

TRAFFIC IMPACT STATEMENT



Florida Engineering Business License: CA7928 Florida Surveyor and Mapper Business License: LB6860 Florida Landscape Architecture Business License: LC26000457 301 E. Atlantic Boulevard, Pompano Beach, FL 33060 954-788-3400

142 NE 7TH AVENUE DELRAY BEACH, FL 33483

TRAFFIC IMPACT STATEMENT

Prepared For:

Stamm Development Group 900 E Atlantic Ave, Suite 5 Delray Beach, FL 33483



301 East Atlantic Boulevard Pompano Beach, Florida 33060



Engineer's Certification

I, Chris Rogers, PE, PE number 67359, certify that I currently hold an active Professional Engineer's License in the State of Florida, and I am competent through education or experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Project Description: Traffic Impact Statement – 142 NE 7th Avenue Project

Chris Rogers, P.E. Florida Registration P.E. No. 67359 KEITH



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1 PROJECT OVERVIEW

1.1 Introduction

KEITH was retained by the *Stamm Development Group* to complete a Traffic Impact Statement for the proposed Four (4) Townhomes at 142 NE 7th Avenue in Delray Beach, Florida. The Traffic Impact Statement was created in accordance with the City of Delray Beach Land Development Regulations and the Palm Beach County's Unified Land Development Code (ULDC) Article 12 Traffic Performance Standards (TPS) *Art. 12.D.1.C, No Study Needed,* which are included in **Appendix A.** The project's location is depicted in **Figure 1.1**, and a conceptual site plan is included in **Appendix B**.

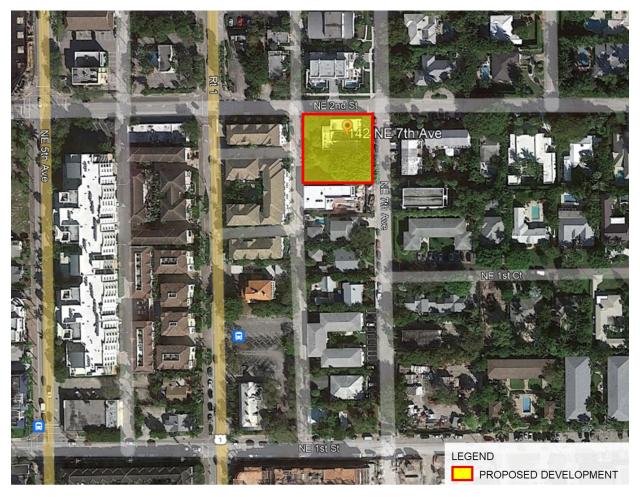


Figure 1.1: Project Location



1.2 Existing Conditions

The existing site contains apartments and landscaped areas. The Parcel Control Number (PCN) for the site is 12-43-46-16-01-115-0110. A copy of the existing property information for the parcel is included in **Appendix C**.

1.3 Existing Roadway Characteristics

NE 6th Avenue: This roadway facility is a two-lane, one-way local road. It runs in the North/South direction and is currently maintained by City of Delray Beach. The current posted speed limit is 35 miles per hour.

NE 2nd Street: This roadway facility is a two-lane, undivided local road. It runs in the East/West direction and is currently maintained by City of Delray Beach. The current posted speed limit is 25 miles per hour.

NE 7th Avenue: This roadway facility is a two-lane, undivided local road. It runs in the North/South direction and is currently maintained by City of Delray Beach. The current posted speed limit is 25 miles per hour.

NE 1st Street: This roadway facility is a two-lane, undivided local road. It runs in the East/West direction and is currently maintained by City of Delray Beach. The current posted speed limit is 25 miles per hour.



2 PROPOSED DEVELOPMENT

2.1 Proposed Land Use

The proposed development comprises of Four (4) Townhomes. A copy of the conceptual site plan is included in **Appendix B**.

2.2 Trip Generation

The estimated daily and peak hour trips for the planned development were calculated using the Palm Beach County (PBC) Trip Generation Rates (Updated July 25, 2022). Based on the existing land use, Multifamily Housing (Low-Rise) (LUC) 220 was applied in the trip generation calculation. The proposed land use consists of Townhomes and LUC 220 is applied to it as well. The following equations were used for Daily, A.M. peak, and P.M. peak hour periods:

• PBC Trip Generation Rates – LUC 220 Multifamily Low-Rise Housing upto 3 story (Apartment/TH):

Daily: T=6.74(X) (Directional Distribution: 50% In / 50% Out)

AM Peak Hour: T=0.4(X) (Directional Distribution: 24% In / 76% Out)

PM Peak Hour: T=0.51(X) (Directional Distribution: 63% In / 37% Out)

The trip generation results are summarized in **Table 2.1** for the Daily, A.M. peak hour, and P.M. peak hour, and a copy of the PBC Trip Generation Rates is included in **Appendix D**. The proposed development is expected to generate no additional trips. According to the PBC's adopted trip generation rates threshold for residential projects, a Traffic Impact Study will not be required if the development is expected to generate less than or equal to 20 Gross Peak Hour Trips. Therefore, only a Traffic Statement is required for this proposed development.



Table 2.1: Trip Generation

Daily Trip Generation													
Land Use	Total	Total Calculated Trips											
	Code	Quantity	Units	Trip Generation Rate	% Entering	% Exiting	Entry	Exit	Total				
Existing Development Multifamily Low-Rise Housing upto 3 story (Apartment)	220	10	Dwelling Units	T = 6.74 (X)	50%	50%	35	35	69				
					Existing	Daily Trips	35	35	69				
Proposed Development Multifamily Low-Rise Housing upto 3 story (Townhomes)	220	4	Dwelling Units	T = 6.74 (X)	50%	50%	14	14	28				
					Proposed	Daily Trips	14	14	28				
				Fetim	nated Net New	Daily Trins	-21	-21	-41				

Source: Palm Beach County Trip Generation Rates (Updated July 25, 2022).

A.M. Peak Hour Trip Generation												
Land Use	Total	ed Trips										
	Code	Quantity	Units		% Entering	% Exiting	Entry	Exit	Total			
Existing Development Multifamily Low-Rise Housing upto 3 story (Apartment)	220	10	Dwelling Units	T = 0.4 (X)	24%	76%	1	3	4			
					Existing	Daily Trips	1	3	4			
Proposed Development Multifamily Low-Rise Housing upto 3 story (Townhomes)	220	4	Dwelling Units	T = 0.4 (X)	24%	76%	0	2	2			
					Proposed	Daily Trips	0	2	2			
				Estim	nated Net New	Daily Trips	0	-2	-2			
Source: Palm Beach County Trip Generation R	ates (Upd	ated July 25,	2022).									

			P.M. Peak F	our Trip Generation					
Land Use	and Use ITE Intensity Trip Generation Rate Directional Distribution								ed Trips
	Code	Quantity	Units		% Entering	% Exiting	Entry	Exit	Total
Existing Development Multifamily Low-Rise Housing upto 3 story (Apartment)	220	10	Dwelling Units	T = 0.51 (X)	63%	37%	4	2	6
					Existing	Daily Trips	4	2	6
Proposed Development Multifamily Low-Rise Housing upto 3 story (Townhomes)	220	4	Dwelling Units	T = 0.51 (X)	63%	37%	2	1	3
					Proposed	Daily Trips	2	1	3
Source: Palm Beach County Trin Generation R				Estim	ated Net New	Daily Trips	-2	-1	-3

Source: Palm Beach County Trip Generation Rates (Updated July 25, 2022).



