

Traffic Impact Analysis & TPS Review Letter



June 15, 2023

Anna Lai, P.E., PTOE
Simmons & White, Inc.
2581 Metrocentre Blvd, Suite 3
West Palm Beach, FL 33407

**RE: Madison Terrace
Project #: 230520
Traffic Performance Standards (TPS) Review**

Dear Ms. Lai:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated May 11, 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 Worth Beach
Location:	East side of S H Street, about 500 feet north of 10 th Avenue S
PCN:	38-43-44-21-15-253-0010 (additional PCNs in file)
Access:	Two access driveway connections onto S H Street <u>(As used in the study and is NOT necessarily an approval by the County through this TPS letter)</u>
Existing Uses:	Vacant
Proposed Uses:	Senior Residential (55+ Attached) = 176 DUs
New Daily Trips:	570
New Peak Hour Trips:	35 (12/23) AM; 44 (25/19) PM
Build-out:	December 31, 2028

Based on our review, the Traffic Division has determined the proposed development is located within the Coastal Residential Exception Area; therefore, the project is exempt from the TPS of Palm Beach County.

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. 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

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and Public Works**
P.O. Box 21229
West Palm Beach, FL 33416-1229
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Anna Lai, P.E., PTOE

June 15, 2023

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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 HAkif@pbcgov.org.

Sincerely,

Hanane Akif, P.E.
Professional Engineer
Traffic Division

QB:HA:jb

ec:

Erin Fitzhugh Sita, 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, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\HAMUNICIPALITIES\APPROVALS\2023\230520 - MADISON TERRACE.DOCX;

INSIGNIFICANT TRAFFIC IMPACT STATEMENT

**MADISON TERRACE
PALM BEACH COUNTY, FLORIDA**

Prepared for:

New South Residential
558 W. New England Avenue
Suite 250
Winter Park, Florida 32789

Job No. 23-064

Date: May 11, 2023

Anna Lai, P.E., PTOE
FL Reg. No. 78138

**Anna Lai, P.E., State of Florida, Professional
Engineer, License No. 56934**

**This item has been digitally signed
and sealed by Anna Lai, P.E., on 05/11/2023**

**Printed copies of this document are not considered signed
and sealed and the signature must be verified on
any electronic copies.**

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1.0 SITE DATA

The subject parcel is located at 821 S. Dixie Highway in the City of Lake Worth, Florida and contains approximately 1.62 acres. The Property Control Numbers (PCNs) for the subject parcel are as follows:

38-43-44-21-15-253-0010	38-43-44-21-15-253-0040
38-43-44-21-15-253-0020	38-43-44-21-15-253-0110
38-43-44-21-15-253-0032	

Proposed site development consists of 176 55+ age-restricted multifamily dwelling units with a project build-out of 2028. Site access is proposed via two (2) full access driveway connections to South H Street. For additional information concerning site location and layout, please refer to the Site Plan.

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards. 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. However, the proposed 42 residential dwelling units would qualify for the Coastal Residential Exception as outlined in the TPS.

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.

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.

The traffic to be generated by the proposed site modifications has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 11th Edition* and rates published by the Palm Beach County Engineering Traffic Division as shown in Tables 1, 2, and 3. Table 1 shows the daily traffic generation associated with the proposed 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 traffic to be generated by the proposed 176 55+ age-restricted multifamily dwelling units may be summarized as follows:

Proposed Plan of Development

Daily Traffic Generation	=	570 tpd
AM Peak Hour Traffic Generation (In/Out)	=	35 pht (12 In/23 Out)
PM Peak Hour Traffic Generation (In/Out)	=	44 pht (25 In/19 Out)

The proposed 176 residential dwelling units would qualify for the Coastal Residential Exception as outlined in the TPS.

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 44 peak hour trips, the radius of development influence shall be 0.5 miles.

