

NORTHLAKE PROMENADE APARTMENTS

Town of Lake Park, Florida

TRAFFIC EQUIVALENCY STATEMENT

PREPARED FOR:

Northlake Promenade, LLC
3200 North Military Trail, 4th Floor
Boca Raton, Florida 33431

JOB NO. 21-099

DATE: November 16, 2023
Revised: February 23, 2024

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006

This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 02/23/24.

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**Bryan
Kelley** Digitally signed
by Bryan Kelley
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1.0 SITE DATA

The subject parcel is located on the south side of Northlake Boulevard, west of US Highway 1 in the Town of Lake Park, Florida and contains approximately 9.05 acres. The Property Control Number for the subject parcel is 36-43-42-21-32-009-0000. The proposed plan of development consists of 279 multifamily dwelling units and is part of the overall Northlake Promenade shopping center. The overall Northlake Promenade shopping center is currently vested for the following uses:

Vested Northlake Promenade Plan of Development

- 136,533 S.F. retail
- 4,281 S.F. bank

The site is currently developed with the following uses:

Existing Northlake Promenade Uses

- 67,434 S.F. retail
- 7,511 S.F. medical center

Note the 4,281 S.F. bank was recently converted to the 7,511 S.F. medical office which resulted in a reduction of trips. For purposes of the trip generation calculations, the 4,281 S.F. bank will be utilized. Per Palm Beach County Traffic requirements, the traffic study will address the entire Northlake Promenade site including the outparcels owned by different business entities. The proposed overall Northlake Promenade plan of development is now proposed to consist of the following uses:

Proposed Northlake Promenade Plan of Development

- 279 multifamily dwelling units
- 7,511 S.F. medical office
- 67,434 S.F. retail

Note the 279 multifamily dwelling units are located in the Coastal Residential Exception Area and are therefore exempt from traffic concurrency.

Site access is existing via one right in, right out only driveway connection to Northlake Boulevard, two full access driveway connections to Northlake Boulevard, two right in, right out driveway connections to Federal Highway, one directional driveway connection to Federal Highway, and three full access driveway connections to Palmetto Drive. It should be noted that many of these driveways connect directly to the Village Shoppes shopping center in which cross access is permitted. The existing site access locations are proposed to remain and include a fourth full access driveway connection to Palmetto Drive. For additional information concerning site location and layout, please refer to the Site Plan prepared by Cotleur & Hearing.

Northlake Boulevard fronting the site is an east-west six-lane divided urban arterial roadway that is owned and maintained by Palm Beach County. Sidewalks are present on both sides of the road. US-1 fronting the site is a north-south four-lane divided urban arterial roadway that is owned and maintained by the FDOT. Paved shoulders and sidewalks are present on both sides of the road.

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 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 fifth year of the Florida Department of Transportation Five Year Transportation Improvement Program in effect at the time of traffic analysis submittal.

The existing roadway network as well as both the State and Palm Beach County Five Year Road Program improvements, with construction scheduled to commence prior to the end of the Five Year Analysis Period shall be the Test 2 roadway network assumed in the analysis. The total traffic in the peak hour, peak direction on each link within a project's radius of development influence shall be compared with the applicable LOS “E” service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed. This study will verify that the proposed development's traffic impact will meet the above Traffic Performance Standards.

3.0 TRAFFIC GENERATION

The daily traffic generated by the existing development was calculated in accordance with the traffic generation rates published on the Palm Beach County Traffic website and consistent with the ITE Trip Generation Manual, 10th Edition. Tables 1, 2 and 3 show the daily, A.M. peak hour, and P.M. peak hour traffic generation for the existing development, respectively. Based on the existing development consisting of 67,434 S.F. of retail and 4,281 S.F. bank, the traffic generation may be summarized as follows:

Existing Development

Daily Traffic Generation	=	4,115 tpd
A.M. Peak Hour Traffic Generation (In/Out)	=	168 pht (103 pht/65 pht)
P.M. Peak Hour Traffic Generation (In/Out)	=	419 pht (202 pht/217 pht)