3 CONCLUSION

In accordance with Palm Beach County's Unified Land Development Code (ULDC) Article 12 Traffic Performance Standards (TPS) and the City of Delray Beach Land Development Regulations, a Traffic Impact Statement has been created to assess and estimate any traffic-related effects of the proposed development. A traffic impact study is not necessary since, according to the trip generation analysis, the proposed development is not anticipated to result in any extra trips during AM and PM peak hours, which equals fewer than 20 gross peak hour trips based on the PBC's trip generation rates. Since there are no additional trips being added, no nearby roads within the project area are anticipated to be negatively impacted by the proposed development.



APPENDIX A

Palm Beach County's Unified Land Development Code (ULDC)

judgment shall be used to take into account special circumstances such as the opening of a parallel road or a high traffic generation that may distort the growth trend. For Projects with a lengthy buildout time (five years or more) an area-wide growth rate using a number of locations in the tables may be appropriate. No growth rate less than zero percent may be used without approval of the County Engineer when the growth rate is a negative. Zero percent shall be used unless approved by the County Engineer. **[Ord. 2006-043] [Ord. 2007-013]**

c. TPS Database

Using the TPS Database, all traffic from the unbuilt portion of Projects which have received a concurrency reservation prior to the County Engineer's approval of the proposed Project's traffic study which will add significant trips to any Link within the proposed Project's Radius of Development Influence during the Buildout Period of proposed Project shall be specifically accounted for in projecting Traffic for Test 1. For Major Intersections, the TPS Database shall specifically account for all Project Traffic volumes if at least one approach to the intersection has a Project Traffic volume greater than or equal to one percent of the adopted LOS D. No double counting of trips shall occur. For Test 2, only the traffic generated from the unbuilt portions of the Projects as set forth above which are projected to be built during the Five-Year Analysis Period shall be considered. **[Ord. 2005-002] [Ord. 2006-043] [Ord. 2009-040]**

5. Assured Construction

Assured Construction shall be considered completed as scheduled at the time of submittal of the Traffic Impact Study for the purpose of preparation of the study. Whether it is in fact Assured Construction and the timing of the Assured Construction shall be subject to the confirmation of the County Engineer. The Traffic Impact Study shall specifically identify the need for phasing based on Assured Construction. **[Ord. 2007-013]**

Section 2 Conditions

The Concurrency Reservation or Site Specific Development Order shall contain such conditions as are necessary to ensure compliance with this Article. The Local Governments, including the legislative and administrative boards, the DRO, and officials, issuing Concurrency Reservations or Site Specific Development Orders are authorized to, and shall, impose such conditions. The Local Governments including the legislative and administrative boards, the DRO, and officials shall require where necessary to ensure compliance with this Section that an Agreement be executed prior to the issuance of the Site Specific Development Order. Performance Security shall be required to ensure compliance with the conditions or performance under the Agreement or Condition of Approval. The Agreement or Conditions of Approval shall be binding on the owner, its successors, assigns, and heirs; and it, or notice thereof, shall be recorded in the Official Records of the Clerk of the Circuit Court in and for PBC, Florida.

CHAPTER D PROCEDURE

Section 1 Required Submission of Impact Study

A. Application Procedure

Prior to acceptance of any application for a Site Specific Development Order in the Unincorporated Area, or issuance of a Site Specific Development Order in the Incorporated Area, a non-refundable application fee established by the BCC from time to time to defray the actual cost for processing the application, shall be submitted along with the Traffic Impact Study or documentation sufficient to establish that the application is not subject to the standards of this Article.

In order to receive a time extension pursuant to <u>Art. 2.E. Monitoring of Development Orders (DOs) and</u> <u>Conditions of Approval</u>, the Applicant shall be required to submit either: **[Ord. 2007-013]**

- 1. A new Traffic Impact Study that meets the standards of this Article in effect at the time the extension is requested; or [Ord. 2007-013]
- 2. Documentation sufficient to establish that the Project with the additional time provided by the extension meets the standards of this Article in effect at the time the extension is requested. **[Ord. 2007-013]**

B. Review by County Engineer

The County Engineer or Municipal Engineer, as applicable, shall review the information submitted pursuant to this Article and determine whether the proposed Project complies with this Article. In the Unincorporated Area the County Engineer shall coordinate with the Planning Division whether the Site Specific Development Order meets the other Concurrency Requirements of the Plan. The procedures set forth in the Adequate Public Facilities Chapter, shall control; except as to any appeals from this Article, in which

case <u>Art. 12.F, Appeals</u>, of this Article shall control. Nothing herein or in the Adequate Public Facilities Chapter shall preclude direct informal communication between the County Engineer and the Applicant or his agents. In the Unincorporated Area, a statement that an application for a Site Specific Development Order is being considered shall be sent to any Municipality within the proposed Project's Radius of Development Influence 30 days prior to the issuance of the Site Specific Development Order for all proposed Projects generating more than 100 Gross Peak Hour Trips. The statement shall be sent by U.S. Mail, or hand delivered.

C. No Study Needed

1. Residential

New residential Projects generating fewer than or equal to 20 Gross Peak Hour Trips based on PBC's adopted trip generation rates shall not be required to submit a Traffic Impact Study. The Net Trips shall be distributed over the Major Thoroughfare system by the County Engineer in accordance with generally accepted traffic engineering principles.

2. Non-Residential

Non-residential Projects generating less than or equal to 20 Gross Peak Hour Trips based on PBC's adopted trip generation's rates shall not be required to submit a Traffic Impact Study. The Net Trips shall be distributed over the Major Thoroughfare system by the County Engineer or in accordance with generally accepted traffic engineering principles.

3. Amendments

Projects generating less than or equal to 20 Gross Peak Hour Trips based on PBC's adopted trip generations rates shall not be required to submit a Traffic Impact Study for an amendment, provided the total Project, including the amendment, does not exceed 20 Gross Peak Hour Trips. The Net Trips shall be distributed over the Major Thoroughfare system by the County Engineer in accordance with generally accepted traffic engineering principles.

Section 2 Review of Traffic Impact Study

A. County Engineer Review

On all proposed Projects having more than 100 Gross Peak Hour Trips, the County Engineer shall have sole authority for reviewing Traffic Impact Studies for purposes of determining compliance with this Article.

B. Municipal Review

On all other proposed Projects the Municipality shall perform such review unless the Municipality provides in writing, delivered to the County, that the Municipality elects to require review by the County Engineer. If the Municipality elects to perform the review, it shall be done by a Municipal Engineer. The review shall be in accordance with the requirements of this Article. In the case of Municipal review, 30 days prior to approval of the application for the Site Specific Development Order, the Traffic Impact Study, along with the determination of the reviewing traffic engineer, shall be sent to the County Engineer, c/o Traffic Division, 2300 North Jog Road, West Palm Beach, Florida, 33411. A statement that the Municipality is considering an application for a Site Specific Development Order shall also be sent to any Municipality within the Project's Radius of Development Influence involved 30 days prior to issuance of the Site Specific Development Order for all proposed Projects generating more than one 100 Gross Peak Hour Trips. All documents under this Article shall be sent by U.S. Mail, or hand delivered.

