

# Universal Development Application



This application is required for ALL applications submitted to the Planning, Zoning and Historic Preservation Division. If you have questions regarding this application, please make an appointment with planning staff.

## 1. Application Type (select all that apply)

- a. Site Plan: ☐ Minor ☒ Major ☒ Planned Development ☒ Sustainable Bonus
- b. Use: ☐ Administrative ☐ Conditional
- c. Proximity Waiver: ☐ Alcoholic Beverage ☐ Community Residence ☐ Gaming Establishment  
☐ Adult Use
- d. Approvals: ☐ Variance ☐ Mural ☐ Cert. of Appropriateness ☐ Adjustment
- e. Amendments: ☒ Rezoning / Map ☐ Text
- f. Other: ☐ Subdivision/Plat ☐ Annexation ☐ Zoning Letter  
☐ ABT Signoff ☒ TDRs

## 2. Project Information

- a. Project Name: 3300 Boutwell Road Apartments
- b. Project Location / Address: 3300 Boutwell Road - 420 feet south of the intersection between 10th Ave North and Boutwell Road
- c. Legal Description: See attached Legal Description
- d. Property Control Number (PCN): 38-43-44-20-01-034-0040
- e. Zoning: Existing: MU-W Proposed: U-PD/MU-W
- f. Future Land Use: Existing: MU-W Proposed: MU- W
- g. Proposed Use: ☒ Residential; Units 200 ☐ Commercial; \_\_\_\_\_ S.F. ☐ Industrial; \_\_\_\_\_ S.F.
- h. Total Estimated Project Cost: \_\_\_\_\_
- i. Description of Work: See attached Justification Statement

## 3. Contact Information

- a. Project Manager / Contact Person: Yoan Machado  
Company: WGI  
Address: 2035 Vista Parkway City: West Palm Beach St: FL Zip: 33411  
Phone Number: (561) 537-4542 E-Mail Address: yoan.machado@wginc.com
- b. Applicant Name (if different from Project Manager): Mark Ambach  
Company: MA Investment Boca, LLC  
Address: 740 Hibiscus Street City: Boca Raton St: FL Zip: 33486  
Phone Number: (561) 537-4542 (Agent) E-Mail Address: yoan.machado@wginc.com (Agent)
- c. Owner Name: Boynton Holdings LLC  
Company: \_\_\_\_\_  
Address: 17825 Fieldbrook Circle W City: Boca Raton St: FL Zip: 33496  
Phone Number: (561) 537-4542 (Agent) E-Mail Address: yoan.machado@wginc.com (Agent)

#### 4. Owner's Consent

**Boynton Holdings LLC**

\_\_\_\_ ("Owner") certifies that it is the owner of the property located at  
3300 Boutwell Road, Lake Worth, FL 33461 ("Subject Property") and expressly consents to the use of the Subject  
Property as described in this application and to all conditions that may be agreed to as a part of the approval of this application,  
which may be imposed by the decision making board. Owner hereby authorizes, WGI, Inc. as  
agent, to file this application and represent Owner at any and all meetings and hearings required for the approval of this application.

Owner's Signature: \*

HARDIAL SIBIA

Date:

9/18/20

Name/Title of Signatory:

HARDIAL SIBIA - BOYNTON HOLDINGS LLC MANAGING MEMBER

STATE OF

Florida

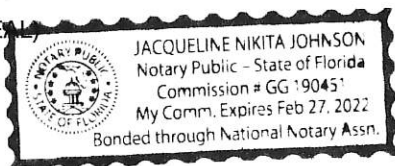
COUNTY OF

Palm Beach

The foregoing instrument was acknowledged before me this 18th day of September, 2020, by \_\_\_\_\_

who is personally known to me or who produced a \_\_\_\_\_ as identification. He/she did not take an oath.

(NOTARY SEAL)



\* Jacqueline Nikita Johnson

(Signature of Notary Public)

Jacqueline Nikita Johnson

(Name of Notary)

#### 5. Affidavit of Completeness and Accuracy

**Instructions:** To be completed by the individual submitting the application (owner or authorized agent)

Project Name: 3300 Boutwell Road Apartments

Submittal Date: February 3, 2021

##### STATEMENT OF COMPLETENESS AND ACCURACY:

I hereby certify all property owners have full knowledge the property they own is the subject of this application. I hereby certify that all owners and petitioners have been provided a complete copy of all material, attachments and documents submitted to the City of Lake Worth relating to this application. I further certify the statements or information made in any paper or plans submitted herewith are true and correct to the best of my knowledge. I understand this application, related application material and all attachments become official records of the Planning, Zoning and Historic Preservation Division of Lake Worth, Florida, and will not be returned. I understand that any knowingly false, inaccurate or incomplete information provided by me will result in the denial, revocation or administrative withdrawal of this application, request, approval or permit. I further acknowledge that additional information may be required by Palm Beach County to process this application. I further acknowledge that any plans that I have prepared or had prepared comply with the Fair Housing Standards. I further consent to the City of Lake Worth to publish, copy or reproduce any copyrighted documents submitted as a part of this application for any third party. I further agree to all terms and conditions, which may be imposed as part of the approval of this application.

Yoan Machado

(Name – type, stamp, or print clearly)

WGI, Inc.

(Name of Firm)

STATE OF

Florida

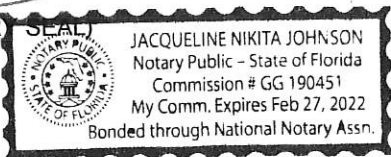
COUNTY OF

Palm Beach

The foregoing instrument was acknowledged before me this 18th day of September, 2020, by \_\_\_\_\_

who is personally known to me or who produced a \_\_\_\_\_ as identification. He/she did not take an oath.

(NOTAR



x

Yoan Machado

(Signature)

2035 Vista Parkway, West Palm Beach, FL 33411

(Address, City, State, Zip)

\* Jacqueline Nikita Johnson

(Signature of Notary Public)

Jacqueline Nikita Johnson

(Name of Notary)

# Sign Posting Agreement



This form is required for all Historic Applications and Public Hearing Items.

1. Applicant: MA Investment Boca, LLC
2. Property Owner: Boynton Holdings, LLC.
3. Contact Phone Number: (561) 537-4542 (Agent)
4. Property Location: 3300 Boutwell Road
5. I, Yoan Machado, hereby affirm that I will post the notification sign(s) provided to me

for a minimum of ten calendar days before the scheduled date of the hearing of Planning and Zoning Case No. \_\_\_\_\_.

Signature:  Date: 1/22/2021

Name/Title of Signatory: Yoan Machado - Project Manager

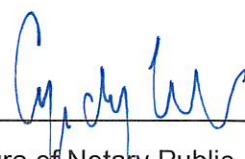
STATE OF Florida )  
COUNTY OF Palm Beach )

The foregoing instrument was acknowledged before me this 22<sup>nd</sup> day of January, 2021, by Yoan Machado who is personally known to me or who produced a \_\_\_\_\_ as identification. He/she did not take an oath.

(NOTARY SEAL)



Cyndy Little  
NOTARY PUBLIC  
STATE OF FLORIDA  
Comm# GG189612  
Expires 3/31/2022

  
Signature of Notary Public  
Cyndy Little  
Name of Notary



# Sustainable Bonus Incentive Program



All development proposals seeking increased height above two stories, or additional FAR, as each may be allowed in a zoning district, shall submit this Sustainable Bonus Incentive Program Application. The application shall accompany the standard City of Lake Worth Universal Development Application for the development proposal.

Two hard copies and one electronic copy of the following materials are required in order for a Sustainable Bonus Incentive Program Application to be deemed complete and sufficient to present to the decision making board.

The Sustainable Bonus Incentive calculations are based on the gross square footage of the bonus height or intensity requested. The additional gross square footage amount is multiplied by \$5 per square foot ("Value Multiplier") in order to determine the value of the additional improvements to be provided for the project.

**1. Please indicate whether the development proposal includes bonus height or bonus intensity:**

a. ☒ Bonus Height

i. No. of Additional Stories: Buildings I-II (Three Stories) ("Bonus Height")

ii. Additional Gross Floor Area: \_\_\_\_\_ ("Bonus Area")

b. ☐ Bonus Intensity

i. Additional Floor Area Ratio: \_\_\_\_\_ ("Bonus Intensity")

ii. Additional Gross Floor Area: \_\_\_\_\_ ("Bonus Area")

**2. Multiply the Bonus Area by the Value Multiplier to determine the value of required improvements.**

a. 120,000 square feet x \$5 = \$ 600,000  
Bonus Area Value of Required Improvements

**3. Indicate the type and value of the community benefit proposed to qualify for the Bonus Area:**

a. ☒ On-Site Features and Improvements; Value: \$ 1,061,900.00

b. ☐ Off-Site Features and Improvements; Value: \$ \_\_\_\_\_

c. ☐ Fee In Lieu; Amount: \$ \_\_\_\_\_

**4. Attach to this application a separate sheet with a detailed description of the proposed improvement and valuation of the same.**



3300 Boutwell Road Apartments



Sustainable Bonus Program

Revised 2/3/2020

Community Benefits Requirement Calculation			
Community Benefit Requirement	118,298 SF x \$5.00/SF	\$591,490	Because project is residential in nature the per unit cost of the community benefit requirement could be broken down by dividing the overall community benefit dollar requirement by the number of units = \$591,490/ 200 units = \$2,957.45 unit
Additional Units	24 DUs over x 845 sf avg unit = 20,280 x \$10sf	\$202,800	Number of units above the standard density, allowed through the Planned Development and Sustainable Bonus Program
Florida Green Building Certification Reduction (50%)	\$794,290 x 50% = \$397,145	\$397,145	The Applicant agrees to condition of approval to obtain Florida Green Building Cetification by the time of CO for the project.
CATEGORY	COMMUNITY BENEFIT PROVIDED	\$ VALUE	NOTES
Public Amenity: Club	5,769 SF x \$100/SF	\$576,900	Based on a 5,023 sf of Clubhouse shell, high level finishes, furnishings, Fitness Area and Equipment and 746 SF of Bike Room shell and rack.
Public Amenity: Pool & Deck Area	Community space provided through access to a community pool that is not required by the municipal code.	\$350,000	Based on a 1,500 square foot pool area, inclusive of perimeter fence, pool, and pool deck.
Entry Gates System		\$75,000	Powder coated aluminium fence with automatic fob
Fence Along Perimeter Front & North Side		\$60,000	Decorative ornamental aluminium fence
<b>Total Sustainable Bonus Program Provided</b>		<b>\$1,061,900</b>	
<b>Total Sustainable Bonus Program Required</b>		<b>\$397,145</b>	
<b>Sustainable Bonus Program Surplus</b>		<b>\$664,755</b>	

\$397,145

3300 Boutwell Road Apartments



Sustainable Bonus Program

Revised 2/3/2020

Community Benefits Requirement Calculation			
Community Benefit Requirement	118,298 SF x \$5.00/SF	\$591,490	Because project is residential in nature the per unit cost of the community benefit requirement could be broken down by dividing the overall community benefit dollar requirement by the number of units = \$591,490/ 200 units = \$2,957.45 unit
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CATEGORY	COMMUNITY BENEFIT PROVIDED	\$ VALUE	NOTES
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<b>Sustainable Bonus Program Surplus</b>		<b>\$664,755</b>	

\$397,145



**3300 BOUTWELL ROAD APARTMENTS  
REZONING, MAJOR SITE PLAN, SBIP, TDR  
PROPERTY CONTROL NUMBER LIST**

**38-43-44-20-01-034-0040**

3300 Boutwell Road

Boynton Holdings, LLC  
17825 Fieldbrook Circle W  
Boca Raton, FL 33496



Wk  
155



CFN 20120084509  
OR BK 25049 PG 0047  
RECORDED 03/02/2012 11:31:04  
Palm Beach County, Florida  
AMT 603,909.83  
Doc Stamp 4,228.00  
Sharon R. Bock, CLERK & COMPTROLLER  
Pgs 0047 - 49; (3pgs)

Prepared by and return to:  
Alan L. Armour II, Esq.  
Nason Yeager Gerson White & Lioce, PA  
1645 Palm Beach Lakes Blvd. Suite 1200  
West Palm Beach, FL 33401  
561-686-3307  
File Number: 6349-18186-2  
Will Call No. 155

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## Special Warranty Deed

This Special Warranty Deed made this 27 day of February, 2012 between Diwatch International Consultants, Inc., a Florida corporation whose post office address is 1632 39th Street, West Palm Beach, FL 33407, grantor, and Boynton Holdings, LLC, a Florida limited liability company whose post office address is 17825 Fieldbrook Circle West, Boca Raton, FL 33496, grantee.

(Whenever used herein the terms grantor and grantee include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

**Witnesseth**, that said grantor, for and in consideration of the sum TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in Palm Beach County, Florida, described as follows:

See attached Exhibit "A"

**Together** with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

**To Have and to Hold**, the same in fee simple forever.

**And** the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons claiming by, through or under grantors.

**In Witness Whereof**, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Diwatch International Consultants, Inc., a Florida corporation

By: Parma N. Vashist  
Parma N. Vashist, President

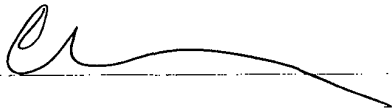
Witness Name: Conrad R. Perry  
Laura M. Liffano  
Witness Name: LAURA M. LIFFANO

DoubleTime®

State of Florida  
County of Palm Beach

The foregoing instrument was acknowledged before me this 24<sup>th</sup> day of February, 2012 by Parma N. Vashist, President of Diwatah International Consultants, Inc., a Florida corporation, on behalf of the corporation. He/she [ ] is personally known to me or [ ] has produced a driver's license as identification.

[Notary Seal]

  
Notary Public

Printed Name: \_\_\_\_\_

My Commission Expires: \_\_\_\_\_



CORAL R. ST PIERRE  
MY COMMISSION # DD 945360  
EXPIRES: January 4, 2014  
Bonded Thru Budget Notary Services

LEGAL DESCRIPTION

**Parcel 1:**

The South 327.5 feet of the East 265.4 feet of Tract 34, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page(s) 79, Less the East 25 feet thereof for road Right-of-Way purposes, as recorded in Deed Book 975, Page 42.

**Parcel 2:**

The South 100 feet of the North 327.5 feet of the East 265.4 feet of Tract 34, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page(s) 79, Less the East 25 feet thereof for road Right-of-Way purposes, as recorded in Deed Book 973, Page 692.

**Parcel 3:**

The North 75 feet of the South 200 feet of the West 55 feet of Tract 34, and The North 75 feet of the South 200 feet of Tract 35, and the South 200 feet of Tract 36, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page(s) 79.

**Parcel 4:**

The South 15 feet of the West 55 feet of Tract 34, and The South 15 feet of the East 195 feet of Tract 35, and the South 125 feet of the West 135.4 feet of Tract 35, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page(s) 79.

**Parcel 5:**

The South One Hundred Twenty-Five Feet (S 125'), less the South fifteen feet (S 15') thereof, of the West fifty-five feet (W 55') of Tract 34, And the South One Hundred Twenty-Five Feet (S 125'), less the South fifteen feet (S 15') thereof, of the East One Hundred Ninety-Five feet (E 195') of Tract 35, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page(s) 79.

Together with all right, title and interest of Grantor in and to the following described easement:

**Parcel 6:**

The East 10 feet of the West 65 feet of Tract 34 bounded on the North by the North line of the South 327.5 feet of Tract 34 and bounded on the South by the South line of Tract 34, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page(s) 79.

**Parcel Identification Number: 00-43-44-20-01-034-0040**

Exhibit "A"



**CERTIFIED TO:** Boynton Holdings LLC

**PROPERTY ADDRESS:** 3300 Boutwell Road, Lake Worth, FL 33461

**FLOOD ZONE:** X & AE (FIRM 120213-12099C0589F 10/05/2017)

**BASE FLOOD ELEVATION** = 11' NAVD 88

**DESCRIPTION:**

Parcel 1: Fee Simple Interest

The South 327.5 feet of the East 265.4 feet of Tract 34, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page 79, Less the East 25 feet thereof for road Right-of-Way purposes, as recorded in Deed Book 975, Page 42.

Parcel 2: Fee Simple Interest

The South 100 feet of the North 327.5 feet of the East 265.4 feet of Tract 34, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page 79, Less the East 25 feet thereof for road Right-of-Way purposes, as recorded in Deed Book 973, Page 692.

Parcel 3: Fee Simple Interest

The North 75 feet of the South 200 feet of the West 55 feet of Tract 34, and the North 75 feet of the South 200 feet of Tract 35, and the south 200 feet of Tract 36, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page 79.

Parcel 4: Fee Simple Interest

The South 15 feet of the West 55 feet of Tract 34, and The South 15 feet of the East 195 feet of Tract 35, and the South 125 feet of the West 135.4 feet of Tract 35, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page 79.

Parcel 5: Fee Simple Interest

The South One Hundred Twenty-Five Feet (S 125'), less the South fifteen feet (S 15') thereof, of the West fifty-five feet (W 55') of Tract 34, And the South One Hundred Twenty-Five Feet (S 125'), less the South fifteen feet (S 15') thereof, of the East One Hundred Ninety-Five feet (E 195') of Tract 35, Section 20, Township 44 South, Range 43 East, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page 79.

Together with Easement Interest #1:

The East 10 feet of the West 65 feet of Tract 34 bounded on the North by the North line of the South 327.5 feet of Tract 34 and bounded on the South by the South line of Tract

34, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page 79. NOTE: LEGAL DESCRIPTION TO BE PROVIDED FOR THAT PORTION BEING CONVEYED.

LESS AND EXCEPT the Easterly 55 feet for Boutwell Road right of way to the City of Lake Worth, Florida by virtue of Right-of-Way Deed recorded in O.R. Book 28519, Page 413, described as follows: A parcel of land being a portion of Tract 34, Model Land Company's Subdivision of Section 20, Township 44 South, Range 43 East, Palm Beach County, Florida, as recorded in Plat Book 5, Page 79 of the Public Records of Palm Beach County, Florida. Being more particularly described as follows:

COMMENCING at the Southeast corner of said Tract 34; thence North 88°08'01" West (as a basis of bearings) along the South line of said Tract 34, a distance of 25.00 feet to a point being on a line lying 25.00 feet West of and parallel with (as measured at right angles) the East line of said Tract 34 and the POINT OF BEGINNING; thence North 01°24'25" East along said parallel line, a distance of 429.13 feet to a point being on the South line of the North 227.5 feet of said Tract 34; thence North 88°08'47" West along said South line, a distance of 30.00 feet to a point being on a line lying 55.00 feet West of and parallel with (as measured at right angles) the East line of said Tract 34; thence South 01°24'25" West along said parallel line, a distance of 167.16 feet; thence South 00°10'59" West, a distance of 168.96 feet to the point of curvature of a circular curve to the left; thence Southerly and Easterly along the arc of said curve having a radius of 1,183.50 feet, a central angle of 04°31'04" for a distance of 93.32 feet to a point being on the South line of said Tract 34; thence South 88°08'01" East along said South line, a distance of 20.73 feet to the POINT OF BEGINNING.

AND LESS AND EXCEPT that portion conveyed to Akal Properties, LLC, by virtue of Quit Claim Deed recorded in O.R. Book 29021, Page 919, Public Records of Palm Beach County, Florida, described as follows:

The North 127.05 feet of the South 327.5 feet of the East 265.4 feet of Tract 34, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page 79, Less the East 25 feet thereof for road Right-of-Way purposes, as recorded in Deed Book 975, Page 42.

And Less and except: The South 100 feet of the North 327.5 feet of the East 265.4 feet of Tract 34, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page 79, Less the East 25 feet thereof for road Right-of-Way purposes, as recorded in Deed Book 973, Page 692.

And Less and except: All right, title and interest of Grantor in and to the following described Easement #2: the East 10 feet of the West 65 feet of Tract 34 bounded on the North by the North line of the South 327.5 feet of Tract 34 and bounded on the South by

the South line of Tract 34, Model Land Co. Subdivision of Section 20, Township 44 South, Range 43 East, according to the Plat thereof on file in the Office of the Clerk of the Circuit Court, in and for Palm Beach County, Florida, in Plat Book 5, Page 79.



**SURVEY NOTES:**

- 1.) Lands shown hereon were not abstracted for easements and/or rights-of-way of record by this office.
- 2.) Area of subject parcel = square feet (acres) (including the hiatus)
- 3.) Elevations shown hereon are based on N.A.V.D. 88.
  - a) Originating benchmark = Nail in wood utility pole (ref. M-3731, elevation = 12.50' NAVD 88)
  - b) = existing elevation (typical).
- 4.) No underground improvements located.
- 5.) Bearings and coordinates shown hereon are Grid. State Plane Coordinate System (NAD 83/Florida East Zone, 1990 adjustment; Transverse Mercator Projection). The basis of bearing line used is the line between county monuments "DET 7" and "I-95 10<sup>TH</sup> AVENUE OFFSET", bearing S49°10'18"E., 2032.10'.
- 6.) This firms "Certificate of Authorization" number is "LB 6838".

## **Architectural Narrative**

### **Contemporary Architectural Style**

The architectural style being utilized for this project is contemporary as one can see by the elevations provided. The design takes inspiration from the surrounding architecture which can be found along 10<sup>th</sup> Ave North as noted in the Lake Worth Beach Major Thoroughfare Design Guidelines. A mix of materials have been chosen to break up the monotony of the facades along with bright and cheerful colors. Vertical towers add visual interest and aim to provide verticality and wayfinding access into the buildings.



# BOUTWELL ROAD APARTMENTS

3300 BOUTWELL ROAD  
CITY OF LAKE WORTH BEACH, FLORIDA

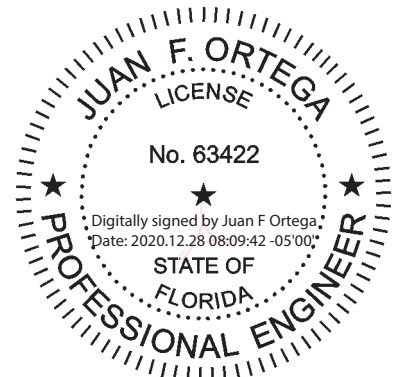
## TRAFFIC CONCURRENCY ANALYSIS

**PREPARED FOR:**  
**MA INVESTMENT BOCA, LLC**

Prepared by:

**JFO GROUP INC**  
COA Number 32276  
6671 W Indiantown Road  
Suite 50-324  
Jupiter, FL 33458

December 28, 2020



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Exhibit 1: Property Appraiser Information

Exhibit 2: Preliminary Site Plan

Exhibit 3: 10th Ave TCEA

Exhibit 4: Approved Trip Distribution

Exhibit 5: TPS Approval

Exhibit 6: PBC Counts

Exhibit 7: Growth Rate

Exhibit 8: Committed Traffic

Exhibit 9: HCS Analysis



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## 1. PROJECT DESCRIPTION

JFO Group Inc. has been retained to prepare a traffic impact analysis to determine compliance with *Palm Beach County (PBC) – Traffic Performance Standards (TPS)* associated with a site plan application to the City of Lake Worth Beach, Florida. The *Boutwell Road Apartments Property* project is located west of Boutwell Road, just south of 10<sup>th</sup> Avenue in the City of Lake Worth Beach, Florida. Parcel Control Number associated with this project is 38-43-44-20-01-034-0040. Figure 1 shows an aerial location of the site in relation to the transportation network.



**Figure 1: Project Location**

Exhibit 1 includes information from the PBC Property Appraiser's office for the parcel included in the proposed project. The *Boutwell Road Apartments* project is proposing a 200-apartment complex on the subject site. Exhibit 2 includes a preliminary site plan. Project build-out is expected in the year 2026.

## 2. TRIP GENERATION

Project trip generation rates were based on the *PBC Trip Generation Rates*, dated March 2, 2020. Table 1 includes trip generation rates for Daily, AM and PM peak hour while Table 2 includes the trip generation for the proposed project for Daily, AM and PM peak hour conditions. As part of a conservative analysis, no credits were taken for existing uses on the subject site.

**Table 1: Trip Generation Rates**

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Mid-Rise	221	5.44	26%	74%	0.36	61%	39%	0.44

According to Table 2, the net Daily, AM and PM peak hour trips potentially generated due to the planned development are 1,088, 72 and 88 trips respectively. According to *Table 12.b.2.D-7 3A* from the *PBC – TPS* and given the trip generation characteristics from Table 2, a 1-mile Radius of Development Influence (RDI) needs to be considered for traffic impact analysis.

**Table 2: Trip Generation**

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Mid-Rise	200 DU	1,088	19	53	72	54	34	88
<b>Net Proposed Traffic</b>		<b>1,088</b>	<b>19</b>	<b>53</b>	<b>72</b>	<b>54</b>	<b>34</b>	<b>88</b>

### 3. EXISTING CONDITIONS

Boutwell Road is the major roadway serving as primary access road to the project. It has a two-lane cross-section within the RDI. Figure 2 shows the lane characteristics of the roadway network considered within the RDI.

The proposed development for the *Boutwell Road Apartments* property is within the 10<sup>th</sup> Ave N Urban Redevelopment Area (URA) Traffic Concurrency Exception Area (TCEA). Exhibit 3 shows the site location in relation to the 10<sup>th</sup> Ave N URA.

### 4. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Exhibit 4 includes a copy of a previously approved traffic assignment for the site. Previous approval included parcel identified with PCN 38-43-44-20-01-034-0010 which is not included in the *Boutwell Road Apartments* project. Exhibit 5 includes a copy of the latest TPS approval including PCNs 38-43-44-20-01-034-0010 and 38-43-44-20-01-034-0040. Figure 2 includes project Traffic Assignment on all roadway links included within a 1-mile RDI.

According to *Article 12 of the PBC ULDC – Chapter K. Section Five*, a traffic study providing Traffic Assignment throughout the Test 1 Radius of Development Influence (RDI) shall be included in the Traffic Impact Study. Table 3 includes the traffic assignment within Test 1 RDI.







**Table 3: Project Impact**

Roadway	From	To	Ln	Number of Existing and Proposed Traffic Signals - 1	Length (miles)	Signal s per mile	Class	LOS Capacity	Traffic Assignment	Project Traffic	Traffic Impact
Boutwell Rd	Lake Worth Rd	2nd Ave N	2	1	0.13	7.7	Class II	810	5%	3	0.37%
Boutwell Rd	2nd Ave N	Site	2	1	0.64	1.6	Class I	880	10%	5	0.57%
Boutwell Rd	Site	10th Av N							90%	49	5.57%
Florida Mango Rd	10th Ave N	Forest Hill Blvd	2	1	1.56	0.6	Class I	880	10%	5	0.57%
Congress Ave	Lake Worth Rd	French Ave	6D	1	0.47	2.1	Class II	2,680	10%	5	0.19%
Congress Ave	French Ave	10th Ave N	6D	1	0.29	3.4	Class II	2,680	10%	5	0.19%
Congress Ave	10th Ave N	Forest Hill Blvd	6D	5	1.53	3.3	Class II	2,680	10%	5	0.19%
10th Ave N	Kirk Rd	Congress Ave	5	3	1.01	3.0	Class II	1,770	10%	5	0.28%
10th Ave N	Congress Ave	Florida Mango Rd	5	6	1.31	4.6	Class II	1,770	30%	16	0.90%
10th Ave N	Florida Mango Rd	Boutwell Rd							40%	22	1.24%
10th Ave N	Boutwell Rd	I-95							50%	27	1.53%
10th Ave N	I-95	N A St	5	3	0.17	17.6	Class II	1,770	20%	11	0.62%
10th Ave N	N A St	Dixie Hwy	5	3	0.48	6.3	Class II	1,770	20%	11	0.62%
2nd Ave N	Congress Ave	Boutwell Rd	2	1	0.89	1.1	Class I	880	2%	1	0.11%
Lake Worth Rd	Congress Ave	Boutwell Rd	4D	2	0.87	2.3	Class II	1,770	3%	2	0.11%
Lake Worth Rd	Boutwell Rd	Lake/Lucerne Split	4	5	0.60	8.3	Class II	1,680	5%	3	0.18%

AM		PM	
IN	OUT	IN	OUT
19	53	54	34

## 5. LINK ANALYSIS

According to *Article 12 of the PBC ULDC – Chapter K. Section Five* projections of future traffic at the site access must be submitted to PBC for the proposed Project. Table 4 and Table 5 show future traffic in front of the site access. Exhibit 6 includes 2020 peak hour directional counts published by PBC - Traffic Division, Exhibit 7 includes a 3-year growth rate calculation within the RDI, and, Exhibit 8 includes link volumes of projects approved in PBC up to December 2020.



Table 4: Test 1 - Part Two - Links – AM Peak Hour

Road	From	To	Ln	AM 2020 Traffic		2026 Background Traffic <sup>1</sup>		Approved Projects		2026 Background Traffic (1%) + Approved		Total Traffic Without Project		Project Assignment	Project Traffic		Total Traffic With Project		Peak Direction Service Volume	Meets peak direction LOS?
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		
Boutwell Rd	2nd Ave N	Site	2	553	316	642	367	60	66	647	401	647	401	10%	2	5	649	406	880	Yes
Boutwell Rd	Site	10th Av N						69	60	656	395	656	395	90%	48	17	704	412	880	Yes

Boutwell Road Apartments	AM	
	IN	OUT
200 Apartments	19	53

Table 5: Test 1 - Part Two - Links – PM Peak Hour

Road	From	To	Ln	PM 2020 Traffic		2026 Background Traffic <sup>1</sup>		Approved Projects		2026 Background Traffic (1%) + Approved		Total Traffic Without Project		Project Assignment	Project Traffic		Total Traffic With Project		Peak Direction Service Volume	Meets peak direction LOS?
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		
Boutwell Rd	2nd Ave N	Site	2	397	549	461	637	79	74	500	657	500	657	10%	5	3	505	660	880	Yes
Boutwell Rd	Site	10th Av N						75	79	496	662	496	662	90%	31	49	527	711	880	Yes

Boutwell Road Apartments	PM	
	IN	OUT
200 Apartments	54	34

<sup>1</sup>Exhibit 7 includes a Growth Rate calculation across the RDI. GR=2.52%.

## 6. DRIVEWAY ANALYSIS

Given the site location and parcel configuration, access options are limited where the most viable option for the project would be connecting to Boutwell Road. A full access on Boutwell Road will be requested when applying for a driveway permit.

Based on *PBC Land Development Design Standards Manual*, a left-turn lane is required at each driveway where inbound peak hour left-turning traffic is equal or greater than 30 vehicles. A right-turn lane is required at each driveway where street Average Daily Traffic (ADT) volumes exceed 10,000 vehicles per day, and driveway daily volume is greater than 1,000 trips, with inbound peak hour right-turning traffic being at least 75 vehicles. Figure 3 provides Daily, AM and PM peak hour driveway volumes for the *Boutwell Road Apartments* project. Turn lanes are not warranted at the project driveway.

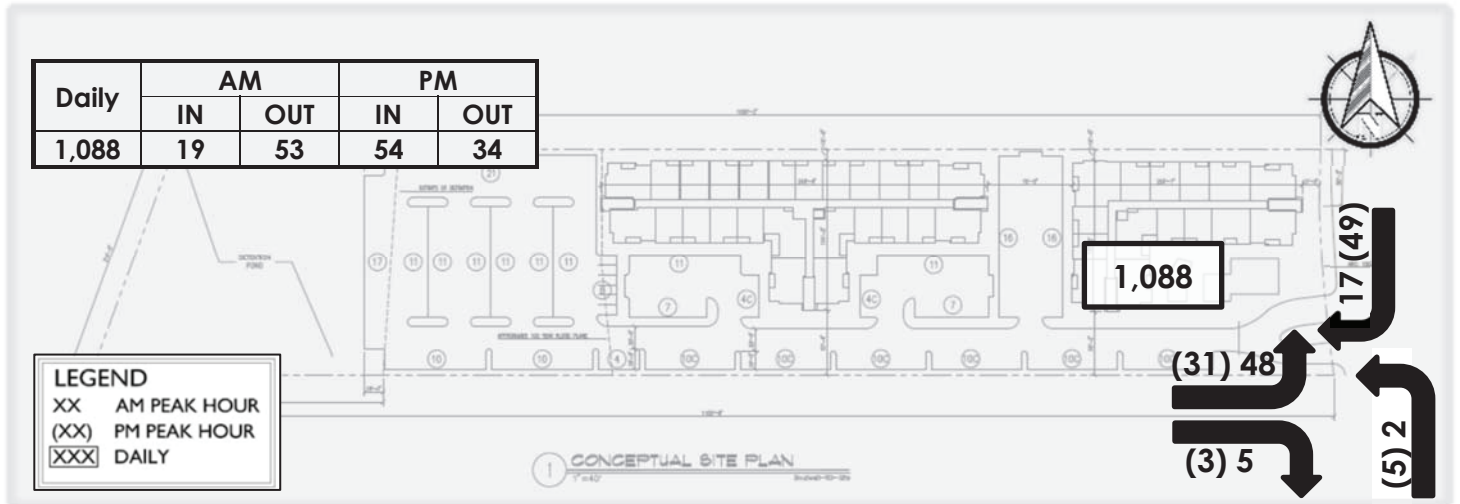


Figure 3: Project Driveway Volumes

Furthermore, according to the Palm Beach County Land Development Design Standards manual, the subject driveway is classified as an Intermediate Driveway. As such, it shall provide a 50-foot throat measured from the street right-of-way to any interior service drive or parking space, and a minimum pavement return radii of 30 feet.

## 7. ADDITIONAL ANALYSIS

As previously requested by Palm Beach County Traffic Division, an HCS analysis at the intersection of 10<sup>th</sup> Avenue and Boutwell Road is being provided in Exhibit 9. Table 6 summarizes the results of the HCS analysis.

**Table 6: 10<sup>th</sup> Avenue and Boutwell Road HCS Summary**

	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
AM												
Volume (veh/h)	10	1,316	216	327	1,092	25	190	15	285	36	11	16
95% Queue Length	0.4	26.3	29.9	28.2	4.2	4.6	11.8	19.0	-	2.8	1.6	-
Intersection Delay, s/veh / LOS	36.6/D											
PM												
Volume (veh/h)	10	1,043	257	298	1,591	16	222	14	237	35	36	25
95% Queue Length	0.4	14.2	18.7	21.6	4.9	5.2	14.9	15.6	-	2.7	3.8	-
Intersection Delay, s/veh / LOS	23.6/C											

As shown in Table 6, future operations at the 10<sup>th</sup> Avenue and Boutwell Road intersection will operate at LOS 'D' or better at project build-out.

