May 20, 2025

Andrea M. Troutman, P.E.
Pinder Troutman Consulting, Inc.,
601 Heritage Dr, Suite 493
Jupiter, FL 33458

Engineering and Public Works Department
P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbc.gov

RE: Lake Worth Beach Residence & Wiener Museum of Decorative Arts
Project #: 250407
Traffic Performance Standards (TPS) Review

Dear Ms. Troutman:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated April 7, 2025, and supplemental changes and information provided in an email to the Traffic Division, dated May 2, 2025, 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:	City of Lake Worth Beach
Location:	South side of Lake Avenue between South L Street and M Street
PCN:	38-43-44-21-15-023-0010/-0020/-0030/-0050/-0060/-0090/-0170/-0191/-0220/-0230, and -0250.
Access:	The access to the site is proposed to be via several driveways to South L Street, South M Street, and 1st Street South. (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Uses:	Governmental Office Spaces = 4,491 SF
Proposed Uses:	Multi-Family Mid-Rise Residential = 110 DUs, and Museum Spaces = 32,283 SF
Net Daily Trips:	211 (Proposed – Existing)
Net Peak Hour Trips:	-2 (-1/-1) AM; 31 (6/25) PM (Proposed – Existing)
New Daily Trips:	302
New Peak Hour Trips:	11 (9/2) AM; 38 (8/30) PM
Build-out:	December 31, 2032

Based on the review, the Traffic Division has determined that the proposed development is located within the Coastal Residential Exception Area (CREA); therefore the residential trips are exempt from concurrency requirements. Additionally, the non-residential component of the development is not anticipated to significantly impact the surrounding roadway network. As such, the project meets the Traffic Performance Standards.

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.
No building permits are to be issued by the City after the build-out date specified above, or as amended. 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 561-478-5755 or email MRahman@pbc.gov.

Sincerely,

Moshiur Rahman, Ph.D., P.E.
Professional Engineer
Engineering and Public Works Dept.
Traffic Division

MR:QB:ep
ec: Addressee
Scott Rodriguez, AICP, Assistant Director-Planning, Zoning, & Preservation Community Sustainability Department, City of Lake Worth Beach
Quazi Bari, P.E., PTOE, Manager - Growth Management, Traffic Division
Alberto Lopez Tagle, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\MR\MUN\APPROVED\2025\250407 LAKE WORTH BEACH RESIDENCE & WIENER MUSEUM OF DECORATIVE ARTS.DOCX

PTC
Transportation Consultants

601 Heritage Drive, Suite 493
Jupiter, FL 33458
(561) 296-9698

March 28, 2025
Revised April 7, 2025
Revised May 2, 2025

Mr. Quazi Bari, P.E.
Palm Beach County Traffic Division
2300 N. Jog Road, Third Floor
West Palm Beach, FL 33411

Re: Lake Worth Beach Residence & Wiener Museum of Decorative Arts – #PTC24-109A
Concurrency Traffic Statement

Dear Mr. Bari:

The purpose of this letter is to provide a traffic statement for the above referenced project to determine if the proposed development meets the requirements of Article 12, Traffic Performance Standards, of the Palm Beach County Unified Land Development Code (ULDC). The site is located on the south side of Lake Avenue between South L and M Streets in the City of Lake Worth Beach, as shown on **Attachment 1**. This site is within the Coastal Residential Exception Area (CREA). Existing on the site today are two governmental office buildings totaling 4,491 SF. Other buildings on site are unoccupied or have been demolished. Parcel information for the three remaining buildings is provided in **Appendix A**. It is proposed to demolish and/or relocate the governmental office buildings and develop 110 midrise multi-family units and a 32,283 SF museum. The proposed buildout year is 2032. Access to the site is proposed to be via several driveways to South L Street, South M Street and 1st Street South. The PCNs for the site include 38-43-44-21-15-023-0010, 0020, 0030, 0050, 0060, 0090, 0170, 0191, 0220, 0230, and 0250.

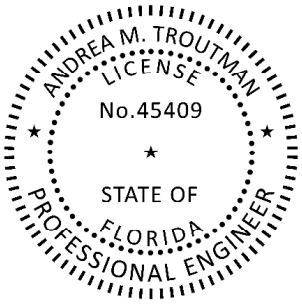
Attachments 2A and 2B provide the trip generation analysis for the existing and proposed uses. **Attachment 2C** provides the comparison of trips. The trip generation rates for the museum have been used and are approved by Palm Beach County and the source data is included in **Appendix B**. Because this project is located within the CREA, the proposed residential trips are exempt from the concurrency requirements. The AM peak hour net non-residential trip comparison results in a decrease in trips. The PM peak hour net non-residential trip comparison results in a 31 trip increase.