C. Prohibitions

- 1. In the case of all Site Specific Development Orders issued by the DRO, no application shall be certified for inclusion on the DRO agenda if issuance of the Site Specific Development Order would be prohibited by this Article.
- 2. In the case of all other Site Specific Development Orders in the Unincorporated Area, no application shall be accepted if issuance of the Site Specific Development Order would be prohibited by this Article.
- In all cases in the Unincorporated Area if the Site Specific Development Order does not meet the other Concurrency Requirements of the Plan, no application shall be certified for inclusion on an agenda of a reviewing body or accepted, as the case may be, except as otherwise provided by <u>Art. 2.F.</u> <u>Concurrency (Adequate Public Facility Standards)</u>.
- 4. In the case of all Site Specific Development Order in the Incorporated Area, no Site Specific Development Order shall be issued if such issuance would be prohibited by this Article. In no case shall the Site Specific Development Order be issued prior to 30 days following delivery of the notice in accordance with <u>Art. 12.D.2.B, Municipal Review</u>.

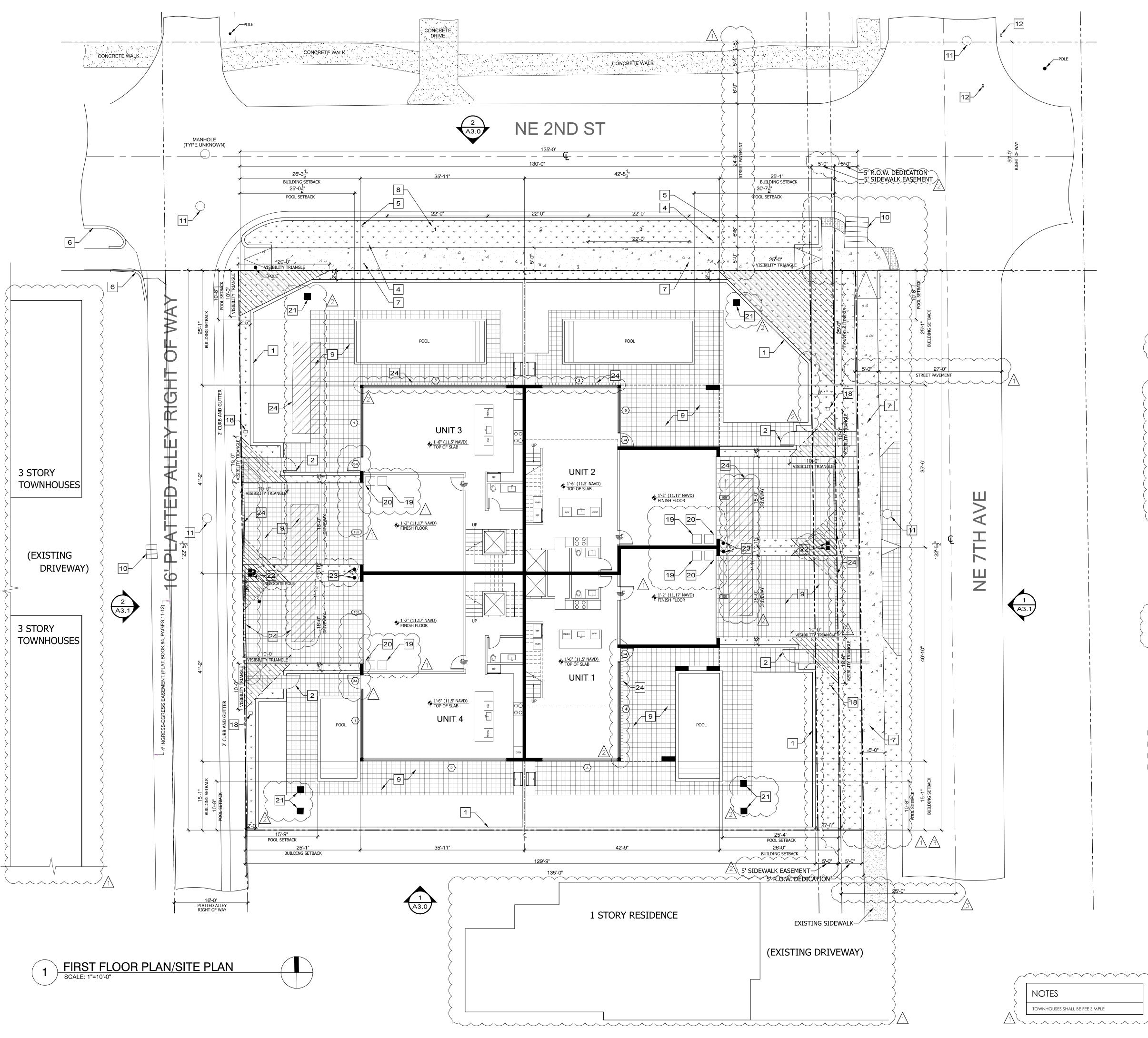
D. Appeals

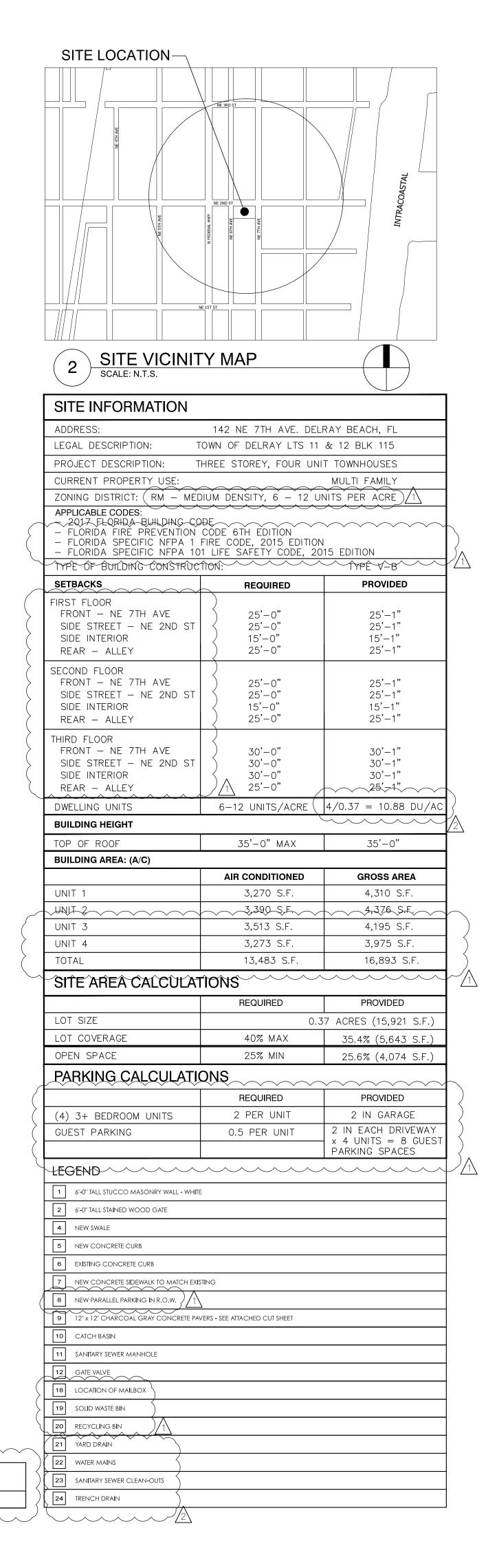
Determinations of the County Engineer or Municipal Engineer must be in writing and any denial shall state the reasons thereof. Determinations of denial may be appealed pursuant to <u>Art. 12.F, Appeals</u>.