Tables 4, 5 and 6 show the daily, A.M. peak hour, and P.M. peak hour traffic generation for the vested development, respectively. Based on the vested plan of development consisting of a 142,859 S.F. of retail and 4,281 S.F. bank, the traffic generation may be summarized as follows:

Vested Development

Daily Traffic Generation	=	8,462 tpd
A.M. Peak Hour Traffic Generation (In/Out)	=	330 pht (203 pht/127 pht)
P.M. Peak Hour Traffic Generation (In/Out)	=	835 pht (402 pht/433 pht)

Tables 7, 8 and 9 show the daily, A.M. peak hour, and P.M. peak hour traffic generation for the proposed development, respectively. Based on the proposed plan of development consisting of 279 multifamily dwelling units, 67,434 S.F. of retail and 7,511 S.F. medical office, the traffic generation may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	5,080 tpd
A.M. Peak Hour Traffic Generation (In/Out)	=	256 pht (124 pht/132 pht)
P.M. Peak Hour Traffic Generation (In/Out)	=	482 pht (240 pht/242 pht)

Residential Trips Only

Daily Traffic Generation	=	1,204 tpd
A.M. Peak Hour Traffic Generation (In/Out)	=	98 pht (23 pht/75 pht)
P.M. Peak Hour Traffic Generation (In/Out)	=	104 pht (63 pht/41 pht)

3.0 TRAFFIC GENERATION (CONTINUED)

The difference in trips between the vested and proposed developments is shown in Table 10 and summarized below.

Net Trips (Proposed – Vested)

Daily Traffic Generation	=	-3,382 tpd
AM Peak Hour Traffic Generation (In/Out)	=	-74 pht
PM Peak Hour Traffic Generation (In/Out)	=	-353 pht

Since the proposed development will result in a decrease of trips for the purpose of traffic concurrency, detailed traffic analysis is not required.

4.0 SITE RELATED IMPROVEMENTS

The overall A.M. and P.M. peak hour turning movement driveway volumes and directional distributions at the project entrances for the proposed development with no reduction for pass by credits are shown in Tables 8 and 9 attached with this report. The following summary applies:

		DIRECTIONAL DISTRIBUTION (TRIPS IN / OUT)
A.M. Peak Hour	=	181 / 165
P.M. Peak Hour	=	349 / 362

As previously mentioned, site access is existing via one right in, right out only driveway connection to Northlake Boulevard, two full access driveway connections to Northlake Boulevard, two right in, right out driveway connections to Federal Highway, one directional driveway connection to Federal Highway, and three full access driveway connections to Palmetto Drive. It should be noted that many of these driveways connect directly to the Village Shoppes Plaza in which cross access is permitted. Additionally, a fourth driveway connection to Palmetto Park Road is proposed as part of development.

The TPS approval required 3 developer funded improvements which have been coordinated with Palm Beach County Traffic and may be summarized as follows:

1. Provide surety for a traffic signal on Northlake Boulevard at the Project’s western full access opening prior to any additional building permits.
2. Close the easterly full access opening on Northlake Boulevard and extend the eastbound dual left turn lanes at the intersection of Northlake Boulevard at US-1.
3. Extend the existing eastbound “drop through lane/right turn lane” striping on Northlake Boulevard at US-1 westerly to the east edge of the Project’s westernmost driveway connection.

For informational purposes, Figure 1 also depicts the total shopping center driveway volumes inclusive of the proposed residential development and the adjacent Village Shoppes proposed development within the Village of North Palm Beach.