Based on the maximum net peak hour trip generation of 31 PM peak hour trips, the radius of development influence is one-half mile. The trip distribution is provided on **Attachment 3A.** The PM peak hour directional trip assignment is shown on **Attachment 3B**. The maximum percent impact on the study area roadways is 0.61%. The project impact is below 1% of the adopted LOS D service volume and does not significantly impact any roadway links or intersections, therefore the requirements of Test 1 are met. The project does not have any Test 2 impacts. Therefore, the proposed project is in compliance with the Countywide Traffic Performance Standards.

Attachment 4 provides the project driveway volumes.

Please contact me by phone or at atroutman@pindertroutman.com if you need any additional information or have any questions.

Sincerely,



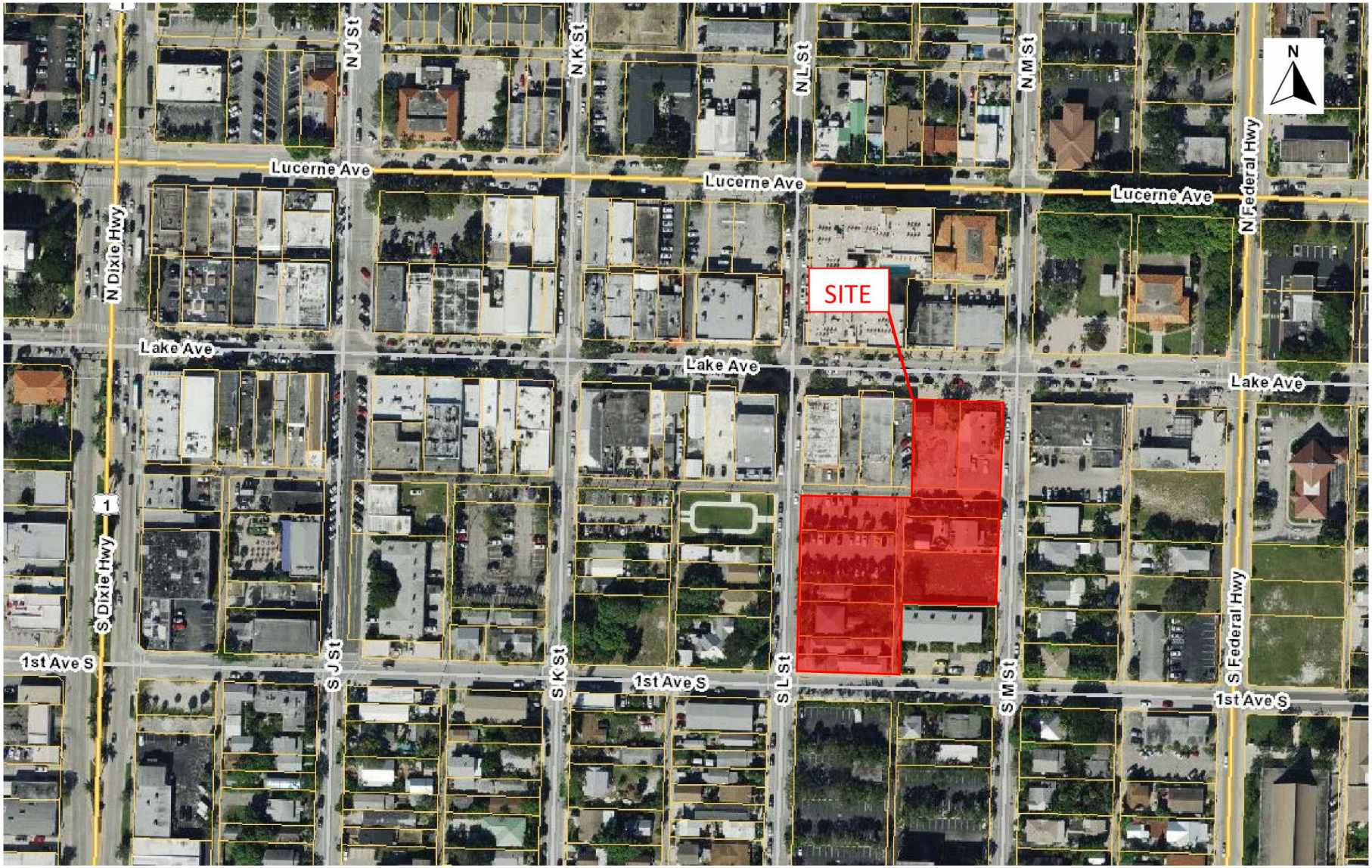
Digitally signed by Andrea M Troutman
Date: 2025.05.02 15:55:18 -04'00'

Andrea M. Troutman, P.E.
President

Attachments

Andrea M. Troutman, State of Florida, Professional Engineer, License No. 45409
This item has been electronically signed and sealed by Andrea M. Troutman, P.E. on 5/2/25 using a Digital Signature. Printed copies of this document are not considered signed and sealed, and the signature must be verified on any electronic copies.

