

1660 S CONGRESS AVENUE

City of Delray Beach, FL

INSIGNIFICANT TRAFFIC IMPACT STATEMENT

PREPARED FOR:

Mr. Brian O'Neill
2817 N Ocean Boulevard
Delray Beach, Florida 33483

JOB NO. 24-128

DATE: 11/01/2024
REVISED: 01/14/2025
REVISED: 02/24/2025

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This item has been digitally signed and sealed by Anna Lai, P.E., PTOE, on 02/24/2025.	
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1.0 SITE DATA

The subject parcel is located in the northwest corner of Linton Boulevard and Congress Avenue in the City of Delray Beach, Florida and contains approximately 0.77 acres. The Property Control Number (PCN) for the subject parcel is 12-43-46-19-36-001-0000.

The property is currently designated as within the Professional and Office (POD) District on the City of Delray Beach Comprehensive Plan. The property owner is requesting a change in the 0.77 acre parcel's designation to be within the General Commercial (GC) District on the Comprehensive Plan. 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 for 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.

The site is currently vested with a 2,750 SF bank, which is the most intensive land use for the existing POD designation. The site is proposed to be modified to 2,750 SF of fast-food restaurant with drive-through, which is the most intensive land use for the proposed GC designation, with a project build-out of 2030.

Site access is existing via a right in/right out driveway connection to Linton Boulevard and a right in/right out driveway connection to Congress Avenue. For additional information concerning the site, please refer to the Boundary Survey prepared by Avirom & Associates, Inc.

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. The Traffic Performance Standards state that a Site Specific Development Order for a proposed project shall meet the standards and guidelines outlined in two separate "Tests" with regard to traffic performance.

Test 1, or the Build-Out Test, relates to the build-out period of the project and requires that a project not add traffic within the radius of development influence which would have total traffic exceeding the adopted LOS at the end of the build-out period. This Test 1 analysis consists of two parts and no project shall be approved for a Site Specific Development Order unless it can be shown to satisfy the requirements of Parts One and Two of Test 1.

Part One – Intersections, requires the analysis of major intersections, within or beyond a project's radius of development influence, where a project's traffic is significant on a link within the radius of development influence. The intersections analyzed shall operate within the applicable threshold associated with the level of analysis addressed. Part Two – Links, compares the total traffic in the peak hour, peak direction on each link within a project's radius

2.0 PURPOSE OF STUDY (CONTINUED)

of development influence with the applicable LOS “D” link service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis period.

This test requires analysis of links and major intersections as necessary within or beyond the radius of development influence, where a project’s traffic is significant on a link within the radius of development influence.

This analysis shall address the total traffic anticipated to be in place at the end of the build out year. This study will verify that the proposed development’s traffic impact will meet the above Traffic Performance Standards.

3.0 TRAFFIC GENERATION

The Palm Beach County Unified Land Development Code Article 12 requires that for any application for a site specific development order on property on which there are vested uses shall be subject to the Palm Beach County Traffic Performance Standards to the extent the traffic generation projected for the site specific development order exceeds the traffic generation of the vested uses. The generation rates and capture rates of the vested uses shall be updated to current pro forma traffic generation and passer-by rates and shall be used to calculate vested uses/current approval traffic. Daily trip generation has been calculated in accordance with the ITE Trip Generation Manual, 11th Edition and the Palm Beach County Trip Generation Rates. Due to the high-end characteristics of the automobile sales, the AM and PM peak hour trip generation are based on counts at the existing driveways.

Table 1 shows the daily traffic generation associated with the existing/vested development in trips per day (TPD). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The net traffic to be generated may be summarized as follows:

Existing/Vested Development

Daily Traffic Generation	=	146 tpd
AM Peak Hour Traffic Generation (In/Out)	=	14 pht (8 In/6 Out)
PM Peak Hour Traffic Generation (In/Out)	=	31 pht (15 In/16 Out)

Table 4 shows the daily traffic generation associated with the proposed development. Tables 5 and 6 show the AM and PM peak hour traffic generation, respectively. The net traffic to be generated may be summarized as follows:

3.0 TRAFFIC GENERATION (CONTINUED)

Proposed Development

Daily Traffic Generation	=	656 tpd
AM Peak Hour Traffic Generation (In/Out)	=	63 pht (32 In/31 Out)
PM Peak Hour Traffic Generation (In/Out)	=	46 pht (24 In/22 Out)

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

Increase in Traffic Generation

Daily Traffic Generation	=	510 tpd
AM Peak Hour Traffic Generation (In/Out)	=	49 pht (24 In/25 Out)
PM Peak Hour Traffic Generation (In/Out)	=	15 pht (9 In/6 Out)

4.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards, for a net trip generation of 49 peak hour trips, the development of influence shall be a 0.5 mile radius.