5.0 CONCLUSION

The proposed redevelopment will be a reduction in trips from the currently vested site. Note the Property Owner received a buildout extension from the Town of Lake Park that is valid till 2028. Additionally, the proposed 279 multifamily dwelling units are exempt from traffic concurrency due to the site being located in the Coastal Residential Exception Area. The overall project meets the requirements of the Palm Beach County Traffic Performance Standards with the following conditions:

1. The Property Owner shall extend the existing eastbound “drop through lane/right turn lane” striping on Northlake Boulevard at US-1, westerly to the east edge of the Project’s westernmost driveway connection.
2. The Property Owner shall provide signal surety for the western most full access driveway connection on Northlake Boulevard.
3. The Property Owner shall close the easterly median opening on Northlake Boulevard and subsequently extend the eastbound dual left turn lanes at US-1 intersection to the maximum extent feasible or as approved by the County Engineer.

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EXISTING DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization		External Trips	Pass-by		Net Trips
							%	Total		%	Trips	
Shop Plaza (40-150ksf) w/Sup Market	821	67,434	S.F.			6,372		0	6,372	39%	2,485	3,887
Drive-In Bank	912	4,281	S.F.			430		0	430	47%	202	228
Grand Totals:						6,802	0.0%	0	6,802	40%	2,687	4,115

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Shop Plaza (40-150ksf) w/Sup Market	821	67,434	S.F.	0.62	0.38	148	90	238	0.0%	0	0	0	148	90	238	39%	93	90	55	145
Drive-In Bank	912	4,281	S.F.	0.58	0.42	25	18	43	0.0%	0	0	0	25	18	43	47%	20	13	10	23
Grand Totals:						173	108	281	0.0%	0	0	0	173	108	281	40%	113	103	65	168

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Shop Plaza (40-150ksf) w/Sup Market	821	67,434	S.F.	0.48	0.52	292	317	609	0.0%	0	0	0	292	317	609	39%	238	178	193	371
Drive-In Bank	912	4,281	S.F.	0.50	0.50	45	45	90	0.0%	0	0	0	45	45	90	47%	42	24	24	48
Grand Totals:						337	362	699	0.0%	0	0	0	337	362	699	40%	280	202	217	419

NORTHLAKE PROMENADE APARTMENTS

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VESTED DEVELOPMENT

TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization		External Trips	Pass-by		Net Trips
							%	Total		%	Trips	
Shop Plaza (40-150ksf) w/Sup Market	821	142,859	S.F.			13,499		0	13,499	39%	5,265	8,234
Drive-In Bank	912	4,281	S.F.			430		0	430	47%	202	228
Grand Totals:						13,929	0.0%	0	13,929	39%	5,467	8,462

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In Out		Gross Trips			Internalization				External Trips			Pass-by		Net Trips		
							In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Shop Plaza (40-150ksf) w/Sup Market	821	142,859	S.F.	3.53	0.62	0.38	312	192	504	0.0%	0	0	0	312	192	504	39%	197	190	117	307
Drive-In Bank	912	4,281	S.F.	9.95	0.58	0.42	25	18	43	0.0%	0	0	0	25	18	43	47%	20	13	10	23
Grand Totals:							337	210	547	0.0%	0	0	0	337	210	547	40%	217	203	127	330

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In Out		Gross Trips			Internalization				External Trips			Pass-by		Net Trips		
							In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Shop Plaza (40-150ksf) w/Sup Market	821	142,859	S.F.	9.03	0.48	0.52	619	671	1,290	0.0%	0	0	0	619	671	1,290	39%	503	378	409	787
Drive-In Bank	912	4,281	S.F.	21.01	0.50	0.50	45	45	90	0.0%	0	0	0	45	45	90	47%	42	24	24	48
Grand Totals:							664	716	1,380	0.0%	0	0	0	664	716	1,380	39%	545	402	433	835

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PROPOSED DEVELOPMENT

TABLE 7 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	279	Dwelling Units	4.54	1,267	5.0% 63	1,204	0% 0	1,204
Medical Office (Stand-Alone)	720	7,511	S.F.	T=42.97(X)-108.01	215	5.0% 11	204	10% 20	184
Shop Plaza (40-150ksf) w/Sup Market	821	67,434	S.F.	94.49	6,372	5.0% 319	6,053	39% 2,361	3,692
Grand Totals:					7,854	5.0% 393	7,461	32% 2,381	5,080