Attachment 1 Project Location
Lake Worth Beach Residence & Wiener Museum of Decorative Arts



Attachment 2A
Lake Worth Beach Residence & Wiener Museum of Decorative Arts
Trip Generation - Existing Uses

DAILY

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	% In	Total Trips	Internal Trips		External Trips	Pass-by Trips (1)		New Trips
						Trips	%				
Government Office	730	4,491 SF	22.59 / 1000 SF	50%	101	-	0%	101	10	10%	91
TOTAL					101	-	0.0%	101	10		91

AM PEAK HOUR

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	% In	Total Trips			Internal Trips		External Trips			Pass-by Trips (1)		New Trips		
					In	Out	Trips	Trips	%	In	Out	Trips			In	Out	Trips
Government Office	730	4,491 SF	3.34 / 1000 SF	75%	11	4	15	-	0%	11	4	15	2	10%	10	3	13
TOTAL					11	4	15	-	0.0%	11	4	15	2		10	3	13

PM PEAK HOUR

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	% In	Total Trips			Internal Trips		External Trips			Pass-by Trips (1)		New Trips		
					In	Out	Trips	Trips	%	In	Out	Trips			In	Out	Trips
Government Office	730	4,491 SF	1.71 / 1000 SF	25%	2	6	8	-	0%	2	6	8	1	10%	2	5	7
TOTAL					2	6	8	-	0.0%	2	6	8	1		2	5	7

(1) Source: Palm Beach County Traffic Division and ITE Trip Generation, *11th Edition*.

Attachment 2B
Lake Worth Beach Residence & Wiener Museum of Decorative Arts
Trip Generation - Proposed Uses

DAILY

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	% In	Total Trips	Internal Trips		External Trips	Pass-by Trips (1)		New Trips
						Trips	%				
Resid. Multi Family MR	221	110 DUs	4.54 / DU	50%	499	-	0%	499	-	0%	499
Museum/Cultural (2)	PBC	32,283 SF	9.36 / 1000 SF	50%	302	-	0%	302	-	0%	302
TOTAL					801	-	0%	801	-		801

Non-Residential Trips for TPS: 302

AM PEAK HOUR

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	% In	Total Trips			Internal Trips		External Trips			Pass-by Trips (1)		New Trips		
					In	Out	Trips	Trips	%	In	Out	Trips			In	Out	Trips
Resid. Multi Family MR	221	110 DUs	0.37 / DU	23%	9	32	41	-	0%	9	32	41	-	0%	9	32	41
Museum/Cultural (2)	PBC	32,283 SF	0.35 / 1000 SF	85%	9	2	11	-	0%	9	2	11	-	0%	9	2	11
TOTAL					18	34	52	-	0%	18	34	52	-		18	34	52

Non-Residential Trips for TPS: 9 2 11

PM PEAK HOUR

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	% In	Total Trips			Internal Trips		External Trips			Pass-by Trips (1)		New Trips		
					In	Out	Trips	Trips	%	In	Out	Trips			In	Out	Trips
Resid. Multi Family MR	221	110 DUs	0.39 / DU	61%	26	17	43	-	0%	26	17	43	-	0%	26	17	43
Museum/Cultural (2)	PBC	32,283 SF	1.17 / 1000 SF	20%	8	30	38	-	0%	8	30	38	-	0%	8	30	38
TOTAL					34	47	81	-	0%	34	47	81	-		34	47	81

Non-Residential Trips for TPS: 8 30 38

(1) Source: Palm Beach County Traffic Division and ITE Trip Generation, *11th Edition*.