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than 1% of the LOS “D” of the link affected on a peak hour, peak direction basis AND those links outside of the radius of development influence on which its net trips are greater than five percent of the LOS “D” of the link affected on a peak hour, peak direction basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS “D” Link Service Volumes.

For Test 2, a project must address those links within the radius of development influence on which its net trips are greater than 3% of the LOS “E” of the link affected on a peak hour, peak direction basis AND those links outside of 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.

5.0 TRIP DISTRIBUTION

The project trips were distributed and assigned on the links within the radius of development influence based on the existing and anticipated traffic patterns. Figure 1 presents the trip distribution percentages.

6.0 TEST 2 BUILD-OUT ANALYSIS

Test 1, or the Build-Out Analysis, relates to the build-out period of the project and requires that a project not add traffic within the radius of development influence which would have total traffic exceeding the adopted LOS at the end of the build-out period. The trip distribution

6.0 TEST 2 BUILD-OUT ANALYSIS (CONTINUED)

percentages are shown in Tables 8 and 9. Tables 8 and 9 indicate the project's assignment is less than 1% of the applicable LOS "D" threshold and is insignificant for all links within the project's radius of development influence. This project therefore meets the requirements of Test 1.

7.0 TEST 2 BUILD-OUT ANALYSIS

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis Period. Tables 10 and 11 show the project's net trip generation is less than 3% of the applicable LOS "E" threshold for all links within the project's radius of development influence. This project therefore meets the requirements of Test 2.

8.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour volumes at the project entrances for the overall development with no reduction for pass by credits are shown in Tables 5 and 6 and may be summarized as follows:

	Directional Distribution (Trips In/Out)
AM Peak Hour	= 63 / 60
PM Peak Hour	= 47 / 44

Figure 2 presents the AM and PM peak turning movement volume assignments at the project driveway based on the directional distributions. As previously mentioned, site access is existing via a right in/right out driveway connection to Linton Boulevard and a right in/right out driveway connection to Congress Avenue. 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, no additional turn lanes are warranted or recommended.

9.0 CONCLUSION

The proposed development has been estimated to generate 510 trips per day, 49 AM peak hour trips, and 15 PM peak hour trips at project build-out in 2030. A brief review of the directly accessed link within the project's radius of development influence reveals the proposed development will have an insignificant project assignment and will therefore meet the requirements of the Palm Beach County Traffic Performance Standards.

Property Detail

Location Address : 1660 S CONGRESS AVE
Municipality : DELRAY BEACH
Parcel Control Number : 12-43-46-19-36-001-0000
Subdivision : BRANCH BANK OF LANTANA
Official Records Book/Page : 34886 / 1580
Sale Date : MAR-2024
Legal Description : BRANCH BANK OF LANTANA ALL OF PLAT (LESS RTN CRV AREA W LINTON BLVD R/W)

Owner Information

Owner(s)	Mailing Address
HEIDI DEUX PROPERTIES INC	2817 N OCEAN BLVD DELRAY BEACH FL 33483 7351

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
MAR-2024	\$3,650,000	34886 / 01580	WARRANTY DEED	HEIDI DEUX PROPERTIES INC
JUL-2023	\$2,650,000	34475 / 00479	WARRANTY DEED	SUN GAS PROPERTIES BOCA RATON LLC
AUG-2021	\$1,600,000	32846 / 01107	WARRANTY DEED	1660 SOUTH CONGRESS LLC
DEC-1982	\$175,000	03842 / 00044	WARRANTY DEED	

Exemption Information

No Exemption Information Available.

Property Information

Number of Units : 0
***Total Square Feet :** 2750
Acres : .77
Property Use Code : 2300—FINANCIAL
Zoning : POD—POD-PROFESSIONAL OFFICE (12-DELRAY BEACH)

Appraisals

Tax Year	2024	2023	2022	2021	2020
Improvement Value	\$478,063	\$284,275	\$447,545	\$370,371	\$376,733
Land Value	\$1,002,870	\$1,002,870	\$818,676	\$702,009	\$702,009
Total Market Value	\$1,480,933	\$1,287,145	\$1,266,221	\$1,072,380	\$1,078,742

Assessed and Taxable Values

Tax Year	2024	2023	2022	2021	2020
Assessed Value	\$1,480,933	\$1,287,145	\$1,266,221	\$1,072,380	\$1,078,742
Exemption Amount	\$0	\$0	\$0	\$0	\$0
Taxable Value	\$1,480,933	\$1,287,145	\$1,266,221	\$1,072,380	\$1,078,742