## 8. CONCLUSIONS AND RECOMMENDATIONS

The *Boutwell Road Apartment* project is located west of Boutwell Road, just south of 10<sup>th</sup> Avenue in the City of Lake Worth Beach, Florida. The applicant is proposing a 200-apartment complex on the subject site. The proposed development will most likely generate 1,088 Daily trips where 72 two-way trips will occur during the AM peak hour and 88 during the PM peak hour. Project build-out is expected in the year 2026.

The proposed development for the *Boutwell Road Apartments* property is within the 10<sup>th</sup> Ave N Urban Redevelopment Area (URA) Traffic Concurrency Exception Area (TCEA).

As required in Article 12 of the PBC ULDC – Chapter K. Section Five, a traffic study providing Traffic Generation, Assignment throughout the Test 1 Radius of Development Influence and projections of future traffic at the site access are required to be submitted to PBC.

The proposed *Boutwell Road Apartments* project has been evaluated following *Article 12 - TPS* of the *PBC Unified Land Development Code*. This analysis shows the proposed development will be in compliance with PBC – TPS and with City of Lake Worth Beach standards.

## **Exhibit 1: Property Appraiser Information**

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**Property Detail**

Location Address 3300 BOUTWELL RD  
Municipality LAKE WORTH BEACH  
Parcel Control Number 38-43-44-20-01-034-0040  
Subdivision MODEL LAND CO IN  
Official Records Book 25049 Page 47  
Sale Date FEB-2012  
Legal Description MODEL LAND CO S 200 FT OF W 55 FT & S 200 FT OF E 265.4 FT OF TR 34 (LESS ELY 55 FT BOUTWELL RD R/W) & S 200 FT OF TRS 35 & 36

**Owner Information**

Owners	Mailing address
BOYNTON HOLDINGS LLC	17825 FIELDBROOK CIR W BOCA RATON FL 33496 1528

**Sales Information**

Sales Date	Price	OR Book/Page	Sale Type	Owner
FEB-2012	\$603,910	25049 / 00047	WARRANTY DEED	BOYNTON HOLDINGS LLC
JUN-1997	\$600,000	09836 / 01993	WARRANTY DEED	
FEB-1997	\$490,000	09677 / 01387	WARRANTY DEED	
JAN-1976	\$190,000	02520 / 00588		

**Exemption Information**

No Exemption information available

**Property Information**

Number of Units 0  
\*Total Square Feet 0  
Acres 4.7065  
Use Code 1000 - VACANT COMMERCIAL  
Zoning MU-W - Mixed Use West ( 38-LAKE WORTH BEACH )

**Appraisals**

Tax Year	2020	2019	2018
Improvement Value	\$10,863	\$11,119	\$5,738
Land Value	\$1,582,321	\$1,507,387	\$1,463,821
Total Market Value	\$1,593,184	\$1,518,506	\$1,469,559

*All values are as of January 1st each year*

**Assessed and Taxable Values**

Tax Year	2020	2019	2018
Assessed Value	\$1,222,758	\$1,111,598	\$1,010,544
Exemption Amount	\$0	\$0	\$0
Taxable Value	\$1,222,758	\$1,111,598	\$1,010,544

**Taxes**

Tax Year	2020	2019	2018
Ad Valorem	\$31,405	\$29,340	\$26,516
Non Ad Valorem	\$248	\$248	\$248
Total tax	\$31,653	\$29,588	\$26,764

Dorothy Jacks, CFA, AAS PALM BEACH COUNTY PROPERTY APPRAISER [www.pbcgov.org/PAPA](http://www.pbcgov.org/PAPA)

**Property Detail**

Parcel Control Number: 38-43-44-20-01-034-0040 Location Address: 3300 BOUTWELL RD  
 Owners: BOYNTON HOLDINGS LLC  
 Mailing Address: 17825 FIELDBROOK CIR W, BOCA RATON FL 33496 1528  
 Last Sale: FEB-2012 Book/Page#: 25049 / 47 Price: \$603,910  
 Property Use Code: 1000 - VACANT COMMERCIAL Zoning: MU-W - Mixed Use West ( 38-LAKE WORTH BEACH )  
 Legal Description: MODEL LAND CO S 200 FT OF W 55 FT  
 & S 200 FT OF E 265.4 FT OF TR 34  
 (LESS ELY 55 FT BOUTWELL RD R/W) Total SF: 0 Acres 4.7065  
 & S 200 FT OF TRS 35 & 36

**2020 Values (Current)**

Improvement Value \$10,863  
 Land Value \$1,582,321  
 Total Market Value \$1,593,184  
 Assessed Value \$1,222,758  
 Exemption Amount \$0  
 Taxable Value \$1,222,758

**All values are as of January 1st each year.****2020 Taxes**

Ad Valorem \$31,405  
 Non Ad Valorem \$248  
 Total Tax \$31,653

**2020 Qualified Exemptions**

No Details Found

**Applicants**

No Details Found

**Building Footprint (Building 0 )**

No Image Found

**Subarea and Square Footage (Building 0 )**

Description	Area	Sq. Footage
No Data Found.		

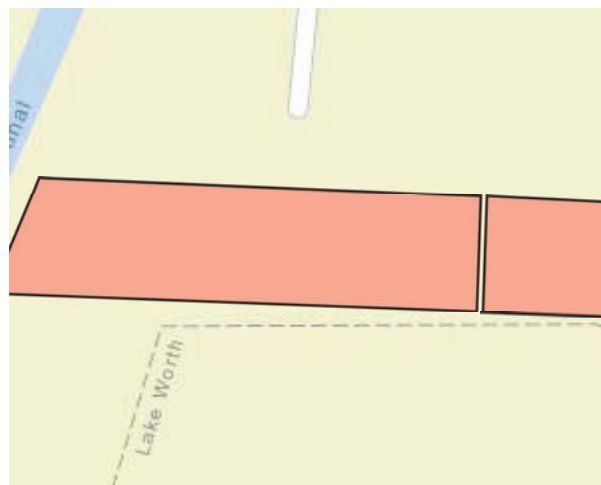
**Extra Features**

Description	Year Built	Unit
Fence- Chain Link 6ft #11 Gaug	2009	1045

Unit may represent the perimeter, square footage, linear footage, total number or other measurement.

**Structural Details (Building 0 )**

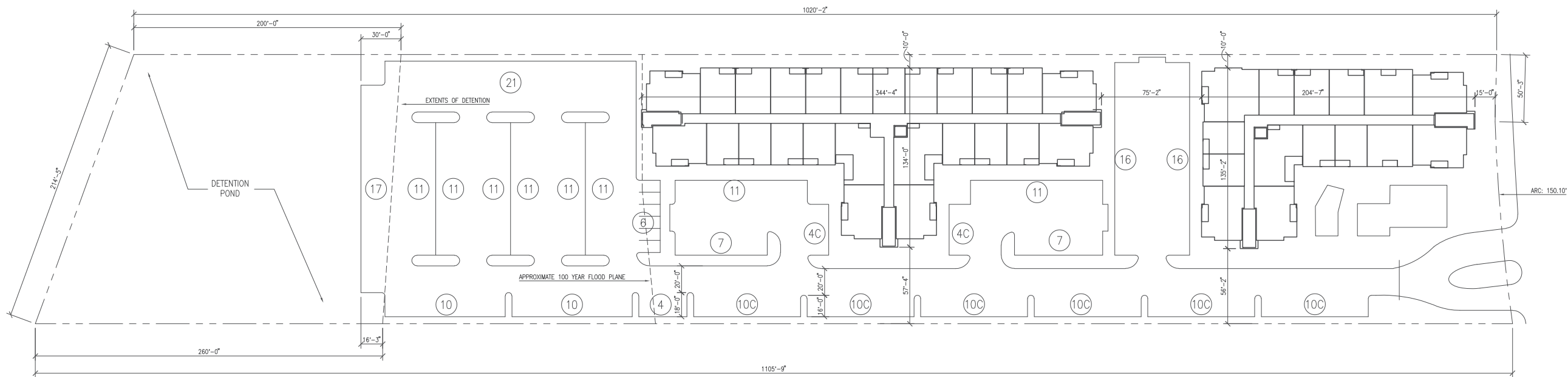
Description

**MAP**



## **Exhibit 2: Preliminary Site Plan**

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1 **CONCEPTUAL SITE PLAN**  
1" = 40' Boutwell-RD-Site

DATA

UNITS

200 TOTAL UNITS - 5 STORY  
120 - 1BR  
80 - 2BR

PARKING

271 TOTAL SPACES  
203 @ 9'X18' (STD)  
68 @ 8'X16' (COMPACT)

0.74 SPACES / UNIT

12.03.2020

**Boutwell Road Apartments**

3300 Boutwell Road, Lake Worth FI 33461 - Mark Ambach

**Meeks + Partners**  
ARCHITECTURE  
LANDPLANNING  
16000 MEMORIAL DRIVE SUITE #100 - HOUSTON, TX 77079  
281-558-8787 - 281-558-3337 - www.meekspartners.com  
CONCEPTUAL DESIGN

**M  
P**

**A-01**

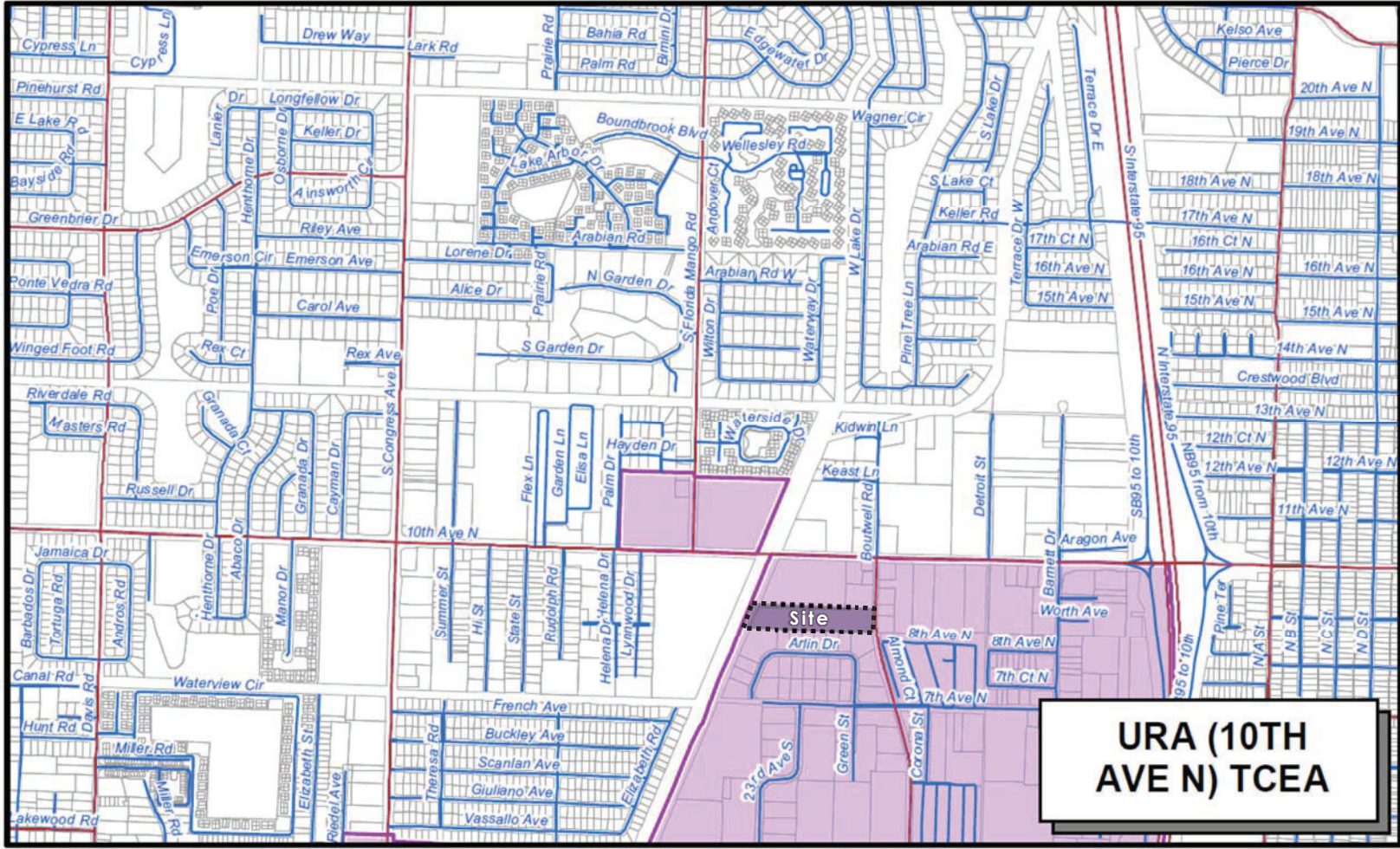
JOB NO. MA-01

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### **Exhibit 3: 10<sup>th</sup> Ave TCEA**

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## URA (10TH AVE N) TCEA

### MAP TE 15.6

#### TRAFFIC CONCURRENCY EXCEPTION AREAS (TCEA's) DETAILS 5

 Traffic Concurrency  
Exception Areas (TCEA's) \*

 Interstate 95  
 Florida's Turnpike  
 Major Roads  
 Minor Roads

\* For Further Details Upon These Features, Please  
Refer To The Transportation Element Of The  
Comprehensive Plan

SOURCES: FPC Planning Division  
Last Amended In Round 052 by Ord. 2026-048



#### PALM BEACH COUNTY COMPREHENSIVE PLAN MAP SERIES



500 0 500 1,000 1,500 2,000 Feet

Effective Date: TBD  
Filename: N:\Map Series\Map 15.6.dwg  
Contact: FPC Planning Dept.

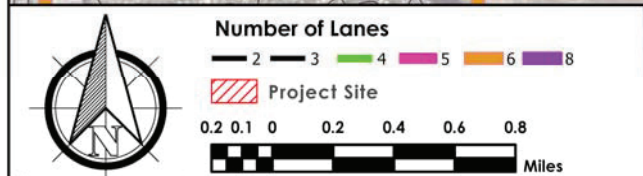
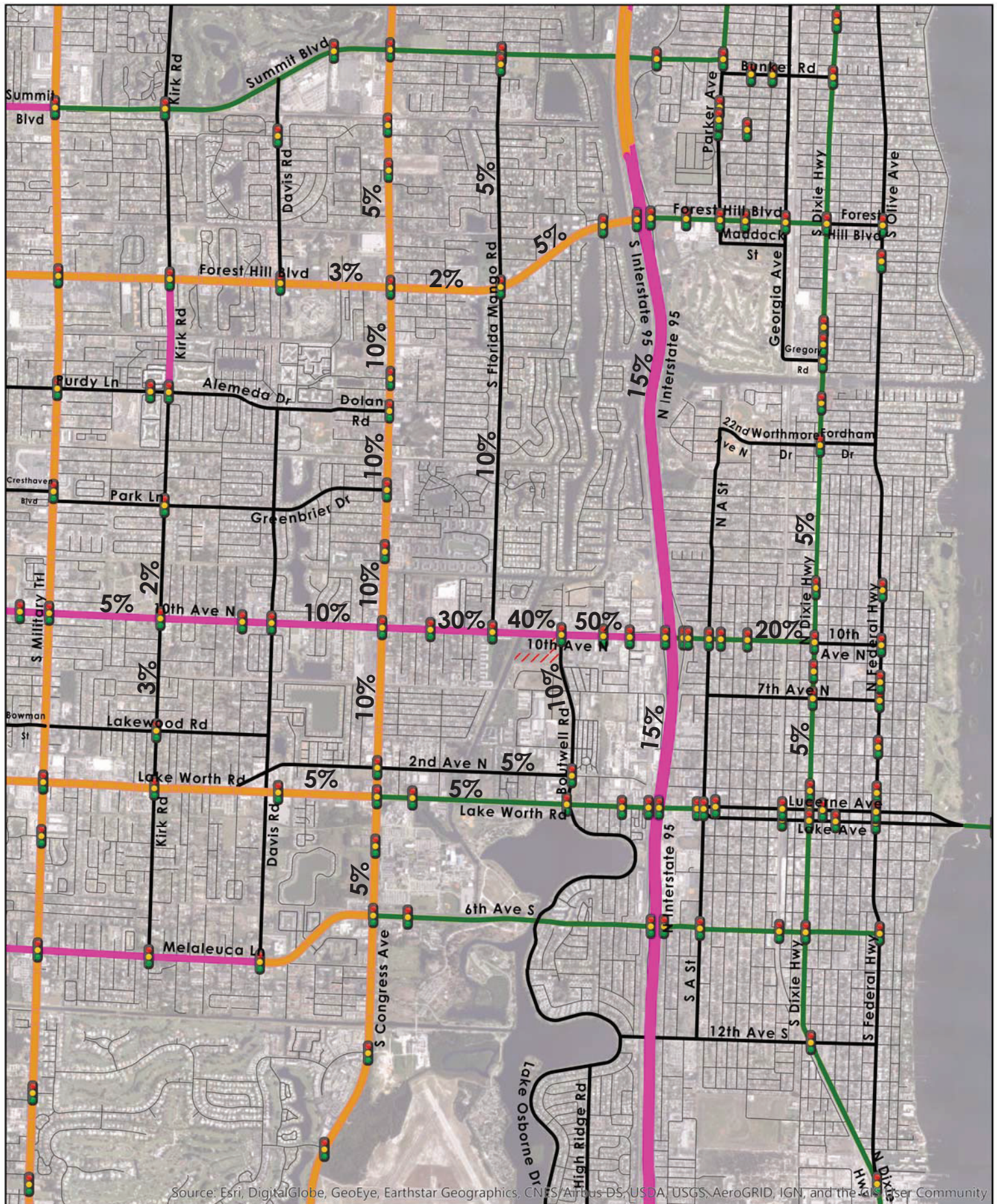
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## **Exhibit 4: Approved Trip Distribution**

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**Figure 2:**  
**Traffic Distribution**  
**Akal Property**





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## **Exhibit 5: TPS Approval**

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**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



**Palm Beach County  
Board of County  
Commissioners**

Melissa McKinlay, Mayor

Mack Bernard, Vice Mayor

Hal R. Valeche

Paulette Burdick

Dave Kerner

Steven L. Abrams

Mary Lou Berger

**County Administrator**

Verdenia C. Baker

February 27, 2018

Mark E. Stivers, AICP  
Assistant Director  
Planning, Zoning, & Preservation  
Community Sustainability Department  
City of Lake Worth  
1900 2<sup>nd</sup> Avenue North  
Lake Worth, FL 33461

**RE: Akal Property  
Project #: 171004  
Traffic Performance Standards Review**

Dear Mr. Stivers:

The Palm Beach County Traffic Division has reviewed the **Akal Property** Traffic Statement, revised November 20, 2017, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land Development Code (ULDC). The project is summarized as follows:

<b>Municipality:</b>	City of Lake Worth
<b>Location:</b>	SW corner of 10 <sup>th</sup> Avenue N and Boutwell Road
<b>PCN:</b>	38-43-44-20-01-034-0010; -0040
<b>Access:</b>	Right-in access driveway connection on 10 <sup>th</sup> Avenue N, one right-in/right-out and one full access driveway connections on Boutwell Road (project proposed, not necessarily implies approval by County through this TPS letter)
<b>Existing Uses:</b>	Vacant
<b>Proposed Uses:</b>	Apartments = 158 DUs Hotel = 110 Rooms
<b>New Daily Trips:</b>	1,860
<b>New Peak Hour Trips:</b>	133 AM (47/86); 157 PM (95/62)
<b>Build-out:</b>	December 31, 2022

Based on our review, the Traffic Division has determined the proposed development is within 10<sup>th</sup> Ave N Urban Redevelopment Area (URA) Traffic Concurrency Exemption Area (TCEA) and therefore meets the Traffic Performance Standards of Palm Beach County. However, we advise the City to consider the following:

1. Project driveway on 10<sup>th</sup> Avenue N shall be limited to right-in only and the design shall be based on the discretion of the County Engineer due to the driveway's interference with the proposed west approach exclusive right turn lane at the intersection of 10<sup>th</sup> Avenue N and Boutwell Road.
2. The driveway connections onto Boutwell Road shall be designed as follows: right-in/right-out only to the north and full access to the south.

"An Equal Opportunity  
Affirmative Action Employer"



printed on sustainable  
and recycled paper



Mark E. Stivers, AICP  
February 27, 2018  
Page 2

Additionally, a condition to extend the northbound left turn lane at the intersection of 10<sup>th</sup> Avenue North and Boutwell Road to 530 feet minimum shall be imposed and incorporated into the Development Order.

Please note the receipt of a Traffic Performance Standards (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. **A discussion with Palm Beach County, involving at a minimum Traffic Division, Land Development Division, and Roadway Production Division, is advisable for access related issues of the site plan on County maintained roadways before a site plan is submitted to the municipality for consideration.**

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 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](mailto:QBari@pbcgov.org).

Sincerely,

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

Quazi Bari, P.E.  
Senior Professional Engineer  
Traffic Division

QB:DS/bc

cc: Addressee:

Dr. Juan F. Ortega, P.E., JFO Group, Inc.  
Dominique Simeus, E.I., Project Coordinator II, Traffic Division  
Steve Bohovsky, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review  
N:\TRAFFIC\DS\MUNICIPALITIES\APPROVALS\2018\171004 - AKAL PROPERTY.DOC



## **Exhibit 6: PBC Counts**

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STN#	ROAD	FROM	TO	LANES	PK HR LOS	DAILY TRAFFIC VOLUMES					*2020 DAILY		19-20 GR	3YR GR	2020 AM PEAK HOUR			2020 PM PEAK HOUR		
						2015	2016	2017	2018	2019	VOL	DATE			2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
2607	BLUE HERON BLVD	Congress Ave	Australian Ave	6D	2680	36520	36338		38822	37196										
2823	BLUE HERON BLVD	Australian Ave	Old Dixie Hwy	6D	2680	31650	33610		34467	32046										
2811	BLUE HERON BLVD	Old Dixie Hwy	US 1	5	1770		21227		25058	23005										
6408	BOCA RIO RD	Glades Rd	Palmetto Park Rd	2	810	16394	16918	17642	18280	18020	18870	2/10/2020	4.50%	2.27%	1595	864	731	1762	867	919
6418	BOCA RIO RD	Palmetto Park Rd	SW 18th St	2	880	12717	12969	14185	14800	15079	15434	2/3/2020	2.30%	2.85%	1291	722	586	1624	679	967
4676	BOUTWELL RD	10th Ave N	2nd Ave N	2	880	10337	11327		11365		10381	2/24/2020			869	553	316	925	397	549
5401	BOYNTON BEACH BLVD	SR 7	Lyons Rd	4D	1960	15242	15783		16207	17158	17236	3/11/2020	0.45%		1276	674	641	1377	723	689
5103	BOYNTON BEACH BLVD	Lyons Rd	Turnpike	6D	2680	37476	38386	40054	42725	43664	45751	3/11/2020	4.56%	4.53%	3753	2240	1523	3736	1718	2092
5201	BOYNTON BEACH BLVD	Turnpike	Hagen Ranch Rd	6D	2680	46955	50595		55602	53763	55817	3/11/2020	3.68%		4600	2305	2374	4864	2583	2281
5641	BOYNTON BEACH BLVD	Hagen Ranch Rd	Jog Rd	6D	2940	41813	44327	47912	48018	46218										
5633	BOYNTON BEACH BLVD	Jog Rd	El Clair Ranch Rd	6D	2940	39735	43169	44471	43748	44477	43850	1/21/2020	-1.43%	-0.47%	3202	1616	1604	3348	1839	1532
5611	BOYNTON BEACH BLVD	El Clair Ranch Rd	Military Tr	6D	2680	45350	46207		49428	47376										
5613	BOYNTON BEACH BLVD	Military Tr	Lawrence Rd	6D	2940	37509	38781		41234	39446										
5601	BOYNTON BEACH BLVD	Lawrence Rd	Congress Ave	6D	2680	40732	42201	43704	41620	42796										
5615	BOYNTON BEACH BLVD	Congress Ave	Old Boynton Rd	6D	2940	34792	36376		37388	38341	36552	1/27/2020	-4.89%		2590	1487	1181	2786	1316	1482
6426	CAIN BLVD	Yamato Rd	W Kimberly Blvd	2	880	8960	9299	9089	9770	10367	10468	2/12/2020	0.96%	4.82%	929	508	469	1109	410	699
6422	CAIN BLVD	W Kimberly Blvd	Glades Rd	2	880	14742	15274	15113	15518	15909	16148	2/12/2020	1.48%	2.23%	1280	652	653	1514	766	749
6619	CAMINO REAL	Powerline Rd	Camino del Mar	4D	1960	10748	11908	12935	13036	12699										
6636	CAMINO REAL	Camino del Mar	Military Tr	4D	1960	14221		14571	16203	15082										

## Palm Beach County Trip Generation Rates

(Effective with traffic studies submitted to the County on or after 4/15/2019)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	In/Out	AM Peak Hour Rate/Equation	In/Out	PM Peak Hour Rate/Equation
Industrial	Light Industrial	110	1000 S.F.	4.96	10%	88/12	0.7	13/87	0.63
	Warehouse	150	1000 S.F.	1.74	10%	77/23	0.17	27/73	0.19
	Flex Space - IND FLU	PBC	1000 S.F.	7.86	10%	64/36	1.53	40/60	1.21
	Flex Space - COM FLU	PBC	1000 S.F.	29.67	45%	72/28	2.12	40/60	2.67
	Mini-Warehouse/SS	151	1000 S.F.	1.51	10%	60/40	0.1	47/53	0.17
Residential	Single Family Detached	210	Dwelling Unit	10	0%	25/75	0.74	63/37	$\ln(T) = 0.96 \ln(X) + 0.20$
	Multifamily Low-Rise Housing upto 2 story (Apartment/Condo/TH)	220	Dwelling Unit	7.32	0%	23/77	0.46	63/37	0.56
	Multifamily Mid-Rise Housing 3-10 story (Apartment/Condo/TH)	221	Dwelling Unit	5.44	0%	26/74	0.36	61/39	0.44
	55+ SF Detached	251	Dwelling Unit	4.27	0%	33/67	0.24	61/39	0.30
	55+ SF Attached	252	Dwelling Unit	3.7	0%	35/65	0.2	55/45	0.26
	Congregate Care Facility	253	Dwelling Unit	2.02	0%	60/40	0.07	53/47	0.18
	Assisted Living Facility	254	Beds	2.6	0%	63/37	0.19	38/62	0.26
Ldg	Hotel	310	Rooms	8.36	10%	59/41	0.47	51/49	0.6
Rec	Movie Theater	444	Seats	1.76	5%	N/A	0	55/45	0.09
	Health Club	492	1000 S.F.	32.93	5%	50/50	1.41	57/43	3.53
Institutional	Elementary School	520	Students	1.89	0%	54/46	0.67	48/52	0.17
	Middle/Junior School	522	Students	2.13	0%	54/46	0.58	49/51	0.17
	High School	530	Students	2.03	0%	67/33	0.52	48/52	0.14
	Private School (K-8)	534	Students	Use Private K-12 rate	0%	55/45	0.91	46/54	0.26
	Private School (K-12)*	536	Students	2.48	0%	61/39	0.80	43/57	0.17
	Church/Synagogue <sup>a</sup>	560	1000 S.F.	6.95	5%	60/40	0.33	45/55	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.	10.72	10%	68/32	0.89	32/68	0.97
	Nursing Home	620	Beds	3.06	10%	72/28	0.17	33/67	0.22
Office	General Office (>5,000 SF GFA)	710	1000 S.F.	$\ln(T) = 0.97 \ln(X) + 2.50$	10%	86/14	$T = 0.94(X) + 26.49$	16/84	1.15
	Small Office Building (<=5,000 SF GFA)	712	1000 S.F.	16.19	10%	83/18	1.92	32/68	2.45
	Medical Office	720	1000 S.F.	34.8	10%	78/22	2.78	28/72	3.46
	Medical Office (Reduced) <sup>b</sup>	PBC	1000 S.F.	17.4	10%	78/22	1.39	28/72	1.73
	Government Office	730	1000 S.F.	22.59	10%	75/25	3.34	25/75	1.71

## **Exhibit 7: Growth Rate**

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## Area Wide Growth Rate

### Boutwell Road Apartments

Roadway	From	To	PBC/F-DOT		PBC	
			2016	2019	2017	2020
Boutwell Rd	Lake Worth Rd	2 <sup>nd</sup> Ave N	10,600	10,000	0	0
Boutwell Rd	2 <sup>nd</sup> Ave N	10 <sup>th</sup> Ave N	0	0	11,327	10,381
Florida Mango Rd	10 <sup>th</sup> Ave N	Forest Hill Blvd	10,853	11,464	0	0
Congress Ave	Lake Worth Rd	French Ave	35,400	41,140	0	0
Congress Ave	French Ave	10 <sup>th</sup> Ave N	39,628	46,689	0	0
Congress Ave	10 <sup>th</sup> Ave N	Forest Hill Blvd	36,796	42,189	0	0
10 <sup>th</sup> Ave N	Kirk Rd	Congress Ave	0	0	32,274	32,836
10 <sup>th</sup> Ave N	Congress Ave	Florida Mango Rd	46,089	45,262	0	0
10 <sup>th</sup> Ave N	Florida Mango Rd	Site				
10 <sup>th</sup> Ave N	Site	Boutwell Rd				
10 <sup>th</sup> Ave N	Boutwell Rd	I-95				
10 <sup>th</sup> Ave N	I-95	N A St	30,500	32,500	0	0
10 <sup>th</sup> Ave N	N A St	Dixie Hwy (US-1)	22,000	22,000	0	0
10 <sup>th</sup> Ave N	Dixie Hwy (US-1)	#REF!				
2 <sup>nd</sup> Ave N	Congress Ave	Boutwell Rd	0	0	5,266	6,900
Lake Worth Rd	Congress Ave	Boutwell Rd	21,000	23,000	0	0
Lake Worth Rd	Boutwell Rd	Lake/Lucerne Split	23,000	25,500	0	0
<b>Σ</b>			275,866	299,744	48,867	50,117

Base Year (Σ 2016 + Σ 2017)	324,733
Future Year (Σ 2019+ Σ 2020)	349,861
<b>Area Wide Growth</b>	<b>2.52%</b>

STN#	ROAD	FROM	TO	LANES	PK HR LOS	DAILY TRAFFIC VOLUMES					*2020 DAILY		19-20 GR	3YR GR	2020 AM PEAK HOUR			2020 PM PEAK HOUR		
						2015	2016	2017	2018	2019	VOL	DATE			2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
2607	BLUE HERON BLVD	Congress Ave	Australian Ave	6D	2680	36520	36338		38822	37196										
2823	BLUE HERON BLVD	Australian Ave	Old Dixie Hwy	6D	2680	31650	33610		34467	32046										
2811	BLUE HERON BLVD	Old Dixie Hwy	US 1	5	1770		21227		25058	23005										
6408	BOCA RIO RD	Glades Rd	Palmetto Park Rd	2	810	16394	16918	17642	18280	18020	18870	2/10/2020	4.50%	2.27%	1595	864	731	1762	867	919
6418	BOCA RIO RD	Palmetto Park Rd	SW 18th St	2	880	12717	12969	14185	14800	15079	15434	2/3/2020	2.30%	2.85%	1291	722	586	1624	679	967
4676	BOUTWELL RD	10th Ave N	2nd Ave N	2	880	10337	11327		11365		10381	2/24/2020			869	553	316	925	397	549
5401	BOYNTON BEACH BLVD	SR 7	Lyons Rd	4D	1960	15242	15783		16207	17158	17236	3/11/2020	0.45%		1276	674	641	1377	723	689
5103	BOYNTON BEACH BLVD	Lyons Rd	Turnpike	6D	2680	37476	38386	40054	42725	43664	45751	3/11/2020	4.56%	4.53%	3753	2240	1523	3736	1718	2092
5201	BOYNTON BEACH BLVD	Turnpike	Hagen Ranch Rd	6D	2680	46955	50595		55602	53763	55817	3/11/2020	3.68%		4600	2305	2374	4864	2583	2281
5641	BOYNTON BEACH BLVD	Hagen Ranch Rd	Jog Rd	6D	2940	41813	44327	47912	48018	46218										
5633	BOYNTON BEACH BLVD	Jog Rd	El Clair Ranch Rd	6D	2940	39735	43169	44471	43748	44477	43850	1/21/2020	-1.43%	-0.47%	3202	1616	1604	3348	1839	1532
5611	BOYNTON BEACH BLVD	El Clair Ranch Rd	Military Tr	6D	2680	45350	46207		49428	47376										
5613	BOYNTON BEACH BLVD	Military Tr	Lawrence Rd	6D	2940	37509	38781		41234	39446										
5601	BOYNTON BEACH BLVD	Lawrence Rd	Congress Ave	6D	2680	40732	42201	43704	41620	42796										
5615	BOYNTON BEACH BLVD	Congress Ave	Old Boynton Rd	6D	2940	34792	36376		37388	38341	36552	1/27/2020	-4.89%		2590	1487	1181	2786	1316	1482
6426	CAIN BLVD	Yamato Rd	W Kimberly Blvd	2	880	8960	9299	9089	9770	10367	10468	2/12/2020	0.96%	4.82%	929	508	469	1109	410	699
6422	CAIN BLVD	W Kimberly Blvd	Glades Rd	2	880	14742	15274	15113	15518	15909	16148	2/12/2020	1.48%	2.23%	1280	652	653	1514	766	749
6619	CAMINO REAL	Powerline Rd	Camino del Mar	4D	1960	10748	11908	12935	13036	12699										
6636	CAMINO REAL	Camino del Mar	Military Tr	4D	1960	14221		14571	16203	15082										