APPENDIX B

Conceptual Site Plan



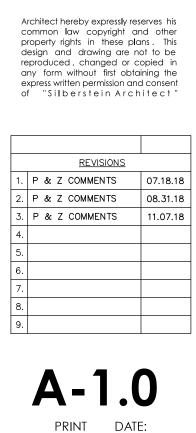


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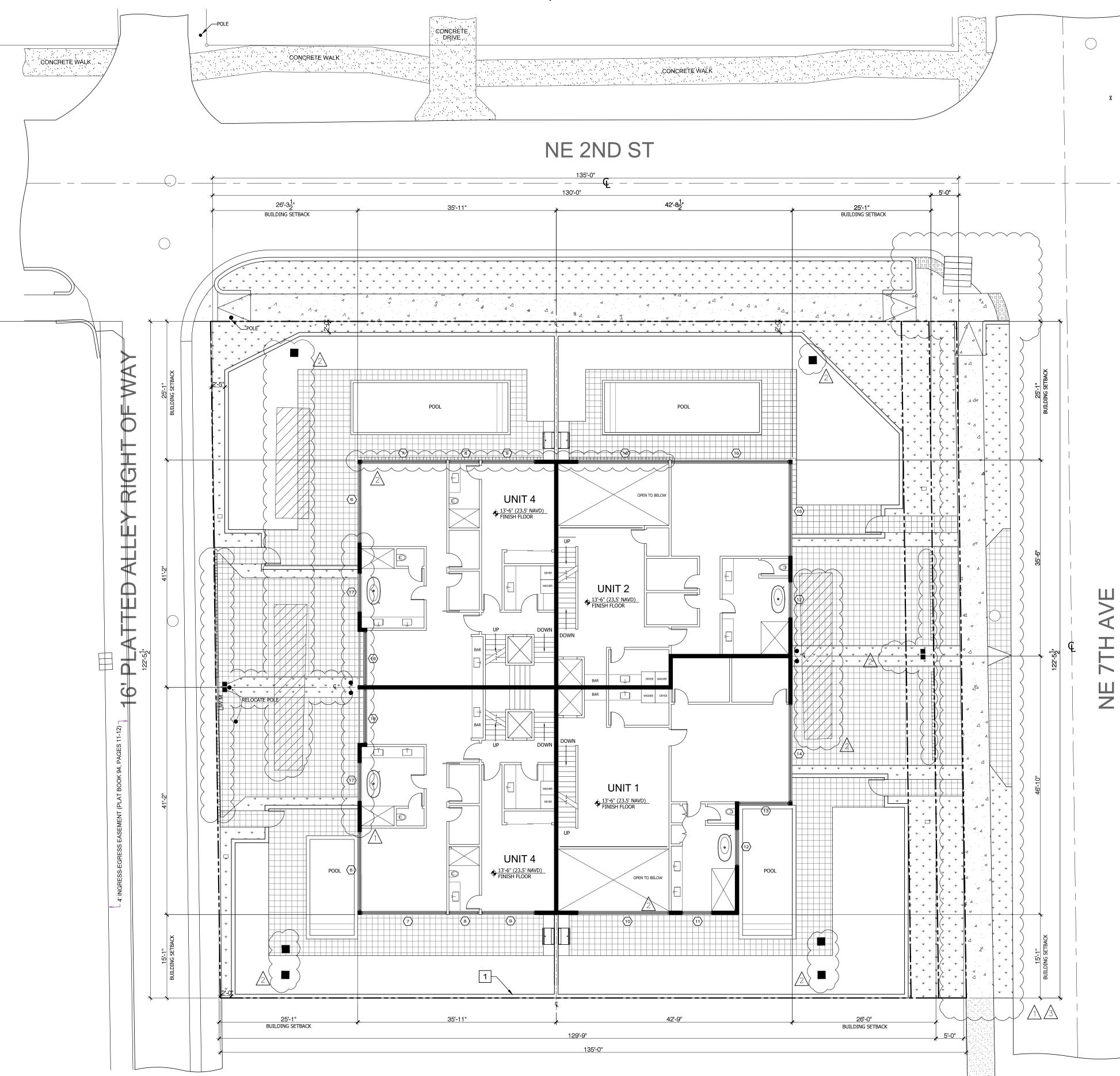
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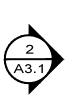
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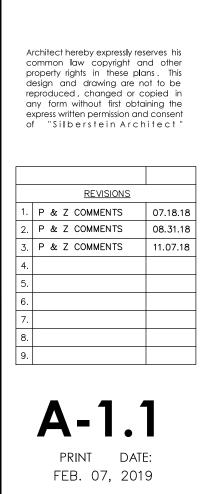


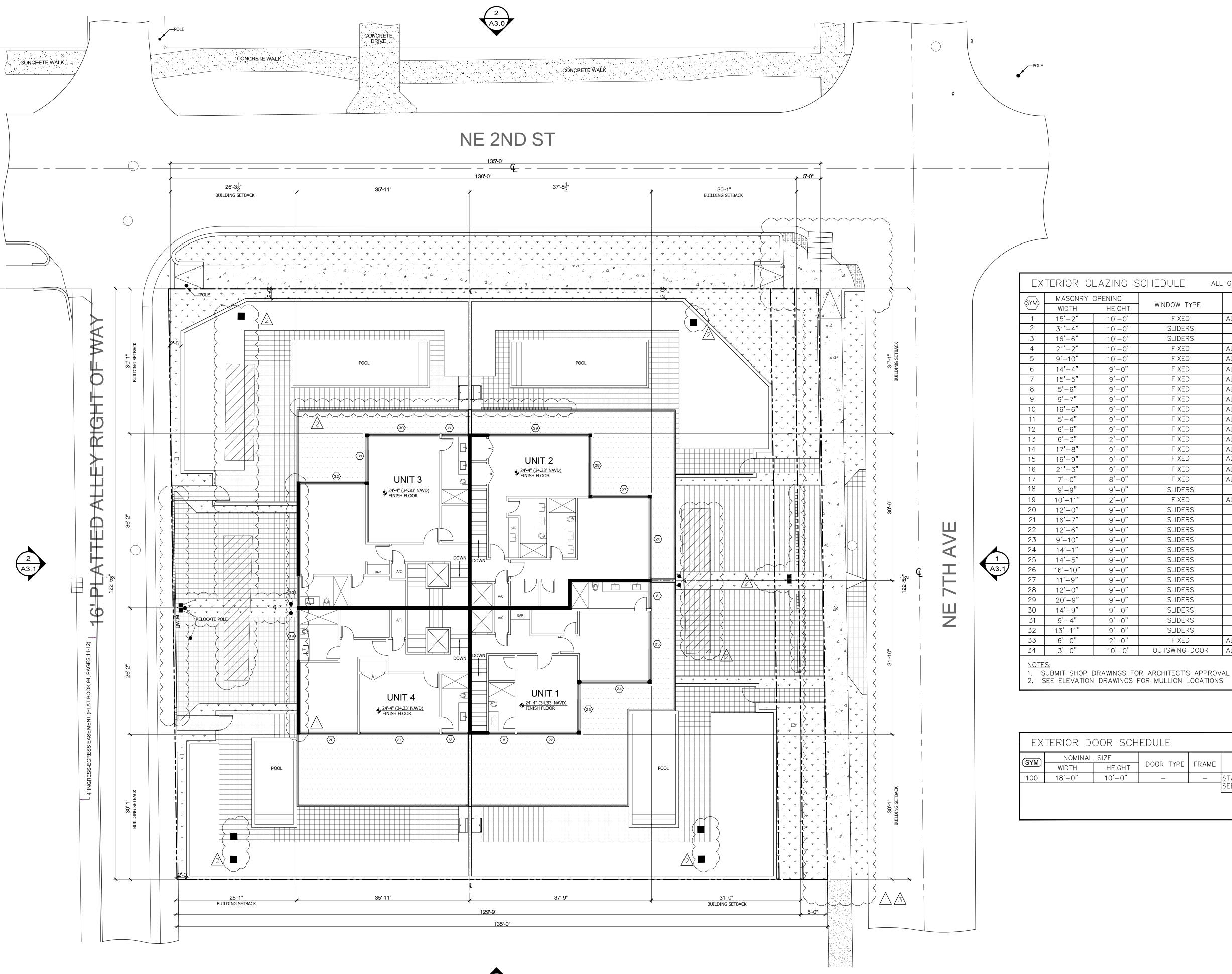
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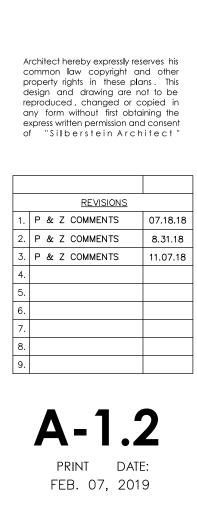