TABLE 8 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	279	Dwelling Units	0.37	0.23 0.77 1.00	5.0% 1 4 5	23 75 98	0% 0	23 75 98
Medical Office (Stand-Alone)	720	7,511	S.F.	3.10	0.79 0.21 1.00	5.0% 1 0 1	17 5 22	10% 2	15 5 20
Shop Plaza (40-150ksf) w/Sup Market	821	67,434	S.F.	3.53	0.62 0.38 1.00	5.0% 7 5 12	141 85 226	39% 88	86 52 138
Grand Totals:					190 174 364	4.9% 9 9 18	181 165 346	26% 90	124 132 256

TABLE 9 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	279	Dwelling Units	0.39	0.61 0.39 1.00	5.0% 3 2 5	63 41 104	0% 0	63 41 104
Medical Office (Stand-Alone)	720	7,511	S.F.	3.93	0.30 0.70 1.00	5.0% 0 2 2	9 19 28	10% 3	8 17 25
Shop Plaza (40-150ksf) w/Sup Market	821	67,434	S.F.	9.03	0.48 0.52 1.00	5.0% 15 15 30	277 302 579	39% 226	169 184 353
Grand Totals:					367 381 748	4.9% 18 19 37	349 362 711	32% 229	240 242 482

NORTHLAKE PROMENADE APARTMENTS

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TABLE 10
TRAFFIC GENERATION DIFFERENCE - NET TRIPS
PROPOSED - VESTED

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
VESTED DEVELOPMENT =	8,462	330	203	127	835	402	433
PROPOSED DEVELOPMENT =	5,080	256	124	132	482	240	242
INCREASE =	-3,382	-74	-79	5	-353	-162	-191

NORTHLAKE PROMENADE APARTMENTS

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VILLAGE PLACE + NORTHLAKE PROMENADE PROPOSED DEVELOPMENT (USED FOR DRIVEWAY TRIPS)

TABLE 11 - Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In Out		Gross Trips	Internalization*				External Trips (Driveway Trips)			Pass-by		Net Trips		
								%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,359	Dwelling Units	4.54			6,170	15.0%		926		5,244		0%	0		5,244		
55+ SF Attached	252	206	Dwelling Units	3.24			667	15.0%		100		567		0%	0		567		
Hotel	310	222	Rooms	7.99			1,774	15.0%		266		1,508		10%	151		1,357		
Medical Office (Stand-Alone)	720	7,511	S.F.	T=42.97(X)-108.01			215	15.0%		32		183		10%	18		165		
Shop Center (>150ksf)	820	198,534	S.F.	37.01			7,348	15.0%		1,102		6,246		24%	1,499		4,747		
Pharmacy + DT	881	9,790	S.F.	108.40			1,061	15.0%		159		902		50%	451		451		
Drive-In Bank	912	5,000	S.F.	100.35			502	15.0%		75		427		47%	201		226		
Fast Food Rest. + DT	934	3,028	S.F.	467.48			1,416	15.0%		212		1,204		49%	590		614		
Gas Station w/ Convenience Store*	FDOT	12	Fuel Positions	14.3*PM Trips			2,646	15.0%		397		2,249	61%	1,372	877				
		2,410	S.F.																
		Grand Totals:																	
							21,799	15.0%		3,269		18,530	23%	4,282		14,248			