STN#	ROAD	FROM	TO	LANES	PK HR LOS	DAILY TRAFFIC VOLUMES					*2020 DAILY		19-20 GR	3YR GR	2020 AM PEAK HOUR			2020 PM PEAK HOUR		
						2015	2016	2017	2018	2019	VOL	DATE			2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
5840	FEDERAL HWY	Linton Blvd	Lindell Blvd	4D	1960	33670	36465		37864	34359										
5663	FLAVOR PICT RD	Hagen Ranch Rd	Jog Rd	2	880	6827	7339	7818	7559	7643										
5654	FLAVOR PICT RD	Jog Rd	Military Tr	2	880	6768	7991	8272	8472	9967	10379	3/9/2020	3.97%	7.86%	767	509	348	906	374	545
3670	FLORIDA MANGO RD	Belvedere Rd	James L Turnage Blv	2	880	7656	7977	7784	6480		7717	2/18/2020		-0.29%	616	509	138	541	400	150
3646	FLORIDA MANGO RD	Summit Blvd	Forest Hill Blvd	2	880	6289	7015	7007	6876	6874	6904	12/9/2019	0.43%	-0.49%	849	472	377	701	309	398
4212	FLORIDA MANGO RD	Forest Hill Blvd	10th Ave N	2	880	10995	10853	11647	11389	11464										
3407	FOREST HILL BLVD	South Shore Blvd	SR 7	6D	3186	47835	49134	47637	50083	46754	47391	3/3/2020	1.34%	-0.17%	3379	1946	1479	3998	1773	2254
3423	FOREST HILL BLVD	SR-7	Lyons Rd	6D	2940	37209	38149		38991	38657	38306	3/2/2020	-0.92%		2908	1374	1565	3257	1670	1616
3221	FOREST HILL BLVD	Lyons Rd	Pinehurst Dr	6D	2940	36125	37452		39821	37987	38875	1/27/2020	2.28%		3342	1549	1798	3390	1752	1638
3666	FOREST HILL BLVD	Pinehurst Dr	Jog Rd	6D	2680	42563	42712		42333	41394	41227	1/27/2020	-0.41%		3333	1666	1667	3449	1736	1722
3636	FOREST HILL BLVD	Jog Rd	Sherwood Forest Blv	6D	2940	37786	40086		39859	38810										
3667	FOREST HILL BLVD	Sherwood Forest Blvd	Haverhill Rd	6D	2680	41136	42331	40880	40627	41992										
3625	FOREST HILL BLVD	Haverhill Rd	Military Tr	6D	2940	43254	44204	43503	43928	43592										
3627	FOREST HILL BLVD	Military Tr	Kirk Rd	6D	2940	41933	44156		44021	43629	42481	3/3/2020	-2.70%		3029	1761	1353	2935	1470	1498
3629	FOREST HILL BLVD	Kirk Rd	Congress Ave	6D	2680	42266	44053	44262	45722	47705										
3317	FOREST HILL BLVD	I-95	Parker Ave	5	1770	27796	27984		28275	29919	28567	3/4/2020	-4.73%		2432	1268	1164	2157	1082	1134
3831	FOREST HILL BLVD	Parker Ave	Dixie Hwy	5	1770	19467	19313	19700	20262	20735	18876	3/9/2020	-9.85%	-1.41%	1536	830	706	1544	813	738
3841	FOREST HILL BLVD	Dixie Hwy	Olive Ave	2	810	5338	5185		5307	5396	5306	3/9/2020	-1.70%		484	245	244	446	210	257
1217	FREDERICK SMALL RD	Central Blvd	Military Tr	4D	1960	8119	8869	8586	9646	8737	9075	2/4/2020	3.72%	1.86%	876	569	315	828	408	520

STN#	ROAD	FROM	TO	LANES	PK HR LOS	DAILY TRAFFIC VOLUMES					*2020 DAILY		19-20 GR	3YR GR	2020 AM PEAK HOUR			2020 PM PEAK HOUR		
						2015	2016	2017	2018	2019	VOL	DATE			2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
3606	CONGRESS AVE	Okeechobee Blvd	Belvedere Rd	4D	1770	15323	17802	17052	17541	18013	18428	2/18/2020	2.25%	2.62%	1413	725	689	1786	785	1011
3668	CONGRESS AVE	Belvedere Rd	Turnage Blvd (PBIA)	2	1140	3374	4200	4763	6083	5722										
3618	CONGRESS AVE	Southern Blvd	Gun Club Rd	6D	2940	33642	34390			40630	38696	3/9/2020	-5.00%		3634	2128	1506	3552	1354	2228
3674	CONGRESS AVE	Gun Club Rd	Summit Blvd	6D	2680	33418	35665	37940	36802	39886	37477	3/9/2020	-6.43%	-0.41%	3387	2089	1298	3360	1436	1927
3644	CONGRESS AVE	Summit Blvd	Forest Hill Blvd	6D	2680	26658	28609	31613	33222	34412	32749	3/4/2020	-5.08%	1.18%	2770	1571	1206	2936	1295	1663
4210	CONGRESS AVE	Forest Hill Blvd	10th Ave N	6D	2680	34955	36796		40729	42189										
4604	CONGRESS AVE	10th Ave N	French Ave	6D	2940	38733	39628	43828	43904	46689										
4620	CONGRESS AVE	French Ave	Lake Worth Rd	6D	2680	35400			37189	41140										
4622	CONGRESS AVE	Lake Worth Rd	6th Ave S	6D	2680	35712			39282	43373										
4626	CONGRESS AVE	6th Ave S	JFK Dr	6D	2940	35163	36054	38918	36766	39729										
4624	CONGRESS AVE	JFK Dr	Lantana Rd	6D	2940	35206	34360		37851	36141	37285	1/13/2020	3.07%		2886	1560	1397	3039	1432	1651
4600	CONGRESS AVE	Lantana Rd	Hypoluxo Rd	4D	1960	23246	25097	26324	28120	27513	27070	1/13/2020	-1.64%	0.94%	2182	1053	1129	2320	1246	1074
4610	CONGRESS AVE	Hypoluxo Rd	Gateway Blvd	6D	2940	28960	29413	31031	30883	30882	30934	1/7/2020	0.17%	-0.10%	2196	1151	1075	2612	1421	1205
5206	CONGRESS AVE	Gateway Blvd	Old Boynton Rd	6D	2680	36914	37826	38829	39958	41471										
5610	CONGRESS AVE	Boynton Beach Blvd	Woolbright Rd	6D	2680	33549	32638	30501	33115	33157	33569	1/27/2020	1.23%	3.25%	2441	1063	1649	2640	1637	1137
5624	CONGRESS AVE	Woolbright Rd	Golf Rd	6D	2680	37827	37741	38438	40974	38226										
5626	CONGRESS AVE	Golf Rd	35th Ave SW	6D	2680	36139	36988	37042	38738	36144	37875	3/2/2020	4.57%	0.74%	3181	1108	2199	3127	1913	1244
5602	CONGRESS AVE	35th Ave SW	Lake Ida Rd	6D	2680	30608	30272	31280	31428	29339	31749	3/3/2020	7.59%	0.50%	2508	1015	1548	2687	1488	1199
4641	CRESTHAVEN BLVD	Jog Rd	Sherwood Forest Blv	2	880	8729	8869	9295	9601	9461	9567	3/9/2020	1.11%	0.97%	570	252	371	813	485	328



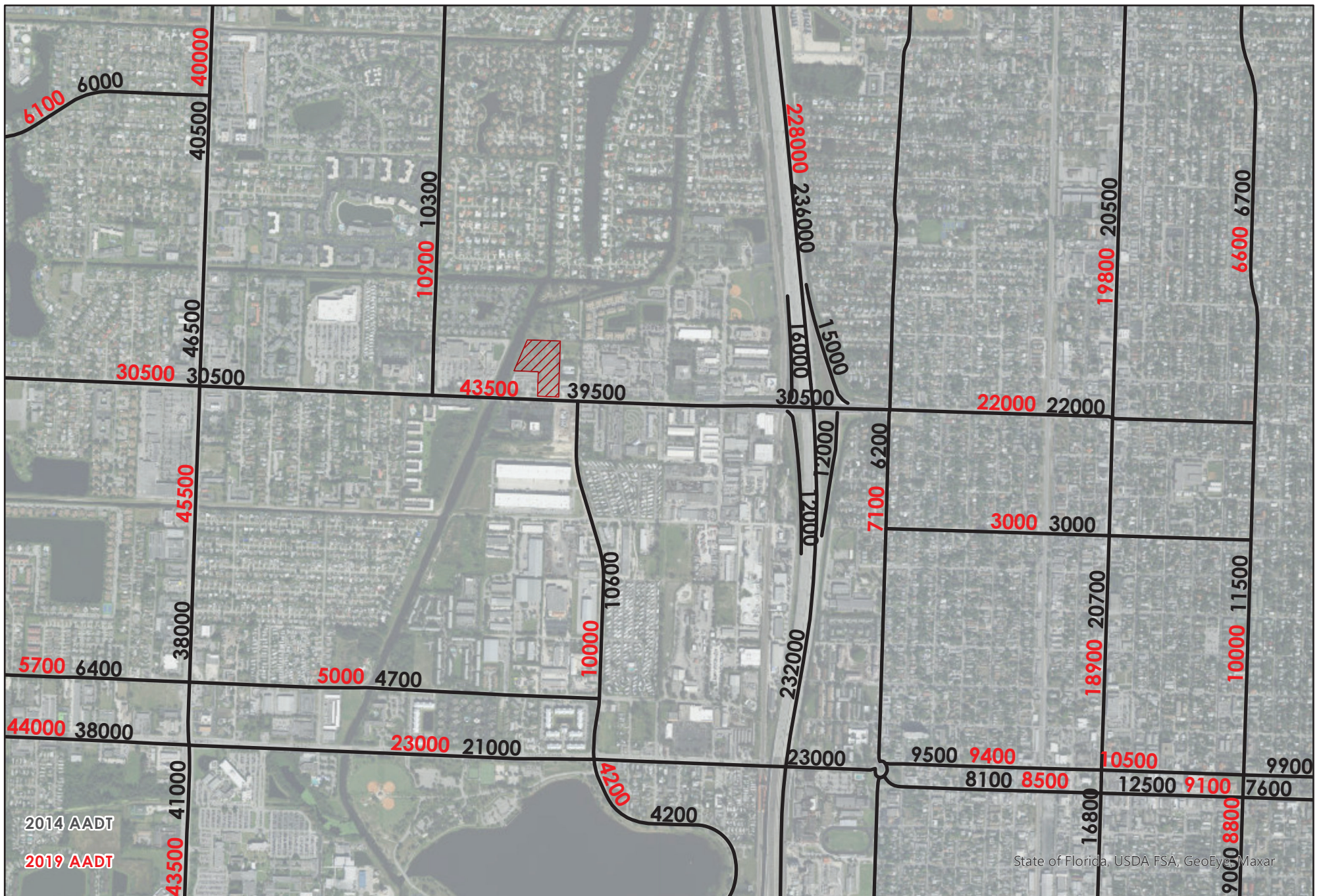
# Palm Beach County

## Historic Peak Season Traffic Counts (2015-2020)

STN#	ROAD	FROM	TO	LANES	PK HR LOS	DAILY TRAFFIC VOLUMES					*2020 DAILY		19-20 GR	3YR GR	2020 AM PEAK HOUR			2020 PM PEAK HOUR		
						2015	2016	2017	2018	2019	VOL	DATE			2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
4677	2ND AVE	Lake Worth Rd	Congress Ave	2	880	6036	6685	5967	5843	6189	6404	2/12/2020	3.36%	2.38%	491	336	165	627	235	421
4679	2ND AVE	Congress Ave	Boutwell Rd	2	880	4805	4977	5266	6190	6655	6900	2/12/2020	3.55%	9.43%	522	326	197	675	320	391
4631	6TH AVE S	Congress Ave	Sunset Ave	4D	1960	28494	30973	30485	31942	32716	34067	2/5/2020	3.97%	3.77%	2535	1550	1099	2532	1211	1366
4307	6TH AVE S	I-95	SR 805 (Dixie Hwy)	4D	1770	29872	30013	31163	31912	34706	33033	3/2/2020	-5.06%	1.96%	2423	967	1505	2725	1604	1143
4643	10TH AVE N	Jog Rd	Haverhill Rd	4D	1960	14577	15233	16418			16844	3/9/2020		0.86%	1160	503	660	1428	739	701
4601	10TH AVE N	Haverhill Rd	Military Tr	5	1770	21786	23192	21662		23463	23186	2/24/2020	-1.19%	2.29%	1872	1073	871	1789	901	903
4603	10TH AVE N	Military Tr	Kirk Rd	5	1960	26370	27508	27357	27526	27686	27868	2/24/2020	0.65%	0.62%	1902	1120	790	2143	1013	1155
4653	10TH AVE N	Kirk Rd	Congress Ave	5	1960	31960	32520	32274	31629	32877	32836	2/24/2020	-0.12%	0.58%	2106	1382	896	2550	1139	1415
4203	10TH AVE N	Congress Ave	I-95	5	1770	45255	46089			45262	44371	2/24/2020	-2.01%		3048	1762	1393	3202	1625	1577
5603	23RD AVE SW	Congress Ave	I-95	2	880	13739	14470	15725	15867	15051	15354	3/2/2020	1.97%	-0.79%	1410	789	621	1323	649	711
5305	23RD AVE SW	I-95	Seacrest Blvd	2	880	12932	13703	14291			14109	3/2/2020		-0.43%	1173	645	531	1244	637	612
5811	23RD AVE SW	Seacrest Blvd	US-1	2	810	8857	9033	9397	9788	9272	9075	1/13/2020	-2.17%	-1.16%	655	336	329	799	409	403
5621	23RD AVE SW (GOLF RD)	Military Tr	E Country Rd	2	1140	12929	12698	13570	13777	13033	13412	3/2/2020	2.83%	-0.39%	1172	682	490	1141	497	645
5617	23RD AVE SW (GOLF RD)	E Country Rd	Congress Ave	2	1140	13457	14308	14534		15290	15522	3/2/2020	1.49%	2.22%	1311	783	545	1301	596	705
1809	A1A	Jupiter Inlet Colony	US 1	2	880	7322	7802		7957	7860										

STN#	ROAD	FROM	TO	LANES	PK HR LOS	DAILY TRAFFIC VOLUMES					*2020 DAILY		19-20 GR	3YR GR	2020 AM PEAK HOUR			2020 PM PEAK HOUR		
						2015	2016	2017	2018	2019	VOL	DATE			2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
4103	LAKE WORTH RD	Lyons Rd	Florida Turnpike	6D	2940	42333	44333		45796	47252	47959	12/16/2019	1.47%		3884	2254	1630	4019	1913	2158
4201	LAKE WORTH RD	Florida Turnpike	Pinehurst Dr	6D	2680	39166	39864		42106	41990										
4645	LAKE WORTH RD	Pinehurst Dr	Jog Rd	6D	2680	46028	47722	49086	51629	50548	50687	12/18/2019	0.27%	1.08%	3147	1637	1706	4122	2224	1950
4609	LAKE WORTH RD	Jog Rd	Sherwood Forest Blv	6D	2940	45661	48538	49213	48041	50478										
4673	LAKE WORTH RD	Sherwood Forest Blvd	Haverhill Rd	6D	2680	41210	44200	44409	44850	44696										
4627	LAKE WORTH RD	Haverhill Rd	Military Tr	6D	2940	44371	45507		44984	44830										
4611	LAKE WORTH RD	Military Tr	Kirk Rd	6D	2680	42951	44545		44802	43679										
4647	LAKE WORTH RD	Kirk Rd	Congress Ave	6D	2940	38415		40892	40684	40791										
4651	LAKE WORTH RD	Congress Ave	Boutwell Rd	4D	1770	23415			26619	27172										
4403	LANTANA RD	SR-7	Lyons Rd	4D	1770	15574	16340	16264	17057	17234	17469	1/13/2020	1.35%	2.41%	1521	622	909	1570	881	695
4207	LANTANA RD	Lyons Rd	Hagen Ranch Rd	4D	1960	25977	26822	26691	28535	28262	29044	1/13/2020	2.69%	2.86%	2499	1178	1396	2635	1459	1189
4669	LANTANA RD	Hagen Ranch Rd	Jog Rd	6D	2940	32219	35348	32971	36116	36095	36548	1/13/2020	1.24%	3.49%	3070	1637	1441	3238	1633	1606
4619	LANTANA RD	Jog Rd	Haverhill Rd	6D	2940	35845	39735	39406	42984	43695	43322	1/13/2020	-0.86%	3.21%	3208	1514	1717	3652	1874	1778
4675	LANTANA RD	Haverhill Rd	Military Tr	6D	2940	42602	45595	47280	47038	46680	47308	1/14/2020	1.33%	0.02%	3701	2185	1565	3859	1750	2149
4605	LANTANA RD	Military Tr	Lawrence Rd	6D	2940	41854	45429	47961	49357	49084	49382	1/13/2020	0.60%	0.98%	4045	2392	1676	3893	1632	2261
4665	LANTANA RD	Lawrence Rd	Congress Ave	6D	2940	47054	48924	49596	50923	50634	51023	1/13/2020	0.76%	0.95%	3971	2374	1597	4052	1726	2411
4623	LANTANA RD	Congress Ave	High Ridge Rd	6D	2940	41390	44905	45198	46300	48503	47213	1/13/2020	-2.73%	1.46%	3600	2179	1452	3677	1650	2043
4807	LANTANA RD	Redding Dr	Federal Hwy	5	1770	19392	18710	18494	18253	17922	17463	2/10/2020	-2.63%	-1.89%	1196	592	729	1292	587	727
4608	LAWRENCE RD	Lantana Rd	Hypoluxo Rd	2	880	11157	11341	10800	11977	11792	11633	1/7/2020	-1.37%	2.51%	1126	629	504	1027	593	459





Project Site



**Figure:**  
**F-DOT 2016 Vs 2019 AADT**  
**Golden Road Apartments**



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## **Exhibit 8: Committed Traffic**

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A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Boutwell Rd			STATION: 4676			Report Created	
	CURRENT YEAR: 2020			FROM: 2nd Ave N			12/7/2020	
	ANALYSIS YEAR: 2026			TO: Midpoint				
	GROWTH RATE: 0%			COUNT DATE: 2/24/2020				
				PSF: 1				

	Link Analysis					
Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	869	553	316	925	397	549
Peak Volume	869	553	316	925	397	549
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	869	553	316	925	397	549

Committed Developments							Type	% Complete
Lake Worth Corners	29	6	23	63	36	27	Res	0%
Palm Springs Park of Commerce	0	0	0	1	1	0	NR	75%
Lake Worth Middle School	29	16	13	8	4	4	NR	77.20%
Mid-County Center	1	0	1	1	1	0	NR	49%
Race-Trac	0	0	0	0	0	0	NR	100%
The Village at Lake Worth	0	0	0	0	0	0	Res	100%
APEC Petroleum	2	1	1	2	1	1	NR	66%
Value Place Hotel	0	0	0	0	0	0	NR	100%
The Villages II at Lake Osborne	3	2	1	3	1	2	Res	70%
Village of Valor East	19	15	4	22	8	14	Res	0%
Waterville	0	0	0	0	0	0	Res	100%
Villages of Valor West	9	8	2	10	3	7	Res	0%
WAWA-Lakeworth & Congress	0	0	0	0	0	0	NR	100%
Akal Property	13	5	9	16	9	6	Res	0%
Golden Roads Apartments	5	1	4	6	4	2	Res	0%
Banyan Court	0	0	0	0	0	0	Res	100%
Waterside Plaza	2	1	1	7	4	4	NR	75%
7-Eleven - 1900 10th Ave	17	9	8	15	8	8	NR	10%
3322 Boutwell Road	5	1	4	4	3	2	Res	0%
Total Committed Developments	134	65	71	158	83	77		
Total Committed Residential	83	38	47	124	64	60		
Total Committed Non-Residential	51	27	24	34	19	17		
Double Count Reduction	10	5	5	7	4	3		
Total Discounted Committed Developments	124	60	66	151	79	74		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	177	94	85	208	103	108		
Growth Volume Used	177	94	85	208	103	108		
Total Volume	1046	647	401	1133	500	657		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data		
ROAD NAME: Boutwell Rd	STATION: 4676	Report Created
CURRENT YEAR: 2020	FROM: Midpoint	12/7/2020
ANALYSIS YEAR: 2026	TO: 10th Ave N	
GROWTH RATE: 0%	COUNT DATE: 2/24/2020	
	PSF: 1	

Time Period	Link Analysis					
	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	869	553	316	925	397	549
Peak Volume	869	553	316	925	397	549
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	869	553	316	925	397	549

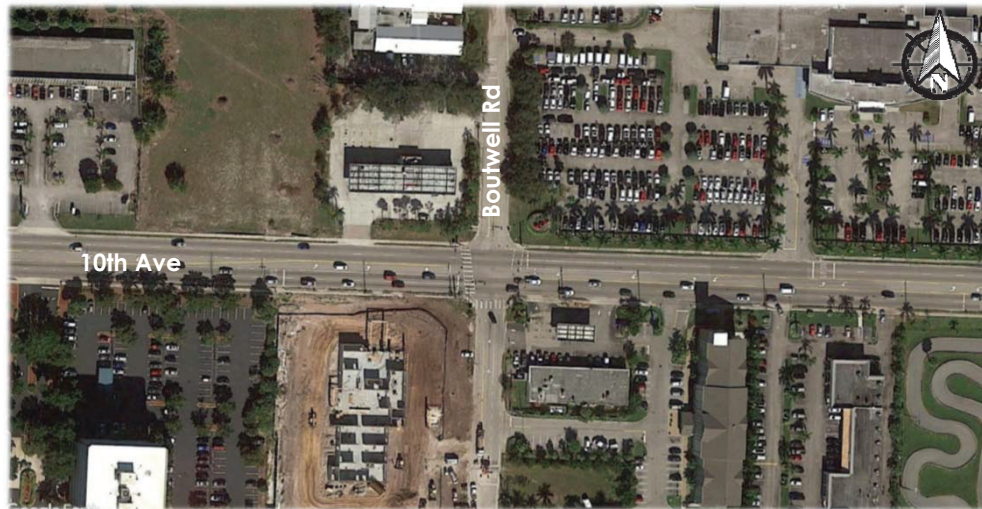
Committed Developments							Type	% Complete
Lake Worth Corners	29	6	23	63	36	27	Res	0%
Palm Springs Park of Commerce	0	0	0	1	1	0	NR	75%
Lake Worth Middle School	29	16	13	8	4	4	NR	77.20%
Mid-County Center	1	0	1	1	1	0	NR	49%
Race-Trac	0	0	0	0	0	0	NR	100%
The Village at Lake Worth	0	0	0	0	0	0	Res	100%
APEC Petroleum	2	1	1	2	1	1	NR	66%
Value Place Hotel	0	0	0	0	0	0	NR	100%
The Villages II at Lake Osborne	3	2	1	3	1	2	Res	70%
Village of Valor East	19	15	4	22	8	14	Res	0%
Waterville	0	0	0	0	0	0	Res	100%
Villages of Valor West	9	8	2	10	3	7	Res	0%
WAWA-Lakeworth & Congress	0	0	0	0	0	0	NR	100%
Akal Property	13	9	5	16	6	9	Res	0%
Golden Roads Apartments	5	1	4	6	4	2	Res	0%
Banyan Court	0	0	0	0	0	0	Res	100%
Waterside Plaza	2	1	1	7	4	4	NR	75%
7-Eleven - 1900 10th Ave	17	9	8	15	8	8	NR	10%
3322 Boutwell Road	8	6	2	7	2	4	Res	0%
Total Committed Developments	137	74	65	161	79	82		
Total Committed Residential	86	47	41	127	60	65		
Total Committed Non-Residential	51	27	24	34	19	17		
Double Count Reduction	10	5	5	7	4	3		
Total Discounted Committed Developments	127	69	60	154	75	79		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	180	103	79	211	99	113		
Growth Volume Used	180	103	79	211	99	113		
Total Volume	1049	656	395	1136	496	662		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

## **Exhibit 9: HCS Analysis**

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## Critical Movement Analysis



### 10th Avenue & Boutwell Road Boutwell Road Apartments

#### Input Data

GR	=	2.52%
Peak Season	=	1.00
Traffic Count Year	=	2017
Buildout Year	=	2026
Years	=	9

AM Peak Hour		PM Peak Hour		200 Apartments
In	Out	In	Out	
19	53	54	34	

### AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume November 16, 2017	8	1,052	166	253	873	20	135	12	197	29	9	13
Peak Season Volume	8	1,052	166	253	873	20	135	12	197	29	9	13
2026 Historic Growth	10	1,316	208	317	1,092	25	169	15	246	36	11	16
Major Project Traffic	0	42	3	34	47	0	9	0	43	0	0	0
Major Project Traffic + 1% growth	9	1,193	185	311	1,002	22	157	13	258	32	10	14
% Project Traffic	-	-	40%	50%	-	-	40%	-	50%	-	-	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	-	OUT	-	-	-
Project Traffic	-	-	8	10	-	-	21	-	27	-	-	-
2026 Total Traffic	10	1,316	216	327	1,092	25	190	15	285	36	11	16

### PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume November 16, 2017	8	834	188	206	1,272	13	166	11	163	28	29	20
Peak Season Volume	8	834	188	206	1,272	13	166	11	163	28	29	20
2026 Historic Growth	10	1,043	235	258	1,591	16	208	14	204	35	36	25
Major Project Traffic	0	90	8	46	86	0	5	0	42	0	0	0
Major Project Traffic + 1% growth	9	1,002	214	271	1,477	14	187	12	220	31	32	22
% Project Traffic	-	-	40%	50%	-	-	40%	-	50%	-	-	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	-	OUT	-	-	-
Project Traffic	-	-	22	27	-	-	14	-	17	-	-	-
2026 Total Traffic	10	1,043	257	298	1,591	16	222	14	237	35	36	25

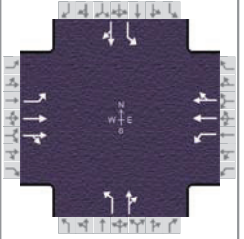
# HCS7 Signalized Intersection Input Data

## General Information

Agency	PBC
Analyst	JFO
Jurisdiction	PBC
Urban Street	10th Avenue
Intersection	10th Ave & Boutwell Rd
Project Description	Boutwell Road Apartments

## Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	10	1316	216	327	1092	25	190	15	285	36	11	16

## Signal Information

Cycle, s	160.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
Green	84.7	18.5	37.8	0.0	0.0	0.0	1	2	3	4
Yellow	4.5	4.5	4.0	0.0	0.0	0.0	5	6	7	8
Red	2.0	2.0	2.0	0.0	0.0	0.0				

## Traffic Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	10	1316	216	327	1092	25	190	15	285	36	11	16
Initial Queue ( $Q_0$ ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate ( $s_0$ ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking ( $N_m$ ), man/h		None			None			None			None	
Heavy Vehicles ( $P_{HV}$ ), %	0	0		0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses ( $N_b$ ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type ( $AT$ )	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering ( $I$ )	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width ( $W$ ), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0		0	0		0	0		0	0	
Grade ( $P_g$ ), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

## Phase Information

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green ( $G_{max}$ ) or Phase Split, s		85.0	25.0	110.0		50.0		50.0
Yellow Change Interval ( $Y$ ), s		4.5	4.5	4.5		4.0		4.0
Red Clearance Interval ( $R_c$ ), s		2.0	2.0	2.0		2.0		2.0
Minimum Green ( $G_{min}$ ), s		20	4	20		6		6
Start-Up Lost Time ( $l_t$ ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green ( $e$ ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage ( $PT$ ), s		2.0	2.0	2.0		2.0		2.0
Recall Mode		Min	Off	Min		Off		Off
Dual Entry		Yes	No	Yes		Yes		Yes
Walk ( $Walk$ ), s		10.0		7.0		7.0		10.0
Pedestrian Clearance Time ( $PC$ ), s		14.0		16.0		20.0		22.0

## Multimodal Information

	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

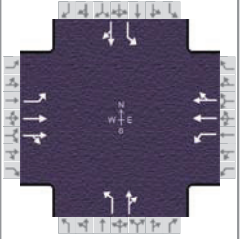
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	PBC
Analyst	JFO
Jurisdiction	PBC
Urban Street	10th Avenue
Intersection	10th Ave & Boutwell Rd
Project Description	Boutwell Road Apartments

## Intersection Information




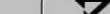


Duration, h	0.250
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	10	1316	216	327	1092	25	190	15	285	36	11	16

## Signal Information

Cycle, s	160.0	Reference Phase	2													
Offset, s	0	Reference Point	End							Green	84.7	18.5	37.8	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On							Yellow	4.5	4.5	4.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On							Red	2.0	2.0	2.0	0.0	0.0	0.0

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		4		8
Case Number		6.4	1.0	4.0		6.0		6.0
Phase Duration, s		91.2	25.0	116.2		43.8		43.8
Change Period, ( $Y+R_c$ ), s		6.5	6.5	6.5		6.0		6.0
Max Allow Headway ( $MAH$ ), s		0.0	3.1	0.0		3.3		3.3
Queue Clearance Time ( $g_s$ ), s			20.5			31.5		37.0
Green Extension Time ( $g_e$ ), s		0.0	0.0	0.0		1.1		0.9
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.01		0.15

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate ( $v$ ), veh/h	11	818	795	344	590	586	200	316		38	28	
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	485	1900	1807	1810	1900	1885	1403	1623		1081	1717	
Queue Service Time ( $g_s$ ), s	1.9	47.5	53.2	18.5	7.3	8.1	20.6	29.5		5.5	2.1	
Cycle Queue Clearance Time ( $g_c$ ), s	10.1	47.5	53.2	18.5	7.3	8.1	22.6	29.5		35.0	2.1	
Green Ratio ( $g/C$ )	0.53	0.53	0.53	0.63	0.69	0.69	0.24	0.24		0.24	0.24	
Capacity ( $c$ ), veh/h	277	1006	957	313	1303	1293	359	383		101	405	
Volume-to-Capacity Ratio ( $X$ )	0.038	0.813	0.831	1.101	0.453	0.453	0.557	0.824		0.374	0.070	
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	10.6	657.1	748	705.2	104.4	114.8	295.6	475		70	40.2	
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	0.4	26.3	29.9	28.2	4.2	4.6	11.8	19.0		2.8	1.6	
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay ( $d_1$ ), s/veh	22.3	18.0	22.1	65.0	2.5	2.8	56.2	58.0		74.5	47.5	
Incremental Delay ( $d_2$ ), s/veh	0.3	7.2	8.3	80.8	1.1	1.1	0.5	9.1		0.9	0.0	
Initial Queue Delay ( $d_3$ ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay ( $d$ ), s/veh	22.5	25.2	30.4	145.7	3.6	3.9	56.7	67.1		75.3	47.5	
Level of Service (LOS)	C	C	C	F	A	A	E	E		E	D	
Approach Delay, s/veh / LOS	27.8		C	35.9		D	63.1		E	63.4		E
Intersection Delay, s/veh / LOS	36.6						D					

## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.96		B	1.88		B	2.31		B	2.31		B
Bicycle LOS Score / LOS	1.83		B	1.74		B	1.34		A	0.60		A



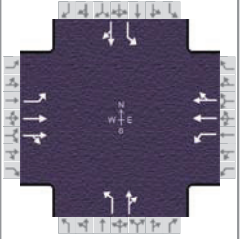
# HCS7 Signalized Intersection Intermediate Values

## General Information

Agency	PBC	Analysis Date	Dec 7, 2020
Analyst	JFO	Time Period	AM
Jurisdiction	PBC	Analysis Year	2026
Urban Street	10th Avenue	File Name	AM_2026_10th Ave and Boutwell.xus
Intersection	10th Ave & Boutwell Rd		
Project Description	Boutwell Road Apartments		

## Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	10	1316	216	327	1092	25	190	15	285	36	11	16

## Signal Information

Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

## Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor ( $f_w$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor ( $f_{HVG}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor ( $f_p$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor ( $f_{bb}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor ( $f_a$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor ( $f_{LU}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor ( $f_{LT}$ )	0.255	0.000		0.952	0.000		0.739	0.000		0.569	0.000	
Right-Turn Adjustment Factor ( $f_{RT}$ )		0.951	0.951		0.992	0.992		0.854	0.854		0.904	0.904
Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ )	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor ( $f_{WZ}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor ( $f_{DDI}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	485	3190	517	1810	3700	85	1403	81	1541	1081	699	1017
Proportion of Vehicles Arriving on Green (P)	0.53	0.71	0.53	0.12	0.91	0.69	0.24	0.24	0.24	0.24	0.24	0.24
Incremental Delay Factor (k)	0.50	0.50	0.50	0.50	0.50	0.50	0.04	0.23		0.04	0.04	

## Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time ( $t_L$ )		6.5	6.5	6.5		6.0		6.0
Green Ratio (g/C)		0.53	0.63	0.69		0.24		0.24
Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln		485	319	0		1403		1081
Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln								
Permitted Effective Green Time ( $g_p$ ), s		84.7	82.7	0.0		37.8		37.8
Permitted Service Time ( $g_u$ ), s		76.5	29.3	0.0		35.8		8.3
Permitted Queue Service Time ( $g_{ps}$ ), s		1.9	29.3			20.6		5.5
Time to First Blockage ( $g_t$ ), s		0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage ( $g_{ts}$ ), s								
Protected Right Saturation Flow ( $s_R$ ), veh/h/ln								
Protected Right Effective Green Time ( $g_R$ ), s								

## Multimodal

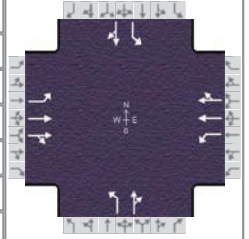
	EB	WB	NB	SB
Pedestrian $F_w / F_v$	1.198	0.000	1.198	0.000
Pedestrian $F_s / F_{delay}$	0.000	0.166	0.000	0.154
Pedestrian $M_{corner} / M_{cw}$				
Bicycle $c_b / d_b$	231.25	62.57	1371.29	7.91
Bicycle $F_w / F_v$	-3.64	1.34	-3.64	1.25



# HCS7 Signalized Intersection Results Graphical Summary

## General Information







Agency	PBC			Duration, h	0.250
Analyst	JFO	Analysis Date	Dec 7, 2020	Area Type	Other
Jurisdiction	PBC	Time Period	AM	PHF	0.95
Urban Street	10th Avenue	Analysis Year	2026	Analysis Period	1 > 7:00
Intersection	10th Ave & Boutwell Rd	File Name	AM_2026_10th Ave and Boutwell.xus		
Project Description	Boutwell Road Apartments				