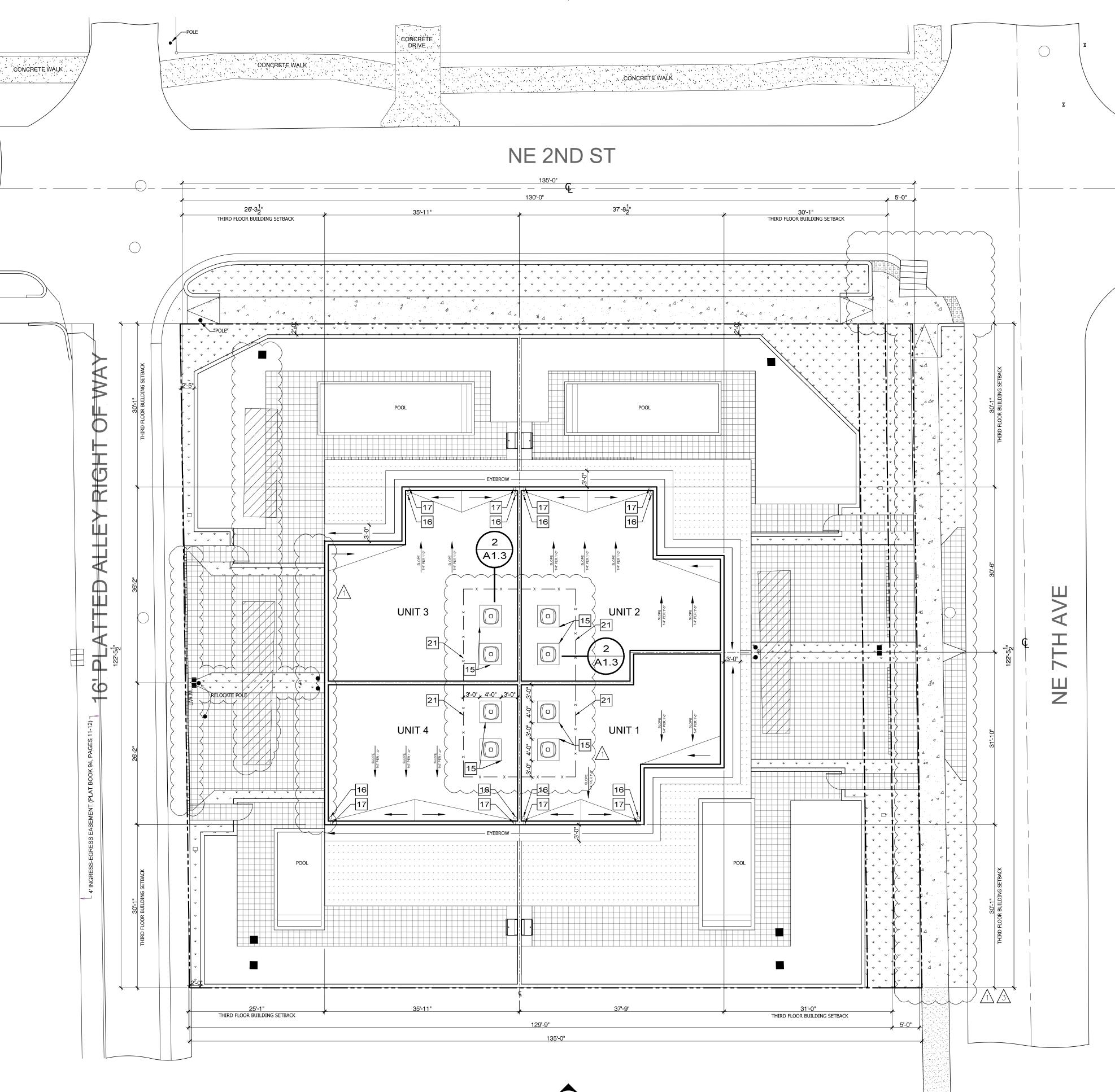
OW TYPE	MANUFACTURER	FRAME	FINISH	DETAILS	REMARKS
FIXED	ALDORA – FRONT SET	ALUM.	ANODIZED	_	
SLIDERS	WINDOOR - 8100			_	
SLIDERS	WINDOOR - 8100			_	
FIXED	ALDORA - FRONT SET			—	
FIXED	ALDORA – FRONT SET			_	
FIXED	ALDORA – FRONT SET			_	
FIXED	ALDORA – FRONT SET			_	
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FIXED	ALDORA – FRONT SET			_	
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SLIDERS	WINDOOR - 8100			—	
FIXED	ALDORA – FRONT SET			_	
SLIDERS	WINDOOR - 8100			—	
LIDERS	WINDOOR - 8100			_	
SLIDERS	WINDOOR - 8100			_	
SLIDERS	WINDOOR - 8100			_	
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SLIDERS	WINDOOR - 8100			—	
LIDERS	WINDOOR - 8100			_	
LIDERS	WINDOOR - 8100			_	
SLIDERS	WINDOOR - 8100			_	
FIXED	ALDORA – FRONT SET			_	
WING DOOR	ALDORA – FRONT SET			_	

E						
TYPE	FRAME	FINISH	THK.	HARDWARE GROUP	DETAIL(S)	REMARKS
		STAINED WOOD, SEE RENDERING	_	_		AMARR BRAND HERITAGE 3000 STAINED WOOD PANEL 3 LAYER INSULATED GARAGE DOOR TO MEET MIAMI DADE NOA