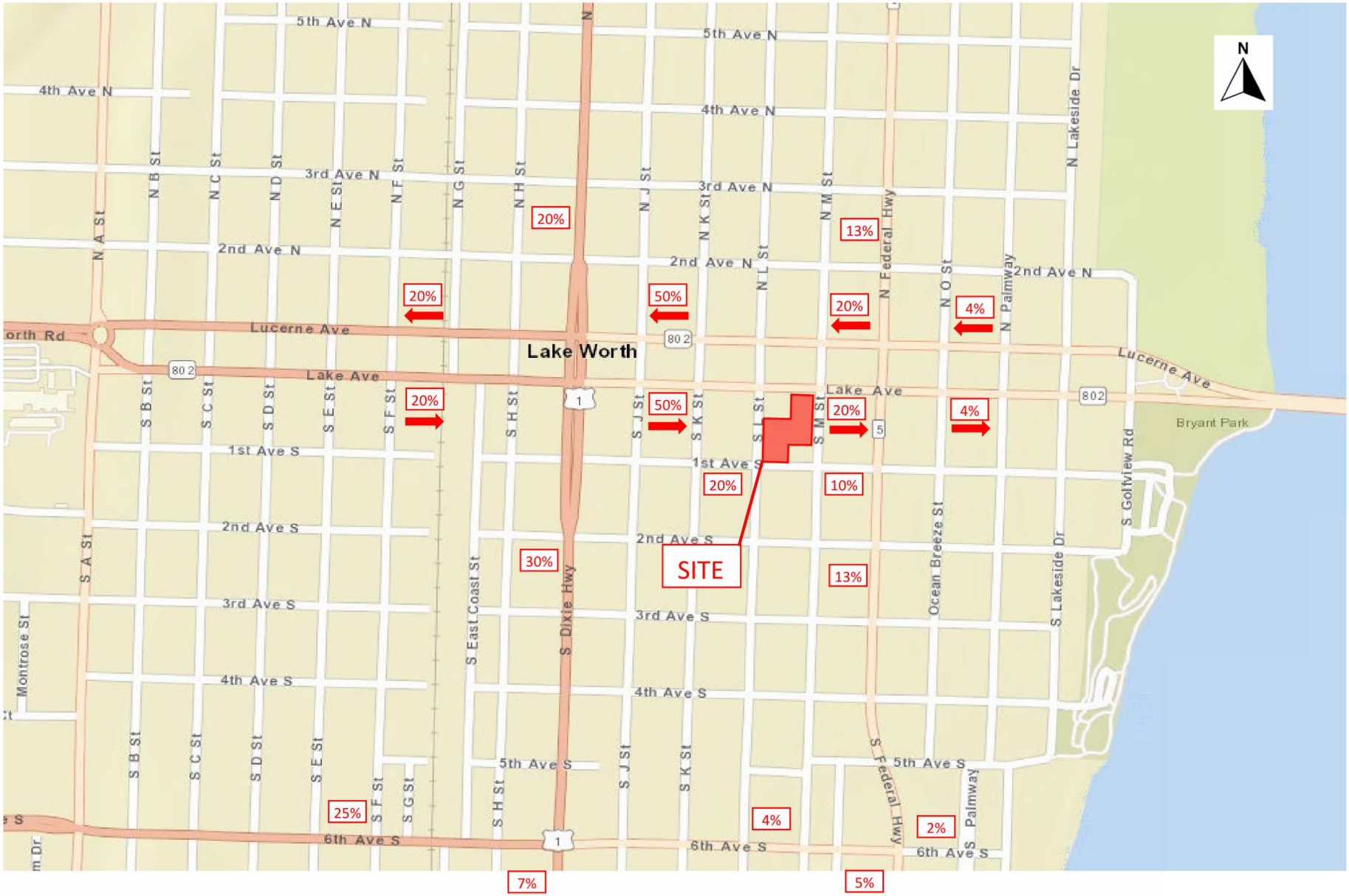
(2) See Appendix B for museum trip generation. Daily rate based on 12.5% peak hour factor.

Attachment 2C
Lake Worth Beach Residence & Wiener Museum of Decorative Arts
Trip Generation Comparison

		AM Peak Hour			PM Peak Hour		
	Daily	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Approved Uses	91	10	3	13	2	5	7
Proposed Uses (1)	302	9	2	11	8	30	38
Net New Trips:	211	(1)	(1)	(2)	6	25	31

"(1) Non-residential trips only. Residential uses are exempt.