TABLE 12 - 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
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,359	Dwelling Units	0.37	0.23	0.77	116	387	503	15.0%	17	58	75	99	329	428	0%	0	99	329	428
55+ SF Attached	252	206	Dwelling Units	0.2	0.34	0.66	14	27	41	15.0%	2	4	6	12	23	35	0%	0	12	23	35
Hotel	310	222	Rooms	0.46	0.56	0.44	57	45	102	15.0%	9	6	15	48	39	87	10%	9	43	35	78
Medical Office (Stand-Alone)	720	7,511	S.F.	3.10	0.79	0.21	18	5	23	15.0%	3	0	3	15	5	20	10%	2	14	4	18
Shop Center (>150ksf)	820	198,534	S.F.	0.84	0.62	0.38	104	63	167	15.0%	16	9	25	88	54	142	24%	34	67	41	108
Pharmacy + DT	881	9,790	S.F.	3.74	0.52	0.48	19	18	37	15.0%	3	3	6	16	15	31	50%	16	8	7	15
Drive-In Bank	912	5,000	S.F.	9.95	0.58	0.42	29	21	50	15.0%	4	4	8	25	17	42	47%	20	13	9	22
Fast Food Rest. + DT	934	3,028	S.F.	44.61	0.51	0.49	69	66	135	15.0%	10	10	20	59	56	115	49%	56	30	29	59
Gas Station w/ Convenience Store*	FDOT	12	Fuel Positions	Note f	0.50	0.50	93	92	185	15.0%	14	14	28	79	78	157	61%	96	31	30	61
		2,410	S.F.																		
		Grand Totals:																			
							519	724	1,243	15.0%	78	108	186	441	616	1,057	22%	233	317	507	824

TABLE 13 - 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	
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	1,359	Dwelling Units	0.39	0.61	0.39	323	207	530	15.0%	48	32	80	275	175	450	0%	0	275	175	450	
	252	206	Dwelling Units	0.25	0.56	0.44	29	23	52	15.0%	4	4	8	25	19	44	0%	0	25	19	44	
Hotel	310	222	Rooms	0.59	0.51	0.49	67	64	131	15.0%	10	10	20	57	54	111	10%	11	51	49	100	
Medical Office (Stand-Alone)	720	7,511	S.F.	3.93	0.30	0.70	9	21	30	15.0%	1	4	5	8	17	25	10%	3	7	15	22	
Shop Center (>150ksf)	820	198,534	S.F.	3.4	0.48	0.52	324	351	675	15.0%	49	52	101	275	299	574	24%	138	209	227	436	
Pharmacy + DT	881	9,790	S.F.	10.25	0.50	0.50	50	50	100	15.0%	8	7	15	42	43	85	50%	43	21	21	42	
Drive-In Bank	912	5,000	S.F.	21.01	0.50	0.50	53	52	105	15.0%	8	8	16	45	44	89	47%	42	24	23	47	
Fast Food Rest. + DT	934	3,028	S.F.	33.03	0.52	0.48	52	48	100	15.0%	8	7	15	44	41	85	49%	42	22	21	43	
Gas Station w/ Convenience Store*	FDOT	12	Fuel Positions	12.3*FP+15.5*(X)	0.50	0.50	93	92	185	15.0%	14	14	28	79	78	157	61%	96	31	30	61	
		2,410	S.F.																			
		Grand Totals:						1,000	908	1,908	15.1%	150	138	288	850	770	1,620	23%	375	665	580	1,245