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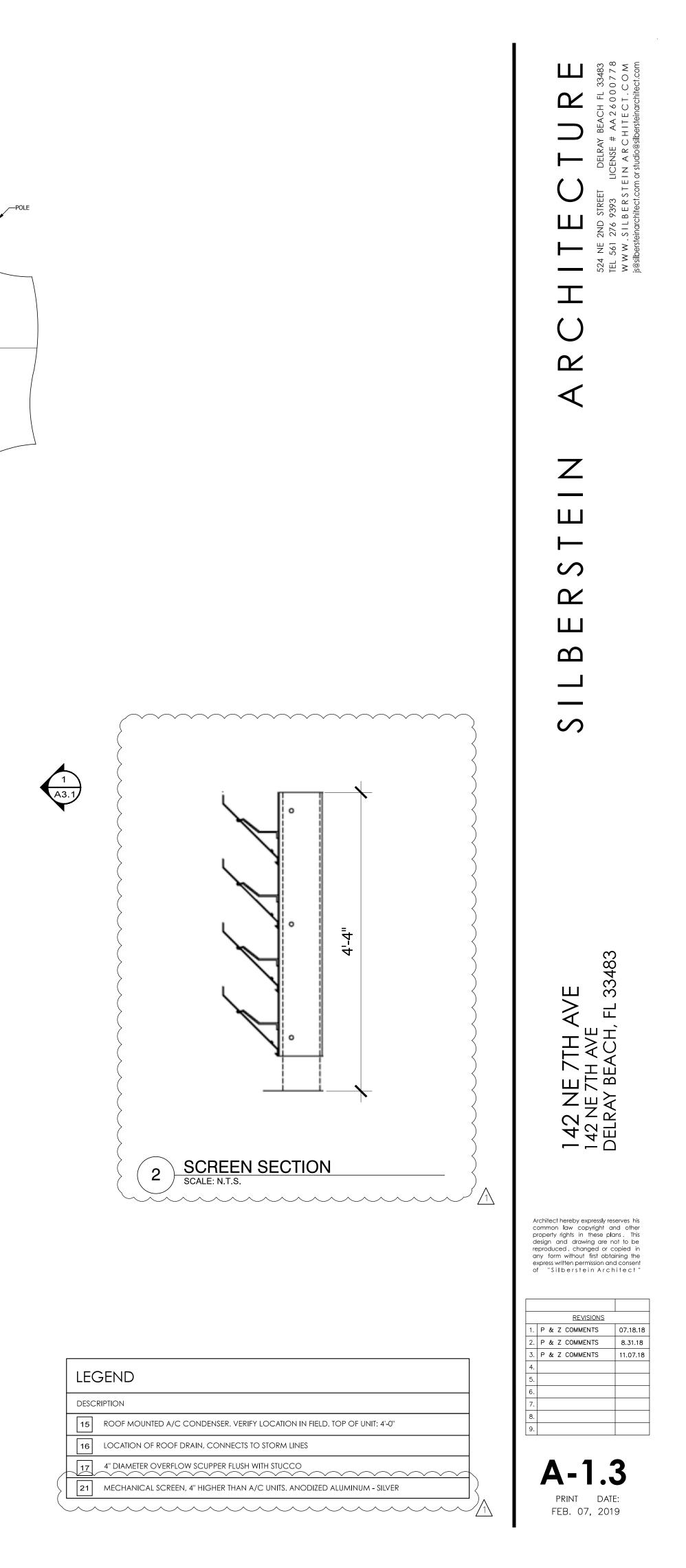


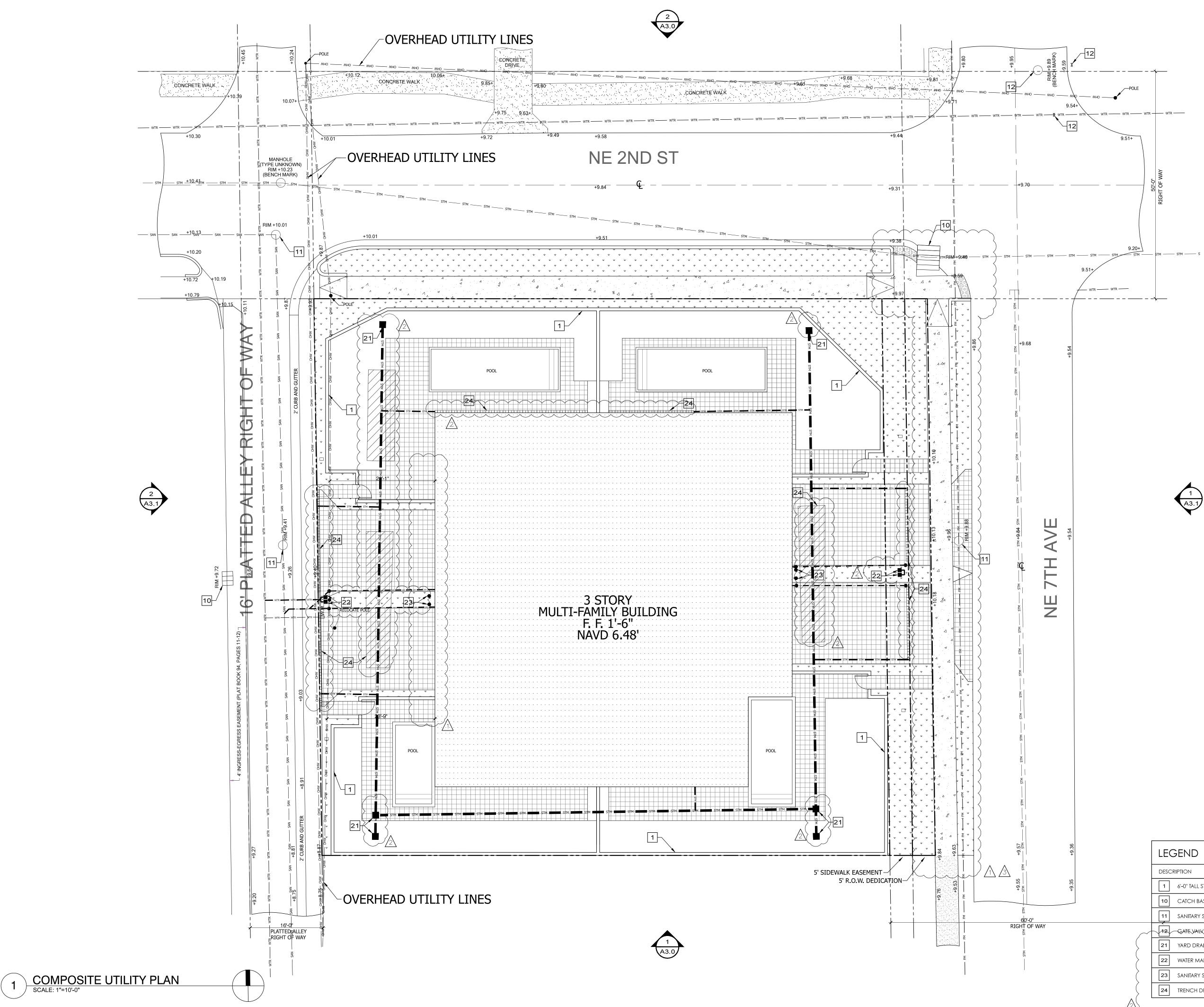






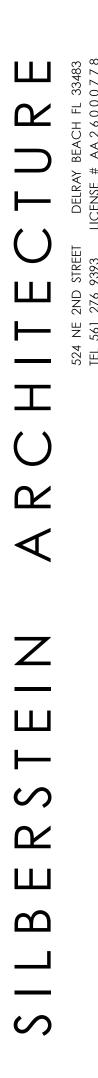
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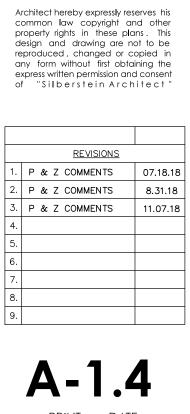