Attachment 3A Project Traffic Distribution
Lake Worth Beach Residence & Wiener Museum of Decorative Arts

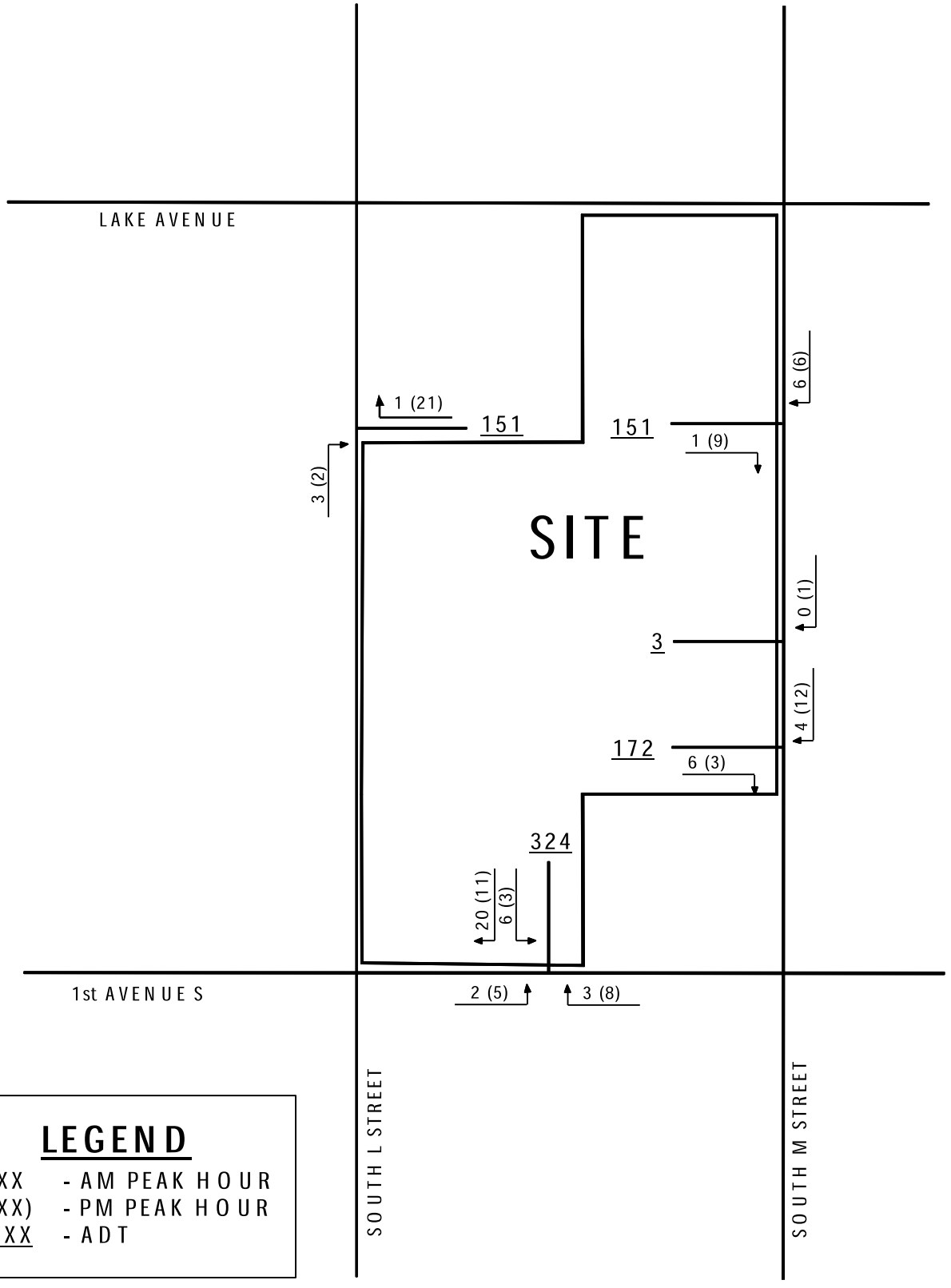


Attachment 3B
Lake Worth Beach Residence & Wiener Museum of Decorative Arts
Project Traffic Assignment - Test 1