SIMMONS & WHITE

2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

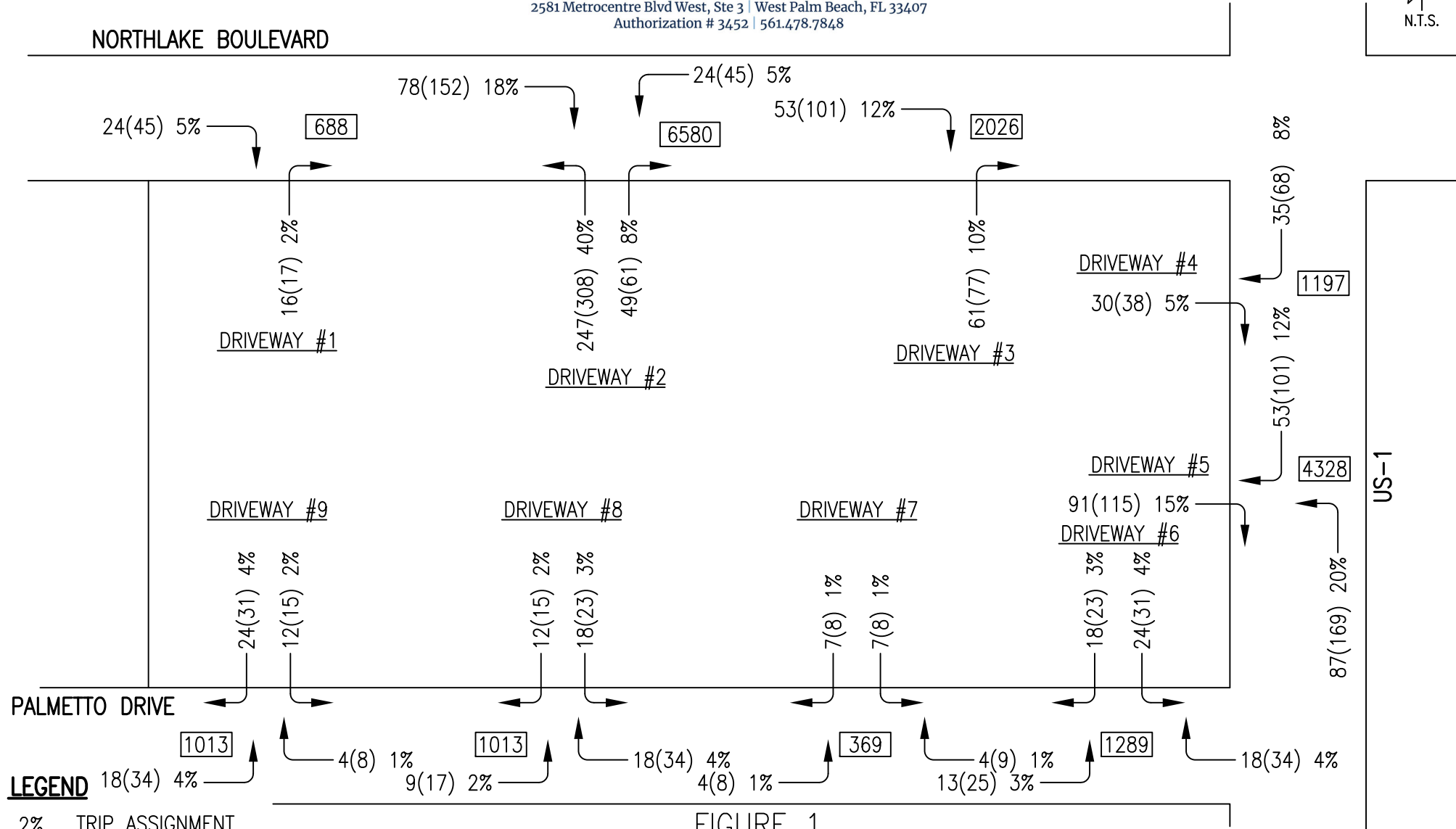


FIGURE 1

TOTAL DRIVEWAY TURNING MOVEMENTS:
VILLAGE SHOPPES & NORTHLAKE PROMENADE
(SEE TABLES 11-13)

NORTHLAKE PROMENADE
APARTMENTS

23-164 BK 02-23-24



**Department of Engineering
and Public Works**

P.O. Box 21229

West Palm Beach, FL 33416-1229

(561) 684-4000

FAX: (561) 684-4050

www.pbcgov.com



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Michael A. Barnett

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Sara Baxter

Mack Bernard

County Administrator

Verdenia C. Baker

February 12, 2024

Bryan G. Kelley, P.E.
Simmons & White, Inc.
2581 Metrocentre Blvd West, Suite 3
West Palm Beach, FL 33407