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than one percent 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 three percent 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 1 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. Tables 4 and 5 show 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 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 2 and 3 and may be summarized as follows:

	Directional Distribution (Trips IN/OUT)
AM =	12 / 23
PM =	25 / 19

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 proposed via two (2) full access driveway connections to South H Street.

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, and on the existing and proposed lanes, additional turn lanes are not warranted or recommended.

8.0 CONCLUSION

The proposed development has been estimated to generate 570 trips per day, 35 AM peak hour trips, and 44 PM peak hour trips at project build-out in 2028. The proposed 176 residential dwelling units would qualify for the Coastal Residential Exception as outlined in the TPS. A review of the links within the project's radius of development influence reveals that capacity is available to support the project and the project meets the requirements of the Palm Beach County Traffic Performance Standards.

MADISON TERRACE

05/09/23

PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	
55+ SF Attached	252	176	3.24					570			0		570			0		570
Grand Totals:								570			0		570			0		570

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In		Out	Total
55+ SF Attached	252	176	0.2	0.34	0.66	12	23	35	0	0	0	12	23	35	0	0	0	12	23	35
Grand Totals:						12	23	35	0	0	0	12	23	35	0	0	0	12	23	35

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In		Out	Total
55+ SF Attached	252	176	0.25	0.56	0.44	25	19	44	0	0	0	25	19	44	0	0	0	25	19	44
Grand Totals:						25	19	44	0	0	0	25	19	44	0	0	0	25	19	44