Taxes

Tax Year	2024	2023	2022	2021	2020
AD VALOREM	\$26,952	\$24,327	\$24,651	\$21,629	\$21,950
NON AD VALOREM	\$1,374	\$1,351	\$1,119	\$1,090	\$1,075
TOTAL TAX	\$28,327	\$25,678	\$25,771	\$22,719	\$23,025

EXISTING/VESTED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips (Driveway Trips)	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Drive-In Bank	912	2,750	S.F.			276		0		276	47%	130	146
Grand Totals:						276	0.0%	0		276	47%	130	146

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Drive-In Bank	912	2,750	S.F.	0.58	0.42	16	11	27	0.0%	0	0	0	16	11	27	47%	13	8	6	14
Grand Totals:						16	11	27	0.0%	0	0	0	16	11	27	48%	13	8	6	14

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Drive-In Bank	912	2,750	S.F.	0.50	0.50	29	29	58	0.0%	0	0	0	29	29	58	47%	27	15	16	31
Grand Totals:						29	29	58	0.0%	0	0	0	29	29	58	47%	27	15	16	31

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REVISED 02/24/25**PROPOSED DEVELOPMENT****TABLE 4 - Daily Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips (Driveway Trips)	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Fast Food Rest. + DT	934	2,750	S.F.			1,286		0		1,286	49%	630	656
Grand Totals:						1,286	0.0%	0		1,286	49%	630	656

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Fast Food Rest. + DT	934	2,750	S.F.	0.51	0.49	63	60	123	0.0%	0	0	0	63	60	123	49%	60	32	31	63
Grand Totals:						63	60	123	0.0%	0	0	0	63	60	123	49%	60	32	31	63

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Fast Food Rest. + DT	934	2,750	S.F.	0.52	0.48	47	44	91	0.0%	0	0	0	47	44	91	49%	45	24	22	46
Grand Totals:						47	44	91	0.0%	0	0	0	47	44	91	49%	45	24	22	46

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10/30/24
REVISED 02/24/25

TABLE 7
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	146	14	8	6	31	15	16
PROPOSED DEVELOPMENT =	656	63	32	31	46	24	22
INCREASE =	510	49	24	25	15	9	6



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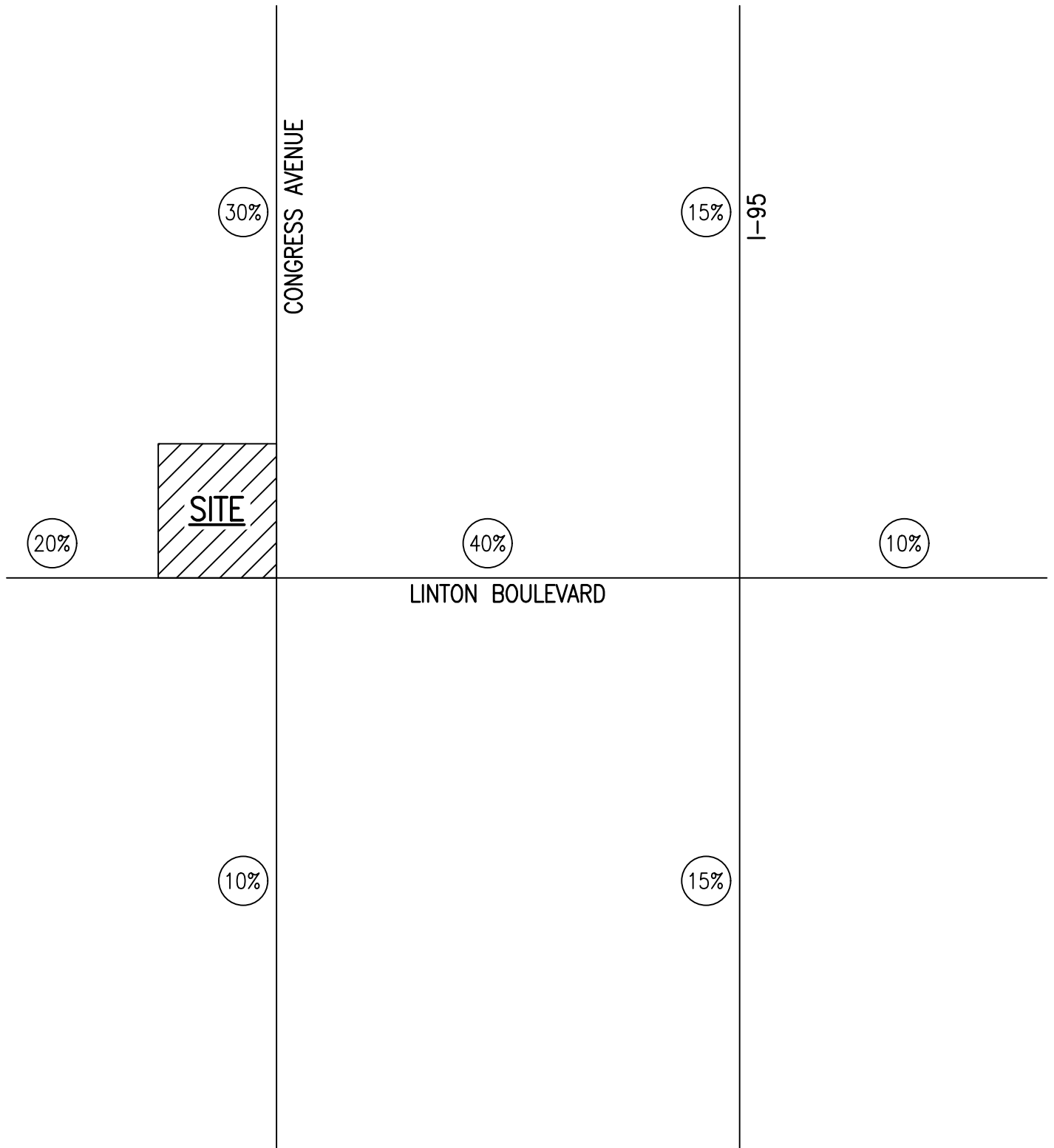