## Demand Information

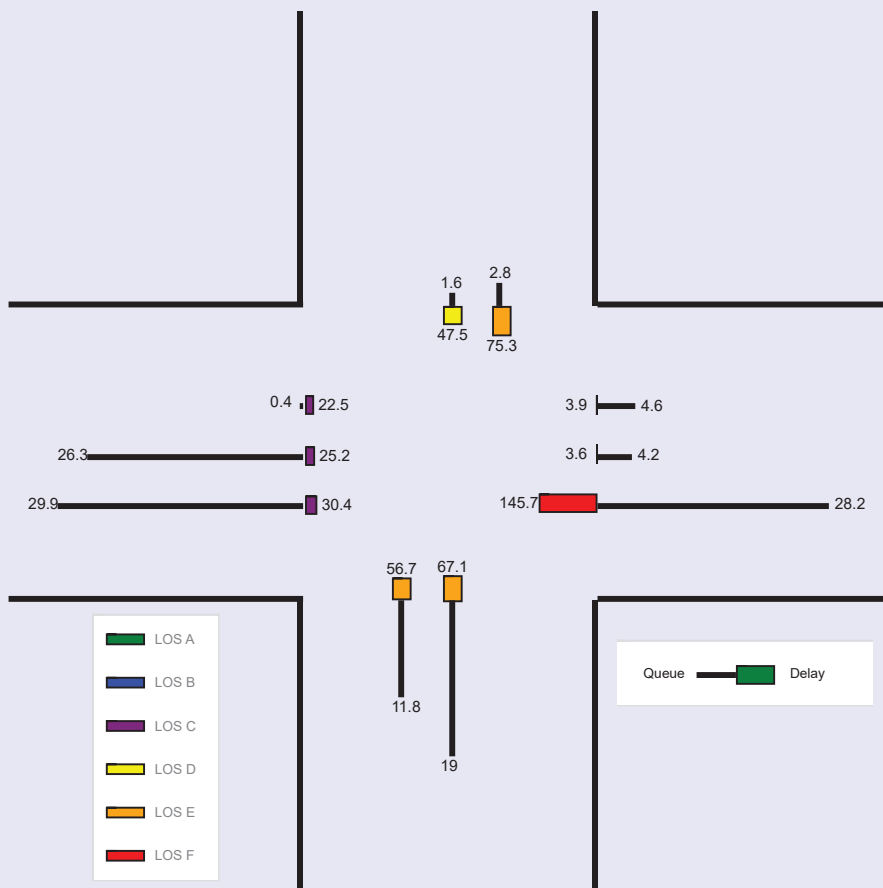
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	10	1316	216	327	1092	25	190	15	285	36	11	16

## Signal Information

Cycle, s	160.0	Reference Phase	2													
Offset, s	0	Reference Point	End							Green	84.7	18.5	37.8	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On							Yellow	4.5	4.5	4.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On							Red	2.0	2.0	2.0	0.0	0.0	0.0

## Movement Group Results

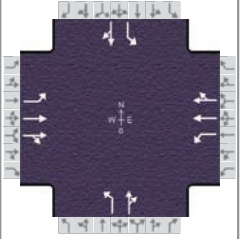
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue ( Q ), ft/ln ( 95 th percentile)	10.6	657.1	748	705.2	104.4	114.8	295.6	475		70	40.2	
Back of Queue ( Q ), veh/ln ( 95 th percentile)	0.4	26.3	29.9	28.2	4.2	4.6	11.8	19.0		2.8	1.6	
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	
Control Delay ( d ), s/veh	22.5	25.2	30.4	145.7	3.6	3.9	56.7	67.1		75.3	47.5	
Level of Service (LOS)	C	C	C	F	A	A	E	E		E	D	
Approach Delay, s/veh / LOS	27.8		C	35.9		D	63.1		E	63.4		E
Intersection Delay, s/veh / LOS	36.6						D					



# HCS7 Signalized Intersection Input Data

## General Information

Agency	PBC			Duration, h	0.250
Analyst	JFO	Analysis Date	Dec 7, 2020	Area Type	Other
Jurisdiction	PBC	Time Period	PM	PHF	0.95
Urban Street	10th Avenue	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	10th Ave & Boutwell Rd	File Name	PM_2026_10th Ave and Boutwell.xus		
Project Description	Boutwell Road Apartments				



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	10	1043	257	298	1591	16	222	14	237	35	36	25

## Signal Information

Cycle, s	160.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	92.8	13.5	34.7	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0	
				Red	2.0	2.0	2.0	0.0	0.0	0.0	

## Traffic Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	10	1043	257	298	1591	16	222	14	237	35	36	25
Initial Queue ( $Q_0$ ), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate ( $s_0$ ), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking ( $N_m$ ), man/h	None			None			None			None		
Heavy Vehicles ( $P_{HV}$ ), %	0	0		0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses ( $N_b$ ), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type ( $AT$ )	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering ( $I$ )	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width ( $W$ ), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0		0	0		0	0		0	0	
Grade ( $P_g$ ), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

## Phase Information

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green ( $G_{max}$ ) or Phase Split, s		80.0	30.0	110.0		50.0		50.0
Yellow Change Interval ( $Y$ ), s		4.5	4.5	4.5		4.0		4.0
Red Clearance Interval ( $R_c$ ), s		2.0	2.0	2.0		2.0		2.0
Minimum Green ( $G_{min}$ ), s		20	4	20		6		6
Start-Up Lost Time ( $l_t$ ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green ( $e$ ), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage ( $PT$ ), s		2.0	2.0	2.0		2.0		2.0
Recall Mode		Min	Off	Min		Off		Off
Dual Entry		Yes	No	Yes		Yes		Yes
Walk ( $Walk$ ), s		10.0		7.0		7.0		10.0
Pedestrian Clearance Time ( $PC$ ), s		14.0		16.0		20.0		22.0

## Multimodal Information

	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

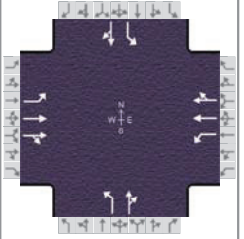
# HCS7 Signalized Intersection Results Summary

## General Information

Agency	PBC	Analysis Date	Dec 7, 2020
Analyst	JFO	Time Period	PM
Jurisdiction	PBC	Analysis Year	2026
Urban Street	10th Avenue	File Name	PM_2026_10th Ave and Boutwell.xus
Intersection	10th Ave & Boutwell Rd		
Project Description	Boutwell Road Apartments		

## Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.95
Analysis Period	1> 7:00



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	10	1043	257	298	1591	16	222	14	237	35	36	25

## Signal Information

Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

## Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		4		8
Case Number		6.4	1.0	4.0		6.0		6.0
Phase Duration, s		99.3	20.0	119.3		40.7		40.7
Change Period, ( Y+R <sub>c</sub> ), s		6.5	6.5	6.5		6.0		6.0
Max Allow Headway ( MAH ), s		0.0	3.1	0.0		3.3		3.3
Queue Clearance Time ( g <sub>s</sub> ), s			12.6			33.6		31.3
Green Extension Time ( g <sub>e</sub> ), s		0.0	0.7	0.0		1.1		1.1
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.03		0.01

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate ( v ), veh/h	11	705	664	314	846	845	234	264		37	64	
Adjusted Saturation Flow Rate ( s ), veh/h/ln	295	1900	1770	1810	1900	1893	1359	1624		1133	1769	
Queue Service Time ( g <sub>s</sub> ), s	2.9	26.7	33.4	10.6	10.5	11.3	27.0	24.3		5.0	4.7	
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	14.7	26.7	33.4	10.6	10.5	11.3	31.6	24.3		29.3	4.7	
Green Ratio ( g/C )	0.58	0.58	0.58	0.65	0.70	0.70	0.22	0.22		0.22	0.22	
Capacity ( c ), veh/h	194	1100	1025	342	1339	1335	300	352		119	384	
Volume-to-Capacity Ratio ( X )	0.054	0.640	0.648	0.918	0.632	0.633	0.778	0.750		0.310	0.167	
Back of Queue ( Q ), ft/ln ( 95 th percentile)	10.6	354.9	467.4	538.8	123.6	131.1	373.2	390.9		66.7	95.3	
Back of Queue ( Q ), veh/ln ( 95 th percentile)	0.4	14.2	18.7	21.6	4.9	5.2	14.9	15.6		2.7	3.8	
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay ( d <sub>1</sub> ), s/veh	20.3	10.7	15.4	55.8	1.7	1.9	63.7	58.6		72.2	50.9	
Incremental Delay ( d <sub>2</sub> ), s/veh	0.5	2.9	3.2	28.0	2.3	2.3	5.9	3.7		0.5	0.1	
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay ( d ), s/veh	20.8	13.6	18.6	83.8	4.0	4.2	69.6	62.3		72.8	51.0	
Level of Service ( LOS )	C	B	B	F	A	A	E	E		E	D	
Approach Delay, s/veh / LOS	16.1		B	16.6		B	65.7		E	58.9		E
Intersection Delay, s/veh / LOS	23.6						C					

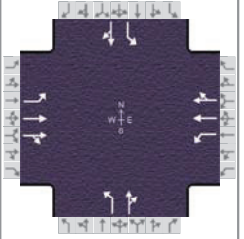
## Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.97		B	1.88		B	2.31		B	2.31		B
Bicycle LOS Score / LOS	1.63		B	2.14		B	1.31		A	0.65		A

# HCS7 Signalized Intersection Intermediate Values

## General Information

Agency	PBC	Duration, h	0.250
Analyst	JFO	Analysis Date	Dec 7, 2020
Jurisdiction	PBC	Area Type	Other
Urban Street	10th Avenue	PHF	0.95
Intersection	10th Ave & Boutwell Rd	Analysis Year	2026
Project Description	Boutwell Road Apartments	Analysis Period	1> 7:00
		File Name	PM_2026_10th Ave and Boutwell.xus



## Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( $v$ ), veh/h	10	1043	257	298	1591	16	222	14	237	35	36	25

## Signal Information

Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	92.8	13.5	34.7	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0		
				Red	2.0	2.0	2.0	0.0	0.0	0.0		

## Saturation Flow / Delay

	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor ( $f_w$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor ( $f_{HVG}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor ( $f_p$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor ( $f_{bb}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor ( $f_a$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor ( $f_{LU}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor ( $f_{LT}$ )	0.155	0.000		0.952	0.000		0.715	0.000		0.596	0.000	
Right-Turn Adjustment Factor ( $f_{RT}$ )		0.932	0.932		0.996	0.996		0.855	0.855		0.931	0.931
Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ )	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor ( $f_{WZ}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor ( $f_{DDI}$ )	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate ( $s$ ), veh/h	295	2949	721	1810	3755	38	1359	91	1533	1133	1044	725
Proportion of Vehicles Arriving on Green ( $P$ )	0.58	0.77	0.58	0.09	0.94	0.70	0.22	0.22	0.22	0.22	0.22	0.22
Incremental Delay Factor ( $k$ )	0.50	0.50	0.50	0.42	0.50	0.50	0.15	0.12		0.04	0.04	

## Signal Timing / Movement Groups

	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time ( $t_L$ )		6.5	6.5	6.5		6.0		6.0
Green Ratio ( $g/C$ )		0.58	0.65	0.70		0.22		0.22
Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln		295	403	0		1359		1133
Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln								
Permitted Effective Green Time ( $g_p$ ), s		92.6	90.6	0.0		34.7		34.7
Permitted Service Time ( $g_u$ ), s		80.9	56.6	0.0		30.1		10.4
Permitted Queue Service Time ( $g_{ps}$ ), s		2.9	56.6			27.0		5.0
Time to First Blockage ( $g_t$ ), s		0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage ( $g_{ts}$ ), s								
Protected Right Saturation Flow ( $s_R$ ), veh/h/ln								
Protected Right Effective Green Time ( $g_R$ ), s								

## Multimodal

	EB		WB		NB		SB	
Pedestrian $F_w / F_v$	1.198	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian $F_s / F_{delay}$	0.000	0.169	0.000	0.078	0.000	0.156	0.000	0.156
Pedestrian $M_{corner} / M_{cw}$								
Bicycle $c_b / d_b$	168.43	67.09	1409.93	6.96	433.82	49.06	433.82	49.06
Bicycle $F_w / F_v$	-3.64	1.14	-3.64	1.65	-3.64	0.82	-3.64	0.17

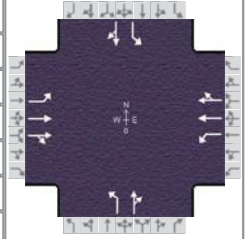
# HCS7 Signalized Intersection Results Graphical Summary

## General Information

Agency	PBC
Analyst	JFO
Jurisdiction	PBC
Urban Street	10th Avenue
Intersection	10th Ave & Boutwell Rd
Project Description	Boutwell Road Apartments

## Intersection Information


Duration, h	0.250
Area Type	Other
PHF	0.95
Analysis Period	1 > 7:00



## Demand Information

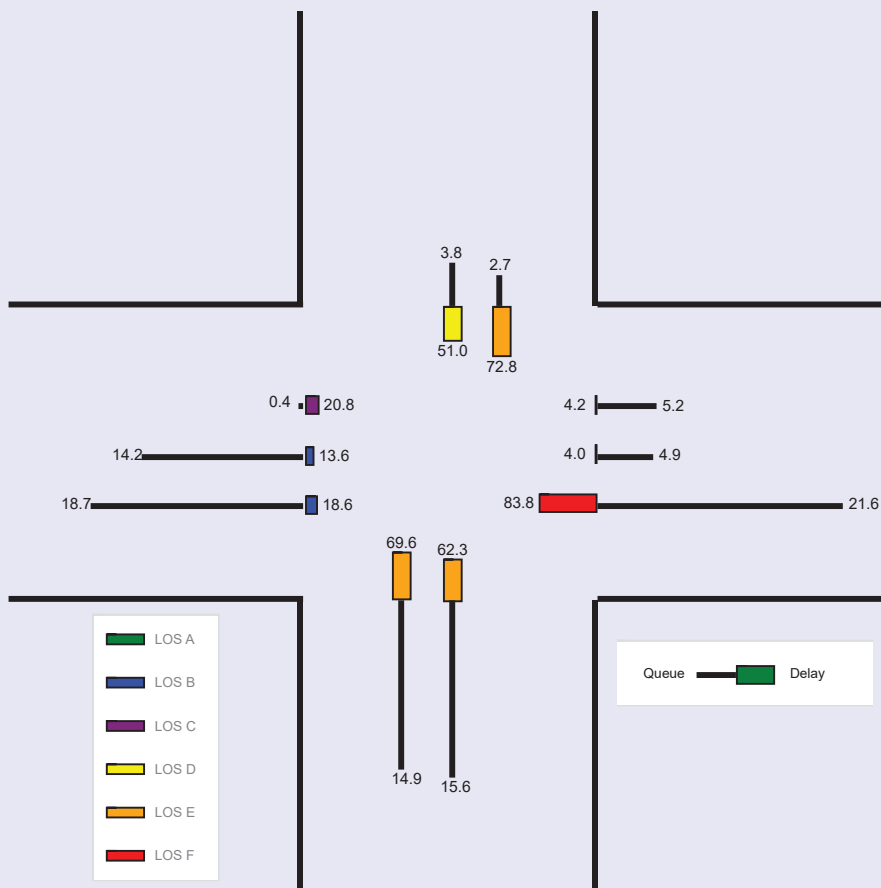
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	10	1043	257	298	1591	16	222	14	237	35	36	25

## Signal Information

Cycle, s	160.0	Reference Phase	2														
Offset, s	0	Reference Point	End		Green	92.8	13.5	34.7	0.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On		Yellow	4.5	4.5	4.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On		Red	2.0	2.0	2.0	0.0	0.0	0.0						

## Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue ( Q ), ft/ln ( 95 th percentile)	10.6	354.9	467.4	538.8	123.6	131.1	373.2	390.9		66.7	95.3	
Back of Queue ( Q ), veh/ln ( 95 th percentile)	0.4	14.2	18.7	21.6	4.9	5.2	14.9	15.6		2.7	3.8	
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	
Control Delay ( d ), s/veh	20.8	13.6	18.6	83.8	4.0	4.2	69.6	62.3		72.8	51.0	
Level of Service (LOS)	C	B	B	F	A	A	E	E		E	D	
Approach Delay, s/veh / LOS	16.1		B	16.6		B	65.7		E	58.9		E
Intersection Delay, s/veh / LOS	23.6						C					





# PBC Traffic Division - Hand Turning Movement Counts

## Signalized Intersection Turning Movement Counts: Jan 2015 - Mar 12, 2020

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
35860	10th Ave N	A St	7/23/2018	7:15 AM	0	117	27	10	0	2	28	224	0	89	679	106	0	10	860	7	2159
35860	10th Ave N	A St	7/23/2018	12:00 PM	0	132	32	13	0	5	23	94	0	74	735	71	0	19	752	7	1957
35860	10th Ave N	A St	7/24/2018	4:30 PM	0	121	106	9	0	13	43	141	0	110	1302	85	0	28	797	19	2774
35860	10th Ave N	A St	12/14/2015	7:30 AM	0	154	29	15	0	5	24	246	0	101	742	146	0	18	999	9	2488
35860	10th Ave N	A St	12/14/2015	12:30 PM	0	81	23	16	0	11	27	107	0	100	737	64	0	12	770	11	1959
35860	10th Ave N	A St	12/14/2015	4:45 PM	0	155	40	25	0	6	36	162	1	181	1068	173	0	23	885	16	2771
35840	10th Ave N	Barnett Dr	7/25/2018	7:15 AM	0	83	12	247	0	40	12	33	0	21	960	92	2	310	1007	117	2936
35840	10th Ave N	Barnett Dr	7/25/2018	12:00 PM	0	122	8	206	0	48	1	29	0	23	944	137	3	198	1082	55	2856
35840	10th Ave N	Barnett Dr	7/25/2018	4:30 PM	0	153	7	327	0	125	19	54	0	24	1004	123	1	242	1347	39	3465
35840	10th Ave N	Barnett Dr	10/1/2015	7:45 AM	0	19	20	142	0	152	5	45	0	37	1140	53	0	158	1248	199	3218
35840	10th Ave N	Barnett Dr	10/1/2015	3:15 PM	0	47	15	109	0	225	13	75	0	43	1070	39	0	125	1401	115	3277
35830	10th Ave N	Boutwell Rd	11/16/2017	7:15 AM	0	135	12	197	0	29	9	13	0	8	1052	166	1	252	873	20	2767
35830	10th Ave N	Boutwell Rd	11/16/2017	12:00 PM	0	161	2	142	0	18	4	9	0	16	860	139	0	142	1022	13	2528
35830	10th Ave N	Boutwell Rd	11/16/2017	4:45 PM	0	166	11	163	0	28	29	20	0	8	834	188	0	206	1272	13	2938
35830	10th Ave N	Boutwell Rd	2/2/2015	7:30 AM	0	91	5	209	0	28	7	10	0	17	1302	133	0	179	979	17	2977
35830	10th Ave N	Boutwell Rd	2/2/2015	4:45 PM	0	153	9	171	0	38	19	21	0	14	1183	181	0	202	1416	22	3429
35810	10th Ave N	Congress Ave	11/29/2017	7:15 AM	3	138	1020	324	4	204	1130	119	14	440	641	294	1	393	390	245	5360
35810	10th Ave N	Congress Ave	11/29/2017	12:00 PM	23	202	852	364	15	248	806	108	5	241	602	209	9	460	595	244	4983
35810	10th Ave N	Congress Ave	11/29/2017	4:30 PM	18	258	1065	354	9	252	1115	251	30	243	620	226	3	446	913	318	6121
35810	10th Ave N	Congress Ave	3/25/2015	7:30 AM	7	107	744	288	1	269	1043	81	7	207	751	273	2	385	514	222	4901
35810	10th Ave N	Congress Ave	12/17/2015	7:30 AM	13	129	865	293	8	294	1124	103	8	249	790	202	8	474	618	258	5436
35810	10th Ave N	Congress Ave	12/17/2015	12:30 PM	26	148	704	220	17	274	834	132	4	181	748	194	10	473	693	210	4868
35810	10th Ave N	Congress Ave	3/25/2015	4:45 PM	13	228	971	422	13	231	1045	201	32	208	558	220	17	373	789	315	5636
35810	10th Ave N	Congress Ave	12/17/2015	4:45 PM	23	272	966	372	7	241	970	207	20	240	683	208	9	473	916	244	5851
35800	10th Ave N	Davis Rd	12/3/2018	7:30 AM	0	73	122	118	0	120	95	68	0	130	1015	62	0	43	602	65	2513
35800	10th Ave N	Davis Rd	12/3/2018	12:00 PM	0	30	26	49	0	67	20	29	0	74	802	19	0	51	885	37	2089
35800	10th Ave N	Davis Rd	12/3/2018	5:00 PM	2	75	78	79	0	69	64	67	0	66	1060	85	0	110	1306	94	3155
35800	10th Ave N	Davis Rd	5/17/2016	7:30 AM	0	67	112	120	0	74	92	110	0	84	1038	52	0	59	658	27	2493
35800	10th Ave N	Davis Rd	5/17/2016	12:00 PM	0	44	21	71	0	42	19	36	0	22	803	51	0	68	806	46	2029
35800	10th Ave N	Davis Rd	5/17/2016	5:00 PM	0	101	52	90	0	47	37	62	0	51	808	101	0	112	1162	66	2689
35835	10th Ave N	Detroit St	8/28/2017	7:30 AM	0	21	2	58	0	20	0	10	0	67	1405	9	0	56	1022	29	2699



A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
					Input Data									
E-W Street: 10th Ave N					COUNT DATE: 2/2/2015					Report				
N-S STREET: Boutwell Rd					CURRENT YEAR: 2015					12/7/2020				
TIME PERIOD: AM					ANALYSIS YEAR: 2026									
GROWTH RATE: 4%					PSF: 1									
SIGNAL ID: 35830														

Intersection Volume Development														
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	17	1302	133	179	979	17	91	5	209	28	7	10		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	17	1302	133	179	979	17	91	5	209	28	7	10		
Committed Developments													Type	% Complete
Race-Trac	0	5	0	2	5	0	0	0	2	0	0	0	NR	44%
APEC Petroleum	0	10	1	0	10	0	1	0	0	0	0	0	NR	66%
The Village at Lake Worth	0	0	1	2	0	0	5	0	11	0	0	0	Res	40%
Lake Worth Middle School	0	15	0	13	12	0	0	0	16	0	0	0	NR	77.20%
Village of Valor East	0	0	1	3	0	0	3	0	13	0	0	0	Res	0%
Lake Worth Corners	0	2	0	16	8	0	0	0	4	0	0	0	Res	0%
Mid-County Center	0	2	0	1	3	0	0	0	1	0	0	0	NR	49%
Walmart-Palm Springs	0	9	0	0	11	0	0	0	0	0	0	0	NR	75%
Total Committed Developments	0	43	3	37	49	0	9	0	47	0	0	0		
Total Committed Residential	0	2	2	21	8	0	8	0	28	0	0	0		
Total Committed Non-Residential	0	41	1	16	41	0	1	0	19	0	0	0		
Double Count Reduction	0	1	0	3	2	0	0	0	4	0	0	0		
Total Discounted Committed	0	42	3	34	47	0	9	0	43	0	0	0		
Historical Growth	9	702	72	97	528	9	49	3	113	15	4	5		
Comm Dev+1% Growth	2	193	18	55	160	2	20	1	67	3	1	1		
Growth Volume Used	9	702	72	97	528	9	49	3	113	15	4	5		
Total Volume	26	2004	205	276	1507	26	140	8	322	43	11	15		

E-W Street: 10th Ave N			COUNT DATE: 2/2/2015			Report		
N-S STREET: Boutwell Rd			CURRENT YEAR: 2015			12/7/2020		
TIME PERIOD: PM			ANALYSIS YEAR: 2026					
GROWTH RATE: 4%			PSF: 1					
SIGNAL ID: 35830								

Intersection Volume Development														
	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	14	1183	181	202	1416	22	153	9	171	38	19	21		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	14	1183	181	202	1416	22	153	9	171	38	19	21		
Committed Developments													Type	% Complete
Race-Trac	0	5	0	2	5	0	0	0	2	0	0	0	NR	44%
APEC Petroleum	0	9	1	0	10	0	1	0	0	0	0	0	NR	66%
The Village at Lake Worth	0	0	5	10	0	0	3	0	5	0	0	0	Res	40%
Lake Worth Middle School	0	4	0	4	4	0	0	0	4	0	0	0	NR	77.20%
Village of Valor East	0	0	2	12	0	0	1	0	7	0	0	0	Res	0%
Lake Worth Corners	0	12	0	18	9	0	0	0	24	0	0	0	Res	0%
Mid-County Center	0	3	0	1	2	0	0	0	1	0	0	0	NR	49%
Walmart-Palm Springs	0	50	0	0	47	0	0	0	0	0	0	0	NR	75%
Dollar General Lake Worth	0	10	0	0	11	0	0	0	0	0	0	0	NR	0%
Total Committed Developments	0	93	8	47	88	0	5	0	43	0	0	0		
Total Committed Residential	0	12	7	40	9	0	4	0	36	0	0	0		
Total Committed Non-Residential	0	81	1	7	79	0	1	0	7	0	0	0		
Double Count Reduction	0	3	0	1	2	0	0	0	1	0	0	0		
Total Discounted Committed	0	90	8	46	86	0	5	0	42	0	0	0		
Historical Growth	8	638	98	109	764	12	83	5	92	20	10	11		
Comm Dev+1% Growth	2	227	29	69	250	3	23	1	62	4	2	2		
Growth Volume Used	8	638	98	109	764	12	83	5	92	20	10	11		
Total Volume	22	1821	279	311	2180	34	236	14	263	58	29	32		

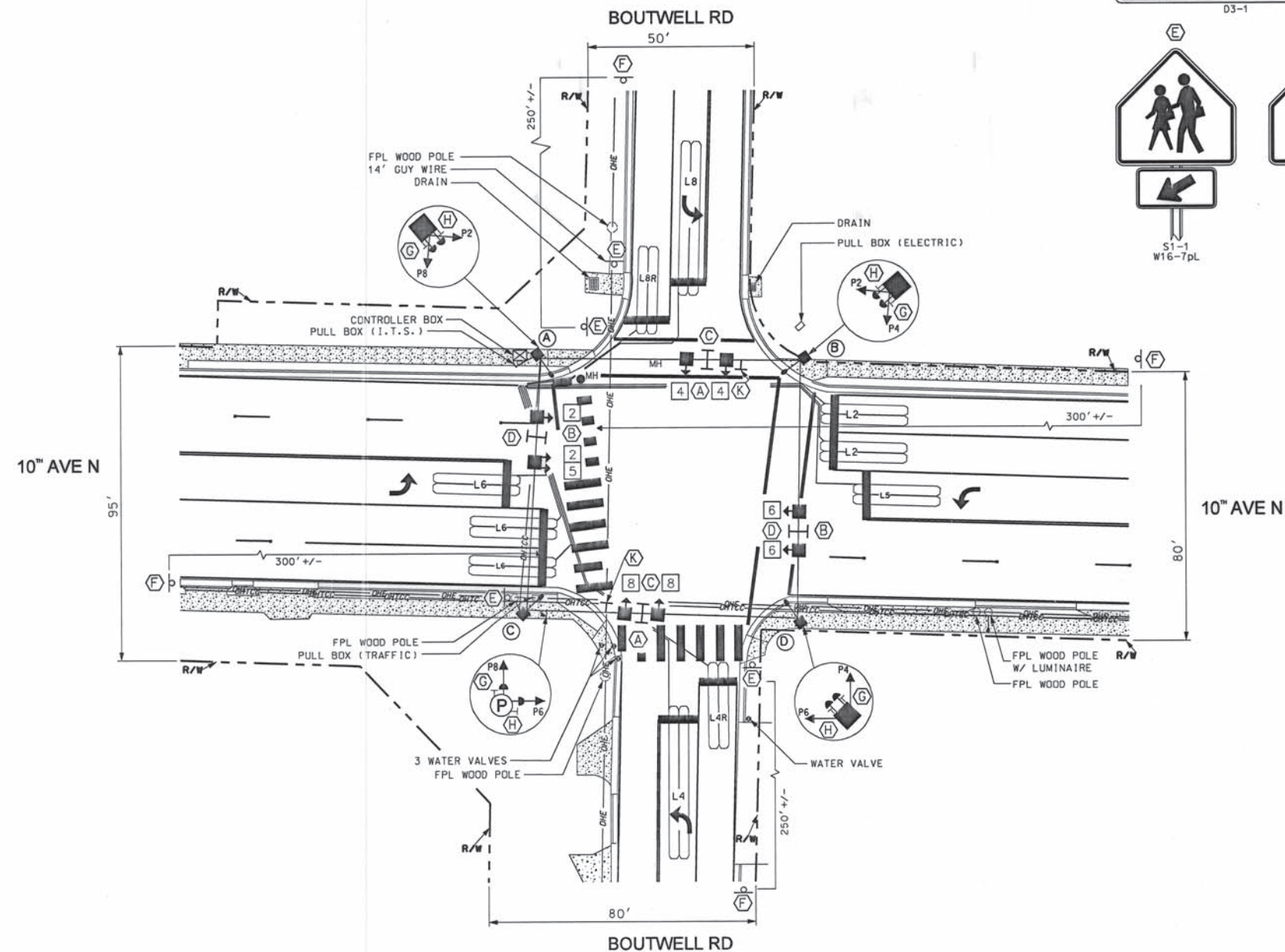


Figure 1 consists of four diagrams labeled Ø1A, Ø1B, Ø2, and Ø2. Each diagram illustrates a flow field with velocity vectors and pressure points.

- Ø1A:** Shows a flow field with velocity vectors  $\vec{v}$  and pressure points  $P_2$  and  $P_5$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_2$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_2$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_2$ .
- Ø1B:** Shows a flow field with velocity vectors  $\vec{v}$  and pressure points  $P_2$  and  $P_6$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_2$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_2$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_2$ .
- Ø2:** Shows a flow field with velocity vectors  $\vec{v}$  and pressure points  $P_8$  and  $P_4$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_8$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_8$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_8$ .
- Ø2:** Shows a flow field with velocity vectors  $\vec{v}$  and pressure points  $P_8$  and  $P_4$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_8$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_8$ . The flow is characterized by a velocity vector  $\vec{v}$  and a pressure point  $P_8$ .

2.FLASHING OPERATION:  
YELLOW --- 2 AND 6  
RED ----- 4 AND 8

3. SPEED LIMITS:  
10TH AV N - 40 MPH  
BOUTWELL RD - 35 MPH



**GRAPHIC SCALE**



0 5 20 40 80

\* SCALE AND ROW NOT SURVEY ACCURATE.  
ATTENTION IS DIRECTED TO THE FACT  
THAT THESE PLANS MAY HAVE BEEN ALTERED  
IN SIZE BY REPRODUCTION. THIS MUST BE  
CONSIDERED WHEN OBTAINING SCALED DATA.

POLE TABULATION											LOOP DETECTOR CONNECTION				TRAFFIC VOLUMES		1.	10/25/17	REDRAWN FROM HAND DRAWN PLAN "AS-BUILT". UPDATED PEDESTRIAN SIGNAL HEADS 2, 4, AND 6 TO COUNTDOWN TYPE. UPDATED ALL PEDESTRIAN SIGNS TO COUNTDOWN TYPE. UPDATED SIGNS "K" TO SIGNS "L". UPDATED TRAFFIC VOLUMES.	JH																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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## Palm Beach County

## Signal Timing Sheet

9/4/2020

35830 : 3010 - 10th Av N and Boutwell Rd ( Standard File )

## Phase [1.1.1]

	1	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	16	0	20	0	14	0	22	0	0	0	0	0	0	0	0
Min Green	0	20	0	6	4	20	0	6	0	0	0	0	0	0	0	0
Passage	0	4	0	2	2	4	0	2	0	0	0	0	0	0	0	0
Max1	0	55	0	30	15	55	0	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	0	4.5	0	4	4.5	4.5	0	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	0	2	0	2	2	2	0	2	0	0	0	0	0	0	0	0

## Phase Option [1.1.2]

	1	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Enable		ON		ON	ON	ON		ON								
Auto Entry				ON				ON								
Auto Exit		ON				ON										
Non Act1																
Non Act2																
Lock Call		ON				ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable																
Rest In Walk																

## Detector, Vehicle Parameters 1-16 [5.1]

	1	2 (WT1)	3	4 (NT1)	5 (WL1)	6 (ET1)	7	8 (ST1)	9	10	11	12	13	14	15	16
Call Phase	2	2	4	4	5	6	6	6	8	8	0	0	0	0	0	0
Switch Phase	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Approved By: Ron Tibbetts

Date: \_\_\_\_\_

## Palm Beach County

## System Timing Sheet

9/4/2020

35830 : 3010 - 10th Av N and Boutwell Rd ( Standard File )

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	19	23										
Minute			30													
Action	100	2	1	3	4	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	21	23											
Minute																
Action	100	4	1	4	100											

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	21	23											
Minute																
Action	100	4	1	4	100											

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+ [2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	140	160	160	120	140											
Offset Time	124	48	10	5	122											
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		95		45	24	71		45								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		110		50	25	85		50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		110		50	30	80		50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		80		40	22	58		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		102		38	20	82		38								
Mode	NON	MAX	NON	MAX	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Approved By: Ron Tibbetts

Date: \_\_\_\_\_

**Palm Beach County****Preempt & Overlap Timing Sheet****9/4/2020**

35830 : 3010 - 10th Av N and Boutwell Rd ( Standard File )

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input			ON	ON	ON	ON
Override Flash						
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green			5	5	5	5
Min Walk			4	4	4	4
Ped Clear			21	21	21	21
Track Green						
Min Dwell			10	10	10	10
Max Presence			120	120	120	120
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			2	2	4	4
Dwell P2			6	6	8	8
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1			2	2	2	2
Exit R2			6	6	6	6
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifier Phases								Type	Green	Yellow	Red
Overlap 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

**Approved By:** Ron Tibbetts**Date:** \_\_\_\_\_**Palm Beach County****Alternate Timing Sheet****9/4/2020**

35830 : 3010 - 10th Av N and Boutwell Rd ( Standard File )

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	7	16	20	4	55	55	4.5	2	2	0
3	0	0	0	0	0	0	0	0	0	0
4	7	20	6	3	45	11	4	2	4	0
5	0	0	4	2	25	8	4.5	2	5	0
6	10	14	20	4	55	55	4.5	2	6	0
7	0	0	0	0	0	0	0	0	0	0
8	10	22	6	3	45	11	4	2	8	0

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	7	16	20	4	55	55	4.5	2	2	0
3	0	0	0	0	0	0	0	0	0	0
4	7	20	6	3	45	17	4	2	4	0
5	0	0	4	2	25	10	4.5	2	5	0
6	10	14	20	4	55	55	4.5	2	6	0
7	0	0	0	0	0	0	0	0	0	0
8	10	22	6	3	45	17	4	2	8	0

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	7	16	20	4	55	55	4.5	2	2	0
3	0	0	0	0	0	0	0	0	0	0
4	7	20	6	3	45	15	4	2	4	0
5	0	0	4	2	25	10	4.5	2	5	0
6	10	14	20	4	55	55	4.5	2	6	0
7	0	0	0	0	0	0	0	0	0	0
8	10	22	6	3	45	15	4	2	8	0

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	7	16	20	4	55	55	4.5	2	2	0
3	0	0	0	0	0	0	0	0	0	0
4	7	20	6	3	45	10	4	2	4	0
5	0	0	4	2	25	8	4.5	2	5	0
6	10	14	20	4	55	55	4.5	2	6	0
7	0	0	0	0	0	0	0	0	0	0
8	10	22	6	3	45	10	4	2	8	0

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: Ron Tibbetts

Date: \_\_\_\_\_

Palm Beach CountySpecial System Timing Sheet9/4/2020

35830 : 3010 - 10th Av N and Boutwell Rd ( Standard File )

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON															

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	36	62	30	22	20	78	30	22								
Mode	NON	MAX	NON	NON	MAX	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Approved By: Ron Tibbetts

Date: \_\_\_\_\_

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January 7, 2021

Dr. Juan F. Ortega, PE  
JFO Group Inc.  
6671 W Indiantown Road, Suite 50-324  
Jupiter, FL 33458

**RE: Boutwell Road Apartments**  
**Project #: 201205**  
**Traffic Performance Standards Review**

Dear Dr. Ortega:

The Palm Beach County Traffic Division has reviewed the **Boutwell Road Apartments** Traffic Impact Statement, dated December 28, 2020, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land Development Code (ULDC). The project is summarized as follows:

<b>Municipality:</b>	Lake Worth Beach
<b>Location:</b>	West side of Boutwell Road, south of 10 <sup>th</sup> Avenue
<b>PCN:</b>	38-43-44-20-01-034-0040
<b>Access:</b>	One full access driveway connection onto Boutwell Road <u>(As used in the study and is NOT necessarily an approval by the County through this TPS letter)</u>
<b>Existing Uses:</b>	Vacant
<b>Proposed Uses:</b>	Mid-rise Multi-Family Residential = 200 DU
<b>New Daily Trips:</b>	1,088
<b>New Peak Hour Trips:</b>	72 (19/53) AM; 88 (54/34) PM
<b>Build-out:</b>	December 31, 2026

Based on our review, the Traffic Division has determined the proposed development is located within the Urban Redevelopment Area (URA) Traffic Concurrency Exception Area (TCEA) and therefore, exempt from the Traffic Performance Standards of Palm Beach County.

