth rates
**Volumes from PBC (2018-2022)