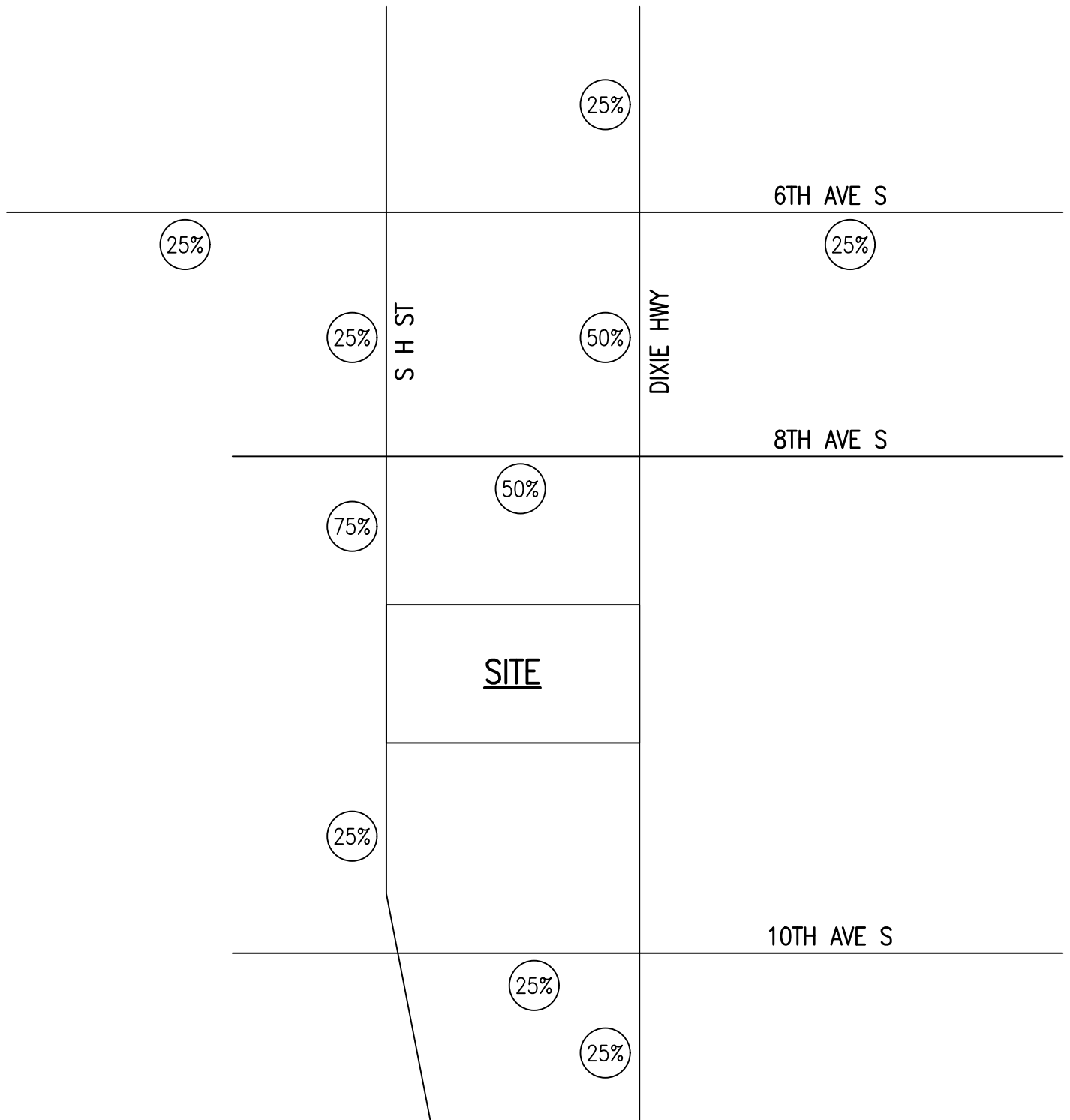


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

MADISON TERRACE

23-064 AL 5-10-23

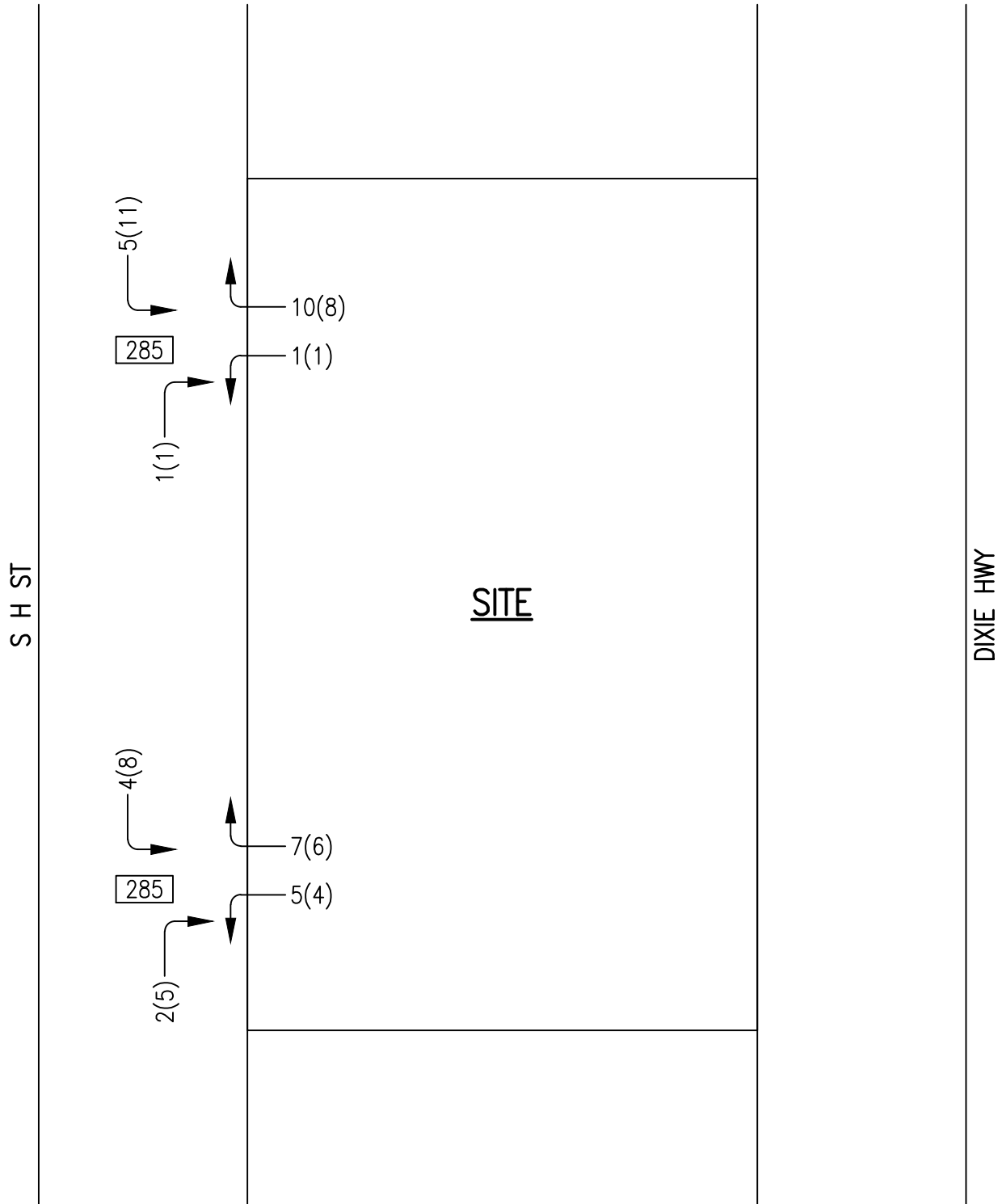


FIGURE 2
PROJECT TURNING MOVEMENTS

LEGEND

- 14 A.M. PEAK HOUR TURNING MOVEMENT
- (18) P.M. PEAK HOUR TURNING MOVEMENT
- 413 A.A.D.T.

**TABLE 4
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR**

2028 BUILD OUT
0.5 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 12
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 23

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR				LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
					PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD			
N/A	6TH AVENUE SOUTH	I-95	DIXIE HIGHWAY	25%	6	5	II	1770	0.34%	NO	
N/A	6TH AVENUE SOUTH	DIXIE HIGHWAY	FEDERAL HIGHWAY	25%	6	2	II	810	0.74%	NO	
N/A	DIXIE HIGHWAY	LAKE AVENUE	6TH AVENUE SOUTH	25%	6	4	II	1680	0.36%	NO	
N/A	DIXIE HIGHWAY	6TH AVENUE SOUTH	SITE	50%	12	4	II	1680	0.71%	NO	
N/A	DIXIE HIGHWAY	SITE	12TH AVENUE SOUTH	25%	6	4	II	1680	0.36%	NO	

NOTES:

* THE RESIDENTIAL PROJECT DISTRIBUTION DETAILED IN THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY. THE PROPOSED PROJECT IS LOCATED IN A COASTAL RESIDENTIAL EXCEPTION AREA AND THE RESIDENTIAL PORTION IS THEREFORE NOT REQUIRED.

TABLE 5
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

2028 BUILD OUT
 0.5 MILE RADIUS OF DEVELOPMENT INFLUENCE
 TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 25
 TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 19

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR				LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
					PROJECT TRIPS	EXISTING LANES	CLASS	DIRECTIONAL TRIPS			
N/A	6TH AVENUE SOUTH	I-95	DIXIE HIGHWAY	25%	5	II	6	1770	0.34%	NO	
N/A	6TH AVENUE SOUTH	DIXIE HIGHWAY	FEDERAL HIGHWAY	25%	2	II	6	810	0.74%	NO	
N/A	DIXIE HIGHWAY	LAKE AVENUE	6TH AVENUE SOUTH	25%	4	II	6	1680	0.36%	NO	
N/A	DIXIE HIGHWAY	6TH AVENUE SOUTH	SITE	50%	4	II	13	1680	0.77%	NO	
N/A	DIXIE HIGHWAY	SITE	12TH AVENUE SOUTH	25%	4	II	6	1680	0.36%	NO	

NOTES:

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