Please note the receipt of a Traffic Performance Standards (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.

**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



**Palm Beach County  
Board of County  
Commissioners**

Dave Kerner, Mayor

Robert S. Weinroth, Vice Mayor

Maria G. Marino

Gregg K. Weiss

Maria Sachs

Melissa McKinlay

Mack Bernard

**County Administrator**

Verdenia C. Baker

*"An Equal Opportunity  
Affirmative Action Employer"*



Dr. Juan F. Ortega, PE  
January 7, 2021  
Page 2

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](mailto:QBari@pbcgov.org).

Sincerely,

A handwritten signature in black ink, reading "Quazi Bari".

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

QB:HA:rb

cc: Addressee

Erin Fitzhugh Sita, AICP, Assistant Director-Planning, Zoning, & Preservation Community  
Sustainability Department, City of Lake Worth Beach  
Hanane Akif, E.I., Project Coordinator II, Traffic Division  
Bogdan Piorkowski, P.E., Sr. Prof. Engineer, Traffic Division  
Steve Bohovsky, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review  
F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2021\201205 - BOUTWELL ROAD APARTMENTS.DOCX

Mark Ambach  
MA Investment Boca, LLC  
740 Hibiscus Street  
Boca Raton, FL 33486

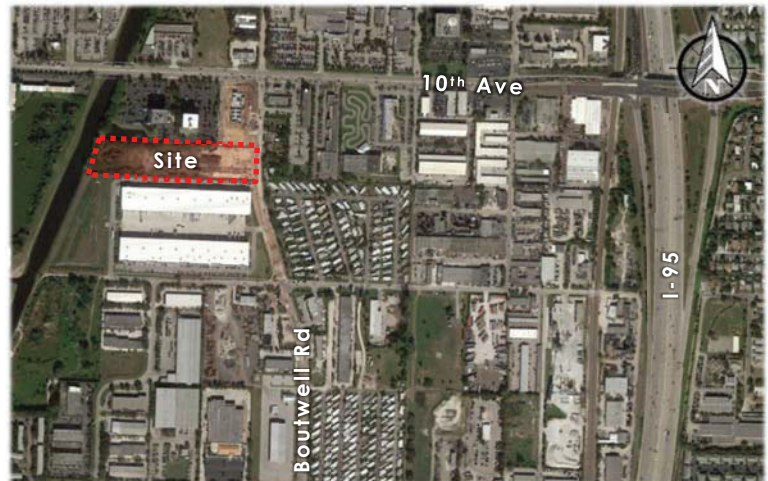
**Re: 3300 Boutwell Road- Parking Analysis**  
**PCNs 38-43-44-20-01-034-0040**

Dear Mark,

JFO Group Inc. has been retained to prepare a parking analysis associated with a reduction in the required number of parking spaces per *City of Lake Worth Beach Code of Ordinances Sec. 23.4-10 Off-Street Parking Requirements* for the 3300 Boutwell Road project.

The 3300 Boutwell Road project is located west of Boutwell Road, just south of 10<sup>th</sup> Avenue in the City of Lake Worth Beach, Florida. Parcel Control Number associated with this project is 38-43-44-20-01-034-0040. Figure 1 shows the project location in relation to the transportation network.

Exhibit 1 includes a copy of the proposed site plan for the 3300 Boutwell Road project. As shown in the proposed site plan, the subject site is proposing 200 Apartments. According to Sec. 23.4-10. of the City's Code of Ordinances, 322<sup>1</sup> parking spaces are required while 272<sup>2</sup> parking spaces are being provided. Exhibit 2 includes Palm Beach County Traffic Concurrency approval for the proposed project.



**Figure 1 : Project Location**

Exhibit 3 shows Parking Demand calculations for multifamily housing (ITE LU 221) using the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5<sup>th</sup> Edition. Parking demand was calculated based on total number of Bedrooms, Dwelling Units, and Occupied Dwelling Units. Table 1 summarizes parking demand calculations for the 3300 Boutwell Road project comparing required parking by Code vs parking demand from the ITE Parking Manual. Parking Generation rates from ITE used in this analysis assume no access to rail transit. However, as shown in Exhibit 4, the 3300 Boutwell Road project has access to four (4) bus stops within a ¼ mile of the site, and to the Lake Worth Beach Tri Rail station within a 21-minute walk or a 5-minute bicycle ride.

<sup>1</sup> 1 Bedroom (115 Units @ 1.50 Sp/Unit) = 173 Spaces  
2 Bedroom (85 Units @ 1.75 Sp/Unit) = 149 Spaces

<sup>2</sup> 225 Standard Spaces + 41 Compact Parking Spaces + 24 Bike Racks (6 Spaces)

Furthermore, the 3300 Boutwell Road property was included within *The Lake Worth Transit Oriented Development (TOD) Charrette Study* prepared by the Treasure Coast Regional Planning Council in January 2009. According to research included in *Effects of TOD on Housing, Parking, and Travel*, Washington, DC: The National Academies Press, TOD households own an average of 0.9 cars compared to 1.6 cars for comparable households not living in TODs where TOD households are almost twice as likely to not own a car. Therefore, calculated parking demand shown in Table 1 is on the conservative side.

**Table 1: Parking Demand Summary**

Independent Variable	Intensity	ITE Parking Manual, 5 <sup>th</sup> Edition			Required Parking by Lake Worth Beach Code	Proposed Parking
		Fitted Curve Equation	Average Parking Demand Rate	Calculated Parking Demand <sup>2</sup>		
Bedrooms	285 <sup>1</sup>	$P=0.82(X)-20.37$	0.75	213 - 214	322 <sup>3</sup>	272 <sup>4</sup>
Dwelling Units	200	$P=1.34(X)-8.73$	1.31	259 - 262		
Occupied Dwelling Units	200	$P=1.34(X)-5.76$	1.32	262 - 264		

<sup>1</sup> 115 Units × (1 Bedroom) + 85 Units × (2 Bedrooms) = 285 Bedrooms

<sup>2</sup> See Exhibit 3

<sup>3</sup> 1 Bedroom (115 Units @ 1.50 Sp/Unit) [173 Spaces] + 2 Bedroom (85 Units @ 1.75 Sp/Unit) [149 Spaces] = 322 Spaces

<sup>4</sup> 225 Standard Spaces + 41 Compact Parking Spaces + 24 Bike Racks (6 Spaces) = 272 Spaces

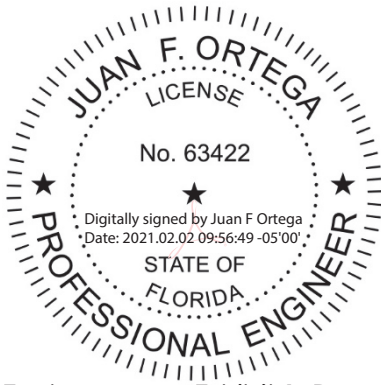
Consequently, given the Multifamily Housing (ITE LU 221) parking demand rates included in the 5<sup>th</sup> Edition of the ITE Parking Generation Manual and the project's easy access to transit, we are respectfully requesting that 272 parking spaces are provided at the 3300 Boutwell Road project instead of the 322 parking spaces required by the City of Lake Worth Beach Code of Ordinances.

If granted, this technical deviation will allow the applicant to minimize the impact to interior circulation where this request (1) will not diminish the site's vehicular or pedestrian operation, (2) will not cause any adverse impacts to the environment or traffic circulation design, (3) will not be detrimental to the public welfare, or injurious to property or improvements in the surrounding area or neighborhood, and (4) it is the minimum deviation necessary to make the best use of the property.

Please do not hesitate to contact our office if you have questions or need additional information.

Sincerely,

**JFO GROUP INC**  
COA Number 32276



Enclosures:    Exhibit 1: Proposed Site Plan  
                  Exhibit 2: TPS Approval  
                  Exhibit 3: ITE Parking Generation  
                  Exhibit 4: Nearby Transit

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APPLICATION NAME	3300 BOUTWELL ROAD
PROJECT NO.	
EXISTING LAND USE DESIGNATION	MU-V
PROPOSED LAND USE DESIGNATION	MU-V
EXISTING ZONING DESIGNATION	MU-V
PROPOSED ZONING DISTRICT	U-PD / MU-V
SECTION / TOWNSHIP / RANGE	20/44/43
PROPERTY CONTROL NUMBER(S)	38-43-44-20-01-034-0040

GROSS SITE AREA	206,735 SF / 4.746 AC.
NET SITE AREA	206,735 SF / 4.746 AC.
PROPOSED GROSS FLOOR AREA	200,000 SF
BUILDING LOT COVERAGE	40,000 SF / 0.92 AC. (19%)
BUILDING HEIGHT	5 STORIES
PERVIOUS	133,080 SF / 3.08 AC. (65%)
PERVIOUS	71,935 SF / 1.67 AC. (35%)
GREEN SPACE	62,540 SF
PAVERS (50% APPLICABLE FOR PERVIOUS CALC'S)	18,790 SF SF (9.395 SF)

ZONING DISTRICT	LOT DIMENSIONS			MAX. BLDG COVER	MIN. SETBACKS		
	DENSITY	WIDTH/FRONTAGE	DEPTH		FRONT	SIDE	REAR
REQUIRED	30 DU/AC.	MIN. 50'	N/A	50%	32'	11'	22'
PROPOSED	42.14 DU/AC.*	200'	1079'	19%	32'	11'	253'

10TH AVE N.

BOLTWELL RD.

DETROIT ST.

BARNETT DR.

7TH AVE N.

SITE

1920



A.C. = ACRES	P.B. = PLAT BOOK
C. = COMPACT CAR PARKING SPACE	P.D.E. = PUBLIC DRAINAGE EASEMENT
D.E. = DRAINAGE EASEMENT	PDR = PROPERTY DEVELOPMENT REGULATIONS
DRO = DEVELOPMENT REVIEW OFFICER	PF. = PAGE
ESMT. = EASEMENT	R = RADIUS
EV = ELECTRIC CAR PARKING SPACE	R.O.W. = RIGHT OF WAY
EX = EXISTING	S.B. = SETBACK
FLU. = FUTURE LAND USE	S.F. = SQUARE FEET
INT. = INTERIOR UNIT	TYP. = TYPICAL
L.A.E. = LIMITED ACCESS EASEMENT	U.E. = UTILITY EASEMENT
O/A.E. = OPEN SPACE	

SHEET:  
CSP01.1

Jason Elswick P:\620076273 01 3300 Boulfwell Road MultiPLAN\CAD\627300 - PL - SITE01.dwg --- Plotted: 2/1/2021 3:50:20 PM Saved: 2/1/2021 3:49:25 PM



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January 7, 2021

Dr. Juan F. Ortega, PE  
JFO Group Inc.  
6671 W Indiantown Road, Suite 50-324  
Jupiter, FL 33458

**RE: Boutwell Road Apartments**  
**Project #: 201205**  
**Traffic Performance Standards Review**

Dear Dr. Ortega:

The Palm Beach County Traffic Division has reviewed the **Boutwell Road Apartments** Traffic Impact Statement, dated December 28, 2020, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land Development Code (ULDC). The project is summarized as follows:

<b>Municipality:</b>	Lake Worth Beach
<b>Location:</b>	West side of Boutwell Road, south of 10 <sup>th</sup> Avenue
<b>PCN:</b>	38-43-44-20-01-034-0040
<b>Access:</b>	One full access driveway connection onto Boutwell Road <u>(As used in the study and is NOT necessarily an approval by the County through this TPS letter)</u>
<b>Existing Uses:</b>	Vacant
<b>Proposed Uses:</b>	Mid-rise Multi-Family Residential = 200 DU
<b>New Daily Trips:</b>	1,088
<b>New Peak Hour Trips:</b>	72 (19/53) AM; 88 (54/34) PM
<b>Build-out:</b>	December 31, 2026

Based on our review, the Traffic Division has determined the proposed development is located within the Urban Redevelopment Area (URA) Traffic Concurrency Exception Area (TCEA) and therefore, exempt from the Traffic Performance Standards of Palm Beach County.

Please note the receipt of a Traffic Performance Standards (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.

**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



**Palm Beach County  
Board of County  
Commissioners**

Dave Kerner, Mayor

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Maria G. Marino

Gregg K. Weiss

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Melissa McKinlay

Mack Bernard

**County Administrator**

Verdenia C. Baker

"An Equal Opportunity  
Affirmative Action Employer"



Dr. Juan F. Ortega, PE  
January 7, 2021  
Page 2

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@pbcbgov.org](mailto:QBari@pbcbgov.org).

Sincerely,

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

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

QB:HA:rb

cc: Addressee

Erin Fitzhugh Sita, AICP, Assistant Director-Planning, Zoning, & Preservation Community  
Sustainability Department, City of Lake Worth Beach  
Hanane Akif, E.I., Project Coordinator II, Traffic Division  
Bogdan Piorkowski, P.E., Sr. Prof. Engineer, Traffic Division  
Steve Bohovsky, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review  
F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2021\201205 - BOUTWELL ROAD APARTMENTS.DOCX

# Land Use: 221 Multifamily Housing (Mid-Rise)

## Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence. Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

## Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one general urban/suburban study site), a Saturday (two general urban/suburban study sites), and a Sunday (one dense multi-use urban study site).

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	100	100	100
5:00 a.m.	94	99	—
6:00 a.m.	83	97	—
7:00 a.m.	71	95	—
8:00 a.m.	61	88	—
9:00 a.m.	55	83	—
10:00 a.m.	54	75	—
11:00 a.m.	53	71	—
12:00 p.m.	50	68	—
1:00 p.m.	49	66	33
2:00 p.m.	49	70	40
3:00 p.m.	50	69	27
4:00 p.m.	58	72	13
5:00 p.m.	64	74	33
6:00 p.m.	67	74	60
7:00 p.m.	70	73	67
8:00 p.m.	76	75	47
9:00 p.m.	83	78	53
10:00 p.m.	90	82	73
11:00 p.m.	93	88	93

## Additional Data

In prior editions of *Parking Generation*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Ratio	
		Per Dwelling Unit	Per Bedroom
Center City Core	Within ½ mile of rail transit	1.1 (15 sites)	1.0 (12 sites)
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (39 sites)	0.9 (34 sites)
	Not within ½ mile of rail transit	1.2 (65 sites)	0.8 (56 sites)
General Urban/Suburban	Within ½ mile of rail transit	1.5 (25 sites)	0.8 (12 sites)
	Not within ½ mile of rail transit	1.7 (62 sites)	1.0 (39 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Oregon, Virginia, Washington, and Wisconsin.

*It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.*

## Source Numbers

21, 209, 247, 255, 277, 401, 402, 419, 505, 512, 522, 533, 535, 536, 537, 538, 545, 546, 547, 575, 576, 577, 579, 580, 581, 583, 584, 585, 587

# Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

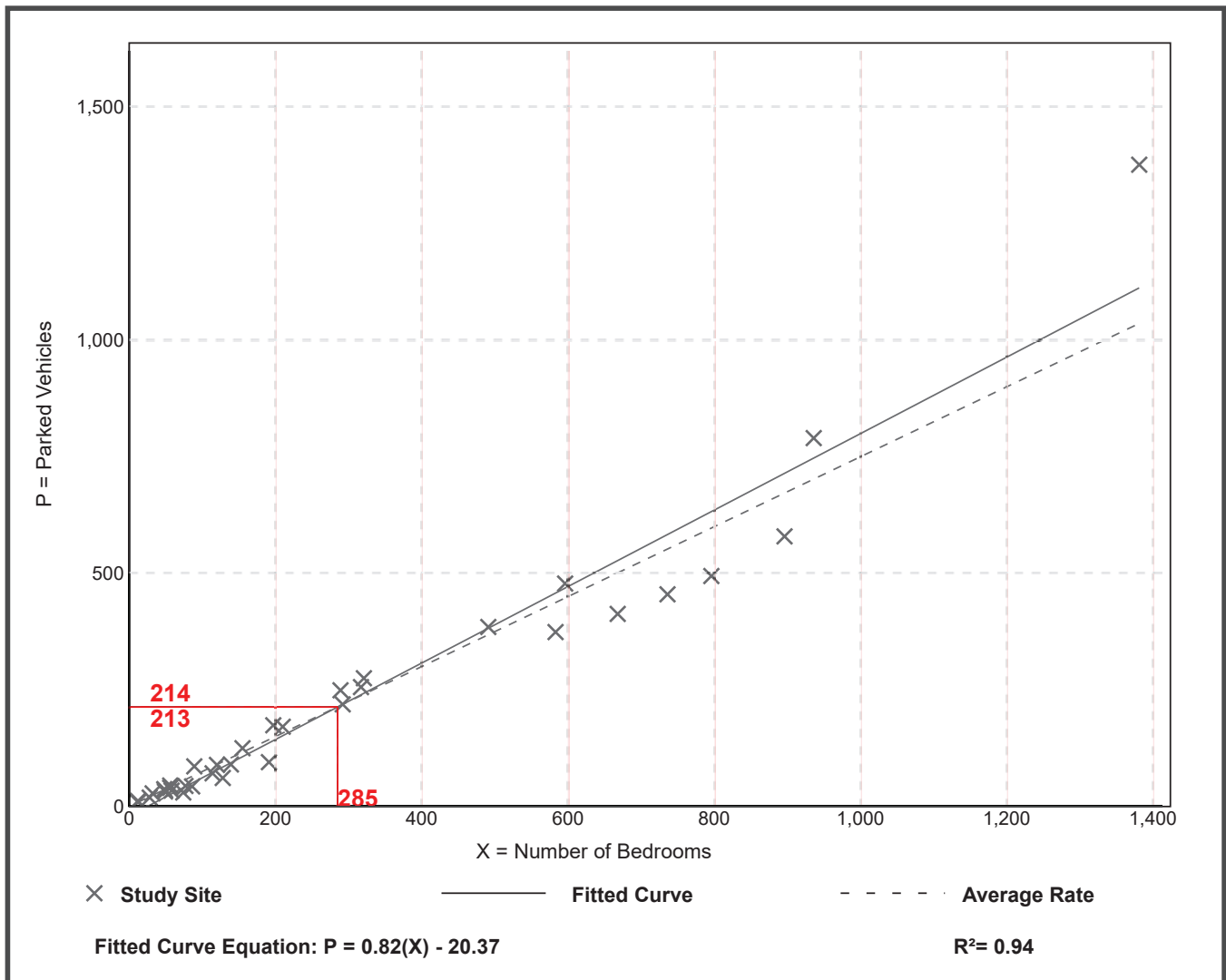
Number of Studies: 35

Avg. Num. of Bedrooms: 294

## Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.75	0.41 - 1.00	0.65 / 0.87	0.70 - 0.80	0.15 (20%)

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

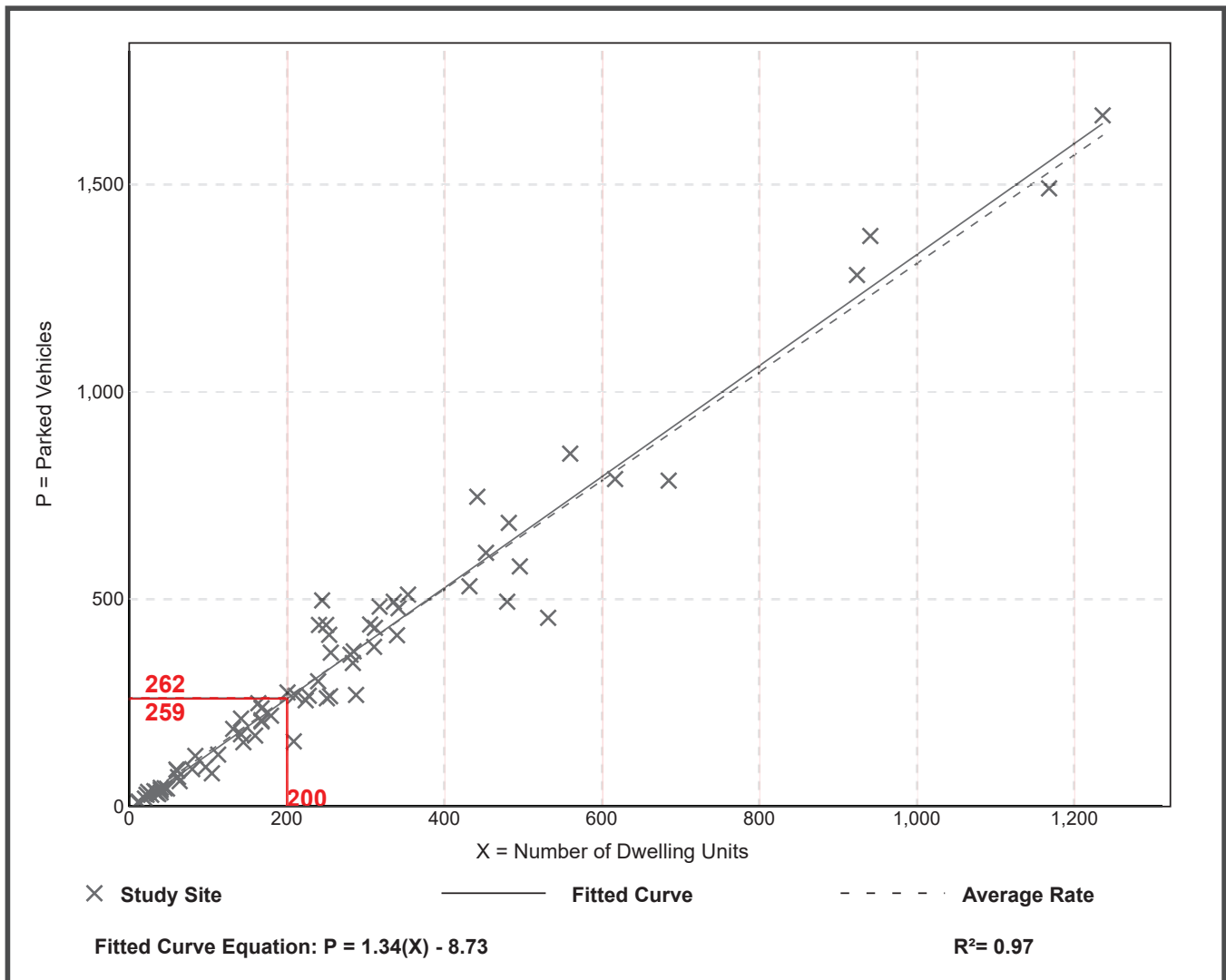
Number of Studies: 73

Avg. Num. of Dwelling Units: 261

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	0.75 - 2.03	1.13 / 1.47	1.26 - 1.36	0.22 (17%)

## Data Plot and Equation





# Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Occupied Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

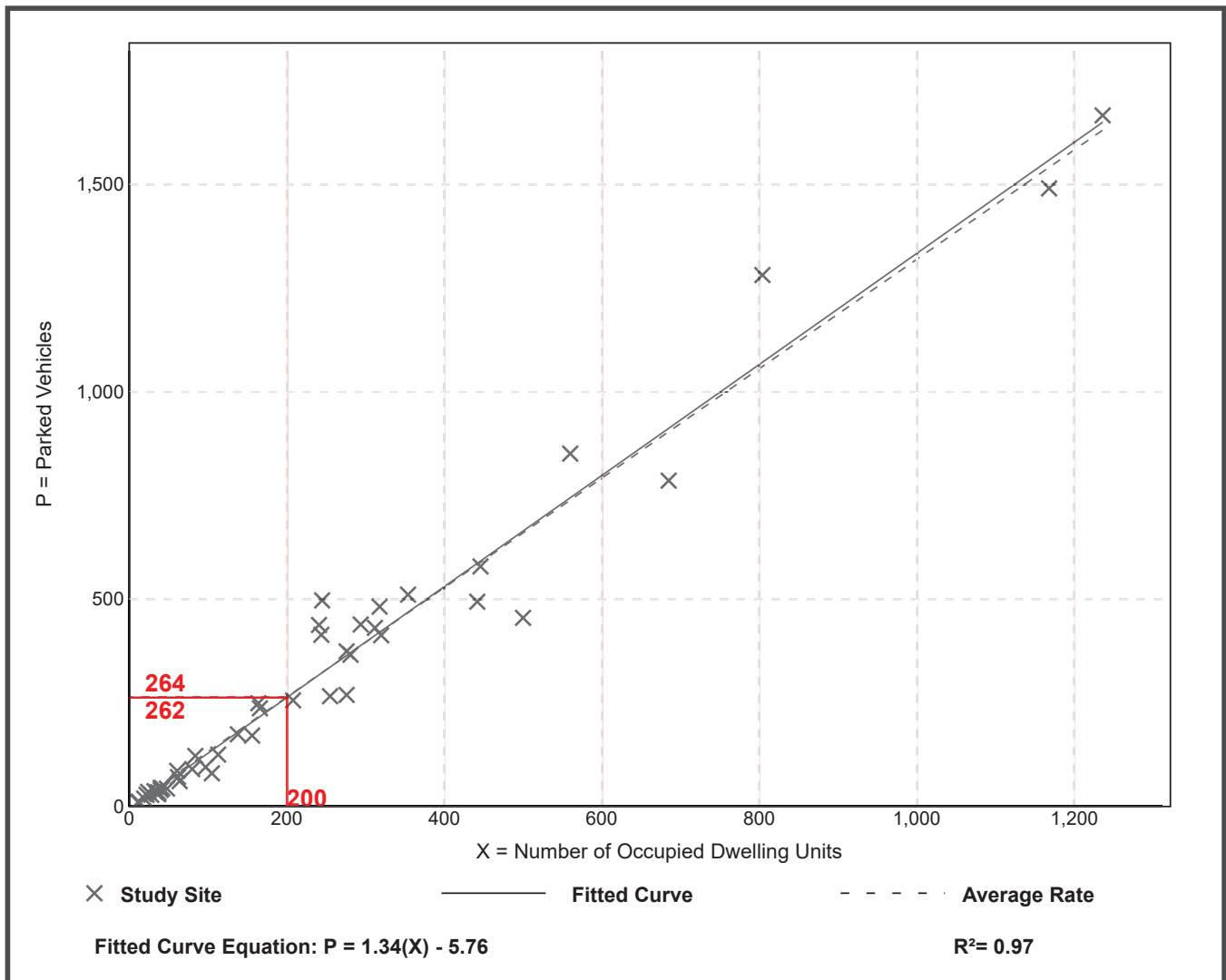
Number of Studies: 48

Avg. Num. of Occupied Dwelling Units: 234

## Peak Period Parking Demand per Occupied Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.32	0.75 - 2.03	1.04 / 1.51	1.25 - 1.39	0.24 (18%)

## Data Plot and Equation



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## Palm Tran Bus Stops within ¼-Mile 3300 Boutwell Road

**Palm Tran**  
Public Transportation

Palm Tran Home ADA Trip Plan

### Find Nearby Stops

Near Location:  
3300 Boutwell Road Lake Worth, FL, USA

Radius: 0.25 Miles

or

Search by Stop ID:

STOP ID

Stops Near My Location : 5721 10TH AVE N @ BOUTWELL RD

Stop ID	Distance
5721	0.121 miles
10TH AVE N @ BOUTWELL RD	
5628	0.171 miles
10TH AVE N @ BOUTWELL RD	
5627	0.197 miles
10TH AVE N & FL MANGO RD	
5722	0.199 miles

Alert

Leaflet | © L

Source: <https://tripplan.palmtran.org/Busstop/index>







**JUSTIFICATION STATEMENT  
REZONING, MAJOR SITE PLAN, SUSTAINABLE BONUS INCENTIVE PROGRAM (SBIP), &  
TRANSFER OF DEVELOPMENT RIGHTS (TDR)  
3300 BOUTWELL ROAD APARTMENTS**

*Initial Submittal: February 3, 2021*

*Resubmittal: March 25, 2021*

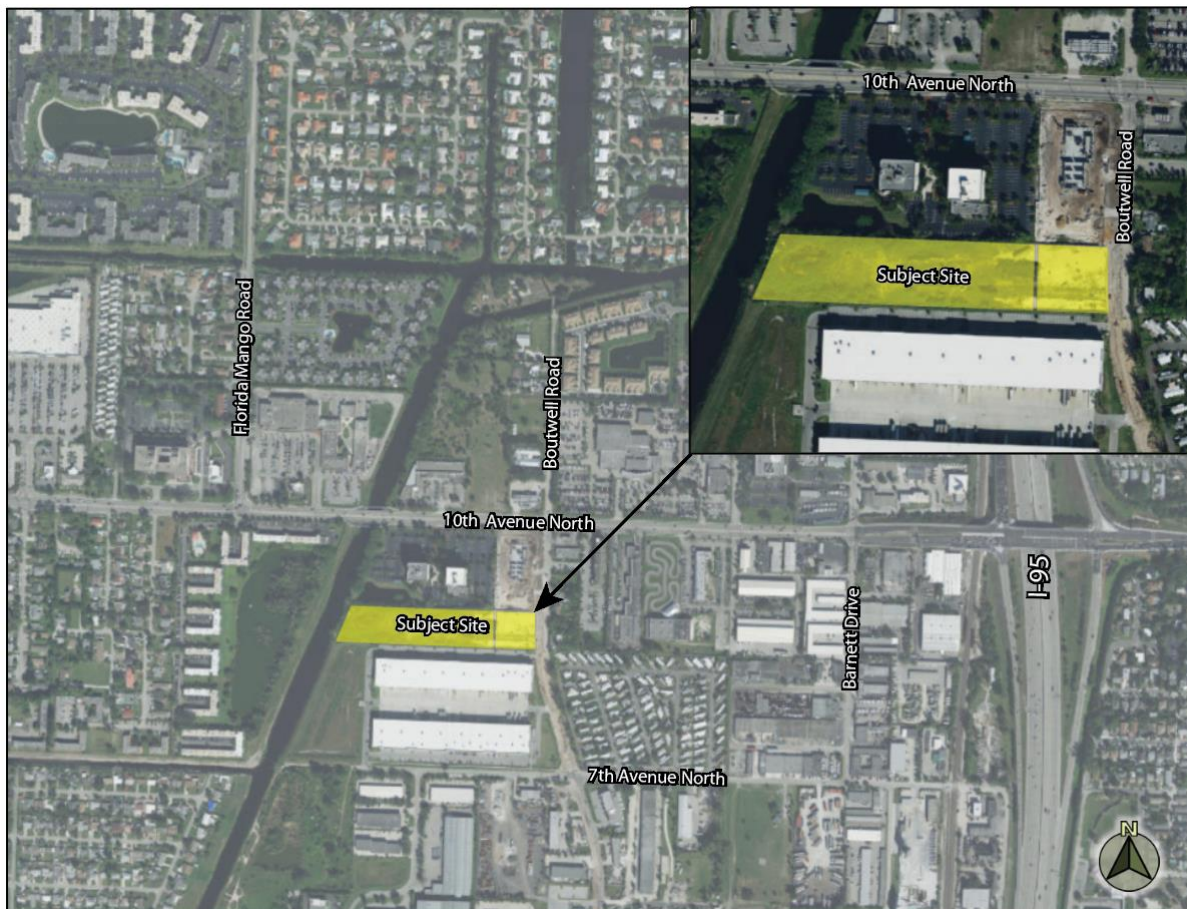
**1. REQUEST**

On behalf of the Applicant (MA Investment Boca, LLC), WGI is requesting approval for the subject site of the following:

- 1) **Rezoning** to rezone the subject site from a Mixed-Use West (MU-W) zoning district to an Urban Planned Development (U-PD) zoning district with an underlying MU-W.
- 2) **Major Site Plan** approval to permit the development of 200 apartment units;
- 3) **Sustainable Bonus Incentive Program (SBIP)** in order to increase density and building height by 25% for the proposed development; and
- 4) **Transfer of Development Rights (TDRs)** to allow for an increase in density through the purchase of 23 units through the TDR program.

**2. SITE CHARACTERISTICS**

The subject site consists of 4.746 acres and is located 420 feet south of the 10<sup>th</sup> Avenue North and Boutwell Road intersection, in the City of Lake Worth Beach. The subject site is currently undeveloped and retains a Future Land Use (FLU) and a Zoning designation of MU-W. The subject site is identified by the following Property Control Number (PCN) 38-43-44-20-01-034-0040 and has a physical address at 3300 Boutwell Road. A location map has been provided below which details the site characteristics and surrounding areas.





### 3. DEVELOPMENT HISTORY

The subject site is currently approved for the development of 158 multifamily apartment units. The previous multifamily development was approved under the FLU and zoning designation of MU-W. It is the intent of the applicant to abandon the prior approval to accommodate the 200-unit multifamily apartment development program. The request to rezone the subject site to an U-PD zoning district still retains the underlying MU-W zoning district and only increases the over all unit count by 42 multifamily units.

### 4. SURROUNDING PROPERTIES

The subject site is located near the 10<sup>th</sup> Avenue North corridor, whose fabric is comprised of myriad of non-residential and residential uses alike. There are numerous commercial and residential developments along the corridor, one that would support infill development of this underutilized site. The following chart summarizes the uses located immediately adjacent to the subject site.