PM Peak Hour

Roadway	Link	Lanes	Class	Dir	Project Traffic		Total Project Impact	LOS D Service Vol. (1)	Signif-icant Impact?
					% Dist.	Pk Hour Trips			
Lucerne Avenue	A Street to S Dixie Hwy	2L One-Way	I	WB	20.0%	5	0.22%	2250	No
	S Dixie Hwy to L Street	2L One-Way	II	WB	50.0%	13	0.61%	2120	No
	L Street to M Street	2L One-Way	II	WB	0.0%	0	0.00%	2120	No
	M Street to Federal Hiwy	2L One-Way	II	WB	20.0%	1	0.05%	2120	No
	Federal Hwy to A1A	2L One-Way	I	WB	4.0%	0	0.00%	2250	No
Lake Ave	A Street to S Dixie Hwy	2L One-Way	I	EB	20.0%	1	0.04%	2250	No
	S Dixie Hwy to L Street	2L One-Way	II	EB	50.0%	3	0.14%	2120	No
	L Street to M Street	2L One-Way	II	EB	0.0%	0	0.00%	2120	No
	M Street to Federal Hiwy	2L One-Way	II	EB	20.0%	5	0.24%	2120	No
	Federal Hwy to A1A	2L One-Way	I	EB	4.0%	1	0.04%	2250	No
6th Avenue South	A Street to S Dixie Hwy	4LD	II	EB	25.0%	2	0.11%	1770	No
				WB	25.0%	6	0.34%	1770	No
	S Dixie Hwy to Federal Hwy	2L	II	EB	4.0%	0	0.00%	810	No
				WB	4.0%	1	0.12%	810	No
	Federal Hwy to Lakeside Dr	2L	II	EB	2.0%	1	0.12%	810	No
				WB	2.0%	0	0.00%	810	No
S Dixie Hwy	10th Avenue N to Lake/Lucerne Ave	4L	II	NB	20.0%	5	0.30%	1680	No
				SB	20.0%	1	0.06%	1680	No
	Lake/Lucerne Ave to 6th Avenue S	4L	II	NB	30.0%	2	0.12%	1680	No
				SB	30.0%	8	0.48%	1680	No
	6th Avenue S to 12th Avenue S	4L	II	NB	7.0%	0	0.00%	1680	No
				SB	7.0%	2	0.12%	1680	No
Federal Hwy	10th Avenue N to Lake/Lucerne Ave	4L	II	NB	13.0%	3	0.18%	1680	No
				SB	13.0%	1	0.06%	1680	No
	Lake/Lucerne Ave to 6th Avenue S	2L	II	NB	13.0%	1	0.12%	810	No
				SB	13.0%	3	0.37%	810	No
	6th Avenue S to S Dixe Hwy	2L	I	NB	5.0%	0	0.00%	880	No
				SB	5.0%	1	0.11%	880	No

(1) Source: 2009 FDOT Quality / LOS Handbook.