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

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24-128 AL 02-24-25



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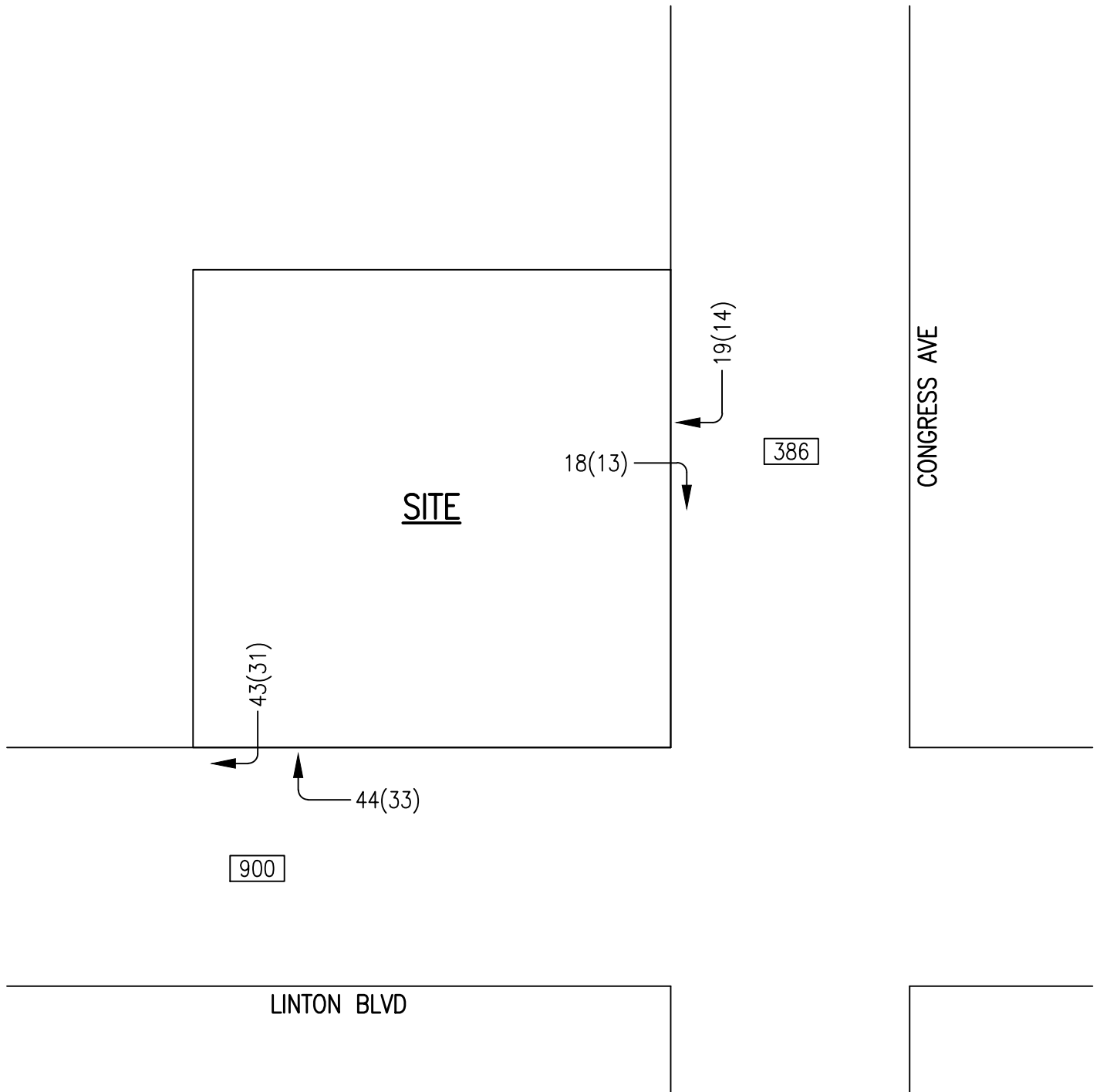