	FLU Designation	Zoning District	Existing Use
<b>North</b>	Commercial High Office, with an underlying HR-8 (CH-O/8) (Palm Beach County)	CS: Commercial Specialized (Palm Beach County)	Office
	MU-W	MU-W	Hotel
<b>South</b>	Industrial (I)	Industrial Park of Commerce (I-POC)	Distribution Center
<b>East</b>	MU-W	MU-W	Gas Station
	MU-W	MU-W	Hotel
	MU-W	MU-W	Single-Family Residential (Proposed Townhome Planned Unit Development)
	Industrial (I)	Industrial Park of Commerce (I-POC)	Mobile Home Trailer Park
<b>West</b>	High Residential, 12 units per acre (HR-12) (Palm Beach County)	High Residential (HR)	Multifamily Apartments

**NORTH:** Immediately to the north of the subject site are two, six-story commercial office buildings that are located within Unincorporated Palm Beach County with a FLU designation of CH/O and zoning classification of CS. Also, north of the subject site is the five-story Wyndham hotel with 100 beds that is located within the City of Lake Worth Beach and retains a FLU and Zoning designation of MU-W.

**SOUTH:** Immediately to the south of the subject site is the Instate Business Center that retains a FLU designation of I and a zoning designation of I-POC.

**EAST:** Immediately to the east of the subject site is Boutwell Road. Further to the east, across Boutwell Road, are existing single-family residential homes with a FLU and Zoning designation of MU-W. Per the City of Lake Worth Beach's development projects list, there are 18 townhome units proposed for this area on a one-acre property known as the Casa Bella project (equating to a density of 18 dwelling units per acre). The proposed Casa Bella townhome project is currently in review and is requesting a planned development zoning district designation.

To the east of the proposed Casa Bella project is a four-story Woodsprings hotel with 124 beds that is located within the City of Lake Worth Beach and retains a FLU and Zoning



designation of MU-W. To the northeast of the subject site is a Citgo gas station with a convenience store, which retains a FLU and Zoning designation of MU-W. To the southeast of the subject site is a 110-unit mobile home park on 12.6 acres (equating to a density of 8.73 dwelling units per acre). The mobile home park retains a FLU designation of I and a zoning designation of I-POC.

**WEST:** Immediately to the west of the subject is the E-4 LWDD Canal. Further west are 218 multifamily apartment units on 19 acres within the Avesta Costa Del Lago community (equating to a density of 11.47 dwelling units per acre). The apartment units retain a FLU designation of HR-12 and a Zoning designation of RH within the jurisdiction of Palm Beach County.

## **5. DEVELOPMENT PROGRAM**

The request is to rezone the 4.746-acre subject site from MU-W to U-PD with an underlying MU-W, in order to develop a total of 200 multifamily apartment units - equating to a density of 42.14 dwelling units per acre. The multifamily apartment development will consist of two, five story buildings. The unit mix includes 120 one-bedroom units and 80 two-bedroom units. The development includes a 5,023 square foot clubhouse, pool and amenity deck, open space with a focal point amenity, and a 1,500 square foot dog park. A five-foot path connects to an ADA accessible observation deck along the canal on the western portion of the subject site. Both Buildings A and B include mail rooms on the ground level for mail deliveries, while Building B provides a locker for packages at the ground level. Mail and package delivery for the proposed development will be accessed through the gate. Both buildings will include roof mounted equipment for A/C. The proposed development includes a drop-off area for ridesharing on the north portion of the front entrance adjacent to Building B. A 16,223 square foot wet retention area is proposed on the western portion of the subject site. The proposed development is to be built in one phase.

The multifamily apartment development requests additional height and density through both the SBIP to allow for the increase in height from two stories to five stories and an increase in the maximum density from 30 dwelling units per acre to 37.5 dwelling units per acre. Through the TDR program, the 4.746-acre subject site results in an additional density bonus of 47 dwelling units thus increasing the maximum density of the subject site to 47.5 dwelling units per acre or 224 dwelling units.

## **6. REZONING CRITERIA AND URBAN PLANNED DEVELOPMENT DISTRICT STANDARDS**

The Applicant's request is to allow a Rezoning from the current MU-W zoning classification to a U-PD zoning district with an underlying MU-W. Section 23.2-26, Rezoning of Land and Future Land Use Map (FLUM) Amendments of the City's Code of Ordinance requires the Applicant to address the Findings in accordance with Section 23.2-26(3). The Applicant is providing a Justification Statement, Site Plan, and other relevant documents as part of this Rezoning, and has demonstrated this proposal meets the requirements set forth in the applicable City's Code of Ordinances, except for building side setbacks. The following waiver is being requested with the rezoning to a U-PD zoning district:

- Waiver to reduce the northern side setback requirement from 20 feet to 7 feet for the proposed development.

The responses by the Applicant for each Finding of Facts, provide a comprehensive analysis that the Rezoning application is compliance with these requirements:

### **A. Consistency**

The proposed Rezoning to have a U-PD with an underlying MU-W on the subject site is consistent with the purpose and intent of the applicable comprehensive plan and land development regulations. Pursuant to Section 23.3-25(a) of the City's Code of Ordinances, a Planned Development is allowed in any mixed-use district, in which the site is compliant. In addition, the change to a U-PD zoning district with an underlying MU-W is consistent with the purposes, goals, objectives, and policies of the Comprehensive Plan.





The Rezoning request to modify the 4.746-acre subject site to retain an U-PD zoning district with an underlying MU-W furthers Goal 1.2, Objective 1.2.2, and Objective 1.2.3. of the City of Lake Worth Beach's Comprehensive Plan, which promote compact sustainable urban development. The proposed development establishes a compact high-density residential use that would balance with existing uses within the area and synergistically compliment the nearby commercial corridor of 10<sup>th</sup> Avenue North, ultimately adding to the City of Lake Worth Beach's goal of livable communities. The project includes sustainable elements such as Florida Green Building certification, higher quality landscaping in common open spaces, and the inclusion of a clubhouse, pool and amenity deck, observation deck, and dog park. The U-PD zoning district would support a more sustainable urban pattern in the City of Lake Worth Beach, by locating higher density eastward, at a nearby well-established, urban intersection. The proposed project, at a density of 42.14 dwelling units per acre, provides a prime opportunity for infill development, and will alleviate potential blight at one of the City's well-traveled intersections. The development will also utilize existing infrastructure, provide amenities that will benefit the residents of the development, and will diversify the housing stock within the City. All of these elements further the intent of the MU-W Zoning District.

The request for an U-PD zoning district promotes Objective 1.2.4 of the City of Lake Worth Beach's Comprehensive Plan, by utilizing the City's TDR program which allows for increase in overall density of 10 units per acre. The request for the TDR program under the U-PD zoning district permits the development to increase its maximum density of 37.5 dwelling units per acre, which the SBIP allows, to 47.5 dwelling units per acre. The current development program proposes a density of 42.14 dwelling units per acre, therefore allowing for a more urban infill development.

The request to allow an U-PD zoning district on the site supports Objective 1.6.1 and 1.6.7 of the City of Lake Worth Beach's Comprehensive Plan, by supporting redevelopment within the older urban areas of the City of Lake Worth Beach, and encouraging infill development. In addition, the proposed development supports redevelopment near the 10<sup>th</sup> Avenue North corridor, which is one of the City's major thoroughfares. The multifamily development is not subject to the requirements of the City's Major Thoroughfare Guidelines since it fronts Boutwell Road. An U-PD zoning district allows for a greater density, height, and design for the vacant subject site, which promotes the highest and best use. The increase in density and height for the infill multifamily development would complement the redevelopment in the surrounding area and the existing higher density residential to the north and west of the subject site.

The proposed Rezoning to an U-PD zoning district for the subject site meets all the regulations pursuant to Section 23.3-25(b) of the City of Lake Worth Beach's Code of Ordinances. The proposed development is not in conflict with any utility regulations or requirements of any utility system, while in compliance with the standards conditional use permits. The current 4.746-acre subject site allowed for the expansion and construction of improvements on Boutwell Road. All utilities, including telephone, cable television, and electrical service systems, for the proposed development are to be installed underground. The application for the U-PD zoning district provides all necessary information on the Master Development Plan and supporting documentation.

The Rezoning request to an U-PD zoning district for the subject site further complies with Section 23.3-25(b) and 23.3-25(e) of the City of Lake Worth Beach's Code of Ordinances. The minimum area required for an U-PD zoning district is 0.5 acres, which the 4.746-acre subject site exceeds the minimum area requirement. The proposed 200-unit multifamily apartment development is permitted in the underlying MU-W zoning district pursuant to Section 23.3-25(e)(3) of the City of Lake Worth Beach's Code of Ordinances. The required building setbacks for the U-PD zoning district, per the underlying MU-W zoning district, are met with the front setback of 32 feet, rear setback of 22 feet, and side setback of 11 feet. The landscape buffer requirements for the proposed multifamily development are met since



the proposed development provides a ten-foot landscape buffer along Boutwell Road, a five-foot landscape buffer along the north and south boundaries of the subject site, an eight-foot landscape buffer along the western dry retention area. The project provides 1.43 acres of green space for the U-PD district in the pool and amenity deck, dog park, and landscape areas around the multifamily buildings.

## **B. Land Use Pattern**

The proposed Rezoning to U-PD zoning district, with an underlying MU-W, is consistent with the existing land use pattern. The surrounding context has a mix of residential and commercial zoning districts, both between the City of Lake Worth Beach and Palm Beach County. Below is a summary of the current land use pattern.

- To the north, across 10<sup>th</sup> Avenue North, are 189 approved multifamily units on 6.39 acres within the Golden Road Apartments development (equating to a density of 29.58 dwelling units per acre). The approved multifamily apartment development retains a FLU and Zoning designation of MU-W. Currently, the development is under review by the City of Lake Worth Beach to rezone the property to a Residential Planned Development District and increase to 230 multifamily apartment units (equating to a density of 35.99 dwelling units per acre). The requested planned development district demonstrates that there is a pattern of planned development request near the 10<sup>th</sup> Avenue North and Boutwell road intersection.
- To the northeast, across 10<sup>th</sup> Avenue North, are 75 townhome units on 8.75 acres located within Waterville Subdivision (equating to a density of 8.57 dwelling units per acre). These townhomes retain a FLU designation of Medium Density Residential (MDR) and a Zoning designation of Multifamily Residential, 20 (MF-20).
- To the northwest of the subject site, across the E-4 LWDD Canal, are 144 townhome units on 13.23 acres located within the Waterside Estates subdivision (equating to a density of 10.88 dwelling units per acre). These townhomes retain a FLU designation HR-12 and a Zoning designation of RH within the jurisdiction of Palm Beach County.
- To the east of the subject site, across Boutwell Road, are 18 townhome units proposed on a one acre property for the Casa Bella project (equating to a density of 18 dwelling units per acre). The proposed Casa Bella townhome project is currently in review and is requesting a planned development district, thus showing a precedent of planned development requests in the surrounding area.
- To the southeast of the subject site is a 110 unit mobile home park development on 12.6 acres (equating to a density of 8.73 dwelling units per acre). The mobile home park retains a FLU designation of I and a zoning designation of I-POC.
- Further to the south of the subject site, approximately 0.5 miles along Boutwell Road, are 216 multifamily apartment units on 7.6 acres within the Village of Lake Worth development (equating to a density of 28.4 dwelling units per acre). The multifamily apartment development retains a FLU and Zoning designation of MU-W.
- To the west of the subject, across the E-4 LWDD Canal, are 218 multifamily apartment units on 19 acres within the Avesta Costa Del Lago community (equating to a density of 11.47 dwelling units per acre). The multifamily apartment units retain a FLU designation of HR-12 and a Zoning designation of RH within the jurisdiction of Palm Beach County.

Most of the residential uses in the surrounding context of the subject site include a higher density and are more compact in nature. The proposed U-PD zoning district at the vacant 4.746-acre subject site is consistent with the existing residential land use pattern in the area.

The subject site is located near 10<sup>th</sup> Avenue North, a well-travelled urban minor arterial road and commercial corridor that includes a mix of different office, commercial, and industrial uses. The area along 10<sup>th</sup> Avenue North has seen an increase in intensity for commercial uses, such as the four-story



Woodspring Suites hotel with 124 keys at the northeast and the new five-story Wyndham hotel with 100 keys immediately north of the subject site. Adjacent to the north of the subject site are two, six-story commercial office buildings, while to the northwest across 10<sup>th</sup> Avenue North is commercial that includes medical type uses such as Eldercare at Home and Concept Open Imaging Center and across the E-4 LWDD Canal is a commercial shopping center. To the north of the subject site is a Mobil gas station and further east across Boutwell Road is an 8.5-acre car dealership. A new 7-Eleven gas station and convenience store is approved at the northwest corner of 10<sup>th</sup> Avenue North and Barnett Drive to the east as well. The subject site is a “pocket” of underutilized vacant land, which an infill higher density development of an U-PD zoning district would complement the existing land use pattern of the surrounding higher intensity commercial at the intersection of 10<sup>th</sup> Avenue North and Boutwell Road, and along the commercial corridor of 10<sup>th</sup> Avenue North.

The subject site abuts the Lake Worth Beach Park of Commerce to the south and southeast, which is a 375-acre industrial park that serves as a major employment hub for the City of Lake Worth Beach. Immediately to the south of the subject site is a new distribution center, the Instate Business Center, and to the southwest an approved manufacturing building. The proposed multifamily apartment development would promote sustainability for the Lake Worth Beach Park of Commerce since it increases the number of residents on the periphery of the industrial hub, which could become future employees or workers.

### **C. Sustainability**

The proposed development seeks SBIP approval for the following requests:

- Increase in building height from the standard maximum regulation of two stories to permitting two, five story buildings; and
- Allow for a 25% increase in density for the maximum base density of 30 dwelling units per acre, thus permitting a density of 37.5 dwelling units per acre.

\*Please note that the TDR program is being utilized to reach the 200 unit desired development program, which results in a maximum density of 47.5 dwelling units per acre.

The proposed multifamily development includes a clubhouse, pool and amenity deck, a dog park, and observation deck for residents. The proposed development includes elements of a higher quality landscaping; providing architectural character and aesthetic excellence; providing a quality design based on urban form and density; and providing housing diversity and accessibility. The two buildings for the 200 multifamily apartment unit development include elements of the Florida Green Building certification standards and provides a modern contemporary architectural style. The quality of the proposed development's design and form matches the updated architectural style of modern development in the surrounding area, which includes the nearby Woodspring Suites and Wyndham hotels, the approved Golden Road Apartments to the north, and the remodeled car dealership to the east.

### **D. Availability of Public Services/Infrastructure**

The proposed U-PD zoning district in this location will take advantage of existing infrastructure and the City of Lake Worth Beach's services, while maximizing an underutilized piece of vacant land. The subject site was previously approved with a six-story multifamily building with 158 units. The request for an U-PD zoning district provides for a 200 multifamily apartment unit development. Therefore, a Rezoning to allow for a U-PD zoning district would only increase the overall unit count by 42 multifamily units and build-off the existing hotel approval regarding traffic, school, and water concurrency.



#### **E. Compatibility**

The proposed Rezoning of the 4.746-acre subject site from MU-W to a U-PD with an underlying MU-W is compatible with adjacent zoning districts. The abutting and nearby properties that fall within the jurisdiction of Lake Worth Beach predominantly have a zoning district of MU-W, while the adjacent properties in unincorporated Palm Beach County have higher residential and commercial zoning district with HR and CS. The surrounding context has a mix of high density residential, mixed-use, commercial, and industrial zoning districts, both between the City of Lake Worth Beach and Palm Beach County, thus the request for U-PD with a MU-W underlying zoning district for the subject site is consistent and compatible with the adjacent uses.

As outlined in the “Land Use Pattern” portion of this report, most of the residential uses in the surrounding context of the subject site include a higher density and are more compact in nature. The proposed U-PD zoning district at the vacant 4.746-acre subject site would allow for a greater density for the multifamily development, thus would be compatible with the higher density residential uses in the surrounding area. The proposed U-PD zoning district on the subject site supports compatibility with adjacent uses since it provides a high-density residential use that complements both the high intensity commercial uses along 10<sup>th</sup> Avenue North and the industrial uses within the Lake Worth Beach Park of Commerce.

#### **F. Direct Community Sustainability and Economic Development Benefits**

##### **1. Further implementation of the city’s economic development (CED) program**

*Response: The proposed Rezoning of the 4.746-acre subject site to a U-PD zoning district would further implement the City’s CED program by using the SBIP approval process. The proposed development seeks a 25% increase in density and increase in building height, thus the request includes sustainable elements through on-site amenities.*

##### **2. Contribute to the enhancement and diversification of the city’s tax base**

*Response: The proposed 200 multifamily unit residential development on a 4.746-acre subject site would contribute to the enhancement and diversification of the City’s tax base. The future residents of the proposed development will provide business to the existing commercial uses along the 10<sup>th</sup> Avenue North commercial corridor and the nearby downtown center of the City of Lake Worth Beach, while also attending any downtown events in the City.*

##### **3. Respond to the current market demand or community needs or provide services or retail choices not locally available**

*Response: The existing residential uses surrounding the subject site are predominantly mobile home units to the southeast, or single-family residential to the east. The closest multifamily apartment residential use is the Avesta Costa Del Lago community to the west of the subject, across the E-4 LWDD Canal, which was built in 1972. The proposed Rezoning to an U-PD zoning district for the subject site allows for newer multifamily apartment units and diversification of housing choices with the City of Lake Worth Beach, while responding to current market demand for different and higher density residential housing in the surrounding area.*

##### **4. Create new employment opportunities for the residents, with pay at or above the county average hourly wage**

*Response: The proposed request is for a 200 multifamily apartment unit development, therefore this standard does not apply to the Rezoning request to a U-PD zoning district, with an underlying MU-W.*



**5. Represent innovative methods/technologies, especially those promoting sustainability**

*Response: The proposed multifamily residential development includes sustainable elements through the Florida Green Building Certification standards and additional landscaping. The development furthers as a sustainable development by proposing a 5,023 square foot clubhouse, pool and amenity deck, open space with a focal point, a 1,500 square foot dog park, and an ADA accessible observation deck along the canal at the southwest corner of the subject site. The proposed development provides a pedestrian sidewalk system that connects all the on-site amenities and parking lots to the residential buildings.*

**6. Support more efficient and sustainable use of land resources in furtherance of overall community health, safety and general welfare**

*Response: The proposed Rezoning to a U-PD zoning district, with an underlying MU-W, for the subject site would alleviate development pressure westward and allows for more efficient and sustainable infill development within the City of Lake Worth Beach.*

**7. Be complimentary to existing uses, thus fostering synergy effects**

*Response: The proposed Rezoning of the 4.746-acre subject site to an U-PD zoning district would foster synergy effects for the nearby Lake Worth Beach Park of Commerce, by allowing future residents to have employment opportunities in the industrial park. The proposed development would also be complementary to the existing commercial and office uses along the 10<sup>th</sup> Avenue North commercial corridor with a higher density residential use.*

**8. Alleviate blight/economic obsolescence of the subject area**

*Response: The 4.746-acre subject site is predominantly vacant and represents a "pocket" of infill development, therefore the proposed Rezoning to an U-PD zoning district would alleviate economic obsolescence of the subject site by bringing future residents to the City of Lake Worth Beach while providing stimulus to the nearby uses on the 10<sup>th</sup> Avenue North corridor and the Lake Worth Beach Park of Commerce. In addition, the proposed multifamily development would make the highest and best use of the subject site and curtail the use by displaced individuals.*

**H. Master Plan and Site Plan Compliance with Land Development Regulations**

The Rezoning of the 4.746-acre subject site to a U-PD with an underlying MU-W is in compliance with Section 23.3-25 and Section 23.2-31 of the City of Lake Worth Beach's Land Development Code.

**7. MAJOR SITE PLAN APPROVAL STANDARDS**

Section 23.2-26, Rezoning of Land and Future Land Use Map (FLUM) Amendments of the City's Code of Ordinance requires the Applicant to address the Findings in accordance with Section 23.2-26(3). The Applicant is providing a Justification Statement, Site Plan, and other relevant documents as part of this Rezoning, and has demonstrated this proposal meets the requirements set forth in the applicable City's Code of Ordinances. The site plan standards for the proposed development follows the underlying MU-W zoning district pursuant to 23.3-25(c) and follows site design standards per Section 23.2-31 of the City of Lake Worth Beach's Code of Ordinances. The responses by the Applicant for each Finding of Facts, provide a comprehensive analysis that the Planned Development application is compliance with these requirements:





## **SITE DESIGN QUALITATIVE STANDARDS**

### **Section 23.2-31**

1. **Harmonious and efficient organization.** All elements of the site plan shall be harmoniously and efficiently organized in relation to topography, the size and type of plot, the character of adjoining property and the type and size of buildings. The site shall be developed so as to not impede the normal and orderly development or improvement of surrounding property for uses permitted in these LDRs.

*Response: The proposed site design is harmoniously and efficiently organized as it relates to the property constraints and provides residential housing options nearby the primarily non-residential corridor. The modern contemporary architectural style for the proposed development would be compatible with the nearby modern style of redevelopment in the surrounding area, including the, Wyndham hotel, Woodsprings Suites hotel, Golden Road Apartments and nearby car dealership. The configuration of the proposed multifamily buildings on the subject site is a tier system, with the five-story buildings near the six-story office towers and the five-story hotel, which complements both the higher intense uses on 10<sup>th</sup> Avenue North and the uses in the Lake Worth Beach Park of Commerce. The density for the proposed development would be consistent with the higher density residential uses to the north and west.*

2. **Preservation of natural conditions.** The natural (refer to landscape code, Article 6 of these LDRs) landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal and by such other site planning approaches as are appropriate. Terrain and vegetation shall not be disturbed in a manner likely to significantly increase either wind or water erosion within or adjacent to a development site. Natural detention areas and other means of natural vegetative filtration of stormwater runoff shall be used to minimize ground and surface water pollution, particularly adjacent to major waterbodies. Fertilizer/pesticide conditions may be attached to development adjacent to waterbodies. Marinas shall be permitted only in water with a mean low tide depth of four (4) feet or more.

*Response: Due to the fact that the subject site has been previously cleared, there is no established habitat and there are minimal natural features on the subject site. The site will not be disturbed in such a manner as to significantly increase either wind or water erosion within or adjacent to the development site. The multifamily development proposes to address its own drainage through a dry retention area on the western portion of the subject site.*

3. **Screening and buffering.** Fences, walls or vegetative screening shall be provided where needed and practical to protect residents and users from undesirable views, lighting, noise, odors or other adverse off-site effects, and to protect residents and users of off-site development from on-site adverse effects. This section may be interpreted to require screening and buffering in addition to that specifically required by other sections of these LDRs, but not less.

*Response: Appropriate screening and buffering are provided on the proposed site plan that meets LDR requirements. The proposed development provides a ten-foot landscape buffer along Boutwell Road, a five-foot landscape buffer along the northern and southern boundaries, an eight-foot landscape buffer along the western dry detention area, and foundation planting around both multifamily buildings. A six-foot-high aluminum fence is proposed along the 10-foot landscape buffer along Boutwell Road. The subject site is enhancing the already the existing screen along the southern boundary and provides a buffering along the northern boundary.*

4. **Enhancement of residential privacy.** The site plan shall provide reasonable, visual and acoustical privacy for all dwelling units located therein and adjacent thereto. Fences, walks, barriers and vegetation shall be arranged for the protection and enhancement of property and to enhance the privacy of the occupants.



*Response: The multifamily buildings have been moved to the northern portion of the site to avoid any privacy issues with the southern industrial use. There are existing elements that provide a distance between Building B and the existing office towers. The proposed site design offers the most reasonable, visual and acoustical privacy for all the multifamily dwelling units given the site. The proposed development orientates the dwelling units in a north and south facing direction for both Buildings A and B, therefore promoting privacy for residents.*

5. Emergency access. Structures and other site features shall be so arranged as to permit emergency vehicle access by some practical means to all sides of all buildings.

*Response: Emergency access is provided to all proposed buildings with appropriate site circulation and access. The*

6. Access to public ways. All buildings, dwelling units and other facilities shall have safe and convenient access to a public street, walkway or other area dedicated to common use; curb cuts close to railroad crossings shall be avoided.

*Response: Safe and convenient access is provided via Boutwell Road, which provides both ingress and egress for residents and guests. The multifamily development provides safe queuing for subject site through a 150-foot throat distance from the east property line to the gate's call box.*

7. Pedestrian circulation. There shall be provided a pedestrian circulation system which is insulated as completely as reasonably possible from the vehicular circulation system.

*Response: A pedestrian circulation system is provided that is separated from the vehicular circulation system as to assist in safe and efficient circulation for all residents. The pedestrian circulation system connects both multifamily buildings to all on-site amenities within the development.*

8. Design of ingress and egress drives. The location, size and numbers of ingress and egress drives to the site will be arranged to minimize the negative impacts on public and private ways and on adjacent private property. Merging and turnout lanes traffic dividers shall be provided where they would significantly improve safety for vehicles and pedestrians.

*Response: The proposed ingress and egress drives located on Boutwell Road will not create negative impacts on the adjacent hotel and distribution center uses, and minimize impacts on public and private ways.*

9. Coordination of on-site circulation with off-site circulation. The arrangement of public or common ways for vehicular and pedestrian circulation shall be coordinated with the pattern of existing or planned streets and pedestrian or bicycle pathways in the area. Minor streets shall not be connected to major streets in such a way as to facilitate improper utilization.

*Response: The proposed coordination of on-site circulation with off-site circulation on Boutwell Road is designed in such a manner as not to facilitate in improper utilization.*

10. Design of on-site public right-of-way. On-site public street and rights-of-way shall be designed to for maximum efficiency. They shall occupy no more land than is required to provide access, nor shall they unnecessarily fragment development into small blocks. Large developments containing extensive public rights-of-way shall have said rights-of-way arranged in a hierarchy with local streets providing direct access to parcels and other streets providing no or limited access to parcels.

*Response: No additional ROW dedications are required for the subject site. ROW dedication has already been taken for Boutwell Road for its widening project. The subject site will not be fragmented into small blocks.*





11. Off-street parking, loading and vehicular circulation areas. Off-street parking, loading and vehicular circulation areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property.

*Response: The City of Lake Worth Beach's Code requires a total of 320 parking spaces. Given the location of the site, nature of the development style, and programmatic needs for the development, 293 parking spaces are provided on-site. The Applicant has provided a parking study, demonstrating that the proposed development only requires a maximum of 264 parking spaces for 200 occupied dwelling units.*

12. Refuse and service areas. Refuse and service areas shall be located, designed and screened to minimize the impact of noise, glare and odor on adjacent property.

*Response: The dumpster areas, between Buildings A and B and to the west of Building A, have been designed and screened by landscape islands and a five-foot landscape buffer to minimize the impact of noise, glare, and odor on adjacent property.*

13. Protection of property values. The elements of the site plan shall be arranged so as to have minimum negative impact on the property values of adjoining property.

*Response: The proposed development is designed to minimize negative impacts on adjoining properties; furthermore, the proposed development diversifies the corridor by providing residential options. The proposed development does not interfere with the functions of adjacent uses.*

14. Transitional development. Where the property being developed is located on the edge of the zoning district, the site plan shall be designed to provide for a harmonious transition between districts. Building exteriors shall complement other buildings in the vicinity in size, scale, mass, bulk, rhythm of openings and character. Consideration shall be given to a harmonious transition in height and design style so that the change in zoning districts is not accentuated. Additional consideration shall be given to complementary setbacks between the existing and proposed development.

*Response: The proposed development provides for a harmonious transition between surrounding commercial and neighborhood uses. Additionally, the exterior architecture offers high quality design and materials that further assists in creating a transition among surrounding architecture, density, and uses.*

15. Consideration of future development. In finding whether or not the above standards are met, the review authority shall consider likely future development as well as existing development.

*Response: Surrounding properties retain similar FLU and Zoning designations to that of the subject site, MU-W. The proposed development will continue to provide consistency with surrounding uses as well as maintain and promote a high-quality design standard.*



## DEVELOPMENT REGULATIONS

The proposed development plan meets the regulations as set forth in the table below. The subject site is not subject to the major thoroughfare design guidelines as this regulation only applies to properties located on 10<sup>th</sup> Avenue North from Dixie Highway to the west City limit.

Furthermore, the development proposes to utilize the Sustainable Bonus Incentive Program (SBIP) in order to increase building height. Details on meeting these program requirements are discussed under the SBIP section of this report.

<b>Section 23.3-18 (c) Development Regulations for Uses Permitted by Right</b>				
<b>TYPE</b>	<b>REQUIREMENT</b>		<b>PROPOSED</b>	
<b>Density</b>	Max density 47.5 dwelling units per gross acre (200 DU/Lot Area =4.746 AC.)*		42.14 dwelling units per acre	
<b>Lot Width</b>	75 ft.		200 ft.	
<b>Height</b>	30 ft. (not to exceed 2 stories)		Building A & B: 5-stories*	
	*Additional height under Sustainable Bonus Incentive Program (not to exceed 6 stories)		Building A & B: 3 additional stories	
<b>Setback</b>	<i>Front</i>	32 ft. min.*	32 ft.	
	<i>Rear</i>	22 ft. min.*	253 ft.	
	<i>Side</i>	20 ft. min.*	7 ft.	
	<i>Bonus Height and Stories</i>	SBIP requires an additional 8 ft. min. for Front and Rear setbacks		
<b>Living Area</b>	<i>Multi-Family (Min.)</i>	Eff.	400 SF	
		1 BR	600 SF	720 SF
		2 BR	750 SF	944 SF
		3 BR	900 SF	
		4 BR	1,350 SF	
<b>Accessory Structure Limitations</b>	Limited to 40% of principal structure			
<b>Impermeable Surface Total</b>	<i>Small Lot</i>	65%		
	<i>Medium Lot</i>	65%		
	<i>Large Lot</i>	65%	65%	
<b>Maximum Lot Coverage</b>	<i>Small Lot</i>	60%		
	<i>Medium Lot</i>	55%		
	<i>Large Lot</i>	50%	19%	
<b>Maximum Wall Heights</b>	<i>Height at Setback</i>	30 ft.		
	<i>Height with SBIP</i>	65 ft.		

### Section 23.3-25(b)(2)) – Density

Per the MU-W base zoning district, the subject site is allowed a density of 30 dwelling units per acre. Pursuant to the Planned Development district regulations, any urban planned development is allowed a density bonus of 25%. The increase in density through the SBIP permits a maximum of 37.5 dwelling units per acre. The increase in density is permitted by providing twice the base line sustainable bonus value, which applies to each square footage above the maximum threshold. Please see the sustainable bonus spreadsheet provided in this submittal. Additional density is being requested through the City of Lake Worth Beach's TDR program, which allows up to ten dwellings unit per acre. The 4.746-acre subject site results in an additional density bonus of 47 dwelling units through the TDR program, thus increasing the maximum density of the subject site to 47.5 dwelling units per acre or 224 dwelling units. Therefore, through the use



of both the SBIP and TDR program, the multifamily development is permitted a density of 42.14 dwelling units per acre or 200 dwelling units.

**Section 23.3-18 (c) – Setbacks.\***

Pursuant to the setback regulations for developments permitted by right within the MU-W zoning district, minimum setback requirements are increased for those projects that are utilizing the SBIP in order to increase building height above the two-story height limit. As part of this development proposal, SBIP approval is requested in order to increase the building height; therefore, the site design is subject to the increased front façade and rear façade minimum setback requirements. Both setbacks require an additional distance of eight to twelve feet to the minimum requirement.

The multifamily development proposes a side setback of 7 feet between the northern patio pads/balconies and the north property line, which is 13 feet less than the 20-foot requirement. Therefore, the Applicant requests a Waiver from the 20-foot side setback requirement to allow for a 13-foot reduction. The U-PD zoning district allows for flexibility in development standards with waivers.

The proposed development is adjacent to the five-story Wyndham hotel and the six-story office towers to the north. The hotel is setback approximately 160 feet from the subject site's northern property line, wherein a parking lot with landscaping and a wall is found in between, thus there is sufficient spacing between the proposed multifamily building and existing hotel. The rooms for the hotel face in the east and west directions, which will not cause any privacy issues with the proposed north facing balconies for the multifamily building. The base of the eastern office tower is setback 70 feet from the subject site's northern property line and includes parking and landscaping in between as well. In addition, the proposed five-foot landscape buffer on the northern property line provides additional screening and buffering for both multifamily buildings. A proposed seven-foot setback from the northern property line allows for additional amenity space, pervious space, and functionality of the vehicle circulation on-site.

**Section 23.6-1 – Landscape regulations.**

Per the landscape regulations for new multi-family developments (Sec. 23.6-1 (c).2), the proposed site will provide the required ten-foot perimeter buffer adjacent to the Boutwell ROW. In addition, a five-foot landscape buffer strip is provided on the northern and southern boundaries of the subject site, and an eight-foot landscape buffer along the western dry detention area. The proposed landscape will meet the required minimum standards as provided within this section as well as provide higher quality landscaping within community areas.

**Section 23.4-10 – Off-street parking.**

Pursuant to Section 23.4-10, the parking requirements for the proposed multifamily development is detailed below:

Unit Type	Parking Requirements per Bedroom	Required Parking
1 Bedroom (115 Units)	1.5 Parking Spaces per Unit	180 Parking Spaces
2 Bedroom (85 Units)	1.75 Parking Spaces per Unit	140 Parking Spaces
Total		320 Parking Spaces

The proposed development provides a total of 293 parking spaces, which includes 41 compact parking spaces, 13 electric vehicle parking spaces, and 104 bike racks that substitute as 26 parking spaces. As mentioned earlier in the Justification Statement, the Applicant has provided a parking study, demonstrating that the proposed development only requires a maximum of 264 parking spaces for 200 occupied dwelling units.

**SUSTAINABLE BONUS INCENTIVE PROGRAM (SBIP)**

The proposed development seeks SBIP approval in order to increase the building height from the standard maximum regulation of two stories to permitting two, five-story buildings and to allow for a 25% increase in density. The SBIP offers the opportunity for the Applicant to increase building height within certain zoning districts in exchange for the incorporation of sustainable design features, community-based improvements and overall design excellence as part of the development proposal. The SBIP can be applied to developments in the MU-W zoning district.



Section 23.2-33 (c).2. – Review/Decision

- (a) Is the award calculated correctly, consistent with the square footage and height requested and the value of the features and improvements included in the development proposal;

*Response: The development proposal is consistent with the square footage and height requested. The request in height includes the increase of three stories for Building A and B. Per Section 23.3-18 (c), a development may increase its building height under the SBIP (not to exceed 6 stories).*

- (b) Do the proposed on-site features or improvements adequately provide sustainable project enhancements, beyond those otherwise required by these LDRs for the development proposal that are attainable and reasonable in the context of the proposed project.