LEGEND

XX - AM PEAK HOUR
(XX) - PM PEAK HOUR
XXX - ADT

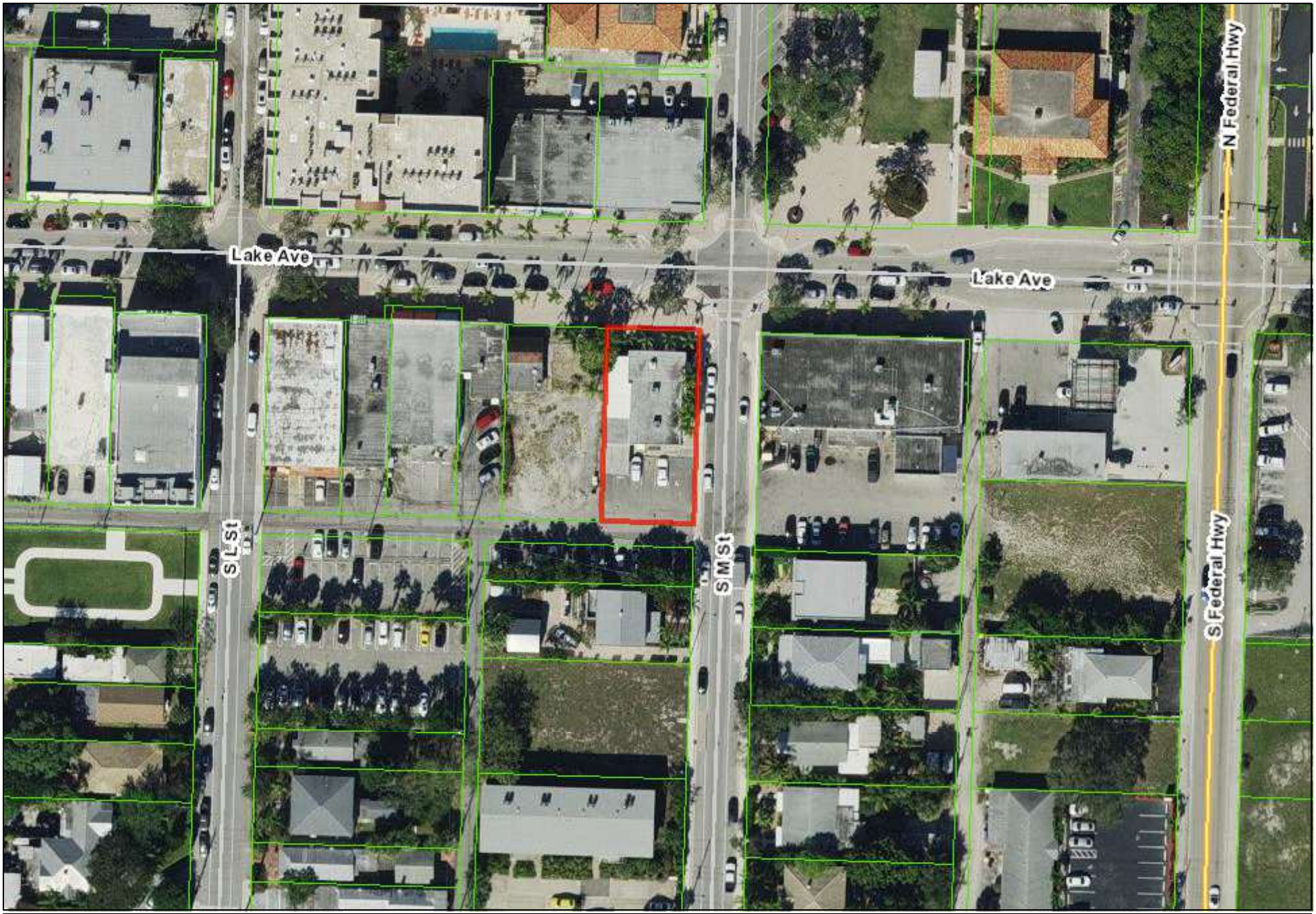
5/2/25
24-109A

LAKE WORTH BEACH RESIDENCE &
WIENER MUSEUM OF DECORATIVE ARTS

ATTACHMENT 4
PROJECT DRIVEWAY VOLUMES

PTC

APPENDIX A



38434421150230191

2,391 SF City Parking Division

1:1,128

0 0.0075 0.015 0.03 mi

0 0.0125 0.025 0.05 km

Palm Beach County
None

Created by: Palm Beach County December 5, 2023

38434421150230230

2,100 SF City's Leisure Services Department

1:1,128

0 0.0075 0.015 0.03 mi

Palm Beach County
None

0 0.0125 0.025 0.05 km

Created by: Palm Beach County December 5, 2023

Created by: Palm Beach County December 5, 2023

38434421150230030

2,812 SF Vacant Residential

1:1,128

0 0.0075 0.015 0.03 mi

Palm Beach County
None

0 0.0125 0.025 0.05 km

APPENDIX B

SIMMONS & WHITE
5601 Corporate Way, Suite 200 West Palm Beach, Florida 33407
O 561.478.7848 | F 561.478.3738 www.simmonsandwhite.com
Certificate of Authorization Number 3452

SIMMONS&WHITE
ENGINEERING | PLANNING | CONSULTING | SINCE 1982

INSIGNIFICANT TRAFFIC IMPACT STATEMENT

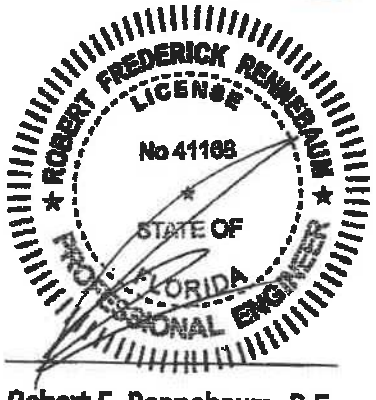
SOUTH FLORIDA SCIENCE MUSEUM
PALM BEACH COUNTY, FLORIDA

Prepared for:

Jon E. Schmidt & Associates
2247 Palm Beach Lakes Boulevard
Suite 101
West Palm Beach, Florida 33409

Job No. 09-053G

Date: 03/16/2012



Robert F. Rennebaum, P.E.
FL Registration No. 41168

APR 11 2012

TABLE OF CONTENTS

1.0 SITE DATA

The South Florida Science Museum is generally located on the southeast quadrant of Interstate 95 and Southern Boulevard in the City of West Palm Beach, Florida and contains approximately 4.5 acres. The Property Control Numbers for the subject parcel are as follows:

74-43-44-04-00-000-3010 74-43-44-04-00-005-0020

The site is currently developed with a 23,000 S.F. science museum that serves as an educational facility for local schools and the general public. The site was approved for a 12,020 S.F. expansion to the existing facility in 2009, but the 2011 project build-out lapsed. The purpose of this report is to address a 6035 S.F. expansion to the existing 23,000 S.F. facility (for a total of 29,035 S.F.), as well as a project build-out of 2016. Site access is existing via a directional driveway connection to Southern Boulevard (through Dreher Park) and a full access driveway connection to Summit Boulevard (via a Dreher Trail North). For additional information concerning site location and layout, please refer to the Site Plan prepared by Jon E. Schmidt & 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 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.