LEGEND	
DESCRIPTION	
1 6'-0" TALL STUCCO MASONRY WALL - WHITE	
10 CATCH BASIN	
11 SANITARY SEWER MANHOLE	_
ATE VALVE	
21 YARD DRAIN	$\left(\right) $
22 WATER MAINS	
23 SANITARY SEWER CLEAN-OUTS	$ \langle$
24 TRENCH DRAIN	$\left \right\rangle$



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PRINT DATE: FEB. 07, 2019



APPENDIX C

Existing Property Information

Location Address	1201 GEOR	E BUCH PI	VD	
			ND.	
Municipality I Parcel Control Number 1			0	
Subdivision I		-03-000-000	0	
Official Records Book		Page47		
Sale Date		rage4/		
		1768851	5 ET OE I T 7	
Legal Description I	DLUE SEAS	L1 0 & S 34	.5 FT OF LT /	
Owners			Mailing addres	s
1201 GEORGE BUSH BLVI		1	835 MARKET ST S	TE 625
		PHI	ILADELPHIA PA 19	0103 2915
Sales Date Price Boo	OR ok/Page	Sale Type	e 0	wner
APR-2021 \$2,100,000 3246	0/0004/	'ARRANTY EED	1201 GEORGI LLC	E BUSH BLVD
FEB-2013 \$1,250,000 2583	5/012//	'ARRANTY EED	1201 GEORG	E BUSH LLC
JAN-1977 \$100 0276	7 / 01662			
JAN-1975 \$62,000 0243	3 / 00032 Q	UIT CLAIM		
	<			
JAN-1974 \$100 0227	6/01724			
12				
12	No Exemption	n Information		es () 3075
12	No Exemption		t 3984 Acr	es 0.3975
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1 2 Number of Units 0	No Exemption *Total OFFICE BL CAL 1 TO 3	<mark>Square Feet</mark> DG-NON	: 3984 Acr RO - RO - Zoning RESIDENT	IAL/OFFICE (
1 2 Number of Units 0 Use Code 1700 - MEDIC	No Exemption *Total OFFICE BL CAL 1 TO 3	Square Feet DG-NON STORIES	t 3984 Acr RO - RO - Zoning RESIDENT 12-DELRA	IAL/OFFICE(Y BEACH)
1 2 Number of Units 0 Use Code 1700 - MEDIO Tax Year	No Exemption *Total OFFICE BL CAL 1 TO 3 2	Square Feet DG-NON STORIES	t 3984 Acr RO - RO - Zoning RESIDENT 12-DELRA 2021	IAL/OFFICE (Y BEACH) 2020
1 2 Number of Units 0 Use Code 1700 - MEDIO Tax Year Improvement Value	No Exemption *Total OFFICE BL CAL 1 TO 3 2 \$493	Square Feet DG-NON STORIES 2022 3,508 2,050	23984 Acr RO - RO - Zoning RESIDENT 12-DELRA 2021 \$421,914	IAL/OFFICE (Y BEACH) 2020 \$428,064
1 2 Number of Units 0 Use Code 1700 - MEDIC Tax Year Improvement Value Land Value	No Exemption *Total OFFICE BL CAL 1 TO 3 2 \$493 \$1,212 \$1,705	Square Feet DG-NON STORIES 022 5,508 2,050 5,558	t 3984 Acm RO - RO - Zoning RESIDENT 12-DELRA 2021 \$421,914 \$983,146	IAL/OFFICE (Y BEACH) 2020 \$428,064 \$983,146 \$1,411,210
1 2 Number of Units 0 Use Code 1700 - MEDIC Tax Year Improvement Value Land Value	No Exemption *Total OFFICE BL CAL 1 TO 3 2 \$493 \$1,212 \$1,705 All val	Square Feet DG-NON STORIES 022 5,508 2,050 5,558	2021 \$421,914 \$983,146 \$1,405,060	IAL/OFFICE (Y BEACH) 2020 \$428,064 \$983,146 \$1,411,210
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1 2 Number of Units 0 Use Code 1700 - MEDIO Tax Year Improvement Value Land Value Total Market Value Total Market Value Tax Year Assessed Value Exemption Amount	No Exemption *Total OFFICE BL CAL 1 TO 3 2 \$493 \$1,212 \$1,705 All val 2 \$1,705 \$1,705	Square Feet DG-NON STORIES 2022 3,508 2,050 5,558 ues are as of. 2022 3,558 30	x 3984 Acr RO - RO - Zoning RESIDENT 12-DELRA 2021 \$421,914 \$983,146 \$1,405,060 January 1st each year 2021 \$1,405,060 \$0	IAL/OFFICE (Y BEACH) 2020 \$428,064 \$983,146 \$1,411,210 2020 \$1,411,210 \$0
1 2 Number of Units 0 Use Code 1700 - MEDIO Tax Year Improvement Value Land Value Total Market Value Tax Year Assessed Value Exemption Amount Taxable Value	No Exemption *Total OFFICE BL CAL 1 TO 3 \$493 \$1,212 \$1,705 All val \$1,705 \$1,705	Square Feet DG-NON STORIES 2022 3,508 2,050 5,558 ues are as of. 2022 3,558 \$0 5,558	x 3984 Acr RO - RO - Zoning RESIDENT 12-DELRA 2021 \$421,914 \$983,146 \$1,405,060 January 1st each year 2021 \$1,405,060 \$0 \$1,405,060	IAL/OFFICE (Y BEACH) 2020 \$428,064 \$983,146 \$1,411,210 2020 \$1,411,210 \$0 \$1,411,210
1 2 Number of Units 0 Use Code 1700 - MEDIA Tax Year Improvement Value Land Value Total Market Value Total Market Value Exemption Amount Tax Year Assessed Value Exemption Amount Tax Year	No Exemption *Total OFFICE BL CAL 1 TO 3 2 \$493 \$1,212 \$1,705 All val 2 \$1,705 \$1,705 \$1,705 2 \$33	Square Feet DG-NON STORIES 022 5,508 2,050 5,558 ues are as of. 5,558 \$0 5,558 \$0 5,558	x 3984 Acr RO - RO - Zoning RESIDENT 12-DELRAX 2021 \$421,914 \$983,146 \$1,405,060 January 1st each year 2021 \$1,405,060 \$0 \$1,405,060	IAL/OFFICE (Y BEACH) 2020 \$428,064 \$983,146 \$1,411,210 \$0 \$1,411,210 \$0 \$1,411,210