*Response: The proposed project meets Section 23.3-18 (c) Development Regulations, as discussed above, as well as offers additional on-site features that provide sustainable project enhancements (Section 23.2-33 (d)). These include elements of the clubhouse, pool and amenity deck, focal point, dog park,, and observation deck; higher quality landscaping; providing architectural character and aesthetic excellence; providing a quality design based on urban form and density; and providing housing diversity and accessibility.*

Section 23.2-33 (d)(d) – Higher quality or additional open space beyond the requirements of the code.  
*Features such as a community clubhouse, pool deck, focal point, and dog park offers the residents enhanced enjoyment of the provided open space areas and go beyond code minimum to increase quality of life.*

Section 23.2-33 (d)(h) – Character and aesthetic excellence/urban form and density/housing diversity and accessibility.

*The proposed development utilizes urban form and density to create a transition between surrounding high intense commercial uses to lower intense industrial uses by utilizing the “step-back” technique in building height. This method in urban form allows the development to provide the necessary transition between varying land uses that may otherwise be found to be incompatible with one another. Furthermore, the multi-family development provides housing diversity within the area as no other current new multi-family family options are provided within the immediate area.*

- (c) Do the proposed off-site improvements meet the priorities of the city for community sustainability; and

*Response: Not applicable.*

- (d) Do the proposed features, improvements or fees-in-lieu meet the intent of the Sustainable Bonus Incentive Program?

*Response: As identified by the criteria above, the proposed features and improvements meet the intent of the SBIP, onsite.*

**ARCHITECTURE**

The architectural style for the multifamily development is contemporary. The design of the development takes inspiration from the surrounding architecture which can be found along 10<sup>th</sup> Ave North as noted in the Lake Worth Beach Major Thoroughfare Design Guidelines. A mix of materials have been chosen to break up the monotony of the facades along with bright and cheerful colors. Vertical towers add visual interest and aim to provide vertically, while providing wayfinding access into the buildings.

Section 23.2-31 (l) – Community Appearance Criteria

1. The plan for the proposed structure or project is in conformity with good taste, good design, and in general contributes to the image of the City as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas and high quality.



*Response: As demonstrated by the above architectural description, the proposed development is in conformity with good taste, good design, and in general contributes to the image of the City as a place of beauty, spaciousness, harmony, taste and high quality.*

2. The proposed structure or project is not, in its exterior design and appearance, of inferior quality such as to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.

*Response: Proposed development provides high quality design and materials. The exterior design and appearance will not cause the nature of the local environment or evolving environment to materially depreciate in appearance value.*

3. The proposed structure or project is in harmony with the proposed developments in the general area, with code requirements pertaining to site plan, signage and landscaping, and the comprehensive plan for the City, and with the criteria set forth herein.

*Response: The proposed development is consistent with site plan requirements, signage, landscaping, and the comprehensive plan.*

4. The proposed structure or project is in compliance with this section and 23.2-29, as applicable.

*Response: It is found to be that the proposed development is in compliance with the architectural requirements.*

## **8. CONCLUSION**

The requested Rezoning to an U-PD zoning district, with an underlying MU-W, a Major Site Plan approval, Sustainable Bonus Incentive Program, and Transfer of Development Rights are justified and consistent with the City of Lake Worth Beach's Comprehensive Plan, Code of Ordinances, and is compatible with surrounding uses. The subject site is in an ideal location to promote development. The development at this location improves an underutilized land area that is surrounded on all sides by built environment. The increase in density and building height through the U-PD zoning district and SBIP would allow a multifamily residential use that best compliments the 10<sup>th</sup> Avenue North corridor and surrounding high density residential uses. On behalf of the Applicant, WGI respectfully requests approval of this request to amend the subject site to an UP-D zoning district, with an underlying MU-W, allow a Major Site Plan, utilize the SBIP, and permit TDR approval.



# MARKET ANALYSIS – LAKE WORTH AND PALM BEACH COUNTY

## MULTIFAMILY PROFILE



## Lake Worth and Palm Beach County Demographic Profile

### Sources – Costar and ESRI

#### LOCATION OVERVIEW

Lake Worth is a dynamic, multi-cultural city with a strong social and environmental consciousness. The Atlantic Ocean and the broad waters of the Lake Worth lagoon form the city's eastern boundary and the beautiful fresh waters of Lake Osborne form its west boundary. The cities of West Palm Beach and Palm Beach are its northern neighbors. Its location at the latitude where the subtropics of North America begin gives the city its extraordinary climate and landscape. Lake Worth's Municipal Beach is one of the last remaining large tracts of open, public space on the ocean in southeast Florida. The city is the geographic and artistic center of Palm Beach County. The downtown area is considered the artistic soul of Lake Worth with an historic theater and museum, live music clubs, coffee houses, art galleries, antique malls, retail stores, and many restaurants.

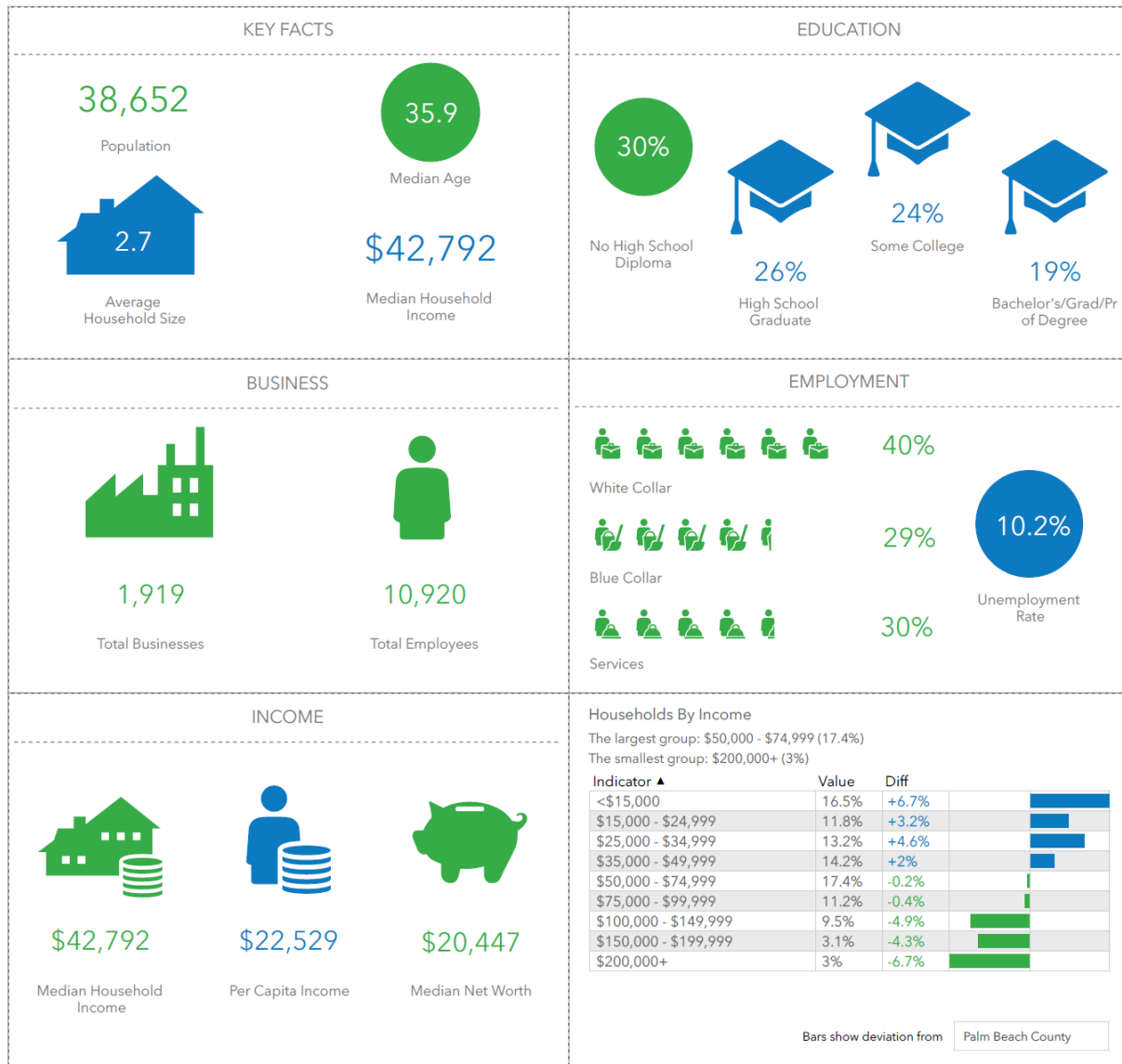
People are drawn to the city by its individualistic style, acceptance of different cultures and lifestyles, many historic structures, hip downtown, and distinctive residential neighborhoods. The city has a rich history and is protective of its historic architectural fabric. Over 1,000 historic buildings contribute to the human scale of the city and the charm of its downtown and residential neighborhood.



## Lake Worth Demographics

Lake Worth City, FL  
Lake Worth City, FL (1239075)  
Geography: Place

Market Analysis



This infographic contains data provided by Esri, Esri and Infogroup. The vintage of the data is 2020, 2025.

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## Palm Beach County Demographics

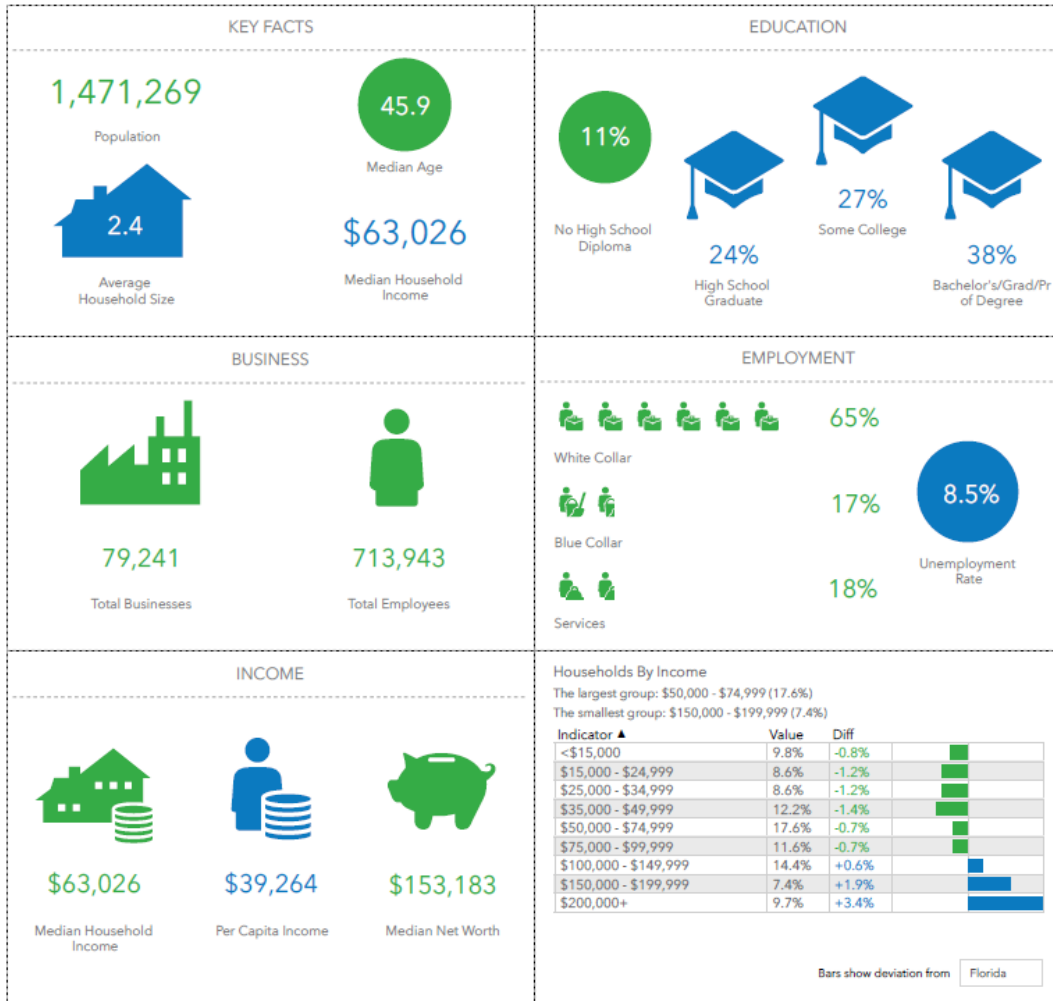
Palm Beach County is located in the southeastern part of the State of Florida and lies directly north of Broward County and Miami-Dade County. According to a 2020 census report, the county had a population of 1,471,269, making it the third-most populous county in the state of Florida and the 25th-most populous county in the United States. Palm Beach County is one of the three counties in South Florida that make up the Miami metropolitan area, which was home to an estimated 6,198,782 people in 2018. West Palm Beach incorporated in 1894, making it the oldest municipality in the county. Tourism accounts for more than 70,000 jobs. It has an economic impact of more than \$7 billion to the local economy. Tourists account for more than \$45 million in bed-tax revenue, in addition to lodging sales that exceed \$700 million a year.



## Palm Beach County Demographics

Palm Beach County, FL  
Palm Beach County, FL (12099)  
Geography: County

Market Analysis



This infographic contains data provided by Esri, Esri and Infogroup. The vintage of the data is 2020, 2025.

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## Site Specific Demographics

Within a one-mile ratio from the subject project, there is an estimated population of 18,172 that represents 47% of the Lake Worth City population, with an average household income of \$62,603. Population is expected to grow at an annual rate of 1.33% for the next five years. Below is the 1, 3, and 5 miles ratio demographic and income profile information.

	2020 Population	Total Households	Owner- occupied Housing Units	Renter- occupied Housing Units	Avg Household Income
1 Mile	18,172	6,497	3,748	2,750	62,603
3 Mile	129,024	46,973	26,271	20,702	67,867
5 Mile	300,008	108,768	68,438	39,753	69,275

# Employment Centers and Access to Major Medical Centers

## Sources – Costar and ESRI

### MAJOR EMPLOYMENT CENTERS

TOP 15 GOODS PRODUCING EMPLOYERS PALM BEACH COUNTY			TOP 25 SERVICE PRODUCING EMPLOYERS PALM BEACH COUNTY		
Company	No. of Employees	Industry	Company	No. of Employees	Industry
Florida Crystals Corporation HQ	2,000	Agriculture	Palm Beach County School Districts	21,466	Education
U.S. Sugar	1,250	Agriculture	Palm Beach County Board of Commissioners	5,952	County Government
Sikorsky, a Lockheed Martin Co.	1,154	Helicopters	Tenet Coastal Division Palm Beach County	5,939	Health Care
Cheney Brothers	1,050	Food Distribution	NextEra Energy, Inc. HQ	4,404	Utilities
Pratt & Whitney	1,000*	Aerospace Engineering	Hospital Corporation of America - HCA	3,550*	Health Care
TBC Corporation HQ	800	Tire Distribution	Boca Raton Regional Hospital	2,800*	Health Care
Sugar Cane Growers Cooperative	676	Agriculture	Florida Atlantic University	2,644	Higher Education
Johnson Controls HQ	674	Security System Manufacturing	Veterans Health Administration	2,535	Health Care
Zimmer Biomet HQ	651	Dental Implants	Bethesda Health, Inc.	2,282	Health Care
Walgreens Distribution	600*	Pharmaceutical Distribution	Office Depot HQ	2,034*	Office Supplies
IBM Corp.	600*	Electronics R&D	The Breakers	2,000	Hotel
ADT Security Services HQ	500	Security System Manufacturing	Jupiter Medical Center	1,907*	Health Care
Belcan Engineering Group LLC	458*	Aerospace Engineering	G4S Secure Solutions (USA) HQ	1,501	Security Services
Aerojet Rocketdyne	450	Aerospace Engineering	City of West Palm Beach	1,420*	City Government
US Foods	400	Food Distribution	City of Boca Raton	1,389	City Government
*Estimate Source: Palm Beach Business Development Board, 2018			Boca Raton Resort & Club	1,376*	Hotel
			Wells Fargo & Company	1,367*	Financial Services
			South Florida Water Mgmt District	1,346	Regional Government
			Palm Beach State College	1,212	Higher Education
			Bank of America	1,000	Banking
			*Estimate Source: Palm Beach Business Development Board, 2018		

## ACCESS TO 5 MAJOR MEDICAL CENTERS



JFK MEDICAL CENTER	BETHESDA MEMORIAL HOSPITAL	JFK MEDICAL CENTER - NORTH CAMPUS	ST. MARY'S MEDICAL CENTER	DELRAY MEDICAL CENTER
Lake Worth <b>5 MINUTES</b>	Boynton Beach <b>15 MINUTES</b>	West Palm Beach <b>&lt;20 MINUTES</b>	West Palm Beach <b>&lt;20 MINUTES</b>	Delray Beach <b>25 MINUTES</b>
460 Beds	481 Beds	245 Beds	460 Beds	493 Beds
560+ Physicians	670 Physicians	600 Physicians	574 Physicians	600 Physicians
2,200 Employees	2,579 Employees	900 Employees	2,400 Employees	1,600 Employees

## Demand and Supply

### Sources – Costar and ESRI

The apartment market in and around the city of Lake Worth continues to see strong demand. The two most recent completions in the market, The Mid Apartment Residences and Town Lantana, have both been quick to lease up. The below chart shows a peer set of properties for the subject property and their vacancy levels over the last year compared to last quarter and this past quarter, Q1 2021. The Mid Apt Residences, a 230-unit market rate apartment project, opened in 2020 and is currently 90% occupied while Town Lantana, a 360-unit market rate apt project, opened in Jan 2020 and is currently 95% occupied. In addition, the two properties most closely located to the subject, The Village at Lake Worth and Village at Lake Osborne, have maintained nearly zero occupancy over the last year while increasing rates. All the other peer group projects in the market continue to be stabilized and show strong demand.

## VACANCY CHANGES PAST QUARTER & YEAR

Property Name - Address	Rating	Units	Vacancy Levels			Change	
			Now	Last Qtr	Last Year	Past Qtr	Past Year
The Mid Apartment Residences - 1601 N Dixie H...	★ ★ ★ ★ ★	230	31.7%	69.6%	-	-37.9%	-
Town Lantana - 1001 Watertower Way	★ ★ ★ ★ ★	360	22.7%	34.4%	85.2%	-11.7%	-62.5%
Chelsea Commons Apartments - 1400 Pine Cir	★ ★ ★ ★ ★	208	0%	3.2%	3.0%	-3.2%	-3.0%
The View at Waters Edge Apartment Community	★ ★ ★ ★ ★	404	0.9%	2.0%	7.8%	-1.1%	-6.9%
Portofino - 2767-2779 10th Ave N	★ ★ ★ ★ ★	270	0%	0.9%	0%	-0.9%	0%
Emerald Lake Apartments - 4495 Emerald Vista	★ ★ ★ ★ ★	338	3.6%	4.5%	5.9%	-0.9%	-2.3%
Ashley Lake Park - 5020 Ashley Lake Dr	★ ★ ★ ★ ★	300	1.5%	2.2%	2.9%	-0.8%	-1.4%
The Abbey at Northlake - 2304 N Congress Ave	★ ★ ★ ★ ★	520	2.0%	2.5%	5.5%	-0.6%	-3.6%
Casa Brera - 4725 Via Bari	★ ★ ★ ★ ★	206	6.0%	6.4%	4.6%	-0.4%	1.4%
Palm Springs Apartments - 801 Rich Dr	★ ★ ★ ★ ★	152	3.5%	3.9%	2.2%	-0.4%	1.2%
Sunset Place Apartments - 1001 36th St	★ ★ ★ ★ ★	192	1.8%	2.2%	1.5%	-0.4%	0.3%
The Village at Lake Worth - 2220 Lake Worth Rd	★ ★ ★ ★ ★	216	5.6%	6.0%	2.2%	-0.4%	3.4%
Village at Lake Osborne - 2430 Lake Worth Rd	★ ★ ★ ★ ★	118	4.7%	5.1%	2.0%	-0.4%	2.7%
Marina Bay - 2400 Lantana Rd	★ ★ ★ ★ ★	192	0.2%	0.3%	0%	-0.1%	0.2%
Ocean Breeze East - 700 N Seacrest Blvd	★ ★ ★ ★ ★	123	0%	0%	-	0%	-
Palm Gardens Apartments - 1710 4th Ave N	★ ★ ★ ★ ★	81	0%	0%	0.1%	0%	-0.1%
Bermuda Cay - 661 E Woolbright Rd	★ ★ ★ ★ ★	121	10.4%	8.8%	9.1%	1.7%	1.3%
Costa Del Lago Apartments - 2508 10th Ave N	★ ★ ★ ★ ★	218	6.8%	4.3%	4.3%	2.5%	2.5%

## Town Lantana Apartments

**1001 Watertower Way - Town Lantana**  
Lantana, Florida - Outer Boynton Beach Neighborhood

★ ★ ★ ★ ★



### PROPERTY

Property Size: 360 Units, 1 Floors  
Avg. Unit Size: 863 SF  
Year Built: Jan 2020  
Type: Apartments - All  
Rent Type: Market  
Parking: -  
Distance to Subject: 2.47 Miles  
Distance to Transit: -

### PROPERTY MANAGER

The Related Companies  
(561) 286-4647

### OWNER

-

### UNIT BREAKDOWN

Bed	Bath	Avg SF	Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		Concessions
			Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	
1	1	694	50	13.9%	1	2.0%	\$1,562	\$2.25	\$1,458	\$2.10	6.7%
1	1	736	50	13.9%	1	2.0%	\$1,635	\$2.22	\$1,526	\$2.07	6.7%
1	1	764	50	13.9%	2	4.0%	\$1,623	\$2.12	\$1,515	\$1.98	6.7%
1	1	765	20	5.6%	0	0.0%	\$1,605	\$2.10	\$1,498	\$1.96	6.7%
1	1	794	39	10.8%	4	10.3%	\$1,661	\$2.09	\$1,550	\$1.95	6.7%
2	1	902	26	7.2%	1	3.9%	\$1,740	\$1.93	\$1,624	\$1.80	6.7%
2	1	914	25	6.9%	0	0.0%	\$1,769	\$1.94	\$1,651	\$1.81	6.7%
2	1	940	30	8.3%	1	3.3%	\$1,803	\$1.92	\$1,683	\$1.79	6.7%
2	2	1,094	29	8.1%	6	20.7%	\$1,978	\$1.81	\$1,846	\$1.69	6.7%
2	2	1,158	29	8.1%	2	6.9%	\$2,024	\$1.75	\$1,889	\$1.63	6.7%
3	2	1,268	12	3.3%	0	0.0%	\$2,326	\$1.83	\$2,171	\$1.71	6.7%
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All 1 Beds		746	209	58.1%	8	3.8%	\$1,617	\$2.17	\$1,509	\$2.02	6.7%
All 2 Beds		1,006	139	38.6%	10	7.2%	\$1,868	\$1.86	\$1,743	\$1.73	6.7%
All 3 Beds		1,268	12	3.3%	0	0.0%	\$2,326	\$1.83	\$2,171	\$1.71	6.7%
Totals		864	360	100%	18	5.0%	\$1,737	\$2.01	\$1,621	\$1.88	6.7%

Estimate Updated March 19, 2021



# The Mid Apartments Residences

**2 1601 N Dixie Hwy - The Mid Apartment Residences**  
Lake Worth, Florida - Sunset Ridge South Neighborhood

★★★★★



PROPERTY	
Property Size:	230 Units, 3 Floors
Avg. Unit Size:	791 SF
Year Built:	2020
Type:	Apartments - All
Rent Type:	Market
Parking:	299 Spaces; 1.3 per Unit
Distance to Subject:	1.86 Miles
Distance to Transit:	-

PROPERTY MANAGER	
Castle Residential - The Mid Apartment Res.	
(561) 712-6200	
OWNER	
-	

## UNIT BREAKDOWN

Bed	Bath	Avg SF	Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		Concessions
			Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	
1	1	635	92	40.0%	21	22.8%	\$1,412	\$2.22	\$1,412	\$2.22	0.0%
1	1	738	46	20.0%	1	2.2%	\$1,526	\$2.07	\$1,526	\$2.07	0.0%
2	2	971	84	36.5%	0	0.0%	\$1,778	\$1.83	\$1,778	\$1.83	0.0%
2	2	1,028	8	3.5%	1	12.5%	\$1,795	\$1.75	\$1,795	\$1.75	0.0%
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All 1 Beds		669	138	60.0%	22	15.9%	\$1,450	\$2.17	\$1,450	\$2.17	0.0%
All 2 Beds		976	92	40.0%	1	1.1%	\$1,779	\$1.82	\$1,779	\$1.82	0.0%
Totals		792	230	100%	23	10.0%	\$1,582	\$2.00	\$1,582	\$2.00	0.0%

Estimate Updated March 19, 2021

# The Village at Lake Worth

**6 2220 Lake Worth Rd - The Village at Lake Worth**  
Lake Worth, Florida - Outer Greenacres Neighborhood

★★★★★



PROPERTY	
Property Size:	216 Units, 3 Floors
Avg. Unit Size:	889 SF
Year Built:	Feb 2015
Type:	Apartments - All
Rent Type:	Market
Parking:	225 Spaces; 1.0 per Unit
Distance to Subject:	0.27 Miles
Distance to Transit:	-

PROPERTY MANAGER	
AHS - The Village at Lake Worth	
(561) 530-4272	
OWNER	
-	

## UNIT BREAKDOWN

Bed	Bath	Avg SF	Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		Concessions
			Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	
1	1	700	48	22.2%	1	2.1%	\$1,268	\$1.81	\$1,260	\$1.80	0.7%
2	2	900	144	66.7%	1	0.7%	\$1,421	\$1.58	\$1,411	\$1.57	0.7%
3	2	1,200	24	11.1%	1	4.2%	\$1,749	\$1.46	\$1,737	\$1.45	0.7%
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All 1 Beds		700	48	22.2%	1	2.1%	\$1,268	\$1.81	\$1,260	\$1.80	0.7%
All 2 Beds		900	144	66.7%	1	0.7%	\$1,421	\$1.58	\$1,411	\$1.57	0.7%
All 3 Beds		1,200	24	11.1%	1	4.2%	\$1,749	\$1.46	\$1,737	\$1.45	0.7%
Totals		889	216	100%	3	1.4%	\$1,423	\$1.60	\$1,414	\$1.59	0.7%

Estimate Updated March 19, 2021

# Village at Lake Osborne

**4 2430 Lake Worth Rd - Village at Lake Osborne**  
Lake Worth, Florida - Outer Greenacres Neighborhood

★★★★★



PROPERTY	
Property Size:	118 Units, 3 Floors
Avg. Unit Size:	802 SF
Year Built:	Jan 2017
Type:	Apartments - All
Rent Type:	Market
Parking:	160 Spaces; 1.4 per Unit
Distance to Subject:	0.27 Miles
Distance to Transit:	-

PROPERTY MANAGER	
AHS - Village at Lake Osborne	
(561) 660-8184	
OWNER	
-	

## UNIT BREAKDOWN

Bed	Bath	Avg SF	Unit Mix		Availability		Avg Asking Rent		Avg Effective Rent		Concessions
			Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	
1	1	700	40	33.9%	1	2.5%	\$1,210	\$1.73	\$1,203	\$1.72	0.6%
2	2	855	78	66.1%	1	1.3%	\$1,390	\$1.63	\$1,382	\$1.62	0.6%
Totals		Avg SF	Units	Mix %	Units	Mix %	Per Unit	Per SF	Per Unit	Per SF	Concessions
All 1 Beds		700	40	33.9%	1	2.5%	\$1,210	\$1.73	\$1,203	\$1.72	0.6%
All 2 Beds		855	78	66.1%	1	1.3%	\$1,390	\$1.63	\$1,382	\$1.62	0.6%
Totals		802	118	100%	2	1.7%	\$1,329	\$1.66	\$1,321	\$1.65	0.6%

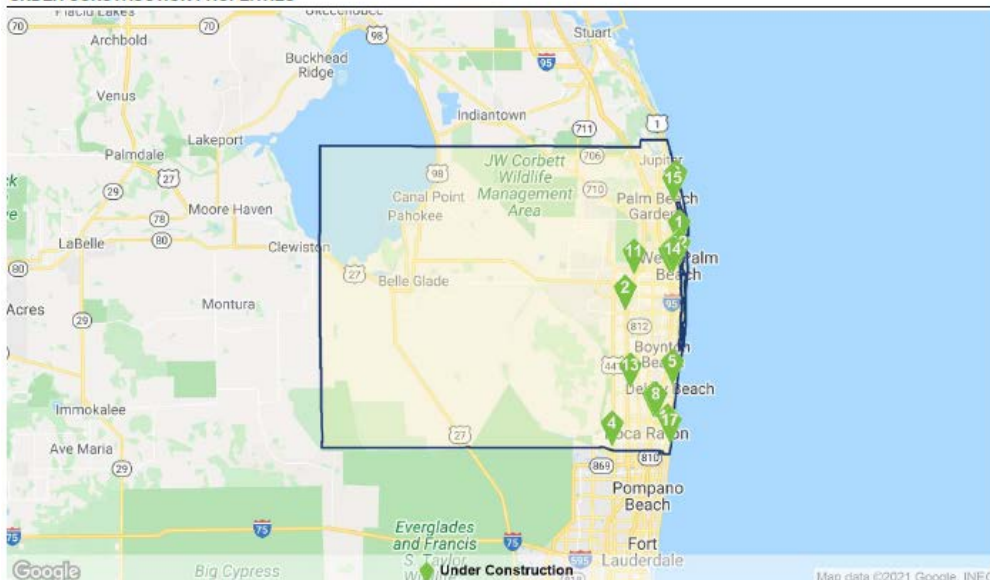
Estimate Updated March 14, 2021

## Construction Pipeline

According to co-star there are currently 17 apartment projects in Palm Beach County that are under construction for a total 4,288 units. None of these projects are near the subject property or in Lake Worth. They are split between West Palm Beach area and southern Palm Beach County (Boca, Delray). Below is a breakdown of those projects.