**RE: Northlake Promenade Apartments
Project #: 240109
Traffic Performance Standards (TPS) Review**

Dear Mr. Kelley:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated November 16, 2023, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Lake Park
Location:	South of Northlake Blvd, West of US-1
PCN:	36-43-42-21-32-009-0000
Access:	One right-in/right-out and two full access driveway connections onto Northlake Blvd, two right-in/right-out access driveway connections and one directional access driveways on US-1, and four full access driveway connections onto Palmetto Drive <u>(As used in the study and is NOT necessarily an approval by the County through this TPS letter)</u>
Vested Uses:	Gen. Commercial = 136,533 SF Bank = 4,281 SF
Existing Uses:	Gen. Commercial = 67,434 SF Medical Office = 7,511 SF (4,281 SF of Bank recently converted to 7,511 SF Medical Office)
Proposed Uses:	Add 279 Multifamily Dwelling Units to the Existing Use
New Daily Trips:	-3,382 (Proposed – Vested) 5,080 (Proposed)
New Peak Hour Trips:	-74 (-79/5) AM; -353 (-162/-191) PM (Proposed – Vested) 256 (124/132) AM, 482 (240/242) PM (Proposed)
Build-out:	December 31, 2028 (extended by the Town)

Based on our review, the proposed development is within the Coastal Residential Exception Area and, therefore, the residential portion of the proposed development is exempt from the TPS of Palm Beach County. The Traffic Division has determined the overall proposed development is equivalent to the vested development and meets the TPS of Palm Beach County. All previous conditions of approval will be carried forward with this approval and listed below.

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The following conditions should be added to the Development Order of this project:

1. No Building Permits for the site may be issued after December 31, 2024.
2. The Property Owner/Developer shall fund the cost of signal installation, if warranted as determined by the County Engineer, on Northlake Blvd at Project's western main entrance. Signalization shall be a mast arm structure installation. The cost of signalization shall also include all design costs and any required utility relocation and right of way or easement acquisition.
 - a. Building Permits shall not be issued until the developer provides acceptable surety to the Traffic Division in an amount as determined by the Director of the Traffic Division.
 - b. In order to request release of the surety for the traffic signal at the above intersection, the Property Owner/Developer shall provide written notice to the Traffic Division stating that the final certificate of occupancy has been issued for this development and requesting that a signal warrant study be conducted at the intersection. The Traffic Division shall have 24 months from receipt of this notice to either draw upon the monies to construct the traffic signal or release the monies. In the event that the property is sold, the surety may be returned once the Traffic Division receives written documentation of the sale and a replacement surety has been provided to the Traffic Division by the new Property Owner.
3. The Property Owner shall close the easterly median opening on Northlake Blvd and subsequently extend the eastbound dual left turn lanes at US-1 intersection to the maximum extent feasible, as approved by the County Engineer or FDOT, as appropriate. This modification shall be completed before issuance of any Certificates of Occupancy.
4. The Property Owner shall extend the existing eastbound "drop through lane/right turn lane" on Northlake Blvd at US-1, westerly to the east edge of the Project's westernmost driveway connection. This modification shall be completed before issuance of any Certificates of Occupancy.

The municipality shall transmit an official, recorded copy of the Development Order with the above conditions to the County Engineer no later than ten calendar days after approval of the Development Order. In the event: 1) the municipal Development Order is not received by the County Engineer within fifteen calendar days after approval of same; or 2) the official, recorded Development Order does not contain conditions 1 thru 4 exactly as set forth above, then the Traffic Division's



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conditional finding that this proposed development meets the TPS of Palm Beach County shall be deemed rescinded and rendered void.

Please note the receipt of a TPS approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-684-4030 or email QBari@pbcgov.org.

Sincerely,

A handwritten signature in blue ink that reads "Quazi Bari".

Quazi Bari, P.E., PTOE
Manager, Growth Management
Traffic Division

QB:HA:jb

cc: Addressee

Nadia Di Tommaso, Director of Community Development, Town of Lake Park
Alberto Lopez, Technical Assistant III, Traffic Division