FIGURE 2
PROJECT TURNING MOVEMENTS

LEGEND

- 44 A.M. PEAK HOUR TURNING MOVEMENT
- (33) P.M. PEAK HOUR TURNING MOVEMENT
- 900 A.A.D.T.

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TABLE 8
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2030 BUILD OUT
0.5 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 24
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 25

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS					
5661	LINTON BOULEVARD	HOMEWOOD BOULEVARD	CONGRESS AVENUE	20%	5	6D	II	2680	0.19%	NO
N/A	LINTON BOULEVARD	CONGRESS AVENUE	I-95	40%	10	6D	II	2680	0.37%	NO
N/A	LINTON BOULEVARD	I-95	10TH AVENUE SW	10%	3	6D	II	2680	0.11%	NO
N/A	S CONGRESS AVENUE	LOWSON BOULEVARD	LINTON BOULEVARD	2%	1	6D	II	2680	0.04%	NO
N/A	S CONGRESS AVENUE	LINTON BOULEVARD	SW 2ND AVENUE	2%	1	6D	II	2680	0.04%	NO

TABLE 9
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

2030 BUILD OUT
0.5 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 9
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 6

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS					
5661	LINTON BOULEVARD	HOMEWOOD BOULEVARD	CONGRESS AVENUE	20%	2	6D	II	2680	0.07%	NO
N/A	LINTON BOULEVARD	CONGRESS AVENUE	I-95	40%	4	6D	II	2680	0.15%	NO
N/A	LINTON BOULEVARD	I-95	10TH AVENUE SW	10%	1	6D	II	2680	0.04%	NO
N/A	S CONGRESS AVENUE	LOWSON BOULEVARD	LINTON BOULEVARD	2%	0	6D	II	2680	0.00%	NO
N/A	S CONGRESS AVENUE	LINTON BOULEVARD	SW 2ND AVENUE	2%	0	6D	II	2680	0.00%	NO

TABLE 10
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
0.5 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 24
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 25

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS					
5661	LINTON BOULEVARD	HOMEWOOD BOULEVARD	CONGRESS AVENUE	20%	5	6D	II	2680	0.19%	NO
N/A	LINTON BOULEVARD	CONGRESS AVENUE	I-95	40%	10	6D	II	2680	0.37%	NO
N/A	LINTON BOULEVARD	I-95	10TH AVENUE SW	10%	3	6D	II	2680	0.11%	NO
N/A	S CONGRESS AVENUE	LOWSON BOULEVARD	LINTON BOULEVARD	2%	1	6D	II	2680	0.04%	NO
N/A	S CONGRESS AVENUE	LINTON BOULEVARD	SW 2ND AVENUE	2%	1	6D	II	2680	0.04%	NO

TABLE 11
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
0.5 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 9
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 6

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS					
5661	LINTON BOULEVARD	HOMEWOOD BOULEVARD	CONGRESS AVENUE	20%	2	6D	II	2680	0.07%	NO
N/A	LINTON BOULEVARD	CONGRESS AVENUE	I-95	40%	4	6D	II	2680	0.15%	NO
N/A	LINTON BOULEVARD	I-95	10TH AVENUE SW	10%	1	6D	II	2680	0.04%	NO
N/A	S CONGRESS AVENUE	LOWSON BOULEVARD	LINTON BOULEVARD	2%	0	6D	II	2680	0.00%	NO
N/A	S CONGRESS AVENUE	LINTON BOULEVARD	SW 2ND AVENUE	2%	0	6D	II	2680	0.00%	NO