Properties	Units	Percent of Inventory	Avg. No. Units
<b>17</b>	<b>4,288</b>	<b>6.1%</b>	<b>252</b>

### UNDER CONSTRUCTION PROPERTIES





# UNDER CONSTRUCTION

Property Name/Address	Rating	Units	Stories	Start	Complete	Developer/Owner
1 Marina Village 4400 N Flagler Dr	★★★★★	399	24	Jan 2021	Dec 2022	The Related Group of Florida The Related Group of Florida
2 Wellington Vista 8300 Garden Catalina Cir	★★★★★	370	-	Jun 2020	Jul 2021	FCI Residential Corporation Fanjul Corp
3 Hibiscus Tower 575 S Rosemary Sq	★★★★★	364	21	Jun 2020	Oct 2021	The Related Companies The Related Companies
4 Residences at Boca Dunes 9260 Boca Vue Dr	★★★★★	354	-	Jun 2020	Jan 2023	The Richman Group of Florida, Inc. The Richman Group
5 Atlantic Crossing Delray 777 E Atlantic Ave	★★★★★	343	3	Jan 2020	Jul 2021	Edwards Companies Edwards Companies
6 One West Palm- Multi-Fa... 550 S Quadrille Blvd	★★★★★	326	30	Feb 2019	Jun 2021	Florida Sunshine Investments Inc. Florida Sunshine Investments Inc.
7 The Manor at Broken So... 5300-5400 NW Broken So...	★★★★★	297	6	Jul 2020	Jan 2023	The Related Group of Florida The Related Group of Florida
8 5201 Congress Ave	★★★★★	284	8	Feb 2021	Feb 2023	Mainstreet Capital Partners Mainstreet Capital Partners
9 Emara Palm Beach 12089 US HIGHWAY 1	★★★★★	250	-	Jan 2020	Nov 2021	Fairway Investments Fairway Investments
10 Indigo West Palm Beach 1500 Centrepark Blvd	★★★★★	246	7	Oct 2019	May 2021	Atlantic Residential Atlantic Residential
11 Village at Banyan Ridge 7080 Banyan Leaf Dr	★★★★★	228	3	Apr 2020	Jun 2021	AHS Development Group Marrero Fortune Corporation
12 Boutique West Palm 695 S Olive Ave	★★★★★	217	-	Jul 2020	Apr 2022	Transwestern Real Estate Services Transwestern Real Estate Services
13 Terra Nova 7606 Atlantic Ave	★★★★★	212	-	Feb 2021	Dec 2022	Principal Development Group, LLC Principal Development Group, LLC
14 The District Flats 1050 Blanche St	★★★★★	178	-	Dec 2019	Apr 2021	Eastwind Development, LLC Eastwind Development, LLC
15 Solera at City Centre 2000 PGA Blvd	★★★★★	136	5	Jan 2020	Apr 2021	Eastwind Development, LLC AW Real Estate Management LLC
16 490 E Palmetto Park Rd	★★★★★	48	3	Dec 2020	Feb 2022	- Berta Management of Florida Corp
17 Boca Beach House 725 S Ocean Blvd	★★★★★	36	-	Oct 2020	Apr 2022	Key International, Inc. Wexford Capital LP



## Demographic and Income Profile

3300 Boutwell Rd, Lake Worth, Florida, 33461  
Ring: 1 mile radius

Prepared by Esri  
Latitude: 26.62730  
Longitude: -80.07620

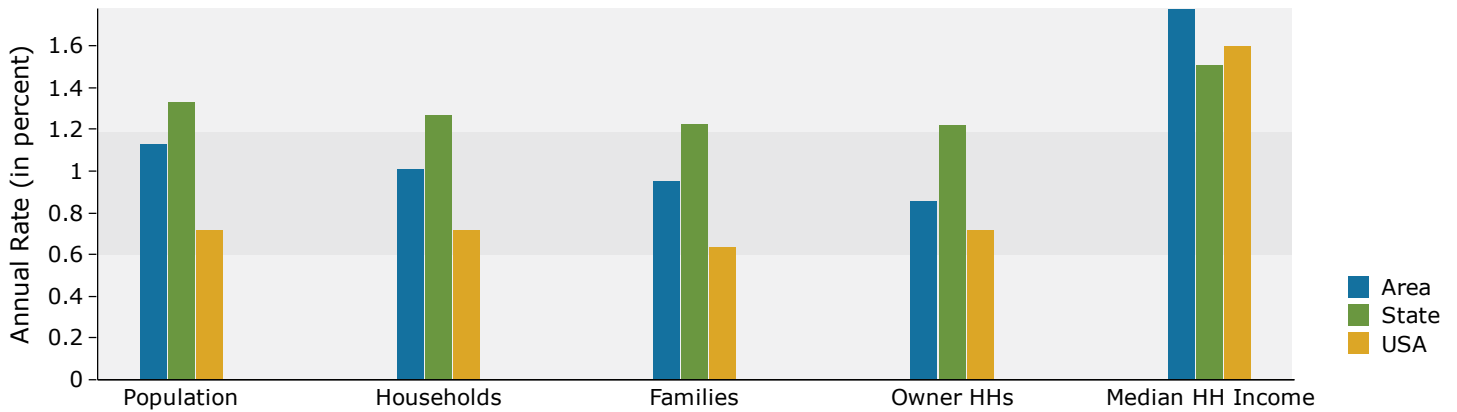
Summary	Census 2010		2020		2025	
Population	15,655		18,172		19,226	
Households	5,805		6,497		6,831	
Families	3,561		3,936		4,127	
Average Household Size	2.65		2.76		2.78	
Owner Occupied Housing Units	3,530		3,748		3,911	
Renter Occupied Housing Units	2,275		2,750		2,920	
Median Age	35.3		36.3		37.2	
Trends: 2020-2025 Annual Rate	Area		State		National	
Population	1.13%		1.33%		0.72%	
Households	1.01%		1.27%		0.72%	
Families	0.95%		1.23%		0.64%	
Owner HHs	0.86%		1.22%		0.72%	
Median Household Income	1.78%		1.51%		1.60%	
Households by Income			2020		2025	
			Number	Percent	Number	Percent
<\$15,000			999	15.4%	942	13.8%
\$15,000 - \$24,999			914	14.1%	884	12.9%
\$25,000 - \$34,999			870	13.4%	879	12.9%
\$35,000 - \$49,999			906	13.9%	945	13.8%
\$50,000 - \$74,999			1,130	17.4%	1,209	17.7%
\$75,000 - \$99,999			594	9.1%	659	9.6%
\$100,000 - \$149,999			651	10.0%	779	11.4%
\$150,000 - \$199,999			177	2.7%	227	3.3%
\$200,000+			256	3.9%	306	4.5%
Median Household Income			\$41,519		\$45,344	
Average Household Income			\$62,603		\$69,610	
Per Capita Income			\$21,991		\$24,314	
Population by Age	Census 2010		2020		2025	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	1,256	8.0%	1,283	7.1%	1,382	7.2%
5 - 9	947	6.0%	1,263	7.0%	1,314	6.8%
10 - 14	887	5.7%	1,220	6.7%	1,285	6.7%
15 - 19	991	6.3%	993	5.5%	1,220	6.3%
20 - 24	1,291	8.2%	1,155	6.4%	1,147	6.0%
25 - 34	2,389	15.3%	2,845	15.7%	2,637	13.7%
35 - 44	2,114	13.5%	2,301	12.7%	2,704	14.1%
45 - 54	1,970	12.6%	2,102	11.6%	2,074	10.8%
55 - 64	1,623	10.4%	2,010	11.1%	2,079	10.8%
65 - 74	1,064	6.8%	1,667	9.2%	1,842	9.6%
75 - 84	778	5.0%	888	4.9%	1,114	5.8%
85+	345	2.2%	444	2.4%	427	2.2%
Race and Ethnicity	Census 2010		2020		2025	
	Number	Percent	Number	Percent	Number	Percent
White Alone	10,486	67.0%	11,393	62.7%	11,751	61.1%
Black Alone	2,528	16.1%	3,284	18.1%	3,604	18.7%
American Indian Alone	414	2.6%	394	2.2%	374	1.9%
Asian Alone	201	1.3%	245	1.3%	266	1.4%
Pacific Islander Alone	11	0.1%	15	0.1%	17	0.1%
Some Other Race Alone	1,321	8.4%	1,892	10.4%	2,165	11.3%
Two or More Races	694	4.4%	949	5.2%	1,050	5.5%
Hispanic Origin (Any Race)	6,958	44.4%	9,541	52.5%	10,853	56.4%

**Data Note:** Income is expressed in current dollars.

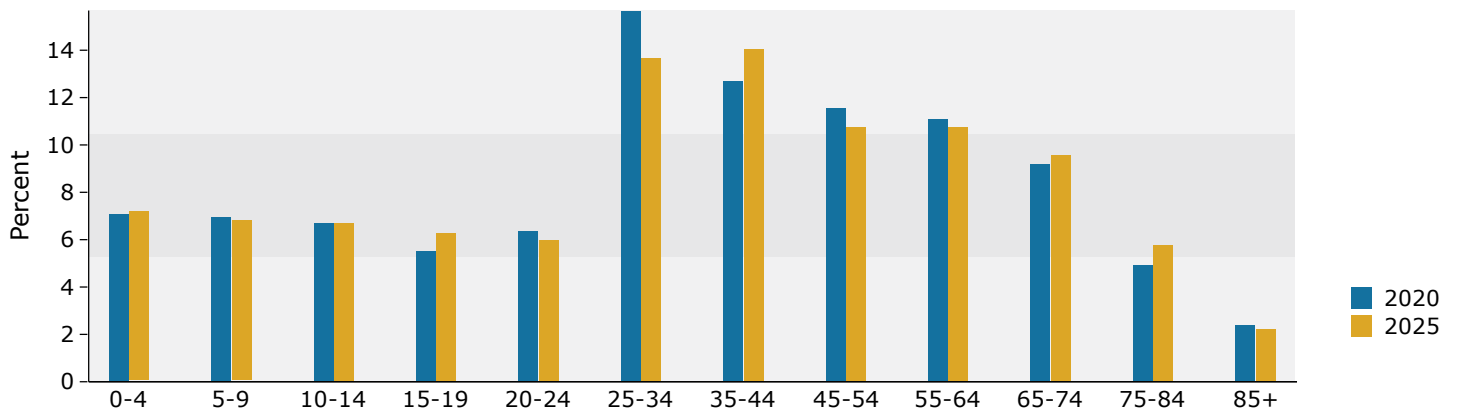
**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2020 and 2025.

March 21, 2021

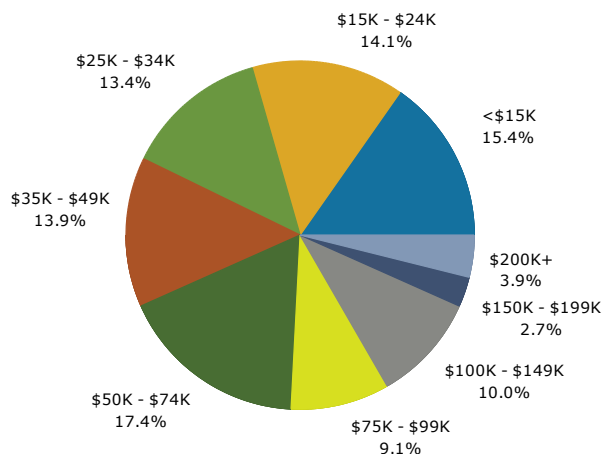
## Trends 2020-2025



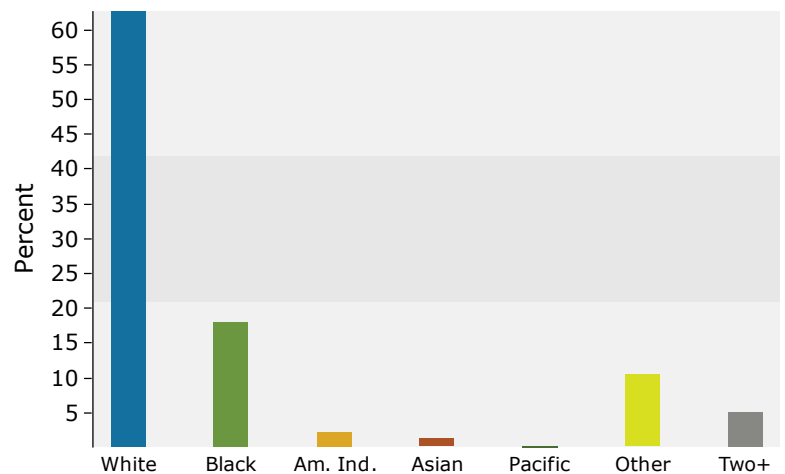
## Population by Age



## 2020 Household Income



## 2020 Population by Race



2020 Percent Hispanic Origin: 52.5%



## Demographic and Income Profile

3300 Boutwell Rd, Lake Worth, Florida, 33461  
Ring: 3 mile radius

Prepared by Esri  
Latitude: 26.62730  
Longitude: -80.07620

Summary	Census 2010		2020		2025	
Population	118,591		129,024		135,270	
Households	43,965		46,973		49,097	
Families	26,898		28,329		29,445	
Average Household Size	2.67		2.71		2.72	
Owner Occupied Housing Units	24,923		26,271		27,156	
Renter Occupied Housing Units	19,042		20,702		21,942	
Median Age	36.2		37.5		37.8	
Trends: 2020-2025 Annual Rate	Area		State		National	
Population	0.95%		1.33%		0.72%	
Households	0.89%		1.27%		0.72%	
Families	0.78%		1.23%		0.64%	
Owner HHs	0.66%		1.22%		0.72%	
Median Household Income	1.85%		1.51%		1.60%	
Households by Income			2020		2025	
			Number	Percent	Number	Percent
<\$15,000			6,640	14.1%	6,085	12.4%
\$15,000 - \$24,999			5,563	11.8%	5,346	10.9%
\$25,000 - \$34,999			5,780	12.3%	5,731	11.7%
\$35,000 - \$49,999			6,796	14.5%	6,937	14.1%
\$50,000 - \$74,999			8,414	17.9%	9,073	18.5%
\$75,000 - \$99,999			5,213	11.1%	5,825	11.9%
\$100,000 - \$149,999			4,850	10.3%	5,760	11.7%
\$150,000 - \$199,999			1,639	3.5%	2,021	4.1%
\$200,000+			2,079	4.4%	2,320	4.7%
Median Household Income			\$46,362		\$50,823	
Average Household Income			\$67,867		\$74,632	
Per Capita Income			\$24,851		\$27,241	
Population by Age	Census 2010		2020		2025	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	8,636	7.3%	8,441	6.5%	9,060	6.7%
5 - 9	7,510	6.3%	8,078	6.3%	8,443	6.2%
10 - 14	6,955	5.9%	7,878	6.1%	8,212	6.1%
15 - 19	7,436	6.3%	7,433	5.8%	8,009	5.9%
20 - 24	8,690	7.3%	8,636	6.7%	8,954	6.6%
25 - 34	17,960	15.1%	19,720	15.3%	19,683	14.6%
35 - 44	16,795	14.2%	16,279	12.6%	17,802	13.2%
45 - 54	16,195	13.7%	15,737	12.2%	15,227	11.3%
55 - 64	12,322	10.4%	15,312	11.9%	15,373	11.4%
65 - 74	7,837	6.6%	11,579	9.0%	12,975	9.6%
75 - 84	5,467	4.6%	6,467	5.0%	7,958	5.9%
85+	2,788	2.4%	3,462	2.7%	3,575	2.6%
Race and Ethnicity	Census 2010		2020		2025	
	Number	Percent	Number	Percent	Number	Percent
White Alone	81,937	69.1%	83,715	64.9%	85,480	63.2%
Black Alone	17,172	14.5%	20,929	16.2%	22,995	17.0%
American Indian Alone	2,593	2.2%	2,433	1.9%	2,314	1.7%
Asian Alone	1,801	1.5%	2,083	1.6%	2,265	1.7%
Pacific Islander Alone	107	0.1%	125	0.1%	130	0.1%
Some Other Race Alone	10,464	8.8%	13,916	10.8%	15,719	11.6%
Two or More Races	4,517	3.8%	5,824	4.5%	6,368	4.7%
Hispanic Origin (Any Race)	51,443	43.4%	65,964	51.1%	74,027	54.7%

**Data Note:** Income is expressed in current dollars.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2020 and 2025.

March 21, 2021

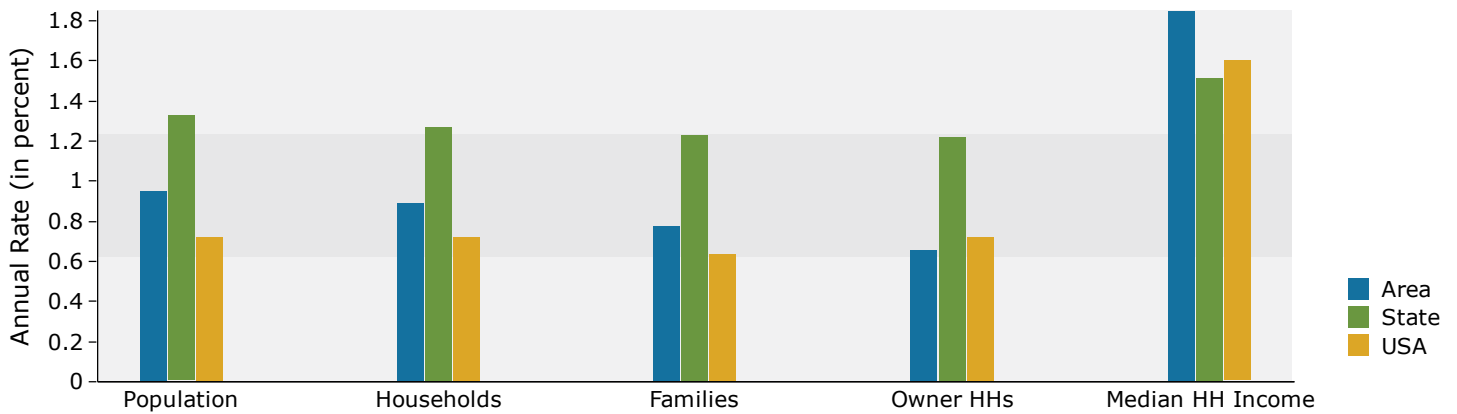


## Demographic and Income Profile

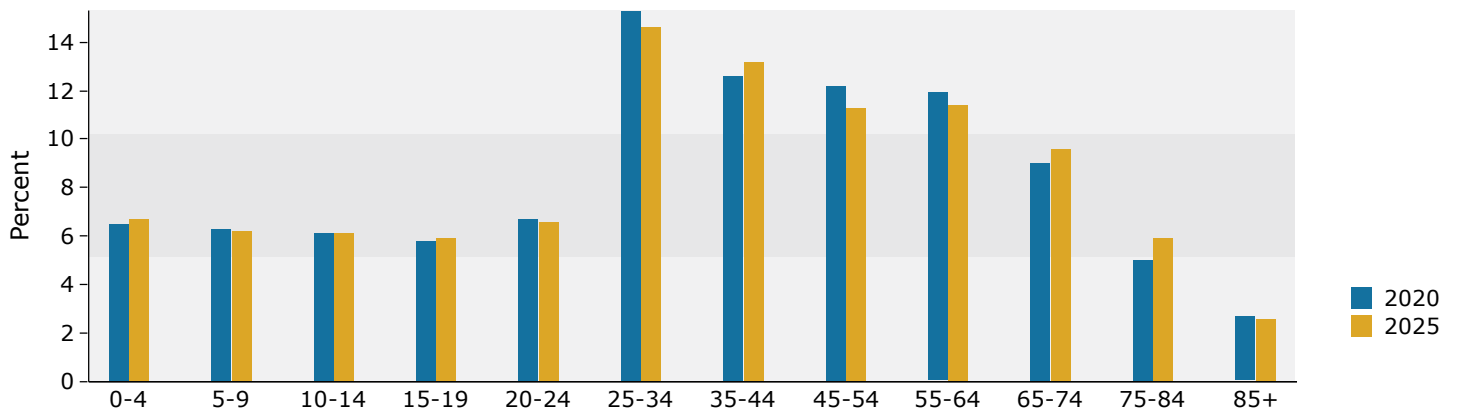
3300 Boutwell Rd, Lake Worth, Florida, 33461  
Ring: 3 mile radius

Prepared by Esri  
Latitude: 26.62730  
Longitude: -80.07620

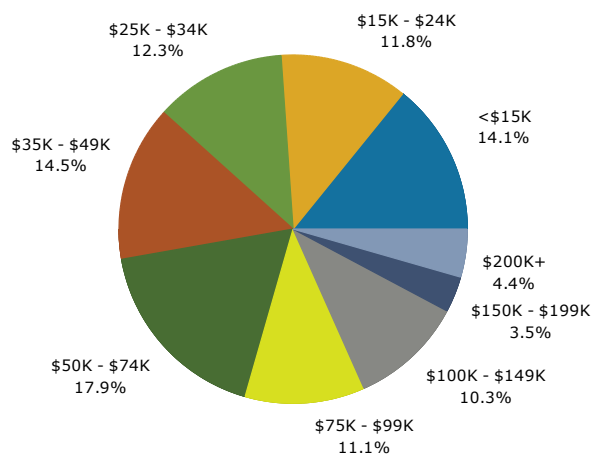
### Trends 2020-2025



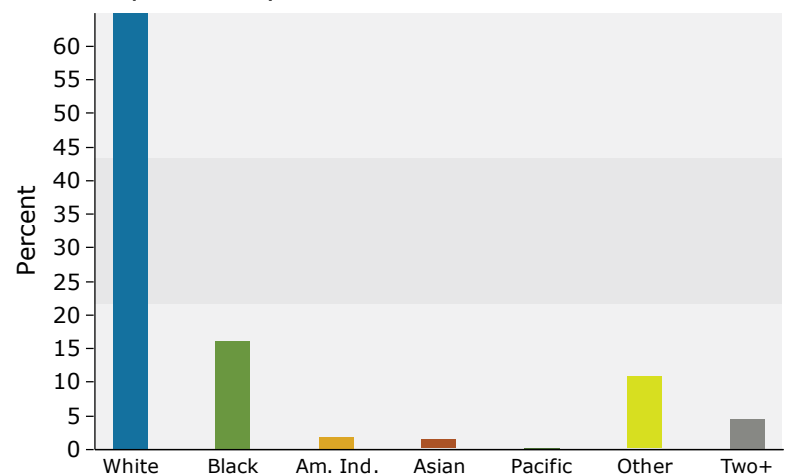
### Population by Age



### 2020 Household Income



### 2020 Population by Race



2020 Percent Hispanic Origin: 51.1%



## Demographic and Income Profile

3300 Boutwell Rd, Lake Worth, Florida, 33461  
Ring: 5 mile radius

Prepared by Esri  
Latitude: 26.62730  
Longitude: -80.07620

Summary	Census 2010		2020		2025	
Population	275,926		300,008		313,574	
Households	102,026		108,768		113,296	
Families	64,909		68,438		70,947	
Average Household Size	2.67		2.72		2.73	
Owner Occupied Housing Units	65,347		69,016		71,351	
Renter Occupied Housing Units	36,679		39,753		41,945	
Median Age	36.7		38.2		38.6	
Trends: 2020-2025 Annual Rate	Area		State		National	
Population	0.89%		1.33%		0.72%	
Households	0.82%		1.27%		0.72%	
Families	0.72%		1.23%		0.64%	
Owner HHs	0.67%		1.22%		0.72%	
Median Household Income	1.21%		1.51%		1.60%	
Households by Income			2020		2025	
			Number	Percent	Number	Percent
<\$15,000			12,921	11.9%	11,870	10.5%
\$15,000 - \$24,999			12,474	11.5%	11,915	10.5%
\$25,000 - \$34,999			12,198	11.2%	11,911	10.5%
\$35,000 - \$49,999			16,260	14.9%	16,360	14.4%
\$50,000 - \$74,999			21,564	19.8%	22,781	20.1%
\$75,000 - \$99,999			12,489	11.5%	13,755	12.1%
\$100,000 - \$149,999			12,256	11.3%	14,483	12.8%
\$150,000 - \$199,999			4,336	4.0%	5,376	4.7%
\$200,000+			4,270	3.9%	4,847	4.3%
Median Household Income			\$50,397		\$53,516	
Average Household Income			\$69,275		\$76,291	
Per Capita Income			\$25,187		\$27,630	
Population by Age	Census 2010		2020		2025	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	19,494	7.1%	19,027	6.3%	20,142	6.4%
5 - 9	18,055	6.5%	18,792	6.3%	19,368	6.2%
10 - 14	17,368	6.3%	18,622	6.2%	19,349	6.2%
15 - 19	18,102	6.6%	17,657	5.9%	18,686	6.0%
20 - 24	18,950	6.9%	19,266	6.4%	19,474	6.2%
25 - 34	39,121	14.2%	44,080	14.7%	44,184	14.1%
35 - 44	39,311	14.2%	37,744	12.6%	41,209	13.1%
45 - 54	37,658	13.6%	36,728	12.2%	35,709	11.4%
55 - 64	28,268	10.2%	35,711	11.9%	35,465	11.3%
65 - 74	18,779	6.8%	27,577	9.2%	31,130	9.9%
75 - 84	13,869	5.0%	15,923	5.3%	19,748	6.3%
85+	6,953	2.5%	8,881	3.0%	9,110	2.9%
Race and Ethnicity	Census 2010		2020		2025	
	Number	Percent	Number	Percent	Number	Percent
White Alone	186,157	67.5%	188,624	62.9%	191,342	61.0%
Black Alone	48,473	17.6%	59,110	19.7%	64,422	20.5%
American Indian Alone	3,455	1.3%	3,260	1.1%	3,116	1.0%
Asian Alone	5,375	1.9%	6,306	2.1%	6,885	2.2%
Pacific Islander Alone	233	0.1%	265	0.1%	273	0.1%
Some Other Race Alone	22,774	8.3%	30,311	10.1%	34,305	10.9%
Two or More Races	9,460	3.4%	12,131	4.0%	13,230	4.2%
Hispanic Origin (Any Race)	106,807	38.7%	137,722	45.9%	155,095	49.5%

**Data Note:** Income is expressed in current dollars.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2020 and 2025.

March 21, 2021



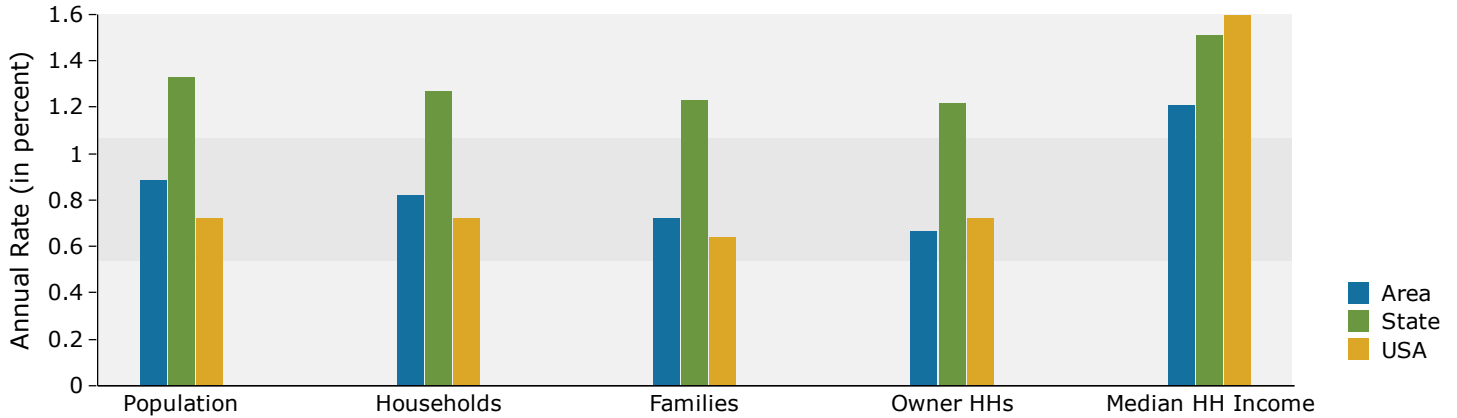


## Demographic and Income Profile

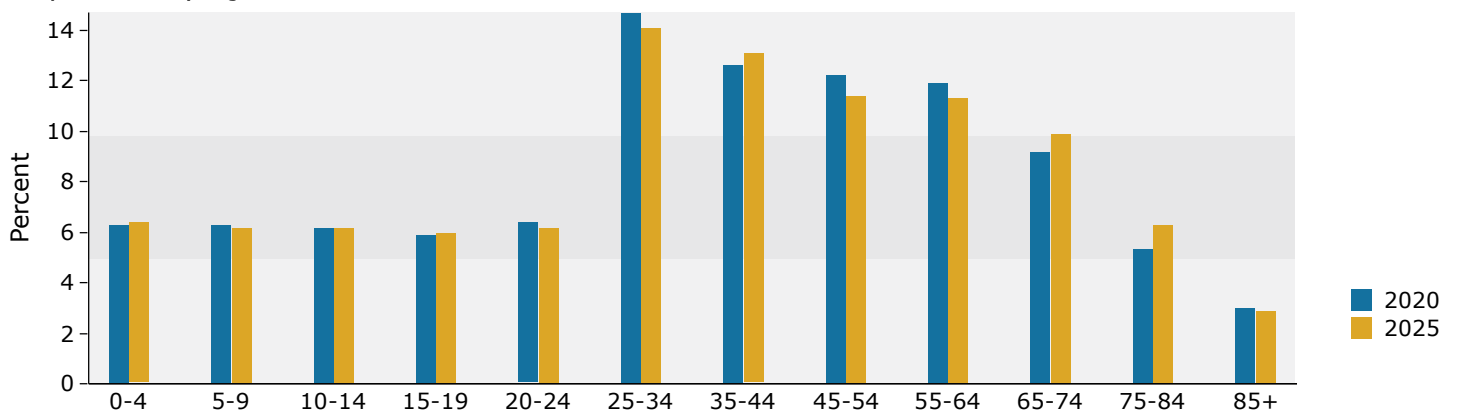
3300 Boutwell Rd, Lake Worth, Florida, 33461  
Ring: 5 mile radius

Prepared by Esri  
Latitude: 26.62730  
Longitude: -80.07620

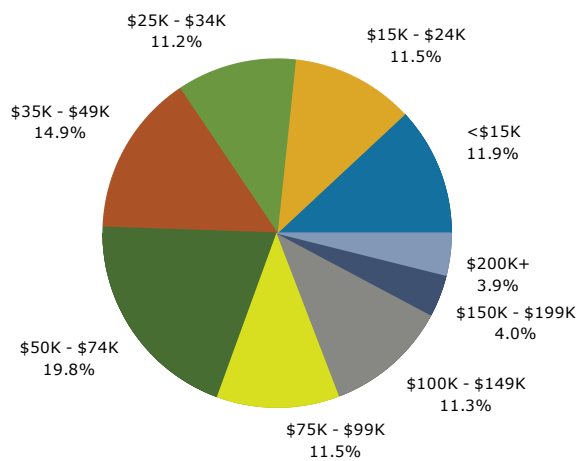
### Trends 2020-2025



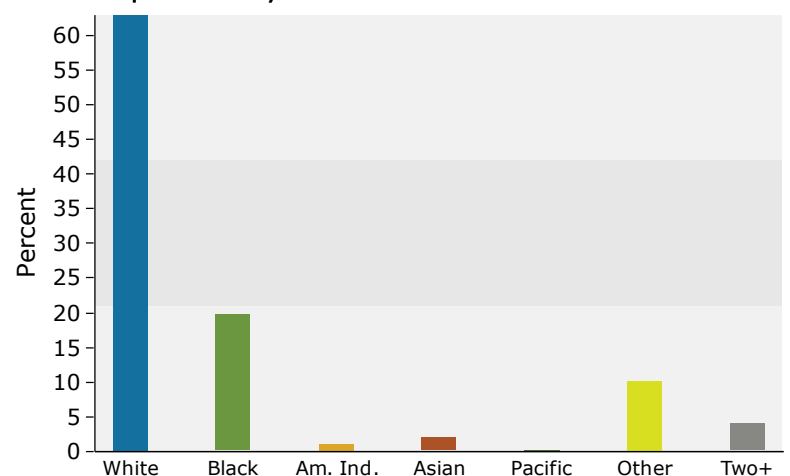
### Population by Age



### 2020 Household Income



### 2020 Population by Race



2020 Percent Hispanic Origin: 45.9%



January 7, 2021

Dr. Juan F. Ortega, PE  
JFO Group Inc.  
6671 W Indiantown Road, Suite 50-324  
Jupiter, FL 33458

**RE: Boutwell Road Apartments**  
**Project #: 201205**  
**Traffic Performance Standards Review**

Dear Dr. Ortega:

The Palm Beach County Traffic Division has reviewed the **Boutwell Road Apartments** Traffic Impact Statement, dated December 28, 2020, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land Development Code (ULDC). The project is summarized as follows:

<b>Municipality:</b>	Lake Worth Beach
<b>Location:</b>	West side of Boutwell Road, south of 10 <sup>th</sup> Avenue
<b>PCN:</b>	38-43-44-20-01-034-0040
<b>Access:</b>	One full access driveway connection onto Boutwell Road <u>(As used in the study and is NOT necessarily an approval by the County through this TPS letter)</u>
<b>Existing Uses:</b>	Vacant
<b>Proposed Uses:</b>	Mid-rise Multi-Family Residential = 200 DU
<b>New Daily Trips:</b>	1,088
<b>New Peak Hour Trips:</b>	72 (19/53) AM; 88 (54/34) PM
<b>Build-out:</b>	December 31, 2026

Based on our review, the Traffic Division has determined the proposed development is located within the Urban Redevelopment Area (URA) Traffic Concurrency Exception Area (TCEA) and therefore, exempt from the Traffic Performance Standards of Palm Beach County.

Please note the receipt of a Traffic Performance Standards (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.

**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



**Palm Beach County  
Board of County  
Commissioners**

Dave Kerner, Mayor

Robert S. Weinroth, Vice Mayor

Maria G. Marino

Gregg K. Weiss

Maria Sachs

Melissa McKinlay

Mack Bernard

**County Administrator**

Verdenia C. Baker

*"An Equal Opportunity  
Affirmative Action Employer"*



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and recycled paper



Dr. Juan F. Ortega, PE  
January 7, 2021  
Page 2

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](mailto:QBari@pbcgov.org).

Sincerely,

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

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

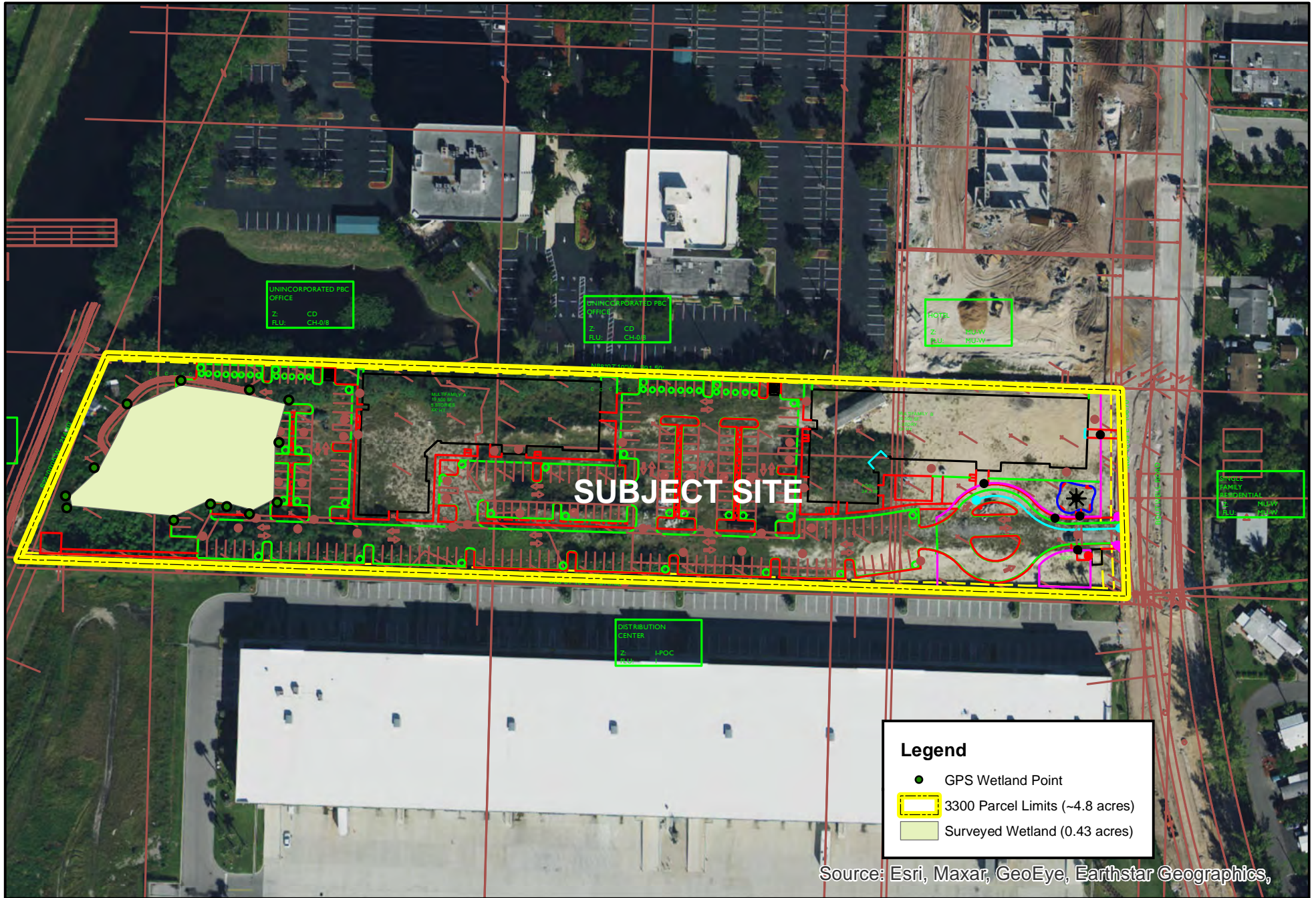
QB:HA:rb

cc: Addressee

Erin Fitzhugh Sita, AICP, Assistant Director-Planning, Zoning, & Preservation Community  
Sustainability Department, City of Lake Worth Beach  
Hanane Akif, E.I., Project Coordinator II, Traffic Division  
Bogdan Piorkowski, P.E., Sr. Prof. Engineer, Traffic Division  
Steve Bohovsky, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review  
F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2021\201205 - BOUTWELL ROAD APARTMENTS.DOCX





Initial: 08/26/2020		Revised: 01/12/2021		<b>J. J. Goldasich and Associates, Incorporated</b>		<b>3300 Boutwell Road</b>				<b>SFWMD</b>	
				Ecological Services		Aerial Photograph with Wetland				<b>Wetland</b>	
				Natural System Analysis		Parcel and Adjacent Waterway				<b>Limits</b>	
				DESIGN/PERMIT-BUILD-MAINTAIN		Palm Beach County, Florida				<b>Map</b>	

60 30 0 60 120 180 240 300

Feet

(561) 883-9555  
jjg@jjgoldasich.com  
Seagrass to Sawgrass