APPENDIX D

Palm Beach County's Trip Generation Rates

Palm Beach County Trip Generation Rates

	(Must be used with train	ITE		·····			AM Peak Hour	,	PM Peak Hour
Gr	Landuse	Code	Unit	Daily Rate/Equation	Pass-By %	In/Out	Rate/Equation	In/Out	Rate/Equation
	General Light Industrial	110	1000 S.F.	4.87	10%	88/12	0.74	14/86	0.65
ial	Manufacturing	140	1000 S.F.	4.75	10%	76/24	0.68	31/69	0.74
Industrial	Warehouse	150	1000 S.F.	1.71	10%	77/23	0.17	28/72	0.18
Indi	Mini-Warehouse/SS	151	1000 S.F.	1.45	10%	59/41	0.09	47/53	0.15
	HCF Center Warehouse - Non Sort	155	1000 S.F.	1.81	10%	81/19	0.15	39/61	0.16
	Single Family Detached	210	Dwelling Unit	10	0%	26/74	0.7	63/37	0.94
_	Multifamily Low-Rise Housing upto 3 story (Apartment/Condo/TH)	220	Dwelling Unit	6.74	0%	24/76	0.4	63/37	0.51
Residential	Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	Dwelling Unit	4.54	0%	23/77	0.37	61/39	0.39
esi	55+ SF Detached	251	Dwelling Unit	4.31	0%	33/67	0.24	61/39	0.30
R	55+ SF Attached	252	Dwelling Unit	3.24	0%	34/66	0.2	56/44	0.25
	Congregate Care Facility	253	Dwelling Unit	2.21	0%	58/42	0.08	49/51	0.18
	Assisted Living Facility	254	Beds	2.6	0%	60/40	0.18	39/61	0.24
Ldg	Hotel	310	Rooms	7.99	10%	56/44	0.46	51/49	0.59
Rec	Golf Course	430	Holes	30.38	5%	79/21	1.76	53/47	2.91
Ř	Health/Fitness Club	492	1000 S.F.	32.93	5%	51/49	1.31	57/43	3.45
	Elementary School	520	Students	2.27	0%	54/46	0.74	46/54	0.16
	Middle/Junior School	522	Students	2.1	0%	54/46	0.67	48/52	0.15
lal	High School	525	Students	1.94	0%	68/32	0.52	48/52	0.14
Institutional	Private School (K-8)	530	Students	3.17 ^a	0%	56/44	1.01	46/54	0.26
stitu	Private School (K-12)	532	Students	2.48	0%	63/37	0.79	43/57	0.17
lns	Church/Synagogue ^b	560	1000 S.F.	7.6	5%	62/38	0.32	44/56	0.49
	Day Care	565	Students	4.09	50%	53/47	0.78	47/53	0.79
	Library	590	1000 S.F.	72.05	10%	71/29	1	48/52	8.16
Med	Hospital	610	1000 S.F.	10.77	10%	67/33	0.82	35/65	0.86
ž	Nursing Home	620	Beds	3.06	10%	72/28	0.14	33/67	0.14
	General Office (10k-250k SF GFA) ^h	710	1000 S.F.	10.84	10%	88/12	1.52	17/83	1.44
	General Office (>250k SF GFA) ^h	710	1000 S.F.	Ln(T) = 0.87 Ln(X) + 3.05	10%	88/12	Ln(T) = 0.86Ln(X) + 1.16	17/83	1.44
Office	Small Office Building (<=10k SF GFA)	712	1000 S.F.	14.39	10%	82/18	1.67	34/66	2.16
đ	Medical Office (Stand-Alone)	720	1000 S.F.	T=42.97(X)-108.01	10%	79/21	3.10	30/70	3.93
	Medical Office (Near Hospital)	720	1000 S.F.	31.86	10%	81/19	2.68	25/75	2.84
	Government Office	730	1000 S.F.	22.59	10%	75/25	3.34	25/75	1.71

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

		ITE					AM Peak Hour		PM Peak Hour
Gr	Landuse	Code	Unit	Daily Rate/Equation	Pass-By %	In/Out	Rate/Equation	In/Out	Rate/Equation
	Nursery (Garden Center)	817	Acre	108.1	0%	50/50	2.82	50/50	8.06
	Nursery (Wholesale)	818	Acre	19.50	0%	50/50	0.23	50/50	0.36
	Landscape Services	PBC	Acre ^c	121.70	0%	40/60	34.4	58/42	15.1
	Shop Center (>150ksf)	820	1000 S.F.	37.01	24%	62/38	0.84	48/52	3.4
	Shop Plaza (40-150ksf) w/Sup Market	821	1000 S.F.	94.49	39%	62/38	3.53	48/52	9.03
Retail	Shop Plaza (40-150ksf) w/out Sup Market	821	1000 S.F.	67.52	39%	62/38	1.73	49/51	5.19
Ret	Strip Retail Plaza (<40ksf)	822	1000 S.F.	54.45	63%	60/40	2.36	50/50	6.59
	Automobile Sales (New)	840	1000 S.F.	27.84	15%	73/27	1.86	40/60	2.42
	Automobile Parts Sales	843	1000 S.F.	54.57	28%	55/45	2.51	48/52	4.9
	Tire Store	848	1000 S.F.	27.69	28%	64/36	2.61	43/57	3.75
	Supermarket	850	1000 S.F.	93.84	36%	59/41	2.86	50/50	8.95
	Pharmacy + DT	881	1000 S.F.	108.40	50%	52/48	3.74	50/50	10.25
	Drive-In Bank	912	1000 S.F.	100.35	47%	58/42	9.95	50/50	21.01
	Fine Dining Restaurant	931	1000 S.F.	83.84	44%	50/50	0.73	67/33	7.8
	High Turnover Sit-Down Rest.	932	1000 S.F.	107.2	43%	55/45	9.57	61/39	9.05
s	Fast Food Restaurant w/o DT	933	1000 S.F.	450.49	45%	58/42	43.18	50/50	33.21
ice	Fast Food Restaurant + DT	934	1000 S.F.	467.48	49%	51/49	44.61	52/48	33.03
Services	Coffee/Donut Shop w/o DT	936	1000 S.F.	441.88 ^d	45%	51/49	93.08	50/50	32.29
<i>°</i> ,	Coffee/Donut Shop + DT	937	1000 S.F.	533.57	49%	51/49	85.88	50/50	38.99
	Coffee/Donut Shop + DT w/No Seat	938	DT Lanes	179	49%	50/50	39.81	50/50	15.08
	Gas Station w/Convenience Store ^e	FDOT	FP, 1000 S.F.	14.3*PM Trips	61%	50/50	Note f	50/50	12.3*FP+15.5*(X)
	Carwash (Automated) ⁹	PBC	Lane	166.00	0%	50/50	11.97	50/50	13.65

Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

a) Based on Daily to AM peak ratio for LUC 532 (Private School (K-12)

b) Weekend peak hour rate = 10.36 per 1,000 s.f. with a 48/52 directional split

c) Landscape Services acreage consists of overnight vehicle and equipment storage as well as areas (covered or uncovered) for chemicals, fertilizers, landscape materials (excluding plants) and other items needed for day-to-day operations. Not included are drive aisles, customer/employee parking,

structures shared by nursery and landscape services, facilities that solely serve the onsite landscape activities or any nursery growing areas.

d) Based on Daily to PM ratio for ITE Code 937 (Coffee Donut Shop + DT)

e) FP=Fueling Position. Use both FP and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Artice 12, should be applied to estimate the net trips.

f) Use PM rates

Footnotes

g) Daily rate taken from PBC trip gen. study. Peak hour rates derived by applying peak to daily ratios for gas station to daily carwash rate from older ITE TGM. New PBC rate study underway. h) Based on PBC analysis of ITE TGM data plots

Modification History 3/2/2020: Added Landscape Services,

modification history, edited formatting **7/25/2022**: Updated with ITE TG Manual 11th ed information