2.0 PURPOSE OF STUDY (CONTINUED)

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 Palm Beach County Unified Land Development Code requires that for any application for a site specific development order on property on which there is an existing use 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 existing use. The generation rates and capture rates of the existing use shall be updated to current pro forma traffic generation and passer-by rates and shall be used to calculate existing use traffic.

The existing traffic generation vested to the subject parcel is unique in nature and currently there are no applicable ITE Land Use Codes in the ITE Trip Generation Manual. Based on discussions with representatives of the Palm Beach County Engineering Traffic Division during the previous approval process, it was recommended that field counts be collected to obtain accurate information for the traffic generation characteristics of the existing facility. Our office conducted in-field A.M. peak hour and P.M. peak hour traffic counts on Wednesday, October 28, 2009. This particular day was recommended to collect data by representatives of the South Florida Science Museum as it represents the busiest day of the week for the typical program schedule. A copy of the in-field data collected on behalf of the previous approval is attached as Appendix "A" with this report for reference. The following summary applies:

A.M. Peak Hour
8:00 A.M. to 9:00 A.M. Total Trips = 8 pht

3.0 TRAFFIC GENERATION (CONTINUED)

P.M. Peak Hour
4:45 P.M. to 5:45 P.M. Total Trips = 27 trips

The traffic to be generated by the proposed expansion was calculated based on the in-field data collected above. Based on the existing development consisting of 23,000 S.F. and the peak hour trips field counted for the A.M. and P.M. peak hours as shown above, the following peak hour factors were used to generate traffic for the proposed expansion:

A.M. Peak Hour	P.M. Peak Hour
8 pht/23,000 S.F. = 0.35	27 pht/23,000 S.F. = 1.17

Based on the above, the existing facility generates 0.35 A.M. peak hour trips per 1000 S.F. and 1.17 P.M. peak hour trips per 1000 S.F. Therefore, the following summarizes the peak hour traffic generation for the overall development with the proposed 6035 S.F. expansion:

A.M. Peak Hour	P.M. Peak Hour
$29{,}035 \text{ S.F.} \times \frac{0.35 \text{ pht}}{1000 \text{ S.F.}} = 10 \text{ pht}$	$29{,}035 \text{ S.F.} \times \frac{1.17 \text{ pht}}{1000 \text{ S.F.}} = 34 \text{ pht}$

The increase in peak hour traffic generation as a result of the proposed expansion may be summarized as follows:

A.M. Peak Hour = 2 pht INCREASE
P.M. Peak Hour = 7 pht INCREASE

It should be noted that the daily traffic generation associated with the overall development consisting of 29,035 S.F. (23,000 S.F. existing + 6035 S.F. expansion) was calculated based on a peak hour factor of 12.5%. This daily to peak hour factor was based on a traffic report approved by the Palm Beach County Engineering Traffic Division for the South Florida Science Museum for an alternate location. The following summarizes the increase in daily trip generation for the proposed expansion:

7 pht ÷ 12.5% = 56 trips per day

4.0 SITE RELATED IMPROVEMENTS

As previously mentioned, In-field data was collected for the existing facility and the directional splits were found to be 85% In, 15% Out for the A.M. peak hour and 20% In, 80% Out for the P.M. peak hour. The following summarizes the projected turning movements for the overall development consisting of 29,035 S.F.:

4.0 SITE RELATED IMPROVEMENTS (CONTINUED)

DIRECTIONAL DISTRIBUTION (TRIPS IN/OUT)

A.M.	=	8 / 2
P.M.	=	7 / 27

As previously mentioned, site access will remain unchanged and is existing via one directional driveway connection to Southern Boulevard and one full access driveway connection to Summit Boulevard. Based on the turning movement worksheet attached with this report and the Palm Beach County Engineering guideline used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, no turn lanes appear warranted.

5.0 CONCLUSION

The proposed expansion in development has been estimated to generate 56 new trips per day, 2 new A.M. peak hour trips, and 7 new P.M. peak hour trips at project build-out in 2016. A brief review of the links within the project's radius of development influence, however, reveals that the proposed development will have an insignificant assignment and therefore appears to meet the requirements of the Palm Beach County Traffic Performance Standards. Because the proposed expansion results in an increase of less than 20 peak hour trips, no additional analysis is required.